

FINAL PLANS

NAME OF CONTRACTOR: _____
 DATE OF LETTING: _____
 DATE WORK BEGAN: _____
 DATE WORK COMPLETED: _____
 DATE WORK ACCEPTED: _____
 SUMMARY OF CHANGE ORDERS:

STATE OF TEXAS
 DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
 STATE HIGHWAY IMPROVEMENT

STATE PROJECT
 C 197 -5 -59
 CCSJ: 0197-05-059
 US 175
 KAUFMAN COUNTY

LIMITS: FROM FM 1895
 TO HENDERSON COUNTY LINE

TOTAL LENGTH OF PROJECT = $\left\{ \begin{array}{l} \text{ROADWAY} = 54,653.68 \text{ FT.} = 10.351 \text{ MI.} \\ \text{BRIDGE} = 2,163.00 \text{ FT.} = 0.410 \text{ MI.} \\ \text{TOTAL} = 56,816.68 \text{ FT.} = 10.761 \text{ MI.} \end{array} \right.$

DESIGN FR	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
GRAPHICS FR	6	C 197 -5 -59		US 175
CHECK VD	TEXAS	DALLAS	KAUFMAN	SHEET NO. 1
CHECK	CONTROL	SECTION	JOB	
LS	0197	05	059	

FUNCTIONAL CLASSIFICATION: RURAL PRINCIPAL ARTERIAL

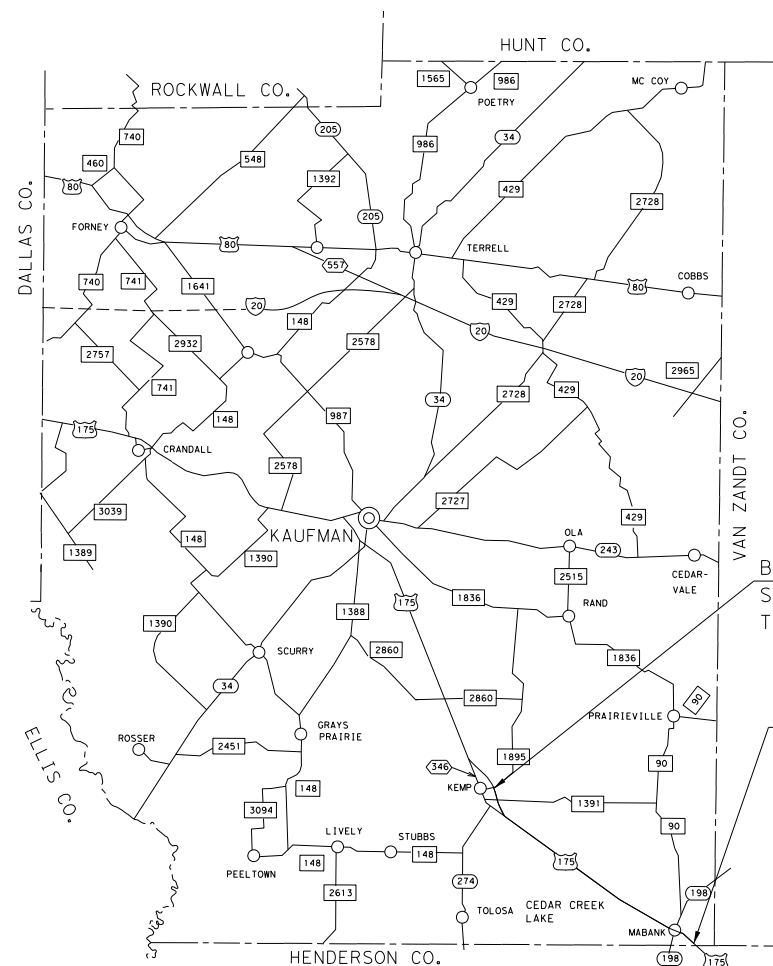
DESIGN SPEED: 70 MPH

ADT: 19,200 (2022)
 26,200 (2042)

NOTE:

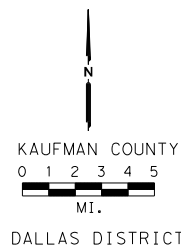
SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, NOVEMBER 1, 2014, AND THE CONTRACT PROVISIONS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT: SPECIAL LABOR PROVISIONS FOR STATE PROJECTS (000-008)

FOR THE CONSTRUCTION OF RESTORATION
 CONSISTING OF REHABILITATE EXISITING PAVEMENT AND OVERLAY



BEGIN CSJ: 0197-05-059
 STA. 1294+64.00
 TRM 632+0.279

END CSJ: 0197-05-059
 STA. 1862+80.68
 TRM 642+0.704



WORK WAS COMPLETED ACCORDING
 TO THE PLANS AND CONTRACT.

_____, P.E.
 Signature of Registrant & Date

EQUATIONS: NONE
 EXCEPTIONS: NONE
 RAILROAD CROSSINGS: NONE

TEXAS DEPARTMENT OF TRANSPORTATION

SUBMITTED
 4/25/2023
 Designed by
 Falon Benfoc, P.E., P.E.
 BF3C6897A5A0461...

RECOMMENDED
 4/26/2023
 Designed by
 James P. Campbell, P.E.
 9867106986AC3...

RECOMMENDED
 4/25/2023
 Designed by
 Lane Selman, P.E.
 29F92BAFC...

APPROVED
 4/26/2023
 Designed by
 Casson Clemens, P.E.
 A879E0D...

INDEX OF SHEETS

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NONE

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VI. UTILITIES

NONE

VII. BRIDGE

NONE

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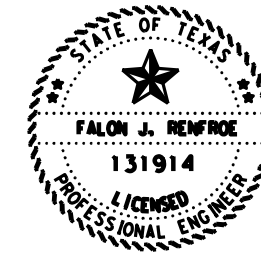
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X. MISCELLANEOUS ITEMS

NONE



* STATEWIDE STANDARDS
** DALLAS DISTRICT STANDARDS

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

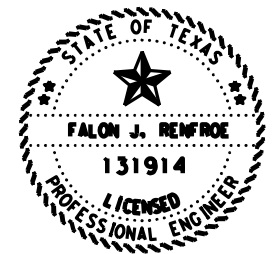
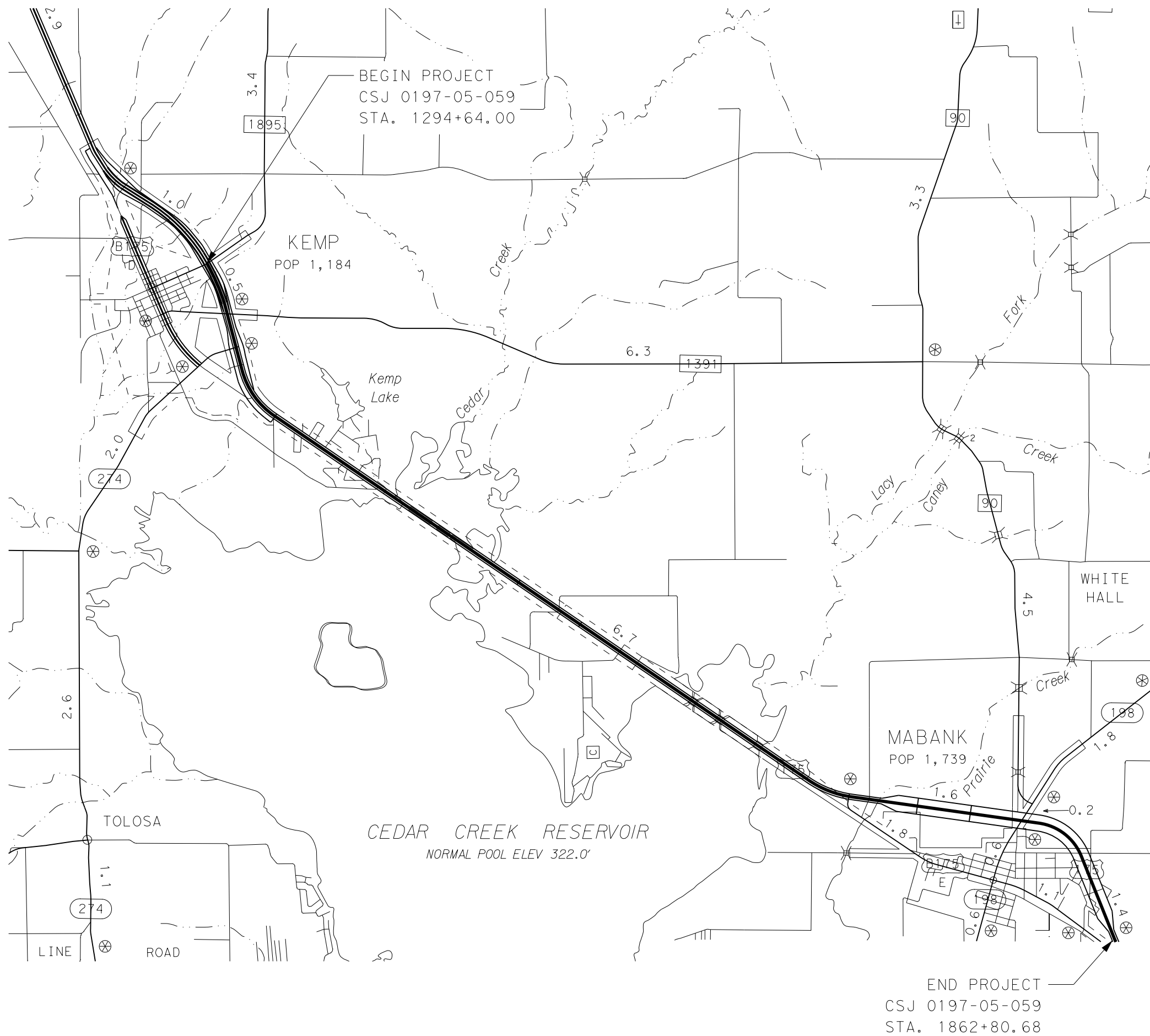
Falon Renfro, P.E. 04.13.2023
Signature of Registrant & Date



INDEX OF SHEETS

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FR	6	(SEE TITLE SHEET)		US 175
FR	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK JR	TEXAS	DAL	KAUFMAN	2
CHECK	CONTROL	SECTION	JOB	
VD	0197	05	059	

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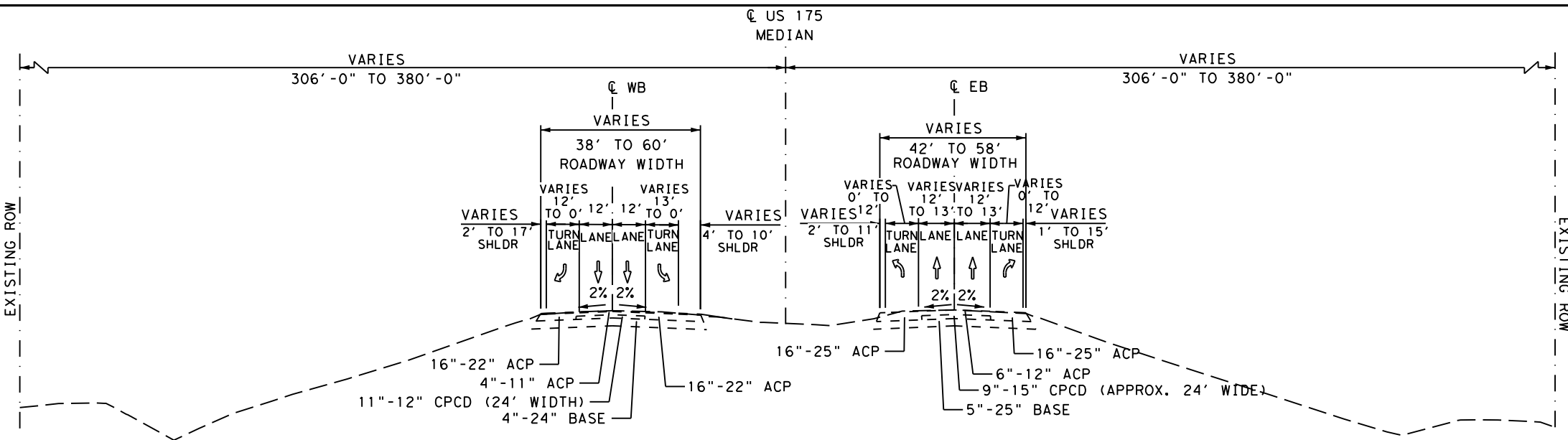
Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 PROJECT LAYOUT**

SCALE: NTS			SHEET 1 OF 1	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	3
JR	CONTROL	SECTION	JOB	
CHECK	0197	05	059	

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EXISTING TYPICAL SECTION

EASTBOUND

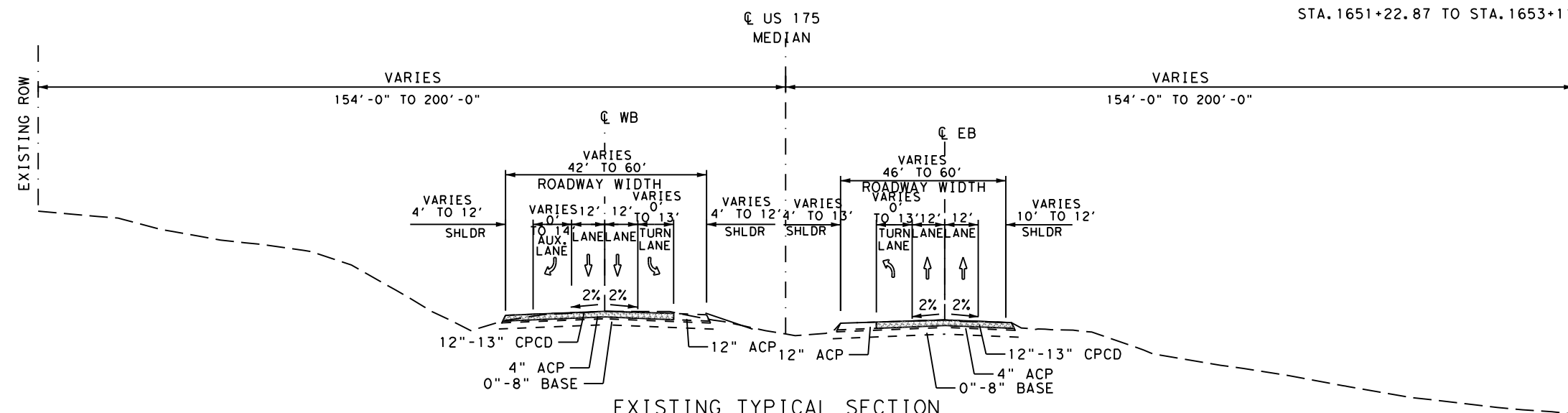
WESTBOUND
 STA. 1294+87.00 TO STA. 1380+50.00
 STA. 1459+36.39 TO STA. 1462+31.17
 STA. 1737+73.60 TO STA. 1763+91.44
 STA. 1822+11.35 TO STA. 1843+44.81

BRIDGE
 STA. 1336+34.89 TO STA. 1339+31.37

STA. 1294+92.00 TO STA. 1319+39.50
 STA. 1322+89.00 TO STA. 1335+43.33
 STA. 1448+16.85 TO STA. 1452+68.70
 STA. 1452+68.70 TO STA. 1464+62.40
 STA. 1468+83.17 TO STA. 1474+23.62
 STA. 1476+02.60 TO STA. 1677+20.94
 STA. 1737+65.95 TO STA. 1764+47.25
 STA. 1821+35.27 TO STA. 1841+98.14

BRIDGE
 STA. 1319+39.50 TO STA. 1322+89.49
 STA. 1335+43.33 TO STA. 1338+37.86
 STA. 1448+16.85 TO STA. 1452+68.70
 STA. 1464+62.40 TO STA. 1468+83.17
 STA. 1474+23.62 TO STA. 1476+02.60
 STA. 1498+44.68 TO STA. 1499+84.44
 STA. 1613+67.16 TO STA. 1617+06.60
 STA. 1629+89.04 TO STA. 1631+18.93
 STA. 1651+22.87 TO STA. 1653+11.57

- NOTES:
 1. WESTBOUND ALIGNMENT BASED OFF OF C US175 WB.
 2. EASTBOUND ALIGNMENT BASED OFF OF C US175 EB.



EXISTING TYPICAL SECTION

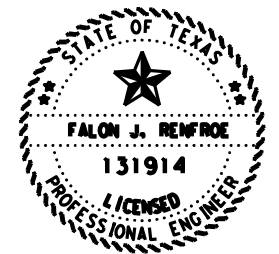
WESTBOUND

EASTBOUND

BRIDGE
 STA. 1448+25.84 TO STA. 1452+75.97
 STA. 1464+64.54 TO STA. 1468+85.84
 STA. 1474+55.68 TO STA. 1476+04.26
 STA. 1498+47.78 TO STA. 1499+87.74
 STA. 1613+61.67 TO STA. 1617+17.38
 STA. 1629+82.75 TO STA. 1631+29.53
 STA. 1651+17.22 TO STA. 1653+22.61

STA. 1380+50.00 TO STA. 1448+25.84
 STA. 1452+75.97 TO STA. 1459+36.39
 STA. 1462+31.17 TO STA. 1464+64.54
 STA. 1468+85.84 TO STA. 1474+55.68
 STA. 1476+04.26 TO STA. 1474+55.68
 STA. 1476+04.26 TO STA. 1495+47.78
 STA. 1499+87.74 TO STA. 1613+61.67
 STA. 1617+17.37 TO STA. 1629+82.75
 STA. 1631+29.53 TO STA. 1651+17.22
 STA. 1653+22.61 TO STA. 1737+73.60
 STA. 1843+44.81 TO STA. 1863+57.12

STA. 1677+20.94 TO STA. 1737+65.95
 STA. 1841+98.14 TO STA. 1862+85.96



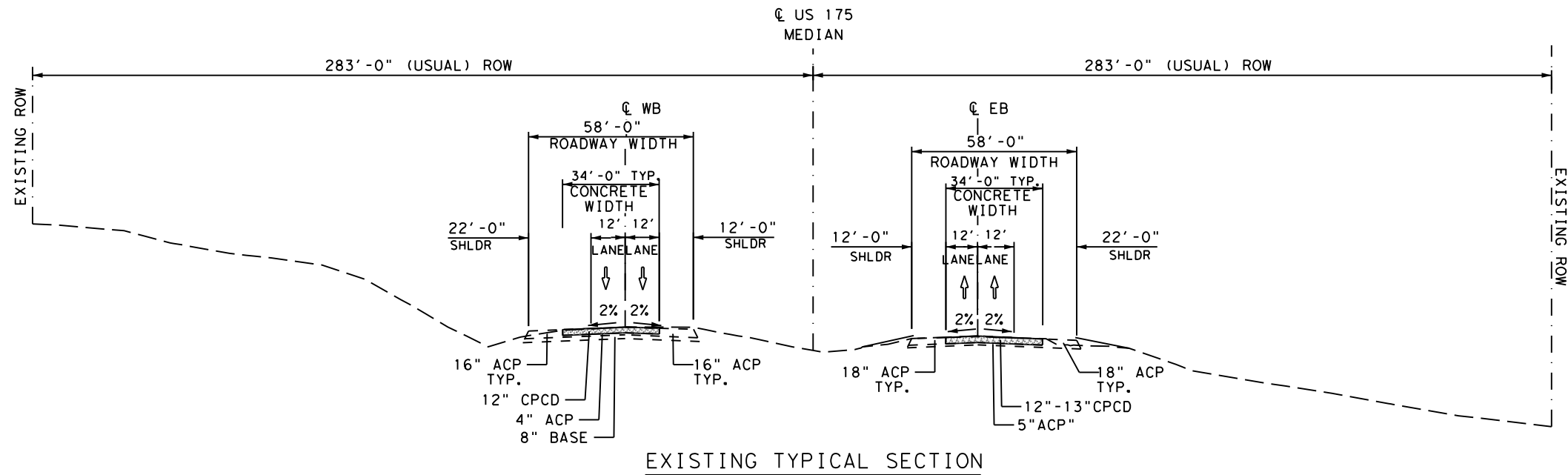
Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date



US 175
 TYPICAL
 SECTIONS

SCALE: NTS		SHEET 1 OF 5	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.	
FR	6	(SEE TITLE SHEET)	
GRAPHICS	STATE	DISTRICT	COUNTY
FR	TEXAS	DAL	KAUFMAN
CHECK	JR	CONTROL	SECTION
CHECK	VD	0197	05
			JOB
			059
			SHEET NO.
			4
			HIGHWAY NO.
			US 175

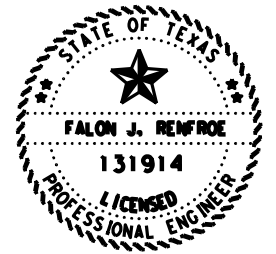
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EXISTING TYPICAL SECTION

<p>WESTBOUND</p> <p>STA. 1763+91.44 TO STA. 1822+11.35</p> <p>BRIDGE</p> <p>STA. 1783+02.57 TO STA. 1786+25.39</p>	<p>EASTBOUND</p> <p>STA. 1764+47.25 TO STA. 1821+35.27</p> <p>BRIDGE</p> <p>STA. 1782+94.28 TO STA. 1786+28.81</p>
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- NOTES:
1. WESTBOUND ALIGNMENT BASED OFF OF C US175 WB.
 2. EASTBOUND ALIGNMENT BASED OFF OF C US175 EB.



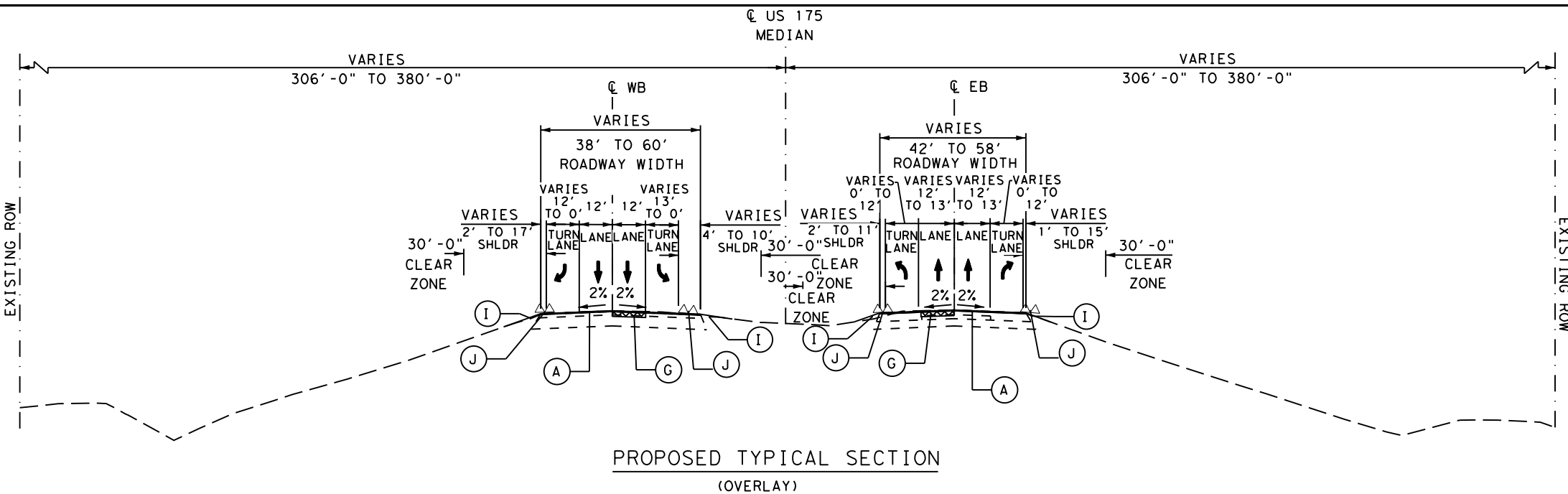
Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



US 175 TYPICAL SECTIONS

SCALE: NTS			SHEET 2 OF 5	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	5
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

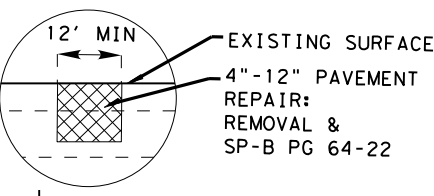
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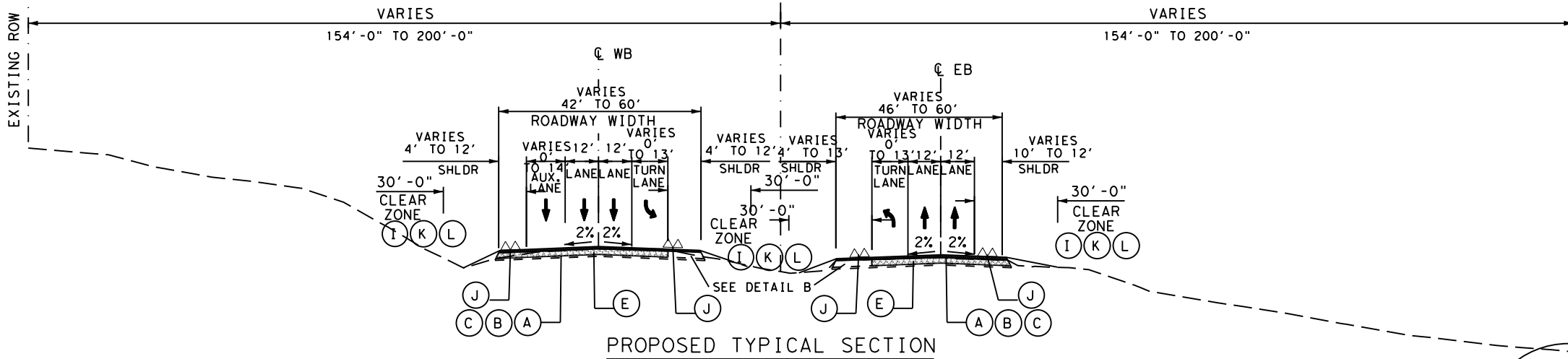
PROPOSED TYPICAL SECTION
(OVERLAY)

1. PERFORM FLEXIBLE PAVEMENT REPAIR
2. PLACE TACK COAT AND 2" SP-C SAC B PG 70-22
3. THE PROFILE WILL RAISE 2"

ITEM 351 FLEXIBLE PAVEMENT STRUCTURE REPAIR DETAIL



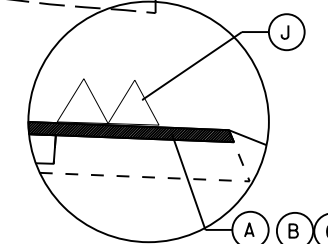
WESTBOUND	EASTBOUND	BRIDGE
1. PERFORM FLEXIBLE PAVEMENT REPAIR STA. 1294+87.00 TO STA. 1380+50.00	1. PERFORM FLEXIBLE PAVEMENT REPAIR STA. 1294+92.00 TO STA. 1452+68.70	BRIDGE STA. 1319+39.50 TO STA. 1322+89.49 (PLANE & INLAY)
2. PLACE TACK COAT AND 2" SP-C SAC B PG 70-22 STA. 1459+36.39 TO STA. 1462+31.17	2. PLACE TACK COAT AND 2" SP-C SAC B PG 70-22 STA. 1476+02.60 TO STA. 1677+20.94	STA. 1335+43.33 TO STA. 1338+37.86 (NO WORK)
3. THE PROFILE WILL RAISE 2" STA. 1737+73.60 TO STA. 1763+91.44	3. THE PROFILE WILL RAISE 2" STA. 1737+65.95 TO STA. 1764+47.25	STA. 1448+16.85 TO STA. 1452+68.70 (NO WORK)
① 3" OF SP-C TO MATCH ADJACENT SECTIONS STA. 1822+11.35 TO STA. 1843+44.81	① 3" OF SP-C TO MATCH ADJACENT SECTIONS STA. 1821+35.27 TO STA. 1841+98.14	STA. 1498+44.68 TO STA. 1499+84.44 (NO WORK)
		STA. 1613+67.16 TO STA. 1617+06.60 (NO WORK)
		STA. 1629+89.04 TO STA. 1631+18.93 (NO WORK)
		STA. 1651+22.87 TO STA. 1653+11.57 (NO WORK)



PROPOSED TYPICAL SECTION
(RUBBLIZATION)

1. RUBBLIZE 9"-13" OF EXISTING CONC. PAV.
2. PLACE 1" LEVEL UP OF CAM ASPHALT
3. PLACE TACK COAT AND 2" OF SP-C SAC B PG64-22
4. PLACE TACK COAT AND 2" OF SP-C SAC B PG70-22
5. THE PROFILE WILL RAISE 5"

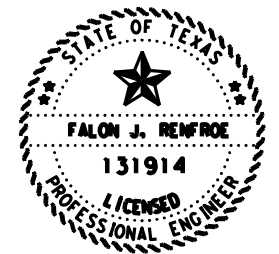
WESTBOUND	EASTBOUND	BRIDGE
1. RUBBLIZE 9"-13" OF EXISTING CONC. PAV. STA. 1380+50.00 TO STA. 1448+25.84	1. RUBBLIZE 9"-13" OF EXISTING CONC. PAV. STA. 1677+20.94 TO STA. 1737+65.95	BRIDGE STA. 1448+25.84 TO STA. 1452+75.97 (NO WORK)
2. PLACE 1" LEVEL UP OF CAM ASPHALT STA. 1476+04.26 TO STA. 1737+73.60	2. PLACE 1" LEVEL UP OF CAM ASPHALT STA. 1841+98.14 TO STA. 1862+85.96	STA. 1498+47.78 TO STA. 1499+87.74 (NO WORK)
3. PLACE TACK COAT AND 2" OF SP-C SAC B PG64-22 STA. 1843+44.81 TO STA. 1863+57.12	3. PLACE TACK COAT AND 2" OF SP-C SAC B PG64-22 STA. 1843+44.81 TO STA. 1863+57.12	STA. 1613+61.67 TO STA. 1617+17.38 (NO WORK)
		STA. 1629+82.75 TO STA. 1631+29.53 (NO WORK)
		STA. 1651+17.22 TO STA. 1653+22.61 (NO WORK)



DETAIL B
OVERLAY OVER EXISTING ACP SHOULDER

- LEGEND
- Ⓐ 2" SP-C SAC B PG70-22
 - Ⓑ 2" SP-C SAC B PG64-22
 - Ⓒ 1" CAM, CRACK ATTENUATING MIXTURE LEVEL-UP
 - Ⓓ 0-3" PLANE
 - Ⓔ 9"-13" RUBBLIZED CPCD CONC. PVMT
 - Ⓕ 0-3" PLANE CPCD CONC. PVMT
 - Ⓖ FLEXIBLE PAVEMENT STRUCTURE REPAIR (4"-12")
 - Ⓗ CONCRETE PAVEMENT REPAIR (12")
 - Ⓙ BACKFILL TY A OR B (4:1 SLOPE TYPICAL)
 - Ⓚ RUMBLE STRIP
 - Ⓛ TOPSOIL, FERTILIZER, SEEDING, AND WATERING
 - Ⓜ ROADGRADER WORK

- NOTES:
- USE MINIMUM 1" CAM ASPHALT TO LEVEL-UP AT LOCATION DETERMINED IN THE FIELD BY THE ENGINEER.
 - NO OVERLAY ON TOP OF BRIDGES OR APPROACH SLABS UNLESS NOTED OTHERWISE.
 - SEE ROADWAY PLAN SHEETS & MISCELLANEOUS DETAILS SHEET FOR VARIOUS TRANSITION & UNDERPASS DETAILS.
 - TACK COAT IS REQUIRED BETWEEN HM PAVING LAYERS.
 - METAL BEAM GUARD FENCE TO BE REMOVED & REPLACED ARE SHOWN IN PLAN SHEETS.
 - FLEXIBLE PAVEMENT REPAIR LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
 - FLEXIBLE PAVEMENT STRUCTURE REPAIR CONSISTING OF:
 4"-12" OF REMOVAL (MIN 12FT WIDTH)
 4"-12" SP-B PG 64-22
 AT VARIOUS LOCATIONS AS DIRECTED BY THE ENGINEER. REPAIR AREA SHALL BE FULL LANE WIDTH. DO NOT PLACE A JOINT UNDER THE WHEEL PATH.
 - PAVEMENT CROSS SLOPES SHALL MATCH EXISTING CROSS SLOPE UNLESS OTHERWISE NOTED.



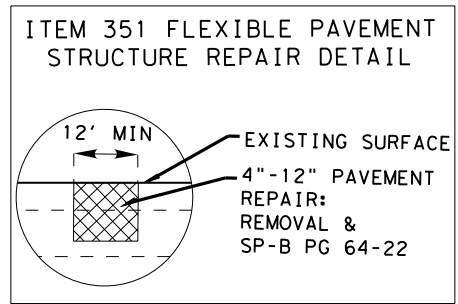
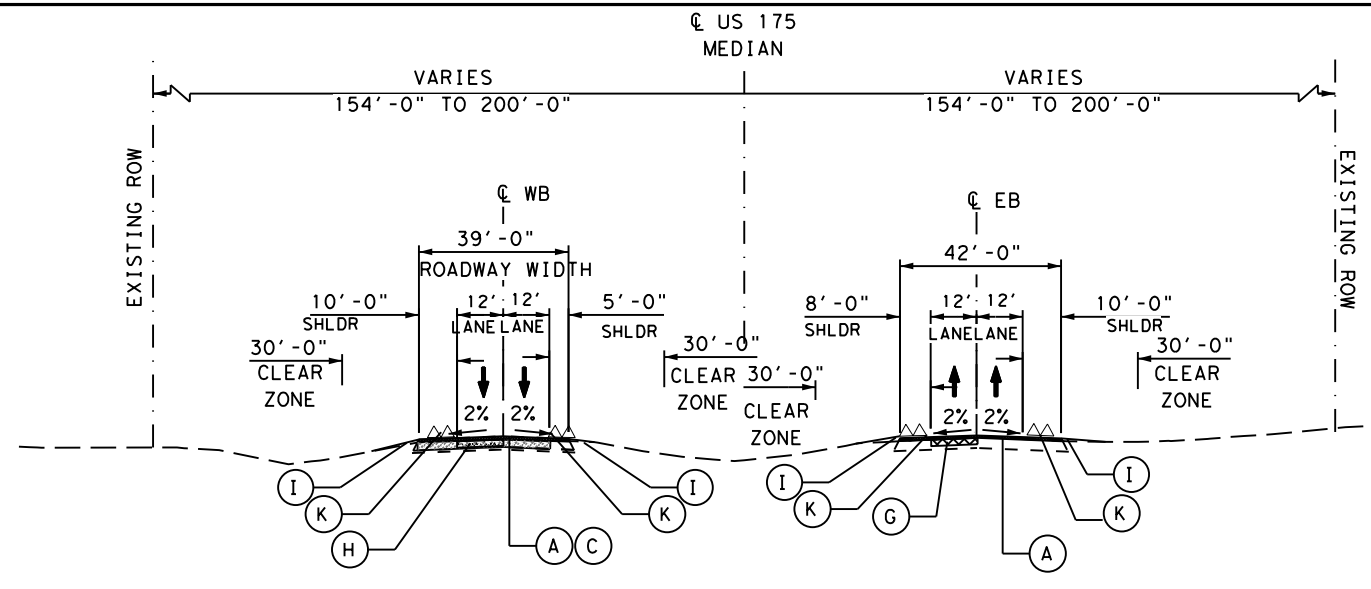
Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date



US 175
TYPICAL
SECTIONS

SCALE: NTS		PROJECT NO.			HIGHWAY NO.
DESIGN	FR	(SEE TITLE SHEET)			US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	JR	TEXAS	DAL	KAUFMAN	6
CHECK	VD	CONTROL	SECTION	JOB	
		0197	05	059	

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- LEGEND**
- (A) 2" SP-C SAC B PG70-22
 - (B) 2" SP-C SAC B PG64-22
 - (C) 1" CAM, CRACK ATTENUATING MIXTURE LEVEL-UP
 - (D) 0-3" PLANE
 - (E) 9"-13" RUBBLIZED CPCD CONC. PVMT
 - (F) 0"-3" PLANE CPCD CONC. PVMT
 - (G) FLEXIBLE PAVEMENT STRUCTURE REPAIR (4"-12")
 - (H) CONCRETE PAVEMENT REPAIR (12")
 - (I) BACKFILL TY A OR B (4:1 SLOPE TYPICAL)
 - (J) RUMBLE STRIP
 - (K) TOPSOIL, FERTILIZER, SEEDING, AND WATERING
 - (L) ROADGRADER WORK

- NOTES:**
- USE MINIMUM 1" CAM ASPHALT TO LEVEL-UP AT LOCATION DETERMINED IN THE FIELD BY THE ENGINEER.
 - NO OVERLAY ON TOP OF BRIDGES OR APPROACH SLABS UNLESS NOTED OTHERWISE. SEE ROADWAY PLAN SHEETS & MISCELLANEOUS DETAILS SHEET FOR VARIOUS TRANSITION & UNDERPASS DETAILS.
 - TACK COAT IS REQUIRED BETWEEN HM PAVING LAYERS.
 - METAL BEAM GUARD FENCE TO BE REMOVED & REPLACED ARE SHOWN IN PLAN SHEETS.
 - FLEXIBLE PAVEMENT REPAIR LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
 - FLEXIBLE PAVEMENT STRUCTURE REPAIR CONSISTING OF:
 - 4"-6" OF REMOVAL (MIN 12FT WIDTH)
 - 4"-6" SP-B PG 64-22
 AT VARIOUS LOCATIONS AS DIRECTED BY THE ENGINEER. REPAIR AREA SHALL BE FULL LANE WIDTH. DO NOT PLACE A JOINT UNDER THE WHEEL PATH. PAVEMENT CROSS SLOPES SHALL MATCH EXISTING CROSS SLOPE UNLESS OTHERWISE NOTED.
 - FULL DEPTH PAVEMENT REPAIR LOCATIONS TO BE LOCATED AND VERIFIED BY THE ENGINEER PRIOR TO OVERLAY OPERATION. THE ENGINEER WILL ASSESS THE CONDITION OF BASE MATERIAL IN THE FIELD TO DETERMINE DPETH OF REPAIR. REPAIR OF BASE MATERIAL IS SUBSIDIARY TO ITEM 361.

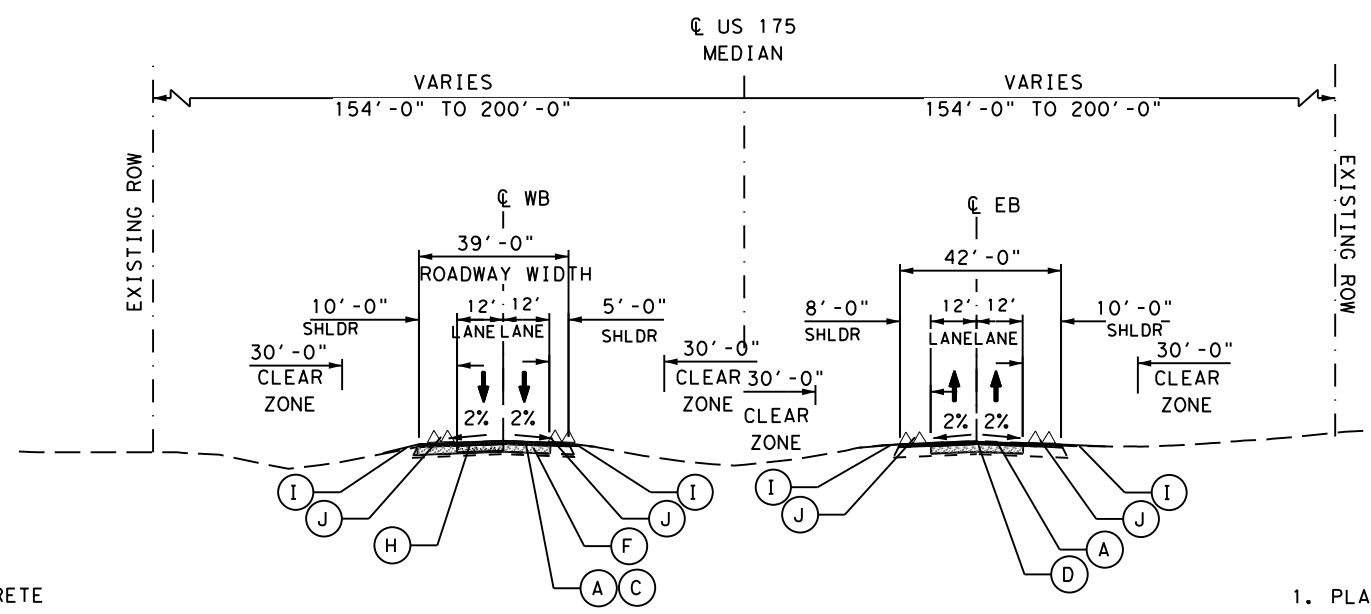
1. PERFORM FULL DEPTH CONCRETE PAVEMENT REPAIR
 2. PLACE 1" LEVEL UP OF CAM ASPHALT
 3. PLACE TACK COAT AND 2" SP-C SAC B PG 70-22
 4. THE PROFILE WILL RAISE 3"

PROPOSED TYPICAL SECTION
 (OVERLAY CONC.)

WESTBOUND
 STA. 1452+75.97 TO STA. 1459+36.39
 STA. 1462+31.17 TO STA. 1464+64.54
 BRIDGE
 STA. 1464+64.54 TO STA. 1468+85.84 (NO WORK)

EASTBOUND
 STA. 1452+68.70 TO STA. 1464+62.40
 BRIDGE
 STA. 1464+62.40 TO STA. 1468+83.17 (NO WORK)

1. PERFORM FLEXIBLE PAVEMENT REPAIR
 2. PLACE TACK COAT AND 2" SP-C SAC B PG70-22
 3. THE PROFILE WILL RAISE 2"



PROPOSED TYPICAL SECTION

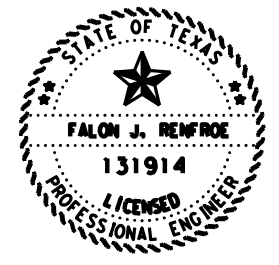
(PLANE CONC & INLAY) (PLANE & INLAY)

WESTBOUND
 STA. 1468+85.84 TO STA. 1474+55.68
 BRIDGE
 STA. 1474+55.68 TO STA. 1476+04.26 (NO WORK)

EASTBOUND
 STA. 1468+83.17 TO STA. 1474+23.62
 BRIDGE
 STA. 1474+23.62 TO STA. 1476+02.60 (NO WORK)

1. PLANE EXISTING CONCRETE PAVEMENT 0"-3" (3" TYPICAL)
 2. PERFORM CONCRETE PAVEMENT REPAIR
 3. PLACE 1" LEVEL UP CAM ASPHALT
 4. PLACE TACK COAT AND 2" SP-C SAC B PG 70-22
 5. THE PROFILE WILL REMAIN THE SAME.

1. PLANE 0"-3" (2" TYPICAL)
 2. PERFORM FLEXIBLE PAVEMENT REPAIR
 3. PLACE TACK COAT AND 2" SP-C SAC B PG70-22
 4. THE PROFILE WILL REMAIN THE SAME



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

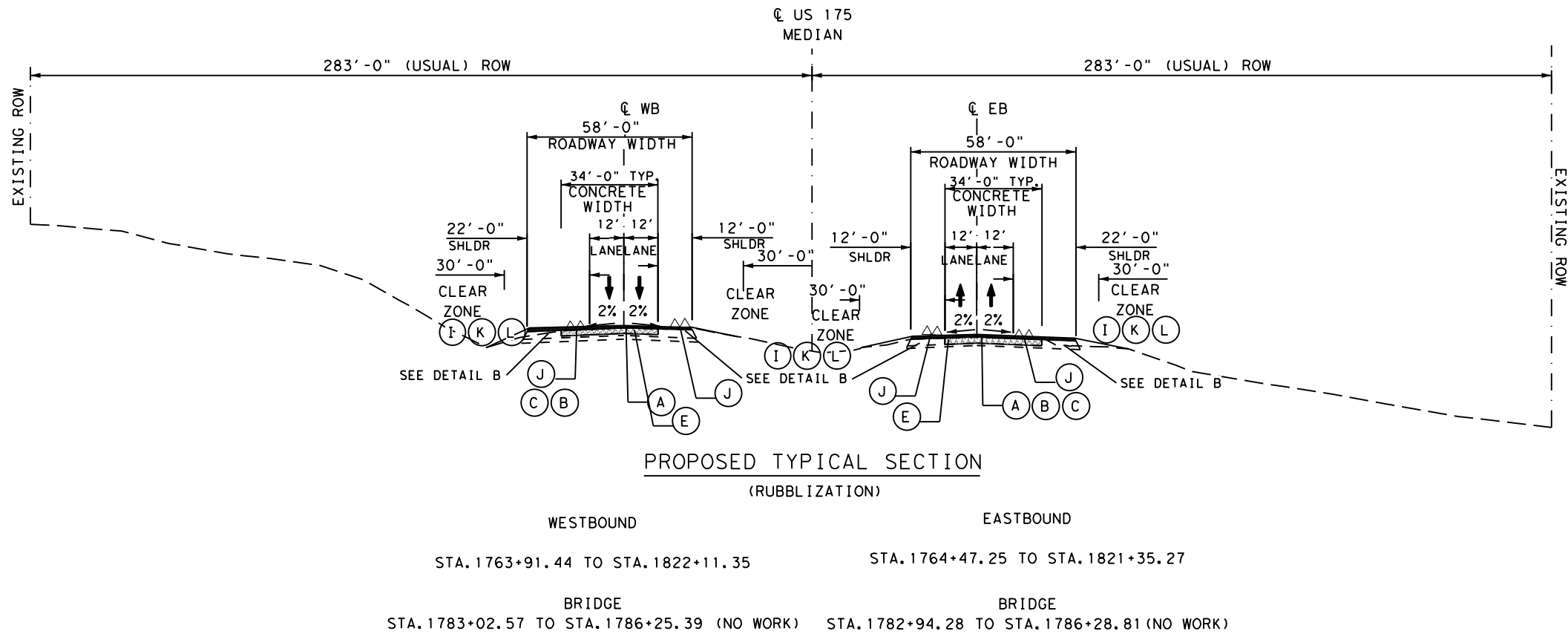


US 175 TYPICAL SECTIONS

SCALE: NTS SHEET 4 OF 5

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	7
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05 059	

DATE: 4/12/2023 4:04:01 PM
 FILE: \\txdot\projectwiseonline.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\1. General\05_PROPOSED TYPICAL SECTIONS.dgn



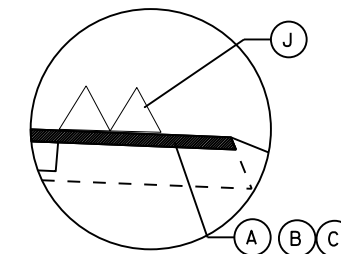
LEGEND

- (A) 2" SP-C SAC B PG70-22
- (B) 2" SP-C SAC B PG64-22
- (C) 1" CAM, CRACK ATTENUATING MIXTURE LEVEL-UP
- (D) 0-3" PLANE
- (E) 9"-13" RUBBLIZED CPCD CONC. PVMT
- (F) 0"-3" PLANE CPCD CONC. PVMT
- (G) FLEXIBLE PAVMENT STRUCTURE REPAIR (4"-12")
- (H) CONCRETE PAVEMENT REPAIR (12")
- (I) BACKFILL TY A OR B (4:1 SLOPE TYPICAL)
- (J) RUMBLE STRIP
- (K) TOPSOIL, FERTILIZER, SEEDING, AND WATERING
- (L) ROADGRADER WORK

NOTES:

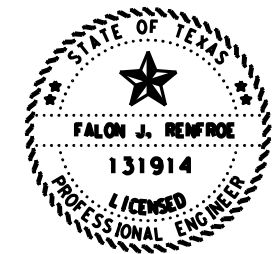
- USE MINIMUM 1" CAM ASPHALT TO LEVEL-UP AT LOCATION DETERMINED IN THE FIELD BY THE ENGINEER.
- NO OVERLAY ON TOP OF BRIDGES OR APPROACH SLABS UNLESS NOTED OTHERWISE.
- SEE ROADWAY PLAN SHEETS & MISCELLANEOUS DETAILS SHEET FOR VARIOUS TRANSITION & UNDERPASS DETAILS.
- TACK COAT IS REQUIRED BETWEEN HM PAVING SECTIONS.
- METAL BEAM GUARD FENCE TO BE REMOVED & REPLACED ARE SHOWN IN PLAN SHEETS.
- PAVEMENT CROSS SLOPES SHALL MATCH EXISTING CROSS SLOPE UNLES OTHERWISE NOTED.

1. RUBBLIZE 12"-13" OF EXISTING CONC. PAV.
2. PLACE 1" LEVEL UP OF CAM ASPHALT
3. PLACE TACK COAT AND 2" OF SP-C SAC B PG64-22
4. PLACE TACK COAT AND 2" OF SP-C SAC B PG70-22
5. THE PROFILE WILL RAISE 5"



DETAIL B

OVERLAY OVER EXISTING ACP SHOULDER



Falon Renfro
 Signature of Registrant & Date 04.13.23
 P.E.



**US 175
 TYPICAL
 SECTIONS**

SCALE: NTS				SHEET 5 OF 5
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	8
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	
			JOB	
			059	

SPECIFICATION DATA

Table 1: Basis of Estimate for Permanent Construction					
Item	Description	Thickness	Rate		Quantity
164	Drill Seed (Perm) (R) (C)	N/A	See Specifications		153,359 SY
166 *	Fertilizer (12-6-6)	N/A	500	Lbs./Ac	7.92 Ton
168	Vegetative Watering (Warm)**	N/A	12	MG/Ac/Day	22,820 MG
3000	CAM (Asphalt)	N/A	0.08 %	-	1,163
3000	CAM (Aggregate)	1" (min)	110	Lbs./SY/ln	14,456
3077	SP-C, SAC B PG 64-22	2"	110	Lbs./SY/ln	33,573 Tons
3077	SP-C, SAC B PG 70-22	2"	110	Lbs./SY/ln	66,389 Tons
3077	Tack Coat (Undiluted Application Rate)	New HMA	0.06	Gal/SY	52,171 Gal
		Oxidized HMA	0.08		
		Milled HMA	0.11		
*For contractor's information only					
**Use Summer rate for calculation, adjust for actual field conditions/temperatures as necessary. See Vegetation Establishment Plan Sheet for estimated daily rates.					
Note: (1) Asphalt weight based on 110 Lbs./SY/ln					

Table 2: Basis of Estimate for Temporary Erosion Control Items				
Item	Description	Rate		Quantity
164	Drill Seeding (Temp) (Warm or Cool)	See Specifications		51,124 SY
166*	Fertilizer (12-6-6)	500	Lb/Ac	2.64 Ton
168	Vegetative Watering (Warm)**	12	MG/Ac/Day	7,605 MG
*For Contractor's Information Only.				
**Use Summer rate for calculation, adjust for Actual Field Conditions/Temperatures as Necessary. See Vegetation Establishment Sheet for estimated daily rates.				

GENERAL

The construction, operation and maintenance of the proposed project will be consistent with the state implementation plan as prepared by the Texas Commission on Environmental Quality.

The disturbed area for this project, as shown on the plans is 50 acres. However, the Total Disturbed Area (TDA) will establish the required authorization for storm water discharges. The TDA of this project will be determined by the sum of the disturbed area in all project locations in the contract, and all disturbed area on all Project-Specific Locations (PSL) located in the project limits and/or within 1 mile of the project limits. The department will obtain an authorization to discharge storm water from the Texas Commission on Environmental Quality (TCEQ) for the construction site as shown on the plans, according to the TDA of the project. The contractor will obtain any required authorization from the TCEQ for the discharge of storm water from any PSL for construction support activities on or off of the project row according to the TDA of the project. When the TDA for the project exceeds 1 acre, provide a copy of the appropriate application of permit (NOI, or Construction Site Notice) to the engineer, for any PSL located in the project limits or within 1 mile of the project limits. Follow the directives and adhere to all requirements set forth in the TCEQ, Texas Pollution Discharge Elimination System, Construction General Permit (TPDES, CGP).

This project required Permits with environmental resources agencies. There is a high probability that an environmentally sensitive area could be encountered on the contractor designated Project-Specific Locations (PSL) for this project (haul roads, equipment staging areas, borrow pits, disposal sites, field offices, storage areas, parking areas, etc.). Item 7.6 "Project-Specific Locations", provides a listing of regulatory agencies that may need to be contacted regarding this project.

Leave all right of way areas undisturbed until actual construction is to be performed in said areas.

Questions may be submitted via the Letting Pre-Bid Q&A web page. This webpage can be accessed from the Notice to Contractors dashboard located at the following Address: <https://tableau.txdot.gov/views/ProjectInformationDashboard/NoticetoContractors> or Contractor questions on this project are to be addressed to the following individual(s):

Lane Selman, P.E. Lane.Selman@txdot.gov
Nicholas Wadlington, P.E. Nicholas.Wadlington@txdot.gov

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

All contractor questions will be reviewed by the Engineer. 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

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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.

The following standard detail sheets have been modified:
T5/T501/T502TR (MOD)

Item 5:

Underground utilities owned by the Texas Department of Transportation may be present within the Right-Of-Way on this project. For signal, illumination, surveillance, and communications & control maintained by TxDOT, call the TxDOT Traffic Signal Office (214-320-6682) for locates a minimum of 48 hours in advance of excavation. For irrigation systems, call TxDOT Landscape Office (214-320-6205) for locates a minimum of 48 hours in advance of excavation. If city or town owned irrigation facilities are present, call the appropriate department of the local city or town a minimum of 48 hours in advance of excavation. The Contractor is liable for all damages when utilities are damaged due to Contractor's negligence including, but not limited to, repair or replacement at the Contractor's expense.

For the project to be deemed complete, permanently stabilize all unpaved disturbed areas of the project with a vegetative cover at a minimum of 70% density for the control of erosion.

Place construction stakes/station markings at intervals of no more than 100 feet or as directed by the Engineer. Place stakes and markings so as not to interfere with normal construction operations.

Submit all shop drawings, working drawings, or other documents which require review sufficiently in advance of scheduled construction to allow no less than thirty (30) calendar days for review and response.

Item 7:

Repair or replace any structures and utilities that might have been damaged by negligence or a failure to have utility locates performed.

Holiday restrictions – The Engineer may decide that no lane closures or construction operations shall be allowed during the restricted periods listed in the following holiday schedule. TxDOT has the right to lengthen, shorten, or otherwise modify these restricted periods as actual, or expected, traffic conditions may warrant. Working days will not be charged for these restricted periods. No additional compensation will be allowed for these closures (i.e., overhead, delays, stand-by, barricades or any other associated cost impacts).

- New Year's Eve and Day (5 am on December 31 thru 10:00 pm January 1)
- Easter Holiday weekend (5 am on Friday thru 10:00 pm Sunday)
- Memorial Day weekend (5 am on Friday thru 10:00pm Monday)
- Independence Day (5 am on July 3 thru 10:00 pm on July 5)
- Labor Day weekend (5 am on Friday thru 10:00 pm Monday)
- Thanksgiving Holiday (5 am on Wednesday thru 10:00 pm Sunday)
- Christmas Holiday (5 am on December 23 thru 10:00 pm December 26)

No significant traffic generator events identified.

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Item 8:

This Project will be a Standard Workweek.

Nighttime work is allowed in accordance with Article 8.3.3.

Provide the engineer with a daily work schedule of planned work.

Critical Path Method (CPM) schedule in P6 format will be required for this project. Submit baseline schedule and obtain approval prior to beginning construction. The Estimate will be held if monthly schedule update is not submitted.

The road-user cost liquidated damages are \$32,528.00 per day.

Item 100:

Remove the existing roadway small signs, delineators and object markers as shown on the plans, or as directed, during construction within the right of way. Small sign, delineator and object marker removals are subsidiary to this Item.

The limits of preparing right of way will be measured from Sta.1295+00.00 to Sta. 1862+80.68 along the centerline of construction.

Neatly trim trees, overhanging branches, and all underbrush at the ROW line to produce 18' vertical clear area within the limits of ROW.

Item 104:

Sawing of concrete is not paid for directly, but is considered subsidiary to this item.

Item 105:

Take possession of recycled asphalt pavement from the project and recycle the material.

Properly dispose of unsalvageable material at your own expense.

Item 105 & Item 354:

Saw existing asphalt along neat lines where portions are to be left in place temporarily or permanently. Sawing is not paid for directly, but is subsidiary to this item.

Item 134:

Start backfilling pavement edges as soon as possible after the surface course is started.

Backfill and compact the pavement edges to produce a smooth surface adjacent to the pavement with no vertical edges.

Use Type "A" or "B" material to backfill pavement edges as shown in plans. Type "A" or "B" material shall consist of suitable material that when compacted will support the pavement edge. Rap is considered suitable Type "A" or "B" material.

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Blade the existing vegetation into a neat wind-row prior to overlay. After placing Ty A or Ty B backfill and placing seeding, the material from the wind-row shall be replaced on the completed slopes. Emulsion shall be placed at a 50/50 solution of water to emulsion over disturbed area. Emulsion rate=0.15 Gal/SY residual. This work, materials and equipment shall be subsidiary to Item 134.

Item 160:

Sequence construction operations to salvage topsoil from one location and spread on areas ready to receive topsoil. Keep stockpiling of topsoil to a minimum.

Use fertile clay or loam from the project site not more than six inches below natural grade as topsoil.

Item 161:

Provide tickets representing quantity of compost delivered to site.

Item 301:

Provide liquid antistripping agents unless otherwise directed. Add the minimum dosage determined by the manufacturer or higher dosage determined by design requirement and try subsequent trials at 0.25% increments.

Item 320:

Use a self-propelled wheel mounted MTV capable of receiving mix from the haul trucks, separate from the paver. It shall have a minimum storage capacity of approximately 25 tons. It shall be equipped with a pivoting discharge conveyor and shall completely and thoroughly remix the material prior to placement. The effectiveness of the MTV's remixing ability is subject to the approval of the Engineer. In addition, the paver shall have a surge storage insert with a minimum capacity of 20 tons.

The use of windrow pick-up equipment is allowed except on the first course of roadway material placed over the subgrade.

Item 354:

Remove the loose material from the roadway before opening to traffic.

Patch pavement cut to excessive depth by equipment failure with an approved epoxy material. Re-plane patched area to an acceptable approved ride quality. Payment for these corrections is subsidiary to this item.

Take possession of recycled asphalt pavement from the project and recycle the material.

Properly dispose of unsalvageable material at your own expense.

Slope longitudinal faces greater than 1 ¼" to a minimum of 1:1 slope at the end of the work period if traffic is able to traverse the joint. Slope transverse tapers to a minimum of 36:1 at the end of the workday. Remove the taper prior to continuing the milling.

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For open shoulder sections, plane the asphalt so the flow of water is not impeded at the shoulder edge or across the surface. Added planing up to three feet in width outside the lines and grades of the plans, necessary to provide proper drainage, will be subsidiary to the bid item.

Item 361:

Provide Class HES concrete designed to attain a minimum average flexural strength of 255 psi or a minimum average compressive strength of 1,800 psi within the allowed lane closure times.

All permanent pavement markings which are removed during the removal of the existing concrete pavement are to be replaced as directed by the Engineer. These pavement markings will not be paid for directly, but will be considered subsidiary to this bid item.

Tining will be required as described in Item 360.4.8.3 unless otherwise directed by the Engineer. Surface Test Type A utilizing a 10' straight edge as described under Item 585 will be required unless otherwise directed by the Engineer.

Item 400:

Structural Excavation is not paid for directly but is considered subsidiary to pertinent Items.

Item 416:

Extend drilled shaft foundations for overhead sign structures five feet into rock at locations where rock is encountered at a depth less than the drilled shaft lengths shown in the plans.

Drilled shafts 12" or larger shall be formed from 2" below existing grade to the top of the foundation with sonotube or other approved methods. All portions of drilled shafts extending above grade shall be formed and have a smooth finish. Include cost for this work in the unit bid price for this item.

Base all drilled shaft foundations for overhead sign structures on the lengths shown on the plans or as approved in writing. Make calculations for measurement of foundations in accordance with Article 9.1 of the standard specifications. Measure increase or decreases

in the quantities required by change in design as specified and the revised quantities will be the basis for payment.

Use concrete classified as "miscellaneous concrete" for ground mounted sign foundations, with the exception of large roadside signs and overhead sign structures.

Do not install PVC and/or rigid metal conduit in sign foundations for sign structures without sign lights.

Payment will be made only once for drilling the shaft regardless of the extra work caused by obstructions.

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Item 421:

Furnish mix designs to the Engineer in a format compatible to the latest version of the Department's Construction Management System (Site Manager). Mix Design templates will be provided by the Engineer.

Provide sulfate resistant concrete for box culverts and all drilled shafts.

Strength evaluation using maturity testing, Tex-426-A, may be used for all concrete elements except drilled shafts and mass concrete pours.

Supply the Engineer with a list of certified personnel and copies of their current ACI certificates before beginning production and when personnel changes are made. Supply hard copies of calibration reports for testing equipment when required by the Engineer.

Item 440:

Fiber Reinforced Concrete (FRC) can be used as a substitute for Non-Structural Class Reinforced Concrete in Mow-Strip and Rip Rap Items as approved. FRC may also be used for other Non-Structural Class Reinforced Concrete Items as approved.

Item 464:

The concrete collars and the connections of pipes to existing or proposed concrete boxes or pipe will not be paid for directly but will be considered subsidiary to the various bid items.

Item 500:

Material On Hand (MOH) will not be used in calculating partial payments for Mobilization.

Item 502:

The Contractor Force Account "Safety Contingency" that has been established for this project is intended to be utilized for work zone enhancements, to improve the effectiveness of the Traffic Control Plan, that could not be foreseen in the project planning and design stage. These enhancements will be mutually agreed upon by the Engineer and the Contractor's Responsible Person based on weekly or more frequent traffic management reviews on the project. The Engineer may choose to use existing bid items if it does not slow the implementation of enhancement.

Access will be provided to all business and residences at all times. Where turning radii are limited during phased construction at intersections, provide all weather surfaces such as RAP or base in turning movements to accommodate and to protect the traffic from edge drop-offs. Materials, labor, maintenance and removal for these temporary accesses and radii will not be paid for directly but will be considered subsidiary to the various bid items. Provide written proposed lane closure information by 1:00 pm on the business day prior to the proposed closures. Do not close lanes when this requirement is not met.

When excavation is required next to a pavement lane carrying traffic and the widening is not completed by the end of the work day, backfill against the edge of the pavement with at least a 3:1 slope using an acceptable material to support vehicular traffic. Carefully remove and

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dispose of this material when work resumes. Backfilling pavement edges, and the materials required for the work will be subsidiary to this item.

Place barricades and signs in locations that do not obstruct the sight distance of drivers entering the highway from driveways or side streets.

Do not operate or park any equipment/machinery closer than 30 feet from the traveled roadway after sunset unless authorized by the engineer.

When moving unlicensed equipment on or across any pavement or public highways, protect the pavement from all damage using an acceptable method.

As approved by the Engineer, provide uniformed off duty police officers and squad cars during lane or ramp closures, night time work or other situations that indicate a need for additional traffic control to protect the traveling public or the construction workforce. Provide documentation such as payroll, log sheets with signatures and badge number, or invoices from the government entity providing the officers for reimbursement. Complete the weekly tracking form provided by the department and submit invoices that agree with the tracking form for payment at the end of each month approved services were provided. Reimbursement will not be made for coordination fees charged by any party.

Limit lane closures along US 175 to the hours between 9:00 am and 3:30 pm & 9:00pm and 5:00am or unless otherwise specified in the TCP Phase Narrative, TCP Typical Sections, or TCP Layouts. Work in other areas of the project is not restricted to this time frame.

Traffic Control Plans with Lane Closures causing backups of 20 minutes or greater in duration will be modified by the Engineer up to and including removal of the lane closure and adjustment of lane closure times.

Additional lanes may be closed, started earlier, or extended later with written permission of the Engineer.

Item 506:

Take all practicable precautions to prevent debris from being discharged into the Waters of Texas or a designated wetland. Install Best Management Practices before demolition begins and maintain them during the demolition. Remove any debris or construction material that escapes containment devices and are discharged into the restricted areas, before the next rain event or within 24 hours of the discharge.

If temporary construction stream crossings are allowed under a Nationwide Permit, submit in writing for approval the type and location of each temporary stream crossing. Use temporary bridges, timber mats, or other structurally sound and non-eroding material for temporary stream crossings. A temporary culvert crossing will consist of storm sewer pipes and 4- to 8-inch nominal size rock. Temporary stream crossings must not cause more than minimal changes to the hydraulic flow characteristics of the stream, increase flooding, or cause more than minimal degradation of water quality. Remove the temporary stream crossings in their entirety and return the affected areas to their pre-existing elevation. All work and materials use for

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temporary construction stream crossings will not be paid for directly but are subsidiary to pertinent Items.

Provide SW3P Signs. Obtain from the Engineer a copy of the project's completed TPDES Storm Water Program Construction Site Notice and Contractor Site Notice. Laminate the sheets and bond with adhesive to 36" X 36" plywood sign blanks. Ensure the sheets remain dry. Apply Type C Blue reflective sheeting as the background and add the text "SW3P" in 5" white lettering, centered at the top. Attach the signs to approved temporary mounts and locate at each of the project limits just inside the right of way line at a readable height or as directed by the Engineer. If the sign cannot be placed outside the clear zone, it must adhere to the TMUTCD. SW3P signs, maintenance, and reposting (for replacement or as needed to ensure readability) will be subsidiary to Item 502.

Concrete Washouts are required per the CGP. The Concrete Washout Area(s) structural controls must consist of temporary berms, temporary shallow pits, and/or temporary storage tanks to prevent contaminated runoff and must be lined as to prevent contamination of underlying soil. Ensure pits properly maintained including removal of concrete as not to allow over flow. The location(s) of washout area will be approved by the Engineer. When washout pits are no longer needed, they will be removed and area will be restored to original condition. This work, materials and labor will not be measured or paid for directly but will be subsidiary to Item 506, "Temporary Erosion, Sedimentation, and Environmental Controls."

Item 530:

Provide Class "HES" concrete for concrete intersections and driveways listed or shown on the plans.

Item 540:

Furnish one type of post throughout the project except as specifically noted in the plans.

Item 585:

Use Surface Test Type A on all intersections and driveways.

Use Surface Test Type B pay adjustment schedule 3 on the travel lanes.

Use Surface Test Type B pay adjustment schedule 3 on the ramps.

Item 636:

Leave the advance guide sign and/or the exit direction sign for an interchange in place at all times unless prior written approval is given. Replace signs removed by the Contractor before the end of the workday.

Manufacture all white legends using Clearview font on overhead and large ground-mounted guide signs. This includes destinations, cardinal directions, exit information and exit numbers. Use the font shown on the current standard sheets for all route markers (including interstate shields) and "Exit Only" panel information. Letter, arrow, and number heights shall all conform to the latest edition of the Standard Highway Sign Design Manual.

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Provide two (2) sets of shop drawings for signs. The shop drawings shall conform to the details shown on the plans. The shop drawings shall show the details of the panels, wind beams, stiffeners, joint backing plates, splices, fasteners, brackets, and sign support connections. The shop drawings shall show letter types and sizes, interline spacing and message arrangements.

Affix a sign identification decal to the back of all signs and mark out the installation date in accordance with Item 643.

Attach sheeting applied to extruded aluminum panels to each individual extrusion.

All additional hat signs and plaques mounted to the top of signs shall be supported with wind beams 2.5 times the height of the sign and/or plaque.

Logo signs may be affected within the limits of this project. The statewide Logo sign program is managed for TxDOT by Lonestar Logos (www.lonestarlogos.com) under a separate contract. If Logo signs need to be relocated or removed during construction, plans (traffic control plans and signing layouts) will clarify if the contractor is to do this or if the signs are to be relocated or removed by Lonestar Logos. In some cases, smaller replacement signs may be noted. All Logo signs are property of TxDOT.

The telephone number for Lonestar Logos is (512)462-1310 and the email address for the operations manager, Tyler Starr, is tstarr@lonestarlogos.com. Contact Lonestar Logos at least 2 weeks in advance of any needed removal or replacement of Logo signs.

Items 644 and 647:

Prior to taking elevations to determine lengths for fabrication of signposts and/or sign support towers, obtain verification of all proposed locations.

All sign mounts shall have a clamp base system for all small roadside sign assemblies.

A 3-inch strip of red reflective sheeting shall be placed on all Do Not Enter sign assemblies. This sheeting shall be placed directly below the Do Not Enter sign for the entire length of the signpost facing wrong way traffic. This work will be considered subsidiary to Item 644.

The post lengths shown on the Summary of Large Signs are approximations only. After the "X" dimensions are determined, submit actual post lengths to the Engineer for approval. Post lengths and size shall be approved by the Engineer before fabrication.

Torque the anchor bolts for only the Exit Gore signs to 60 foot-pounds

Item 662 and 672:

Black adhesive will be used on asphalt pavements and white adhesive will be used on concrete pavements.

Item 677:

A water blasting method approved by the Engineer will be the only method allowed for the removal of permanent and temporary pavement markings except on a sealcoat surface. A 2 foot

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wide sealcoat will be required on sealcoat surfaces to eliminate permanent and temporary pavement markings.

Item 730:

At the discretion of the Engineer, mow non-paved areas within the project prior to placement of permanent vegetation. Mow up to three (3) cycles per growing season.

Item 3077:

Use aggregate that meets the Surface Aggregate Classification (SAC) requirement of Class B.

Provide PG binder 64-22 in Type SP-C mixture for first lift of superpave on rubblization sections. Provide PG binder 70-22 in Type SP-C mixture for all final surfaces surfaces.

Item 6185:

The total number of truck mounted attenuators (TMAs) or trailer attenuators (TAs) required when utilizing the traffic control standards are shown in the tables below.

TCP 1 Series	Scenario	Required TMA/TA
(1-5)-18	All	1

TCP 2 Series	Scenario	Required TMA/TA
(2-6)-18	All	1

TCP 3 Series	Scenario	Required TMA/TA
(3-2)-13	All	3
(3-3)-14	A B D	2
	C	3

TCP 6 Series	Scenario	Required TMA/TA
(6-1)-12	A B	1 2
(6-2)-12 / (6-3)-12	All	1
(6-4)-12	A B	1 2
(6-5)-12	A B	1 2

The contractor will be responsible for determining if one or more of these operations will be ongoing at the same time to determine the total number of TMAs/TAs needed for the project. Additional TMAs/TAs used that are not specified in the plans in which the contractor expects compensation will require prior approval from the Engineer.



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0197-05-059

DISTRICT Dallas
HIGHWAY US 175

COUNTY Kaufman

CONTROL SECTION JOB				0197-05-059		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00064051			
COUNTY				Kaufman			
HIGHWAY				US 175			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	100-6002	PREPARING ROW	STA	568.200		568.200	
	104-6017	REMOVING CONC (DRIVEWAYS)	SY	1,990.000		1,990.000	
	104-6054	REMOVING CONCRETE(MOW STRIP)	LF	3,208.000		3,208.000	
	105-6043	REMOVING STAB BASE & ASPH PAV (0-6")	SY	17,437.000		17,437.000	
	105-6094	REMOVING STAB BASE & ASPH PAV(12"-27")	SY	140.000		140.000	
	134-6004	BACKFILL (TY A OR B)	STA	568.200		568.200	
	152-6001	ROAD GRADER WORK (ORD COMP)	STA	568.200		568.200	
	161-6017	COMPOST MANUF TOPSOIL (4")	SY	153,359.000		153,359.000	
	164-6035	DRILL SEEDING (PERM) (RURAL) (CLAY)	SY	153,359.000		153,359.000	
	164-6051	DRILL SEED (TEMP)(WARM OR COOL)	SY	51,124.000		51,124.000	
	168-6001	VEGETATIVE WATERING	MG	30,425.000		30,425.000	
	351-6074	FLEX PAVEMENT STRUCTURE REPAIR(4"-12")	SY	37,180.000		37,180.000	
	354-6022	PLANE ASPH CONC PAV(0" TO 3")	SY	46,780.000		46,780.000	
	354-6038	PLANE CONC PAV(0" TO 3")	SY	24,677.000		24,677.000	
	361-6069	FULL-DEPTH REPAIR CPCD (11"-13")	SY	3,250.000		3,250.000	
	416-6018	DRILL SHAFT (SIGN MTS) (24 IN)	LF	110.000		110.000	
	432-6045	RIPRAP (MOW STRIP)(4 IN)	CY	1,380.000		1,380.000	
	438-6001	CLEANING AND SEALING EXISTING JOINTS	LF	182.000		182.000	
	464-6003	RC PIPE (CL III)(18 IN)	LF	2,068.000		2,068.000	
	464-6005	RC PIPE (CL III)(24 IN)	LF	2,196.000		2,196.000	
	464-6009	RC PIPE (CL III)(42 IN)	LF	118.000		118.000	
	464-6010	RC PIPE (CL III)(48 IN)	LF	62.000		62.000	
	467-6363	SET (TY II) (18 IN) (RCP) (6: 1) (P)	EA	72.000		72.000	
	467-6395	SET (TY II) (24 IN) (RCP) (6: 1) (P)	EA	88.000		88.000	
	467-6466	SET (TY II) (42 IN) (RCP) (6: 1) (P)	EA	2.000		2.000	
	467-6480	SET (TY II) (48 IN) (RCP) (6: 1) (P)	EA	2.000		2.000	
	496-6004	REMOV STR (SET)	EA	161.000		161.000	
	496-6016	REMOV STR (PIPE)	EA	86.000		86.000	
	500-6001	MOBILIZATION	LS	1.000		1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	20.000		20.000	
	506-6002	ROCK FILTER DAMS (INSTALL) (TY 2)	LF	3,955.000		3,955.000	
	506-6003	ROCK FILTER DAMS (INSTALL) (TY 3)	LF	490.000		490.000	
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	4,445.000		4,445.000	
	506-6038	TEMP SEDMT CONT FENCE (INSTALL)	LF	4,652.000		4,652.000	
	506-6039	TEMP SEDMT CONT FENCE (REMOVE)	LF	4,652.000		4,652.000	
	506-6041	BIODEG EROSN CONT LOGS (INSTL) (12")	LF	18,885.000		18,885.000	
	506-6043	BIODEG EROSN CONT LOGS (REMOVE)	LF	18,885.000		18,885.000	



CONTROLLING PROJECT ID 0197-05-059

DISTRICT Dallas
HIGHWAY US 175

COUNTY Kaufman

Estimate & Quantity Sheet

CONTROL SECTION JOB				0197-05-059		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00064051			
COUNTY				Kaufman			
HIGHWAY				US 175			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	530-6005	DRIVEWAYS (ACP)	SY	17,454.000		17,454.000	
	530-6017	DRIVEWAYS (CONC) (HES)	SY	1,990.000		1,990.000	
	533-6003	RUMBLE STRIPS (SHOULDER) ASPHALT	LF	171,995.000		171,995.000	
	540-6001	MTL W-BEAM GD FEN (TIM POST)	LF	7,950.000		7,950.000	
	540-6006	MTL BEAM GD FEN TRANS (THRIE-BEAM)	EA	32.000		32.000	
	540-6016	DOWNSTREAM ANCHOR TERMINAL SECTION	EA	3.000		3.000	
	540-6035	MTL BM GD FEN TRANS (31"-28")	EA	6.000		6.000	
	542-6001	REMOVE METAL BEAM GUARD FENCE	LF	7,950.000		7,950.000	
	542-6003	REMOVE DOWNSTREAM ANCHOR TERMINAL	EA	2.000		2.000	
	542-6004	RM MTL BM GD FENCE TRANS (THRIE-BEAM)	EA	32.000		32.000	
	543-6002	CABLE BARRIER SYSTEM (TL-4)	LF	19,377.000		19,377.000	
	543-6020	CABLE BARRIER TERMINAL SECTION (TL-4)	EA	34.000		34.000	
	543-6021	REMOVE CABLE BARRIER	LF	26,875.000		26,875.000	
	543-6022	REMOVE CABLE BARRIER TERMINAL SECTION	EA	38.000		38.000	
	544-6001	GUARDRAIL END TREATMENT (INSTALL)	EA	37.000		37.000	
	544-6003	GUARDRAIL END TREATMENT (REMOVE)	EA	38.000		38.000	
	560-6011	MAILBOX INSTALL-S (TWW-POST) TY 4	EA	18.000		18.000	
	636-6001	ALUMINUM SIGNS (TY A)	SF	18.750		18.750	
	636-6002	ALUMINUM SIGNS (TY G)	SF	1,392.500		1,392.500	
	644-6001	IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	198.000		198.000	
	644-6002	IN SM RD SN SUP&AM TY10BWG(1)SA(P-BM)	EA	30.000		30.000	
	644-6004	IN SM RD SN SUP&AM TY10BWG(1)SA(T)	EA	63.000		63.000	
	644-6007	IN SM RD SN SUP&AM TY10BWG(1)SA(U)	EA	3.000		3.000	
	644-6018	IN SM RD SN SUP&AM TY10BWG(2)SA(P-EXAL)	EA	5.000		5.000	
	644-6030	IN SM RD SN SUP&AM TYS80(1)SA(T)	EA	19.000		19.000	
	644-6033	IN SM RD SN SUP&AM TYS80(1)SA(U)	EA	16.000		16.000	
	644-6034	IN SM RD SN SUP&AM TYS80(1)SA(U-1EXT)	EA	1.000		1.000	
	644-6036	IN SM RD SN SUP&AM TYS80(1)SA(U-BM)	EA	8.000		8.000	
	644-6051	IN SM RD SN SUP&AM TYS80(2)SA(P-EXAL)	EA	1.000		1.000	
	647-6003	REMOVE LRSA	EA	7.000		7.000	
	658-6013	INSTL DEL ASSM (D-SW)SZ (BRF)CTB	EA	68.000		68.000	
	658-6026	INSTL DEL ASSM (D-SY)SZ (BRF)CTB	EA	66.000		66.000	
	658-6061	INSTL DEL ASSM (D-SW)SZ 1(BRF)GF2	EA	71.000		71.000	
	658-6064	INSTL DEL ASSM (D-SY)SZ 1(BRF)GF2	EA	46.000		46.000	
	658-6080	INSTL DEL ASSM (D-SW)SZ 1(WFLX)GND	EA	182.000		182.000	
	658-6086	INSTL DEL ASSM (D-SY)SZ 1(YFLX)GND	EA	32.000		32.000	
	658-6092	INSTL DEL ASSM (D-DW)SZ 1(WFLX)GND	EA	12.000		12.000	



DISTRICT	COUNTY	CCSJ	SHEET
Dallas	Kaufman	0197-05-059	10A



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0197-05-059

DISTRICT Dallas
HIGHWAY US 175

COUNTY Kaufman

CONTROL SECTION JOB				0197-05-059		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00064051			
COUNTY				Kaufman			
HIGHWAY				US 175			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	658-6099	INSTL OM ASSM (OM-2Z)(WFLX)GND	EA	113.000		113.000	
	662-6005	WK ZN PAV MRK NON-REMOV (W)6"(BRK)	LF	19,934.000		19,934.000	
	662-6008	WK ZN PAV MRK NON-REMOV (W)6"(SLD)	LF	231,006.000		231,006.000	
	662-6012	WK ZN PAV MRK NON-REMOV (W)8"(SLD)	LF	21,338.000		21,338.000	
	662-6017	WK ZN PAV MRK NON-REMOV (W)(ARROW)	EA	45.000		45.000	
	662-6029	WK ZN PAV MRK NON-REMOV(W)(WORD)	EA	45.000		45.000	
	662-6031	WK ZN PAV MRK NON-REMOV(W)36"(YLD TRI)	EA	10.000		10.000	
	662-6037	WK ZN PAV MRK NON-REMOV (Y)6"(SLD)	LF	225,605.000		225,605.000	
	662-6064	WK ZN PAV MRK REMOV (W)6"(BRK)	LF	803.000		803.000	
	662-6067	WK ZN PAV MRK REMOV (W)6"(SLD)	LF	13,324.000		13,324.000	
	662-6098	WK ZN PAV MRK REMOV (Y)6"(SLD)	LF	13,014.000		13,014.000	
	662-6109	WK ZN PAV MRK SHT TERM (TAB)TY W	EA	6,387.000		6,387.000	
	666-6036	REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	22,975.000		22,975.000	
	666-6042	REFL PAV MRK TY I (W)12"(SLD)(100MIL)	LF	1,401.000		1,401.000	
	666-6048	REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	1,406.000		1,406.000	
	666-6054	REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	72.000		72.000	
	666-6078	REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	72.000		72.000	
	666-6102	REF PAV MRK TY I(W)36"(YLD TRI)(100MIL)	EA	5.000		5.000	
	666-6147	REFL PAV MRK TY I (Y)24"(SLD)(100MIL)	LF	6,990.000		6,990.000	
	666-6174	REFL PAV MRK TY II (W) 6" (SLD)	LF	86,004.000		86,004.000	
	666-6210	REFL PAV MRK TY II (Y) 6" (SLD)	LF	86,004.000		86,004.000	
	666-6225	PAVEMENT SEALER 6"	LF	20,640.000		20,640.000	
	666-6226	PAVEMENT SEALER 8"	LF	961.000		961.000	
	666-6231	PAVEMENT SEALER (ARROW)	EA	2.000		2.000	
	666-6232	PAVEMENT SEALER (WORD)	EA	2.000		2.000	
	666-6306	RE PM W/RET REQ TY I (W)6"(BRK)(100MIL)	LF	29,027.000		29,027.000	
	666-6309	RE PM W/RET REQ TY I (W)6"(SLD)(100MIL)	LF	119,329.000		119,329.000	
	666-6347	REF PROF PAV MRK TY I(Y)6"(SLD)(100MIL)	LF	117,058.000		117,058.000	
	672-6009	REFL PAV MRKR TY II-A-A	EA	269.000		269.000	
	672-6010	REFL PAV MRKR TY II-C-R	EA	2,612.000		2,612.000	
	677-6001	ELIM EXT PAV MRK & MRKS (4")	LF	181,705.000		181,705.000	
	677-6002	ELIM EXT PAV MRK & MRKS (6")	LF	300,550.000		300,550.000	
	677-6003	ELIM EXT PAV MRK & MRKS (8")	LF	25,995.000		25,995.000	
	677-6005	ELIM EXT PAV MRK & MRKS (12")	LF	891.000		891.000	
	677-6007	ELIM EXT PAV MRK & MRKS (24")	LF	80.000		80.000	
	677-6019	ELIM EXT PAV MRK & MRKS (36")(YLD TRI)	EA	10.000		10.000	
	678-6002	PAV SURF PREP FOR MRK (6")	LF	20,640.000		20,640.000	

DISTRICT	COUNTY	CCSJ	SHEET
Dallas	Kaufman	0197-05-059	10B



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0197-05-059

DISTRICT Dallas


COUNTY Kaufman

HIGHWAY US 175

CONTROL SECTION JOB				0197-05-059		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00064051			
COUNTY				Kaufman			
HIGHWAY				US 175			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	678-6004	PAV SURF PREP FOR MRK (8")	LF	961.000		961.000	
	678-6009	PAV SURF PREP FOR MRK (ARROW)	EA	2.000		2.000	
	678-6016	PAV SURF PREP FOR MRK (WORD)	EA	2.000		2.000	
	730-6107	FULL - WIDTH MOWING	CYC	6.000		6.000	
	3000-6003	CAM (ASPHALT) PG(76-22)	TON	1,163.000		1,163.000	
	3000-6004	CAM (AGGREGATE)	TON	14,456.000		14,456.000	
	3072-6001	RUBBILIZING EXISTING CONCRETE PAVEMENT	SY	194,574.000		194,574.000	
	3077-6013	SP MIXESSP-CSAC-B PG64-22	TON	33,573.000		33,573.000	
	3077-6023	SP MIXESSP-CSAC-B PG70-22	TON	66,389.000		66,389.000	
	3077-6075	TACK COAT	GAL	52,171.000		52,171.000	
	6001-6002	PORTABLE CHANGEABLE MESSAGE SIGN	EA	2.000		2.000	
	6185-6002	TMA (STATIONARY)	DAY	330.000		330.000	
	6185-6005	TMA (MOBILE OPERATION)	DAY	50.000		50.000	
	08	CONTRACTOR FORCE ACCOUNT SAFETY CONTINGENCY (NON-PARTICIPATING)	LS	1.000		1.000	
		CONTRACTOR FORCE ACCOUNT LAW ENFORCEMENT (NON-PARTICIPATING)	LS	1.000		1.000	
		CONTRACTOR FORCE ACCOUNT EROSION CONTROL MAINTENANCE (NON-PARTICIPATING)	LS	1.000		1.000	

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SUMMARY OF WORKZONE PAVEMENT MARKINGS ITEMS																				
LOCATION	LENGTH	662	662	662	662	662	662	662	662	662	662	662	662	662	662	662	662			
		6005	6008	6012	6017	6029	6031	6037	6067	6064	6098	6109	6001	6002	6003	6005	6007	6019		
		WK ZN PAV MRK NON-REMOV (W) 6" (BRK)	WK ZN PAV MRK NON-REMOV (W) 6" (SLD)	WK ZN PAV MRK NON-REMOV (W) 8" (SLD)	WK ZN PAV MRK NON-REMOV (W) (ARROW)	WK ZN PAV MRK NON-REMOV (W) (WORD)	WK ZN PAV MRK NON-REMOV (W 36" (YLD TR1)	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)	WK ZN PAV MRK NON-REMOV (W) 6" (BRK)	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)	ELIM EXT PAV MRK & MRKS (4")	ELIM EXT PAV MRK & MRKS (6")	ELIM EXT PAV MRK & MRKS (8")	ELIM EXT PAV MRK & MRKS (12")	ELIM EXT PAV MRK & MRKS (24")	ELIM EXT PAV MRK & MRKS (36") (YLD TR1)
		LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	EA	LF	LF	LF	LF	LF	LF	EA	
PHASE 1 STEP 1																				
STA.	STA.																			
1373+90.00	1414+00.00	4010.00	4010					3910						8923		607				
1414+00.00	1458+00.00	4400.00	3949					3949	451				451	9900		577				
1458+00.00	1492+34.00	3434.00	2700					1573	734				601	6822		575				
PHASE 1 STEP 1 TOTALS			10659					9432	1185				1052	25645		1759				
PHASE 1 STEP 2																				
STA.	STA.																			
1373+90.00	1414+00.00	4010.00	3910					4010							7920					
1414+00.00	1458+00.00	4400.00	3949					3949	451				451	7898						
1458+00.00	1493+74.00	3574.00	1713					2840	601				734	4273						
PHASE 1 STEP 2 TOTALS			9572					10799	1052				1185	20091						
PHASE 1 STEP 3																				
STA.	STA.																			
1373+90.00	1414+00.00	4010.00	1003	3697	873	6	6	3888					301		7920					
1414+00.00	1458+00.00	4400.00	987	3852	551	4	4	3426	451	113	451	330			7898					
1458+00.00	1493+74.00	3574.00	710	2840	597	4	4	2724	734	184	734	269			4553					
PHASE 1 STEP 3 TOTALS			2700	10389	2021	14	14	10038	1185	297	1185	900			20371					
PHASE 1 STEP 4																				
STA.	STA.																			
1472+04.00	1514+00.00	4196.00	3886					3786	310				310	9341		290				
1514+00.00	1558+00.00	4400.00	4400					4400						9900		870				
1558+00.00	1602+00.00	4400.00	4400					4021						8921		733				
1602+00.00	1610+81.00	881.00	881											1102		130				
PHASE 1 STEP 4 TOTALS			13567					12207	310				310	29264		2023				
PHASE 1 STEP 5																				
STA.	STA.																			
1470+94.00	1512+00.00	4106.00	3696					3796	310				310		7672					
1512+00.00	1556+00.00	4400.00	4400					4400							8800					
1556+00.00	1600+00.00	4400.00	4256					4400							8421					
1600+00.00	1611+16.00	1116.00	1116					1116							881					
PHASE 1 STEP 5 TOTALS			12352					12596	310				310		24893					
PHASE 1 STEP 6																				
STA.	STA.																			
1470+94.00	1509+00.00	3806.00	874	3496	303	2	2	3370	310	78	310	286			7492					
1509+00.00	1553+00.00	4400.00	1100	4315	756	5	5	4055				330			8800					
1553+00.00	1597+00.00	4400.00	1100	4331	635	4	4	4172				330			8656					
1597+00.00	1611+16.00	1416.00	354	1416	297	2	2	1301				107			1116					
PHASE 1 STEP 6 TOTALS			3428	13558	1991	13	13	12898	310	78	310	1053			26064					


Texas Department of Transportation
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US 175
QUANTITY SUMMARY

SCALE: NTS SHEET 1 OF 13

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	11
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	
			JOB	
			059	

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SUMMARY OF WORKZONE PAVEMENT MARKINGS ITEMS																			
LOCATION	LENGTH	662	662	662	662	662	662	662	662	662	662	662	662	662	662	662	662	662	
		6005	6008	6012	6017	6029	6029	6037	6067	6064	6098	6109	677	677	677	677	677	677	677
		WK ZN PAV MRK NON-REMOV (W) 6" (BRK)	WK ZN PAV MRK NON-REMOV (W) 6" (SLD)	WK ZN PAV MRK NON-REMOV (W) 8" (SLD)	WK ZN PAV MRK NON-REMOV (W) (ARROW)	WK ZN PAV MRK NON-REMOV (W) (WORD)	WK ZN PAV MRK NON-REMOV (W) (WORD)	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)	WK ZN PAV MRK REMOV (W) 16" (SLD)	WK ZN PAV MRK REMOV (W) 6" (BRK)	WK ZN PAV MRK REMOV (Y) 6" (SLD)	WK ZN PAV MRK SHT TERM (TAB) TY W	ELIM EXT PAV MRK & MRKS (4")	ELIM EXT PAV MRK & MRKS (6")	ELIM EXT PAV MRK & MRKS (8")	ELIM EXT PAV MRK & MRKS (12")	ELIM EXT PAV MRK & MRKS (24")	ELIM EXT PAV MRK & MRKS (36") (YLD TRI)	
		LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	EA	LF	LF	LF	LF	LF	EA	
PHASE 1 STEP 7																			
STA.	STA.																		
1581+00.00	1620+00.00	3900.00		3543				3443	357				357		8675		575		
1620+00.00	1664+00.00	4400.00		4046				4046	354				354		9900		630		
1664+00.00	1707+00.00	4300.00		4300				4300							9675		282		
1707+00.00	1717+45.00	1045.00		1045				205							1412				
PHASE 1 STEP 7 TOTALS			12934					11994	711				711		29662		1487		
PHASE 1 STEP 8																			
STA.	STA.																		
1581+00.00	1619+00.00	3800.00		3343				3443	357				357		6986				
1619+00.00	1663+00.00	4400.00		4046				4046	354				354		8092				
1663+00.00	1707+00.00	4400.00		4185				4400							8600				
1707+00.00	1717+45.00	1045.00		1045				1045							1250				
PHASE 1 STEP 8 TOTALS			11574					12934	711				711		24928				
PHASE 1 STEP 9																			
STA.	STA.																		
1581+00.00	1619+00.00	3800.00	860	3374	572	4	4	3217	357	90	357	285			6786				
1619+00.00	1663+00.00	4400.00	1011	4046	577	4	4	3834	354	89	354	330			8092				
1663+00.00	1707+00.00	4400.00	1100	4324	683			4316				330			8585				
1707+00.00	1717+45.00	1045.00	262	1045				1045				79			1045				
PHASE 1 STEP 9 TOTALS		3233	12789	1832	8	8		12412	711	179	711	1024			24508				
PHASE 1 STEP 10																			
STA.	STA.																		
1692+20.00	1733+00.00	4080.00		4080				3980							9080		1327		
1733+00.00	1777+00.00	4400.00		5310	1820			4400							9900		1150	192	5
1777+00.00	1821+35.00	4435.00		4111				2851	324						8854				
PHASE 1 STEP 10 TOTALS			13501	1820				11231	324						27834		2477	192	5
PHASE 1 STEP 11																			
STA.	STA.																		
1692+20.00	1733+00.00	4080.00		3980				4080							8060				
1733+00.00	1777+00.00	4400.00		4852	904			4400							9710				
1777+00.00	1821+35.00	4435.00		2851				4111	324						6962				
PHASE 1 STEP 11 TOTALS			11683	904				12591	324						24732				
PHASE 1 STEP 12																			
STA.	STA.																		
1692+20.00	1733+00.00	4080.00	1020	4080	1373	4	4	4080							306		8060		
1733+00.00	1777+00.00	4400.00	1100	4400	1153			4400		5	4400				330		9252		
1777+00.00	1821+35.00	4435.00	1028	4111				4111	324						333		6962		
PHASE 1 STEP 12 TOTALS		3148	12591	2526	4	4	5	12591	324	81	324	969			24274				


Texas Department of Transportation
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US 175
QUANTITY SUMMARY

SCALE: NTS SHEET 2 OF 13

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	12
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	
			JOB	
			059	

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SUMMARY OF WORKZONE PAVEMENT MARKINGS ITEMS																			
LOCATION	LENGTH	662	662	662	662	662	662	662	662	662	662	662	662	662	662	662	662		
		6005	6008	6012	6017	6029	6029	6037	6067	6064	6098	6109	6001	6002	6003	6005	6007	6019	
		WK ZN PAV MRK NON-REMOV (W) 6" (BRK)	WK ZN PAV MRK NON-REMOV (W) 6" (SLD)	WK ZN PAV MRK NON-REMOV (W) 8" (SLD)	WK ZN PAV MRK NON-REMOV (W) (ARROW)	WK ZN PAV MRK NON-REMOV (W) (WORD)	WK ZN PAV MRK NON-REMOV (W) (WORD)	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)	WK ZN PAV MRK REMOV (W) 6" (SLD)	WK ZN PAV MRK REMOV (W) 6" (BRK)	WK ZN PAV MRK REMOV (Y) 6" (SLD)	WK ZN PAV MRK SHT TERM (TAB) TY W	ELIM EXT PAV MRK & MRKS (4")	ELIM EXT PAV MRK & MRKS (6")	ELIM EXT PAV MRK & MRKS (8")	ELIM EXT PAV MRK & MRKS (12")	ELIM EXT PAV MRK & MRKS (24")	ELIM EXT PAV MRK & MRKS (36") (YLD TR1)	
		LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	EA	LF	LF	LF	LF	LF	EA	
PHASE 1 STEP 13																			
STA.	STA.																		
1794+70.00	1837+00.00	4230.00		4230	466			4130					9418		464	309			
1837+00.00	1881+00.00	4400.00	2658	8426				2658	1742	686			9900						
1881+00.00	1883+03.00	203.00							203				254						
PHASE 1 STEP 13 TOTALS			6888					6788	1945	686			19572		464	309			
PHASE 1 STEP 14																			
STA.	STA.																		
1794+70.00	1836+00.00	4130.00		4030	493			4130					8360	466					
1836+00.00	1880+00.00	4400.00		2759				2759	896	1642			5316	8426					
1880+00.00	1883+03.00	303.00								303									
PHASE 1 STEP 14 TOTALS			6789	493				6889	896	1945			13676	8892					
PHASE 1 STEP 15																			
STA.	STA.																		
1794+70.00	1836+00.00	4130.00	1033	4130	430			4130				310	8160	493					
1836+00.00	1863+58.19	2758.19	690	2759	153			2759				207	3477						
1863+58.19	1880+00.00	1641.81										124	2042						
1880+00.00	1883+03.00	303.00										23							
PHASE 1 STEP 15 TOTALS			1723	6889				6889				664	13679	493					
PHASE 1 TOTALS			14232	165735	11587	39	39	5	162289	10298	635	10088	4610	131977	217216	17595	501	0	5



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US 175 QUANTITY SUMMARY

SCALE: NTS SHEET 3 OF 13

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	13
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	
			JOB	
			059	

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SUMMARY OF WORKZONE PAVEMENT MARKINGS ITEMS																			
LOCATION	LENGTH	662		662		662		662		662		662		677		677		677	
		6005	6008	6012	6017	6029	6029	6037	6067	6064	6098	6109	6001	6002	6003	6005	6007	6019	
		WK ZN PAV MRK NON-REMOV (W)6" (BRK)	WK ZN PAV MRK NON-REMOV (W)6" (SLD)	WK ZN PAV MRK NON-REMOV (W)8" (SLD)	WK ZN PAV MRK NON-REMOV (W) (ARROW)	WK ZN PAV MRK NON-REMOV (W) (WORD)	WK ZN PAV MRK NON-REMOV (W) (WORD)	WK ZN PAV MRK NON-REMOV (Y)6" (SLD)	WK ZN PAV MRK REMOV (W)6" (SLD)	WK ZN PAV MRK REMOV (W)6" (BRK)	WK ZN PAV MRK REMOV (Y)6" (SLD)	WK ZN PAV MRK SHI TERM (TAB)TY W	ELIM EXT PAV MRK & MRKS (4")	ELIM EXT PAV MRK & MRKS (6")	ELIM EXT PAV MRK & MRKS (8")	ELIM EXT PAV MRK & MRKS (12")	ELIM EXT PAV MRK & MRKS (24")	ELIM EXT PAV MRK & MRKS (36") (YLD TRI)	
		LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	EA	LF	LF	LF	LF	LF	EA	
PHASE 2 STEP 1																			
STA.	STA.																		
1657+75.00	1694+00.00	3625.00	3625	505					2365				6617		330				
1694+00.00	1738+00.00	4400.00	4400						4400				9900		970				
1738+00.00	1782+00.00	4400.00	4400	1682					4400				9900		1250	390	80		
1782+00.00	1788+30.00	630.00	296						196	334		334	1318						
PHASE 2 STEP 1 TOTALS			12721	2187					11361	334		334	27735		2550	390	80		
PHASE 2 STEP 2																			
STA.	STA.																		
1653+46.00	1694+00.00	4054.00	2514	236					4318					5990	505				
1694+00.00	1738+00.00	4400.00	4400						4400					8800					
1738+00.00	1782+00.00	4400.00	4400	620					4400					8800	1682				
1782+00.00	1789+35.00	735.00	301						401	334		334	492						
PHASE 2 STEP 2 TOTALS			11615	856					13519	334		334	24082	2187					
PHASE 2 STEP 3																			
STA.	STA.																		
1653+46.00	1694+00.00	4054.00	1014	3950	588	2	2		4054				305	6832	236				
1694+00.00	1738+00.00	4400.00	1100	4319	1148	4	4		4236				330	8800					
1738+00.00	1782+00.00	4400.00	1100	4400	1219				4400				330	8800	620				
1782+00.00	1789+35.00	735.00	184	735	1219				735	334	84	334	56	702					
PHASE 2 STEP 3 TOTALS			3398	13404	4174	6	6		13425	334	84	334	1021	25134	856				
PHASE 2 STEP 4																			
STA.	STA.																		
1768+44.00	1808+00.00	3956.00	3622						2362	334		334		8801					
1808+00.00	1852+00.00	4400.00	4400	1116					4400					9800		770		5	
1852+00.00	1862+85.00	1085.00	1085						1085					2342					
1862+85.00	1867+96.00	511.00								511		411		1050		275			
PHASE 2 STEP 4 TOTALS			9107	1116					7847	845		745	21993		1045			5	
PHASE 2 STEP 5																			
STA.	STA.																		
1767+39.00	1808+00.00	4061.00		3727					2467	334		334		5984					
1808+00.00	1852+00.00	4400.00		4400	646				4400					8800	1116				
1852+00.00	1862+85.00	1085.00		1085					1085					2170					
1862+85.00	1867+96.00	511.00								511		511							
PHASE 2 STEP 5 TOTALS				9212	646				7952	845		845		16954	1116				
PHASE 2 STEP 6																			
STA.	STA.																		
1767+39.00	1808+00.00	4061.00	932	3727					3727	334	84	334	305	6194					
1808+00.00	1852+00.00	4400.00	1100	4400	772			5	4400			330	8800	646					
1852+00.00	1862+85.00	1085.00	272	1085					1085				82	2170					
1862+85.00	1867+96.00	511.00										39							
PHASE 2 STEP 6 TOTALS			2304	9212	772			5	9212	334	84	334	756	17164	646				
PHASE 2 TOTALS			5702	65271	9751	6	6	5	63316	3026	168	2926	1777	49728	83334	8400	390	80	5
PHASE 1 TOTALS			14232	165735	11587	39	39	5	162289	10298	635	10088	4610	131977	217216	17595	501	0	5
PROJECT TOTALS			19934	231006	21338	45	45	10	225605	13324	803	13014	6387	181705	300550	25995	891	80	10

US 175 QUANTITY SUMMARY

SCALE: NTS SHEET 4 OF 13

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	14
CHECK	JR	CONTROL	SECTION	JOB
FR	JR	0197	05	059

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SUMMARY OF WORKZONE PAVEMENT MARKINGS ITEMS			666	666	666	666	666	666	666	666	666	672	678	678	678	678	
LOCATION	LENGTH		6036	6054	6078	6225	6226	6231	6232	6306	6309	6347	6010	6002	6004	6009	6016
		REFL_PAV MRK TY I (W) 8" (SLD) (100MIL)	REFL_PAV MRK TY I (W) (ARROW) (100MIL)	REFL_PAV MRK TY I (W) (WORD) (100MIL)	PAVEMENT SEALER 6"	PAVEMENT SEALER 8"	PAVEMENT SEALER (ARROW)	PAVEMENT SEALER (WORD)	RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)	RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)	REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)	REFL_PAV MRKR TY II-C-R	PAV SURF PREP FOR MRK (6")	PAV SURF PREP FOR MRK (8")	PAV SURF PREP FOR MRK (ARROW)	PAV SURF PREP FOR MRK (WORD)	
			LF	EA	EA	LF	LF	EA	EA	LF	LF	LF	EA	LF	LF	EA	EA
PHASE 1 STEP 15																	
STA.	STA.																
1794+70.00	1836+00.00	4130.00															
1836+00.00	1863+58.19	2758.19															
1863+58.19	1880+00.00	1641.81	349	1	1	3482	349	1	1	411	1588	1483	38	3482	349	1	1
1880+00.00	1883+03.00	303.00	252	1	1	682	252	1	1	76	303	303	17	682	252	1	1
PHASE 1 STEP 15 TOTALS			601	2	2	4164	601	2	2	487	1891	1786	55	4164	601	2	2
PHASE 2 STEP 6																	
STA.	STA.																
1767+39.00	1808+00.00	4061.00															
1808+00.00	1852+00.00	4400.00															
1852+00.00	1862+85.00	1085.00															
1862+85.00	1867+96.00	511.00	360			1150	360			128	511	511	25	1150	360		
PHASE 2 STEP 6 TOTALS			360	0	0	1150	360	0	0	128	511	511	25	1150	360	0	0
PROJECT TOTALS			961	2	2	5314	961	2	2	615	2402	2297	80	5314	961	2	2

* BID ITEM SHOWN IN MULTIPLE SUMMARY BOXES

SUMMARY OF WORKZONE ITEMS				
LOCATION	LENGTH	6001	6185	6185
		6002	6002	6005
		PORTABLE CHANGEABLE MESSAGE SIGN	TMA (STATIONARY)	TMA (MOBILE OPERATION)
		EA	DAY	DAY
STA.	STA.			
1794+70.00	1836+00.00	2	330	50
PROJECT TOTALS		2	330	50



US 175 QUANTITY SUMMARY

SCALE: NTS		SHEET 5 OF 13		
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	15
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	
			JOB	
			059	

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SUMMARY OF ROADWAY ITEMS												351	354	354	361	3000	3000	3072	3077	3077	3077
												6074	6022	6038	6069	6003	6004	6001	6013	6023	6075
LOCATION	LENGTH	ACP TRANSITION	ACP OVERLAY	5" ACP OVERLAY	ACP MILL & INLAY	CONCRETE TRANSITION	FULL DEPTH REPAIR & CONCRETE OVERLAY	RUBBLIZATION	FULL DEPTH REPAIR, CONCRETE PLANING, & INLAY		FLEX PAVEMENT STRUCTURE REPAIR (4"-12")	PLANE ASPH CONC PAV (0" TO 3")	PLANE CONC PAV (0" TO 3")	FULL-DEPTH REPAIR CPCD (11"-13")	CAM (ASPHALT) PG (76-22)	CAM (AGGREGATE)	RUBBLIZING EXISTING CONCRETE PAVEMENT	SP MIXES SP-C SAC-B PG64-22	SP MIXES SP-C SAC-B PG70-22	TACK COAT	
		SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	TON	TON	SY	TON	TON	GAL	
EASTBOUND MAINLANES																					
STA	STA																				
1294+92.00	1296+42.00	150.00	847								85	847								94	94
1296+42.00	1317+89.50	2147.50		12396							1240								1364	992	
1317+89.50	1319+39.50	150.00	819								82	819							91	91	
1319+39.50	1321+39.49	199.99			1086						109	1086							120	120	
1321+39.49	1322+89.49	150.00	796								80	796							88	88	
1322+89.49	1333+93.33	1103.84		5900							590								649	472	
1333+93.33	1335+43.33	150.00	704								71	704							78	78	
1335+43.33	1338+37.86	294.53																			
BRIDGE NO WORK																					
1338+37.86	1339+87.86	150.00	750								75	750							83	83	
1339+87.86	1446+66.85	10678.99		56884							5689								6258	4551	
1446+66.85	1448+16.85	150.00	660								66	660							73	73	
1448+16.85	1452+68.70	451.85																			
BRIDGE NO WORK																					
1452+68.70	1454+18.70	150.00	907								91	907							100	100	
1454+18.70	1463+12.40	893.70		4835							484								532	387	
1463+12.40	1464+62.40	150.00	646								65	646							72	72	
1464+62.40	1468+83.17	420.77																			
BRIDGE NO WORK																					
1468+83.17	1474+23.62	540.45									261	2609							287	287	
1474+23.62	1476+02.60	178.98																			
1476+02.60	1477+52.81	150.21	816								82	816							90	90	
1477+52.81	1496+94.68	1941.87		9935							994								1093	795	
1496+94.68	1498+44.68	150.00	645								65	645							71	71	
1498+44.68	1499+84.44	139.76																			
BRIDGE NO WORK																					
1499+84.44	1501+34.44	150.00	798								80	798							88	88	
1501+34.44	1612+17.05	11082.61		57706							5771								6348	4617	
1612+17.05	1613+67.16	150.11	593								60	593							66	66	
1613+67.16	1617+06.60	339.44			1093						110	1093							121	121	
1617+06.60	1618+56.60	150.00	817								82	817							90	90	
1618+56.60	1628+39.04	982.44		5595							560								616	448	
1628+39.04	1629+89.04	150.00	583								59	583							65	65	
1629+89.04	1631+18.93	129.89			464						47	464							52	52	
1631+18.93	1632+68.93	150.00	736								74	736							81	81	
1632+68.93	1649+72.87	1703.94		7900							790								869	632	
1649+72.87	1651+22.87	150.00	592								60	592							66	66	
1651+22.87	1653+11.57	188.70			655						66	655							73	73	
1653+11.57	1654+61.57	150.00	860								86	860							95	95	
1654+61.57	1675+70.94	2109.37		10701							1071								1178	857	
1675+70.94	1677+20.94	150.00	765								77	765							85	131	
1677+20.94	1737+65.95	6045.01		9257				23588			926			145.0	1807.0	23588	106	3613	3613	2989	
1737+65.95	1739+15.95	150.00	765								77	765							106	85	
1739+15.95	1762+97.25	2381.30		14284							1429								1572	1143	
1762+97.25	1764+47.25	150.00	827								83	827							91	141	
1764+47.25	1779+94.28	1547.03		3616				5735			362			42.0	515.0	5735	1029	1029	1029	959	
1779+94.28	1782+94.28	300.00	221			1126					23	221	1126	113					112	149	
1782+94.28	1786+28.81	334.53																			
BRIDGE NO WORK																					
1786+28.81	1789+28.81	300.00	405			1115					41	405	1115	112					126	168	
1789+28.81	1821+35.27	3206.46		7671				11331			768			84.0	1046.0	11331	2091	2091	2091	1984	
1821+35.27	1822+85.27	150.00	847								85	847							117	94	
1822+85.27	1840+48.14	1762.87		10176							1018								1120	815	
1840+48.14	1841+98.14	150.00	756								76	756							104	84	
1841+98.14	1859+85.96	1787.82		2499				6701			250			41.0	506.0	6701	1012	1012	1012	827	
1859+85.96	1862+85.96	300.00	438			1157					44	438	1157	116					132	176	
EASTBOUND MAINLANES TOTAL											24304	23500	3398	341	312	3874	47355	8662	32320	25840	



US 175 QUANTITY SUMMARY

SCALE: NTS			SHEET 6 OF 13	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059

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SUMMARY OF ROADWAY ITEMS												351	354	354	361	3000	3000	3072	3077	3077	3077
												6074	6022	6038	6069	6003	6004	6001	6013	6023	6075
LOCATION	LENGTH	ACP TRANSITION	ACP OVERLAY	5" ACP OVERLAY	ACP MILL & INLAY	CONCRETE TRANSITION	FULL DEPTH REPAIR & CONCRETE OVERLAY	RUBBLIZATION	FULL DEPTH REPAIR, CONCRETE PLANING, & INLAY	FLEX PAVEMENT STRUCTURE REPAIR (4"-12")	PLANE ASPH CONC PAV (0" TO 3")	PLANE CONC PAV (0" TO 3")	FULL-DEPTH REPAIR (11"-13")	CAM (ASPHALT) PG (176-22)	CAM (AGGREGATE)	RUBBLIZING EXISTING CONCRETE PAVEMENT	SP MIXES SP-C SAC-B PG64-22	SP MIXES SP-C SAC-B PG70-22	TACK COAT		
		SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	TON	TON	SY	TON	TON	GAL		
WESTBOUND MAINLANES																					
STA	STA																				
1294+87.00	1296+37.00	150.00	1032							104	1032							114	114		
1296+37.00	1319+16.81	2279.81		13387						1339								1473	1071		
1319+16.81	1320+66.81	150.00	770							77	770							85	85		
1320+66.81	1322+66.80	199.99			1024					103	1024							113	113		
1322+66.80	1324+16.80	150.00	769							77	769							85	85		
1324+16.80	1334+84.89	1068.09		5348						535								589	428		
1334+84.89	1336+34.89	150.00	734							74	734							81	81		
1336+34.89	1339+31.37	296.48				BRIDGE NO WORK															
1339+31.37	1340+81.37	150.00	706							71	706							78	78		
1340+81.37	1379+00.00	3818.63		20046						2005								2206	1604		
1379+00.00	1380+50.00	150.00	900							90	900							99	153		
1380+50.00	1445+25.84	6475.84			6598			28174		660				154	1913	28174	3825	3825	2615		
1445+25.84	1448+25.84	300.00	284					1125		29	284	1125	113				117	155	206		
1448+25.84	1452+75.97	450.13				BRIDGE NO WORK															
1452+75.97	1454+25.97	150.00	83			538				9	83	538	54					45	69		
1454+25.97	1459+36.39	510.42		453			2021			46		2021	203					273	37		
1459+36.39	1462+31.17	294.78		1753						176								290	141		
1462+31.17	1463+14.54	83.37		70				426		7		426	43					55	6		
1463+14.54	1464+64.54	150.00	135							14	135	686	69					91	91		
1464+64.54	1468+85.84	421.30				BRIDGE NO WORK															
1468+85.84	1474+55.68	569.84			527		1907			53	527	1907	191					268	268		
1474+55.68	1476+04.26	148.58				BRIDGE NO WORK															
1476+04.26	1479+04.26	300.00	214					1112		22	214	1112	112				110	146	194		
1479+04.26	1495+47.78	1643.52		1338				7088		134			38	464	7088	927	927	927	613		
1495+47.78	1498+47.78	300.00	292					1122		30	292	1122	113				117	156	207		
1498+47.78	1499+87.74	139.96				BRIDGE NO WORK															
1499+87.74	1502+87.74	300.00	222					1121		23	222	1121	113				111	148	197		
1502+87.74	1610+61.67	10773.93		9816				46072		982			246	3074	46072	6148	6148	6148	4139		
1610+61.67	1613+61.67	300.00	236					1109		24	236	1109	111				111	148	197		
1613+61.67	1617+17.38	355.71				BRIDGE NO WORK															
1617+17.38	1620+17.38	300.00	216					1112		22	216	1112	112				110	147	194		
1620+17.38	1626+82.75	665.37		720				3019		72			17	206	3019	412	412	412	282		
1626+82.75	1629+82.75	300.00	410					1452		41	410	1452	146				154	205	272		
1629+82.75	1631+29.53	146.78				BRIDGE NO WORK															
1631+29.53	1634+29.53	300.00	228					1112		23	228	1112	112				111	148	196		
1634+29.53	1648+17.00	1387.47		1743				5230		175			31	384	5230	768	768	768	558		
1648+17.00	1651+17.22	300.22	335					1124		34	335	1124	113				121	161	214		
1651+17.22	1653+22.61	205.39				BRIDGE NO WORK															
1653+22.61	1656+22.61	300.00						1143				1143	115				95	126	167		
1656+22.61	1737+73.60	8150.99		10781				33127		1079			194	2415	33127	4830	4830	4830	3497		
1737+73.60	1739+23.60	150.00	771							78	771						107	85	132		
1739+23.60	1762+41.44	2317.84		13706						1371								1508	1097		
1762+41.44	1763+91.44	150.00	864							87	864						119	96	147		
1763+91.44	1780+02.57	1611.13		3946				6011		395			44	548	6011	1096	1096	1096	914		
1780+02.57	1783+02.57	300.00	372					1120		38	372	1120	112				124	165	218		
1783+02.57	1786+25.39	322.82				BRIDGE NO WORK															
1786+25.39	1789+25.39	300.00	224					1096		23	224	1096	110				109	151	121		
1789+25.39	1822+11.35	3285.96		7796				12080		780			88	1094	12080	2187	2187	2187	1817		
1822+11.35	1823+61.35	150.00	860							86	860						119	95	147		
1823+61.35	1841+94.81	1833.46		10525						1053								1158	842		
1841+94.81	1843+44.81	150.00	784							79	784						108	87	134		
1843+44.81	1860+55.12	1710.31		2381				6418		239			39	484	6418	968	968	968	191		
1860+55.12	1863+57.12	300.00	410					1096		41	410	1096	110				125	166	220		
WESTBOUND MAINLANES TOTALS										12400	13402	20422	2052	851	10582	147219	23253	32157	24152		



US 175
 QUANTITY SUMMARY

SCALE: NTS		SHEET 7 OF 13	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.	
FR	6	(SEE TITLE SHEET)	
GRAPHICS	STATE	DISTRICT	COUNTY
FR	TEXAS	DAL	KAUFMAN
CHECK	CONTROL	SECTION	JOB
JR	0197	05	059
CHECK			
VD			

17

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SUMMARY OF ROADWAY ITEMS																				
LOCATION	LENGTH	ACP TRANSITION	ACP OVERLAY	5" ACP OVERLAY	ACP MILL & INLAY	CONCRETE TRANSITION	FULL DEPTH REPAIR & CONCRETE OVERLAY	RUBBLIZATION	FULL DEPTH REPAIR, CONCRETE PLANING, & INLAY	351 6074	354 6022	354 6038	361 6069	3000 6003	3000 6004	3072 6001	3077 6013	3077 6023	3077 6075	
		SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	TON	TON	SY	TON	TON	GAL
EASTBOUND RAMP TRANSITIONS																				
1307+34.92	1308+83.51	148.59	481							49	481								53	53
1353+50.57	1354+97.65	147.08	461							47	461								51	51
1689+75.12	1692+65.02	289.90				857						857	857						95	95
1750+99.42	1752+47.77	148.35	695							70	695								77	77
1830+99.23	1832+49.38	150.15	726							73	726								80	80
EASTBOUND RAMP TRANSITIONS TOTALS										239	2363	857	857						356	356

SUMMARY OF ROADWAY ITEMS																				
LOCATION	LENGTH	ACP TRANSITION	ACP OVERLAY	5" ACP OVERLAY	ACP MILL & INLAY	CONCRETE TRANSITION	FULL DEPTH REPAIR & CONCRETE OVERLAY	RUBBLIZATION	FULL DEPTH REPAIR, CONCRETE PLANING, & INLAY	351 6074	354 6022	354 6038	361 6069	3000 6003	3000 6004	3072 6001	3077 6013	3077 6023	3077 6075	
		SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	TON	TON	SY	TON	TON	GAL
WESTBOUND RAMP TRANSITIONS																				
1309+74.63	1311+21.14	146.51	466							47	466								52	52
1355+77.74	1357+29.02	151.28	481							49	481								53	53
1750+40.05	1751+88.49	148.44	711							72	711								79	79
1831+54.54	1833+05.53	150.99	690							69	690								76	76
WESTBOUND RAMP TRANSITIONS TOTALS										237	2348								260	260
PROJECT TOTALS										37180	41613	24677	3250	1163	14456	194574	31915	65093	50608	

SUMMARY OF ROADWAY ITEMS						
LOCATION	LENGTH	100 6002	134 6004	152 6001	438 6001	
		PREPARING ROW	BACKFILL (TY A OR B)	ROAD GRADER WORK (ORD COMP)	CLEANING AND SEALING EXISTING JOINTS	
STA	STA	STA	STA	STA	LF	
1294+64.00	1862+81.83	56817.83	568.2	568.2	568.2	182
PROJECT TOTALS		568.2	568.2	568.2	182	

SUMMARY OF DELINEATORS					
LOCATION	658 6080	658 6086	658 6092	658 6099	
	INSTL DEL ASSM (D-SW) SZ 1 (WFLX) GND	INSTL DEL ASSM (D-SY) SZ 1 (YFLX) GND	INSTL DEL ASSM (D-DW) SZ 1 (WFLX) GND	INSTL OM ASSM (OM-2Z) (W FLX) GND	
EA	EA	EA	EA		
CSJ 0197-05-059					
SHEET 1				11	
SHEET 2	24	2	12	8	
SHEET 3	29	7		12	
SHEET 4	9	3		4	
SHEET 5	17	4		8	
SHEET 6	17	6		5	
SHEET 7	23	6		10	
SHEET 8	19	2		12	
SHEET 9	30	2		17	
SHEET 10	14			16	
SHEET 11				2	
SHEET 12				8	
PROJECT TOTALS		182	32	12	113

SUMMARY OF LARGE SIGNING ITEMS					
LOCATION	416 6018	636 6001	636 6002	647 6003	
	DRILL SHAFT (SIGN MTS) (24 IN)	ALUMINUM SIGNS (TY A)	ALUMINUM SIGNS (TY G)	REMOVE LRSA	
LF	SF	SF	EA		
SOLS SHEET 1	110	18.75	1392.5	7	
PROJECT TOTALS		110	18.75	1392.5	7

SUMMARY OF MAILBOX ITEMS		
LOCATION	560 6011	
	MAILBOX INSTALL-S (TWW-POST) TY 4	
EA		
SHEET 1	1	
SHEET 2	1	
SHEET 3	9	
SHEET 4		
SHEET 5	2	
SHEET 6	5	
SHEET 7		
SHEET 8		
SHEET 9		
SHEET 10		
SHEET 11		
SHEET 12	1	
PROJECT TOTALS		18



US 175 QUANTITY SUMMARY

SCALE: NTS			SHEET 8 OF 13	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059
				18

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SUMMARY OF ROADWAY ITEMS																				
LOCATION	104	105	432	540	540	540	540	542	542	542	543	543	543	543	544	544	658	658	658	
	6054	6094	6045	6001	6006	6016	6035	6001	6003	6004	6002	6020	6021	6022	6001	6003	6013	6026	6061	6064
	REMOVING CONCRETE (MOW STRIP)	REMOVING STAB BASE & ASPH PAV (12"-27")	RIPRAP (MOW STRIP) (4 IN)	MTL W-BEAM GD FEN (TIM POST)	MTL BEAM GD FEN TRANS (THRIE-BEAM)	DOWNSTREAM ANCHOR TERMINAL SECTION	MTL BM GD FEN TRANS (31"-28")	REMOVE METAL BEAM GUARD FENCE	REMOVE DOWNSTREAM ANCHOR TERMINAL	RM MTL BM GD FENCE TRANS (THRIE-BEAM)	CABLE BARRIER SYSTEM (TL-4)	CABLE BARRIER TERMINAL SECTION (TL-4)	REMOVE CABLE BARRIER	REMOVE CABLE BARRIER TERMINAL SECTION	GUARDRAIL END TREATMENT (INSTALL)	GUARDRAIL END TREATMENT (REMOVE)	INSTR DEL ASSM (D-SW) SZ (BRF) CTB	INSTR DEL ASSM (D-SY) SZ (BRF) CTB	INSTR DEL ASSM (D-SW) SZ (BRF) GF2	INSTR DEL ASSM (D-SY) SZ (BRF) GF2
	LF	SY	CY	LF	EA	EA	EA	LF	EA	EA	LF	EA	LF	EA	EA	EA	EA	EA	EA	EA
EASTBOUND																				
STA	STA																			
1298+25.00	1337+38.00		24	250	2			250		2					2	2	3	3	2	2
1337+38.00	1386+10.00																2	2		
1386+10.00	1434+16.00		108								2830	4	2835	4						
1434+16.00	1482+16.00		103	900	6			900		6	465	1		6	6	12	12	8	8	
1482+16.00	1530+16.00		134	300	2			300		2	2697	4	1287	1	2	2	2	3	3	
1530+16.00	1578+16.00		154								3880	5	690	1						
1578+16.00	1626+16.00		30	350			2	350						2	2	4	4	3	3	
1626+16.00	1674+16.00		58	700			4	700						4	4	4	4	6	6	
1674+16.00	1722+58.00																			
1722+58.00	1770+74.00																			
1770+74.00	1819+21.00	1495	101	69	1375	3	1	1375	1	3				2	2	4	4	14	3	
1819+21.00	1862+86.00																			
EASTBOUND TOTALS		1495	101	680	3875	13	1	3875	1	13	9872	14	4812	6	18	18	31	31	36	25
WESTBOUND																				
STA	STA																			
1294+64.00	1337+71.00												4072	2						
1337+71.00	1386+05.00		60	250	2			250		2	920	1	4341	3	2	2	2	2	2	
1386+05.00	1435+05.00		56								1337	3	1337	3						
1435+05.00	1482+05.00	9	207	1125	6	1		1125	1	6	2367	8	2832	9	7	7	16	16	11	
1482+05.00	1530+05.00		84	300	2			300	2	2	1305	2	2715	5	2	2	3	2	2	
1530+05.00	1578+05.00		17								400	1	3590	5						
1578+05.00	1626+05.00		152	300	2			300	2	2	3176	5	3176	5	2	2	5	5	2	
1626+05.00	1674+05.00		49	600	4			600	4	4				4	4	6	6	4	4	
1674+05.00	1722+21.00																			
1722+21.00	1770+21.00																			
1770+21.00	1818+98.00	1713	30	75	1500	3	1	1500		3				2	3	5	4	14	3	
1818+98.00	1864+84.00																			
WESTBOUND TOTALS		1713	39	700	4075	19	2	4075	1	19	9505	20	22063	32	19	20	37	35	35	21
PROJECT TOTAL		3208	140	1380	7950	32	3	7950	2	32	19377	34	26875	38	37	38	68	66	71	46

CROSSOVER SUMMARY							
CROSSOVER	STATION	AREA	AVERAGE THICKNESS	354	3077	3077	3077
				6022	6013	6023	6075
				PLANE ASPH CONC PAV (0" TO 3")	SP MIXES SP-C SAC-B PG64-22	SP MIXES SP-C SAC-B PG70-22	TACK COAT
				②	②	②	②
		SY	IN	SY	TON	TON	GAL
CROSSOVER NO. 1	1376+10.00	654	2			72	53
CROSSOVER NO. 2	1390+51.50	556	4.5	278	77	62	87
CROSSOVER NO. 3	1402+80.50	659	4.5	330	91	73	103
CROSSOVER NO. 4	1421+98.50	611	4.5	306	85	68	95
CROSSOVER NO. 5	1433+87.00	600	4.5	300	83	66	93
CROSSOVER NO. 6	1459+06.00	719	2			80	58
CROSSOVER NO. 7	1485+17.00	758	4.5	379	105	84	118
CROSSOVER NO. 8	1516+04.00	725	4.5	363	100	80	113
CROSSOVER NO. 9	1537+76.50	630	4.5	315	87	70	98
CROSSOVER NO. 10	1550+47.00	677	4.5	339	94	75	105
CROSSOVER NO. 11	1573+16.00	722	4.5	361	100	80	112
CROSSOVER NO. 12	1583+34.00	670	4.5	335	93	74	104
CROSSOVER NO. 13	1600+04.50	692	4.5	346	96	77	108
CROSSOVER NO. 14	1624+07.00	593	4.5	297	82	66	92
CROSSOVER NO. 15	1658+04.00	769	4.5	385	106	85	120
CROSSOVER NO. 16	1702+58.50	654	7	327	180	72	102
CROSSOVER NO. 17	1725+45.00	1011	7	506	279	112	2
PROJECT TOTALS				5167	1658	1296	1563

① STATIONS BASED OFF THE US 175 MEDIAIN CL
 ② BID ITEM SHOWN IN MULTIPLE SUMMARY BOXES

SUMMARY OF SMALL SIGNING ITEMS											
LOCATION	644	644	644	644	644	644	644	644	644	644	
	6001	6028	6004	6007	6018	6030	6033	6034	6036	6051	
	IN SM RD SN SUP&AM TY10BNG (1) SA (A(P))	IN SM RD SN SUP&AM TY580 (1) SA (P-BM)	IN SM RD SN SUP&AM TY10BNG (1) SA (A(T))	IN SM RD SN SUP&AM TY10BNG (1) SA (A(U))	IN SM RD SN SUP&AM TY10BNG (2) SA (A(P-EXAL))	IN SM RD SN SUP&AM TY580 (1) SA (T)	IN SM RD SN SUP&AM TY580 (1) SA (U)	IN SM RD SN SUP&AM TY580 (1) SA (U-TEXT)	IN SM RD SN SUP&AM TY580 (1) SA (U-BM)	IN SM RD SN SUP&AM TY580 (2) SA (P-EXAL)	
	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	
SOSS SHEET 1	6		6	1			2	1			
SOSS SHEET 2	12	2	10		2	1					
SOSS SHEET 3	8	2	1			2					
SOSS SHEET 4	10	2	2			1	2				
SOSS SHEET 5	10	1	4	1		2	1				
SOSS SHEET 6	14	3	2			1	1				
SOSS SHEET 7	22	4	1						1		
SOSS SHEET 8	17	2	2						1		
SOSS SHEET 9	8	4	1			2	2				
SOSS SHEET 10	8	2	2			2	2				
SOSS SHEET 11	9	4	2			3	1				
SOSS SHEET 12	19	2							1		
SOSS SHEET 13	21	2	1			2			3		
SOSS SHEET 14	8		8		1	2	1				
SOSS SHEET 15	8		3			6	1				
SOSS SHEET 16	10		8	1	2	1				1	
SOSS SHEET 17	8		5		1				2		
PROJECT TOTALS		198	30	56	3	6	25	16	1	8	1



US 175 QUANTITY SUMMARY

SCALE: NTS		SHEET 9 OF 13	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.	
FR	6	(SEE TITLE SHEET)	
GRAPHICS	FR	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL KAUFMAN
CHECK	VD	CONTROL	SECTION JOB
		0197	05 059
			19

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SUMMARY OF PAVEMENT MARKING ITEMS																			
LOCATION	LENGTH	533	666	666	666	666	666	666	666	666	666	666	666	666	666	666	666	666	666
		6003	6036	6042	6048	6054	6078	6102	6147	6174	6210	6225	6306	6309	6347	672	672	678	678
		RUMBLE STRIPS (SHOULDER) ASPHALT	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	REFL PAV MRK TY I (W) (ARROW) (100MIL)	REFL PAV MRK TY I (W) (WORD) (100MIL)	REF PAV MRK TY I (W) 36" (YLD TRI) (100MIL)	REFL PAV MRK TY I (Y) 24" (SLD) (100MIL)	REFL PAV MRK TY I I (W) 6" (SLD)	REFL PAV MRK TY I I (Y) 6" (SLD)	PAVEMENT SEALER 6"	RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)	RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)	REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)	REFL PAV MRKR TY I I-A-A	REFL PAV MRKR TY I I-C-R	PAV SURF PREP FOR MRK (6")	
		LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	LF	LF	LF	EA	EA	LF	
EASTBOUND MAINLANES																			
STA	STA																		
1298+25.00	1337+38.00	3913.00	5689	938	150					2845	2845	439	1054	3823	3823		100	439	
1337+38.00	1386+09.00	4871.00	7819	1235	75	4	4			3910	3910	225	1218	5055	5005	5	123	225	
1386+09.00	1434+16.00	4807.00	5266	1507	210	8	8			2633	2633		1202	4645	4751	32	136		
1434+16.00	1482+16.00	4800.00	1593	367	32	2	2		2700	797	797	6463	1200	4770	6402	8	79	6463	
1482+16.00	1530+16.00	4800.00	8267	578	63	4	4		375	4134	4134	315	1200	4800	5450	17	89	315	
1530+16.00	1578+16.00	4800.00	9071	870	130	6	6			4536	4536		1200	4637	4584	25	104		
1578+16.00	1626+16.00	4800.00	8528	786	120	6	6		412	4264	4264	764	1200	4720	5577	40	100	764	
1626+16.00	1674+17.00	4801.00	8521	278	30	2	2		452	4261	4261	717	1201	4801	4787	9	74	717	
1674+17.00	1722+56.00	4839.00	7325	1069	110	56	3		56	3663	3663		1210	4757	5164	42	114		
1722+56.00	1770+74.00	4818.00	3420	5248	721	12	1			1710	1710		1205	5288	5212	33	323		
1770+74.00	1819+21.00	4847.00	9021							4511	4511	758	1212	4847	4847		61	758	
1819+21.00	1862+86.00	4365.00	4041	648				5		2021	2021		1092	4572	4572		87		
EASTBOUND TOTALS			78561	13524	981	728	36	36	5	3995	39285	39285	9681	14194	56715	60174	211	1390	9681
WESTBOUND MAINLANES																			
1294+97.00	1338+29.00	4332.00	8046	825			2	2			4023	4023	437	1083	4480	4480		96	437
1338+29.00	1386+24.00	4795.00	4361	575	80	30				2181	2181	231	1199	4942	4862		89	231	
1386+24.00	1434+17.00	4793.00	6960	1292		200	6	6		3480	3480		1199	4472	4394		125		
1434+17.00	1482+17.00	4800.00	5593	562	35	4	4		1890	2797	2797	2361	1200	4800	3797		89	2361	
1482+17.00	1530+17.00	4800.00	9334	595	63	4	4		351	4667	4667	297	1200	4800	4155		90	297	
1530+17.00	1578+17.00	4800.00	10602	524	130	6	6		130	5301	5301		1200	4714	4461		87		
1578+17.00	1626+17.00	4800.00	8802	419	120	5	5		267	4401	4401	800	1200	4688	4077		81	800	
1626+17.00	1674+16.00	4799.00	8101	423	38	3	3		487	4051	4051	792	1200	8101	4652		82	792	
1674+16.00	1722+04.00	4788.00	9424	688	50	2	2			4712	4712		1197	4712	5280	58	95		
1722+04.00	1770+19.00	4815.00	8980	1844	12	2	2			4490	4490		1204	4958	4884		153		
1770+19.00	1819+28.00	4909.00	9173							4587	4587	727	1228	4909	4909		62	727	
1819+28.00	1863+57.00	4429.00	4058	743	340					2029	2029		1108	4636	4636		93		
WESTBOUND TOTALS			93434	8490	420	678	34	34	0	2995	46719	46719	5645	14218	60212	54587	58	1142	5645
PROJECT TOTALS			171995	22014	1401	1406	70	70	5	6990	86004	86004	15326	28412	116927	114761	269	2532	15326

* BID ITEM SHOWN IN MULTIPLE SUMMARY BOXES

SUMMARY OF EROSION CONTROL ITEMS												
LOCATION	161	164	164	168	506	506	506	506	506	506	506	730
	6017	6035	6051	6001	6002	6003	6011	6038	6039	6041	6043	6107
	COMPOST MANUF TOPSOIL (4")	DRILL SEEDING (PERM) (RURAL) (CLAY)	DRILL SEED (TEMP) (WARM OR COOL)	VEGETATIVE WATERING	ROCK FILTER DAMS (INSTALL) (TY 2)	ROCK FILTER DAMS (INSTALL) (TY 3)	ROCK FILTER DAMS (REMOVE)	TEMP SEDMT CONT FENCE (INSTALL)	TEMP SEDMT CONT FENCE (REMOVE)	BIODEG EROSN CONT LOGS (INSTL) (12")	BIODEG EROSN CONT LOGS (REMOVE)	FULL - WIDTH MOWING
	SY	SY	SY	MG	LF	LF	LF	LF	LF	LF	LF	CYC
SHEET 1	10791	10791	3597	2141	240	70	310	260	260	970	970	
SHEET 2	11612	11612	3871	2304	460		460	0	0	3140	3140	
SHEET 3	20216	20216	6739	4010	100		100	0	0	2250	2250	
SHEET 4	9907	9907	3303	1966	75		75	0	0	1960	1960	
SHEET 5	14698	14698	4900	2916	460		460	0	0	1405	1405	
SHEET 6	16392	16392	5464	3252	90		90	0	0	1305	1305	
SHEET 7	11115	11115	3705	2205	265		265	0	0	1145	1145	
SHEET 8	11171	11171	3724	2216	670		670	1255	1255	1155	1155	
SHEET 9	11859	11859	3953	2353	310	240	550	2415	2415	980	980	
SHEET 10	13030	13030	4344	2585	600	180	780	500	500	1270	1270	
SHEET 11	8710	8710	2904	1728	265		265	0	0	1360	1360	
SHEET 12	13858	13858	4620	2749	420		420	0	0	1045	1045	
ADDITIONAL 5%								222	222	900	900	
PROJECT TOTALS	153359	153359	51124	30425	3955	490	4445	4652	4652	18885	18885	6

① APPROXIMATELY 200 ACRES PER FULL WIDTH MOWING CYCLE FOR CONTRACTOR'S INFORMATION.
 ② 5% INCREASE FOR SW3P QUANTITIES TO ACCOUNT FOR REPLACEMENTS DUE TO NORMAL WEAR OR DIFFERING SITE CONDITIONS.



US 175 QUANTITY SUMMARY

SCALE: NTS		SHEET 10 OF 13	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.	HIGHWAY NO.
FR	6	(SEE TITLE SHEET)	US 175
GRAPHICS	STATE	DISTRICT	COUNTY
FR	TEXAS	DAL	KAUFMAN
CHECK	JR	CONTROL	SECTION
VD	0197	05	059
			SHEET NO. 20

DATE: 4/12/2023 4:04:17 PM
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SUMMARY OF DRIVEWAY AND INTERSECTIONS TABLE 1

DRIVEWAY NUMBER	STATION	SIDE	EXISTING DESCRIPTION	EXISTING PIPE	PROPOSED LENGTH	PROPOSED WIDTH	PROPOSED RADIUS (RT)	PROPOSED RADIUS (R2)	104	105	464	464	464	464	467	467	467	467	496	496	530	530	
									6017	6043	6003	6005	6009	6010	6363	6395	6466	6480	6004	6016	6005	6017	
									REMOVING CONC (DRIVEWAYS)	REMOVING STAB BASE & ASPH PAV (0-6")	RC PIPE (CL III) (18 IN)	RC PIPE (CL III) (24 IN)	RC PIPE (CL III) (42 IN)	RC PIPE (CL III) (48 IN)	SET (TY II) (18 IN) (RCP (6' 1) (P)	SET (TY II) (24 IN) (RCP (6' 1) (P)	SET (TY II) (42 IN) (RCP (6' 1) (P)	SET (TY II) (48 IN) (RCP (6' 1) (P)	REMOV STR (SET)	REMOV STR (PIPE)	DRIVEWAYS (ACP)	DRIVEWAYS (CONC) (HES)	
LF	LF	FT	FT	SY	SY	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	SY	SY
1	1303+65.58	LT	GRAVEL	16" CMP	50	28	25	15		164	36				2				2	1	164		
2	1308+49.99	LT	GRAVEL	16" CMP	58	26	20	20		184	36				2				2	1	184		
3	1297+00.78	RT	CONCRETE	24" CMP	39	31	20	20	159			36				2			2	1			159
4	1298+17.09	RT	CONCRETE	24" CMP	35	34	20	20	146			36				2			2	1			146
5	1302+87.52	RT	GRAVEL	18" CMP	44	22	25	25		144	36				2				2	1			144
6	1307+24.15	RT	CONCRETE	18" CMP	35	29	15	15	131		47				1				2	1			131
7	1307+76.23	RT	ACP	18" CMP	35	22	15	25		115	47				1				2	1			115
8	1366+27.42	LT	GRAVEL	24" CMP	44	12	25	25		88		32								1			88
9	1376+17.17	RT	ACP	ACP	66	40	35	55		408													408
10	1379+45.60	RT	ACP	24" RCP	45	26	25	25		161		48				2			2	1			161
11	1385+46.45	RT	ACP	24" RCP	36	18	30	30		114		100				2			2	1			114
12	1386+94.94	LT	ACP	24" RCP	55	13	30	30		156		48				2			2	1			156
13	1390+35.15 HORSE LN	LT	ACP	24" RCP	75	20	25	40		224		48				2			2	1			224
14	1393+33.84 HORSESHOE CIR	LT	ACP	24" RCP	69	16	35	35		187		48				2			2	1			187
15	1396+74.69 HORSESHOE CIR	LT	ACP	24" RCP	69	15	30	30		181		48				2			2	1			181
16	1402+96.18 CITY LAKE RD	LT	ACP	2-24" RCP	68	20	30	30		208		100				4			4	2			208
17	1405+40.92	LT	DIRT	24" CMP	68	11	25	30		129		32				2			2	1			129
18	1406+92.93	LT	ACP	24" RCP	68	14	30	30		204													204
19	1386+22.24	RT	ACP	24" RCP	39	11	25	25		123		48				2			2	1			123
20	1387+08.02 WATSON DR	RT	ACP	24" RCP	41	20	25	35		144		48				2			2	1			144
21	1387+93.22	RT	CONCRETE	24" RCP	40	24	20	20	121			48				2			2	1			121
22	1389+31.48	RT	CONCRETE	24" RCP	40	22	15	15	111			48				2			2	1			111
23	1391+00.83 WATSON DR	RT	ACP	18" RCP	48	18	20	70		140	48				2				2	1			140
24	1392+37.64	RT	ACP	18" RCP	44	17	20	35		111	48				2				2	1			111
25	1393+87.51	RT	ACP	18" RCP	40	38	25	25		197	64				2				2	1			197
26	1395+44.53	RT	ACP	18" RCP	40	13	30	30		129	130				1				1	1			129
27	1396+17.64	RT	ACP	18" RCP	40	13	30	30		127					1				1	1			127
28	1396+98.12	RT	ACP	18" RCP	40	17	30	30		125	116				1				1	1			125
29	1397+65.52	RT	ACP	18" RCP	40	18	20	20		106					1				1	1			106
30	1398+36.79	RT	ACP	24" CMP	40	26	15	20		139	44					2			2	1			139
31	1399+06.58	RT	ACP	18" CMP	40	18	20	25		127	48												127
32	1400+76.34	RT	ACP	18" RCP	42	32	35	20		159	48				2				2	1			159
33	1402+25.55	RT	ACP	18" RCP	40	27	25	35		170	56				2				2	1			170
34	1404+75.77	RT	ACP	18" RCP	40	19	30	30		140	48				2				2	1			140
35	1415+10.22	LT	DIRT	16" CMP	58	10	20	20		79	28				2				2	1			85
36	1422+16.93	LT	ACP	18" RCP	80	33	35	35		375													386
TABLE 1 TOTALS									668	5058	880	768	0	0	26	32	0	0	60	33	5075	668	

* FOR CONTRACTOR'S INFORMATION ONLY



US 175 QUANTITY SUMMARY

SCALE: NTS			SHEET 11 OF 13	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	21
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

SUMMARY OF DRIVEWAY AND INTERSECTIONS TABLE 2																						
DRIVEWAY NUMBER	STATION	SIDE	EXISTING DESCRIPTION	EXISTING PIPE	PROPOSED WIDTH				104 6017	105 6043	464 6003	464 6005	464 6009	464 6010	467 6363	467 6395	467 6466	467 6480	496 6004	496 6016	530 6005	530 6017
					PROPOSED LENGTH #	PROPOSED WIDTH	PROPOSED RADIUS (R1) *	PROPOSED RADIUS (R2) *														
					LF	LF	FT	FT	SY	SY	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	SY	SY
37	1426+45.16	LT	ACP	18" RCP	96	12	35	35														
38	1413+49.68	RT	ACP	18" RCP	50	20	35	35		213											213	
39	1416+84.72	RT	ACP	18" RCP	50	18	35	50		170	48										170	
40	1427+30.10	RT	ACP	2-24" RCP	55	20	50	35		189	48				2						189	
41	1428+50.59	RT	DIRT	2-24" CMP	53	12	30	30		212		140			4						212	
42	1430+34.30	RT	ACP	2-24" RCP	53	23	20	30		114		40			4						114	
43	1433+95.50	RT	ACP	2-24" RCP	53	23	30	30		167		100			4						167	
44	1437+87.94	RT	CONCRETE	42" RCP	51	30	20	20	190				118			2					179	190
45	1490+94.50	LT	ACP		70	11	30	30		163											163	
46	1502+35.56	LT	ACP	48" RCP	69	14	30	30		185			62				2				185	
47	1510+87.02	LT	ACP	24" RCP	69	23	30	30		225		48			2						225	
48	1515+60.00	LT	ACP	24" RCP	69	17	30	30		174		48			2						174	
49	1518+53.27	LT	ACP	24" RCP	53	12	35	30		137		48			2						137	
50	1522+99.53	LT	ACP	24" RCP	57	18	25	35		183		56			2						183	
51	1516+05.01	RT	ACP	24" RCP	50	18	25	25		130		56			2						130	
52	1521+33.70	RT	ACP		50	17	20	35		131											131	
53	1531+27.70	LT	DIRT	24" RCP	50	9	25	45		120		48			2						120	
54	1533+71.62	LT	ACP	24" RCP	47	17	30	30		139		48			2						139	
55	1537+66.23	LT	ACP	18" CMP	75	19	35	45		280	48				2						280	
56	1544+90.59	LT	ACP	24" RCP	58	12	30	30		167		48			2						167	
57	1550+00.55	LT	ACP		58	150	30	30		1035											1035	
58	1553+96.55	LT	ACP	24" RCP	58	21	30	30		181		48			2						181	
59	1537+84.69	RT	ACP	24" RCP	50	27	35	40		218		48			2						218	
60	1551+64.25	RT	ACP	24" RCP	50	21	25	25		147		48			2						147	
61	1558+16.99	LT	ACP	24" RCP	40	20	30	30		140		48			2						140	
62	1564+03.55	LT	ACP	24" RCP	82	35	30	30		289											289	
63	1566+33.92	LT	ACP	16" CMP	58	62	35	30		279	48				2						279	
64	1567+90.23	LT	ACP	16" CMP	58	94	25	35		339	52				2						339	
65	1569+80.64	LT	ACP	24" RCP	58	9	40	40		143		48			2						143	
66	1572+19.10	LT	ACP		60	16	30	15		140											140	
67	1572+84.33	LT	ACP		62	22	30	30		199											199	
68	1568+22.07	RT	CONCRETE	24" CMP	50	39	15	15	228			52			2						199	228
69	1570+33.19	RT	DIRT	24" CMP	52	17	15	15		113		52			2						113	
70	1571+44.00	RT	CONCRETE	24" CMP	50	45	25	25	309			48			2						309	
71	1573+31.14	RT	ACP	24" CMP	50	24	35	35		192		48			2						192	
72	1579+59.36	LT	ACP	24" RCP	81	21	25	25		244		48			2						244	
TABLE 2 TOTALS									727	6937	244	1268	118	62	10	52	2	2	62	33	6937	727

* FOR CONTRACTOR'S INFORMATION ONLY



US 175 QUANTITY SUMMARY

SCALE: NTS			SHEET 12 OF 13	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	22
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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SUMMARY OF DRIVEWAY AND INTERSECTIONS TABLE 3																																			
DRIVEWAY NUMBER	STATION	SIDE	EXISTING DESCRIPTION	EXISTING PIPE	PROPOSED LENGTH *		PROPOSED WIDTH *		PROPOSED RADIUS (R1) *		PROPOSED RADIUS (R2) *		104	105	464	464	464	464	467	467	467	467	496	496	530	530									
					LF	FT	LF	FT	FT	FT	FT	FT	6017	6043	6003	6005	6009	6010	6363	6395	6466	6480	6004	6016	6005	6017	REMOVING CONC (DRIVEWAYS)	REMOVING STAB BASE & ASPH PAV (0-6")	RC PIPE (CL 111) (18 IN)	RC PIPE (CL 111) (24 IN)	RC PIPE (CL 111) (42 IN)	RC PIPE (CL 111) (48 IN)	SET (TY II) (18 IN) (RCP) (6: 1) (P)	SET (TY II) (24 IN) (RCP) (6: 1) (P)	SET (TY II) (42 IN) (RCP) (6: 1) (P)
73	1583+53.00	LT	ACP	24" RCP	100	38	50	25					SY	SY	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	SY	SY									
74	1583+45.10	RT	ACP	4-24" CMP	50	47	25	25						334											334										
75	1586+37.00	RT	ACP	18" CMP	50	15	30	40						291											291										
76	1592+68.69	RT	ACP	24" RCP	43	22	20	30						143	48				2					2	1	143									
77	1666+42.52	LT	ACP	16" RCP	75	23	25	25						134						2				2	1	134									
78	1660+35.91	RT	ACP	18" RCP	50	19	30	30						229										2	1	229									
79	1702+45.40	LT	ACP		182	36	35	40						149	46				2					2	1	149									
80	1702+93.31	RT	ACP		125	55	25	30						796											796										
81	1711+76.09	RT	ACP	18" RCP	100	21	25	25						801											801										
82	1724+06.06	LT	ACP	16" RCP	57	17	30	30						254	50				2					2	1	254									
83	1727+63.43	LT	CONCRETE		76	45	45	35					454	151	56				2					2	1	151									
84	1735+79.19	LT	ACP		52	23	20	75						214												214									
85	1741+42.92	LT	ACP	16" RCP	45	17	20	20						116	52				2				2	1	116										
86	1725+86.64	RT	ACP	18" RCP	78	24	35	35						281	56				2				2	1	281										
87	1733+50.06	RT	ACP	18" RCP	35	20	20	20						108	62				2				2	1	108										
88	1742+78.95	RT	ACP	18" RCP	25	21	25	25						90												90									
89	1834+33.59	LT	ACP	16" RCP	45	16	30	20						135	60				2				2	1	135										
90	1838+11.47	LT	DIRT	16" CMP	45	12	10	10						72	32				2				1	1	72										
91	1840+58.92	LT	ACP	18" RCP	45	12	15	15						156	56				2				2	1	156										
92	1841+47.58	RT	ACP	16" RCP	41	24	15	15						128	62				2				2	1	128										
93	1844+07.32	LT	ACP	24" RCP	38	16	25	35						105		56			2				2	1	105										
94	1858+40.91	LT	ACP	16" RCP	39	19	20	20						112	62				2				2	1	112										
95	1860+44.00	LT	ACP		40	17	20	20						118												118									
96	1844+32.85	RT	ACP	16" RCP	46	12	30	30						93	62				2				2	1	93										
97	1845+92.86	RT	ACP	16" RCP	58	16	30	30						146	54				2				2	1	146										
98	1846+94.10	RT	ACP	16" RCP	40	7	20	25						87	62				2				2	1	87										
99	1849+99.89	RT	ACP	16" RCP	63	20	30	30						199	62				2				2	1	199										
100	1857+98.59	RT	CONCRETE	16" RCP	41	21	30	30						141					2				2	1	141										
TABLE 3 TOTALS													595	5442	944	160	0	0	36	4	0	0	39	20	5442	595									
PROJET TOTALS													1990	17437	2068	2196	118	62	72	88	2	2	161	86	17454	1990									

* FOR CONTRACTOR'S INFORMATION ONLY



US 175 QUANTITY SUMMARY

SCALE: NTS			SHEET 13 OF 13	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	23
JR	CONTROL	SECTION	JOB	
CHECK	VD	0197	05 059	

SUMMARY OF SMALL SIGNS

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PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)	
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION		TY = TYPE TY N TY S
1	1	R1-1 W4-4P	STOP CROSS TRAFFIC DOES NOT STOP (PLAQUE)	36 x 36 24 x 12	X	X	10BWG	1	SA	P		
1	2	R6-1R R6-1L	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW>	54 x 18 54 x 18	X	X	10BWG	1	SA	T		
1	3	M3-4 M1-4(3 dg+)	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175)	24 x 12 30 x 24	X	X	S80	1	SA	U		
		M6-1	<ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	21 x 15	X							
		M3-1	NORTH <AUXILIARY SIGN>	24 x 12	X							
		M1-6F	<US HIGHWAY ROUTE SHIELD> (1895)	24 x 24	X							
		M6-3	<ARROW - VERTICAL STRGHT> <AUX. SIGN>	21 x 15	X							
1	4	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
1	5	M3-4 M1-4(3 dg+)	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175)	24 x 12 30 x 24	X	X	10BWG	1	SA	U		
		M6-3	<ARROW - VERTICAL STRGHT> <AUX. SIGN>	21 x 15	X							
		M3-1	NORTH <AUXILIARY SIGN>	24 x 12	X							
		M1-6F	<FM SHIELD> FARM ROAD (1895)	24 x 24	X							
		M6-1	<ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	21 x 15	X							
1	6	R1-2	YIELD	48 x 48 x 48	X		10BWG	1	SA	T		
1	7	M2-1 M1-6F	JCT <AUXILIARY SIGN> <FM SHIELD> FARM ROAD (1895)	21 x 15 24 x 24	X		10BWG	1	SA	P		
1	8	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
1	9	M3-3 M1-6F M6-1 M3-4 M1-4(3 dg+)	SOUTH <AUXILIARY SIGN> <FM SHIELD> FARM ROAD (1895) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN> WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175)	24 x 12 24 x 24 21 x 15 24 x 12 30 x 24	X X X X X		S80	1	SA	U		
		M6-3	<ARROW - VERTICAL STRGHT> <AUX. SIGN>	21 x 15	X							
1	10	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T		
1	11	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T		
1	12	M3-4 M1-4(3 dg+) M6-3 M3-1 M1-6F M6-3 M3-2 M1-4(3 dg+) M6-1	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - VERTICAL STRGHT> <AUX. SIGN> NORTH <AUXILIARY SIGN> <FM SHIELD> FARM ROAD (1895) <ARROW - VERTICAL STRGHT> <AUX. SIGN> EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15 24 x 12 24 x 24 21 x 15 24 x 12 30 x 24 21 x 15	X X X X X X X X X		S80	1	SA	U	1EXT	
1	13	W11-10L	SYMBOL - BE ALERT FOR TRUCKS ENTERING LT	36 x 36	X		10BWG	1	SA	P		
1	14	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T		
1	15	W12-2	SYMBOL - LOW CLEARANCE (16 ') - (2 ')	48 x 48	X		10BWG	1	SA	T		
1	16	W11-10L	SYMBOL - BE ALERT FOR TRUCKS ENTERING LT	36 x 36	X		10BWG	1	SA	P		

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"

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 - For Sign Support Descriptive Codes, see Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).

SHEET 1 OF 17



SUMMARY OF SMALL SIGNS

SOSS

FILE: slums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
©TxDOT May 1987	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	05	059	US 175
4-16	DIST	COUNTY	SHEET NO.	
8-16	DAL	KAUFMAN		24

SUMMARY OF SMALL SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION	
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	PREFABRICATED P = "Plain" T = "T" U = "U"	
										TY = TYPE	
										TY N TY S	
1	17	M3-2 M1-4(3 dgt)	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175)	24 x 12 30 x 24	X		10BWG	1	SA	P	
1	18	M3-2 M1-4(3 dgt)	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175)	24 x 12 30 x 24	X		10BWG	1	SA	P	
1	19	W12-2	SYMBOL - LOW CLEARANCE (16 ') - (1 ")	36 x 36	X		10BWG	1	SA	P	
1	20	E5-1	EXIT	72 x 60		X	10BWG	2	SA	P	EXAL
1	21	R2-1	SPEED LIMIT (70)	48 x 60	X		S80	1	SA	T	
1	22	W2-3R	SYMBOL - SIDE ROAD AHEAD AT ANGLE	36 x 36	X		10BWG	1	SA	P	
1	23	W12-2	SYMBOL - LOW CLEARANCE (16 ') - (11 ")	48 x 48	X		10BWG	1	SA	T	
1	24	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	48 x 48	X		10BWG	1	SA	T	
2	1	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	48 x 48	X		10BWG	1	SA	T	
2	2	W12-2	SYMBOL - LOW CLEARANCE (16 FT) - (11 IN)	48 x 48	X		10BWG	1	SA	T	
2	3	E5-1	EXIT	72 x 60		X	10BWG	2	SA	P	EXAL
2	4	W13-2	EXIT / (40) MPH	24 x 30	X		10BWG	1	SA	P	
2	5	W4-1R	SYMBOL - MERGE AHEAD RIGHT	48 x 48	X		10BWG	1	SA	T	
2	6	R6-1R R6-1L R1-2	ONE WAY <IN LEFT ARROW> ONE WAY <IN LEFT ARROW> YIELD	54 x 18 54 x 18 48 x 48 x 48	X X X		S80	1	SA	P	BM
2	7	R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X		10BWG	1	SA	T	
2	8	M3-4 M1-4(3dgt) M6-1	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15	X X X		10BWG	1	SA	P	
2	9	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X		S80	1	SA	P	BM
2	10	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
2	11	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
2	12	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T	
2	13	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T	
2	14	R2-1	SPEED LIMIT (70)	30 x 36	X		10BWG	1	SA	P	
2	15	W2-2R	SYMBOL - SIDE ROAD AHEAD RIGHT	36 x 36	X		10BWG	1	SA	P	
2	16	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T	
2	17	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T	
2	18	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
2	19	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	

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Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
Greater than 15	0.125"

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SUMMARY OF SMALL SIGNS

SOSS

FILE: slums16.dgn	DW: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT May 1987	CONT	SECT	JOB	HIGHWAY
	0197	05	059	US 175
4-16	DIST	COUNTY	SHEET NO.	
8-16	DAL	KAUFMAN	25	

SUMMARY OF SMALL SIGNS

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PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)	
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION		
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	PREFABRICATED P = "Plain" T = "T" U = "U"		1EXT or 2EXT = # of Ext BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels
2	20	M3-2 M1-4(3 dg+) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15	X X X		10BWG	1	SA	P		
2	21	R6-1R R6-1L R1-1 R6-3a	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> STOP DIVIDED HIGHWAY <w/ T-INTERSEC SYMBOL>	54 x 18 54 x 18 36 x 36 30 x 24	X X X X		S80	1	SA	T		
2	22	M3-4 M1-4(3 dg+) M5-1L M3-2 M1-4(3 dg+) M6-1	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - STRAIGHT THEN LEFT> <AUX. SIGN> EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15 24 x 12 30 x 24 21 x 15	X X X X X X		S80	1	SA	U		
2	23	R2-1	SPEED LIMIT (70)	30 x 36	X		10BWG	1	SA	P		
3	1	R6-1R R6-1L R1-1 R6-3	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> STOP DIVIDED HIGHWAY <w/ THRU STREET SYMBOL>	54 x 18 54 x 18 36 x 36 30 x 24	X X X X		S80	1	SA	T		
3	2	M3-2 M1-4(3 dg+) M5-1L M3-4 M1-4(3 dg+) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - STRAIGHT THEN LEFT> <AUX. SIGN> WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15 24 x 12 30 x 24 21 x 15	X X X X X X		S80	1	SA	U		
3	3	M3-4 M1-4(3 dg+) D10-7a+ D10-7a+	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) TEXAS REFERENCE NUMBER (634) TEXAS REFERENCE NUMBER (634)	24 x 12 30 x 24 3 x 10 3 x 10	X X X X		10BWG	1	SA	P		
3	4	M3-4 M1-4(3 dg+) M6-1	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15	X X X		10BWG	1	SA	P		
3	5	R6-1R R6-1L R1-2	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> YIELD	54 x 18 54 x 18 48 x 48 x 48	X X X		S80	1	SA	P	BM	
3	6	R6-1R R6-1L R1-2	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> YIELD	54 x 18 54 x 18 48 x 48 x 48	X X X		S80	1	SA	P	BM	
3	7	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
3	8	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
3	9	R1-1 W4-4P	STOP CROSS TRAFFIC DOES NOT STOP (PLAQUE)	36 x 36 24 x 12	X X		10BWG	1	SA	P		
3	10	M3-4 M1-4(3 dg+) M6-1	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15	X X X		10BWG	1	SA	P		
3	11	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T		

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"

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SUMMARY OF SMALL SIGNS

SOSS

FILE: slums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
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REVISIONS	0197	05	059	US 175
4-16	DIST	COUNTY	SHEET NO.	
8-16	DAL	KAUFMAN	26	

SUMMARY OF SMALL SIGNS

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PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION	
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	PREFABRICATED P = "Plain" T = "T" U = "U"	
3	12	R1-1 W4-4P	STOP CROSS TRAFFIC DOES NOT STOP (PLAQUE)	36 x 36 24 x 12	X X		10BWG	1	SA	P	
3	13	M3-4 M1-4(3 dg+) M6-1	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15	X X X		10BWG	1	SA	P	
3	14	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T	
3	15	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X		S80	1	SA	P	BM
3	16	R6-1R R6-1L	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW>	54 x 18 54 x 18	X X		S80	1	SA	T	
3	17	R1-1 W4-4P M3-2 M1-4(3 dg+) M5-1L M3-4 M1-4(3 dg+) M6-1	STOP CROSS TRAFFIC DOES NOT STOP (PLAQUE) EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - STRAIGHT THEN LEFT> <AUX. SIGN> WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	36 x 36 24 x 12 24 x 12 30 x 24 21 x 15 24 x 12 21 x 15	X X X X X X X		S80	1	SA	U	
3	18	R6-1R R6-1L R1-2	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> YIELD	54 x 18 54 x 18 48 x 48 x 48	X X X		S80	1	SA	P	BM
3	19	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
3	20	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
3	21	M3-2 M1-4(3 dg+) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15	X X X		10BWG	1	SA	P	
3	22	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T	
3	23	R1-1 W4-4P	STOP CROSS TRAFFIC DOES NOT STOP (PLAQUE)	36 x 36 24 x 12	X X		10BWG	1	SA	P	
3	24	M3-2 M1-4(3 dg+) D10-7at D10-7at	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) TEXAS REFERENCE NUMBER (634) TEXAS REFERENCE NUMBER (634)	24 x 12 30 x 24 3 x 10 3 x 10	X X X X		10BWG	1	SA	P	
3	25	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
3	26	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
3	27	M3-2 M1-4(3 dg+) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	36 x 36 30 x 24 21 x 15	X X X		10BWG	1	SA	P	
3	28	M3-4 M1-4(3 dg+) M5-1L M3-2 M1-4(3 dg+) M6-3	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - STRAIGHT THEN LEFT> <AUX. SIGN> EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - VERTICAL STRGHT> <AUX. SIGN>	24 x 12 30 x 24 21 x 15 24 x 12 30 x 24 21 x 15	X X X X X X		S80	1	SA	U	

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
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SUMMARY OF SMALL SIGNS

SOSS

FILE: slums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
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REVISIONS	0197	05	059	US 175
4-16	DIST	COUNTY	SHEET NO.	
8-16	DAL	KAUFMAN	27	

SUMMARY OF SMALL SIGNS

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PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION	
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	PREFABRICATED P = "Plain" T = "T" U = "U"	
3	29	R6-1R R6-1L R1-1 R6-3	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> STOP DIVIDED HIGHWAY <w/ THRU STREET SYMBOL>	54 x 18 54 x 18 36 x 36 30 x 24	X X X X		S80	1	SA	T	
3	30	D2-2	(DESTINATIONS) (DISTANCES) <2 LINES>	72 x 30	X		10BWG	1	SA	U	
3	31	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
3	32	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
3	33	M3-2 M1-4(3 dgt) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15	X X X		10BWG	1	SA	P	
3	34	R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X		10BWG	1	SA	T	
3	35	M3-2 M1-4(3 dgt) M5-1L M3-4 M1-4(3 dgt) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - STRAIGHT THEN LEFT> <AUX. SIGN> WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15 24 x 12 30 x 24 21 x 15	X X X X X X		S80	1	SA	U	
3	36	R6-1R R6-1L R1-1 R6-3a	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> STOP DIVIDED HIGHWAY <w/ T-INTERSEC SYMBOL>	54 x 18 54 x 18 36 x 36 30 x 24	X X X X		S80	1	SA	T	
3	37	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
3	38	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
3	39	R6-1R R6-1L R1-2	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> YIELD	54 x 18 54 x 18 48 x 48 x 48	X X X		S80	1	SA	P	BM
3	40	R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X		10BWG	1	SA	T	
3	41	M3-2 M1-4(3 dgt) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15	X X X		10BWG	1	SA	P	
3	42	R1-1 W4-4P	STOP CROSS TRAFFIC DOES NOT STOP (PLAQUE)	36 x 36 24 x 12	X X		10BWG	1	SA	P	
3	43	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T	
3	44	M3-2 M1-4(3 dgt) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15	X X X		10BWG	1	SA	P	
3	45	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T	
3	46	R1-1 W4-4P	STOP CROSS TRAFFIC DOES NOT STOP (PLAQUE)	36 x 36 24 x 12	X X		10BWG	1	SA	P	
3	47	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	

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"

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SUMMARY OF SMALL SIGNS

SOSS

FILE: slums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
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REVISIONS	0197	05	059	US 175
4-16	DIST	COUNTY	SHEET NO.	
8-16	DAL	KAUFMAN	28	

SUMMARY OF SMALL SIGNS

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PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION	
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	PREFABRICATED P = "Plain" T = "T" U = "U"	
3	48	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
3	49	M3-2 M1-4(3 dg+) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15	X X X		10BWG	1	SA	P	
3	50	R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X		10BWG	1	SA	T	
3	51	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X		S80	1	SA	P	BM
3	52	R6-1R R6-1L R1-2	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> YIELD	54 x 18 54 x 18 48 x 48 x 48	X X X		S80	1	SA	P	BM
3	53	M3-2 M1-4(3 dg+) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15	X X X		10BWG	1	SA	P	
3	54	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T	
3	55	R1-1 W4-4P	STOP CROSS TRAFFIC DOES NOT STOP (PLAQUE)	36 x 36 24 x 12	X X		10BWG	1	SA	P	
3	56	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
3	57	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
4	1	M3-2 M1-4(3 dg+) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15	X X X		10BWG	1	SA	P	
4	2	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X		S80	1	SA	P	BM
4	3	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
4	4	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
4	5	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P	
4	6	R19-7T	NO FISHING FROM BRIDGE	24 x 30	X		10BWG	1	SA	P	
4	7	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	36 x 36	X		10BWG	1	SA	P	
4	8	R6-1R R6-1L R1-1 R6-3a	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> STOP DIVIDED HIGHWAY <w/ T-INTERSEC SYMBOL>	54 x 18 54 x 18 36 x 36 30 x 24	X X X X		S80	1	SA	T	
4	9	M3-4 M1-4(3 dg+) M5-1L M3-2 M1-4(3 dg+) M6-1	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - STRAIGHT THEN LEFT> <AUX. SIGN> EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15 24 x 12 30 x 24 21 x 15	X X X X X X		S80	1	SA	U	
4	10	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	36 x 36	X		10BWG	1	SA	P	
4	11	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P	

ALUMINUM SIGN BLANKS THICKNESS	
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SUMMARY OF SMALL SIGNS

SOSS

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8-16	DAL	KAUFMAN		29

SUMMARY OF SMALL SIGNS

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 units or the accuracy of calculations. All dimensions are in inches unless otherwise noted. DATE: 4/25/2023 7:34:31 AM FILE: \\txdot\project\wison\line.com\TXDOT5\Documents\18 - DAL\Design Project\09090909.dgn

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)					BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION		
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	PREFABRICATED P = "Plain" T = "T" U = "U"	1EXT or 2EXT = # of Ext BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	
4	12	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
4	13	R19-7T	NO FISHING FROM BRIDGE	24 x 30	X		10BWG	1	SA	P		
4	14	I-3	CEDAR CREEK RESERVOIR	96 x 30	X		S80	1	SA	U	BM	
4	15	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
4	16	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
4	17	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X		S80	1	SA	P	BM	
4	18	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
4	19	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
4	20	I2-aT	KEMP CITY LIMIT	48 x 24	X		10BWG	1	SA	T		
4	21	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
4	22	R19-7T	NO FISHING FROM BRIDGE	24 x 30	X		10BWG	1	SA	P		
4	23	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	36 x 36	X		10BWG	1	SA	P		
4	24	R19-7T	NO FISHING FROM BRIDGE	24 x 30	X		10BWG	1	SA	P		
4	25	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	36 x 36	X		10BWG	1	SA	P		
4	26	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X		S80	1	SA	P	BM	
4	27	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
4	28	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	36 x 36	X		10BWG	1	SA	P		
4	29	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
4	30	R19-7T	NO FISHING FROM BRIDGE	24 x 30	X		10BWG	1	SA	P		
4	31	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
4	32	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	36 x 36	X		10BWG	1	SA	P		
4	33	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
4	34	R19-7T	NO FISHING FROM BRIDGE	24 x 30	X		10BWG	1	SA	P		
4	35	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
5	1	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X		S80	1	SA	P	BM	
5	2	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X		S80	1	SA	P	BM	
5	3	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
5	4	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
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SUMMARY OF SMALL SIGNS

SOSS

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4-16	DIST	COUNTY	SHEET NO.	
8-16	DAL	KAUFMAN		30

SUMMARY OF SMALL SIGNS

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							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION		
										PREFABRICATED		1EXT or 2EXT = # of Ext
5	5	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
5	6	I-3	CEDAR CREEK RESERVOIR	96 x 30	X		S80	1	SA	U	BM	
5	7	M3-4	WEST <AUXILIARY SIGN>	24 x 12	X		10BWG	1	SA	P		
		M1-4(3 dgt)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
		D10-7aT	TEXAS REFERENCE NUMBER (636)	3 x 10	X							
		D10-7aT	TEXAS REFERENCE NUMBER (636)	3 x 10	X							
5	8	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
5	9	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
5	10	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
5	11	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	30 x 30	X		10BWG	1	SA	P		
5	12	M3-2	EAST <AUXILIARY SIGN>	24 x 12	X		10BWG	1	SA	P		
		M1-4(3 dgt)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
		D10-7aT	TEXAS REFERENCE NUMBER (636)	3 x 10	X							
		D10-7aT	TEXAS REFERENCE NUMBER (636)	3 x 10	X							
5	13	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
5	14	R1-1	STOP	36 x 36	X		10BWG	1	SA	P		
		W4-4P	CROSS TRAFFIC DOES NOT STOP (PLAQUE)	24 x 12	X							
5	15	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T		
5	16	M3-4	WEST <AUXILIARY SIGN>	24 x 12	X		10BWG	1	SA	P		
		M1-4(3 dgt)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
		M6-1	<ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	21 x 15	X							
5	17	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	30 x 30	X		10BWG	1	SA	P		
5	18	R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X		S80	1	SA	P	BM	
		R1-2	YIELD	48 x 48 x 48	X							
5	19	R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X		S80	1	SA	P	BM	
		R1-2	YIELD	48 x 48 x 48	X							
5	20	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
5	21	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
5	22	R1-1	STOP	36 x 36	X		10BWG	1	SA	P		
		W4-4P	CROSS TRAFFIC DOES NOT STOP (PLAQUE)	24 x 12	X							
5	23	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T		
5	24	M3-4	WEST <AUXILIARY SIGN>	24 x 12	X		10BWG	1	SA	P		
		M1-4(3 dgt)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
		M6-1	<ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	21 x 15	X							
5	25	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
5	26	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		

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"

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SUMMARY OF SMALL SIGNS

SOSS

FILE: slums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
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8-16	DAL	KAUFMAN	31	

SUMMARY OF SMALL SIGNS

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							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION		
										PREFABRICATED		1EXT or 2EXT = # of Ext
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	P = "Plain" T = "T" U = "U"	BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	TY = TYPE TY N TY S
6	1	R6-1R R6-1L R1-1 R6-3a	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> STOP DIVIDED HIGHWAY <w/ T-INTERSEC SYMBOL>	54 x 18 54 x 18 36 x 36 36 x 30	X X X X			1	SA	T		
6	2	R6-1R R6-1L R1-2	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> YIELD	54 x 18 54 x 18 48 x 48 x 48	X X X			1	SA	P	BM	
6	3	R6-1R R6-1L R1-2	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> YIELD	54 x 18 54 x 18 48 x 48 x 48	X X X			1	SA	P	BM	
6	4	M3-4 M1-4(3 dg+) M6-1	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ, STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15	X X X			1	SA	P		
6	5	R5-1	DO NOT ENTER	36 x 36	X			1	SA	P		
6	6	R5-1	DO NOT ENTER	36 x 36	X			1	SA	P		
6	7	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X			1	SA	P	BM	
6	8	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X			1	SA	P	BM	
6	9	R5-1	DO NOT ENTER	36 x 36	X			1	SA	P		
6	10	R5-1	DO NOT ENTER	36 x 36	X			1	SA	P		
6	11	M3-2 M1-4(3 dg+) M5-1L M3-4 M1-4(3 dg+) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - STRAIGHT THEN LEFT> <AUX. SIGN> WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ, STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15 24 x 12 30 x 24 21 x 15	X X X X X X			1	SA	U		
6	12	R5-1	DO NOT ENTER	36 x 36	X			1	SA	P		
6	13	R5-1	DO NOT ENTER	36 x 36	X			1	SA	P		
6	14	M3-2 M1-4(3 dg+) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ, STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 24 x 15	X X X			1	SA	P		
6	15	R6-1R R6-1L R1-1 R6-3	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> STOP DIVIDED HIGHWAY <w/ THRU STREET SYMBOL>	54 x 18 54 x 18 36 x 36 36 x 30	X X X X			1	SA	T		
6	16	I2-aT	MABANK CITY LIMIT	60 x 24	X			1	SA	T		
6	17	M3-4 M1-4(3 dg+) M5-1L M3-2 M1-4(3 dg+) M6-1	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - STRAIGHT THEN LEFT> <AUX. SIGN> EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ, STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 21 x 15 24 x 12 30 x 24 21 x 15	X X X X X X			1	SA	U		

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
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REVISIONS	0197	05	059	US 175
4-16	DIST	COUNTY	SHEET NO.	
8-16	DAL	KAUFMAN	32	

SUMMARY OF SMALL SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2) TY = TYPE TY N TY S
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION	
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	PREFABRICATED P = "Plain" T = "T" U = "U" 1EXT or 2EXT = # of Ext BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	
6	18	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	T	
6	19	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	T	
6	20	M3-2	EAST <AUXILIARY SIGN>	24 x 12	X		S80	1	SA	U	
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X						
		M6-1	<ARROW - HORIZ, STRGHT> <AUXILIARY SIGN>	24 x 15	X						
		M3-4	WEST <AUXILIARY SIGN>	24 x 12	X						
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X						
		M5-1L	<ARROW - STRAIGHT THEN LEFT> <AUX. SIGN>	21 x 15	X						
6	21	R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X		S80	1	SA	T	
		R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X						
		R1-1	STOP	36 x 36	X						
		R6-3	DIVIDED HIGHWAY <w/ THRU STREET SYMBOL>	36 x 30	X						
6	22	M3-4	WEST <AUXILIARY SIGN>	24 x 12	X		10BWG	1	SA	P	
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X						
		M6-1	<ARROW - HORIZ, STRGHT> <AUXILIARY SIGN>	24 x 15	X						
6	23	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		S80	1	SA	P	BM
		R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X						
		R1-2	YIELD	48 x 48 x 48	X						
6	24	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		S80	1	SA	P	BM
		R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X						
		R1-2	YIELD	48 x 48 x 48	X						
6	25	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
6	26	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
6	27	R8-3a	NO PARKING	24 x 30	X		10BWG	1	SA	P	
6	28	R8-3a	NO PARKING	24 x 30	X		10BWG	1	SA	P	
6	29	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
6	30	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
6	31	M3-2	EAST <AUXILIARY SIGN>	24 x 12	X		10BWG	1	SA	P	
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X						
		M6-1	<ARROW - HORIZ, STRGHT> <AUXILIARY SIGN>	24 x 15	X						
6	32	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		S80	1	SA	T	
		R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X						
		R1-1	STOP	36 x 36	X						
		M6-1	<ARROW - HORIZ, STRGHT> <AUXILIARY SIGN>	24 x 15	X						
6	33	M3-4	WEST <AUXILIARY SIGN>	24 x 12	X		S80	1	SA	U	
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X						
		M5-1L	<ARROW - STRAIGHT THEN LEFT> <AUX. SIGN>	21 x 15	X						
		M3-2	EAST <AUXILIARY SIGN>	24 x 12	X						
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X						
		M6-1	<ARROW - HORIZ, STRGHT> <AUXILIARY SIGN>	24 x 15	X						

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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:
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 - For Sign Support Descriptive Codes, see Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).

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SUMMARY OF SMALL SIGNS

SOSS

FILE: slums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
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REVISIONS	0197	05	059	US 175
4-16	DIST	COUNTY	SHEET NO.	
8-16	DAL	KAUFMAN	33	

SUMMARY OF SMALL SIGNS

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PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION	
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	PREFABRICATED P = "Plain" T = "T" U = "U"	
7	1	M3-2 M1-4(3 dgt) M6-1 M3-4 M1-4(3 dgt) M5-1L	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN> WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - STRAIGHT THEN LEFT> <AUX. SIGN>	24 x 12 30 x 24 24 x 15 24 x 12 30 x 24 21 x 15	X X X X X X		S80	1	SA	U	
7	2	R6-1L R6-1R R1-1 R6-3	ONE WAY <IN LEFT ARROW> ONE WAY <IN RIGHT ARROW> STOP DIVIDED HIGHWAY <w/ THRU STREET SYMBOL>	54 x 18 54 x 18 36 x 36 36 x 30	X X X X		S80	1	SA	T	
7	3	M3-4 M1-4(3 dgt) M6-1	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 24 x 15	X X X		10BWG	1	SA	P	
7	4	R6-1R R6-1L R1-2	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> YIELD	54 x 18 54 x 18 48 x 48 x 48	X X X		S80	1	SA	P	BM
7	5	R6-1R R6-1L R1-2	ONE WAY <IN RIGHT ARROW> ONE WAY <IN LEFT ARROW> YIELD	54 x 18 54 x 18 48 x 48 x 48	X X X		S80	1	SA	P	BM
7	6	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
7	7	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
7	8	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X		S80	1	SA	P	BM
7	9	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X		S80	1	SA	P	BM
7	10	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P	
7	11	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
7	12	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
7	13	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
7	14	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
7	15	M3-2 M1-4(3 dgt) M6-1	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 24 x 15	X X X		10BWG	1	SA	P	
7	16	R6-1L R6-1R R1-1 R6-3	ONE WAY <IN LEFT ARROW> ONE WAY <IN RIGHT ARROW> STOP DIVIDED HIGHWAY <w/ THRU STREET SYMBOL>	54 x 18 54 x 18 36 x 36 36 x 30	X X X X		S80	1	SA	T	
7	17	R6-1L R6-1R R1-1 R6-3	ONE WAY <IN LEFT ARROW> ONE WAY <IN RIGHT ARROW> STOP DIVIDED HIGHWAY <w/ THRU STREET SYMBOL>	54 x 18 54 x 18 36 x 36 36 x 30	X X X X		S80	1	SA	T	

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"

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- NOTE:**
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 - For Sign Support Descriptive Codes, see Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).

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SUMMARY OF SMALL SIGNS

SOSS

FILE: slums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
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REVISIONS	0197	05	059	US 175
4-16	DIST	COUNTY	SHEET NO.	
8-16	DAL	KAUFMAN	34	

SUMMARY OF SMALL SIGNS

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PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)	
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION		
										PREFABRICATED		1EXT or 2EXT = # of Ext
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	P = "Plain" T = "T" U = "U"	BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	TY = TYPE TY N TY S
7	18	M3-4 M1-4(3 dg+)	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175)	24 x 12 30 x 24	X			1	SA	U		
		M5-1L	<ARROW - STRAIGHT THEN LEFT> <AUX. SIGN>	21 x 15	X							
		M3-2 M1-4(3 dg+)	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175)	24 x 12 30 x 24	X							
		M6-1	<ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 15	X							
7	19	R5-1	DO NOT ENTER	36 x 36	X			1	SA	P		
7	20	R5-1	DO NOT ENTER	36 x 36	X			1	SA	P		
7	21	R8-1bT	NO PARKING ON ROW	24 x 30	X			1	SA	P		
7	22	M3-4 M1-4(3 dg+)	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175)	24 x 12 30 x 24	X			1	SA	P		
		D10-7aT	TEXAS REFERENCE NUMBER (638)	3 x 10	X							
		D10-7aT	TEXAS REFERENCE NUMBER (638)	3 x 10	X							
7	23	R8-1bT	NO PARKING ON ROW	24 x 30	X			1	SA	P		
7	24	R19-7T	NO FISHING FROM BRIDGE	24 x 30	X			1	SA	P		
7	25	R8-1bT	NO PARKING ON ROW	24 x 30	X			1	SA	P		
7	26	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	36 x 36	X			1	SA	P		
7	27	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X			1	SA	P	BM	
7	28	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X			1	SA	P	BM	
7	29	R8-1bT	NO PARKING ON ROW	24 x 30	X			1	SA	P		
7	30	R5-1	DO NOT ENTER	36 x 36	X			1	SA	P		
7	31	R5-1	DO NOT ENTER	36 x 36	X			1	SA	P		
7	32	M3-2 M1-4(3 dg+)	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175)	24 x 12 30 x 24	X			1	SA	P		
		D10-7aT	TEXAS REFERENCE NUMBER (638)	3 x 10	X							
		D10-7aT	TEXAS REFERENCE NUMBER (638)	3 x 10	X							
7	33	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	36 x 36	X			1	SA	P		
7	34	R8-1bT	NO PARKING ON ROW	24 x 30	X			1	SA	P		
7	35	I-3	CEDAR CREEK RESERVOIR	96 x 30	X			1	SA	U	BM	
7	36	R19-7T	NO FISHING FROM BRIDGE	24 x 30	X			1	SA	P		
7	37	R5-1	DO NOT ENTER	36 x 36	X			1	SA	P		
7	38	R5-1	DO NOT ENTER	36 x 36	X			1	SA	P		
7	39	R8-1bT	NO PARKING ON ROW	24 x 30	X			1	SA	P		
7	40	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	36 x 36	X			1	SA	P		

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"

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SUMMARY OF SMALL SIGNS

SOSS

FILE: slums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS	0197	05	059	US 175
4-16	DIST	COUNTY	SHEET NO.	
8-16	DAL	KAUFMAN	35	

SUMMARY OF SMALL SIGNS

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PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)	
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION		
										PREFABRICATED		1EXT or 2EXT = # of Ext
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	P = "Plain" T = "T" U = "U"	BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	TY = TYPE TY N TY S
8	1	R81-bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
8	2	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
8	3	R2-1	SPEED LIMIT (70)	48 x 60	X		S80	1	SA	T		
8	4	W18-13aT	BRIDGE MAY ICE IN COLD WEATHER	36 x 36	X		10BWG	1	SA	P		
5	5	D2-2	(DESTINATIONS) (DISTANCES) <2 LINES>	78 x 30	X		S80	1	SA	U	BM	
8	6	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
8	7	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
8	8	R2-1	SPEED LIMIT (70)	30 x 36	X		10BWG	1	SA	P		
8	9	D2-2	(DESTINATIONS) (DISTANCES) <2 LINES>	72 x 30	X		S80	1	SA	U	BM	
8	10	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	36 x 36	X		10BWG	1	SA	P		
8	11	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
8	12	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
8	13	R19-7T	NO FISHING FROM BRIDGE	24 x 30	X		10BWG	1	SA	P		
8	14	I-3	CEDAR CREEK RESERVOIR	96 x 30	X		S80	1	SA	U	BM	
8	15	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
8	16	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
8	17	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X		S80	1	SA	P	BM	
8	18	R6-1L R1-2	ONE WAY <IN LEFT ARROW> YIELD	54 x 18 48 x 48 x 48	X X		S80	1	SA	P	BM	
8	19	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
8	20	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
8	21	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	36 x 36	X		10BWG	1	SA	P		
8	22	R19-7T	NO FISHING FROM BRIDGE	24 x 30	X		10BWG	1	SA	P		
8	23	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
8	24	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
8	25	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
8	26	R8-1bT	NO PARKING ON ROW	24 x 30	X		10BWG	1	SA	P		
9	1	D2-1	(DESTINATION) (DISTANCE) <1 LINE>	54 x 18	X		10BWG	1	SA	T		
9	2	R2-1	SPEED LIMIT (70)	30 x 36	X		10BWG	1	SA	P		
9	3	W13-2	EXIT / (50) MPH	48 x 60	X		S80	1	SA	T		

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"

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SUMMARY OF SMALL SIGNS

SOSS

FILE: slums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
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REVISIONS	0197	05	059	US 175
4-16	DIST	COUNTY	SHEET NO.	
8-16	DAL	KAUFMAN	36	

SUMMARY OF SMALL SIGNS

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							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION		
										PREFABRICATED		1EXT or 2EXT = # of Ext
9	4	E5-1	EXIT	72 x 60		X	10BWG	2	SA	P	EXAL	
9	5	D14-4T	ADOPT A HWY NEXT (2) MILES (MABANK HIGH SCHOOL STUCO)	48 x 48	X		10BWG	1	SA	T		
9	6	M3-4	WEST <AUXILIARY SIGN>	24 x 12	X		10BWG	1	SA	P		
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
		D10-7aT	TEXAS REFERENCE NUMBER (640)	3 x 10	X							
		D10-7aT	TEXAS REFERENCE NUMBER (640)	3 x 10	X							
9	7	M3-2	EAST <AUXILIARY SIGN>	24 x 12	X		S80	1	SA	U		
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
		M5-1L	<ARROW - STRAIGHT THEN LEFT> <AUX. SIGN>	21 x 15	X							
		M3-4	WEST <AUXILIARY SIGN>	24 x 12	X							
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
		M6-3	<ARROW - VERTICAL STRGHT> <AUX. SIGN>	24 x 15	X							
9	8	R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X		S80	1	SA	T		
		R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X							
		R1-1	STOP	36 x 36	X							
		W4-4P	CROSS TRAFFIC DOES NOT STOP (PLAQUE)	24 x 12	X							
9	9	M3-4	WEST <AUXILIARY SIGN>	24 x 12	X		10BWG	1	SA	P		
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
		M6-1	<ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 15	X							
9	10	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
9	11	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
9	12	M4-3	BUSINESS <AUXILIARY SIGN>	24 x 12	X		10BWG	1	SA	P		
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
		M6-1	<ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 15	X							
9	13	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T		
9	14	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T		
9	15	D1-1	(DESTINATION - 1 LINE)	78 x 18	X		10BWG	1	SA	T		
9	16	R2-1	SPEED LIMIT (70)	48 x 60	X		S80	1	SA	T		
9	17	M2-1	JCT <AUXILIARY SIGN>	21 x 15	X		10BWG	1	SA	P		
		M4-3	BUSINESS <AUXILIARY SIGN>	24 x 12	X							
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
9	18	W2-1aTL	HIGHWAY INTERSECTION AHEAD	48 x 48	X		10BWG	1	SA	T		
9	19	W2-1aTL	HIGHWAY INTERSECTION AHEAD	48 x 48	X		10BWG	1	SA	T		
9	20	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T		
9	21	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T		
9	22	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
9	23	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		

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"

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SUMMARY OF SMALL SIGNS

SOSS

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4-16	DIST	COUNTY	SHEET NO.	
8-16	DAL	KAUFMAN		37

SUMMARY OF SMALL SIGNS

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PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)	
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION		
										PREFABRICATED		1EXT or 2EXT = # of Ext BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels
9	24	R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X		S80	1	SA	T		
		R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X							
		R1-1	STOP	36 x 36	X							
9	25	R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X		S80	1	SA	T		
		R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X							
		R1-1	STOP	36 x 36	X							
9	26	M3-2	EAST <AUXILIARY SIGN>	24 x 12	X		10BWG	1	SA	P		
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
		M6-1	<ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 15	X							
9	27	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		S80	1	SA	T		
		R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X							
		R1-1	STOP	36 x 36	X							
		R6-3	DIVIDED HIGHWAY <w/ THRU STREET SYMBOL>	36 x 30	X							
9	28	M3-4	WEST <AUXILIARY SIGN>	24 x 12	X		S80	1	SA	U		
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
		M5-1L	<ARROW - STRAIGHT THEN LEFT> <AUX. SIGN>	21 x 15	X							
		M3-2	EAST <AUXILIARY SIGN>	24 x 12	X							
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
		M6-1	<ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 15	X							
9	29	M3-2	EAST <AUXILIARY SIGN>	24 x 12	X		10BWG	1	SA	P		
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
		D10-7aT	TEXAS REFERENCE NUMBER (640)	3 x 10	X							
		D10-7aT	TEXAS REFERENCE NUMBER (640)	3 x 10	X							
9	30	R2-1	SPEED LIMIT (70)	30 x 36	X		10BWG	1	SA	P		
9	31	M3-2	EAST <AUXILIARY SIGN>	24 x 12	X		10BWG	1	SA	P		
		M1-4(3 dg+)	<US HIGHWAY ROUTE SHIELD> (175)	30 x 24	X							
9	32	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		S80	1	SA	T		
		R1-1	STOP	36 x 36	X							
		W4-4P	CROSS TRAFFIC DOES NOT STOP (PLAQUE)	24 x 12	X							
9	33	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T		
10	1	R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X		S80	1	SA	T		
		R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X							
		R1-1	STOP	36 x 36	X							
10	2	R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X		S80	1	SA	T		
		R6-1L	ONE WAY <IN LEFT ARROW>	54 x 18	X							
		R1-1	STOP	36 x 36	X							
10	3	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
10	4	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P		
10	5	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T		
10	6	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T		
10	7	R1-1	STOP	36 x 36	X		10BWG	1	SA	P		
		W4-4P	CROSS TRAFFIC DOES NOT STOP (PLAQUE)	24 x 12	X							
10	8	R2-1	SPEED LIMIT (70)	30 x 36	X		10BWG	1	SA	P		

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"

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SUMMARY OF SMALL SIGNS

SOSS

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8-16	DAL	KAUFMAN		38

SUMMARY OF SMALL SIGNS

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PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION	
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	PREFABRICATED P = "Plain" T = "T" U = "U"	
10	9	R1-1 W4-4P	STOP CROSS TRAFFIC DOES NOT STOP (PLAQUE)	36 x 36 24 x 12	X		10BWG	1	SA	P	
10	10	R1-2	YIELD	48 x 48 x 48	X		10BWG	1	SA	T	
10	11	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T	
10	12	M3-4 M1-4(3 dg+) M6-1	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 24 x 15	X X X		10BWG	1	SA	P	
10	13	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T	
10	14	M3-4 M1-4(3 dg+) M6-1	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) <ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 12 30 x 24 24 x 15	X X X		10BWG	1	SA	P	
10	15	D3-2	CANTON NEXT RIGHT	108 x 54		X	S80	2	SA	P	EXAL
10	16	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T	
10	17	R5-1a	WRONG WAY	42 x 30	X		10BWG	1	SA	T	
10	18	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
10	19	R5-1	DO NOT ENTER	36 x 36	X		10BWG	1	SA	P	
10	20	W11-10L	SYMBOL - BE ALERT FOR TRUCKS ENTERING LT	36 x 36	X		10BWG	1	SA	P	
10	21	W11-10L	SYMBOL - BE ALERT FOR TRUCKS ENTERING LT	36 x 36	X		10BWG	1	SA	P	
10	22	W4-1R	SYMBOL - MERGE AHEAD RIGHT	36 x 36	X		10BWG	1	SA	P	
10	23	E5-1	EXIT	72 x 60		X	10BWG	2	SA	P	EXAL
10	24	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	48 x 48	X		10BWG	1	SA	T	
11	1	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	48 x 48	X		10BWG	1	SA	T	
11	2	D14-4T	ADOPT A HWY NEXT (2) MILES (MABANK HIGH SCHOOL STUCO)	48 x 48	X		10BWG	1	SA	U	
11	3	M3-4 M1-4(3 dg+) D10-7aT D10-7aT	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) TEXAS REFERENCE NUMBER (642) TEXAS REFERENCE NUMBER (642)	24 x 12 30 x 24 3 x 10 3 x 10	X X X X		10BWG	1	SA	P	
11	4	M3-2 M1-4(3 dg+) D10-7aT D10-7aT	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175) TEXAS REFERENCE NUMBER (642) TEXAS REFERENCE NUMBER (642)	24 x 12 30 x 24 3 x 10 3 x 10	X X X X		10BWG	1	SA	P	
12	1	E5-1	EXIT	72 x 60		X	10BWG	2	SA	P	EXAL
12	2	R6-1L R1-1	ONE WAY <IN LEFT ARROW> STOP	54 x 18 36 x 36	X X		10BWG	1	SA	T	
12	3	W13-2	EXIT / (50) MPH	48 x 60	X		S80	1	SA	T	

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"

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SUMMARY OF SMALL SIGNS

SOSS

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8-16	DAL	KAUFMAN		39

SUMMARY OF SMALL SIGNS

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PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS (INCHES)	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION	
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	PREFABRICATED P = "Plain" T = "T" U = "U"	
12	4	W4-1R	SYMBOL - MERGE AHEAD RIGHT	48 x 48	X		10BWG	1	SA	T	
12	5	R1-2	YIELD	60 x 60 x 60	X		10BWG	1	SA	T	
12	6	R1-1 W4-4P	STOP CROSS TRAFFIC DOES NOT STOP	36 x 36 24 x 12	X X		10BWG	1	SA	P	
12	7	D3-2	CANTON NEXT EXIT	108 x 54		X	10BWG	2	SA	P	EXAL
12	8	R4-2aT	LEFT LANE FOR PASSING ONLY	24 x 36	X		10BWG	1	SA	P	
12	9	M3-4 M1-4(3 dg+)	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175)	24 x 12 30 x 24	X X		10BWG	1	SA	P	
12	10	R2-1	SPEED LIMIT (70)	30 x 36	X		10BWG	1	SA	P	
12	11	I2-dT	KAUFMAN COUNTY LINE	84 x 36	X		S80	1	SA	U	BM
12	12	M3-4 M1-4(3 dg+)	WEST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175)	24 x 12 30 x 24	X X		10BWG	1	SA	P	
		M6-1	<ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 15	X						
12	13	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T	
12	14	M3-2 M1-4(3 dg+)	EAST <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175)	24 x 12 30 x 24	X X		10BWG	1	SA	P	
		M6-1	<ARROW - HORIZ. STRGHT> <AUXILIARY SIGN>	24 x 15	X						
12	15	R6-1R	ONE WAY <IN RIGHT ARROW>	54 x 18	X		10BWG	1	SA	T	
12	16	R1-1 W4-4P	STOP CROSS TRAFFIC DOES NOT STOP (PLAQUE)	36 x 36 24 x 12	X X		10BWG	1	SA	P	
12	17	M4-3 M1-4(3 dg+)	BUSINESS <AUXILIARY SIGN> <US HIGHWAY ROUTE SHIELD> (175)	24 x 12 30 x 24	X X		10BWG	1	SA	P	
		R3-5fP	RIGHT LANE	30 x 12	X						
12	18	I2-dT	HENDERSON COUNTY LINE	102 x 36	X		S80	1	SA	U	BM
12	19	D1-1	(DESTINATION - 1 LINE)	78 x 18	X		10BWG	1	SA	T	

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
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SUMMARY OF SMALL SIGNS

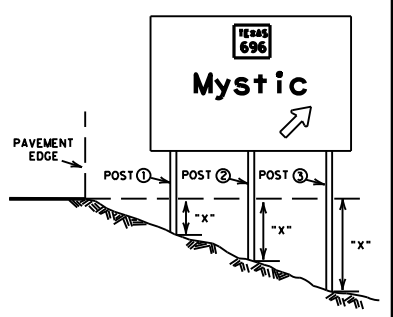
SOSS

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© TxDOT May 1987	CONT	SECT	JOB	HIGHWAY
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8-16	DAL	KAUFMAN	40	

SUMMARY OF LARGE SIGNS

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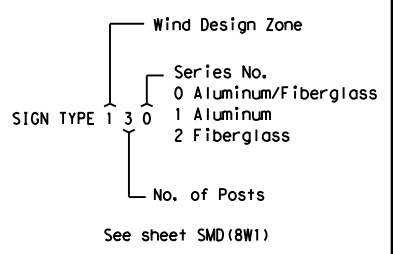
PLAN SHEET NO.	SIGN NO.	SIGN BACK-GROUND COLOR	SIGN TEXT	SIGN DIMENSIONS	STATE SUPPLIED SF	OVERHEAD (TYPE O) SF	GROUND MOUNT (TYPE G) SF	PLAQUES, & OTHER ATTACHMENTS		REPLACE			TYPE OF MOUNT	GALVANIZED STRUCTURAL STEEL				DRILLED SHAFT					
								DIRECT APPLY	* ALUMINUM (TYPE A)	ALUM TY A (TYPE A)	GROUND MOUNT (TYPE G)	OVERHEAD (TYPE O)		SIZE	post 1	post 2	post 3	TOTAL WEIGHT	24"	36"	48"	54"	
1	2L	BLUE GREEN		2'6" x 2'6" 16'6" x 11'0" 46" x 36" 49" x 36"			181.50		6.25			321	W8X18	20.17	22.11		805	14.0					
2	1L	BLUE GREEN		2'6" x 2'6" 21'0" x 13'0" 45" x 36" 46" x 36" 49" x 36"			273.00		6.25			331	W8X18	20.44	20.58	20.59	1,175	21.0					
2	2L	BLUE GREEN		2'6" x 2'6" 21'0" x 12'0" 45" x 36" 46" x 36" 49" x 36"			252.00		6.25			331	W8X18	20.75	21.59	22.45	1,232	21.0					
8	1L	GREEN		15'6" x 10'0" 45" x 36"			155.00					321	W8X18	20.09	23.23		824	14.0					
9	1L	GREEN		15'6" x 9'0" 45" x 36"			139.50					321	W6X15	16.96	18.11		562	12.0					
10	1L	GREEN		14'6" x 13'6" 41" x 36"			195.75					321	W8X18	23.61	26.47		946	14.0					
12	1L	GREEN		14'6" x 13'6" 41" x 36"			195.75					321	W8X18	24.77	27.13		978	14.0					
PAGE TOTALS							1,392.50		18.75														
PAGE TOTALS																		6,522	110.0				



The "x" dimension is the elevation difference at the post between the ground and the edge of pavement or top of curb.
 Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.
 The post lengths listed here are approximations. The corrected post lengths will be furnished by the Contractor after the stud posts are placed.
 Tower heights shall be verified with the Engineer before fabrication.

* This column is for aluminum Type A and not direct apply. Direct apply is subsidiary to the sign.

SIGN TYPE



SHEET 1 OF 1

SUMMARY OF LARGE SIGNS

SOLS

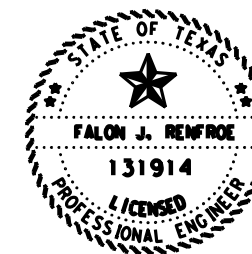
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CK. - TxDOT	8-95	9-08	
DN. - TxDOT	5-01		
CK. - TxDOT			
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DIST	COUNTY		SHEET NO.
DAL	KAUFMAN		41

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

DATE: 4/12/2023 4:04:47 PM
 FILE: \\txdot\projectwiseonline.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\2. TCP\01-TCP GN.dgn

1. CONTRACTOR SHALL PLACE ALL TEMPORARY PAVEMENT MARKINGS, SIGNS, AND OTHER TEMPORARY TRAFFIC CONTROL DEVICES ACCORDING TO THE MOST CURRENT TxDOT STANDARDS AND THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD).
2. TRAFFIC CONTROL AND LANE CLOSURES OTHER THAN THOSE SHOWN ON THE PLANS MAY BE NEEDED TO FACILITATE CONSTRUCTION. ANY REVISION TO THE TRAFFIC CONTROL PHASING SHALL BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO USE.
3. PROJECT LIMIT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED ACCORDING TO THE BARRICADE AND CONSTRUCTION (BC) STANDARDS AND SHALL REMAIN IN PLACE UNTIL THE PROJECT IS COMPLETED.
4. TRAFFIC CONTROL & LANE CLOSURES WILL BE IN ACCORDANCE WITH THE PLANS, BC, TCP, AND WZ STANDARDS, AND AS DIRECTED BY THE ENGINEER. LIMIT LANE CLOSURES TO 2-MILES IN LENGTH AND MAINTAIN A MINIMUM DISTANCE OF 1-MILE BETWEEN CLOSURES OR AS APPROVED BY THE ENGINEER.
5. ALL HORIZONTAL TRAFFIC MOVEMENTS, LANE CLOSURES, AND DRAINAGE, ETC. ARE DIRECTLY RELATED TO THE SEQUENCE OF OPERATIONS IN CONFORMITY WITH THE DETAILS SHOWN ON THE PLANS. THE CONTRACTOR MUST ENSURE ADEQUATE DRAINAGE DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR MAY PROPOSE/RECOMMEND MODIFICATIONS TO THE SEQUENCE OF WORK FOR CONSIDERATION BY THE ENGINEER. ANY PROPOSED MODIFICATION TO SIGNIFICANT TCP PHASING LAYOUT BY THE CONTRACTOR SHALL INCLUDE ALL CHANGES TO THE VARIOUS PAY ITEMS, IMPACT TO TRAFFIC, EFFECT TO OVERALL PROJECT TIME AND COST, ETC. THIS ALSO INCLUDES A REVISED CPM SCHEDULE. IF ANY PROPOSAL IS TO BE IMPLEMENTED, THE CONTRACTOR WILL BE RESPONSIBLE FOR DEVELOPING DETAILED PLAN SHEETS SEALED BY A REGISTERED PROFESSIONAL ENGINEER FOR INCLUSION WITH THE CHANGE ORDER. THE CONTRACTOR SHALL NOT PROCEED WITH ANY CONSTRUCTION OPERATIONS BASED ON A REVISED PHASE/SEQUENCE UNTIL HE OBTAINS WRITTEN APPROVAL FROM THE ENGINEER.
6. EXISTING SIGNS THAT CONFLICT WITH THE TCP SHALL BE COVERED TO AVOID CONFUSION FOR THE TRAVELING PUBLIC. PAYMENT SHALL BE SUBSIDIARY TO ITEM 502.
7. EXISTING SIGNS TO BE REMOVED MUST REMAIN IN PLACE UNTIL NEW SIGNS HAVE BEEN INSTALLED.
8. THE CONTRACTOR SHOULD ENSURE THAT ALL SIGNS, BOTH TEMPORARY AND PERMANENT, ARE CLEARLY VISIBLE AND FREE OF OBSTRUCTIONS AT ALL TIMES.
9. A MINIMUM OF 2 PORTABLE MESSAGE SIGNS SHALL BE ON SITE AND IN GOOD WORKING CONDITION AT ALL TIMES TO BE PLACED AS DIRECTED BY THE ENGINEER.
10. THE CONTRACTOR WILL PROVIDE WRITTEN NOTICE TO THE ENGINEER BEFORE 1:00 PM ON THE BUSINESS DAY PRECEDING PROPOSED LANE CLOSURES. LANE CLOSURES WILL NOT BE PERMITTED WITHOUT THIS NOTIFICATION.
11. THE CONTRACTOR WILL NOT HAVE EXCLUSIVE USE OF THE RIGHT-OF-WAY BUT SHALL COOPERATE IN THE USE OF THE RIGHT-OF-WAY WITH TxDOT, OTHER PUBLIC UTILITY COMPANIES, THEIR CONTRACTORS, AND OTHER TxDOT ROADWAY CONTRACTORS AS MAY BE REQUIRED TO ALLOW FOR UTILITY ADJUSTMENTS AND ROAD CONSTRUCTION.
12. FOR THIS PROJECT, UNLESS OTHERWISE NOTED IN THE PLANS OR AS DIRECTED BY THE ENGINEER, LANE CLOSURES SHALL BE LIMITED ACCORDING TO ITEM 8 & ITEM 502 OF THE GENERAL NOTES.
13. DRIVEWAYS AND CROSSTRAVERS SHOULD BE CONSTRUCTED IN SUCH A MANNER THAT ACCESS IS MAINTAINED TO EACH PROPERTY AT ALL TIMES. PROPERTIES WITH ONLY ONE DRIVEWAY MUST BE PAVED A HALF SIDE AT A TIME. IF MULTIPLE DRIVEWAYS EXIST, ONLY ONE MUST BE MAINTAINED.
14. PERFORM RUBBLIZATION IN SECTIONS OF APPROXIMATELY EQUAL LENGTH. NO SECTION IS TO EXCEED 2-MILES IN LENGTH WITHOUT PRIOR APPROVAL BY THE ENGINEER. DO NOT PROCEED TO THE NEXT ROADWAY SECTION WITHOUT APPROVAL FROM THE ENGINEER.

15. CAM MIX SHALL BE PLACED WITHIN 24 HOURS AFTER RUBBLIZATION IS COMPLETED.
16. ALL PAVEMENT EDGE DROP-OFFS USED BY THE TRAVELING PUBLIC SHALL BE BACKFILLED BY A SUITABLE MATERIAL TO FORM A STABLE 3:1 SLOPE AT THE END OF EACH WORKDAY. REFER TO THE TREATMENT OF VARIOUS EDGE CONDITIONS FOR SIGNAGE REQUIREMENTS.
17. COMPLY WITH TCP(7-1)-13 WHICH INCLUDES PROVISIONS FOR CERTAIN SIGNS TO BE INSTALLED AND TO REMAIN UNTIL PERMANENT PAVEMENT MARKINGS ARE IN PLACE. THESE SIGNS ARE IN ADDITION TO SIGNS THAT MAY BE REQUIRED BY THE VARIOUS BC, TCP, AND WZ STANDARDS.
18. PAY ATTENTION FOR OVERHEAD UTILITIES.
19. TEMPORARY SW3P EROSION CONTROL MEASURES SHALL ONLY BE PLACED IN AREAS WHERE SOIL DISTURBANCE IS EXPECTED TO OCCUR WITHIN TWO WEEKS. TEMPORARY SW3P EROSION CONTROL MEASURES SHALL BE REMOVED IN EACH AREA WITHIN TWO WEEKS OF VEGETATION ESTABLISHMENT OR AS DIRECTED BY THE ENGINEER.
20. WHERE FEASIBLE, PROVIDE A 1-FT LATERAL OFFSET BETWEEN CHANNELIZING DEVICE AND EDGE OF PAVEMENT DURING ALL PHASES.
21. MAINTAIN ACCESS TO CROSSTRAVERS & FREEWAY RAMPS AT ALL TIMES. CONTRACTOR WILL NEED TO PLACE A TEMPORARY HMAC TRANSITION AFTER THE RUBBLIZATION AND/OR OVERLAY TO MAINTAIN A SAFE, SMOOTH, & TRAVERSABLE SLOPE. THE TEMPORARY HMAC TRANSITIONS AT CROSSTRAVERS & FREEWAY TRANSITIONS SHALL BE MILLED BEFORE THE FINAL SURFACE IS PLACED. THIS WORK WILL BE SUBSIDIARY TO ITEM 502.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 TCP GENERAL NOTES**

SCALE: NTS			SHEET 1 OF 1	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	42
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	
			JOB	
			059	

TCP PHASE NARRATIVE

SEQUENCE OF WORK

1. ERECT PROJECT LIMITS AND ADVANCE WARNING SIGNS AS SHOWN IN THE PLANS, BC, TCP, AND WZ STANDARDS, AND AS DIRECTED BY THE ENGINEER.
2. PLACE AND MAINTAIN SW3P DEVICES PER EACH PHASE AS DIRECTED BY THE ENGINEER AND AS SHOWN IN THE PLANS.
3. FOLLOW THE PHASE NARRATIVE APPROPRIATE FOR WORK AS DESCRIBED ON THIS SHEET.
4. PERFORM FINAL SITE CLEAN-UP AS DIRECTED BY THE ENGINEER.
5. REMOVE SW3P DEVICES UPON FINAL ESTABLISHMENT OF VEGETATIVE COVER.
6. REMOVE PROJECT LIMIT AND ADVANCE WARNING SIGNS.

PHASE 1 - STEP 1 THRU STEP 15

1. SET BARRICADES, WARNING SIGNS, TEMPORARY PAVEMENT MARKINGS, AND TRAFFIC CONTROL APPURTENANCES AS SHOWN IN THE PLANS.
2. SET UP TRAFFIC CONTROL FOR SHOULDER AND A SINGLE LANE CLOSURE FOR THE WESTBOUND OUTSIDE LANE IN ACCORDANCE WITH TCP (2-6), TCP (6-1), OR TCP LAYOUTS. REMOVE EXISTING PAVEMENT MARKINGS AND PLACE WORK ZONE PAVEMENT MARKINGS AS OUTLINED IN THE TCP LAYOUTS
3. PERFORM REMOVAL AND REPLACEMENT OF DRIVEWAYS & DRIVEWAY CULVERTS AS SHOWN IN THE PLANS. THIS WORK CAN BE DONE CONCURRENTLY WITH RUBBLIZATION.
4. PERFORM RUBBLIZATION ON WESTBOUND OUTSIDE LANE.
5. PLACE CAM & FIRST LIFT OF SUPERPAVE OVER RUBBLIZED SECTIONS. ENSURE ADEQUATE TRANSITIONS BETWEEN THE NEWLY WORKED SECTION AND ADJACENT ROADWAYS, DRIVEWAYS AND CROSSOVERS.
6. PERFORM REMOVAL AND REPLACEMENT OF METAL BEAM GUARD FENCE, CABLE BARRIER, & MOW STRIP. THIS WORK CAN BE COMPLETED CONCURRENTLY WITH THE RUBBLIZATION
7. BACKFILL PAVEMENT EDGE DROP OFFS AT THE END OF EACH WORKDAY TO FACILITATE THE OPENING OF ALL EXISTING LANES OF TRAFFIC.
8. SET UP TRAFFIC CONTROL FOR SHOULDER AND A SINGLE LANE CLOSURE FOR THE WESTBOUND INSIDE LANE IN ACCORDANCE WITH TCP (2-6), TCP (6-1), OR TCP LAYOUTS. REMOVE EXISTING PAVEMENT MARKINGS AND PLACE WORK ZONE PAVEMENT MARKINGS AS OUTLINED IN THE TCP LAYOUTS.
9. PERFORM RUBBLIZATION ON WESTBOUND INSIDE LANE
10. PLACE CAM & FIRST LIFT OF SUPERPAVE OVER RUBBLIZED SECTIONS. ENSURE ADEQUATE TRANSITIONS BETWEEN THE NEWLY WORKED SECTION AND ADJACENT ROADWAYS, DRIVEWAYS AND CROSSOVERS. PLACE WORK ZONE PAVEMENT MARKINGS AS OUTLINED IN THE TCP LAYOUTS
11. BACKFILL PAVEMENT EDGE DROP OFFS AT THE END OF EACH WORKDAY TO FACILITATE THE OPENING OF ALL EXISTING LANES OF TRAFFIC.
12. CONTINUE THE ABOVE STEPS IN 2-MILE SEGMENTS UNTIL THE ENTIRE WESTBOUD RUBBLIZATION IS COMPLETED.

PHASE 2 - STEP 1 THRU STEP 6

1. SET BARRICADES, WARNING SIGNS, TEMPORARY PAVEMENT MARKINGS, AND TRAFFIC CONTROL APPURTENANCES AS SHOWN IN THE PLANS.
2. SET UP TRAFFIC CONTROL FOR SHOULDER AND A SINGLE LANE CLOSURE FOR THE EASTBOUND OUTSIDE LANE IN ACCORDANCE WITH TCP (2-6), TCP (6-1), OR TCP LAYOUTS. REMOVE EXISTING PAVEMENT MARKINGS AND PLACE WORK ZONE PAVEMENT MARKINGS AS OUTLINED IN THE TCP LAYOUTS
3. PERFORM REMOVAL AND REPLACEMENT OF DRIVEWAYS & DRIVEWAY CULVERTS AS SHOWN IN THE PLANS. THIS WORK CAN BE DONE CONCURRENTLY WITH RUBBLIZATION.
4. PERFORM RUBBLIZATION ON EASTBOUND OUTSIDE LANE
5. PLACE CAM & FIRST LIFT OF SUPERPAVE OVER RUBBLIZED SECTIONS. ENSURE ADEQUATE TRANSITIONS BETWEEN THE NEWLY WORKED SECTION AND ADJACENT ROADWAYS, DRIVEWAYS AND CROSSOVERS.
6. BACKFILL PAVEMENT EDGE DROP OFFS AT THE END OF EACH WORKDAY TO FACILITATE THE OPENING OF ALL EXISTING LANES OF TRAFFIC.
7. SET UP TRAFFIC CONTROL FOR SHOULDER AND A SINGLE LANE CLOSURE FOR THE EASTBOUND INSIDE LANE IN ACCORDANCE WITH TCP (2-6), TCP (6-1), OR TCP LAYOUTS. REMOVE EXISTING PAVEMENT MARKINGS AND PLACE WORK ZONE PAVEMENT MARKINGS AS OUTLINED IN THE TCP LAYOUTS.
8. PERFORM RUBBLIZATION ON EASTBOUND INSIDE LANE
9. PLACE CAM & FIRST LIFT OF SUPERPAVE OVER RUBBLIZED SECTIONS. ENSURE ADEQUATE TRANSITIONS BETWEEN THE NEWLY WORKED SECTION AND ADJACENT ROADWAYS, DRIVEWAYS AND CROSSOVERS.
10. PERFORM REMOVAL AND REPLACEMENT OF METAL BEAM GUARD FENCE, CABLE BARRIER, & MOW STRIP. THIS WORK CAN BE COMPLETED CONCURRENTLY WITH THE RUBBLIZATION. PLACE WORK ZONE PAVEMENT MARKINGS AS OUTLINED IN THE TCP LAYOUTS
11. BACKFILL PAVEMENT EDGE DROP OFFS AT THE END OF EACH WORKDAY TO FACILITATE THE OPENING OF ALL EXISTING LANES OF TRAFFIC.
12. CONTINUE THE ABOVE STEPS IN 2-MILE SEGMENTS UNTIL THE ENTIRE EASTBOUND RUBBLIZATION IS COMPLETED.

PHASE 3 - STEP 1

1. SET UP TRAFFIC CONTROL FOR SHOULDER AND A SINGLE LANE CLOSURE FOR THE WESTBOUND LANES IN ACCORDANCE WITH TCP (7-1) TCP (2-6) OR TCP (6-1).
2. MILL PAVEMENTS WESTBOUND AT LOCATIONS NOTED IN THE PLANS AND PERFORM FLEXIBLE PAVEMENT REPAIR & CONCRETE REPAIR. REPAIR LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
3. CONSTRUCT FINAL OVERLAY & TRANSITION FOR THE WESTBOUND ROADWAY (MILLED AND RUBBLIZED SECTIONS). IMMEDIATELY FOLLOWING THIS WORK PLACE TY I PAVEMENT MARKINGS FOR THE FINAL CONFIGURATION.
4. PERFORM REMOVAL AND REPLACEMENT OF THE REMAINDER OF THE METAL BEAM GUARD FENCE, CABLE BARRIER, & MOW STRIP.
5. PERFORM REMOVAL AND REPLACEMENT OF THE REMAINDER OF THE DRIVEWAYS & DRIVEWAY CULVERTS AS SHOWN IN THE PLANS.
6. BACKFILL THE REMAINDER OF THE PAVEMENT EDGES FOLLOWING THE FINAL OVERLAY.

PHASE 3 - STEP 2

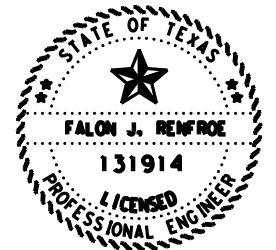
1. SET UP TRAFFIC CONTROL FOR SHOULDER AND A SINGLE LANE CLOSURE FOR THE EASTBOUND LANES IN ACCORDANCE WITH TCP (7-1) TCP (2-6) OR TCP (6-1) DEPENDING IF THE SEGMENT IS A DIVIDED HIGHWAY OR A FREEWAY SECTION.
2. MILL PAVEMENTS EASTBOUND AT LOCATIONS NOTED IN THE PLANS AND PERFORM FLEXIBLE PAVEMENT REPAIR & CONCRETE REPAIR. REPAIR LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
3. CONSTRUCT FINAL OVERLAY & TRANSITION FOR THE EASTBOUND ROADWAY (MILLED AND RUBBLIZED SECTIONS). IMMEDIATELY FOLLOWING THIS WORK PLACE TY II PAVEMENT MARKINGS THAT MATCH THE FINAL CONFIGURATION.
4. PERFORM REMOVAL AND REPLACEMENT OF THE REMAINDER OF THE METAL BEAM GUARD FENCE, CABLE BARRIER, & MOW STRIP.
5. PERFORM REMOVAL AND REPLACEMENT OF THE REMAINDER OF THE DRIVEWAYS & DRIVEWAY CULVERTS AS SHOWN IN THE PLANS.
6. BACKFILL THE REMAINDER OF THE PAVEMENT EDGES FOLLOWING THE FINAL OVERLAY.

PHASE 3 - STEP 3

1. SET UP TRAFFIC CONTROL FOR SHOULDER AND A SINGLE LANE CLOSURE FOR THE EASTBOUND LANES IN ACCORDANCE WITH TCP (7-1) & TCP (2-6).
2. MILL ANY TEMPORARY TRANSITIONS. CONSTRUCT FINAL OVERLAY SURFACE ON CROSSOVERS. IMMEDIATELY FOLLOWING THIS WORK PLACE TY II PAVEMENT MARKINGS THAT MATCH THE FINAL CONFIGURATION. FOLLOW UP WITH PERMANENT TY I PAVEMENT MARKINGS AND RUMBLE STRIPS.
3. BACKFILL THE REMAINDER OF THE PAVEMENT EDGES FOLLOWING THE FINAL OVERLAY AND TEMP SEED AS DIRECTED BY THE ENGINEER.

PHASE 4

1. SET UP DAILY LANE CLOSURES WITH A TEMPORARY LANE & SHOULDER CLOSURE USING TCP (1-5) OR TCP (6-1).
2. BACKFILL ANY REMAINING MOWSTRIP OR PAVEMENT EDGES AND EVENLY REDISTRIBUTE WINDROWED TOPSOIL AND TEMPORARILY STABILIZE DISTURBED AREAS.
3. ERECT PERMANENT SIGNS, MAILBOXES, & DELINEATORS.
4. PERFORM FINAL PUNCH LIST & CLEANUP AS DIRECTED BY THE ENGINEER.
5. REMOVE SW3P DEVICES AND ESTABLISH PERMANENT VEGETATIVE COVER AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.



P.E. 04.13.23
 Signature of Registrant & Date







US 175 TCP PHASE NARRATIVE

SCALE: NTS			SHEET 1 OF 1	
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CHECK	VD	0197	05 059	

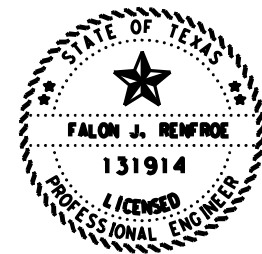
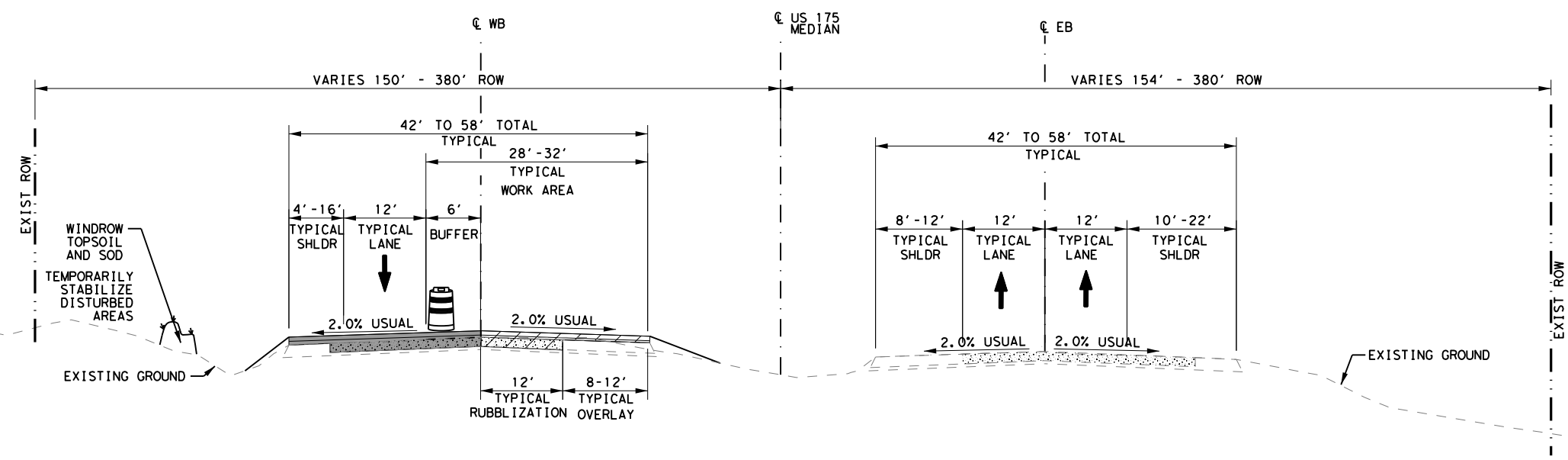
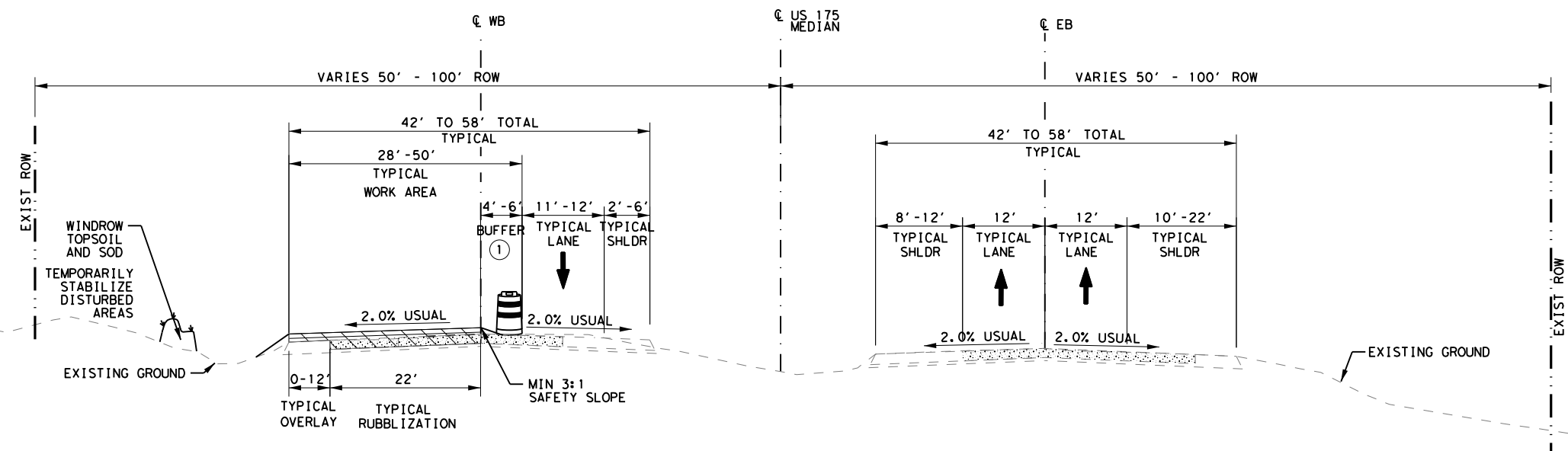
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LEGEND

-  PERMANENT PAVEMENT CONSTRUCTION
-  PERMANENT PAVEMENT PREVIOUSLY CONSTRUCTED
-  DIRECTION OF TRAFFIC FLOW
-  CHANNELIZING DEVICE

NOTES

1. REFER TO THE TREATMENT OF VARIOUS EDGE CONDITIONS SHEET FOR FURTHER INFORMATION REGARDING TO ADDITIONAL SIGNING & BARRICADES.
 2. WHERE FEASIBLE, PROVIDE 1-FT (2-FT PREFERRED) LATERAL OFFSET FROM THE CHANNELIZING DEVICE TO THE EDGE OF THE TRAVEL WAY DURING ALL PHASES OF CONSTRUCTION.
- ① BUFFER AREA IS REDUCED TO 1' AT SOME OF THE BRIDGE LOCATIONS. SEE TCP LAYOUTS FOR EXACT LOCATIONS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date







US 175 TCP TYPICAL SECTIONS

SCALE: NTS				SHEET 1 OF 3		
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.		
FR	6	(SEE TITLE SHEET)		US 175		
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.		
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CHECK	JR	CONTROL	SECTION			JOB
CHECK	VD	0197	05			059

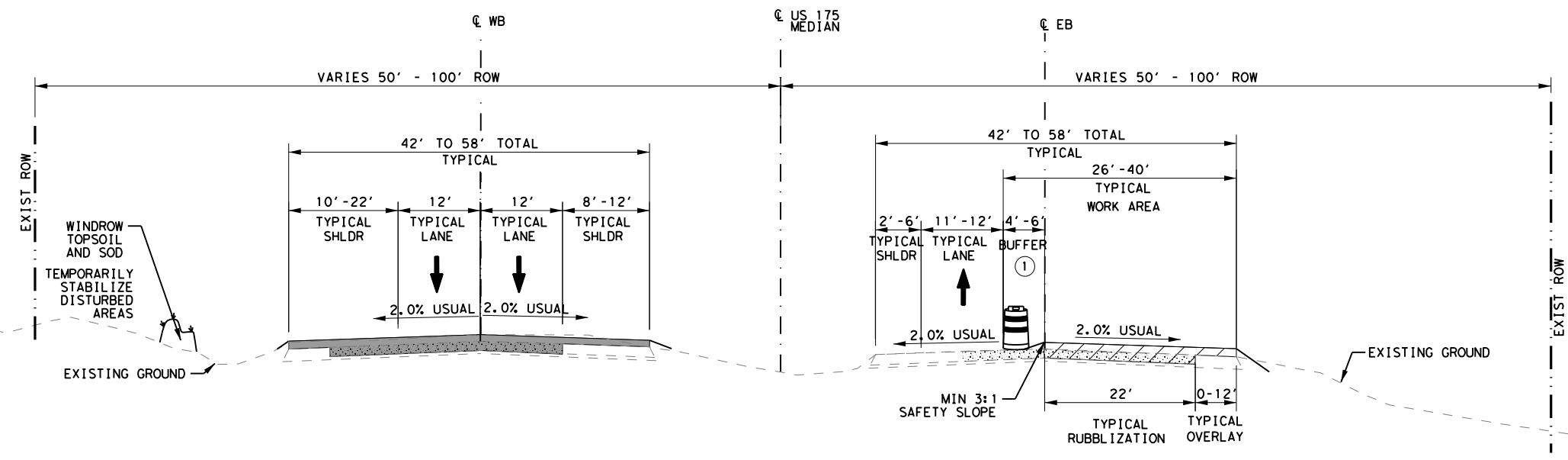
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LEGEND

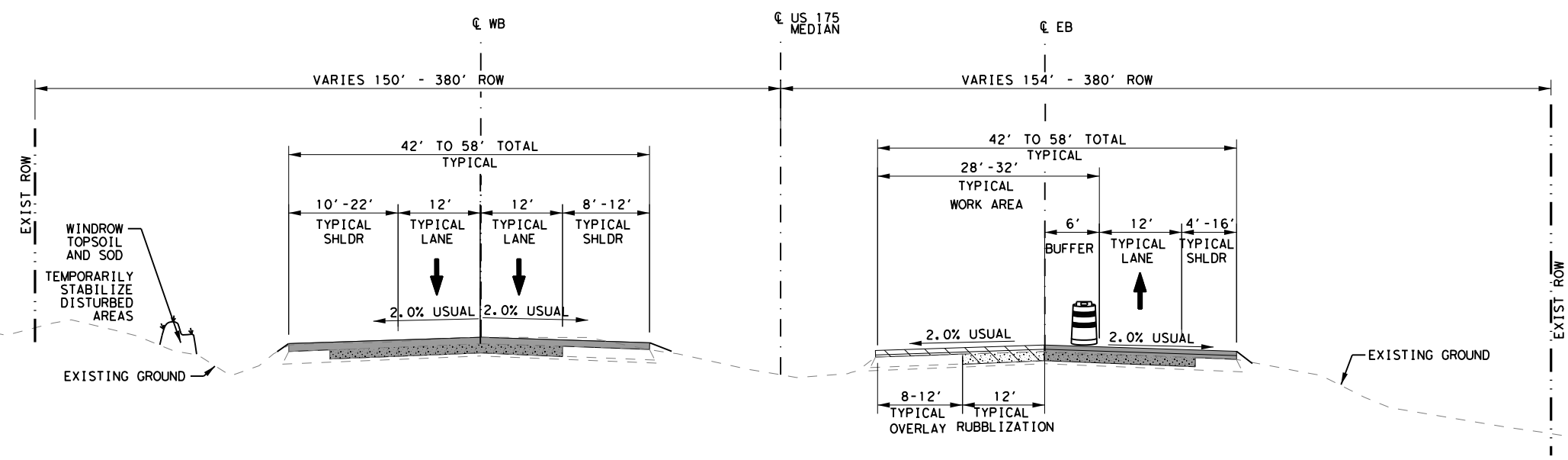
-  PERMANENT PAVEMENT CONSTRUCTION
-  PERMANENT PAVEMENT PREVIOUSLY CONSTRUCTED
-  DIRECTION OF TRAFFIC FLOW
-  CHANNELIZING DEVICE

NOTES

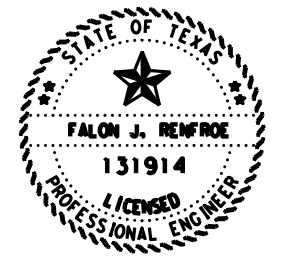
1. REFER TO THE TREATMENT OF VARIOUS EDGE CONDITONS SHEET FOR FURTHER INFORMATION REGARDING TO ADDITIONAL SIGNING & BARRICADES.
 2. WHERE FEASIBLE, PROVIDE 1-FT (2-FT PREFERRED) LATERAL OFFSET FROM THE CHANNELIZING DEVICE TO THE EDGE OF THE TRAVEL WAY DURING ALL PHASES OF CONSTRUCTION.
- ① BUFFER AREA IS REDUCED TO 1' AT SOME OF THE BRIDGE LOCATIONS. SEE TCP LAYOUTS FOR EXACT LOCATIONS.



**PHASE 2 - EASTBOUND
 (OUTSIDE LANE RUBBLIZATION)**
 NTS



**PHASE 2 - EASTBOUND
 (INSIDE LANE RUBBLIZATION)**
 NTS



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 Signature of Registrant & Date








**US 175
 TCP TYPICAL SECTIONS**

SCALE: NTS		SHEET 2 OF 3		
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GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
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JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

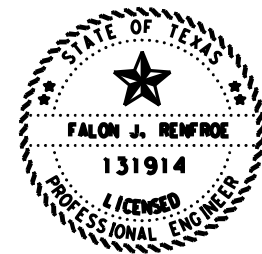
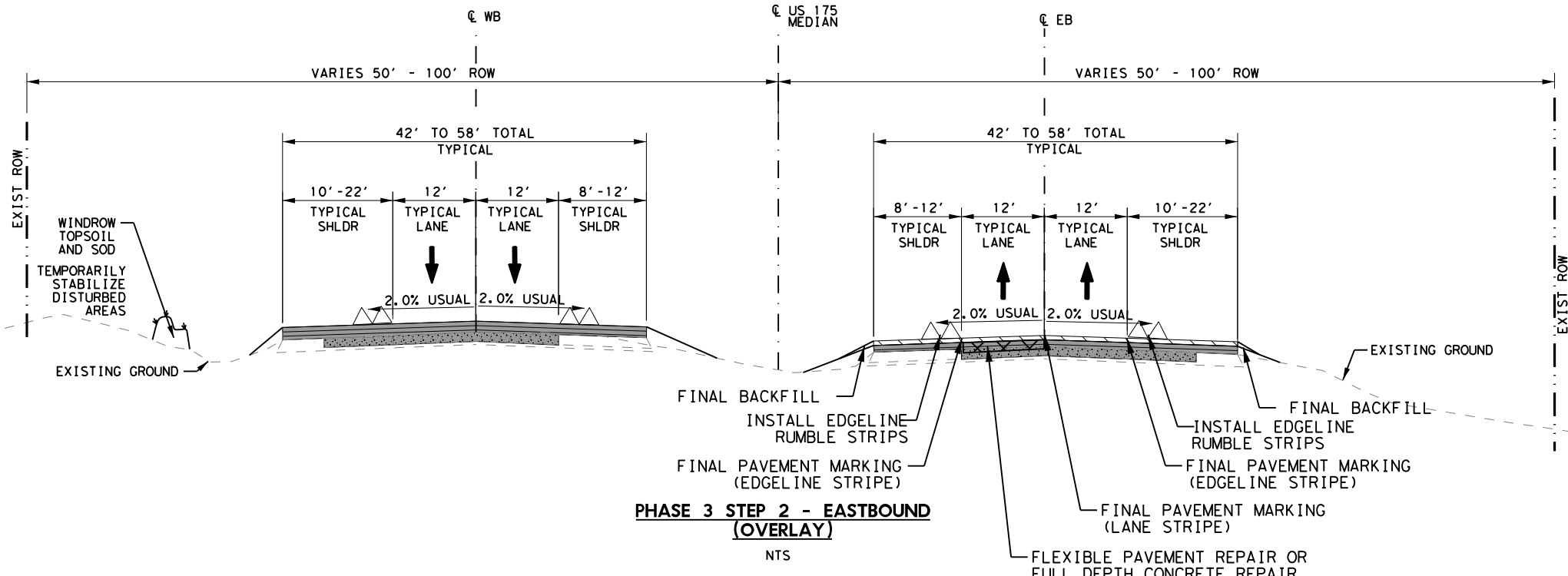
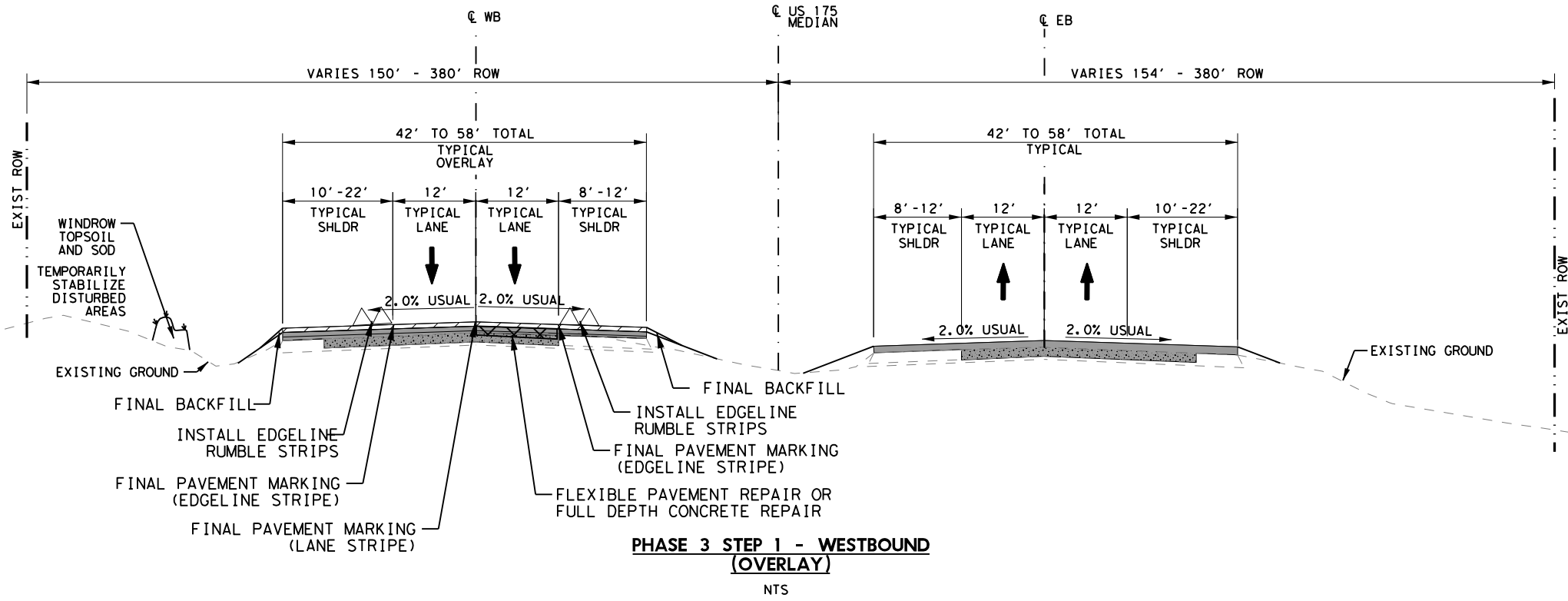
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LEGEND

-  PERMANENT PAVEMENT CONSTRUCTION
-  PERMANENT PAVEMENT PREVIOUSLY CONSTRUCTED
-  FLEXIBLE PAVEMENT STRUCTURE REPAIR
-  DIRECTION OF TRAFFIC FLOW
-  CHANNELIZING DEVICE

NOTES

1. REFER TO THE TREATMENT OF VARIOUS EDGE CONDITIONS SHEET FOR FURTHER INFORMATION REGARDING TO ADDITIONAL SIGNING & BARRICADES.
2. WHERE FEASIBLE, PROVIDE 1-FT (2-FT PREFERRED) LATERAL OFFSET FROM THE CHANNELIZING DEVICE TO THE EDGE OF THE TRAVEL WAY DURING ALL PHASES OF CONSTRUCTION.



Falon Renfro
 Signature of Registrant P.E. 04.26.23
 & Date

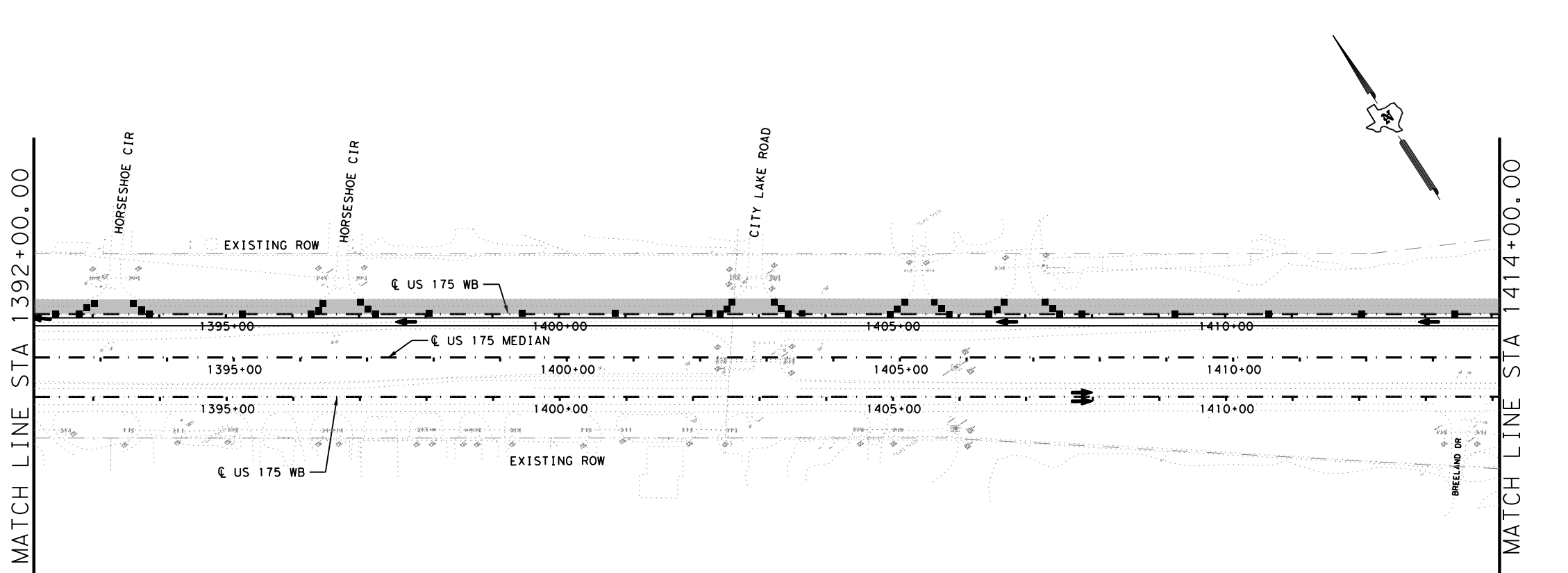
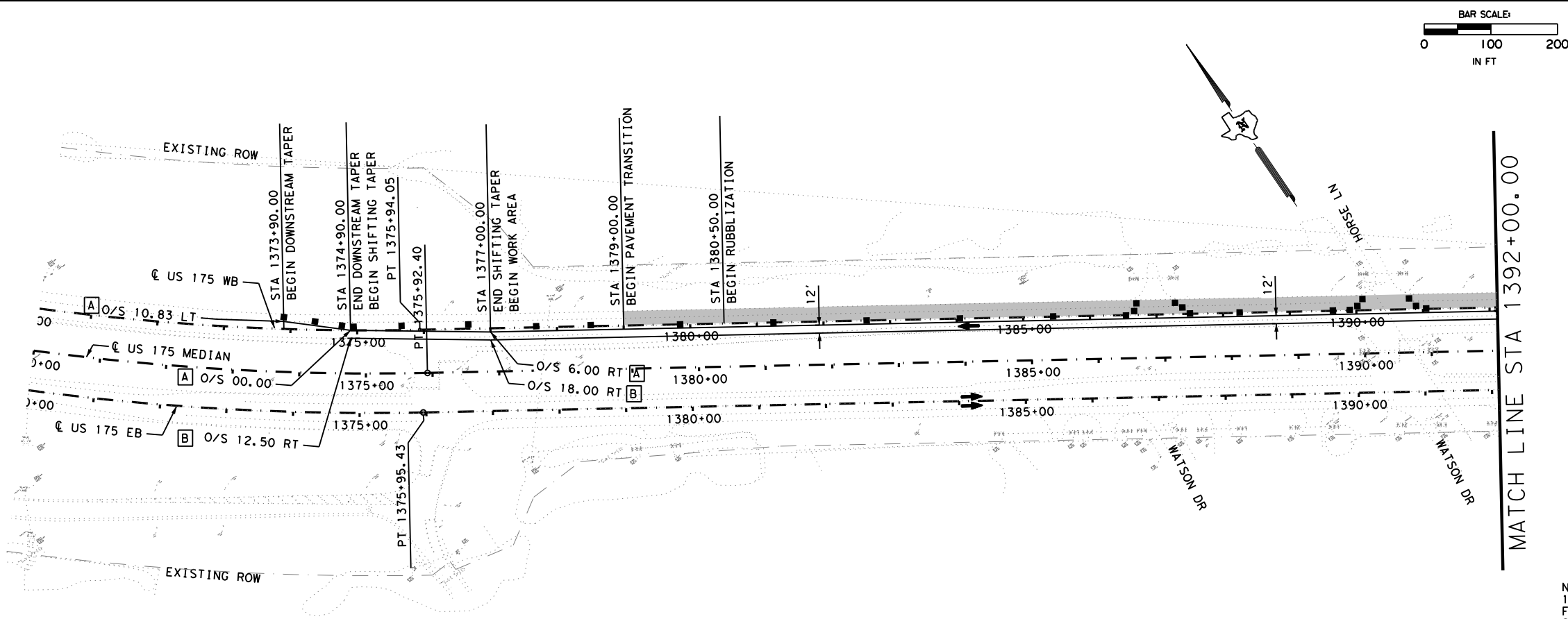


**US 175
TCP TYPICAL SECTIONS**

SCALE: NTS SHEET 3 OF 3

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
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GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
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JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

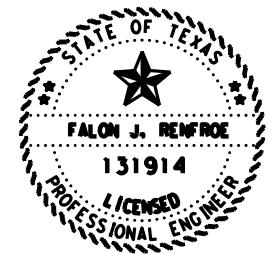
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES

1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
3. TCP & PAVMENT MARKING STATIONING BASED OFF C US 175 WB.
4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

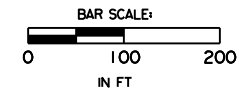
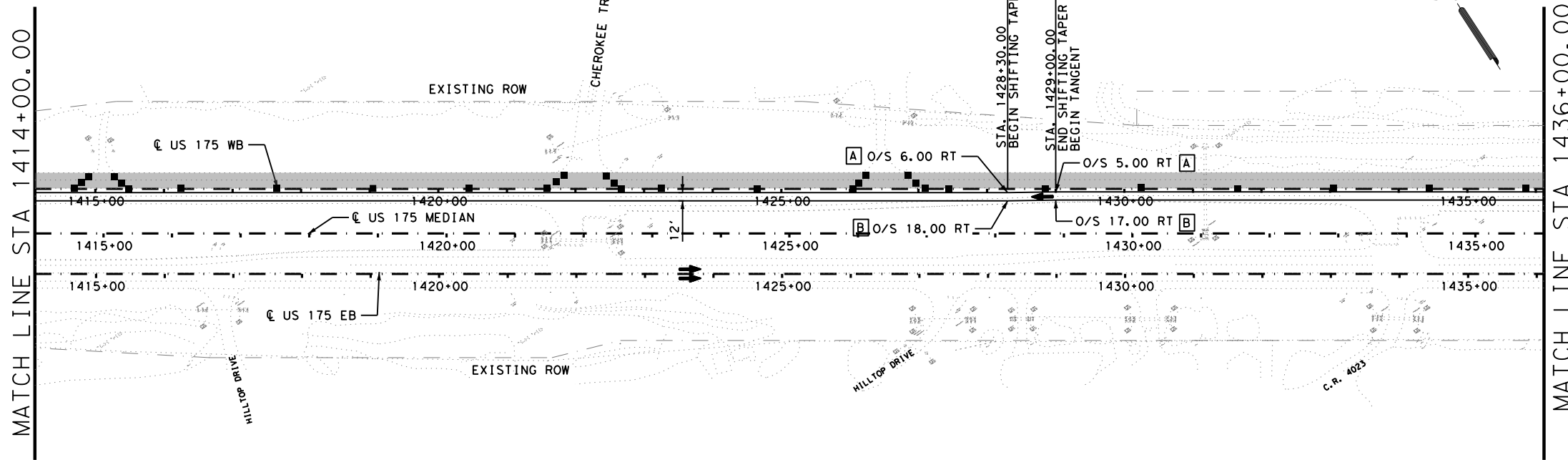


**US 175
 TCP LAYOUT
 PHASE 1 STEP 1**

SCALE: 1"=200' SHEET 1 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	47
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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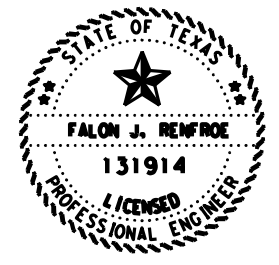
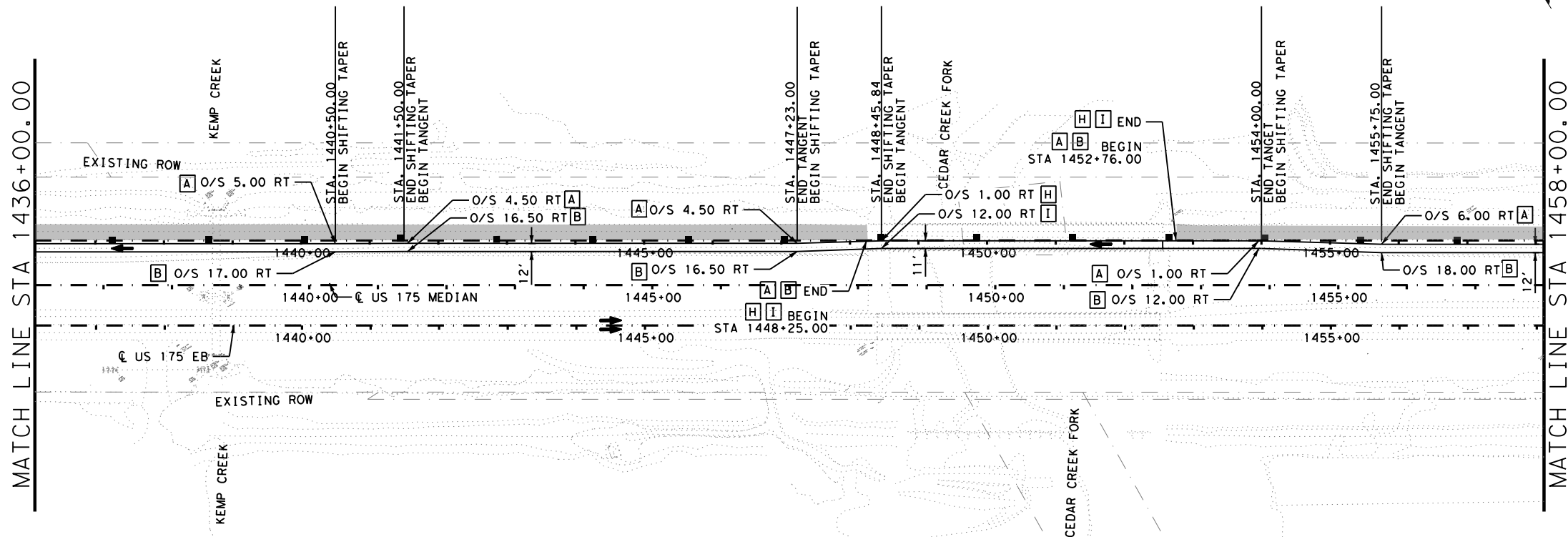


LEGEND

- CHANNELIZING DEVICE
- ← DIRECTION OF TRAFFIC
- CONSTRUCTION AREA IN THIS PHASE

A	WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
B	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
C	WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
D	WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
E	WK ZN PAV MRK NON-REMOV (W) (ARROW)
F	WK ZN PAV MRK NON-REMOV (W) (WORD)
G	WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
H	WK ZN PAV MRK REMOV (W) 6" (SLD)
I	WK ZN PAV MRK REMOV (Y) 6" (SLD)
J	WK ZN PAV MRK REMOV (W) 6" (BRK)
K	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
L	REFL PAV MRK TY I (W) (ARROW) (100MIL)
M	REFL PAV MRK TY I (W) (WORD) (100MIL)
N	RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
O	RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
P	REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

- NOTES
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



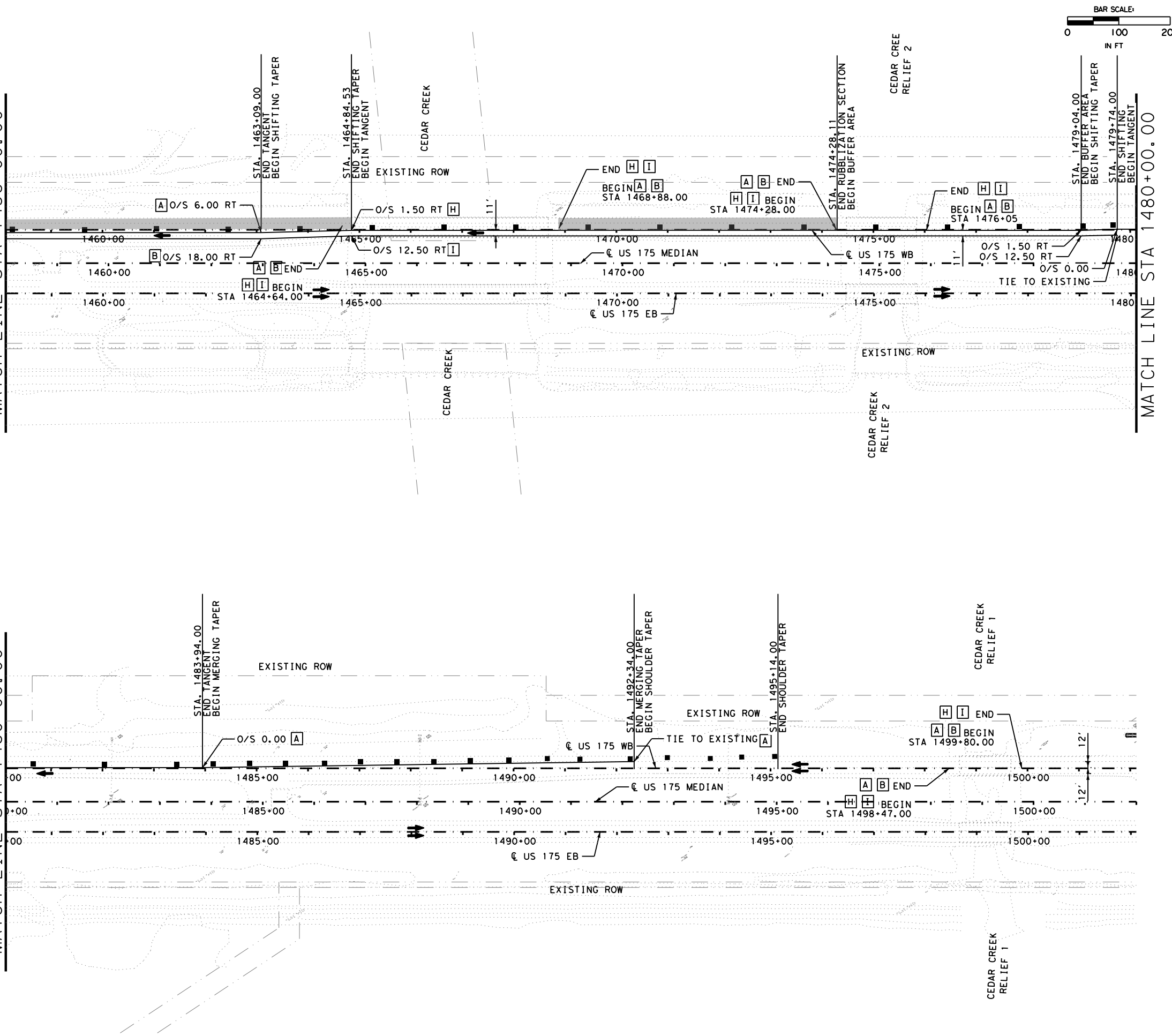
**US 175
 TCP LAYOUT
 PHASE 1 STEP 1**

SCALE: 1"=200' SHEET 2 OF 53

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						48

MATCH LINE STA 1458+00.00

MATCH LINE STA 1480+00.00

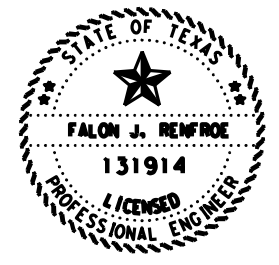


LEGEND

- CHANNELIZING DEVICE
- ← DIRECTION OF TRAFFIC
- CONSTRUCTION AREA IN THIS PHASE

A	WK ZN PAV MRK NON-REMOV (W)6" (SLD)
B	WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
C	WK ZN PAV MRK NON-REMOV (W)8" (SLD)
D	WK ZN PAV MRK NON-REMOV (W)6" (BRK)
E	WK ZN PAV MRK NON-REMOV (W) (ARROW)
F	WK ZN PAV MRK NON-REMOV (W) (WORD)
G	WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
H	WK ZN PAV MRK REMOV (W)6" (SLD)
I	WK ZN PAV MRK REMOV (Y)6" (SLD)
J	WK ZN PAV MRK REMOV (W)6" (BRK)
K	REFL PAV MRK TY I (W)8" (SLD) (100MIL)
L	REFL PAV MRK TY I (W) (ARROW) (100MIL)
M	REFL PAV MRK TY I (W) (WORD) (100MIL)
N	RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
O	RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
P	REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

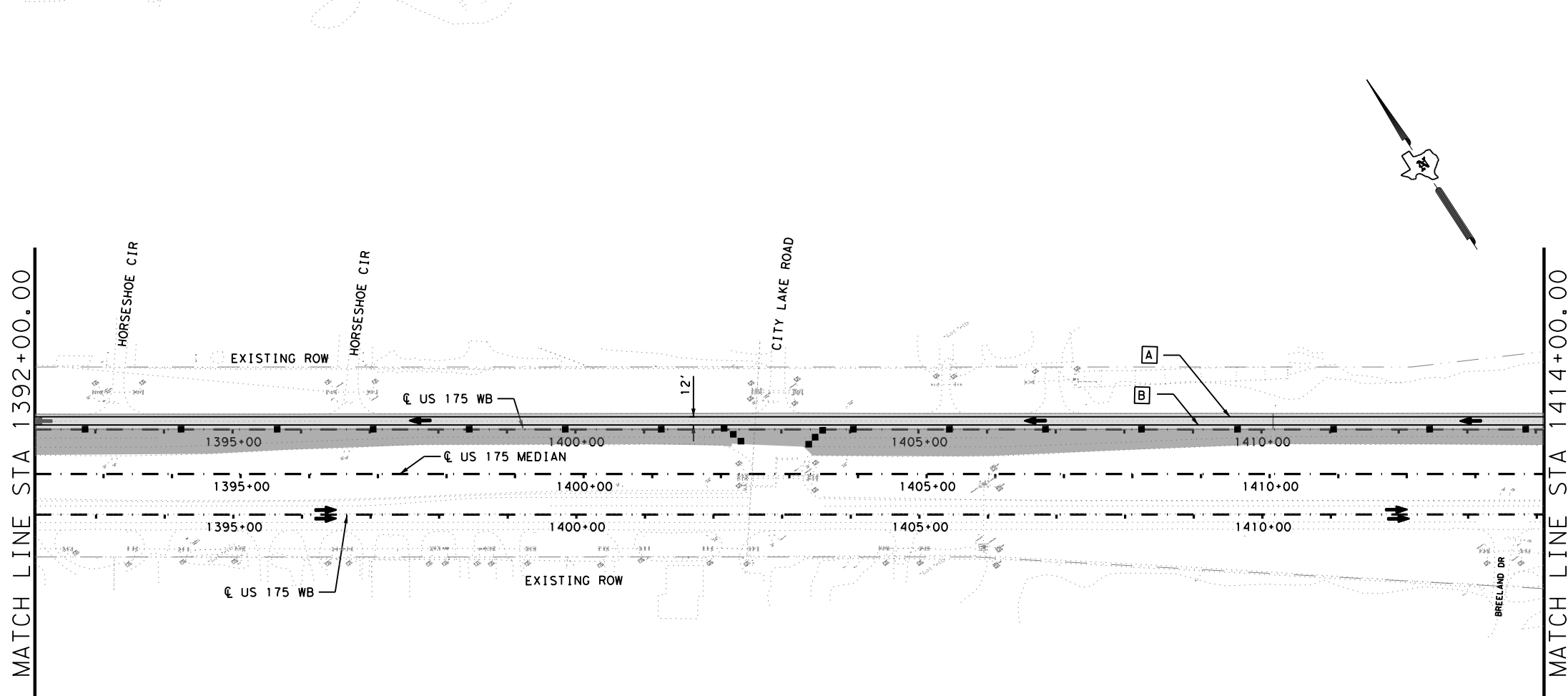
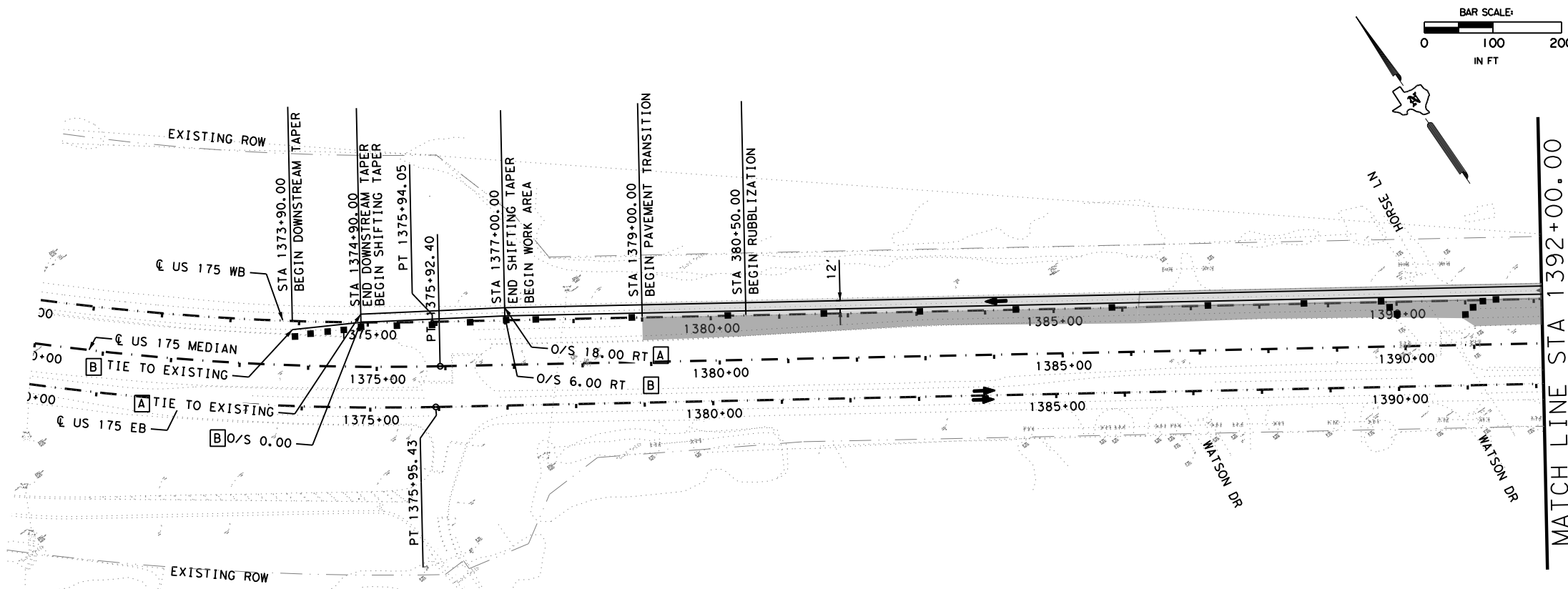


**US 175
 TCP LAYOUT
 PHASE 1 STEP 1**

SCALE: 1"=200' SHEET 3 OF 53

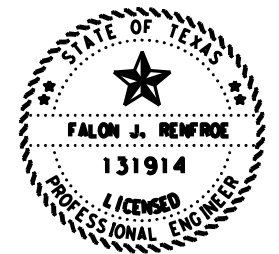
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	49
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:05:12 PM
 FILE: pw:\txdot\projectwise\line.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\2. TCP\06_TCP_LAYOUT PHASE 1 STEP 2.gdn



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

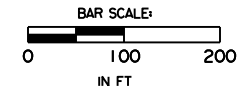
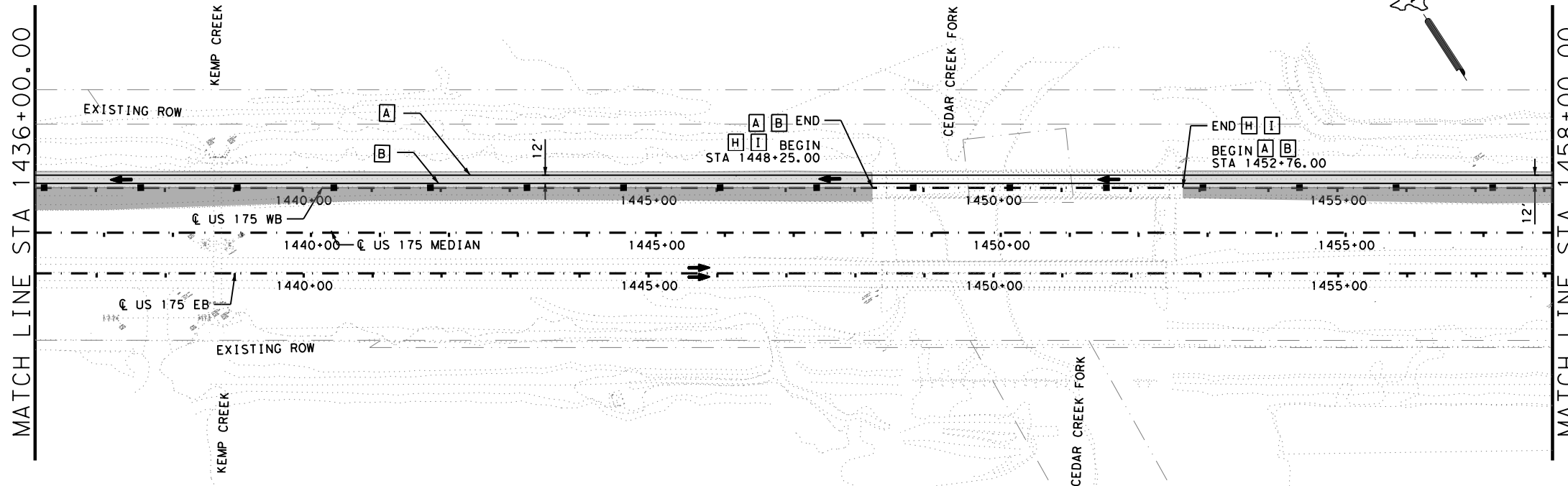
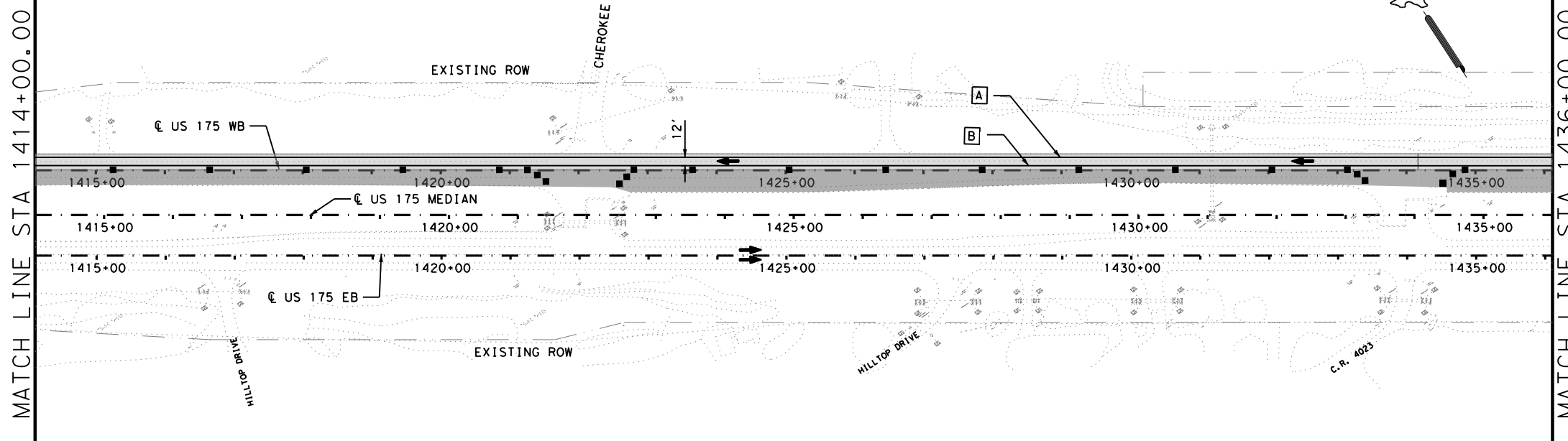


**US 175
 TCP LAYOUT
 PHASE 1 STEP 2**

SCALE: 1" = 200' SHEET 4 OF 53

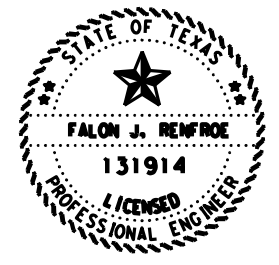
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	50
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

DATE: 4/12/2023 4:05:13 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

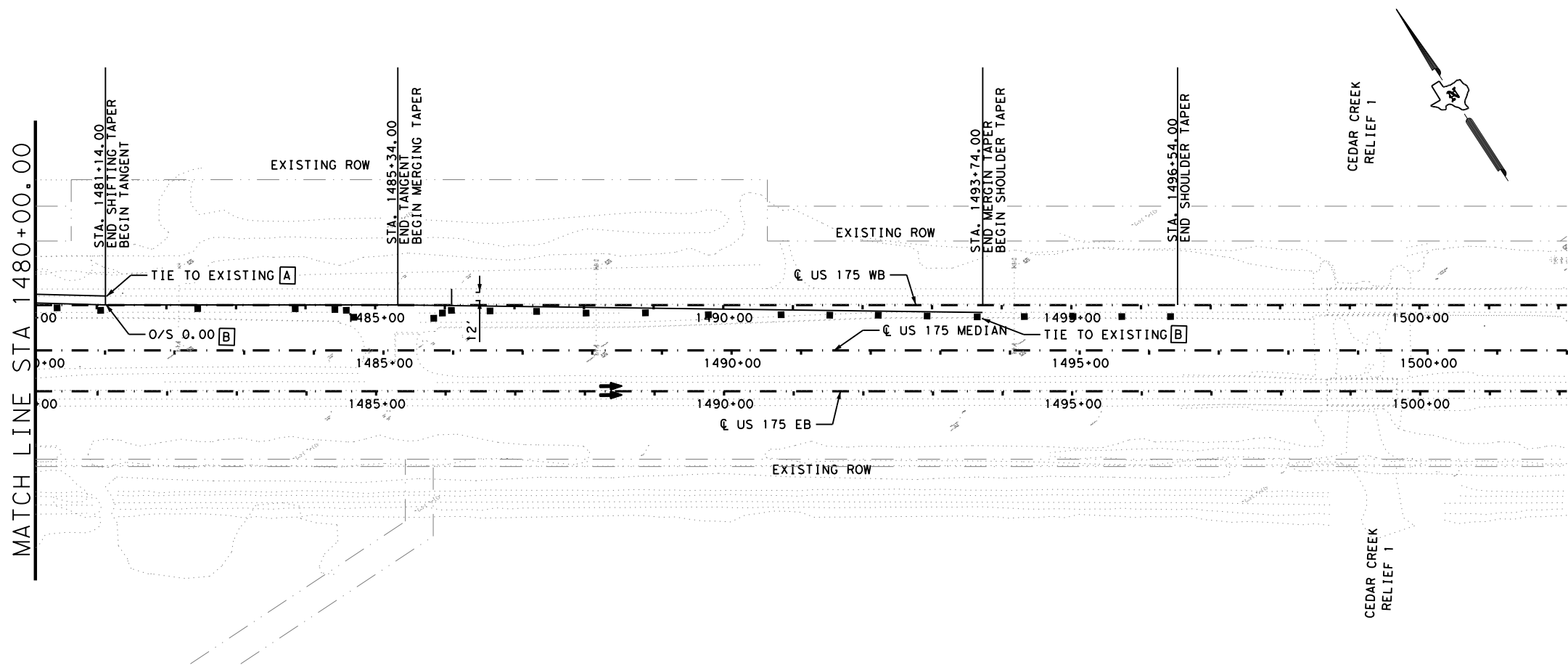
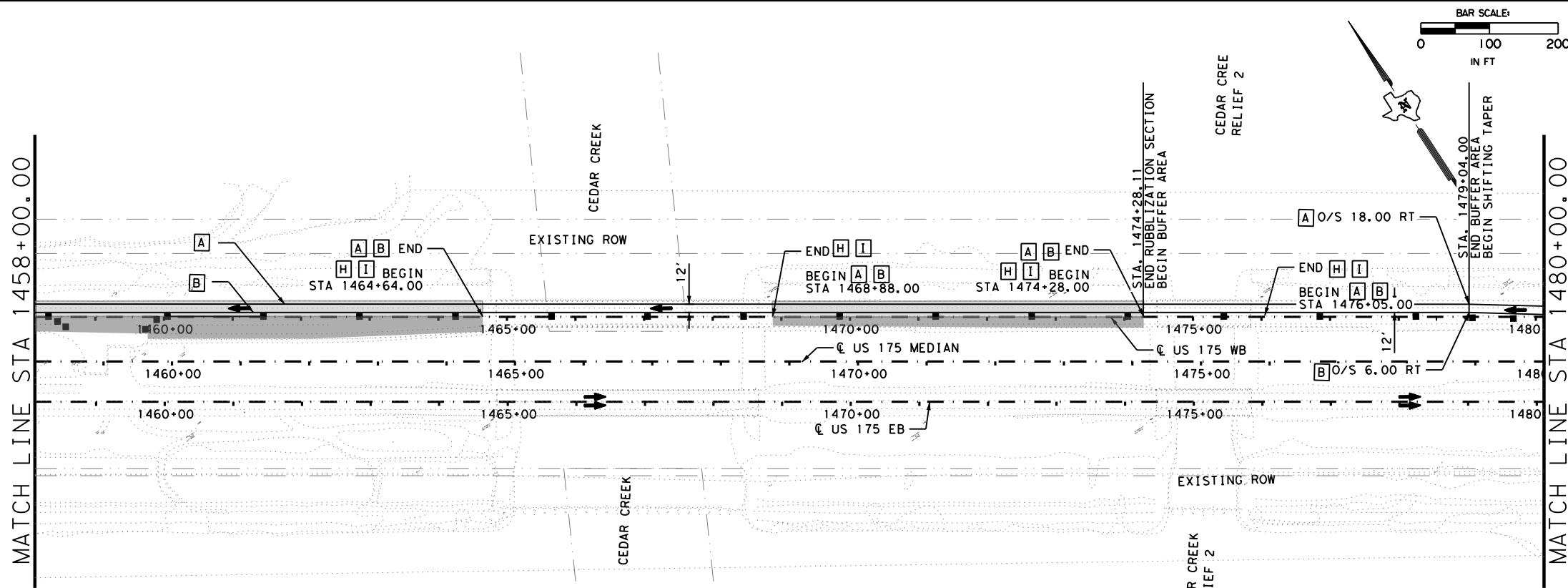


**US 175
 TCP LAYOUT
 PHASE 1 STEP 2**

SCALE: 1"=200' SHEET 5 OF 53

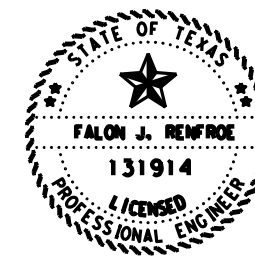
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	51
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05 059	

DATE: 4/12/2023 4:05:13 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

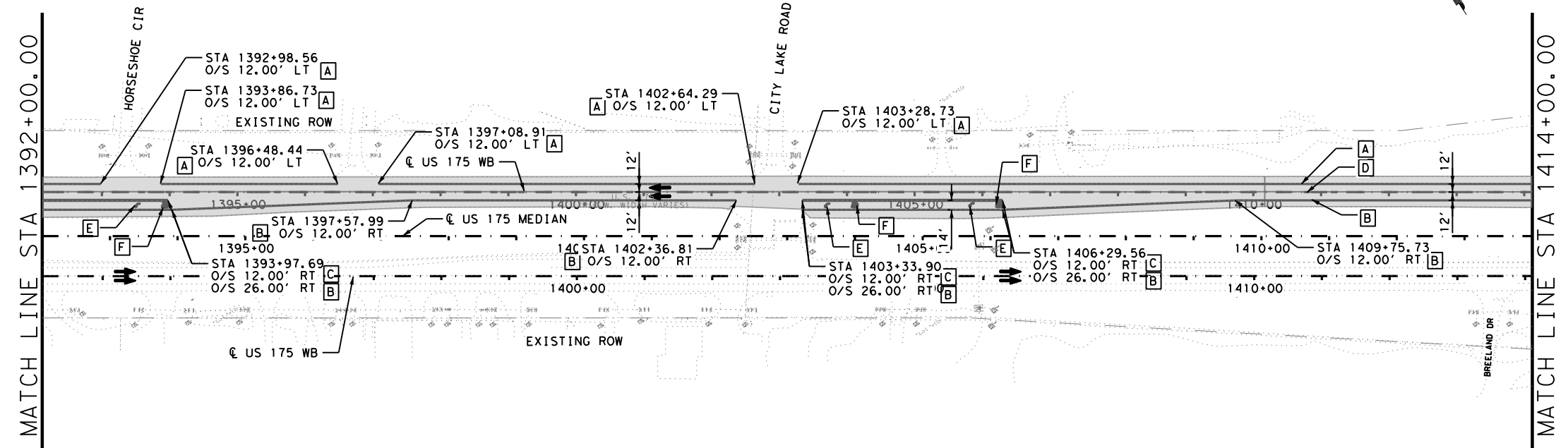
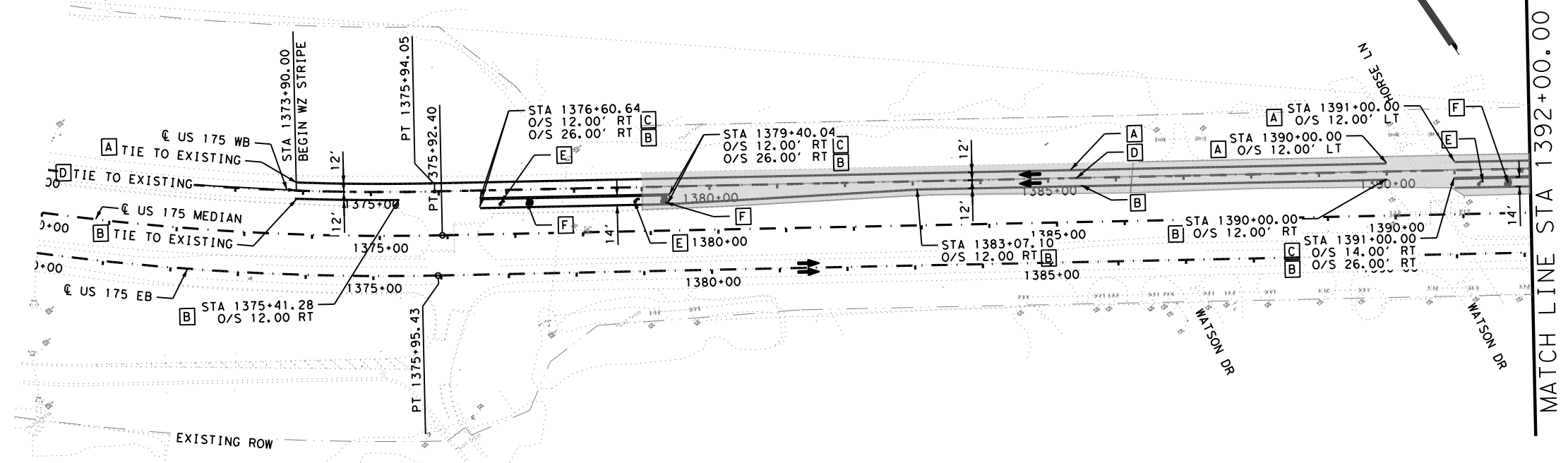
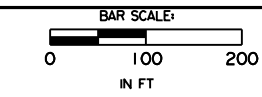


**US 175
 TCP LAYOUT
 PHASE 1 STEP 2**

SCALE: 1"=200' SHEET 6 OF 53

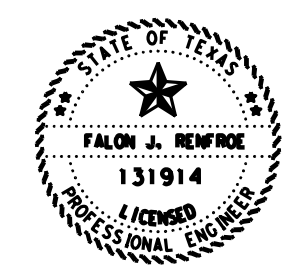
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	52
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05 059	

DATE: 4/12/2023 4:05:20 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 TCP LAYOUT
 PHASE 1 STEP 3**

SCALE: 1"=200' SHEET 7 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	53
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

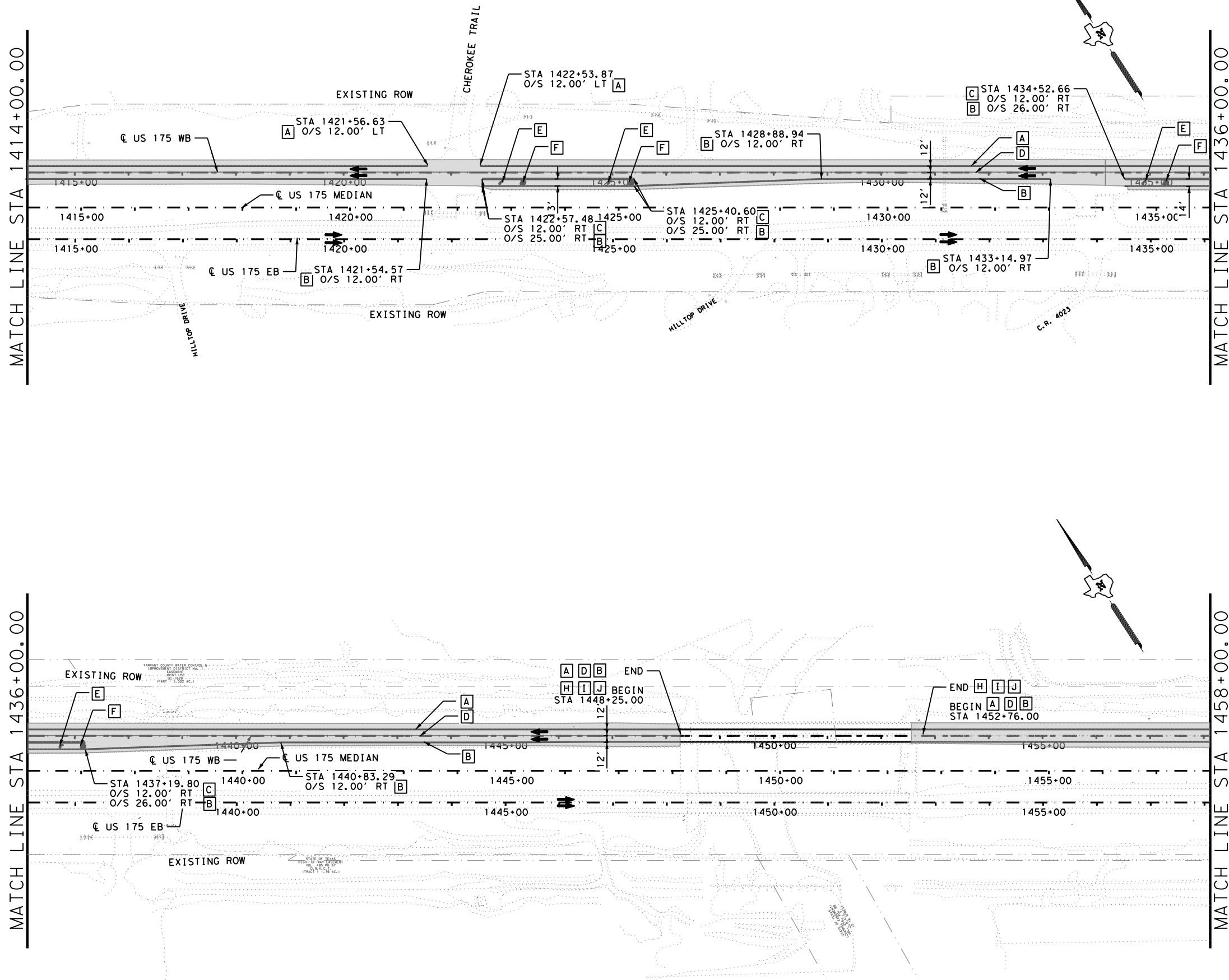
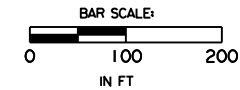
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MATCH LINE STA 1414+00.00

MATCH LINE STA 1436+00.00

MATCH LINE STA 1436+00.00

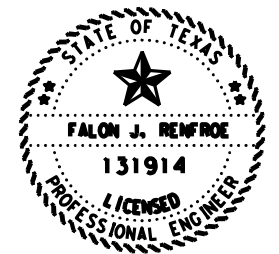
MATCH LINE STA 1458+00.00



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- MARKING CALLOUTS:**
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES

- REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
- MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
- TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
- REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

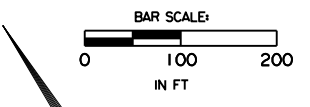
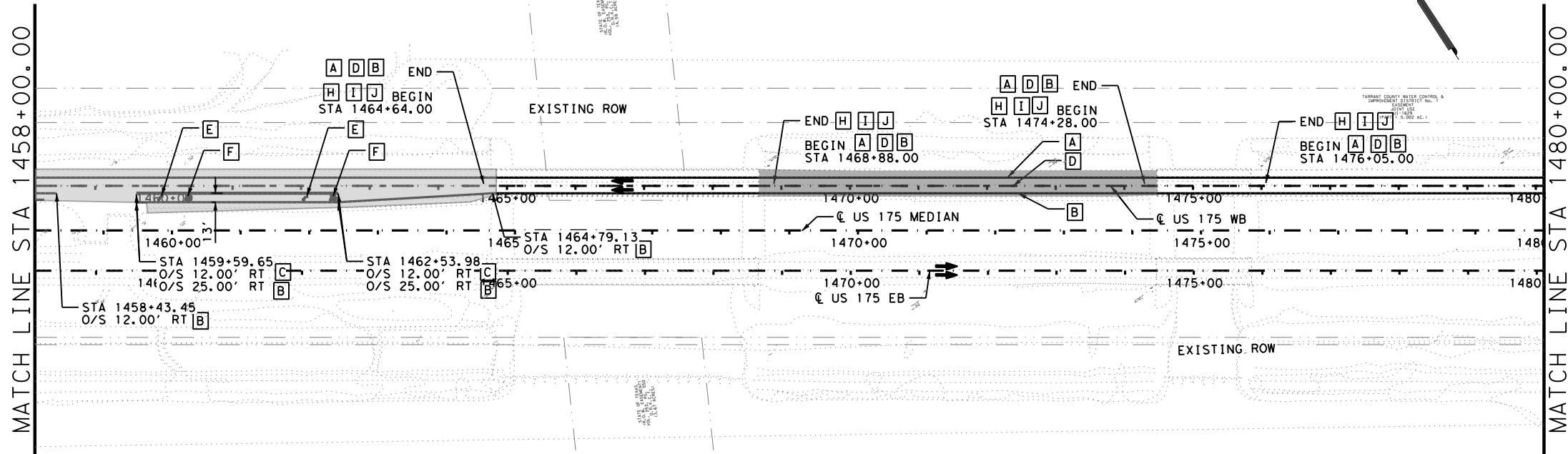


**US 175
 TCP LAYOUT
 PHASE 1 STEP 3**

SCALE: 1"=200' SHEET 8 OF 53

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						54

DATE: 4/12/2023 4:05:21 PM
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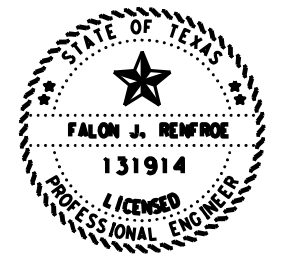
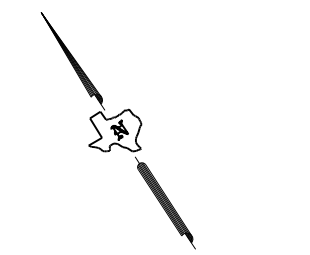
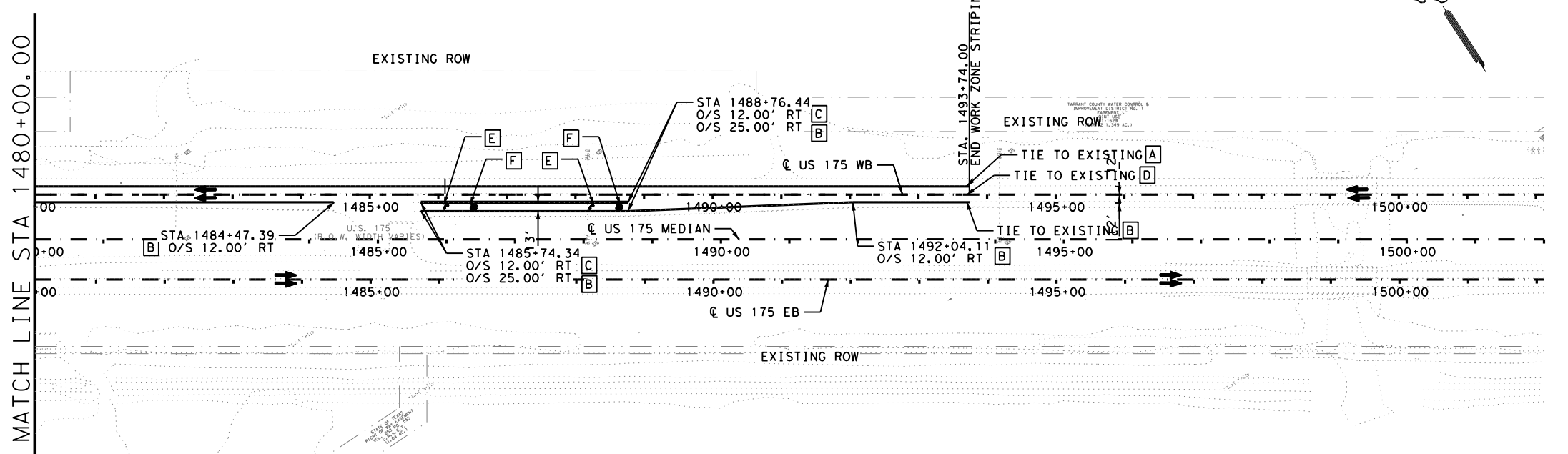


LEGEND

- CHANNELIZING DEVICE
- ← DIRECTION OF TRAFFIC
- CONSTRUCTION AREA IN THIS PHASE
- CONSTRUCTION AREA IN PREVIOUS PHASE

[A]	WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
[B]	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
[C]	WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
[D]	WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
[E]	WK ZN PAV MRK NON-REMOV (W) (ARROW)
[F]	WK ZN PAV MRK NON-REMOV (W) (WORD)
[G]	WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
[H]	WK ZN PAV MRK REMOV (W) 6" (SLD)
[I]	WK ZN PAV MRK REMOV (Y) 6" (SLD)
[J]	WK ZN PAV MRK REMOV (W) 6" (BRK)
[K]	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
[L]	REFL PAV MRK TY I (W) (ARROW) (100MIL)
[M]	REFL PAV MRK TY I (W) (WORD) (100MIL)
[N]	RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
[O]	RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
[P]	REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

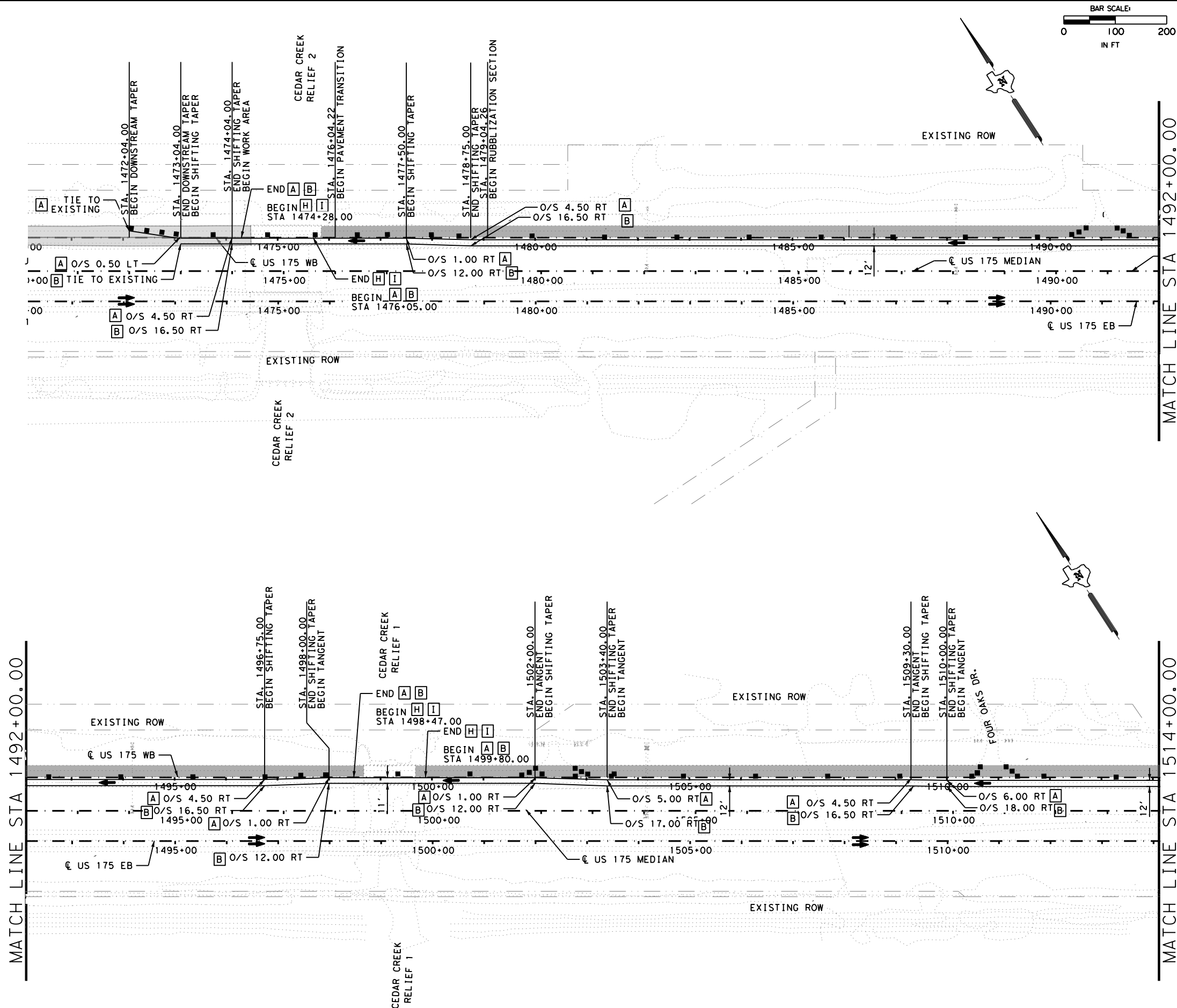


**US 175
 TCP LAYOUT
 PHASE 1 STEP 3**

SCALE: 1"=200' SHEET 9 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	55
CHECK	CONTROL	SECTION	JOB	
JR	0197	05	059	
CHECK	VD			

DATE: 4/12/2023 4:05:26 PM
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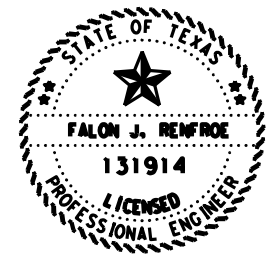


LEGEND

- CHANNELIZING DEVICE
- ← DIRECTION OF TRAFFIC
- CONSTRUCTION AREA IN THIS PHASE
- CONSTRUCTION AREA IN PREVIOUS PHASE

A	WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
B	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
C	WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
D	WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
E	WK ZN PAV MRK NON-REMOV (W) (ARROW)
F	WK ZN PAV MRK NON-REMOV (W) (WORD)
G	WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
H	WK ZN PAV MRK REMOV (W) 6" (SLD)
I	WK ZN PAV MRK REMOV (Y) 6" (SLD)
J	WK ZN PAV MRK REMOV (W) 6" (BRK)
K	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
L	REFL PAV MRK TY I (W) (ARROW) (100MIL)
M	REFL PAV MRK TY I (W) (WORD) (100MIL)
N	RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
O	RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
P	REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF © US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF © US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

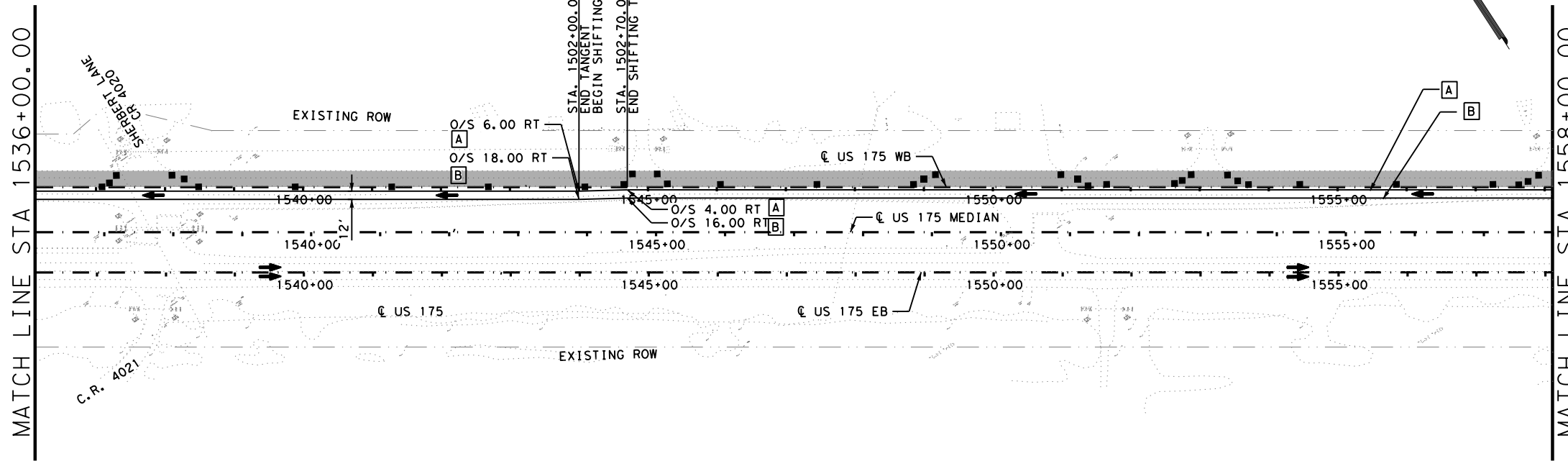
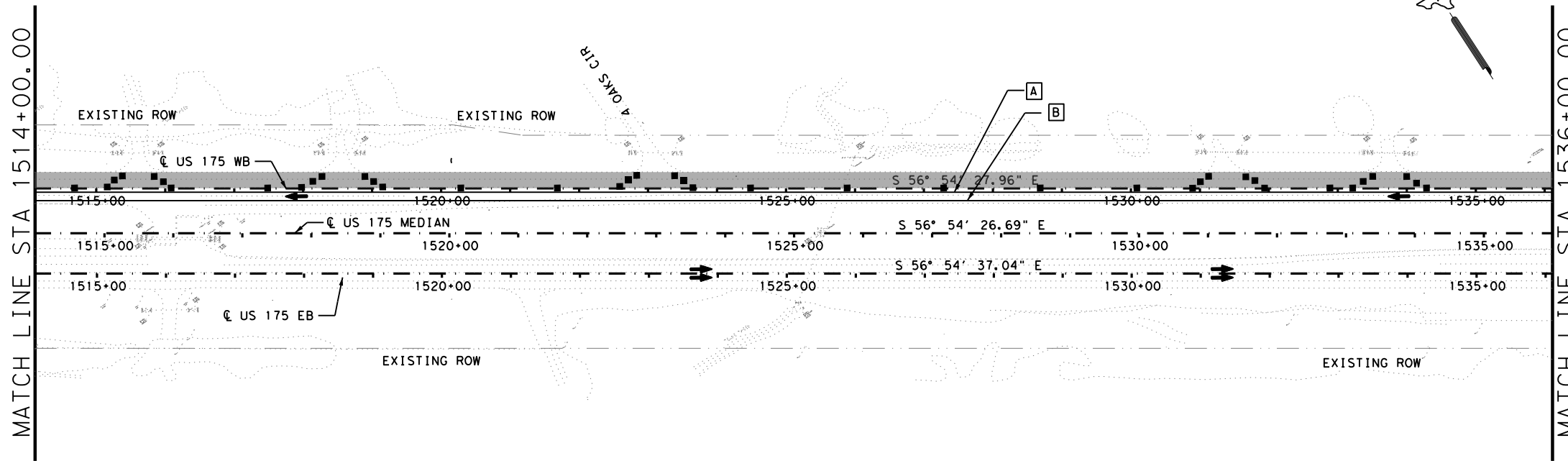


**US 175
 TCP LAYOUT
 PHASE 1 STEP 4**

SCALE: 1"=200' SHEET 10 OF 53

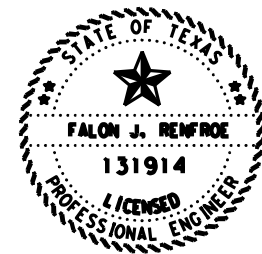
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	56
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:05:26 PM
 FILE: pw:\dot\project\wiseonline.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\2. TCP\07_TCP_LAYOUT_PHASE 1 STEP 4.dgn



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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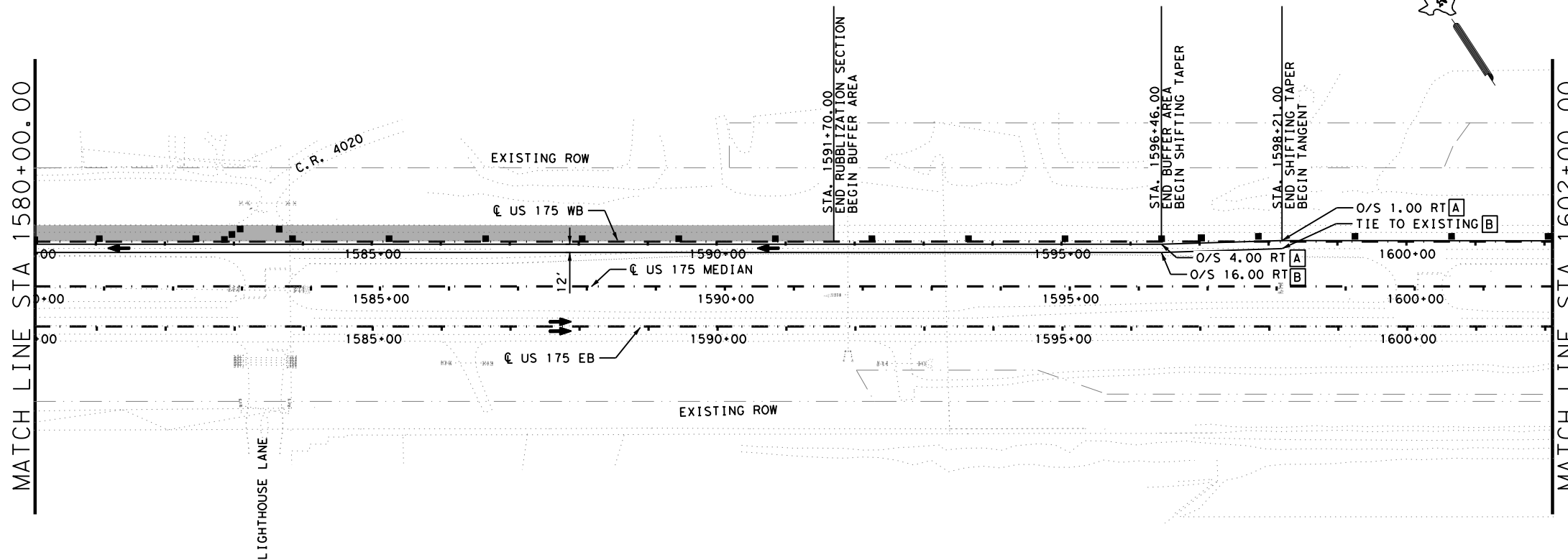
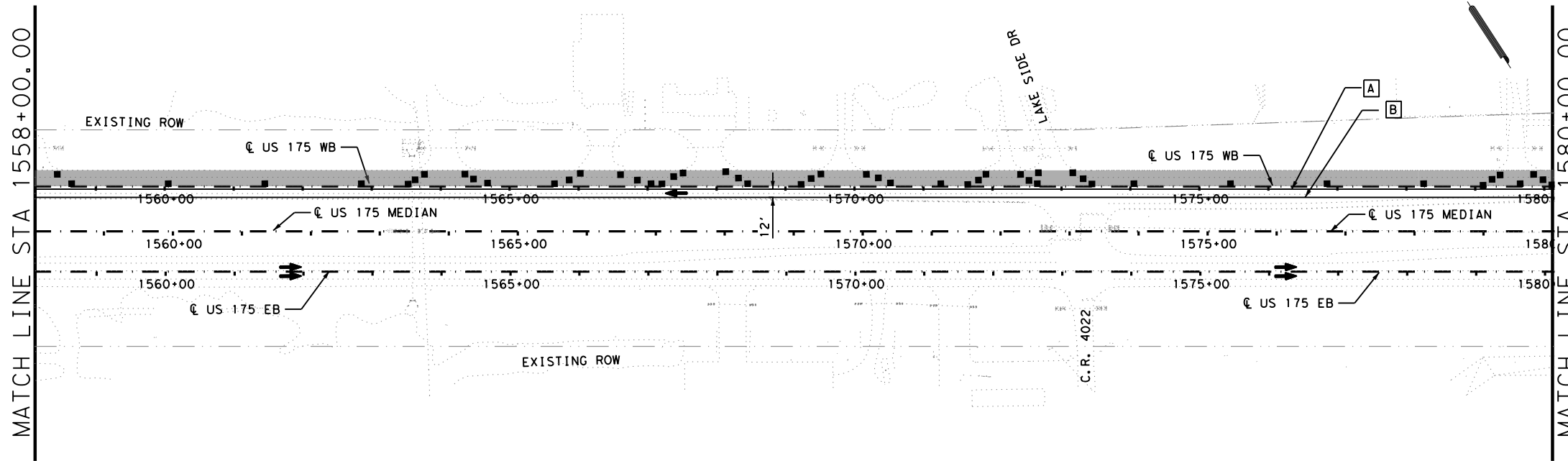


**US 175
 TCP LAYOUT
 PHASE 1 STEP 4**

SCALE: 1"=200' SHEET 11 OF 53

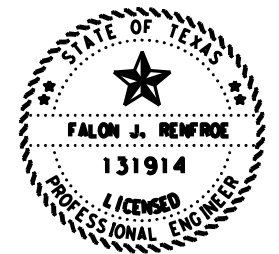
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	57
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05 059	

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 FILE: \\txdot\projectwise\line.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\2. TCP\07_TCP_LAYOUT PHASE 1 STEP 4.dgn



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF © US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF © US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



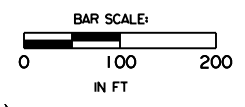
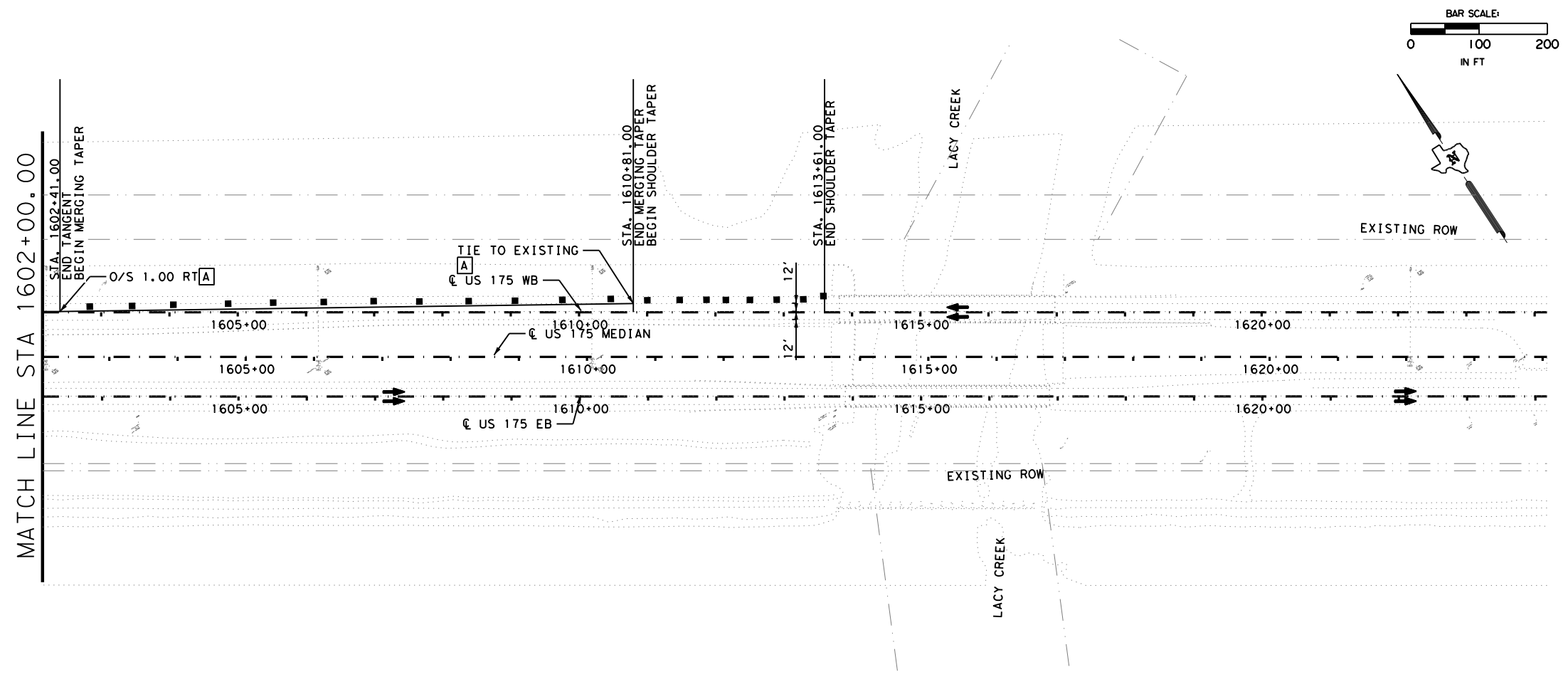
Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date



**US 175
 TCP LAYOUT
 PHASE 1 STEP 4**

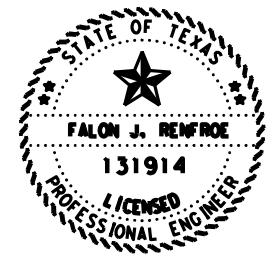
SCALE: 1"=200' SHEET 12 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	58
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 & Date

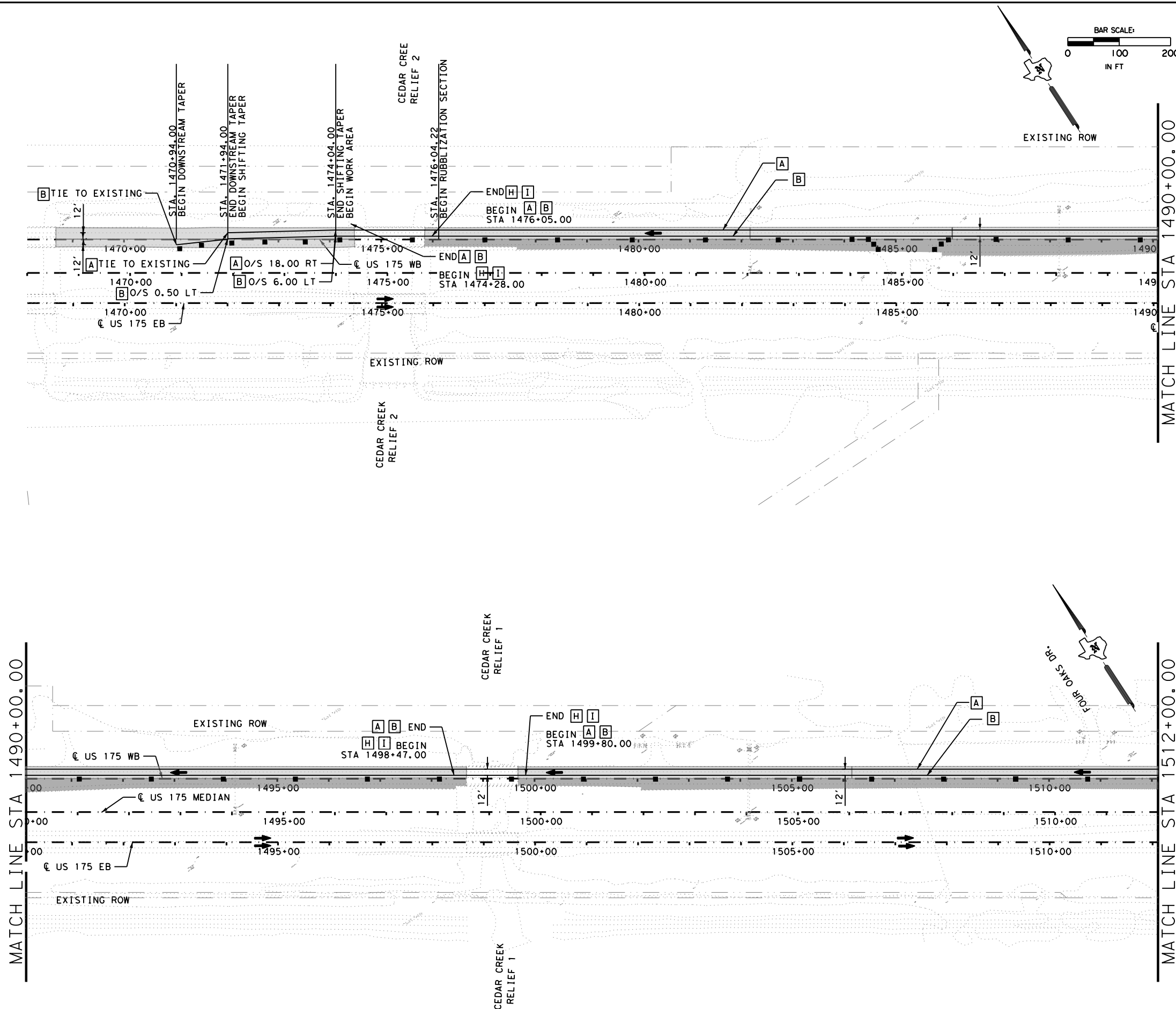


**US 175
 TCP LAYOUT
 PHASE 1 STEP 4**

SCALE: 1" = 200' SHEET 13 OF 53

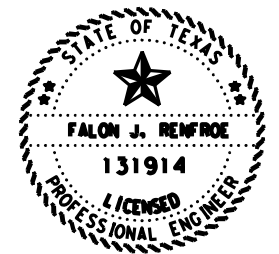
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	59
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	
			JOB	
			059	

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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- PAVEMENT MARKING LEGEND:**
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I(Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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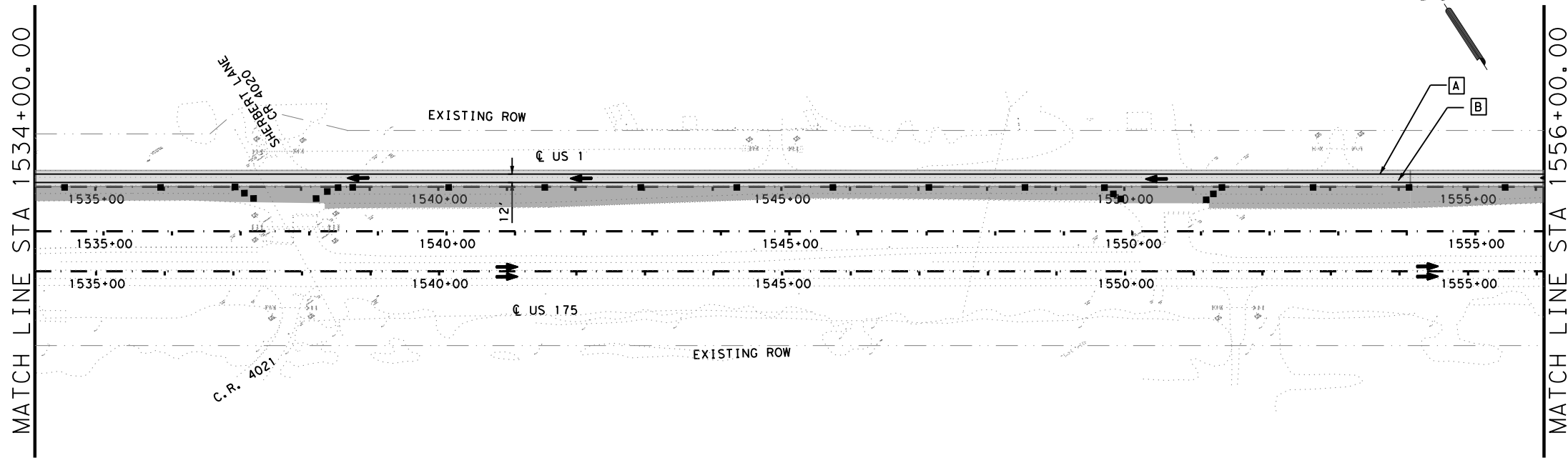
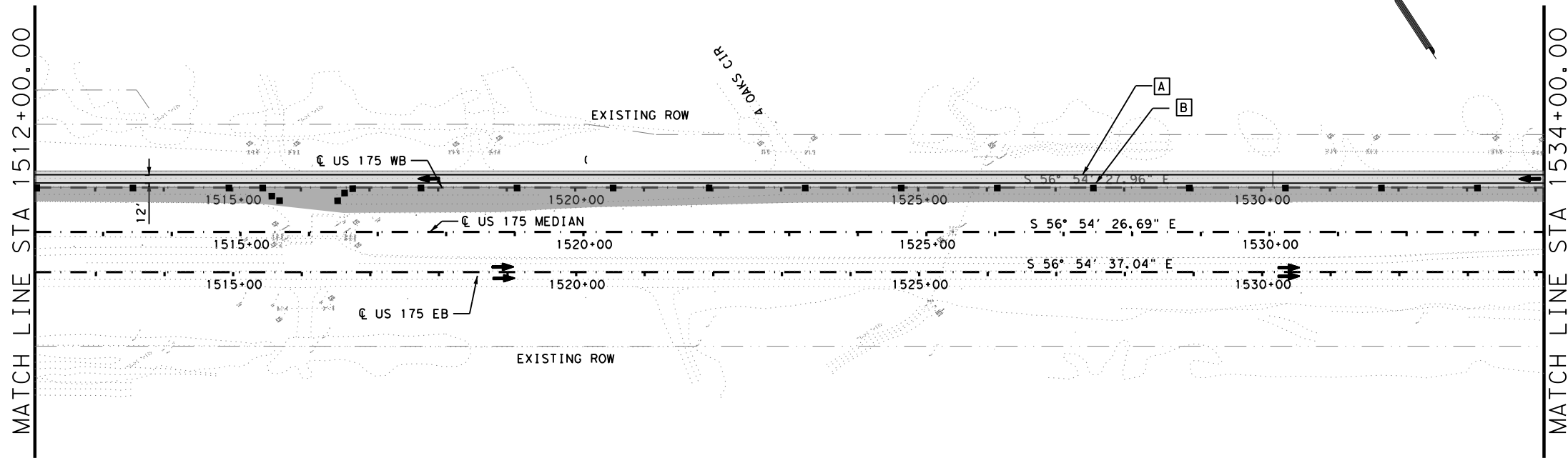


**US 175
 TCP LAYOUT
 PHASE 1 STEP 5**

SCALE: 1"=200' SHEET 14 OF 53

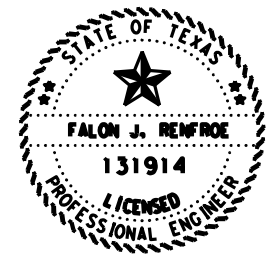
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	60
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

DATE: 4/12/2023 4:05:34 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

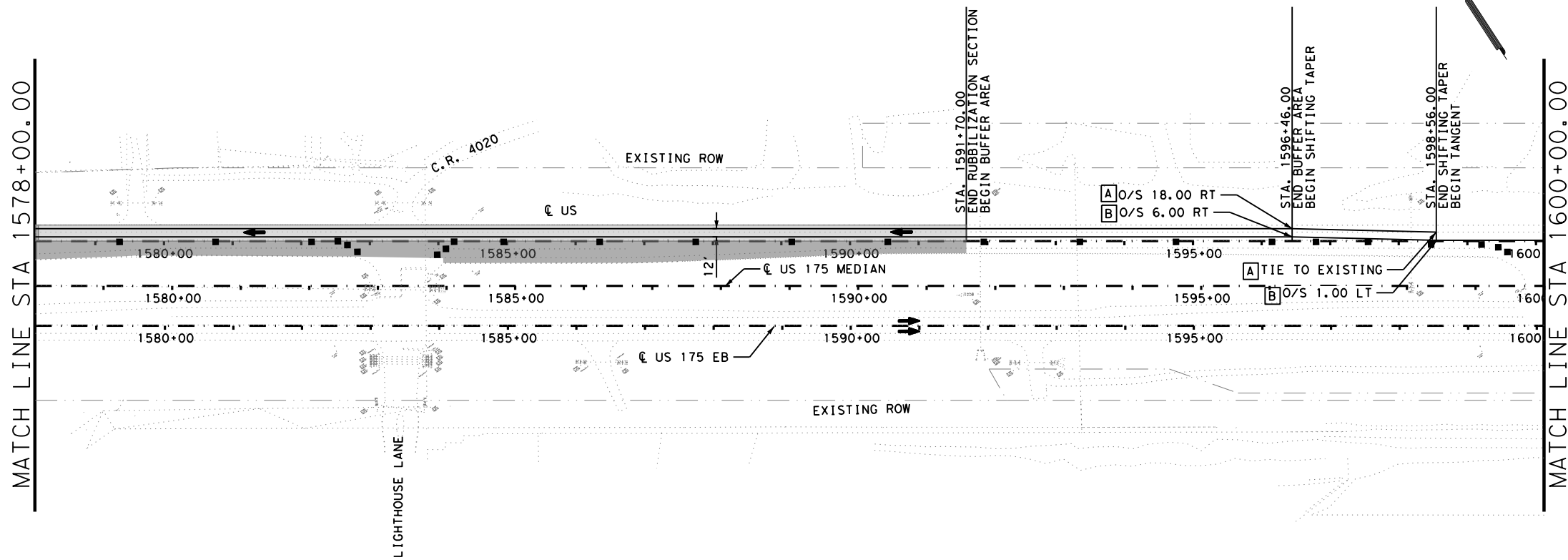
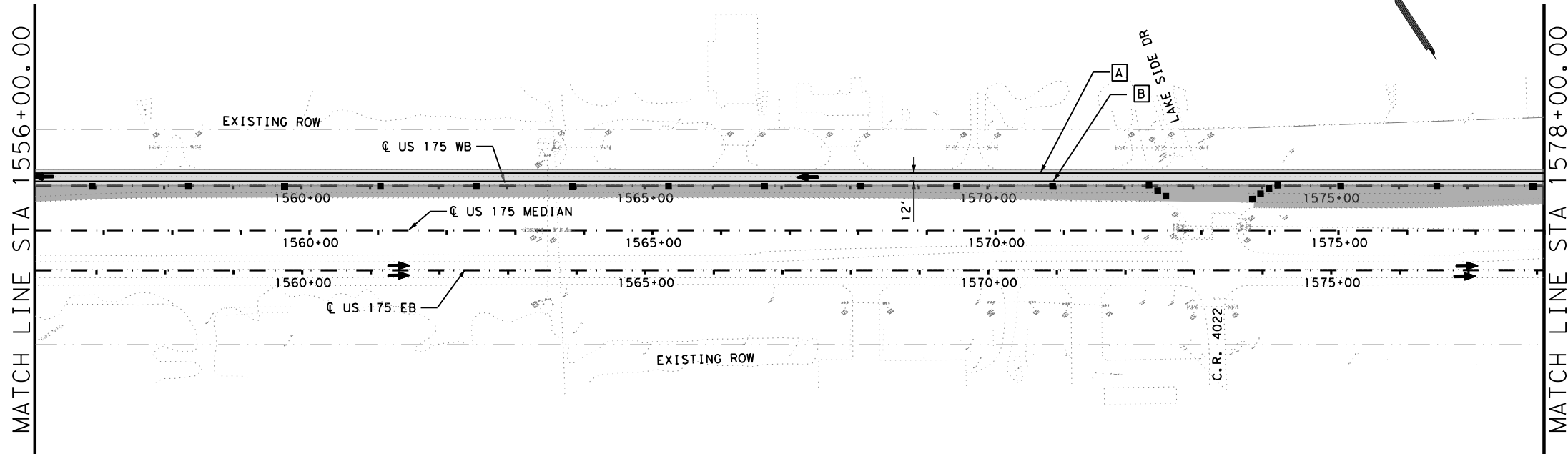


**US 175
 TCP LAYOUT
 PHASE 1 STEP 5**

SCALE: 1"=200' SHEET 15 OF 53

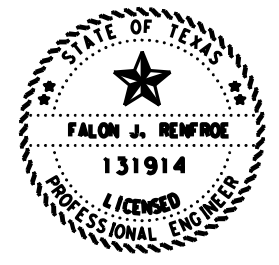
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GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						61

DATE: 4/12/2023 4:05:34 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

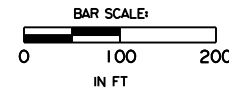
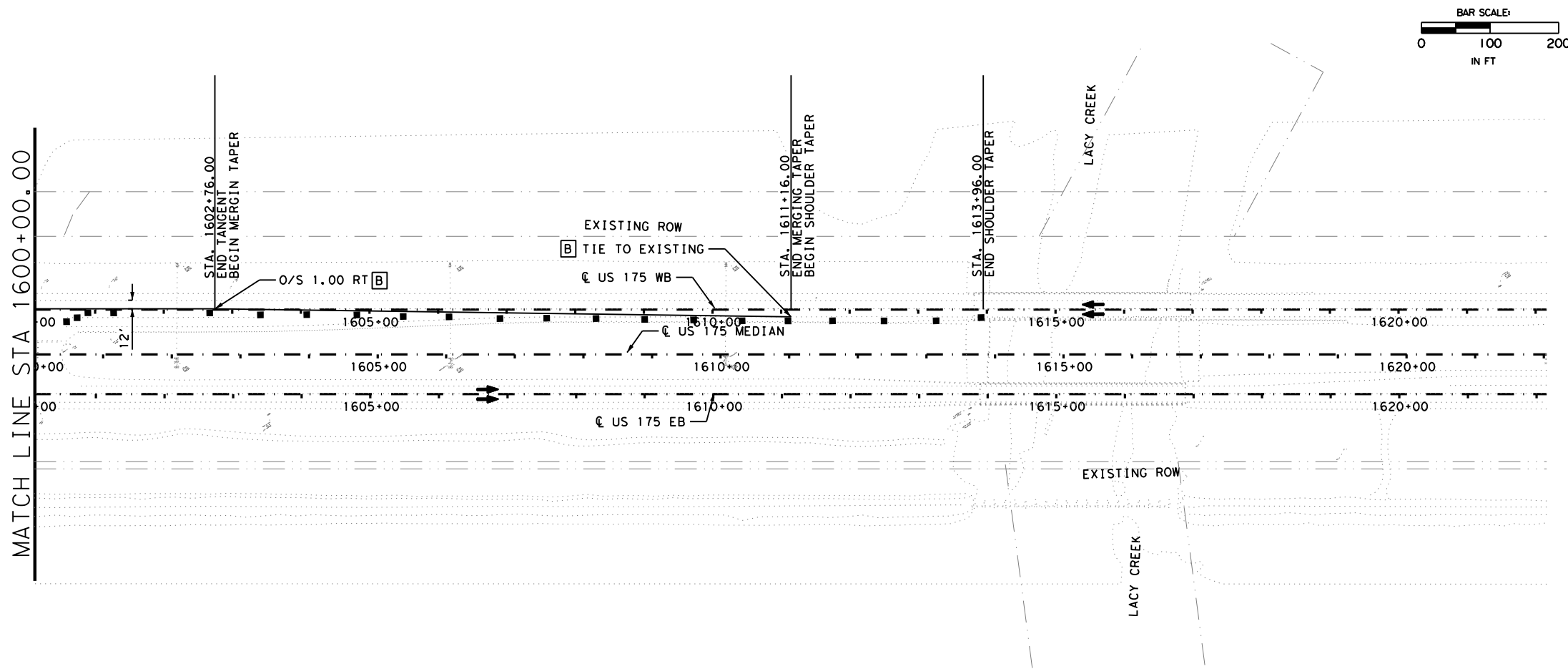


**US 175
 TCP LAYOUT
 PHASE 1 STEP 5**

SCALE: 1"=200' SHEET 16 OF 53

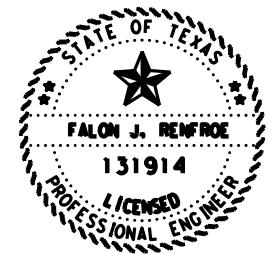
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	62
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:05:34 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

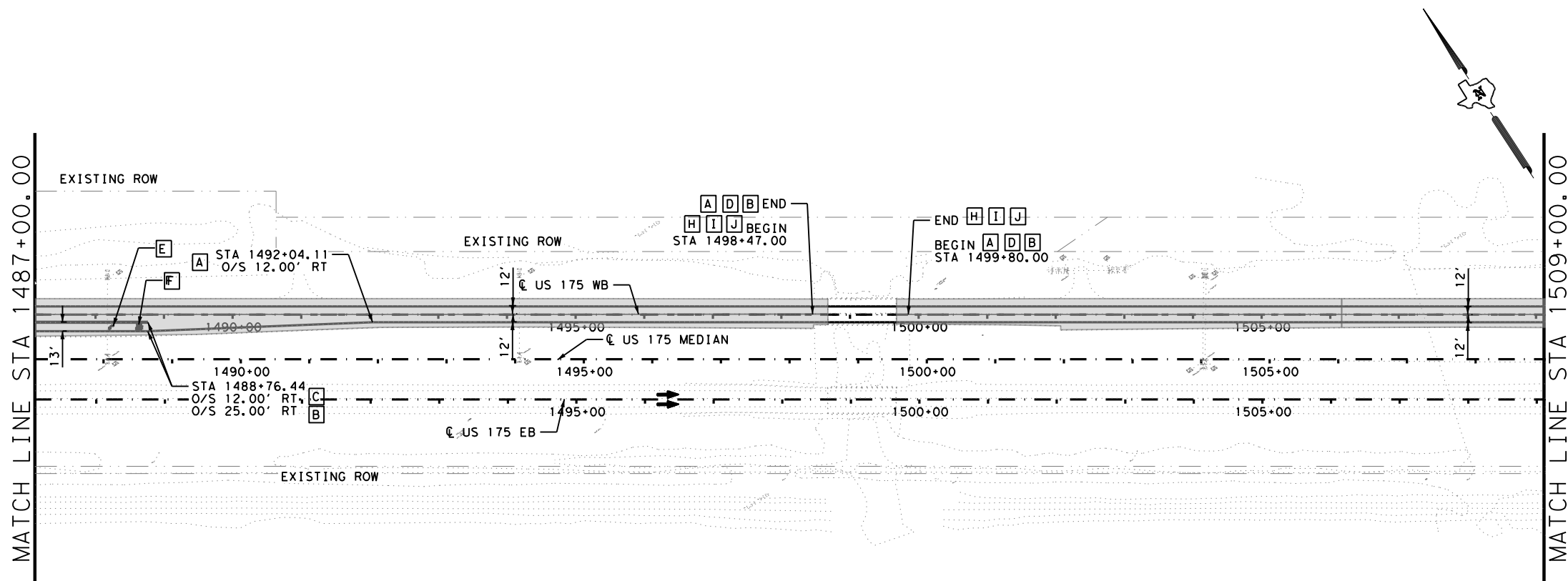
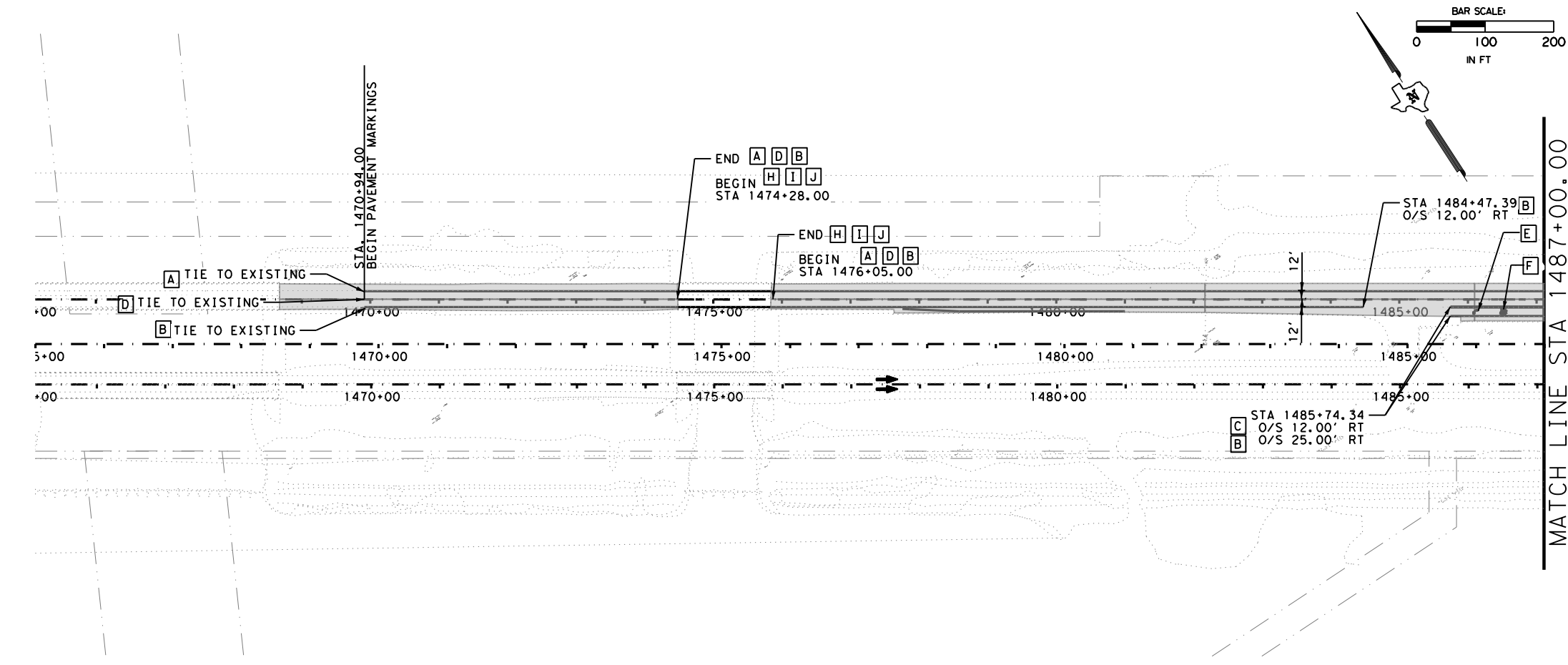


**US 175
 TCP LAYOUT
 PHASE 1 STEP 5**

SCALE: 1"=200' SHEET 17 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	63
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

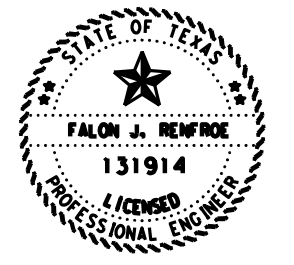
DATE: 4/12/2023 4:05:39 PM
 FILE: \\txdot\projectwise\line.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\2. TCP\07_TCP_LAYOUT_PHASE 1 STEP 6.dgn



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- MARKING CALLOUTS:**
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES

1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
3. TCP & PAVEMENT MARKING STATIONING BASED OFF @ US 175 WB.
4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

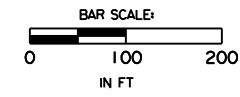


**US 175
 TCP LAYOUT
 PHASE 1 STEP 6**

SCALE: 1"=200' SHEET 18 OF 53

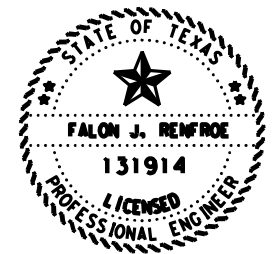
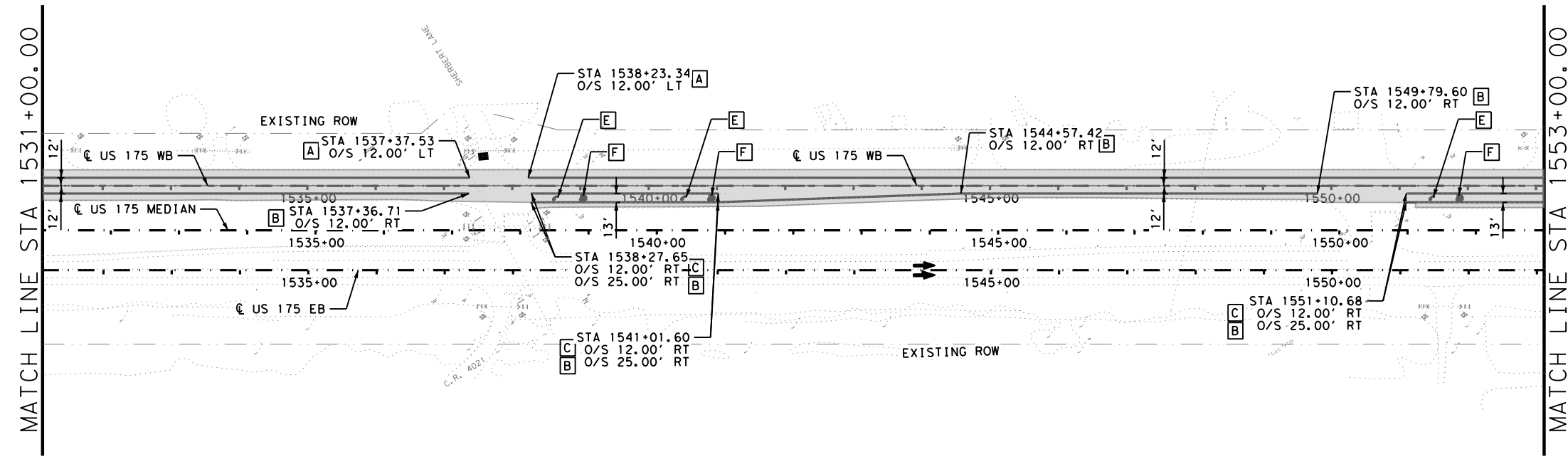
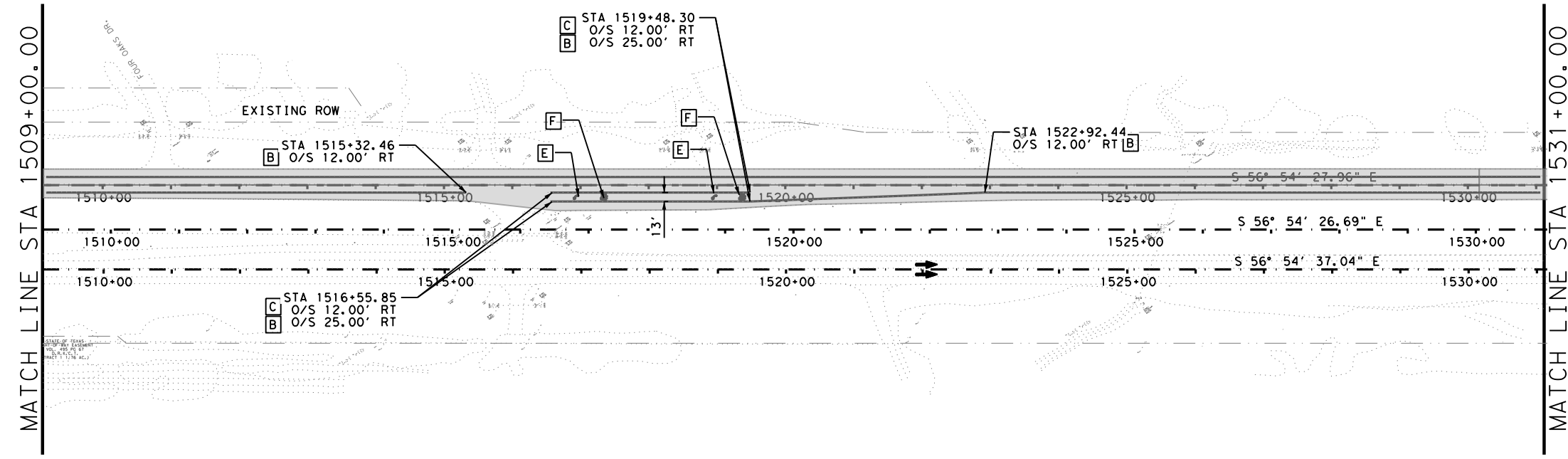
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	64
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05 059	

DATE: 4/12/2023 4:05:39 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- [A] WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - [B] WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - [C] WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - [D] WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - [E] WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - [F] WK ZN PAV MRK NON-REMOV (W) (WORD)
 - [G] WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - [H] WK ZN PAV MRK REMOV (W)6" (SLD)
 - [I] WK ZN PAV MRK REMOV (Y)6" (SLD)
 - [J] WK ZN PAV MRK REMOV (W)6" (BRK)
 - [K] REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - [L] REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - [M] REFL PAV MRK TY I (W) (WORD) (100MIL)
 - [N] RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - [O] RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - [P] REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

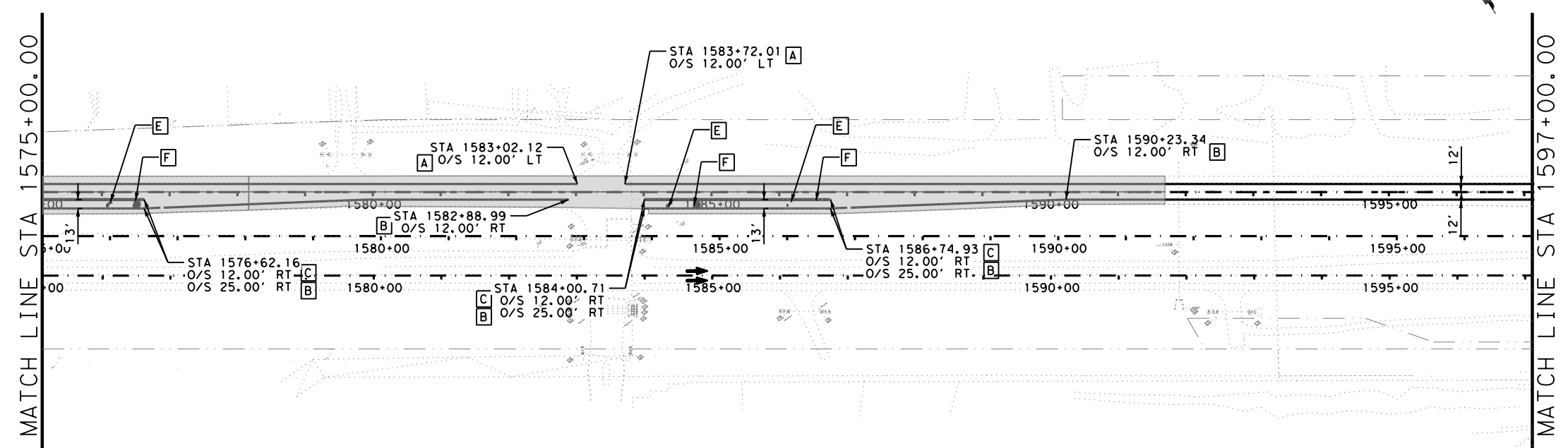
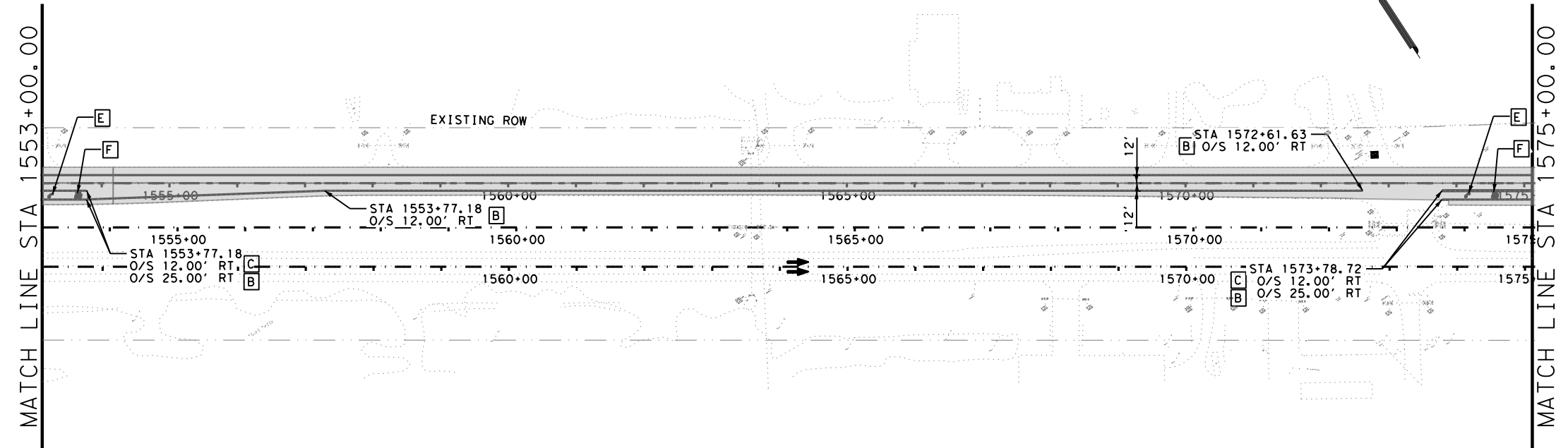
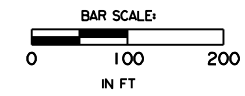


**US 175
 TCP LAYOUT
 PHASE 1 STEP 6**

SCALE: 1"=200' SHEET 19 OF 53

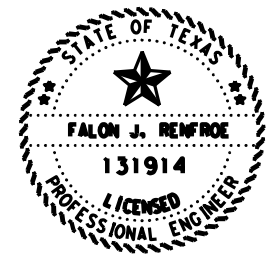
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	65
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:05:40 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

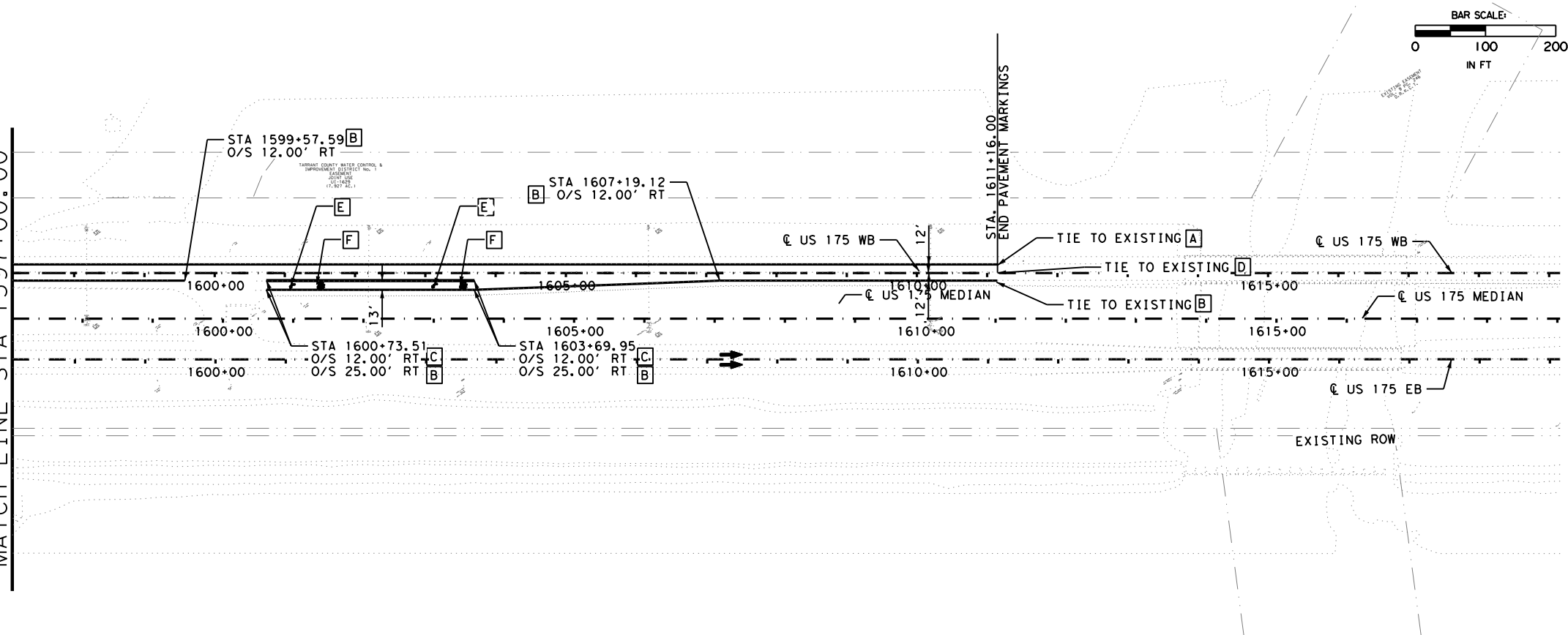


**US 175
 TCP LAYOUT
 PHASE 1 STEP 6**

SCALE: 1"=200' SHEET 20 OF 53

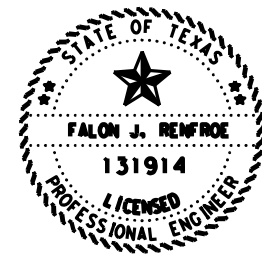
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	66
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

MATCH LINE STA 1597+00.00



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



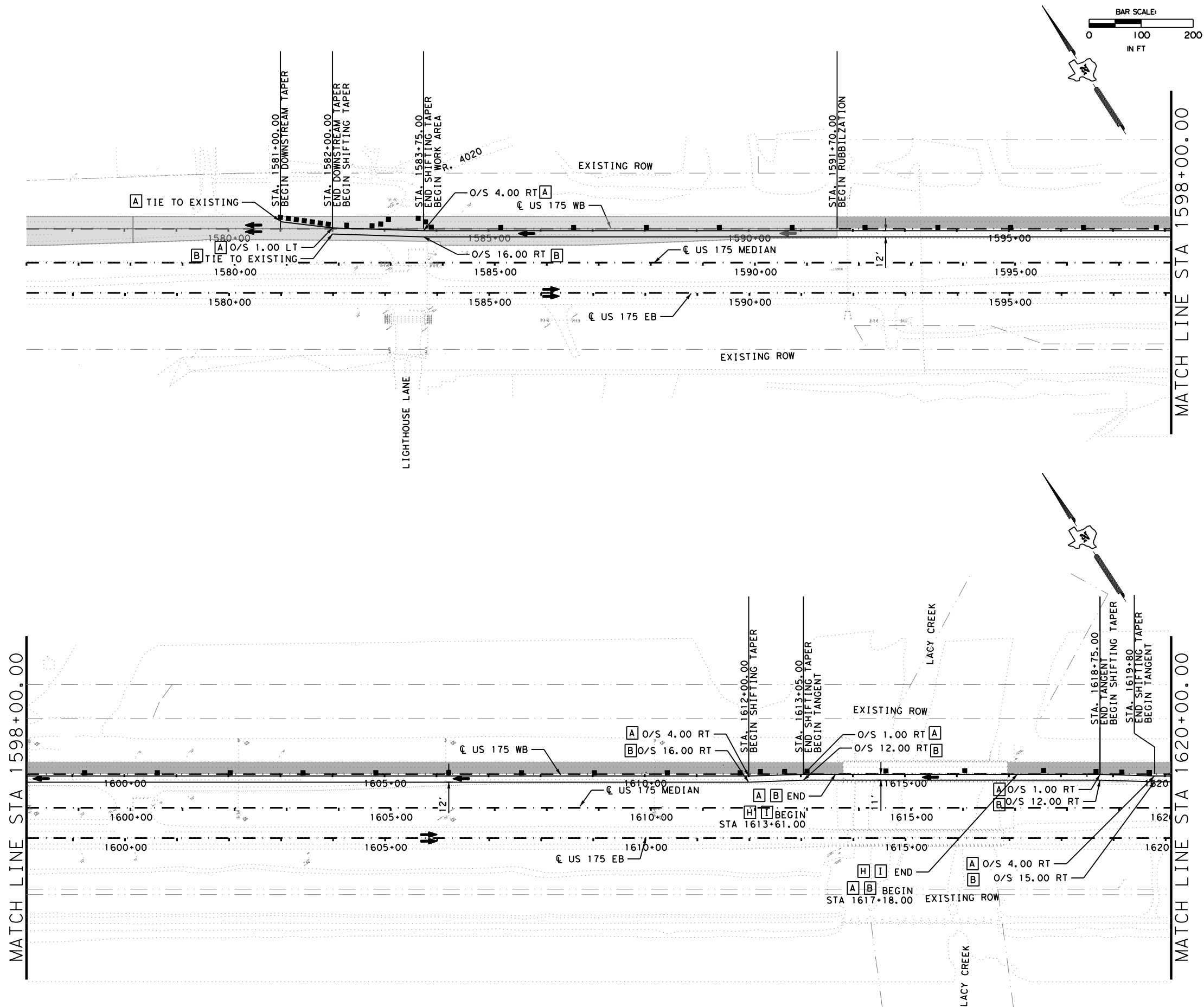
Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date



**US 175
 TCP LAYOUT
 PHASE 1 STEP 6**

SCALE: 1"=200' SHEET 21 OF 53

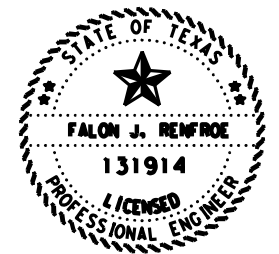
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	67
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	
			JOB	
			059	



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- | | |
|---|---|
| A | WK ZN PAV MRK NON-REMOV (W) 6" (SLD) |
| B | WK ZN PAV MRK NON-REMOV (Y) 6" (SLD) |
| C | WK ZN PAV MRK NON-REMOV (W) 8" (SLD) |
| D | WK ZN PAV MRK NON-REMOV (W) 6" (BRK) |
| E | WK ZN PAV MRK NON-REMOV (W) (ARROW) |
| F | WK ZN PAV MRK NON-REMOV (W) (WORD) |
| G | WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI) |
| H | WK ZN PAV MRK REMOV (W) 6" (SLD) |
| I | WK ZN PAV MRK REMOV (Y) 6" (SLD) |
| J | WK ZN PAV MRK REMOV (W) 6" (BRK) |
| K | REFL PAV MRK TY I (W) 8" (SLD) (100MIL) |
| L | REFL PAV MRK TY I (W) (ARROW) (100MIL) |
| M | REFL PAV MRK TY I (W) (WORD) (100MIL) |
| N | RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL) |
| O | RE PM W/RET REQ TY I (Y) 4" (BRK) (100MIL) |
| P | REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL) |

NOTES

1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date



**US 175
 TCP LAYOUT
 PHASE 1 STEP 7**

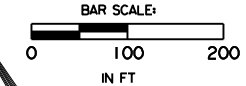
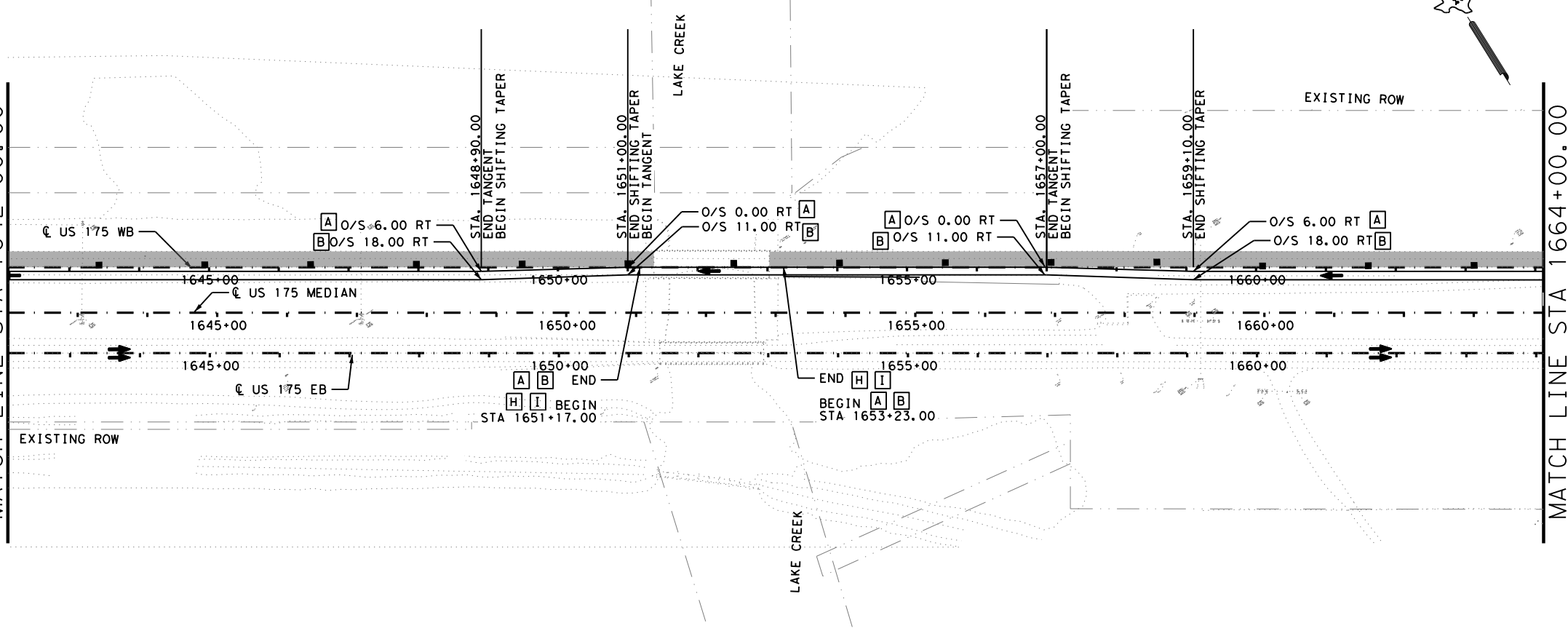
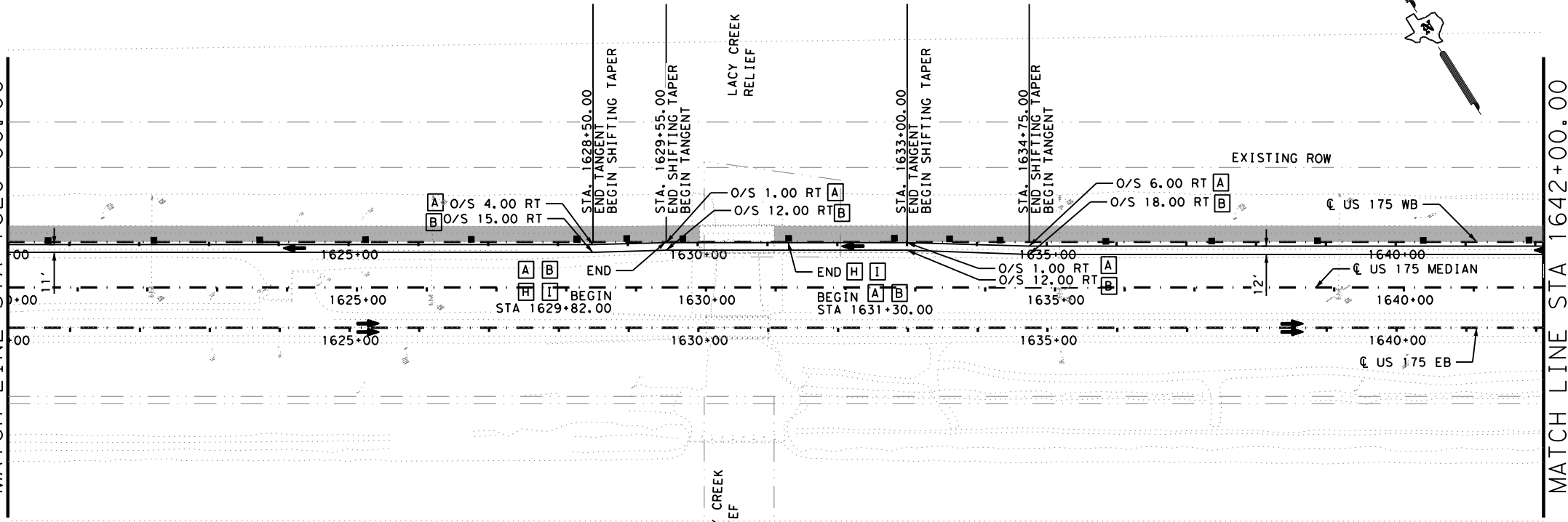
SCALE: 1"=200' SHEET 22 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	68
CHECK	CONTROL	SECTION	JOB	
JR	0197	05	059	

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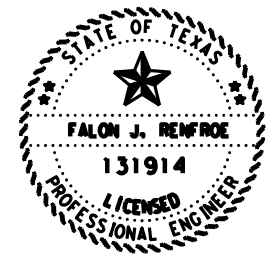
MATCH LINE STA 1620+00.00

MATCH LINE STA 1642+00.00



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (Y)4" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

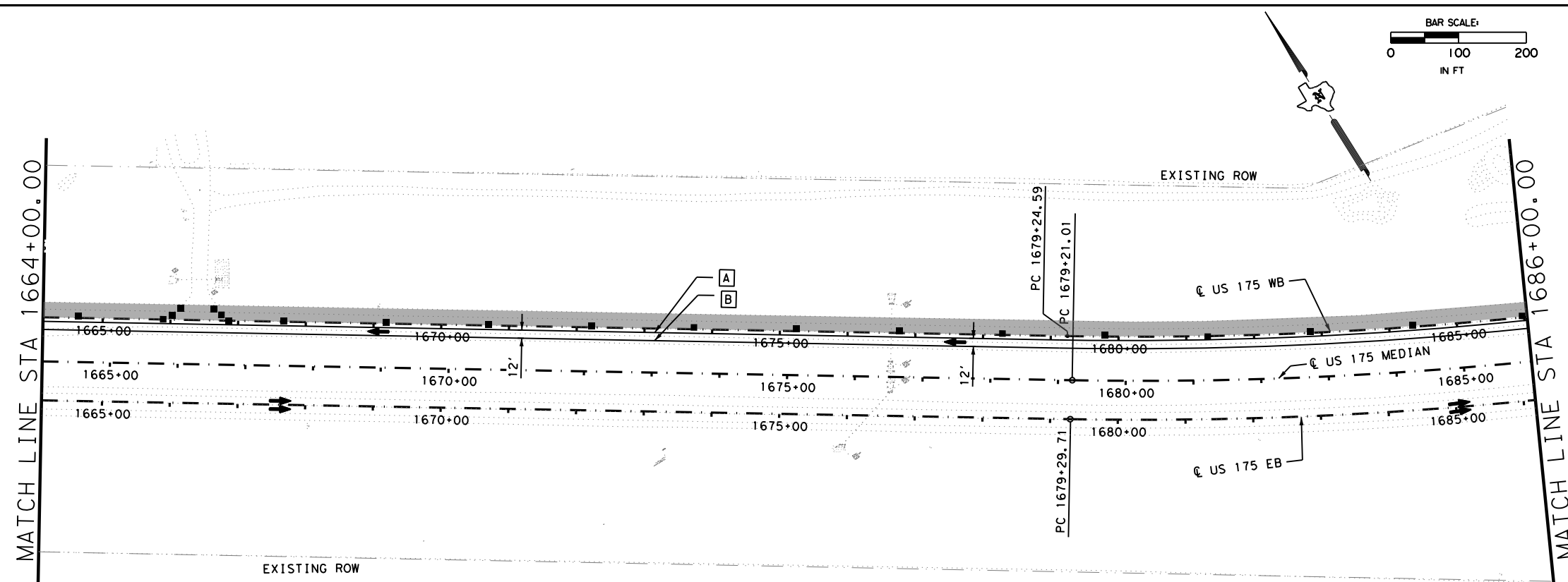


**US 175
 TCP LAYOUT
 PHASE 1 STEP 7**

SCALE: 1"=200' SHEET 23 OF 53

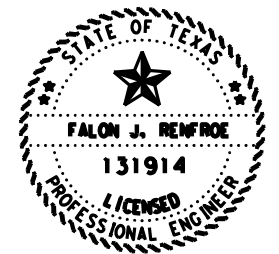
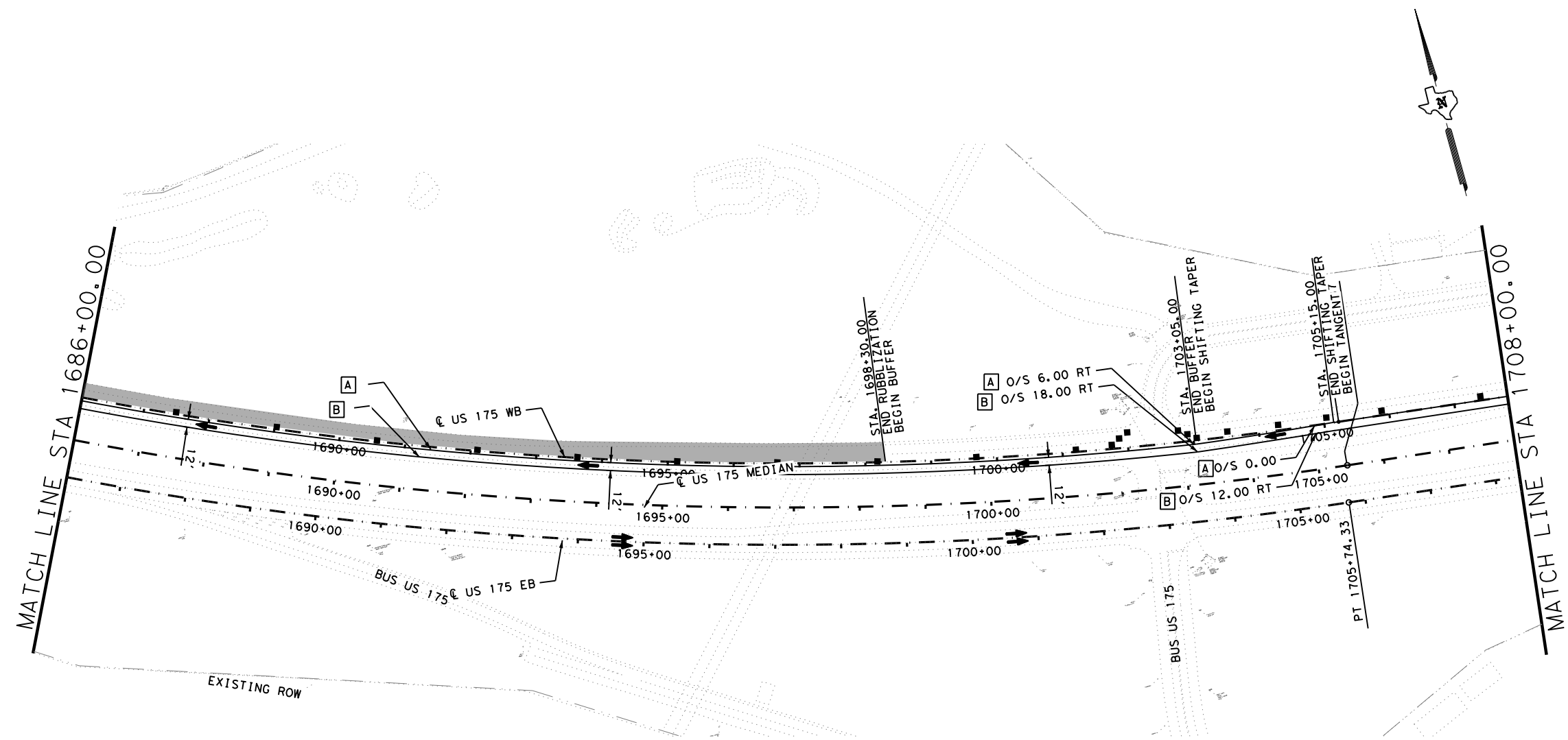
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	69
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:05:47 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- | | |
|-----|---|
| [A] | WK ZN PAV MRK NON-REMOV (W) 6" (SLD) |
| [B] | WK ZN PAV MRK NON-REMOV (Y) 6" (SLD) |
| [C] | WK ZN PAV MRK NON-REMOV (W) 8" (SLD) |
| [D] | WK ZN PAV MRK NON-REMOV (W) 6" (BRK) |
| [E] | WK ZN PAV MRK NON-REMOV (W) (ARROW) |
| [F] | WK ZN PAV MRK NON-REMOV (W) (WORD) |
| [G] | WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI) |
| [H] | WK ZN PAV MRK REMOV (W) 6" (SLD) |
| [I] | WK ZN PAV MRK REMOV (Y) 6" (SLD) |
| [J] | WK ZN PAV MRK REMOV (W) 6" (BRK) |
| [K] | REFL PAV MRK TY I (W) 8" (SLD) (100MIL) |
| [L] | REFL PAV MRK TY I (W) (ARROW) (100MIL) |
| [M] | REFL PAV MRK TY I (W) (WORD) (100MIL) |
| [N] | RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL) |
| [O] | RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL) |
| [P] | REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL) |

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF ϵ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF ϵ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

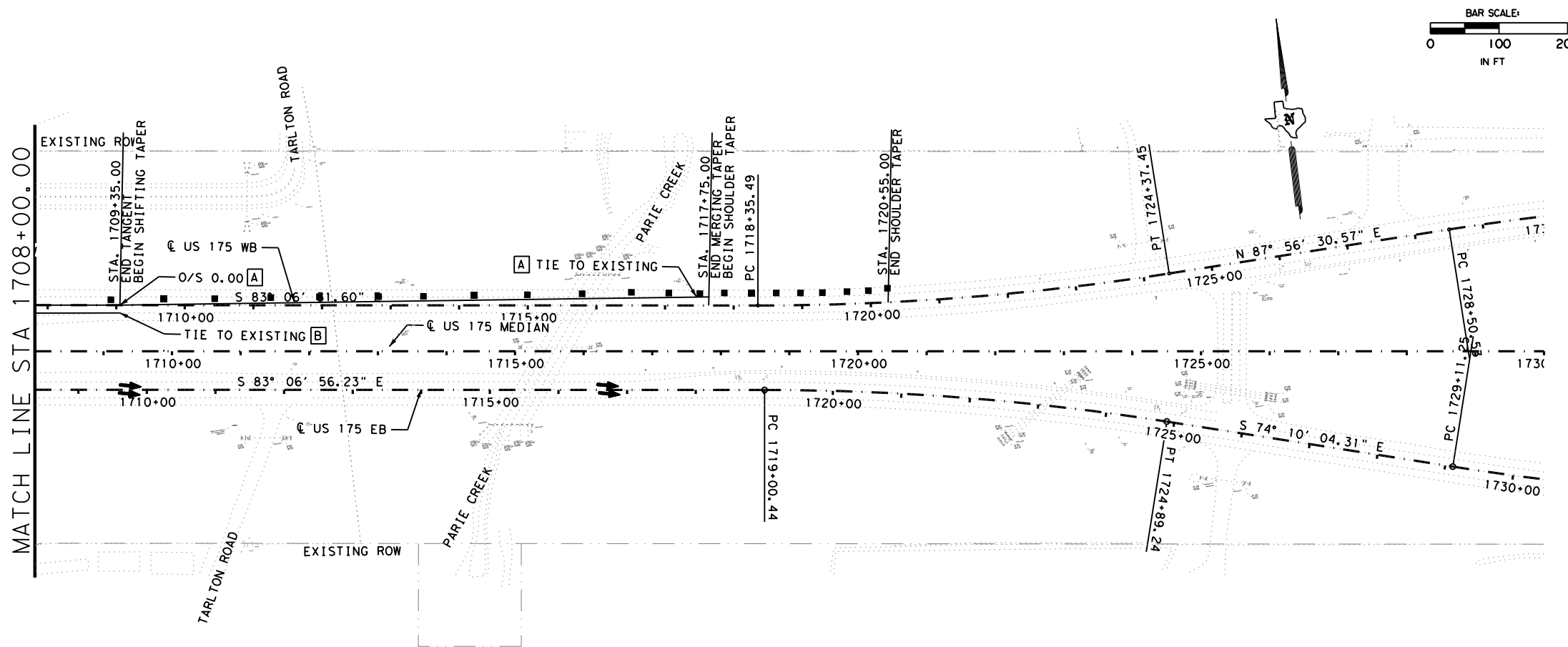


**US 175
 TCP LAYOUT
 PHASE 1 STEP 7**

SCALE: 1"=200' SHEET 24 OF 53

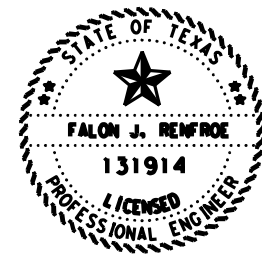
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GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						70

DATE: 4/12/2023 4:05:47 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - L WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF CL US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF CL US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



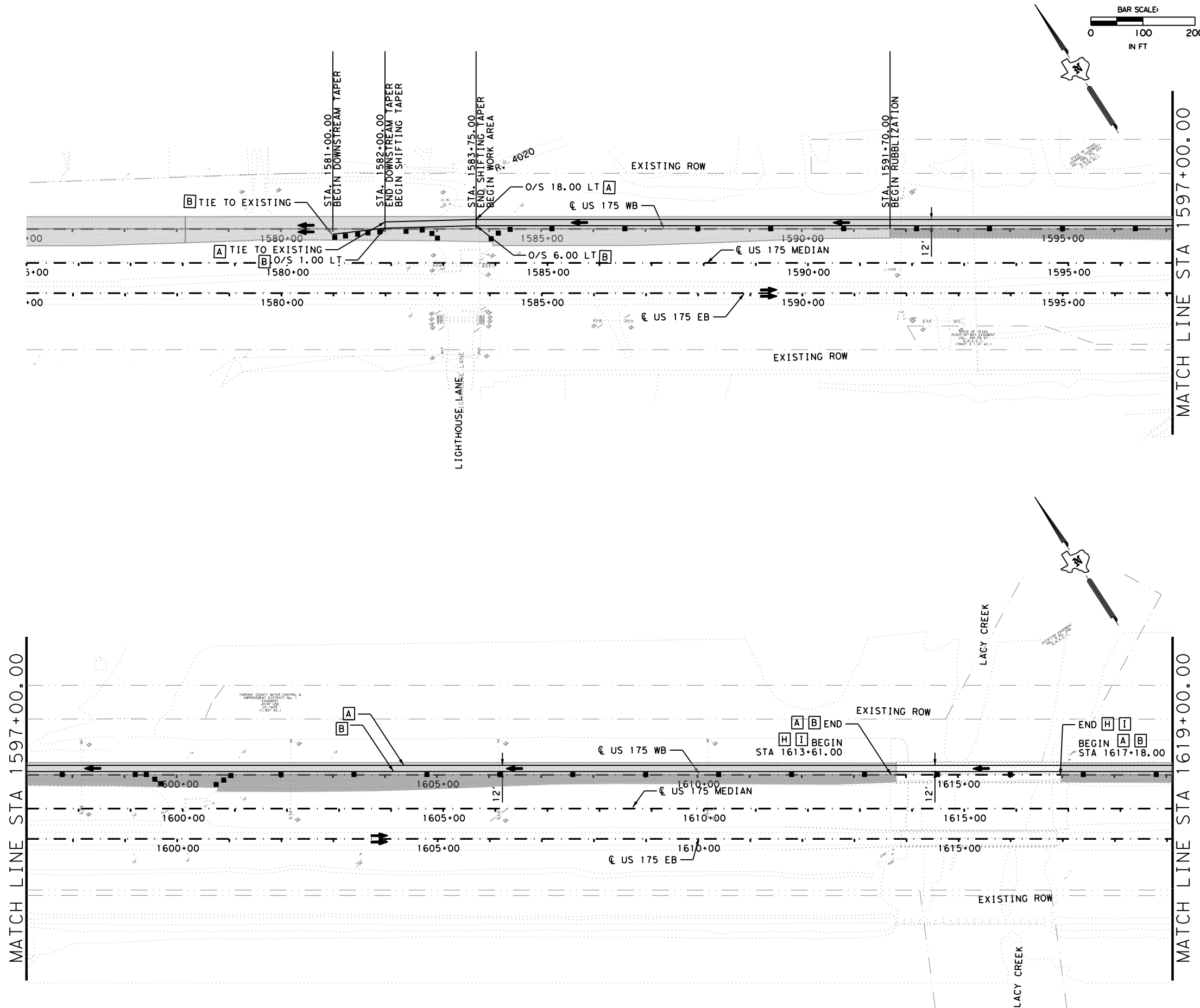
Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date



**US 175
 TCP LAYOUT
 PHASE 1 STEP 7**

SCALE: 1"=200' SHEET 25 OF 53

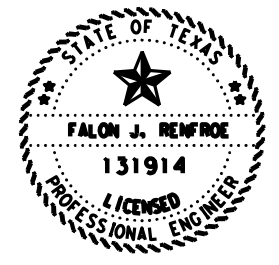
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	71
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- | | |
|---|---|
| A | WK ZN PAV MRK NON-REMOV (W) 6" (SLD) |
| B | WK ZN PAV MRK NON-REMOV (Y) 6" (SLD) |
| C | WK ZN PAV MRK NON-REMOV (W) 8" (SLD) |
| D | WK ZN PAV MRK NON-REMOV (W) 6" (BRK) |
| E | WK ZN PAV MRK NON-REMOV (W) (ARROW) |
| F | WK ZN PAV MRK NON-REMOV (W) (WORD) |
| G | WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI) |
| H | WK ZN PAV MRK REMOV (W) 6" (SLD) |
| I | WK ZN PAV MRK REMOV (Y) 6" (SLD) |
| J | WK ZN PAV MRK REMOV (W) 6" (BRK) |
| K | REFL PAV MRK TY I (W) 8" (SLD) (100MIL) |
| L | REFL PAV MRK TY I (W) (ARROW) (100MIL) |
| M | REFL PAV MRK TY I (W) (WORD) (100MIL) |
| N | RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL) |
| O | RE PM W/RET REQ TY I (Y) 4" (BRK) (100MIL) |
| P | REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL) |

NOTES

1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

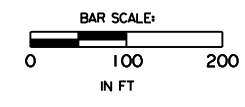
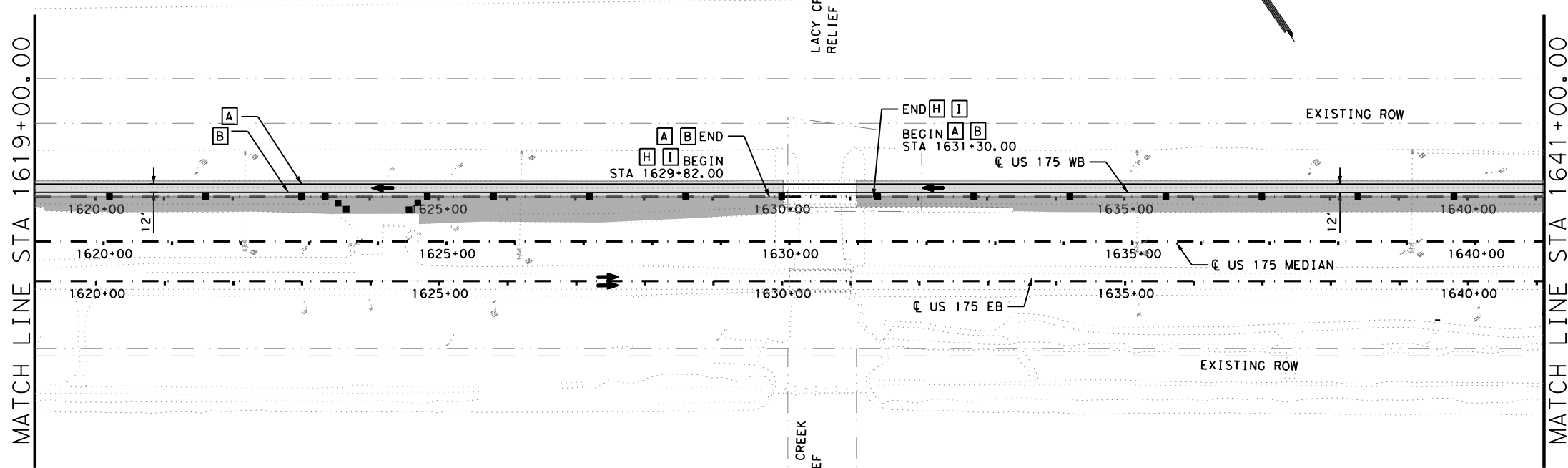


**US 175
 TCP LAYOUT
 PHASE 1 STEP 8**

SCALE: 1"=200' SHEET 26 OF 53

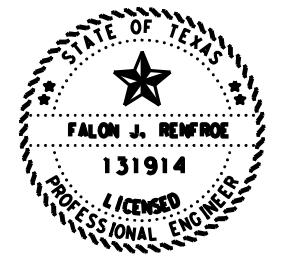
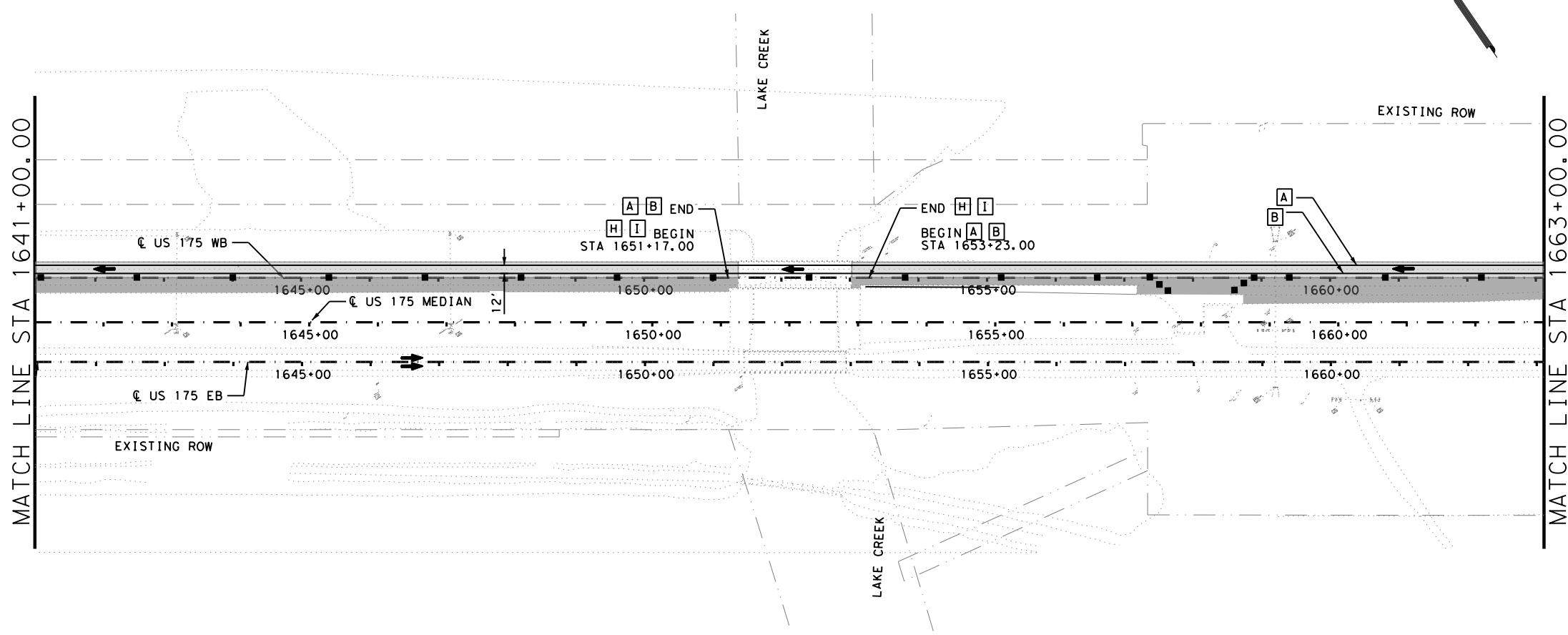
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	72
CHECK	CONTROL	SECTION	JOB	
JR	0197	05	059	

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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (Y)4" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
- REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 - MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 - TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 - REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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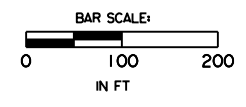


**US 175
 TCP LAYOUT
 PHASE 1 STEP 8**

SCALE: 1"=200' SHEET 27 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	73
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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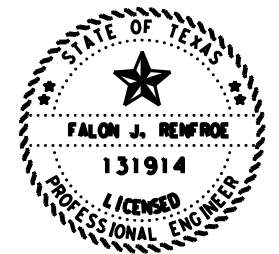
LEGEND

- CHANNELIZING DEVICE
- ← DIRECTION OF TRAFFIC
- CONSTRUCTION AREA IN THIS PHASE
- CONSTRUCTION AREA IN PREVIOUS PHASE

A	WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
B	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
C	WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
D	WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
E	WK ZN PAV MRK NON-REMOV (W) (ARROW)
F	WK ZN PAV MRK NON-REMOV (W) (WORD)
G	WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
H	WK ZN PAV MRK REMOV (W) 6" (SLD)
I	WK ZN PAV MRK REMOV (Y) 6" (SLD)
J	WK ZN PAV MRK REMOV (W) 6" (BRK)
K	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
L	REFL PAV MRK TY I (W) (ARROW) (100MIL)
M	REFL PAV MRK TY I (W) (WORD) (100MIL)
N	RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
O	RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
P	REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES

1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



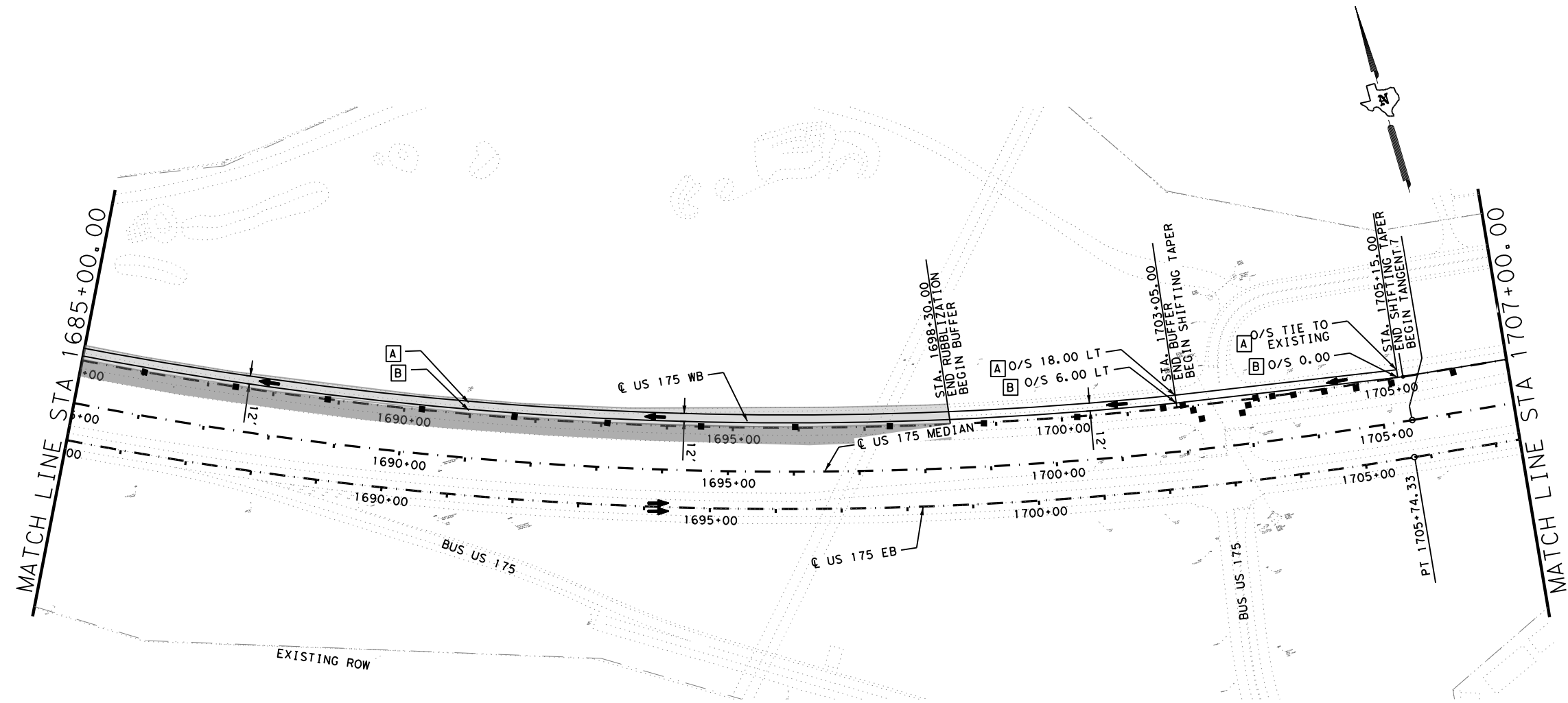
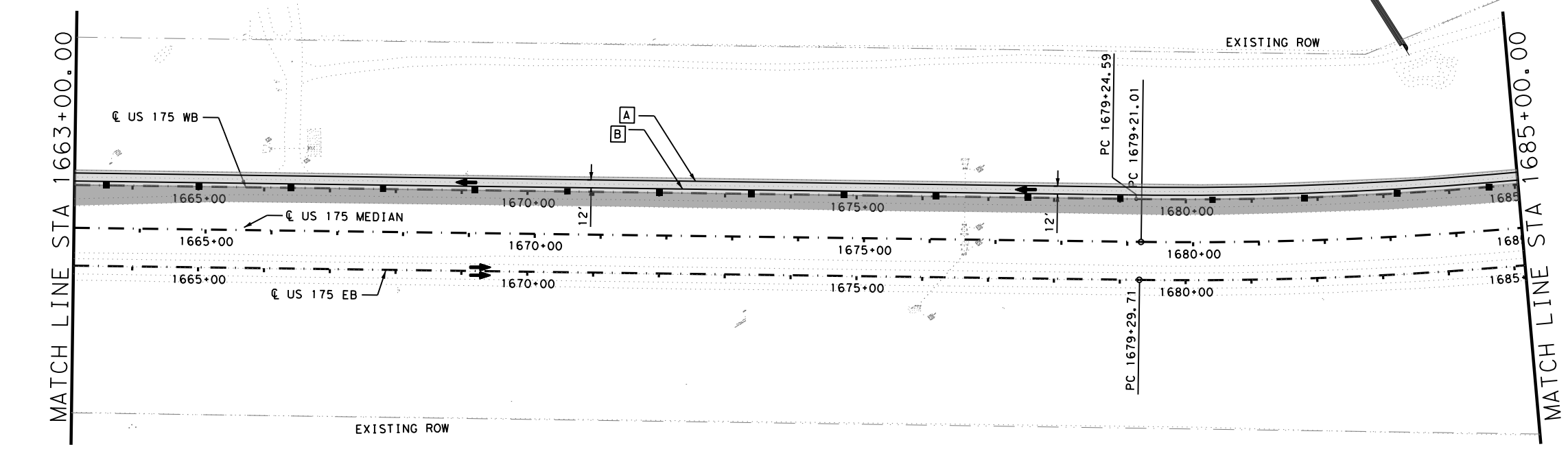
Falon Renfro
 Signature of Registrant & Date 04.13.23
 P.E.



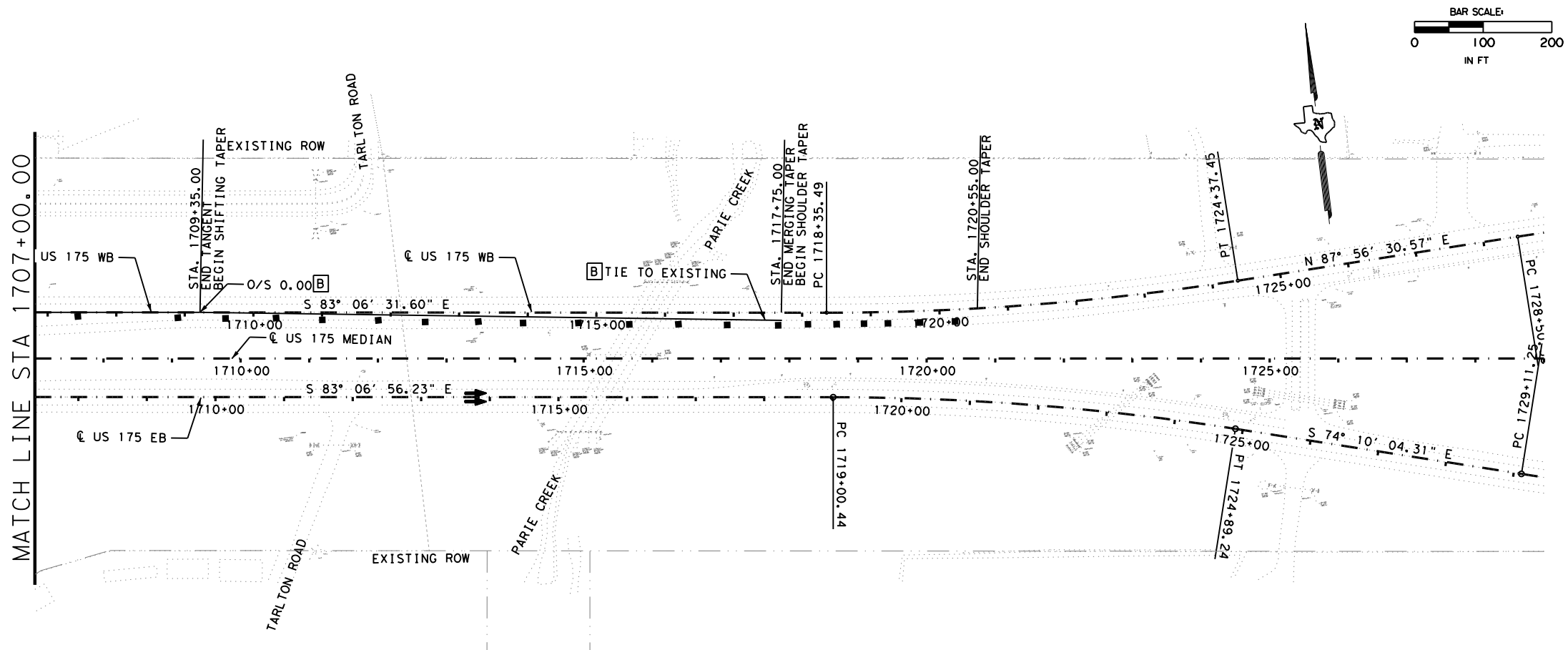
**US 175
 TCP LAYOUT
 PHASE 1 STEP 8**

SCALE: 1"=200' SHEET 28 OF 53

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						74

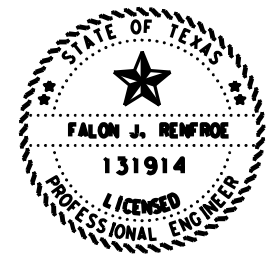


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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I(Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 P.E. 04.13.23
 Signature of Registrant & Date

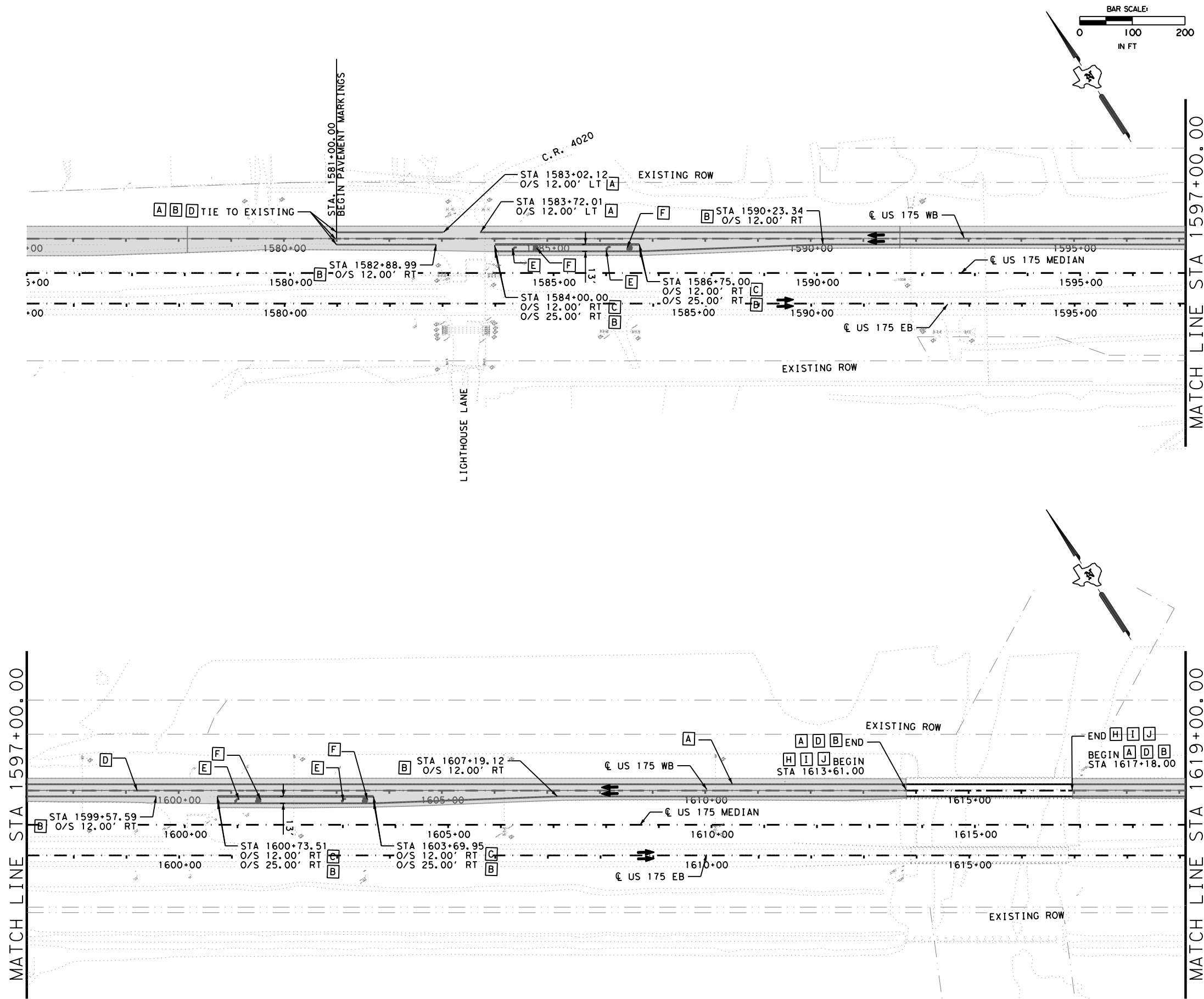


**US 175
 TCP LAYOUT
 PHASE 1 STEP 8**

SCALE: 1"=200' SHEET 29 OF 53

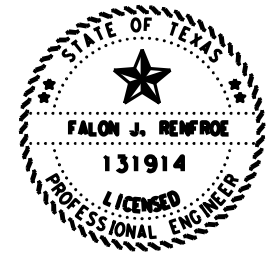
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	75
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:06:06 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

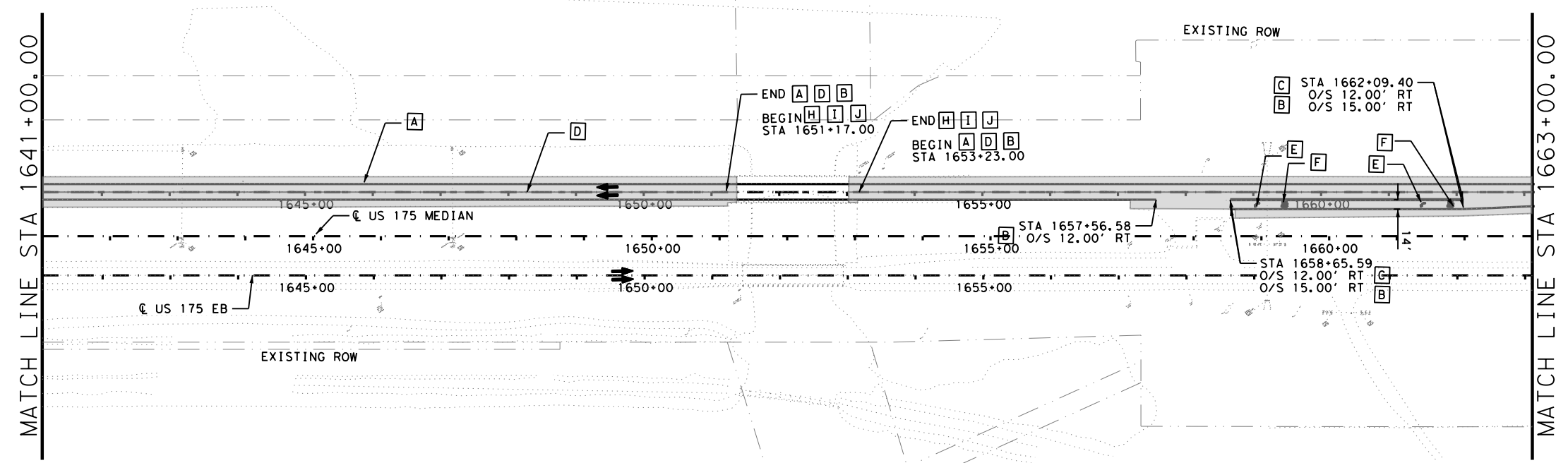
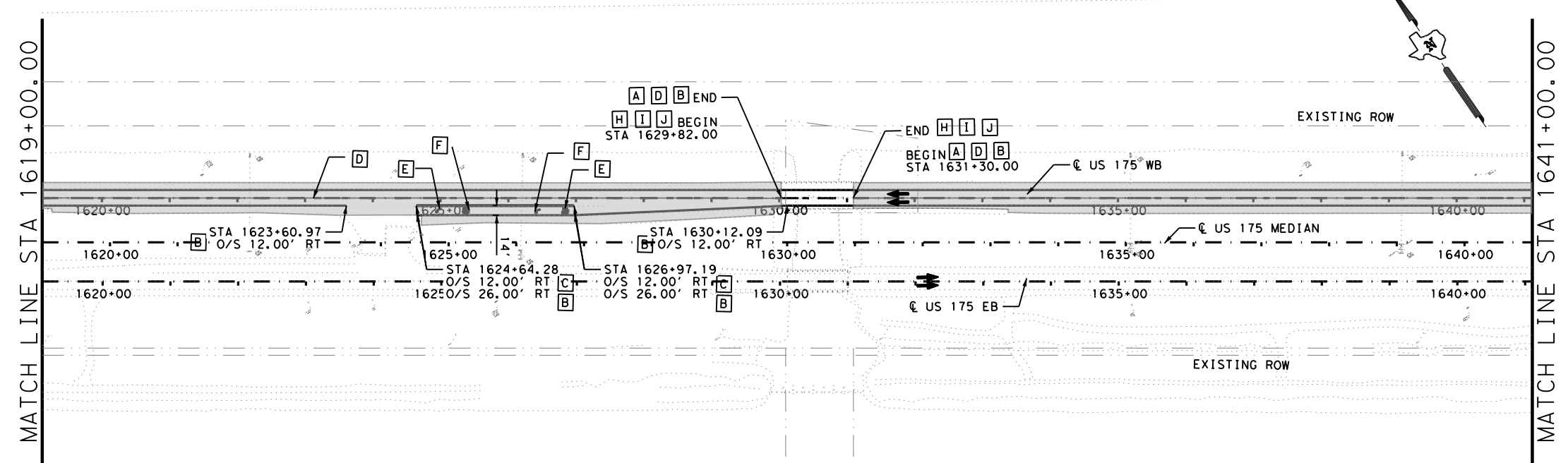
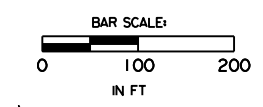


**US 175
 TCP LAYOUT
 PHASE 1 STEP 9**

SCALE: 1"=200' SHEET 30 OF 53

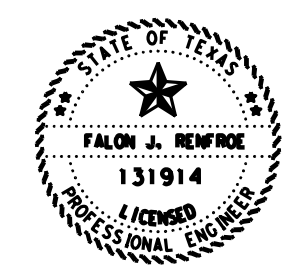
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	76
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:06:07 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

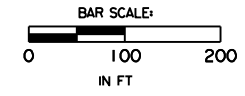
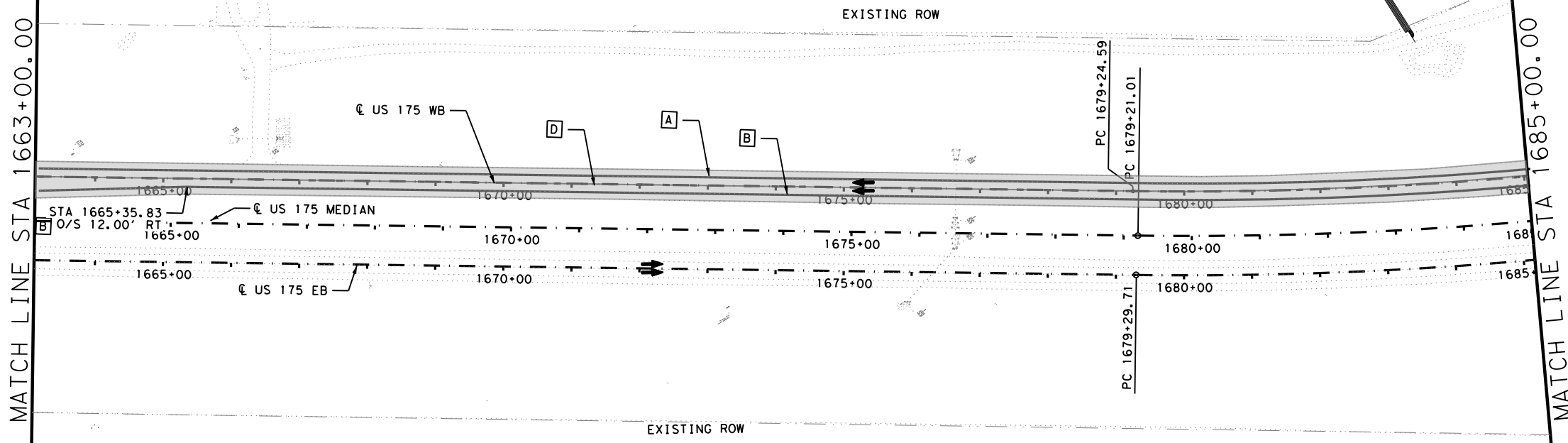


**US 175
 TCP LAYOUT
 PHASE 1 STEP 9**

SCALE: 1"=200' SHEET 31 OF 53

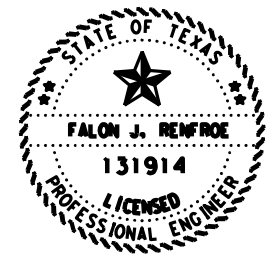
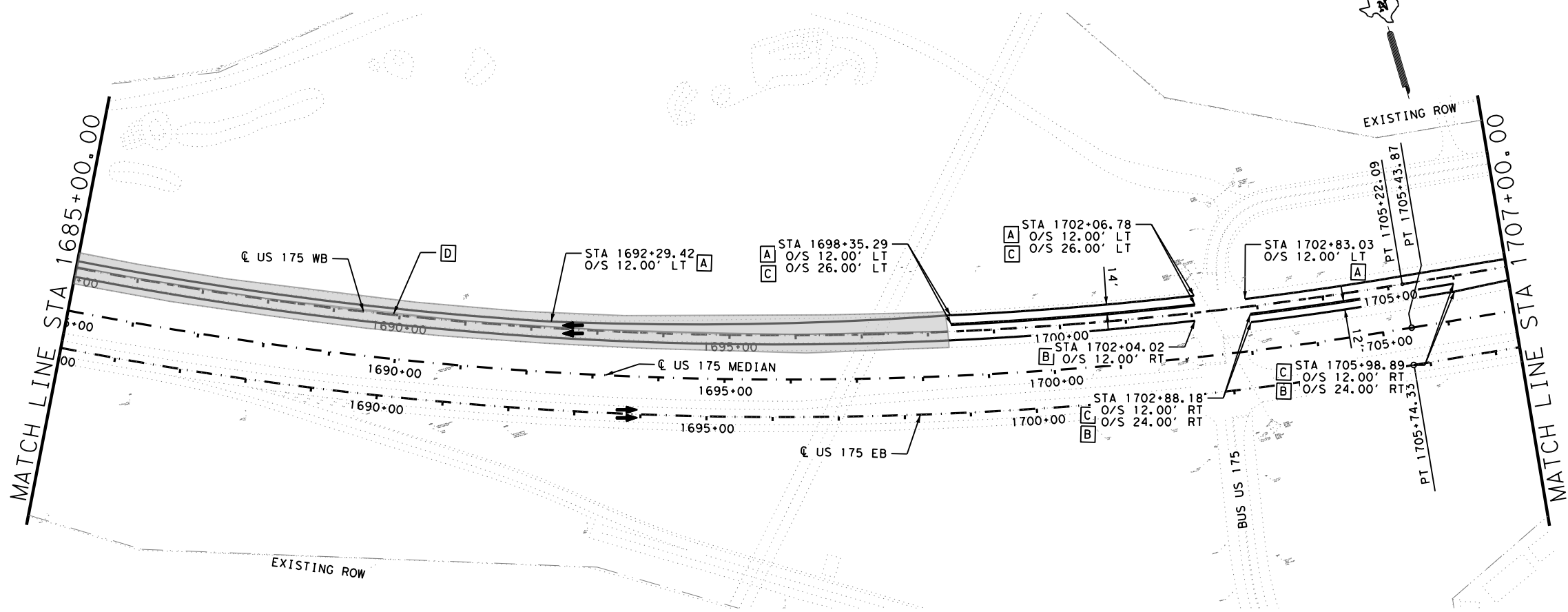
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GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						77

DATE: 4/12/2023 4:06:07 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- | | |
|---|---|
| A | WK ZN PAV MRK NON-REMOV (W) 6" (SLD) |
| B | WK ZN PAV MRK NON-REMOV (Y) 6" (SLD) |
| C | WK ZN PAV MRK NON-REMOV (W) 8" (SLD) |
| D | WK ZN PAV MRK NON-REMOV (W) 6" (BRK) |
| E | WK ZN PAV MRK NON-REMOV (W) (ARROW) |
| F | WK ZN PAV MRK NON-REMOV (W) (WORD) |
| G | WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI) |
| H | WK ZN PAV MRK REMOV (W) 6" (SLD) |
| I | WK ZN PAV MRK REMOV (Y) 6" (SLD) |
| J | WK ZN PAV MRK REMOV (W) 6" (BRK) |
| K | REFL PAV MRK TY I (W) 8" (SLD) (100MIL) |
| L | REFL PAV MRK TY I (W) (ARROW) (100MIL) |
| M | REFL PAV MRK TY I (W) (WORD) (100MIL) |
| N | RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL) |
| O | RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL) |
| P | REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL) |

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

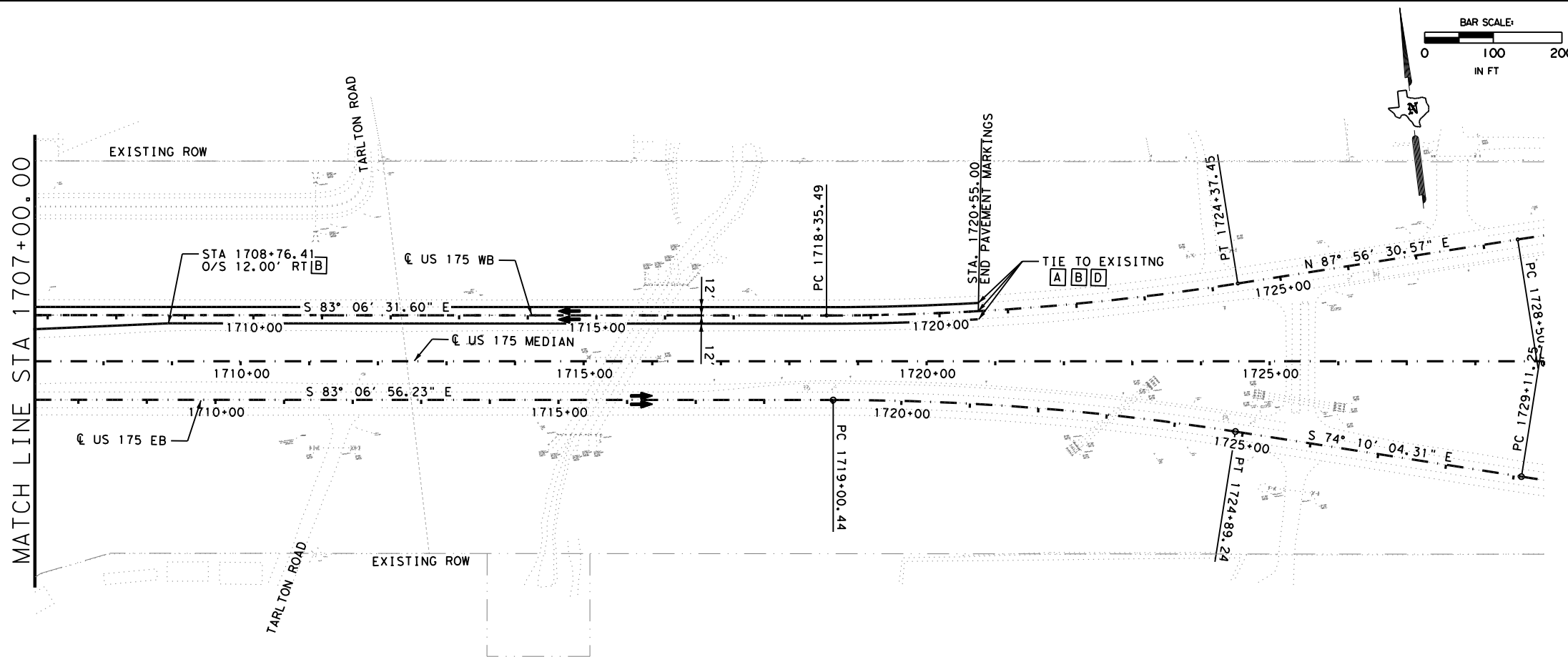


**US 175
 TCP LAYOUT
 PHASE 1 STEP 9**

SCALE: 1"=200' SHEET 32 OF 53

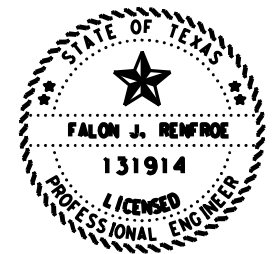
DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						78

DATE: 4/12/2023 4:06:08 PM
 FILE: \\txdot\projectwiseonline.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\2. TCP\07-TCP LAYOUT PHASE 1 STEP 9.dgn



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF © US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF © US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

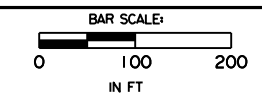


**US 175
 TCP LAYOUT
 PHASE 1 STEP 9**

SCALE: 1"=200' SHEET 33 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	79
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	
			JOB	
			059	

DATE: 4/12/2023 4:06:18 PM
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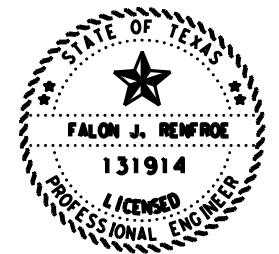
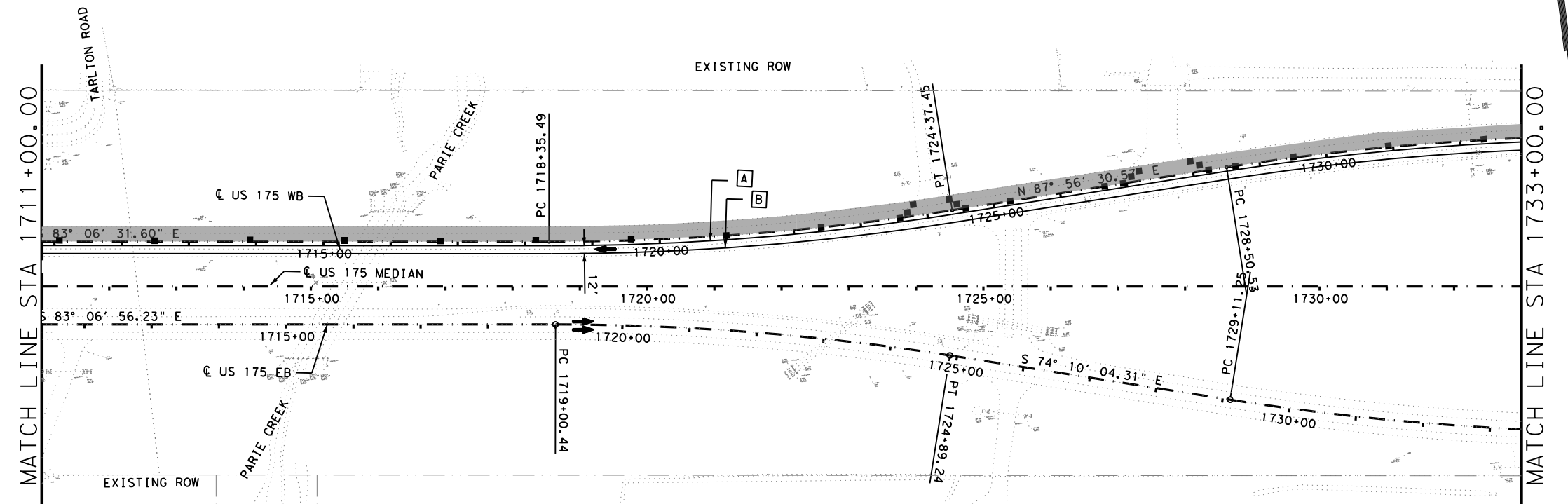
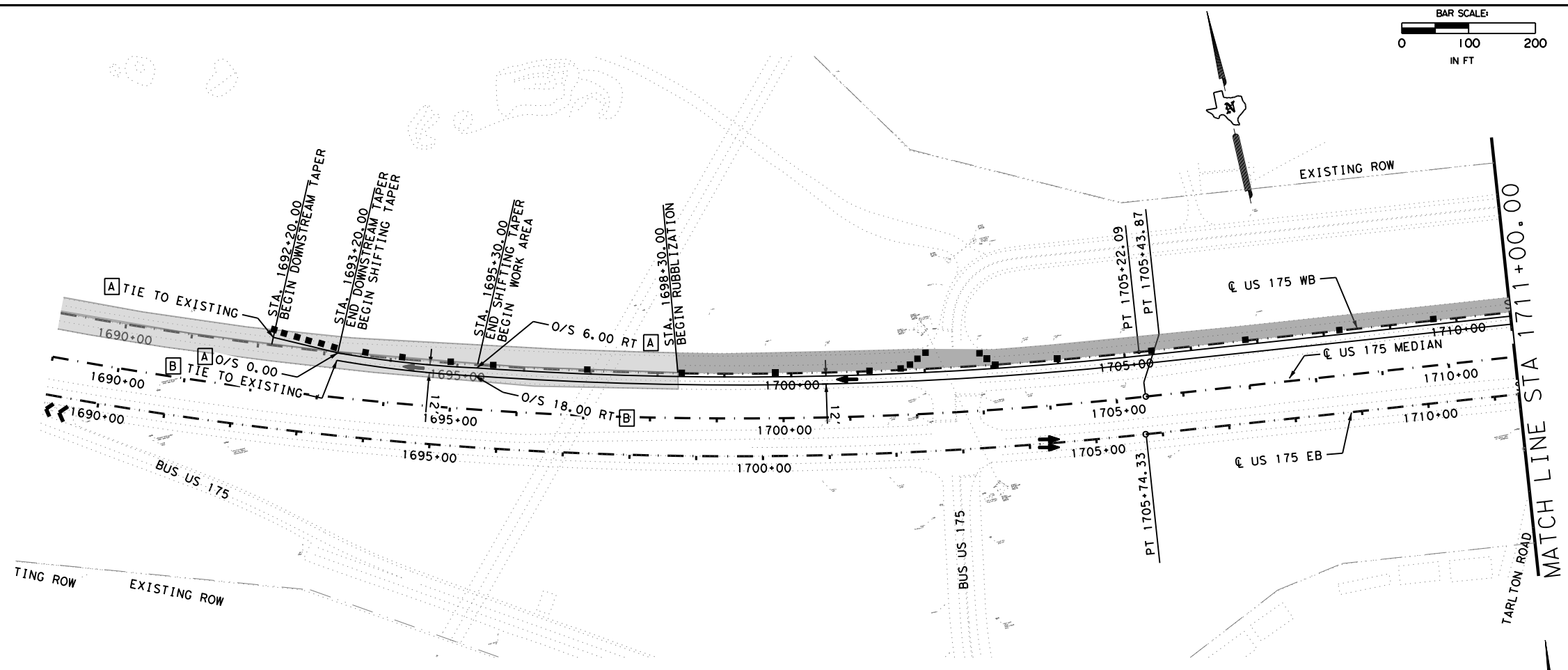


LEGEND

- CHANNELIZING DEVICE
- ← DIRECTION OF TRAFFIC
- CONSTRUCTION AREA IN THIS PHASE
- CONSTRUCTION AREA IN PREVIOUS PHASE

A	WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
B	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
C	WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
D	WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
E	WK ZN PAV MRK NON-REMOV (W) (ARROW)
F	WK ZN PAV MRK NON-REMOV (W) (WORD)
G	WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
H	WK ZN PAV MRK REMOV (W) 6" (SLD)
I	WK ZN PAV MRK REMOV (Y) 6" (SLD)
J	WK ZN PAV MRK REMOV (W) 6" (BRK)
K	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
L	REFL PAV MRK TY I (W) (ARROW) (100MIL)
M	REFL PAV MRK TY I (W) (WORD) (100MIL)
N	RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
O	RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
P	REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

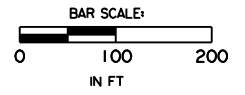
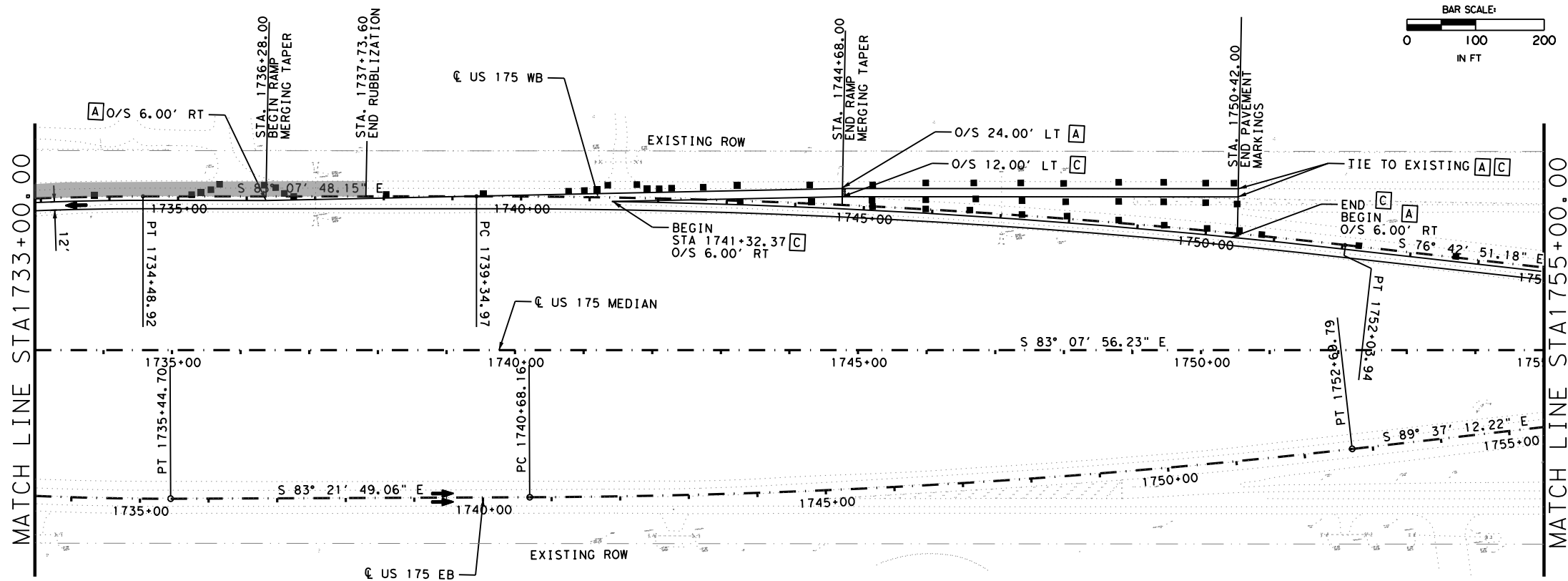


**US 175
 TCP LAYOUT
 PHASE 1 STEP 10**

SCALE: 1"=200' SHEET 34 OF 53

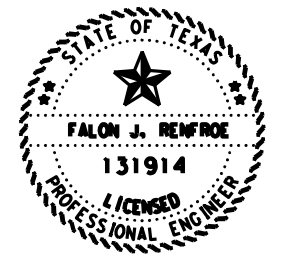
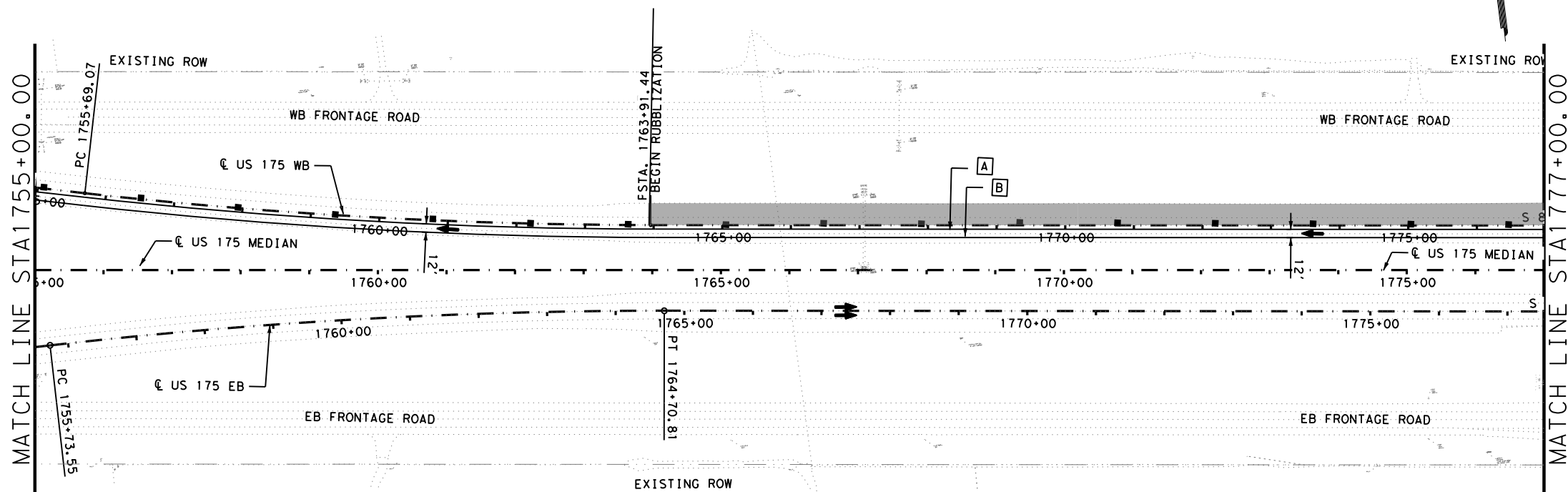
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	80
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	
			JOB	
			059	

DATE: 4/12/2023 4:06:18 PM
 FILE: \\txdot\projectwise\line.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\2. TCP\07_TCP_LAYOUT_PHASE 1 STEP 10.dgn



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - ▨ CONSTRUCTION AREA IN THIS PHASE
 - ▩ CONSTRUCTION AREA IN PREVIOUS PHASE
- [A] WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - [B] WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - [C] WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - [D] WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - [E] WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - [F] WK ZN PAV MRK NON-REMOV (W) (WORD)
 - [G] WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - [H] WK ZN PAV MRK REMOV (W)6" (SLD)
 - [I] WK ZN PAV MRK REMOV (Y)6" (SLD)
 - [J] WK ZN PAV MRK REMOV (W)6" (BRK)
 - [K] REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - [L] REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - [M] REFL PAV MRK TY I (W) (WORD) (100MIL)
 - [N] RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - [O] RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - [P] REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF € US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONING BASED OFF € US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

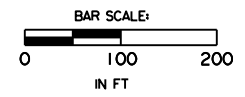
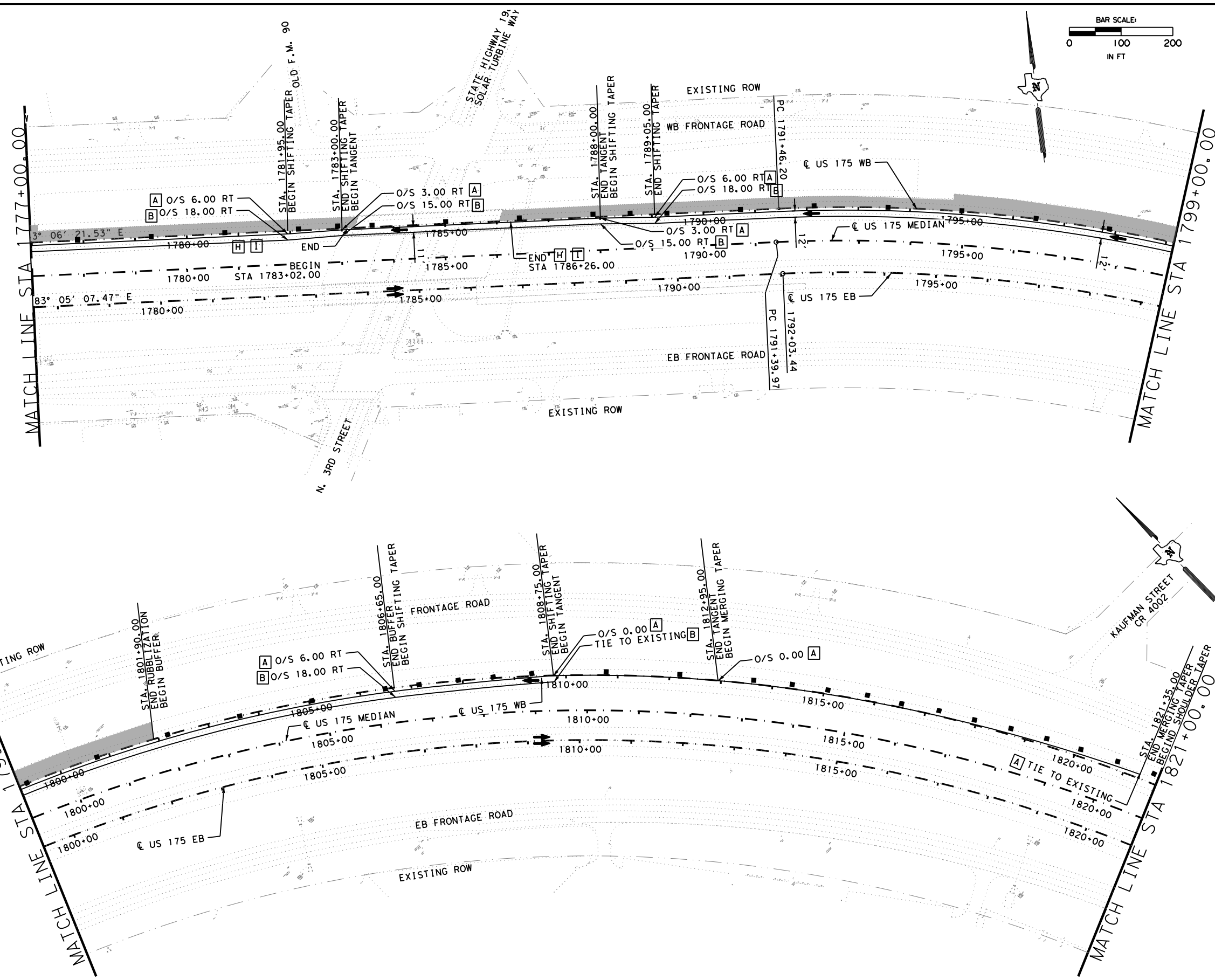


**US 175
 TCP LAYOUT
 PHASE 1 STEP 10**

SCALE: 1"=200' SHEET 35 OF 53

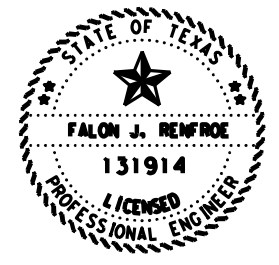
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	81
CHECK	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:06:19 PM
 FILE: \\txdot\projectwise\line.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\2. TCP\07_TCP LAYOUT PHASE 1 STEP 10.dgn



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - ▨ CONSTRUCTION AREA IN THIS PHASE
 - ▩ CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONING BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



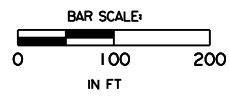
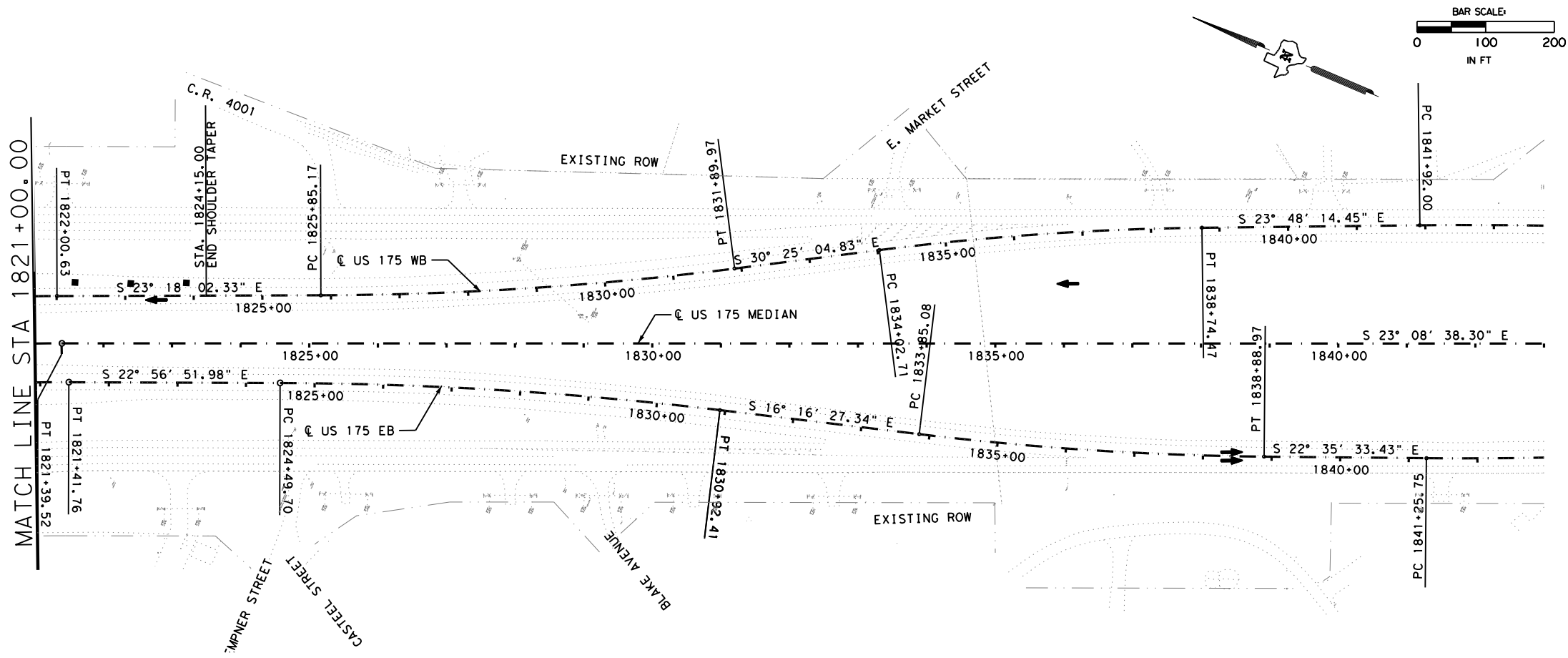
Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 TCP LAYOUT
 PHASE 1 STEP 10**

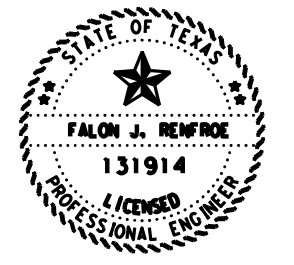
SCALE: 1"=200' SHEET 36 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	82
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- | | |
|---|--|
| A | WK ZN PAV MRK NON-REMOV (W)6" (SLD) |
| B | WK ZN PAV MRK NON-REMOV (Y)6" (SLD) |
| C | WK ZN PAV MRK NON-REMOV (W)8" (SLD) |
| D | WK ZN PAV MRK NON-REMOV (W)6" (BRK) |
| E | WK ZN PAV MRK NON-REMOV (W) (ARROW) |
| F | WK ZN PAV MRK NON-REMOV (W) (WORD) |
| G | WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI) |
| H | WK ZN PAV MRK REMOV (W)6" (SLD) |
| I | WK ZN PAV MRK REMOV (Y)6" (SLD) |
| J | WK ZN PAV MRK REMOV (W)6" (BRK) |
| K | REFL PAV MRK TY I (W)8" (SLD) (100MIL) |
| L | REFL PAV MRK TY I (W) (ARROW) (100MIL) |
| M | REFL PAV MRK TY I (W) (WORD) (100MIL) |
| N | RE PM W/RET REQ TY I (W)6" (SLD) (100MIL) |
| O | RE PM W/RET REQ TY I (W)6" (BRK) (100MIL) |
| P | REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL) |

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONING BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

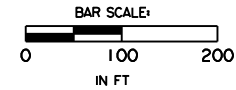


**US 175
 TCP LAYOUT
 PHASE 1 STEP 10**

SCALE: 1"=200' SHEET 37 OF 53

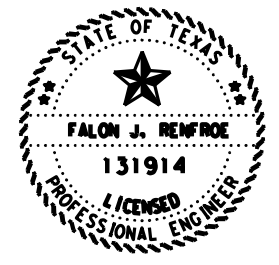
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	83
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)8" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

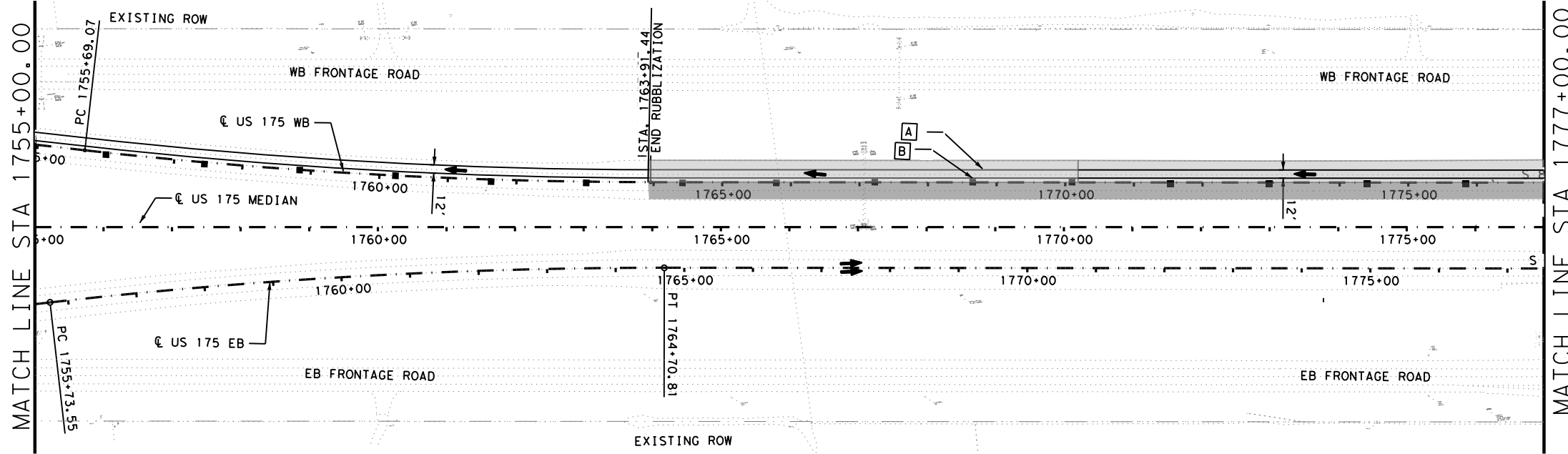
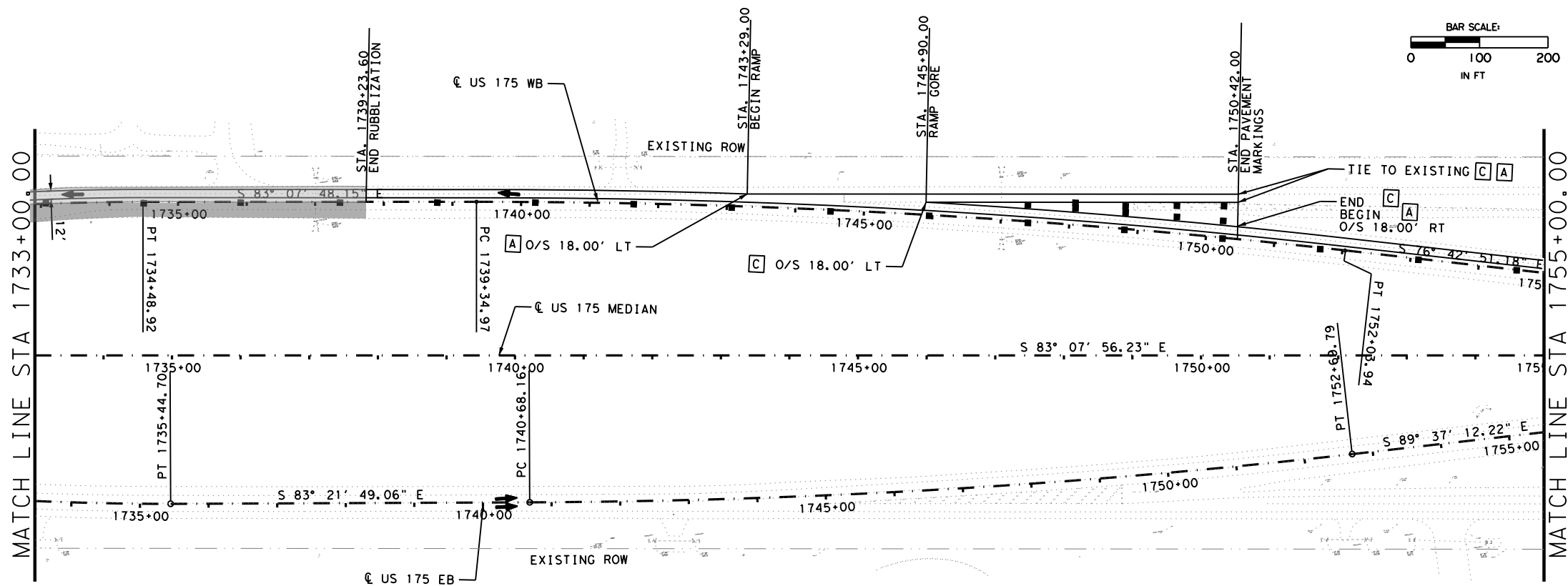


**US 175
 TCP LAYOUT
 PHASE 1 STEP 11**

SCALE: 1"=200' SHEET 38 OF 53

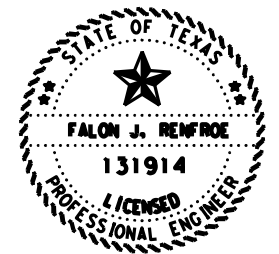
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	84
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

DATE: 4/12/2023 4:06:31 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - ▨ CONSTRUCTION AREA IN THIS PHASE
 - ▩ CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

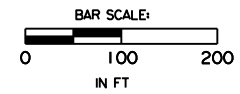
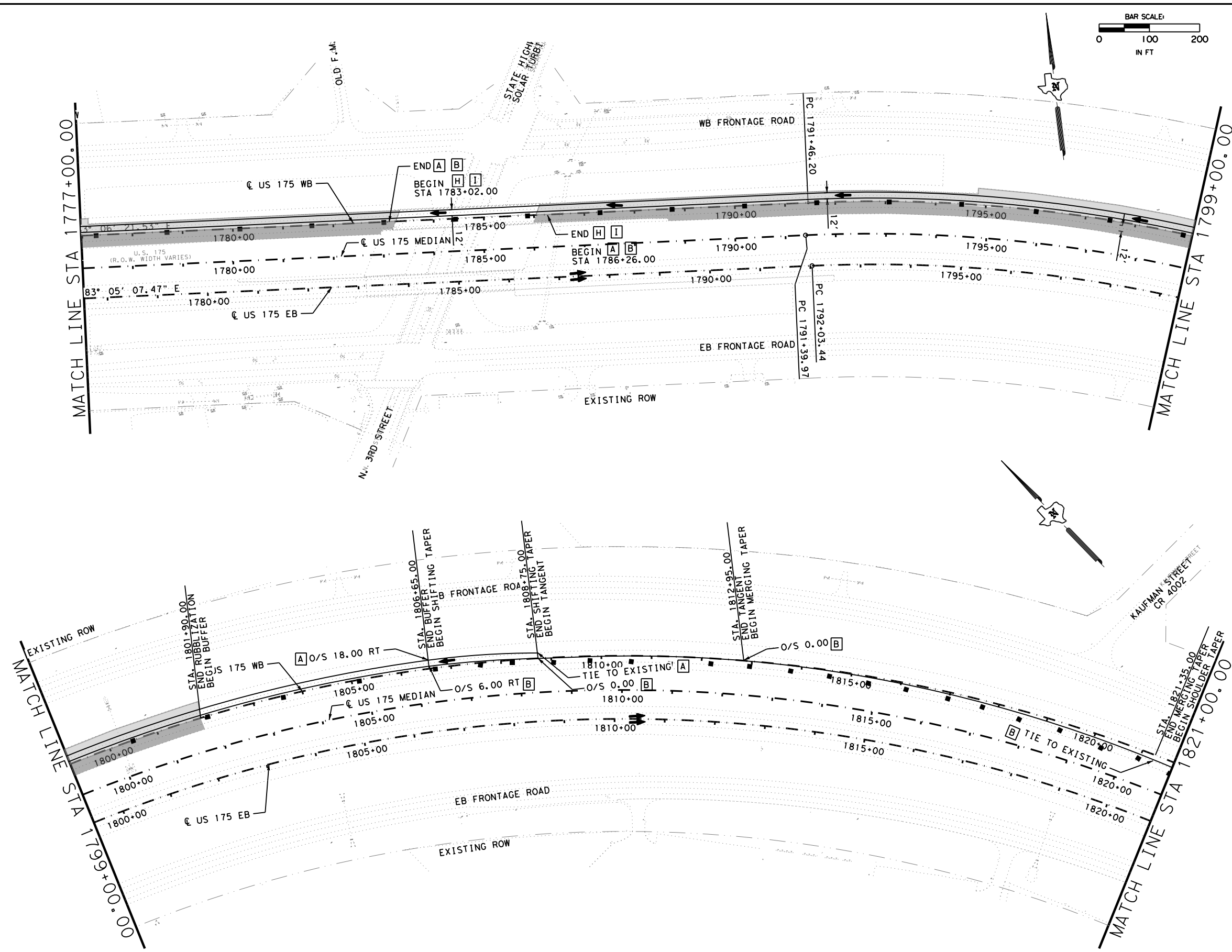


**US 175
 TCP LAYOUT
 PHASE 1 STEP 11**

SCALE: 1"=200' SHEET 39 OF 53

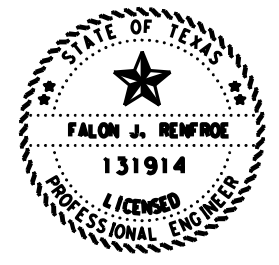
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	85
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05 059	

DATE: 4/12/2023 4:06:31 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 TCP LAYOUT
 PHASE 1 STEP 11**

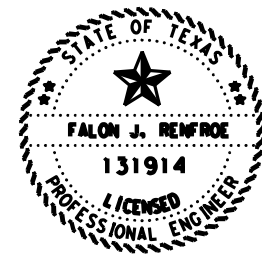
SCALE: 1"=200' SHEET 40 OF 53

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						86



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF © US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF © US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

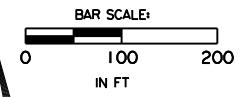
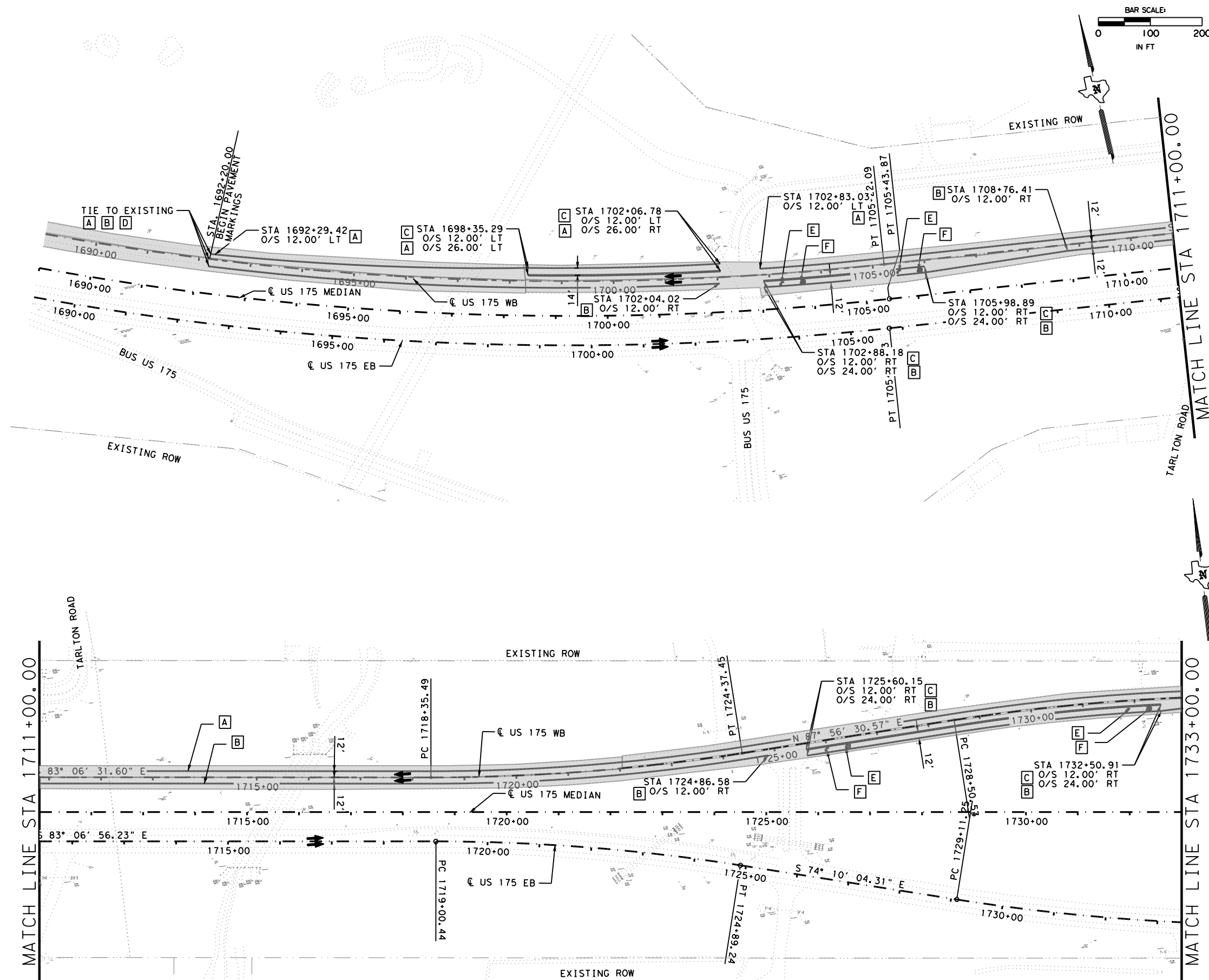


**US 175
 TCP LAYOUT
 PHASE 1 STEP 11**

SCALE: 1"=200' SHEET 41 OF 53

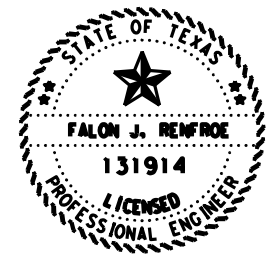
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	87
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:06:43 PM
 FILE: \\projectwise\line.com:TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\2. TCP\07-TCP LAYOUT PHASE 1 STEP 12.dgn



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

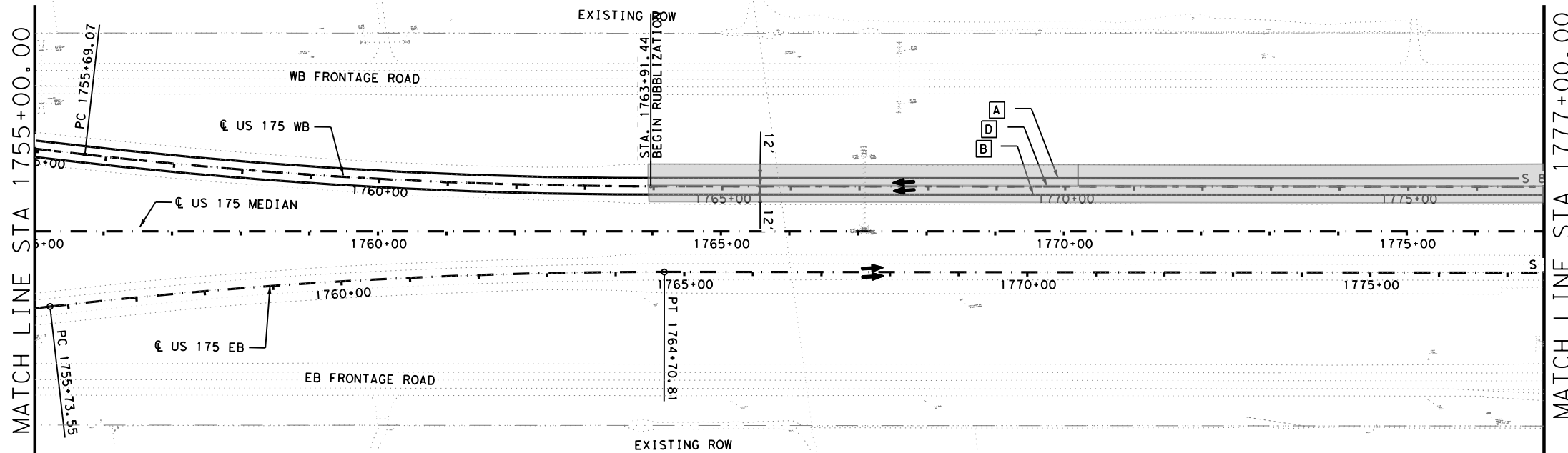
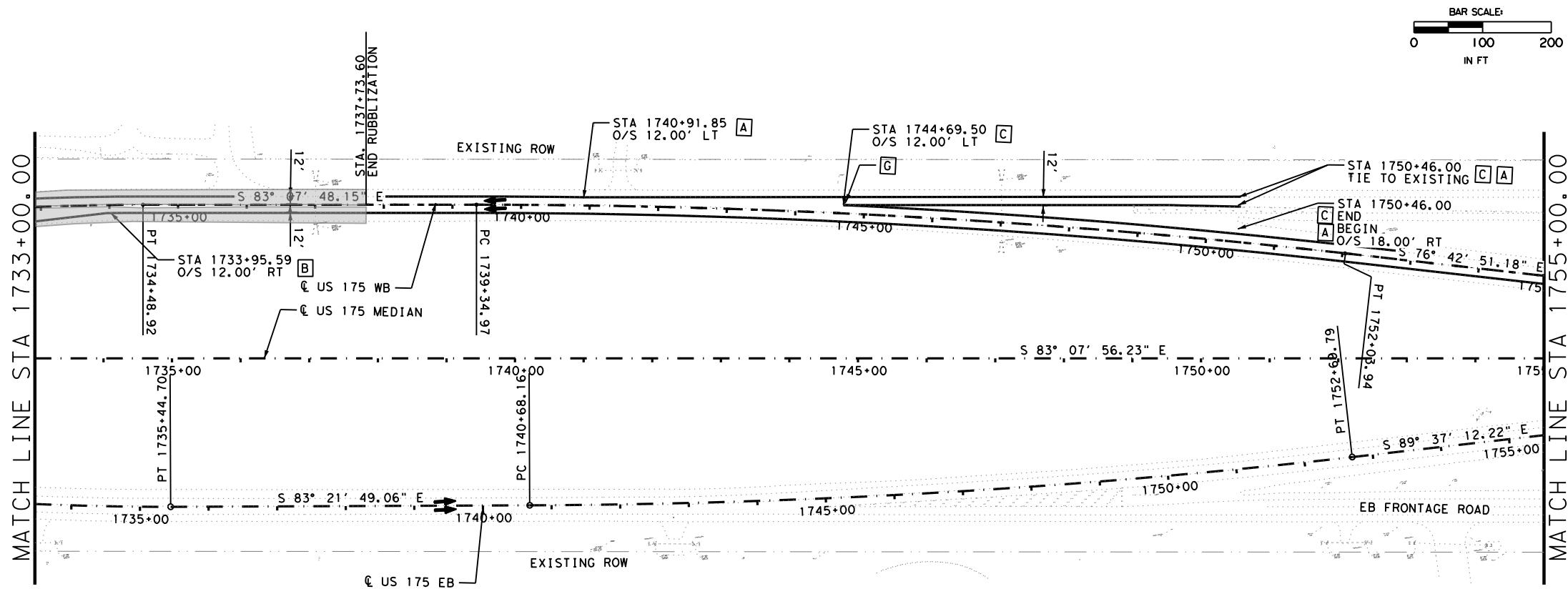


**US 175
 TCP LAYOUT
 PHASE 1 STEP 12**

SCALE: 1"=200' SHEET 42 OF 53

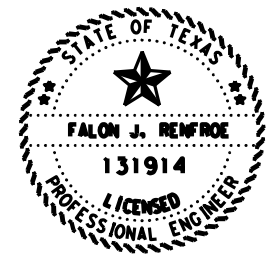
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	88
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

DATE: 4/12/2023 4:06:43 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - ▨ CONSTRUCTION AREA IN THIS PHASE
 - ▩ CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I(Y)6" (SLD) (100MIL)

- NOTES**
- REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 - MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 - TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 - REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

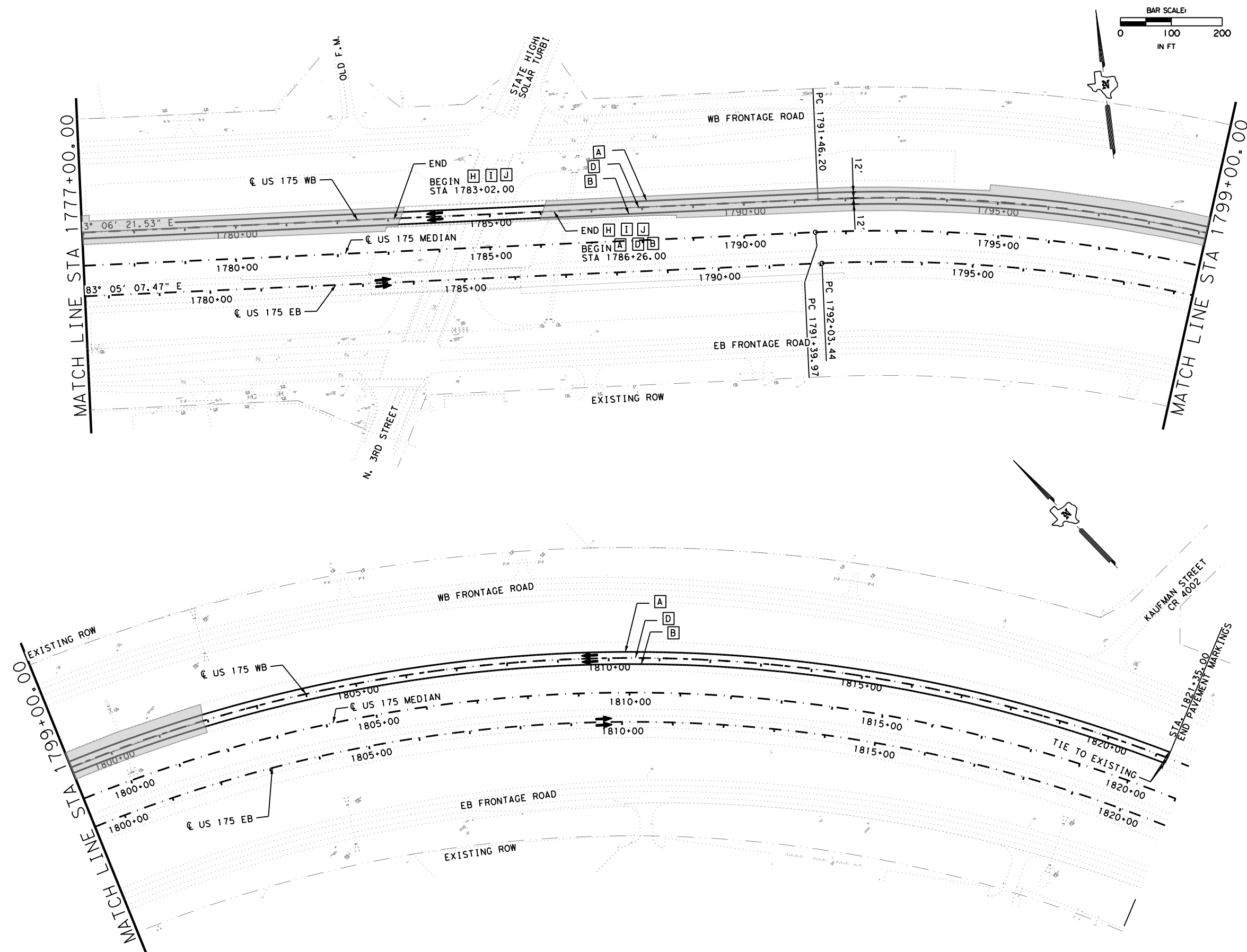


**US 175
 TCP LAYOUT
 PHASE 1 STEP 12**

SCALE: 1"=200' SHEET 43 OF 53

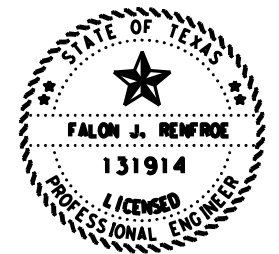
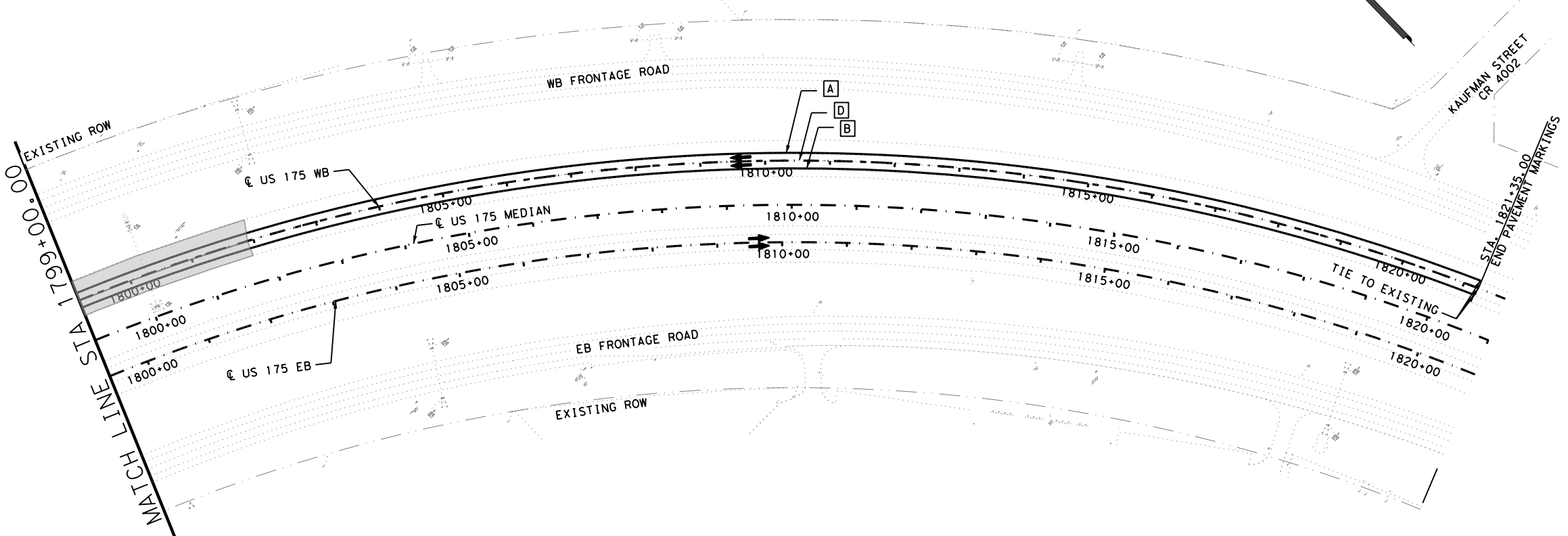
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	89
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	
			JOB	
			059	

DATE: 4/12/2023 4:06:43 PM
 FILE: \\txdot\projectwise\line.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\2. TCP\07_TCP_LAYOUT_PHASE 1 STEP 12.dgn



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

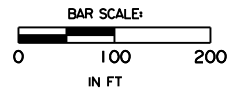
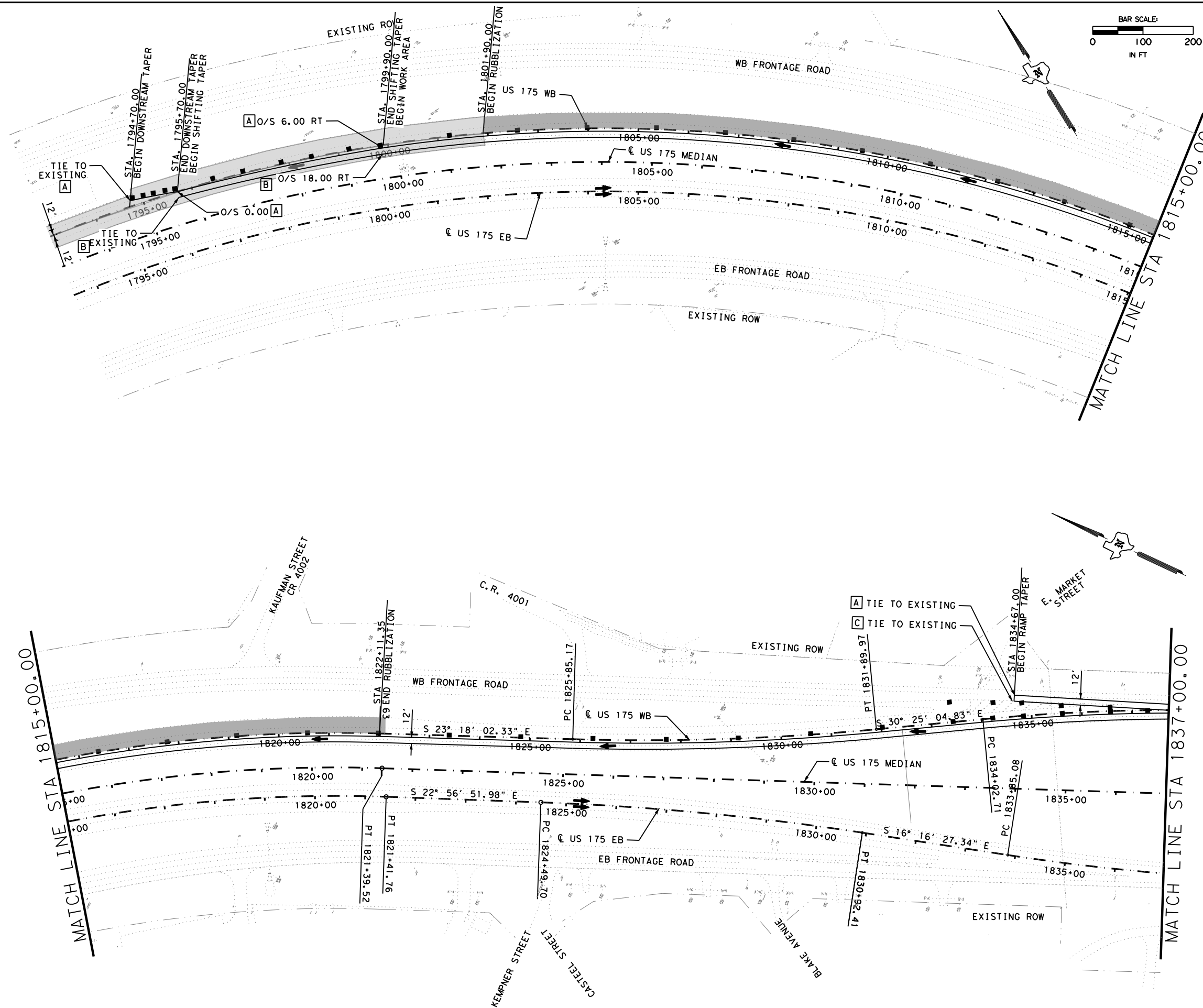


**US 175
 TCP LAYOUT
 PHASE 1 STEP 12**

SCALE: 1"=200' SHEET 44 OF 53

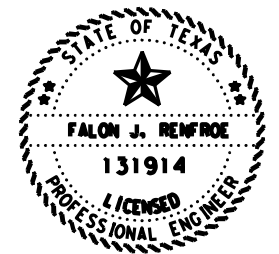
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	90
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	
			JOB	
			059	

DATE: 4/12/2023 4:06:55 PM
 FILE: pw:\dot\projectwise\line.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\2. TCP\07_TCP_LAYOUT PHASE 1 STEP 13.dgn



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - ▨ CONSTRUCTION AREA IN THIS PHASE
 - ▩ CONSTRUCTION AREA IN PREVIOUS PHASE
- | | |
|---|--|
| A | WK ZN PAV MRK NON-REMOV (W)6" (SLD) |
| B | WK ZN PAV MRK NON-REMOV (Y)6" (SLD) |
| C | WK ZN PAV MRK NON-REMOV (W)8" (SLD) |
| D | WK ZN PAV MRK NON-REMOV (W)6" (BRK) |
| E | WK ZN PAV MRK NON-REMOV (W) (ARROW) |
| F | WK ZN PAV MRK NON-REMOV (W) (WORD) |
| G | WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI) |
| H | WK ZN PAV MRK REMOV (W)6" (SLD) |
| I | WK ZN PAV MRK REMOV (Y)6" (SLD) |
| J | WK ZN PAV MRK REMOV (W)6" (BRK) |
| K | REFL PAV MRK TY I (W)8" (SLD) (100MIL) |
| L | REFL PAV MRK TY I (W) (ARROW) (100MIL) |
| M | REFL PAV MRK TY I (W) (WORD) (100MIL) |
| N | RE PM W/RET REQ TY I (W)6" (SLD) (100MIL) |
| O | RE PM W/RET REQ TY I (W)6" (BRK) (100MIL) |
| P | REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL) |

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

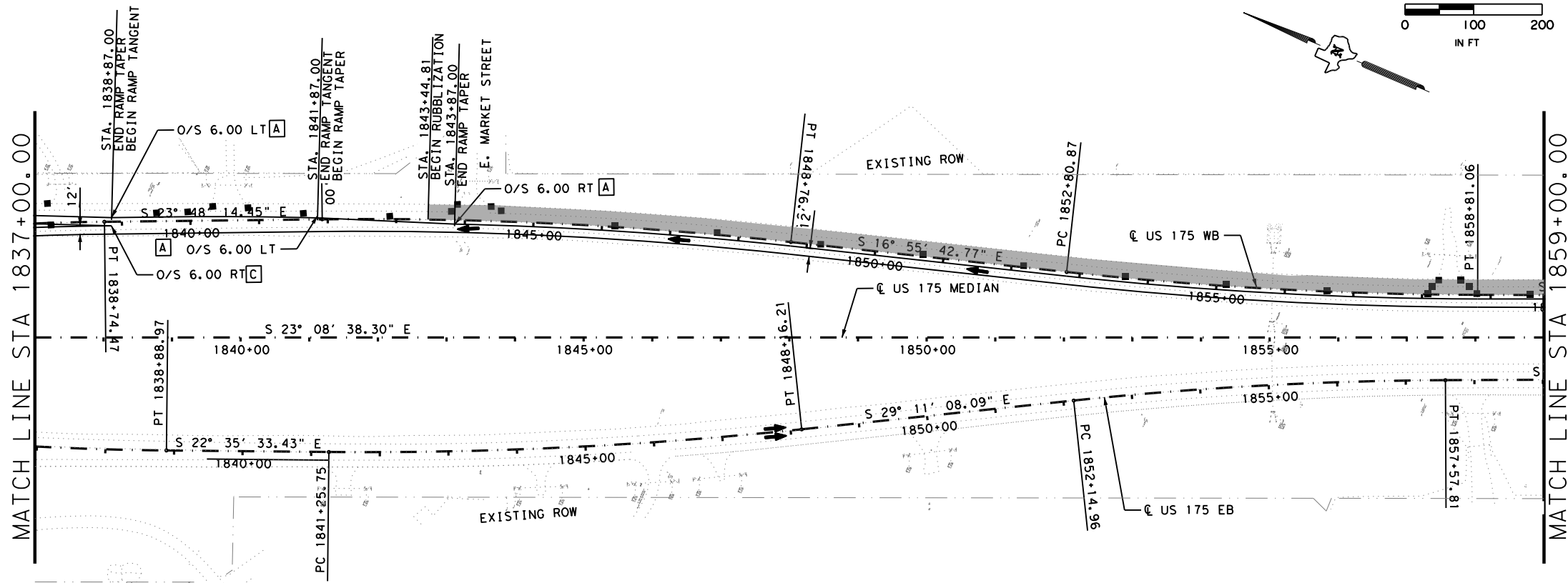


**US 175
 TCP LAYOUT
 PHASE 1 STEP 13**

SCALE: 1"=200' SHEET 45 OF 53

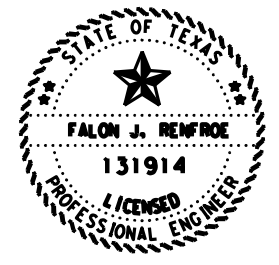
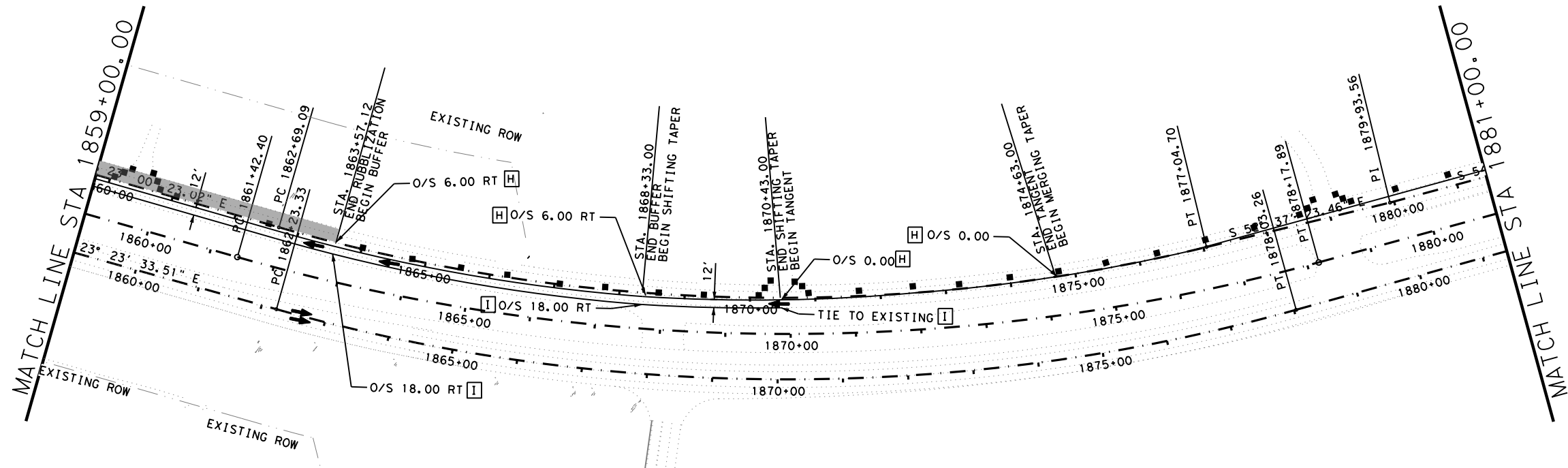
DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						91

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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

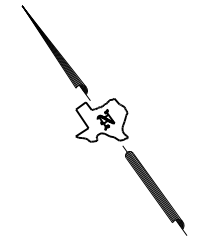
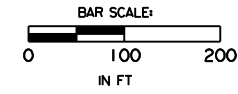
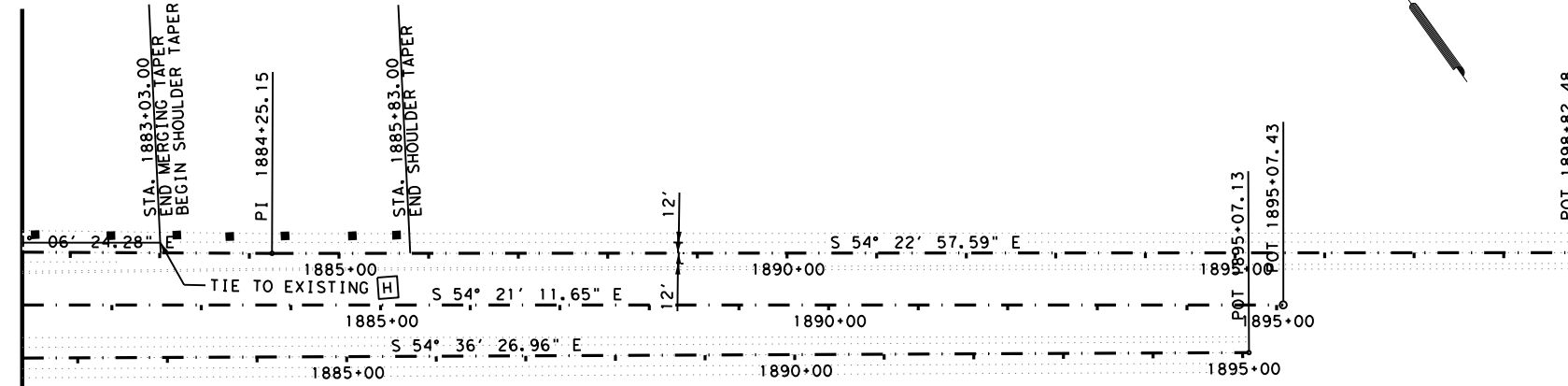


**US 175
 TCP LAYOUT
 PHASE 1 STEP 13**

SCALE: 1"=200' SHEET 46 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	92
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

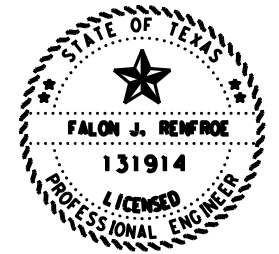
MATCH LINE STA 1881+00.00



LEGEND

- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- | | |
|---|---|
| A | WK ZN PAV MRK NON-REMOV (W) 6" (SLD) |
| B | WK ZN PAV MRK NON-REMOV (Y) 6" (SLD) |
| C | WK ZN PAV MRK NON-REMOV (W) 8" (SLD) |
| D | WK ZN PAV MRK NON-REMOV (W) 6" (BRK) |
| E | WK ZN PAV MRK NON-REMOV (W) (ARROW) |
| F | WK ZN PAV MRK NON-REMOV (W) (WORD) |
| G | WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI) |
| H | WK ZN PAV MRK REMOV (W) 6" (SLD) |
| I | WK ZN PAV MRK REMOV (Y) 6" (SLD) |
| J | WK ZN PAV MRK REMOV (W) 6" (BRK) |
| K | REFL PAV MRK TY I (W) 8" (SLD) (100MIL) |
| L | REFL PAV MRK TY I (W) (ARROW) (100MIL) |
| M | REFL PAV MRK TY I (W) (WORD) (100MIL) |
| N | RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL) |
| O | RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL) |
| P | REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL) |

- NOTES
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

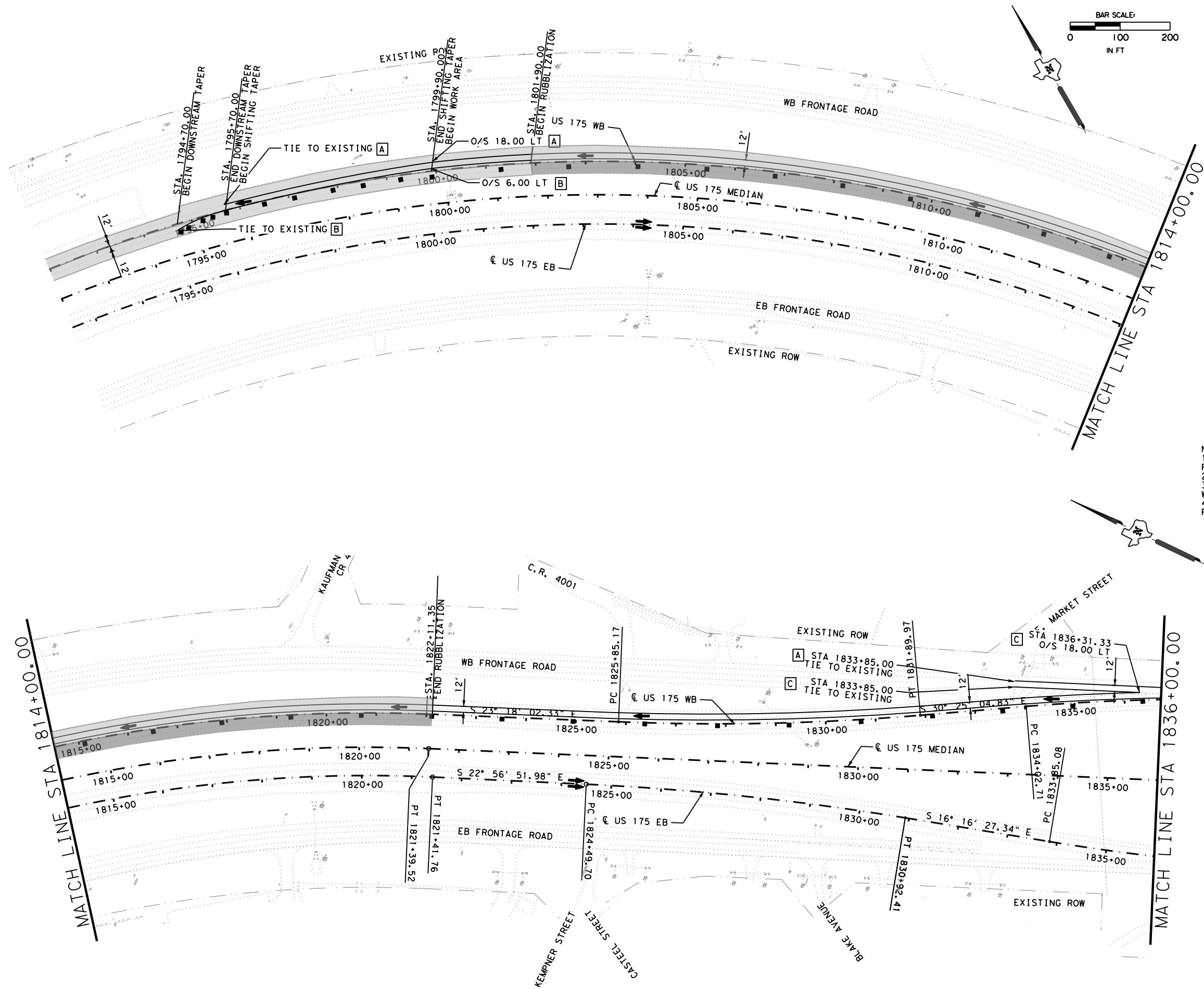


US 175
 TCP LAYOUT
 PHASE 1 STEP 13

SCALE: 1"=200' SHEET 47 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	93
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

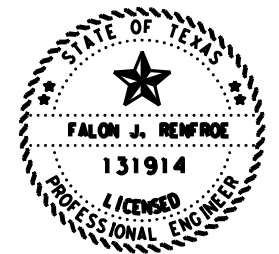
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (Y) 4" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES

1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 WB.
4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

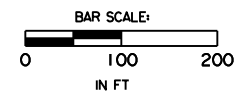


**US 175
 TCP LAYOUT
 PHASE 1 STEP 14**

SCALE: 1"=200' SHEET 48 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	94
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

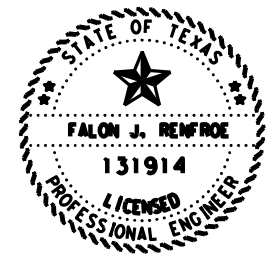
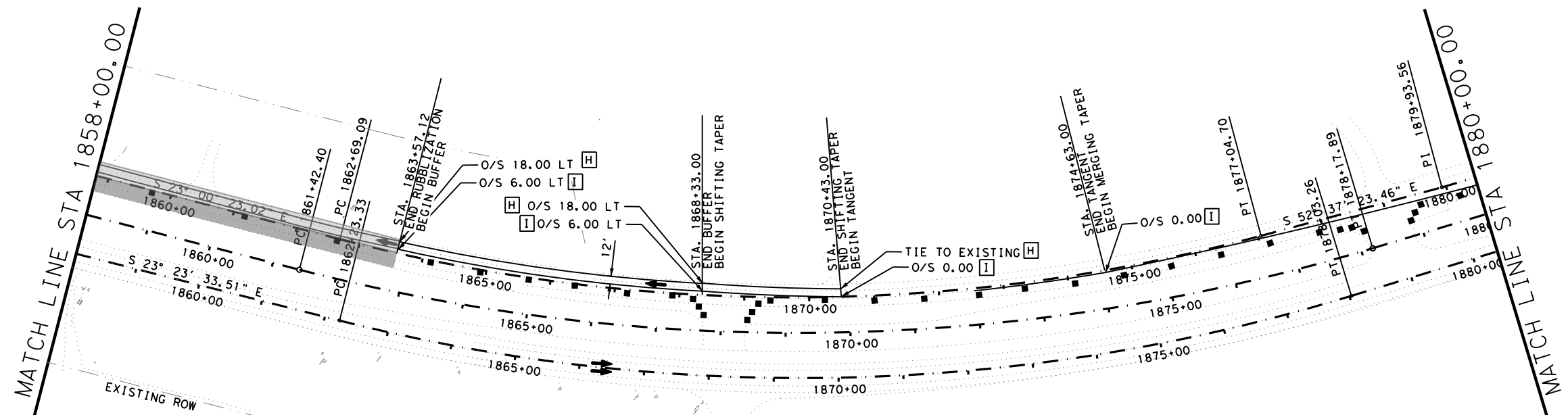
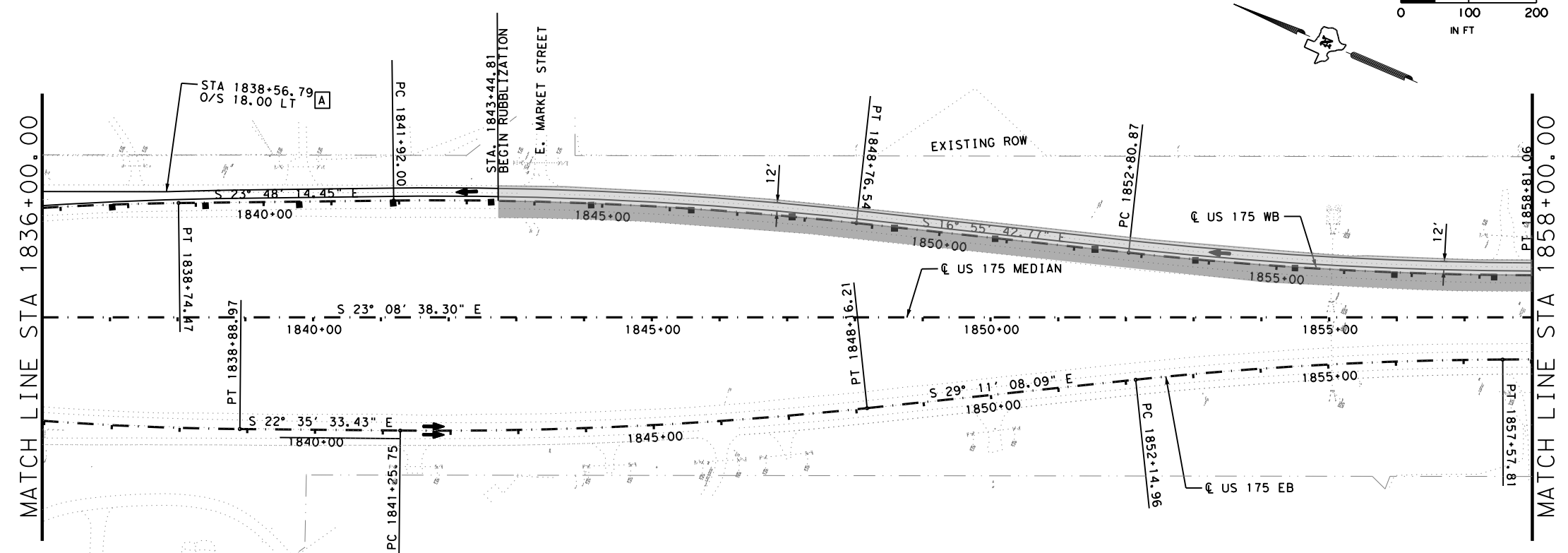
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE

- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
- B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
- C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
- D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
- E WK ZN PAV MRK NON-REMOV (W) (ARROW)
- F WK ZN PAV MRK NON-REMOV (W) (WORD)
- G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
- H WK ZN PAV MRK REMOV (W)6" (SLD)
- I WK ZN PAV MRK REMOV (Y)6" (SLD)
- J WK ZN PAV MRK REMOV (W)6" (BRK)
- K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
- L REFL PAV MRK TY I (W) (ARROW) (100MIL)
- M REFL PAV MRK TY I (W) (WORD) (100MIL)
- N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
- O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
- P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

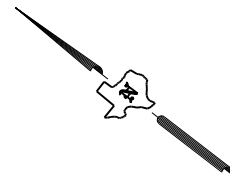
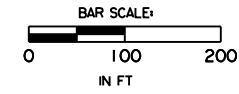
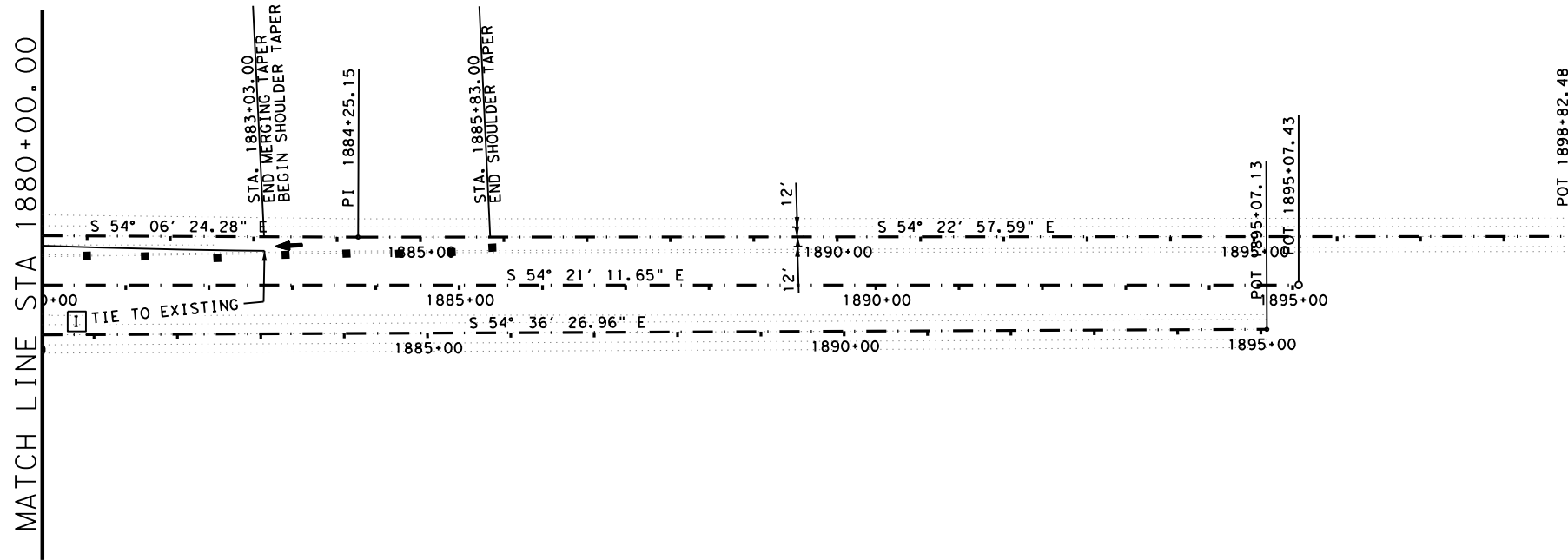


**US 175
 TCP LAYOUT
 PHASE 1 STEP 14**

SCALE: 1"=200' SHEET 49 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	95
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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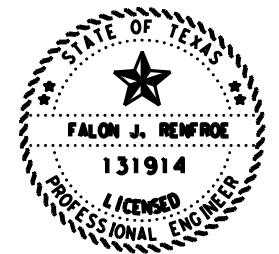


LEGEND

- CHANNELIZING DEVICE
- ← DIRECTION OF TRAFFIC
- CONSTRUCTION AREA IN THIS PHASE
- CONSTRUCTION AREA IN PREVIOUS PHASE

A	WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
B	WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
C	WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
D	WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
E	WK ZN PAV MRK NON-REMOV (W) (ARROW)
F	WK ZN PAV MRK NON-REMOV (W) (WORD)
G	WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
H	WK ZN PAV MRK REMOV (W) 6" (SLD)
I	WK ZN PAV MRK REMOV (Y) 6" (SLD)
J	WK ZN PAV MRK REMOV (W) 6" (BRK)
K	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
L	REFL PAV MRK TY I (W) (ARROW) (100MIL)
M	REFL PAV MRK TY I (W) (WORD) (100MIL)
N	RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
O	RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
P	REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

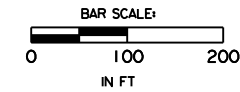


**US 175
 TCP LAYOUT
 PHASE 1 STEP 14**

SCALE: 1"=200' SHEET 50 OF 53

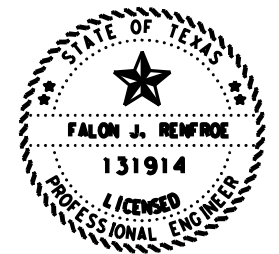
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	96
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I(Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



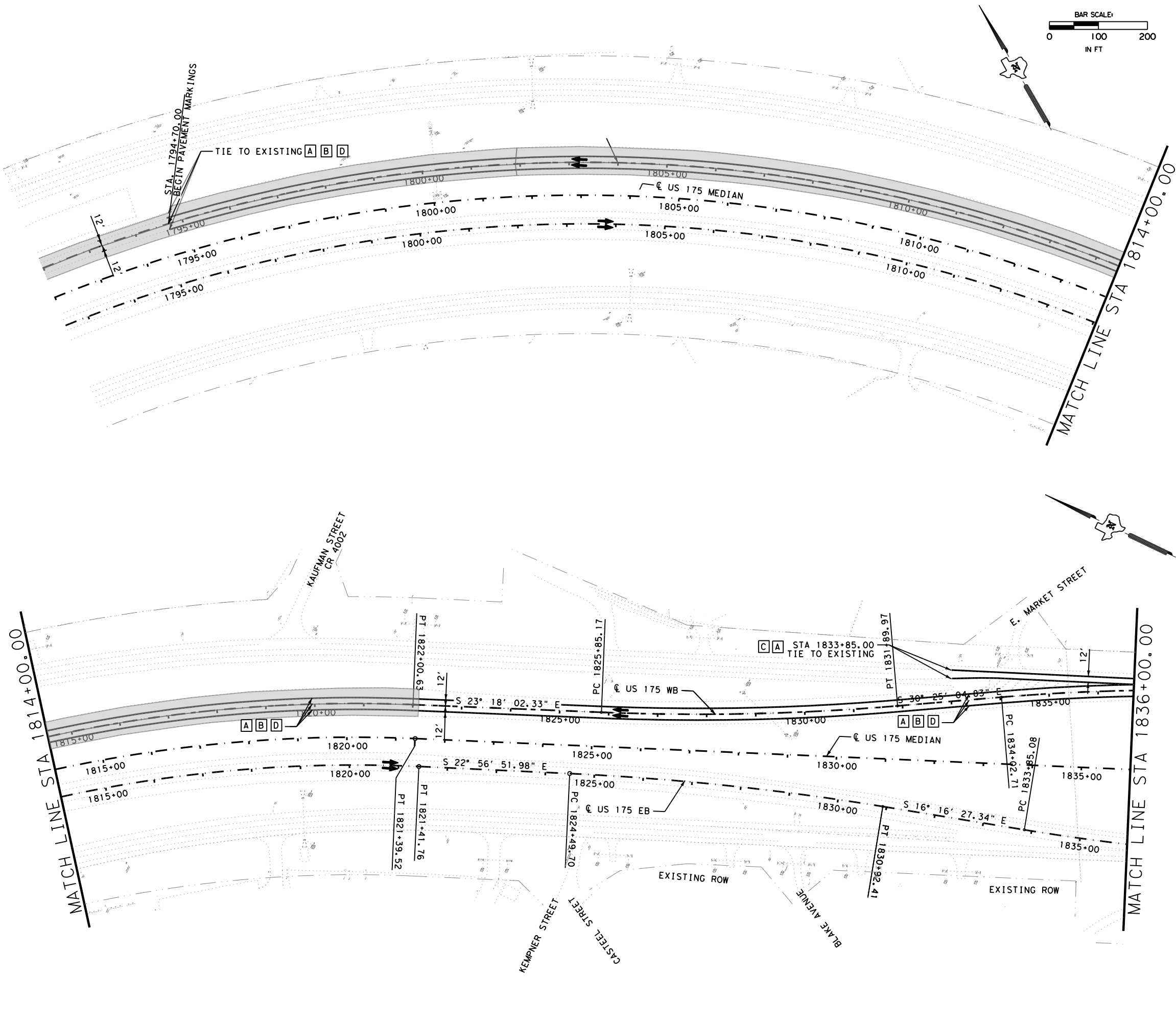
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 Signature of Registrant & Date



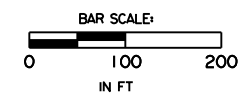
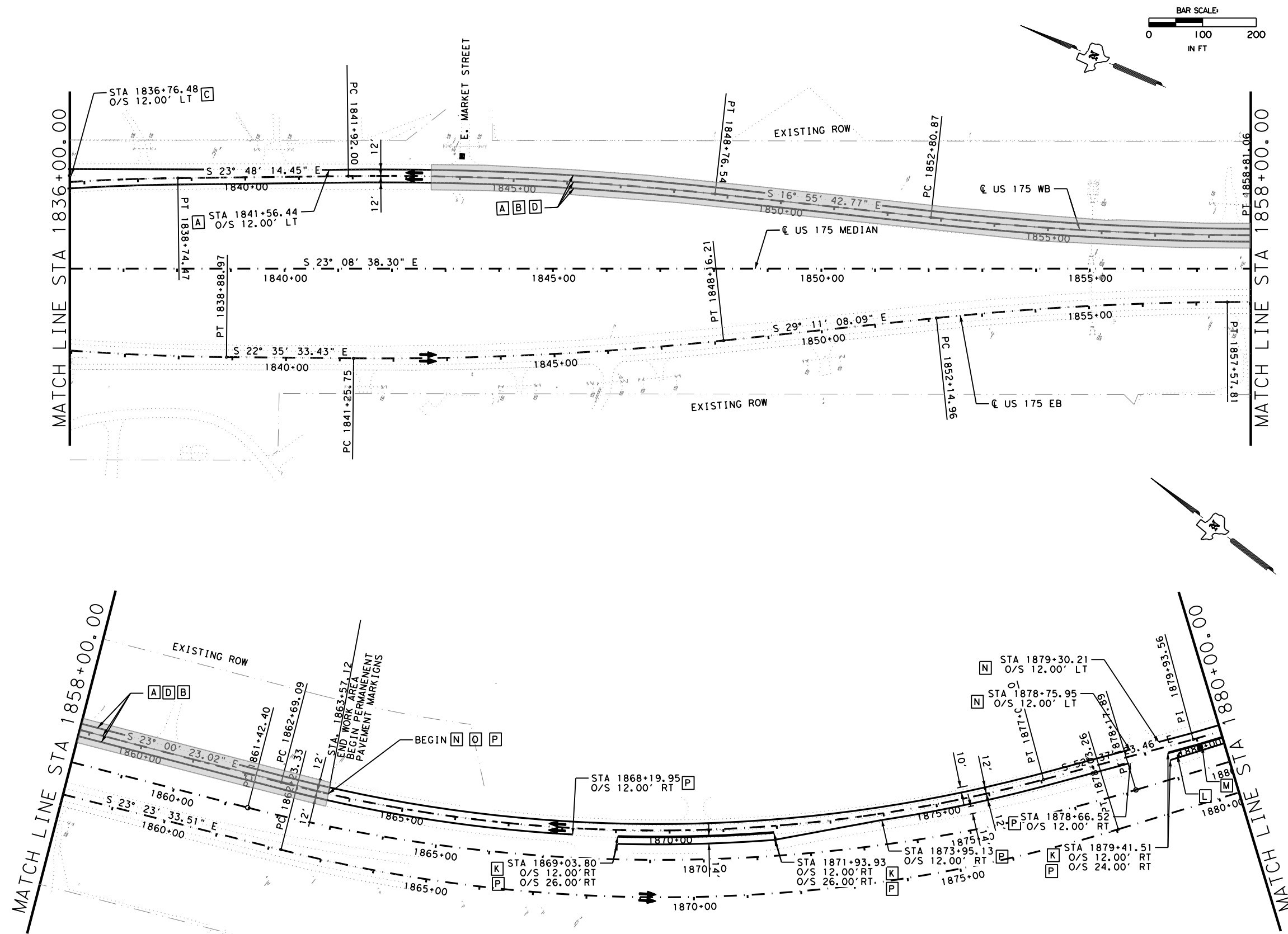
**US 175
 TCP LAYOUT
 PHASE 1 STEP 15**

SCALE: 1"=200' SHEET 51 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	97
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

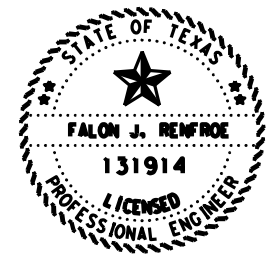
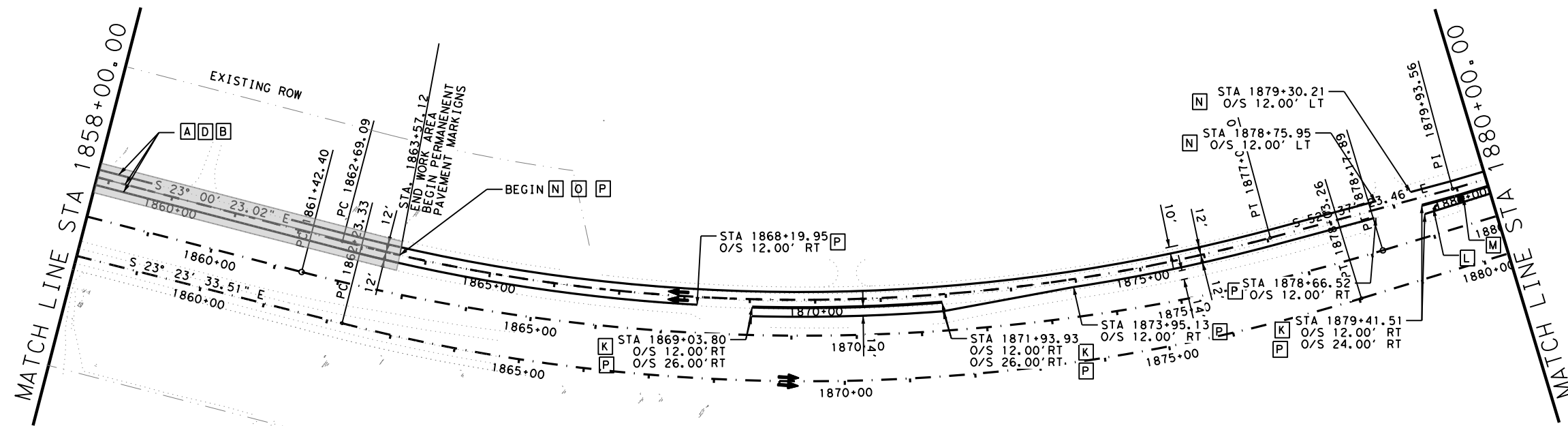


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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



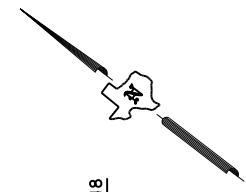
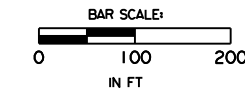
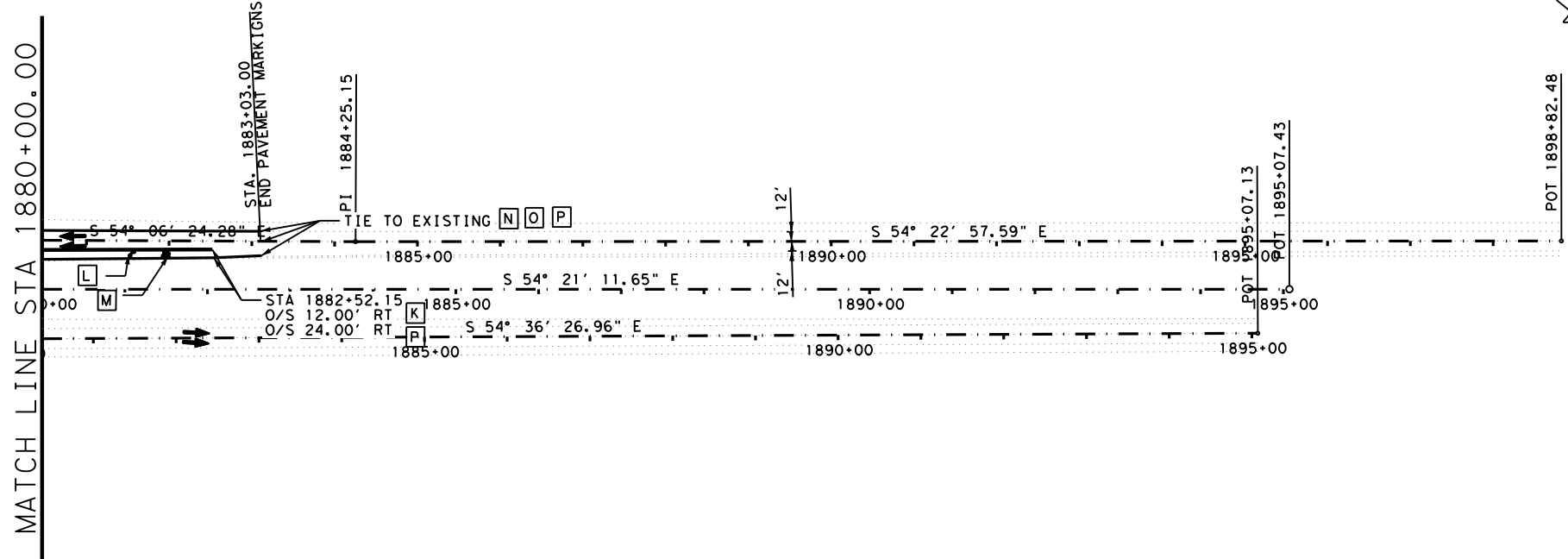
Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 TCP LAYOUT
 PHASE 1 STEP 15**

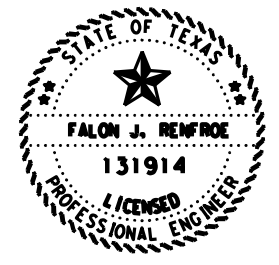
SCALE: 1"=200' SHEET 52 OF 53

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	98
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

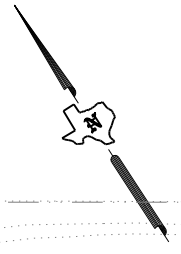
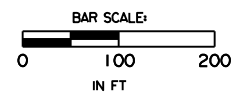
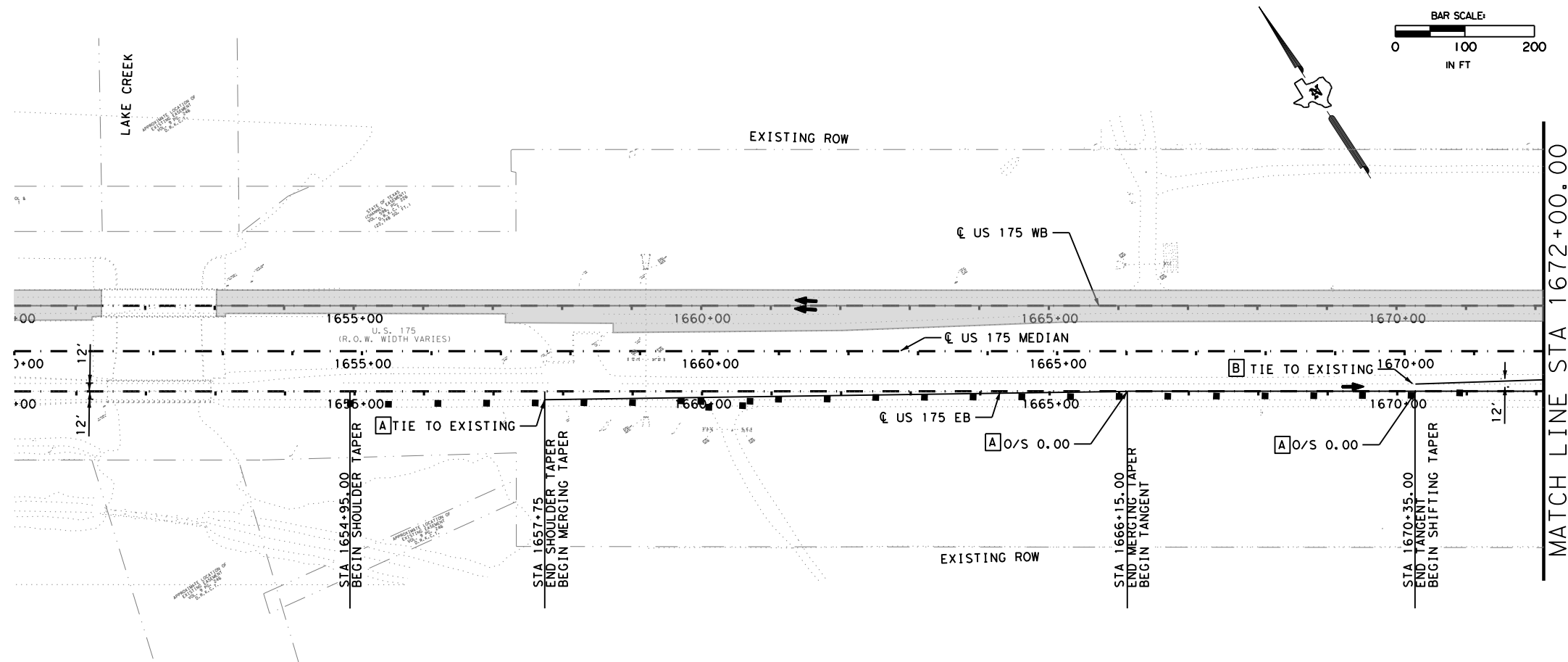


**US 175
 TCP LAYOUT
 PHASE 1 STEP 15**

SCALE: 1"=200' SHEET 53 OF 53

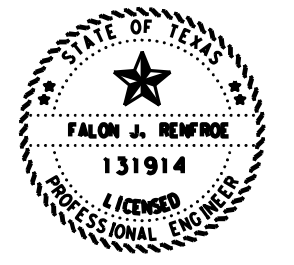
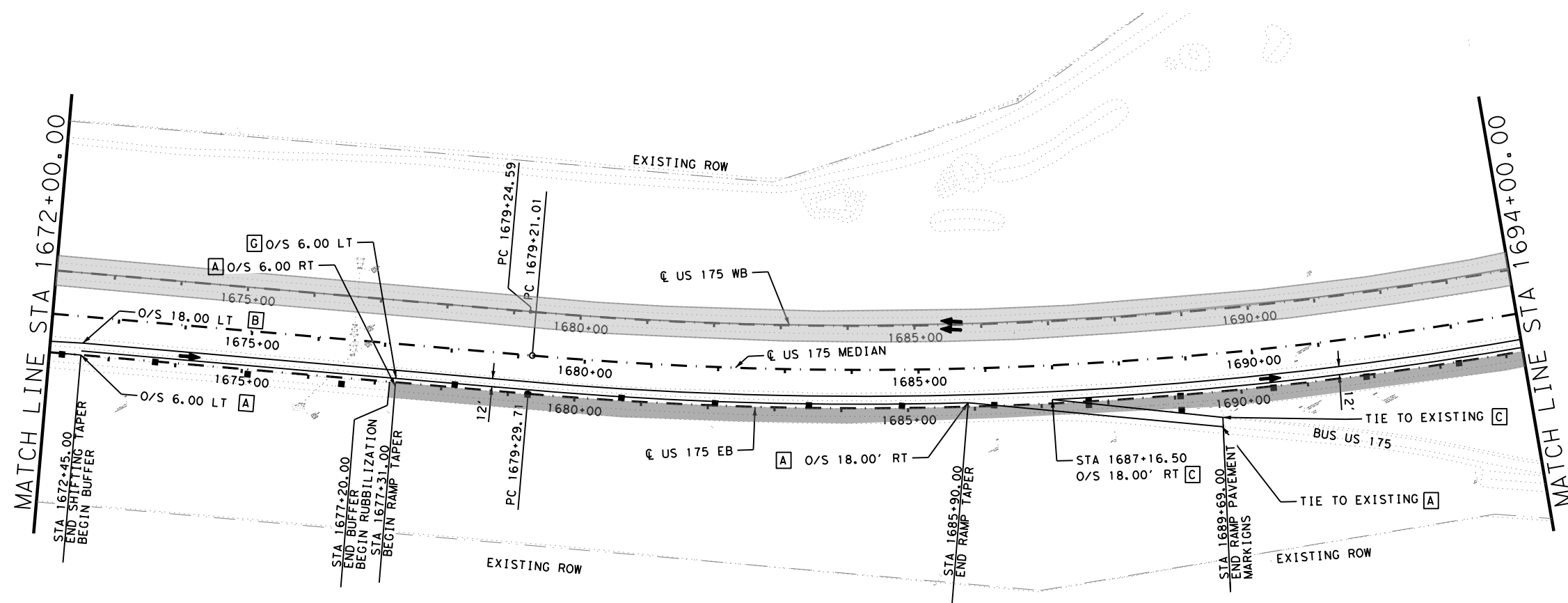
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	99
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- [A] WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - [B] WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - [C] WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - [D] WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - [E] WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - [F] WK ZN PAV MRK NON-REMOV (W) (WORD)
 - [G] WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - [H] WK ZN PAV MRK REMOV (W) 6" (SLD)
 - [I] WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - [J] WK ZN PAV MRK REMOV (W) 6" (BRK)
 - [K] REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - [L] REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - [M] REFL PAV MRK TY I (W) (WORD) (100MIL)
 - [N] RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - [O] RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - [P] REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

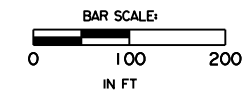
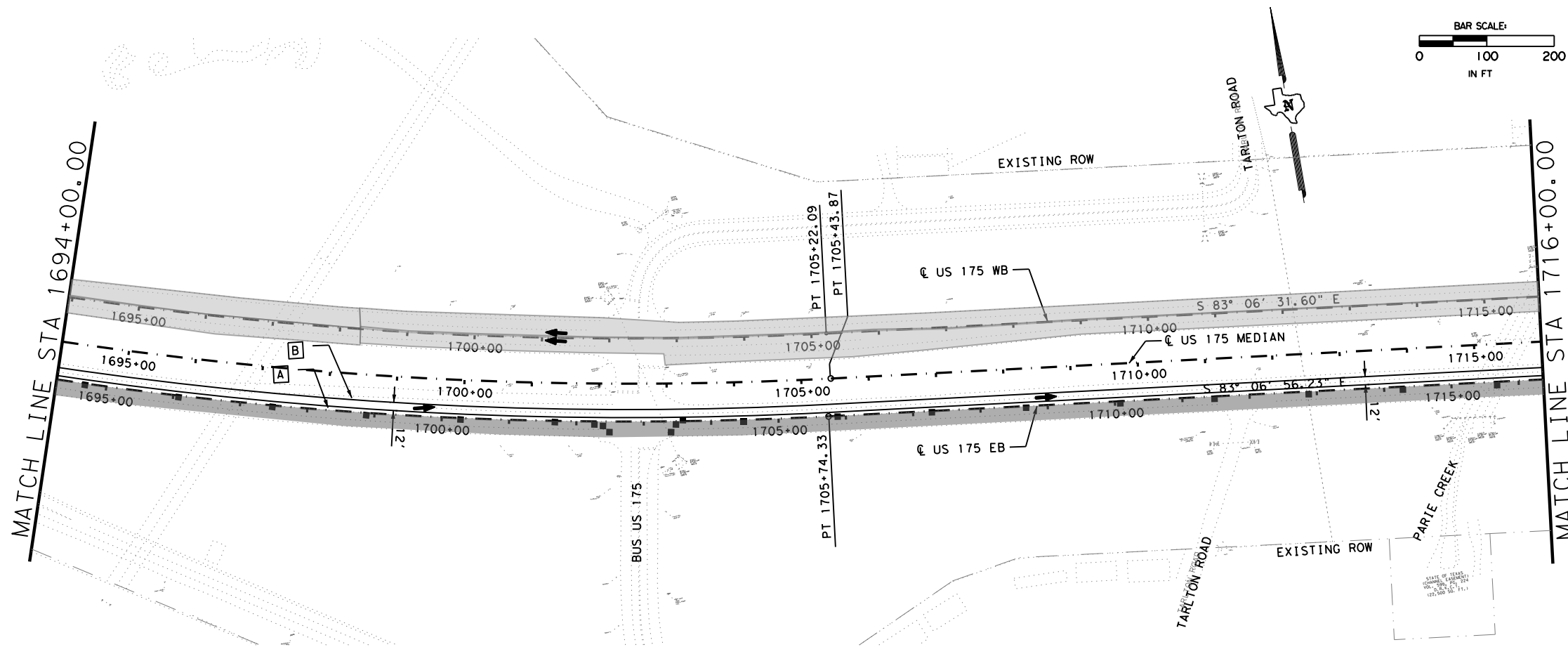


**US 175
 TCP LAYOUT
 PHASE 2 STEP 1**

SCALE: 1"=200' SHEET 1 OF 21

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						100

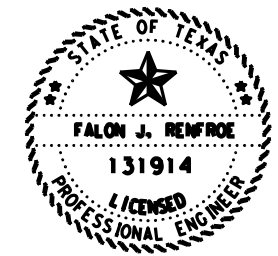
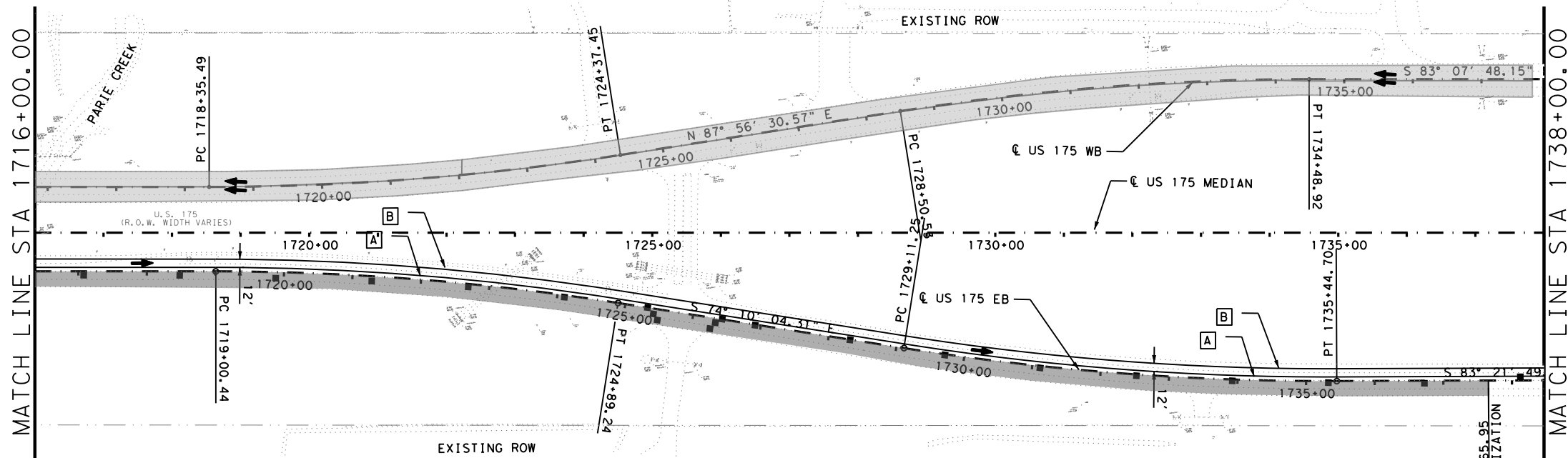
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LEGEND

- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



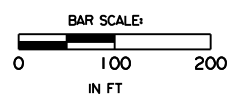
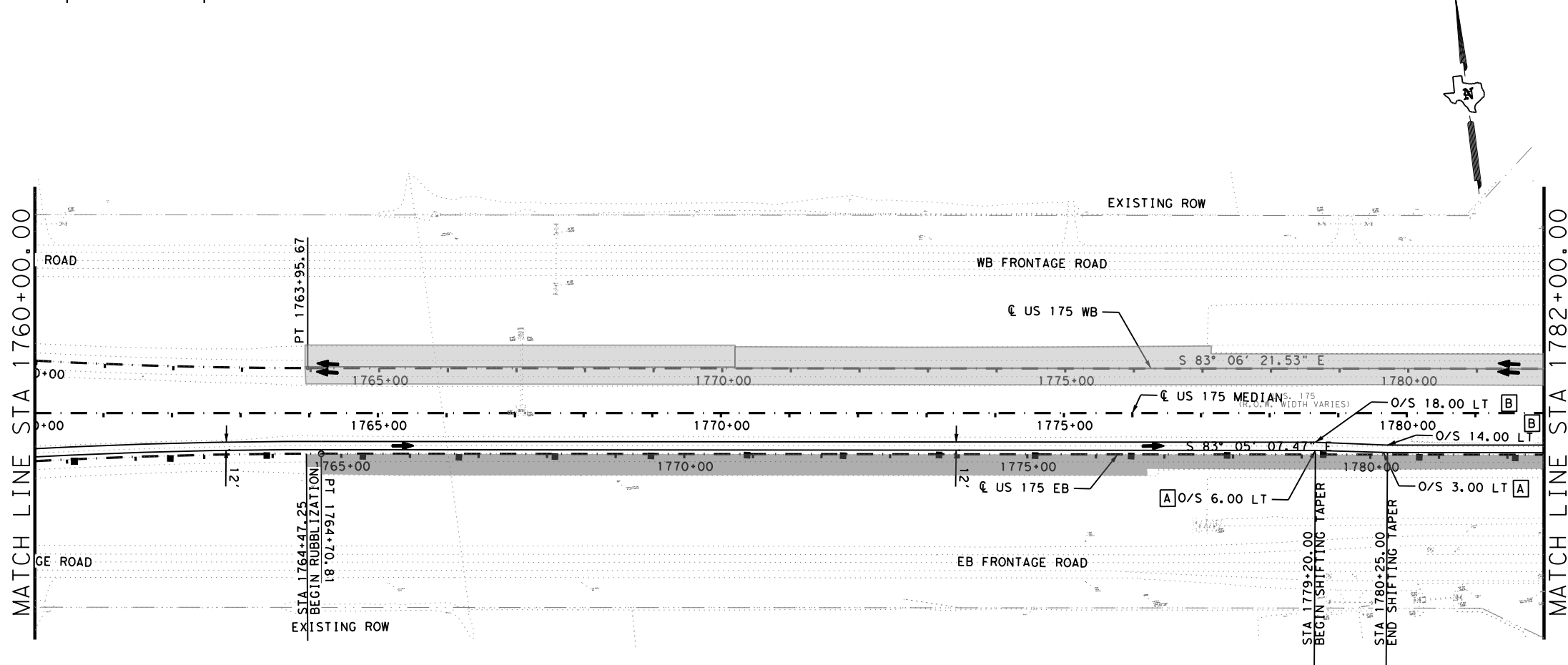
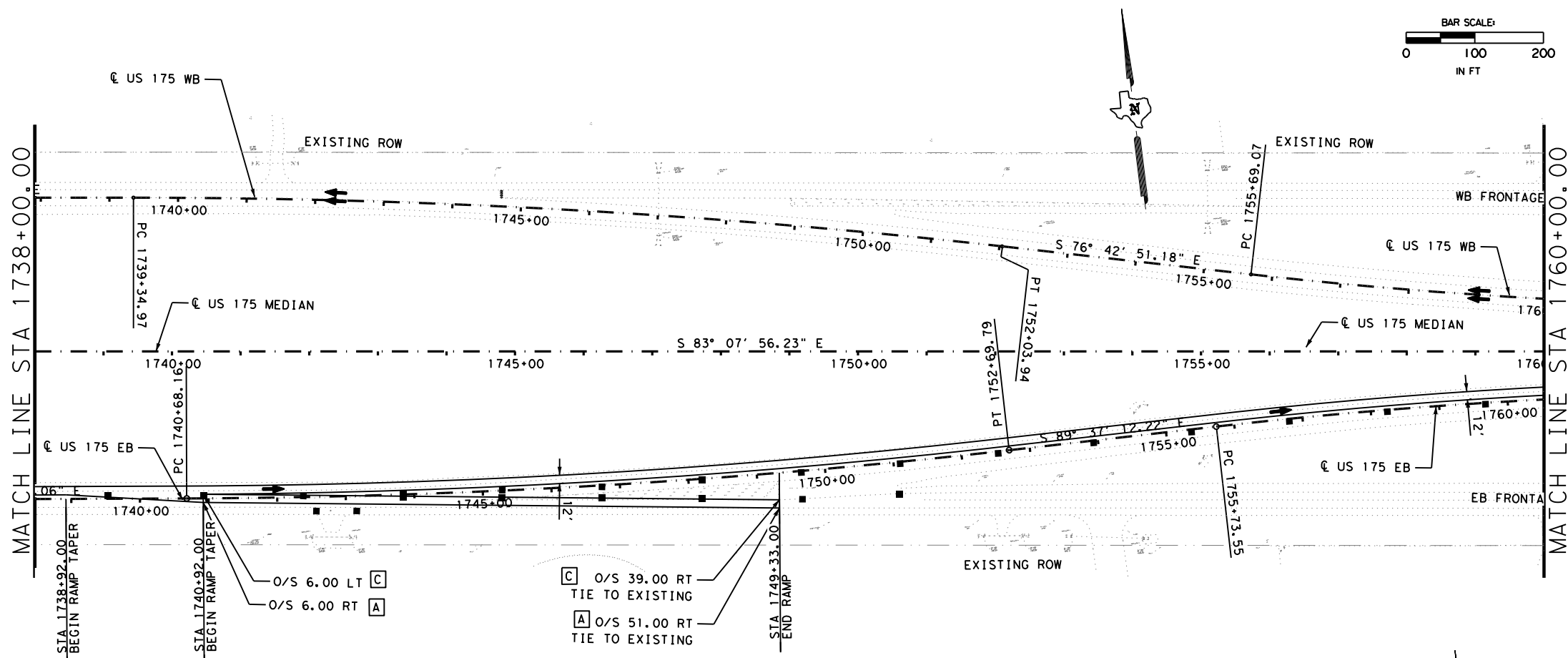
Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 TCP LAYOUT
 PHASE 2 STEP 1**

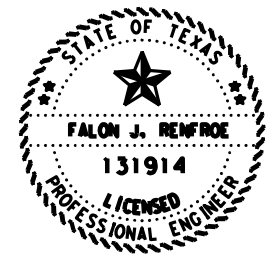
SCALE: 1"=200' SHEET 2 OF 21

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	101
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	
			JOB	
			059	



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- [A] WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - [B] WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - [C] WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - [D] WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - [E] WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - [F] WK ZN PAV MRK NON-REMOV (W) (WORD)
 - [G] WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - [H] WK ZN PAV MRK REMOV (W)6" (SLD)
 - [I] WK ZN PAV MRK REMOV (Y)6" (SLD)
 - [J] WK ZN PAV MRK REMOV (W)6" (BRK)
 - [K] REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - [L] REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - [M] REFL PAV MRK TY I (W) (WORD) (100MIL)
 - [N] RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - [O] RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - [P] REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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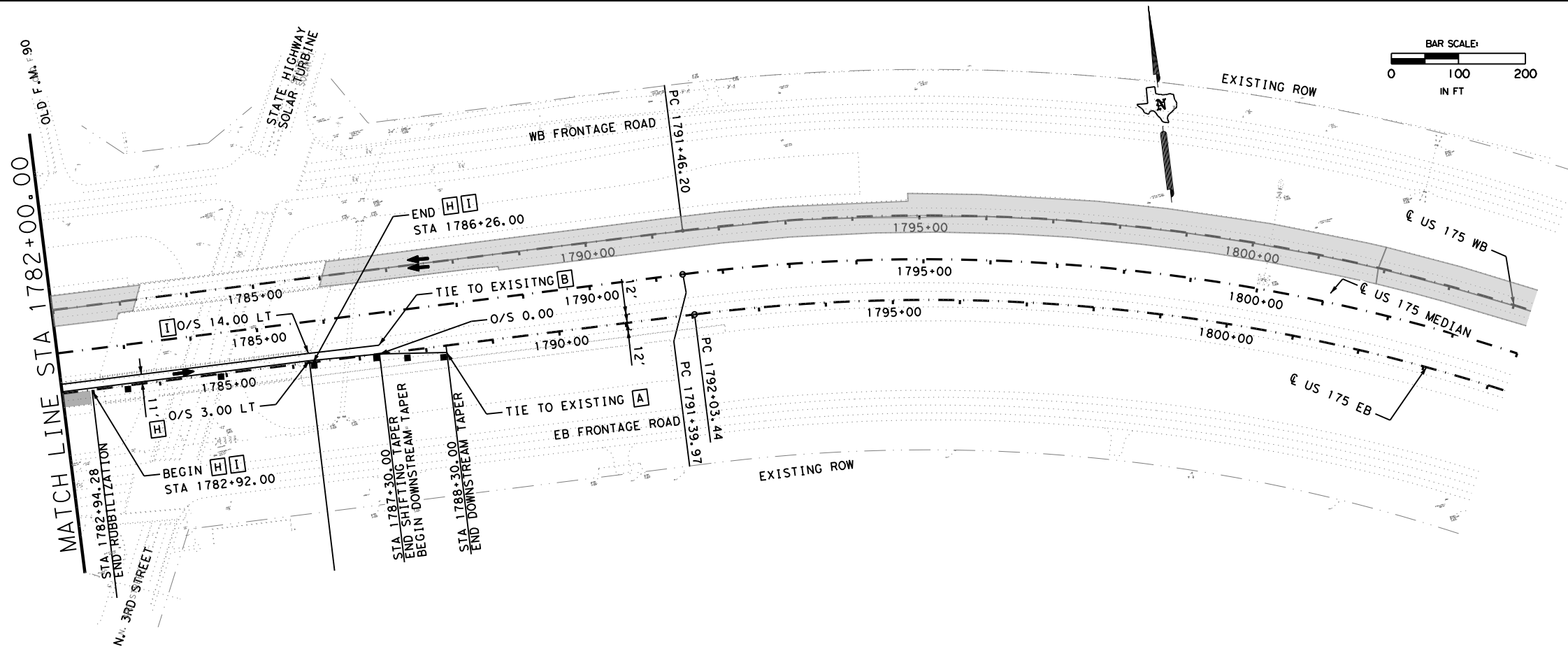


**US 175
 TCP LAYOUT
 PHASE 2 STEP 1**

SCALE: 1"=200' SHEET 3 OF 21

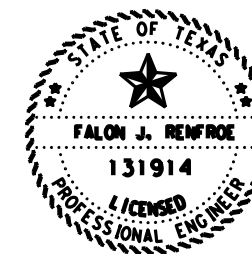
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	102
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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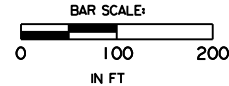
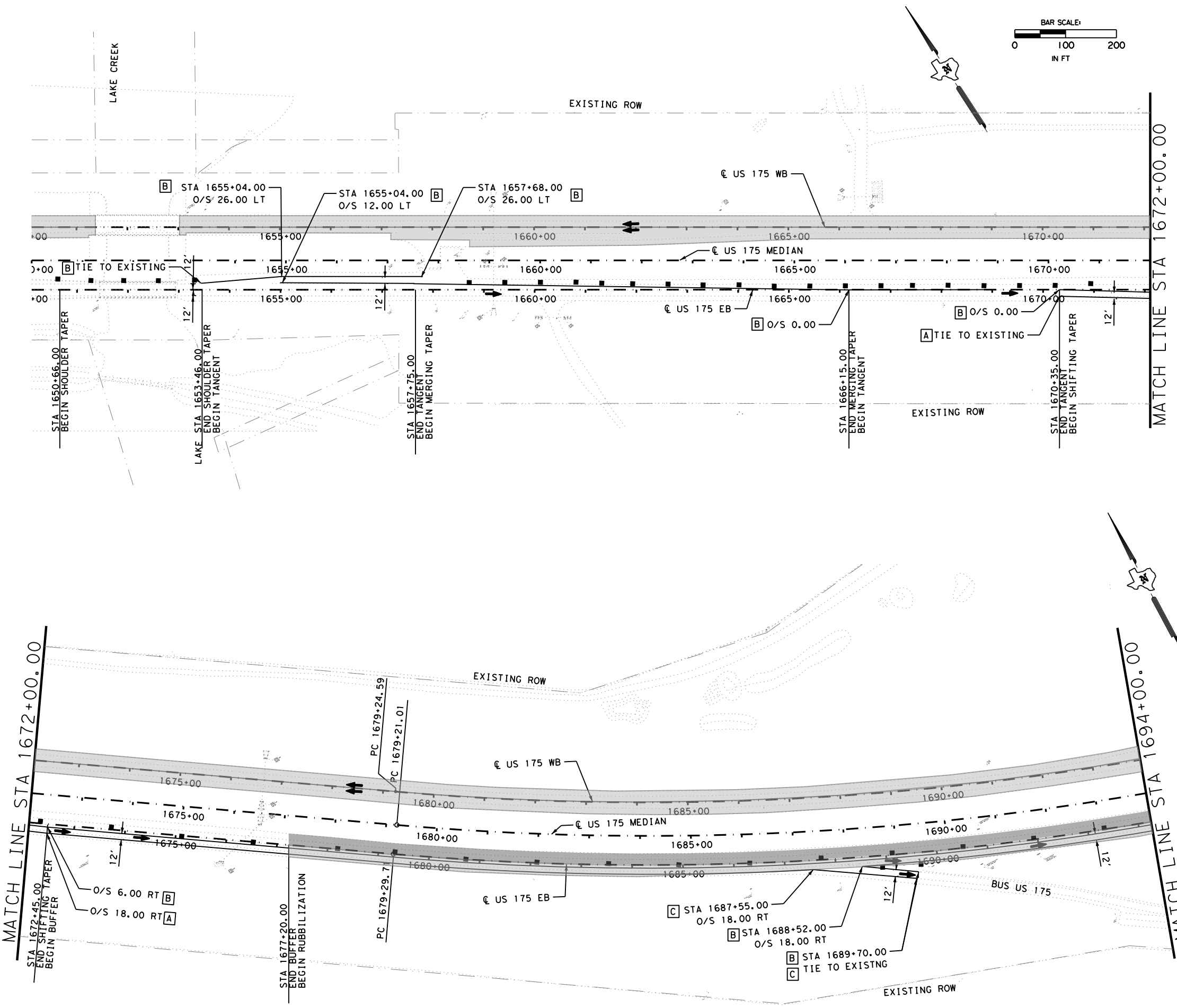


**US 175
 TCP LAYOUT
 PHASE 2 STEP 1**

SCALE: 1"=200' SHEET 4 OF 21

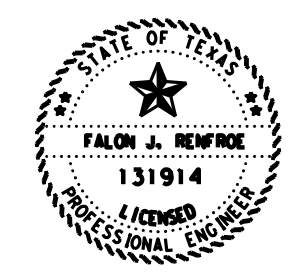
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	103
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:08:08 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - ▨ CONSTRUCTION AREA IN THIS PHASE
 - ▩ CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

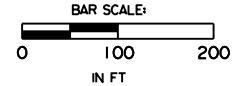


**US 175
 TCP LAYOUT
 PHASE 2 STEP 2**

SCALE: 1"=200' SHEET 5 OF 21

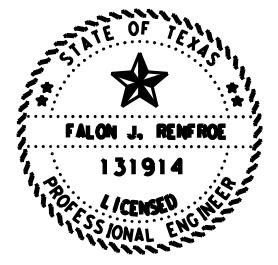
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	104
CHECK	CONTROL	SECTION	JOB	
VD	0197	05	059	

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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- | | |
|---|---|
| A | WK ZN PAV MRK NON-REMOV (W) 6" (SLD) |
| B | WK ZN PAV MRK NON-REMOV (Y) 6" (SLD) |
| C | WK ZN PAV MRK NON-REMOV (W) 8" (SLD) |
| D | WK ZN PAV MRK NON-REMOV (W) 6" (BRK) |
| E | WK ZN PAV MRK NON-REMOV (W) (ARROW) |
| F | WK ZN PAV MRK NON-REMOV (W) (WORD) |
| G | WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI) |
| H | WK ZN PAV MRK REMOV (W) 6" (SLD) |
| I | WK ZN PAV MRK REMOV (Y) 6" (SLD) |
| J | WK ZN PAV MRK REMOV (W) 6" (BRK) |
| K | REFL PAV MRK TY I (W) 8" (SLD) (100MIL) |
| L | REFL PAV MRK TY I (W) (ARROW) (100MIL) |
| M | REFL PAV MRK TY I (W) (WORD) (100MIL) |
| N | RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL) |
| O | RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL) |
| P | REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL) |

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

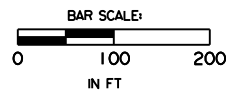
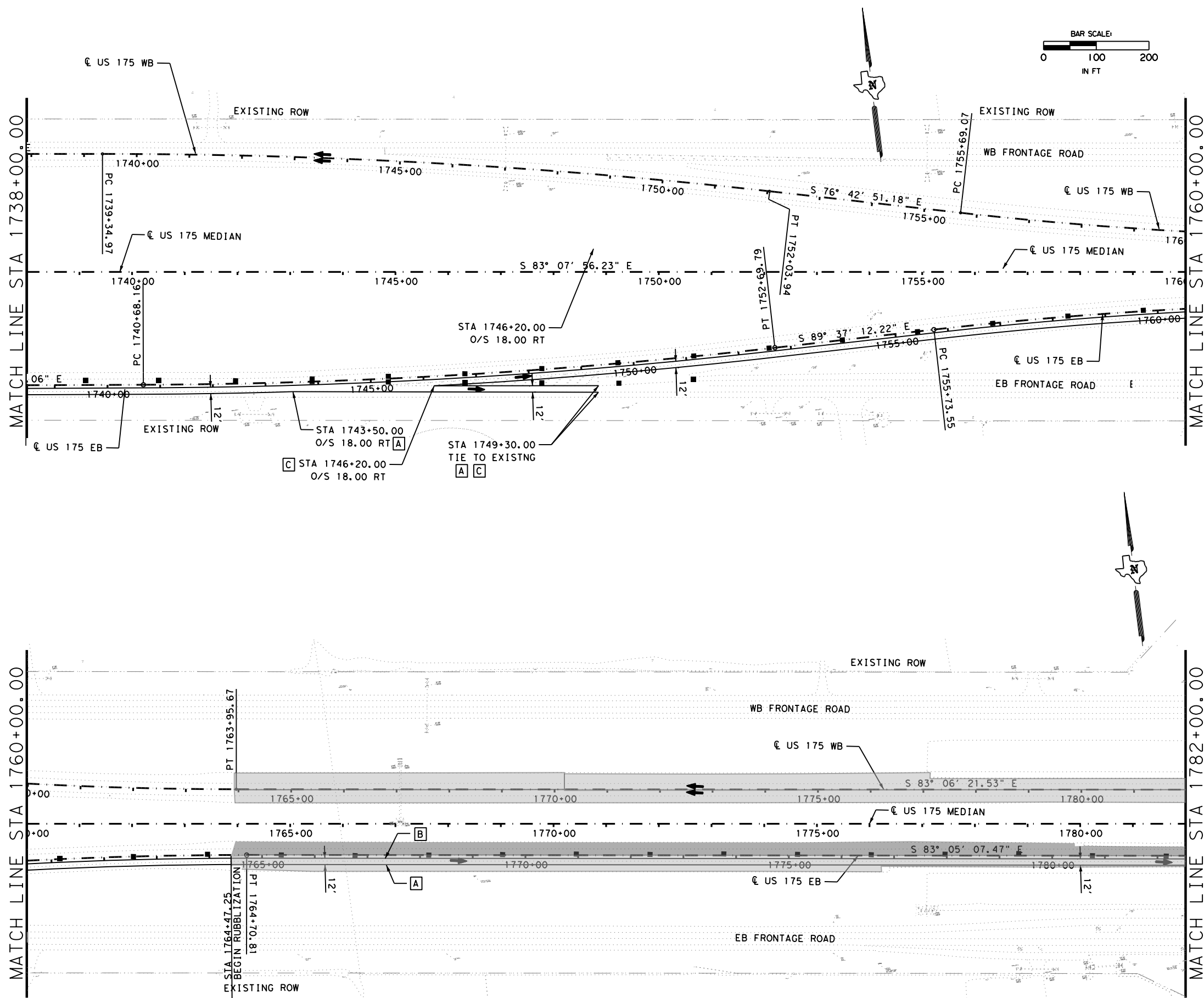


**US 175
 TCP LAYOUT
 PHASE 2 STEP 2**

SCALE: 1"=200' SHEET 6 OF 21

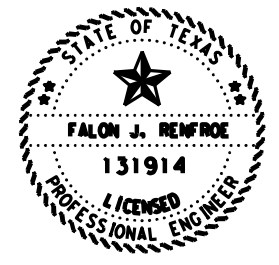
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059

105



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- [A] WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - [B] WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - [C] WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - [D] WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - [E] WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - [F] WK ZN PAV MRK NON-REMOV (W) (WORD)
 - [G] WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - [H] WK ZN PAV MRK REMOV (W)6" (SLD)
 - [I] WK ZN PAV MRK REMOV (Y)6" (SLD)
 - [J] WK ZN PAV MRK REMOV (W)6" (BRK)
 - [K] REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - [L] REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - [M] REFL PAV MRK TY I (W) (WORD) (100MIL)
 - [N] RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - [O] RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - [P] REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



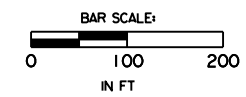
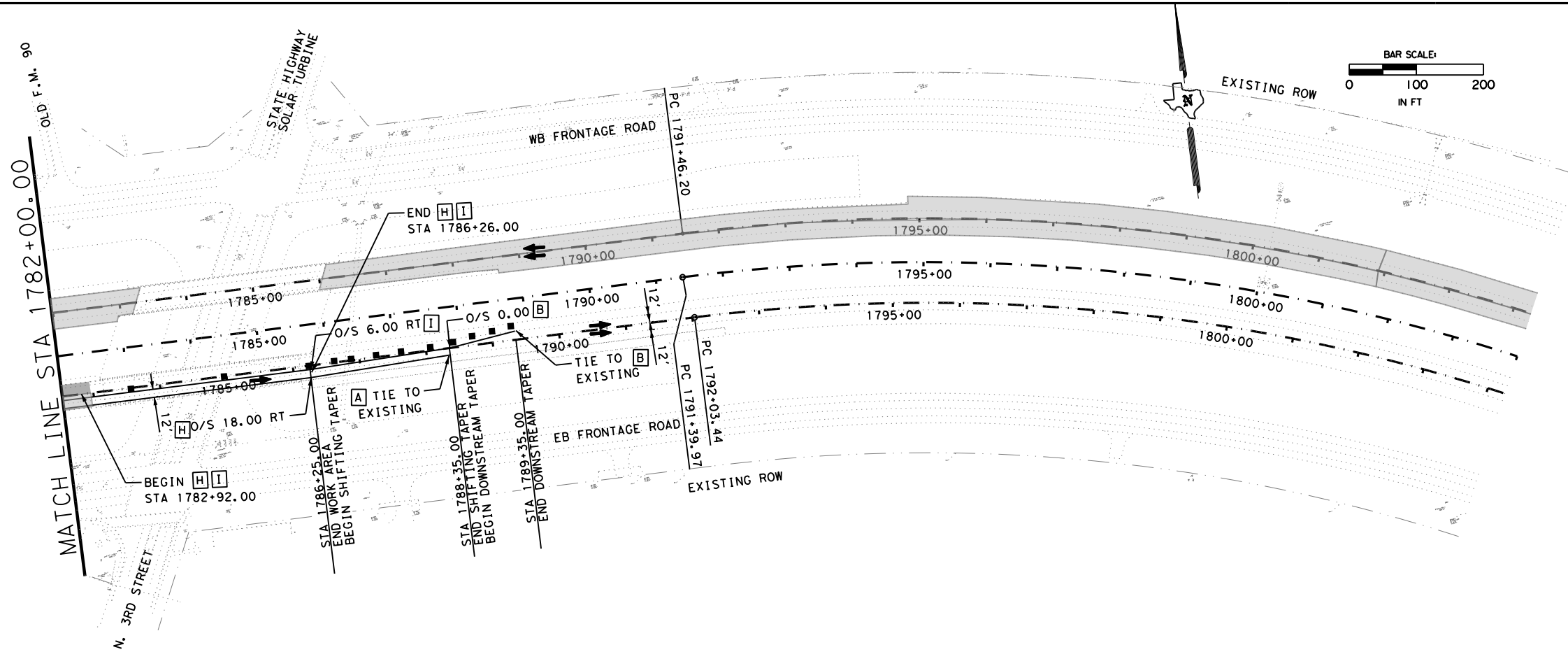
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 Signature of Registrant & Date



**US 175
 TCP LAYOUT
 PHASE 2 STEP 2**

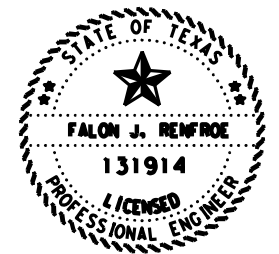
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DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	106
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - ▨ CONSTRUCTION AREA IN THIS PHASE
 - ▩ CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONING BASED OFF @ US 175 WB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

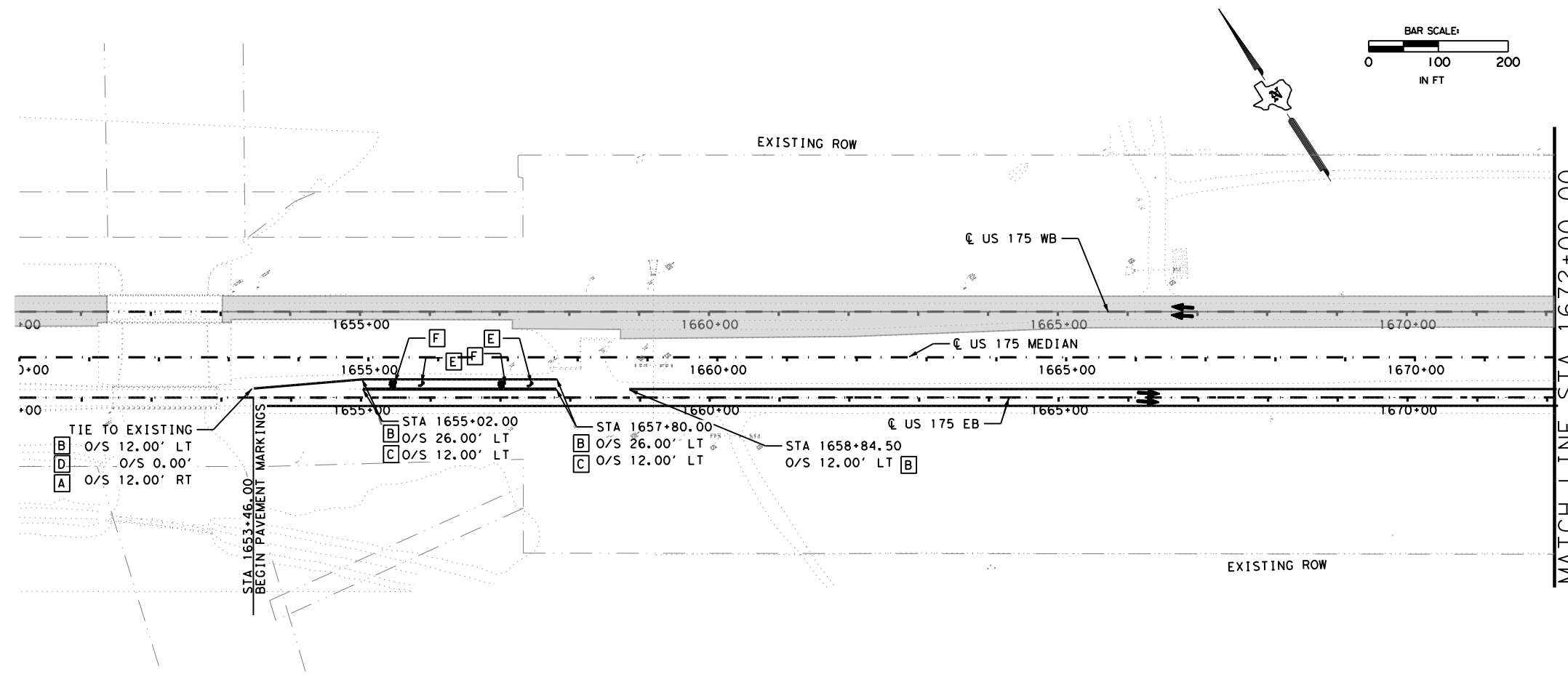


**US 175
 TCP LAYOUT
 PHASE 2 STEP 2**

SCALE: 1"=200' SHEET 8 OF 21

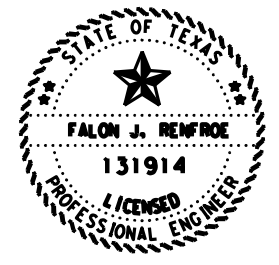
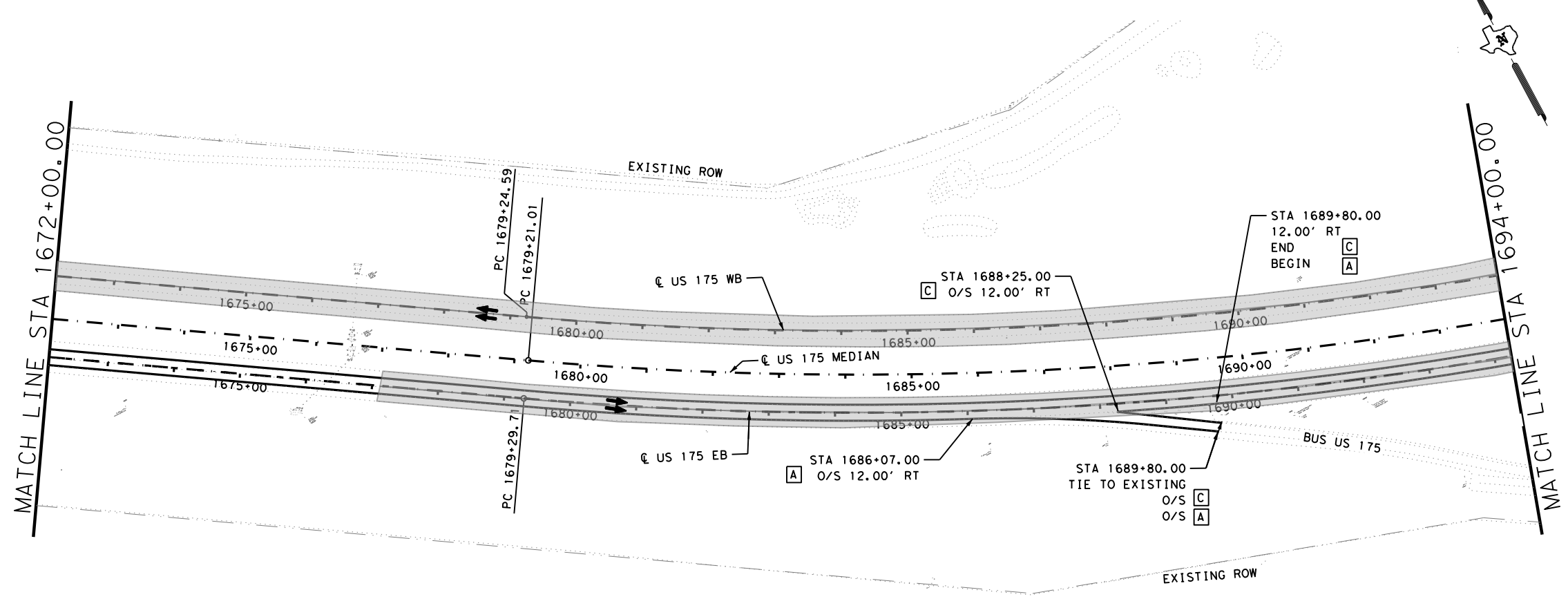
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GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	107
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

DATE: 4/12/2023 4:08:22 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

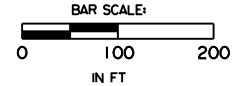
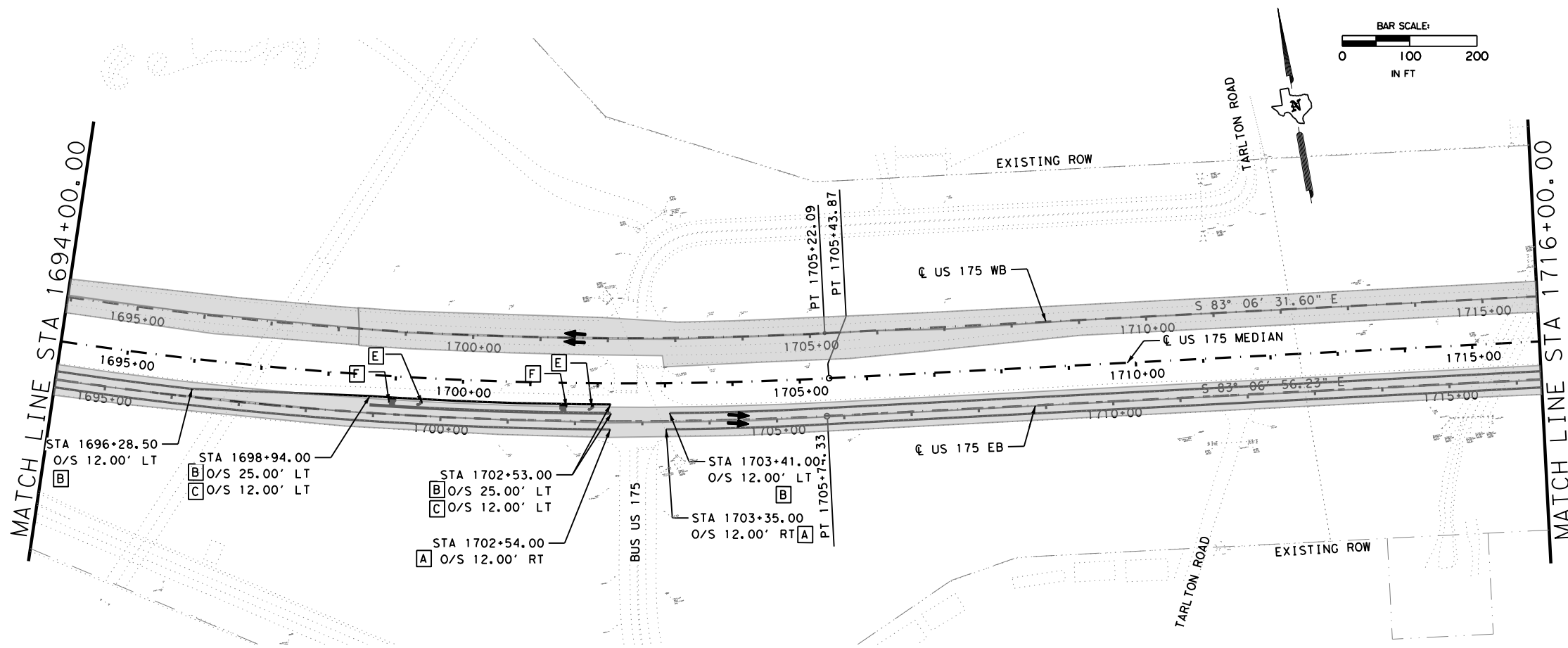


**US 175
 TCP LAYOUT
 PHASE 2 STEP 3**

SCALE: 1"=200' SHEET 9 OF 21

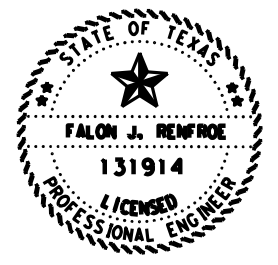
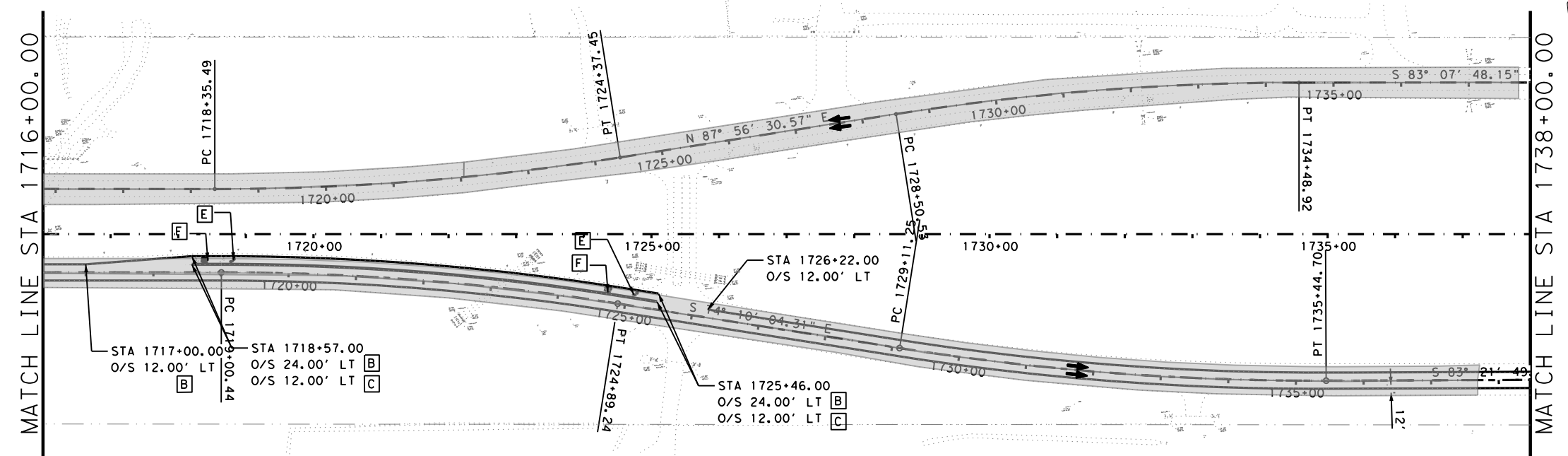
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	108
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05 059	

DATE: 4/12/2023 4:08:23 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- [A] WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - [B] WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - [C] WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - [D] WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - [E] WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - [F] WK ZN PAV MRK NON-REMOV (W) (WORD)
 - [G] WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - [H] WK ZN PAV MRK REMOV (W) 6" (SLD)
 - [I] WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - [J] WK ZN PAV MRK REMOV (W) 6" (BRK)
 - [K] REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - [L] REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - [M] REFL PAV MRK TY I (W) (WORD) (100MIL)
 - [N] RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - [O] RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - [P] REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF © US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF © US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

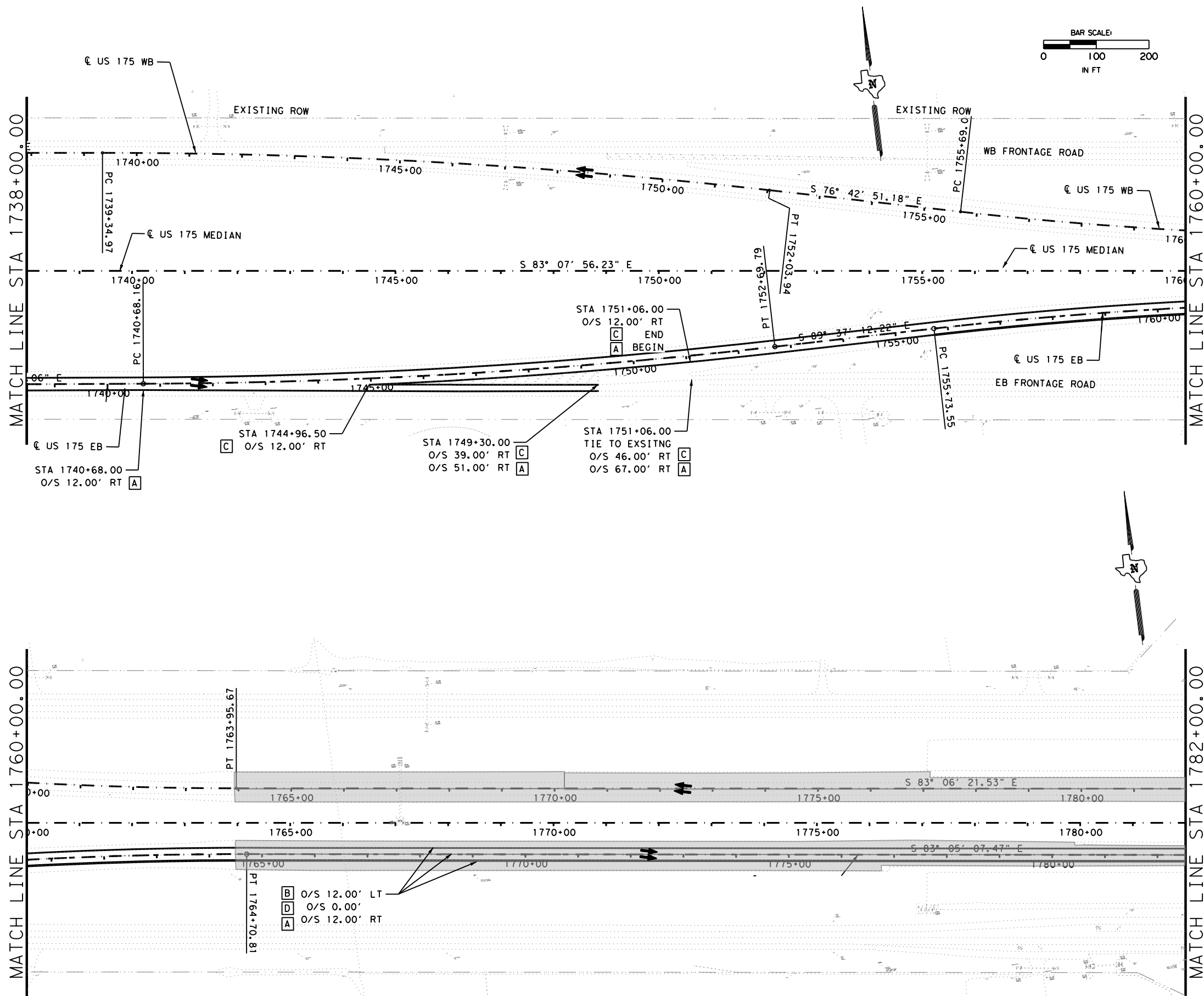


**US 175
 TCP LAYOUT
 PHASE 2 STEP 3**

SCALE: 1"=200' SHEET 10 OF 21

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						109

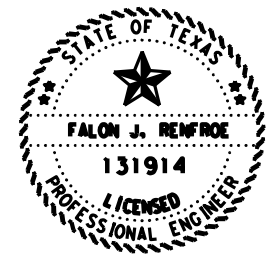
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES

- REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
- MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
- TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 EB.
- REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

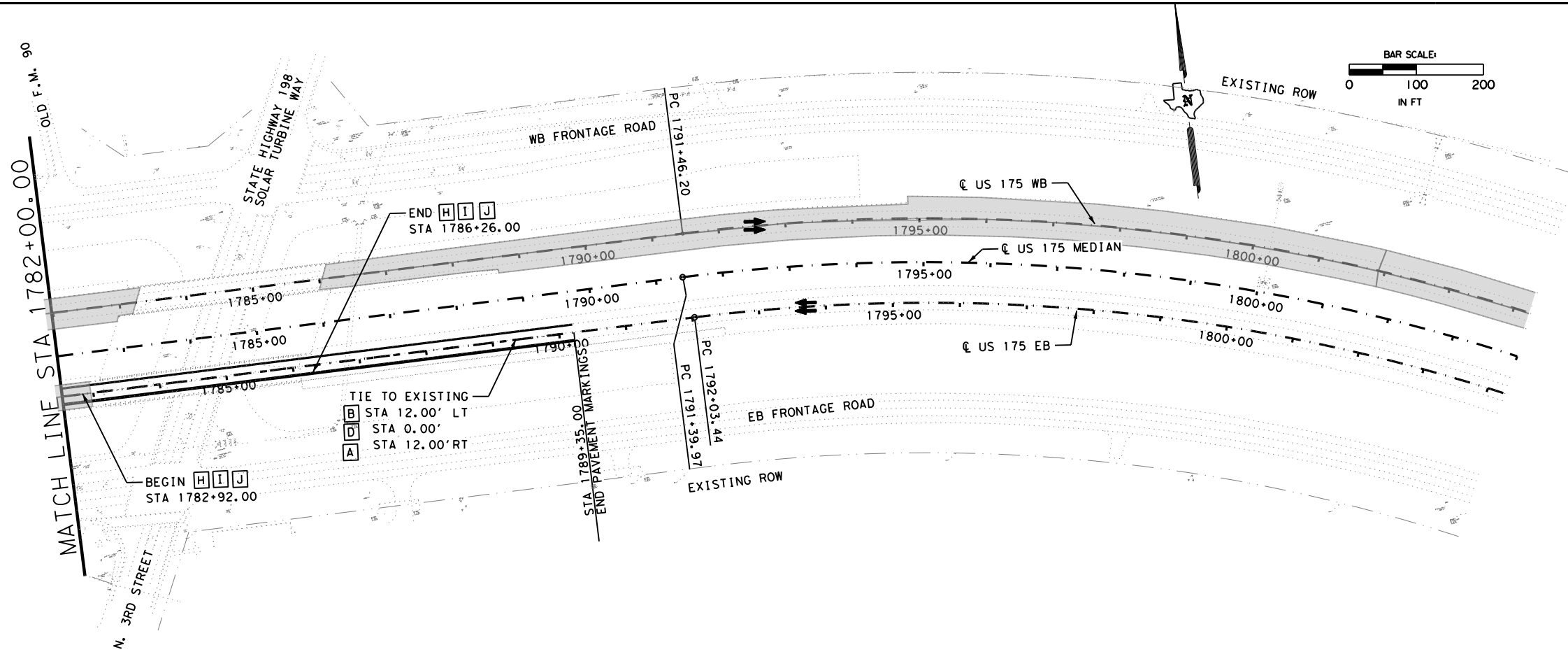


**US 175
 TCP LAYOUT
 PHASE 2 STEP 3**

SCALE: 1"=200' SHEET 11 OF 21

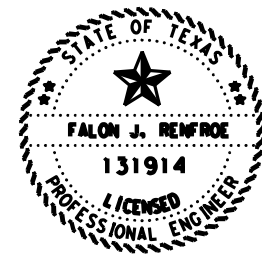
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	110
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:08:23 PM
 FILE: \\txdot\projectwiseonline.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\2. TCP\07-TCP LAYOUT PHASE 2 STEP 3.dgn



- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

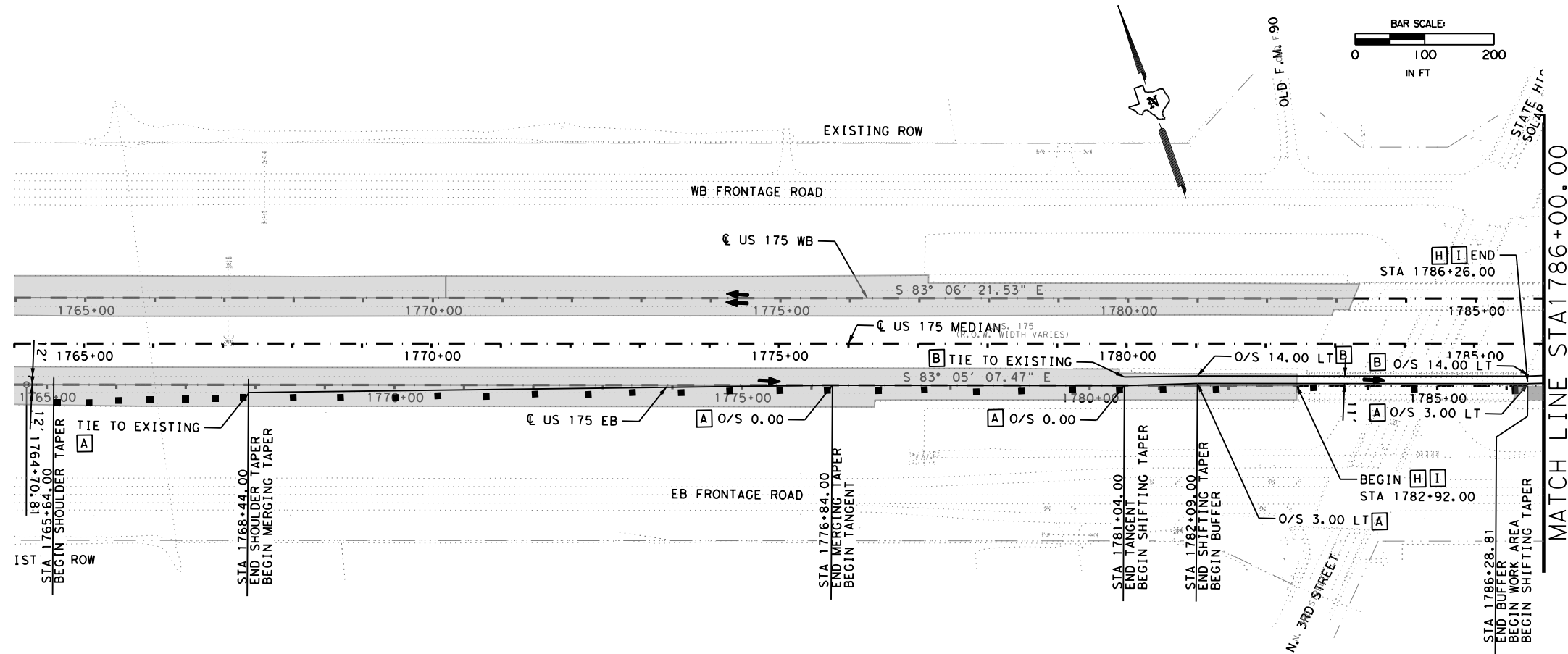


**US 175
 TCP LAYOUT
 PHASE 2 STEP 3**

SCALE: 1"=200' SHEET 12 OF 21

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	111
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

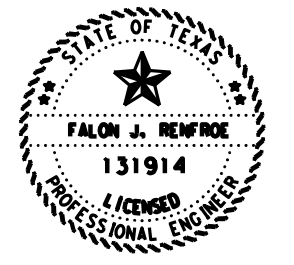
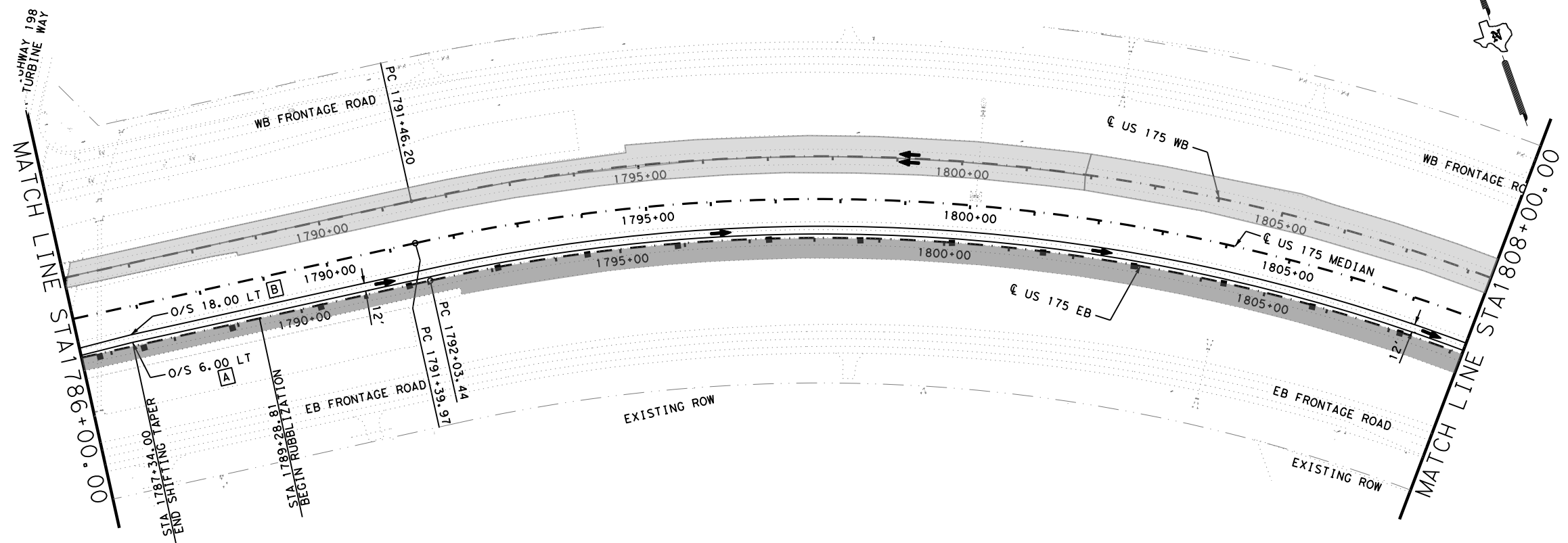
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES

1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 EB.
4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

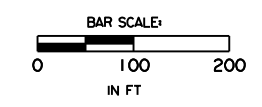
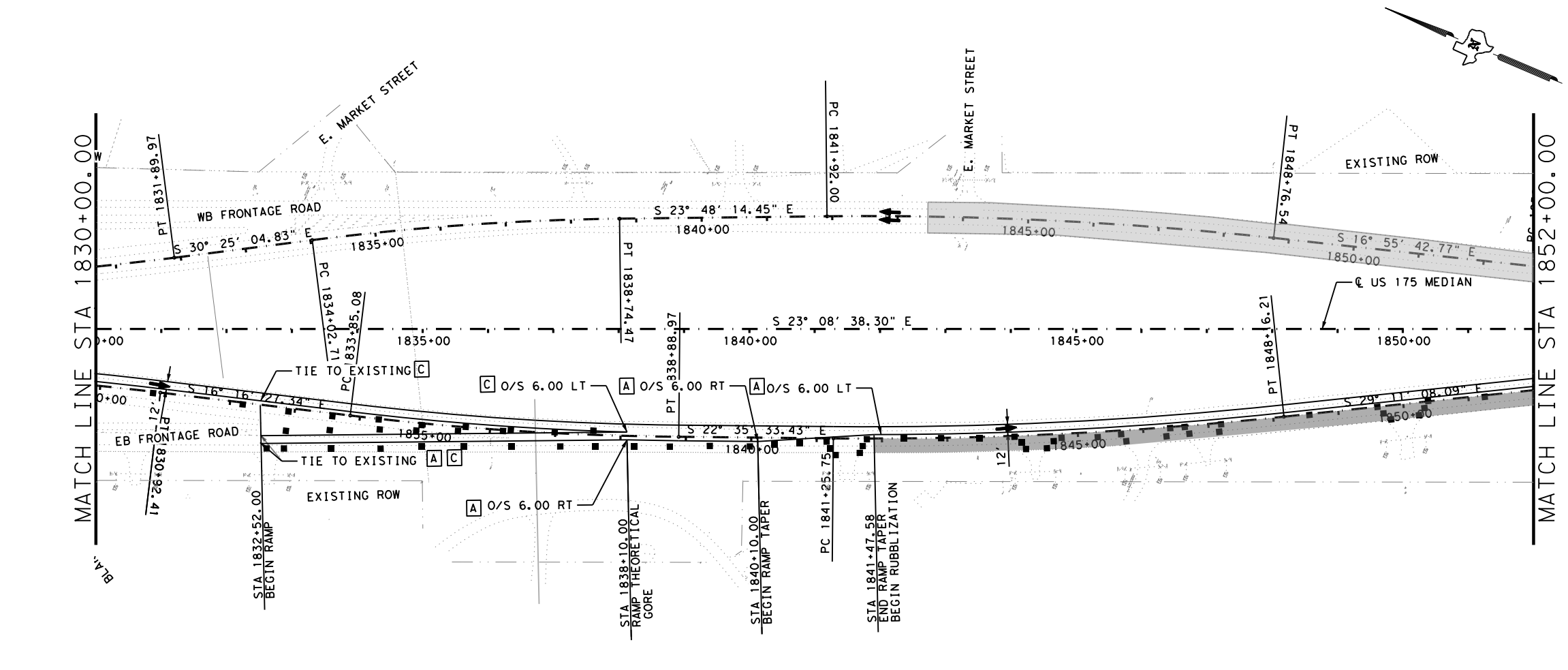
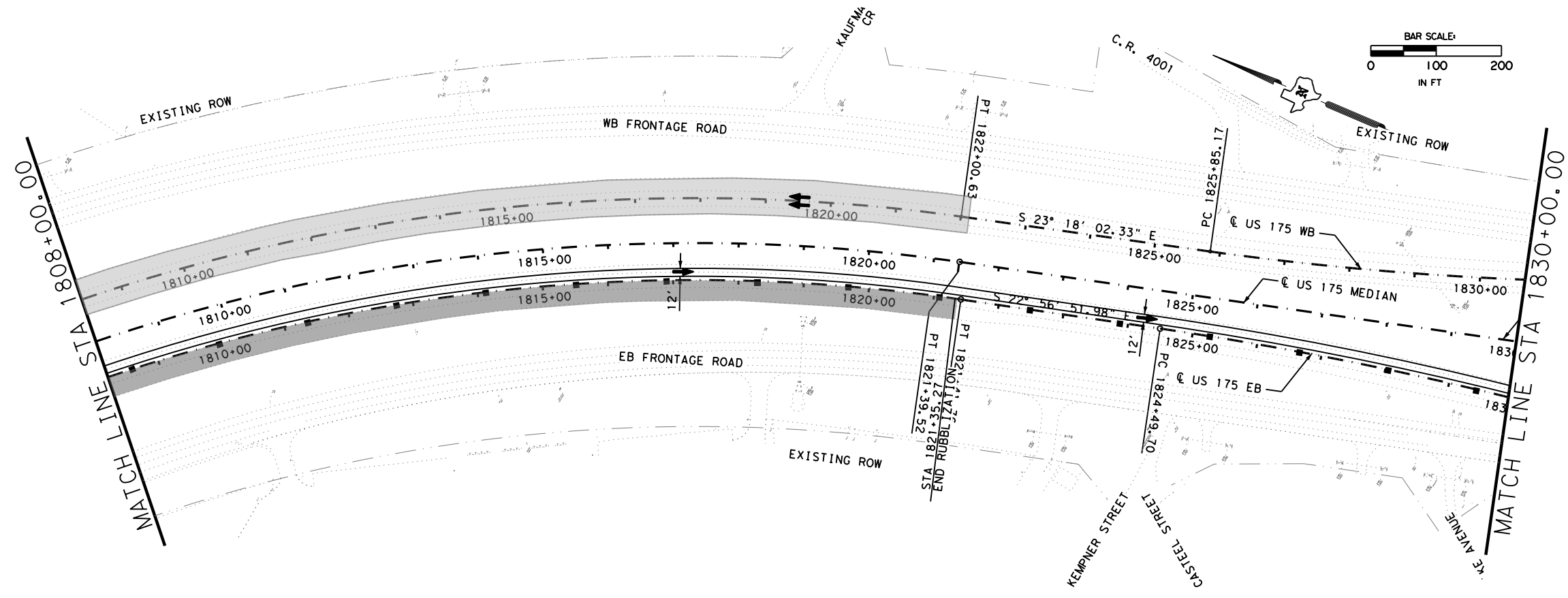


**US 175
 TCP LAYOUT
 PHASE 2 STEP 4**

SCALE: 1"=200' SHEET 13 OF 21

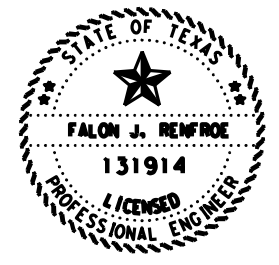
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	112
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

- NOTES**
- REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 - MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 - TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 EB.
 - REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

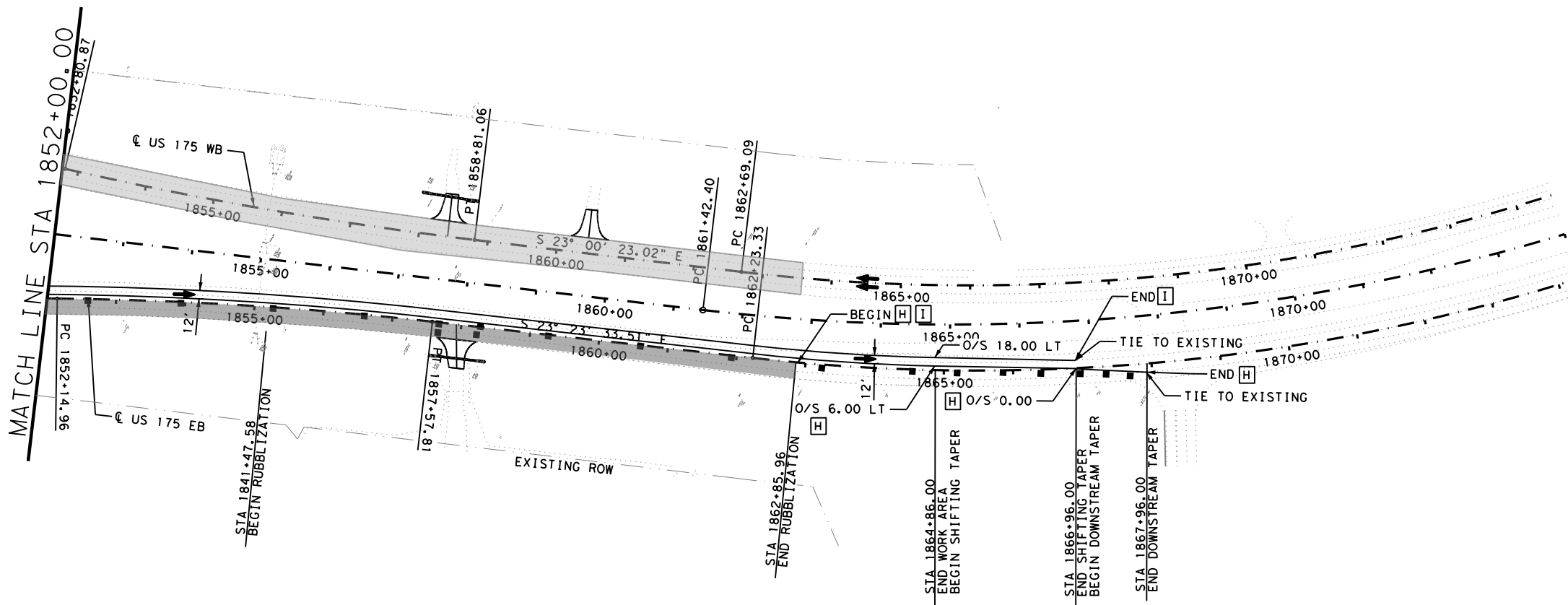
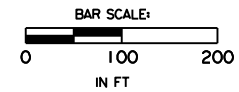


**US 175
 TCP LAYOUT
 PHASE 2 STEP 4**

SCALE: 1"=200' SHEET 14 OF 21

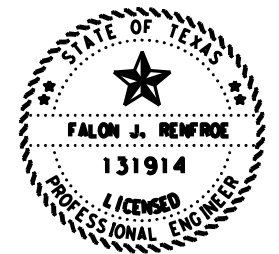
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	113
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

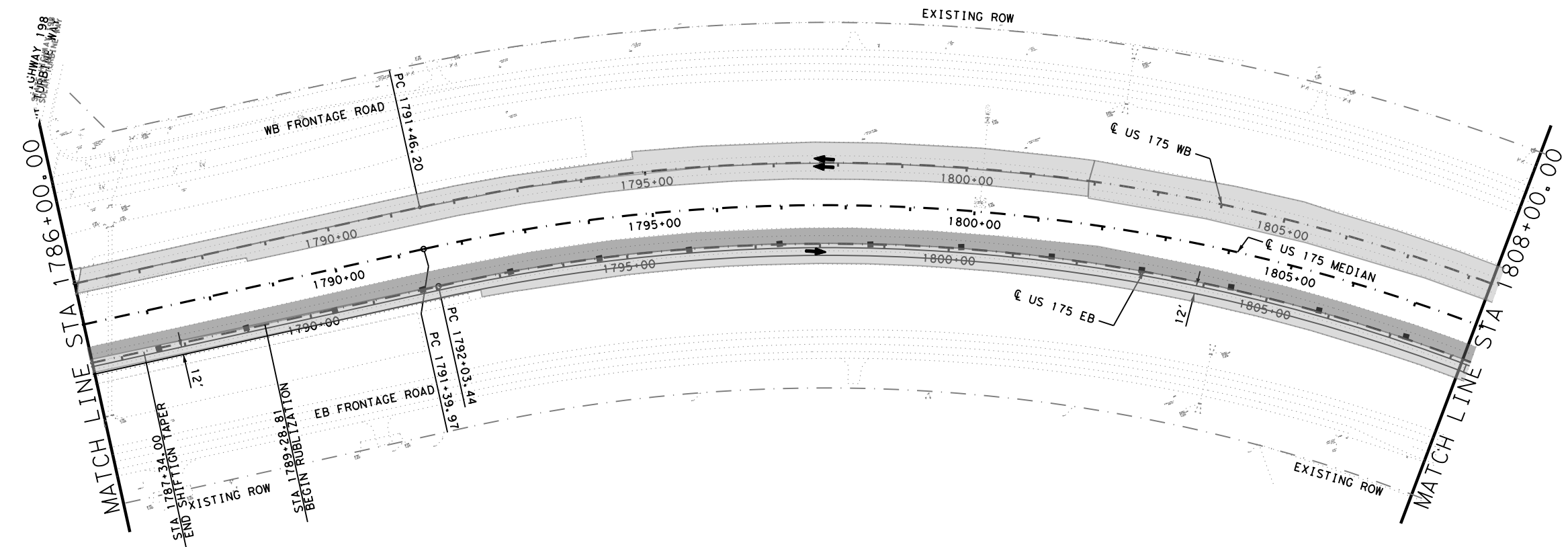
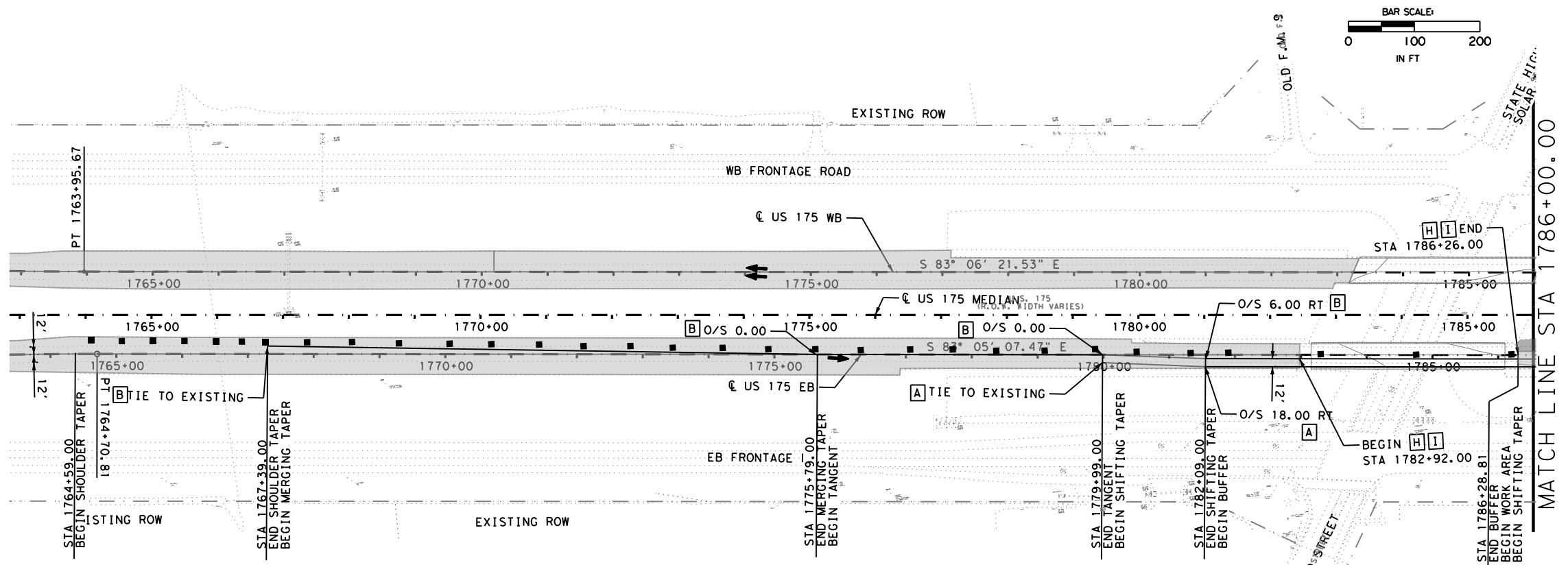


**US 175
 TCP LAYOUT
 PHASE 2 STEP 4**

SCALE: 1"=200' SHEET 15 OF 21

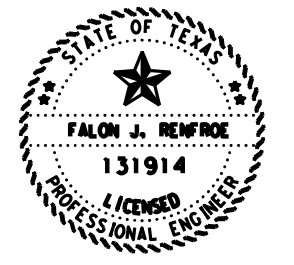
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	114
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - ▨ CONSTRUCTION AREA IN THIS PHASE
 - ▩ CONSTRUCTION AREA IN PREVIOUS PHASE
- | | |
|---|---|
| A | WK ZN PAV MRK NON-REMOV (W) 6" (SLD) |
| B | WK ZN PAV MRK NON-REMOV (Y) 6" (SLD) |
| C | WK ZN PAV MRK NON-REMOV (W) 8" (SLD) |
| D | WK ZN PAV MRK NON-REMOV (W) 6" (BRK) |
| E | WK ZN PAV MRK NON-REMOV (W) (ARROW) |
| F | WK ZN PAV MRK NON-REMOV (W) (WORD) |
| G | WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI) |
| H | WK ZN PAV MRK REMOV (W) 6" (SLD) |
| I | WK ZN PAV MRK REMOV (Y) 6" (SLD) |
| J | WK ZN PAV MRK REMOV (W) 6" (BRK) |
| K | REFL PAV MRK TY I (W) 8" (SLD) (100MIL) |
| L | REFL PAV MRK TY I (W) (ARROW) (100MIL) |
| M | REFL PAV MRK TY I (W) (WORD) (100MIL) |
| N | RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL) |
| O | RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL) |
| P | REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL) |

- NOTES**
1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF ϵ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF ϵ US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

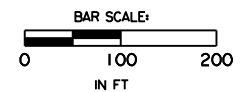
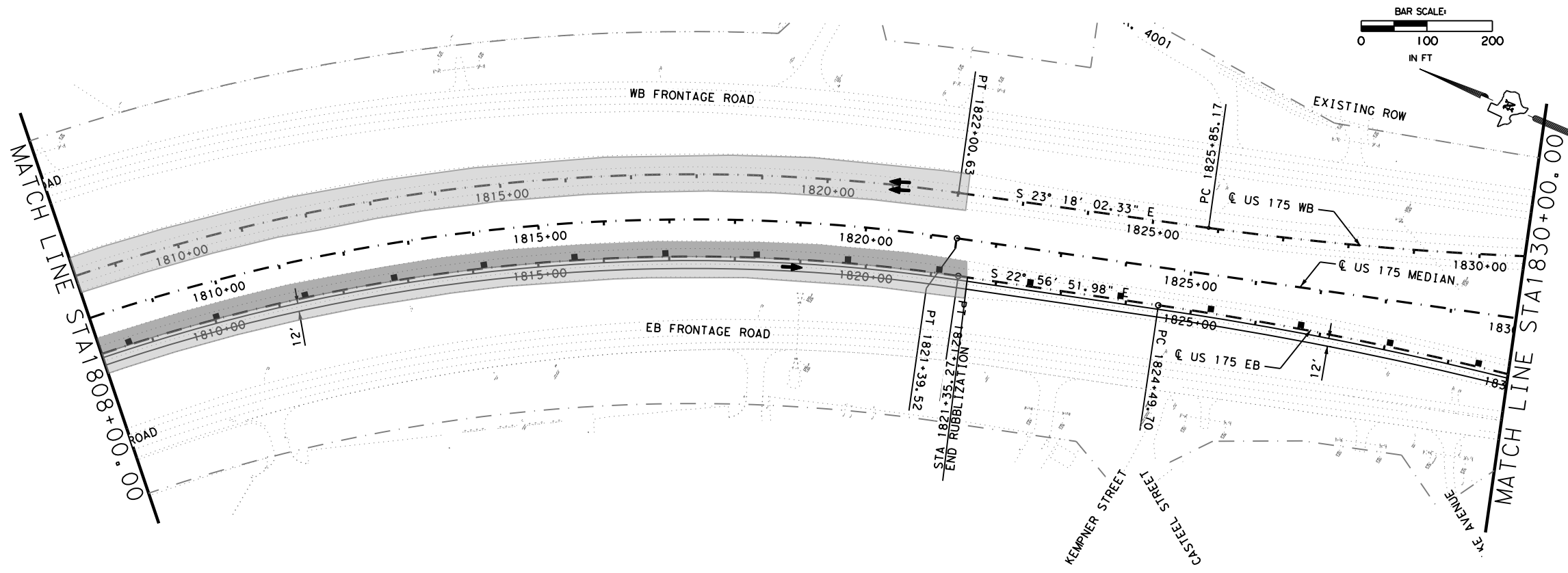


**US 175
 TCP LAYOUT
 PHASE 2 STEP 5**

SCALE: 1"=200' SHEET 16 OF 21

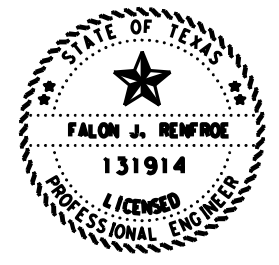
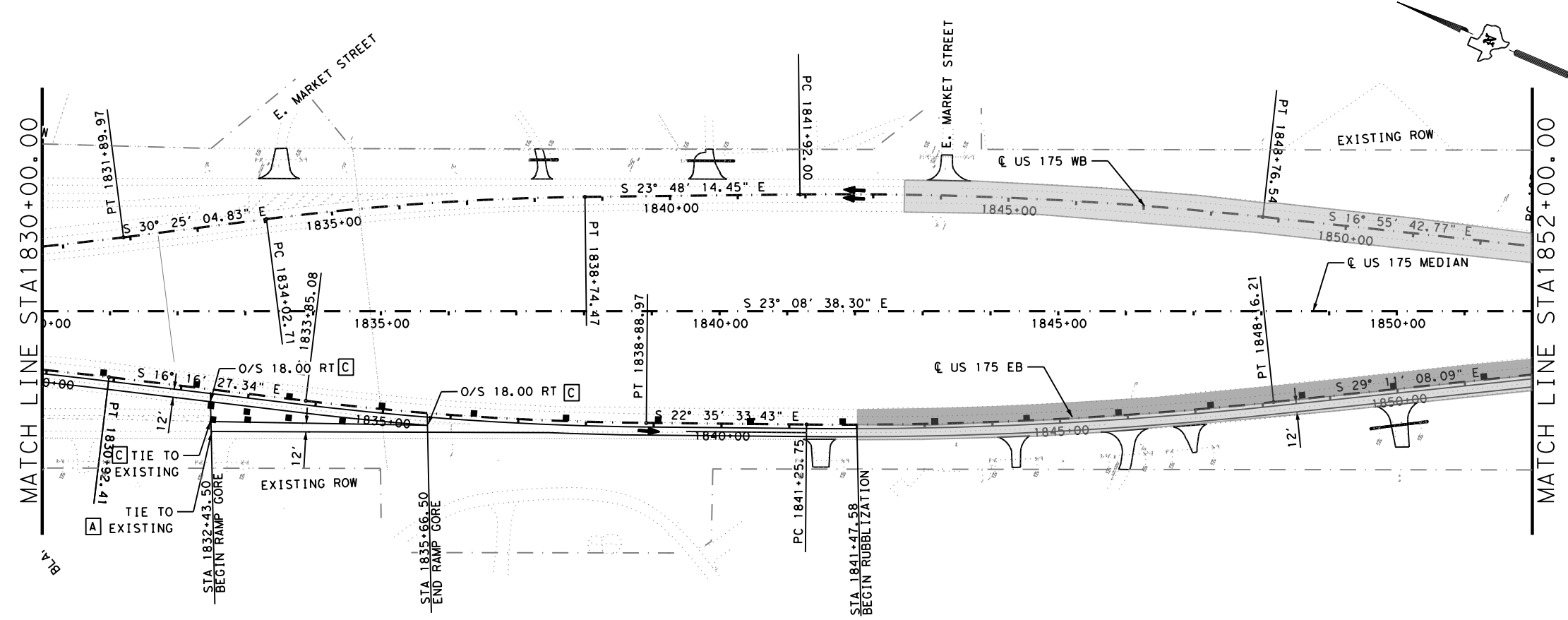
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	115
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:08:56 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF @ US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF @ US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

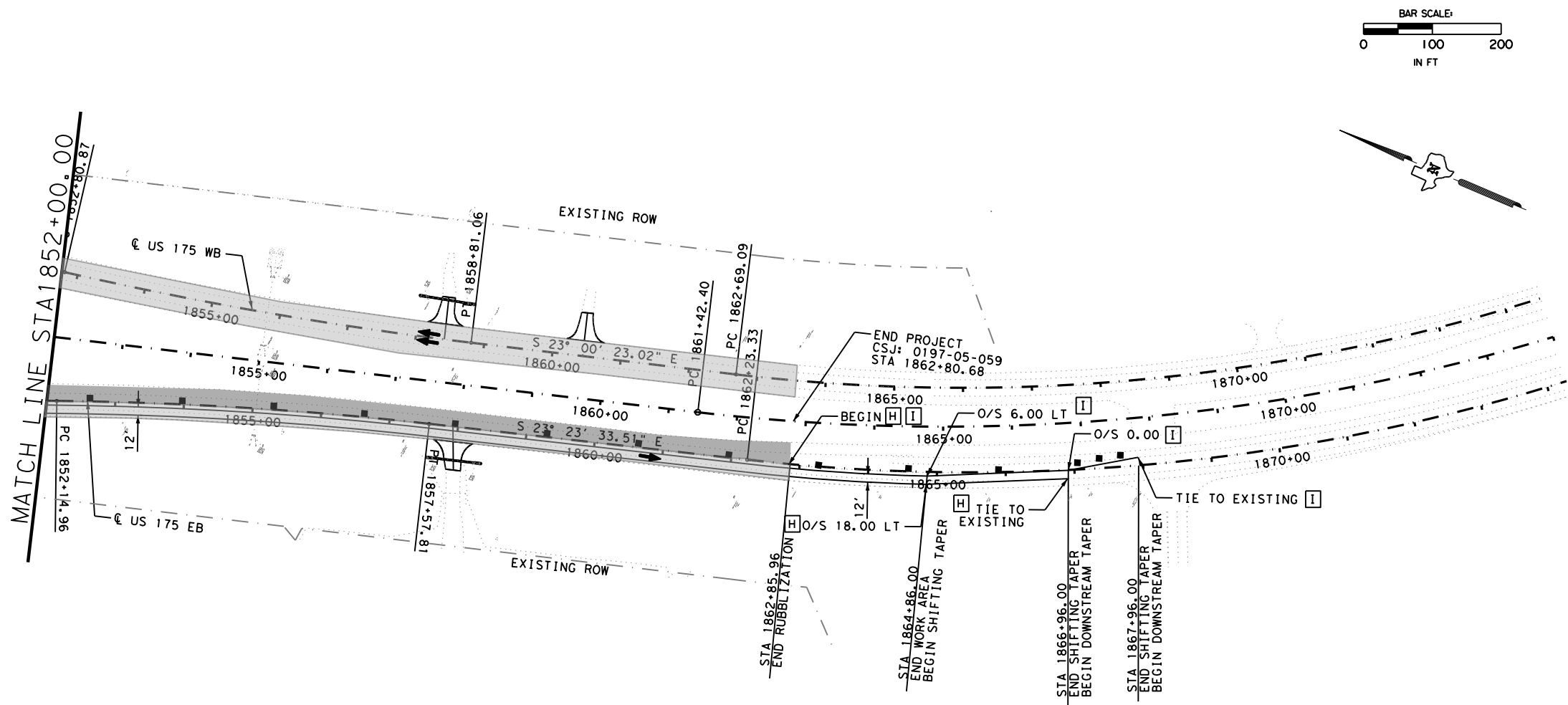


**US 175
 TCP LAYOUT
 PHASE 2 STEP 5**

SCALE: 1"=200' SHEET 17 OF 21

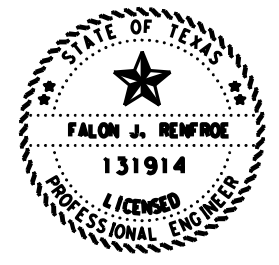
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	116
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:08:57 PM
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W)6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y)6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W)8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W)6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W)36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W)6" (SLD)
 - I WK ZN PAV MRK REMOV (Y)6" (SLD)
 - J WK ZN PAV MRK REMOV (W)6" (BRK)
 - K REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y)6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF & US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF & US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro
 P.E. 04.13.23
 Signature of Registrant & Date

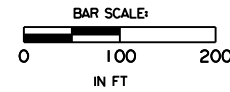
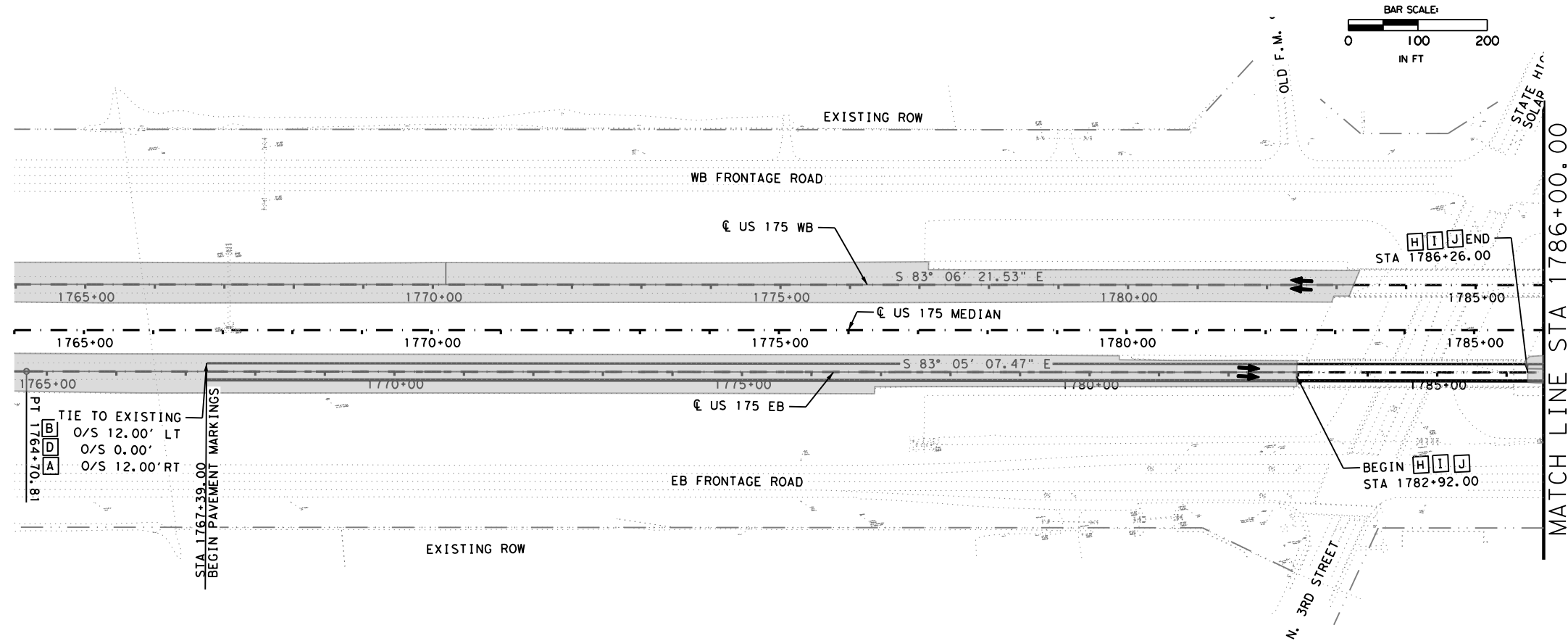


**US 175
 TCP LAYOUT
 PHASE 2 STEP 5**

SCALE: 1"=200' SHEET 18 OF 21

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	117
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

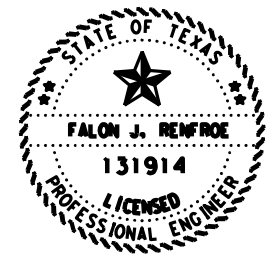
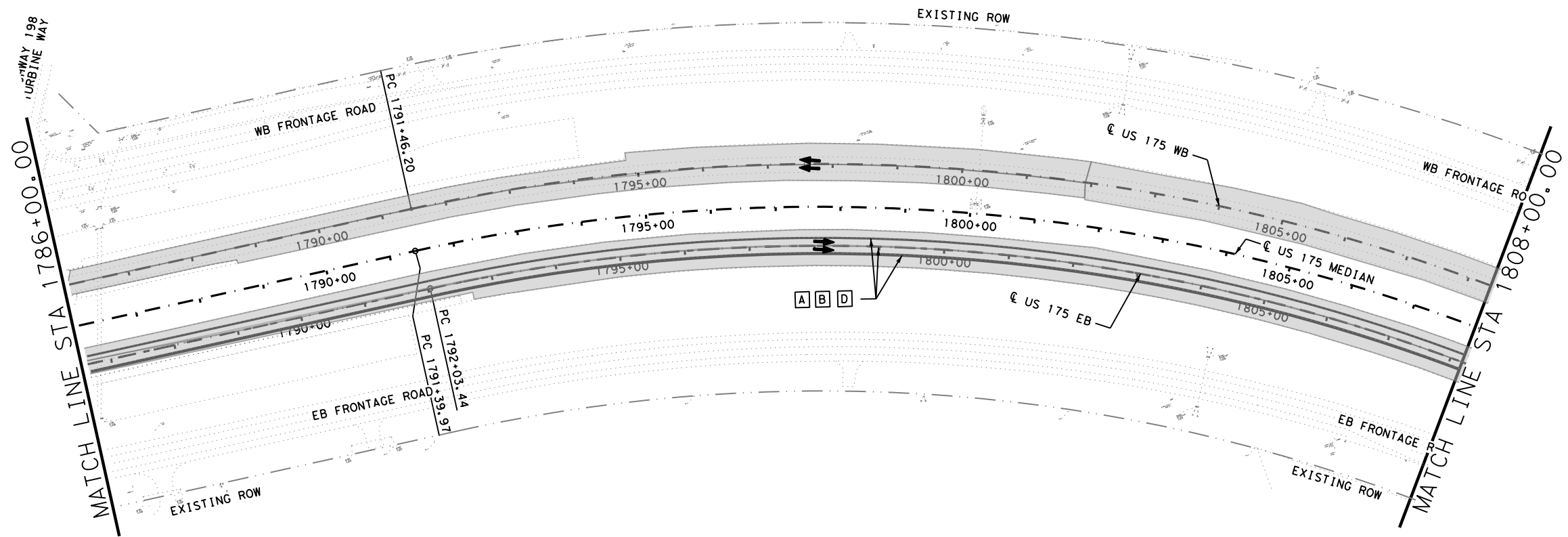
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - ▨ CONSTRUCTION AREA IN THIS PHASE
 - ▩ CONSTRUCTION AREA IN PREVIOUS PHASE
- [A] WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - [B] WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - [C] WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - [D] WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - [E] WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - [F] WK ZN PAV MRK NON-REMOV (W) (WORD)
 - [G] WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - [H] WK ZN PAV MRK REMOV (W) 6" (SLD)
 - [I] WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - [J] WK ZN PAV MRK REMOV (W) 6" (BRK)
 - [K] REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - [L] REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - [M] REFL PAV MRK TY I (W) (WORD) (100MIL)
 - [N] RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - [O] RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - [P] REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES

1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
2. MATCHLINE STATIONING BASED OFF ⊕ US 175 MEDIAN.
3. TCP & PAVEMENT MARKING STATIONS BASED OFF ⊕ US 175 EB.
4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

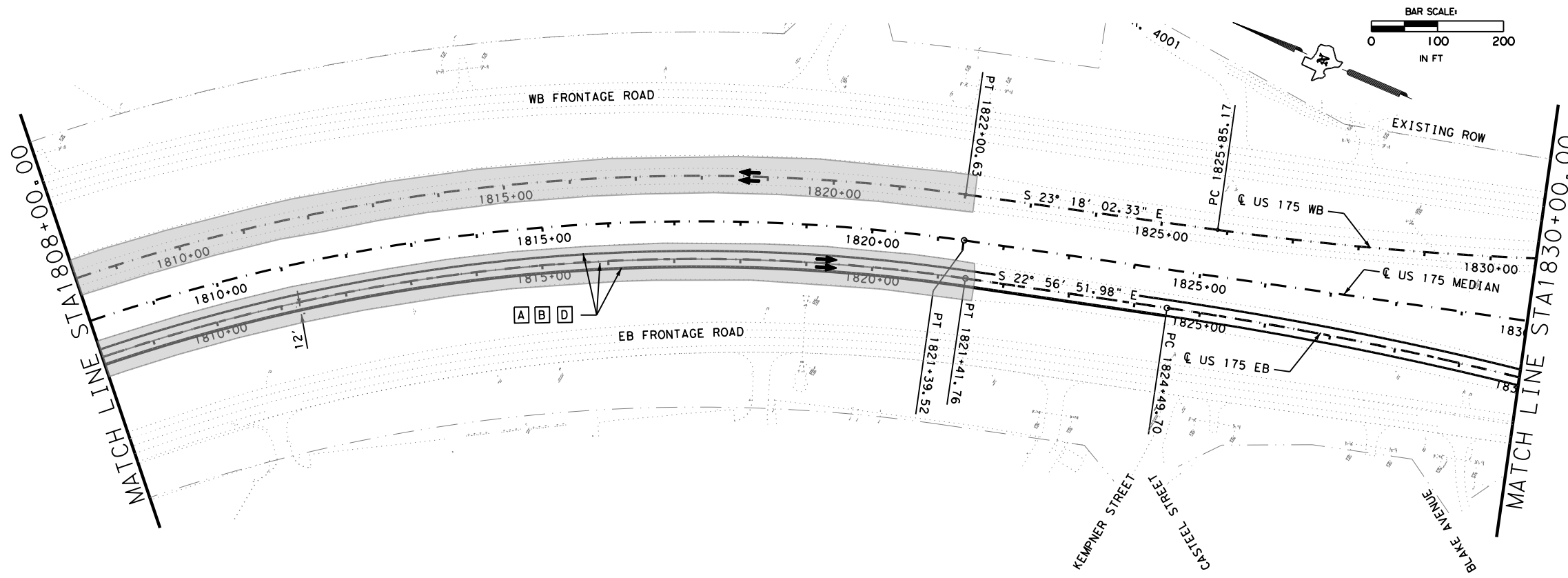


**US 175
 TCP LAYOUT
 PHASE 2 STEP 6**

SCALE: 1"=200' SHEET 19 OF 21

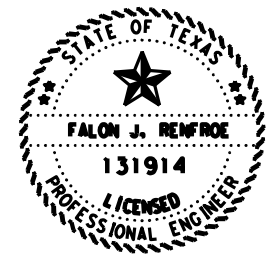
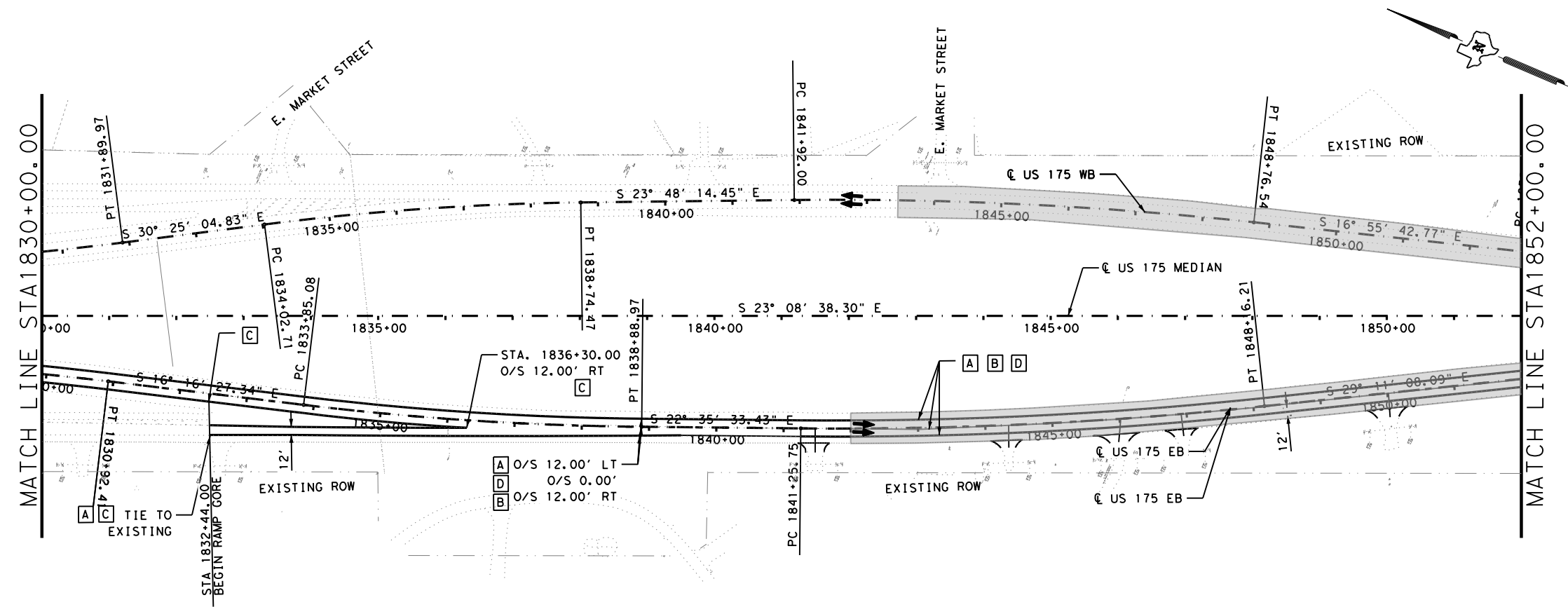
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	118
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES
 1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
 2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
 3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 EB.
 4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



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 Signature of Registrant & Date

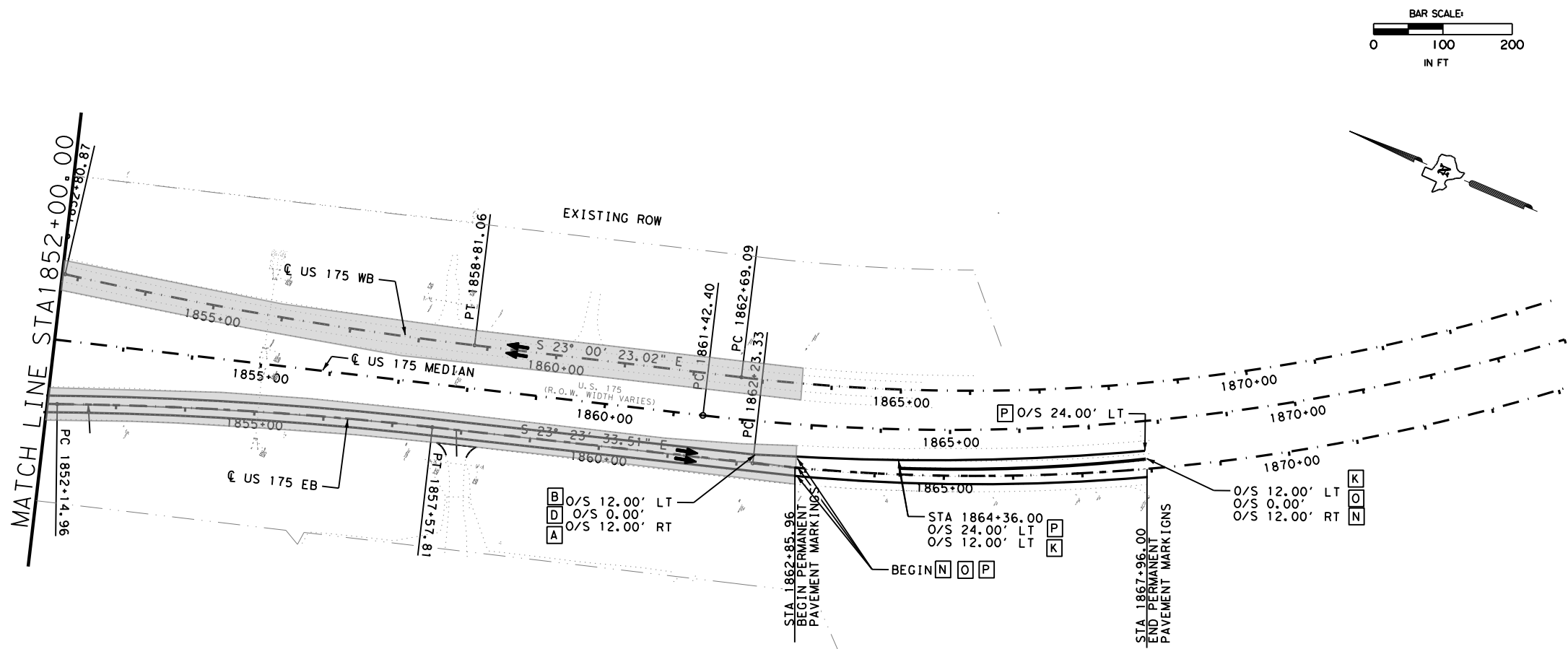


**US 175
 TCP LAYOUT
 PHASE 2 STEP 6**

SCALE: 1"=200' SHEET 20 OF 21

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
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CHECK	CONTROL	SECTION	JOB	
VD	0197	05	059	

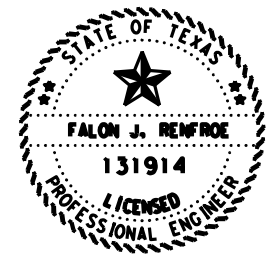
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- LEGEND**
- CHANNELIZING DEVICE
 - ← DIRECTION OF TRAFFIC
 - CONSTRUCTION AREA IN THIS PHASE
 - CONSTRUCTION AREA IN PREVIOUS PHASE
- A WK ZN PAV MRK NON-REMOV (W) 6" (SLD)
 - B WK ZN PAV MRK NON-REMOV (Y) 6" (SLD)
 - C WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
 - D WK ZN PAV MRK NON-REMOV (W) 6" (BRK)
 - E WK ZN PAV MRK NON-REMOV (W) (ARROW)
 - F WK ZN PAV MRK NON-REMOV (W) (WORD)
 - G WK ZN PAV MRK NON-REMOV (W) 36" (YLD TRI)
 - H WK ZN PAV MRK REMOV (W) 6" (SLD)
 - I WK ZN PAV MRK REMOV (Y) 6" (SLD)
 - J WK ZN PAV MRK REMOV (W) 6" (BRK)
 - K REFL PAV MRK TY I (W) 8" (SLD) (100MIL)
 - L REFL PAV MRK TY I (W) (ARROW) (100MIL)
 - M REFL PAV MRK TY I (W) (WORD) (100MIL)
 - N RE PM W/RET REQ TY I (W) 6" (SLD) (100MIL)
 - O RE PM W/RET REQ TY I (W) 6" (BRK) (100MIL)
 - P REF PROF PAV MRK TY I (Y) 6" (SLD) (100MIL)

NOTES

1. REFERENCE TCP GENERAL NOTES AND TCP PHASE NARRATIVE FOR FURTHER INFORMATION.
2. MATCHLINE STATIONING BASED OFF C US 175 MEDIAN.
3. TCP & PAVEMENT MARKING STATIONS BASED OFF C US 175 EB.
4. REFERENCE PLAN SHEETS FOR FURTHER INFORMATION REGARDING FINAL ROAD WORK LIMITS.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date



**US 175
 TCP LAYOUT
 PHASE 2 STEP 6**

SCALE: 1"=200' SHEET 21 OF 21

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	120
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

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BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

- 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).
- The development and design of the Traffic Control Plan (TCP) is the responsibility of the Engineer.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- Traffic control devices should be in place only while work is actually in progress or a definite need exists.
- The Engineer has the final decision on the location of all traffic control devices.
- 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:


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

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

- Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources.
- Work zone traffic control devices shall be compliant with the Manual for Assessing safety Hardware (MASH).

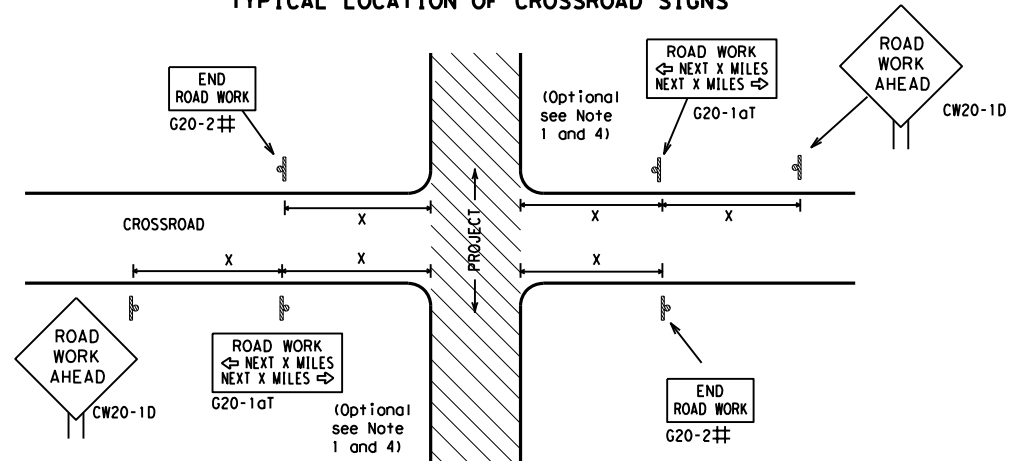
THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT http://www.txdot.gov
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)
MATERIAL PRODUCER LIST (MPL)
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)
TEXAS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

SHEET 1 OF 12

 Texas Department of Transportation		Traffic Safety Division Standard	
BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS			
BC (1) - 21			
FILE: bc-21.dgn	DN: TxDOT	CR: TxDOT	DW: TxDOT
© TxDOT November 2002	CONT	SECT	HIGHWAY
REVISIONS	0197	05	059 US 175
4-03 7-13	DIST	COUNTY	SHEET NO.
9-07 8-14	DAL	KAUFMAN	121
5-10 5-21			

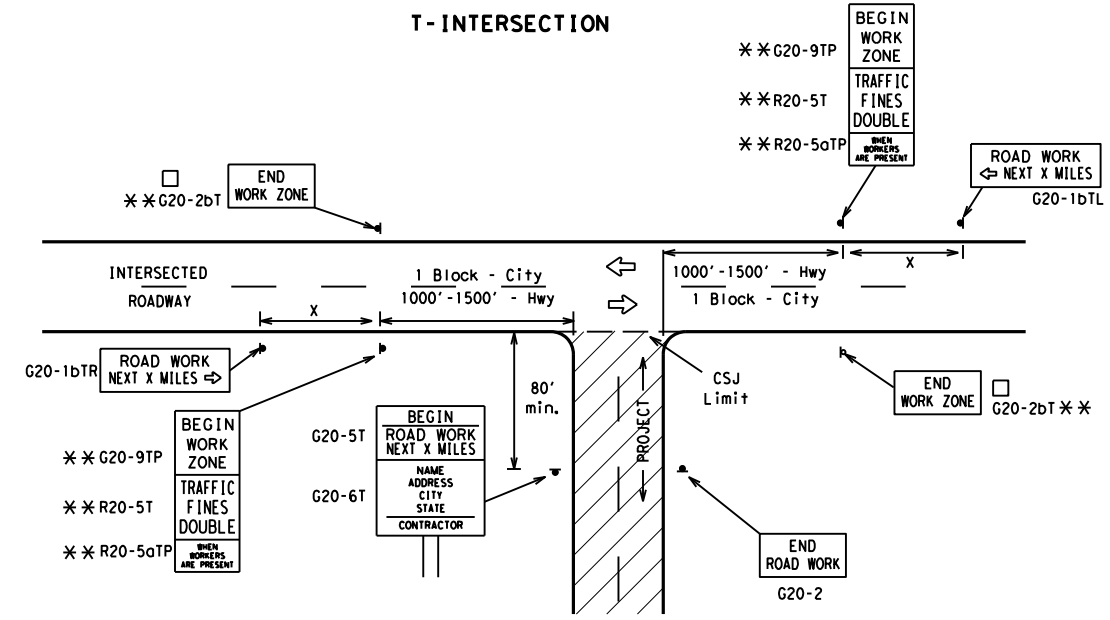
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of units or the use of this standard in any project. Design for use on projects in Texas only.

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^{1,5,6}

Sign Number or Series	SIZE		SPACING	
	Conventional Road	Expressway/Freeway	Posted Speed MPH	Sign Δ Spacing "x" Feet (Apprx.)
CW20 ⁴	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	36" x 36"	48" x 48"	55	500 ²
CW3, CW4, CW5, CW6, CW8-3, CW10, CW12	48" x 48"	48" x 48"	60	600 ²
			65	700 ²
			70	800 ²
			75	900 ²
			80	1000 ²
			*	* ³

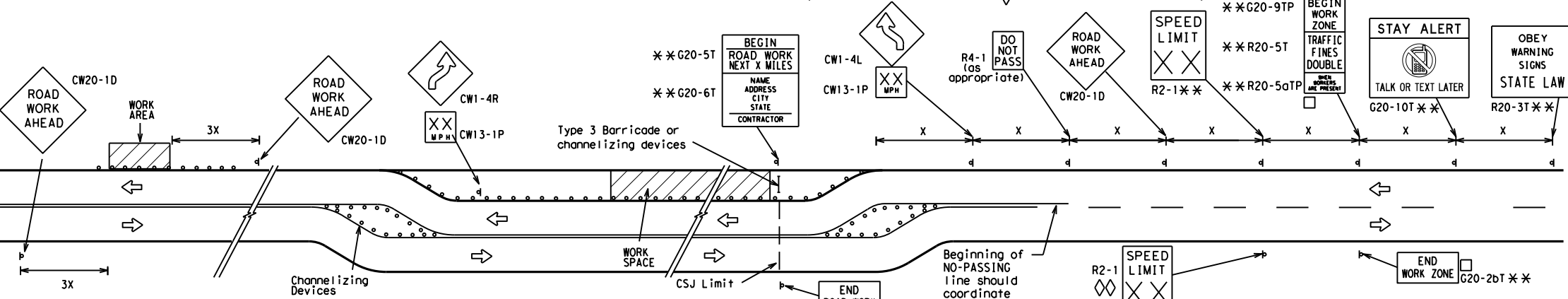
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

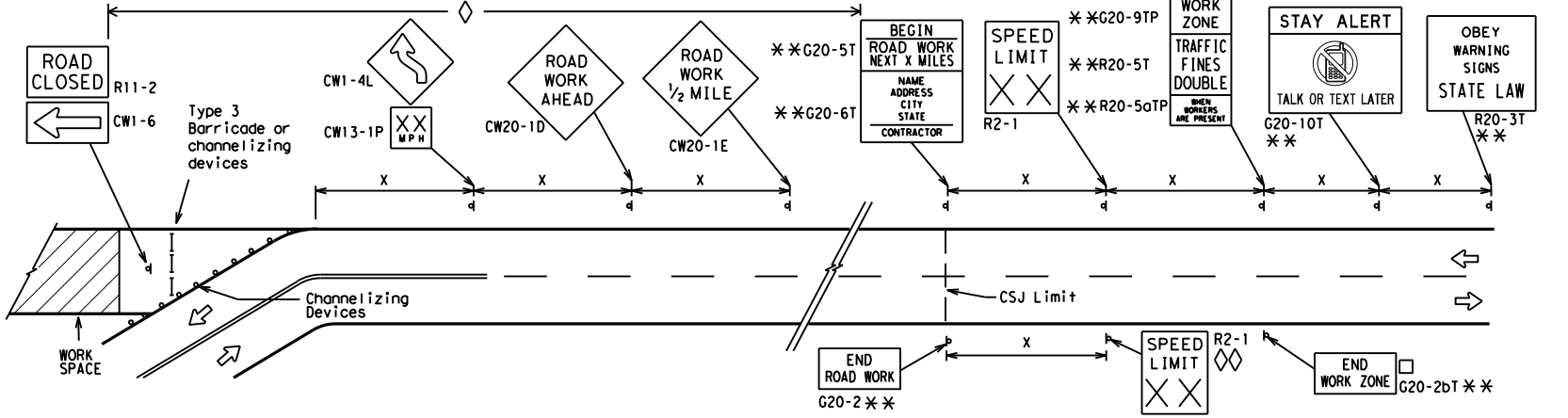
- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be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



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

BC(2)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	05	059	US 175
9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13 5-21	DAL	KAUFMAN	122	

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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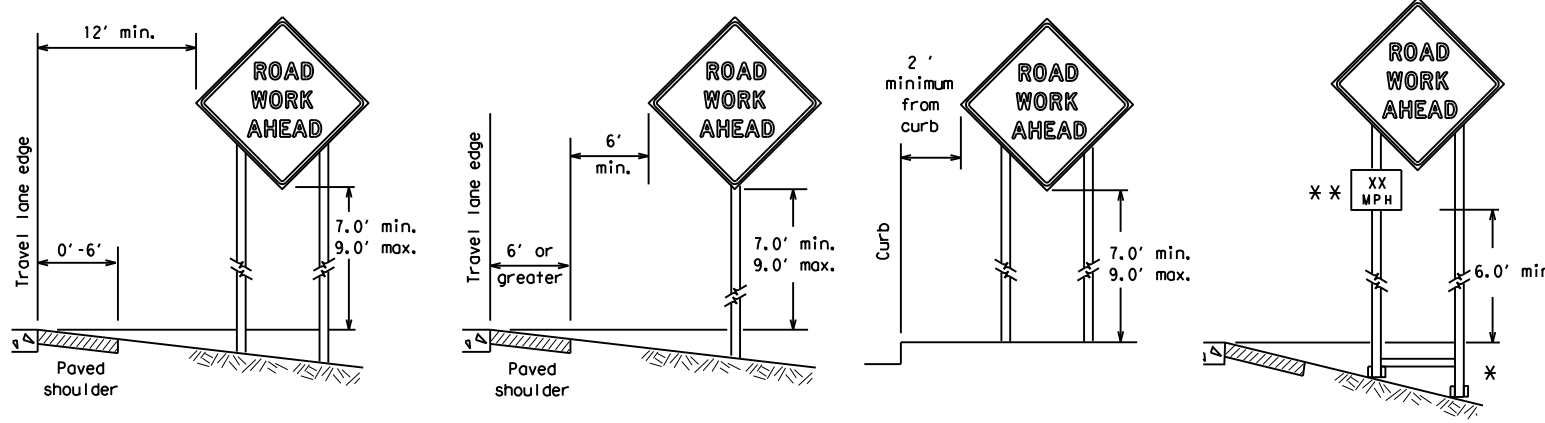
SHEET 3 OF 12

		Traffic Safety Division Standard	
<h2>BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT</h2>			
<h3>BC (3) - 21</h3>			
FILE:	bc-21.dgn	DN: TxDOT	CK: TxDOT
© TxDOT	November 2002	CONT	SECT
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		DAL	KAUFMAN
			SHEET NO.
			123

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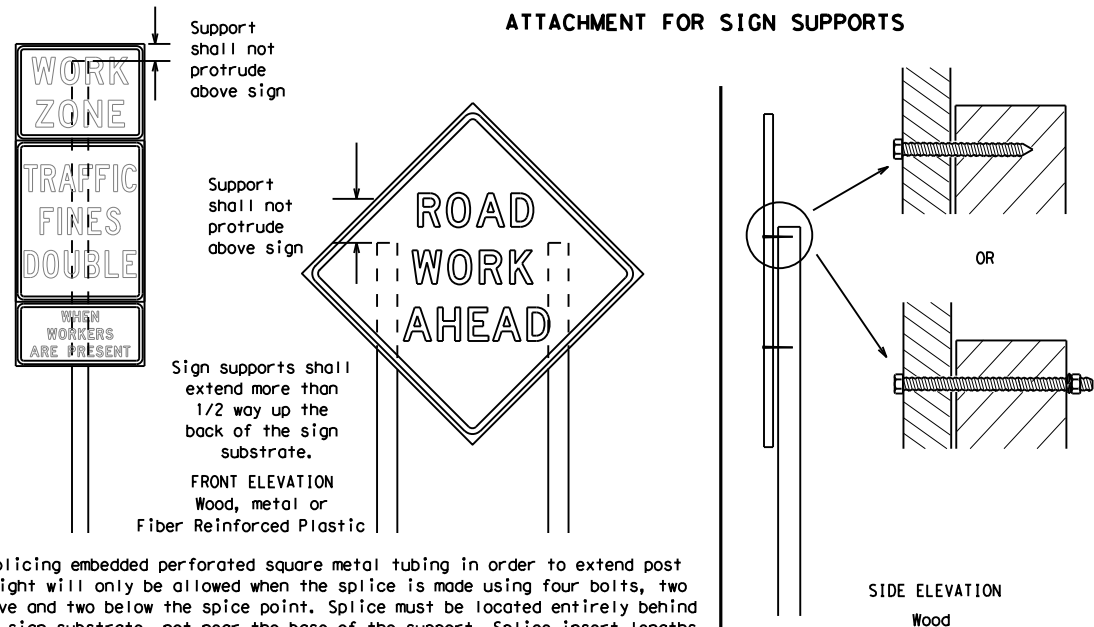
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



* 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



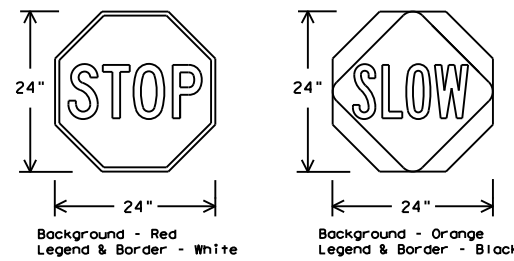
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

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 retroreflective when used at night.
3. STOP/SLOW paddles may be attached to a staff with a minimum length of 6' to the bottom of the sign.
4. Any lights incorporated into the STOP or SLOW paddle faces shall only be as specifically described in Section 6E.03 Hand Signaling Devices in the TMUTCD.



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

CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

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

GENERAL NOTES FOR WORK ZONE SIGNS

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

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

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

SIGN MOUNTING HEIGHT

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

SIZE OF SIGNS

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

SIGN SUBSTRATES

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

REFLECTIVE SHEETING

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

SIGN LETTERS

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

REMOVING OR COVERING

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

SIGN SUPPORT WEIGHTS

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

FLAGS ON SIGNS

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

SHEET 4 OF 12

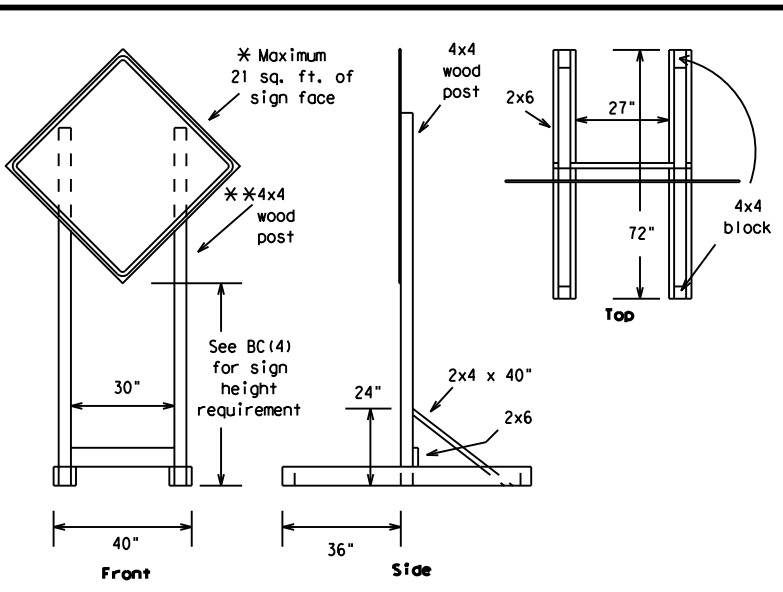
Texas Department of Transportation
 Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC (4) - 21

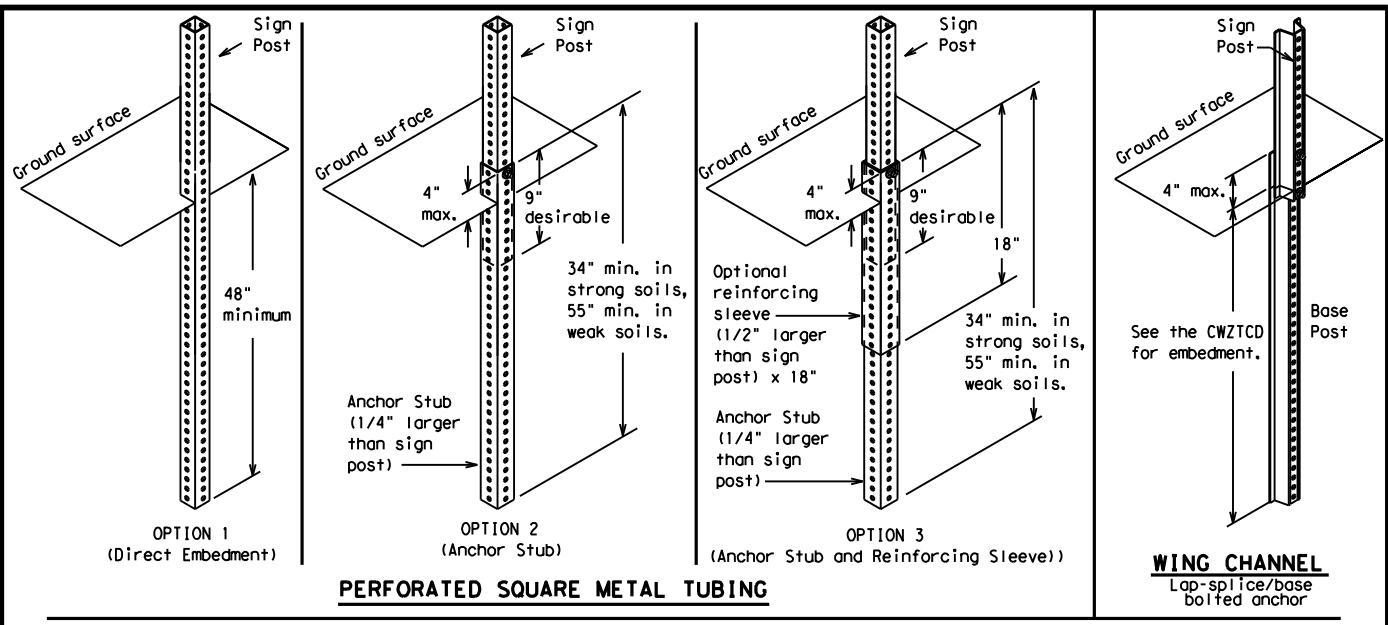
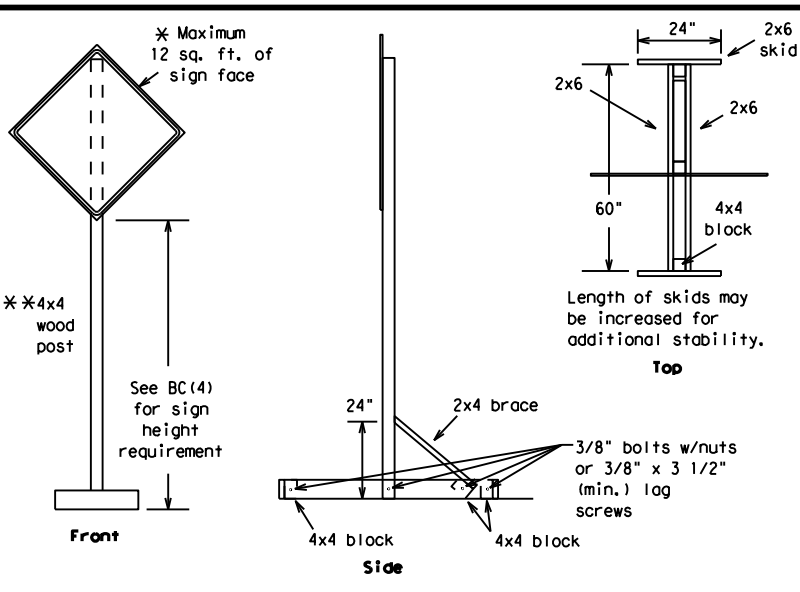
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© TxDOT	November 2002	CONT	SECT	JOB	HIGHWAY				
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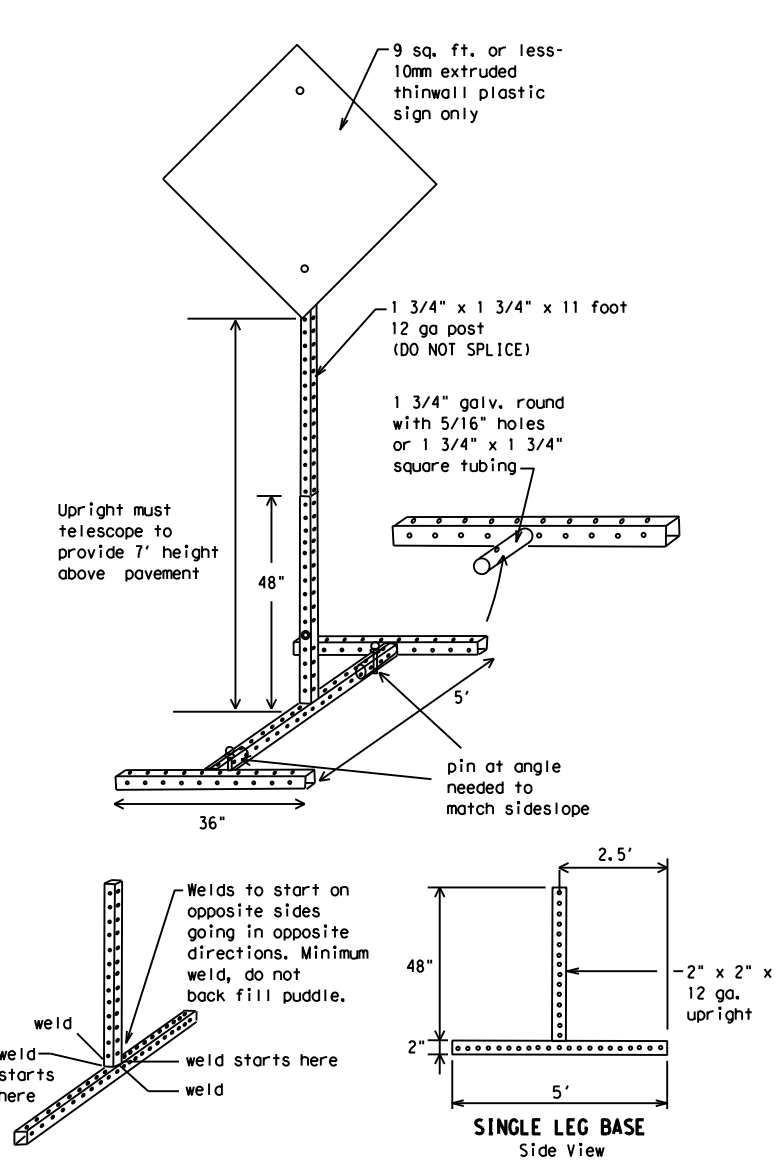
SKID MOUNTED WOOD SIGN SUPPORTS

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



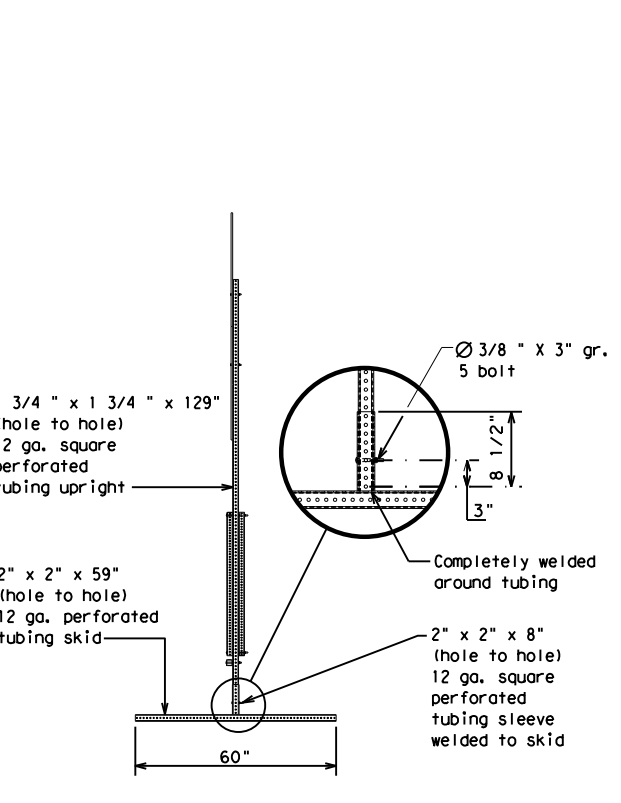
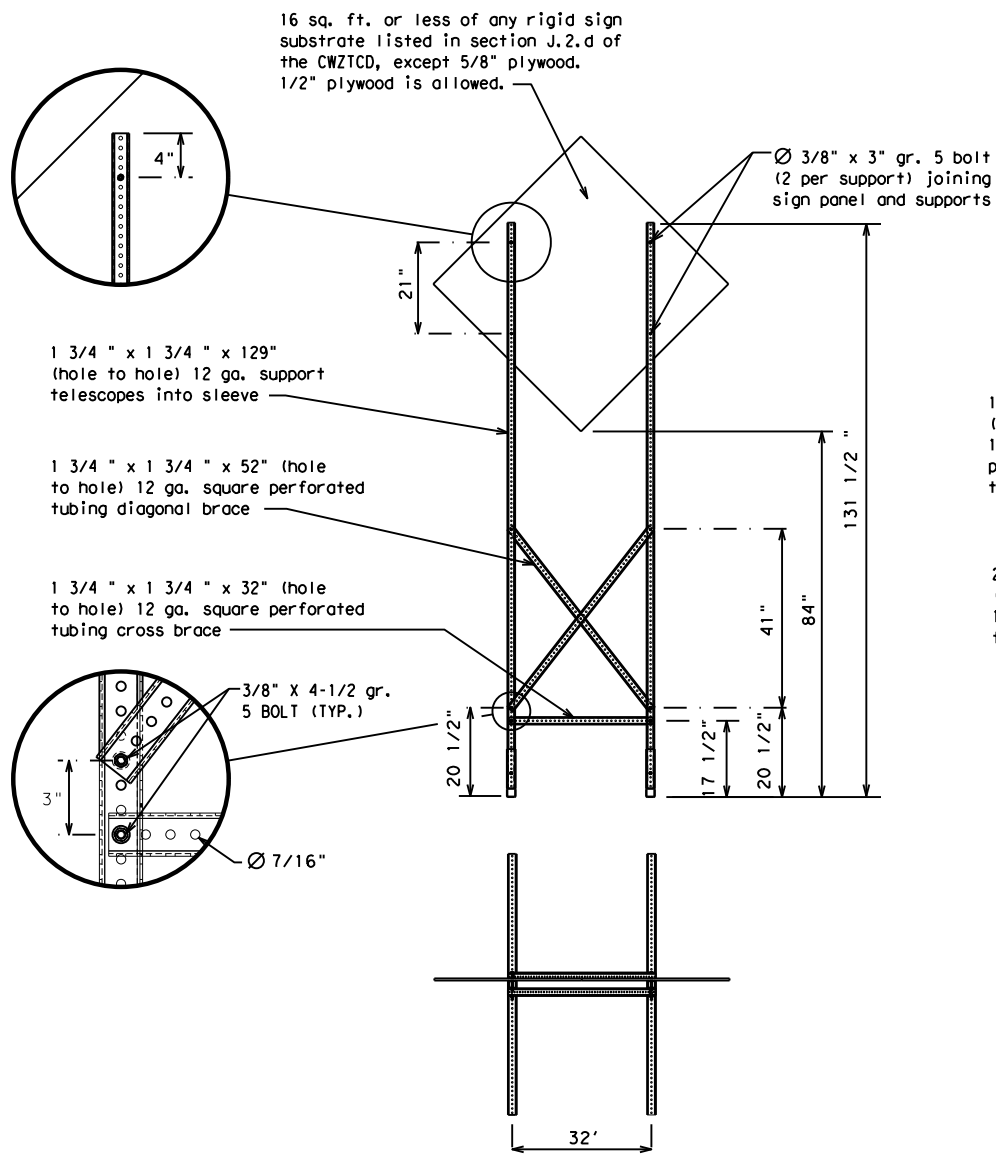
GROUND MOUNTED SIGN SUPPORTS

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.

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5) - 21

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

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

Other Condition List

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

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

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

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

Location List

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

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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	TRVLR
High-Occupancy Vehicle	HOV	Tuesday	TUES
Highway	HWY	Time Minutes	TIME MIN
Hour(s)	HR, HRS	Upper Level	UPR LEVEL
Information	INFO	Vehicles (s)	VEH, VEHS
It Is	ITS	Warning	WARN
Junction	JCT	Wednesday	WED
Left	LFT	Weight Limit	WT LIMIT
Left Lane	LFT LN	West	W
Lane Closed	LN CLOSED	Westbound	(route) W
Lower Level	LWR LEVEL	Wet Pavement	WET PVMT
Maintenance	MAINT	Will Not	WONT

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



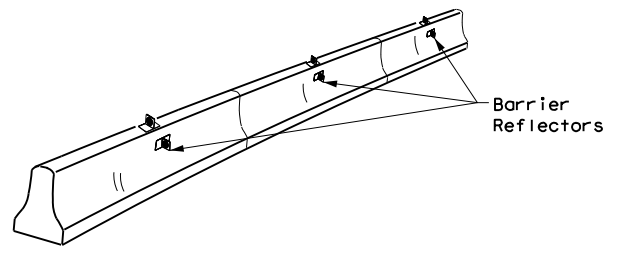
BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC (6) - 21

FILE: bc-21.dgn	DN: TxDOT	CR: TxDOT	DW: TxDOT	CK: TxDOT
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9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13 5-21	DAL	KAUFMAN	126	

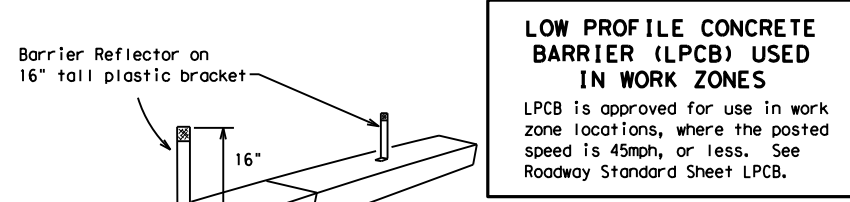
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- Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
- Color of Barrier Reflectors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



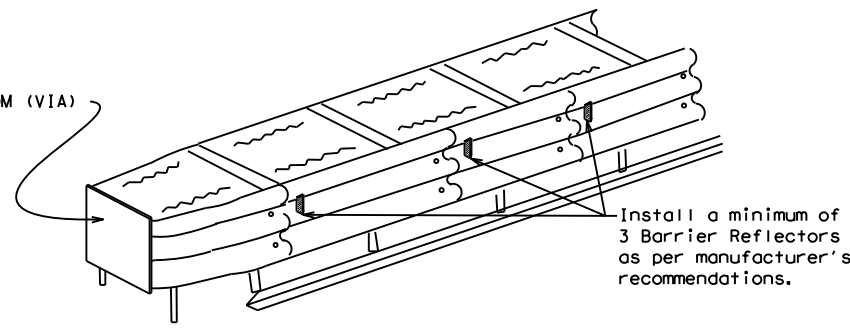
CONCRETE TRAFFIC BARRIER (CTB)

- 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

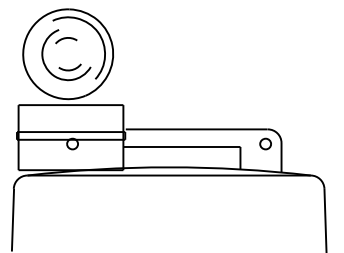
- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet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

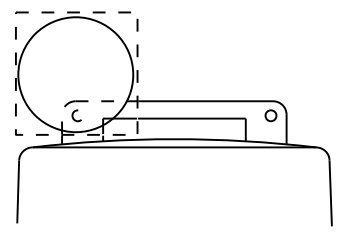
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing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



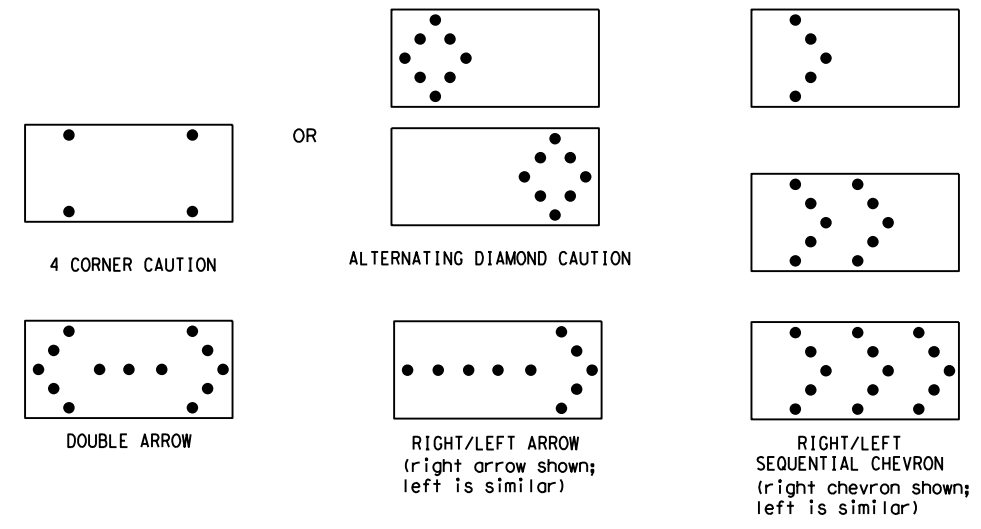
Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



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

SHEET 7 OF 12

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.



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

BC (7) -21

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© TxDOT	November 2002	CONT	SECT	JOB	HIGHWAY				
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9-07	8-14	DIST	COUNTY	SHEET NO.					
7-13	5-21	DAL	KAUFMAN	127					

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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

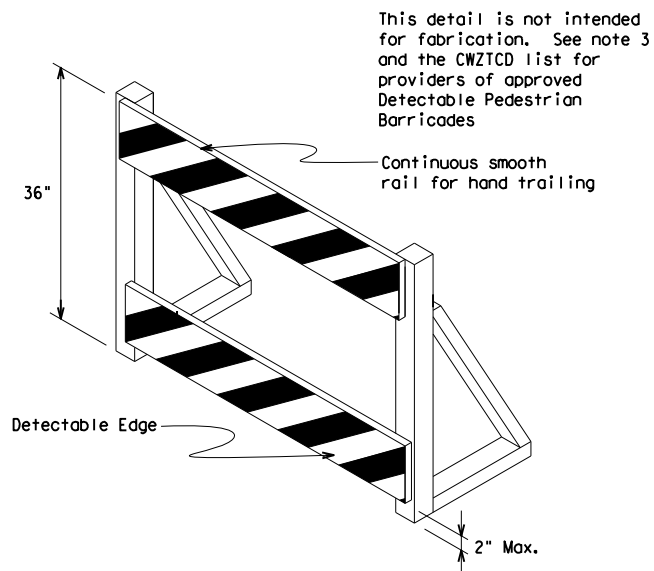
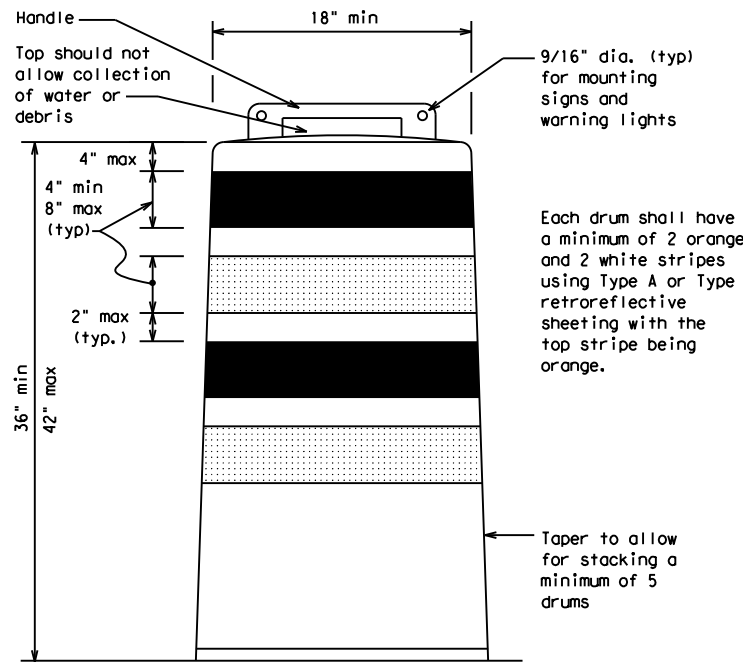
- Pre-qualified plastic drums shall meet the following requirements:
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
 - The body and base shall lock together in such a manner that the body separates from the base when impacted 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.

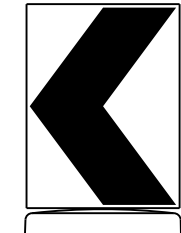
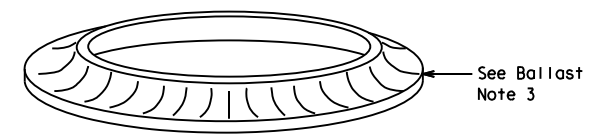
BALLAST

- 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.

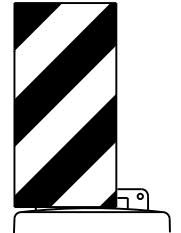


DETECTABLE PEDESTRIAN BARRICADES

- 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.



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



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

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

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

- 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_{FL} or Type C_{FL} Orange sheeting meeting the color and retroreflectivity requirements of DMS-8300, "Sign Face Material," unless otherwise specified in the plans.
- 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



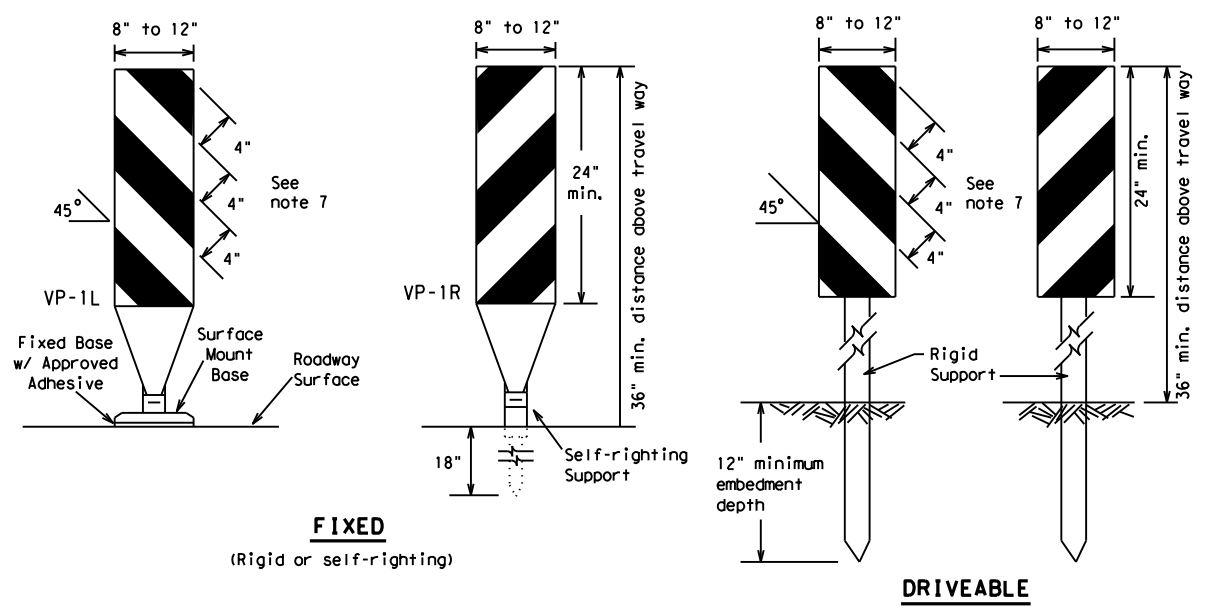
BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (8) - 21

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7-13		DAL	KAUFMAN	128					

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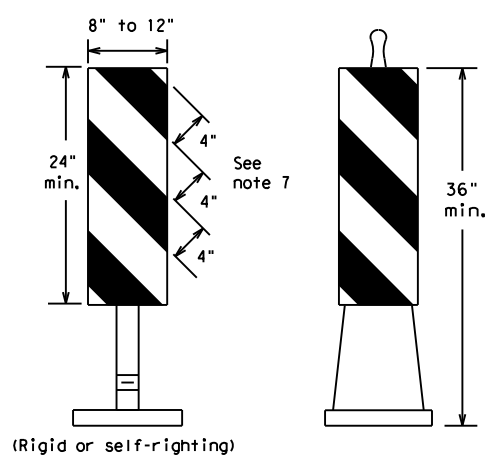
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FIXED
(Rigid or self-righting)

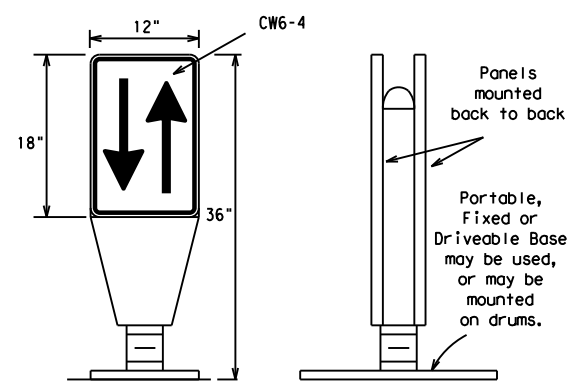
DRIVEABLE

- 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.



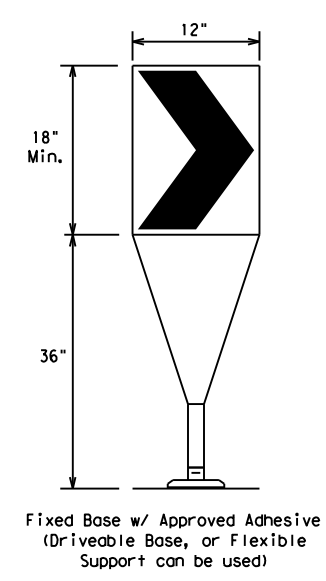
PORTABLE

VERTICAL PANELS (VPs)



OPPOSING TRAFFIC LANE DIVIDERS (OTLD)

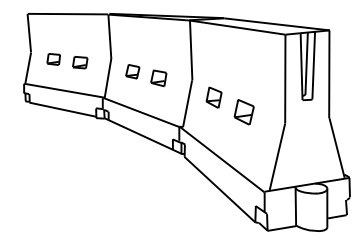
- Opposing Traffic Lane Dividers (OTLD) are delineation devices designed to convert a normal one-way roadway section to two-way operation. OTLD's are used on temporary centerlines. The upward and downward arrows on the sign's face indicate the direction of traffic on either side of the divider. The base 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_{FL} or Type C_{FL} conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.



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

- 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_{FL} or Type C_{FL} 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 ² / 60	150'	165'	180'	30'	60'
35		205'	225'	245'	35'	70'
40		265'	295'	320'	40'	80'
45	L = WS	450'	495'	540'	45'	90'
50		500'	550'	600'	50'	100'
55		550'	605'	660'	55'	110'
60		600'	660'	720'	60'	120'
65		650'	715'	780'	65'	130'
70		700'	770'	840'	70'	140'
75		750'	825'	900'	75'	150'
80		800'	880'	960'	80'	160'

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

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

SHEET 9 OF 12



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (9) - 21

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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.

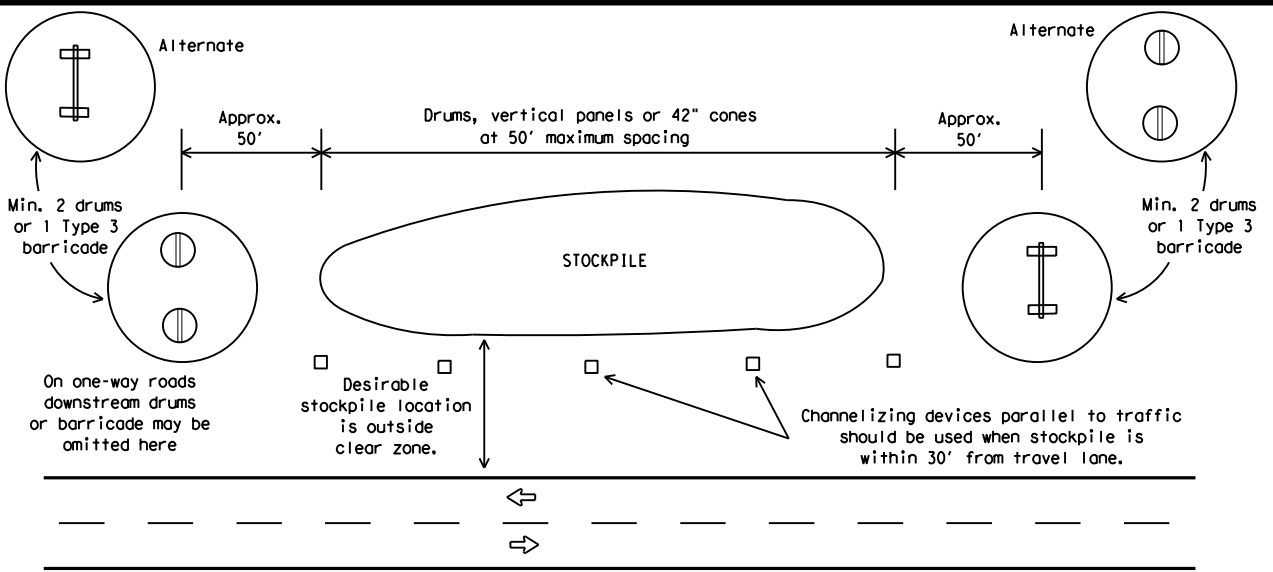


TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



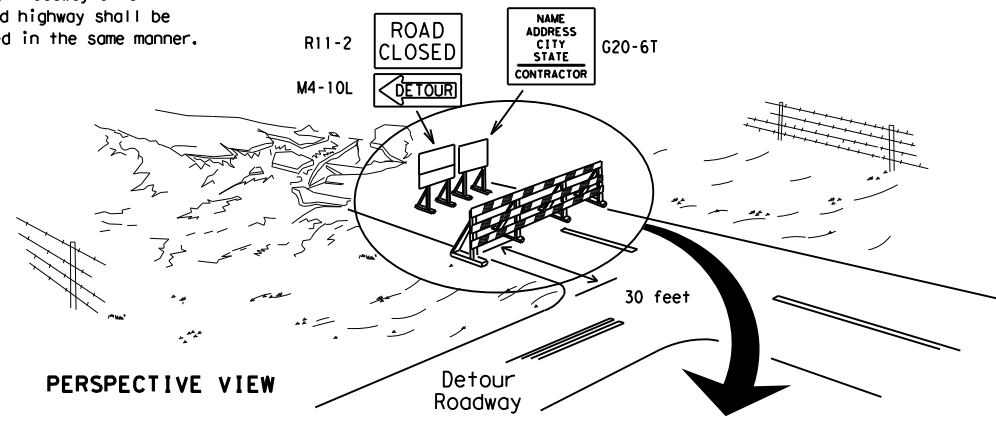
Stiffener may be inside or outside of support, but no more than 2 stiffeners shall be allowed on one barricade.

TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES



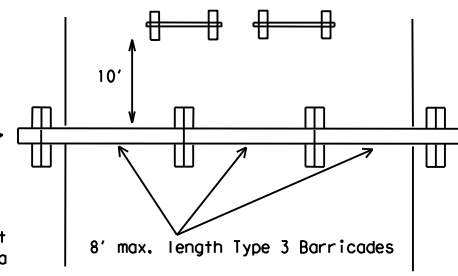
TRAFFIC CONTROL FOR MATERIAL STOCKPILES

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



PERSPECTIVE VIEW

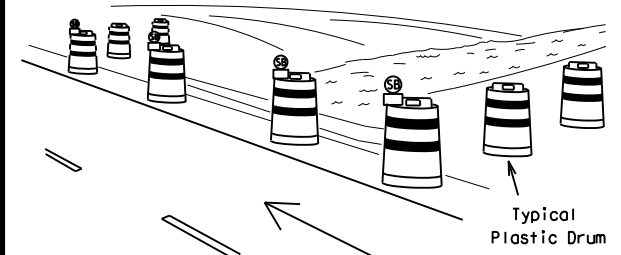
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.



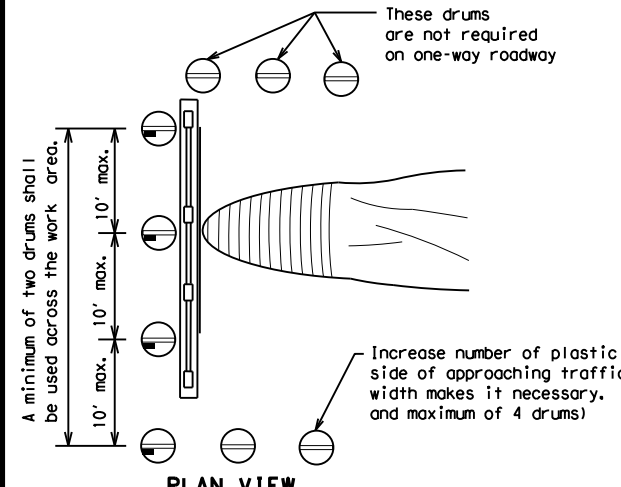
PLAN VIEW

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

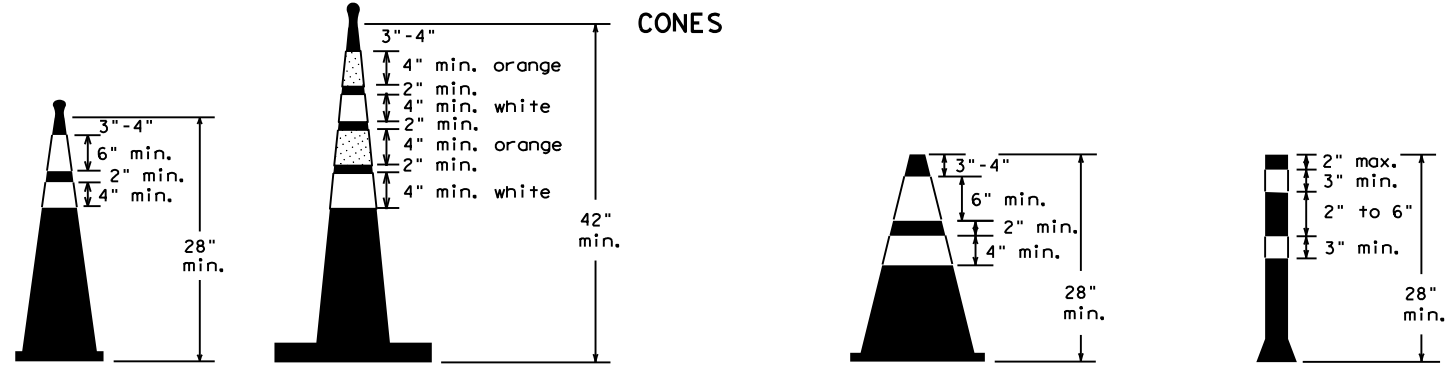


PLAN VIEW

CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS

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



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.



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (10) - 21

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WORK ZONE PAVEMENT MARKINGS

GENERAL

- 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.
- Color, patterns and dimensions shall be in conformance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
- Additional supplemental pavement marking details may be found in the plans or specifications.
- Pavement markings shall be installed in accordance with the TMUTCD and as shown on the plans.
- 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).
- 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.
- All work zone pavement markings shall be installed in accordance with Item 662, "Work Zone Pavement Markings."

RAISED PAVEMENT MARKERS

- Raised pavement markers are to be placed according to the patterns on BC(12).
- 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

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

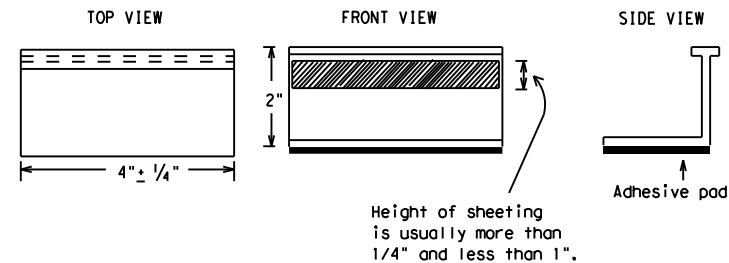
MAINTAINING WORK ZONE PAVEMENT MARKINGS

- The Contractor will be responsible for maintaining work zone pavement markings within the work limits.
- 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.
- 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.
- 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

- 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.
- 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.
- 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".
- The removal of pavement markings may require resurfacing or seal coating portions of the roadway as described in Item 677.
- Subject to the approval of the Engineer, any method that proves to be successful on a particular type pavement may be used.
- Blast cleaning may be used but will not be required unless specifically shown in the plans.
- Over-painting of the markings SHALL NOT BE permitted.
- Removal of raised pavement markers shall be as directed by the Engineer.
- 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.
- 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**

- Temporary flexible-reflective roadway marker tabs used as guidemarks shall meet the requirements of DMS-8242.
- 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.
 - 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.
 - 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.
- Small design variances may be noted between tab manufacturers.
- 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

- Raised pavement markers used as guidemarks shall be from the approved product list, and meet the requirements of DMS-4200.
- All temporary construction raised pavement markers provided on a project shall be of the same manufacturer.
- 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).

SHEET 11 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-21

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PAVEMENT MARKING PATTERNS

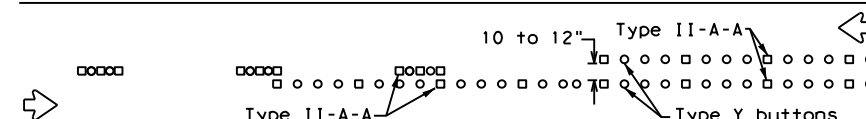


REFLECTORIZED PAVEMENT MARKINGS - PATTERN A

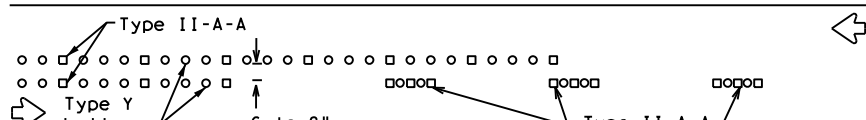


REFLECTORIZED PAVEMENT MARKINGS - PATTERN B

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.



RAISED PAVEMENT MARKERS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN B

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.



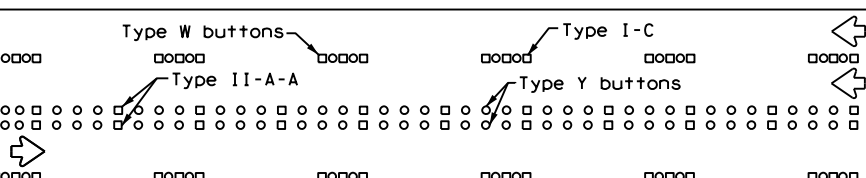
RAISED PAVEMENT MARKERS

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.



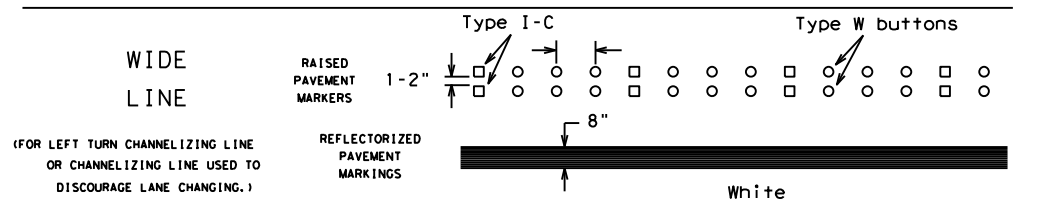
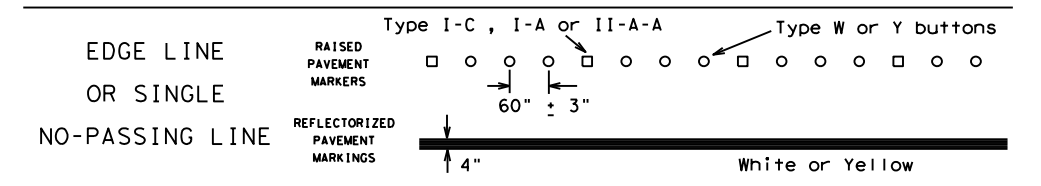
RAISED PAVEMENT MARKERS

TWO-WAY LEFT TURN LANE

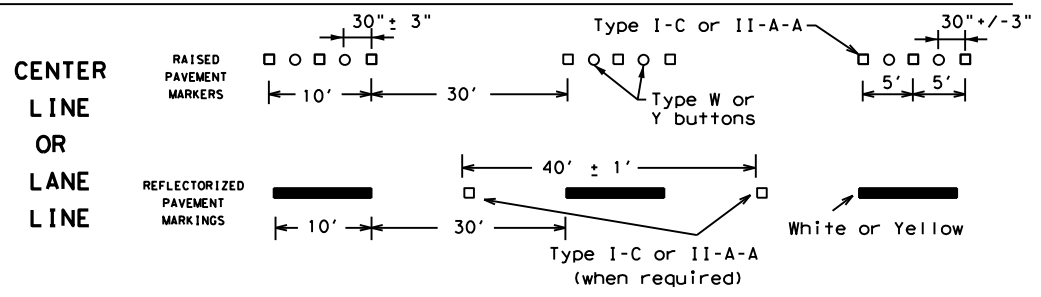
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



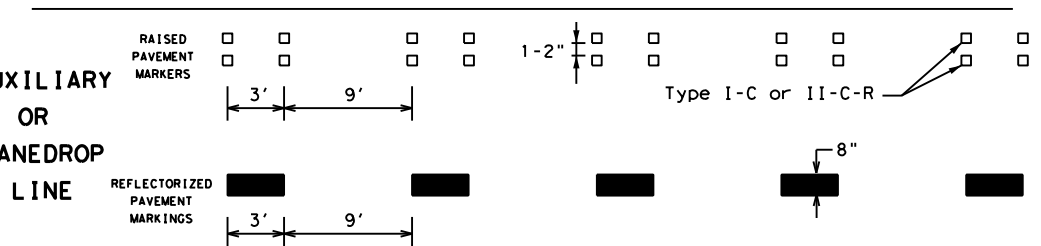
SOLID LINES



BROKEN LINES

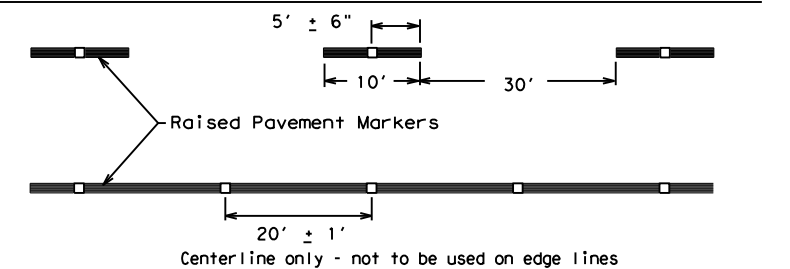


AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



SHEET 12 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

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11-02 8-14				

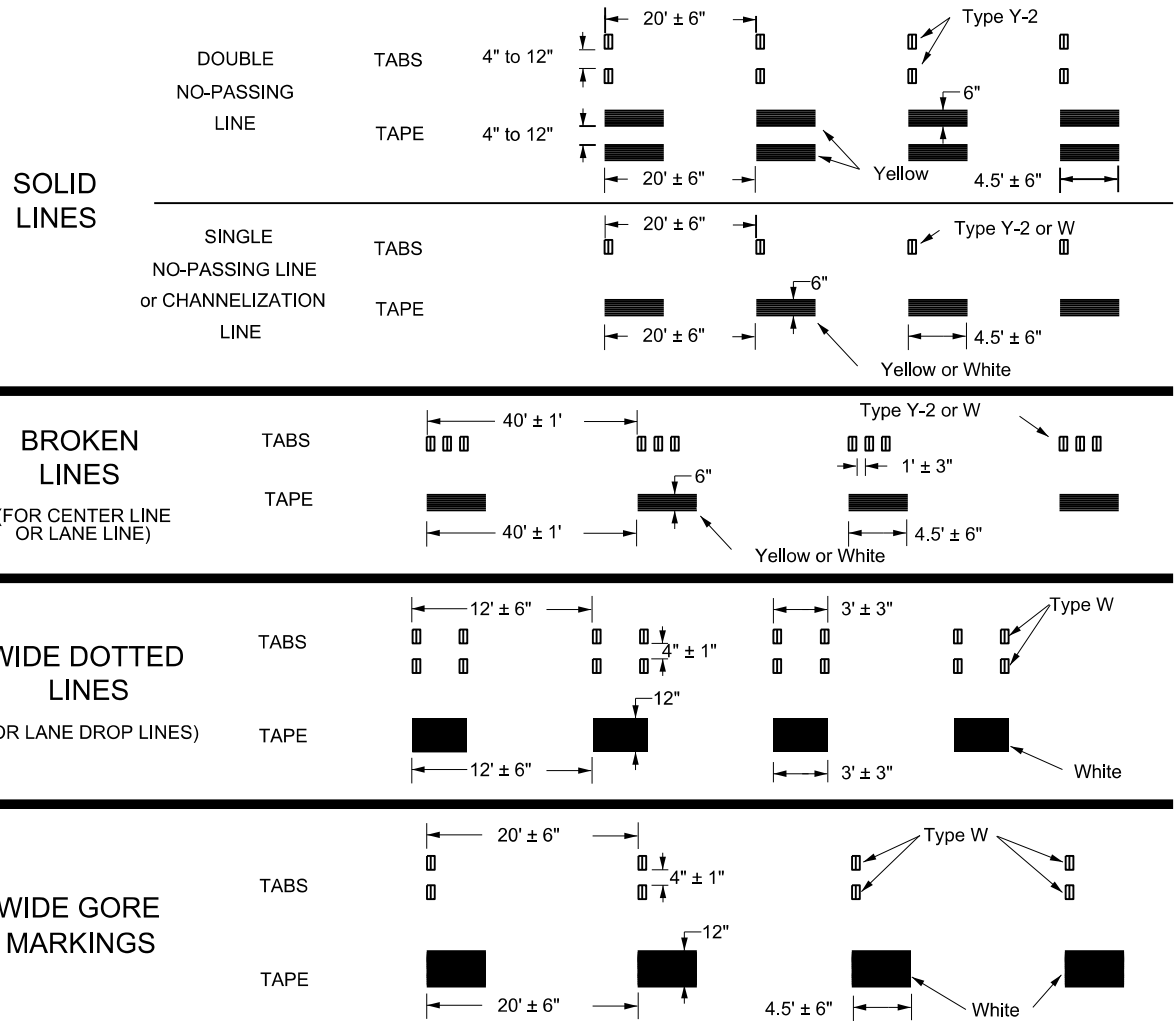
Raised pavement markers used as standard pavement markings shall be from the approved products list and meet the requirements of Item 672 "RAISED PAVEMENT MARKERS."

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WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS



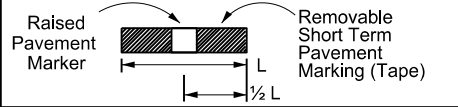
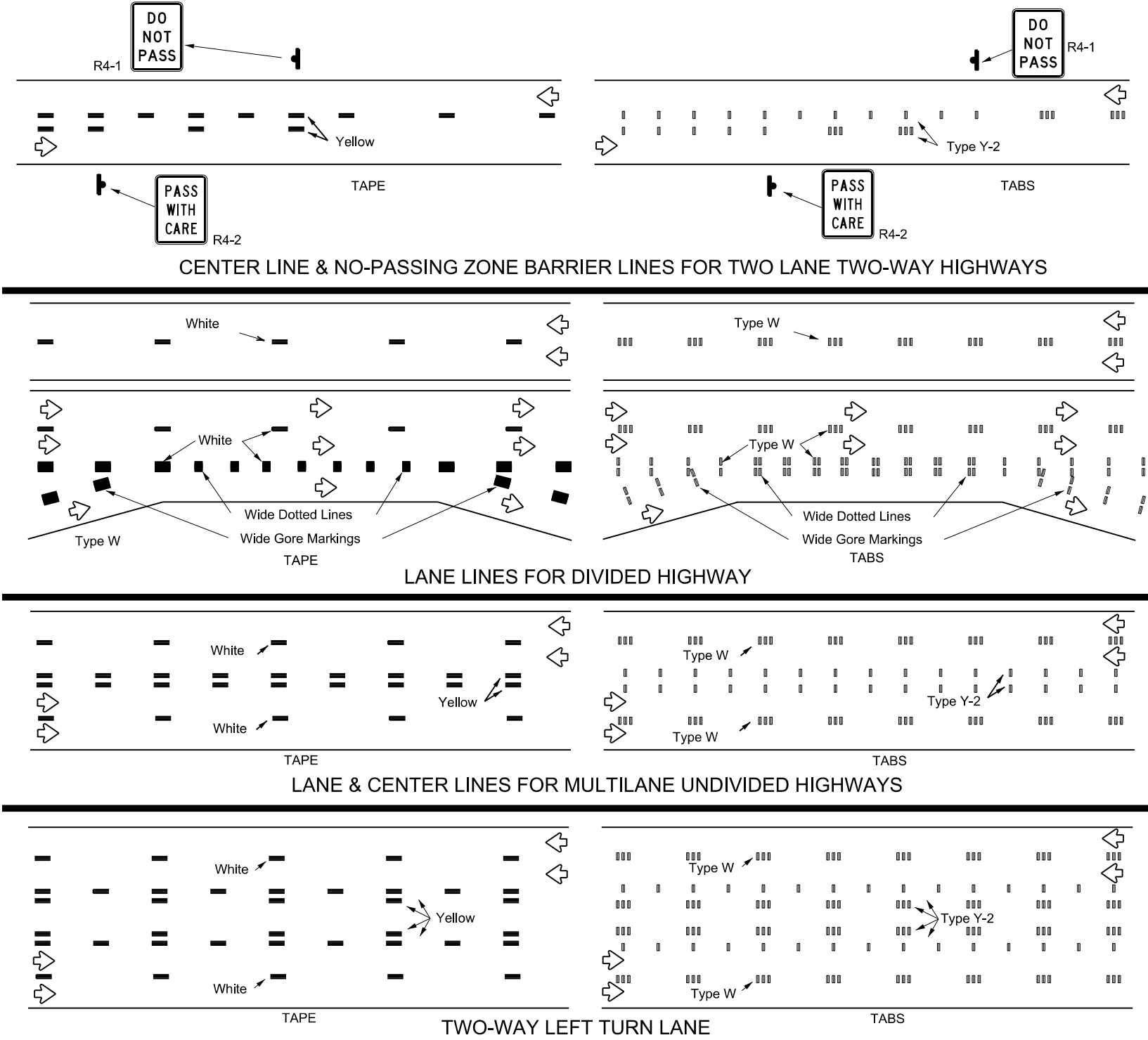
NOTES:

- Short term pavement markings may be prefabricated markings (stick down tape) or temporary flexible reflective roadway marker tabs unless otherwise specified elsewhere in plans.
- Short term pavement markings shall NOT be used to simulate edge lines.
- Dimensions indicated on this sheet are typical and approximate. Variations in size and height may occur between markers or devices made by manufacturers, by as much as 1/4 inch, unless otherwise noted.
- Temporary flexible-reflective roadway marker tabs will require normal maintenance replacement when used on roadways with an ADT per lane of up to 7500 vehicles with no more than 10% truck mix. When roadways exceed these values, additional maintenance replacement of devices should be planned.
- No segment of roadway open to traffic shall remain without permanent pavement markings for a period greater than 14 calendar days. The Contractor will be responsible for maintaining short term pavement markings until permanent pavement markings are in place. When the Contractor is responsible for placement of permanent pavement markings, no segment of roadway shall remain without permanent pavement markings for a period greater than 14 calendar days unless weather conditions prohibit placement. Permanent pavement markings shall be placed as soon as weather permits.
- For two lane, two-way roadways, DO NOT PASS signs shall be erected to mark the beginning of sections where passing is prohibited and PASS WITH CARE signs shall be erected to mark the beginning of sections where passing is permitted. Signs shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and may be used to indicate the limits of no-passing zones for up to 14 calendar days. Permanent pavement markings should then be placed.
- For low volume two lane, two-way roadways of 4000 ADT or less, no-passing lines may be omitted when approved by the Engineer. DO NOT PASS and PASS WITH CARE signs shall be erected (see note 6).
- For exit gores where a lane is being dropped place wide gore markings or retroreflective channelizing devices to guide motorist through the exit. If channelizing devices are to be used it should be noted elsewhere in the plans. One piece cones are not allowed for this purpose.

TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS (TABS)

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

WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS



If raised pavement markers are used to supplement REMOVABLE short term markings, the markers shall be applied to the top of the tape at the approximate mid length of the tape. This allows an easier removal of raised markers and tape.

PREFABRICATED PAVEMENT MARKINGS

- Temporary Removable Prefabricated Pavement Markings shall meet the requirements of DMS-8241.
- Non-removable Prefabricated Pavement Markings shall meet the requirements of either DMS-8240 "Permanent Prefabricated Pavement Markings" or DMS-8243 "Temporary Construction-Grade Prefabricated Pavement Markings."

RAISED PAVEMENT MARKERS

- All raised pavement markers used for work zone markings shall meet the requirements of Item 672, "RAISED PAVEMENT MARKERS" and DMS-4200.

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

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

http://www.txdot.gov/business/contractors_consultants/material_specifications/default.htm

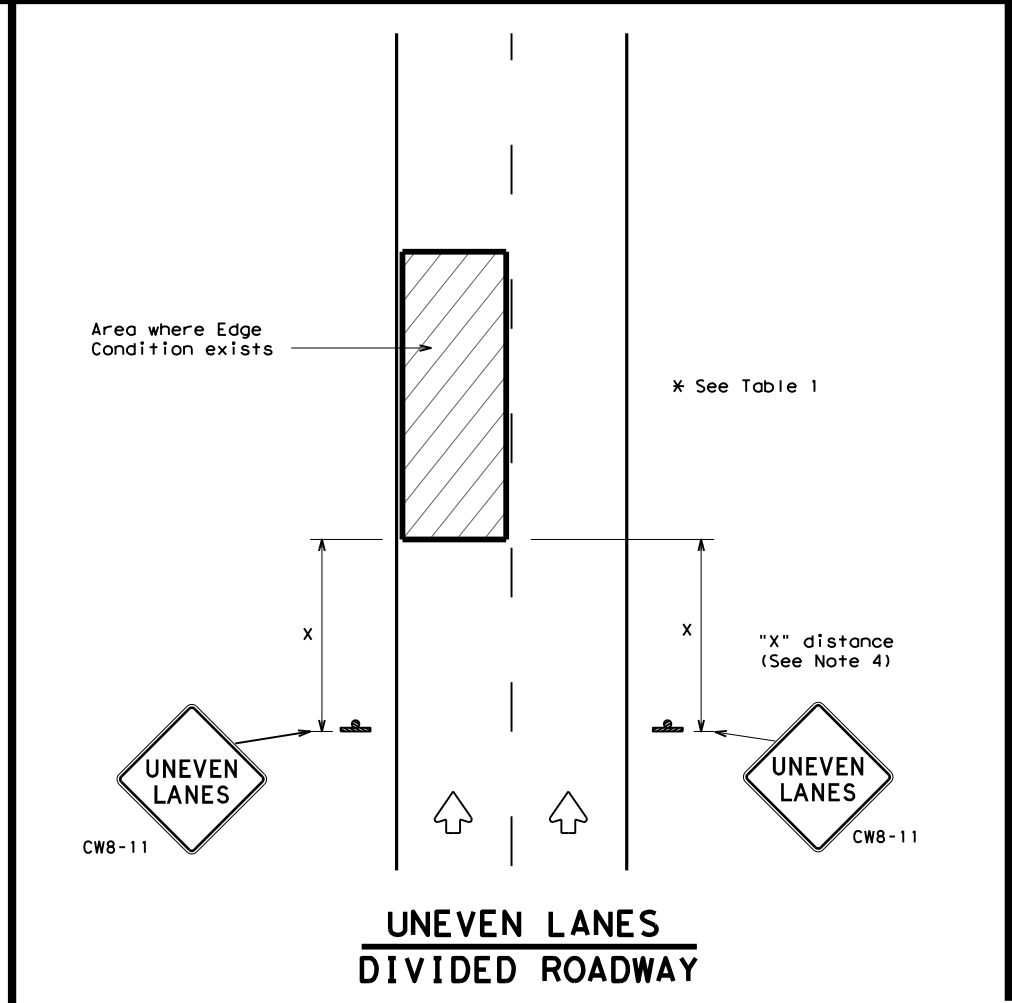
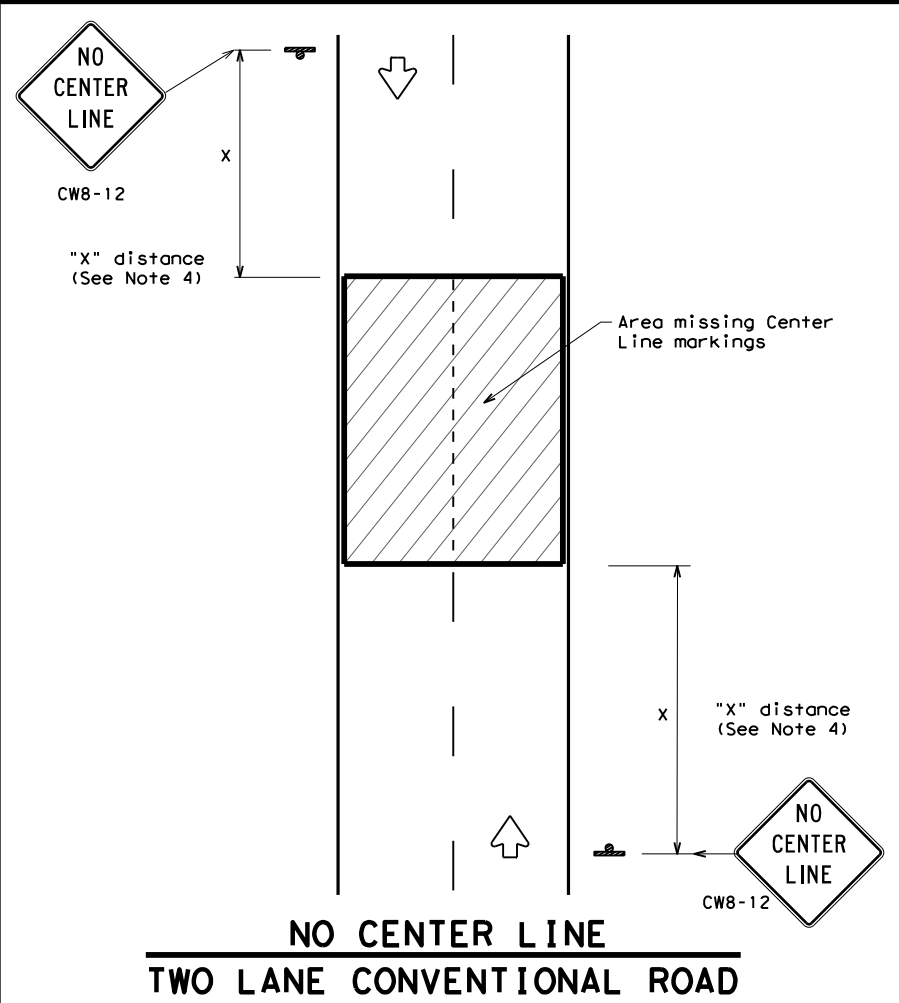
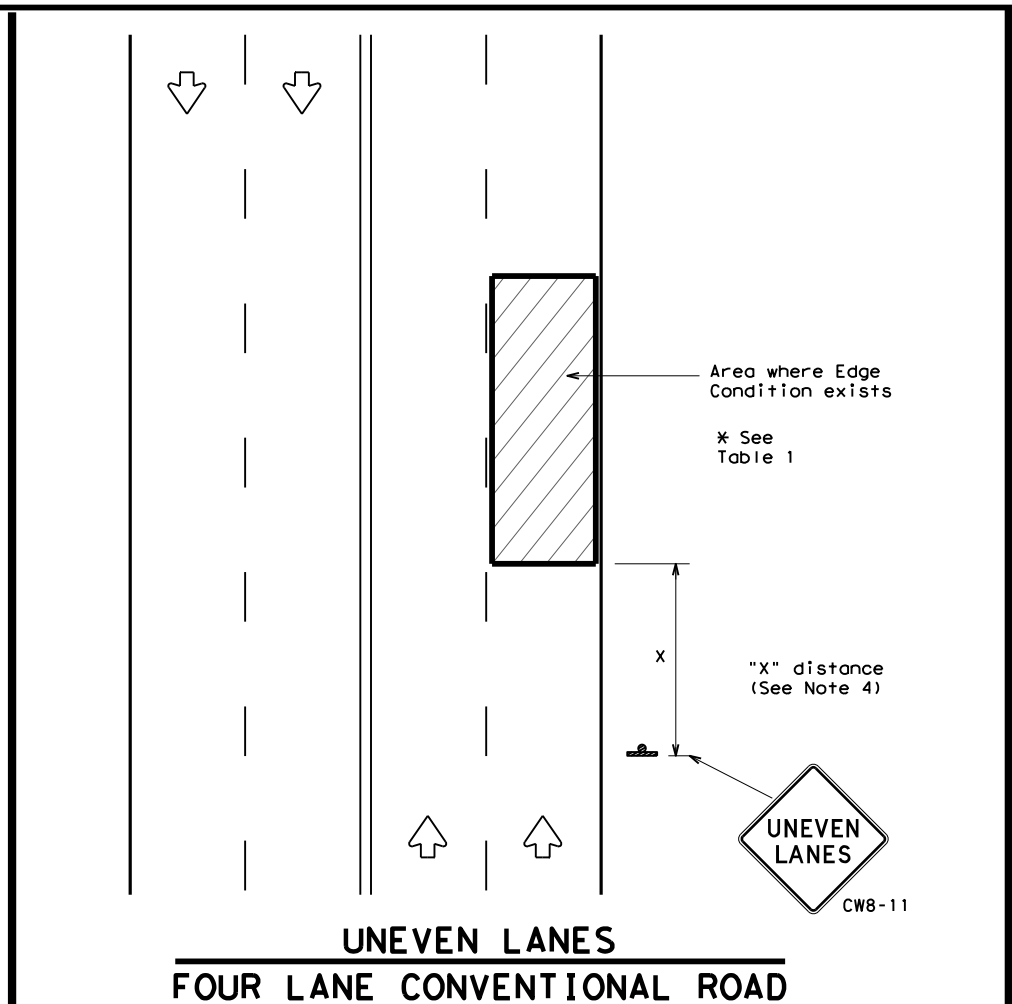
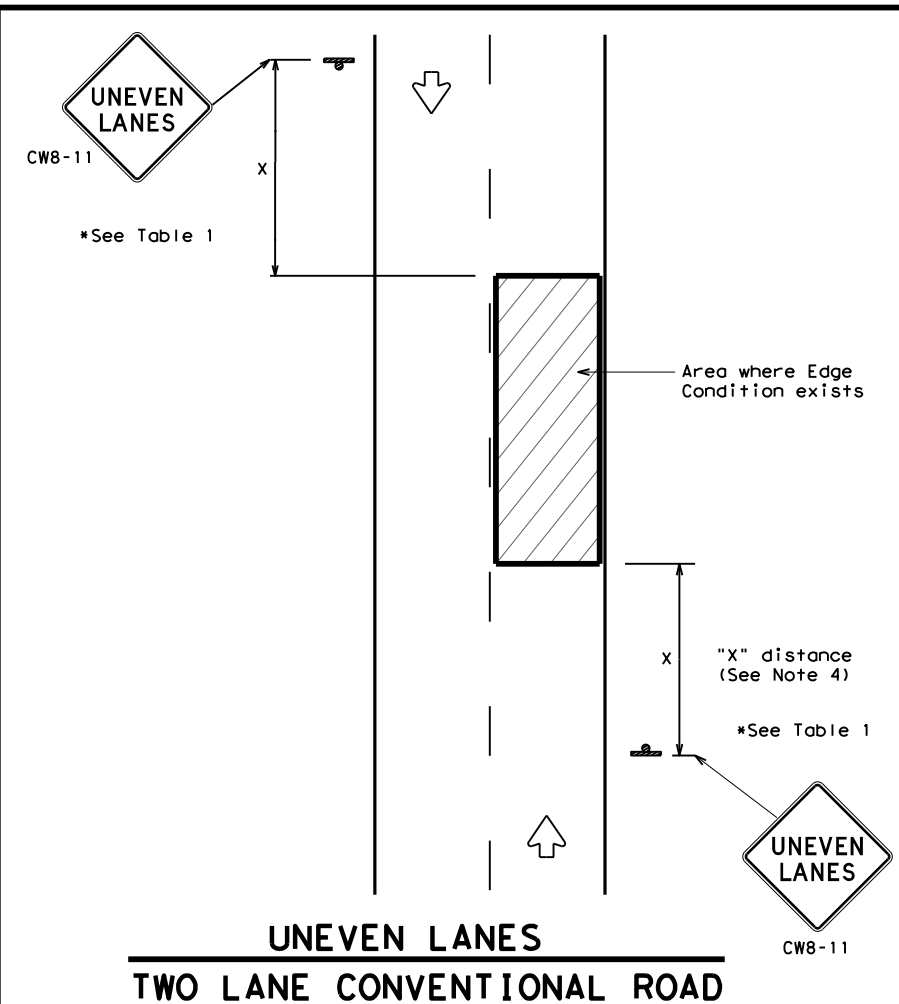


WORK ZONE SHORT TERM PAVEMENT MARKINGS

WZ(STPM)-23

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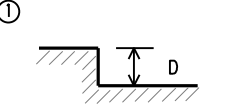
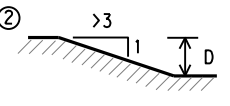
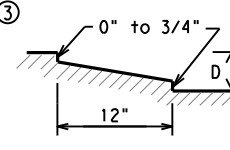


DEPARTMENTAL MATERIAL SPECIFICATIONS	
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
TEMPORARY (REMOVABLE) PREFABRICATED PAVEMENT MARKINGS	DMS-8241
SIGN FACE MATERIALS	DMS-8300

COLOR	USAGE	SHEETING MATERIAL
ORANGE	BACKGROUND	TYPE B _{FL} OR TYPE C _{FL} SHEETING
BLACK	LEGEND & BORDERS	ACRYLIC NON-REFLECTIVE SHEETING

GENERAL NOTES

- If spalling or holes occur, ROUGH ROAD (CW8-8) signs should be placed in advance of the condition and be repeated every two miles where the condition persists.
- UNEVEN LANES (CW8-11) signs shall be installed in advance of the condition and repeated every mile. Signs installed along the uneven lane condition may be supplemented with the NEXT XX MILES (CW7-3aP) plaque or Advisory Speed (CW13-1P) plaque.
- NO CENTER LINE (CW8-12) signs and temporary pavement markings as per the WZ(STPM) standard shall be installed if yellow centerlines separating two way traffic are obscured or obliterated. Repeat NO CENTER LINE signs every two miles where the center line markings are not in place. The signs and markings shall remain in place until permanent pavement markings are installed.
- Signs shall be spaced at the distances recommended as per BC standards.
- Additional signs may be required as directed by the Engineer. Signs shall remain in place until final surface is applied. Signs shall be considered subsidiary to Item 502 "BARRICADES, SIGNS AND TRAFFIC HANDLING."
- Signs shall be fabricated and mounted on supports as shown on the BC standards and/or listed on the "Compliant Work Zone Traffic Control Devices" list.
- Short term markings shall not be used to simulate edge lines.
- All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition.

TABLE 1		
Edge Condition	Edge Height (D)	* Warning Devices
① 	Less than or equal to: 1/4" (maximum-planing) 1/2" (typical-overlay)	Sign: CW8-11
② 	Less than or equal to 3"	Sign: CW8-11
③  Notched Wedge Joint	Distance "D" may be a maximum of 3" if uneven lanes with edge condition 2 or 3 are open to traffic after work operations cease. Uneven lanes should not be open to traffic when "D" is greater than 3".	

TRAFFIC CONTROL DURING PLANING, OVERLAY AND LEVELING OPERATIONS ARE SHOWN ELSEWHERE IN THE PLANS.

MINIMUM WARNING SIGN SIZE	
Conventional roads	36" x 36"
Freeways/expressways, divided roadways	48" x 48"

SIGNING FOR UNEVEN LANES

WZ (UL) - 13

FILE:	wz1-13.dgn	DN:	TxDOT	CR:	TxDOT	DW:	TxDOT	CK:	TxDOT
REVISIONS	© TxDOT April 1992	CON	SECT	JOB	HIGHWAY				
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	1-97 3-03	DAL	KAUFMAN	134					

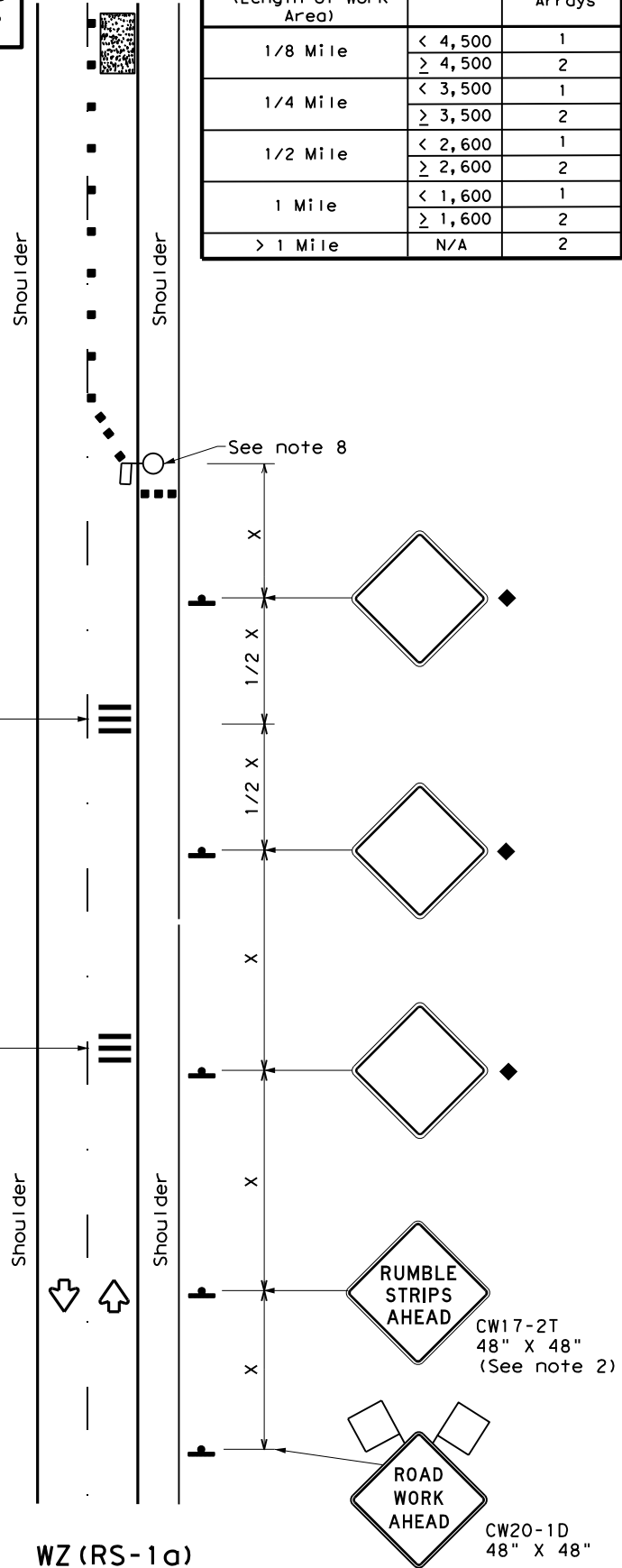
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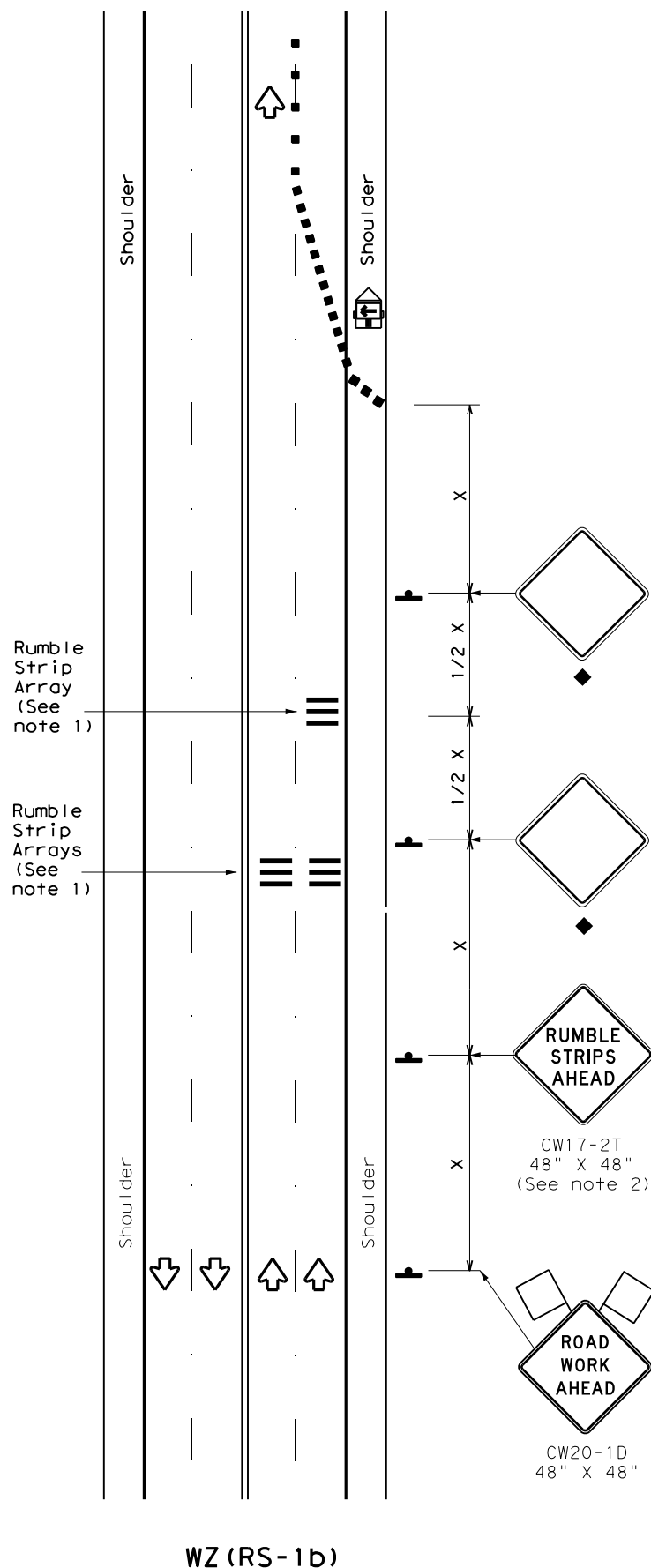
Warning sign and rumble strip sequence in opposite direction is same as below.

TABLE 1

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



RUMBLE STRIPS ON ONE-LANE TWO-WAY APPLICATION



RUMBLE STRIPS FOR LANE CLOSURE ON CONVENTIONAL ROADWAY

GENERAL NOTES

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

TABLE 2

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

LEGEND

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

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

* Conventional Roads Only

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

TYPICAL USAGE

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

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

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

Texas Department of Transportation Traffic Safety Division Standard

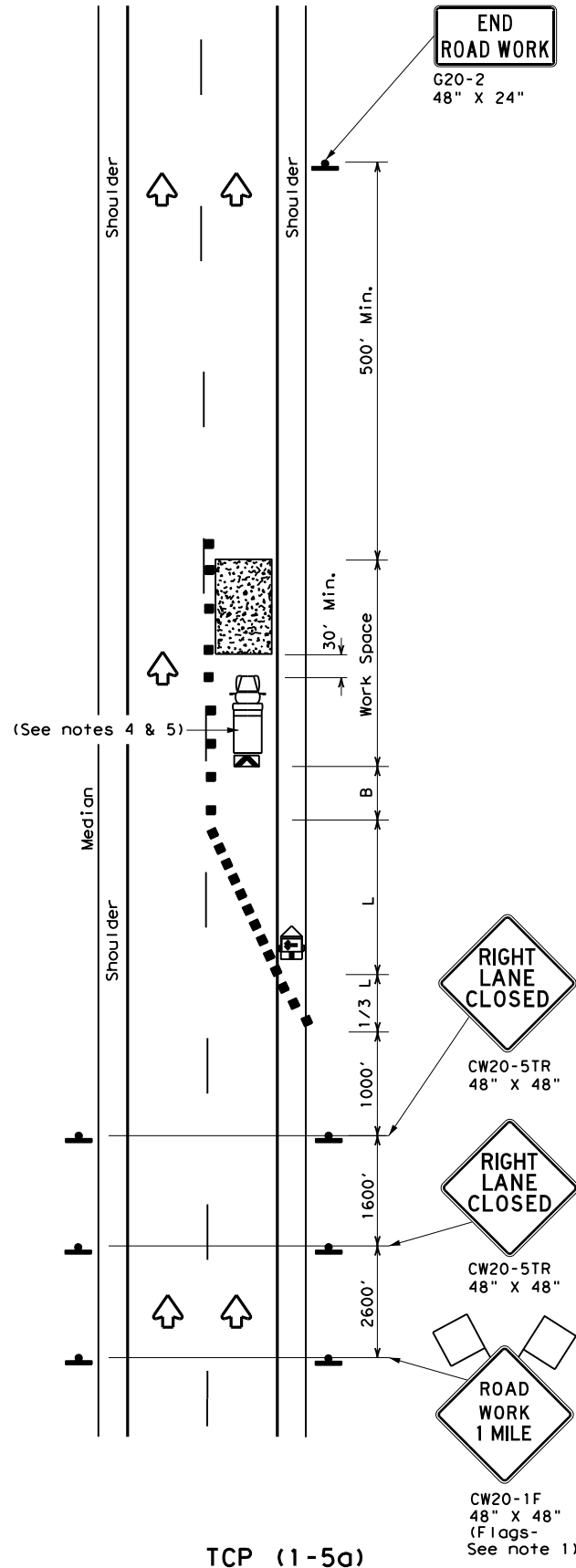
TEMPORARY RUMBLE STRIPS

WZ (RS) - 22

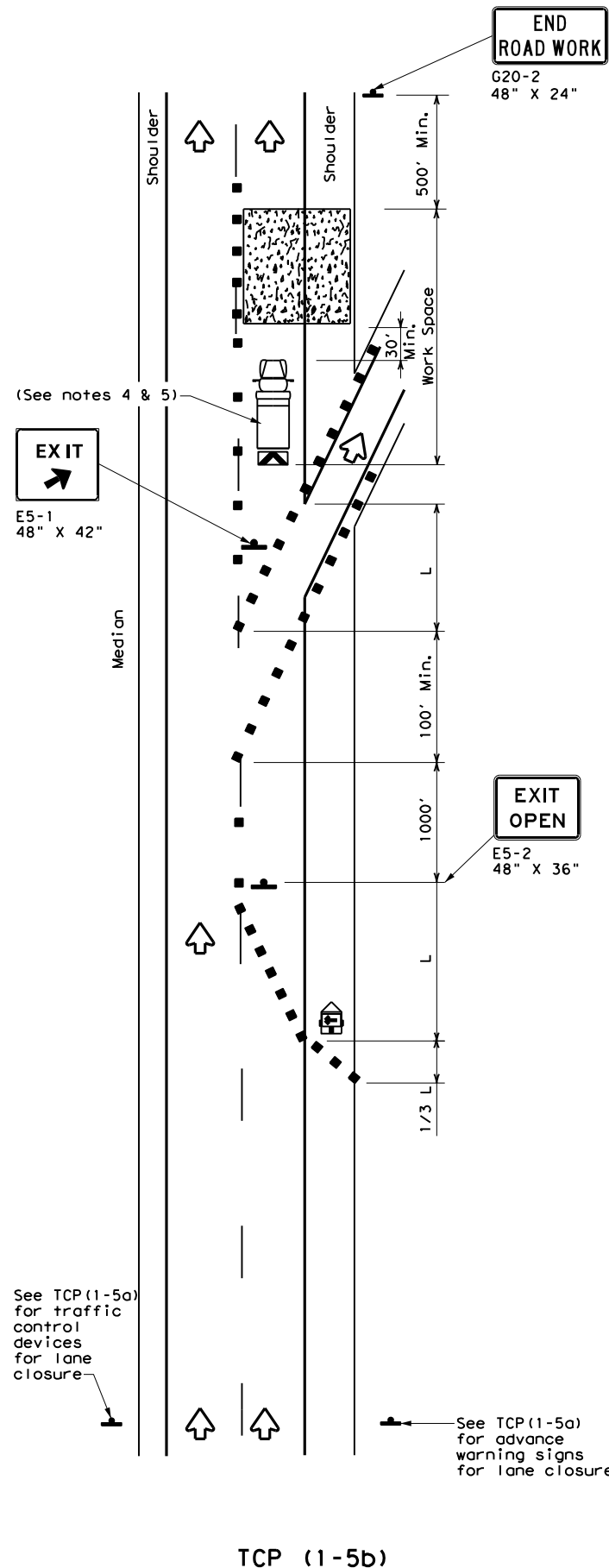
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4-16	DAL	KAUFMAN	135	

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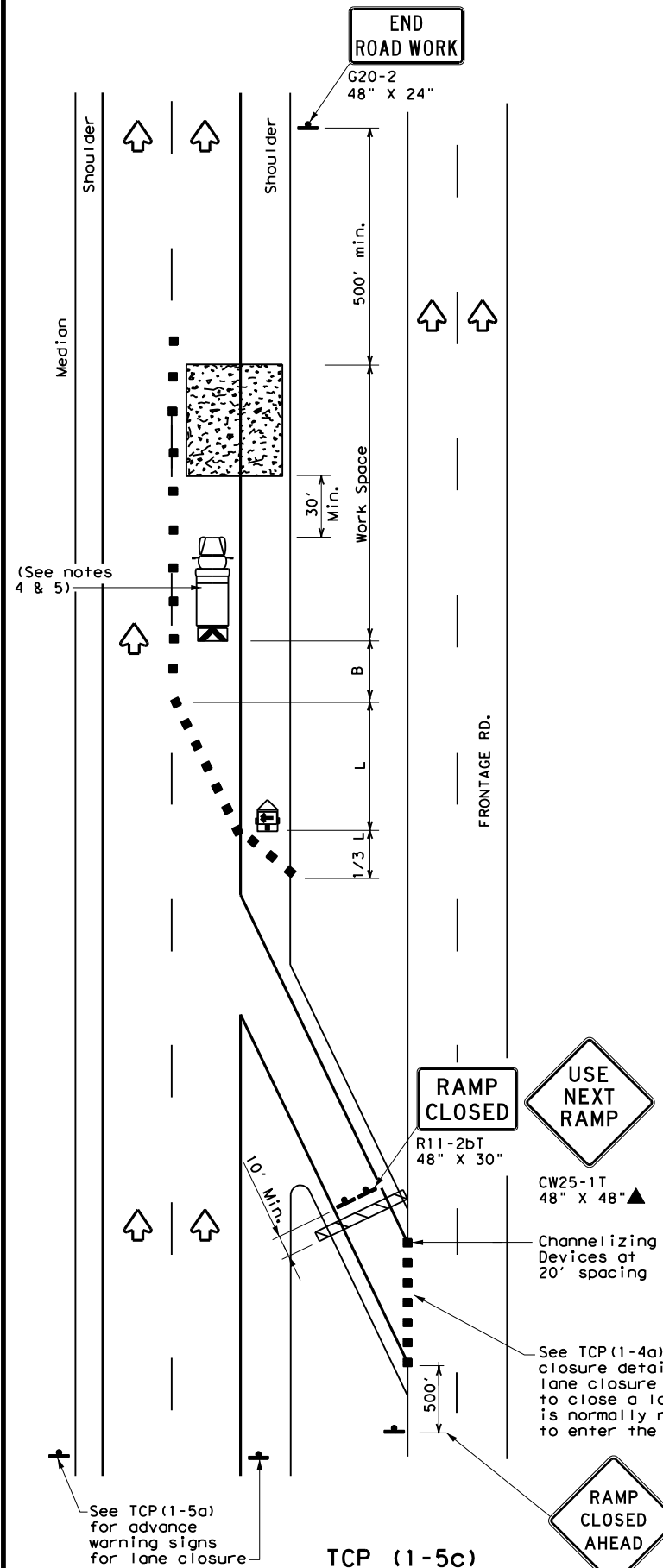
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ONE LANE CLOSURE



LANE CLOSURE NEAR EXIT RAMP



LANE CLOSURE NEAR ENTRANCE RAMP

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

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

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

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

- GENERAL NOTES**
- Flags attached to signs where shown, are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
 - Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
 - Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

Traffic Operations Division Standard

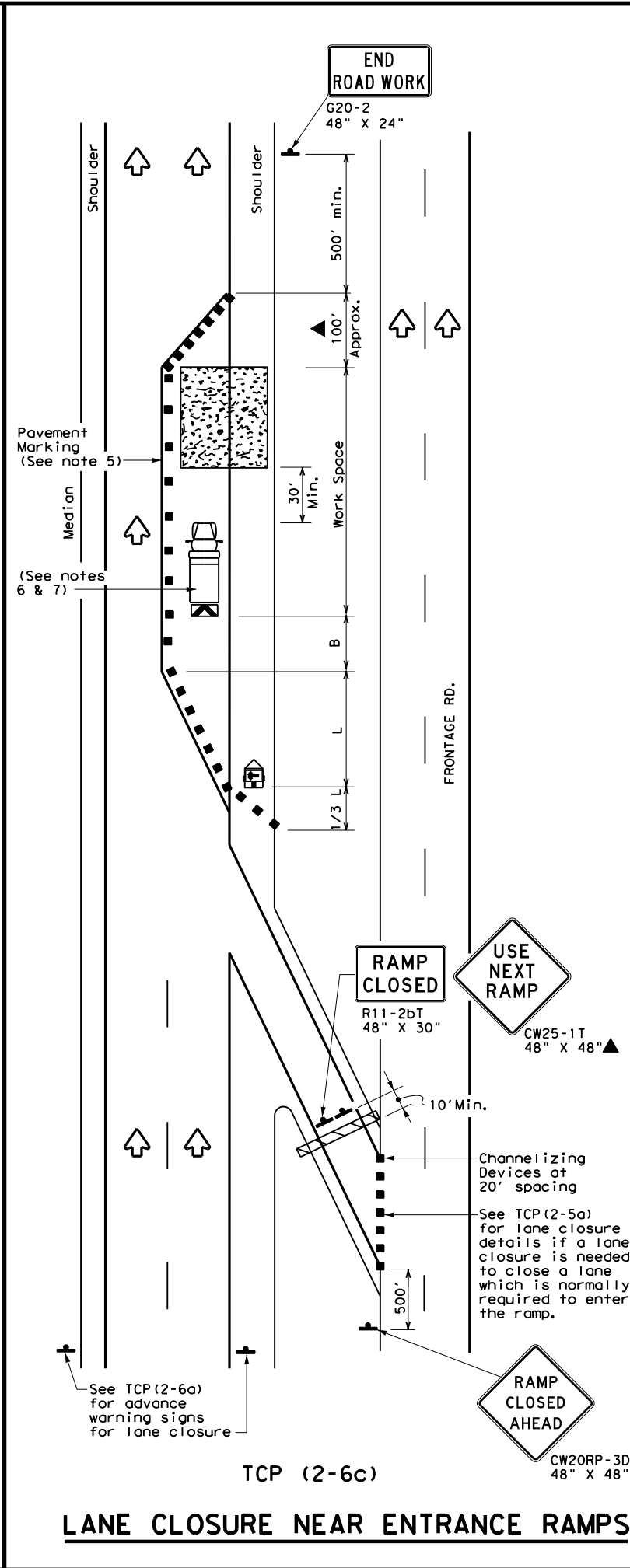
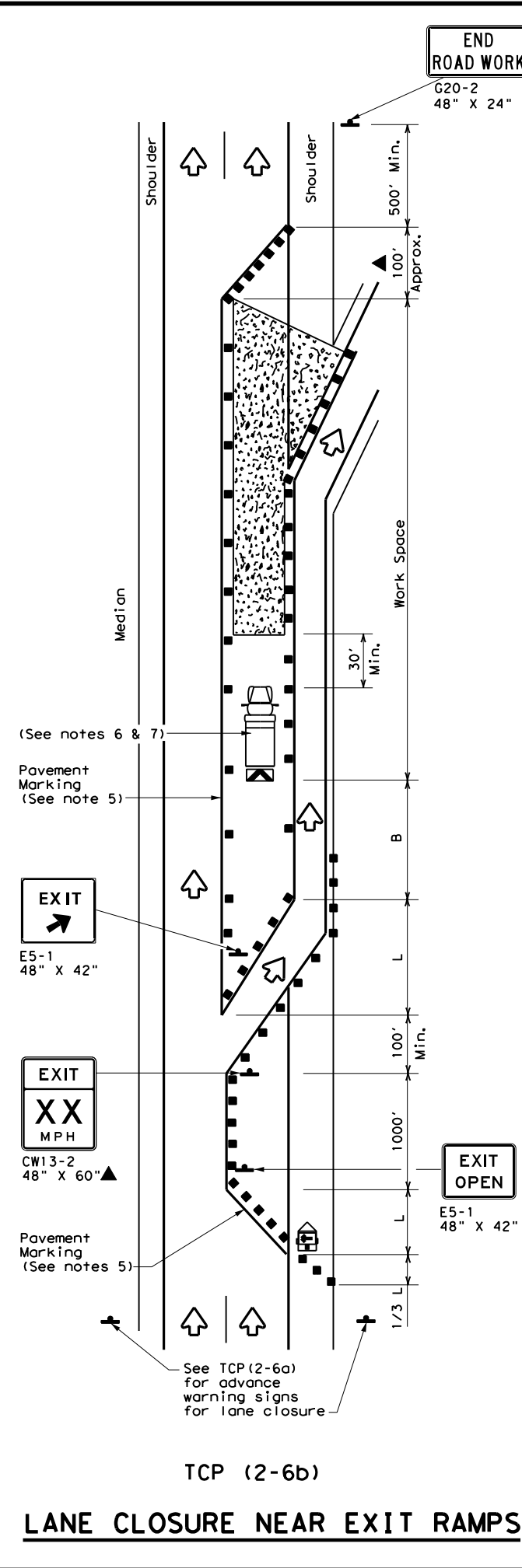
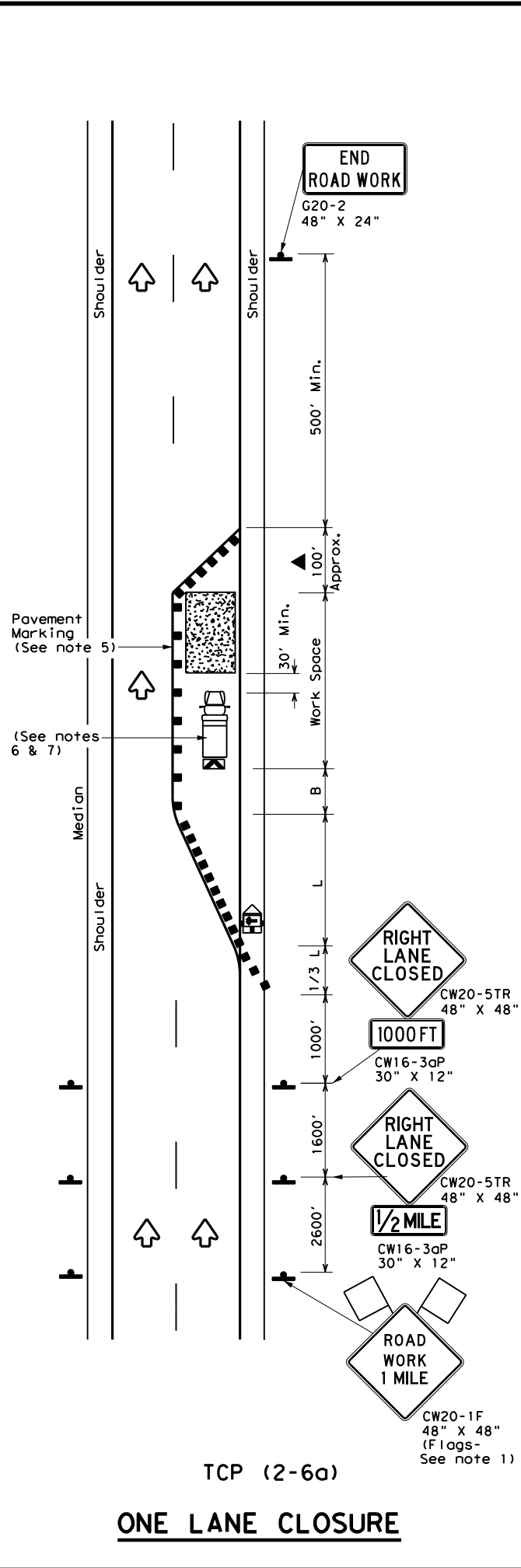
TRAFFIC CONTROL PLAN
LANE CLOSURES FOR
DIVIDED HIGHWAYS

TCP (1-5) - 18

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

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

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

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

GENERAL NOTES

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
4. Channelizing devices used along the work space or along tangent sections may be supplemented with vertical panels (VP) placed on every other channelizing device. If night time conditions make it difficult to see at least two VPs, the VPs may be placed on each channelizing device.
5. The placement of pavement markings may be omitted on Intermediate-term stationary work zones with the approval of the Engineer.
6. Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
7. Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

Texas Department of Transportation
 Traffic Operations Division Standard

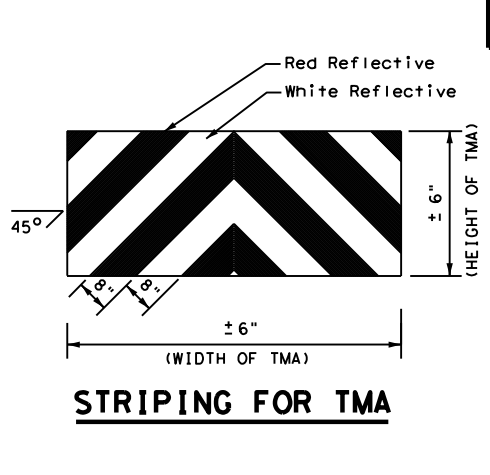
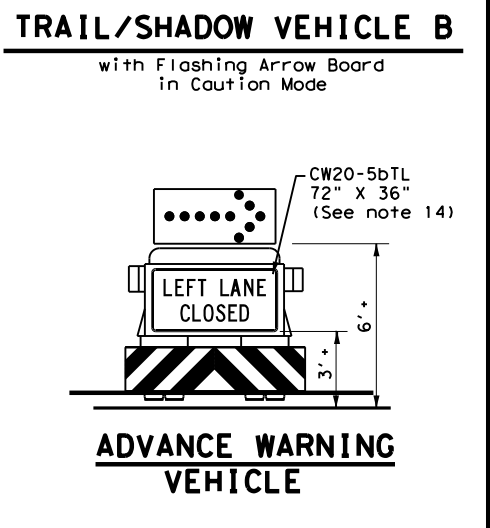
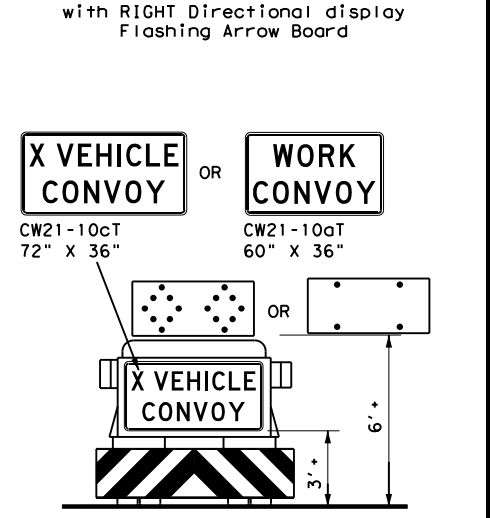
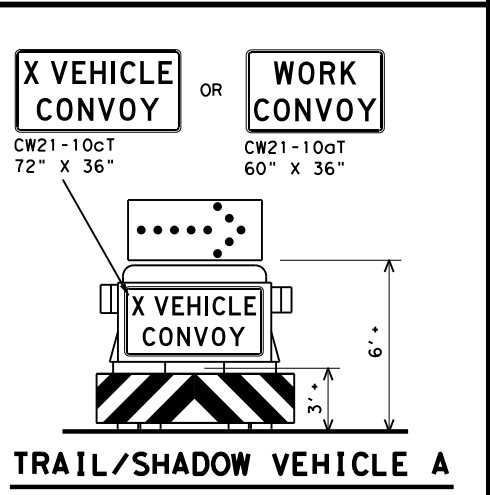
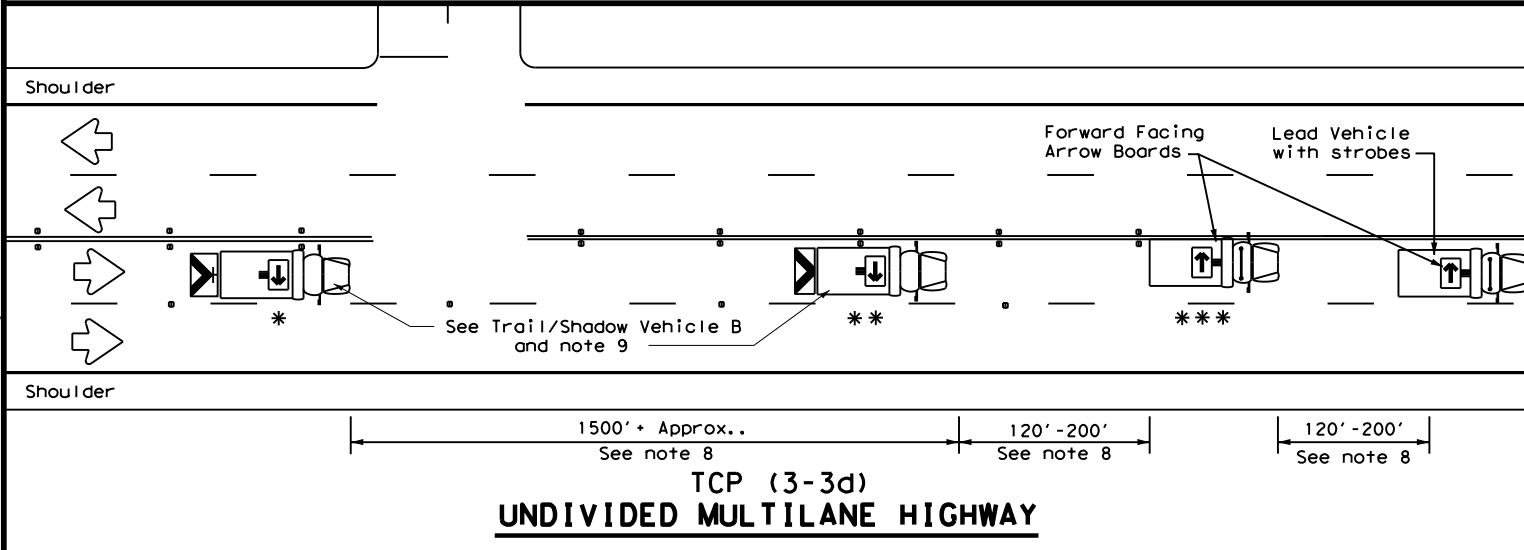
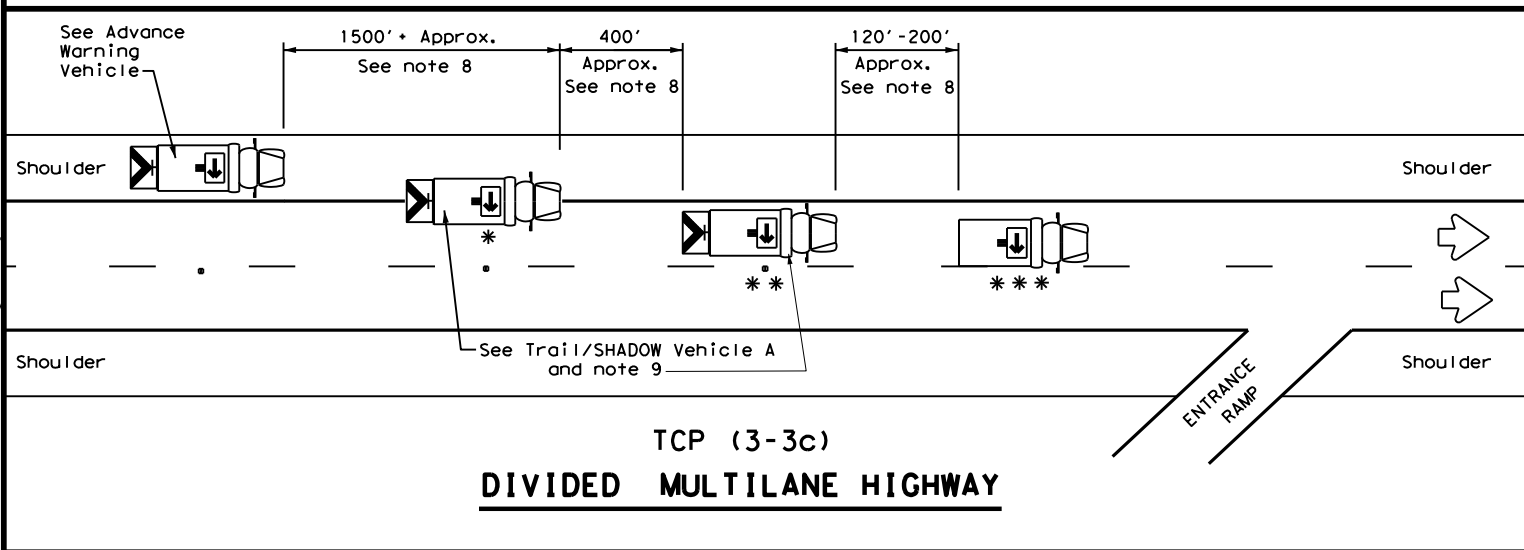
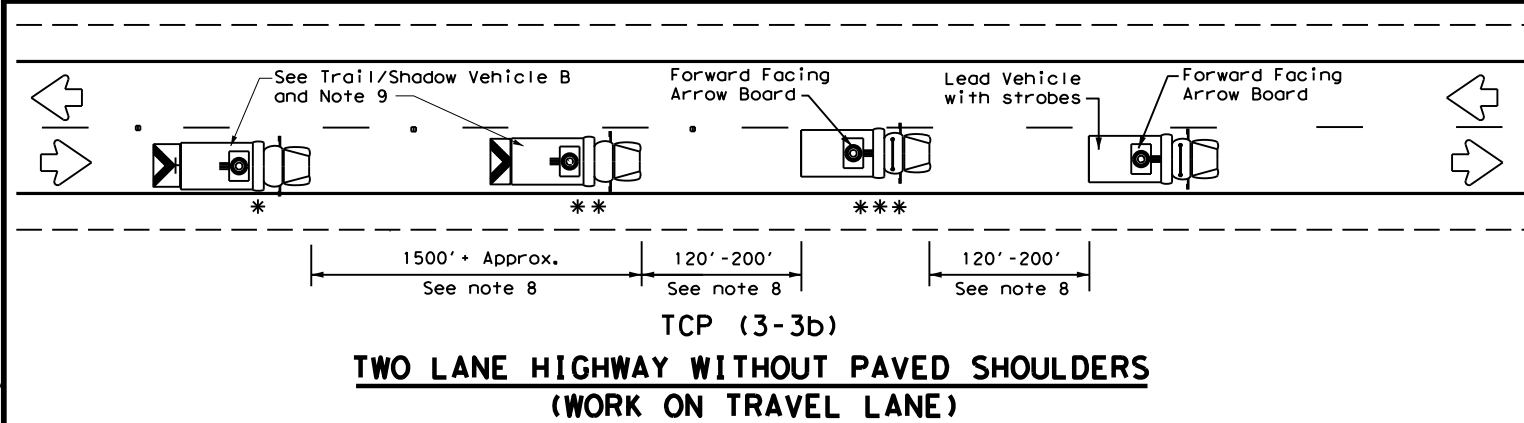
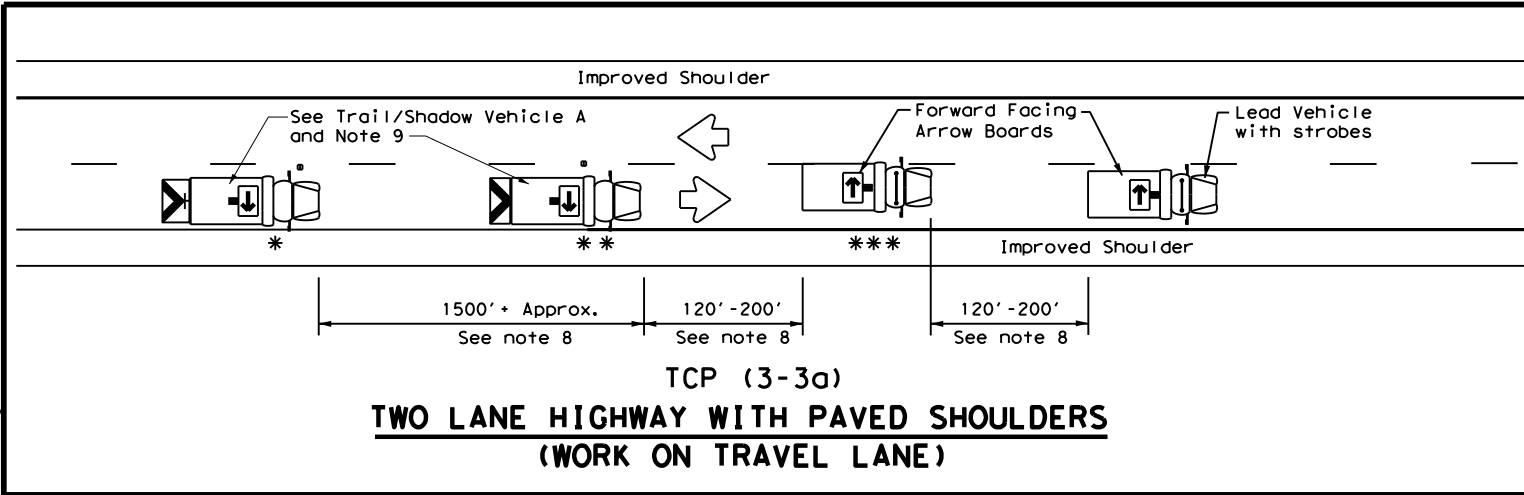
**TRAFFIC CONTROL PLAN
 LANE CLOSURES ON
 DIVIDED HIGHWAYS**

TCP (2-6) - 18

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8-95 2-12		DAL	KAUFMAN		137
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166

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

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

GENERAL NOTES

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

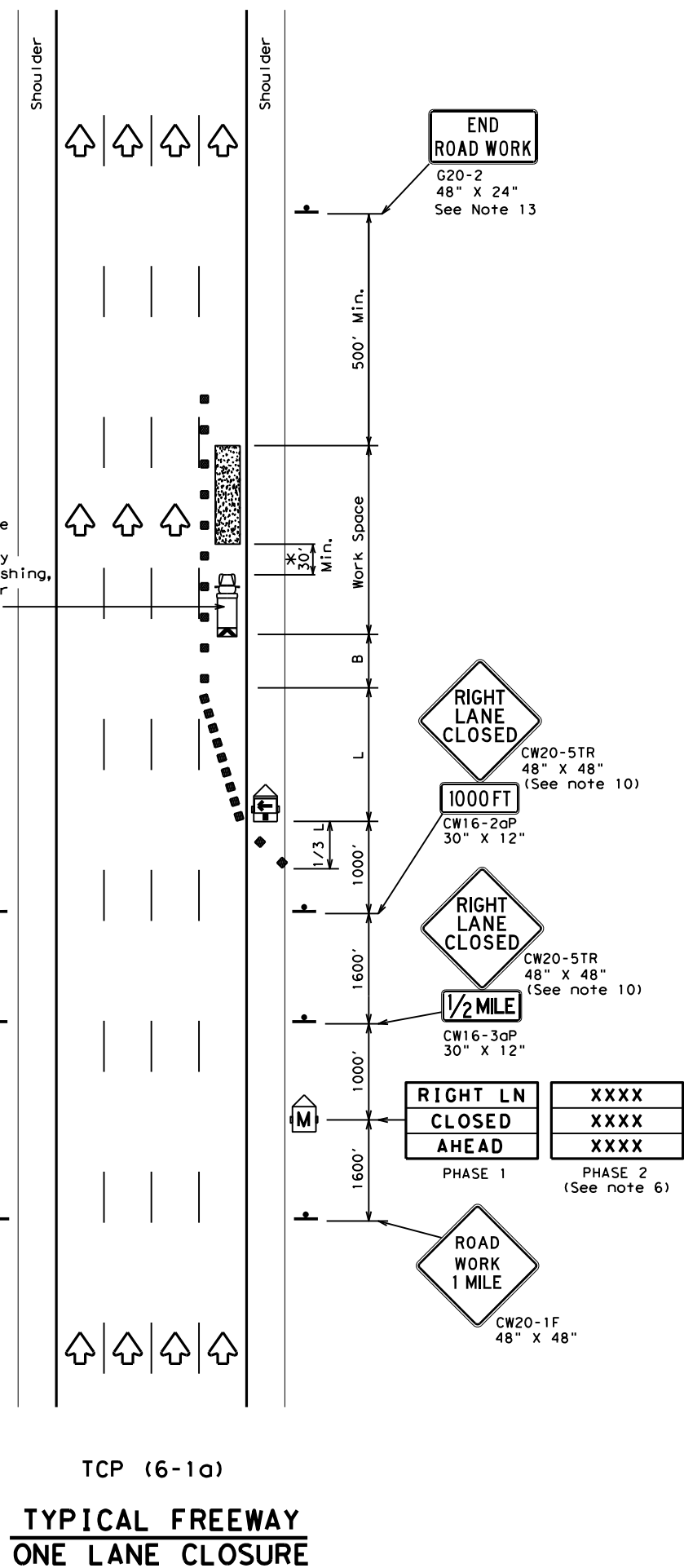
Texas Department of Transportation

Traffic Operations Division Standard

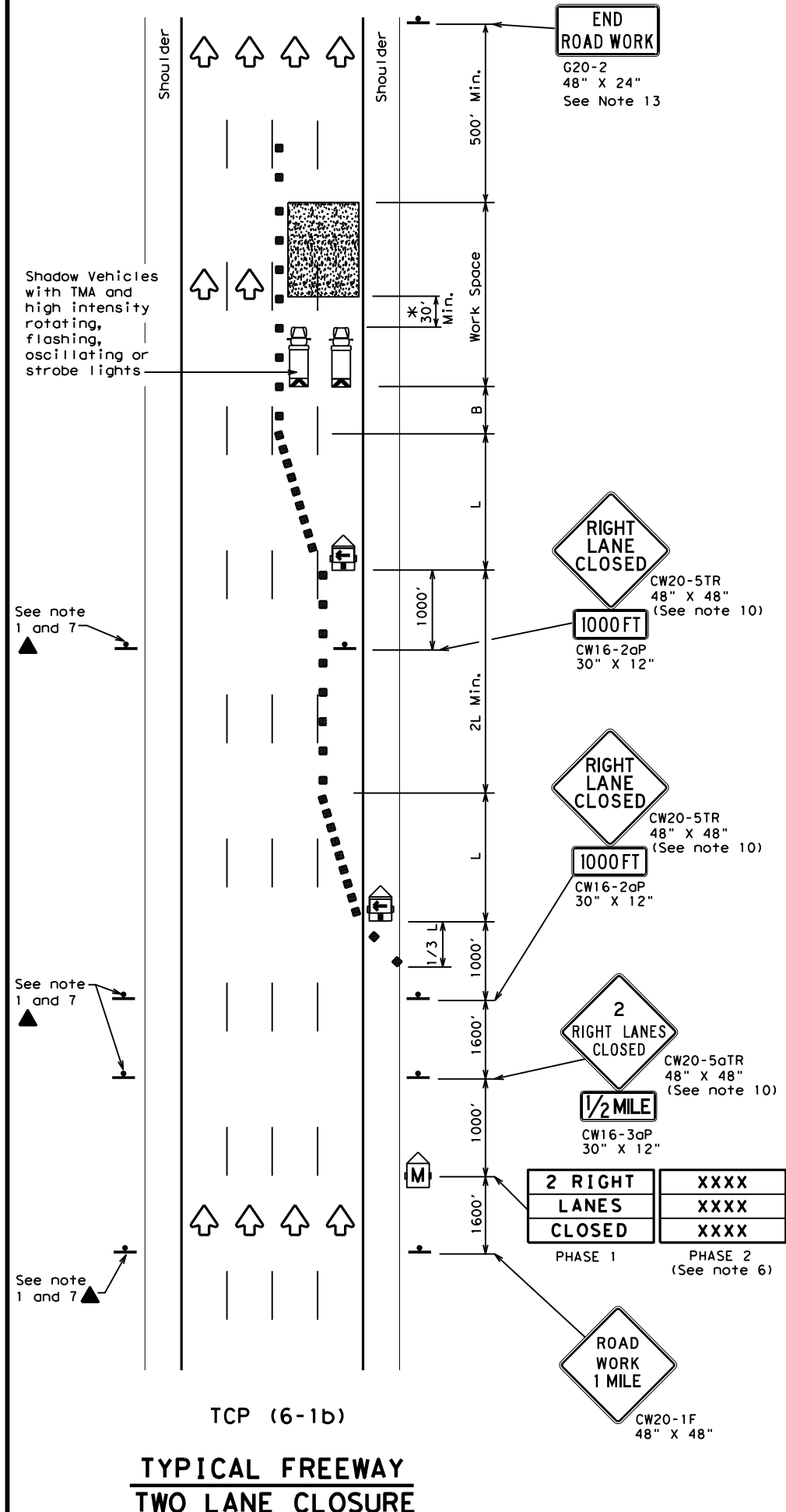
**TRAFFIC CONTROL PLAN
MOBILE OPERATIONS
RAISED PAVEMENT
MARKER INSTALLATION/
REMOVAL
TCP (3-3) - 14**

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8-95	7-13								
1-97	7-14								
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		DAL	KAUFMAN		139				

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TCP (6-1a)
TYPICAL FREEWAY ONE LANE CLOSURE



TCP (6-1b)
TYPICAL FREEWAY TWO LANE CLOSURE

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 "L"			Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
45	L = WS	450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'

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

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

GENERAL NOTES

- All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
- Drums or 42" cones are the typical channelizing devices. For Intermediate Term Stationary work, drums shall be used on tapers with drums or 42" cones used on tangent sections. Other channelizing devices may be used as directed by the Engineer.
- All construction signs and barricades placed during any phase of work shall remain in place until removal is approved by the Engineer.
- The Engineer may direct the Contractor to furnish additional signs and barricades as required to maintain traffic flow, detours and motorist safety during construction.
- Static message boards or changeable message signs stating the date and duration of ramp or freeway lane closures shall be placed a minimum of seven (7) calendar days in advance of the actual closure.
- Phase 2 of the PCMS message should include appropriate information formatted as shown on BC(6), such as "MERGE LEFT," recommended advisory speed, delay information, or other specific warnings.
- Duplicate construction warning signs should be erected on the medians side of freeways where median width will permit and traffic volume justifies the signing.
- The number of closed lanes may be increased provided the spacing of traffic control devices, taper lengths and tangent lengths meet the requirements of the TMUTCD.
- Warning signs for intermediate term stationary work should be mounted at 7' to the bottom of the sign.
- Warning signs shown shall be appropriately altered for left lane closures. When signs are mounted at 1' height for short term stationary or short duration work, sign versions shown in the SHSD for Texas with distances on the sign face rather than mounted on a plaque below the sign may be used.
- When possible, PCMS units should be located in advance of the last available exit ramp prior to the lane closure to allow motorists an alternate route. They may also be relocated to improve advance warning in case of unanticipated queuing or congestion.
- For Intermediate Term Stationary work at night, floodlights should be used to illuminate the work area and equipment crossings. Floodlights shall not produce a disabling glare condition for road users or workers.
- The END ROAD WORK (G20-2) sign may be omitted when it conflicts with G20-2 signs already in place on the project.

* A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.

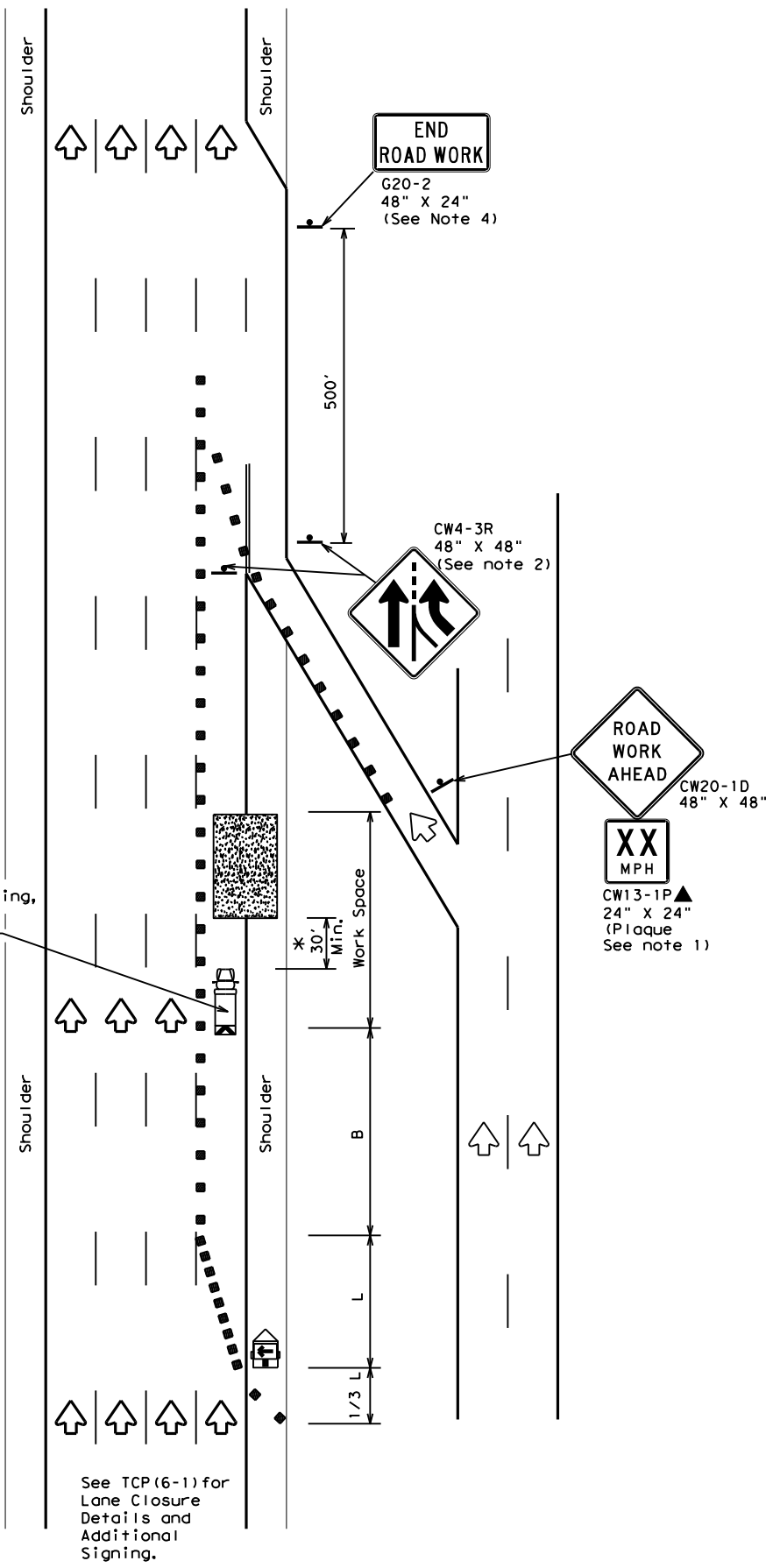
**TRAFFIC CONTROL PLAN
FREEWAY LANE CLOSURES**

TCP(6-1)-12

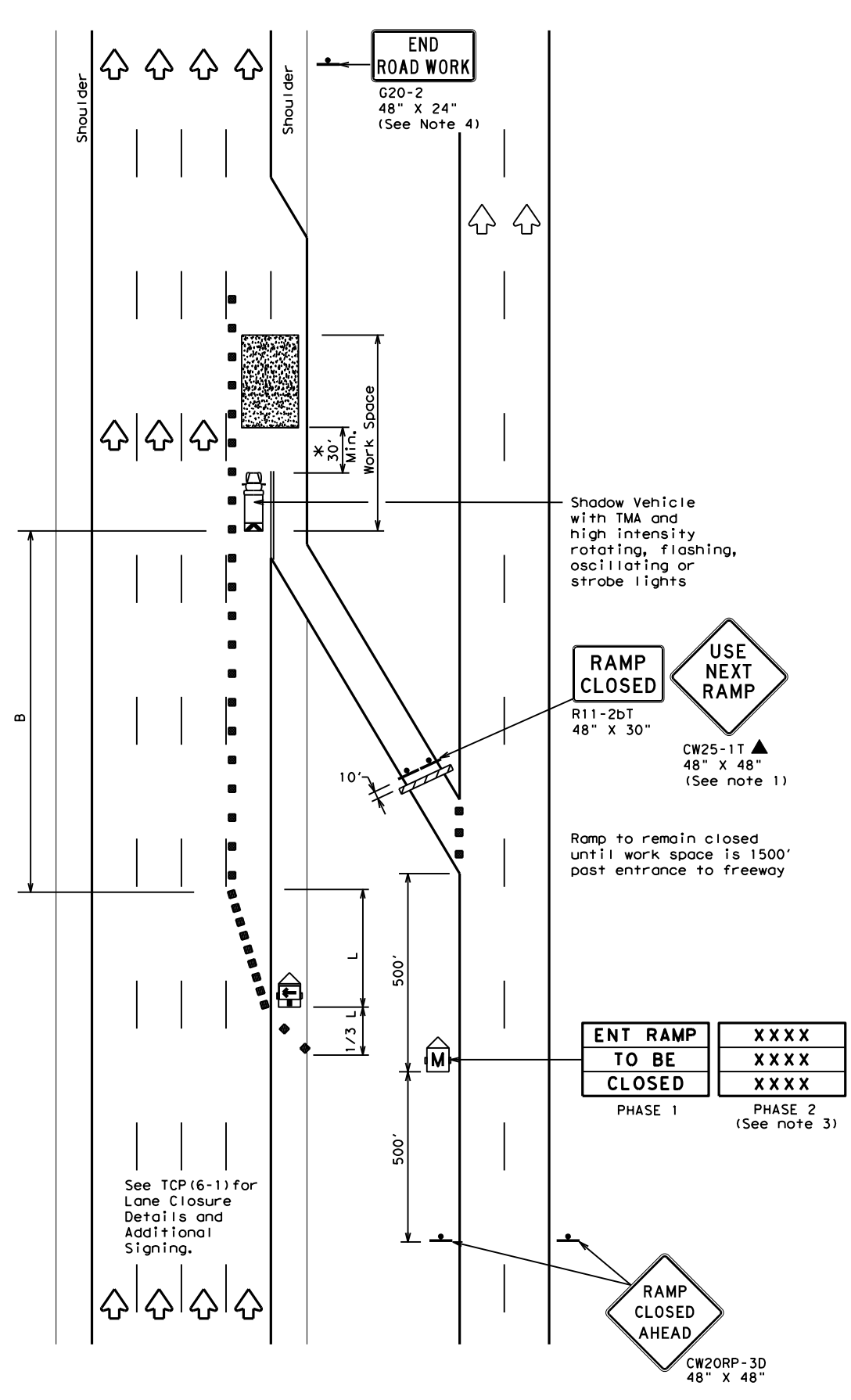
FILE: tcp6-1.dgn	DN: TxDOT	CR: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
8-12	REVISIONS	0197	05	059
	DIST	COUNTY	SHEET NO.	
	DAL	KAUFMAN	140	

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DATE: 4/12/2023 4:10:10 PM
 FILE: \\txdot.projectwiseonline.com:txdot5\Documents\18 - DAL\Design Projects\0904\0904-03\0904-03-001\0904-03-001-001.dgn



TCP (6-2a)
ENTRANCE RAMP OPEN
WORK WITHIN 500' OF RAMP



TCP (6-2b)
ENTRANCE RAMP CLOSED

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

Posted Speed	Formula	Minimum Desirable Taper Lengths "L"			Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
45	L = WS	450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'

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

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

GENERAL NOTES

- All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
- ADDED LANE Symbol (CW4-3) sign may be omitted when sign between ramp and mainline can be seen from both roadways.
- See "Advance Notice List" on BC(6) for recommended date and time formatting options for PCMS Phase 2 message.
- The END ROAD WORK (G20-2) sign may be omitted when it conflicts with G20-2 signs already in place on the project.

*A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.

Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.



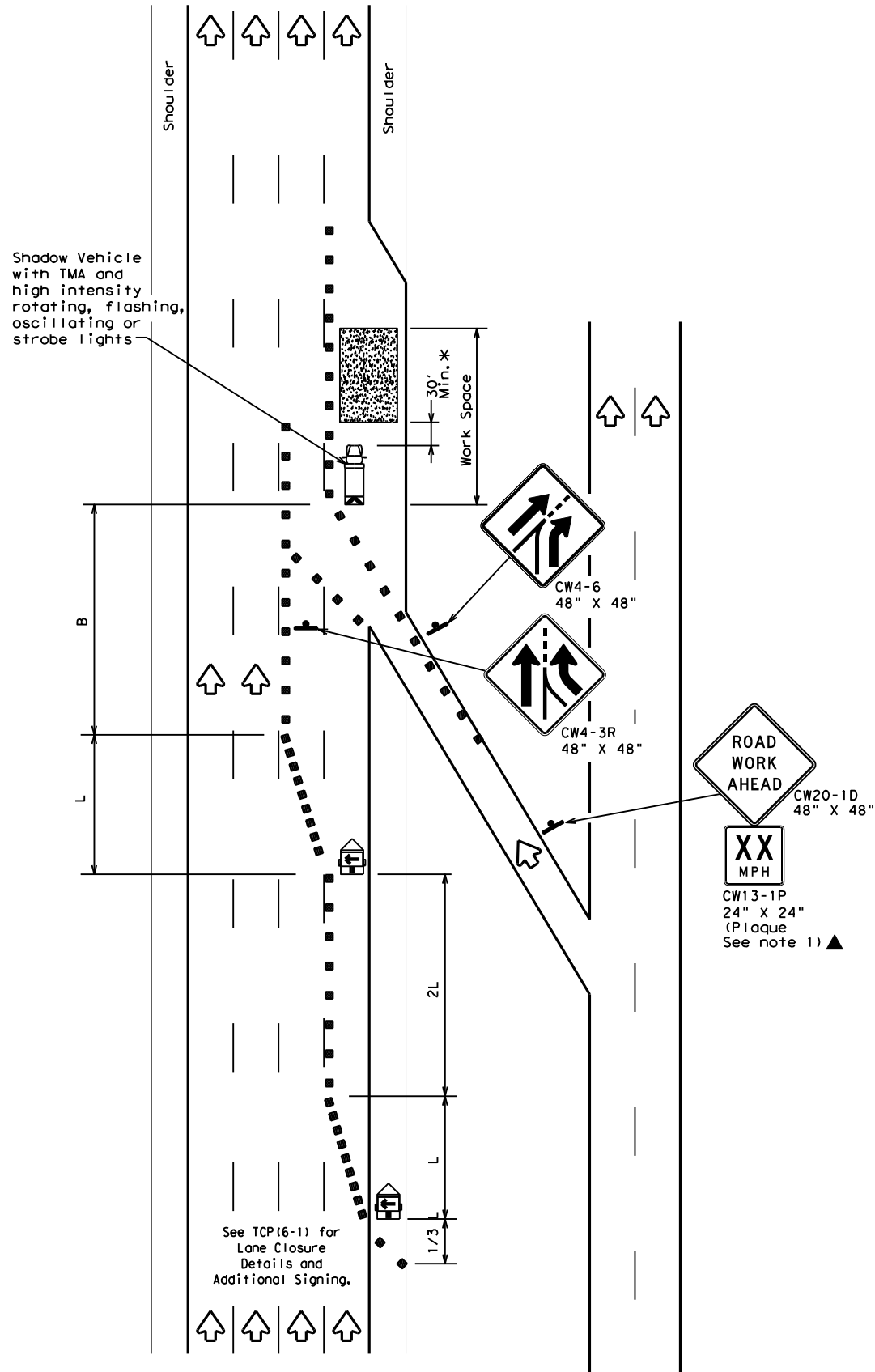
TRAFFIC CONTROL PLAN
WORK AREA NEAR RAMP

TCP (6-2) - 12

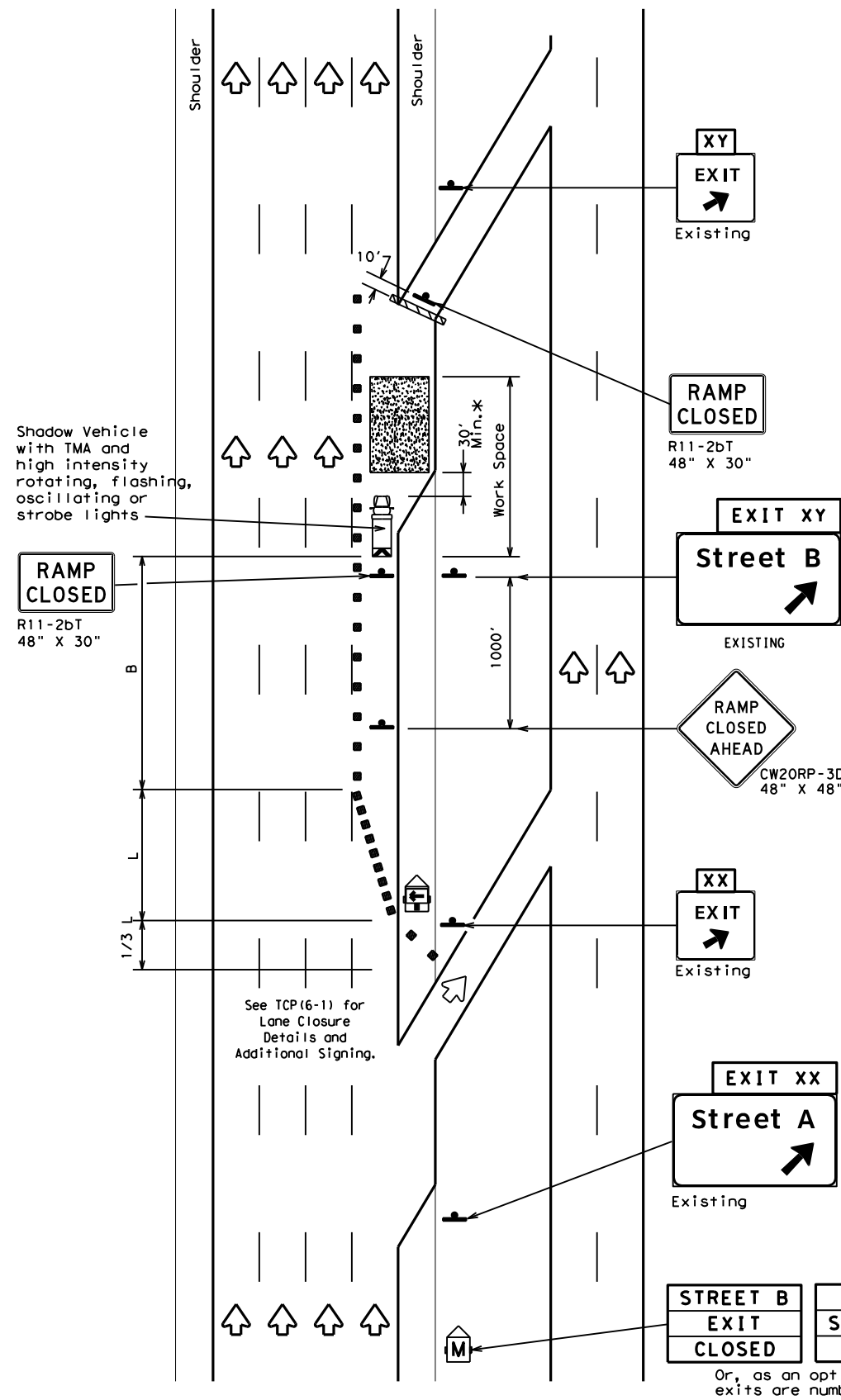
FILE:	tcp6-2.dgn	DN:	TxDOT	CK:	TxDOT	DW:	TxDOT	CK:	TxDOT
©TxDOT	February 1994	CONT	SECT	JOB	HIGHWAY				
REVISIONS		0197	05	059	US 175				
1-97	8-98			DIST	COUNTY	SHEET NO.			
4-98	8-12			DAL	KAUFMAN	141			

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DATE: 4/12/2023 4:10:15 PM
 FILE: \\txdot\projectwiseonline.com:txdot\5\Documents\18 - DAL\Design Projects\09090909\CP6-3a.dwg



TCP (6-3a)
 ENTRANCE RAMP OPEN



TCP (6-3b)
 EXIT RAMP CLOSED
 TRAFFIC EXITS PRIOR TO CLOSED RAMP

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 "L" **			Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
45	L = WS	450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'

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

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

GENERAL NOTES:

1. All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.

*A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.

Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.

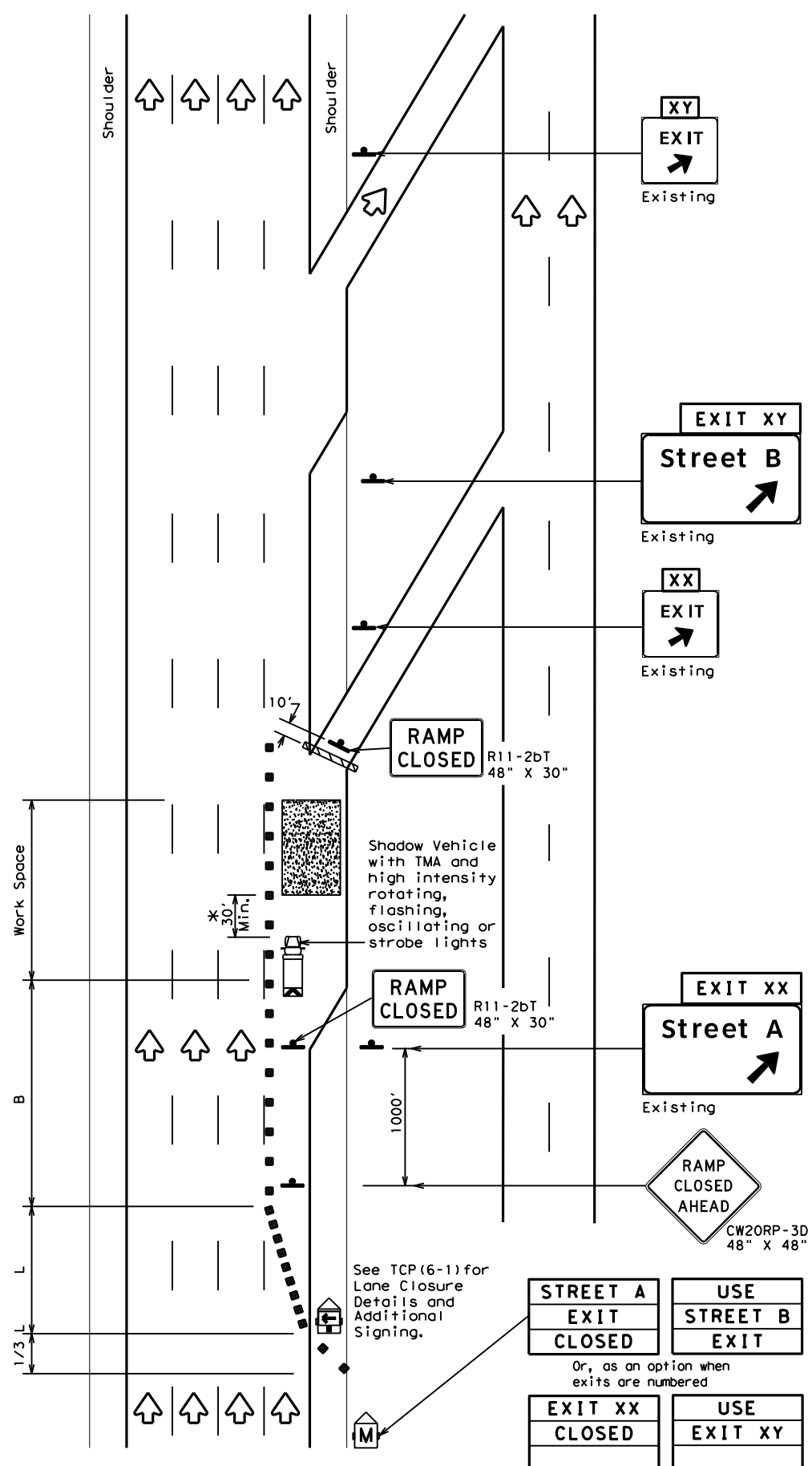


TRAFFIC CONTROL PLAN
 WORK AREA BEYOND RAMP

TCP (6-3) - 12

FILE: tcp6-3.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
© TxDOT February 1994	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	05	059	US 175
1-97 8-98	DIST	COUNTY	SHEET NO.	
4-98 8-12	DAL	KAUFMAN	142	

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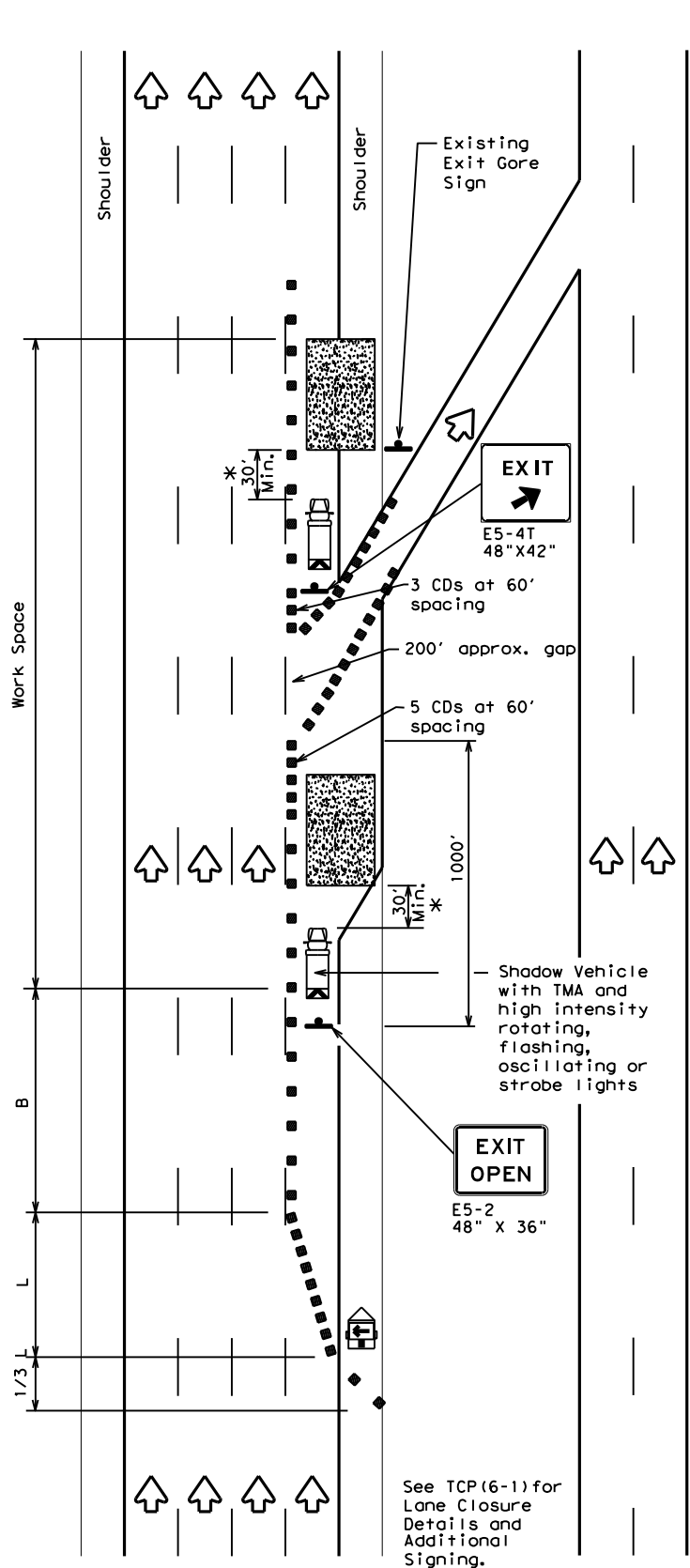


TCP (6-4a)
EXIT RAMP CLOSED
TRAFFIC EXITS PAST CLOSED RAMP

STREET A EXIT CLOSED	USE STREET B EXIT
EXIT XX CLOSED	USE EXIT XY

Or, as an option when exits are numbered

Place 1 mile (approx.) in advance of closed ramp.



TCP (6-4b)
EXIT RAMP OPEN

LEGEND			
	Type 3 Barricade		Channelizing Devices (CDs)
	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 "L"			Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
45	L = WS	450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'

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

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

GENERAL NOTES

- All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
- See BC Standards for sign details.

*A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.

Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.



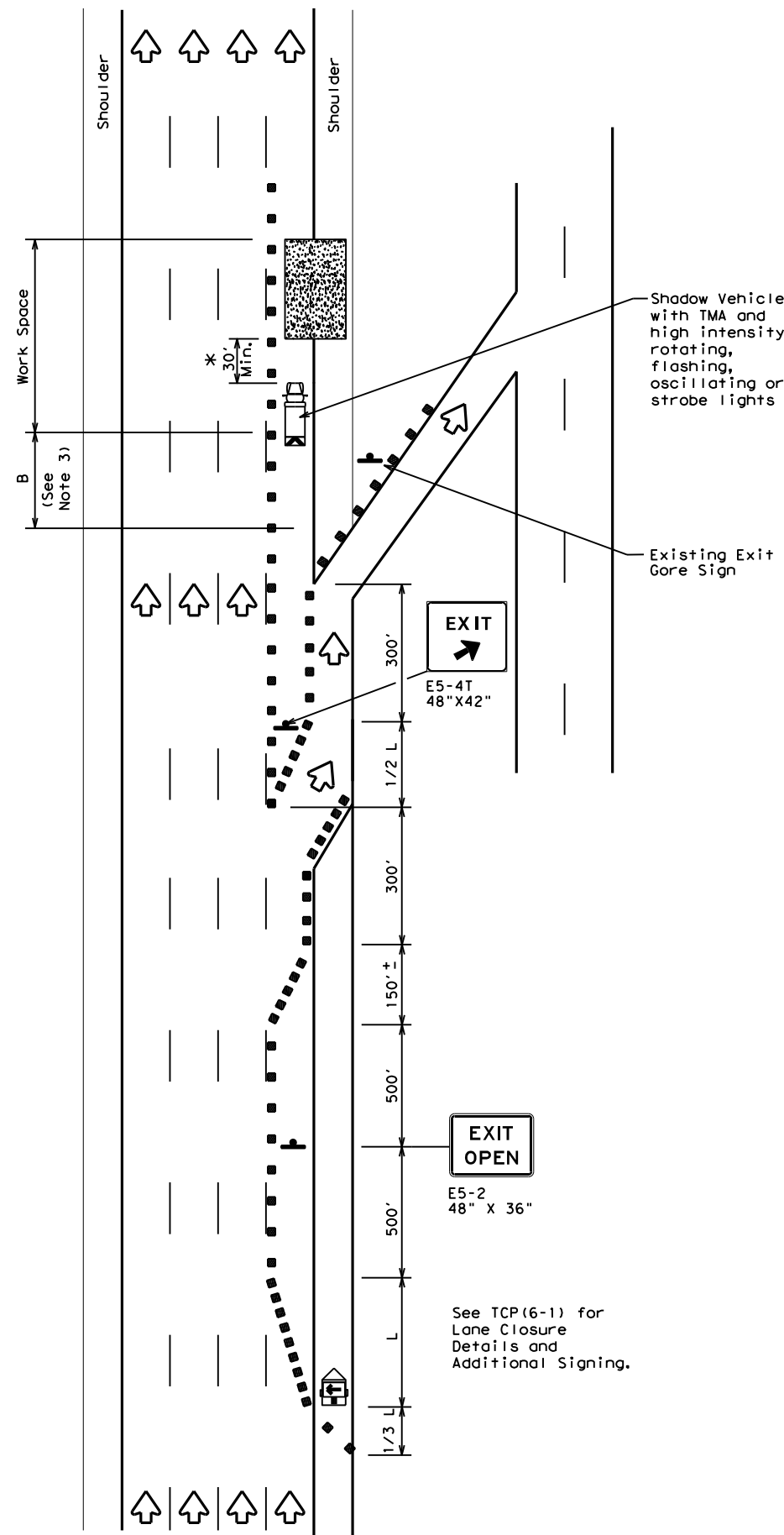
TRAFFIC CONTROL PLAN
WORK AREA AT EXIT RAMP

TCP (6-4) - 12

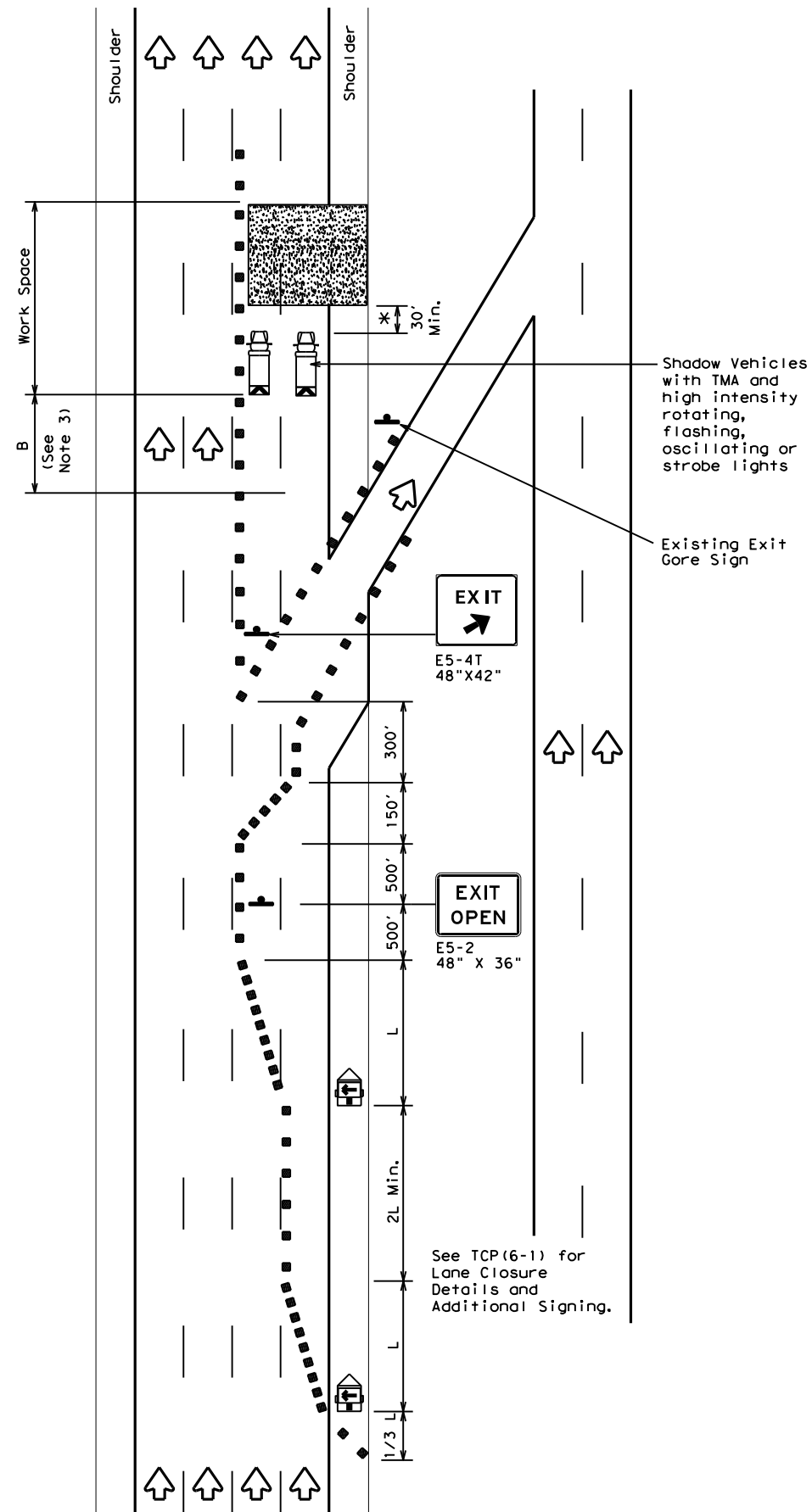
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©TxDOT February 1994	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	05	059	US 175
1-97 8-98	DIST	COUNTY	SHEET NO.	
4-98 8-12	DAL	KAUFMAN	143	

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DATE: 4/12/2023 4:10:26 PM
 FILE: \\txdot.projectwiseonline.com:txdot5\Documents\18 - DAL\Design Projects\18-005-0101\18-005-0101-TCP(6-5)-12.dwg



EXIT RAMP OPEN



EXIT RAMP OPEN
TWO LANE CLOSURE WITHIN
1500' PAST EXIT RAMP

	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 "L"			Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
45	L = WS	450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'

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

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

GENERAL NOTES

- 1. All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
- 2. See BC standards for sign details.
- 3. If adequate longitudinal buffer length "B" does not exist between the work space and the exit ramp, consideration should be given to closing the ramp.

*A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.

Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.

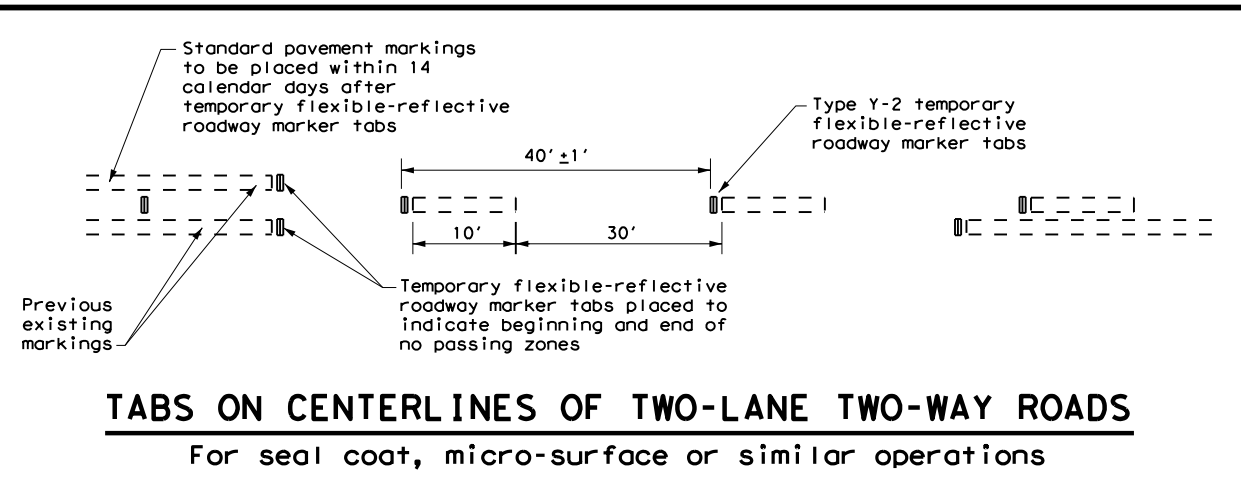
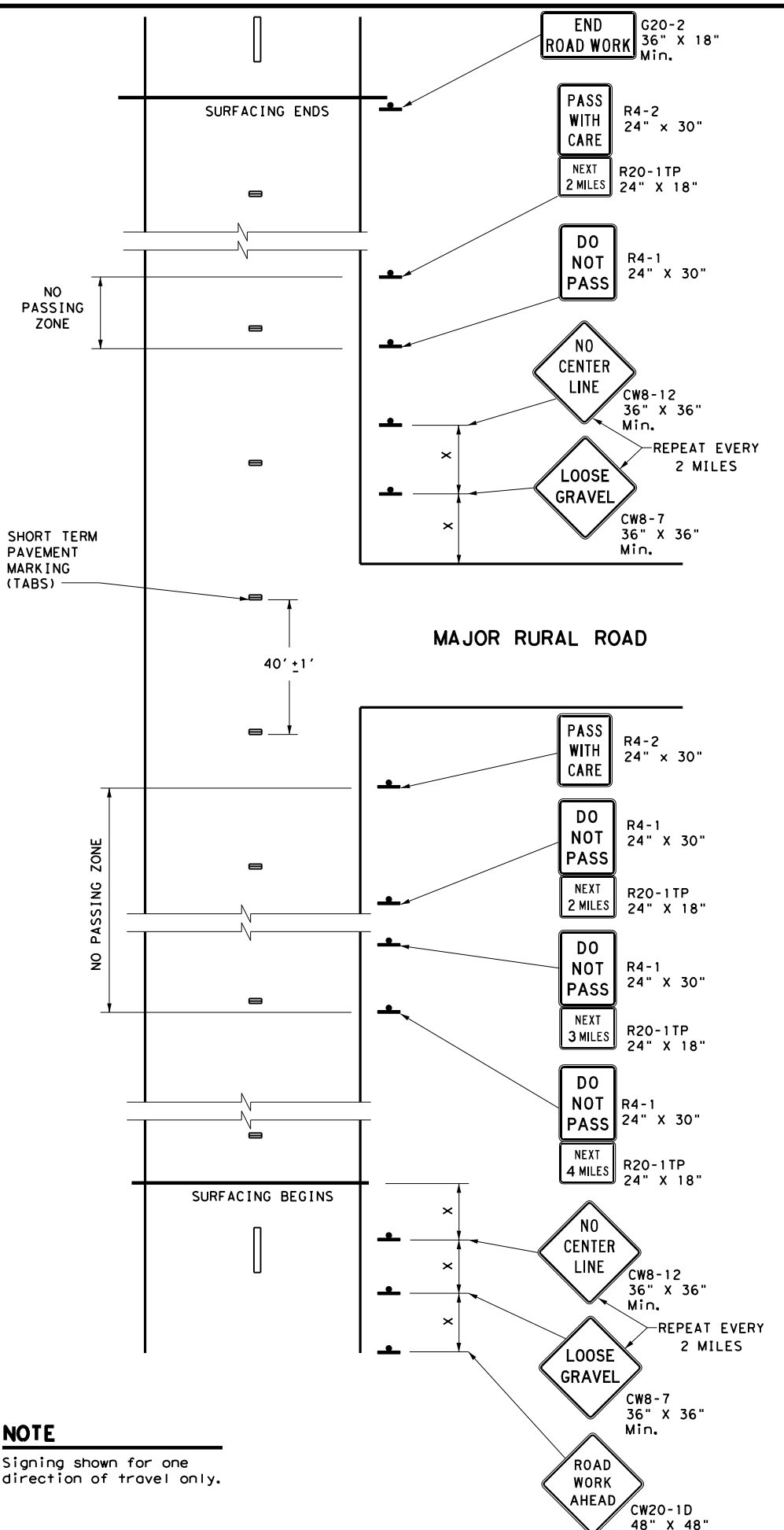


**TRAFFIC CONTROL PLAN
WORK AREA BEYOND EXIT RAMP**

TCP (6-5) - 12

FILE: tcp6-5.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	05	059	US 175
1-97 8-98	DIST	COUNTY	SHEET NO.	
4-98 8-12	DAL	KAUFMAN	144	

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

- Prior to the beginning of construction, all currently striped no-passing zones shall be signed with the DO NOT PASS (R4-1) signs and PASS WITH CARE (R4-2) signs placed at the beginning and end of each zone for each direction of travel except as otherwise provided herein. Signs marking these individual no-passing zones need not be covered prior to construction if the signs supplement the existing pavement markings.
- At the discretion of the Engineer, in areas of numerous no-passing zones, several zones may be combined as a single zone. If passing is to be prohibited over one or more lengthy sections, a DO NOT PASS sign and a NEXT XX MILES (R20-1TP) plaque may be used at the beginning of such zones. The DO NOT PASS sign and the NEXT XX MILES plaque should be repeated every mile to the end of the no-passing zone. In areas where there is considerable distance between no-passing zones, the end of the no-passing zone may be signed with a PASS WITH CARE sign and a NEXT XX MILES plaque.
- Depending on traffic volumes and length of sections, it may be desirable to prohibit passing throughout the project to prevent damage to windshield and lights. The DO NOT PASS sign and NEXT XX MILES plaque should be used and repeated as often as necessary for this purpose. Where several existing zones are to be combined into one individual no-passing zone, the sign at the beginning of the zone should be covered until the surfacing operation has passed this location so as not to have the DO NOT PASS sign conflict with the existing pavement markings. Also, unless one day's operation completes the entire length of such combined zones, appropriate DO NOT PASS and PASS WITH CARE signs should be placed at the beginning and end of the no-passing zones where the surfacing operation has stopped for the day.
- R4-1 and R4-2 are to remain in place until standard pavement markings are installed.

"NO CENTER LINE" SIGN (CW8-12)

- Center line markings are yellow pavement markings that delineate the separation of travel lanes that have opposite directions of travel on a roadway. Divided highways do not typically have center line markings.
- At the time construction activity obliterates the existing center line markings (low volume roads may not have an existing centerline), a NO CENTER LINE (CW8-12) sign should be erected at the beginning of the work area, at approximately 2 mile intervals within the work area, beyond major intersections and other locations deemed necessary by the Engineer.
- The NO CENTER LINE signs are to remain in place until standard pavement markings are installed.

"LOOSE GRAVEL" SIGN (CW8-7)

- When construction begins, a LOOSE GRAVEL (CW8-7) sign should be erected at each end of the work area and repeated at intervals of approximately 2 miles in rural areas and closer in urban areas.
- The LOOSE GRAVEL signs are to remain in place until the condition no longer exists.

PAVEMENT MARKINGS

- Temporary markings for surfacing projects shall be Temporary Flexible-reflective Roadway Marker Tabs unless otherwise approved by the Engineer. Tabs are to be installed to provide true alignment for striping crews or as directed by the Engineer. Tabs will be placed at the spacing indicated. Tabs should be applied to the pavement no more than two (2) days before the surfacing is applied. After the surfacing is rolled and swept, the cover over the reflective strip shall be removed.
- Tabs shall not be used to simulate edge lines.
- Tab placement for overlay/inlay operations shall be as shown on the WZ(STPM) standard sheet.

COORDINATION OF SIGN LOCATIONS

- The location of warning signs at the beginning and end of a work area are to be coordinated with other signing typically shown on the Barricade and Construction Standards for project limits to ensure adequate sign spacing.
- Where possible the ROAD WORK AHEAD (CW20-1D), LOOSE GRAVEL (CW8-7), and NO CENTER LINE (CW8-12) signs should be placed in the sequence shown following the OBEY WARNING SIGNS STATE LAW (R20-3T) and the TRAFFIC FINES DOUBLE (R20-5T) sign, and one "X" sign spacing prior to the CONTRACTOR (G20-6T) sign typically located at or near the limits of surfacing. LOOSE GRAVEL and NO CENTER LINE signs will then be repeated as described above.

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

* Conventional Roads Only

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

GENERAL NOTES

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

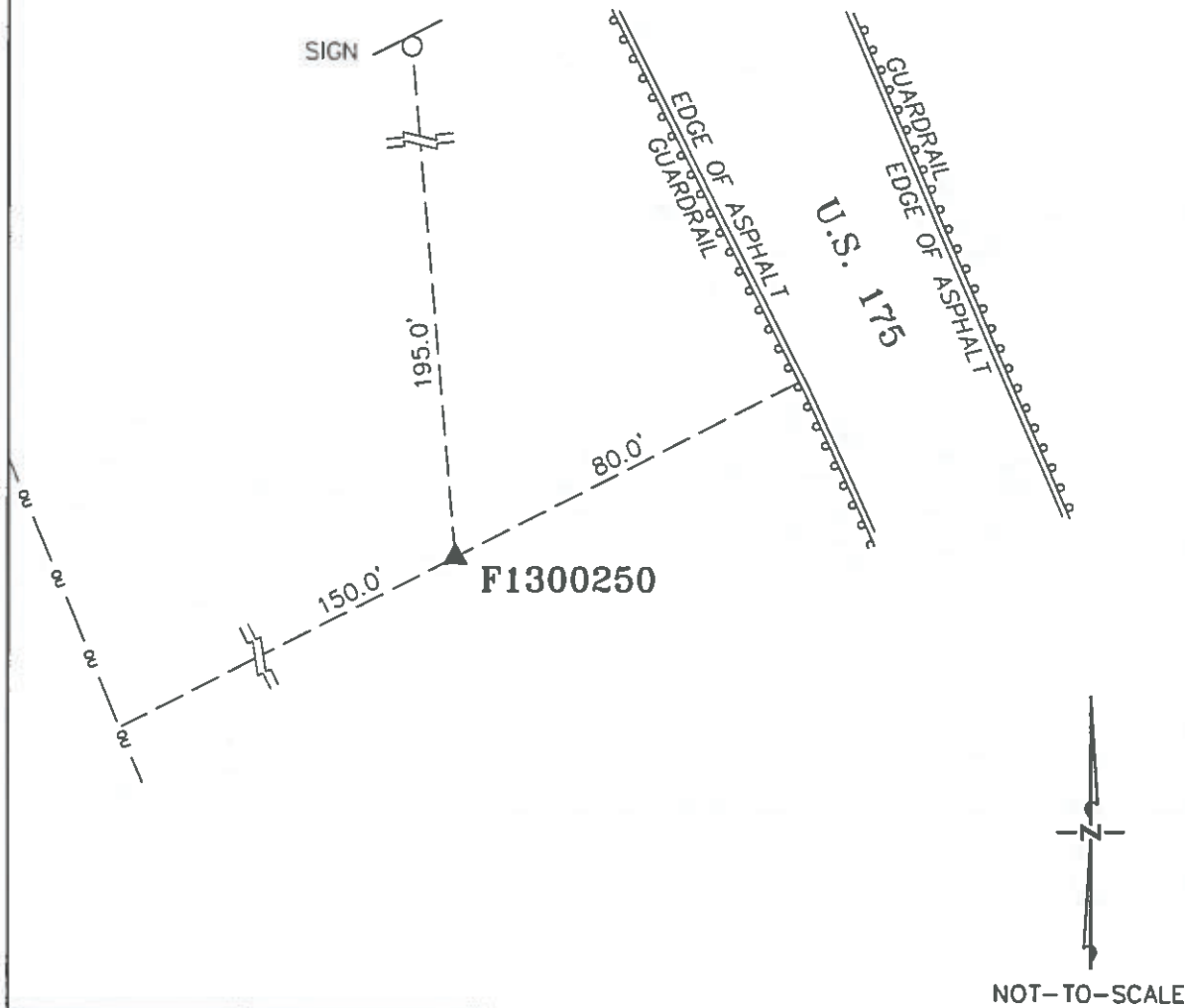


TRAFFIC CONTROL DETAILS FOR SURFACING OPERATIONS

TCP (7-1)-13

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©	TxDOT	March 1991	CONT.	SECT.	JOB	HIGHWAY			
REVISIONS			0197	05	059	US 175			
4-92	4-98								
1-97	7-13		DIST.	COUNTY		SHEET NO.			
			DAL	KAUFMAN		145			

GENERAL DESCRIPTION:
TXDOT ALUMINUM DISK SET IN CONCRETE



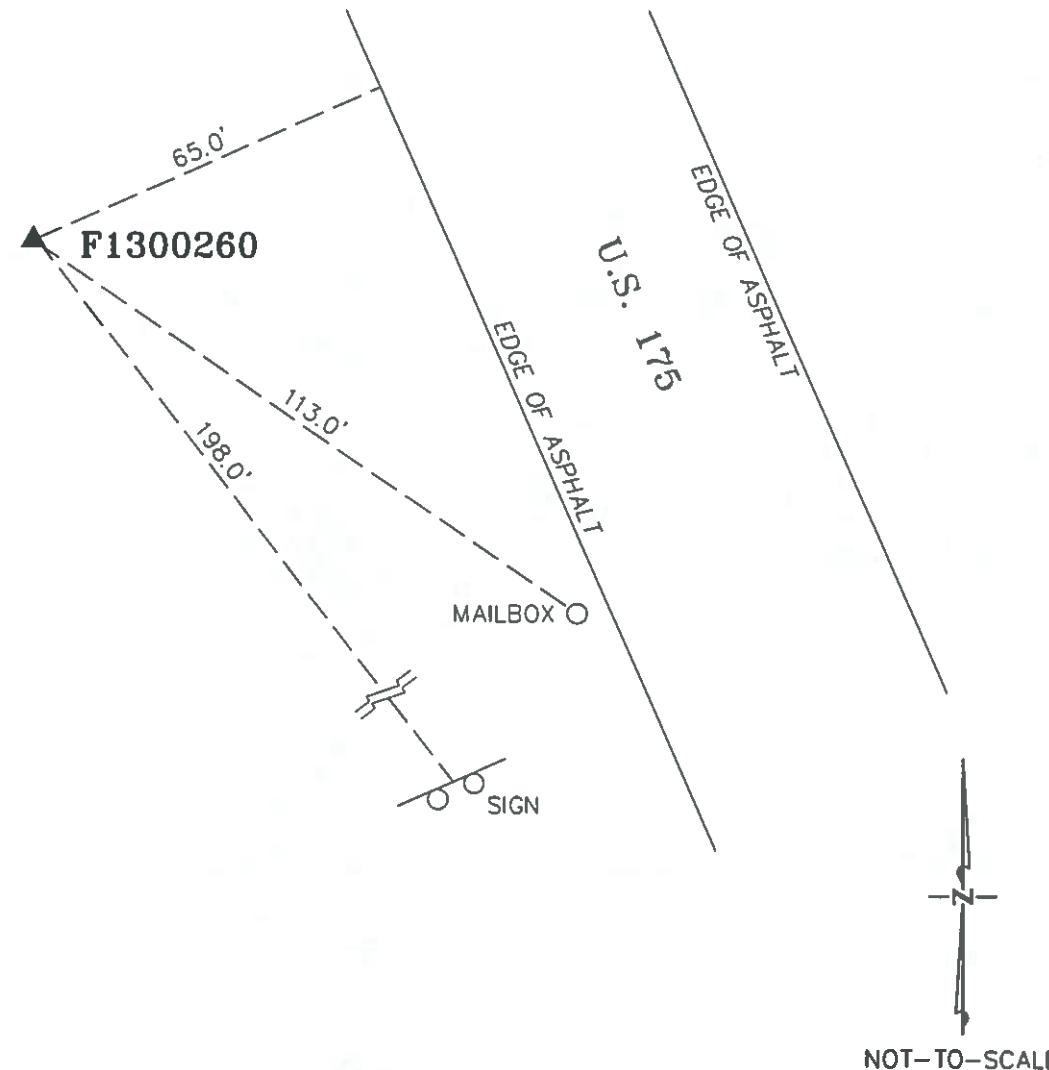
CONTROL POINT NO. F1300250

APPROXIMATE LOCATION:

LOCATED 0.24 OF A MILE NORTH OF THE INTERSECTION OF F.M. 2860 AND U.S. 175; 195.0' SOUTH OF A EAST 175 SIGN, 80.0' SWEST FROM A GUARDRAIL, AND 150.0' NORTHEAST OF A POWERLINE.

US SURVEY FEET
ELEVATION = 374.16'
DATE SET: SEPTEMBER 2020
MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE
COMBINED SCALE FACTOR: 0.9999052009
SURFACE NORTHING: 6,871,999.87
SURFACE EASTING: 2,659,919.04
GRID NORTHING: 6,871,216.03
GRID EASTING: 2,659,615.64

GENERAL DESCRIPTION:
TXDOT ALUMINUM DISK SET IN CONCRETE



CONTROL POINT NO. F1300260

APPROXIMATE LOCATION:

LOCATED 750' NORTH OF THE INTERSECTION OF F.M. 2860 AND U.S. 175; 65.0' SWEST FROM THE EDGE OF ASPHALT, 113.0' NORTHWEST OF A MAILBOX, AND 198.0' NORTHWEST FROM A F.M. 2860 STREET SIGN.

US SURVEY FEET
ELEVATION = 371.11'
DATE SET: SEPTEMBER 2020
MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE
COMBINED SCALE FACTOR: 0.9999055685
SURFACE NORTHING: 6,871,523.38
SURFACE EASTING: 2,660,140.76
GRID NORTHING: 6,870,739.59
GRID EASTING: 2,659,837.34

NOTES:
1. HORIZONTAL COORDINATES SHOWN ARE IN U.S. SURVEY FEET AND ARE BASED UPON THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD83 (2011), EPOCH 2010.00 WITH A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.000114077 (GRID X 1.000114077 * SURFACE COORDINATES). ELEVATION DATA IS REFERENCED TO NAVD88 AND COMPUTED USING GEOID12B.

I HEREBY CERTIFY THAT THE HORIZONTAL AND VERTICAL DATA SHOWN HEREON WAS DETERMINED BY MULTIPLE GPS OBSERVATIONS (RTN) IN SEPTEMBER 2020 AND IS CORRECTLY SHOWN HEREON.



11-06-2020

McGRAY & McGRAY
LAND SURVEYORS, INC.
TBPELS SURVEY FIRM # 10095500
3301 HANCOCK DRIVE #6
AUSTIN, TEXAS 78731
(512) 451-8591
www.mcgray.com

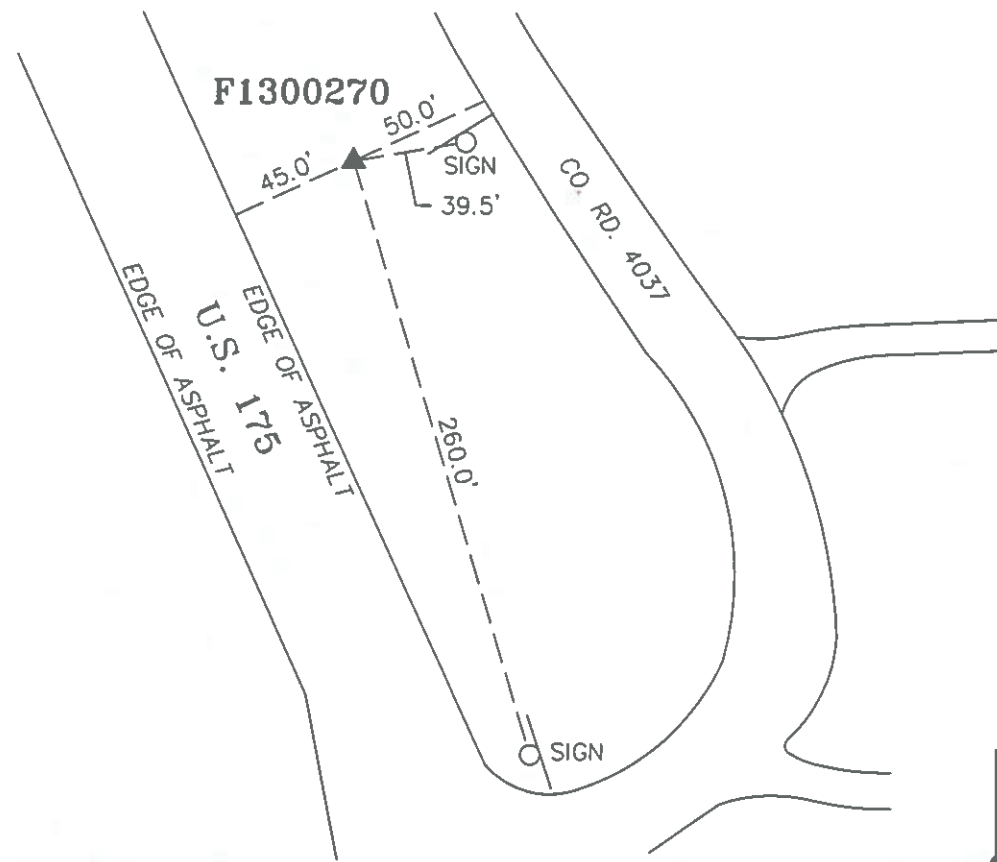


**U.S. 175
PRIMARY CONTROL**

PAGE 2 OF 8

FED. ROAD DIV. NO.	STATE	PROJECT NO.	SHEET
6	TEXAS	SEE TITLE SHEET	146
STATE DISTRICT	COUNTY	TXDOT CONTROL-SECTION-JOB NO.	HWY. NO.
DALLAS	KAUFMAN	0197-05-059	U.S. 175

GENERAL DESCRIPTION:
TXDOT ALUMINUM DISK SET IN CONCRETE



NOT-TO-SCALE

CONTROL POINT NO. F1300270

APPROXIMATE LOCATION:

LOCATED 0.81 OF A MILE NORTH OF THE INTERSECTION OF STATE LOOP 346 AND U.S. 175; 45.0' NORTHEAST OF EDGE OF ASPHALT, 50.0' SOUTHWEST OF EDGE OF ASPHALT, 39.5' SOUTHWEST OF A 15 MPH SIGN, AND 260.0' NORTHWEST FROM A STOP SIGN.

US SURVEY FEET

ELEVATION = 383.49'

DATE SET: SEPTEMBER 2020

MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE

COMBINED SCALE FACTOR: 0.9999100959

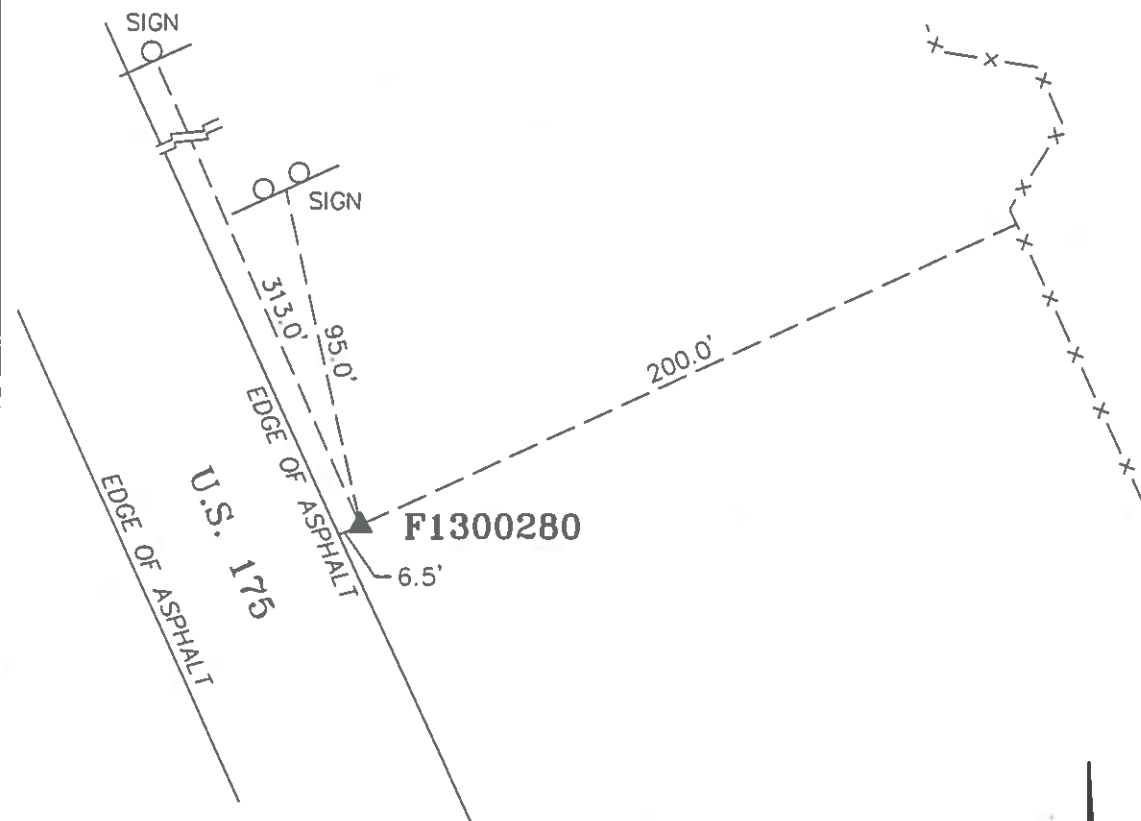
SURFACE NORTHING: 6,860,830.50

SURFACE EASTING: 2,665,289.35

GRID NORTHING: 6,860,047.93

GRID EASTING: 2,664,985.34

GENERAL DESCRIPTION:
TXDOT ALUMINUM DISK SET IN CONCRETE



NOT-TO-SCALE

CONTROL POINT NO. F1300280

APPROXIMATE LOCATION:

LOCATED 0.65 OF A MILE NORTH OF THE INTERSECTION OF STATE LOOP 346 AND U.S. 175; 200.0' SOUTHWEST FROM A METAL PIPE FENCE, 95.0' SOUTHEAST FROM A COUNTY ROAD 4037 SIGN, 313.0' SOUTHEAST FROM ONEWAY STREET SIGN, AND 6.5' NORTHEAST FROM THE EDGE OF ASPHALT.

US SURVEY FEET

ELEVATION = 378.57'

DATE SET: SEPTEMBER 2020

MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE

COMBINED SCALE FACTOR: 0.9999107204

SURFACE NORTHING: 6,860,039.12

SURFACE EASTING: 2,665,615.81

GRID NORTHING: 6,859,256.64

GRID EASTING: 2,665,311.76

NOTES:

1. HORIZONTAL COORDINATES SHOWN ARE IN U.S. SURVEY FEET AND ARE BASED UPON THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD83 (2011), EPOCH 2010.00 WITH A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.000114077 (GRID X 1.000114077 = SURFACE COORDINATES). ELEVATION DATA IS REFERENCED TO NAVD88 AND COMPUTED USING GEOJD12B.

I HEREBY CERTIFY THAT THE HORIZONTAL AND VERTICAL DATA SHOWN HEREON WAS DETERMINED BY MULTIPLE GPS OBSERVATIONS (RTN) IN SEPTEMBER 2020 AND IS CORRECTLY SHOWN HEREON.



11-06-2020

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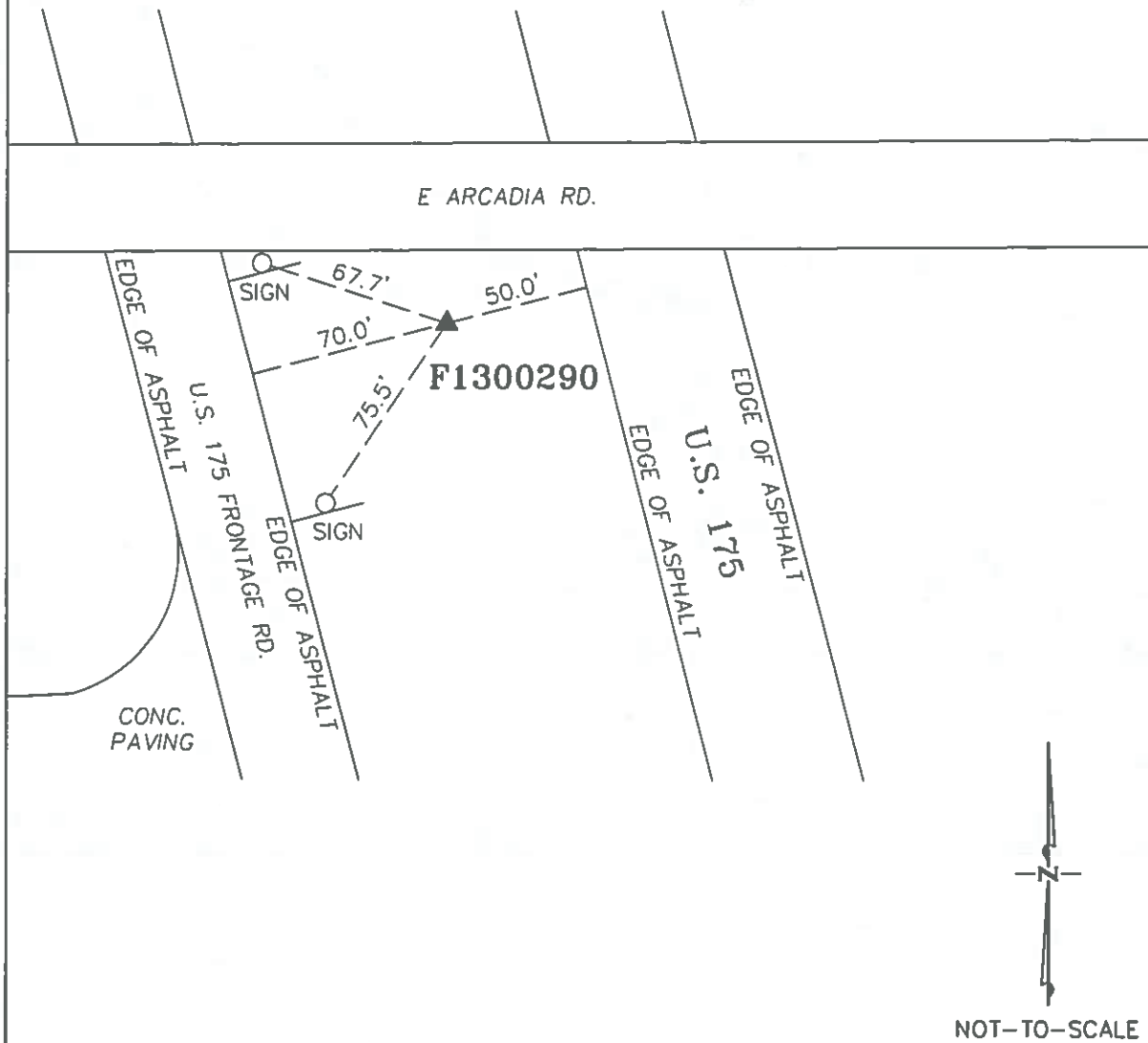


**U.S. 175
PRIMARY CONTROL**

PAGE 3 OF 8

FED. ROAD DIV. NO.	STATE	PROJECT NO.	SHEET
6	TEXAS	SEE TITLE SHEET	147
STATE DISTRICT	COUNTY	TXDOT CONTROL-SECTION-JOB NO.	HWY. NO.
DALLAS	KAUFMAN	0197-05-059	U.S. 175

GENERAL DESCRIPTION:
TXDOT ALUMINUM DISK SET IN CONCRETE



CONTROL POINT NO. F1300290

APPROXIMATE LOCATION:

LOCATED 107' NORTHEAST OF THE INTERSECTION OF E. ARCADIA RD. ACCESS AND U.S. 175 FRONTAGE ROAD; 67.7 SOUTHEAST FROM A WRONG WAY SIGN, 75.5' NORTHEAST FROM A DO NOTE ENTER SIGN, 50.0' WEST FROM U.S. 175 EDGE OF PAVEMENT, 70.0' EAST OF THE U.S. 175 FRONTAGE ROAD EDGE OF PAVEMENT.

US SURVEY FEET

ELEVATION = 391.17'

DATE SET: SEPTEMBER 2020

MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE

COMBINED SCALE FACTOR: 0.9999146133

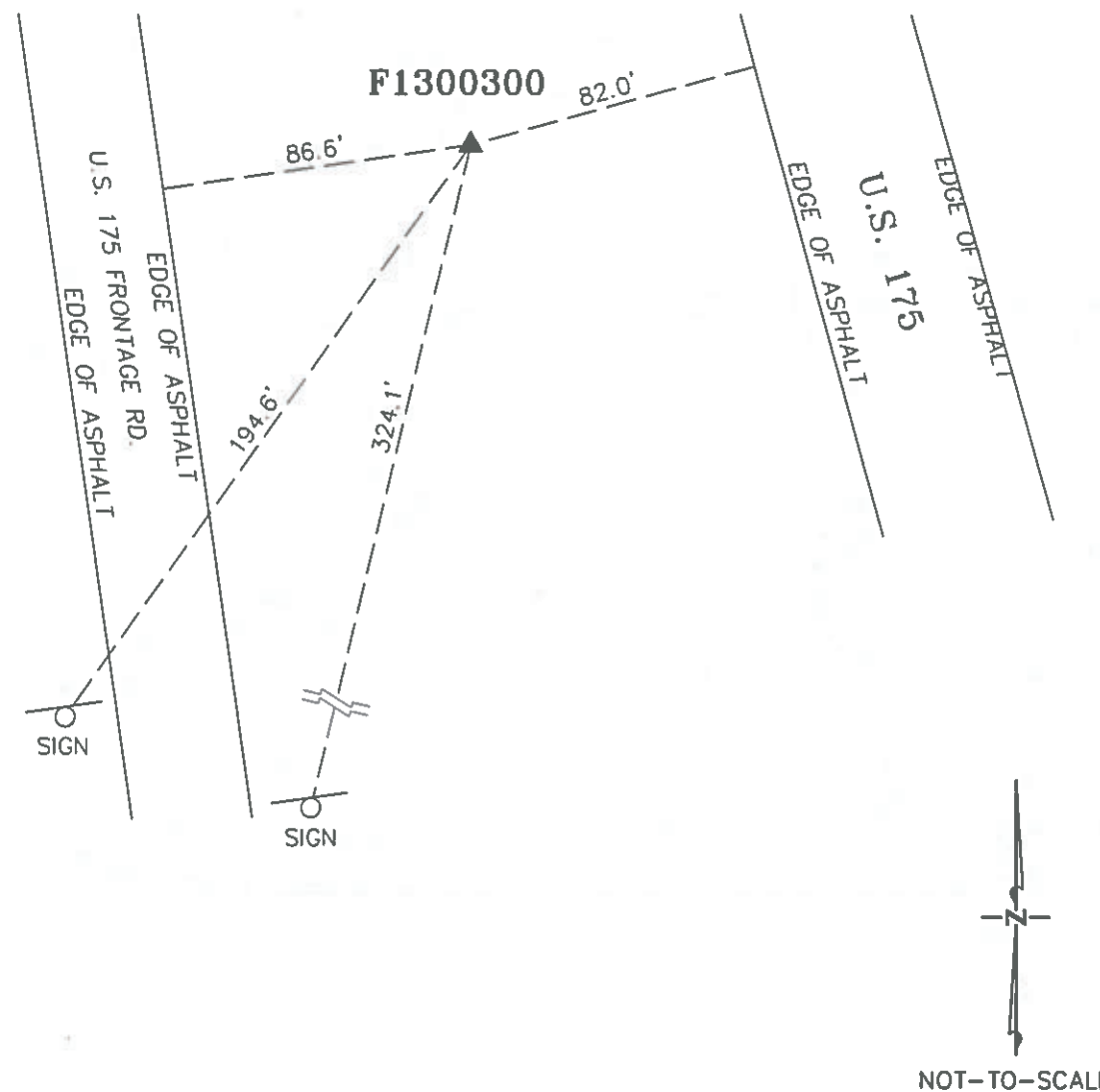
SURFACE NORTHING: 6,851,164.10

SURFACE EASTING: 2,672,439.47

GRID NORTHING: 6,850,382.63

GRID EASTING: 2,672,134.64

GENERAL DESCRIPTION:
TXDOT ALUMINUM DISK SET IN CONCRETE



CONTROL POINT NO. F1300300

APPROXIMATE LOCATION:

LOCATED 604' NORTH OF THE INTERSECTION OF TX 274 AND U.S. 175 FRONTAGE ROAD; 194.6' NORTHEAST FROM A KEMP/SEVEN POINTS SIGN, 324.1' NORTHEAST FROM A WRONG WAY SIGN, 82.0' WEST FROM U.S. 175, 86.6' EAST FROM FRONTAGE ROAD EDGE OF PAVEMENT.

US SURVEY FEET

ELEVATION = 392.49'

DATE SET: SEPTEMBER 2020

MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE

COMBINED SCALE FACTOR: 0.9999150488

SURFACE NORTHING: 6,850,190.42

SURFACE EASTING: 2,672,678.96

GRID NORTHING: 6,849,409.06

GRID EASTING: 2,672,374.10

NOTES:

1. HORIZONTAL COORDINATES SHOWN ARE IN U.S. SURVEY FEET AND ARE BASED UPON THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD83 (2011), EPOCH 2010.00 WITH A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.000114077 (GRID X 1.000114077 * SURFACE COORDINATES). ELEVATION DATA IS REFERENCED TO NAVD88 AND COMPUTED USING GEOID12B.

I HEREBY CERTIFY THAT THE HORIZONTAL AND VERTICAL DATA SHOWN HEREON WAS DETERMINED BY MULTIPLE GPS OBSERVATIONS (RTN) IN SEPTEMBER 2020 AND IS CORRECTLY SHOWN HEREON.



11-06-2020

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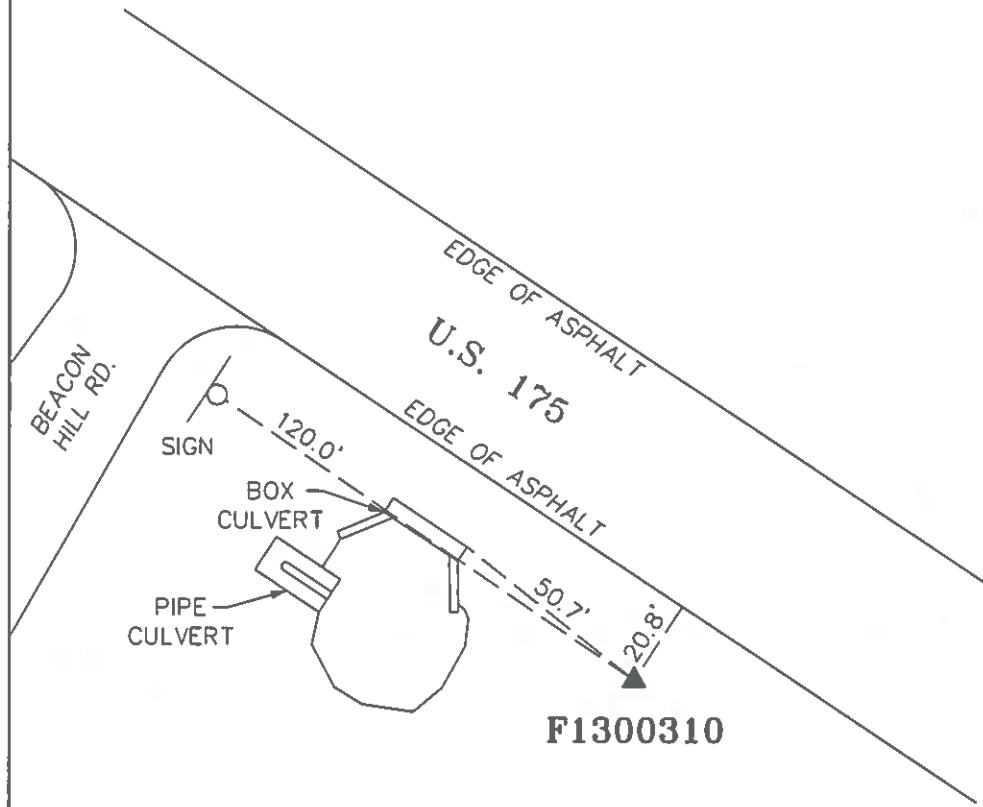


**U.S. 175
PRIMARY CONTROL**

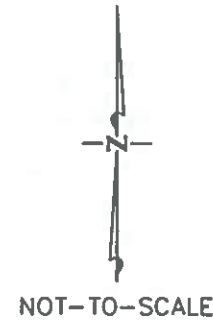
PAGE 4 OF 8

FED. ROAD DIV. NO.	STATE	PROJECT NO.	SHEET
6	TEXAS	SEE TITLE SHEET	148
STATE DISTRICT	COUNTY	TXDOT CONTROL-SECTION-JOB NO.	HWY. NO.
DALLAS	KAUFMAN	0197-05-059	U. S. 175

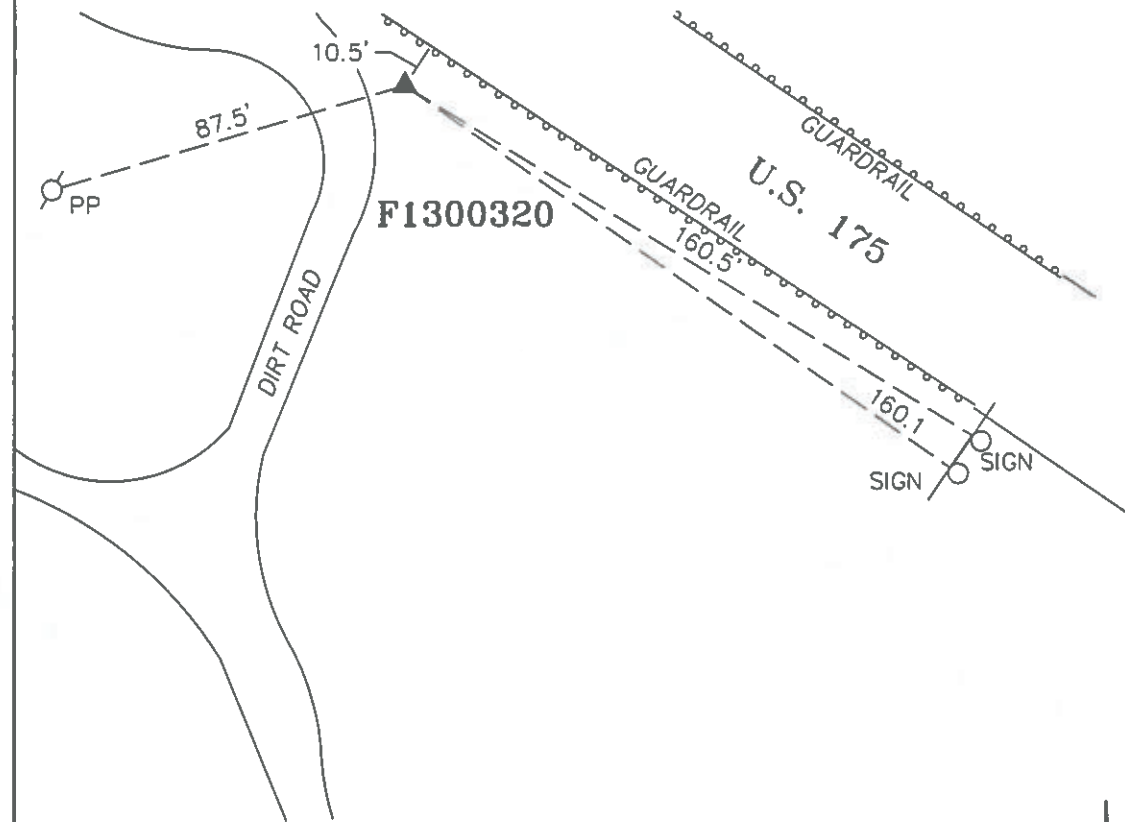
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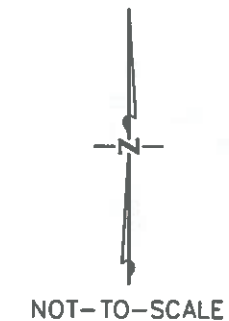
F1300310



GENERAL DESCRIPTION:
TXDOT ALUMINUM DISK SET IN CONCRETE



F1300320



CONTROL POINT NO. F1300310

APPROXIMATE LOCATION:

LOCATED 559' SOUTH OF THE INTERSECTION OF COUNTY ROAD 4023 AND U.S. 175; 20.8' SOUTHWEST FROM U.S. 175 EDGE OF ASPHALT, 50.7' SOUTHEAST FROM THE NORTHEAST CORNER OF A HEADWALL, 120.0' SOUTHEAST OF A BRIDGE MAY ICE IN COLD WEATHER SIGN.

US SURVEY FEET

ELEVATION = 327.58'

DATE SET: SEPTEMBER 2020

MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE

COMBINED SCALE FACTOR: 0.9999220543

SURFACE NORTHING: 6,842,845.70

SURFACE EASTING: 2,680,154.51

GRID NORTHING: 6,842,065.18

GRID EASTING: 2,679,848.80

CONTROL POINT NO. F1300320

APPROXIMATE LOCATION:

LOCATED 0.24' OF A MILE SOUTH OF THE INTERSECTION OF COUNTY ROAD 4023 AND U.S. 175; 87.5' NORTHEAST OF A POWERPOLE, 160.5' NORTHWEST FROM A NO FISHING FROM BRIDGE SIGN, 160.1' NORTHWEST FROM A CEDAR CREEK RESERVOIR SIGN, 10.5' SOUTH FROM U.S. 175 EDGE OF PAVEMENT.

US SURVEY FEET

ELEVATION = 330.26'

DATE SET: SEPTEMBER 2020

MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE

COMBINED SCALE FACTOR: 0.9999221386

SURFACE NORTHING: 6,842,456.98

SURFACE EASTING: 2,680,776.17

GRID NORTHING: 6,841,676.50

GRID EASTING: 2,680,470.39

NOTES:

1. HORIZONTAL COORDINATES SHOWN ARE IN U.S. SURVEY FEET AND ARE BASED UPON THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD83 (2011), EPOCH 2010.00 WITH A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.000114077 (GRID X 1.000114077 = SURFACE COORDINATES). ELEVATION DATA IS REFERENCED TO NAVD88 AND COMPUTED USING GEOID12B.

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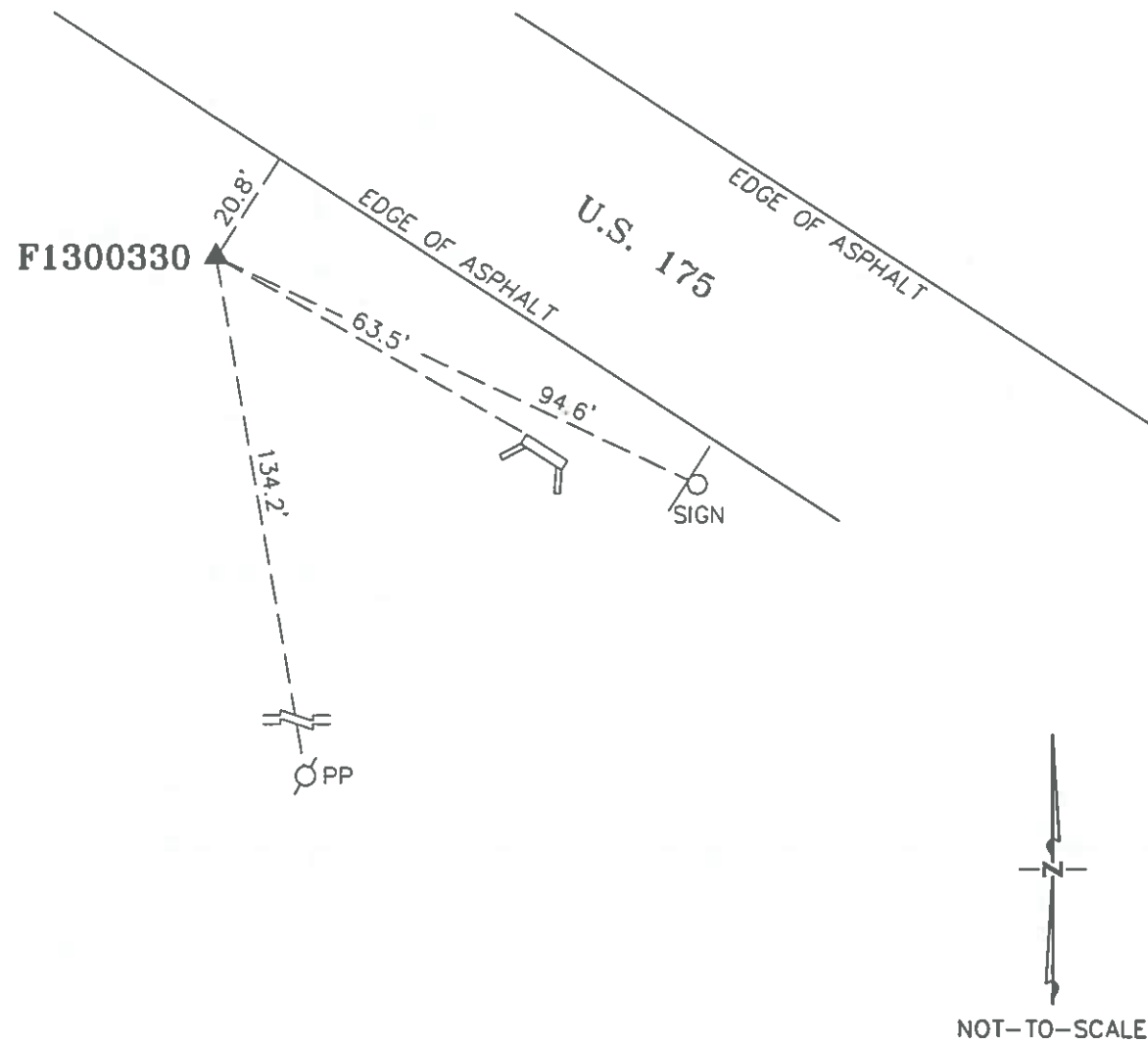


**U.S. 175
PRIMARY CONTROL**

PAGE 5 OF 8

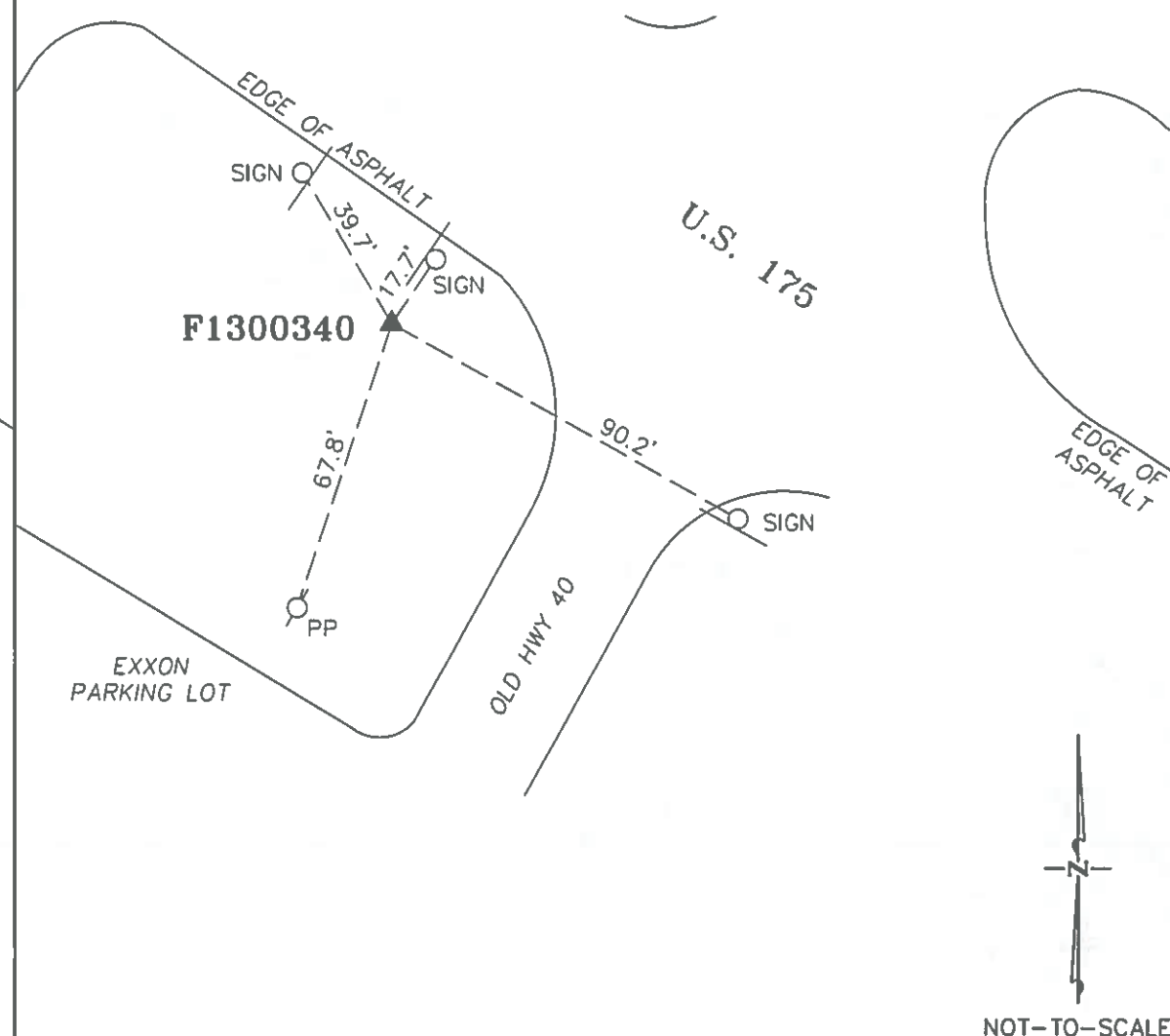
FED. ROAD DIV. NO.	STATE	PROJECT NO.	SHEET
6	TEXAS	SEE TITLE SHEET	149
STATE DISTRICT	COUNTY	TXDOT CONTROL-SECTION-JOB NO.	HWY. NO.
DALLAS	KAUFMAN	0197-05-059	U. S. 175

GENERAL DESCRIPTION:
TXDOT ALUMINUM DISK SET IN CONCRETE



CONTROL POINT NO. F1300330
APPROXIMATE LOCATION:
LOCATED 0.20 ON A MILE NORTH OF THE INTERSECTION OF OLD HIGHWAY 40 AND U.S. 175; 20.8' SW FROM THE EDGE OF ASPHALT, 63.5' NW FROM A CORNER OF A HEADWALL, 94.6' NW FROM A NO PARKING SIGN, 134.2' NW FROM A POWER POLE.
US SURVEY FEET
ELEVATION = 366.33'
DATE SET: SEPTEMBER 2020
MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE
COMBINED SCALE FACTOR: 0.9999239376
SURFACE NORTHING: 6,836,099.67
SURFACE EASTING: 2,690,504.38
GRID NORTHING: 6,835,319.92
GRID EASTING: 2,690,197.50

GENERAL DESCRIPTION:
TXDOT ALUMINUM DISK SET IN CONCRETE



CONTROL POINT NO. F1300340
APPROXIMATE LOCATION:
LOCATED 104' SW OF THE INTERSECTION OF OLD HIGHWAY 40 AND U.S. 175; 39.7' SE FROM A DO NOT ENTER SIGN, 17.7' SW FROM A NO PARKING SIGN, 90.2' NW FROM A STOP SIGN, AND 67.8' N FROM A POWER POLE.
US SURVEY FEET
ELEVATION = 366.29'
DATE SET: SEPTEMBER 2020
MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE
COMBINED SCALE FACTOR: 0.9999242404
SURFACE NORTHING: 6,835,564.79
SURFACE EASTING: 2,691,318.69
GRID NORTHING: 6,834,785.09
GRID EASTING: 2,691,011.71

NOTES:
1. HORIZONTAL COORDINATES SHOWN ARE IN U.S. SURVEY FEET AND ARE BASED UPON THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD83 (2011), EPOCH 2010.00 WITH A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.000114077 (GRID X 1.000114077 * SURFACE COORDINATES). ELEVATION DATA IS REFERENCED TO NAVD88 AND COMPUTED USING GEOID12B.

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**U.S. 175
PRIMARY CONTROL**

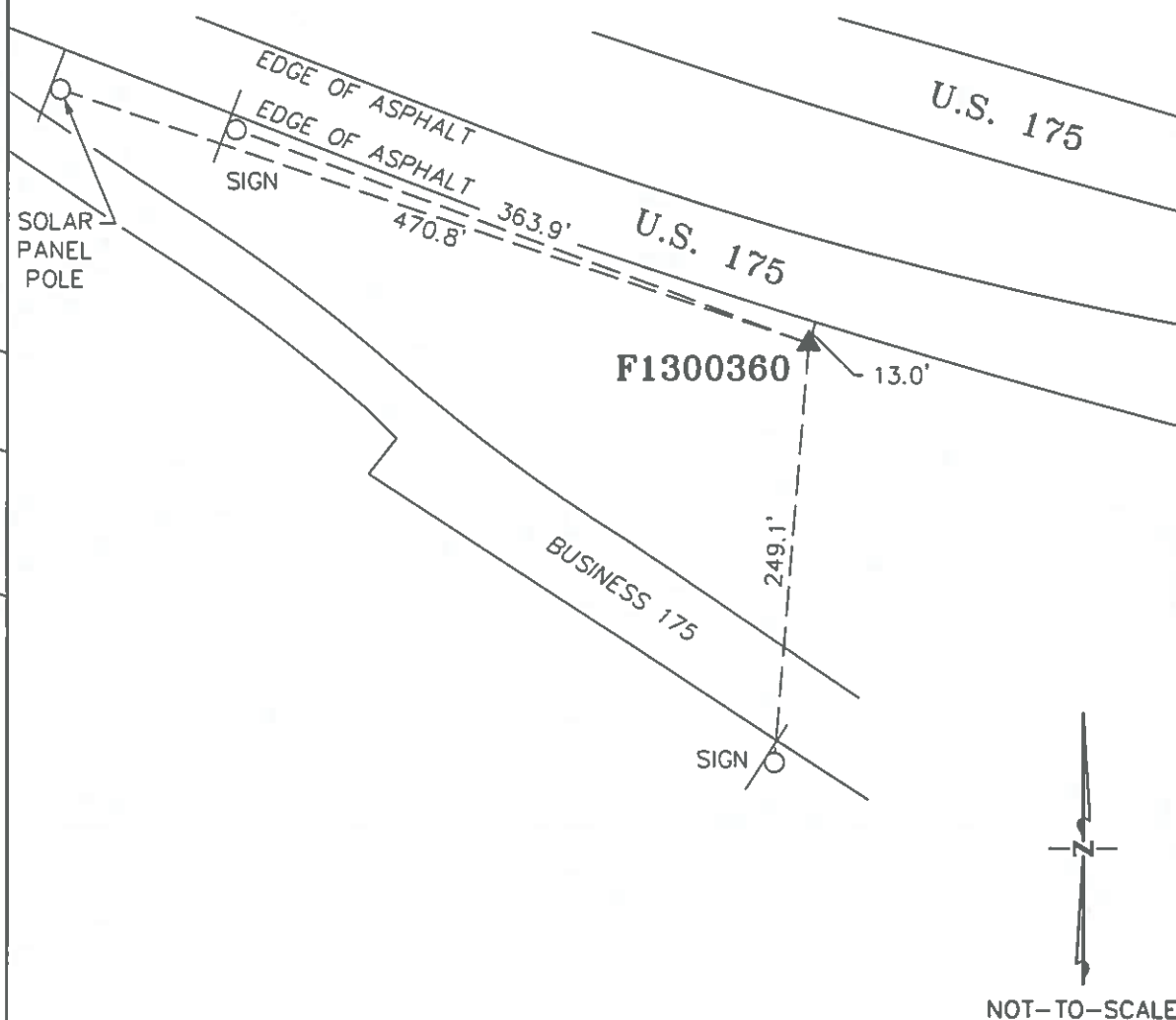
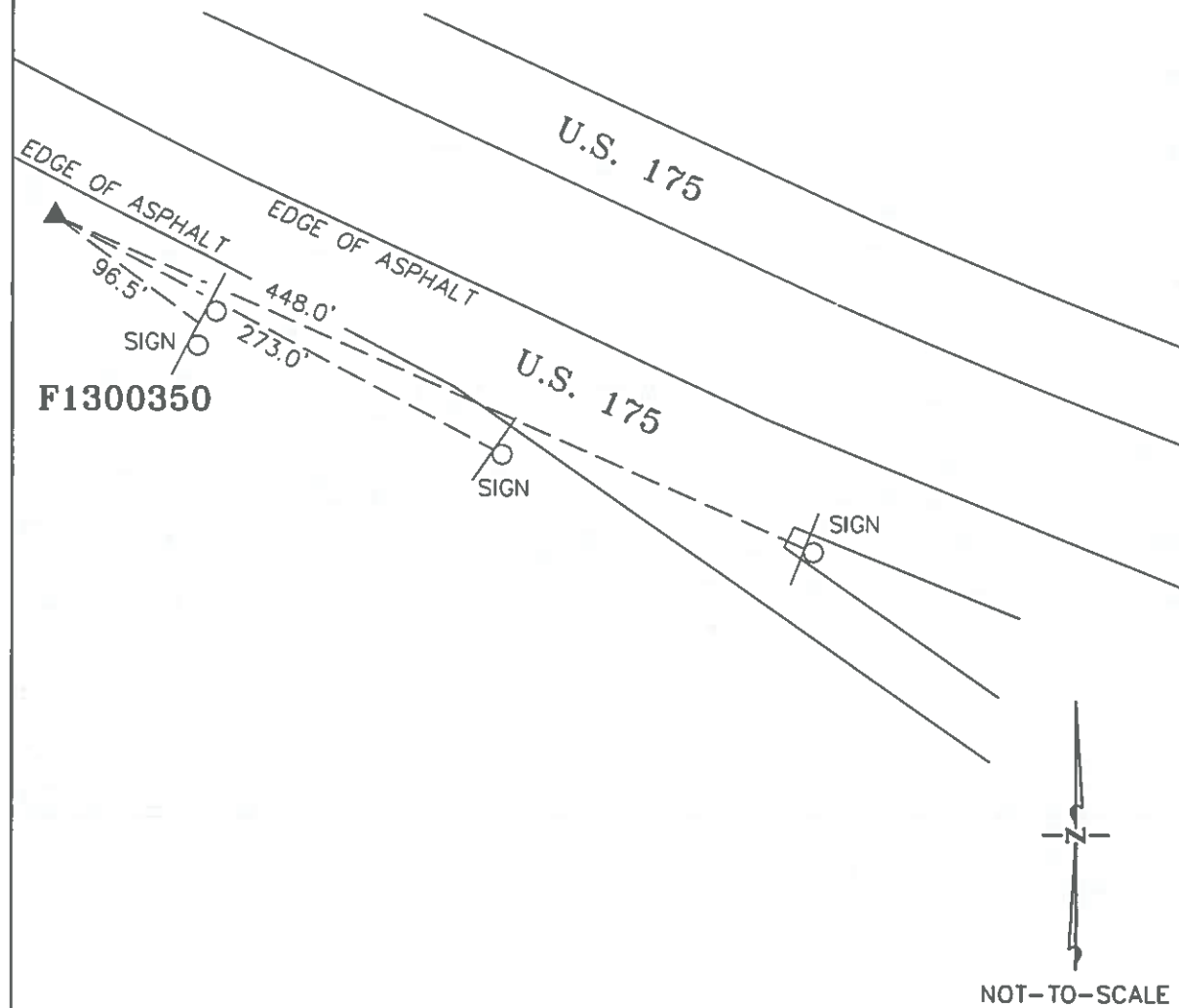
PAGE 6 OF 8

FED. ROAD DIV. NO.	STATE	PROJECT NO.	SHEET
6	TEXAS	SEE TITLE SHEET	150
STATE DISTRICT	COUNTY	TXDOT CONTROL-SECTION-JOB NO.	HWY. NO.
DALLAS	KAUFMAN	0197-05-059	U.S. 175

GENERAL DESCRIPTION:
TXDOT ALUMINUM DISK SET IN CONCRETE

GENERAL DESCRIPTION:
TXDOT ALUMINUM DISK SET IN CONCRETE

NOTES:
1. HORIZONTAL COORDINATES SHOWN ARE IN U.S. SURVEY FEET AND ARE BASED UPON THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD83 (2011), EPOCH 2010.00 WITH A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.000114077 (GRID X 1.000114077 = SURFACE COORDINATES). ELEVATION DATA IS REFERENCED TO NAVD88 AND COMPUTED USING GEOID12B.



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11-06-2020

CONTROL POINT NO. F1300350
APPROXIMATE LOCATION:
LOCATED 218' NORTHWEST OF THE INTERSECTION OF U.S. 175 BUSINESS TURN OFF AND U.S. 175; 448' NORTHWEST FROM A EXIT SIGN, 273.0' NORTHWEST FROM A 50 MPH SIGN, AND 96.5' NORTHWEST FROM A BUSINESS U.S. 175 SIGN.

CONTROL POINT NO. F1300360
APPROXIMATE LOCATION:
LOCATED 825' SOUTHEAST OF THE INTERSECTION OF U.S. 175 BUSINESS TURN OFF AND U.S. 175; 470.8' SOUTHEAST FROM A SOLAR PANEL POLE, 363.9' FROM ADOPT A HIGHWAY SIGN, 249.1' NORTH FROM A SPEED LIMIT 30 SIGN, AND 13.0' FROM U.S. 175 EDGE OF PAVEMENT.

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US SURVEY FEET
ELEVATION = 380.84'
DATE SET: SEPTEMBER 2020
MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE
COMBINED SCALE FACTOR: 0.9999270420
SURFACE NORTHING: 6,829,442.12
SURFACE EASTING: 2,700,784.15
GRID NORTHING: 6,828,663.13
GRID EASTING: 2,700,476.09

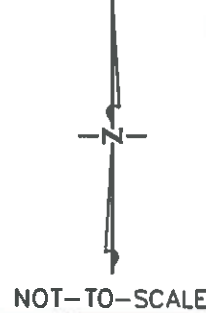
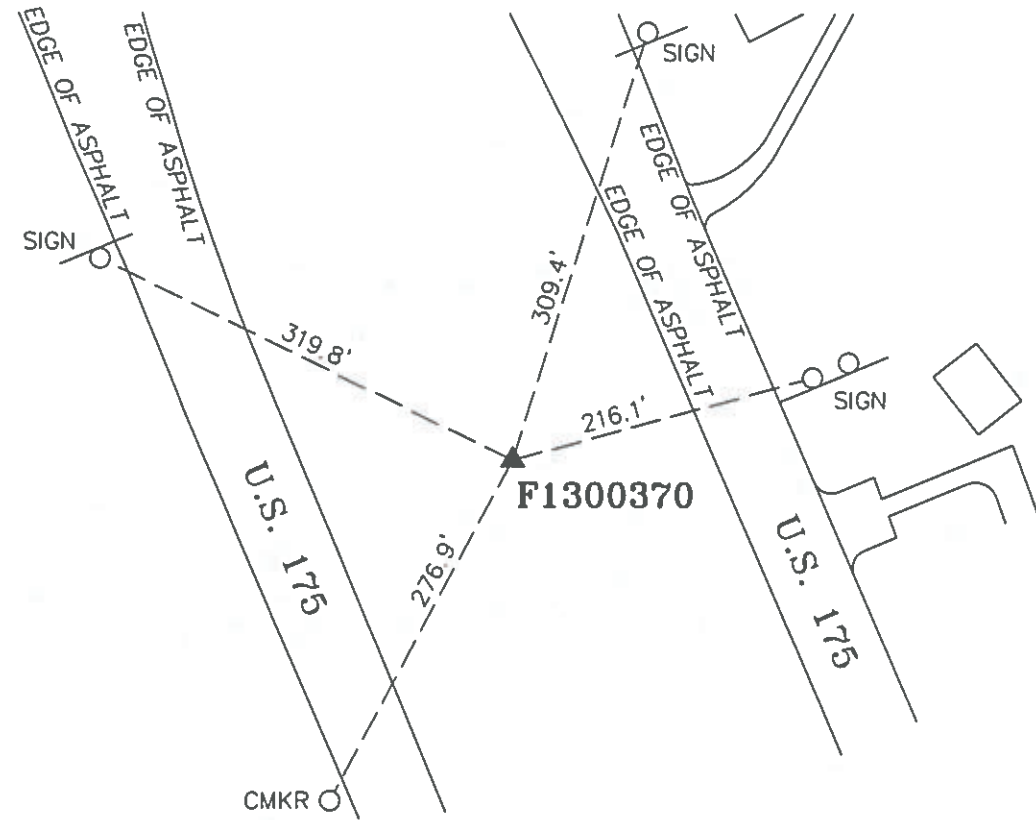
US SURVEY FEET
ELEVATION = 382.38'
DATE SET: SEPTEMBER 2020
MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE
COMBINED SCALE FACTOR: 0.9999271937
SURFACE NORTHING: 6,829,060.76
SURFACE EASTING: 2,701,737.55
GRID NORTHING: 6,828,281.81
GRID EASTING: 2,701,429.38

**U.S. 175
PRIMARY CONTROL**

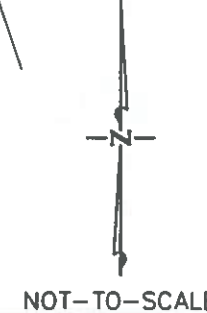
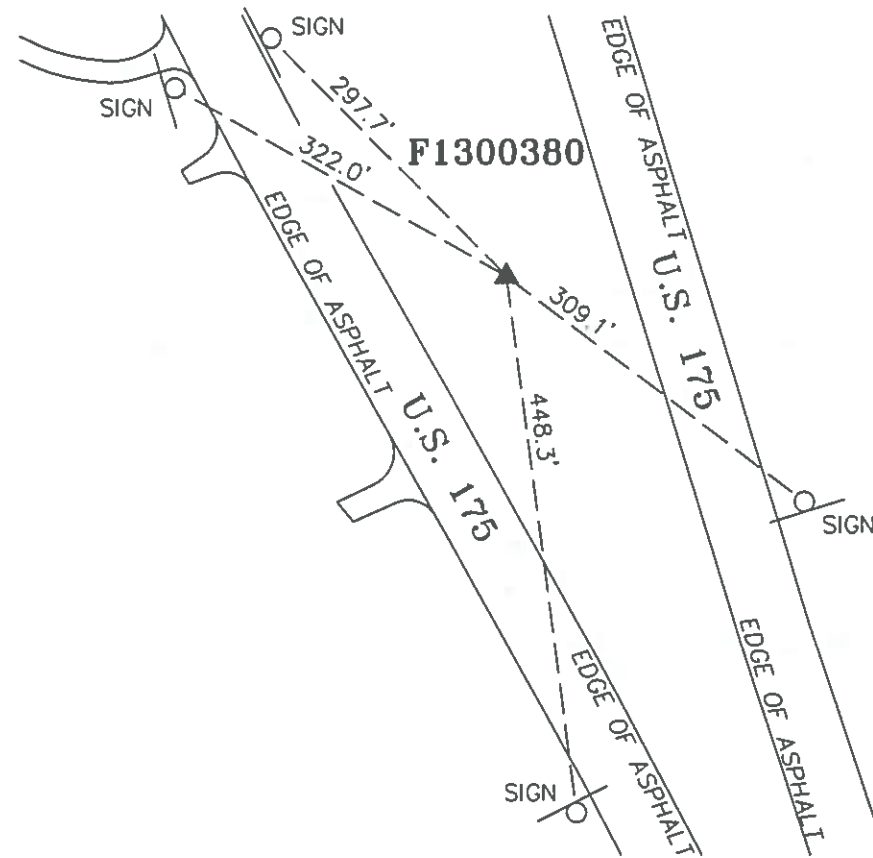
PAGE 7 OF 8

FED. ROAD DIV. NO.	STATE	PROJECT NO.	SHEET
6	TEXAS	SEE TITLE SHEET	151
STATE DISTRICT	COUNTY	TXDOT CONTROL-SECTION-JOB NO.	HWY. NO.
DALLAS	KAUFMAN	0197-05-059	U. S. 175

GENERAL DESCRIPTION:
TXDOT ALUMINUM DISK SET IN CONCRETE



GENERAL DESCRIPTION:
TXDOT ALUMINUM DISK SET IN CONCRETE



NOTES:
1. HORIZONTAL COORDINATES SHOWN ARE IN U.S. SURVEY FEET AND ARE BASED UPON THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD83 (2011), EPOCH 2010.00 WITH A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.000114077 (GRID X 1.000114077 * SURFACE COORDINATES). ELEVATION DATA IS REFERENCED TO NAVD88 AND COMPUTED USING GEOID12B.

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11-06-2020

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**U.S. 175
PRIMARY CONTROL**

PAGE 8 OF 8

CONTROL POINT NO. F1300370

APPROXIMATE LOCATION:

LOCATED 0.56 OF A MILE NORTHEAST OF THE INTERSECTION OF U.S. 175 BUSINESS TURN OFF AND U.S. 175; 309.4' SOUTHWEST FROM EXIT 45 MPH SIGN, 216.1' SOUTHWEST FROM A TEXAS 198 SIGN, 319.8' SOUTHEAST FROM A YIELD SIGN, AND 276.9' NORTHEAST FROM A CMKR.

US SURVEY FEET
ELEVATION = 411.06'
DATE SET: SEPTEMBER 2020
MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE
COMBINED SCALE FACTOR: 0.9999284940
SURFACE NORTHING: 6,824,622.59
SURFACE EASTING: 2,714,261.41
GRID NORTHING: 6,823,844.15
GRID EASTING: 2,713,951.81

CONTROL POINT NO. F1300380

APPROXIMATE LOCATION:

LOCATED 0.36 OF A MILE NORTHEAST OF THE INTERSECTION OF U.S. 175 BUSINESS TURN OFF AND U.S. 175; 297.7' SOUTHEAST FROM A ONE WAY SIGN, 322.0' SOUTHEAST FROM A STOP SIGN, 448.3' NORTH FROM JUNCTION BUSINESS 175 SIGN, AND 309.1' NORTHWEST FROM CONTON NEXT EXIT SIGN.

US SURVEY FEET
ELEVATION = 401.19'
DATE SET: SEPTEMBER 2020
MONUMENT: TXDOT ALUMINUM DISK SET IN CONCRETE
COMBINED SCALE FACTOR: 0.9999295142
SURFACE NORTHING: 6,823,674.17
SURFACE EASTING: 2,714,656.06
GRID NORTHING: 6,822,895.84
GRID EASTING: 2,714,346.42

FED. ROAD DIV. NO.	STATE	PROJECT NO.	SHEET
6	TEXAS	SEE TITLE SHEET	152
STATE DISTRICT	COUNTY	TXDOT CONTROL-SECTION-JOB NO.	HWY. NO.
DALLAS	KAUFMAN	0197-05-059	U.S. 175

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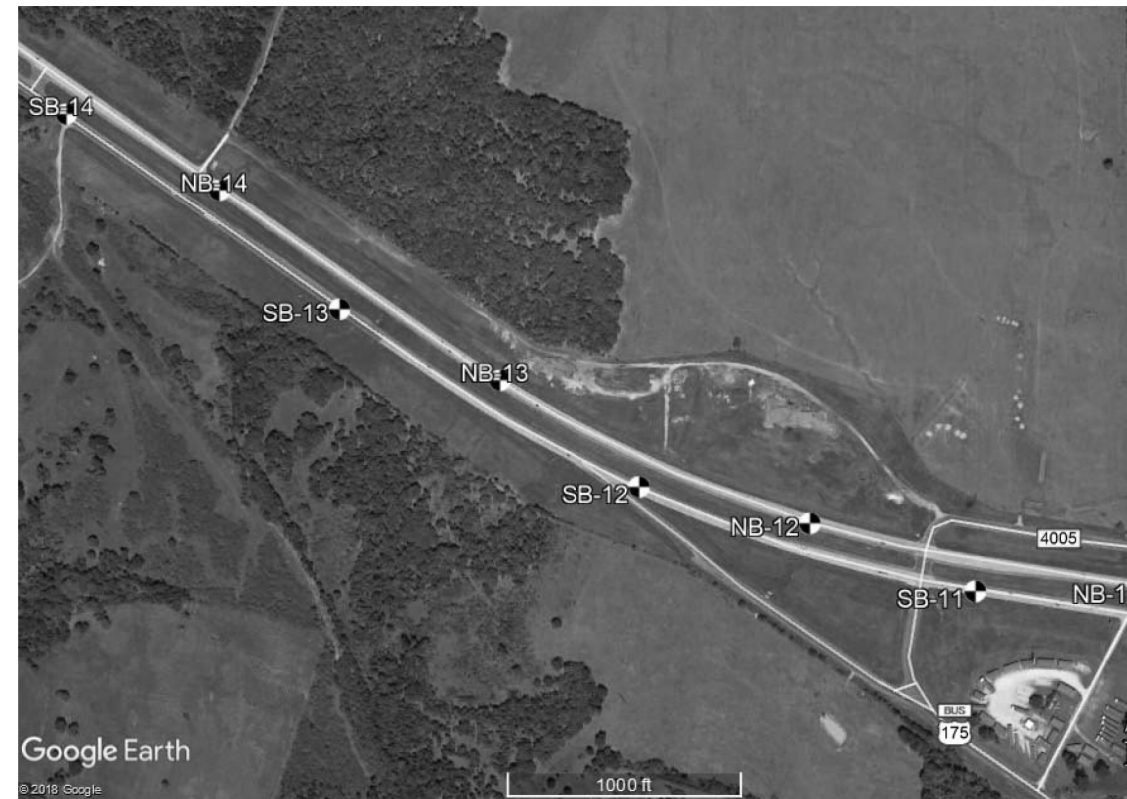
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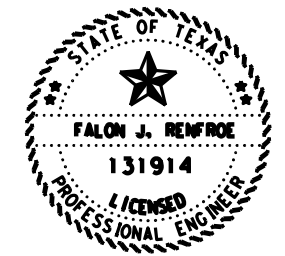
ROAD CORE LOCATION
 0197-05-059 (CONT.)



ROAD CORE LOCATION
 0197-05-059 (CONT.)



Approximate boring location



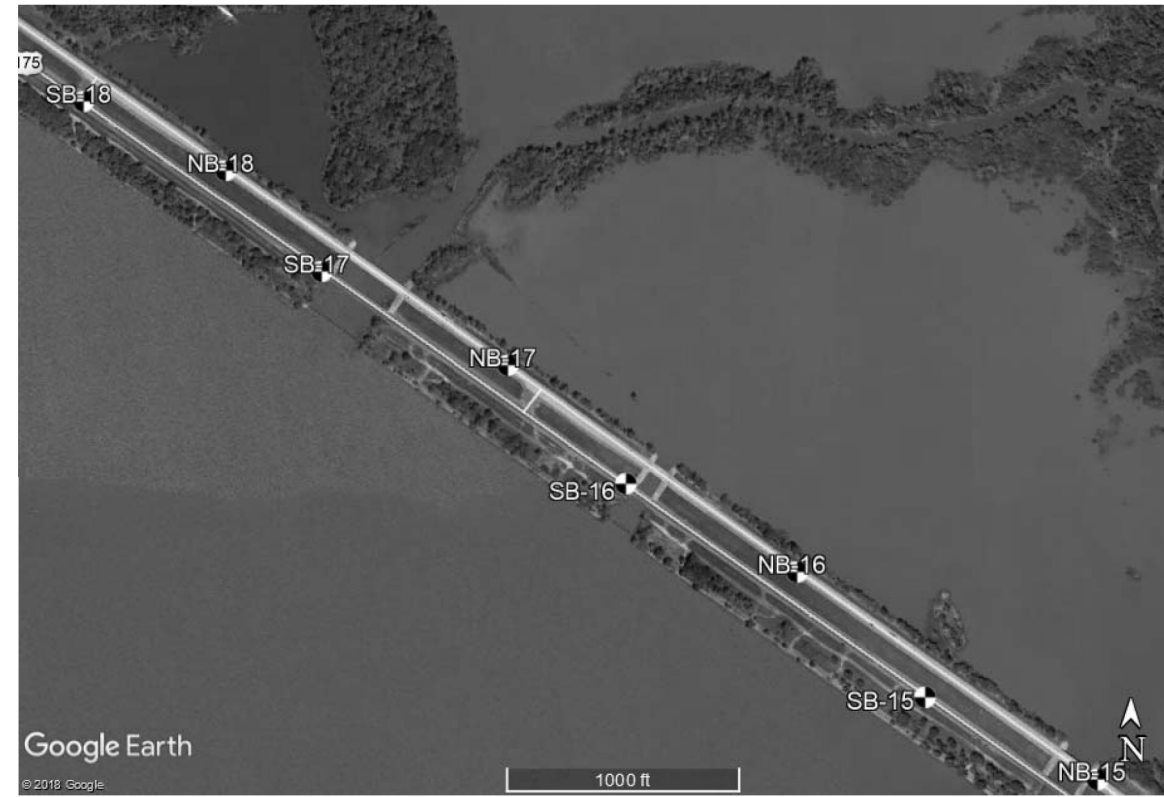
Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 BORING DATA**

SCALE: NTS			SHEET 1 OF 5	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059
				153

ROAD CORE LOCATION
0197-05-059 (CONT.)



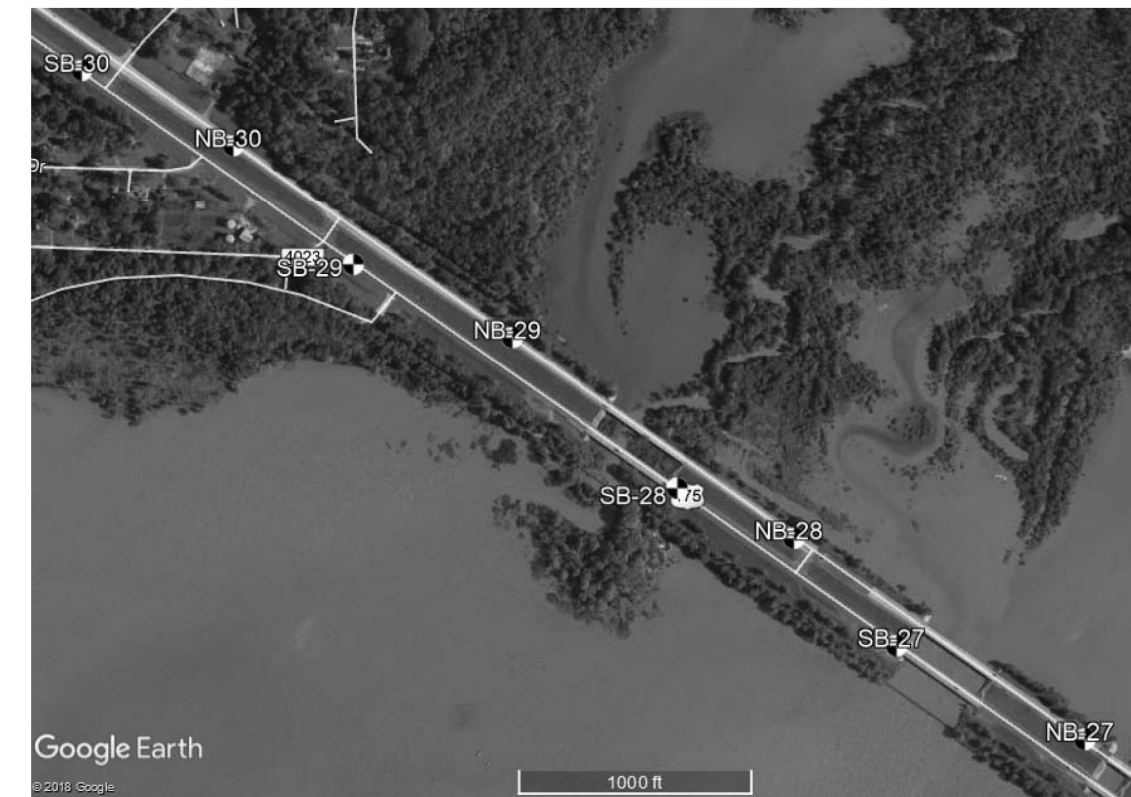
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0197-05-059 (CONT.)



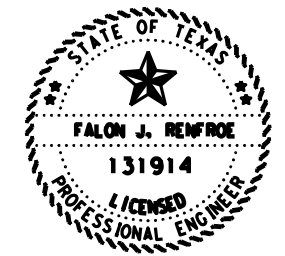
ROAD CORE LOCATION
0197-05-059 (CONT.)



ROAD CORE LOCATION
0197-05-059 (CONT.)



Approximate boring location



Falon Renfro P.E. 04.13.23
Signature of Registrant & Date



**US 175
BORING DATA**

SCALE: NTS			SHEET 2 OF 5	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059
				154

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ROAD CORE LOCATION
 0197-05-059 (CONT.)



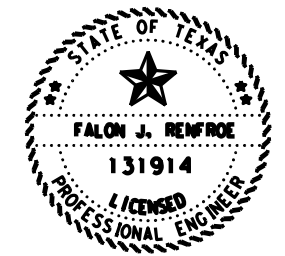
ROAD CORE LOCATION
 0197-05-059 (CONT.)



ROAD CORE LOCATION
 0197-05-059 (CONT.)



Approximate boring location



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date



US 175
 BORING DATA

SCALE: NTS			SHEET 3 OF 5	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059
				155

ROAD BORING
0197-05-059

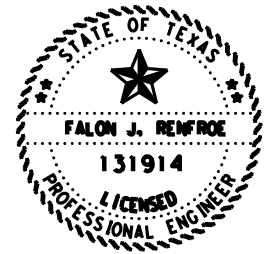
ROAD BORINGS
0197-05-059 (CONT.)

Boring#	Pavement Summary		Subgrade Lab Tests					
	Total Pavement Thickness (in)	Pavement Description	Sample Depth (ft)	Moisture Content (%)	Liquid Limit	Plastic Limit	PI	Sulfate Content (ppm)
NB-1	25	12 inches of Concrete over 6 inches of Asphalt over 7 inches of Base	2.5	17.9	46	15	31	133
NB-2	18	12 inches of Concrete over 6 inches of Asphalt	1.5	24.8	59	18	41	1460
NB-3	20	7 inches of Asphalt over 9 inches of Concrete over 4 inches of Base	2.0	14.9	30	13	17	<100
NB-4	24	12 inches of Concrete over 4 inches of Asphalt over 8 inches of Base	2.0	28.8	34	25	9	480
NB-5	24	12 inches of Concrete over 4 inches of Asphalt over 8 inches of Base	2.5	15.5	28	15	13	<100
NB-6	24	12 inches of Concrete over 4 inches of Asphalt over 8 inches of Base	2.0	20.2	38	12	26	140
NB-7	24	12 inches of Concrete over 4 inches of Asphalt over 8 inches of Base	2.5	32.0	36	23	13	340
NB-8	21	9 inches of Asphalt over 13 inches of Base	2.0	22.3	50	19	31	146
NB-9	20	4 inches of Asphalt over 12 inches of Concrete over 4 inches of Base	2.0	24.2	43	18	25	<100
NB-10	16	12 inches of Concrete over 4 inches of Asphalt	1.5	19.2	50	18	32	180
NB-11	18	13 inches of Concrete over 5 inches of Asphalt	1.5	21.0	43	15	28	<100
NB-12	14	12 inches of Concrete over 2 inches of Asphalt	2.5	26.8	39	12	27	<100
NB-13	16	12 inches of Concrete over 4 inches of Asphalt	2.0	31.5	58	21	37	<100
NB-14	16	12 inches of Concrete over 4 inches of Asphalt	2.0	17.6	39	13	26	360
NB-15	18	13 inches of Concrete over 5 inches of Asphalt	2.5	25.6	26	15	11	<100
NB-16	16	12 inches of Concrete over 4 inches of Asphalt	2.0	28.1	40	23	17	153
NB-17	16	12 inches of Concrete over 4 inches of Asphalt	3.0	30.0	39	21	18	125
NB-18	17	12 inches of Concrete over 5 inches of Asphalt	2.0	33.7	40	21	19	133
NB-19	18	12 inches of Concrete over 6 inches of Asphalt	1.5	21.6	42	24	18	113

Boring#	Pavement Summary		Subgrade Lab Tests					
	Total Pavement Thickness (in)	Pavement Description	Sample Depth (ft)	Moisture Content (%)	Liquid Limit	Plastic Limit	PI	Sulfate Content (ppm)
NB-20	17	12 inches of Concrete over 5 inches of Asphalt	2.0	24.1	30	23	17	<100
NB-21	24	12 inches of Concrete over 4 inches of Asphalt over 8 inches of Base	2.0	31.5	42	22	20	<100
NB-22	17	12 inches of Concrete over 5 inches of Asphalt	2.5	26.5	39	13	26	<100
NB-23	16	12 inches of Concrete over 4 inches of Asphalt	2.3	20.2	38	12	26	<100
NB-24	16	12 inches of Concrete over 4 inches of Asphalt	2.5	25.9	51	23	28	<100
NB-25	14	12 inches of Concrete over 2 inches of Asphalt	2.5	19.3	32	24	8	<100
NB-26	14	12 inches of Concrete over 2 inches of Asphalt	2.5	19.4	35	13	22	<100
NB-27	15	13 inches of Concrete over 2 inches of Asphalt	2.5	23.2	32	19	13	<100
NB-28	14	12 inches of Concrete over 2 inches of Asphalt	2.5	16.3	34	24	10	<100
NB-29	14	12 inches of Concrete over 2 inches of Asphalt	2.5	18.5	36	14	22	120
NB-30	14	12 inches of Concrete over 2 inches of Asphalt	2.5	16.0	45	16	29	<100
NB-31	14	12 inches of Concrete over 2 inches of Asphalt	2.5	25.0	43	16	27	180
NB-32	16	12 inches of Concrete over 4 inches of Asphalt	3.5	20.3	52	13	39	<100
NB-33	17	12 inches of Concrete over 5 inches of Asphalt	1.5	35.9	42	30	12	200
NB-34	25	20 inches of Asphalt over 5 inches of Base	2.5	42.1	58	35	23	260
NB-35	32	11 inches of Asphalt over 21 inches of Base	3.2	27.4	64	15	49	<100
NB-36	31	11 inches of Asphalt over 20 inches of Base	3.2	35.8	67	28	39	2580
NB-37	31	10 inches of Asphalt over 11 inches of Concrete over 10 inches of Base	3.5	34.3	85	23	62	333
NB-38	33	9 inches of Asphalt over 24 inches of Base	3.2	30.7	67	27	40	<100
NB-39	35	10 inches of Asphalt over 17 inches of Concrete over 8 inches of Base	3.2	31.6	70	20	50	1080

HVJ ASSOCIATES			<small>5701 John Carpenter Frey Suite 250 Dallas, TX 75247 214-478-0227 Ph 214-478-0228 Fax</small>			
DATE: 6/21/2019	APPROVED BY: RL	PREPARED BY: EH				
KAUFMAN COUNTY PAVEMENT CORES US 175 CSJ: 0197-05-059 SUMMARY OF LABORATORY TEST RESULTS						
PROJECT NO.: DG-16-10279.1.10-5			DRAWING NO.: ATTACHMENT 1			

HVJ ASSOCIATES			<small>5701 John Carpenter Frey Suite 250 Dallas, TX 75247 214-478-0227 Ph 214-478-0228 Fax</small>			
DATE: 6/21/2019	APPROVED BY: RL	PREPARED BY: EH				
KAUFMAN COUNTY PAVEMENT CORES US 175 CSJ: 0197-05-059 SUMMARY OF LABORATORY TEST RESULTS						
PROJECT NO.: DG-16-10279.1.10-5			DRAWING NO.: ATTACHMENT 2			



Falon Renfro P.E. 04.13.23
Signature of Registrant & Date




**US 175
BORING DATA**

SCALE: NTS				SHEET 4 OF 5	
DESIGN FR	FED. RD. DIV. NO. 6	PROJECT NO. (SEE TITLE SHEET)		HIGHWAY NO. US 175	
GRAPHICS FR	STATE TEXAS	DISTRICT DAL	COUNTY KAUFMAN		SHEET NO. 156
CHECK JR	CONTROL 0197		JOB 059		
CHECK VD	SECTION 05				


ROAD BORING
0197-05-059 (CONT.)

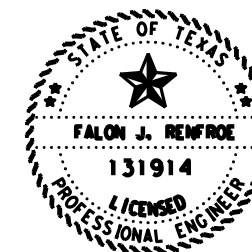
Boring#	Pavement Summary		Subgrade Lab Tests					
	Total Pavement Thickness (in)	Pavement Description	Sample Depth (ft)	Moisture Content (%)	Liquid Limit	Plastic Limit	PI	Sulfate Content (ppm)
SB-1	16	12 inches of Concrete over 4 inches of Asphalt	1.5	20.4	50	15	35	<100
SB-2	26	11 inches of Asphalt over 11 inches of Concrete over 4 inches of Asphalt	2.5	20.4	39	20	19	<100
SB-3	18	7 inches of Asphalt over 6 inches of Concrete over 5 inches of Base	1.7	20.8	37	23	14	126
SB-4	18	13 inches of Concrete over 5 inches of Asphalt	1.7	23.0	43	18	25	<100
SB-5	18	13 inches of Concrete over 5 inches of Asphalt	2.5	17.7	35	12	23	126
SB-6	23	13 inches of Concrete over 5 inches of Asphalt over 5 inches of Base	2.5	17.4	35	13	22	120
SB-7	22	12 inches of Concrete over 10 inches of Base	2.2	22.5	69	16	53	100
SB-8	22	6 inches of Asphalt over 10 inches of Concrete over 6 inches of Asphalt	2.2	14.0	76	24	52	240
SB-9	16	12 inches of Concrete over 4 inches of Asphalt	1.5	19.2	35	16	19	<100
SB-10	16	12 inches of Concrete over 4 inches of Asphalt	1.5	20.4	42	14	28	<100
SB-11	16	12 inches of Concrete over 4 inches of Asphalt	1.5	16.9	39	12	27	<100
SB-12	16	12 inches of Concrete over 4 inches of Asphalt	2.0	23.1	39	12	27	160
SB-13	24	12 inches of Asphalt over 12 inches of Concrete	2.5	23.9	39	11	28	<100
SB-14	22	7 inches of Asphalt over 15 inches of Concrete	2.5	16.5	37	15	22	<100
SB-15	15	5 inches of Asphalt over 10 inches of Concrete	1.6	24.8	44	15	29	<100
SB-16	16	6 inches of Asphalt over 10 inches of Concrete	1.5	18.5	39	13	26	<100
SB-17	15	5 inches of Asphalt over 10 inches of Concrete	1.5	25.9	41	13	29	<100
SB-18	16	6 inches of Asphalt over 10 inches of Concrete	1.5	20.4	50	15	35	<100
SB-19	17	7 inches of Asphalt over 10 inches of Concrete	2.5	17.7	25	12	13	<100

 5701 John Carpenter Freeway Suite 250 Dallas, TX 75247 214-478-0227 Ph 214-478-0228 Fax		
DATE: 6/21/2019	APPROVED BY: RL	PREPARED BY: EH
KAUFMAN COUNTY PAVEMENT CORES US 175 CSJ: 0197-05-059 SUMMARY OF LABORATORY TEST RESULTS		
PROJECT NO.: DG-16-10279.1.10-5	DRAWING NO.: ATTACHMENT 3	

ROAD BORINGS
0197-05-059 (CONT.)

Boring#	Pavement Summary		Subgrade Lab Tests					
	Total Pavement Thickness (in)	Pavement Description	Sample Depth (ft)	Moisture Content (%)	Liquid Limit	Plastic Limit	PI	Sulfate Content (ppm)
SB-20	15.5	7.5 inches of Asphalt over 8 inches of Asphalt	1.7	20.8	37	23	14	100
SB-21	15.5	7 inches of Asphalt over 8.5 inches of Concrete	1.7	16.5	31	12	19	<100
SB-22	17	5 inches of Asphalt over 12 inches of Concrete	2.5	17.7	35	12	23	<100
SB-23	20	7 inches of Asphalt over 13 inches of Concrete over	2.5	17.4	35	13	22	<100
SB-24	16	5 inches of Asphalt over 11 inches of Concrete	2.2	22.5	38	12	26	<100
SB-25	20.5	6.5 inches of Asphalt over 14 inches of Concrete	2.2	14.0	29	17	12	<100
SB-26	19.5	6 inches of Asphalt over 13.5 inches of Concrete	2.0	22.4	26	18	8	<100
SB-27	11	5 inches of Asphalt over 6 inches of Concrete	1.5	20.4	42	13	29	<100
SB-28	13	13 inches of Asphalt	1.5	16.9	42	14	28	<100
SB-29	14	7 inches of Asphalt over 7 inches of Concrete	1.5	35.5	58	17	41	<100
SB-30	16	8 inches of Asphalt over 8 inches of Concrete	2.2	23.9	39	11	28	<100
SB-31	18	12 inches of Asphalt over 6 inches of Base	1.7	27.2	47	16	31	<100
SB-32	13	8 inches of Asphalt over 5 inches of Base	1.5	27.2	31	14	17	<100
SB-33	32	12 inches of Asphalt over 20 inches of Base	3.0	28.8	66	23	45	<100
SB-34	27	12 inches of Asphalt over 5 inches of Concrete and 10 inches of Base	2.5	31.5	62	21	41	520
SB-35	35	10 inches of Asphalt over 9 inches of Concrete and 16 inches of Base	3.0	60.2	78	41	37	1480
SB-36	35	10 inches of Asphalt over 25 inches of Base	3.5	39.8	84	30	54	340
SB-37	35	10 inches of Asphalt over 15 inches of Concrete over 10 inches of Base	3.5	40.8	76	27	49	340
SB-38	29	11 inches of Asphalt over 12 inches of Concrete over 6 inches of Base	3.5	33.5	77	24	53	320
SB-39	29	9 inches of Asphalt over 12 inches of Concrete over 8 inches of Base	3.0	36.3	83	22	61	<100

 5701 John Carpenter Freeway Suite 250 Dallas, TX 75247 214-478-0227 Ph 214-478-0228 Fax		
DATE: 6/21/2019	APPROVED BY: RL	PREPARED BY: EH
KAUFMAN COUNTY PAVEMENT CORES US 175 CSJ: 0197-05-059 SUMMARY OF LABORATORY TEST RESULTS		
PROJECT NO.: DG-16-10279.1.10-5	DRAWING NO.: ATTACHMENT 4	



Falon Renfro
Signature of Registrant & Date P.E. 04.13.23



US 175
BORING DATA

SCALE: NTS				SHEET 5 OF 5
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	157
JR	CONTROL	SECTION	JOB	
CHECK	VD	0197	05 059	

DATE: 4/12/2023 4:11:24 PM
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US 175 C MEDIAN ALIGNMENT DATA

Beginning chain US175*MEDIAN description
 Feature: Geom*Centerline

Point 12 N 6,853,602.6685 E 2,671,529.5132 Sta 1294+64.00

Course from 12 to PC US175*MEDIAN*3 S 30° 54' 38.13" E Dist 602.7245

Curve Data

Curve US175*MEDIAN*3

P.I. Station 1308+36.11 N 6,852,425.4389 E 2,672,234.3662
 Delta = 15° 22' 32.92" (RT)
 Degree = 1° 00' 18.96"
 Tangent = 769.3860
 Length = 1,529.5262
 Radius = 5,699.5620
 External = 51.6954
 Long Chord = 1,524.9407
 Mid. Ord. = 51.2307
 P.C. Station 1300+66.72 N 6,853,085.5490 E 2,671,839.1327
 P.T. Station 1315+96.25 N 6,851,684.1600 E 2,672,440.4256
 C.C. N 6,850,157.6847 E 2,666,949.0796
 Back = S 30° 54' 38.13" E
 Ahead = S 15° 32' 05.20" E
 Chord Bear = S 23° 13' 21.67" E

Course from PT US175*MEDIAN*3 to PC US175*MEDIAN*6 S 15° 32' 05.20" E Dist 3,238.1931

Curve Data

Curve US175*MEDIAN*6

P.I. Station 1362+76.64 N 6,847,174.7552 E 2,673,693.9425
 Delta = 41° 22' 21.49" (LT)
 Degree = 1° 30' 00.43"
 Tangent = 1,442.1953
 Length = 2,757.9582
 Radius = 3,819.4173
 External = 263.2137
 Long Chord = 2,698.4294
 Mid. Ord. = 246.2439
 P.C. Station 1348+34.44 N 6,848,564.2644 E 2,673,307.6890
 P.T. Station 1375+92.40 N 6,846,387.3259 E 2,674,902.1984
 C.C. N 6,849,587.1931 E 2,676,987.5757
 Back = S 15° 32' 05.20" E
 Ahead = S 56° 54' 26.69" E
 Chord Bear = S 36° 13' 15.95" E

Course from PT US175*MEDIAN*6 to PC US175*MEDIAN*9 S 56° 54' 26.69" E Dist 30,328.6035

Curve Data

Curve US175*MEDIAN*9

P.I. Station 1692+55.82 N 6,829,099.3034 E 2,701,429.4745
 Delta = 26° 13' 29.53" (LT)
 Degree = 0° 59' 59.49"
 Tangent = 1,334.8154
 Length = 2,622.8603
 Radius = 5,730.3935
 External = 153.4099
 Long Chord = 2,600.0249
 Mid. Ord. = 149.4100
 P.C. Station 1679+21.01 N 6,829,828.1041 E 2,700,311.1803
 P.T. Station 1705+43.87 N 6,828,939.6896 E 2,702,754.7125
 C.C. N 6,834,628.9668 E 2,703,439.9382
 Back = S 56° 54' 26.69" E
 Ahead = S 83° 07' 56.23" E
 Chord Bear = S 70° 01' 11.46" E

Course from PT US175*MEDIAN*9 to PC US175*MEDIAN*12 S 83° 07' 56.23" E Dist 8,596.1045

US 175 C MEDIAN ALIGNMENT DATA (CONT.)

Curve Data

Curve US175*MEDIAN*12

P.I. Station 1807+93.64 N 6,827,714.0478 E 2,712,930.9460
 Delta = 59° 59' 17.92" (RT)
 Degree = 1° 59' 59.67"
 Tangent = 1,653.6724
 Length = 2,999.5522
 Radius = 2,864.9194
 External = 443.0098
 Long Chord = 2,864.4133
 Mid. Ord. = 383.6803
 P.C. Station 1791+39.97 N 6,827,911.7896 E 2,711,289.1389
 P.T. Station 1821+39.52 N 6,826,193.4627 E 2,713,580.9103
 C.C. N 6,825,067.4264 E 2,710,946.5592
 Back = S 83° 07' 56.23" E
 Ahead = S 23° 08' 38.30" E
 Chord Bear = S 53° 08' 17.26" E

Course from PT US175*MEDIAN*12 to PC US175*MEDIAN*15 S 23° 08' 38.30" E Dist 4,002.8824

Curve Data

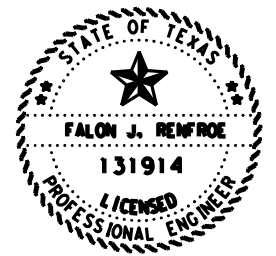
Curve US175*MEDIAN*15

P.I. Station 1870+01.49 N 6,821,722.7821 E 2,715,491.8739
 Delta = 31° 12' 33.35" (LT)
 Degree = 1° 51' 45.72"
 Tangent = 859.0892
 Length = 1,675.4844
 Radius = 3,075.9517
 External = 117.7160
 Long Chord = 1,654.8477
 Mid. Ord. = 113.3770
 P.C. Station 1861+42.40 N 6,822,512.7319 E 2,715,154.2149
 P.T. Station 1878+17.89 N 6,821,222.1166 E 2,716,189.9916
 C.C. N 6,823,721.7130 E 2,717,982.6144
 Back = S 23° 08' 38.30" E
 Ahead = S 54° 21' 11.65" E
 Chord Bear = S 38° 44' 54.98" E

Course from PT US175*MEDIAN*15 to 13 S 54° 21' 11.65" E Dist 1,689.5419

Point 13 N 6,820,237.4745 E 2,717,562.9561 Sta 1895+07.43

Ending chain US175*MEDIAN description



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



US 175
 ALIGNMENT DATA

SCALE: NTS			SHEET 1 OF 15	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	158
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05 059	

US 175 WB ALIGNMENT DATA

US 175 WB ALIGNMENT DATA (CONT.)

Beginning chain US175*WB description
Feature: Geom*Centerline

Point 8 N 6,853,728.9409 E 2,671,740.4105 Sta 1294+64.00

Course from 8 to PC US175*WB*3 S 30° 14' 22.53" E Dist 666.9197

Curve Data

Curve US175*WB*3
P.I. Station 1306+13.36 N 6,852,735.9791 E 2,672,319.2469
Delta = 18° 46' 29.42" (RT)
Degree = 1° 57' 48.34"
Tangent = 482.4387
Length = 956.2281
Radius = 2,918.1523
External = 39.6104
Long Chord = 951.9557
Mid. Ord. = 39.0799
P.C. Station 1301+30.92 N 6,853,152.7709 E 2,672,076.2826
P.T. Station 1310+87.15 N 6,852,263.1665 E 2,672,415.1389
C.C. N 6,851,683.1397 E 2,669,555.2120
Back = S 30° 14' 22.53" E
Ahead = S 11° 27' 53.11" E
Chord Bear = S 20° 51' 07.82" E

Course from PT US175*WB*3 to PC US175*WB*6 S 11° 27' 53.11" E Dist 828.8663

Curve Data

Curve US175*WB*6
P.I. Station 1320+74.82 N 6,851,295.2019 E 2,672,611.4535
Delta = 4° 09' 35.61" (LT)
Degree = 1° 18' 37.16"
Tangent = 158.8052
Length = 317.4708
Radius = 4,372.6464
External = 2.8828
Long Chord = 317.4011
Mid. Ord. = 2.8809
P.C. Station 1319+16.01 N 6,851,450.8384 E 2,672,579.8886
P.T. Station 1322+33.48 N 6,851,142.2651 E 2,672,654.2251
C.C. N 6,852,319.9678 E 2,676,865.2883
Back = S 11° 27' 53.11" E
Ahead = S 15° 37' 28.72" E
Chord Bear = S 13° 32' 40.92" E

Course from PT US175*WB*6 to PC US175*WB*9 S 15° 37' 28.72" E Dist 2,675.0957

Curve Data

Curve US175*WB*9
P.I. Station 1363+12.59 N 6,847,213.8958 E 2,673,752.8673
Delta = 41° 16' 59.24" (LT)
Degree = 1° 32' 14.20"
Tangent = 1,404.0096
Length = 2,685.4709
Radius = 3,727.0959
External = 255.6778
Long Chord = 2,627.7557
Mid. Ord. = 239.2644
P.C. Station 1349+08.58 N 6,848,566.0227 E 2,673,374.7196
P.T. Station 1375+94.05 N 6,846,447.3229 E 2,674,929.1363
C.C. N 6,849,569.8567 E 2,676,964.0874
Back = S 15° 37' 28.72" E
Ahead = S 56° 54' 27.96" E
Chord Bear = S 36° 15' 58.34" E

Course from PT US175*WB*9 to PC US175*WB*12 S 56° 54' 27.96" E Dist 30,330.5420

Curve Data

Curve US175*WB*12
P.I. Station 1692+46.46 N 6,829,165.4763 E 2,701,447.2923
Delta = 26° 12' 03.64" (LT)
Degree = 1° 00' 31.33"
Tangent = 1,321.8642
Length = 2,597.4962
Radius = 5,680.1460
External = 151.7819
Long Chord = 2,574.9226
Mid. Ord. = 147.8317
P.C. Station 1679+24.59 N 6,829,887.1988 E 2,700,339.8441
P.T. Station 1705+22.09 N 6,829,006.8728 E 2,702,759.6070
C.C. N 6,834,645.9839 E 2,703,441.1379
Back = S 56° 54' 27.96" E
Ahead = S 83° 06' 31.60" E
Chord Bear = S 70° 00' 29.78" E

Course from PT US175*WB*12 to PC US175*WB*15 S 83° 06' 31.60" E Dist 1,313.4027

Curve Data

Curve US175*WB*15
P.I. Station 1721+37.09 N 6,828,813.0980 E 2,704,362.9353
Delta = 8° 56' 57.83" (LT)
Degree = 1° 29' 12.17"
Tangent = 301.5927
Length = 601.9587
Radius = 3,853.8559
External = 11.7829
Long Chord = 601.3469
Mid. Ord. = 11.7470
P.C. Station 1718+35.49 N 6,828,849.2845 E 2,704,063.5213
P.T. Station 1724+37.45 N 6,828,823.9294 E 2,704,664.3335
C.C. N 6,832,675.2991 E 2,704,525.9253
Back = S 83° 06' 31.60" E
Ahead = N 87° 56' 30.57" E
Chord Bear = S 87° 35' 00.52" E

Course from PT US175*WB*15 to PC US175*WB*18 N 87° 56' 30.57" E Dist 413.0803

Curve Data

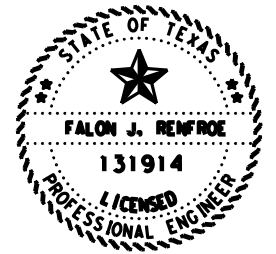
Curve US175*WB*18
P.I. Station 1731+50.33 N 6,828,849.5319 E 2,705,376.7529
Delta = 8° 55' 41.28" (RT)
Degree = 1° 29' 31.34"
Tangent = 299.7990
Length = 598.3843
Radius = 3,840.0964
External = 11.6850
Long Chord = 597.7791
Mid. Ord. = 11.6495
P.C. Station 1728+50.53 N 6,828,838.7649 E 2,705,077.1473
P.T. Station 1734+48.92 N 6,828,813.6711 E 2,705,674.3994
C.C. N 6,825,001.1458 E 2,705,215.0613
Back = N 87° 56' 30.57" E
Ahead = S 83° 07' 48.15" E
Chord Bear = S 87° 35' 38.79" E

Course from PT US175*WB*18 to PC US175*WB*21 S 83° 07' 48.15" E Dist 486.0571

Curve Data

Curve US175*WB*21
P.I. Station 1745+70.12 N 6,828,679.5570 E 2,706,787.5517
Delta = 6° 24' 56.97" (RT)
Degree = 0° 30' 20.15"
Tangent = 635.1452
Length = 1,268.9627
Radius = 11,332.3247
External = 17.7851
Long Chord = 1,268.2999
Mid. Ord. = 17.7572
P.C. Station 1739+34.97 N 6,828,755.5307 E 2,706,156.9667
P.T. Station 1752+03.94 N 6,828,533.5954 E 2,707,405.6978
C.C. N 6,817,504.5699 E 2,704,801.4362
Back = S 83° 07' 48.15" E
Ahead = S 76° 42' 51.18" E
Chord Bear = S 79° 55' 19.67" E

Course from PT US175*WB*21 to PC US175*WB*24 S 76° 42' 51.18" E Dist 365.1312



Falon Renfro P.E. 04.13.23
Signature of Registrant & Date



US 175
ALIGNMENT DATA

SCALE: NTS		SHEET 2 OF 15	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.	HIGHWAY NO.
FR	6	(SEE TITLE SHEET)	US 175
GRAPHICS	STATE	DISTRICT	COUNTY
FR	TEXAS	DAL	KAUFMAN
CHECK	JR	CONTROL	SECTION
VD	0197	05	059
			159

DATE: 4/12/2023 4:11:24 PM
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US 175 WB ALIGNMENT DATA

US 175 WB ALIGNMENT DATA (CONT.)

Curve Data

Curve US175*WB*24
P.I. Station 1759+82.80 N 6,828,354.6067 E 2,708,163.7135
Delta = 6° 23' 30.34" (LT)
Degree = 0° 46' 23.73"
Tangent = 413.7300
Length = 826.6016
Radius = 7,409.6604
External = 11.5416
Long Chord = 826.1731
Mid. Ord. = 11.5237
P.C. Station 1755+69.07 N 6,828,449.6853 E 2,707,761.0566
P.T. Station 1763+95.67 N 6,828,304.9454 E 2,708,574.4522
C.C. N 6,835,661.0330 E 2,709,463.8577
Back = S 76° 42' 51.18" E
Ahead = S 83° 06' 21.53" E
Chord Bear = S 79° 54' 36.35" E

Course from PT US175*WB*24 to PC US175*WB*27 S 83° 06' 21.53" E Dist 2,750.5355

Curve Data

Curve US175*WB*27
P.I. Station 1808+29.06 N 6,827,772.7915 E 2,712,975.7861
Delta = 59° 48' 19.19" (RT)
Degree = 1° 57' 28.76"
Tangent = 1,682.8524
Length = 3,054.4247
Radius = 2,926.2549
External = 449.3872
Long Chord = 2,917.6404
Mid. Ord. = 389.5619
P.C. Station 1791+46.20 N 6,827,974.7897 E 2,711,305.1009
P.T. Station 1822+00.63 N 6,826,227.1894 E 2,713,641.4482
C.C. N 6,825,069.6920 E 2,710,953.8531
Back = S 83° 06' 21.53" E
Ahead = S 23° 18' 02.33" E
Chord Bear = S 53° 12' 11.93" E

Course from PT US175*WB*27 to PC US175*WB*30 S 23° 18' 02.33" E Dist 384.5451

Curve Data

Curve US175*WB*30
P.I. Station 1828+87.96 N 6,825,595.9126 E 2,713,913.3274
Delta = 7° 07' 02.50" (LT)
Degree = 1° 10' 36.53"
Tangent = 302.7893
Length = 604.7998
Radius = 4,868.7253
External = 9.4063
Long Chord = 604.4110
Mid. Ord. = 9.3881
P.C. Station 1825+85.17 N 6,825,874.0070 E 2,713,793.5573
P.T. Station 1831+89.97 N 6,825,334.8009 E 2,714,066.6311
C.C. N 6,827,799.8600 E 2,718,265.1986
Back = S 23° 18' 02.33" E
Ahead = S 30° 25' 04.83" E
Chord Bear = S 26° 51' 33.58" E

Course from PT US175*WB*30 to PC US175*WB*33 S 30° 25' 04.83" E Dist 212.7336

Curve Data

Curve US175*WB*33
P.I. Station 1836+38.85 N 6,824,947.7113 E 2,714,293.8988
Delta = 6° 36' 50.38" (RT)
Degree = 1° 24' 07.15"
Tangent = 236.1416
Length = 471.7587
Radius = 4,086.7551
External = 6.8167
Long Chord = 471.4968
Mid. Ord. = 6.8054
P.C. Station 1834+02.71 N 6,825,151.3491 E 2,714,174.3392
P.T. Station 1838+74.47 N 6,824,731.6579 E 2,714,389.2078
C.C. N 6,823,082.2052 E 2,710,650.1072
Back = S 30° 25' 04.83" E
Ahead = S 23° 48' 14.45" E
Chord Bear = S 27° 06' 39.64" E

Course from PT US175*WB*33 to PC US175*WB*36 S 23° 48' 14.45" E Dist 317.5366

Curve Data

Curve US175*WB*36
P.I. Station 1845+34.68 N 6,824,127.6033 E 2,714,655.6781
Delta = 6° 52' 31.68" (RT)
Degree = 1° 00' 15.81"
Tangent = 342.6818
Length = 684.5410
Radius = 5,704.5304
External = 10.2835
Long Chord = 684.1304
Mid. Ord. = 10.2650
P.C. Station 1841+92.00 N 6,824,441.1337 E 2,714,517.3685
P.T. Station 1848+76.54 N 6,823,799.7704 E 2,714,755.4598
C.C. N 6,822,138.7317 E 2,709,298.1145
Back = S 23° 48' 14.45" E
Ahead = S 16° 55' 42.77" E
Chord Bear = S 20° 21' 58.61" E

Course from PT US175*WB*36 to PC US175*WB*39 S 16° 55' 42.77" E Dist 404.3298

Curve Data

Curve US175*WB*39
P.I. Station 1855+81.25 N 6,823,125.5989 E 2,714,960.6557
Delta = 6° 04' 40.26" (LT)
Degree = 1° 00' 45.54"
Tangent = 300.3776
Length = 600.1917
Radius = 5,657.9972
External = 7.9678
Long Chord = 599.9103
Mid. Ord. = 7.9566
P.C. Station 1852+80.87 N 6,823,412.9607 E 2,714,873.1921
P.T. Station 1858+81.06 N 6,822,849.1130 E 2,715,078.0535
C.C. N 6,825,060.4499 E 2,720,286.0205
Back = S 16° 55' 42.77" E
Ahead = S 23° 00' 23.02" E
Chord Bear = S 19° 58' 02.89" E

Course from PT US175*WB*39 to PC US175*WB*42 S 23° 00' 23.02" E Dist 388.0246

Curve Data

Curve US175*WB*42
P.I. Station 1870+03.32 N 6,821,816.1233 E 2,715,516.6676
Delta = 29° 37' 00.44" (LT)
Degree = 2° 03' 46.83"
Tangent = 734.2277
Length = 1,435.6116
Radius = 2,777.2926
External = 95.4142
Long Chord = 1,419.6820
Mid. Ord. = 92.2451
P.C. Station 1862+69.09 N 6,822,491.9514 E 2,715,229.7066
P.T. Station 1877+04.70 N 6,821,370.4072 E 2,716,100.1293
C.C. N 6,823,577.4114 E 2,717,786.0968
Back = S 23° 00' 23.02" E
Ahead = S 52° 37' 23.46" E
Chord Bear = S 37° 48' 53.24" E

Course from PT US175*WB*42 to 9 S 52° 37' 23.46" E Dist 288.8605

Point 9 N 6,821,195.0532 E 2,716,329.6752 Sta 1879+93.56

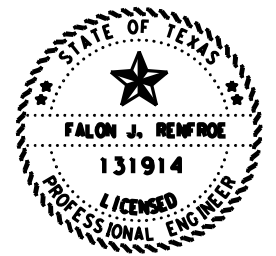
Course from 9 to 10 S 54° 06' 24.28" E Dist 431.5863

Point 10 N 6,820,942.0240 E 2,716,679.3079 Sta 1884+25.15

Course from 10 to 11 S 54° 22' 57.59" E Dist 1,457.3295

Point 11 N 6,820,093.3206 E 2,717,864.0069 Sta 1898+82.48

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Ending chain US175*WB description



Falon Renfro P.E. 04.13.23
Signature of Registrant & Date



US 175
ALIGNMENT DATA

SCALE: NTS		SHEET 3 OF 15	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.	
FR	6	(SEE TITLE SHEET)	
GRAPHICS	STATE	DISTRICT	COUNTY
FR	TEXAS	DAL	KAUFMAN
CHECK	JR	CONTROL	SECTION
FR	VD	0197	05
CHECK	VD	0197	05
			HIGHWAY NO.
			US 175
			SHEET NO.
			160

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US 175 EB ALIGNMENT DATA

US 175 EB ALIGNMENT DATA (CONT.)

Beginning chain US175*EB description
 Feature: Geom*Centerline
 =====

Point 14 N 6,853,478.9688 E 2,671,322.5858 Sta 1294+64.00

Course from 14 to 15 S 31° 03' 32.20" E Dist 499.7310

Point 15 N 6,853,050.8807 E 2,671,580.4069 Sta 1299+63.73

Course from 15 to PC US175*EB*5 S 32° 16' 42.15" E Dist 907.3862

Curve Data

Curve US175*EB*5
 P.I. Station 1313+56.56 N 6,851,873.2926 E 2,672,324.2253
 Delta = 16° 45' 23.93" (RT)
 Degree = 1° 44' 17.92"
 Tangent = 485.4453
 Length = 963.9606
 Radius = 3,296.0576
 External = 35.5566
 Long Chord = 960.5289
 Mid. Ord. = 35.1771
 P.C. Station 1308+71.12 N 6,852,283.7189 E 2,672,064.9813
 P.T. Station 1318+35.08 N 6,851,405.5519 E 2,672,454.1323
 C.C. N 6,850,523.5144 E 2,669,278.2850
 Back = S 32° 16' 42.15" E
 Ahead = S 15° 31' 18.22" E
 Chord Bear = S 23° 54' 00.19" E

Course from PT US175*EB*5 to 16 S 15° 31' 18.22" E Dist 1,459.2355

Point 16 N 6,849,999.5362 E 2,672,844.6293 Sta 1332+94.31

Course from 16 to PC US175*EB*10 S 15° 33' 24.45" E Dist 1,510.8721

Curve Data

Curve US175*EB*10
 P.I. Station 1362+64.20 N 6,847,138.4486 E 2,673,641.1339
 Delta = 41° 21' 12.59" (LT)
 Degree = 1° 28' 55.46"
 Tangent = 1,459.0171
 Length = 2,790.2463
 Radius = 3,865.9205
 External = 266.1579
 Long Chord = 2,730.0760
 Mid. Ord. = 249.0140
 P.C. Station 1348+05.19 N 6,848,544.0148 E 2,673,249.8352
 P.T. Station 1375+95.43 N 6,846,341.8961 E 2,674,863.5229
 C.C. N 6,849,580.8291 E 2,676,974.1280
 Back = S 15° 33' 24.45" E
 Ahead = S 56° 54' 37.04" E
 Chord Bear = S 36° 14' 00.75" E

Course from PT US175*EB*10 to PC US175*EB*13 S 56° 54' 37.04" E Dist 30,334.2828

Curve Data

Curve US175*EB*13
 P.I. Station 1692+75.57 N 6,829,046.0794 E 2,701,405.6707
 Delta = 26° 12' 19.18" (LT)
 Degree = 0° 59' 27.22"
 Tangent = 1,345.8511
 Length = 2,644.6154
 Radius = 5,782.2323
 External = 154.5619
 Long Chord = 2,621.6248
 Mid. Ord. = 150.5380
 P.C. Station 1679+29.71 N 6,829,780.8488 E 2,700,278.0941
 P.T. Station 1705+74.33 N 6,828,884.7573 E 2,702,741.8183
 C.C. N 6,834,625.3001 E 2,703,434.9125
 Back = S 56° 54' 37.04" E
 Ahead = S 83° 06' 56.23" E
 Chord Bear = S 70° 00' 46.64" E

Course from PT US175*EB*13 to PC US175*EB*16 S 83° 06' 56.23" E Dist 1,326.1090

Curve Data

Curve US175*EB*16
 P.I. Station 1721+95.44 N 6,828,690.4409 E 2,704,351.2412
 Delta = 8° 56' 51.92" (RT)
 Degree = 1° 31' 10.73"
 Tangent = 295.0020
 Length = 588.8045
 Radius = 3,770.3323
 External = 11.5233
 Long Chord = 588.2063
 Mid. Ord. = 11.4882
 P.C. Station 1719+00.44 N 6,828,725.8017 E 2,704,058.3661
 P.T. Station 1724+89.24 N 6,828,609.9585 E 2,704,635.0524
 C.C. N 6,824,982.6533 E 2,703,606.4307
 Back = S 83° 06' 56.23" E
 Ahead = S 74° 10' 04.31" E
 Chord Bear = S 78° 38' 30.27" E

Course from PT US175*EB*16 to PC US175*EB*19 S 74° 10' 04.31" E Dist 422.0020

Curve Data

Curve US175*EB*19
 P.I. Station 1732+28.65 N 6,828,408.2331 E 2,705,346.4117
 Delta = 9° 11' 44.75" (LT)
 Degree = 1° 27' 06.10"
 Tangent = 317.4068
 Length = 633.4503
 Radius = 3,946.8209
 External = 12.7425
 Long Chord = 632.7707
 Mid. Ord. = 12.7015
 P.C. Station 1729+11.25 N 6,828,494.8280 E 2,705,041.0457
 P.T. Station 1735+44.70 N 6,828,371.5511 E 2,705,661.6918
 C.C. N 6,832,291.9267 E 2,706,117.8170
 Back = S 74° 10' 04.31" E
 Ahead = S 83° 21' 49.06" E
 Chord Bear = S 78° 45' 56.68" E

Course from PT US175*EB*19 to PC US175*EB*22 S 83° 21' 49.06" E Dist 523.4629

Curve Data

Curve US175*EB*22
 P.I. Station 1746+69.57 N 6,828,241.5516 E 2,706,779.0309
 Delta = 6° 15' 23.16" (LT)
 Degree = 0° 31' 14.38"
 Tangent = 601.4134
 Length = 1,201.6314
 Radius = 11,004.4182
 External = 16.4220
 Long Chord = 1,201.0345
 Mid. Ord. = 16.3975
 P.C. Station 1740+68.16 N 6,828,311.0556 E 2,706,181.6472
 P.T. Station 1752+69.79 N 6,828,237.5636 E 2,707,380.4311
 C.C. N 6,839,241.7398 E 2,707,453.4032
 Back = S 83° 21' 49.06" E
 Ahead = S 89° 37' 12.22" E
 Chord Bear = S 86° 29' 30.64" E

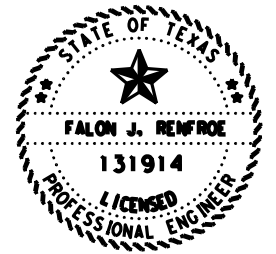
Course from PT US175*EB*22 to PC US175*EB*25 S 89° 37' 12.22" E Dist 303.7599

Curve Data

Curve US175*EB*25
 P.I. Station 1760+22.67 N 6,828,232.5711 E 2,708,133.2927
 Delta = 6° 32' 04.74" (RT)
 Degree = 0° 43' 41.84"
 Tangent = 449.1182
 Length = 897.2625
 Radius = 7,867.1922
 External = 12.8091
 Long Chord = 896.7763
 Mid. Ord. = 12.7883
 P.C. Station 1755+73.55 N 6,828,235.5493 E 2,707,684.1844
 P.T. Station 1764+70.81 N 6,828,178.5019 E 2,708,579.1444
 C.C. N 6,820,368.5300 E 2,707,632.0158
 Back = S 89° 37' 12.22" E
 Ahead = S 83° 05' 07.47" E
 Chord Bear = S 86° 21' 09.84" E

Course from PT US175*EB*25 to PC US175*EB*28 S 83° 05' 07.47" E Dist 2,732.6308

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Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



US 175
ALIGNMENT DATA

SCALE: NTS			SHEET 4 OF 15	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	161
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	

US 175 EB ALIGNMENT DATA

US 175 EB ALIGNMENT DATA (CONT.)

Curve Data

Curve US175*EB*31
 P.I. Station 1827+71.42 N 6,825,582.0801 E 2,713,778.2887
 Delta = 6° 40' 24.64" (RT)
 Degree = 1° 02' 18.07"
 Tangent = 321.7150
 Length = 642.7025
 Radius = 5,517.9554
 External = 9.3706
 Long Chord = 642.3392
 Mid. Ord. = 9.3547
 P.C. Station 1824+49.70 N 6,825,878.3348 E 2,713,652.8546
 P.T. Station 1830+92.41 N 6,825,273.2558 E 2,713,868.4447
 C.C. N 6,823,726.9287 E 2,708,571.5867
 Back = S 22° 56' 51.98" E
 Ahead = S 16° 16' 27.34" E
 Chord Bear = S 19° 36' 39.66" E

Course from PT US175*EB*31 to PC US175*EB*34 S 16° 16' 27.34" E Dist 292.6788

Curve Data

Curve US175*EB*34
 P.I. Station 1836+37.28 N 6,824,750.2099 E 2,714,021.1390
 Delta = 6° 19' 06.09" (LT)
 Degree = 1° 15' 14.11"
 Tangent = 252.1997
 Length = 503.8881
 Radius = 4,569.3301
 External = 6.9547
 Long Chord = 503.6328
 Mid. Ord. = 6.9441
 P.C. Station 1833+85.08 N 6,824,992.3042 E 2,713,950.4637
 P.T. Station 1838+88.97 N 6,824,517.3641 E 2,714,118.0281
 C.C. N 6,826,272.7928 E 2,718,336.7066
 Back = S 16° 16' 27.34" E
 Ahead = S 22° 35' 33.43" E
 Chord Bear = S 19° 26' 00.38" E

Course from PT US175*EB*34 to PC US175*EB*37 S 22° 35' 33.43" E Dist 236.7816

Curve Data

Curve US175*EB*37
 P.I. Station 1844+71.36 N 6,823,979.6655 E 2,714,341.7692
 Delta = 6° 35' 34.66" (LT)
 Degree = 0° 57' 17.53"
 Tangent = 345.6098
 Length = 690.4567
 Radius = 6,000.3772
 External = 9.9450
 Long Chord = 690.0759
 Mid. Ord. = 9.9285
 P.C. Station 1841+25.75 N 6,824,298.7531 E 2,714,208.9940
 P.T. Station 1848+16.21 N 6,823,677.9327 E 2,714,510.3023
 C.C. N 6,826,603.9563 E 2,719,748.9006
 Back = S 22° 35' 33.43" E
 Ahead = S 29° 11' 08.09" E
 Chord Bear = S 25° 53' 20.76" E

Course from PT US175*EB*37 to PC US175*EB*40 S 29° 11' 08.09" E Dist 398.7206

Curve Data

Curve US175*EB*40
 P.I. Station 1854+81.98 N 6,823,096.6847 E 2,714,834.9589
 Delta = 5° 41' 56.23" (RT)
 Degree = 1° 04' 04.43"
 Tangent = 267.0506
 Length = 533.6607
 Radius = 5,365.2862
 External = 6.6419
 Long Chord = 533.4407
 Mid. Ord. = 6.6337
 P.C. Station 1852+14.93 N 6,823,329.8318 E 2,714,704.7344
 P.T. Station 1857+48.59 N 6,822,851.7584 E 2,714,941.3879
 C.C. N 6,820,713.5039 E 2,710,020.5989
 Back = S 29° 11' 08.09" E
 Ahead = S 23° 29' 11.86" E
 Chord Bear = S 26° 20' 09.98" E

Course from PT US175*EB*40 to PC US175*EB*43 S 23° 29' 11.86" E Dist 561.6751

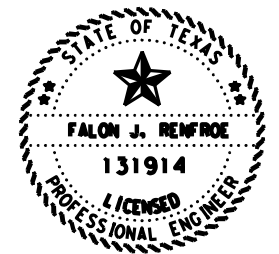
Curve Data

Curve US175*EB*43
 P.I. Station 1870+36.87 N 6,821,670.2091 E 2,715,454.8123
 Delta = 31° 07' 15.10" (LT)
 Degree = 2° 11' 44.81"
 Tangent = 726.6041
 Length = 1,417.3037
 Radius = 2,609.3596
 External = 99.2768
 Long Chord = 1,399.9453
 Mid. Ord. = 95.6381
 P.C. Station 1863+10.27 N 6,822,336.6164 E 2,715,165.2351
 P.T. Station 1877+27.57 N 6,821,249.3785 E 2,716,047.1425
 C.C. N 6,823,376.5376 E 2,717,558.4174
 Back = S 23° 29' 11.86" E
 Ahead = S 54° 36' 26.96" E
 Chord Bear = S 39° 02' 49.41" E

Course from PT US175*EB*43 to 17 S 54° 36' 26.96" E Dist 1,783.3472

Point 17 N 6,820,216.5090 E 2,717,500.9334 Sta 1895+10.92

=====
 Ending chain US175*EB description
 =====



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



US 175
ALIGNMENT DATA

SCALE: NTS			SHEET 5 OF 15	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	162
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:11:25 PM
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US 175 EB VERTICAL ALIGNMENT DATA

Horizontal Alignment: US175_EB
 Horizontal Description:
 Horizontal Style: Geom_Centerline
 Vertical Alignment: US175_EB
 Vertical Description:
 Vertical Style: Geom_Centerline

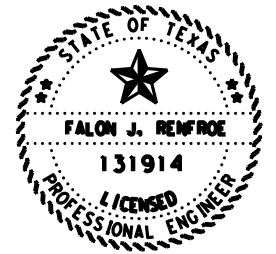
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Element: Linear		
	POB 1294+64.0000	381.0496
	PVC1298+08.0941 R1	377.2926
	Tangent Grade: -1.09%	
	Tangent Length: 344.0941	
Element: Symmetrical Parabola		
	PVC1298+08.0941 R1	377.2926
	PVI 1300+35.9092	374.8051
	PVT 1302+63.7243	378.0209
	VLOW 1300+06.8146	376.2077
	Length: 455.6303	
	Entrance Grade: -1.09%	
	Exit Grade: 1.41%	
	$r = (g2 - g1) / L$: 0.5495	
	$K = 1 / (g2 - g1)$: 182	
	Middle Ordinate: 1.4258	
Element: Linear		
	PVT 1302+63.7243	378.0209
	PVC1307+47.3581 R1	384.8479
	Tangent Grade: 1.41%	
	Tangent Length: 483.6337	
Element: Symmetrical Parabola		
	PVC1307+47.3581 R1	384.8479
	PVI 1309+02.9488	387.0442
	PVT 1310+58.5396	387.8281
	Length: 311.1816	
	Entrance Grade: 1.41%	
	Exit Grade: 0.50%	
	$r = (g2 - g1) / L$: -0.2917	
	$K = 1 / (g2 - g1)$: 342.8043	
	Middle Ordinate: -0.3531	
Element: Linear		
	PVT 1310+58.5396	387.8281
	PVC 1319+47.6496	392.3078
	Tangent Grade: 0.50%	
	Tangent Length: 889.11	
Element: Symmetrical Parabola		
	PVC 1319+47.6496	392.3078
	PVI 1322+05.6304	393.6076
	PVT 1324+63.6113	397.5794
	Length: 515.9617	
	Entrance Grade: 0.50%	
	Exit Grade: 1.54%	
	$r = (g2 - g1) / L$: 0.2007	
	$K = 1 / (g2 - g1)$: 498.1707	
	Middle Ordinate: 0.668	
Element: Linear		
	PVT 1324+63.6113	397.5794
	PVC 1327+84.0579	402.5128
	Tangent Grade: 1.54%	
	Tangent Length: 320.4466	
Element: Symmetrical Parabola		
	PVC 1327+84.0579	402.5128
	PVI 1337+30.1299	417.0781
	PVT 1346+76.2019	396.6184
	VHIGH 1335+70.9136	408.5698
	Length: 1892.144	
	Entrance Grade: 1.54%	
	Exit Grade: -2.16%	
	$r = (g2 - g1) / L$: -0.1957	
	$K = 1 / (g2 - g1)$: 511.0939	
	Middle Ordinate: -8.7562	

US 175 EB VERTICAL ALIGNMENT DATA (CONT.)

Element	Station	Elevation
Element: Linear		
	PVT 1346+76.2019	396.6184
	PVC 1349+37.2575	390.9728
	Tangent Grade: -2.16%	
	Tangent Length: 261.0556	
Element: Symmetrical Parabola		
	PVC 1349+37.2575	390.9728
	PVI 1352+33.6444	384.5632
	PVT 1355+30.0312	385.4719
	VLOW 1354+56.4242	385.3591
	Length: 592.7737	
	Entrance Grade: -2.16%	
	Exit Grade: 0.31%	
	$r = (g2 - g1) / L$: 0.4166	
	$K = 1 / (g2 - g1)$: 240.0667	
	Middle Ordinate: 1.8296	
Element: Linear		
	PVT 1355+30.0312	385.4719
	PVC 1357+84.9950	386.2537
	Tangent Grade: 0.31%	
	Tangent Length: 254.9638	
Element: Symmetrical Parabola		
	PVC 1357+84.9950	386.2537
	PVI 1361+25.7642	387.2985
	PVT 1364+66.5334	385.4954
	VHIGH 1360+35.0296	386.637
	Length: 681.5384	
	Entrance Grade: 0.31%	
	Exit Grade: -0.53%	
	$r = (g2 - g1) / L$: -0.1226	
	$K = 1 / (g2 - g1)$: 815.479	
	Middle Ordinate: -0.712	
Element: Linear		
	PVT 1364+66.5334	385.4954
	PVC 1369+62.8420	382.8692
	Tangent Grade: -0.53%	
	Tangent Length: 496.3085	
Element: Symmetrical Parabola		
	PVC 1369+62.8420	382.8692
	PVI 1372+05.4054	381.5857
	PVT 1374+47.9688	384.887
	VLOW 1370+98.6508	382.5099
	Length: 485.1269	
	Entrance Grade: -0.53%	
	Exit Grade: 1.36%	
	$r = (g2 - g1) / L$: 0.3896	
	$K = 1 / (g2 - g1)$: 256.6588	
	Middle Ordinate: 1.1462	
Element: Linear		
	PVT 1374+47.9688	384.887
	PVC 1390+91.5178	407.2561
	Tangent Grade: 1.36%	
	Tangent Length: 1643.549	
Element: Symmetrical Parabola		
	PVC 1390+91.5178	407.2561
	PVI1395+51.6641 R1	413.5187
	PVT 1400+11.8104	404.6013
	VHIGH 1394+71.1917	409.8398
	Length: 920.2926	
	Entrance Grade: 1.36%	
	Exit Grade: -1.94%	
	$r = (g2 - g1) / L$: -0.3585	
	$K = 1 / (g2 - g1)$: 278.9625	
	Middle Ordinate: -3.795	
Element: Linear		
	PVT 1400+11.8104	404.6013
	PVC 1405+74.6576	393.6935
	Tangent Grade: -1.94%	
	Tangent Length: 562.8472	

NOTE:

PROFILE INCLUDED FOR DESIGN CHECK ONLY. THE PROPOSED PROFILE GRADE LINE IS CONTROLLED BY THE TYPICAL SECTIONS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



US 175
ALIGNMENT DATA

SCALE: NTS			SHEET 6 OF 15	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	163
JR	CONTROL	SECTION	JOB	
CHECK	VD	0197	05 059	

US 175 EB VERTICAL ALIGNMENT DATA (CONT.)

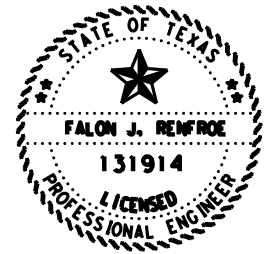
US 175 EB VERTICAL ALIGNMENT DATA (CONT.)

	Station	Elevation
Element: Symmetrical Parabola		
PVC	1405+74.6576	393.6935
PVI	1406+76.0539	391.7285
PVT	1407+77.4503	390.8933
Length:	202.7927	
Entrance Grade:	-1.94%	
Exit Grade:	-0.82%	
$r = (g_2 - g_1) / L$:	0.5495	
$K = 1 / (g_2 - g_1)$:	182	
Middle Ordinate:	0.2825	
Element: Linear		
PVT	1407+77.4503	390.8933
PVC	1410+75.8451 R1	388.4354
Tangent Grade:	-0.82%	
Tangent Length:	298.3948	
Element: Symmetrical Parabola		
PVC	1410+75.8451 R1	388.4354
PVI	1416+54.3555	383.6701
PVRC	1422+32.8660	354.0824
Length:	1157.0209	
Entrance Grade:	-0.82%	
Exit Grade:	-5.11%	
$r = (g_2 - g_1) / L$:	-0.3708	
$K = 1 / (g_2 - g_1)$:	269.655	
Middle Ordinate:	-6.2056	
Element: Symmetrical Parabola		
PVRC	1422+32.8660	354.0824
PVI	1427+10.0855	329.6752
PVT	1431+87.3050	329.8593
VLOW	1431+80.1587	329.8579
Length:	954.439	
Entrance Grade:	-5.11%	
Exit Grade:	0.04%	
$r = (g_2 - g_1) / L$:	0.5399	
$K = 1 / (g_2 - g_1)$:	185.2185	
Middle Ordinate:	6.1478	
Element: Linear		
PVT	1431+87.3050	329.8593
PVC	1491+47.6157	332.1589
Tangent Grade:	0.04%	
Tangent Length:	5960.3107	
Element: Symmetrical Parabola		
PVC	1491+47.6157	332.1589
PVI	1497+25.3548	332.3819
PVT	1503+03.0939	330.7119
VHIGH	1492+83.6865	332.1852
Length:	1155.4781	
Entrance Grade:	0.04%	
Exit Grade:	-0.29%	
$r = (g_2 - g_1) / L$:	-0.0284	
$K = 1 / (g_2 - g_1)$:	3526.7131	
Middle Ordinate:	-0.4732	
Element: Linear		
PVT	1503+03.0939	330.7119
PVC	1506+77.4363	329.6298
Tangent Grade:	-0.29%	
Tangent Length:	374.3424	
Element: Symmetrical Parabola		
PVC	1506+77.4363	329.6298
PVI	1510+46.3040	328.5636
PVT	1514+15.1718	338.7981
VLOW	1507+47.0417	329.5292
Length:	737.7355	
Entrance Grade:	-0.29%	
Exit Grade:	2.77%	
$r = (g_2 - g_1) / L$:	0.4153	
$K = 1 / (g_2 - g_1)$:	240.8049	
Middle Ordinate:	2.8252	

	Station	Elevation
Element: Linear		
PVT	1514+15.1718	338.7981
PVC	1515+63.9360	342.9257
Tangent Grade:	2.77%	
Tangent Length:	148.7642	
Element: Symmetrical Parabola		
PVC	1515+63.9360	342.9257
PVI	1518+81.4092	351.7342
PVT	1521+98.8825	352.8374
Length:	634.9466	
Entrance Grade:	2.77%	
Exit Grade:	0.35%	
$r = (g_2 - g_1) / L$:	-0.3822	
$K = 1 / (g_2 - g_1)$:	261.6105	
Middle Ordinate:	-1.9263	
Element: Linear		
PVT	1521+98.8825	352.8374
PVC	1523+46.2683	353.3496
Tangent Grade:	0.35%	
Tangent Length:	147.3858	
Element: Symmetrical Parabola		
PVC	1523+46.2683	353.3496
PVI	1525+48.8330	354.0535
PVT	1527+51.3977	356.1731
Length:	405.1294	
Entrance Grade:	0.35%	
Exit Grade:	1.05%	
$r = (g_2 - g_1) / L$:	0.1725	
$K = 1 / (g_2 - g_1)$:	579.683	
Middle Ordinate:	0.3539	
Element: Linear		
PVT	1527+51.3977	356.1731
PVC	1536+27.4895	365.3404
Tangent Grade:	1.05%	
Tangent Length:	876.0918	
Element: Symmetrical Parabola		
PVC	1536+27.4895	365.3404
PVI	1539+48.7932	368.7025
PVT	1542+70.0968	368.6928
VHIGH	1542+68.2536	368.6928
Length:	642.6073	
Entrance Grade:	1.05%	
Exit Grade:	0.00%	
$r = (g_2 - g_1) / L$:	-0.1633	
$K = 1 / (g_2 - g_1)$:	612.3608	
Middle Ordinate:	-0.8429	
Element: Linear		
PVT	1542+70.0968	368.6928
PVC	1575+56.0053	368.5939
Tangent Grade:	0.00%	
Tangent Length:	3285.9085	
Element: Symmetrical Parabola		
PVC	1575+56.0053	368.5939
PVI	1580+09.6731 R1	368.5802
PVT	1584+63.3409	351.5155
Length:	907.3356	
Entrance Grade:	0.00%	
Exit Grade:	-3.76%	
$r = (g_2 - g_1) / L$:	-0.4142	
$K = 1 / (g_2 - g_1)$:	241.4098	
Middle Ordinate:	-4.2628	
Element: Linear		
PVT	1584+63.3409	351.5155
PVC	1585+11.3809	349.7085
Tangent Grade:	-3.76%	
Tangent Length:	48.0399	

NOTE:

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US 175
ALIGNMENT DATA

SCALE: NTS			SHEET 7 OF 15	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	164
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	

DATE: 4/12/2023 4:11:25 PM FILE: \\twdot\project\wiseonline.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\3. Roadway\03_ALIGNMENT DATA SHEETS.dgn

US 175 EB VERTICAL ALIGNMENT DATA (CONT.)

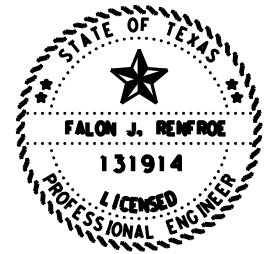
US 175 EB VERTICAL ALIGNMENT DATA (CONT.)

	Station	Elevation
Element: Symmetrical Parabola		
PVC	1585+11.3809	349.7085
PVI	1591+46.5743	325.8157
PVT	1597+81.7678	325.9248
VLOW	1597+75.9963	325.9243
Length:	1270.387	
Entrance Grade:	-3.76%	
Exit Grade:	0.02%	
$r = (g2 - g1) / L:$	0.2974	
$K = 1 / (g2 - g1):$	336.2	
Middle Ordinate:	6.0005	
Element: Linear		
PVT	1597+81.7678	325.9248
PVC	1656+23.0538	326.9275
Tangent Grade:	0.02%	
Tangent Length:	5841.286	
Element: Symmetrical Parabola		
PVC	1656+23.0538	326.9275
PVI	1665+37.6153	327.0845
PVT	1674+52.1768	355.7884
Length:	1829.123	
Entrance Grade:	0.02%	
Exit Grade:	3.14%	
$r = (g2 - g1) / L:$	0.1706	
$K = 1 / (g2 - g1):$	586	
Middle Ordinate:	7.1367	
Element: Linear		
PVT	1674+52.1768	355.7884
PVC	1676+59.6366	362.2996
Tangent Grade:	3.14%	
Tangent Length:	207.4598	
Element: Symmetrical Parabola		
PVC	1676+59.6366	362.2996
PVI	1685+31.4989	389.6633
PVT	1694+03.3612	382.8556
VHIGH	1690+55.9718	384.2118
Length:	1743.7246	
Entrance Grade:	3.14%	
Exit Grade:	-0.78%	
$r = (g2 - g1) / L:$	-0.2248	
$K = 1 / (g2 - g1):$	444.9	
Middle Ordinate:	-8.5429	
Element: Linear		
PVT	1694+03.3612	382.8556
PVC	1705+71.4464	373.7349
Tangent Grade:	-0.78%	
Tangent Length:	1168.0851	
Element: Symmetrical Parabola		
PVC	1705+71.4464	373.7349
PVI	1713+71.0347	367.4915
PVT	1721+70.6230	371.9216
VLOW	1715+06.8757	370.0828
Length:	1599.1766	
Entrance Grade:	-0.78%	
Exit Grade:	0.55%	
$r = (g2 - g1) / L:$	0.0835	
$K = 1 / (g2 - g1):$	1198	
Middle Ordinate:	2.6684	
Element: Linear		
PVT	1721+70.6230	371.9216
PVC	1765+47.2725	396.1702
Tangent Grade:	0.55%	
Tangent Length:	4376.6495	
Element: Symmetrical Parabola		
PVC	1765+47.2725	396.1702
PVI	1767+94.7332	397.5413
PVT	1770+42.1939	403.5658
Length:	494.9214	
Entrance Grade:	0.55%	
Exit Grade:	2.43%	
$r = (g2 - g1) / L:$	0.38	
$K = 1 / (g2 - g1):$	263.185	
Middle Ordinate:	1.1634	

	Station	Elevation
Element: Linear		
PVT	1770+42.1939	403.5658
PVC	1774+49.7692	413.4885
Tangent Grade:	2.43%	
Tangent Length:	407.5753	
Element: Symmetrical Parabola		
PVC	1774+49.7692	413.4885
PVI	1784+18.2199	437.0659
PVT	1793+86.6706	424.6617
VHIGH	1787+18.9497	428.9379
Length:	1936.9014	
Entrance Grade:	2.43%	
Exit Grade:	-1.28%	
$r = (g2 - g1) / L:$	-0.1918	
$K = 1 / (g2 - g1):$	521.3195	
Middle Ordinate:	-8.9954	
Element: Linear		
PVT	1793+86.6706	424.6617
PVC	1800+21.8392	416.5263
Tangent Grade:	-1.28%	
Tangent Length:	635.1686	
Element: Symmetrical Parabola		
PVC	1800+21.8392	416.5263
PVI	1801+92.0397	414.3463
PVT	1803+62.2402	415.0737
VLOW	1802+77.0827	414.8917
Length:	340.4011	
Entrance Grade:	-1.28%	
Exit Grade:	0.43%	
$r = (g2 - g1) / L:$	0.5018	
$K = 1 / (g2 - g1):$	199.28	
Middle Ordinate:	0.7268	
Element: Linear		
PVT	1803+62.2402	415.0737
PVC	1811+42.0848	418.4061
Tangent Grade:	0.43%	
Tangent Length:	779.8446	
Element: Symmetrical Parabola		
PVC	1811+42.0848	418.4061
PVI	1828+00.7119	425.4939
PVT	1844+59.3390	410.9313
VHIGH	1822+28.0663	420.7265
Length:	3317.2542	
Entrance Grade:	0.43%	
Exit Grade:	-0.88%	
$r = (g2 - g1) / L:$	-0.0393	
$K = 1 / (g2 - g1):$	2541.34	
Middle Ordinate:	-5.4126	
Element: Linear		
PVT	1844+59.3390	410.9313
POE	1865+00.4814	393.0103
Tangent Grade:	-0.88%	
Tangent Length:	2041.1424	

NOTE:

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Falon Renfro P.E. 04.13.23
Signature of Registrant & Date



US 175
ALIGNMENT DATA

SCALE: NTS			SHEET 8 OF 15
DESIGN	FED. RD. DIV. NO.	PROJECT NO.	HIGHWAY NO.
FR	6	(SEE TITLE SHEET)	US 175
GRAPHICS	STATE	DISTRICT	COUNTY
FR	TEXAS	DAL	KAUFMAN
CHECK	JR	CONTROL	SECTION
CHECK	VD	0197	05
		059	

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US 175 WB VERTICAL ALIGNMENT DATA

US 175 WB VERTICAL ALIGNMENT DATA (CONT.)

Horizontal Alignment: US175_WB
 Horizontal Description:
 Horizontal Style: Geom_Centerline
 Vertical Alignment: US175_WB
 Vertical Description:
 Vertical Style: Geom_Centerline
 Station Elevation

Element: Symmetrical Parabola
 PVC1294+54.2638 R1 381.1547
 PVI1297+23.4388 R1 377.7456
 PVT1299+92.6138 R1 382.2986
 VLOW 1296+84.7670 379.695
 Length: 538.35
 Entrance Grade: -1.27%
 Exit Grade: 1.69%
 $r = (g2 - g1) / L:$ 0.5495
 $K = 1 / (g2 - g1):$ 182
 Middle Ordinate: 1.9905

Element: Linear
 PVT1299+92.6138 R1 382.2986
 PVC 1303+03.1300 387.5509
 Tangent Grade: 1.69%
 Tangent Length: 310.5162

Element: Symmetrical Parabola
 PVC 1303+03.1300 387.5509
 PVI 1307+51.8900 395.1415
 PVT1312+00.6501 R1 392.5642
 VHIGH1309+73.1538 R1 393.2175
 Length: 897.5201
 Entrance Grade: 1.69%
 Exit Grade: -0.57%
 $r = (g2 - g1) / L:$ -0.2524
 $K = 1 / (g2 - g1):$ 396.1203
 Middle Ordinate: -2.542

Element: Linear
 PVT1312+00.6501 R1 392.5642
 PVC1312+81.0554 R1 392.1024
 Tangent Grade: -0.57%
 Tangent Length: 80.4053

Element: Symmetrical Parabola
 PVC1312+81.0554 R1 392.1024
 PVI1319+57.9274 R1 388.2151
 PVT1326+34.7995 R1 398.9327
 VLOW1316+41.3773 R1 391.0677
 Length: 1353.7441
 Entrance Grade: -0.57%
 Exit Grade: 1.58%
 $r = (g2 - g1) / L:$ 0.1594
 $K = 1 / (g2 - g1):$ 627.3986
 Middle Ordinate: 3.6512

Element: Linear
 PVT1326+34.7995 R1 398.9327
 PVC1328+70.0757 R1 402.658
 Tangent Grade: 1.58%
 Tangent Length: 235.2761

Element: Symmetrical Parabola
 PVC1328+70.0757 R1 402.658
 PVI1336+99.3643 R1 415.789
 PVT 1345+28.6530 400.6275
 VHIGH1336+39.8474 R1 408.7523
 Length: 1658.5773
 Entrance Grade: 1.58%
 Exit Grade: -1.83%
 $r = (g2 - g1) / L:$ -0.2057
 $K = 1 / (g2 - g1):$ 486.1515
 Middle Ordinate: -7.0731

Element: Linear
 PVT 1345+28.6530 400.6275
 PVC1351+86.6837 R1 388.5971
 Tangent Grade: -1.83%
 Tangent Length: 658.0307

Element: Symmetrical Parabola
 PVC1351+86.6837 R1 388.5971
 PVI 1353+83.4320 385
 PVT1355+80.1803 R1 385.6106
 VLOW1355+23.0813 R1 385.522
 Length: 393.4966
 Entrance Grade: -1.83%
 Exit Grade: 0.31%
 $r = (g2 - g1) / L:$ 0.5435
 $K = 1 / (g2 - g1):$ 184
 Middle Ordinate: 1.0519

Element: Linear
 PVT1355+80.1803 R1 385.6106
 PVC1360+20.1537 R1 386.9759
 Tangent Grade: 0.31%
 Tangent Length: 439.9734

Element: Symmetrical Parabola
 PVC1360+20.1537 R1 386.9759
 PVI1361+22.0385 R1 387.2921
 PVT1362+23.9233 R1 386.8775
 VHIGH1361+08.3165 R1 387.1127
 Length: 203.7696
 Entrance Grade: 0.31%
 Exit Grade: -0.41%
 $r = (g2 - g1) / L:$ -0.352
 $K = 1 / (g2 - g1):$ 284.1024
 Middle Ordinate: -0.1827

Element: Linear
 PVT1362+23.9233 R1 386.8775
 PVC 1369+82.0026 383.7927
 Tangent Grade: -0.41%
 Tangent Length: 758.0794

Element: Symmetrical Parabola
 PVC 1369+82.0026 383.7927
 PVI1373+16.3191 R1 382.4323
 PVT 1376+50.6356 387.0502
 VLOW1371+34.1547 R1 383.4831
 Length: 668.6329
 Entrance Grade: -0.41%
 Exit Grade: 1.38%
 $r = (g2 - g1) / L:$ 0.2674
 $K = 1 / (g2 - g1):$ 373.912
 Middle Ordinate: 1.4946

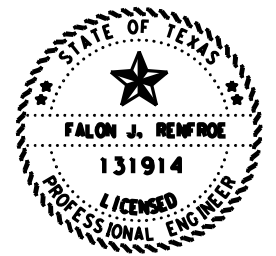
Element: Linear
 PVT 1376+50.6356 387.0502
 PVC1388+29.5485 R1 403.3344
 Tangent Grade: 1.38%
 Tangent Length: 1178.9129

Element: Symmetrical Parabola
 PVC1388+29.5485 R1 403.3344
 PVI1395+14.1408 R1 412.7906
 PVT1401+98.7331 R1 402.1021
 VHIGH1394+72.2622 R1 407.7733
 Length: 1369.1846
 Entrance Grade: 1.38%
 Exit Grade: -1.56%
 $r = (g2 - g1) / L:$ -0.2149
 $K = 1 / (g2 - g1):$ 465.2996
 Middle Ordinate: -5.0362

Element: Linear
 PVT1401+98.7331 R1 402.1021
 PVC 1410+41.3256 388.9467
 Tangent Grade: -1.56%
 Tangent Length: 842.5925

Element: Symmetrical Parabola
 PVC 1410+41.3256 388.9467
 PVI1415+55.8855 R1 380.9129
 PVT1420+70.4455 R1 363.3107
 Length: 1029.1199
 Entrance Grade: -1.56%
 Exit Grade: -3.42%
 $r = (g2 - g1) / L:$ -0.1807
 $K = 1 / (g2 - g1):$ 553.4322
 Middle Ordinate: -2.3921

NOTE:
 PROFILE INCLUDED FOR DESIGN CHECK ONLY. THE PROPOSED PROFILE GRADE LINE IS CONTROLLED BY THE TYPICAL SECTIONS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



US 175
 ALIGNMENT DATA

SCALE: NTS		SHEET 9 OF 15		
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059

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US 175 WB VERTICAL ALIGNMENT DATA (CONT.)

US 175 WB VERTICAL ALIGNMENT DATA (CONT.)

Element: Linear
 PVT1420+70.4455 R1 363.3107
 PVC1423+80.4558 R1 352.7058
 Tangent Grade: -3.42%
 Tangent Length: 310.0103

Element: Symmetrical Parabola
 PVC1423+80.4558 R1 352.7058
 PVI1429+46.7263 R1 333.3347
 PVT1435+12.9968 R1 333.322
 Length: 1132.5409
 Entrance Grade: -3.42%
 Exit Grade: 0.00%
 $r = (g2 - g1) / L:$ 0.3018
 $K = 1 / (g2 - g1):$ 331.2914
 Middle Ordinate: 4.8396

Element: Linear
 PVT1435+12.9968 R1 333.322
 PVC 1502+19.2439 333.1707
 Tangent Grade: 0.00%
 Tangent Length: 6706.2471

Element: Symmetrical Parabola
 PVC 1502+19.2439 333.1707
 PVI1505+92.7397 R1 333.1623
 PVT 1509+66.2356 337.7072
 VLOW 1502+20.6258 R1 333.1707
 Length: 746.9917
 Entrance Grade: 0.00%
 Exit Grade: 1.22%
 $r = (g2 - g1) / L:$ 0.1632
 $K = 1 / (g2 - g1):$ 612.732
 Middle Ordinate: 1.1383

Element: Linear
 PVT 1509+66.2356 337.7072
 PVC 1517+46.7330 347.2048
 Tangent Grade: 1.22%
 Tangent Length: 780.4974

Element: Symmetrical Parabola
 PVC 1517+46.7330 347.2048
 PVI1536+68.7162 R1 370.5927
 PVT1555+90.6994 R1 370.6491
 Length: 3843.9663
 Entrance Grade: 1.22%
 Exit Grade: 0.00%
 $r = (g2 - g1) / L:$ -0.0316
 $K = 1 / (g2 - g1):$ 3166.5675
 Middle Ordinate: -5.8328

Element: Linear
 PVT1555+90.6994 R1 370.6491
 PVC1569+53.6004 R1 370.6892
 Tangent Grade: 0.00%
 Tangent Length: 1362.9011

Element: Symmetrical Parabola
 PVC1569+53.6004 R1 370.6892
 PVI1577+06.2823 R1 370.7113
 PVT1584+58.9641 R1 352.2594
 VHIGH 1569+55.4030 370.6892
 Length: 1505.3637
 Entrance Grade: 0.00%
 Exit Grade: -2.45%
 $r = (g2 - g1) / L:$ -0.163
 $K = 1 / (g2 - g1):$ 613.3249
 Middle Ordinate: -4.6185

Element: Linear
 PVT1584+58.9641 R1 352.2594
 PVC1587+29.6182 R1 345.6243
 Tangent Grade: -2.45%
 Tangent Length: 270.6541

Element: Symmetrical Parabola
 PVC1587+29.6182 R1 345.6243
 PVI1592+70.7165 R1 332.3593
 PVT 1598+11.8149 332.4274
 VLOW 1598+06.2879 332.4271
 Length: 1082.1967
 Entrance Grade: -2.45%
 Exit Grade: 0.01%
 $r = (g2 - g1) / L:$ 0.2277
 $K = 1 / (g2 - g1):$ 439.1896
 Middle Ordinate: 3.3333

Element: Linear
 PVT 1598+11.8149 332.4274
 PVC 1659+67.2050 333.2021
 Tangent Grade: 0.01%
 Tangent Length: 6155.3901

Element: Symmetrical Parabola
 PVC 1659+67.2050 333.2021
 PVI1664+40.9643 R1 333.2617
 PVT 1669+14.7236 344.9749
 Length: 947.5186
 Entrance Grade: 0.01%
 Exit Grade: 2.47%
 $r = (g2 - g1) / L:$ 0.2596
 $K = 1 / (g2 - g1):$ 385.2
 Middle Ordinate: 2.9134

Element: Linear
 PVT 1669+14.7236 344.9749
 PVC 1679+68.0769 371.0179
 Tangent Grade: 2.47%
 Tangent Length: 1053.3532

Element: Symmetrical Parabola
 PVC 1679+68.0769 371.0179
 PVI 1686+95.5679 389.0044
 PVT 1694+23.0590 382.568
 VHIGH1690+39.6124 R1 384.2642
 Length: 1454.9821
 Entrance Grade: 2.47%
 Exit Grade: -0.88%
 $r = (g2 - g1) / L:$ -0.2307
 $K = 1 / (g2 - g1):$ 433.4
 Middle Ordinate: -6.1057

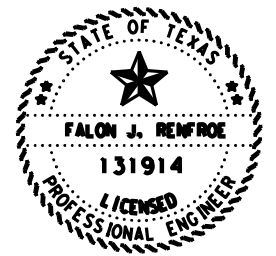
Element: Linear
 PVT 1694+23.0590 382.568
 PVC 1697+06.9980 380.0558
 Tangent Grade: -0.88%
 Tangent Length: 283.9389

Element: Symmetrical Parabola
 PVC 1697+06.9980 380.0558
 PVI1715+68.5353 R1 363.5861
 PVT 1734+30.0726 375.8443
 VLOW 1718+41.4346 370.6137
 Length: 3723.0746
 Entrance Grade: -0.88%
 Exit Grade: 0.66%
 $r = (g2 - g1) / L:$ 0.0415
 $K = 1 / (g2 - g1):$ 2412.5
 Middle Ordinate: 7.182

Element: Linear
 PVT 1734+30.0726 375.8443
 PVC1765+33.3003 R1 396.2792
 Tangent Grade: 0.66%
 Tangent Length: 3103.2278

NOTE:

PROFILE INCLUDED FOR DESIGN CHECK ONLY. THE PROPOSED PROFILE GRADE LINE IS CONTROLLED BY THE TYPICAL SECTIONS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



US 175
ALIGNMENT DATA

SCALE: NTS			SHEET 10 OF 15	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	167
JR	CONTROL	SECTION	JOB	
CHECK	VD	0197	05 059	

US 175 WB VERTICAL ALIGNMENT DATA (CONT.)

Element: Symmetrical Parabola
 PVC1765+33.3003 R1 396.2792
 PVI 1766+84.0150 397.2716
 PVT 1768+34.7296 400.5585
 Length: 301.4293
 Entrance Grade: 0.66%
 Exit Grade: 2.18%
 $r = (g_2 - g_1) / L$: 0.5051
 $K = 1 / (g_2 - g_1)$: 198
 Middle Ordinate: 0.5736

Element: Linear
 PVT 1768+34.7296 400.5585
 PVC1775+83.7244 R1 416.8932
 Tangent Grade: 2.18%
 Tangent Length: 748.9948

Element: Symmetrical Parabola
 PVC1775+83.7244 R1 416.8932
 PVI1785+84.0388 R1 438.7087
 PVT1795+84.3532 R1 423.269
 VHIGH 1787+55.2330 429.6677
 Length: 2000.6288
 Entrance Grade: 2.18%
 Exit Grade: -1.54%
 $r = (g_2 - g_1) / L$: -0.1862
 $K = 1 / (g_2 - g_1)$: 537.1741
 Middle Ordinate: -9.3138

Element: Linear
 PVT1795+84.3532 R1 423.269
 PVC1799+11.9983 R1 418.2119
 Tangent Grade: -1.54%
 Tangent Length: 327.6451

Element: Symmetrical Parabola
 PVC1799+11.9983 R1 418.2119
 PVI 1801+88.4159 413.9454
 PVT 1804+64.8336 415.2314
 VLOW 1803+36.7968 R1 414.9335
 Length: 552.8353
 Entrance Grade: -1.54%
 Exit Grade: 0.47%
 $r = (g_2 - g_1) / L$: 0.3633
 $K = 1 / (g_2 - g_1)$: 275.2203
 Middle Ordinate: 1.3881

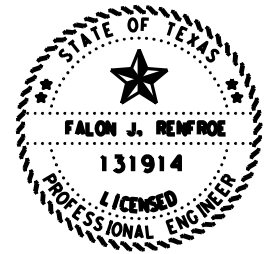
Element: Linear
 PVT 1804+64.8336 415.2314
 PVC1818+28.1804 R1 421.5739
 Tangent Grade: 0.47%
 Tangent Length: 1363.3468

Element: Symmetrical Parabola
 PVC1818+28.1804 R1 421.5739
 PVI1822+86.6375 R1 423.7067
 PVT1827+45.0947 R1 420.4464
 VHIGH 1821+90.7930 422.4173
 Length: 916.9143
 Entrance Grade: 0.47%
 Exit Grade: -0.71%
 $r = (g_2 - g_1) / L$: -0.1283
 $K = 1 / (g_2 - g_1)$: 779.4506
 Middle Ordinate: -1.3483

Element: Linear
 PVT1827+45.0947 R1 420.4464
 POE 1865+66.2616 393.2724
 Tangent Grade: -0.71%
 Tangent Length: 3821.1669

NOTE:

PROFILE INCLUDED FOR DESIGN CHECK ONLY. THE PROPOSED PROFILE GRADE LINE IS CONTROLLED BY THE TYPICAL SECTIONS.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



US 175
ALIGNMENT DATA

SCALE: NTS			SHEET 11 OF 15	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059

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US 175 EB SUPERELEVATION DATA

US 175 EB SUPERELEVATION DATA (CONT.)

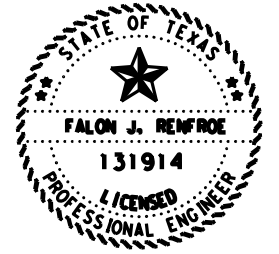
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 Base Horizontal: US175_EB
 Standards Filename: C:\xtdot\pw_online\xtdot5\faLon_renfroe\0143138\Linear_1.0-Lane_50-80mph.sep
 Design Speed: 70
 Pivot Method:
 Transition Type: Linear
 Number Of Lanes: 1
 Facility: Undivided
 E Selection: 6% e max 70mph
 L Selection: all cases

Station	Cross	Point Type	Transition
1847+70.0002 R1	-3.20%	Full Super Out	Linear
1849+26.0002 R1	-2.00%	Normal Crown Out	Linear
1851+00.0002 R1	-2.00%	Normal Crown In	Linear
1851+60.0002 R1	0.00%	Level Crown In	Linear
1852+20.0002 R1	2.00%	Reverse Crown In	Linear
1852+65.0002 R1	3.50%	Full Super In	Linear
1857+10.0002 R1	3.50%	Full Super Out	Linear
1857+55.0002 R1	2.00%	Reverse Crown Out	Linear
1858+15.0002 R1	0.00%	Level Crown Out	Linear
1858+75.0002 R1	-2.00%	Normal Crown Out	Linear
1860+68.0002 R1	-2.00%	Normal Crown In	Linear
1862+90.0002 R1	-5.40%	Full Super In	Linear
1877+35.0002 R1	-5.40%	Full Super Out	Linear
1879+57.0002 R1	-2.00%	Normal Crown Out	Linear
1895+07.1298 R1	-2.00%	Normal Crown	Linear

Superelevation % RT

Station	Cross	Point Type	Transition
1294+64.0000 R1	-2.00%	Normal Crown	Linear
1307+25.0001 R1	-2.00%	Normal Crown In	Linear
1309+35.0001 R1	0.00%	Full Super In	Linear
1317+70.0001 R1	5.00%	Full Super Out	Linear
1318+60.0001 R1	2.00%	Reverse Crown Out	Linear
1319+20.0001 R1	0.00%	Level Crown Out	Linear
1319+80.0001 R1	-2.00%	Normal Crown Out	Linear
1346+70.0001 R1	-2.00%	Normal Crown In	Linear
1348+65.0001 R1	-4.50%	Full Super In	Linear
1375+35.0001 R1	-4.50%	Full Super Out	Linear
1377+30.0001 R1	-2.00%	Normal Crown Out	Linear
1678+16.0002 R1	-2.00%	Normal Crown In	Linear
1679+75.0002 R1	-3.30%	Full Super In	Linear
1705+25.0002 R1	-3.30%	Full Super Out	Linear
1706+84.0002 R1	-2.00%	Normal Crown Out	Linear
1717+62.0002 R1	-2.00%	Normal Crown In	Linear
1718+22.0002 R1	0.00%	Level Crown In	Linear
1718+82.0002 R1	2.00%	Reverse Crown In	Linear
1719+60.0002 R1	4.60%	Full Super In	Linear
1724+30.0002 R1	4.60%	Full Super Out	Linear
1725+08.0002 R1	2.00%	Reverse Crown Out	Linear
1725+68.0002 R1	0.00%	Level Crown Out	Linear
1726+28.0002 R1	-2.00%	Normal Crown Out	Linear
1727+75.0002 R1	-2.00%	Normal Crown In	Linear
1729+70.0002 R1	-4.50%	Full Super In	Linear
1734+85.0002 R1	-4.50%	Full Super Out	Linear
1736+80.0002 R1	-2.00%	Normal Crown Out	Linear
1754+80.0002 R1	-2.00%	Normal Crown In	Linear
1755+40.0002 R1	0.00%	Level Crown In	Linear
1756+00.0002 R1	2.00%	Reverse Crown In	Linear
1756+15.0002 R1	2.50%	Full Super In	Linear
1764+30.0002 R1	2.50%	Full Super Out	Linear
1764+45.0002 R1	2.00%	Reverse Crown Out	Linear
1765+05.0002 R1	0.00%	Level Crown Out	Linear
1765+65.0002 R1	-2.00%	Normal Crown Out	Linear
1790+45.0002 R1	-2.00%	Normal Crown In	Linear
1791+05.0002 R1	0.00%	Level Crown In	Linear
1791+65.0002 R1	2.00%	Reverse Crown In	Linear
1792+70.0002 R1	5.50%	Full Super In	Linear
1820+75.0002 R1	5.50%	Full Super Out	Linear
1821+80.0002 R1	2.00%	Reverse Crown Out	Linear
1822+40.0002 R1	0.00%	Level Crown Out	Linear
1823+00.0002 R1	-2.00%	Normal Crown Out	Linear
1823+38.0002 R1	-2.00%	Normal Crown In	Linear
1823+98.0002 R1	0.00%	Level Crown In	Linear
1824+58.0002 R1	2.00%	Reverse Crown In	Linear
1825+00.0002 R1	3.40%	Full Super In	Linear
1830+45.0002 R1	3.40%	Full Super Out	Linear
1830+87.0002 R1	2.00%	Reverse Crown Out	Linear
1831+47.0002 R1	0.00%	Level Crown Out	Linear
1832+07.0002 R1	-2.00%	Normal Crown Out	Linear
1832+60.0002 R1	-2.00%	Normal Crown In	Linear
1834+40.0002 R1	-4.00%	Full Super In	Linear
1838+35.0002 R1	-4.00%	Full Super Out	Linear
1838+95.0002 R1	-2.00%	Normal Crown Out	Linear
1841+39.0002 R1	-2.00%	Normal Crown In	Linear
1841+75.0002 R1	-3.20%	Full Super In	Linear

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Falon Renfroe

P.E. 04.13.23

Signature of Registrant & Date



US 175
ALIGNMENT DATA

SCALE: NTS SHEET 12 OF 15

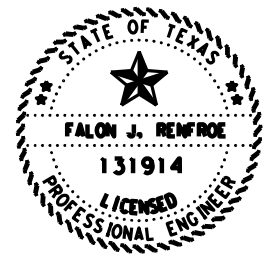
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
	JR	TEXAS	DAL	KAUFMAN
CHECK		CONTROL	SECTION	JOB
	VD	0197	05	059

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US 175 EB SUPERELEVATION DATA (CONT.)

1834+40.0002 R1	4.00%	Full Super In	Linear
1838+35.0002 R1	4.00%	Full Super Out	Linear
1838+55.0002 R1	2.00%	Reverse Crown Out	Linear
1838+75.0002 R1	0.00%	Level Crown Out	Linear
1838+95.0002 R1	-2.00%	Normal Crown Out	Linear
1841+39.0002 R1	-2.00%	Normal Crown In	Linear
1841+52.8464 R1	0.00%	Level Crown In	Linear
1841+66.6925 R1	2.00%	Reverse Crown In	Linear
1841+75.0002 R1	3.20%	Full Super In	Linear
1847+70.0002 R1	3.20%	Full Super Out	Linear
1848+06.0002 R1	2.00%	Reverse Crown Out	Linear
1848+66.0002 R1	0.00%	Level Crown Out	Linear
1849+26.0002 R1	-2.00%	Normal Crown Out	Linear
1851+00.0002 R1	-2.00%	Normal Crown In	Linear
1852+65.0002 R1	-3.50%	Full Super In	Linear
1857+10.0002 R1	-3.50%	Full Super Out	Linear
1858+75.0002 R1	-2.00%	Normal Crown Out	Linear
1860+68.0002 R1	-2.00%	Normal Crown In	Linear
1861+28.0002 R1	0.00%	Level Crown In	Linear
1861+88.0002 R1	2.00%	Reverse Crown In	Linear
1862+90.0002 R1	5.40%	Full Super In	Linear
1877+35.0002 R1	5.40%	Full Super Out	Linear
1878+37.0002 R1	2.00%	Reverse Crown Out	Linear
1878+97.0002 R1	0.00%	Level Crown Out	Linear
1879+57.0002 R1	-2.00%	Normal Crown Out	Linear
1895+07.1298 R1	-2.00%	Normal Crown	Linear

DATE: 4/12/2023 4:11:27 PM
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Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



US 175
ALIGNMENT DATA

SCALE: NTS			SHEET 13 OF 15	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059
				170

US 175 WB SUPERELEVATION DATA

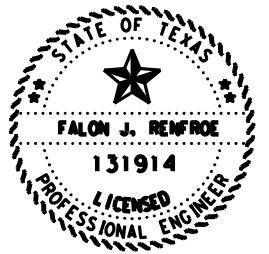
US 175 WB SUPERELEVATION DATA (CONT.)

Section Name: US175WB-1
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 Standards Filename: c:\txdot\pw_online\txdot5\fa\lon.renfroee\014
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 Design Speed: 70
 Pivot Method:
 Transition Type: Linear
 Number Of Lanes: 1
 Facility: Undivided
 E Selection: 6% e max 70mph
 L Selection: all cases

1840+81.0002 R1 -2.00% Normal Crown In Linear
 1841+41.0002 R1 0.00% Level Crown In Linear
 1842+01.0002 R1 2.00% Reverse Crown In Linear
 1842+40.0002 R1 3.30% Full Super In Linear
 1848+30.0002 R1 3.30% Full Super Out Linear
 1848+69.0002 R1 2.00% Reverse Crown Out Linear
 1849+29.0002 R1 0.00% Level Crown Out Linear
 1849+89.0002 R1 -2.00% Normal Crown Out Linear
 1851+68.0002 R1 -2.00% Normal Crown In Linear
 1853+30.0002 R1 -3.40% Full Super In Linear
 1858+30.0002 R1 -3.40% Full Super Out Linear
 1859+92.0002 R1 -2.00% Normal Crown Out Linear
 1861+10.0002 R1 -2.00% Normal Crown In Linear
 1863+35.0002 R1 -5.50% Full Super In Linear
 1876+35.0002 R1 -5.50% Full Super Out Linear
 1878+60.0002 R1 -2.00% Normal Crown Out Linear
 1898+82.4773 R1 -2.00% Normal Crown Linear

Station	Cross	Point Type	Transition
1294+64.0000 R1	-2.00%	Normal Crown	
1299+78.0001 R1	-2.00%	Normal Crown In	Linear
1300+38.0001 R1	0.00%	Level Crown In	Linear
1300+98.0001 R1	2.00%	Reverse Crown In	Linear
1302+00.0001 R1	5.40%	Full Super In	Linear
1310+20.0001 R1	5.40%	Full Super Out	Linear
1311+22.0001 R1	2.00%	Reverse Crown Out	Linear
1311+82.0001 R1	0.00%	Level Crown Out	Linear
1312+42.0001 R1	-2.00%	Normal Crown Out	Linear
1317+87.0001 R1	-2.00%	Normal Crown In	Linear
1319+70.0001 R1	-4.10%	Full Super In	Linear
1321+80.0001 R1	-4.10%	Full Super Out	Linear
1323+63.0001 R1	-2.00%	Normal Crown Out	Linear
1347+72.0001 R1	-2.00%	Normal Crown In	Linear
1349+70.0001 R1	-4.60%	Full Super In	Linear
1375+35.0001 R1	-4.60%	Full Super Out	Linear
1377+33.0001 R1	-2.00%	Normal Crown Out	Linear
1678+13.0002 R1	-2.00%	Normal Crown In	Linear
1679+75.0002 R1	-3.40%	Full Super In	Linear
1704+75.0002 R1	-3.40%	Full Super Out	Linear
1706+37.0002 R1	-2.00%	Normal Crown Out	Linear
1717+00.0002 R1	-2.00%	Normal Crown In	Linear
1718+95.0002 R1	-4.50%	Full Super In	Linear
1723+80.0002 R1	-4.50%	Full Super Out	Linear
1725+75.0002 R1	-2.00%	Normal Crown Out	Linear
1727+15.0002 R1	-2.00%	Normal Crown In	Linear
1727+75.0002 R1	0.00%	Level Crown In	Linear
1728+35.0002 R1	2.00%	Reverse Crown In	Linear
1729+10.0002 R1	4.50%	Full Super In	Linear
1733+90.0002 R1	4.50%	Full Super Out	Linear
1734+65.0002 R1	2.00%	Reverse Crown Out	Linear
1735+25.0002 R1	0.00%	Level Crown Out	Linear
1735+85.0002 R1	-2.00%	Normal Crown Out	Linear
1738+50.0002 R1	-2.00%	Normal Crown In	Linear
1739+10.0002 R1	0.00%	Level Crown In	Linear
1739+70.0002 R1	2.00%	Full Super In	Linear
1751+70.0002 R1	2.00%	Full Super Out	Linear
1752+30.0002 R1	0.00%	Level Crown Out	Linear
1752+90.0002 R1	-2.00%	Normal Crown Out	Linear
1754+69.0002 R1	-2.00%	Normal Crown In	Linear
1756+10.0002 R1	-2.70%	Full Super In	Linear
1763+55.0002 R1	-2.70%	Full Super Out	Linear
1764+96.0002 R1	-2.00%	Normal Crown Out	Linear
1789+93.0002 R1	-2.00%	Normal Crown In	Linear
1790+53.0002 R1	0.00%	Level Crown In	Linear
1791+13.0002 R1	2.00%	Reverse Crown In	Linear
1792+15.0002 R1	5.40%	Full Super In	Linear
1821+35.0002 R1	5.40%	Full Super Out	Linear
1822+37.0002 R1	2.00%	Reverse Crown Out	Linear
1822+97.0002 R1	0.00%	Level Crown Out	Linear
1823+57.0002 R1	-2.00%	Normal Crown Out	Linear
1824+61.0002 R1	-2.00%	Normal Crown In	Linear
1826+35.0002 R1	-3.80%	Full Super In	Linear
1831+40.0002 R1	-3.80%	Full Super Out	Linear
1834+60.0002 R1	4.30%	Full Super In	Linear
1838+20.0002 R1	4.30%	Full Super Out	Linear
1838+89.0002 R1	2.00%	Reverse Crown Out	Linear
1839+49.0002 R1	0.00%	Level Crown Out	Linear
1840+09.0002 R1	-2.00%	Normal Crown Out	Linear

Station	Cross	Point Type	Transition
1294+64.0000 R1	-2.00%	Normal Crown	
1299+78.0001 R1	-2.00%	Normal Crown In	Linear
1302+00.0001 R1	-5.40%	Full Super In	Linear
1310+20.0001 R1	-5.40%	Full Super Out	Linear
1312+42.0001 R1	-2.00%	Normal Crown Out	Linear
1317+87.0001 R1	-2.00%	Normal Crown In	Linear
1318+47.0001 R1	0.00%	Level Crown In	Linear
1319+07.0001 R1	2.00%	Reverse Crown In	Linear
1319+70.0001 R1	4.10%	Full Super In	Linear
1321+80.0001 R1	4.10%	Full Super Out	Linear
1322+43.0001 R1	2.00%	Reverse Crown Out	Linear
1323+03.0001 R1	0.00%	Level Crown Out	Linear
1323+63.0001 R1	-2.00%	Normal Crown Out	Linear
1347+72.0001 R1	-2.00%	Normal Crown In	Linear
1348+32.0001 R1	0.00%	Level Crown In	Linear
1348+92.0001 R1	2.00%	Reverse Crown In	Linear
1349+70.0001 R1	4.60%	Full Super In	Linear
1375+35.0001 R1	4.60%	Full Super Out	Linear
1376+13.0001 R1	2.00%	Reverse Crown Out	Linear
1376+73.0001 R1	0.00%	Level Crown Out	Linear
1377+33.0001 R1	-2.00%	Normal Crown Out	Linear
1678+13.0002 R1	-2.00%	Normal Crown In	Linear
1678+73.0002 R1	0.00%	Level Crown In	Linear
1679+33.0002 R1	2.00%	Reverse Crown In	Linear
1679+75.0002 R1	3.40%	Full Super In	Linear
1704+75.0002 R1	3.40%	Full Super Out	Linear
1705+17.0002 R1	2.00%	Reverse Crown Out	Linear
1705+77.0002 R1	0.00%	Level Crown Out	Linear
1706+37.0002 R1	-2.00%	Normal Crown Out	Linear
1717+00.0002 R1	-2.00%	Normal Crown In	Linear
1717+60.0002 R1	0.00%	Level Crown In	Linear
1718+20.0002 R1	2.00%	Reverse Crown In	Linear
1718+95.0002 R1	4.50%	Full Super In	Linear
1723+80.0002 R1	4.50%	Full Super Out	Linear
1724+55.0002 R1	2.00%	Reverse Crown Out	Linear
1725+15.0002 R1	0.00%	Level Crown Out	Linear
1725+75.0002 R1	-2.00%	Normal Crown Out	Linear
1727+15.0002 R1	-2.00%	Normal Crown In	Linear
1729+10.0002 R1	-4.50%	Full Super In	Linear
1733+90.0002 R1	-4.50%	Full Super Out	Linear
1735+85.0002 R1	-2.00%	Normal Crown Out	Linear
1754+69.0002 R1	-2.00%	Normal Crown In	Linear
1755+29.0002 R1	0.00%	Level Crown In	Linear
1755+89.0002 R1	2.00%	Reverse Crown In	Linear
1756+10.0002 R1	2.70%	Full Super In	Linear
1763+55.0002 R1	2.70%	Full Super Out	Linear
1763+76.0002 R1	2.00%	Reverse Crown Out	Linear
1764+36.0002 R1	0.00%	Level Crown Out	Linear
1764+96.0002 R1	-2.00%	Normal Crown Out	Linear
1789+93.0002 R1	-2.00%	Normal Crown In	Linear
1792+15.0002 R1	-5.40%	Full Super In	Linear
1821+35.0002 R1	-5.40%	Full Super Out	Linear



Falon Renfro
 Signature of Registrant & Date P.E. 04.13.23



US 175
ALIGNMENT DATA

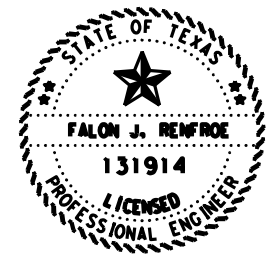
SCALE: NTS				SHEET 14 OF 15
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059

171

US 175 WB SUPERELEVATION DATA (CONT.)

1823+57.0002 R1	-2.00%	Normal Crown Out	Linear
1824+61.0002 R1	-2.00%	Normal Crown In	Linear
1825+21.0002 R1	0.00%	Level Crown In	Linear
1825+81.0002 R1	2.00%	Reverse Crown In	Linear
1826+35.0002 R1	3.80%	Full Super In	Linear
1831+40.0002 R1	3.80%	Full Super Out	Linear
1834+60.0002 R1	-4.30%	Full Super In	Linear
1838+20.0002 R1	-4.30%	Full Super Out	Linear
1840+09.0002 R1	-2.00%	Normal Crown Out	Linear
1840+81.0002 R1	-2.00%	Normal Crown In	Linear
1842+40.0002 R1	-3.30%	Full Super In	Linear
1848+30.0002 R1	-3.30%	Full Super Out	Linear
1849+89.0002 R1	-2.00%	Normal Crown Out	Linear
1851+68.0002 R1	-2.00%	Normal Crown In	Linear
1852+28.0002 R1	0.00%	Level Crown In	Linear
1852+88.0002 R1	2.00%	Reverse Crown In	Linear
1853+30.0002 R1	3.40%	Full Super In	Linear
1858+30.0002 R1	3.40%	Full Super Out	Linear
1858+72.0002 R1	2.00%	Reverse Crown Out	Linear
1859+32.0002 R1	0.00%	Level Crown Out	Linear
1859+92.0002 R1	-2.00%	Normal Crown Out	Linear
1861+10.0002 R1	-2.00%	Normal Crown In	Linear
1861+70.0002 R1	0.00%	Level Crown In	Linear
1862+30.0002 R1	2.00%	Reverse Crown In	Linear
1863+35.0002 R1	5.50%	Full Super In	Linear
1876+35.0002 R1	5.50%	Full Super Out	Linear
1877+40.0002 R1	2.00%	Reverse Crown Out	Linear
1878+00.0002 R1	0.00%	Level Crown Out	Linear
1878+60.0002 R1	-2.00%	Normal Crown Out	Linear
1898+82.4773 R1	-2.00%	Normal Crown	Linear

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Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

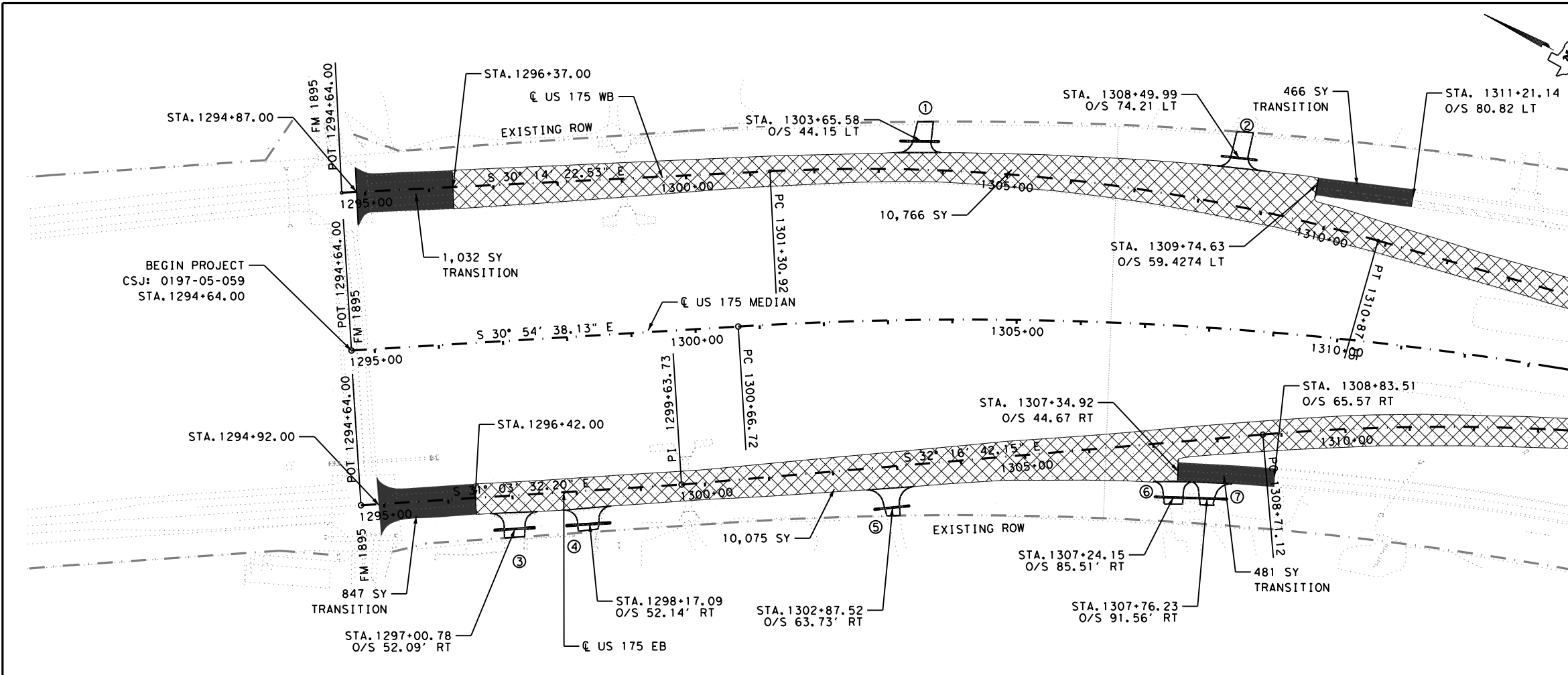


US 175
ALIGNMENT DATA

SCALE: NTS			SHEET 15 OF 15	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059

172

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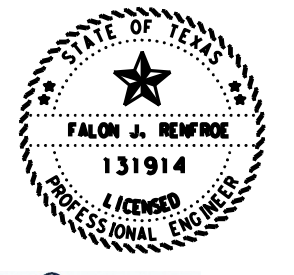
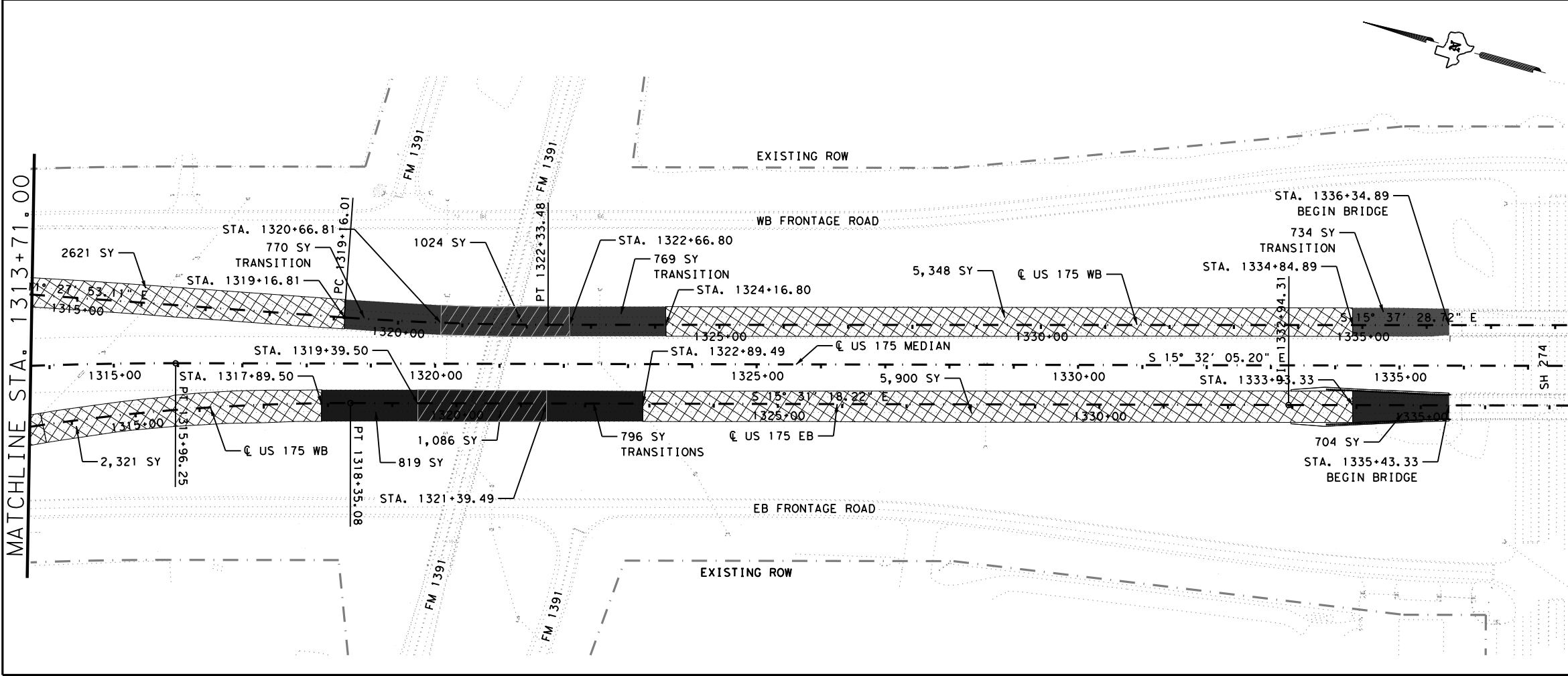
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 IN FT

LEGEND

- RUBBLIZATION
- CONCRETE TRANSITION
- ASPHALT TRANSITION
- PLANE & INLAY
- 5" OVERLAY (TO MATCH RUBBLIZATION)
- 2" OVERLAY
- FULL DEPTH CONCRETE REPAIR
- FULL DEPTH CONCRETE REPAIR AND OVERLAY
- DRIVEWAY NUMBER

NOTES:

1. PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER.
3. SEE MISCELLANEOUS DETAILS FOR ADDITIONAL TRANSITION INFORMATION.
4. MATCH LINE STATIONS BASED ON C US 175 MEDIAN
5. STATIONS THAT DENOTE PAVEMENT CHANGES & TRANSITIONS ARE BASED OFF THE C US 175 WB & C US 175 EB RESPECTIVELY.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

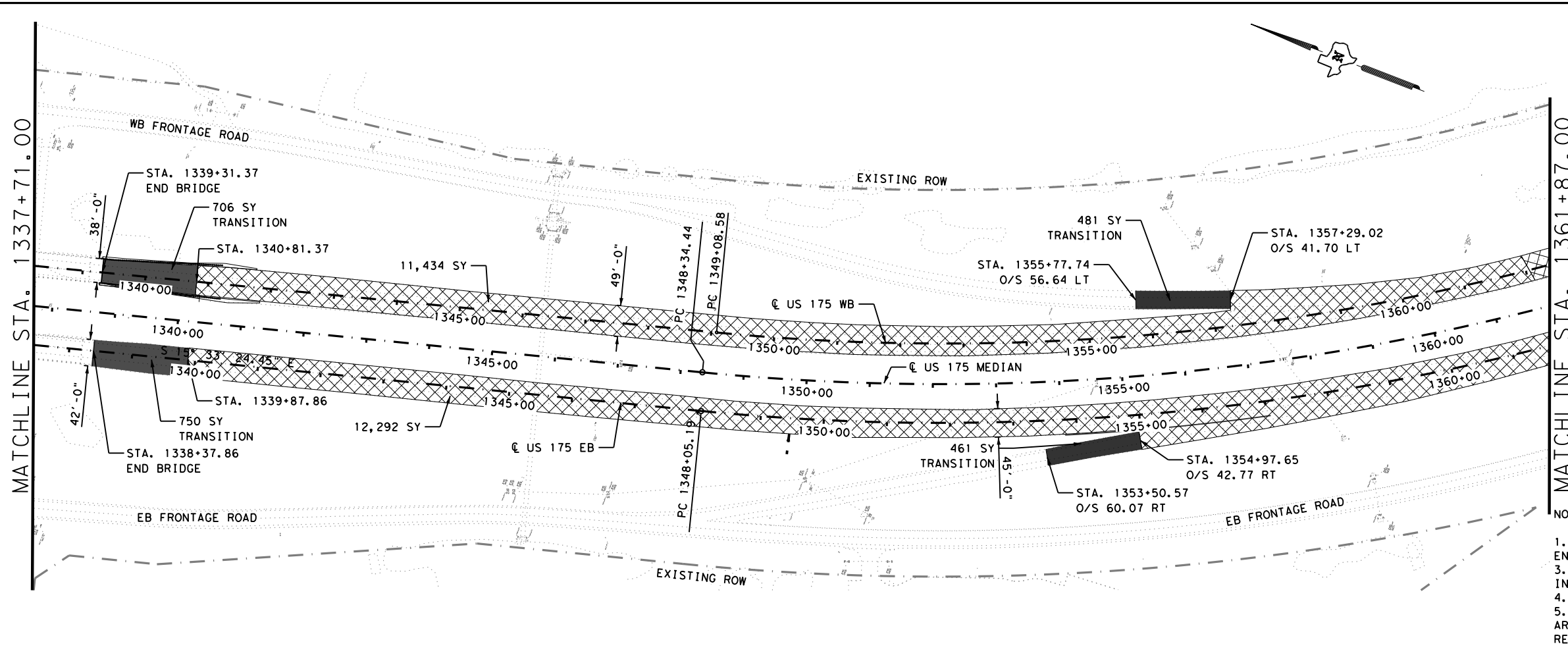


**US 175
 PLAN**

SCALE: 1"=200' SHEET 1 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	173
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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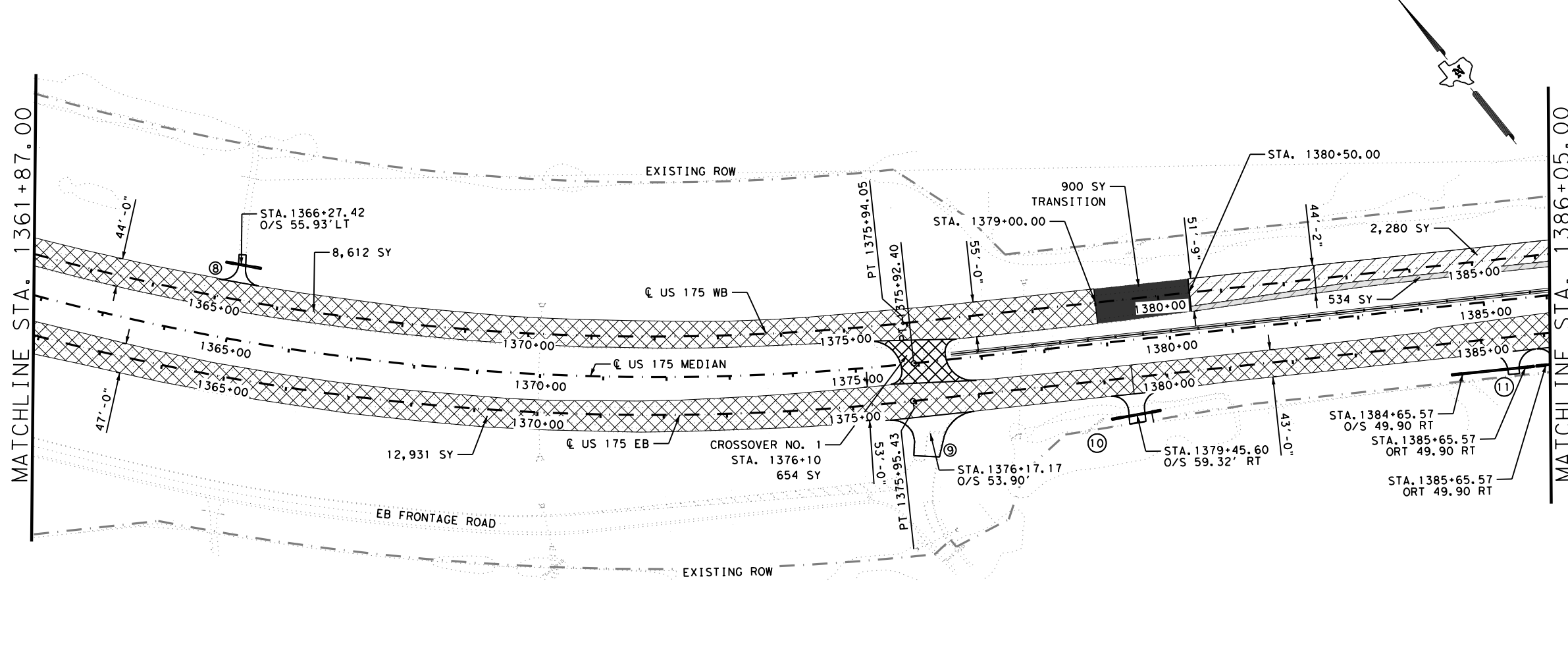
BAR SCALE:
 0 100 200
 IN FT

LEGEND

- RUBBLIZATION
- CONCRETE TRANSITION
- ASPHALT TRANSITION
- PLANE & INLAY
- 5" OVERLAY (TO MATCH RUBBLIZATION)
- 2" OVERLAY
- FULL DEPTH CONCRETE REPAIR
- FULL DEPTH CONCRETE REPAIR AND OVERLAY
- DRIVWAY NUMBER

NOTES:

1. PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER.
3. SEE MISCELLANEOUS DETAILS FOR ADDITIONAL TRANSITION INFORMATION.
4. MATCH LINE STATIONS BASED ON C US 175 MEDIAN
5. STATIONS THAT DENOTE PAVEMENT CHANGES & TRANSITIONS ARE BASED OFF THE C US 175 WB & C US 175 EB RESPECTIVELY.



Falon Renfro
 Signature of Registrant & Date 04.13.23
 P.E.

Texas Department of Transportation
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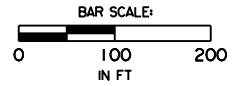
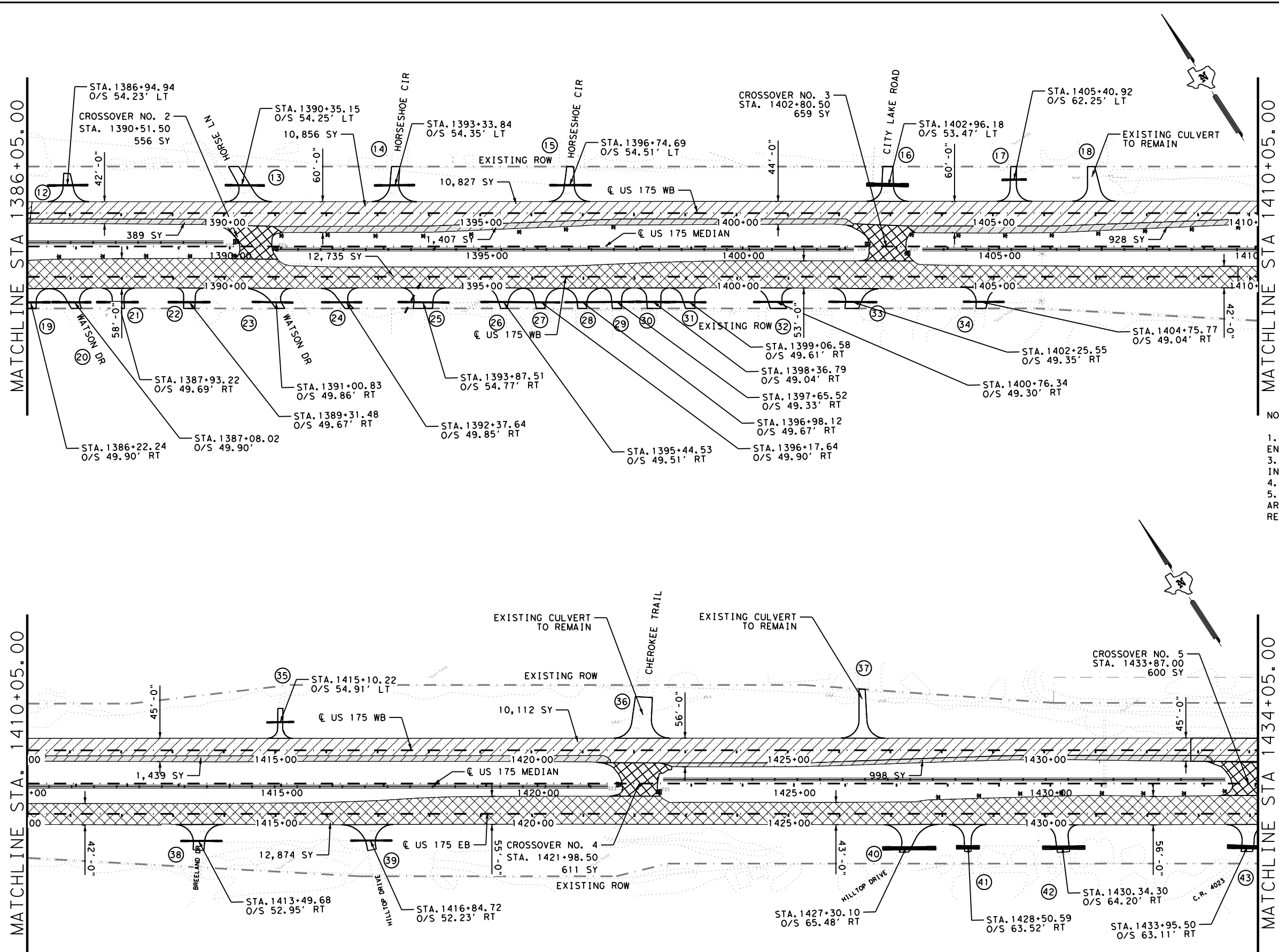
US 175
 PLAN

SCALE: 1"=200' SHEET 2 OF 12

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL		SECTION		JOB	
CHECK	VD	0197		05		059	

174

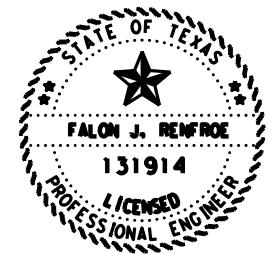
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LEGEND

	RUBBLIZATION
	CONCRETE TRANSITION
	ASPHALT TRANSITION
	PLANE & INLAY
	5" OVERLAY (TO MATCH RUBBLIZATION)
	2" OVERLAY
	FULL DEPTH CONCRETE REPAIR
	FULL DEPTH CONCRETE REPAIR AND OVERLAY
	DRIVEWAY NUMBER

- NOTES:
1. PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER.
 3. SEE MISCELLANEOUS DETAILS FOR ADDITIONAL TRANSITION INFORMATION.
 4. MATCH LINE STATIONS BASED ON C US 175 MEDIAN
 5. STATIONS THAT DENOTE PAVEMENT CHANGES & TRANSITIONS ARE BASED OFF THE C US 175 WB & C US175 EB RESPECTIVELY.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

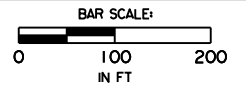
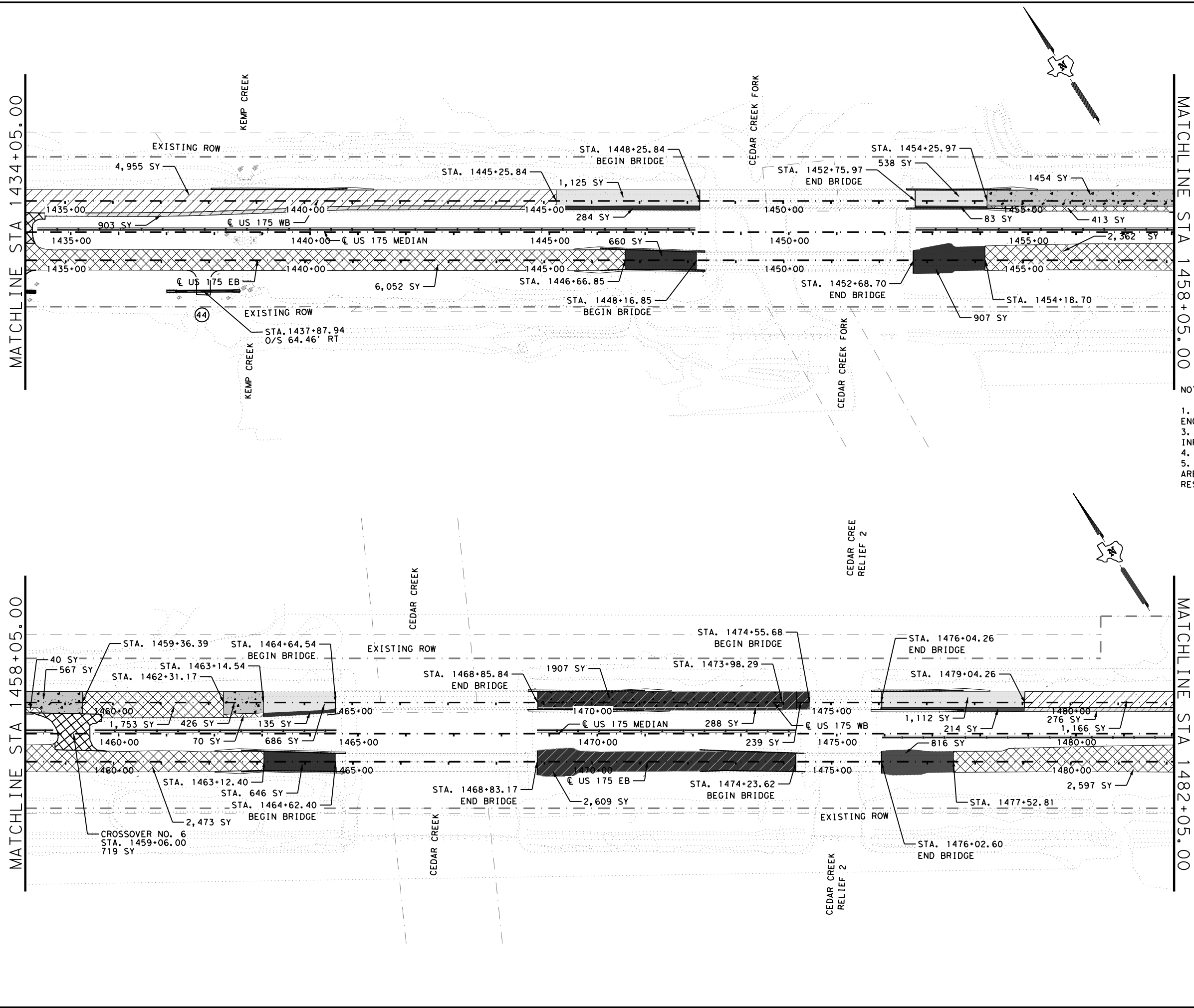


US 175
 PLAN

SCALE: 1"=200' SHEET 3 OF 12

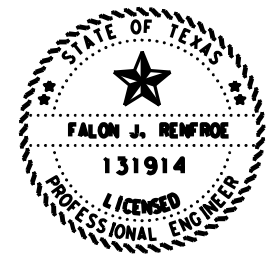
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	175
CHECK	CONTROL	SECTION	JOB	
VD	0197	05	059	

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- LEGEND**
- RUBBLIZATION
 - CONCRETE TRANSITION
 - ASPHALT TRANSITION
 - PLANE & INLAY
 - 5" OVERLAY (TO MATCH RUBBLIZATION)
 - 2" OVERLAY
 - FULL DEPTH CONCRETE REPAIR
 - FULL DEPTH CONCRETE REPAIR AND OVERLAY
 - DRIVEWAY NUMBER

- NOTES:**
1. PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER.
 3. SEE MISCELLANEOUS DETAILS FOR ADDITIONAL TRANSITION INFORMATION.
 4. MATCH LINE STATIONS BASED ON @ US 175 MEDIAN
 5. STATIONS THAT DENOTE PAVEMENT CHANGES & TRANSITIONS ARE BASED OFF THE @ US 175 WB & @ US175 EB RESPECTIVELY.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date



**US 175
 PLAN**

SCALE: 1"=200' SHEET 4 OF 12

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL		SECTION		JOB	
CHECK	VD		0197		05		059

176

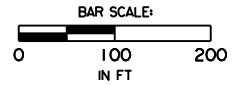
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MATCHLINE 1482+05.00

MATCHLINE STA 1506+05.00

MATCHLINE 1506+05.00

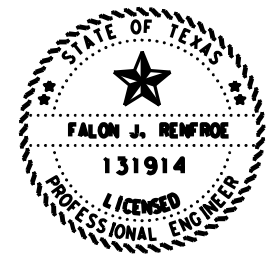
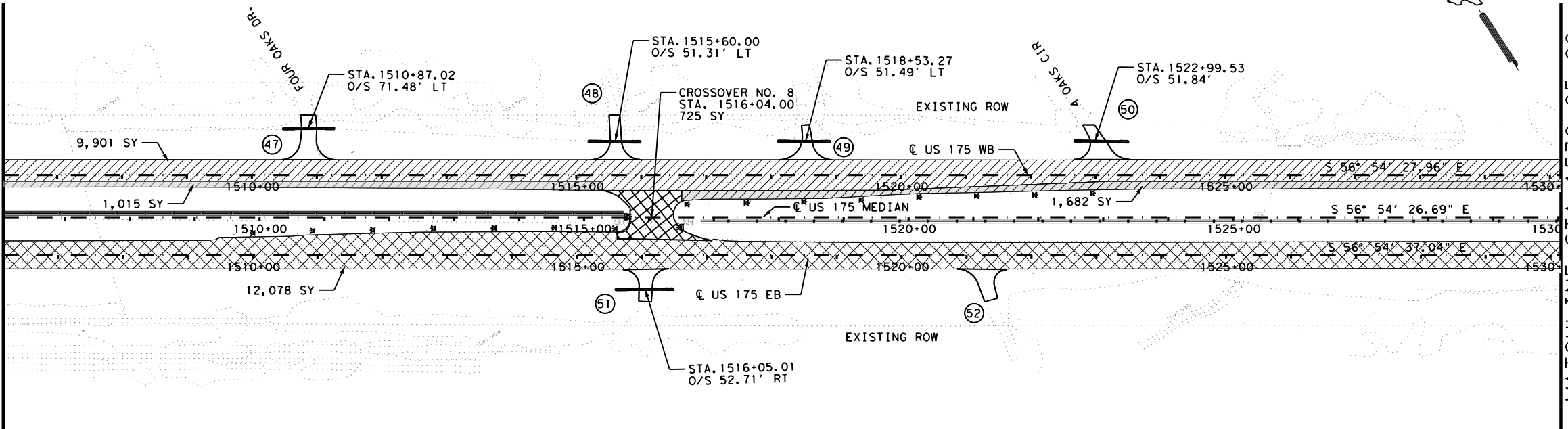
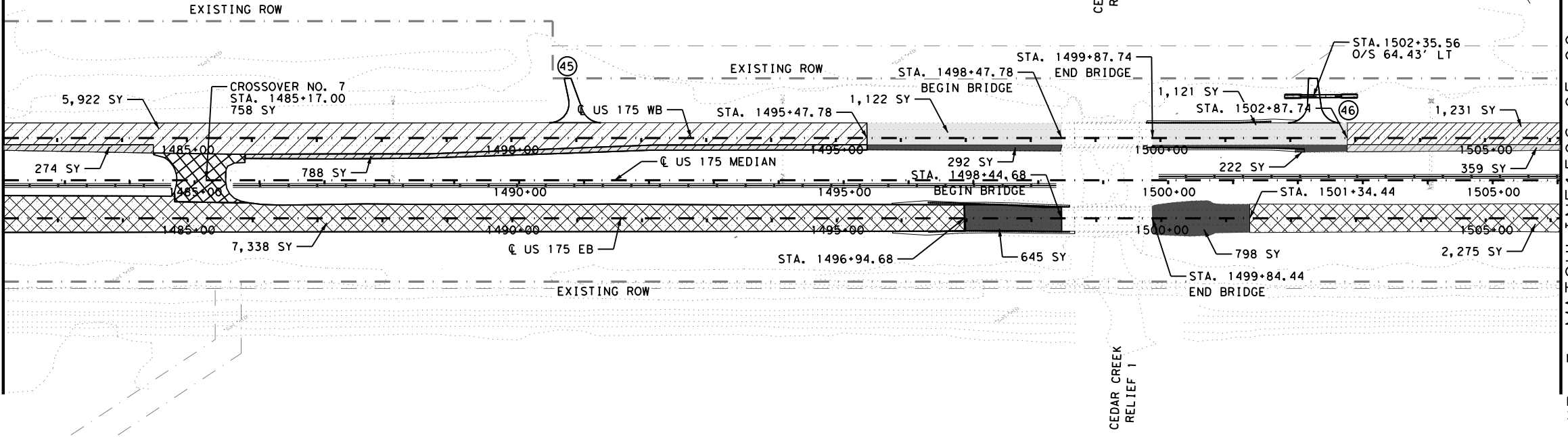
MATCHLINE STA 1530+05.00



LEGEND

- RUBBLIZATION
- CONCRETE TRANSITION
- ASPHALT TRANSITION
- PLANE & INLAY
- 5" OVERLAY (TO MATCH RUBBLIZATION)
- 2" OVERLAY
- FULL DEPTH CONCRETE REPAIR
- FULL DEPTH CONCRETE REPAIR AND OVERLAY
- DRIVEWAY NUMBER

- NOTES:**
1. PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER.
 3. SEE MISCELLANEOUS DETAILS FOR ADDITIONAL TRANSITION INFORMATION.
 4. MATCH LINE STATIONS BASED ON C US 175 MEDIAN
 5. STATIONS THAT DENOTE PAVEMENT CHANGES & TRANSITIONS ARE BASED OFF THE C US 175 WB & C US 175 EB RESPECTIVELY.



Falon Renfro P.E. 04.26.23
 Signature of Registrant & Date



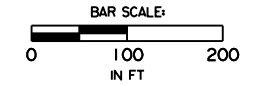
**US 175
 PLAN**

SCALE: 1"=200' SHEET 5 OF 12

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL		SECTION		JOB	
CHECK	VD		0197		05		059

177

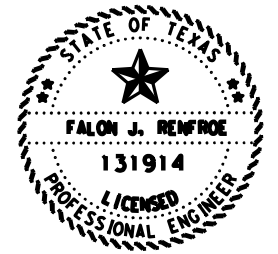
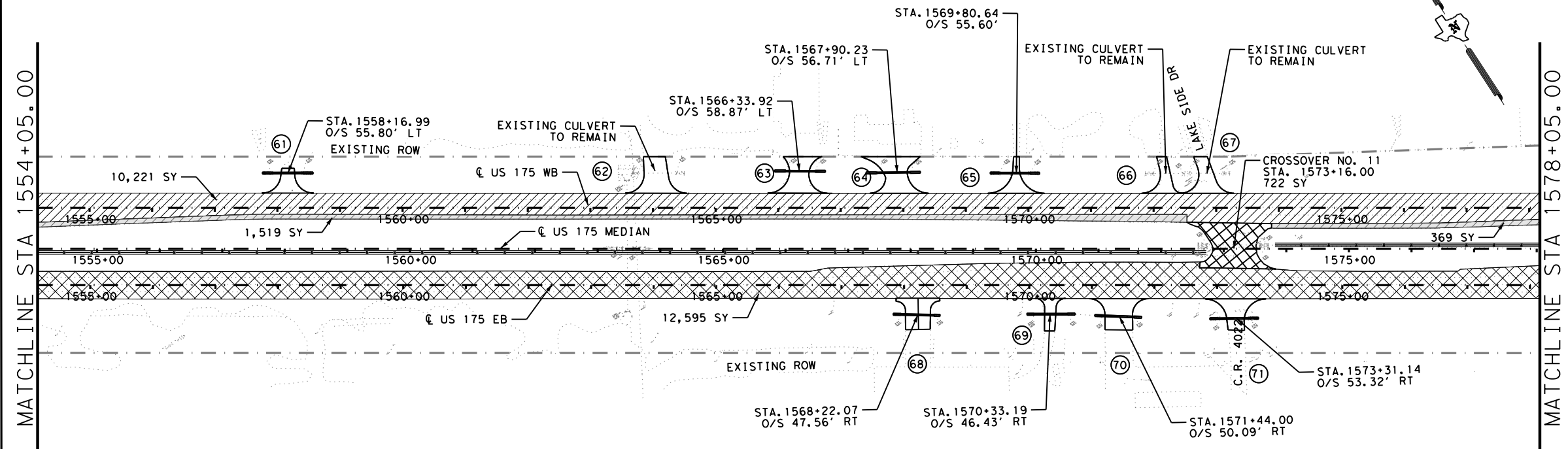
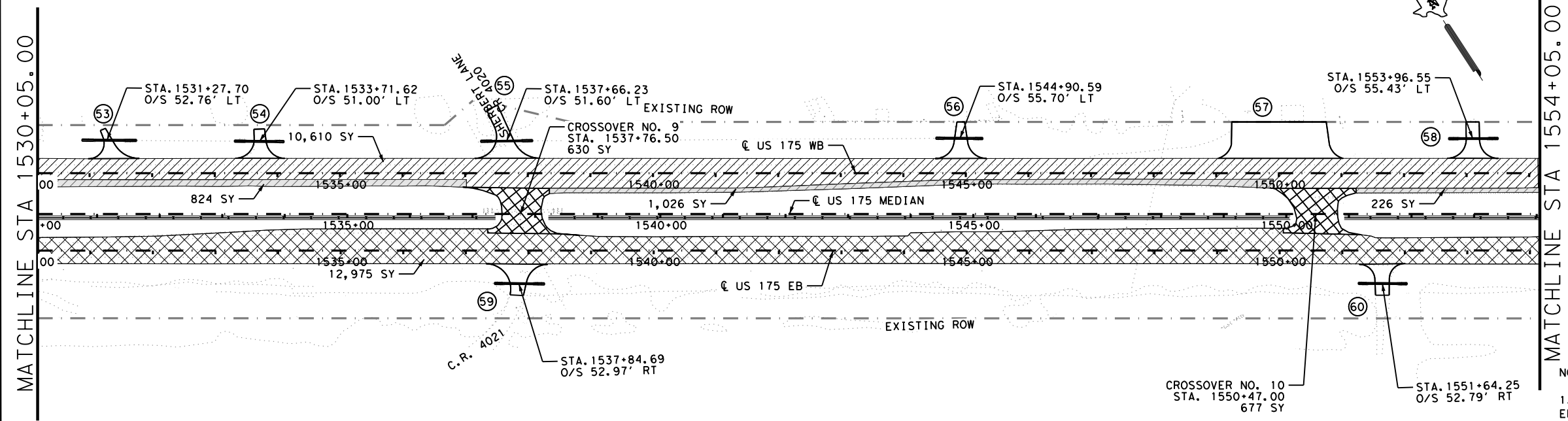
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LEGEND

- RUBBLIZATION
- CONCRETE TRANSITION
- ASPHALT TRANSITION
- PLANE & INLAY
- 5" OVERLAY (TO MATCH RUBBLIZATION)
- 2" OVERLAY
- FULL DEPTH CONCRETE REPAIR
- FULL DEPTH CONCRETE REPAIR AND OVERLAY
- DRIVEWAY NUMBER

- NOTES:**
1. PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER.
 3. SEE MISCELLANEOUS DETAILS FOR ADDITIONAL TRANSITION INFORMATION.
 4. MATCH LINE STATIONS BASED ON C US 175 MEDIAN
 5. STATIONS THAT DENOTE PAVEMENT CHANGES & TRANSITIONS ARE BASED OFF THE C US 175 WB & C US175 EB RESPECTIVELY.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

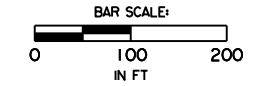
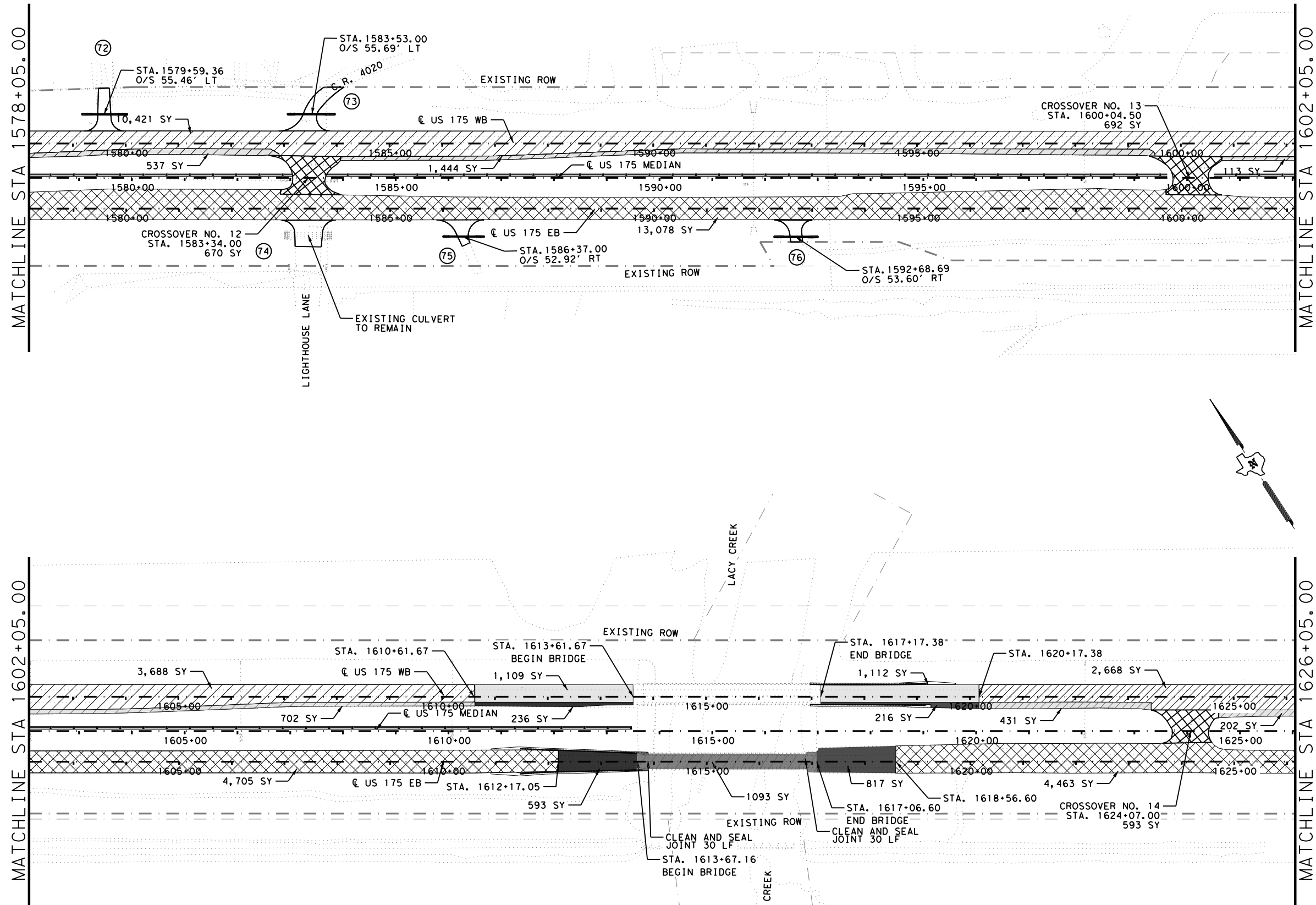


**US 175
 PLAN**

SCALE: 1"=200' SHEET 6 OF 12

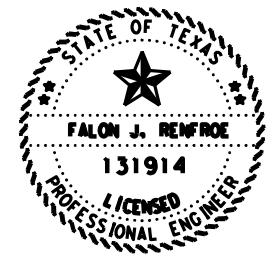
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GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
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CHECK	CONTROL	SECTION	JOB	
JR	0197	05	059	

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- LEGEND**
- RUBBLIZATION
 - CONCRETE TRANSITION
 - ASPHALT TRANSITION
 - PLANE & INLAY
 - 5" OVERLAY (TO MATCH RUBBLIZATION)
 - 2" OVERLAY
 - FULL DEPTH CONCRETE REPAIR
 - FULL DEPTH CONCRETE REPAIR AND OVERLAY
 - DRIVEWAY NUMBER

- NOTES:**
1. PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER.
 3. SEE MISCELLANEOUS DETAILS FOR ADDITIONAL TRANSITION INFORMATION.
 4. MATCH LINE STATIONS BASED ON C US 175 MEDIAN
 5. STATIONS THAT DENOTE PAVEMENT CHANGES & TRANSITIONS ARE BASED OFF THE C US 175 WB & C US 175 EB RESPECTIVELY.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 PLAN**

SCALE: 1"=200' SHEET 7 OF 12

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL		SECTION		JOB	
CHECK	VD	0197		05		059	

179

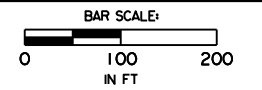
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MATCHLINE STA 1626+05.00

MATCHLINE STA 1650+05.00

MATCHLINE STA 1650+05.00

MATCHLINE STA 1674+05.00

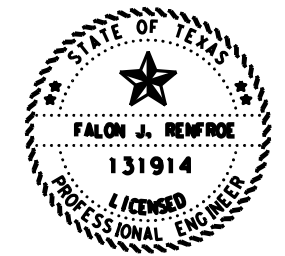
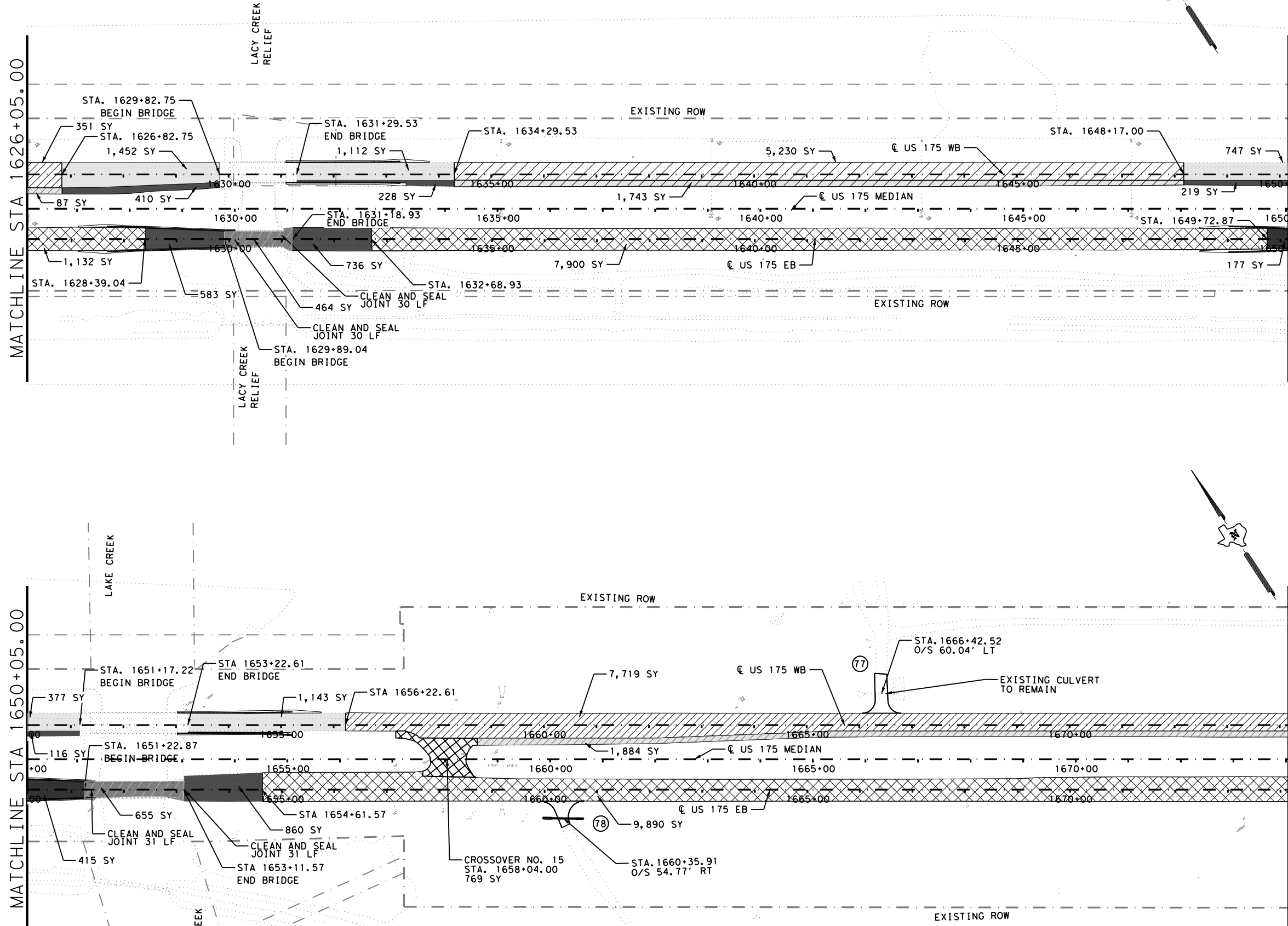


LEGEND

- RUBBLIZATION
- CONCRETE TRANSITION
- ASPHALT TRANSITION
- PLANE & INLAY
- 5" OVERLAY (TO MATCH RUBBLIZATION)
- 2" OVERLAY
- FULL DEPTH CONCRETE REPAIR
- FULL DEPTH CONCRETE REPAIR AND OVERLAY
- DRIVEWAY NUMBER

NOTES:

1. PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER.
3. SEE MISCELLANEOUS DETAILS FOR ADDITIONAL TRANSITION INFORMATION.
4. MATCH LINE STATIONS BASED ON @ US 175 MEDIAN
5. STATIONS THAT DENOTE PAVEMENT CHANGES & TRANSITIONS ARE BASED OFF THE @ US 175 WB & @ US175 EB RESPECTIVELY.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



US 175
 PLAN

SCALE: 1"=200' SHEET 8 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	180
JR	CONTROL	SECTION	JOB	
CHECK	VD	0197	05 059	

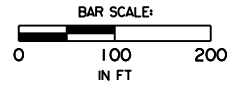
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MATCHLINE STA 1674+05.00

MATCHLINE STA 1698+19.00

MATCHLINE STA 1698+19.00

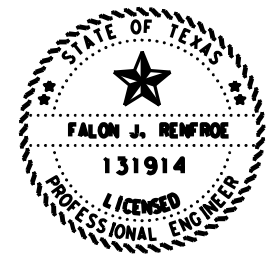
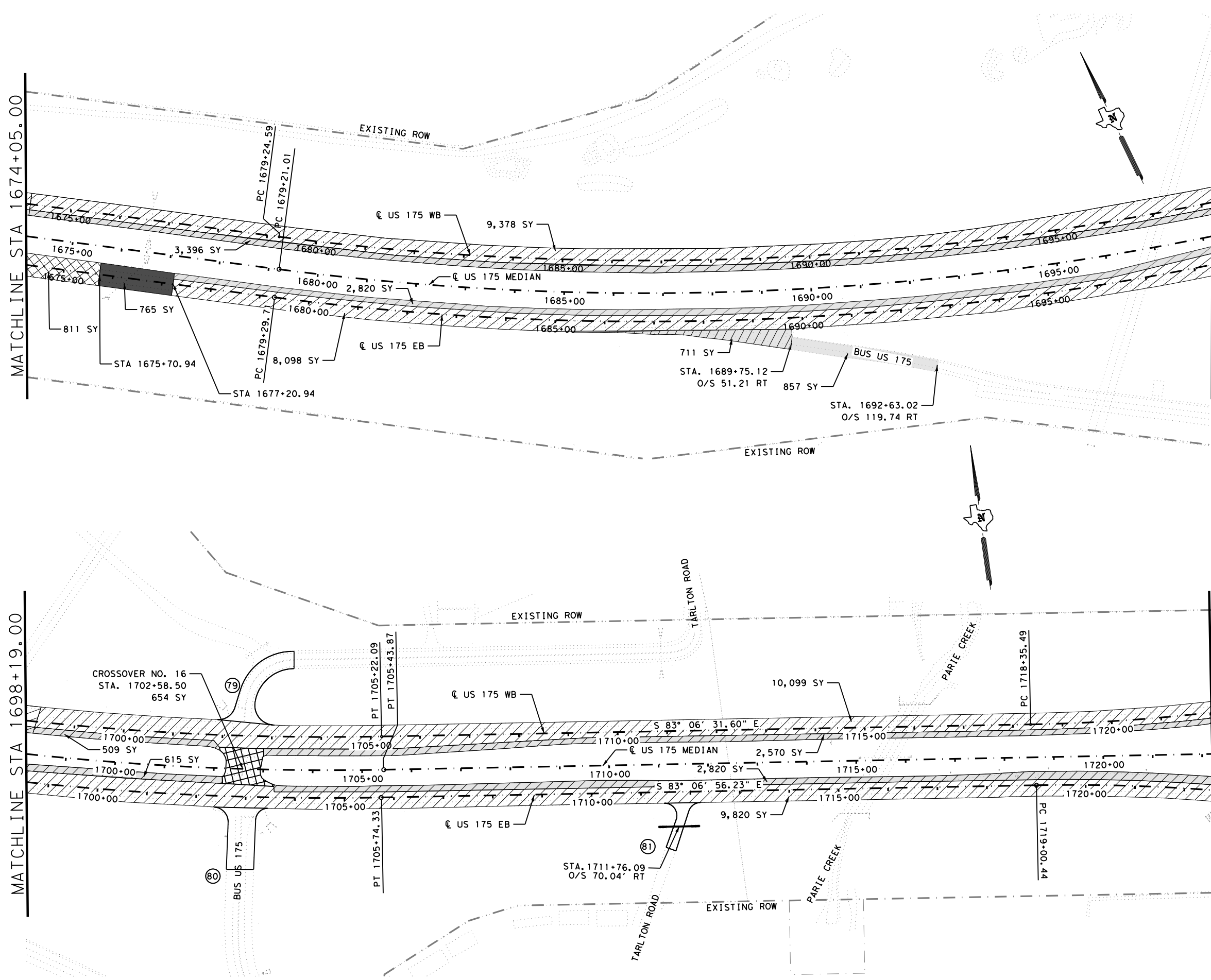
MATCHLINE STA 1722+21.00



LEGEND

	RUBBLIZATION
	CONCRETE TRANSITION
	ASPHALT TRANSITION
	PLANE & INLAY
	5" OVERLAY (TO MATCH RUBBLIZATION)
	2" OVERLAY
	FULL DEPTH CONCRETE REPAIR
	FULL DEPTH CONCRETE REPAIR AND OVERLAY
	DRIVEWAY NUMBER

- NOTES:
- PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER.
 - SEE MISCELLANEOUS DETAILS FOR ADDITIONAL TRANSITION INFORMATION.
 - MATCH LINE STATIONS BASED ON C US 175 MEDIAN
 - STATIONS THAT DENOTE PAVEMENT CHANGES & TRANSITIONS ARE BASED OFF THE C US 175 WB & C US 175 EB RESPECTIVELY.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

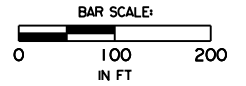
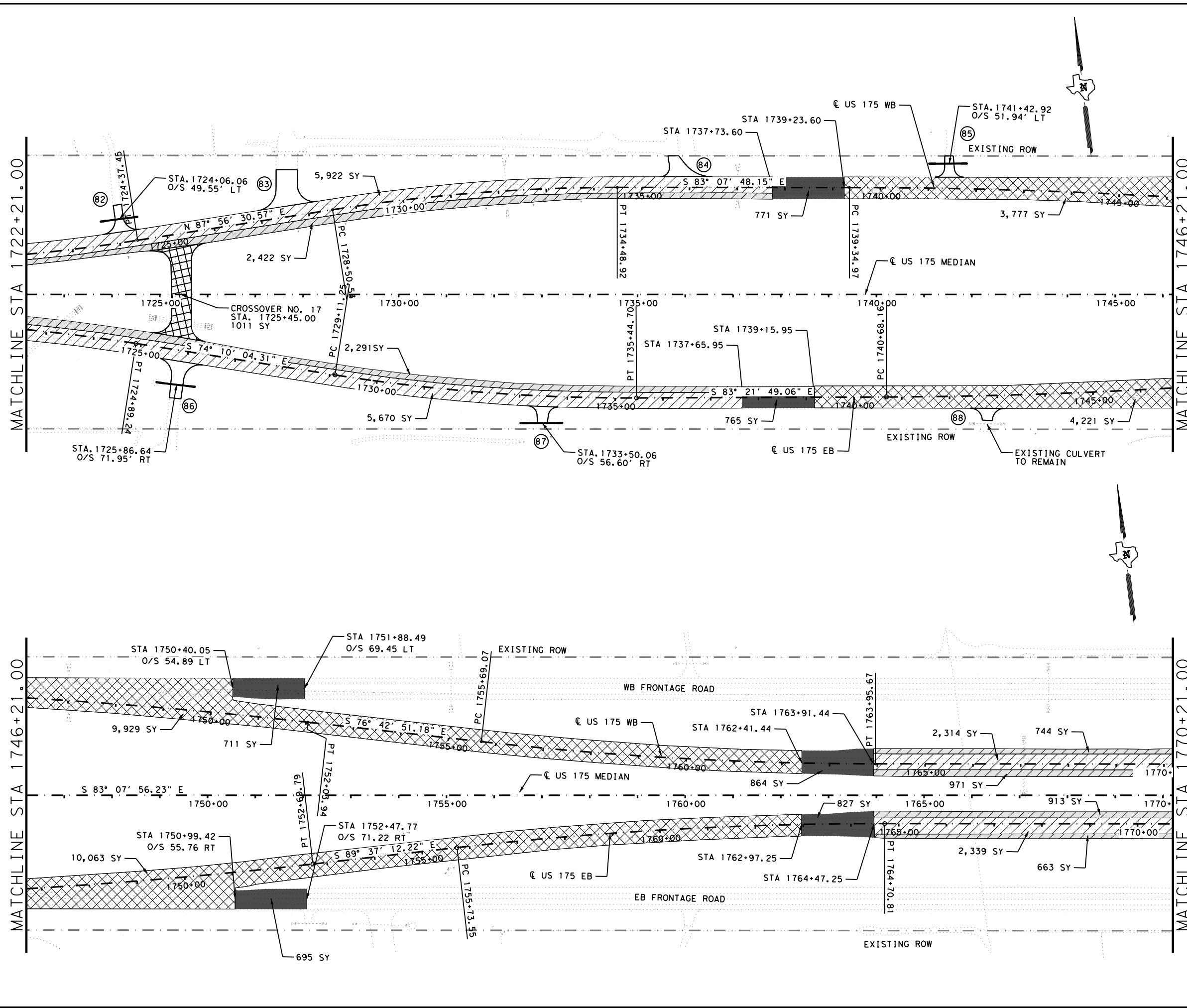


US 175
 PLAN

SCALE: 1"=200' SHEET 9 OF 12

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						181

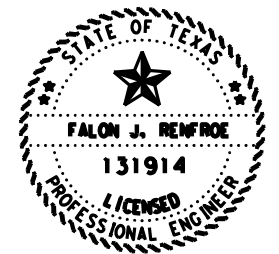
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LEGEND

	RUBBLIZATION
	CONCRETE TRANSITION
	ASPHALT TRANSITION
	PLANE & INLAY
	5" OVERLAY (TO MATCH RUBBLIZATION)
	2" OVERLAY
	FULL DEPTH CONCRETE REPAIR
	FULL DEPTH CONCRETE REPAIR AND OVERLAY
	DRIVEWAY NUMBER

- NOTES:
1. PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER.
 2. SEE MISCELLANEOUS DETAILS FOR ADDITIONAL TRANSITION INFORMATION.
 3. MATCH LINE STATIONS BASED ON C US 175 MEDIAN
 4. STATIONS THAT DENOTE PAVEMENT CHANGES & TRANSITIONS ARE BASED OFF THE C US 175 WB & C US 175 EB RESPECTIVELY.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date



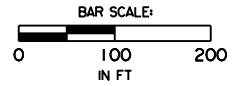
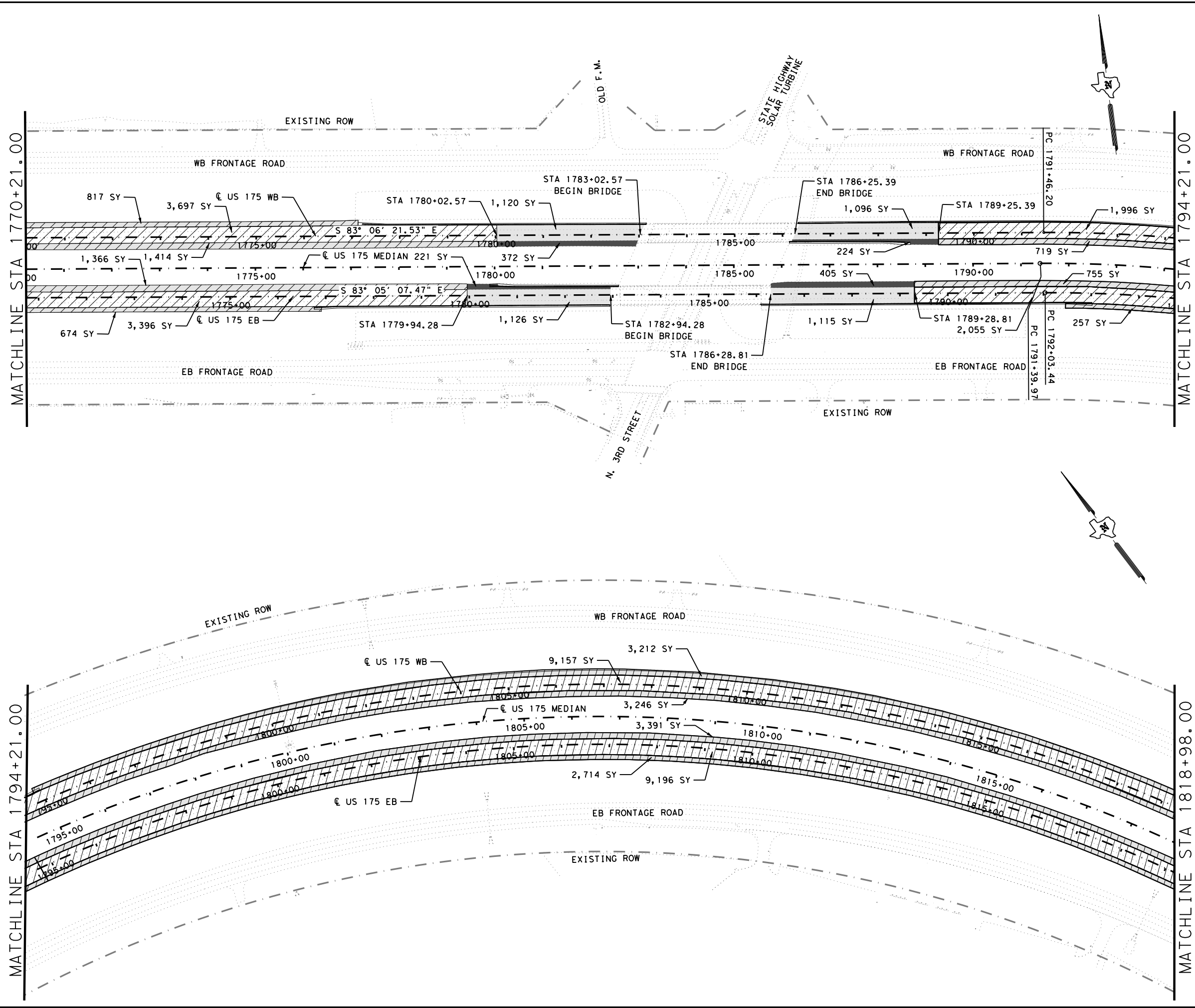
**US 175
 PLAN**

SCALE: 1"=200' SHEET 10 OF 12

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	SECTION	JOB	059		
CHECK	VD	0197	05	059			

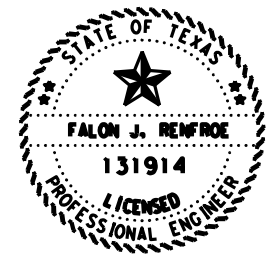
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- LEGEND**
- RUBBLIZATION
 - CONCRETE TRANSITION
 - ASPHALT TRANSITION
 - PLANE & INLAY
 - 5" OVERLAY (TO MATCH RUBBLIZATION)
 - 2" OVERLAY
 - FULL DEPTH CONCRETE REPAIR
 - FULL DEPTH CONCRETE REPAIR AND OVERLAY
 - DRIVEWAY NUMBER

- NOTES:**
1. PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER.
 3. SEE MISCELLANEOUS DETAILS FOR ADDITIONAL TRANSITION INFORMATION.
 4. MATCH LINE STATIONS BASED ON C US 175 MEDIAN
 5. STATIONS THAT DENOTE PAVEMENT CHANGES & TRANSITIONS ARE BASED OFF THE C US 175 WB & C US175 EB RESPECTIVELY.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

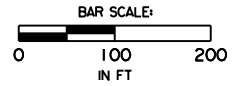
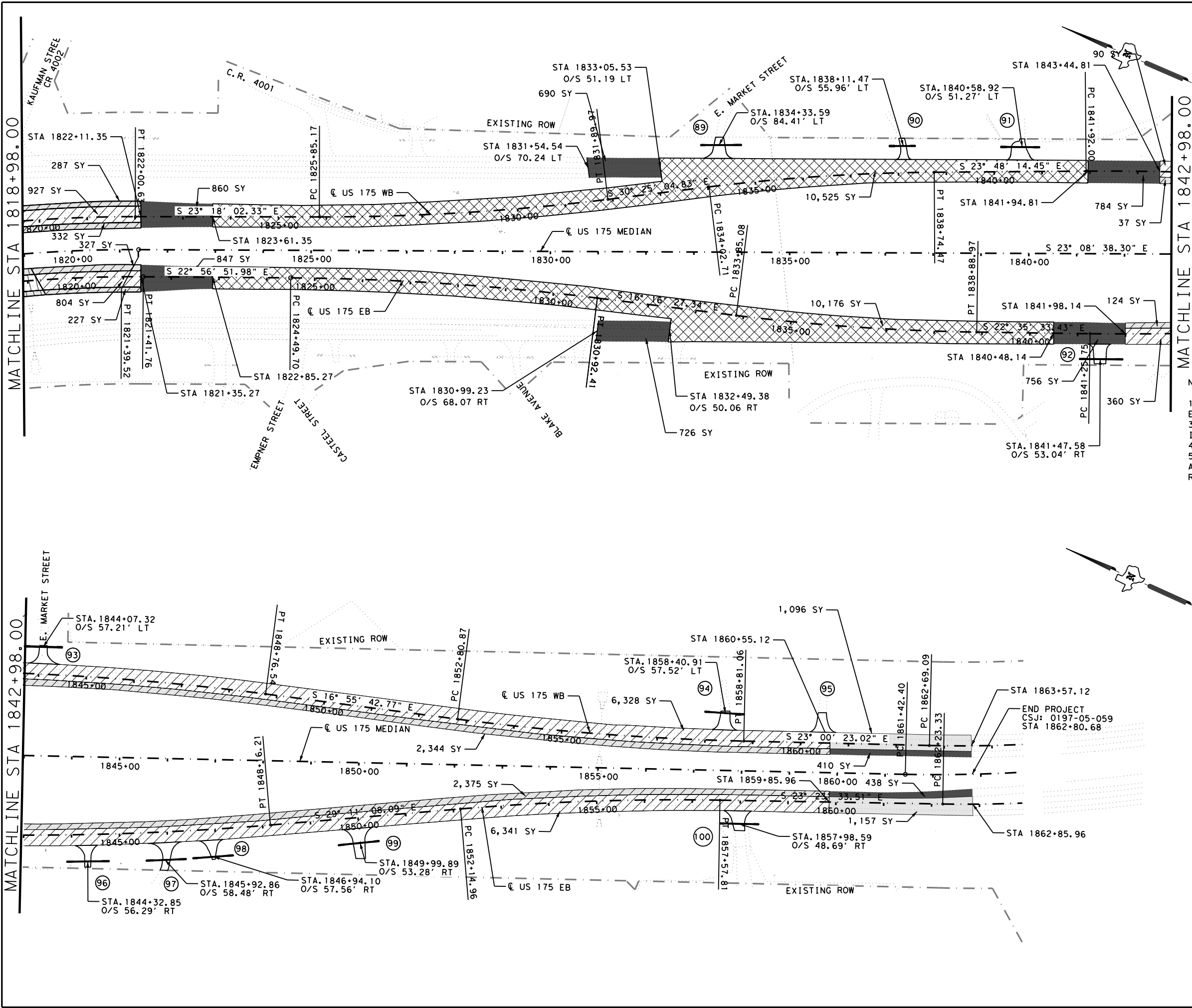


**US 175
 PLAN**

SCALE: 1"=200' SHEET 11 OF 12

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						183

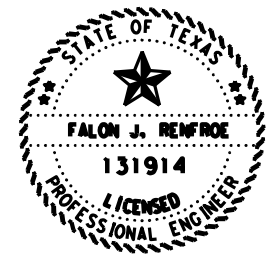
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LEGEND

	RUBBLIZATION
	CONCRETE TRANSITION
	ASPHALT TRANSITION
	PLANE & INLAY
	5" OVERLAY (TO MATCH RUBBLIZATION)
	2" OVERLAY
	FULL DEPTH CONCRETE REPAIR
	FULL DEPTH CONCRETE REPAIR AND OVERLAY
	DRIVEWAY NUMBER

- NOTES:**
1. PAVEMENT REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER.
 3. SEE MISCELLANEOUS DETAILS FOR ADDITIONAL TRANSITION INFORMATION.
 4. MATCH LINE STATIONS BASED ON @ US 175 MEDIAN
 5. STATIONS THAT DENOTE PAVEMENT CHANGES & TRANSITIONS ARE BASED OFF THE @ US 175 WB & @ US175 EB RESPECTIVELY.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

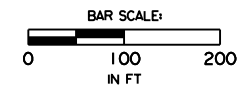
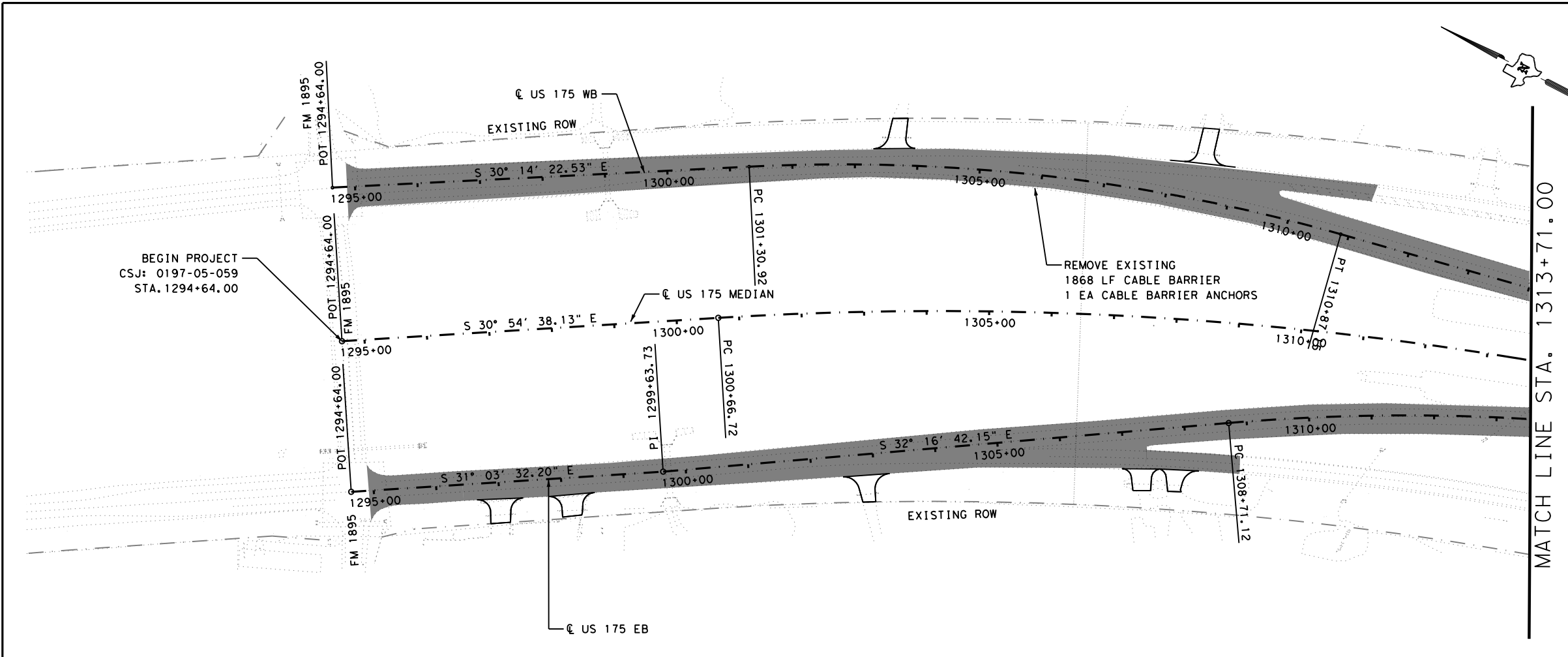


**US 175
 PLAN**

SCALE: 1"=200' SHEET 12 OF 12

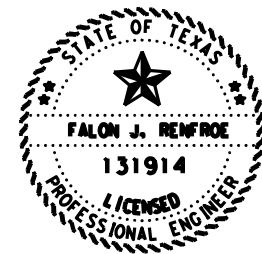
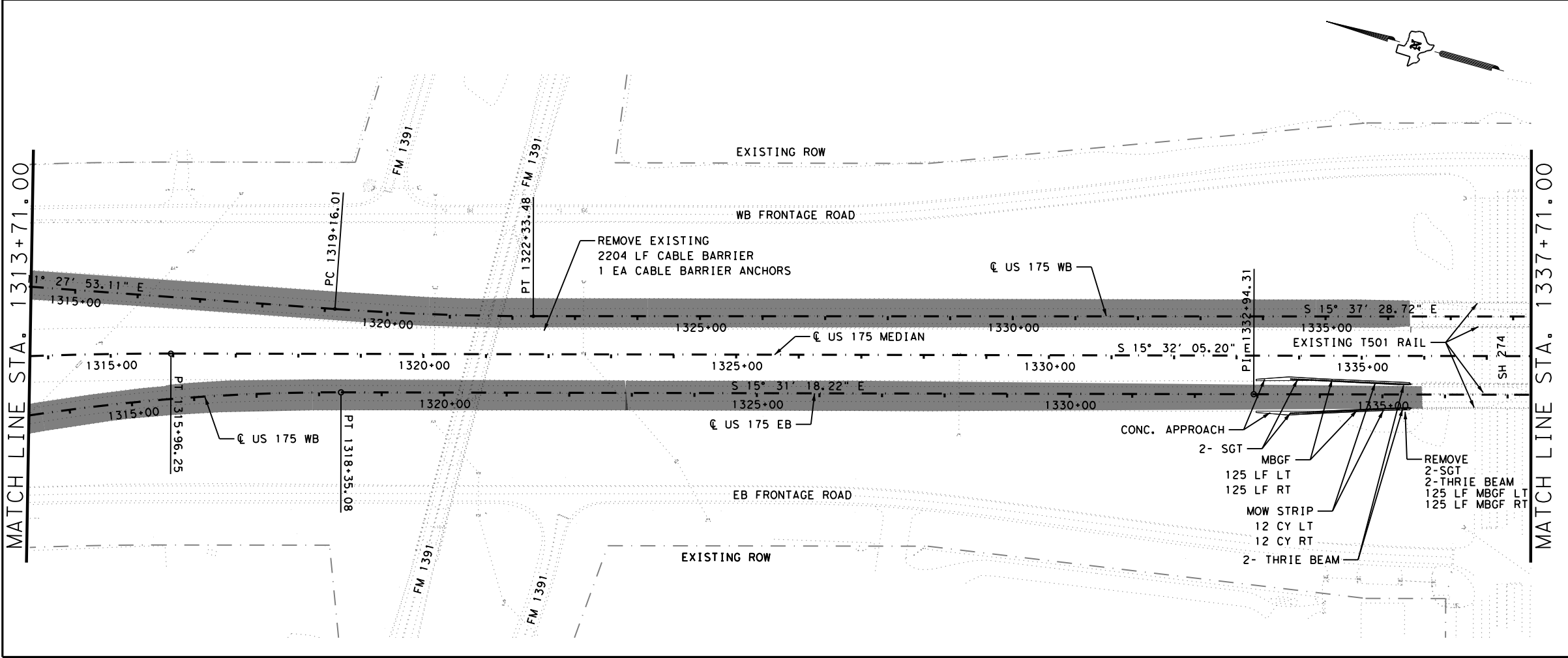
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	184
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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- LEGEND
- PROPOSED ROADWAY WORK
 - PROPOSED CABLE BARRIER
 - PROPOSED METAL BEAM GUARD FENCE

- NOTES:
1. MATCH LINE STATIONS BASED ON $\text{\textcircled{C}}$ US 175 MEDIAN



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

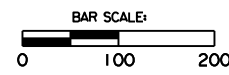
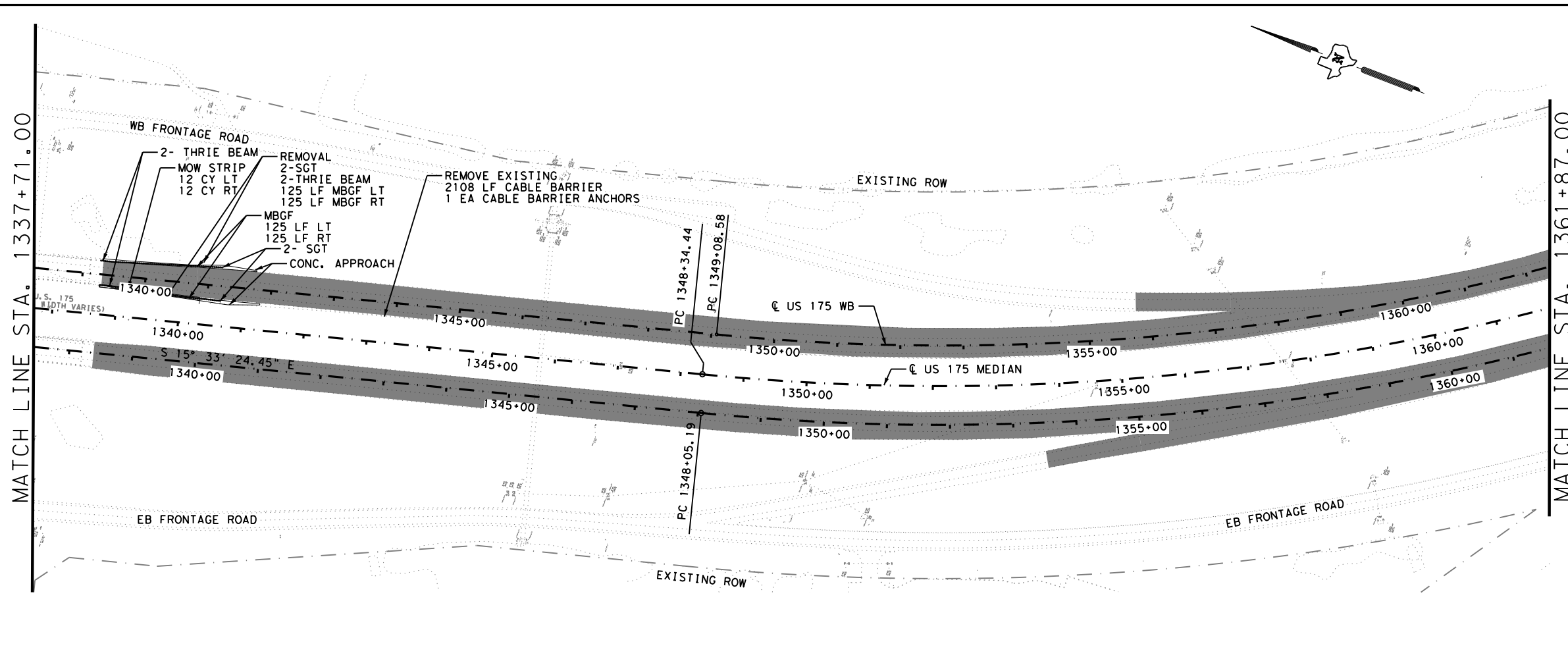


US 175
 MBGF & CABLE
 BARRIER LAYOUT

SCALE: 1"=200' SHEET 1 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	185
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

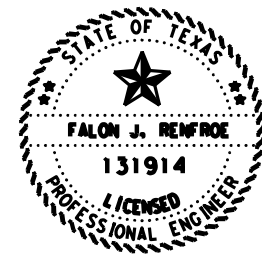
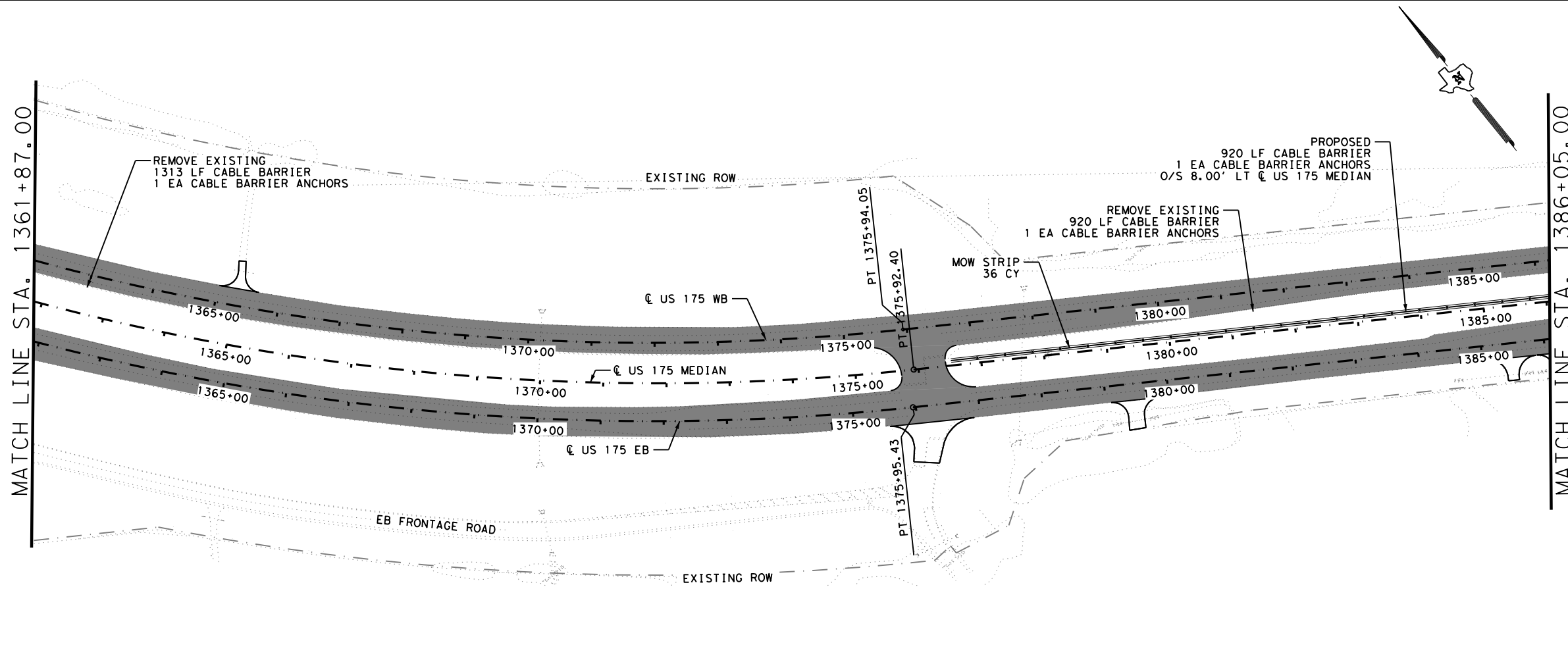
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LEGEND

- PROPOSED ROADWAY WORK
- PROPOSED CABLE BARRIER
- PROPOSED METAL BEAM GUARD FENCE

NOTES:
 1. MATCH LINE STATIONS BASED ON CL US 175 MEDIAN



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

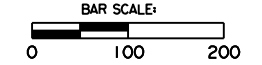
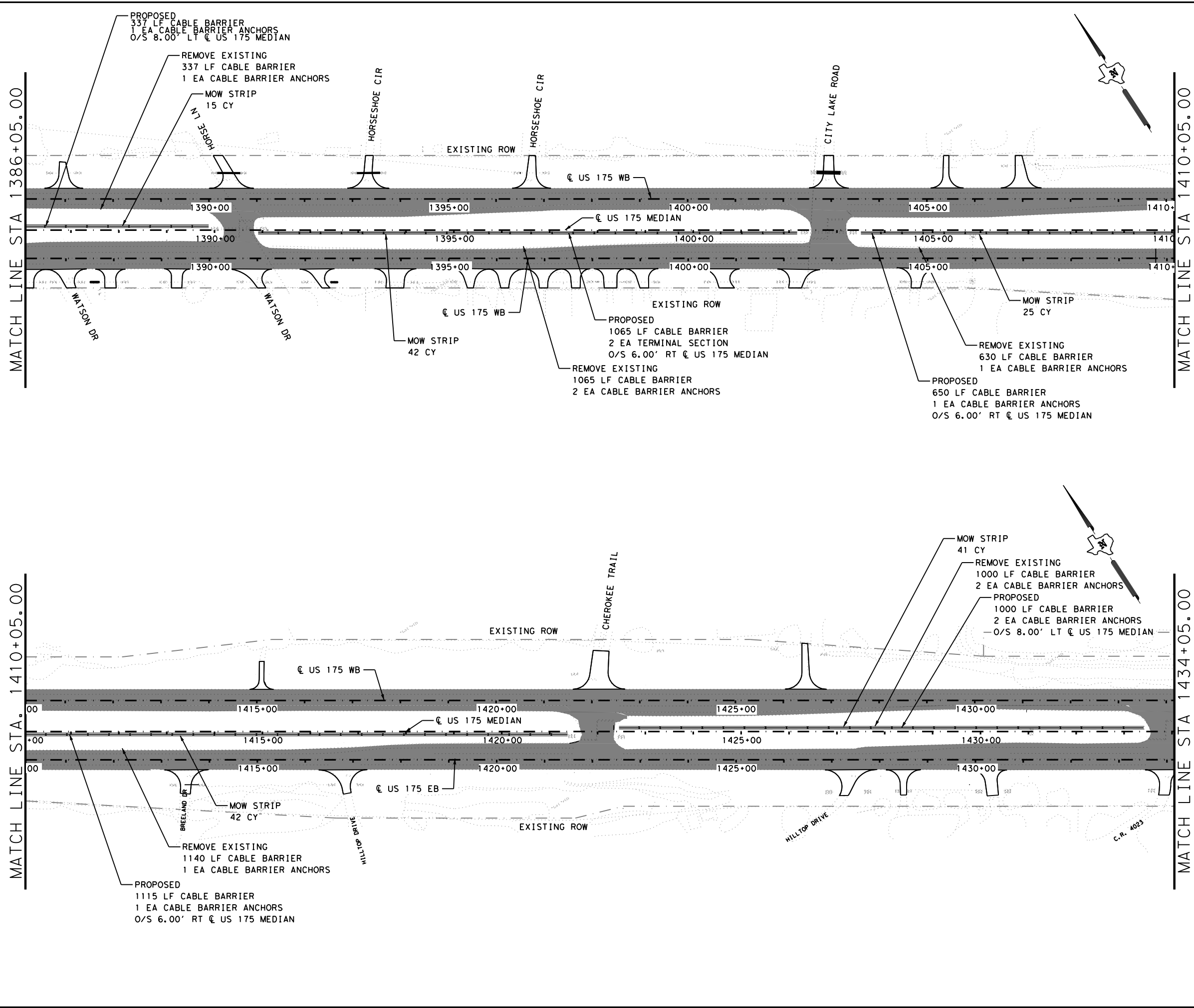


**US 175
 MBGF & CABLE
 BARRIER LAYOUT**

SCALE: 1"=200' SHEET 2 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	186
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

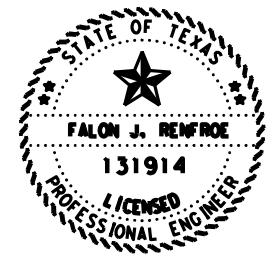
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LEGEND

- PROPOSED ROADWAY WORK
- PROPOSED CABLE BARRIER
- PROPOSED METAL BEAM GUARD FENCE

NOTES:
 1. MATCH LINE STATIONS BASED ON @ US 175 MEDIAN



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

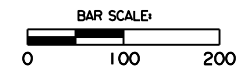
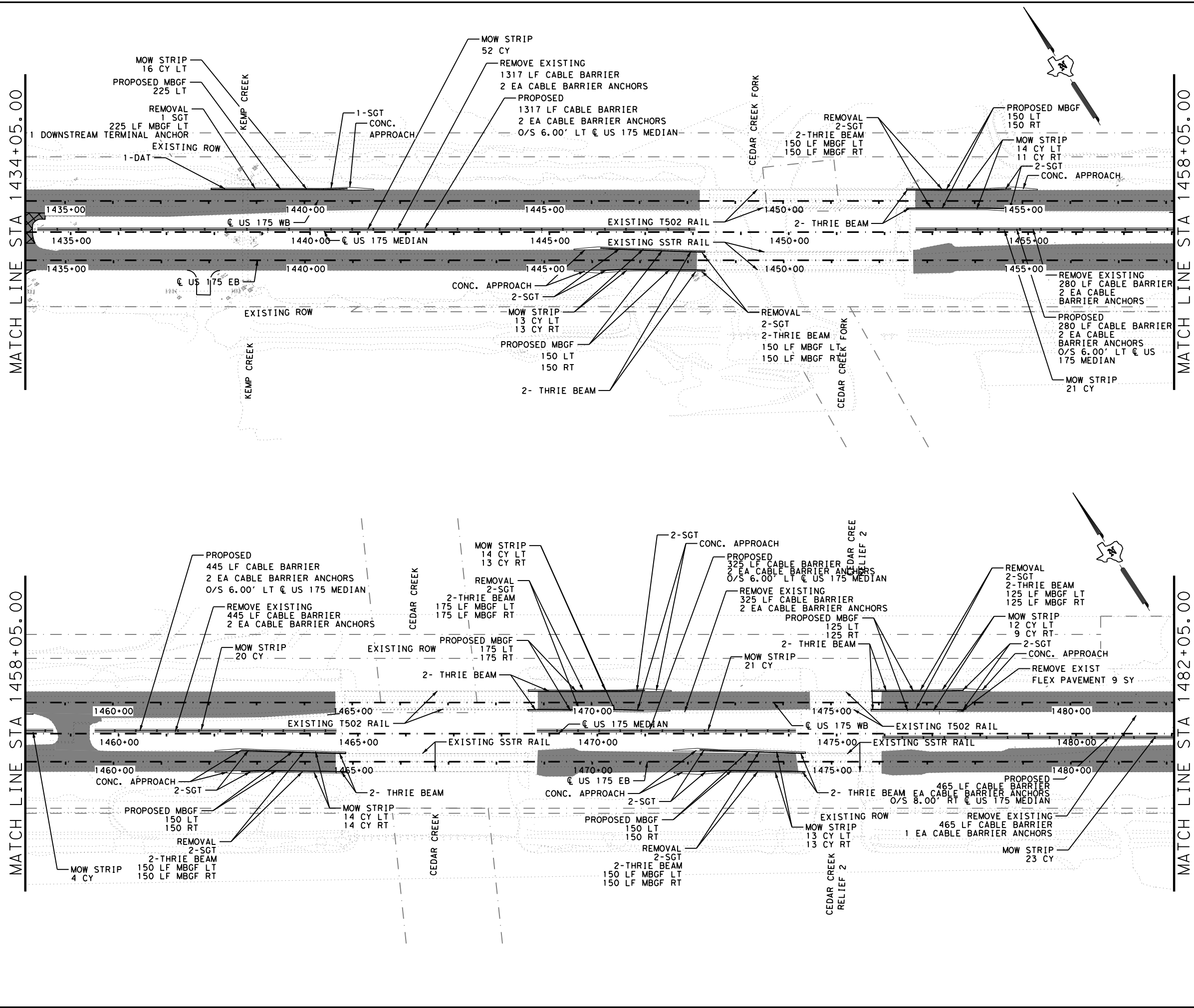


**US 175
 MBGF & CABLE
 BARRIER LAYOUT**

SCALE: 1"=200' SHEET 3 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	187
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

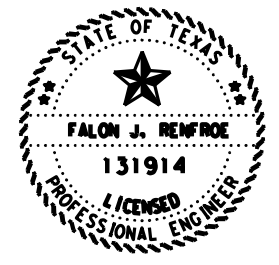
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LEGEND

- PROPOSED ROADWAY WORK
- PROPOSED CABLE BARRIER
- PROPOSED METAL BEAM GUARD FENCE

NOTES:
 1. MATCH LINE STATIONS BASED ON $\text{\textcircled{C}}$ US 175 MEDIAN



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 MBGF & CABLE
 BARRIER LAYOUT**

SCALE: 1"=200' SHEET 4 OF 12

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						188

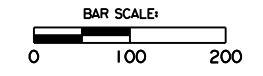
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MATCH LINE 1482+05.00

MATCH LINE STA 1506+05.00

MATCH LINE 1506+05.00

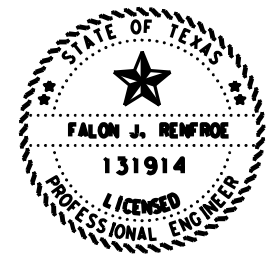
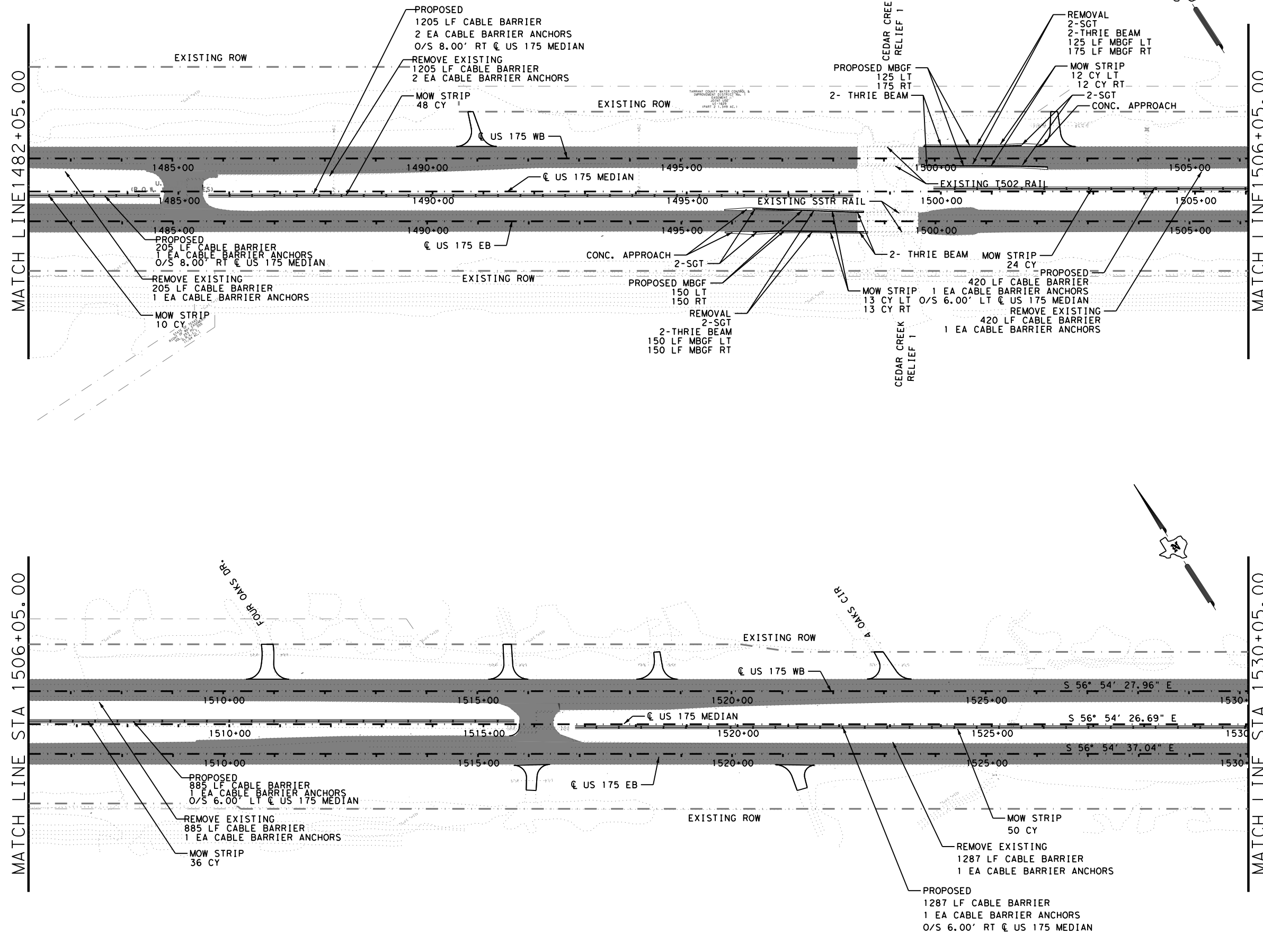
MATCH LINE STA 1530+05.00



LEGEND

- PROPOSED ROADWAY WORK
- PROPOSED CABLE BARRIER
- PROPOSED METAL BEAM GUARD FENCE

NOTES:
 1. MATCH LINE STATIONS BASED ON C US 175 MEDIAN



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

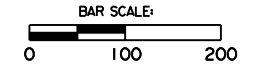
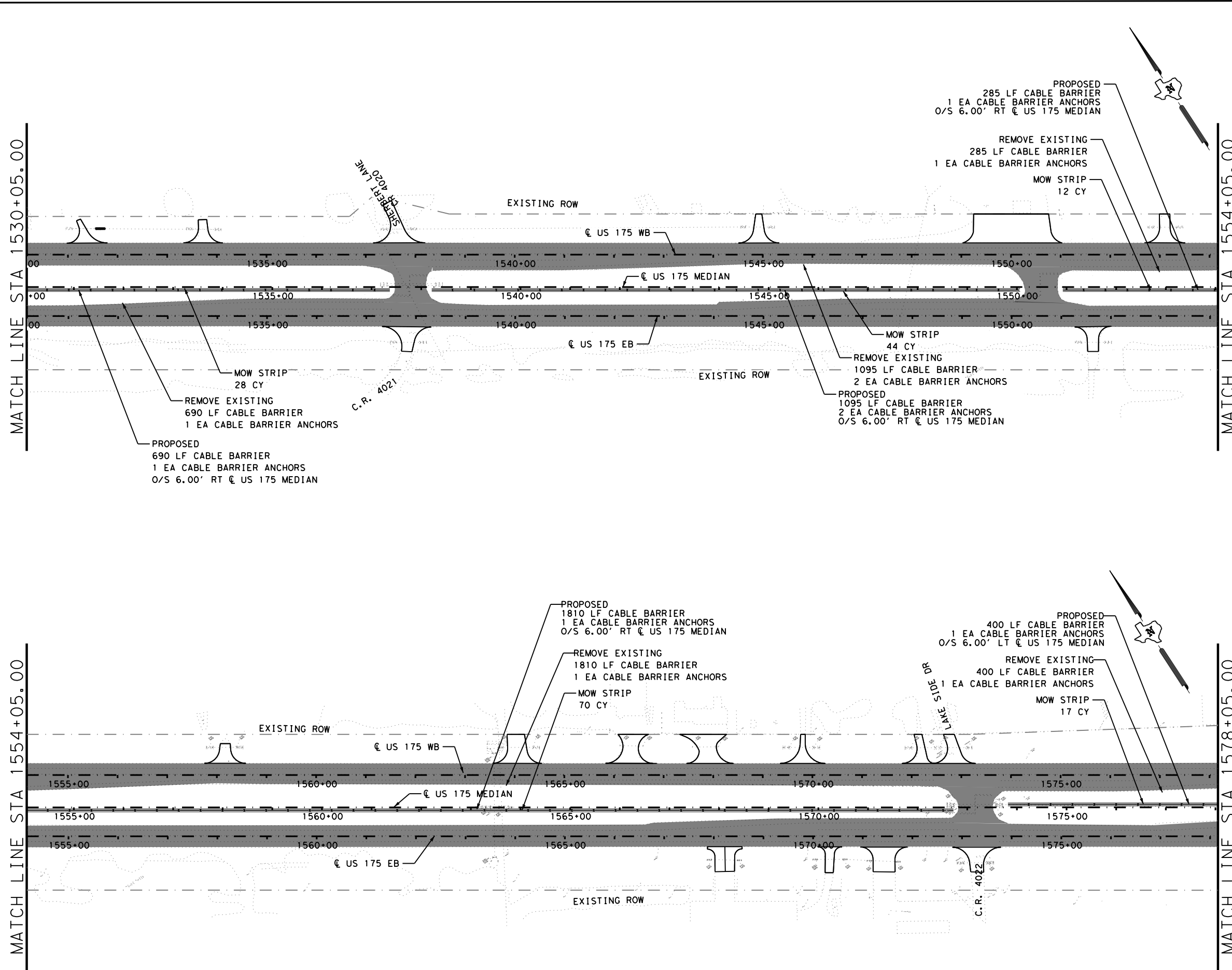


**US 175
 MBGF & CABLE
 BARRIER LAYOUT**

SCALE: 1"=200' SHEET 5 OF 12

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	CONTROL	SECTION	05	JOB	059
CHECK	VD						189

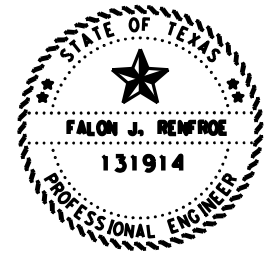
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LEGEND

- PROPOSED ROADWAY WORK
- PROPOSED CABLE BARRIER
- PROPOSED METAL BEAM GUARD FENCE

NOTES:
 1. MATCH LINE STATIONS BASED ON C US 175 MEDIAN



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date



US 175
 MBGF & CABLE
 BARRIER LAYOUT

SCALE: 1"=200' SHEET 6 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	190
CHECK	CONTROL	SECTION	JOB	
VD	0197	05	059	

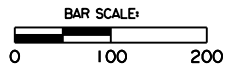
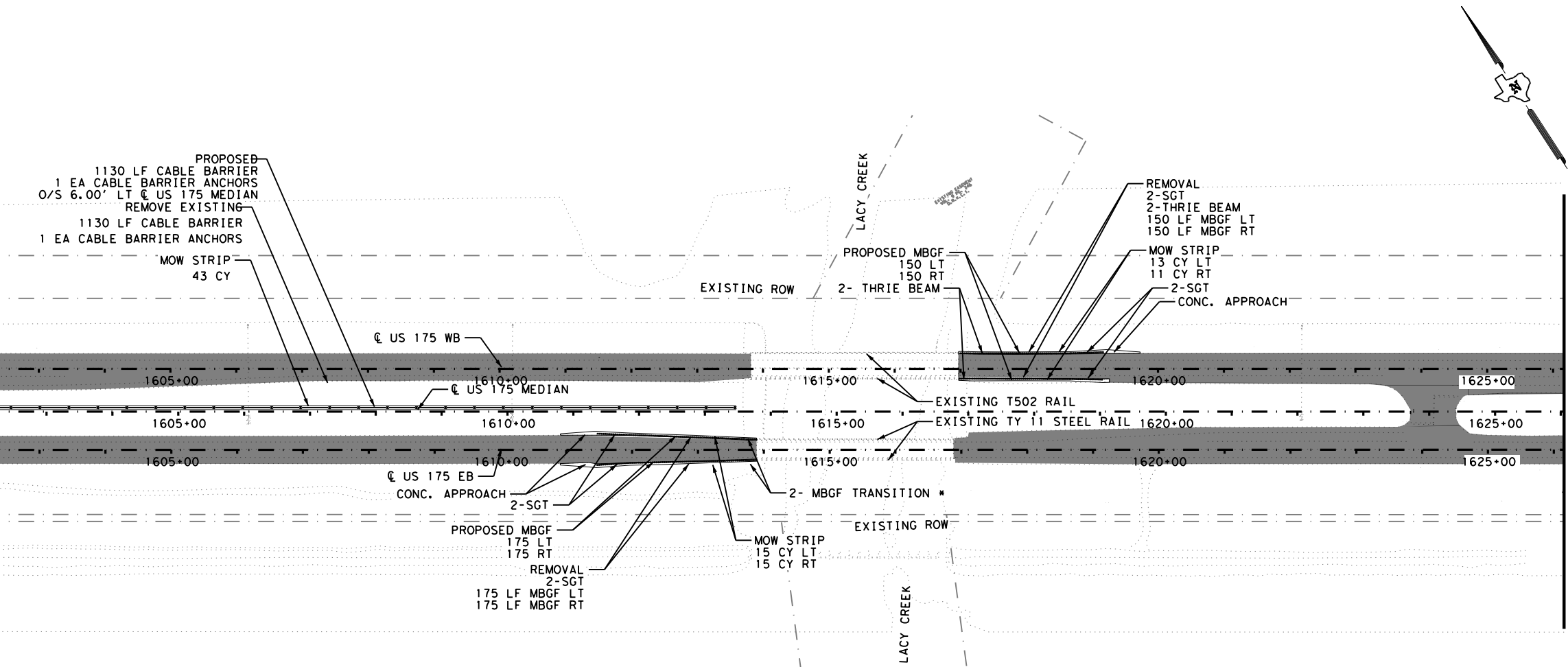
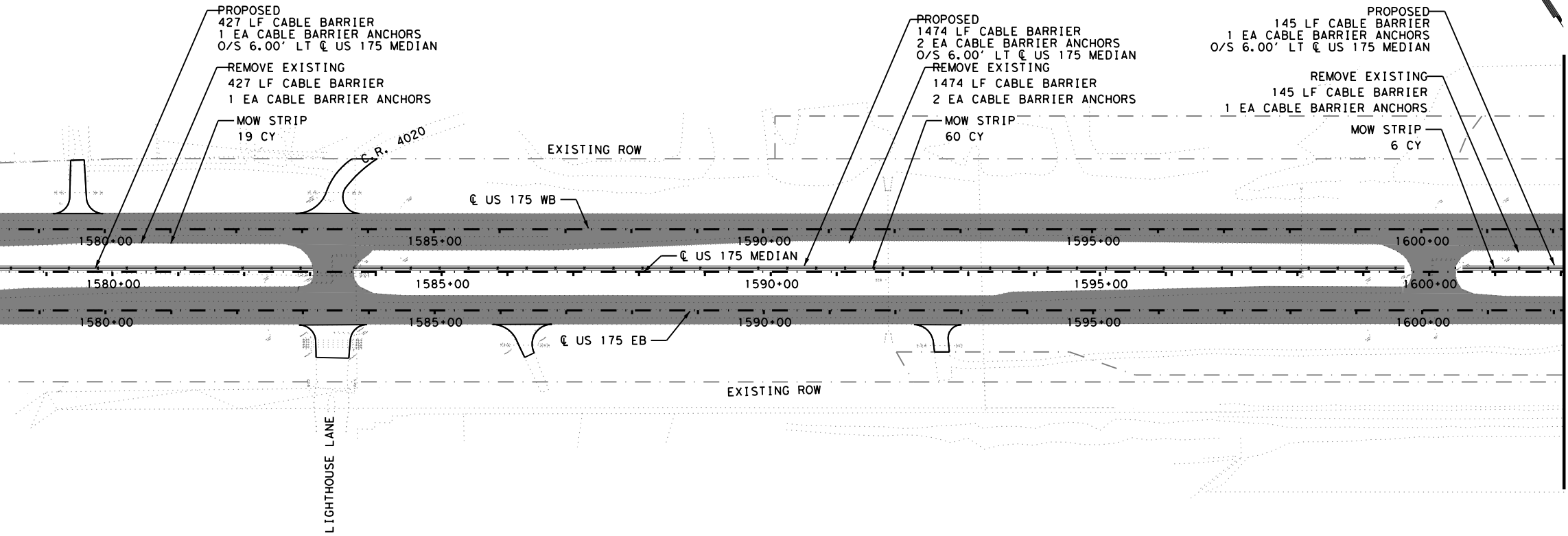
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MATCH LINE STA 1578+05.00

MATCH LINE STA 1602+05.00

MATCH LINE STA 1602+05.00

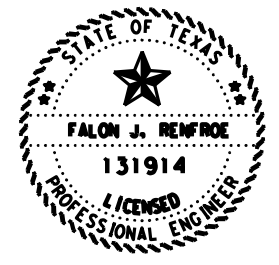
MATCH LINE STA 1626+05.00



LEGEND

- PROPOSED ROADWAY WORK
- PROPOSED CABLE BARRIER
- PROPOSED METAL BEAM GUARD FENCE

- NOTES:
1. MATCH LINE STATIONS BASED ON ϕ US 175 MEDIAN
- * LEAVE ENOUGH OF EXISTING GUARDRAIL TO CONNECT THE MBGF TRANSITION.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

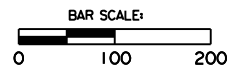
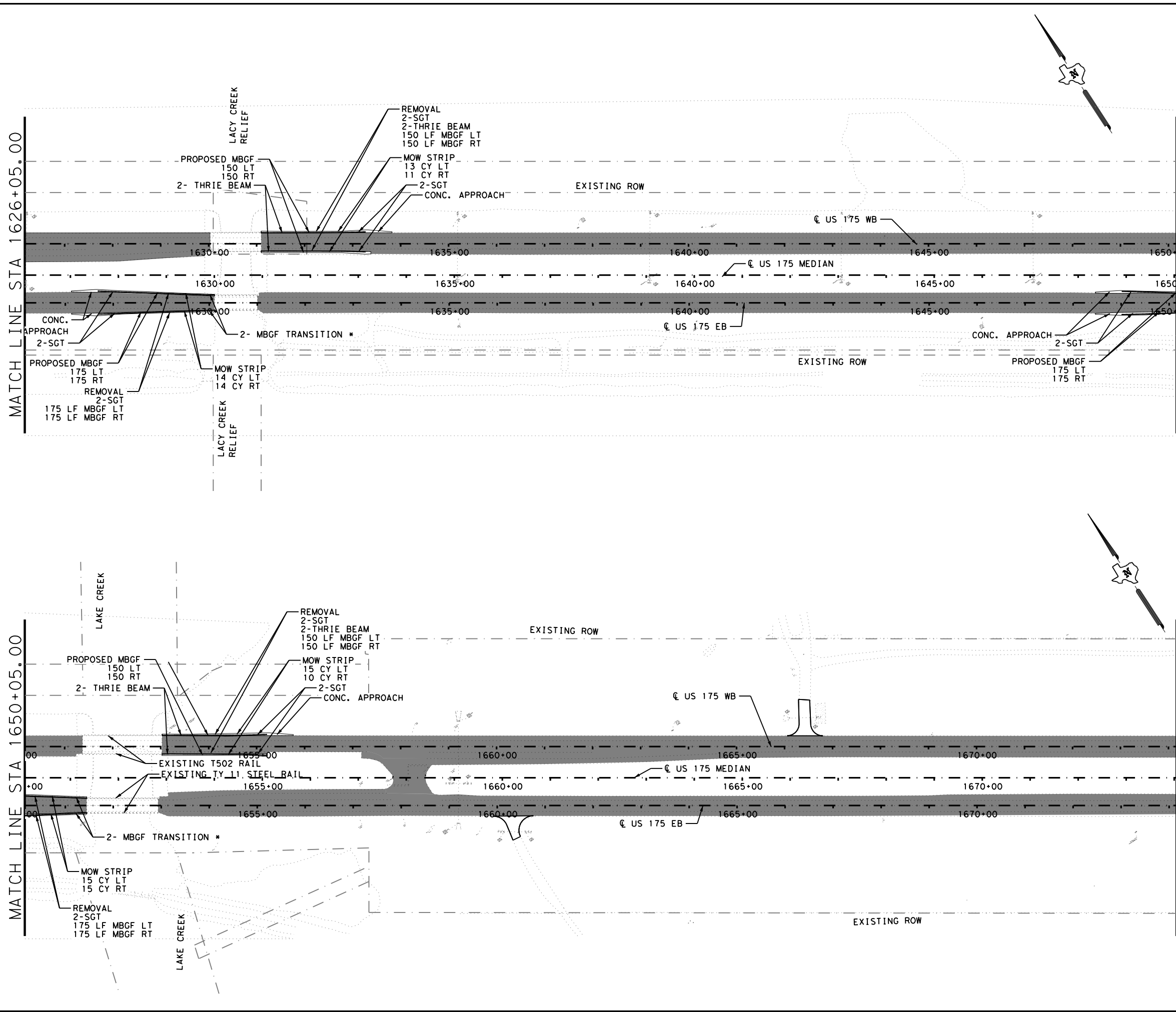


US 175
 MBGF & CABLE
 BARRIER LAYOUT

SCALE: 1"=200' SHEET 7 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	191
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

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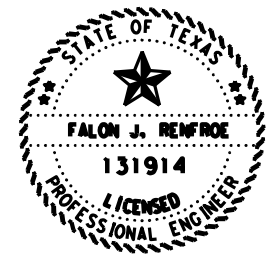


- LEGEND**
- PROPOSED ROADWAY WORK
 - PROPOSED CABLE BARRIER
 - PROPOSED METAL BEAM GUARD FENCE

NOTES:

- MATCH LINE STATIONS BASED ON @ US 175 MEDIAN

* LEAVE ENOUGH OF EXISTING GUARDRAIL TO CONNECT THE MBGF TRANSITION.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

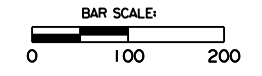
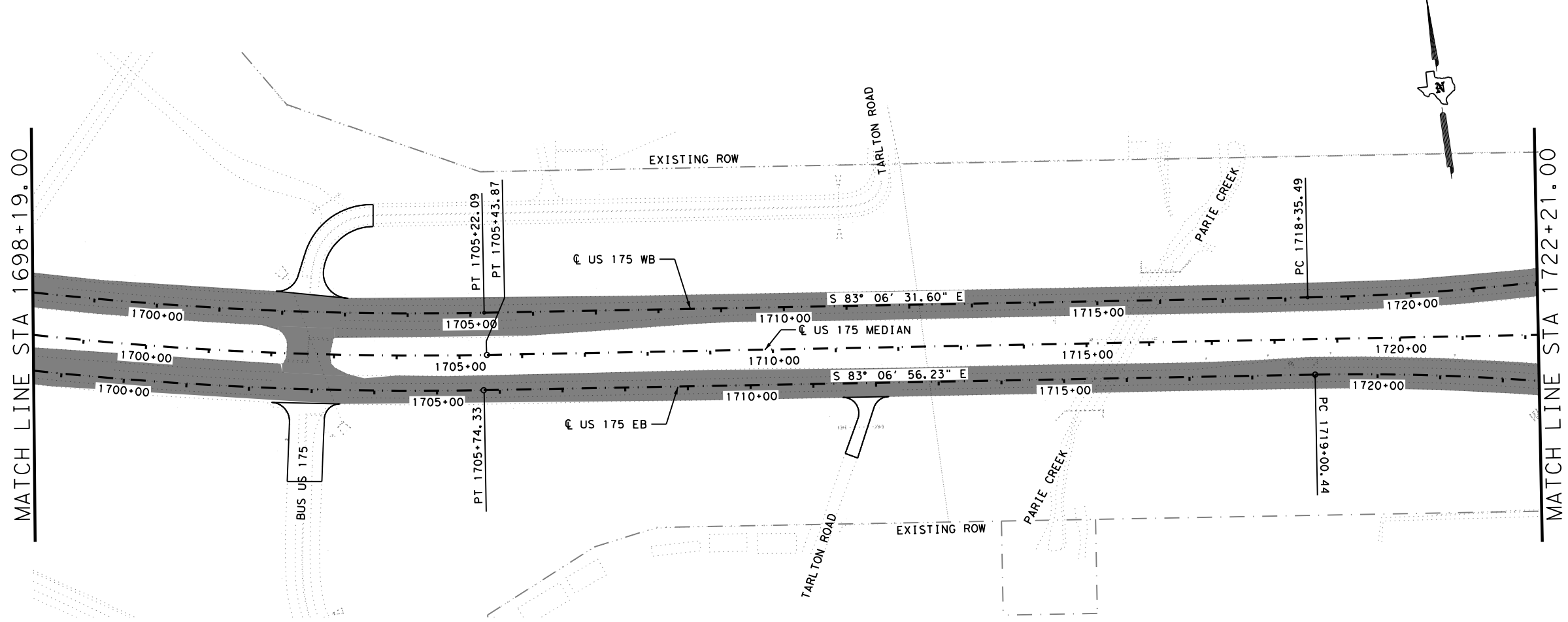
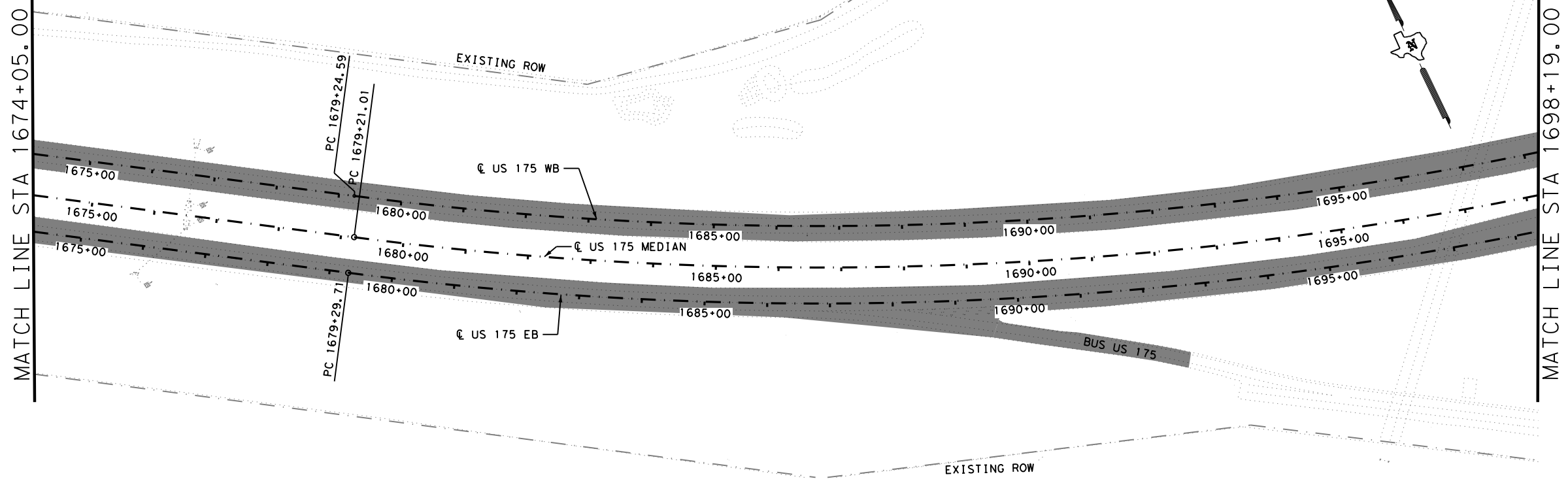


**US 175
 MBGF & CABLE
 BARRIER LAYOUT**

SCALE: 1"=200' SHEET 8 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	192
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

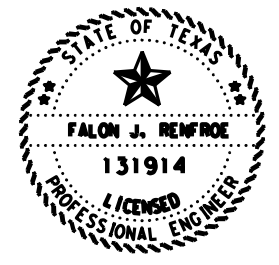
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LEGEND

- PROPOSED ROADWAY WORK
- PROPOSED CABLE BARRIER
- PROPOSED METAL BEAM GUARD FENCE

NOTES:
 1. MATCH LINE STATIONS BASED ON ϕ US 175 MEDIAN



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

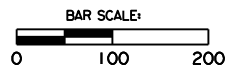
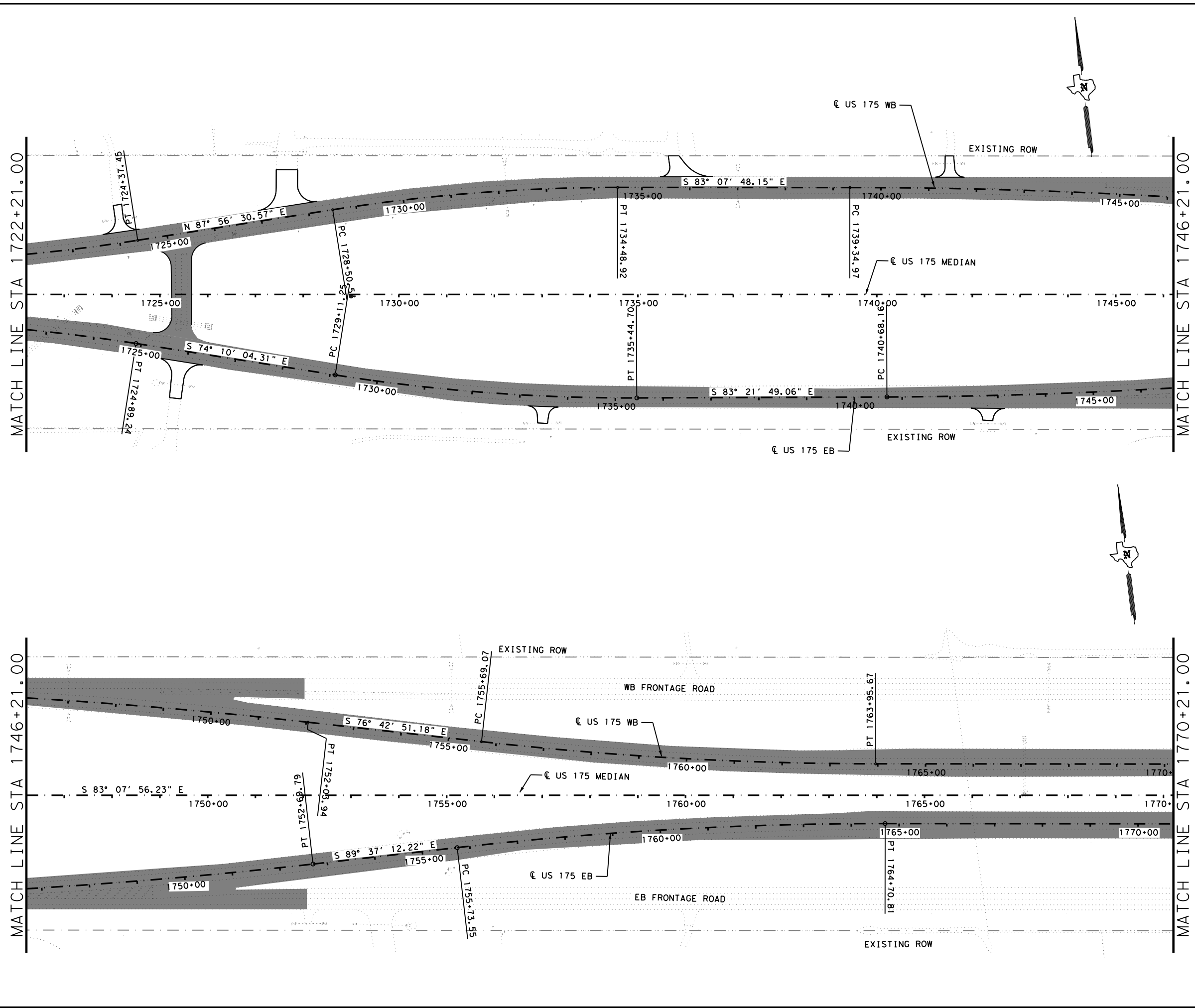


**US 175
 MBGF & CABLE
 BARRIER LAYOUT**

SCALE: 1"=200' SHEET 9 OF 12

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						193

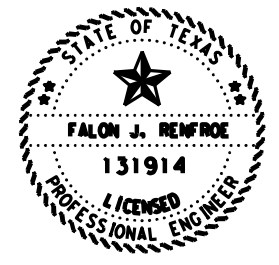
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LEGEND

- PROPOSED ROADWAY WORK
- PROPOSED CABLE BARRIER
- PROPOSED METAL BEAM GUARD FENCE

NOTES:
 1. MATCH LINE STATIONS BASED ON C US 175 MEDIAN



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



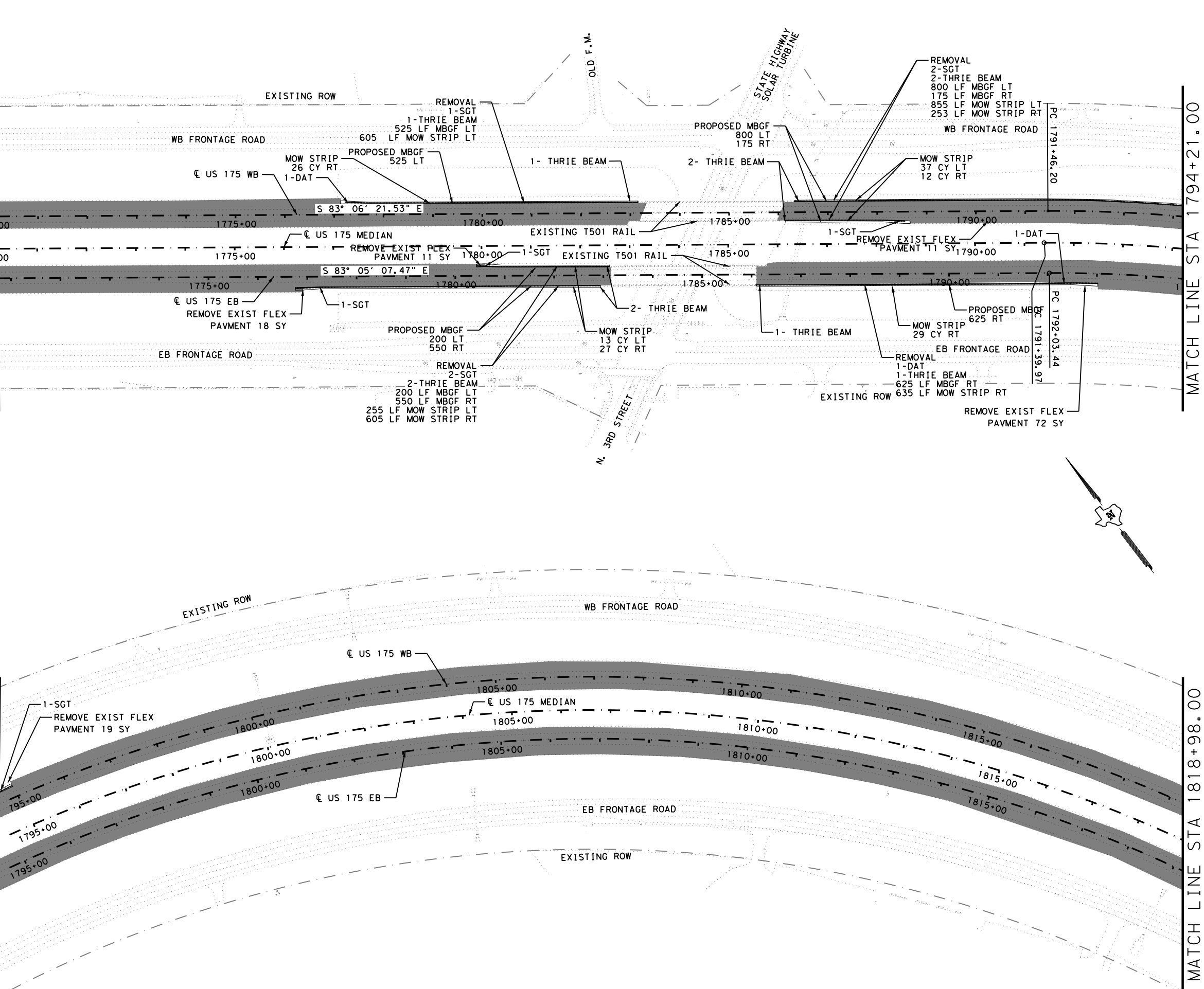
**US 175
 MBGF & CABLE
 BARRIER LAYOUT**

SCALE: 1"=200' SHEET 10 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	194
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CHECK	VD	0197	05	
			JOB	
			059	

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MATCH LINE STA 1770+21.00
 MATCH LINE STA 1794+21.00
 MATCH LINE STA 1794+21.00
 MATCH LINE STA 1818+98.00



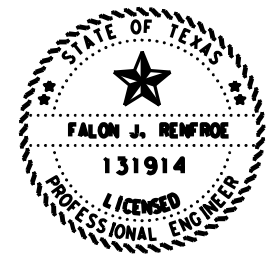
BAR SCALE: 0 100 200

LEGEND

- PROPOSED ROADWAY WORK
- PROPOSED CABLE BARRIER
- PROPOSED METAL BEAM GUARD FENCE

NOTES:

- MATCH LINE STATIONS BASED ON C US 175 MEDIAN



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

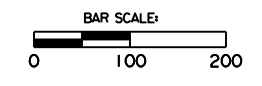
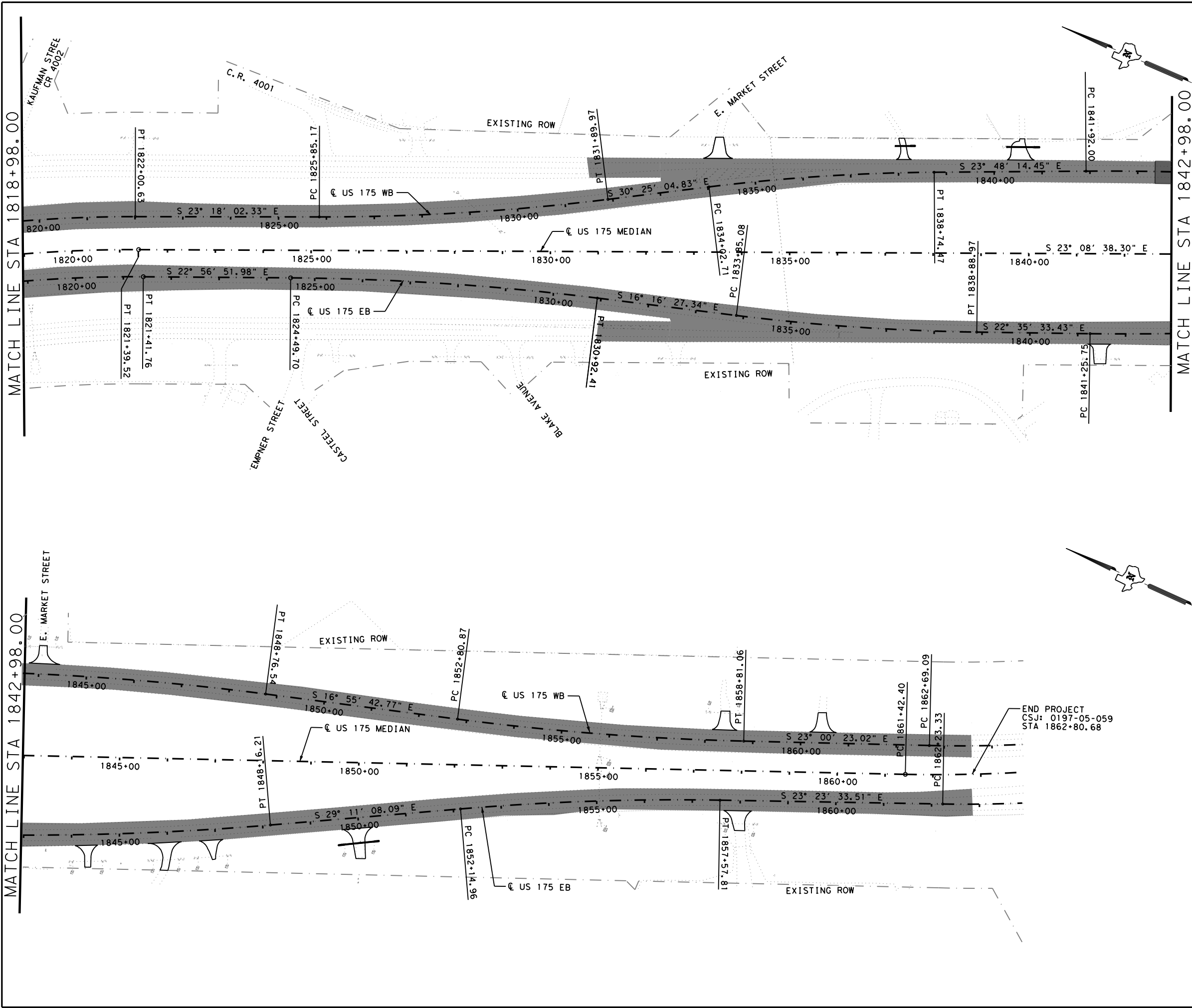


US 175
 MBGF & CABLE
 BARRIER LAYOUT

SCALE: 1"=200' SHEET 11 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
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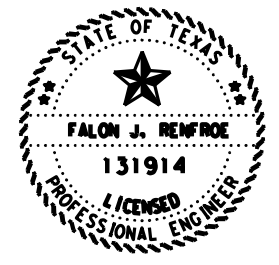
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LEGEND

- PROPOSED ROADWAY WORK
- PROPOSED CABLE BARRIER
- PROPOSED METAL BEAM GUARD FENCE

NOTES:
 1. MATCH LINE STATIONS BASED ON $\text{C} \text{ US 175 MEDIAN}$



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

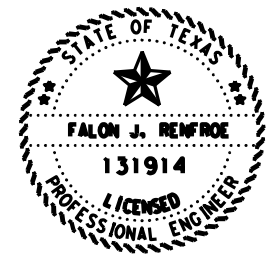
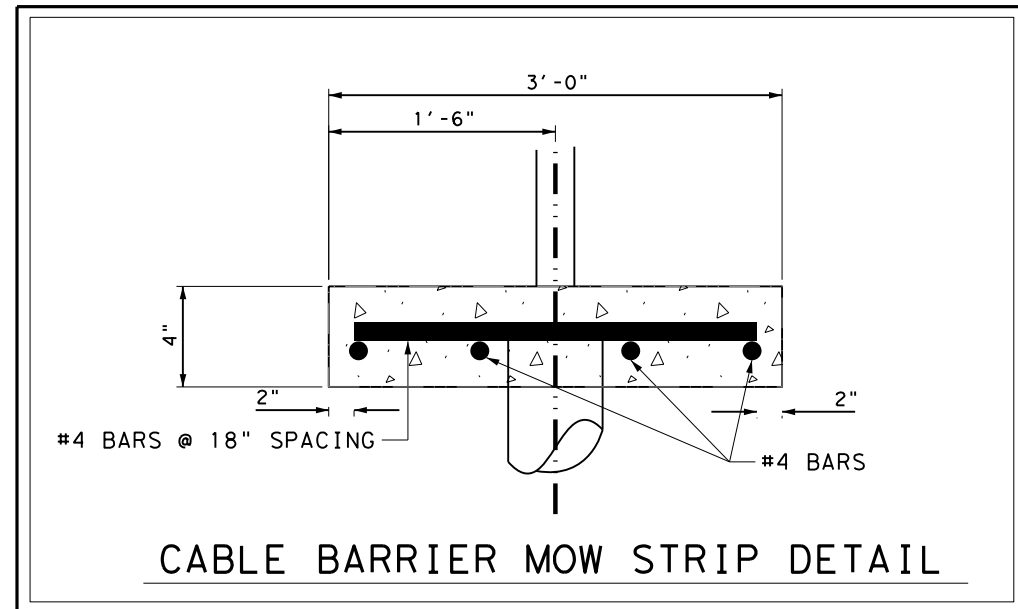
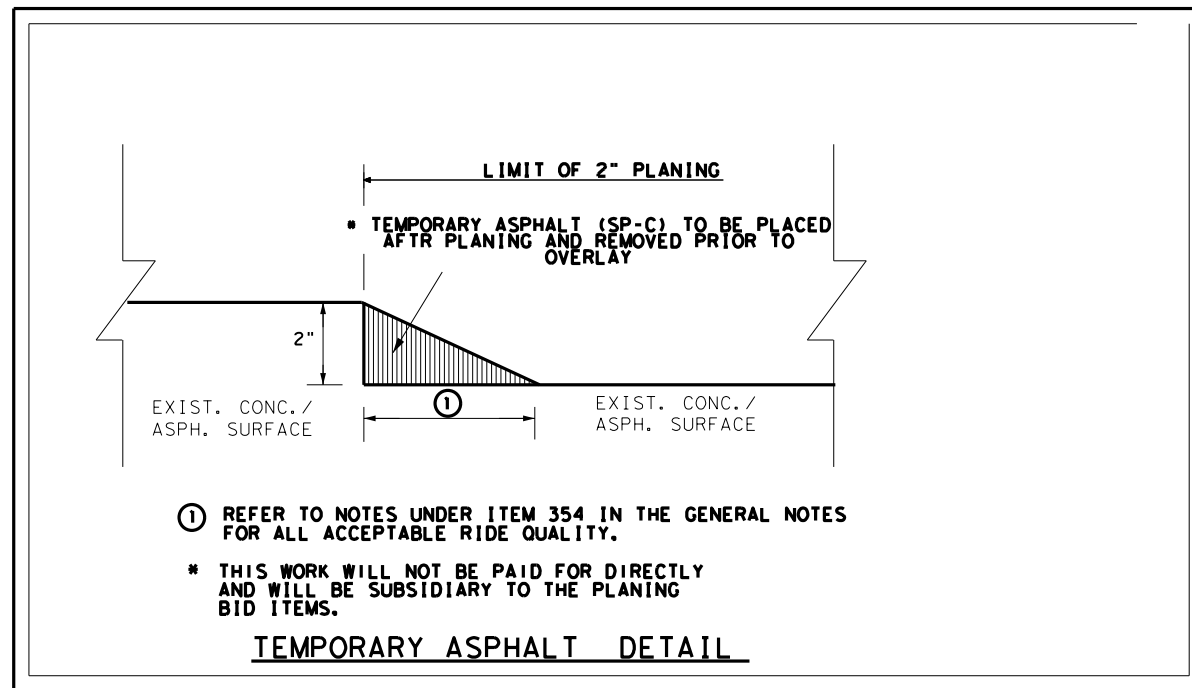
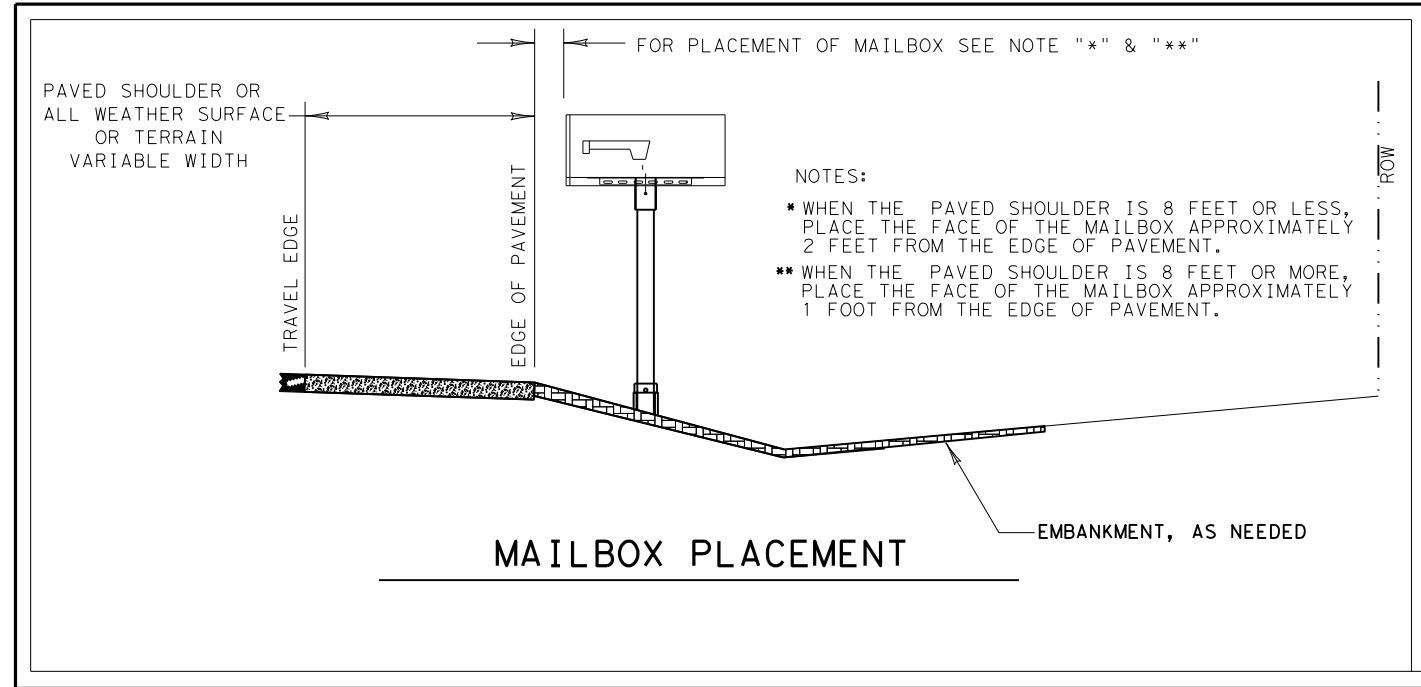
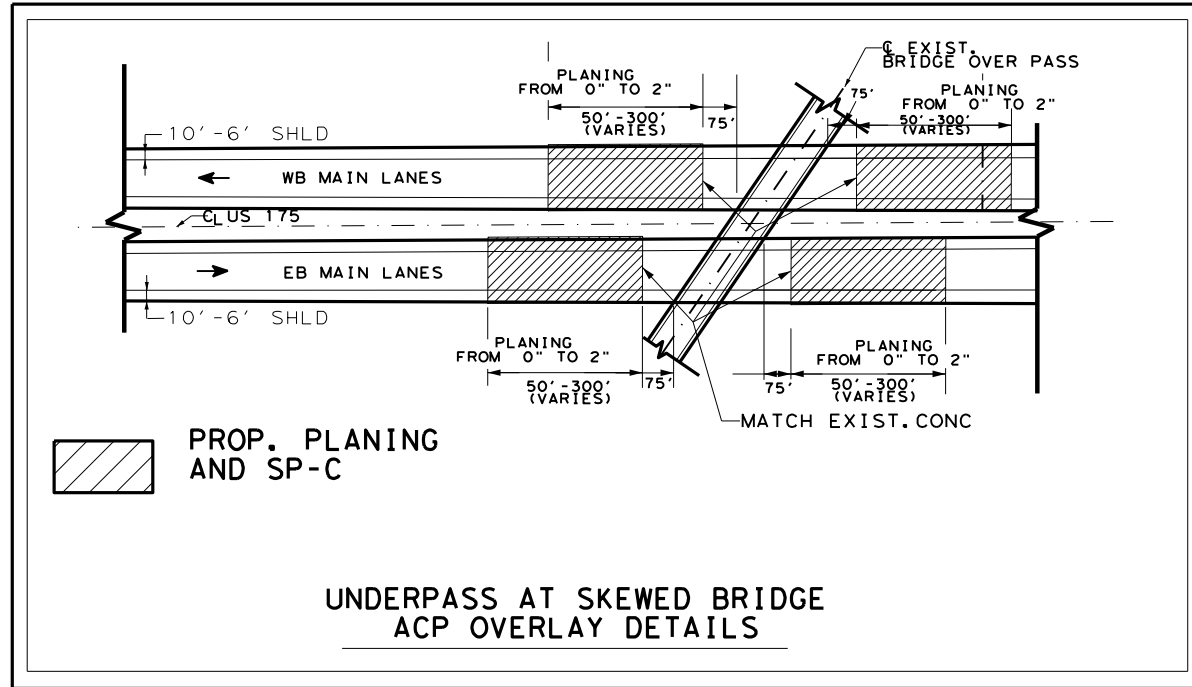


**US 175
 MBGF & CABLE
 BARRIER LAYOUT**

SCALE: 1"=200' SHEET 12 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
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JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

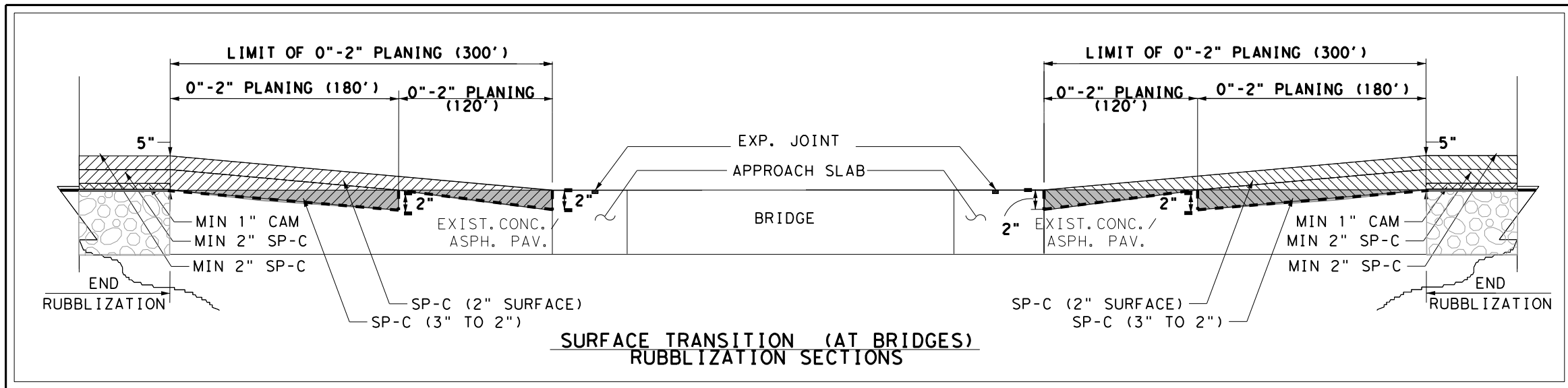






**US 175
MISCELLANEOUS
ROADWAY DETAILS**

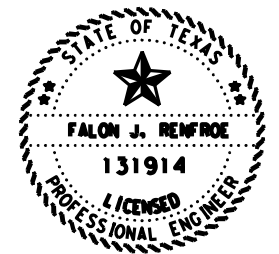
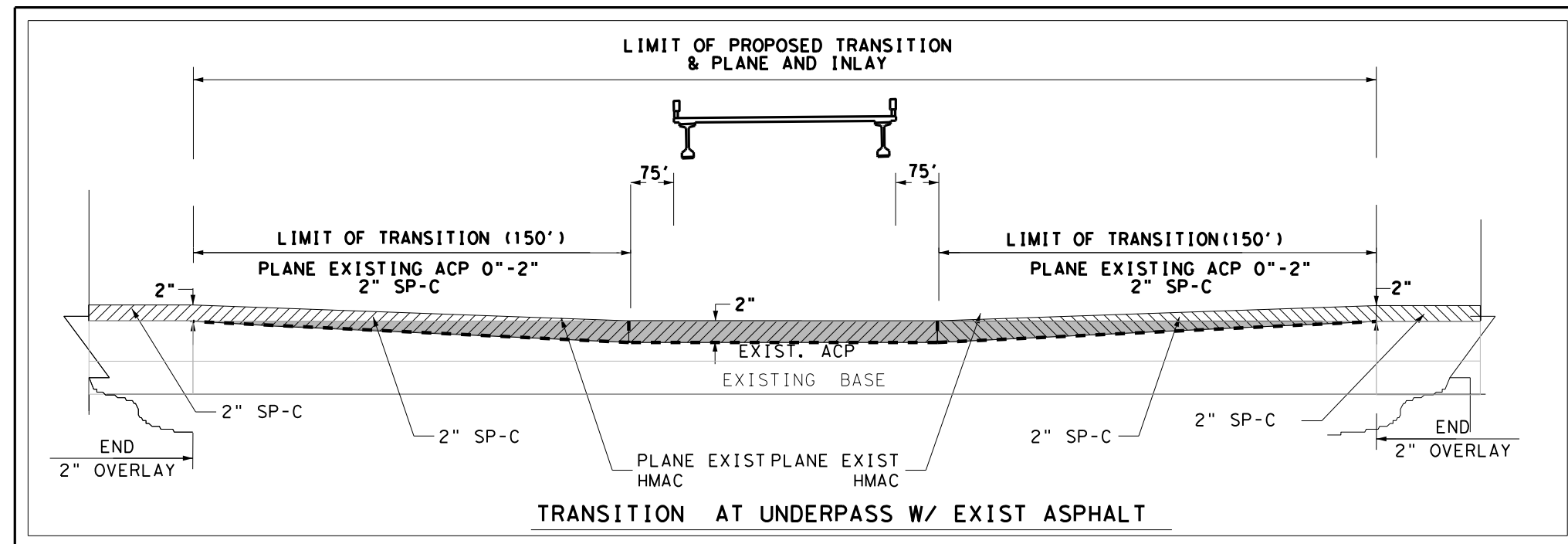
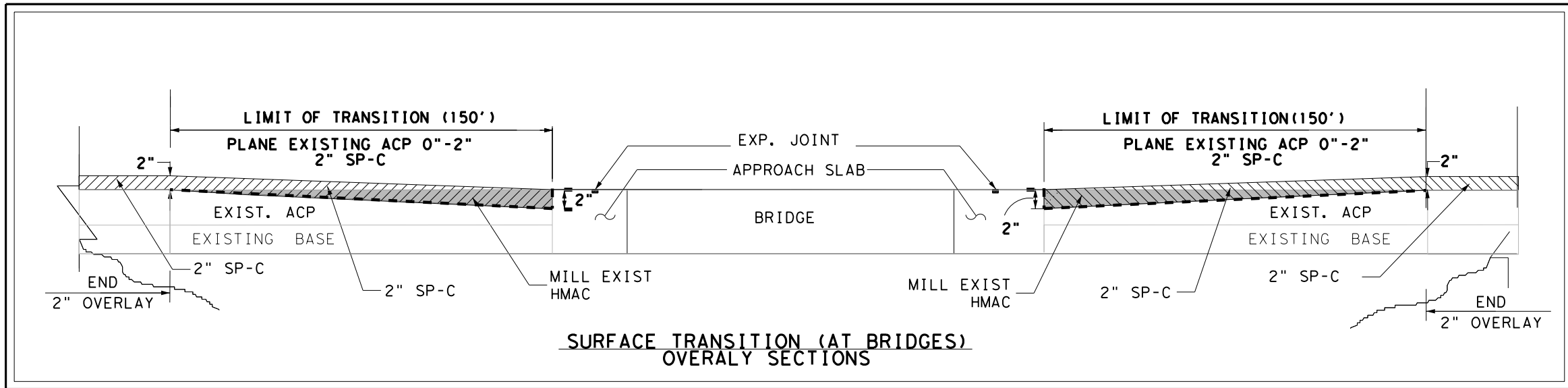
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DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059

197

DATE: 4/25/2023 10:30:05 AM
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- LEGEND:
-  OVERLAY
 -  MILL & OVERLAY
 -  RUBBLIZE CONCRETE
 -  CAM



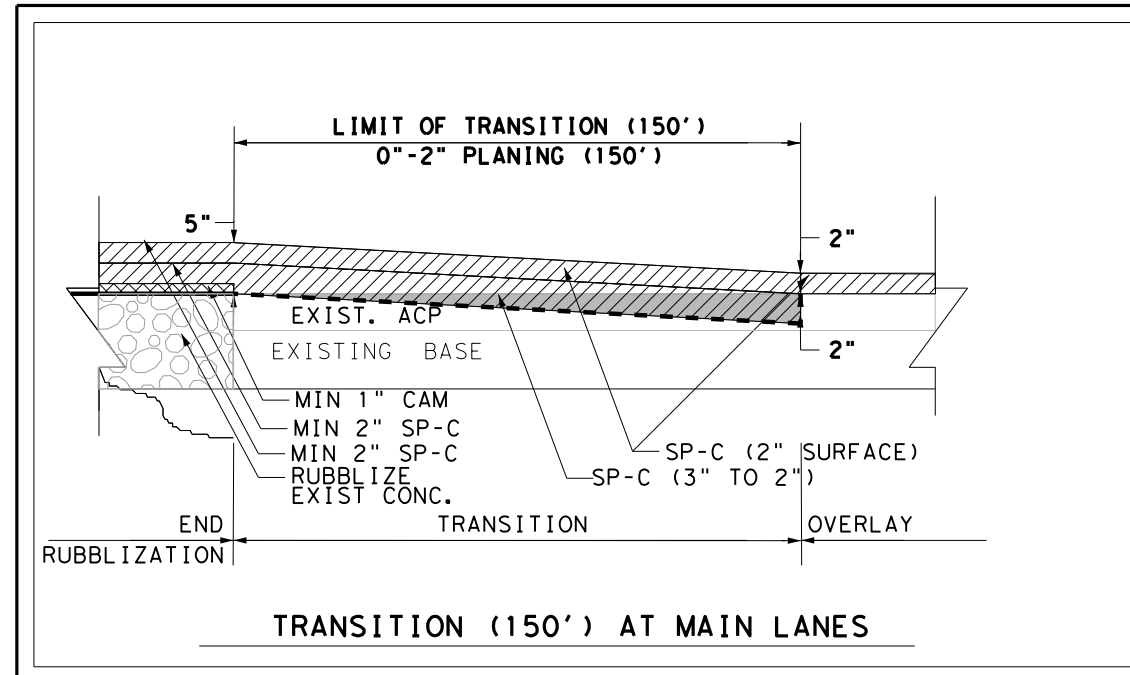
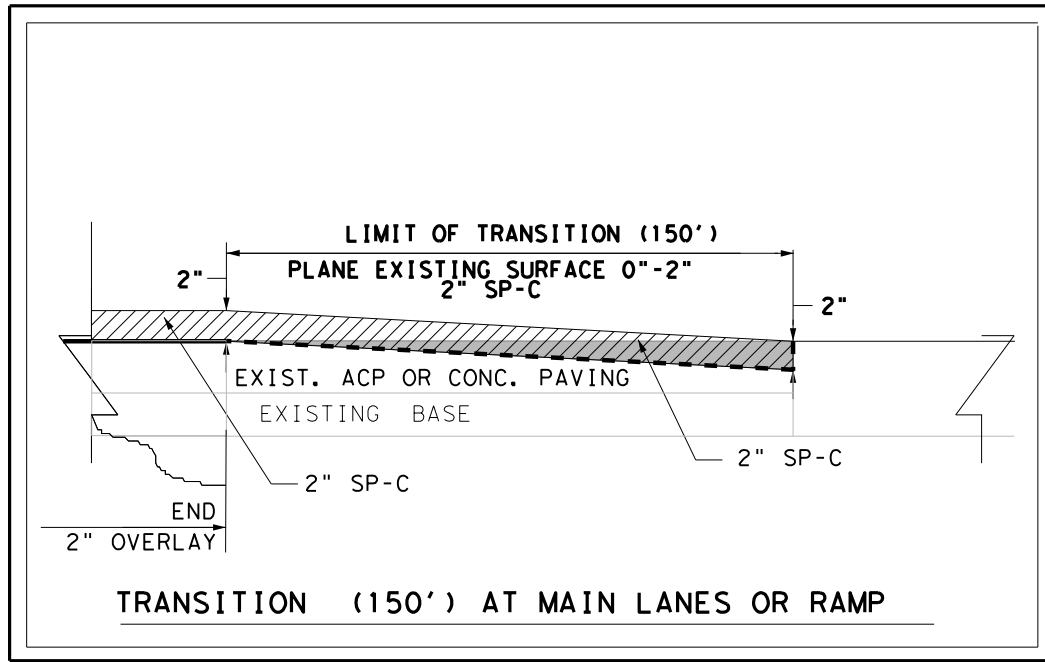
Falon Renfro
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 & Date



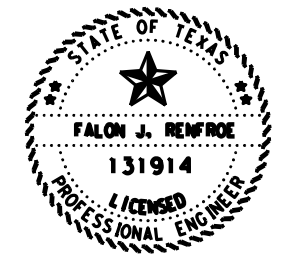
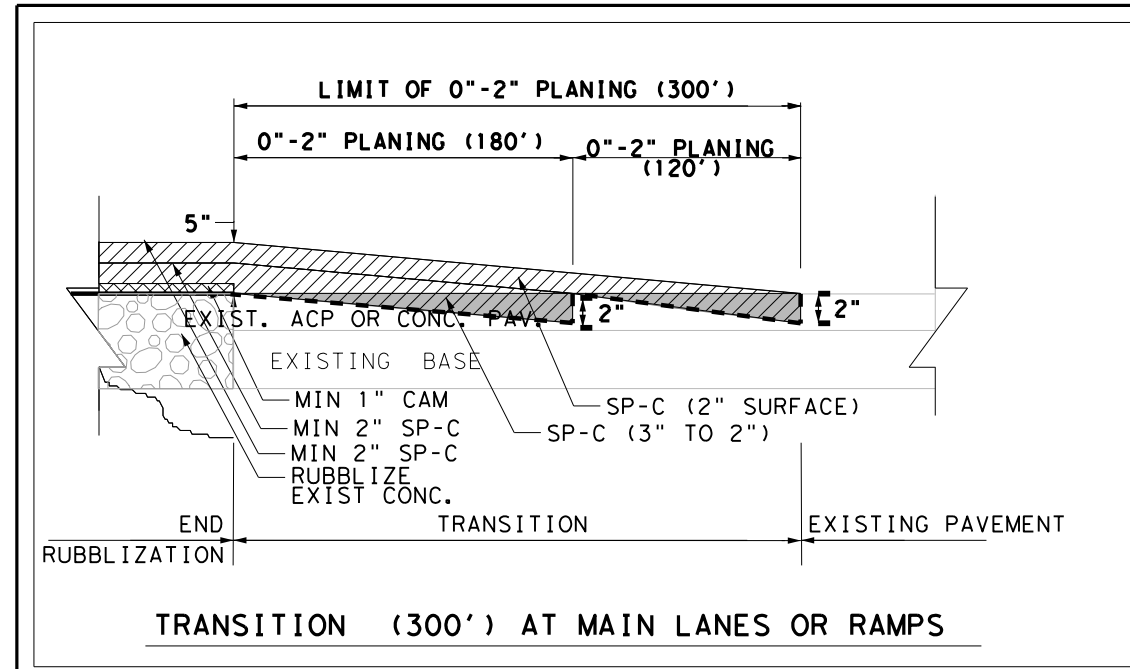
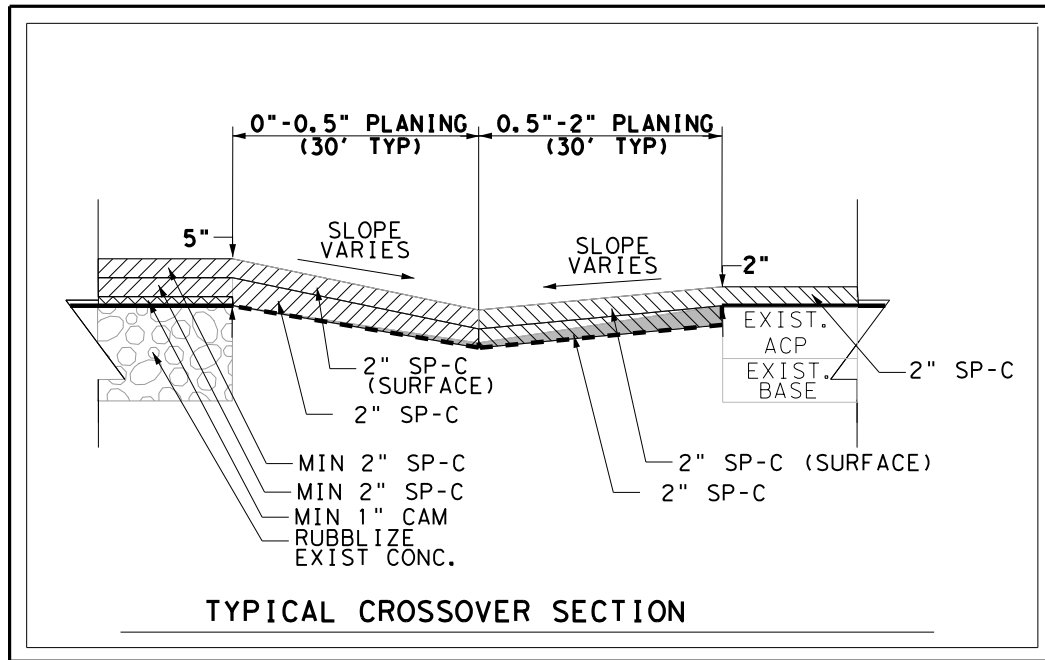
**US 175
 MISCELLANEOUS
 ROADWAY DETAILS**

SCALE: NTS			SHEET 2 OF 3	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	198
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CHECK	VD	0197	05	
			JOB	
			059	

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LEGEND:
 OVERLAY
 MILL & OVERLAY
 RUBBLIZE CONCRETE
 CAM



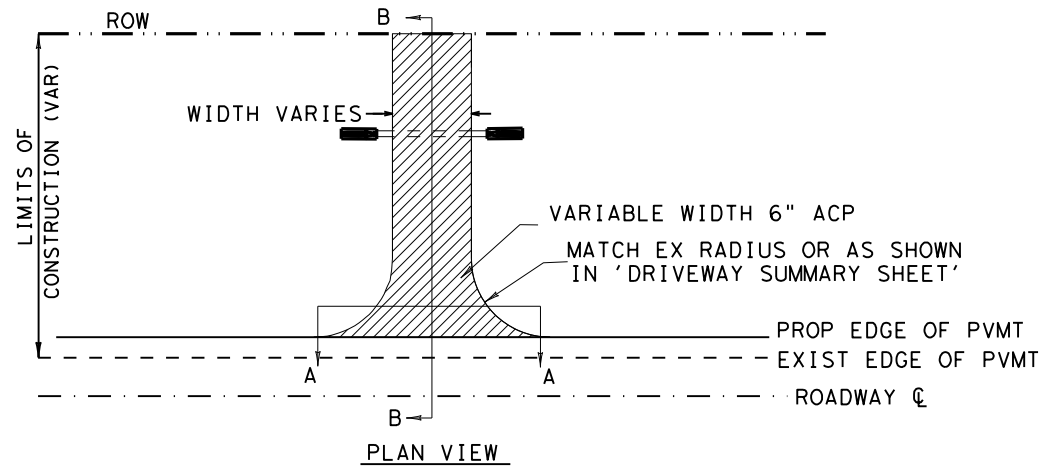
Falon Renfro
 Signature of Registrant & Date 04.26.23
 P.E.



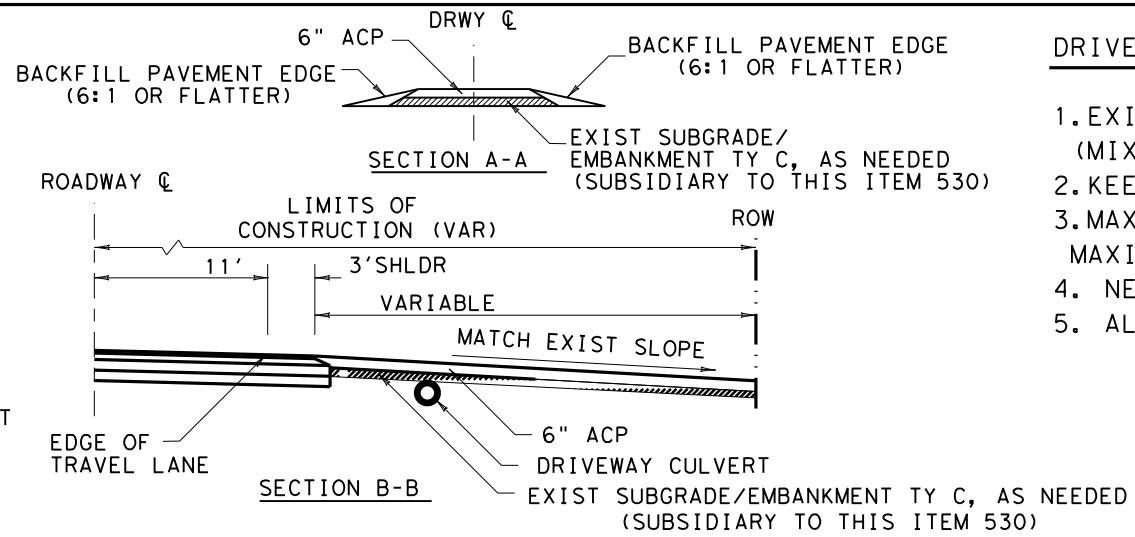
**US 175
 MISCELLANEOUS
 ROADWAY DETAILS**

SCALE: NTS				SHEET 3 OF 3	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.	
FR	6	(SEE TITLE SHEET)		US 175	
GRAPHICS	STATE	DISTRICT	COUNTY		SHEET NO.
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CHECK	JR	CONTROL	SECTION	JOB	
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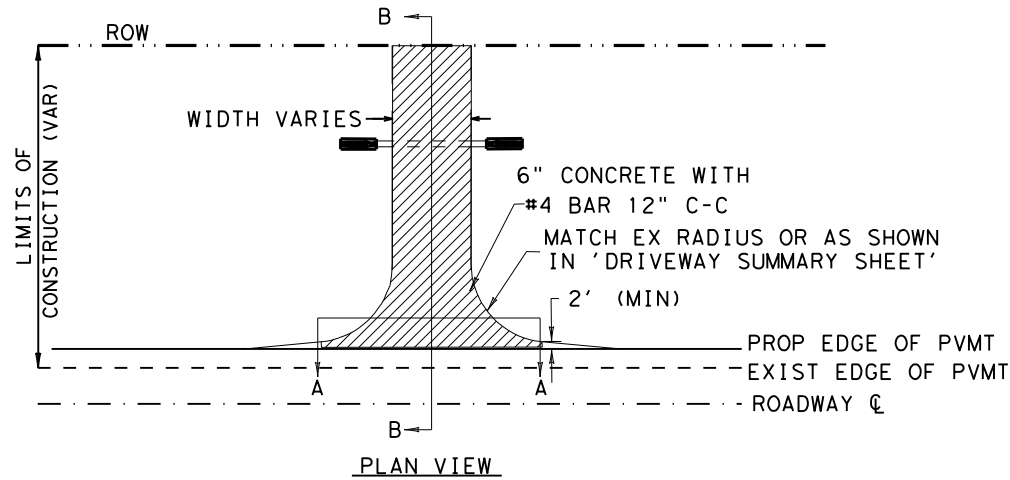


TYPICAL DRIVEWAY/INTERSECTION ASPHALT

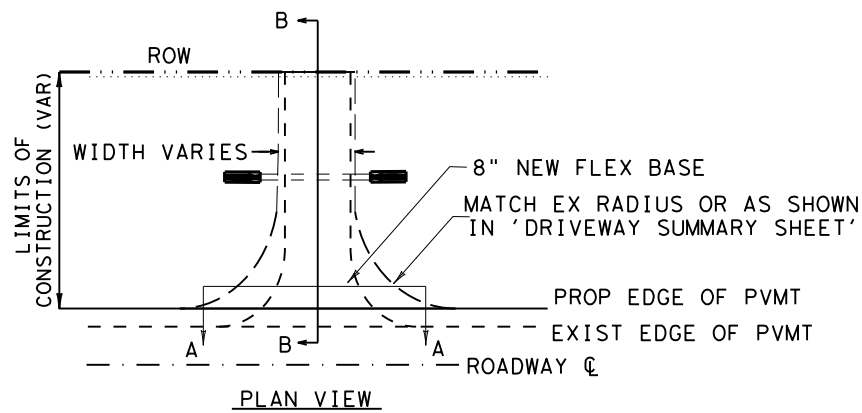
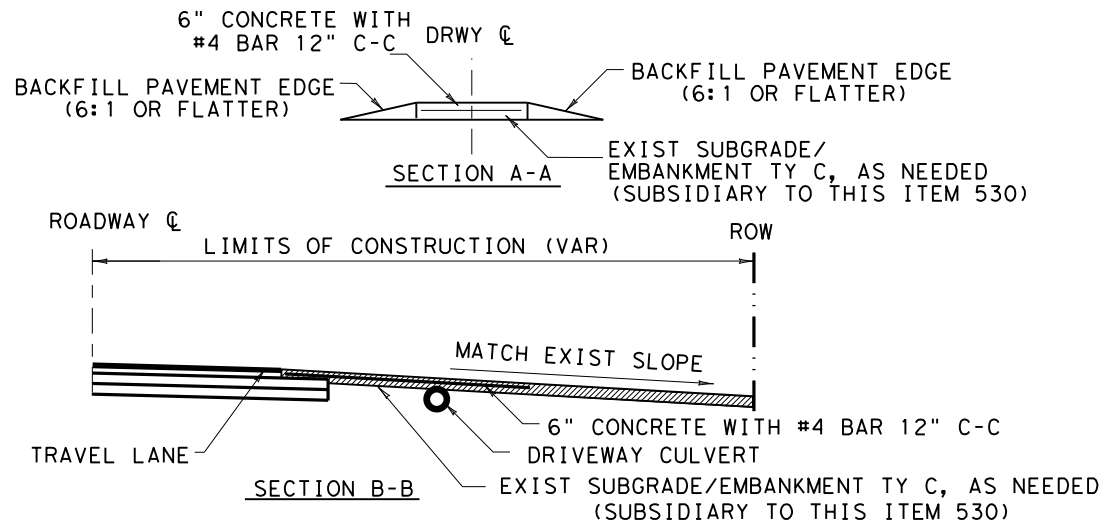


DRIVEWAY/INTERSECTION NOTES:

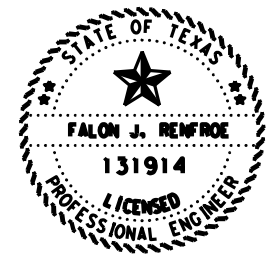
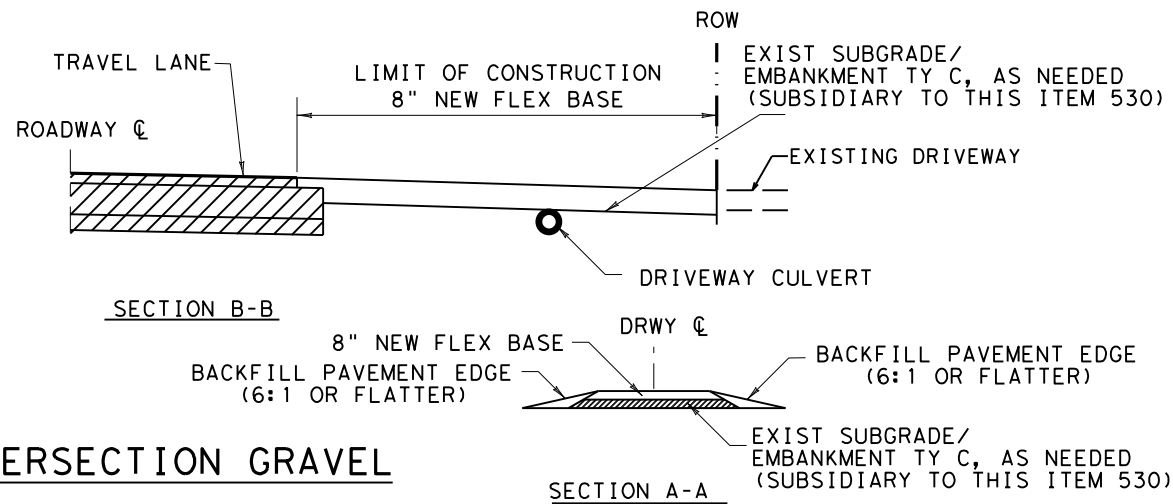
1. EXIST CONC DRIVEWAY - USE 6" HES CONCRETE (MIX DESIGN SHALL BE APPROVED BY ENGINEER).
2. KEEP MINIMUM FILL 6" ON DRIVEWAY CULVERT.
3. MAXIMUM DRIVEWAY SLOPE 12% AND MAXIMUM INTERSECTION SLOPE 10%.
4. NEW ACP SHALL BE SP-C SAC-B PG 70-22.
5. ALL NEW FLEX BASE SHALL BE TY D GR 1-2.



TYPICAL DRIVEWAY/INTERSECTION CONCRETE



TYPICAL DRIVEWAY/INTERSECTION GRAVEL



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



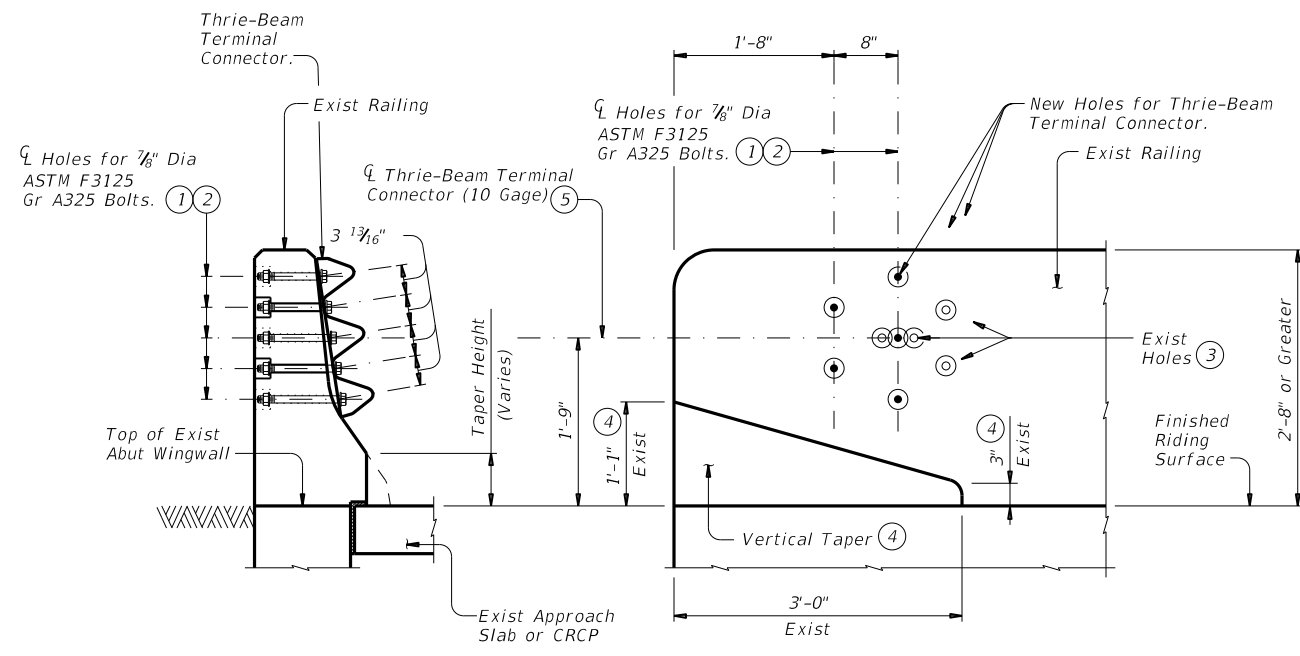
US 175
 DRIVEWAY/INTERSECTION
 DETAILS

SCALE: NTS

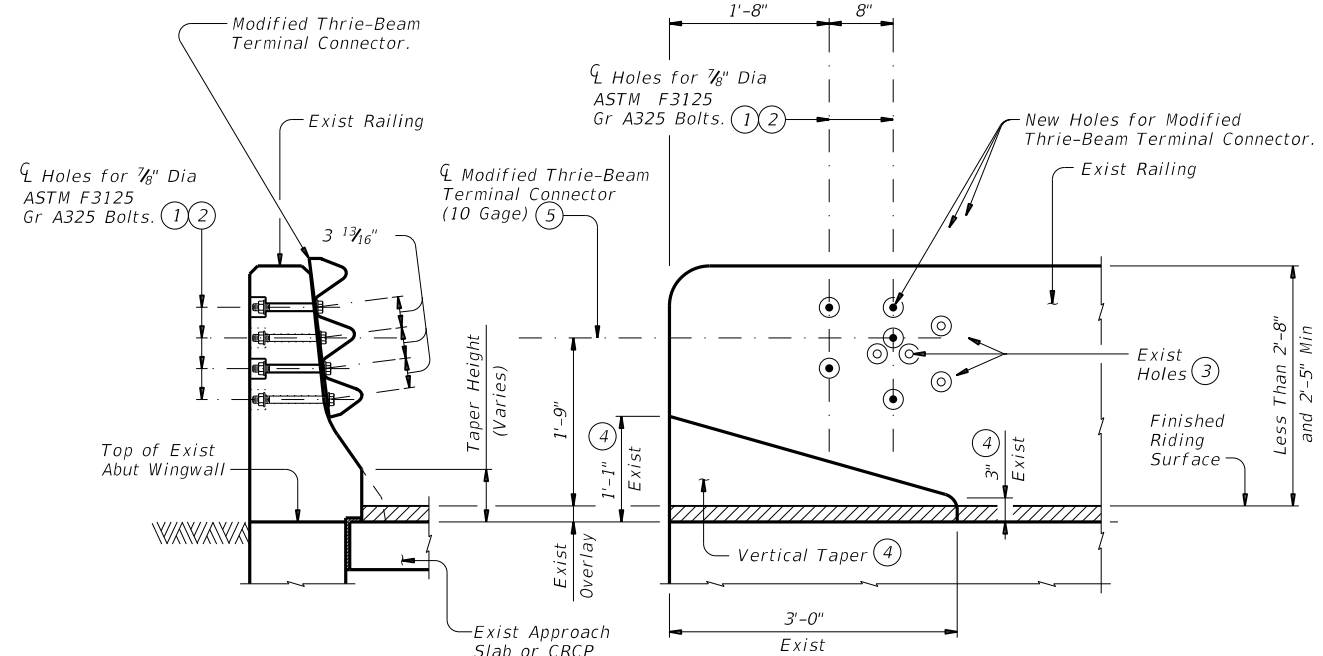
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GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	SECTION	JOB	059		
CHECK	VD						200

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 Project: 19050594
 Project Name: Roadway Standards

DISCLAIMER: 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 any other format.



SECTION **ELEVATION**
TERMINAL CONNECTION
ON EXISTING RAIL WITHOUT OVERLAY



SECTION **ELEVATION**
TERMINAL CONNECTION
ON EXISTING RAIL WITH OVERLAY

- ① 5/8" Dia holes and 2 1/2" Dia x 2" deep recesses. Holes and recesses must be core drilled. Percussion drilling is not permitted. Concrete spalls in rail exceeding 1/2" from edge of holes will be patched in accordance with Item 429, "Concrete Structure Repair" at the contractor's expense. Bolt recesses are only required when pedestrian sidewalks are adjacent to back of rail.
- ② 5/8" Dia F3125 Gr A325 Bolts with two 1 3/4" O.D. washers. Place washer under each head and nut. The 5 Terminal Connection Bolts must be tightened in a well distributed pattern so to prevent damage or distortion of the Thrie-Beam Connection and the MBGF Transition. Bolts must be cut off after installation so as to extend no more than 3/4" beyond nut. End of cut-off bolt must be painted with two coats of zinc-rich paint conforming to the Item "Galvanizing".
- ③ Existing anchor bolt holes in rail that can not be utilized and are within 3" of a new bolt hole must be filled with an epoxy grout prior to coring new holes.
- ④ If vertical taper is not present, then a vertical taper must be field cut to limits shown when the existing rail measurement is 2'-8". Rail measurement should be taken from behind rail as to not include overlay if present. If existing rail measurement is 2'-10" and existing rail does not have vertical taper, then add 2" to vertical dimensions and field cut vertical taper. Any exposed reinforcing steel from field cut taper must be ground flush and painted with two coats of zinc-rich paint conforming to the Item "Galvanizing".
- ⑤ 10 Gage Terminal Connectors and associated hardware are to be paid for under the Item "Metal Beam Guard Fence". Metal Beam Guard Fence Transitions must be attached to the bridge rail and extended along the embankment unless otherwise shown in the plans.
- ⑥ Terminal Connector must be modified for the Terminal Connection on Existing Rail with Overlay with two new 1" Dia holes as shown. Top new 1" Dia hole is used in lieu of existing top hole in terminal connector. All other existing holes in terminal connector must be used. Additional hole on bottom of terminal connector is used for other side for opposite hand. Damage to galvanization caused by this modification must be painted with two coats of zinc-rich paint conforming to the Item "Galvanizing".

CONSTRUCTION NOTES:

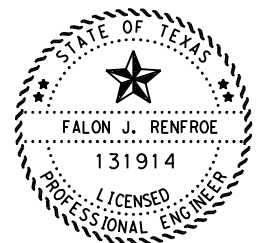
Field verify dimensions before commencing work and ordering materials.
 Remove any MBGF (W-beam) and attachment hardware, from the face of rail if present, prior to installation of new MBGF Transition. Dispose of these materials as directed by the Engineer. Plugging of exposed existing bolt holes is not necessary except as stated herein or otherwise indicated on the plans. This work is considered subsidiary to the pertinent bid items.
 If vertical taper is not present, then a vertical taper must be field cut to limits shown and debris removed.
 Attach the MBGF Transition to the existing rail and extend along the embankment using the Thrie-Beam Terminal Connection unless shown otherwise on the plans. Splice the Approach Guard Rail and the Terminal Connection with the normal 12 connection bolts. Refer to Metal Beam Guard Fence detail sheets for additional details and information not shown herein.

MATERIAL NOTES:

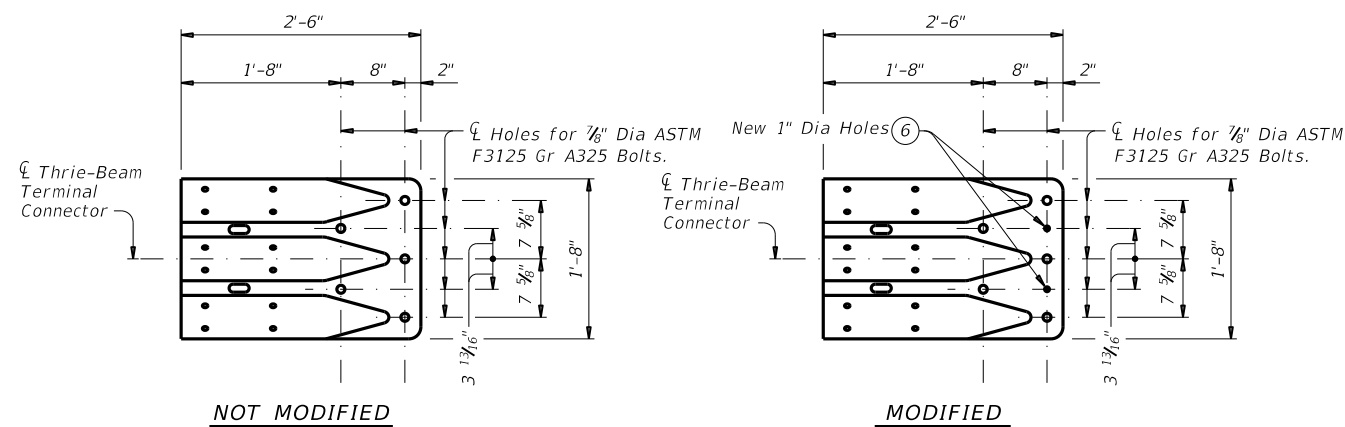
Galvanize all steel components unless otherwise noted.

GENERAL NOTES:

These details are shown for retrofitting MBGF transitions to existing rails only and not used for new construction.
 Shop drawings are not required for this installation.
 Materials, fabrication and installation of this assembly are to be included in the price bid for "Metal Beam Guard Fence."



Falon Renfro, P.E. 04.13.2023
 Signature of Registrant & Date

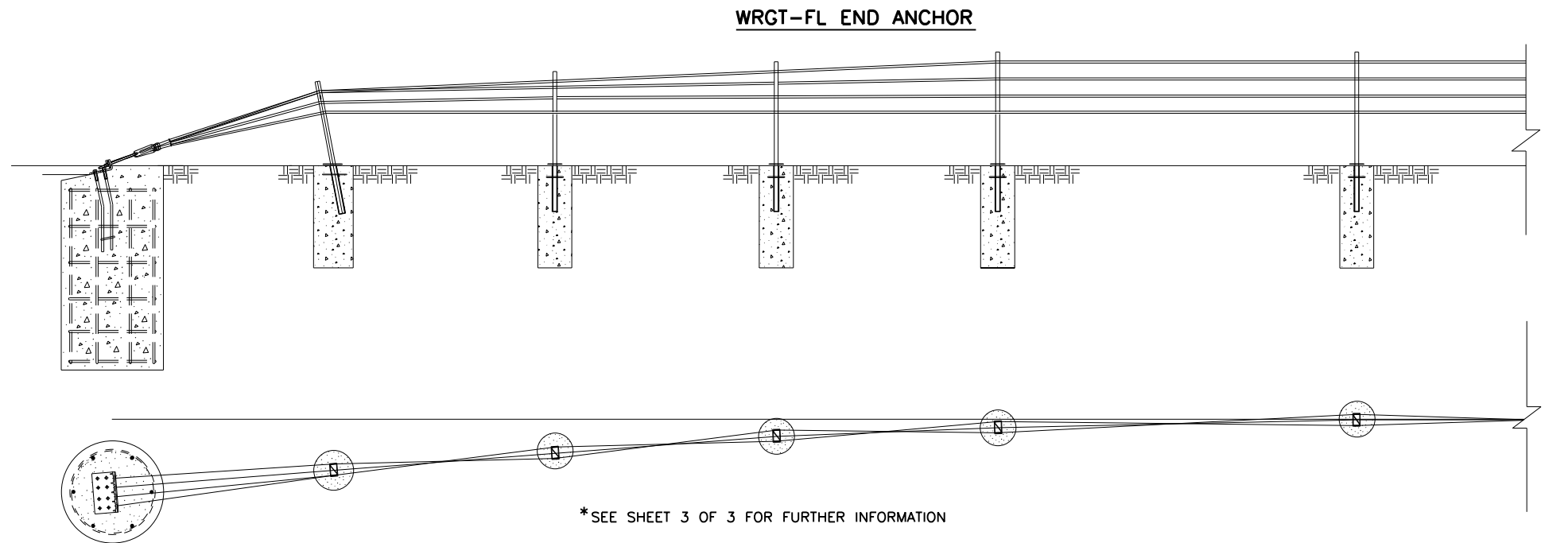
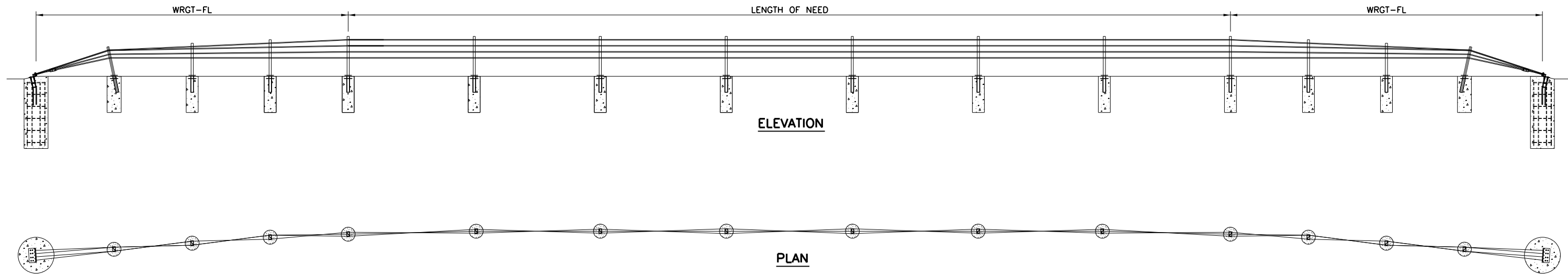


THRIE-BEAM TERMINAL CONNECTORS ⑤

				Bridge Division Standard	
<h2 style="margin: 0;">T5/T501/T502 TRANSITION RETROFIT GUIDE</h2>					
<h3 style="margin: 0;">T5/T501/T502TR (MOD)</h3>					
FILE: r1std039-19.dgn	DN: TxDOT	CK: APK	DW: JTR	CK: APK	
©TxDOT September 2019	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0197	05	059	US 175	
	DIST	COUNTY	SHEET NO.		
	DAL	KAUFMAN	201		

DATE: 4/12/2023
 FILE: \\txdot\projectwiseonline.com\txdot\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\3. Roadway\ROADWAY - STANDARDS\brifent1414.dgn

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*SEE SHEET 3 OF 3 FOR FURTHER INFORMATION

ROPE TENSION TABLE		
ROPE TEMP (°F)	TENSION (LBS)	TENSION (kN)
0	5700	25.4
5	5550	24.7
10	5400	24.0
15	5250	23.4
20	5100	22.7
25	4950	22.0
30	4800	21.4
35	4650	20.74
40	4500	20.0
45	4350	19.3
50	4200	18.7
55	4050	18.0
60	3900	17.3
65	3750	16.7
70	3600	16.0
75	3450	15.3
80	3300	14.7
85	3150	14.0
90	3000	13.3
95	2850	12.7
100	2700	12.0
105	2550	11.3
110	2400	10.7
115	2250	10.0
120	2100	9.3
125	1950	8.7
130	1800	8.0
135	1650	7.3
140	1500	6.7

* ROPE TENSION: ± 20% AFTER 2-WEEK INTERVAL

GENERAL NOTES:

- BRIFEN DRAWINGS, SPECIFICATIONS, AND PRODUCT MANUAL SHOULD BE REVIEWED PRIOR TO STARTING AN INSTALLATION. FOR ADDITIONAL INFORMATION OR QUESTIONS, CONTACT BRIFEN USA, INC. AT 1-866-427-4336.
- THE BRIFEN WRSF HAS BEEN SUCCESSFULLY TESTED TO NCHRP 350 TL-4 CONDITIONS ON SLOPES 6:1 OR FLATTER AND NCHRP 350 TL-3 CONDITIONS ON SLOPES 4:1 TO 6:1.
- THE POST SPACING SHALL BE DETERMINED BY THE SPECIFYING AGENCY. POST SPACING MAY BE DECREASED TO AVOID OBSTRUCTIONS OR UTILITIES. IN NO EVENT SHALL THE POST SPACING EXCEED 21'-0".
- BRIFEN WRSF SHALL BE PLACED ON A SMOOTH SURFACE, WITHOUT HUMPS, DROP-OFFS, HOLES, ETC THAT WOULD INTERFERE WITH THE STABILITY OF THE ERRANT VEHICLE. GRADING, FILL AND COMPACT MAY BE REQUIRED TO ASSURE THAT ROPES ARE INSTALLED AT THE DESIGN HEIGHT.
- THE WRGT-FL END ANCHOR HAS BEEN SUCCESSFULLY TESTED TO NCHRP 350 TL-3 CONDITIONS. THE LENGTH OF NEED BEGINS 31'-0" FROM THE END ANCHOR. POSTS A THROUGH POST B3, SPACED 6'-6" APART, HAVE WEAKENED CUTS AT THE GROUND THAT SHALL FACE THE ANCHOR.
- ANCHOR AND LINE POST DIMENSIONS AND STEEL REINFORCEMENT WILL BE DETERMINED ON PROJECT SPECIFIC SOIL CLASSIFICATION, PROPERTIES AND TEMPERATURE EXTREMES. CONTACT BRIFEN USA, INC. FOR ADDITIONAL INFORMATION.
- ALL REINFORCEMENT AND CONCRETE FOR THE ANCHORS AND LINE POSTS PROVIDED BY OTHERS.
- REINFORCEMENT AND CONCRETE PROPERTIES SHALL MEET AGENCY SPECIFICATIONS.
- FOR PLACEMENT NEAR GUARDRAIL OR OTHER OBSTACLES CONTACT BRIFEN USA, INC. FOR ADDITIONAL DRAWINGS AND SUPPORT.
- TAPER RATES FOR THE BRIFEN WRSF ARE AS FOLLOWS:
 HORIZONTAL: 25:1 MAXIMUM, 50:1 PREFERABLE
 VERTICAL: 25:1 MAXIMUM, 50:1 PREFERABLE

SHEET 1 OF 3

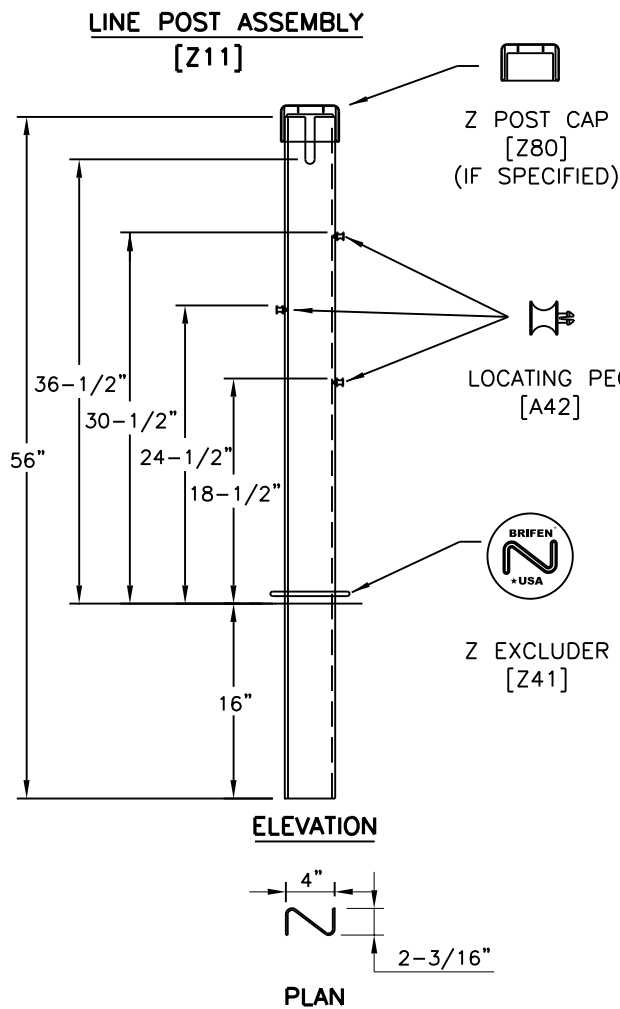


**BRIFEN
 WIRE ROPE SAFETY FENCE
 (TL-4)**

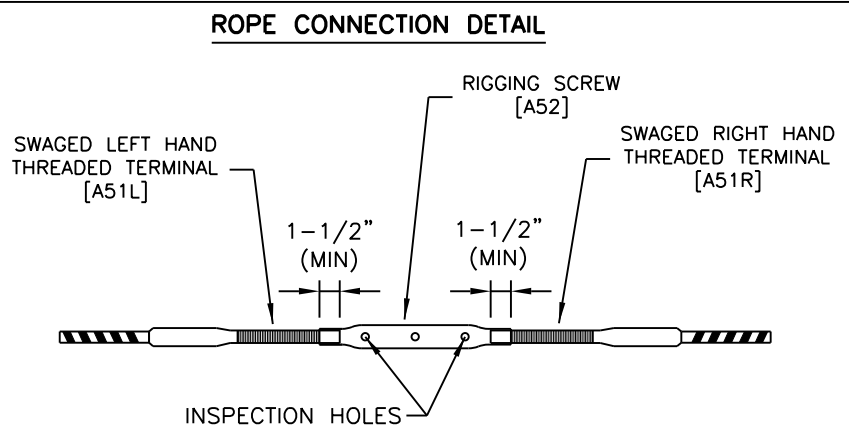
BRIFEN (TL4) - 14

FILE: brifent1414.dgn	DN: TxDOT	CK: RM	DW: VP	CK:
© TxDOT: MARCH 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	05	059	US 175
	DIST	COUNTY	SHEET NO.	
	DAL	KAUFMAN	202	

DATE: 4/12/2023
 FILE: \\txdot\projectwiseonline.com\txdot\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\3. Roadway\ROADWAY - STANDARDS\brifent1414.dgn
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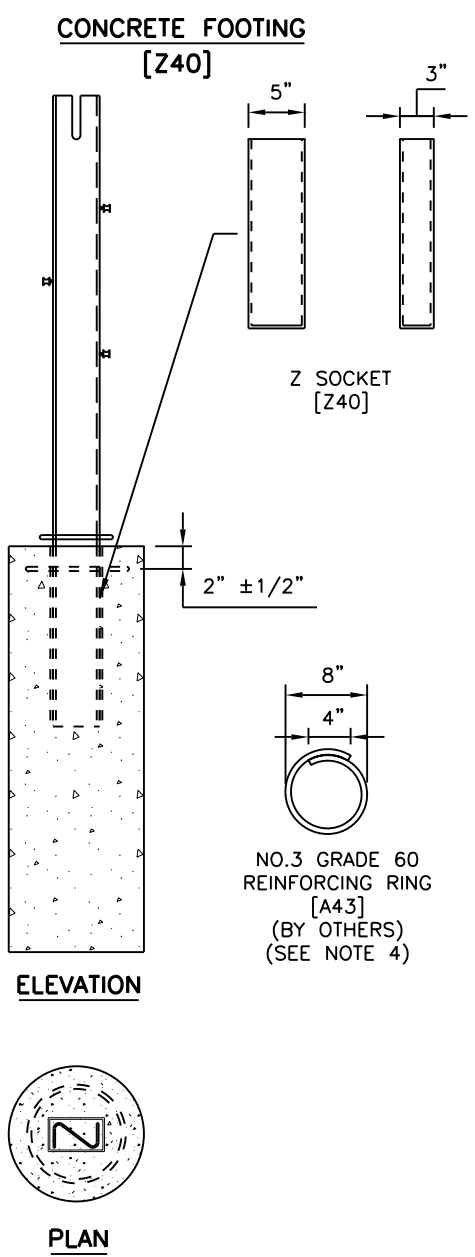


- NOTES SPECIFIC TO LINE POST ASSEMBLY**
1. ROPE HEIGHTS SHALL BE $\pm 1"$ TO GROUND LINE.
 2. POST SHALL BE $\pm 4"$ FROM VERTICAL PLUMB.
 3. POST CAPS SHALL BE USED IF SPECIFIED.
 4. REFLECTORS SHALL BE SPACED ACCORDING TO AGENCY SPECIFICATIONS.
 5. REFLECTORS CAN BE PLACED ON THE POST CAP OR POST.

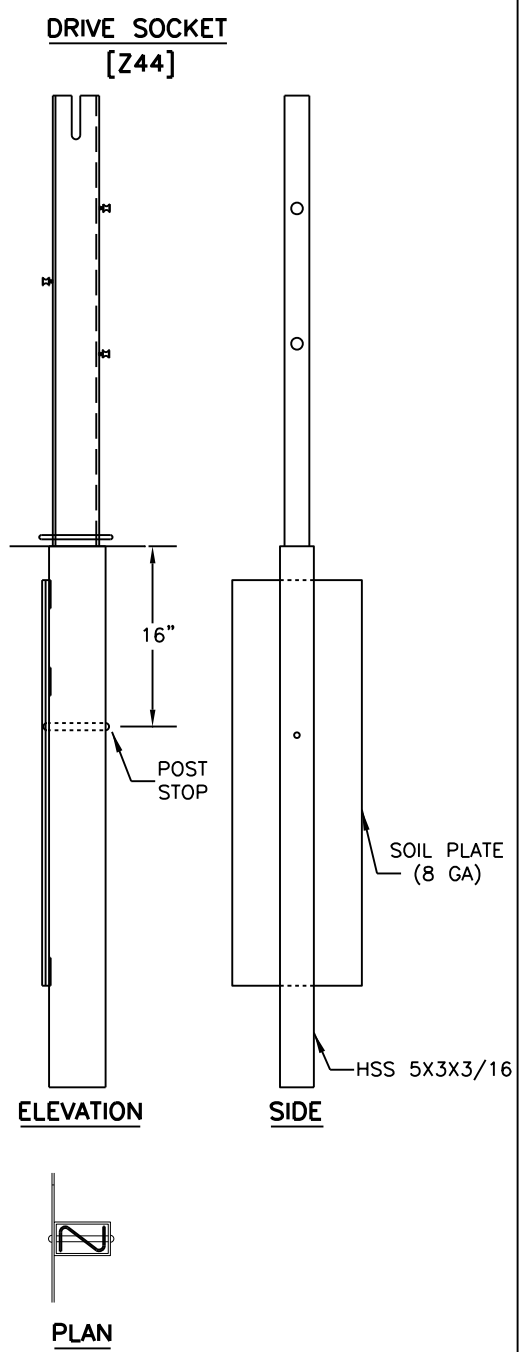


- NOTES SPECIFIC TO ROPE CONNECTION DETAIL**
1. THE WIRE ROPE TERMINALS SHALL BE THREADED A MINIMUM OF 1-1/2" INTO RIGGING SCREW.
 2. AFTER FINAL TENSIONING, THE TERMINALS SHALL BE VISIBLE IN THE INSPECTION HOLES.

SOCKET ASSEMBLY



- NOTES SPECIFIC TO CONCRETE FOOTING**
1. SIZE OF FOOTING WILL BE DETERMINED BY SOIL CONDITIONS, FOUNDATION TYPE AND PROJECT CONDITIONS.
 2. CONCRETE BASED ON AGENCY SPECIFICATIONS.
 3. CONCRETE BY OTHERS.
 4. REINFORCING RING (BY OTHERS) WILL BE USED ACCORDING TO FOUNDATION SIZE AND TYPE. THE REINFORCING RING MAY BE OMITTED IF THE FOOTING IS PLACED IN A CONTINUOUS CONCRETE MOW STRIP.
 5. FOOTING SHALL BE FLUSH WITH THE GROUND LINE, TO A MAXIMUM OF 1 INCH BELOW OR ABOVE GROUND LINE.
 6. SOCKET SHALL BE $\pm 2^\circ$ OF VERTICAL PLUMB.



- NOTES SPECIFIC TO DRIVE SOCKETS**
1. SIZE OF SOIL PLATE WILL BE DETERMINED BY SOIL CONDITIONS AND PROJECT CONDITIONS.
 2. THE SOIL PLATE SHALL BE PARALLEL TO ROADWAY AND CAN FACE TOWARD OR AWAY FROM THE TRAVEL LANE.
 3. FOOTING SHALL BE FLUSH WITH THE GROUND LINE, TO A MAXIMUM OF 1 INCH BELOW OR ABOVE GROUND LINE.
 4. SOCKET SHALL BE $\pm 2^\circ$ OF VERTICAL PLUMB.
 5. SOCKETS SHALL BE DRIVEN IN A MANNER TO NOT DISTORT OR DESTROY THE TOP OF SOCKET TO A DEGREE THAT PLACES THE SOCKET OR LINE POST OUT OF CONSTRUCTION TOLERANCES.

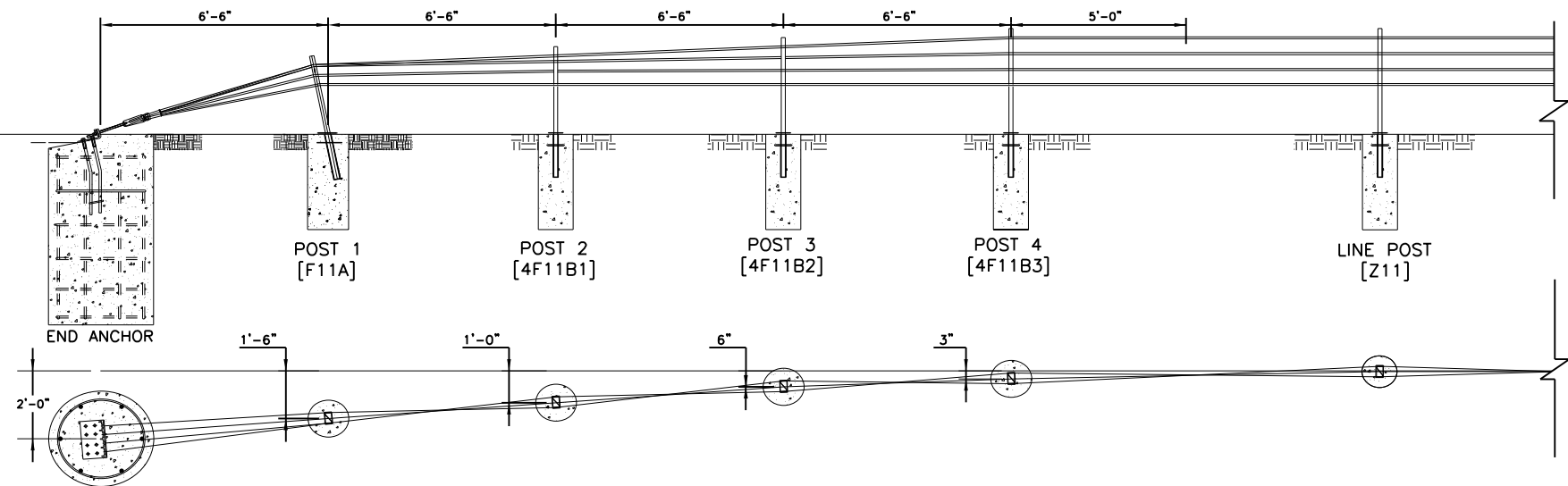
- GENERAL NOTES:**
1. BRIFEN DRAWINGS, SPECIFICATIONS, AND PRODUCT MANUAL SHOULD BE REVIEWED PRIOR TO STARTING AN INSTALLATION. FOR ADDITIONAL INFORMATION OR QUESTIONS, CONTACT BRIFEN USA, INC. 1-866-427-4336.
 2. THE BRIFEN WRSF HAS BEEN SUCCESSFULLY TESTED TO NCHRP 350 TL-4 CONDITIONS ON SLOPES 6:1 OR FLATTER AND NCHRP 350 TL-3 CONDITIONS ON SLOPES 4:1 TO 6:1.
 3. THE POST SPACING SHALL BE DETERMINED BY THE SPECIFYING AGENCY. POST SPACING MAY BE DECREASED TO AVOID OBSTRUCTIONS OR UTILITIES. IN NO EVENT SHALL THE POST SPACING EXCEED 21'-0".
 4. BRIFEN WRSF SHALL BE PLACED ON A SMOOTH SURFACE, WITHOUT HUMPS, DROP-OFFS, HOLES, ETC THAT WOULD INTERFERE WITH THE STABILITY OF THE ERRANT VEHICLE. GRADING, FILL AND COMPACTION MAY BE REQUIRED TO ASSURE THAT ROPES ARE INSTALLED AT THE DESIGN HEIGHT.

SHEET 2 OF 3

		Design Division Standard	
BRIFEN WIRE ROPE SAFETY FENCE (TL-4)			
BRIFEN(TL4) - 14			
FILE: brifent1414.dgn	DN: TxDOT	CK: RM	DW: VP
© TxDOT: MARCH 2014	CONT: 0197	SECT: 05	JOB: 059
REVISIONS			HIGHWAY: US 175
DIST: DAL	COUNTY: KAUFMAN	SHEET NO.: 203	

DATE: 4/12/2023
 FILE: \\pww\txdot\projectwiseonline.com\txdot5\Documents\18 - DAL\Design Projects\019705094 - Design\Plan Set\3. Roadway\ROADWAY_STANDARDS\brifent1414.dgn
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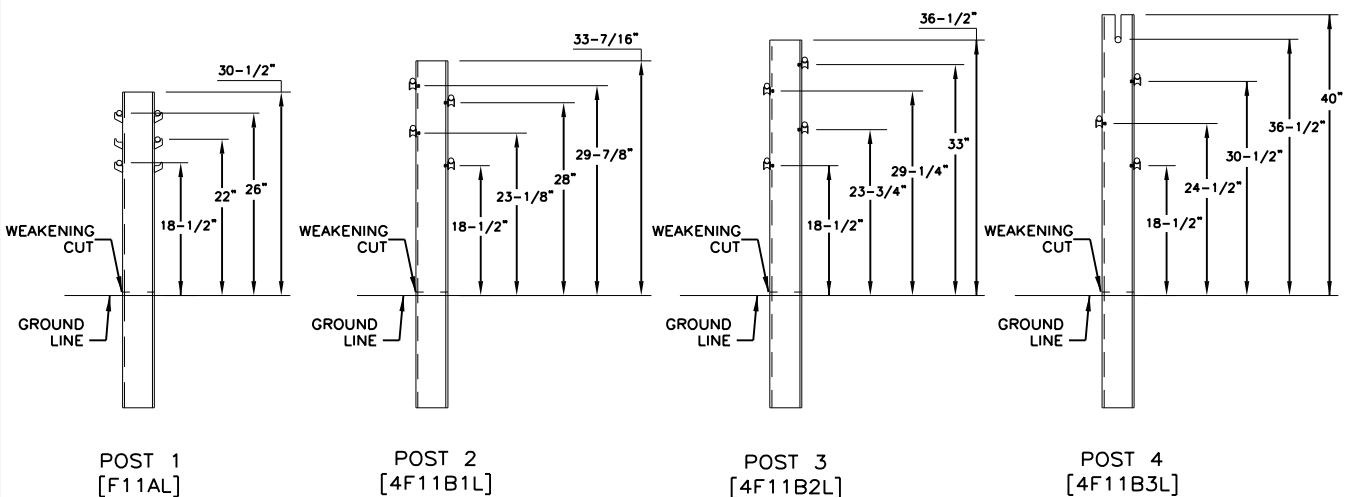
WRGT-FL END ANCHOR LAYOUT



GENERAL NOTES:

- BRIFEN DRAWINGS, SPECIFICATIONS, AND PRODUCT MANUAL SHOULD BE REVIEWED PRIOR TO STARTING AN INSTALLATION. FOR ADDITIONAL INFORMATION OR QUESTIONS, CONTACT BRIFEN USA, INC. AT 1-866-427-4336.
- THE WRGT-FL END ANCHOR HAS BEEN SUCCESSFULLY TESTED TO NCHRP 350 TL-3 CONDITIONS. THE LENGTH OF NEED BEGINS 31'-0" FROM THE END ANCHOR. POSTS A THROUGH POST B3, SPACED 6'-6" APART, HAVE WEAKENED CUTS AT THE GROUND THAT SHALL FACE THE ANCHOR.
- ANCHOR AND LINE POST DIMENSIONS AND STEEL REINFORCEMENT WILL BE DETERMINED ON PROJECT SPECIFIC SOIL CLASSIFICATION, PROPERTIES AND TEMPERATURE EXTREMES. CONTACT BRIFEN USA, INC. FOR ADDITIONAL INFORMATION.
- ALL REINFORCEMENT AND CONCRETE FOR THE ANCHORS AND LINE POSTS PROVIDED BY OTHERS.
- REINFORCEMENT AND CONCRETE PROPERTIES SHALL MEET AGENCY SPECIFICATIONS.
- FOR PLACEMENT NEAR GUARDRAIL OR OTHER OBSTACLES CONTACT BRIFEN USA, INC. FOR ADDITIONAL DRAWINGS AND SUPPORT.

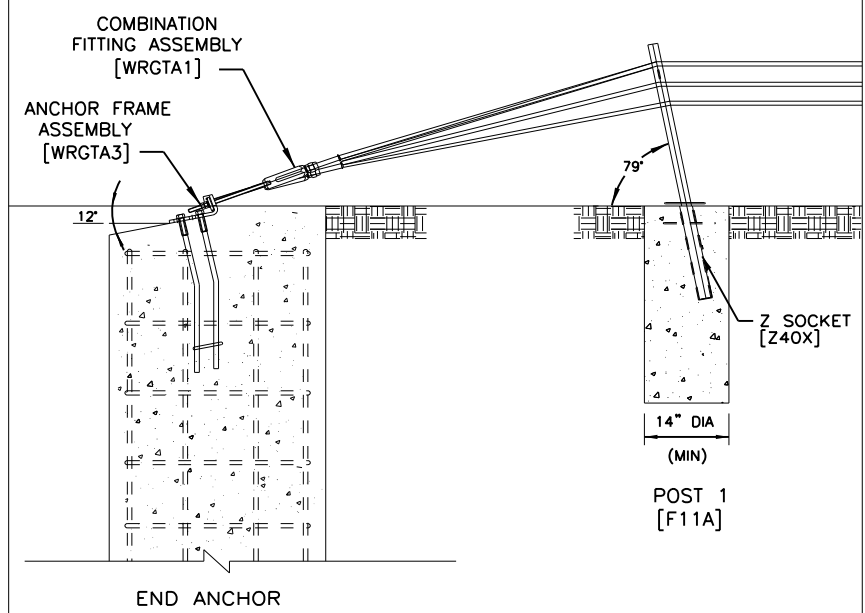
WRGT-FL POST DETAILS



NOTES SPECIFIC TO WRGT-FL POST DETAIL

- ROPE HEIGHTS SHALL BE $\pm 1"$ TO GROUND LINE.
- POST SHALL BE $\pm 4"$ FROM VERTICAL PLUMB.
- POST CAPS SHALL BE USED IF SPECIFIED.
- REFLECTORS SHALL BE SPACED ACCORDING TO AGENCY SPECIFICATIONS.
- REFLECTORS CAN BE PLACED ON THE POST CAP OR POST.
- Z EXCLUDER (Z41) SHALL BE USED.
- POST A & SOCKET SHALL BE PLACED $79^\circ (\pm 4^\circ)$ TOWARD END ANCHOR FROM THE HORIZONTAL PLANE.
- POST A SOCKET SHALL BE PLACED IN 14" (MIN) CONCRETE FOUNDATION. DEPTH TO BE DETERMINED FROM SOIL CONDITIONS AND PROJECT CONDITIONS.
- FOUNDATIONS FOR POST 2 THRU 4 SHALL BE THE SAME AS THE LINE POST ASSEMBLY'S FOR THE PROJECT.
- WEAKENED CUTS SHALL FACE END ANCHOR.

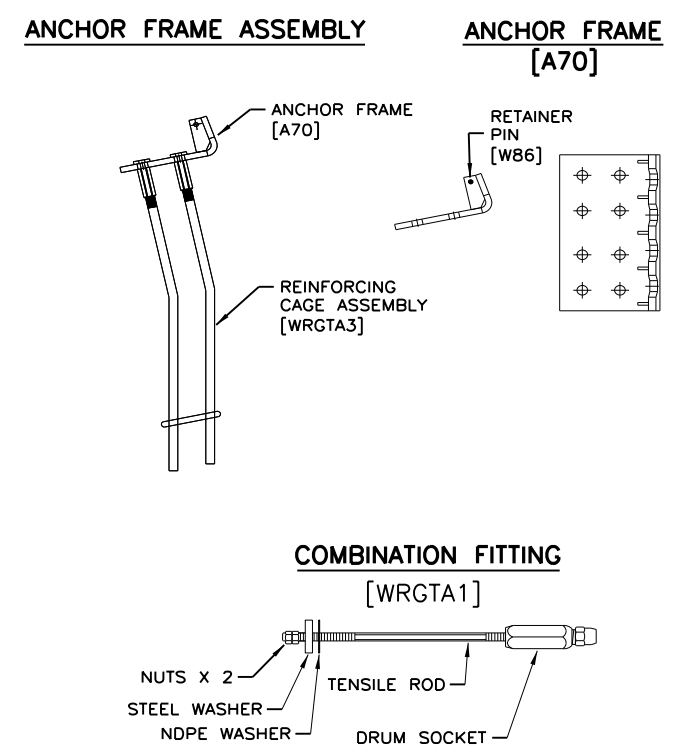
END ANCHOR DETAILS



NOTES SPECIFIC TO END ANCHOR DETAIL

- THE END ANCHOR ASSEMBLY SHALL BE PLACED 12" (+3", -1") BELOW HORIZONTAL PLANE.
- POST 1 & SOCKET SHALL BE PLACED $79^\circ (\pm 4^\circ)$ TOWARD END ANCHOR FROM THE HORIZONTAL PLANE.
- POST 1 SOCKET SHALL BE PLACED IN 14" (MIN) CONCRETE FOUNDATION. DEPTH TO BE DETERMINED FROM SOIL CONDITIONS AND PROJECT CONDITIONS.

END ANCHOR COMPONENTS



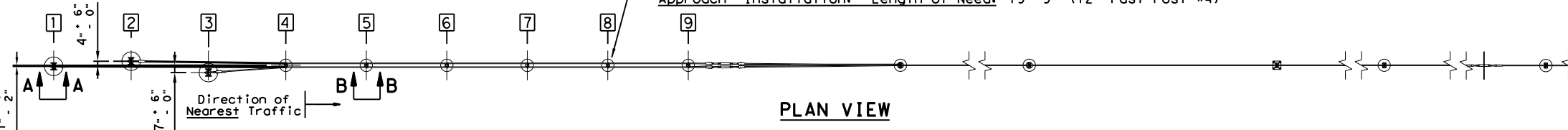
SHEET 3 OF 3

		Design Division Standard	
BRIFEN WIRE ROPE SAFETY FENCE (TL-4) BRIFEN(TL4) - 14			
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REVISIONS			HIGHWAY: US 175
DIST: DAL	COUNTY: KAUFMAN		SHEET NO.: 204

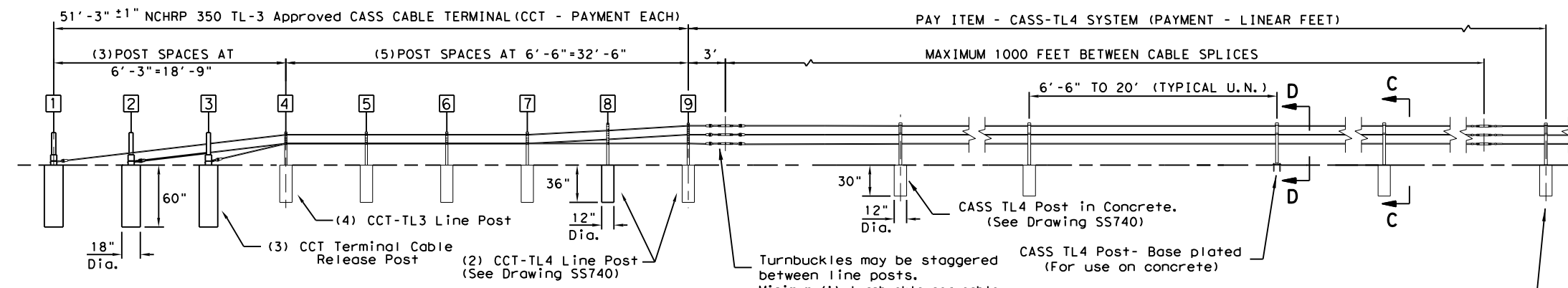
DATE: 4/12/2023
 FILE: \\txdot.projectwiseonline.com:TXDOT\Documents\18 - DAL\Design Projects\019705094 - Design\Plan Set\3. Roadway\ROADWAY - STANDARDS\casst1414.dgn
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Preferred Installation: Locate post #2 away from nearest traffic. System has been successfully tested with opposite installation.

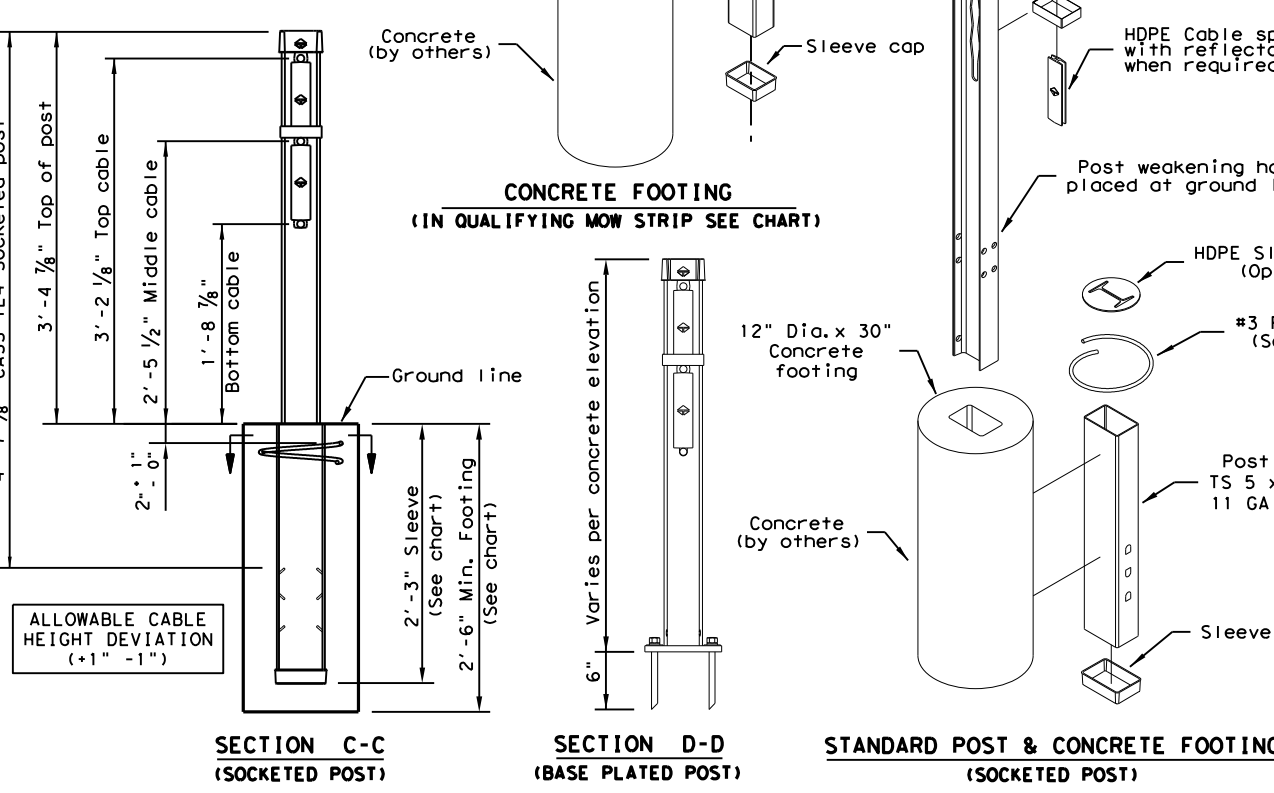
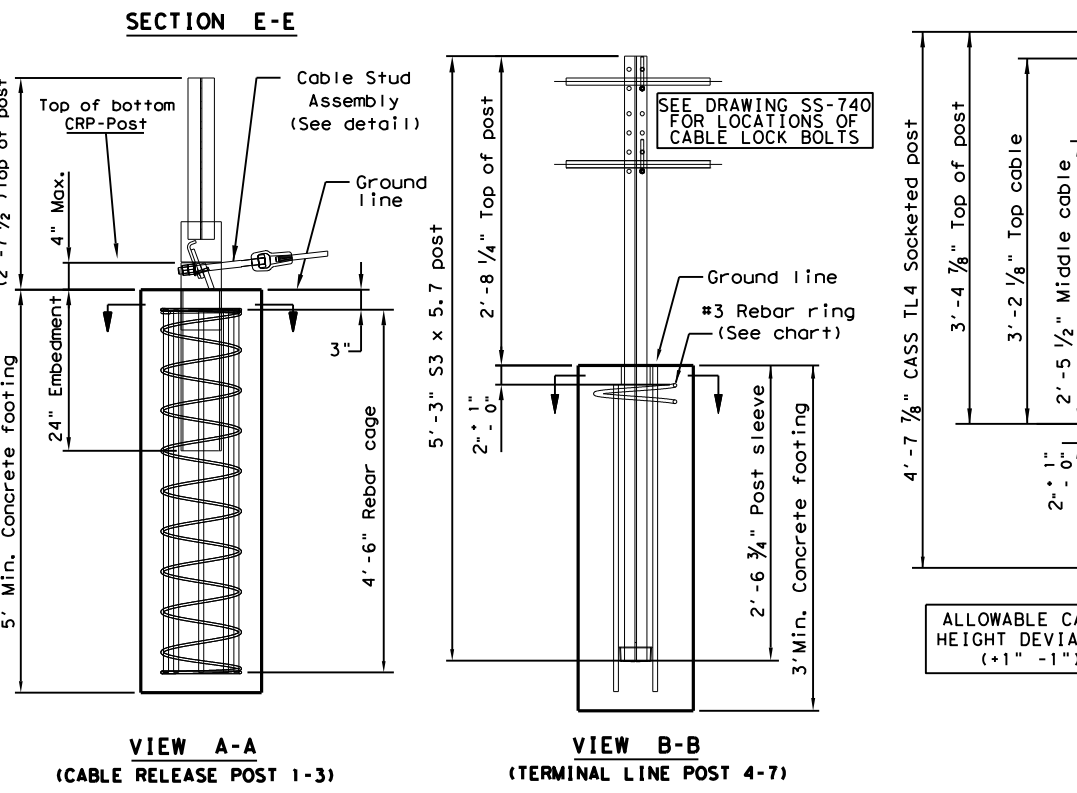
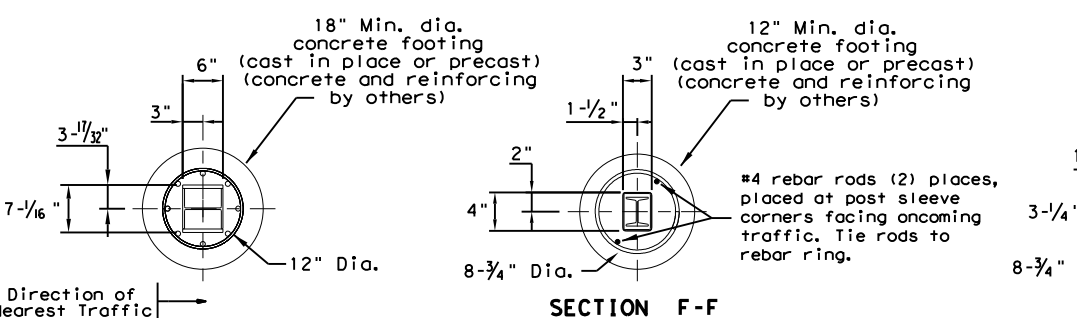
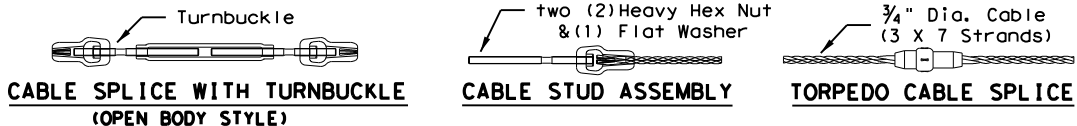
Length-of-Need Cass Cable Terminal (CCT):
Departure Installation: Length-of-Need: 44'-9" (At Post #8)
Approach Installation: Length-of-Need: 19'-9" (12" Post Post #4)



PLAN VIEW



ELEVATION VIEW (TYPICAL LAY-OUT)



- GENERAL NOTES**
- This drawing is a general overview of CASS TL-4 Barrier System. See SS-740 (latest version) for specific details of CASS cable terminal (CCT) and cable safety system (CASS) requirements, proper installation, options and specification.
 - CASS is designed for bi-directional traffic flows and can be installed on either side of the median. Contact Trinity (800-527-6050) or consult the design, installation, or repair manual(s) for additional information.
 - All concrete for CASS footings shall be TxDOT class A. If class A or stronger concrete is utilized for the mowstrip, please see chart below for allowable footing depth and sleeve deviations.
 - All posts shall be socketed unless otherwise specified. All cables shall be pre-stretched unless otherwise specified.
 - For payment see Special Specification "Cable Barrier System".
 - CASS-TL4 shall be installed on shoulders or medians with slopes of 6:1 or flatter without obstructions, depressions, etc. That may significantly affect the stability of an errant vehicle. Grading of site and/or appropriate fill materials may be required. The designer/installer shall "Flatten" or "Round" various topographical inconsistencies that could interfere with the ability of the installer to consistently maintain the design height (in relation to the terrain) of the cables. Please consult manual(s) and/or TxDOT Memo(s) for installations in "Ditch Sections".
 - CASS TL-4 post spacing may be modified to avoid obstacles that conflict with the installation of cass-tl4 line posts or to reduce deflection on radiuses. No post space can exceed the maximum post TxDOT space limit of 20'. Reducing or increasing post spacing affects deflection. CASS TL-4 may be laterally transferred at a rate not to exceed 30:1.
 - Post foundations may be drilled through existing pavement. Please see line post foundation chart for minimum footing requirements in various applications.
 - For aesthetic purposes Trinity recommends all sleeves, driven posts, and lower cable release posts to be installed reasonably plumb (approximately 1/8" per foot).
 - CASS TL-4 shall be installed in well-drained, compacted, NCHRP Report 350 Standard soil. If soil does not meet this classification, if solid rock/concrete is encountered below grade or if soil is susceptible to severe freeze/thaw cycles, please contact Trinity about alternate footing design(s). Trinity suggests the use of "Mow strips" for erosion prevention and ease of maintenance / installation.
 - See the Texas MUTCD for proper "Barrier" Delineation.

MOW STRIP DETAIL*			CONCRETE FOOTING CHART		
MOW STRIP	DEPTH	WIDTH	FOOTING	TUBE SLEEVE	REBAR RING
NONE			30" Min.	27" Min.	YES
HMA	6" Min.	3' Min.	27" Min.	15" Min.	NO
HMA	8" Min.	3' Min.	24" Min.	15" Min.	NO
RC	3" Min.	3' Min.	24" Min.	15" Min.	NO

Chart does not apply to Terminal Posts 1 thru 9.
 * Mow strip or pavement.
 HMA = Hot Mix Asphalt (Not Recycled Asphalt Pavement).
 RC = Reinforced Concrete (TxDOT Class A Minimum).

Trinity Highway Products, LLC.
 2525 Stemmons Freeway
 Dallas, TX 75207
 Phone: (800) 644-7976
 Product: INFO@TRIN.NET

CABLE TENSION CHART	
FAHRENHEIT DEGREES	PRE-STRETCHED LB / FORCE
-10	7300
0	7000
10	6600
20	6300
30	6000
40	5600
50	5300
60	5000
70	4600
80	4300
90	4000
100	3600
110	3300
120	3000
130	2700
140	2500
150	2300

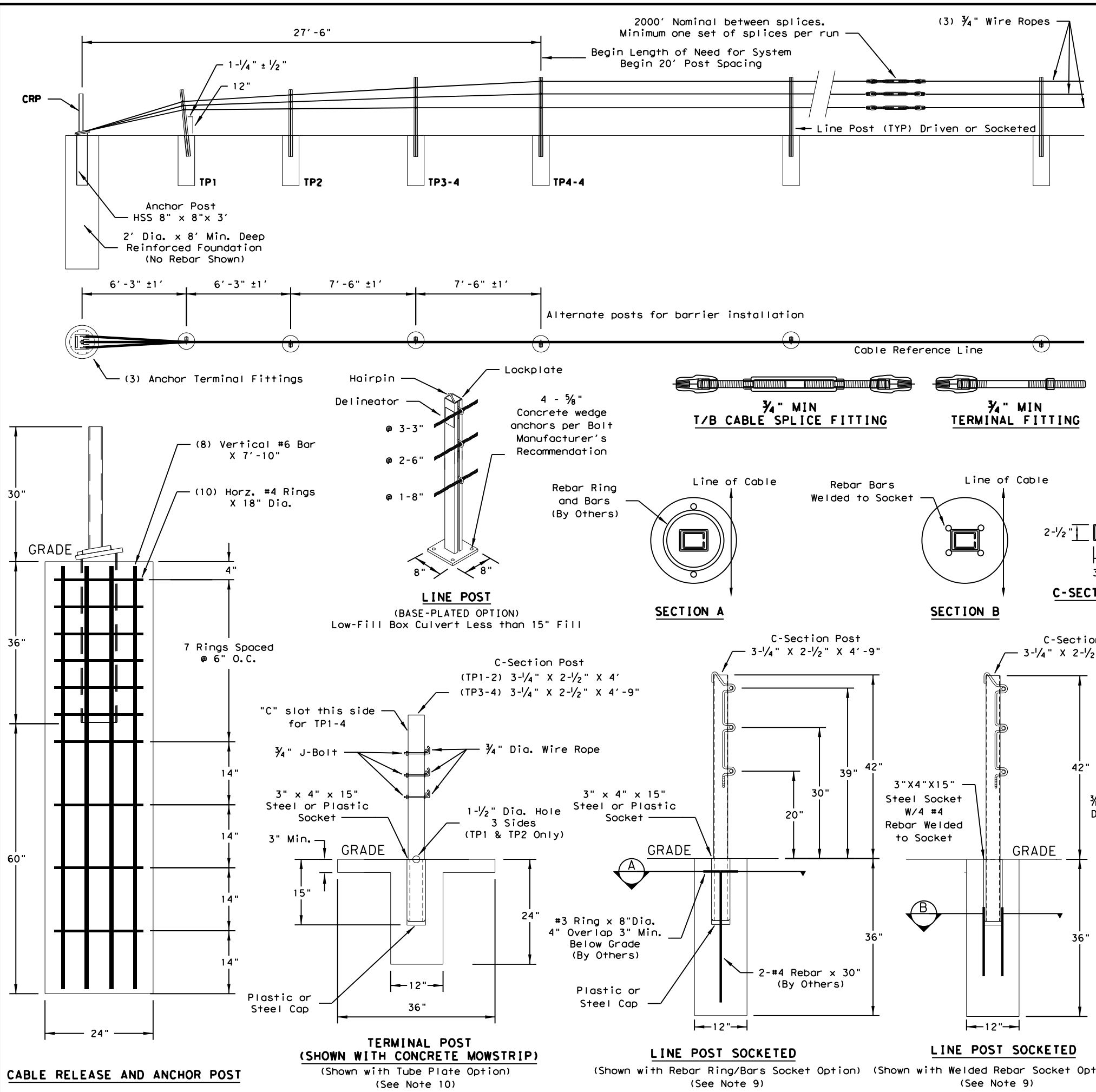
Allowable deviation from chart in tangent sections: +800, -200 pounds/force. Cable tension readings are typically higher in curved cable sections.

Texas Department of Transportation
TRINITY CABLE SAFETY SYSTEM (TL-4)
CASS (TL4) - 14

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- ### GENERAL NOTES
- For additional information contact Gibraltar, Inc. at 1-800-495-8957, 830-798-5444, or see the manufacturer's product manual.
 - All concrete shall be CLASS A.
 - The Cable Barrier System shall be installed on shoulders or on medians with slopes of 6:1 or flatter. If installed on slopes steeper than 6:1 up to 4:1 the TL-4 system performs as a TL-3 and Gibraltar must be contacted for various guidelines related to placement.
 - The Cable Barrier System is accepted by the FHWA Test Level - 4.
 - See the Texas MUTCD for proper "Barrier" delineation.
 - Rock Clause: Where solid rock is encountered:
 - For socketed post, continue digging 12" diameter, 15" deep into rock or the required plan depth, whichever comes first.
 - For driven post, core drill a 4" diameter hole 18" deep into rock or the required plan depth, whichever comes first.
 - For Anchor post, continue digging 24" diameter, 30" deep into rock or the required plan depth, whichever comes first.
 - Tolerances:
 - * LP = 3" out of plumb, at top
 - * Cable height = 1"
 - * Anchor Post = 5" off of Cable Reference Line
 - The Gibraltar cable barrier system shall be installed in NCHRP Report 350 standard compacted soil. Soil must be well drained.
 - All non-welded rebar by others.
 - Minimum recommended line post foundation.
 - Without mowstrip, 36" Deep x 12" diameter foundations with #3 rebar ring x 8" diameter with two #4 rebar vertical bars 30" long
 - With 4" minimum depth hot mix asphalt, 30" deep x 12" diameter foundations with #3 rebar ring x 8" diameter with two #4 rebar vertical bars 30" long.
 - With 3" minimum depth concrete mowstrip, 24" deep x 12" diameter foundations. (No rebar required)
 - Direct drive post 42" deep.

CABLE TENSION CHART*

-10 °F	8000
0 °F	7600
10 °F	7200
20 °F	6800
30 °F	6400
40 °F	6000
50 °F	5600
60 °F	5200
70 °F	4800
80 °F	4400
90 °F	4000
100 °F	3600
110 °F	3200

DEFLECTION

Deflection	Post Spacing
8'-0"	20 FT
7'-0"	12 FT
6'-8"	10 FT

* Allowable Deviation from Chart +/- 10%

Texas Department of Transportation

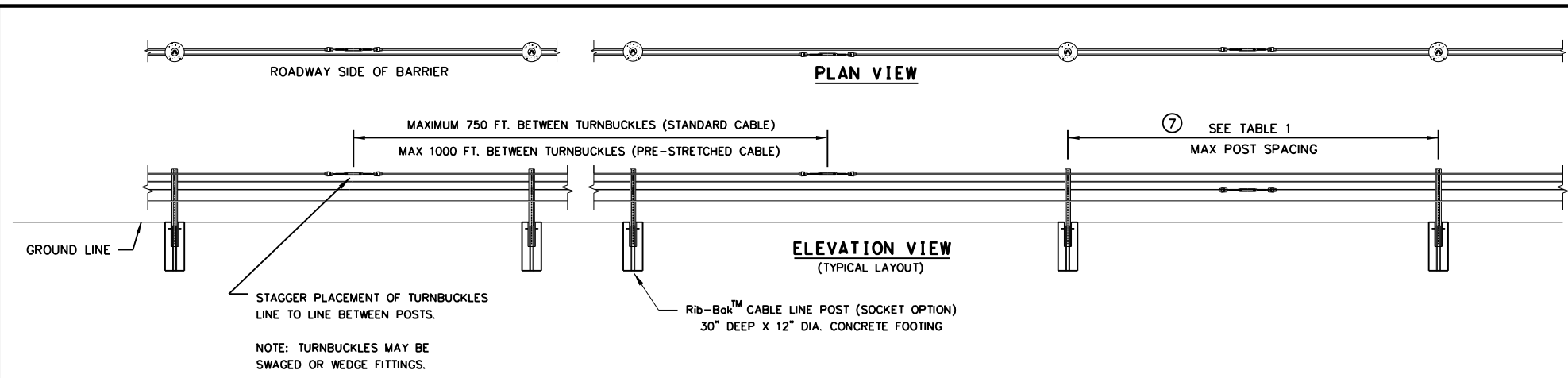
Design Division Standard

GIBRALTAR CABLE BARRIER SYSTEM (TL-4)

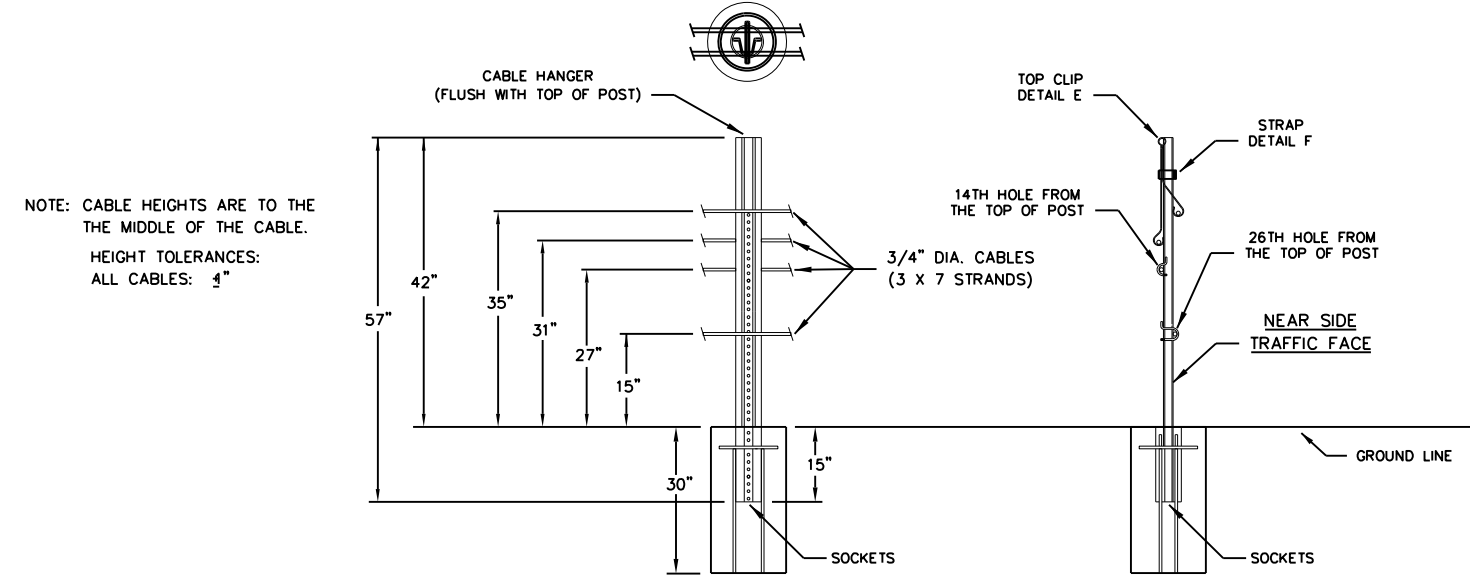
GBRL TR (TL4) - 14

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- GENERAL NOTES**
- FOR ADDITIONAL INFORMATION CONTACT YOUR DISTRIBUTOR OR NUCOR STEEL MARION, INC. AT (740) 383-4011.
 - FOR PAYMENT SEE SPECIAL SPECIFICATION "CABLE BARRIER SYSTEM".
 - FOR ADDITIONAL INFORMATION SEE THE MANUFACTURER'S PRODUCT MANUAL.
 - THE NU-CABLE SYSTEM IS DESIGNED FOR BI-DIRECTIONAL TRAFFIC FLOWS. SEE THE MANUFACTURER'S PRODUCT MANUAL FOR PLACEMENT ADJACENT TO GUARDRAIL END TREATMENTS.
 - THE NU-CABLE SYSTEM SHALL BE INSTALLED ON MEDIANS WITH SLOPES OF 6:1 OR FLATTER WITHOUT OBSTRUCTIONS, DEPRESSIONS, ETC; THAT MAY SIGNIFICANTLY AFFECT THE STABILITY OF AN ERRANT VEHICLE.
 - THE NU-CABLE SYSTEM MAY BE INSTALLED ON EITHER SIDE OF THE ROADWAY. Rib-Bak™ CABLE LINE POSTS MAY BE SOCKETED OR DRIVEN DESIGN.
 - THE TL-4 FOR 6:1 SLOPES CAN USE 4# / LF POST. SEE TABLE #1 FOR POST SIZE PER SPACING.
 - SEE (TABLE 2) FOR TENSION AMOUNT AT SPECIFIC CABLE TEMPERATURE FOR INITIAL INSTALLATION.
 - SEE (TABLE 3) FOR TENSION AMOUNT AT SPECIFIC CABLE TEMPERATURE FOR MAINTENANCE.
 - FOURTH (LOWEST) CABLE IS NOT OPTIONAL ON THE TL-4 SYSTEM.
 - CONSULT YOUR PROJECT PLAN SHEETS AND CABLE BARRIER SPECIFICATIONS FOR DESIRED SOCKET MATERIAL.
 - ALL FOUNDATION DESIGNS ARE BASED ON NCHRP 350 STRONG (S1) SOIL. CONSULT THE MANUFACTURER FOR SPECIFIC FOUNDATION DESIGN IF SOIL TYPES DIFFER.



⑦ **TABLE 1**

POST SIZE TABLE

POST SPACING	POST SIZE
0' - 17'-6"	4# / LF X 4' OR 6' POST
17'-6" - 20'	5# / LF X 4' POST

POST SPACING IS PER 8 FOOT DEFLECTION REQUIREMENTS. CONSULT PRODUCT MANUAL IF GREATER DEFLECTION IS PERMISSIBLE.

⑧ **TABLE 2**

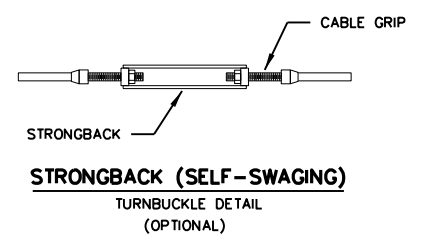
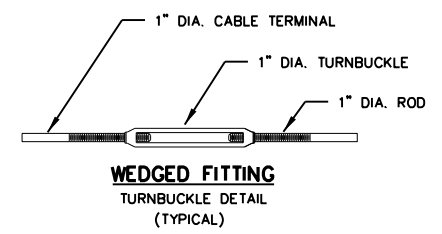
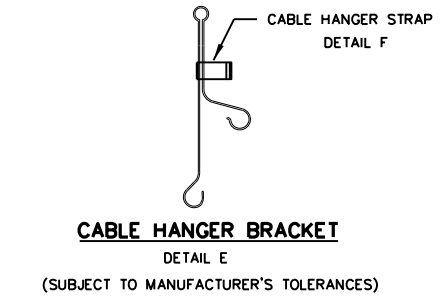
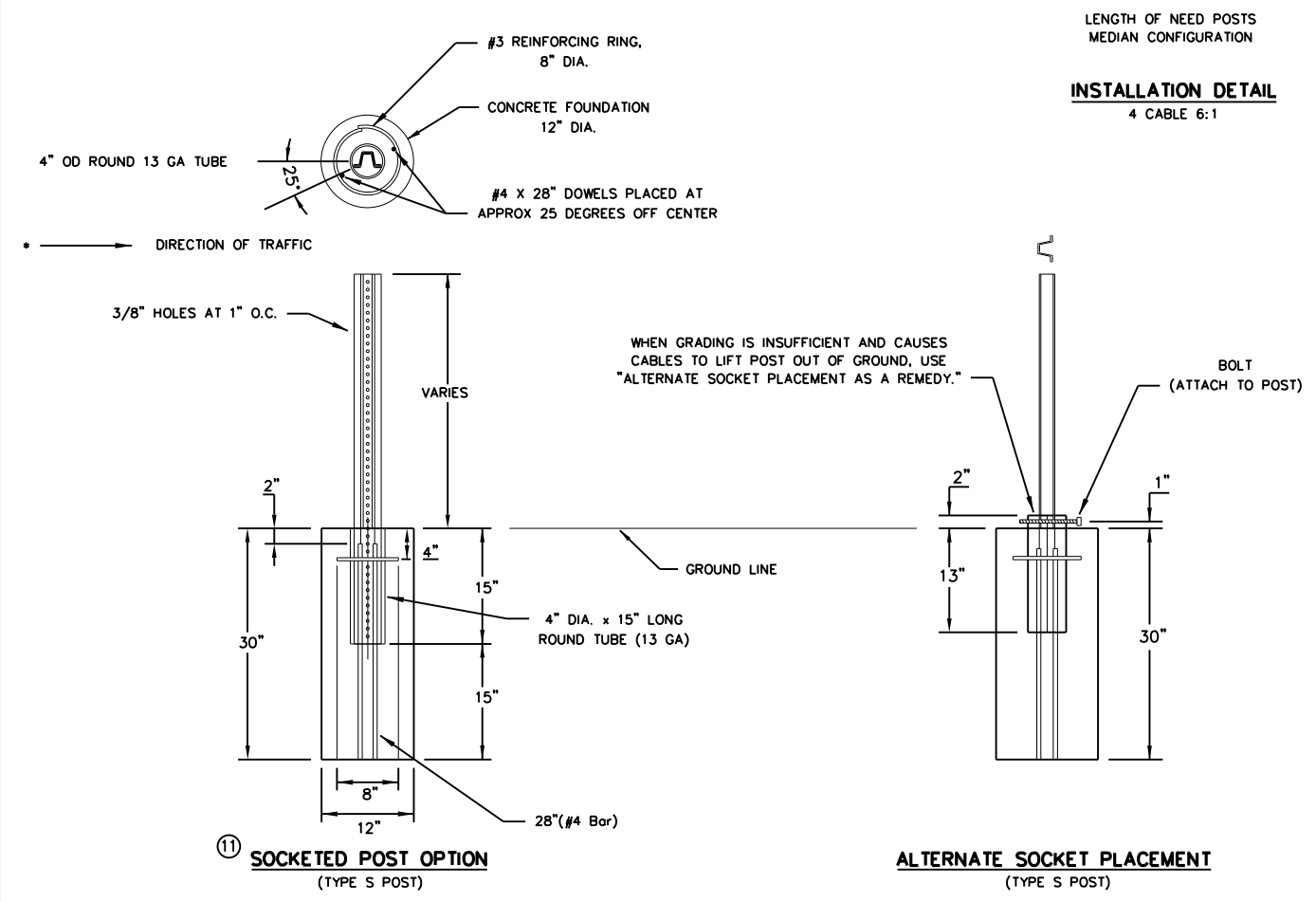
CABLE TENSION CHART

INITIAL INSTALL	
F	LBF
120	4624
110	4986
100	5350
90	5713
80	6077
70	6440
60	7167
50	7894
40	8619
30	9346
20	10073
10	10800
0	11525
-10	12252
-20	12979
-30	13706

⑨ **TABLE 3**

CABLE TENSION CHART

MAINTENANCE	
F	LBF
120	4021
110	4336
100	4652
90	4968
80	5284
70	5600
60	6232
50	6864
40	7495
30	8127
20	8759
10	9391
0	10022
-10	10654
-20	11286
-30	11918



SHEET 1 OF 2

Texas Department of Transportation
 Design Division Standard

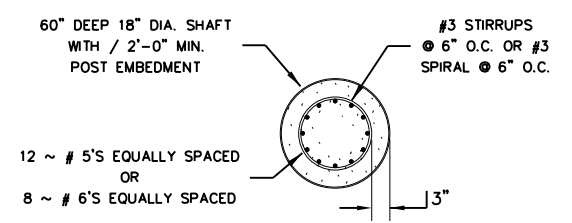
NU-CABLE BARRIER SYSTEM (TL-4) (4 CABLE)

NU-CABLE (TL4) - 14

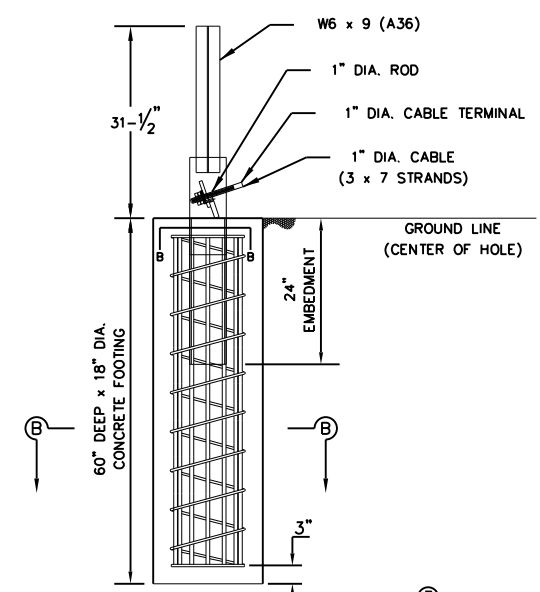
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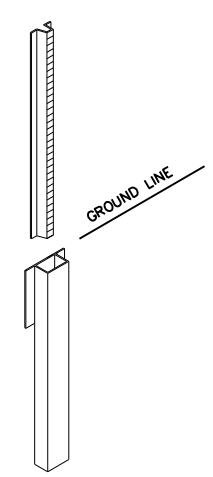
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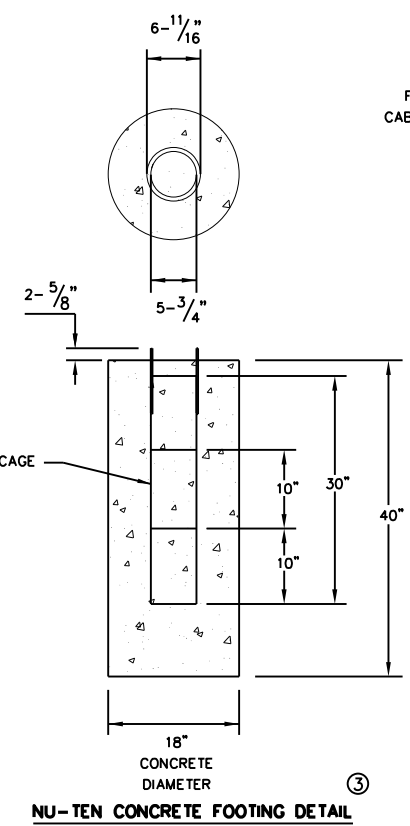
SECTION B-B
 (CABLE RELEASE POST)



DETAIL A - CRP IN CONCRETE FOOTING
 (3000 PSI MIN CONCRETE)



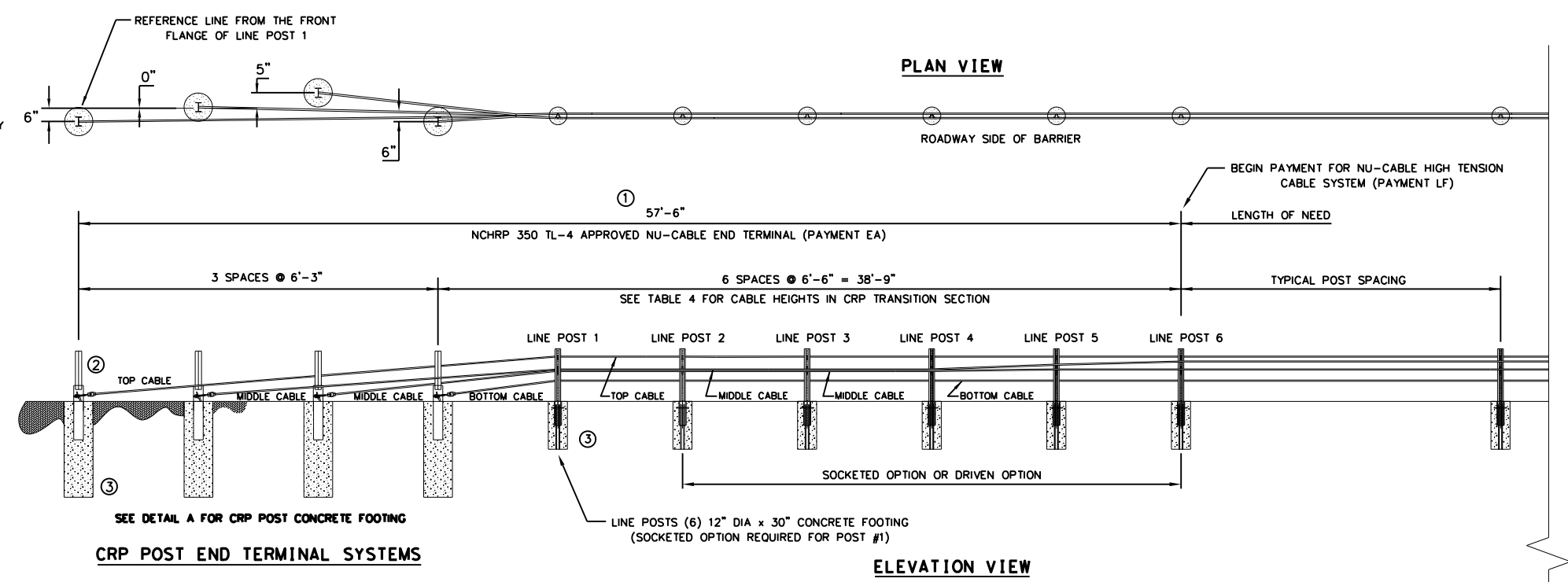
DRIVEN SOCKET OPTION



NU-TEN CONCRETE FOOTING DETAIL

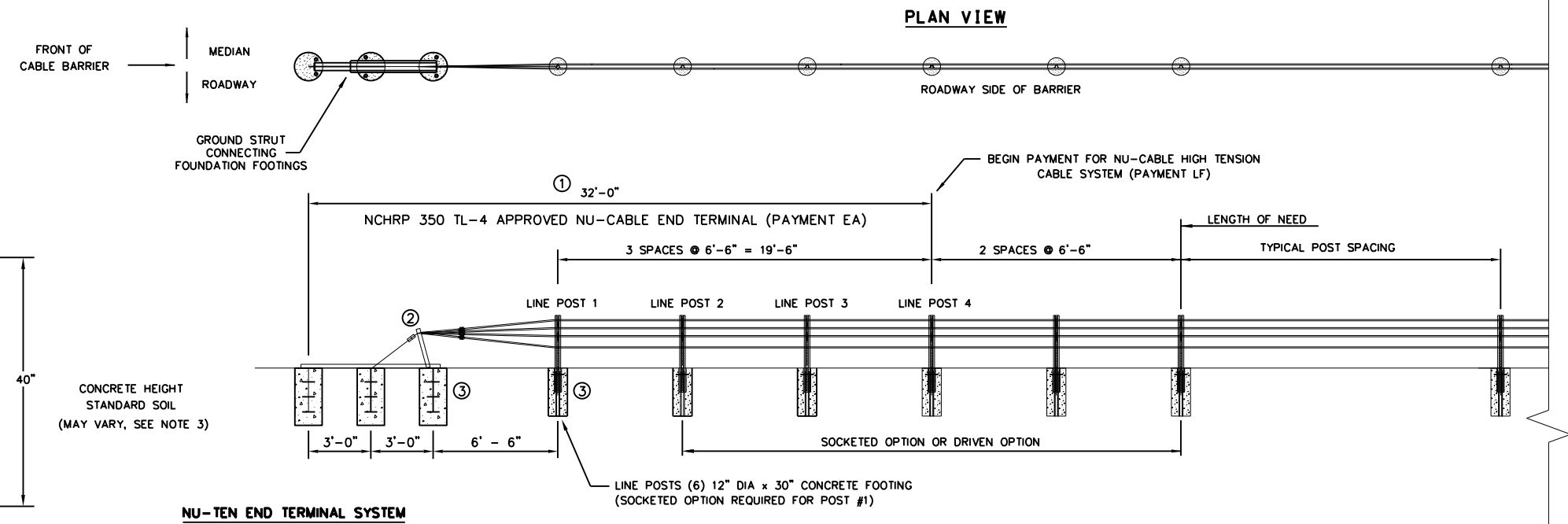
TABLE 4
 CRP END TERMINAL CABLE HEIGHTS - TL-4

	LP 1	LP 2	LP 3	LP 4	LP 5	LP 6
TOP CABLE	34"	34"	34"	34"	34"	34"
UPPER-MIDDLE CABLE	27"	27"	27"	27"	28"	31"
BOTTOM-MIDDLE CABLE	24"	24"	24"	24"	24"	24"
BOTTOM CABLE	15"	15"	15"	15"	15"	15"



CRP POST END TERMINAL SYSTEMS

① THE OPPOSING END TREATMENTS ON A PARTICULAR RUN ARE MIRRORED IN THEIR LAYOUT.



NU-TEN END TERMINAL SYSTEM

NOTES

1. THE OPPOSING END TREATMENTS ON A PARTICULAR RUN ARE MIRRORED IN THEIR LAYOUT. SYSTEM PAYMENT IS PER EACH (EA). REFER TO PROJECT SPECIFICATIONS FOR ADDITIONAL PAYMENT INFORMATION
2. REFER TO INSTALLATION MANUAL FOR CABLE END ASSEMBLY DETAIL.
3. ALL FOUNDATION DESIGNS ARE BASED ON NCHRP 350 STRONG (S1) SOIL. CONSULT THE MANUFACTURER FOR SPECIFIC FOUNDATION DESIGNS IF SOIL TYPES DIFFER.
4. SEE TABLE 4 CABLE HEIGHTS IN CRP TRANSITION SECTION.

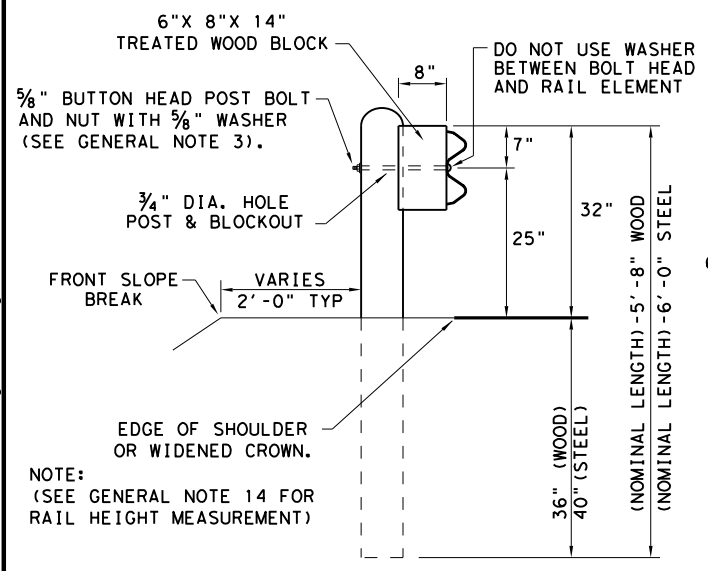
Texas Department of Transportation
 Design Division Standard

NU-CABLE BARRIER SYSTEM (TL-4) (4 CABLE)

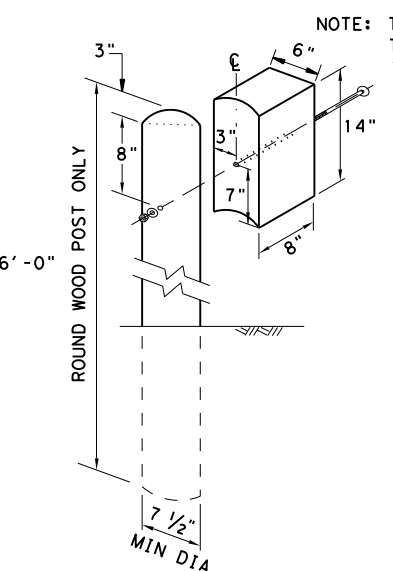
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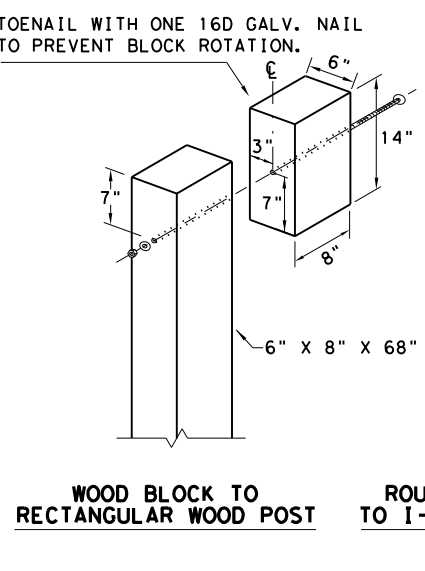
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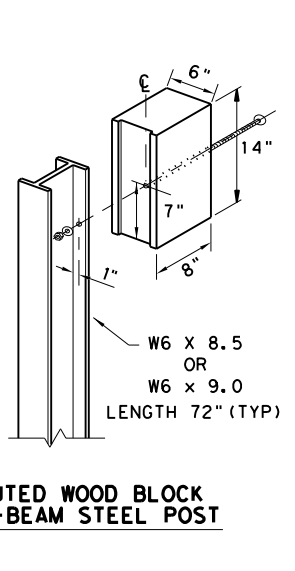
TYPICAL POST PLACEMENT



WOOD BLOCK TO ROUND WOOD POST



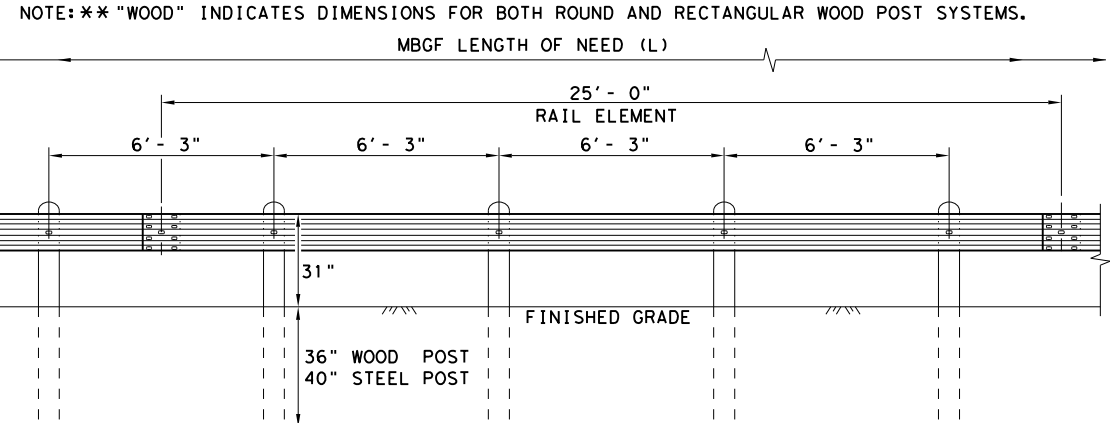
WOOD BLOCK TO RECTANGULAR WOOD POST



ROUTED WOOD BLOCK TO I-BEAM STEEL POST

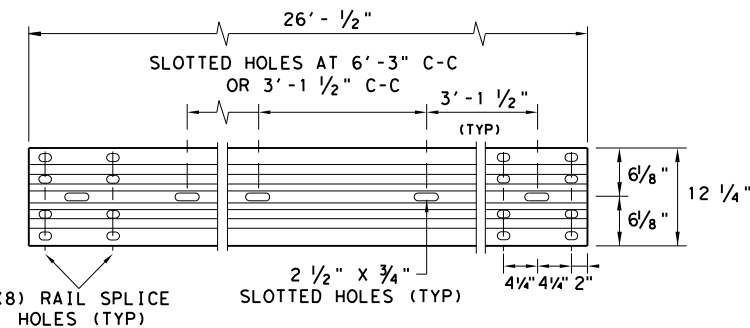
GENERAL NOTES

1. THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST, OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. THE EXACT POSITION OF MBGF SHALL BE SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. STEEL POSTS TO BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING."
2. RAIL ELEMENTS SHALL MEET THE REQUIREMENTS OF ITEM 540, "METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED IN THE PLANS. THE CONTRACTOR MAY FURNISH RAIL ELEMENTS OF 25'-0", OR 12'-6" (NOM.) LENGTHS. RAIL ELEMENTS MAY HAVE SLOTTED HOLES AT 3'-1 1/2" C-C OR 6'-3" C-C. A SPECIAL LENGTH OF RAIL MAY BE MANUFACTURED TO ACCOMMODATE THE DOWNSTREAM ANCHOR TERMINAL (DAT) AND THE TRANSITION SECTIONS OF GUARDRAIL.
3. BUTTON HEAD "POST BOLTS & NUTS" SHALL MEET THE REQUIREMENTS OF (ASTM A307), AND SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND 5/8" WASHER (FWC160) AND NOT MORE THAN 1" BEYOND IT. TRIM REMAINING BOLT LENGTH TO MEET REQUIRED LENGTH.
4. FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING." FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
5. CROWN SHALL BE WIDENED TO ACCOMMODATE THE METAL BEAM GUARD FENCE.
6. THE LATERAL APPROACH TO THE GUARD FENCE, SHALL HAVE A MAXIMUM SLOPE OF 1V:10H.
7. IF SHOWN ELSEWHERE IN THE PLANS OR AS DIRECTED BY THE ENGINEER, THE GUARD FENCE MAY BE FLARED AT A RATE OF 25:1 OR FLATTER.
8. UNLESS OTHERWISE SHOWN IN THE PLANS, GUARD FENCE PLACED IN THE VICINITY OF CURBS SHALL BE POSITIONED SO THAT THE FACE OF CURB IS LOCATED DIRECTLY BELOW OR BEHIND THE FACE OF THE RAIL. RAIL PLACED OVER CURBS SHALL BE INSTALLED SO THAT THE POST BOLT IS LOCATED APPROXIMATELY 25 INCHES ABOVE THE GUTTER PAN OR EDGE OF SHOULDER.
9. APPLICATIONS IN SOLID ROCK ARE ONLY ALLOWED WITH STEEL POSTS. IF SOLID ROCK IS ENCOUNTERED WITHIN 0 TO 18" OF THE FINISHED GRADE, DRILL A 24" DIA. HOLE, 24" INTO THE ROCK. IF SOLID ROCK IS ENCOUNTERED BELOW 18", DRILL A 12" DIA. HOLE, 12" INTO THE ROCK OR TO THE STANDARD EMBEDMENT DEPTH, WHICHEVER MAYBE LESS. ANY EXCESS POST LENGTH, AFTER MEETING THESE DEPTHS, MAY BE FIELD CUT TO ENSURE PROPER GUARDRAIL MOUNTING HEIGHT. BACKFILL WITH COARSE AGGREGATE MATERIAL.
10. POSTS SHALL NOT BE SET IN CONCRETE, OF ANY DEPTH.
11. SPECIAL FABRICATION WILL BE REQUIRED AT INSTALLATION LOCATIONS HAVING A CURVATURE OF LESS THAN 150 FT. RADIUS.
12. UNLESS OTHERWISE SHOWN IN THE PLANS, A COMPOSITE MATERIAL BLOCK THAT MEETS THE REQUIREMENTS OF DMS-7210, "COMPOSITE MATERIAL POSTS AND BLOCKS FOR METAL BEAM GUARD FENCE" MAY BE SUBSTITUTED FOR BLOCKS OF SIMILAR DIMENSIONS. THE CONSTRUCTION DIVISION, TXDOT MAINTAINS A MATERIAL PRODUCER LIST (MPL) FOR PRODUCERS OF MATERIALS CONFORMING TO DMS-7210 ONLY PRODUCERS ON THE MPL MAY FURNISH COMPOSITE MATERIAL BLOCKS.
13. FOR THE LOW FILL CULVERT OPTION, POSTS LOCATED PARTIALLY OR WHOLLY BETWEEN PRECAST BOX CULVERT UNITS, THE USE OF A CAST-IN-PLACE CONCRETE CLOSURE BETWEEN BOXES IS REQUIRED. THE LENGTH OF THE CAST-IN-PLACE CONCRETE CLOSURE SHALL ACCOMMODATE THE PLACEMENT OF THE LOW FILL CULVERT OPTION. SEE CONCRETE CLOSURE DETAILS ON BRIDGE STANDARD SCP-MD.
14. GUARDRAIL HEIGHT MEASUREMENT: WHEN THE GUARDRAIL IS LOCATED ABOVE PAVEMENT, MEASURE THE HEIGHT FROM THE PAVEMENT TO THE TOP OF THE W-BEAM RAIL. WHEN THE GUARDRAIL IS LOCATED UP TO 2 FT. OFF OF THE EDGE OF PAVEMENT OR FOR A PAVEMENT OVERLAY, USE A 10-FOOT STRAIGHTEDGE TO EXTEND THE PAVEMENT/SHOULDER SLOPE TO THE BACK OF RAIL, MEASURE FROM THE BOTTOM OF STRAIGHTEDGE TO THE TOP OF RAIL. FOR GUARDRAIL LOCATED DOWN A 10:1 SLOPE, MEASURE FROM THE NOMINAL TERRAIN.



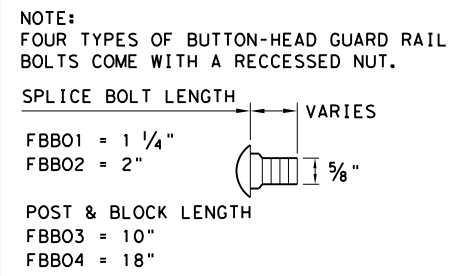
ELEVATION MID-SPAN RAIL SPLICE

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



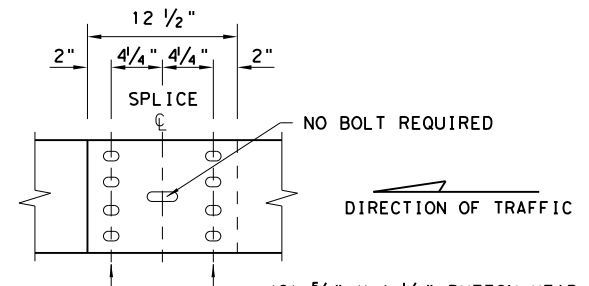
ELEVATION 25'-0" (NOM.) W-BEAM SECTION

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



BUTTON HEAD BOLT

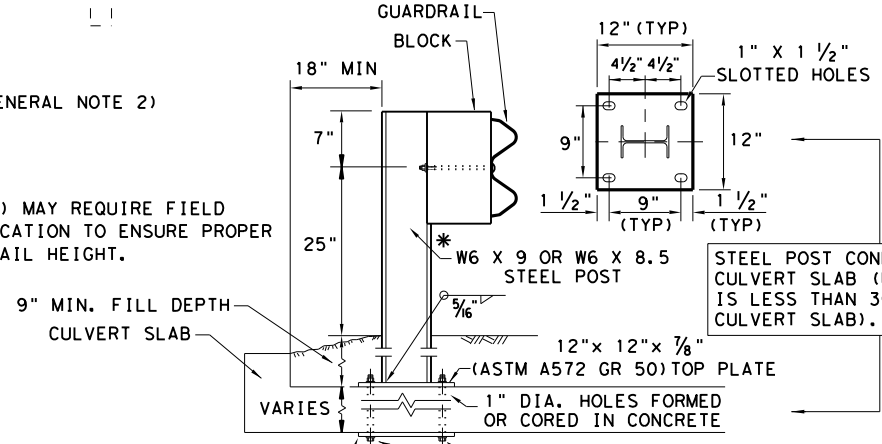
NOTE: SEE GENERAL NOTE 3 FOR SPLICE & POST BOLT DETAILS.



MID-SPAN RAIL SPLICE DETAIL

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

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



LOW FILL CULVERT POST

NOTE: TWO INSTALLATION OPTIONS.

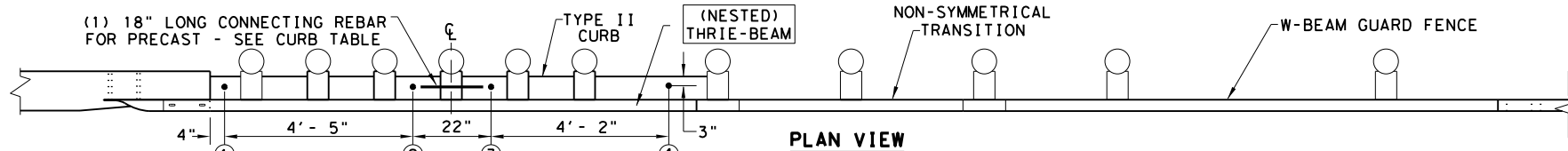
1. **BOLT-THROUGH OPTION:** REQUIRES A 6" MIN. SLAB THICKNESS. 7/8" DIA (ASTM A449) HEAVY HEX BOLTS WITH TWO HARDENED WASHER EACH AND HEAVY HEX NUTS. NOTE: BOLT LENGTH = SLAB PLUS 2 1/4" MIN.
2. **EPOXY ANCHOR OPTION:** THIS OPTION MAY ONLY BE USED IF THE CULVERT SLAB IS 9" MIN. THICK. THREADED ANCHOR RODS MUST BE 7/8" DIA. ASTM A449 OR A193 GRADE B7 WITH HEAVY HEX NUT, AND ONE HARDENED WASHER EACH. EMBED ANCHOR RODS 6" WITH HILTI HIT RE 500 EPOXY ADHESIVE. OTHER TYPE III CLASS C EPOXY ADHESIVES MEETING THE REQUIREMENTS OF DMS-6100, "EPOXIES AND ADHESIVES", MAY BE USED IF IT CAN BE DEMONSTRATED THAT THEY MEET OR EXCEED THE STRENGTH OF HILTI HIT RE 500 WITH THE SAME EMBEDMENT DEPTH AND THREADED ROD DIA. FOLLOW THE MANUFACTURER'S REQUIREMENTS FOR INSTALLING EPOXIED THREADED RODS. EXTEND RODS 1/4" MIN. BEYOND NUT.

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

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

		Design Division Standard	
METAL BEAM GUARD FENCE TL-3 MASH COMPLIANT GF(31)-19			
FILE: gcf3119.dgn	DN: TxDOT	CK: KM	DW: VP
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DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	209	

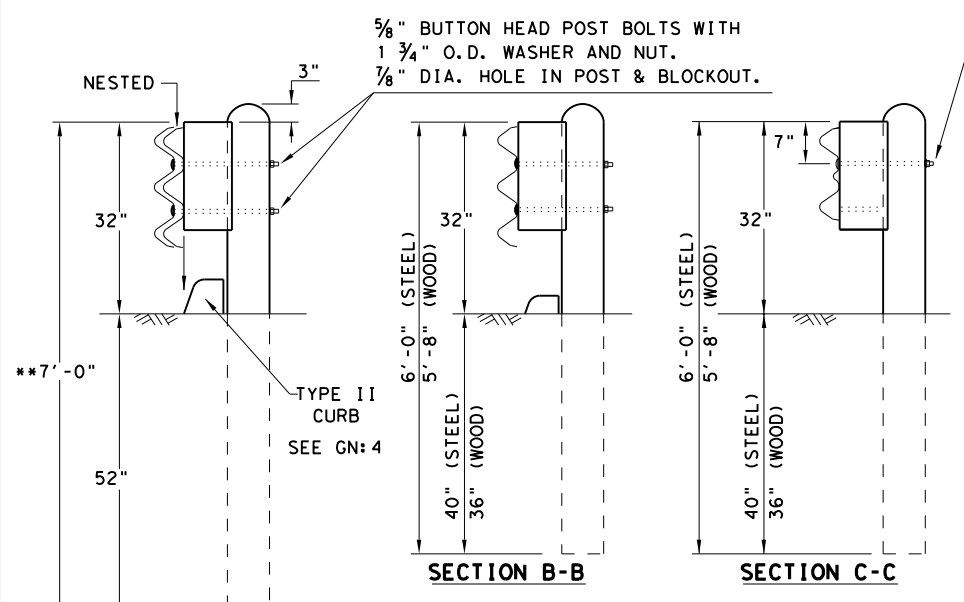
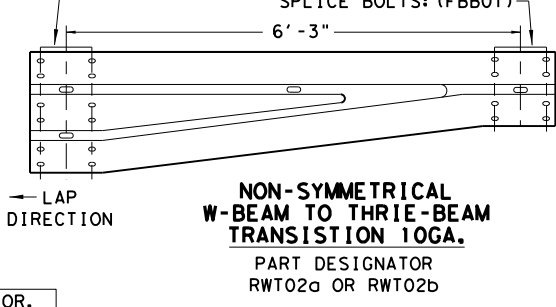
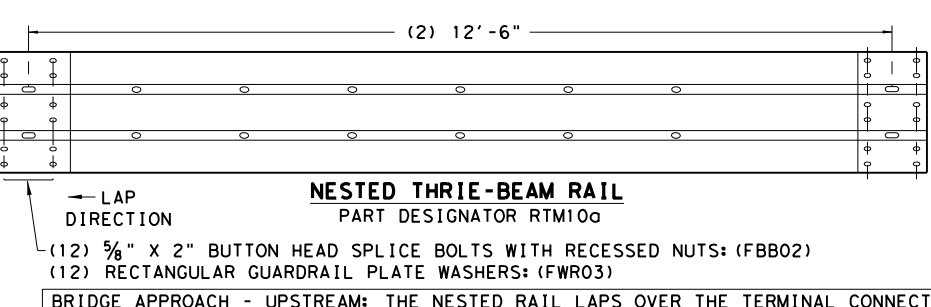
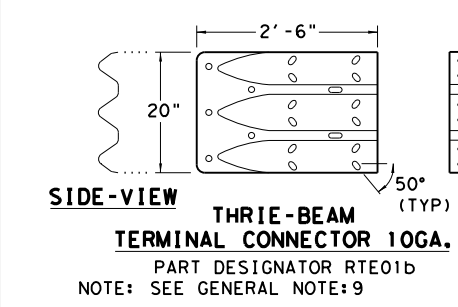
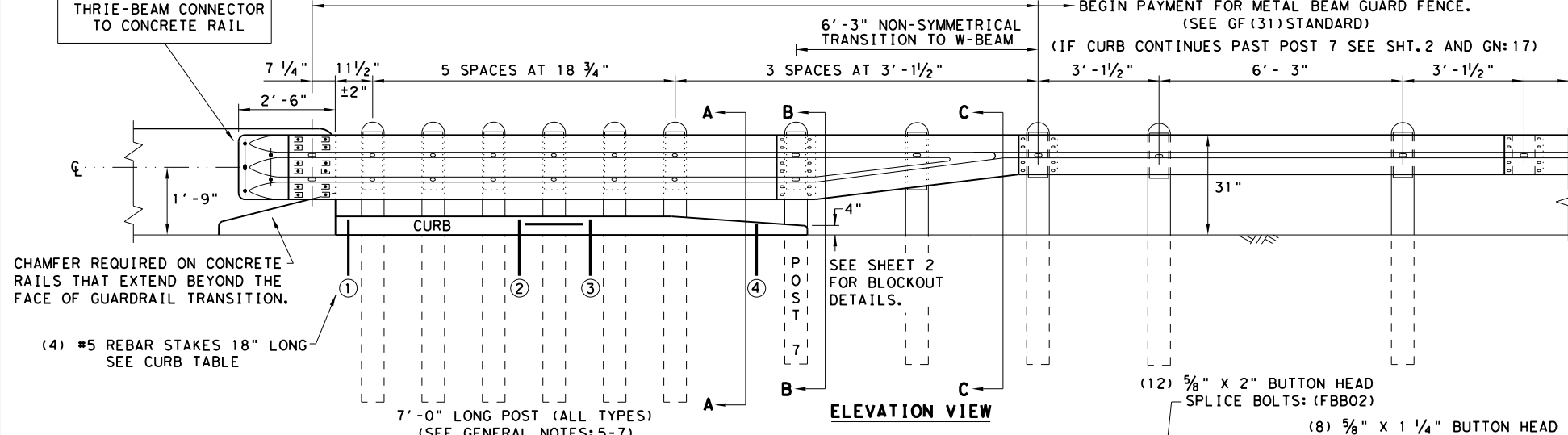
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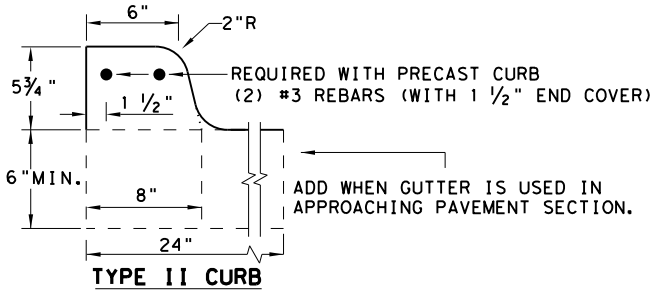
- (5) 1" DIA. HOLES.
- (5) 7/8" DIA. HEAVY HEX HEAD BOLTS (FACING TRAFFIC SIDE) (ASTM F3125 GR A325 OR A449).
- (10) 1 3/4" O.D. WASHER UNDER EACH HEX BOLT HEAD AND NUT.
- (5) 7/8" DIA. HEAVY HEX NUTS (ASTM A194 OR A563).

NOTE:
HEAVY HEX BOLT LENGTH WILL VARY DEPENDING ON WIDTH CONCRETE RAIL, LEAVE 1" OF BOLT LENGTH PAST THE 7/8" HEX NUT. TRIM AS REQUIRED.

NOTE:
CURB IS A REQUIRED COMPONENT FOR THE TRANSITION TO FUNCTION PROPERLY. SEE GENERAL NOTES: 2-4 AND 16-17.



THRIE-BEAM TERMINAL - CURB TABLE	
PRECAST CURB FULL LENGTH EQUALS 12'- 2"	
THE PRECAST CURB MAY BE FORMED INTO TWO SECTIONS.	
CURB (1) LENGTH	5'- 8"
CURB (2) LENGTH	6'- 6"
TAPER CURB (2) TO A HEIGHT OF 4" AT POST 7	
CONNECTING PRECAST CURB SECTIONS (1) & (2):	
FORM OR CORE	1" DIA. HOLE 9" LONG INTO EACH CURB END.
USE	(1) #5 GR.60 REBAR 18" LONG TO CONNECT BOTH CURBS.
SECURING PRECAST OR CAST-IN-PLACE TO FINISHED GRADE *:	
FORM OR CORE	(4) 1" DIA. HOLES, SEE PLAN AND ELEVATION VIEWS FOR HOLE LOCATIONS. DRIVE (4) #5 GR.60 REBAR STAKES 18" LONG INTO THE GROUND AND 1/2" BELOW TOP OF CURB.
	FILL HOLES WITH APPROVED GROUT MIXTURE.



* NOTES: NOT NEEDED FOR CAST-IN-PLACE. SEE TYPE II CURB DETAIL FOR REBAR AND COVER REQUIREMENTS. PERCUSSION DRILLING IS NOT PERMITTED WITH: TYPE II CURB, BRIDGE RAIL OR CONCRETE TRAFFIC RAIL.

GENERAL NOTES

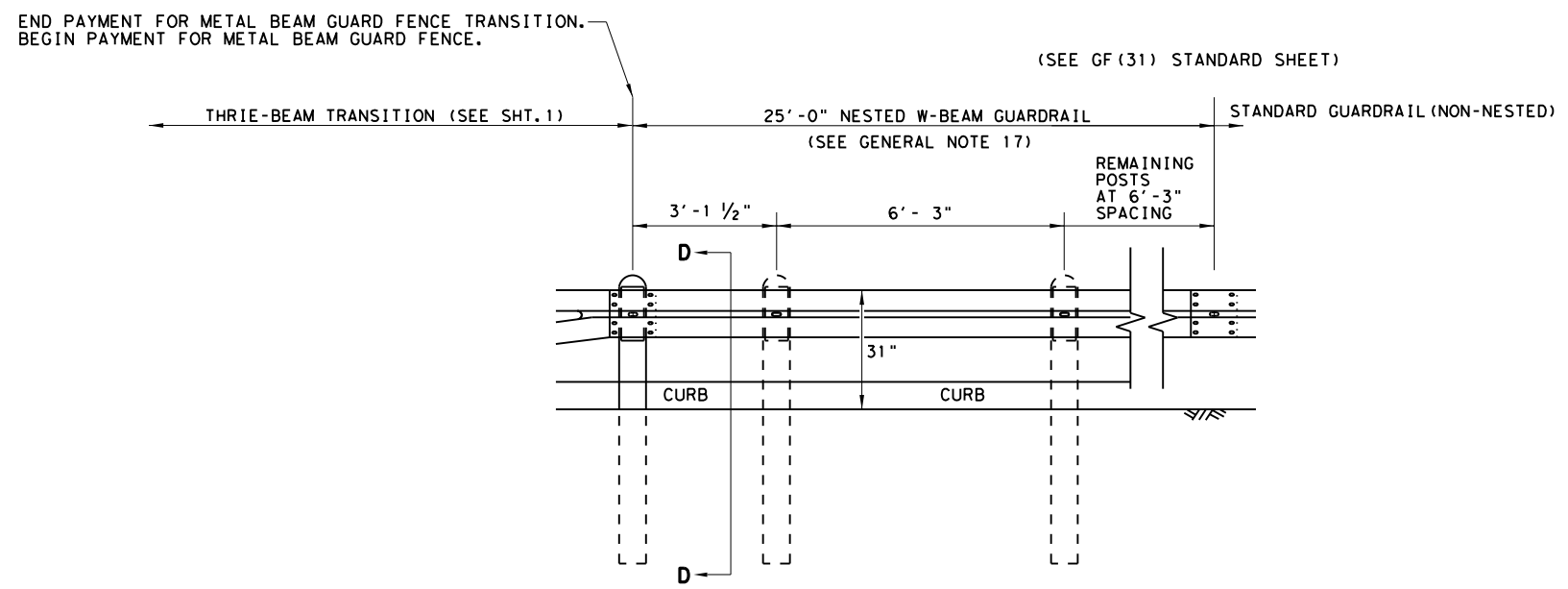
1. CONTACT THE DESIGN DIVISION FOR DRAINAGE CUT OUT OPTIONS NEEDED WITHIN THE CURB SECTION OF THE THRIE-BEAM TRANSITION. (512) 416-2678
2. CONCRETE CURB MAY BE CAST-IN-PLACE OR PRECAST AS SHOWN ON THIS SHEET. WHEN USED IN CONJUNCTION WITH THE THRIE-BEAM TRANSITIONS, CURB SHALL BE TYPE II (5- 3/4" HEIGHT); SEE CURRENT CCGG STANDARD SHEET FOR FURTHER DETAILS. IF OTHER CURB HEIGHTS ARE SHOWN IN THE PLANS IN CONJUNCTION WITH THE TRANSITION, THE CURB HEIGHT MAY BE FROM 4" TO 8" WITH A RELATIVELY VERTICAL FACE. CONCRETE CURB SHALL BE CONTINUOUS TO THE SEVENTH POST UNLESS OTHERWISE SHOWN IN THE PLANS. SEE GENERAL NOTE:17 FOR CIRCUMSTANCES WHERE CURB CONTINUES PAST POST 7.
3. CONCRETE CURB TYPE II SUBSIDIARY TO "METAL BEAM GUARD FENCE TRANSITION". IF NO ADDITIONAL CURB IS INDICATED BEYOND THE TRANSITION, THEN ANY CURB HEIGHT GREATER THAN 4" WILL BE TAPERED DOWN BEGINNING AT THE LAST 7 FT. POST TO A MAXIMUM HEIGHT OF 4" AT POST 7. IF SHOWN ELSEWHERE IN THE PLANS, ADDITIONAL CURB UNDERNEATH GUARDRAIL WILL BE PAID FOR BY THE LINEAR FOOT.
4. UNLESS OTHERWISE SHOWN IN THE PLANS, TRANSITIONS SHALL BE PLACED WITH THE BLOCKOUT FACE IN FRONT OF OR DIRECTLY ABOVE THE CURB FACE. SEE SECTION A-A.
5. FOR ROUND WOOD POST SYSTEMS, ALL ROUND WOOD POSTS SHALL BE 7 1/2" DIA. MINIMUM THROUGHOUT THE THRIE-BEAM TRANSITION.
6. THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. REFER TO GF (31) STANDARD SHEET.
7. THE POST LENGTH SHALL BE MARKED ON ALL 7'- 0" LONG POSTS BY THE MANUFACTURER. THE MARK SHALL BE LOCATED WITHIN THE TOP 1 FT. REGION OF THE POST, AT LEAST 5/8" IN HEIGHT, AND VISIBLE AFTER INSTALLATION. WOODEN POSTS SHALL BE MARKED WITH A BRAND, AND STEEL POSTS WITH A STENCIL BEFORE GALVANIZING.
8. POSTS SHALL NOT BE SET IN CONCRETE, OF ANY DEPTH.
9. RAIL ELEMENTS SHALL MEET THE REQUIREMENTS OF ITEM 540, "METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED ON THE PLANS. THE THRIE-BEAM TERMINAL CONNECTOR AND THE THRIE-BEAM TRANSITION TO W-BEAM SHALL BE OF THE SAME MATERIAL, BUT SHALL NOT BE LESS THAN 10 GAUGE. CONTRACTOR SHALL VERIFY THAT THE LOCATIONS OF BOLT HOLES MATCH THOSE IN THE THRIE-BEAM TERMINAL CONNECTOR PRIOR TO ORDERING MATERIALS.
10. BUTTON HEAD "POST BOLTS & NUTS" SHALL MEET THE REQUIREMENTS OF (ASTM A307), AND SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND 5/8" WASHER (FWC16G) AND NOT MORE THAN 1" BEYOND IT. TRIM REMAINING BOLT LENGTH TO MEET REQUIRED LENGTH.
11. FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
12. CROWN SHALL BE WIDENED TO ACCOMMODATE TRANSITIONS.
13. WHERE SOLID ROCK IS ENCOUNTERED, CONTACT THE DESIGN DIVISION FOR ADDITIONAL GUIDANCE. (512) 416-2678
14. UNLESS OTHERWISE SHOWN IN THE PLANS, A COMPOSITE MATERIAL BLOCK THAT MEETS THE REQUIREMENTS OF DMS-7210, "COMPOSITE MATERIAL POSTS AND BLOCKS FOR METAL BEAM GUARD FENCE" MAY BE SUBSTITUTED FOR BLOCKS OF SIMILAR DIMENSIONS. TXDOT'S MATERIALS AND TESTS DIVISION MAINTAINS A MATERIAL PRODUCER LIST (MPL) FOR PRODUCERS OF MATERIALS CONFORMING TO DMS-7210. ONLY PRODUCERS ON THE MPL CAN FURNISH COMPOSITE MATERIAL BLOCKS.
15. REFER TO GF (31) STANDARD SHEET & BRIDGE RAILING DETAILS FOR ADDITIONAL DETAILS.
16. THE INSTALLATION OF THE TYPE II CURB IS CRITICAL FOR THE PERFORMANCE OF THE THRIE-BEAM TRANSITION SYSTEM. THE CURB PREVENTS (VEHICLE WHEEL SNAGGING) AT THE CONCRETE RAIL AND IS REQUIRED TO MEET MASH CRASH TEST CRITERIA.
17. IF CURB EXTENDS BEYOND POST 7, 25' OF NESTED W-BEAM GUARDRAIL SHALL BE INSTALLED BEYOND THE PAY LIMITS OF THRIE-BEAM TRANSITION SECTION, (SEE SHT.2). PAYMENT FOR THIS 25' SECTION WILL BE BY LINEAR FOOT, PAY ITEM "0540 6XXX MTL W-BEAM GD FEN (NESTED) (TIM POST)" OR "540 6XXX MTL W-BEAM GD FEN (NESTED) (STEEL POST)" AS APPLICABLE FOR POST TYPE. SEE SHT.2 FOR ADDITIONAL INFORMATION.

HIGH-SPEED TRANSITION
SHEET 1 OF 2

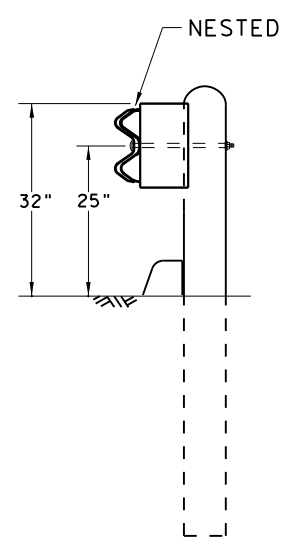
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METAL BEAM GUARD FENCE THRIE-BEAM TRANSITION TL-3 MASH COMPLIANT GF (31) TR TL3-20		
FILE: gf31tr+1320.dgn	DN: TxDOT	CK: KM
© TXDOT: NOVEMBER 2020	CONT: 0197	SECT: 05
REVISIONS	JOB: 059	HIGHWAY: US 175
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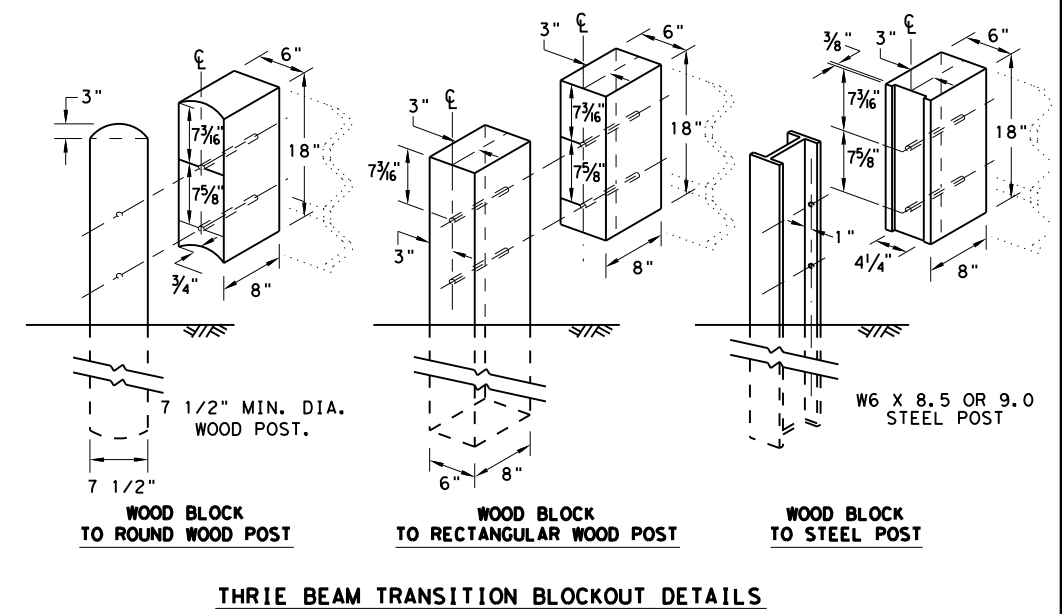
REQUIRED ALTERNATIVE FOR CONTINUOUS CURB EXTENDING PAST POST 7 (SEE SHT. 1 GENERAL NOTE 17)



ELEVATION VIEW



SECTION D-D

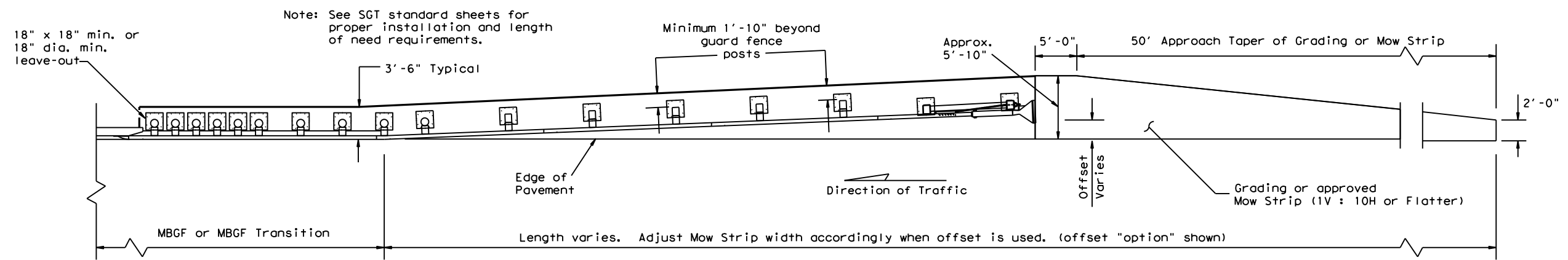


HIGH-SPEED TRANSITION

SHEET 2 OF 2

		<i>Design Division Standard</i>	
METAL BEAM GUARD FENCE THREE-BEAM TRANSITION TL-3 MASH COMPLIANT GF (31) TR TL3-20			
FILE: gf31tr+1320.dgn	DN: TXDOT	CK: KM	DW: KM
©TXDOT: NOVEMBER 2020	CONT	SECT	JOB
REVISIONS		0197	05
		059	US 175
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DAL	KAUFMAN	211	

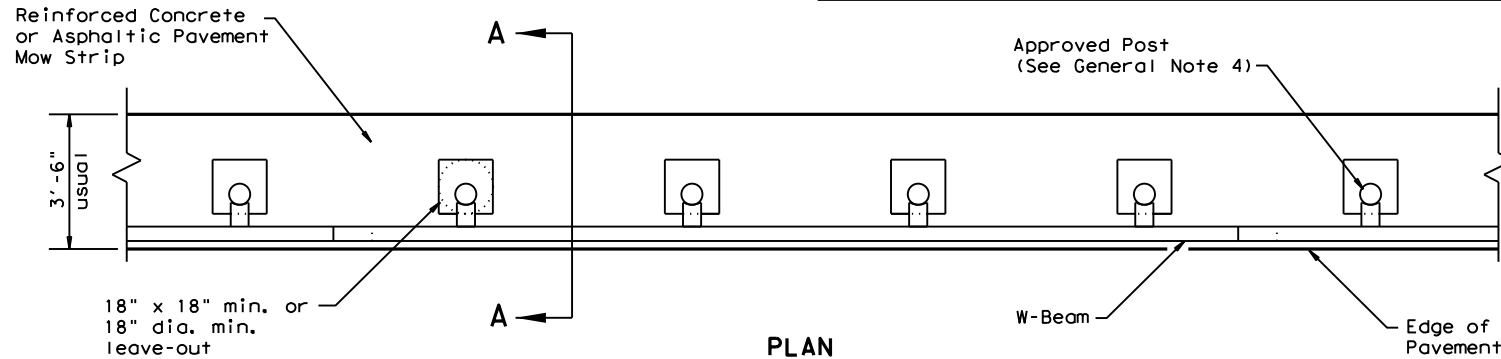
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Note: See SGT standard sheets for proper installation and length of need requirements.

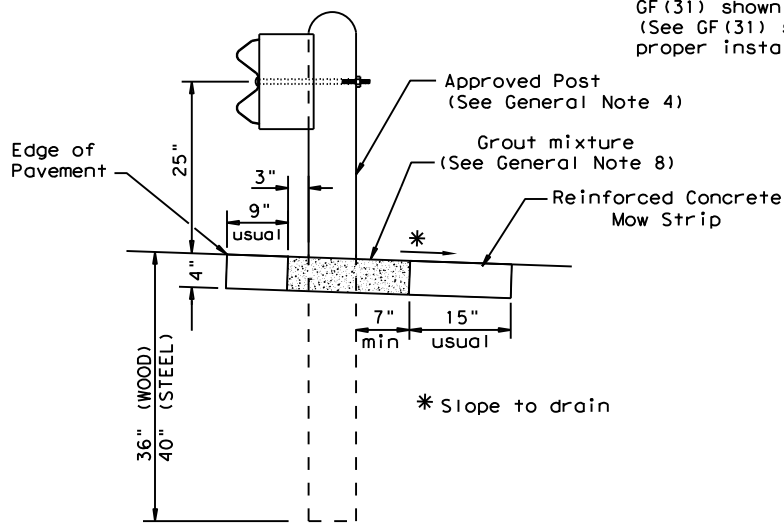
GRADING AND MOW STRIP AT GUARDRAIL END TREATMENTS

Note: Site Condition(s)
 Site conditions may exist where grading is required for the proper installation of metal guard fence and end treatments.
 Approach grading or mow strip may be decreased or eliminated, as directed by the Engineer.



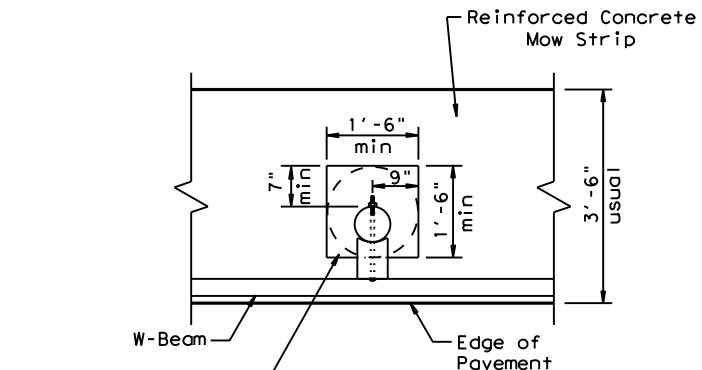
PLAN

GF(31) shown with Mow Strip (See GF(31) standard sheet for proper installation)



SECTION A-A

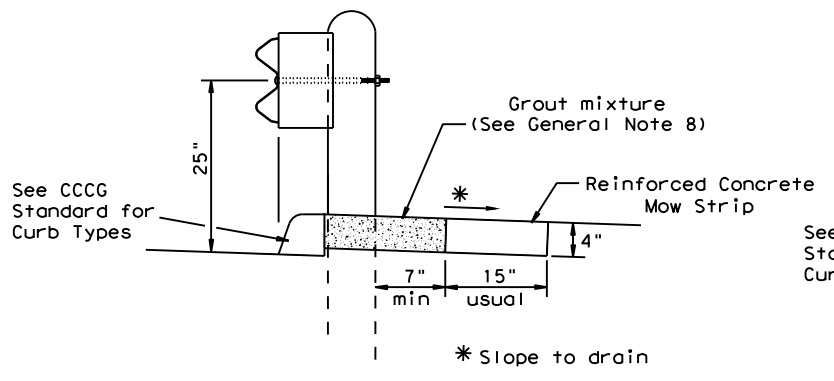
Typical



MOW STRIP DETAIL

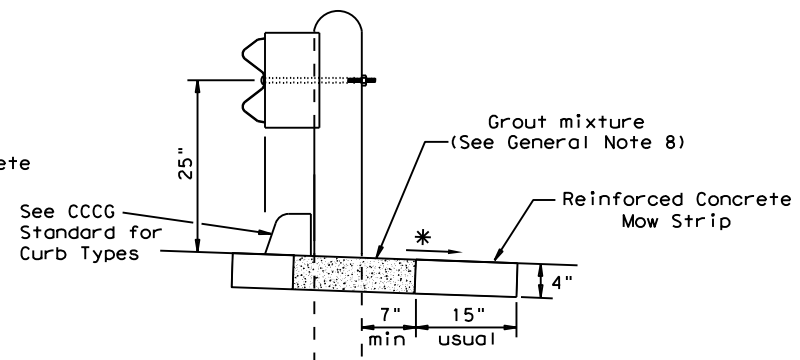
Reinforced Concrete Mow Strip with 18" x 18" Square or 18" Dia. minimum leave-out.

- GENERAL NOTES**
1. This mow strip design is for use with metal beam guard fence, guard fence transitions, and guard fence end treatments. See applicable GF(31) MBGF or GF(31) Transition Standard sheet for additional information.
 2. Mow strips shall be reinforced concrete with (wire mesh or synthetic fiber), as shown on the plans and will be paid for under the pertinent bid item. Reinforced concrete shall be placed in accordance with Item 432, "Riprap." The use of the synthetic fiber in lieu of steel reinforcing is acceptable, provided the fiber producer is on the Department Material Producer List (MPL), maintained by TxDOT, Construction Division.
 3. The leave-out behind the post shall be a minimum of 7".
 4. Only steel (W6 x 8.5 or W6 x 9.0), or 7 1/2" Dia. round wood posts are acceptable for use in the mow strip. See GF(31) Standard for additional details.
 5. Other curb placement options may be used. Curbs are not considered part of the mow strip and will be paid for under other pertinent bid item.
 6. Thickness of the mow strip will be 4".
 7. The limits of payment for reinforced concrete will include leave-outs for the posts.
 8. The leave-outs shall be filled with a Grout mixture consisting of: 2719 pounds sand, 188 pounds Type I or II cement, and 550 pounds of water per cubic yard, with a 28-day compressive strength of approximately 230 psi or less. Provide grout with a consistency that will flow into and completely fill all voids. Due to auger size, larger leave-out dimensions are acceptable from both an impact performance and maintenance repair standpoint (Suggested Maximum leave-out of 20"). Payment for furnishing and placing the grout mixture will be subsidiary to the pay item of riprap mow strip.



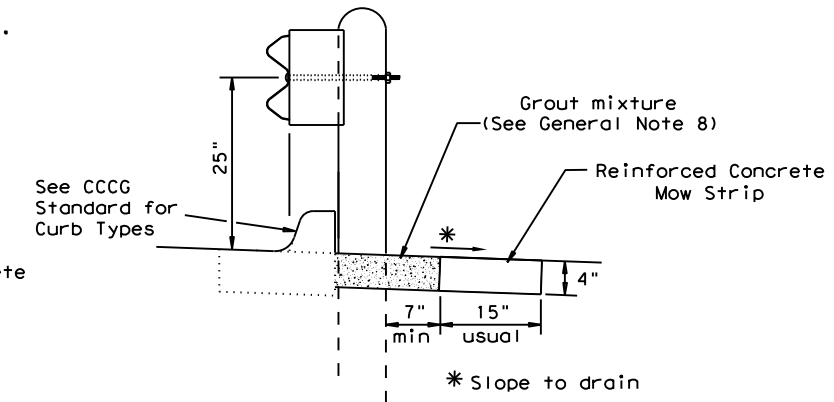
CURB OPTION (1)

This option will increase the post embedment throughout the system.



CURB OPTION (2)

Curb shown on top of mow strip

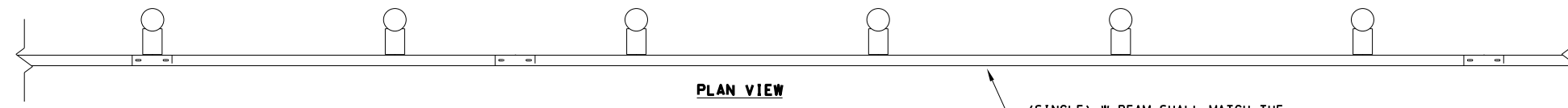


CURB OPTION (3)

		Design Division Standard	
METAL BEAM GUARD FENCE (MOW STRIP) TL-3 MASH COMPLIANT GF(31)MS-19			
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	DIST	COUNTY	SHEET NO.
	DAL	KAUFMAN	212

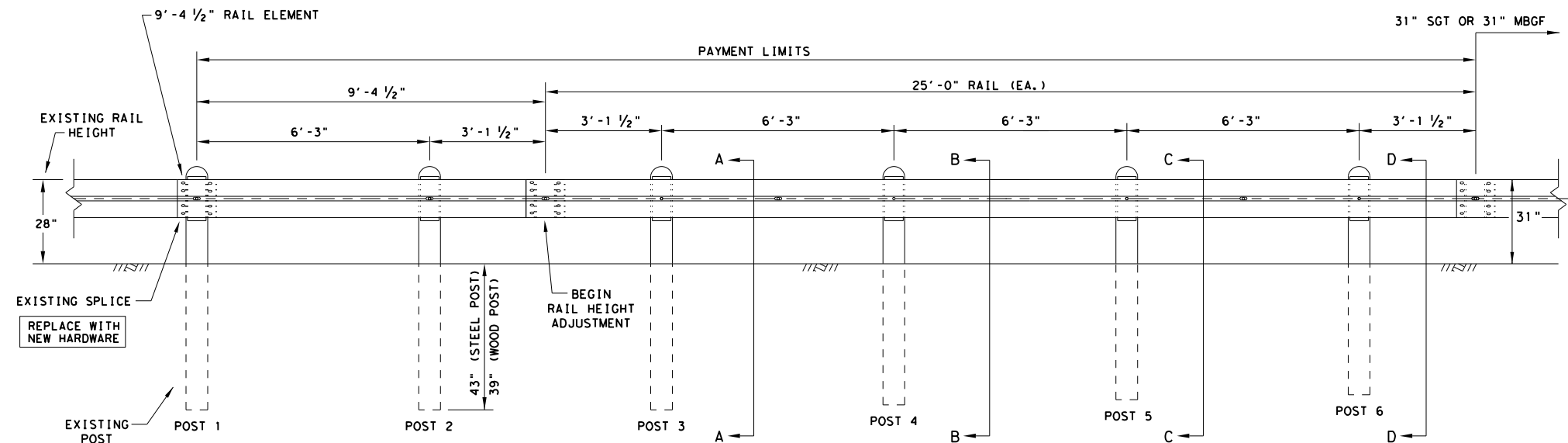
GENERAL NOTES

1. THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST, OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. THE EXACT POSITION OF MBGF SHALL BE AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. STEEL POSTS TO BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING."
2. RAIL ELEMENT SHALL MEET THE REQUIREMENTS OF ITEM 540, "METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED IN THE PLANS. THE CONTRACTOR MAY FURNISH RAIL ELEMENTS OF 25'-0", OR 12'-6" (NOM.) LENGTHS. RAIL ELEMENTS MAY HAVE SLOTTED HOLES AT 3'-1 1/2" C-C OR 6'-3" C-C. A SPECIAL LENGTH OF RAIL MAY BE MANUFACTURED TO ACCOMMODATE THE TRANSITION SECTIONS OF GUARDRAIL.
3. BUTTON HEAD "POST" BOLTS (ASTM A307) SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT (ASTM A563) AND 3/8" ROUND WASHER (ASTM F436) AND NOT MORE THAN 1" BEYOND IT. BUTTON HEAD "SPLICE" BOLTS (ASTM A307) ARE 5/8" X 1-1/4" WITH 3/8" NUTS (ASTM A563).
4. FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING." FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM REQUIRING CONSTRUCTION OF THE TRANSITION.
5. CROWN SHALL BE WIDENED TO ACCOMMODATE THE METAL BEAM GUARD FENCE.
6. THE LATERAL APPROACH TO THE GUARD FENCE, SHALL HAVE A MAXIMUM SLOPE OF 1V:10H.
7. IF SHOWN ELSEWHERE IN THE PLANS OR AS DIRECTED BY THE ENGINEER, THE GUARD FENCE MAY BE FLARED AT A RATE OF 25:1 OR FLATTER.
8. APPLICATIONS IN SOLID ROCK ARE ONLY ALLOWED WITH STEEL POSTS. SEE GF(31) STANDARD FOR INSTALLATION GUIDANCE.
9. POSTS SHALL NOT BE SET IN CONCRETE.
10. UNLESS OTHERWISE SHOWN IN THE PLANS, A COMPOSITE MATERIAL BLOCK THAT MEETS THE REQUIREMENTS OF DMS-7210, "COMPOSITE MATERIAL POSTS AND BLOCKS FOR METAL BEAM GUARD FENCE" MAY BE SUBSTITUTED FOR BLOCKS OF SIMILAR DIMENSIONS. THE CONSTRUCTION DIVISION, TXDOT MAINTAINS A MATERIAL PRODUCER LIST (MPL) FOR PRODUCERS OF MATERIALS CONFORMING TO DMS-7210. ONLY PRODUCERS ON THE MPL MAY FURNISH COMPOSITE MATERIAL BLOCKS.
11. REFER TO STANDARD GF(31) FOR ADDITIONAL DETAILS.
12. RAIL HEIGHT ADJUSTMENT IS ASSESSED AT TL-3 MASH COMPLIANT FOR STEEL POST HEIGHT TRANSITION TO 28" STEEL POST GUARDRAIL.



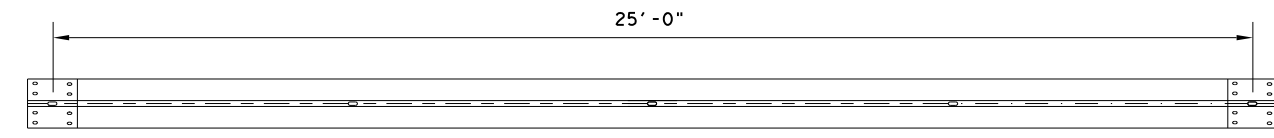
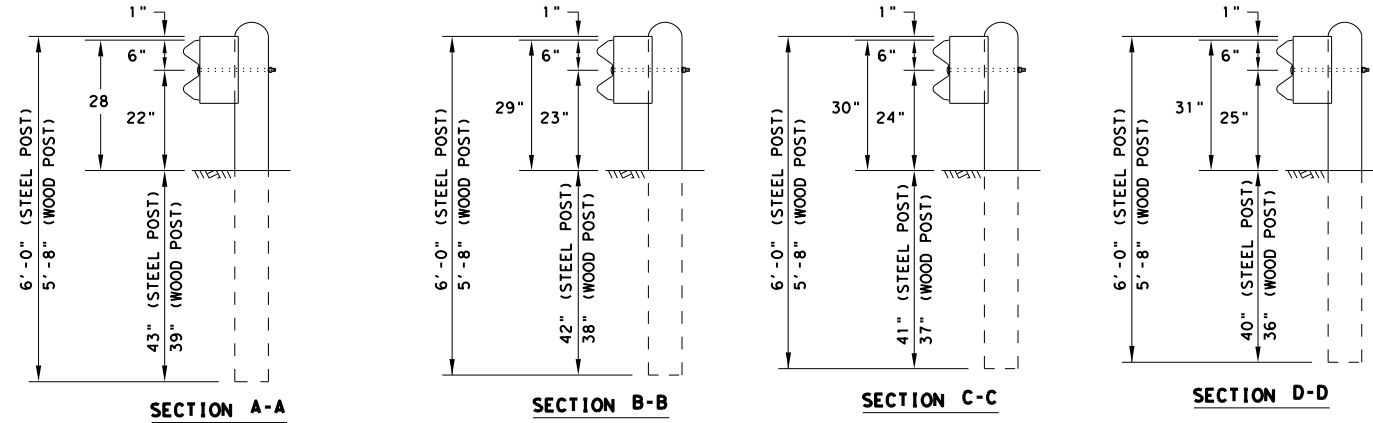
PLAN VIEW

(SINGLE) W-BEAM SHALL MATCH THE GAUGE OF THE ADJACENT RUN OF MBGF.

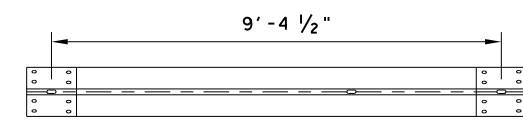


ELEVATION VIEW

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



25'-0" (NOM.) W-BEAM RAIL ELEMENT



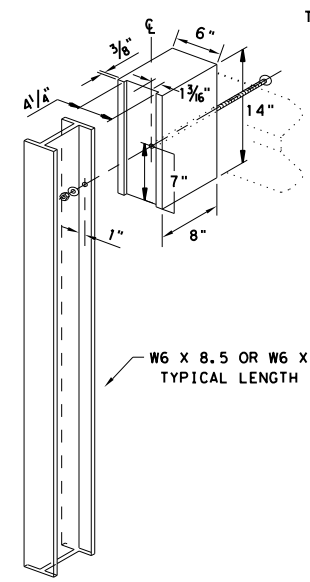
9'-4 1/2" (NOM.) W-BEAM RAIL ELEMENT

HARDWARE LIST	
QTY	DESCRIPTION
1	9'-4 1/2" W-BEAM RAIL ELEMENT 12GA.
1	25'-0" W-BEAM RAIL ELEMENT 12GA. (TYP)
6	7 1/2" DIA X 6'-0" DOMED ROUND WOOD POSTS (TYP)
6	6" X 8" X 68" RECTANGULAR WOOD POSTS (TYP)
6	W6 X 8.5 OR W6 X 9 X 72" STEEL POSTS (TYP)
6	6" X 8" X 14" WOOD BLOCKS OR COMPOSITE (TYP)
6	5/8" X 18" GUARDRAIL BOLTS WITH NUTS (FBB04)
6	5/8" ROUND WASHERS (ASTM F436) (FWC16a)
6	5/8" X 10" GUARDRAIL BOLTS WITH NUTS (FBB03)
24	5/8" X 1-1/4" GUARDRAIL SPLICE BOLTS WITH DOUBLE RECESSED NUTS (ASTM A563) (FBB01)

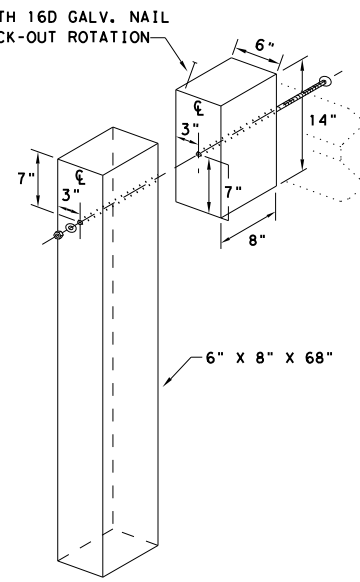
POST AND BLOCK-OUT TYPES AVAILABLE

FOR WOOD POST

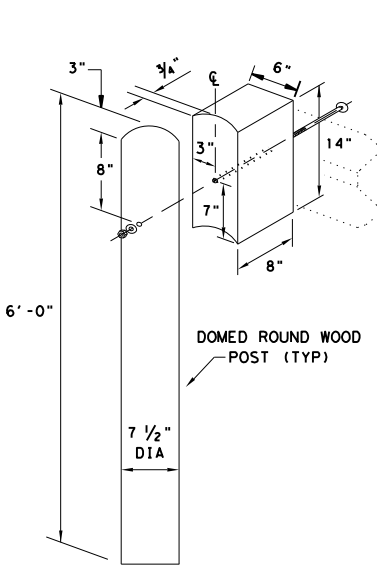
FOR STEEL POST



ROUTED WOOD BLOCK-OUT TO STEEL POST



WOOD BLOCK TO RECTANGULAR WOOD POST



WOOD BLOCK-OUT TO DOMED ROUND WOOD POST

NOTE: HARDWARE SHALL MEET THE FOLLOWING REQUIREMENTS.
 GUARDRAIL POST BOLTS (ASTM A307 GR. A)
 GUARDRAIL ROUND WASHERS (ASTM F436)
 GUARDRAIL DOUBLE RECESSED NUTS (ASTM A563)
 GUARDRAIL SPLICE BOLTS (ASTM A307 GR. A)
 GUARDRAIL SPLICE NUTS (ASTM A563)

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 Design Division Standard

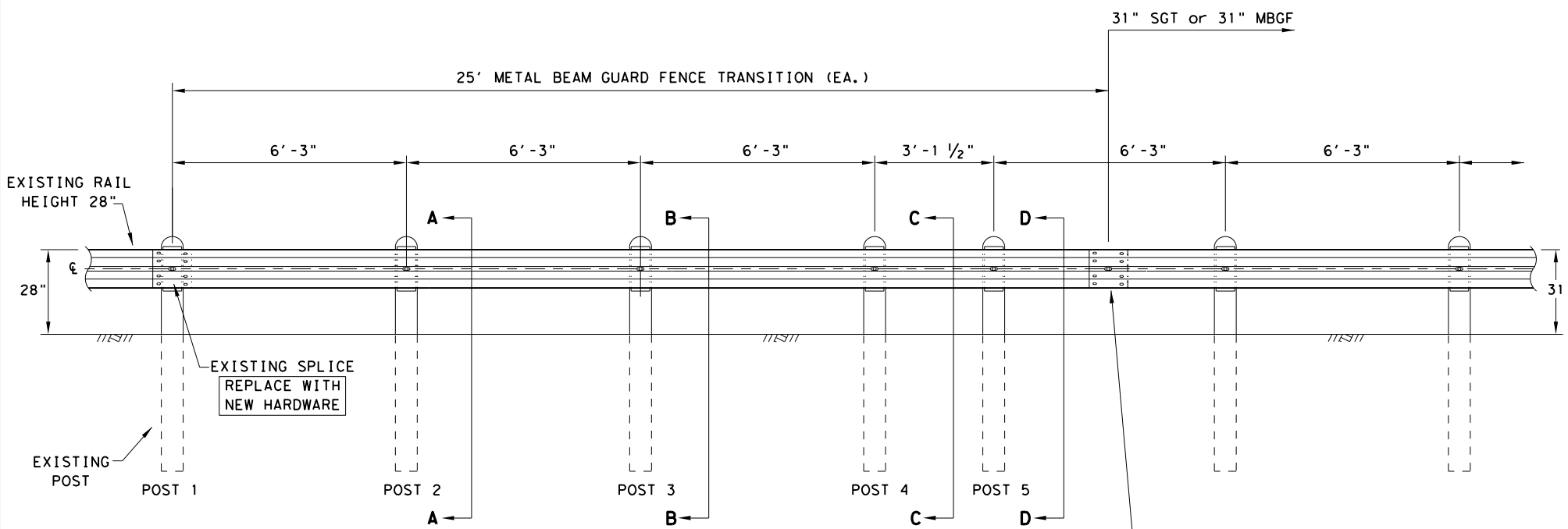
**METAL BEAM GUARD FENCE
 RAIL HEIGHT ADJUSTMENT
 (28" TO 31")
 TL-3 MASH COMPLIANT
 RAIL-ADJ(A)-19**

FILE: railadj019	DN: TXDOT	CK: KM	DW: VP	CK: CGL/AG
© TXDOT: NOVEMBER 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	05	059	US 175
DIST	COUNTY		SHEET NO.	
DAL	KAUFMAN		213	

DATE: 4/12/2023
 FILE: \\txdot.projectwiseonline.com:txdot5\Documents\18 - DAL\Design Projects\019705094 - Design\Plan Set\3. Roadway\ROADWAY - Standards\railladjb19.dgn
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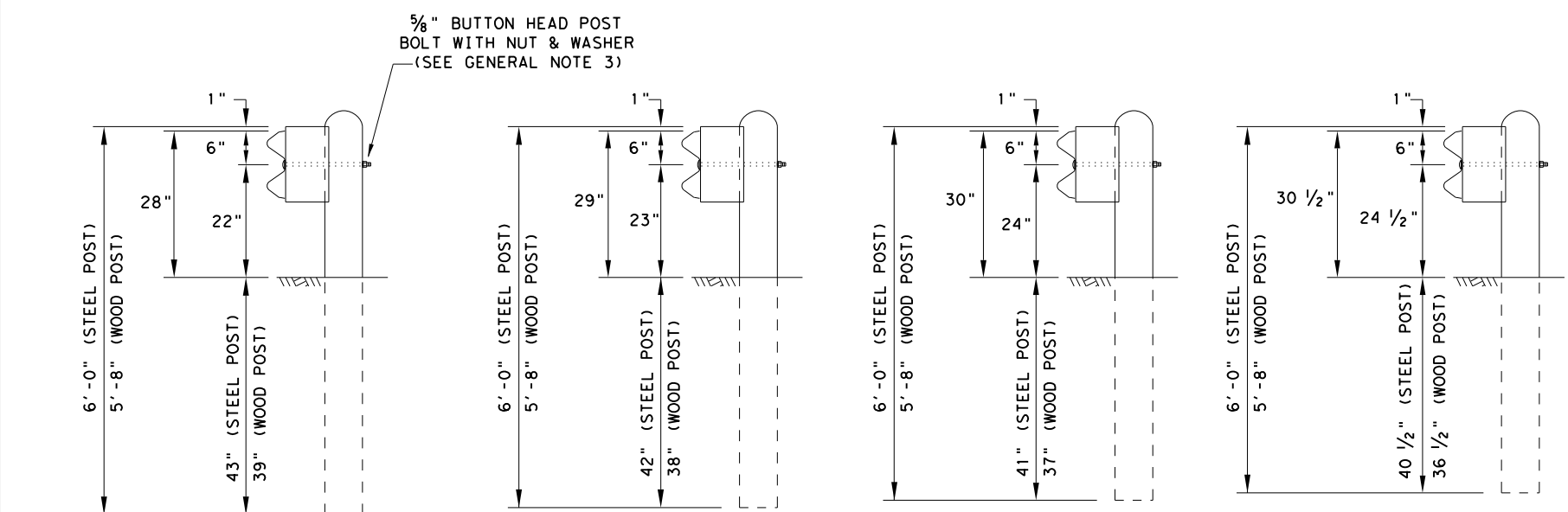


PLAN VIEW



ELEVATION VIEW

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



SECTION A-A

SECTION B-B

SECTION C-C

SECTION D-D

NOTE: HARDWARE SHALL MEET THE FOLLOWING REQUIREMENTS.
 GUARDRAIL POST BOLTS (ASTM A307 GR. A)
 GUARDRAIL ROUND WASHERS (ASTM F436)
 GUARDRAIL DOUBLE RECESSED NUTS (ASTM A563)
 GUARDRAIL SPLICE BOLTS (ASTM A307 GR. A)
 GUARDRAIL SPLICE NUTS (ASTM A563)

POST AND BLOCK-OUT TYPES AVAILABLE

- FOR WOOD POST
- FOR STEEL POST

GENERAL NOTES

1. THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST, OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. THE EXACT POSITION OF MBGF SHALL BE AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. STEEL POSTS TO BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING."
2. RAIL ELEMENT SHALL MEET THE REQUIREMENTS OF ITEM 540, "METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED IN THE PLANS. THE CONTRACTOR MAY FURNISH RAIL ELEMENTS OF 25'-0", OR 12'-6" (NOM.) LENGTHS. RAIL ELEMENTS MAY HAVE SLOTTED HOLES AT 3'-1 1/2" C-C OR 6'-3" C-C. A SPECIAL LENGTH OF RAIL MAY BE MANUFACTURED TO ACCOMMODATE THE TRANSITION SECTIONS OF GUARDRAIL.
3. BUTTON HEAD "POST" BOLTS (ASTM A307) SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT (ASTM A563) AND 5/8" ROUND WASHER (ASTM F436) AND NOT MORE THAN 1" BEYOND IT. BUTTON HEAD "SPLICE" BOLTS (ASTM A307) ARE 5/8" X 1-1/4" WITH 5/8" NUTS (ASTM A563).
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8. APPLICATIONS IN SOLID ROCK ARE ONLY ALLOWED WITH STEEL POSTS. SEE GF(31) STANDARD FOR INSTALLATION GUIDANCE.
9. POSTS SHALL NOT BE SET IN CONCRETE.
10. UNLESS OTHERWISE SHOWN IN THE PLANS, A COMPOSITE MATERIAL BLOCK THAT MEETS THE REQUIREMENTS OF DMS-7210, "COMPOSITE MATERIAL POSTS AND BLOCKS FOR METAL BEAM GUARD FENCE" MAY BE SUBSTITUTED FOR BLOCKS OF SIMILAR DIMENSIONS. THE CONSTRUCTION DIVISION, TXDOT MAINTAINS A MATERIAL PRODUCER LIST (MPL) FOR PRODUCERS OF MATERIALS CONFORMING TO DMS-7210. ONLY PRODUCERS ON THE MPL MAY FURNISH COMPOSITE MATERIAL BLOCKS.
11. REFER TO STANDARD GF(31) FOR ADDITIONAL DETAILS.
12. RAIL HEIGHT ADJUSTMENT IS ASSESSED AT TL-3 MASH COMPLIANT FOR STEEL POST HEIGHT TRANSITION TO 28" STEEL POST GUARDRAIL.

HARDWARE LIST

QTY	DESCRIPTION
1	25'-0" W-BEAM RAIL ELEMENT 12GA. (TYP)
5	7 1/2" DIA X 6'-0" DOMED ROUND WOOD POSTS (TYP)
5	6" X 8" X 68" RECTANGULAR WOOD POSTS (TYP)
5	W6 X 8.5 OR W6 X 9 X 72" STEEL POSTS (TYP)
5	6" X 8" X 14" WOOD BLOCKS OR COMPOSITE (TYP)
5	5/8" X 18" GUARDRAIL BOLTS AND NUTS (FBB04)
5	5/8" ROUND WASHERS (ASTM F436) (FWC160)
5	5/8" X 10" GUARDRAIL BOLTS AND NUTS (FBB03)
16	5/8" X 1-1/4" GUARDRAIL SPLICE BOLTS WITH DOUBLE RECESSED NUTS (ASTM A563) (FBB01)

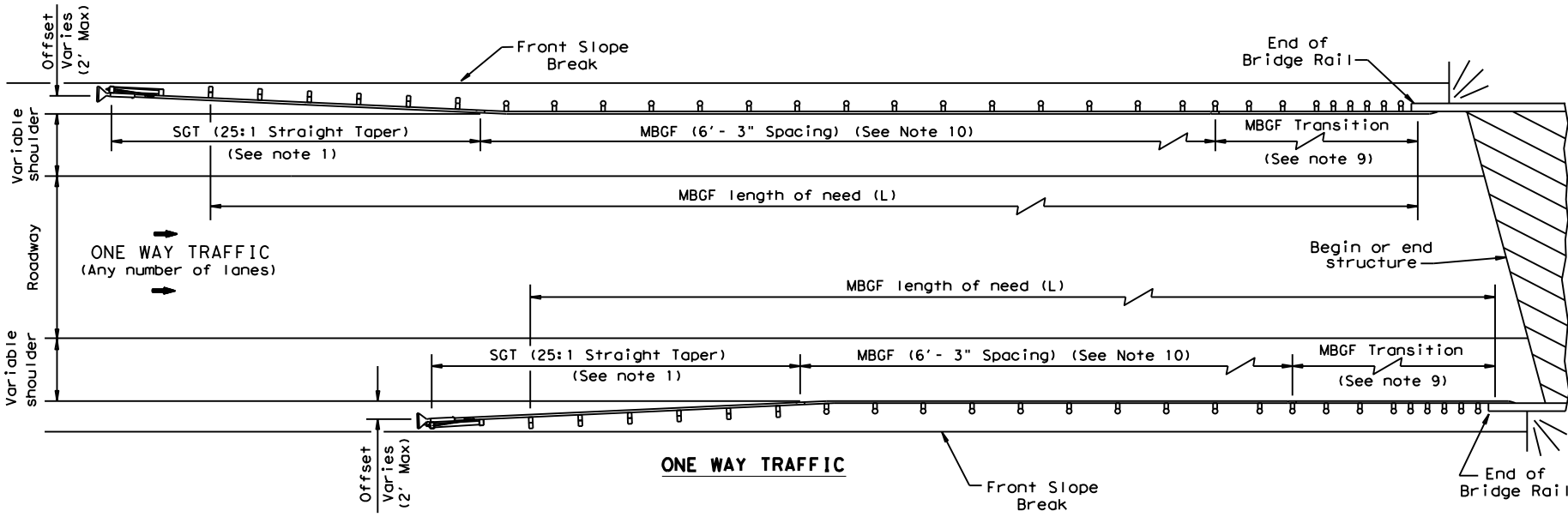
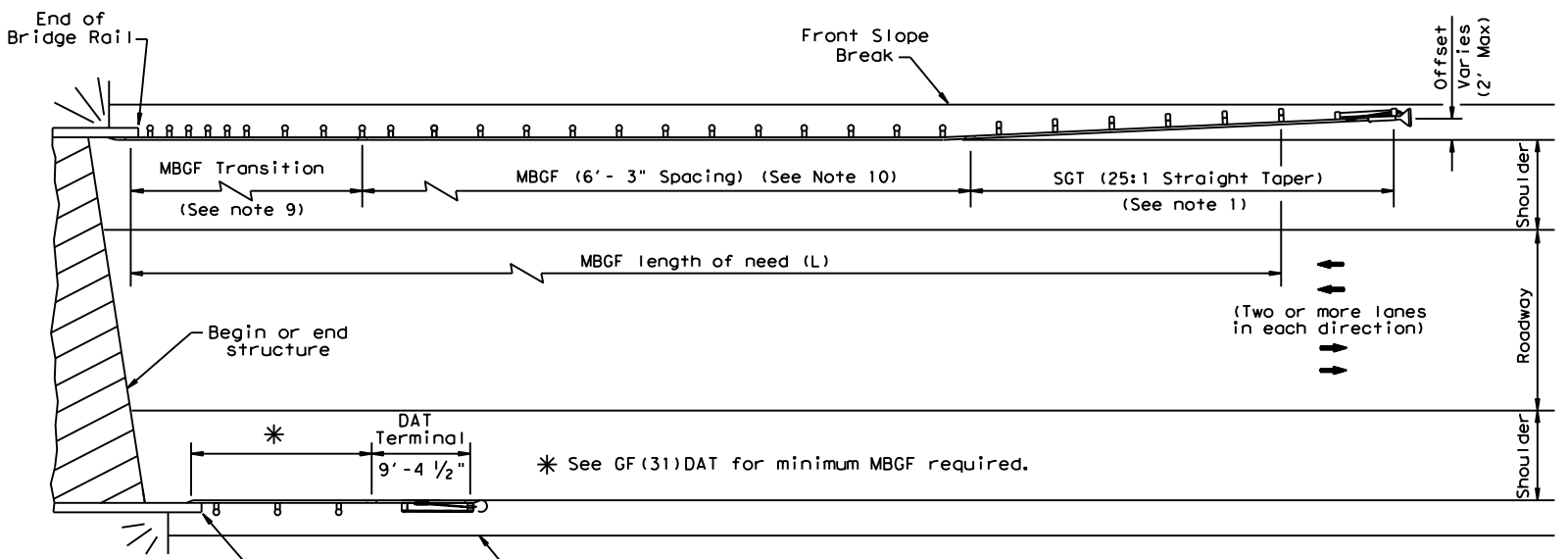
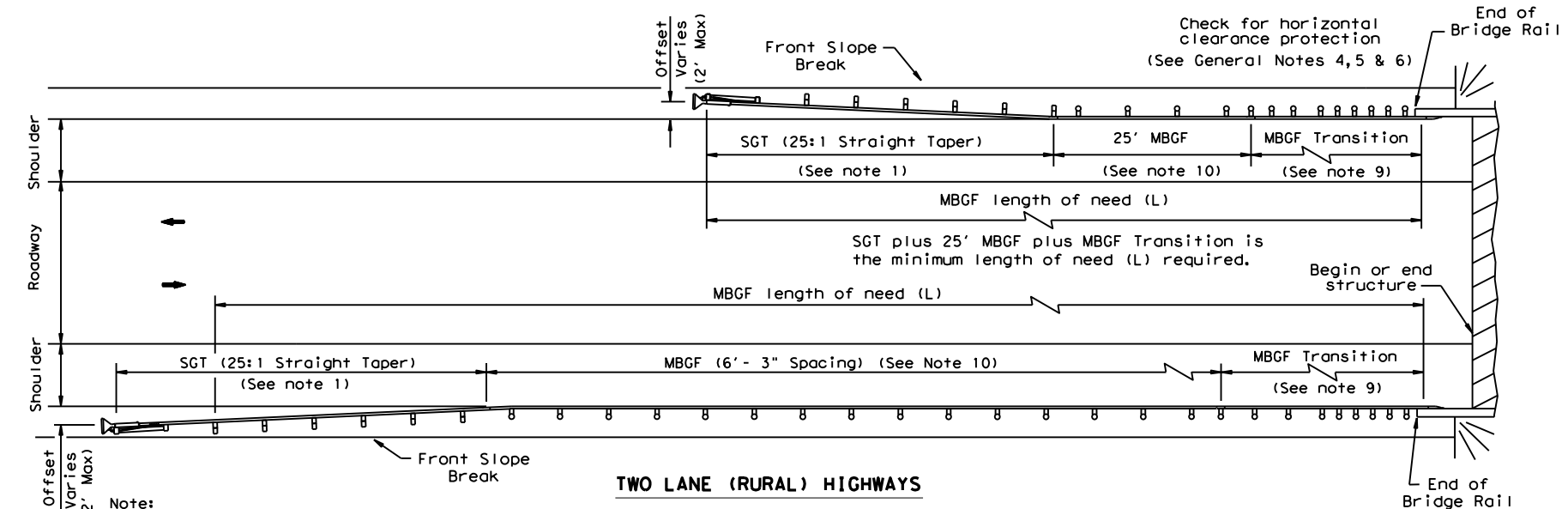
Texas Department of Transportation
Design Division Standard

METAL BEAM GUARD FENCE
 RAIL HEIGHT ADJUSTMENT
 (28" TO 31")
 TL-3 MASH COMPLIANT
 RAIL-ADJ(B)-19

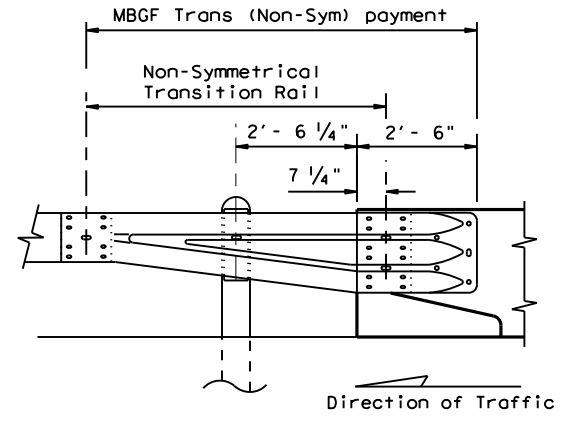
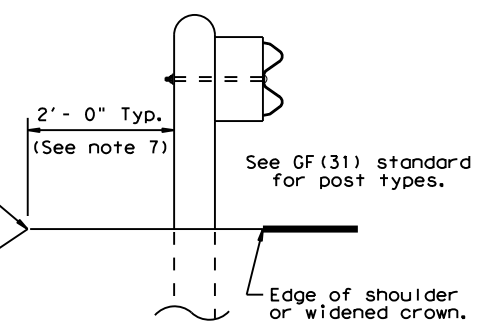
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©TXDOT: NOVEMBER 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	05	059	US 175
DIST	COUNTY		SHEET NO.	
DAL	KAUFMAN		214	

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- GENERAL NOTES**
- For more detail: See GF(31), SGT()31, GF(31)TR, and GF(31)TL2 standard sheets.
 - Quantities of metal beam guard fence (MBGF) at individual bridge ends are as shown in the plans.
 - Use average daily traffic (ADT) for the current year to determine MBGF length of need in accordance with the Roadway Design Manual unless otherwise specified. Where significant traffic volume growth is anticipated on low volume (0-750 ADT) highways, use length determinations for the higher volume category.
 - MBGF may not be required to shield departure end of bridge unless other obstacles within the horizontal clearance limits or opposing traffic indicate a MBGF consideration.
 - Downstream anchor terminals (DAT) are only for downstream end anchorage use, outside the horizontal clearance area of opposing traffic.
 - Direct connection of MBGF to concrete rails are only for downstream rail connections outside the horizontal clearance area of opposing traffic. (This requires a minimum of three standard line posts plus the DAT terminal, See Detail A)
 - The crown shall be widened to accommodate MBGF. Typically the "front slope" break should be 2' - 0" from the back of the MBGF post. This applies to new construction on new alignment or where existing roadway cross section is to be widened to increase roadway width. This does not apply to rehabilitation work where existing roadway crown width is to be retained (See Typical Cross Section at MBGF).
 - For restrictive bridge widths: The MBGF should be properly transitioned from the existing bridge rail to the adjoining MBGF (See MBGF Transition Standards). Metal beam guard fence at these bridge location(s) shall be flared at the rate of 25:1 or flatter, and be of the length necessary to locate the terminal end at the 2 ft. "maximum" offset from the shoulder edge in the approach direction.
 - Transition length and post spacing will vary depending on the transition type. Transition type will be shown elsewhere in the plans.
 - A minimum 25' length of MBGF will be required.



Note: All rail elements shall be lapped in the direction of adjacent traffic.

Texas Department of Transportation
 Design Division Standard

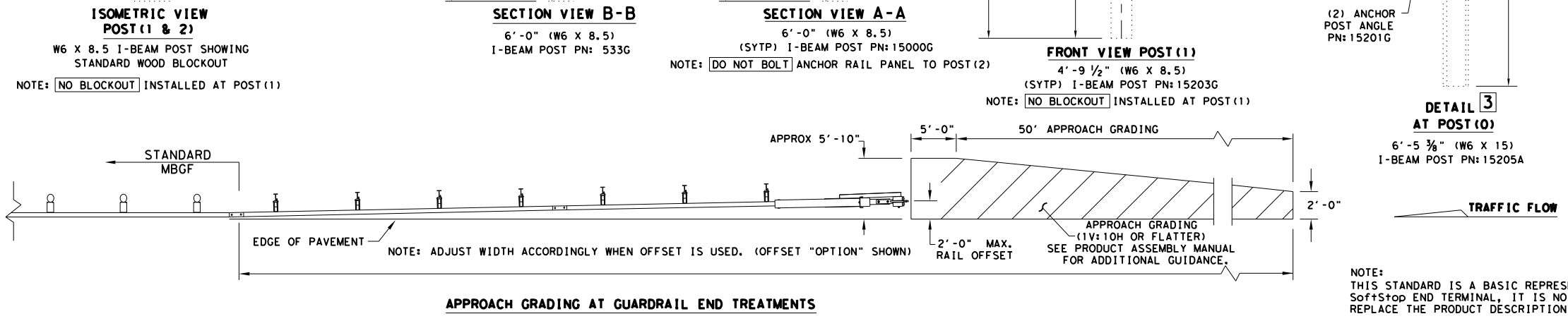
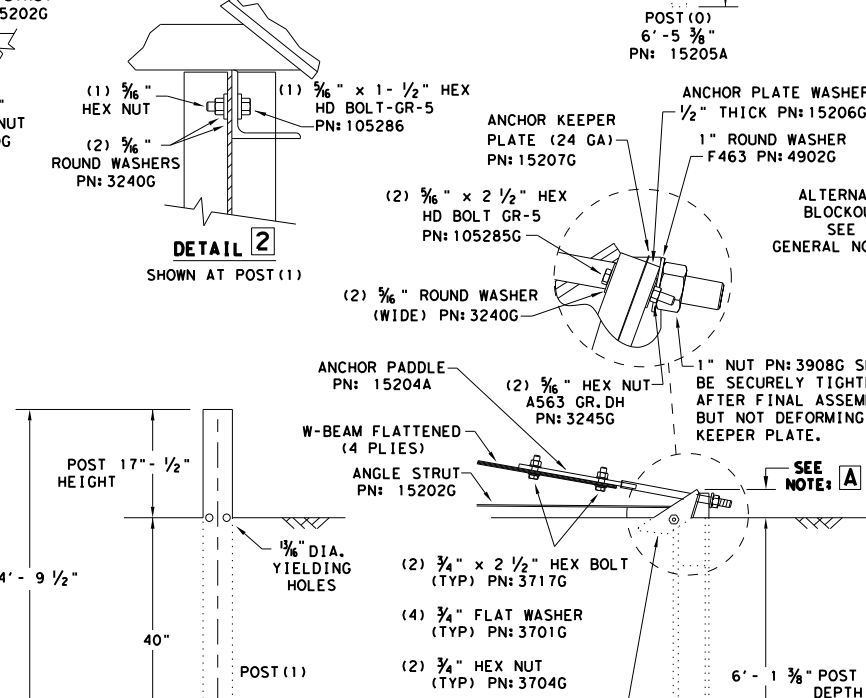
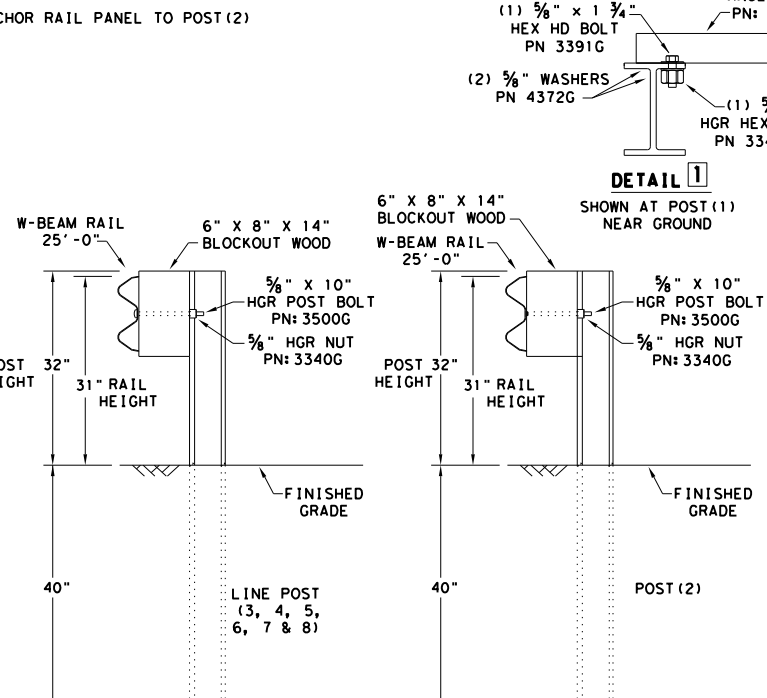
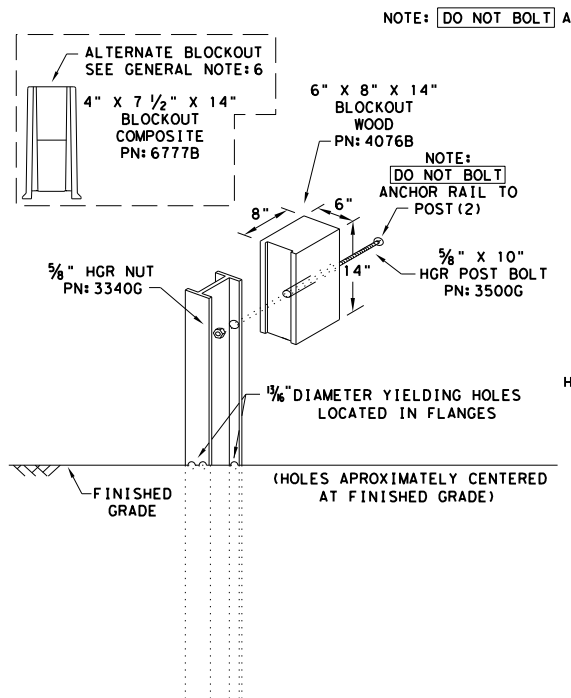
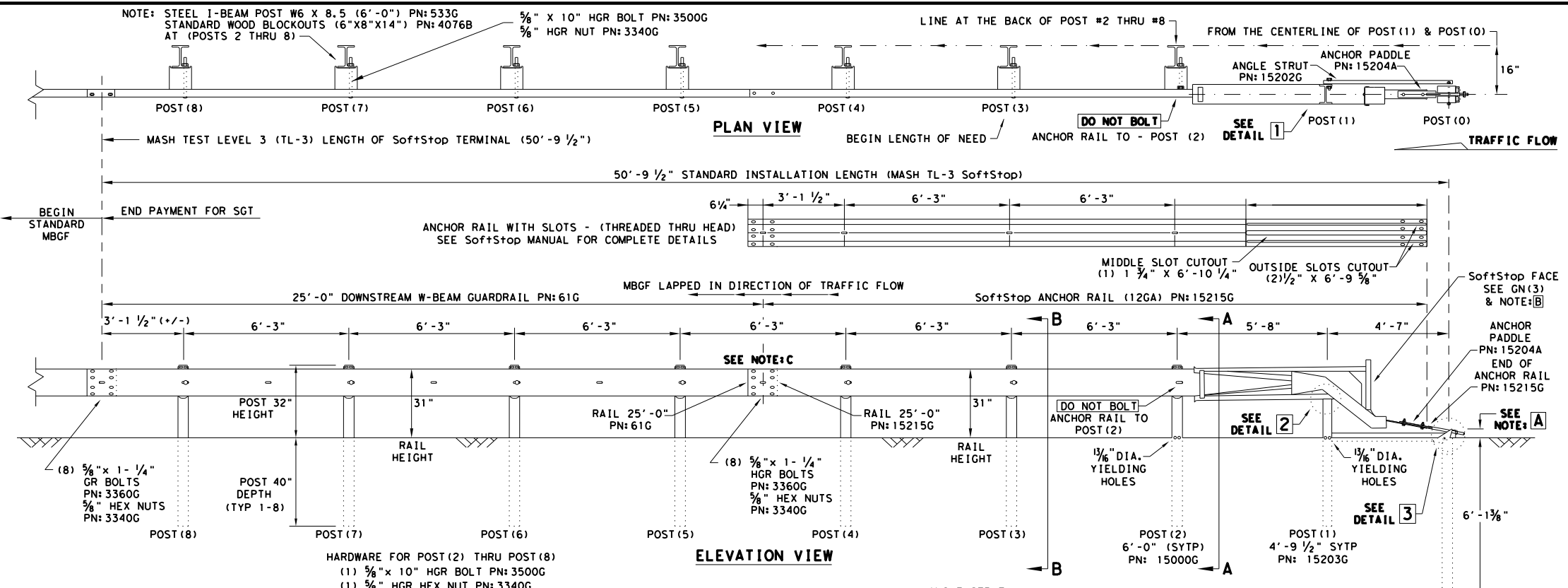
BRIDGE END DETAILS
 (METAL BEAM GUARD FENCE APPLICATIONS TO RIGID RAILS)

BED-14

FILE: bed14.dgn	DN: TxDOT	CK: AM	DW: BD/VP	CK: CGL
© TxDOT: December 2011	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	05	059	US 175
REVISED APRIL 2014 SEE (MEMO 0414)	DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	215		

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- GENERAL NOTES**
- FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: TRINITY HIGHWAY AT 1(888)323-6374, 2525 N. STEMMONS FREEWAY, DALLAS, TX 75207
 - FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE: SoftStop END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL. PN:620237B
 - APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" ON THE FRONT FACE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
 - FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
 - HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
 - A COMPOSITE MATERIAL BLOCKOUT THAT MEETS THE REQUIREMENTS OF DMS-7210, MAY BE SUBSTITUTED FOR BLOCKOUTS OF SIMILAR DIMENSIONS. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
 - IF SOLID ROCK IS ENCOUNTERED SEE THE MANUFACTURER'S INSTALLATION MANUAL AND REFER TO THE LATEST ROADWAY MOW STANDARD FOR INSTALLATION GUIDANCE.
 - POSTS SHALL NOT BE SET IN CONCRETE.
 - IT IS ACCEPTABLE TO INSTALL THE SoftStop IMPACT HEAD PARALLEL TO THE GRADE LINE OR WITH AN UPWARD TILT.
 - DO NOT ATTACH THE SoftStop SYSTEM DIRECTLY TO A RIGID BARRIER.
 - UNDER NO CIRCUMSTANCES SHALL THE GUARDRAIL WITHIN THE SoftStop SYSTEM BE CURVED.
 - A FLARE RATE OF UP TO 25:1 MAY BE USED TO PREVENT THE TERMINAL HEAD FROM ENCRoaching ON THE SHOULDER. THE FLARE MAY BE DECREASED OR ELIMINATED FOR SPECIFIC INSTALLATIONS, IF DIRECTED BY THE ENGINEER.

NOTE:A	THE INSTALLATION HEIGHT OF FULLY ASSEMBLED ANCHOR POST WILL VARY FROM 3'-3/4" MIN. TO 4" MAX. ABOVE FINISHED GRADE.
NOTE:B	PART PN:5852B RIGHT-SIDE (HIGH INTENSITY REFLECTIVE SHEETING) PART PN:5851B LEFT-SIDE (HIGH INTENSITY REFLECTIVE SHEETING)
NOTE:C	W-BEAM SPLICE LOCATED BETWEEN LINE POST(4) AND LINE POST(5) GUARDRAIL PANEL 25'-0" PN:61G ANCHOR RAIL 25'-0" PN:15215G LAP GUARDRAIL IN DIRECTION OF TRAFFIC FLOW.

PART	QTY	MAIN SYSTEM COMPONENTS
620237B	1	PRODUCT DESCRIPTION ASSEMBLY MANUAL (LATEST REV.)
15208A	1	SoftStop HEAD (SEE MANUAL FOR RIGHT-LEFT APPROACH)
15215G	1	SoftStop ANCHOR RAIL (12GA) WITH CUTOUT SLOTS
61G	1	SoftStop DOWNSTREAM W-BEAM RAIL (12GA) (25' - 0")
15205A	1	POST #0 - ANCHOR POST (6' - 5 3/8")
15203G	1	POST #1 - (SYTP) (4' - 9 1/2")
15000G	1	POST #2 - (SYTP) (6' - 0")
533G	6	POST #3 THRU #8 - I-BEAM (W6 X 8.5) (6' - 0")
4076B	7	BLOCKOUT - WOOD (ROUTED) (6" X 8" X 14")
6777B	7	BLOCKOUT - COMPOSITE (4" X 7 1/2" X 14")
15204A	1	ANCHOR PADDLE
15207G	1	ANCHOR KEEPER PLATE (24 GA)
15206G	1	ANCHOR PLATE WASHER (1/2" THICK)
15201G	2	ANCHOR POST ANGLE (10" LONG)
15202G	1	ANGLE STRUT

HARDWARE		
4902G	1	1" ROUND WASHER F436
3908G	1	1" HEAVY HEX NUT A563 GR.DH
3717G	2	3/4" X 2 1/2" HEX BOLT A325
3701G	4	3/4" ROUND WASHER F436
3704G	2	3/4" HEAVY HEX NUT A563 GR.DH
3360G	16	5/8" X 1 1/4" W-BEAM RAIL SPLICE BOLTS HGR
3340G	25	5/8" W-BEAM RAIL SPLICE NUTS HGR
3500G	7	5/8" X 10" HGR POST BOLT A307
3391G	1	5/8" X 1 3/4" HEX HD BOLT A325
4489G	1	5/8" X 9" HEX HD BOLT A325
4372G	4	5/8" WASHER F436
105285G	2	5/8" X 2 1/2" HEX HD BOLT GR-5
105286G	1	5/8" X 1 1/2" HEX HD BOLT GR-5
3240G	6	5/8" ROUND WASHER (WIDE)
3245G	3	5/8" HEX NUT A563 GR.DH
5852B	1	HIGH INTENSITY REFLECTIVE SHEETING - SEE NOTE:B



Design Division Standard

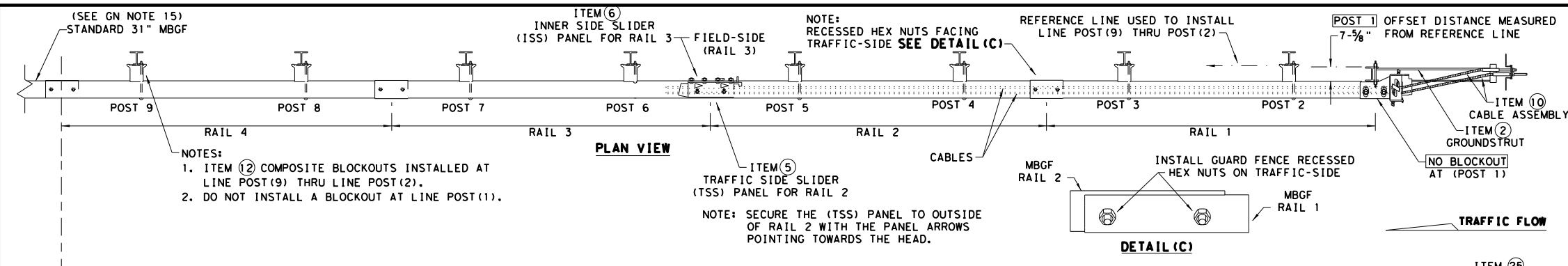
TRINITY HIGHWAY SOFTSTOP END TERMINAL MASH - TL-3 SGT (10S) 31-16

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©TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	05	059	US 175
DIST	COUNTY	SHEET NO.		
DAL	KAUFMAN			216

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

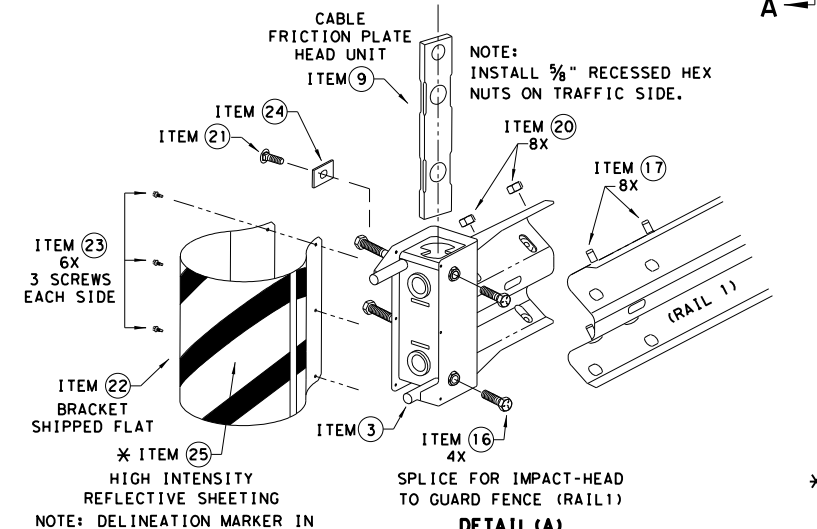
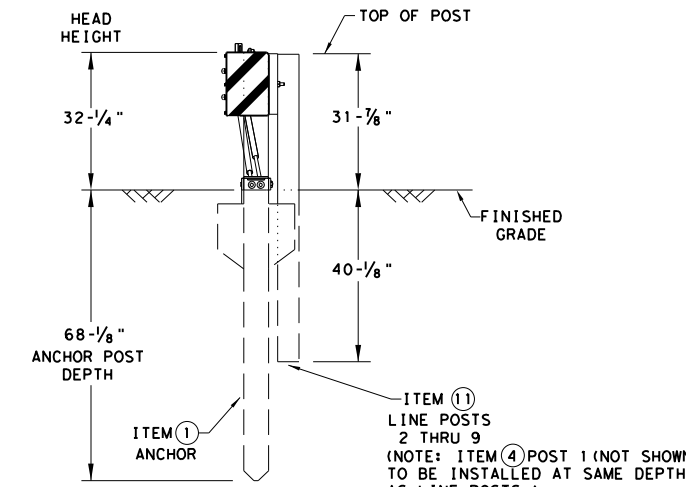
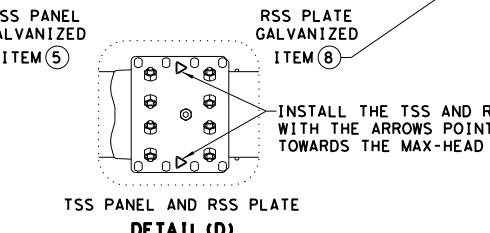
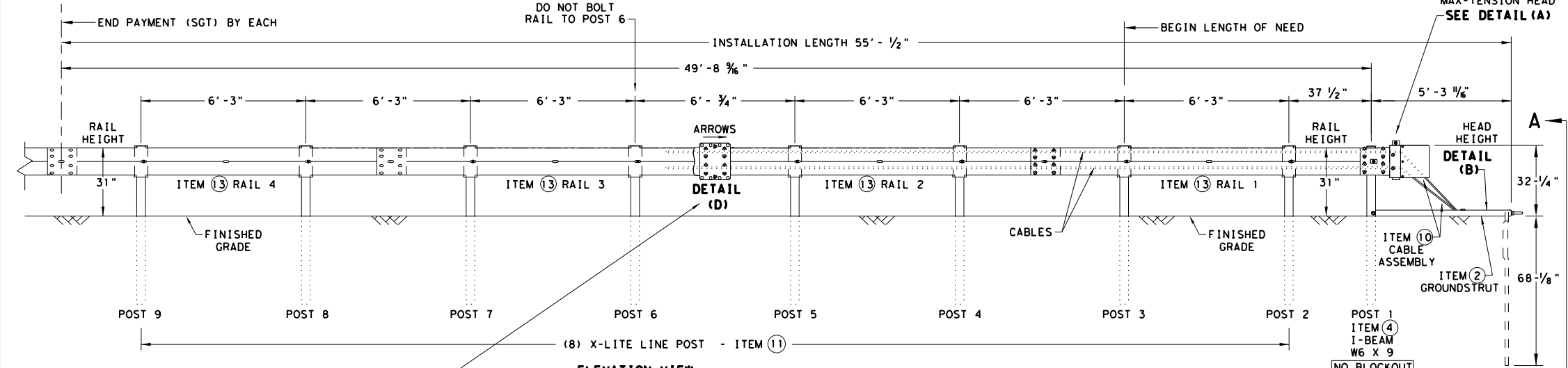
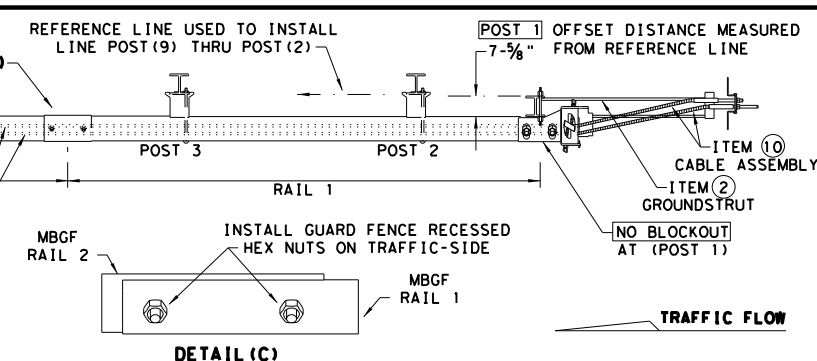
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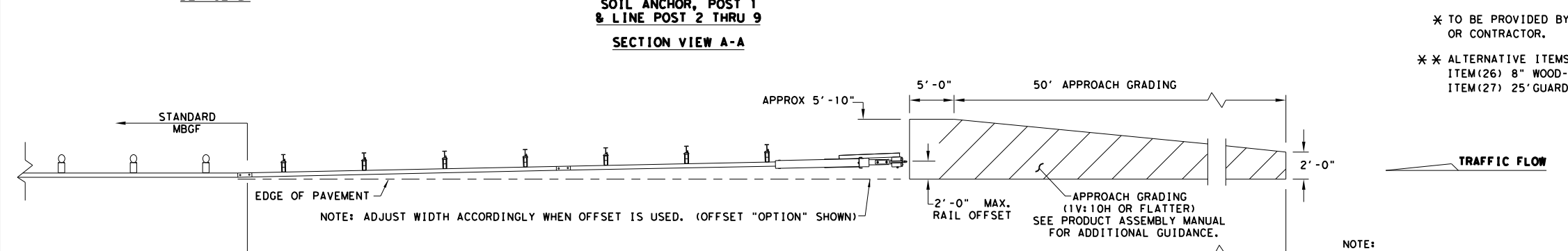
NOTES:
 1. ITEM ② COMPOSITE BLOCKOUTS INSTALLED AT LINE POST (9) THRU LINE POST (2).
 2. DO NOT INSTALL A BLOCKOUT AT LINE POST (1).

NOTE: SECURE THE (TSS) PANEL TO OUTSIDE OF RAIL 2 WITH THE PANEL ARROWS POINTING TOWARDS THE HEAD.



- GENERAL NOTES**
- FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: LINDSAY TRANSPORTATION SOLUTIONS (LTS) - BARRIER SYSTEMS, INC. AT (707) 374-6800
 - FOR INSTALLATION, REPAIR, & MAINTENANCE REFER TO THE: MAX-TENSION INSTALLATION INSTRUCTION MANUAL. P/N MANMAX REV D (ECN 3516).
 - APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" ON THE FRONT FACE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
 - FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TxDOT'S LATEST ROADWAY MOW STRIP STANDARD.
 - ALL STEEL COMPONENTS ARE GALVANIZED PER ASTM A123 OR EQUIVALENT UNLESS OTHERWISE STATED.
 - SYSTEM SHOWN USING STEEL WIDE FLANGE POST WITH COMPOSITE BLOCKOUTS.
 - COMPOSITE MATERIAL BLOCKOUT THAT MEETS THE REQUIREMENTS OF DMS-7210, MAY BE SUBSTITUTED FOR BLOCKOUTS SIMILAR DIMENSIONS. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
 - REFER TO INSTALLATION MANUAL FOR SPECIFIC PANEL LAPPING GUIDANCE.
 - IF SOLID ROCK IS ENCOUNTERED SEE THE MANUFACTURER'S INSTALLATION MANUAL FOR INSTALLATION GUIDANCE.
 - POSTS SHALL NOT BE SET IN CONCRETE.
 - A DRIVING CAP WITH A TIMBER OR PLASTIC INSERT SHALL BE USED WHEN DRIVING POST TO PREVENT DAMAGE TO THE GALVANIZING ON TOP OF THE POST.
 - MAX-TENSION SYSTEM SHALL NEVER BE INSTALLED WITHIN A CURVED SECTION OF GUARDRAIL.
 - IF A DELINEATION MARKER IS REQUIRED, MARKER SHALL BE IN ACCORDANCE WITH TEXAS MUTCD.
 - THE SYSTEM IS SHOWN WITH 12'-6" MBGF PANELS, 25'-0" MBGF PANELS ARE ALSO ALLOWED.
 - A MINIMUM OF 12'-6" OF 12GA. MBGF IS REQUIRED IMMEDIATELY DOWNSTREAM OF THE MAX-TENSION SYSTEM.

ITEM #	PART NUMBER	DESCRIPTION	QTY
1	BSI-1610060-00	SOIL ANCHOR - GALVANIZED	1
2	BSI-1610061-00	GROUND STRUT - GALVANIZED	1
3	BSI-1610062-00	MAX-TENSION IMPACT HEAD	1
4	BSI-1610063-00	W6x9 I-BEAM POST 6FT.-GALVANIZED	1
5	BSI-1610064-00	TSS PANEL - TRAFFIC SIDE SLIDER	1
6	BSI-1610065-00	ISS PANEL - INNER SIDE SLIDER	1
7	BSI-1610066-00	TOOTH - GEOMET	1
8	BSI-1610067-00	RSS PLATE - REAR SIDE SLIDER	1
9	B061058	CABLE FRICTION PLATE - HEAD UNIT	1
10	BSI-1610069-00	CABLE ASSEMBLY - MASH X-TENSION	2
11	BSI-1012078-00	X-LITE LINE POST-GALVANIZED	8
12	B090534	8" W-BEAM COMPOSITE-BLOCKOUT XT110	8
13	BSI-4004386	12'-6" W-BEAM GUARD FENCE PANELS 12GA.	4
14	BSI-1102027-00	X-LITE SQUARE WASHER	1
15	BSI-2001886	5/8" X 7" THREAD BOLT HH (GR.5) GEOMET	1
16	BSI-2001885	3/4" X 3" ALL-THREAD BOLT HH (GR.5) GEOMET	4
17	4001115	5/8" X 1 1/4" GUARD FENCE BOLTS (GR.2) MGAL	48
18	2001840	5/8" X 10" GUARD FENCE BOLTS MGAL	8
19	2001636	5/8" WASHER F436 STRUCTURAL MGAL	2
20	4001116	5/8" RECESSED GUARD FENCE NUT (GR.2) MGAL	59
21	BSI-2001888	5/8" X 2" ALL THREAD BOLT (GR.5) GEOMET	1
22	BSI-1701063-00	DELINEATION MOUNTING (BRACKET)	1
23	BSI-2001887	1/4" X 3/4" SCREW SD HH 410SS	7
24	4002051	GUARDRAIL WASHER RECT AASHTO FWRO3	1
25	SEE NOTE BELOW	HIGH INTENSITY REFLECTIVE SHEETING	1
26	4002337	8" W-BEAM TIMBER-BLOCKOUT, PDB01B	8
27	BSI-4004431	25' W-BEAM GUARDRAIL PANEL, 8-SPACE, 12GA.	2
28	MANMAX Rev-(D)	MAX-TENSION INSTALLATION INSTRUCTIONS	1



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

Texas Department of Transportation

Design Division Standard

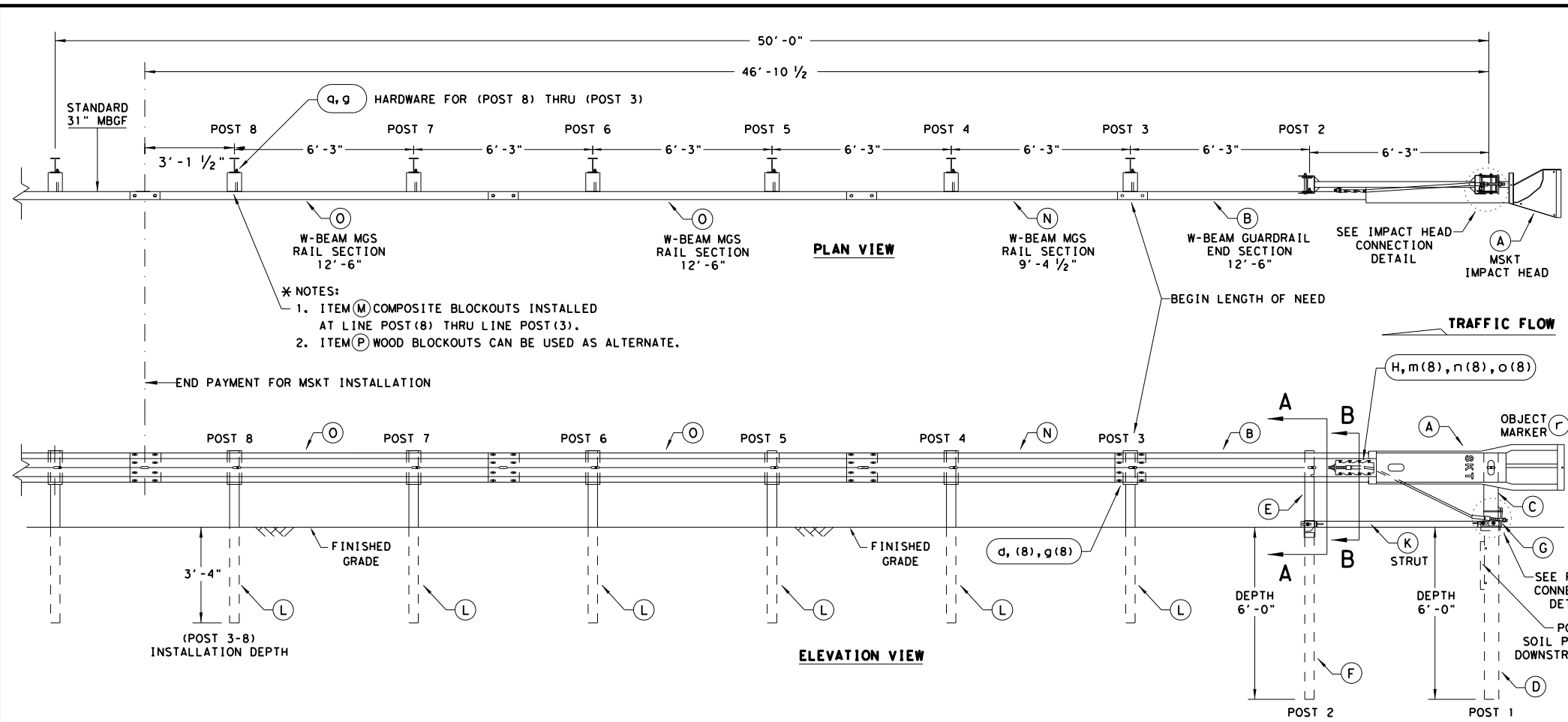
MAX-TENSION END TERMINAL

MASH - TL-3

SGT (11S) 31-18

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	DIST	COUNTY		SHEET NO.
	DAL	KAUFMAN		217

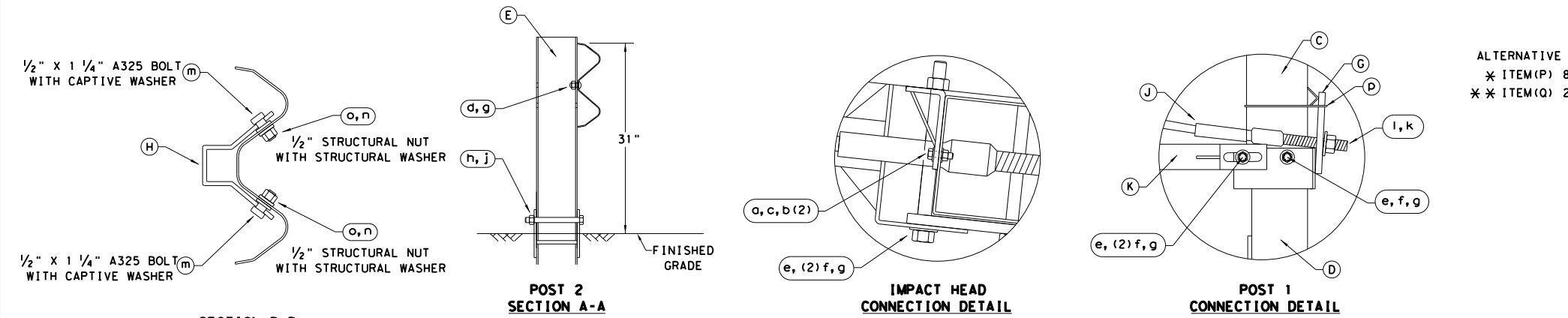
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 DISCLAIMER: THIS STANDARD IS GOVERNED BY THE "TEXAS ENGINEERING PRACTICE ACT". NO WARRANTY OF ANY KIND IS MADE BY TXDOT FOR ANY PURPOSE WHATSOEVER. TXDOT ASSUMES NO RESPONSIBILITY FOR THE CONVERSION OF THIS STANDARD TO OTHER FORMATS OR FOR INCORRECT RESULTS OR DAMAGES RESULTING FROM ITS USE.



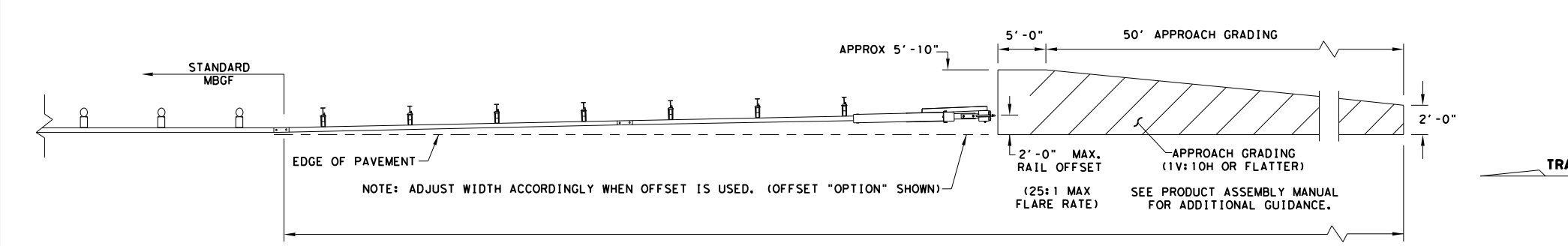
- * NOTES:**
- ITEM (M) COMPOSITE BLOCKOUTS INSTALLED AT LINE POST (8) THRU LINE POST (3).
 - ITEM (P) WOOD BLOCKOUTS CAN BE USED AS ALTERNATE.

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

ITEM	QTY	MAIN SYSTEM COMPONENTS	ITEM NUMBERS
A	1	MSKT IMPACT HEAD	MS3000
B	1	W-BEAM GUARDRAIL END SECTION, 12 Go.	SF1303
C	1	POST 1 - TOP (6" X 6" X 1/8" TUBE)	MTPHP1A
D	1	POST 1 - BOTTOM (6' W6X15)	MTPHP1B
E	1	POST 2 - ASSEMBLY TOP	UHP2A
F	1	POST 2 - ASSEMBLY BOTTOM (6' W6X9)	HP2B
G	1	BEARING PLATE	E750
H	1	CABLE ANCHOR BOX	S760
J	1	BCT CABLE ANCHOR ASSEMBLY	E770
K	1	GROUND STRUT	MS785
L	6	W6X9 OR W6X8.5 STEEL POST	P621
M	6	COMPOSITE BLOCKOUTS	CBSP-14
N	1	W-BEAM MGS RAIL SECTION (9'-4 1/2")	G12025
O	2	W-BEAM MGS RAIL SECTION (12'-6")	G1203A
P	6	WOOD BLOCKOUT 6" X 8" X 14"	P675
Q	1	W-BEAM MGS RAIL SECTION (25'-0")	G1209
SMALL HARDWARE			
a	2	3/8" x 1" HEX BOLT (GRD 5)	B5160104A
b	4	3/8" WASHER	W0516
c	2	3/8" HEX NUT	N0516
d	25	3/8" Dia. x 1 1/4" SPLICE BOLT (POST 2)	B580122
e	2	3/8" Dia. x 9" HEX BOLT (GRD A449)	B580904A
f	3	3/8" WASHER	W050
g	33	3/8" Dia. H.G.R NUT	N050
h	1	3/4" Dia. x 8 1/2" HEX BOLT (GRD A449)	B340854A
j	1	3/4" Dia. HEX NUT	N030
k	2	1 ANCHOR CABLE HEX NUT	N100
l	2	1 ANCHOR CABLE WASHER	W100
m	8	1/2" x 1 1/4" A325 BOLT WITH CAPTIVE WASHER	SB12A
n	8	1/2" STRUCTURAL NUTS	N012A
o	8	1 1/8" O.D. x 3/8" I.D. STRUCTURAL WASHERS	W012A
p	1	BEARING PLATE RETAINER TIE	CT-100ST
q	6	3/8" x 10" H.G.R. BOLT	B581002
r	1	OBJECT MARKER 18" X 18"	E3151



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



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

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

Design Division Standard

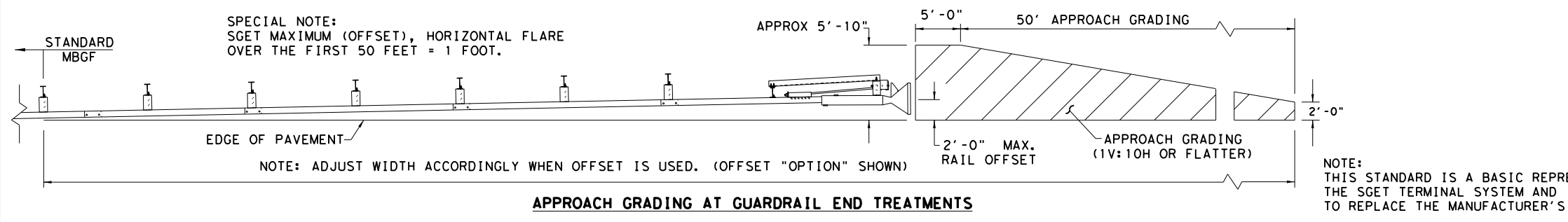
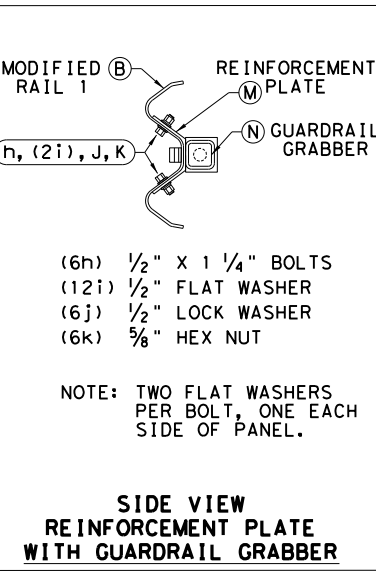
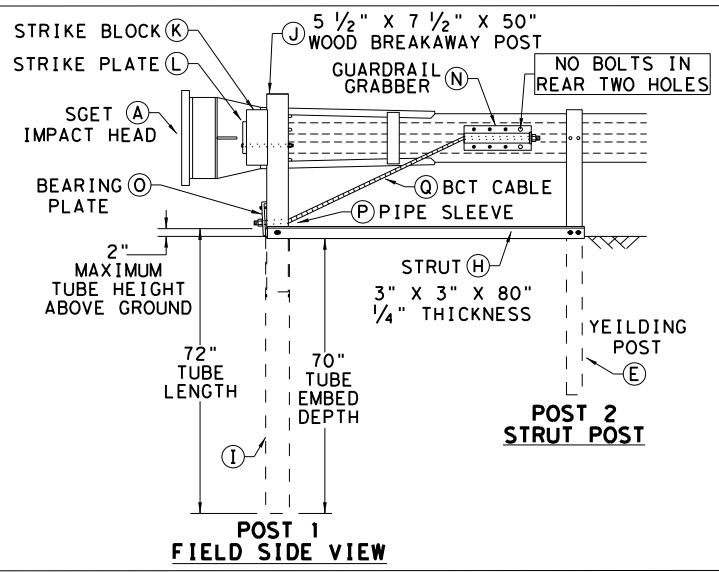
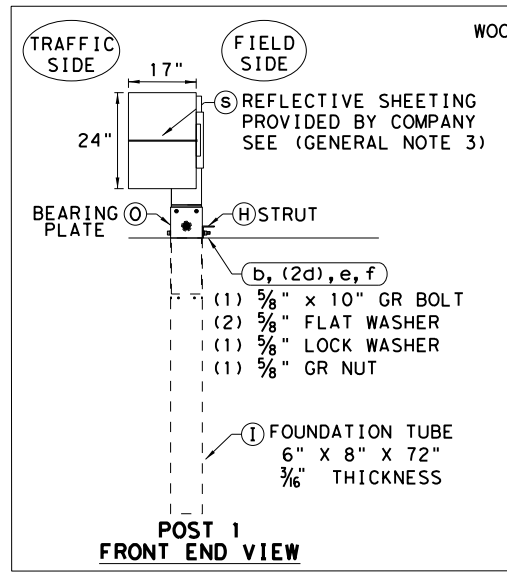
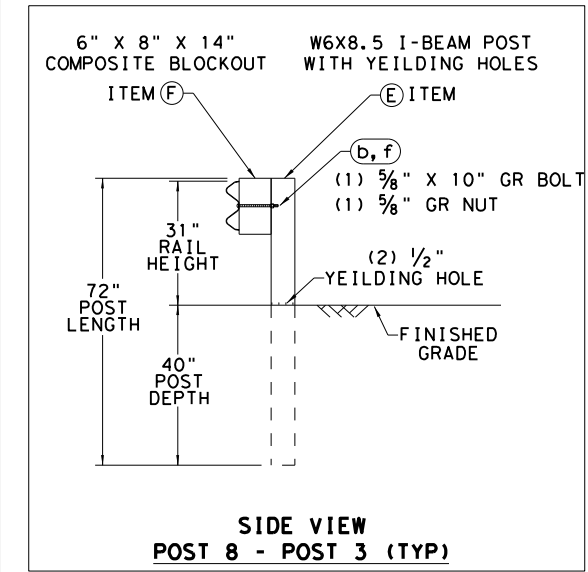
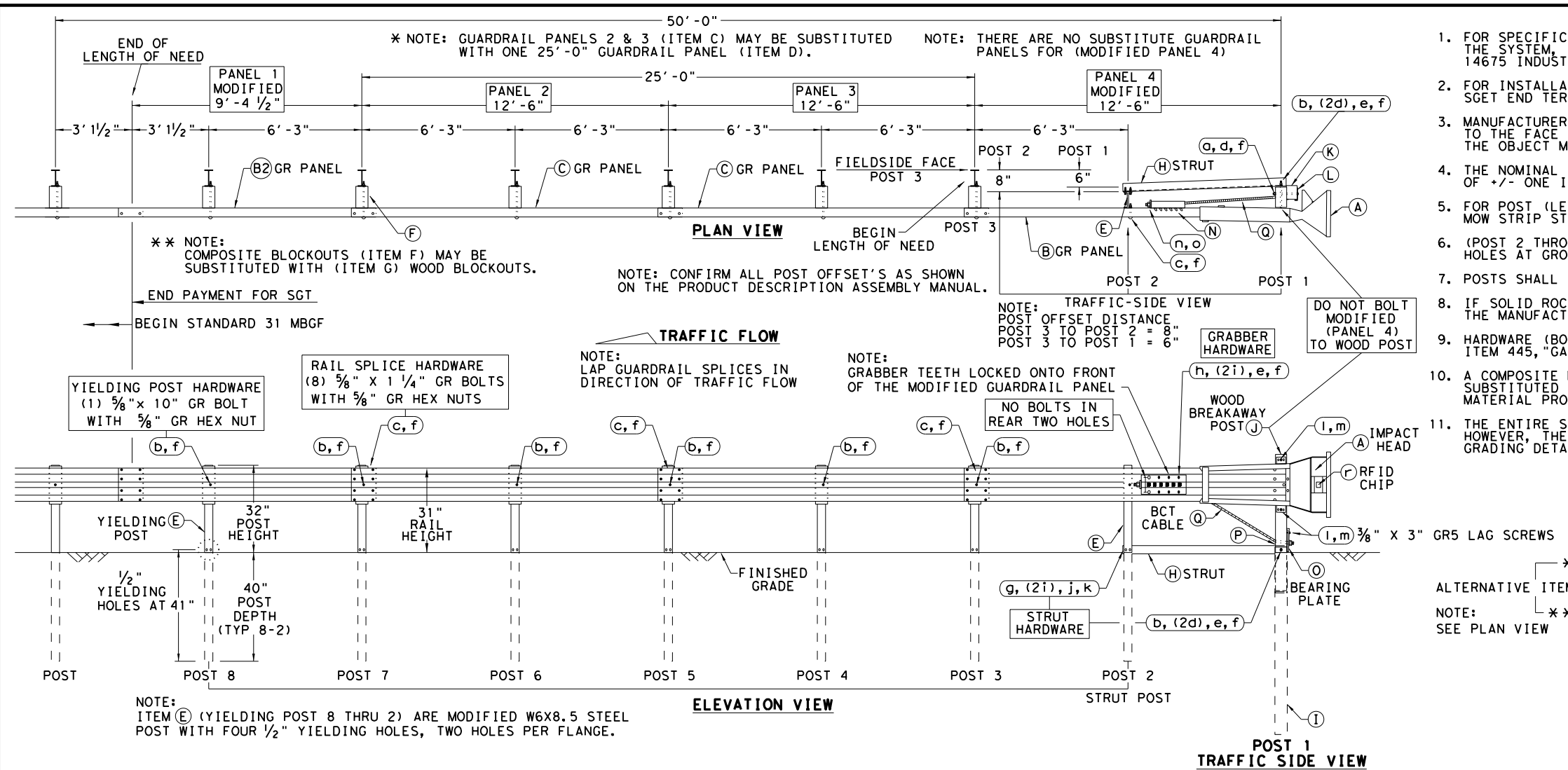
SINGLE GUARDRAIL TERMINAL

MSKT-MASH-TL-3

SGT (12S) 31-18

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© TXDOT: APRIL 2018	CONT SECT	JOB	HIGHWAY	
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	DIST	COUNTY	SHEET NO.	
	DAL	KAUFMAN		218

DATE: 4/12/2023
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- ### GENERAL NOTES
- FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: SPIG INDUSTRY, INC. AT 1(267) 644-9510. 14675 INDUSTRIAL PARK RD; BRISTOL, VA 24202
 - FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE MANUFACTURER'S; SGET END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL.
 - MANUFACTURER WILL APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" TO THE FACE PLATE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. THE OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
 - THE NOMINAL HEIGHT OF THE GUARDRAIL BEAM IS 31 INCHES WITH A TOLERANCE OF +/- ONE INCH.
 - FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
 - (POST 2 THROUGH POST 8) ARE MODIFIED STEEL-YIELDING POSTS WITH YIELDING HOLES AT GROUND LEVEL. THERE ARE NO SUBSTITUTE POSTS.
 - POSTS SHALL NOT BE SET IN CONCRETE.
 - IF SOLID ROCK IS ENCOUNTERED FOR ANY OF THE POSTS IN THE SYSTEM, CONTACT THE MANUFACTURER FOR SPECIFIC INSTALLATION GUIDANCE.
 - HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
 - A COMPOSITE MATERIAL BLOCKOUT THAT MEETS DMS-7210 REQUIREMENTS MAY BE SUBSTITUTED FOR AN APPROVED WOOD BLOCKOUT. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
 - THE ENTIRE SYSTEM MUST BE INSTALLED IN A STRAIGHT LINE WITHOUT ANY CURVE. HOWEVER, THE SYSTEM CAN BE OFFSET BY TWO FEET AS SHOWN ON THE APPROACH GRADING DETAIL TO HELP OFF-SET THE IMPACT HEAD FROM SHOULDER OF THE ROAD.

ITEM	QTY	MAIN SYSTEM COMPONENTS	ITEM #
A	1	SGET IMPACT HEAD	SIH1A
B	1	MODIFIED GUARDRAIL PANEL 12'-6" 12GA	126SPZGP
B2	1	MODIFIED GUARDRAIL PANEL 9'-4 1/2" 12GA	GP94
C	2	STANDARD GUARDRAIL PANEL 12'-6" 12GA	GP126
D	1	STANDARD GUARDRAIL PANEL 25'-0" 12GA	GP25
E	7	MODIFIED YIELDING I-BEAM POST W6x8.5	YP6MOD
F	6	COMPOSITE BLOCKOUT 6" X 8" X 14"	CBO8
G	6	WOOD BLOCKOUT 6" X 8" X 14"	WBO8
H	1	STRUT 3" X 3" X 80" X 1/4" A36 ANGLE	STR80
I	1	FOUNDATION TUBE 6" X 8" X 72" X 3/16"	FNDT6
J	1	WOOD BREAKAWAY POST 5 1/2" X 7 1/2" X 50"	WBRK50
K	1	WOOD STRIKE BLOCK	WSBLK14
L	1	STRIKE PLATE 1/4" A36 BENT PLATE	SPLT8
M	1	REINFORCEMENT PLATE 12 GA. GR55	REPLT17
N	1	GUARDRAIL GRABBER 2 1/2" X 2 1/2" X 16 1/2"	GR17
O	1	BEARING PLATE 8" X 8 5/8" X 5/8" A36	BPLT8
P	1	PIPE SLEEVE 4 1/4" X 2 3/8" O.D. (2 1/8" I.D.)	PSLV4
Q	1	BCT CABLE 3/4" X 81" LENGTH	CBL81
SMALL HARDWARE			
o	1	5/8" X 12" GUARDRAIL BOLT 307A HDG	12GRBLT
b	7	5/8" X 10" GUARDRAIL BOLT 307A HDG	10GRBLT
c	33	5/8" X 1 1/4" GR SPlice BOLTS 307A HDG	1GRBLT
d	3	5/8" FLAT WASHER F436 A325 HDG	58FW436
e	1	5/8" LOCK WASHER HDG	58LW
f	39	5/8" GUARDRAIL HEX NUT HDG	58HN563
g	2	1/2" X 2" STRUT BOLT A325 HDG	2BLT
h	6	1/2" X 1 1/4" PLATE BOLT A325 HDG	125BLT
i	16	1/2" FLAT WASHER F436 A325 HDG	12FWF436
j	8	1/2" LOCK WASHER HDG	12LW
k	8	1/2" HEX NUT A563 HDG	12HN563
l	4	3/8" X 3" HEX LAG SCREW GR5 HDG	38LS
m	4	3/8" FLAT WASHER F436 A325 HDG	38FW844
n	2	1" FLAT WASHER F436 A325 HDG	1FWF436
o	2	1" HEX NUT A563DH HDG	1HN563
p	1	18" TO 24" LONG ZIP TIE RATED 175-200LB	ZPT18
q	1	1 1/2" X 4" SCH-40 PVC PIPE	PSPCR4
r	1	RFID CHIP RATED MIL-STD-810F	RFID810F
s	1	IMPACT HEAD REFLECTIVE SHEETING	RS30M

Design Division Standard

SPIG INDUSTRY, LLC

SINGLE GUARDRAIL TERMINAL

SGET - TL-3 - MASH

SGT (15) 31-20

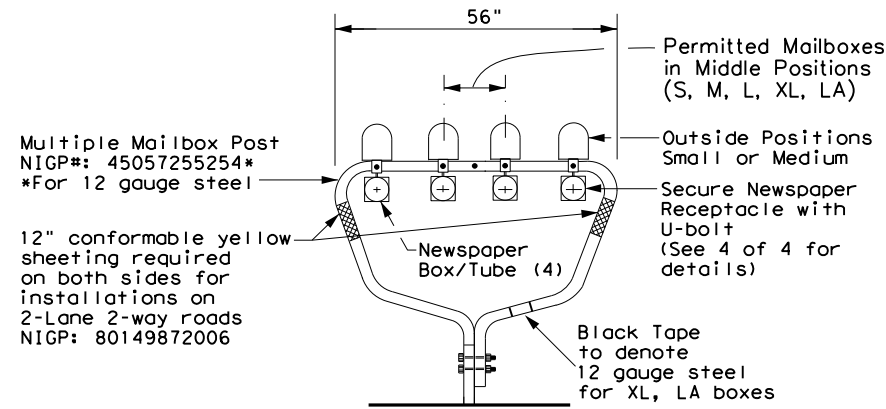
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REVISIONS	019705	059	SHEET NO. 219	
DIST: DAL	COUNTY: KAUFMAN			

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

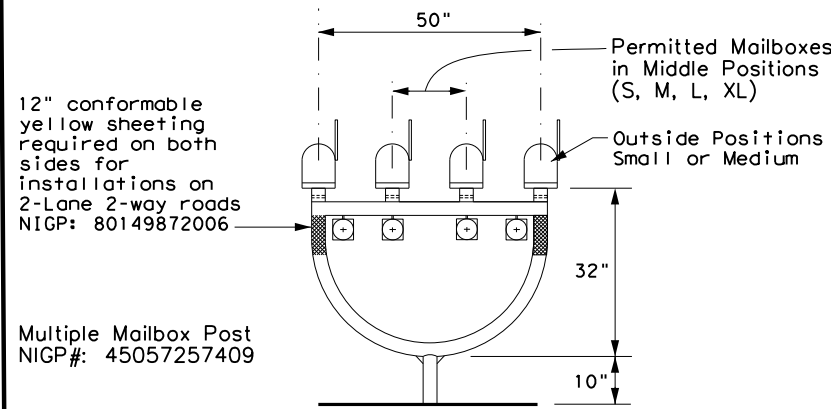
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DATE: FILE:

TYPE 1 - MULTIPLE



TYPE 4 - MULTIPLE



MAILBOX SIZES

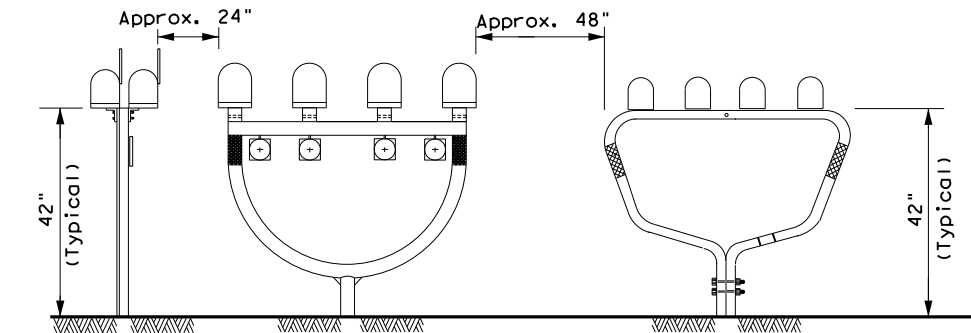
MAILBOX SIZE	TYPICAL DIMENSIONS			MAX **
	LENGTH	WIDTH	HEIGHT	WEIGHT
SMALL	19 1/2"	6"	7"	6 LBS
MEDIUM	22 1/2" *	8" *	11 1/2" *	8 LBS
LARGE	23 1/2"	11 1/2"	13 1/2"	11 LBS
EXTRA LARGE	18"	14"	12"	13 LBS
LOCKABLE	18"	11 1/2"	15"	23 LBS

GENERAL NOTES:

- Dimensions shown (length, width, and height) are typical, not maximums. However, anytime a medium size mailbox is mounted on a single/double mount or on the outside position on a multi mount, the dimensions shown are maximums.
- Mailboxes shall be made of light weight sheet metal or light weight plastic. Heavy steel, cast iron or decorative mailboxes shall not be used on the state highway system.

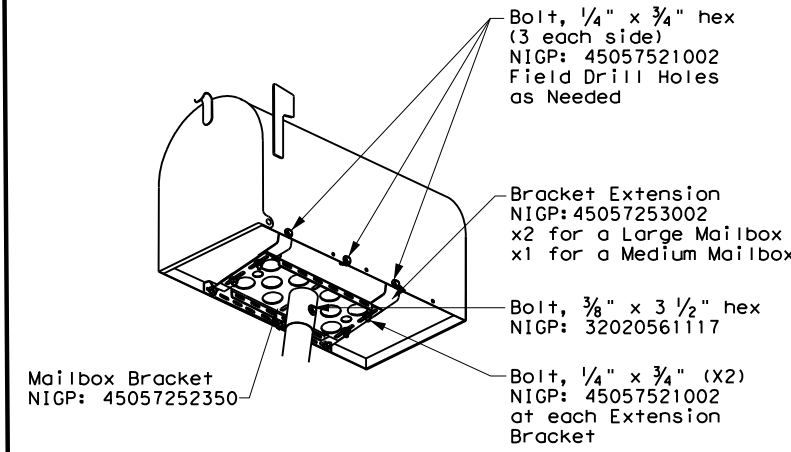
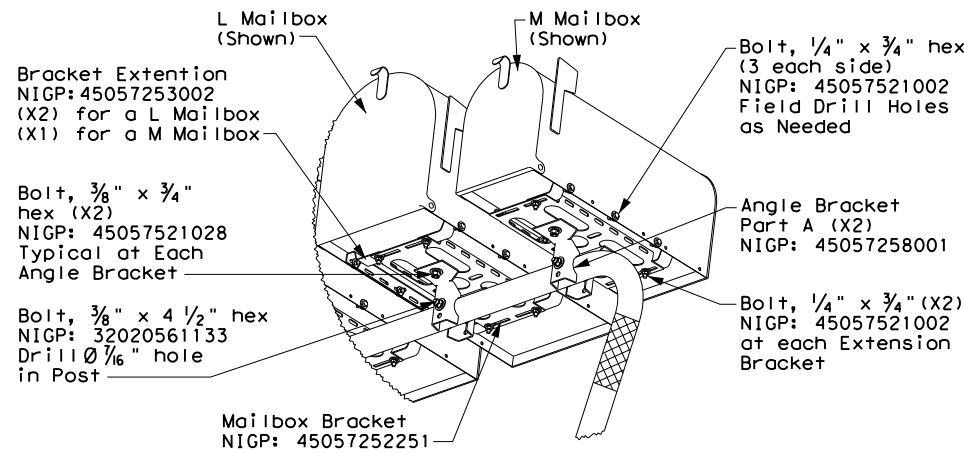
* See Note 1.
 ** Excluding Molded Plastic on 4 X 4 Post

TYPICAL INSTALLATION MEASUREMENTS

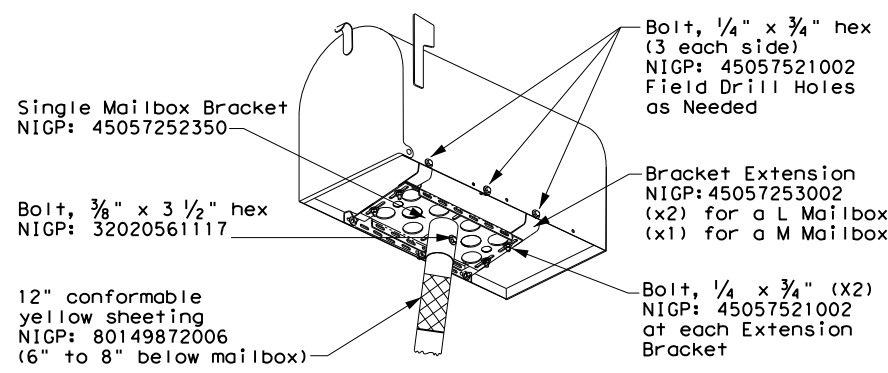


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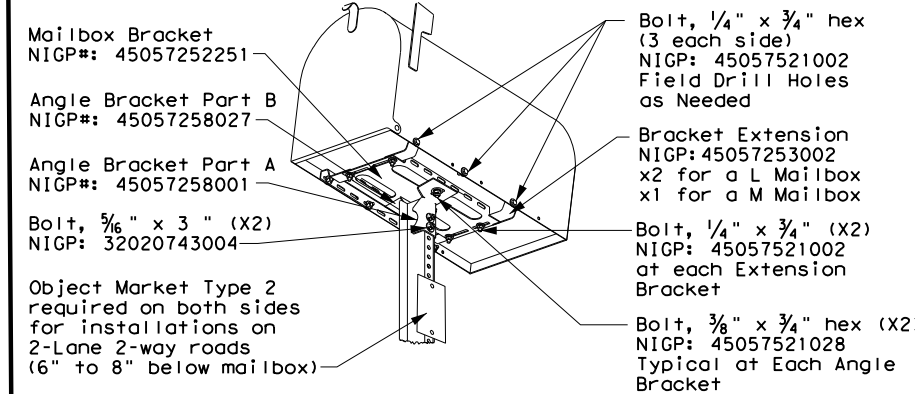
Mailbox installations in sidewalk areas shall be in accordance with the latest TxDOT Design Standard sheets PED-Pedestrian Facilities Curb Ramps.



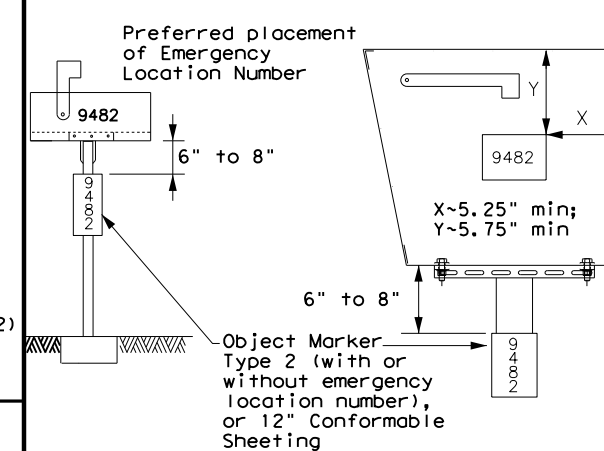
TYPE 2 and 4 - SINGLE/DOUBLE



TYPE 3 - SINGLE/DOUBLE

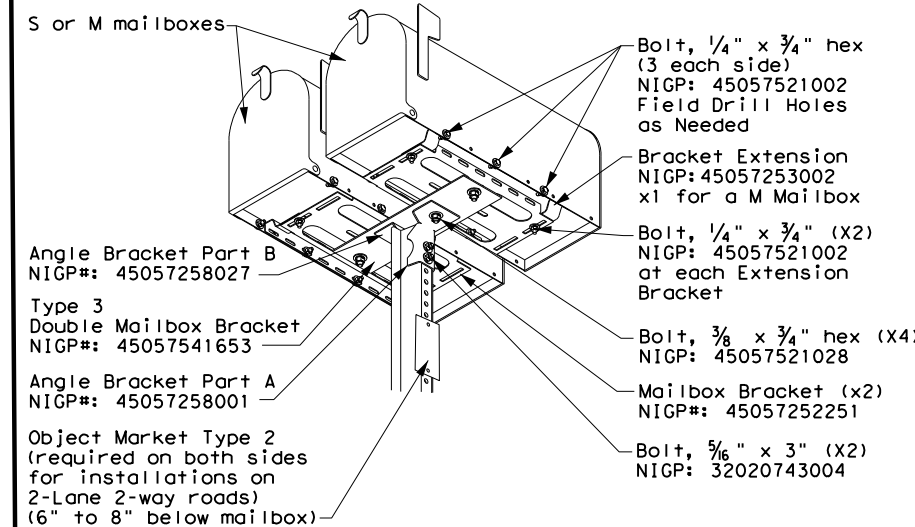
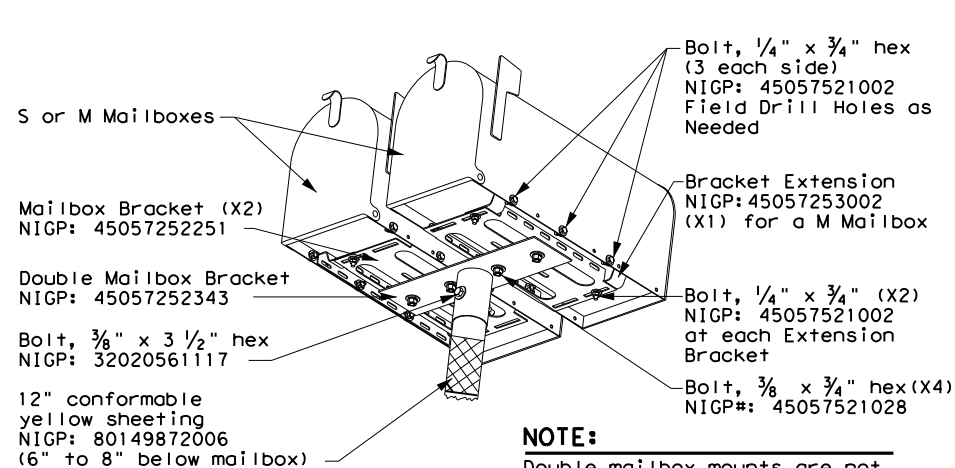


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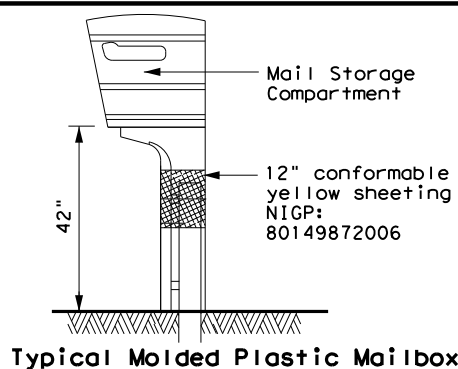


NOTES:

- Location numbers are provided by homeowner. Minimum size 1" height.
- Location number is typically placed on the mailbox in a contrasting color.
- Black numbers may be placed on the Type 2 object marker if the numbers cannot be placed on the mailbox.
- Alternatively, a green or blue plate with white numbers attached may be mounted below the object marker. Other contrasting color configuration, as approved, may be used.
- See 3 of 4 for Foundation details.
- See 4 of 4 for Hardware details.



TYPE 5



SHEET 1 OF 4



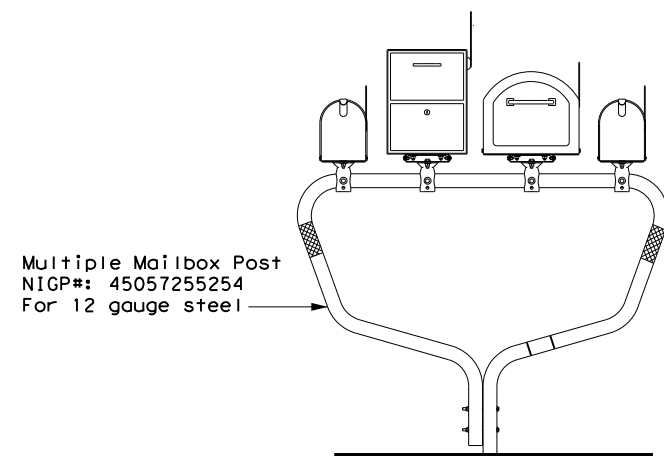
MAILBOX MOUNTING AND ASSEMBLY

MB(1)-21

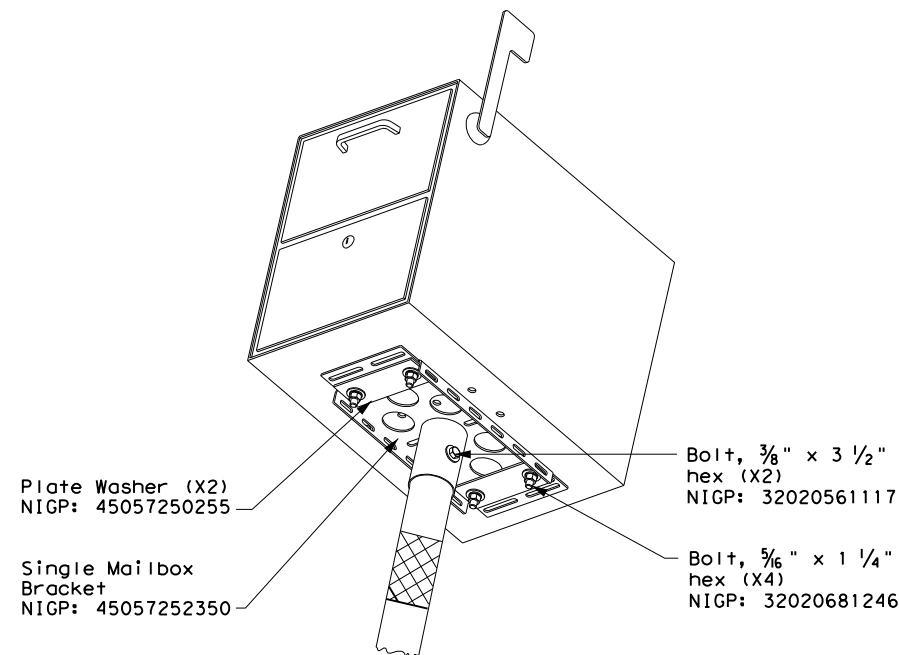
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2/2005	11/2009	4/2015		
6/2005	1/2011			
11/2006	7/2014			
	DIST	COUNTY		SHEET NO.
	DAL	KAUFMAN		220

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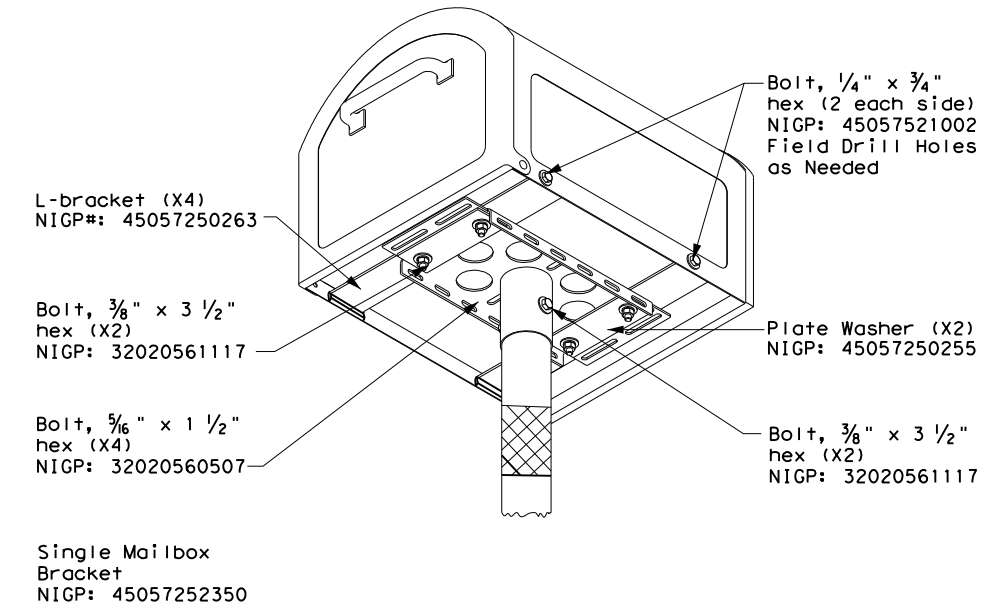
TYPE 1 - MULTI LOCKABLE AND XL MAILBOX



TYPE 2/4 - SINGLE LOCKABLE MAILBOX

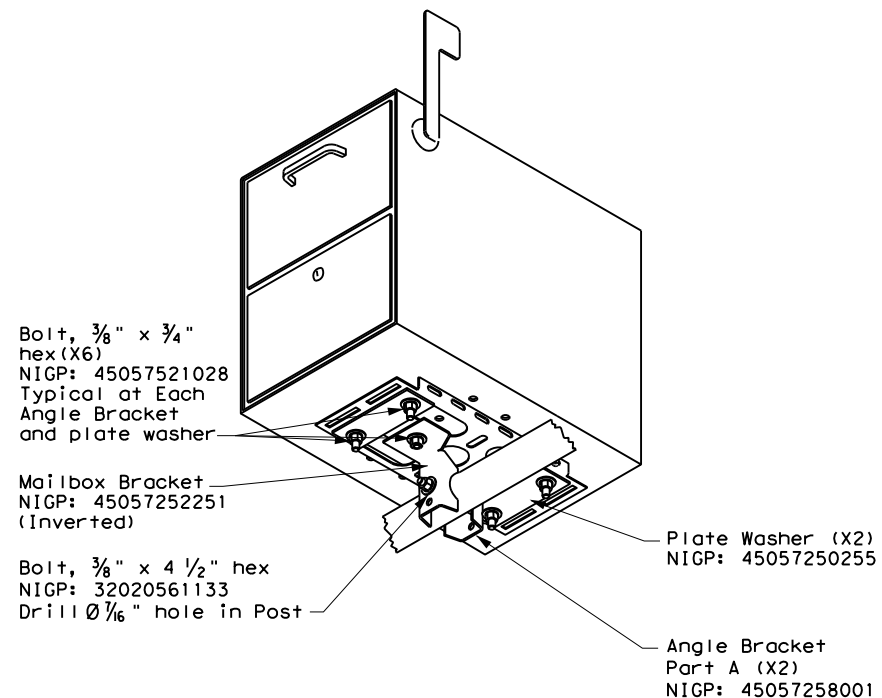


TYPE 2/4 - SINGLE XL MAILBOX

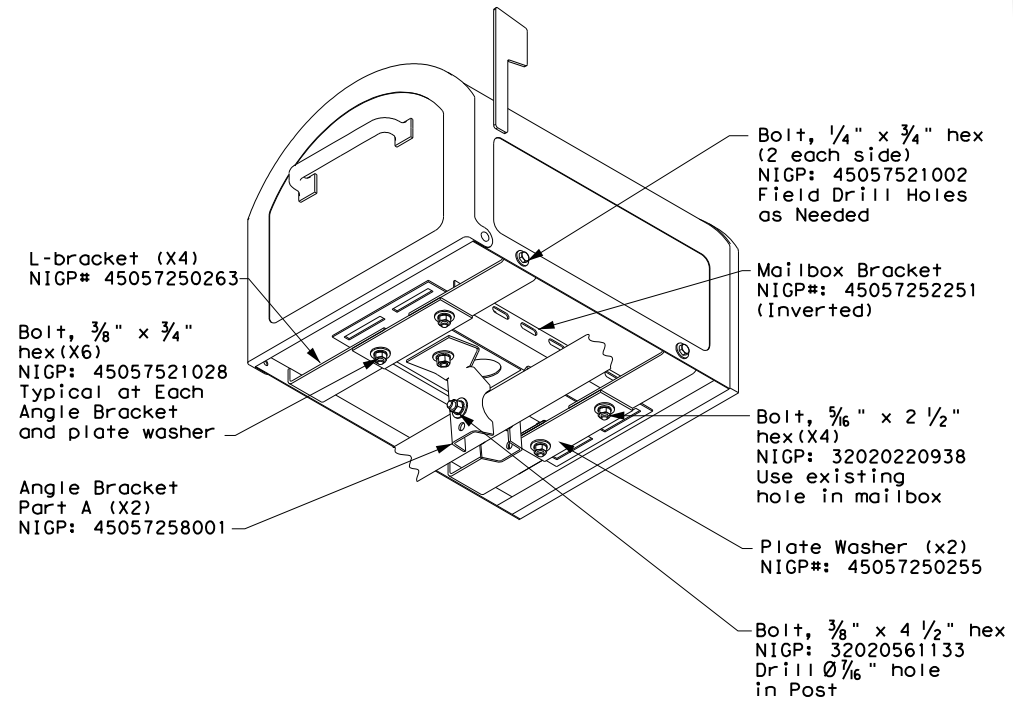


NOTE:
Follow same configuration when mounting an XL mailbox on a Type 4 multi post.

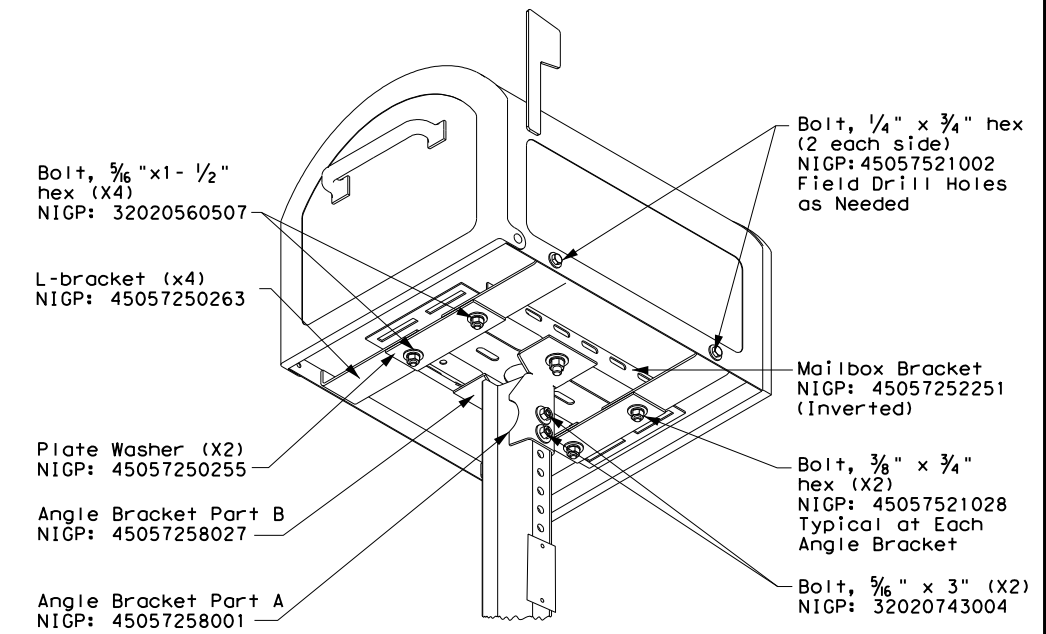
TYPE 1 MULTI - LOCKABLE ARCHITECTURAL (LA)



TYPE 1 MULTI - XL MAILBOX



TYPE 3 - XL MAILBOX MOUNTING



SHEET 2 OF 4

Texas Department of Transportation Maintenance Division Standard

XL AND LOCKABLE ARCHITECTURAL MAILBOX ASSEMBLY MB (2) - 21

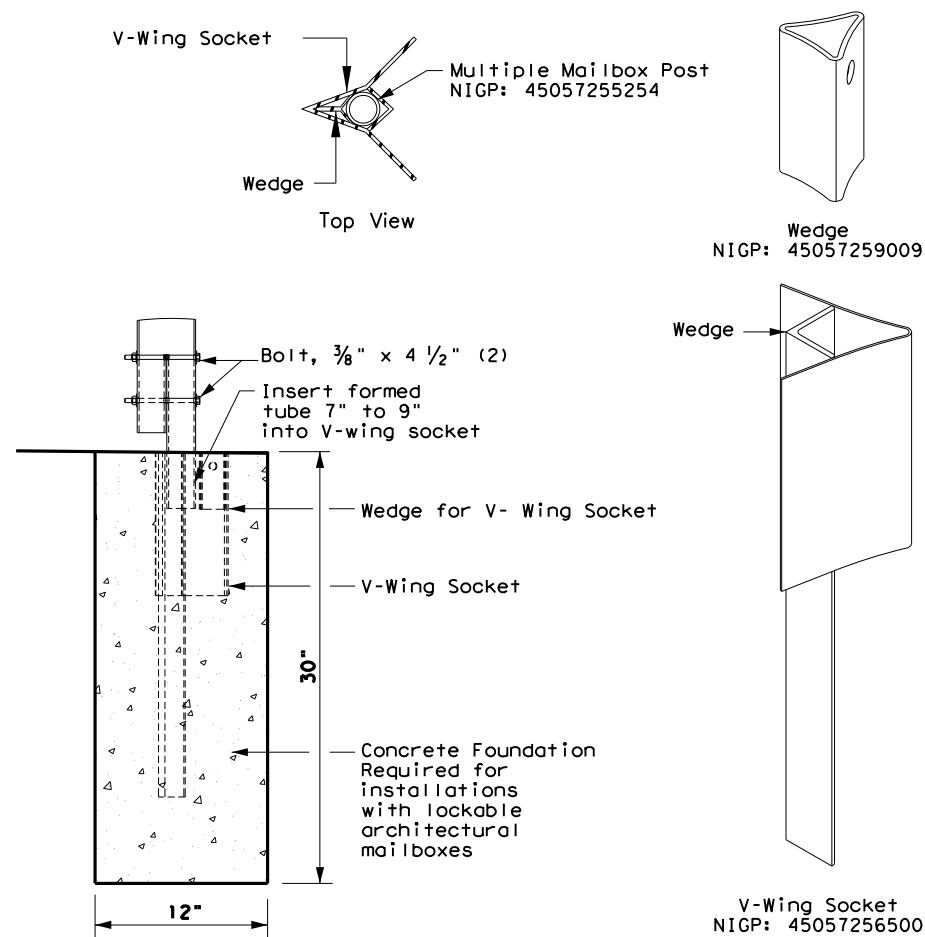
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© TxDOT March 2004	CONT	SECT	JOB	HIGHWAY
2/2005	0197	05	059	US 175
6/2005				
11/2006	DAL		KAUFMAN	SHEET NO. 221

DATE: FILE:

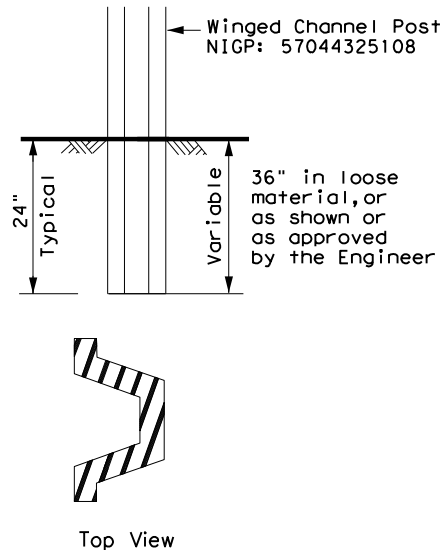
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TYPE 1 - SUPPORT/FOUNDATION

Thin Wall Tube w/ V-LOC Anchorage



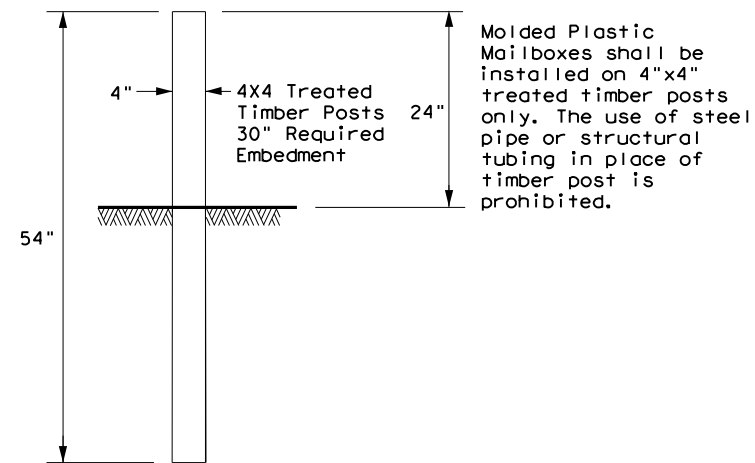
TYPE 3 - SUPPORT/FOUNDATION



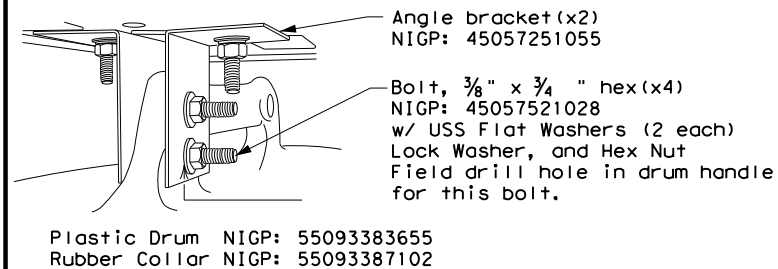
NOTES:

1. Attach Object Marker (OM) facing direction of traffic.
2. OM will also be required on opposite side if installed on a 2-Lane, 2-Way roadway.

TYPE 5 - SUPPORT/FOUNDATION



TYPE 6 - TEMPORARY MAILBOX SUPPORT

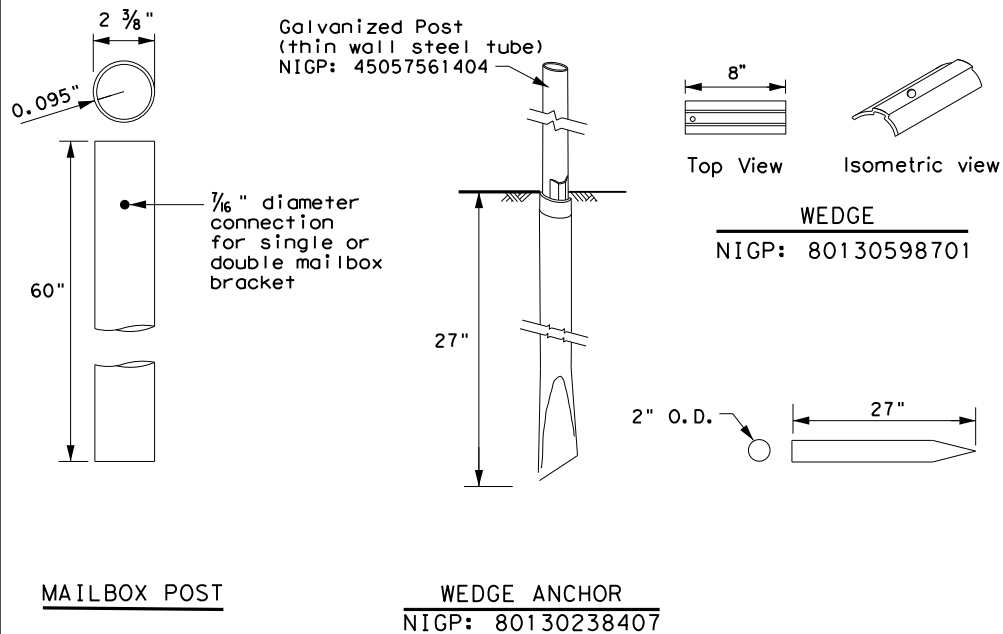


NOTES:

1. Place on approved plastic drum as shown in the Compliant Work Zone Traffic Control Devices (CWZTCD).
2. Existing attachment hardware shall be used unless damaged. Damaged hardware shall be replaced.

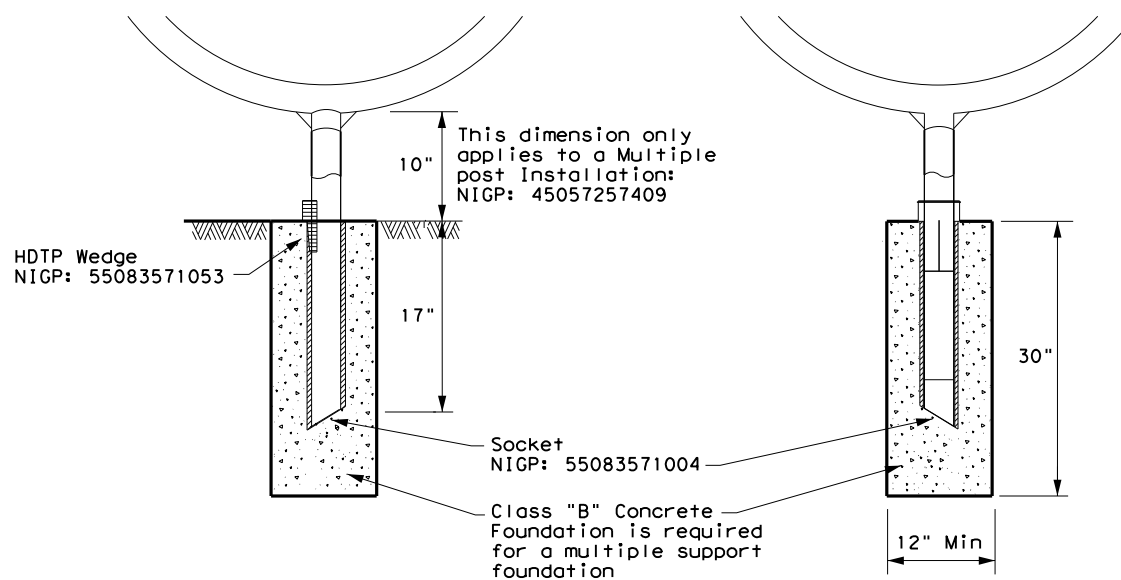
TYPE 2 - SUPPORT/FOUNDATION

Thin Wall Steel Tube w/Wedge Anchor System



TYPE 4 - SUPPORT/FOUNDATION

Whitecoated steel post NIGP: 45057561107
 Multiple post NIGP: 45057257409
 Recycled Rubber post (RR) NIGP: 45057561057



GENERAL NOTES:

1. Erect post plumb or vertical.
2. When galvanized part is required galvanize in accordance with Item 445.
3. Use a concrete footing as shown or when directed. Concrete footing will be required when soils do not hold the support/foundations in a stable condition, only on Type 1, Type 2, and Type 4

SHEET 3 OF 4



MAILBOX SUPPORT AND FOUNDATION

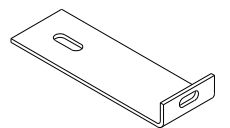
MB (3) - 21

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© TxDOT March 2004	CONT	SECT	JOB	HIGHWAY
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6/2005	DIST	COUNTY	SHEET NO.	
11/2006	DAL	KAUFMAN	222	

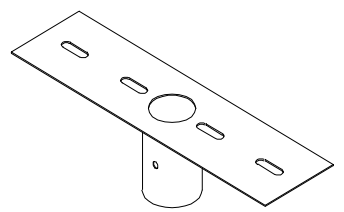
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to metric units.

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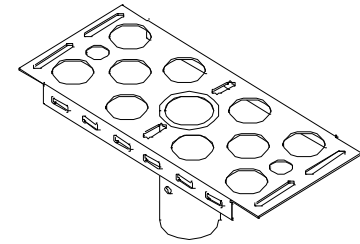
TYPE	TYPE 1	TYPE 2	TYPE 3	TYPE 4	TYPE 5	TYPE 6
Configuration	Multiple	Single or Double	Single or Double	Single	Double	Single
Mailbox Size NIGP #	Outside Position: S or M Inside Position: S, M, L, XL, or LA	Single: S, M, L, XL, or LA Double: SS, SM, MM	Single: S, M, L, or XL Double: SS, SM, MM	S, M, L, XL, or LA	SS, SM, or MM	Outside Position: S or M Inside Position: S, M, L, or XL
Mailbox Post NIGP #	45057255254 (Galvanized Multiple)	45057561404 (Thin Walled Govanize)	57044325108 (Wing Channel Post)	45057561107 (Thin walled white powder coated) 45057561057 (Recycled Rubber Post: S or M only)	45057561107 (Thin Walled White Powder Coated)	45057257409 (White Powder Coated Multiple)
Post and Mailbox Hardware NIGP #	45057259009 (Wedge) 45057256500 (V-Wing Socket) 45057253002 (Bracket Extension) 45057252251 (Mailbox Bracket) 45057258001 (Part A Angle Bracket x2) 45057250255 (Plate Washer for XL/LA x2) 45057250263 (L-Bracket for XL x4)	80130598701 (Wedge) 80130238407 (Wedge Anchor) 45057253002 (Bracket Extension) 45057252343 (Double MB Bracket) 45057252350 (S. Mailbox Bracket) 45057252251 (Mailbox Bracket) 45057250255 (Plate Washer for XL/LA x2) 45057250263 (L-Bracket for XL x4)	45057541653 (Type 3 Double Mailbox Bracket) 45057252251 (Mailbox Bracket) 45057253002 (Bracket Extension) 45057258001 (Part A Angle Bracket) 45057258027 (Part B Angle Bracket) 45057250255 (Plate Washer for XL x2) 45057250263 (L-Bracket for XL x4)	55083571053 (Wedge) 55083571004 (Socket) 45057252350 (Single Mailbox Bracket) 45057253002 (Bracket Extension) 45057250255 (Plate Washer for XL/LA x2) 45057250263 (L-Bracket for XL x4)	55083571053 (Wedge) 55083571004 (Socket) 45057253002 (Bracket Extension) 45057252343 (Double Mount Bracket) 45057252251 (Mailbox Bracket x2)	55083571053 (Wedge) 55083571004 (Socket) 45057253002 (Bracket Extension) 45057252350 (Single Mount Bracket) 45057250255 (Plate Washer for XL x2) 45057250263 (L-Bracket for XL x4)
Foundation Used	Class B Concrete (Required for LA Mailboxes)	Class B Concrete (Required for LA Mailboxes)	None	Class B Concrete (not used with recycled rubber post, required for LA Mailboxes)	Class B Concrete (not required)	Class B Concrete None



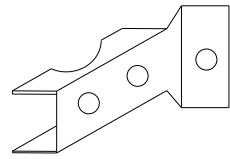
NIGP: 45057250263
L-Bracket x4 for XL sized mailboxes



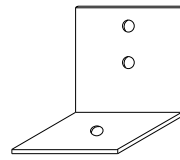
NIGP: 45057252343
Double Mailbox Bracket
For Type 2 and Type 4 double mount



NIGP: 45057252350
Single Mailbox Bracket
For Type 2 single and for Type 4 single and multi mount



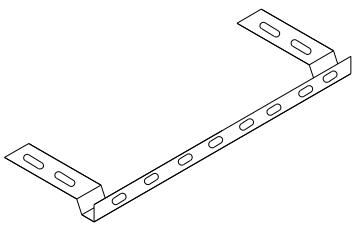
NIGP: 45057258001
Part "A" Angle Bracket
For Type 1 multi (2 per mailbox) and Type 3 single and double



NIGP: 45057251055
Type 6 Angle Bracket
(2 per mailbox)



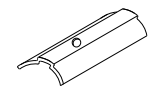
NIGP: 45057252251
Mailbox Bracket
For Type 1 multi and any double mount (use 2)




NIGP: 45057253002
Bracket Extension
Use 1 for a medium Mailbox
Use 2 for a Large Mailbox




NIGP: 45057258027
Part "B" Angle Bracket
For Type 3 single and double



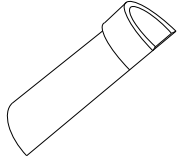
NIGP: 80130598701
Wedge for Type 2



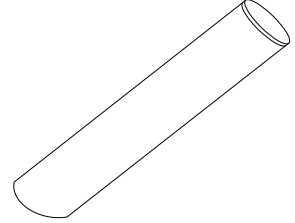
NIGP: 45057250255
Plate Washer for Architecural and XL Mailboxes




NIGP: 45057541653
Type 3 double mailbox bracket



NIGP: 55083571053
Type 4 Mailbox Wedge



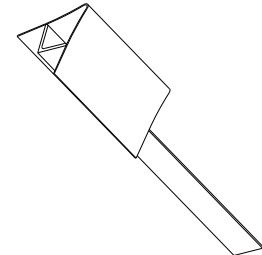
NIGP: 55083571004
Type 4 Mailbox Socket



NIGP: 80130238407
Type 2 Wedge Anchor



NIGP: 45057259009
Wedge for Type 1 V-wing Socket

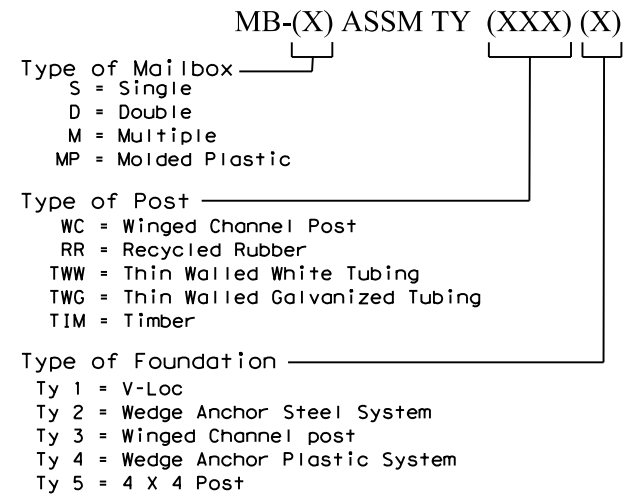


NIGP: 45057256500
V-wing Socket for Type 1 Foundation

NIGP #	OBJECT MARKERS AND CONFORMABLE SHEETING
55008311759	Type 2 OM 4"x4" (3 Needed) for Type 3 Wing Channel Post
55008312906	Type 2 OM 6"x12" (1 needed) for Type 3 Wing Channel Post
80149872006	12" Conformable Reflective Yellow Sheeting for Flexible Posts

- NOTES:**
- Type 2 object marker in accordance with Traffic Engineering Standard Delineators & Object Markers.
 - A light weight receptacle for newspaper delivery can be attached to mailbox posts if the receptacle does not touch the mailbox, present a hazard to traffic or delivery of the mail, extend beyond the front of the mailbox, or display advertising, except the publication title.

BID CODES FOR CONTRACTS



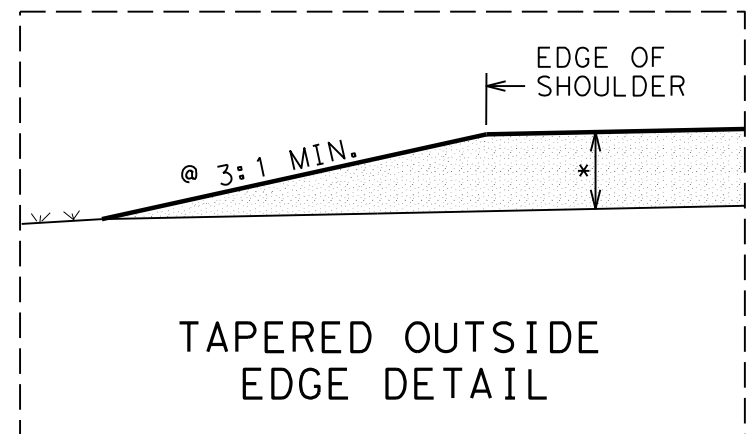
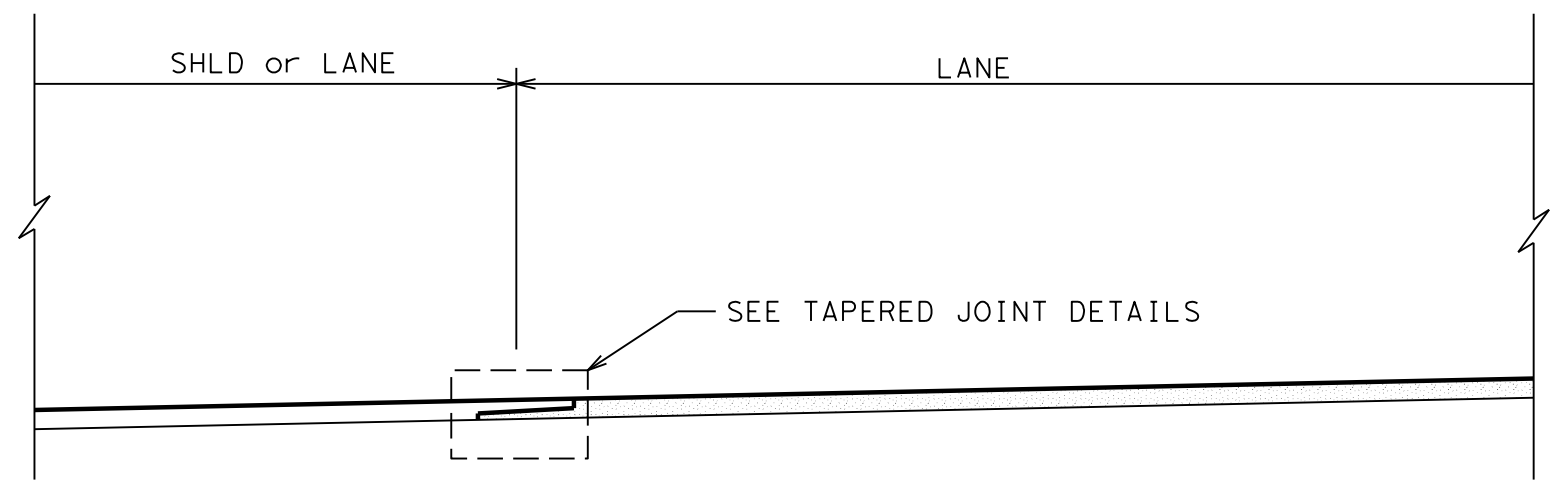
SHEET 4 OF 4

Maintenance Division Standard

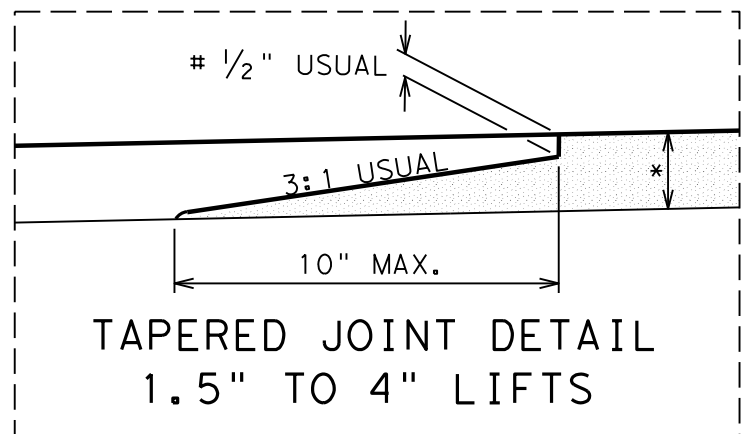
NIGP PARTS LIST AND COMPATIBILITY

MB(4)-21

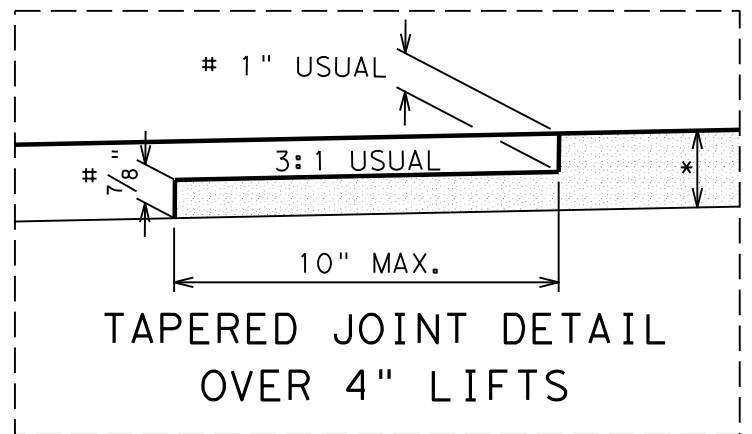
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© TxDOT March 2004	CONT	SECT	JOB	HIGHWAY
2/2005 11/2009 4/2015	0197	05	059	US 175
6/2005 1/2011	DIST	COUNTY	SHEET NO.	
11/2006 7/2014	DAL	KAUFMAN	223	



TAPERED OUTSIDE
EDGE DETAIL



TAPERED JOINT DETAIL
1.5" TO 4" LIFTS




TAPERED JOINT DETAIL
OVER 4" LIFTS

@ IF BACKFILLED SLOPE IS LESS THAN 3:1,
COVER WEDGE WITH APPROVED BACKFILL.

* SEE TYPICAL SECTION FOR DEPTH AND TYPE OF HMA.
NOTCH DEPTH SHALL NOT BE LESS THAN NOMINAL AGGREGATE SIZE.

NOTES:

1. THE ABOVE DETAILS SHALL BE CONSTRUCTED BY TAPERING THE BITUMINOUS MAT. THE TAPERED PORTION SHALL EXTEND BEYOND THE NORMAL LANE WIDTH AND BE LAID MONOLITHICALLY WITH ADJOINING MAT. THE TAPERED PORTION OF THE MAT SHALL BE CONSTRUCTED BY THE USE OF AN APPROVED STRIKE-OFF DEVICE THAT WILL PROVIDE A UNIFORM SLOPE AND WILL NOT RESTRICT THE MAIN SCREED. CLEAN WEDGE PRIOR TO PLACEMENT OF TACK COAT. TACK COAT SHALL BE APPLIED UNIFORMLY TO THE IN-PLACE TAPER WITH A DISTRIBUTOR BEFORE THE ADJACENT MAT IS PLACED. FINAL DENSITY REQUIREMENTS FOR THE ENTIRE PAVEMENT, INCLUDING THE TAPER AREA, WILL REMAIN UNCHANGED. COMPACTION OF THE INITIAL TAPER SECTION WILL BE REQUIRED AS NEAR TO FINAL DENSITY AS POSSIBLE. ROLL ADJACENT MAT FROM HOT SIDE TO COLD.
2. THE TYPE OF DEVICE TO PRODUCE ABOVE REFERENCED DETAILS SHALL PROVIDE INITIAL COMPACTION EQUIVALENT TO LAYDOWN MACHINE, WITH FINAL DENSITY ADHERING TO NOTE 1, AND BE APPROVED BY THE ENGINEER.
3. HOT MIX MATERIAL AND PLACEMENT SHALL BE PAID FOR UNDER THE PERTINENT ITEM. ANY ADDITIONAL SURFACE PREPARATION, TACK COAT, TACK COAT PLACEMENT, EQUIPMENT, LABOR, TOOLS AND INCIDENTALS TO PRODUCE TAPERED EDGE AND JOINTS AS DESCRIBED ABOVE SHALL BE CONSIDERED SUBSIDIARY TO THE HOT MIX ITEM.
4. THE TAPERED JOINT DETAIL IS NOT INTENDED FOR USE ON 2 WAY 2 LANE ROADBED CENTERLINE WITH LESS THAN 22' OVERALL WIDTH.
5. FULL PAVING OF ALL LANES AND SHOULDRS BY THE END OF EACH DAY PRODUCTION WILL NOT REQUIRE A TAPERED JOINT.


**HOT MIX EDGE AND
LONGITUDINAL JOINT DETAILS
DALLAS DISTRICT STANDARD**
LJD(1-1)-07

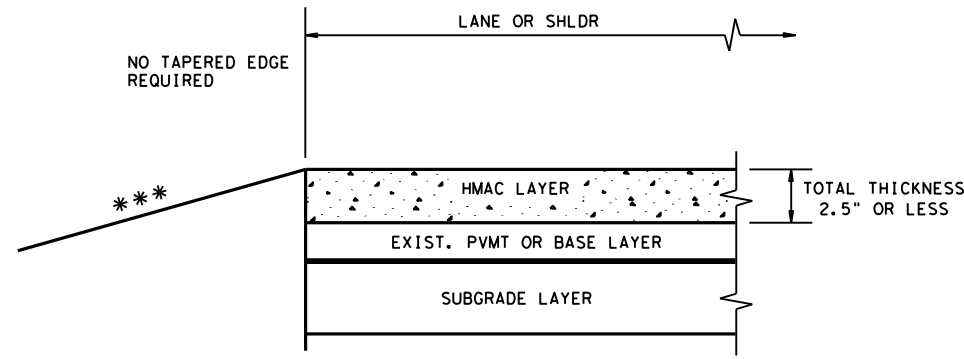
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18	(SEE TITLE SHEET)	224
STATE	DISTRICT	COUNTY
TEXAS	DALLAS	KAUFMAN
CONTROL	SECTION	HIGHWAY NUMBER
0197	05	059 US 175

REVISED ON 9/10/08

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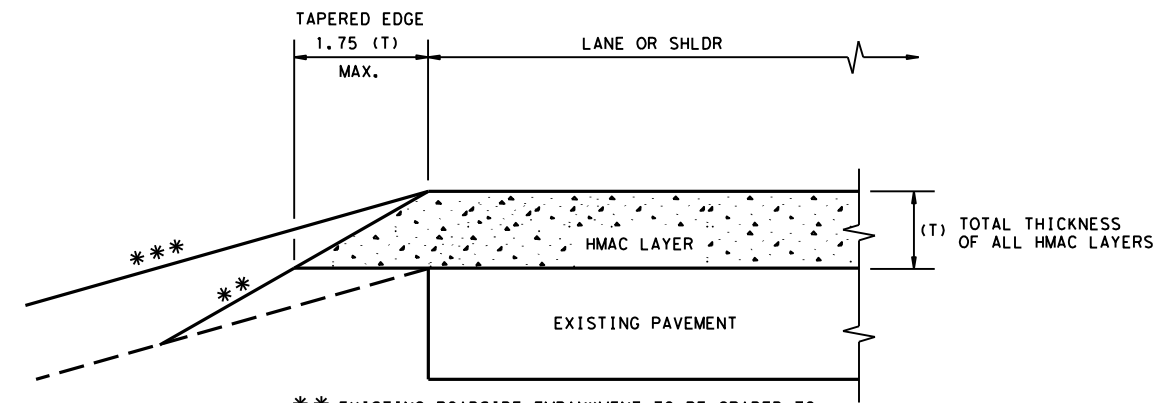
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*** SEE TYPICAL SECTION FOR ROADSIDE DETAILS

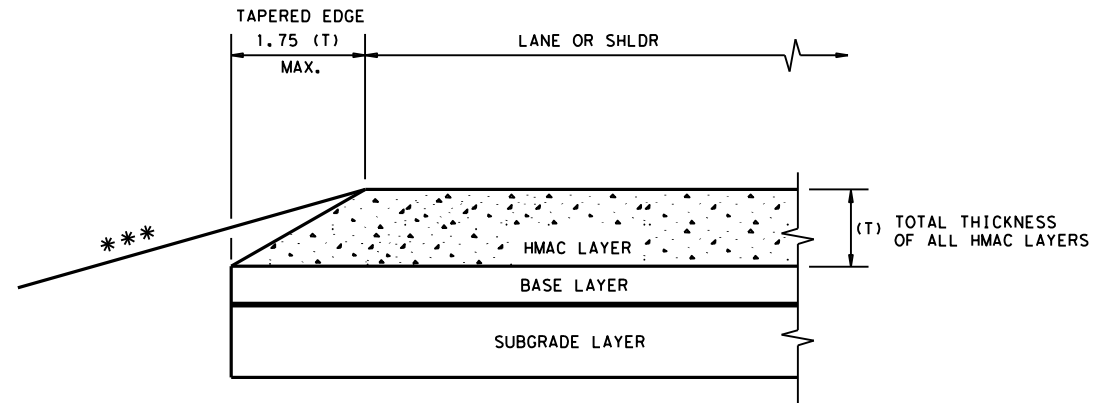
CONDITION - 1
 THIN HMAC SURFACES OR HMAC OVERLAY
 WITH THICKNESS OF 2.5" OR LESS



** EXISTING ROADSIDE EMBANKMENT TO BE GRADED TO PRODUCE A SMOOTH LEVEL SURFACE FOR PLACEMENT OF TAPERED EDGE. THIS WORK IS SUBSIDIARY TO THE VARIOUS BID ITEMS.

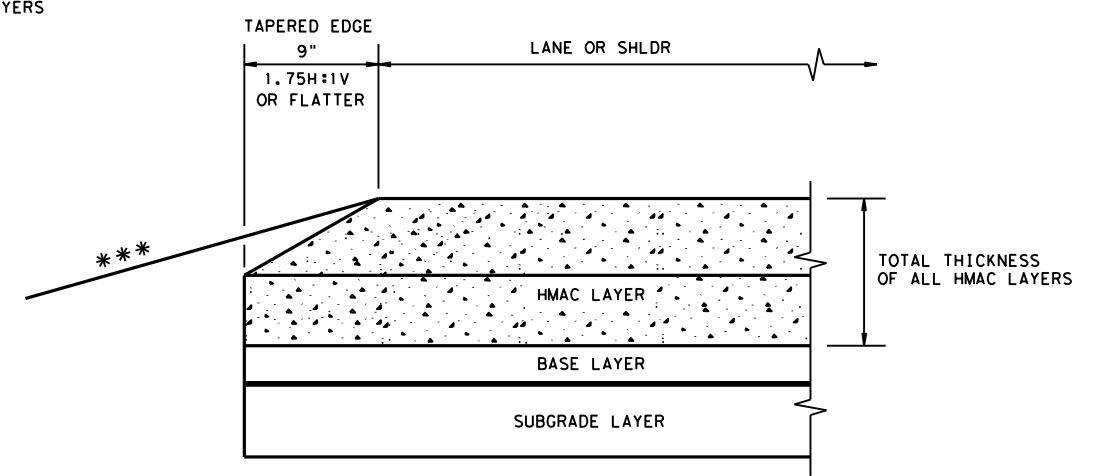
*** SEE TYPICAL SECTION FOR ROADSIDE DETAILS

CONDITION - 2
 OVERLAY OF EXISTING PAVEMENT
 HMAC THICKNESS 2.5" TO 5"



*** SEE TYPICAL SECTION FOR ROADSIDE DETAILS

CONDITION - 3
 NEW OR RECONSTRUCTED PAVEMENT
 HMAC THICKNESS 2.5" TO 5"



*** SEE TYPICAL SECTION FOR ROADSIDE DETAILS

CONDITION - 4
 NEW OR RECONSTRUCTED PAVEMENT
 HMAC THICKNESS 5" OR GREATER

GENERAL NOTES

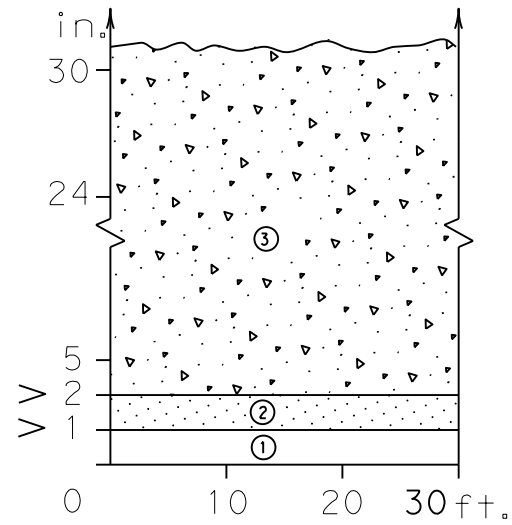
- UNLESS OTHERWISE SHOWN IN THE PLANS, A VERTICAL EDGE IS PERMISSIBLE FOR HMAC PLACED GREATER THAN 5" BELOW THE EDGE OF PAVEMENT AND FOR THICKNESS OF HMAC LESS THAN 2.5".
- FOR FURTHER INFORMATION REGARDING THE ROADSIDE AND PAVEMENT DETAILS, SEE TYPICAL SECTIONS.
- PAYMENT FOR TAPERED EDGE WILL BE IN ACCORDANCE WITH APPLICABLE ITEMS IN THE CONTRACT.
- THE SLOPE OF THE TAPERED EDGE SHALL BE 1.75H:1V OR FLATTER.
- THE TAPERED EDGE SHALL BE PRODUCED BY USE OF A SCREED ATTACHMENT CAPABLE OF PRODUCING A SMOOTH COMPACTED SURFACE. ADDITIONAL COMPACTING EFFORT BEHIND THE SCREED IS NOT REQUIRED.

(NOT TO SCALE)

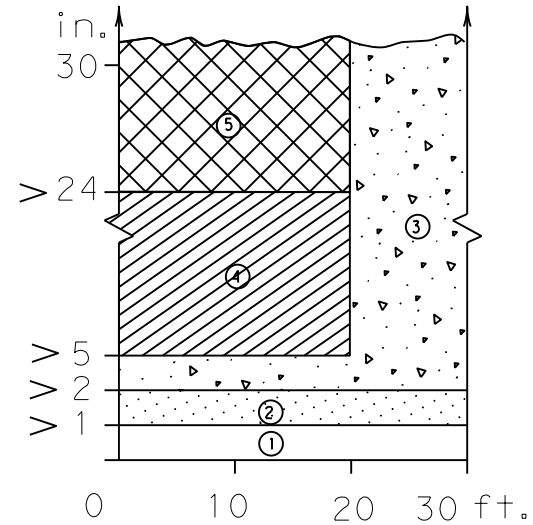
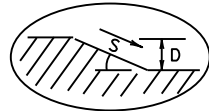
					Design Division Standard
TAPERED EDGE DETAILS HMAC PAVEMENT					
TE (HMAC) - 11					
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© TxDOT January 2011	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0197	05	059	US 175	
	DIST	COUNTY	SHEET NO.		
	DAL	KAUFMAN	225		

DEFINITION OF TREATMENT ZONES FOR VARIOUS EDGE CONDITIONS

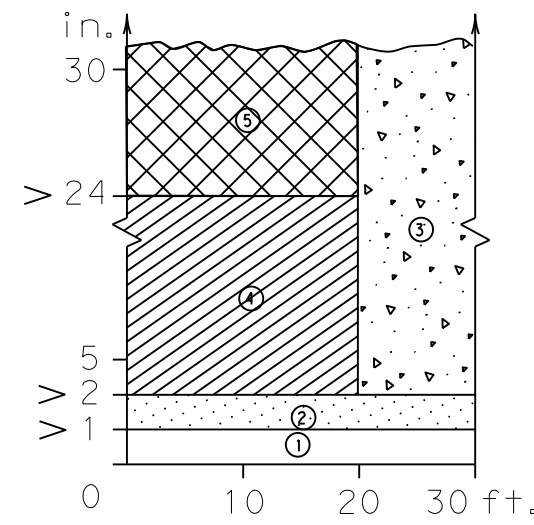
Edge Height (D) in Inches versus Lateral Clearance (Y) in Feet



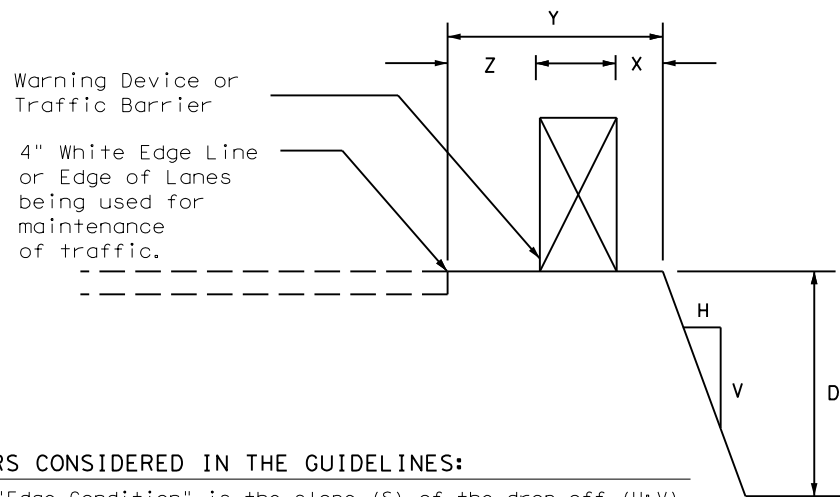
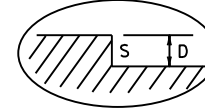
Edge Condition I
S = (3:1) (or flatter)



Edge Condition II
S = ((2.99):1) to (1:1)



Edge Condition III
S is steeper than (1:1)



FACTORS CONSIDERED IN THE GUIDELINES:

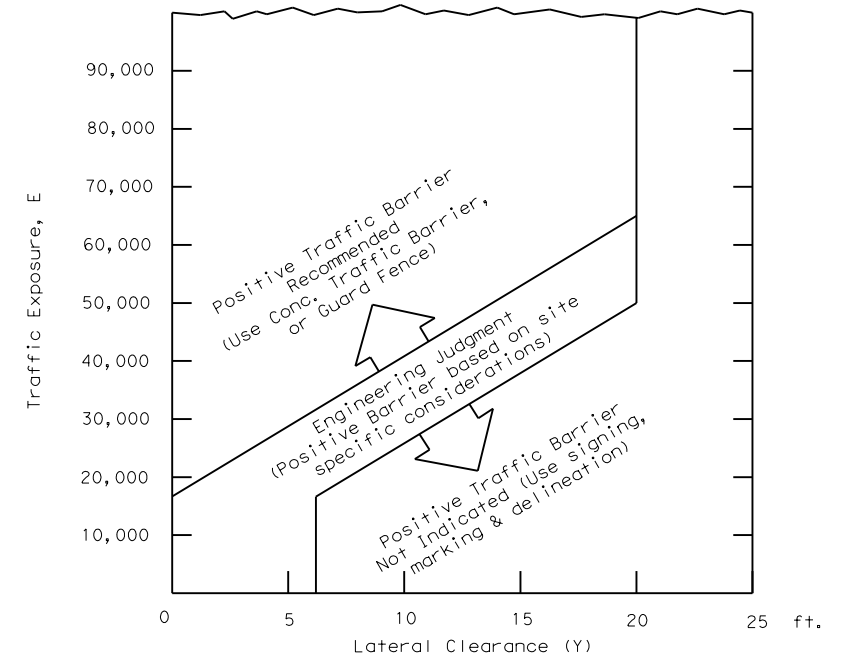
- The "Edge Condition" is the slope (S) of the drop-off (H:V). The "Edge Height" is the depth of the drop-off "D".
- Distance "X" is to be the maximum practical under job conditions. Two feet minimum for high speed conditions. Distance "Y" is the lateral clearance from edge of travel lane to edge of dropoff. Distance "Z" does not have a minimum.
- In addition to the factors considered in the guidelines, each construction zone drop-off situation should be analyzed individually, taking into account other variables, such as: traffic mix, posted speed in the construction zone, horizontal curvature, and the practicality of the treatment options.
- The conditions for indicating the use of positive or protective barriers are given by Zone-5 and Figure-1. Traffic barriers are primarily applicable for high speed conditions. Urban areas with speeds of 30 mph or less may have a lesser need for signing, delineation, and barriers. Right-angled edges, however, with "D" greater than 2 inches and located within a lateral offset of 6 feet, may indicate a higher level of treatment.
- If the distance "Y" must be less than 3 feet, the use of a positive barrier may not be feasible. In such a case, consider either: 1) narrowing the lanes to a desired 11 to 12 feet or 10 foot minimum (see CW20-8 sign), or 2) provide an edge slope such as Edge Condition I.

Zone	Treatment Types Guidelines:
①	No treatment
②	CW 8-11 "Uneven Lanes" signs.
③	CW 8-9a Shoulder Drop-Off" or CW 8-11 signs plus vertical panels.
④	CW8-9a or CW 8-11, signs plus drums. Where restricted space precludes the use of drums, use vertical panels. An edge slope to that of the proferred Edge Condition I.
⑤	Check indications (Figure-1) for positive barrier. Where positive barrier is not indicated, the treatment shown above for Zone-4 may be used after consideration of other applicable factors.

Edge Condition Notes:

- Edge Condition I: Most vehicles are able to traverse an edge condition with a slope rate of (3 to 1) or flatter. The slope must be constructed with a compacted material capable of supporting vehicles.
- Edge Condition II: Most vehicles are able to traverse an edge condition with a slope between (2.99 to 1) and (1 to 1) so long as "D" does not exceed 5 inches. Under-carriage drag on most automobiles will occur when "D" exceeds 6 inches. As "D" exceeds 24 inches, the possibility for rollover is greater in most vehicles.
- Edge Condition III: When slopes are greater than (1 to 1) and where "D" is greater than 2 inches, a more difficult control factor may exist for some vehicles, if not properly treated. For example, where "D" is greater than 2 inches and up to 24 inches different types of vehicles may experience different steering control at different edge heights. Automobiles might experience more steering control differential when "D" is greater than 2 inches and up to 5 inches. Trucks, particularly those with high loads, have more steering control differential when "D" is greater than 5 inches and up to 24 inches. When "D" exceeds 24 inches, the possibility of rollover is greater for most vehicles.
- Milling or overlay operations that result in Edge Condition III should not be in place without appropriate warning treatments, and these conditions should not be left in place for extended periods of time.

FIGURE-1: CONDITIONS INDICATING USE OF POSITIVE BARRIER FOR ZONE 5 ([Cross-hatched])



- $E = ADT \times T$
Where ADT is that portion of the average daily traffic volume traveling within 20 feet (generally two adjacent lanes) of the edge dropoff condition; and, T is the duration time in years of the dropoff condition.
- Figure-1 provides a practical approach to the use of positive barriers for the protection of vehicles from pavement drop-offs. Other factors, such as the presence of heavy machinery, construction workers, or the mix and volume of traffic may make the use of positive barriers appropriate, even when the edge condition alone may not justify the use of a barrier.
- An approved end treatment should be provided for any positive barrier end located within the clear zone.

These guidelines apply to temporary traffic control areas or work zones where continuous pavement edges or drop-offs exists parallel and adjacent to a lane used by traffic. The edge conditions may be present between shoulders and travel lanes, between adjacent or opposing travel lanes, or at intermediate points across the width of the paved surface. Due to the variability in construction operations, tolerances in the variables may be allowed by the engineer. These guidelines do not apply to short term operations. These guidelines do not constitute a rigid standard or policy; rather, they are guidance to be used in conjunction with engineering judgement. These guidelines may be updated on the Design Division's on-line manuals.

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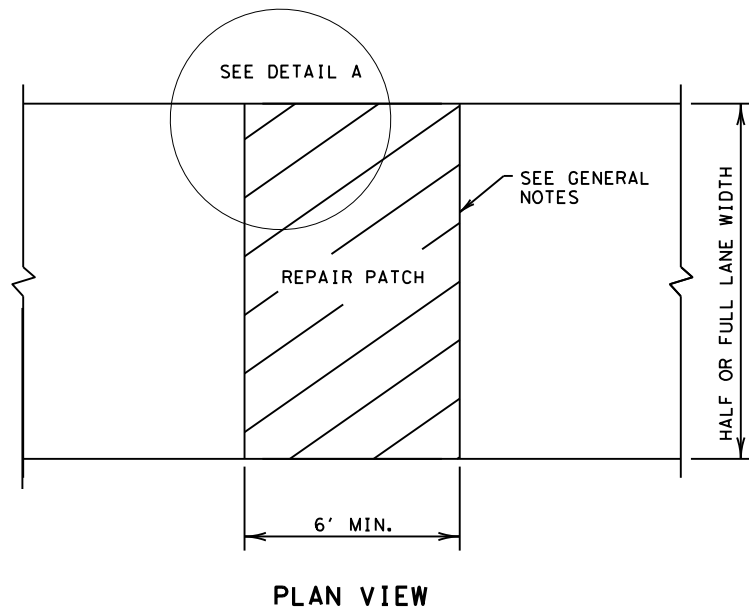
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				Traffic Safety Division Standard	
<h3>TREATMENT FOR VARIOUS EDGE CONDITIONS</h3>					
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REVISIONS		0197	05	059	US 175
03-01		DIST	COUNTY		SHEET NO.
08-01		DAL	KAUFMAN		226
9-21					

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TABLE NO.1 STEEL BAR SIZE AND SPACING						
TYPE PAVEMENT	SLAB THICKNESS AND BAR SIZE		LONGITUDINAL*		TRANSVERSE*	
			REGULAR BARS	TIEBARS	BARS	TIEBARS
	T (IN.)	BAR SIZE	SPACING (IN.)	SPACING (IN.)	SPACING (IN.)	SPACING (IN.)
CRCP	6.0	#5	7.5	7.5	24	24
	6.5		7.0	7.0		
	7.0		6.5	6.5		
	7.5		6.0	6.0		
	8.0	#6	9.0	9.0	24	24
	8.5		8.5	8.5		
	9.0		8.0	8.0		
	9.5		7.5	7.5		
	10.0		7.0	7.0		
	10.5		6.75	6.75		
11.0	6.5	6.5				
11.5	6.25	6.25				
≥12.0	6.0	6.0				
JRCP	<8.0	#5	24.0	12.0	24	24
	≥8.0	#6	24.0	12.0	24	24
CPCD	<8.0	#5	NONE	12.0	NONE	24
	≥8.0	#6	NONE	12.0	NONE	24

* USE 12" SPACING AS FIRST AND LAST SPACING AT END OR SIDE FOR ALL BARS.

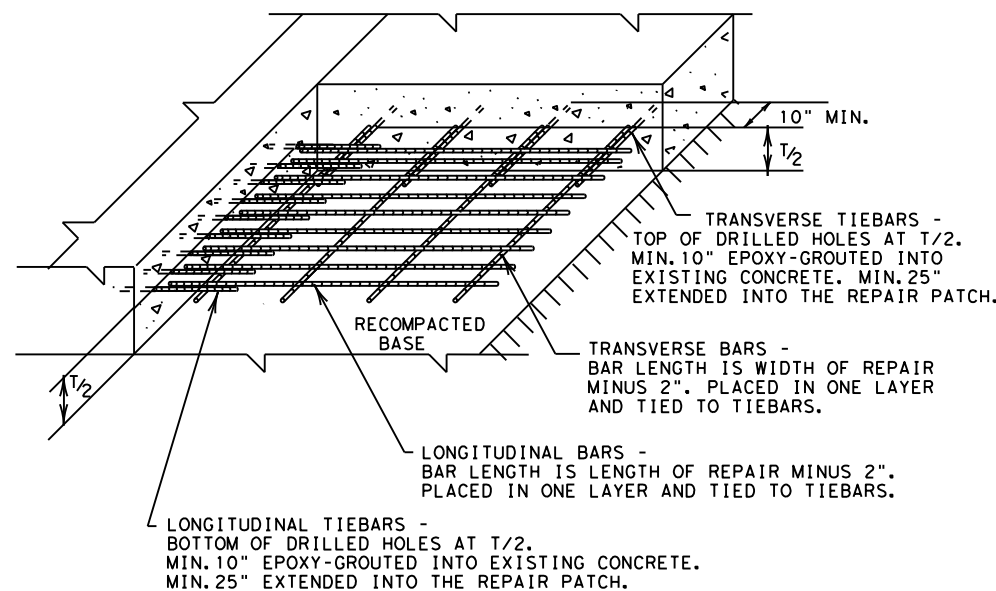


PLAN VIEW

FULL-DEPTH REPAIR OF CRCP, JRCP, AND CPCD

GENERAL NOTES

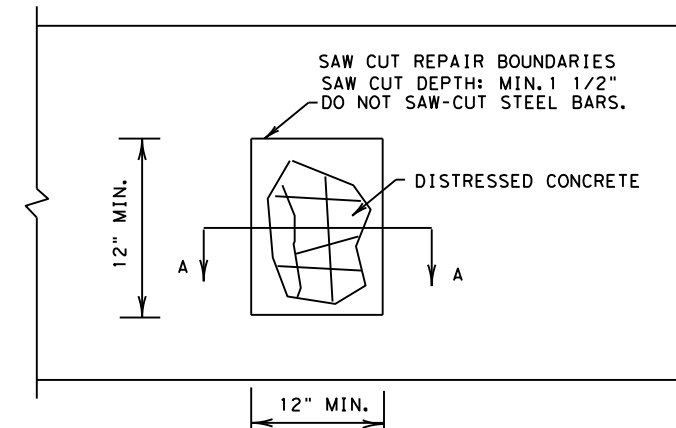
- ITEM 361, "REPAIR OF CONCRETE PAVEMENT" SHALL GOVERN FOR THIS WORK.
- MULTIPLE PIECE TIEBARS SHALL BE USED WHEN THE REPAIR AREA MUST BE PLACED IN TWO STAGES DUE TO SEQUENCE OF CONSTRUCTION.
- FULL DEPTH SAW CUTS SHALL BE MADE AROUND THE PERIMETER OF THE AREA TO BE REPAIRED. THE CUT SHALL BE MADE AT A RIGHT ANGLE TO THE PAVEMENT EDGE AND TO THE CENTER LINE OF THE PAVEMENT.
- AT LEAST ONE LONGITUDINAL FULL DEPTH SAW CUT SHALL BE AT AN EXISTING LONGITUDINAL JOINT.
- ADDITIONAL SAW CUTS MAY BE REQUIRED WITHIN THE AREA OF THE REPAIR TO FACILITATE REMOVAL OF THE CONCRETE OR TO ALLEVIATE BINDING OF THE FULL DEPTH SAW CUT AT THE REPAIR EDGE.
- THE SAW CUTS WHICH EXTEND OUTSIDE THE AREA OF THE REPAIR WILL BE CLEANED AND FILLED WITH A CEMENTITIOUS GROUT APPROVED BY THE ENGINEER.
- EXISTING LONGITUDINAL AND TRANSVERSE JOINTS REMOVED DUE TO REPAIR OPERATION SHOULD BE RESTORED IN ACCORDANCE WITH STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."



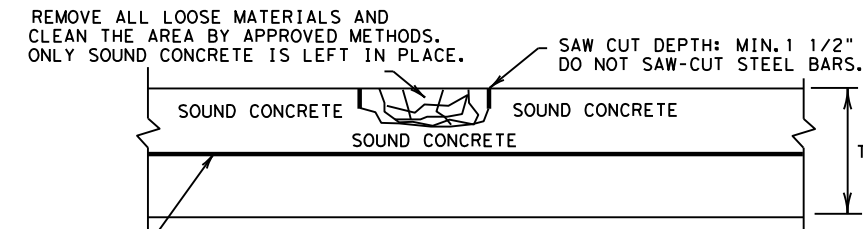
DETAIL A
GROUTED TIEBARS & REINFORCEMENT

GENERAL NOTES

- ITEM 361, "REPAIR OF CONCRETE PAVEMENT" SHALL GOVERN FOR THIS WORK.
- THE SAW CUTS WHICH EXTEND OUTSIDE THE AREA OF THE REPAIR WILL BE CLEANED AND FILLED WITH A CEMENTITIOUS GROUT APPROVED BY THE ENGINEER.
- EXISTING LONGITUDINAL AND TRANSVERSE JOINTS REMOVED DUE TO REPAIR OPERATION SHOULD BE RESTORED IN ACCORDANCE WITH STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."



PLAN VIEW



LONGITUDINAL STEEL BARS:

*REPAIR AREAS MAY BE ADJUSTED AFTER REMOVING DISTRESSED CONCRETE. SWITCH THE HALF-DEPTH REPAIR TO FULL-DEPTH REPAIR IF EXPOSED EXISTING LONGITUDINAL BARS ARE DEFICIENT, AS APPROVED. COMPENSATION WILL BE MADE FOR UNEXPECTED VOLUMES OF REPAIR AREAS OR CHANGES IN SCOPE OF WORK.

*INCREASE THE REPAIR AREA AND PERFORM A FULL-DEPTH REPAIR AS DIRECTED IF LONGITUDINAL STEEL BARS WERE DAMAGED BY THE REMOVAL OPERATIONS. NO ADDITIONAL COMPENSATION WILL BE MADE.

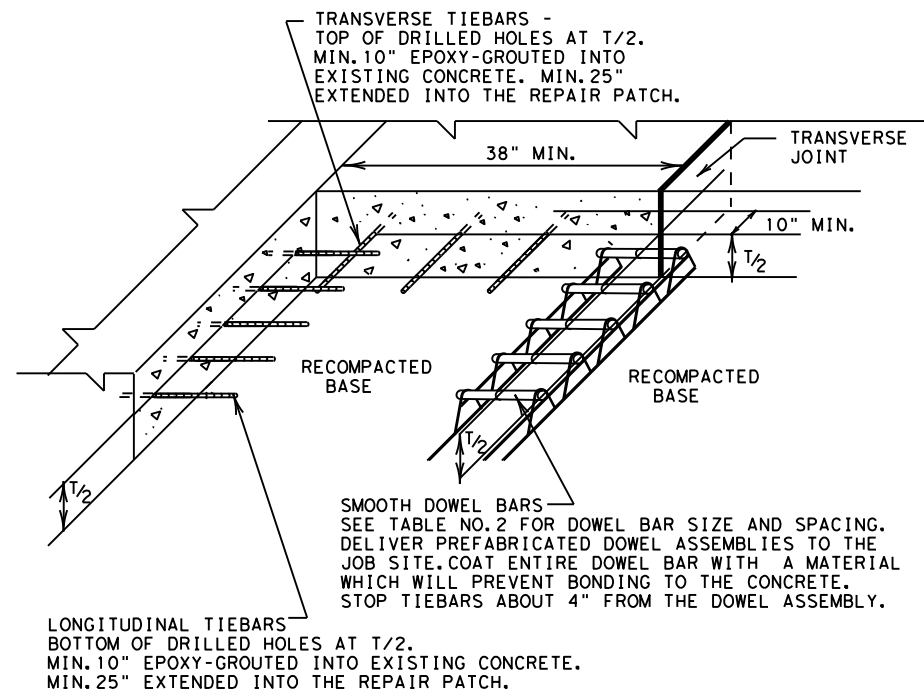
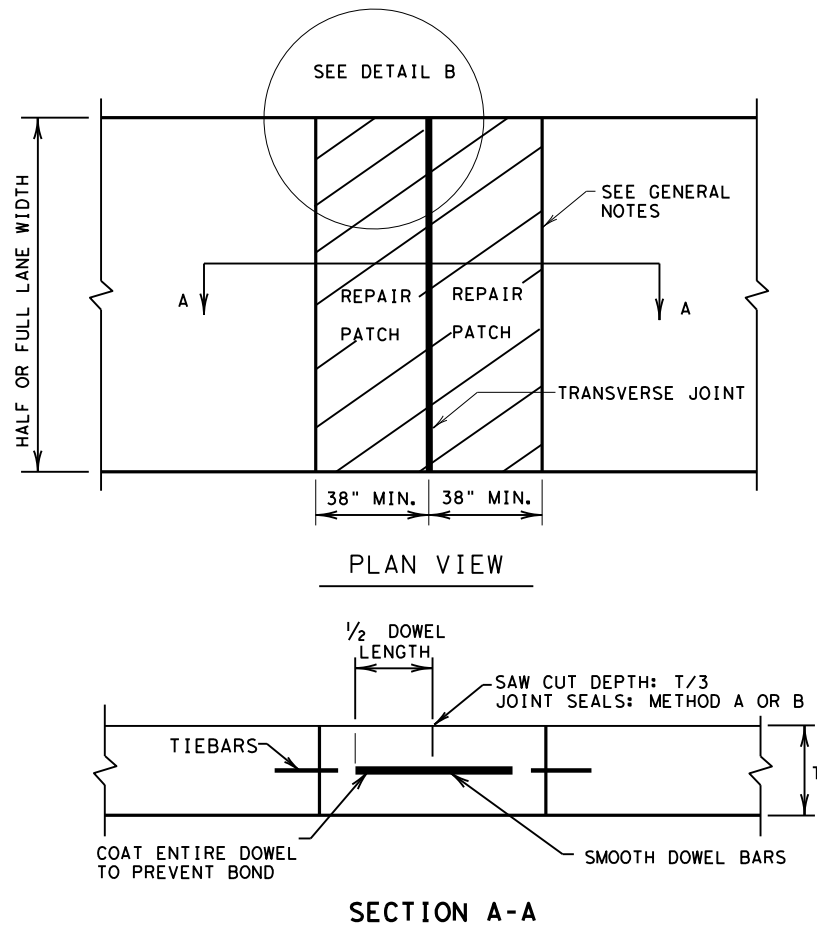
SECTION A-A
HALF-DEPTH REPAIR

SHEET 1 OF 2

				Design Division Standard	
REPAIR OF CONCRETE PAVEMENT					
REPCP-14					
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DETAIL B
GROUTED TIEBARS & DOWELS

REPAIR OF TRANSVERSE JOINT OF CPCD

GENERAL NOTES

1. ITEM 361, "REPAIR OF CONCRETE PAVEMENT" SHALL GOVERN FOR THIS WORK.
2. MULTIPLE PIECE TIEBARS SHALL BE USED WHEN THE REPAIR AREA MUST BE PLACED IN TWO STAGES DUE TO SEQUENCE OF CONSTRUCTION.
3. FULL DEPTH SAW CUTS SHALL BE MADE AROUND THE PERIMETER OF THE AREA TO BE REPAIRED. THE CUT SHALL BE MADE AT A RIGHT ANGLE TO THE PAVEMENT EDGE AND TO THE CENTER LINE OF THE PAVEMENT.
4. AT LEAST ONE LONGITUDINAL FULL DEPTH SAW CUT SHALL BE AT AN EXISTING LONGITUDINAL JOINT.
5. ADDITIONAL SAW CUTS MAY BE REQUIRED WITHIN THE AREA OF THE REPAIR TO FACILITATE REMOVAL OF THE CONCRETE OR TO ALLEVIATE BINDING OF THE FULL DEPTH SAW CUT AT THE REPAIR EDGE.
6. THE SAW CUTS WHICH EXTEND OUTSIDE THE AREA OF THE REPAIR WILL BE CLEANED AND FILLED WITH A CEMENTITIOUS GROUT APPROVED BY THE ENGINEER.
7. EXISTING LONGITUDINAL AND TRANSVERSE JOINTS REMOVED DUE TO REPAIR OPERATION SHOULD BE RESTORED IN ACCORDANCE WITH STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."
8. DOWEL BAR PLACEMENT TOLERANCE SHALL BE +/- 1/4 IN. HORIZONTALLY AND VERTICALLY UNLESS OTHERWISE SPECIFIED. WHERE DOWEL BAR BASKETS ARE USED, REMOVE THE SHIPPING WIRES.

PAVEMENT THICKNESS (INCHES)	SIZE AND DIA.	LENGTH (IN.)	SPACING (IN.)
<10	#8 (1 IN.)	18.0	12.0
≥10	#10 (1 1/4 IN.)		

SHEET 2 OF 2



REPAIR OF CONCRETE PAVEMENT

REPCP - 14

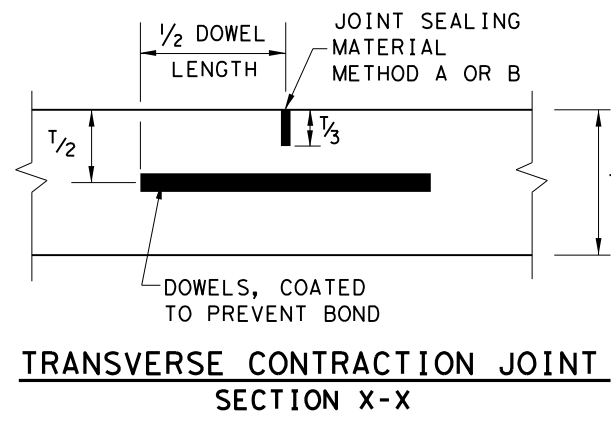
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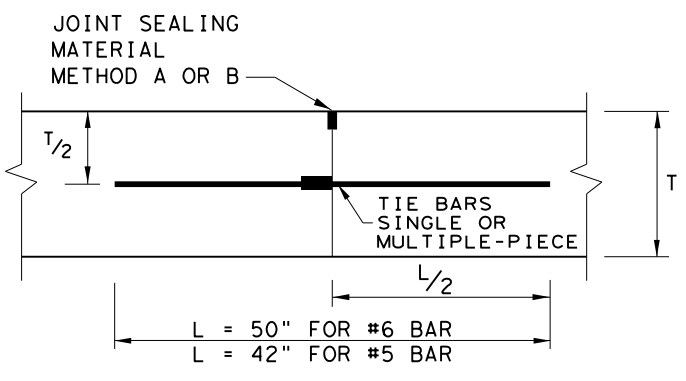
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GENERAL NOTES

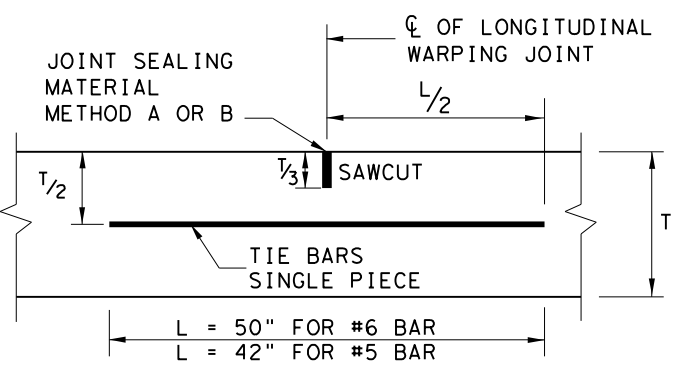
1. DETAILS FOR PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE SHALL BE SHOWN ELSEWHERE IN THE PLANS. PAVEMENTS WIDER THAN 100 FT. WITHOUT A FREE LONGITUDINAL JOINT ARE NOT COVERED BY THIS STANDARD.
2. FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND LOAD TRANSFER DEVICES REFER TO THE GOVERNING SPECIFICATION FOR "CONCRETE PAVEMENT".
3. THE SPACING BETWEEN TRANSVERSE CONTRACTION JOINTS SHALL BE 15 FT. UNLESS OTHERWISE SHOWN IN THE PLANS.
4. TRANSVERSE CONSTRUCTION JOINTS MAY BE FORMED BY USE OF METAL OR WOOD FORMS EQUAL IN DEPTH TO THE DEPTH OF PAVEMENT, OR BY METHODS APPROVED BY THE ENGINEER.
5. USE HAND-OPERATED IMMERSION VIBRATORS TO CONSOLIDATE THE CONCRETE ADJACENT TO ALL THE FORMED JOINTS.
6. PAVEMENT WIDTHS OF MORE THAN 15 FT. SHALL HAVE A LONGITUDINAL JOINT (SECTION Z-Z OR SECTION Y-Y). THESE JOINTS SHALL BE LOCATED WITHIN 6 IN. OF THE LANE LINE UNLESS THE JOINT LOCATION IS SHOWN ELSEWHERE ON THE PLANS.
7. THE JOINT BETWEEN OUTSIDE LANE AND SHOULDER SHALL BE A LONGITUDINAL CONTRACTION JOINT (SECTION Z-Z) UNLESS OTHERWISE SHOWN IN THE PLANS. THE SAW CUT DEPTH FOR THE LONGITUDINAL CONTRACTION JOINT (SECTION Z-Z) SHALL BE ONE THIRD OF THE SLAB THICKNESS (T/3).
8. WHEN TYING CONCRETE GUTTER AT A LONGITUDINAL JOINT, THE TIE BAR LENGTH OR POSITION MAY BE ADJUSTED. PROVIDE 3 IN. OF CONCRETE COVER FROM THE BACK OF GUTTER TO THE END OF TIE BAR.
9. REPLACE MISSING OR DAMAGED TIE BARS WITHOUT ADDITIONAL COMPENSATION BY DRILLING MIN. 10 IN. DEEP AND GROUTING TIE BARS WITH TYPE III, CLASS C EPOXY. MEET THE PULL-OUT TEST REQUIREMENTS IN ITEM 361.
10. WHEN AN MONOLITHIC CURB IS SPECIFIED, THE JOINT IN THE CURB SHALL COINCIDE WITH PAVEMENT JOINTS AND MAY BE FORMED BY ANY MEANS APPROVED BY THE ENGINEER.
11. DOWEL BAR PLACEMENT TOLERANCE SHALL BE +/- 1/4 IN. HORIZONTALLY AND VERTICALLY UNLESS OTHERWISE SPECIFIED. WHERE DOWEL BAR BASKETS ARE USED, REMOVE THE SHIPPING WIRES.
12. THE DETAIL FOR JOINT SEALANT AND RESERVOIR IS SHOWN ON STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."



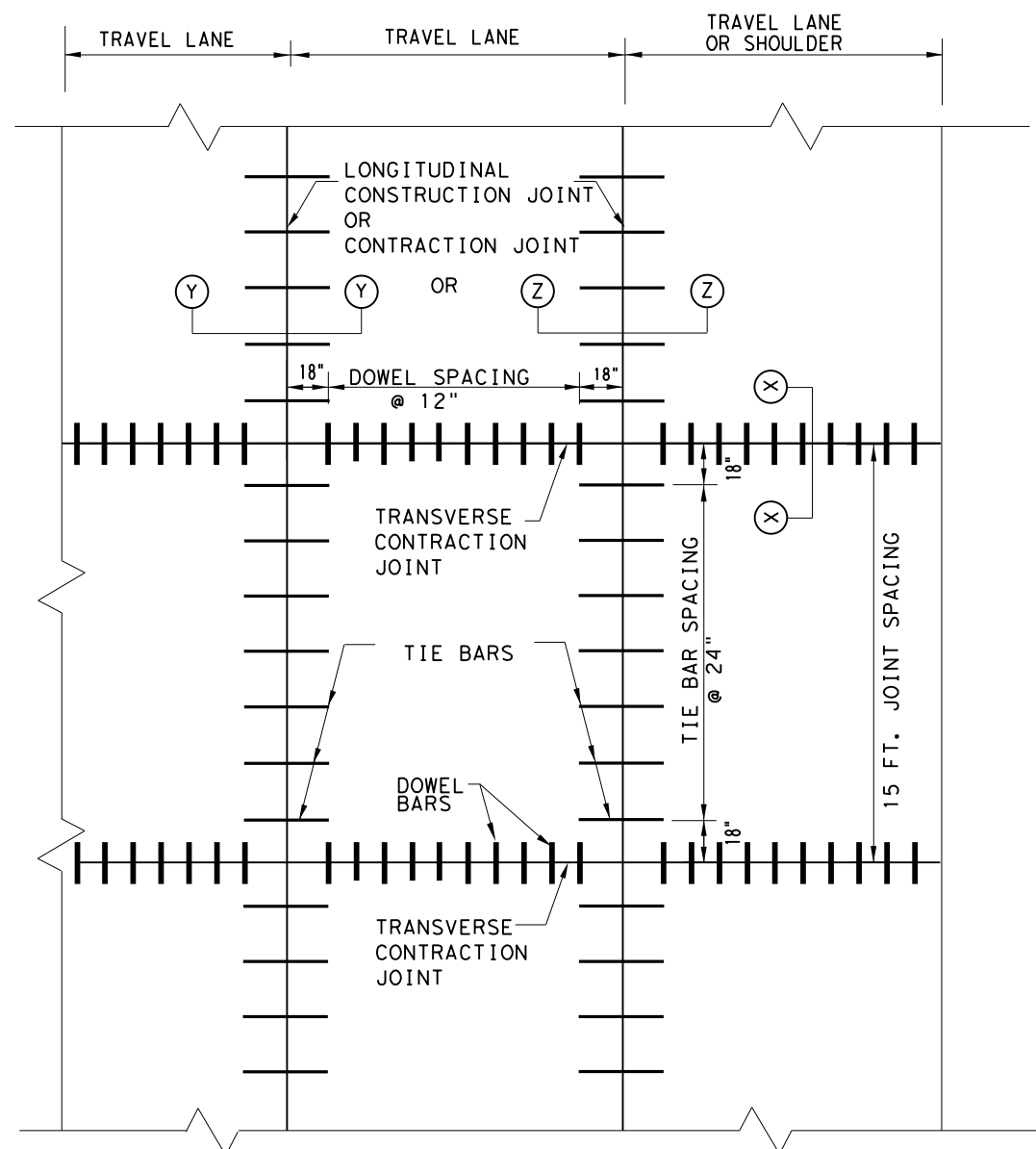
TRANSVERSE CONTRACTION JOINT SECTION X-X



LONGITUDINAL CONSTRUCTION JOINT SECTION Y-Y



LONGITUDINAL CONTRACTION JOINT SECTION Z-Z



TYPICAL PAVEMENT LAYOUT PLAN VIEW (NOT TO SCALE)

TABLE NO. 1 DOWELS (SMOOTH BARS)		
SLAB THICKNESS T (IN.)	BAR DIA. AND LENGTH	AVERAGE SPACING (IN.)
6 to 7.5	1" X 18"	12
8 to 10	1 1/4" X 18"	12
>= 10.5	1 1/2" X 18"	12

TABLE NO. 2 TIE BARS (DEFORMED BARS)		
SLAB THICKNESS T (IN.)	BAR SIZE	AVERAGE SPACING (IN.)
6 to 7.5	#5	24
>= 8	#6	24

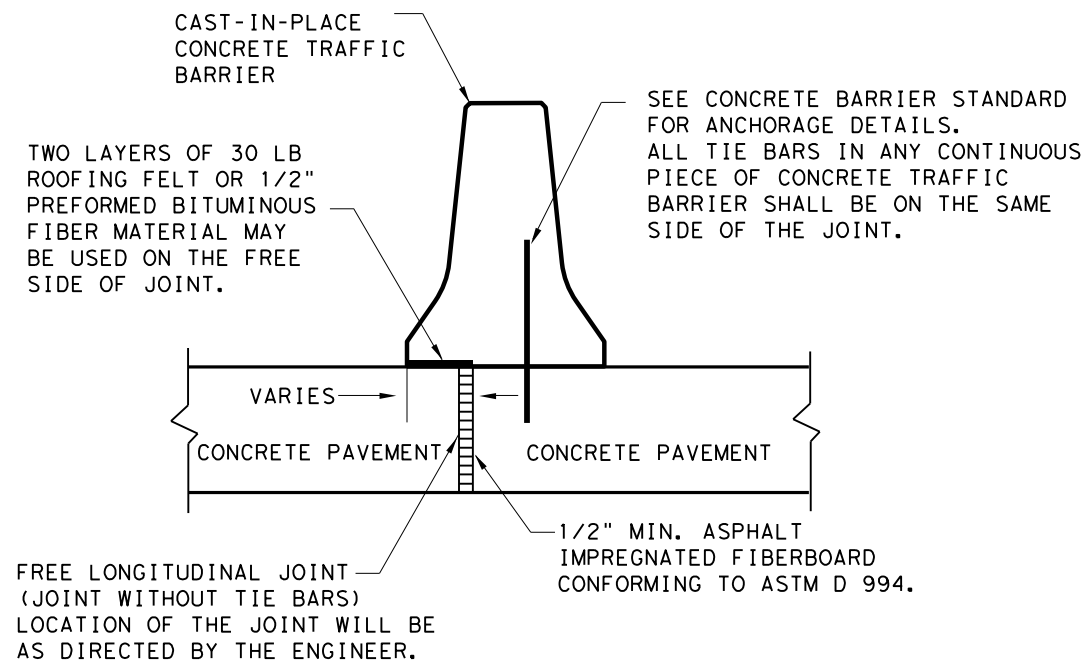
SHEET 1 OF 2

Design Division Standard

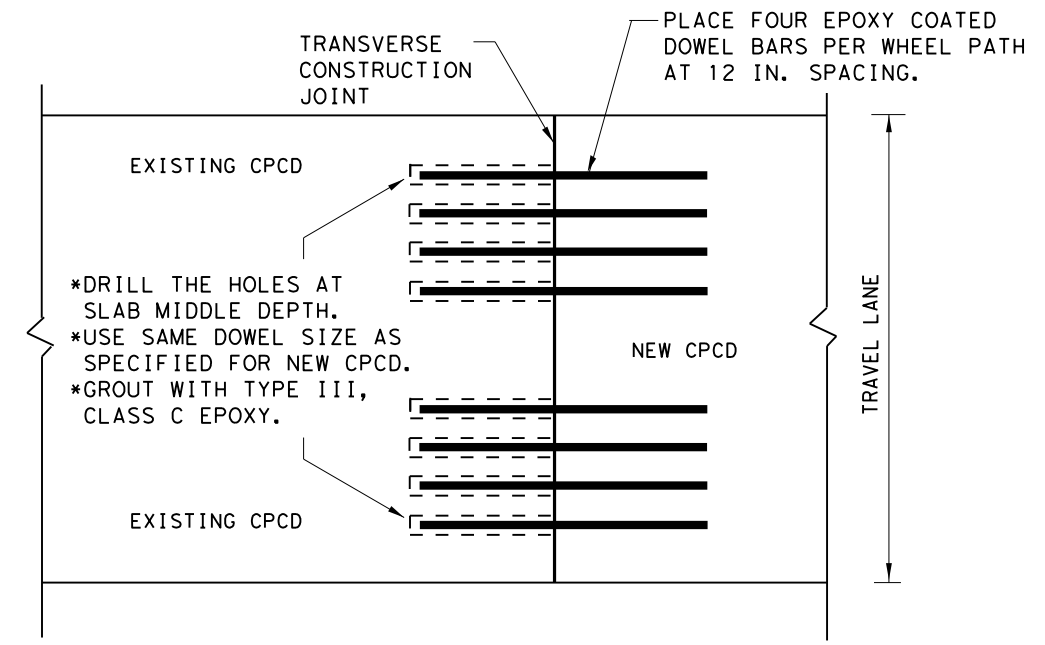
**CONCRETE PAVEMENT DETAILS
CONTRACTION DESIGN
T-6 to 12 INCHES
CPCD-14**

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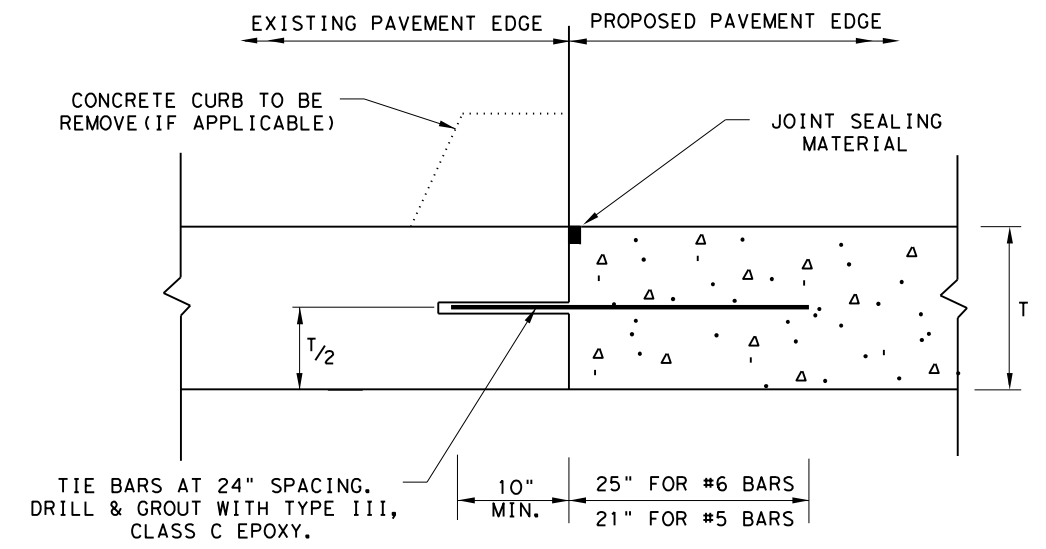
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FREE LONGITUDINAL JOINT DETAIL

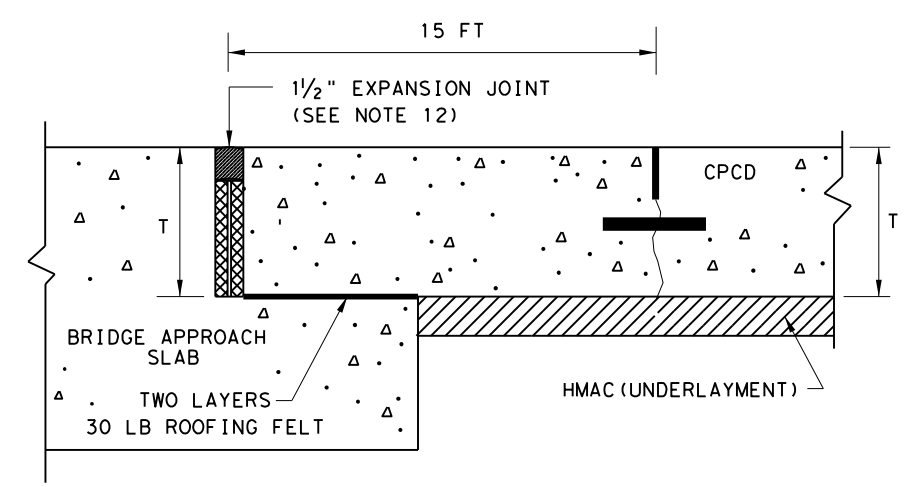


**TRANSVERSE JOINT DETAIL
EXISTING CPCD TO NEW CPCD
PLAN VIEW (NOT TO SCALE)**



- BEFORE WIDENING WORK, DEMONSTRATE THAT THE BOND STRENGTH OF THE EPOXY-GROUTED TIE BARS MEETS THE REQUIREMENTS OF PULL-OUT TEST SPECIFIED IN ITEM 361.
- SPACE TIE BARS AT 24" SPACING. USE #6 BARS FOR 8" AND THICKER SLABS, USE #5 BARS FOR LESS THAN 8" THICK SLABS.
- THE TRANSVERSE JOINTS OF PROPOSED PAVEMENT SHALL COINCIDE WITH EXISTING PAVEMENT JOINTS UNLESS OTHERWISE SHOWN ON THE PLANS.

LONGITUDINAL WIDENING JOINT DETAIL



**TRANSVERSE EXPANSION JOINT DETAIL
AT BRIDGE APPROACH**



**CONCRETE PAVEMENT DETAILS
CONTRACTION DESIGN**

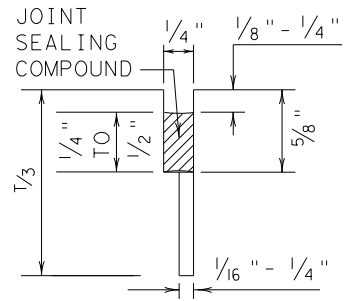
T-6 to 12 INCHES

CPCD-14

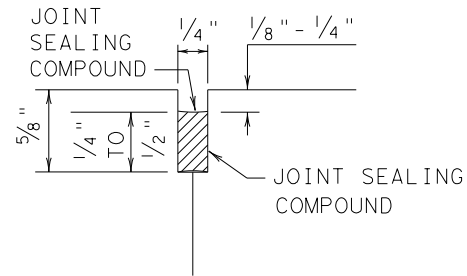
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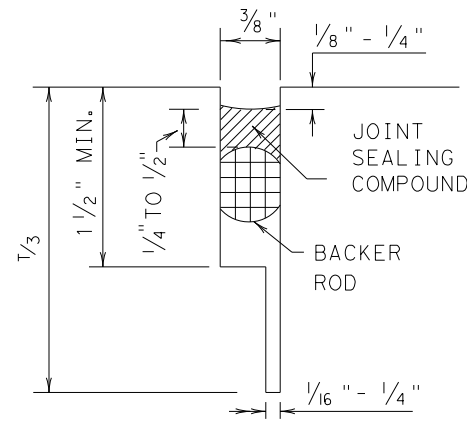
METHOD B: JOINT SEALING COMPOUND



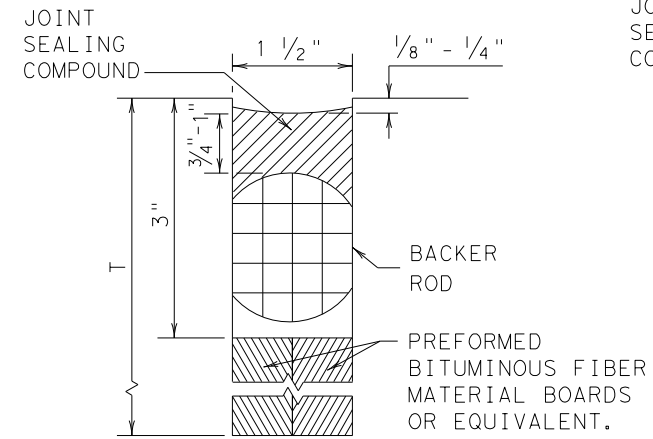
LONGITUDINAL SAWED CONTRACTION JOINT



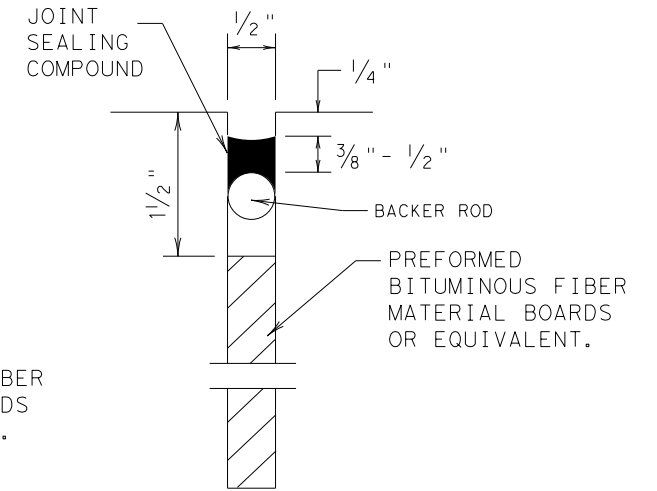
LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT



TRANSVERSE SAWED CONTRACTION JOINT

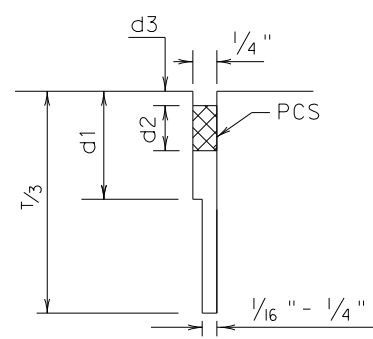


TRANSVERSE FORMED EXPANSION JOINT

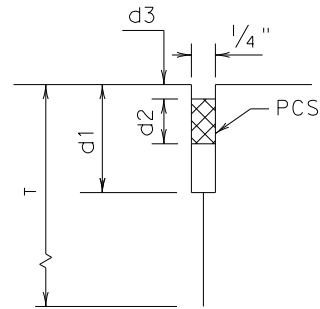


FORMED ISOLATION JOINT

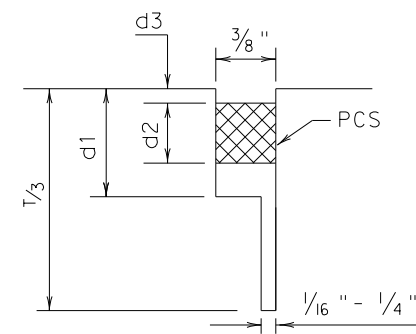
METHOD A: PREFORMED COMPRESSION SEALS (PCS) (DMS-6310 CLASS 6)



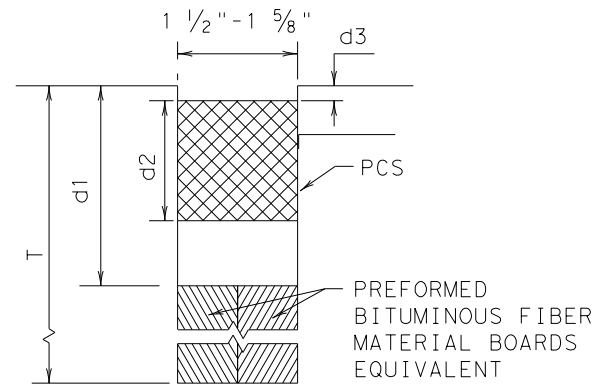
LONGITUDINAL SAWED CONTRACTION JOINT



LONGITUDINAL CONSTRUCTION JOINT



TRANSVERSE SAWED CONTRACTION JOINT



TRANSVERSE FORMED EXPANSION JOINT

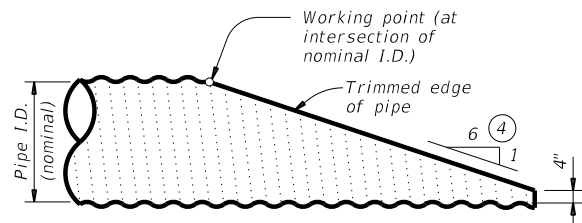
GENERAL NOTES

1. UNLESS OTHERWISE SHOWN IN THE PLANS, EITHER METHOD "A" OR METHOD "B" MAY BE USED.
2. THE LOCATION OF JOINTS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
3. THE JOINT RESERVOIR FOR SEALANT OR PCS SHALL BE SAWED UNLESS OTHERWISE SHOWN ON THE PLANS FOR THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS AND THE SAWED JOINTS.
4. DIMENSIONS d1, d2, AND d3 SHOWN IN METHOD A SHALL BE IN ACCORDANCE WITH THE PREFORMED COMPRESSION SEAL MANUFACTURER'S RECOMMENDATION.
5. REFER TO DMS-6310 "JOINT SEALANTS AND FILLERS" FOR THE CLASSIFICATIONS.
6. FOR SAWED LONGITUDINAL JOINT, LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT, USE JOINT SEALANT CLASS 5 OR 8 UNLESS OTHERWISE SHOWN ON THE PLAN OR APPROVED.
7. FOR TRANSVERSE SAWED CONTRACTION, TRANSVERSE FORMED EXPANSION JOINT, AND ISOLATION JOINT USE JOINT SEALANT CLASS 5 OR 8 AT NEW JOINTS. USE JOINT SEALANT CLASS 4, 5, 7, OR 8 FOR MAINTAINING EXISTING JOINTS.
8. THE JOINTS SHALL BE CLEANED IN ACCORDANCE WITH THE ITEM 438 "CLEANING AND SEALING JOINTS" OR ITEM 713 "CLEANING AND SEALING JOINTS AND CRACKS (CONCRETE PAVEMENT)".
9. ISOLATION JOINTS ACCOMMODATE HORIZONTAL AND VERTICAL MOVEMENTS THAT OCCUR BETWEEN A PAVEMENT AND A STRUCTURE. ISOLATION JOINTS MAY BE USED FOR BRIDGE ABUTMENTS, INTERSECTIONS, CURB AND GUTTER, OLD AND NEW PAVEMENTS, OR AROUND DRAINAGE INLETS, MANHOLES, FOOTINGS AND LIGHTING STRUCTURES.

DATE:
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		Design Division Standard	
CONCRETE PAVING DETAILS JOINT SEALS JS-14			
FILE: js14.dgn	DN: TxDOT	DN: HC	CK: AN
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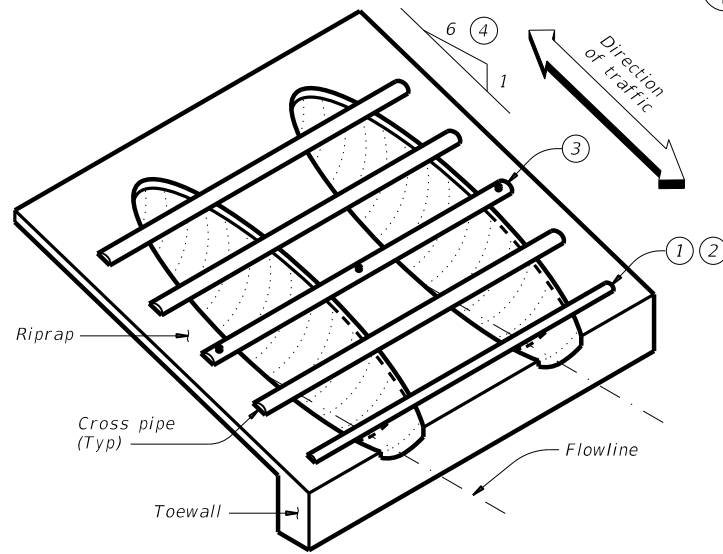
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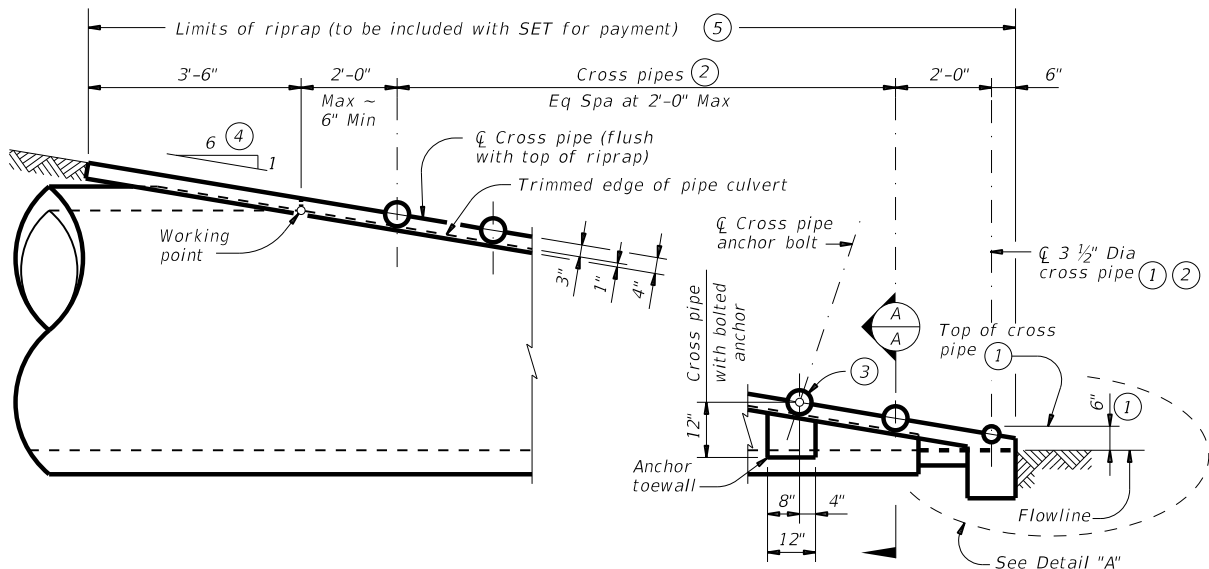
NOTE: All cross pipes, calculations, and dimensions are based on the pipe culverts mitered as shown in this detail. Alternate styles of mitered ends will require that appropriate adjustments be made to the values presented on this standard.

SIDE ELEVATION OF TYPICAL PIPE CULVERT MITER

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

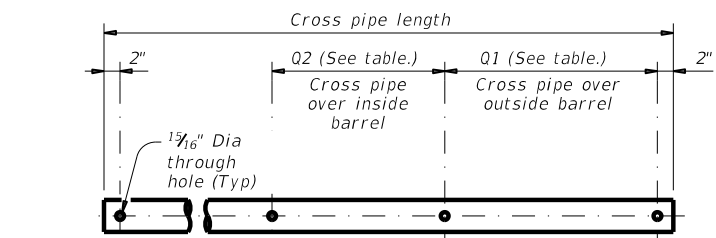


ISOMETRIC VIEW OF TYPICAL INSTALLATION

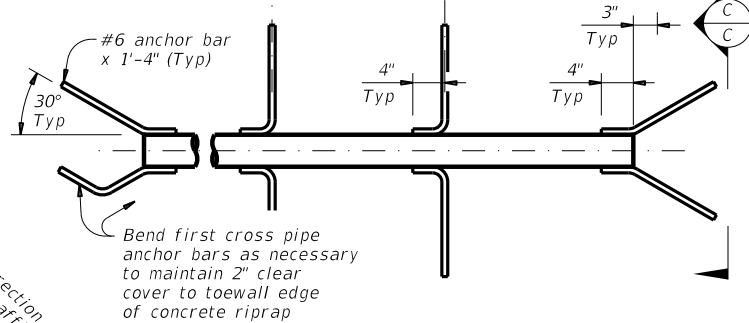


SIDE ELEVATION OF CAST-IN-PLACE CONCRETE

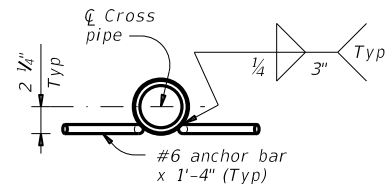
(Showing reinforced concrete pipe (RCP) culvert. Details at corrugated metal pipe (CMP) culvert are similar.)



PIPE WITH BOLTED ANCHOR

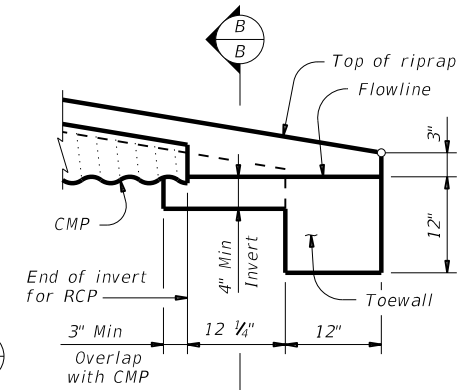


PIPE WITH ANCHOR BARS



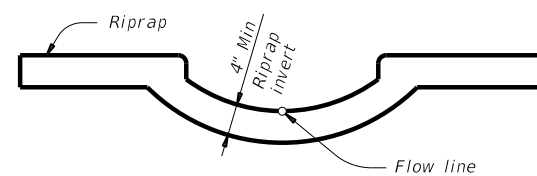
SECTION C-C

CROSS PIPE DETAILS



DETAIL "A"

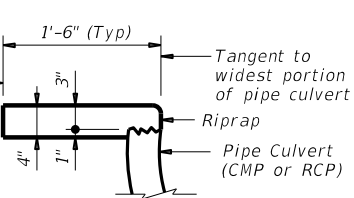
(Showing invert with corrugated metal pipe (CMP) culvert. Reinforced concrete pipe (RCP) culvert details are similar. Cross pipes not shown for clarity.)



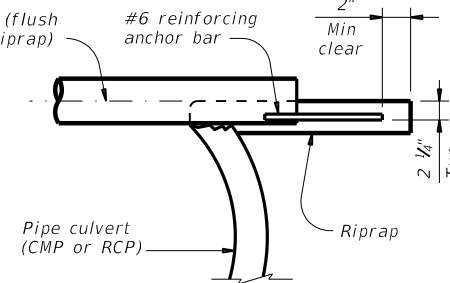
SECTION B-B

(Cross pipes not shown for clarity.)

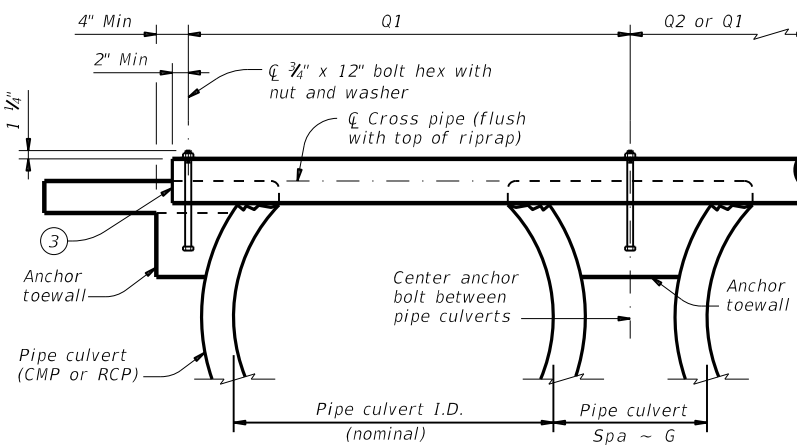
Limits of riprap (to be included with SET for payment) ⑤



SHOWING TYPICAL PIPE CULVERT AND RIPRAP



SHOWING CROSS PIPE WITH ANCHOR BAR



SHOWING CROSS PIPE WITH BOLTED ANCHOR

SECTION A-A

CROSS PIPE LENGTHS, REQUIRED PIPE SIZES, AND RIPRAP QUANTITIES

Nominal Culvert I.D.	Conc Riprap (CY) ⑥	Pipe Culvert Spa ~ G	Single Barrel ~ Q1	Multi-Barrel ~ Q1	Q2	Conditions for Use of Cross Pipes	Cross Pipe Sizes
12"	0.6	0' - 9"	N/A	2' - 1"	1' - 9"	3 or more pipe culverts	3" Std (3.500" O.D.)
15"	0.7	0' - 11"	N/A	2' - 5"	2' - 2"		
18"	0.8	1' - 2"	N/A	2' - 10"	2' - 8"		
21"	0.9	1' - 4"	N/A	3' - 2"	3' - 1"		
24"	0.9	1' - 7"	N/A	3' - 6"	3' - 7"	3 or more pipe culverts	3 1/2" Std (4.000" O.D.)
27"	1.0	1' - 8"	N/A	3' - 10"	3' - 11"	2 or more pipe culverts	
30"	1.1	1' - 10"	N/A	4' - 2"	4' - 4"	All pipe culverts	4" Std (4.500" O.D.)
33"	1.2	1' - 11"	4' - 2"	4' - 5"	4' - 8"	All pipe culverts	
36"	1.3	2' - 1"	4' - 5"	4' - 9"	5' - 1"	All pipe culverts	5" Std (5.563" O.D.)
42"	1.5	2' - 4"	4' - 11"	5' - 5"	5' - 10"		
48"	1.7	2' - 7"	5' - 5"	6' - 0"	6' - 7"	All pipe culverts	5" Std (5.563" O.D.)
54"	2.0	3' - 0"	5' - 11"	6' - 9"	7' - 6"		
60"	2.2	3' - 3"	6' - 5"	7' - 4"	8' - 3"		
66"	2.4	3' - 3"	6' - 11"	7' - 10"	8' - 9"		
72"	2.7	3' - 4"	7' - 5"	8' - 5"	9' - 4"		

- The proper installation of the first cross pipe is critical for vehicle safety. Place the top of the first cross pipe no more than 6" above the flowline.
- Provide cross pipes, except the first bottom pipe, of the size shown in the table. Provide a 3 1/2" standard pipe (4" O.D.) for the first bottom pipe.
- Install the third cross pipe from the bottom of the culvert using a bolted connection. Ensure that riprap concrete does not flow into the cross pipe so as to permit disassembly of the bolted connection to allow cleanout access. At the Contractor's option, install all other cross pipes using the bolted connection details.
- Match cross slope as shown elsewhere in the plans. Cross slope of 6:1 or flatter is required for vehicle safety.
- Riprap placed beyond the limits shown will be paid for as concrete riprap in accordance with Item 432, "Riprap".
- Quantities shown are for one end of one reinforced concrete pipe (RCP) culvert. For multiple pipe culverts or for corrugated metal pipe (CMP) culverts, quantities will need to be adjusted. Riprap quantities are for contractor's information only.

MATERIAL NOTES:

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise. Provide cross pipes that meet the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 (Gr B), or API 5LX52. Provide ASTM A307 bolts and nuts. Galvanize all steel components, except concrete reinforcing, after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

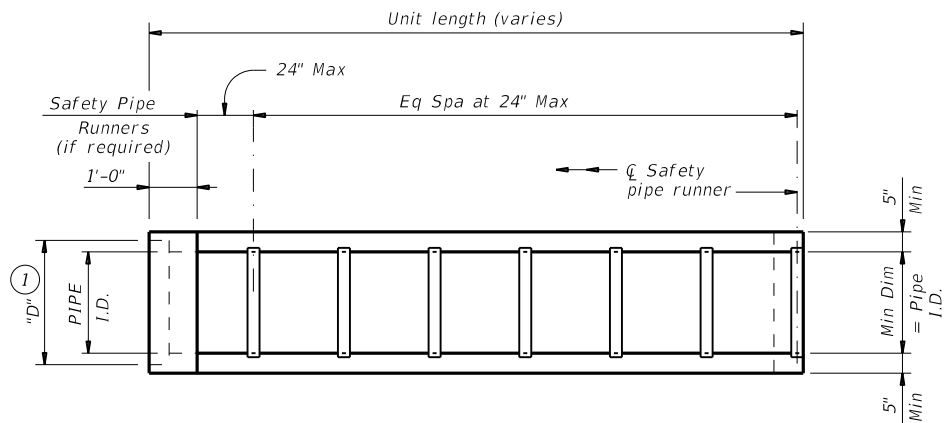
GENERAL NOTES:

Cross pipes are designed for a traversing load of 10,000 pounds at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981. Safety end treatments (SET) shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the cross pipes. Construct concrete riprap and all necessary inverts in accordance with the requirements of Item 432, "Riprap". Payment for riprap and toewall is included in the Price Bid for each Safety End Treatment.

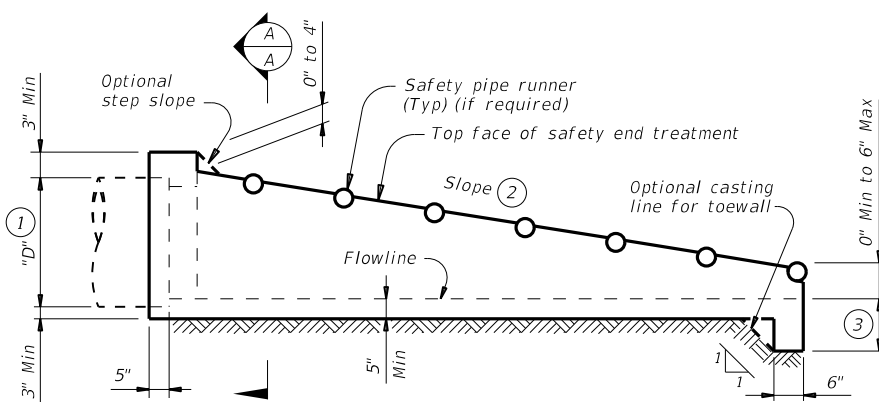
		Bridge Division Standard	
SAFETY END TREATMENT FOR 12" DIA TO 72" DIA PIPE CULVERTS TYPE II ~ PARALLEL DRAINAGE			
SETP-PD			
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REVISIONS	CONT	SECT	HIGHWAY
	0197	05	059 US 175
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	232	

DATE: 4/12/2023 4:14:19 PM
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 PROJECT: 18-0594 - DAL\Design Projects\0197050594\psets\18-0594\psets\18-0594.dgn
 DRAWING: 18-0594 - PRECAST SAFETY END TREATMENT TYPE II ~ PARALLEL DRAINAGE (PSET-SP)

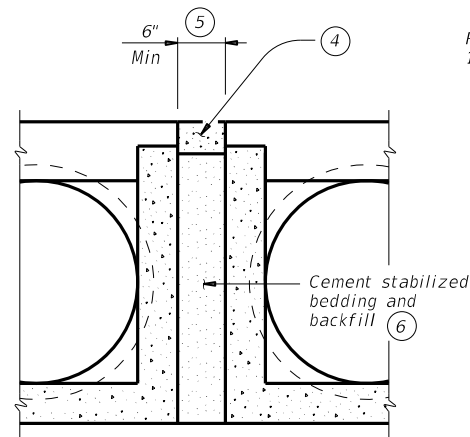
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of units.



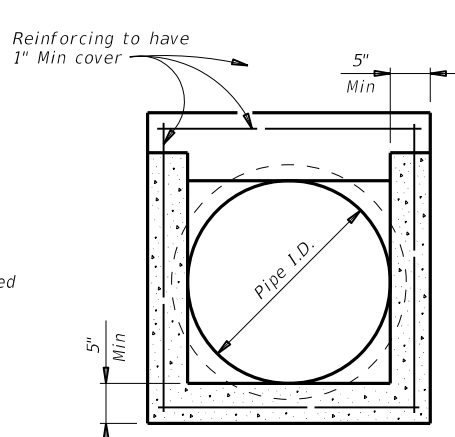
PLAN
(Showing bell end connection.)



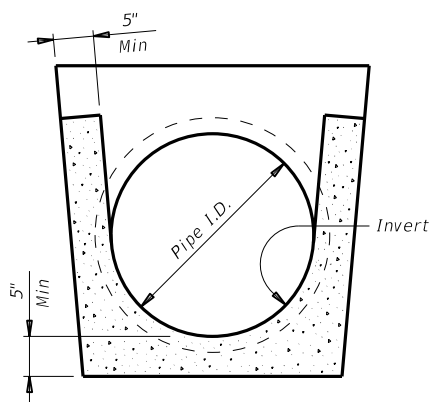
LONGITUDINAL ELEVATION
(Showing bell end connection.)



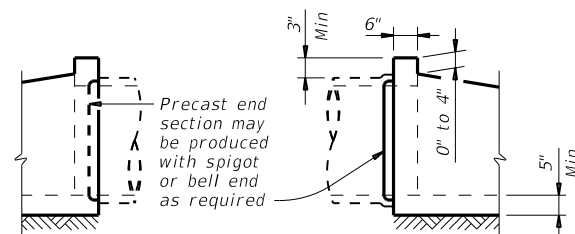
MULTIPLE PIPE INSTALLATION



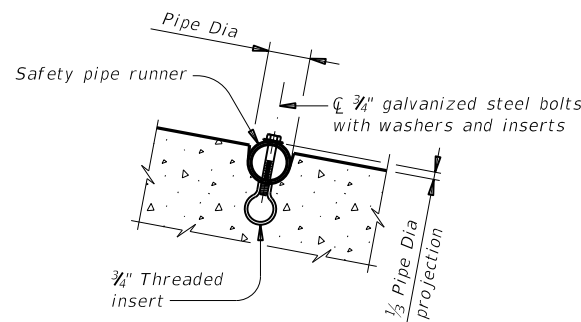
OPTION WITH SQUARE BOTTOM
SECTION A-A



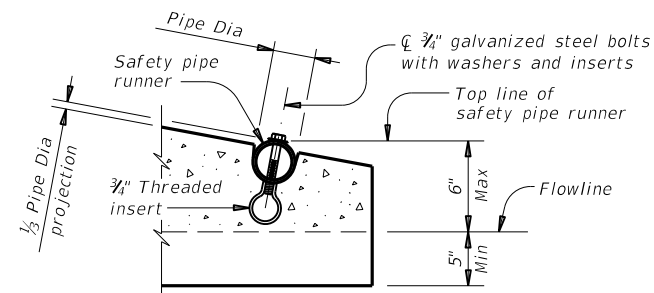
OPTION WITH INVERT BOTTOM



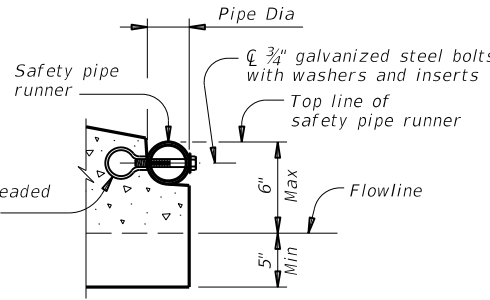
OPTIONAL JOINT FOR RCP
(Showing joint between RCP and precast safety end treatment.)



INSTALLATION DETAIL FOR SAFETY PIPE RUNNERS
(If required)



OPTION A



OPTION B

END DETAILS FOR INSTALLATION OF SAFETY PIPE RUNNERS
(If required)

REQUIREMENTS FOR CULVERT PIPES AND SAFETY PIPE RUNNERS

Pipe I.D.	RCP Wall "B" Thickness	TP Wall Thickness (7)	"D" (1)	Slope	Min Length	Pipe Runners Required		Required Pipe Runner Size		
						Single Pipe	Multiple Pipe	Nominal Dia.	O.D.	I.D.
12"	2"	1.15"	17.00"	6:1	4' - 9"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
15"	2 1/4"	1.30"	20.50"	6:1	6' - 5"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
18"	2 1/2"	1.60"	24.00"	6:1	8' - 0"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
24"	3"	1.95"	31.00"	6:1	11' - 3"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
30"	3 1/2"	2.65"	38.50"	6:1	14' - 8"	No	Yes	4" STD	4.500"	4.026"
36"	4"	2.75"	45.50"	6:1	17' - 11"	Yes	Yes	4" STD	4.500"	4.026"
42"	4 1/2"	2.7"	52.50"	6:1	21' - 2"	Yes	Yes	4" STD	4.500"	4.026"

- 1 Dimension "D" is based on reinforced concrete pipe (RCP) meeting the requirements of ASTM C-76, Class III, (RCP Wall "B" thickness). Adjust "D" for any other wall thickness used. For thermoplastic pipe (TP) take into account the annular space requirements for grouted connections.
- 2 Slope as shown elsewhere in the plans. Slope of 6:1 or flatter is required for vehicle safety.
- 3 Toewall to be used only when dimension is shown elsewhere in the plans.
- 4 Fill the top 4" of void between precast end treatments with concrete riprap. Concrete riprap is considered subsidiary to the Item 467, "Safety End Treatment".
- 5 Adjust clear distance between pipes to provide for the minimum distance between safety end treatments.
- 6 Provide cement stabilized bedding and backfill in accordance with the Item 400, "Excavation and Backfill for Structures". Bedding and backfill is considered subsidiary to the Item 467, "Safety End Treatment". When concrete riprap is specified around the safety end treatment, backfill as directed by Engineer.
- 7 Thermoplastic pipe wall thickness may vary. Adjust accordingly. Thermoplastic pipe requires the safety end treatments to have a bell end for grouted connections.

GENERAL NOTES:

Precast safety end treatment for reinforced concrete pipe (RCP), and thermoplastic pipe (TP) may be used for TYPE II end treatment as specified in Item "Safety End Treatment".

When precast safety end treatment is used as a Contractor's alternate to mitered RCP, riprap will not be required unless noted otherwise on the plans.

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

Manufacture this product in accordance with Item 467, "Safety End Treatment" except as noted below:

A. Provide minimum reinforcing of #4 at 6" (Grade 40) or #4 at 9" (Grade 60) each way or 6"x6" - D12 x D12 or 5"x5" - D10 x D10 welded wire reinforcement (WWR).

B. For precast (steel formed) sections, provide Class "C" concrete (f'c = 3,600 psi).

At the option and expense of the Contractor the next larger size of safety end treatment may be furnished; as long as the "D" dimension cast is that of the required size of pipe.

Pipe runners are designed for a traversing load of 10,000 Lbs at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981.

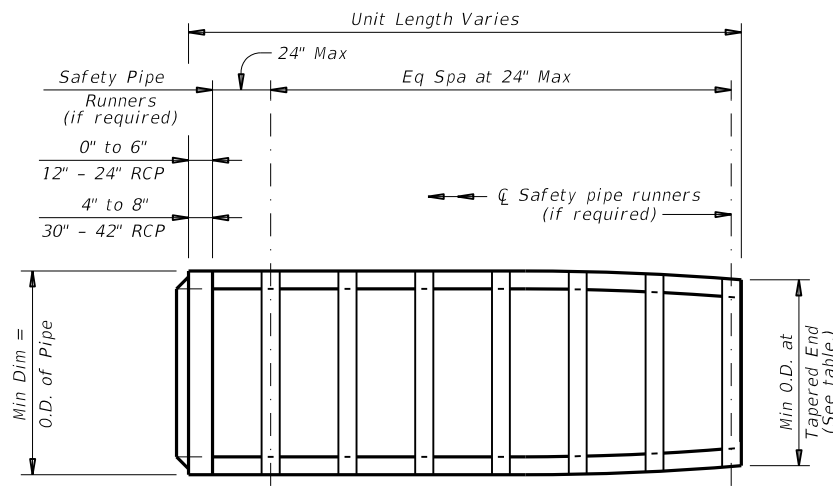
Provide pipe runners meeting the requirements of ASTM A53 (Type E or S, Grade B), ASTM A500 (Grade B), or API 5LX52.

Galvanize all steel components except reinforcing steel after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

Connect RCP using the Optional Joint for RCP detail shown or in accordance with Item 464, "Reinforced Concrete Pipe". Connect TP by grouting. See Pipe and Box Grouted Connections (PBGC) standard for grouted connections with TP and precast safety end treatment.

Texas Department of Transportation			Bridge Division Standard		
PRECAST SAFETY END TREATMENT TYPE II ~ PARALLEL DRAINAGE					
PSET-SP					
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REVISIONS 0197 05	059		US 175		
12-21: Added 42" TP	DIST	COUNTY	SHEET NO.		
DAL	KAUFMAN		233		

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 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 units.

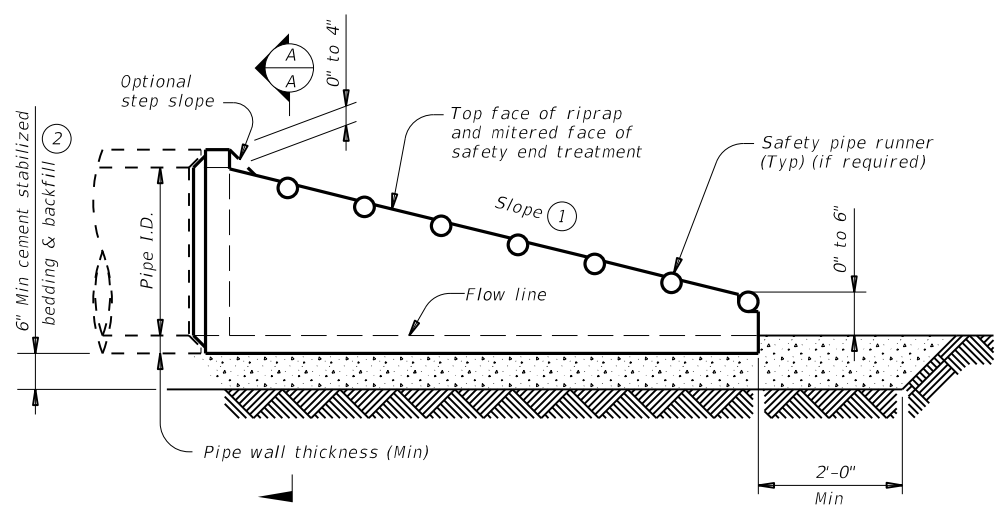


PLAN VIEW - 12" THRU 24"
(Showing spigot end connection.)

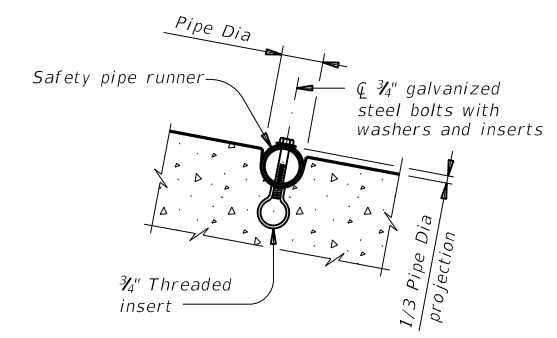
- ① Slope as shown elsewhere in the plans. Slope of 6:1 or flatter is required for vehicle safety.
- ② Provide cement stabilized bedding and backfill in accordance with the Item, "Excavation and Backfill for Structures". Bedding and backfill is considered subsidiary to the Item 467, "Safety End Treatment". When concrete riprap is specified around the safety end treatment, backfill as directed by Engineer.
- ③ Fill the top 4" of void between precast end treatments with concrete riprap. Concrete riprap is considered subsidiary to the Item 467, "Safety End Treatment".
- ④ Adjust clear distance between pipes to provide for the minimum distance between safety end treatments.
- ⑤ Safety pipe runners are required for multiple pipe culverts with more than two pipes.

**REQUIREMENTS FOR
CULVERT PIPES AND SAFETY PIPE RUNNERS**

Pipe I.D.	Min Wall Thickness	Min O.D.	Min O.D. at Tapered End	Min Reinf Requirements (sq. in. per ft. of Pipe)	Max Slope	Min Length of Unit	Pipe Runner Requirements		Required Pipe Runner Sizes		
							Single Pipe	Multiple Pipe	Nominal Dia	O.D.	I.D.
12"	2"	16"	16"	0.07 Circ.	6:1	4'-0"	No	⑤	3" STD	3.500"	3.068"
15"	2 1/4"	19 1/2"	19"	0.07 Circ.	6:1	5'-8"	No	⑤	3" STD	3.500"	3.068"
18"	2 1/2"	23"	21 1/2"	0.07 Circ.	6:1	7'-3"	No	⑤	3" STD	3.500"	3.068"
24"	3"	30"	27"	0.07 Circ.	6:1	10'-6"	No	⑤	3" STD	3.500"	3.068"
30"	3 1/2"	37"	31"	0.18 Circ.	6:1	12'-1"	No	Yes	4" STD	4.500"	4.026"
36"	4"	44"	36"	0.19 Ellip.	6:1	15'-4"	Yes	Yes	4" STD	4.500"	4.026"
42"	4 1/2"	51"	41 1/2"	0.23 Ellip.	6:1	18'-7"	Yes	Yes	4" STD	4.500"	4.026"



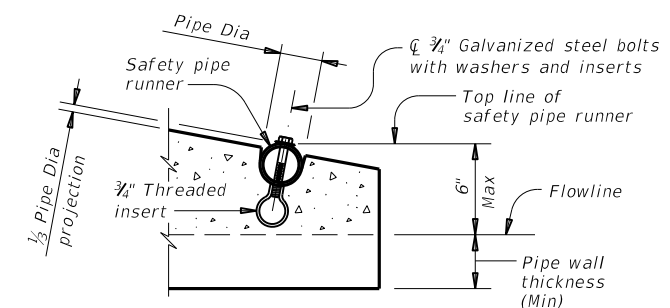
LONGITUDINAL ELEVATION - 12" THRU 24"
(Showing spigot end connection.)



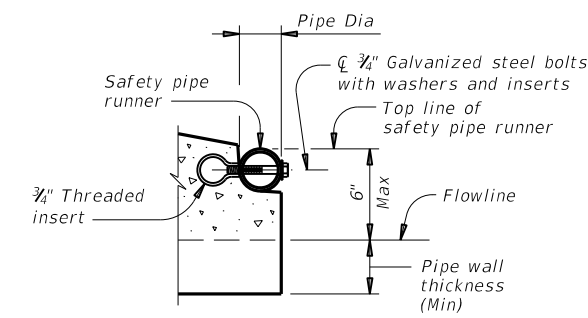
INSTALLATION DETAIL FOR SAFETY PIPE RUNNERS
(If required)

MATERIAL NOTES:
 Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.
 Provide pipe runners meeting the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.
 Galvanize steel components except reinforcing steel after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

GENERAL NOTES:
 Precast safety end treatment for reinforced concrete pipe (RCP) may be used for TYPE II end treatment as specified in Item 467, "Safety End Treatment".
 When precast safety end treatment is used as a Contractor's alternate to mitered RCP, riprap will not be required unless noted otherwise on the plans.
 Manufacture precast concrete end sections in accordance with Item 464, "Reinforced Concrete Pipe" and in accordance with ASTM Specification C-76, Class III, Wall B for circular pipe.
 Provide precast concrete end sections with a spigot or bell end for compatibility to upstream or downstream end conditions with sufficient annular space to allow for grout, mortar, cold applied asphalt joint compound or pre-formed plastic gasket material.
 Methods of lifting shall be provided by the manufacturer for ease of loading, unloading and installation.
 Pipe runners are designed for a traversing load of 10,000 Lbs at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981.

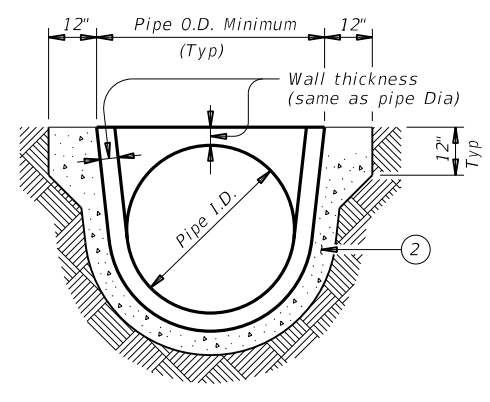


OPTION A

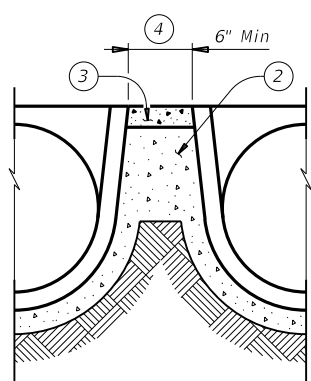


OPTION B

END DETAILS FOR INSTALLATION OF SAFETY PIPE RUNNERS
(If required)



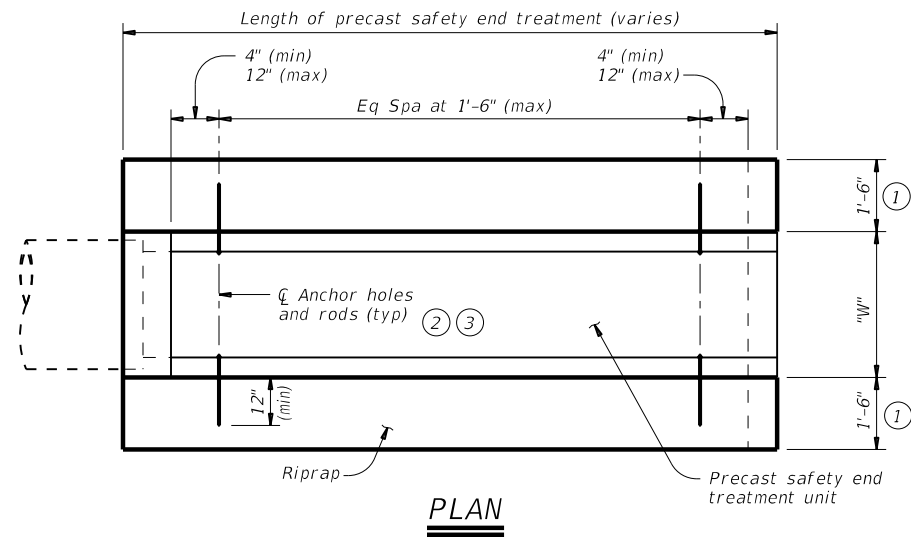
SECTION A-A



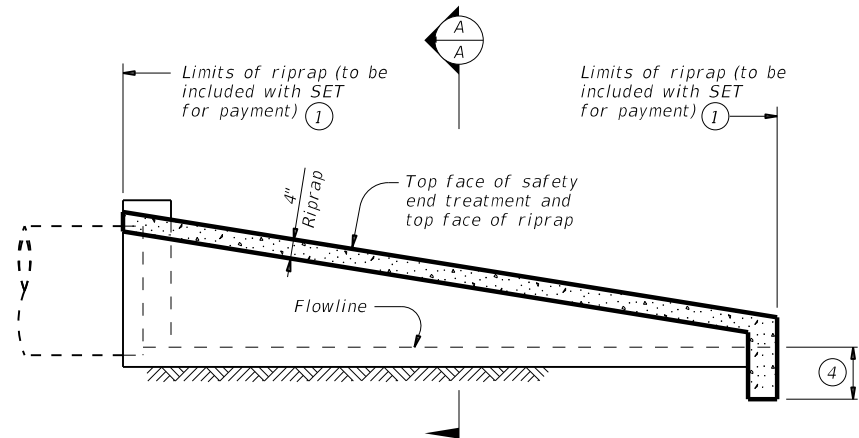
MULTIPLE PIPE INSTALLATION

		Bridge Division Standard	
PRECAST SAFETY END TREATMENT TYPE II ~ PARALLEL DRAINAGE			
PSET-RP			
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DIST: DAL	COUNTY: KAUFMAN	SHEET NO:	234

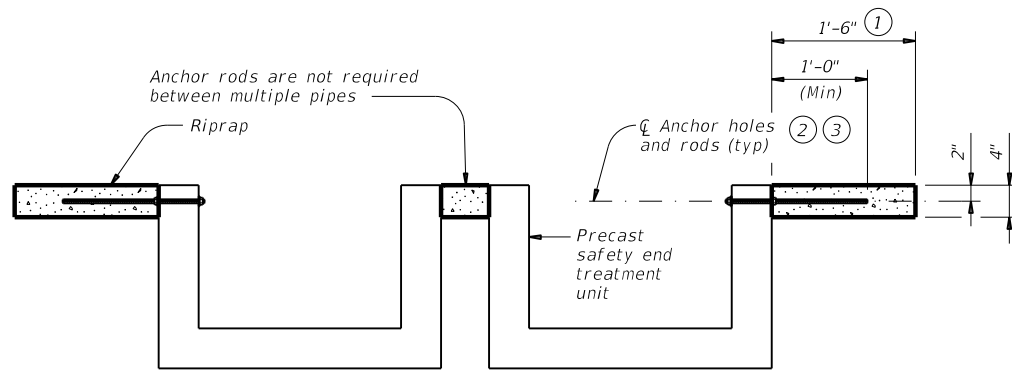
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 DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of units.



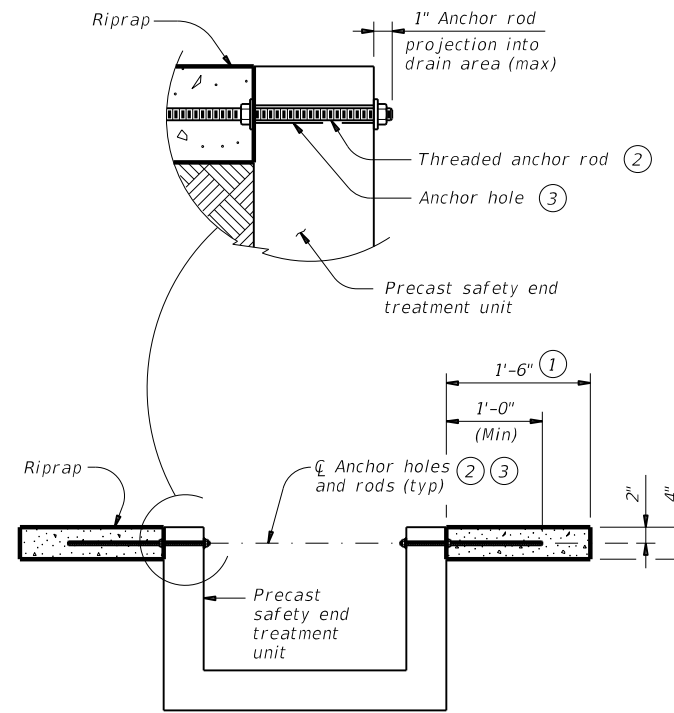
PLAN



LONGITUDINAL ELEVATION



MULTIPLE PIPE INSTALLATION



SINGLE PIPE INSTALLATION

SECTION A-A

ESTIMATED CONCRETE RIPRAP QUANTITIES (CY)

Nominal Culvert (Pipe) I.D.	PSET-SC and PSET-SP Standards					PSET-RC and PSET-RP Standards		
	Unit Width "W"	Side Slope			Unit Width "W"	Side Slope		
		3:1	4:1	6:1		3:1	4:1	6:1
12"	23.0"	0.1	0.2	0.2	16.0"	0.1	0.1	0.2
15"	26.5"	0.2	0.2	0.3	19.5"	0.1	0.2	0.2
18"	30.0"	0.2	0.2	0.3	23.0"	0.2	0.2	0.3
24"	37.0"	0.3	0.3	0.5	30.0"	0.2	0.3	0.4
30"	44.5"	0.3	0.4	0.6	37.0"	0.3	0.3	0.5
36"	51.5"	0.4	0.5	0.7	44.0"	0.3	0.4	0.6
42"	58.5"	0.5	0.6	0.8	51.0"	0.4	0.5	0.7

- ① Riprap placed beyond the limits shown will be paid as concrete riprap in accordance with Item 432, "Riprap". When riprap is cast integrally with the precast safety end treatment, this dimension is 1'-0" minimum.
- ② 1#2" Dia ASTM A307 Gr A threaded anchor rod with 2 nuts and 2 washers. Galvanize all components in accordance with Item 445, "Galvanizing". Repair galvanizing that is damaged during transport or construction in accordance with the specifications.
- ③ 3#4" through holes in walls of safety end treatment for riprap anchor rods may be drilled with rotary (coring or masonry) type drilling equipment or may be formed. Do not use percussive (star) type drilling equipment. If holes are drilled, patch spalls in the inside face of the wall exceeding 1#2" from the holes.
- ④ Provide riprap toe wall when dimension is shown elsewhere in the plans or when field conditions require a toe wall.
- ⑤ Quantities shown are for one end of one reinforced concrete pipe culvert. For multiple pipe culverts, quantities will need to be adjusted. Riprap quantities are for Contractor's information only. Quantities are based on the minimum unit lengths shown on the Precast Safety End Treatment (SET) standard sheets.

MATERIAL NOTES:

Provide Class "B" riprap in accordance with Item 432, "Riprap". Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise. The anchor rods shown are always required.

GENERAL NOTES:

Precast safety end treatment for reinforced concrete pipe may be used for TYPE II end treatment as specified in Item 467, "Safety End Treatment". Refer to PSET-SC or PSET-SP standard sheets for details of square safety end treatments not shown. Refer to PSET-RC or PSET-RP standard sheets for details of round safety end treatments not shown. For precast units with integrally cast riprap, substitute reinforcing steel in the amount on 0.26 in./ft. minimum for the threaded anchor rods shown. When requested, submit sealed engineering drawings for approval prior to construction. Shop drawings will not be required. Note that a proprietary precast unit with integral riprap is available from L&R Precast Concrete Works, Inc. (956) 583-6293 or www.lrpccast.com. Payment for riprap and toewalls is included in the price bid for each safety end treatment.

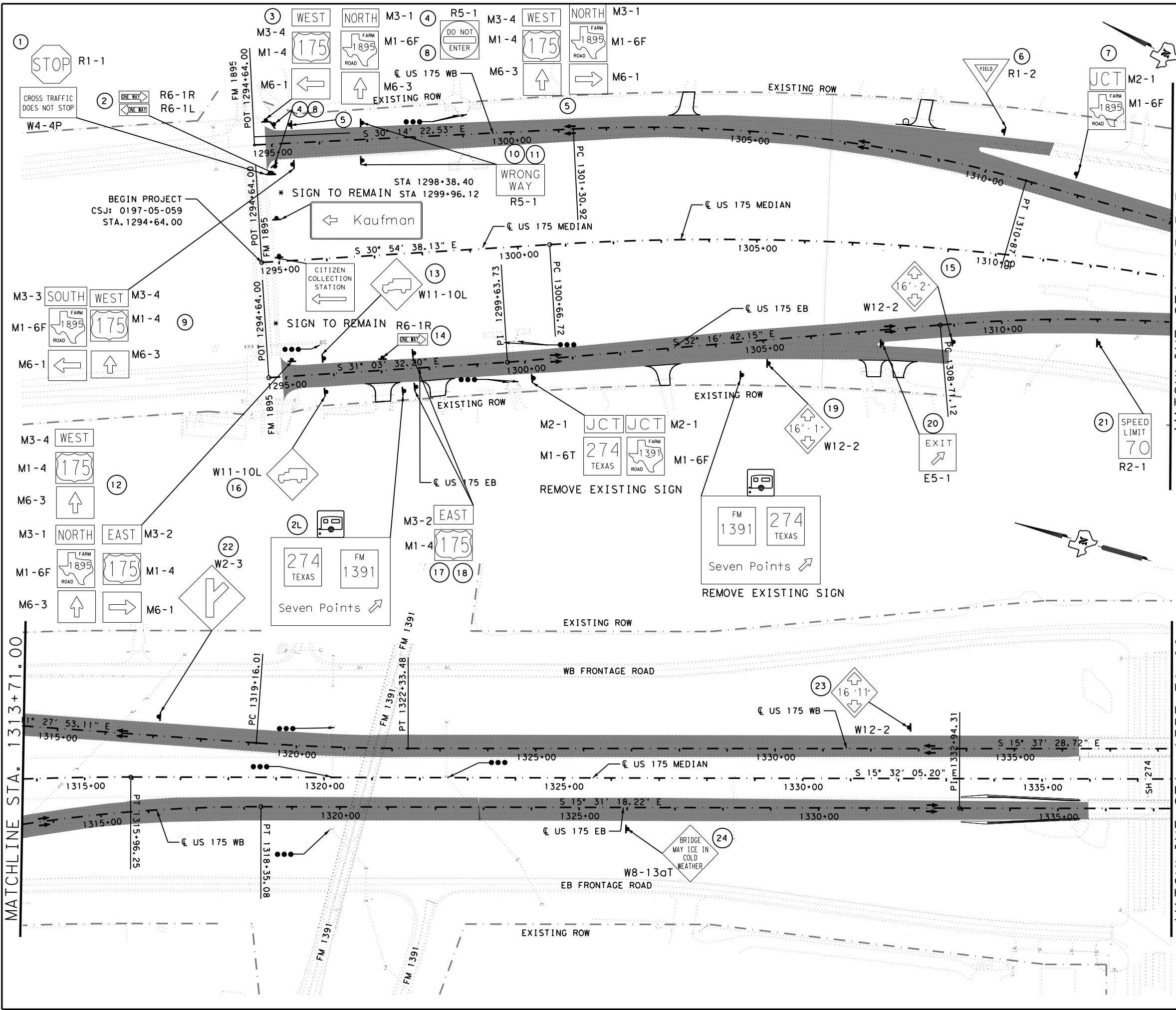
These riprap details are only applicable when notes that require placement of riprap with precast safety end treatments are shown elsewhere in the plans.

Precast units with integrally cast riprap are permitted unless noted otherwise on the plans.

				Bridge Division Standard	
PRECAST SAFETY END TREATMENT TYPE II RIPRAP DETAILS PSET-RR					
FILE: psetrrse-20.dgn	DN: GAF	CK: TxDOT	DW: JRP	CK: GAF	
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0197	05	059	US 175	
DIST	COUNTY		SHEET NO.		
DAL	KAUFMAN		235		

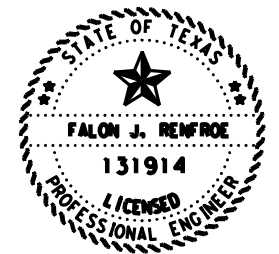
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FILE: \\xtdot\project\wise\line.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\8 - Traffic\01_Signing and Pavment Markings Sheets.dgn



- LEGEND:**
- INSTL OM ASSM (OM-22) (FLX) GND
 - ⚡ DELINEATOR
 - ⚡⚡ DOUBLE DELINEATOR
 - ⚡⚡ BIDIRECTIONAL DELINEATOR
 - ⚡ SMALL ROAD SIGN
 - ⊙ PROP. SMALL SIGN
 - ⊙ PROP. LARGE SIGN
 - ⊙ PROP. MAIL BOX
 - * EXISTING SIGN TO REMAIN
 - ** EXISTING SIGN TO BE RELOCATED ON NEW POST
 - ROAD WORK AREA

- NOTES:**
1. MATCH LINE STATIONS BASED ON C US 175 MEDIAN.
 2. ALL SIGNS WILL BE REPLACED UNLESS OTHERWISE NOTED.



Falon Renfro P.E. 04.13.23
Signature of Registrant & Date

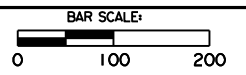
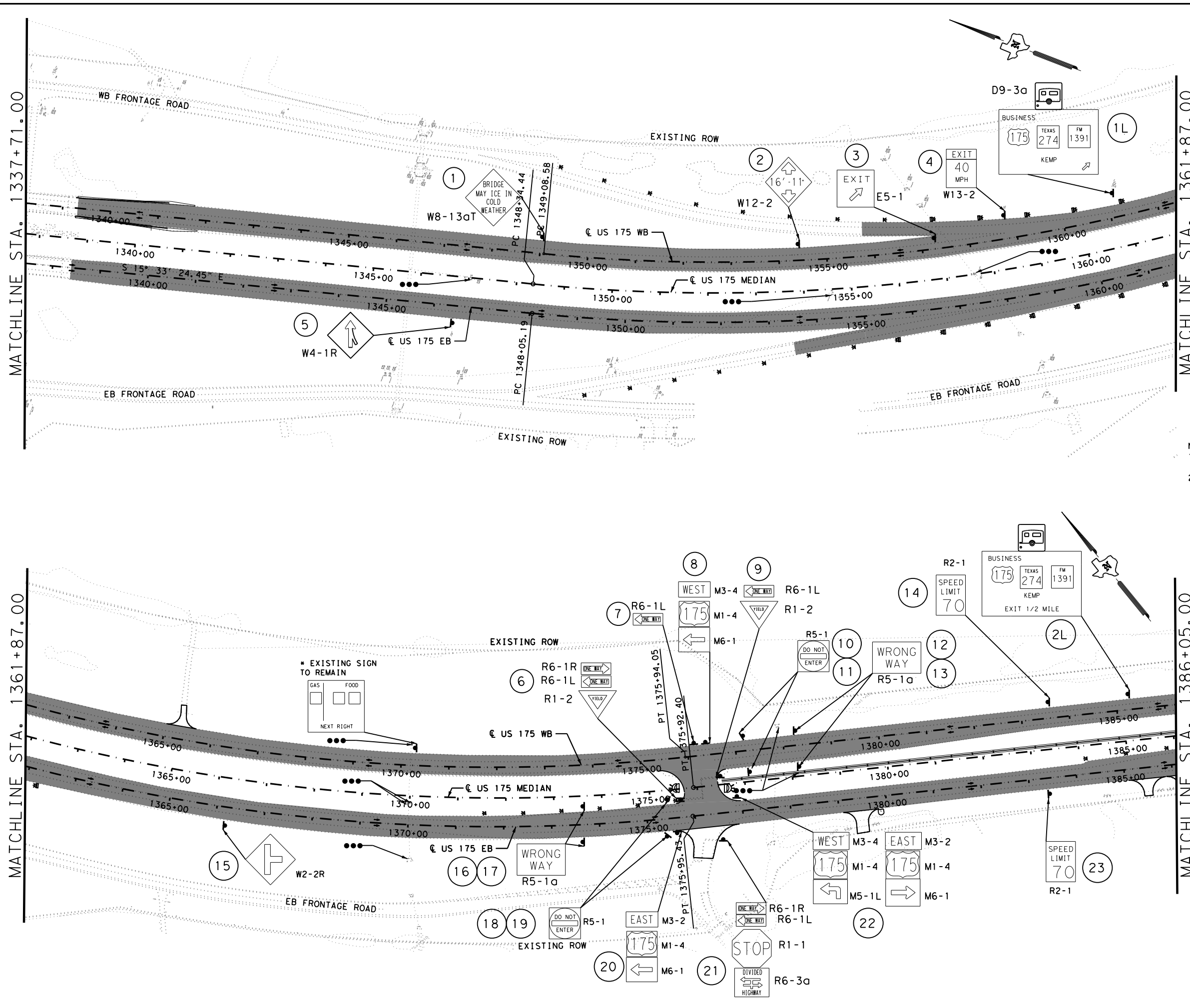


US 175 SIGNING LAYOUT

SCALE: 1"=200' SHEET 1 OF 12

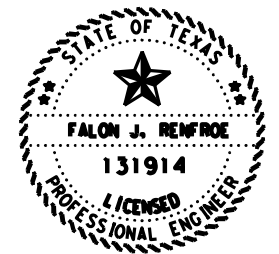
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	236
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/12/2023 4:15:12 PM
 FILE: pw:\dot\project\wise\line.com:TxDOT\5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\8. Traffic\01_SIGNING AND PAVMT MARKINGS SHEETS.dgn



- LEGEND:
- INSTL OM ASSM (OM-22) (FLX)GND
 - ≡ DELINEATOR
 - ≡≡ DOUBLE DELINEATOR
 - ≡≡≡ BIDIRECTIONAL DELINEATOR
 - † SMALL ROAD SIGN
 - ⊙ PROP. SMALL SIGN
 - ⊙(L) PROP. LARGE SIGN
 - PROP. MAIL BOX
 - * EXISTING SIGN TO REMAIN
 - ** EXISTING SIGN TO BE RELOCATED ON NEW POST
 - ROAD WORK AREA

- NOTES:
1. MATCH LINE STATIONS BASED ON C US 175 MEDIAN.
 2. ALL SIGNS WILL BE REPLACED UNLESS OTHERWISE NOTED.



Falon Renfro
 Signature of Registrant & Date 04.13.23

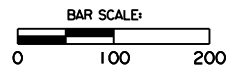
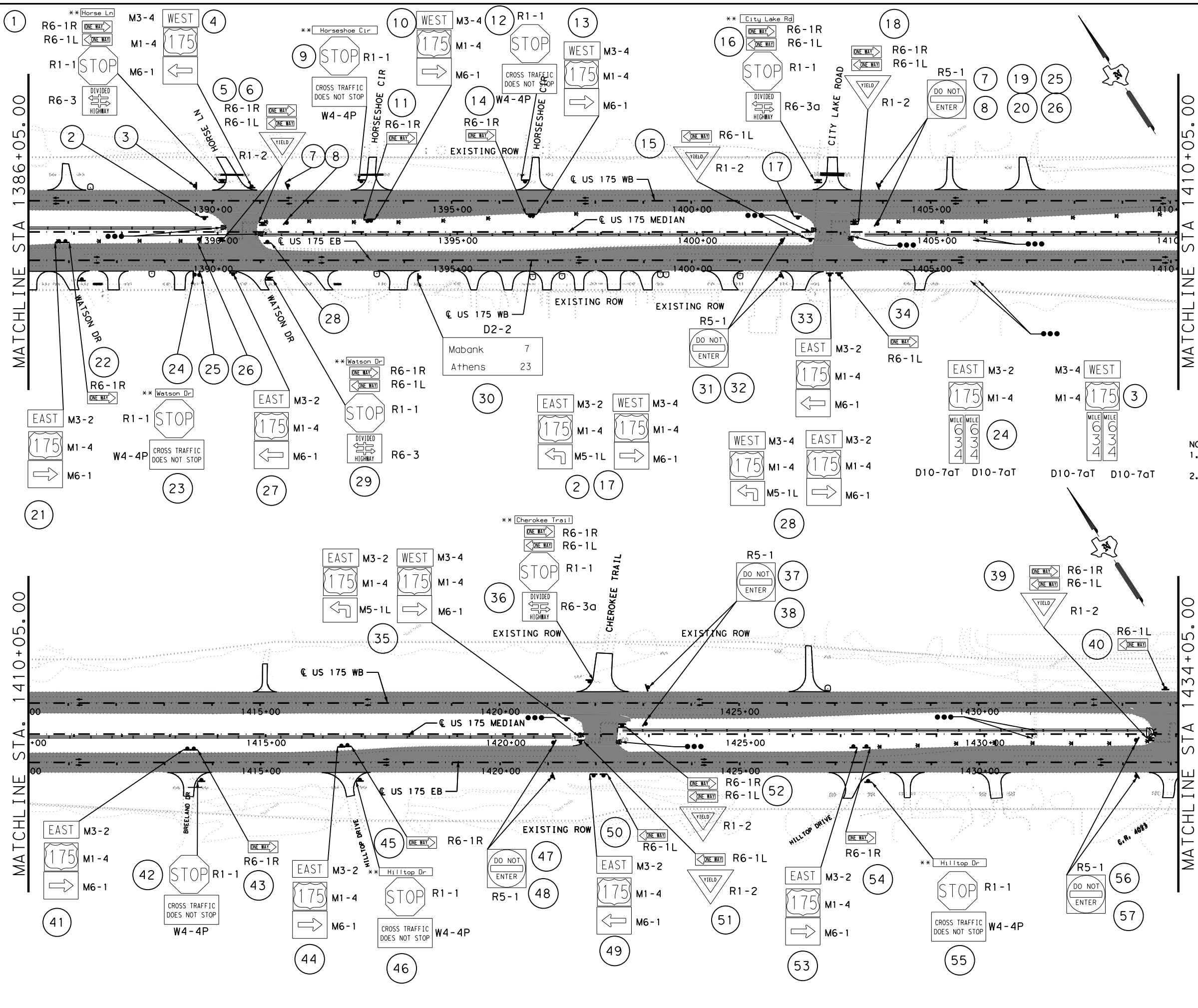


US 175 SIGNING LAYOUT

SCALE: 1"=200' SHEET 2 OF 12

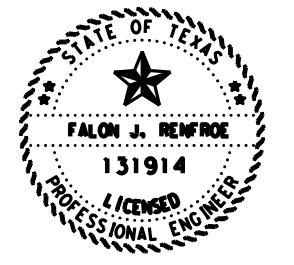
DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						237

DATE: 4/12/2023 4:15:13 PM
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- LEGEND:
- INSTL ON ASSM (OM-22) (FLX) GND
 - ⚡ DELINEATOR
 - ⚡⚡ DOUBLE DELINEATOR
 - ⚡⚡ BIDIRECTIONAL DELINEATOR
 - † SMALL ROAD SIGN
 - ⊙ PROP. SMALL SIGN
 - ⊙ PROP. LARGE SIGN
 - ⊙ PROP. MAIL BOX
 - * EXISTING SIGN TO REMAIN
 - ** EXISTING SIGN TO BE RELOCATED ON NEW POST
 - ▬ ROAD WORK AREA

- NOTES:
1. MATCH LINE STATIONS BASED ON ☉ US 175 MEDIAN.
 2. ALL SIGNS WILL BE REPLACED UNLESS OTHERWISE NOTED.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

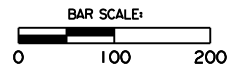
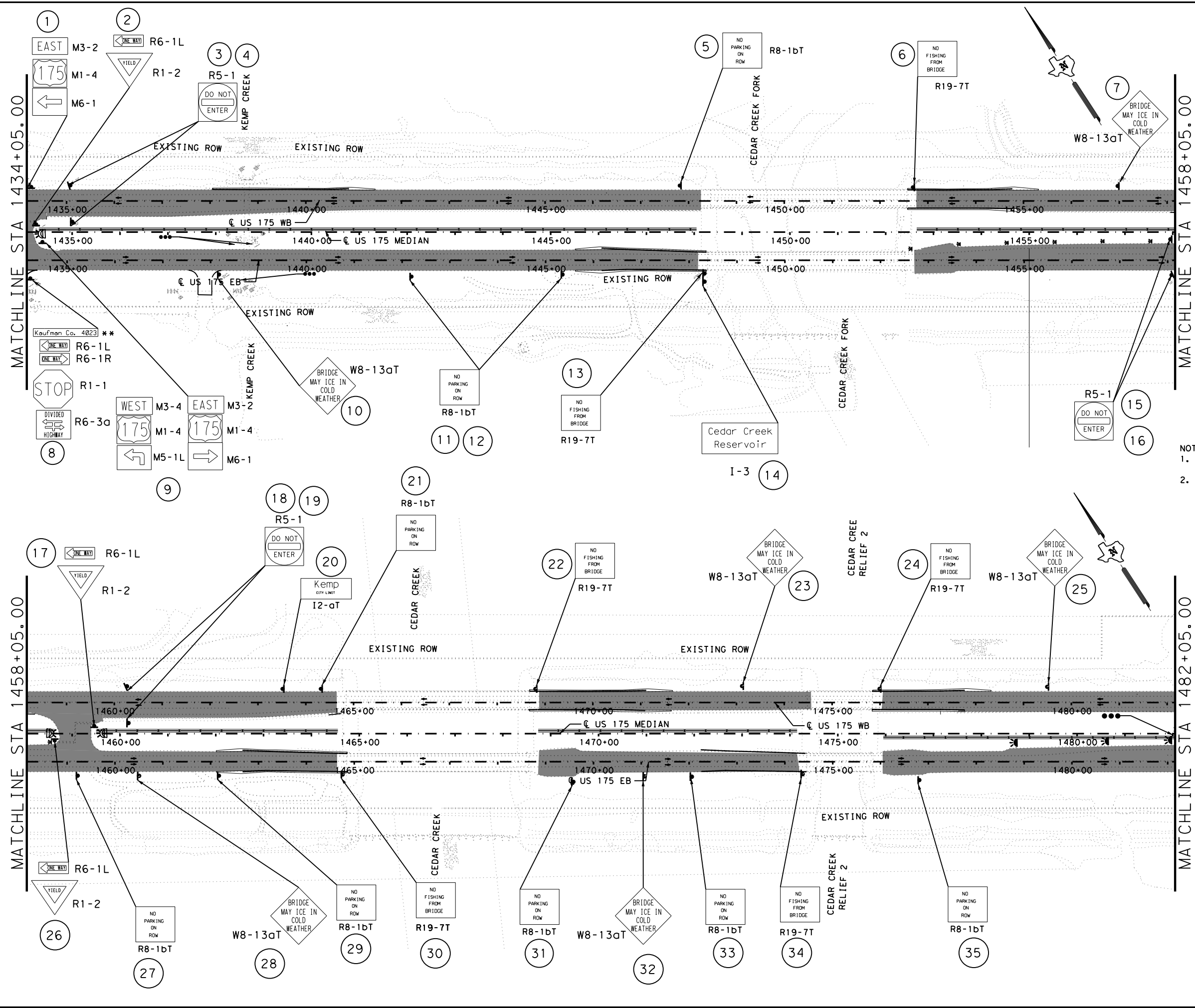


US 175 SIGNING LAYOUT

SCALE: 1"=200' SHEET 3 OF 12

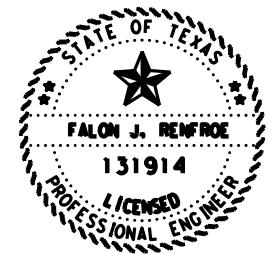
DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						238

DATE: 4/25/2023 10:24:59 AM
 FILE: pw:\xtdot\projectwise\line.com\TxDOT5\Documents\18 - DAL\Design Projects\019705059\4 - Design\Plan Set\8 - Traffic\01_SIGNING AND PAVMT MARKINGS SHEETS.dgn



- LEGEND:**
- INSTL OM ASSM (OM-2Z) (FLX) GND
 - ⚡ DELINEATOR
 - ⚡⚡ DOUBLE DELINEATOR
 - ⚡⚡ BIDIRECTIONAL DELINEATOR
 - † SMALL ROAD SIGN
 - ⊕ PROP. SMALL SIGN
 - ⊗ PROP. LARGE SIGN
 - ☐ PROP. MAIL BOX
 - * EXISTING SIGN TO REMAIN
 - ** EXISTING SIGN TO BE RELOCATED ON NEW POST
 - ▬ ROAD WORK AREA

- NOTES:**
1. MATCH LINE STATIONS BASED ON C US 175 MEDIAN.
 2. ALL SIGNS WILL BE REPLACED UNLESS OTHERWISE NOTED.



Falon Renfro P.E. 04.26.23
 Signature of Registrant & Date

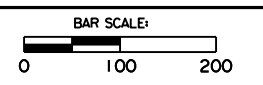
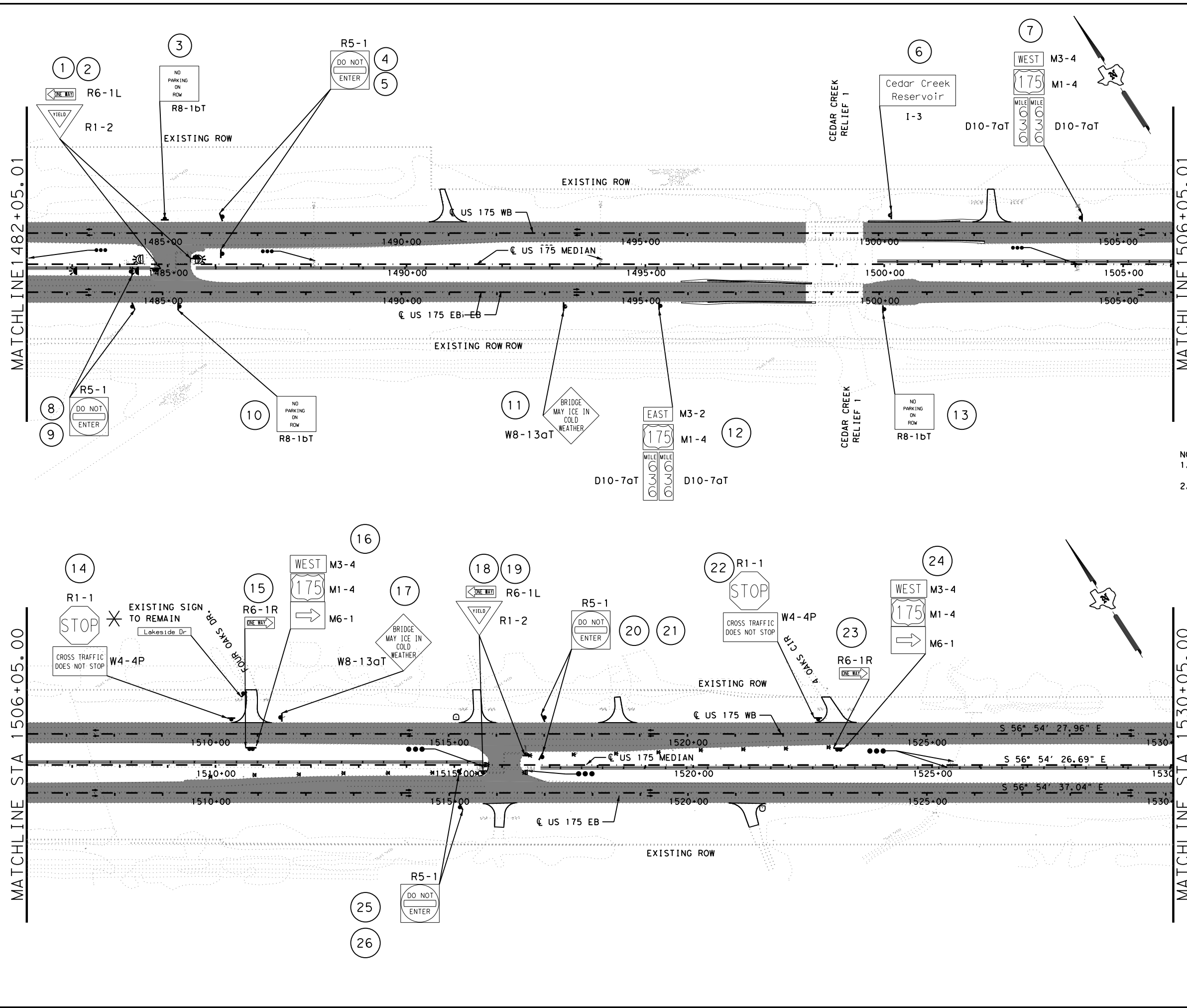


US 175 SIGNING LAYOUT

SCALE: 1"=200' SHEET 4 OF 12

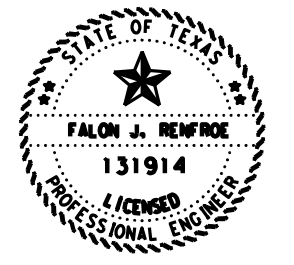
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	239
CHECK	CONTROL	SECTION	JOB	
VD	0197	05	059	

DATE: 4/25/2023 10:18:16 AM
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- LEGEND:
- INSTL OM ASSM (OM-2Z) (FLX) GND
 - ⚡ DELINEATOR
 - ⚡⚡ DOUBLE DELINEATOR
 - ⚡⚡ BIDIRECTIONAL DELINEATOR
 - † SMALL ROAD SIGN
 - ⊙ PROP. SMALL SIGN
 - ⊙ PROP. LARGE SIGN
 - ⊠ PROP. MAIL BOX
 - * EXISTING SIGN TO REMAIN
 - ** EXISTING SIGN TO BE RELOCATED ON NEW POST
 - ROAD WORK AREA

- NOTES:
1. MATCH LINE STATIONS BASED ON ☉ US 175 MEDIAN.
 2. ALL SIGNS WILL BE REPLACED UNLESS OTHERWISE NOTED.



Falon Renfro P.E. 04.26.23
 Signature of Registrant & Date



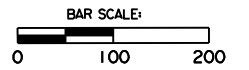
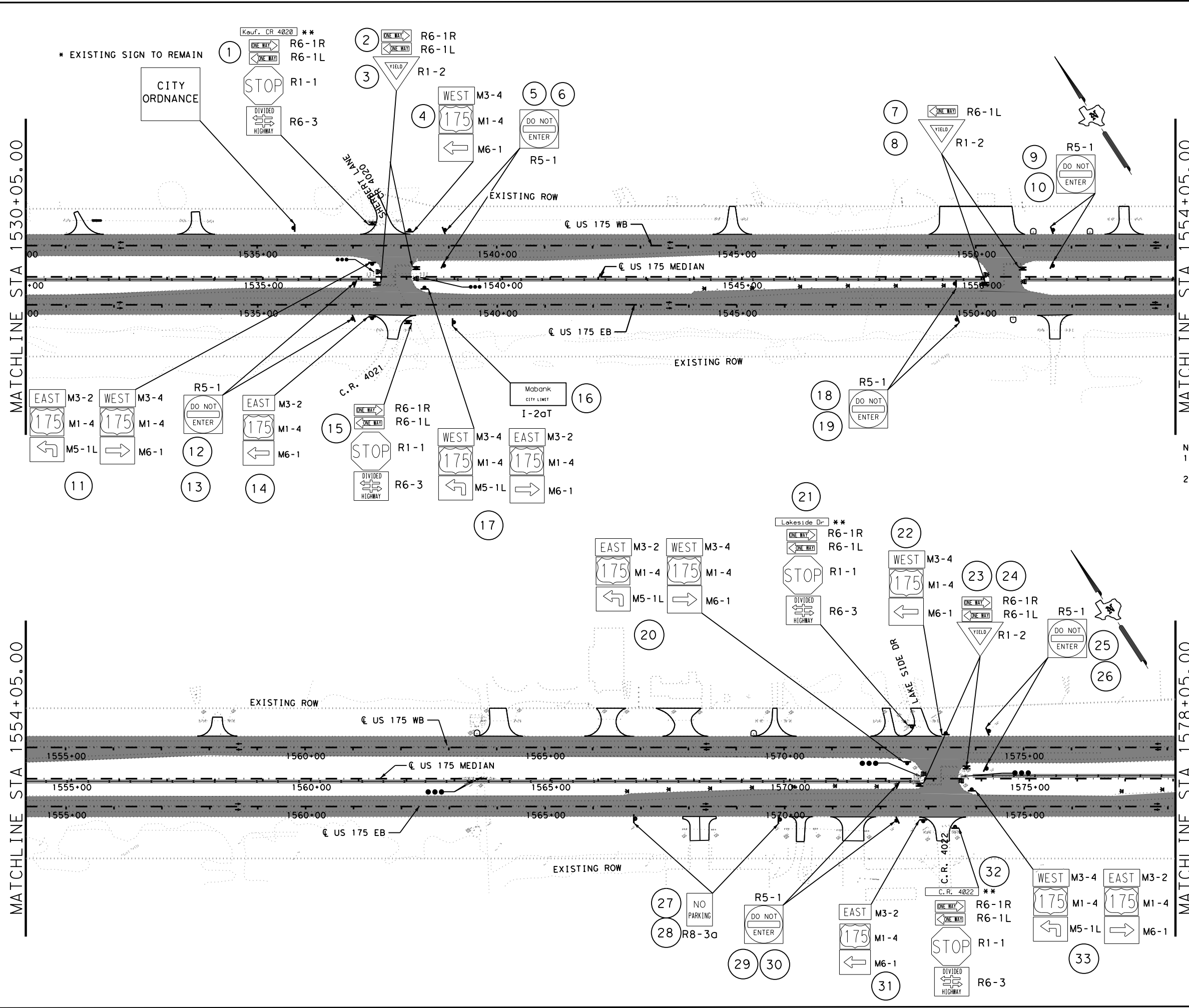
US 175 SIGNING LAYOUT

SCALE: 1"=200' SHEET 5 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059

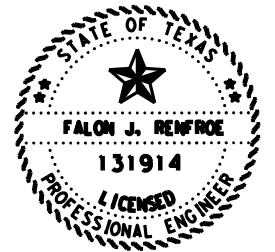
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- LEGEND:
- INSTL OM ASSM (OM-22) (FLX) GND
 - ▬ DELINEATOR
 - ▬▬ DOUBLE DELINEATOR
 - ▬▬ BIDIRECTIONAL DELINEATOR
 - † SMALL ROAD SIGN
 - ⊙ PROP. SMALL SIGN
 - ⊙ PROP. LARGE SIGN
 - ⊙ PROP. MAIL BOX
 - * EXISTING SIGN TO REMAIN
 - ** EXISTING SIGN TO BE RELOCATED ON NEW POST
 - ROAD WORK AREA

- NOTES:
1. MATCH LINE STATIONS BASED ON C US 175 MEDIAN.
 2. ALL SIGNS WILL BE REPLACED UNLESS OTHERWISE NOTED.



Falon Renfro
 Signature of Registrant & Date P.E. 04.13.23

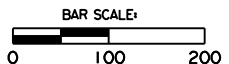
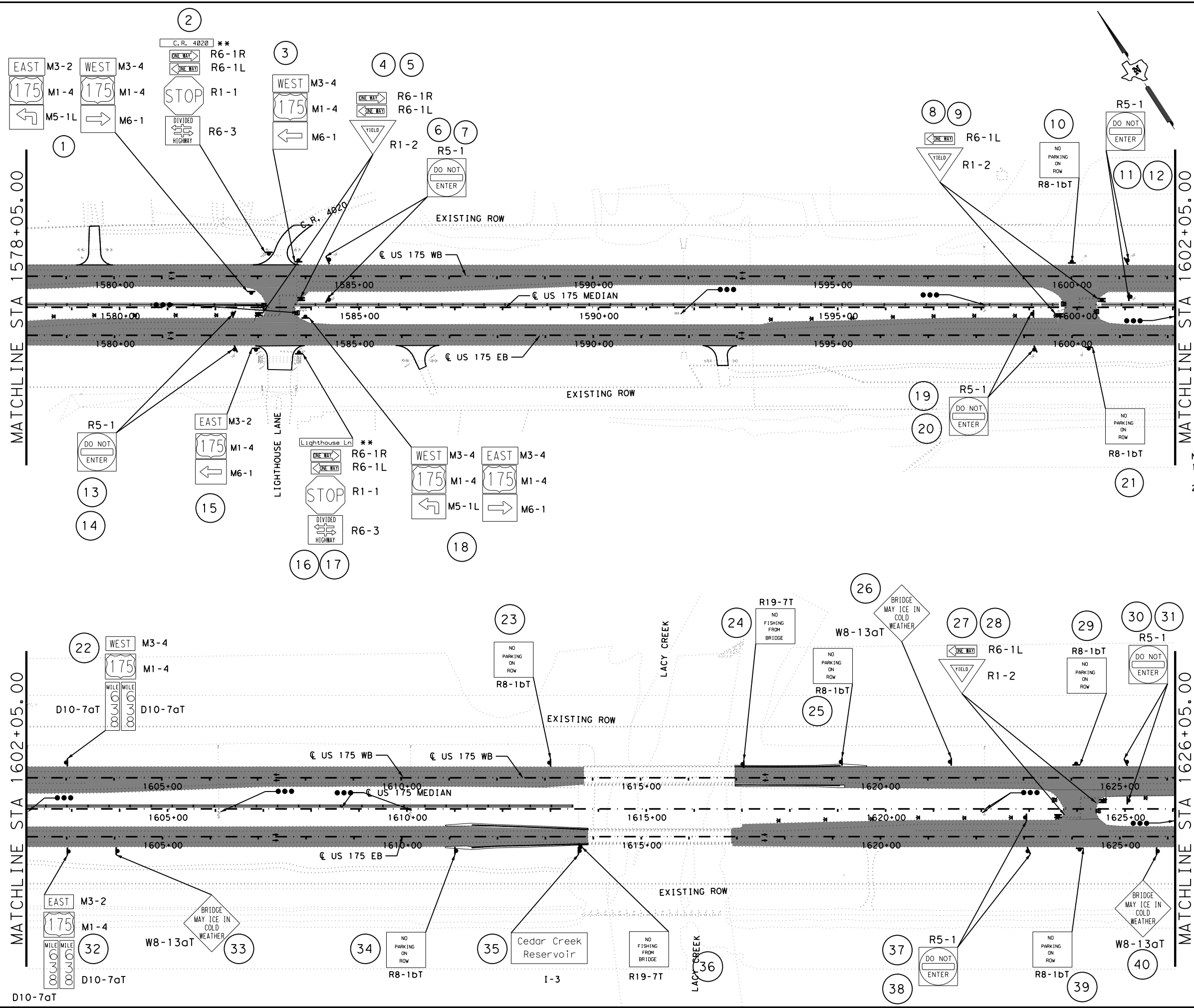


US 175 SIGNING LAYOUT

SCALE: 1"=200' SHEET 6 OF 12

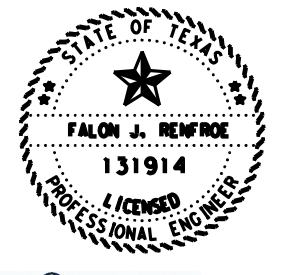
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS				
FR	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	241
JR	CONTROL	SECTION	JOB	
CHECK	VD	0197	05 059	

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- LEGEND:
- INSTL OM ASSM (OM-2Z) (FLX) GND
 - ≡ DELINEATOR
 - ≡≡ DOUBLE DELINEATOR
 - ≡≡≡ BIDIRECTIONAL DELINEATOR
 - ↑ SMALL ROAD SIGN
 - ⊙ PROP. SMALL SIGN
 - ⊙ PROP. LARGE SIGN
 - ⊙ PROP. MAIL BOX
 - * EXISTING SIGN TO REMAIN
 - ** EXISTING SIGN TO BE RELOCATED ON NEW POST
 - ROAD WORK AREA

- NOTES:
1. MATCH LINE STATIONS BASED ON ☉ US 175 MEDIAN.
 2. ALL SIGNS WILL BE REPLACED UNLESS OTHERWISE NOTED.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

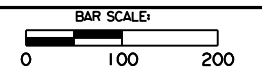
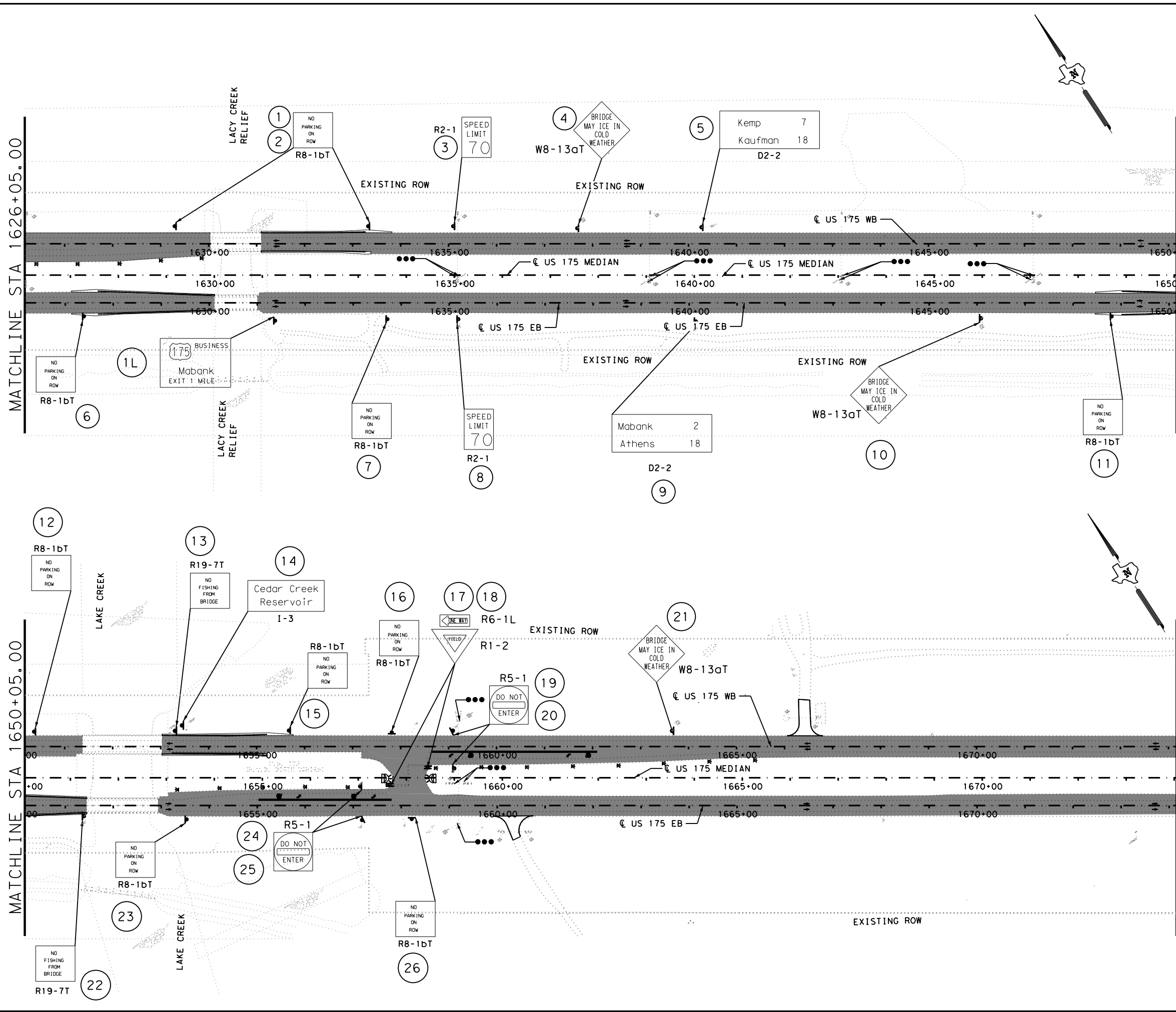


US 175 SIGNING LAYOUT

SCALE: 1"=200' SHEET 7 OF 12

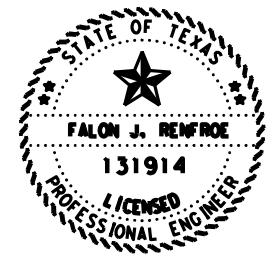
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	242
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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- LEGEND:
- INSTL OM ASSM (OM-2Z) (FLX)GND
 - ⚡ DELINEATOR
 - ⚡⚡ DOUBLE DELINEATOR
 - ⚡⚡ BIDIRECTIONAL DELINEATOR
 - † SMALL ROAD SIGN
 - ⊕ PROP. SMALL SIGN
 - ⊕ PROP. LARGE SIGN
 - ⊕ PROP. MAIL BOX
 - * EXISTING SIGN TO REMAIN
 - ** EXISTING SIGN TO BE RELOCATED ON NEW POST
 - ROAD WORK AREA

- NOTES:
1. MATCH LINE STATIONS BASED ON C US 175 MEDIAN.
 2. ALL SIGNS WILL BE REPLACED UNLESS OTHERWISE NOTED.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

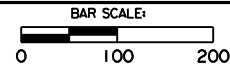


US 175 SIGNING LAYOUT

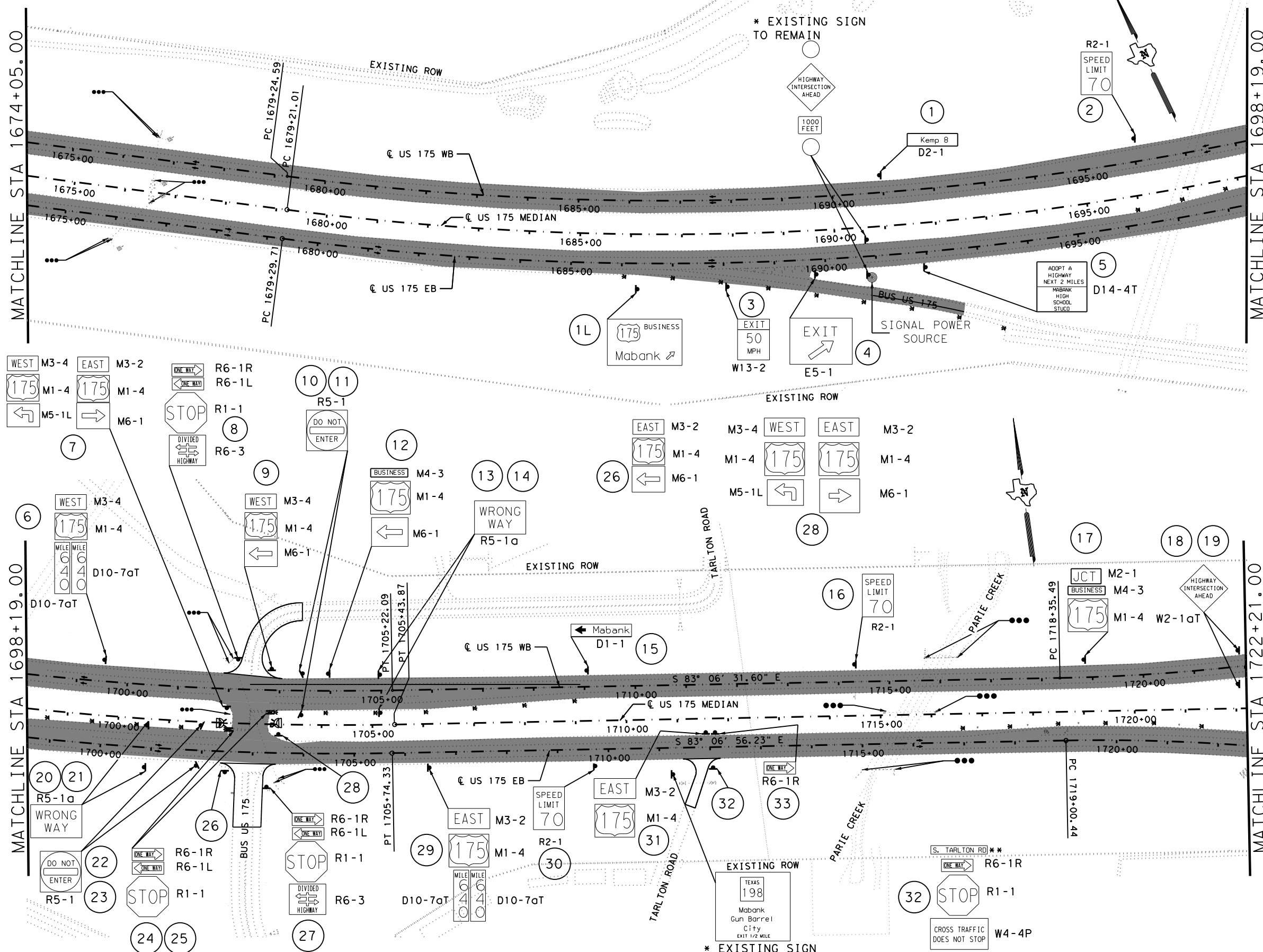
SCALE: 1"=200' SHEET 8 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	243
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

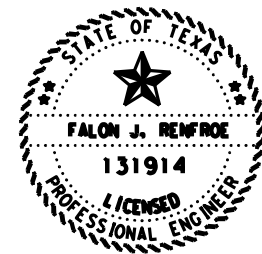
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- LEGEND:
- INSTL OM ASSM (OM-22) (FLX)GND
 - ⚡ DELINEATOR
 - ⚡⚡ DOUBLE DELINEATOR
 - ⚡⚡⚡ BIDIRECTIONAL DELINEATOR
 - † SMALL ROAD SIGN
 - ⊙ PROP. SMALL SIGN
 - ⊚ PROP. LARGE SIGN
 - ☐ PROP. MAIL BOX
 - * EXISTING SIGN TO REMAIN
 - ** EXISTING SIGN TO BE RELOCATED ON NEW POST
 - ROAD WORK AREA



- NOTES:
1. MATCH LINE STATIONS BASED ON ☐ US 175 MEDIAN.
 2. ALL SIGNS WILL BE REPLACED UNLESS OTHERWISE NOTED.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

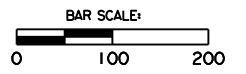
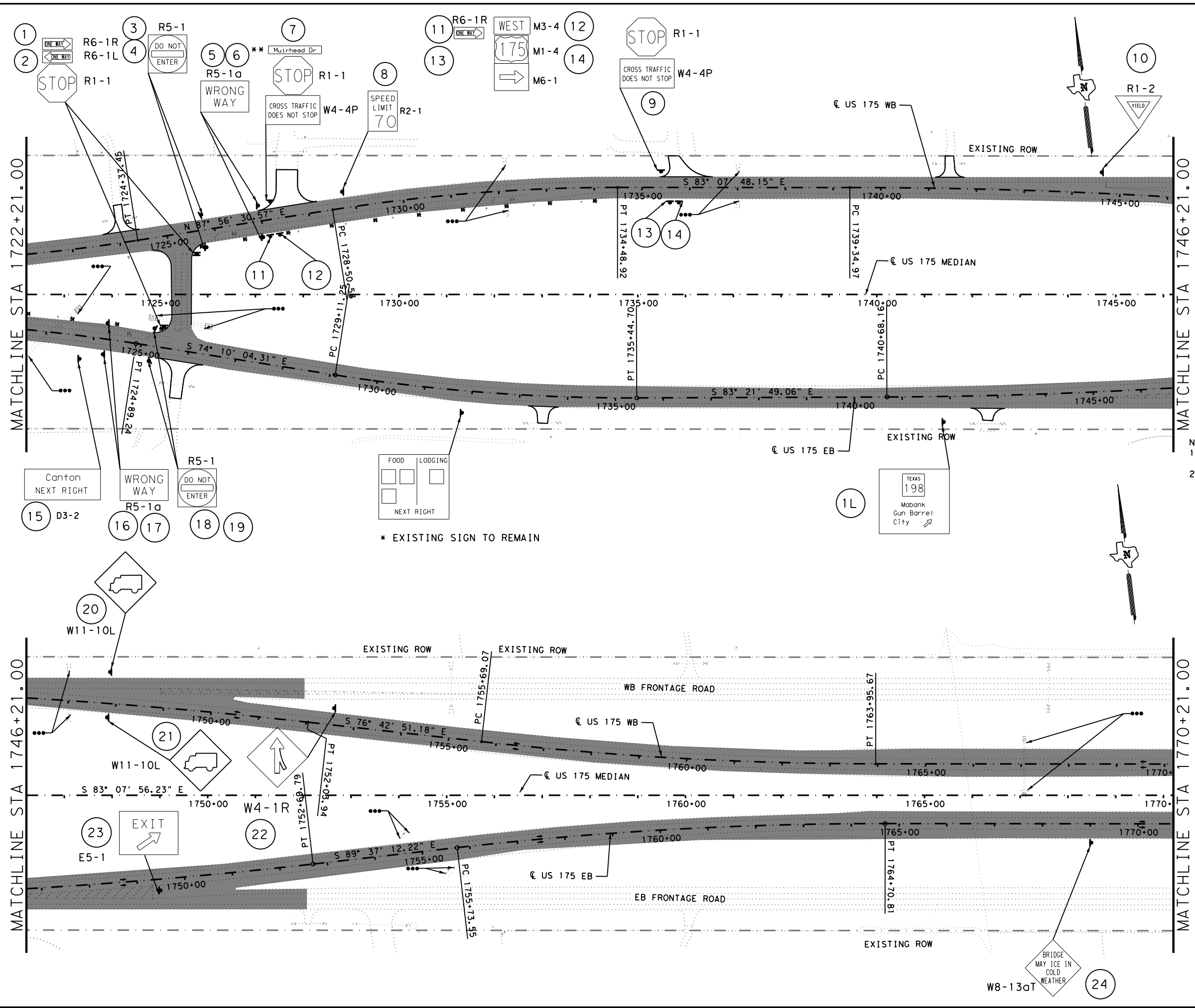


US 175 SIGNING LAYOUT

SCALE: 1"=200' SHEET 9 OF 12

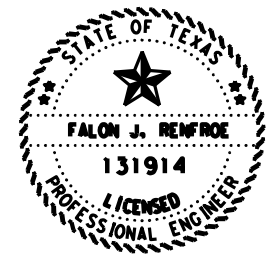
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GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN	
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059	
CHECK	VD						SHEET NO.	244

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- LEGEND:**
- INSTL OM ASSM (OM-22) (FLX) GND
 - ≡ DELINEATOR
 - ≡≡ DOUBLE DELINEATOR
 - ≡≡≡ BIDIRECTIONAL DELINEATOR
 - ⊥ SMALL ROAD SIGN
 - ⊙ PROP. SMALL SIGN
 - ⊕ PROP. LARGE SIGN
 - PROP. MAIL BOX
 - * EXISTING SIGN TO REMAIN
 - ** EXISTING SIGN TO BE RELOCATED ON NEW POST
 - ROAD WORK AREA

- NOTES:**
1. MATCH LINE STATIONS BASED ON C US 175 MEDIAN.
 2. ALL SIGNS WILL BE REPLACED UNLESS OTHERWISE NOTED.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

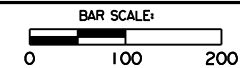


US 175 SIGNING LAYOUT

SCALE: 1"=200' SHEET 10 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	245
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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LEGEND:

- INSTL OM ASSM (OM-2Z) (FLX) GND
- ⚡ DELINEATOR
- ⚡⚡ DOUBLE DELINEATOR
- ⚡⚡ BIDIRECTIONAL DELINEATOR
- ♣ SMALL ROAD SIGN
- ⊙ PROP. SMALL SIGN
- ⊙ PROP. LARGE SIGN
- ☐ PROP. MAIL BOX
- * EXISTING SIGN TO REMAIN
- ** EXISTING SIGN TO BE RELOCATED ON NEW POST
- ROAD WORK AREA

NOTES:

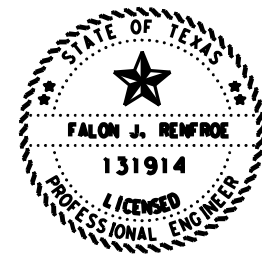
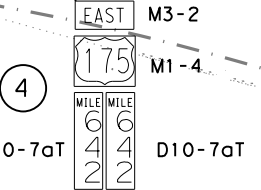
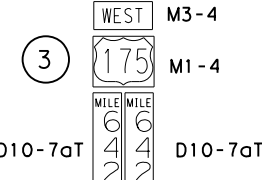
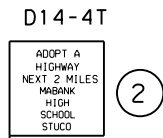
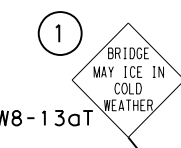
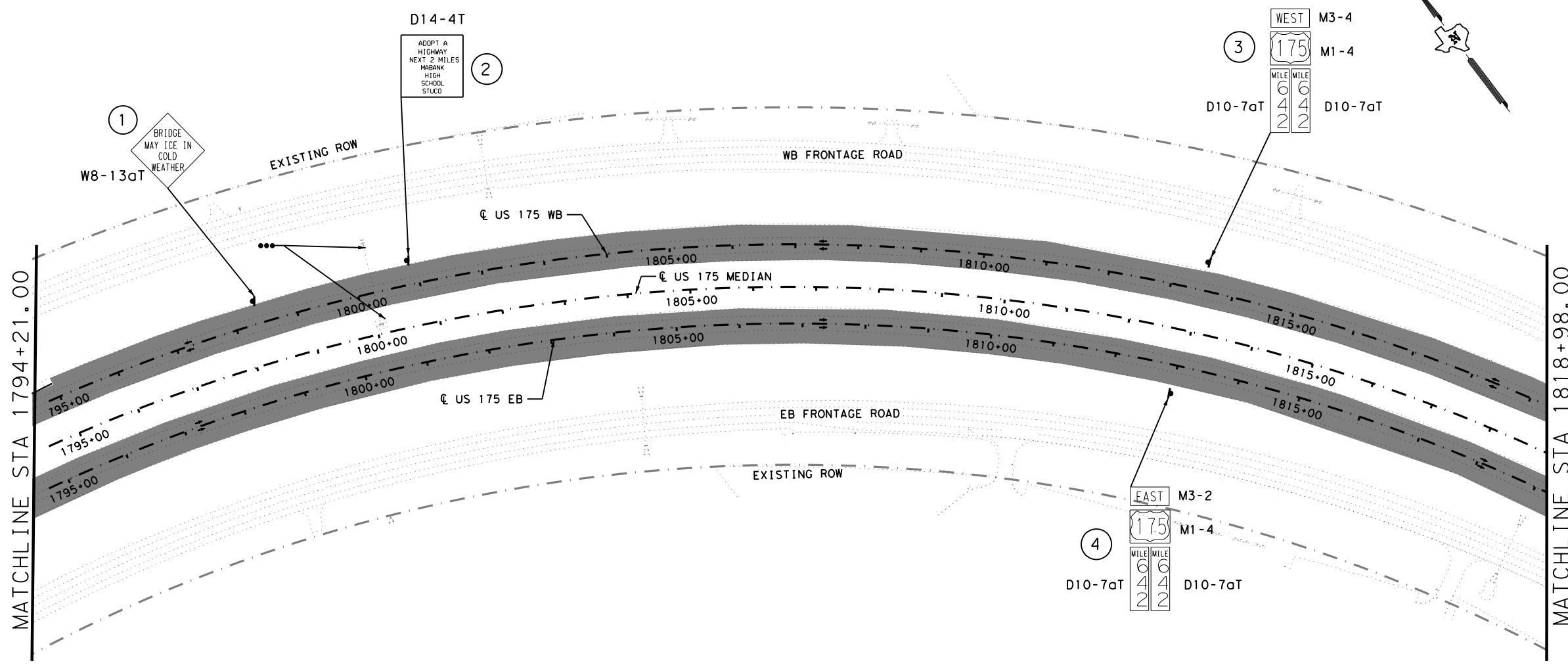
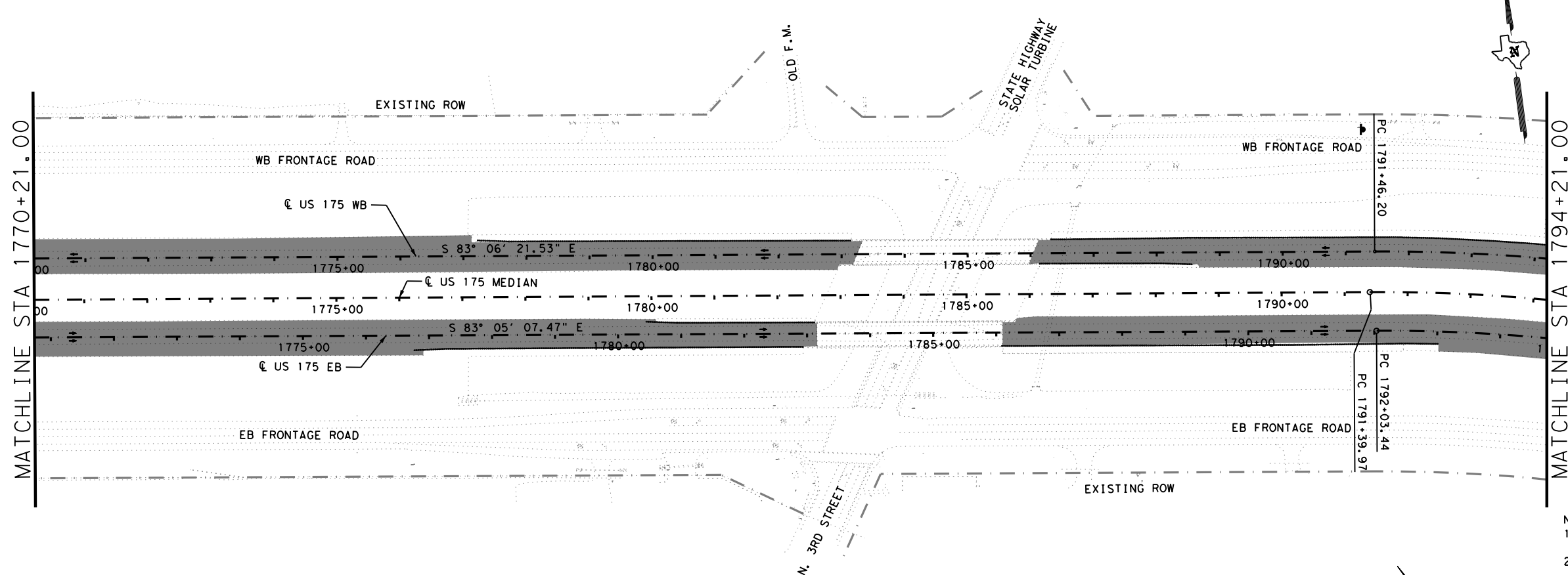
1. MATCH LINE STATIONS BASED ON ☉ US 175 MEDIAN.
2. ALL SIGNS WILL BE REPLACED UNLESS OTHERWISE NOTED.

MATCHLINE STA 1770+21.00

MATCHLINE STA 1794+21.00

MATCHLINE STA 1794+21.00

MATCHLINE STA 1818+98.00



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date

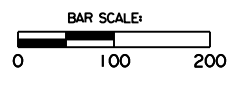
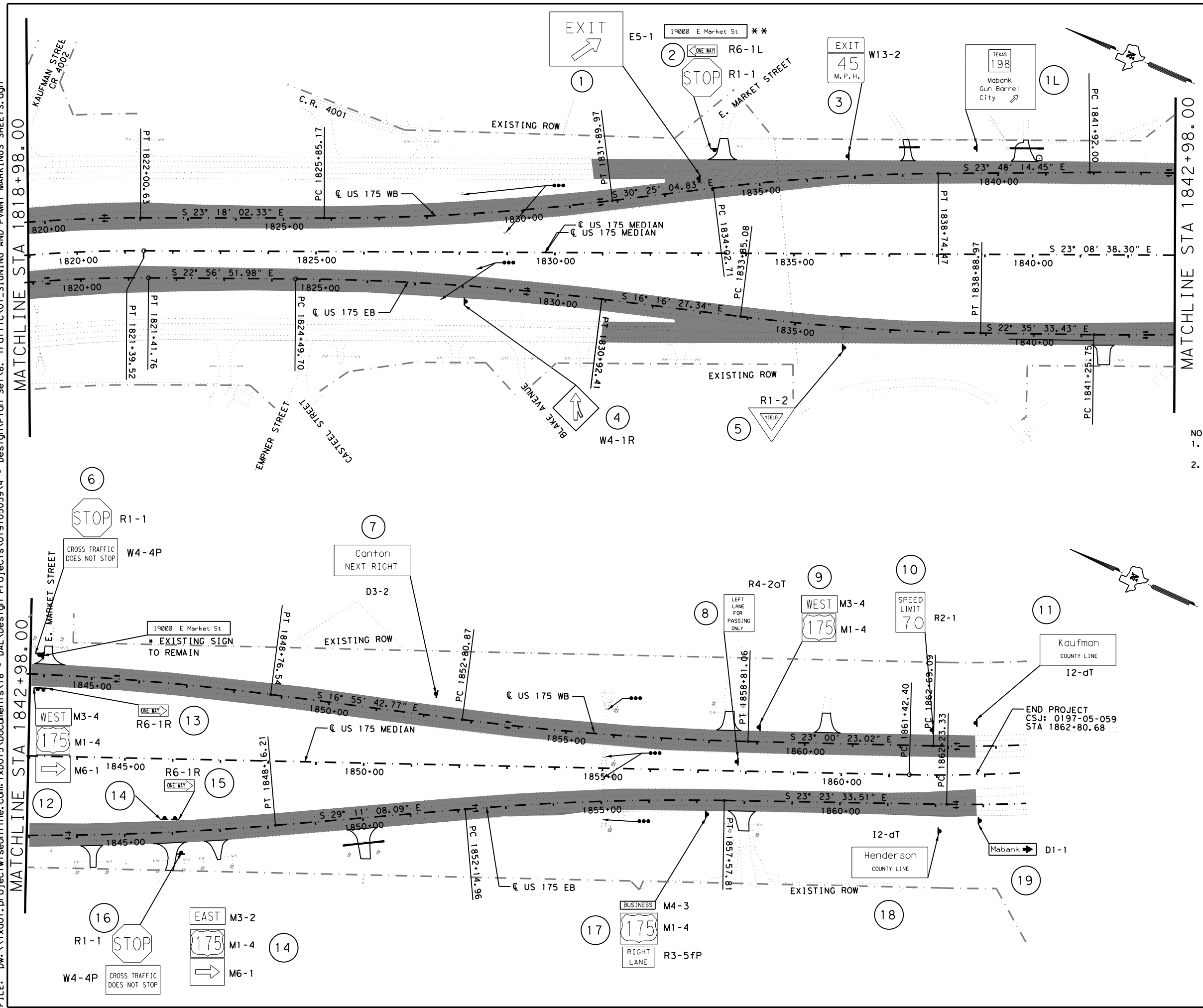


**US 175
SIGNING LAYOUT**

SCALE: 1"=200' SHEET 11 OF 12

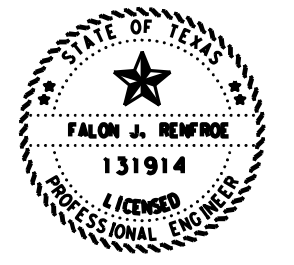
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GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						246

DATE: 4/25/2023 9:36:04 AM
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- LEGEND:
- INSTL OM ASSM (OM-2Z) (FLX) GND
 - ≡ DELINEATOR
 - ≡≡ DOUBLE DELINEATOR
 - ≡≡≡ BIDIRECTIONAL DELINEATOR
 - ↑ SMALL ROAD SIGN
 - ⊙ PROP. SMALL SIGN
 - ⊕ PROP. LARGE SIGN
 - ⊞ PROP. MAIL BOX
 - * EXISTING SIGN TO REMAIN
 - ** EXISTING SIGN TO BE RELOCATED ON NEW POST
 - ROAD WORK AREA

- NOTES:
1. MATCH LINE STATIONS BASED ON © US 175 MEDIAN.
 2. ALL SIGNS WILL BE REPLACED UNLESS OTHERWISE NOTED.



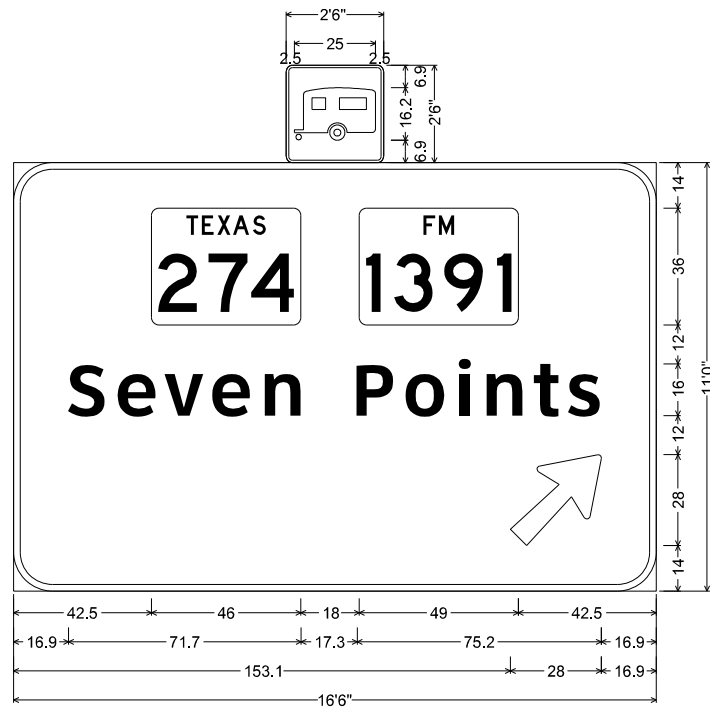
Falon Renfro
 Signature of Registrant P.E. 04.26.23
 & Date



US 175 SIGNING LAYOUT

SCALE: 1"=200' SHEET 12 OF 12

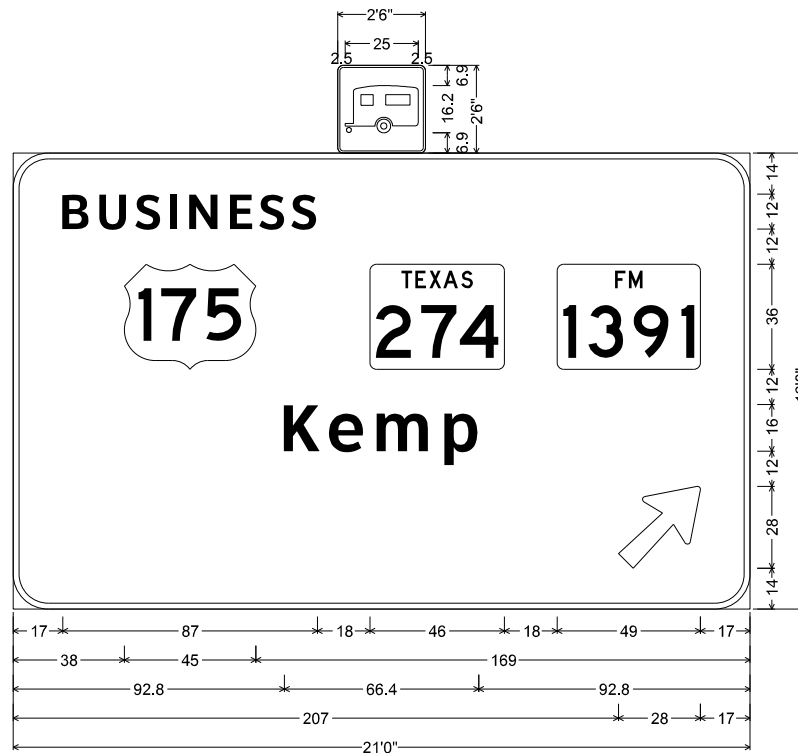
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	247
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05 059	



D9-3a_30x30;
1.9" Radius, 0.8" Border, White on Blue;
RM-020;

12.0" Radius, 2.0" Border, White on Green;
State Highway 274 M1-6T3; State Highway 1391 M1-6F4;
"Seven Points", ClearviewHwy-5-W-R; Arrow A-3 - 35.6" 45";

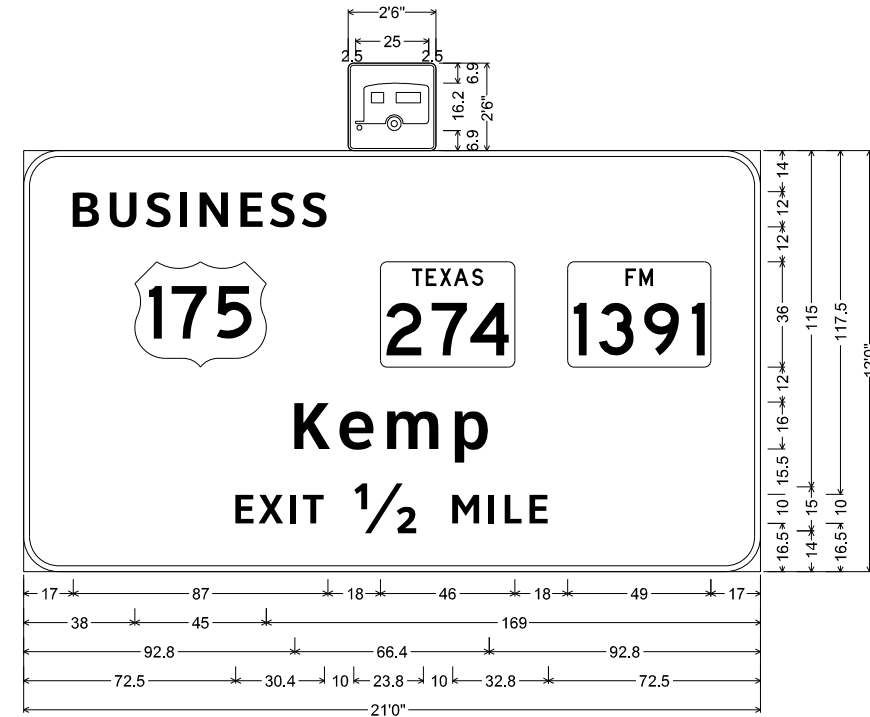
SHEET 1 SIGN 2L



D9-3a_30x30;
1.9" Radius, 0.8" Border, White on Blue;
RM-020;

12.0" Radius, 2.0" Border, White on Green;
"BUSINESS", ClearviewHwy-5-W-R; US 175 M1-4; State Highway 274 M1-6T3;
State Highway 1391 M1-6F4; "Kemp", ClearviewHwy-5-W-R; Arrow A-3 - 35.6" 45";

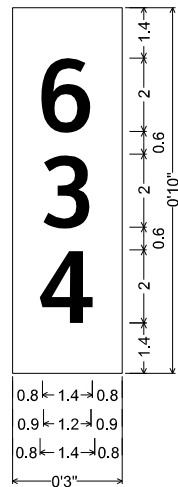
SHEET 2 SIGN 1L



D9-3a_30x30;
1.9" Radius, 0.8" Border, White on Blue;
RM-020;

12.0" Radius, 2.0" Border, White on Green;
"BUSINESS", ClearviewHwy-5-W-R; US 175 M1-4; State Highway 274 M1-6T3;
State Highway 1391 M1-6F4; "Kemp", ClearviewHwy-5-W-R; "EXIT", ClearviewHwy-5-W-R;
"1/2", ClearviewHwy-5-W-R; "MILE", ClearviewHwy-5-W-R;

SHEET 2 SIGN 2L



D10-7aT 3in;
No border, White on Green;
"6", ClearviewHwy-4-W;
"3", ClearviewHwy-4-W;
"4", ClearviewHwy-4-W;

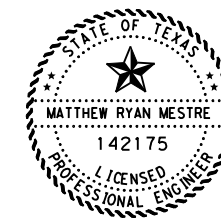
SHEET 3 SIGN 3
SHEET 3 SIGN 24



D2-2 8in;
1.9" Radius, 0.8" Border, White on Green;
"Mabank", ClearviewHwy-3-W; "7", ClearviewHwy-3-W;

1.9" Radius, 0.8" Border, White on Green;
"Athens", ClearviewHwy-3-W; "23", ClearviewHwy-3-W;

SHEET 3 SIGN 30



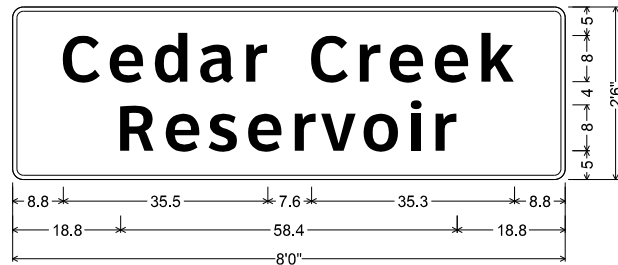
Matthew Ryan Mestre, P.E. 4/13/2023
Signature of Registrant Date



GUIDE SIGN DETAILS

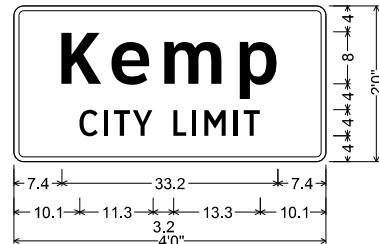
SCALE: NTS SHEET 1 OF 3

DESIGN/CK	FED. RD. DIV. NO.	PROJECT NUMBER		HIGHWAY NO.
MRM	6	(SEE TITLE SHEET)		US 175
MRM	STATE	DISTRICT	COUNTY	SHEET NO.
MAA	TEXAS	DAL	KAUFMAN	248
BA	CONTROL	SECTION	JOB	
	0197	05	059	



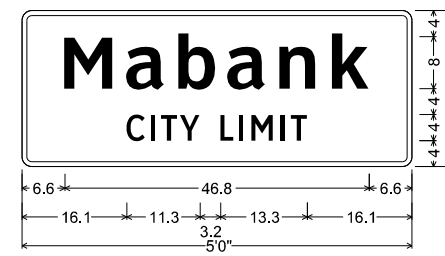
I-3 8in;
1.9" Radius, 0.8" Border, White on Green;
"Cedar Creek", ClearviewHwy-5-W-R;
"Reservoir", ClearviewHwy-5-W-R;

SHEET 4 SIGN 14
SHEET 5 SIGN 6
SHEET 7 SIGN 35
SHEET 8 SIGN 14



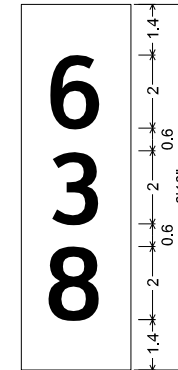
I-2aT 8in;
1.5" Radius, 0.8" Border, White on Green;
"Kemp", ClearviewHwy-5-W-R;
"CITY LIMIT", ClearviewHwy-3-W;

SHEET 4 SIGN 20



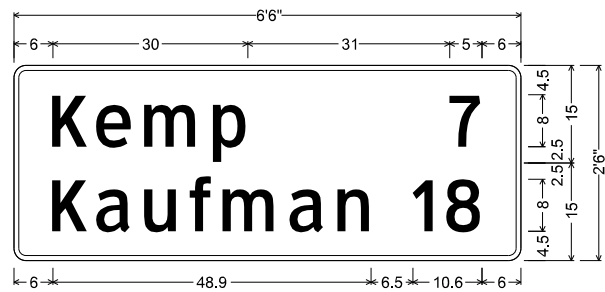
I-2aT 8in;
1.5" Radius, 0.8" Border, White on Green;
"Mabank", ClearviewHwy-5-W-R;
"CITY LIMIT", ClearviewHwy-3-W;

SHEET 6 SIGN 16



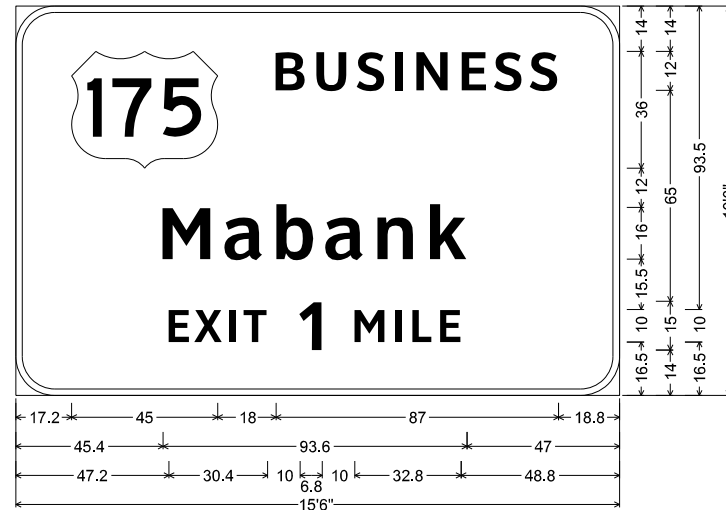
D10-7aT 3in;
No border, White on Green;
"6", ClearviewHwy-4-W;
"3", ClearviewHwy-4-W;
"8", ClearviewHwy-4-W;

SHEET 7 SIGN 22
SHEET 7 SIGN 32



D2-2 8in;
1.9" Radius, 0.8" Border, White on Green;
"Kemp", ClearviewHwy-3-W; "7", ClearviewHwy-3-W;
"Kaufman", ClearviewHwy-3-W; "18", ClearviewHwy-3-W;

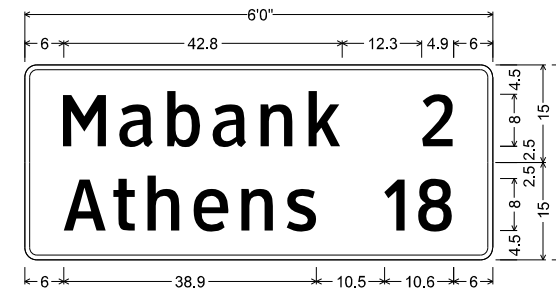
SHEET 8 SIGN 5



12.0" Radius, 2.0" Border, White on Green;
US 175 M1-4; "BUSINESS", ClearviewHwy-5-W-R;
"Mabank", ClearviewHwy-5-W-R; "EXIT", ClearviewHwy-5-W-R;
"1", ClearviewHwy-5-W-R; "MILE", ClearviewHwy-5-W-R;

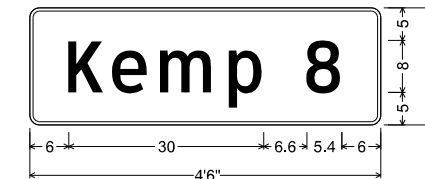
SHEET 8 SIGN 1L

SHEET 5 SIGN 7
SHEET 5 SIGN 12



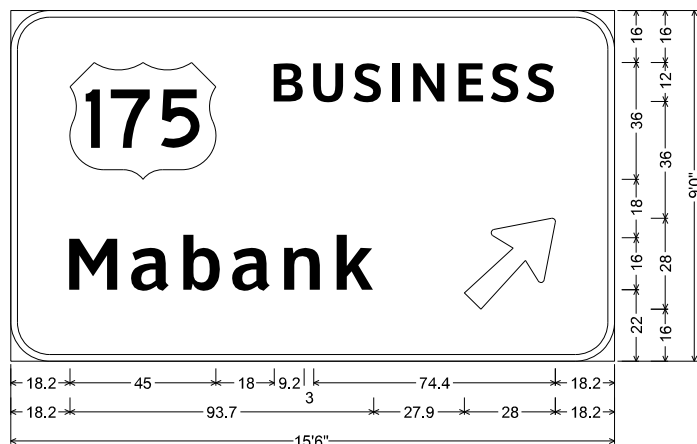
D2-2 8in;
1.9" Radius, 0.8" Border, White on Green;
"Mabank", ClearviewHwy-3-W; "2", ClearviewHwy-3-W;
"Athens", ClearviewHwy-3-W; "18", ClearviewHwy-3-W;

SHEET 8 SIGN 9



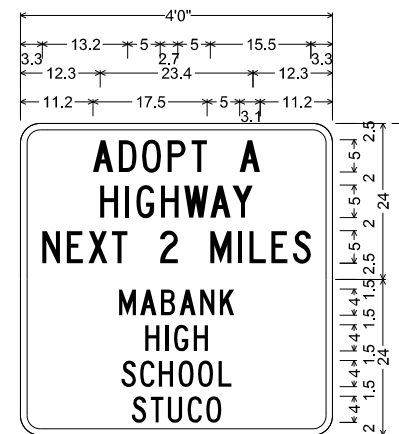
D2-1 8in;
1.5" Radius, 0.5" Border, White on Green;
"Kemp", ClearviewHwy-3-W;
"8", ClearviewHwy-3-W;

SHEET 9 SIGN 1



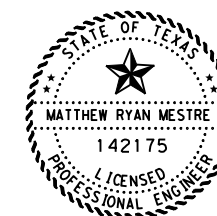
12.0" Radius, 2.0" Border, White on Green;
US 175 M1-4; "BUSINESS", ClearviewHwy-5-W-R;
"Mabank", ClearviewHwy-5-W-R; Arrow A-3 - 35.6" 45";

SHEET 9 SIGN 1L



D14-4T-4_48x48;
3.0" Radius, 1.0" Border, White on Blue;
"ADOPT A", C; "HIGHWAY", C;
"NEXT 2 MILES", C;
3.0" Radius, 1.0" Border, White on Blue;
"MABANK", C; "HIGH", C;
"SCHOOL", C; "STUCO", C;

SHEET 9 SIGN 5
SHEET 11 SIGN 2

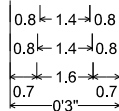
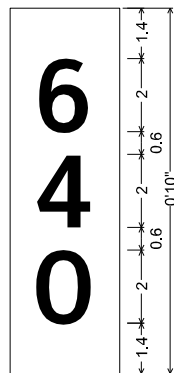


Matthew Ryan Mestres, P.E. 4/13/2023
Signature of Registrant Date

GUIDE SIGN DETAILS

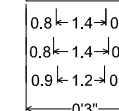
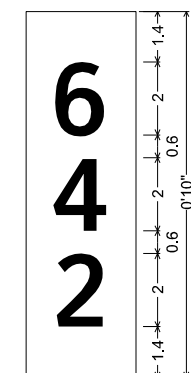
SCALE: NTS SHEET 2 OF 3

DESIGN/CK CHECK MRM	FED. RD. DIV. NO. 6	PROJECT NUMBER (SEE TITLE SHEET)		HIGHWAY NO. US 175
MRM	STATE	DISTRICT DAL	COUNTY KAUFMAN	SHEET NO. 249
MAA	TEXAS	SECTION 05	JOB 059	
BA	CONTROL 0197			



D10-7aT 3in;
 No border, White on Green;
 "6", ClearviewHwy-4-W;
 "4", ClearviewHwy-4-W;
 "0", ClearviewHwy-4-W;

SHEET 9 SIGN 6
 SHEET 9 SIGN 29



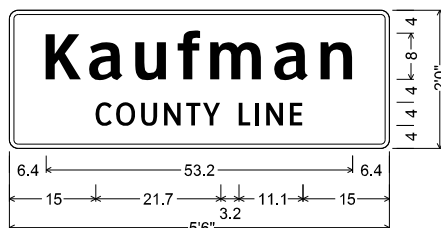
D10-7aT 3in;
 No border, White on Green;
 "6", ClearviewHwy-4-W;
 "4", ClearviewHwy-4-W;
 "2", ClearviewHwy-4-W;

SHEET 11 SIGN 3
 SHEET 11 SIGN 4



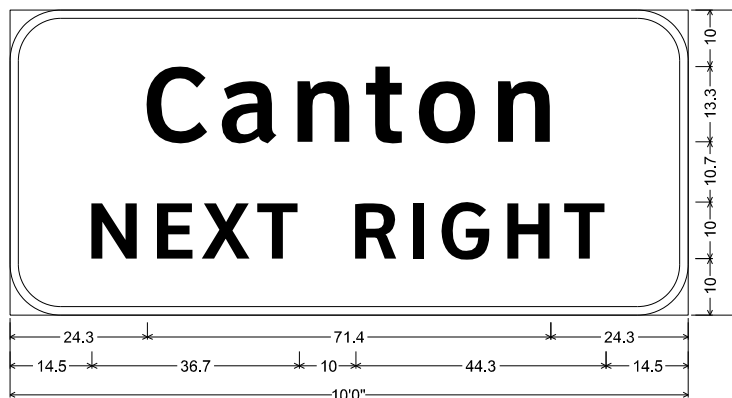
D1-1 8in LT;
 1.5" Radius, 0.5" Border, White on Green;
 Standard Arrow Custom 12.0" X 7.1" 180°;
 "Mabank", ClearviewHwy-3-W;

SHEET 9 SIGN 15



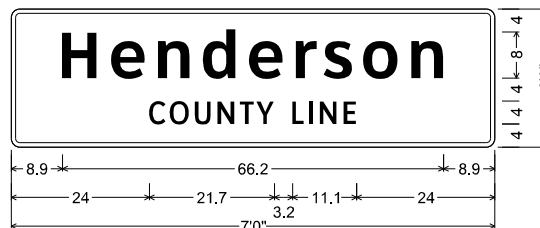
I-2dT 8in;
 1.5" Radius, 0.8" Border, White on Green;
 "Kaufman", ClearviewHwy-5-W-R;
 "COUNTY LINE", ClearviewHwy-3-W;

SHEET 12 SIGN 11



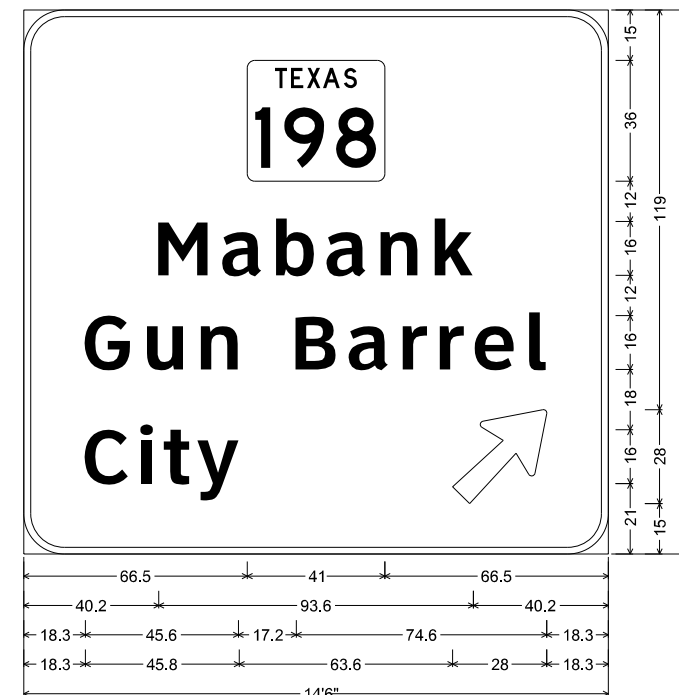
9.0" Radius, 1.5" Border, White on Green;
 "Canton", ClearviewHwy-5-W-R; "NEXT", ClearviewHwy-5-W-R;
 "RIGHT", ClearviewHwy-5-W-R;

SHEET 10 SIGN 15
 SHEET 12 SIGN 7



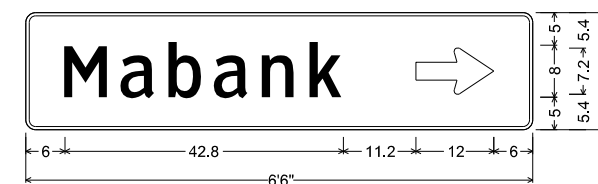
I-2dT 8in;
 1.5" Radius, 0.8" Border, White on Green;
 "Henderson", ClearviewHwy-5-W-R;
 "COUNTY LINE", ClearviewHwy-3-W;

SHEET 12 SIGN 18



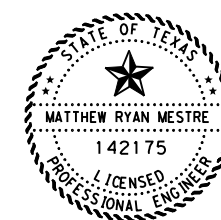
12.0" Radius, 2.0" Border, White on Green;
 State Highway 198 M1-6T3; "Mabank", ClearviewHwy-5-W-R;
 "Gun Barrel", ClearviewHwy-5-W-R; "City", ClearviewHwy-5-W-R;
 Arrow A-3 - 35.6" 45°;

SHEET 10 SIGN 1L
 SHEET 12 SIGN 1L



D1-1 8in RT;
 1.5" Radius, 0.5" Border, White on Green;
 "Mabank", ClearviewHwy-3-W;
 Standard Arrow Custom 12.0" X 7.1" 0°;

SHEET 12 SIGN 19



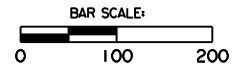
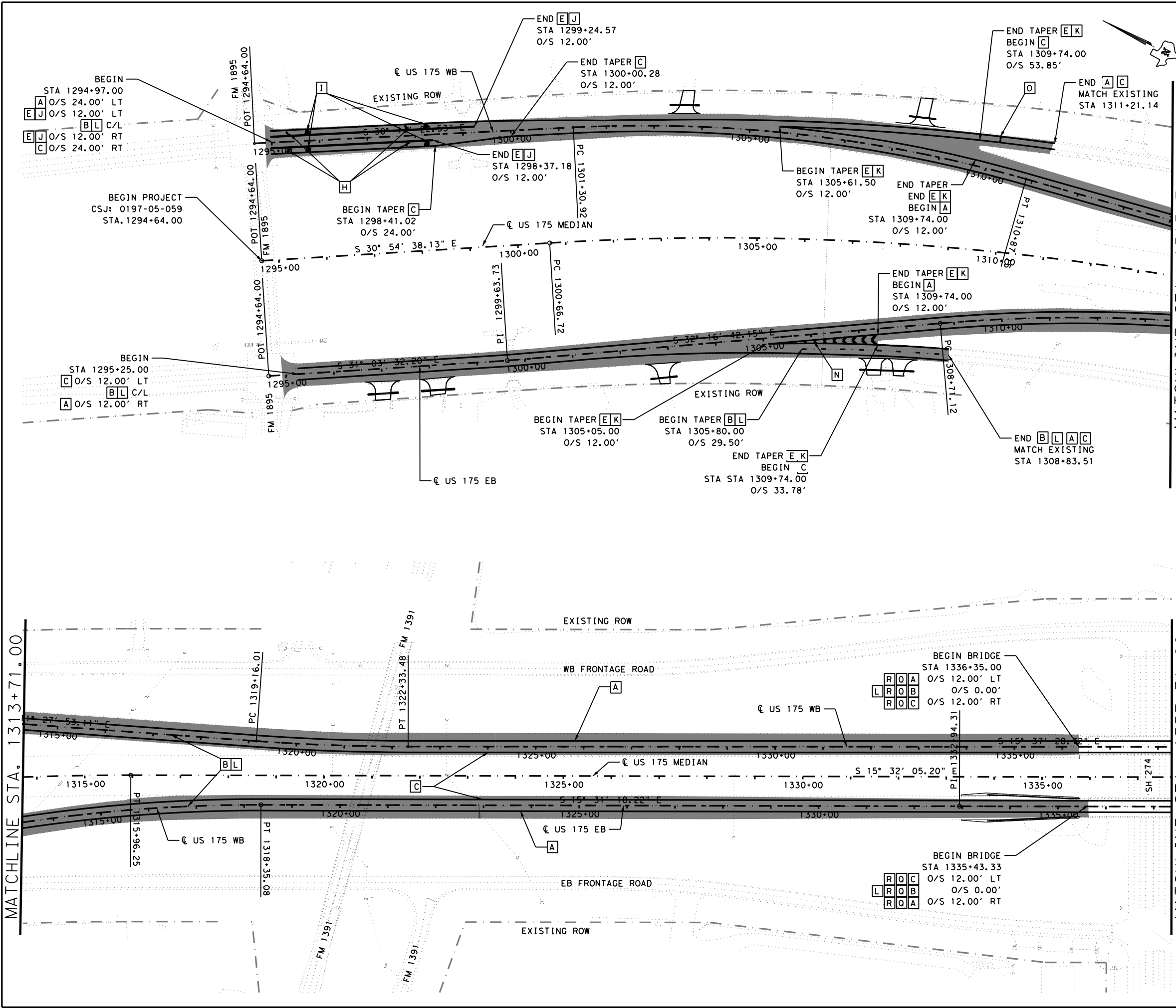
Matthew Ryan Mestre, P.E. 4/13/2023
 Signature of Registrant Date

GUIDE SIGN DETAILS

SCALE: NTS SHEET 3 OF 3

DESIGN/CK	FED. RD. DIV. NO.	PROJECT NUMBER			HIGHWAY NO.
MRM	6	(SEE TITLE SHEET)			US 175
MRM	STATE	DISTRICT	COUNTY	SHEET NO.	
MAA	TEXAS	DAL	KAUFMAN	250	
BA	CONTROL	SECTION	JOB		
	0197	05	059		

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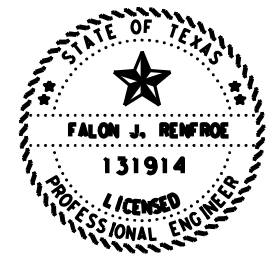
MATCHLINE STA. 1313+71.00

MATCHLINE STA. 1337+71.00

- LEGEND:**
- A RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - B RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - C RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - D 2 X RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - E REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - F REFL PAV MRK TY I (W)24" (SLD) (100MIL)
 - G REFL PAV MRK TY I (W)6" (DOT) (100MIL)
 - H REFL PAV MRK TY I (W) (ARROW)
 - I REFL PAV MRK TY I (W) (WORD)
 - J REFL PAV MRKR TY I-C AT 20'
 - K REFL PAV MRKR TY II-C-R AT 20'
 - L REFL PAV MRKR TY II-C-R AT 80'
 - M REFL PAV MRKR TY II-A-A AT 20'
 - N REFL PAV MRK TY I (W)12" (SLD) (100MIL)
 - O REFL PAV MRK TY I (W)36" (YLD TRI) (100MIL)
 - P REFL PAV MRK TY I (Y)24" (SLD) (100MIL)
 - Q PAVEMENT SEALER 6"
 - R PAV SURF PREP FOR MRK (6")

ROAD WORK AREA

- NOTES:**
1. MATCH LINE STATIONS BASED ON @ US 175 MEDIAN.
 2. PAVEMENT MARKING STATIONS ARE BASED OF @ US 175 EB & WB RESPECTIVELY.



Falon Renfro P.E. 04.26.23
 Signature of Registrant & Date

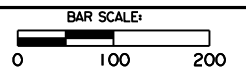
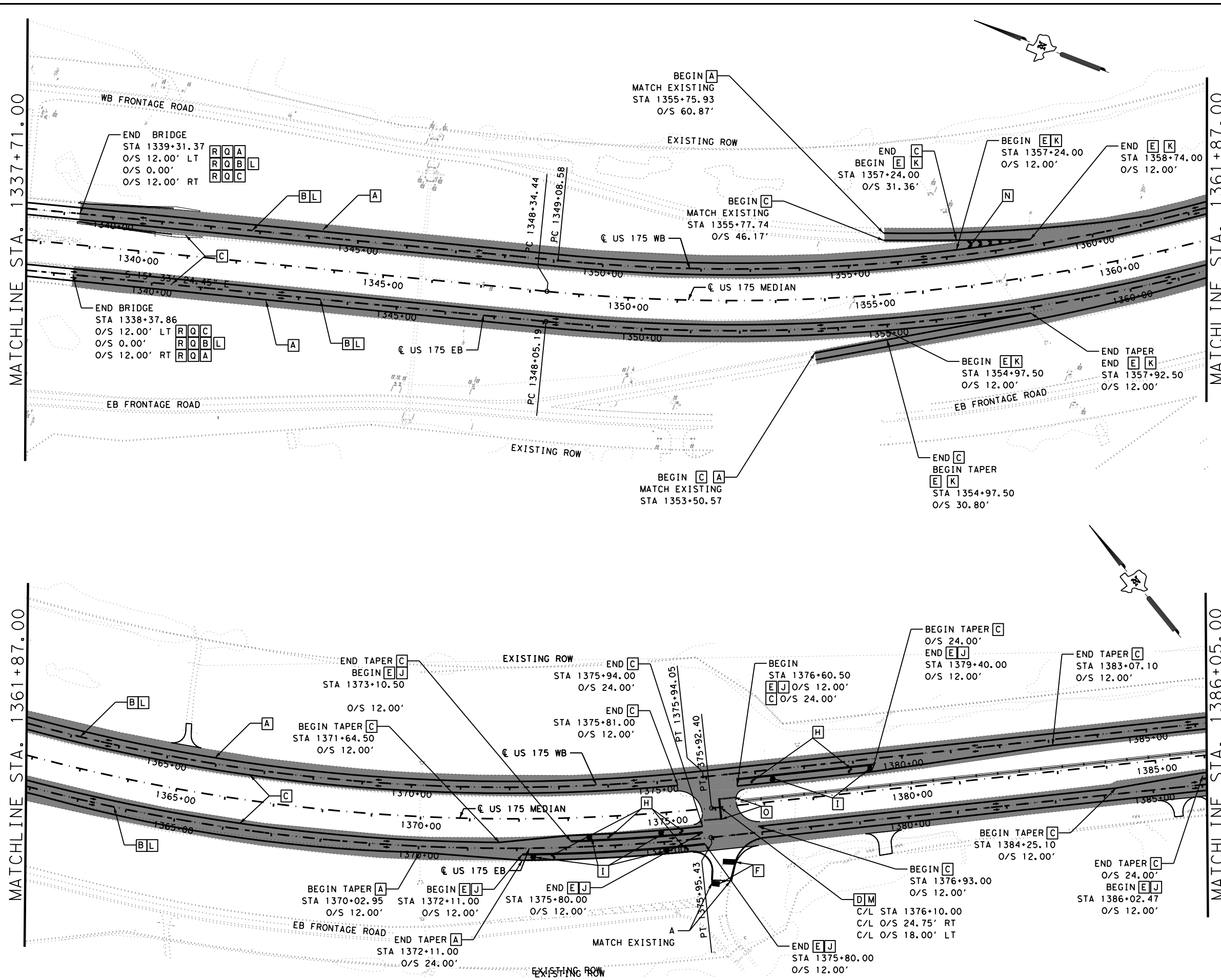


US 175 PAVEMENT MARKINGS LAYOUT

SCALE: 1"=200' SHEET 1 OF 12

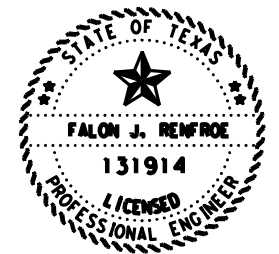
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	251
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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- LEGEND:
- A RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - B RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - C RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - D 2 X RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - E REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - F REFL PAV MRK TY I (W)24" (SLD) (100MIL)
 - G REFL PAV MRK TY I (W)6" (DOT) (100MIL)
 - H REFL PAV MRK TY I (W) (ARROW)
 - I REFL PAV MRK TY I (W) (WORD)
 - J REFL PAV MRKR TY I-C AT 20'
 - K REFL PAV MRKR TY II-C-R AT 20'
 - L REFL PAV MRKR TY II-C-R AT 80'
 - M REFL PAV MRKR TY II-A-A AT 20'
 - N REFL PAV MRK TY I (W)12" (SLD) (100MIL)
 - O REFL PAV MRK TY I (W)36" (YLD TRI) (100MIL)
 - P REFL PAV MRK TY I (Y)24" (SLD) (100MIL)
 - Q PAVEMENT SEALER 6"
 - R PAV SURF PREP FOR MRK (6")
- ROAD WORK AREA

- NOTES:
- MATCH LINE STATIONS BASED ON C US 175 MEDIAN.
 - PAVEMENT MARKING STATIONS ARE BASED OF C US 175 EB & WB RESPECTIVELY.



Falon Renfro
 Signature of Registrant & Date 04.26.23

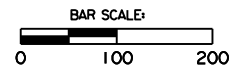
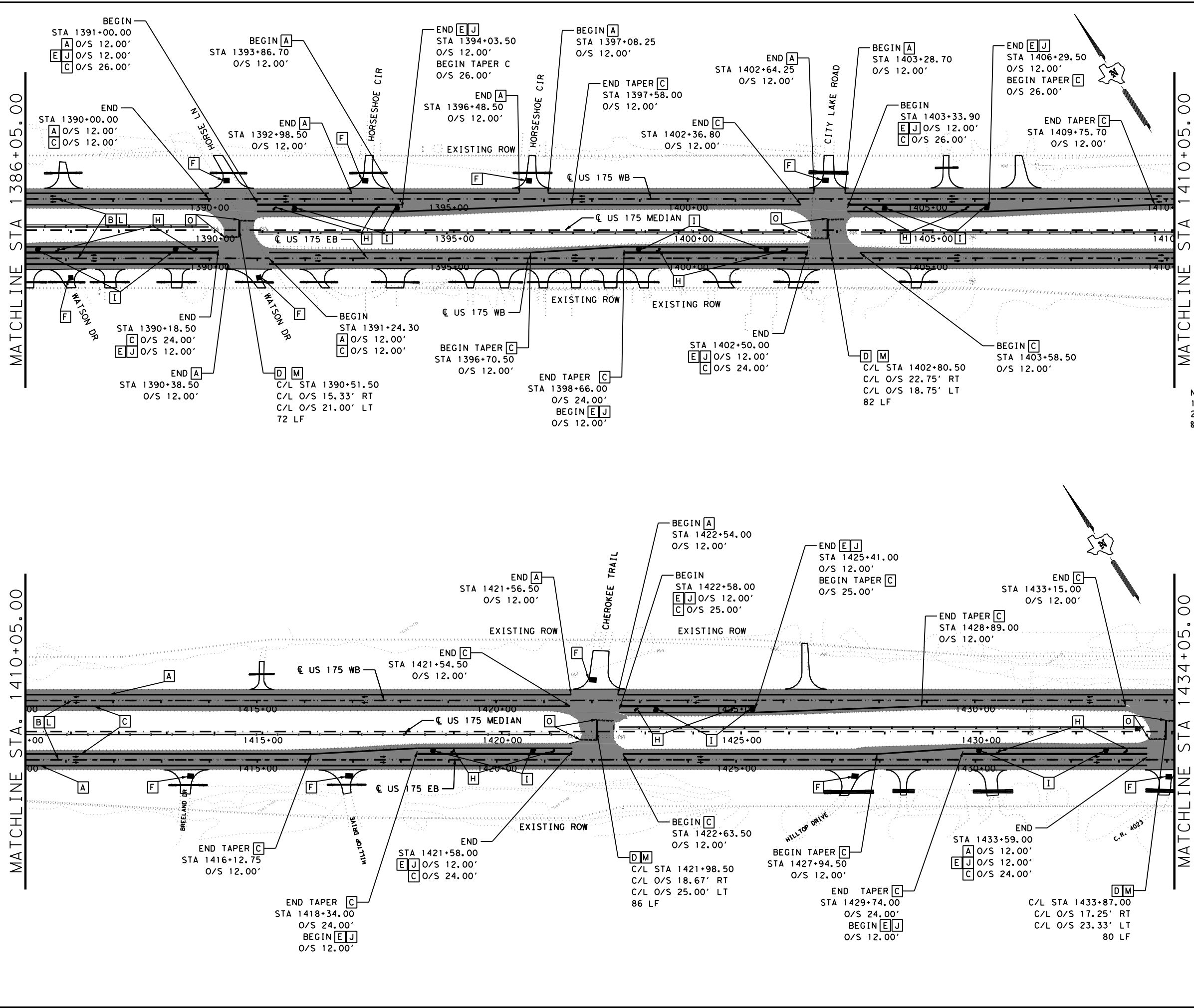


US 175 PAVEMENT MARKINGS LAYOUT

SCALE: 1"=200' SHEET 2 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	252
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

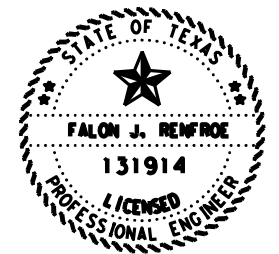
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- LEGEND:
- A RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - B RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - C RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - D 2 X RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - E REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - F REFL PAV MRK TY I (W)24" (SLD) (100MIL)
 - G REFL PAV MRK TY I (W)6" (DOT) (100MIL)
 - H REFL PAV MRK TY I (W) (ARROW)
 - I REFL PAV MRK TY I (W) (WORD)
 - J REFL PAV MRKR TY I-C AT 20'
 - K REFL PAV MRKR TY II-C-R AT 20'
 - L REFL PAV MRKR TY II-C-R AT 80'
 - M REFL PAV MRKR TY II-A-A AT 20'
 - N REFL PAV MRK TY I (W)12" (SLD) (100MIL)
 - O REFL PAV MRK TY I (W)36" (YLD TRI) (100MIL)
 - P REFL PAV MRK TY I (Y)24" (SLD) (100MIL)
 - Q PAVEMENT SEALER 6"
 - R PAV SURF PREP FOR MRK (6")

ROAD WORK AREA

- NOTES:
- MATCH LINE STATIONS BASED ON @ US 175 MEDIAN.
 - PAVEMENT MARKING STATIONS ARE BASED OF @ US 175 EB & WB RESPECTIVELY.



Falon Renfro P.E. 04.26.23
 Signature of Registrant & Date

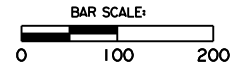
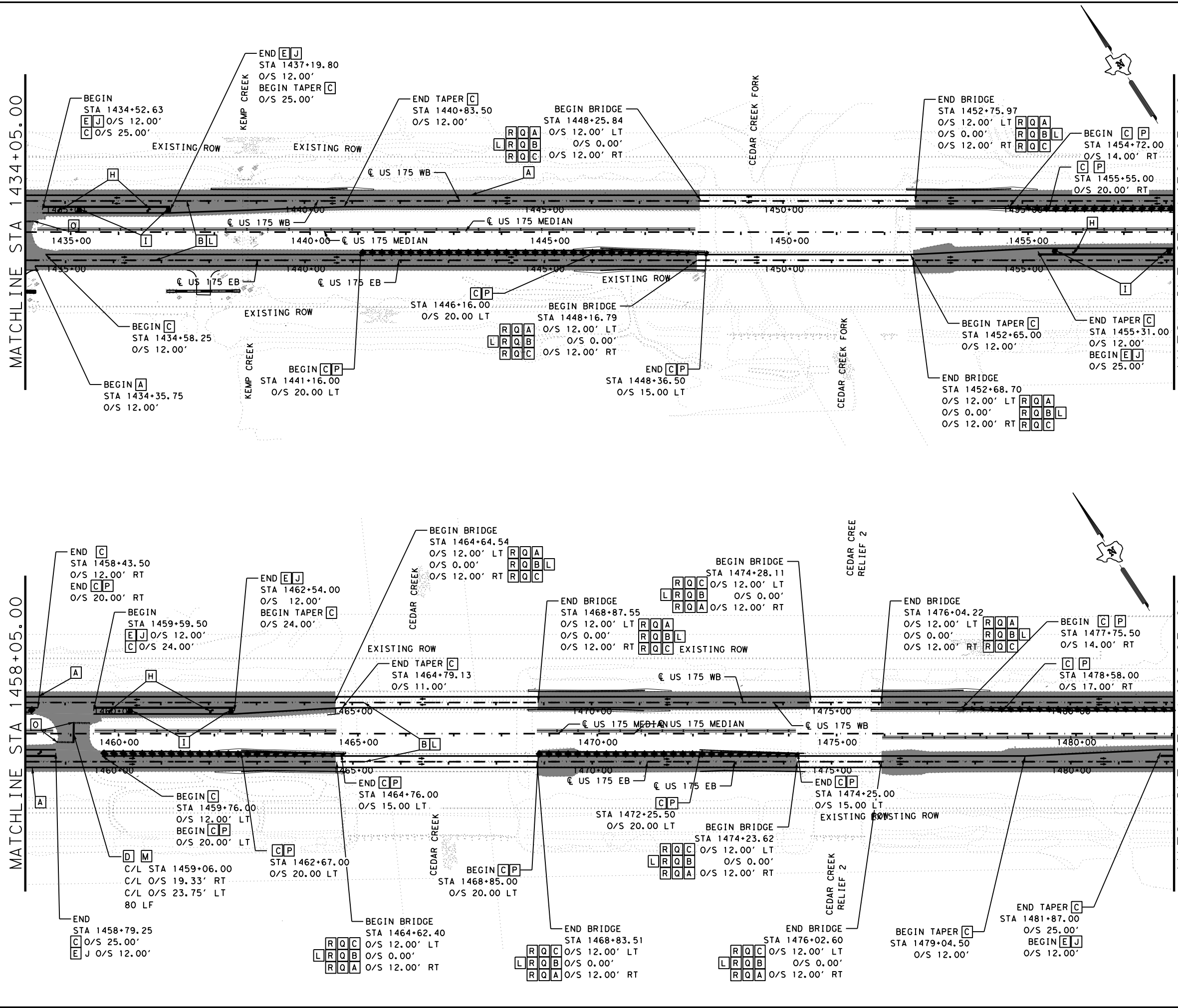


US 175 PAVEMENT MARKINGS LAYOUT

SCALE: 1"=200' SHEET 3 OF 12

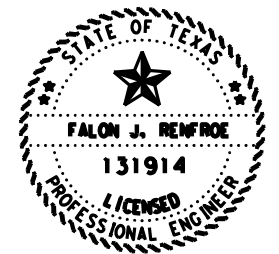
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	253
CHECK	CONTROL	SECTION	JOB	
VD	0197	05	059	

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- LEGEND:
- A RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - B RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - C RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - D 2 X RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - E REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - F REFL PAV MRK TY I (W)24" (SLD) (100MIL)
 - G REFL PAV MRK TY I (W)6" (DOT) (100MIL)
 - H REFL PAV MRK TY I (W) (ARROW)
 - I REFL PAV MRK TY I (W) (WORD)
 - J REFL PAV MRKR TY I-C AT 20'
 - K REFL PAV MRKR TY II-C-R AT 20'
 - L REFL PAV MRKR TY II-C-R AT 80'
 - M REFL PAV MRKR TY II-A-A AT 20'
 - N REFL PAV MRK TY I (W)12" (SLD) (100MIL)
 - O REFL PAV MRK TY I (W)36" (YLD TRI) (100MIL)
 - P REFL PAV MRK TY I (Y)24" (SLD) (100MIL)
 - Q PAVEMENT SEALER 6"
 - R PAV SURF PREP FOR MRK (6")
- ROAD WORK AREA

- NOTES:
1. MATCH LINE STATIONS BASED ON ϕ US 175 MEDIAN.
 2. PAVEMENT MARKING STATIONS ARE BASED OF ϕ US 175 EB & WB RESPECTIVELY.



Falon Renfro
 Signature of Registrant P.E. 04.26.23
 & Date

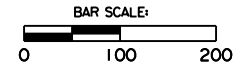
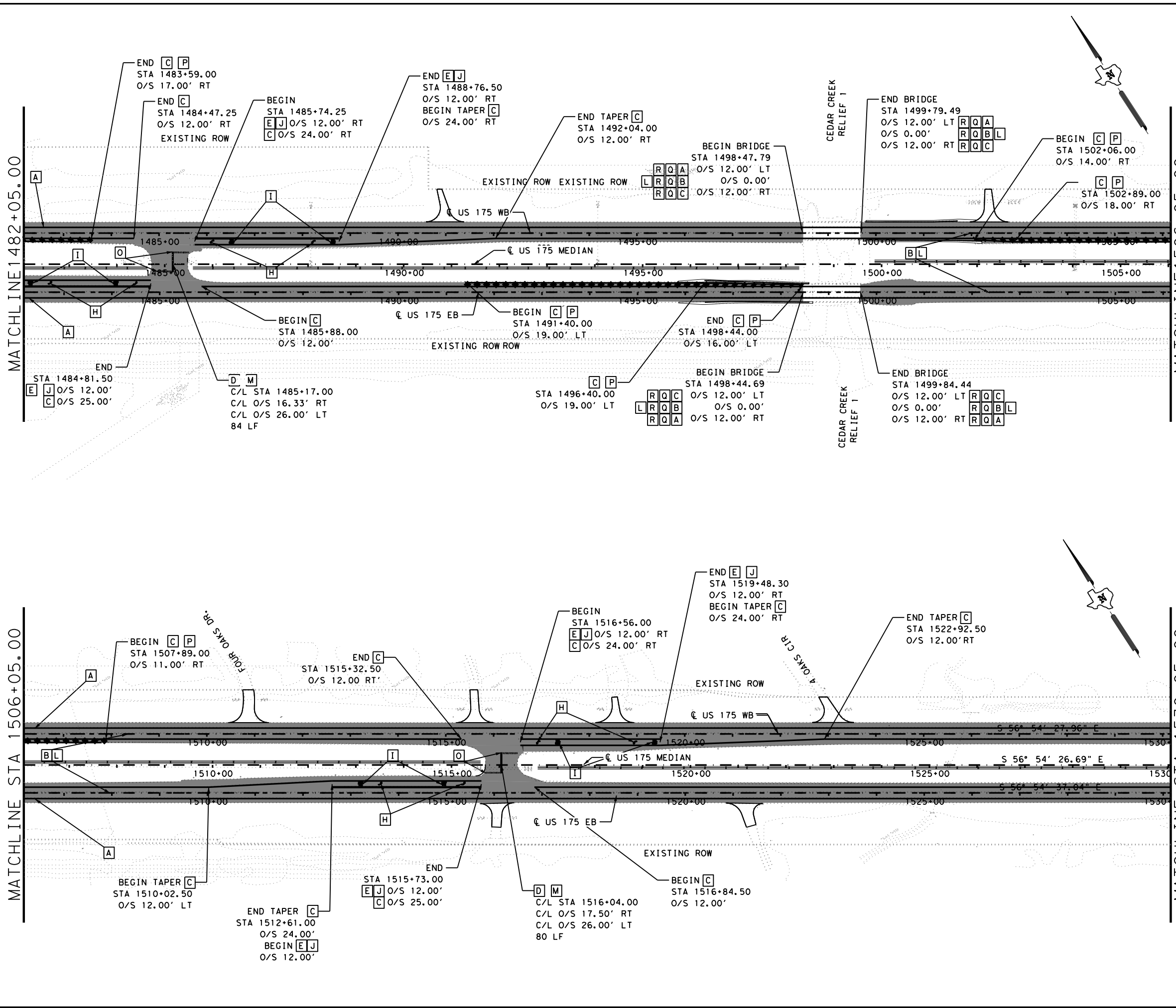


US 175 PAVEMENT MARKINGS LAYOUT

SCALE: 1"=200' SHEET 4 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	254
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

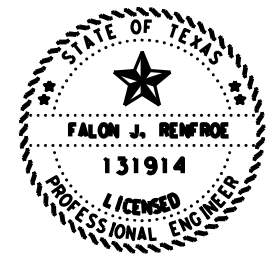
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- LEGEND:**
- A RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - B RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - C RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - D 2 X RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - E REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - F REFL PAV MRK TY I (W)24" (SLD) (100MIL)
 - G REFL PAV MRK TY I (W)6" (DOT) (100MIL)
 - H REFL PAV MRK TY I (W) (ARROW)
 - I REFL PAV MRK TY I (W) (WORD)
 - J REFL PAV MRKR TY I-C AT 20'
 - K REFL PAV MRKR TY II-C-R AT 20'
 - L REFL PAV MRKR TY II-C-R AT 80'
 - M REFL PAV MRKR TY II-A-A AT 20'
 - N REFL PAV MRK TY I (W)12" (SLD) (100MIL)
 - O REFL PAV MRK TY I (W)36" (YLD TRI) (100MIL)
 - P REFL PAV MRK TY I (Y)24" (SLD) (100MIL)
 - Q PAVEMENT SEALER 6"
 - R PAV SURF PREP FOR MRK (6")

ROAD WORK AREA

- NOTES:**
- MATCH LINE STATIONS BASED ON ϕ US 175 MEDIAN.
 - PAVEMENT MARKING STATIONS ARE BASED OF ϕ US 175 EB & WB RESPECTIVELY.



Falon Renfro P.E. 04.26.23
 Signature of Registrant & Date



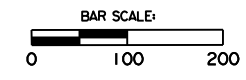
US 175 PAVEMENT MARKINGS LAYOUT

SCALE: 1"=200' SHEET 5 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059

255

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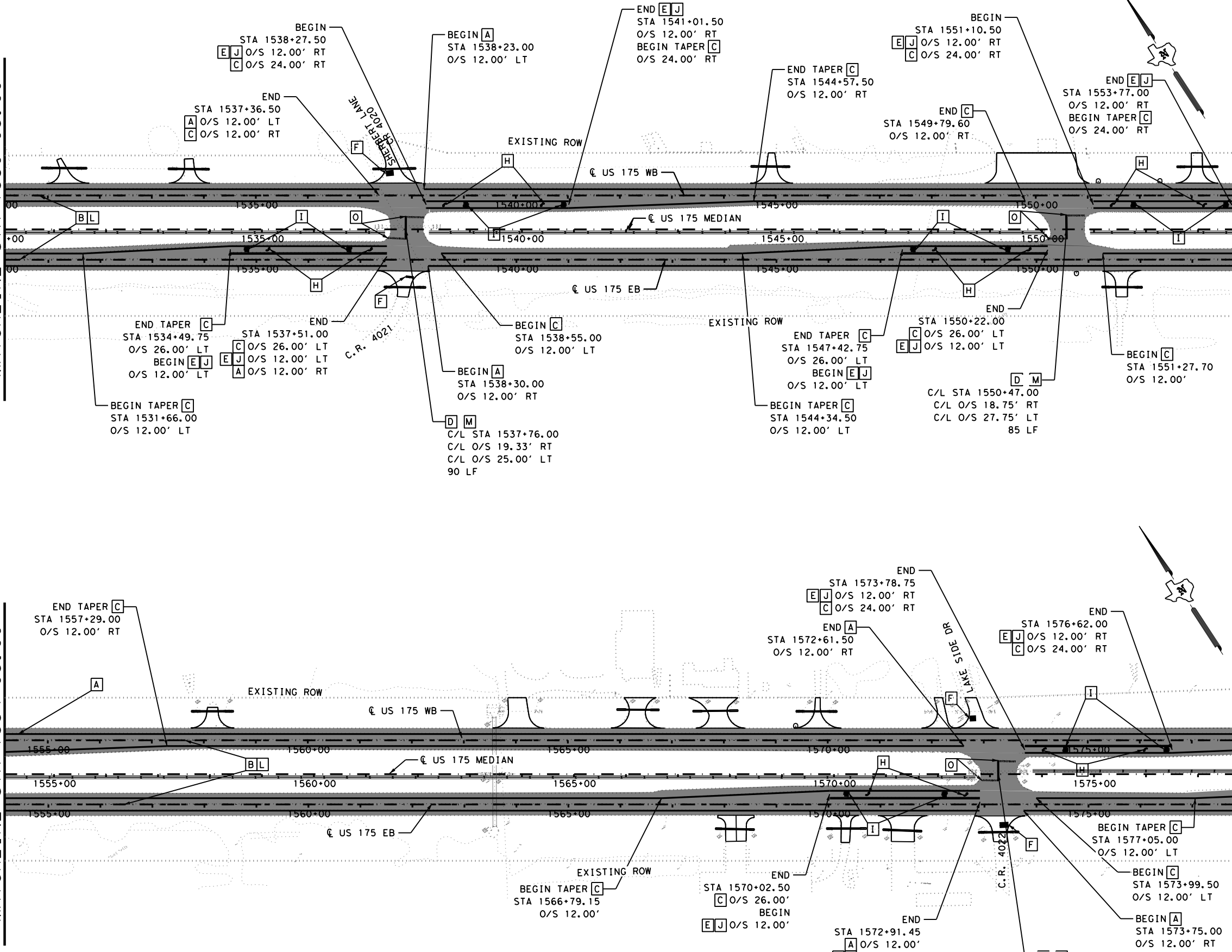


MATCHLINE STA 1530+05.00

MATCHLINE STA 1554+05.00

MATCHLINE STA 1554+05.00

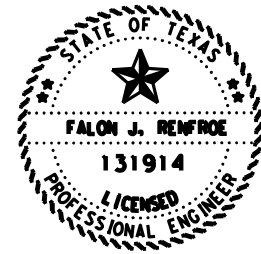
MATCHLINE STA 1578+05.00



- LEGEND:
- A RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - B RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - C RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - D 2 X RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - E REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - F REFL PAV MRK TY I (W)24" (DOT) (100MIL)
 - G REFL PAV MRK TY I (W)6" (ARROW)
 - H REFL PAV MRK TY I (W) (ARROW)
 - I REFL PAV MRK TY I (W) (WORD)
 - J REFL PAV MRKR TY I-C-R AT 20'
 - K REFL PAV MRKR TY II-C-R AT 20'
 - L REFL PAV MRKR TY II-C-R AT 80'
 - M REFL PAV MRKR TY II-A-A AT 20'
 - N REFL PAV MRK TY I (W)12" (SLD) (100MIL)
 - O REFL PAV MRK TY I (W)36" (YLD TRI) (100MIL)
 - P REFL PAV MRK TY I (Y)24" (SLD) (100MIL)
 - Q PAVEMENT SEALER 6"
 - R PAV SURF PREP FOR MRK (6")

ROAD WORK AREA

- NOTES:
- MATCH LINE STATIONS BASED ON C US 175 MEDIAN.
 - PAVEMENT MARKING STATIONS ARE BASED OF C US 175 EB & WB RESPECTIVELY.



Falon Renfro
 Signature of Registrant P.E. 04.26.23
 & Date

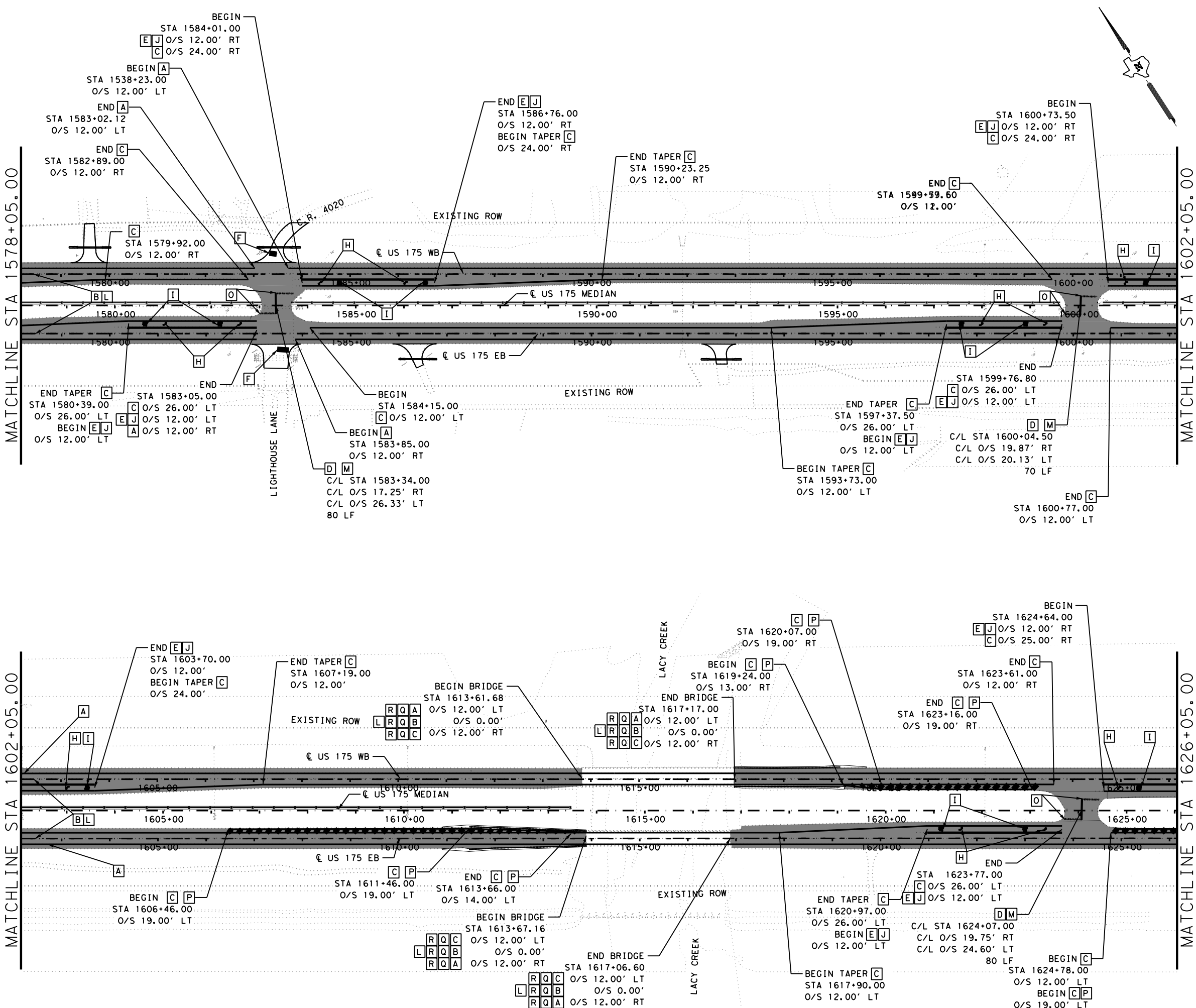
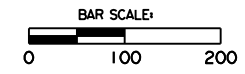


US 175 PAVEMENT MARKINGS LAYOUT

SCALE: 1"=200' SHEET 6 OF 12

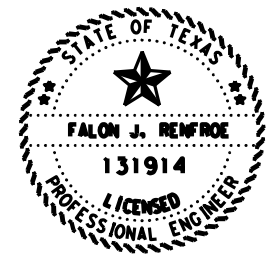
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS				
FR	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	256
CHECK	CONTROL	SECTION	JOB	
VD	0197	05	059	

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- LEGEND:**
- A RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - B RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - C RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - D 2 X RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - E REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - F REFL PAV MRK TY I (W)24" (SLD) (100MIL)
 - G REFL PAV MRK TY I (W)6" (DOT) (100MIL)
 - H REFL PAV MRK TY I (W) (ARROW)
 - I REFL PAV MRK TY I (W) (WORD)
 - J REFL PAV MRKR TY I-C AT 20'
 - K REFL PAV MRKR TY II-C-R AT 20'
 - L REFL PAV MRKR TY II-C-R AT 80'
 - M REFL PAV MRKR TY II-A-A AT 20'
 - N REFL PAV MRK TY I (W)12" (SLD) (100MIL)
 - O REFL PAV MRK TY I (W)36" (YLD TRI) (100MIL)
 - P REFL PAV MRK TY I (Y)24" (SLD) (100MIL)
 - Q PAVEMENT SEALER 6"
 - R PAV SURF PREP FOR MRK (6")

- NOTES:**
1. MATCH LINE STATIONS BASED ON ϕ US 175 MEDIAN.
 2. PAVEMENT MARKING STATIONS ARE BASED OF ϕ US 175 EB & WB RESPECTIVELY.



Falon Renfro P.E. 04.26.23
 Signature of Registrant & Date



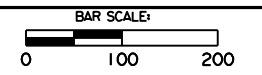
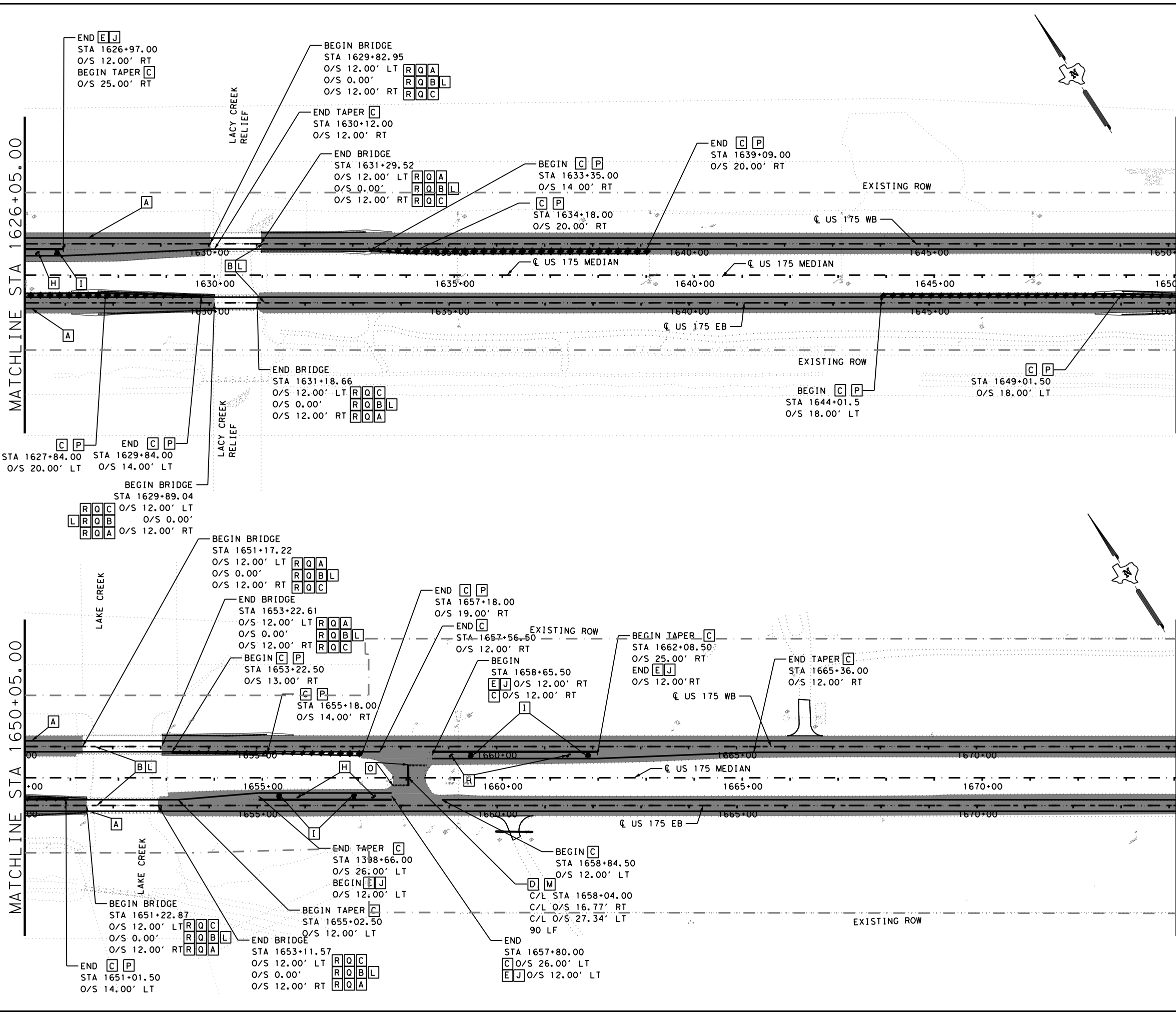
US 175 PAVEMENT MARKINGS LAYOUT

SCALE: 1"=200' SHEET 7 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS		STATE	DISTRICT	COUNTY
FR		TEXAS	DAL	KAUFMAN
CHECK		CONTROL	SECTION	JOB
JR				
CHECK		VD	0197	05 059

257

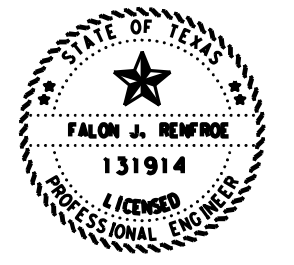
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- LEGEND:**
- A RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - B RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - C RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - D 2 X RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - E REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - F REFL PAV MRK TY I (W)24" (SLD) (100MIL)
 - G REFL PAV MRK TY I (W)6" (DOT) (100MIL)
 - H REFL PAV MRK TY I (W) (ARROW)
 - I REFL PAV MRK TY I (W) (WORD)
 - J REFL PAV MRKR TY I-C AT 20'
 - K REFL PAV MRKR TY II-C-R AT 20'
 - L REFL PAV MRKR TY II-C-R AT 80'
 - M REFL PAV MRKR TY II-A-A AT 20'
 - N REFL PAV MRK TY I (W)12" (SLD) (100MIL)
 - O REFL PAV MRK TY I (W)36" (YLD TRI) (100MIL)
 - P REFL PAV MRK TY I (Y)24" (SLD) (100MIL)
 - Q PAVEMENT SEALER 6"
 - R PAV SURF PREP FOR MRK (6")

ROAD WORK AREA

- NOTES:**
- MATCH LINE STATIONS BASED ON @ US 175 MEDIAN.
 - PAVEMENT MARKING STATIONS ARE BASED OF @ US 175 EB & WB RESPECTIVELY.



Falon Renfro
 Signature of Registrant P.E. 04.26.23
 & Date



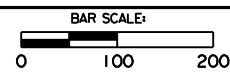
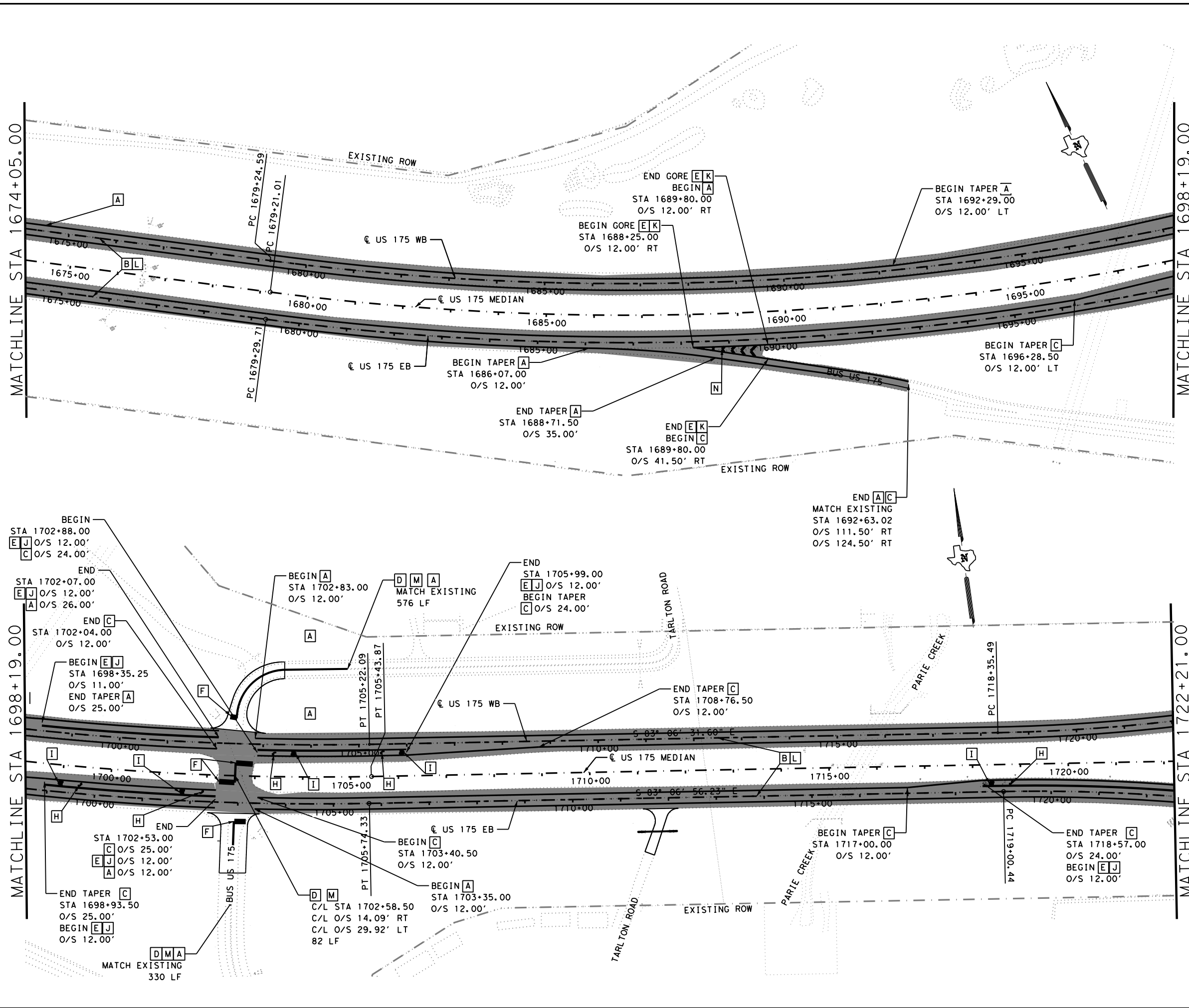
US 175 PAVEMENT MARKINGS LAYOUT

SCALE: 1"=200' SHEET 8 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	FR	STATE	DISTRICT	COUNTY
CHECK	JR	TEXAS	DAL	KAUFMAN
CHECK	VD	CONTROL	SECTION	JOB
		0197	05	059

258

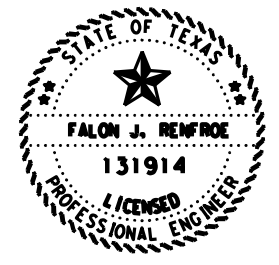
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- LEGEND:**
- A RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - B RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - C RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - D 2 X RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - E REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - F REFL PAV MRK TY I (W)24" (SLD) (100MIL)
 - G REFL PAV MRK TY I (W)6" (DOT) (100MIL)
 - H REFL PAV MRK TY I (W) (ARROW)
 - I REFL PAV MRK TY I (W) (WORD)
 - J REFL PAV MRKR TY I-C AT 20'
 - K REFL PAV MRKR TY II-C-R AT 20'
 - L REFL PAV MRKR TY II-C-R AT 80'
 - M REFL PAV MRKR TY II-A-A AT 20'
 - N REFL PAV MRK TY I (W)12" (SLD) (100MIL)
 - O REFL PAV MRK TY I (W)36" (YLD TRI) (100MIL)
 - P REFL PAV MRK TY I (Y)24" (SLD) (100MIL)
 - Q PAVEMENT SEALER 6"
 - R PAV SURF PREP FOR MRK (6")

ROAD WORK AREA

- NOTES:**
- MATCH LINE STATIONS BASED ON C US 175 MEDIAN.
 - PAVEMENT MARKING STATIONS ARE BASED OF C US 175 EB & WB RESPECTIVELY.



Falon Renfro
 Signature of Registrant & Date 04.26.23

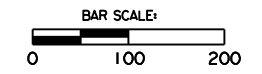
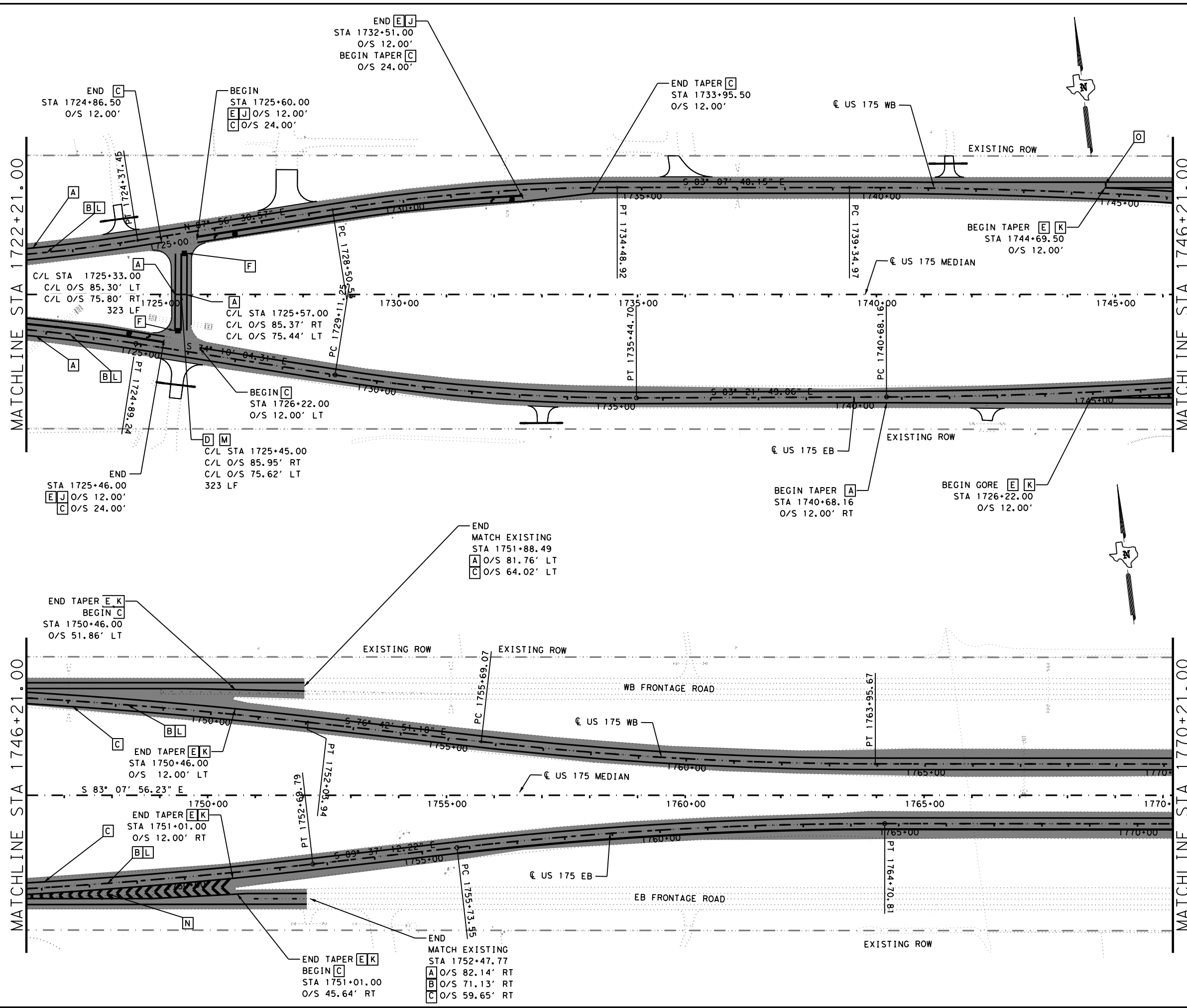


**US 175
 PAVEMENT MARKINGS
 LAYOUT**

SCALE: 1"=200' SHEET 9 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	259
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

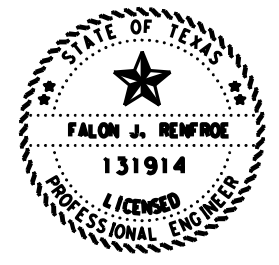
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- LEGEND:
- A RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - B RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - C RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - D 2 X RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - E REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - F REFL PAV MRK TY I (W)24" (SLD) (100MIL)
 - G REFL PAV MRK TY I (W)6" (DOT) (100MIL)
 - H REFL PAV MRK TY I (W) (ARROW)
 - I REFL PAV MRK TY I (W) (WORD)
 - J REFL PAV MRKR TY I-C AT 20'
 - K REFL PAV MRKR TY II-C-R AT 20'
 - L REFL PAV MRKR TY II-C-R AT 80'
 - M REFL PAV MRKR TY II-A-A AT 20'
 - N REFL PAV MRK TY I (W)12" (SLD) (100MIL)
 - O REFL PAV MRK TY I (W)36" (YLD TRI) (100MIL)
 - P REFL PAV MRK TY I (Y)24" (SLD) (100MIL)
 - Q PAVEMENT SEALER 6"
 - R PAV SURF PREP FOR MRK (6")

ROAD WORK AREA

- NOTES:
- MATCH LINE STATIONS BASED ON C US 175 MEDIAN.
 - PAVEMENT MARKING STATIONS ARE BASED OF C US 175 EB & WB RESPECTIVELY.



Falon Renfro P.E. 04.26.23
 Signature of Registrant & Date

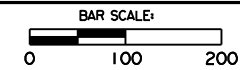
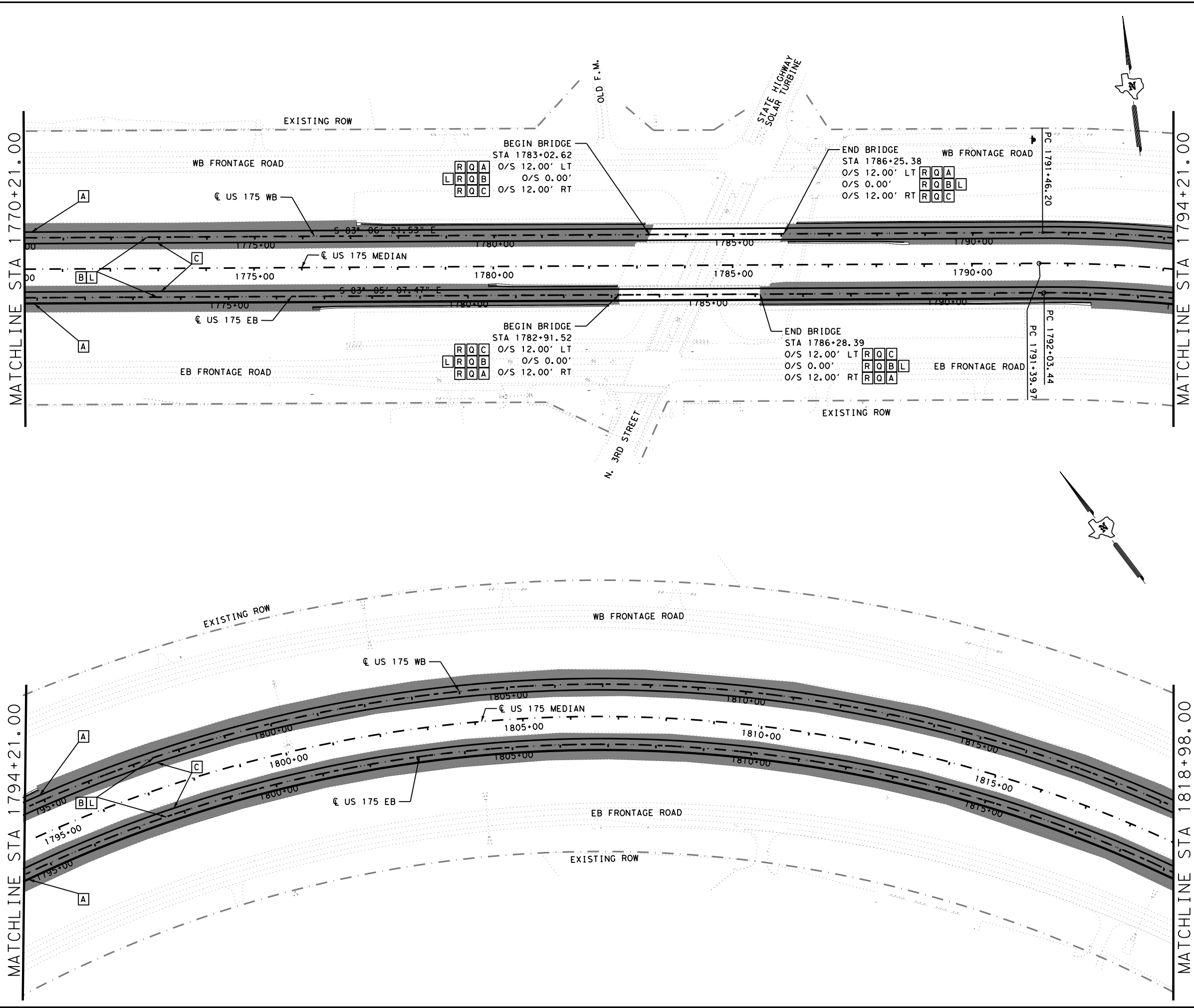


US 175 PAVEMENT MARKINGS LAYOUT

SCALE: 1"=200' SHEET 10 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	260
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

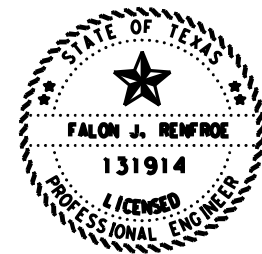
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- LEGEND:
- A RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - B RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - C RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - D 2 X RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - E REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - F REFL PAV MRK TY I (W)24" (SLD) (100MIL)
 - G REFL PAV MRK TY I (W)6" (DOT) (100MIL)
 - H REFL PAV MRK TY I (W) (ARROW)
 - I REFL PAV MRK TY I (W) (WORD)
 - J REFL PAV MRKR TY I-C AT 20'
 - K REFL PAV MRKR TY II-C-R AT 20'
 - L REFL PAV MRKR TY II-C-R AT 80'
 - M REFL PAV MRKR TY II-A-A AT 20'
 - N REFL PAV MRK TY I (W)12" (SLD) (100MIL)
 - O REFL PAV MRK TY I (W)36" (YLD TRI) (100MIL)
 - P REFL PAV MRK TY I (Y)24" (SLD) (100MIL)
 - Q PAVEMENT SEALER 6"
 - R PAV SURF PREP FOR MRK (6")

ROAD WORK AREA

- NOTES:
- MATCH LINE STATIONS BASED ON CL US 175 MEDIAN.
 - PAVEMENT MARKING STATIONS ARE BASED OF CL US 175 EB & WB RESPECTIVELY.



Falon Renfro P.E. 04.26.23
 Signature of Registrant & Date

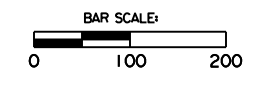
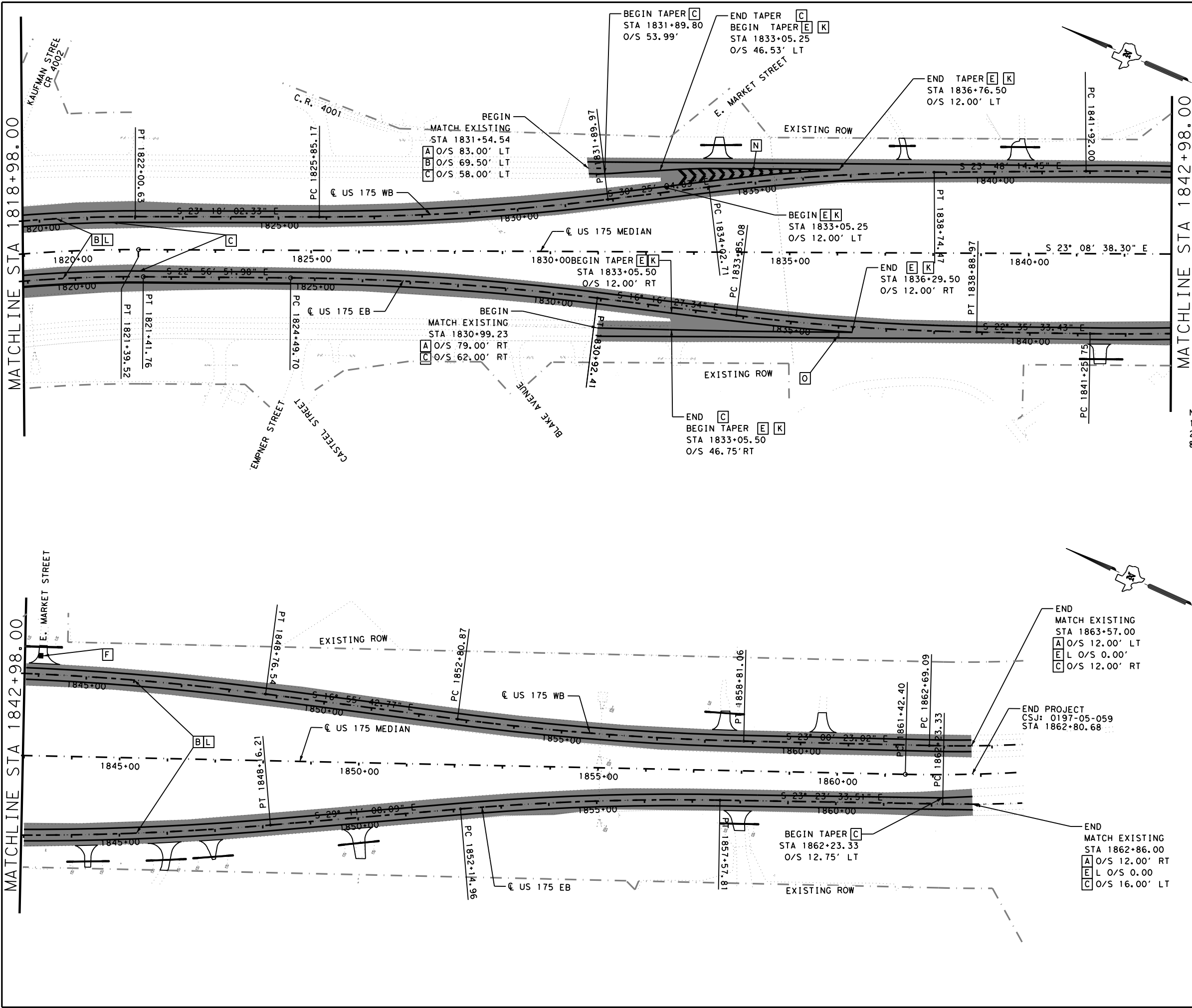


US 175 PAVEMENT MARKINGS LAYOUT

SCALE: 1"=200' SHEET 11 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	261
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

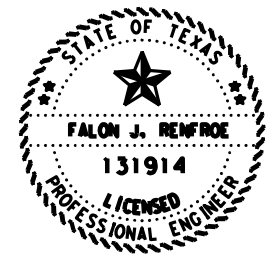
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- LEGEND:**
- A RE PM W/RET REQ TY I (W)6" (SLD) (100MIL)
 - B RE PM W/RET REQ TY I (W)6" (BRK) (100MIL)
 - C RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - D 2 X RE PM W/RET REQ TY I (Y)6" (SLD) (100MIL)
 - E REFL PAV MRK TY I (W)8" (SLD) (100MIL)
 - F REFL PAV MRK TY I (W)24" (SLD) (100MIL)
 - G REFL PAV MRK TY I (W)6" (DOT) (100MIL)
 - H REFL PAV MRK TY I (W) (ARROW)
 - I REFL PAV MRK TY I (W) (WORD)
 - J REFL PAV MRKR TY I-C AT 20'
 - K REFL PAV MRKR TY II-C-R AT 20'
 - L REFL PAV MRKR TY II-C-R AT 80'
 - M REFL PAV MRKR TY II-A-A AT 20'
 - N REFL PAV MRK TY I (W)12" (SLD) (100MIL)
 - O REFL PAV MRK TY I (W)36" (YLD TRI) (100MIL)
 - P REFL PAV MRK TY I (Y)24" (SLD) (100MIL)
 - Q PAVEMENT SEALER 6"
 - R PAV SURF PREP FOR MRK (6")

ROAD WORK AREA

- NOTES:**
- MATCH LINE STATIONS BASED ON C US 175 MEDIAN.
 - PAVEMENT MARKING STATIONS ARE BASED OF C US 175 EB & WB RESPECTIVELY.



Falon Renfro P.E. 04.26.23
 Signature of Registrant & Date



US 175 PAVEMENT MARKINGS LAYOUT

SCALE: 1"=200' SHEET 12 OF 12

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	262
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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SIGN SUPPORT DESCRIPTIVE CODES

(Descriptive Codes correspond to project estimate and quantities sheets)

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

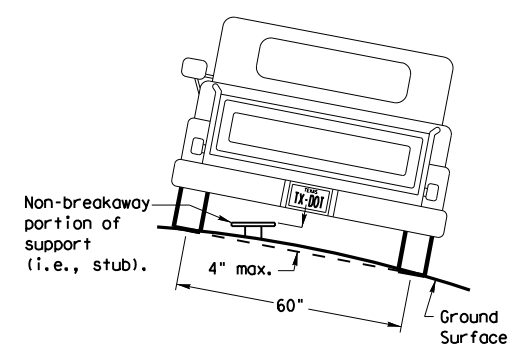
Post Type
 FRP = Fiberglass Reinforced Plastic Pipe (see SMD(FRP))
 TWT = Thin-Walled Tubing (see SMD(TWT))
 10BWG = 10 BWG Tubing (see SMD(SLIP-1) to (SLIP-3))
 S80 = Schedule 80 Pipe (see SMD(SLIP-1) to (SLIP-3))

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))

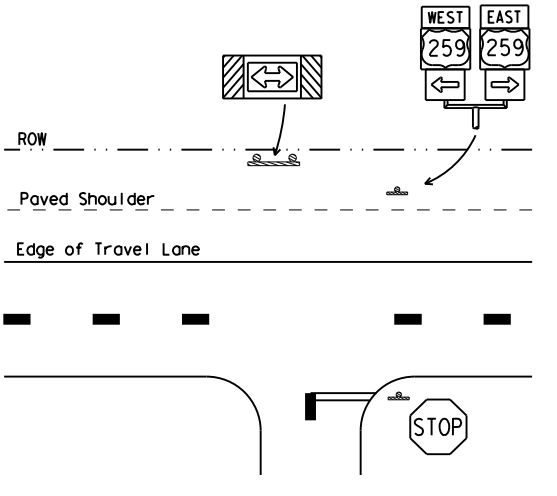
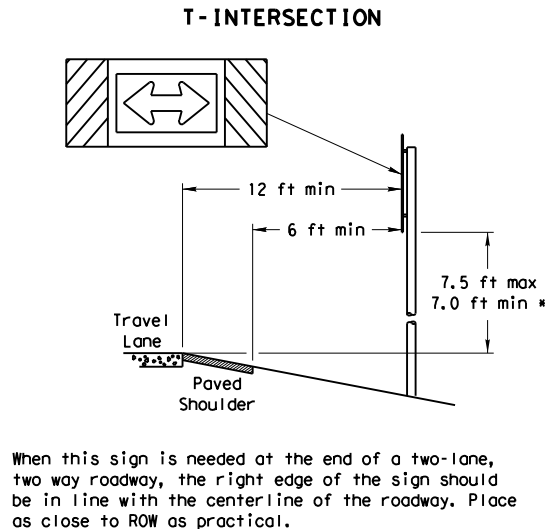
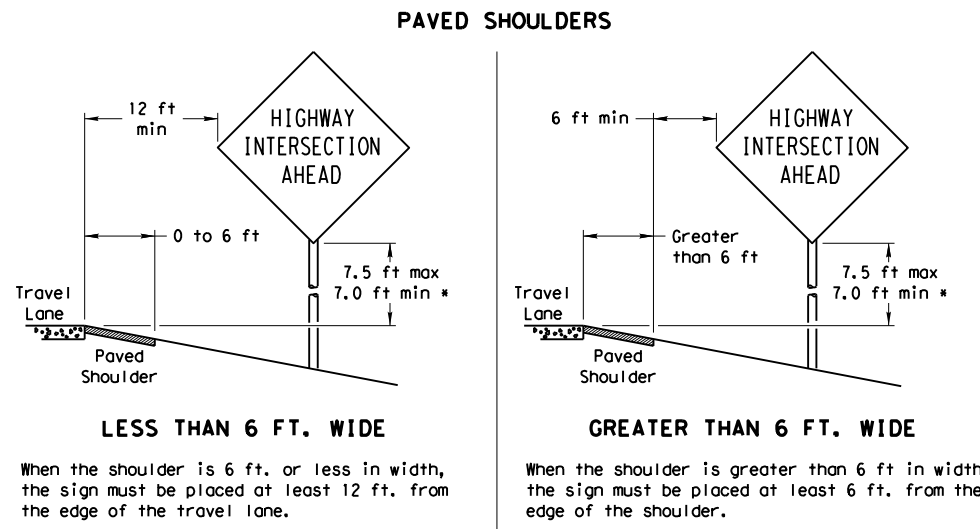
Sign Mounting Designation
 P = Prefab. "Plain" (see SMD(SLIP-1) to (SLIP-3), (TWT), (FRP))
 T = Prefab. "T" (see SMD(SLIP-1) to (SLIP-3), (TWT))
 U = Prefab. "U" (see SMD(SLIP-1) to (SLIP-3))
 IF REQUIRED
 1EXT or 2EXT = Number of Extensions (see SMD(SLIP-1) to (SLIP-3), (TWT))
 BM = Extruded Wind Beam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

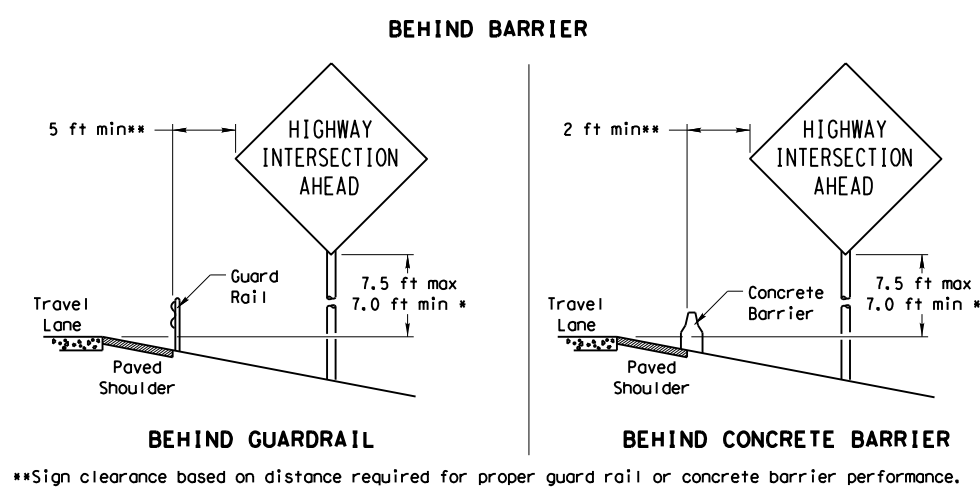
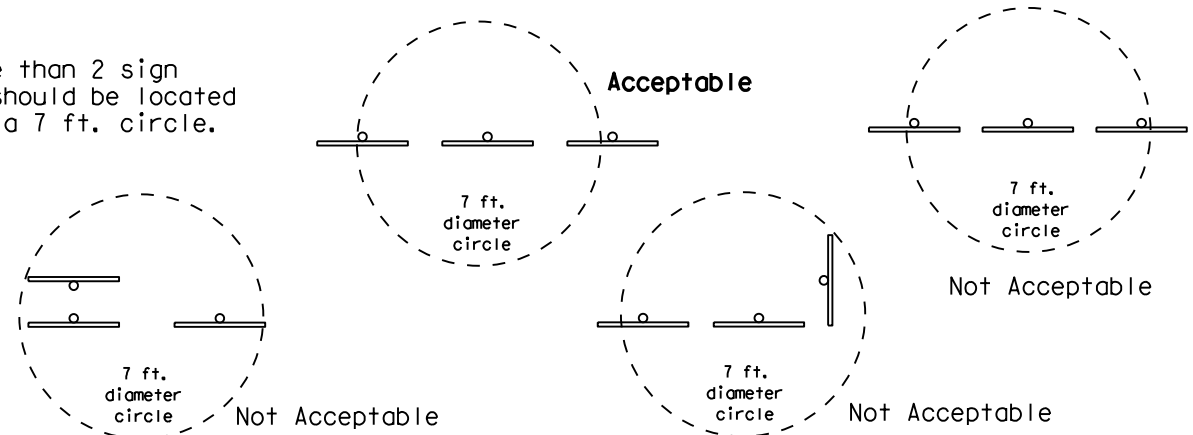


To avoid vehicle undercarriage snagging, any substantial remains of a breakaway support, when it is broken away, should not project more than 4 inches above a 60-inch chord (i.e., typical space between wheel paths).

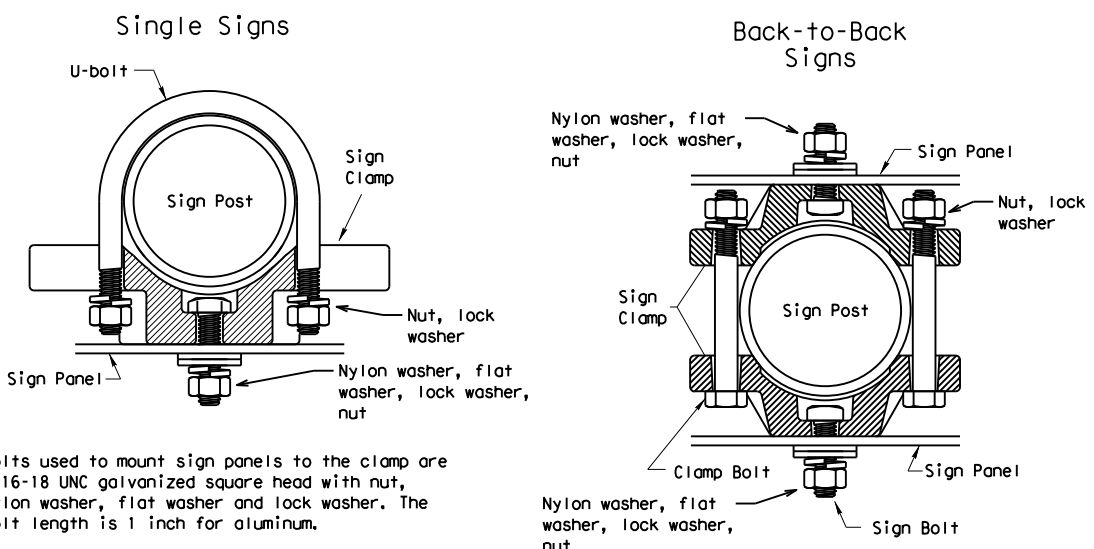
SIGN LOCATION



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



TYPICAL SIGN ATTACHMENT DETAIL



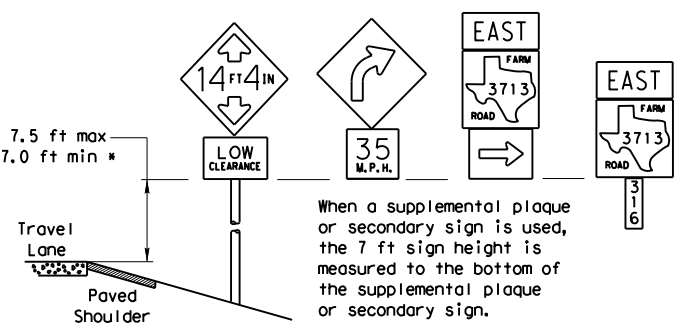
Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

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.

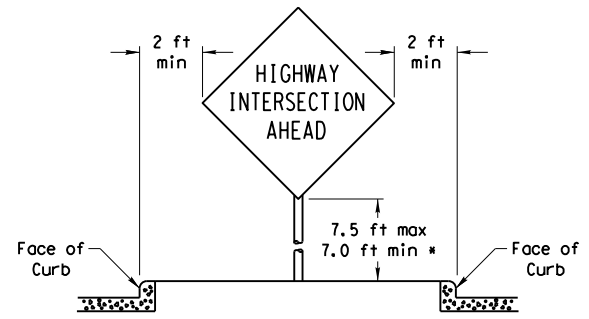
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

SIGNS WITH PLAQUES

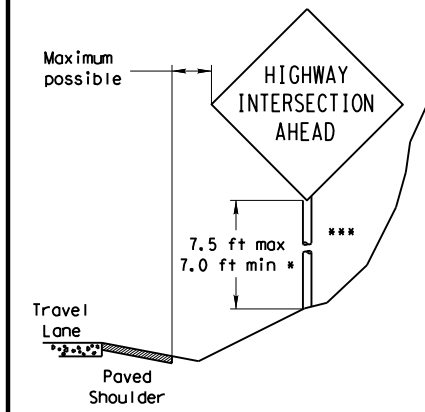


When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

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>

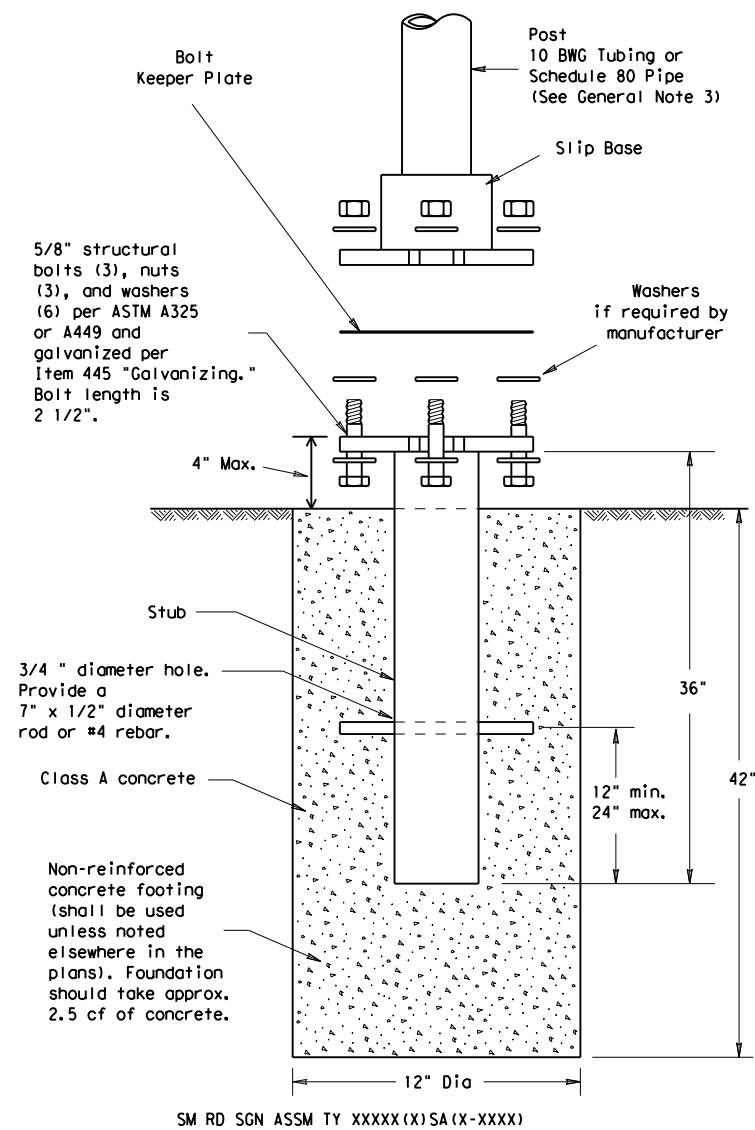


SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS SMD (GEN) - 08

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9-08	REVISIONS	CONT	SECT	JOB	HIGHWAY
		0197	05	059	US 175
		DIST	COUNTY		SHEET NO.
		DAL	KAUFMAN		263

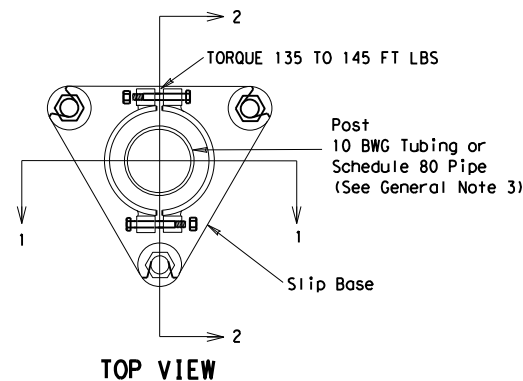
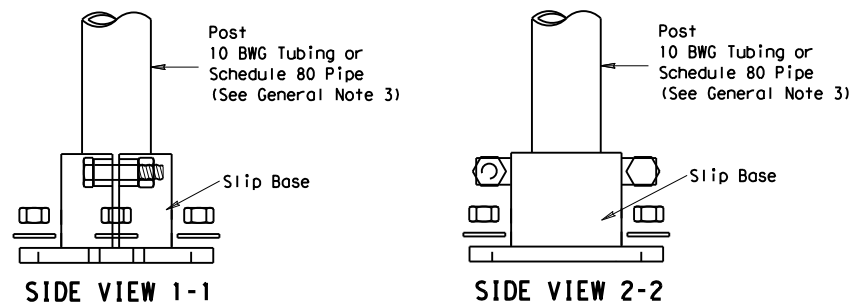
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TRIANGULAR SLIPBASE INSTALLATION GENERAL REQUIREMENTS



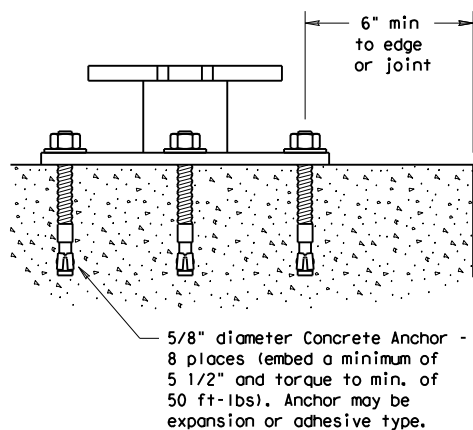
SM RD SGN ASSM TY XXXX(X)SA(X-XXXX)

NOTE
The devices shall be installed per manufacturers' recommendations. Installation procedures shall be provided to the Engineer by Contractor.



DETAIL A

CONCRETE ANCHOR



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

Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. Heavy hex nut per ASTM A563, and hardened washer per ASTM F436. The stud bolt shall have a minimum yield and ultimate tensile strength of 50 and 75 KSI, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "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.

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.

ADDED DETAIL A FOR CLAMP BASE
10-2010

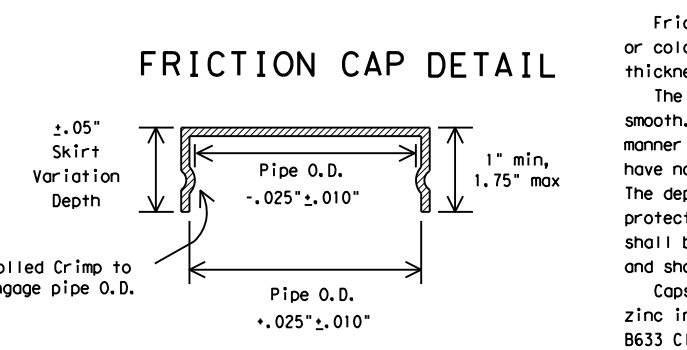
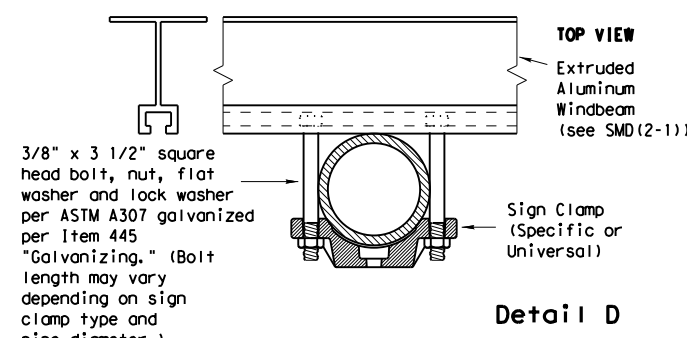
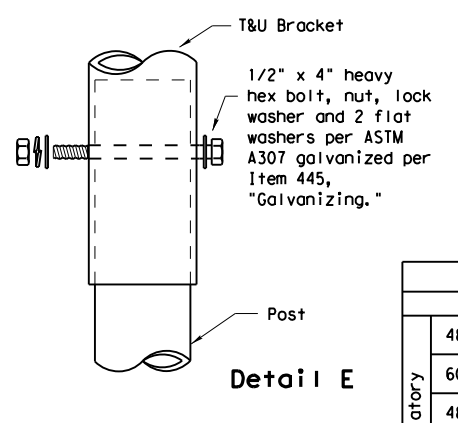
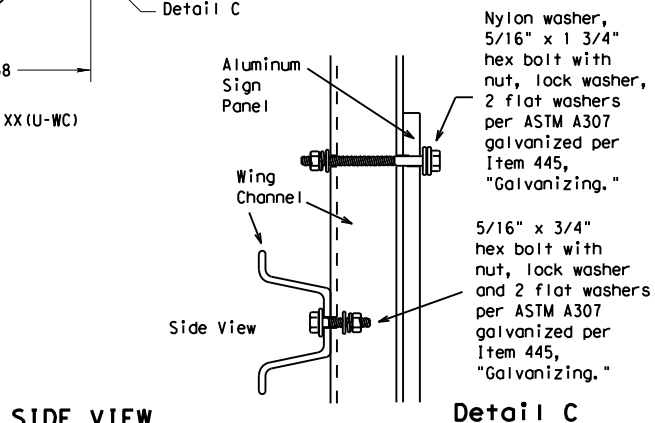
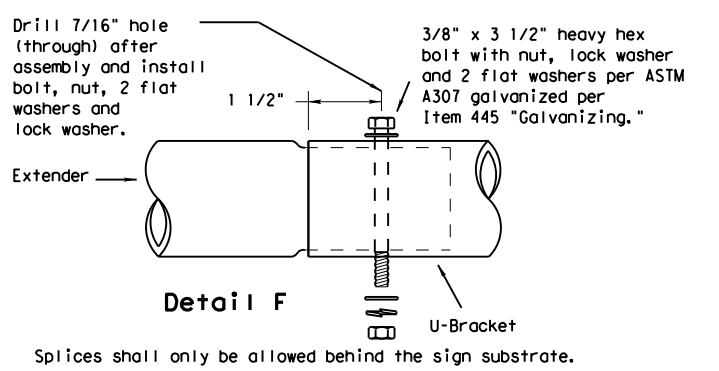
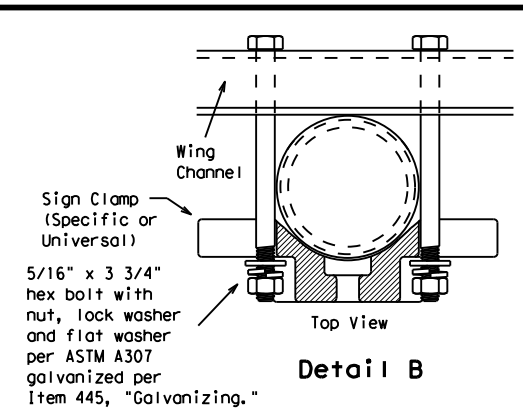
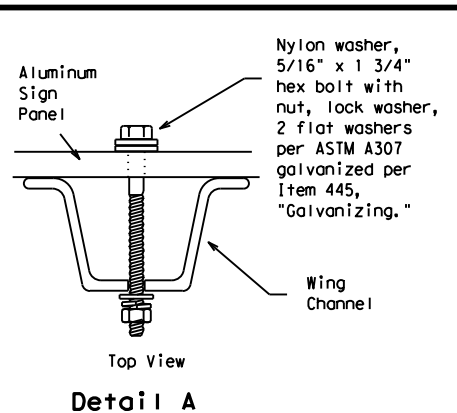
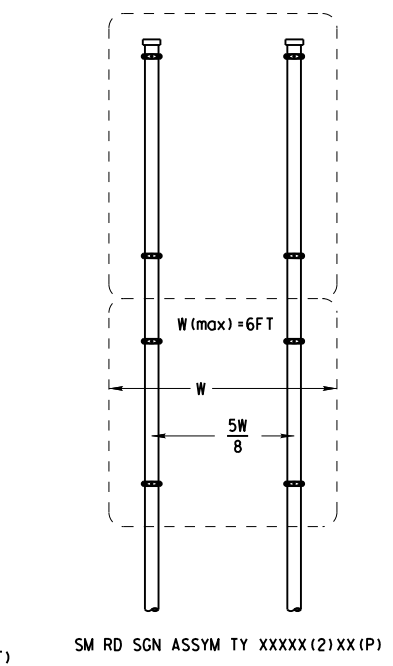
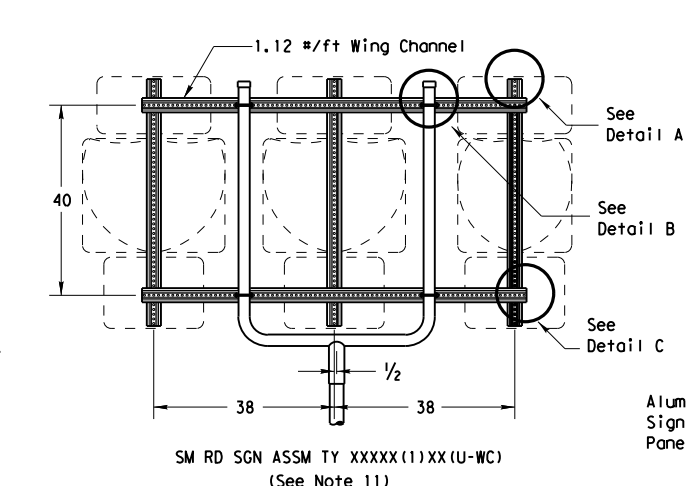
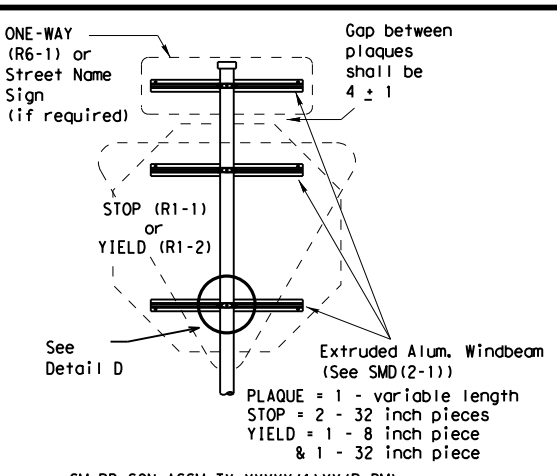
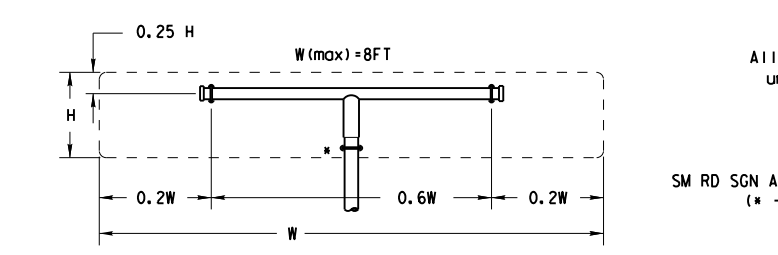
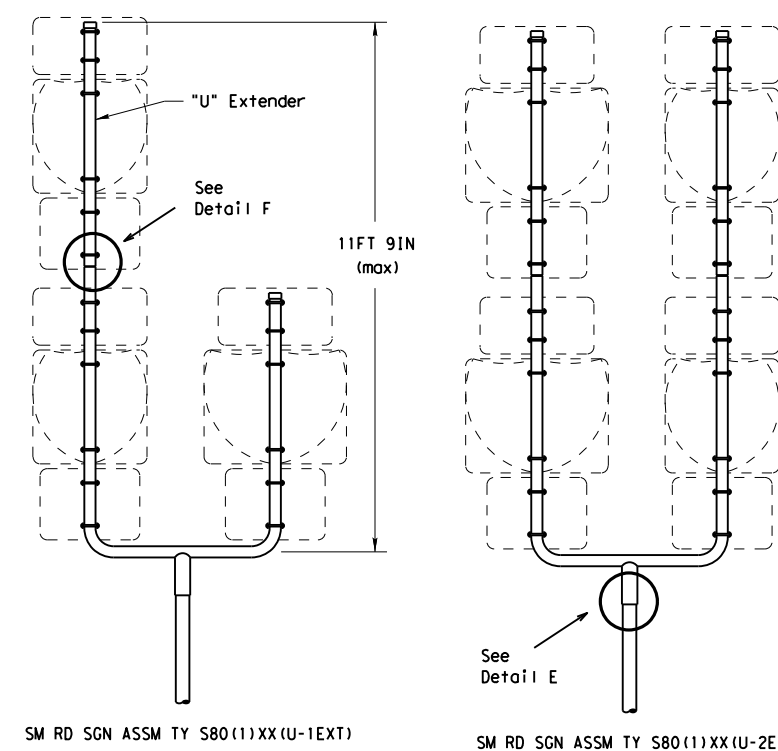
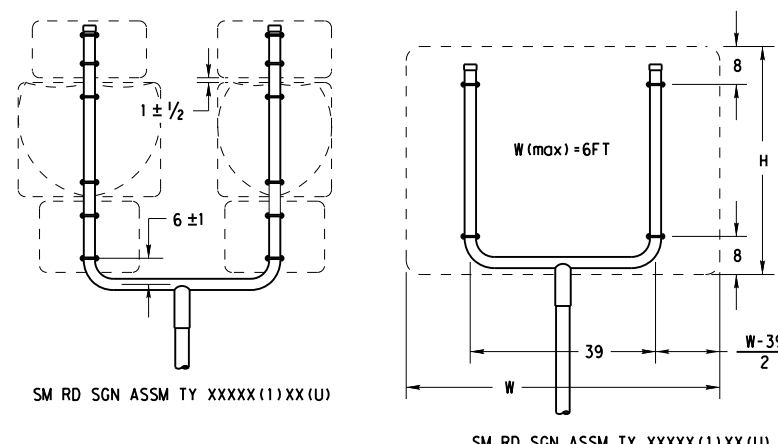
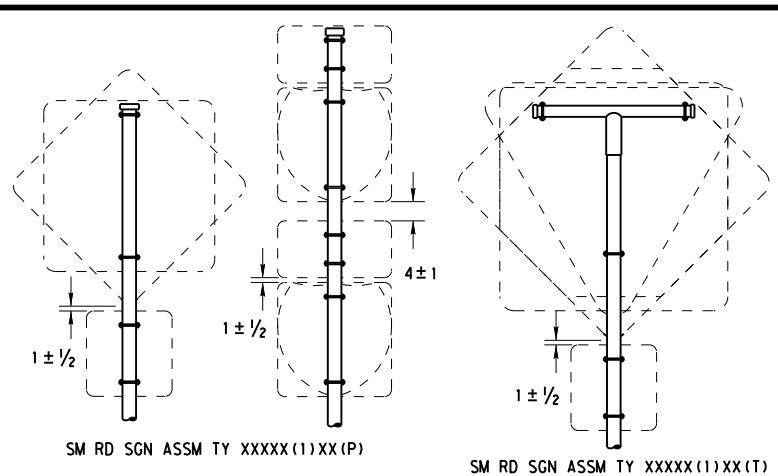


SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM SMD(SLIP-1)-08(DAL)

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9-08	REVISIONS	CONT	SECT	JOB	HIGHWAY
12-10 (DISTRICT)		0197	05	059	US 175
ADDED CLAMP BASE DETAIL FOR SLIP BASE INSTALLATION		DIST	COUNTY	SHEET NO.	
		DAL	KAUFMAN	264	

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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."
- 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
	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
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)

Friction caps may be manufactured from hot rolled or cold rolled steel sheets. The minimum sheet metal thickness shall be 24 gauge for all cap sizes. The rim edges shall be reasonably straight and smooth. Caps shall be sized and formed in such a manner as to produce a drive-on friction fit and have no tendency to rock when seated on the pipe. The depth shall be sufficient to give positive protection against entrance of rainwater. They shall be free of sharp creases or indentations and show no evidence of metal fracture. Caps shall have an electrodeposited coating of zinc in accordance with the requirements of ASTM B633 Class FE/ZN 8.

Texas Department of Transportation
 Traffic Operations Division

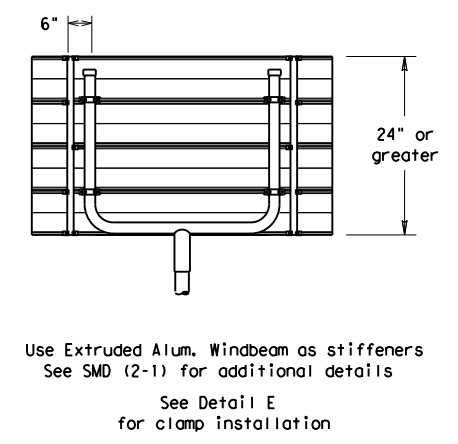
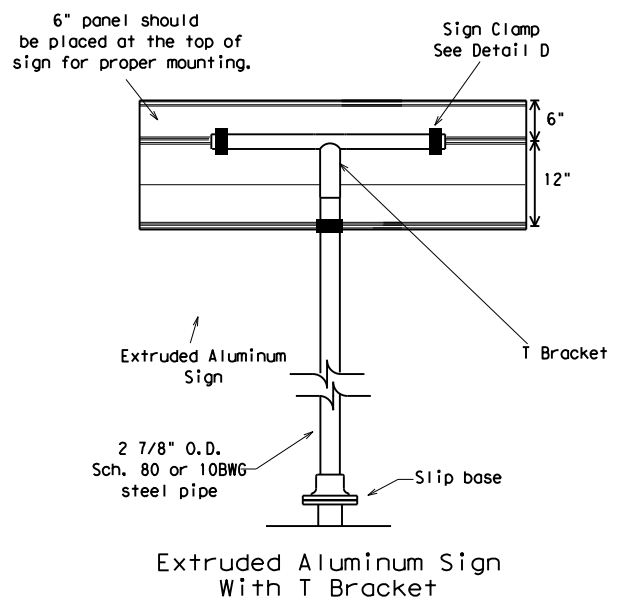
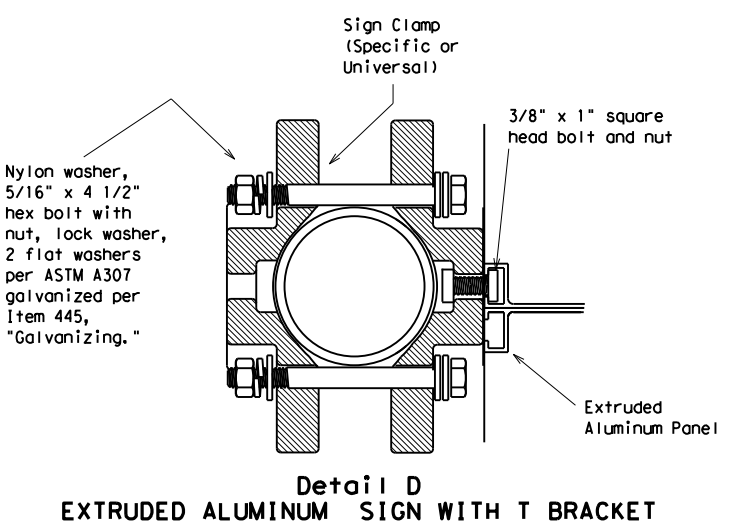
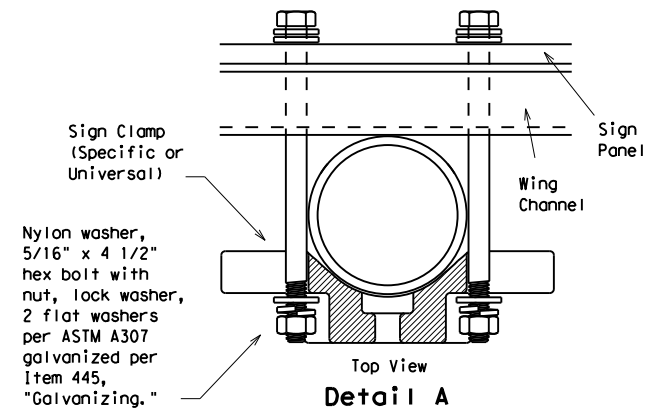
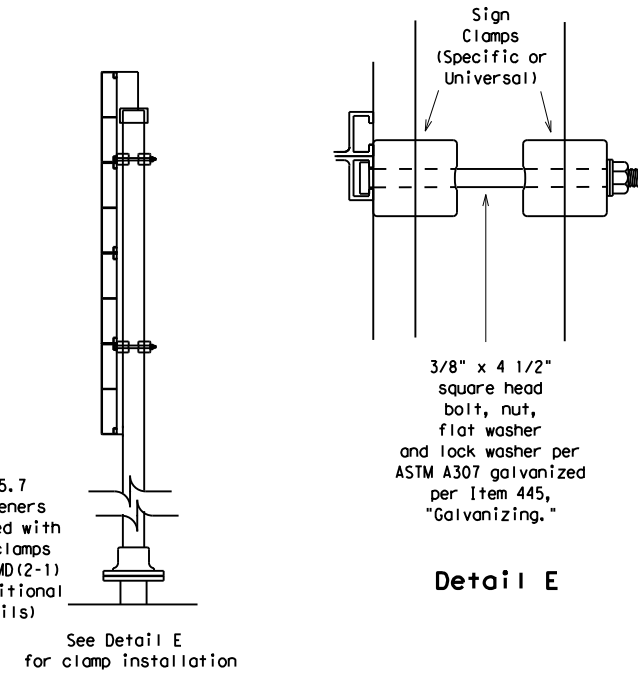
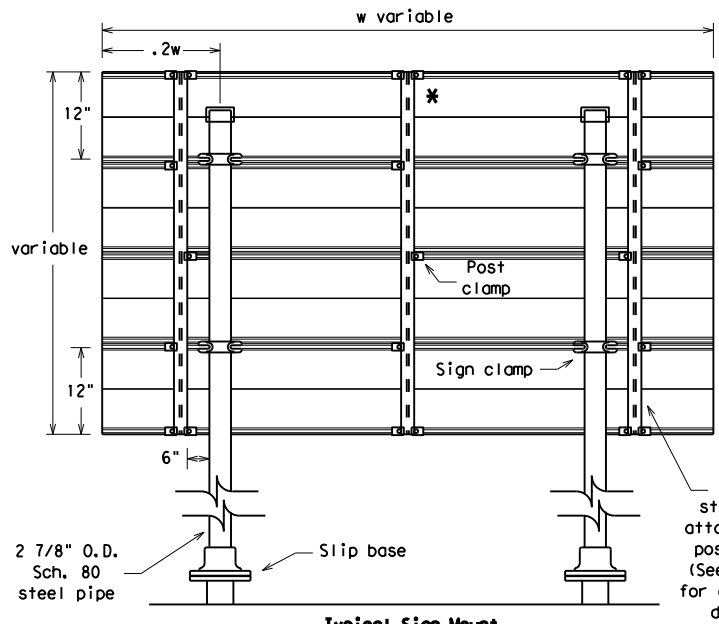
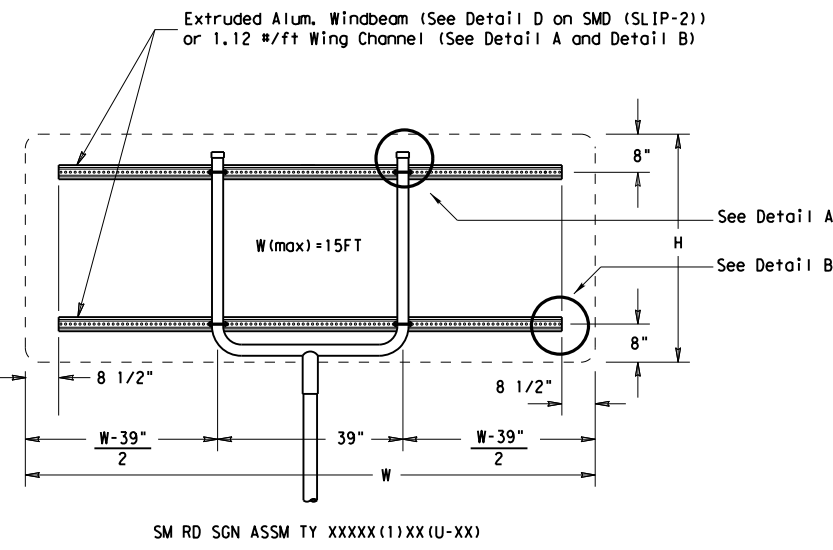
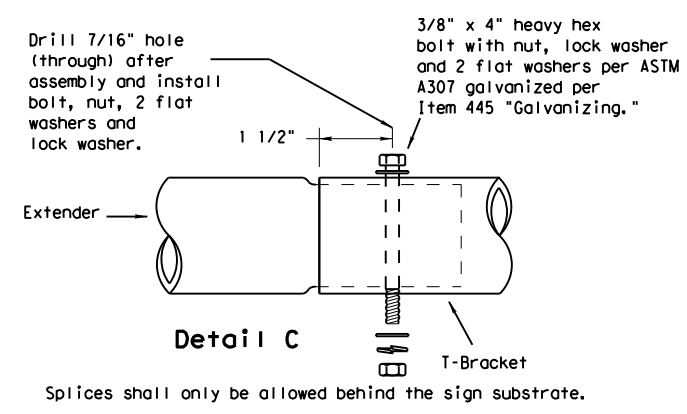
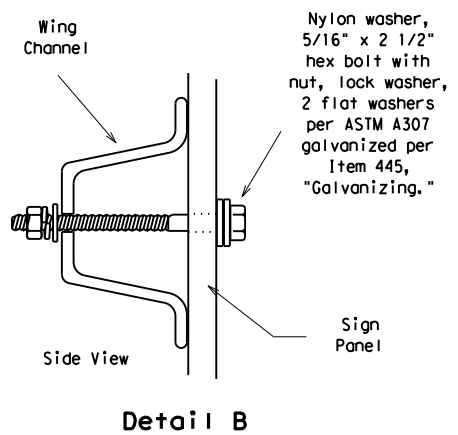
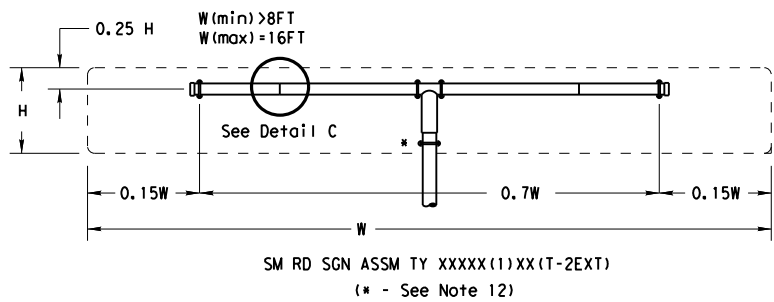
**SIGN MOUNTING DETAILS
 SMALL ROADSIDE SIGNS
 TRIANGULAR SLIPBASE SYSTEM**

SMD(SLIP-2)-08

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9-08	REVISIONS	CON: 0197	SECT: 05	JOB: 059
		DIST: DAL	COUNTY: KAUFMAN	HIGHWAY: US 175
				SHEET NO.: 265

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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)
	48x60-inch signs	TY S80(1)XX(T)
Warning	48x48-inch signs (diamond or square)	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
	48-inch Advance School X-ing sign (S1-1)	TY 10BWG(1)XX(T)
	48-inch School X-ing sign (S2-1)	TY 10BWG(1)XX(T)
	Large Arrow sign (W1-6 & W1-7)	TY 10BWG(1)XX(T)

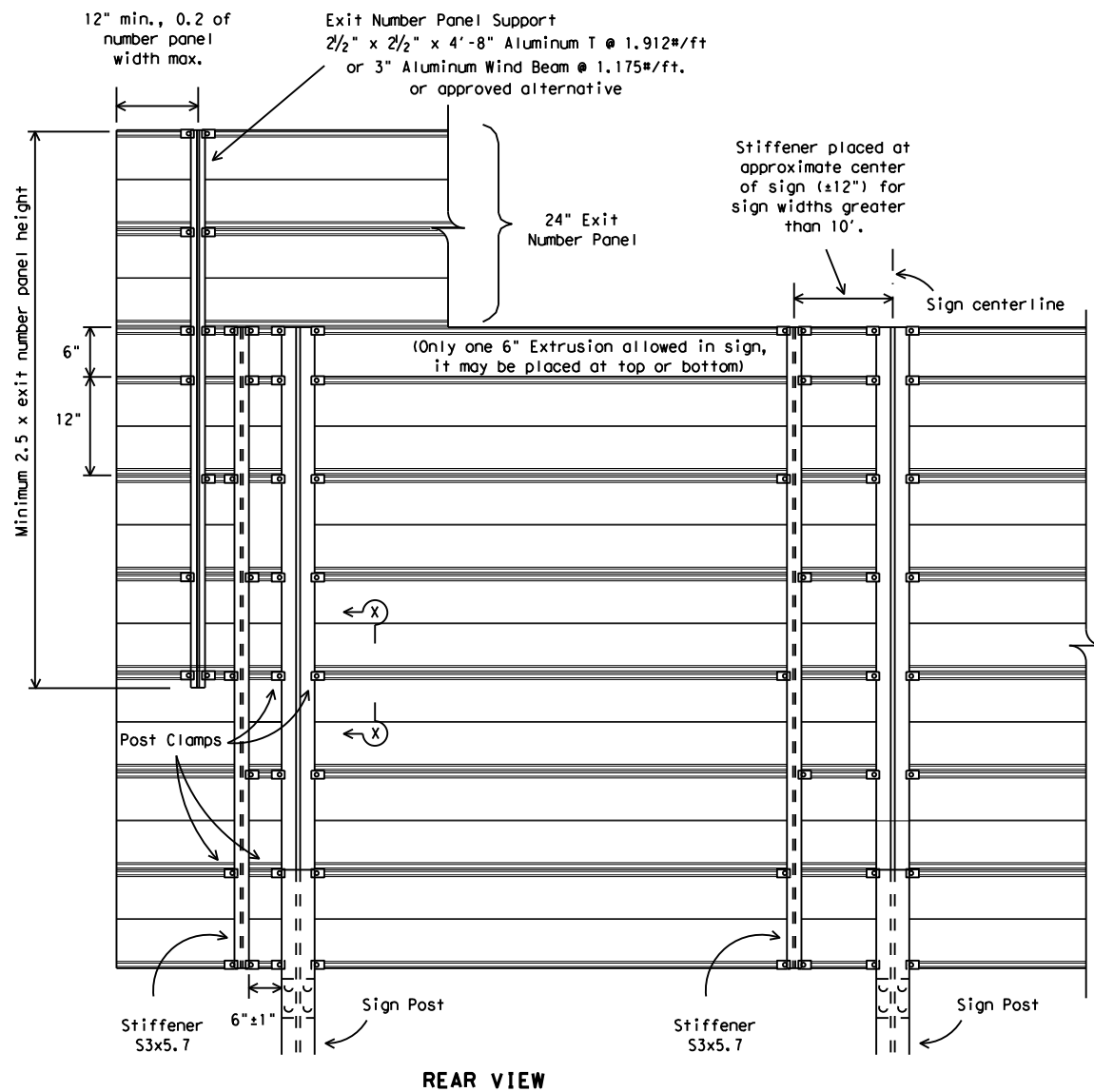
Texas Department of Transportation
 Traffic Operations Division

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

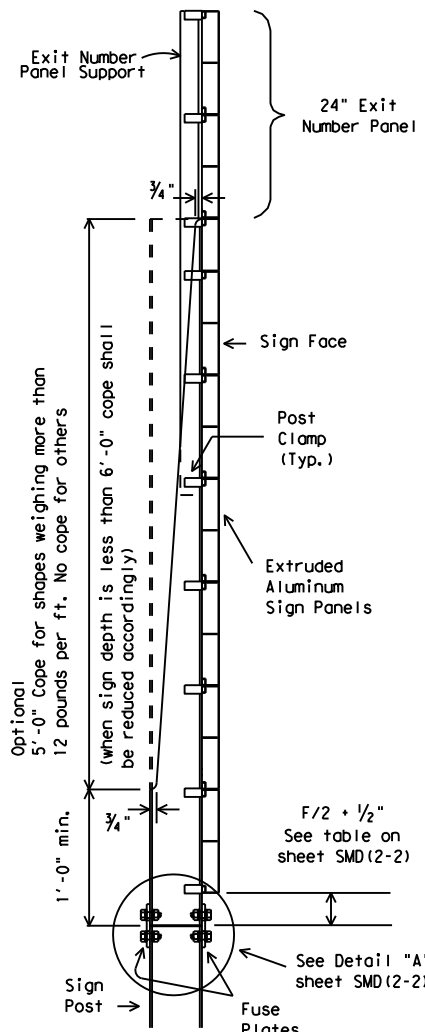
© TxDOT July 2002		DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
9-08	REVISIONS	CONT	SECT	JOB	HIGHWAY
		0197	05	059	US 175
		DIST	COUNTY		SHEET NO.
		DAL	KAUFMAN		266

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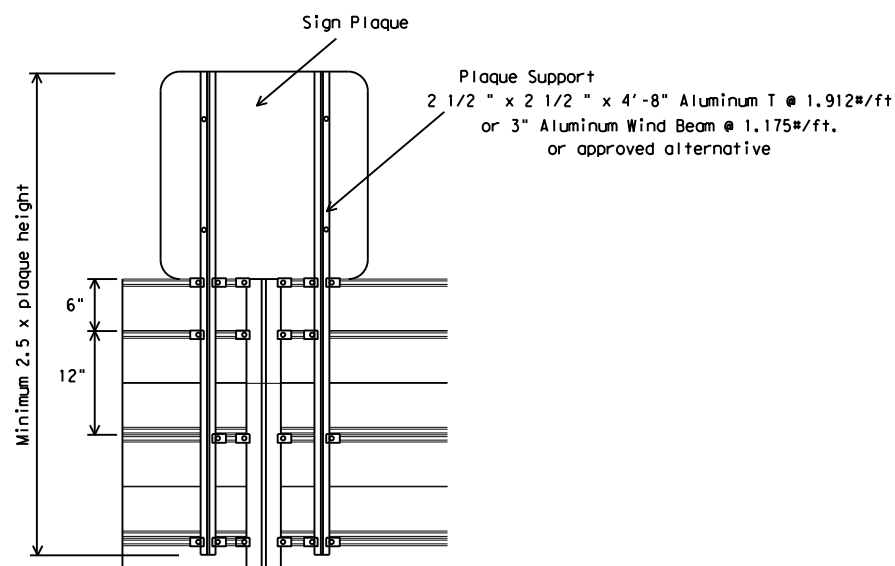


REAR VIEW



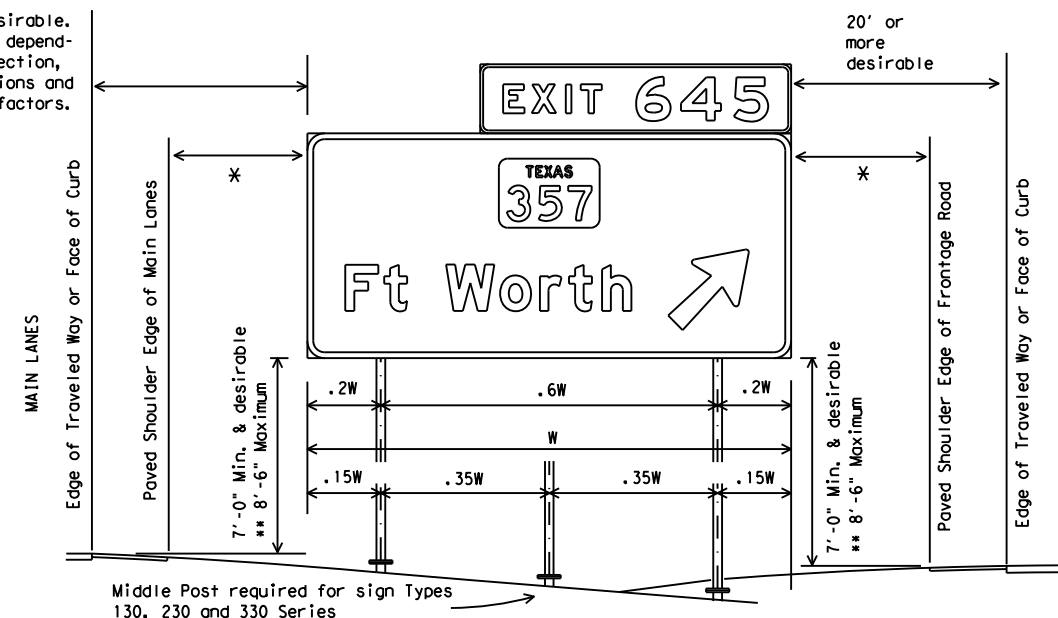
SIDE VIEW

ALUMINUM PARENT SIGN & EXIT NUMBER PANEL MOUNTING DETAILS



SIGN PLAQUE MOUNTING DETAIL TO ALUMINUM PARENT SIGN

30' or more desirable. May be reduced depending on cross section, viewing conditions and other related factors.



TYPICAL SIGN INSTALLATION AND LOCATION

LATERAL CLEARANCE NOTES:

Lateral clearances of signs mounted on median side of main lanes are the same as shown above where space will permit.

Where a sign is to be located behind guardrail, an allowable minimum clearance of five feet may be used, measured from the face of the guardrail to the near edge of sign.

* - 6' minimum and desirable may be used only in areas of limited lateral clearance and when approved by the Engineer.

POST SPACING NOTES:

Post spacing on a two post sign may vary a maximum of plus or minus 10% of total sign width to fit field conditions.

Post spacing on a three post sign may vary a maximum of plus or minus 5% of total sign width to fit field conditions.

SIGN HEIGHT NOTES:

** The 8' 6" maximum may be exceeded when placing signs on extreme slopes. In these conditions, a 7' minimum from natural ground to bottom of sign must be maintained.

DEPARTMENTAL MATERIAL SPECIFICATIONS

ALUMINUM SIGN BLANKS	DMS-7110
SIGN HARDWARE	DMS-7120

GENERAL NOTES:

- Exit number panel shall be mounted to the right hand side of the parent sign for right exits and to the left hand side for left exits. The number panel shall be mounted with two uprights so its right edge is even with the right edge of the parent sign or vice-versa for left hand exits.
- Exit number panel support shall be symmetrical about number panel centerline.
- Exit number panel support shall be ASTM A36 structural steel galvanized after fabrication, or ASTM B221 aluminum alloy 6061-T6 or approved alternative.
- All bolts, nuts and washers shall be galvanized per ASTM Designation: B695 Class 50, or A153 Class C or D.
- Posts, parent sign panels, and exit number panels shall comply with notes on sheets SMD(2-1) and SMD(2-2).
- Signs (such as exit number panels) attached above a parent sign shall be made of the same type material as the parent sign. General Service and Routing signs may be fabricated from flat sheet aluminum.
- Exit number panel support and other connection hardware required to fasten exit number panel to parent sign shall be subsidiary to "Aluminum Signs" or "Fiberglass Signs."
- For fiberglass sign installation details, see manufacturer's recommendations.



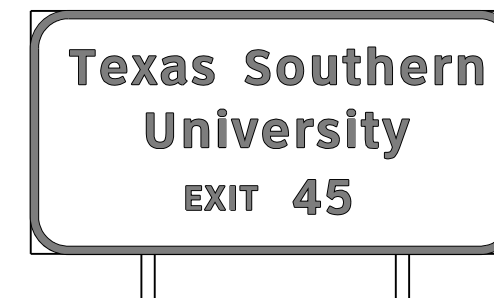
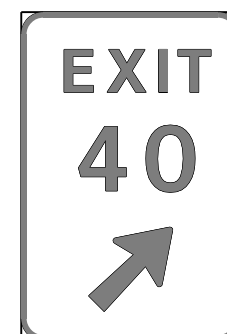
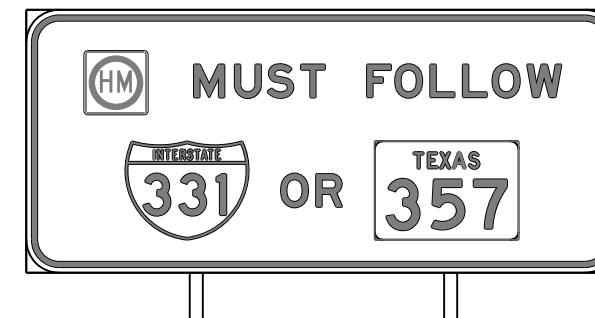
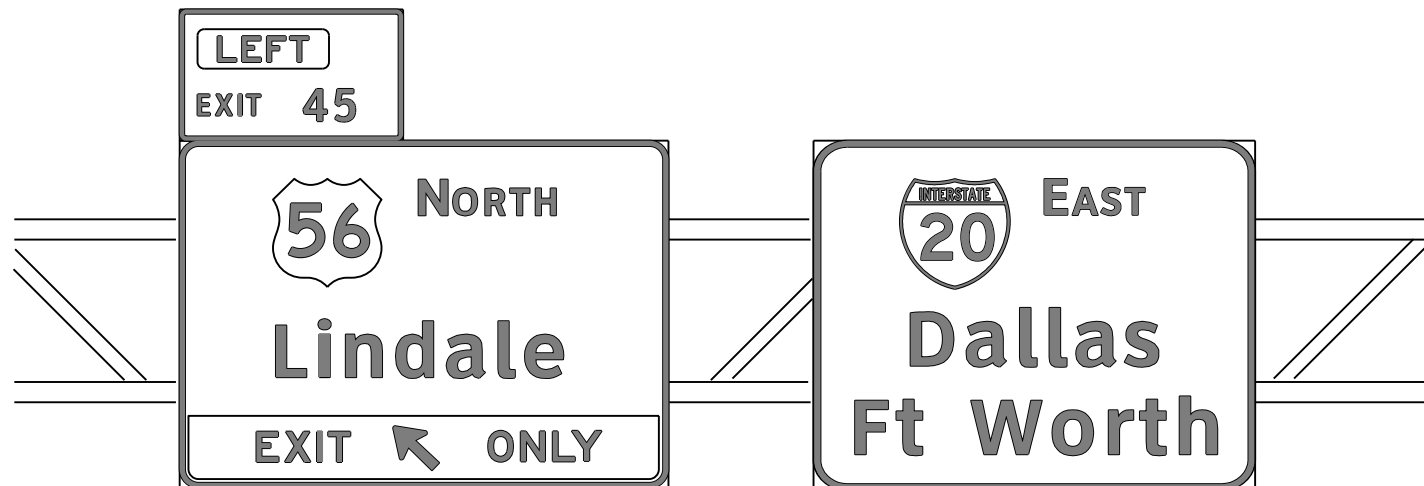
SIGN MOUNTING DETAILS-
LARGE ROADSIDE SIGNS

SMD(2-3)-08

© TxDOT August 1995	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
9-08	REVISIONS	CONTRACT NO. 019705	SECTION 059	JOB NO. US 175
		DIST. NO. DAL	COUNTY NO. KAUFMAN	SHEET NO. 267

REQUIREMENTS FOR OVERHEAD AND LARGE GROUND-MOUNTED SIGNS

TYPICAL EXAMPLES



GENERAL NOTES

1. Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign summary sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).
2. Black legend shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets (B, C, D, E, Emod, or F). White legend shall use the Clearview Alphabet. The following Clearview fonts shall be used to replace the existing white FHWA lettering, 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

3. 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.
4. Black legend shall be applied by screening process or cut-out acrylic non-reflective black film to background sheeting, or combination thereof.
5. White legend and borders shall be cut-out white sheeting applied to colored background sheeting.
6. 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 need not be trimmed or rounded if fabricated from an extruded material.
7. Sign substrate for ground-mounted signs shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative. Sign substrate for overhead signs shall be any material that meets DMS-7110. Exit Number Panels attached above the parent sign shall be made with the same substrate and sheeting as the parent sign.
8. Mounting details of attachments to parent sign face are shown on Standard Plan Sheet TSR(5). Mounting details of exit number panels above parent sign are shown in the "SMD series" Standard Plan Sheets.
9. Background sheeting shall be applied to the substrate per sheeting manufacturer's recommendations. Sheeting will not be allowed to bridge the horizontal gap between panels.
10. Cut all legend, symbols, borders, and direct applied sign attachments at panel joints.

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/>

SHEETING REQUIREMENTS

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

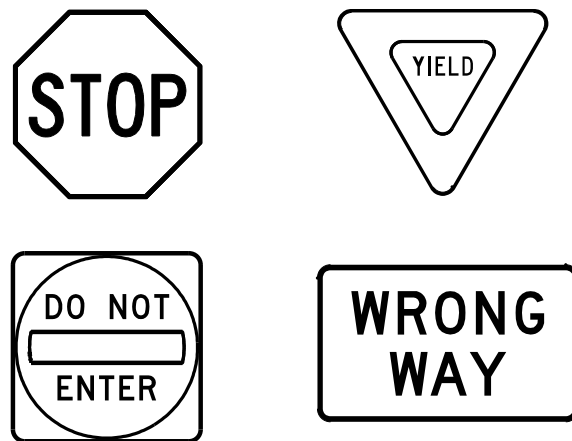
Texas Department of Transportation					Traffic Operations Division Standard
<h2 style="margin: 0;">TYPICAL SIGN REQUIREMENTS</h2> <h3 style="margin: 0;">TSR(1) - 13</h3>					
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© TxDOT	October 2003	CON:	0197	SECT:	05
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12-03 7-13		DIST	COUNTY		SHEET NO.
9-08		DAL	KAUFMAN		268

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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

GENERAL NOTES

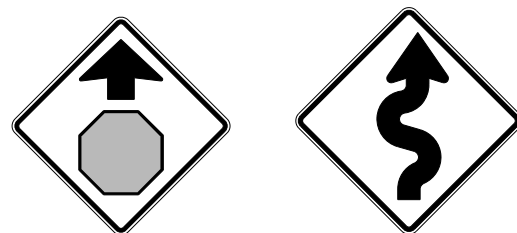
- Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign tabulation sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).
- Sign legend shall use the Federal Highway Administration (FHWA) Standard Highway 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/>

REQUIREMENTS FOR WARNING SIGNS



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	FLOURESCENT YELLOW	TYPE B _{FL} OR C _{FL} 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 _{FL} OR C _{FL} SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
SYMBOLS	RED	TYPE B OR C SHEETING



TYPICAL SIGN REQUIREMENTS

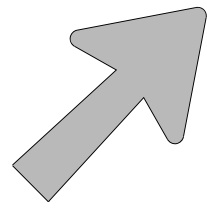
TSR(4) - 13

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© TxDOT	October 2003	CONT	SECT	JOB	HIGHWAY				
REVISIONS		0197	05	059	US 175				
12-03	7-13	DIST	COUNTY	SHEET NO.					
9-08		DAL	KAUFMAN	271					

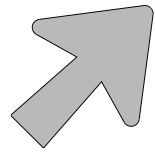
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ARROW DETAILS

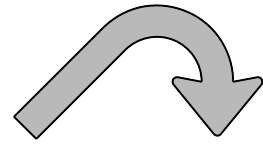
for Large Ground-Mounted and Overhead Guide Signs



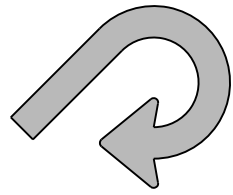
Type A



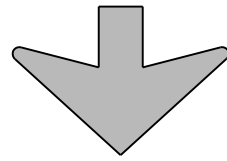
Type B



E-3



E-4



Down Arrow

TYPE	LETTER SIZE	USE
A-1	10.67" U/L and 10" Caps	Single Lane Exits
A-2	13.33" U/L and 12" Caps	
A-3	16" & 20" U/L	
B-1	10.67" U/L and 10" Caps	Multiple Lane Exits
B-2	13.33" U/L and 12" Caps	
B-3	16" & 20" U/L	

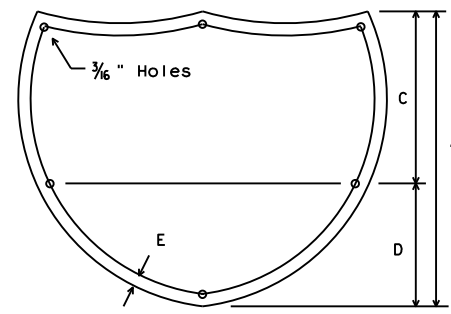
CODE	USED ON SIGN NO.
E-3	E5-1aT
E-4	E5-1bT

NOTE

Arrow dimensions are shown in the "Standard Highway Sign Designs for Texas" manual.

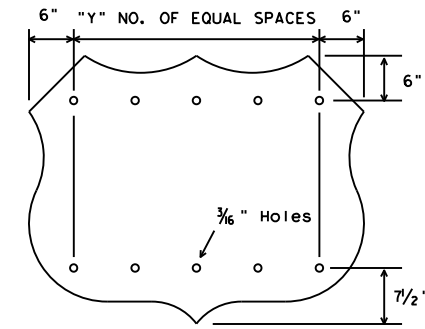
The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website:
<http://www.txdot.gov/>

SIGN BLANK PUNCHING DETAILS FOR ATTACHMENTS WHEN SPECIFIED TO BE TYPE A ALUMINUM SIGNS (FOR MOUNTING TO GUIDE SIGN FACE)



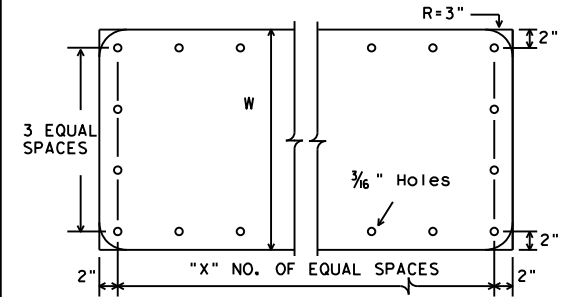
INTERSTATE ROUTE MARKERS

A	C	D	E
36	21	15	1 1/2
48	28	20	1 3/4



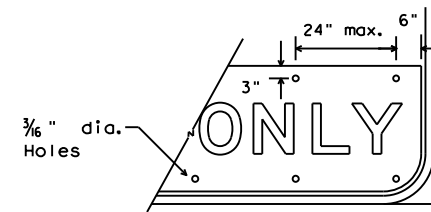
U.S. ROUTE MARKERS

Sign Size	"Y"
24x24	2
30x24	3
36x36	3
45x36	4
48x48	4
60x48	5



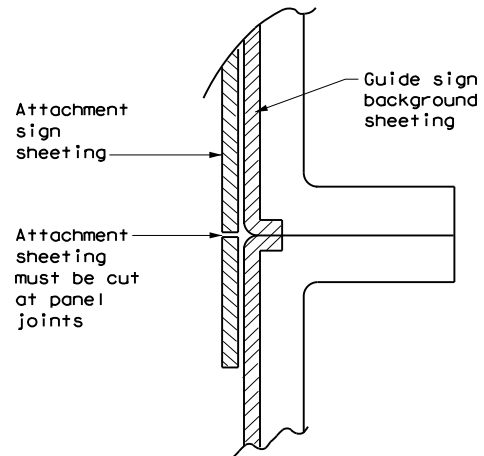
STATE ROUTE MARKERS

No. of Digits	W	X
4	24	4
4	36	5
4	48	6
3	24	3
3	36	4
3	48	5



EXIT ONLY PANEL

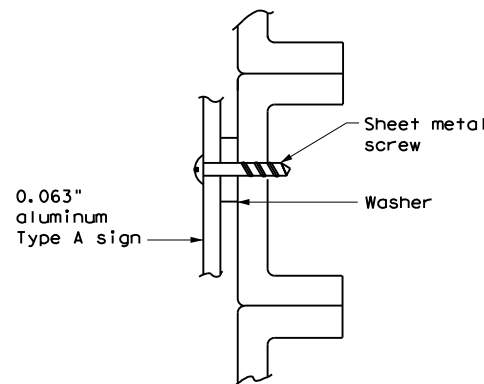
MOUNTING DETAILS OF ATTACHMENTS TO GUIDE SIGN FACE ("EXIT ONLY" AND "LEFT EXIT" PANELS, ROUTE MARKERS AND OTHER ATTACHMENTS)



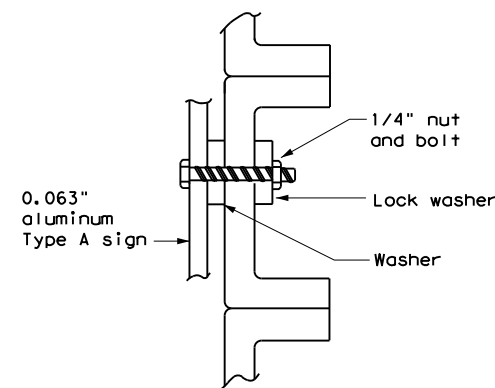
DIRECT APPLIED ATTACHMENT

NOTE:

- Sheeting for legend, symbols, and borders must be cut at panel joints.
- Direct applied attachment signs will be subsidiary to "Aluminum Signs" or "Fiberglass Signs".



SCREW ATTACHMENT

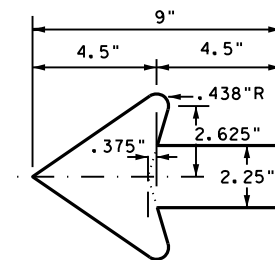


NUT/BOLT ATTACHMENT

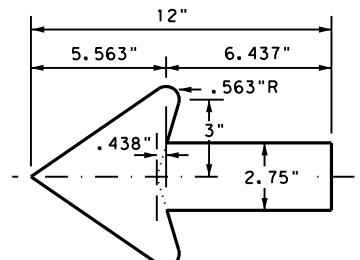
NOTE:

Furnish Type A aluminum sign attachments only when specified in the plans. These signs will be paid for under "Aluminum Signs".

ARROW DETAILS for Destination Signs (Type D)



Standard arrow to be used with 6 inch letters.



Standard arrow to be used with 8 inch letters.

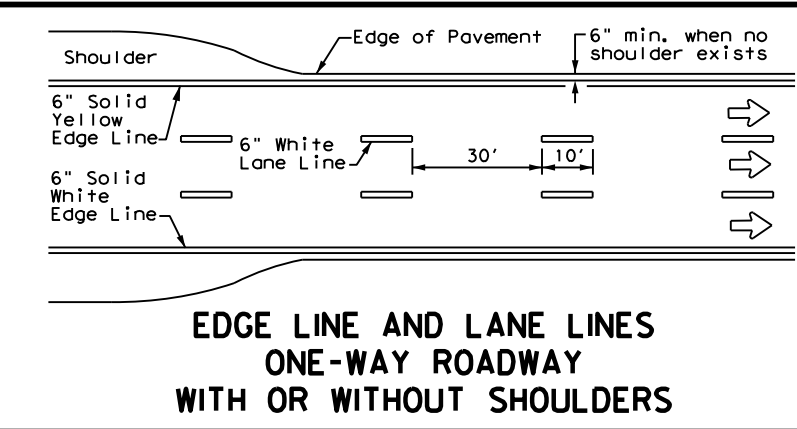


TYPICAL SIGN REQUIREMENTS

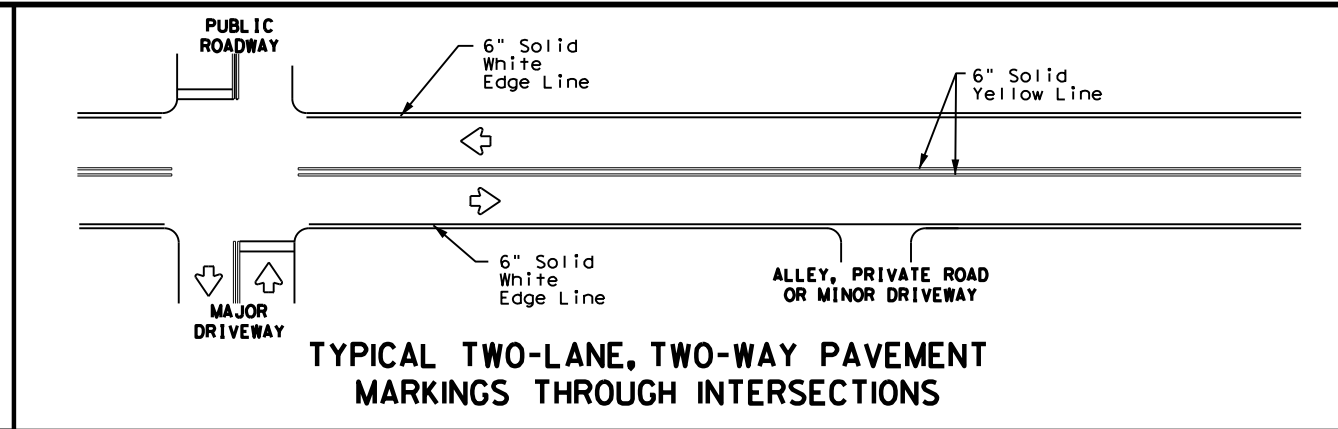
TSR (5) - 13

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© TxDOT October 2003	CONT	SECT	JOB	HIGHWAY
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12-03 7-13	DIST	COUNTY	SHEET NO.	
9-08	DAL	KAUFMAN	272	

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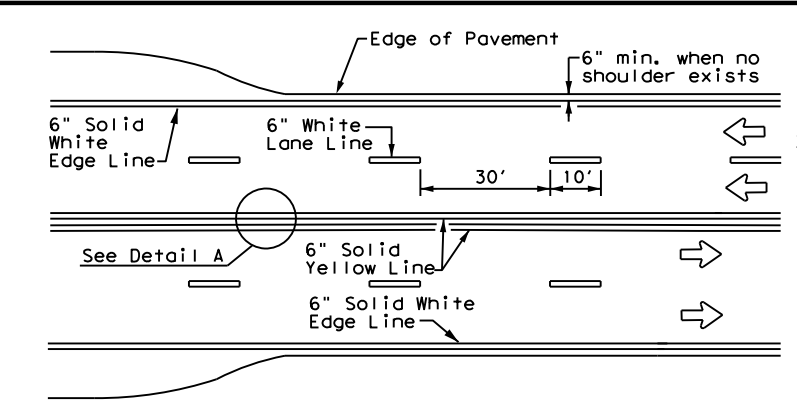
**EDGE LINE AND LANE LINES
ONE-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



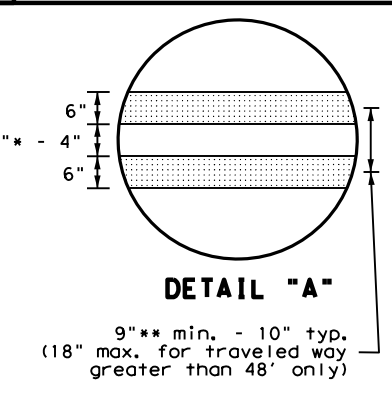
**TYPICAL TWO-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**

GENERAL NOTES

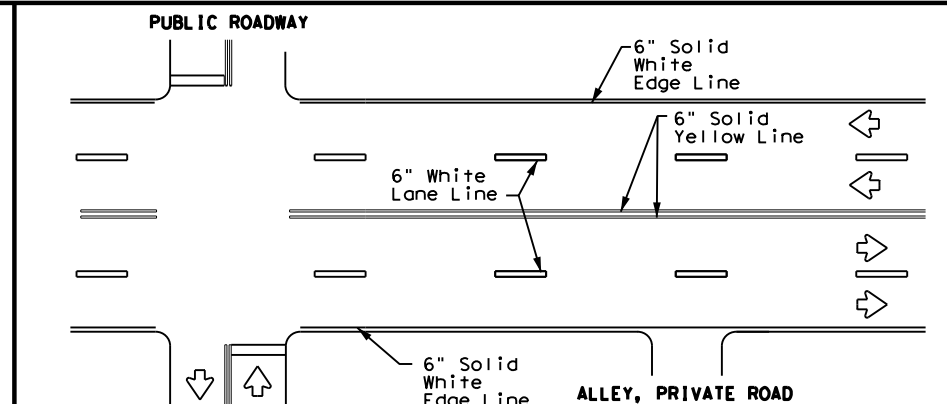
1. Edge line striping shall be as shown in the plans or as directed by the Engineer. The edge line should not be placed less than 6 inches from the edge of pavement. This distance may vary due to pavement raveling or other conditions. Edge lines are not required in curb and gutter sections of roadways.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



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



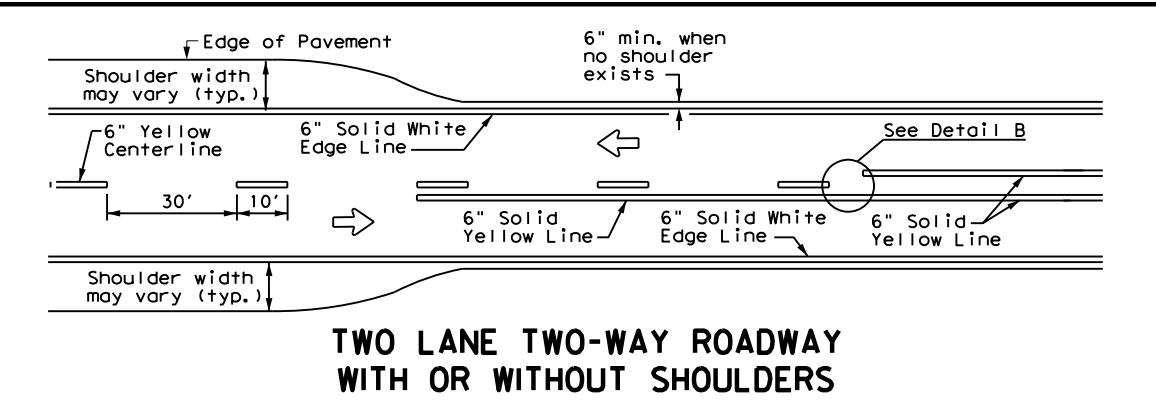
- * 2" minimum for restripe projects when approved by the Engineer.
- ** 8" minimum for restripe projects when approved by the Engineer.



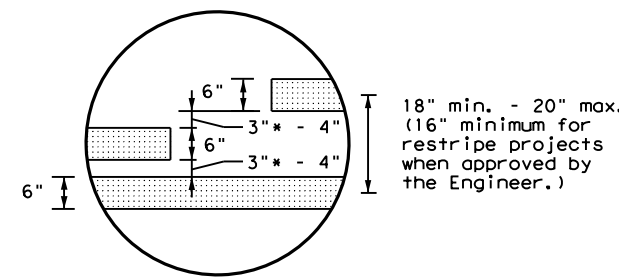
**TYPICAL MULTI-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**

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

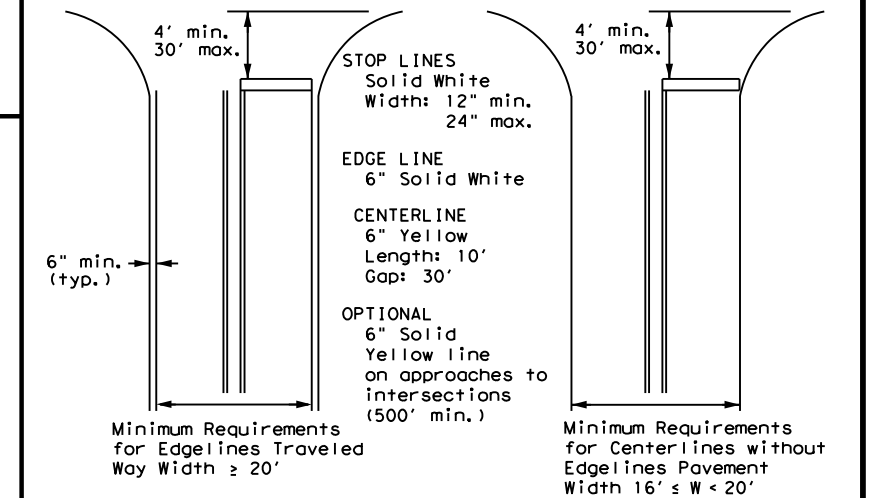
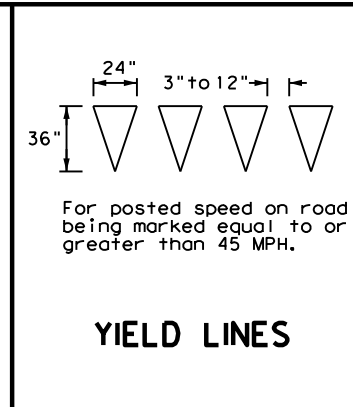
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



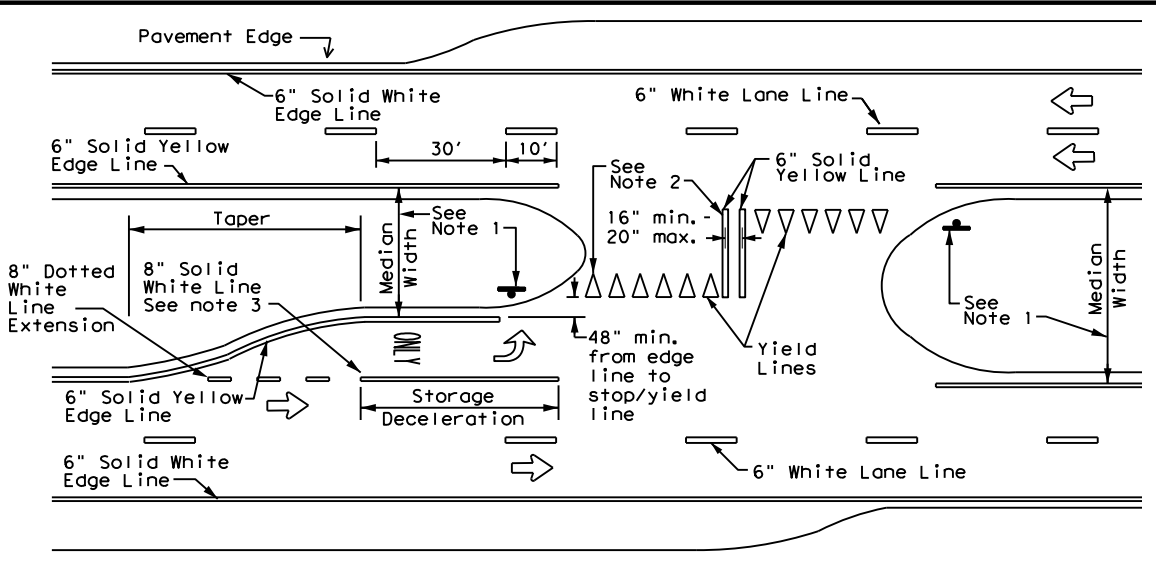
**TWO LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



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



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



FOUR LANE DIVIDED ROADWAY CROSSOVERS

NOTES

1. Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections. Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling width to determine if signs are required. Yield signs are the typical intersection control. Stop signs and stop bars are optional as determined by the Engineer.
2. 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.
3. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.

Traffic Safety Division Standard

TYPICAL STANDARD PAVEMENT MARKINGS

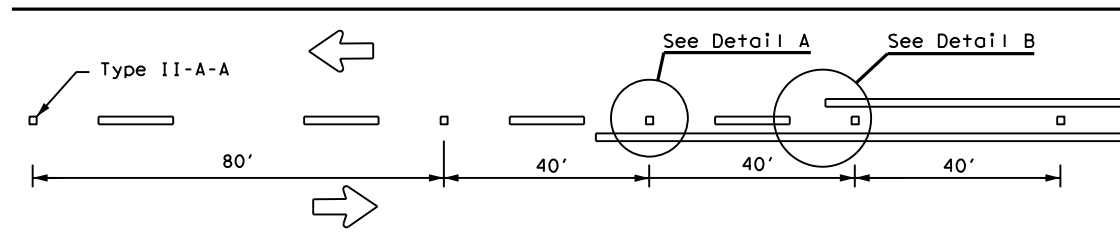
PM(1) - 22

FILE: pm1-22.dgn	DW: CK:	DW: CK:	CK:
© TxDOT December 2022		CONT SECT	JOB HIGHWAY
REVISIONS		0197 05	059 US 175
11-78 8-00 6-20			
8-95 3-03 12-22			
5-00 2-12	DIST COUNTY	DAL KAUFMAN	SHEET NO. 273

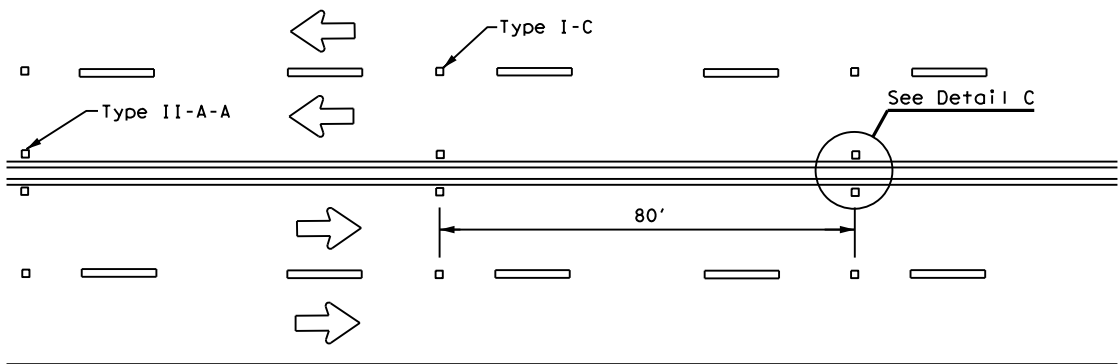
22A

REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE

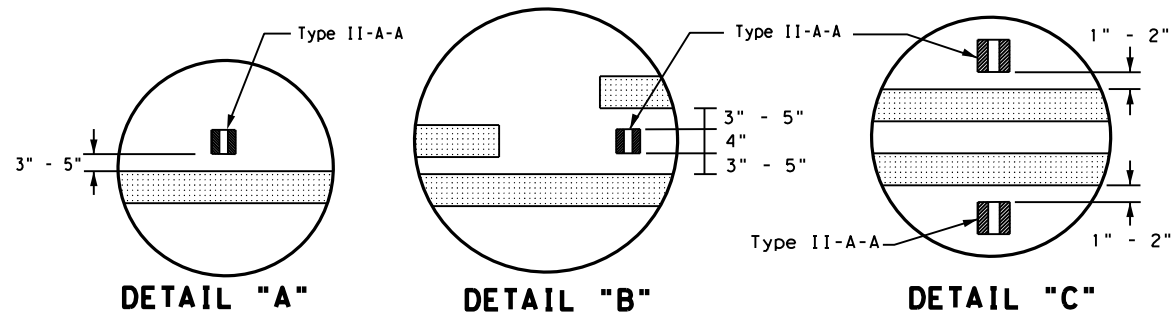
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CENTERLINE FOR ALL TWO LANE TWO-WAY ROADWAYS



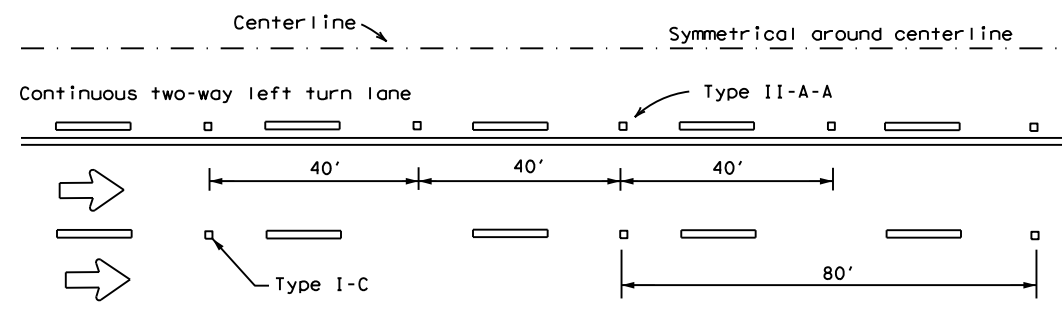
**CENTERLINE & LANE LINES
FOR FOUR LANE TWO-WAY ROADWAYS**



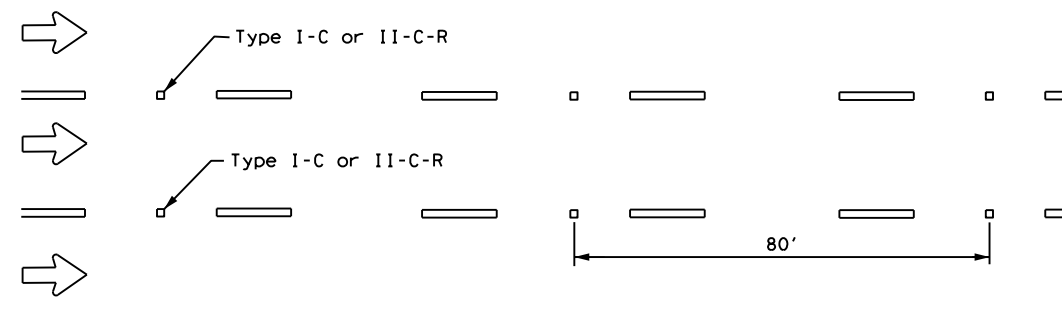
DETAIL "A"

DETAIL "B"

DETAIL "C"

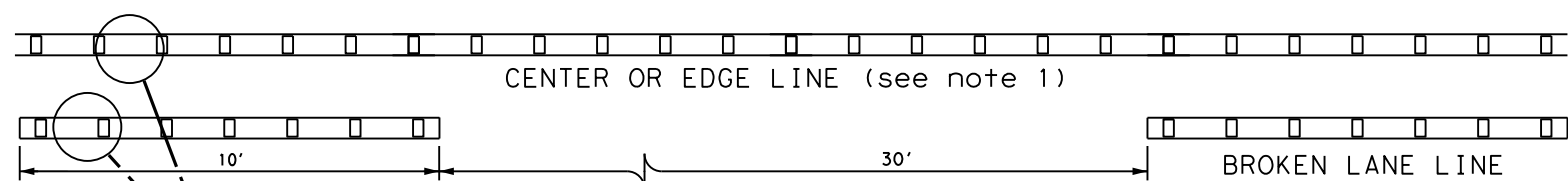


CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



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

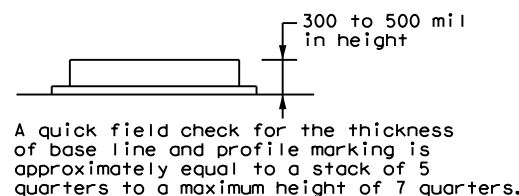
Raised pavement markers Type II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.
 See Note 3.



**REFLECTORIZED PROFILE
PATTERN DETAIL**

USING REFLECTIVE PROFILE PAVEMENT MARKINGS

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

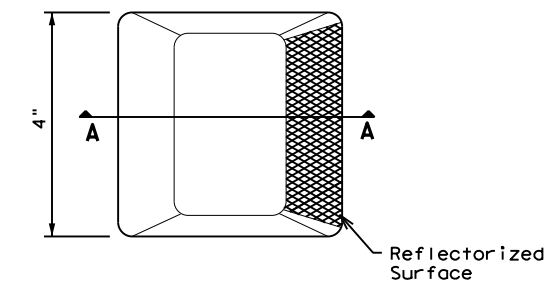


NOTES

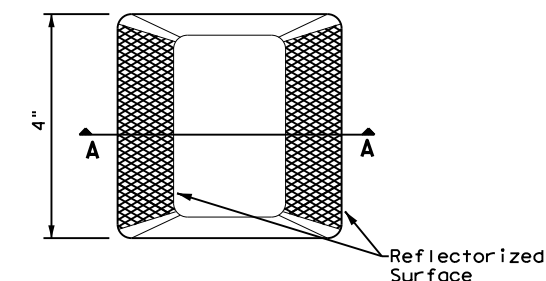
1. Edge lines should typically be 6" wide and the materials shall be specified in the plans.
2. Profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.

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

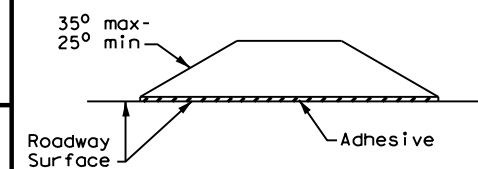
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)



Type II (Top View)



SECTION A

RAISED PAVEMENT MARKERS

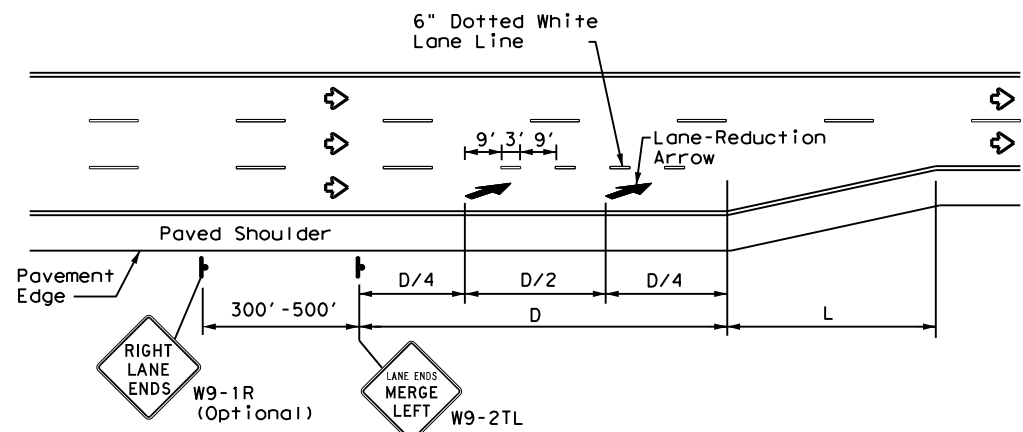


**POSITION GUIDANCE USING
RAISED MARKERS
REFLECTORIZED PROFILE
MARKINGS
PM(2) - 22**

FILE: pm2-22.dgn	DN: 0197	CK: 05	DW: 059	CK: US 175	
© TxDOT December 2022		CONT	SECT	JOB	HIGHWAY
REVISIONS		0197	05	059	US 175
4-77	8-00	6-20			
4-92	2-10	12-22			
5-00	2-12				
DIST		COUNTY		SHEET NO.	
DAL		KAUFMAN		274	

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DATE: 4/12/2023 4:16:34 PM
 FILE: \\txdot\project\wiseonline\com:txdot5\Documents\18 - DAL\Design Project\09090909\18 - DAL\Design Project\09090909.dgn



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.

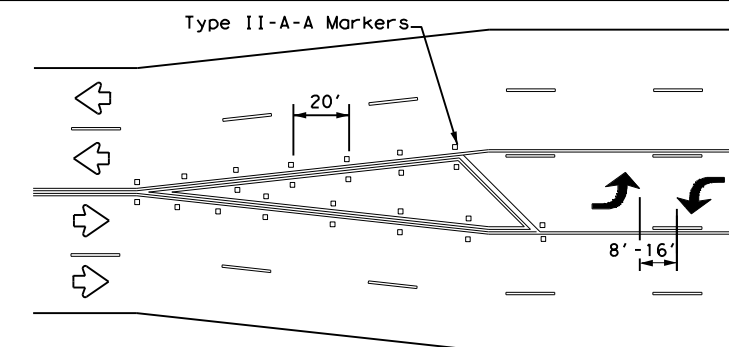
ADVANCED WARNING SIGN DISTANCE (D)		
Posted Speed	D (ft)	L (ft)
30 MPH	460	$L = \frac{WS^2}{60}$
35 MPH	565	
40 MPH	670	
45 MPH	775	
50 MPH	885	L=WS
55 MPH	990	
60 MPH	1,100	
65 MPH	1,200	
70 MPH	1,250	
75 MPH	1,350	

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.

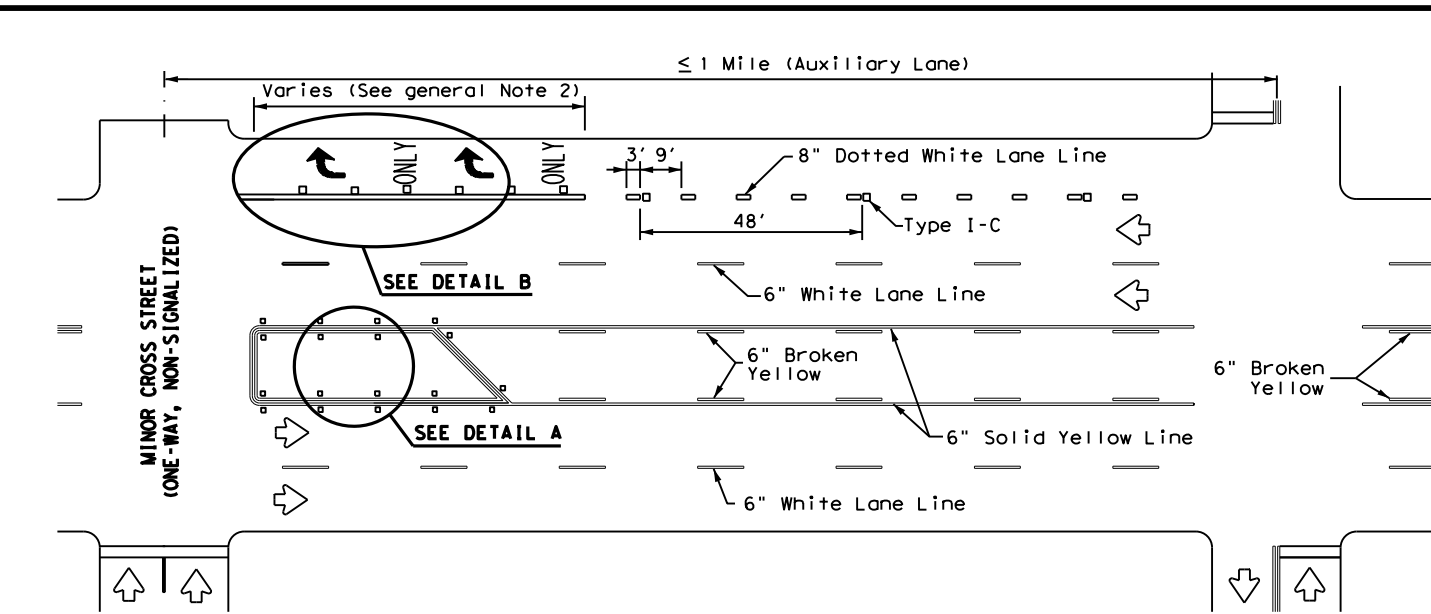
MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

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

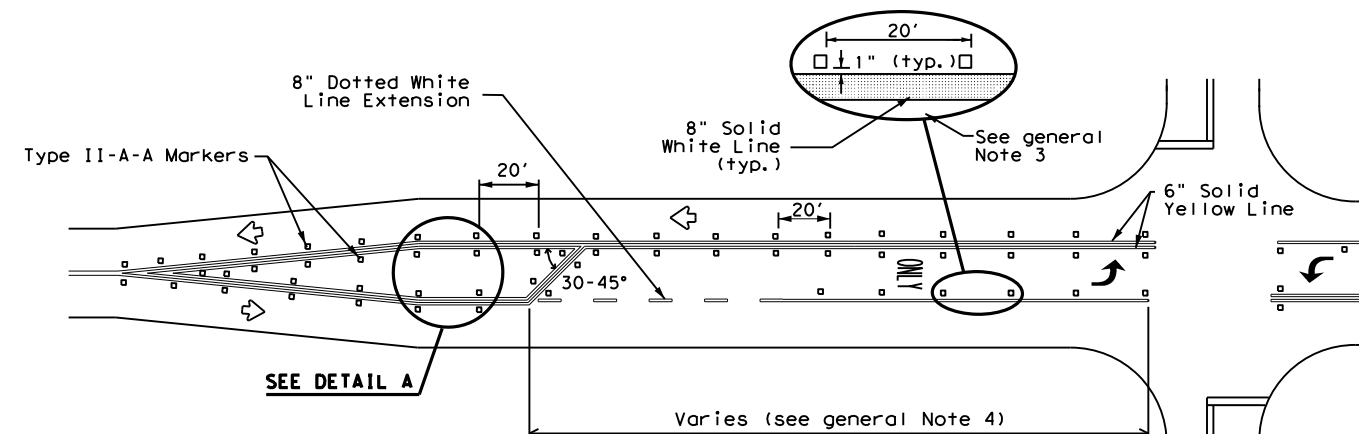


A two-way left-turn (TWLTL) lane-use arrow pavement marking should be used at or just downstream from the beginning of a two-way left-turn lane within a corridor. Repeating the marking after each intersection or dedicated turn bay is not required unless stated elsewhere in the plans.

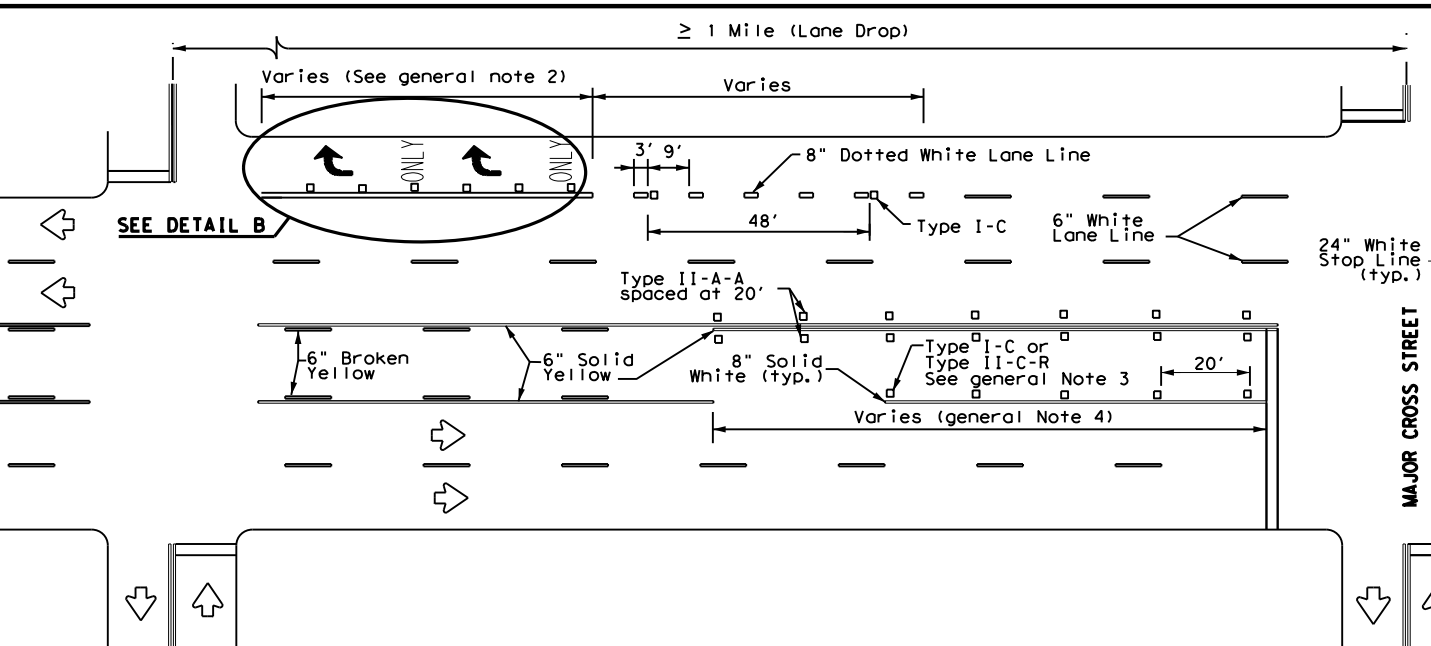
TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY



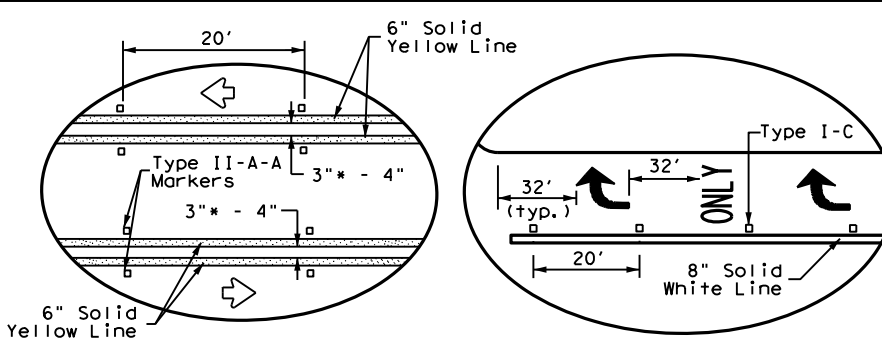
TYPICAL TWLTL AT ONE-WAY STREET AND RIGHT TURN AUXILIARY LANE



TYPICAL TWO-LANE ROADWAY INTERSECTION WITH LEFT TURN BAYS



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



DETAIL A

DETAIL B

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

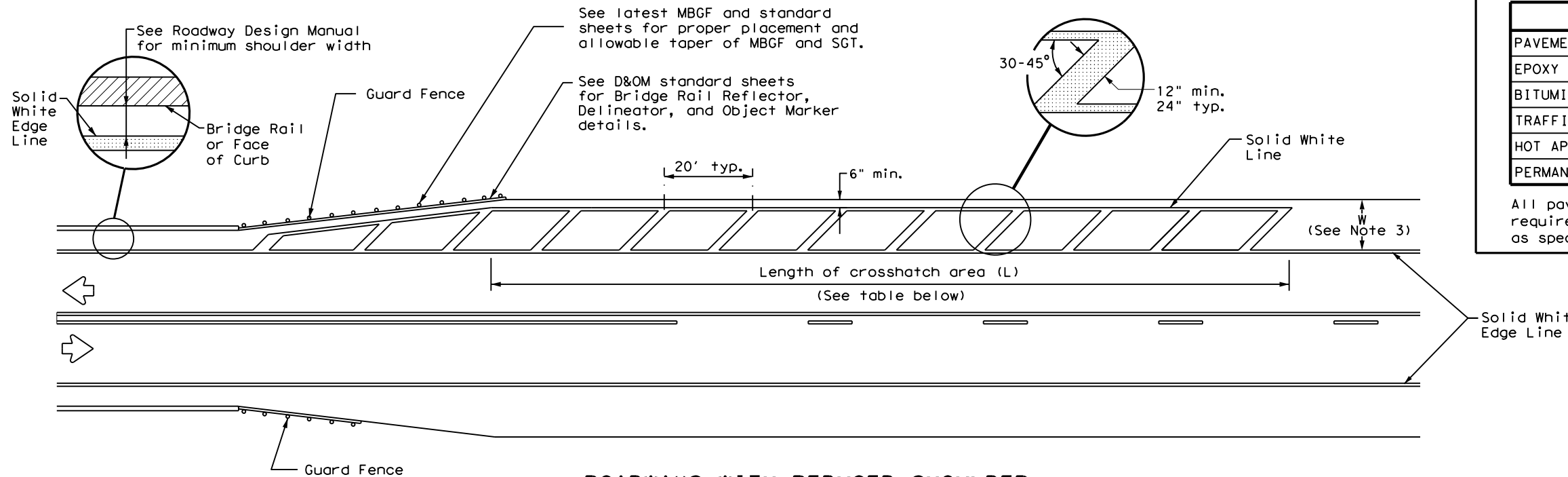
Texas Department of Transportation
 Traffic Safety Division Standard

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 December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	05	059	US 175
4-98 3-03 6-20	DIST	COUNTY	SHEET NO.	
5-00 2-10 12-22	DAL	KAUFMAN	275	
8-00 2-12				

22C

DATE: 4/12/2023 4:16:37 PM
 FILE: \\txdot.projectwiseonline.com:TXDOT5\Documents\18 - DAL\Design Projects\09090909\09090909.dgn
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ROADWAYS WITH REDUCED SHOULDER WIDTHS ACROSS BRIDGE OR CULVERT

CROSSHATCH LENGTH (L)	
Posted Speed (MPH)	L (ft)
30	300 ft
35	
40	
45	
50	500 ft
55	
60	
65	
70	
75	

NOTES

1. 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 4 inches from the bridge rail or face of curb or 6 inches from the edge of pavement. This distance may vary due to pavement raveling or other conditions.
2. No-passing zone on bridge approach is optional. If used, the no-passing zone shall be a minimum 500 feet long from the beginning of the bridge.
3. The crosshatching should be required if the shoulder width in advance of the bridge is 4 feet or wider and a reduction of at least 3 feet in shoulder width across the bridge occurs.
4. On divided highways, review both the right and left shoulder widths for the need for narrow bridge pavement markings.

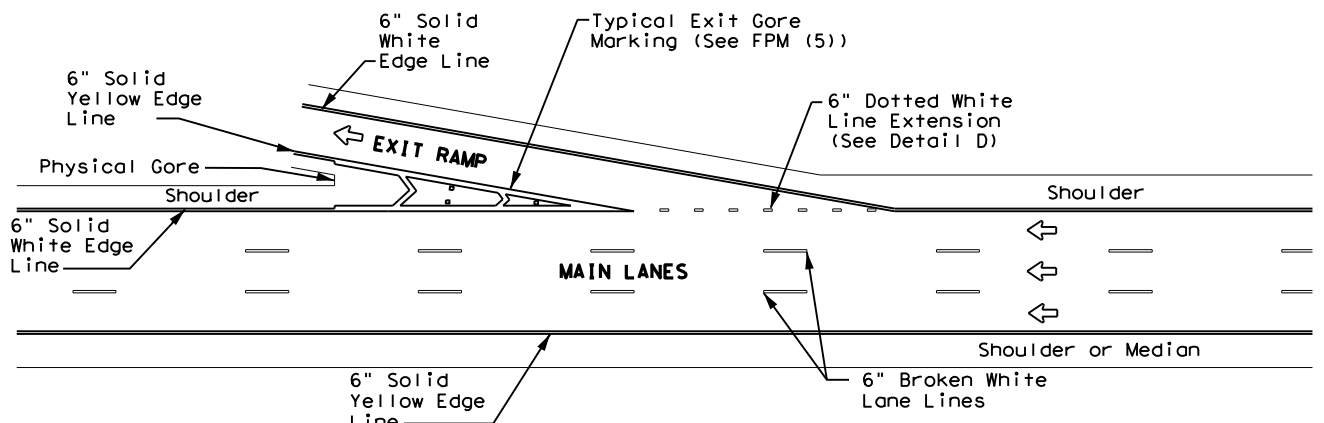
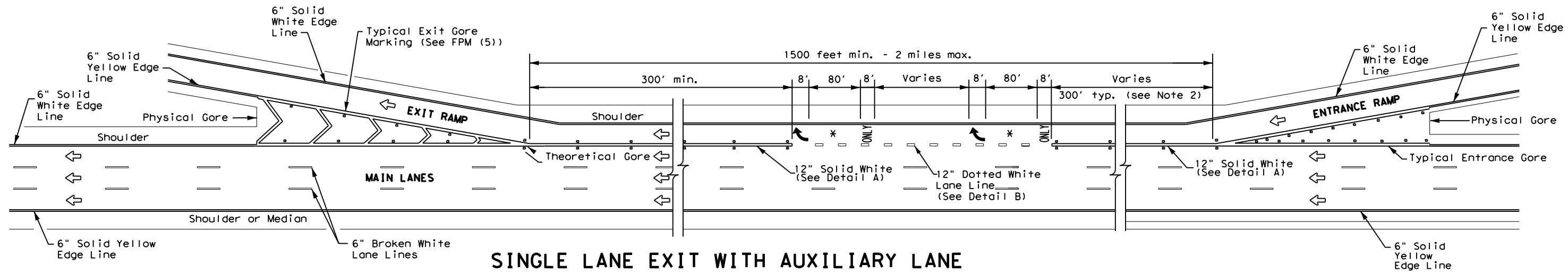
MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

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

Texas Department of Transportation			Traffic Safety Division Standard	
PAVEMENT MARKINGS FOR ROADWAYS WITH REDUCED SHOULDER WIDTHS ACROSS BRIDGE OR CULVERT PM(5) - 22				
FILE: pm5-22.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	05	059	US 175
DIST	COUNTY		SHEET NO.	
DAL	KAUFMAN		276	

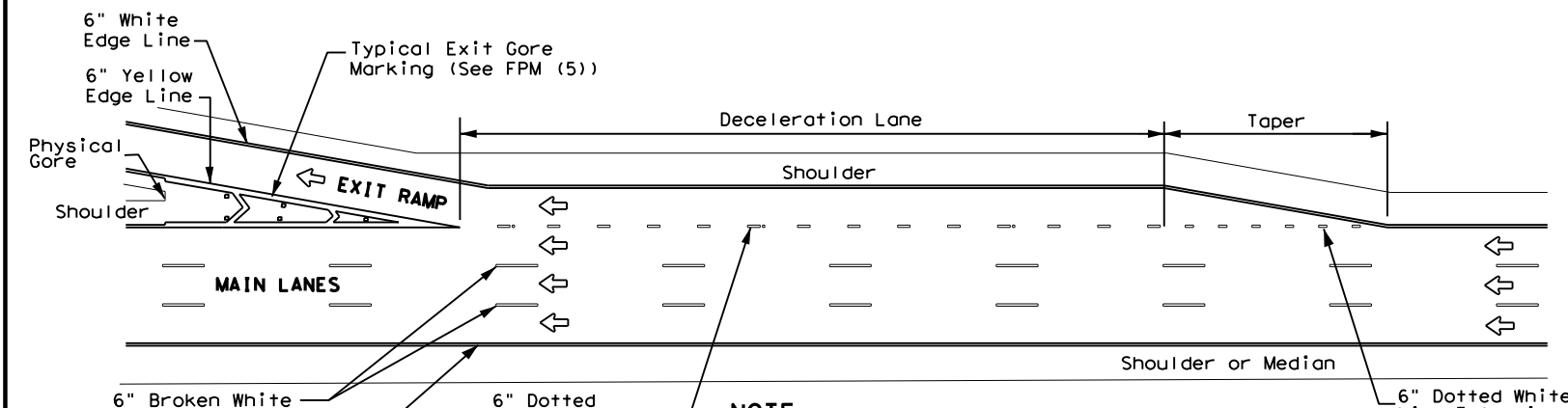
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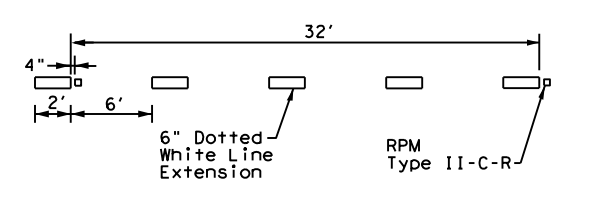
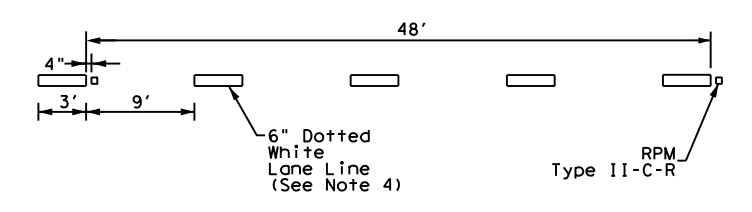
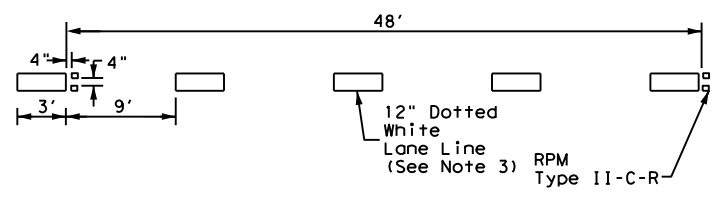
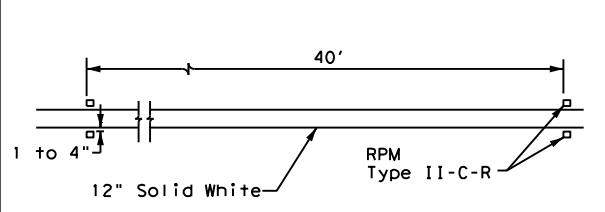
NOTE
 Reference Roadway Design Manual Chapter 3 to determine if tapered deceleration lane may be used.

TAPERED DECELERATION LANE



NOTE
 Reference Roadway Design Manual Chapter 3 to determine length of deceleration lane and taper.

PARALLEL DECELERATION LANE



GENERAL NOTES

- Pavement markings shall be white except as otherwise noted.
- Length of 12" white line may vary depending on location.
- Wide (12") dotted lane line (see Detail B) is used to separate a through lane that continues beyond the interchange from an adjacent mandatory exit lane.
- Normal (6") dotted lane line (see Detail C) is used at parallel acceleration and deceleration lanes.
- See FPM(1) for traffic lane line pavement marking details.

LEGEND

	Traffic flow
	Pavement marking arrows (white)
	Reflectorized Raised Markers (RPM) Type II-C-R
	Arrow markings are optional, however "ONLY" is required if arrow is used

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.



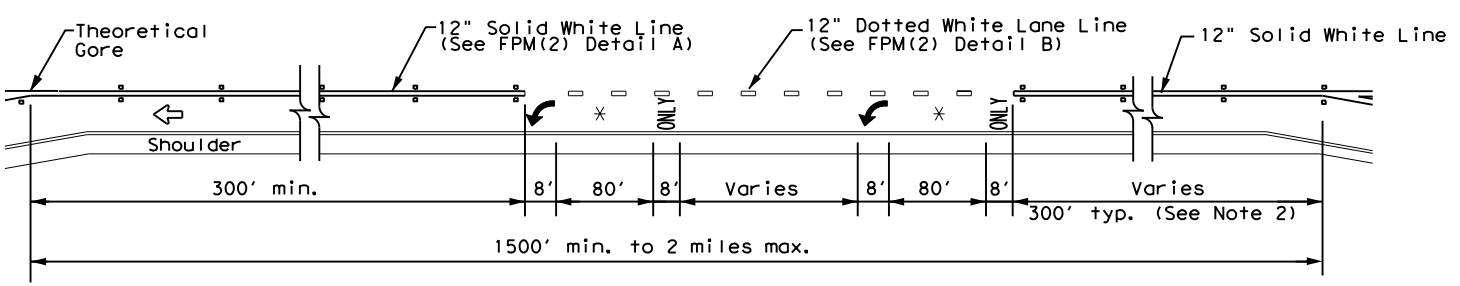
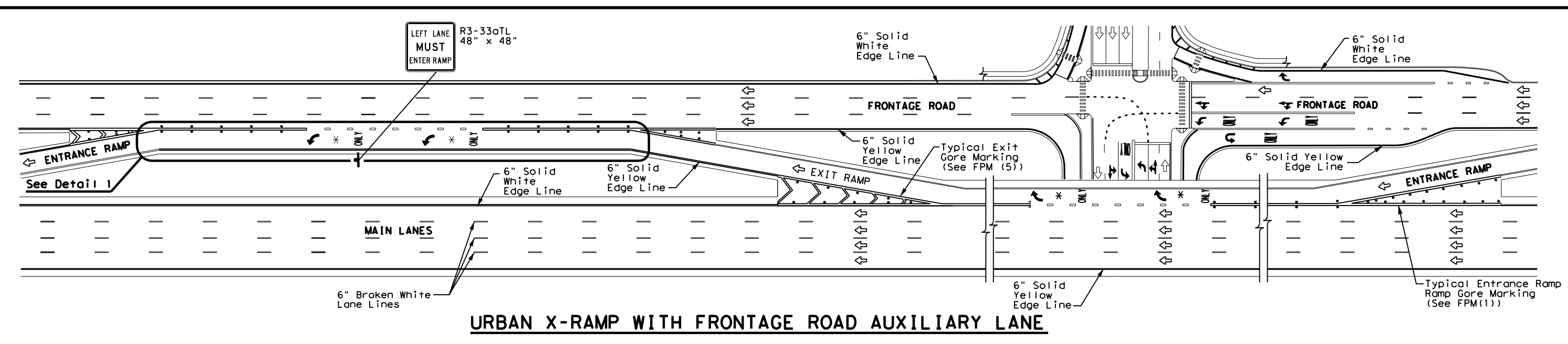
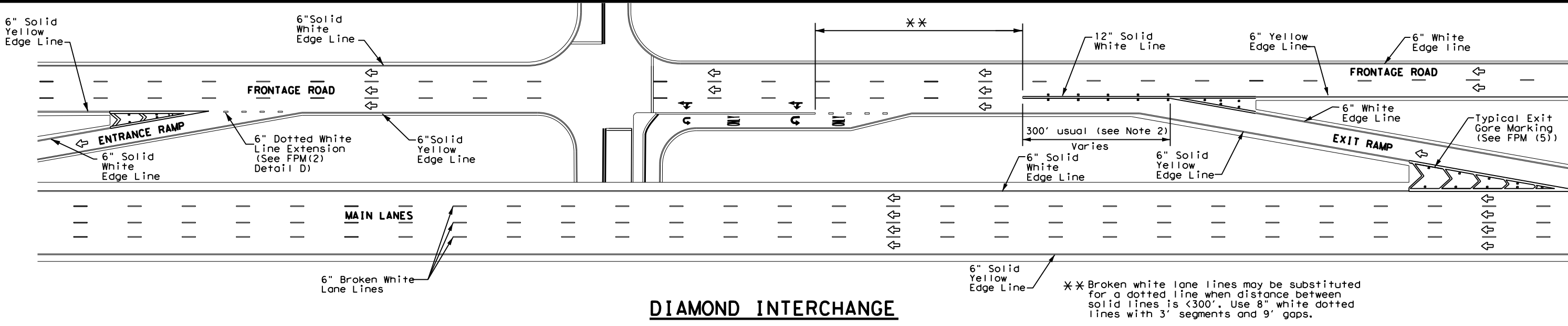
TYPICAL STANDARD FREEWAY PAVEMENT MARKINGS ENTRANCE AND EXIT RAMP

FPM(2) - 22

FILE: fpm(2)-22.dgn	DN:	CK:	DW:	CK:
© TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	05	059	US 175
2-77 5-00 2-12	DIST	COUNTY	SHEET NO.	
4-92 8-00 10-22	DAL	KAUFMAN	278	
8-95 2-10				

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 FILE: \\txdot.projectwiseonline.com:txdot\Documents\18 - DAL\Design Project\180913\180913.dgn



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.

GENERAL NOTES

- 1. Pavement markings shall be white except as otherwise noted.
- 2. Length of 12" white line may vary depending on location.
- 3. Wide (12") dotted lane line (see FPM(2) Detail B) is used to separate a through lane that continues beyond the interchange from an adjacent mandatory exit lane.
- 4. Edge lines are not required in curb and gutter sections of frontage roads.
- 5. See FPM(1) for traffic lane line pavement marking details.

LEGEND	
↔	Traffic flow
↪	Pavement marking arrows (white)
□	ReflectORIZED Raised Markers (RPM) Type II-C-R
*	Arrow markings are optional, however "ONLY" is required if arrow is used

Texas Department of Transportation

Traffic Safety Division Standard

TYPICAL STANDARD FREEWAY AND FRONTAGE ROAD PAVEMENT MARKINGS

FPM(6) -22

FILE: fpm(6) -22.dgn	DN:	CK:	DW:	CK:
© TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
10-22	0197	05	059	US 175
REVISIONS	DIST	COUNTY	SHEET NO.	
	DAL	KAUFMAN	280	

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REFLECTOR UNIT SIZES FOR DELINEATORS AND OBJECT MARKERS					DELINEATORS				D & OM DESCRIPTIVE CODES	
DEVICE	SIZE 1	SIZE 2	SIZE 3	SIZE 4	DEVICE	SINGLE		DOUBLE		INSTL DEL ASSM (D-XX)SZ X (XXXX)XXX (XX) NUMBER OF REFLECTORS S = Single D = Double COLOR OF REFLECTORS W = White Y = Yellow R = Red REFLECTOR UNIT SIZE 1 or 2 TYPE OF POST OR DELINEATOR WC = Wing Channel Post YFLX = Yellow Flexible Post WFLX = White Flexible Post BRFL = Barrier Reflector TYPE OF MOUNT GND = Embedded (drivable or set in concrete) CTB = Concrete Barrier Mount GF1 or GF2 = Guard Fence Attachment SRF = Surface Mount DIRECTION If Required BI = Bi-Directional BR = Bi-Directional with red on back
								Yellow, White or Red Type B or C reflective sheeting		
NOTE					SHEETING	POST TYPE		MOUNT TYPE		
1. Size 1 and 4 - Direct applied reflective sheeting for use on flexible post (fix). 2. Size 2 and 3 - For use on wing channel (wc) post only. Use approved metal, plastic or fiberglass backplate with 17/64" mounting holes.					POST TYPE	WC	YFLX, WFLX	WC	YFLX, WFLX	
NOTE					MOUNT TYPE	GND	GND, SRF	GND	GND, SRF	

OBJECT MARKERS											
DEVICE	Type 1 (OM-1)		Type 2 (OM-2)			Type 3 (OM-3)			Type 4 (OM-4)		
	OM-1	OM-2X	OM-2Y	OM-2Z	OM-3L	OM-3R	OM-3C	OM-4			
								Yellow-Type B _{FL} or C _{FL} Sheeting		Yellow - Type B or C Sheeting	
SHEETING	Yellow-Type B _{FL} or C _{FL} Sheeting		Yellow - Type B or C Sheeting			Alternating acrylic black and retroreflective yellow - Type B _{FL} or C _{FL} Sheeting			Red -Type B _{FL} or C _{FL} Sheeting		
POST TYPE	TWT		WC	WC	WFLX	TWT			TWT		
MOUNT TYPE	WAS, WAP		GND	GND	GND, SRF	WAS, WAP			WAS, WAP		

BARRIER REFLECTORS (BRF)				CHEVRONS				ONE DIRECTION LARGE ARROW		NOTE:					
DEVICE	GF1	GF2	CTB	DEVICE				DEVICE		Delineator and object marker substrates and sign substrates shall be 0.080" Aluminum sign blank to conform to ASTM B-209 Alloy 6061-T6 or approved alternative.					
1. Barrier reflectors shall meet the requirements of DMS 8600. 2. Approved Barrier Reflectors are listed on the "Barrier Reflectors" Material Producer List at: www.txdot.gov.			1. CHEVRON (W1-8) signs and ONE DIRECTION LARGE ARROW (W1-6) Signs shall be installed per Sign Mounting Details (SMD) Standard Sheets and paid under Item 644 (Small Roadside Sign Assemblies). 2. When there is a need to increase conspicuity, the Texas version of the ONE DIRECTION LARGE ARROW sign (W1-9T) may be used instead of the ONE DIRECTION LARGE ARROW (W1-6).				48" x 24" (Conventional) 60" x 30" (Expressway & Freeway)		Texas Department of Transportation Traffic Safety Division Standard						
SHEETING	Yellow, White, Red			SIZE (W x L)	18"x 24" (Conventional)	24"x 30" (Conventional Oversize)	30"x 36" (Expressway)	36" x 48" (Freeway)		MOUNTING HEIGHT	4'-0" or 7'-0"	7'-0" Only	MOUNTING HEIGHT	7'-0"	
NOTE	1. Reflective sheeting shall have a minimum dimension of 3 inches and minimum surface area of 9 square inches.														
DEPARTMENTAL MATERIAL SPECIFICATIONS FLEXIBLE DELINEATOR & OBJECT MARKER POSTS (EMBEDDED & SURFACE MOUNT TYPES) DMS-4400 SIGN FACE MATERIALS DMS-8300 DELINEATORS, OBJECT MARKERS AND BARRIER REFLECTORS DMS-8600															

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POST TYPE AND SUPPORT FOUNDATION DETAILS				
WING CHANNEL (WC)	FLEXIBLE POSTS (YFLX, WFLX)		WEDGE ANCHOR SYSTEMS	
GND	GND	SRF	WAS	WAP
	EMBEDDED	SURFACE MOUNT	STEEL	PLASTIC
NOTES	NOTES		NOTE	
1. Embedded Wing Channel (WC) post option may be used for Type 2 Object Markers and Delineators only. 2. 1.12 lbs/ft steel per ASTM A 1011 SS Gr. 50, or ASTM A499.	1. See "Flexible Delineator and Object Marker Posts" Material Producer List for approved devices. 2. Install per manufacturer's recommendations. 3. Post length may vary to meet field conditions. 4. When using yellow delineators with flexible posts to separate opposing direction of travel, such as centerline or median use, the flexible posts shall be yellow.		1. Install per manufacturer's recommendations.	

TYPE OF BARRIER MOUNTS	
GUARD FENCE ATTACHMENT	
GF 1	GF 2

CONCRETE TRAFFIC BARRIER (CTB)

- GENERAL NOTES**
- Place delineators on a section of roadway at a consistent distance from the edge of pavement.
 - Where a restriction prevents consistent placement from the pavement edge, place the affected object markers in line with the innermost edge of the obstruction.
 - When Type 2 object markers and delineators are more than 8'-0" from the edge of the pavement, it may not be possible to maintain a height of approximately 4'-0". If this is the case, place the object marker or delineator as close to the desired height as possible.
 - Install all delineators, object markers and barrier reflectors in accordance with the manufacturer's recommendation.
 - Barrier reflectors should be installed a minimum of 18 inches above the edge of the pavement surface.
 - Diagonal stripes on Type 3 object markers shall slope down toward the intended travel lane.

TYPES 1, 3, AND 4 OBJECT MARKERS AND CHEVRONS

NOTE
 Mounting at 4 feet to the bottom of the chevron is permitted for chevrons that will not exceed a height of 6'-6" to the top of the chevron (sizes 24" x 30" and smaller)

CHEVRONS AND ONE DIRECTION LARGE ARROW SIGN

NOTE
 Chevrons 30" x 36" and larger shall be mounted at a height of 7' to the bottom of the chevron. Chevron sign and ONE DIRECTION LARGE ARROW sign (W1-9T) shall be installed per SMD standard sheets and paid under item 644.

DELINEATORS AND TYPE 2 OBJECT MARKERS

See general notes 1, 2 and 3.

Texas Department of Transportation
 Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER INSTALLATION

D & OM(2)-20

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REVISIONS	0197	05	059	US 175
10-09 3-15	DIST	COUNTY	SHEET NO.	
4-10 7-20	DAL	KAUFMAN	282	

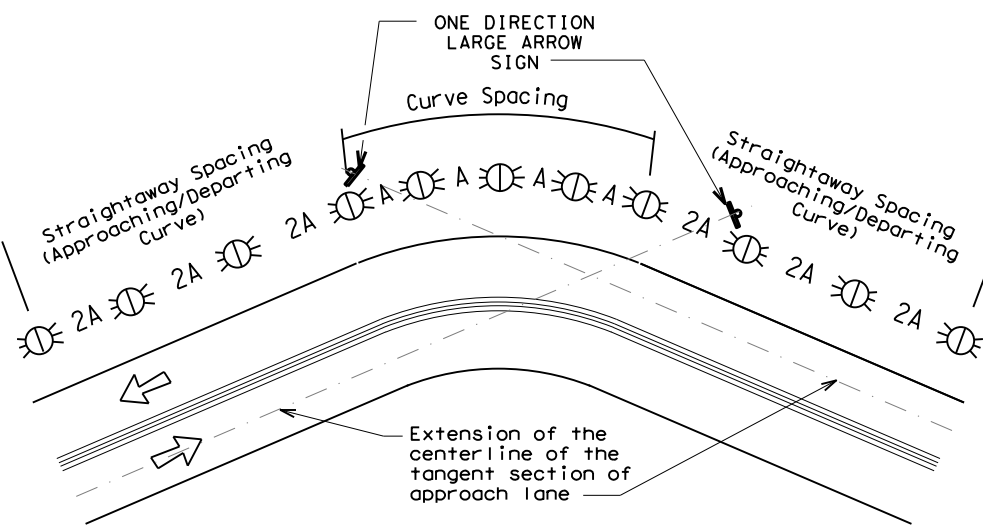
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MINIMUM WARNING DEVICES AT CURVES WITH ADVISORY SPEEDS

Amount by which Advisory Speed is less than Posted Speed	Curve Advisory Speed	
	Turn (30 MPH or less)	Curve (35 MPH or more)
5 MPH & 10 MPH	• RPMs	• RPMs
15 MPH & 20 MPH	• RPMs and One Direction Large Arrow sign	• RPMs and Chevrons; or • RPMs and One Direction Large Arrow sign where geometric conditions or roadside obstacles prevent the installation of chevrons.
25 MPH & more	• RPMs and Chevrons; or • RPMs and One Direction Large Arrow sign where geometric conditions or roadside obstacles prevent the installation of chevrons	• RPMs and Chevrons

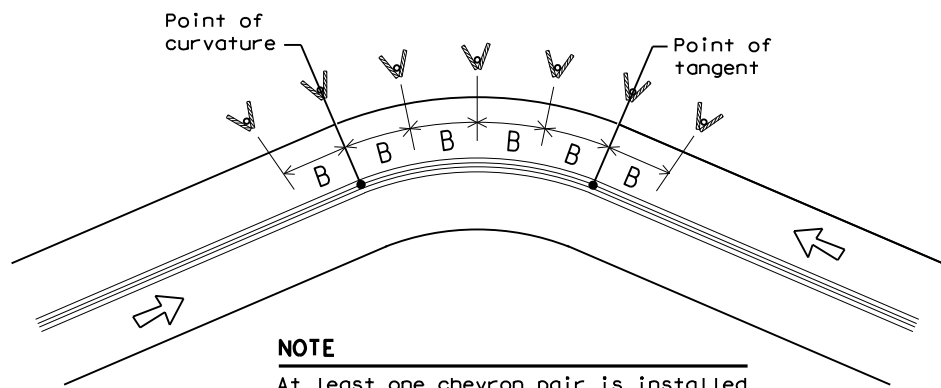
SUGGESTED SPACING FOR DELINEATORS ON HORIZONTAL CURVES



NOTE

ONE DIRECTION LARGE ARROW (W1-6) sign should be located at approximately and perpendicular to the extension of the centerline of the tangent section of approach lane.

SUGGESTED SPACING FOR CHEVRONS ON HORIZONTAL CURVES



NOTE

At least one chevron pair is installed beyond the point of tangent in tangent section.

DELINEATOR AND CHEVRON SPACING

Degree of Curve	FEET			
	Radius of Curve	Spacing in Curve	Spacing in Straightaway	Chevron Spacing in Curve
		A	2A	B
1	5730	225	450	—
2	2865	160	320	—
3	1910	130	260	200
4	1433	110	220	160
5	1146	100	200	160
6	955	90	180	160
7	819	85	170	160
8	716	75	150	160
9	637	75	150	120
10	573	70	140	120
11	521	65	130	120
12	478	60	120	120
13	441	60	120	120
14	409	55	110	80
15	382	55	110	80
16	358	55	110	80
19	302	50	100	80
23	249	40	80	80
29	198	35	70	40
38	151	30	60	40
57	101	20	40	40

Curve delineator approach and departure spacing should include 3 delineators spaced at 2A. This spacing should be used during design preparation or when the degree of curve is known.

DELINEATOR AND CHEVRON SPACING

Advisory Speed (MPH)	WHEN DEGREE OF CURVE OR RADIUS IS NOT KNOWN		
	Spacing in Curve	Spacing in Straightaway	Chevron Spacing in Curve
	A	2xA	B
65	130	260	200
60	110	220	160
55	100	200	160
50	85	170	160
45	75	150	120
40	70	140	120
35	60	120	120
30	55	110	80
25	50	100	80
20	40	80	80
15	35	70	40

If the degree of curve is not known, delineator spacing may be determined based on the Advisory Speed of the curve. Use the delineator curve spacing for each Advisory Speed (MPH).

DELINEATOR AND OBJECT MARKER APPLICATION AND SPACING

CONDITION	REQUIRED TREATMENT	MINIMUM SPACING
Frwy./Exp. Tangent	RPMs	See PM-series and FPM-series standard sheets
Frwy./Exp. Curve	Single delineators on right side	See delineator spacing table
Frwy/Exp. Ramp	Single delineators on at least one side of ramp (should be on outside of curves) (see Detail 3 on D&OM(4))	100 feet on ramp tangents Use delineator spacing table for ramp curves ("straightway spacing" does not apply to ramp curves)
Acceleration/Deceleration Lane	Double delineators (see Detail 3 on D&OM(4))	100 feet (See Detail 3 on D & OM (4))
Truck Escape Ramp	Single red delineators on both sides	50 feet
Bridge Rail (steel or concrete) and Metal Beam Guard Fence	Bi-Directional Delineators when undivided with one lane each direction Single Delineators when multiple lanes each direction	Equal spacing (100' max) but not less than 3 delineators
Concrete Traffic Barrier (CTB) or Steel Traffic Barrier	Barrier reflectors matching the color of the edge line	Equal spacing 100' max
Cable Barrier	Reflectors matching the color of the edge line	Every 5th cable barrier post (up to 100' max)
Guard Rail Terminus/Impact Head	Divided highway - Object marker on approach end Undivided 2-lane highways - Object marker on approach and departure end	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM (5) and D & OM (6)
Bridges with no Approach Rail	Type 3 Object Marker (OM-3) at end of rail and 3 single delineators approaching rail	See D & OM(5)
Reduced Width Approaches to Bridge Rail	Type 2 and Type 3 Object Markers (OM-3) and 3 single delineators approaching bridge	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM (5)
Culverts without MBGF	Type 2 Object Markers	See Detail 2 on D & OM(4)
Crossovers	Double yellow delineators and RPMs	See Detail 1 on D & OM (4)
Pavement Narrowing (lane merge) on Freeways/Expressway	Single delineators adjacent to affected lane for full length of transition	100 feet

NOTES

- Unless indicated otherwise, the delineator or barrier reflector color shall conform to the color of the pavement edge line on the side of the road where the delineators or barrier reflectors are placed.
- Barrier reflectors may be used to replace required delineators.
- Single red delineators may be mounted on the back side of delineator posts for wrong way driver applications

LEGEND	
	Bi-directional Delineator
	Delineator
	Sign



DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

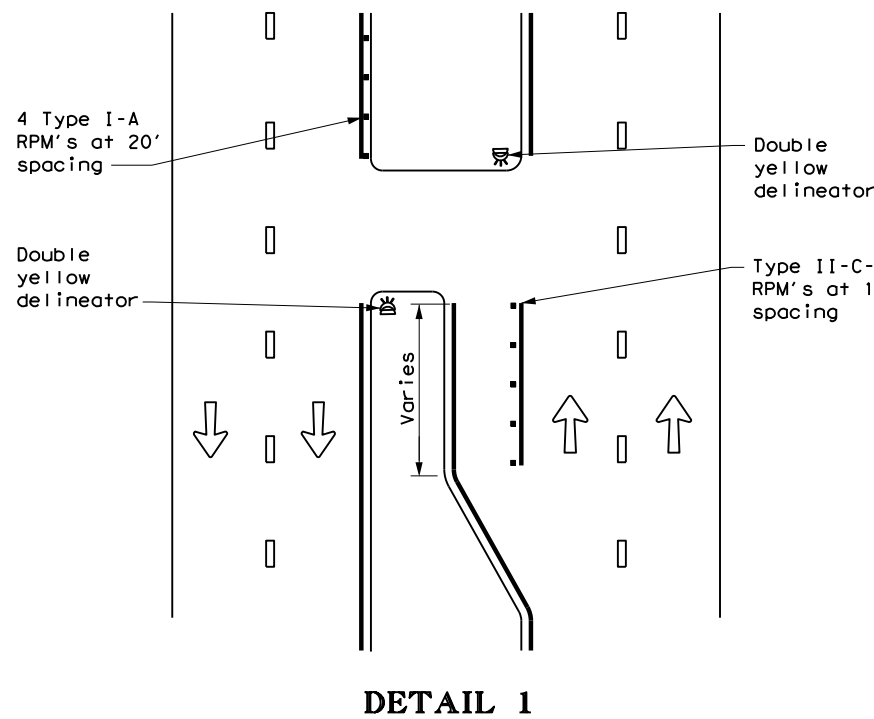
D & OM(3)-20

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©TXDOT August 2004		CONT	SECT	JOB
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8-15	7-20	DAL	KAUFMAN	283

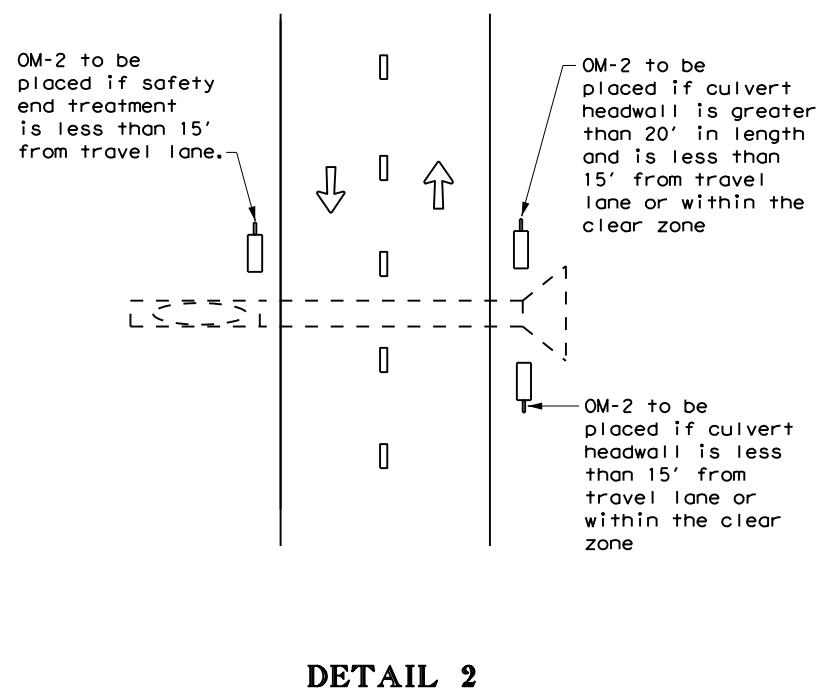
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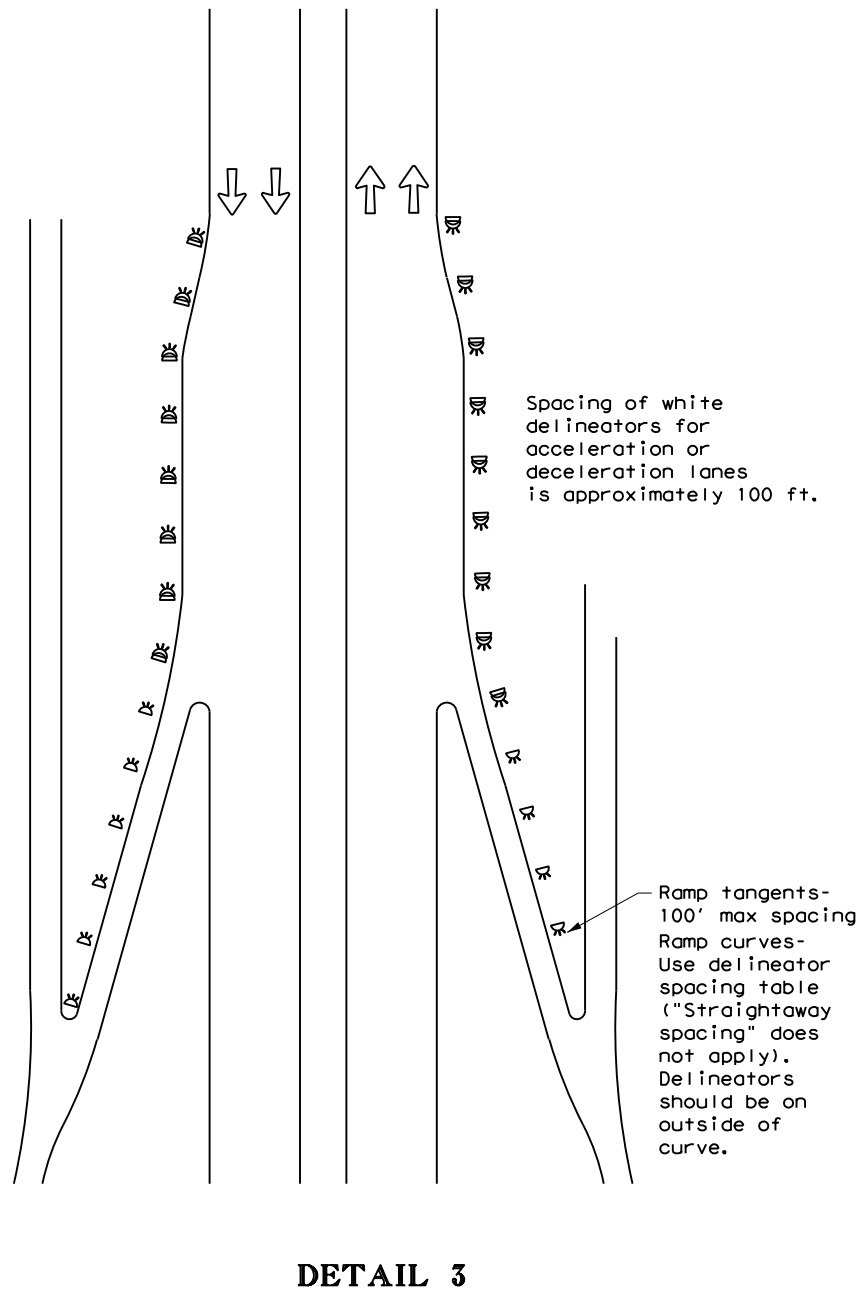
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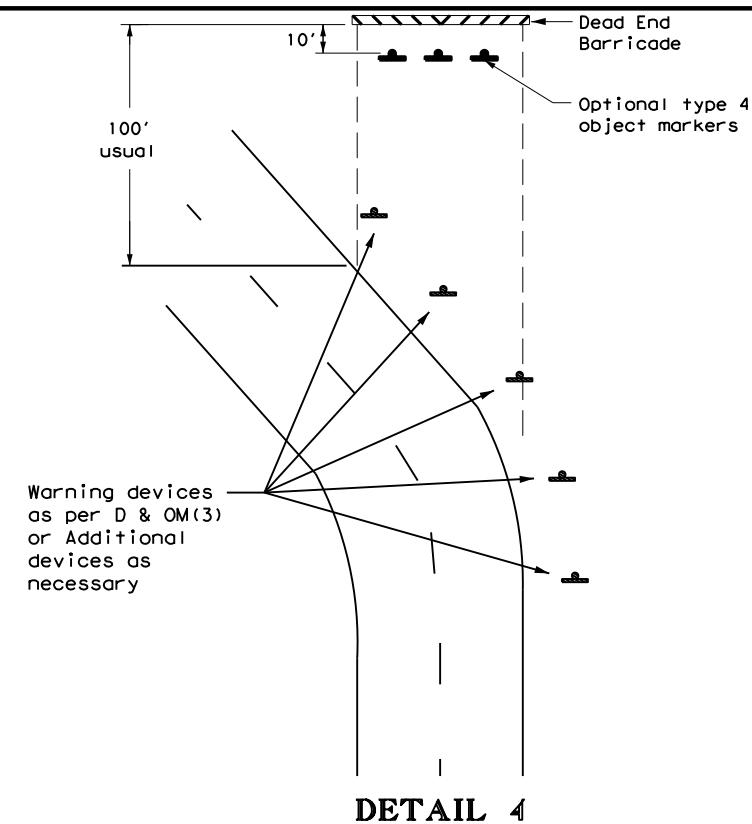
FOR CULVERTS WITHOUT MBGF



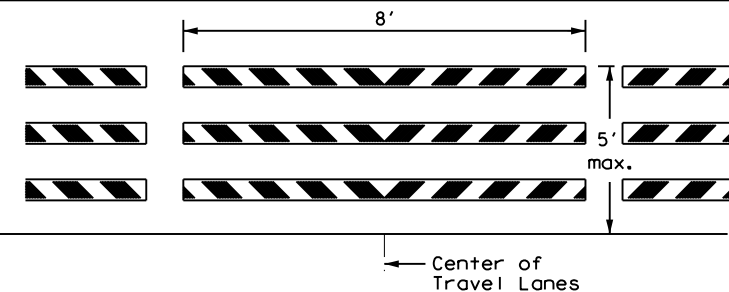
FREEWAY DELINEATION FOR RAMPS AND ACCELERATION/DECELERATION LANES



TYPICAL APPLICATION OF DEAD END BARRICADE



TYPICAL DEAD END BARRICADE INSTALLATION



NOTES

- Barricade striping shall be red and white reflective sheeting for all permanent road closures.
- Barricade striping is red and white sloping toward the center of the roadway.
- Type 3 Barricade Supports should be anchored to soil or pavement as described in compliant Work Zone Traffic Control Devices List, section D.2.f and D.2.g.

LEGEND	
	Bidirectional Delineator
	Delineator
	OM-3
	Barricade
	Sign
	OM-2
	Double Delineator



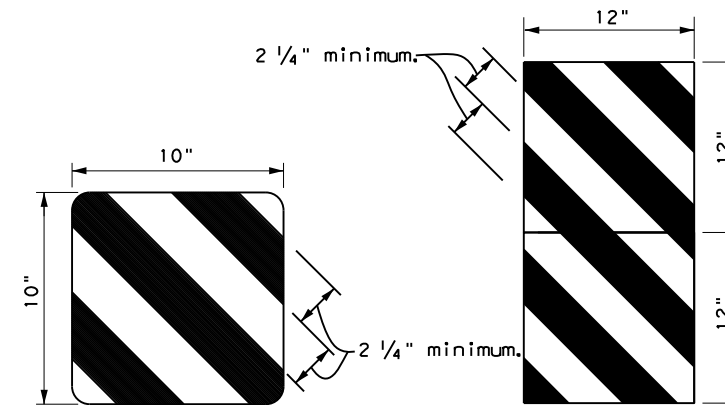
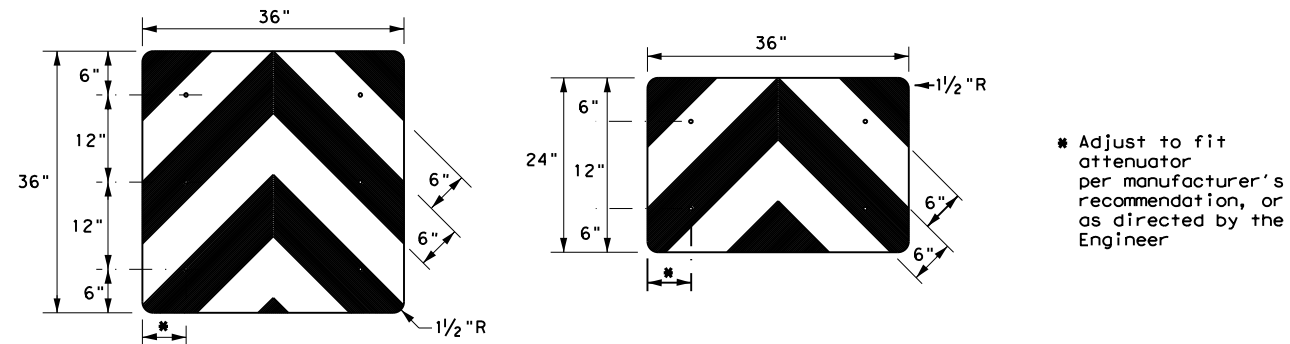
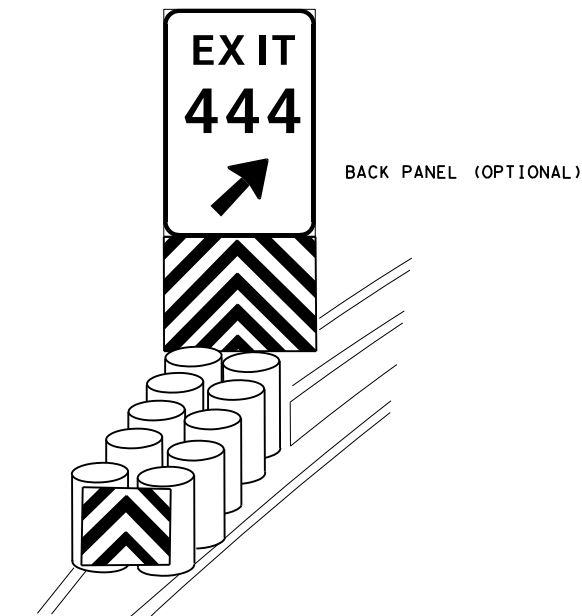
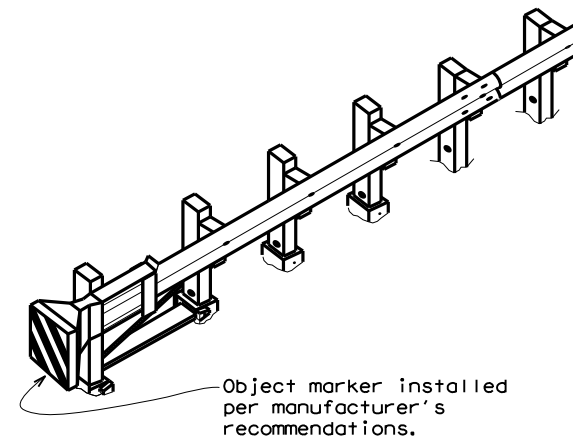
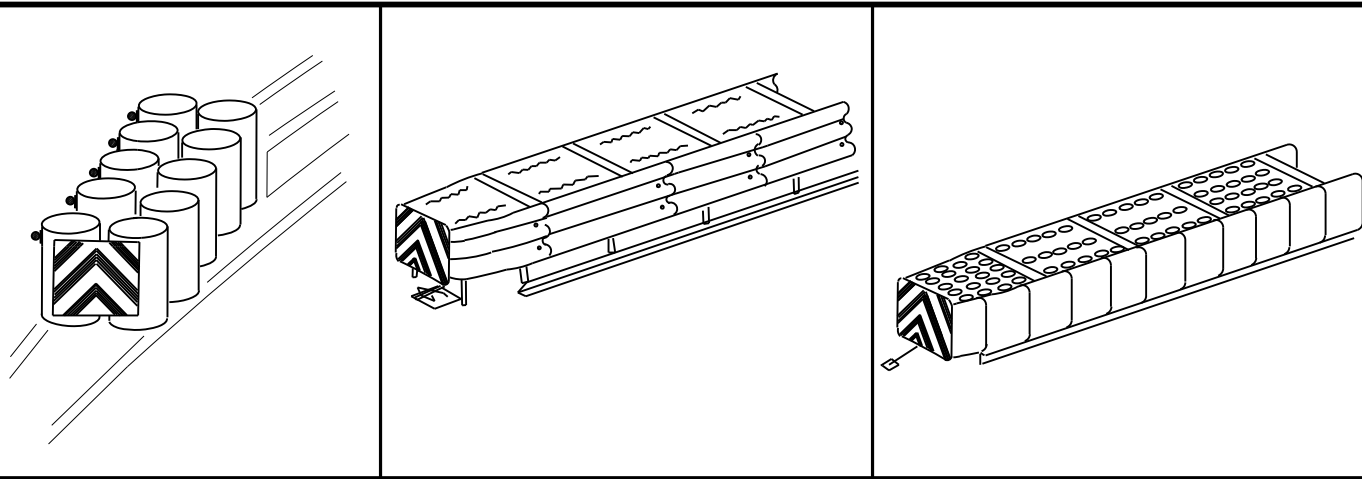
DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(4) -20

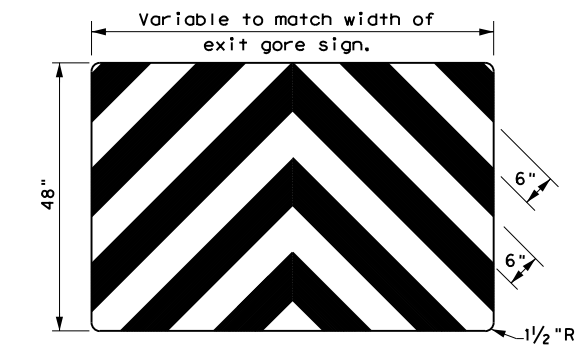
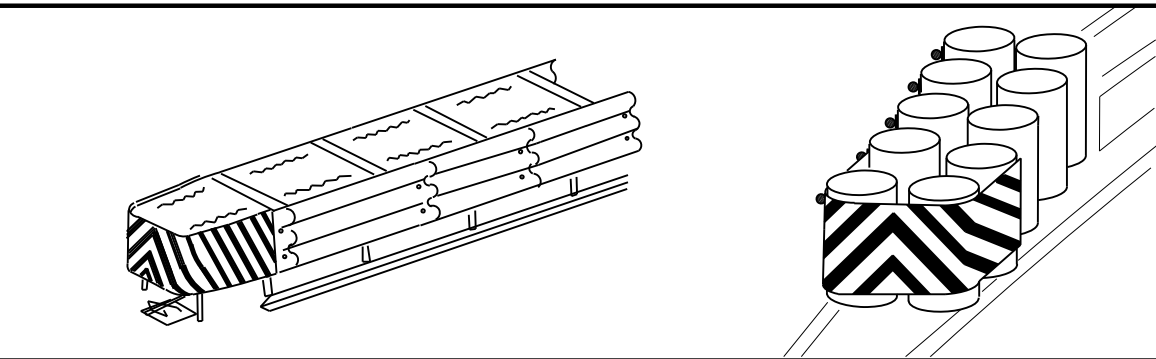
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3-15	DIST	COUNTY	SHEET NO.	
7-20	DAL	KAUFMAN	284	

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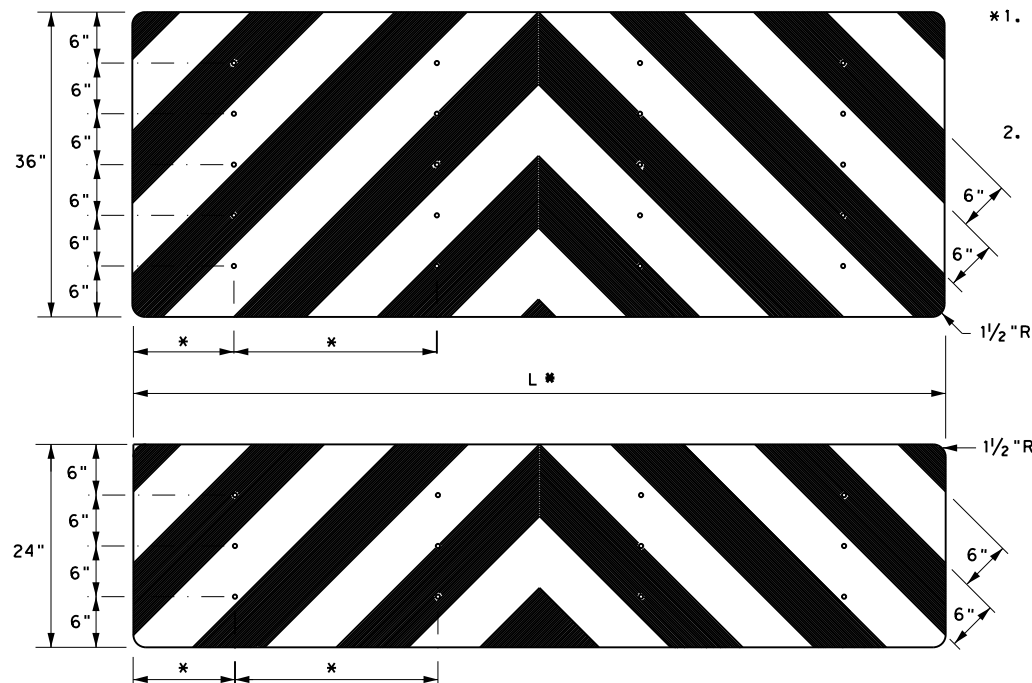


OBJECT MARKERS SMALLER THAN 3 FT²



NOTES

- *1. Spacing should be adjusted to attach through centerline of drum, per attenuator manufacturers recommendation, or as directed by the Engineer.
- 2. Mounting should be flush with top of attenuator. Minimum size 96" x 24".



NOTES

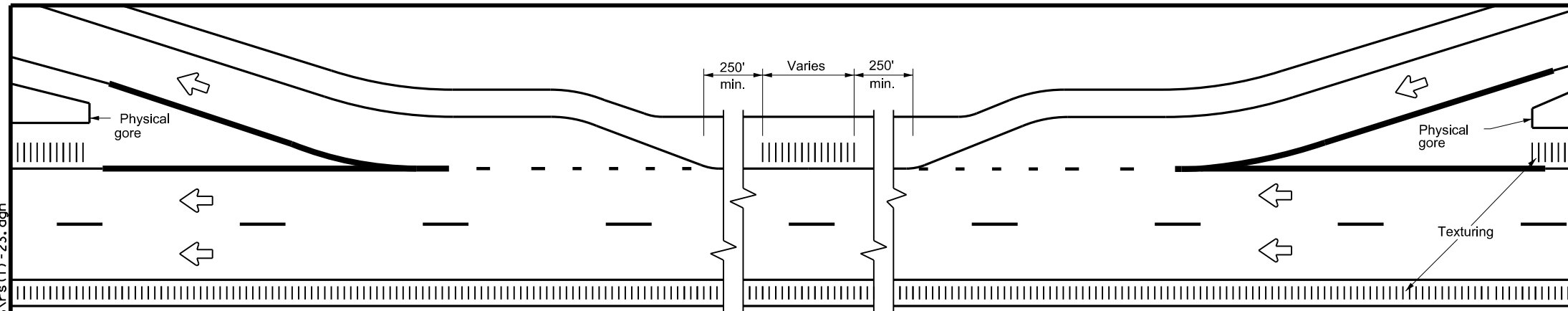
- 1. Object Markers shall conform to the Texas MUTCD and meet the color and reflectivity requirement of Department Material Specification DMS 8300. Background shall be yellow reflective sheeting (Type B or C) and Chevron shall be black.
- 2. Object Markers may be fabricated from adhesive backed reflective sheeting applied directly to guardrail end treatment, or applied directly to an "end cap" as per the manufacturer's recommendation. Direct applied sheeting shall provide a smooth surface and have no wrinkles, air bubbles, cuts or tears. A radius at the corners is not required for direct applied sheeting.
- 3. Object Marker size may be reduced to fit smaller devices. Width of alternating black and yellow stripes are typically 6". Object Markers smaller than 3ft may have reduced width stripes of a minimum of 2 1/4".
- 4. Pop rivets, screws, or nuts and bolts may be used to attach object markers and reflectors. Holes, slots or other openings may be cut or drilled through object markers to allow cable or other attachments.
- 5. Object Marker at nose of attenuator is subsidiary to the attenuator.
- 6. See D & OM (1-4) for required barrier reflectors.

Texas Department of Transportation
Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER FOR VEHICLE IMPACT ATTENUATORS D & OM(VIA) - 20

FILE: domvia20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
©TXDOT December 1989	CONT	SECT	JOB	HIGHWAY
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4-92 8-04	DIST		COUNTY	SHEET NO.
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TYPICAL RUMBLE STRIP PLACEMENT AT EXIT AND ENTRANCE RAMPS

GENERAL NOTES

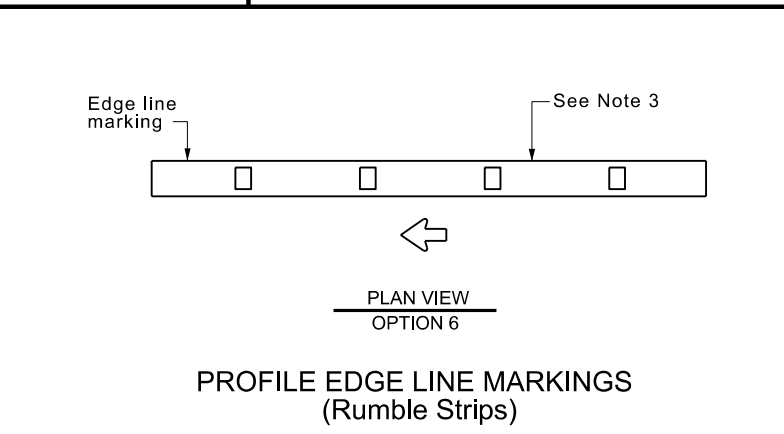
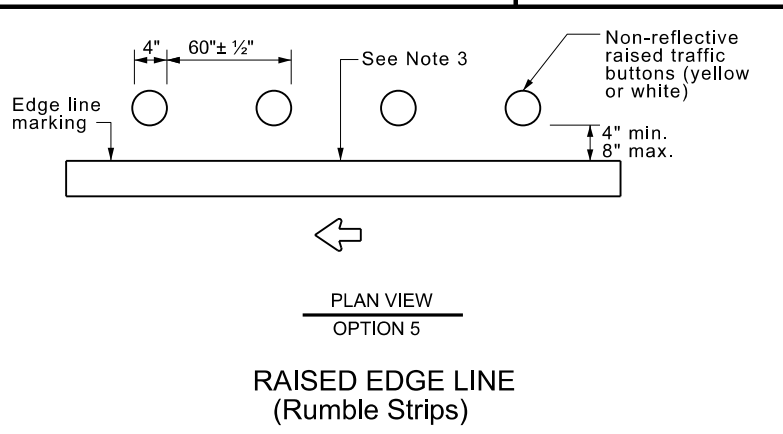
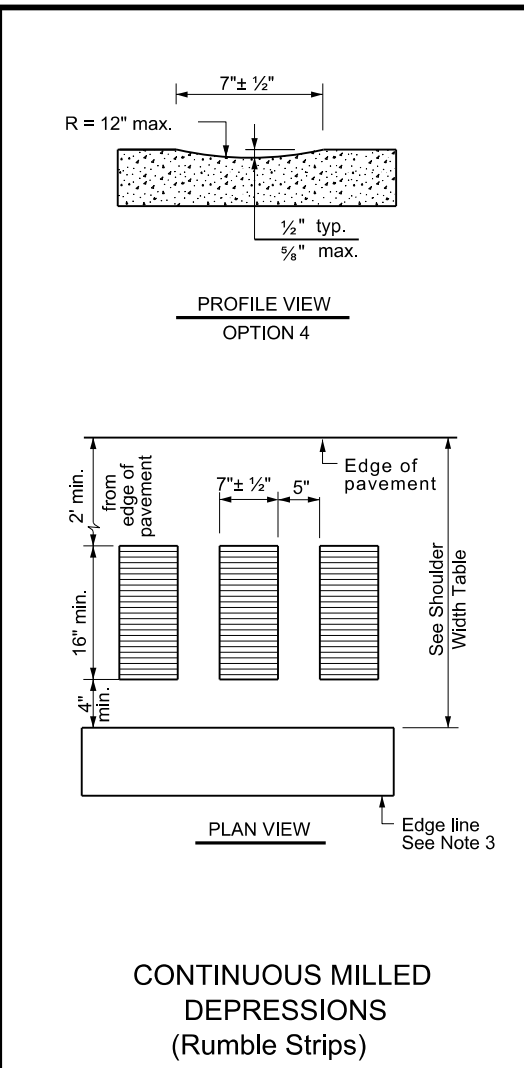
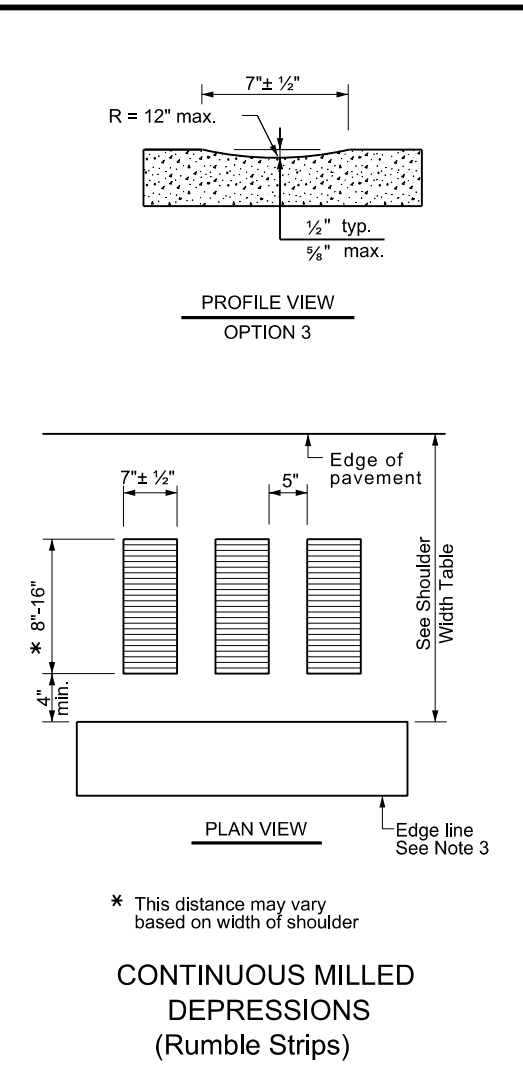
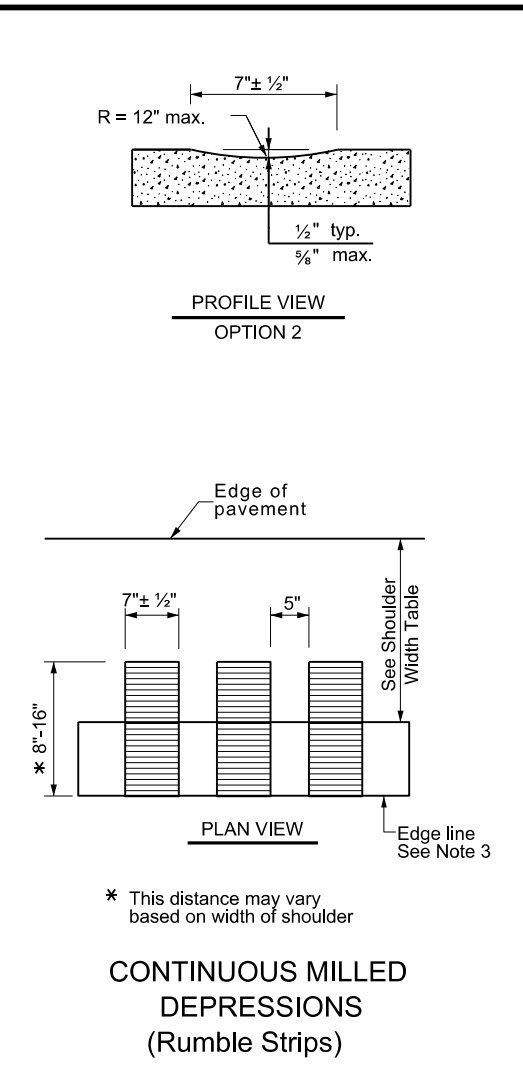
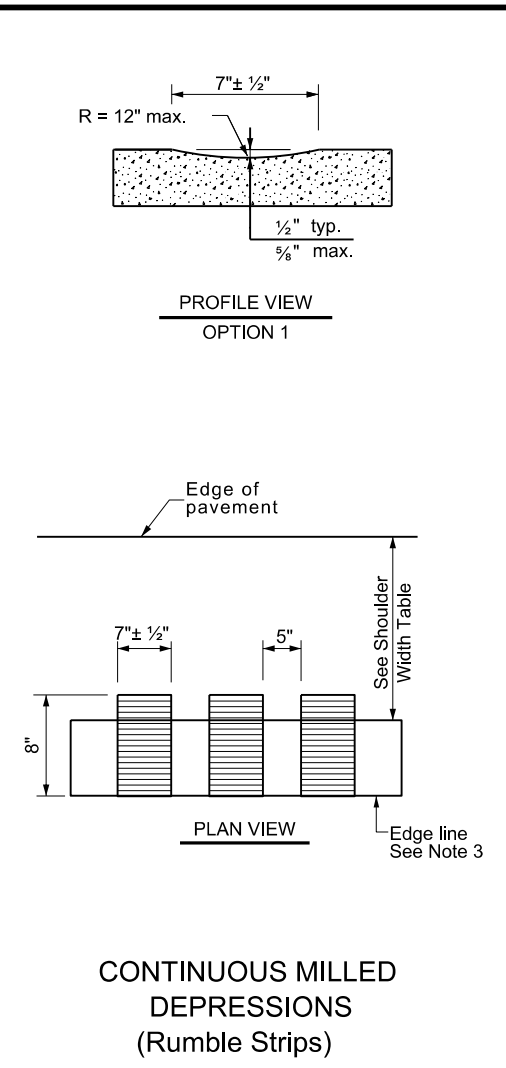
- Rumble strips and profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.
- Milled rumble strips are preferred when adequate pavement depth is available. If pavement thickness is less than 2 inches, milled rumble strips shall not be used. Rumble strips shall not be milled or depressed into bridge decks.
- Use standard sheets PM(2) and FPM(1) for positioning, dimensioning, and spacing of all reflective raised pavement markers, pavement markings, and profile markings.
- See the Shoulder Width Table below for determining what options may be used for edge line rumble strips.
- Breaks in edge line rumble strips shall occur at least 50 feet and no more than 150 feet in advance of bridges, railroad crossings, intersections, or driveways with high usage of large trucks when installed on conventional highways.
- Rumble strips shall not be placed across exit or entrance ramps, acceleration or deceleration lanes, crossovers, gore areas, or intersections with other roadways.
- Consideration should be given to noise levels when edge line rumble strips are to be installed near residential areas, schools, churches, etc. A 3/8 inch deep (minimum) milled rumble strip may be considered in these areas.
- Consideration shall be given to bicyclists. See RS(6).

WHEN INSTALLING MILLED DEPRESSION EDGE LINE RUMBLE STRIPS:

- See dimensions for milled rumble strips. Other shapes and dimensions may be used if approved by the Traffic Safety Division.
- Pavement markings can be applied over milled shoulder rumble strips to create an edge line rumble stripe.

WHEN INSTALLING RAISED OR PROFILE EDGE LINE RUMBLE STRIPS:

- Raised rumble strips consisting of non-reflective raised traffic buttons may be used. Non-reflective raised traffic buttons can be affixed to asphalt or concrete with bitumen or adhesives, as per the manufacturer's recommendations.
- Non-reflective traffic buttons shall be placed adjacent to the pavement marking delineating the edge line when used as a rumble strip. The color of the button should match the color of the adjacent edge line marking (white or yellow). The buttons will be paid for under Item 672, "Raised Pavement Markers." Non-reflective traffic buttons must meet the requirements of DMS-4300.
- Non-reflective traffic buttons shall not be placed across exit or entrance ramps, acceleration and deceleration lanes, crossovers, gore areas or intersections with other roadways.
- The minimum distance between the edge line and the buttons should be used if the shoulder is less than 8 feet in width.
- Raised profile thermoplastic markings used as edge lines may substitute for buttons.



SHOULDER WIDTH TABLE		
EQUAL TO OR LESS THAN 2 FEET	GREATER THAN 2 FEET LESS THAN 4 FEET	EQUAL TO OR GREATER THAN 4 FEET
Option 1, 5, or 6	Option 1, 2, 3, 5, or 6	Option 2, 4, 5, or 6

Texas Department of Transportation

Traffic Safety Division Standard

EDGE LINE RUMBLE STRIPS ON FREEWAYS AND DIVIDED HIGHWAYS

RS(1)-23

FILE: rs(1)-23.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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		0197	05	059
4-06 1-23	REVISIONS	DIST	COUNTY	SHEET NO.
2-10		DAL	KAUFMAN	287
10-13				

Notes To Designer:
 1. Do not alter Sheet Design or Font style, size or weight - match text attributes.
 2. If additional space is needed for a numbered section, fence and adjust sections up or down as needed for proportioning and readability but do not relocate from its relative position.
 3. All areas should be addressed thoroughly and verify the necessary pay items are set up to support actions needed.
Filled Out: xx/xx/xxxx
Prepared By: Name/Section

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I. STORMWATER POLLUTION PREVENTION PLAN-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 adjacent MS 4 Operator(s) that receive discharges from this project. They need to be notified prior to construction activities.
 (Note: Leave blank only if no adjacent MS 4 Operator(s) are affected.)

- 1.
 - 2.
- No Action Required Required Action

Action Number:

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. No equipment is allowed in any stream channel below the ordinary High Water Mark except on approved temporary stream crossings or drill pads.

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# 3(a)

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

- 1.
- 2.
- 3.

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

Best Management Practices for applicable 401 General Conditions:
 (Note: If CORP Permit not required, do not check boxes.)

Erosion	Sedimentation	Post-Construction TSS
<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 Number:
 1.

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 Number:
 1.

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

- No Action Required Required Action

Action Number:
 1. The following species could occur in the project area: southern crawfish frog, Strecker's chorus frog, Woodhouse's toad, American bumblebee, monarch butterfly, eastern spotted skunk, long-tailed weasel, swamp rabbit, eastern box turtle, slender glass lizard, western chicken turtle, western hognose snake, and western massasauga. Follow the BMPs and Special notes listed below to protect these species.

2. Contractor to implement the following BMPs from "Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources" available at <https://ftp.txdot.gov/pub/txdot-info/env/toolkit/300-01-bmp.pdf>
 - a. Minimize impacts to wetland habitats including isolated ephemeral pools
 - b. Section 2.6.1 Aquatic Amphibian and Reptile BMP (barrier fencing not required)
 - c. Section 2.6.2 Terrestrial Amphibian and Reptile BMP
 - d. Section 1.4 Water Quality BMP
 - e. Section 1.2 Vegetation BMP
 - f. Section 2.4.4. Insect Pollinator BMP

Special Notes:

1. 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.
2. 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 immediated area, and contact the Engineer immediately.

3. The Migratory Bird Act of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade or transport any migratory bird, nest, young, feather or egg in part or in whole, without a federal permit issued in accordance within the Act's policies and regulations. The contractor would remove all old migratory bird nests from any structure or trees where work would be done from October 1 to February 15. In addition, the contractor would be prepared to prevent migratory birds from building nest(s) between February 15 to October 1. In the event that migratory birds are encountered on-site during project construction, efforts to avoid adverse impacts on protected birds, active nests, eggs and/or young would be observed.

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 Corp 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 Safety Data Sheets (SDS) 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 SDS. In the event of a spill, take actions to mitigate the spill as indicated in the SDS, 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, canisters, barrels, etc.
 - * Undesirable smells or odors
 - * Evidence of leaching or seepage of substances

Does the project involve any bridge class structure rehabilitation(s) or replacement(s) (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 Number:
 1.
 2.
 3.

VII. OTHER ENVIRONMENTAL ISSUES

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

- No Action Required Required Action

Action Number:
 1.

GENERAL NOTE:
 Any change orders and/or deviations from the final design must be reported to the Engineer prior to commencement of construction activities, as additional environmental clearance may be required.



ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS (EPIC)

FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
6	SEE TITLE SHEET		US 175
STATE	DISTRICT	COUNTY	
TEXAS	DALLAS	Kaufman	
CONTROL	SECTION	JOB	SHEET NO.
0197	05	059	288

STORMWATER POLLUTION PREVENTION PLAN (SWP3):

This SWP3 has been developed in accordance with the TPDES Construction General Permit TXR150000 (CGP). The Texas Department of Transportation (TxDOT) ensures that project specifications include adequate best management practices (BMPs) for this project.

For all projects with any soil disturbing activities, TxDOT will maintain a SWP3 with all pertinent records, correspondence, environmental documents, etc. at the project field office. If no field office is available, then this SWP3 shall be kept in the appropriate TxDOT Area Office.

This SWP3 is consistent with requirements specified in applicable stormwater plans and the projects environmental permits, issues, and commitments (EPICs). A copy of the CGP is included in Attachment 2.12 of the SWP3 binder.

1.0 SITE/PROJECT DESCRIPTION

1.1 PROJECT CONTROL SECTION JOB (CSJ):
0197-05-059

1.2 PROJECT LIMITS:

From: FM 1895

To: HENDERSON COUNTY LINE

1.3 PROJECT COORDINATES:

BEGIN: (Lat) 32.44596° (N) , (Long) 96.22189° (W)

END: (Lat) 32.35754° (N) , (Long) 96.08261° (W)

1.4 TOTAL PROJECT AREA (Acres): 603.31

1.5 TOTAL AREA TO BE DISTURBED (Acres): 50

1.6 NATURE OF CONSTRUCTION ACTIVITY:

REHABILITATE EXISTING PAVEMENT

1.7 MAJOR SOIL TYPES:

Soil Type	Description
Crockett fine sandy loam, 1% to 3% slopes	85% Clay 15% Sandy Loam, Moderately well drained, High rate of run-off, and moderate erosion potential
Lufkin-Rader complex, 0% to 1% slopes	55% Lufkin 35% Rader 10% minor components, Moderately well drained, High rate of run-off, and moderately low erosion potential
Styx-Nimrod complex, 0 to 3 percent slopes	65% Styx 20% Nimrod 15% minor components, Well drained, Very low rate of run-off, and moderately high erosion potential

Soil is moderatly well drained. Gently sloping, The general area around the project has an existing vegetation of approximately 90% density of mostly grasses.

1.8 PROJECT SPECIFIC LOCATIONS (PSLs):

PSLs must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. PSLs may be identified during preconstruction meetings or during the construction process. Please choose from the options below:

- PSLs determined during preconstruction meeting
- PSLs determined during construction
- No PSLs planned for construction

Type	Sheet #s

All off-ROW PSLs required by the Contractor are the Contractor's responsibility. The Contractor shall secure all permits required by local, state, federal laws for off-ROW PSLs. The contractor shall provide diagrams, areas of disturbance, acreage, and BMPs for all off-ROW PSLs within one mile of the project.

1.9 CONSTRUCTION ACTIVITIES:

(Use the following list as a starting point when developing the Construction Activity Schedule and Ceasing Record in Attachment 2.5.)

- Mobilization
- Install sediment and erosion controls
- Blade existing topsoil into windrows, prep ROW, clear and grub
- Remove existing pavement
 - Grading operations, excavation, and embankment
 - Excavate and prepare subgrade for proposed pavement widening
 - Remove existing culverts, safety end treatments (SETs)
- Remove existing metal beam guard fence (MBGF), bridge rail
- Install proposed pavement per plans
 - Install culverts, culvert extensions, SETs
- Install mow strip, MBGF, bridge rail
 - Place flex base
 - Rework slopes, grade ditches
- Blade windrowed material back across slopes
- Revegetation of unpaved areas
- Achieve site stabilization and remove sediment and erosion control measures
 - Other: _____
 - Other: _____
 - Other: _____

1.10 POTENTIAL POLLUTANTS AND SOURCES:

- Sediment laden stormwater from stormwater conveyance over disturbed area
- Fuels, oils, and lubricants from construction vehicles, equipment, and storage
- Solvents, paints, adhesives, etc. from various construction activities
- Transported soils from offsite vehicle tracking
- Construction debris and waste from various construction activities
 - Contaminated water from excavation or dewatering pump-out water
- Sanitary waste from onsite restroom facilities
- Trash from various construction activities/receptacles
 - Long-term stockpiles of material and waste
 - Other: _____
 - Other: _____
 - Other: _____

1.11 RECEIVING WATERS:

Receiving waters must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. Include Segment # for receiving waters.

Tributaries	Classified Waterbody
Kemp Creek	*Flows to Cedar Creek Reservoir (0818); Impaired for bacteria
Cedar Creek Fork	*Flows to Cedar Creek Reservoir (0818); Impaired for bacteria
Cedar Creek	*Flows to Cedar Creek Reservoir (0818)
Lacy Fork Creek (0818D); Impaired for bacteria	*Flows to Cedar Creek Reservoir (0818)
Prarie Creek (0818E)	*Flows to Cedar Creek Reservoir (0818)

* Add (*) for impaired waterbodies with pollutant in ().

1.12 ROLES AND RESPONSIBILITIES: TxDOT

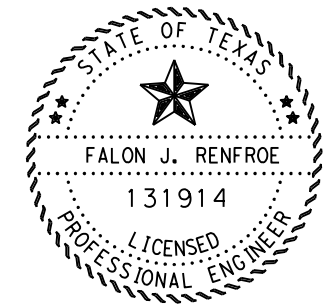
- Development of plans and specifications
- Submit Notice of Intent (NOI) to TCEQ (≥5 acres)
- Post Construction Site Notice
- Submit NOI/CSN to local MS4
- Perform SWP3 inspections
- Maintain SWP3 records and update to reflect daily operations
- Complete and submit Notice of Termination to TCEQ
- Maintain SWP3 records for 3 years
 - Other: _____
 - Other: _____
 - Other: _____

1.13 ROLES AND RESPONSIBILITIES: CONTRACTOR

- Day To Day Operational Control
- Submit Notice of Intent (NOI) to TCEQ (≥5 acres)
- Post Construction Site Notice
- Submit NOI/CSN to local MS4
- Maintain schedule of major construction activities
- Install, maintain and modify BMPs
- Complete and submit Notice of Termination to TCEQ
- Maintain SWP3 records for 3 years
 - Other: _____
 - Other: _____
 - Other: _____

1.14 LOCAL MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) OPERATOR COORDINATION:

MS4 Entity



Falon Renfro, P.E. 4.13.2023
Signature of Registrant & Date

STORMWATER POLLUTION PREVENTION PLAN (SWP3)

© 2023 Sheet 1 of 2

FED. RD. DIV. NO.	PROJECT NO.			SHEET NO.
6	(SEE TITLE SHEET)			289
STATE	STATE DIST.	COUNTY		
TEXAS	DAL	KAUFMAN		
CONT.	SECT.	JOB	HIGHWAY NO.	
0197	05	059	US 175	

STORMWATER POLLUTION PREVENTION PLAN (SWP3):

2.0 BEST MANAGEMENT PRACTICES (BMPs) AND CONTROLS, INSPECTION, AND MAINTENANCE

The Contractor shall be the responsible party for implementing the BMPs described herein and for complying with the SWP3 for control of erosion and sedimentation during day-to-day operations. The Contractor shall implement changes to this SWP3 approved by TxDOT within the times specified in this SWP3 or the CGP.

2.1 EROSION CONTROL AND SOIL STABILIZATION BMPs:

T / P

- Protection of Existing Vegetation
- Vegetated Buffer Zones
- Soil Retention Blankets
- Geotextiles
- Mulching/ Hydromulching
- Soil Surface Treatments
- Temporary Seeding
- Permanent Planting, Sodding or Seeding
- Biodegradable Erosion Control Logs
- Rock Filter Dams/ Rock Check Dams
- Vertical Tracking
- Interceptor Swale
- Riprap
- Diversion Dike
- Temporary Pipe Slope Drain
- Embankment for Erosion Control
- Paved Flumes
- Other: _____
- Other: _____
- Other: _____
- Other: _____

2.2 SEDIMENT CONTROL BMPs:

T / P

- Biodegradable Erosion Control Logs
- Dewatering Controls
- Inlet Protection
- Rock Filter Dams/ Rock Check Dams
- Sandbag Berms
- Sediment Control Fence
- Stabilized Construction Exit
- Floating Turbidity Barrier
- Vegetated Buffer Zones
- Vegetated Filter Strips
- Other: _____
- Other: _____
- Other: _____
- Other: _____

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

Sediment control BMPs requiring design capacity calculations (See SWP3 Attachment 1.3.):

T / P

- Sediment Trap
 - Calculated volume runoff from 2-year, 24-hour storm for each acre of disturbed area
 - 3,600 cubic feet of storage per acre drained
- Sedimentation Basin
 - Not required (<10 acres disturbed)
 - Required (>10 acres) and implemented.
 - Calculated volume runoff from 2-year, 24-hour storm for each acre of disturbed area
 - 3,600 cubic feet of storage per acre drained
 - Required (>10 acres), but not feasible due to:
 - Available area/Site geometry
 - Site slope/Drainage patterns
 - Site soils/Geotechnical factors
 - Public safety
 - Other: _____

2.3 PERMANENT CONTROLS:

(Coordinate post-construction BMPs with appropriate TxDOT maintenance sections.)

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To
No permanent controls are planned.		

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.4 OFFSITE VEHICLE TRACKING CONTROLS:

- Excess dirt/mud on road removed daily
- Haul roads dampened for dust control
- Loaded haul trucks to be covered with tarpaulin
- Stabilized construction exit
- Other: _____
- Other: _____
- Other: _____
- Other: _____

2.5 POLLUTION PREVENTION MEASURES:

- Chemical Management
- Concrete and Materials Waste Management
- Debris and Trash Management
- Dust Control
- Sanitary Facilities
- Other: Avoid storing portable sanitary units, concrete washouts, or chemicals within 50 feet upgradient of a receiving water or drainage conveyance without adequate pollution controls.
- Other: Capture saw cutting debris and slurry for proper disposal.
- Other: Maintain paved surfaces and adjacent properties free of project sedimentation and loose materials.
- Other: _____

2.6 VEGETATED BUFFER ZONES:

Natural vegetated buffers shall be maintained as feasible to protect adjacent surface waters. If vegetated natural buffer zones are not feasible due to site geometry, the appropriate additional sediment control measures have been incorporated into this SWP3.

Type	Stationing	
	From	To
Kemp Creek	STA 1448+00	STA 1453+00
Cedar Creek Fork	STA 1464+00	STA 1469+00
Cedar Creek	STA 1474+00	STA 1500+00
Lacy Fork Creek	STA 1613+00	STA 1654+00
Prarie Creek	STA 1714+00	STA 1718+00

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.7 ALLOWABLE NON-STORMWATER DISCHARGES:

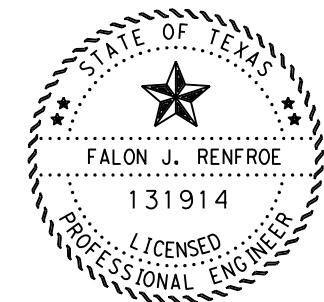
- Fire hydrant flushings
- Irrigation drainage
- Pavement washwater (where spills or leaks have not occurred, and detergents are not used)
- Potable water sources
- Springs
- Uncontaminated groundwater
- Water used to wash vehicles or control dust
- Other allowable non-stormwater discharges as allowed by TPDES GP TXR150000.

2.8 INSPECTIONS:

All disturbed areas and erosion and sediment control devices shall be inspected at least once every seven (7) days. Inspections shall be performed by TxDOT as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.5 of this SWP3 .

2.9 MAINTENANCE:

Control measures shall be properly installed according to specifications. If it is determined that a BMP or control measure is not operating effectively, maintenance must be accomplished as soon as possible and before the next anticipated rain event, but in no case later than 7 calendar days after being able to access the site. Maintenance shall be performed by the Contractor as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.5 of this SWP3.



Falon Renfro, P.E. 4.13.2023
Signature of Registrant & Date

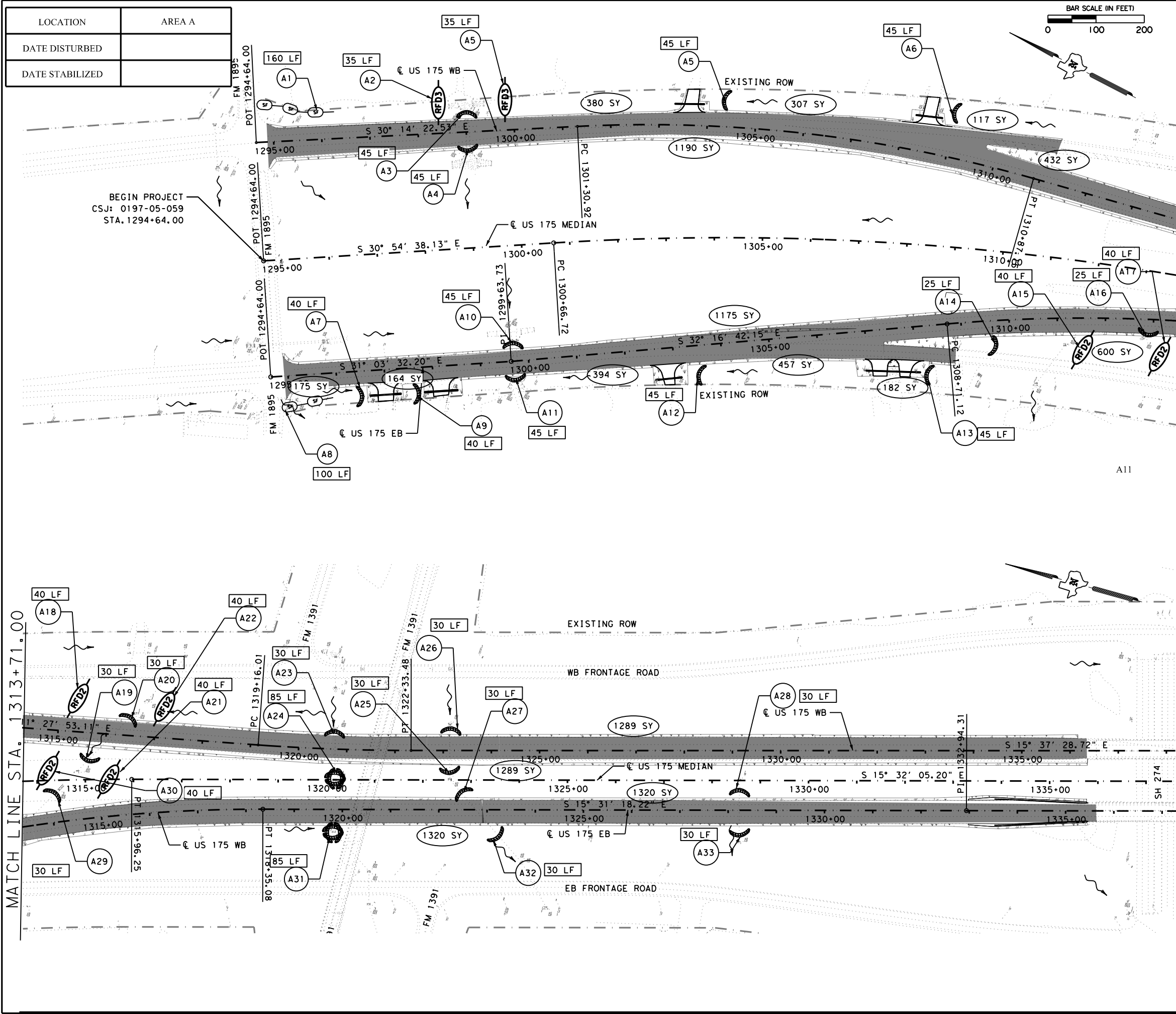
STORMWATER POLLUTION PREVENTION PLAN (SWP3)

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Sheet 2 of 2

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	(SEE TITLE SHEET)		290
STATE	STATE DIST.	COUNTY	
TEXAS	DAL	KAUFMAN	
CONT.	SECT.	JOB	HIGHWAY NO.
0197	05	059	US 175

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LOCATION	AREA A
DATE DISTURBED	
DATE STABILIZED	

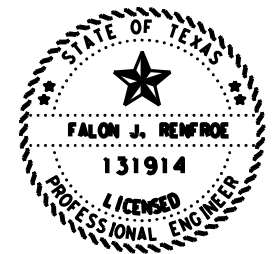


- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA

MATCH LINE STA. 1313+71.00

MATCH LINE STA. 1337+71.00

- NOTES:**
- 1) BMPs SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBANCE ACTIVITIES IN THAT AREA.
 - 2) PROTECT TREES AND THEIR ROOTS, IF AT ALL POSSIBLE. PRESERVE CREEKSIDE VEGETATION TO THE EXTENT PRACTICABLE.
 - 3) CONSTRUCTION EXITS TO BE PLACED AT LOCATIONS APPROVED BY THE ENGINEER.
 - 4) CONTRACTOR TO PLACE AND MAINTAIN SWPPP MEASURES APPLICABLE TO EACH PHASE OF CONSTRUCTION.
 - 5) EXACT LOCATION OF ROCK FILTER DAM AND TEMPORARY SEDIMENT CONTROL FENCE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
 - 6) REMOVE LITTER & CONSTRUCTION DEBRIS DAILY AND AS NEEDED OR AS DIRECTED BY THE ENGINEER. THIS WORK IS SUBSIDIARY TO VARIOUS EROSION CONTROL ITEMS (ITEM 506)
 - 7) REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF \bar{C} US 175 MEDIAN.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 SW3P SITE MAP**











SCALE: 1"=200'		SHEET 1 OF 24	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.	HIGHWAY NO.
FR	6	(SEE TITLE SHEET)	US 175
GRAPHICS	STATE	DISTRICT	COUNTY
FR	TEXAS	DAL	KAUFMAN
CHECK	JR	CONTROL	SECTION
VD	0197	05	JOB
		059	

291

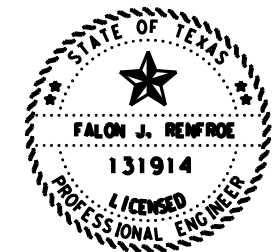
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
A1		
A2		
A3		
A4		
A5		
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A13		
A14		
A15		
A16		
A17		
A18		
A19		
A20		

SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
A21		
A22		
A23		
A24		
A25		
A26		
A27		
A28		
A29		
A30		
A31		
A32		
A33		

- LEGEND:**
-  TEMP SILT FENCE
 -  ROCK FILTER DAM TY 2
 -  ROCK FILTER DAM TY 3
 -  EROSION CONTROL LOGS
 -  WATER FLOW DIRECTION
 -  DISTURBED AREA
 -  BMP INSTALLATION
 -  CONSTRUCTION EXIT
 -  TEMP/PERM SEEDING
 -  ROAD WORK AREA

- NOTES:**
- 1) BMPs SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBANCE ACTIVITIES IN THAT AREA.
 - 2) PROTECT TREES AND THEIR ROOTS, IF AT ALL POSSIBLE. PRESERVE CREEKSIDE VEGETATION TO THE EXTENT PRACTICABLE.
 - 3) CONSTRUCTION EXITS TO BE PLACED AT LOCATIONS APPROVED BY THE ENGINEER
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 - 5) EXACT LOCATION OF ROCK FILTER DAM AND TEMPORARY SEDIMENT CONTROL FENCE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
 - 6) REMOVE LITTER & CONSTRUCTION DEBRIS DAILY AND AS NEEDED OR AS DIRECTED BY THE ENGINEER. THIS WORK IS SUBSIDIARY TO VARIOUS EROSION CONTROL ITEMS (ITEM 506)
 - 7) REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF & US 175 MEDIAN.



Falon Renfro
 P.E. 04.13.23
 Signature of Registrant & Date

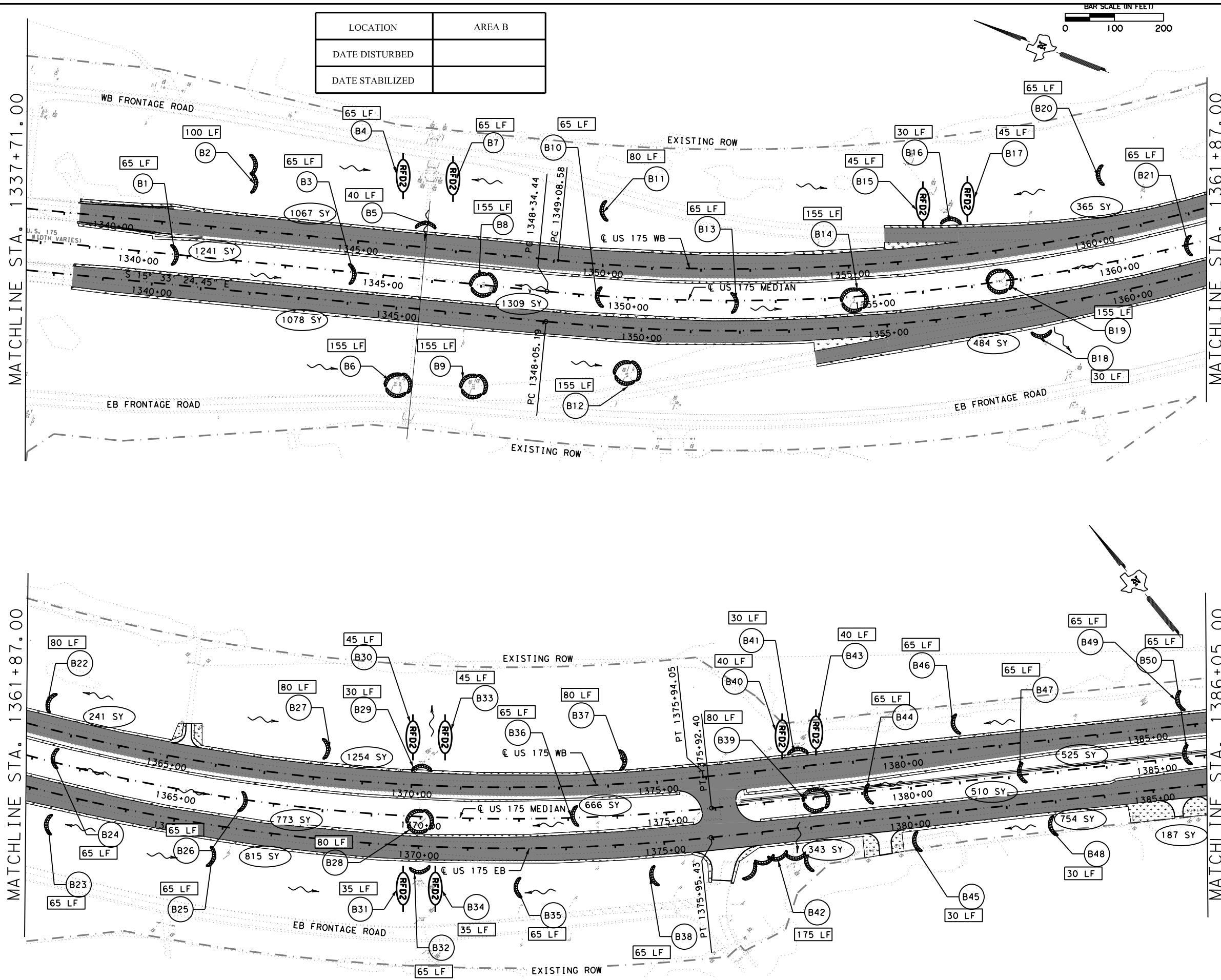


**US 175
 SW3P SITE MAP**

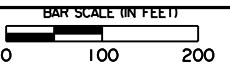
SCALE: 1"=200' SHEET 2 OF 24

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	292
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

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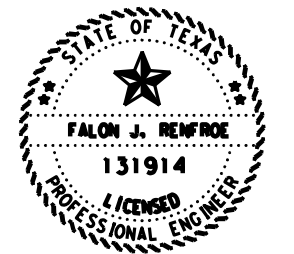


LOCATION	AREA B
DATE DISTURBED	
DATE STABILIZED	



- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA

- NOTES:**
- 1) BMPs SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBANCE ACTIVITIES IN THAT AREA.
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 - 6) REMOVE LITTER & CONSTRUCTION DEBRIS DAILY AND AS NEEDED OR AS DIRECTED BY THE ENGINEER. THIS WORK IS SUBSIDIARY TO VARIOUS EROSION CONTROL ITEMS (ITEM 506)
 - 7) REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF $\text{\textcircled{C}}$ US 175 MEDIAN.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 SW3P SITE MAP**

SCALE: 1"=200'		SHEET 3 OF 24	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.	HIGHWAY NO.
FR	6	(SEE TITLE SHEET)	US 175
GRAPHICS	STATE	DISTRICT	COUNTY
FR	TEXAS	DAL	KAUFMAN
CHECK	CONTROL	SECTION	JOB
JR	0197	05	059
CHECK	VD		
			293

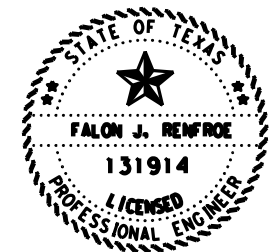
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
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- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA

- NOTES:**
- 1) BMPs SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBANCE ACTIVITIES IN THAT AREA.
 - 2) PROTECT TREES AND THEIR ROOTS, IF AT ALL POSSIBLE. PRESERVE CREEKSIDE VEGETATION TO THE EXTENT PRACTICABLE.
 - 3) CONSTRUCTION EXITS TO BE PLACED AT LOCATIONS APPROVED BY THE ENGINEER
 - 4) CONTRACTOR TO PLACE AND MAINTAIN SWPPP MEASURES APPLICABLE TO EACH PHASE OF CONSTRUCTION.
 - 5) EXACT LOCATION OF ROCK FILTER DAM AND TEMPORARY SEDIMENT CONTROL FENCE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
 - 6) REMOVE LITTER & CONSTRUCTION DEBRIS DAILY AND AS NEEDED OR AS DIRECTED BY THE ENGINEER. THIS WORK IS SUBSIDIARY TO VARIOUS EROSION CONTROL ITEMS (ITEM 506)
 - 7) REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF C US 175 MEDIAN.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

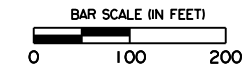


**US 175
 SW3P SITE MAP**

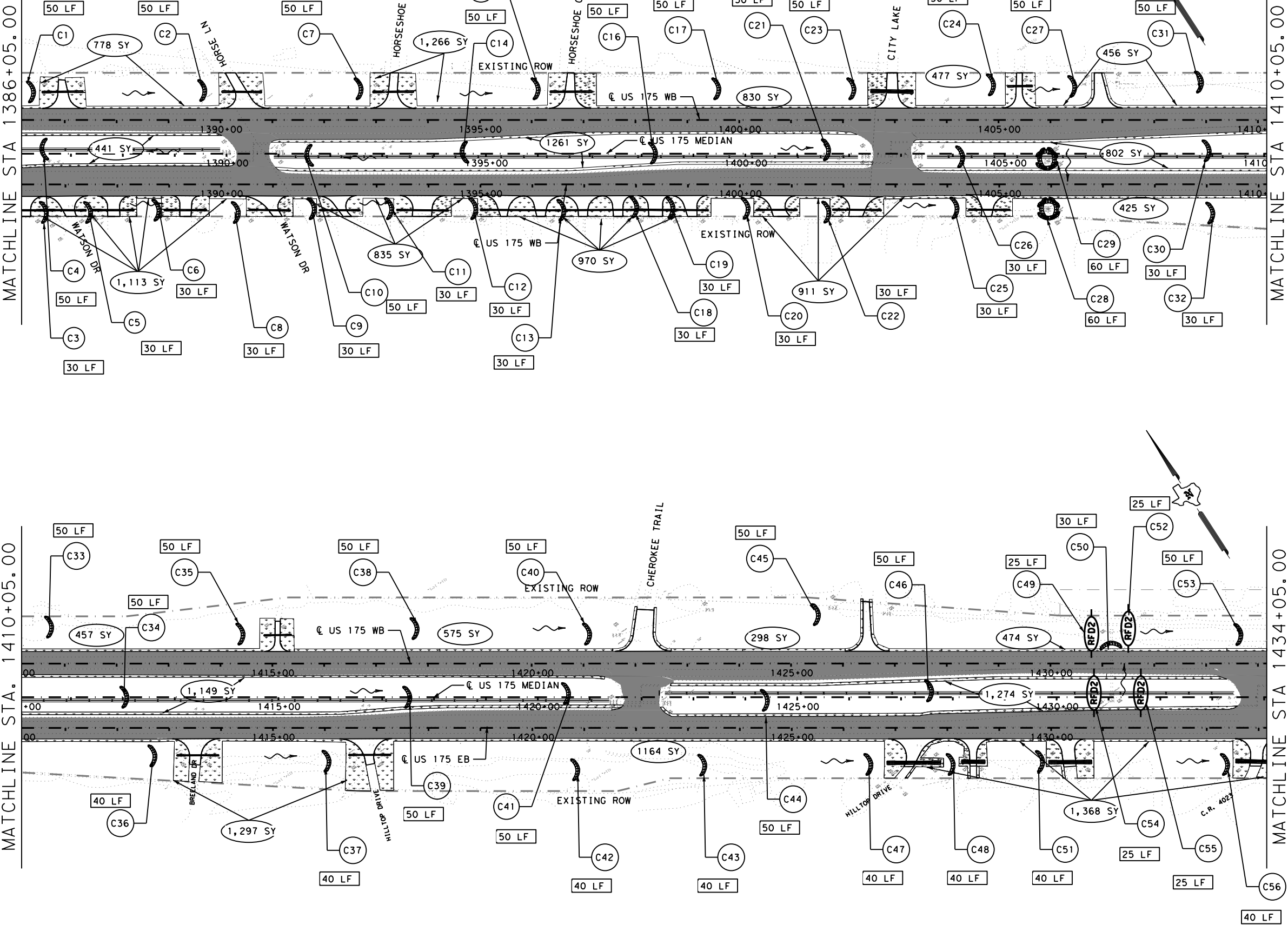
SCALE: 1"=200'				SHEET 4 OF 24	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.	
FR	6	(SEE TITLE SHEET)		US 175	
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.	
CHECK	TEXAS	DAL	KAUFMAN	294	
JR	CONTROL	SECTION	JOB		
VD	0197	05	059		

DATE: 4/12/2023 4:17:40 PM
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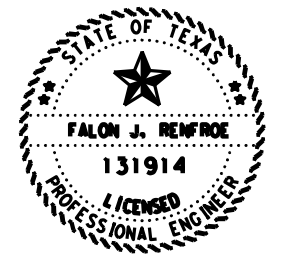
LOCATION	AREA C
DATE DISTURBED	
DATE STABILIZED	



- LEGEND:**
- (SF) TEMP SILT FENCE
 - (RFD2) ROCK FILTER DAM TY 2
 - (RFD3) ROCK FILTER DAM TY 3
 - (ECL) EROSION CONTROL LOGS
 - (WFD) WATER FLOW DIRECTION
 - (XXX) DISTURBED AREA
 - (XX) BMP INSTALLATION
 - (CE) CONSTRUCTION EXIT
 - (TS) TEMP/PERM SEEDING
 - (RW) ROAD WORK AREA



- NOTES:**
- 1) BMPs SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBANCE ACTIVITIES IN THAT AREA.
 - 2) PROTECT TREES AND THEIR ROOTS, IF AT ALL POSSIBLE. PRESERVE CREEKSIDE VEGETATION TO THE EXTENT PRACTICABLE.
 - 3) CONSTRUCTION EXITS TO BE PLACED AT LOCATIONS APPROVED BY THE ENGINEER.
 - 4) CONTRACTOR TO PLACE AND MAINTAIN SWPPP MEASURES APPLICABLE TO EACH PHASE OF CONSTRUCTION.
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 - 6) REMOVE LITTER & CONSTRUCTION DEBRIS DAILY AND AS NEEDED OR AS DIRECTED BY THE ENGINEER. THIS WORK IS SUBSIDIARY TO VARIOUS EROSION CONTROL ITEMS (ITEM 506)
 - 7) REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF C US 175 MEDIAN.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 SW3P SITE MAP**

SCALE: 1"=200' SHEET 5 OF 24

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	295
CHECK	JR	CONTROL	SECTION	
CHECK	VD	0197	05	

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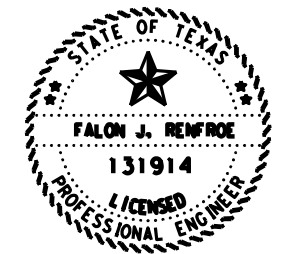
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
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C56		

- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA

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Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

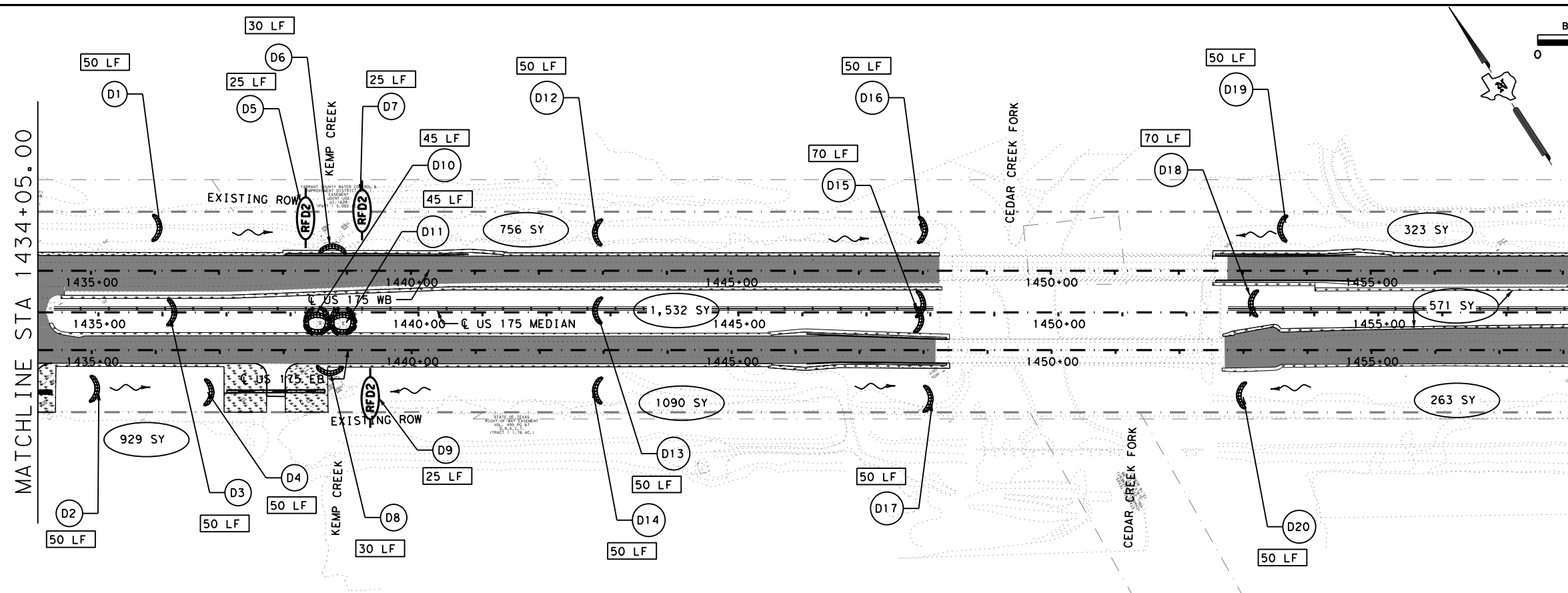


**US 175
 SW3P SITE MAP**

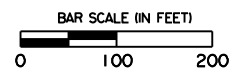
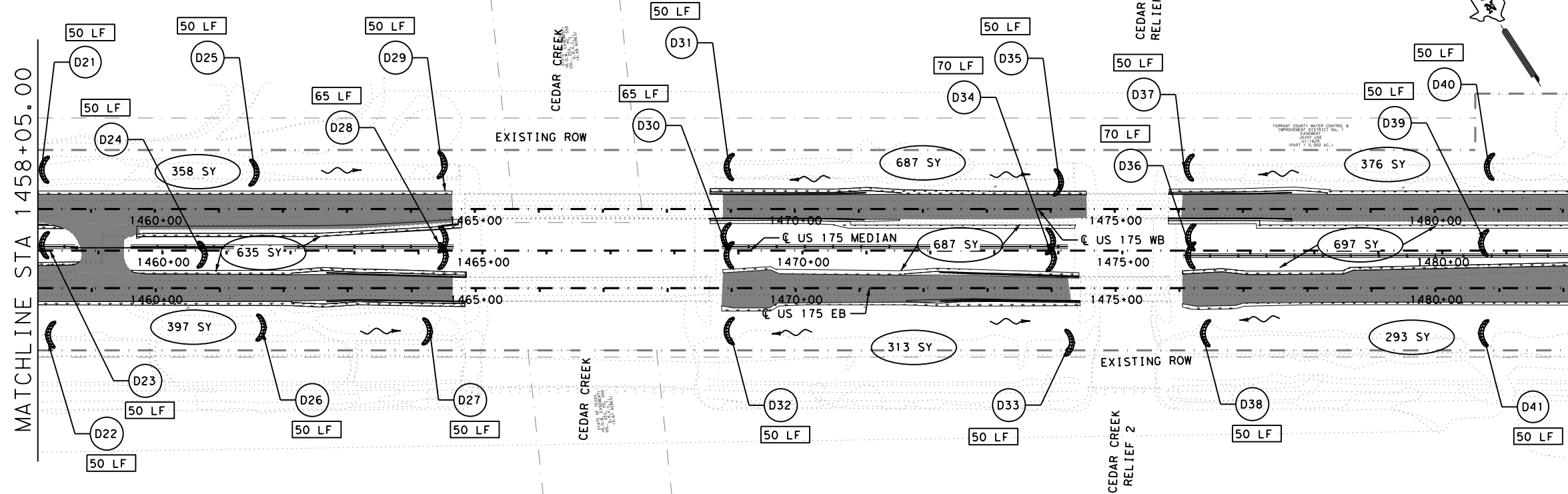
SCALE: 1"=200' SHEET 6 OF 24

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	296
JR	CONTROL	SECTION	JOB	
CHECK	VD	0197	05 059	

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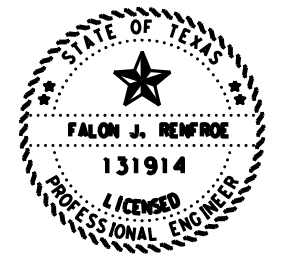


LOCATION	AREA D
DATE DISTURBED	
DATE STABILIZED	



- LEGEND:**
- (SF) TEMP SILT FENCE
 - (RFD2) ROCK FILTER DAM TY 2
 - (RFD3) ROCK FILTER DAM TY 3
 - (ECL) EROSION CONTROL LOGS
 - (WFD) WATER FLOW DIRECTION
 - (XXX) DISTURBED AREA
 - (XX) BMP INSTALLATION
 - (CE) CONSTRUCTION EXIT
 - (TSP) TEMP/PERM SEEDING
 - (RW) ROAD WORK AREA

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Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date



**US 175
 SW3P SITE MAP**











SCALE: 1"=200' SHEET 7 OF 24

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	297
CHECK	CONTROL	SECTION	JOB	
VD	0197	05	059	

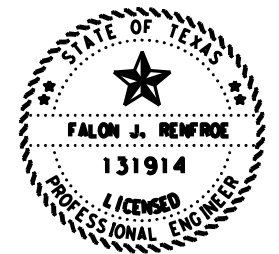
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
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- LEGEND:**
-  TEMP SILT FENCE
 -  ROCK FILTER DAM TY 2
 -  ROCK FILTER DAM TY 3
 -  EROSION CONTROL LOGS
 -  WATER FLOW DIRECTION
 -  DISTURBED AREA
 -  BMP INSTALLATION
 -  CONSTRUCTION EXIT
 -  TEMP/PERM SEEDING
 -  ROAD WORK AREA

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 - 9) MATCH LINE STATIONS ARE BASED OFF C US 175 MEDIAN.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date



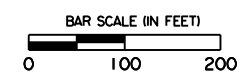
**US 175
 SW3P SITE MAP**

SCALE: 1"=200' SHEET 8 OF 24

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	298
JR	CONTROL	SECTION	JOB	
CHECK	VD	0197	05 059	

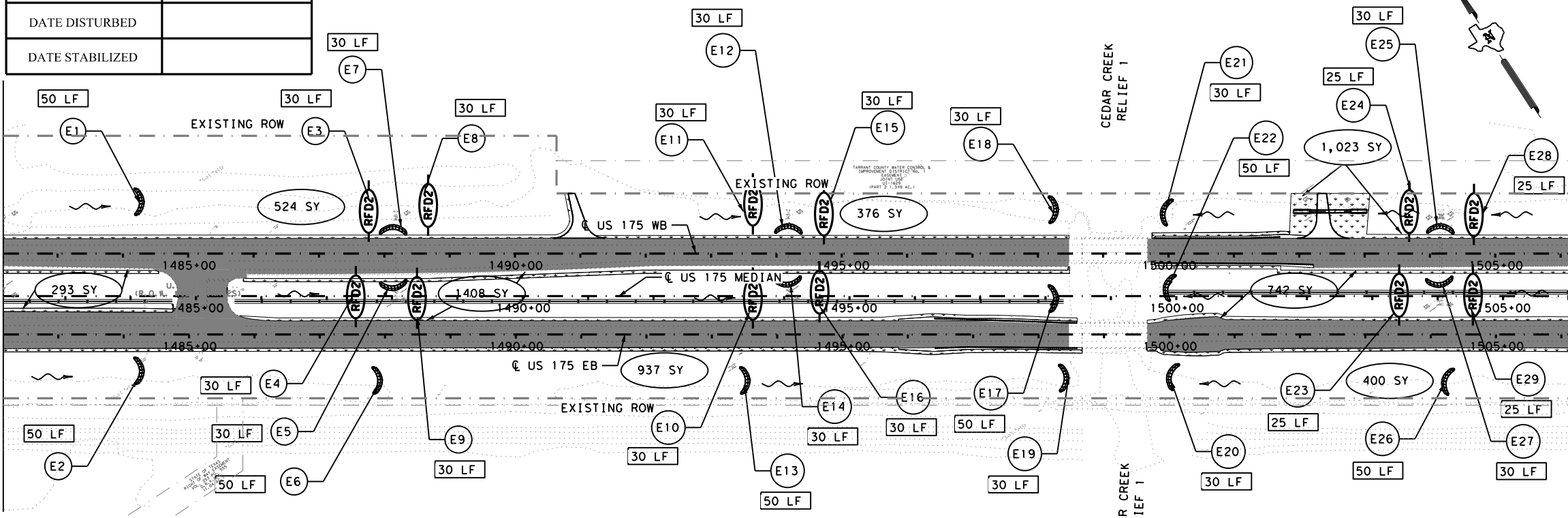
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LOCATION	AREA E
DATE DISTURBED	
DATE STABILIZED	



- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA

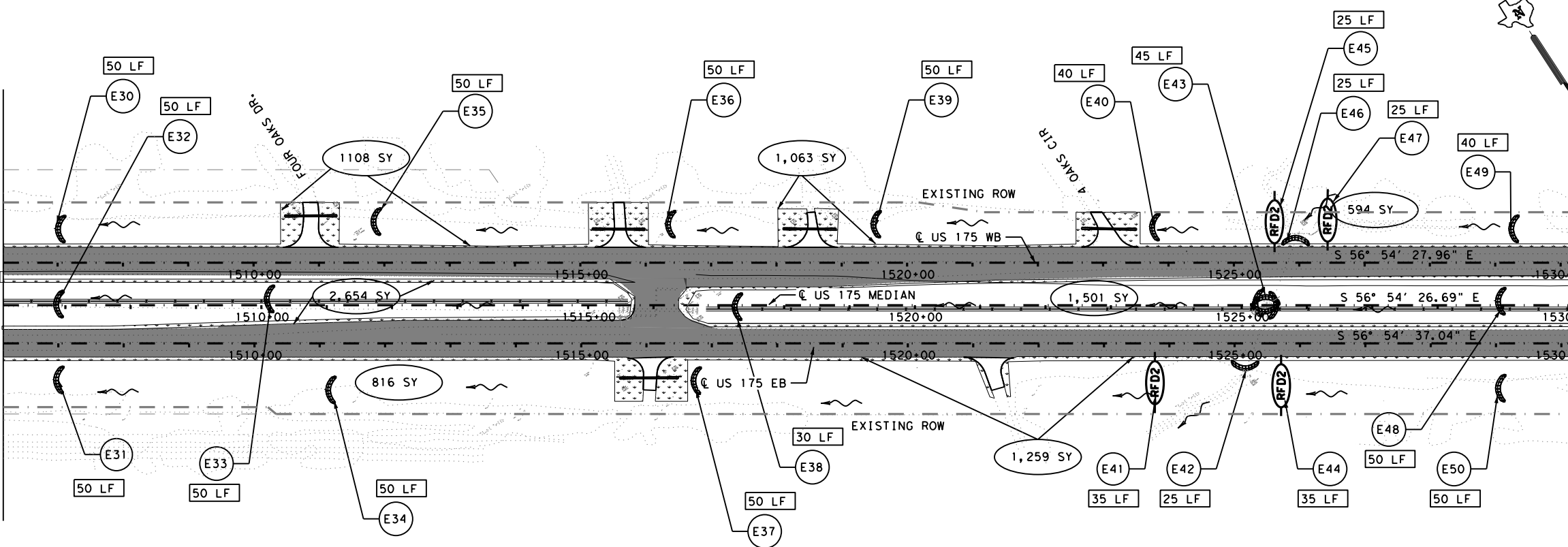
MATCH LINE 1482+05.00



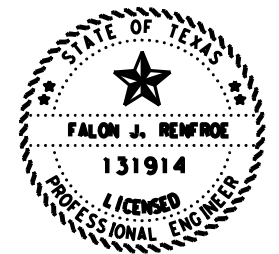
- NOTES:**
- 1) BMPs SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBANCE ACTIVITIES IN THAT AREA.
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 - 9) MATCH LINE STATIONS ARE BASED OFF @ US 175 MEDIAN.

MATCH LINE 1506+05.00

MATCH LINE STA 1506+05.00



MATCH LINE STA 1530+05.00



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 SW3P SITE MAP**











SCALE: 1"=200' SHEET 9 OF 24

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	299
CHECK	CONTROL	SECTION	JOB	
VD	0197	05	059	

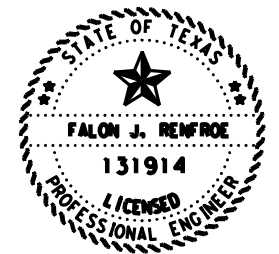
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- LEGEND:**
-  TEMP SILT FENCE
 -  ROCK FILTER DAM TY 2
 -  ROCK FILTER DAM TY 3
 -  EROSION CONTROL LOGS
 -  WATER FLOW DIRECTION
 -  DISTURBED AREA
 -  BMP INSTALLATION
 -  CONSTRUCTION EXIT
 -  TEMP/PERM SEEDING
 -  ROAD WORK AREA

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Falon Renfro
 P.E. 04.13.23
 Signature of Registrant & Date

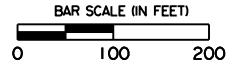
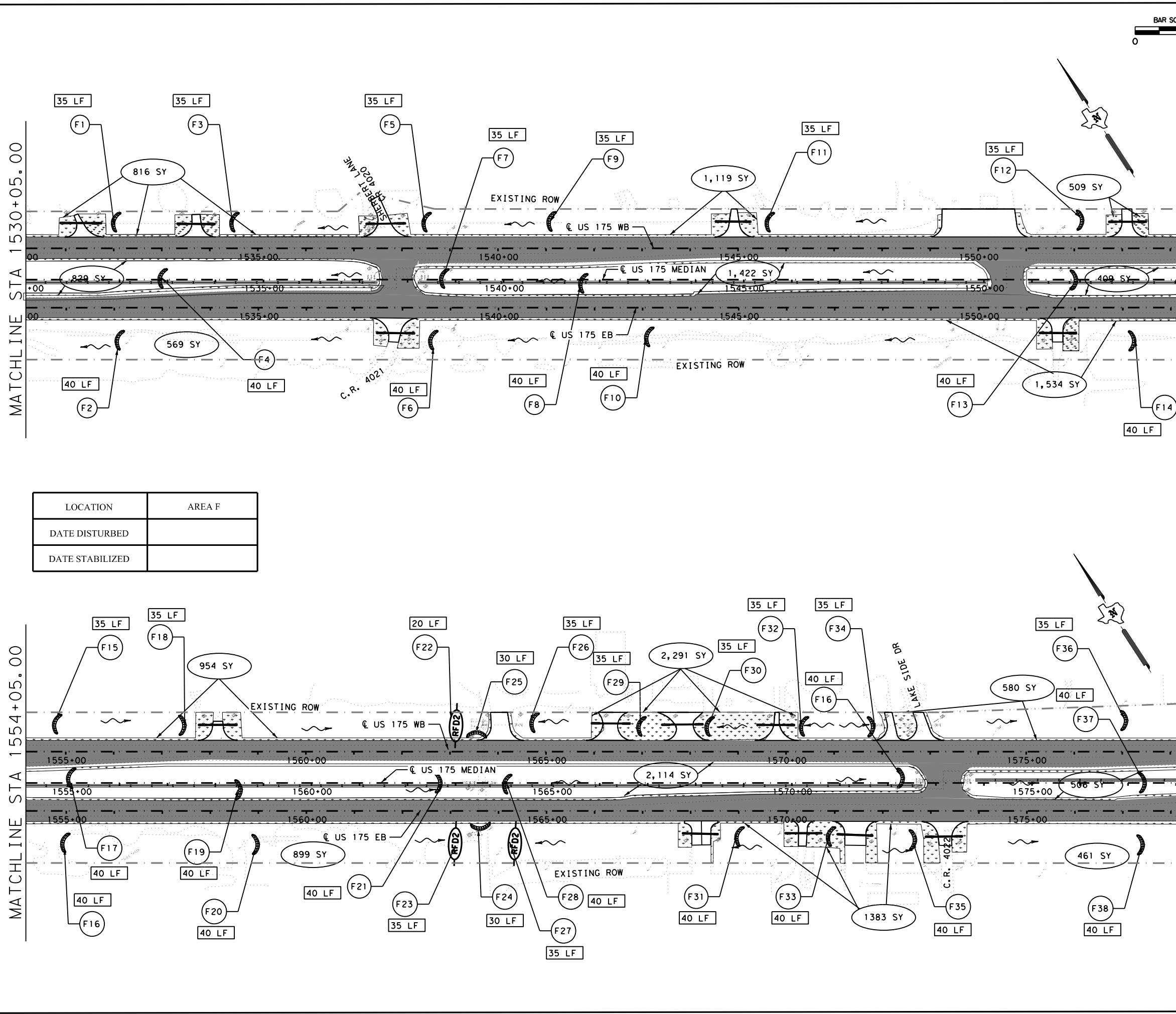


**US 175
 SW3P SITE MAP**

SCALE: 1"=200' SHEET 10 OF 24

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	300
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

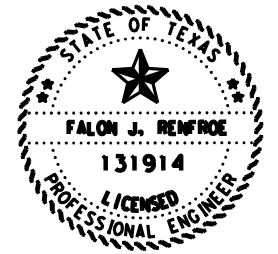
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- LEGEND:**
- (SF) TEMP SILT FENCE
 - (RFD2) ROCK FILTER DAM TY 2
 - (RFD3) ROCK FILTER DAM TY 3
 - (ECL) EROSION CONTROL LOGS
 - (WFD) WATER FLOW DIRECTION
 - (XXX) DISTURBED AREA
 - (XX) BMP INSTALLATION
 - (CE) CONSTRUCTION EXIT
 - (T/PS) TEMP/PERM SEEDING
 - (RW) ROAD WORK AREA

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 - 3) CONSTRUCTION EXITS TO BE PLACED AT LOCATIONS APPROVED BY THE ENGINEER.
 - 4) CONTRACTOR TO PLACE AND MAINTAIN SWPPP MEASURES APPLICABLE TO EACH PHASE OF CONSTRUCTION.
 - 5) EXACT LOCATION OF ROCK FILTER DAM AND TEMPORARY SEDIMENT CONTROL FENCE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
 - 6) REMOVE LITTER & CONSTRUCTION DEBRIS DAILY AND AS NEEDED OR AS DIRECTED BY THE ENGINEER. THIS WORK IS SUBSIDIARY TO VARIOUS EROSION CONTROL ITEMS (ITEM 506)
 - 7) REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF C US 175 MEDIAN.

LOCATION	AREA F
DATE DISTURBED	
DATE STABILIZED	



Falon Renfro
 Signature of Registrant & Date P.E. 04.13.23



**US 175
 SW3P SITE MAP**

SCALE: 1"=200' SHEET 11 OF 24

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	
CHECK	CONTROL	SECTION	JOB	301
JR	0197	05	059	

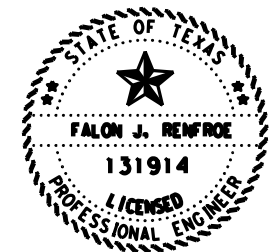
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
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F38		

- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA

- NOTES:**
- 1) BMPS SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBANCE ACTIVITIES IN THAT AREA.
 - 2) PROTECT TREES AND THEIR ROOTS, IF AT ALL POSSIBLE. PRESERVE CREEKSIDE VEGETATION TO THE EXTENT PRACTICABLE.
 - 3) CONSTRUCTION EXITS TO BE PLACED AT LOCATIONS APPROVED BY THE ENGINEER
 - 4) CONTRACTOR TO PLACE AND MAINTAIN SWPPP MEASURES APPLICABLE TO EACH PHASE OF CONSTRUCTION.
 - 5) EXACT LOCATION OF ROCK FILTER DAM AND TEMPORARY SEDIMENT CONTROL FENCE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
 - 6) REMOVE LITTER & CONSTRUCTION DEBRIS DAILY AND AS NEEDED OR AS DIRECTED BY THE ENGINEER. THIS WORK IS SUBSIDIARY TO VARIOUS EROSION CONTROL ITEMS (ITEM 506)
 - 7) REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF @ US 175 MEDIAN.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

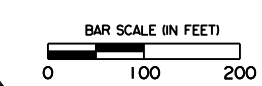
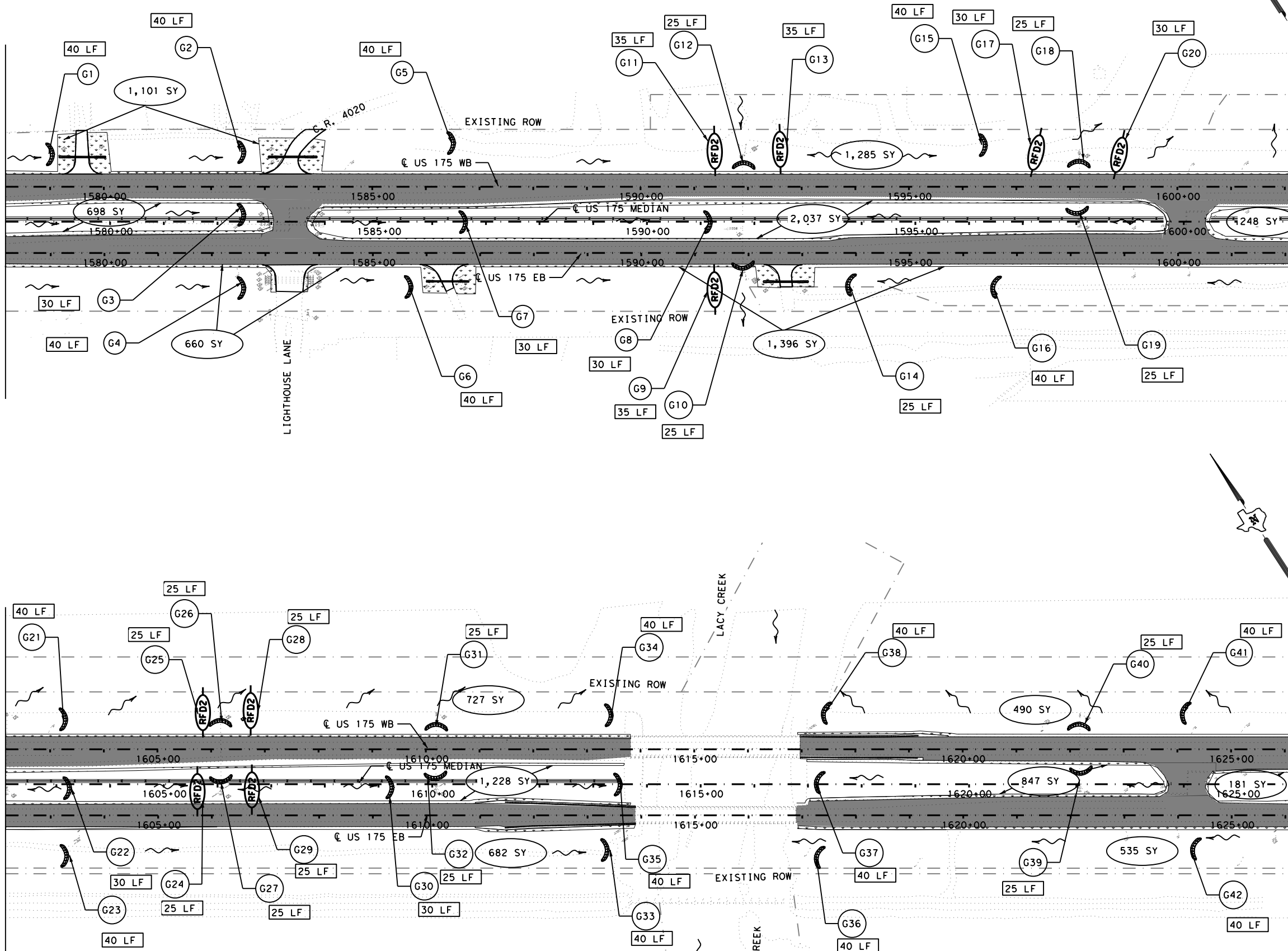


**US 175
 SW3P SITE MAP**

SCALE: 1"=200'			SHEET 12 OF 24	
DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	302
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

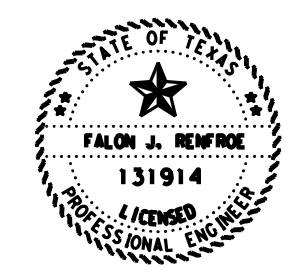
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LOCATION	AREA G
DATE DISTURBED	
DATE STABILIZED	



- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA

- NOTES:**
- 1) BMPs SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBANCE ACTIVITIES IN THAT AREA.
 - 2) PROTECT TREES AND THEIR ROOTS, IF AT ALL POSSIBLE. PRESERVE CREEKSIDE VEGETATION TO THE EXTENT PRACTICABLE.
 - 3) CONSTRUCTION EXITS TO BE PLACED AT LOCATIONS APPROVED BY THE ENGINEER.
 - 4) CONTRACTOR TO PLACE AND MAINTAIN SWPPP MEASURES APPLICABLE TO EACH PHASE OF CONSTRUCTION.
 - 5) EXACT LOCATION OF ROCK FILTER DAM AND TEMPORARY SEDIMENT CONTROL FENCE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
 - 6) REMOVE LITTER & CONSTRUCTION DEBRIS DAILY AND AS NEEDED OR AS DIRECTED BY THE ENGINEER. THIS WORK IS SUBSIDIARY TO VARIOUS EROSION CONTROL ITEMS (ITEM 506)
 - 7) REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF @ US 175 MEDIAN.



Falon Renfro
 Signature of Registrant P.E. 04.14.23
 & Date



**US 175
 SW3P SITE MAP**











SCALE: 1"=200' SHEET 13 OF 24

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	303
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

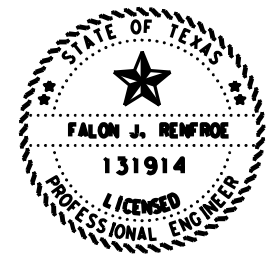
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
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- LEGEND:**
-  TEMP SILT FENCE
 -  ROCK FILTER DAM TY 2
 -  ROCK FILTER DAM TY 3
 -  EROSION CONTROL LOGS
 -  WATER FLOW DIRECTION
 -  DISTURBED AREA
 -  BMP INSTALLATION
 -  CONSTRUCTION EXIT
 -  TEMP/PERM SEEDING
 -  ROAD WORK AREA

- NOTES:**
- 1) BMPS SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBANCE ACTIVITIES IN THAT AREA.
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 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF Q US 175 MEDIAN.



Falon Renfro
 Signature of Registrant P.E. 04.13.23
 & Date



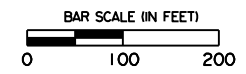
**US 175
 SW3P SITE MAP**

SCALE: 1"=200' SHEET 14 OF 24

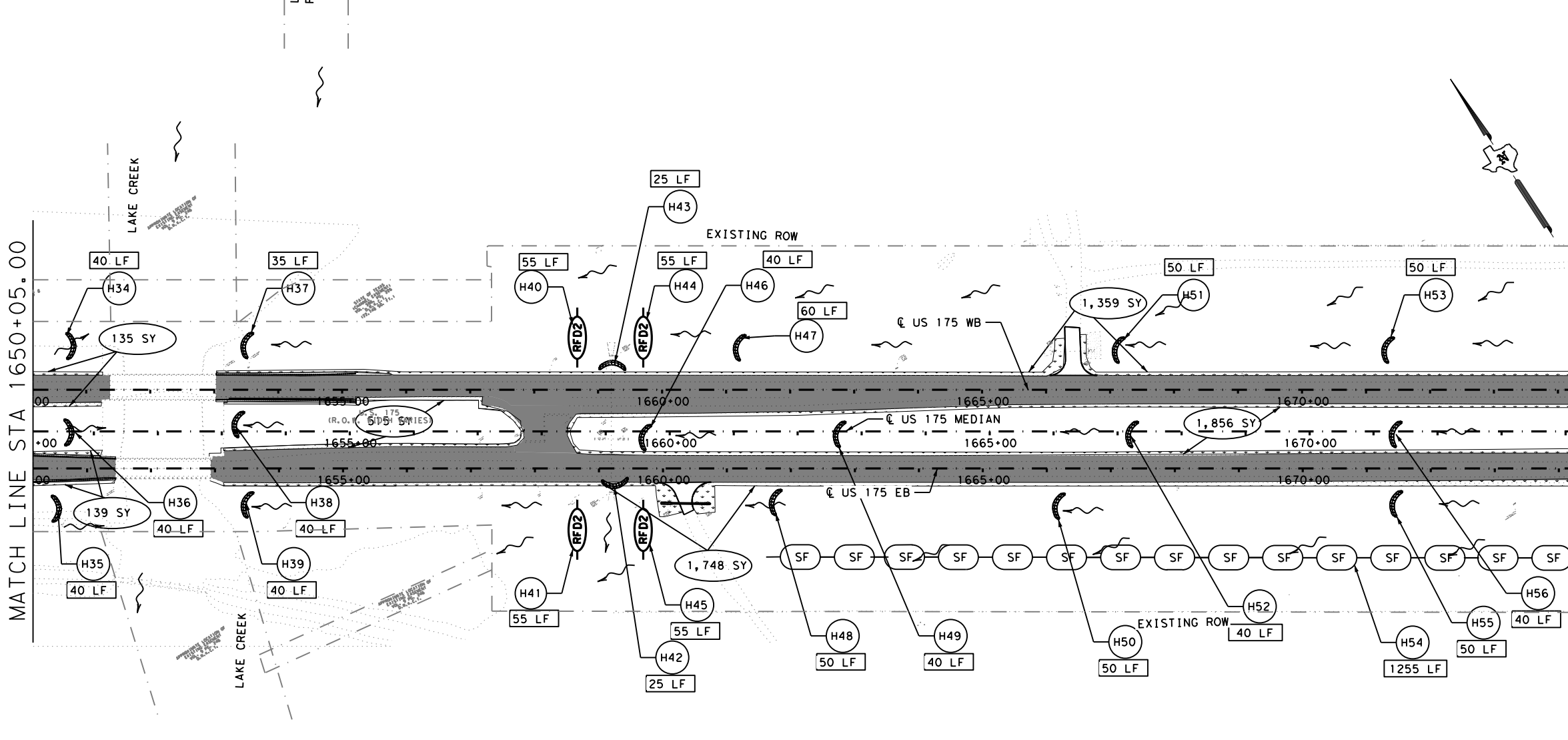
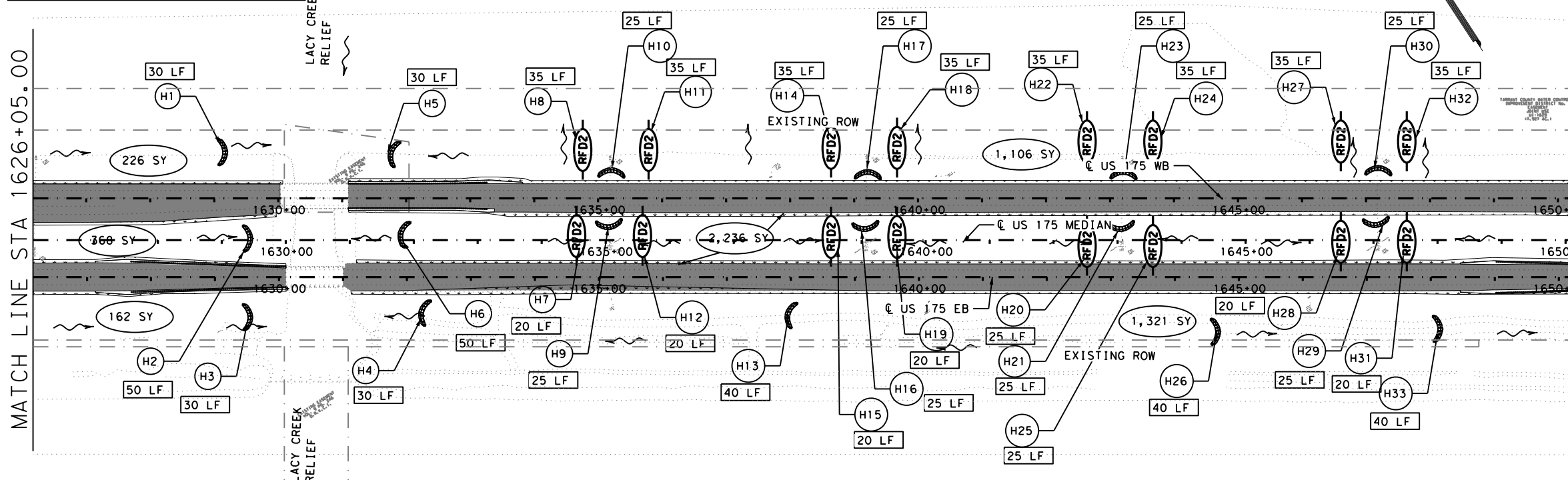
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	304
JR	CONTROL	SECTION	JOB	
CHECK	VD	0197	05 059	

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LOCATION	AREA H
DATE DISTURBED	
DATE STABILIZED	



- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA



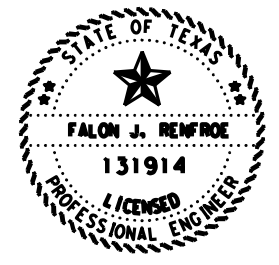
MATCH LINE STA 1626+05.00

MATCH LINE STA 1650+05.00

MATCH LINE STA 1650+05.00

MATCH LINE STA 1674+05.00

- NOTES:**
- 1) BMPs SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBANCE ACTIVITIES IN THAT AREA.
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 - 7) REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF @ US 175 MEDIAN.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 SW3P SITE MAP**

SCALE: 1"=200' SHEET 15 OF 24

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	305
CHECK	CONTROL	SECTION	JOB	
VD	0197	05	059	

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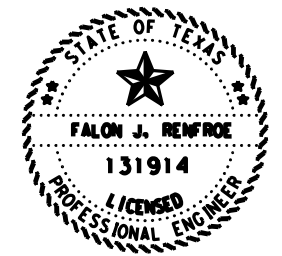
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
H51		
H52		
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H54		
H55		
H56		

- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA

- NOTES:**
- 1) BMPs SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBANCE ACTIVITIES IN THAT AREA.
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 - 7) REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF @ US 175 MEDIAN.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date

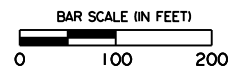


**US 175
 SW3P SITE MAP**

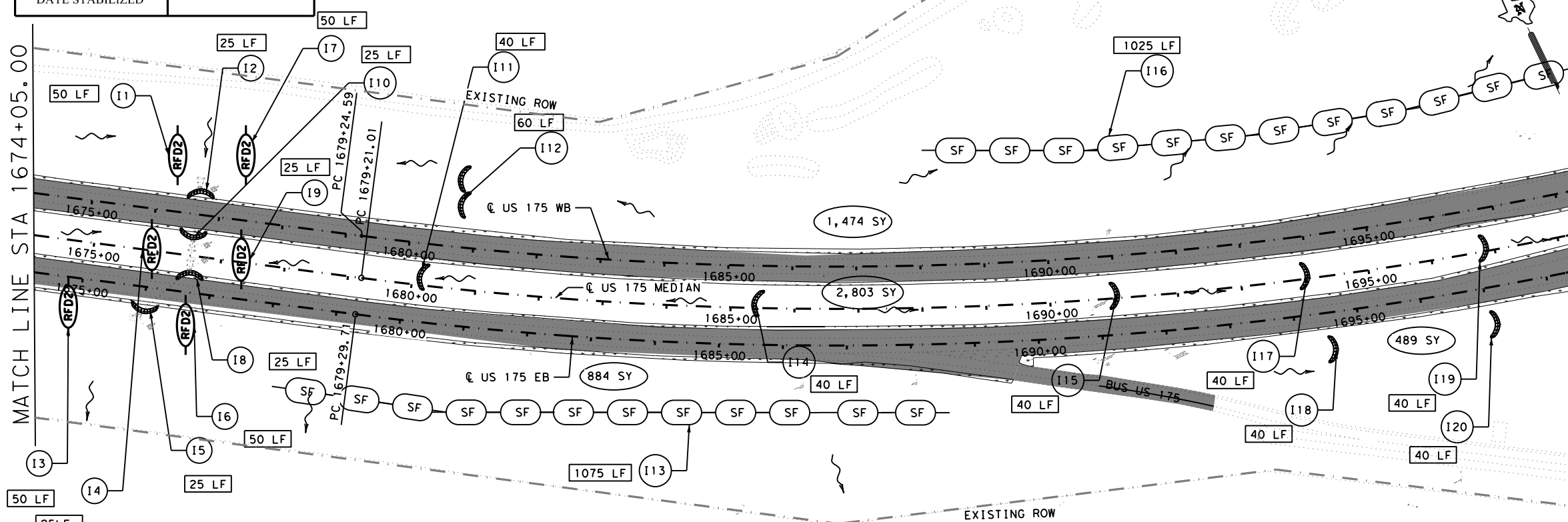
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	306
JR	CONTROL	SECTION	JOB	
CHECK	VD	0197	05 059	

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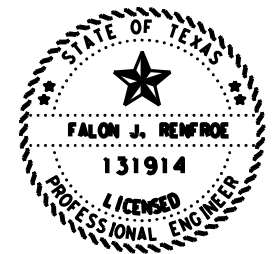
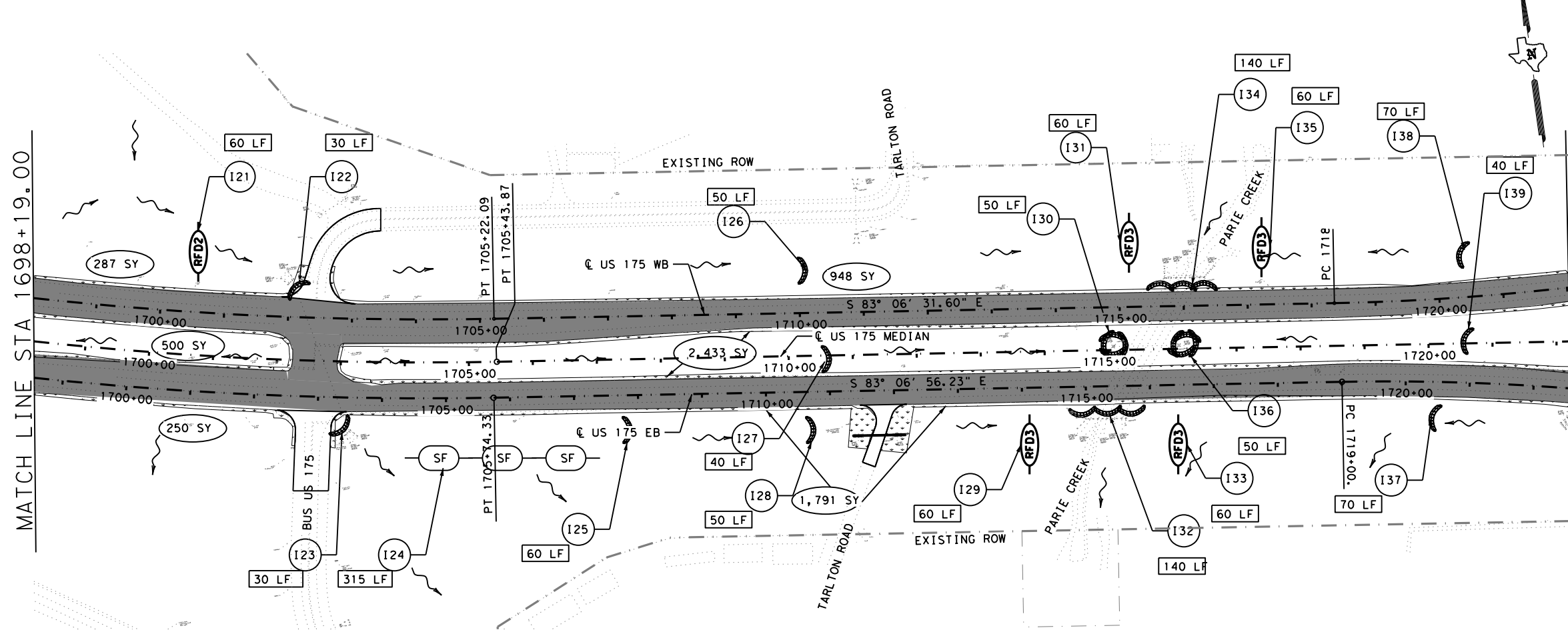
LOCATION	AREA 1
DATE DISTURBED	
DATE STABILIZED	



- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA



- NOTES:**
- 1) BMPs SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBANCE ACTIVITIES IN THAT AREA.
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 - 7) REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF @ US 175 MEDIAN.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 SW3P SITE MAP**

SCALE: 1"=200' SHEET 17 OF 24

DESIGN	FR	FED. RD. DIV. NO.	6	PROJECT NO.	(SEE TITLE SHEET)	HIGHWAY NO.	US 175
GRAPHICS	FR	STATE	TEXAS	DISTRICT	DAL	COUNTY	KAUFMAN
CHECK	JR	CONTROL	0197	SECTION	05	JOB	059
CHECK	VD						307

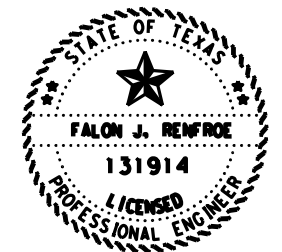
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- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA

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 - 9) MATCH LINE STATIONS ARE BASED OFF C US 175 MEDIAN.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



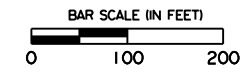
**US 175
 SW3P SITE MAP**

SCALE: 1"=200' SHEET 18 OF 24

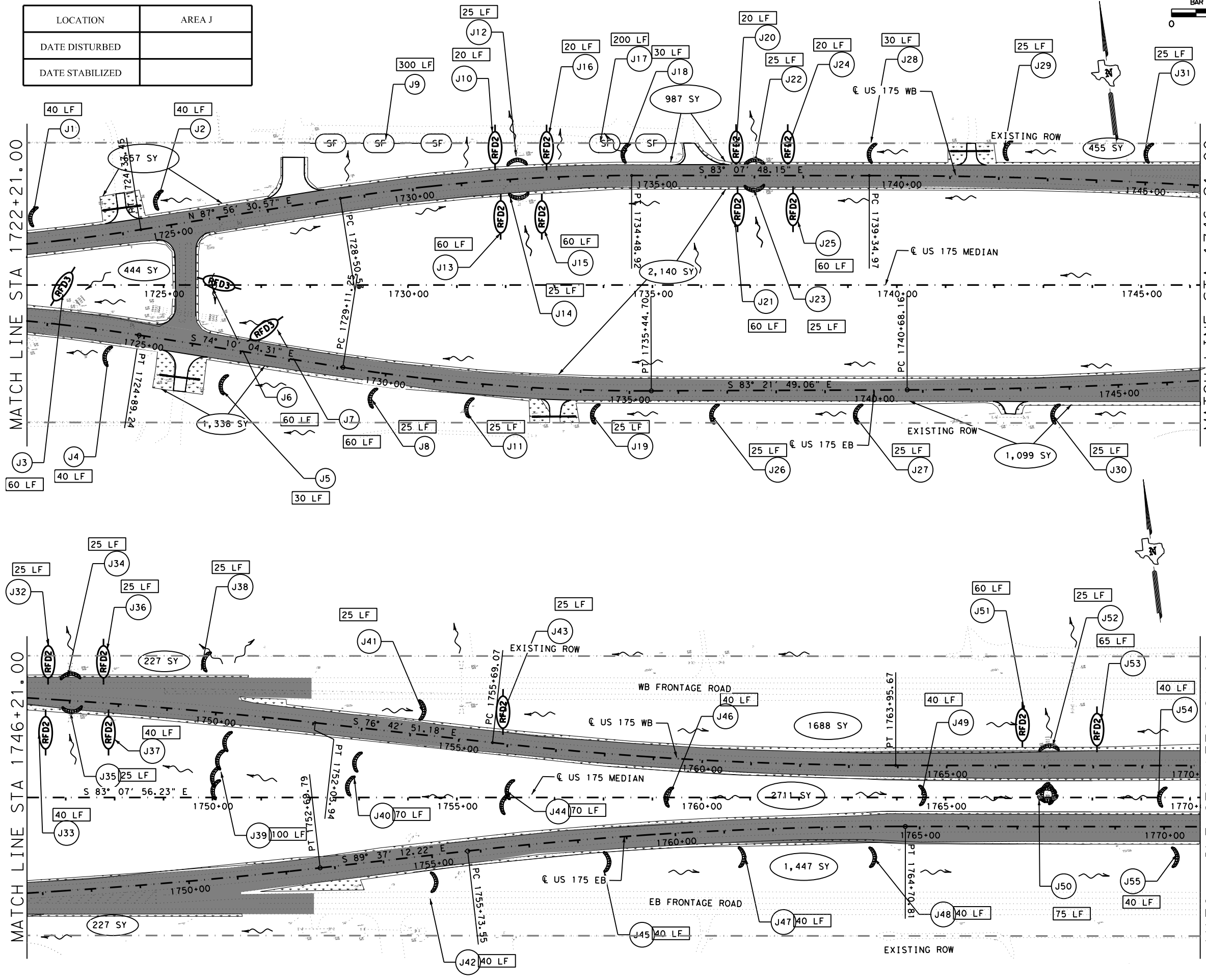
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	308
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

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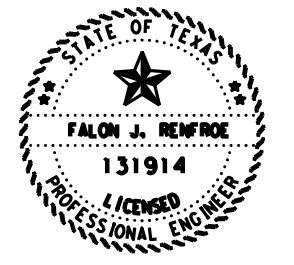
LOCATION	AREA J
DATE DISTURBED	
DATE STABILIZED	



- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA



- NOTES:**
- 1) BMPs SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBANCE ACTIVITIES IN THAT AREA.
 - 2) PROTECT TREES AND THEIR ROOTS, IF AT ALL POSSIBLE. PRESERVE CREEKSIDE VEGETATION TO THE EXTENT PRACTICABLE.
 - 3) CONSTRUCTION EXITS TO BE PLACED AT LOCATIONS APPROVED BY THE ENGINEER
 - 4) CONTRACTOR TO PLACE AND MAINTAIN SWPPP MEASURES APPLICABLE TO EACH PHASE OF CONSTRUCTION.
 - 5) EXACT LOCATION OF ROCK FILTER DAM AND TEMPORARY SEDIMENT CONTROL FENCE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
 - 6) REMOVE LITTER & CONSTRUCTION DEBRIS DAILY AND AS NEEDED OR AS DIRECTED BY THE ENGINEER. THIS WORK IS SUBSIDIARY TO VARIOUS EROSION CONTROL ITEMS (ITEM 506)
 - 7) REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF ϕ US 175 MEDIAN.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 SW3P SITE MAP**

SCALE: 1"=200' SHEET 19 OF 24

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	309
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

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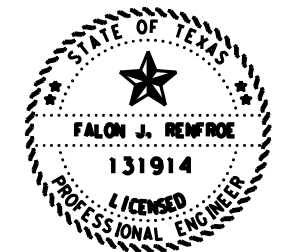
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
J51		
J52		
J53		
J54		
J55		

- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA

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 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF Q US 175 MEDIAN.



_____, P.E.
 Signature of Registrant & Date

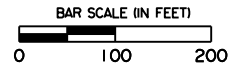


**US 175
 SW3P SITE MAP**

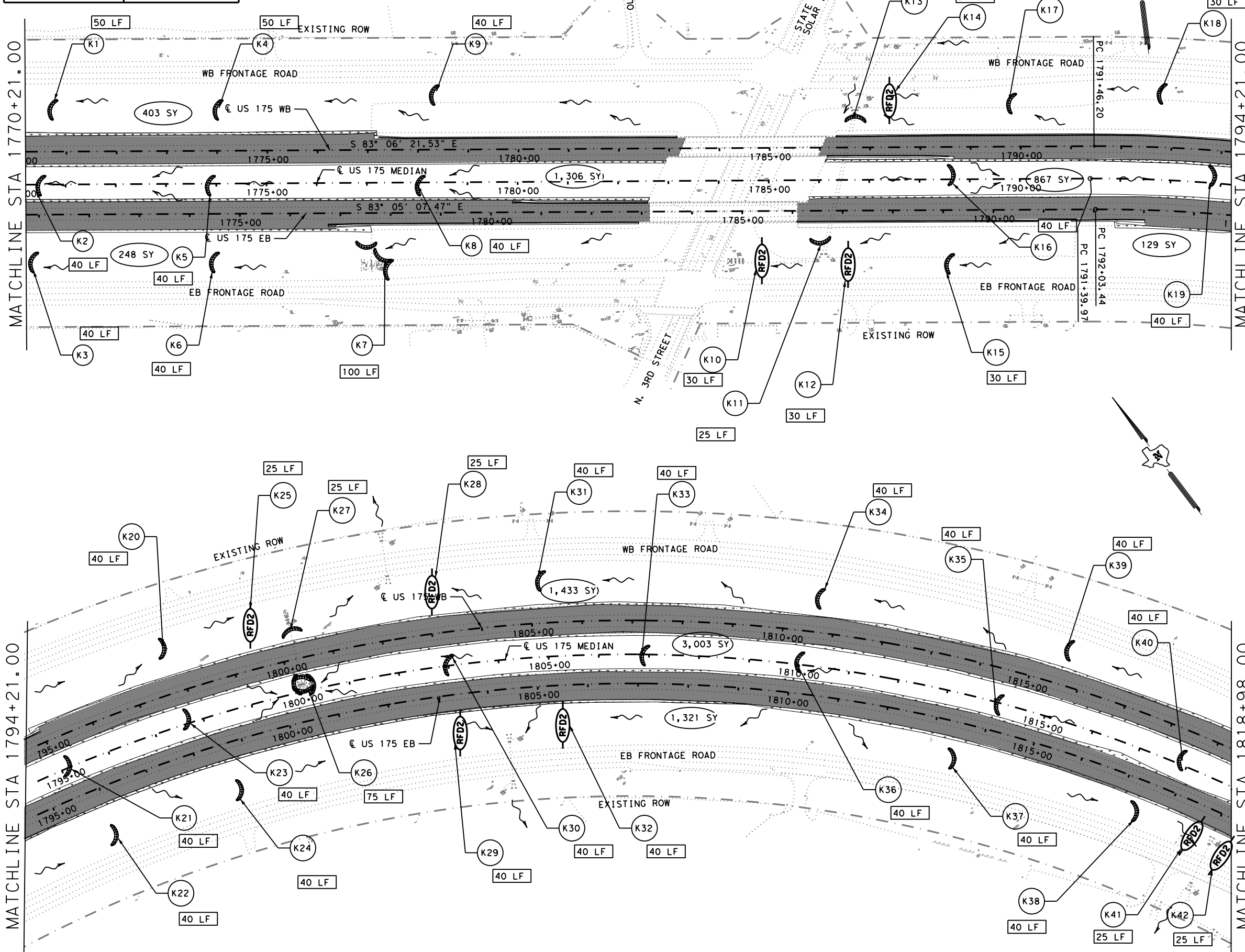
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GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	310
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

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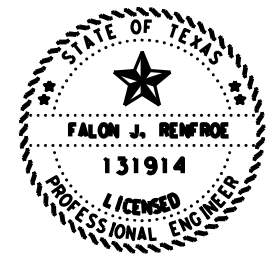
LOCATION	AREA K
DATE DISTURBED	
DATE STABILIZED	



- LEGEND:**
- TEMP SILT FENCE
 - ROCK FILTER DAM TY 2
 - ROCK FILTER DAM TY 3
 - EROSION CONTROL LOGS
 - WATER FLOW DIRECTION
 - DISTURBED AREA
 - BMP INSTALLATION
 - CONSTRUCTION EXIT
 - TEMP/PERM SEEDING
 - ROAD WORK AREA



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 - 8) SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.
 - 9) MATCH LINE STATIONS ARE BASED OFF $\text{\textcircled{C}}$ US 175 MEDIAN.



Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 SW3P SITE MAP**











SCALE: 1"=200' SHEET 21 OF 24

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
FR	TEXAS	DAL	KAUFMAN	311
CHECK	JR	CONTROL	SECTION	
VD	0197	05	059	

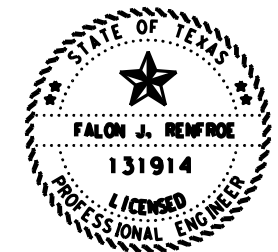
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SCF/ECL/RFD	INSTALL DATE:	REMOVE DATE:
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K42		

- LEGEND:**
-  TEMP SILT FENCE
 -  ROCK FILTER DAM TY 2
 -  ROCK FILTER DAM TY 3
 -  EROSION CONTROL LOGS
 -  WATER FLOW DIRECTION
 -  DISTURBED AREA
 -  BMP INSTALLATION
 -  CONSTRUCTION EXIT
 -  TEMP/PERM SEEDING
 -  ROAD WORK AREA

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Falon Renfro
 P.E. 04.13.23
 Signature of Registrant & Date

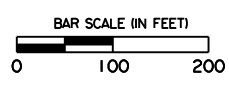
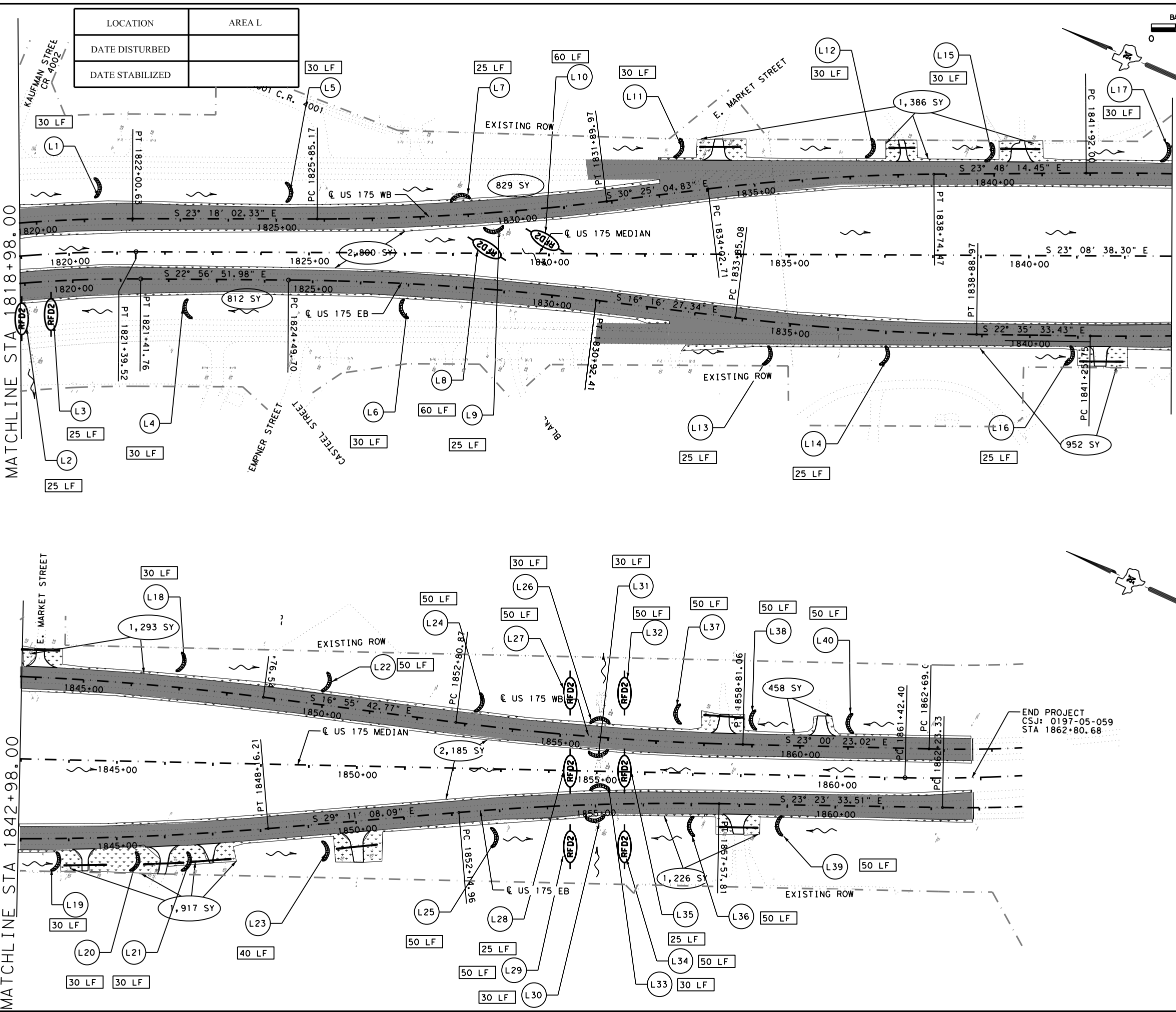


**US 175
 SW3P SITE MAP**

SCALE: 1"=200' SHEET 22 OF 24

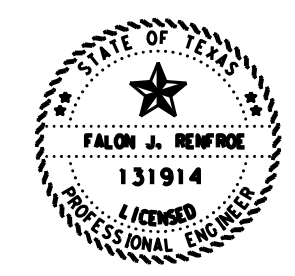
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FR	6	(SEE TITLE SHEET)		US 175
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	312
JR	CONTROL	SECTION	JOB	
CHECK	VD	0197	05 059	

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- LEGEND:**
- (SF) TEMP SILT FENCE
 - (RFD2) ROCK FILTER DAM TY 2
 - (RFD3) ROCK FILTER DAM TY 3
 - (XXX) EROSION CONTROL LOGS
 - (XX) WATER FLOW DIRECTION
 - (XXX) DISTURBED AREA
 - (XX) BMP INSTALLATION
 - [Construction Exit Symbol] CONSTRUCTION EXIT
 - [Seeding Symbol] TEMP/PERM SEEDING
 - [Road Work Area Symbol] ROAD WORK AREA

- NOTES:**
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Falon Renfro P.E. 04.13.23
 Signature of Registrant & Date



**US 175
 SW3P SITE MAP**











SCALE: 1"=200' SHEET 23 OF 24

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JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

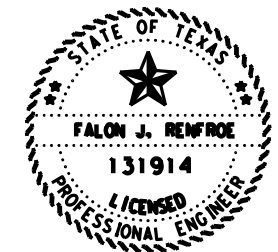
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- LEGEND:**
-  TEMP SILT FENCE
 -  ROCK FILTER DAM TY 2
 -  ROCK FILTER DAM TY 3
 -  EROSION CONTROL LOGS
 -  WATER FLOW DIRECTION
 -  DISTURBED AREA
 -  BMP INSTALLATION
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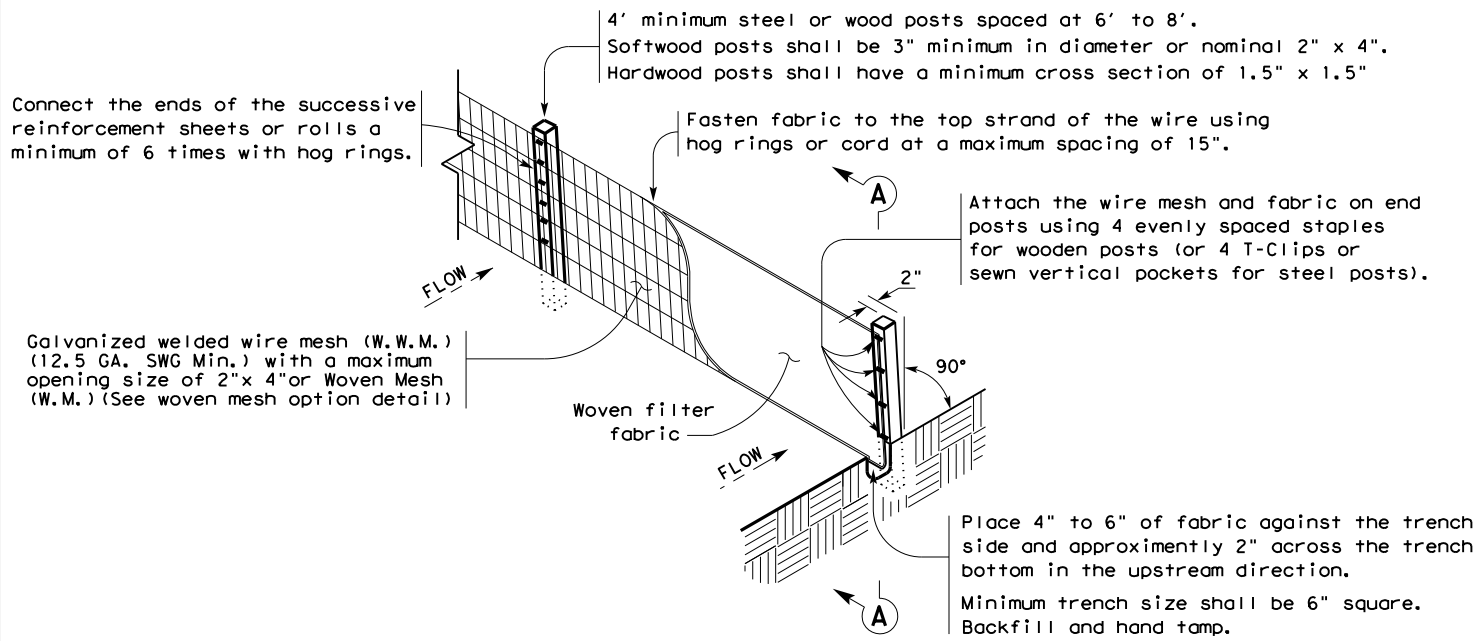
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 Signature of Registrant & Date



**US 175
 SW3P SITE MAP**

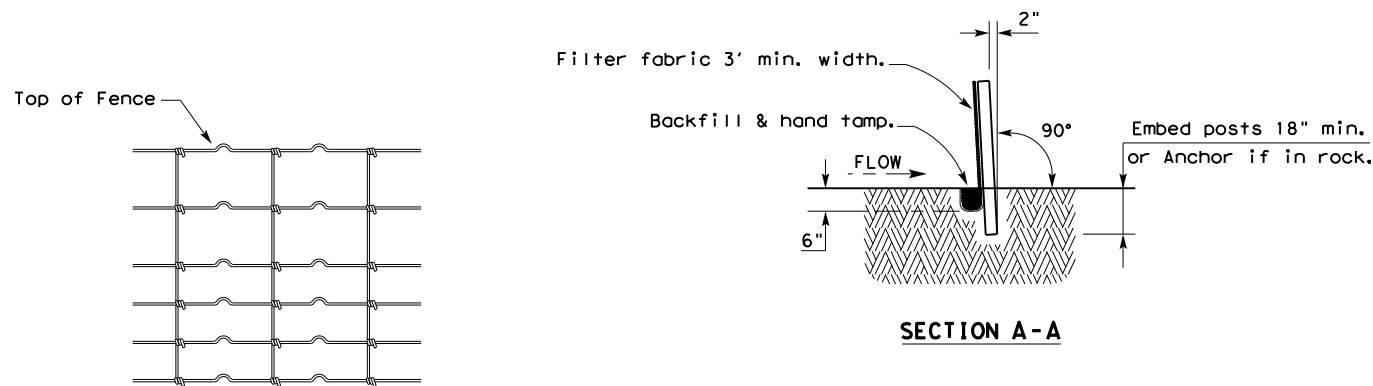
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GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DAL	KAUFMAN	314
JR	CONTROL	SECTION	JOB	
VD	0197	05	059	

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TEMPORARY SEDIMENT CONTROL FENCE

SCF



HINGE JOINT KNOT WOVEN MESH (OPTION) DETAIL

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

SEDIMENT CONTROL FENCE USAGE GUIDELINES

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

Sediment control fence should be sized to filter a maximum flow through rate of 100 GPM/FT². Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

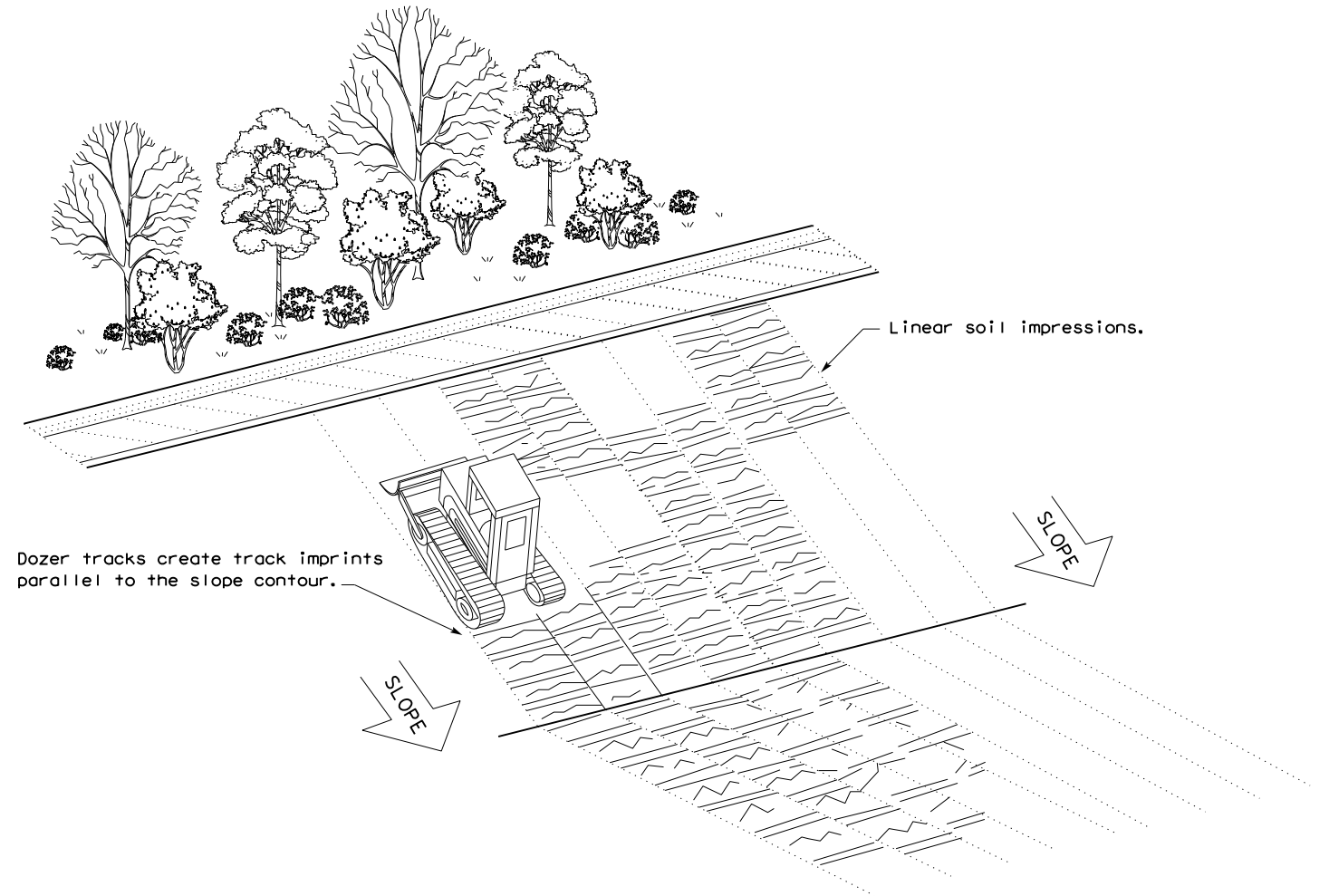
LEGEND

Sediment Control Fence

SCF

GENERAL NOTES

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

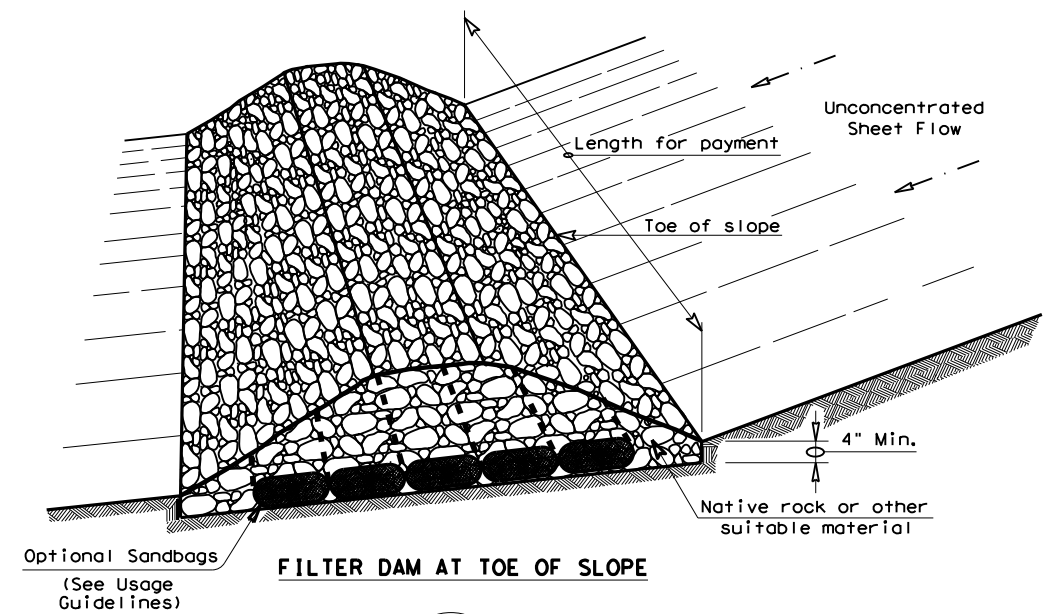


VERTICAL TRACKING

				Design Division Standard	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES FENCE & VERTICAL TRACKING EC(1) - 16					
FILE: ec116	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS	
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0197	05	059	US 175	
	DIST	COUNTY		SHEET NO.	
	DAL	KAUFMAN		315	

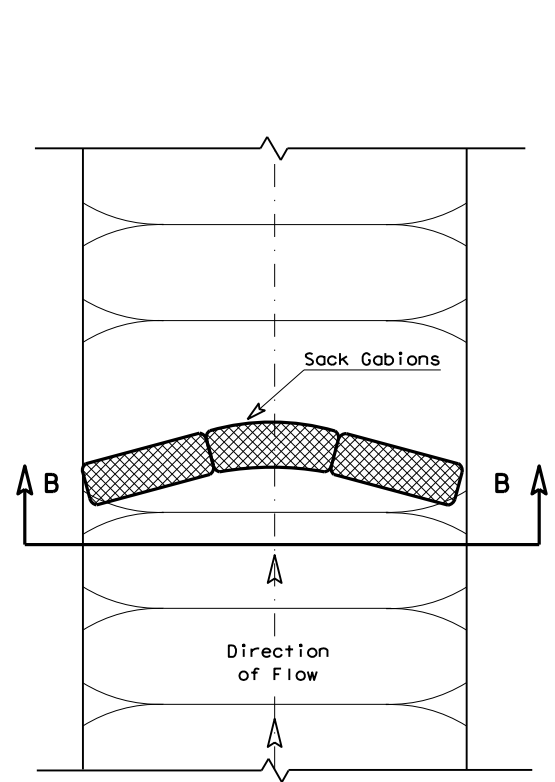
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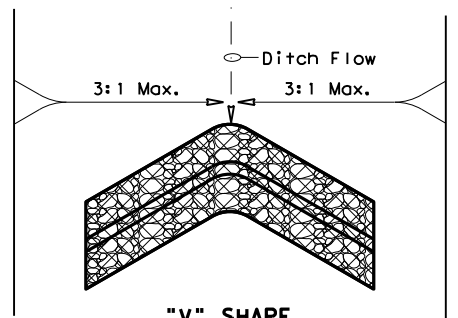


FILTER DAM AT TOE OF SLOPE

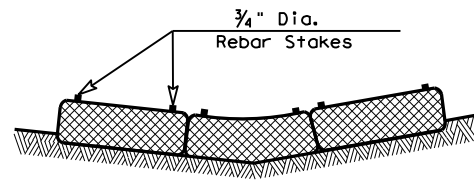
(RFD1)



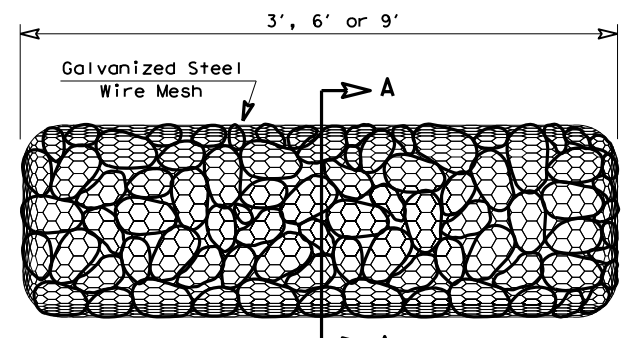
PLAN VIEW



"V" SHAPE PLAN VIEW

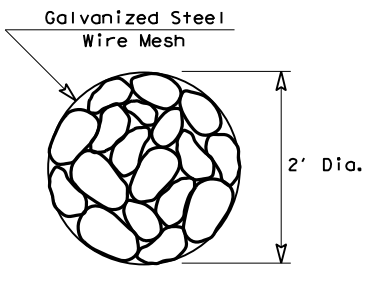


SECTION B-B

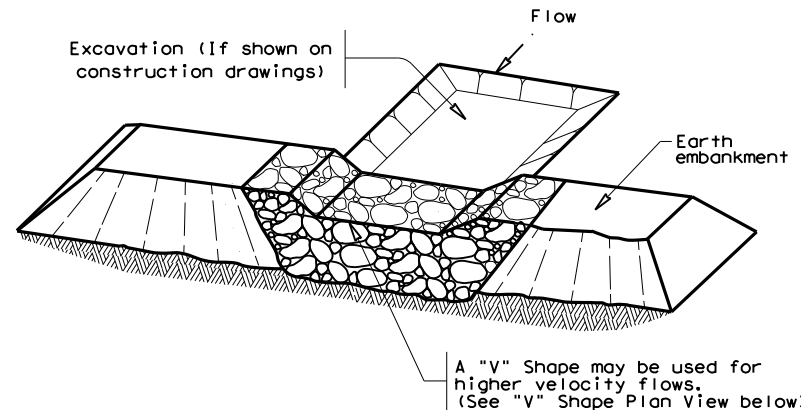


TYPE 4 (SACK GABIONS)

(RFD4)

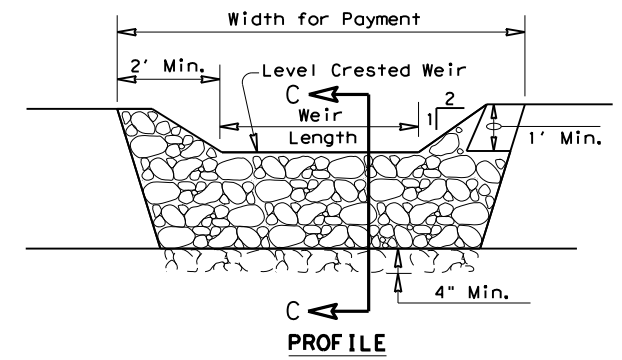


SECTION A-A

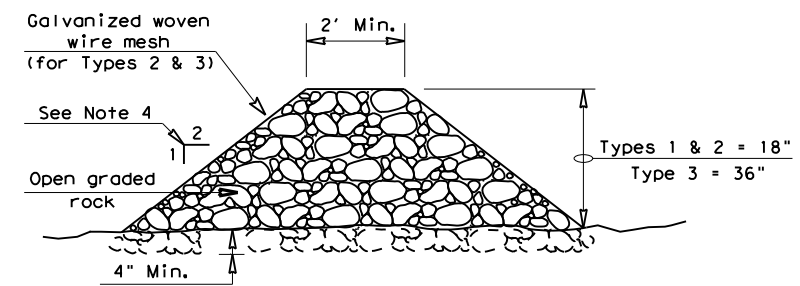


FILTER DAM AT SEDIMENT TRAP

(RFD1) OR (RFD2)



PROFILE



SECTION C-C

ROCK FILTER DAM USAGE GUIDELINES

Rock Filter Dams should be constructed downstream from disturbed areas to intercept sediment from overland runoff and/or concentrated flow. The dams should be sized to filter a maximum flow through rate of 60 GPM/FT² of cross sectional area. A 2 year storm frequency may be used to calculate the flow rate.

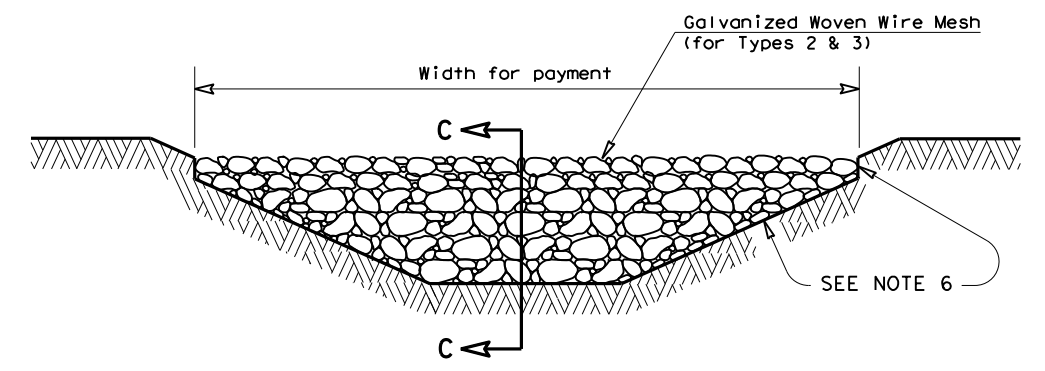
Type 1 (18" high with no wire mesh) (3" to 6" aggregate): Type 1 may be used at the toe of slopes, around inlets, in small ditches, and at dike or swale outlets. This type of dam is recommended to control erosion from a drainage area of 5 acres or less. Type 1 may not be used in concentrated high velocity flows (approximately 8 Ft/Sec or more) in which aggregate wash out may occur. Sandbags may be used at the embedded foundation (4" deep min.) for better filtering efficiency of low flows if called for on the plans or directed by the Engineer.

Type 2 (18" high with wire mesh) (3" to 6" aggregate): Type 2 may be used in ditches and at dike or swale outlets.

Type 3 (36" high with wire mesh) (4" to 8" aggregate): Type 3 may be used in stream flow and should be secured to the stream bed.

Type 4 (Sack gabions) (3" to 6" aggregate): Type 4 May be used in ditches and smaller channels to form an erosion control dam.

Type 5: Provide rock filter dams as shown on plans.



FILTER DAM AT CHANNEL SECTIONS

(RFD1) OR (RFD2) OR (RFD3)

GENERAL NOTES

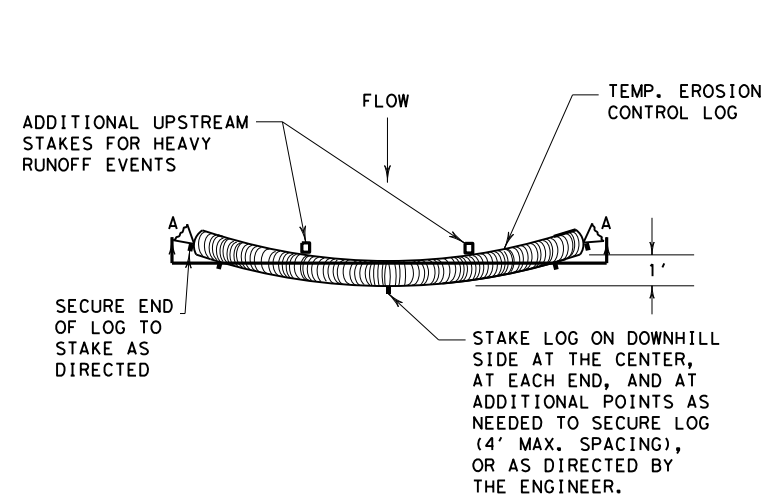
1. If shown on the plans or directed by the Engineer, filter dams should be placed near the toe of slopes where erosion is anticipated, upstream and/or downstream at drainage structures, and in roadway ditches and channels to collect sediment.
2. Materials (aggregate, wire mesh, sandbags, etc.) shall be as indicated by the specification for "Rock Filter Dams for Erosion and Sedimentation Control".
3. The rock filter dam dimensions shall be as indicated on the SW3P plans.
4. Side slopes should be 2:1 or flatter. Dams within the safety zone shall have sideslopes of 6:1 or flatter.
5. Maintain a minimum of 1' between top of rock filter dam weir and top of embankment for filter dams at sediment traps.
6. Filter dams should be embedded a minimum of 4" into existing ground.
7. The sediment trap for ponding of sediment laden runoff shall be of the dimensions shown on the plans.
8. Rock filter dam types 2 & 3 shall be secured with 20 gauge galvanized woven wire mesh with 1" diameter hexagonal openings. The aggregate shall be placed on the mesh to the height & slopes specified. The mesh shall be folded at the upstream side over the aggregate and tightly secured to itself on the downstream side using wire ties or hog rings. For in stream use, the mesh should be secured or staked to the stream bed prior to aggregate placement.
9. Sack Gabions should be staked down with 3/4" dia. rebar stakes, and have a double-twisted hexagonal weave with a nominal mesh opening of 2 1/2" x 3 1/4".
10. Flow outlet should be onto a stabilized area (vegetation, rock, etc.).
11. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

PLAN SHEET LEGEND

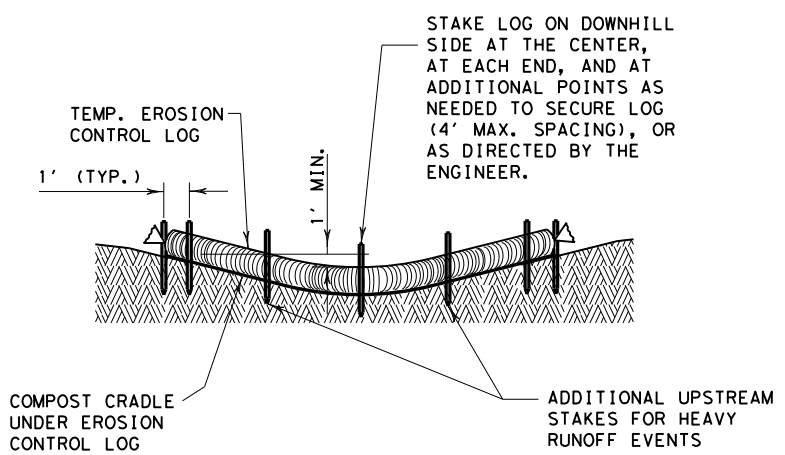
- Type 1 Rock Filter Dam (RFD1)
- Type 2 Rock Filter Dam (RFD2)
- Type 3 Rock Filter Dam (RFD3)
- Type 4 Rock Filter Dam (RFD4)

		Design Division Standard	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES ROCK FILTER DAMS EC(2) - 16			
FILE: ec216	DN: TxDOT	CK: KM	DW: VP
© TxDOT: JULY 2016	CONT	SECT	JOB
REVISIONS	0197	05	059
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	316	

DATE: 4/12/2023
 FILE: p:\t\tdot\projectwiseonline.com\txdot\Documents\18 - DAL\Design Projects\01970509V4 - Design\Plan Set\9. Environmental\ENVIRONMENTAL STANDARDS\ec916.dgn
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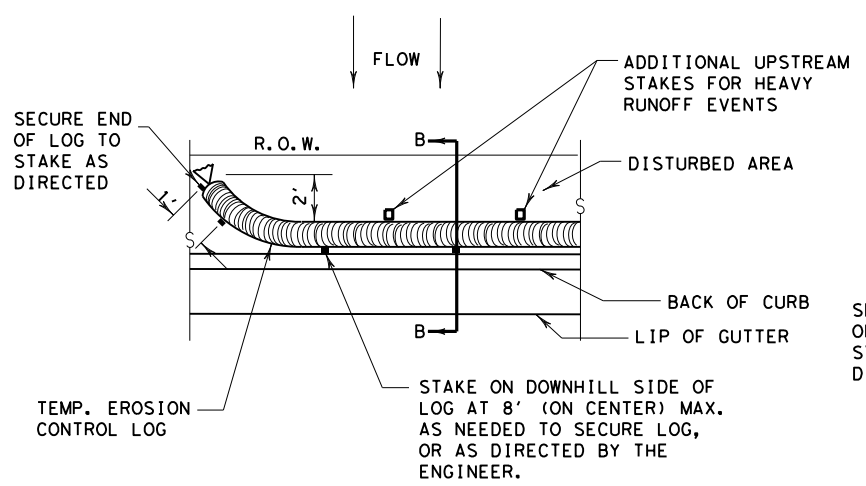


PLAN VIEW

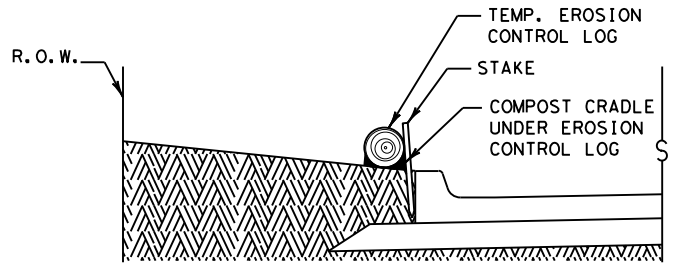


SECTION A-A
EROSION CONTROL LOG DAM

CL-D

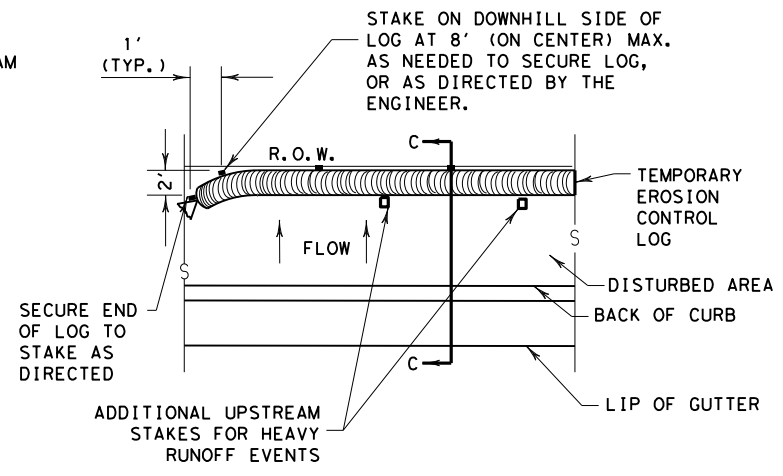


PLAN VIEW

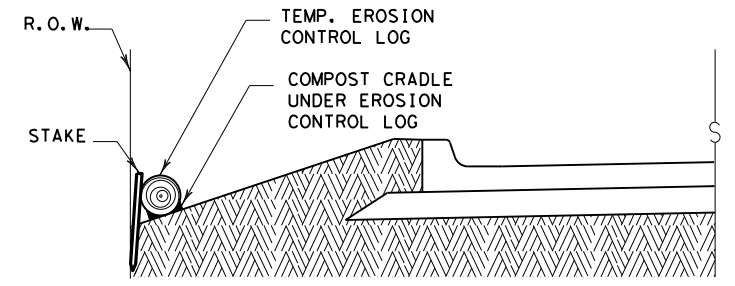


SECTION B-B
EROSION CONTROL LOG AT BACK OF CURB

CL-BOC

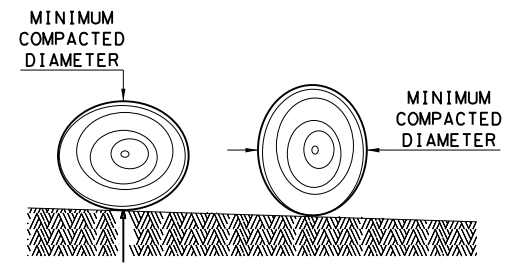


PLAN VIEW



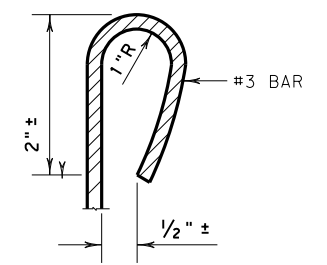
SECTION C-C
EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

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



REBAR STAKE DETAIL

SEDIMENT BASIN & TRAP USAGE GUIDELINES

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

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

Control logs should be placed in the following locations:

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

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

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

GENERAL NOTES:

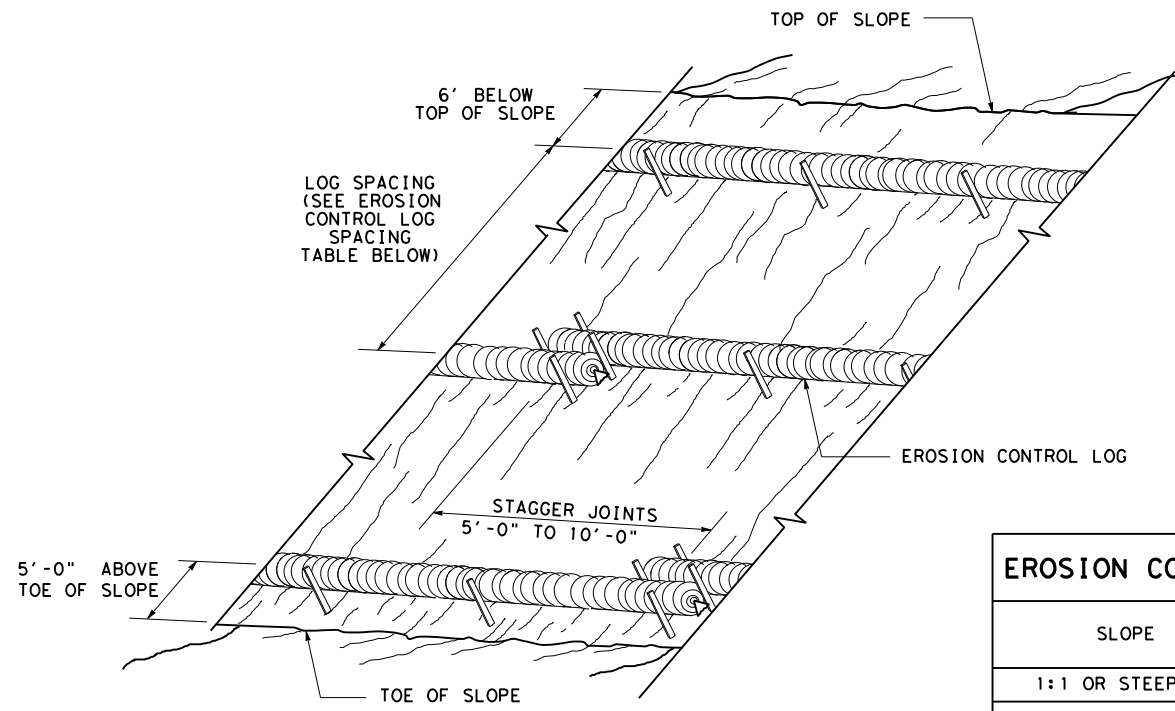
1. EROSION CONTROL LOGS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS, OR AS DIRECTED BY THE ENGINEER.
2. LENGTHS OF EROSION CONTROL LOGS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS REQUIRED FOR THE PURPOSE INTENDED.
3. UNLESS OTHERWISE DIRECTED, USE BIODEGRADABLE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

SHEET 1 OF 3

		<i>Design Division Standard</i>	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES EROSION CONTROL LOG EC (9) - 16			
FILE: ec916	DN: TxDOT	CK: KM	DW: LS/PT
© TxDOT: JULY 2016	CONT	SECT	JOB
REVISIONS	0197	05	059
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	317	

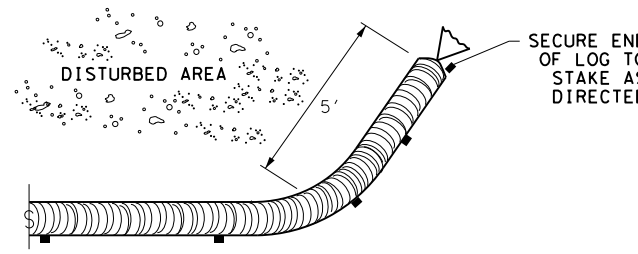
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DATE: 4/12/2023
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**EROSION CONTROL LOGS ON SLOPES
 STAKE AND TRENCHING ANCHORING**

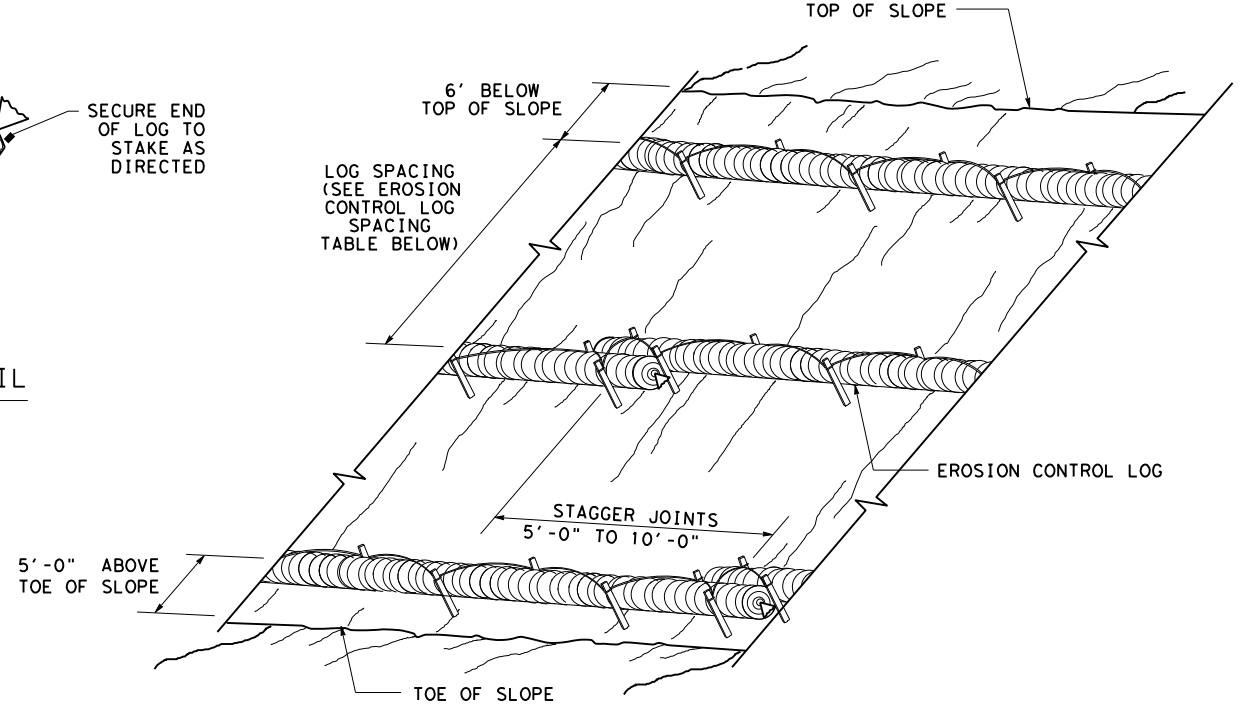
CL-SST



END SECTION RAP DETAIL

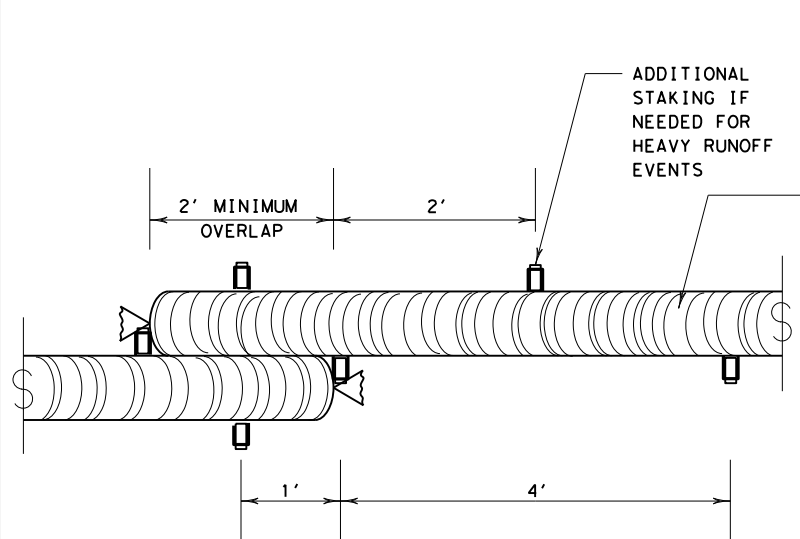
SLOPE	LOG DIAMETER			
	6"	8"	12"	18"
1:1 OR STEEPER	5'	10'	15'	20'
2:1	10'	20'	30'	40'
3:1	15'	30'	45'	60'
4:1 OR FLATTER	20'	40'	60'	80'

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



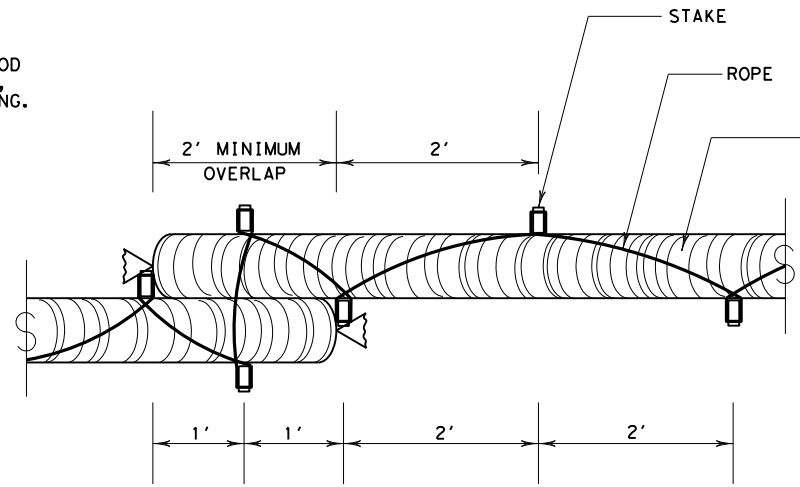
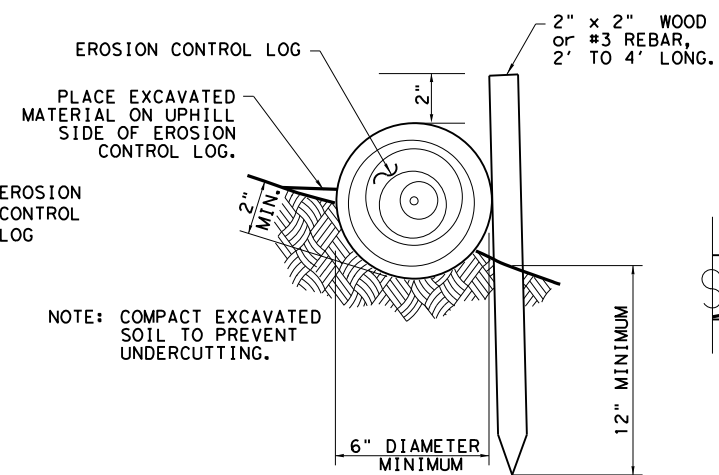
**EROSION CONTROL LOGS ON SLOPES
 STAKE AND LASHING ANCHORING**

CL-SSL



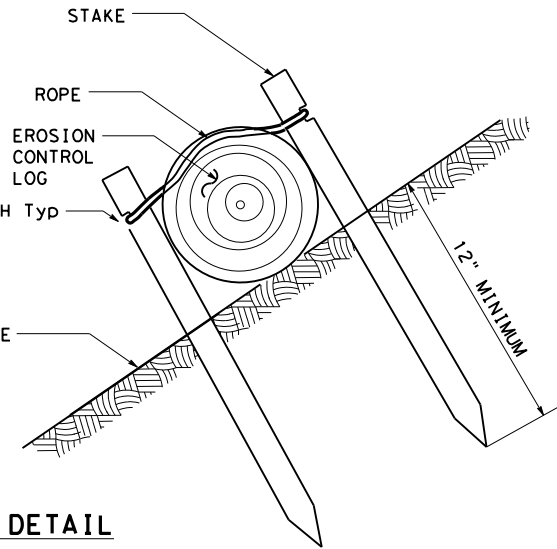
STAKE AND TRENCHING ANCHORING DETAIL

CL-SST



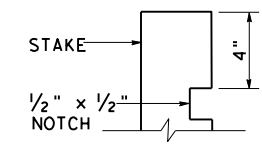
STAKE AND LASHING ANCHORING DETAIL

CL-SSL



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

TRENCH DEPTH TABLE



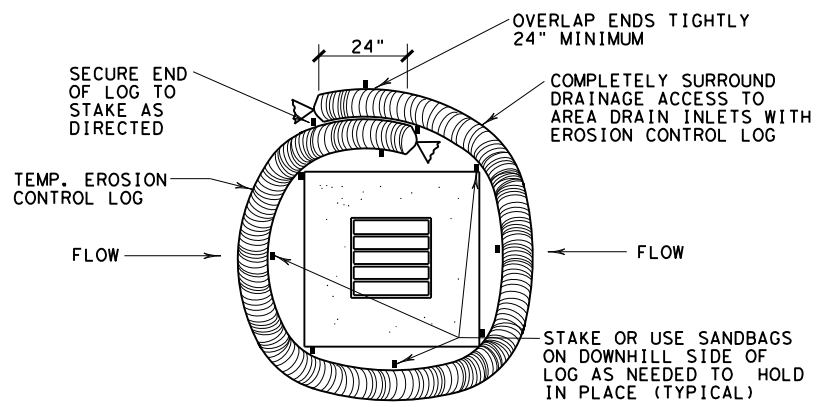
STAKE NOTCH DETAIL

SHEET 2 OF 3

		Design Division Standard	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES EROSION CONTROL LOG EC (9) - 16			
FILE: ec116	DN: TxDOT	CK: KM	DW: LS/PT
© TxDOT: JULY 2016	CONT SECT	JOB	HIGHWAY
REVISIONS	0197 05	059	US 175
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	318	

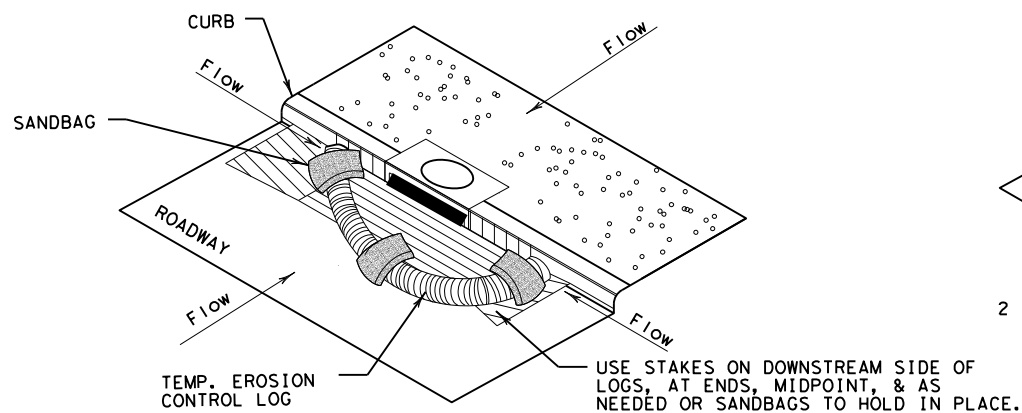
DATE: 4/12/2023
 FILE: p:\txdot\projectwise\online.com\txdot\Documents\18 - DAL\Design Projects\019705059\4 - Design\PIan Set\9. Environmental\ENVIRONMENTAL STANDARDS\ec916.dgn

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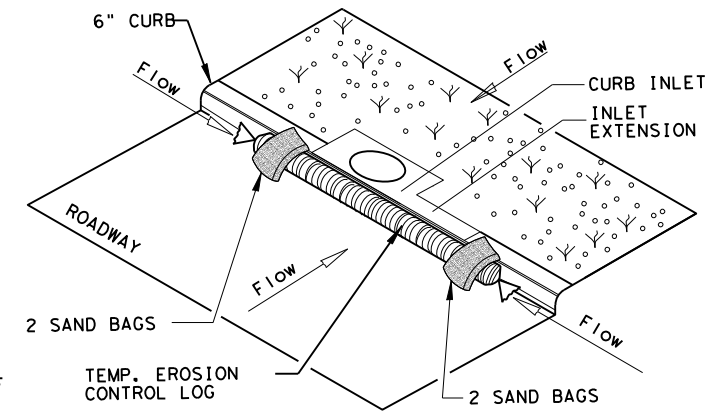
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

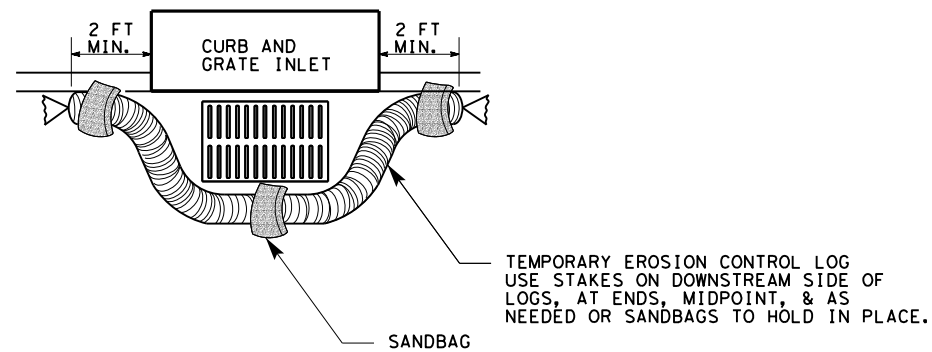
CL-CI



EROSION CONTROL LOG AT CURB INLET

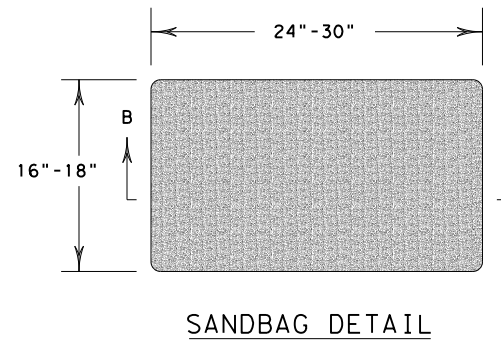
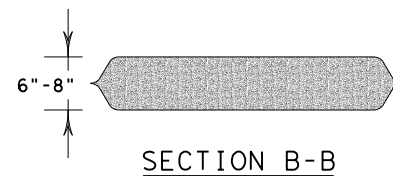
CL-CI

NOTE:
 EROSION CONTROL LOGS USED AT CURB INLETS SHOULD ONLY BE USED IF THEY WILL NOT IMPEDE TRAFFIC OR FLOOD THE ROADWAY OR WHEN THE STORM SEWER SYSTEM IS NOT FULLY FUNCTIONAL.



EROSION CONTROL LOG AT CURB & GRADE INLET

CL-GI



SHEET 3 OF 3

		<i>Design Division Standard</i>	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES EROSION CONTROL LOG EC (9) - 16			
FILE: ec916	DN: TxDOT	CK: KM	DW: LS/PT
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REVISIONS	0197	05	059
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	319	

SURFACE PREPARATION ITEM 160* TOPSOIL SY / ITEM 161* COMPOST MANUF. TOPSOIL (BOS) (4") SY

SURFACE PREPARATION

Prepare planting area surface BEFORE placing Topsoil, Compost, Fertilizer, Seed and/or Sod. Once project area has been completed to final lines, grade and compaction, remove objectionable materials from planting area surface and cultivate existing surface to a depth of 4 inches, unless otherwise specified or directed.

Refer to Items 160 and 161 of TxDOT 2014 Standard Specifications* for specifications, dimensions, volumes, and measurements that have been modified or not shown in plans. Materials and construction shall meet all specifications.

TOPSOIL NOTES:

- When Topsoil is specified under Item 160, use suitable material salvaged from the project ROW in accordance with Item 160 specifications, and/or secure additional good material from approved sources.
- Topsoil shall include only the top 6 inches of its native surface, and be easily cultivated, fertile, erosion-resistant and free of objectionable materials.
- Topsoil obtained from sites outside of the ROW must come from approved sources and have a pH between 5.5 and 8.5 su.
- Place Topsoil on pre-cultivated surface, spread to a uniform loose cover at thickness specified, and shape per plans. Water and roll the finished surface with a light roller or other suitable equipment per Item 160.3; do not over-compact.

COMPOST NOTES:

- When Compost Manufactured Topsoil (4") is specified under Item 161, use compost meeting all requirements of Item 161.2 and Table 1. Provide quality control (QC) documentation and obtain Engineer approval prior to compost delivery.
- Contractor shall provide tickets/invoices that document material type, quantity and placement for all compost delivered.
- Additional topsoil may be required to be imported to achieve the compost/topsoil mix ratio. Topsoil must meet Item 160 specifications.

APPLICATION OF COMPOST MANUFACTURED TOPSOIL (4")

AFTER Surface Preparation, uniformly spread a 1-inch layer of compost on-grade with 3 inches topsoil over pre-cultivated planting area. (25% compost and 75% topsoil = 1" compost and 3" topsoil.) Then mix compost and topsoil together by cultivating the compost into the topsoil (by till or disk) to a 4-inch (4") depth. Roll the finished surface with a light corrugated drum; do not over-compact.

FERTILIZER ITEM 166* FERTILIZER AC

SOIL ANALYSIS FOR FERTILIZER APPLICATION RATE

Unless otherwise stated in the plans, Contractor shall perform at least one soil analysis on each project before fertilization, and submit results to Engineer with recommended fertilizer rates based on soil analysis. Engineer may direct sample location(s). Soil analysis may be waived if both compost and sod are used on entire project.

FERTILIZER NOTES:

- Refer to Item 166 of TxDOT 2014 Standard Specifications* for specifications, dimensions, volumes, and measurements that have been modified or not shown in plans. Materials and construction shall meet all specifications.
- Apply fertilizer BEFORE seeding, or AFTER placing sod.
- Use fertilizer containing nitrogen (N), phosphoric acid (P) and potash (K) nutrients, unless otherwise specified. At least 50% of the Nitrogen component shall be a slow-release sulfur-coated urea as described in Item 166.3. Do not apply more than 60 lbs Nitrogen per acre without Engineer concurrence.
- Deliver fertilizer in bags, clearly labeled to show contents, unless otherwise specified or approved prior to delivery. When non-bagged, loose fertilizer is approved, provide documentation for each load of material delivered, to validate authenticity of the material.
- Apply fertilizer uniformly, as a dry, granular material, essentially dust-free, and do not mix with water for application as a slurry.
- When both temporary and permanent seeding are specified for the same area, apply half of the required fertilizer before the temporary seeding operation and the other half before the permanent seeding operation.

SEEDING FOR EROSION CONTROL ITEM 164* DRILL SEEDING AC

RECOMMENDED PLANTING SEASON	PERMANENT RURAL SEED MIX ITEM 164 - DRILL SEEDING (PERM) (RURAL) (CLAY)	PERMANENT URBAN SEED MIX ITEM 164 - DRILL SEEDING (PERM) (URBAN) (CLAY)	TEMPORARY DRILL SEED MIX ITEM 164 - DRILL SEEDING (TEMP) (WARM OR COOL)																														
WARM SEASON Mar. 15th, April, May, June, July, August, Sept. 15th	<table border="1"> <tr><td>Green Sprangletop (Van Horn)</td><td>- 1.0 lbs/AC</td></tr> <tr><td>Sideoats Grama (Haskell)</td><td>- 1.0 lbs/AC</td></tr> <tr><td>Texas Grama (Atascosa)</td><td>- 1.0 lbs/AC</td></tr> <tr><td>Hairy Grama (Chaparral)</td><td>- 0.4 lbs/AC</td></tr> <tr><td>Shortspike Windmillgrass (Welder)</td><td>- 0.2 lbs/AC</td></tr> <tr><td>Little Bluestem (OK Select)</td><td>- 0.8 lbs/AC</td></tr> <tr><td>Purple Prairie Clover (Cuero)</td><td>- 0.6 lbs/AC</td></tr> <tr><td>Engelmann Daisy (Eldorado)</td><td>- 0.75 lbs/AC</td></tr> <tr><td>Illinois Bundlesflower</td><td>- 1.3 lbs/AC</td></tr> <tr><td>Awnless Bushsunflower (Plateau)</td><td>- 0.2 lbs/AC</td></tr> </table>	Green Sprangletop (Van Horn)	- 1.0 lbs/AC	Sideoats Grama (Haskell)	- 1.0 lbs/AC	Texas Grama (Atascosa)	- 1.0 lbs/AC	Hairy Grama (Chaparral)	- 0.4 lbs/AC	Shortspike Windmillgrass (Welder)	- 0.2 lbs/AC	Little Bluestem (OK Select)	- 0.8 lbs/AC	Purple Prairie Clover (Cuero)	- 0.6 lbs/AC	Engelmann Daisy (Eldorado)	- 0.75 lbs/AC	Illinois Bundlesflower	- 1.3 lbs/AC	Awnless Bushsunflower (Plateau)	- 0.2 lbs/AC	<table border="1"> <tr><td>Green Sprangletop (Leptochloa dubia)</td><td>- 0.3 lbs/AC</td></tr> <tr><td>Sideoats Grama (El Reno) (Bouteloua curtipendula)</td><td>- 3.6 lbs/AC</td></tr> <tr><td>Buffalograss (Texoka) (Buchloe dactyloides)</td><td>- 1.6 lbs/AC</td></tr> <tr><td>Bermudagrass (Cynodon dactylon)</td><td>- 2.4 lbs/AC</td></tr> </table>	Green Sprangletop (Leptochloa dubia)	- 0.3 lbs/AC	Sideoats Grama (El Reno) (Bouteloua curtipendula)	- 3.6 lbs/AC	Buffalograss (Texoka) (Buchloe dactyloides)	- 1.6 lbs/AC	Bermudagrass (Cynodon dactylon)	- 2.4 lbs/AC	<table border="1"> <tr><td>Foxtail Millet (Setaria italica)</td><td>- 34 lbs/AC</td></tr> </table>	Foxtail Millet (Setaria italica)	- 34 lbs/AC
Green Sprangletop (Van Horn)	- 1.0 lbs/AC																																
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Bermudagrass (Cynodon dactylon)	- 2.4 lbs/AC																																
Foxtail Millet (Setaria italica)	- 34 lbs/AC																																
COOL SEASON Sept 16th, Oct, Nov, Dec, Jan, Feb, Mar 14th			<table border="1"> <tr><td>Tall Fescue (Festuca arundinaceae)</td><td>- 4.5 lbs/AC</td></tr> <tr><td>Western Wheatgrass (Agropyron smithii)</td><td>- 5.6 lbs/AC</td></tr> <tr><td>Red Winter Wheat (Triticum aestivum)</td><td>- 34 lbs/AC</td></tr> <tr><td>Cereal Rye</td><td>- 34 lbs/AC</td></tr> </table>	Tall Fescue (Festuca arundinaceae)	- 4.5 lbs/AC	Western Wheatgrass (Agropyron smithii)	- 5.6 lbs/AC	Red Winter Wheat (Triticum aestivum)	- 34 lbs/AC	Cereal Rye	- 34 lbs/AC																						
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Red Winter Wheat (Triticum aestivum)	- 34 lbs/AC																																
Cereal Rye	- 34 lbs/AC																																

SEEDING NOTES:

- When seeding is specified under Item 164, refer to TxDOT 2014 Standard Specifications* for specifications, dimensions, volumes, and measurements that have been modified or not shown. Materials and construction shall meet specifications.
- Conduct seeding upon completion of each applicable construction stage (dependent upon planting season requirements), without compensation for additional move-ins.
- Place seed AFTER preparing planting area surface. Refer to Surface Preparation detail in this sheet, as well as Topsoil Item 160 and Compost Manufactured Topsoil Item 161 when specified. Apply fertilizer per Item 166 BEFORE seeding, per specifications and this sheet, to help drill the fertilizer into the soil.
- When temporary grasses are well-established and more than 2 inches tall, mow planting area before seeding permanent grasses; mowing for this purpose will be subsidiary. When vegetation is not already well-established, cultivate planting area to a depth as described in Item 164.3, before temporary seeding and before permanent seeding.
- Seed material must be appropriate to the location, soil type and season. Use the seed mix species and pure live seed rates designated in Tables 1-4 of the TxDOT 2014 Standard Specifications* for Item 164, unless otherwise specified.
- All seed shall meet labeling, delivery, analysis, and testing requirements described in Item 164.2.1. Deliver seed in labeled, unopened bags or containers to Engineer prior to planting.
- Uniformly plant seed over the designated planting area, along the contour of slopes, and drill seed to a depth as described in Item 164.3.4.
- Hydroseeding may be allowed, when specified or Engineer concurs.
- Implement and continue Vegetative Watering per the schedule, rate and volume specified under Item 168.

TXDOT REFERENCE MATERIALS:

- "STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS, AND BRIDGES" 2014
- "A GUIDANCE TO ROADSIDE VEGETATION ESTABLISHMENT" 2004
- ONLINE TRAINING COURSE: MNT415 REVEGETATION DURING CONSTRUCTION
- DALLAS DISTRICT "VEGETATION ESTABLISHMENT GUIDELINES"

SODDING FOR EROSION CONTROL ITEM 162* BLOCK SOD (BERMUDA) SY

BLOCK OR ROLL SOD	COMMON NAME	BOTANICAL NAME
	Common Bermuda Grass	Cynodon dactylon

SODDING NOTES:

- Refer to Item 162 of TxDOT 2014 Standard Specifications* for specifications, dimensions, volumes, and measurements that have been modified or not shown in plans. Materials and construction shall meet all specifications.
- Place sod between the average date of the last freeze in the Spring and 6 weeks before the average date of the first freeze in the Fall, per the Texas Almanac for the project area.
- Place sod only AFTER soil surface preparation is complete as detailed in this sheet. Dry soil may require pre-watering.
- Place all sod (blocks or rolls) within 24 hours of delivery to the site, and keep moist from the time it is dug up until it is planted. Sod with dried roots will not be accepted.
- Place sod with joints alternating on each row to prevent all joints from lining up, and place blocks firmly against adjacent blocks. Roll, tamp and trim sod per Item 162.3.
- Place fertilizer promptly AFTER sodding operation is complete in each area.
- Water sod immediately following placement, and continue Vegetative Watering per Item 168.

VEGETATIVE WATERING FOR ESTABLISHING SEED AND SOD ITEM 168* VEGETATIVE WATERING MG

SEASON (Usual Months)	RATE	TIME SCHEDULE	TOTAL WATER ESTIMATE
SPRING & FALL (March, April, May, October)	7,000 gallons/acre per working day	Vegetative watering for seed shall begin on the day after rainfall described below and continue for 60 consecutive working days; vegetative watering for sod shall begin on the day the sod is placed and continue for a minimum of 15 consecutive working days.	420,000 gallons/acre (60 working days)
SUMMER (June, July, August, September)	12,000 gallons/acre per working day		720,000 gallons/acre (60 working days)
WINTER (November through February)	1,000 gallons/acre per working day	Vegetative watering for seed and/or sod shall begin on the day after placement for 15 consecutive working days	15,000 gallons/acre (15 working days)

Notes: Rate and frequency may be adjusted, with the approval of the Engineer, to meet site conditions (especially with sod). For informational purposes only: 1,000 gallons equals 1 MG

VEGETATIVE WATERING NOTES:

- Refer to Item 168 of TxDOT 2014 Standard Specifications* for specifications, dimensions, volumes, and measurements that have been modified or not shown in plans. Materials and construction shall meet all specifications.
- Use clean water free of industrial waste and other substances harmful to vegetation growth, per Item 168.2.
- Use Vegetative Watering to keep the seed bed moist during germination; not to provide initial watering. After drill seeding, postpone watering operations until site receives at least 1/2-inch of natural rainfall in a single day. Delay watering operations for warm season grasses until soil temperature exceeds 70 degrees F.
- For sod, water immediately.
- All water distribution equipment shall be furnished and operated to provide water at a uniform and controllable rate. Use a metering device on all watering equipment.
- Evenly distribute water over entire area designated for seeding and/or sodding, using even spray patterns that do not disturb seed bed and/or dislodge seed from seed bed.
- Do not water between the hours of 12:00 p.m. and 6:00 p.m. when daytime temperatures exceed 95 degrees F.
- After initial establishment period, continue intermittent watering of newly established seed or sod at a rate of approximately 1-inch water/week, during summer months until end of contract.
- If 1/4-inch or more of rainfall occurs on site on any given working day, no vegetative watering will be needed on that working day. (Note: 1/4-inch rain equals 7,000 gallons of water per acre.)
- Should the Contractor fail to apply the specified amount of water within the time allowed, any seed or sod in poor condition shall be replaced, fertilized, and watered at Contractor's expense.


ROADSIDE MOWING ITEM 730* PROJECT MAINTENANCE AC

MOWING NOTES:

- During project construction, once seed is established, use mowing to promote permanent grasses by mowing any remaining temporary grasses.
- Also mow established turf and ROW grasses in designated areas of project limits as specified or directed by Engineer.
- Remove litter and debris prior to mowing.
- Do not mow on wet ground when soil rutting can occur.
- Hand-trim around obstructions and stormwater control devices as needed.
- Maintain paved surfaces free of tracked soils and clipped vegetation.

SEQUENCE OF WORK:

- CULTIVATE SURFACE SOIL.
- PREPARE / PLACE TOPSOIL, OR
- PREPARE / PLACE COMPOST MANUFACTURED TOPSOIL.
- APPLY FERTILIZER AND THEN PLACE SEEDING, OR
- PLACE SOD AND THEN APPLY FERTILIZER.
- CONDUCT VEGETATIVE WATERING.
- CONDUCT ROADSIDE MOWING, AS DIRECTED.



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VEGETATION ESTABLISHMENT SHEET

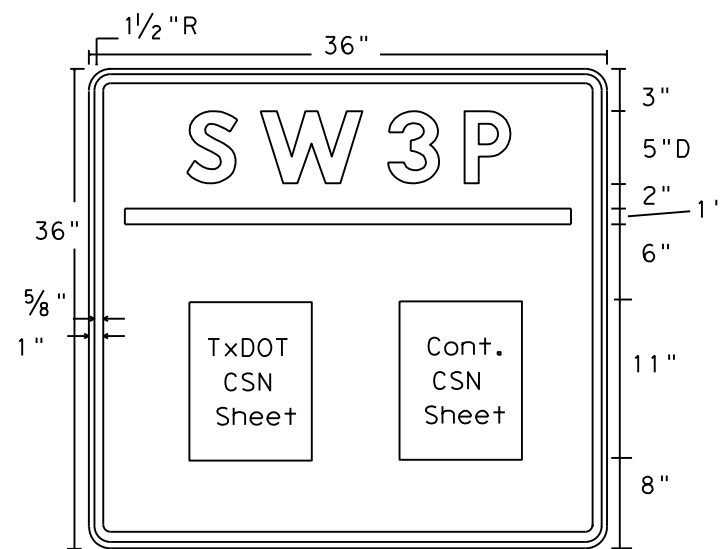
(DALLAS DISTRICT)

TEMPLATE REVISION DATE: 02/21/19

DESIGN CPB	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
GRAPHICS XXX	6	(See Title Sheet)		US 175
CHECK XXX	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK XXX	TEXAS	DALLAS	KAUFMAN	320
	CONTROL	SECTION	JOB	
	0197	05	059	

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LEVELS DISPLAYED	1
PATH:	



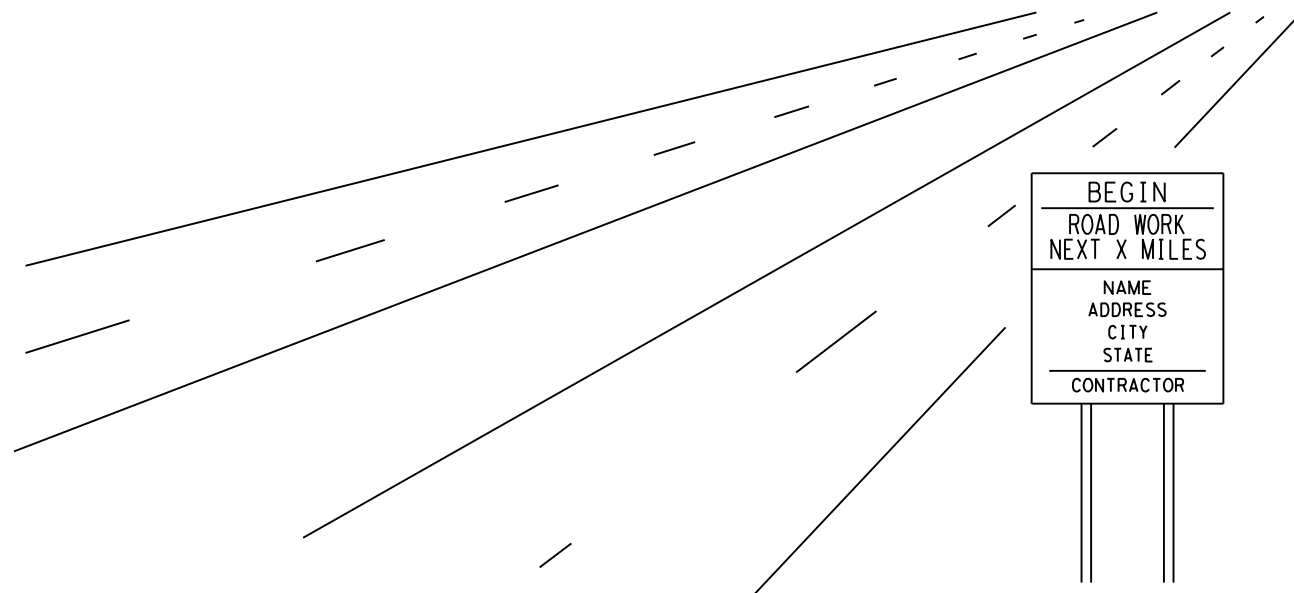
Sign Dimensions

36" X 36"

- Letters - White
- Numbers - White
- Border - White
- Background - Blue

SW3P SIGN

TxDOT & Contractor
Construction Site Note
(CSN)



GENERAL NOTES:

- The alphabets and lateral spacing between letters and numerals shall conform with the "Texas Manual on Uniform Traffic Control Devices for Streets and Highways", (TMUTCD) latest edition, and the "Compliant Work Zone Traffic Control Devices List". Lateral spacing of text shall provide a balanced appearance. All materials shall conform to Department Specifications.
- Legend and border may be applied by reverse screening process with transparent colored ink, cut-out white reflective sheeting applied to colored background or combination thereof. Background shall be reflective sheeting Type C.
- CSN Sheets will be laminated and attached to the sign with an adhesive. Ensure sheets remain dry. (See Figure 1).
- SW3P Signs should be placed just inside the ROW line at the project limits at a readable height. It may be placed perpendicular or parallel to ROW line. If the sign cannot be placed outside the clear zone, it will be mounted per TMUTCD requirements.
- Final location of the signs will be as approved by the Engineer.

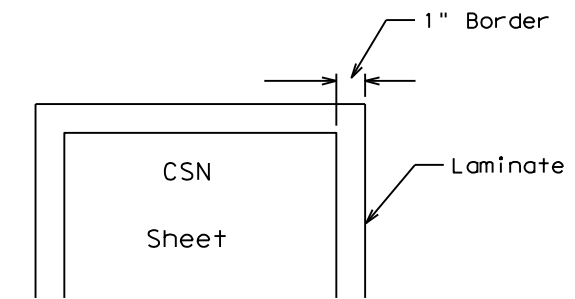


Figure 1

DEPARTMENT MATERIAL SPECIFICATIONS	
PLYWOOD SIGN BLANKS	DMS-7100
FLAT SURFACE REFLECTIVE SHEETING	DMS-8300
VINYL NON-REFLECTIVE DECAL SHEETING	DMS-8320

COLOR	USAGE	REFLECTIVE SHEETING OR OTHER MATERIAL
BLUE	BACKGROUND	TYPE C (FLUORESCENT PRISMATIC)
WHITE	LEGEND & BORDERS	VINYL NON-REFLECTIVE DECAL SHEETING

Texas Department of Transportation
DALLAS DISTRICT STANDARD

SW3P SIGN SHEET

FILE#	DW: I&DOT	CK:	DW:	CK:
©TxDOT 2016	DISTRICT	PROJECT NO.		SHEET
	18	(SEE TITLE SHEET)		321
REVISION DATE: 10-16-15	COUNTY	CONTROL	SECT	JOB
	KAUFMAN	0197	05	059
				US 175