

**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

FEDERAL PROJECT NO.  
 STP 2B23(096)HES  
 CCSJ: 0095-05-064

**US 80**  
 KAUFMAN COUNTY

DESIGN	FED.RD. DIV.NO.	PROJECT NO.			
VD	6	STP 2B23(096)HES			
GRAPHICS	STATE	CONT	SECT	JOB	HIGHWAY NO.
VD	TEXAS	0095	05	064	US 80
CHECK	CHECK	DIST	COUNTY		SHEET NO.
FR	FR	DAL	KAUFMAN		1

DESIGN SPEEDS = N/A (SA)  
 ADT (2023) = 8,891 (2023)  
 ADT (2043) = 12,311 (2043)

FUNCTIONAL CLASSIFICATION: RURAL PRINCIPAL ARTERIAL

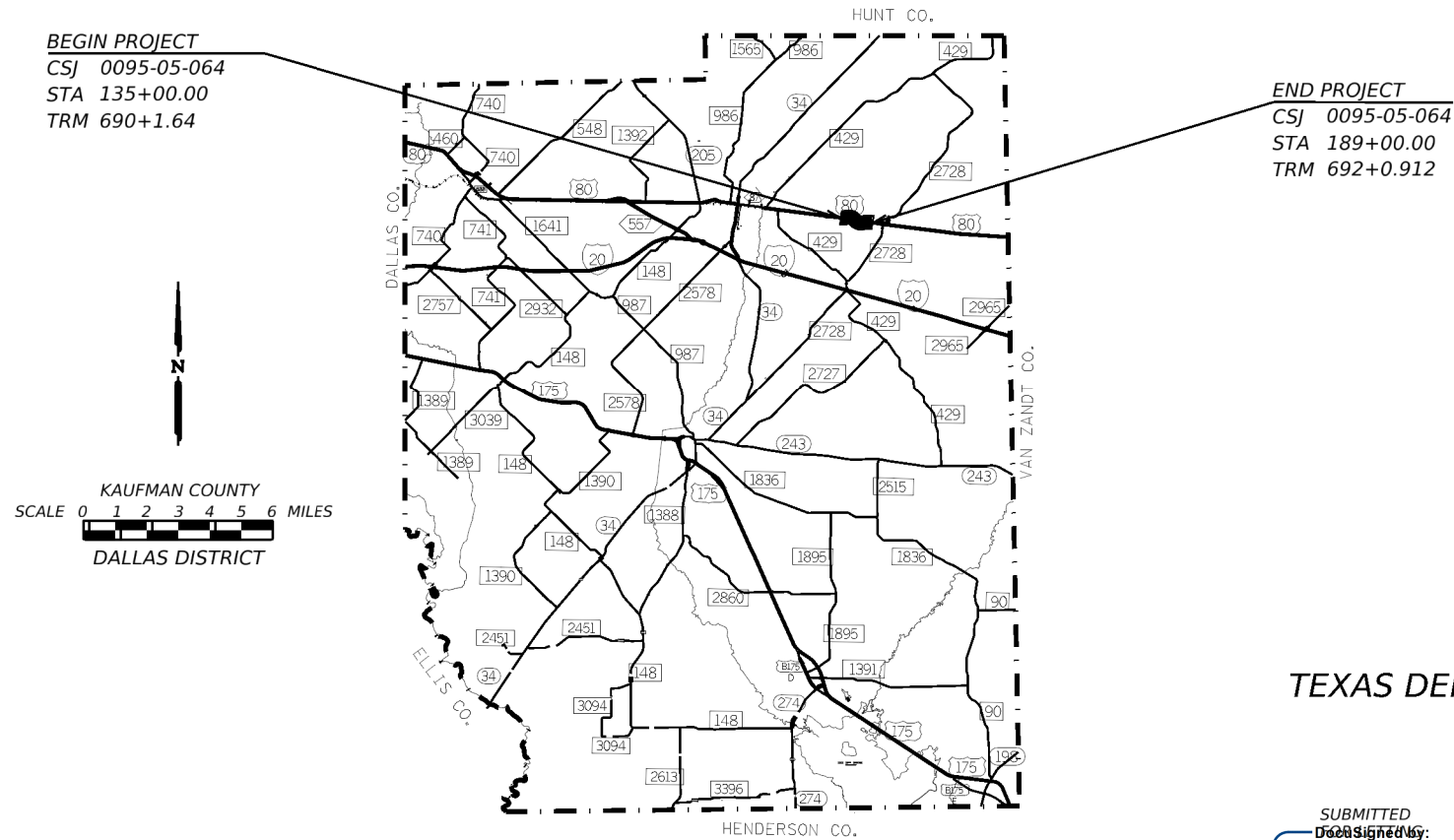
**NOTE:**

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: REQUIRED CONTRACT PROVISIONS FOR ALL FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, July 5, 2022)

CCSJ: 0095-05-064  
 LIMITS: FROM EAST OF CR 354 TO WEST OF FM 2728

TOTAL LENGTH OF PROJECT =	ROADWAY = 5400.00 FT. = 1.023 MI.
	BRIDGE = 0.00 FT. = 0.000 MI.
	TOTAL = 5400.00 FT. = 1.023 MI.

FOR THE CONSTRUCTION OF SAFETY IMPROVEMENT PROJECTS  
 CONSISTING OF INSTALL MEDIAN BARRIER



TEXAS DEPARTMENT OF TRANSPORTATION

SUBMITTED 5/11/2023  
 DESIGNED BY: *Falon Benfoc*, P.E.  
 BF3C6897A5R581...

RECOMMENDED 5/11/2023  
 RECOMMENDED BY: *James P. Campbell*, P.E.  
 98671C0988R03  
 DIRECTOR OF TRANSPORTATION  
 PLANNING & DEVELOPMENT

RECOMMENDED 5/11/2023  
 DESIGNED BY: *Lane Selman*, P.E.  
 29F92BAFC5A1R581...

APPROVED FOR LETTING 5/11/2023  
 APPROVED BY: *Casson Clemens*, P.E.  
 A879E0D16C064...

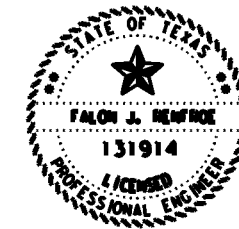
WORK WAS COMPLETED ACCORDING  
 TO THE PLANS AND CONTRACT.

\_\_\_\_\_, P.E.  
 Signature of Registrant & Date

EQUATIONS: NONE  
 EXCEPTIONS: NONE  
 RAILROAD CROSSINGS: UPRR STA. 161+81.00 TO 163+40.00

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	NONE	NONE
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	NONE	
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	NONE	



5/16/2023  
 Signature of Registrant & Date

\*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.

Texas Department of Transportation

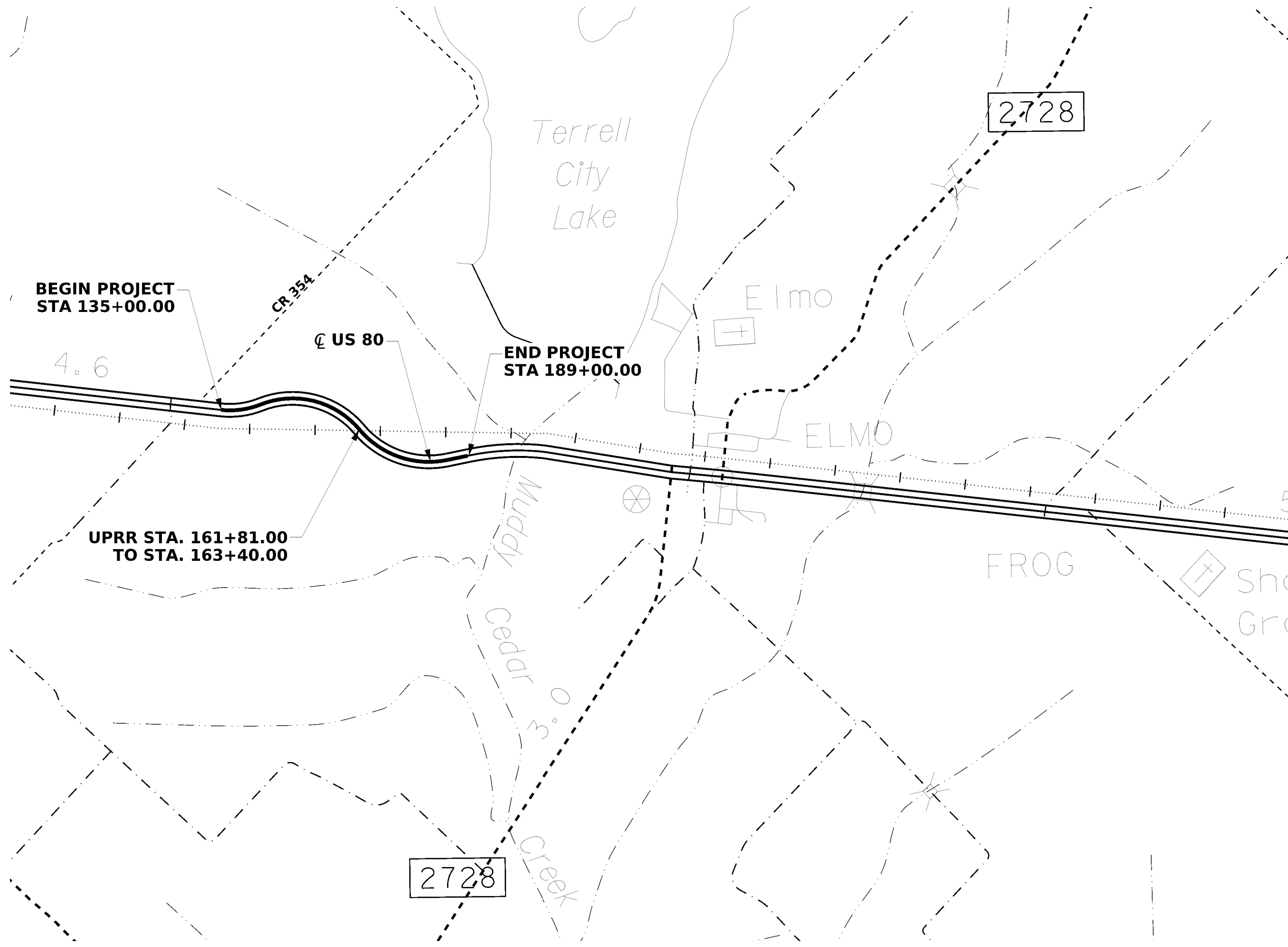
US 80  
 INDEX OF SHEETS

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0095	05	064	US 80
DIST		COUNTY	SHEET NO.
DAL		KAUFMAN	2

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CK:   
 DW:   
 CK:   
 DW:



NOTE: PLACE ADVANCE WARNING SIGNS IN ACCORDANCE WITH BC STANDARDS, TCP STANDARDS, WZ STANDARDS, TMUTCD, AND AS DIRECTED BY THE ENGINEER.



*Falon Penhock*, P.E. 5/8/2023  
 Signature of Registrant & Date



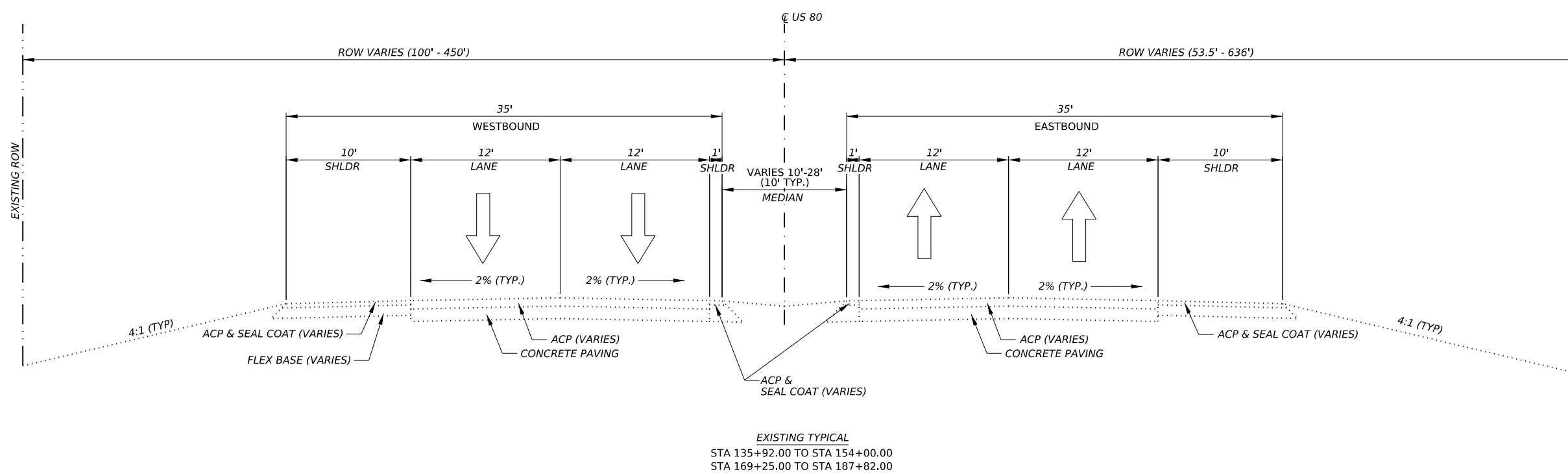
**US 80  
 PROJECT LAYOUT**

SHEET 1 OF 1

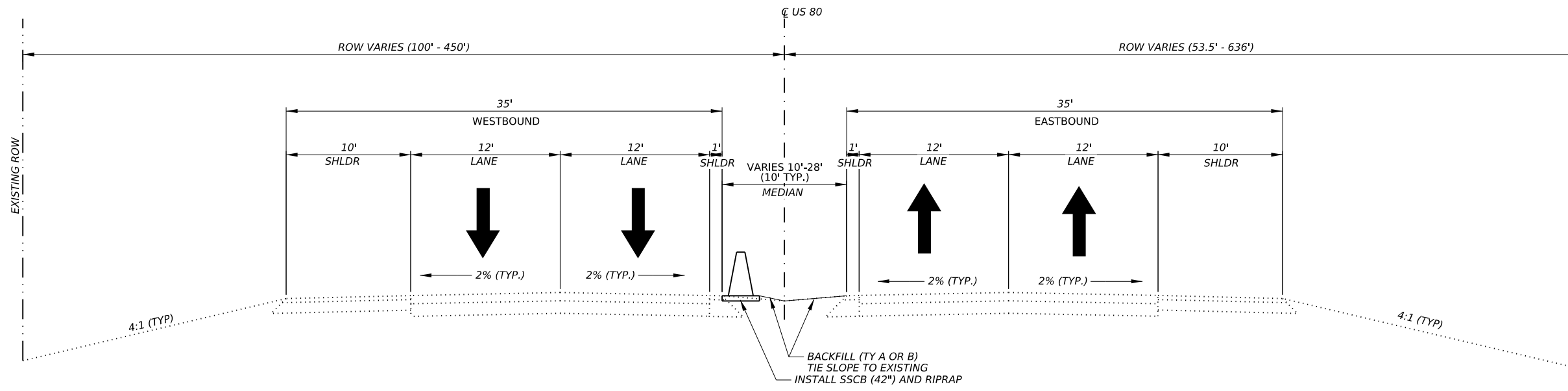
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0095	05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	3	

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**EXISTING TYPICAL**  
 STA 135+92.00 TO STA 154+00.00  
 STA 169+25.00 TO STA 187+82.00



**PROPOSED TYPICAL**  
 STA 135+92.00 TO STA 154+00.00  
 STA 169+25.00 TO STA 187+82.00

① NO SCSB AND RIPRAP FROM STA 135+00.00 TO STA 135+92.00 & STA 187+82.00 TO STA 189+00.00.

- NOTES:**
1. SEE MISCELLANEOUS ROADWAY DETAILS FOR FURTHER INFORMATION.
  2. SEE SCSB STANDARD FOR FURTHER INFORMATION.
  3. TYPICAL SECTION SHOWS TYPICAL LOCATION OF SCSB. LOCATION VARIES IN SOME AREAS TO AVOID CONFLICTS. REFERENCE US 80 ROADWAY PLAN FOR LOCATION AND LIMITS OF SCSB.



*Falon Newrice*, P.E. 5/16/2023  
 Signature of Registrant & Date



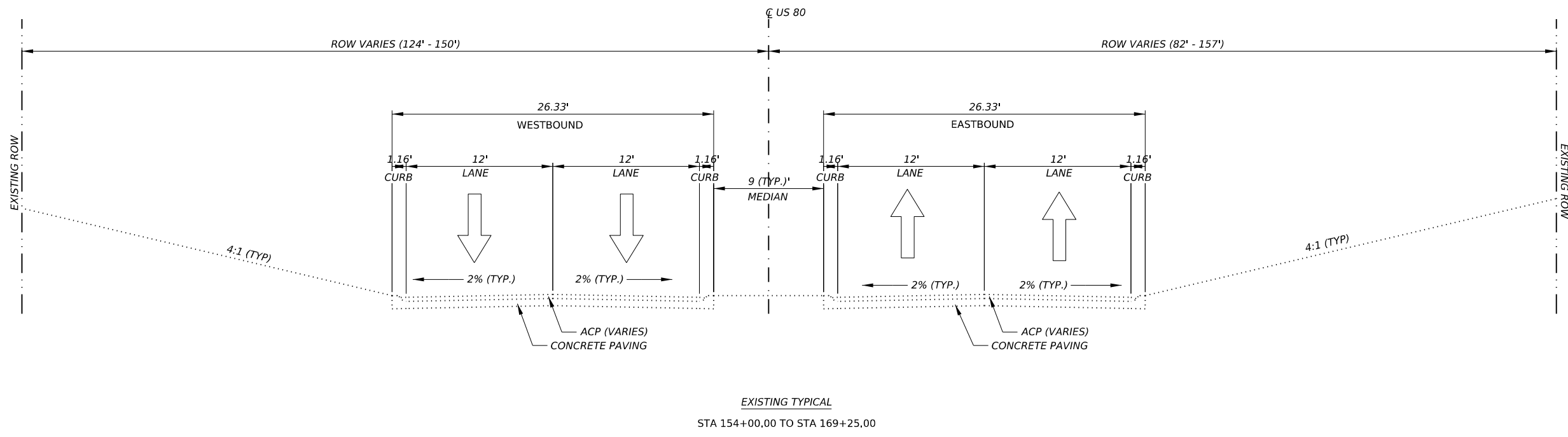
**US 80  
 TYPICAL SECTIONS**

SHEET 1 OF 2

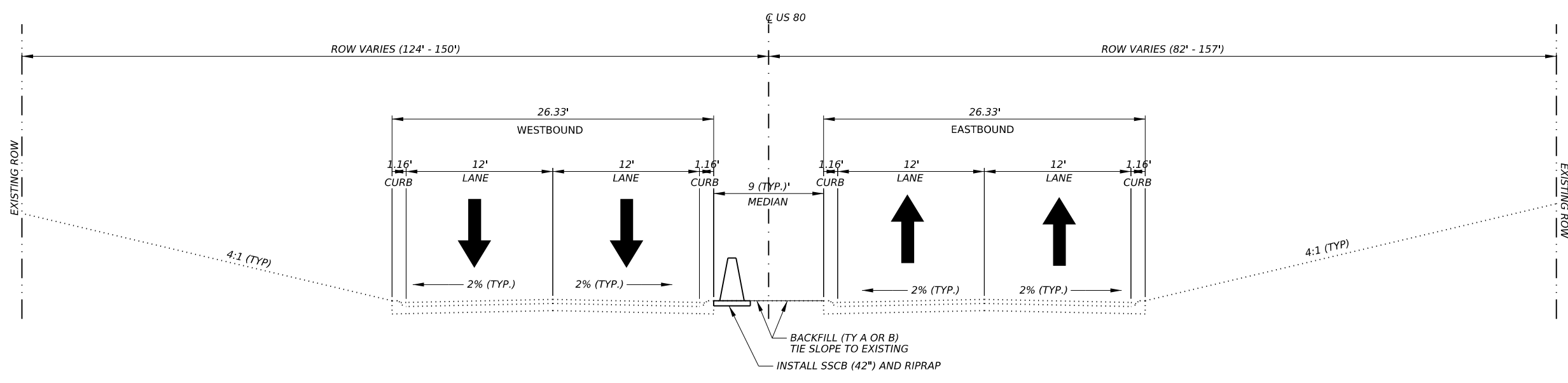
CONT	SECT	JOB	HIGHWAY
0095	05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	4	



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EXISTING TYPICAL  
 STA 154+00.00 TO STA 169+25.00



PROPOSED TYPICAL  
 STA 154+00.00 TO STA 169+25.00

- NOTES:
1. SEE MISCELLANEOUS ROADWAY DETAILS FOR FURTHER INFORMATION.
  2. SEE SSCB STANDARD FOR FURTHER INFORMATION.
  3. TYPICAL SECTION SHOWS TYPICAL LOCATION OF SSCB. LOCATION VARIES IN SOME AREAS TO AVOID CONFLICTS. REFERENCE US 80 ROADWAY PLAN FOR LOCATION AND LIMITS OF SSCB.



*Falon Newkirk*, P.E. 5/16/2023  
 Signature of Registrant & Date



US 80  
 TYPICAL SECTIONS

SHEET 2 OF 2

CONT	SECT	JOB	HIGHWAY
0095	05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	5	

County: Kaufman

Highway: US 80

**SPECIFICATION DATA**

Table 1: Basis of Estimate for Permanent Construction					
Item	Description	Thickness	Rate		Quantity
164	Cell Fbr Mulch Seed (Prm) (Rural) (Clay)	N/A	See Specifications		4,721 SY
166 *	Fertilizer (12-6-6)	N/A	500	Lbs./Ac	0.24 Ton
168	Vegetative Watering (Warm)**	N/A	12	MG/Ac/Day	703.5 MG

\*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.

Table 2: Basis of Estimate for Temporary Erosion Control Items				
Item	Description	Rate		Quantity
164	Cell Fbr Mulch Seed (Temp) (Warm)	See Specifications		4,721 SY
166*	Fertilizer (12-6-6)	500	Lb/Ac	0.24 Ton
168	Vegetative Watering (Warm)**	12	MG/Ac/Day	703.5 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 1.33 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

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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      Lane.Selman@txdot.gov  
 Nicholas Wadlington      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 controls on the left. Hover over the blue hyperlink for the project you want to view the Q&A for and click on the link in the window that pops up.

**Item 5:**

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.

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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.

**Item 6:**

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

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

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

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

**Item 7:**

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.

**Item 8:**

This Project will be a Standard Workweek.

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.

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**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.

Blade the existing vegetation into a neat wind-row prior to overlay. After placing Ty A or Ty B backfill and placing cellular fiber mulch 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 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.

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:**

Epoxy coated reinforcing is not required for portions of rail or concrete traffic barrier not located on a bridge.

All ties, chairs and other appurtenances used with epoxy coated reinforcing shall be epoxy coated or non-metallic.

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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 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 work 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 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 commence work on the road before sunrise. 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.

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.

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**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 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 730:**

At the discretion of the Engineer, mow non-paved areas within the project prior to placement of permanent vegetation. Mow up to two (2) cycles per growing season.

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**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
(1-1)-18	All	1
(1-5)-18		1

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

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 0095-05-064

DISTRICT Dallas  
HIGHWAY US 80

COUNTY Kaufman

CONTROL SECTION JOB				0095-05-064		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00184822			
COUNTY				Kaufman			
HIGHWAY				US 80			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	134-6004	BACKFILL (TY A OR B)	STA	54.000		54.000	
	161-6017	COMPOST MANUF TOPSOIL (4")	SY	4,721.000		4,721.000	
	164-6023	CELL FBR MLCH SEED(PERM)(RURAL)(CLAY)	SY	4,721.000		4,721.000	
	164-6029	CELL FBR MLCH SEED(TEMP)(WARM)	SY	4,721.000		4,721.000	
	168-6001	VEGETATIVE WATERING	MG	1,407.000		1,407.000	
	432-6005	RIPRAP (CONC) (CL A )	CY	248.000		248.000	
	500-6001	MOBILIZATION	LS	1.000		1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	6.000		6.000	
	506-6041	BIODEG EROSN CONT LOGS (INSTL) (12")	LF	179.000		179.000	
	506-6043	BIODEG EROSN CONT LOGS (REMOVE)	LF	179.000		179.000	
	514-6001	PERM CTB (SGL SLOPE) (TY 1) (42 )	LF	5,088.000		5,088.000	
	545-6005	CRASH CUSH ATTEN (REMOVE)	EA	2.000		2.000	
	545-6013	CRASH CUSH ATTEN (INSTL)(R)(N)(TL3)	EA	4.000		4.000	
	658-6026	INSTL DEL ASSM (D-SY)SZ (BRF)CTB	EA	109.000		109.000	
	730-6107	FULL - WIDTH MOWING	CYC	2.000		2.000	
	6001-6002	PORTABLE CHANGEABLE MESSAGE SIGN	EA	2.000		2.000	
	6185-6002	TMA (STATIONARY)	DAY	103.000		103.000	
	6185-6005	TMA (MOBILE OPERATION)	DAY	5.000		5.000	
18		EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000		1.000	
		RAILROAD FLAGGING: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000		1.000	
		SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000		1.000	




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SUMMARY OF WORKZONE TRAFFIC CONTROL ITEMS			
LOCATION	6001	6185	6185
	6002	6002	6005
	PORTABLE CHANGEABLE MESSAGE SIGN	TMA (STATIONARY)	TMA (MOBILE OPERATION)
EA	DAY	DAY	
135+00 TO 154+50	2	103	5
<b>PROJECT TOTALS</b>	<b>2</b>	<b>103</b>	<b>5</b>

SUMMARY OF ROADWAY ITEMS								
LOCATION		LENGTH	134	432	514	545	545	658
			6004	6005	6001	6005	6013	6026
STA	STA	LF	BACKFILL (TY A OR B)	RIPRAP (CONC) (CL A)	PERM CTB (SGL SLOPE) (TY 1) (42)	CRASH CUSH ATTEN (REMOVE)	CRASH CUSH ATTEN (INSTL)(R)(N)(TL 3)	INSTL DEL ASSM (D-SY)SZ (BRF)CTB
STA	STA	LF	STA	CY	LF	EA	EA	EA
135+00.00	154+50.00	1950	19.5	88	1775		3	38
154+50.00	178+50.00	2400	24	112	2381	2		50
178+50.00	189+00.00	1050	10.5	48	932		1	21
<b>PROJECT TOTALS</b>			<b>54</b>	<b>248</b>	<b>5088</b>	<b>2</b>	<b>4</b>	<b>109</b>

SUMMARY OF EROSION CONTROL ITEMS								
LOCATION		161	164	164	168	506	506	730
		6017	6023	6029	6001	6041	6043	6107
STA	STA	SY	SY	SY	MG	LF	LF	CYC
135+00.00	154+50.00	1933	1933	1933	576	40	40	2
154+50.00	178+50.00	1758	1758	1758	524	110	110	
178+50.00	189+00.00	1030	1030	1030	307	20	20	
② ADDITIONAL 5%						9	9	
<b>PROJECT TOTALS</b>		<b>4721</b>	<b>4721</b>	<b>4721</b>	<b>1407</b>	<b>179</b>	<b>179</b>	<b>2</b>

- ① APPROXIMATELY 50 ACRES PER FULL WIDTH MOWING CYCLE FOR CONTRACTOR'S INFORMATION
- ② 5% INCREASE FOR SW3P QUANTITIES TO ACCOUNT FOR REPLACEMENTS DUE TO NORMAL WEAR ON DIFFERING SITE CONDITIONS.



**US 80**  
**SUMMARY SHEET**

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0095	05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	8	

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LOC NO.	TCP PHASE	PLAN SHEET NUMBER	LOCATION	STA	TEST LEVEL	DIRECTION OF TRAFFIC (UNI/BI)	FOUNDATION PAD		BACKUP SUPPORT			AVAILABLE SITE LENGTH	CRASH CUSHION										
							PROPOSED MATERIAL	DESCRIPTION	WIDTH	HEIGHT	INSTALL					L	L	R	R	S	S		
																N	W	N	W	N	W		
1	PHASE 1	27	US 80 MEDIAN	135+92.00	TL-3	BI	SEE STANDARD	SSCB (42")	24"	42"		1							X				
2	PHASE 1	27	US 80 MEDIAN	153+50.00	TL-3	BI	SEE STANDARD	SSCB (42")	24"	42"		1							X				
3	PHASE 1	27	US 80 MEDIAN	154+33.00	TL-3	BI	SEE STANDARD	SSCB (42")	24"	42"		1							X				
4	PHASE 1	29	US 80 MEDIAN	187+82.00	TL-3	BI	SEE STANDARD	SSCB (42")	24"	42"		1							X				
											TOTALS	4											

LEGEND:  
 L=LOW MAINTENANCE  
 R=REUSABLE  
 S=SACRIFICIAL  
 N=NARROW  
 W=WIDE

PERMANENT CRASH CUSHION SUMMARY SHEET

FOR DEFINITIONS SEE THE "CRASH CUSHION CATEGORIZATION CHART.PDF" AT THE DESIGN DIVISION (ROADWAY STANDARDS) WEBSITE. USE QUICK LINKS TO ACCESS ATTENUATORS / CRASH CUSHIONS SECTION.  
<http://www.dot.state.tx.us/insdot/orgchart/cmd/cserve/standard/rdwlyse.htm>

FILE: CCSS.dgn	DN: TxDOT	CK:	CK:
© TxDOT	CONT	SECT	JOB
REVISIONS	0095	05	064
	DIST	COUNTY	
	DAL	KAUFMAN	
	FEDERAL AID PROJECT		SHEET NO.
	SEE TITLE SHEET		9

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SUGGESTED SEQUENCE OF CONSTRUCTION

PHASE I - US 80 SSCB & RIPRAP

1. ERECT PROJECT LIMITS & 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 AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THE PLANS.
3. SET UP TCP IN ACCORDANCE WITH TCP (1-5) OR TCP(2-6) TO BEGIN WORK ON SSCB & RIPRAP.
4. PLACE RIPRAP & SSCB.
5. PLACE CRASH CUSHION ATTENUATORS AT ENDS OF SSCB.
6. PLACE DELINEATORS ON SSCB.
7. RE-VEGETATE ANY DISTURBED AREAS OR AS DIRECTED BY THE ENGINEER.
8. PERFORM PUNCH-LIST ITEMS
9. REMOVE SW3P & PERFORM FINAL SITE CLEAN-UP
10. REMOVE BARRICADES AND ADVANCED WARNING SIGNS FROM THE PROJECT.

TCP GENERAL NOTES

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.

ONE LANE IN EACH DIRECTION MUST BE OPEN THROUGHOUT THE DURATION OF THE PROJECT.

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.

THE CONTRACTOR SHALL COVER OR REMOVE ANY CONFLICTING SIGNS OR PAVEMENT MARKINGS DURING CONSTRUCTION AS DIRECTED BY ENGINEER AND THIS WORK SHALL BE SUBSIDIARY TO ITEM 502.

PAY ATTENTION TO OVERHEAD UTILITIES.

MAINTAIN DRIVEWAY, SIDE STREET, AND CROSSOVER ACCESS AT ALL TIMES WITH AN ALL WEATHER SURFACE CONSISTING OF RAP OR BASE.

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.

STORE EQUIPMENT, SUPPLIES, AND SIGNS 30 FEET OFF TRAVEL LANE AND/OR WITH POSITIVE BARRIER WITHIN ROW.



*Falon Newnce*, P.E. 5/16/2023  
 Signature of Registrant & Date



US 80  
 TCP PHASE NARRATIVE

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0095	05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	10	

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### BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

1. The Barricade and Construction Standard Sheets (BC sheets) are intended to show typical examples for placement of temporary traffic control devices, construction pavement markings, and typical work zone signs. The information contained in these sheets meet or exceed the requirements shown in the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
2. The development and design of the Traffic Control Plan (TCP) is the responsibility of the Engineer.
3. The Contractor may propose changes to the TCP that are signed and sealed by a licensed professional engineer for approval. The Engineer may develop, sign and seal Contractor proposed changes.
4. The Contractor is responsible for installing and maintaining the traffic control devices as shown in the plans. The Contractor may not move or change the approximate location of any device without the approval of the Engineer.
5. Geometric design of lane shifts and detours should, when possible, meet the applicable design criteria contained in manuals such as the American Association of State Highway and Transportation Officials (AASHTO), "A Policy on Geometric Design of Highways and Streets," the TxDOT "Roadway Design Manual" or engineering judgment.
6. When projects abut, the Engineer(s) may omit the END ROAD WORK, TRAFFIC FINES DOUBLE, and other advance warning signs if the signing would be redundant and the work areas appear continuous to the motorists. If the adjacent project is completed first, the Contractor shall erect the necessary warning signs as shown on these sheets, the TCP sheets or as directed by the Engineer. The BEGIN ROAD WORK NEXT X MILES sign shall be revised to show appropriate work zone distance.
7. The Engineer may require duplicate warning signs on the median side of divided highways where median width will permit and traffic volumes justify the signing.
8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.
9. The temporary traffic control devices shown in the illustrations of the BC sheets are examples. As necessary, the Engineer will determine the most appropriate traffic control devices to be used.
10. Where highway construction or maintenance work is being undertaken, other than mobile operations as defined by the Texas Manual on Uniform Traffic Control Devices, CSJ limit signs are required. CSJ limit signs are shown on BC(2). The OBEY WARNING SIGNS STATE LAW sign, STAY ALERT TALK OR TEXT LATER and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. The BEGIN ROAD WORK NEXT X MILES, CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits. For mobile operations, CSJ limit signs are not required.
11. Traffic control devices should be in place only while work is actually in progress or a definite need exists.
12. The Engineer has the final decision on the location of all traffic control devices.
13. Inactive equipment and work vehicles, including workers' private vehicles must be parked away from travel lanes. They should be as close to the right-of-way line as possible, or located behind a barrier or guardrail, or as approved by the Engineer.

### WORKER SAFETY NOTES:

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

### COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

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

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

SHEET 1 OF 12



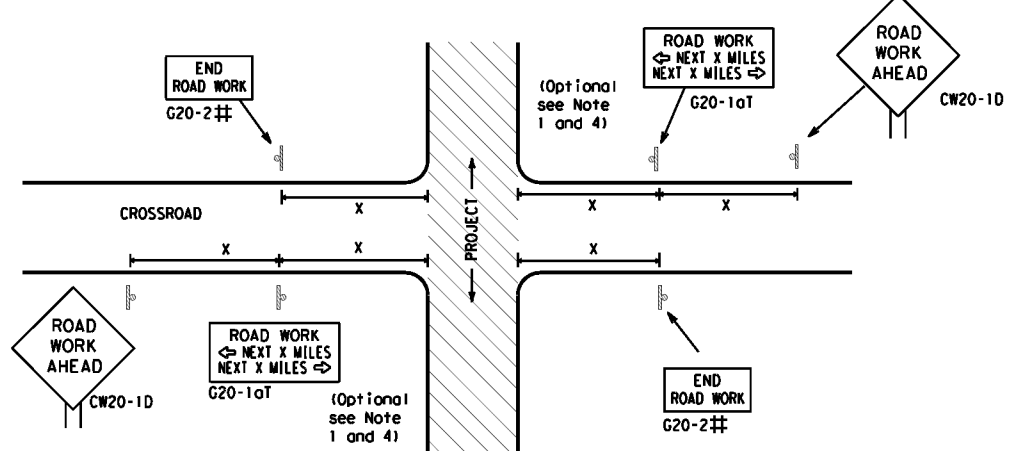
## BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

**BC (1) - 21**

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5-10	5-21	DAL	KAUFMAN	11					

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 SHEET: 2 OF 12  
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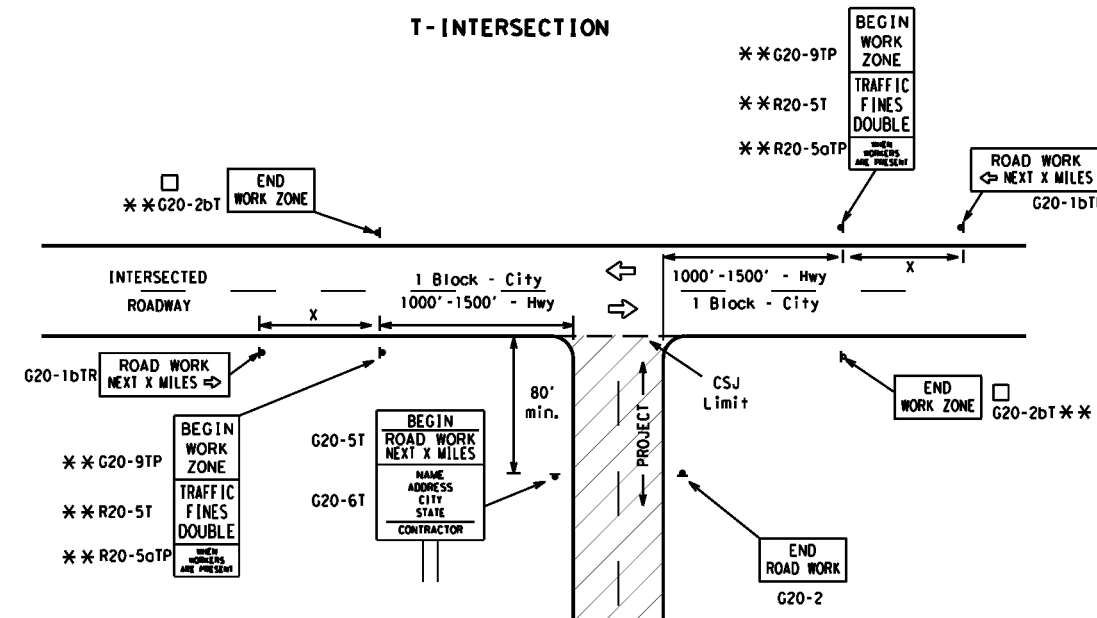
### TYPICAL LOCATION OF CROSSROAD SIGNS



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

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

### T-INTERSECTION



### CSJ LIMITS AT T-INTERSECTION

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

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

Sign Number or Series	SIZE		SPACING	
	Conventional Road	Expressway/Freeway	Posted Speed MPH	Sign Spacing "x" Feet (Apprx.)
CW20 <sup>4</sup>	48" x 48"	48" x 48"	30	120
CW21			35	160
CW22			40	240
CW23			45	320
CW25			50	400
CW1, CW2, CW7, CW8, CW9, CW11, CW14	36" x 36"	48" x 48"	60	600 <sup>2</sup>
CW3, CW4, CW5, CW6, CW8-3, CW10, CW12	48" x 48"	48" x 48"	70	800 <sup>2</sup>
			80	1000 <sup>2</sup>
*			*	* <sup>3</sup>

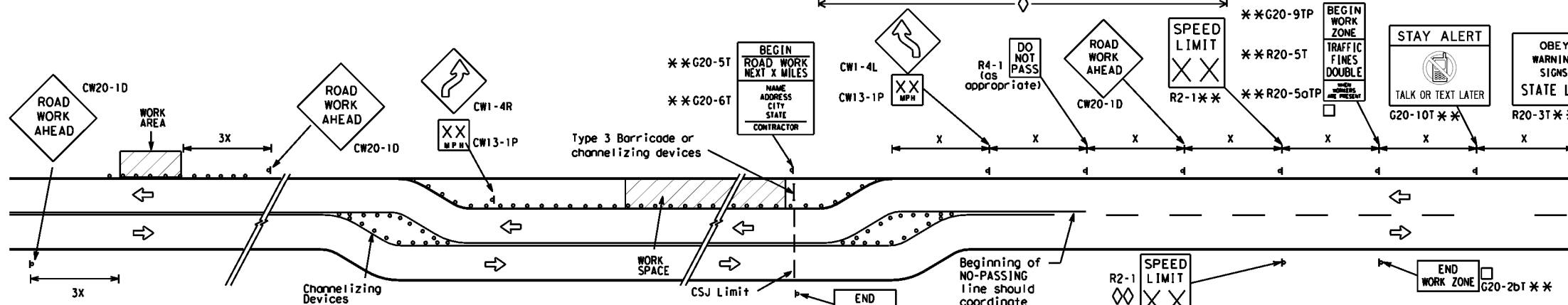
\* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

### GENERAL NOTES

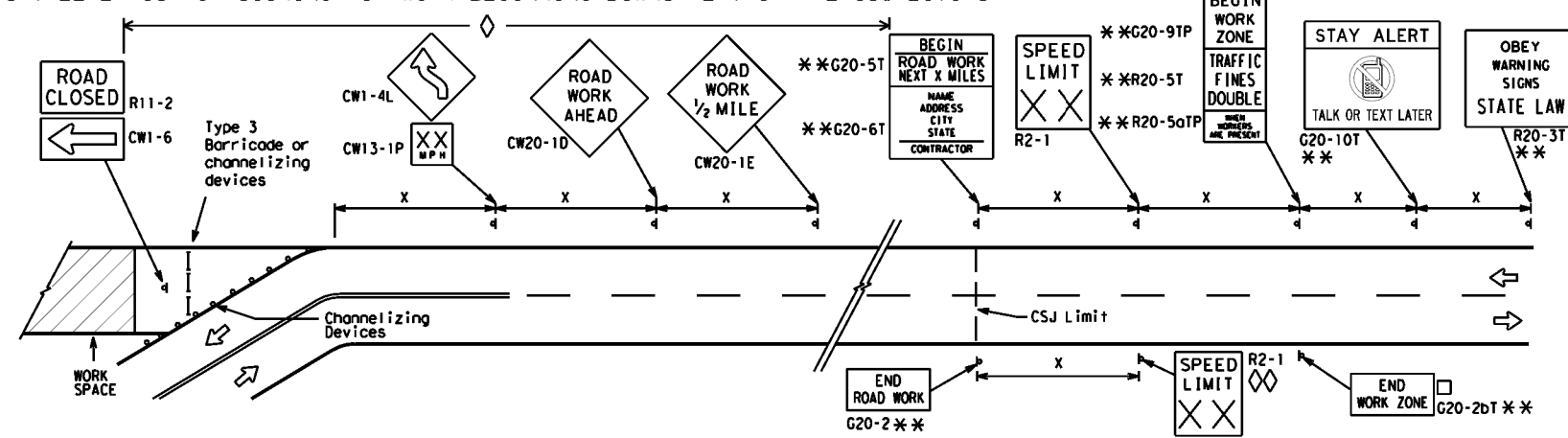
- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be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

### WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS

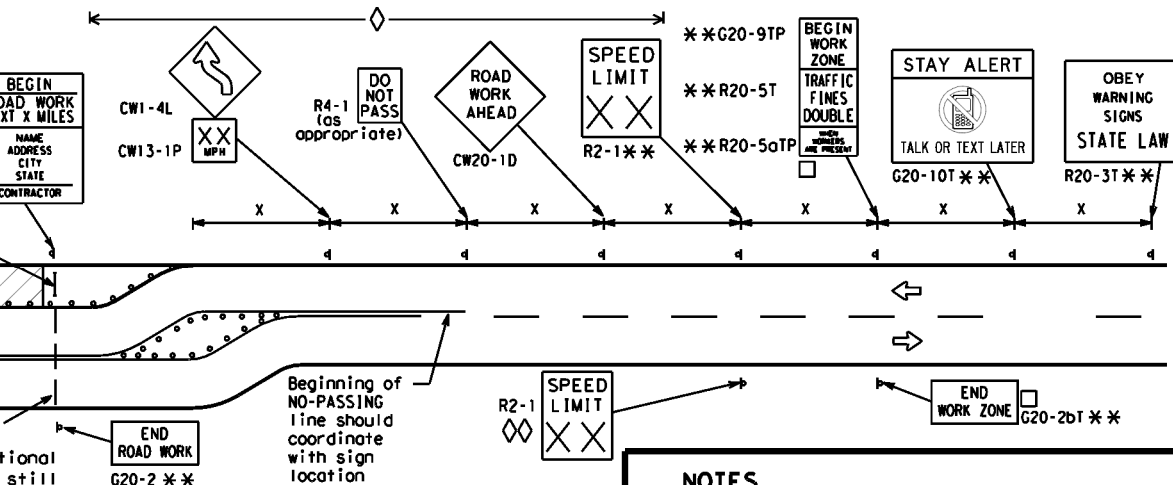


When extended distances occur between minimal work spaces, the Engineer/Inspector should ensure additional "ROAD WORK AHEAD" (CW20-1D) signs are placed in advance of these work areas to remind drivers they are still within the project limits. See the applicable TCP sheets for exact location and spacing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

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



### SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS



### NOTES

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

- The "BEGIN WORK ZONE" (G20-9TP) and "END WORK ZONE" (G20-2bT) shall be used as shown on the sample layout when advance signs are required outside the CSJ Limits. They inform the motorist of entering or leaving a part of the work zone lying outside the CSJ Limits where traffic fines may double if workers are present.
- \*\* CSJ limit signing is required for highway construction and maintenance work, with the exception of mobile operations.
- ◇ Area for placement of "ROAD WORK AHEAD" (CW20-1D) sign and other signs or devices as called for on the Traffic Control Plan.
- ◇◇ Contractor will install a regulatory speed limit sign at the end of the work zone.

### LEGEND

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

SHEET 2 OF 12



## BARRICADE AND CONSTRUCTION PROJECT LIMIT

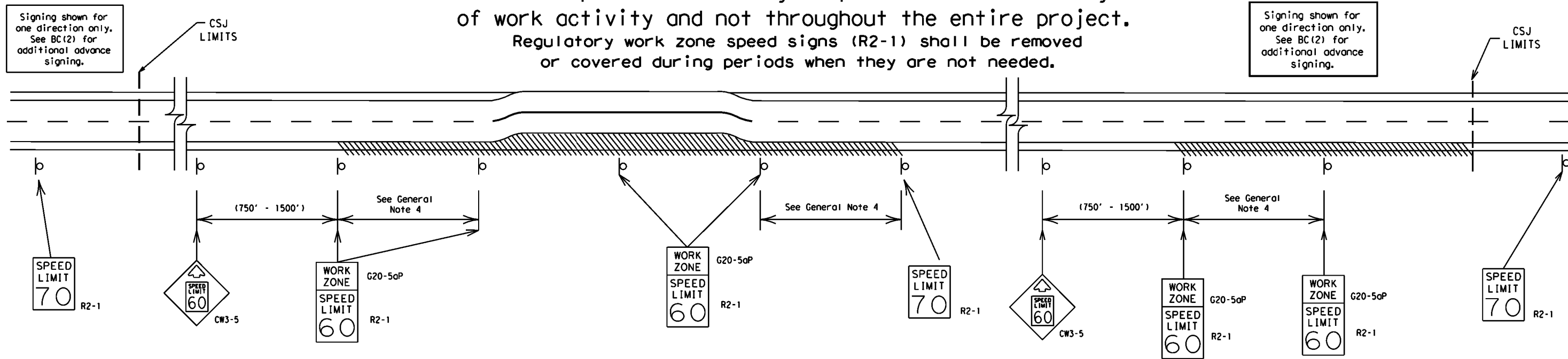
**BC(2)-21**

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© TxDOT November 2002	CONT: 0095	SECT: 05	JOB: 064	US 80	DIST: DAL	COUNTY: KAUFMAN
REVISIONS:	09-07	8-14	7-13	5-21		

# 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

Texas Department of Transportation

## BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

### BC (3) - 21

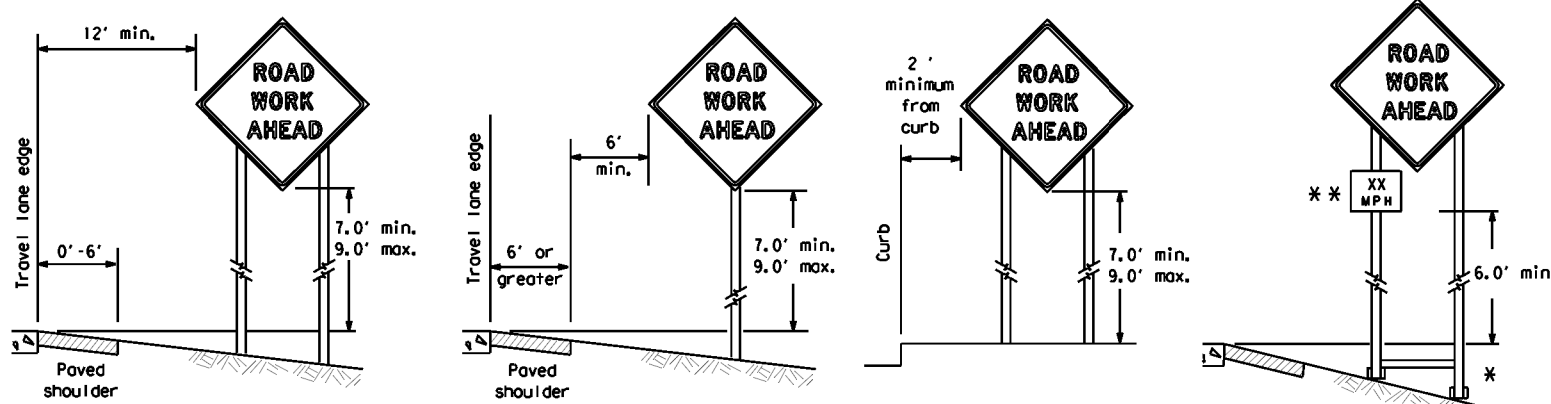
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© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
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9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13 5-21	DAL	KAUFMAN	13	



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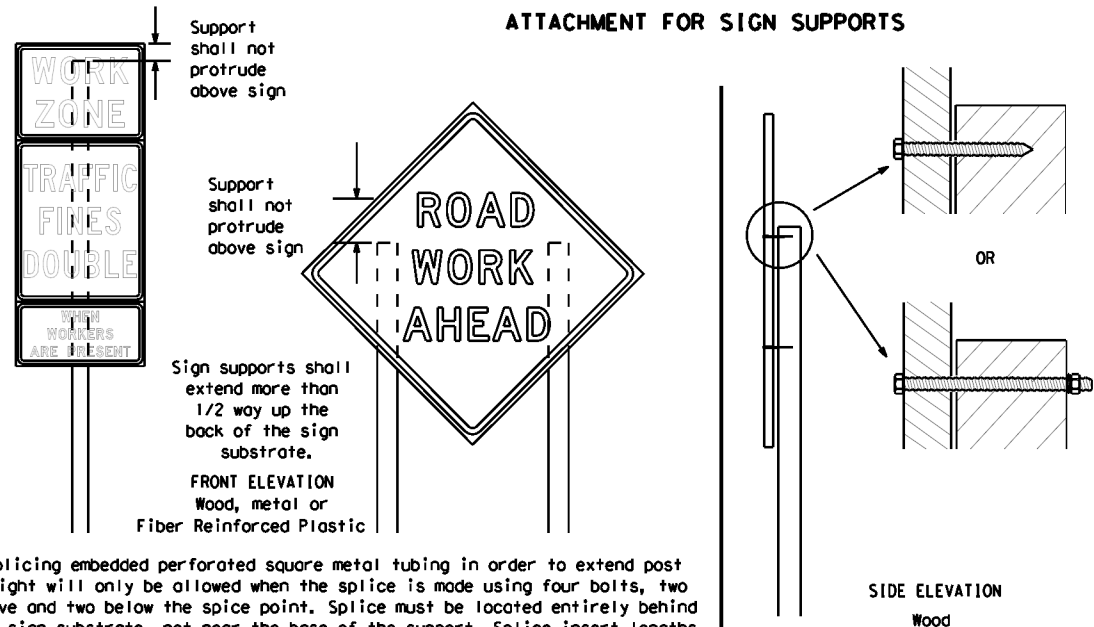
**TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS**



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

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

**ATTACHMENT FOR SIGN SUPPORTS**

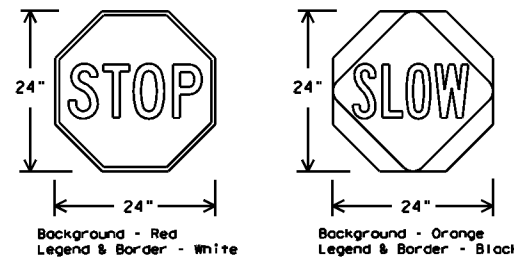


**Nails shall NOT be allowed.**  
 Each sign shall be attached directly to the sign support. Multiple signs shall not be joined or spliced by any means. Wood supports shall not be extended or repaired by splicing or other means.

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

**STOP/SLOW PADDLES**

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



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

**CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS**

1. Permanent signs are used to give notice of traffic laws or regulations, call attention to conditions that are potentially hazardous to traffic operations, show route designations, destinations, directions, distances, services, points of interest, and other geographical, recreational, specific service (LOGO), or cultural information. Drivers proceeding through a work zone need the same, if not better route guidance as normally installed on a roadway without construction.
2. When permanent regulatory or warning signs conflict with work zone conditions, remove or cover the permanent signs until the permanent sign message matches the roadway condition. For details for covering large guide signs see the TS-CD standard.
3. When existing permanent signs are moved and relocated due to construction purposes, they shall be visible to motorists at all times.
4. If existing signs are to be relocated on their original supports, they shall be installed on crashworthy bases as shown on the SMD Standard sheets. The signs shall meet the required mounting heights shown on the BC Sheets or the SMD Standards. This work should be paid for under the appropriate pay item for relocating existing signs.
5. If permanent signs are to be removed and relocated using temporary supports, the Contractor shall use crashworthy supports as shown on the BC standard sheets, TLRs standard sheets or the CWZTC 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" (CWZTC) 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 CWZTC lists each substrate that can be used on the different types and models of sign supports.
2. "Mesh" type materials are NOT an approved sign substrate, regardless of the tightness of the weave.
3. All wooden individual sign panels fabricated from 2 or more pieces shall have one or more plywood cleat, 1/2" thick by 6" wide, fastened to the back of the sign and extending fully across the sign. The cleat shall be attached to the back of the sign using wood screws that do not penetrate the face of the sign panel. The screws shall be placed on both sides of the splice and spaced at 6" centers. The Engineer may approve other methods of splicing the sign face.

**REFLECTIVE SHEETING**

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

**SIGN LETTERS**

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

**REMOVING OR COVERING**

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

**SIGN SUPPORT WEIGHTS**

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

**FLAGS ON SIGNS**

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

SHEET 4 OF 12



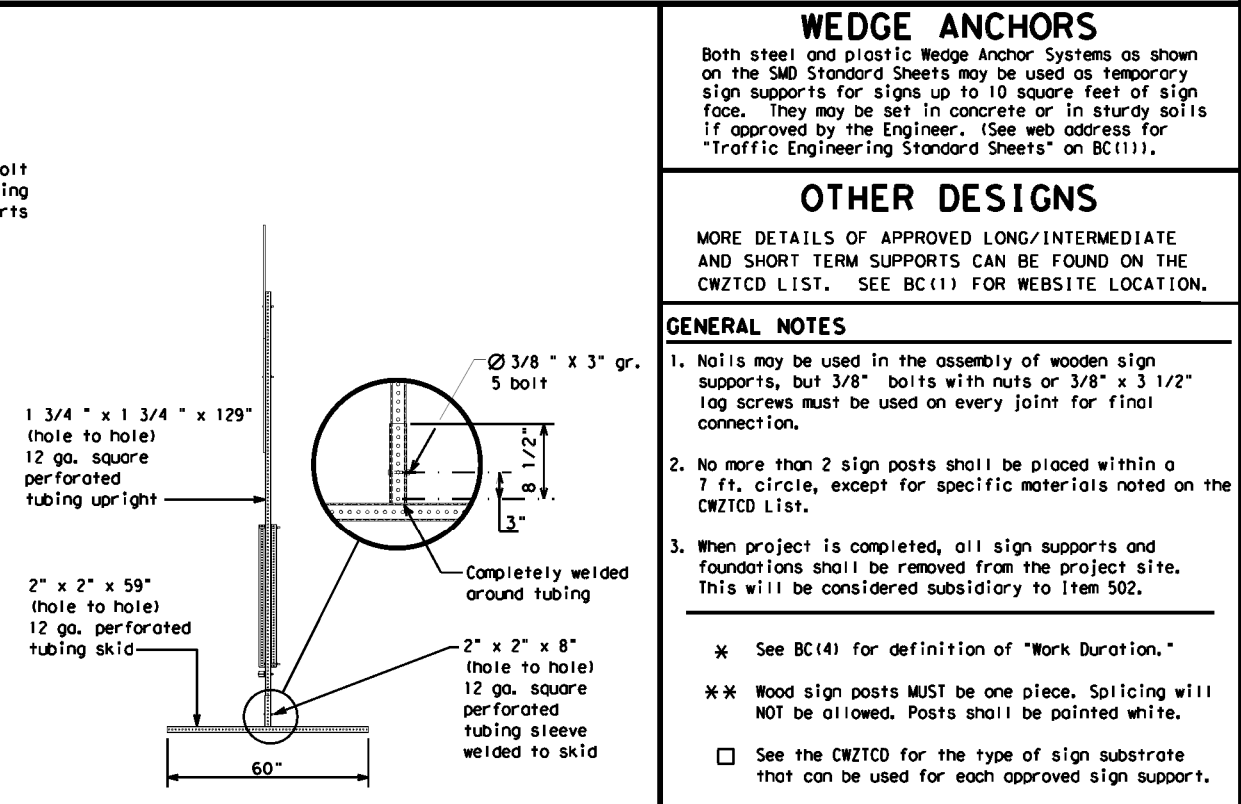
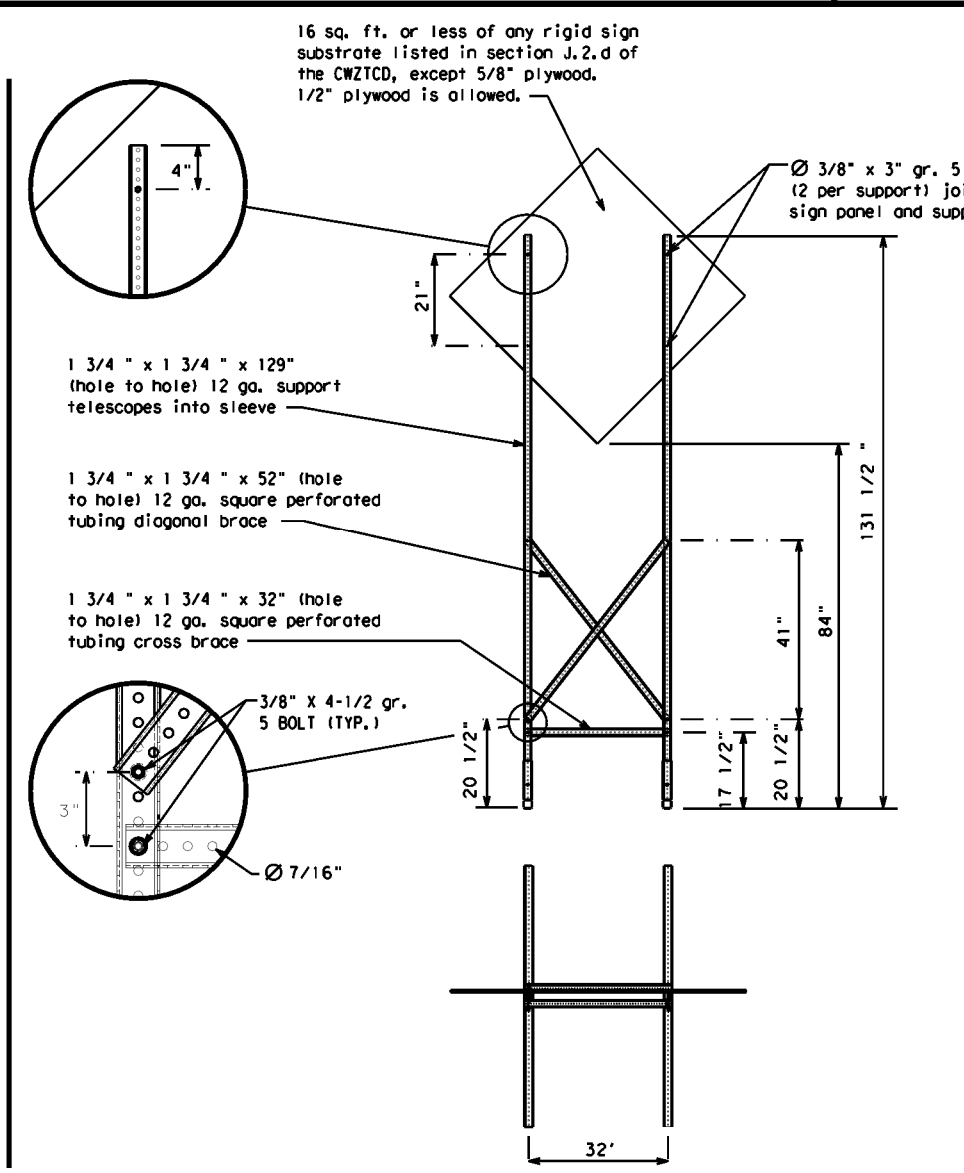
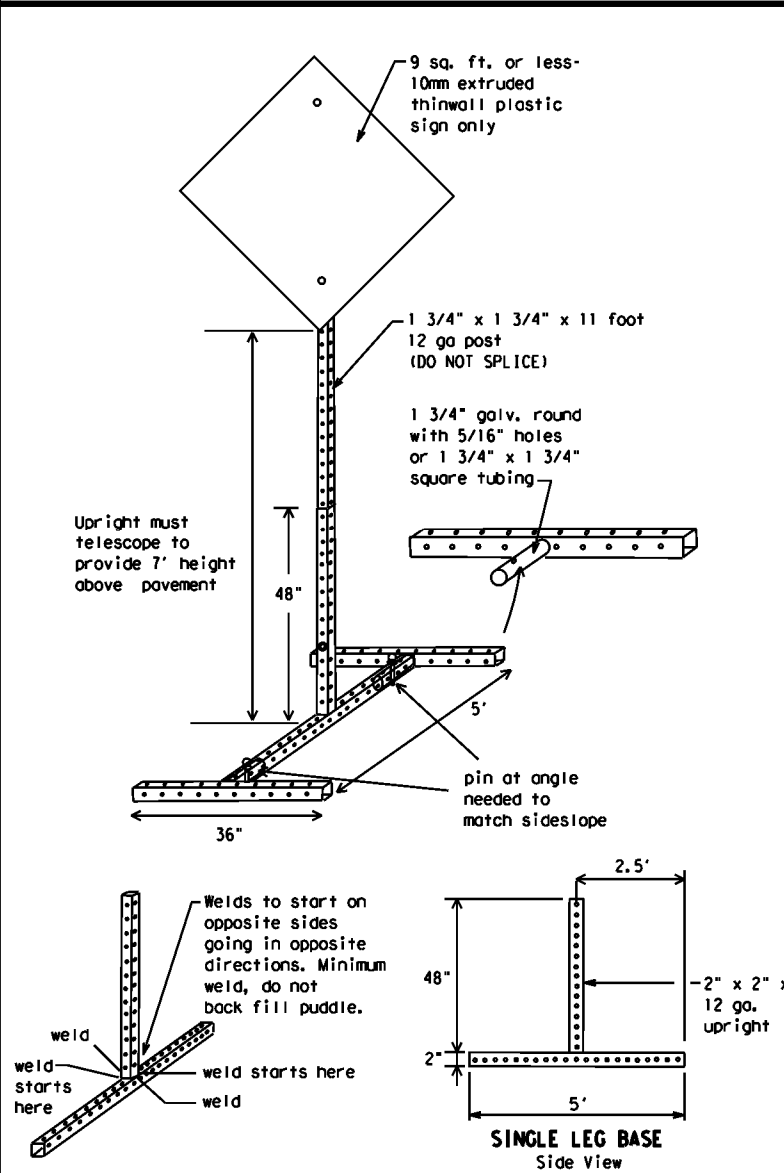
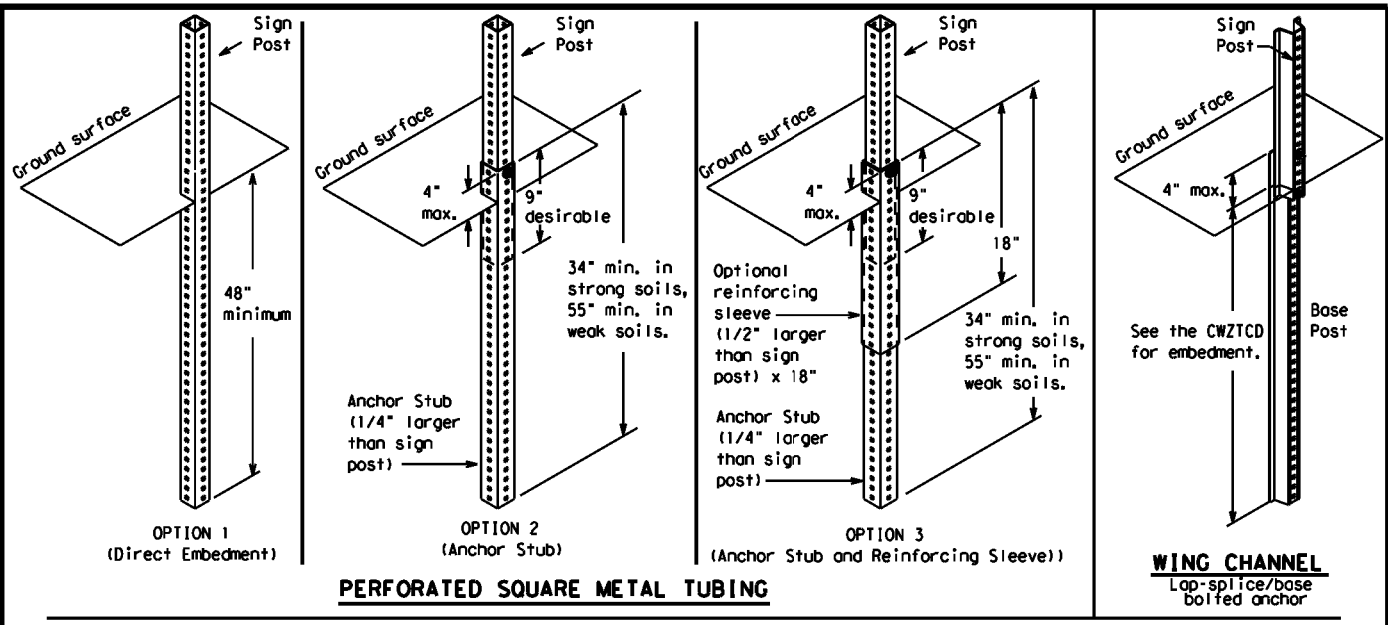
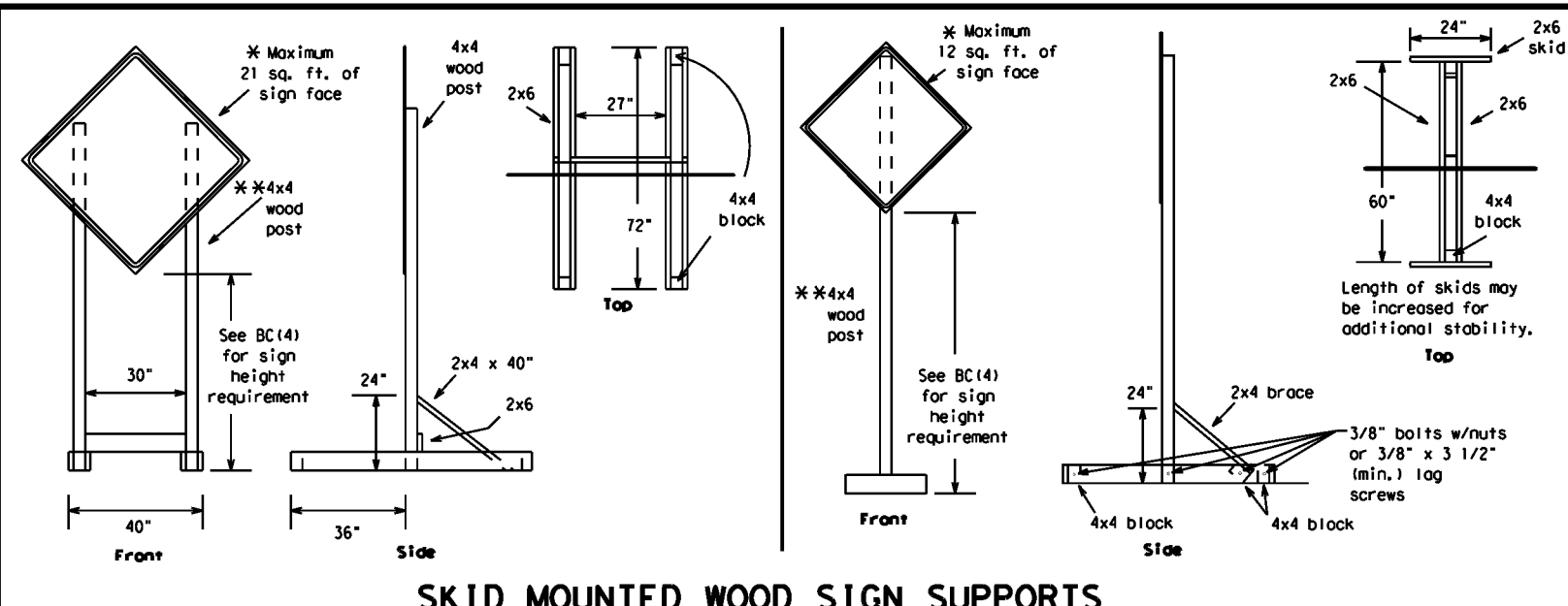
**BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES**

BC (4) -21

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© TxDOT November 2002	CONT: 0095 05	SECT: 064	JOB: US 80	HIGHWAY
9-07 8-14	DIST: DAL	COUNTY: KAUFMAN	SHEET NO.: 14	
7-13 5-21				

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SHEET 5 OF 12

Texas Department of Transportation  
 Traffic Safety Division Standard

**BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT**

**BC (5) - 21**

FILE:	bc-21.dgn	DWG:	TxDOT	CHK:	TxDOT	APP:	TxDOT	CR:	TxDOT	
© TxDOT	November 2002	CONT:	SECT	JOB:	HIGHWAY	REVISIONS:	0095 05	064	US 80	
9-07	8-14	DIST:	COUNTY	SHEET NO.		7-13	5-21	DAL	KAUFMAN	15

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

# RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

## PORTABLE CHANGEABLE MESSAGE SIGNS

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

## Phase 1: Condition Lists

### Road/Lane/Ramp Closure List

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

### Other Condition List

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

ROAD REPAIRS XXXX FT
LANE NARROWS XXXX FT
TWO-WAY TRAFFIC XX MILE
CONST TRAFFIC XXX FT
UNEVEN LANES XXXX FT
ROUGH ROAD XXXX FT
ROADWORK NEXT FRI-SUN
US XXX EXIT X MILES
LANES SHIFT *

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

## Phase 2: Possible Component Lists

### Action to Take/Effect on Travel List

MERGE RIGHT
DETOUR NEXT X EXITS
USE EXIT XXX
STAY ON US XXX SOUTH
TRUCKS USE US XXX N
WATCH FOR TRUCKS
EXPECT DELAYS
REDUCE SPEED XXX FT
USE OTHER ROUTES
STAY IN LANE *

FORM X LINES RIGHT
USE XXXXX RD EXIT
USE EXIT I-XX NORTH
USE I-XX E TO I-XX N
WATCH FOR TRUCKS
EXPECT DELAYS
PREPARE TO STOP
END SHOULDER USE
WATCH FOR WORKERS

### Location List

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

### Warning List

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

### \*\* Advance Notice List

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

\*\* See Application Guidelines Note 6.

## APPLICATION GUIDELINES

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

## WORDING ALTERNATIVES

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

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

## FULL MATRIX PCMS SIGNS

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

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

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



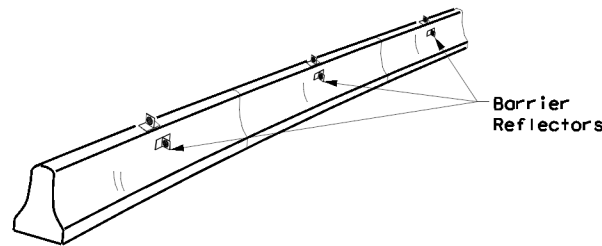
## BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC (6) - 21

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© TxDOT November 2002	CONT: 0095 05	SECT: 064	JOB: US 80	HIGHWAY
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9-07 8-14	DIST: DAL	COUNTY: KAUFMAN	SHEET NO. 16	
7-13 5-21				

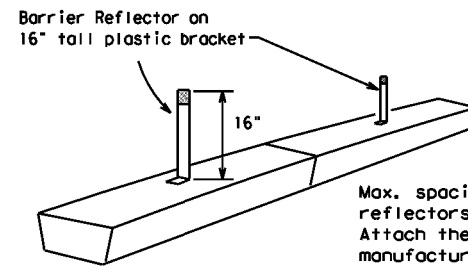
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.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

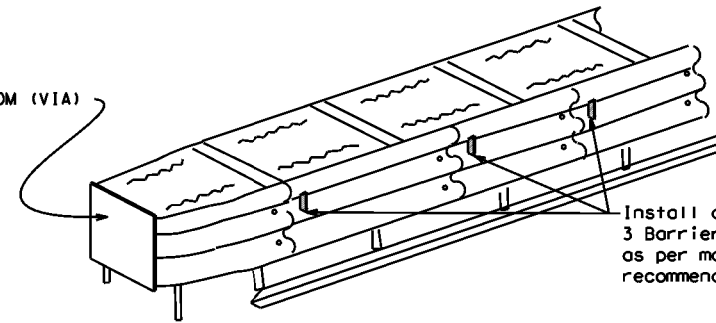


**LOW PROFILE CONCRETE BARRIER (LPCB)**

**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.

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



**DELINEATION OF END TREATMENTS**

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

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

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

**WARNING LIGHTS**

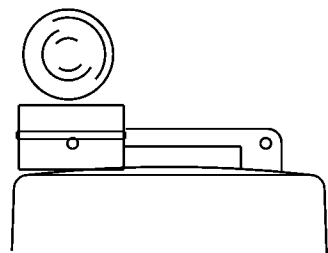
- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet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

**WARNING LIGHTS MOUNTED ON PLASTIC DRUMS**

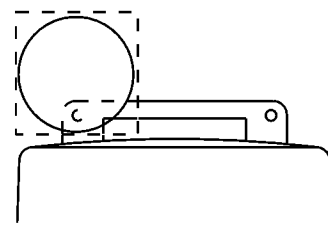
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing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

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

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



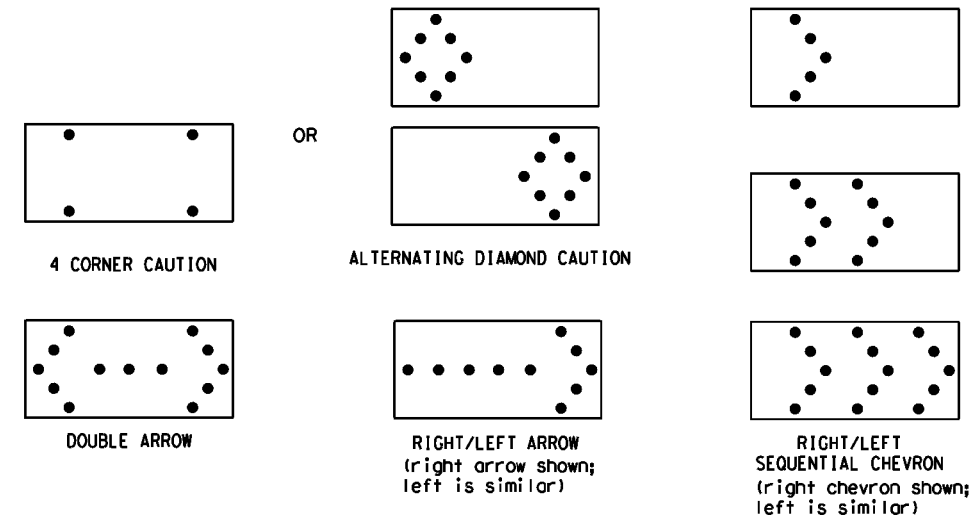
Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



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

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

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



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

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

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

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

**FLASHING ARROW BOARDS**

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.

Texas Department of Transportation  
 Traffic Safety Division Standard

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

**BC (7) -21**

FILE: bc-21.dgn	DWG: TxDOT	CR: TxDOT	DWG: TxDOT	CR: TxDOT
© TxDOT November 2002		CONT: 0095 05	JOB: 064	HIGHWAY: US 80
REVISIONS: 9-07 8-14		DIST: 7-13 5-21	COUNTY: DAL	SHEET NO.: KAUFMAN 17

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**GENERAL NOTES**

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

**GENERAL DESIGN REQUIREMENTS**

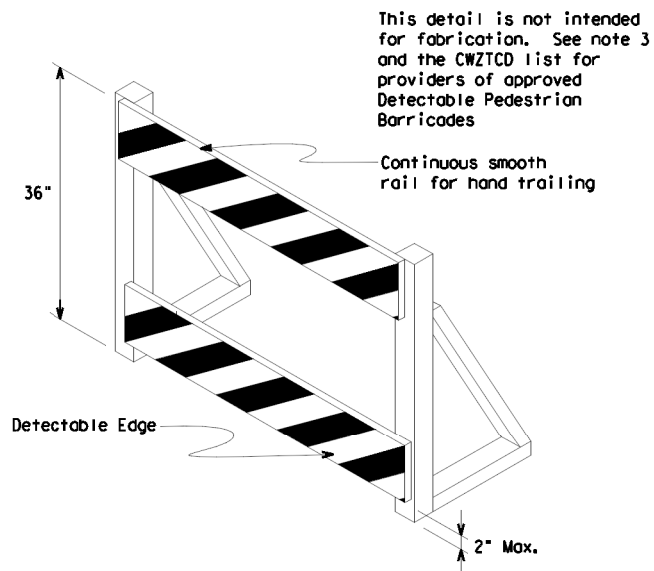
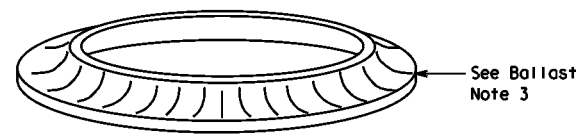
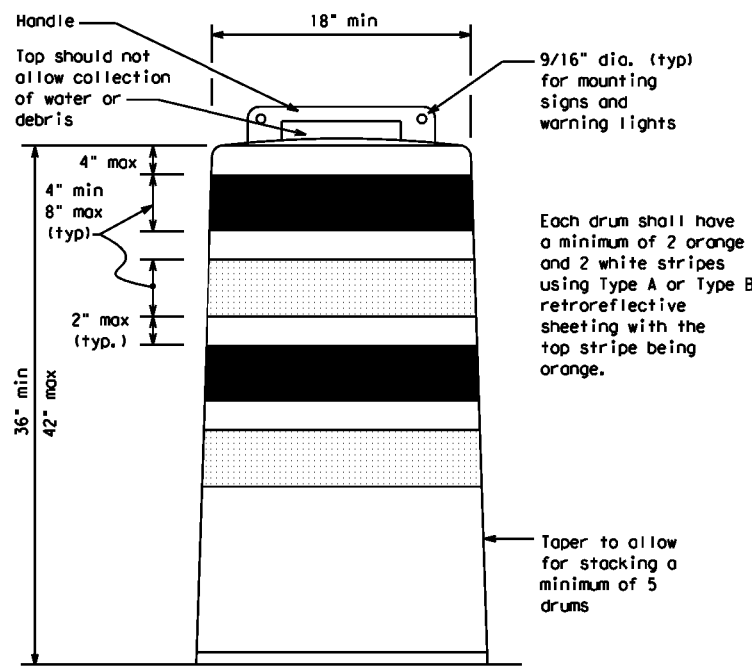
- Pre-qualified plastic drums shall meet the following requirements:
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
  - The body and base shall lock together in such a manner that the body separates from the base when impacted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

**RETROREFLECTIVE SHEETING**

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

**BALLAST**

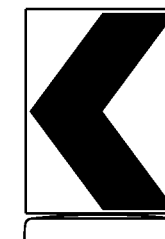
- Unballasted bases shall be large enough to hold up to 50 lbs. of sand. This base, when filled with the ballast material, should weigh between 35 lbs (minimum) and 50 lbs (maximum). The ballast may be sand in one to three sandbags separate from the base, sand in a sand-filled plastic base, or other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



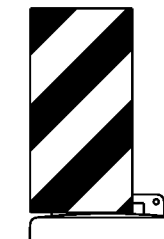
This detail is not intended for fabrication. See note 3 and the CWZTCD list for providers of approved Detectable Pedestrian Barricades

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

SHEET 8 OF 12



**BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES**

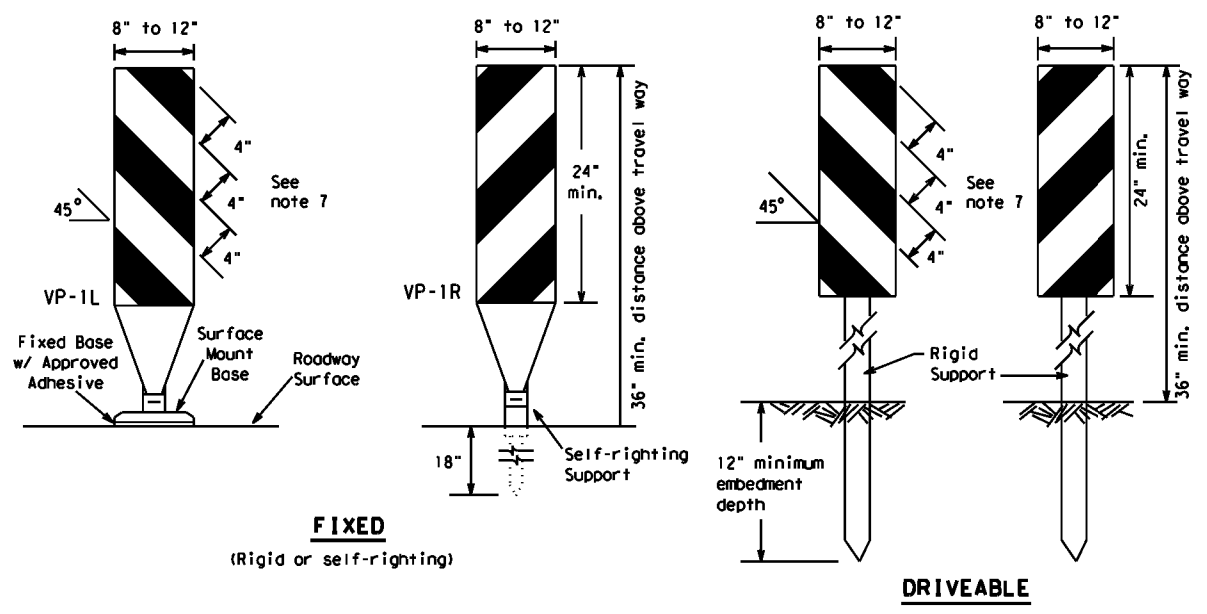
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4-03	8-14	DIST:	COUNTY:	SHEET NO.:	18	7-13	DAL	KAUFMAN	



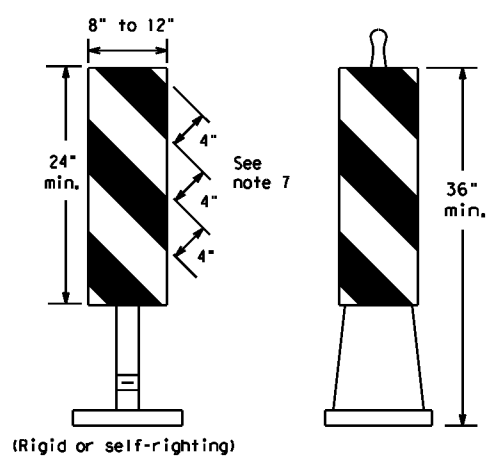
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**FIXED**  
(Rigid or self-righting)

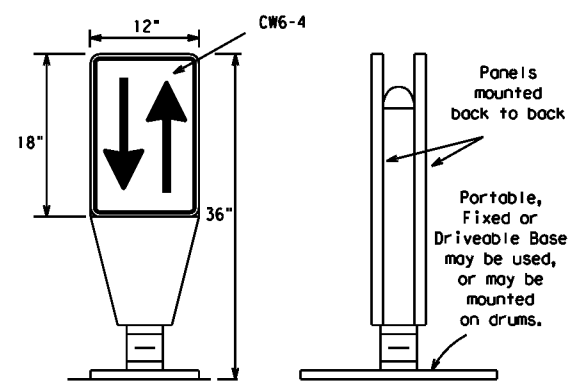
**DRIVEABLE**



**PORTABLE**

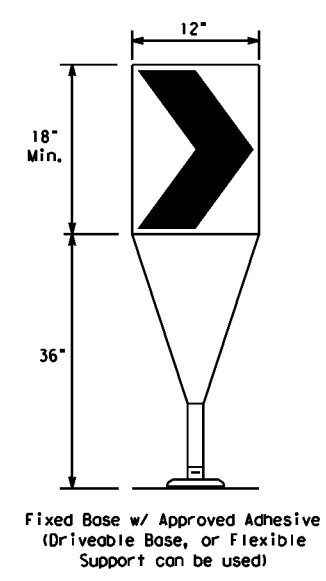
**VERTICAL PANELS (VPs)**

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



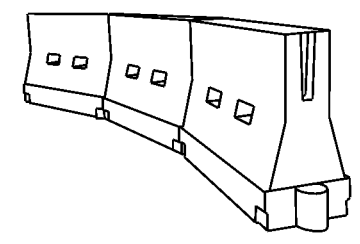
**OPPOSING TRAFFIC LANE DIVIDERS (OTLD)**

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



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

**CHEVRONS**



**LONGITUDINAL CHANNELIZING DEVICES (LCD)**

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

**WATER BALLASTED SYSTEMS USED AS BARRIERS**

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

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

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

**GENERAL NOTES**

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

Posted Speed	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices	
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent
30	L = WS <sup>2</sup> / 60	150'	165'	180'	30'	60'
35		205'	225'	245'	35'	70'
40		265'	295'	320'	40'	80'
45	L = WS	450'	495'	540'	45'	90'
50		500'	550'	600'	50'	100'
55		550'	605'	660'	55'	110'
60		600'	660'	720'	60'	120'
65		650'	715'	780'	65'	130'
70		700'	770'	840'	70'	140'
75		750'	825'	900'	75'	150'
80		800'	880'	960'	80'	160'

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

**SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS**

SHEET 9 OF 12



**BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES**

**BC (9) - 21**

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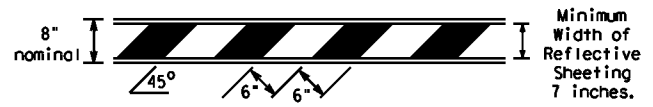


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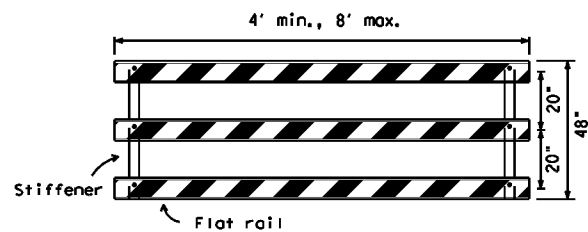
**TYPE 3 BARRICADES**

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

Barricades shall NOT be used as a sign support.

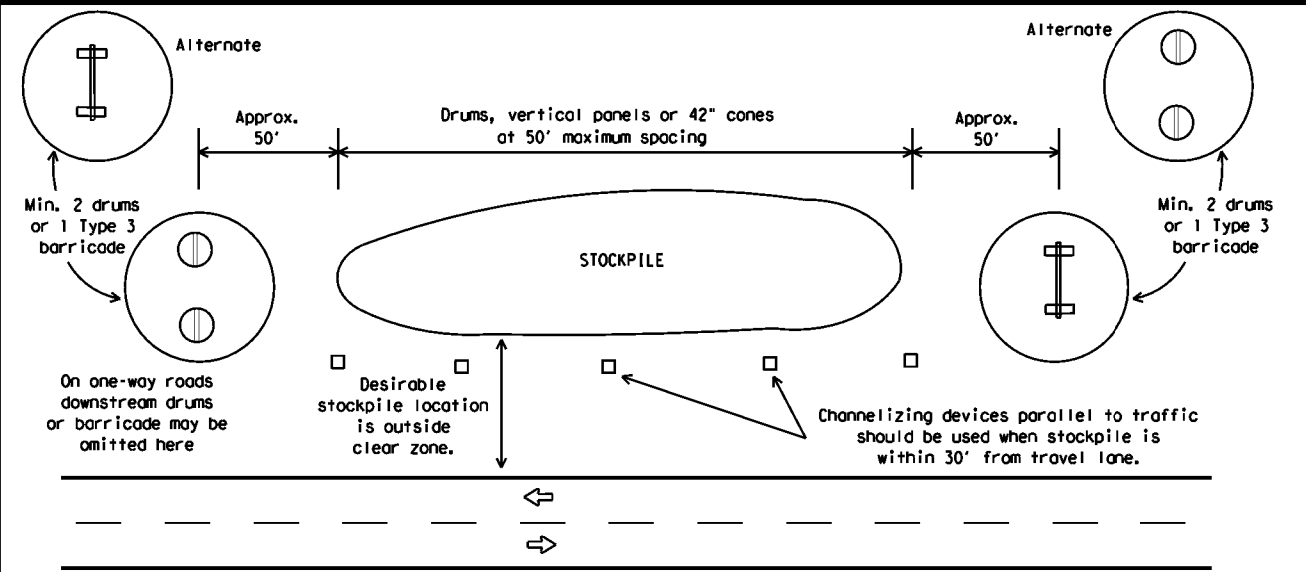


**TYPICAL STRIPING DETAIL FOR BARRICADE RAIL**



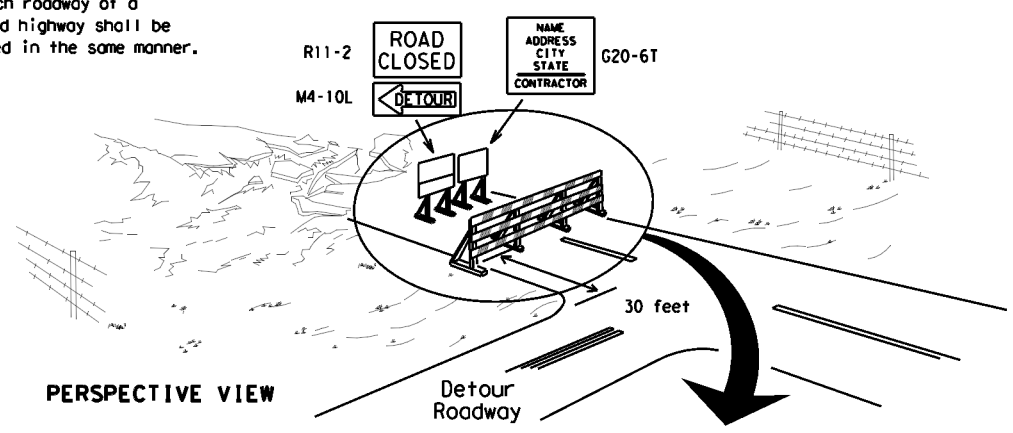
Stiffener may be inside or outside of support, but no more than 2 stiffeners shall be allowed on one barricade.

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



**TRAFFIC CONTROL FOR MATERIAL STOCKPILES**

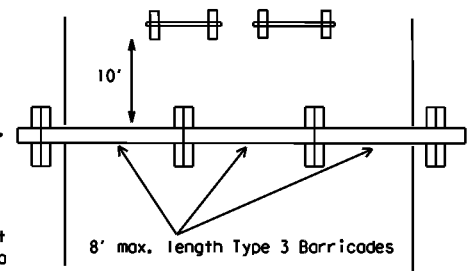
Each roadway of a divided highway shall be barricaded in the same manner.



PERSPECTIVE VIEW

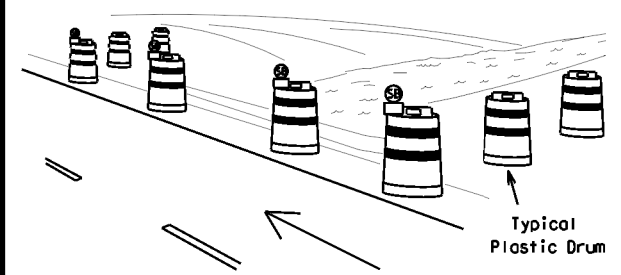
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.

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.

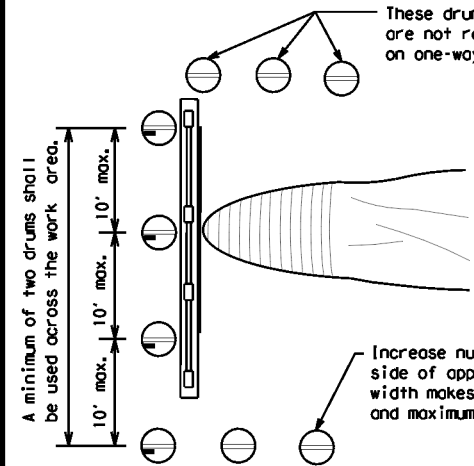


PLAN VIEW

**TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION**



PERSPECTIVE VIEW

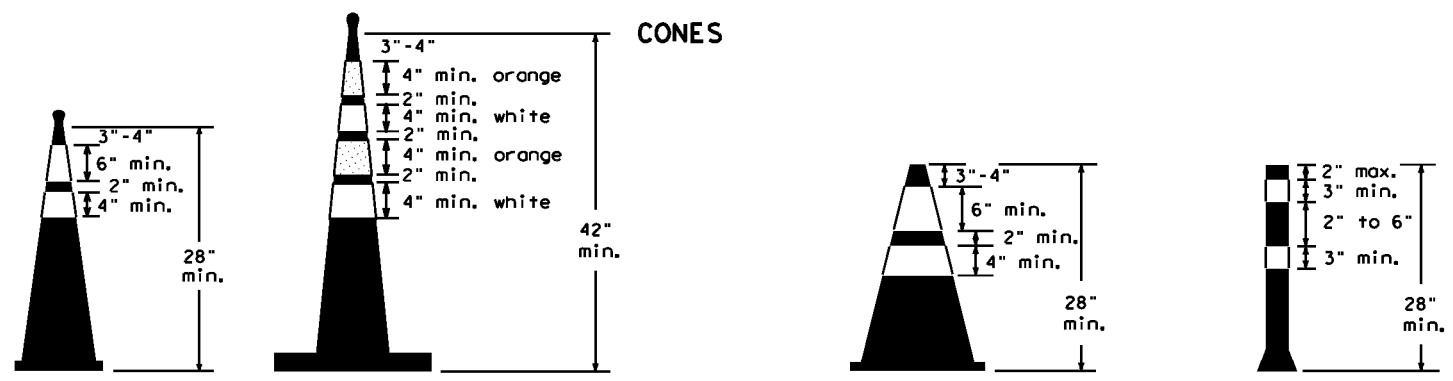


PLAN VIEW

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

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

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



Two-Piece cones

One-Piece cones

Tubular Marker

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

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



**BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES**

**BC (10) - 21**

FILE: bc-21.dgn	DWG: TxDOT	CR: TxDOT	REV: TxDOT	CHK: TxDOT
© TxDOT November 2002	CONT: 0095 05	SECT: 064	JOB: US 80	HIGHWAY: 80
REVISIONS: 9-07 8-14	DIST: DAL	COUNTY: KAUFMAN	SHEET NO.: 20	
7-13 5-21				

## 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.

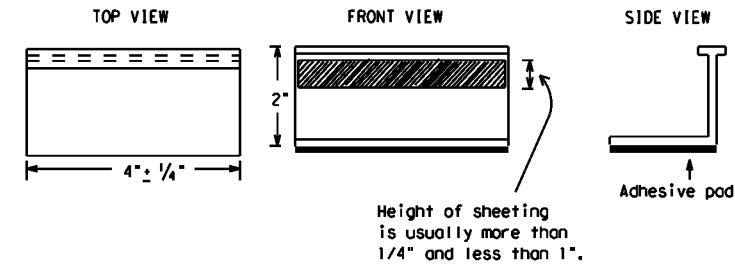
### MAINTAINING WORK ZONE PAVEMENT MARKINGS

- 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



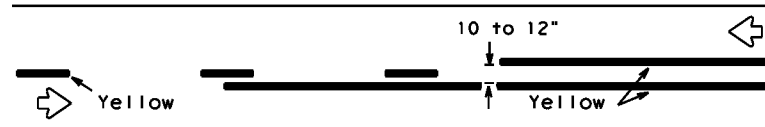
## BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

**BC(11)-21**

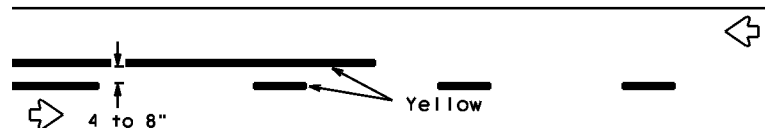
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1-02 7-13	DAL	KAUFMAN	21	
11-02 8-14				

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## PAVEMENT MARKING PATTERNS

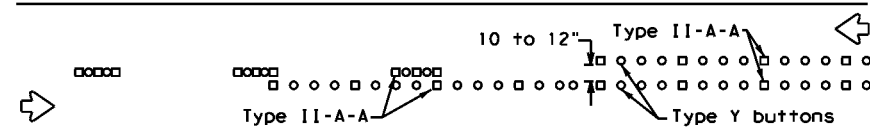


REFLECTORIZED PAVEMENT MARKINGS - PATTERN A

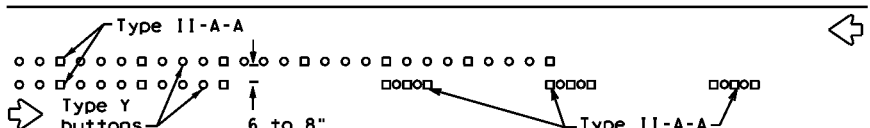


REFLECTORIZED PAVEMENT MARKINGS - PATTERN B

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.

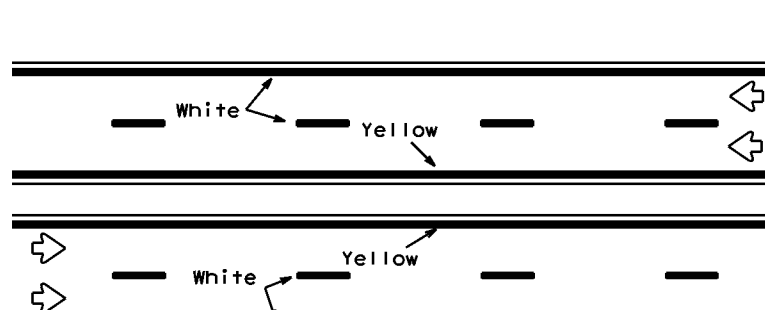


RAISED PAVEMENT MARKERS - PATTERN A



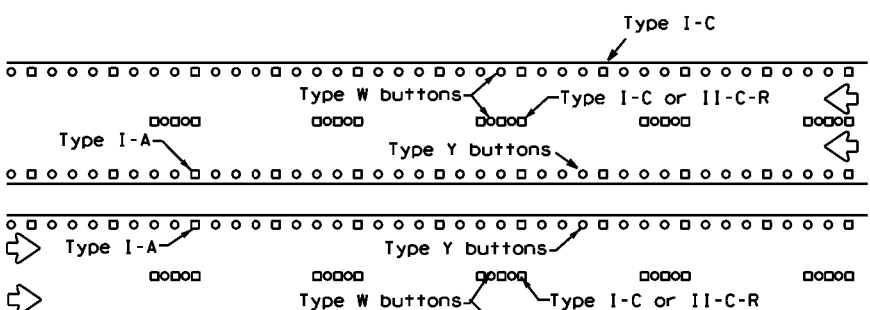
RAISED PAVEMENT MARKERS - PATTERN B

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



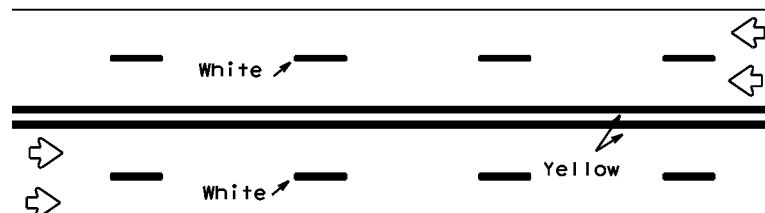
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



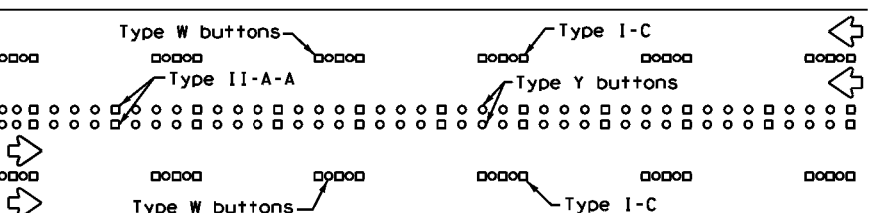
RAISED PAVEMENT MARKERS

## EDGE & LANE LINES FOR DIVIDED HIGHWAY



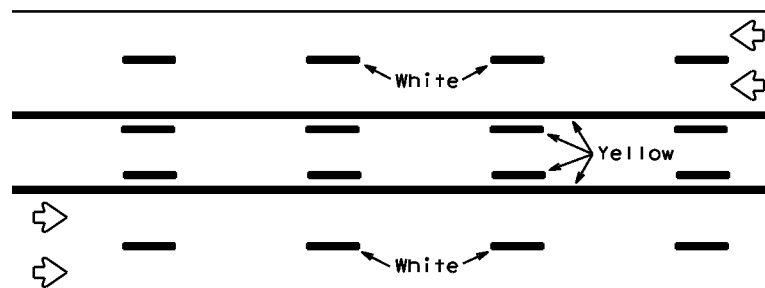
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



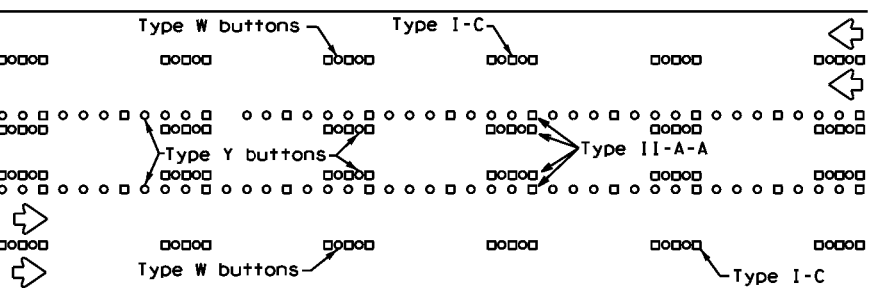
RAISED PAVEMENT MARKERS

## LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS

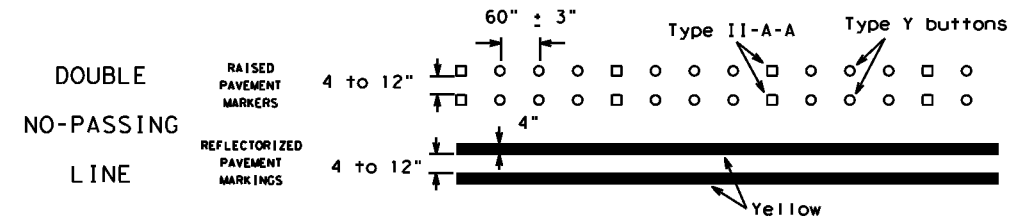
Prefabricated markings may be substituted for reflectORIZED pavement markings.



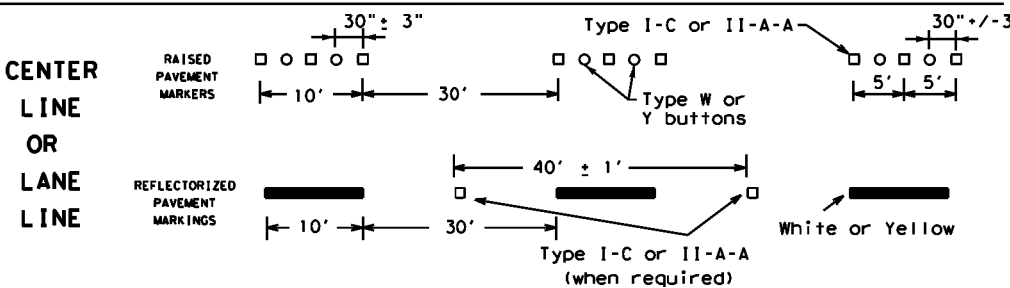
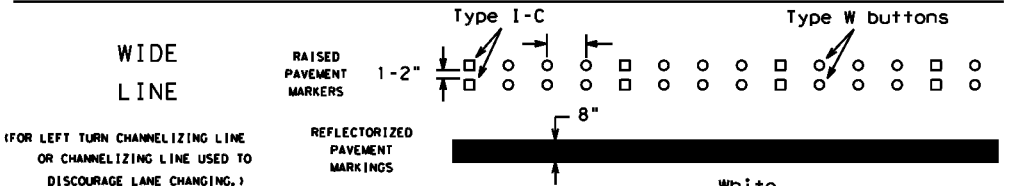
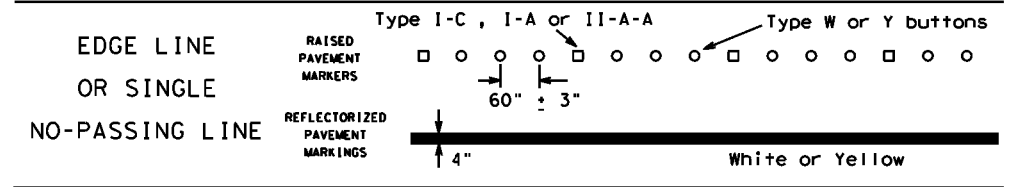
RAISED PAVEMENT MARKERS

## TWO-WAY LEFT TURN LANE

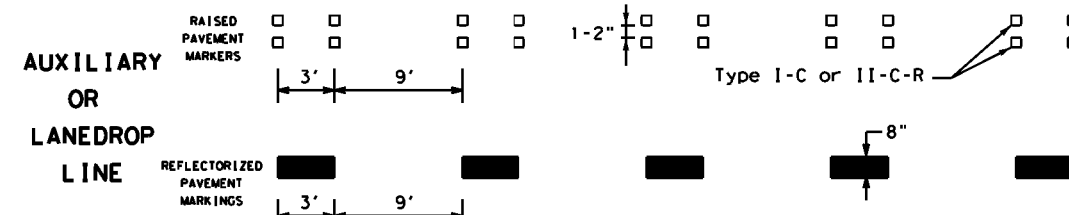
## STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



### SOLID LINES

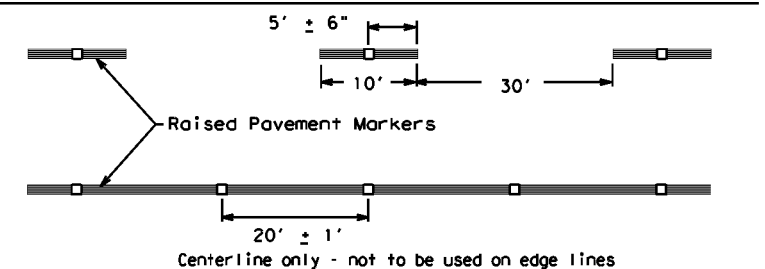


### BROKEN LINES



### 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

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."

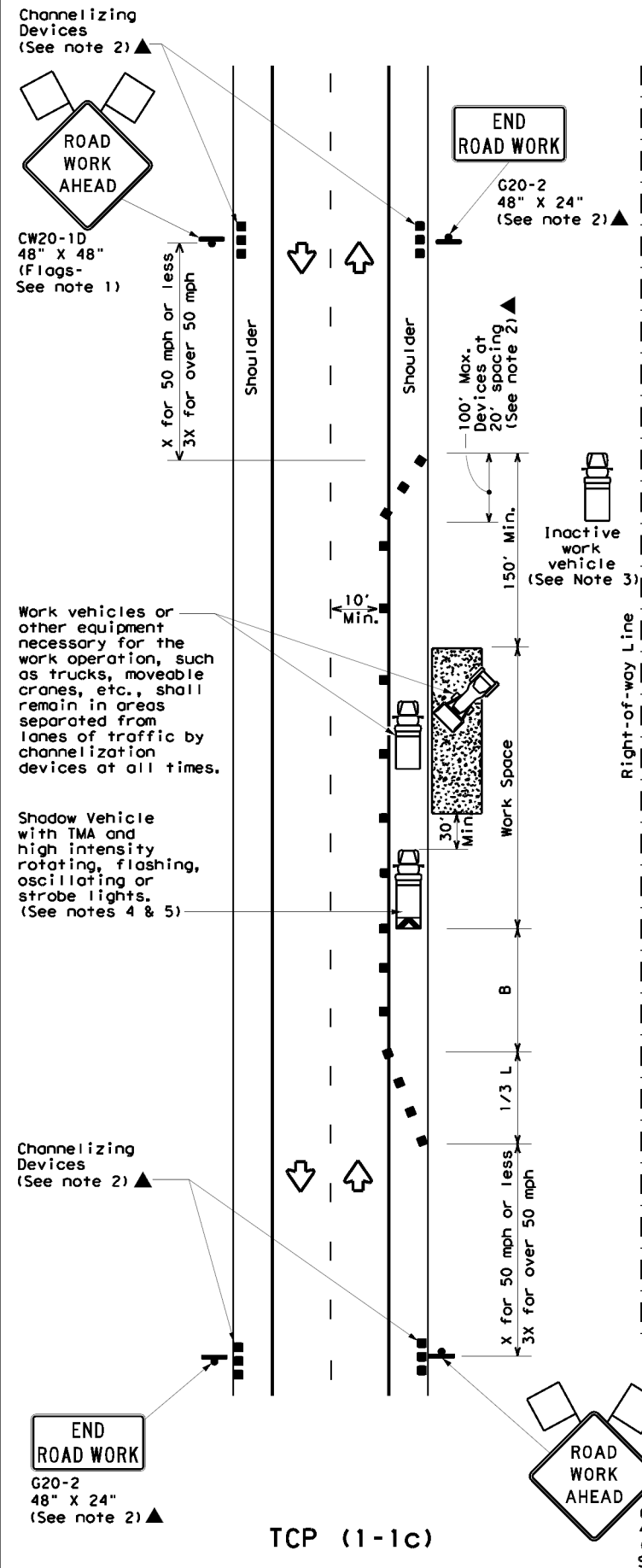
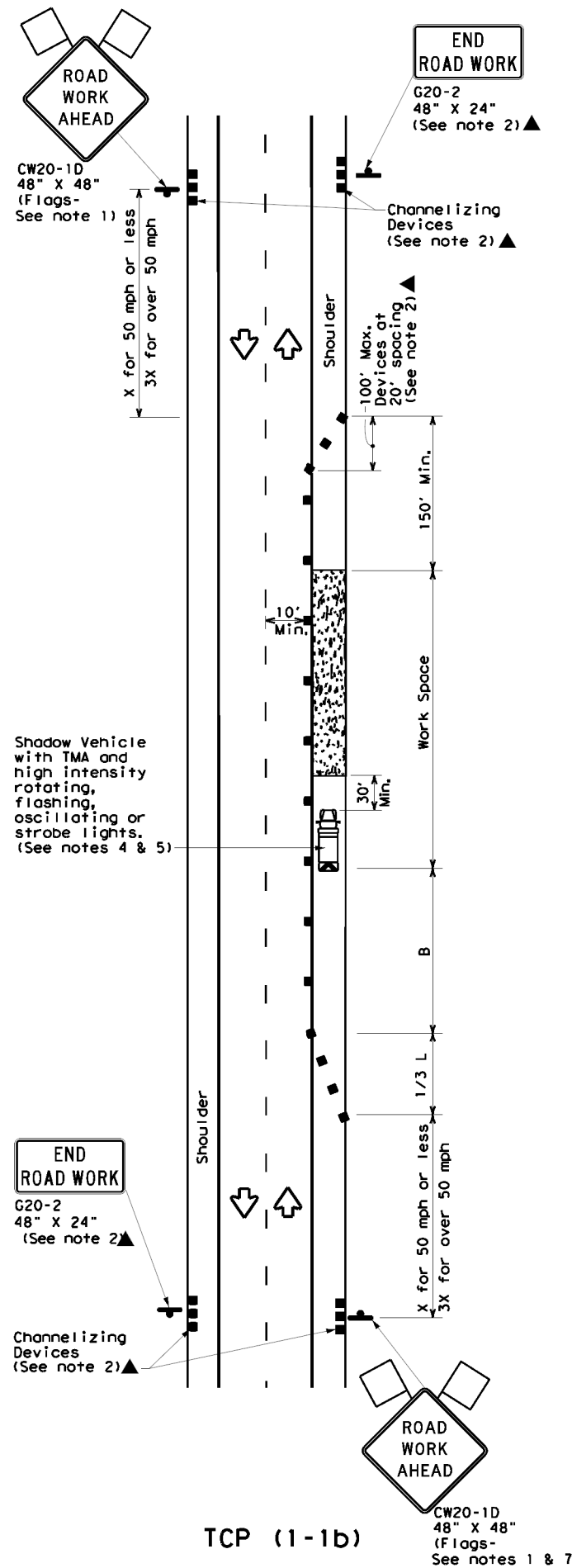
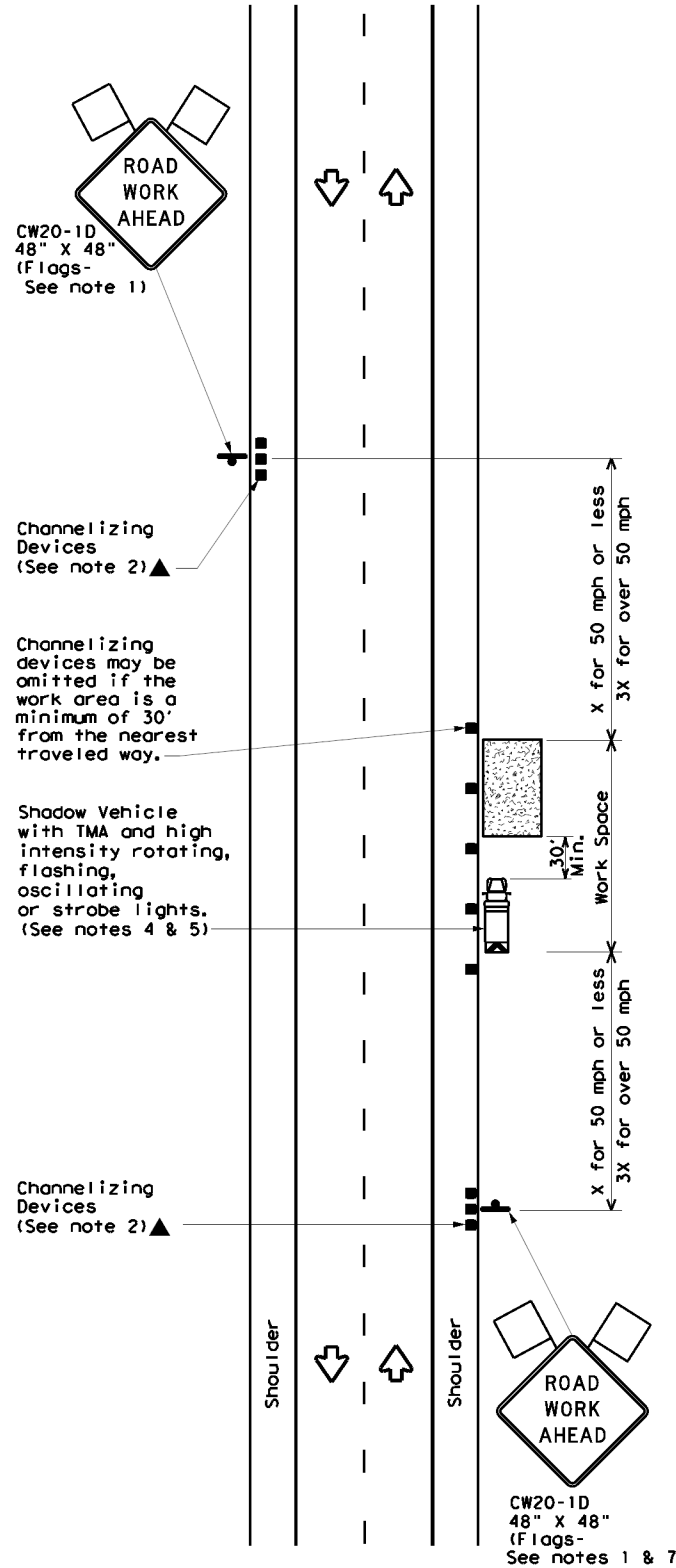
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2-98 7-13	DAL	KAUFMAN	22	
11-02 8-14				

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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 = WS <sup>2</sup> / 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.
  - Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
  - 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 off the paved surface, next to those shown in order to protect wider work spaces.
  - See TCP(5-1) for shoulder work on divided highways, expressways and freeways.
  - CW21-5 "SHOULDER WORK" signs may be used in place of CW20-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.



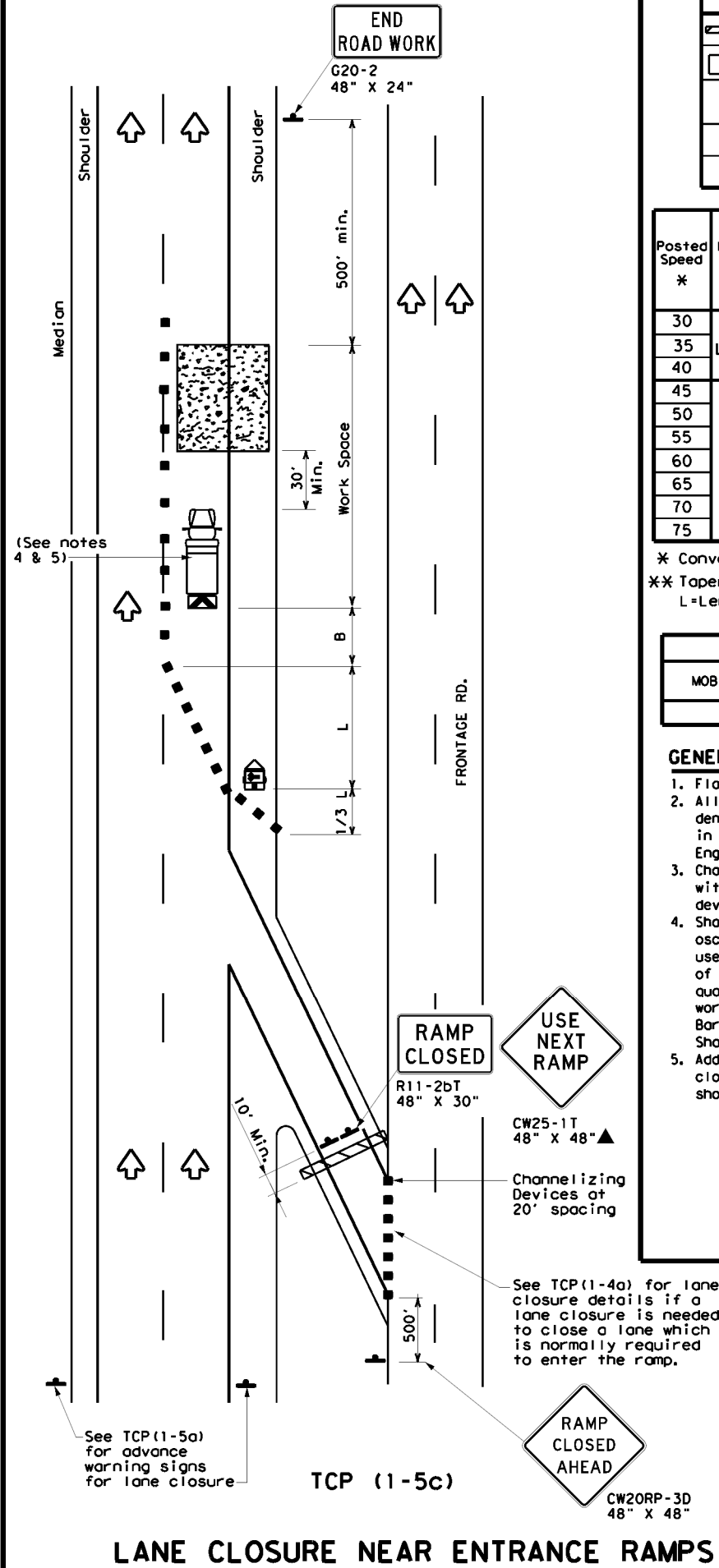
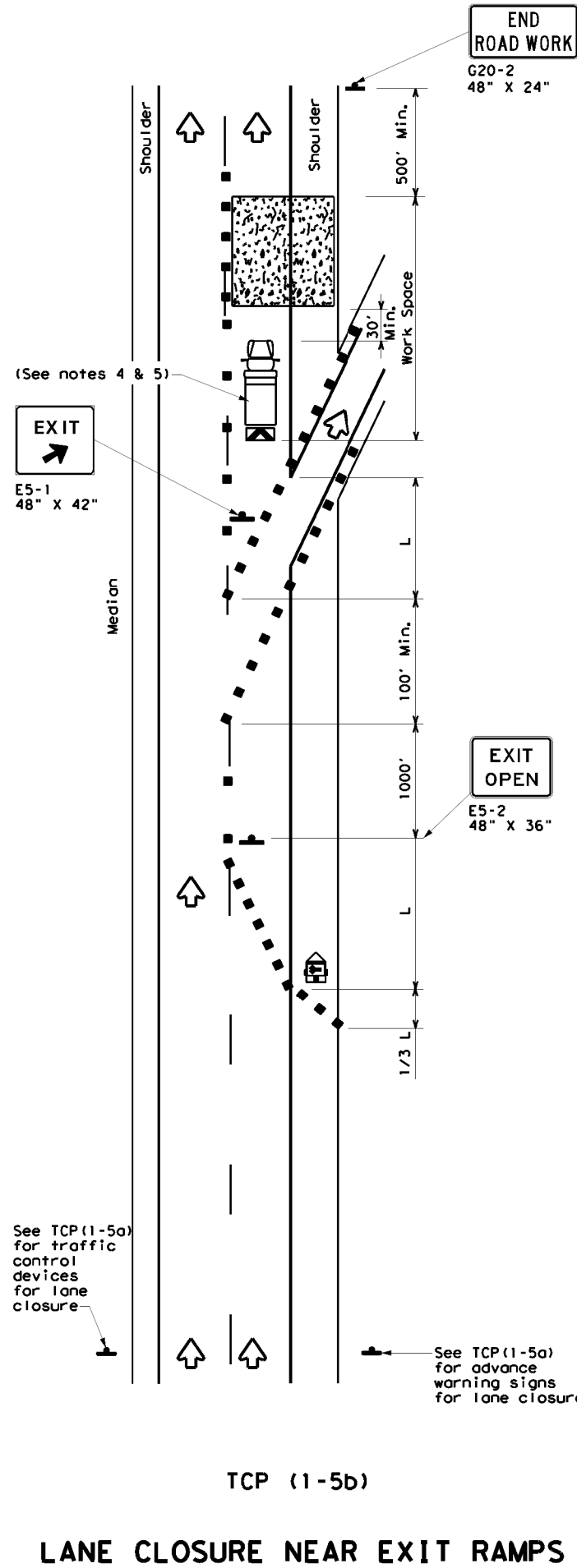
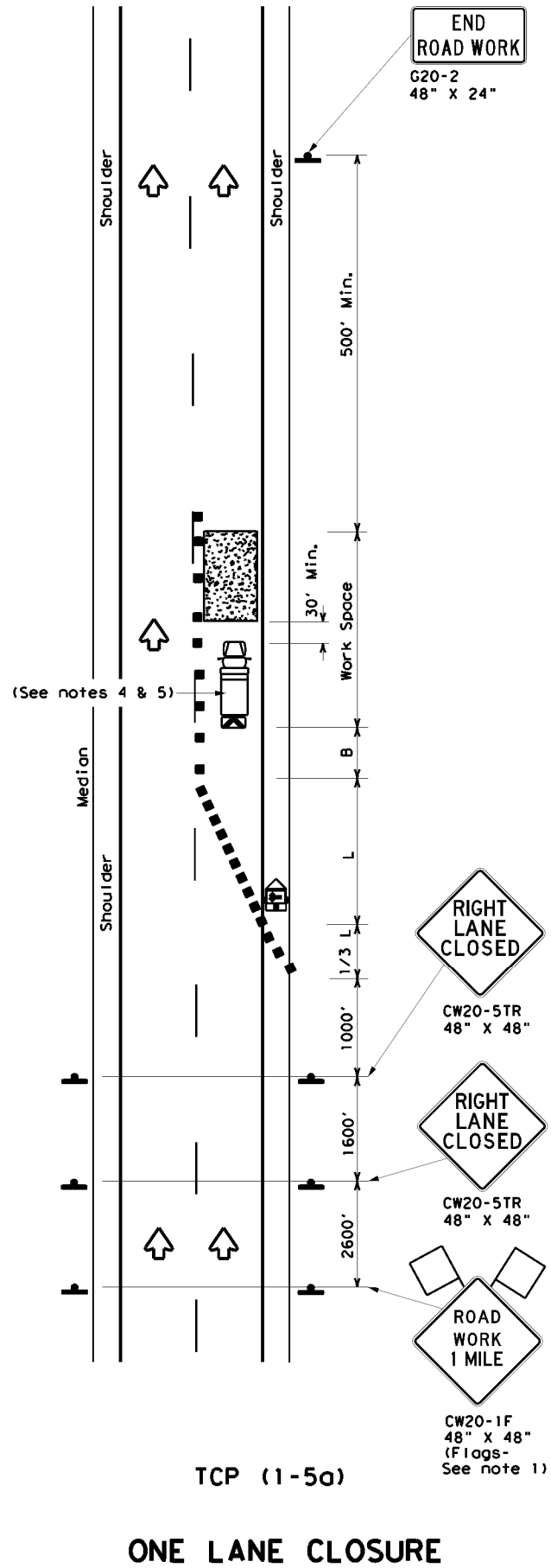
**TRAFFIC CONTROL PLAN**  
**CONVENTIONAL ROAD**  
**SHOULDER WORK**

**TCP (1-1) - 18**

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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
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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

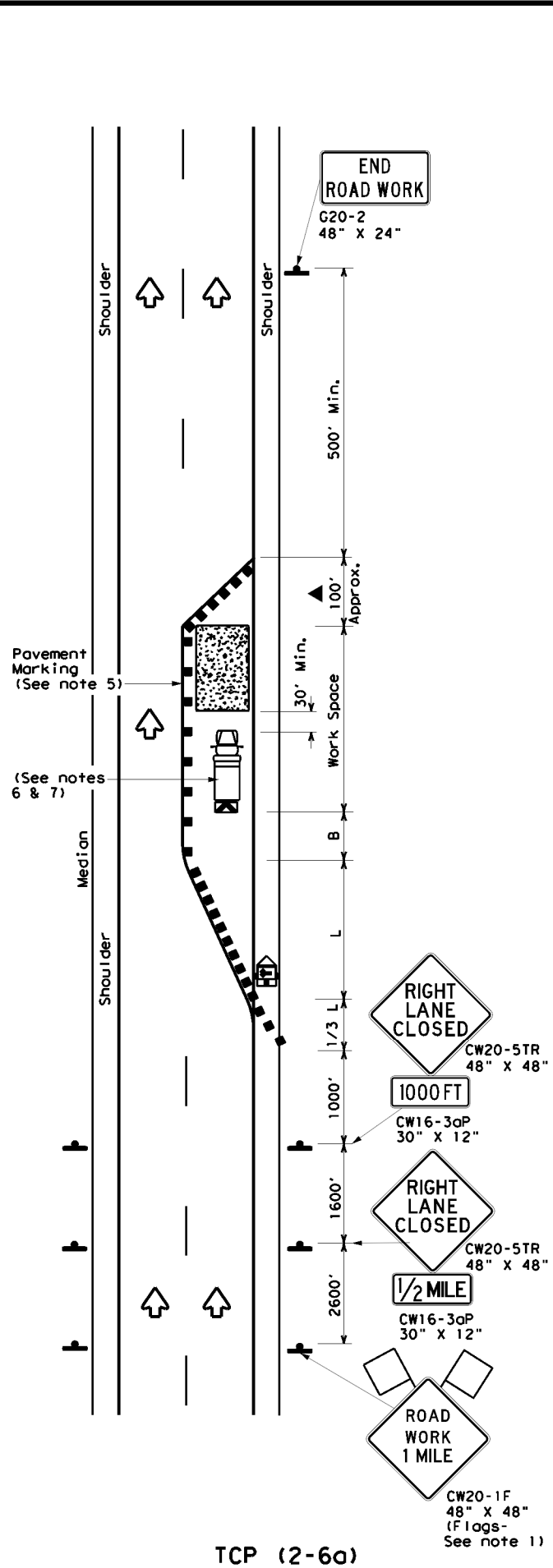
- Flags attached to signs where shown, are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
- Channelizing devices used to 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 CONTROL PLAN LANE CLOSURES FOR DIVIDED HIGHWAYS

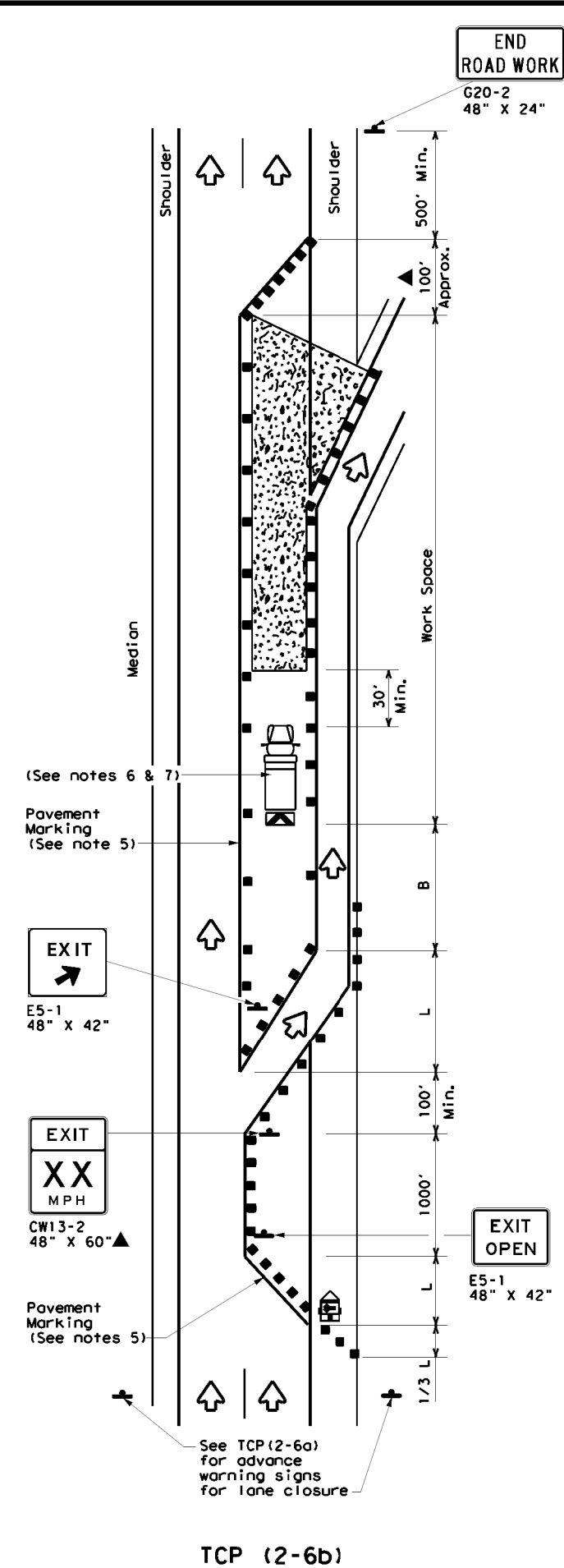
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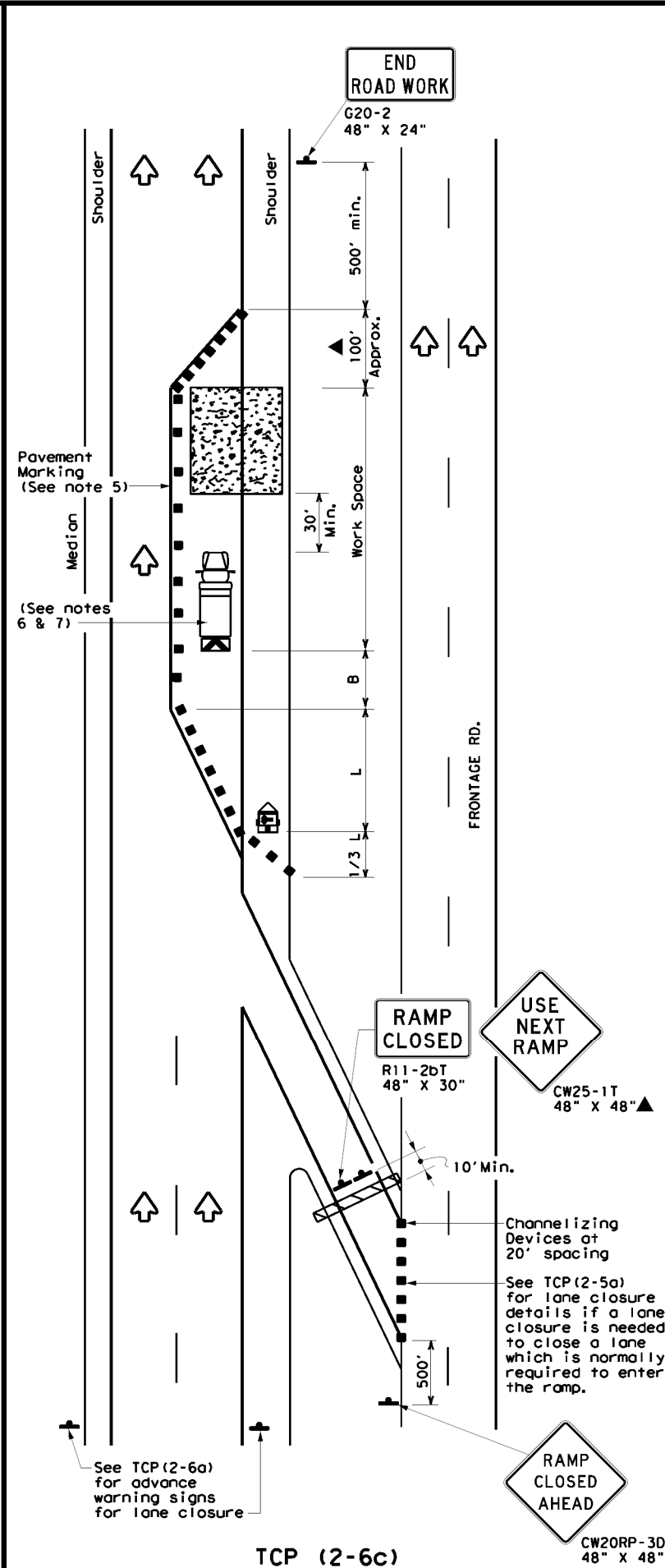
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TCP (2-6a)  
**ONE LANE CLOSURE**



TCP (2-6b)  
**LANE CLOSURE NEAR EXIT RAMP**



TCP (2-6c)  
**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 * X	Formula L = WS <sup>2</sup> / 60	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 <sup>2</sup> / 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.
  - 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.
  - The placement of pavement markings may be omitted on intermediate-term stationary work zones with the approval of the Engineer.
  - 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.

Texas Department of Transportation  
 Traffic Operations Division Standard

## TRAFFIC CONTROL PLAN LANE CLOSURES ON DIVIDED HIGHWAYS

### TCP (2-6) - 18

FILE: tcp2-6-18.dgn	DWG:	CK:	DW:	CK:
© TxDOT December 1985	CONT:	SECT:	JOB:	HIGHWAY:
REVISIONS	0095	05	064	US 80
2-94 4-98	DIST:	COUNTY:	SHEET NO.:	
8-95 2-12	DAL	KAUFMAN	25	
1-97 2-18				



DATE: 5/8/2023 11:02:44 AM  
 FILE: pw://txdot.projectwiseonline.com:TxDOT5/Documents/18 - DAL/Design Projects/009505064/4 - Design/Plan Set/3 - Roadway/1 - 0095-05-064 US 80 Alignment Data.dgn

DW: CK: DW: CK: DW: CK:

## Horizontal Alignment Review Report

Report Created: Monday, February 27, 2023  
 Time: 9:27:49 AM


**Project:** Default  
**Description:**  
**File Name:** c:\txdot\pw\_online\txdot5\valon.renfroe\0924057\0095-05-064 US 80 Alignment.dgn  
**Last Revised:** 2/27/2023 9:24

### Alignment Data


**Note:** All units in this report are in feet unless specified otherwise.

Alignment Name: US80_CL				
Alignment Description:				
Alignment Style: Alignment/Baseline				
		Station	Northing	Easting
Element: Linear				
POT	( )	100+00.000 R1	6956092.739	2673402.57
PC	( )	131+00.004 R1	6955713.268	2676479.262
	Tangential Direction:	S82°58'07.683"E		
	Tangential Length:	3100.004		
Element: Circular				
PC	( BL CL- )	131+00.004 R1	6955713.268	2676479.262
PI	( )	135+08.990 R1	6955663.204	2676885.171
CC	( )		6957797.475	2676736.322
PT	( BL CL-1 )	139+07.863 R1	6955769.127	2677280.202
	Radius:	2100		
	Delta:	22°02'28.923" Left		
	Degree of Curvature (Arc):	02°43'42.134"		
	Length:	807.858		
	Tangent:	408.985		
	Chord:	802.886		
	Middle Ordinate:	38.728		
	External:	39.455		
	Back Tangent Direction:	S82°58'07.683"E		
	Back Radial Direction:	S07°01'52.317"W		
	Chord Direction:	N86°00'37.855"E		
	Ahead Radial Direction:	S15°00'36.606"E		
	Ahead Tangent Direction:	N74°59'23.394"E		
Element: Linear				
PT	( )	139+07.863 R1	6955769.127	2677280.202
PC	( )	142+59.622 R1	6955860.23	2677619.959
	Tangential Direction:	N74°59'23.394"E		
	Tangential Length:	351.759		
Element: Circular				
PC	( BL CL-1 )	142+59.622 R1	6955860.23	2677619.959
PI	( )	152+41.613 R1	6956114.556	2678568.445
CC	( )		6954256.869	2678049.883
PT	( BL CL-2 )	160+33.137 R1	6955405.75	2679248.079
	Radius:	1660		
	Delta:	61°12'49.804" Right		
	Degree of Curvature (Arc):	03°27'05.591"		
	Length:	1773.516		
	Tangent:	981.992		
	Chord:	1690.362		
	Middle Ordinate:	231.27		
	External:	268.706		
	Back Tangent Direction:	N74°59'23.394"E		
	Back Radial Direction:	S15°00'36.606"E		
	Chord Direction:	S74°24'11.704"E		
	Ahead Radial Direction:	S46°12'13.198"W		
	Ahead Tangent Direction:	S43°47'46.802"E		
Element: Linear				
PT	( )	160+33.137 R1	6955405.75	2679248.079
PC	( )	164+96.569 R1	6955071.243	2679568.818
	Tangential Direction:	S43°47'46.802"E		
	Tangential Length:	463.432		

		Station	Northing	Easting
Element: Circular				
PC	( BL CL-2 )	164+96.569 R1	6955071.243	2679568.818
PI	( )	174+70.123 R1	6954368.528	2680242.612
CC	( )		6956213.203	2680759.796
PT	( BL CL-3 )	182+55.661 R1	6954618.537	2681183.517
	Radius:	1650		
	Delta:	61°05'02.283" Left		
	Degree of Curvature (Arc):	03°28'20.897"		
	Length:	1759.092		
	Tangent:	973.554		
	Chord:	1676.96		
	Middle Ordinate:	228.926		
	External:	265.804		
	Back Tangent Direction:	S43°47'46.802"E		
	Back Radial Direction:	S46°12'13.198"W		
	Chord Direction:	S74°20'17.944"E		
	Ahead Radial Direction:	S14°52'49.086"E		
	Ahead Tangent Direction:	N75°07'10.914"E		
Element: Linear				
PT	( )	182+55.661 R1	6954618.537	2681183.517
PC	( )	185+61.148 R1	6954696.986	2681478.759
	Tangential Direction:	N75°07'10.914"E		
	Tangential Length:	305.487		
Element: Circular				
PC	( BL CL-3 )	185+61.148 R1	6954696.986	2681478.759
PI	( )	190+03.235 R1	6954810.514	2681906.021
CC	( )		6952474.118	2682069.4
PT	( BL CL-4 )	194+34.669 R1	6954757.555	2682344.924
	Radius:	2300		
	Delta:	21°45'37.652" Right		
	Degree of Curvature (Arc):	02°29'28.035"		
	Length:	873.521		
	Tangent:	442.087		
	Chord:	868.28		
	Middle Ordinate:	41.345		
	External:	42.102		
	Back Tangent Direction:	N75°07'10.914"E		
	Back Radial Direction:	S14°52'49.086"E		
	Chord Direction:	N85°59'59.740"E		
	Ahead Radial Direction:	S06°52'48.566"W		
	Ahead Tangent Direction:	S83°07'11.434"E		
Element: Linear				
PT	( )	194+34.669 R1	6954757.555	2682344.924
PI	( )	208+39.338 R1	6954589.286	2683739.478
	Tangential Direction:	S83°07'11.434"E		
	Tangential Length:	1404.669		
Element: Linear				
PI	( )	208+39.338 R1	6954589.286	2683739.478
POT	( )	220+24.579 R1	6954421.218	2684912.743
	Tangential Direction:	S81°50'52.713"E		
	Tangential Length:	1185.241		



**Falon Renfroe, P.E.** 5/8/2023  
Signature of Registrant & Date



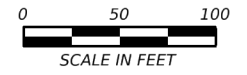
## US 80 ALIGNMENT DATA

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0095	05	064	US 80
DIST			SHEET NO.
DAL			26

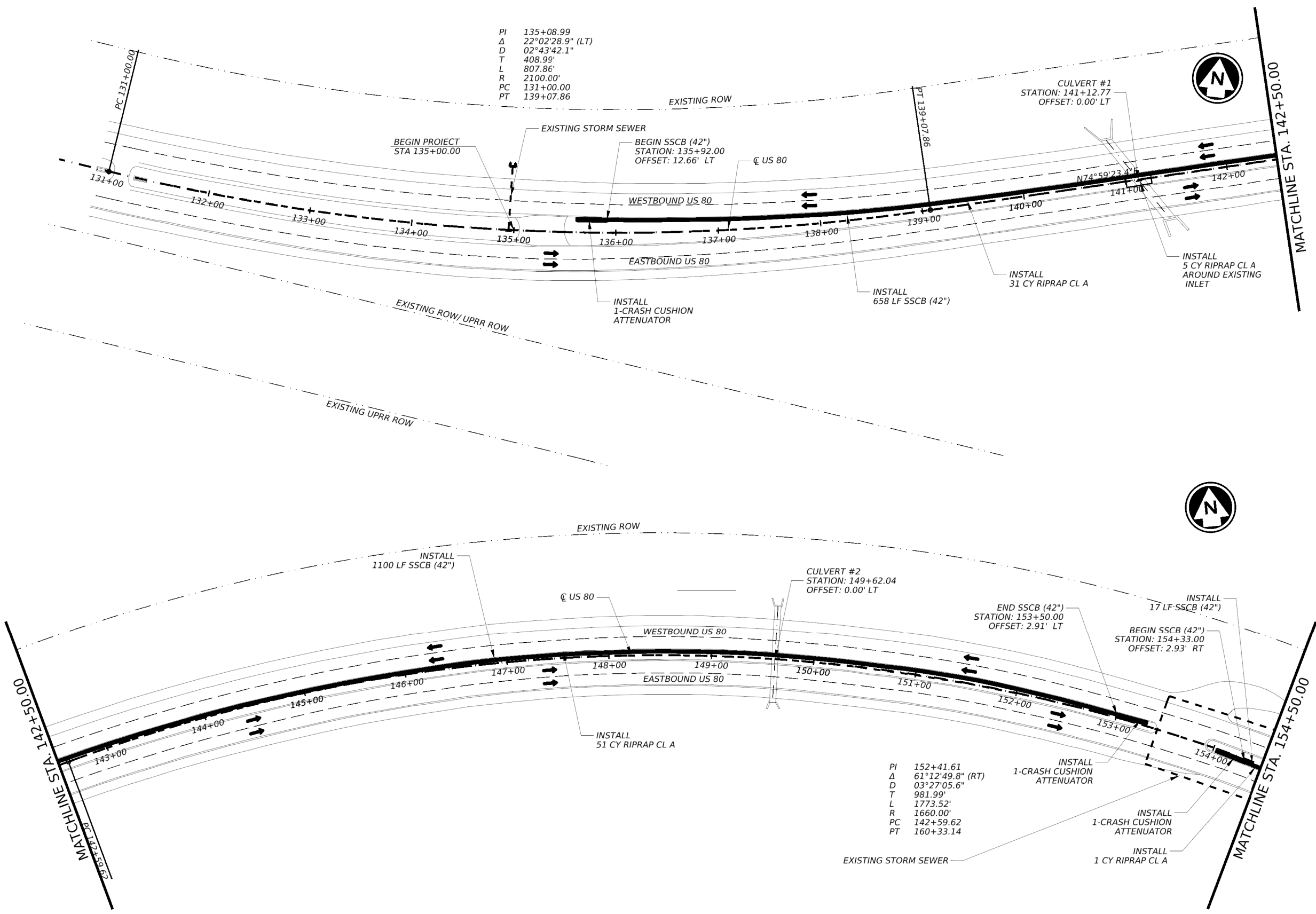
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CK: DW: CK: DW: CK: DW: CK: DW:



LEGEND:  
 --- EXISTING STORM SEWER

- NOTES**
1. PIPE UNDERDRAIN, RCP, & INLET LOCATIONS ARE APPROXIMATE. FIELD VERIFY LOCATIONS.
  2. CONTRACTOR TO TAKE CARE NOT TO DAMAGE PIPE UNDERDRAIN, RCP, & INLETS. CONTRACTOR TO REPAIR ANY DAMAGE DUE TO NEGLIGENCE.
  3. REFERENCE AS-BUILTS CSJ 0095-05-017 & 018, AND CSJ 0095-05-050 FOR FURTHER INFORMATION REGARDING THE EXISTING STORM SEWER SYSTEM.
  4. SSCB BEGINNING AND END STATIONS MAY VARY DEPENDING ON LENGTH OF CRASH CUSHION. FIELD VERIFY BEFORE PLACING SSCB.
  5. PLACE JOINT IN BETWEEN THE RAILROAD BRIDGE BENT AND THE PROPOSED SSCB. DO NOT TIE THE SSCB TO THE RAILROAD BRIDGE.
  6. EXISTING MEDIAN CONSIST OF RUBBLIZED CONCRETE & ASPHALT ALONG WITH EXISTING VEGETATION.



PI 135+08.99  
 Δ 22°02'28.9" (LT)  
 D 02°43'42.1"  
 T 408.99'  
 L 807.86'  
 R 2100.00'  
 PC 131+00.00  
 PT 139+07.86

PI 152+41.61  
 Δ 61°12'49.8" (RT)  
 D 03°27'05.6"  
 T 981.99'  
 L 1773.52'  
 R 1660.00'  
 PC 142+59.62  
 PT 160+33.14



*Falon Penfroe*, P.E. 5/16/2023  
 Signature of Registrant Date

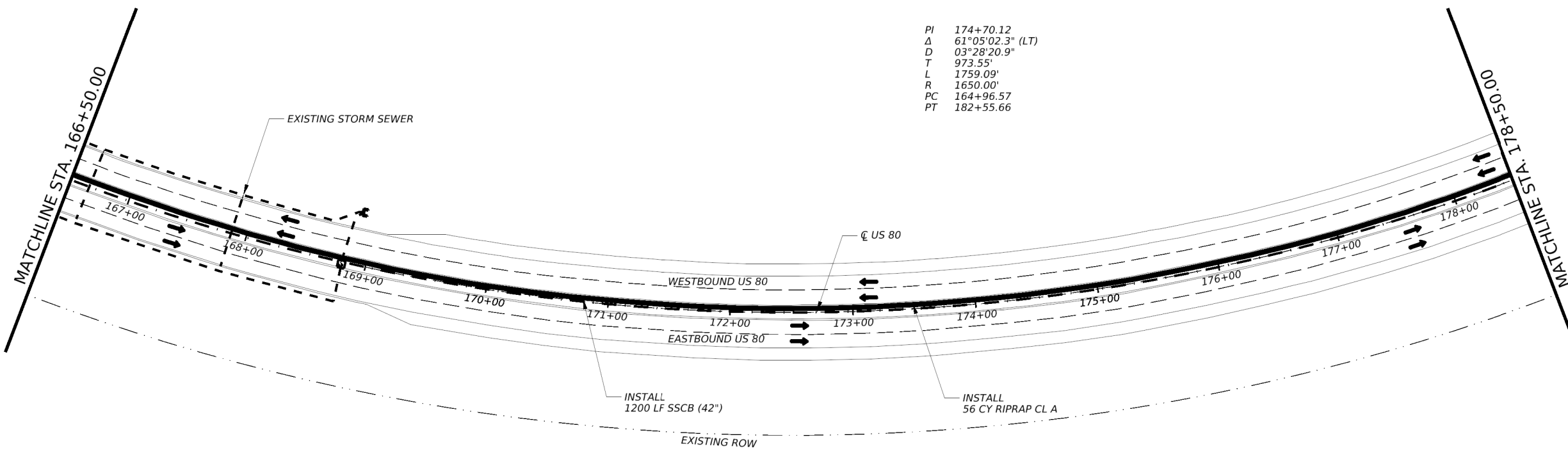
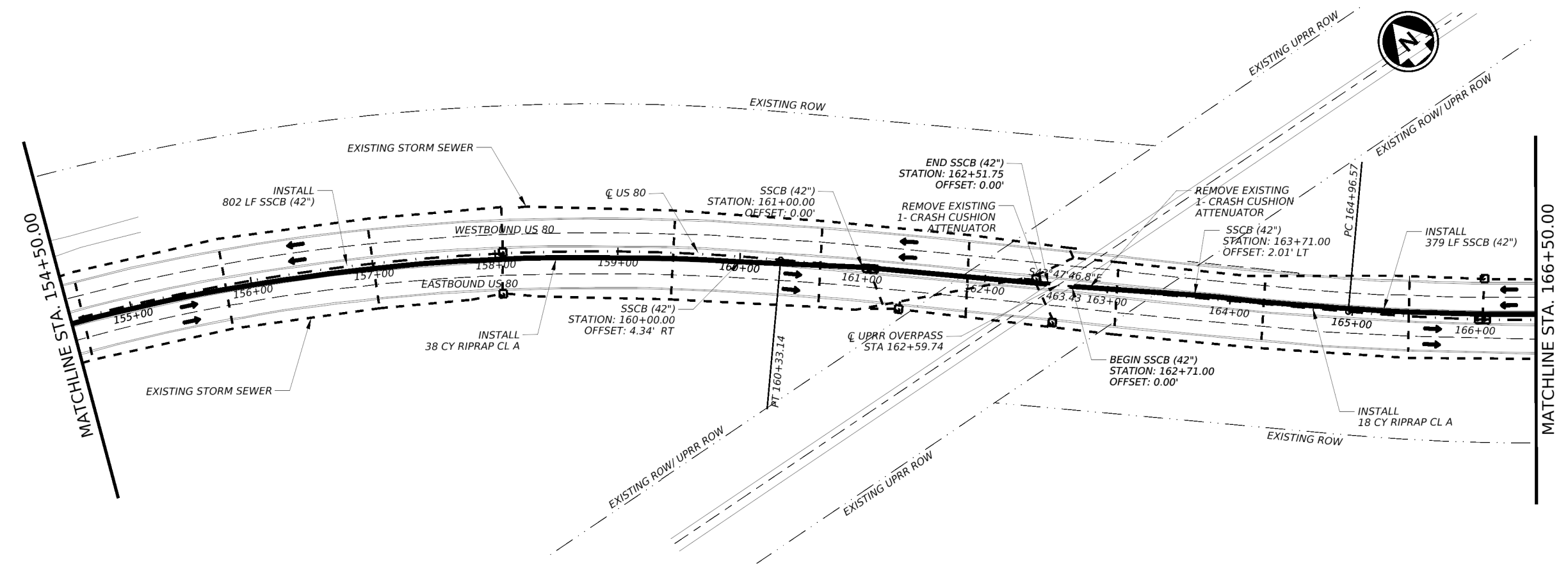


**US 80  
 ROADWAY PLAN**

SHEET 1 OF 3

CONT	SECT	JOB	HIGHWAY
0095	05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	27	

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PI 174+70.12  
 $\Delta$  61°05'02.3" (LT)  
 D 03°28'20.9"  
 T 973.55'  
 L 1759.09'  
 R 1650.00'  
 PC 164+96.57  
 PT 182+55.66



LEGEND:  
 --- EXISTING STORM SEWER

- NOTES**
1. PIPE UNDERDRAIN, RCP, & INLET LOCATIONS ARE APPROXIMATE. FIELD VERIFY LOCATIONS.
  2. CONTRACTOR TO TAKE CARE NOT TO DAMAGE PIPE UNDERDRAIN, RCP, & INLETS. CONTRACTOR TO REPAIR ANY DAMAGE DUE TO NEGLIGENCE.
  3. REFERENCE AS-BUILTS CSJ 0095-05-017 & 018, AND CSJ 0095-05-050 FOR FURTHER INFORMATION REGARDING THE EXISTING STORM SEWER SYSTEM.
  4. SSCB BEGINNING AND END STATIONS MAY VARY DEPENDING ON LENGTH OF CRASH CUSHION. FIELD VERIFY BEFORE PLACING SSCB.
  5. PLACE JOINT IN BETWEEN THE RAILROAD BRIDGE BENT AND THE PROPOSED SSCB. DO NOT TIE THE SSCB TO THE RAILROAD BRIDGE.
  6. EXISTING MEDIAN CONSIST OF RUBBLIZED CONCRETE & ASPHALT ALONG WITH EXISTING VEGETATION.



Talon Penfroe, P.E.  
 Signature of Registrant 5/16/2023 Date



**US 80 ROADWAY PLAN**

SHEET 2 OF 3

CONT	SECT	JOB	HIGHWAY
0095	05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	28	

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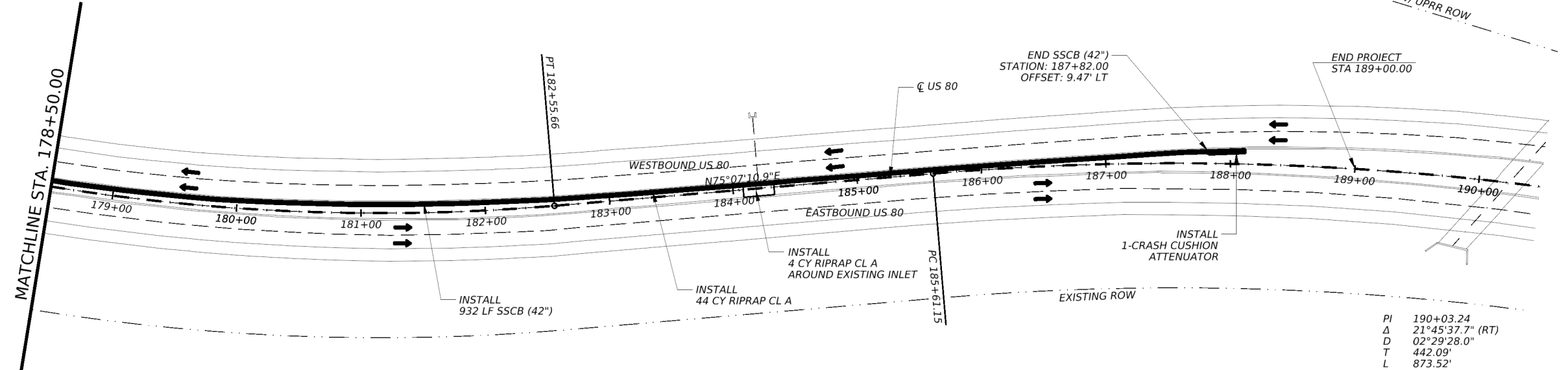
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EXISTING UPRR ROW



LEGEND:  
 --- EXISTING STORM SEWER



- NOTES**
1. PIPE UNDERDRAIN, RCP, & INLET LOCATIONS ARE APPROXIMATE. FIELD VERIFY LOCATIONS.
  2. CONTRACTOR TO TAKE CARE NOT TO DAMAGE PIPE UNDERDRAIN, RCP, & INLETS. CONTRACTOR TO REPAIR ANY DAMAGE DUE TO NEGLIGENCE.
  3. REFERENCE AS-BUILTS CSJ 0095-05-017 & 018, AND CSJ 0095-05-050 FOR FURTHER INFORMATION REGARDING THE EXISTING STORM SEWER SYSTEM.
  4. SSCB BEGINNING AND END STATIONS MAY VARY DEPENDING ON LENGTH OF CRASH CUSHION. FIELD VERIFY BEFORE PLACING SSCB.
  5. PLACE JOINT IN BETWEEN THE RAILROAD BRIDGE BENT AND THE PROPOSED SSCB. DO NOT TIE THE SSCB TO THE RAILROAD BRIDGE.
  6. EXISTING MEDIAN CONSIST OF RUBBLIZED CONCRETE & ASPHALT ALONG WITH EXISTING VEGETATION.



*Falon Penfro*, P.E. 5/16/2023  
 Signature of Registrant      Date



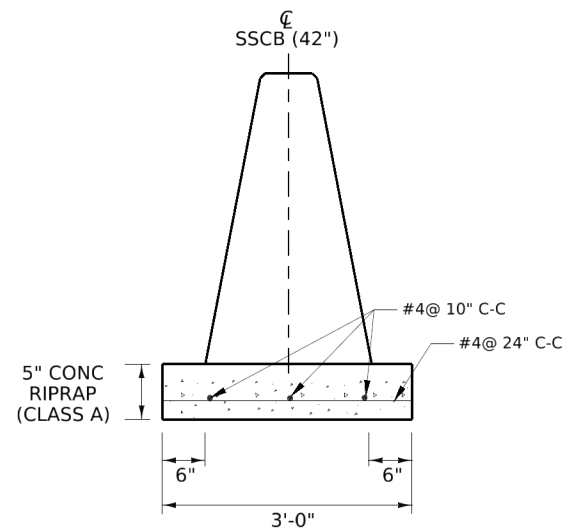
**US 80  
 ROADWAY PLAN**

SHEET 3 OF 3

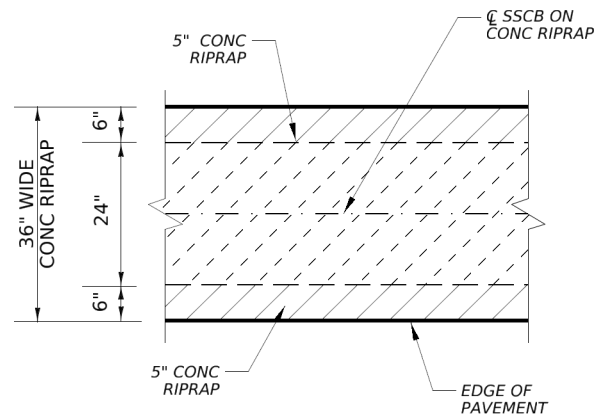
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DW: CK: CK: CK:



**SSCB & CONCRETE RIPRAP DETAIL**  
 ELEVATION VIEW  
 CAST-IN-PLACE (CIP) BARRIER  
 BARRIER IS SYMMETRICAL ABOUT THE CENTER LINE



**CONCRETE RIPRAP DETAIL**  
 PLAN VIEW

**NOTES**

1. REFERENCE SSCB(1F)-10 STANDARD SHEET FOR FURTHER DETAILS.
2. THE LATERAL SUPPORT FOR SSCB WILL BE DRILLED SHAFT ANCHORS. SEE SSCB(1F)-10 FOR FURTHER DETAILS.
3. CONTRACTOR TO TAKE CARE NOT TO DAMAGE EXISTING STORM SEWER WITH SSCB DRILLED SHAFTS. ANY DAMAGE TO THE STORM SEWER THAT OCCURS DUE TO CONSTRUCTION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
4. DRAINAGE SLOTS SHALL BE SPACED 12'-0" C-C AND BE 3' IN LENGTH AND 5" IN HEIGHT.
5. EXPANSION JOINTS ARE PLACED AT 100' MAX, BUT MAY NEED TO BE REDUCED IN AREAS WHERE THE SSCB DRILL SHAFT ANCHORS ARE IN CONFLICT WITH THE EXISTING STORM SEWER. THIS WORK WILL NOT BE PAID FOR DIRECTLY, BUT IS SUBSIDIARY TO ITEM 514.
6. REFERENCE PLAN SHEETS FOR LOCATION OF CONCRETE RIPRAP AND SSCB.



*Falon Benhuc*, P.E. 5/8/2023  
 Signature of Registrant & Date



US 80  
 MISCELLANEOUS  
 DETAILS

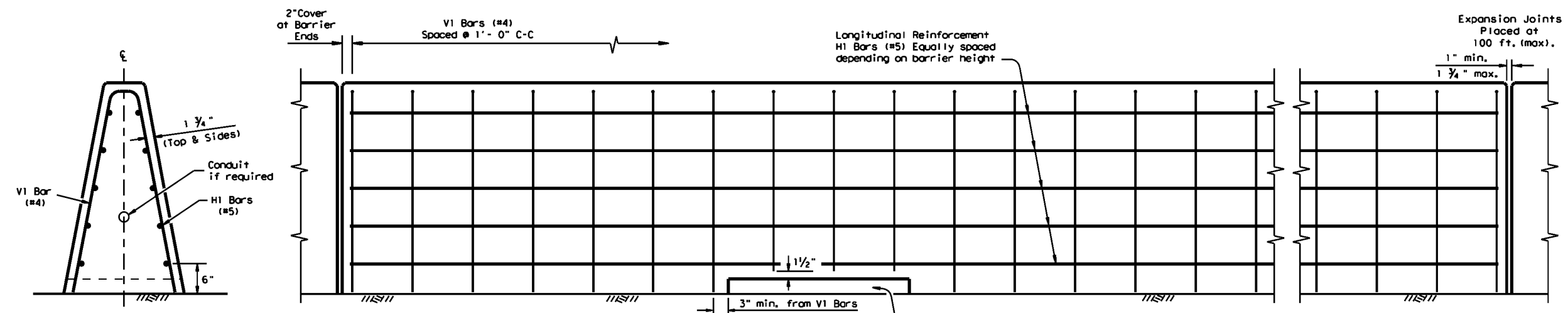
SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0095	05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	30	

SCALE: NTS



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 DATE: 5/8/2023  
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**END VIEW**  
**CAST-IN-PLACE (CIP) BARRIER**  
 Barrier is Symmetrical About the Center Line

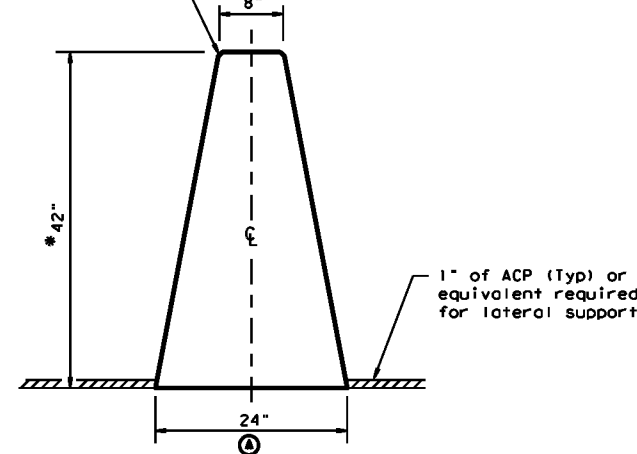
**Notes:**  
 Bottom of reinforcement cage may rest on top of the finished grade.  
 Reinforcement around the drainage slots may be cut or bent to accommodate the edge and top clearances.

**ELEVATION VIEW**  
**Cast-in-Place (SSCB) (Type 2) on Roadway**

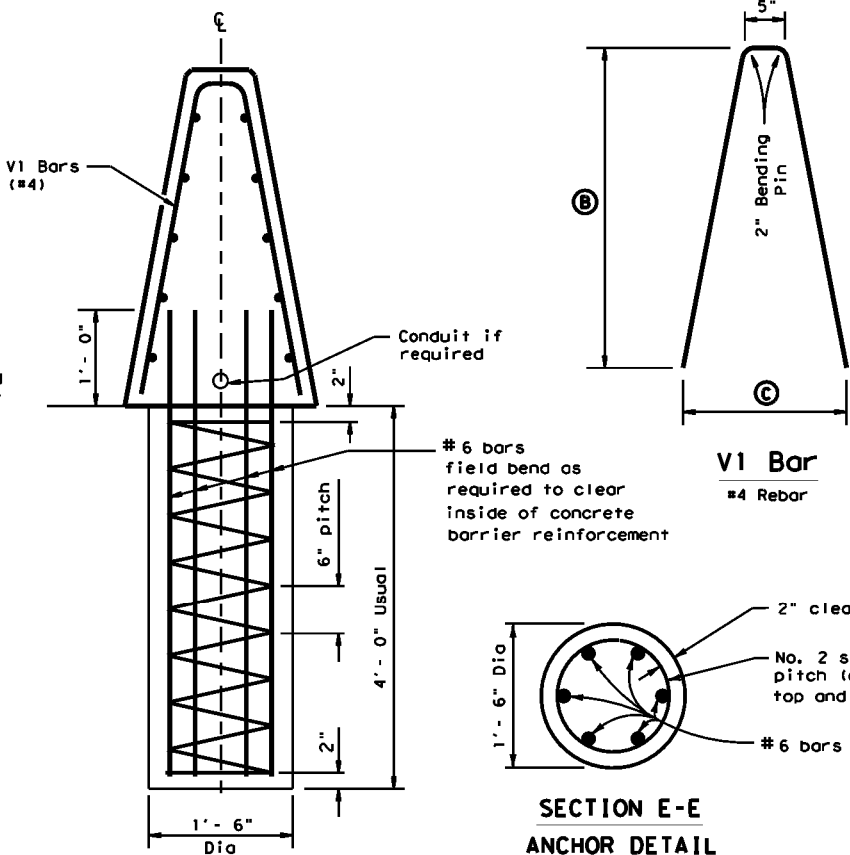
**GENERAL NOTES**

- Concrete shall be Class C. Unless otherwise specified in the plans.
- Where used, rebar reinforcement shall be Grade 60 and conform to ASTM A615.
- These details cover barrier per Item 514, "Permanent Concrete Traffic Barrier".
- The Anchorage shown is considered subsidiary to the bid item.
- Top edges of CIP barrier shall have a 1/4" chamfer or tooled radius.
- Drainage slot locations (12'-0", C-C Min. Spacing) are shown elsewhere, or as directed by the Engineer. Drainage slot heights on the SSCB may be increased to a maximum of 5 inches, without geometric changes to the barrier face.
- Cast-in-place barrier may be slip formed. Bracing may be tied or tack welded to the reinforcement cage to provide cage stability. Do not weld to anchorage.
- For locations where lighting is required, see the SSCB(4) sheet for the proper reinforcement and anchorage.

Top edges of CIP barrier shall have 1/4" chamfer or tooled radius.



**SINGLE SLOPE CONCRETE BARRIER**  
**(SSCB) (42")**

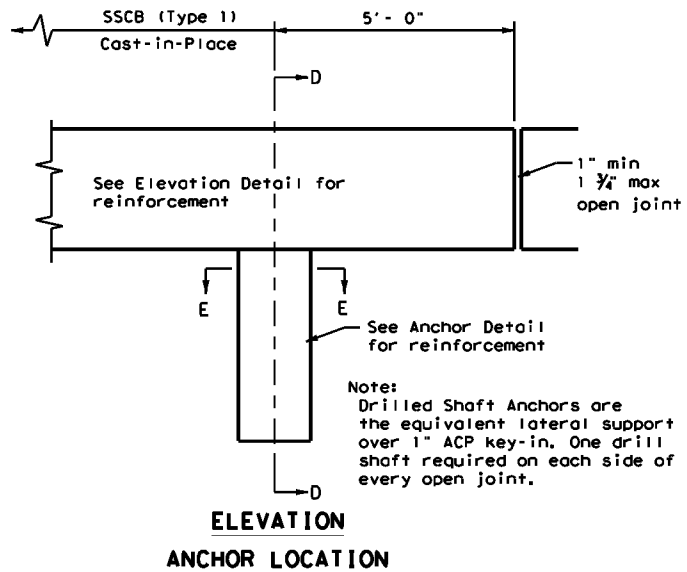


\* (SSCB) (42") Barrier height may be increased to 48" or 54". This would increase the barrier and reinforcement dimensions accordingly.

**Cast-In-Place (CIP) or Slip-Formed (SSCB)**

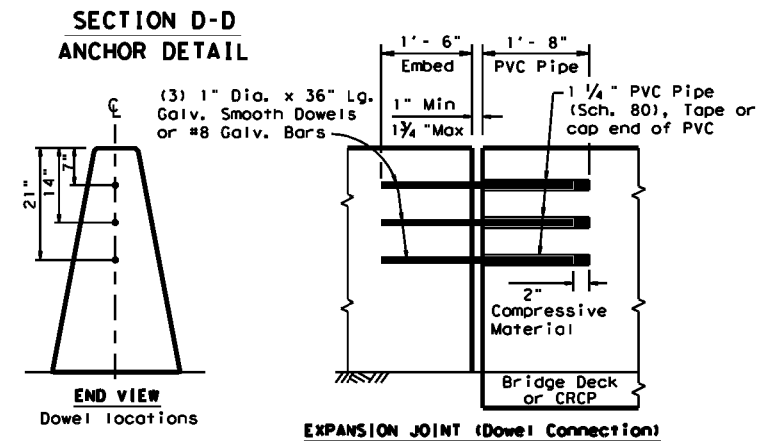
Cast-in-Place barrier may be connected to precast SSCB. Joint connection "Types" may be used in Cast-in-Place barrier, to match the precast barrier connection. (See required connection "Type" elsewhere in the plans)

The weight of Cast-in-Place (SSCB)42" is approx. 717 lbs per ft.



**ELEVATION**  
**ANCHOR LOCATION**

**Note:**  
 Drilled Shaft Anchors are the equivalent lateral support over 1" ACP key-in. One drill shaft required on each side of every open joint.



**END VIEW**  
**EXPANSION JOINT (Dowel Connection)**  
 Dowels may be used, as directed by the Engineer, in locations where the barrier could be laterally displaced.

**Welded Wire Reinforcement (WWR) Option for Bars V1 and H1**

- (WWR) General Notes**
- Deformed Welded Wire Reinforcement (WWR) shall conform to ASTM A497.
  - Welded wire cage may be cut and bent to accommodate the drainage slots, as directed by the Engineer.
  - Welded wire splice locations shall have a "minimum" splice lap length of 12".
  - Combinations of reinforcing steel and WWR will be permitted, as directed by the Engineer. The dimension from the end of the barrier section to the first wire shall not exceed 3".

Design Division Standard

**SINGLE SLOPE CONCRETE BARRIER**  
**CAST-IN-PLACE (TYPE 1)**  
**(FLEXIBLE PAVEMENT)**  
**SSCB(1F) - 10**

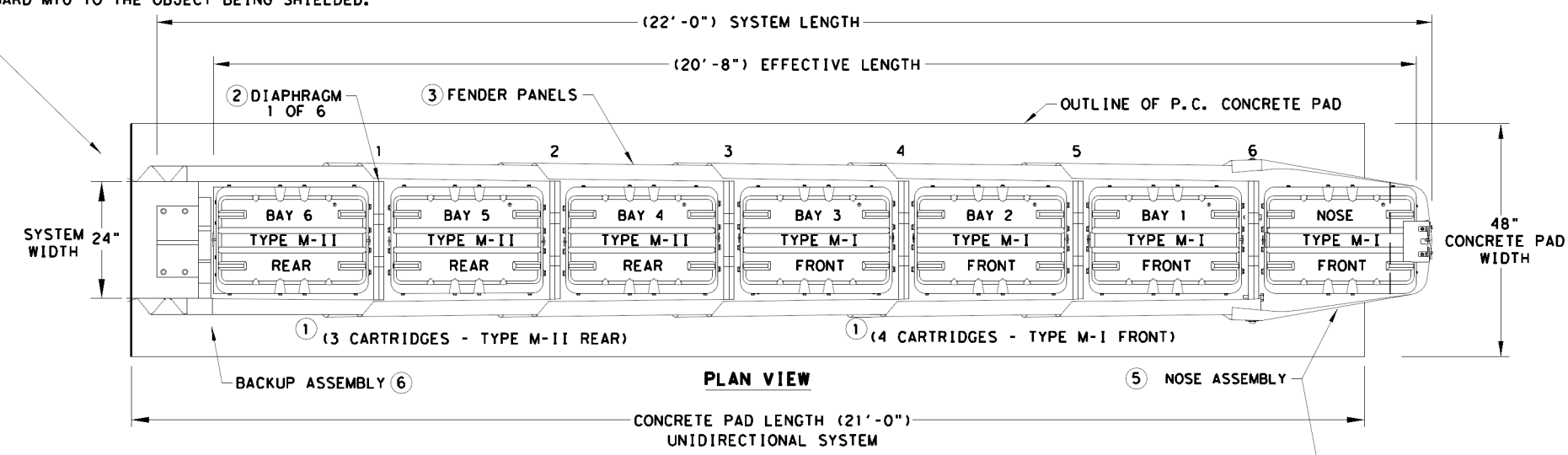
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© TxDOT December 2010	CONT	SECT	JOB	HIGHWAY
REVISIONS	0095 05	064	US 80	
DIST	COUNTY	SHEET NO.		
DAL	KAUFMAN	31		



DATE: 5/8/2023  
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 DISCLAIMER: THE USE OF THIS STANDARD IS COVERED 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.

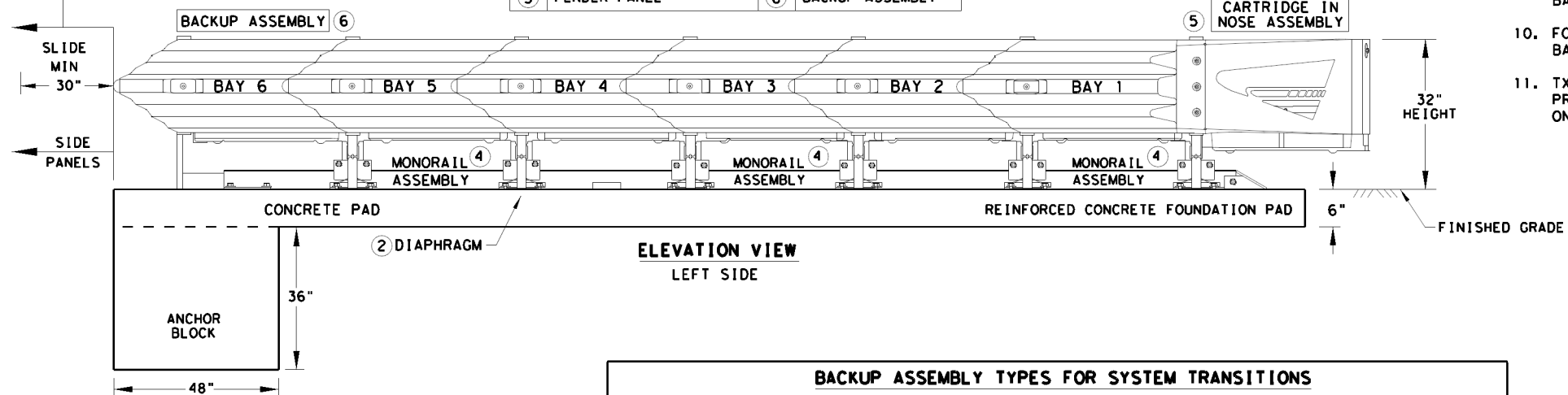
NOTE:  
A TRANSITION MAY BE REQUIRED TO INSTALL THE QUADGUARD M10 TO THE OBJECT BEING SHIELDED.

**QUADGUARD M10 24" WIDE 6-BAY SYSTEM**



KEY		KEY	
1	QUADGUARD CARTRIDGE	4	MONORAILS
2	DIAPHRAGM	5	NOSE ASSEMBLY
3	FENDER PANEL	6	BACKUP ASSEMBLY

NOTE:  
PROVISION SHALL BE MADE FOR REAR FENDER SIDE PANELS TO SLIDE REARWARD UPON IMPACT, 30" MIN.



- GENERAL NOTES**
- FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: TRINITY HIGHWAY - ENERGY ABSORPTION INC. AT 1 (888) 323-6374.
  - SEE THE RECENT QUADGUARD M10 PRODUCT DESCRIPTION ASSEMBLY MANUAL FOR IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS AND THE DRAWING PACKAGE FOR THE NARROW 24" SYSTEM BEFORE INSTALLING THE QUADGUARD M10 SYSTEM AT ANY GIVEN LOCATION.
  - FOR BI-DIRECTIONAL TRAFFIC: THE PLACEMENT OF THE QUADGUARD M10 IS RESTRICTED. AS BI-DIRECTIONAL TRAFFIC APPROACHES THE REAR OF THE QUADGUARD M10 THE CRASH CUSHION MUST BE PLACED SUCH THAT THE TRAFFIC SIDE OF CRASH CUSHION IS AT LEAST AS FAR FROM ADJACENT TRAVEL LANE LINE AS THE TRAFFIC SIDE OF BARRIER/OBJECT BEING SHIELDED.
  - SYSTEM TRANSITION: APPROPRIATE TRANSITION PANELS OR SIDE PANELS WILL BE REQUIRED FOR PROPER IMPACT PERFORMANCE. THE CORRECT PANEL(S) TO USE WILL DEPEND ON THE DIRECTION OF TRAFFIC FLOW AND WHAT TYPE OF BARRIER OR ROAD FEATURE THE QUADGUARD M10 SYSTEM IS SHIELDING. SEE THE QUADGUARD M10 PRODUCT DESCRIPTION & ASSEMBLY MANUAL FOR FURTHER DETAILS.
  - COMPONENTS FOR THE QUADGUARD M10 BACKUP AND REINFORCING DETAILS ARE SHOWN ON THE QUADGUARD M10 PRODUCT DESCRIPTION & ASSEMBLY MANUAL.
  - CONCRETE PAD SHALL BE 6" MIN. REINFORCED 28MPa [4,000 PSI] (P.C.) OR 8" MIN. NON-REINFORCED 28MPa [4,000 PSI] CONCRETE ROADWAY MEASURING AT LEAST 12'-0" WIDE BY 50'-0" LONG. ANCHOR BLOCK IS NOT REQUIRED WHEN USING 8" CONCRETE PAD INSTALLED AGAINST AN IMMOVABLE STRUCTURE, E.G. CONCRETE WALL.
  - IF THE CROSS-SLOPE VARIES MORE THAN 2% OVER THE LENGTH OF THE SYSTEM, THE CONCRETE PAD WILL REQUIRE LEVELING. MAXIMUM PERMISSIBLE CROSS-SLOPE IS 8%.
  - THE INSTALLATION AREA SHOULD BE FREE OF CURBS, ELEVATED OBJECTS, OR DEPRESSIONS.
  - THE QUADGUARD M10 SYSTEM SHOULD BE INSTALLED APPROXIMATELY PARALLEL WITH THE BARRIER.
  - FOR THE TENSION STRUT BACKUP THE DISTANCE BETWEEN THE BACK OF BACKUP AND THE BARRIER WALL SHOULD NOT EXCEED 7" IN ANY CASE.
  - TXDOT HAS ONLY APPROVED THE 24" WIDE QUADGUARD M10 SYSTEM. THE QUADGUARD M10 PRODUCT DESCRIPTION AND ASSEMBLY MANUAL INCLUDES SYSTEM WIDTH OF 24". ONLY THE 24" SYSTEM IS ALLOWED TO BE INSTALLED ON TEXAS ROADWAYS.

FOUNDATION & ANCHORING REQUIREMENTS	
FOUNDATION TYPES: A, B, C, & D	
FOUNDATION TYPE: A	REINFORCED CONCRETE PAD OR ROADWAY
FOUNDATION:	6" MINIMUM DEPTH (P.C.C.)
ANCHORAGE:	7" STUDS EMBEDDED 5 1/2" - APPROVED ADHESIVE
FOUNDATION TYPE: B	ASPHALT OVER P.C.C.
FOUNDATION:	3" MIN. (A.C.) OVER 3" MIN. (P.C.C.)
ANCHORAGE:	18" THREADED ROD EMBEDDED 16 1/2" - APPROVED ADHESIVE
FOUNDATION TYPE: C	ASPHALT OVER SUBBASE
FOUNDATION:	6" MIN. (A.C.) OVER 6" MIN. (C.S.)
ANCHORAGE:	18" THREADED ROD EMBEDDED 16 1/2" - APPROVED ADHESIVE
FOUNDATION TYPE: D	ASPHALT ONLY
FOUNDATION:	8" MIN. (A.C.)
ANCHORAGE:	18" THREADED ROD EMBEDDED 16 1/2" - APPROVED ADHESIVE

KEY:  
ASPHALT CONCRETE (A.C.)  
COMPACTED SUBBASE (C.S.)  
PORTLAND CEMENT CONCRETE (P.C.C.)

NOTE: SEE TRINITY'S PRODUCT DESCRIPTION ASSEMBLY MANUAL FOR THE APPROVED ADHESIVE.

IF THE UNIT IS ANCHORED TO ASPHALTIC CONCRETE, IT SHOULD BE RELOCATED TO FRESH, UNDISTURBED ASPHALT AND RE-ANCHORED AFTER EACH IMPACT TO ENSURE ADEQUATE FUTURE PERFORMANCE.

TENSION STRUT BACKUP MAY BE USED IN CONSTRUCTION ZONES ON ASPHALT CONCRETE (A.C.) FOR TEMPORARY USE ONLY.

NOTES:  
CONTACT THE MANUFACTURER WITH SITE SPECIFIC DATA (SSD) FOR CONCRETE PAD AND ANCHOR BLOCK INSTALLATION REQUIREMENTS.

A MANUFACTURER'S DRAWING PACKAGE UNIQUE AND SPECIFIC FOR THE QUADGUARD M10 (N) INSTALLATION AND DETAILED INFORMATION REGARDING THE TYPE OF BACKUP ASSEMBLY FOR THE REQUIRED TRANSITION WILL BE PROVIDED TO THE ENGINEER AND INSTALLER.

6" REINFORCED CONCRETE PAD REQUIRES THE INSTALLATION OF AN ANCHOR BLOCK AS SHOWN ON THE MANUFACTURER'S DRAWING PACKAGE.

8" NON-REINFORCED CONCRETE PAD MAY NOT REQUIRE AN ANCHOR BLOCK, IF THE PAD IS INSTALLED AGAINST AN IMMOVABLE CONCRETE BACKUP.

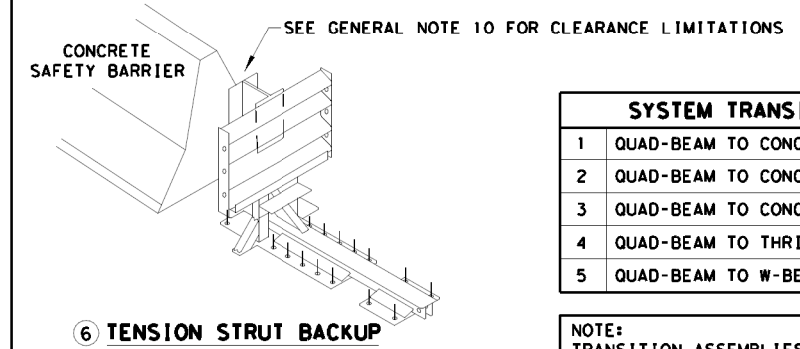
CONCRETE PAD AND ANCHOR BLOCK COMBINATIONS SHALL BE CONFIRMED WITH THE MANUFACTURER BASED UPON SITE SPECIFIC DATA (SSD).

NOTE:  
THE QUADGUARD M10 24" WIDE 6-BAY - NARROW SYSTEM HAS BEEN TESTED TO MASH TEST LEVEL 3.

TL-3 MODEL #	QM10024	CARTRIDGE TYPES IN BAYS		
BAYS	6	TYPE-MII	TYPE-MI	TYPE-MI
DIAPHRAGMS	6	3	3	1
WIDTH	24"	REAR	FRONT	NOSE

TL-2 MODEL #	QM7024	CARTRIDGE TYPES IN BAYS		
BAYS	3	TYPE-MII	TYPE-MI	TYPE-MI
DIAPHRAGMS	3	1	2	1
WIDTH	24"	REAR	FRONT	NOSE

**BACKUP ASSEMBLY TYPES FOR SYSTEM TRANSITIONS**



SYSTEM TRANSITIONS TYPES	
1	QUAD-BEAM TO CONCRETE SAFETY BARRIER
2	QUAD-BEAM TO CONCRETE BRIDGE RAIL
3	QUAD-BEAM TO CONCRETE END SHOE
4	QUAD-BEAM TO THRIE-BEAM RAIL
5	QUAD-BEAM TO W-BEAM RAIL

NOTE:  
TRANSITION ASSEMBLIES FOR THE QUADGUARD M10 TO THRIE-BEAM OR W-BEAM FENCE REQUIRES I-BEAM POSTS:  
ALL POSTS W6x8.5/9 I-BEAMS (78" LONG).

NOTES:  
CONTACT THE MANUFACTURER WITH SITE SPECIFIC DATA (SSD) FOR THE CORRECT BACKUP ASSEMBLY AND TRANSITION PANELS OR SIDE PANELS USED FOR STANDARD AND BI-DIRECTIONAL INSTALLATIONS: AT DIVIDED-HIGHWAY MEDIANS OR UNDIVIDED ROADWAYS WHERE THE SYSTEM IS EXPOSED TO IMPACTS FROM ONE OR TWO DIFFERENT DIRECTIONS OF TRAFFIC FLOW.

NOTE:  
THIS STANDARD IS A BASIC REPRESENTATION OF THE QUADGUARD M10 SYSTEM AND IS NOT INTENDED TO REPLACE THE PRODUCT DESCRIPTION ASSEMBLY MANUAL.

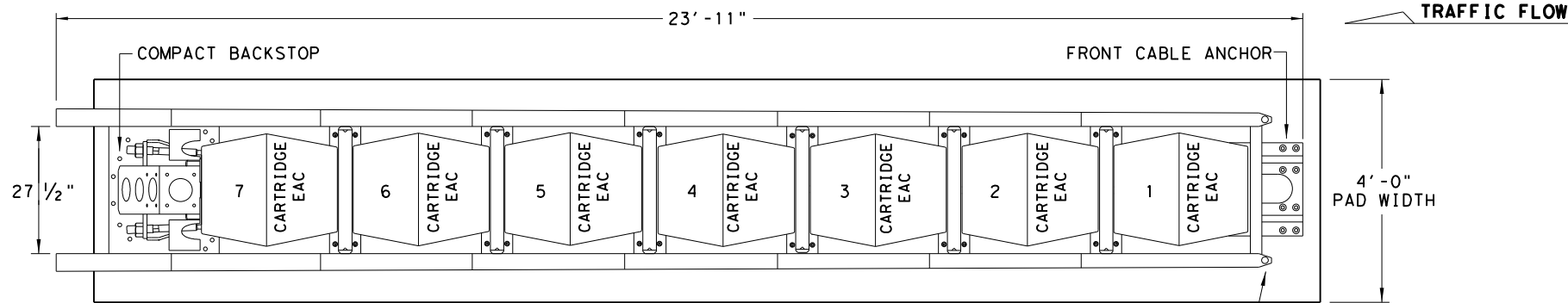
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		Design Division Standard	
<b>TRINITY HIGHWAY ENERGY ABSORPTION QUADGUARD M10 (MASH TL-3 &amp; TL-2 NARROW-24" ONLY)</b>			
<b>QUADGUARD (M10) (N) - 20</b>			
FILE: qguardm10n20.dgn	DN: TXDOT	CK: KM	DW: VP
© TXDOT: NOVEMBER 2020	CONT SECT	JOB	HIGHWAY
REVISIONS	0095 05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	32	

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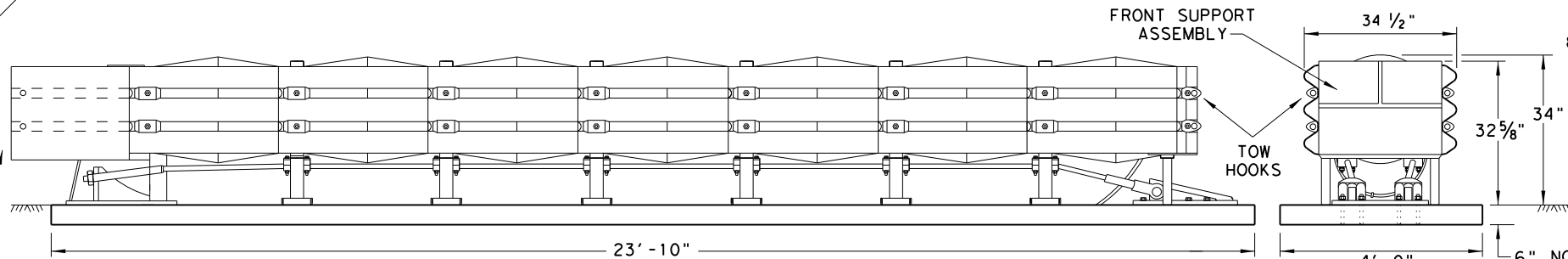
TAU(M) (N) TL-3 SYSTEM LENGTH VARIES WITH TRANSITION TYPE



PLAN VIEW

NOTE:  
 TAU(M) (N) TL-2 SYSTEM CONTAINS (4) TYPE B (EAC) CARTRIDGES,  
 INSTALLED ON ROADWAYS WITH MAXIMUM SPEEDS OF 45 MPH.

PROTECTS HAZARDS  
 UP TO 30" WIDTH



ELEVATION VIEW

NOTES:  
 TRANSITIONS AND ATTACHMENTS TO VARIOUS BARRIER SHAPES,  
 RAILINGS AND BI-DIRECTIONAL TRAFFIC FLOWS ARE AVAILABLE.  
 SEE MANUFACTURER'S INSTALLATION INSTRUCTIONS MANUAL FOR  
 ADDITIONAL TRANSITION DETAILS.

NOTE:  
 CONCRETE FOUNDATION PAD LENGTH VARIES WITH TL-3 AND  
 TL-2 SYSTEMS, SEE SYSTEM & FOUNDATION LENGTH TABLE.

FOUNDATION OPTIONS
6" REINFORCED CONCRETE
8" UNREINFORCED CONCRETE
ASPHALT OVER CONCRETE WITH MINIMUM 6" EMBEDMENT IN CONCRETE
* 6" ASPHALT OVER 6" COMPACT SUBBASE
* 8" MINIMUM ASPHALT

SYSTEM & FOUNDATION LENGTH TABLE	
SYSTEM LENGTH	FOUNDATION LENGTH
TL-2 = 15'-5"	TL-2 = 15'-4"
TL-3 = 23'-11"	TL-3 = 23'-10"

\* NOTE:  
 REQUIRES AN ASPHALT ANCHORAGE PACKAGE: INCLUDES ADDITIONAL BRACES  
 FOR THE FRONT CABLE ANCHOR AND THE COMPACT BACKSTOP, AND ASPHALT  
 HARDWARE KIT. THE TL-3 ASPHALT CONFIGURATION ALSO REQUIRES NESTED  
 SLIDER PANELS AND SHIMS AT THE LAST TWO BAYS. SEE MANUFACTURER'S  
 INSTALLATION INSTRUCTION MANUAL FOR DETAILS.

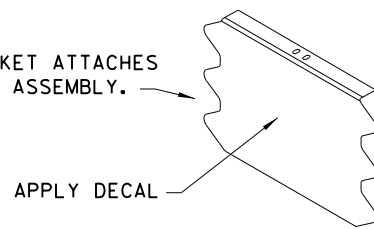
NOTE:  
 SEE MANUFACTURER'S INSTALLATION INSTRUCTION MANUAL FOR FOUNDATION  
 SPECIFICATIONS THAT INCLUDE, STONE AGGREGATE MIX, COMPRESSION  
 STRENGTH, STEEL SIZE, ANCHOR SIZE, AND EMBEDMENT DEPTH.

TRANSITION OPTIONS	
USE THE COMPACT BACKSTOP	VERTICAL WALL
	CONCRETE TRAFFIC BARRIERS
	W-BEAM GUARDRAIL
	THRIE BEAM GUARDRAIL

NOTE:  
 FOR BI-DIRECTIONAL TRANSITION PANELS AND BRIDGE RAIL END SHOE  
 DETAILS. SEE MANUFACTURER'S INSTALLATION INSTRUCTIONS MANUAL.

\* \* NOTE:  
 ENGINEER OR CONTRACTOR SHALL COORDINATE WITH  
 THE MANUFACTURER FOR THE CORRECT DECAL PER  
 TRAFFIC FLOW, LEFT, RIGHT OR BOTH-SIDES.

NOTE:  
 DELINEATION BRACKET ATTACHES  
 TO FRONT SUPPORT ASSEMBLY.



DELINEATION BRACKET

NOTE:  
 APPLY A HIGH REFLECTIVE DECAL TO THE DELINEATION BRACKET.  
 DELINEATION DECAL ORIENTATION IS SHOWN ON THE CONSTRUCTION  
 PLAN SET AND SHALL BE IN ACCORDANCE WITH THE TEXAS MUTCD  
 FOR (TRAFFIC CONTROL DEVICES). DECALS ARE AVAILABLE FOR  
 TRAFFIC FLOW ON THE LEFT-SIDE, BOTH -SIDES AND RIGHT-SIDE.

NOTES:  
 UPGRADE KITS ARE AVAILABLE TO RETROFIT EXISTING  
 NCHRP 350 TAU-II SYSTEMS TO MASH COMPLIANT SYSTEMS.  
 SEE MANUFACTURER'S PRODUCT INFORMATION.

THE TAU(M) (N) UNIDIRECTIONAL SYSTEM IS FREE STANDING  
 AND IS NOT REQUIRED TO BE CONNECTED TO THE HAZARD.

TRANSITIONS TO GUARD FENCE, BRIDGE RAILS AND ROADSIDE  
 BARRIERS SHALL BE IN ACCORDANCE WITH TxDOT'S POLICY.

NOTE:  
 THIS STANDARD IS A BASIC REPRESENTATION OF THE  
 UNIVERSAL TAU(M) (N) SYSTEM, IT IS NOT INTENDED TO  
 REPLACE THE INSTALLATION INSTRUCTION MANUAL.

REUSABLE

GENERAL NOTES

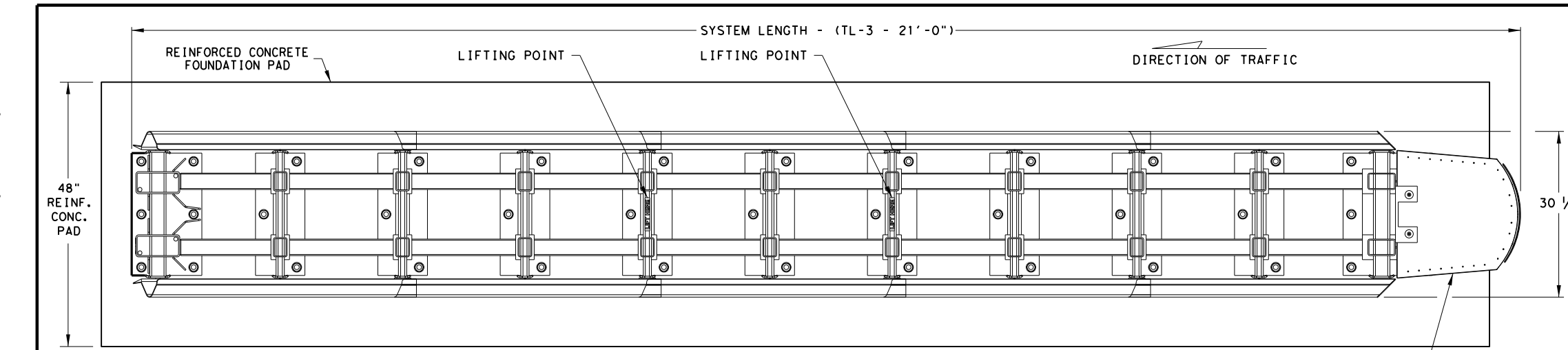
- FOR SPECIFIC INFORMATION REGARDING THE INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: LINDSAY TRANSPORTATION SOLUTIONS (LTS) - BARRIER SYSTEMS, INC. AT (707) 374-6800. 180 RIVER ROAD, RIO VISTA, CA 94571
- REFER TO THE LATEST (LTS) INSTALLATION INSTRUCTION MANUAL FOR IMPORANTANT SAFETY MESSAGES, COMPLETE SYSTEM ASSEMBLY, AND ANCHOR INSTALLATION REQUIREMENTS FOR THE NINE (9) DIFFERENT SITE TRANSITIONS.
- INSTALLATION DETAILS FOR THE COMPACT BACKSTOP, FRONT CABLE ANCHOR AND FOUNDATION OPTIONS ARE SHOWN ON THE INSTALLATION INSTRUCTION MANUAL FURNISHED TO THE ENGINEER.
- CONCRETE SHALL BE CLASS "S" WITH A MINIMUM COMPRESSIVE STRENGTH OF 4,000 P.S.I.
- IF THE CROSS-SLOPES VARIES MORE THAN 2% OVER THE LENGTH OF THE SYSTEM, THE CONCRETE PAD WILL REQUIRE LEVELING. MAXIMUM PERMISSIBLE CROSS-SLOPE IS 8%
- THE INSTALLATION AREA SHOULD BE FREE FROM CURBS, ELEVATED OBJECTS, OR DEPRESSIONS.
- THE TAU(M) (N) SYSTEM SHOULD BE APPROXIMATELY PARALLEL WITH THE BARRIER OR CENTER LINE OF MERGING BARRIERS.
- THIS DRAWING REPRESENTS THE UNIVERSAL TAU(M) (N) TL-3 SYSTEM, A RE-DIRECTIVE NON-GATING CRASH CUSHION THAT CAN PROTECT HAZARDS UP TO 30-INCHES IN WIDTH. ALSO AVAILABLE IN TL-2 CONFIGURATION.

NOTE:  
 PAD THICKNESS VARIES - SEE FOUNDATION OPTIONS

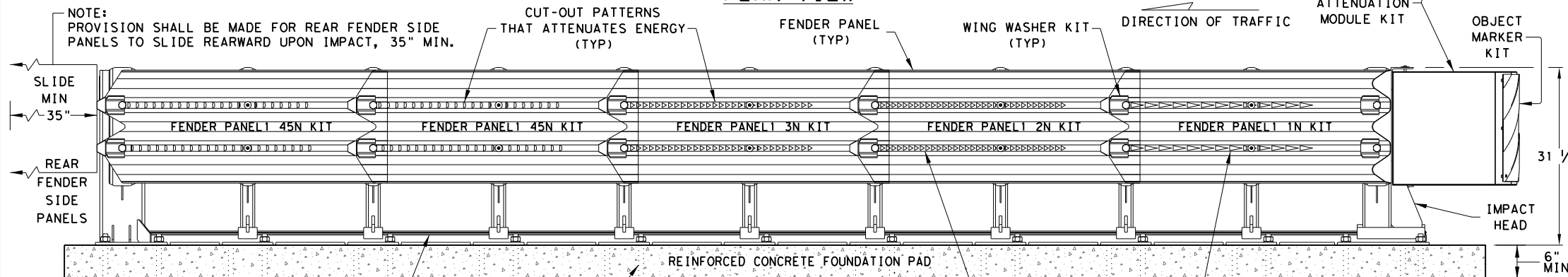
BILL OF MATERIALS FOR TAU(M) (N) TL-3 & TL-2 SYSTEMS		QUANTITIES	
PART NUMBER	PART DESCRIPTION	TL-3 SYSTEM	TL-2 SYSTEM
BSI-1708019-00	SLIDING PANEL GALVANIZED TAU(M) (N)	14	8
BSI-1708030-00	END PANEL, THRIE BEAM, GALV, TAU(M) (N)	2	2
BSI-1706001-00	CABLE ASSEMBLY, 7 BAY, TAU(M) (N)	2	-
BSI-1805036-00	CABLE ASSEMBLY, 4 BAY, TAU(M) (N)	-	2
BSI-1708018-00	FRONT CABLE ANCHOR	1	1
BSI-1707034-00	COMPACT BACKSTOP	1	1
B030703	MIDDLE SUPPORT ASSEMBLY	6	3
B030704	FRONT SUPPORT	1	1
B010722	ENERGY ABSORBING CARTRIDGE, TYPE B	7	4
K001005	TAU-II FRONT SUPPORT LEG KIT	1	1
BSI-1709083-KT	TETHER KIT (INCLUDES ALL HARDWARE)	1	1
BSI-1809041-KT	SLIDER KIT (INCLUDES ALL HARDWARE)	7	4
BSI-1808033-KT	CABLE GUIDE KIT (INCLUDES ALL HARDWARE)	6	3
BSI-1809040-KT	TOW HOOK KIT (INCLUDES ALL HARDWARE)	1	1
BSI-1808034-KT	DELINEATION BRACKET KIT (INCLUDES ALL HARDWARE)	1	1
BSI-1808035-KT	END PANEL MOUNT KIT (INCLUDES ALL HARDWARE)	1	1
BSI-1808036-KT	CONCRETE ANCHORING KIT	1	1
* * SEE NOTE	HIGH REFLECTIVE DECAL	1	1
ECN 3883	INSTALLATION AND INSTRUCTIONS MANUAL	1	1

		Design Division Standard	
<b>LINDSAY TRANSPORTATION SOLUTIONS</b> <b>UNIVERSAL CRASH CUSHION</b> <b>(MASH TL-3 &amp; TL-2)</b> <b>TAU(M) (N) - 19</b>			
FILE: taum19.dgn	DW: TxDOT	CK: KM	DW: VP
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REVISIONS	0095 05	064	US 80
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DAL	KAUFMAN	33	

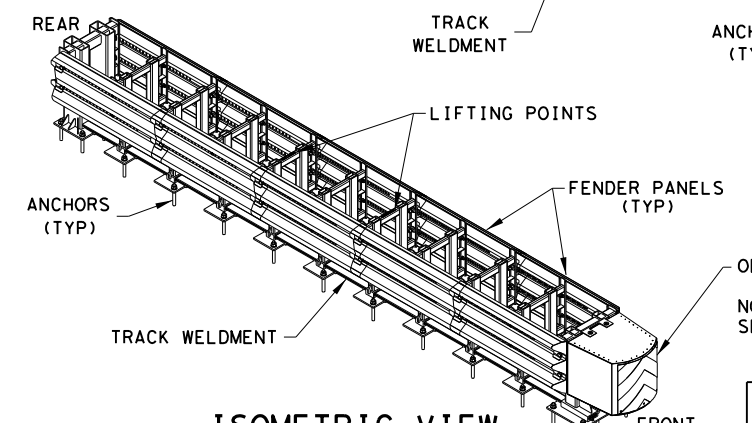
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PLAN VIEW

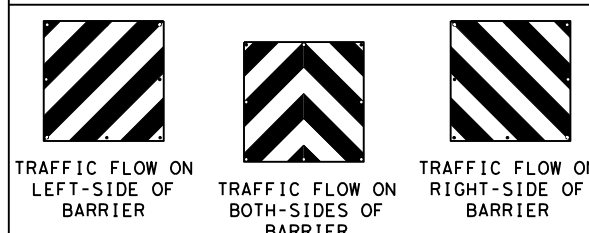


ELEVATION VIEW



ISOMETRIC VIEW

DELINEATION DECAL PLACEMENT GUIDE



\* NOTE: ENGINEER OR CONTRACTOR SHALL COORDINATE WITH THE MANUFACTURER FOR THE CORRECT DECAL PER TRAFFIC FLOW, LEFT, RIGHT OR BOTH-SIDES.  
 NOTE: APPLY A HIGH REFLECTIVE DECAL TO THE NOSE PLATE. DELINEATION DECAL ORIENTATION IS SHOWN ON THE CONSTRUCTION PLAN SET AND SHALL BE IN ACCORDANCE WITH THE TEXAS MUTCD FOR TRAFFIC CONTROL DEVICES. DECALS ARE AVAILABLE FOR TRAFFIC FLOW ON THE LEFT-SIDE, BOTH -SIDES AND RIGHT-SIDE. THE ORIENTATION BETWEEN THE LEFT-SIDE AND RIGHT-SIDE TRAFFIC IS CHANGED BY ROTATING THE DECAL 90 DEGREES AND REINSTALLING.

FOUNDATION & ANCHORING REQUIREMENTS

FOUNDATION TYPE:	REINFORCED CONCRETE PAD OR ROADWAY
FOUNDATION:	6" MINIMUM DEPTH CONCRETE [4,000 PSI]
ANCHORAGE:	7/8" x 8" THREADED RODS EMBEDDED 5 1/2" - APPROVED ADHESIVE
FOUNDATION TYPE:	NON-REINFORCED CONCRETE PAD OR ROADWAY
FOUNDATION:	8" MINIMUM CONCRETE [4,000 PSI]
ANCHORAGE:	7/8" x 8" THREADED ROD EMBEDDED 5 1/2" - APPROVED ADHESIVE
FOUNDATION TYPE:	ASPHALT OVER COMPACTED SUBBASE
FOUNDATION:	6" MINIMUM ASPHALT OVER 6" MINIMUM SUBBASE
ANCHORAGE:	7/8" x 18" THREADED ROD EMBEDDED 17" - APPROVED ADHESIVE
FOUNDATION TYPE:	ASPHALT OVER CONCRETE
FOUNDATION:	3" MINIMUM ASPHALT OVER 3" MINIMUM CONCRETE [4,000 PSI]
ANCHORAGE:	7/8" x 18" THREADED ROD EMBEDDED 17" - APPROVED ADHESIVE
FOUNDATION TYPE:	ASPHALT ONLY
FOUNDATION:	8" MINIMUM
ANCHORAGE:	7/8" x 18" THREADED ROD EMBEDDED 17" - APPROVED ADHESIVE

NOTE: SEE TRAFFIX'S PRODUCT INSTALLATION MANUAL FOR THE ANCHORING INSTALLATION AND APPROVED ADHESIVE.

NOTE: IF THE SYSTEM IS ANCHORED TO ASPHALTIC CONCRETE, IT SHOULD BE RELOCATED TO FRESH, UNDISTURBED ASPHALT AND RE-ANCHORED AFTER EACH IMPACT TO ENSURE ADEQUATE FUTURE PERFORMANCE. SINCE ASPHALT PADS MAY EXPAND OR CONTRACT WHEN EXPERIENCING HEAT CYCLES, IT IS IMPORTANT TO CHECK ANCHOR BOLTS EVERY SIX MONTHS TO ENSURE THEY HAVE NOT LOOSENED.

TEST LEVEL	UNIT LENGTH (APPROX.)	UNIT WIDTH
TL-3	21'-0"	2'-6 1/8"

NOTE: CRASH CUSHION ATTENUATOR LOCATION DETAILS ARE IN THE GENERAL NOTES AND IN THE TRAFFIX'S PRODUCT INSTALLATION MANUAL.

TRANSITION OPTIONS

1	THREE-BEAM TRANSITION
2	NARROW VERTICAL FACE TRANSITION
3	THREE-BEAM ROADSIDE TRANSITION
4	SAFETY SHAPE TRANSITION
5	BRIDGE SHOE ROADSIDE TRANSITION

NOTE: THIS STANDARD IS A BASIC REPRESENTATION OF THE DELTA CRASH CUSHION, IT IS NOT INTENDED TO REPLACE THE INSTALLATION INSTRUCTIONS MANUAL.

- GENERAL NOTES**
- FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: TRAFFIX DEVICES, INC. HEADQUARTERS AT 1(949)361-5663, WEBSITE: www.traffixdevices.com
  - THE DELTA CRASH CUSHION IS A NON-GATING, REDIRECTIVE CRASH CUSHION MANUFACTURED BY TRAFFIX DEVICES, INC. THE DELTA CC IS A MASH APPROVED TL-3 CRASH CUSHION.
  - MAXIMUM PERMISSIBLE CROSS SLOPE IS 10%.
  - THE ANCHORS MAY BE SET IN CONCRETE, ASPHALT OR A HYBRID OF THE TWO.
  - CONCRETE PADS SHALL BE 6" MIN. REINFORCED 28 MPa [4,000 PSI] (P.C.) OR 8" MIN. NON-REINFORCED 28MPa [4,000 PSI] CONCRETE FOUNDATION. PLACING ANCHORS REQUIRES A STEP PROCESS, PLEASE SEE INSTALLATION MANUAL FOR MORE INFORMATION ON ANCHORING.
  - APPROPRIATE TRANSITION PANELS OR SIDE PANELS WILL BE REQUIRED FOR PROPER IMPACT PERFORMANCE, AND THE DELTA CC REAR FENDER PANELS MUST BE ABLE TO TELESCOPE REARWARD WITHOUT OBSTRUCTION FOR 35" (890 mm). THE CORRECT TRANSITION(S) WILL DEPEND ON THE TYPE OF BARRIER OR ROAD FEATURE THE DELTA CC IS SHIELDING.
  - CRASH CUSHION ATTENUATES THE INCOMING CRASH ENERGY WITH SHEAR BOLTS TEARING THROUGH CUT-OUTS OF VARIOUS SIZES AND SHAPES. SEE PRODUCT MANUFACTURER'S INSTALLATION MANUAL FOR MORE INFORMATION.
  - TRANSITION PANEL(S) MUST NEST UNDER THE REAR 45N FENDER PANELS IN ORDER FOR THE DELTA CC TO PROPERLY OPERATE. PLEASE SEE MANUFACTURER'S SHOP DRAWINGS FOR APPROVED TRANSITION INSTALLATION AND THE OBSTRUCTIONS THAT ARE BEING SHIELDED WITH MINIMUM AND MAXIMUM REQUIRED WIDTHS AND DELTA CC PLACEMENT.

PARTS IDENTIFICATION GUIDE FOR DELTA CC

QUANTITY (PER SYSTEM)	PART NUMBER	PART DESCRIPTION
2	75260-TL3-1N-KIT	FENDER PANEL 1 KN KIT
2	75260-TL3-2N-KIT	FENDER PANEL 2 KN KIT
2	75260-TL3-3N-KIT	FENDER PANEL 3 KN KIT
4	75260-TL3-45N-KIT	FENDER PANEL 45 KN KIT
1	75220-N-4Y	FRONT ATTENUATION MODEL KIT
1	75221-MO-4Y	OBJECT MARKER KIT
1	75230-N	FRONT IMPACT DIAPHRAGM KIT
39 ANCHOR RODS (7/8" - 9x8"), 39 NUTS (7/8" - 9), 39 WASHERS (7/8")	75208-CA-KIT	CONCRETE *** ANCHOR KIT
1 ANCHOR ROD (7/8" - 9x8"), 1 NUT (7/8" - 9), 1 WASHER (7/8")	75208-CA	CONCRETE *** ANCHOR ROD
39 ANCHOR RODS (7/8" - 9x18"), 39 NUTS (7/8" - 9), 39 WASHERS (7/8")	75218-AA-KIT	ASPHALT *** ANCHOR KIT
1 ANCHOR ROD (7/8" - 9x18"), 1 NUT (7/8" - 9), 1 WASHER (7/8")	75218-AA	ASPHALT *** ANCHOR ROAD
24	75207-KIT	WING WASHER KIT
9	75240-N	STEEL DIAPHRAGM
1	75250-TL3-1N-KIT	TRACK WELDMENT COMPLETE

\*\*\* OPTION TO USE EITHER ONE OR THE OTHER.



DELTA CRASH CUSHION (NARROW) TL-3 MASH COMPLIANT DELTACC-22

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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	SINGLE		DOUBLE		
									<b>INSTL DEL ASSM (D-XX)SZ X (XXXX)XXX(XX)</b> <b>NUMBER OF REFLECTORS</b> S = Single D = Double <b>COLOR OF REFLECTORS</b> W = White Y = Yellow R = Red <b>REFLECTOR UNIT SIZE</b> 1 or 2 <b>TYPE OF POST OR DELINEATOR</b> WC = Wing Channel Post YFLX = Yellow Flexible Post WFLX = White Flexible Post BR = Barrier Reflector <b>TYPE OF MOUNT</b> GND = Embedded (drivable or set in concrete) CTB = Concrete Barrier Mount GF1 or GF2 = Guard Fence Attachment SRF = Surface Mount <b>DIRECTION</b> If Required BI = Bi-Directional BR = Bi-Directional with red on back
SHEETING	Yellow, White or Red Type B or C reflective sheeting				Yellow, White or Red Type B or C Reflective Sheeting				
NOTE	1. Size 1 and 4 - Direct applied reflective sheeting for use on flexible post (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
					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
SHEETING	Yellow-Type B <sub>FL</sub> or C <sub>FL</sub> Sheeting	Yellow - Type B or C Sheeting			Alternating acrylic black and retroreflective yellow - Type B <sub>FL</sub> or C <sub>FL</sub> Sheeting			Red -Type B <sub>FL</sub> or C <sub>FL</sub> Sheeting
POST TYPE	TWT	WC	WC	WFLX	TWT			TWT
MOUNT TYPE	WAS, WAP	GND	GND	GND, SRF	WAS, WAP			WAS, WAP

DEPARTMENTAL MATERIAL SPECIFICATIONS	
FLEXIBLE DELINEATOR & OBJECT MARKER POSTS (EMBEDDED & SURFACE MOUNT TYPES)	DMS-4400
SIGN FACE MATERIALS	DMS-8300
DELINEATORS, OBJECT MARKERS AND BARRIER REFLECTORS	DMS-8600

BARRIER REFLECTORS (BRF)			CHEVRONS				ONE DIRECTION LARGE ARROW	
DEVICE	GF1	GF2	CTB	W1-8				W1-6
SHEETING	Yellow, White, Red			NOTE				
NOTE	1. Barrier reflectors shall meet the requirements of DMS 8600. 2. Approved Barrier Reflectors are listed on the "Barrier Reflectors" Material Producer List at: www.txdot.gov.			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).				

**NOTE:**  
 Delineator and object marker substrates and sign substrates shall be 0.080" Aluminum sign blank to conform to ASTM B-209 Alloy 6061-T6 or approved alternative.

**DELINEATOR & OBJECT MARKER MATERIAL DESCRIPTION**  
**D & OM(1)-20**

FILE: dom1-20.dgn	DNR TxDOT	CR: TxDOT	DNR TxDOT	CR: TxDOT
© TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0095 05		064	US 80
10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	DAL	KAUFMAN		35

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**POST TYPE AND SUPPORT FOUNDATION DETAILS**

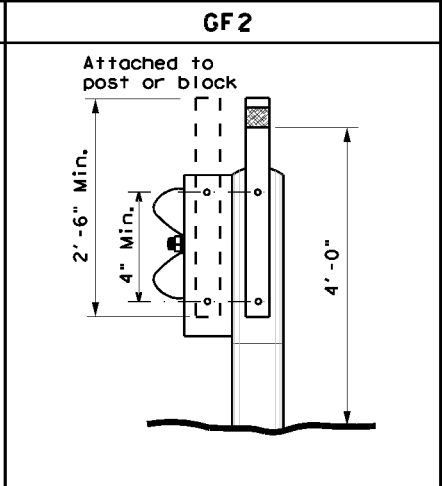
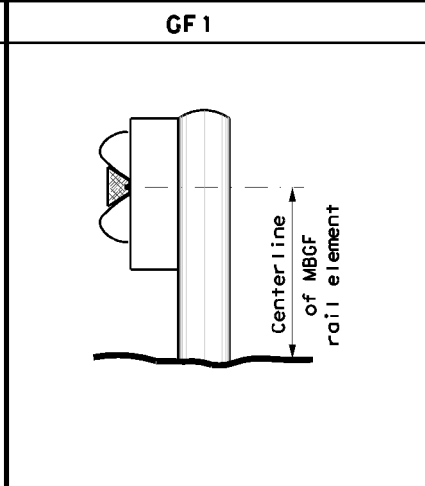
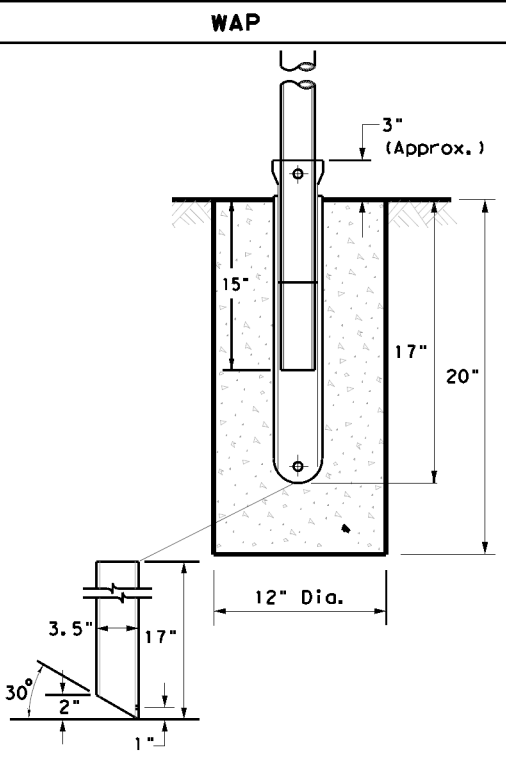
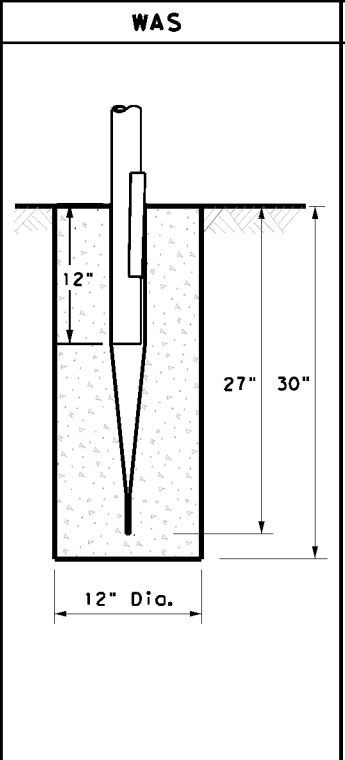
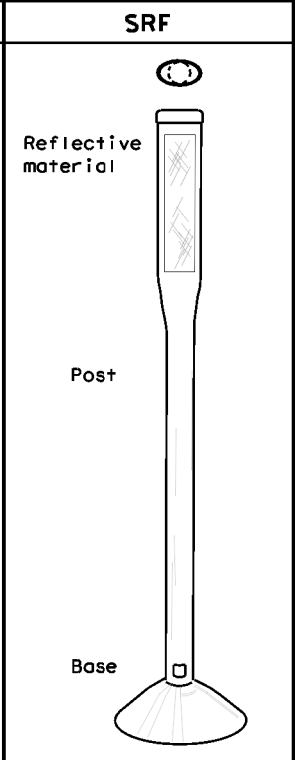
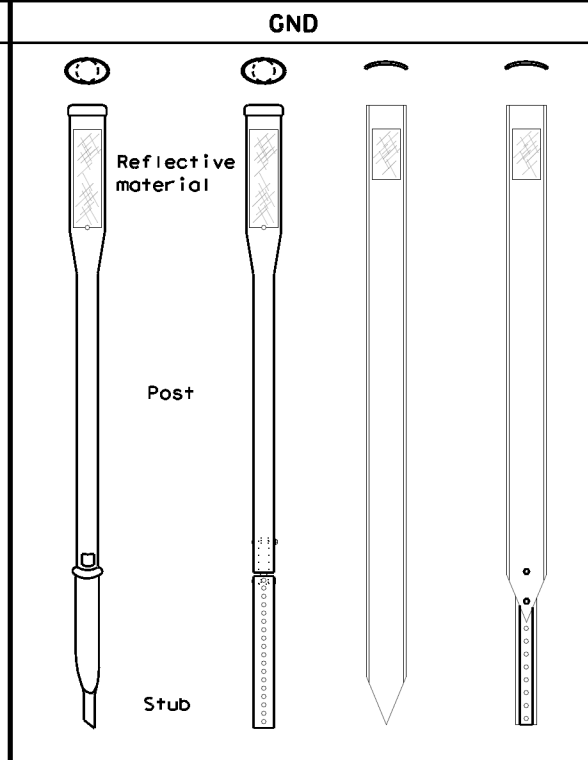
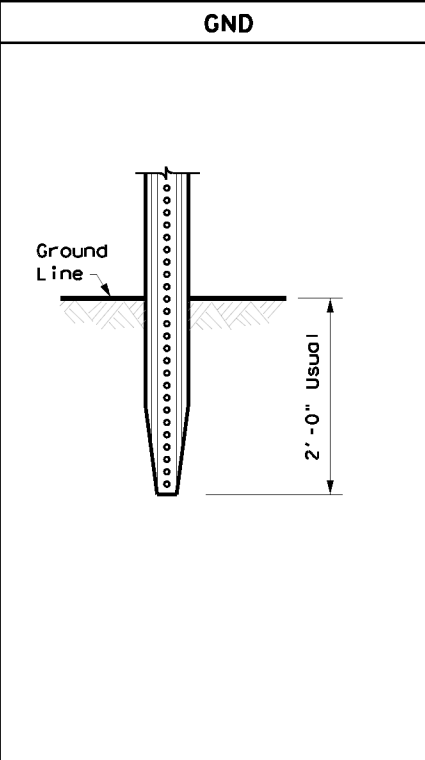
**TYPE OF BARRIER MOUNTS**

**WING CHANNEL (WC)**

**FLEXIBLE POSTS (YFLX, WFLX)**

**WEDGE ANCHOR SYSTEMS**

**GUARD FENCE ATTACHMENT**



**NOTES**

1. Embedded Wing Channel (WC) post option may be used for Type 2 Object Markers and Delineators only.
2. 1.12 lbs/ft steel per ASTM A 1011 SS Gr. 50, or ASTM A499.

**EMBEDDED**      **SURFACE MOUNT**

**NOTES**

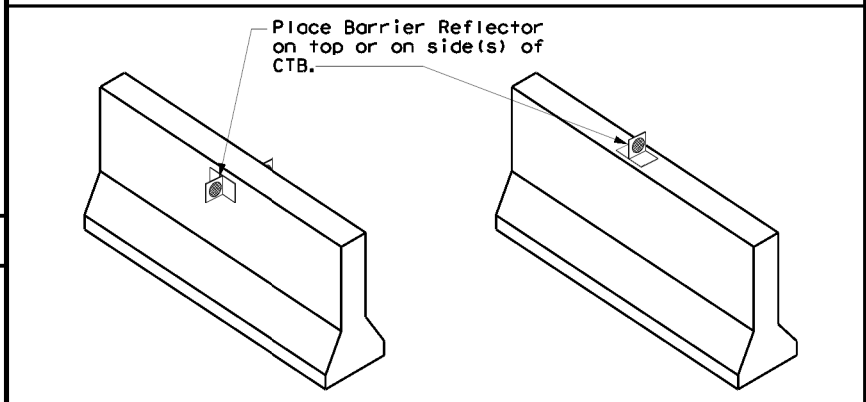
1. See "Flexible Delineator and Object Marker Posts" Material Producer List for approved devices.
2. Install per manufacturer's recommendations.
3. Post length may vary to meet field conditions.
4. When using yellow delineators with flexible posts to separate opposing direction of travel, such as centerline or median use, the flexible posts shall be yellow.

**STEEL**      **PLASTIC**

**NOTE**

1. Install per manufacturer's recommendations.

**CONCRETE TRAFFIC BARRIER (CTB)**



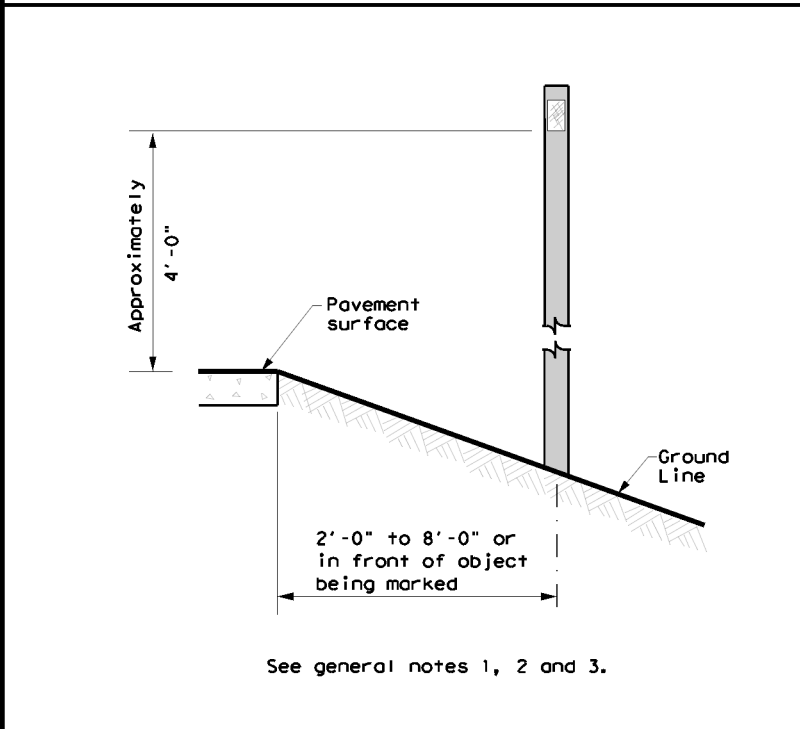
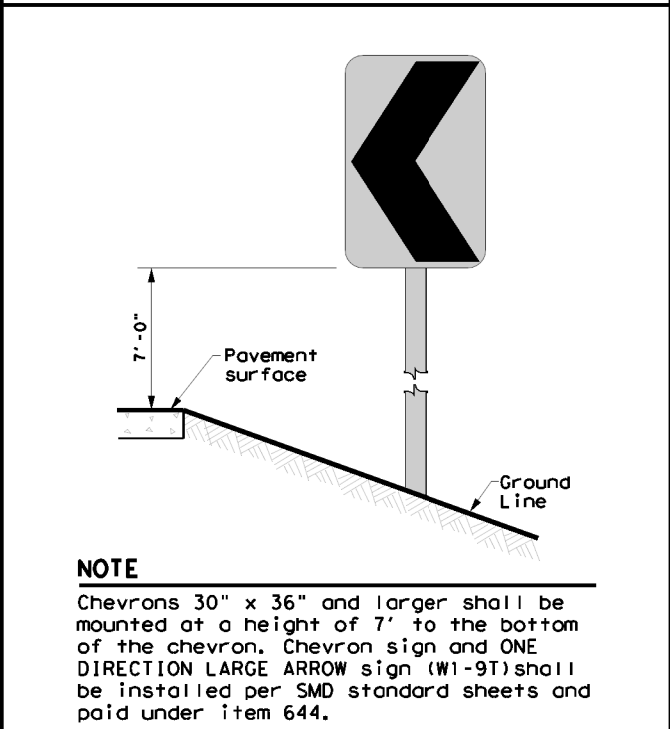
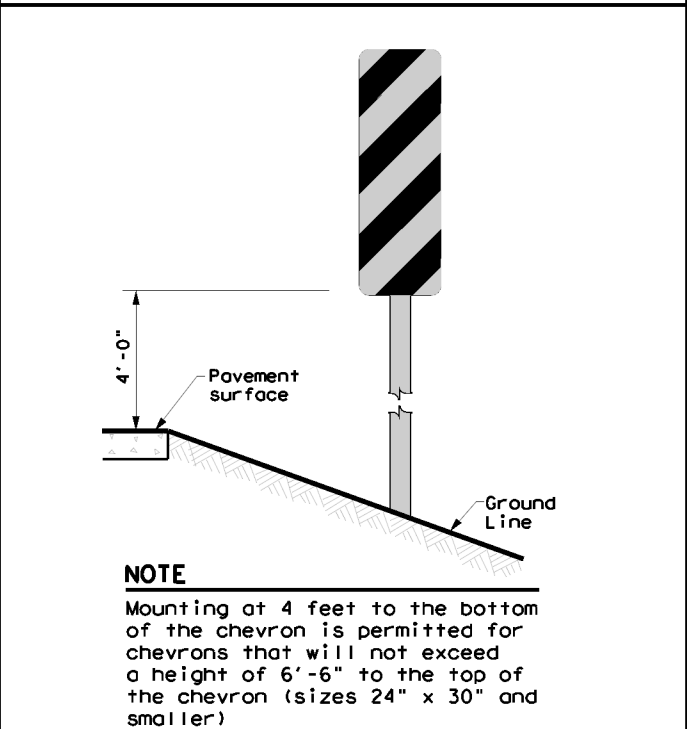
**GENERAL NOTES**

1. Place delineators on a section of roadway at a consistent distance from the edge of pavement.
2. Where a restriction prevents consistent placement from the pavement edge, place the affected object markers in line with the innermost edge of the obstruction.
3. When Type 2 object markers and delineators are more than 8'-0" from the edge of the pavement, it may not be possible to maintain a height of approximately 4'-0". If this is the case, place the object marker or delineator as close to the desired height as possible.
4. Install all delineators, object markers and barrier reflectors in accordance with the manufacturer's recommendation.
5. Barrier reflectors should be installed a minimum of 18 inches above the edge of the pavement surface.
6. Diagonal stripes on Type 3 object markers shall slope down toward the intended travel lane.

**TYPES 1,3, AND 4 OBJECT MARKERS AND CHEVRONS**

**CHEVRONS AND ONE DIRECTION LARGE ARROW SIGN**

**DELINEATORS AND TYPE 2 OBJECT MARKERS**



Texas Department of Transportation  
 Traffic Safety Division Standard

**DELINEATOR & OBJECT MARKER INSTALLATION**

**D & OM(2) - 20**

FILE: dom2-20.dgn	DNR TxDOT	CR: TxDOT	DNR TxDOT	CR: TxDOT
© TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0095	05	064	US 80
10-09 3-15	DIST	COUNTY	SHEET NO.	
4-10 7-20	DAL	KAUFMAN	36	

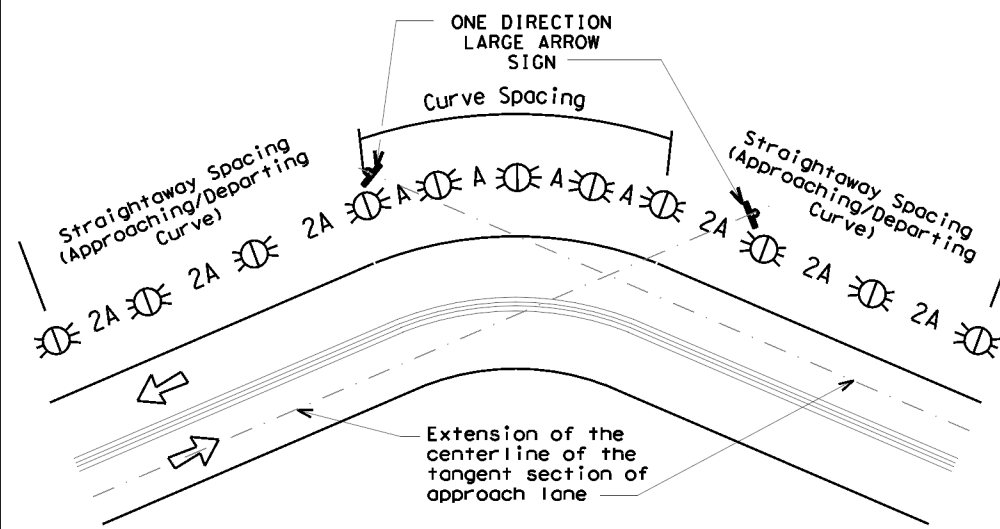
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### MINIMUM WARNING DEVICES AT CURVES WITH ADVISORY SPEEDS

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

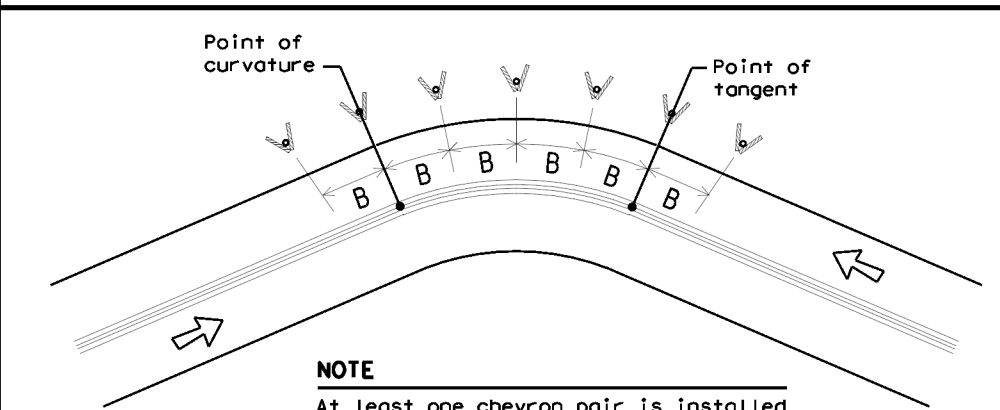
### SUGGESTED SPACING FOR DELINEATORS ON HORIZONTAL CURVES



**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

WHEN DEGREE OF CURVE OR RADIUS IS KNOWN				
Degree of Curve	FEET			
	Radius of Curve	Spacing in Curve	Spacing in Straightway	Chevron Spacing in Curve
		A	2A	B
1	5730	225	450	—
2	2865	160	320	—
3	1910	130	260	200
4	1433	110	220	160
5	1146	100	200	160
6	955	90	180	160
7	819	85	170	160
8	716	75	150	160
9	637	75	150	120
10	573	70	140	120
11	521	65	130	120
12	478	60	120	120
13	441	60	120	120
14	409	55	110	80
15	382	55	110	80
16	358	55	110	80
19	302	50	100	80
23	249	40	80	80
29	198	35	70	40
38	151	30	60	40
57	101	20	40	40

Curve delineator approach and departure spacing should include 3 delineators spaced at 2A. This spacing should be used during design preparation or when the degree of curve is known.

### DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS NOT KNOWN			
Advisory Speed (MPH)	Spacing in Curve	Spacing in Straightway	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

Texas Department of Transportation  
Traffic Safety Division Standard

## DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

### D & OM(3)-20

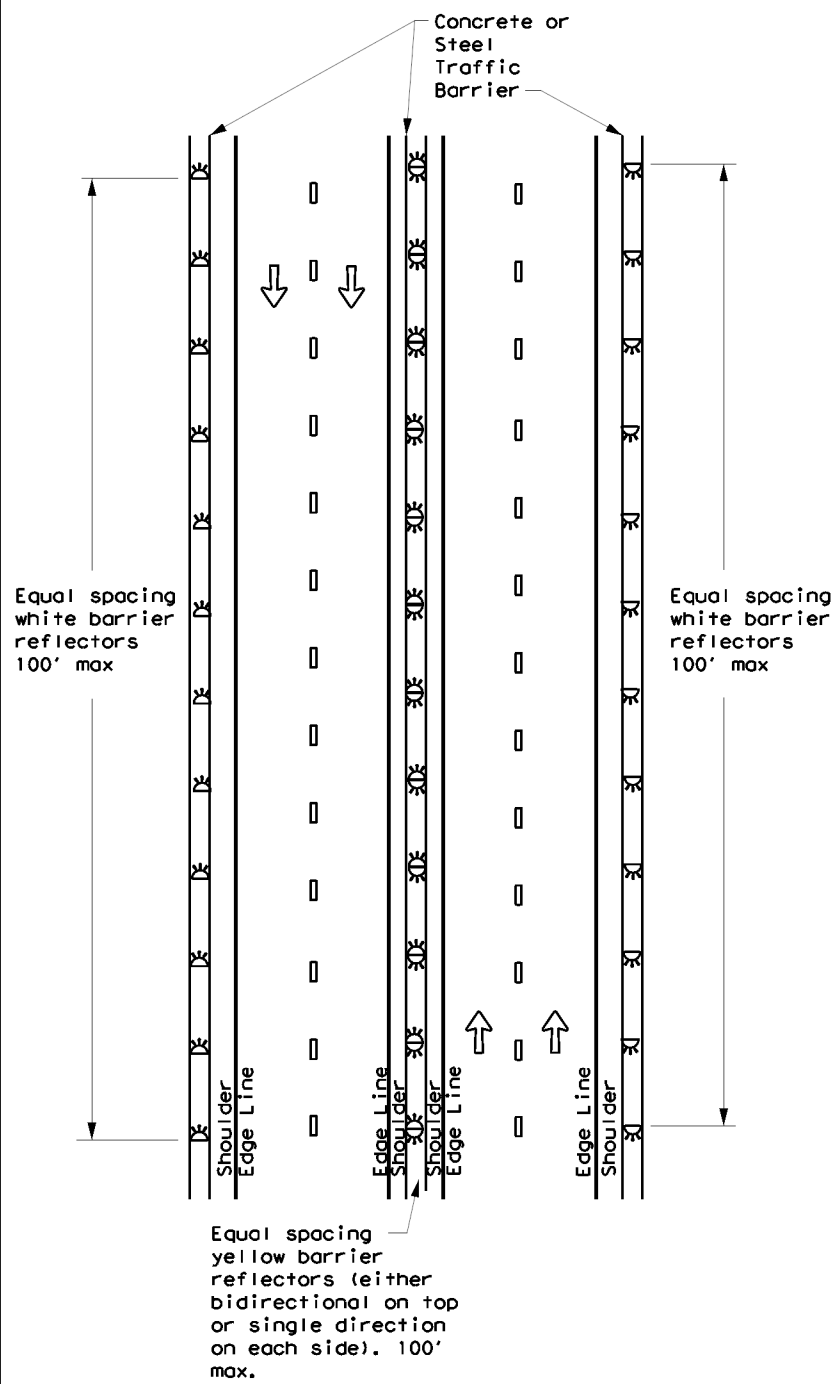
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© TXDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0095 05		064	US 80
3-15 8-15	DIST	COUNTY		SHEET NO.
8-15 7-20	DAL	KAUFMAN		37



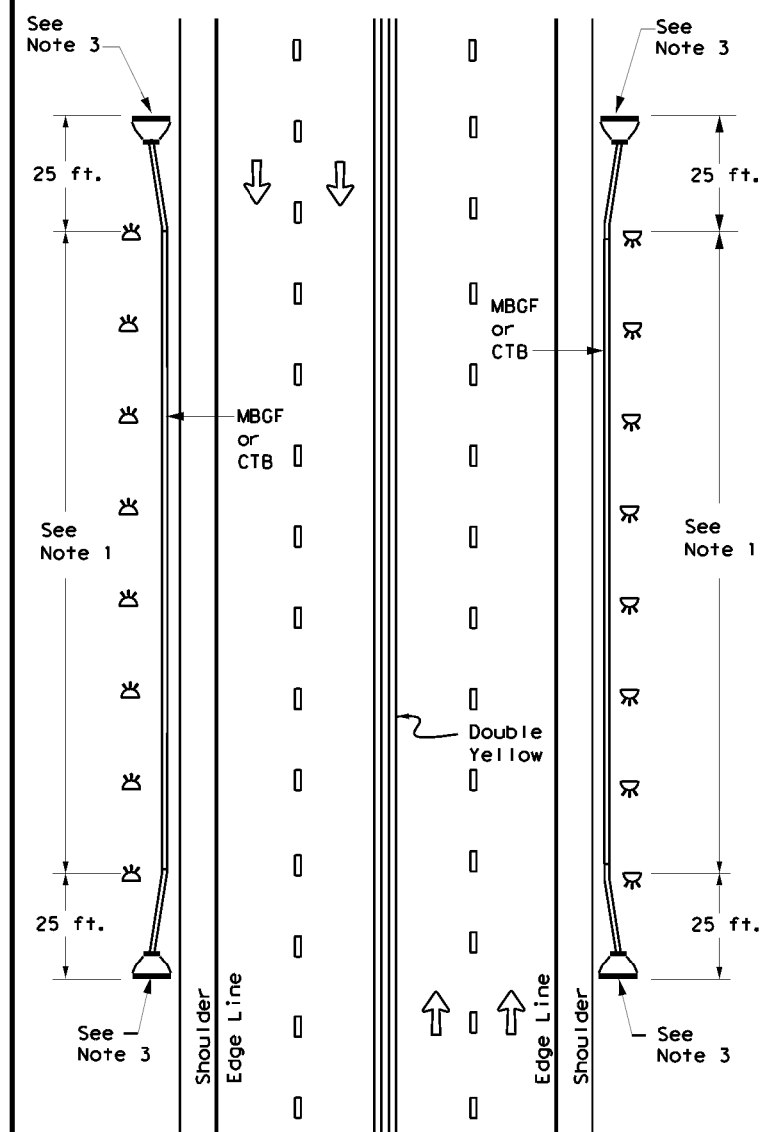
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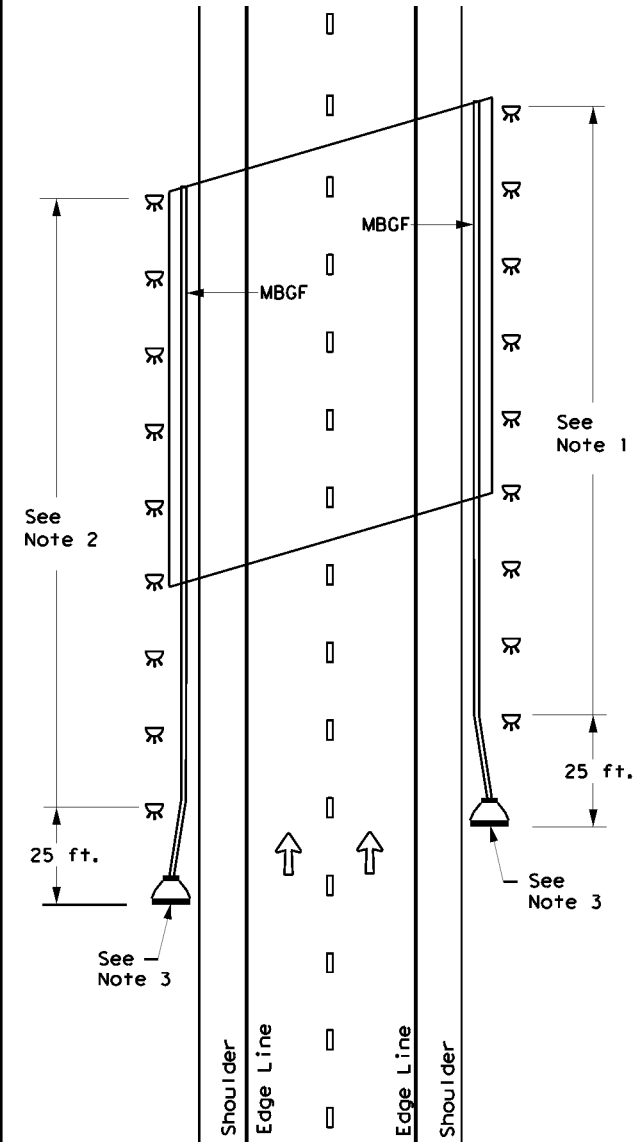
**CONTINUOUS CONCRETE OR STEEL BARRIER**



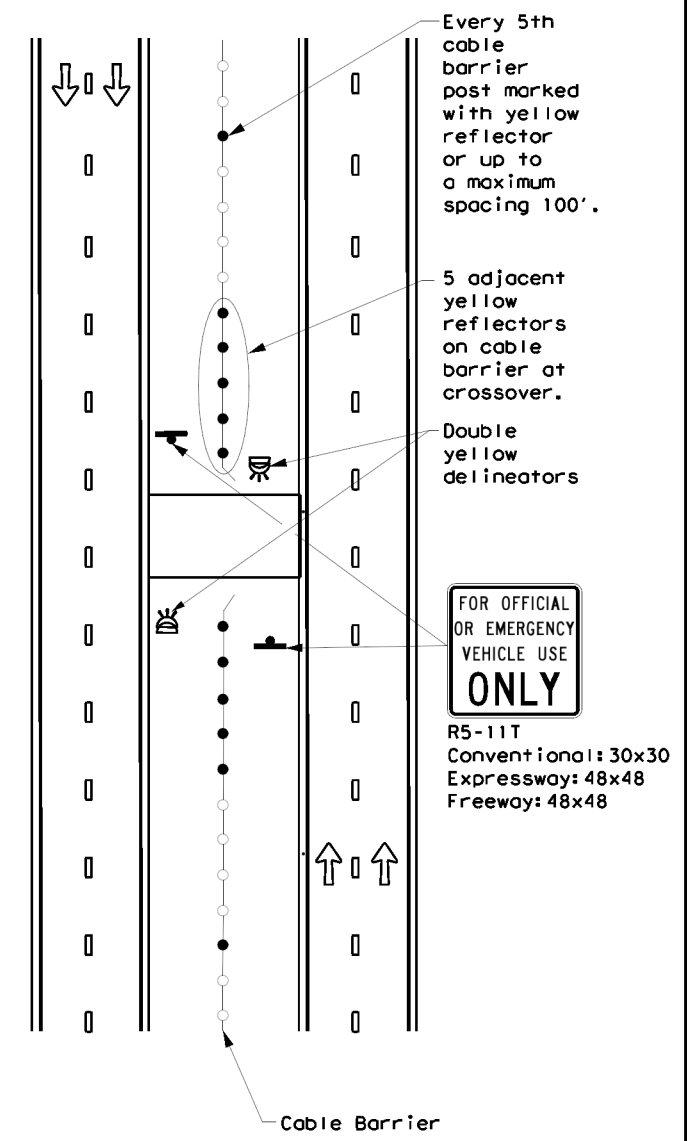
**MULTI-LANE UNDIVIDED, TWO-WAY ROADWAY WITH METAL BEAM GUARD FENCE (MBGF)**



**DIVIDED ROADWAY WITH METAL BEAM GUARD FENCE (MBGF)**



**EMERGENCY CROSSOVER**



**NOTES**

1. Equal spacing (100' max), but not less than 3 single directional white barrier reflectors or delineators. On Continuous Barrier, equal spacing (100' max.)
2. Equal spacing (100' max), but not less than 3 single directional yellow barrier reflectors or delineators.
3. Terminal ends require reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end.

**LEGEND**

	Bidirectional Delineator
	Delineator
	OM-3
	OM-2
	Terminal End
	Traffic Flow



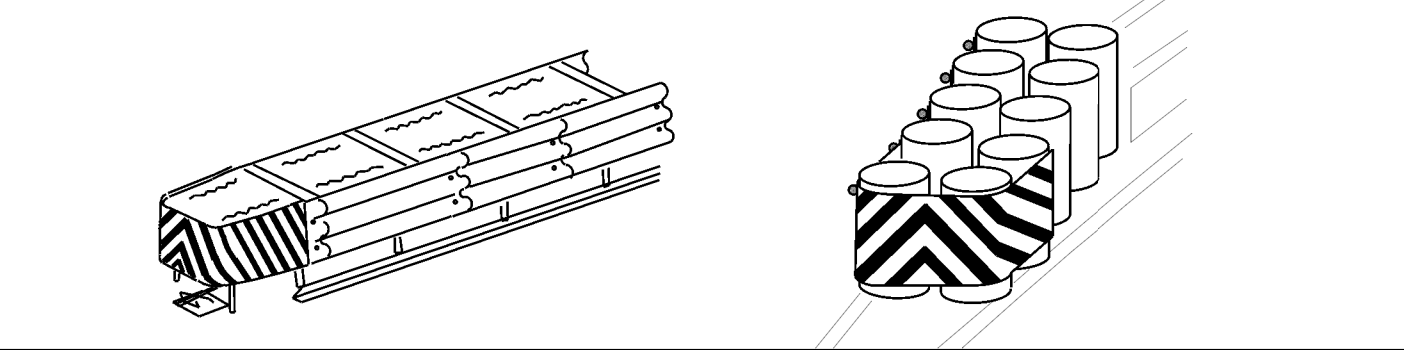
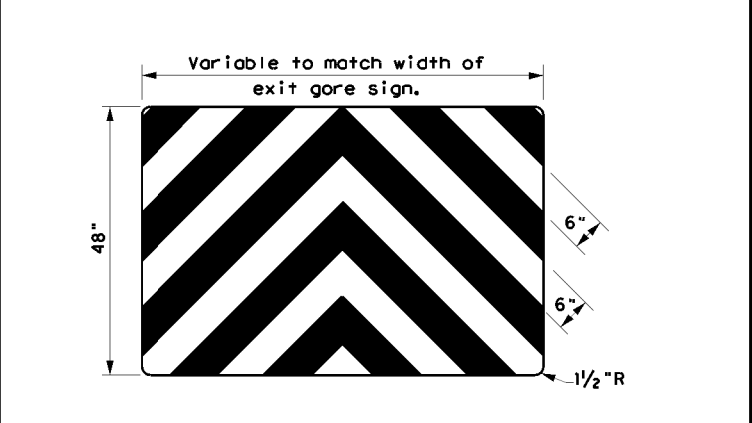
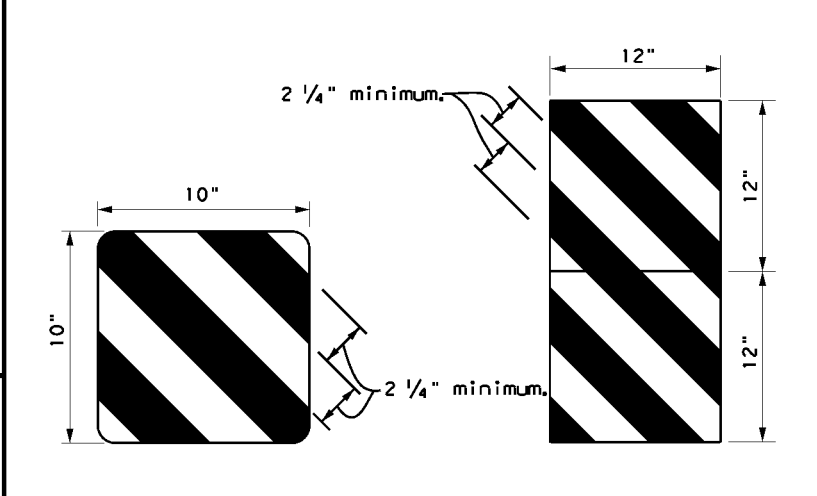
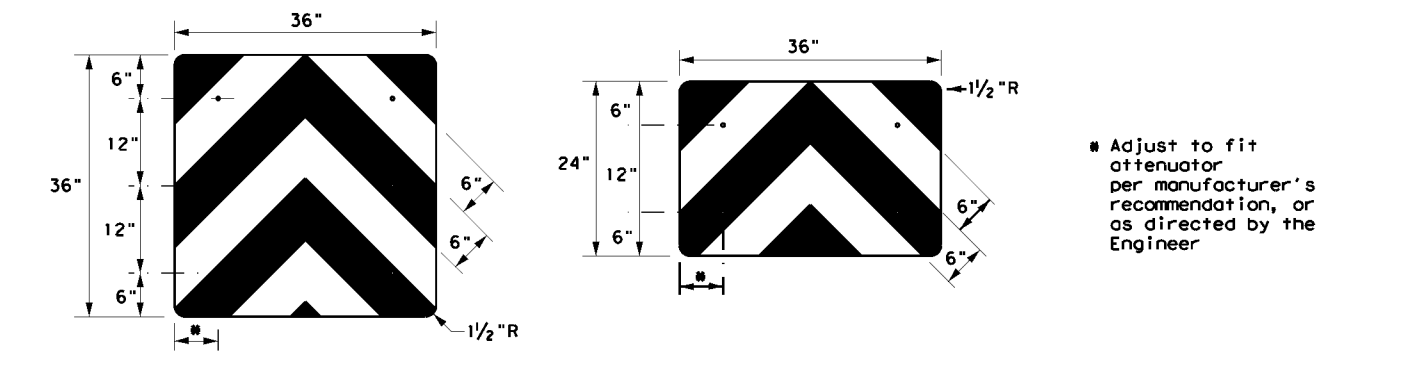
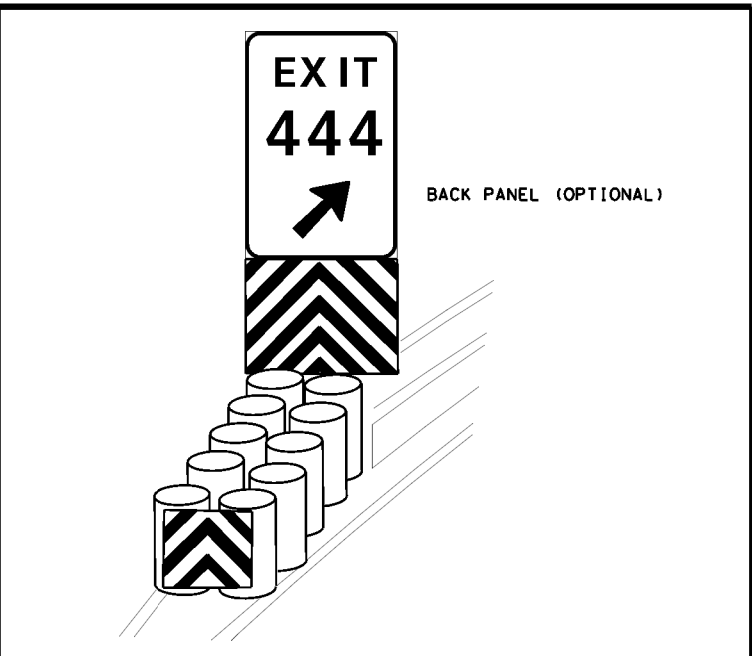
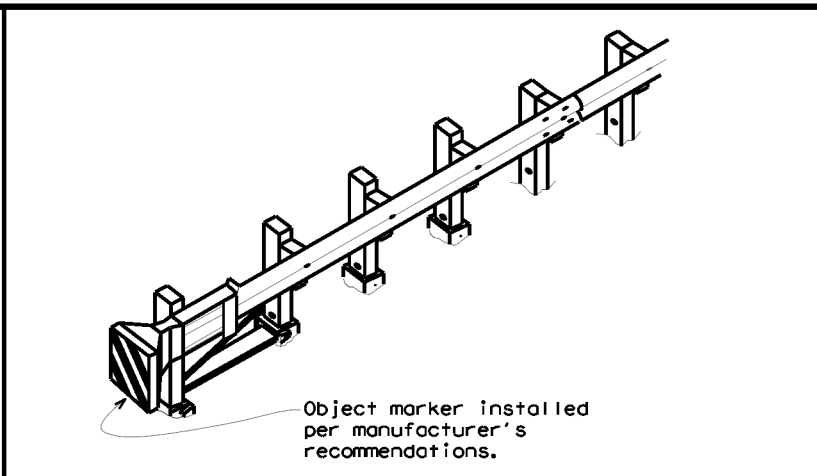
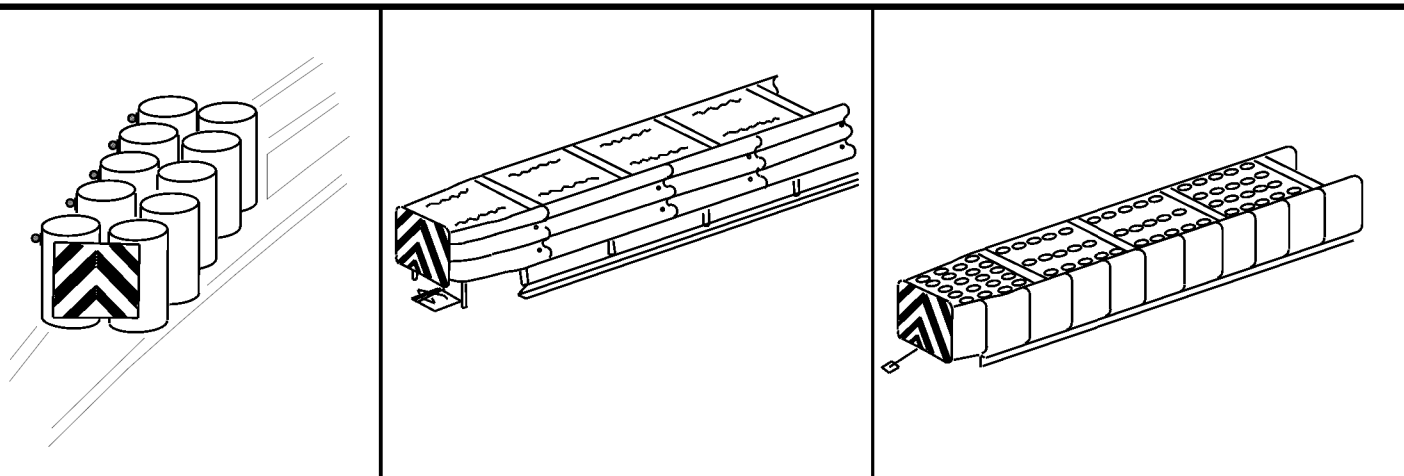
**DELINEATOR & OBJECT MARKER PLACEMENT DETAILS**

**D & OM(6) -20**

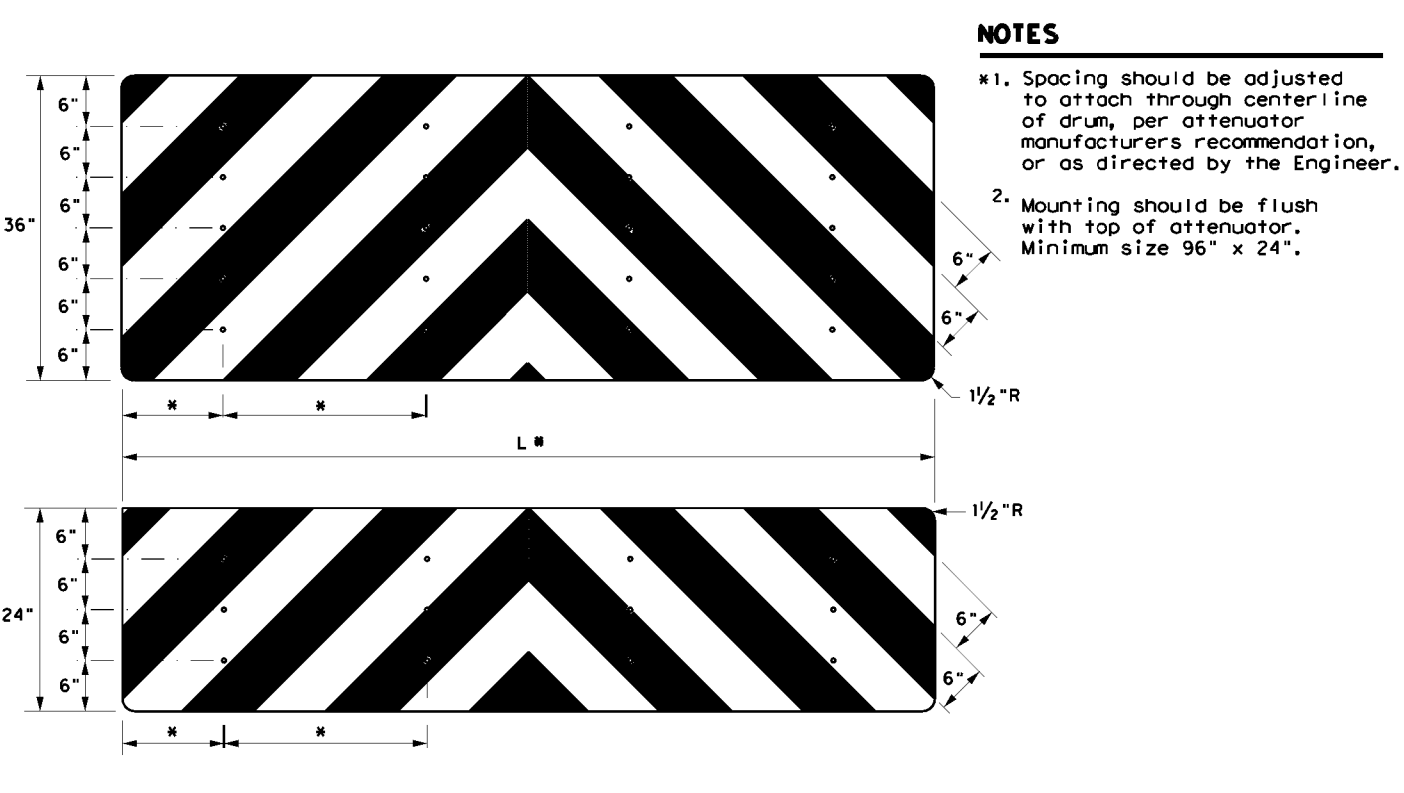
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© TxDOT August 2015	CONT	SECT	JOB	HIGHWAY
REVISIONS	0095	05	064	US 80
7-20	DIST	COUNTY	SHEET NO.	
	DAL	KAUFMAN	38	

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OBJECT MARKERS SMALLER THAN 3 FT<sup>2</sup>



**NOTES**

- 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.
- 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.
- 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".
- 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.
- Object Marker at nose of attenuator is subsidiary to the attenuator.
- See D & OM (1-4) for required barrier reflectors.

		Traffic Safety Division Standard	
<b>DELINEATOR &amp; OBJECT MARKER FOR VEHICLE IMPACT ATTENUATORS</b> <b>D &amp; OM(VIA)-20</b>			
FILE: domv ia20.dgn	DNR TxDOT	CR: TxDOT	DNR TxDOT
© TxDOT December 1989	CONT SECT	JOB	HIGHWAY
REVISIONS	0095 05	064	US 80
4-92 8-04	DIST	COUNTY	SHEET NO.
8-95 3-15	DAL	KAUFMAN	39
4-98 7-20			
20G			

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DATE: \_\_\_\_\_  
 FILE: \_\_\_\_\_

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

DOT #: 794761P  
 Crossing Type: RR Over  
 RR Company Owning Track at Crossing: UPRR  
 Operating RR Company at Track: UPRR  
 RR MP: 177.390  
 RR Subdivision: Mineola  
 City: Terrell  
 County: Kaufman  
 CSJ at this Crossing: 0095-05-064  
 Highway/Roadway name crossing the railroad: US 80  
 # of regularly scheduled trains per day at this crossing: 23  
 # of switching movements per day at this crossing: 0  
 % of estimated contract cost of work within railroad ROW: <1%

Scope of Work at this Crossing to Be Performed by State Contractor:  
 State contractor will be installing a concrete traffic barrier up to the RR bridge. Concrete traffic barrier will not be attached to the bridge.

Scope of Work at this Crossing to Be Performed by Railroad Company:  
 N/A

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

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

Traffic control.

**III. FLAGGING & INSPECTION**

# of Days of Railroad Flagging Expected: 4  
 On this project, night or weekend flagging is:  
 Expected  
 Not Expected  
 Flagging services will be provided by:  
 Railroad Company: TxDOT will pay flagging invoices  
 Outside Party: Contractor will pay flagging invoices, to be reimbursed by TxDOT  
 Contractor must incorporate flaggers into anticipated construction schedule. The Railroad requires a 30 day notice if their flaggers are to be utilized. If Contractor falls behind schedule due to their own negligence and is not ready for scheduled flaggers, any flagging charges will be paid by Contractor.

Contact Information for Flagging:

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

OTHERS \_\_\_\_\_

**IV. CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD**

On this project, construction work to be performed by a railroad company is:  
 Required  
 Not Required

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

**V. RAILROAD INSURANCE REQUIREMENTS**

Railroad reference number shall be provided by TxDOT CST or DO.  
 The Contractor shall confirm the insurance requirements with the Railroad as the insurance limits are subject to change without notice.  
 Insurance policies must be issued for and on behalf of the Railroad. Where more than one Railroad Company is operating on the same right of way or where several Railroad Companies are involved and operate on their own separate rights of way, provide separate insurance policies in the name of each Railroad Company.

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

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

Railroad Protective Liability	
<input type="checkbox"/> Not Required	
<input checked="" type="checkbox"/> Non - Bridge Projects	\$2,000,000 / \$6,000,000
<input type="checkbox"/> Bridge Projects	\$5,000,000 / \$10,000,000
<input type="checkbox"/> Other	

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

On this project, an ROE agreement is:

- Not Required
- Required: TxDOT CST to assist in obtaining with the UPRR (see Item 5, Article 8.3)
- Required: UPRR Maintenance Consent Letter. TxDOT CST to assist.
- Required: Contractor to obtain (see Item 5, Article 8.4)

With the following railroad companies: UPRR

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

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

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

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

Contractor must incorporate Construction Inspection into anticipated construction schedule.

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

**VII. RAILROAD COORDINATION MEETING**

On this project, a Railroad Coordination Meeting is:

- Not Required
- Required


See Item 5, Article 8.1 for more details.

**VIII. SUBCONTRACTORS**

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

**IX. EMERGENCY NOTIFICATION**

**In Case of Railroad Emergency**  
**Call the UPRR Railroad Emergency Line**  
**at 800-848-8715**  
**Location: DOT# 794761P**  
**RR Milepost: 177.390**  
**Subdivision: Mineola**

 Texas Department of Transportation				Rail Division	
RAILROAD SCOPE OF WORK PROJECT SPECIFIC DETAILS					
FILE:	RR Scope of Work.dgn	DNR TxDOT	CR:	DNR:	CR:
© TxDOT	June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS		0095 05	064	US 80	
9/2021	DIST	COUNTY		SHEET NO.	
	DAL	Kaufman		40	

**PART 1 - GENERAL**

**1.01 DESCRIPTION**

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

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

**1.02 REQUEST FOR INFORMATION / CLARIFICATION**

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

**1.03 PLANS / SPECIFICATIONS**

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

**PART 2 - UTILITIES AND FIBER OPTIC**

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

**PART 3 - CONSTRUCTION**

**3.01 GENERAL**

- A. Perform all work in compliance with all applicable Railroad, Federal Railroad Administration (FRA), and TxDOT rules and regulations. Arrange and conduct work in a manner that does not endanger or interfere with the safe operation of the tracks and property of the Railroad and the traffic moving on such tracks, or the wires, signals and other property of the Railroad, its tenants or licensees, at or in the vicinity of the Work. The safe operation of railroad train movements takes precedence over any work to be performed by the Contractor. The Contractor is responsible for train delay cost and lost revenue claims due to any delays or interruption of train operations resulting from Contractor's construction or other activities.
- B. Construction activities within 15 feet of the operational tracks will only be allowed if absolutely necessary and the Railroad's Designated Representative grants approval. Construction activities within 15 feet of the operational track(s) preferably allow the tracks to stay operational. In such cases, coordination and approval by the Railroad Track Manager is required with regard to schedule, flagging, and slow orders. See Sections 3.07 and 3.08 for additional information.
- C. Provide track protection for all work equipment (including rubber tired equipment) operating within 25 feet from nearest rail. When not in use, keep Contractor machinery and materials at least 50 feet from the Railroad's nearest track.
- D. Vehicular crossings of railroad track are allowed only at existing crossings, or haul road crossings developed with Railroad approval.
- E. The Contractor is also advised that new railroad facilities within the project may be built by the Railroad. If applicable, these facilities are delineated in the plans. Be aware of the limits of responsibilities and coordinate efforts with the Railroad and TxDOT.
- F. Railroad requirements do not allow work within 50 feet of track centers when a train passes the work site and all personnel must clear the area within 50 feet of the track centerline and secure all equipment. Additional allowances may be pursued as outlined in 3.02 and 3.03.
- G. All permanent clearances shall be verified before project closing.

**3.02 RAILROAD OPERATIONS**

- A. Trains and/or equipment are expected on any track, at any time, in either direction. Become familiar with the train schedules in this location and structure bid assuming intermittent track windows in this period, as defined in Paragraph B that follows.
- B. All railroad tracks within and adjacent to the contract site are active, and rail traffic over these facilities shall be maintained throughout the Project. Activities may include both through moves and switching moves to local customers. railroad traffic and operations will occur continuously throughout the day and night on these tracks and shall be maintained at all times as defined herein. Coordinate and schedule the work so that construction activities do not interfere with railroad operations.
- C. Coordinate work windows with TxDOT and the Railroad's Designated Representative. Types of work windows include Conditional Work Windows and Absolute Work Windows, as defined below:
  - 1. Conditional Work Window: A Conditional Work Window is a period of time that railroad operations have priority over construction activities. When construction activities may occur on and/or adjacent to the railroad tracks within 25 feet of the nearest track, a railroad flag person will be required. At the direction of the railroad flag person, upon approach of a train, and when trains are present on the tracks, the tracks must be cleared (i.e., no construction equipment, materials or personnel within 25 feet, or as directed by the Railroad Designated Representative, from the tracks). Conditional Work Windows are available for the Project.
  - 2. Absolute Work Window: An Absolute Work Window is a period of time that construction activities are given priority over railroad operations. During this time frame, the designated railroad track(s) will be inactive for train movements and may be fouled by the Contractor. At the end of an Absolute Work Window, the railroad tracks and/or signals must be completely operational for train operations and all Railroad, Public Utilities Commission (PUC) and FRA requirements, codes and regulations for operational tracks must be satisfied. In the situation where the operating tracks and/or signals have been affected, the Railroad will perform inspections of the work prior to placing that track back into service. Railroad flag persons will be required for construction activities requiring an Absolute Work Window. Absolute Work Windows will not generally be granted. Any request will require a detailed explanation for Railroad review.

**3.03 RIGHT OF ENTRY, ADVANCE NOTICE AND WORK STOPPAGES**

- A. Do not perform any work within Railroad Right of Way without a valid executed Right of Entry Agreement if required on this project.
- B. Give advance notice to the Railroad as required in the "Contractor's Right of Entry Agreement" before commencing work in connection with construction upon or over Railroad Right of Way and observe the Railroad's rules and regulations with respect thereto.
- C. Perform all work upon Railroad Right of Way in a manner to avoid interference with or endanger the operations of the Railroad. Whenever work may affect the operations or safety of trains, submit the work method to the Railroad Designated Representative for approval. Approval does not relieve the Contractor from liability. Do not commence any work which requires flagging service or inspection service until the flagging protection required by the Railroad is available at the job site. See Section 3.15 for railroad flagging requirements.
- D. Make requests in writing for both Absolute and Conditional Work Windows, at least 30 days in advance of any work. Include in the written request:
  - 1. Exactly what the work entails.
  - 2. The days and hours that work will be performed.
  - 3. The exact location of work, and proximity to the tracks.
  - 4. The type of window requested and the amount of time requested.
  - 5. The designated contact person.

Provide a written confirmation notice to the Railroad at least 48 hours before commencing work in connection with approved work windows when work is within 25 feet of nearest rail. Perform all work in accordance with previously approved work plans.
- E. Make provisions to protect operations and property of the Railroad should a condition arising from, or in connection with the work, require immediate and unusual action. If in the judgment of the Railroad Designated Representative such provisions are insufficient, the Railroad Designated Representative may require or provide such provisions as deemed necessary. In any event, such provisions shall be at the Contractor's expense and without cost to the Railroad or TxDOT. The Railroad or TxDOT shall have the right to order the Contractor to temporarily cease operations in the event of an emergency or, if in the opinion of the Railroad Designated Representative, the Contractor's operations could endanger railroad operations. In the event of such an order, immediately notify TxDOT of the order.

**3.04 INSURANCE**

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

**3.05 RAILROAD SAFETY ORIENTATION**

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

"UPRR, BNSF, KCS/TEXMEX will not accept on-track safety training certificates from other railroads. Refer to Railroad specific contractor right of entry for training information."
- B. Know and follow the "Contractor's Right of Entry Agreement" EXHIBIT D, MINIMUM SAFETY REQUIREMENTS regarding clothing, personal protective equipment, and general safety requirements.

**3.06 COOPERATION**

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


**3.07 MINIMUM CONSTRUCTION CLEARANCES FOR FALSEWORK AND OTHER TEMPORARY STRUCTURES**

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

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

**3.08 APPROVAL OF REDUCED CLEARANCES**

- A. Maintain minimum track clearances during construction as specified in Section 3.07.
- B. Submit any proposed infringement on the specified minimum clearances to the Railroad Designated Representative through TxDOT at least 30 days in advance of the work. Do not proceed with such infringement without written approval by the Railroad Designated Representative.
- C. Do not commence work involving an approved infringement without receiving written assurance from the Railroad Designated Representative that arrangements have been made for any necessary flagging service.

 Texas Department of Transportation		Rail Division		
<b>RAILROAD REQUIREMENTS FOR NON-BRIDGE CONSTRUCTION PROJECTS</b>				
FILE#	DW: TxDOT	CR: TxDOT	DW: TxDOT	CR: TxDOT
C: TxDOT	October 2018	CONTRACT SECT	JOB	HIGHWAY
REVISIONS March 2020		0095 05	064	US 80
		DIST	COUNTY	SHEET NO.
		DAL	Koufman	40

**3.09 MAINTENANCE OF RAILROAD FACILITIES**

- A. Maintain all ditches and drainage structures free of silt or other obstructions resulting from Contractor's operations. Repair eroded areas and any other damage within Railroad Right of Way and repair any other damage to the property of the Railroad, or its tenants.
- B. Perform all such maintenance and repair of damages due to the Contractors's operations at Contractor's expense.
- C. Submit a proposed method of erosion control for review by the Railroad prior to beginning any grading on the project site. Comply with all applicable local, state and federal regulations when developing and implementing such erosion control.

**3.10 SITE INSPECTIONS BY RAILROAD'S DESIGNATED REPRESENTATIVE**

- A. In addition to the office reviews of construction submittals, site inspections may be performed by the Railroad Designated Representative at significant points during construction, including the following if applicable:
  1. Pre-construction meetings.
  2. Pile driving/drilling of caissons or drilled shafts.
  3. Reinforcement and concrete placement for railroad bridge substructure and/or superstructure.
  4. Erection of precast concrete or steel bridge superstructure.
  5. Placement of waterproofing (prior to placing ballast on bridge deck).
  6. Completion of the bridge structure.
- B. Site inspection is not limited to the milestone events listed above. Site visits to check progress of the work may be performed at any time throughout the construction as deemed necessary by the Railroad.
- C. Provide a detailed construction schedule, including the proposed temporary horizontal and vertical clearances and construction sequence for all work to TxDOT for submittal to the Railroad Designated Representative for review prior to commencement of work. Include the anticipated dates when the above listed events will occur. Update this schedule for the above listed events as necessary and each month at a minimum to allow the Railroad to schedule site inspections.

**3.11 RAILROAD REPRESENTATIVES**

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

- A. When any part of any equipment is standing or being operated within 25 feet, measured horizontally, from nearest rail of any track on which trains may operate, or when any object is off the ground and any dimension thereof could extend inside the 25 foot limit, or when any erection or construction activities are in progress within such limits, regardless of elevation above or below track.
- B. For any excavation below elevation of track subgrade if, in the opinion of the Railroad Designated Representative, track or other railroad facilities may be subject to settlement or movement.
- C. During any clearing, grubbing, excavation or grading in proximity to railroad facilities, which, in the opinion of the Railroad Designated Representative, may endanger railroad facilities or operations.
- D. During any Contractor's operations when, in the opinion of the Railroad Designated Representative, railroad facilities, including, but not limited to, tracks, buildings, signals, wire lines, or pipe lines, may be endangered.
- E. Arrange with the Railroad Designated Representative to provide the adequate number of flag persons to accomplish the work.

**3.12 COMMUNICATIONS AND SIGNAL LINES**

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

**3.13 TRAFFIC CONTROL**

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

**3.14 CONSTRUCTION EXCAVATIONS AND BORING ACTIVITIES UNDER TRACK**

- A. Take special precaution and care in connection with excavating and shoring. Excavations for construction of footings, piers, columns, walls or other facilities that require shoring shall comply with requirements of TxDOT, OSHA, AREMA and Railroad "Guidelines for Temporary Shoring".
- B. The project plans indicate whether there are fiber optic lines or other such telecommunications systems that require consideration. Regardless, contact the necessary call center to determine if such cable systems are present:

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

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

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

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

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

**3.15 RAILROAD FLAGGING**

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

**3.16 CLEANING OF RIGHT-OF-WAY**

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



**RAILROAD REQUIREMENTS FOR NON-BRIDGE CONSTRUCTION PROJECTS**

FILE:	DW: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT October 2018	CONT	SECT	JOB	HIGHWAY
REVISIONS	0095	05	064	US 80
March 2020	DIST	COUNTY	SHEET NO.	
	DAL	Koufman	41	

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

**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

**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.)

- County of Kaufman Phase II MS4 - Contact Monique Hunter
- 

No Action Required  Required Action

Action Number:

- Prevent stormwater pollution by controlling erosion and sedimentation in accordance with TPDES Permit TXR 150000.
- Comply with the SW3P and revise when necessary to control pollution or required by the Engineer.
- Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and TCEQ, EPA or other inspectors.
- When Contractor project specific locations (PSL'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.

- 
- 
- 

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.)

<b>Erosion</b>	<b>Sedimentation</b>	<b>Post-Construction TSS</b>
<input checked="" type="checkbox"/> Temporary Vegetation	<input checked="" 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 checked="" 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:

- 

**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:

- 

**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: American bumblebee, prairie skink, and slender glass lizard. Follow the special note on the EPIC sheet and the BMPs 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>.
- Section 1.2 Vegetation BMP
  - Section 2.4.4 Insect Pollinator BMP
  - Section 2.6.2 Terrestrial Amphibian and Reptile BMP

**Special Notes:**

- 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.
- 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.
- 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:

- 
- 
- 

**VII. OTHER ENVIRONMENTAL ISSUES**

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

No Action Required  Required Action

Action Number:

- 

**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.

**Texas Department of Transportation**  
 Dallas District

ENVIRONMENTAL PERMITS,  
 ISSUES AND COMMITMENTS  
 (EPIC)

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	SEE TITLE SHEET	US 80
STATE	DISTRICT	COUNTY
TEXAS	DALLAS	Kaufman
CONTROL	SECTION	JOB
0095	05	064
		SHEET NO.
		43

LAST REVISION: 1/15/15



**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):**  
0095-05-064 (US 80)

**1.2 PROJECT LIMITS:**  
From: EAST OF CR 354

To: WEST OF FM 2728

**1.3 PROJECT COORDINATES:**

BEGIN: (Lat) 32.72622°, (Long) 96.19739°

END: (Lat) 32.72334°, (Long) 96.18127°

**1.4 TOTAL PROJECT AREA (Acres):** 49.75

**1.5 TOTAL AREA TO BE DISTURBED (Acres):** 1.33

**1.6 NATURE OF CONSTRUCTION ACTIVITY:**  
INSTALL MEDIAN BARRIER

**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
Mabank fine sandy loam, 0% to 1% slopes	85% Clay 15% Fine Sandy Loam, Moderately well drained, High rate of run-off, and moderate erosion potential
Crockett fine sandy loam, 2% to 5% slopes, eroded	90% Clay 10% Fine Sandy Loam, Moderately well drained, High rate of run-off, and moderate erosion potential

**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
N/A	

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
Various tributaries to Muddy Creek	* Flows to Cedar Creek above Cedar Creek Reservoir (0818B); Impaired for bacteria

\* 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 Benfroe*, P.E. 5/16/2023  
Signature of Registrant & Date

**STORMWATER POLLUTION PREVENTION PLAN (SWP3)**

© 2023 Sheet 1 of 2  
Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.			SHEET NO.
6	SEE TITLE SHEET			44
STATE	STATE DIST.	COUNTY		
TEXAS	DAL	KAUFMAN		
CONT.	SECT.	JOB	HIGHWAY NO.	
0095	05	064	US 80	

**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
Protection of Existing Vegetation	135+00.00	189+00.00
Vegetated Buffer Zones	139+85.00 149+35.00	142+95.00 149+85.00
Permanent Planting, Sodding or Seeding	135+50.00	188+33.00

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

**2.4 OFFSITE VEHICLE TRACKING CONTROLS:**

- Excess dirt/mud on road removed daily
- Haul roads dampened for dust control
- Loaded haul trucks to be covered with tarpaulin
- Stabilized construction exit
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_

**2.5 POLLUTION PREVENTION MEASURES:**

- Chemical Management
- Concrete and Materials Waste Management
- Debris and Trash Management
- Dust Control
- Sanitary Facilities
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_

**2.6 VEGETATED BUFFER ZONES:**

Natural vegetated buffers shall be maintained as feasible to protect adjacent surface waters. If vegetated natural buffer zones are not feasible due to site geometry, the appropriate additional sediment control measures have been incorporated into this SWP3.

Type	Stationing	
	From	To
Tributary to Muddy Creek 1	139+85.00	142+95.00
Tributary to Muddy Creek 2	149+35.00	149+85.00

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 Benfroe*, P.E. 5/16/2023  
Signature of Registrant & Date

**STORMWATER POLLUTION PREVENTION PLAN (SWP3)**

© 2023 Sheet 2 of 2  
Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.			SHEET NO.
6	SEE TITLE SHEET			45
STATE	STATE DIST.	COUNTY		
TEXAS	DAL	KAUFMAN		
CONT.	SECT.	JOB	HIGHWAY NO.	
0095	05	064	US 80	



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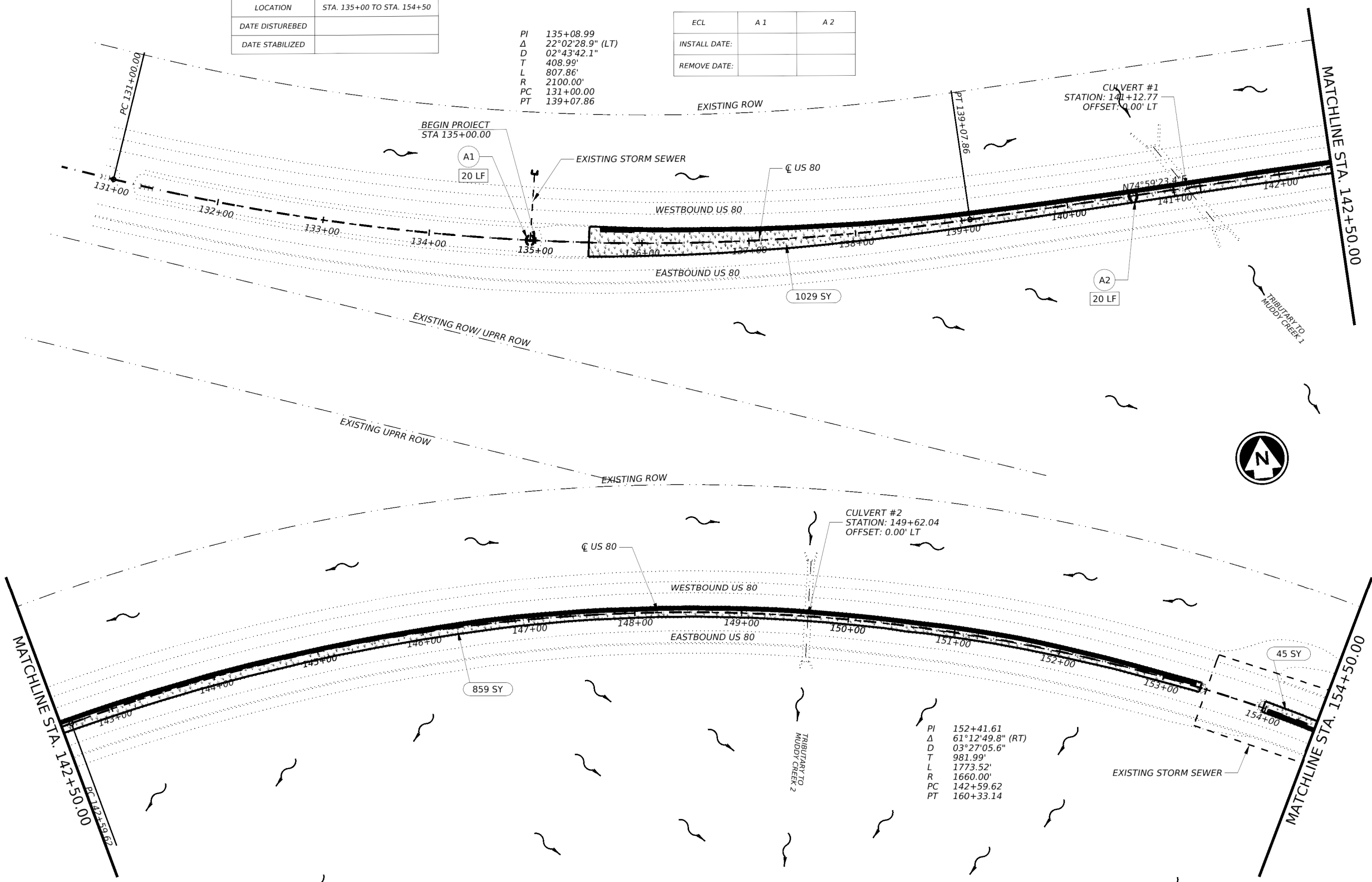
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LOCATION	STA. 135+00 TO STA. 154+50
DATE DISTURBED	
DATE STABILIZED	

ECL	A 1	A 2
INSTALL DATE:		
REMOVE DATE:		

PI 135+08.99  
 Δ 22°02'28.9" (LT)  
 D 02°43'42.1"  
 T 408.99'  
 L 807.86'  
 R 2100.00'  
 PC 131+00.00  
 PT 139+07.86

PI 152+41.61  
 Δ 61°12'49.8" (RT)  
 D 03°27'05.6"  
 T 981.99'  
 L 1773.52'  
 R 1660.00'  
 PC 142+59.62  
 PT 160+33.14



- LEGEND:**
- EROSION CONTROL LOG
  - CELL FIBER MULCH SEED
  - DIRECTION OF FLOW
  - BMP INSTALLATION
  - AREA OF RE-VEGETATION
  - EXISTING STORM SEWER

- NOTES**
1. BMPs SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBING ACTIVITIES.
  2. PROTECT TREES AND THEIR ROOTS, IF AT ALL POSSIBLE. PRESERVE CREEKSIDE VEGETATION TO THE EXTENT PRACTICABLE.
  3. CONTRACTOR TO PLACE AND MAINTAIN SW3P MEASURES.
  4. REMOVE LITTER AND CONSTRUCTION DEBRIS DAILY AND AS NEEDED OR AS DIRECTED BY THE ENGINEER. THIS WORK IS SUBSIDIARY TO VARIOUS EROSION CONTROL ITEMS (ITEM 506).
  5. REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
  6. SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.



*Falon Benfloc* 5/16/2023  
 Signature of Registrant P.E. Date



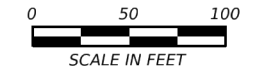
**US 80  
 SW3P SITE MAP**

SHEET 1 OF 3

CONT	SECT	JOB	HIGHWAY
0095	05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	46	

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ECL	B 1	B 2	B 3	B 4	B 5	B 6	B 7	B 8	B 9
INSTALL DATE:									
REMOVE DATE:									



- LEGEND:**
- EROSION CONTROL LOG
  - CELL FBR MULCH SEED
  - DIRECTION OF FLOW
  - BMP INSTALLATION
  - AREA OF RE-VEGETATION
  - EXISTING STORM SEWER

- NOTES**
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  - REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
  - SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.



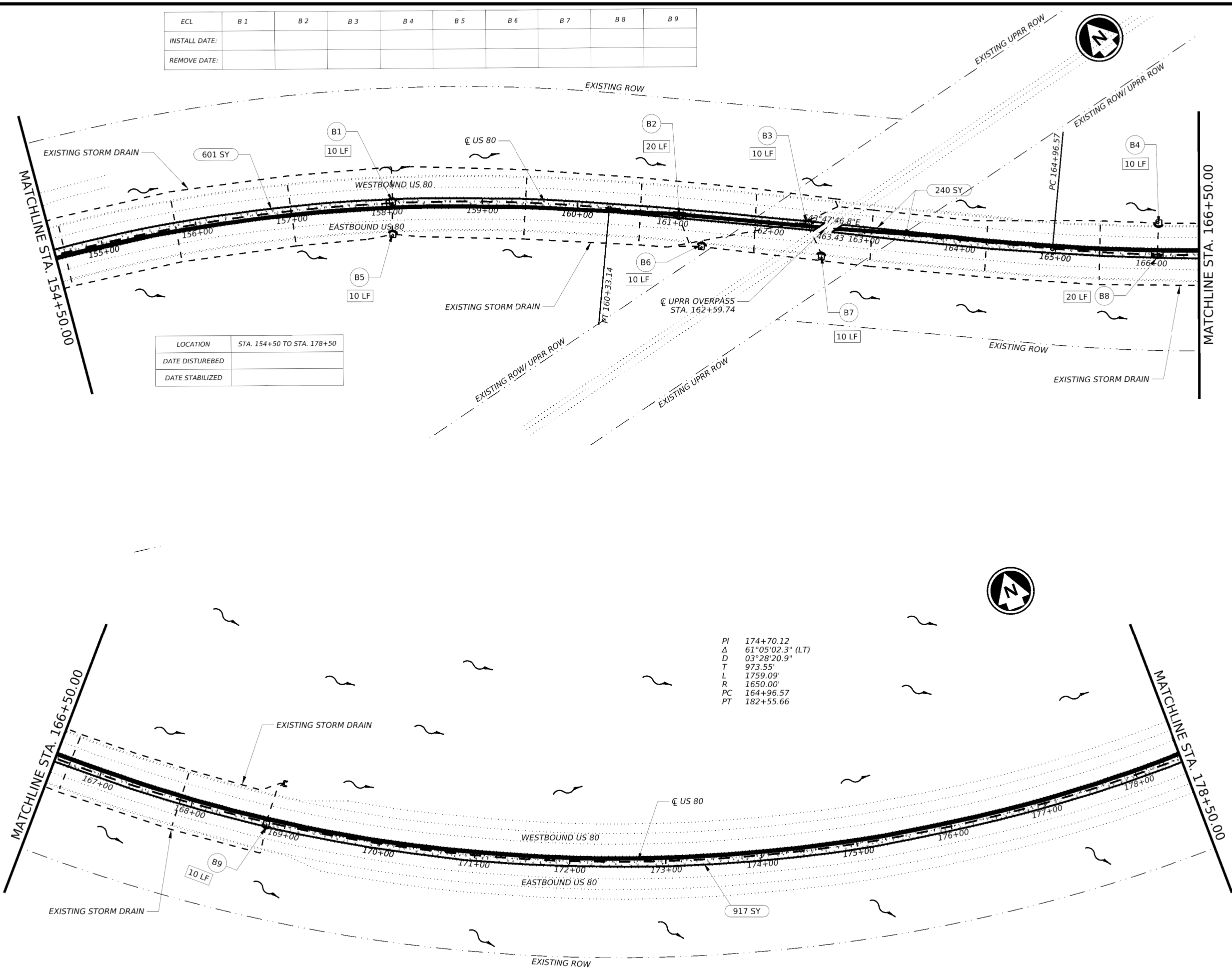
*Falon Benflo* 5/16/2023  
 Signature of Registrant P.E. Date



**US 80  
 SW3P SITE MAP**

SHEET 2 OF 3

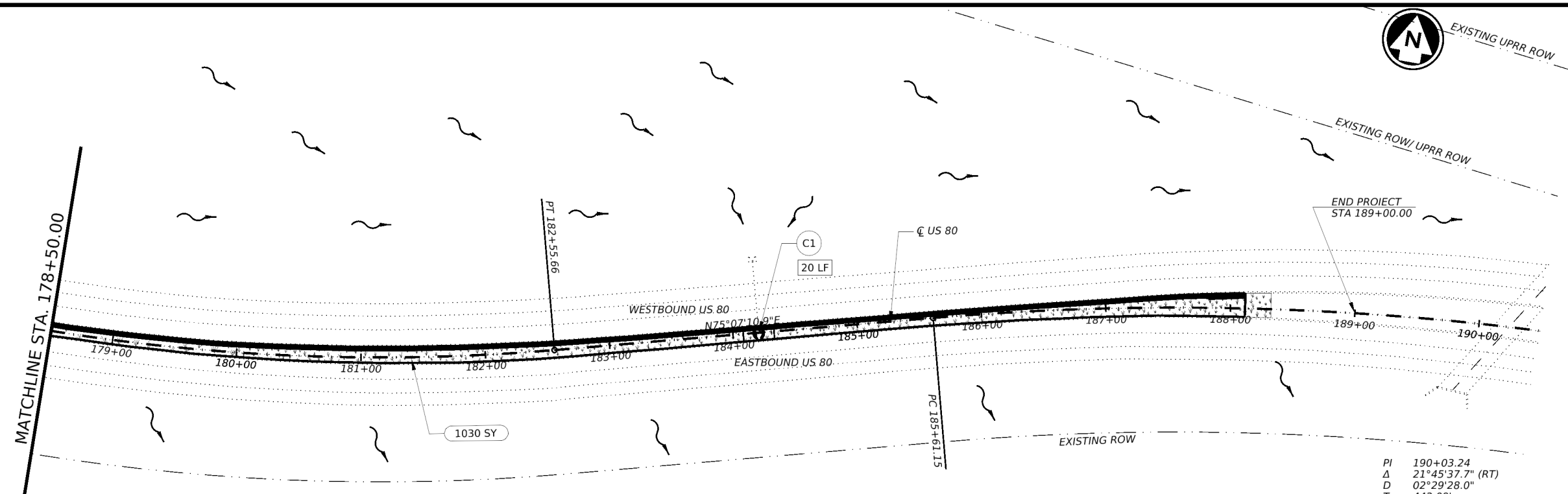
CONT	SECT	JOB	HIGHWAY
0095	05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	47	



PI 174+70.12  
 $\Delta$  61°05'02.3" (LT)  
 D 03°28'20.9"  
 T 973.55'  
 L 1759.09'  
 R 1650.00'  
 PC 164+96.57  
 PT 182+55.66

CK: DW: CK: DN:

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- LEGEND:**
- EROSION CONTROL LOG
  - CELL FIBER MULCH SEED
  - DIRECTION OF FLOW
  - BMP INSTALLATION
  - AREA OF RE-VEGETATION
  - EXISTING STORM SEWER

ECL	C1
INSTALL DATE:	
REMOVE DATE:	

LOCATION	STA. 178+50 TO STA. 189+00
DATE DISTURBED	
DATE STABILIZED	

PI 190+03.24  
 Δ 21°45'37.7" (RT)  
 D 02°29'28.0"  
 T 442.09'  
 L 873.52'  
 R 2300.00'  
 PC 185+61.15  
 PT 194+34.67

**NOTES**

1. BMPS SHALL NOT BE INSTALLED IN THEIR CONTROL AREA ANY SOONER THAN TWO WEEKS PRIOR TO SOIL DISTURBING ACTIVITIES.
2. PROTECT TREES AND THEIR ROOTS, IF AT ALL POSSIBLE. PRESERVE CREEKSIDE VEGETATION TO THE EXTENT PRACTICABLE.
3. CONTRACTOR TO PLACE AND MAINTAIN SW3P MEASURES.
4. REMOVE LITTER AND CONSTRUCTION DEBRIS DAILY AND AS NEEDED OR AS DIRECTED BY THE ENGINEER. THIS WORK IS SUBSIDIARY TO VARIOUS EROSION CONTROL ITEMS (ITEM 506).
5. REMOVE SEDIMENT FROM BMP WHEN IT REDUCES BMP'S CAPACITY BY 40%. ALWAYS PROVIDE CONSISTENT DRAINAGE.
6. SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIME FRAMES.



*Falon Benfioc*, 5/16/2023  
 Signature of Registrant P.E. Date

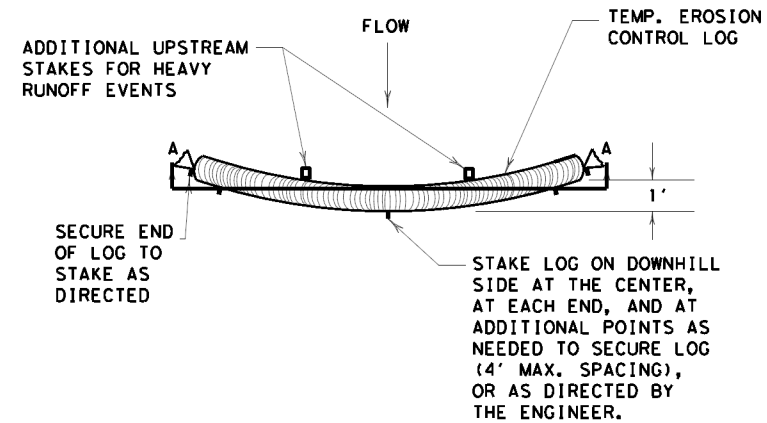


**US 80  
 SW3P SITE MAP**

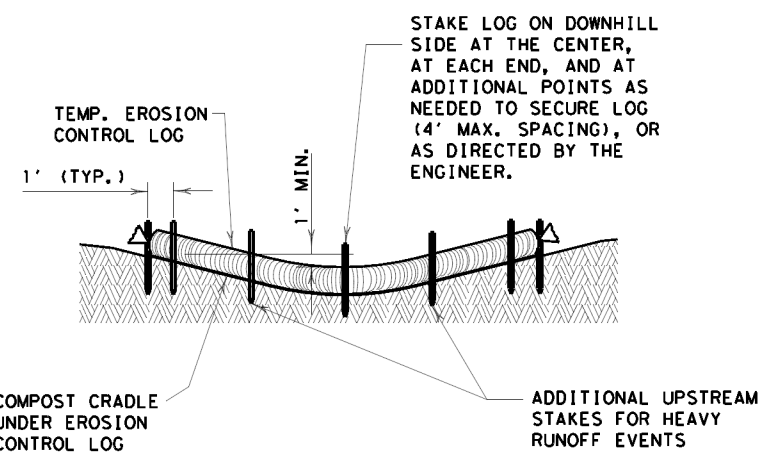
SHEET 3 OF 3

CONT	SECT	JOB	HIGHWAY
0095	05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	48	

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PLAN VIEW

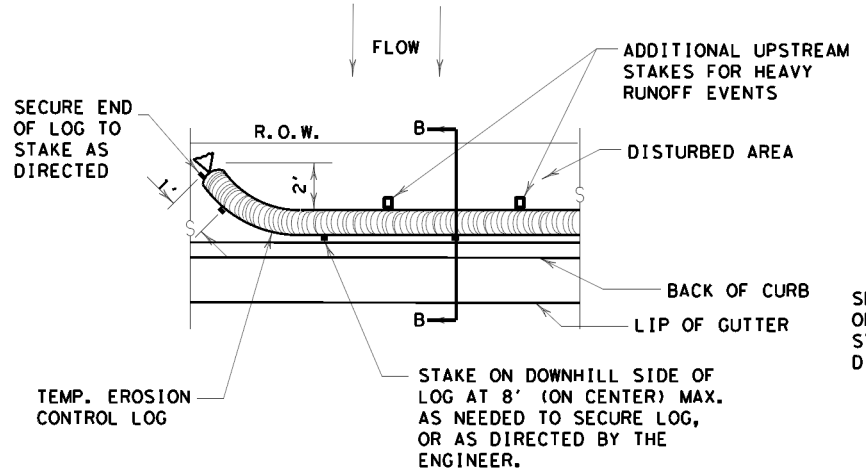


SECTION A-A  
EROSION CONTROL LOG DAM

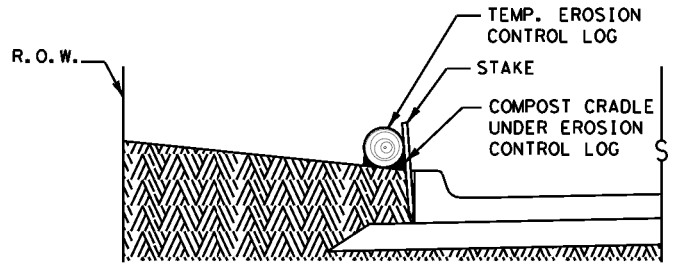
CL-D

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



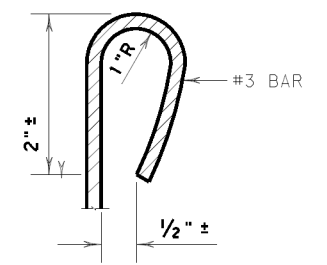
PLAN VIEW



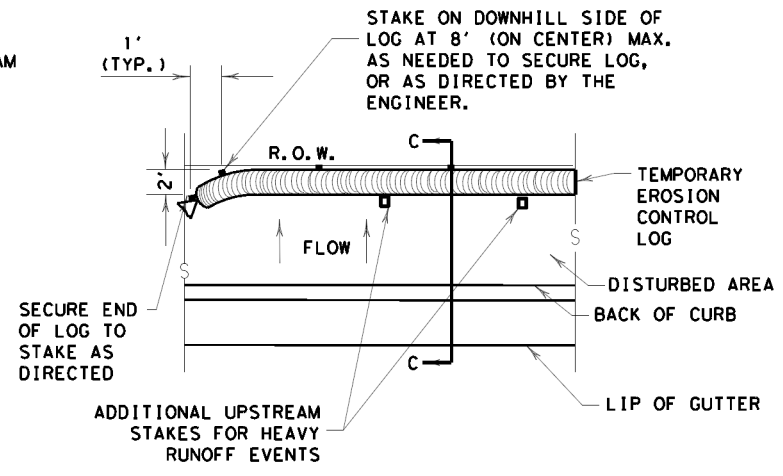
SECTION B-B

EROSION CONTROL LOG AT BACK OF CURB

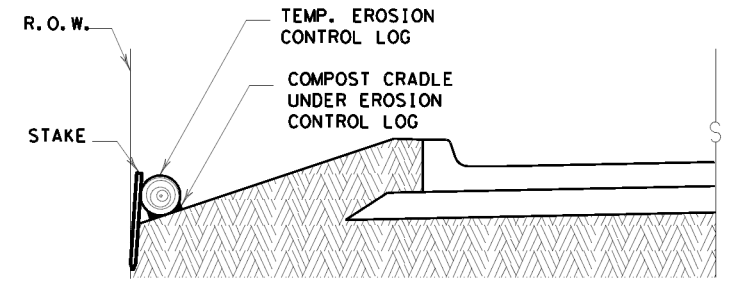
CL-BOC



REBAR STAKE DETAIL



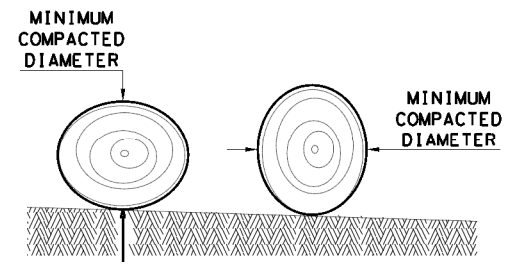
PLAN VIEW



SECTION C-C

EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

**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:

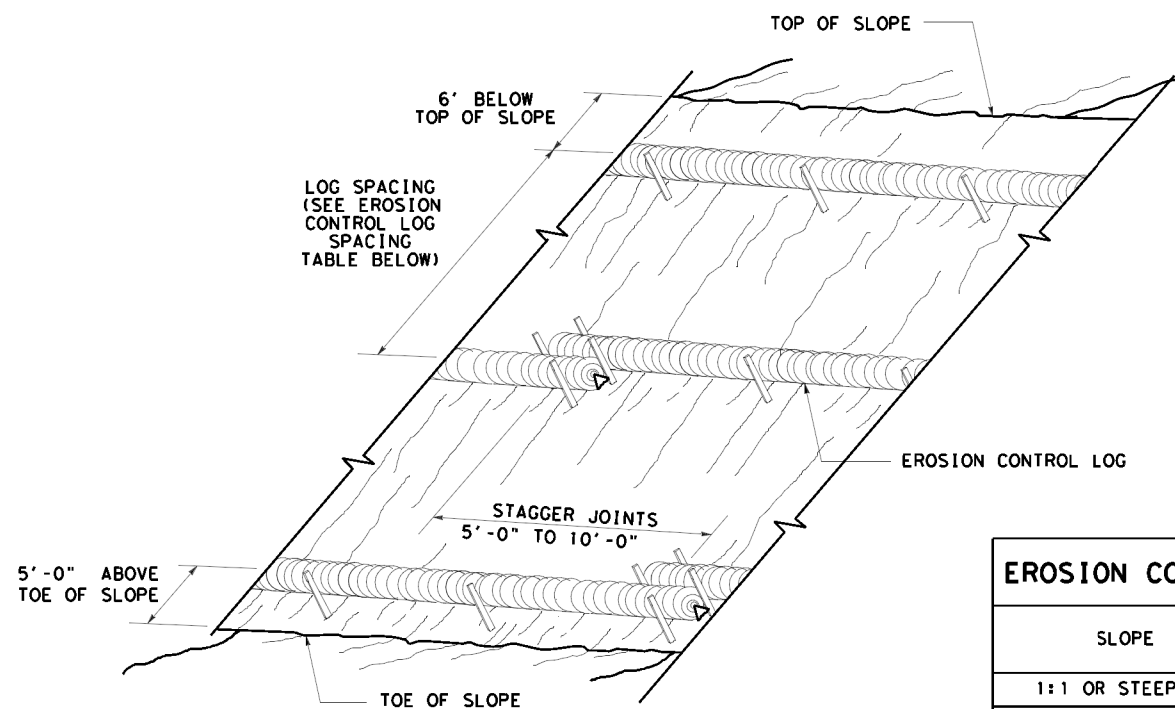
1. EROSION CONTROL LOGS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS, OR AS DIRECTED BY THE ENGINEER.
2. LENGTHS OF EROSION CONTROL LOGS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS REQUIRED FOR THE PURPOSE INTENDED.
3. UNLESS OTHERWISE DIRECTED, USE BIODEGRADABLE 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>	
<p><b>TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES</b></p> <p><b>EROSION CONTROL LOG</b></p> <p><b>EC (9) - 16</b></p>			
FILE: ec916	DNR TxDOT	CK: KM	DWR: LS/PT
© TxDOT: JULY 2016	CONT SECT	JOB	HIGHWAY
REVISIONS	0095 05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	49	

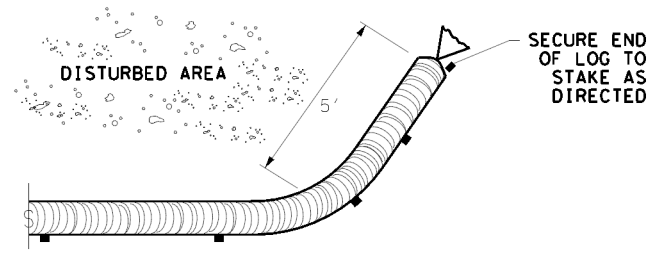


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**EROSION CONTROL LOGS ON SLOPES  
STAKE AND TRENCHING ANCHORING**

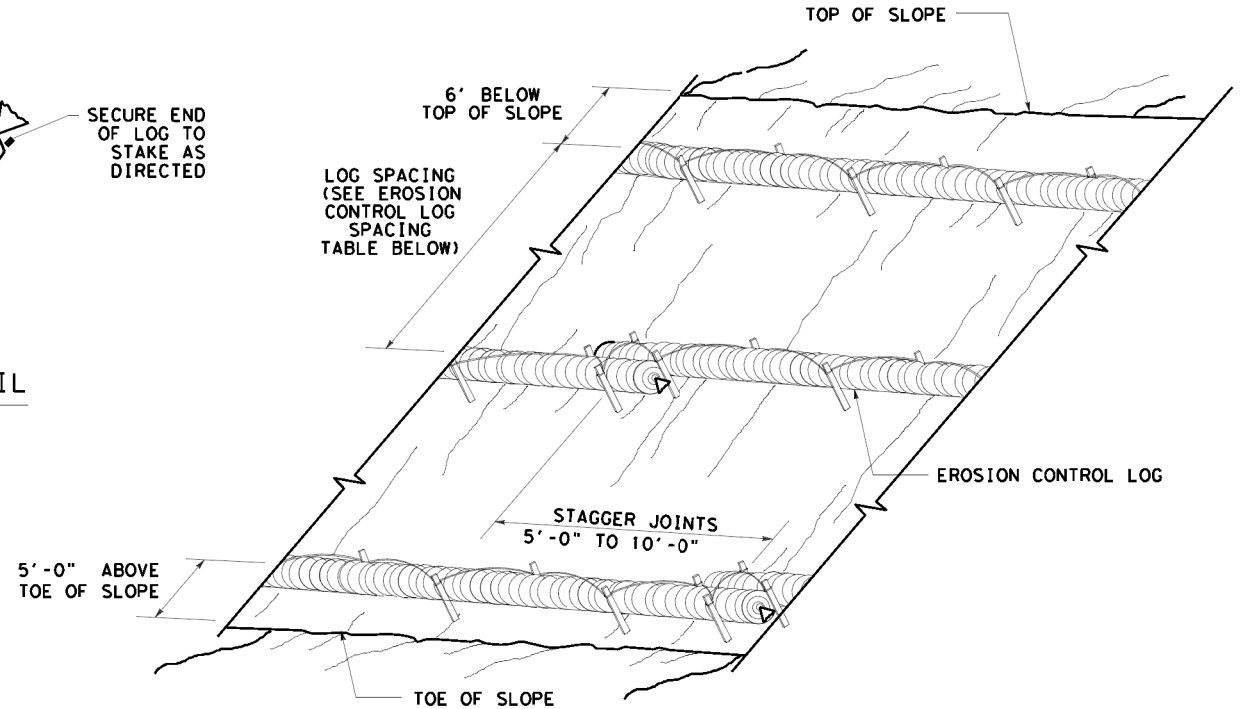
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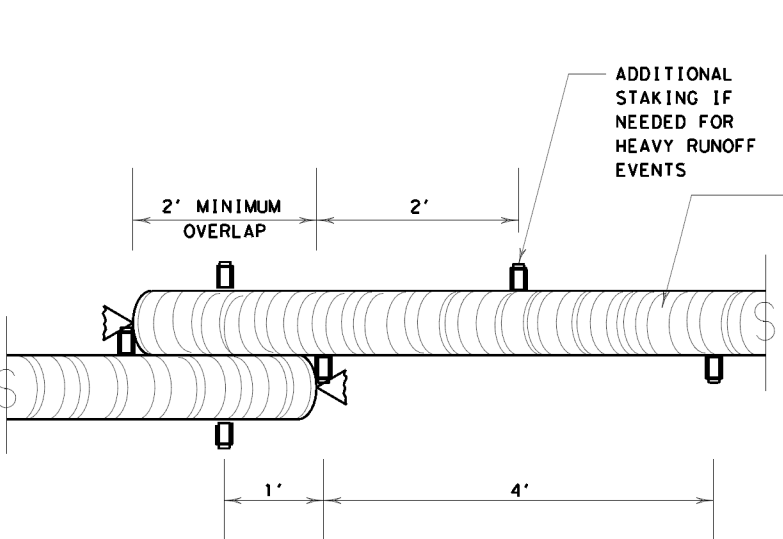
EROSION CONTROL LOG SPACING TABLE				
SLOPE	LOG DIAMETER			
	6"	8"	12"	18"
1:1 OR STEEPER	5'	10'	15'	20'
2:1	10'	20'	30'	40'
3:1	15'	30'	45'	60'
4:1 OR FLATTER	20'	40'	60'	80'

\* ADJUSTMENTS CAN BE MADE FOR SOIL TYPE:  
 SOFT, LOAMY SOILS-ADJUST ROWS CLOSER TOGETHER;  
 HARD, ROCKY SOILS- ADJUST ROWS FARTHER APART



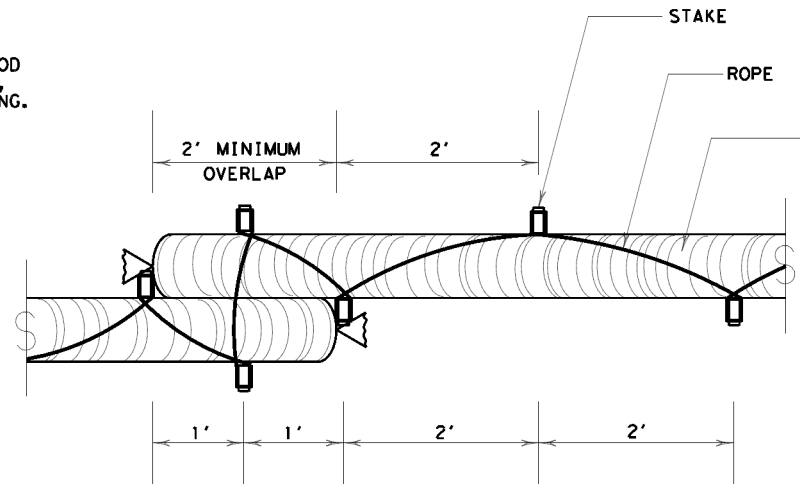
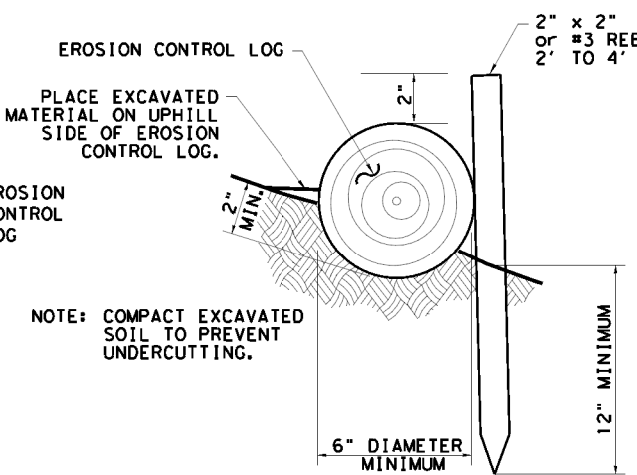
**EROSION CONTROL LOGS ON SLOPES  
STAKE AND LASHING ANCHORING**

CL-SSL



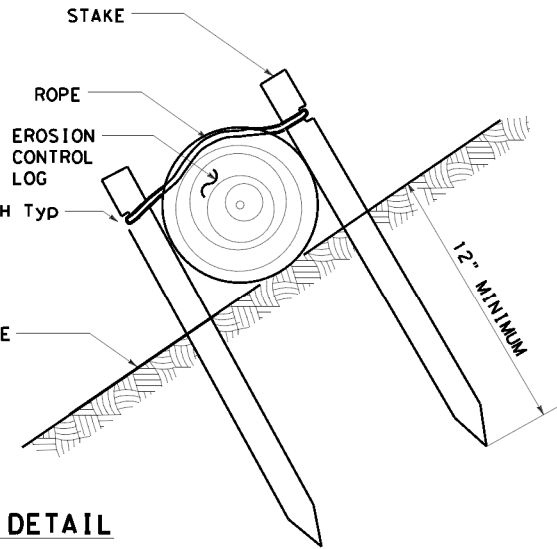
**STAKE AND TRENCHING ANCHORING DETAIL**

CL-SST

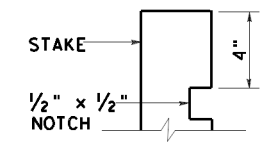


**STAKE AND LASHING ANCHORING DETAIL**

CL-SSL



TRENCH DEPTH TABLE	
LOG DIAMETER	DEPTH
6"	2"
8"	3"
12"	4"
18"	5"



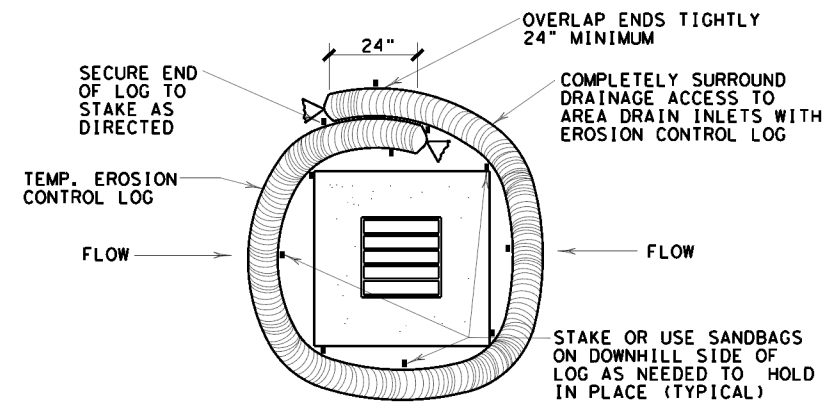
**STAKE NOTCH DETAIL**

SHEET 2 OF 3

Texas Department of Transportation		Design Division Standard	
<b>TEMPORARY EROSION,          SEDIMENT AND WATER          POLLUTION CONTROL MEASURES          EROSION CONTROL LOG          EC (9) - 16</b>			
FILE: ec116	DNR TxDOT	CK: KM	DWR LS/PT
© TxDOT: JULY 2016	CONT SECT	JOB	HIGHWAY
REVISIONS	0095 05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	50	

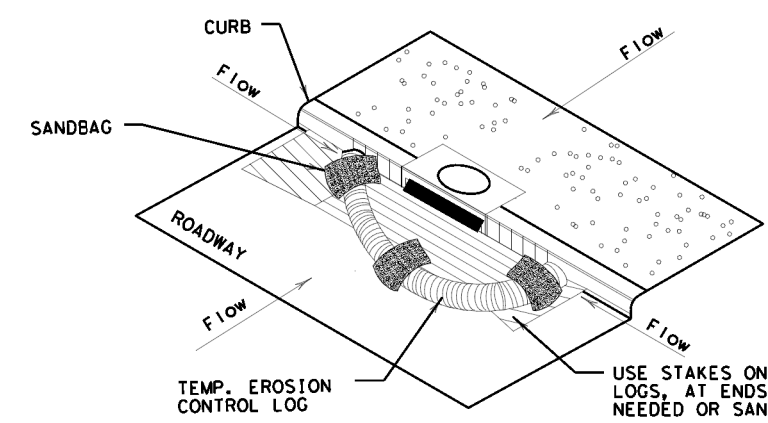
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

DATE: 5/8/2023  
 FILE: D:\t\projectwise\online.com\txdot\Documents\18 - DAL\Design Projects\009505064\4 - Design\Plan Set\9. Environmental\STANDARDS\1. 0095-05-064 US 80 ec916.dgn



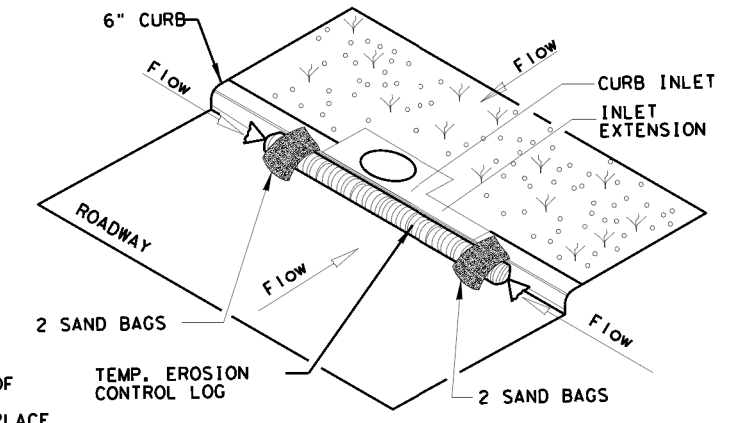
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

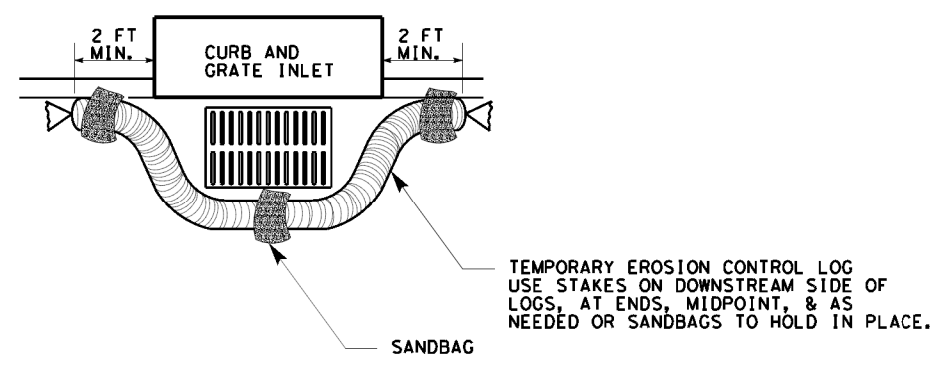
CL-CI



EROSION CONTROL LOG AT CURB INLET

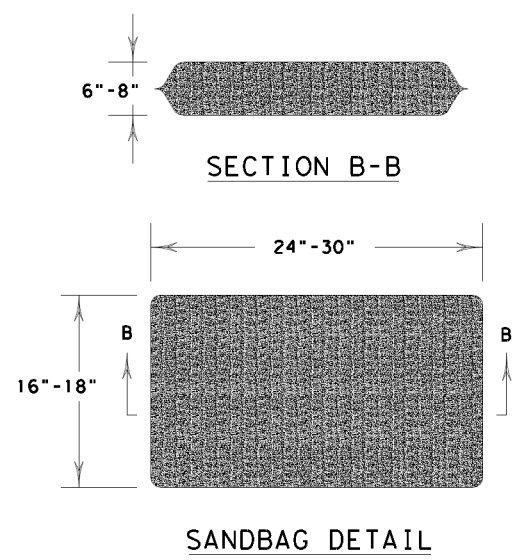
CL-CI

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>	
<b>TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES</b> <b>EROSION CONTROL LOG</b> <b>EC (9) - 16</b>			
FILE: ec916	DNR TxDOT	CK: KM	DWR LS/PT
© TxDOT: JULY 2016	CONT SECT	JOB	HIGHWAY
REVISIONS	0095 05	064	US 80
DIST	COUNTY	SHEET NO.	
DAL	KAUFMAN	51	

**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)																														
<b>WARM SEASON</b> 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 Bunchflower</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 Bunchflower	- 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
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Foxtail Millet (Setaria italica)	- 34 lbs/AC																																
<b>COOL SEASON</b> 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.



**VEGETATION ESTABLISHMENT SHEET**  
(DALLAS DISTRICT)

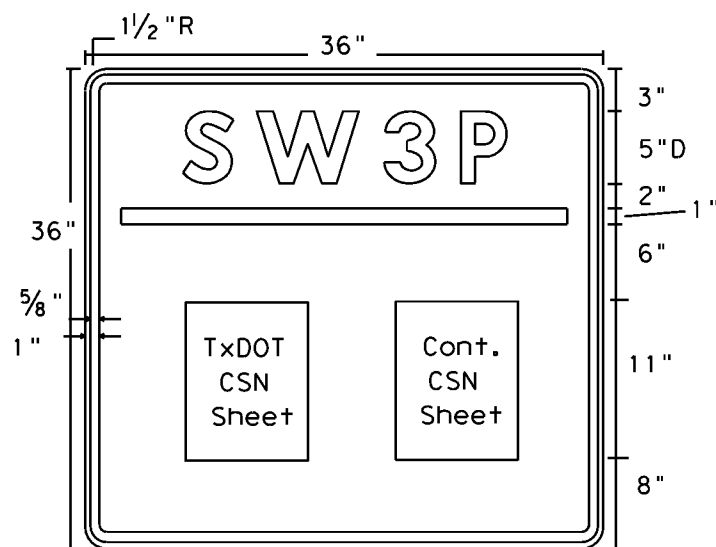
TEMPLATE REVISION DATE: 02/21/19

DESIGN CPB	FED. RD. DIV. NO. 6	FEDERAL AID PROJECT NO. (See Title Sheet)		HIGHWAY NO. US 80
GRAPHICS XXX	STATE TEXAS	DISTRICT DALLAS	COUNTY KAUFMAN	SHEET NO. 52
CHECK XXX	CONTROL 0095	SECTION 05	JOB 064	

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LEVELS DISPLAYED

1



Sign Dimensions

36" X 36"

- Letters - White
- Numbers - White
- Border - White
- Background - Blue

SW3P SIGN  
TxDOT & Contractor  
Construction Site Note  
(CSN)

GENERAL NOTES:

1. 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.
2. 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.
3. CSN Sheets will be laminated and attached to the sign with an adhesive. Ensure sheets remain dry. (See Figure 1).
4. 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.
5. Final location of the signs will be as approved by the Engineer.

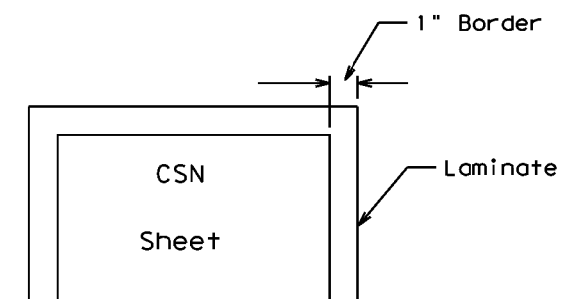
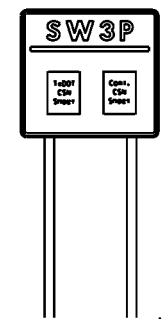
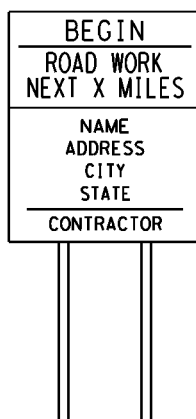
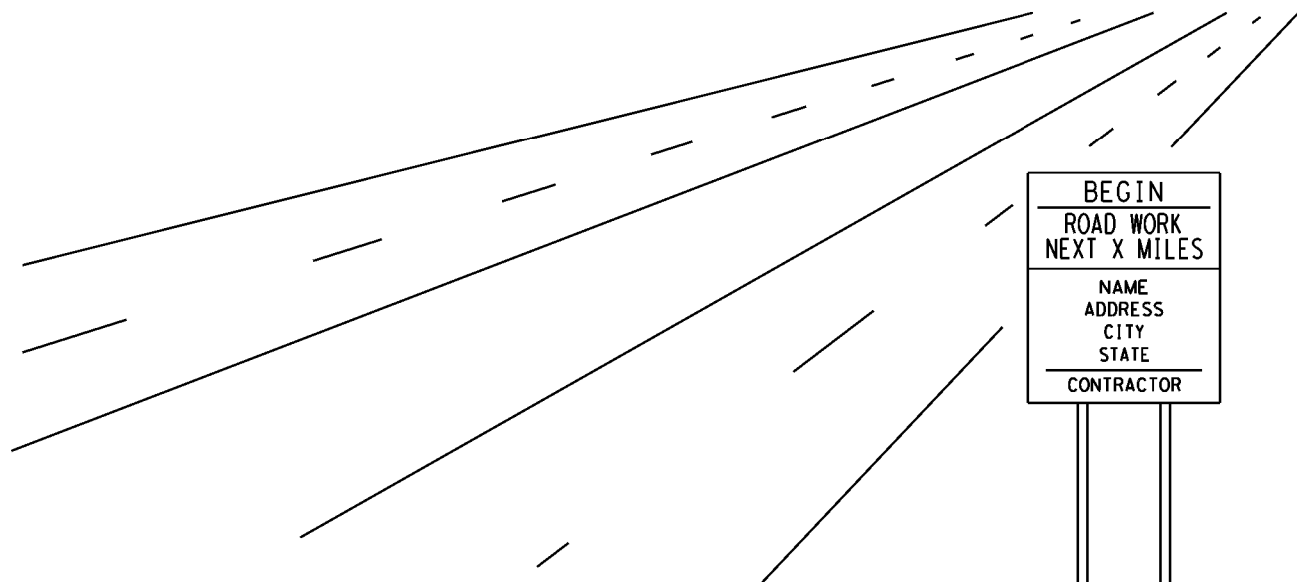


Figure 1



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: TxDOT	CK:	DW:	CK:
©TxDOT 2016	DISTRICT	PROJECT NO.	SHEET	
	DAL	(SEE TITLE SHEET)	53	
REVISION DATE: 10-16-15	COUNTY	CONTROL	SECT	JOB
	KAUFMAN	0095	05	064
				HIGHWAY
				US 80