INDEX OF SHEETS

SEE SHEET 2 FOR INDEX OF SHEETS

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

STATE PROJECT NO.			
C 81-10-52			
CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		1

DESIGN SPEED = 60 MPH
A.D.T. (2022)= 5696
A.D.T. (2042)= 10367

STATE PROJECT NO. C 81-10-52

US 377
GRAYSON COUNTY

NET LENGTH OF ROADWAY = 75922 FT.= 14.38 MI.
NET LENGTH OF PROJECT = 75922 FT.= 14.38 MI.

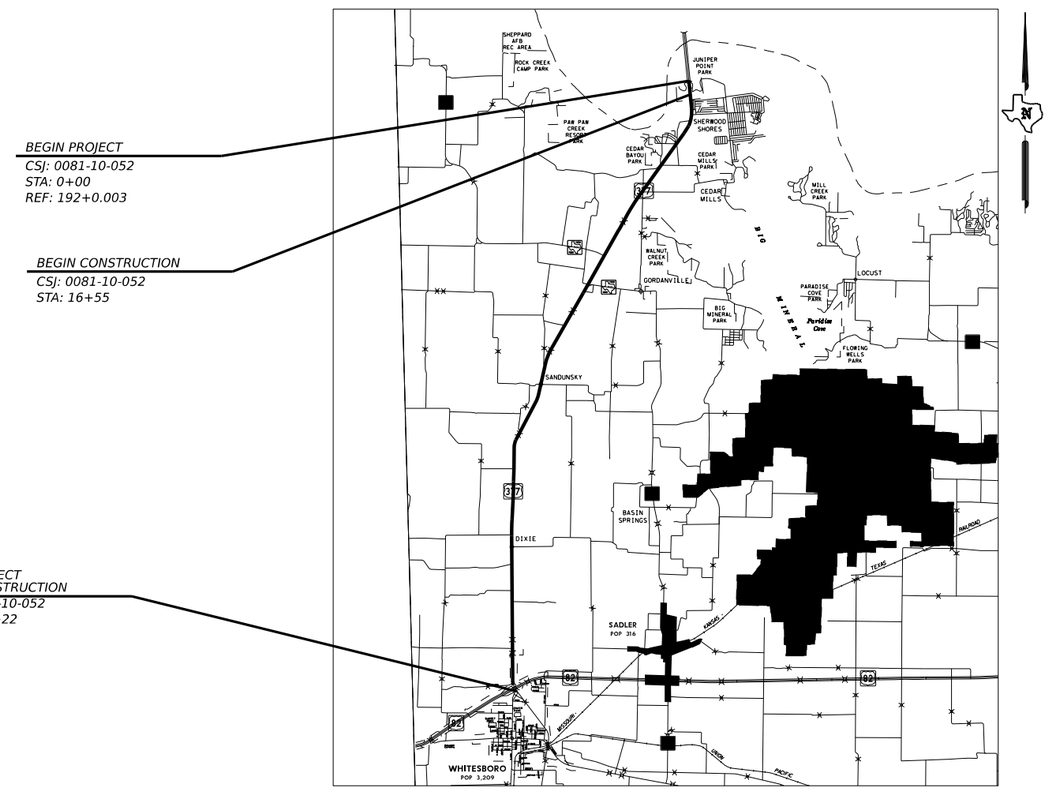
LIMITS: FROM OKLAHOMA STATE LINE TO US 82
FOR THE OVERLAY OF EXISTING ROADWAY
CONSISTING OF SPOT BASE REPAIR AND OVERLAY

FINAL PLANS

LETTING DATE:
DATE CONTRACTOR BEGAN WORK:
DATE WORK WAS COMPLETED:
DATE WORK WAS ACCEPTED:
ORIGINAL CONTRACT WORKING DAYS:
USED OF WORKING DAYS
NO. OF CHANGE ORDERS:
FINAL CONTRACT COST:
PERCENT OVER/UNDER RUN:
CONTRACTOR:

I CERTIFY THAT THIS PROJECT WAS BUILT IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.

AREA ENGINEER DATE



BEGIN PROJECT
CSJ: 0081-10-052
STA: 0+00
REF: 192+0.003

BEGIN CONSTRUCTION
CSJ: 0081-10-052
STA: 16+55

END PROJECT
END CONSTRUCTION
CSJ: 0081-10-052
STA: 759+22

EXCEPTIONS: NONE
EQUATIONS: NONE
RAILROAD CROSSINGS: NONE

0 1 2 3
SCALE IN MILES

REQUIRED SIGNS SHALL BE IN ACCORDANCE WITH BC (1)- 21 THRU BC (12)- 21 AND THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

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

SUBMITTED FOR LETTING: Feb. 6, 2024

Monte R. Potter P.E.
DESIGN ENGINEER

RECOMMENDED FOR LETTING: 2/6/2024

DocuSigned by: Aaron R Bloom 2F03D019E58F45F...
AREA ENGINEER

APPROVED FOR LETTING: 2/6/2024

DocuSigned by: Ned Paramanantham AF7AF41AFE6049E...
DISTRICT ENGINEER

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

INDEX OF SHEETS

THE STANDARD SHEETS SPECIFICALLY IDENTIFIED WITH THE "#" SYMBOL ON THIS SHEET HAVE BEEN ISSUED BY ME AND ARE APPLICABLE TO THIS PROJECT.

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

2.06.24

Monte R. Rater P.E.

Texas Department of Transportation

US 377

INDEX OF SHEETS

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0081	10	052	us 377
DIST	COUNTY		SHEET NO.
DST	GRAYSON		02

DATE: DATE TIME
FILE: DOCUMENT NAME

PAVEMENT CORE DATA

PAVEMENT CORES PROVIDED BY EST, INC.

NO. C-01	HWY: US 377 LOCATION: 33.860413,-96.832815 POSITION: SB LANE	6.50" ACP 14.00" FLEX BASE SUBGRADE
NO. C-02	HWY: US 377 LOCATION: 33.830853,-96.848627 POSITION: NB LANE	8.00" ACP 8.00" FLEX BASE SUBGRADE
NO. C-03	HWY: US 377 LOCATION: 33.651377,-96.870683 POSITION: SB LANE	6.50" ACP 10.00" FLEX BASE SUBGRADE
NO. C-04	HWY: US 377 LOCATION: 33.772992,-96.890525 POSITION: NB LANE	5.00" ACP 10.00" FLEX BASE SUBGRADE
NO. C-05	HWY: US 377 LOCATION: 33.741224,-96.903378 POSITION: SB LANE	3.50" ACP 12.00" FLEX BASE SUBGRADE
NO. C-06	HWY: US 377 LOCATION: 33.707386,-96.905167 POSITION: NB LANE	5.25" ACP 8.00" FLEX BASE SUBGRADE
NO. C-07	HWY: US 377 LOCATION: 33.673761,-96.906087 POSITION: SB LANE	5.00" ACP 10.00" FLEX BASE SUBGRADE

Texas Department of Transportation

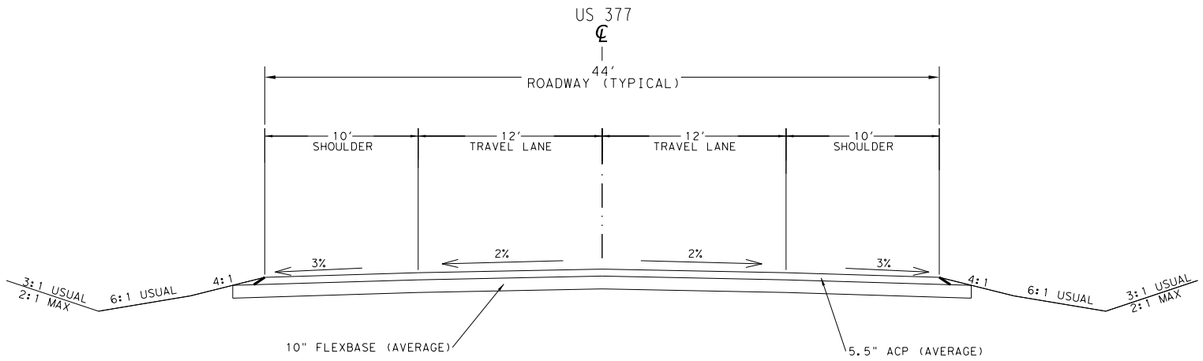
US 377

PAVEMENT CORE DATA

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		3

DATE: $DATE$TIME $TIME$
FILE: $DOCUMENT NAME

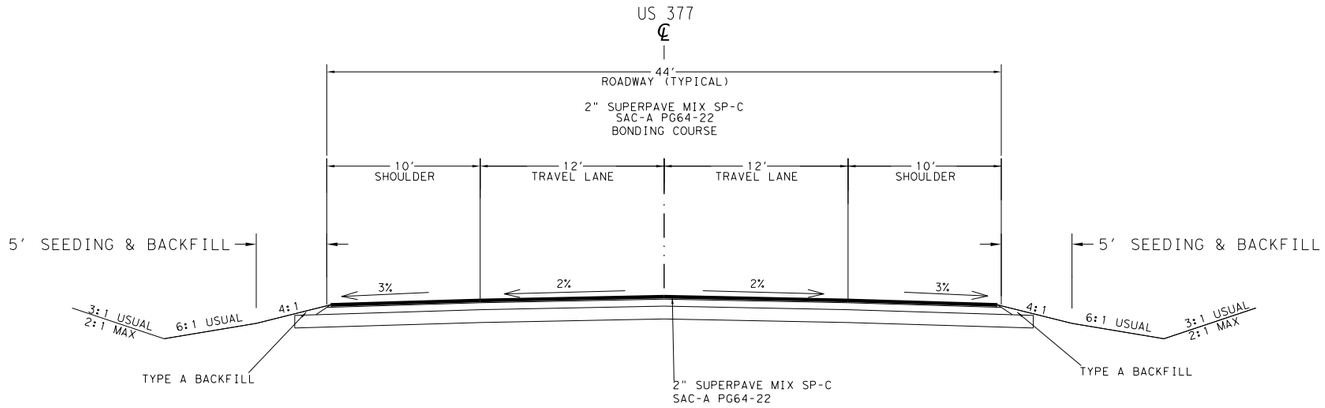


US 377

EXISTING TYPICAL SECTION

STATION 0+00 TO 759+22

BRIDGES:
RED BRANCH 303+96 - 305+14
BRUSHY CREEK 356+46 - 357+64
SANDY CREEK 460+30 - 461+68
N FORK BIG MINERAL CREEK 696+75 - 697+77
S FORK BIG MINERAL CREEK 713+03 - 713+80



US 377

PROPOSED TYPICAL SECTION

STATION 0+00 TO 759+22

BRIDGES:
RED BRANCH 303+96 - 305+14
BRUSHY CREEK 356+46 - 357+64
SANDY CREEK 460+30 - 461+68
N FORK BIG MINERAL CREEK 696+75 - 697+77
S FORK BIG MINERAL CREEK 713+03 - 713+80

0 2 4 6 8 10
SCALE IN FEET

DATE: $DATE$TIME $TIME$
FILE: $DOCSMENT NAME

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

2.06.23

Monte R. Rater P.E.

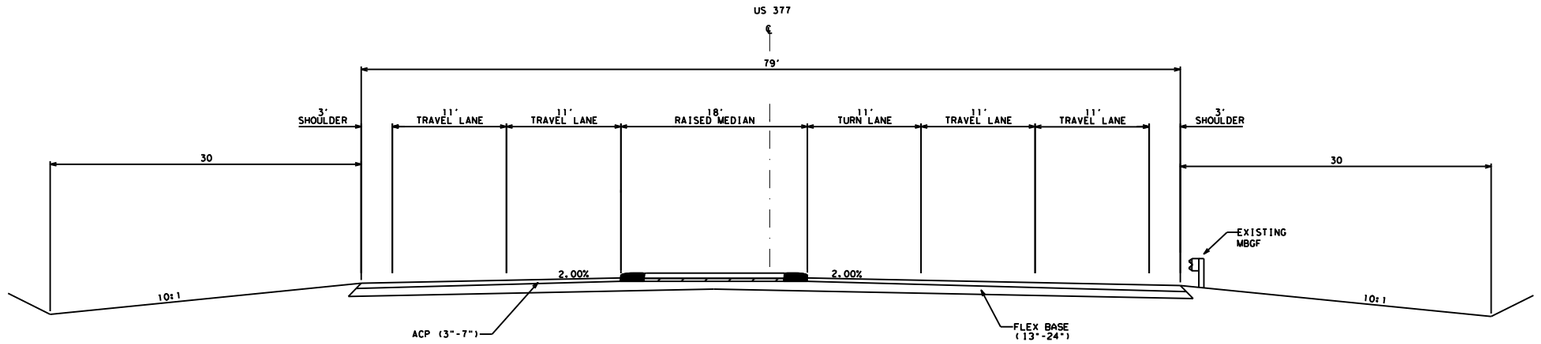
Texas Department of Transportation

US 377

TYPICAL SECTION

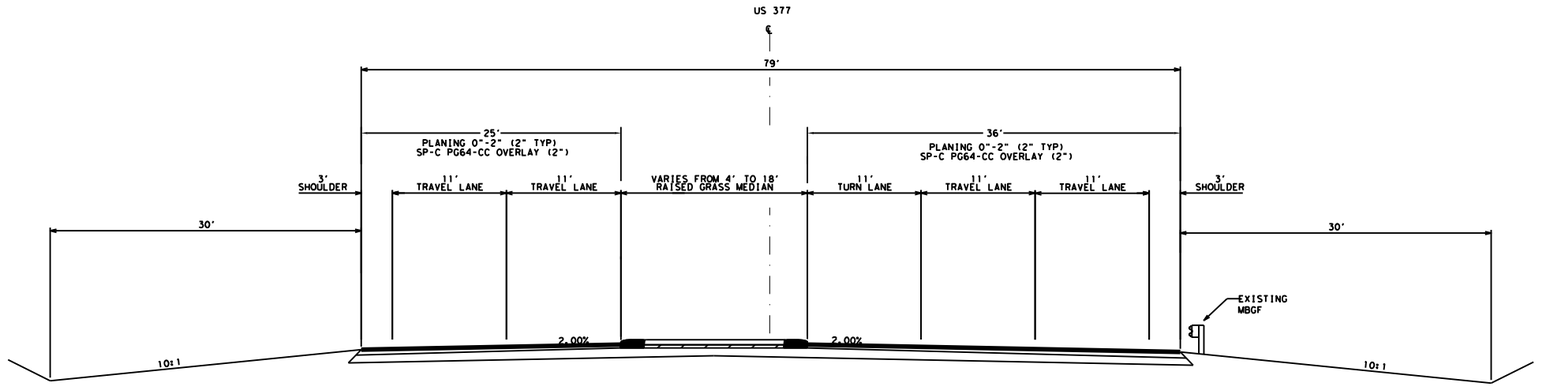
SHEET 1 OF 2

CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		4



EXISTING

FROM: STA. 753+61.58 TO STA. 757+20.36
ROADWAY UNDER US 82 OVERPASS



EXISTING

FROM: STA. 753+61.58 TO STA. 757+20.36
ROADWAY UNDER US 82 OVERPASS

0 2 4 6 8 10
SCALE IN FEET

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

2.06.24

Monte R. Rater P.E.

Texas Department of Transportation

US 377

TYPICAL SECTION

SHEET 2 OF 2

CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		5

DATE: $DATE$TIME $TIME$
FILE: $DOCUMENT NAME

GENERAL NOTES

General:

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

Sherman Area Office
Aaron Bloom, P.E. – Aaron.Bloom@txdot.gov
Melese Norcha, P.E. – Melese.Norcha@txdot.gov

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

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

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

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

On Contractor request, earthwork cross sections and construction timelines will be posted to TxDOT's Public FTP at the following Address:
https://ftp.dot.state.tx.us/pub/txdot-info/Pre-Letting%20Responses/
The site is organized by District, Project Type (Construction or Maintenance), Letting Date, CCSJ/Project Name.

Dispose of waste materials at an approved site. Furnish written approval from the property owner before disposal of waste materials.

Locate equipment a minimum of 30 feet from roadway when possible. Place signs and barricades as approved.

Stockpile sites for construction materials must be approved. Give at least 48 hours notification prior to stockpiling material.

Item 5 Control of the Work:

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

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

County: GRAYSON **Control:** 0081-10-052

Right and left are determined based upon the forward direction of stationing in the specific control section.

FINAL CLEANUP, prior to requesting final inspection the Contractor shall leave the work locations in a neat and presentable condition. This may include but is not limited to mowing, trimming and removal litter, debris, objectionable material, temporary structures, excess materials, and equipment from the work locations.

Item 7 Legal Relations and Responsibilities:

No significant traffic generator events identified.

Item 8 Prosecution and Progress:

Before beginning work on this project submit in writing, for approval, a plan of construction operations outlining in detail a sequence of work to be followed.

Provide a Bar Chart progress schedule for this project.

Item 9 Measurement and Payment:

Items of work for the Monthly Estimate will be cut off on the 25th of each month. Items of work performed after the 25th will be processed and paid on the following month's estimate. Material On Hand (MOH) will cut off on the 20th of each month. Special circumstances will be considered on a case-by-case basis.

Item 134 Backfilling Pavement Edges:

Use Type A backfill Material for final backfill. Provide material free of vegetation and other objectionable material with a Plasticity Index between 15 and 30.

The backfill material source shall be approved.

Place backfill with a road widener.

Dirt driveway shaping/construction will be subsidiary to Item 134.

Item 164 Seeding for Erosion Control, 166 Fertilizer:

Apply fertilizer with a ratio of 3-1-2 (N-P-K) over the areas to be seeded. This work will not be paid for directly, but will be considered subsidiary.

Item 168 Vegetative Watering:

Use water trucks equipped with a sprinkler system adequate to permit coverage of the entire seeded area from the roadbed. This equipment must be available to perform watering throughout the duration of vegetative establishment.

Water all seeded areas the day seed is applied. Thereafter, maintain the seeded areas in a well-watered condition throughout the duration of vegetative establishment.

Item 351 Flexible Pavement Structure Repair:

Perform flexible pavement structure repair before the final HMAC placement. Repair areas will be determined by the Engineer.

Item 354 Planing and Texturing Pavement:

Planing will be performed with a 12' milling machine.

RAP generated from this project can be used in the HMAC for this project.

During the planing operation, maintain the existing centerline stripe for overnight traffic operations unless full width planing is accomplished in one day. Plane all vertical longitudinal faces with a 3:1 slope to meet Edge Condition I as shown on sheet "Worksheet for Edge Condition Treatment Types".

The planing operation will be followed closely by the hot-mix asphalt (HMA) overlay operation. If inclement weather or other unexpected factors do not allow planed areas to be overlaid, warning signs per Standard Sheet WZ(UL) will be maintained until the hot-mix asphalt overlay operation is completed. If flexible bas is exposed, traffic will not be allowed to access that section of roadway until the proposed HMAC is constructed.

RAP that is not to be used on this project will become the property of the Contractor.

Clean existing bridge drains of existing and proposed HMAC and debris. This work will be subsidiary to Item 354.

All bridges with existing ACP overlay will be planed down to the existing concrete bridge deck. After planing the existing asphalt off the bridge decks, the bridge decks must be inspected by Justin Ferguson, Bridge Inspector at Paris District Headquarters, to evaluate the current condition of the bridge deck. The inspection must be done before the seal coat/tack coat operation on the bridge decks.

Justin Ferguson
Justin.Ferguson@txdot.gov
(903)-583-9523

Item 502 Barricades, Signs and Traffic Handling:

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

The following items will be required for flagger on this project:

1. Flaggers are required to wear a white hard hat while performing flagging operations.
2. Flaggers will be required at the intersection of all State maintained roadways.
3. Flaggers may be required at other high traffic generating intersections as deemed necessary by the Area Engineer.

The traffic control plan for this contract consists of the installation and maintenance of warning signs and other traffic control devices shown in the plans, specification data which may be included in the general notes, applicable provisions of the Texas Manual on Uniform Traffic Control Devices (TMUTCD), traffic control plan sheets included in the plans, standard BC sheets and Item 502 of the Standard Specifications.

Do not begin Item 502, Barricades, Signs, and Traffic Handling, on the roadway until both of the following conditions are met:

1. The work schedule is approved.
2. No more than 5 workdays will pass between the beginning of Item 502 and the actual commencement of roadway work bid items.

The final estimate will be withheld until all disturbed areas are covered with at least 70% perennial vegetative cover.

Correct all deficiencies within the time frame noted on the Traffic Control Device Inspection Form 599. Failure to make corrections within time frame specified may result in no payment for this Item for the month of the noted deficiency.

Provide shadow vehicles equipped with Truck Mounted Attenuators (TMA) as shown on Traffic Control Plan (TCP) standards.

Ensure that all travel lanes are open at night.

Provide pilot car during one lane/two-way traffic operations.

Road closures must be approved by the Engineer. Provide a two-week advance notice to the Engineer prior to desired roadway closure period. Begin display of closure information on PCMBs ten days prior to roadway closure.

Item 506 Temporary Erosion, Sedimentation & Environmental Controls:

The Temporary Erosion Control measures for this project will consist of using the following items, as directed:

1. Erosion Control Logs

The final estimate will not be released until all silt fences have been properly removed, or as directed and 70% establishment of vegetative cover is obtained.

Acquire approval for any change to the location of temporary sediment fence, as shown in the plans, prior to installation. Placement of erosion protection devices may be altered, as directed, to satisfy the requirements of the SW3P.

Refer to the SW3P sheet for the total disturbed area for the project.

It is the intent of this contract that no disturbance of vegetation occurs as a result of the roadway operations. However, if vegetation is disturbed, treat the disturbed area as follows at no additional costs to the department. Place temporary sediment control fence, or an alternative material as approved, to minimize and control the amount of sediment that might enter receiving waters from the disturbed area(s). Maintain the sediment controls in a satisfactory manner until the disturbed area(s) is stabilized. After the area(s) has been stabilized, remove the sediment controls. The location and length of the sediment controls will be determined. The work performed, materials furnished, equipment, labor, tools, and incidentals will not be measured or paid for directly, but will be considered subsidiary to the various bid items.

Item 533 Rumble Strips:

Roadway rumble strips shall be milled into pavement.

Item 585 Ride Quality for Pavement Surfaces:

Use Surface Test Type B Pay Adjustment Schedule 2 to evaluate ride quality of the final pavement surface on travel lanes and shoulders in accordance with Item 585, “Ride Quality for Pavement Surfaces.” A localized roughness penalty of $500 per occurrence will be assessed.

Item 662 Work Zone Pavement Markings:

Non-removable markings may be paint and beads.

Place flexible reflective roadway tabs in accordance with the current WZ (STPM) prior to seal coat operations. Place tabs to indicate the beginning and ending of no passing zones.

Cut, remove, and properly dispose of the upright portions of all work zone tabs prior to acceptance of any roadway. Remove entire tab when located on HMAC or concrete surfaces.

Item 666 Reflectorized Pavement Markings:

No stripe will be placed unless the inspector is present and at least 24 hours advance notice has been given by the Contractor.

Lay out pilot lines for approval 24 hours prior to all final pavement marking applications.

Use equipment with footage counters capable of measuring the linear footage placed. Calibrate counters prior to the beginning of striping operations.

Reduce truck speed enough to ensure that the beads drop onto the stripe and do not roll in the paint film.

Due to problems in traffic handling, do not place a dash center stripe and edge line at the same time.

Contact the Engineer 7 days before pavement marking placement for re-establishment of no-pass zones.

Item 3077 Superpave Mixtures:

All surface mixes are to be SAC A.

The use of PG 64-22 asphalt is required.

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

Specify Hot Mix Asphalt Concrete (HMAC) or Warm Mix Asphalt (WMA) at the time of design submittal. After design submittal, continue producing the chosen design unless otherwise approved.

RAP from contractor owned sources may be used if the RAP is fractionated. The course fraction of contractor owned RAP will not be allowed if it consists primarily of siliceous aggregates.

A tack coat is required for all overlay areas and for all longitudinal joints unless otherwise directed.

Evaluation of the mixture for moisture susceptibility will be performed by using test method TEX 530-C (boil test) and there shall be no evidence of stripping during design verification or at any time during production.

Item 3077 Superpave Mixtures (cont):

The maximum nighttime paved surface vertical differential will be limited to two inches. Prevent ponding of water on any travel ways that are exposed to traffic.

Perform all sampling for aggregate quality testing on stockpiles at the HMAC plant. Mixture sampling for QC/QA testing will typically be taken from the truck at the plant; however, the Engineer may direct that a sample be taken at any point or location of mixture during production, delivery or placement.

Preparation and construction of permanent / temporary transitions, terminations of mix courses and transitions to driveways and intersecting roadways is subsidiary to Item 341. This includes all labor, machinery, materials, and incidentals to complete the work including planing, removal, hauling and stockpiling of materials and necessary clean-up.

Item 3096 Asphalts, Oils, and Emulsions:

Provide 1L (1qt.) clean and dry screw top or friction-lid sampling cans as directed.

Furnish at least one sample of each type of asphalt used on the project for QA/QC purposes.

Item 6001 Portable Changeable Message Board:

Two (2) portable changeable message boards are required for advance warning.

Item 6185 Truck Mounted Attenuators:

Shadow vehicles with truck mounted attenuator (TMA) are required on the traffic control plan and TCP standards for this project. The contractor will be responsible for determining if one or more of these traffic control operations will be ongoing at the same time to determine the total number of TMAs needed for the project.

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0081-10-052 **DISTRICT** Paris **COUNTY** Grayson
HIGHWAY US 377

ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL
	134-6001	BACKFILL (TY A)	STA	711.570	
	164-6009	BROADCAST SEED (TEMP) (WARM)	SY	77,318.000	
	164-6023	CELL FBR MLCH SEED(PERM)(RURAL)(CLAY)	SY	77,318.000	
	168-6001	VEGETATIVE WATERING	MG	464.000	
	351-6006	FLEXIBLE PAVEMENT STRUCTURE REPAIR(10")	SY	500.000	
	354-6021	PLANE ASPH CONC PAV(0" TO 2")	SY	23,454.000	
	354-6029	PLANE ASPH CONC PAV(0" TO 6")	SY	4,812.000	
	438-6006	CLEANING AND SEALING JOINTS (CL 3)	LF	398.000	
	438-6008	CLEANING AND SEALING JOINTS (CL 7)	LF	271.800	
	500-6001	MOBILIZATION	LS	1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	5.000	
	506-6040	BIODEG EROSN CONT LOGS (INSTL) (8")	LF	50.000	
	506-6043	BIODEG EROSN CONT LOGS (REMOVE)	LF	50.000	
	530-6005	DRIVEWAYS (ACP)	SY	4,027.000	
	533-6001	RUMBLE STRIPS (SHOULDER)	LF	145,386.000	
	533-6002	RUMBLE STRIPS (CENTERLINE)	LF	72,693.000	
	662-6005	WK ZN PAV MRK NON-REMOV (W)6"(BRK)	LF	3,034.000	
	662-6008	WK ZN PAV MRK NON-REMOV (W)6"(SLD)	LF	150,879.000	
	662-6012	WK ZN PAV MRK NON-REMOV (W)8"(SLD)	LF	708.000	
	662-6016	WK ZN PAV MRK NON-REMOV (W)24"(SLD)	LF	179.000	
	662-6035	WK ZN PAV MRK NON-REMOV (Y)6"(BRK)	LF	13,270.000	
	662-6037	WK ZN PAV MRK NON-REMOV (Y)6"(SLD)	LF	97,756.000	
	662-6109	WK ZN PAV MRK SHT TERM (TAB)TY W	EA	37.000	
	662-6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	EA	8,702.000	
	666-6026	REFL PAV MRK TY I (W)8"(BRK)(090MIL)	LF	170.000	
	666-6035	REFL PAV MRK TY I (W)8"(SLD)(090MIL)	LF	708.000	
	666-6047	REFL PAV MRK TY I (W)24"(SLD)(090MIL)	LF	179.000	
	666-6053	REFL PAV MRK TY I (W)(ARROW)(090MIL)	EA	12.000	
	666-6056	REFL PAV MRK TY I(W)(DBL ARROW)(090MIL)	EA	4.000	
	666-6077	REFL PAV MRK TY I (W)(WORD)(090MIL)	EA	7.000	
	666-6101	REF PAV MRK TY I(W)36"(YLD TRI)(090MIL)	EA	48.000	
	666-6140	REFL PAV MRK TY I (Y)12"(SLD)(090MIL)	LF	434.000	
	666-6225	PAVEMENT SEALER 6"	LF	748.000	
	666-6305	RE PM W/RET REQ TY I (W)6"(BRK)(090MIL)	LF	16,304.000	
	666-6308	RE PM W/RET REQ TY I (W)6"(SLD)(090MIL)	LF	150,879.000	
	666-6320	RE PM W/RET REQ TY I (Y)6"(SLD)(090MIL)	LF	97,756.000	
	672-6009	REFL PAV MRKR TY II-A-A	EA	1,656.000	
	672-6010	REFL PAV MRKR TY II-C-R	EA	37.000	
	677-6001	ELIM EXT PAV MRK & MRKS (4")	LF	748.000	
	677-6002	ELIM EXT PAV MRK & MRKS (6")	LF	748.000	
	3077-6011	SP MIXES SP-C PG64-22	TON	40,402.000	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0081-10-052 **DISTRICT** Paris **COUNTY** Grayson
HIGHWAY US 377

ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL
	3077-6044	SP MIXES SP-D PG64-22 (LEVEL-UP)	TON	120.000	
	3084-6001	BONDING COURSE	GAL	18,365.000	
	6001-6002	PORTABLE CHANGEABLE MESSAGE SIGN	EA	2.000	
	6185-6002	TMA (STATIONARY)	DAY	60.000	
	6185-6003	TMA (MOBILE OPERATION)	HR	148.000	
	08	CONTRACTOR FORCE ACCOUNT EROSION CONTROL MAINTENANCE (NON-PARTICIPATING)	LS	1.000	
		CONTRACTOR FORCE ACCOUNT SAFETY CONTINGENCY (NON-PARTICIPATING)	LS	1.000	

SUMMARY OF ROADWAY ITEMS

LOCATION	STATION		LENGTH	WIDTH *	134 6001	354 6021	354 6029	533 6001	533 6002	3077 6011	3084 6001
					BACKFILL (TY A)	PLANE ASPH CONC PAV(0" TO 2")	PLANE ASPH CONC PAV(0" TO 6")	RUMBLE STRIPS (SHOULDER)	RUMBLE STRIPS (CENTERLINE)	SP MIXES SP-C PG64-22 [1]	BONDING COURSE [2]
	TO	FROM	LF	LF	STA	SY	SY	LF	LF	TON	GAL
US 377 ROADWAY	16+55	301+96	28541	44	285.41			57082	28541	15349	6977
RED BRANCH CREEK BRIDGE NORTH SIDE	301+96	303+96	200	44		978				108	49
RED BRANCH CREEK BRIDGE SOUTH SIDE	305+14	307+14	200	44		978				108	49
US 377 ROADWAY	307+14	354+46	4732	44	47.32			9464	4732	2545	1157
BRUSHY CREEK BRIDGE NORTH SIDE	354+46	356+46	200	44		978				108	49
BRUSHY CREEK BRIDGE SOUTH SIDE	357+64	359+64	200	44		978				108	49
US 377 ROADWAY	359+64	458+30	9866	44	98.66			19732	9866	5306	2412
SANDY CREEK BRIDGE NORTH SIDE	458+30	460+30	200	44		978				108	49
SANDY CREEK BRIDGE SOUTH SIDE	461+68	463+68	200	44		978				108	49
US 377 ROADWAY	463+68	605+66	14198	44	141.98			28396	14198	7635	3471
DIXIE CEMETARY PLANING SECTION	605+66	611+18	552	44		2699		1104	552	297	135
US 377 ROADWAY	611+18	694+75	8357	44	83.57			16714	8357	4494	2043
N FORK BIG MINERAL CREEK BRIDGE	694+75	700+03	528	44			2582	1056	528	284	129
US 377 ROADWAY	700+03	711+03	1100	44	11.00			2200	1100	592	269
S FORK BIG MINERAL CREEK BRIDGE	711+03	715+59	456	44			2230	912	456	245	112
US 377 ROADWAY	715+59	741+11	2552	44	25.52			5104	2552	1372	624
IN TOWN PLANING SECTION ++	741+11	753+19	1208	56	12.08	7517		2416	1208	827	376
IN TOWN PLANING SECTION ++	753+19	759+22	603	110	6.03	7370		1206	603	811	369
PROJECT TOTALS					711.57	23454	4812	145386	72693	40402	18365

* DENOTES AVERAGE WIDTH

++ SEE PLANING SECTION PLAN SHEETS FOR DETAILS

[1] SP MIXES BASED ON 110LBS/SY/IN @ 2"

[2] BONDING COURSE BASED ON 0.05GAL/SY

BRIDGE ITEMS

LOCATION	438 6006	438 6008
	CLEANING AND SEALING JOINTS (CL 3)	CLEANING AND SEALING JOINTS (CL 7)
	LF	LF
N FORK BIG MINERAL CREEK	221	
S FORK BIG MINERAL CREEK	177	
SANDY CREEK		90.6
BRUSHY CREEK		90.6
RED BRANCH CREEK		90.6
PROJECT TOTALS	398	271.8

ROADWAY ITEMS

US 377	3077 6044	351 6006
	SP MIXES SP-D PG64-22 (LEVEL-UP)	FLEXIBLE PAVEMENT STRUCTURE REPAIR(10")
	TON	SY
ROADWAY	120	500
PROJECT TOTALS	120	500

LOCATIONS TO BE DETERMINED BY ENGINEER

Texas Department of Transportation

US 377

QUANTITY SUMMARY

CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		8

DATE: $DATE$TIME $TIME$
FILE: $DGNS$MENT NAME

CK
DW
CK
DW

SUMMARY OF EROSION CONTROL ITEMS

STATION		LENGTH	WIDTH		164 6009 BROADCAST SEED (TEMP)(WARM)	164 6023 CELL FBR MLCH SEED(PERM)(RURAL)(CLAY)	168 6001 VEGETATIVE WATERING	FERTILIZER 3-1-2 *	506 6040 BIODEG EROSN CONT LOGS (INSTL)(8")#	506 6043 BIODEG EROSN CONT LOGS (REMOVE)
FROM	TO	LF	LT	RT	SY	SY	MG	LBS	LF	LF
16+55	759+22	69586 [1]	5	5	77318	77318	464	4227	50	50
PROJECT TOTALS					77318	77318	464	4227	50	50

LOCATIONS TO BE DETERMINED
BY ENGINEER

* FOR CONTRACTORS INFORMATION ONLY; 2 CYCLES AT 50 LBS. NITROGEN PER ACRE AT 21-7-14 (NPK)
ANALYSIS = 0.0492 LBS/SY/CYCLE

WATERING: BASED ON 2 APPLICATIONS, 0.5" RAINFALL EQUIVALENT = 0.003 MG/SY/CYCLE

[1] NOTE: 4128 LF OF DRIVEWAYS AND
552 LF OF BRIDGE LENGTHS REMOVED

SUMMARY OF WORKZONE TRAFFIC CONTROL ITEMS

LOCATION	6001 6002 PORTABLE CHANGEABLE MESSAGE SIGN	6185 6002 TMA (STATIONARY)	6185 6003 TMA (MOBILE OPERATION)
	EA	DAY	HR
US 377	2	60	148
PROJECT TOTALS	2	60	148

PAVEMENT MARKING

STATION		Length	662 6111 WK ZN PAV MRK SHT TERM (TAB)TY Y-2	662 6109 WK ZN PAV MRK SHT TERM (TAB)TY W	662 6005 WK ZN PAV MRK NON-REMOV (W)6"(BRK)	662 6008 WK ZN PAV MRK NON-REMOV (W)6"(SLD)	662 6012 WK ZN PAV MRK NON-REMOV (W)8"(SLD)	662 6016 WK ZN PAV MRK NON-REMOV (W)24"(SLD)	662 6037 WK ZN PAV MRK NON-REMOV (Y)6"(SLD)		662 6035 WK ZN PAV MRK NON-REMOV (Y)6"(BRK)	666 6305 RE PM W/RET REQ TY I (W)6"(BRK)(090MIL)	666 6308 RE PM W/RET REQ TY I (W)6"(SLD)(090MIL)	666 6035 REFL PAV MRK TY I (W)8"(SLD)(090MIL)	666 6047 REFL PAV MRK TY I (W)24"(SLD)(090MIL)	666 6320 RE PM W/RET REQ TY I (Y)6"(SLD)(090MIL)		666 6305 RE PM W/RET REQ TY I (W)6"(BRK)(090MIL)	666 6026 REFL PAV MRK TY I (W)8"(BRK)(090MIL)	666 6053 REFL PAV MRK TY I(W)(ARROW)(090MIL)	666 6056 REFL PAV MRK TY I(W)(DBL ARROW)(090MIL)	666 6077 REFL PAV MRK TY I(W)(WORD)(090MIL)	666 6101 REF PAV MRK TY I(W)36"(YLD TRI)(090MIL)	672 6009 REFL PAV MRKR TY II-A-A	672 6010 REFL PAV MRKR TY II-C-R	666 6225 PAVEMENT SEALER 6"	677 6001 ELIM EXT PAV MRK & MRKS (4")	677 6002 ELIM EXT PAV MRK & MRKS (6")	666 6140 REFL PAV MRK TY I (Y)12"(SLD)(090MIL)
From	To		EA	EA	LF	LF	LF	LF	LT	RT	LF	LF	LF	LF	LF	LT	RT	LF	LF	EA	EA	EA	EA	EA	EA	LF	LF	LF	LF
16+55	30+27	1,372	138		1848	2,744			1,372	1,372		1848	2,744			1,372	1,372							36					
30+27	39+39	912	182	5		1,824	86		1,824	1,824			1,824	86		1,824	1,824			1		1		23	5				
39+72	47+69	797	160			1,594			1,594	1,594			1,594			1,594	1,594							20					
47+69	74+60	2,691	270			5,382			2,691	2,691			5,382			2,691	2,691							67					
74+60	87+39	1,279	160			2,558			1,279		320		2,558			1,279		320						32					
87+39	98+47	1,108	84			2,216					280		2,216					280						14					
98+47	109+67	1,120	140			2,240				1,120	280		2,240				1,120	280						28					
109+67	112+27	260	26			520			260	260			520			260	260							7					
112+27	123+56	1,129	140			2,258			1,129		280		2,258			1,129		280						28					
123+56	136+19	1,263	96			2,526					320		2,526					320						16					
136+19	149+07	1,288	160			2,576				1,288	320		2,576				1,288	320						32					
149+07	155+10	603	75			1,206			603		150		1,206			603		150						15					
155+10	159+96	486	84			972			486	486	120		972			486	486	120						12					
159+96	165+83	587	74			1,174				587	150		1,174				587	150						15					
165+83	177+91	1,208	150			2,416			1,208		300		2,416			1,208		300						30					
177+91	185+05	714	54			1,428					180		1,428					180						9					
185+05	196+07	1,102	139			2,204				1,102	280		2,204				1,102	280						28					
196+07	206+78	1,071	135			2,142			1,071		270		2,142			1,071		270						27					
206+78	213+24	646	48			1,292					160		1,292					160						8					
213+24	223+57	1,033	130			2,066				1,033	260		2,066				1,033	260						26					
223+57	231+67	810	162			1,620			1,620	1,620			1,620			1,620	1,620							20					55
232+69	242+53	984	196	5		1,968	100	15	1,968	1,968			1,968	100	15	1,968	1,968		40	1		1		25	5				55
242+53	259+67	1,714	202			3,428			1,714	1,714			3,428			1,714	1,714							43					
259+67	269+10	943	218	5		1,886	100	15	1,886	1,886			1,886	100	15	1,886	1,886		40	1		1	4	24	5				55
269+68	278+95	927	216	7		1,854	122	15	1,854	1,854			1,854	122	15	1,854	1,854		40	1		1	4	23	7				55
278+95	281+59	264	34			528			264		70		528			264		70						7					
SubTotal		3,439	22	1,848	52,094	408	45	45,222		3,670	1,848	52,094	408	45	45,222			3,670	120	4	0	4	8	608	22	0	0	0	220

DATE: $DATE$TIME $TIME$
FILE: $DOCUMENT NAME

Texas Department of Transportation

US 377

QUANTITY SUMMARY

SHEET 2 OF 5

CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		9

PAVEMENT MARKING CONTINUED

STATION		Length	662 6111 WK ZN PAV MRK SHT TERM (TAB)TY Y-2	662 6109 WK ZN PAV MRK SHT TERM (TAB)TY W	662 6005 WK ZN PAV MRK NON-REMOV (W)6"(BRK)	662 6008 WK ZN PAV MRK NON-REMOV (W)6"(SLD)	662 6012 WK ZN PAV MRK NON-REMOV (W)8"(SLD)	662 6016 WK ZN PAV MRK NON-REMOV (W)24"(SLD)	662 6037 WK ZN PAV MRK NON-REMOV (Y)6"(SLD)		662 6035 WK ZN PAV MRK NON-REMOV (Y)6"(BRK)	666 6305 RE PM W/RET REQ TY I (W)6"(BRK)(090MIL)	666 6308 RE PM W/RET REQ TY I (W)6"(SLD)(090MIL)	666 6035 REFL PAV MRK TY I (W)8"(SLD)(090MIL)	666 6047 REFL PAV MRK TY I (W)24"(SLD)(090MIL)	666 6320 RE PM W/RET REQ TY I (Y)6"(SLD)(090MIL)		666 6305 RE PM W/RET REQ TY I (W)6"(BRK)(090MIL)	666 6026 REFL PAV MRK TY I (W)8"(BRK)(090MIL)	666 6053 REFL PAV MRK TY I (W)(ARROW)(090MIL)	666 6056 REFL PAV MRK TY I(W)(DBL ARROW)(090MIL)	666 6077 REFL PAV MRK TY I (W)(WORD)(090MIL)	666 6101 REF PAV MRK TY I(W)36"(YLD TRI)(090MIL)	672 6009 REFL PAV MRKR TY II-A-A	672 6010 REFL PAV MRKR TY II-C-R	666 6225 PAVEMENT SEALER 6"	677 6001 ELIM EXT PAV MRK & MRKS (4")	677 6002 ELIM EXT PAV MRK & MRKS (6")	666 6140 REFL PAV MRK TY I (Y)12"(SLD)(090MIL)
From	To		EA	EA	LF	LF	LF	LF	LT	RT	LF	LF	LF	LF	LF	LT	RT	LF	LF	EA	EA	EA	EA	EA	EA	LF	LF	LF	LF
281+59	286+65	506	39			1,012					130		1,012					130						6					
286+65	293+31	666	118			1,332				1,332	170		1,332				1,332	170						17					
293+31	309+44	1,613	162			3,226			1,613	1,613			3,226			1,613	1,613							40		236	236	236	
309+44	315+52	608	75			1,216				608	150		1,216				608	150						15					
315+52	327+32	1,180	118			2,360			1,180	1,180			2,360			1,180	1,180							30					
327+32	333+00	568	70			1,136			568		140		1,136			568		140						14					
333+00	339+67	667	66			1,334			667	667			1,334			667	667							17					
339+67	349+02	935	116			1,870				935	230		1,870				935	230						23					
349+02	375+84	2,682	268			5,364			2,682	2,682			5,364			2,682	2,682							67					
375+84	387+74	1,190	150			2,380			1,190		300		2,380			1,190		300						30					
387+74	402+75	1,501	114			3,002					380		3,002					380						19					
402+75	414+50	1,175	146			2,350				1,175	290		2,350				1,175	290						29					
414+50	419+66	516	52			1,032			516	516			1,032			516	516							13					
419+66	431+39	1,173	146			2,346			1,173		290		2,346			1,173		290						29					
431+39	444+24	1,285	160			2,570				1,285	320		2,570				1,285	320						32					
444+24	456+20	1,196	150			2,392			1,196		300		2,392			1,196		300						30					
456+20	459+28	308	24			616					80		616					80						4		236	236	236	
459+28	470+67	1,139	141			2,278				1,139	280		2,278				1,139	280						28		276	276	276	
470+67	478+49	782	78			1,564			782	782			1,564			782	782							20					
478+49	490+12	1,163	145			2,326			1,163		290		2,326			1,163		290						29					
490+12	497+53	741	57			1,482					190		1,482					190						9					
497+53	508+92	1,139	141			2,278				1,139	280		2,278				1,139	280						28					
508+92	522+09	1,317	165			2,634			1,317		330		2,634			1,317		330						33					
522+09	551+79	2,970	222			5,940					740		5,940					740						37					
551+79	565+02	1,323	165			2,646				1,323	330		2,646				1,323	330						33					
	SubTotal	3,088	0	0	56,686	0	0	30,423		5,220	0	56,686	0	0	30,423		5,220	0	0	0	0	0	632	0	748	748	748	0

PAVEMENT MARKING CONTINUED

STATION		Length	662 6111 WK ZN PAV MRK SHT TERM (TAB)TY Y-2	662 6109 WK ZN PAV MRK SHT TERM (TAB)TY W	662 6005 WK ZN PAV MRK NON-REMOV (W)6"(BRK)	662 6008 WK ZN PAV MRK NON-REMOV (W)6"(SLD)	662 6012 WK ZN PAV MRK NON-REMOV (W)8"(SLD)	662 6016 WK ZN PAV MRK NON-REMOV (W)24"(SLD)	662 6037 WK ZN PAV MRK NON-REMOV (Y)6"(SLD)		662 6035 WK ZN PAV MRK NON-REMOV (Y)6"(BRK)	666 6305 RE PM W/RET REQ TY I (W)6"(BRK)(090MIL)	666 6308 RE PM W/RET REQ TY I (W)6"(SLD)(090MIL)	666 6035 REFL PAV MRK TY I (W)8"(SLD)(090MIL)	666 6047 REFL PAV MRK TY I (W)24"(SLD)(090MIL)	666 6320 RE PM W/RET REQ TY I (Y)6"(SLD)(090MIL)		666 6305 RE PM W/RET REQ TY I (W)6"(BRK)(090MIL)	666 6026 REFL PAV MRK TY I (W)8"(BRK)(090MIL)	666 6053 REFL PAV MRK TY I (W)(ARROW)(090MIL)	666 6056 REFL PAV MRK TY I(W)(DBL ARROW)(090MIL)	666 6077 REFL PAV MRK TY I (W)(WORD)(090MIL)	666 6101 REF PAV MRK TY I(W)36"(YLD TRI)(090MIL)	672 6009 REFL PAV MRKR TY II-A-A	672 6010 REFL PAV MRKR TY II-C-R	666 6225 PAVEMENT SEALER 6"	677 6001 ELIM EXT PAV MRK & MRKS (4")	677 6002 ELIM EXT PAV MRK & MRKS (6")	666 6140 REFL PAV MRK TY I (Y)12"(SLD)(090MIL)
From	To		EA	EA	LF	LF	LF	LF	LT	RT	LF	LF	LF	LF	LF	LT	RT	LF	LF	EA	EA	EA	EA	EA	EA	LF	LF	LF	LF
565+02	576+45	1,143	144			2,286			1,143		290		2,286			1,143		290						29					
576+45	584+25	780	60			1,560					200		1,560					200						10					
584+25	597+05	1,280	160			2,560				1,280	320		2,560				1,280	320						32					
597+05	600+43	338	24			676					80		676					80						4					
600+43	604+69	426	54			852			426		110		852			426		110						11					
604+69	612+60	791	80			1,582			791	791			1,582			791	791							20					
612+60	616+91	431	55			862				431	110		862				431	110						11					
616+91	627+71	1,080	135			2,160			1,080		270		2,160			1,080		270						27					
627+71	640+16	1,245	155			2,490				1,245	310		2,490				1,245	310						31					
640+16	653+96	1,380	174			2,760			1,380		350		2,760			1,380		350						35					
653+96	672+58	1,862	141			3,724					470		3,724					470						23					
672+58	685+91	1,333	166			2,666				1,333	330		2,666				1,333	330						33					
685+91	696+70	1,079	135			2,158			1,079		270		2,158			1,079		270						27					
696+70	723+12	2,642	198			5,284					660		5,284					660						33					
723+12	732+16	904	114			1,808				904	230		1,808				904	230						23					
732+16	742+11	995	100			1,990			995	995	300		1,990			995	995	300						25					
742+11	752+93	1,082	246	6	186	2,164	120	80	2,164	2,164	80	186	2,164	120	80	2,164	2,164	80	50	6		2	12	27	6				146
753+18	759+22	604	104	9	1000	1,207	180	99	300	300		1000	1,207	180	99	300	300			3	4	2	28	15	9				68
	SubTotal	2,185	15	1,186	38,789	300	179	18,801		4,380	1,186	38,789	300	179	18,801		4,380	50	8	4	3	40	416	15	0	0	0	214
	PROJECT TOTALS	8,702	37	3,034	150,879	708	179	97,756		13,270	3,034	150,879	708	179	97,756		13,270	170	12	4	7	48	1,656	37	748	748	748	434

DATE: $DATE$TIME $TIME$
FILE: $DOCSMENT NAME

Texas Department of Transportation

US 377

QUANTITY SUMMARY

SHEET 3 OF 5

CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		10

SUMMARY OF DRIVEWAY ITEMS

LOCATION	LOCATION		LENGTH	WIDTH	RADIUS 1	RADIUS 2	530 6005 DRIVEWAYS (ACP)
	LT	RT	LF	LF	LF	LF	SY
23+32 (OXFORD DRIVE)	X		3	20	35	35	24
31+93	X		3	15	15	15	11
32+45	X		3	15	15	15	11
32+94	X		3	17	15	15	12
3447 (LONDON ROAD)	X		3	20	30	20	18
35+38		X	3	24	15	15	14
35+43	X		3	20	15	15	13
36+26	X		3	60	15	15	26
37+33		X	3	22	15	15	13
37+35	X		3	20	15	1	9
38+01	X		3	44	15	15	21
38+15		X	3	22	15	15	13
39+75 (HILLCREST CIRCLE)	X		3	24	38	57	32
40+95		X	3	25	15	15	14
41+93		X	3	15	15	15	11
44+72 (RED RIVER RUN)	X		3	30	48	32	30
46+99 (GOLDEN OAKES ROAD)		X	3	20	43	27	24
66+37		X	3	25	15	15	14
66+47		X	3	25	15	15	14
76+60	X		3	15	15	15	11
78+53	X		3	15	15	15	11
79+58 (ROSE CIRCLE)		×	3	24	42	29	25
79+60 (BRILEY ROAD)	×		3	20	37	27	22
81+85	X		3	25	15	15	14
86+73	X		3	18	15	15	12
98+27		X	3	62	15	15	27
108+29 (COTTON FRANKLIN ROAD)		X	3	20	38	24	21
108+30 (DENTON ROAD)	X		3	20	32	55	29
118+64	X		3	38	15	15	19
124+06	X		3	34	15	15	17
126+02 (LIBERTY ROAD)		X	3	25	32	32	24
137+31	X		3	16	15	15	11
142+98 (GORDANVILLE ROAD)		X	3	20	32	38	24
146+59		X	3	18	15	15	12
147+36 (GORDANVILLE ROAD)	X		3	30	41	44	31
164+39		X	3	30	15	15	16
179+17		X	3	15	15	15	11
193+05	X		3	15	15	15	11
197+08		X	3	15	15	15	11
201+58		X	3	15	15	15	11
202+09	X		3	10	15	15	9
208+65		X	3	15	15	15	11
212+14	X		3	12	15	15	10
212+89	X		3	10	15	15	9
213+72	X		3	10	15	15	9
232+12 (FM 901) *		X	20	44	75	102	321
236+70		X	3	12	15	15	10
237+64	X		3	10	15	15	9
238+92	X		3	10	15	15	9
242+75		X	3	10	15	15	9
246+19		X	3	12	15	15	10
247+79		X	3	16	15	15	11
249+57		X	3	12	15	15	10
251+77	X		3	10	15	15	9
253+87	X		3	10	15	15	9
254+15		X	3	20	15	15	13
258+29		X	3	12	15	15	10
SUBTOTAL							1172

SUMMARY OF DRIVEWAY ITEMS

LOCATION	LOCATION		LENGTH	WIDTH	RADIUS 1	RADIUS 2	530 6005 DRIVEWAYS (ACP)
	LT	RT	LF	LF	LF	LF	SY
259+14	X		3	15	15	15	11
260+91	X		3	28	15	15	15
262+16	X		3	24	15	15	14
264+28	X		3	40	15	15	19
265+31	X		3	28	15	15	15
266+27		X	3	20	15	15	13
267+53 (FM 901) *	X		20	20	145	45	290
269+30 (FM 901) *	X		20	22	16	37	82
269+57 (HERITAGE ROAD)		X	3	18	117	65	56
274+67 (FM 901) *	X		3	20	18	798	257
278+73 (RIDDLE ROAD)	X		3	18	45	52	31
281+32 (MORAN WARD ROAD)		X	3	12	15	15	10
264+64		X	3	12	15	15	10
302+50	X		3	15	15	15	11
307+54	X		3	12	15	15	10
315+60		X	3	10	15	15	9
316+11	X		3	10	15	15	9
323+96 (ALLISON DRIVE)		X	3	20	53	46	32
225+31	X		3	20	15	15	13
336+39		X	3	12	15	15	10
347+45		X	3	10	15	15	9
365+77	X		3	10	15	15	9
375+10 (RICH LANE)		X	3	22	53	43	32
377+90	X		3	10	15	15	9
384+75 (GRAYDON ROAD)	X		3	16	15	15	11
389+52	X		3	15	15	15	11
391+33	X		3	15	15	15	11
392+42	X		3	15	15	15	11
394+33		X	3	15	15	15	11
395+55	X		3	40	15	15	19
396+51	X		3	40	15	15	19
397+44 (SANDUSKY ROAD)	X		3	24	39	50	30
397+50 (SANDUSKY ROAD)		X	3	24	67	45	37
401+81		X	3	43	15	15	20
409+40		X	3	30	15	15	16
414+51	X		3	15	15	15	11
414+80		X	3	10	15	15	9
420+63	X		3	10	15	15	9
423+47	X		3	10	15	15	9
426+32	X		3	10	15	15	9
429+38	X		3	15	15	15	11
430+70	X		3	10	15	15	9
434+17	X		3	15	15	15	11
445+88	X		3	10	15	15	9
456+13 (REST ROAD)		X	3	58	48	48	44
466+16	X		3	22	15	15	13
471+24		X	3	24	15	15	14
473+32		X	3	30	15	15	16
474+92		X	3	34	15	15	17
477+43	X		3	32	15	15	17
477+86		X	3	19	15	15	12
482+07		X	3	16	15	15	11
486+59		X	3	12	15	15	10
490+76	X		3	12	15	15	10
490+96		X	3	20	15	15	13
496+21		X	3	20	15	15	13
497+48	X		3	38	15	15	19
SUBTOTAL							1468

*NOTE: CONSTRUCT HMAC OVERLAY TERMINATION WITH A VERTICAL BUTT JOINT PER PAVEMENT TERMINATION DETAIL

DATE: $DATE$TIME $TIME$
FILE: $DOCUMENT NAME

Texas Department of Transportation

US 377

QUANTITY SUMMARY

CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		11

SUMMARY OF DRIVEWAY ITEMS

LOCATION	LOCATION		LENGTH	WIDTH	RADIUS 1	RADIUS 2	530 6005 DRIVEWAYS (ACP)
	LT	RT	LF	LF	LF	LF	SY
498+46	X		3	20	15	15	13
502+51 (KNIGHT ROAD)		X	3	58	50	50	45
508+31		X	3	22	15	15	13
509+41 (MAYO ROAD)	X		3	48	36	64	42
510+74		X	3	13	15	15	10
512+23	X		3	20	15	15	13
513+20	X		3	25	15	15	14
525+10		X	3	14	15	15	11
529+33		X	3	12	15	15	10
544+28		X	3	15	15	15	11
551+28		X	3	21	15	15	13
559+94		X	3	15	15	15	11
56273		X	3	21	15	15	13
56422	X		3	15	15	15	11
56911	X		3	13	15	15	10
57009		X	3	15	15	15	11
57157		X	3	16	15	15	11
57416	X		3	31	15	15	16
57458		X	3	18	15	15	12
578+08 (CHISUM TRAIL ROAD)		X	3	22	50	50	33
585+40		X	3	13	15	15	10
586+39		X	3	12	15	15	10
590+21	X		3	37	15	15	18
591+55 (DIXIE ROAD)	X		3	22	50	50	33
592+42	X		3	10	15	15	9
596+76	X		3	41	15	15	20
597+57		X	3	15	15	15	11
598+77	X		3	13	15	15	10
600+78	X		3	15	15	15	11
60+20		X	3	15	15	15	11
602+31	X		3	13	15	15	10
602+51		X	3	19	15	15	12
603+57	X		3	18	15	15	12
605+11		X	3	14	15	15	11
605+30	X		3	12	15	15	10
606+26	X		3	10	15	15	9
608+66	X		3	15	15	15	11
611+72 (TAMPLEN ROAD)		X	3	58	51	51	46
612+14	X		3	15	15	15	11
614+47	X		3	12	15	15	10
615+25		X	3	15	15	15	11
623+46	X		3	15	15	15	11
627+85		X	3	10	15	15	9
631+40	X		3	20	15	15	13
641+86 (ORCHARD ROAD)		X	3	20	52	52	34
642+97	X		3	18	15	15	12
654+66		X	3	16	15	15	11
654+66 (FERGUSON ROAD)	X		3	20	58	58	37
655+61		X	3	18	15	15	12
658+45	X		3	18	15	15	12
663+19		X	3	16	15	15	11
664+57	X		3	11	15	15	10
665+98	X		3	11	15	15	10
667+92		X	3	16	15	15	11
669+54	X		3	13	15	15	10
670+58	X		3	12	15	15	10
672+47		X	3	14	15	15	11
SUBTOTAL							843

SUMMARY OF DRIVEWAY ITEMS

LOCATION	LOCATION		LENGTH	WIDTH	RADIUS 1	RADIUS 2	530 6005 DRIVEWAYS (ACP)
	LT	RT	LF	LF	LF	LF	SY
672+54	X		3	16	15	15	11
677+64	X		3	15	15	15	11
678+31		X	3	43	15	15	20
680+42	X		3	24	15	15	14
681+84		X	3	15	15	15	11
682+27	X		3	14	15	15	11
685+65		X	3	11	15	15	10
686+93	X		3	11	15	15	10
700+56		X	3	10	15	15	9
703+91		X	3	12	15	15	10
706+51	X		3	28	15	15	15
707+64		X	3	11	15	15	10
708+58 (BONES CHAPEL ROAD)		X	3	22	60	60	39
709+78	X		3	25	15	15	14
718+98 (SHAWNEE TRAIL)	X		3	21	37	58	31
722+04		X	3	10	15	15	9
722+87	X		3	16	15	15	11
723+69		X	3	13	15	15	10
724+21		X	3	13	15	15	10
724+98		X	3	12	15	15	10
726+12	X		3	12	15	15	10
727+02		X	3	13	15	15	10
727+37		X	3	12	15	15	10
728+99		X	3	15	15	15	11
729+64	X		3	10	15	15	9
729+84		X	3	12	15	15	10
730+61		X	3	10	15	15	9
731+02	X		3	15	15	15	11
731+64		X	3	12	15	15	10
732+17	X		3	12	15	15	10
732+99		X	3	10	15	15	9
733+88		X	3	12	15	15	10
734+82		X	3	10	15	15	9
735+67		X	3	10	15	15	9
736+59		X	3	12	15	15	10
738+12		X	3	12	15	15	10
739+23		X	3	15	15	15	11
740+98		X	3	11	15	15	10
742+23		X	3	12	15	15	10
743+37		X	3	17	15	15	12
744+36		X	3	21	15	15	13
748+10	X		3	38	15	15	19
748+52		X	3	41	15	15	20
749+35		X	3	31	15	15	16
SUBTOTAL							544
PROJECT TOTALS							4027

DATE: $DATE$ $TIME$
FILE: $DGNAME$ $ELEMENT NAME

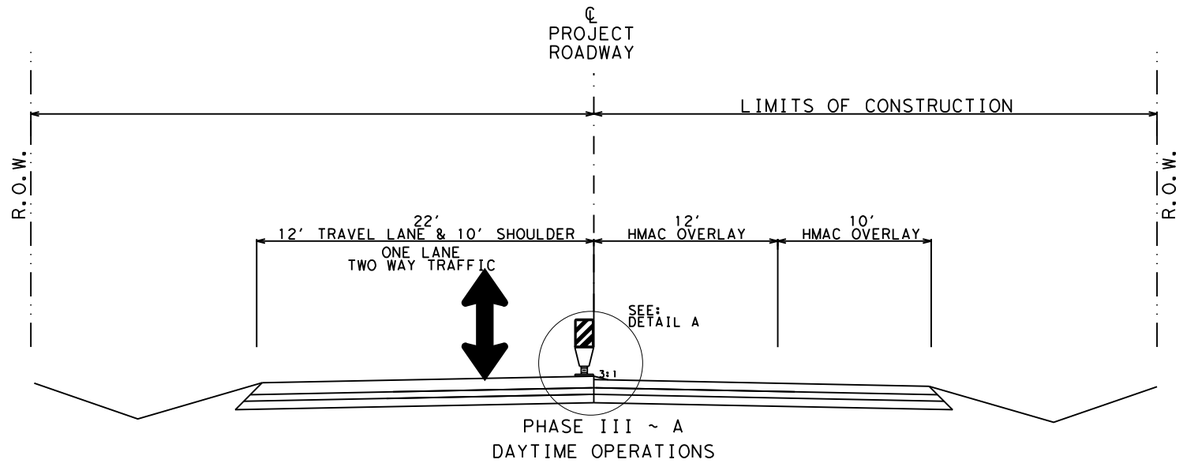
Texas Department of Transportation

US 377

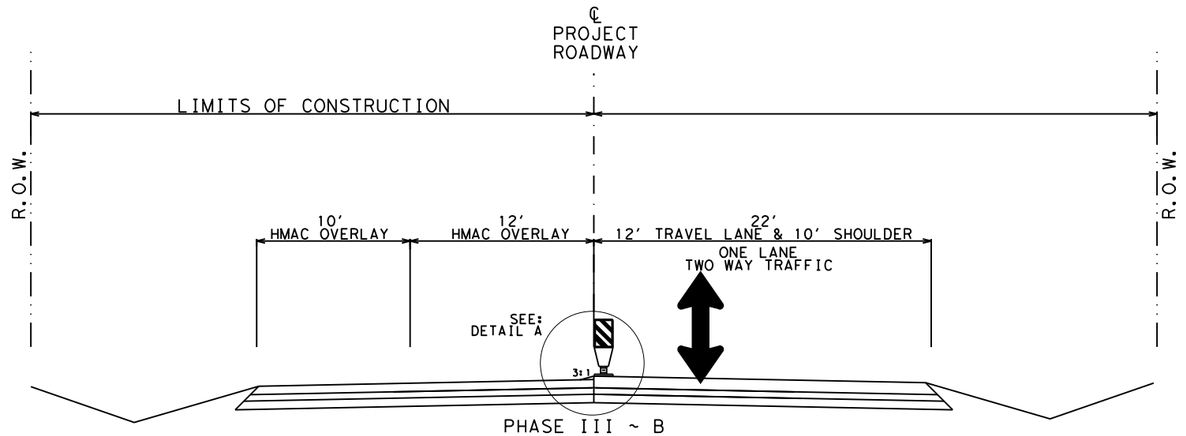
QUANTITY SUMMARY

SHEET 5 OF 5

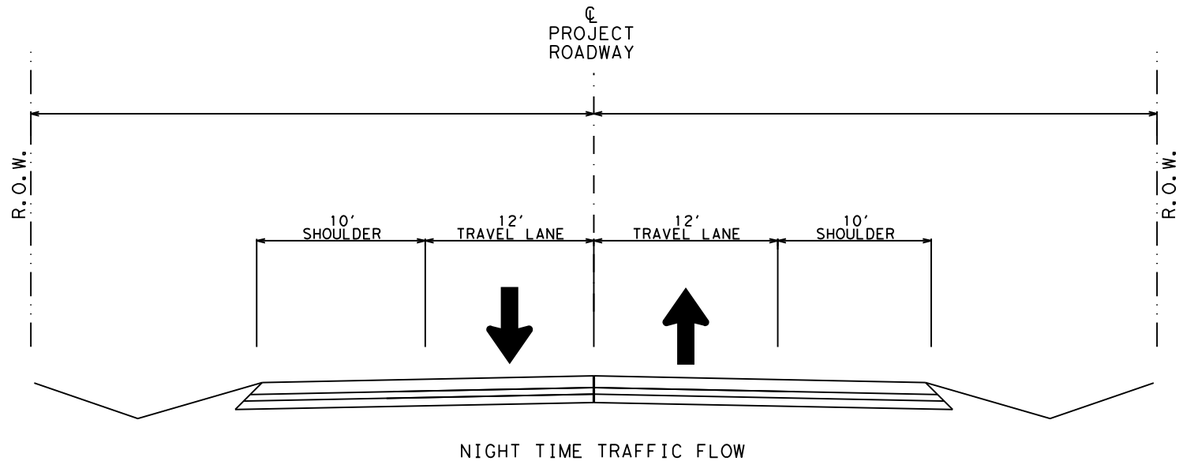
CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		12



PHASE III ~ A
DAYTIME OPERATIONS



PHASE III ~ B
DAYTIME OPERATIONS



NIGHT TIME TRAFFIC FLOW

Phase I ~ Initial Traffic Control

Install project limit traffic control devices (TCD) per the BC standard sheets. Utilize TCP (2-1)-18 for traffic control device installation.

Phase II ~ Erosion Control

Install erosion control devices utilizing TCP (2-1)-18.

Phase III ~ Levelup, Planing and SUPERPAVE Overlay

Utilize TCP (2-2b)-18 with a pilot car as appropriate for repair, level up, and HMA overlay operations. Use PCMB/s for advance warning to drivers.. Eleven foot minimum travel lane for the open lane.

Limit Superpave operations to 4 mile sections. Prior to advancement to the next section, all backfilling and temporary striping must be completed and the section must be approved by the engineer.

Adhere to the worksheet for Edge Condition Treatment Types.

Phase IV ~ Final Pavement Markings

Install final pavement markings using TCP(3-1)-13, TCP(3-3)-14 and TCP(3-4)-13..

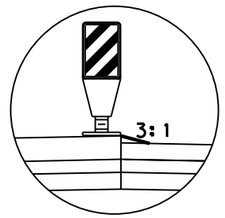
Phase V~ Backfill and Seeding Operations

Perform pavement backfill operations and seeding utilizing TCP(2-1)-18.

Phase VI ~ Project Clean Up

Remove erosion control devices, construction debris and waste material utilizing TCP (2-1)-18.

Notes: Prior to a specific construction operation, the traffic control standard specified for the construction phase in this narrative must be evaluated thoroughly for appropriateness. All traffic control operations must adhere to the Texas Manual on Uniform Traffic Control Devices (TMUTCD) and the applicable Traffic Control Standards. Construction phase order may be varied when approved by the Engineer. Submit a Work and Traffic Control Sequence plan to the Engineer for approval. Ensure that both travel lanes are open at night. Provide access to private property and Public Roads at all times. Provide pilot car during one lane/two way traffic operations. Road closures must be approved by the Engineer.



DETAIL A: THE LONGITUDIONAL PAVEMENT EDGE IS TO BE BACKFILLED, AT THE DENOTED SLOPE, BEFORE TRAFFIC IS ALLOWED TO TRAVEL ON THE PAVEMENT SURFACE.

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

2.07.24

Monte R. Rater P.E.

Texas Department of Transportation

US 377

SEQUENCE OF WORK

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		13

DATE: $DATE$TIME $TIME$
FILE: $DGNS$MENT NAME

BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

WORKER SAFETY NOTES:

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

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

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

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

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

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

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

SHEET 1 OF 12

Texas Department of Transportation

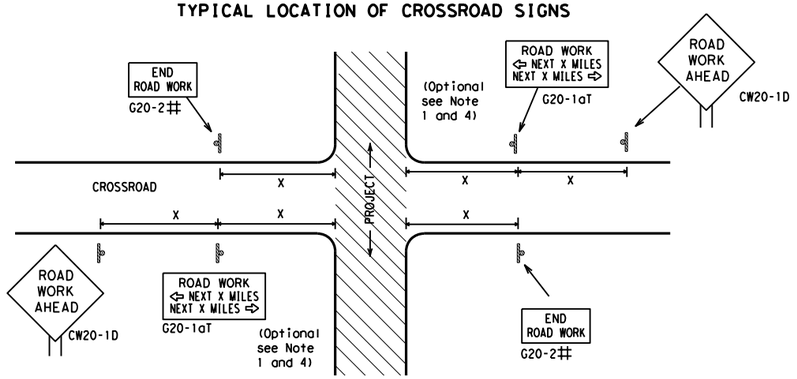
Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-03 7-13 9-07 8-14 5-10 5-21	0081	10	052	US 377
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		14

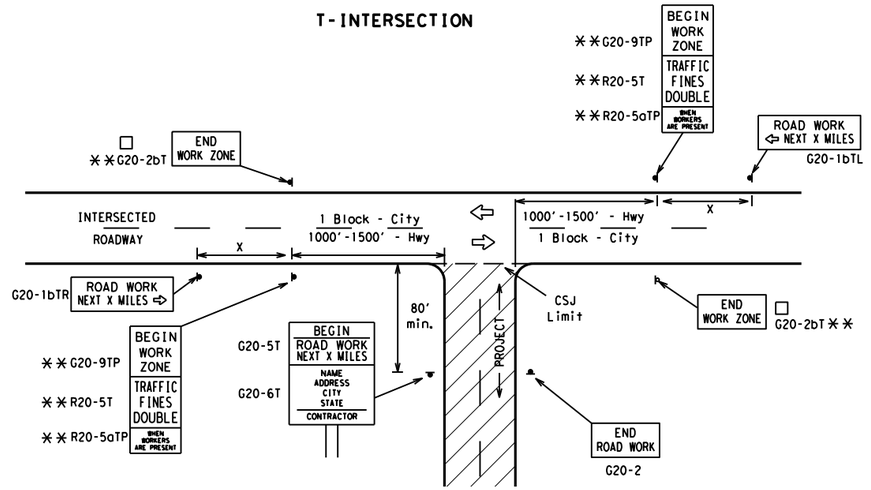
TYPICAL LOCATION OF CROSSROAD SIGNS



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

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

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

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

SIZE

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

SPACING

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

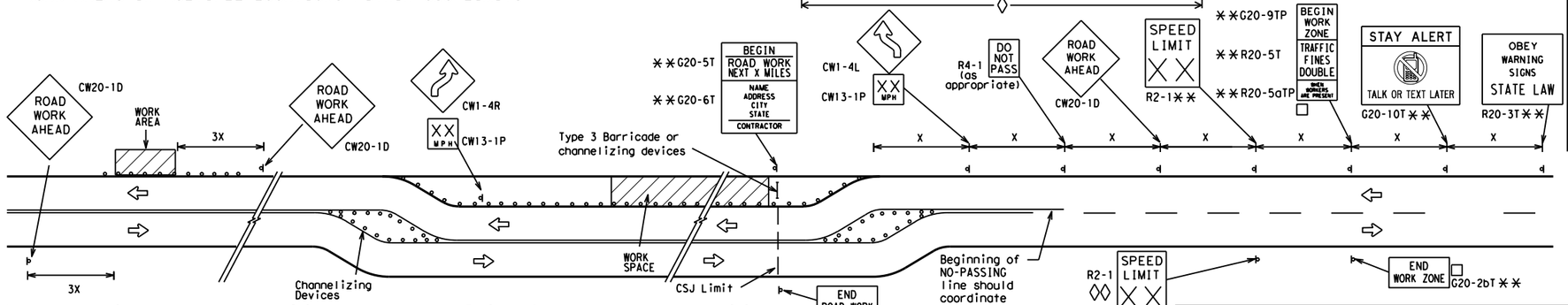
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

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

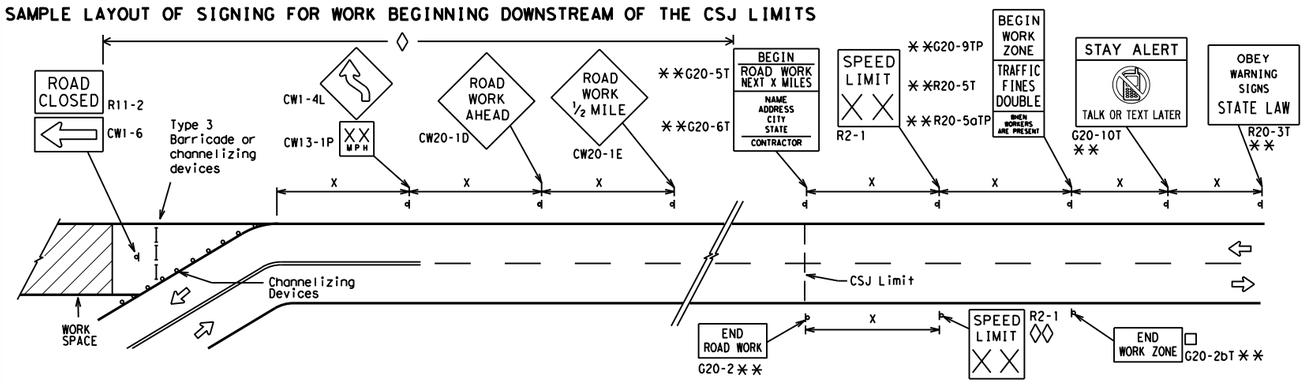
WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS



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

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS

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



NOTES

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

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

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

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON		15

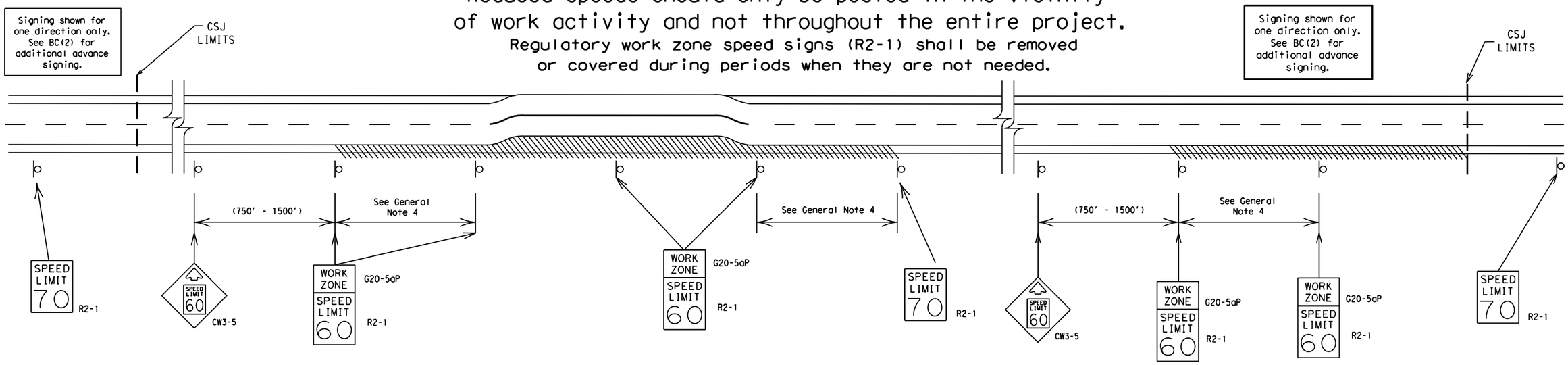
DATE: $DATE$ $TIME$
FILE: $FILE$

TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

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

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



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

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

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

SHORT TERM WORK ZONE SPEED LIMITS

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

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

GENERAL NOTES

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

Texas Department of Transportation

Traffic Safety Division Standard

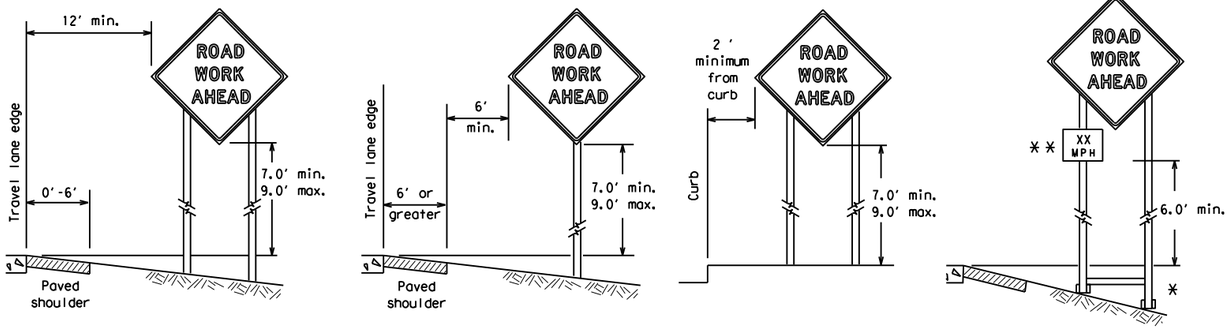
BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC(3)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON		16

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

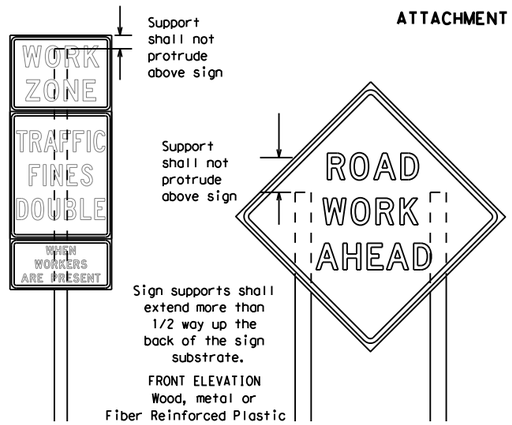
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS

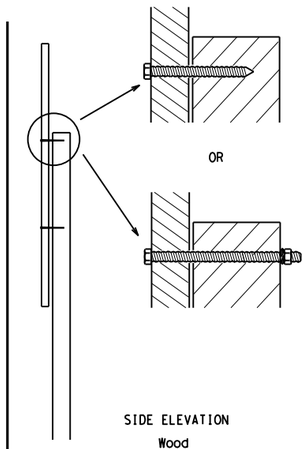


* When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

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

ATTACHMENT FOR SIGN SUPPORTS





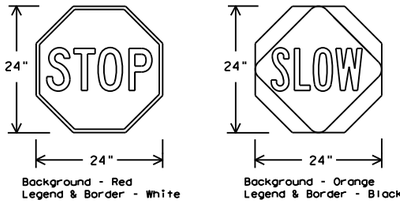
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

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

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

STOP/SLOW PADDLES

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



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

CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

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

GENERAL NOTES FOR WORK ZONE SIGNS

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

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

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

SIGN MOUNTING HEIGHT

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

SIZE OF SIGNS

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

SIGN SUBSTRATES

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

REFLECTIVE SHEETING

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

SIGN LETTERS

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

REMOVING OR COVERING

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

SIGN SUPPORT WEIGHTS

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

FLAGS ON SIGNS

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

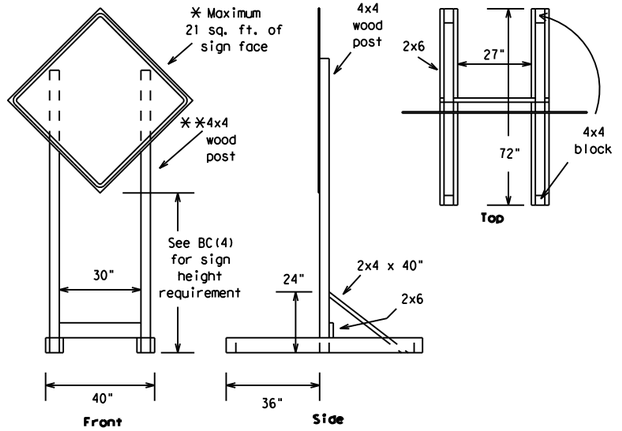
Texas Department of Transportation | Traffic Safety Division Standard

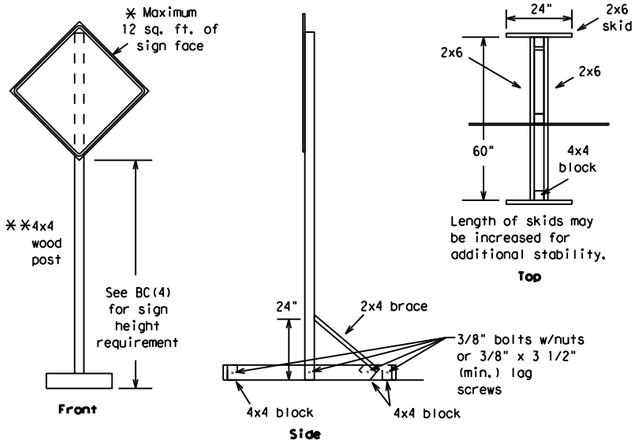
BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC(4)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON		17

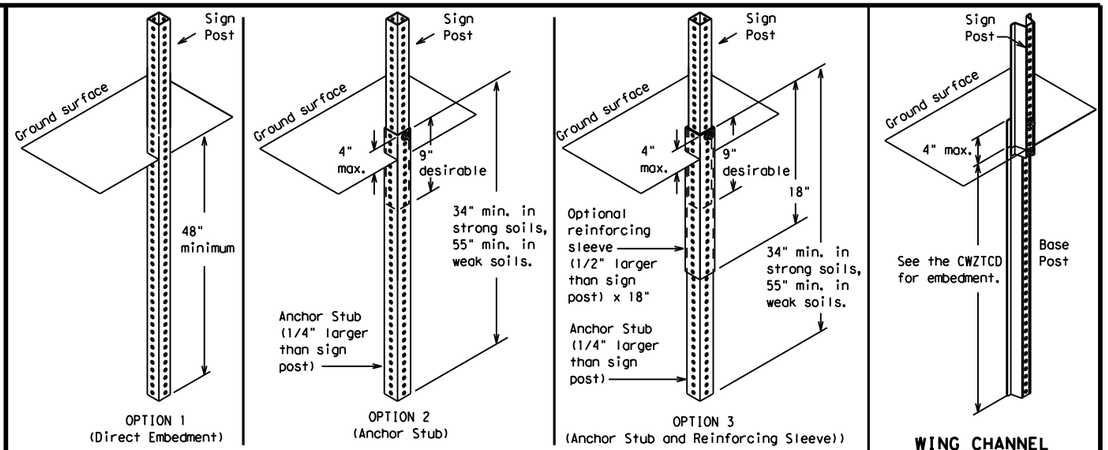
DATE: $DATE$ $TIME$
FILE: $FILE$





SKID MOUNTED WOOD SIGN SUPPORTS

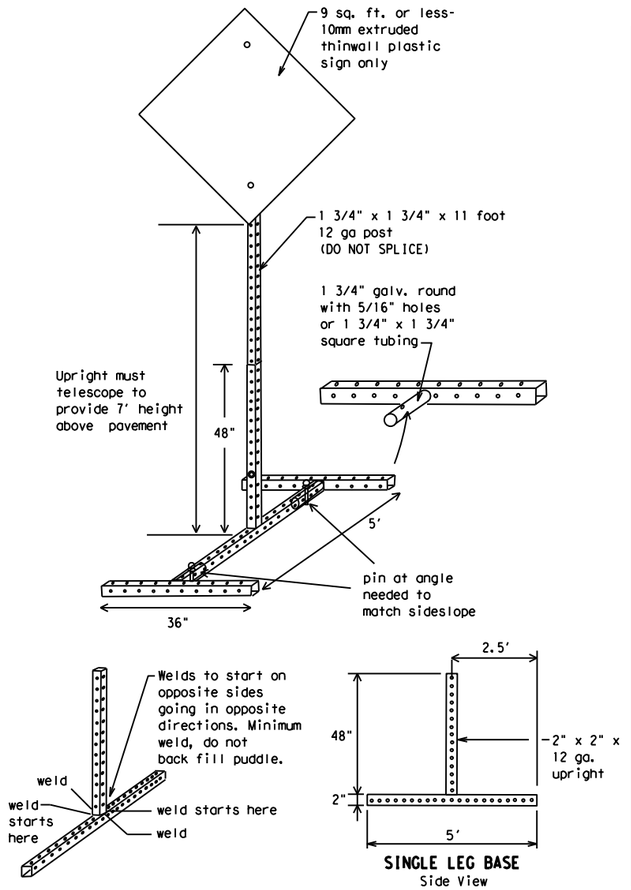
* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS

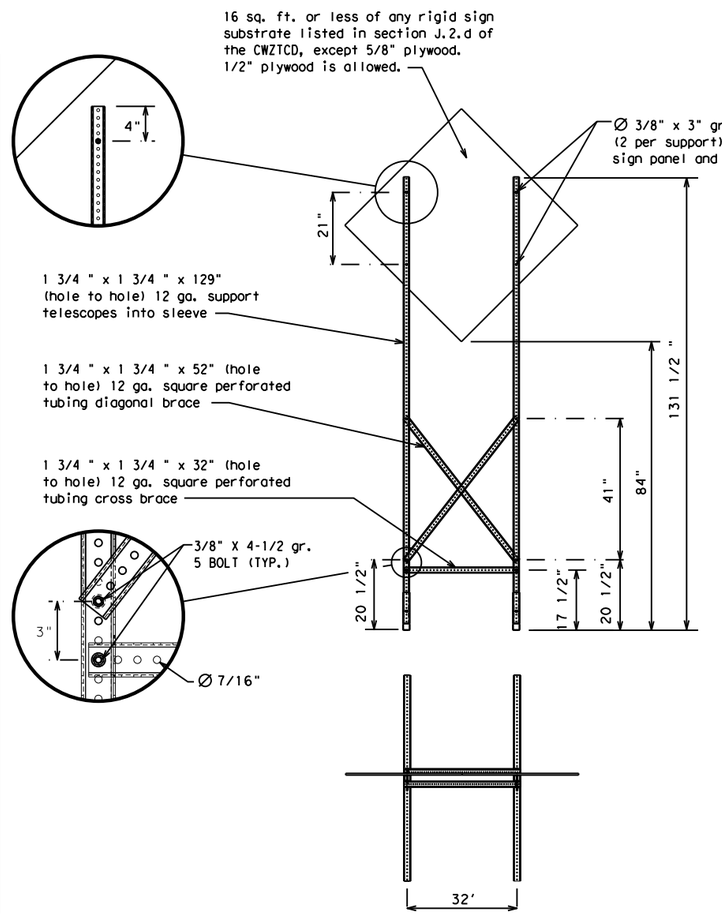


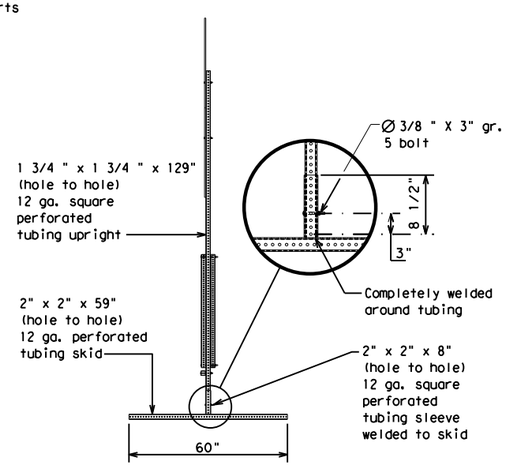
PERFORATED SQUARE METAL TUBING

GROUND MOUNTED SIGN SUPPORTS

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







SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

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

WEDGE ANCHORS

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

OTHER DESIGNS

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

GENERAL NOTES

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

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

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

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

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON		18

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

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

PORTABLE CHANGEABLE MESSAGE SIGNS

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

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

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

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

Phase 1: Condition Lists

Road/Lane/Ramp Closure List

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

Other Condition List

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

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

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

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

Location List

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

Warning List

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

** Advance Notice List

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

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

** See Application Guidelines Note 6.

APPLICATION GUIDELINES

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

WORDING ALTERNATIVES

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

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

FULL MATRIX PCMS SIGNS

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

Texas Department of Transportation

Traffic Safety Division Standard

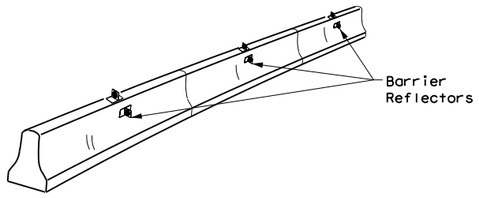
BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC(6)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON		19

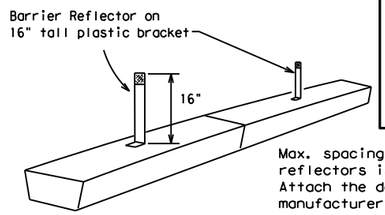
100

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



CONCRETE TRAFFIC BARRIER (CTB)

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

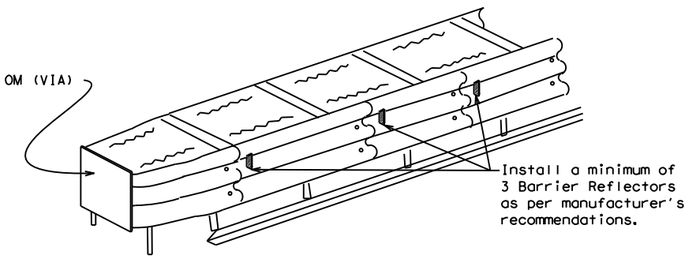


Max. spacing of barrier reflectors is 20 feet. Attach the delineators as per manufacturer's recommendations.

LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES

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

LOW PROFILE CONCRETE BARRIER (LPCB)

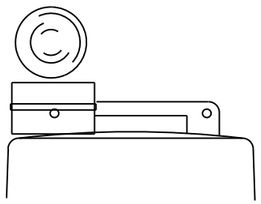


DELINEATION OF END TREATMENTS

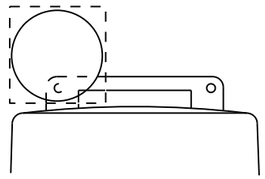
END TREATMENTS FOR CTB'S USED IN WORK ZONES

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

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS



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



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

WARNING LIGHTS

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

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

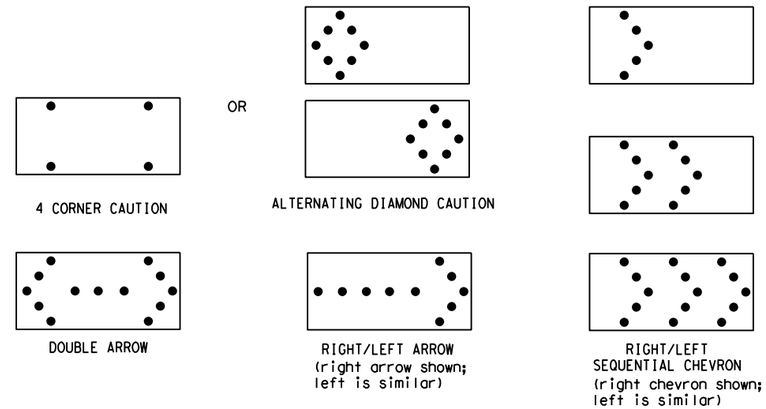
1. Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
2. Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
3. A series of sequential flashing warning lights placed on channelizing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

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

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

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

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



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

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

ATTENTION

Flashing Arrow Boards shall be equipped with automatic dimming devices.

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

FLASHING ARROW BOARDS

TRUCK-MOUNTED ATTENUATORS

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

Texas Department of Transportation — Traffic Safety Division Standard

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

BC(7)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON		20

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

GENERAL NOTES

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

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

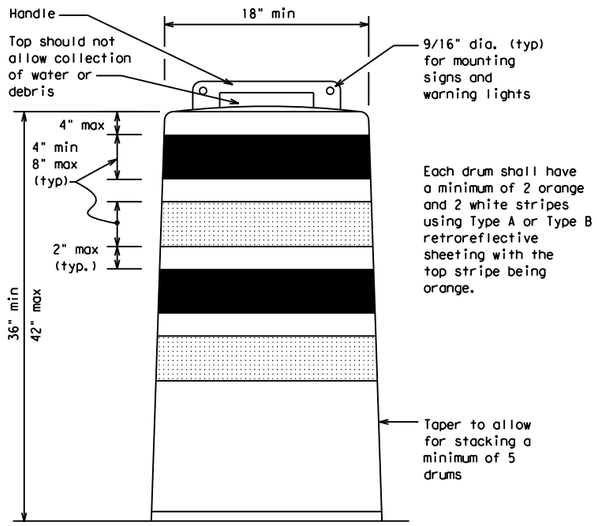
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

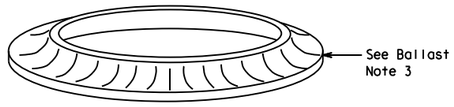
RETROREFLECTIVE SHEETING

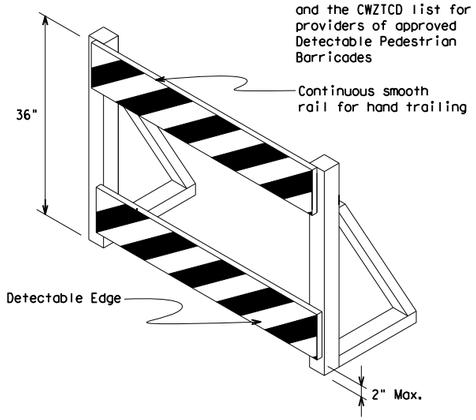
1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials." Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall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

BALLAST

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

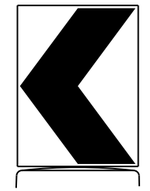




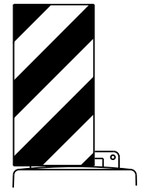


DETECTABLE PEDESTRIAN BARRICADES

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



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



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

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

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

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

Texas Department of Transportation | Traffic Safety Division Standard

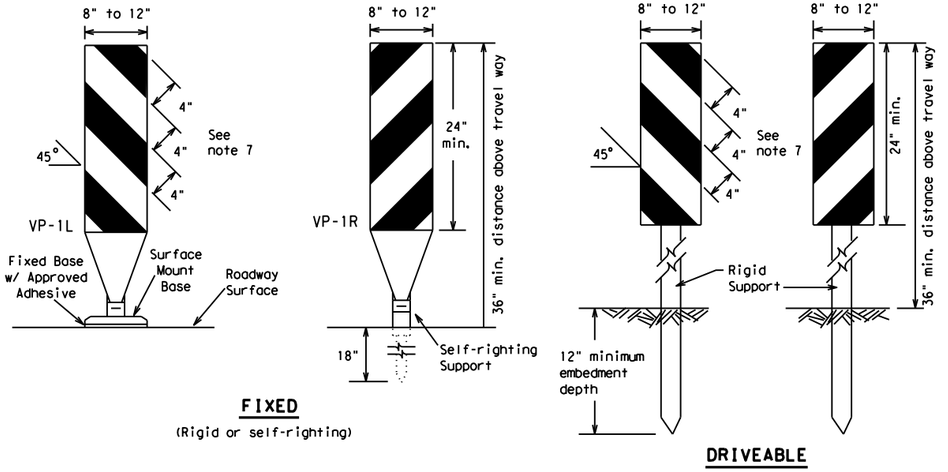
BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
4-03 8-14	DIST	COUNTY		SHEET NO.
9-07 5-21	PAR	GRAYSON		21
7-13				

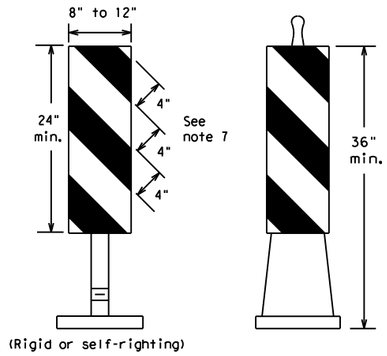
102

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



FIXED
(Rigid or self-righting)

DRIVEABLE

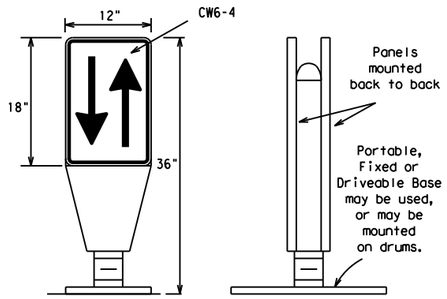


(Rigid or self-righting)

PORTABLE

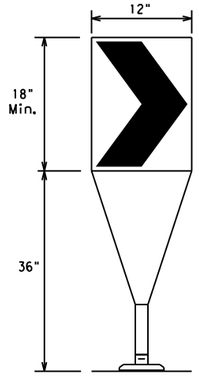
1. Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
2. VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is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

VERTICAL PANELS (VPs)



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

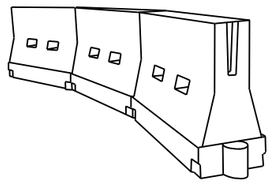
OPPOSING TRAFFIC LANE DIVIDERS (OTLD)



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

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

CHEVRONS



LONGITUDINAL CHANNELIZING DEVICES (LCD)

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

WATER BALLASTED SYSTEMS USED AS BARRIERS

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

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

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

GENERAL NOTES

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

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

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

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

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Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(9)-21

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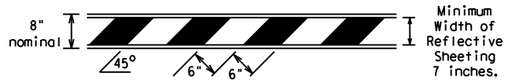
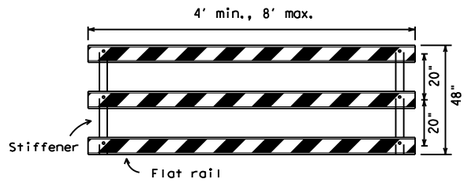
TYPE 3 BARRICADES

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

Barricades shall NOT be used as a sign support.



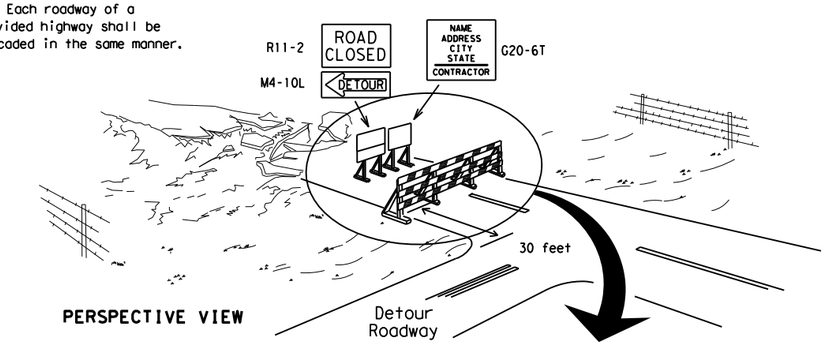
TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



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

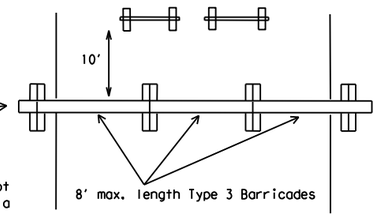
TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES

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



PERSPECTIVE VIEW

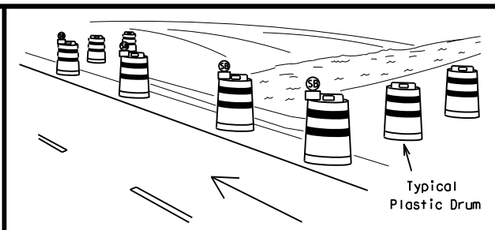
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic.
Barricade striping should slant downward in the direction of detour.



PLAN VIEW

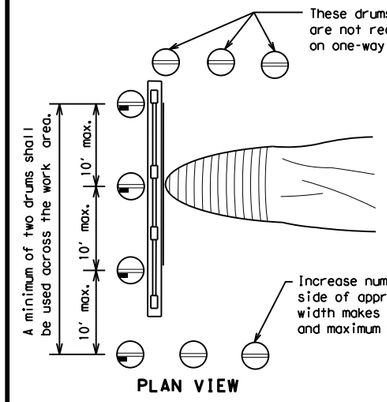
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

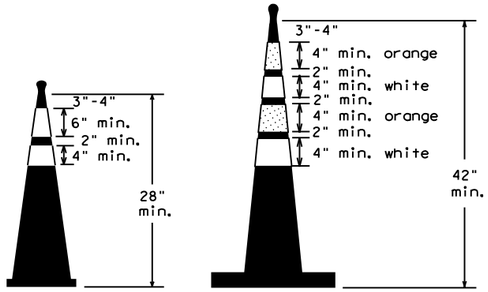
1. Where positive redirectional capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder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



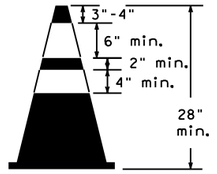
LEGEND	
	Plastic drum
	Plastic drum with steady burn light or yellow warning reflector
SB	Steady burn warning light or yellow warning reflector

PLAN VIEW

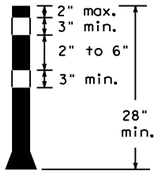
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



Two-Piece cones



One-Piece cones

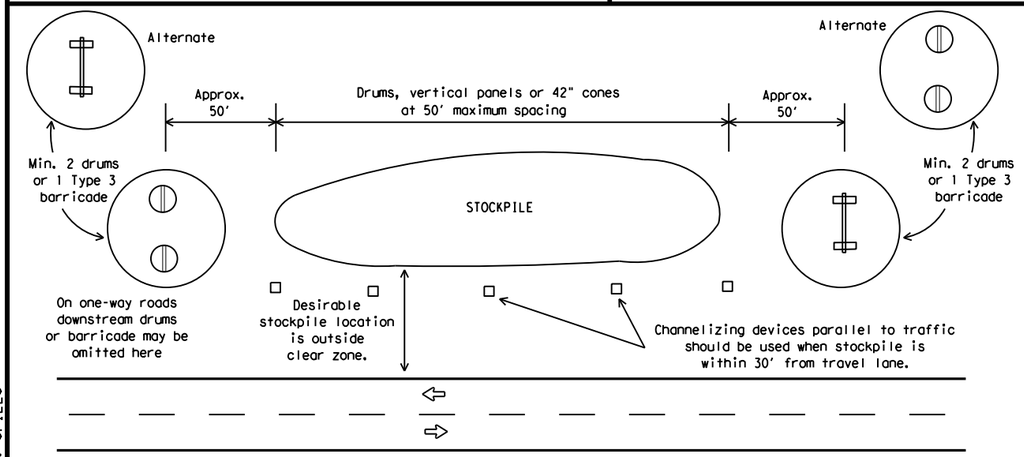


Tubular Marker

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

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

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



TRAFFIC CONTROL FOR MATERIAL STOCKPILES

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Texas Department of Transportation

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BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(10)-21

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WORK ZONE PAVEMENT MARKINGS

GENERAL

1. The Contractor shall be responsible for maintaining work zone and existing pavement markings, in accordance with the standard specifications and special provisions, on all roadways open to traffic within the CSJ limits unless otherwise stated in the plans.
2. Color, patterns and dimensions shall be in conformance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
3. Additional supplemental pavement marking details may be found in the plans or specifications.
4. Pavement markings shall be installed in accordance with the TMUTCD and as shown on the plans.
5. When short term markings are required on the plans, short term markings shall conform with the TMUTCD, the plans and details as shown on the Standard Plan Sheet WZ(STPM).
6. When standard pavement markings are not in place and the roadway is opened to traffic, DO NOT PASS signs shall be erected to mark the beginning of the sections where passing is prohibited and PASS WITH CARE signs at the beginning of sections where passing is permitted.
7. All work zone pavement markings shall be installed in accordance with Item 662, "Work Zone Pavement Markings."

RAISED PAVEMENT MARKERS

1. Raised pavement markers are to be placed according to the patterns on BC(12).
2. All raised pavement markers used for work zone markings shall meet the requirements of Item 672, "RAISED PAVEMENT MARKERS" and Departmental Material Specification DMS-4200 or DMS-4300.

PREFABRICATED PAVEMENT MARKINGS

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

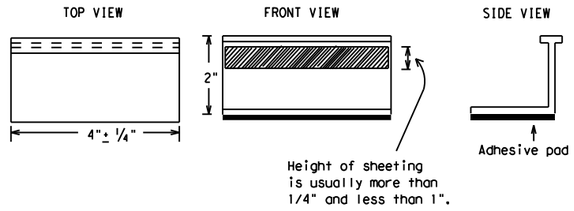
MAINTAINING WORK ZONE PAVEMENT MARKINGS

1. The Contractor will be responsible for maintaining work zone pavement markings within the work limits.
2. Work zone pavement markings shall be inspected in accordance with the frequency and reporting requirements of work zone traffic control device inspections as required by Form 599.
3. The markings should provide a visible reference for a minimum distance of 300 feet during normal daylight hours and 160 feet when illuminated by automobile low-beam headlights at night, unless sight distance is restricted by roadway geometrics.
4. Markings failing to meet this criteria within the first 30 days after placement shall be replaced at the expense of the Contractor as per Specification Item 662.

REMOVAL OF PAVEMENT MARKINGS

1. Pavement markings that are no longer applicable, could create confusion or direct a motorist toward or into the closed portion of the roadway shall be removed or obliterated before the roadway is opened to traffic.
2. The above shall not apply to detours in place for less than three days, where flaggers and/or sufficient channelizing devices are used in lieu of markings to outline the detour route.
3. Pavement markings shall be removed to the fullest extent possible, so as not to leave a discernable marking. This shall be by any method approved by TxDOT Specification Item 677 for "Eliminating Existing Pavement Markings and Markers".
4. The removal of pavement markings may require resurfacing or seal coating portions of the roadway as described in Item 677.
5. Subject to the approval of the Engineer, any method that proves to be successful on a particular type pavement may be used.
6. Blast cleaning may be used but will not be required unless specifically shown in the plans.
7. Over-painting of the markings SHALL NOT BE permitted.
8. Removal of raised pavement markers shall be as directed by the Engineer.
9. Removal of existing pavement markings and markers will be paid for directly in accordance with Item 677, "ELIMINATING EXISTING PAVEMENT MARKINGS AND MARKERS," unless otherwise stated in the plans.
10. Black-out marking tape may be used to cover conflicting existing markings for periods less than two weeks when approved by the Engineer.

Temporary Flexible-Reflective Roadway Marker Tabs



STAPLES OR NAILS SHALL NOT BE USED TO SECURE TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS TO THE PAVEMENT SURFACE

1. Temporary flexible-reflective roadway marker tabs used as guidemarks shall meet the requirements of DMS-8242.
2. Tabs detailed on this sheet are to be inspected and accepted by the Engineer or designated representative. Sampling and testing is not normally required, however at the option of the Engineer, either "A" or "B" below may be imposed to assure quality before placement on the roadway.
   A. Select five (5) or more tabs at random from each lot or shipment and submit to the Construction Division, Materials and Pavement Section to determine specification compliance.
   B. Select five (5) tabs and perform the following test. Affix five (5) tabs at 24 inch intervals on an asphaltic pavement in a straight line. Using a medium size passenger vehicle or pickup, run over the markers with the front and rear tires at a speed of 35 to 40 miles per hour, four (4) times in each direction. No more than one (1) out of the five (5) reflective surfaces shall be lost or displaced as a result of this test.
3. Small design variances may be noted between tab manufacturers.
4. See Standard Sheet WZ(STPM) for tab placement on new pavements. See Standard Sheet TCP(7-1) for tab placement on seal coat work.

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

1. Raised pavement markers used as guidemarks shall be from the approved product list, and meet the requirements of DMS-4200.
2. All temporary construction raised pavement markers provided on a project shall be of the same manufacturer.
3. Adhesive for guidemarks shall be bituminous material hot applied or butyl rubber pad for all surfaces, or thermoplastic for concrete surfaces.

Guidemarks shall be designated as:
YELLOW - (two amber reflective surfaces with yellow body).
WHITE - (one silver reflective surface with white body).

DEPARTMENTAL MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
TRAFFIC BUTTONS	DMS-4300
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
TEMPORARY REMOVABLE, PREFABRICATED PAVEMENT MARKINGS	DMS-8241
TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS	DMS-8242

A list of prequalified reflective raised pavement markers, non-reflective traffic buttons, roadway marker tabs and other pavement markings can be found at the Material Producer List web address shown on BC(1).

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Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-21

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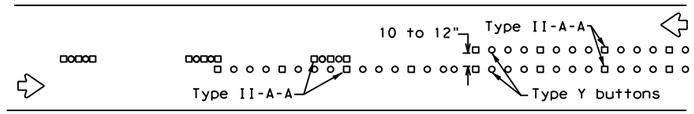
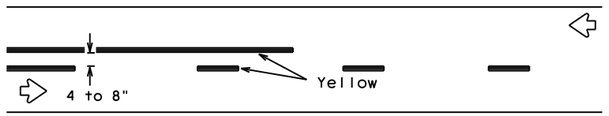
PAVEMENT MARKING PATTERNS

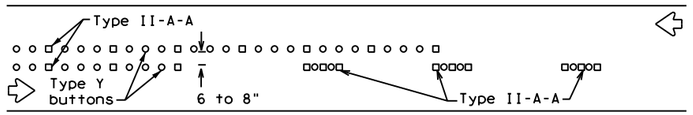
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



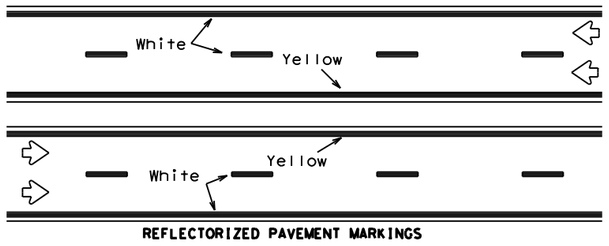
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



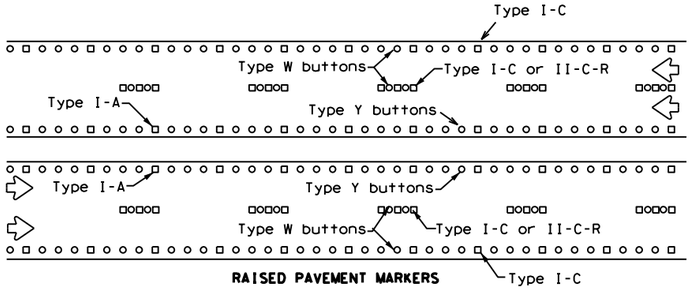
RAISED PAVEMENT MARKERS - PATTERN B

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

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



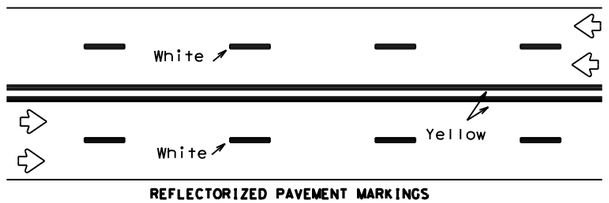
REFLECTORIZED PAVEMENT MARKINGS



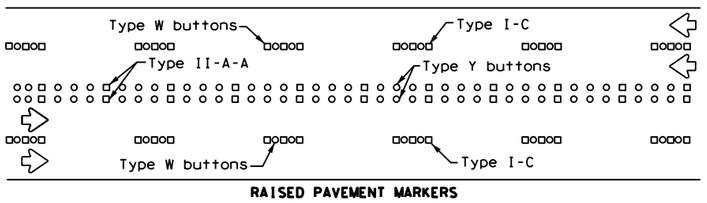
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



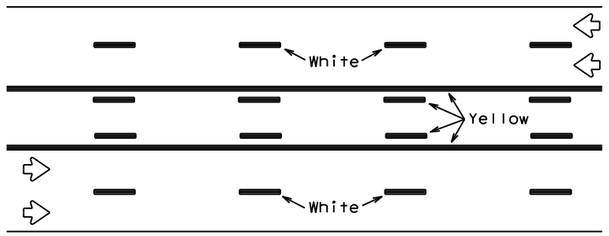
REFLECTORIZED PAVEMENT MARKINGS



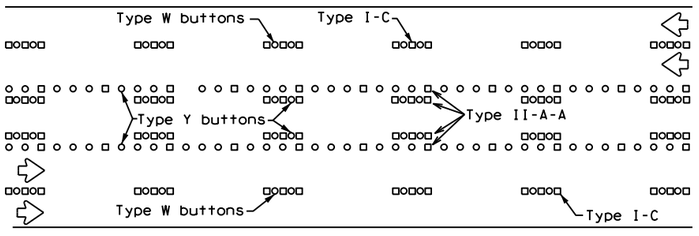
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS



RAISED PAVEMENT MARKERS

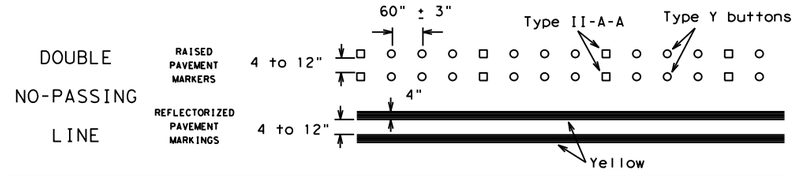
Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

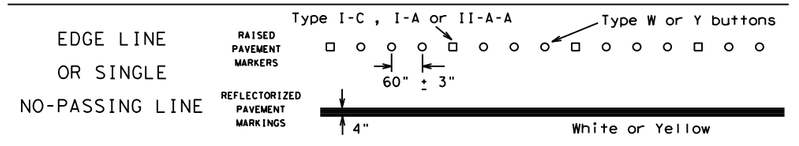
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

SOLID LINES

DOUBLE NO-PASSING LINE

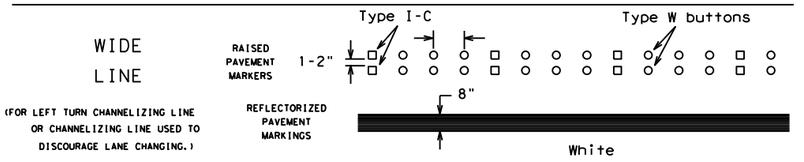


EDGE LINE OR SINGLE NO-PASSING LINE



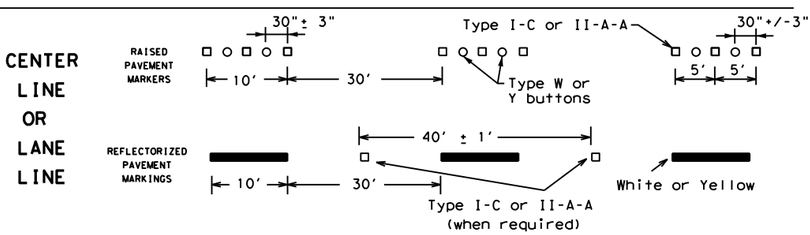
WIDE LINE

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

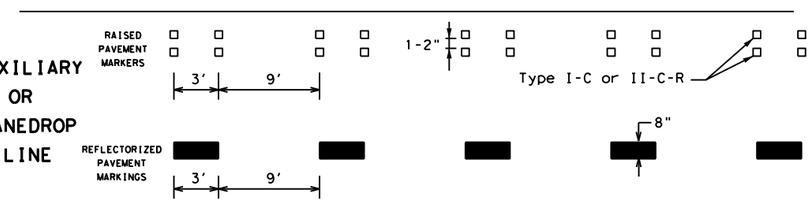


BROKEN LINES

CENTER LINE OR LANE LINE

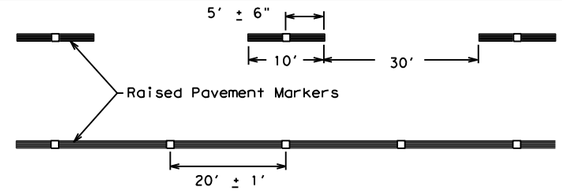


AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



Centerline only - not to be used on edge lines

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

Texas Department of Transportation

Traffic Safety Division Standard

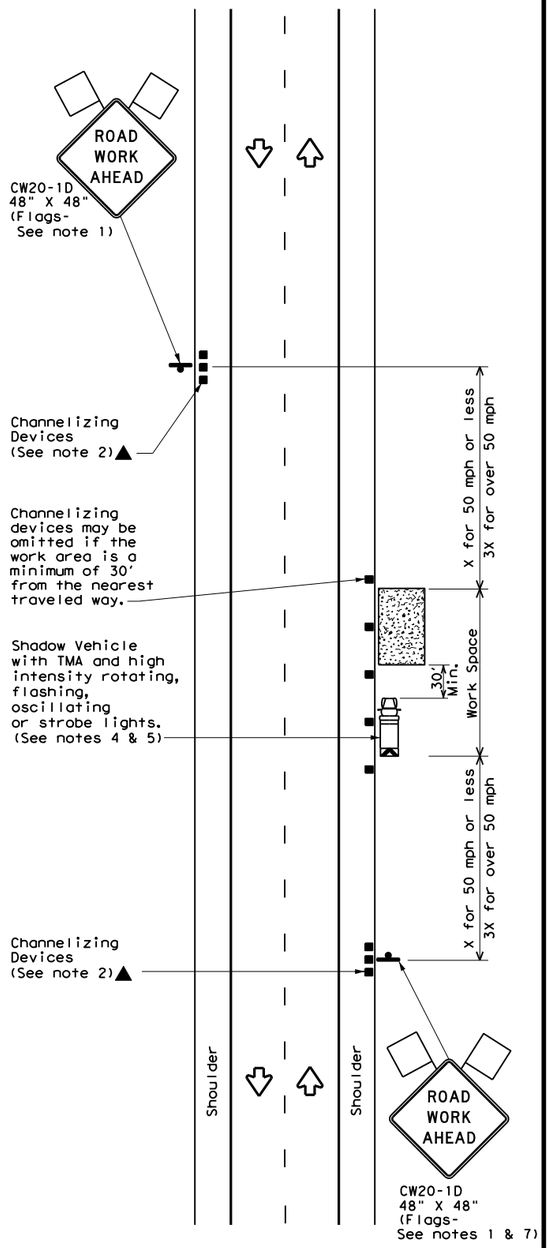
BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS 1-97 9-07 5-21 2-98 7-13 11-02 8-14	0081	10	052	US 377
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		25

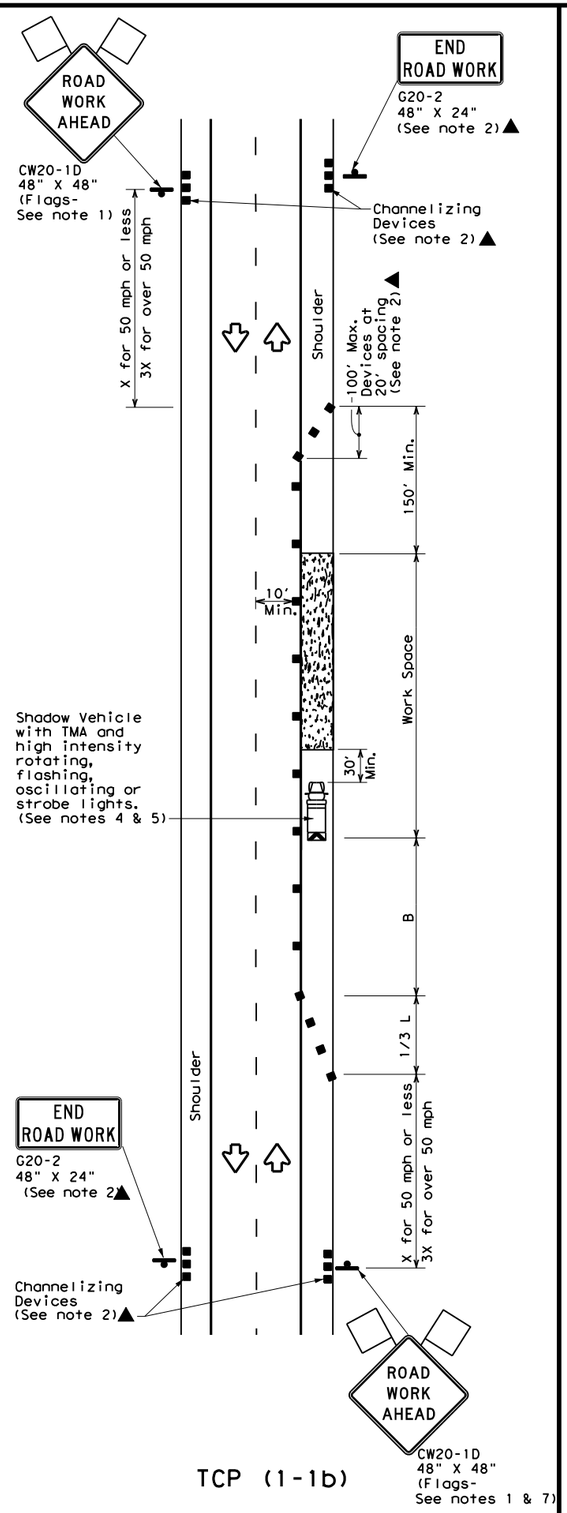
DATE: $DATE$ $TIME$
FILE: $FILE$

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



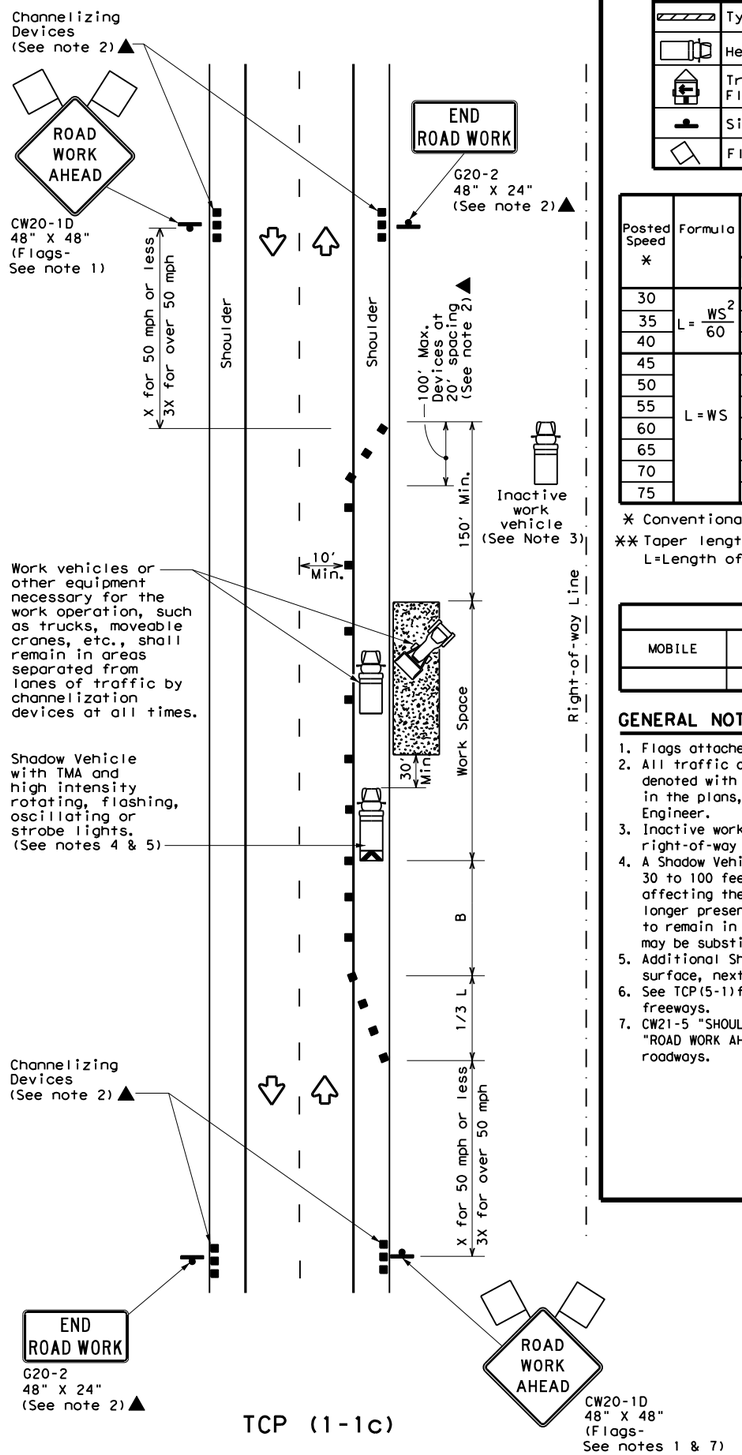
TCP (1-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (1-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (1-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

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

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

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

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

GENERAL NOTES

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

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK

TCP(1-1)-18

FILE: tcp1-1-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-94 4-98	0081	10	052	US 377
8-95 2-12	DIST	COUNTY		SHEET NO.
1-97 2-18	PAR	GRAYSON		26

151

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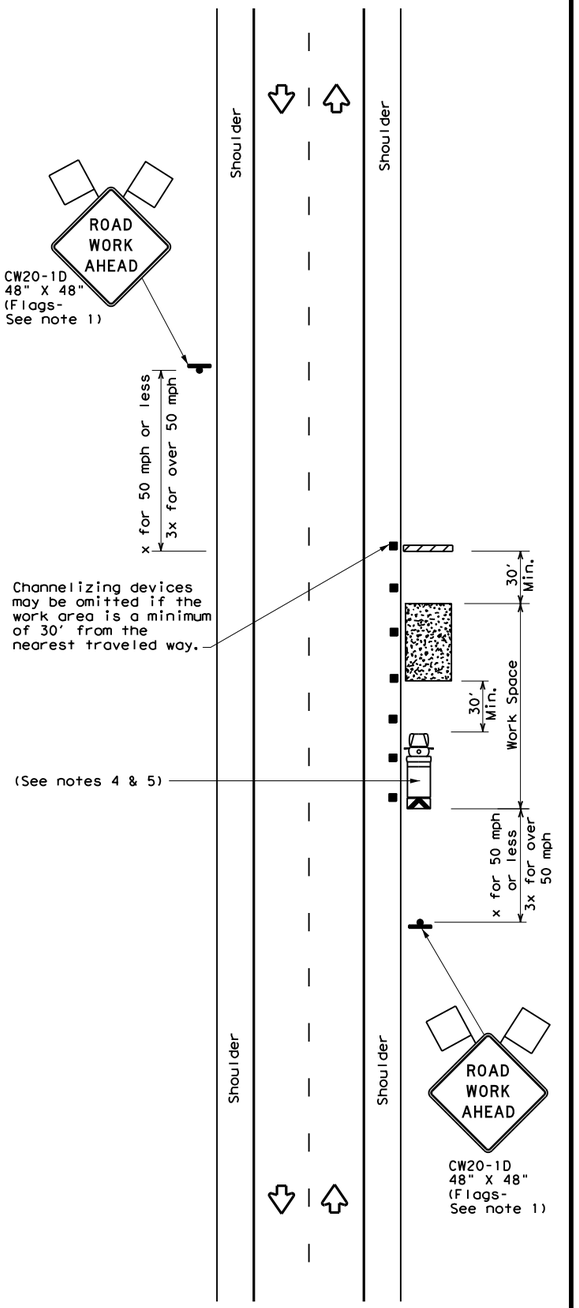
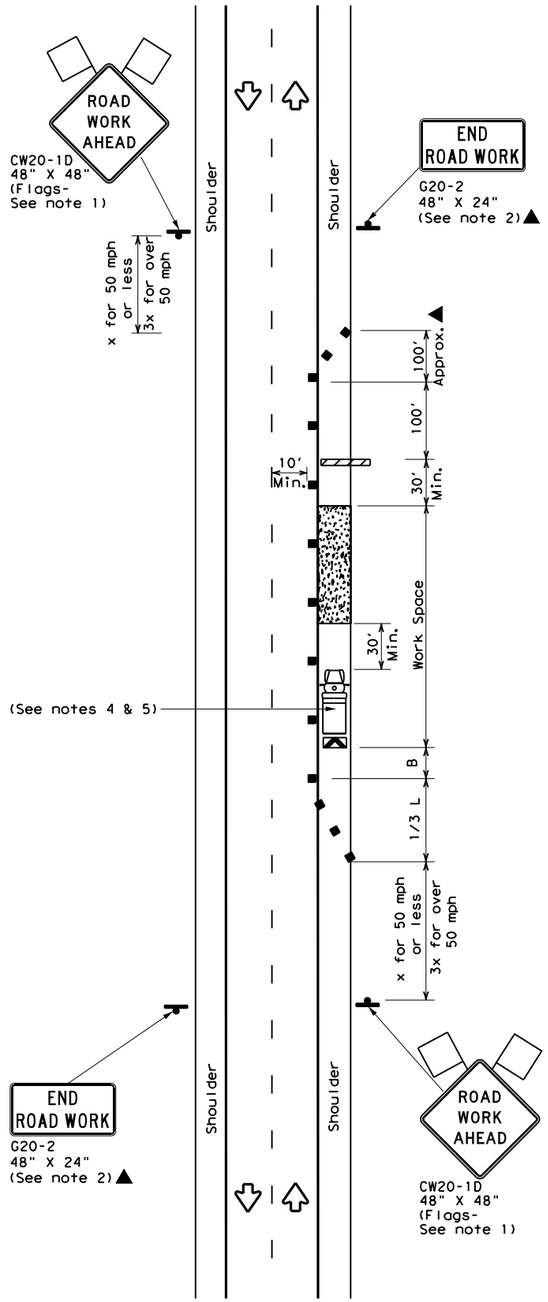
FILE: $FILE$



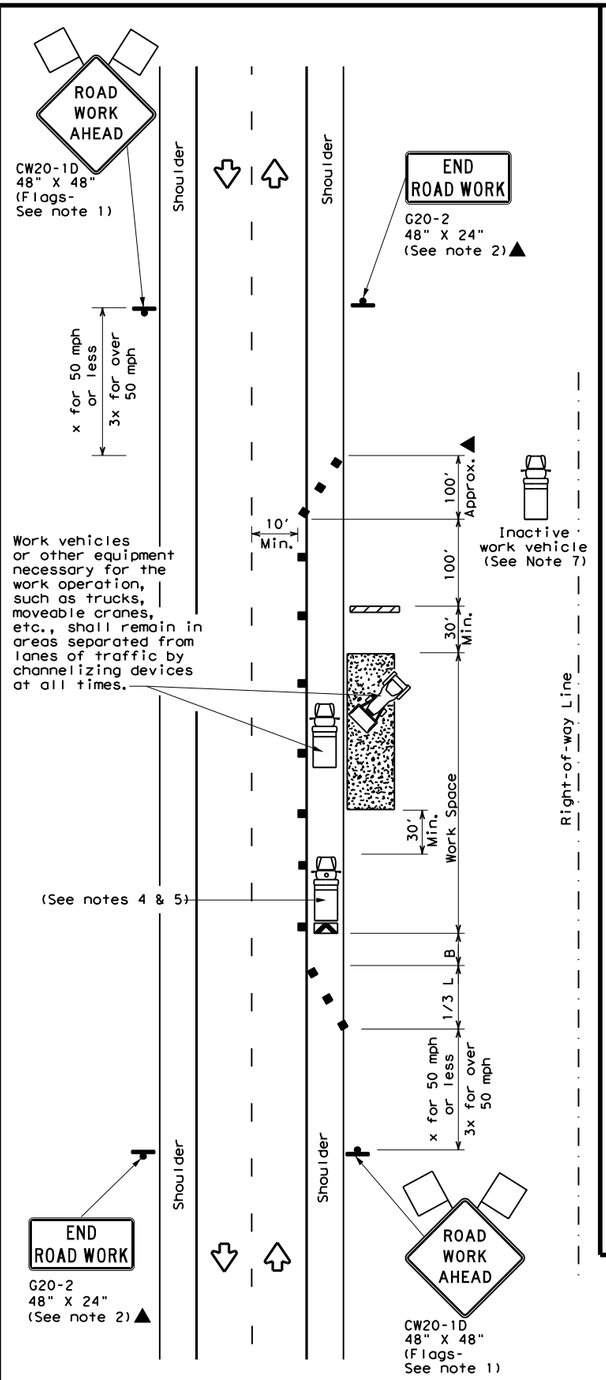
TCP (2-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (2-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (2-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

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

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

* Conventional Roads Only

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

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

GENERAL NOTES

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

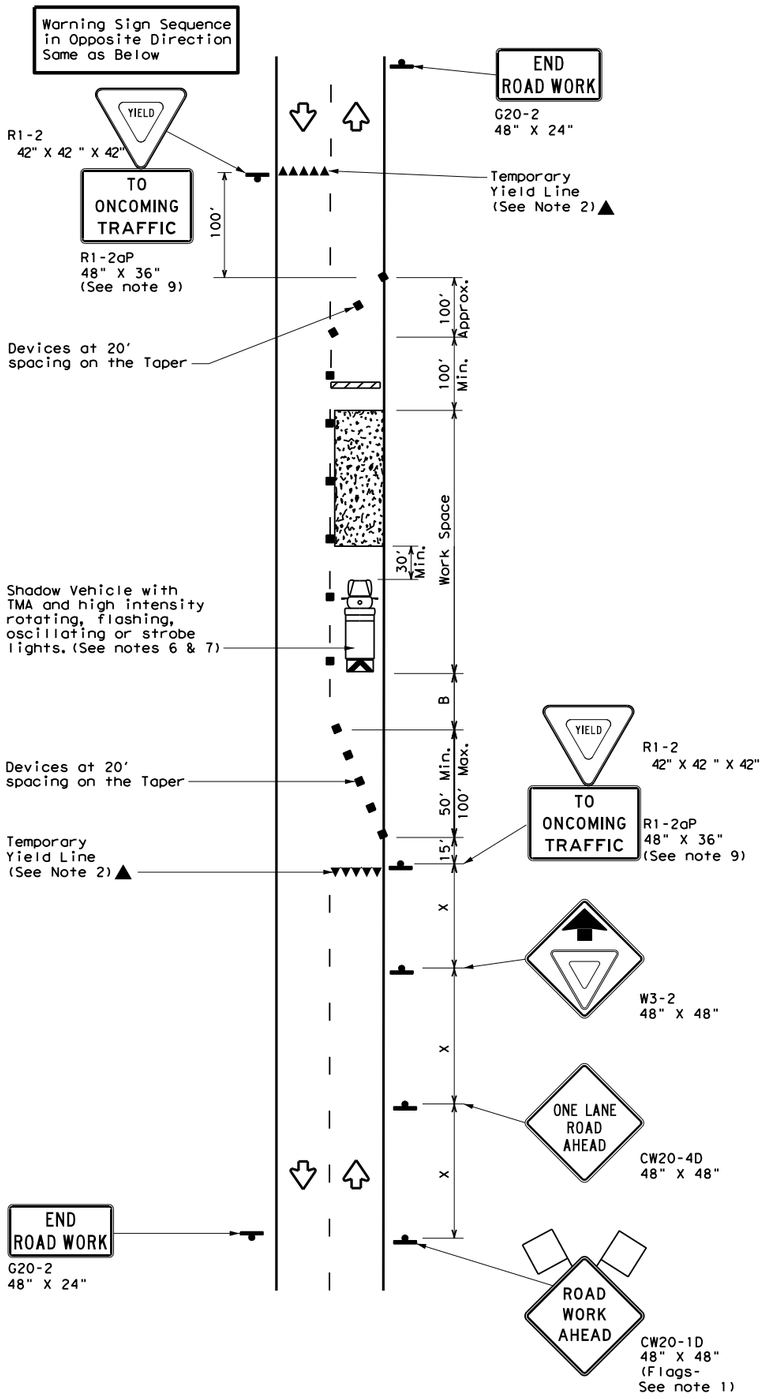
Texas Department of Transportation

Traffic Operations Division Standard

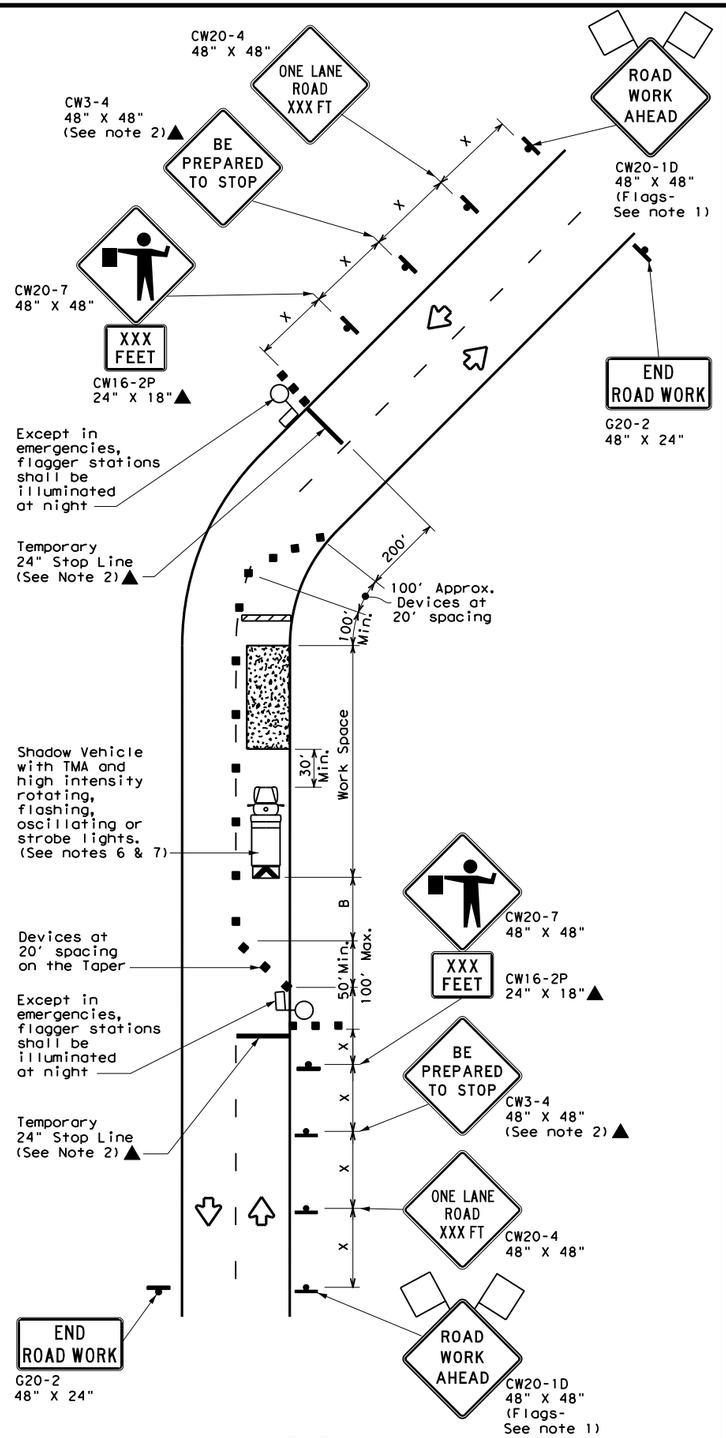
TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK

TCP(2-1)-18

FILE: tcp2-1-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
2-94 4-98	DIST	COUNTY		SHEET NO.
8-95 2-12	PAR	GRAYSON		27
1-97 2-18				



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



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

LEGEND

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

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

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

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

GENERAL NOTES

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

TCP (2-2a)

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

TCP (2-2b)

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

Texas Department of Transportation
Traffic Operations Division Standard

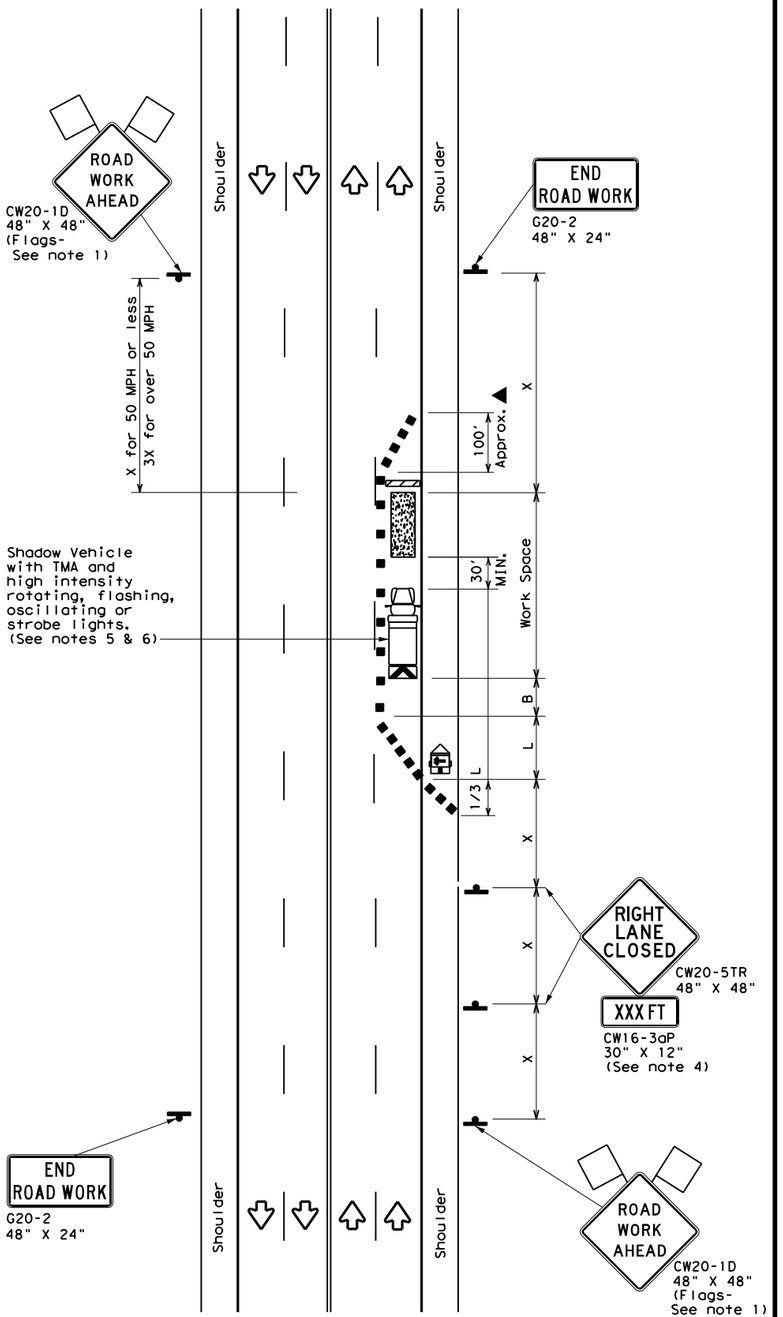
TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

TCP(2-2)-18

FILE: tcp2-2-18.dgn	DN:	CK:	DW:	CK:
©TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS 8-95 3-03 1-97 2-12 4-98 2-18	0081	10	052	US 377
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		28

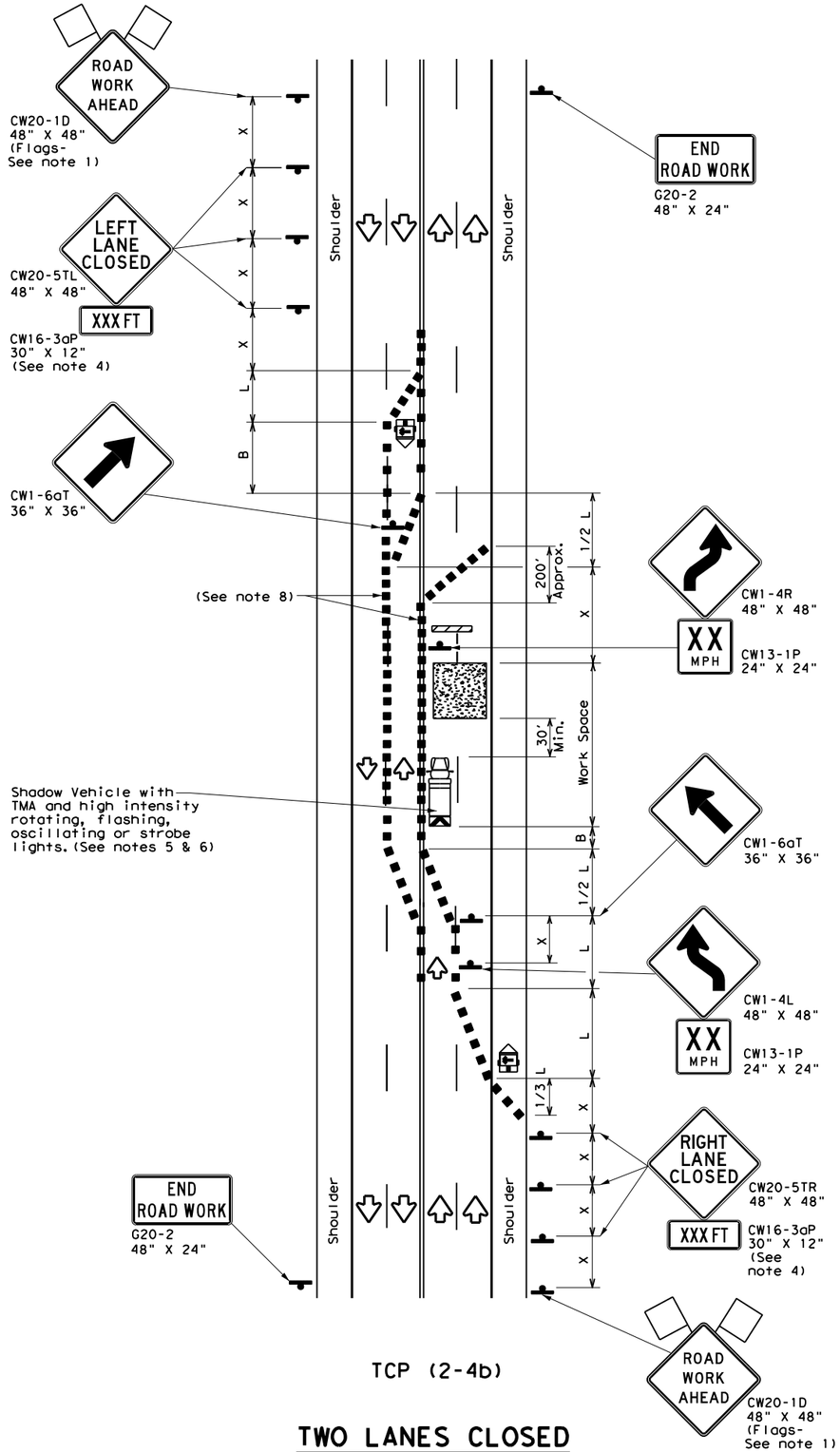
DATE: $DATE$ $TIME$
FILE: $FILE$

DATE:
FILE:



TCP (2-4a)

ONE LANE CLOSED



TCP (2-4b)

TWO LANES CLOSED

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

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

* Conventional Roads Only

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

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

GENERAL NOTES

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

TCP (2-4a)

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

TCP (2-4b)

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

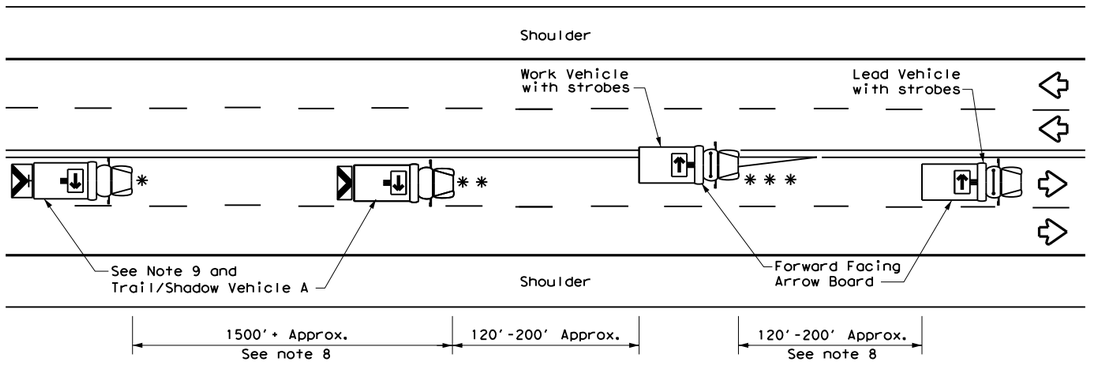
Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS

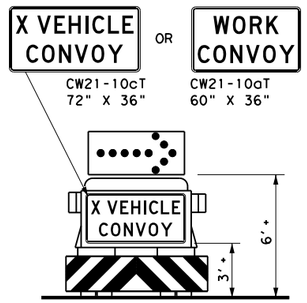
TCP(2-4)-18

FILE: tcp2-4-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS 8-95 3-03	0081	10	052	US 377
1-97 2-12	DIST	COUNTY		SHEET NO.
4-98 2-18	PAR	GRAYSON		29



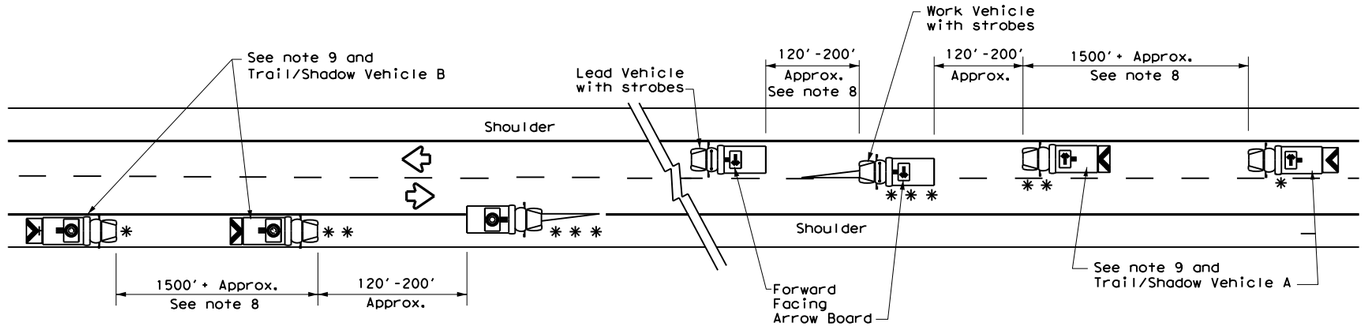
TCP (3-1a)

UNDIVIDED MULTILANE ROADWAY



TRAIL/SHADOW VEHICLE A

with RIGHT Directional display Flashing Arrow Board

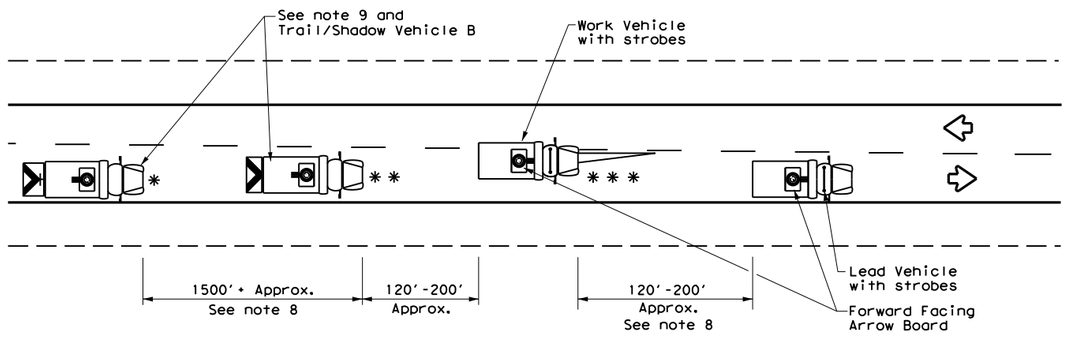


WORK ON SHOULDER

WORK ON TRAVEL LANE

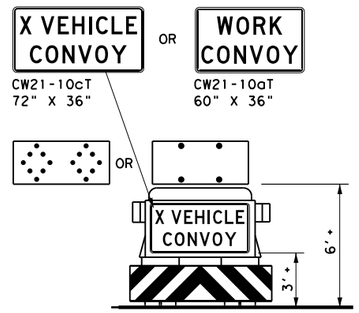
TCP (3-1b)

TWO-WAY ROADWAY WITH PAVED SHOULDERS



TCP (3-1c)

TWO-WAY ROADWAY WITHOUT PAVED SHOULDERS



TRAIL/SHADOW VEHICLE B

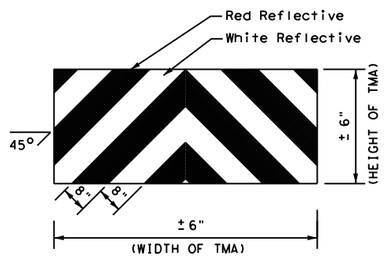
with Flashing Arrow Board in CAUTION display

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

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

GENERAL NOTES

1. TRAIL, SHADOW, and LEAD vehicles shall be equipped with arrow boards as illustrated. When a LEAD vehicle is not used the WORK vehicle must be equipped with an arrow board. The Engineer will determine if the LEAD VEHICLE and/or TRAIL VEHICLE are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
2. The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
3. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE and TRAIL VEHICLE are required.
4. Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION DMS 8300, Type A.
5. Flashing arrow boards shall be Type B or Type C as per the Barricade and Construction (BC) standards. The board shall be controlled from inside the vehicle.
6. Each vehicle shall have two-way radio communication capability.
7. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
8. Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE and vehicle spacing between WORK VEHICLE and LEAD VEHICLE may vary according to terrain, work activity and other factors.
9. "X VEHICLE CONVOY" (CW21-10cT) or "WORK CONVOY" (CW21-10aT) signs shall be used on TRAIL VEHICLES and SHADOW VEHICLES as shown. As an option 48" X 48" diamond shaped "WORK CONVOY"(CW21-10T) or "X VEHICLE CONVOY" (CW21-10bT) signs may be used where adequate mounting space exists. When used, the X VEHICLE CONVOY sign shall have the number of the convoy vehicles displayed on the sign in the number designation "X" location. The "X VEHICLE CONVOY" sign shall not be used on the SHADOW VEHICLE if a TRAIL VEHICLE is used.
10. On two-lane two-way roadways, the work and protection vehicles should pull over periodically to allow motor vehicle traffic to pass. If motorists are not allowed to pass the work convoy, a "DO NOT PASS" (R4-1) sign should be placed on the back of the rearmost protection vehicle.



STRIPING FOR TMA

Texas Department of Transportation

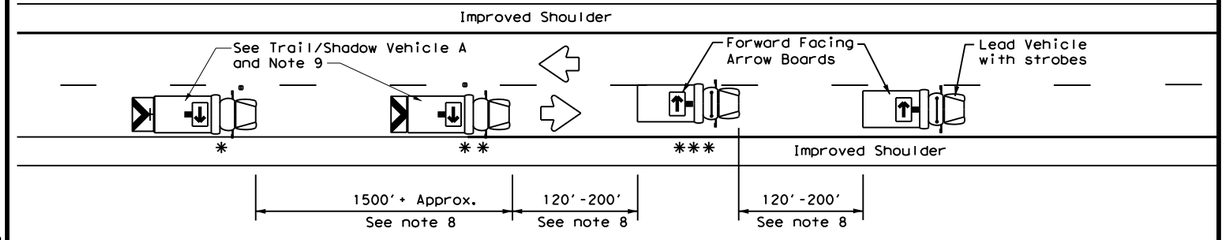
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN MOBILE OPERATIONS UNDIVIDED HIGHWAYS

TCP(3-1)-13

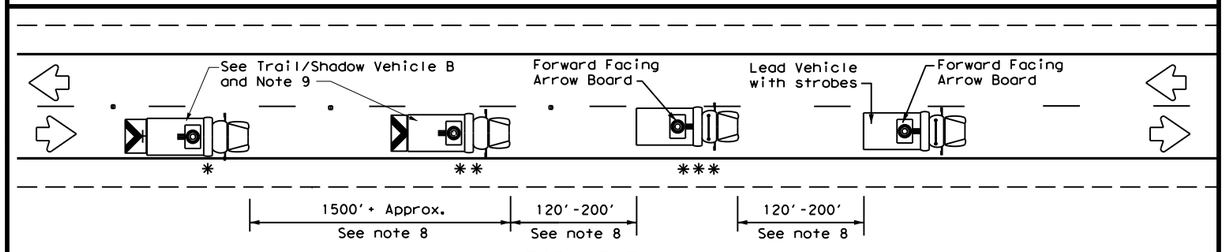
FILE: tcp3-1.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-94 4-98 8-95 7-13 1-97	0081	10	052	US 377
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		30

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



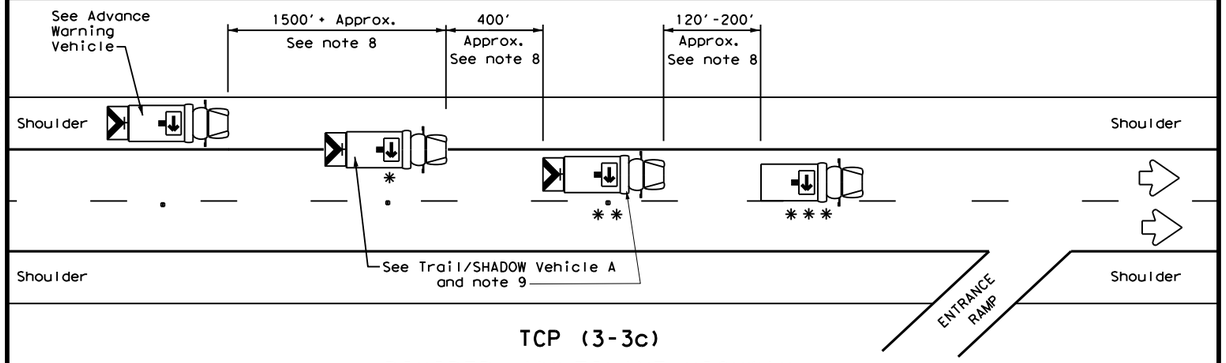
TCP (3-3a)

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



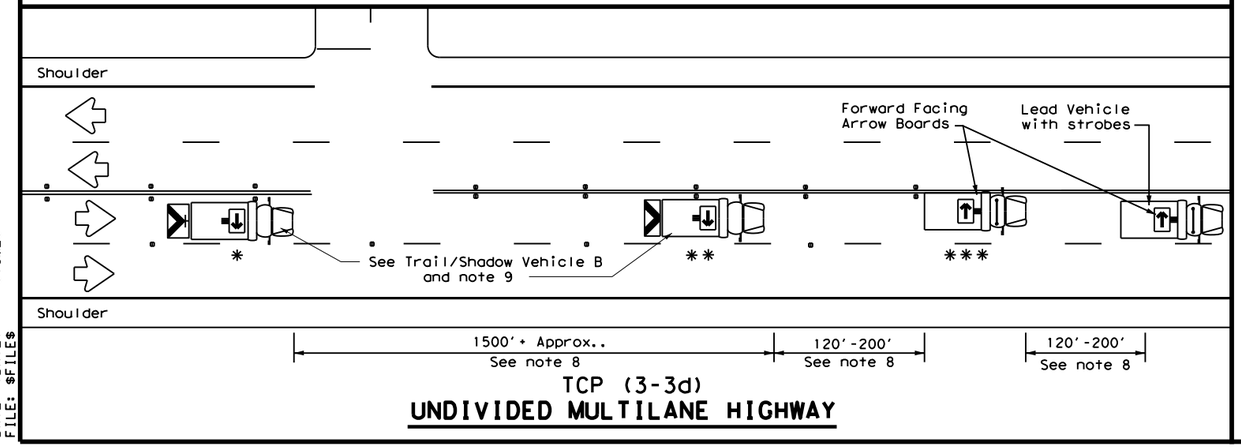
TCP (3-3b)

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



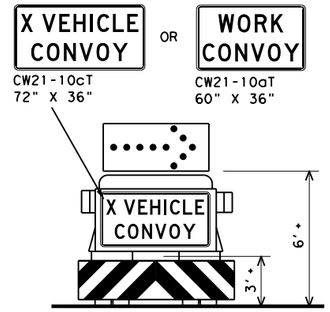
TCP (3-3c)

DIVIDED MULTILANE HIGHWAY



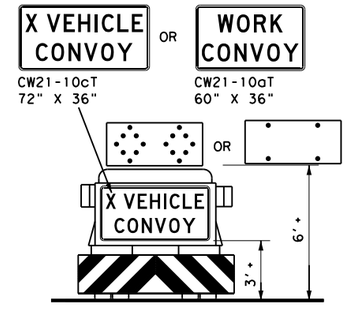
TCP (3-3d)

UNDIVIDED MULTILANE HIGHWAY



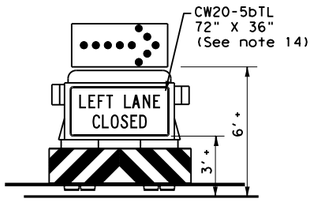
TRAIL/SHADOW VEHICLE A

with RIGHT Directional display
Flashing Arrow Board

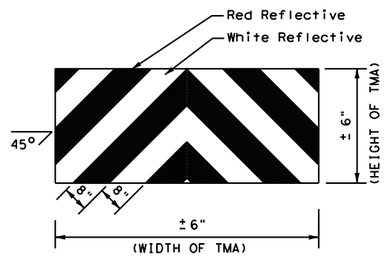


TRAIL/SHADOW VEHICLE B

with Flashing Arrow Board
in Caution Mode



ADVANCE WARNING VEHICLE



STRIPING FOR TMA

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

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

GENERAL NOTES

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

Texas Department of Transportation

Traffic Operations Division Standard

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

FILE: tcp3-3.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT September 1987	CONT	SECT	JOB	HIGHWAY
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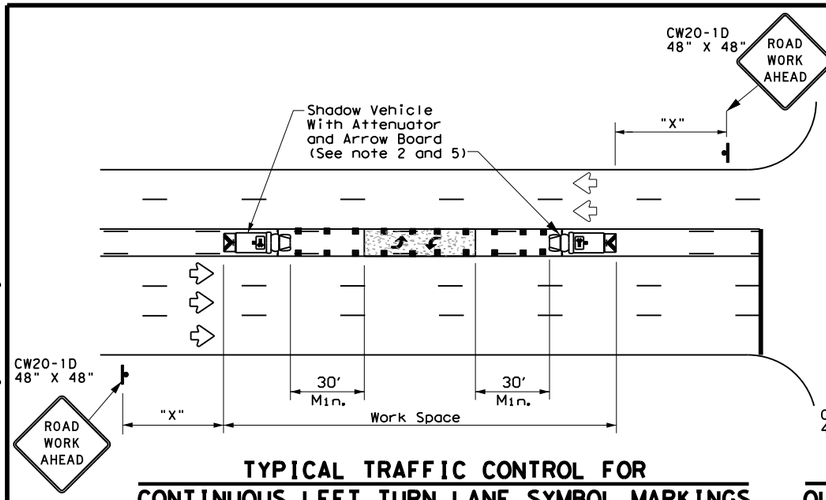
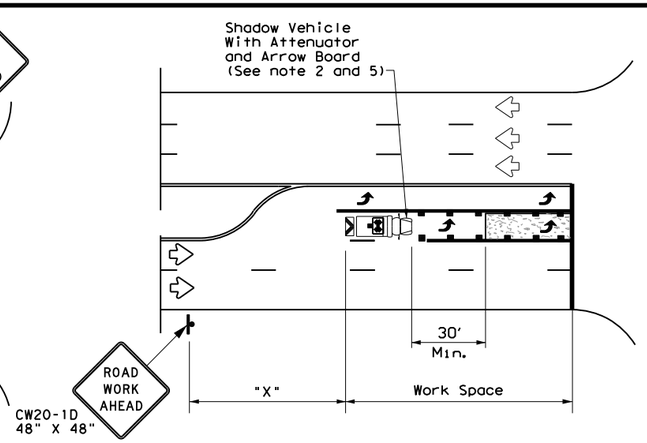
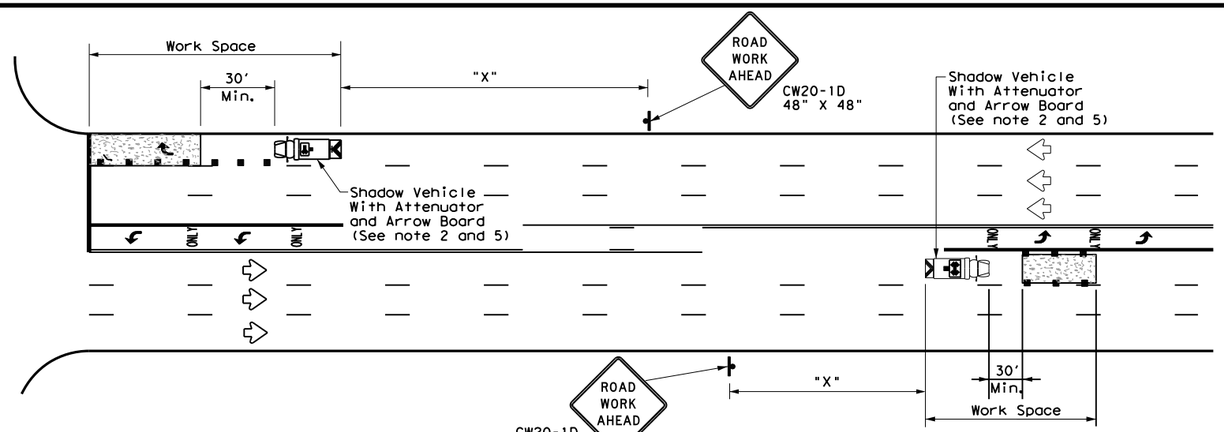
2-94 4-98	DIST	COUNTY		SHEET NO.
8-95 7-13	PAR	GRAYSON		31
1-97 7-14				



TYPICAL TRAFFIC CONTROL FOR
CONTINUOUS LEFT TURN LANE SYMBOL MARKINGS

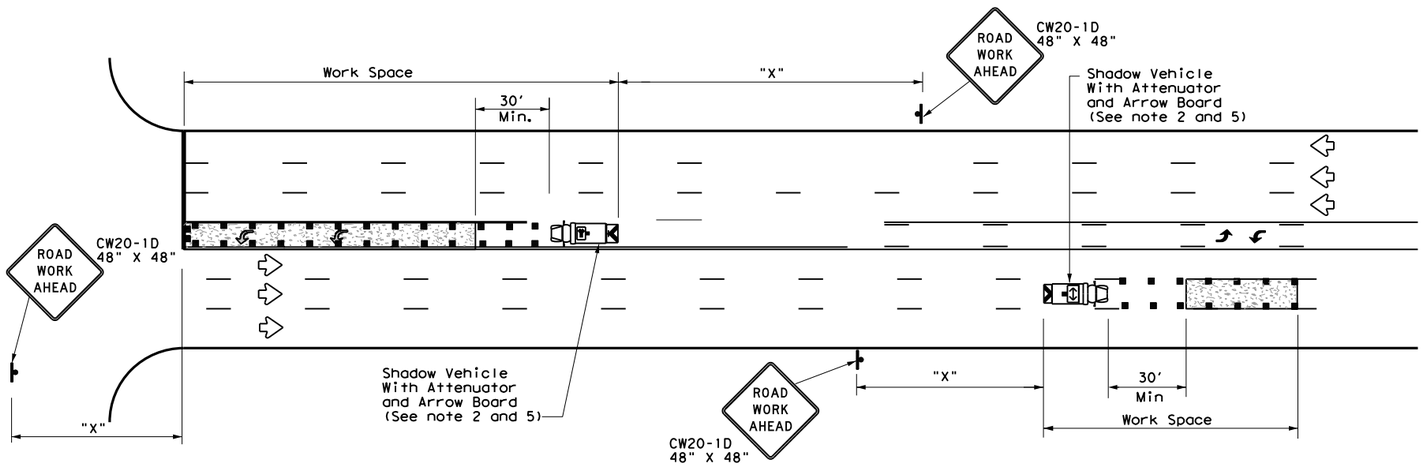


TYPICAL TRAFFIC CONTROL FOR
OUTSIDE DUAL LEFT TURN LANE SYMBOL MARKINGS



TYPICAL TRAFFIC CONTROL FOR
OUTSIDE LANE MARKINGS

TYPICAL TRAFFIC CONTROL FOR
INSIDE LANE MARKINGS



TYPICAL TRAFFIC CONTROL FOR
LEFT TURN LANE MARKINGS

TYPICAL TRAFFIC CONTROL FOR
CENTER LANE MARKINGS

DATE:
FILE:

LEGEND

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

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

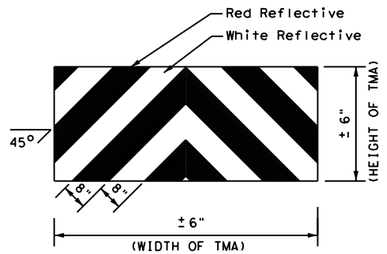
* Conventional Roads Only

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

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

GENERAL NOTES

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



STRIPING FOR TMA

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN MOBILE OPERATIONS FOR ISOLATED WORK AREAS UNDIVIDED HIGHWAYS

TCP(3-4)-13

FILE: tcp3-4.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT July, 2013	CONT	SECT	JOB	HIGHWAY
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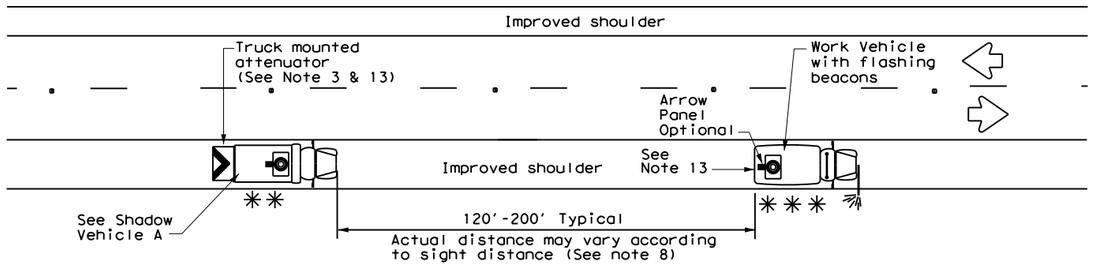
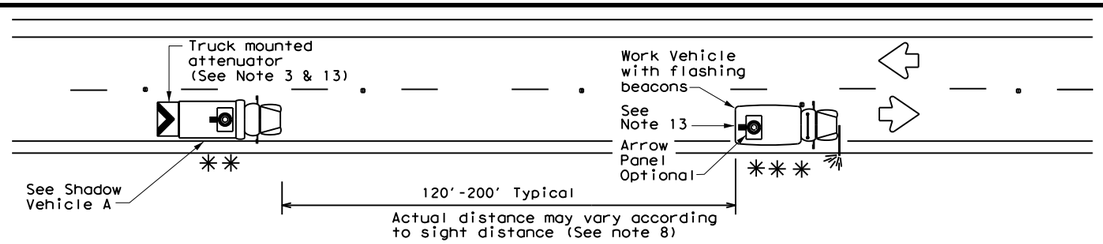
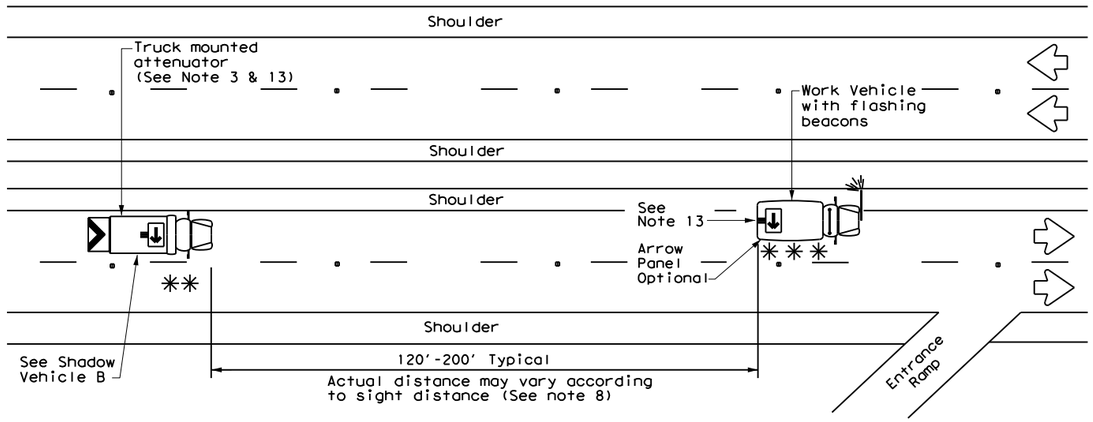
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		32



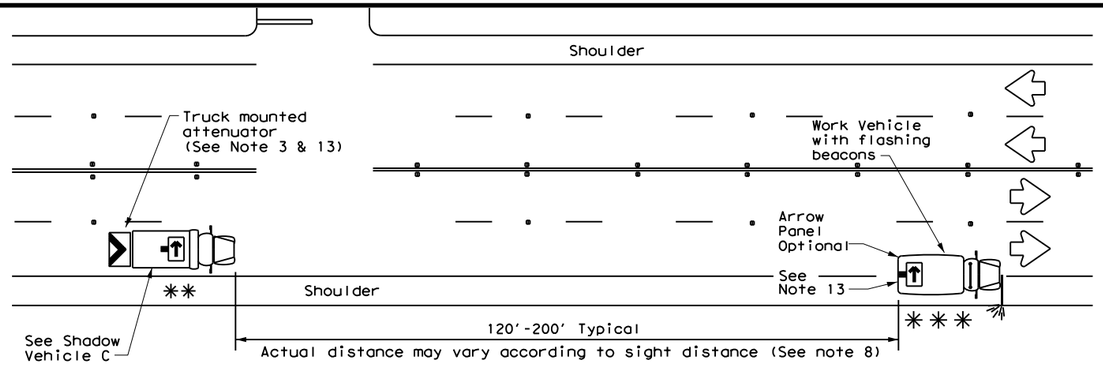
TWO LANE HIGHWAY WITH PAVED SHOULDERS MINIMUM 8'



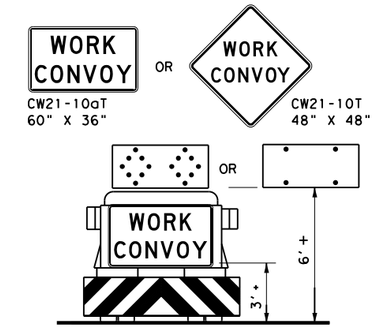
TWO LANE HIGHWAY WITH NO SHOULDER OR NARROW SHOULDER



MULTILANE HIGHWAY

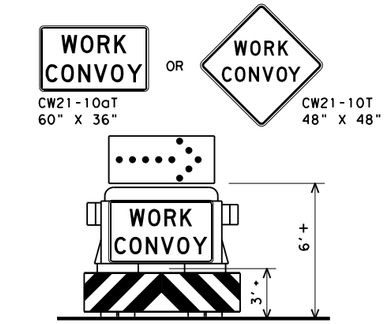


MULTILANE HIGHWAY



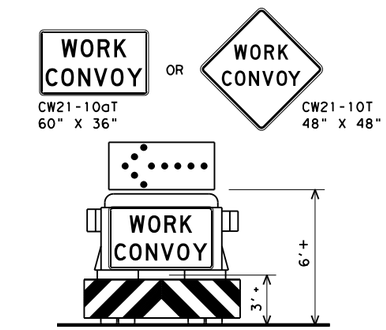
SHADOW VEHICLE A

with Flashing Arrow Board in Caution Mode



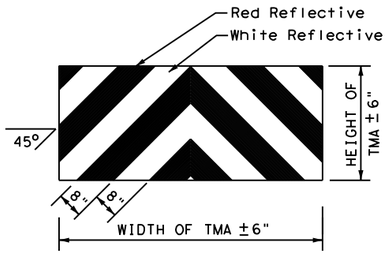
TYPICAL SHADOW VEHICLE B

with RIGHT Directional display Flashing Arrow Board



TYPICAL SHADOW VEHICLE C

with LEFT Directional display Flashing Arrow Board



STRIPING FOR TMA

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

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

GENERAL NOTES

1. All traffic control devices shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD), latest edition.
2. The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
3. The use of truck mounted attenuators (TMA) on the Shadow Vehicle is required.
4. Striping on the back panel of all TMAs shall be 8" red reflective sheeting with white background, placed in an inverted "V" design. Reflective sheeting shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION DMS-8300, TYPE A.
5. Flashing Arrow Panels shall be Type B or Type C as per BC Standards. The panel operation shall be controlled from inside the vehicle.
6. Each vehicle shall have two-way radio communication capability.
7. When the work convoy must change lanes, the Shadow Vehicle should change lanes first to protect the Work Vehicle.
8. Spacing between Shadow and Work Vehicle will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the Shadow Vehicle in time to slow down and/or change lanes as they approach the Work Convoy.
9. Use of an arrow panel on the Work Vehicle is optional except as provided in note 13, but may be required by the Engineer. If an arrow panel is not used, dual flashing beacons, mounted as high and as widely separated as practicable at the rear of the Work Vehicle shall be required.
10. On two-lane two-way roadways, the Work and Shadow Vehicles should pull over periodically to allow motor vehicle traffic to pass.
11. Work and Shadow Vehicles should stay on the shoulder of highways having 8' or wider shoulders when possible.
12. A Trail Vehicle may be added to the operation when approved by the Engineer. See TCP(3) series standards.
13. The shadow vehicle may be omitted on conventional roadways when a TMA or TA and arrow panel is mounted to the herbicide vehicle. A separate shadow vehicle will be required on expressways and Freeways.

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN MOBILE OPERATIONS HERBICIDE TRUCK OPERATIONS

TCP(3-5)-18

FILE: tcp3-5.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT July 2015	CONT	SECT	JOB	HIGHWAY
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4-18 .	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		33

DATE:
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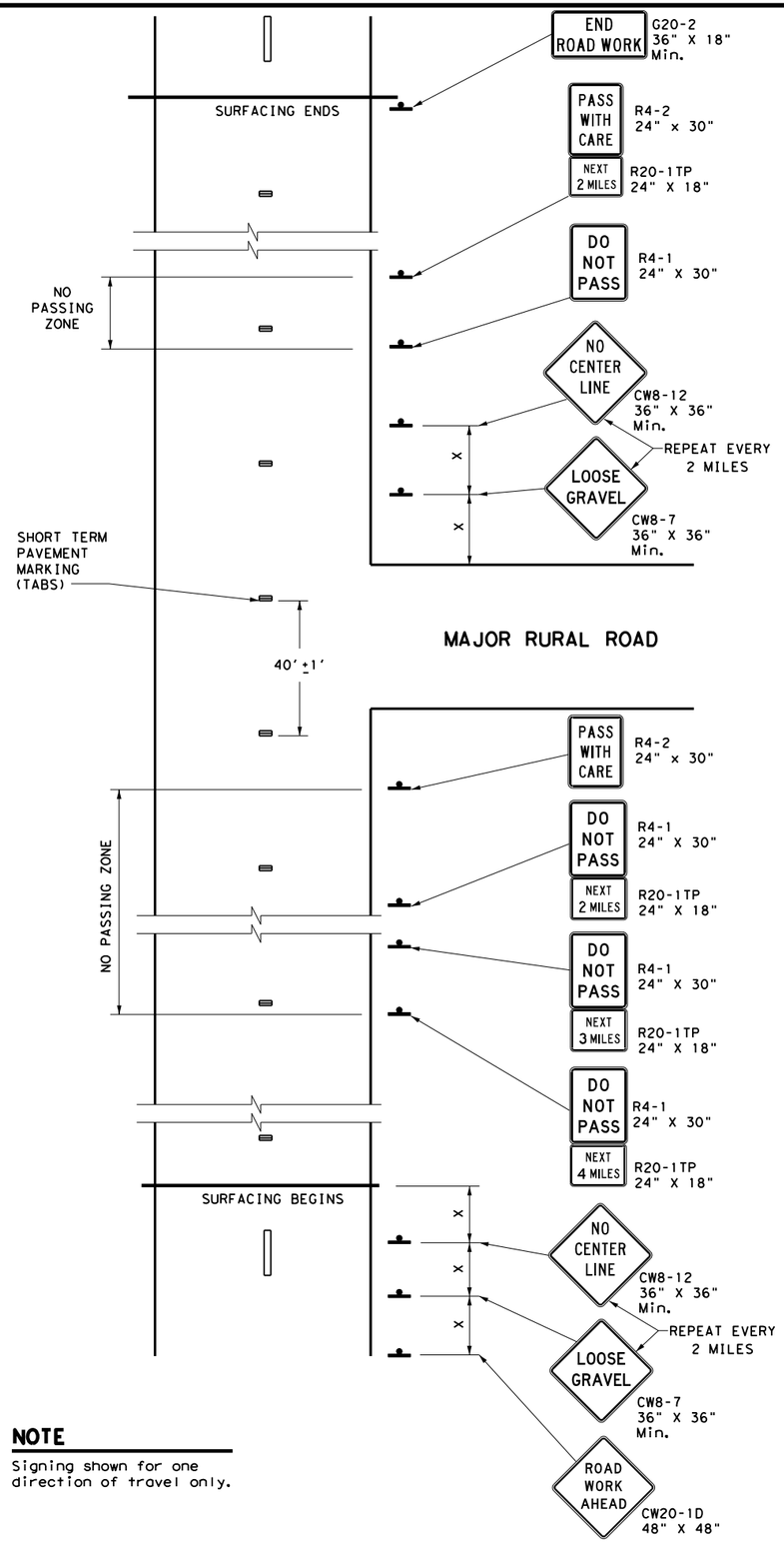
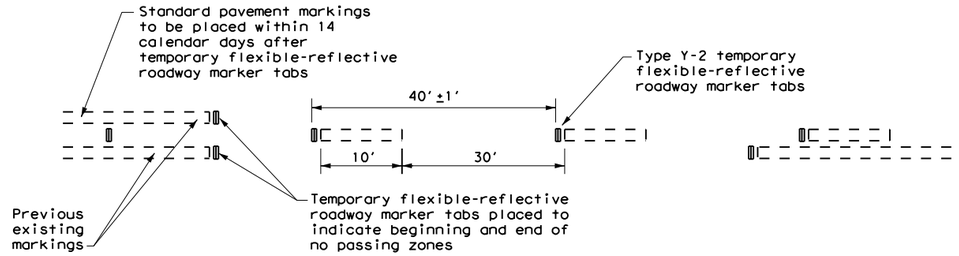


NOTE

Signing shown for one direction of travel only.

NO PASSING ZONES ON TWO-LANE TWO-WAY ROADS



TABS ON CENTERLINES OF TWO-LANE TWO-WAY ROADS

For seal coat, micro-surface or similar operations

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

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

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

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

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

"NO CENTER LINE" SIGN (CW8-12)

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

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

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

"LOOSE GRAVEL" SIGN (CW8-7)

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

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

PAVEMENT MARKINGS

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

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

C. Tab placement for overlay/inlay operations shall be as shown on the WZ(STPM) standard sheet.

COORDINATION OF SIGN LOCATIONS

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

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

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

* Conventional Roads Only

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

GENERAL NOTES

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

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL DETAILS FOR SURFACING OPERATIONS

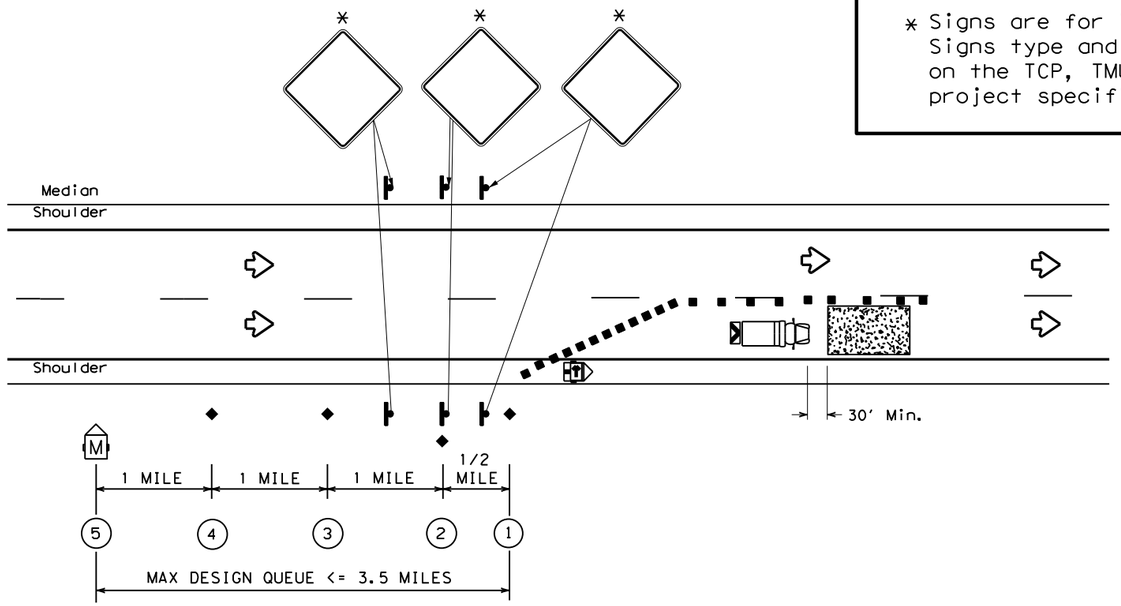
TCP(7-1)-13

FILE:	tcp7-1.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT	March 1991	CONT	SECT	JOB	HIGHWAY
REVISIONS		0081	10	052	US 377
4-92 4-98		DIST	COUNTY		SHEET NO.
1-97 7-13		PAR	GRAYSON		34

210

DATE:
FILE:

DATE:
FILE:



* Signs are for illustrative purposes only. Signs type and placement will vary depending on the TCP, TMUTCD Typical Application, or project specific details for the project.

LEGEND			
	Work Area		Traffic Flow
	Sign		Portable Traffic Sensor
	Channelizing Devices		Truck Mounted Attenuator (TMA)
(1)	Location		Flag
	Heavy Work Vehicle		Trailer Mounted Flashing Arrow Board
M	Portable Changeable Message Sign (PCMS)		

Type 2 - QUEUE DETECTION SYSTEM

(Max Design Queue <=3.5 Miles)

OPERATIONAL GUIDELINE FOR PCMS MESSAGES				
Message at (5)	Last 5 MIN Speed Averages V(MPH)			
	Sensor at (4)	Sensor at (3)	Sensor at (2)	Sensor at (1)
ROAD WORK AHEAD	> 45	> 45	> 45	> 45
SLOW TRAFFIC 3 MILES	> 45	> 45	> 45	25 < V < 45
SLOW TRAFFIC 2 MILES	> 45	> 45	25 < V < 45	25 < V < 45
SLOW TRAFFIC 1 MILE	> 45	25 < V < 45	25 < V < 45	25 < V < 45
SLOW TRAFFIC AHEAD	25 < V < 45	25 < V < 45	25 < V < 45	25 < V < 45
STOPPED TRAFFIC 3 MILES	> 25	> 25	> 25	<= 25
STOPPED TRAFFIC 2 MILES	> 25	> 25	<= 25	<= 25
STOPPED TRAFFIC 1 MILE	> 25	<= 25	<= 25	<= 25
STOPPED TRAFFIC AHEAD	<= 25	<= 25	<= 25	<= 25

GENERAL NOTES

1. Unless project conditions and manufacturer's specifications dictate otherwise, the number of PCMS, static signs and spacing of sensors will be as shown in the plans.
2. Temporary Queue Detection System devices shall be operational only while work is actually in progress or a definite need exists.
3. Refer to TCP and BC Traffic Engineering Standard sheets for additional information regarding the type and placement of temporary traffic control devices.
4. The viewing angle of the sensors should not be blocked.
5. Sensor at location (1) may be mounted on the Flashing Arrow Board Trailer in the taper if spacing is adequate.
6. Pay item should be paid under Special Specification "Temporary Queue Detection System".

Texas Department of Transportation

Traffic Safety Division Standard

TEMPORARY QUEUE DETECTION SYSTEM TYPE 2

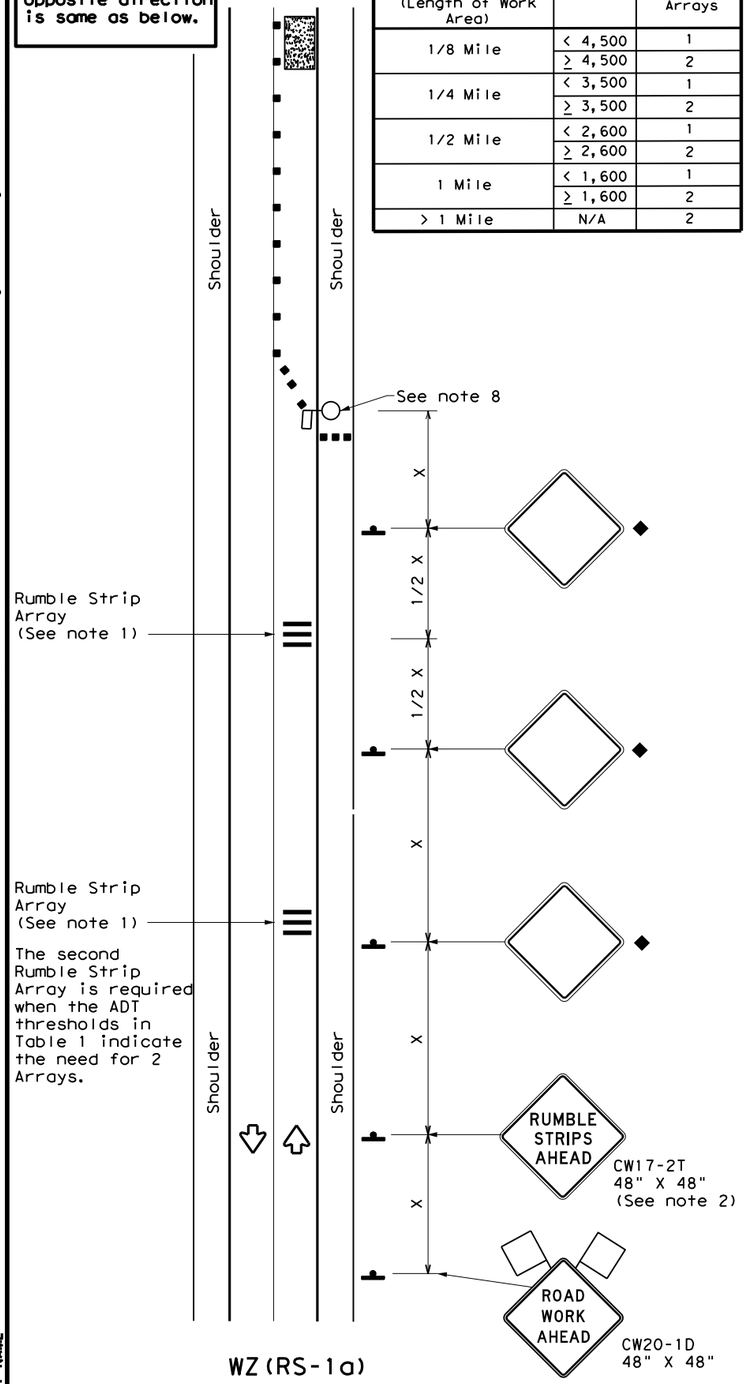
(Queue <= 3.5 Miles)

WZ-ITS(3)-19

FILE: wz-its(3)-19.dgn	DN:	CK:	DW:	CK:
©TxDOT February 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		35

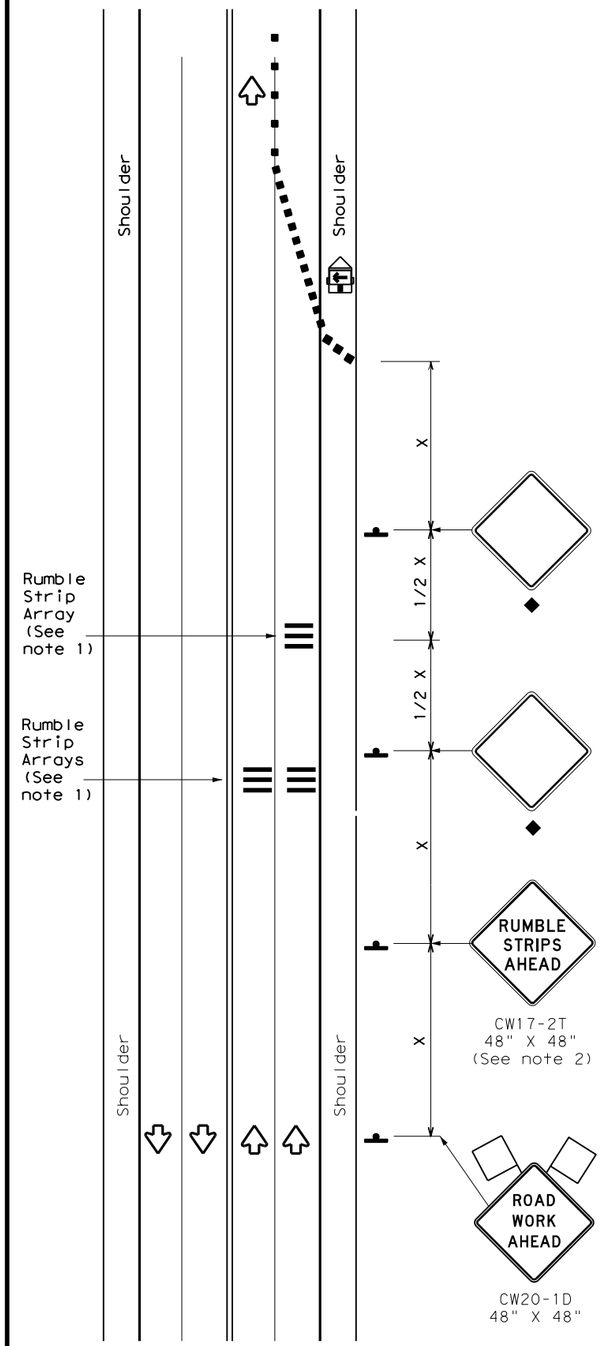
Warning sign and rumble strip sequence in opposite direction is same as below.

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



WZ(RS-1a)

RUMBLE STRIPS ON ONE-LANE TWO-WAY APPLICATION



WZ(RS-1b)

RUMBLE STRIPS FOR LANE CLOSURE ON CONVENTIONAL ROADWAY

GENERAL NOTES

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

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

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

* Conventional Roads Only

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

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

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

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

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

Texas Department of Transportation — Traffic Safety Division Standard

TEMPORARY RUMBLE STRIPS

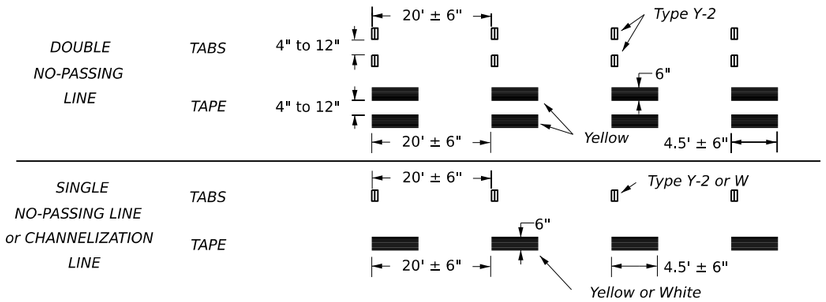
WZ(RS)-22

FILE: wzrs22.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2012	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-14 1-22 4-16	0081	10	052	US 377
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		36

117

DATE: DATE TIME
FILE: DOCUMENT NAME

WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS



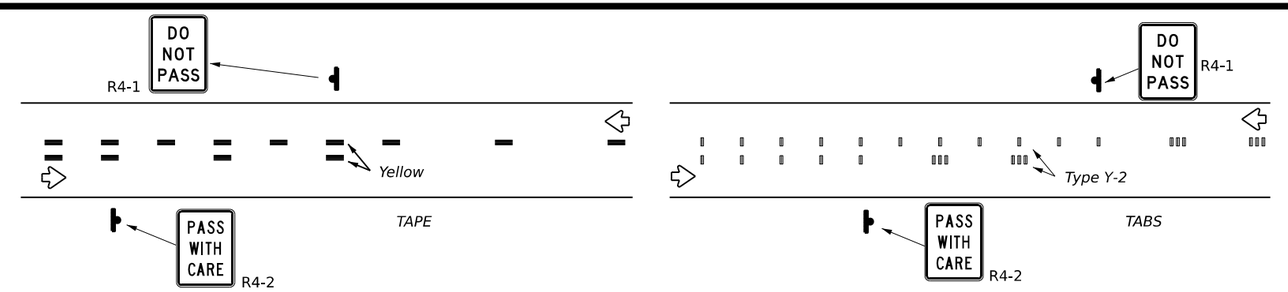
NOTES:

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

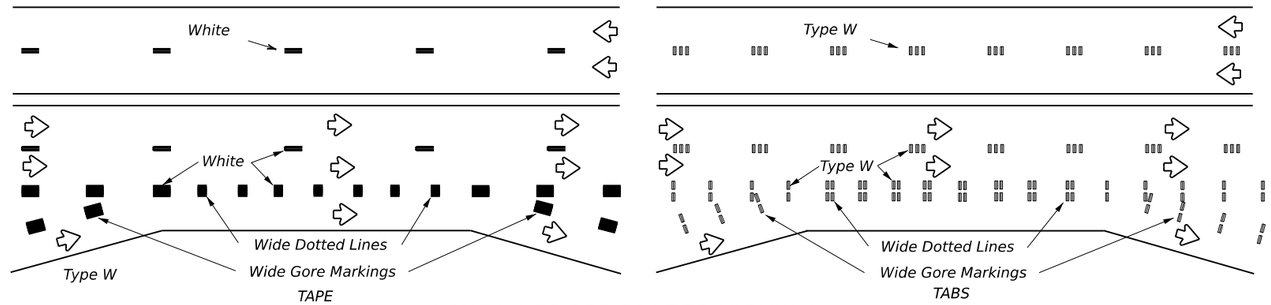
TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS (TABS)

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

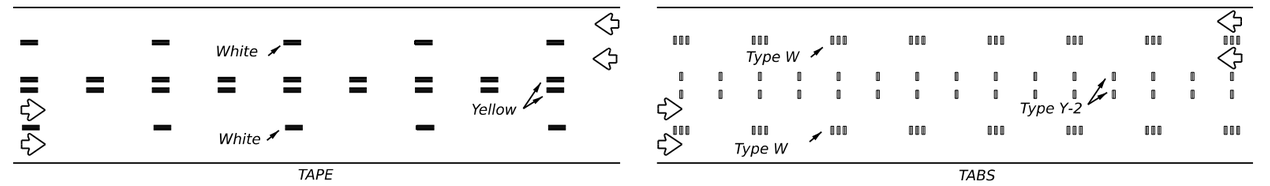
WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS



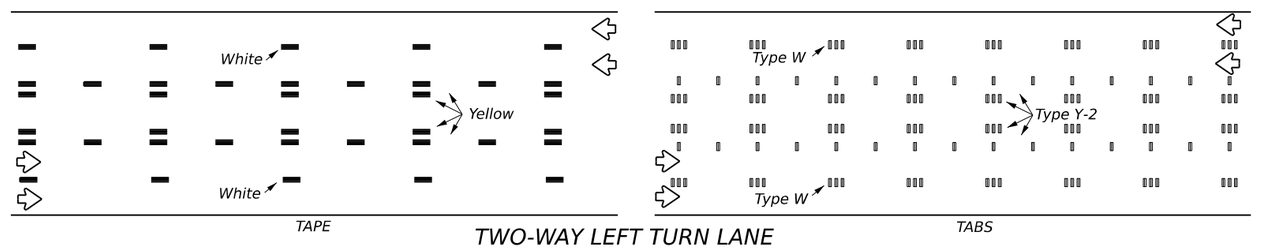
CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO LANE TWO-WAY HIGHWAYS



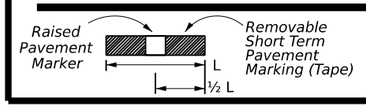
LANE LINES FOR DIVIDED HIGHWAY



LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



TWO-WAY LEFT TURN LANE



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

PREFABRICATED PAVEMENT MARKINGS

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

RAISED PAVEMENT MARKERS

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

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

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

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

Texas Department of Transportation

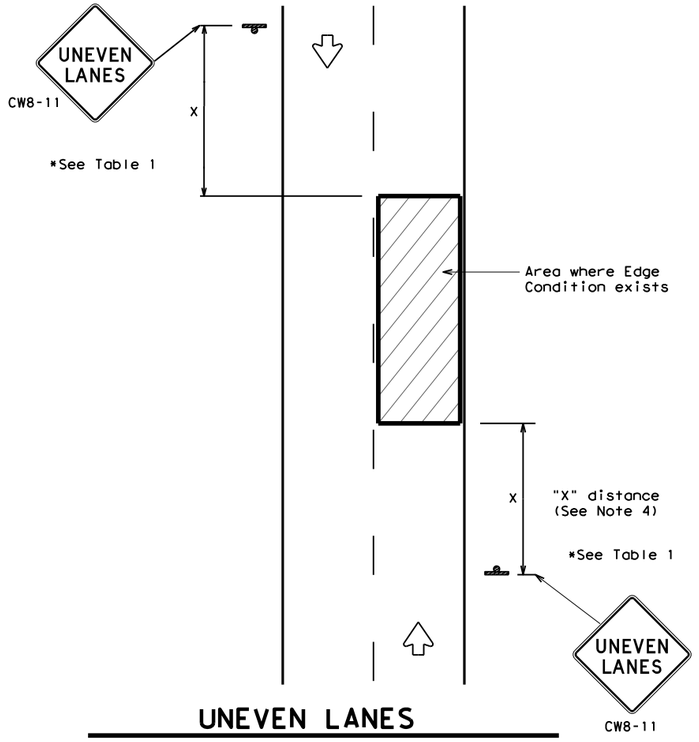
Traffic Safety Division Standard

WORK ZONE SHORT TERM PAVEMENT MARKINGS

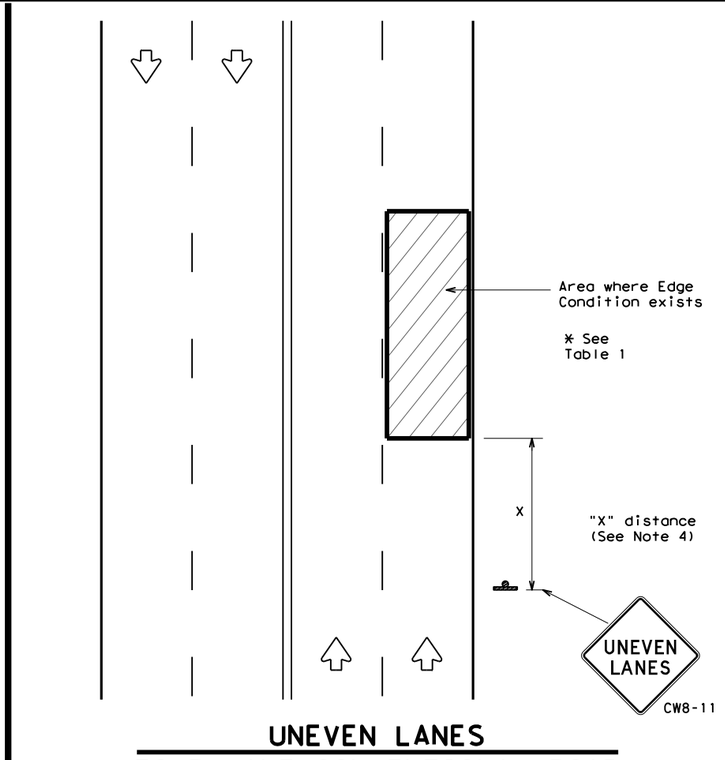
WZ(STPM)-23

FILE: wzstpm-23.dgn	DN:	CK:	DW:	CK:
©TxDOT February 2023	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
4-92 7-13	DIST	COUNTY		SHEET NO.
1-97 2-23	PAR	GRAYSON		37
3-03				

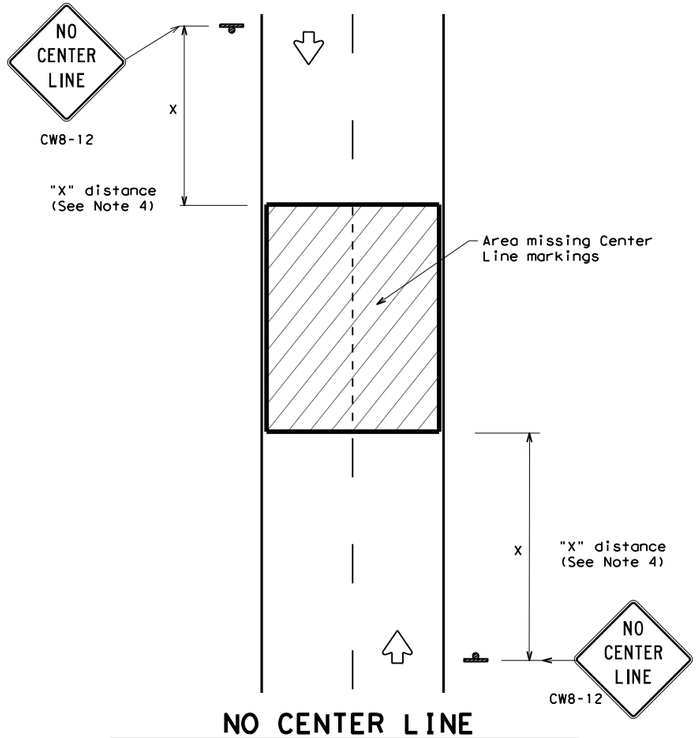
DATE:
FILE:



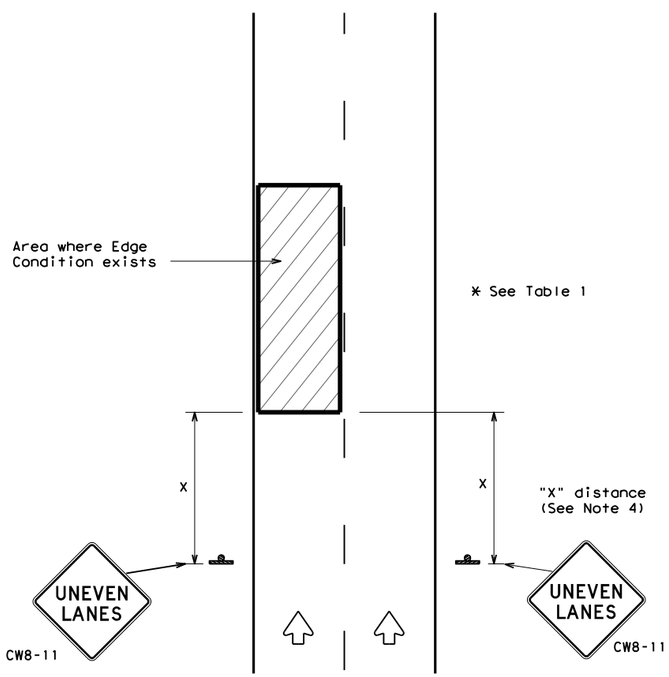
UNEVEN LANES
TWO LANE CONVENTIONAL ROAD



UNEVEN LANES
FOUR LANE CONVENTIONAL ROAD



NO CENTER LINE
TWO LANE CONVENTIONAL ROAD



UNEVEN LANES
DIVIDED ROADWAY

DATE: DATE TIME
FILE: DOCUMENT NAME

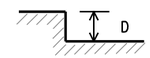
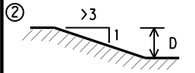
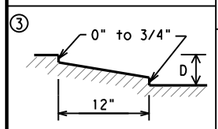
DEPARTMENTAL MATERIAL SPECIFICATIONS	
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
TEMPORARY (REMOVABLE) PREFABRICATED PAVEMENT MARKINGS	DMS-8241
SIGN FACE MATERIALS	DMS-8300

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

GENERAL NOTES

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

TABLE 1

Edge Condition	Edge Height (D)	* Warning Devices
① 	Less than or equal to: 1¼" (maximum-planing) 1½" (typical-overlay)	Sign: CW8-11
	Distance "D" may be a maximum of 1 1/4 " for planing operations and 2" for overlay operations if uneven lanes with edge condition 1 are open to traffic after work operations cease.	
② 	Less than or equal to 3"	Sign: CW8-11
③  Notched Wedge Joint	Distance "D" may be a maximum of 3" if uneven lanes with edge condition 2 or 3 are open to traffic after work operations cease. Uneven lanes should not be open to traffic when "D" is greater than 3".	

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

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

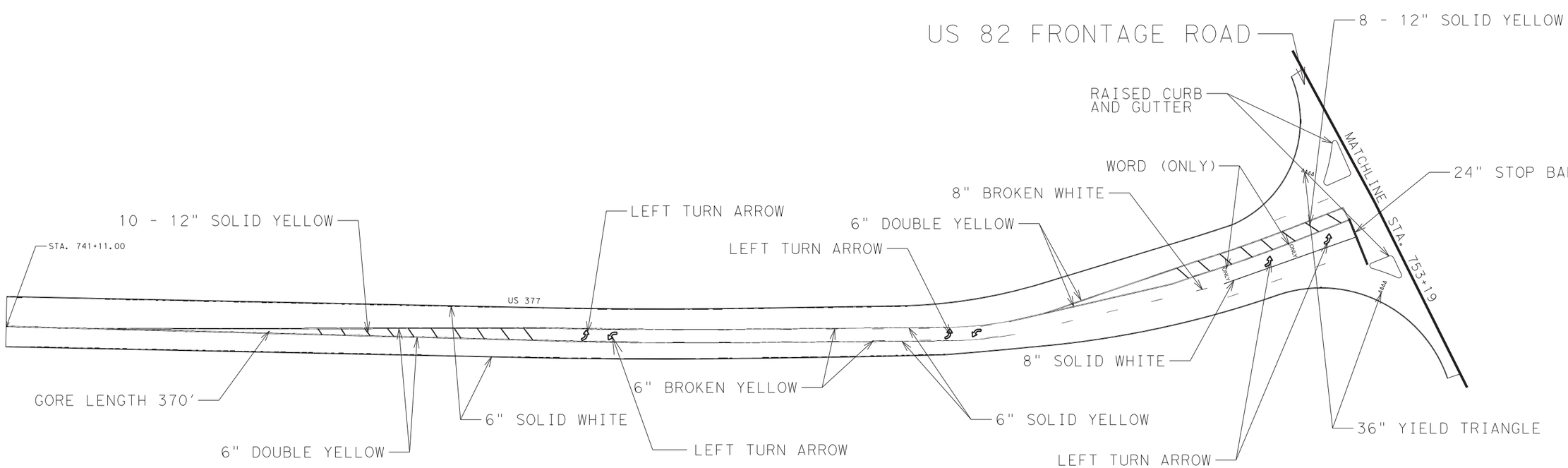
Texas Department of Transportation

Traffic Operations Division Standard

SIGNING FOR UNEVEN LANES

WZ(UL)-13

FILE: wzul-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 1992	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
8-95 2-98 7-13	DIST	COUNTY		SHEET NO.
1-97 3-03	PAR	GRAYSON		38



NOTE: ADHERE TO APPLICABLE TXDOT TRAFFIC STANDARDS AND THE TMUTCD FOR CORRECT INSTALLATION OF PAVEMENT MARKINGS AND PROPER TRAFFIC CONTROL PROCEDURES.

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

2.06.24

Monte R. Rater P.E.

Texas Department of Transportation

US 377

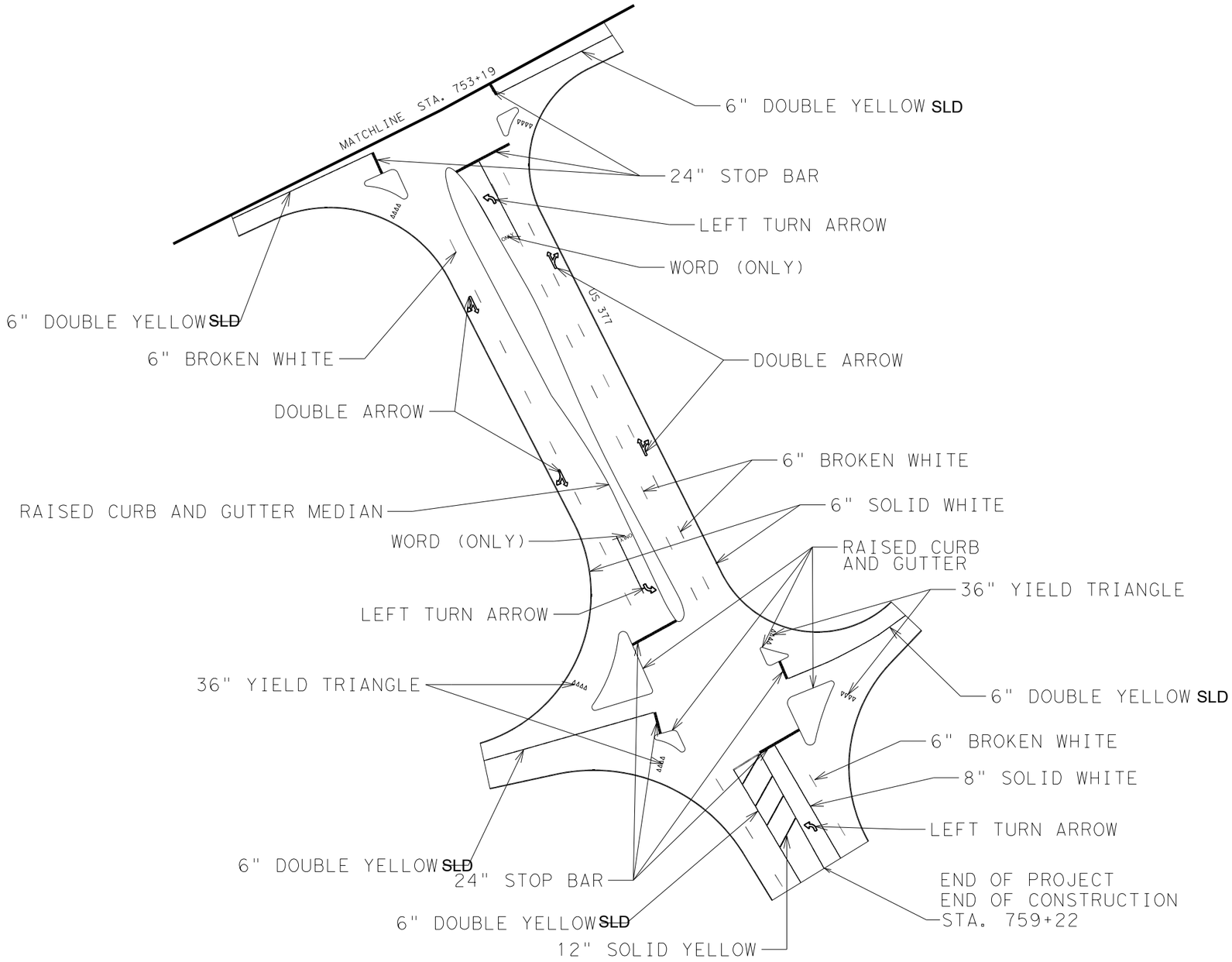
IN TOWN PLANING SECTION

SHEET 1 OF 2

CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		39

DATE: $DATE$TIME $TIME$
FILE: $DGNAME$DOCUMENT NAME

NOTE: ADHERE TO APPLICABLE TXDOT TRAFFIC STANDARDS AND THE TMUTCD FOR CORRECT INSTALLATION OF PAVEMENT MARKINGS AND PROPER TRAFFIC CONTROL PROCEDURES.



STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

2.06.24

Monte R. Rater P.E.

Texas Department of Transportation

US 377

IN TOWN PLANING SECTION

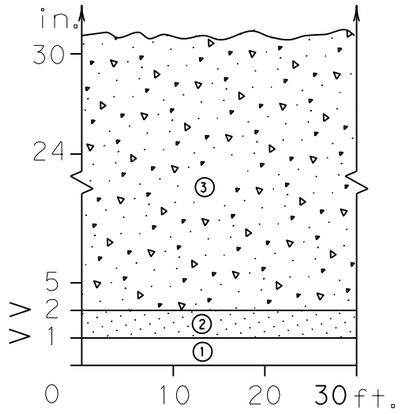
SHEET 2 OF 2

CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		40

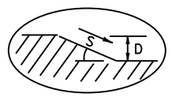
DATE: $DATE$TIME $TIME$
FILE: $DOCUMENT NAME

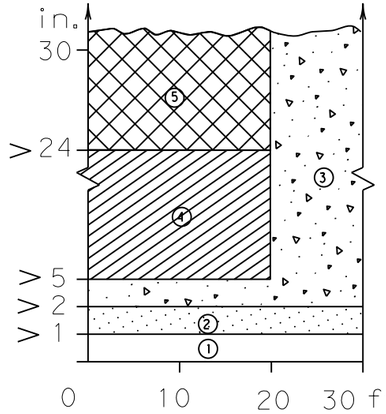
DEFINITION OF TREATMENT ZONES FOR VARIOUS EDGE CONDITIONS

Edge Height (D) in Inches versus Lateral Clearance (Y) in Feet

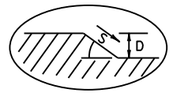


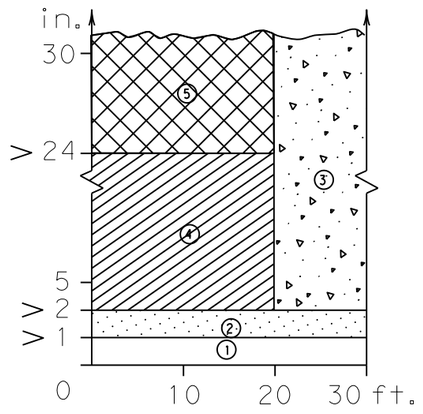
Edge Condition I
S = (3:1) (or flatter)



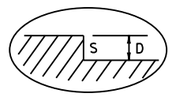


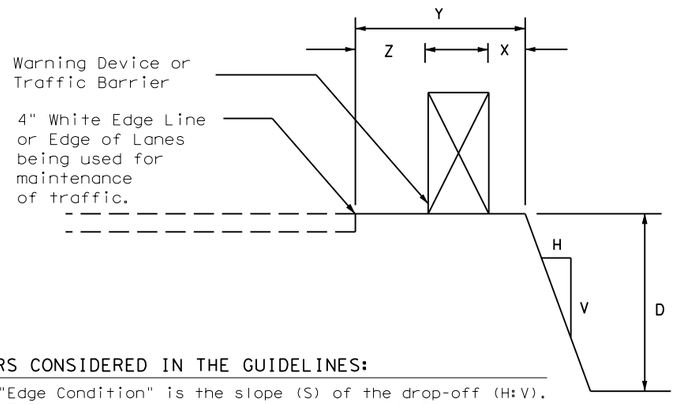
Edge Condition II
S = ((2.99):1) to (1:1)





Edge Condition III
S is steeper than (1:1)





FACTORS CONSIDERED IN THE GUIDELINES:

1. The "Edge Condition" is the slope (S) of the drop-off (H:V). The "Edge Height is the depth of the drop-off "D".

2. Distance "X" is to be the maximum practical under job conditions. Two feet minimum for high speed conditions. Distance "Y" is the lateral clearance from edge of travel lane to edge of dropoff. Distance "Z" does not have a minimum.

3. In addition to the factors considered in the guidelines, each construction zone drop-off situation should be analyzed individually, taking into account other variables, such as: traffic mix, posted speed in the construction zone, horizontal curvature, and the practicality of the treatment options.

4. The conditions for indicating the use of positive or protective barriers are given by Zone-5 and Figure-1. Traffic barriers are primarily applicable for high speed conditions. Urban areas with speeds of 30 mph or less may have a lesser need for signing, delineation, and barriers. Right-angled edges, however, with "D" greater than 2 inches and located within a lateral offset of 6 feet, may indicate a higher level of treatment.

5. If the distance "Y" must be less than 3 feet, the use of a positive barrier may not be feasible. In such a case, consider either: 1) narrowing the lanes to a desired 11 to 12 feet or 10 foot minimum (see CW20-8 sign), or 2) provide an edge slope such as Edge Condition I.

Zone	Treatment Types Guidelines:
①	No treatment
②	CW 8-11 "Uneven Lanes" signs.
③	CW 8-9a Shoulder Drop-Off" or CW 8-11 signs plus vertical panels.
④	CW8-9a or CW 8-11, signs plus drums. Where restricted space precludes the use of drums, use vertical panels. An edge slope to that of the profered Edge Condition I.
⑤	Check indications (Figure-1) for possitive barrier. Where positive barrier is not indicated, the treatment shown above for Zone-4 may be used after consideration of other applicable factors.

Edge Condition Notes:

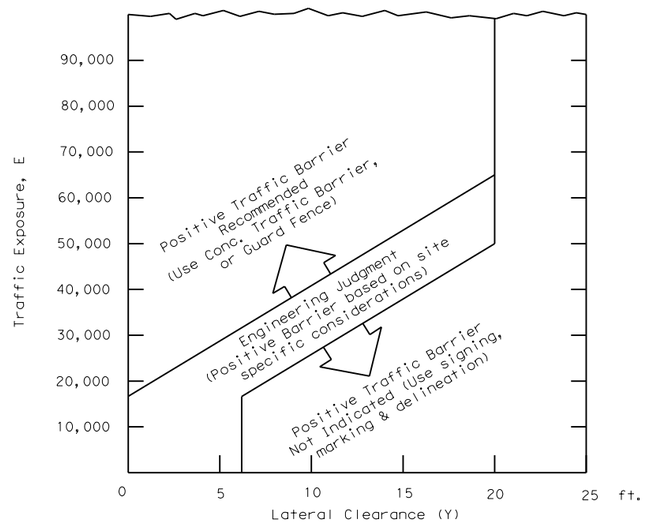
1. Edge Condition I: Most vehicles are able to traverse an edge condition with a slope rate of (3 to 1) or flatter. The slope must be constructed with a compacted material capable of supporting vehicles.

2. Edge Condition II: Most vehicles are able to traverse an edge condition with a slope between (2.99 to 1) and (1 to 1) so long as "D" does not exceed 5 inches. Under-carriage drag on most automobiles will occur when "D" exceeds 6 inches. As "D" exeeds 24 inches, the possibility for rollover is greater in most vehicles.

3. Edge Condition III: When slopes are greater than (1 to 1) and where "D" is greater than 2 inches, a more difficult control factor may exist for some vehicles, if not properly treated. For example, where "D" is greater than 2 inches and up to 24 inches different types of vehicles may experience different steering control at different edge heights. Automobiles might experience more steering control differential when "D" is greater than 2 inches and up to 5 inches. Trucks, particularly those with high loads, have more steering control differential when "D" is greater than 5 inches and up to 24 inches. When "D" exceeds 24 inches, the possibility of rollover is greater for most vehicles.

4. Milling or overlay operations that result in Edge Condition III should not be in place without appropriate warning treatments, and these conditions should not be left in place for extended periods of time.

FIGURE-1: CONDITIONS INDICATING USE OF POSITIVE BARRIER FOR ZONE 5 (▨)



1. E = ADT x T
Where ADT is that portion of the average daily traffic volume traveling within 20 feet (generally two adjacent lanes) of the edge dropoff condition; and, T is the duration time in years of the dropoff condition.

2. Figure-1 provides a practical approach to the use of positive barriers for the protection of vehicles from pavement drop-offs. Other factors, such as the presence of heavy machinery, construction workers, or the mix and volume of traffic may make the use of positive barriers appropriate, even when the edge condition alone may not justify the use of a barrier.

3. An approved end treatment should be provided for any positive barrier end located within the clear zone.

These guidelines apply to temporary traffic control areas or work zones where continuous pavement edges or drop-offs exists parallel and adjacent to a lane used by traffic. The edge conditions may be present between shoulders and travel lanes, between adjacent or opposing travel lanes, or at intermediate points across the width of the paved surface. Due to the variability in construction operations, tolerances in the variables may be allowed by the engineer. These guidelines do not apply to short term operations. These guidelines do not constitute a rigid standard or policy; rather, they are guidance to be used in conjunction with engineering judgement. These guidelines may be updated on the Design Division's on-line manuals.

Engineer's Seal

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

2.06.24

Monte R. Rater P.E.

Texas Department of Transportation

Traffic Safety Division Standard

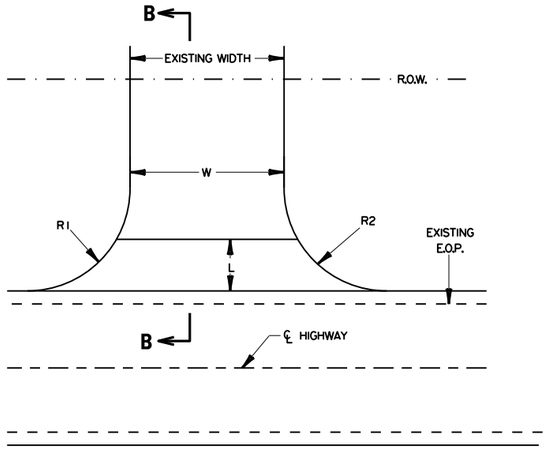
TREATMENT FOR VARIOUS EDGE CONDITIONS

FILE: edgecon.dgn	DN:	CK:	DW:	CK:
©TxDOT August 2000	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
03-01 08-01 9-21	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		41

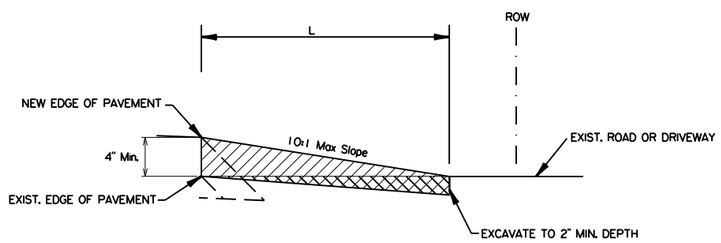
DATE: $DATE$ $TIME$
FILE: $FILE$

CK
DW
CK
DW

PLAN:



SECTION B-B:



NOTES:
1. THIS WORK WILL BE MEASURED AND PAID FOR AS: DRIVEWAYS ACP (SP) MIXES, SP-C, PG64-22).
2. DIMENSIONS W, L, R1 AND R2 ARE PROVIDED IN THE QUANTITY SUMMARY FOR DRIVEWAYS.
3. DIMENSION W DOES NOT REPRESENT THE AVERAGE WIDTH OF WEDGE AREA TO BE PAVED.

HOT MIX WEDGE

NTS

Monte R. Rater P.E.

2.06.24

STATE OF TEXAS
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LICENSED
PROFESSIONAL ENGINEER

Texas Department of Transportation

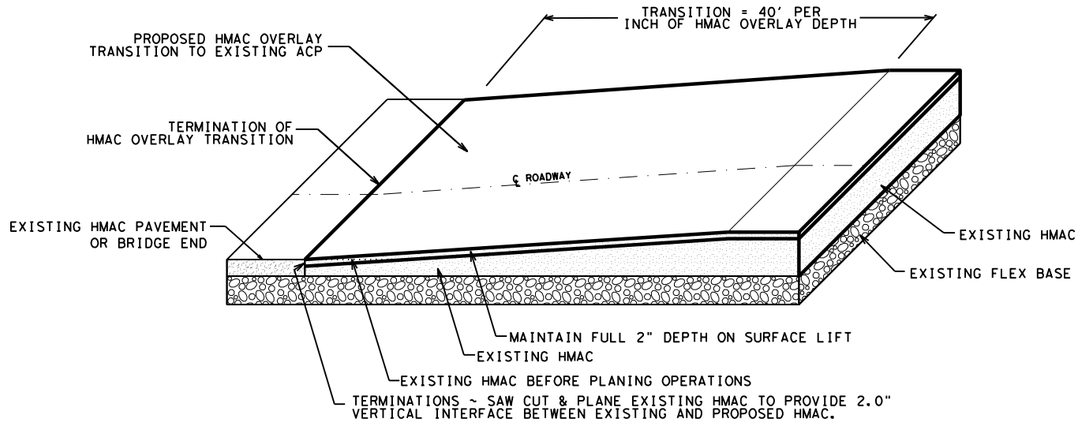
US 377

DRIVEWAY DETAILS

SHEET 1 OF 1

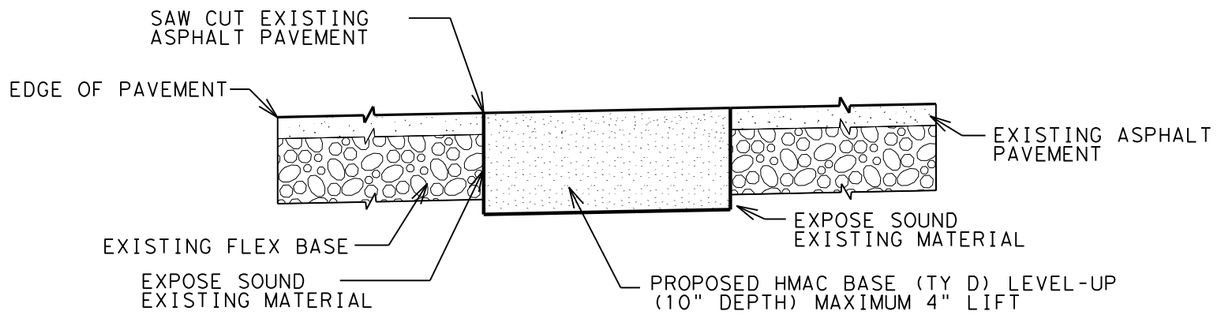
CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		42

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



PAVEMENT TERMINATION & BRIDGE ENDS

ISOMETRIC VIEW
NOT TO SCALE



FLEXIBLE PAVEMENT BASE REPAIR DETAILS

SECTIONAL VIEW
NOT TO SCALE

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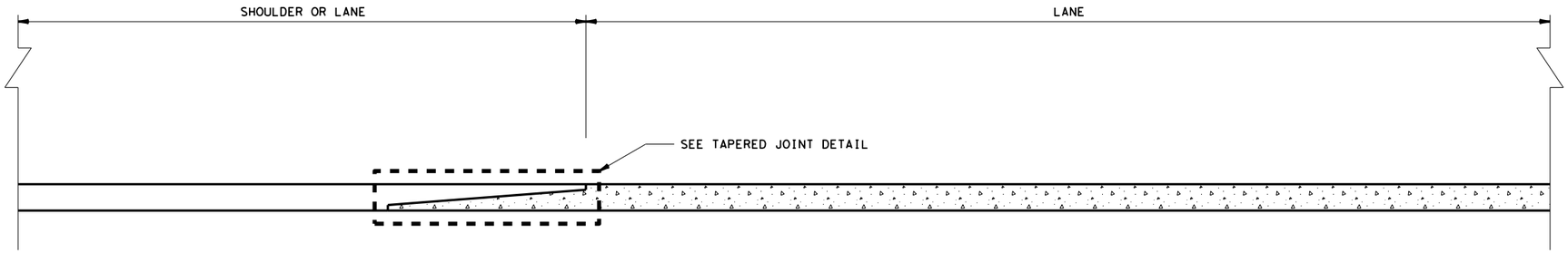
MISCELLANEOUS DETAILS

SHEET 1 OF 1

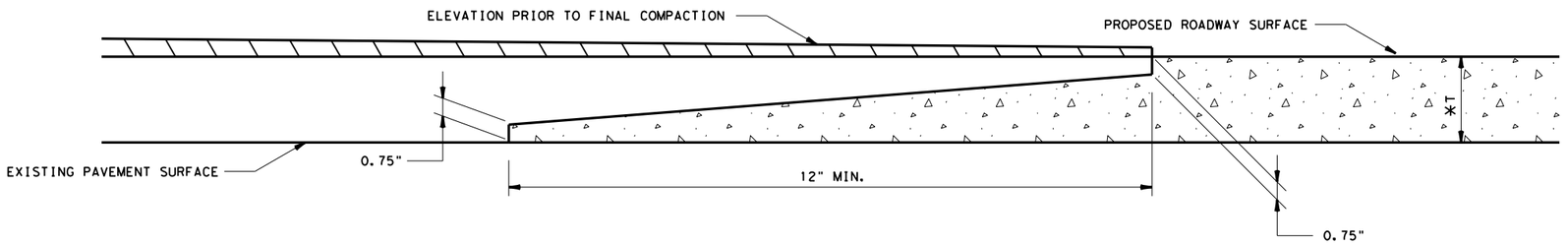
CONT	SECT	JOB	HIGHWAY
0081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		43

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



CROSS-SECTIONAL VIEW OF LONGITUDINAL JOINT

* T = THICKNESS OF PREVIOUSLY PLACED, COMPACTED HMA MAT.



SEE TYPICAL SECTION FOR DEPTH AND TYPE OF HMA

TAPERED JOINT DETAIL

NOTES:

EXTEND THE TAPERED PORTION OF THE MAT BEYOND THE NORMAL LANE WIDTH.

CONSTRUCT THE TAPERED PORTION OF THE MAT USING AN APPROVED STRIKE-OFF DEVICE THAT WILL PROVIDE A UNIFORM SLOPE AND WILL NOT RESTRICT THE MAIN SCREED.

APPLY TACK COAT TO THE IN-PLACE TAPER BEFORE THE ADJACENT MAT IS PLACED.

FINAL DENSITY REQUIREMENTS FOR THE ENTIRE PAVEMENT, INCLUDING THE TAPER AREA, WILL NOT CHANGE.

COMPACTION OF THE INITIAL TAPER SECTION WILL BE REQUIRED TO BE AS NEAR TO FINAL DENSITY AS POSSIBLE.

NOT TO SCALE

STATE OF TEXAS
MONTE L. RATER
95859
PROFESSIONAL ENGINEER

2.07.24

Monte R. Rater P.E.

Texas Department of Transportation

US 377

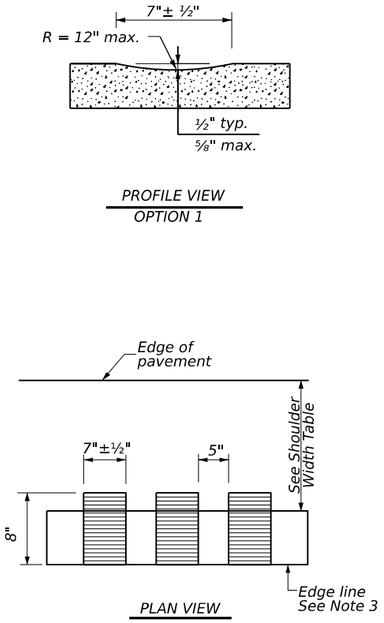
TAPERED LONGITUDINAL HMAC JOINT DETAIL

SHEET 1 OF 1

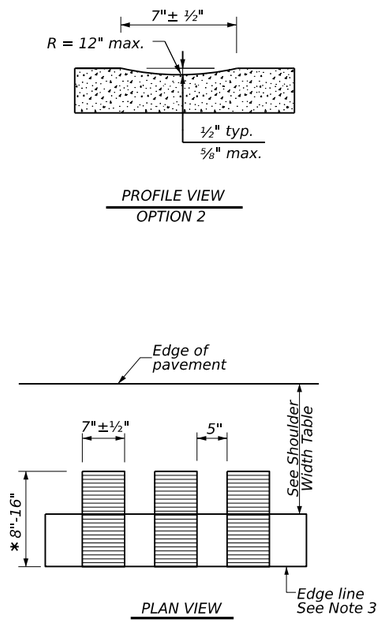
CONT	SECT	JOB	HIGHWAY
081	10	052	US 377
DIST	COUNTY		SHEET NO.
PAR	GRAYSON		44

DATE: $DATE$TIME $TIME$
FILE: $DOCUMENT NAME

DATE:
FILE:

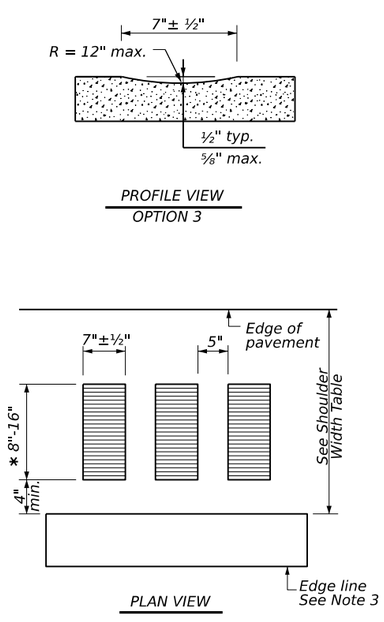


CONTINUOUS MILLED DEPRESSIONS (Rumble Strips)



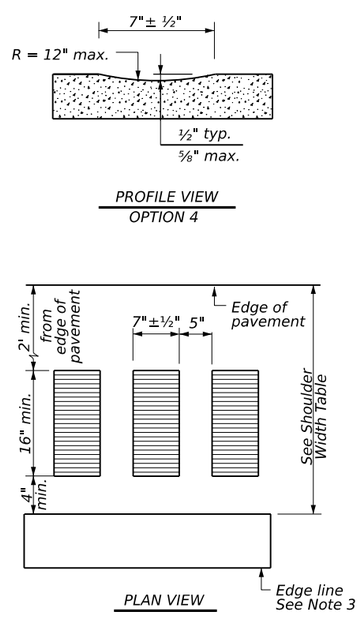
∗ This distance may vary based on width of shoulder

CONTINUOUS MILLED DEPRESSIONS (Rumble Strips)

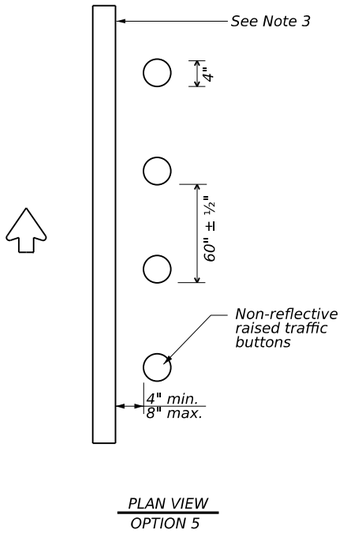


∗ This distance may vary based on width of shoulder

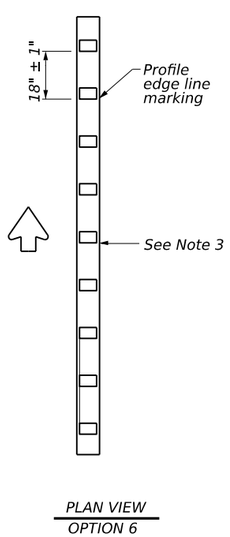
CONTINUOUS MILLED DEPRESSIONS (Rumble Strips)



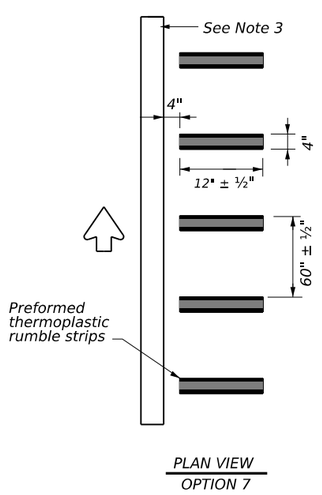
CONTINUOUS MILLED DEPRESSIONS (Rumble Strips)



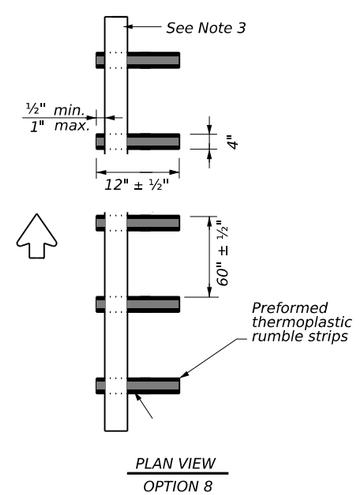
RAISED EDGE LINE (Rumble Strips)



PROFILE EDGE LINE MARKINGS (Rumble Strips)



PREFORMED THERMOPLASTIC EDGE LINE (Rumble Strips)



PREFORMED THERMOPLASTIC EDGE LINE (Rumble Strips)

SHOULDER WIDTH TABLE		
EQUAL TO OR LESS THAN 2 FEET	GREATER THAN 2 FEET LESS THAN 4 FEET	EQUAL TO OR GREATER THAN 4 FEET
Option 1, 5, 6 or 8	Option 1, 2, 3 5, 6 or 7	Option 2, 4, 5 6 or 7

GENERAL NOTES

1. Rumble strips and profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.
2. Milled rumble strips are preferred when adequate pavement depth is available. If pavement thickness is less than 2 inches, milled rumble strips shall not be used. Rumble strips shall not be milled or depressed into bridge decks.
3. Use Standard Sheet PM(2) and FPM(1) for positioning, dimensioning, and spacing of all reflective raised pavement markers, pavement markings, and profile markings.
4. See the Shoulder Width Table below for determining what options may be used for edge line rumble strips.
5. Breaks in edge line rumble strips shall occur at least 50 feet and no more than 150 feet in advance of bridges, railroad crossings, intersections, or driveways with high usage of large trucks when installed on conventional highways.
6. Rumble strips shall not be placed across exit or entrance ramps, acceleration or deceleration lanes, crossovers, gore areas, or intersections with other roadways.
7. Consideration should be given to noise levels when edgeline rumble strips are to be installed near residential areas, schools, churches, etc. A 3/8 inch deep (minimum) milled rumble strip may be considered in these areas.
8. Consideration shall be given to bicyclists. See RS(6).

WHEN INSTALLING MILLED DEPRESSION EDGE LINE RUMBLE STRIPS:

9. See dimensions for milled rumble strips. Other shapes and dimensions may be used if approved by the Traffic Safety Division.
10. Pavement markings can be applied over milled shoulder rumble strips to create an edge line rumble strip.

WHEN INSTALLING RAISED OR PROFILE EDGE LINE RUMBLE STRIPS:

11. Raised rumble strips consisting of non-reflective raised traffic buttons may be used. Non-reflective raised traffic buttons can be affixed to asphalt or concrete with bitumen or adhesives, as per the manufacturer's recommendations.
12. Non-reflective traffic buttons shall be placed adjacent to the pavement marking delineating the edge line when used as a rumble strip. The color of the button should match the color of the adjacent edge line marking (white or yellow). The buttons will be paid for under Item 672, "Raised Pavement Markers." Non-reflective traffic buttons must meet the requirements of DMS-4300.
13. Non-reflective traffic buttons shall not be placed across exit or entrance ramps, acceleration and deceleration lanes, crossovers, gore areas or intersections with other roadways.
14. The minimum distance between the edge line and the buttons should be used if the shoulder is less than 8 feet in width.
15. Raised profile thermoplastic markings used as edge lines may substitute for buttons.

Texas Department of Transportation

Traffic Safety Division Standard

EDGE LINE RUMBLE STRIPS ON UNDIVIDED OR TWO LANE HIGHWAYS RS(2)-23

FILE: rs(2)-23.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT January 2023	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
10-13 1-23	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		45

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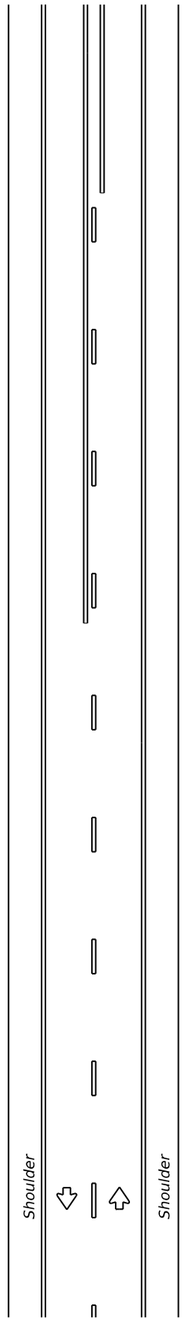
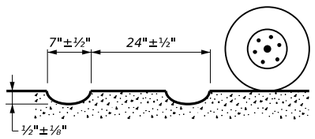
DATE:
FILE:

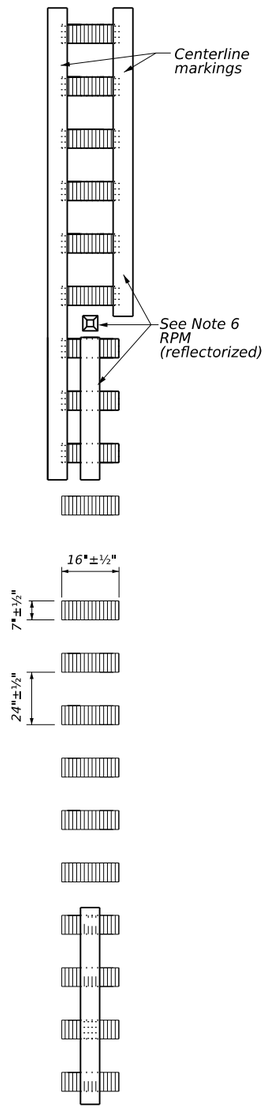
CENTERLINE RUMBLE STRIPS



TWO LANE TWO-WAY HIGHWAYS

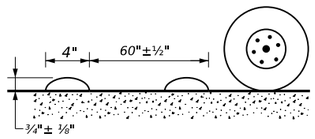


PROFILE VIEW

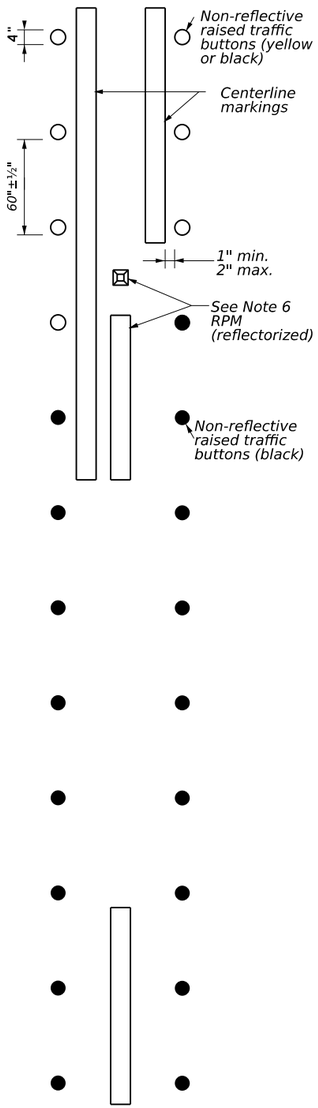


PLAN VIEW
OPTION 1

MILLED CENTERLINE RUMBLE STRIPS

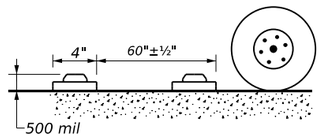


PROFILE VIEW

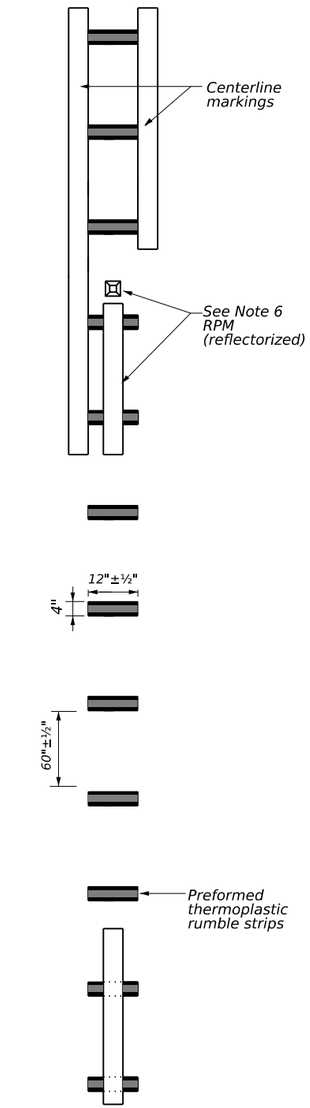


PLAN VIEW
OPTION 2

RAISED CENTERLINE RUMBLE STRIPS

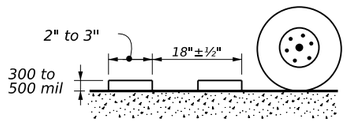


PROFILE VIEW

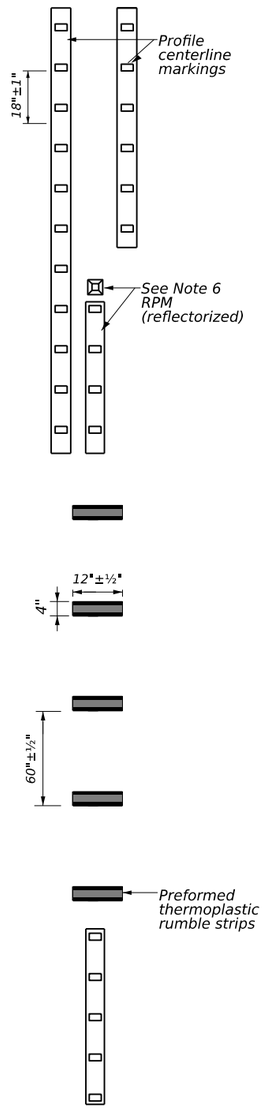


PLAN VIEW
OPTION 3

PREFORMED THERMOPLASTIC RUMBLE STRIPS



PROFILE VIEW



PLAN VIEW
OPTION 4

PROFILE CENTERLINE MARKINGS AND PREFORMED THERMOPLASTIC RUMBLE STRIPS

GENERAL NOTES

1. This standard sheet provides guidelines for installing centerline rumble strips on two-lane highways with or without shoulders.
2. Centerline and edge line rumble strips or profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.
3. Milled rumble strips are preferred when adequate pavement depth is available. If pavement thickness is less than 2 inches, milled rumble strips shall not be used. Rumble strips shall not be milled or depressed into bridge decks.
4. See dimensions for milled rumble strips. Other shapes and dimensions may be used if approved by the Traffic Safety Division.
5. Breaks in milled centerline rumble strips shall occur at least 50 feet and no more than 150 feet in advance of bridges, railroad crossings, intersections or driveways with high usage of large trucks.
6. Use standard sheet PM(2) for positioning, dimensioning, and spacing of all reflective raised pavement markers, pavement markings and profile markings.
7. Consideration should be given to noise levels when centerline rumble strips are to be installed near residential areas, schools, churches, etc. A 3/8 inch deep (minimum) milled rumble strip may be considered in these areas.
8. Pavement markings must be applied over milled centerline rumble strips.

WHEN INSTALLING CENTERLINE RUMBLE STRIPS:

9. Raised rumble strips consisting of non-reflective raised traffic buttons may be used. Non-reflective raised traffic buttons can be affixed to asphalt or concrete with bitumen or adhesives, as per manufacturer's recommendations.
10. When using non-reflective raised traffic buttons as a centerline rumble strip, the button shall be placed adjacent to the pavement marking delineating the centerline. The buttons will be paid for under Item 672, "Raised Pavement Markers." Non-reflective traffic buttons must meet the requirements of DMS-4300.
11. The color of the button should be yellow for a continuous no passing roadway. Black buttons should be used in areas where passing is allowed.
12. Consideration shall be given to bicyclists. See RS(6).

WHEN INSTALLING EDGE LINE RUMBLE STRIPS WITH OR WITHOUT CENTERLINE RUMBLE STRIPS ON UNDIVIDED HIGHWAYS:

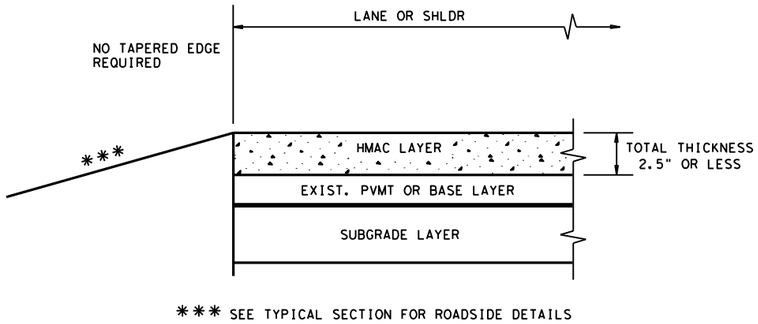
13. See standard sheet RS(2).

Texas Department of Transportation

Traffic Safety Division Standard

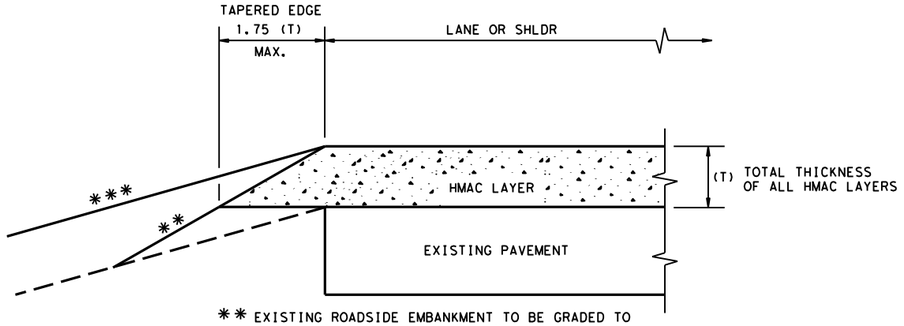
CENTERLINE RUMBLE STRIPS ON TWO LANE TWO-WAY HIGHWAYS RS(4)-23

FILE: rs(4)-23.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT January 2023	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
10-13 1-23	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		46



*** SEE TYPICAL SECTION FOR ROADSIDE DETAILS

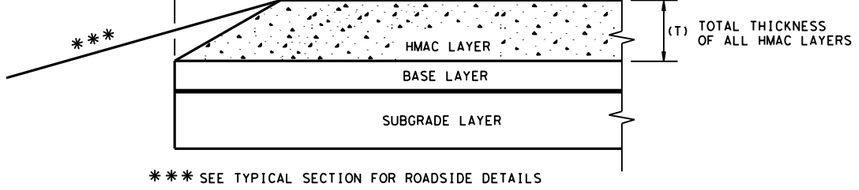
CONDITION - 1
THIN HMAC SURFACES OR HMAC OVERLAY WITH THICKNESS OF 2.5" OR LESS



** EXISTING ROADSIDE EMBANKMENT TO BE GRADED TO PRODUCE A SMOOTH LEVEL SURFACE FOR PLACEMENT OF TAPERED EDGE. THIS WORK IS SUBSIDIARY TO THE VARIOUS BID ITEMS.

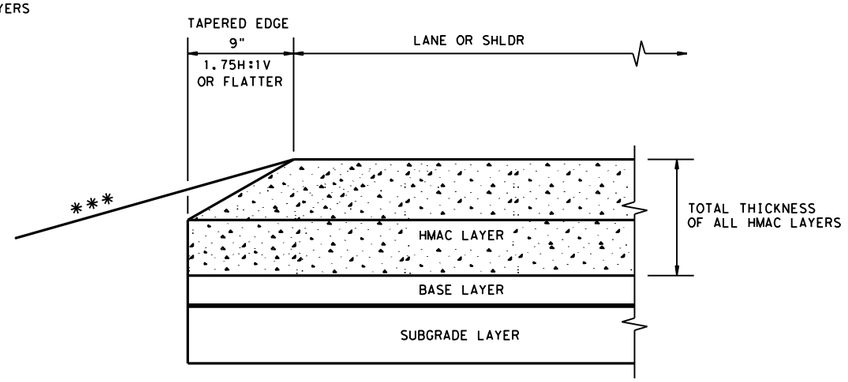
*** SEE TYPICAL SECTION FOR ROADSIDE DETAILS

CONDITION - 2
OVERLAY OF EXISTING PAVEMENT HMAC THICKNESS 2.5" TO 5"



*** SEE TYPICAL SECTION FOR ROADSIDE DETAILS

CONDITION - 3
NEW OR RECONSTRUCTED PAVEMENT HMAC THICKNESS 2.5" TO 5"



*** SEE TYPICAL SECTION FOR ROADSIDE DETAILS

CONDITION - 4
NEW OR RECONSTRUCTED PAVEMENT HMAC THICKNESS 5" OR GREATER

(NOT TO SCALE)

GENERAL NOTES

1. UNLESS OTHERWISE SHOWN IN THE PLANS, A VERTICAL EDGE IS PERMISSIBLE FOR HMAC PLACED GREATER THAN 5" BELOW THE EDGE OF PAVEMENT AND FOR THICKNESS OF HMAC LESS THAN 2.5".
2. FOR FURTHER INFORMATION REGARDING THE ROADSIDE AND PAVEMENT DETAILS, SEE TYPICAL SECTIONS.
3. PAYMENT FOR TAPERED EDGE WILL BE IN ACCORDANCE WITH APPLICABLE ITEMS IN THE CONTRACT.
4. THE SLOPE OF THE TAPERED EDGE SHALL BE 1.75H:1V OR FLATTER.
5. THE TAPERED EDGE SHALL BE PRODUCED BY USE OF A SCREED ATTACHMENT CAPABLE OF PRODUCING A SMOOTH COMPACTED SURFACE. ADDITIONAL COMPACTING EFFORT BEHIND THE SCREED IS NOT REQUIRED.

Texas Department of Transportation

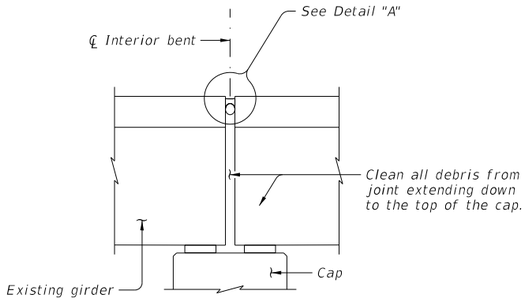
Design Division Standard

TAPERED EDGE DETAILS HMAC PAVEMENT

TE(HMAC)-11

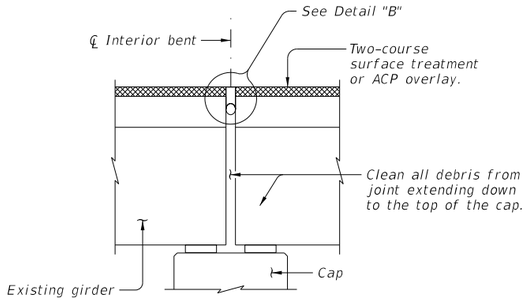
FILE: tehmac11.dgn	DN: TxDOT	CK: RL	DW: KB	CK:		
© TxDOT January 2011	CONT	SECT	JOB	HIGHWAY		
REVISIONS	0081	10	052	US 377		
	DIST	COUNTY		SHEET NO.		
	PAR	GRAYSON		47		

DATE: $DATE$
FILE: $FILE$



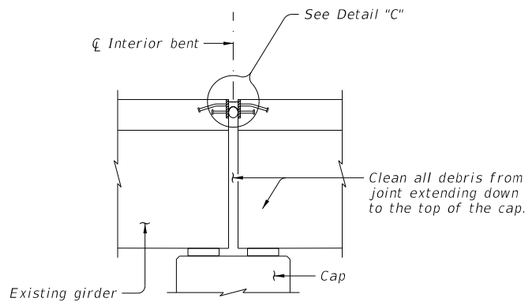
JOINT WITH SILICONE SEAL

(Used without ACP overlay)



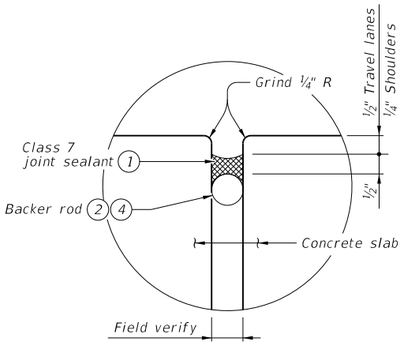
JOINT W/ HOT-POURED RUBBER SEAL

(Used with ACP overlay)

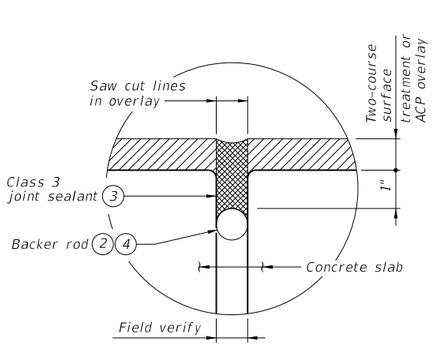


ARMOR JOINT

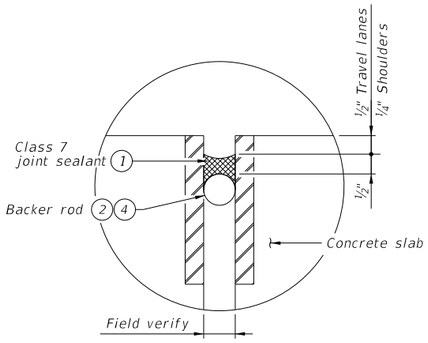
(Used with ACP overlay)



DETAIL "A"



DETAIL "B"



DETAIL "C"

(Stud anchors not shown for clarity.)

1. Use Class 7 joint sealant in accordance with DMS-6310, "Joint Sealants and Fillers." Prepare joint and seal in accordance with Item 438 "Cleaning and Sealing Joints."
2. Provide backer rod 25% larger than joint opening and compatible with the sealant. Use of multiple pieces to create a backer rod cross section is not permitted. Top of backer rod must be convex as shown.
3. Use Class 3 joint sealant in accordance with DMS-6310, "Joint Sealants and Fillers". Prepare joint and seal in accordance with Item 438 "Cleaning and Sealing Joints."
4. Backer rod must be compatible with the hot poured rubber sealant and rated for a minimum of 400°F.

PROCEDURE FOR CLEANING AND SEALING EXISTING JOINT WITH SILICONE SEAL:

1) Clean joint opening of all existing expansion materials/devices, dirt, and all other deleterious materials in accordance with Item 438, "Cleaning and Sealing Joints." Clean joint out full depth of the joint.
2) Obtain approval of cleaned joint prior to proceeding with joint sealing operation.
3) Place backer rod into joint opening 1" below the top of concrete. When sealing joints for slab spans, slab beam spans, or box beam spans, ll void below backer rod with extruded polystyrene foam before placing backer rod.
4) Seal the joint opening with a Class 7 joint sealant. Recess seal ½" below top of concrete in travel lanes and ¼" below top of concrete in shoulders.

PROCEDURE FOR CLEANING AND SEALING EXISTING JOINT WITH HOT-POURED RUBBER SEAL:

1) Saw cut through the asphalt at the centerline of joint. Make multiple saw cuts to create a ½" minimum joint opening or match the existing joint opening. Clean joint opening of all old expansion materials/devices, bituminous materials, dirt, grease and all other deleterious materials in accordance with Item 438, "Cleaning and Sealing Joints." Clean joint out full depth of the joint.
2) Obtain approval of cleaned joint prior to proceeding with joint sealing operation.
3) Place backer rod into joint opening 1" below the top of concrete. When sealing joints for slab spans, slab beam spans, or box beam spans, ll void below backer rod with extruded polystyrene foam before placing backer rod.
4) Seal the joint opening with a Class 3 joint sealant. Seal ush to the top of the asphaltic concrete pavement.

PROCEDURE FOR CLEANING AND SEALING EXISTING ARMOR JOINTS:

1) Remove existing seal, if present. Clean joint opening of all dirt and other deleterious materials in accordance with Item 438, "Cleaning and Sealing Joints." Clean joint out full depth of the joint.
2) Abrasive blast clean existing steel surface where silicone seal is to be placed.
3) Obtain approval of cleaned joint prior to proceeding with joint sealing operation.
4) Place backer rod into joint opening 1" below the top of concrete. When sealing joints for slab spans, slab beam spans, or box beam spans, ll void below backer rod with extruded polystyrene foam before placing backer rod.
5) Seal the joint opening with a Class 7 joint sealant. Recess seal ½" below top of concrete in travel lanes and ¼" below top of concrete in shoulders.

GENERAL NOTES:

Cleaning existing joint opening (full depth) of all debris, providing and placing backer rod, saw-cutting asphalt overlay, and sealing joint is paid for by Item 438, "Cleaning and Sealing Joints" and measured by the linear foot.

Obtain approval for all tools, equipment, materials and techniques proposed to clean and seal the joint.

Provide Class 3 joint sealant in accordance with DMS-6310, "Joint Sealants and Fillers" for joints in asphalt overlay.

Provide Class 7 joint sealant in accordance with DMS-6310, "Joint Sealants and Fillers" for joints in concrete.

Extend sealant up into rail or curb 3 inches on low side or sides of deck. If the Class 7 joint sealant cannot be e ectively placed in the vertical position, a Class 4 joint sealant compatible with the Class 7 joint sealant is allowed for the extension of the seal into the curb or rail. Prepare surfaces where sealant is to be placed in accordance with Manufacturer's speci cations.

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

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

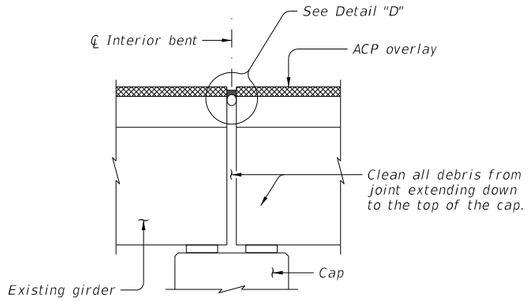
2.06.24

Monte R. Rater P.E.

Texas Department of Transportation — Bridge Division

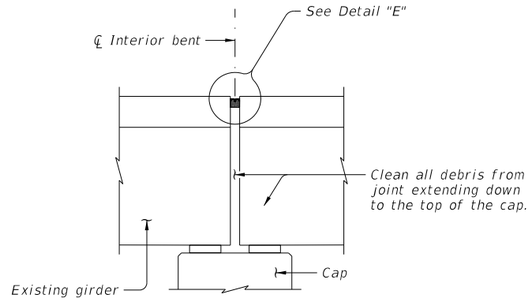
CLEANING AND SEALING EXISTING BRIDGE JOINTS

FILE: WD-CSBJ-22.dgn	DN:	CK:	DW:	CK:
©TxDOT August 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		48



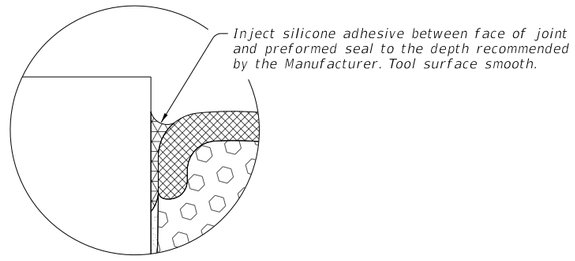
HEADER JOINT WITH SILICONE SEAL

(used with ACP overlay with joints more than 100 ft apart)

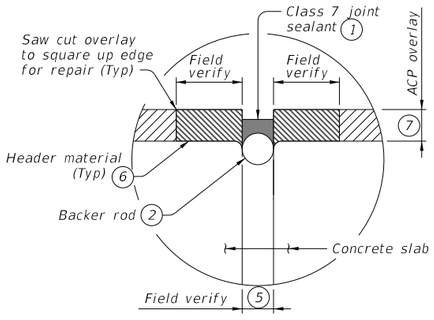


JOINT WITH PRECOMPRESSED FOAM AND SILICONE SEAL

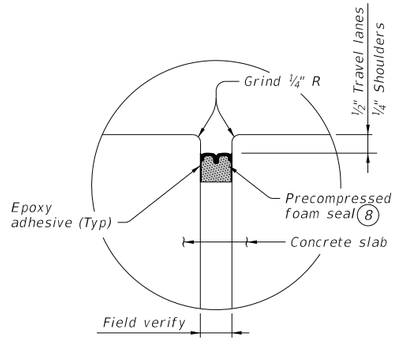
(used without ACP overlay)



SILICONE INJECTION



DETAIL "D"



DETAIL "E"

PROCEDURE FOR CLEANING AND SEALING HEADER JOINT WITH SILICONE SEAL AND HEADER JOINT REPAIR

1) Clean joint opening of all old expansion materials/devices, dirt, and all other deleterious materials in accordance with Item 438, "Cleaning and Sealing Joints."

2) Saw cut and remove damaged portions of existing header material to neat lines. Repair deck joint spalls greater than 2" deep in accordance with Item 785, "Bridge Joint Repair or Replacement." Shallower spalls may be filled with header material.

3) Clean the voided region of all materials that could inhibit the bond between header material and concrete or steel.

4) Form the joint opening to the required width and place header material to fill voided region. Repair header material in accordance with Item 785, "Bridge Joint Repair or Replacement."

5) Place backer rod into joint opening 1" below the top of header material. When sealing joints for slab spans, slab beam spans, or box beam spans, fill void below backer rod with extruded polystyrene foam before placing backer rod.

6) Seal the joint opening with a Class 7 joint sealant. Recess seal ½" below top of header in travel lanes and ¼" below top of header in shoulders.

PROCEDURE FOR CLEANING AND SEALING JOINT WITH PRECOMPRESSED FOAM AND SILICONE SEAL

1) Clean joint opening of all old expansion materials/devices, dirt, and all other deleterious materials in accordance with Item 438, "Cleaning and Sealing Joints." When sealing joints for slab spans, slab beam spans, pan girder spans, or box beam spans, fill void below proposed seal with extruded polystyrene foam.

2) Correctly size joint seal based on field measurement and in accordance with Manufacturer's specifications. Multiple seal widths may be required. Ensure proper seal is selected for each joint.

3) Abrasive blast clean existing joint surfaces where seal is to be applied.

4) Wipe down joint surfaces to remove contaminants.

5) Mask areas adjacent to joint opening sufficiently to keep epoxy off deck surface.

6) Apply epoxy to joint opening side surfaces.

7) While epoxy is still tacky, remove shrink wrap from seal and install in joint opening.

8) Recess top of joint seal ½" in travel lanes and ¼" in shoulders.

9) Inject silicone adhesive along top interface of seal with joint side surface according to Manufacturer's recommendations. Tool to spread adhesive as necessary. See Silicone Injection detail.

(1) Use Class 7 joint sealant in accordance with DMS-6310, "Joint Sealants and Fillers." Prepare joint and seal in accordance with Item 438 "Cleaning and Sealing Joints."

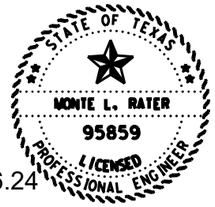
(2) Provide backer rod 25% larger than joint opening and compatible with the sealant. Use of multiple pieces to create a backer rod cross section is not permitted. Top of backer rod must be convex as shown.

(5) Match existing joint opening or set at a minimum:
- a. 1" at 70°F when the distance between joints is 150 ft or less
- b. 2" at 70°F when the distance between joints is greater than 150 ft.
- c. As directed by the Engineer.

(6) Cleaning and sealing existing header joints does not necessitate replacement of existing header material. If replacement of header material is necessary, as determined by the Engineer, use header material in accordance with DMS-6140, "Polymer Concrete for Bridge Joint Systems." Match the thickness of the header material with the thickness of the overlay as shown in the plans, but do not exceed 4". Place header material flush with roadway surface. Do not cantilever header material over the joint opening. Repair of header material will be paid for in accordance with Item 785-6006, "Bridge Joint Repair (Header)."

(7) Maximum thickness is 4".

(8) See table of Approved Precompressed Foam Seal Manufacturers on Sheet 3 of 3.



2.06.24

Monte R. Rater P.E.

Texas Department of Transportation | Bridge Division

CLEANING AND SEALING EXISTING BRIDGE JOINTS

FILE: WD-CSBJ-22.dgn	DN:	CK:	DW:	CK:
©TxDOT August 2022 REVISIONS	CONT	SECT	JOB	HIGHWAY
	0081	10	052	US 377
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		49

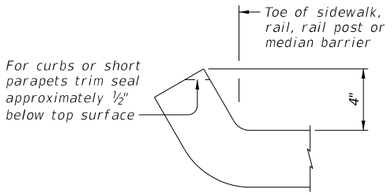
DATE: $DATE$ $TIME$
FILE: $FILE$

APPROVED PRECOMPRESSED FOAM SEAL MANUFACTURERS

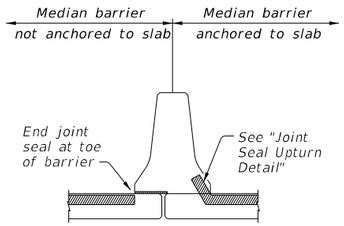
MANUFACTURER	SEAL TYPE
Watson Bowman Acme	Wabo FS
SSI	Silspec SES
Sealtite	Sealtite 50N
EMSEAL	BEJS

TABLE OF ESTIMATED QUANTITIES

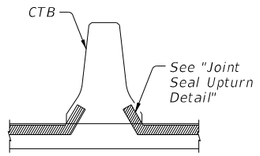
STRUCTURE NUMBER (FEATURE CROSSED)	JOINT TYPE	ITEM	DETAIL	NUMBER OF JOINTS	QUANTITY (LF)
NBI: 010920008110066 - N FORK BIG MINERAL CREEK	ALL	438-6006	B	5	221
NBI: 010920008110067 - S FORK BIG MINERAL CREEK	ALL	438-6006	B	4	177
NBI: 010920008110203 - SANDY CREEK	APPROACH	438-6008	A or C	2	90.6
NBI: 010920008110202 - BRUSHY CREEK	APPROACH	438-6008	A or C	2	90.6
NBI: 010920008110204 - RED BRANCH CREEK	APPROACH	438-6008	A or C	2	90.6



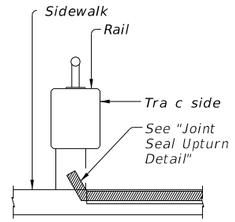
JOINT SEAL UPTURN DETAIL



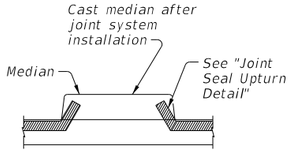
WITH OPEN DECK JOINT BELOW MEDIAN BARRIER



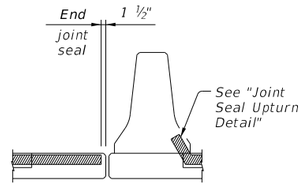
AT CONCRETE TRAFFIC BARRIER



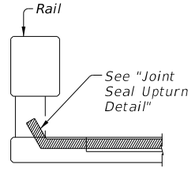
AT SIDEWALK BEHIND BRIDGE RAIL



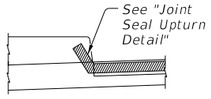
AT RAISED MEDIAN



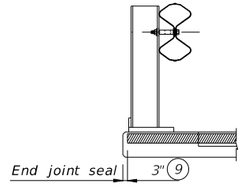
WITH OPEN DECK JOINT ADJACENT TO MEDIAN BARRIER



AT CONCRETE BRIDGE RAIL



AT SIDEWALK



AT STEEL POST BRIDGE RAIL

JOINT SEALANT TERMINATION DETAILS

(9) 1 ½" for precompressed foam and silicone seal

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

SHEET 3 OF 3

Texas Department of Transportation — Bridge Division

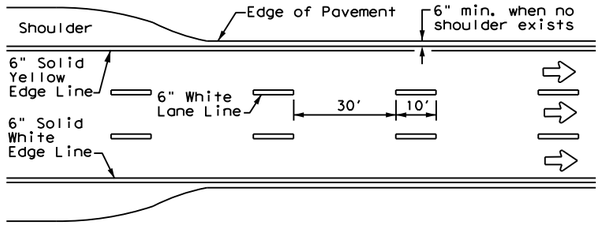
CLEANING AND SEALING EXISTING BRIDGE JOINTS

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

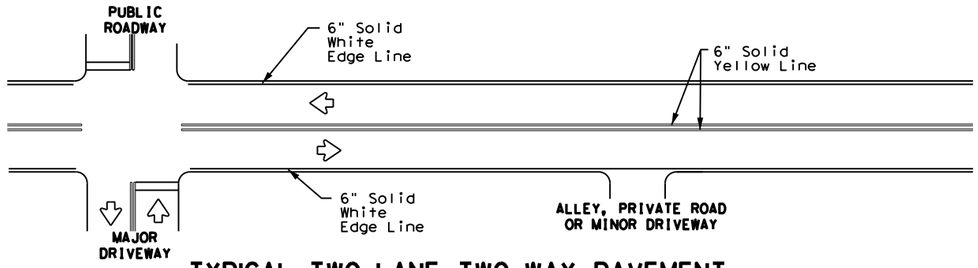
2.06.24

Monte R. Rater P.E.

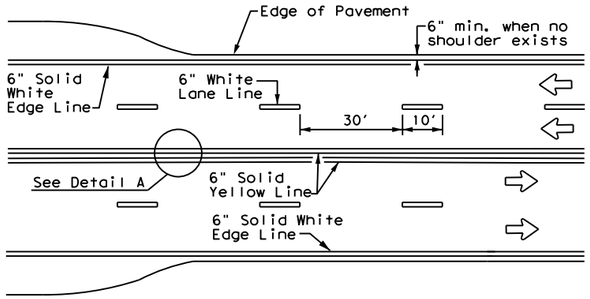
FILE: WD-CSBJ-22.dgn	DN:	CK:	DW:	CK:
©TxDOT August 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		50

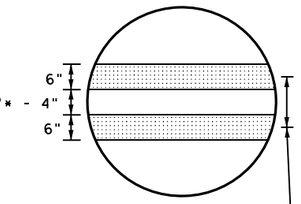


EDGE LINE AND LANE LINES ONE-WAY ROADWAY WITH OR WITHOUT SHOULDERS



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





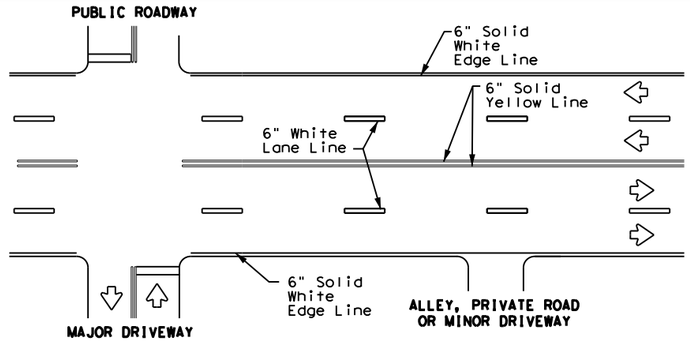
DETAIL "A"

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

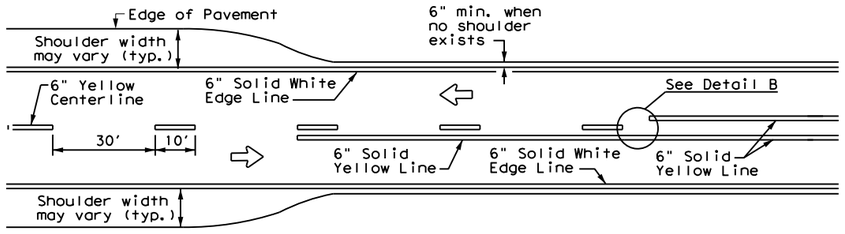
CENTERLINE AND LANE LINES FOUR LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS

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

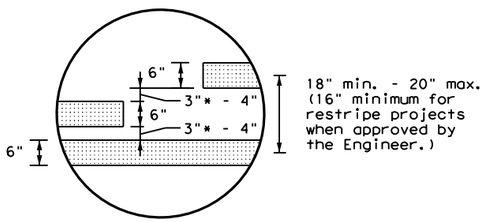
** 8" minimum for restripe projects when approved by the Engineer.



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

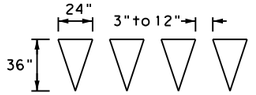


TWO LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS



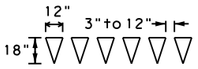
DETAIL "B"

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

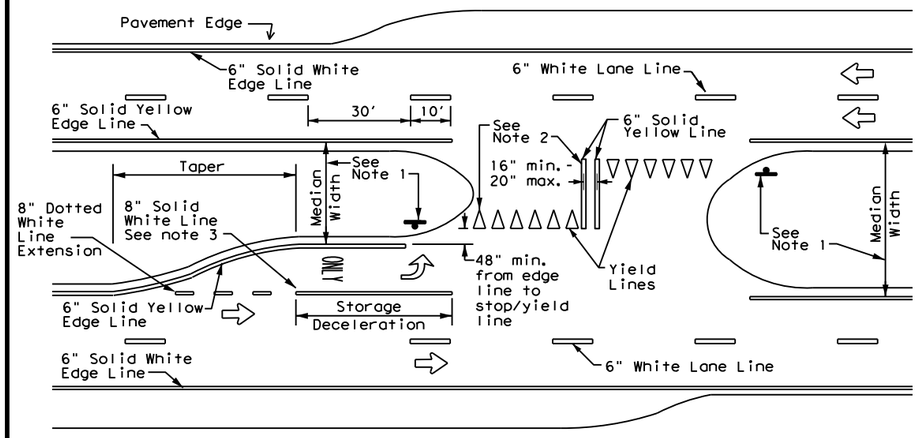


For posted speed on road being marked equal to or greater than 45 MPH.

YIELD LINES



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



FOUR LANE DIVIDED ROADWAY CROSSOVERS

NOTES

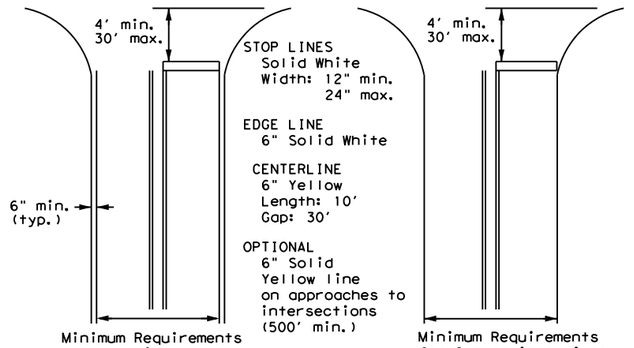
1. Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections.
   Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling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

GENERAL NOTES

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

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

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



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

GUIDE FOR PLACEMENT OF STOP LINES, EDGE LINE & CENTERLINE

Based on Traveled Way and Pavement Widths for Undivided Roadways

Texas Department of Transportation

Traffic Safety Division Standard

TYPICAL STANDARD PAVEMENT MARKINGS

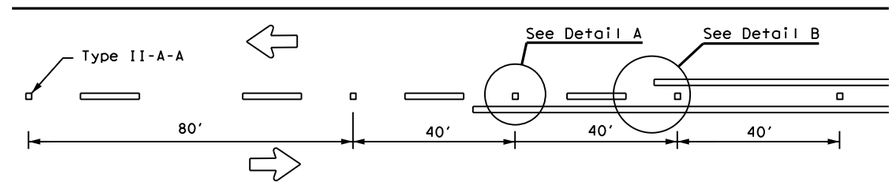
PM(1)-22

FILE: pm1-22.dgn	DN:	CK:	DW:	CK:
© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS 11-78 8-00 6-20	0081	10	052	US 377
8-95 3-03 12-22	DIST	COUNTY		SHEET NO.
5-00 2-12	PAR	GRAYSON		51

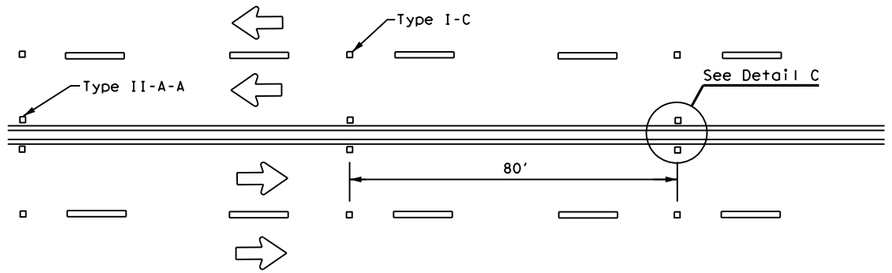
22A

DATE:
FILE:

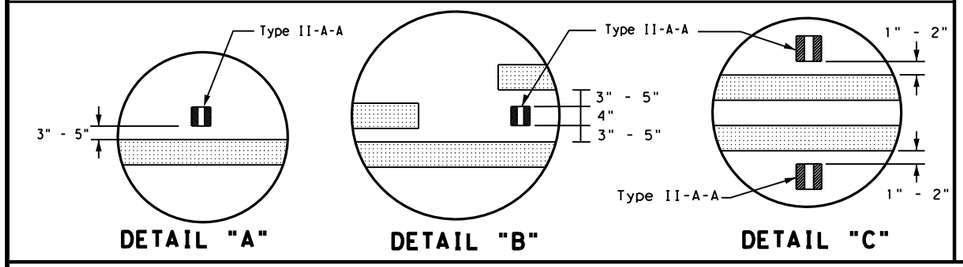
REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE

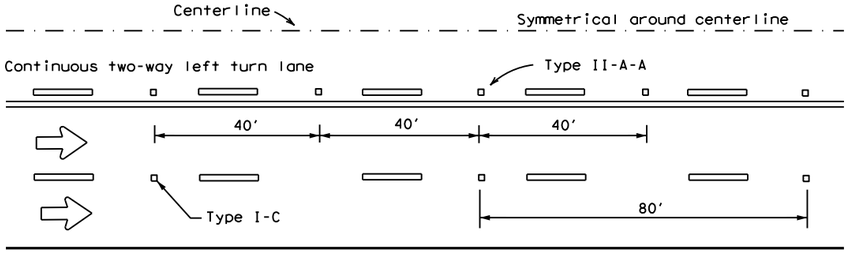


CENTERLINE FOR ALL TWO LANE TWO-WAY ROADWAYS

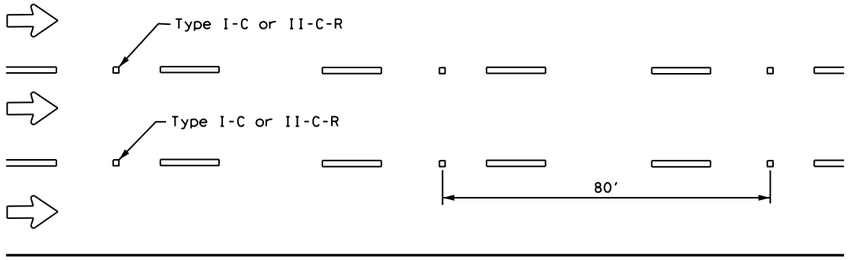


CENTERLINE & LANE LINES FOR FOUR LANE TWO-WAY ROADWAYS





CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



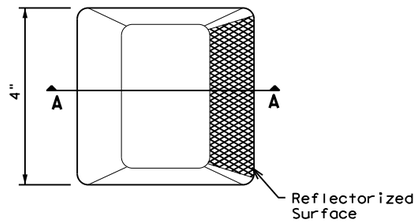
LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

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

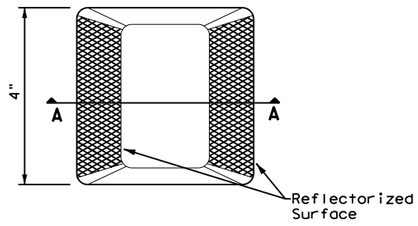
See Note 3.

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

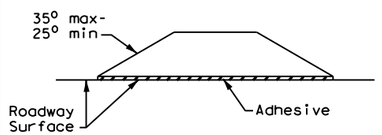
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)

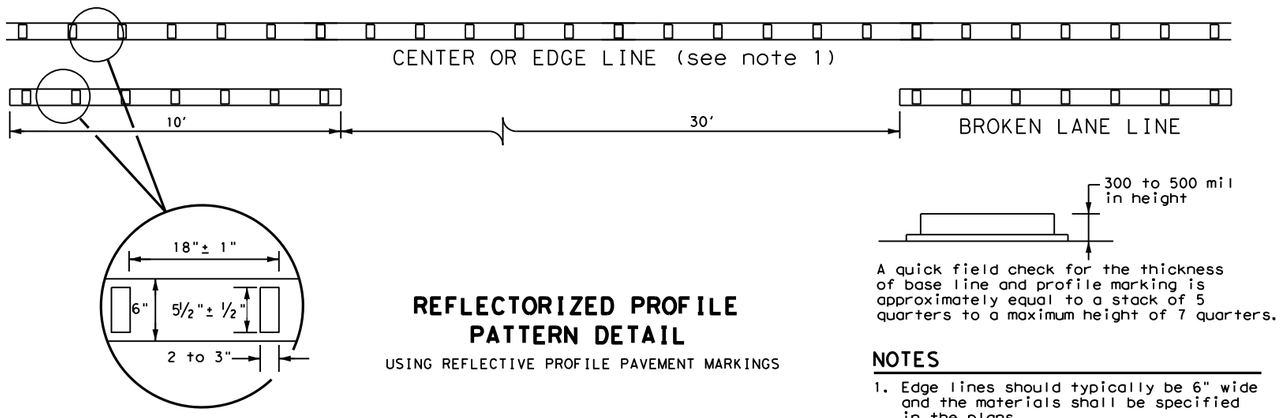


Type II (Top View)



SECTION A

RAISED PAVEMENT MARKERS



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

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

REFLECTORIZED PROFILE PATTERN DETAIL

USING REFLECTIVE PROFILE PAVEMENT MARKINGS

NOTES

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

GENERAL NOTES

1. All raised pavement markers placed along broken lines shall be placed in line with and midway between the stripes.
2. On concrete pavements, the raised pavement markers should be placed to one side of the longitudinal joints.
3. Use raised pavement marker Type I-C with undivided roadways, flush medians, and two way left turn lanes. Use raised pavement marker Type II-C-R with divided highways and raised medians.

Texas Department of Transportation

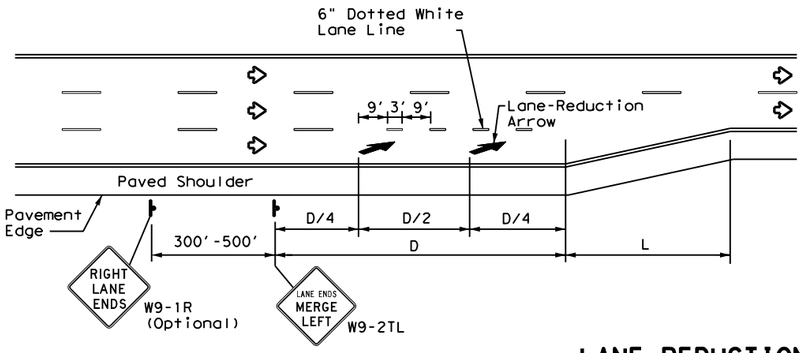
Traffic Safety Division Standard

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

FILE: pm2-22.dgn	DN:	CK:	DW:	CK:
©TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-77 8-00 6-20 4-92 2-10 12-22 5-00 2-12	0081	10	052	US 377
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		52

22B

DATE:
FILE:

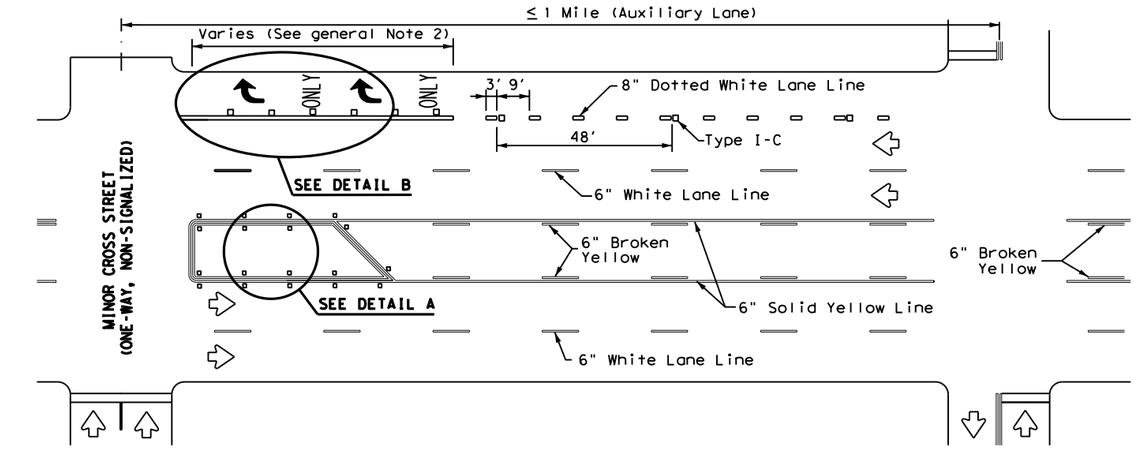


LANE REDUCTION

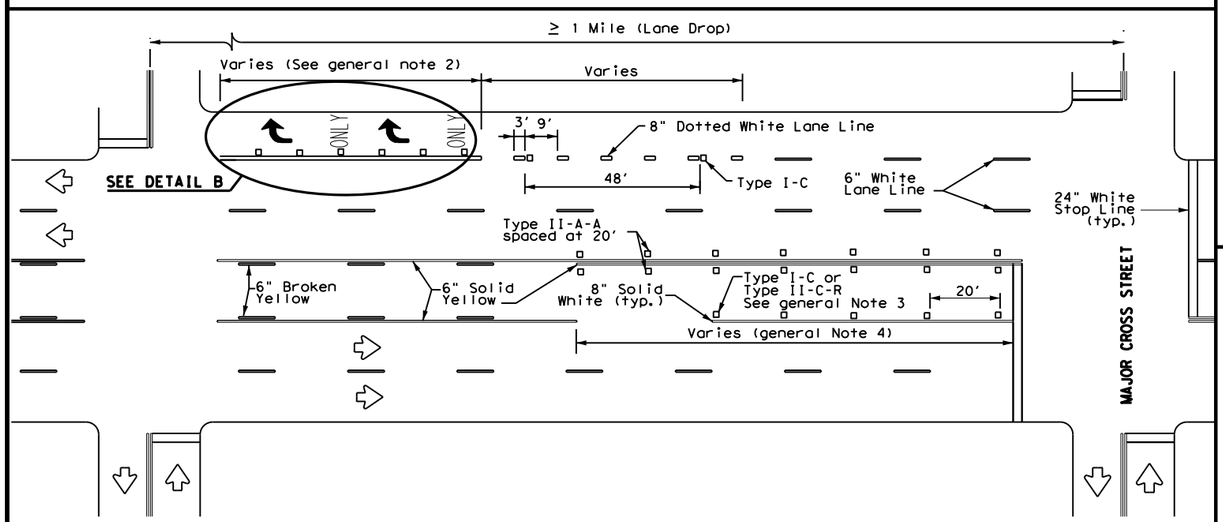
NOTES

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

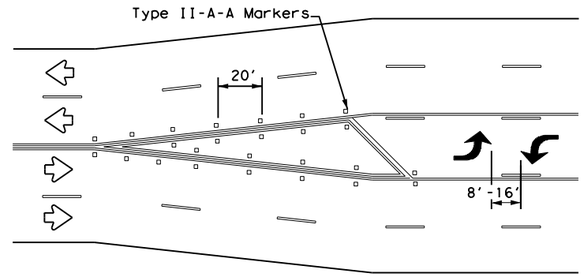
ADVANCED WARNING SIGN DISTANCE (D)		
Posted Speed	D (ft)	L (ft)
30 MPH	460	$L=\frac{WS^2}{60}$
35 MPH	565	
40 MPH	670	
45 MPH	775	L=WS
50 MPH	885	
55 MPH	990	
60 MPH	1,100	
65 MPH	1,200	
70 MPH	1,250	
75 MPH	1,350	



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

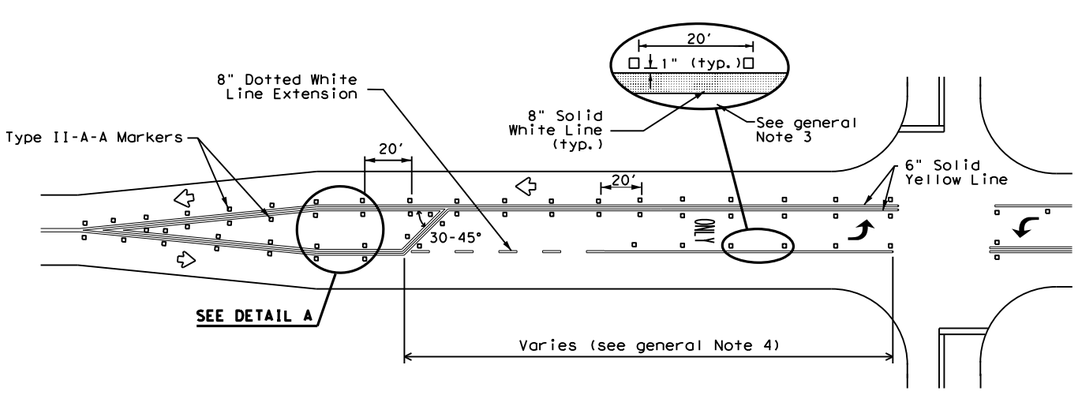


TYPICAL TWLTL AT TWO-WAY CROSS STREET AND RIGHT TURN LANE DROP

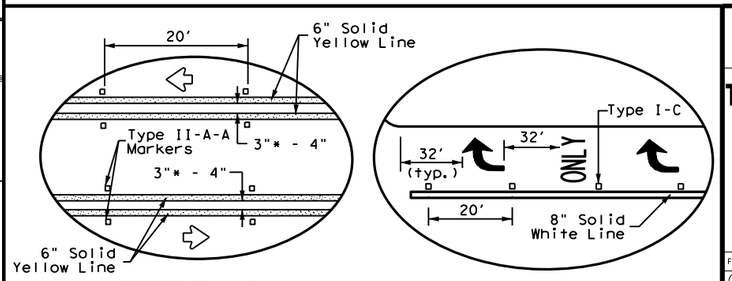


A two-way left-turn (TWLT) lane-use arrow pavement marking should be used at or just downstream from the beginning of a two-way left-turn lane within a corridor. Repeating the marking after each intersection or dedicated turn bay is not required unless stated elsewhere in the plans.

TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY



TYPICAL TWO-LANE ROADWAY INTERSECTION WITH LEFT TURN BAYS



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

GENERAL NOTES

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

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

FILE: pm3-22.dgn	DN:	CK:	DW:	CK:
© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-98 3-03 6-20 5-00 2-10 12-22 8-00 2-12	081	10	052	US 377
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		53

22C

DATE:
FILE:

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 soil disturbing activity and for projects that have Environmental, Permits, Issues, and Commitments (EPICs) dependent on stormwater controls and water quality measures TxDOT will maintain a SWP3 with all pertinent records, correspondence, environmental documents, etc. at the project field office, Area Office, or electronically.

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):
0081-10-052

1.2 PROJECT LIMITS:
From: OKLAHOMA STATE LINE

To: US 82

1.3 PROJECT COORDINATES:
BEGIN: (Lat) 33.8621858 ,(Long) -096.8329210

END: (Lat) 33.6705124 ,(Long) -096.9048122

1.4 TOTAL PROJECT AREA (Acres): 181.26

TOTAL AREA TO BE DISTURBED (Acres): 15.97

1.6 NATURE OF CONSTRUCTION ACTIVITY:

1.7 MAJOR SOIL TYPES:

Soil Type	Description
BUNYAN AND WHITES-BORO SOIL (0-1%) SLOPES	MODERATE TO HIGH EROSION
AUBREY LOAM (5-8%) SLOPES	MODERATE LOW TO MODERATELY HIGH EROSION
CROCKETT LOAM (2-5%) SLOPES	VERY HIGH EROSION

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	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
S FORK BIG MINERAL CREEK	
N FORK BIG MINERAL CREEK	
SANDY CREEK	
BRUSHY CREEK	
RED BRANCH CREEK	

* 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

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

2.06.24

Monte R. Rater P.E.

STORMWATER POLLUTION PREVENTION PLAN (SWP3)

July 2023 Sheet 1 of 2

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	SEE TITLE SHEET		54
STATE	STATE DIST.	COUNTY	
TEXAS	PAR	GRAYSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0081	10	052	US 377

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

- ☐ X Protection of Existing Vegetation
- ☐ ☐ Vegetated Buffer Zones
- ☐ ☐ Soil Retention Blankets
- ☐ ☐ Geotextiles
- ☐ ☐ Mulching/ Hydromulching
- ☐ ☐ Soil Surface Treatments
- X ☐ Temporary Seeding
- ☐ X 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

- X ☐ 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

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

2.4 OFFSITE VEHICLE TRACKING CONTROLS:

- X Excess dirt/mud on road removed daily
- ☐ Haul roads dampened for dust control
- X Loaded haul trucks to be covered with tarpaulin
- ☐ Stabilized construction exit
- ☐ Daily street sweeping
- ☐ 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: _____
- ☐ Other: _____

2.6 VEGETATED BUFFER ZONES:

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

Type	Stationing	
	From	To

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

2.7 ALLOWABLE NON-STORMWATER DISCHARGES:

- X Fire hydrant flushings
- X Irrigation drainage
- X Pavement washwater (where spills or leaks have not occurred, and detergents are not used)
- X Potable water sources
- X Springs
- X Uncontaminated groundwater
- X Water used to wash vehicles or control dust
- X Other allowable non-stormwater discharges as allowed by TPDES GP TXR150000.

2.8 DEWATERING:

Dewatering discharges of accumulated stormwater, groundwater, and surface water including discharges from dewatering of trenches, excavations, foundations, vaults, and other points of accumulation are prohibited unless managed by appropriate controls to prevent and minimize the offsite discharge of sediment and other pollutants.

2.9 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.

When dewatering activities are present, a daily inspection will be conducted once per day during those activities and documented in accordance with CGP and TxDOT requirements.

2.10 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.

Monte R. Rater P.E.

2.06.24

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

STORMWATER POLLUTION PREVENTION PLAN (SWP3)

July 2023 Sheet 2 of 2

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	SEE TITLE SHEET		55
STATE	STATE DIST.	COUNTY	
TEXAS	PAR	GRAYSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0081	10	052	US 377

I. STORMWATER POLLUTION PREVENTION-CLEAN WATER ACT SECTION 402

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

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

1.

2.

☒ No Action Required ☐ Required Action

Action No.

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

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

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

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

☒ No Permit Required

☐ Nationwide Permit 14 - PCN not Required (less than 1/10th acre waters or wetlands affected)

☐ Nationwide Permit 14 - PCN Required (1/10 to <1/2 acre, 1/3 in tidal waters)

☐ Individual 404 Permit Required

☐ Other Nationwide Permit Required: NWP# _____

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

1.

2.

3.

4.

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

Best Management Practices:

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

III. CULTURAL RESOURCES

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

4.

IV. VEGETATION RESOURCES

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

4.

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

4.

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

LIST OF ABBREVIATIONS

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

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

General (applies to all projects):

Comply with the Hazard Communication Act (the Act) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropriate for any hazardous materials used.

Obtain and keep on-site Material Safety Data Sheets (MSDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: Paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bare ground and covered, for products which may be hazardous. Maintain product labelling as required by the Act.

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

Contact the Engineer if any of the following are detected:

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

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

☐ Yes ☒ No

If "No", then no further action is required.
If "Yes", then TxDOT is responsible for completing asbestos assessment/inspection.

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

☐ Yes ☒ No

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

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

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

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

VII. OTHER ENVIRONMENTAL ISSUES

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

Texas Department of Transportation

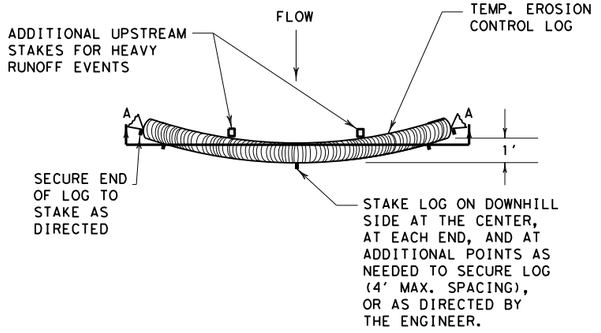
Design Division Standard

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

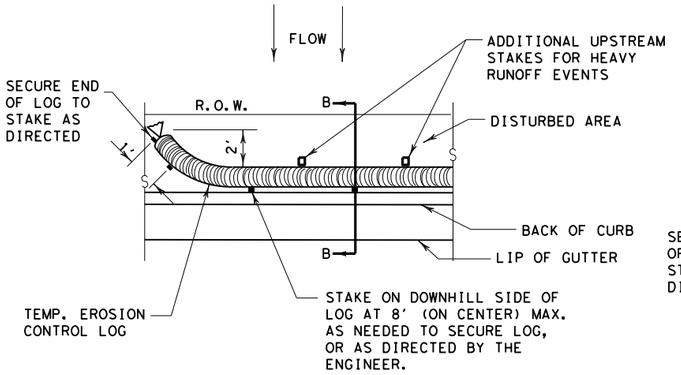
EPIC

FILE: epic.dgn	DN: TxDOT	CK: RG	DW: VP	CK: AR	
©TxDOT: February 2015	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0081	10	052	US 377	
12-12-2011 (DS)	DIST	COUNTY		SHEET NO.	
05-07-14 ADDED NOTE SECTION IV.	PAR	GRAYSON		56	
01-23-2015 SECTION I (CHANGED ITEM 1122 TO ITEM 506, ADDED GRASSY SWALES.					

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



PLAN VIEW



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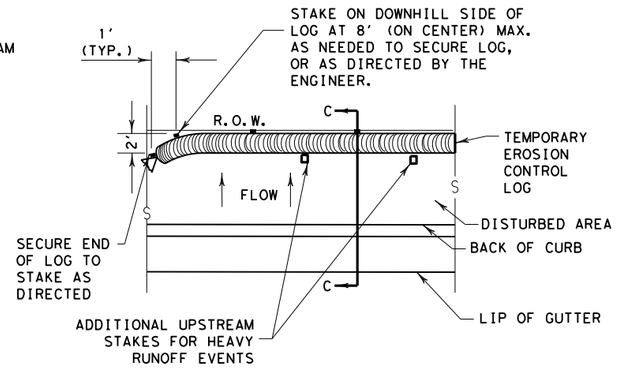

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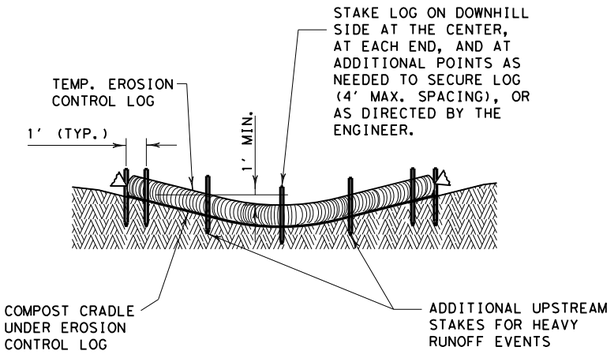
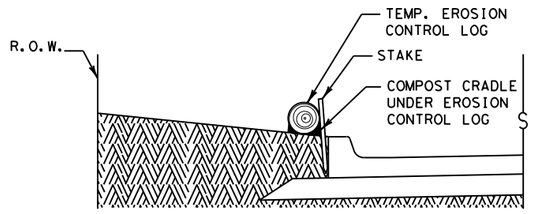


SECTION A-A

EROSION CONTROL LOG DAM

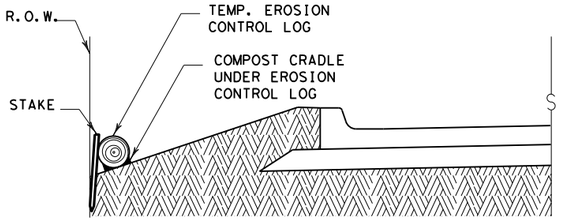
CL-D



SECTION B-B

EROSION CONTROL LOG AT BACK OF CURB

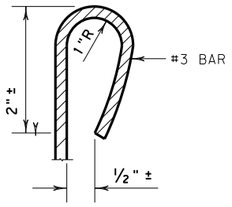
CL-BOC



SECTION C-C

EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW



REBAR STAKE DETAIL

GENERAL NOTES:

1. EROSION CONTROL LOGS SHALL BE INSTALLED IN ACCORDANCE WITH MANFACTURER'S RECOMMENDATIONS, OR AS DIRECTED BY THE ENGINEER.
2. LENGTHS OF EROSION CONTROL LOGS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS REQUIRED FOR THE PURPOSE INTENDED.
3. UNLESS OTHERWISE DIRECTED, USE BIODEGRADABLE OR PHOTODEGRADABLE CONTAINMENT MESH ONLY WHERE LOG WILL REMAIN IN PLACE AS PART OF A VEGETATIVE SYSTEM. FOR TEMPORARY INSTALLATIONS, USE RECYCLABLE CONTAINMENT MESH.
4. FILL LOGS WITH SUFFICIENT FILTER MATERIAL TO ACHIEVE THE MINIMUM COMPACTED DIAMETER SPECIFIED IN THE PLANS WITHOUT EXCESSIVE DEFORMATION.
5. STAKES SHALL BE 2" X 2" WOOD OR #3 REBAR, 2'-4' LONG, EMBEDDED SUCH THAT 2" PROTRUDES ABOVE LOG, OR AS DIRECTED BY THE ENGINEER.
6. DO NOT PLACE STAKES THROUGH CONTAINMENT MESH.
7. COMPOST CRADLE MATERIAL IS INCIDENTAL & WILL NOT BE PAID FOR SEPARATELY.
8. SANDBAGS USED AS ANCHORS SHALL BE PLACED ON TOP OF LOGS & SHALL BE OF SUFFICIENT SIZE TO HOLD LOGS IN PLACE.
9. TURN THE ENDS OF EACH ROW OF LOGS UPSLOPE TO PREVENT RUNOFF FROM FLOWING AROUND THE LOG.
10. FOR HEAVY RUNOFF EVENTS, ADDITIONAL UPSTREAM STAKES MAY BE NECESSARY TO KEEP LOG FROM FOLDING IN ON ITSELF.

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

SEDIMENT BASIN & TRAP USAGE GUIDELINES

An erosion control log sediment trap may be used to filter sediment out of runoff draining from an unstabilized area.

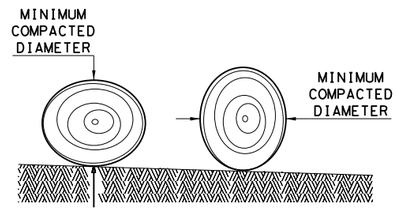
Log Traps: The drainage area for a sediment trap should not exceed 5 acres. The trap capacity should be 1800 CF/Acre (0.5" over the drainage area).

Control logs should be placed in the following locations:

1. Within drainage ditches spaced as needed or min. 500' on center
2. Immediately preceding ditch inlets or drain inlets
3. Just before the drainage enters a water course
4. Just before the drainage leaves the right of way
5. Just before the drainage leaves the construction limits where drainage flows away from the project.

The logs should be cleaned when the sediment has accumulated to a depth of 1/2 the log diameter.

Cleaning and removal of accumulated sediment deposits is incidental and will not be paid for separately.



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec916	DN: TxDOT		CK: KM		DW: LS/PT		CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY		
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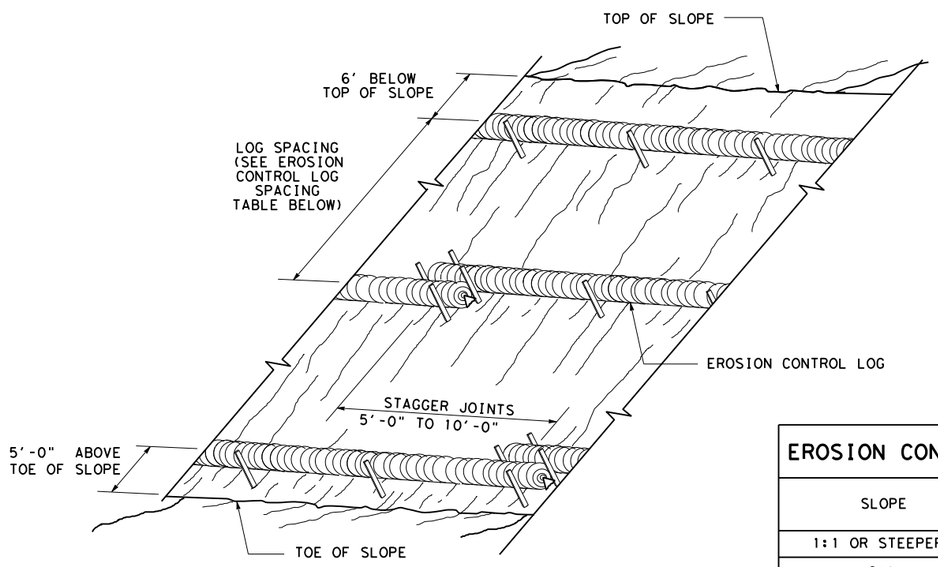
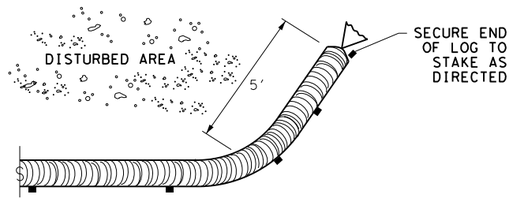
	DIST	COUNTY				SHEET NO.	
	PAR	GRAYSON				57	

DATE: $DATE$
FILE: $FILE$



EROSION CONTROL LOGS ON SLOPES
STAKE AND TRENCHING ANCHORING

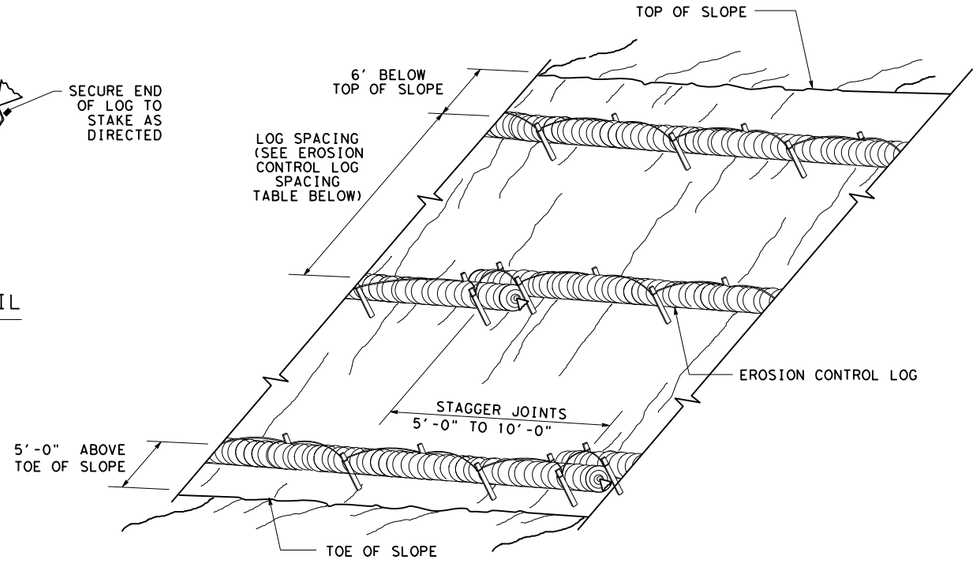
CL-SST



END SECTION RAP DETAIL

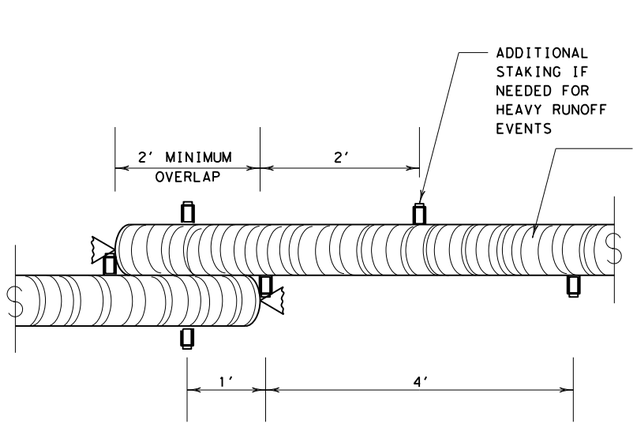
EROSION CONTROL LOG SPACING TABLE				
SLOPE	LOG DIAMETER			
	6"	8"	12"	18"
1:1 OR STEEPER	5'	10'	15'	20'
2:1	10'	20'	30'	40'
3:1	15'	30'	45'	60'
4:1 OR FLATTER	20'	40'	60'	80'

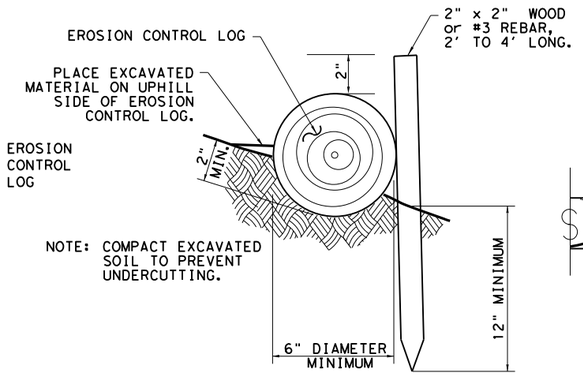
* ADJUSTMENTS CAN BE MADE FOR SOIL TYPE:
SOFT, LOAMY SOILS-ADJUST ROWS CLOSER TOGETHER;
HARD, ROCKY SOILS- ADJUST ROWS FARTHER APART



EROSION CONTROL LOGS ON SLOPES
STAKE AND LASHING ANCHORING

CL-SSL

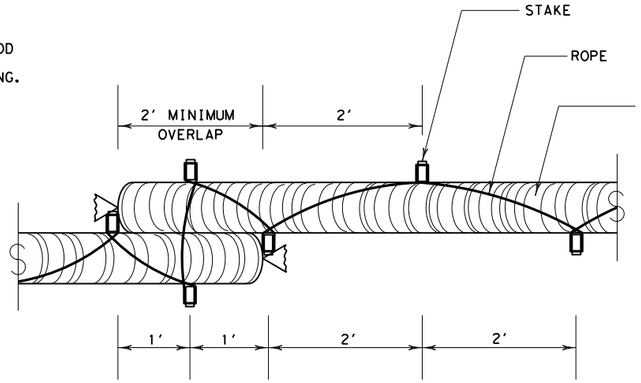


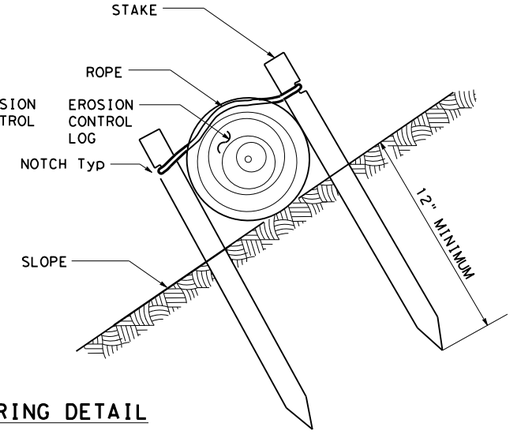


STAKE AND TRENCHING ANCHORING DETAIL

CL-SST

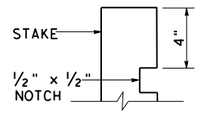
TRENCH DEPTH TABLE	
LOG DIAMETER	DEPTH
6"	2"
8"	3"
12"	4"
18"	5"





STAKE AND LASHING ANCHORING DETAIL

CL-SSL



STAKE NOTCH DETAIL

Texas Department of Transportation | Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES
EROSION CONTROL LOG
EC(9)-16

FILE: ec116	DN: TxDOT		CK: KM		DW: LS/PT	CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY	
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	PAR	GRAYSON			58	

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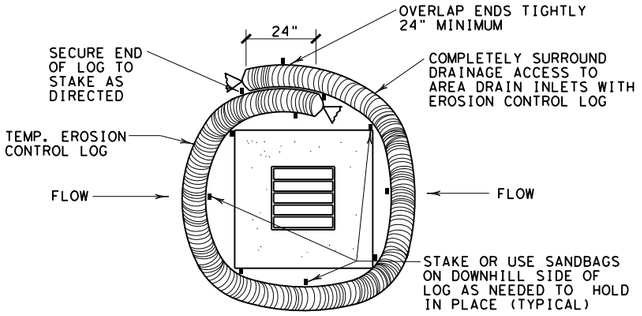
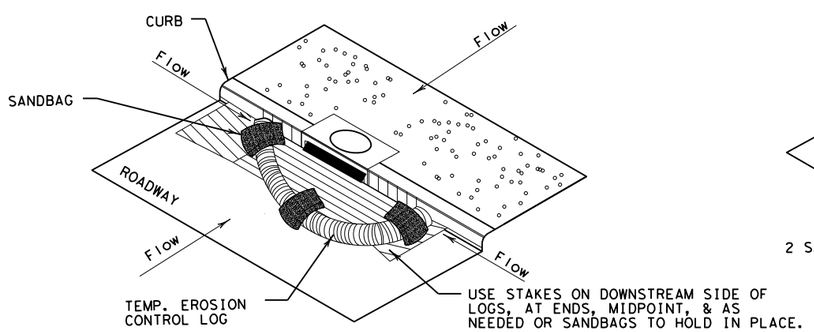


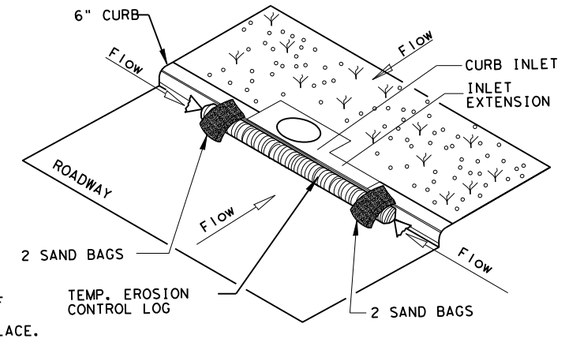
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

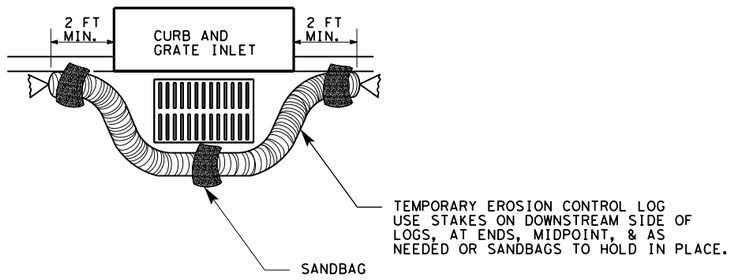
CL-CI



EROSION CONTROL LOG AT CURB INLET

CL-CI

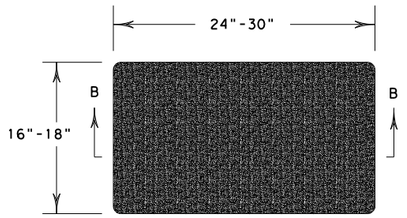
NOTE:
EROSION CONTROL LOGS USED AT CURB INLETS SHOULD ONLY BE USED IF THEY WILL NOT IMPEDE TRAFFIC OR FLOOD THE ROADWAY OR WHEN THE STORM SEWER SYSTEM IS NOT FULLY FUNCTIONAL.



EROSION CONTROL LOG AT CURB & GRADE INLET

CL-GI

SECTION B-B



SANDBAG DETAIL

SHEET 3 OF 3

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec916	DN: TxDOT	CK: KM	DW: LS/PT	CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	0081	10	052	US 377
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON		59

DATE: $DATE$
FILE: $FILE$