FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		SHEET NO.
6	BR 2024(575)		1
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	LAVACA	
CONT.	SECT.	JOB	HIGHWAY NO.
0346	06	050	SH 111

SEE SHEET 2 FOR "INDEX OF SHEETS"

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

FEDERAL PROJECT

FOR THE CONSTRUCTION OF BRIDGE REPLACEMENT
CONSISTING OF REPLACE BRIDGES AND APPROACHES

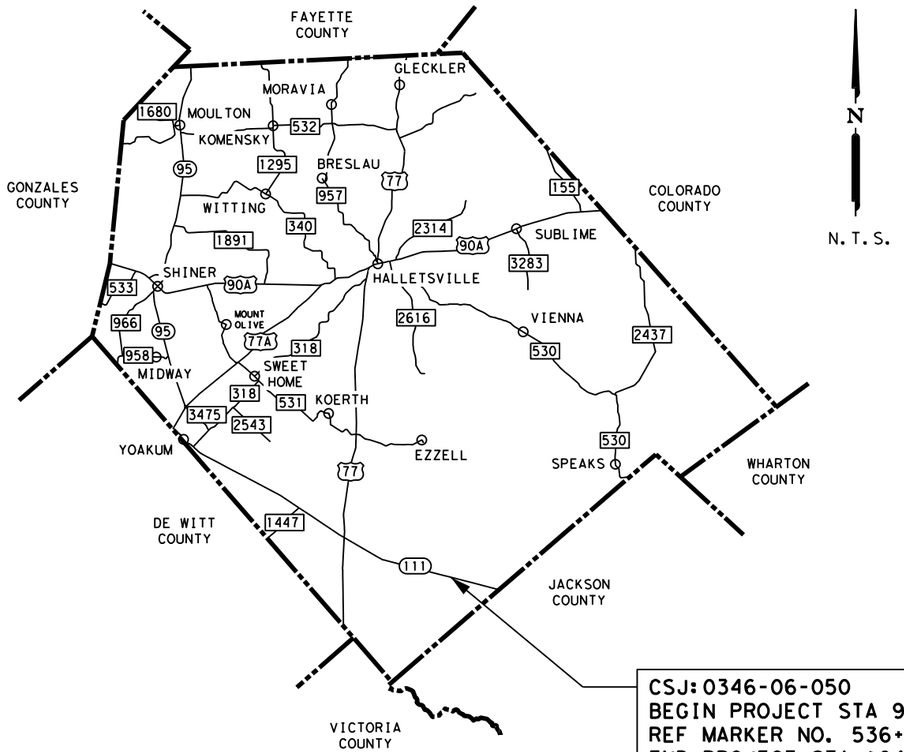
LAVACA COUNTY = SH 111
LIMITS: AT LAVACA RIVER & LAVACA RIVER RELIEF
PROJECT NO.: BR 2024(575)

HWY FUNCTIONAL CLASSIFICATION: RURAL MAJOR COLLECTOR
DESIGN SPEED = 70 MPH
ADT: 1692 (2021)
2369 (2041)

PROJECT LENGTH				
ROADWAY	=	5,010.00 FT	=	0.948 MI
BRIDGE	=	839.00 FT	=	0.159 MI
TOTAL	=	5,849.00 FT	=	1.107 MI

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

LIST OF APPROVED FIELD CHANGES



N

N. T. S.

CSJ: 0346-06-050
BEGIN PROJECT STA 983+93
REF MARKER NO. 536+1.99
END PROJECT STA 1042+42
REF MARKER NO. 538+1.11

LAVACA COUNTY
YOAKUM DISTRICT

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

_____ , PE _____
AREA ENGINEER DATE

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, NOVEMBER 1, 2014 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS, SHALL GOVERN ON THIS PROJECT: REQUIRED CONTRACT PROVISIONS FOR ALL FEDERAL AID CONSTRUCTION PROJECTS (FORM FHWA 1273, OCTOBER 2023).

EXCEPTIONS: NONE
EQUATIONS: STA 1046+50.00 BK = 1046+49.03 AH
RAILROAD CROSSINGS: NONE

STATE OF TEXAS
LUKE REED
101245
LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. 12/14/2023
DATE

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SUBMITTED FOR LETTING: 12/18/2023
PROJECT MANAGER

RECOMMENDED FOR LETTING: 1/31/2024
DocuSigned by: Jeffery Vinklarek, P.E.
DIRECTOR OF TRANSPORTATION
PLANNING AND DEVELOPMENT

APPROVED FOR LETTING: 1/31/2024
DocuSigned by: Martin C. Horsts P.E.
DISTRICT ENGINEER

TEXAS DEPARTMENT OF TRANSPORTATION

Plotted on: 12/14/2023

Design Filename: P:\116\02\02\12\design\Civil\General\11602021 2IND01.dgn

SHEET NO.	DESCRIPTION
	GENERAL
1	TITLE SHEET
2	INDEX OF SHEETS
3-5	TYPICAL SECTIONS
6, 6A-6G	GENERAL NOTES
7, 7A-7B	ESTIMATE AND QUANTITY SHEET
8-11	SUMMARY OF QUANTITIES
12	SUMMARY OF SMALL SIGNS
	TRAFFIC CONTROL PLAN
13	TRAFFIC CONTROL PLAN NARRATIVE
14-17	TRAFFIC CONTROL PLAN TYPICAL SECTIONS
18-24	TRAFFIC CONTROL PLAN PH I
25-30	TCP PHASE I TEMP SPECIAL SHORING
31-37	TRAFFIC CONTROL PLAN PH II
	TRAFFIC CONTROL STANDARDS
38	* BC (1)-21
39	* BC (2)-21
40	* BC (3)-21
41	* BC (4)-21
42	* BC (5)-21
43	* BC (6)-21
44	* BC (7)-21
45	* BC (8)-21
46	* BC (9)-21
47	* BC (10)-21
48	* BC (11)-21
49	* BC (12)-21
50	* TCP(2-1)-18
51	* TCP(2-2)-18
52	* TCP(2-3)-18 (MOD)
53	* TCP(3-1)-13
54	* TCP(3-3)-14
55	* TCP(7-1)-13
56	* TCP(SC-1)-22
57	* TCP(SC-2)-22
58	* TCP(SC-3)-22
59	* TCP(SC-4)-22
60	* TCP(SC-5)-22
61	* TCP(SC-6)-22
62	* TCP(SC-7)-22
63	* TCP(SC-8)-22
64	* WZ(STPM)-23
65	* WZ(RS)-22
66	* WZ(UL)-13
67-68	* CSB(1)-10
69	* ABSORB(M)-19
70	* SLED-19
71	* CRASH CUSHION SUMMARY SHEET
72	* INLETS TYPE AD & AAD
73	* CAPPING INLETS & MANHOLES
	ROADWAY
74-76	PROJECT CONTROL SHEET
77	HORIZONTAL ALIGNMENT DATA
78-90	PLAN PROFILE
91	DRIVEWAY DETAILS
92	SIGN DETAILS
	ROADWAY STANDARDS
93	* GF (31) - 19
94-95	* GF (31) TR TL3-20
96	* SGT (12S) 31-18
97	* SGT (15) 31-20
98	* BED-14
99	* RS(3)-23
100	* RS(4)-23

SHEET NO.	DESCRIPTION
	PAVEMENT MARKING, SIGNING AND DELINEATION STANDARDS
101	* PM(1)-22
102	* PM(2)-22
103	* SMD(GEN)-08
104	* SMD(SLIP-1)-08
105	* SMD(SLIP-2)-08
106	* SMD(SLIP-3)-08
107	* SMD(TWT)-08
108	* TSR(3)-13
109	* TSR(4)-13
110	* D & OM(1)-20
111	* D & OM(2)-20
112	* D & OM(3)-20
113	* D & OM(4)-20
114	* D & OM(5)-20
115	* D & OM(VIA)-20
	DRAINAGE
116	DRAINAGE AREA MAP
117	HYDROLOGY DATA SHEET
118-122	HYDRAULIC DATA SHEET
123-124	SCOUR SHEET
	BRIDGE
125	BRIDGE LAYOUT LAVACA RIVER RELIEF
126	TCP BRIDGE TYPICAL SECTIONS LAVACA RIVER RELIEF
127	BORING LOG LAVACA RIVER RELIEF
128	ESTIMATED QUANTITIES AND BEARING SEAT ELEVATIONS LAVACA RIVER RELIEF
129-131	ABUTMENT 1 LAVACA RIVER RELIEF
132-134	ABUTMENT 2 LAVACA RIVER RELIEF
135	GIRDER LAYOUT LAVACA RIVER RELIEF
136-137	124.000' PRESTR CONC I-GIRDER UNIT LAVACA RIVER RELIEF
138	IGND LAVACA RIVER RELIEF
139-140	BRIDGE LAYOUT LAVACA RIVER
141	TCP BRIDGE TYPICAL SECTIONS LAVACA RIVER
142-143	BORING LOGS LAVACA RIVER
144	ESTIMATED QUANTITIES AND BEARING SEAT ELEVATIONS LAVACA RIVER
145-147	ABUTMENT 1 LAVACA RIVER
148-150	ABUTMENT 8 LAVACA RIVER
151-153	INTERIOR BENTS 2-7 LAVACA RIVER
154-156	GIRDER LAYOUT LAVACA RIVER
157-158	200.000' PRESTR CONC I-GIRDER UNIT 1 LAVACA RIVER
159-160	244.000' PRESTR CONC I-GIRDER UNIT 1 LAVACA RIVER
161-162	271.000' PRESTR CONC I-GIRDER UNIT 1 LAVACA RIVER
163	IGND LAVACA RIVER
	BRIDGE STANDARDS
164-165	# CSAB
166-167	# FD
168-169	# IGD
170-172	# IGEB
173-174	# IGMS
175	# IGSK
176	# IGTS
177-178	# MEBR(C)
179-182	# PCP
183	# PCP-FAB
184-185	# PMDF
186-187	# TYPE SSTR
188	# SEJ-M
189-190	# SRR
	ENVIRONMENTAL
191-199	SWP3 LAYOUT
	ENVIRONMENTAL STANDARDS
200-201	* SWP3
202-202A	* EPIC
203 204	* EC(1)-16
205	* EC(2)-16
	* AREF-21

THE STANDARD SHEETS SPECIFICALLY SHOWN WITH PRECEDING (*), HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

STATE OF TEXAS · LUKE REED · 101242 · LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/14/2023 DATE

THE STANDARD SHEETS SPECIFICALLY SHOWN WITH PRECEDING (#), HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

STATE OF TEXAS · FARREN SCOTT BASSE · 95587 · LICENSED PROFESSIONAL ENGINEER

FARREN SCOTT BASSE, P.E. — 2/8/2023

FARREN SCOTT BASSE, P.E.
TEXAS REG. ENGINEERING FIRM F-199

REV. NO.	DATE	DESCRIPTION	BY

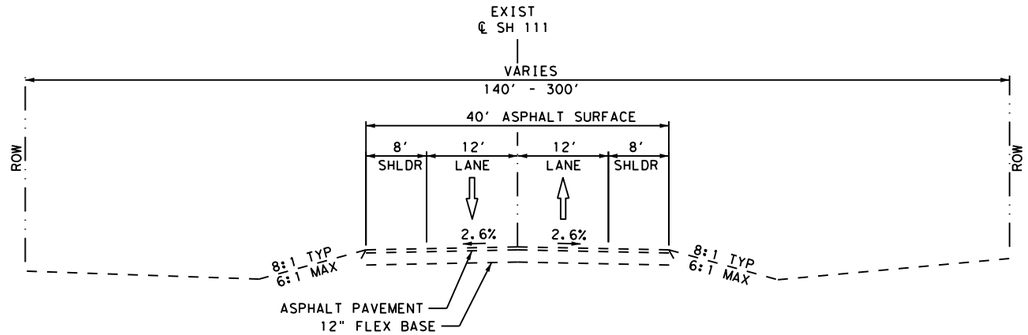
PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

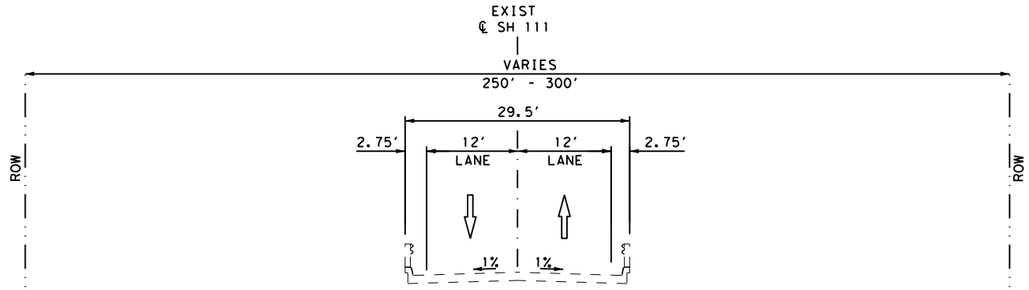
SH 111 AT LAVACA RIVER

INDEX OF SHEETS

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	2



EXISTING TYPICAL SECTION
N.T.S.
STA 983+93 TO STA 997+52
STA 998+49 TO STA 1021+80
STA 1028+60 TO STA 1042+42



EXISTING BRIDGE TYPICAL SECTION
N.T.S.
STA 997+52 TO STA 998+49
STA 1021+80 TO STA 1028+60

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

NOT TO SCALE

REV. NO.	DATE	DESCRIPTION	BY

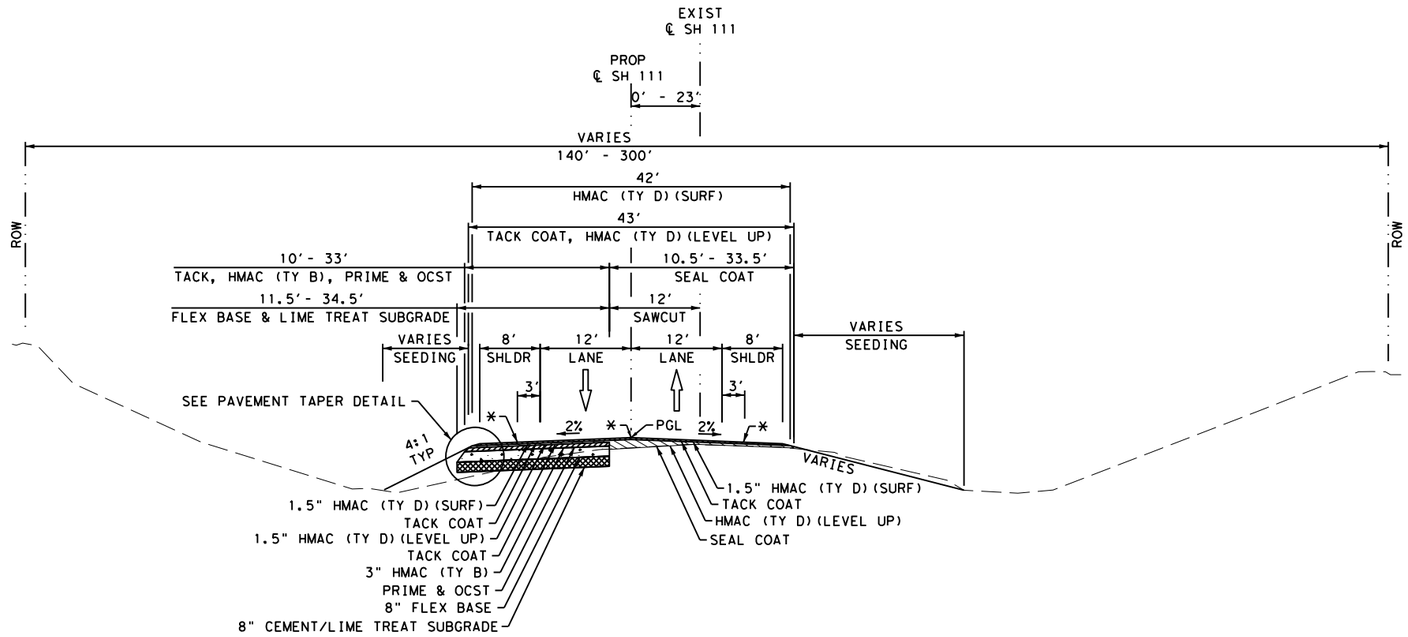
PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TYPICAL SECTIONS

SHEET 1 OF 3

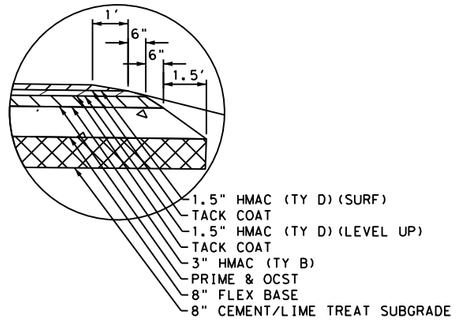
DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	3



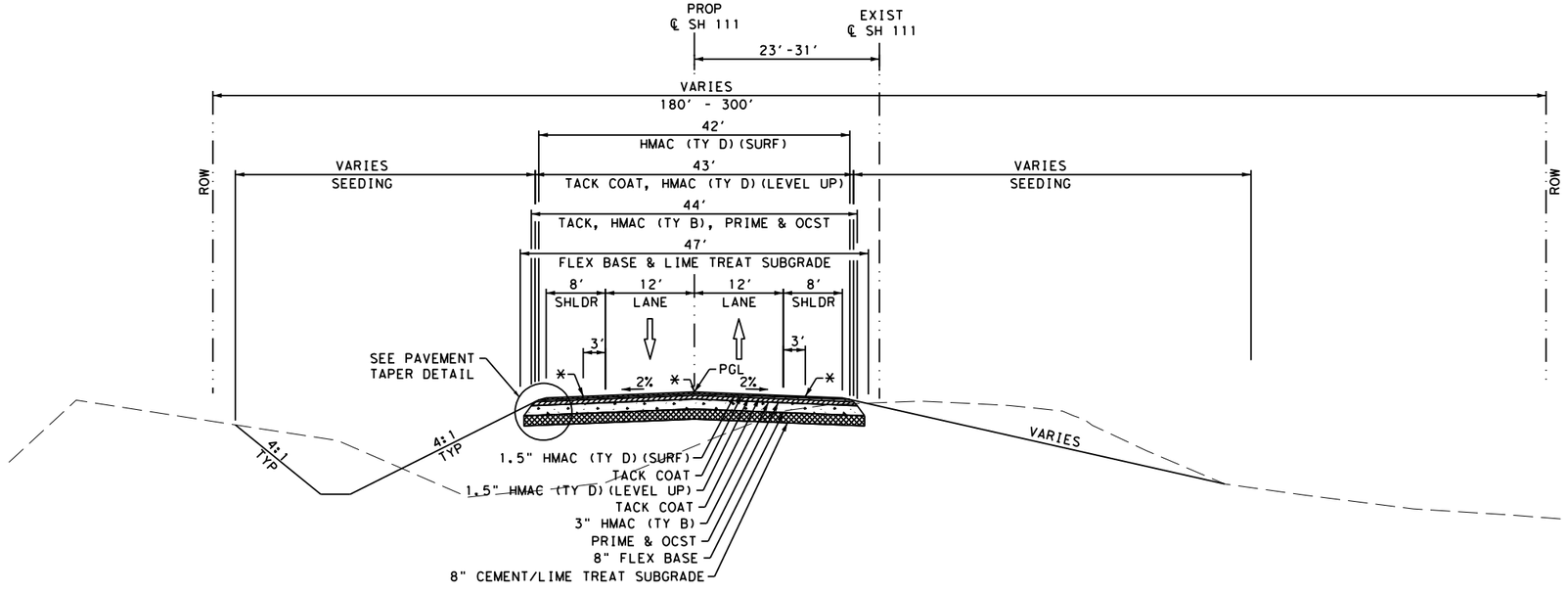
PROPOSED TYPICAL WIDENING SECTION
N.T.S.

* =RUMBLE STRIP

STA 983+93 TO STA 992+40
STA 1033+95 TO STA 1042+42



PAVEMENT TAPER DETAIL
N.T.S.



PROPOSED TYPICAL FULL DEPTH RECONSTRUCTION SECTION
N.T.S.

* =RUMBLE STRIP

STA 992+40 TO STA 995+32
STA 1000+69 TO STA 1019+54
STA 1030+81 TO STA 1033+95

DESIGN

STATE OF TEXAS
CARLOS F. CANTU-VILLARREAL
140328
LICENSED
PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS
LUKE REED
101242
LICENSED
PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

NOT TO SCALE

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TYPICAL SECTIONS

SHEET 2 OF 3

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	4

Plotted on: 12/13/2023

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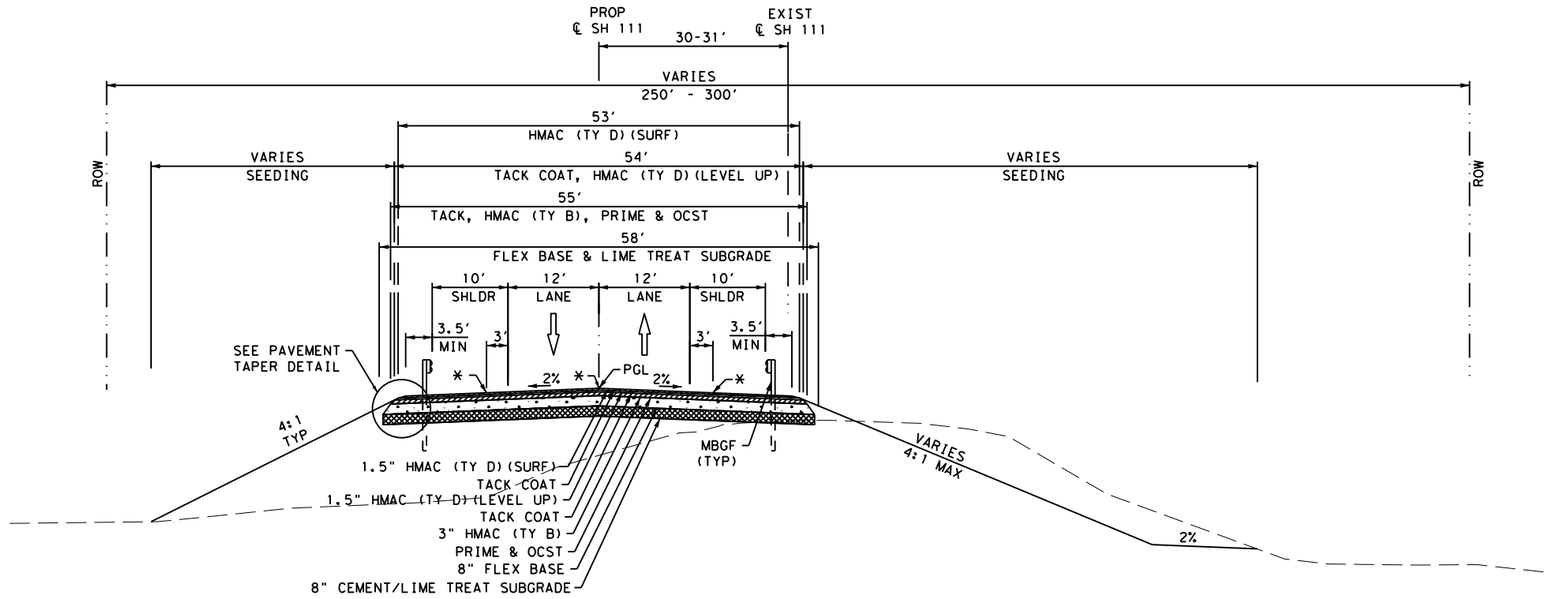


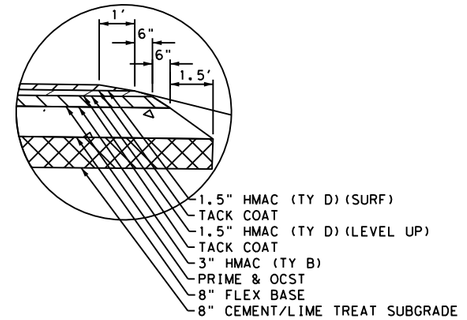
PROPOSED TYPICAL FULL DEPTH RECONSTRUCTION SECTION

N.T.S.

* =RUMBLE STRIP

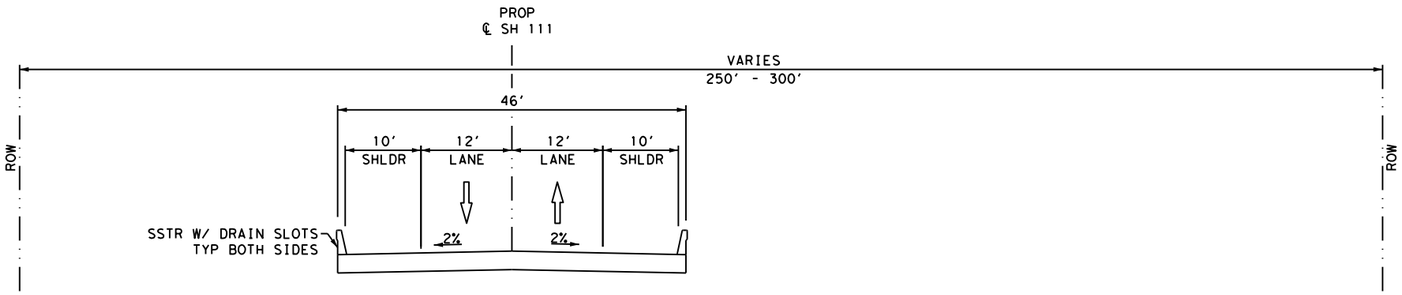
SEE PLAN VIEW FOR MBGF LIMITS

STA 995+32 TO STA 997+38.50
STA 998+62.50 TO STA 1000+69
STA 1019+54 TO STA 1021+63
STA 1028+78 TO STA 1030+81



PAVEMENT TAPER DETAIL

N.T.S.



PROPOSED BRIDGE TYPICAL SECTION

N.T.S.

STA 997+38.50 TO STA 998+62.50
STA 1021+63 TO STA 1028+78

DESIGN

CARLOS F. CANTU-VILLARREAL
140328
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

LUKE REED
101242
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS

LUKE REED, P.E. — 12/13/2023 DATE

NOT TO SCALE

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TYPICAL SECTIONS

SHEET 3 OF 3

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	5

Plotted on: 12/13/2023

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GENERAL NOTES:

GENERAL:

The Contractor is to take note that working days will be charged as shown in the plans and not as a "Standard Workweek." See Item 8 below for details.

The Contractor is to take note that this project has Milestones for substantial completion. See Item 8 below for details.

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

Covey Morrow IV Covey.Morrow@txdot.gov
Chase Hermes Chase.Hermes@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.

Remove and dispose of existing raised pavement markers as directed. All work involved in the removal and disposal of these markers will not be paid for directly but shall be considered subsidiary to the various bid items involved.

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

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

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

Project Number: **Sheet: 6**

County: Lavaca **Control: 0346-06-050**

Highway: SH 111

Leave all traffic lanes open to traffic at night, weekends and holidays unless otherwise approved.

The following standard detail sheets have been modified:
TCP(2-3)MOD

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

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

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

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

0 - 1500 = 16 feet
Over 1500 = 30 feet

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

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

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

The contractor shall field verify all existing pipe, box culvert, and safety end treatments sizes prior to fabrication of related items. All work involved with field verifying will not be measured or paid for directly but will be subsidiary to pertinent items.

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

ITEM 5: CONTROL OF THE WORK

Where a precast or cast-in-place concrete bridge element is shown in the plans, Contractor may submit a precast concrete alternate in accordance with "Standard Operating Procedure for Alternate Precast Proposal Submission" found online at https://www.txdot.gov/business/resources/highway/bridge/bridge-publications.html#design . Acceptance or denial of an alternate is at the sole discretion of the Department. Contractor is responsible for impacts to the project schedule and cost resulting from the denial or use of alternates.

ITEM 6: CONTROL OF MATERIALS

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

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

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

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

ITEM 7: LEGAL RELATIONS AND RESPONSIBILITIES

The Contractor's attention is directed to the fact that discharge of permanent or temporary fill material into the waters of the United States (U.S.) including jurisdictional wetlands, as necessary for construction, will require specific approval of the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act.

The Department will obtain the appropriate permit(s), Nationwide or Individual, when necessary as dictated by the proposed actions for the project and its potential to affect USACE jurisdictional areas. The Contractor may review the permitted plans at the office of the Area Engineer in charge of construction. The Department will hold the Contractor responsible for following all conditions of the approved permit. If the Contractor cannot work within the limits of this permit(s), then it becomes the Contractor's entire responsibility to consult with the USACE pertaining to the need for changes or amendments to the conditions of the existing permit(s) as originally obtained by the Department.

Project Number: **Sheet: 6A**

County: Lavaca **Control: 0346-06-050**

Highway: SH 111

Particular importance is stressed on the fact that any impacts to USACE jurisdictional waters of the U.S., including jurisdictional wetlands, be the minimum necessary to complete the proposed work. The Contractor shall maintain near normal flow of any jurisdictional waters of the U.S. at all times during construction. If the Contractor needs further explanation of the conditions of the permit, including means of compliance, they may contact the TXDOT Yoakum District Environmental Coordinator.

If the Contractor elects to work on a structure when the stream is flowing, near normal flow shall be maintained by a method approved by the Engineer. Labor and materials involved in this work will not be paid for directly, but will be considered subsidiary to the various bid items of the contract.

No significant traffic generator events identified.

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

Measures to be Implemented Prior to Project Construction

- TxDOT shall provide pre-construction awareness training to project contractors, which includes information on protected species and habitat that may occur within and/or adjacent the project area and the requirements to avoid effects to these species and their habitats. The importance of immediately reporting any toad sightings and proper on-site waste management to reduce the potential of attracting predators (e.g., raccoons) will be stressed.
- TxDOT will require contractors to implement the project specific SWP3 prior to soil disturbance and comply with the TCEQ CGP for the duration of construction as described in Section 2.1.2.1.
- The contractor will be required to have proposed locations for PSLs (staging areas, fill material borrow sites, etc.) outside of the project ROW approved by YKM environmental staff before moving into the selected site.
- TxDOT will ensure that approved PSL locations do not occur in areas where they would affect Houston toads. TxDOT will notify the contractor of the specific requirements to avoid impacts or the need to consult with USFWS.
- AREFs will be installed prior to the start of construction and during the non-breeding season (July 1- December 31).
  - AREFs will be placed, where possible, 200 ft beyond potentially suitable Houston toad habitat identified within and/or adjacent to the project area. In areas where it is not possible to extend the AREF to 200 ft (e.g., terminal ends at driveway breaks and roadway intersections), it will be extended to the maximum feasible distance and terminate with the J-Hook arrangement shown in the project plan sheets.

- AREFs will be installed so that posts and additional wire fence supports face the inside (work side) of the project boundary and the fabric side faces the identified Houston toad habitat areas. AREFs will be clearly marked to distinguish it from sediment control fences placed for stormwater management. AREFs will extend to the ordinary high water mark of the San Bernard River with a J-Hook terminus. Normal flows of the San Bernard River will remain uninterrupted by the AREFs.
- Prior to the installation of AREFs, a search for Houston toads will be conducted by a 10(a)1(A)-permitted biologist who will document, remove and relocate any toads from within the project area at the time of their finding.
- The placement and installation of the AREFs will be reviewed and approved by YKM environmental staff. Additional notations will be added by TxDOT to the plan sheets to inform the contractor of this limitation.
- AREFs will remain in place and maintained throughout the duration of construction activities.

Measures to be Implemented During Project Construction

- All work adjacent to Houston toad habitat will be conducted during daylight hours from 30 minutes after sunrise to 30 minutes before sunset during the Houston toad breeding season (January 1 to June 30).
- If any species of toad is found in the project area during construction, construction activities will be immediately suspended, a photograph will be taken and sent to TxDOT environmental staff, and construction activities will remain suspended until identification can be confirmed. If TxDOT environmental staff are unable to properly identify the species, work will remain suspended until a 10(a)(1)(A)-permitted Houston toad biologist confirms the species identification. If the species in the project area is confirmed to be a Houston toad, then each individual will be relocated to adjacent, suitable Houston toad habitat by a permitted 10(a)(1)(A) biologist.
- The AREFs will be inspected and maintained daily by project construction staff from January 1 to June 30 in areas within or adjacent to potentially suitable Houston toad habitat and weekly during the remainder of the year or after a storm event to ensure the functional integrity of the fences. AREF should be kept free of vegetation
  - A 24-hour work stoppage will occur following a cumulative rain event of 2 in. or more within the previous 48 hours as shown on National Weather Service's cumulative precipitation website (https://water.weather.gov/precip/). Rain gauge(s) located on-site at area(s) of construction will be used to determine rainfall amounts and confirm 2 in. of rainfall within 48 hours.
  - If the functional integrity of AREFs is compromised by natural, construction-related, or otherwise unrelated impacts, work in the area will be stopped until the compromised AREF is restored to original design specifications.
  - If a fence breach occurs during Houston toad peak breeding season (February 1 to April 30), the project must be inspected by a permitted 10(a)(1)(A) biologist before work can resume. Outside of peak breeding season, construction can

resume after completing the AREF repair if the impact occurs during construction, the area is continuously observed to ensure no Houston toads enter the project area until after completing the AREF repair, and the length of AREF that is compromised is not greater than 10 ft. If at any point the breach is not continuously observed, such as an overnight failure of AREF functional integrity, or the length compromised is greater than 10 ft, the project area must be inspected by a permitted 10(a)(1)(A) biologist before work can resume.

- A TxDOT construction inspector will be on site regularly to ensure that the conservation measures are being implemented.

1.1.1 Measures to be Implemented Following Construction

- Following the completion of construction, disturbed areas will be graded and compacted to avoid the creation of undesirable ponded breeding sites within the ROW.
- All disturbed areas will be revegetated according to the YKM's Specification Item 164 Permanent Rural Seed Mix for sandy soils, and in compliance with Executive Order 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping, the CGP, and the project specific SWP3. Re-vegetation efforts shall provide appropriate and sustainable cover to prevent erosion and siltation. The site must be restored with TxDOT native seed mixes (rural/YKM) certified as "weed free." No mat or sod-forming grasses will be used when revegetating disturbed area (i.e., seed mixes do not contain Bermudagrass). If native seeds cannot be used, then the area will be left bare. If left bare, the areas will be stabilized by other appropriate control measures in compliance with CGP requirements.
- TxDOT will require contractors to remove all temporary erosion and sedimentation BMPs once final stabilization is reached and at the completion of the project in accordance with the TCEQ CGP and project specific SWP3.

All temporary construction access work and materials will not be measured or paid for directly but will be subsidiary to pertinent items. Prior to the scheduling of a Pre-Construction Meeting, submit a Temporary Construction Access Plan to the Area Engineer and to District Environmental Staff for their approval. The Construction Plan should contain a description of the equipment, such as barges, structures, etc., which may occupy waters of the US including jurisdictional wetlands, and a detailed work schedule. No work of any kind will be allowed until the pre-construction meeting has been held.

Temporary construction waterway crossings have been environmental cleared/permitted within Right of Way. Restrict construction operations in any water body to the necessary areas as shown on the plans or applicable permit, or as directed. Use temporary bridges, timber mats, or other structurally sound and non-eroding material for stream crossings. All temporary construction access materials shall be completely removed as soon as possible once temporary access is no longer required and affected areas shall be returned to preconstruction elevations and contours and revegetated in accordance with the SWP3. All work must comply with the General Conditions of the appropriate USACE permit.

ITEM 8: PROSECUTION AND PROGRESS

The delayed start special provision is for allowing the contractor additional time for mobilizing crews and equipment to start this project.

Working days will be computed and charged in accordance with **Article 8.3.1.2 Six-Day Workweek.**

Milestone 1 – Phase IC Construction

Milestone 1 working day charges begin when traffic is shifted to the phase I configuration for Phase IC construction. Substantial completion of Milestone 1 is defined as when traffic is following the lane arrangement as shown on the plans for the constructed and/or existing roadway as specified in the TCP and/or the final lane configuration. All pavement construction, traffic control devices and safety devices shall be in their final position (as called for in the plans) at this time.

The contractor shall have **95** working days to complete Milestone 1.

The daily road user cost for substantial completion of Milestone 1 is **$1,971** per day, which will be assessed if not completed within the established number of days for substantial completion for Milestone 1.

The Contractor will receive a credit in the amount of **$1,971** per day for substantially completing the Milestone 1 project in less than the established number of days. The maximum number of days for computing the incentive credit is 15 days. The maximum amount of incentive is $25,565.

Failure to complete the above Milestone within the established number of working days will result in the daily road user cost being assessed for every working day in excess of the stated number.

After the Milestone is substantially complete, the liquidated damages become those based on the contractor schedule of liquidated damages.

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Provide progress schedule as a Bar Chart.

ITEM 100: PREPARING RIGHT-OF-WAY

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

ITEMS 110 & 132: EXCAVATION AND EMBANKMENT

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

Removal of existing pavement is included in the excavation and embankment items.

ITEM 132: EMBANKMENT

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

ITEM 150: BLADING

Sprinkling and rolling which may be required during the operation of Item 150 will not be measured or paid for directly, but will be considered subsidiary to this item.

Remove existing vegetation, including roots and topsoil, within the grading limits to a depth of approximately 2 inches immediately before grading operations begin within any section. Place the material in a windrow on each side of the roadbed, and replace as directed on the completed slopes as soon as practicable. Measurement and payment will be in accordance with Item "Blading" for cut sections.

ITEM 247: FLEXIBLE BASE

Unless otherwise approved, the delivered material's moisture content at most will be two percent above optimum moisture content, determined by TEX-113-E.

For Type E material, furnish crushed limestone produced and graded from oversize quarried aggregate that originates from a single, naturally occurring source. Do not use caliche, iron ore, gravel, or multiple sources.

Compact the Type E flex base to at least 98.0% of the maximum density determined by TEX-113-E.

ITEMS 247 & 530: FLEXIBLE BASE & INTERSECTIONS, DRIVEWAYS AND TURNOUTS

Density requirements for base in side road entrances and intersections may be waived provided the material is satisfactorily sprinkled and compacted.

ITEM 302: AGGREGATES FOR SURFACE TREATMENTS

Furnish Type PE aggregate consisting of crushed slag, crushed stone or natural limestone rock asphalt.

Furnish precoated aggregate that has a residual bitumen coating target value of 1.0% by weight.

ITEM 316: SEAL COAT

The asphalt application season for this project is May 1 to September 15. Use an Emulsion instead of an Asphalt Cement as approved when the surface treatment is placed between September 15 and May 1.

The asphalt application rate shown in the plans is an average between an Asphalt Cement and an Emulsion. The type of asphalt and application rate to be used will be as directed. The approximate application rate for Asphalt Cement with a Grade 3 aggregate is 0.32 Gal/SY and with a Grade 4 aggregate is 0.27 Gal/SY. The approximate application rate for an Emulsion with a Grade 3 aggregate is 0.48 Gal/SY and with a Grade 4 aggregate is 0.40 Gal/SY.

ITEM 320: EQUIPMENT FOR ASPHALT CONCRETE PAVEMENT

Provide a material transfer device capable of transferring mix from the haul trucks to the paver. Monitor its loading such that no damage is done to the existing pavement structures if a material transfer vehicle is used.

Securely attach a waterproof tarpaulin to the top of all trucks hauling ACP, to prevent air flow across the mix, for the duration of all ACP operations.

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ITEM 351: FLEXIBLE PAVEMENT STRUCTURE REPAIR

The Engineer will select the locations. The repairs will consist of the removal of existing subgrade, base and surfacing and replacement with asphaltic concrete pavement conforming to Item 3076, Dense Graded Hot-Mix Asphalt (Exempt), Type B, PG 64-22. All work and materials required to bring the repaired pavement section to its desired depth will be considered subsidiary to the item “Flexible Pavement Structure Repair”.

ITEM 400: EXCAVATION AND BACKFILL FOR STRUCTURES

Flexible base (Ty D) may be used for cement stabilized backfill aggregate, as approved.

ITEM 420: CONCRETE SUBSTRUCTURES

Concrete for pier and bent structure elements, when paid for by the cubic yard, will be measured for plans quantity payment in accordance with Article 420.5.2 of Item 420, “Concrete Substructures".

ITEM 427: SURFACE FINISHES FOR CONCRETE

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

ITEM 432: RIPRAP

The dimension as shown in the stone protection bid item description is the stone size as described in the specification. The required thickness will be as shown elsewhere in the plans.

Broken concrete removed under this contract may be used for the common stone riprap item.

ITEM 454: BRIDGE EXPANSION JOINTS

The steel components of the sealed expansion joint shall be galvanized in accordance with Item 445 “Galvanizing.”

ITEM 465: JUNCTION BOXES, MANHOLES, AND INLETS

Provide cast holes for interim drainage in inlets during construction. The size, number and position will be as directed. Plug these holes and any other temporary or interim holes as directed. This work will not be paid for directly but will be subsidiary to the pertinent items.

If necessary, place concrete (Cl B) on the bottom of inlets and manholes in order to match flow line grades of the adjacent storm drain lines. This work will not be paid for directly but will be subsidiary to the pertinent items.

ITEM 496: REMOVING STRUCTURES

Prior to the scheduling of a Pre-Construction Meeting, submit removal methods to the Area Engineer and to District Environmental Staff for their approval. Provide for approval a removal method that prevents materials from falling into the water and/or traffic. The method used and work performed will not be measured or paid for directly, but will be subsidiary to pertinent items.

The removal of the existing concrete riprap or stone riprap protecting the existing bridge, is subsidiary to Item 496 Removing Structures, except as shown in the plans.

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.

Work zone speed limit signing will be utilized. The work zone speed limit sign locations will be as directed. The work zone speed limit signs may need to be reinstalled/relocated/removed multiple times. This work will not be paid for directly but considered subsidiary to this item.

Use WZ(RS)-22 in conjunction with TCP(2-2) & TCP(2-3).

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

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

When using TCP(2-2b), channelizing devices may be omitted during base, subgrade and seal coat operations unless otherwise directed. Flaggers will be required at public intersections when channelizing devices are omitted.

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

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

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

Provide trail and lead vehicles when using TCP(3-1) or TCP(3-3).

Utilize TCP(3-3) for sweeping operations or for installing and removing tabs or raised pavement markers.

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

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

No additional payment will be made for relocating existing sign assemblies to temporary mounts.

Provide a 3:1 slope or flatter from the pavement edge with drums in all work areas during non-working hours. If adequate width is not available to set the drums, the 3:1 edge build up shall be widened to accommodate drum placement. Labor and materials involved in this work will not be paid for directly, but shall be considered subsidiary to the various bid items of the contract. After placement of the prime, the 3:1 slope will not be required, but drums will still be required.

Signs warning of temporary conditions, such as “NO CENTER LINE,” “LOOSE GRAVEL,” etc., shall only be displayed when conditions are present. Remove or completely cover signs that do not apply to the roadway conditions. These signs may be installed prior to beginning work but shall remain completely covered until the signs are applicable.

In accordance with Article 502.4.2, no payment will be made for the month if the contractor fails to provide or properly maintain signs in compliance with the contract requirements. Temporary warning signs that are visible when conditions do not apply will be considered improper maintenance of signs.

ITEM 504: FIELD OFFICE AND LABORATORY

Provide a Type D structure for the asphalt mix control laboratory for the engineer's exclusive use. Equip the structure with a 240 volt electrical entrance service. The service will consist of a minimum of four 120 volt circuits with 20 amp breakers and at most two grounded convenience outlets per circuit and provisions for a minimum of two 220 volt ovens. Space heaters for heating the structure are unacceptable. Portable structures will be support blocked for stability and will be tied down.

ITEM 506: TEMPORARY EROSION, SEDIMENTATION, AND ENVIRONMENTAL CONTROLS

1. See SWP3 plan sheet for total disturbed acreage.

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

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

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

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

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

ITEM 540: METAL BEAM GUARD FENCE

Furnish and install only one type of timber post at each location.

Furnish Type II rail elements at all locations.

ITEMS 540 & 544: METAL BEAM GUARD FENCE AND GUARDRAIL END TREATMENTS

No exposed bridge rail ends or guard fence ends will be allowed after normal working hours. Complete all work at each location during the normal working day.

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ITEM 545: CRASH CUSHION ATTENUATORS

Use either the ABSORB-19 or SLED-19 crash cushion attenuators.

Crash cushion attenuators are not to be salvaged, but are to remain the property of the contractor.

ITEM 552: WIRE FENCE

The fencing twisted stays as shown on the applicable Wire Fence standards (WF) shall be replaced with standard line posts. The required fencing material shall be attached to these additional line posts as described for a typical line post. This work and materials are subsidiary to the pertinent bid items.

ITEM 585: RIDE QUALITY FOR PAVEMENT SURFACES

Pay adjustments for ride quality on travel lanes shall be determined by Schedule 1.

ITEM 644: SMALL ROADSIDE SIGN SUPPORTS AND ASSEMBLIES

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

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

Install the wedge anchor system in a concrete footing 42" in depth and 12" in diameter. Foundation should take approximately 2.7 cubic feet of concrete.

ITEM 662: WORK ZONE PAVEMENT MARKINGS

Use raised pavement markers for removable work zone pavement markings.

Remove the exposed portions of the temporary flexible reflective roadway marker tabs after raised pavement markers are installed. If the tabs are not in line with the markings, remove the tabs immediately after the centerline markings are installed.

ITEM 677: ELIMINATING EXISTING PAVEMENT MARKINGS AND MARKERS

The method for eliminating rumble strip shall include planing to a minimum depth of 1-1/2" and at a minimum width necessary to remove the rumble strip. The removed material shall be replaced with asphaltic concrete pavement conforming to Item 3076, Dense Graded Hot-Mix Asphalt (Exempt), Type D, PG 64-22. A tack coat shall be applied prior to placement of ACP. All work and materials required to eliminate the rumble strip will be considered subsidiary to the item "Eliminating Existing Pavement Markings and Markers".

ITEM 3076: DENSE-GRADED HOT-MIX ASPHALT

Quantities shown for asphaltic concrete level-up are based on the average amount of material needed to bring depressed areas up to a desired grade and are shown on an average square yard basis. Place the level-up courses as directed.

Tie HMACP tapers to a vertical transition joint created by the milling operation at the beginning and ending transitions and at all exceptions, or as directed. Provide a temporary HMACP taper at vertical joints until overlay operations begin. Milling and HMACP work will not be paid for directly but will be considered subsidiary to this item.

Mixture designs, using the PG binder originally specified and without additives, failing to meet the requirements of Table 10 will require the addition of a minimum 1.0% of Type A hydrated lime based on dry weight of the total aggregate.

Use of RAS in the HMACP surface course is not permitted.

Do not add additional quantity of RAP to stockpiles tested and approved. If additional RAP is added to a stockpile, a new design and trial batch will be required prior to placement on the roadway.

The extracted aggregate from contractor-owned RAP shall have a minimum of 85% two crushed faces when tested in accordance with TEX-460-A, Part I.

ITEM 6001: PORTABLE CHANGEABLE MESSAGE SIGN

Provide Portable Changeable Message Signs (PCMS) for the duration of the project. Locations and messages or other miscellaneous uses of PCMS, shall be as approved or directed by the Engineer.

ITEM 6158: TRAILER MOUNTED SOLAR POWERED RADAR SPEED CONTROL MONITOR

Provide a radar unit that has a static sign to display the regulatory/work zone speed limit. Placement and locations will be as directed. The radar speed control monitor may need to be relocated/removed multiple times. This work will not be paid for directly but considered subsidiary to this item.

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

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

The TMA/TA used for installation/removal of traffic control for a work area will be subsidiary to the TMA/TA used to perform the work.

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0346-06-050 **DISTRICT** Yoakum **COUNTY** Lavaca
HIGHWAY SH 111

						TOTAL EST.	TOTAL FINAL
		CONTROL SECTION JOB		**0346-06-050**			
		PROJECT ID		**A00122832**			
		COUNTY		**Lavaca**			
		HIGHWAY		**SH 111**			
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL		
	100-6002	PREPARING ROW	STA	19.000		19.000	
	110-6001	EXCAVATION (ROADWAY)	CY	16,231.000		16,231.000	
	110-6002	EXCAVATION (CHANNEL)	CY	4,810.000		4,810.000	
	132-6006	EMBANKMENT (FINAL)(DENS CONT)(TY C)	CY	35,006.000		35,006.000	
	150-6002	BLADING	HR	90.000		90.000	
	160-6005	FURNISHING AND PLACING TOPSOIL	CY	2,108.800		2,108.800	
	164-6001	BROADCAST SEED (PERM) (RURAL) (SANDY)	SY	56,663.000		56,663.000	
	164-6009	BROADCAST SEED (TEMP) (WARM)	SY	14,166.000		14,166.000	
	164-6011	BROADCAST SEED (TEMP) (COOL)	SY	14,166.000		14,166.000	
	168-6001	VEGETATIVE WATERING	MG	480.000		480.000	
	169-6002	SOIL RETENTION BLANKETS (CL 1) (TY B)	SY	1,400.000		1,400.000	
	247-6057	FL BS (CMP IN PLC)(TYE GR1-2)(FNAL POS)	CY	4,873.000		4,873.000	
	260-6012	LIME(HYD,COM OR QK)(SLRY)OR QK(DRY)	TON	179.200		179.200	
	260-6027	LIME TRT (EXST MATL)(8")	SY	11,315.000		11,315.000	
	275-6001	CEMENT	TON	108.200		108.200	
	275-6011	CEMENT TREAT(EXIST MATL)(8")	SY	11,315.000		11,315.000	
	310-6009	PRIME COAT (MC-30)	GAL	4,254.000		4,254.000	
	316-6246	AGGR(TY-PE GR-3 SAC-B)	CY	250.900		250.900	
	316-6249	AGGR(TY-PE GR-4 SAC-B)	CY	32.000		32.000	
	316-6542	ASPH (AC 20-5TR OR AC-20XP OR CRS-2P)	GAL	9,909.000		9,909.000	
	351-6004	FLEXIBLE PAVEMENT STRUCTURE REPAIR(8")	SY	100.000		100.000	
	400-6005	CEM STABIL BKFL	CY	339.000		339.000	
	401-6001	FLOWABLE BACKFILL	CY	12.000		12.000	
	403-6001	TEMPORARY SPL SHORING	SF	2,440.000		2,440.000	
	416-6004	DRILL SHAFT (36 IN)	LF	1,770.000		1,770.000	
	416-6005	DRILL SHAFT (42 IN)	LF	2,840.000		2,840.000	
	420-6010	CL A CONC (PLUG)	EA	2.000		2.000	
	420-6013	CL C CONC (ABUT)	CY	135.600		135.600	
	420-6029	CL C CONC (CAP)	CY	122.400		122.400	
	420-6037	CL C CONC (COLUMN)	CY	114.500		114.500	
	422-6001	REINF CONC SLAB	SF	38,594.000		38,594.000	
	425-6039	PRESTR CONC GIRDER (TX54)	LF	5,010.000		5,010.000	
	432-6033	RIPRAP (STONE PROTECTION)(18 IN)	CY	3,320.000		3,320.000	
	450-6054	RAIL (TY SSTR) (W/DRAIN SLOTS)	LF	1,774.000		1,774.000	
	454-6018	SEALED EXPANSION JOINT (4 IN) (SEJ - M)	LF	270.000		270.000	
	464-6003	RC PIPE (CL III)(18 IN)	LF	142.000		142.000	
	465-6167	INLET (COMPL)(TY AD)	EA	2.000		2.000	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0346-06-050 **DISTRICT** Yoakum **COUNTY** Lavaca
HIGHWAY SH 111

							TOTAL EST.	TOTAL FINAL
			CONTROL SECTION JOB		**0346-06-050**			
			PROJECT ID		**A00122832**			
			COUNTY		**Lavaca**			
			HIGHWAY		**SH 111**			
ALT	**BID CODE**	**DESCRIPTION**		**UNIT**	EST.	FINAL		
	479-6006	ADJUSTING INLET (CAP)		EA	2.000		2.000	
	496-6010	REMOV STR (BRIDGE 100 - 499 FT LENGTH)		EA	1.000		1.000	
	496-6011	REMOV STR (BRIDGE 500 - 999 FT LENGTH)		EA	1.000		1.000	
	500-6001	MOBILIZATION		LS	1.000		1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING		MO	18.000		18.000	
	506-6001	ROCK FILTER DAMS (INSTALL) (TY 1)		LF	280.000		280.000	
	506-6011	ROCK FILTER DAMS (REMOVE)		LF	280.000		280.000	
	506-6038	TEMP SEDMT CONT FENCE (INSTALL)		LF	4,731.000		4,731.000	
	506-6039	TEMP SEDMT CONT FENCE (REMOVE)		LF	4,731.000		4,731.000	
	512-6005	PORT CTB (FUR & INST)(F-SHAPE)(TY 1)		LF	1,740.000		1,740.000	
	512-6029	PORT CTB (MOVE)(F-SHAPE)(TY 1)		LF	600.000		600.000	
	512-6053	PORT CTB (REMOVE)(F-SHAPE)(TY 1)		LF	1,740.000		1,740.000	
	530-6006	DRIVEWAYS (SURF TREAT)		SY	835.000		835.000	
	533-6001	RUMBLE STRIPS (SHOULDER)		LF	12,820.000		12,820.000	
	533-6002	RUMBLE STRIPS (CENTERLINE)		LF	6,410.000		6,410.000	
	540-6001	MTL W-BEAM GD FEN (TIM POST)		LF	900.000		900.000	
	540-6006	MTL BEAM GD FEN TRANS (THRIE-BEAM)		EA	8.000		8.000	
	542-6001	REMOVE METAL BEAM GUARD FENCE		LF	2,000.000		2,000.000	
	542-6005	RM MTL BM GD FEN TRANS (T101)		EA	8.000		8.000	
	544-6001	GUARDRAIL END TREATMENT (INSTALL)		EA	8.000		8.000	
	544-6002	GUARDRAIL END TREATMENT (MOVE & RESET)		EA	4.000		4.000	
	544-6003	GUARDRAIL END TREATMENT (REMOVE)		EA	8.000		8.000	
	545-6003	CRASH CUSH ATTEN (MOVE & RESET)		EA	4.000		4.000	
	545-6005	CRASH CUSH ATTEN (REMOVE)		EA	8.000		8.000	
	545-6019	CRASH CUSH ATTEN (INSTL)(S)(N)(TL3)		EA	8.000		8.000	
	644-6060	IN SM RD SN SUP&AM TYTWT(1)WS(P)		EA	2.000		2.000	
	644-6061	IN SM RD SN SUP&AM TYTWT(1)WS(T)		EA	2.000		2.000	
	644-6076	REMOVE SM RD SN SUP&AM		EA	4.000		4.000	
	658-6014	INSTL DEL ASSM (D-SW)SZ (BRF)CTB (BI)		EA	142.000		142.000	
	658-6060	REMOVE DELIN & OBJECT MARKER ASSMS		EA	8.000		8.000	
	658-6062	INSTL DEL ASSM (D-SW)SZ 1(BRF)GF2(BI)		EA	60.000		60.000	
	662-6067	WK ZN PAV MRK REMOV (W)6"(SLD)		LF	22,964.000		22,964.000	
	662-6098	WK ZN PAV MRK REMOV (Y)6"(SLD)		LF	24,518.000		24,518.000	
	662-6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2		EA	1,400.000		1,400.000	
	672-6009	REFL PAV MRKR TY II-A-A		EA	80.000		80.000	
	677-6028	ELIM EXT PV MRK & MRKS (RUMBLE STRIP)		LF	11,300.000		11,300.000	
	3076-6006	D-GR HMA TY-B PG70-22		TON	3,465.700		3,465.700	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0346-06-050 **DISTRICT** Yoakum **COUNTY** Lavaca
HIGHWAY SH 111

						TOTAL EST.	TOTAL FINAL
		CONTROL SECTION JOB		**0346-06-050**			
		PROJECT ID		**A00122832**			
		COUNTY		**Lavaca**			
		HIGHWAY		**SH 111**			
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL		
	3076-6042	D-GR HMA TY-D SAC-B PG70-22	TON	1,964.300		1,964.300	
	3076-6043	D-GR HMA TY-D PG70-22 (LEVEL-UP)	TON	2,501.500		2,501.500	
	3076-6066	TACK COAT	GAL	4,576.000		4,576.000	
	5116-6001	AMPHIBIAN/REPTILE EXCLUSION FENCE INST	LF	12,405.000		12,405.000	
	5116-6002	AMPHIBIAN/REPTILE EXCLUSION FENCE REM	LF	12,405.000		12,405.000	
	6001-6002	PORTABLE CHANGEABLE MESSAGE SIGN	EA	2.000		2.000	
	6158-6001	TMSP RADAR SPEED CONTROL MONITOR	EA	2.000		2.000	
	6185-6002	TMA (STATIONARY)	DAY	20.000		20.000	
	6185-6005	TMA (MOBILE OPERATION)	DAY	20.000		20.000	
	6439-6008	HPPM-RIB W/RET REQ TYI(W)6"(SLD)100MIL	LF	12,820.000		12,820.000	
	6439-6014	HPPM-RIB W/RET REQ TYI(Y)6"(BRK)100MIL	LF	1,610.000		1,610.000	
	6439-6018	PAVEMENT SEALER 6"	LF	1,890.000		1,890.000	
	18	SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000		1.000	
		EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000		1.000	

ROADWAY SUMMARY

LOCATION		ROADWAY SURFACE WIDTH			LIME SUBGRADE WIDTH		ITEM 260		ITEM 275		FLEX BASE WIDTH *		ITEM 247	PRIME & OCST WIDTH		ITEM 310	ITEM 316 OCST	
BEGIN	END	BEGIN WIDTH	END WIDTH	LENGTH	BEGIN WIDTH	END WIDTH	LIME (HYD, COM QK) (SLRY) OR QK (DRY) (5%) (8") #105 LBS/FT³	LIME TREAT (EXIST MATL) (8")	CEMENT (3%) (8") #105 LBS/FT³	CEMENT TREAT (EXIST MATL) (8")	BEGIN WIDTH	END WIDTH	FL BS (CMP IN PLC) (TYE GR1&2) (FNAL POS)	BEGIN WIDTH	END WIDTH	PRIME COAT (MC-30)	ASPH (AC-20-5TR OR AC-20XP OR CRS-2P)	AGGR (TY-PE GR-3 SAC-B)
STA	STA	FT	FT	FT	FT	FT	TON	SY	TON	SY	FT	FT	CY	FT	FT	GAL	GAL	CY
																0.2 GAL/SY	0.4 GAL/SY	85 SY/CY
983+93	992+40	40	40	847.00	11.50	34.50	17.1	1083	10.3	1083	10.75	33.75	465.4	10.00	33.00	405	810	23.9
992+40	994+31	40	40	191.00	47.00	47.00	7.9	499	4.8	499	45.50	45.50	214.6	44.00	44.00	187	374	11.0
994+31	995+32	40	45.5	101.00	47.00	52.50	4.4	280	2.7	280	45.50	51.00	120.4	44.00	49.50	105	210	6.2
995+32	996+32	45.5	51	100.00	52.50	58.00	4.9	307	3.0	307	51.00	56.50	132.8	49.50	55.00	117	233	6.9
996+32	997+27	51	51	94.50	58.00	58.00	4.8	305	2.9	305	56.50	56.50	131.9	55.00	55.00	116	231	6.8
997+27	997+39	44	44	12.00	51.00	51.00	0.6	34	0.4	34	49.50	49.50	14.7	48.00	48.00	13	26	0.8
998+63	998+75	44	44	12.00	51.00	51.00	0.6	34	0.4	34	49.50	49.50	14.7	48.00	48.00	13	26	0.8
998+75	999+69	51	51	94.50	58.00	58.00	4.8	305	2.9	305	56.50	56.50	131.9	55.00	55.00	116	231	6.8
999+69	1000+69	51	45.5	100.00	58.00	52.50	4.9	307	3.0	307	56.50	51.00	132.8	55.00	49.50	117	233	6.9
1000+69	1001+68	45.5	40	99.00	52.50	47.00	4.4	274	2.6	274	51.00	45.50	118.0	49.50	44.00	103	206	6.1
1001+68	1018+55	40	40	1687.00	47.00	47.00	69.4	4405	41.7	4405	45.50	45.50	1895.3	44.00	44.00	1650	3300	97.1
1018+55	1019+54	40	45.5	99.00	47.00	52.50	4.4	274	2.6	274	45.50	51.00	118.0	44.00	49.50	103	206	6.1
1019+54	1020+54	45.5	51	100.00	52.50	58.00	4.9	307	3.0	307	51.00	56.50	132.8	49.50	55.00	117	233	6.9
1020+54	1021+51	51	51	97.00	58.00	58.00	5.0	313	3.0	313	56.50	56.50	135.4	55.00	55.00	119	238	7.0
1021+51	1021+63	44	44	12.00	51.00	51.00	0.6	34	0.4	34	49.50	49.50	14.7	48.00	48.00	13	26	0.8
1028+78	1028+90	44	44	12.00	51.00	51.00	0.6	34	0.4	34	49.50	49.50	14.7	48.00	48.00	13	26	0.8
1028+90	1029+82	51	51	92.00	58.00	58.00	4.7	297	2.9	297	56.50	56.50	128.4	55.00	55.00	113	225	6.7
1029+82	1030+81	51	45.5	99.00	58.00	52.50	4.8	304	2.9	304	56.50	51.00	131.4	55.00	49.50	115	230	6.8
1030+81	1031+81	45.5	40	100.00	52.50	47.00	4.4	277	2.7	277	51.00	45.50	119.2	49.50	44.00	104	208	6.2
1031+81	1033+95	40	40	214.00	47.00	47.00	8.9	559	5.3	559	45.50	45.50	240.5	44.00	44.00	210	419	12.4
1033+95	1042+42	40	40	847.00	34.50	11.50	17.1	1083	10.3	1083	33.75	10.75	465.4	33.00	10.00	405	810	23.9
TOTALS							179.2	11315	108.2	11315			4873.0			4254	8501	250.9

* WIDTH INCLUDES 1/2 OF TAPER WHERE APPLICABLE
NOTE: LIME/CEMENT TREAT SUBGRADE ASSUMING 50% EACH ITEM
UNIT WEIGHT FOR EXISTING MATERIAL TO BE TREATED
THE USE OF LIME OR CEMENT WILL BE AS APPROVED BY THE ENGINEER

LOCATION		HMAC TY B WIDTH*		ITEM 3076	TACK COAT WIDTH		ITEM 3076	SEAL COAT WIDTH		ITEM 316 SEAL COAT		HMAC TY D LEVEL UP WIDTH*		ITEM 3076	ITEM 3076
BEGIN	END	BEGIN WIDTH	END WIDTH	D-GR HMA TY B PG 70-22 (3")	BEGIN WIDTH	END WIDTH	TACK COAT	BEGIN WIDTH	END WIDTH	ASPH (AC-20-5TR OR AC-20XP OR CRS-2P)	AGGR (TY-PE GR-4 SAC-B)	BEGIN WIDTH	END WIDTH	D-GR HMA TY-D PG 70-22 (LEVEL-UP) (1.5")	D-GR HMA TY-D PG 70-22 (LEVEL-UP) (VARIABLE DEPTH)
STA	STA	FT	FT	330 LBS/SY TON	FT	FT	0.1 GAL/SY GAL	FT	FT	0.34 GAL/SY GAL	130 SY/CY CY	FT	FT	165 LBS/SY TON	110 LBS/SY/IN TON
983+93	992+40	9.75	32.75	330.0	9.50	32.50	198	33.50	10.50	704	16.0	42.50	42.50	330.0	305.0
992+40	994+31	43.50	43.50	152.4	43.00	43.00	92	0.00	0.00	0	0.0	42.50	42.50	74.5	0.0
994+31	995+32	43.50	49.00	85.7	43.00	48.50	52	0.00	0.00	0	0.0	42.50	48.00	41.9	0.0
995+32	996+32	49.00	54.50	94.9	48.50	54.00	57	0.00	0.00	0	0.0	48.00	53.50	46.6	0.0
996+32	997+27	54.50	54.50	94.5	54.00	54.00	57	0.00	0.00	0	0.0	53.50	53.50	46.4	0.0
997+27	997+39	47.50	47.50	10.5	47.00	47.00	7	0.00	0.00	0	0.0	47.00	47.00	5.2	0.0
998+63	998+75	47.50	47.50	10.5	47.00	47.00	7	0.00	0.00	0	0.0	47.00	47.00	5.2	0.0
998+75	999+69	54.50	54.50	94.5	54.00	54.00	57	0.00	0.00	0	0.0	54.00	54.00	46.4	0.0
999+69	1000+69	54.50	49.00	94.9	54.00	48.50	57	0.00	0.00	0	0.0	53.50	48.00	46.6	0.0
1000+69	1001+68	49.00	43.50	84.0	48.50	43.00	51	0.00	0.00	0	0.0	48.00	42.50	41.1	0.0
1001+68	1018+55	43.50	43.50	1345.4	43.00	43.00	807	0.00	0.00	0	0.0	42.50	42.50	657.3	0.0
1018+55	1019+54	43.50	49.00	84.0	43.00	48.50	51	0.00	0.00	0	0.0	42.50	48.00	41.1	0.0
1019+54	1020+54	49.00	54.50	94.9	48.50	54.00	57	0.00	0.00	0	0.0	48.00	53.50	46.6	0.0
1020+54	1021+51	54.50	54.50	97.0	54.00	54.00	59	0.00	0.00	0	0.0	53.50	53.50	47.6	0.0
1021+51	1021+63	47.50	47.50	10.5	47.00	47.00	7	0.00	0.00	0	0.0	47.00	47.00	5.2	0.0
1028+78	1028+90	47.50	47.50	10.5	47.00	47.00	7	0.00	0.00	0	0.0	47.00	47.00	5.2	0.0
1028+90	1029+82	54.50	54.50	92.0	54.00	54.00	56	0.00	0.00	0	0.0	54.00	54.00	45.2	0.0
1029+82	1030+81	54.50	49.00	94.0	54.00	48.50	57	0.00	0.00	0	0.0	54.00	48.50	46.1	0.0
1030+81	1031+81	49.00	43.50	84.8	48.50	43.00	51	0.00	0.00	0	0.0	48.50	43.00	41.5	0.0
1031+81	1033+95	43.50	43.50	170.7	43.00	43.00	103	0.00	0.00	0	0.0	43.00	43.00	83.4	0.0
1033+95	1042+42	32.75	9.75	330.0	32.50	9.50	198	33.50	33.50	704	16.0	32.50	9.50	330.0	163.4
TOTALS				3465.7			2088			1408	32.0			2033.1	468.4

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

SUMMARY OF QUANTITIES

SHEET 1 OF 4

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	8

Plotted on: 1/19/2024

Design Filename: P:\116\02\02\12\design\Civil\Summaries\116020212SUM01.dgn

ROADWAY SUMMARY CONT'D

LOCATION		TACK COAT WIDTH		ITEM 3076	HMAC TY D SURF WIDTH*		ITEM 3076
BEGIN	END	BEGIN WIDTH	END WIDTH	TACK COAT	BEGIN WIDTH	END WIDTH	D-GR HMA TY-D SAC-B PG 70-22 (1.5")
				0.1 GAL/SY			165 LBS/SY
STA	STA	FT	FT	GAL	FT	FT	TON
983+93	992+40	42.00	42.00	396	41.00	41.00	318.4
992+40	994+31	42.00	42.00	90	41.00	41.00	71.8
994+31	995+32	42.00	47.50	51	41.00	46.50	40.6
995+32	996+32	47.50	53.00	56	46.50	52.00	45.2
996+32	997+27	47.50	53.00	56	52.00	52.00	45.1
997+27	997+39	46.00	46.00	7	45.00	45.00	5.0
998+63	998+75	46.00	46.00	7	45.00	45.00	5.0
998+75	999+69	53.00	53.00	56	52.00	52.00	45.1
999+69	1000+69	53.00	47.50	56	52.00	46.50	45.2
1000+69	1001+68	47.50	42.00	50	46.50	41.00	39.8
1001+68	1018+55	42.00	42.00	788	41.00	41.00	634.1
1018+55	1019+54	42.00	47.50	50	41.00	46.50	39.8
1019+54	1020+54	47.50	53.00	56	46.50	52.00	45.2
1020+54	1021+51	53.00	53.00	58	52.00	52.00	46.3
1021+51	1021+63	46.00	46.00	7	45.00	45.00	5.0
1028+78	1028+90	46.00	46.00	7	45.00	45.00	5.0
1028+90	1029+82	53.00	53.00	55	52.00	52.00	43.9
1029+82	1030+81	53.00	47.50	56	52.00	46.50	44.7
1030+81	1031+81	47.50	42.00	50	46.50	41.00	40.2
1031+81	1033+95	42.00	42.00	100	41.00	41.00	80.5
1033+95	1042+42	42.00	42.00	396	41.00	41.00	318.4
TOTALS				2448			1964.3

TCP SUMMARY

ITEM	0351	0401	0403	0420	0464	0465	0479	0512	0512	0512	0545
	FLEXIBLE PAVEMENT STRUCTURE REPAIR(8")	FLOWABLE BACKFILL	TEMPORARY SPL SHORING	CL A CONC (PLUG)	RC PIPE (CL III)(18 IN)	INLET (COMPL)(TY AD)	ADJUSTING INLET (CAP)	PORT CTB (FUR & INST)(F-SHAPE)(TY 1)	PORT CTB (MOVE)(F-SHAPE)(TY 1)	PORT CTB (REMOVE)(F-SHAPE)(TY 1)	CRASH CUSH ATTEN (MOVE & RESET)
	SY	CY	SF	EA	LF	EA	EA	LF	LF	LF	EA
TCP PH I		12.0	2440	2	142	2	2	600			
TCP PH II								1140	600	1740	4
TO BE DETERMINED BY THE ENGINEER	100										
TOTALS	100	12.0	2440	2	142	2	2	1740	600	1740	4

ITEM	0545	0545	0662	0662	0662	0677	6001	6158
	CRASH CUSH ATTEN (REMOVE)	CRASH CUSH ATTEN (INSTL)(S)(N)(TL3)	WK ZN PAV MRK REMOV (W)6"(SLD)	WK ZN PAV MRK REMOV (Y)6"(SLD)	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	ELIM EXT PV MRK & MRKS (RUMBLE STRIP)	PORTABLE CHANGEABLE MESSAGE SIGN	TMSP RADAR SPEED CONTROL MONITOR
	EA	EA	LF	LF	EA	LF	EA	EA
TCP PH I	4	8	11264	12818	200	11300		
TCP PH II	4		11700	11700	1200			
TO BE DETERMINED BY THE ENGINEER							2	2
TOTALS	8	8	22964	24518	1400	11300	2	2

ITEM	6185	6185
	TMA (STATIONARY)	TMA (MOBILE OPERATION)
	DAY	DAY
TCP PH I		
TCP PH II		
TO BE DETERMINED BY THE ENGINEER	20	20
TOTALS	20	20

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

SUMMARY OF QUANTITIES

SHEET 2 OF 4

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DRG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DRG:	YKM	LAVACA	0346	06	050	9

Plotted on: 12/13/2023

Design Filename: P:\116\02\02\12\design\Civil\Summaries\11602021 2SUM03.dgn

MISCELLANEOUS SUMMARY

ITEM	0150	0160	0164	0164	0164	*0166	0168	0169	0506	0506	0506
	BLADING	FURNISHING AND PLACING TOPSOIL	BROADCAST SEED (PERM) (RURAL) (SANDY)	BROADCAST SEED (TEMP) (WARM)	BROADCAST SEED (TEMP) (COOL)	FERTILIZER	VEGETATIVE WATERING	SOIL RETENTION BLANKETS (CL 1) (TY B)	ROCK FILTER DAMS (INSTALL) (TY 1)	ROCK FILTER DAMS (REMOVE)	TEMP SEDMT CONT FENCE (INSTALL)
	HR	CY	SY	SY	SY	TON	MG	SY	LF	LF	LF
STA 983+93 - STA 997+38	20.0	219.4	8946	2237	2237	0.462	76.00	1400	120	120	278
STA 997+38 - STA 998+62	5.0	194.7	1753	438	438	0.091	15.00				640
STA 998+62 - STA 1021+63	40.0	601.0	27779	6945	6945	1.435	235.00		40	40	2022
STA 1021+63 - STA 1028+78	5.0	705.4	6349	1587	1587	0.328	54.00				1646
STA 1028+78 - 1042+42	20.0	388.3	11836	2959	2959	0.611	100.00		120	120	145
TOTALS	**90.0**	**2108.8**	**56663**	**14166**	**14166**	**2.927**	**480.00**	**1400**	**280**	**280**	**4731**

*CONTRACTOR'S INFO ONLY

ITEM	0506	** 0530	0644	0644	0644	5116	5116
	TEMP SEDMT CONT FENCE (REMOVE)	DRIVEWAYS (SURF TREAT)	IN SM RD SN SUP&AM TYTWT(1)WS(P)	IN SM RD SN SUP&AM TYTWT(1)WS(T)	REMOVE SM RD SN SUP&AM	AMPHIBIAN/REPTILE EXCLUSION FENCE INST	AMPHIBIAN/REPTILE EXCLUSION FENCE REM
	LF	SY	EA	EA	EA	LF	LF
STA 983+93 - STA 997+38	278	107	1		1	2665	2665
STA 997+38 - STA 998+62	640					657	657
STA 998+62 - STA 1021+63	2022	498		1	1	4502	4502
STA 1021+63 - STA 1028+78	1646					1703	1703
STA 1028+78 - 1042+42	145	230	1	1	2	2878	2878
TOTALS	**4731**	**835**	**2**	**2**	**4**	**12405**	**12405**

** SEE DRIVEWAY DETAILS SHEET FOR SPECIFIC LOCATIONS AND ESTIMATE SUBSIDIARY QUANTITIES.

APPLICATION RATES

FERTILIZER:	500 LBS/AC
VEGETATIVE WATERING:	13.6 MG/AC/MO

MBGF AND DELINEATOR SUMMARY

ITEM	0540	0540	0542	0542	0544	0544	0544	0658	0658	0658
	MTL W-BEAM GD FEN (TIM POST)	MTL BEAM GD FEN TRANS (THRIE-BEAM)	REMOVE METAL BEAM GUARD FENCE	RM MTL BM GD FEN TRANS (T101)	GUARDRAIL END TREATMENT (INSTALL)	GUARDRAIL END TREATMENT (MOVE & RESET)	GUARDRAIL END TREATMENT (REMOVE)	INSTL DEL ASSM (D-SW)SZ (BR)CTB (BI)	REMOVE DELIN & OBJECT MARKER ASSMS	INSTL DEL ASSM (D-SW)SZ 1(BRF)GF2(BI)
	LF	EA	LF	EA	EA	EA	EA	EA	EA	EA
STA 995+32 - STA 997+38 (LT)	25	1	200	1	1		1		1	4
STA 995+32 - STA 997+38 (RT)	125	1	225	1	1		1		1	8
STA 997+38 - STA 998+62 (LT & RT)								12		
STA 998+62 - STA 1000+69 (LT)	125	1	225	1	1		1		1	8
STA 998+62 - STA 1000+69 (RT)	25	1	200	1	1		1		1	4
STA 1019+54 - STA 1021+63 (LT)	25	1	200	1	1		1		1	4
STA 1019+54 - STA 1021+63 (RT)	125	1	225	1	1		1		1	8
STA 1021+63 - STA 1028+78 (LT & RT)								60		
STA 1028+78 - STA 1030+81 (LT)	125	1	225	1	1		1		1	8
STA 1028+78 - STA 1030+81 (RT)	25	1	200	1	1		1		1	4
TCP PHASE I	300							30		12
TCP PHASE II			300			4		40		
TOTALS	**900**	**8**	**2000**	**8**	**8**	**4**	**8**	**142**	**8**	**60**

STRIPING SUMMARY

ITEM	0533	0533	0672	6439	6439	6439
	RUMBLE STRIPS (SHOULDER)	RUMBLE STRIPS (CENTERLINE)	REFL PAV MRKR TY II-A-A	HPPM-RIB W/RET REQ TYI(W)6"(SLD)100MIL	HPPM-RIB W/RET REQ TYI(Y)6"(BRK)100MIL	PAVEMENT SEALER 6"
	LF	LF	EA	LF	LF	LF
TOTALS	**12820**	**6410**	**80**	**12820**	**1610**	**1890**

PREP ROW SUMMARY

ITEM	0100	DESCRIPTION		
LOCATION	PREPARING ROW			
	STA			
STA 993+00 - STA 1000+00	7	STA 996+20 LT (20" OAK)	STA 996+30 LT (25" OAK)	STA 996+35 LT (27" OAK)
		STA 993+00 - STA 994+18 LT	STA 994+57 - STA 995+28 LT	STA 995+74 - STA 996+98 LT
STA 1020+00 - STA 1030+00	10	STA 1024+28 (16" ASH)	STA 1021+84 -STA 1025+15 LT	STA 1025+58 - STA 1026+07 LT
STA 1033+00-1035+00	2			
TOTALS	**19**			

NOTE: SEE PLAN AND PROFILE SHEETS FOR MORE DETAIL.

CONTRACTOR INFO ONLY, TREE REMOVAL PAID UNDER PREP ROW BY STATION

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

SUMMARY OF QUANTITIES

SHEET 3 OF 4

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	10

Plotted on: 12/13/2023

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END AREA VOLUME REPORT

REPORT CREATED: 01/03/2023

STATION	ITEM 110		ITEM 110		ITEM 132	
	EXCAVATION (ROADWAY)	ACCUM	EXCAVATION (CHANNEL)	ACCUM	EMBANKMENT	ACCUM
	CY	CY	CY	CY	CY	CY
983+93	0	0			0	0
984+00	1	1			2	2
984+50	7	8			10	12
985+00	7	15			9	21
985+50	9	24			8	29
986+00	9	33			7	36
986+50	10	43			9	45
987+00	10	53			11	56
987+50	16	69			15	71
988+00	22	91			20	91
988+50	22	113			28	119
989+00	24	137			34	153
989+50	29	166			40	193
990+00	36	202			48	241
990+50	47	249			60	301
991+00	55	304			73	374
991+50	57	361			86	460
992+00	59	420			96	556
992+50	65	485			122	678
993+00	95	580			129	807
993+50	266	846			121	928
994+00	387	1233			140	1068
994+50	338	1571			170	1238
995+00	269	1840			198	1436
995+50	184	2024			238	1674
996+00	159	2183			311	1985
996+50	181	2364			421	2406
997+00	214	2578			539	2945
997+39	185	2763			455	3400
998+00	0	2763	708	708	0	3400
998+63	0	2763	802	1510	0	3400
999+00	114	2877			258	3658
999+50	272	3149			676	4334
1000+00	215	3364			659	4993
1000+50	204	3568			637	5630
1001+00	230	3798			587	6217
1001+50	233	4031			529	6746
1002+00	227	4258			502	7248
1002+50	193	4451			468	7716
1003+00	154	4605			442	8158
1003+50	146	4751			374	8532
1004+00	153	4904			241	8773
1004+50	136	5040			199	8972
1005+00	138	5178			301	9273
1005+50	145	5323			340	9613
1006+00	139	5462			319	9932
1006+50	127	5589			311	10243
1007+00	126	5715			311	10554
1007+50	133	5848			319	10873
1008+00	136	5984			328	11201
1008+50	139	6123			340	11541
1009+00	159	6282			345	11886
1009+50	186	6468			346	12232
1010+00	205	6673			357	12589
1010+50	209	6882			352	12941
1011+00	226	7108			355	13296
1011+50	244	7352			360	13656
1012+00	244	7596			374	14030
1012+50	238	7834			401	14431
1013+00	240	8074			417	14848
1013+50	240	8314			425	15273
1014+00	247	8561			428	15701
1014+50	257	8818			422	16123
1015+00	263	9081			431	16554
1015+50	273	9354			455	17009
1016+00	270	9624			478	17487

END AREA VOLUME REPORT

REPORT CREATED: 01/03/2023

STATION	ITEM 110		ITEM 110		ITEM 132	
	EXCAVATION (ROADWAY)	ACCUM	EXCAVATION (CHANNEL)	ACCUM	EMBANKMENT	ACCUM
	CY	CY	CY	CY	CY	CY
1016+50	272	9896			498	17985
1017+00	285	10181			516	18501
1017+50	279	10460			542	19043
1018+00	263	10723			582	19625
1018+50	236	10959			624	20249
1019+00	249	11208			668	20917
1019+50	250	11458			744	21661
1020+00	205	11663			883	22544
1020+50	225	11888			1073	23617
1021+00	286	12174			1289	24906
1021+50	339	12513			1603	26509
1021+63	96	12609			469	26978
1022+50	0	12609	1245	1245	0	26978
1027+70	0	12609	0	1245	0	26978
1028+78	0	12609	2055	3300	0	26978
1029+00	93	12702			376	27354
1029+50	430	13132			1447	28801
1030+00	461	13593			1032	29833
1030+50	451	14044			759	30592
1031+00	327	14371			543	31135
1031+50	198	14569			355	31490
1032+00	134	14703			231	31721
1032+50	108	14811			162	31883
1033+00	120	14931			118	32001
1033+50	132	15063			99	32100
1034+00	136	15199			85	32185
1034+50	142	15341			72	32257
1035+00	141	15482			63	32320
1035+50	127	15609			57	32377
1036+00	96	15705			52	32429
1036+50	81	15786			48	32477
1037+00	70	15856			46	32523
1037+50	48	15904			45	32568
1038+00	40	15944			40	32608
1038+50	39	15983			35	32643
1039+00	48	16031			27	32670
1039+50	43	16074			19	32689
1040+00	32	16106			14	32703
1040+50	28	16134			12	32715
1041+00	24	16158			12	32727
1041+50	24	16182			12	32739
1042+00	27	16209			10	32749
1042+42	22	16231			7	32756
*					2250	35006
Grand Total:	**16231**		**4810**		**35006**	

NOTES:

1. USE EMBANKMENT (FINAL)(DENS CONT)(TY C) FOR ITEM 132.
* REPLACE PAVEMENT TO BE REMOVED WITH EMBANKMENT ITEM 132 WHERE APPLICABLE.
2. PAVEMENT REMOVAL INCLUDED IN ITEM 110.

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SH 111 AT LAVACA RIVER

SUMMARY OF QUANTITIES

SHEET 4 OF 4

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	11

SUMMARY OF SMALL SIGNS

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

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	POST TYPE FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	POSTS 1 or 2	ANCHOR TYPE UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	MOUNTING DESIGNATION PREFABRICATED P = "Plain" T = "T" U = "U"	1EXT or 2EXT = # of Ext BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	BRIDGE MOUNT CLEARANCE SIGNS (See Note 2) TY = TYPE TY N TY S
79	2-1	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	36x36	✓		TWT	1	WS	P		
86	9-1	I-3	Lavaca River	36x18	✓		TWT	1	WS	T		
87	10-1	I-3	Lavaca River	36x18	✓		TWT	1	WS	T		
89	12-1	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	36x36	✓		TWT	1	WS	P		

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

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

http://www.txdot.gov/

NOTE:

1. Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.
2. For installation of bridge mount clearance signs, see Bridge Mounted Clearance Sign Assembly (BMCS)Standard Sheet.
3. For Sign Support Descriptive Codes, see Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).

Texas Department of Transportation

Traffic Operations Division Standard

SUMMARY OF SMALL SIGNS

SOSS

FILE:	sums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT	May 1987	CONT	SECT	JOB	HIGHWAY
REVISIONS		0346	06	050	SH 111
4-16		DIST	COUNTY		SHEET NO.
8-16		YKM	LAVACA		12

18

DATE: 12/13/2028 8:18:26 AM
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DETOURS, BARRICADES, WARNING SIGNS, SEQUENCE OF WORK, ETC.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF ITEM 7, "LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC", OF THE STANDARD SPECIFICATIONS. CONTRACTOR TO FOLLOW SEQUENCE OF WORK, UNLESS OTHERWISE APPROVED. IN ADDITION TO THESE REQUIREMENTS, THE FOLLOWING PROVISIONS SHALL ALSO GOVERN ON THIS CONTRACT:

1. SEQUENCE OF WORK

SEQUENCE NOTES:

1. PROVIDE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) FOR THE DURATION OF THE PROJECT. LOCATIONS AND MESSAGES OR OTHER MISCELLANEOUS USES OF PCMS, SHALL BE AS APPROVED OR DIRECTED BY THE ENGINEER.

2. PLACE ADVANCE WARNING AND WORK ZONE SIGNS IN ACCORDANCE WITH TXDOT STANDARD SHEETS AND TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD).

3. PLACE SW3P DEVICES AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

4. APPLY TEMPORARY LANE CLOSURES AS NECESSARY UTILIZING TXDOT TCP STANDARDS.

5. PROVIDE A 3:1 SLOPE OR FLATTER FROM THE PAVEMENT EDGE WITH DRUMS IN ALL WORK AREAS DURING NON-WORKING HOURS. IF ADEQUATE WIDTH IS NOT AVAILABLE TO SET THE DRUMS, THE 3:1 EDGE BUILD UP SHALL BE WIDENED TO ACCOMMODATE DRUM PLACEMENT. LABOR AND MATERIALS INVOLVED IN THIS WORK WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS OF THE CONTRACT. AFTER PLACEMENT OF THE PRIME, THE 3:1 SLOPE WILL NOT BE REQUIRED, BUT DRUMS WILL STILL BE REQUIRED.

6. LIMIT UNEVEN PAVEMENT TO TWO DAYS PRODUCTION WITH THE REQUIREMENT THAT ALL LONGITUDINAL JOINTS ADJACENT TO A TRAVELWAY ARE CONSTRUCTED WITH A JOINT MAKER PROVIDING A MAXIMUM ONE INCH VERTICAL EDGE (1/2" DESIRABLE) WITH AN ADJACENT 6:1 TAPER.

PHASE IA:

a. THIS PHASE IS TO CONSTRUCT LEVEL UP PAVEMENT AS SHOWN ON TCP TYPICAL SECTIONS. THIS WILL ALLOW FOR POSITIVE DRAINAGE DURING PHASE I.

b. CONSTRUCT LEVEL UP PAVEMENT UNDER A ONE LANE-TWO WAY TRAFFIC OPERATION (TCP(2-2b)) DURING DAYTIME HOURS.

c. MAINTAIN THIS CONFIGURATION UNTIL THE COMPLETION OF LEVEL UP INSTALLATION.

d. PLACE TEMPORARY WZPM (TABS) DURING NON-WORKING HOURS.

e. DO NOT CONSTRUCT FINAL 1.5" HMAC TY-D SURFACE UNTIL PHASE III.

PHASE IB:

a. THIS PHASE IS TO CONSTRUCT THE BRIDGES AND APPROACHES FROM STA 996+50 TO STA 999+50 AND FROM STA 1021+00 TO STA 1029+50. WORK IS NOT TO BE PERFORMED OUTSIDE OF THESE LIMITS UNTIL PHASE IC.

b. DO NOT INSTALL PORTABLE CONCRETE TRAFFIC BARRIER (PCTB) OR SHIFT TRAFFIC TO THE PHASE I CONFIGURATION UNTIL PHASE IC.

c. INSTALL ADVANCED WARNING SIGN IN ACCORDANCE WITH TXDOT BC STANDARDS AND AS DIRECTED BY THE ENGINEER.

d. CONSTRUCT TEMPORARY SPECIAL SHORING, BRIDGES, AND APPROACHES FROM STA 996+50 TO STA 999+50 AND FROM STA 1021+00 TO STA 1029+50.

e. DO NOT CONSTRUCT FINAL 1.5" HMAC TY-D SURFACE UNTIL PHASE III.

PHASE IC:

a. WORK IN THIS PHASE TO BEGIN IN THE FINAL STAGES OF PHASE IB. FINISH THIS PHASE AT THE SAME TIME AS PHASE IB.

b. THIS PHASE IS TO CONSTRUCT THE PORTION OF THE APPROACHES FROM STA 983+93 TO STA 996+50, FROM STA 999+50 TO STA 1021+00, AND FROM STA 1029+50 TO STA 1042+42.
THIS PHASE IS SUBJECT TO MILESTONE COMPLETION.

c. PLACE WZPM IN THE CONFIGURATION SHOWN ON THE PHASE I TCP SHEETS.

d. INSTALL PCTB AND CCA AS SHOWN ON PHASE I TCP SHEETS.

e. SHIFT TRAFFIC TO THE PHASE I TRAFFIC CONFIGURATION.

f. CONSTRUCT TEMPORARY SPECIAL SHORING, MBGF AND APPROACHES AS SHOWN IN THE PLANS.

g. DO NOT CONSTRUCT 1.5" HMAC TY-D SURF UNTIL PHASE III.

PHASE IIA:

a. THIS PHASE IS TO CONSTRUCT THE LEVEL UP PAVEMENT TO COMPLETE THE TRANSITION TO THE NEWLY CONSTRUCTED PAVEMENT.

b. UNDER ONE LANE-TWO WAY TRAFFIC CONTROL DURING DAY TIME HOURS, CONSTRUCT LEVEL UP PAVEMENT USING TCP (2-2b).

c. MAINTAIN THIS CONFIGURATION UNTIL THE COMPLETION OF LEVEL UP INSTALLATION.

d. PLACE TEMPORARY WZPM (TABS) DURING NON-WORKING HOURS.

e. DO NOT CONSTRUCT FINAL 1.5" HMAC TY-D SURFACE UNTIL PHASE III.

PHASE IIB:

a. SEE TCP(2-3b) FOR SIGN PLACEMENT.

b. PLACE WZPM IN THE CONFIGURATION SHOWN ON THE PHASE II TCP SHEETS.

c. INSTALL PCTB AND CCA AS SHOWN ON PHASE II TCP SHEETS.

d. SHIFT TRAFFIC TO THE PHASE II TRAFFIC CONFIGURATION.

e. CONSTRUCT BRIDGE, MBGF AND APPROACHES AND REMOVE THE EXISTING BRIDGE AS SHOWN IN THE PLANS.

f. DO NOT CONSTRUCT 1.5" HMAC TY-D SURF UNTIL PHASE III.

PHASE III:

a. PLACE PERMANENT SIGNING AS SHOWN IN THE PLANS.

b. PLACE TEMPORARY WZPM (TABS) IN THE PERMANENT CONFIGURATION.

c. USING ONE LANE TWO WAY TRAFFIC (TCP(2-2b) CONSTRUCT THE FINAL OVERLAY. PLACE TEMPORARY WZPM (TABS) IN THE PERMANENT CONFIGURATION.

d. USING MOBILE OPERATIONS (TCP(3-1b), PLACE THE FINAL PAVEMENT MARKINGS INCLUDING REESTABLISHING PAVEMENT MARKINGS OUTSIDE THE PROJECT LIMITS WHICH WERE REMOVED DURING TCP.

e. PERFORM FINAL CLEAN UP OPERATIONS.

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

REV. NO.	DATE	DESCRIPTION	BY

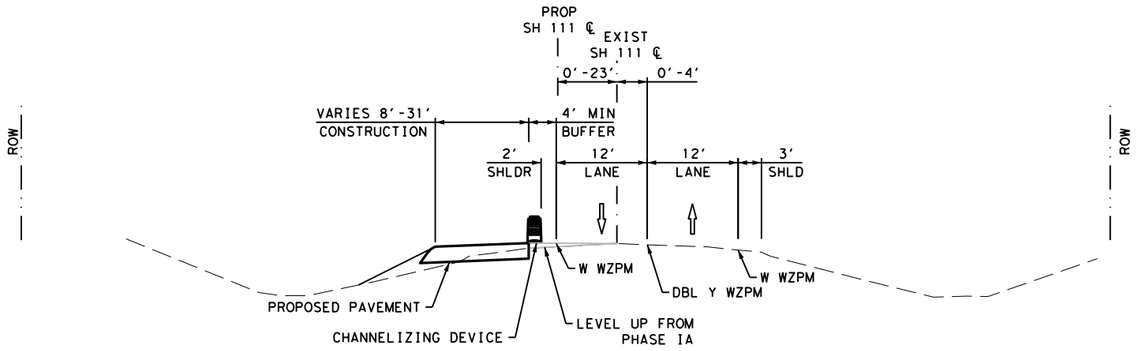
PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

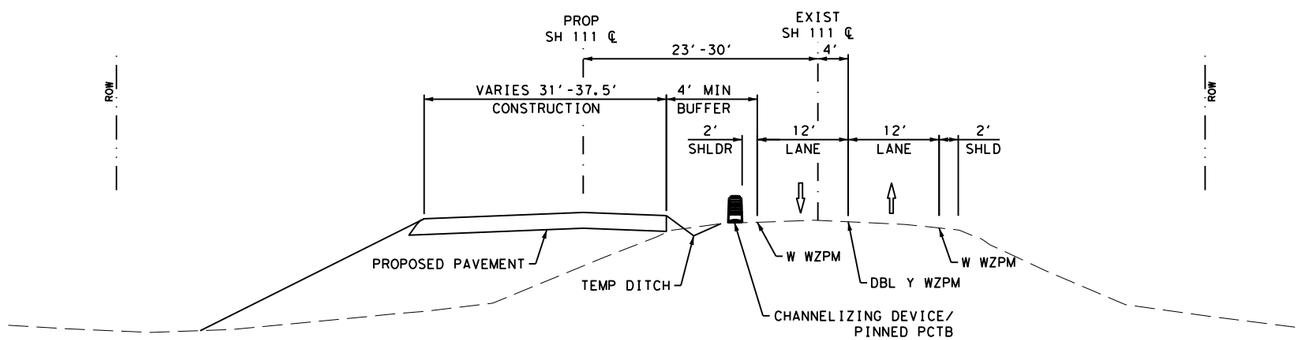
TRAFFIC CONTROL PLAN NARRATIVE

SHEET 1 OF 1

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	13



PHASE I
N.T.S.
STA 983+93 TO STA 992+40
STA 1033+95 TO STA 1042+42



PHASE I
N.T.S.
STA 992+40 TO STA 995+32
STA 1000+69 TO STA 1019+54
STA 1030+81 TO STA 1033+95

DESIGN

STATE OF TEXAS · CARLOS F. CANTU-VILLARREAL · 140328 · LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS · LUKE REED · 101242 · LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

NOT TO SCALE

REV. NO.	DATE	DESCRIPTION	BY

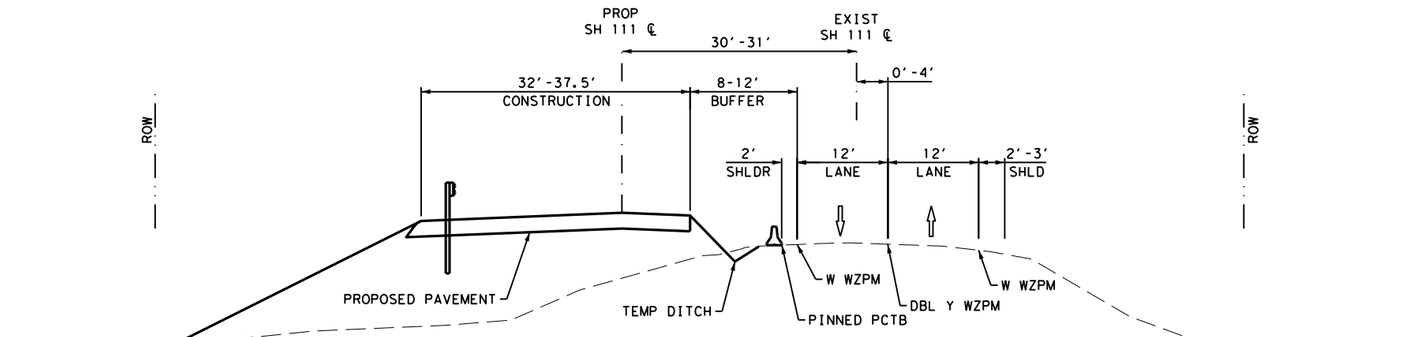
PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TCP PH I
TYPICAL SECTIONS

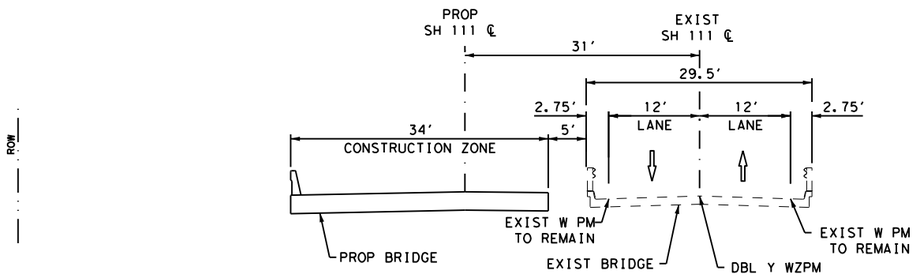
SHEET 1 OF 4

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	14



SEE PLAN VIEW FOR MBGF LIMITS

PHASE I
N.T.S.
STA 995+32 TO STA 997+38.50
STA 998+62.50 TO STA 1000+69
STA 1019+54 TO STA 1021+63
STA 1028+78 TO STA 1030+81



PHASE I- BRIDGE
N.T.S.
STA 997+38.50 TO STA 998+62.50
STA 1021+63 TO STA 1028+78

DESIGN

STATE OF TEXAS · CARLOS F. CANTU-VILLARREAL · 140328 · LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS · LUKE REED · 101242 · LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

NOT TO SCALE

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TCP PH I
TYPICAL SECTIONS

SHEET 2 OF 4

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	15

Plotted on: 12/13/2023

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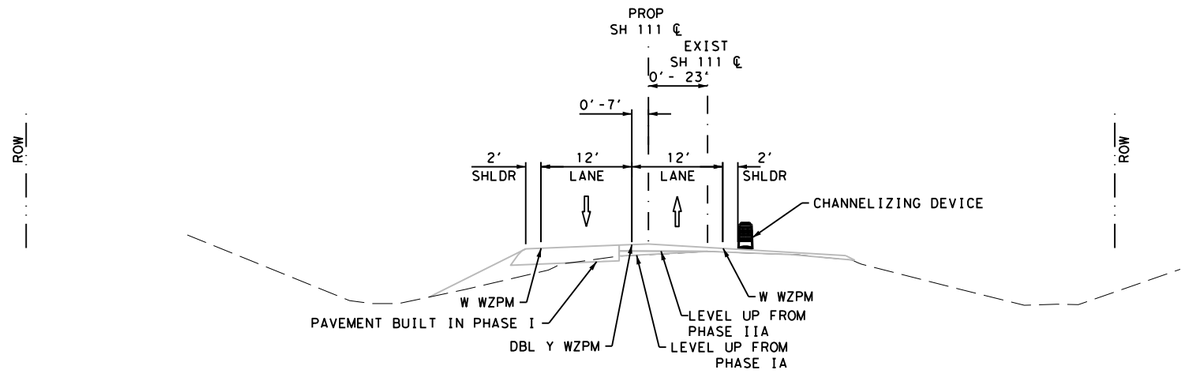
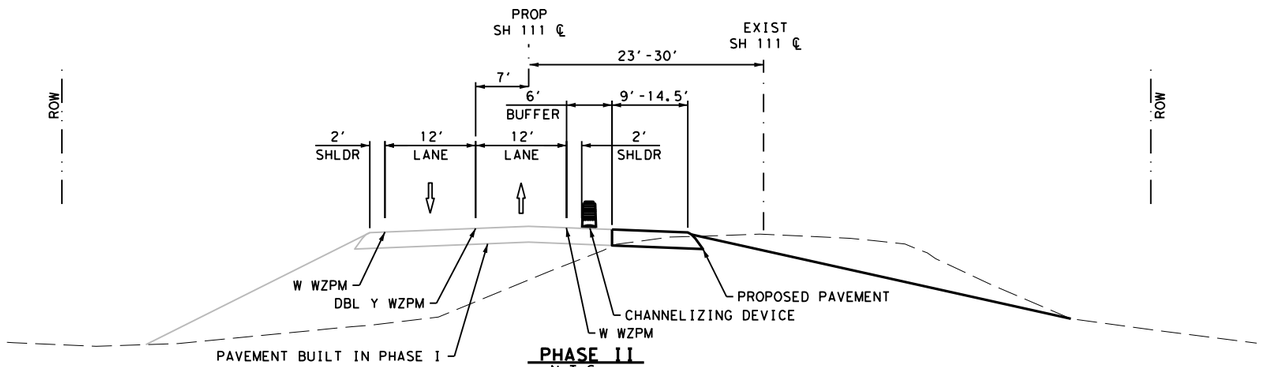


PHASE II
N.T.S.

STA 983+93 TO STA 992+40
STA 1033+95 TO STA 1042+42



PHASE II
N.T.S.

STA 992+40 TO STA 995+32
STA 1000+69 TO STA 1019+54
STA 1030+81 TO STA 1033+95

DESIGN

STATE OF TEXAS · CARLOS F. CANTU-VILLARREAL · 140328 · LICENSED · PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS · LUKE REED · 101242 · LICENSED · PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

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REV. NO.	DATE	DESCRIPTION	BY

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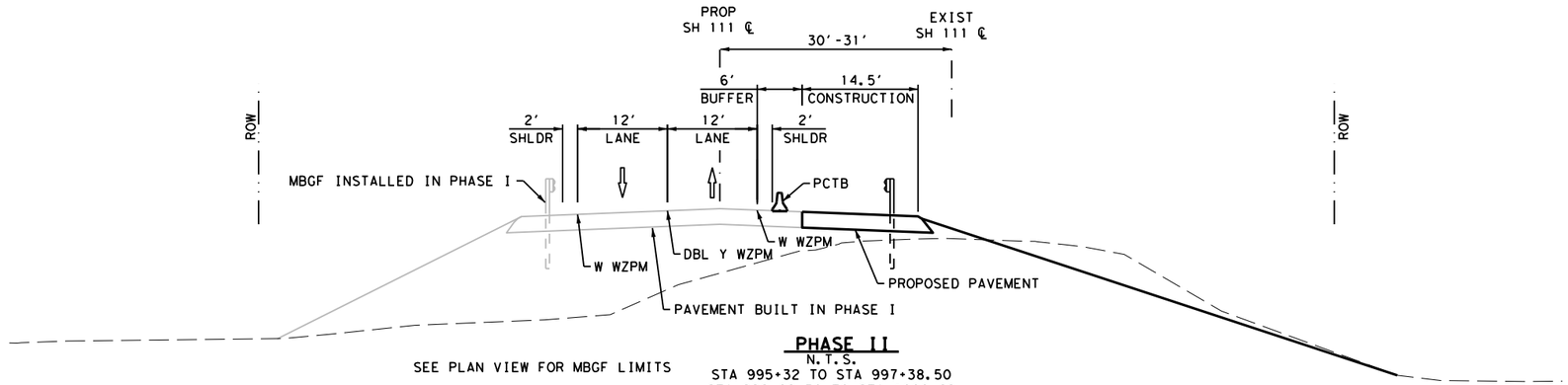
SH 111 AT LAVACA RIVER

TCP PH II
TYPICAL SECTIONS

SHEET 3 OF 4

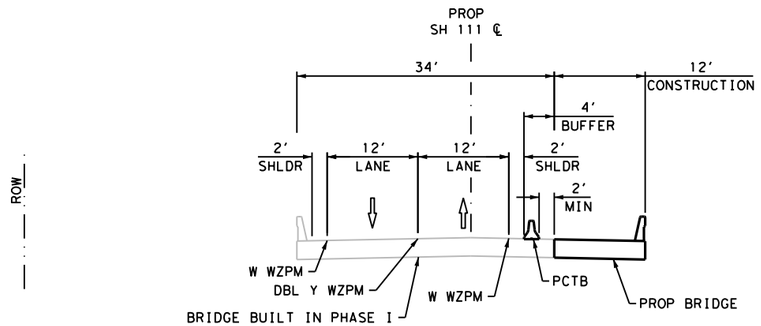
DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	16



PHASE II
N.T.S.

SEE PLAN VIEW FOR MBGF LIMITS

STA 995+32 TO STA 997+38.50
STA 998+62.50 TO STA 1000+69
STA 1019+54 TO STA 1021+63
STA 1028+78 TO STA 1030+81



PHASE II- BRIDGE
N.T.S.

STA 997+38.50 TO STA 998+62.50
STA 1021+63 TO STA 1028+78

NOT TO SCALE

DESIGN

STATE OF TEXAS · CARLOS F. CANTU-VILLARREAL · 140328 · LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS · LUKE REED · 101242 · LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

REV. NO.	DATE	DESCRIPTION	BY

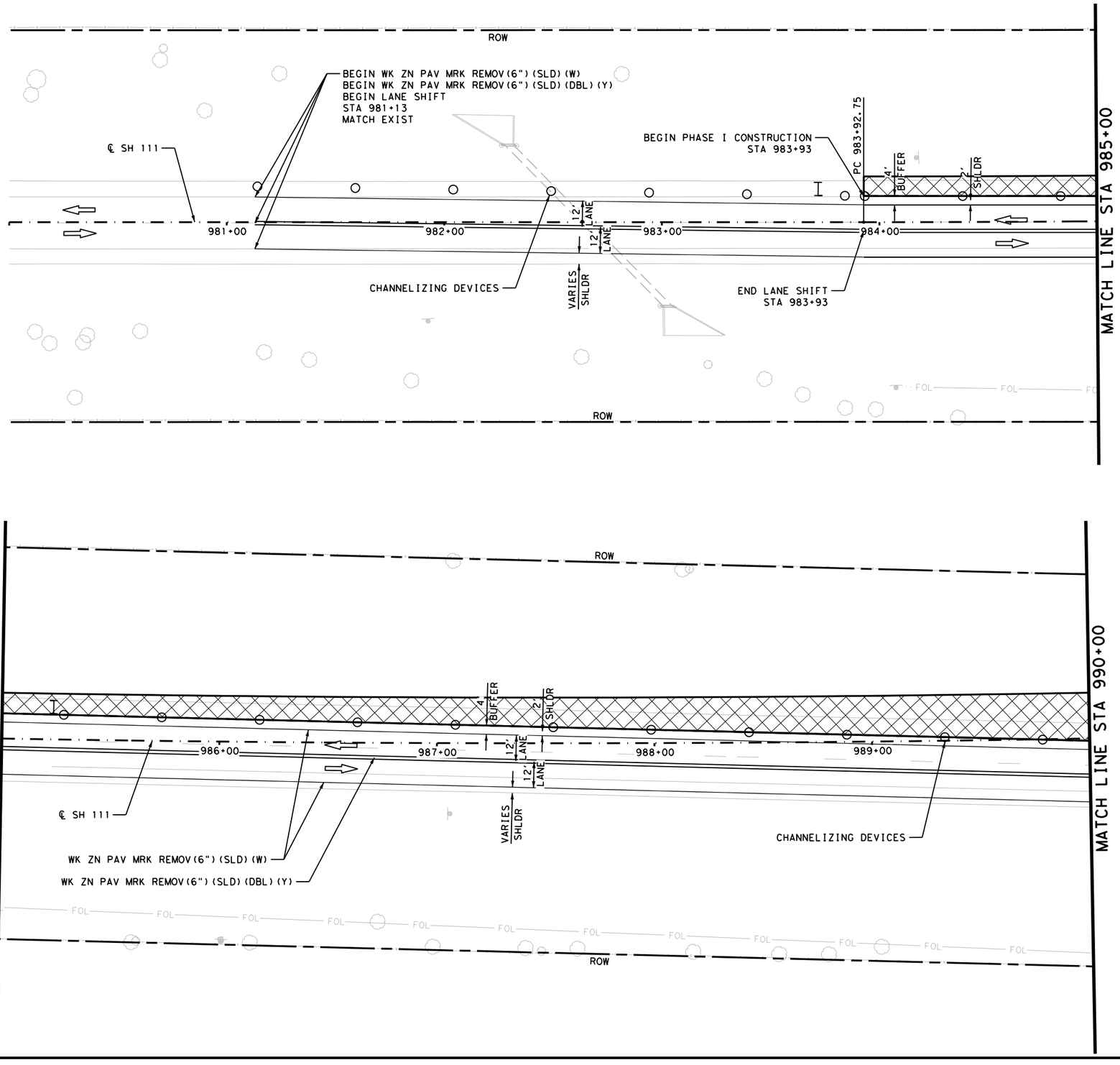
PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TCP PH II
TYPICAL SECTIONS

SHEET 4 OF 4

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	17



TCP LEGEND

- CONSTRUCTION AREA
- TYPE 3 BARRICADE
- CHANNELIZING DEVICES (DRUMS)
- PCTB
- TRAFFIC FLOW ARROWS

TCP NOTES:

1. FOR ADDITIONAL DETAILS SEE TxDOT TCP STANDARD SHEETS.
2. EXISTING FEATURES ARE SHOWN SCREENED BACK.
3. EXISTING PAVEMENT MARKINGS CONFLICTING WITH WORK ZONE PAVEMENT MARKINGS SHALL BE REMOVED. THIS WORK IS CONSIDERED SUBSIDIARY TO THE WORK ZONE PAVEMENT MARKING ITEMS.
4. EXISTING RUMBLE STRIPS IN CONFLICT WITH THE PROPOSED TCP SHALL BE REMOVED OR FILLED TO THE SATISFACTION OF THE ENGINEER.
5. CONTRACTOR TO ENSURE POSITIVE DRAINAGE AT ALL TIMES, PUMPING SUBSIDIARY TO VARIOUS BID ITEMS.

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TRAFFIC CONTROL PLAN PHASE I

BEGIN TO STA 990+00

SHEET 1 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	18

Plotted on: 12/13/2023

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Plotted on: 12/13/2023

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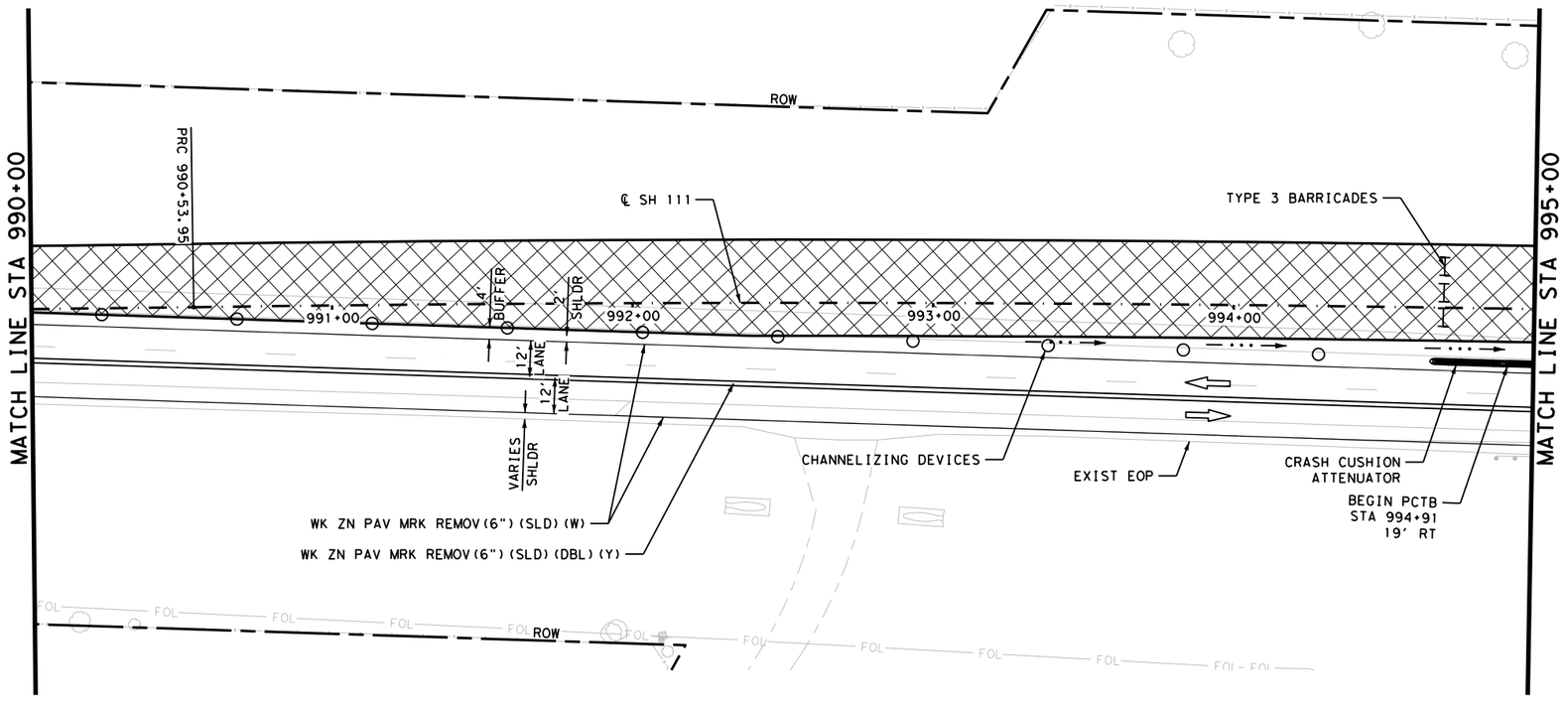

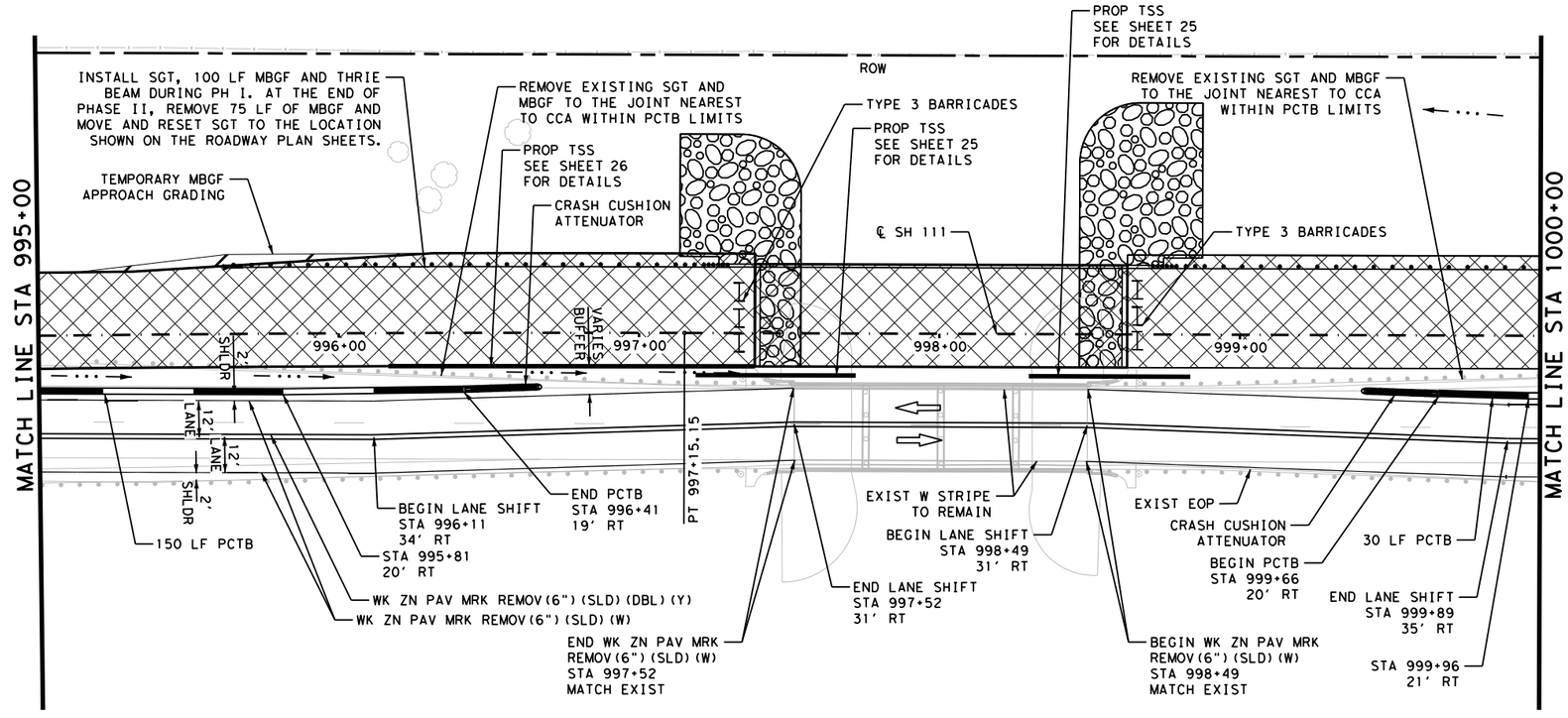

TCP LEGEND

- CONSTRUCTION AREA
- TYPE 3 BARRICADE
- CHANNELIZING DEVICES (DRUMS)
- PCTB
- TRAFFIC FLOW ARROWS

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DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

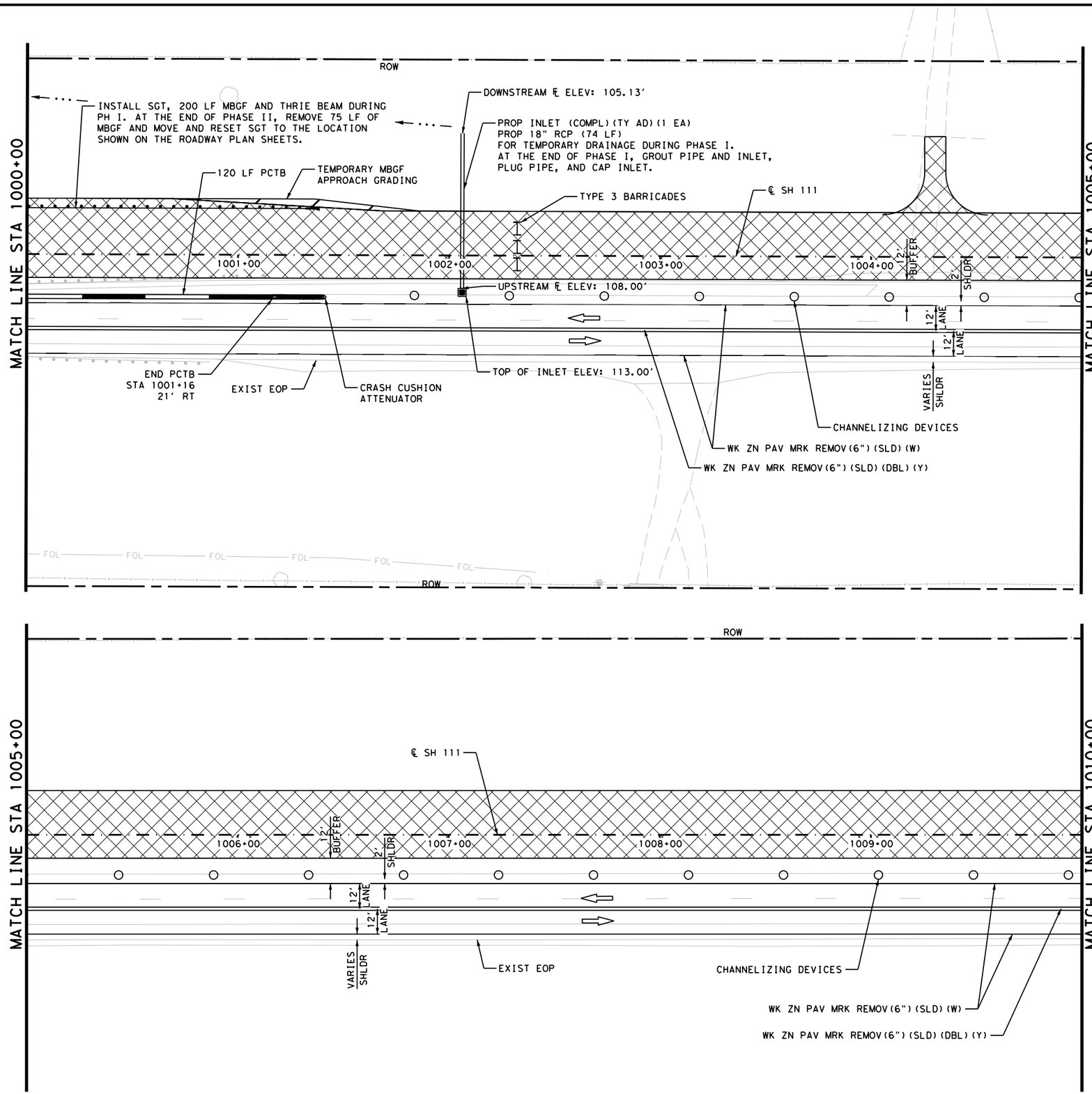
SH 111 AT LAVACA RIVER

TRAFFIC CONTROL PLAN PHASE I

STA 990+00 TO STA 1000+00

SHEET 2 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	19



TCP LEGEND

- CONSTRUCTION AREA
- TYPE 3 BARRICADE
- CHANNELIZING DEVICES (DRUMS)
- PCTB
- TRAFFIC FLOW ARROWS

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DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TRAFFIC CONTROL PLAN PHASE I

STA 1000+00 TO STA 1010+00

SHEET 3 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	20

Plotted on: 12/13/2023

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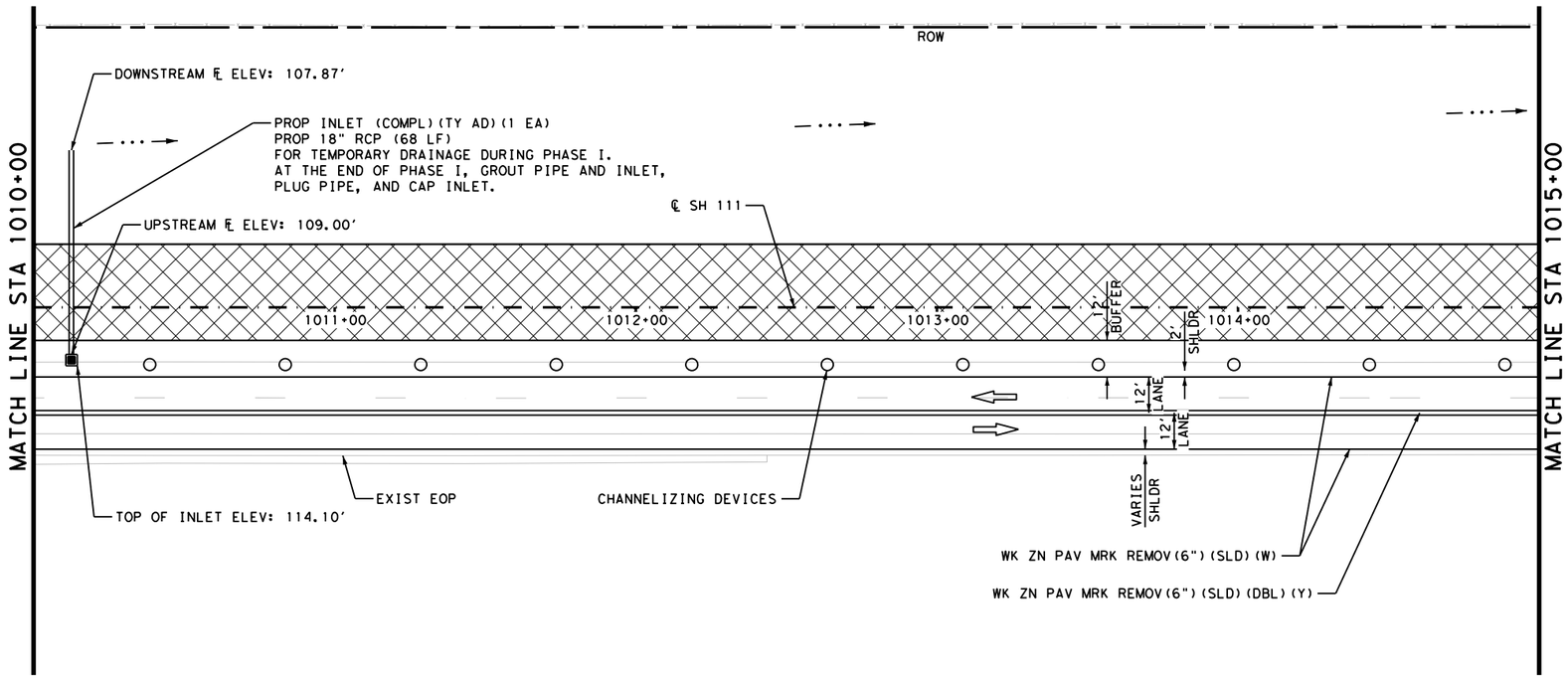

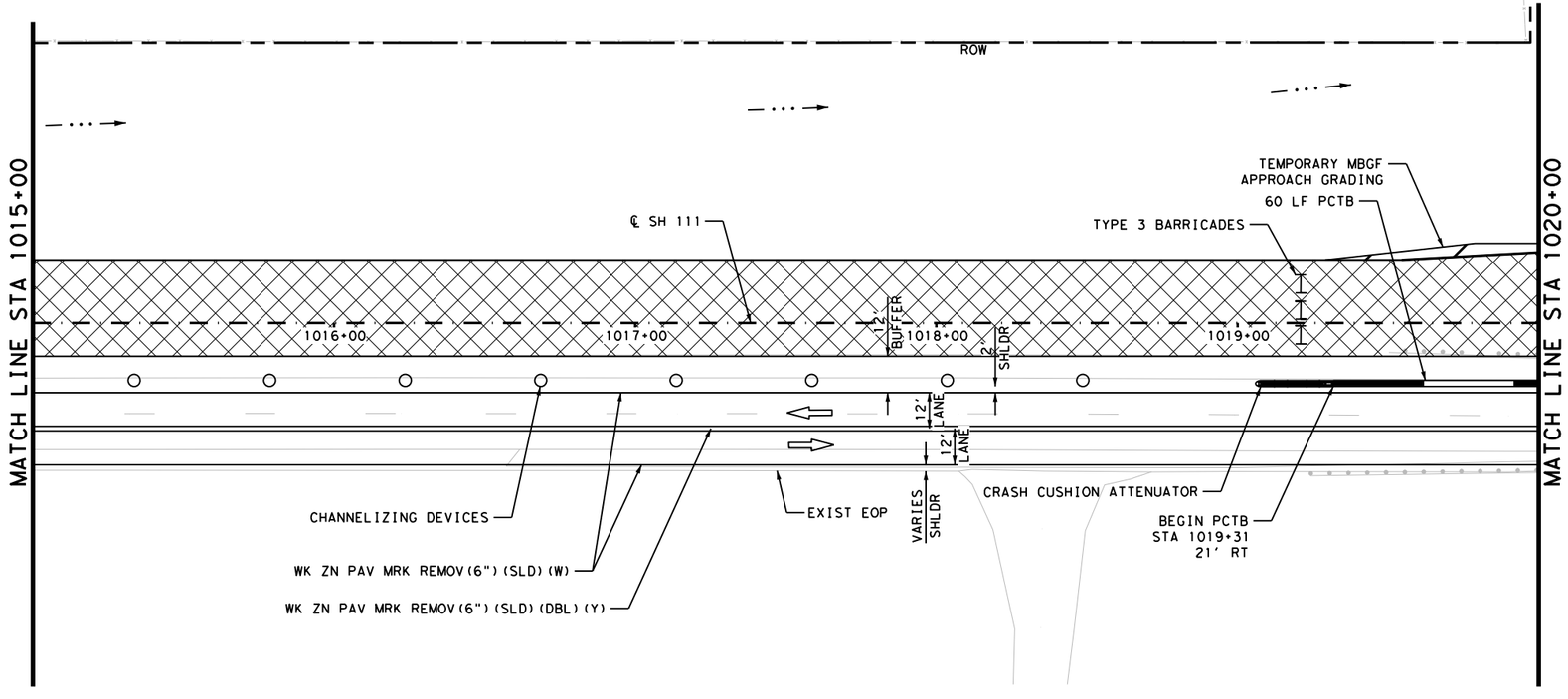

TCP LEGEND

- CONSTRUCTION AREA
- TYPE 3 BARRICADE
- CHANNELIZING DEVICES (DRUMS)
- PCTB
- TRAFFIC FLOW ARROWS

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DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

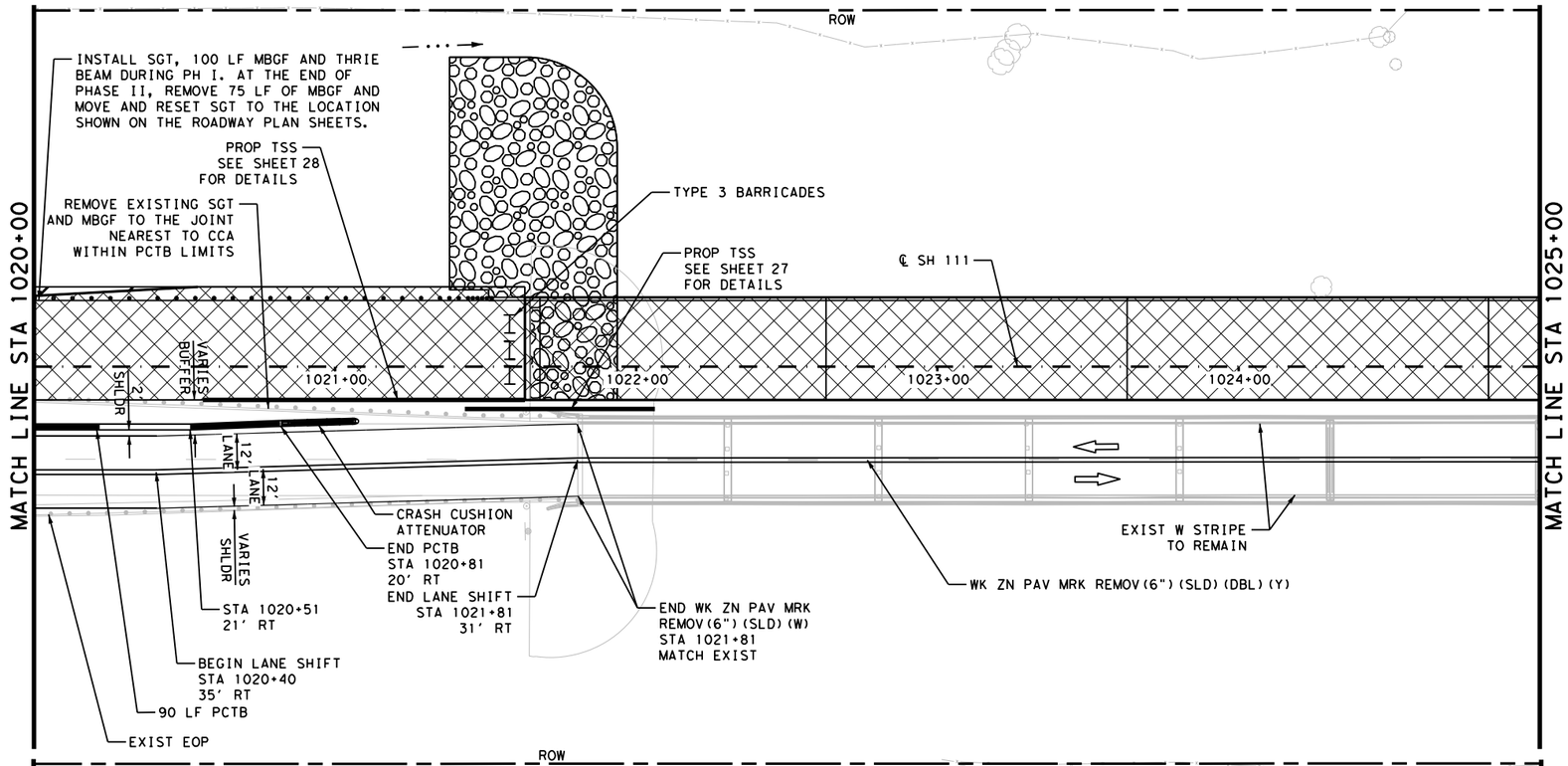
SH 111 AT LAVACA RIVER

TRAFFIC CONTROL PLAN PHASE I

STA 1010+00 TO STA 1020+00

SHEET 4 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	21



TCP LEGEND

- CONSTRUCTION AREA
- TYPE 3 BARRICADE
- CHANNELIZING DEVICES (DRUMS)
- PCTB
- TRAFFIC FLOW ARROWS

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DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TRAFFIC CONTROL PLAN PHASE I

STA 1020+00 TO STA 1030+00

SHEET 5 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	22

Plotted on: 12/13/2023

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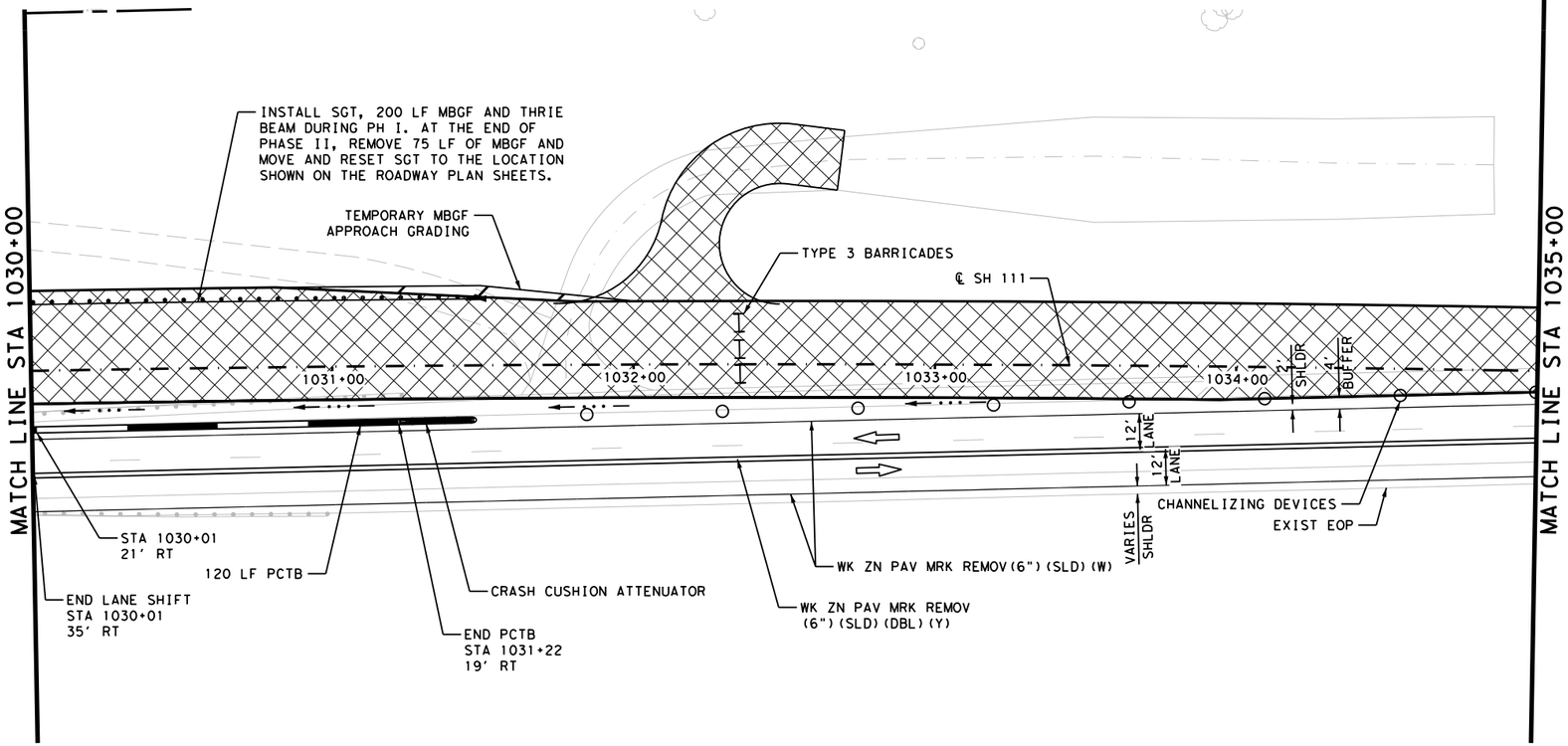

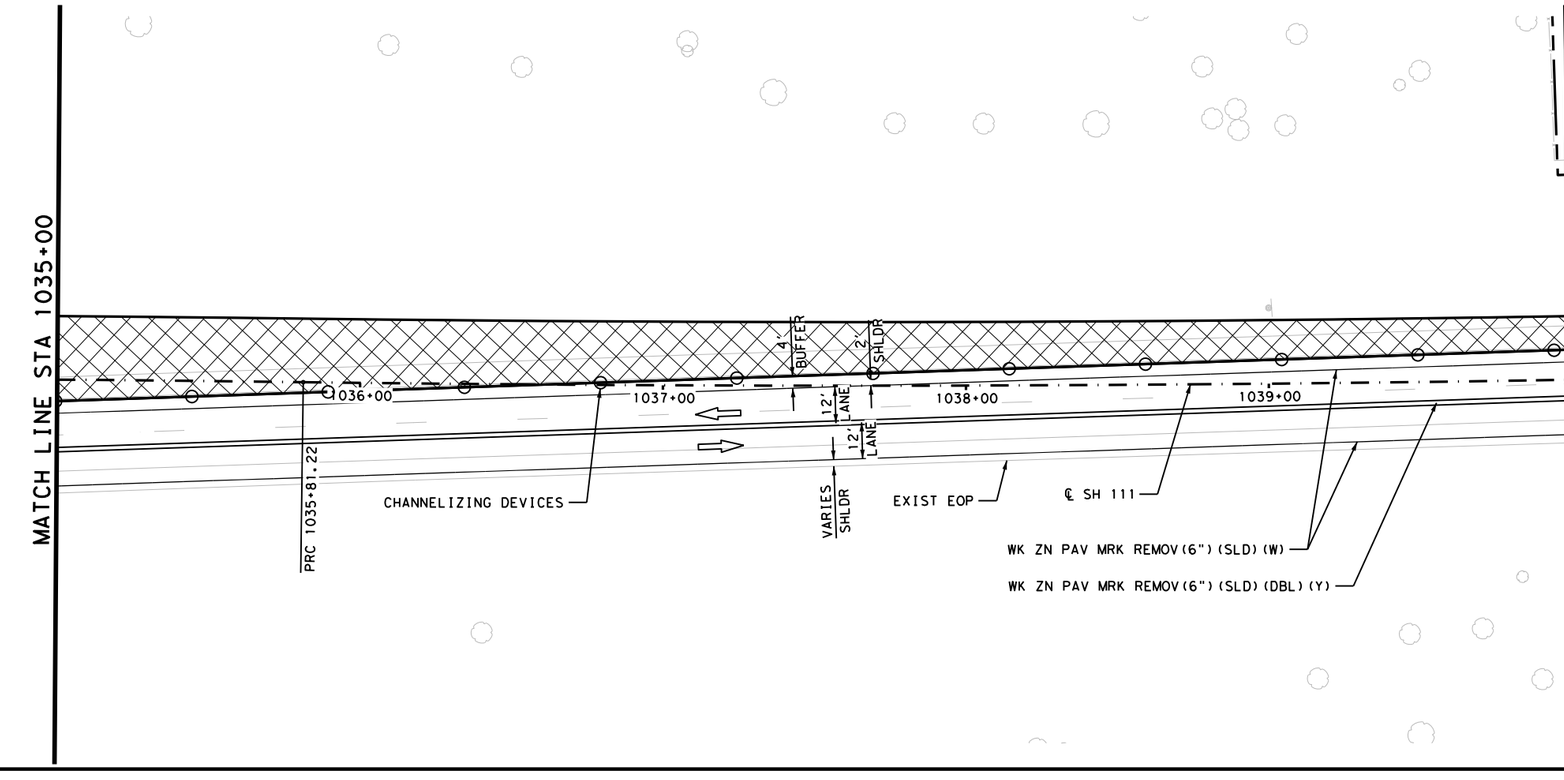

TCP LEGEND

- CONSTRUCTION AREA
- TYPE 3 BARRICADE
- CHANNELIZING DEVICES (DRUMS)
- PCTB
- TRAFFIC FLOW ARROWS

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DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

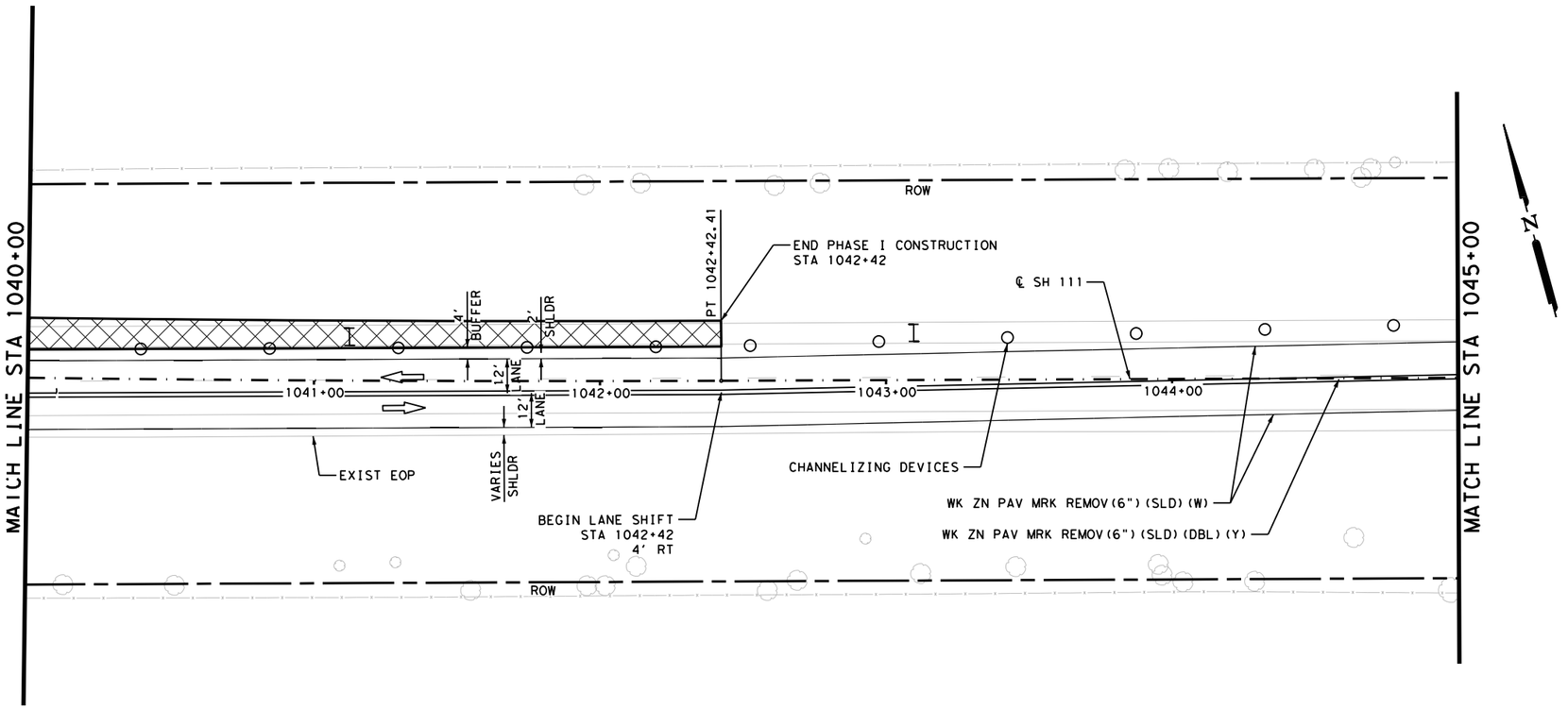
SH 111 AT LAVACA RIVER

TRAFFIC CONTROL PLAN PHASE I

STA 1030+00 TO STA 1040+00

SHEET 6 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	23



TCP LEGEND

- CONSTRUCTION AREA
- TYPE 3 BARRICADE
- CHANNELIZING DEVICES (DRUMS)
- PCTB
- TRAFFIC FLOW ARROWS

TCP NOTES:

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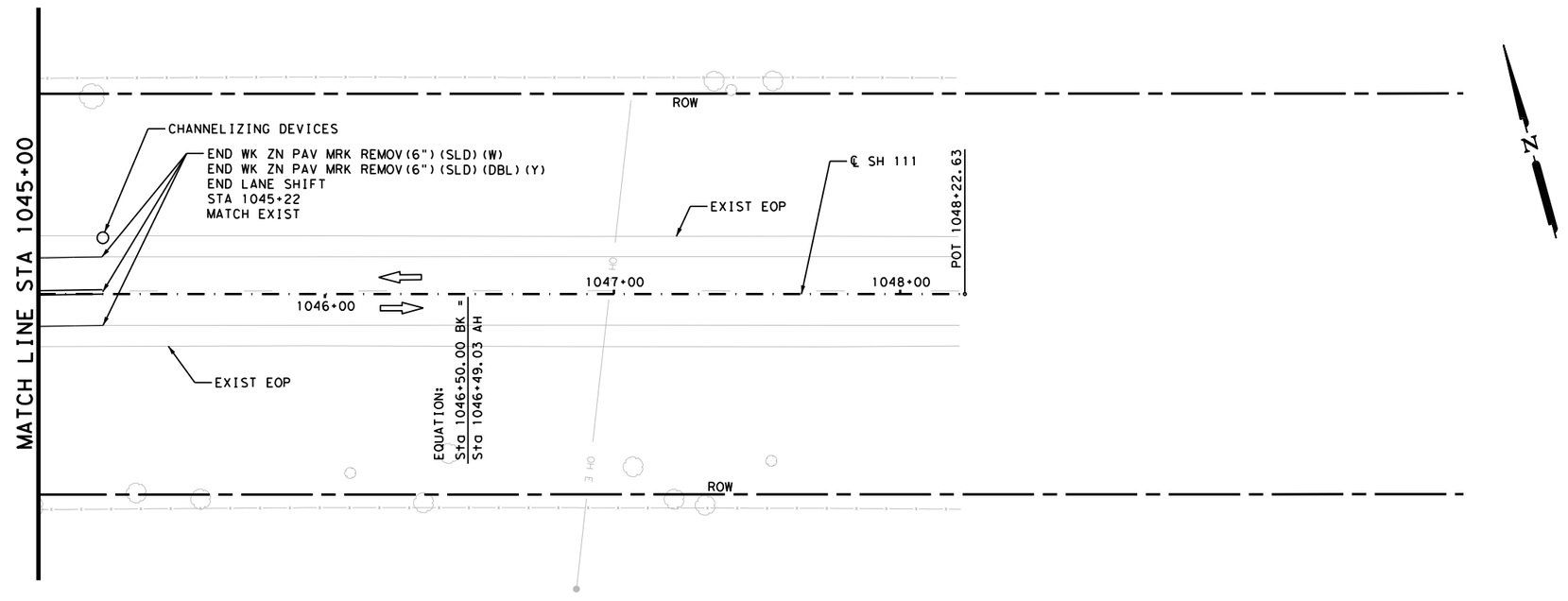


DESIGN

STATE OF TEXAS
CARLOS F. CANTU-VILLARREAL
140328
LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS
LUKE REED
101242
LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

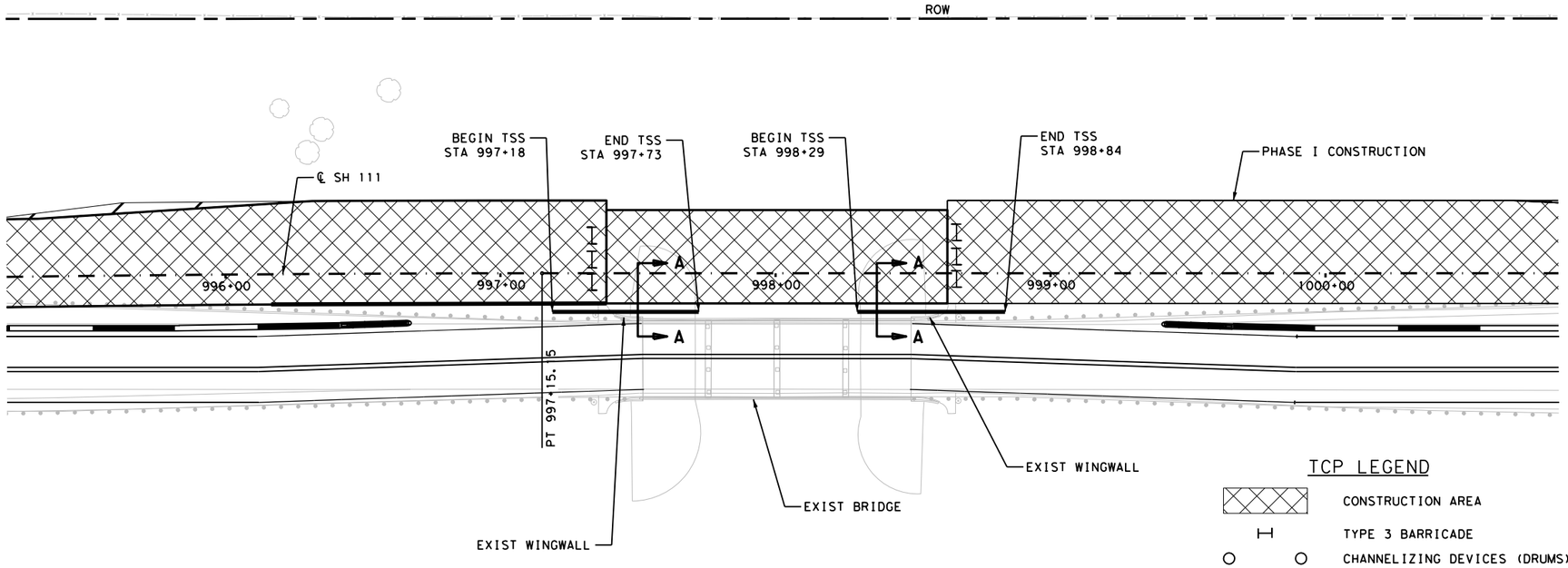
TRAFFIC CONTROL PLAN PHASE I

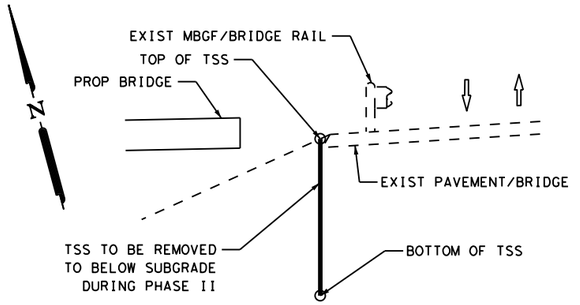
STA 1040+00 TO END

SHEET 7 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	24

Plotted on: 12/13/2023





SECTION A-A
NTS

TCP NOTES:

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TCP LEGEND

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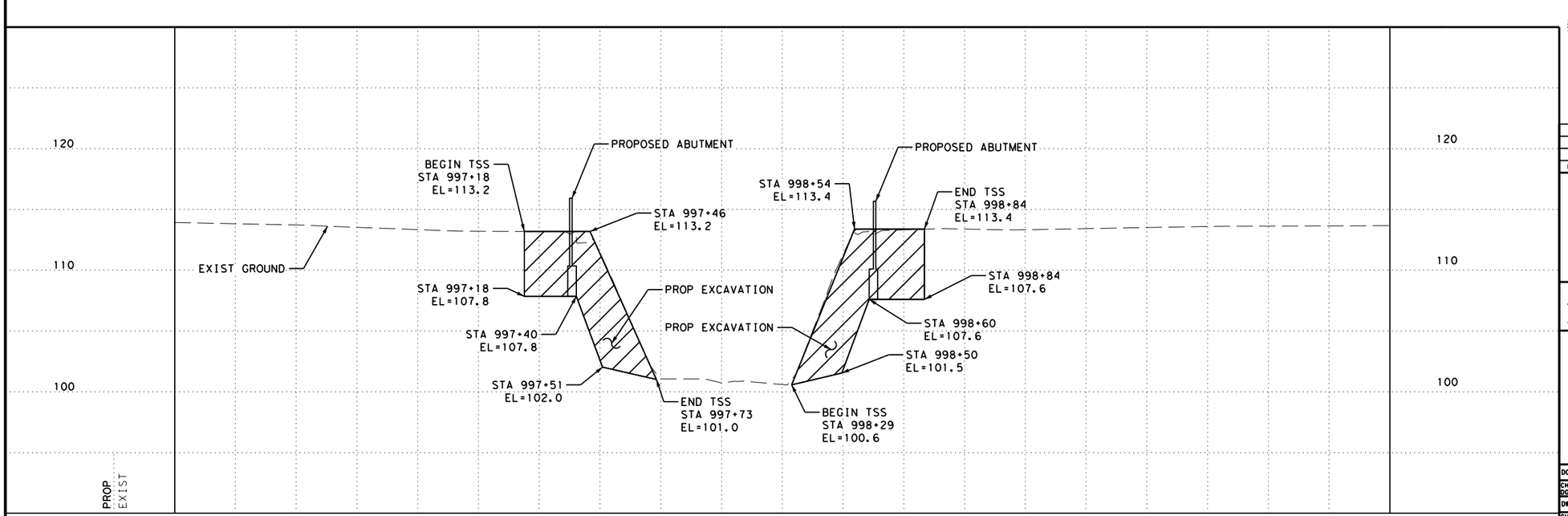
- TYPE 3 BARRICADE
- CHANNELIZING DEVICES (DRUMS)
- PCTB
- TRAFFIC FLOW ARROWS



DESIGN

CARLOS F. CANTU-VILLARREAL
140328
LICENSED PROFESSIONAL ENGINEER
CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

LUKE REED
101242
LICENSED PROFESSIONAL ENGINEER
LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
PROFILE 1" = 10'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TCP PHASE I
TEMP SPECIAL SHORING

SHEET 1 OF 6

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	25

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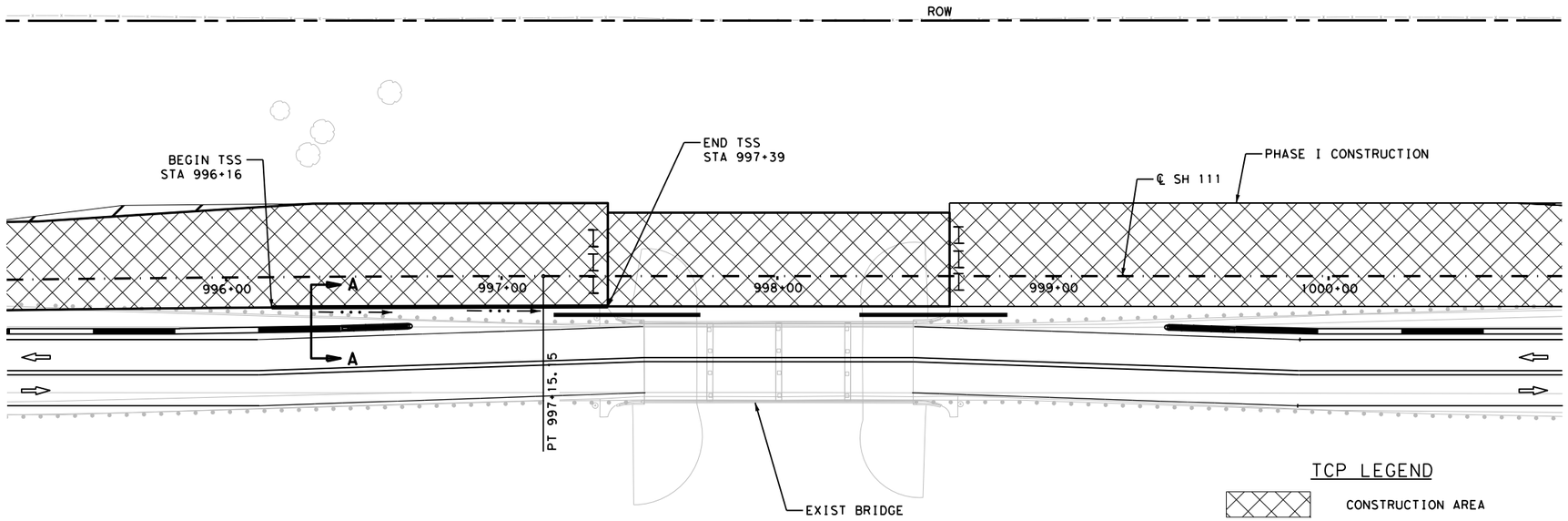

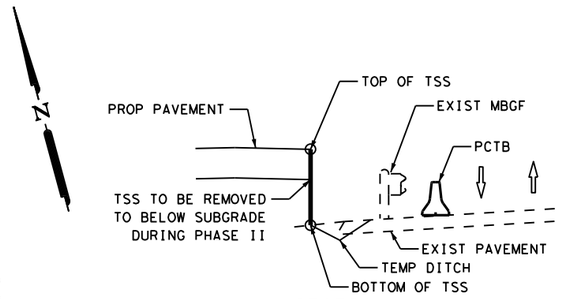

SECTION A-A
NTS

TCP LEGEND

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- TYPE 3 BARRICADE
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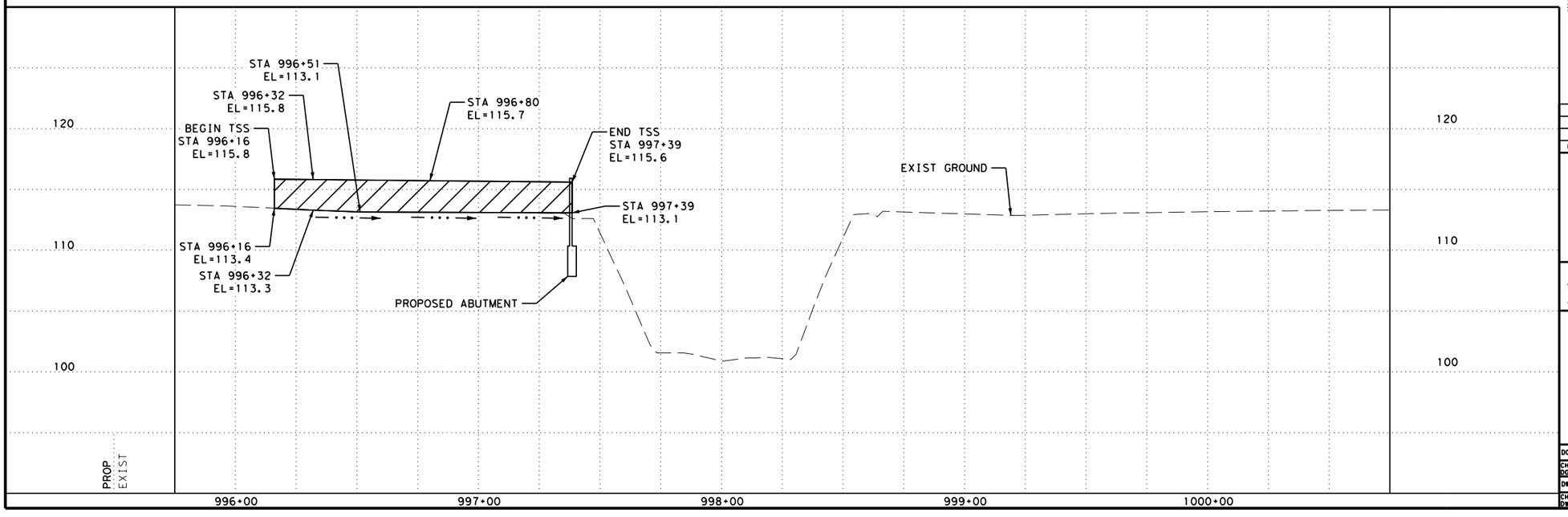


DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
PROFILE 1" = 10'

REV. NO.	DATE	DESCRIPTION	BY

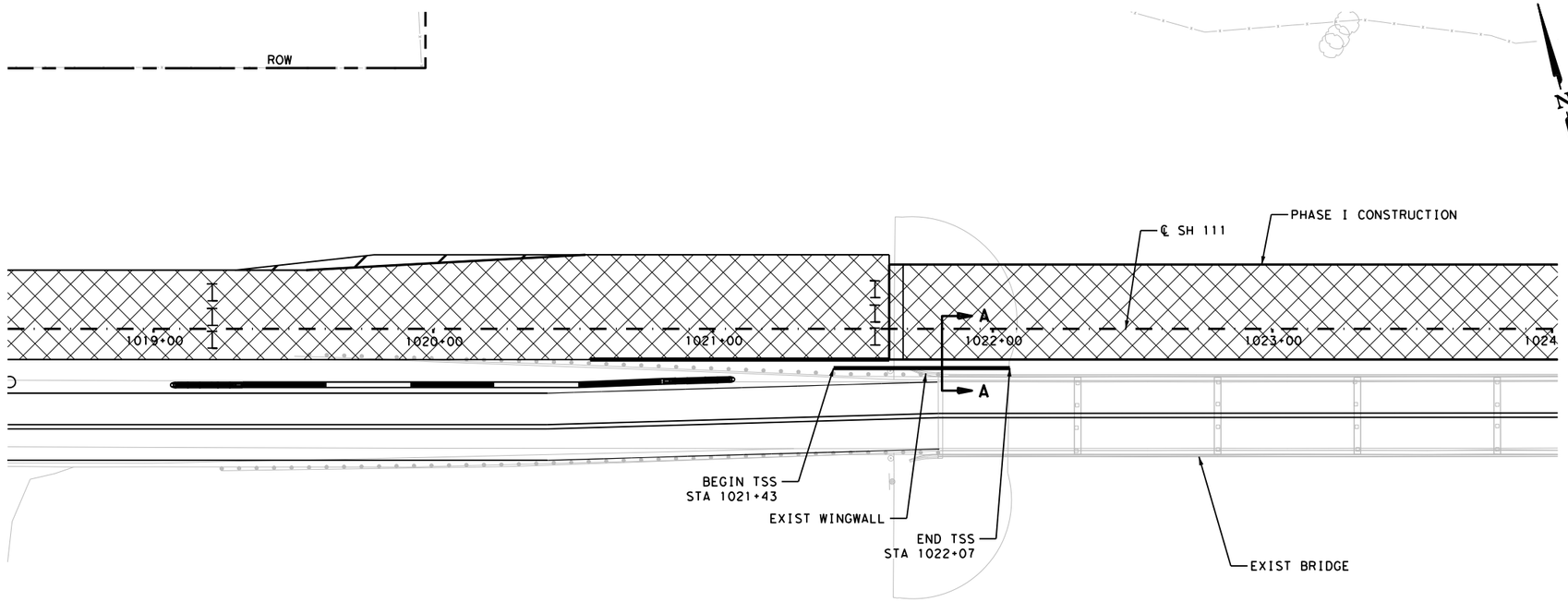
PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

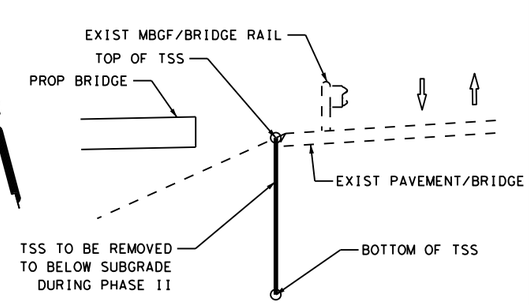
SH 111 AT LAVACA RIVER

TCP PHASE I
TEMP SPECIAL SHORING

SHEET 2 OF 6

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	26





SECTION A-A
NTS

TCP NOTES:

1. FOR ADDITIONAL DETAILS SEE TxDOT TCP STANDARD SHEETS.
2. EXISTING FEATURES ARE SHOWN SCREENED BACK.
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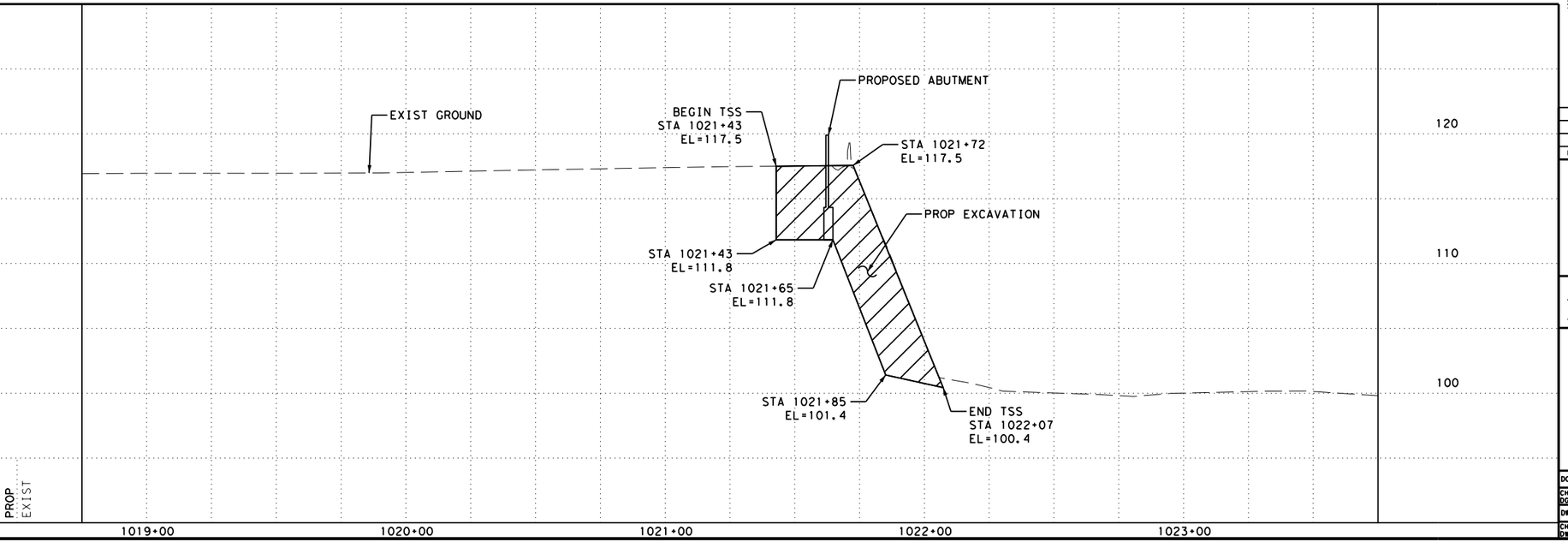
TCP LEGEND

- CONSTRUCTION AREA
- TYPE 3 BARRICADE
- CHANNELIZING DEVICES (DRUMS)
- PCTB
- TRAFFIC FLOW ARROWS



DESIGN

STATE OF TEXAS · CARLOS F. CANTU-VILLARREAL · 140328 · LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS · LUKE REED · 101242 · LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
PROFILE 1" = 10'

REV. NO.	DATE	DESCRIPTION	BY

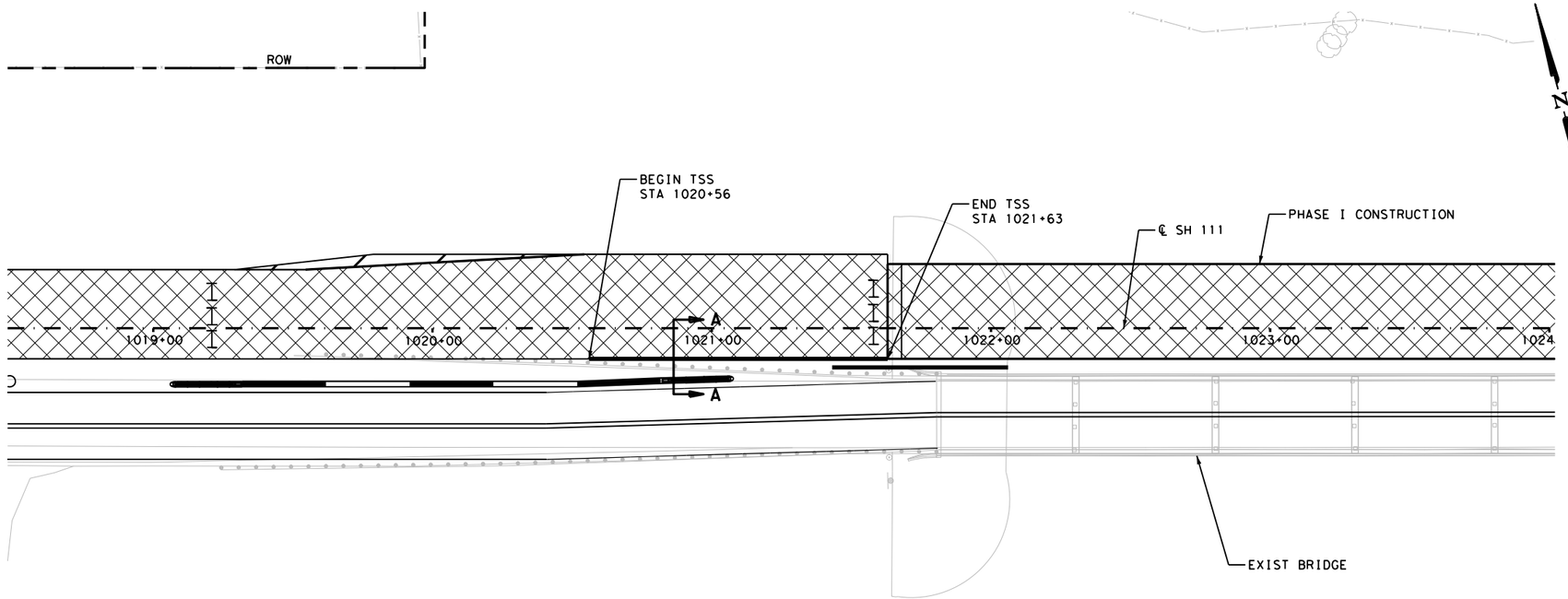
PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

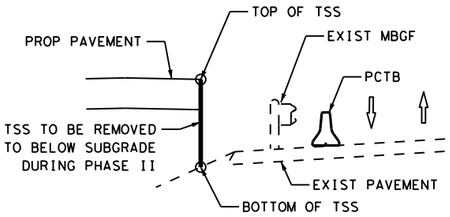
SH 111 AT LAVACA RIVER

TCP PHASE I
TEMP SPECIAL SHORING

SHEET 3 OF 6

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	27





SECTION A-A
NTS

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TCP LEGEND

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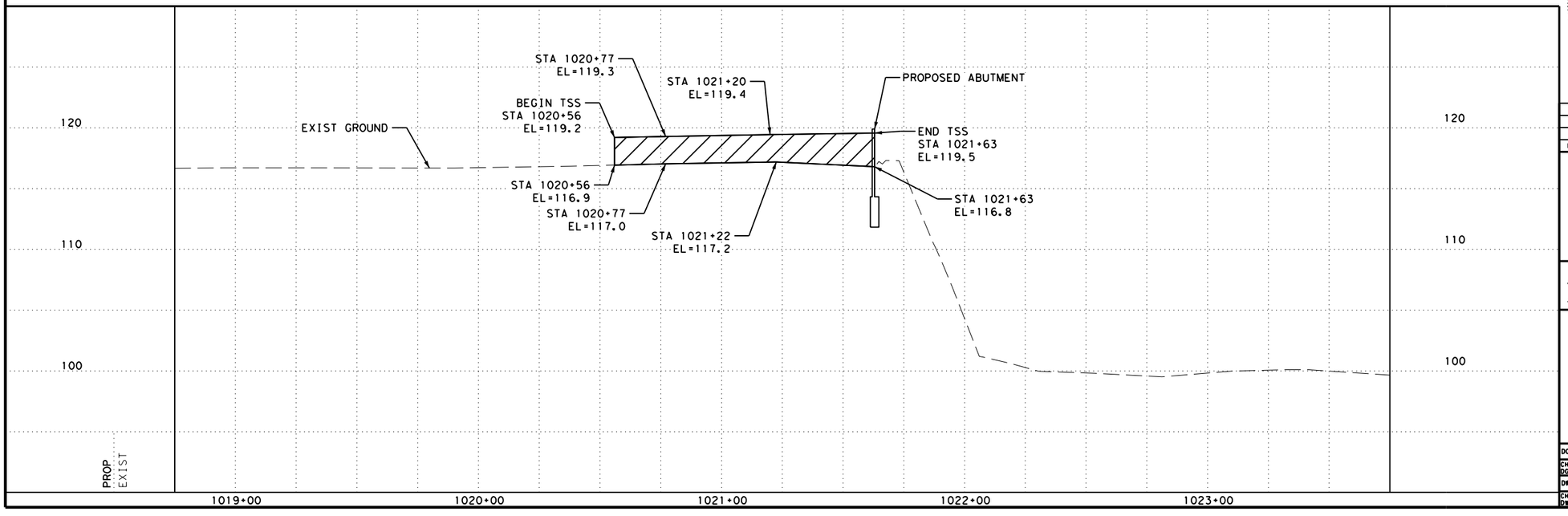
- CHANNELIZING DEVICES (DRUMS)
- PCTB
- TRAFFIC FLOW ARROWS



DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
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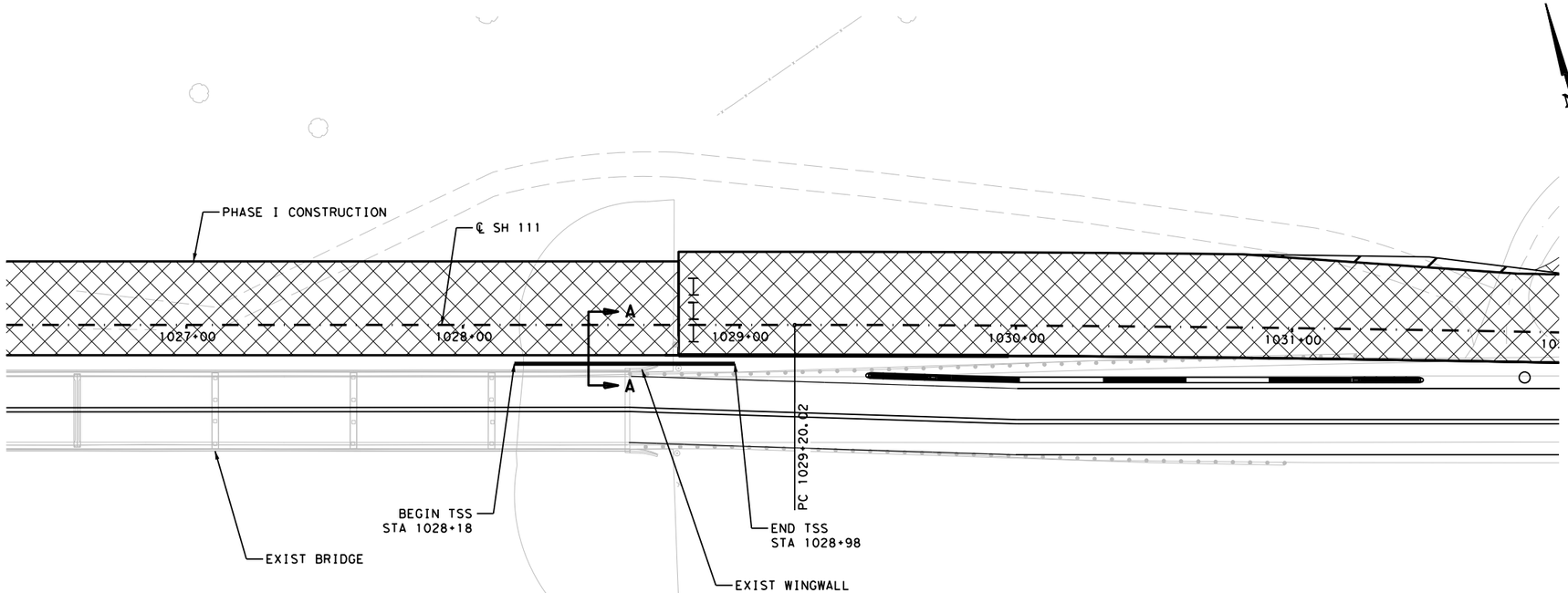
PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

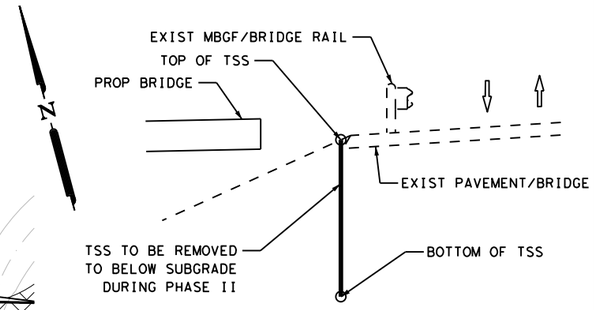
SH 111 AT LAVACA RIVER

TCP PHASE I
TEMP SPECIAL SHORING

SHEET 4 OF 6

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	28





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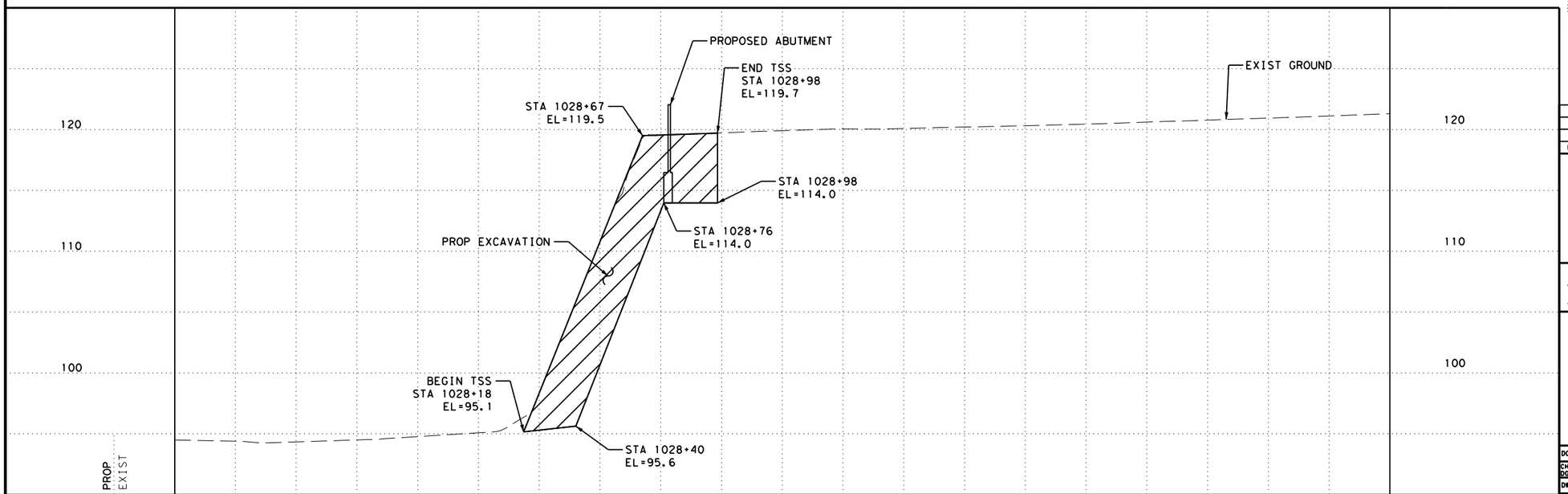

DESIGN

STATE OF TEXAS · CARLOS F. CANTU-VILLARREAL · 140328 · LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS · LUKE REED · 101242 · LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
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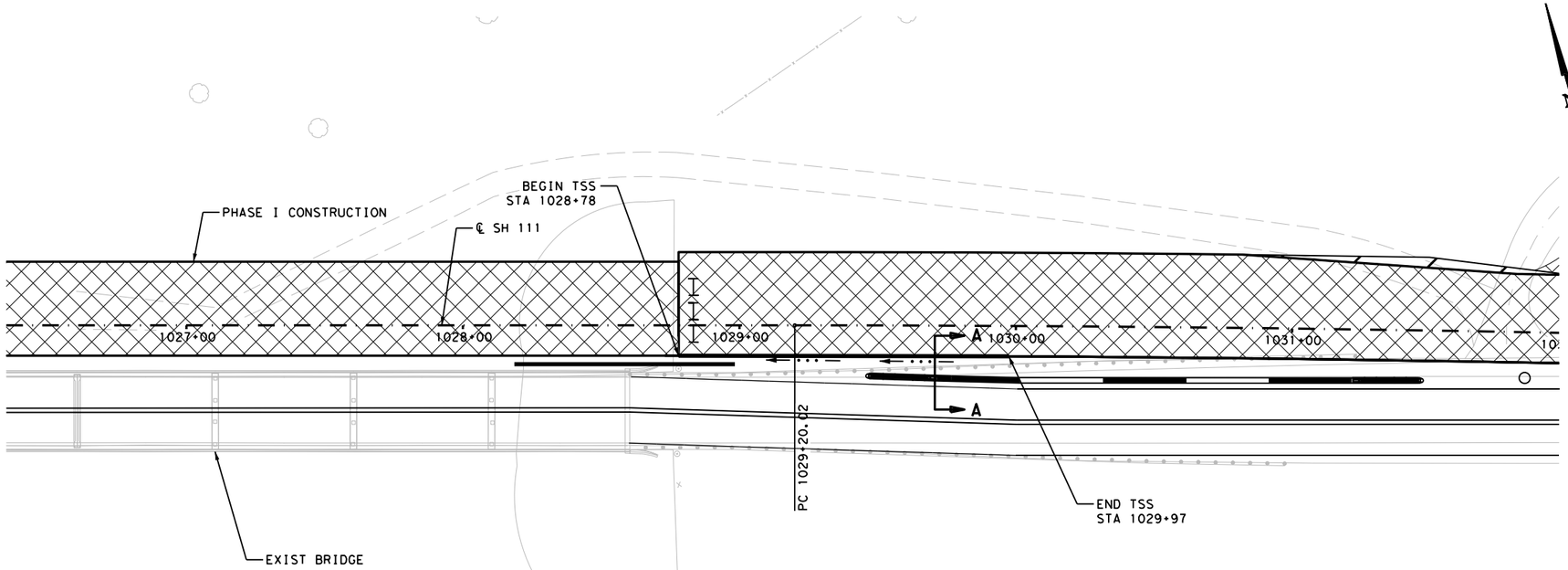
PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

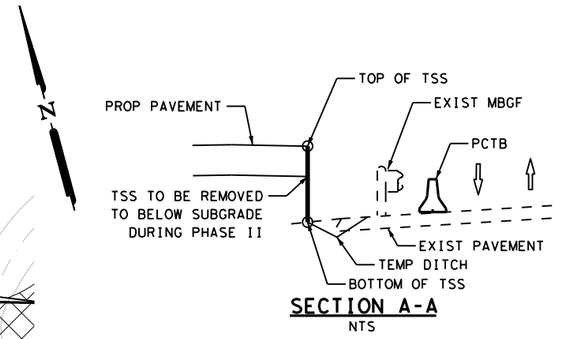
SH 111 AT LAVACA RIVER

TCP PHASE I
TEMP SPECIAL SHORING

SHEET 5 OF 6

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	29





SECTION A-A
NTS

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TCP LEGEND

- CONSTRUCTION AREA
- TYPE 3 BARRICADE
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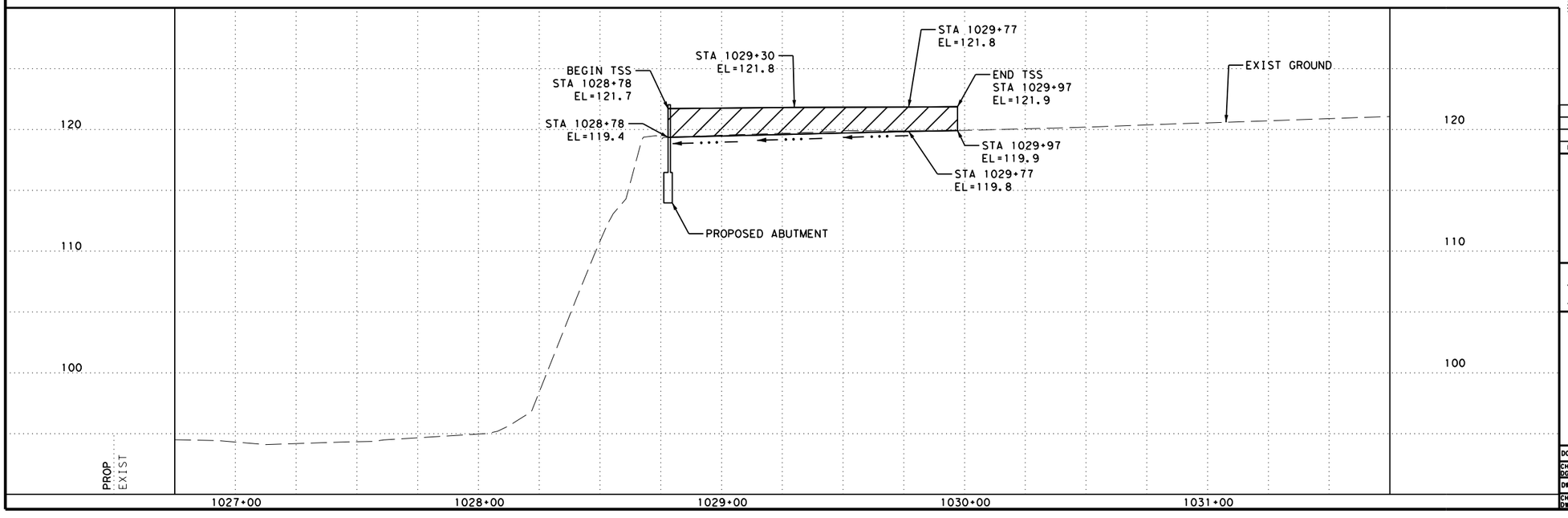
- PCTB
- TRAFFIC FLOW ARROWS



DESIGN

STATE OF TEXAS
CARLOS F. CANTU-VILLARREAL
140328
LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS
LUKE REED
101242
LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
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REV. NO.	DATE	DESCRIPTION	BY

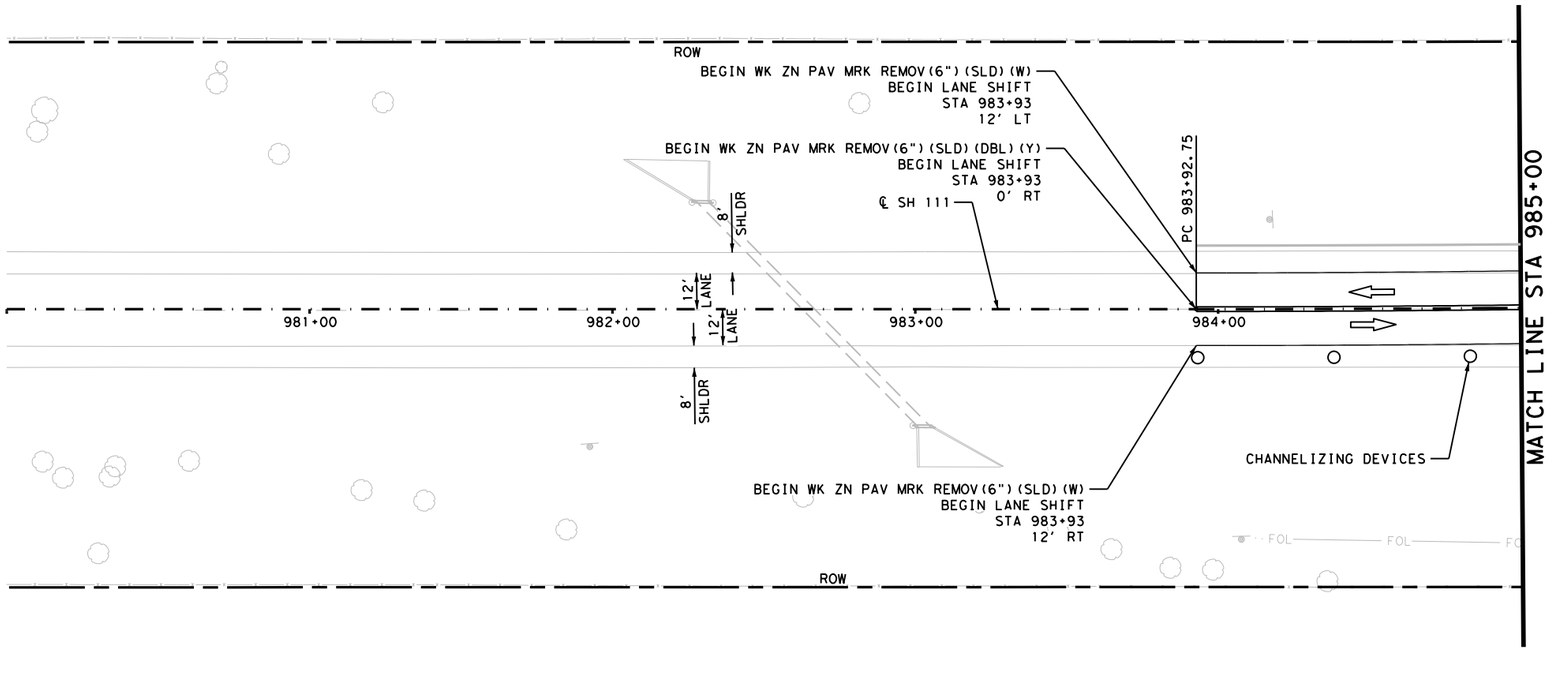
PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

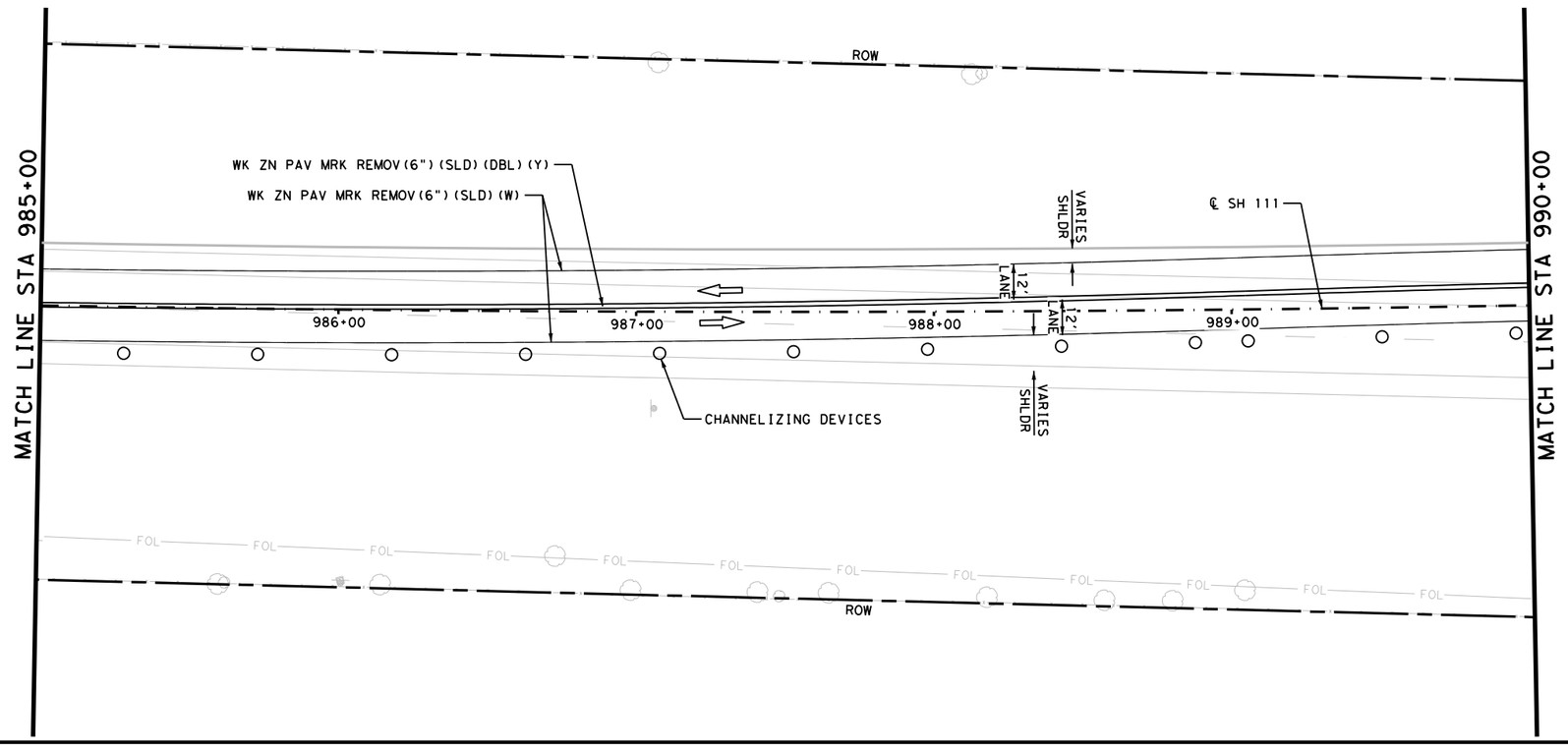
SH 111 AT LAVACA RIVER

TCP PHASE I
TEMP SPECIAL SHORING

SHEET 6 OF 6

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	30





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STATE OF TEXAS · CARLOS F. CANTU-VILLARREAL · 140328 · LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

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STATE OF TEXAS · LUKE REED · 101242 · LICENSED PROFESSIONAL ENGINEER

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PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TRAFFIC CONTROL PLAN PHASE II

BEGIN TO STA 990+00

SHEET 1 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	31

Plotted on: 12/13/2023

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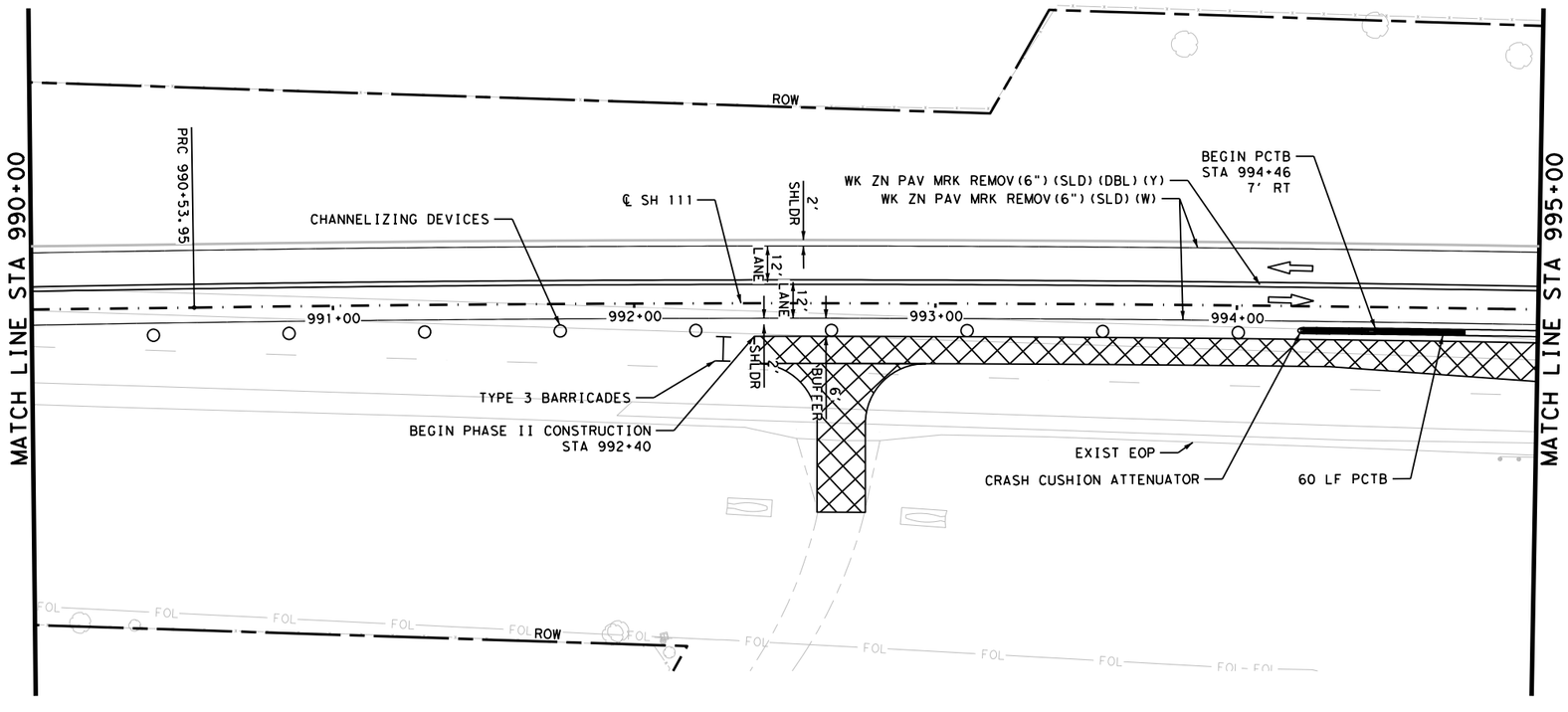

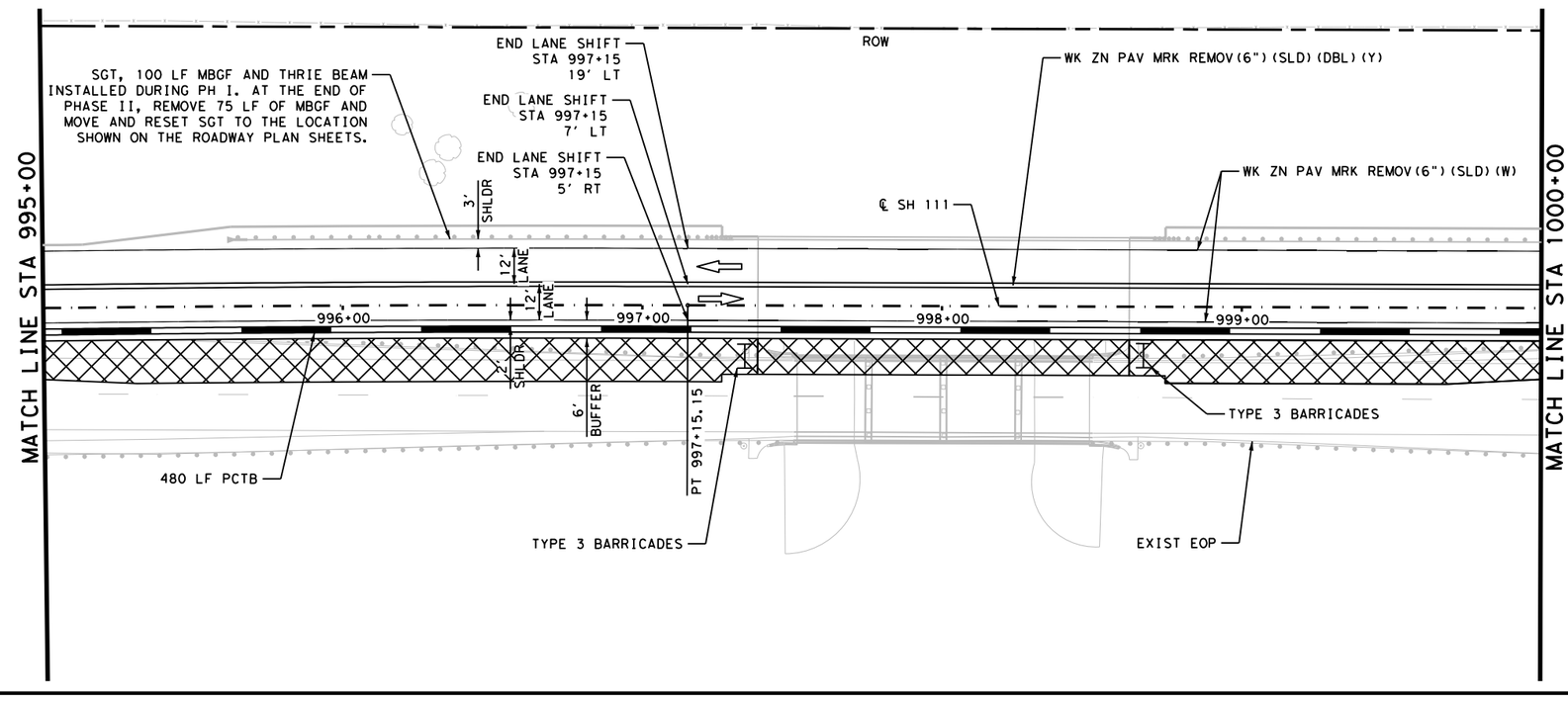

TCP LEGEND

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STATE OF TEXAS · CARLOS F. CANTU-VILLARREAL · 140328 · LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS · LUKE REED · 101242 · LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

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PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TRAFFIC CONTROL PLAN PHASE II

STA 990+00 TO STA 1000+00

SHEET 2 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	32

Plotted on: 12/13/2023

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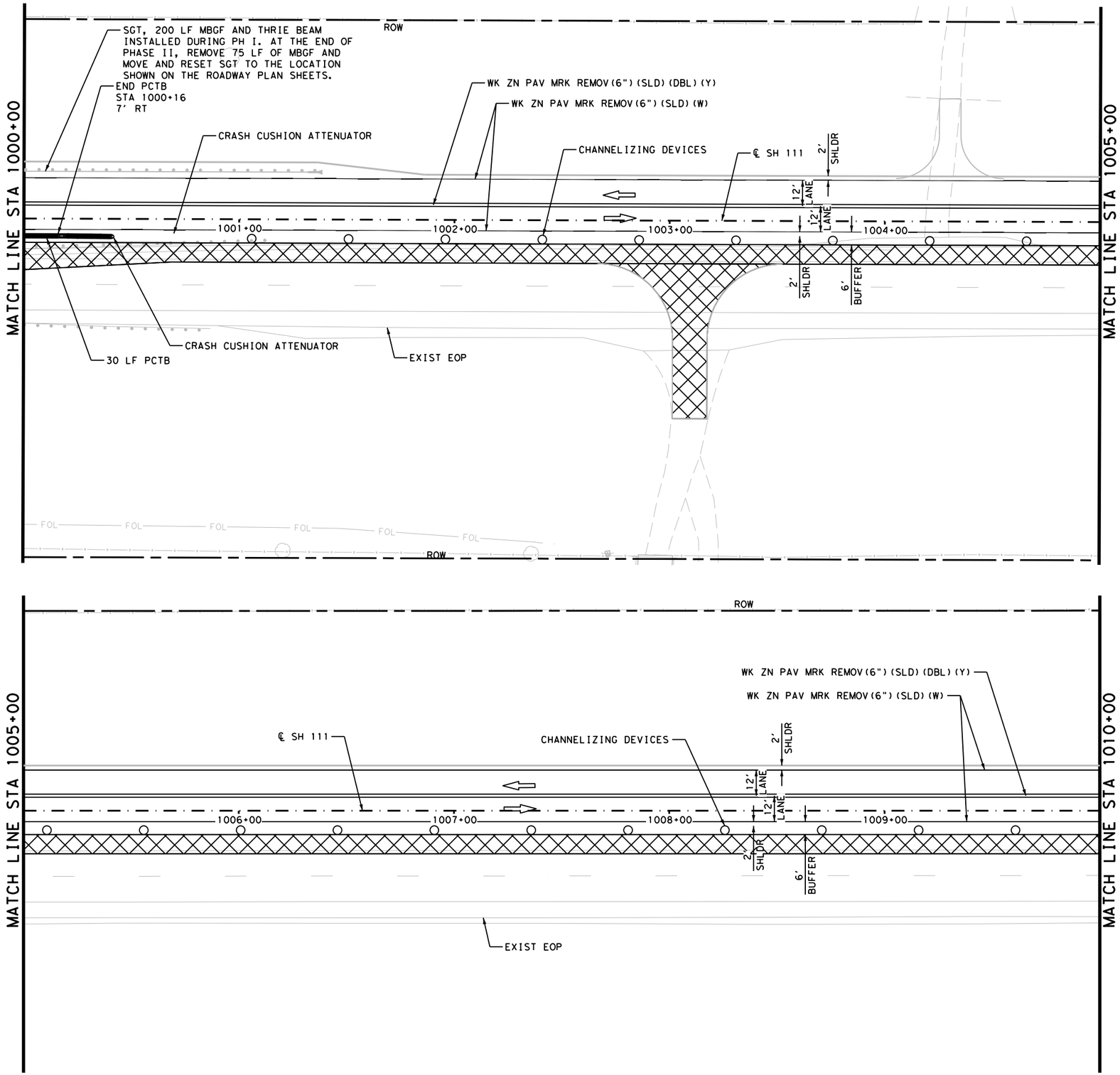

TCP LEGEND

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TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TRAFFIC CONTROL PLAN PHASE II

STA 1000+00 TO STA 1010+00

SHEET 3 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	33

Plotted on: 12/13/2023

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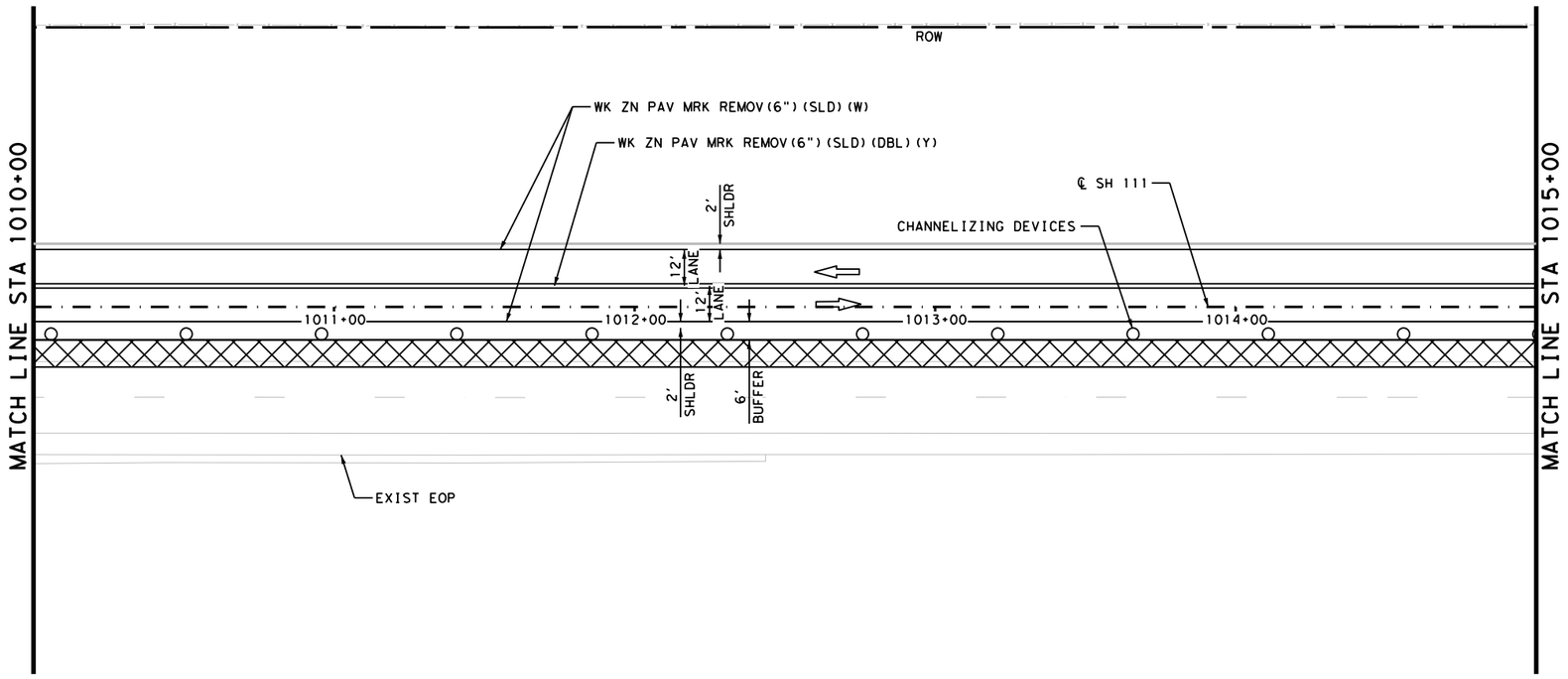

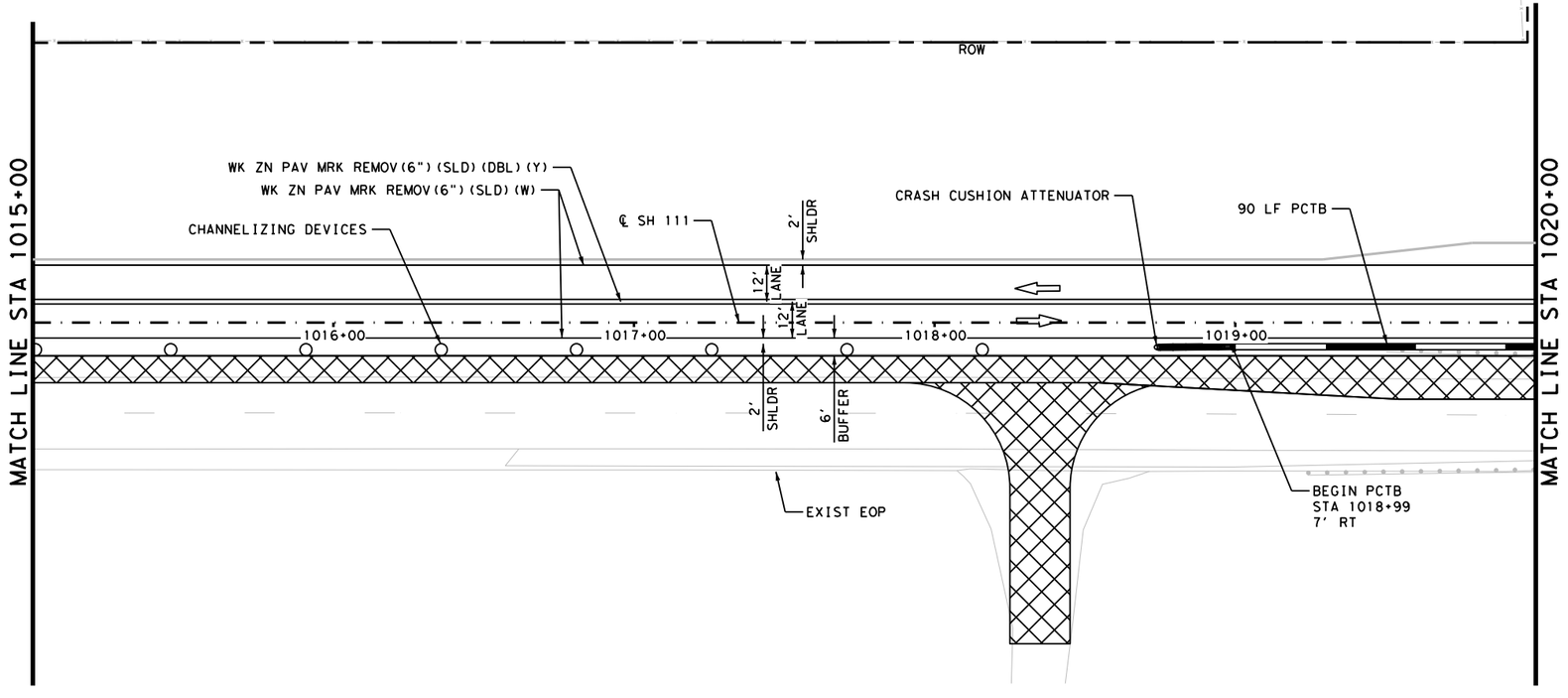

TCP LEGEND

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TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

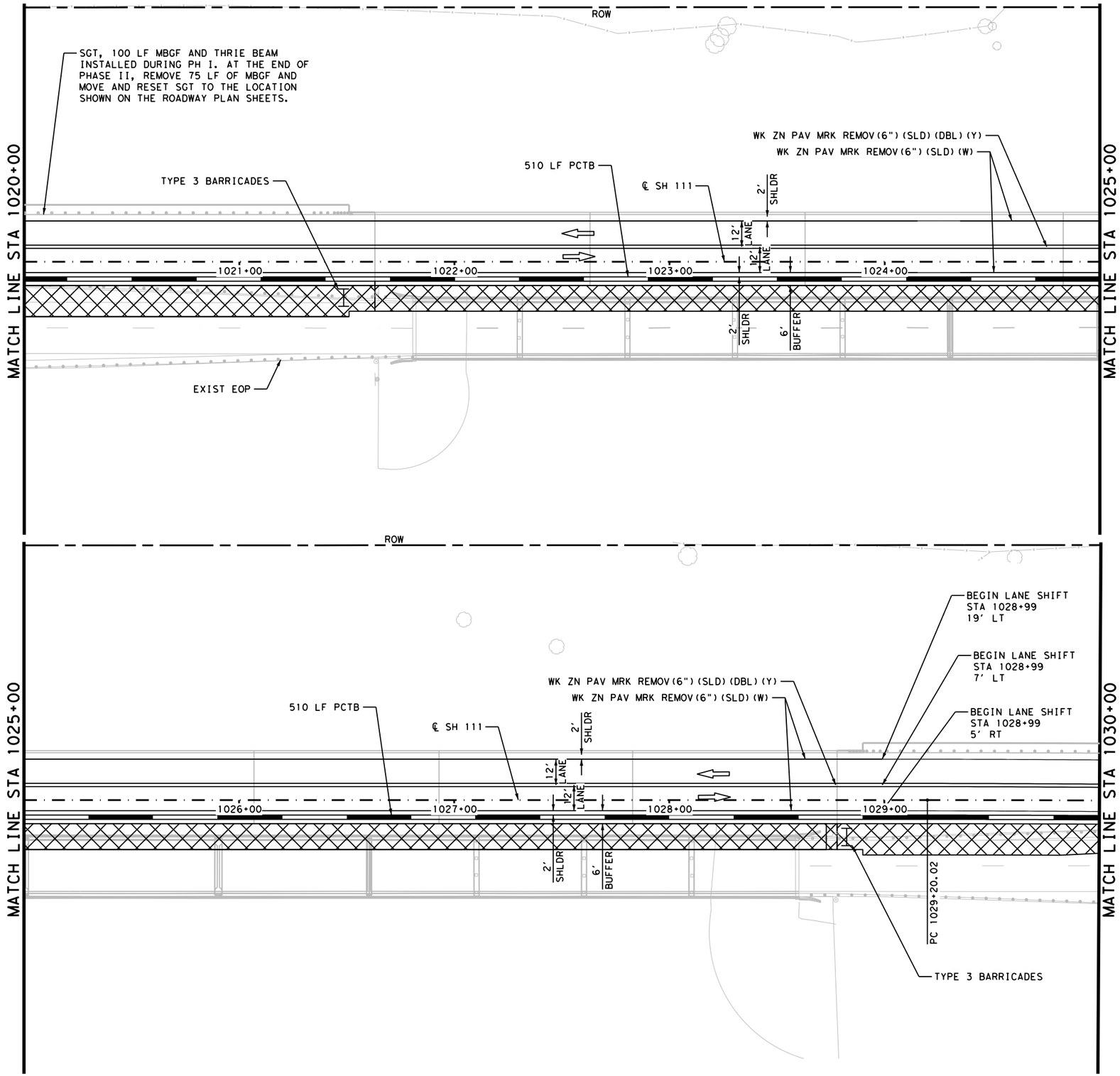
SH 111 AT LAVACA RIVER

TRAFFIC CONTROL PLAN PHASE II

STA 1010+00 TO STA 1020+00

SHEET 4 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	34



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5. CONTRACTOR TO ENSURE POSITIVE DRAINAGE AT ALL TIMES, PUMPING SUBSIDIARY TO VARIOUS BID ITEMS.

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TRAFFIC CONTROL PLAN PHASE II

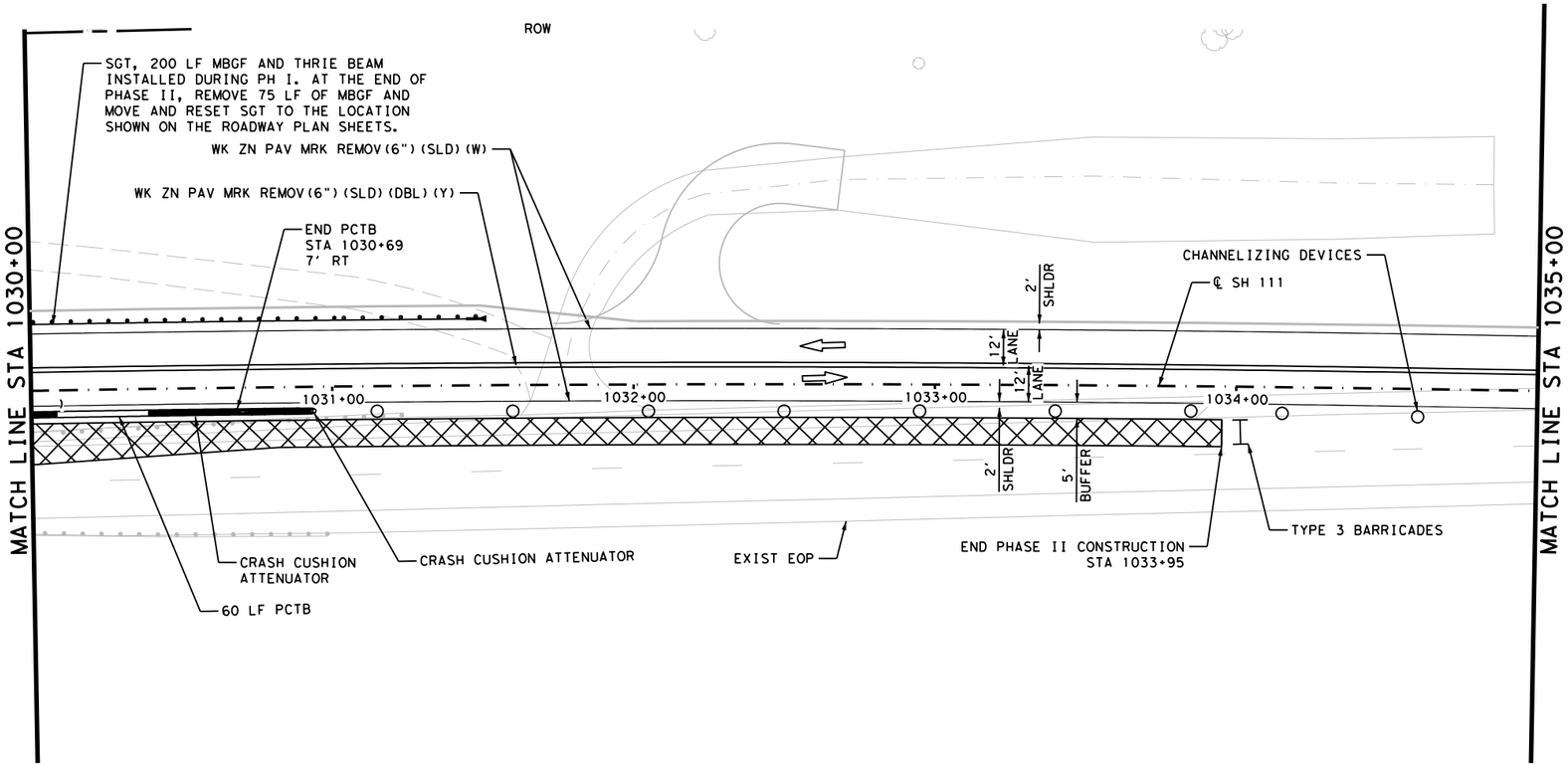
STA 1020+00 TO STA 1030+00

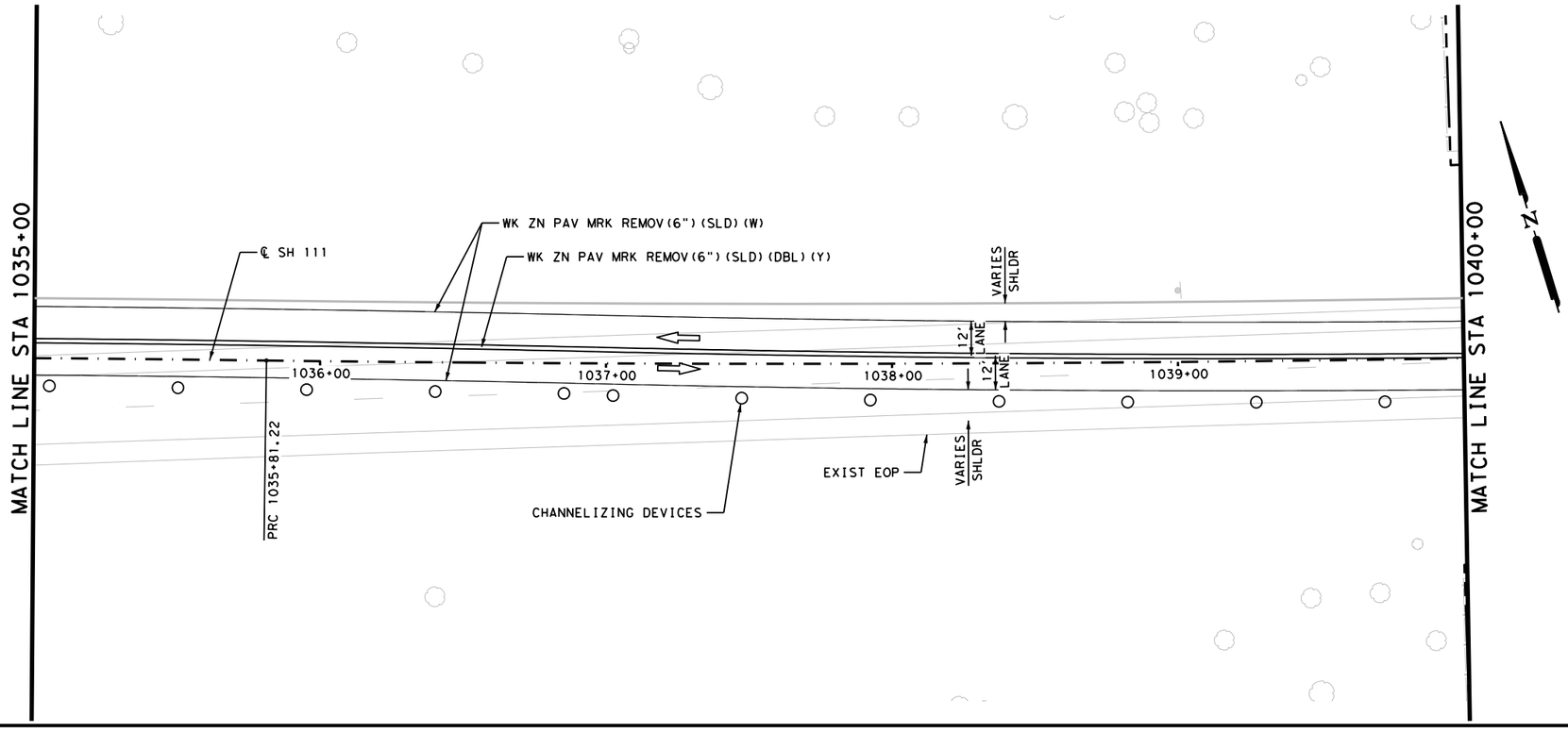
SHEET 5 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	35

Plotted on: 12/13/2023

Design Filename: P:\116\02\02\12\design\Civil\TCP\116020212TCP25.dgn





TCP LEGEND

- CONSTRUCTION AREA
- TYPE 3 BARRICADE
- CHANNELIZING DEVICES (DRUMS)
- PCTB
- TRAFFIC FLOW ARROWS

TCP NOTES:

1. FOR ADDITIONAL DETAILS SEE TxDOT TCP STANDARD SHEETS.
2. EXISTING FEATURES ARE SHOWN SCREENED BACK.
3. EXISTING PAVEMENT MARKINGS CONFLICTING WITH WORK ZONE PAVEMENT MARKINGS SHALL BE REMOVED. THIS WORK IS CONSIDERED SUBSIDIARY TO THE WORK ZONE PAVEMENT MARKING ITEMS.
4. EXISTING RUMBLE STRIPS IN CONFLICT WITH THE PROPOSED TCP SHALL BE REMOVED OR FILLED TO THE SATISFACTION OF THE ENGINEER.
5. CONTRACTOR TO ENSURE POSITIVE DRAINAGE AT ALL TIMES, PUMPING SUBSIDIARY TO VARIOUS BID ITEMS.

DESIGN

STATE OF TEXAS · CARLOS F. CANTU-VILLARREAL · 140328 · LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS · LUKE REED · 101242 · LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

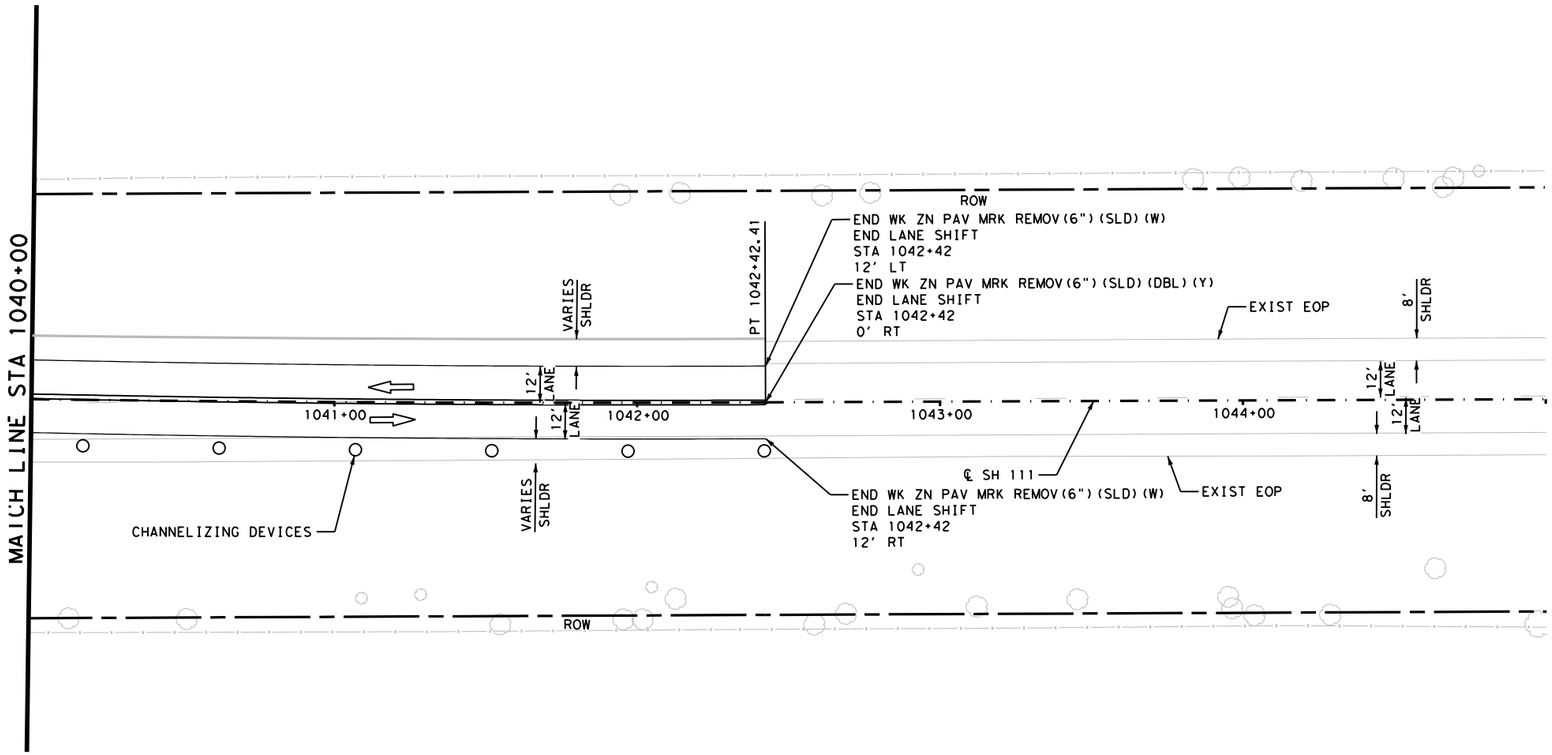
SH 111 AT LAVACA RIVER

TRAFFIC CONTROL PLAN PHASE II

STA 1030+00 TO STA 1040+00

SHEET 6 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	36



N

TCP LEGEND

- CONSTRUCTION AREA
- TYPE 3 BARRICADE
- CHANNELIZING DEVICES (DRUMS)
- PCTB
- TRAFFIC FLOW ARROWS

TCP NOTES:

1. FOR ADDITIONAL DETAILS SEE TxDOT TCP STANDARD SHEETS.
2. EXISTING FEATURES ARE SHOWN SCREENED BACK.
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4. EXISTING RUMBLE STRIPS IN CONFLICT WITH THE PROPOSED TCP SHALL BE REMOVED OR FILLED TO THE SATISFACTION OF THE ENGINEER.
5. CONTRACTOR TO ENSURE POSITIVE DRAINAGE AT ALL TIMES, PUMPING SUBSIDIARY TO VARIOUS BID ITEMS.

DESIGN

STATE OF TEXAS · CARLOS F. CANTU-VILLARREAL · 140328 · LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS · LUKE REED · 101242 · LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

TRAFFIC CONTROL PLAN PHASE II

STA 1040+00 TO END

SHEET 7 OF 7

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	37

Plotted on: 12/13/2023

Design Filename: P:\116\02\02\12\design\Civil\TCP\116020212TCP27.dgn

BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

WORKER SAFETY NOTES:

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

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

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-03 7-13	0346	06	050	SH 111
9-07 8-14	DIST	COUNTY		SHEET NO.
5-10 5-21	YKM	LAVACA		38

DATE: 12/13/2023 8:19:15 AM
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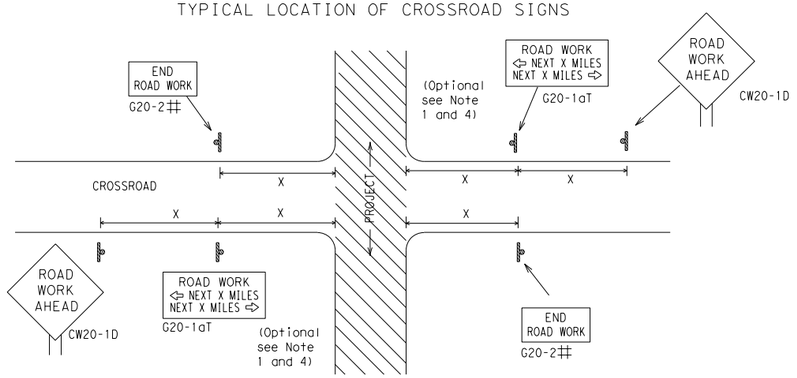
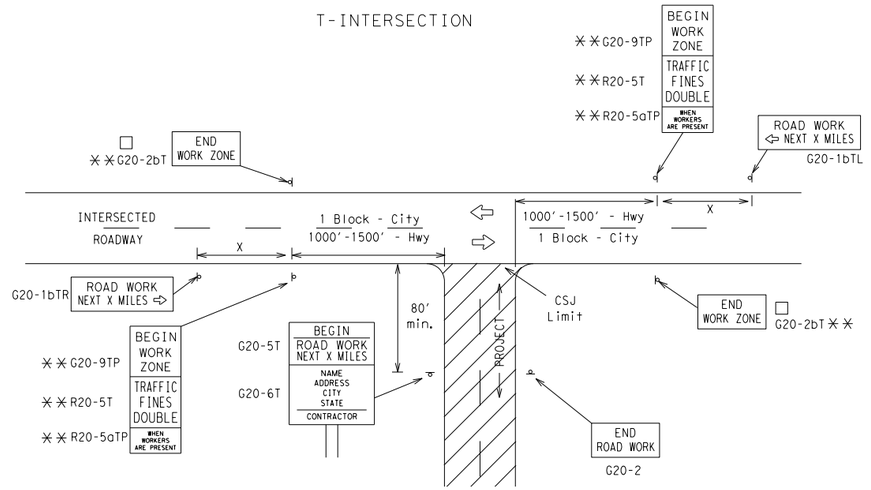
TYPICAL LOCATION OF CROSSROAD SIGNS



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

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

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

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

SIZE

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

SPACING

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

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

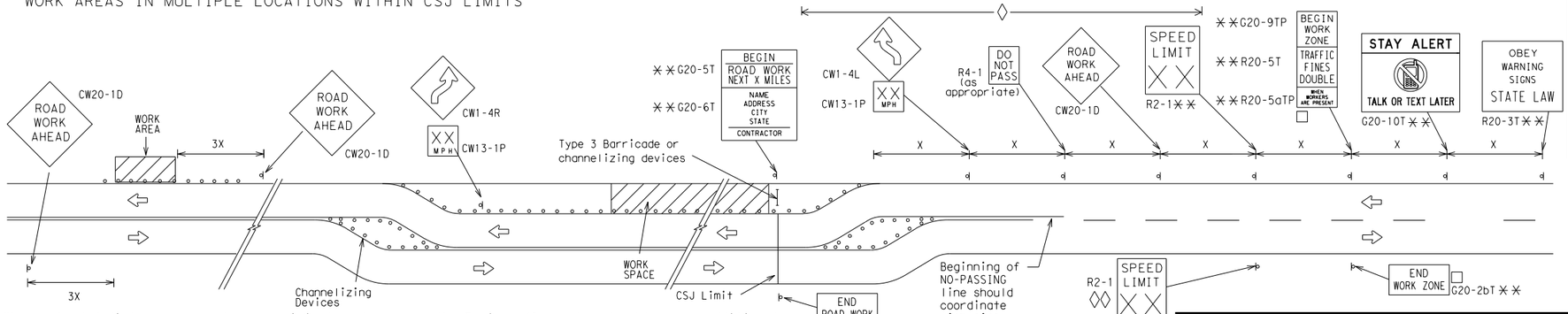
△ Minimum distance from work area to first Advance Warning sign nearest the work area and/or distance between each additional sign.

GENERAL NOTES

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

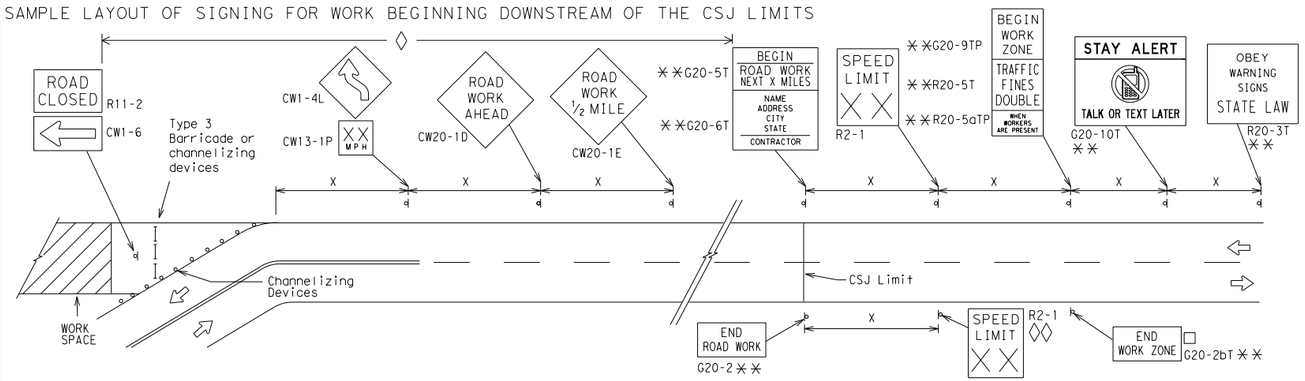
WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS



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

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



NOTES

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

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

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

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	YKM	LAVACA		39

DATE: 12/13/2023 8:19:15 AM
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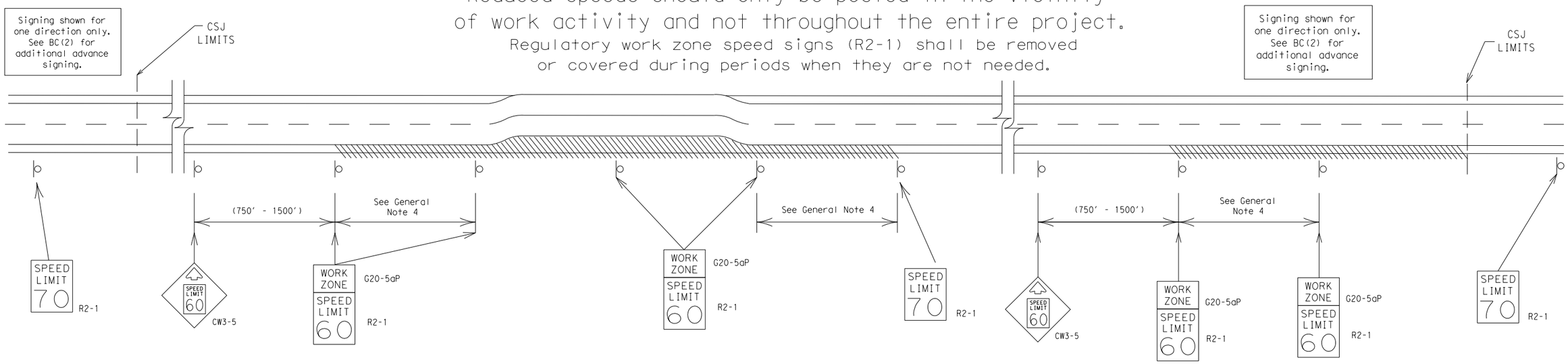
TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

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

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



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

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

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

SHORT TERM WORK ZONE SPEED LIMITS

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

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

GENERAL NOTES

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

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC(3)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS 9-07 8-14 7-13 5-21	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		40

DATE: 12/13/2023 8:19:16 AM
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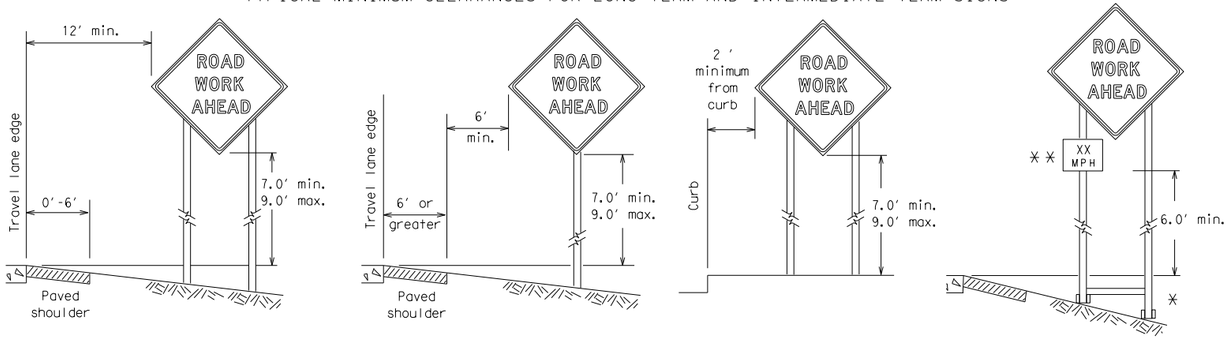
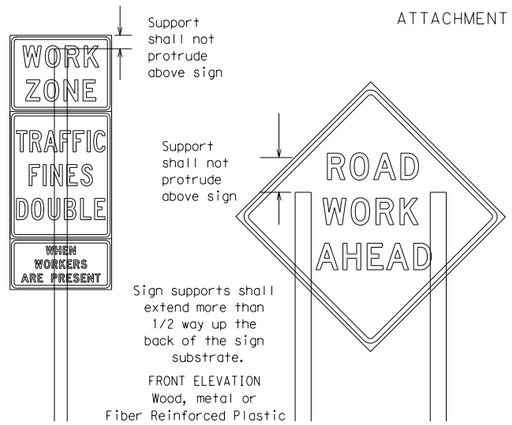
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS

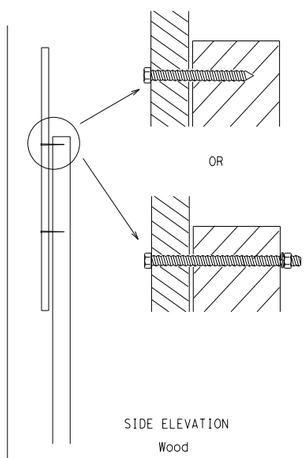


⁎ When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

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

ATTACHMENT FOR SIGN SUPPORTS





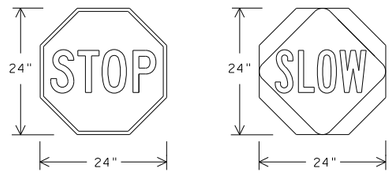
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

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

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

STOP/SLOW PADDLES

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



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

CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

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

GENERAL NOTES FOR WORK ZONE SIGNS

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

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

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

SIGN MOUNTING HEIGHT

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

SIZE OF SIGNS

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

SIGN SUBSTRATES

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

REFLECTIVE SHEETING

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

SIGN LETTERS

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

REMOVING OR COVERING

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

SIGN SUPPORT WEIGHTS

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

FLAGS ON SIGNS

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

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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	0346	06	050	SH 111
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	YKM	LAVACA		41

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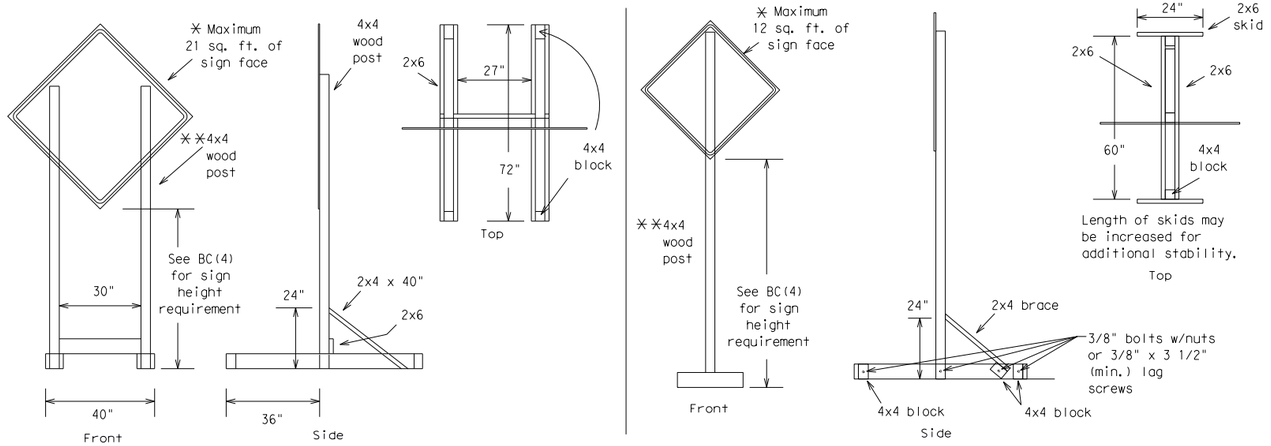
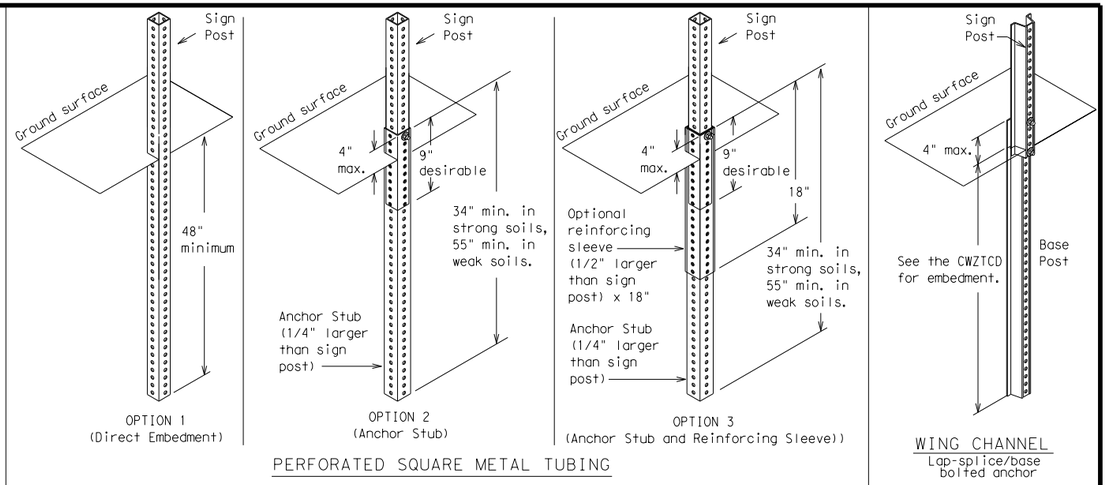


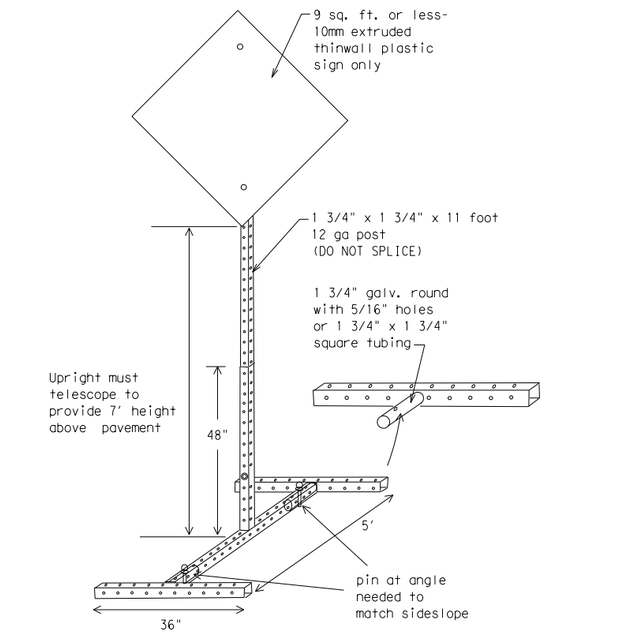
SKID MOUNTED WOOD SIGN SUPPORTS

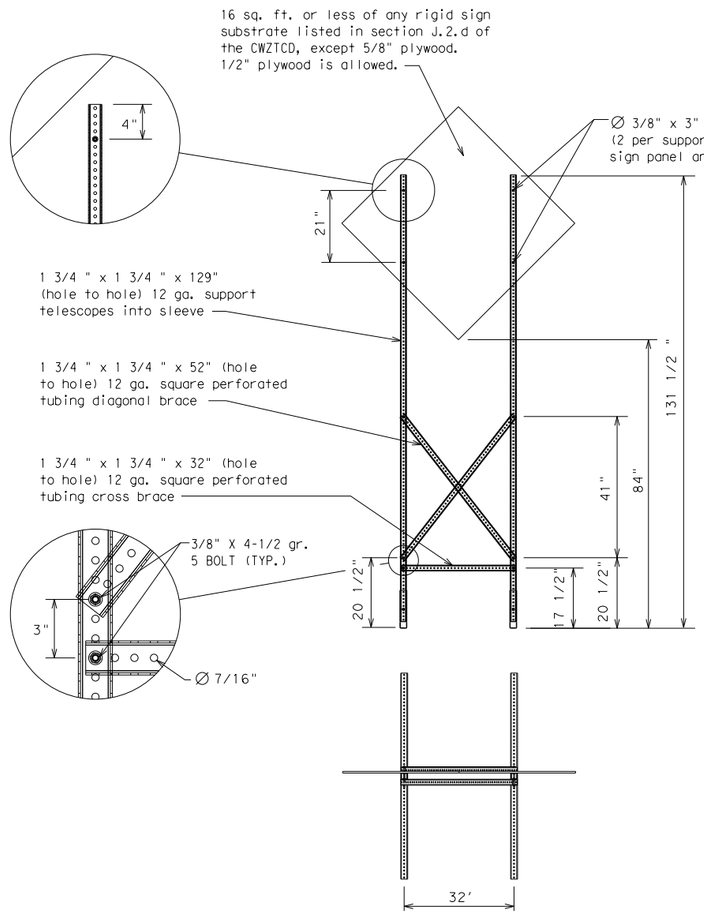
* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS

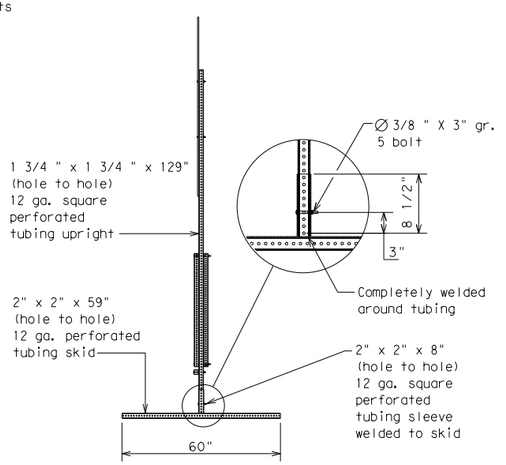


GROUND MOUNTED SIGN SUPPORTS

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







SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

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

WEDGE ANCHORS

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

OTHER DESIGNS

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

GENERAL NOTES

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

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

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

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

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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	0346	06	050	SH 111
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	YKM	LAVACA		42

DATE: 12/13/2023 8:19:17 AM
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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

WORD OR PHRASE	ABBREVIATION
Major	MAJ
Miles	MI
Miles Per Hour	MPH
Minor	MNR
Monday	MON
Normal	NORM
North	N
Northbound	(route) N
Parking	PKING
Road	RD
Right Lane	RT LN
Saturday	SAT
Service Road	SERV RD
Shoulder	SHLDR
Slippery	SLIP
South	S
Southbound	(route) S
Speed	SPD
Street	ST
Sunday	SUN
Telephone	PHONE
Temporary	TEMP
Thursday	THURS
To Downtown	TO DWNTN
Traffic	TRAF
Travelers	TRVLRS
Tuesday	TUES
Time Minutes	TIME MIN
Upper Level	UPR LEVEL
Vehicles (s)	VEH, VEHS
Warning	WARN
Wednesday	WED
Weight Limit	WT LIMIT
West	W
Westbound	(route) W
Wet Pavement	WET PVMT
Will Not	WONT

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

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

Phase 1: Condition Lists

Road/Lane/Ramp Closure List

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

Other Condition List

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

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

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

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

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

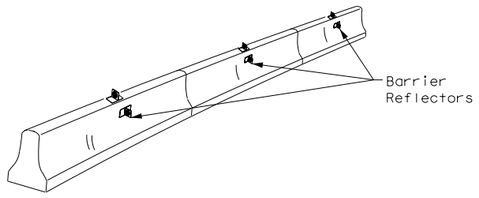
BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC(6)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	YKM	LAVACA		43

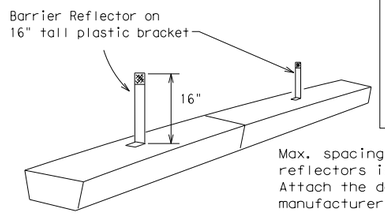
100

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.

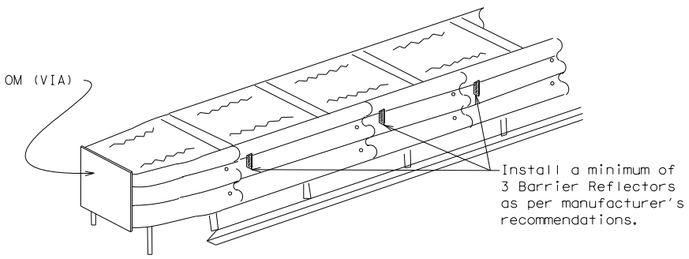


Max. spacing of barrier reflectors is 20 feet. Attach the delineators as per manufacturer's recommendations.

LOW PROFILE CONCRETE BARRIER (LPCB)

LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES

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

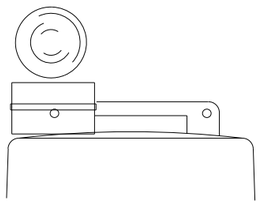


DELINEATION OF END TREATMENTS

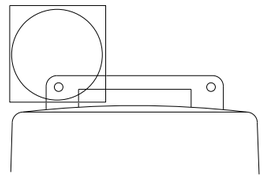
END TREATMENTS FOR CTB'S USED IN WORK ZONES

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

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS



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



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

WARNING LIGHTS

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

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

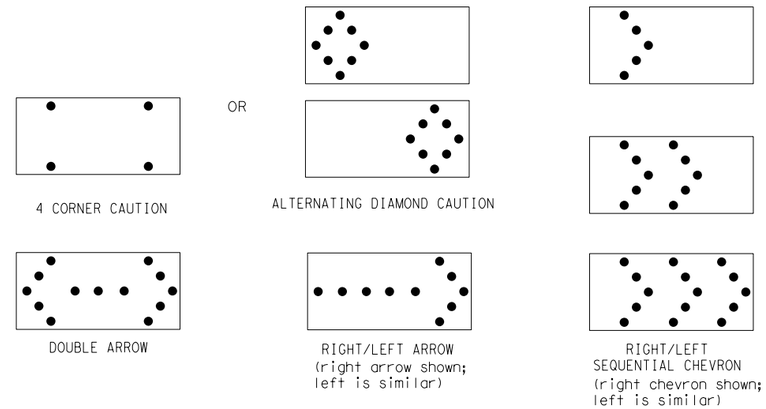
1. Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
2. Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
3. A series of sequential flashing warning lights placed on channelizing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

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

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

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

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



4 CORNER CAUTION

ALTERNATING DIAMOND CAUTION

DOUBLE ARROW

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

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

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

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

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

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

FLASHING ARROW BOARDS

TRUCK-MOUNTED ATTENUATORS

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

Texas Department of Transportation — Traffic Safety Division Standard

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

BC(7)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	YKM	LAVACA		44

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GENERAL NOTES

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

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

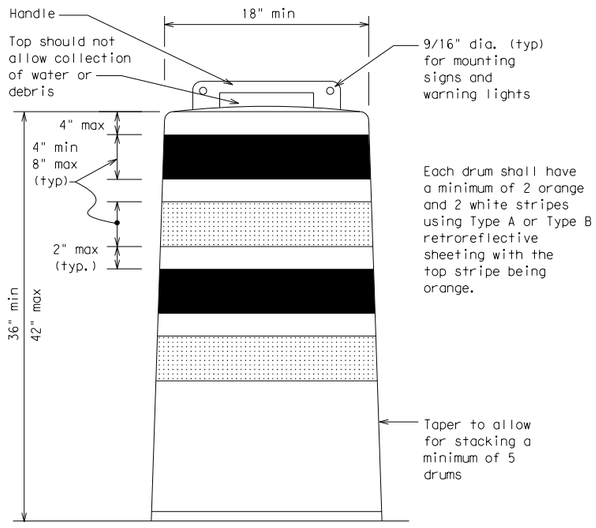
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

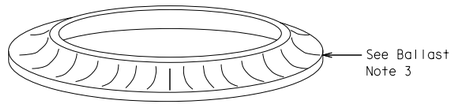
RETROREFLECTIVE SHEETING

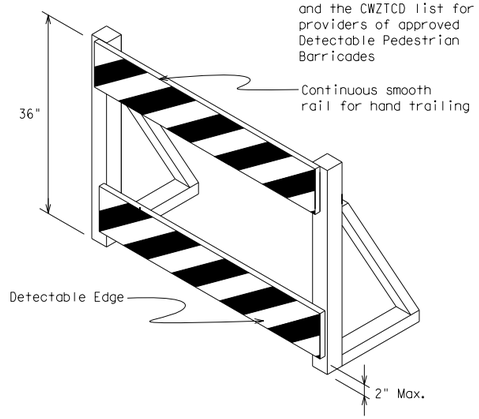
1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials." Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall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

BALLAST

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

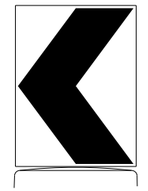




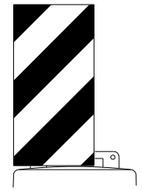


DETECTABLE PEDESTRIAN BARRICADES

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



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



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

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

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
4-03 8-14	DIST	COUNTY		SHEET NO.
9-07 5-21	YKM	LAVACA		45
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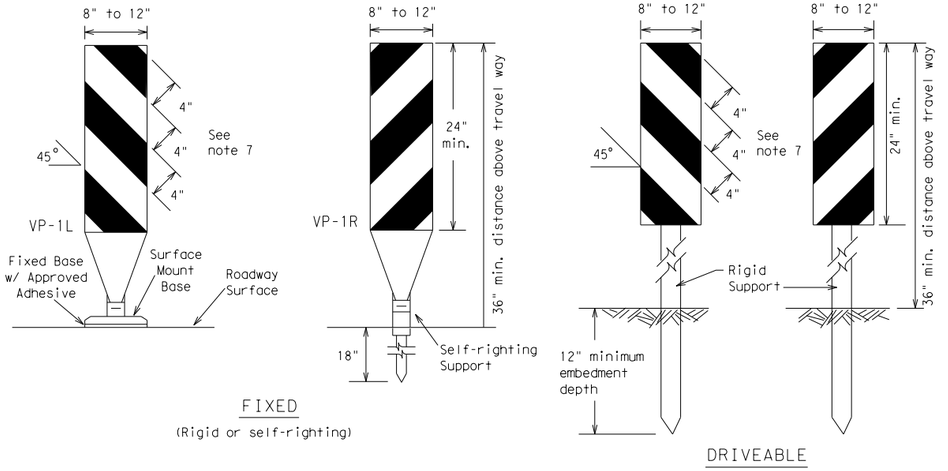
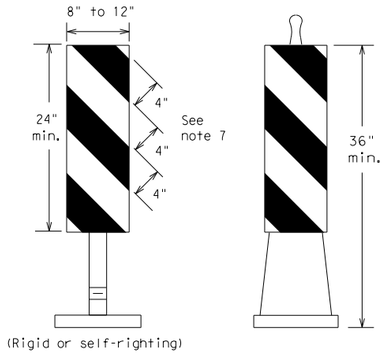


FIXED

(Rigid or self-righting)

DRIVEABLE

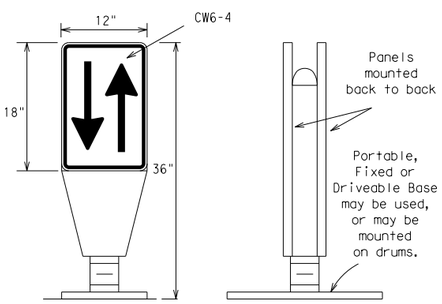


(Rigid or self-righting)

PORTABLE

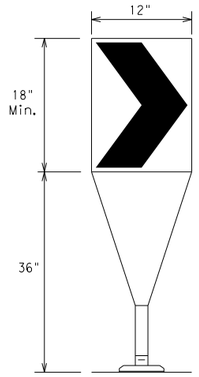
1. Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
2. VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is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

VERTICAL PANELS (VPs)



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

OPPOSING TRAFFIC LANE DIVIDERS (OTLD)



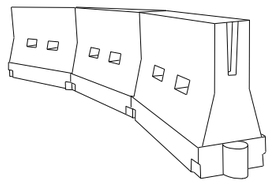
Fixed Base w/ Approved Adhesive (Driveable Base, or Flexible Support can be used)

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

CHEVRONS

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.



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

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

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

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

SHEET 9 OF 12

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(9)-21

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7-13 5-21	YKM	LAVACA		46

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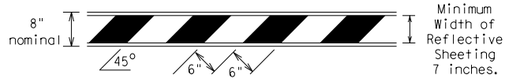
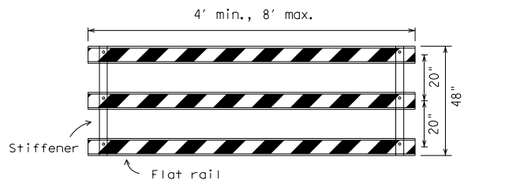
TYPE 3 BARRICADES

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

Barricades shall NOT be used as a sign support.



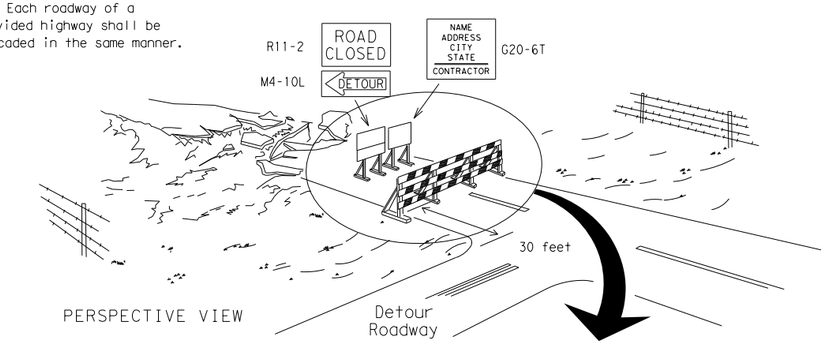
TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



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

TYPICAL PANEL DETAIL
FOR SKID OR POST TYPE BARRICADES

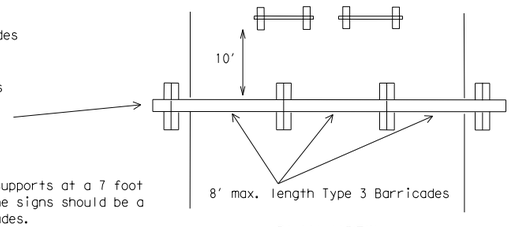
Each roadway of a divided highway shall be barricaded in the same manner.



PERSPECTIVE VIEW

The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic.

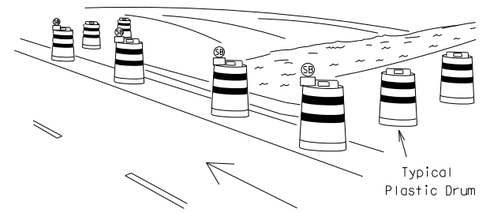
Barricade striping should slant downward in the direction of detour.



PLAN VIEW

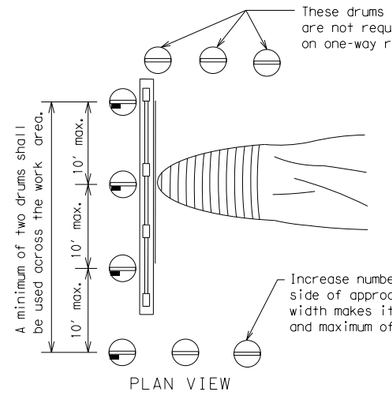
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

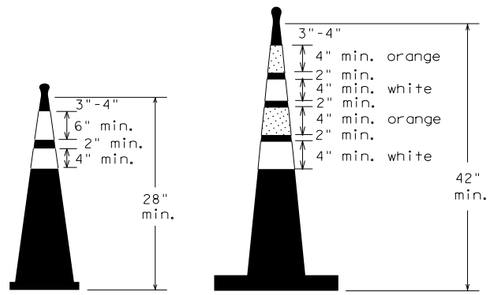
1. Where positive redirectional capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder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



PLAN VIEW

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

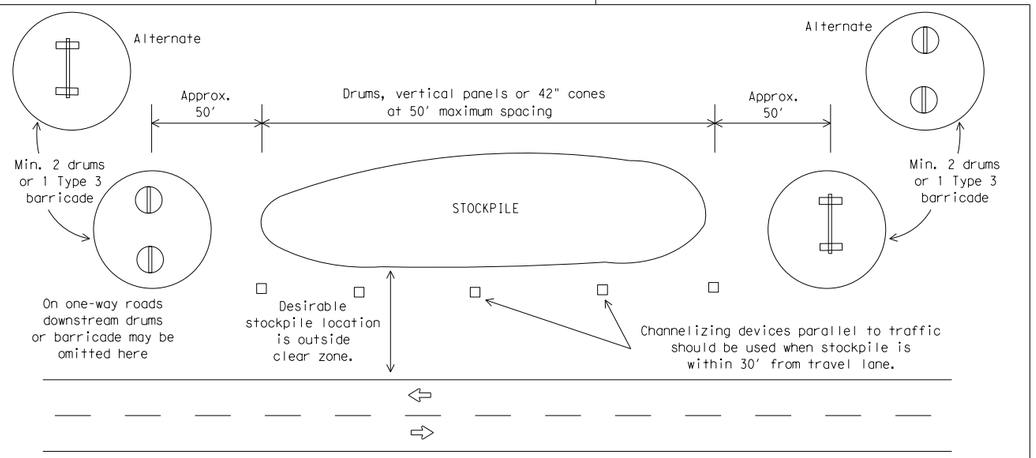
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



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

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

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



TRAFFIC CONTROL FOR MATERIAL STOCKPILES

SHEET 10 OF 12

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(10)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	YKM	LAVACA		47

104

DATE: 12/13/2023 8:19:20 AM
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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.

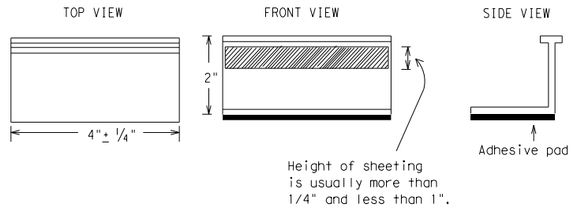
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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).

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-98 9-07 5-21 1-02 7-13 11-02 8-14	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		48

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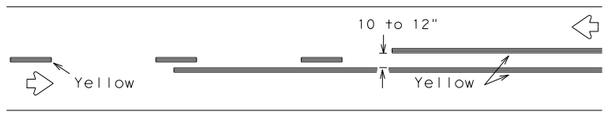
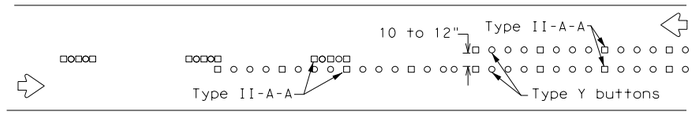
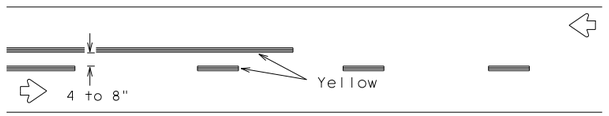
PAVEMENT MARKING PATTERNS



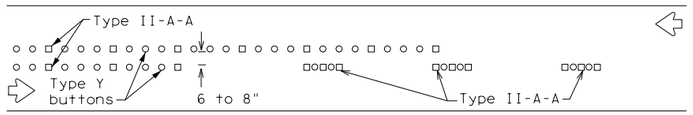
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



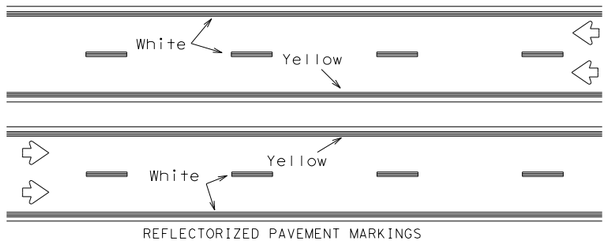
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



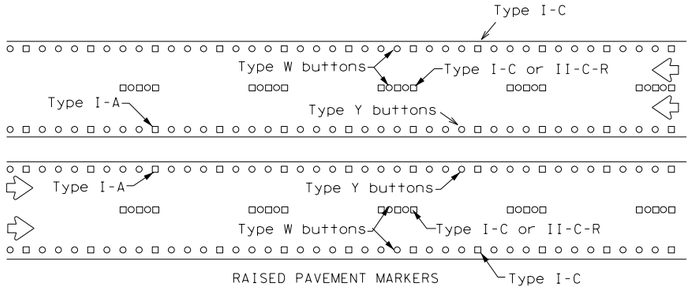
RAISED PAVEMENT MARKERS - PATTERN B

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



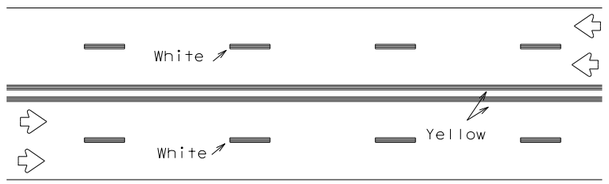
REFLECTORIZED PAVEMENT MARKINGS



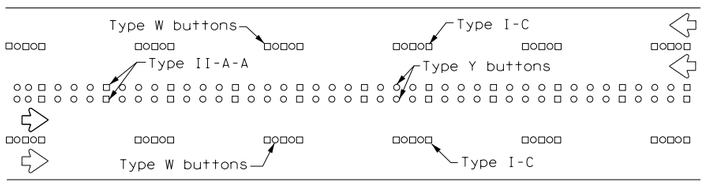
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



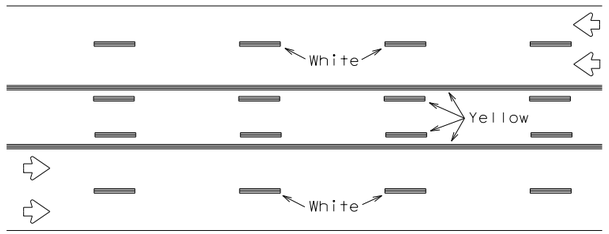
REFLECTORIZED PAVEMENT MARKINGS



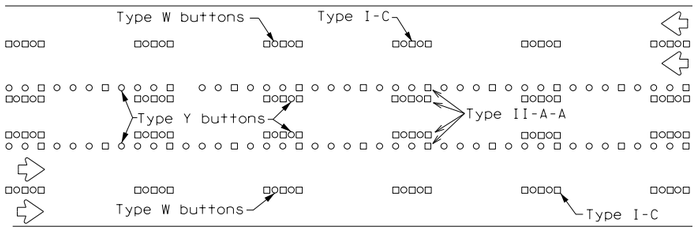
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS



RAISED PAVEMENT MARKERS

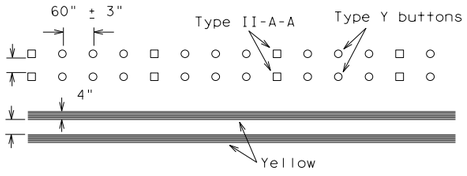
Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

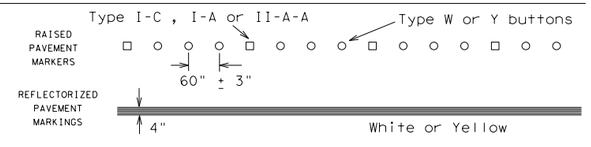
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

SOLID LINES

DOUBLE NO-PASSING LINE

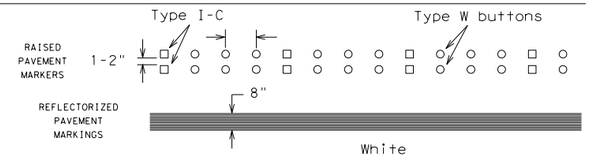


EDGE LINE OR SINGLE NO-PASSING LINE



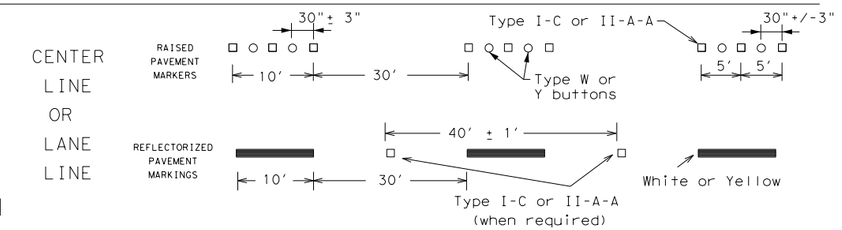
WIDE LINE

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

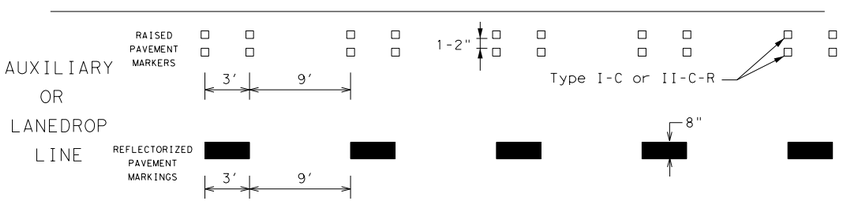


BROKEN LINES

CENTER LINE OR LANE LINE

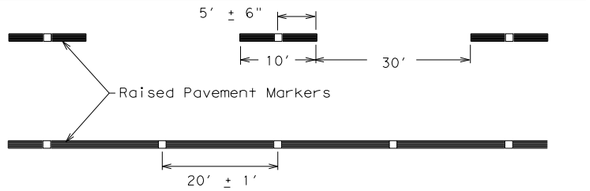


AUXILIARY OR LANEDROP LINE



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
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2-98 7-13	DIST	COUNTY		SHEET NO.
11-02 8-14	YKM	LAVACA		49

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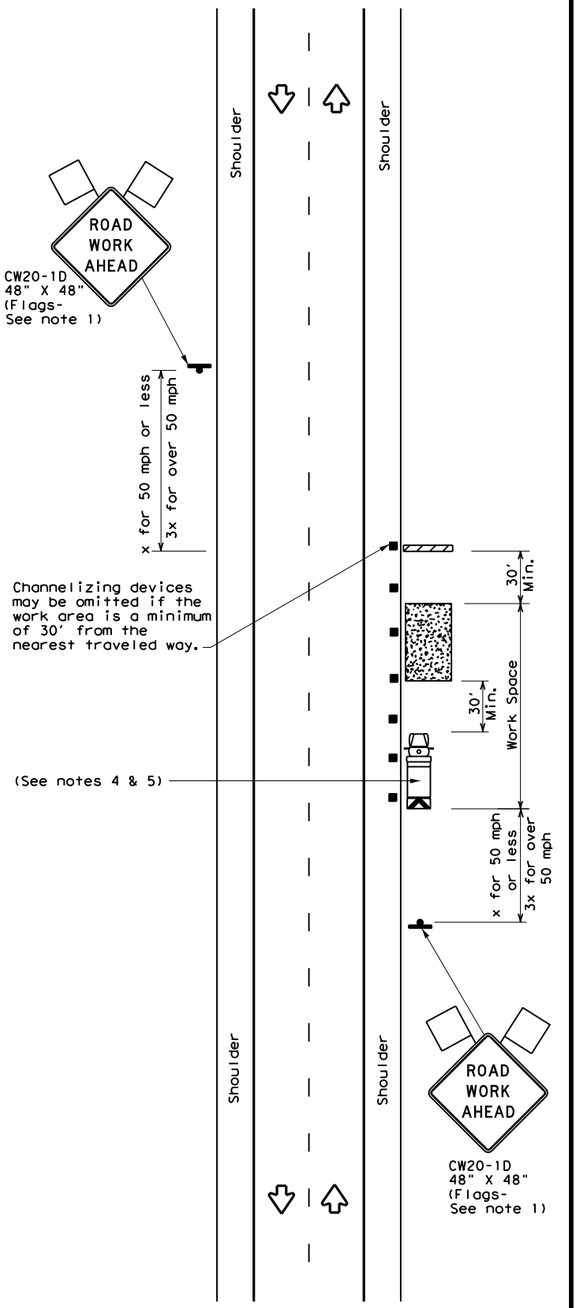
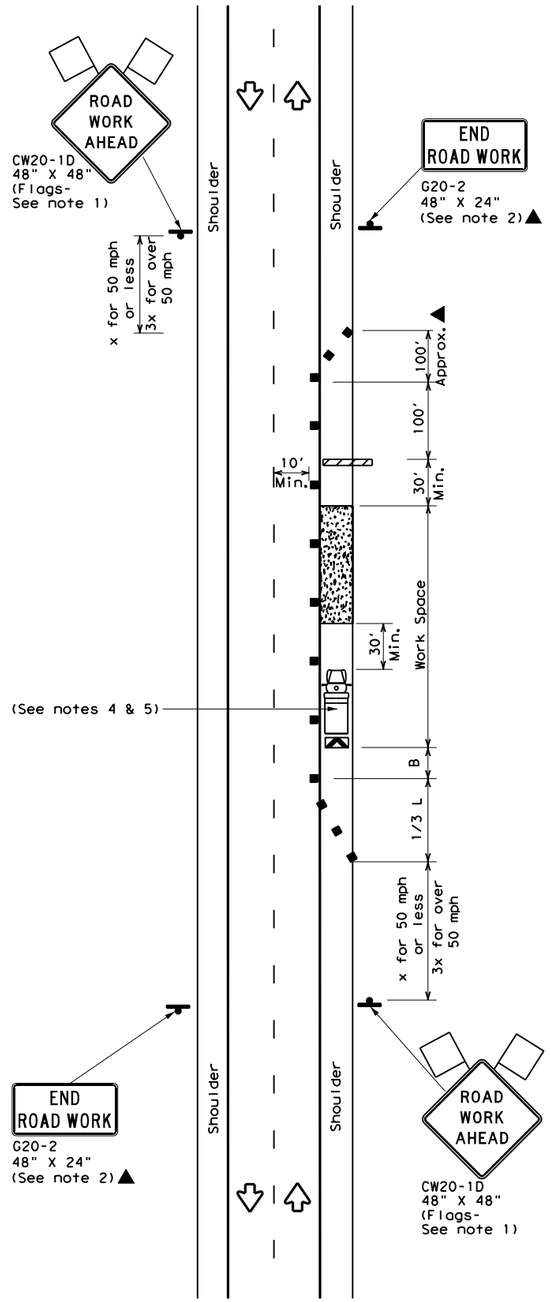


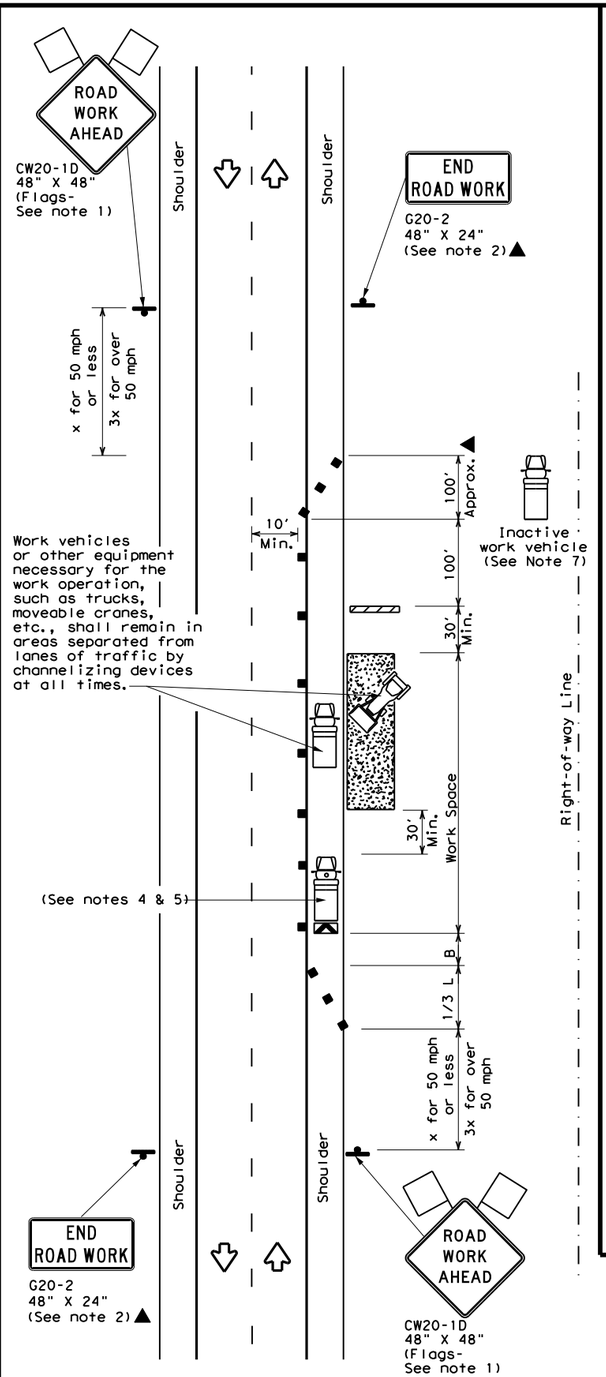
TCP (2-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (2-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (2-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

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

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

* Conventional Roads Only

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

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

GENERAL NOTES

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

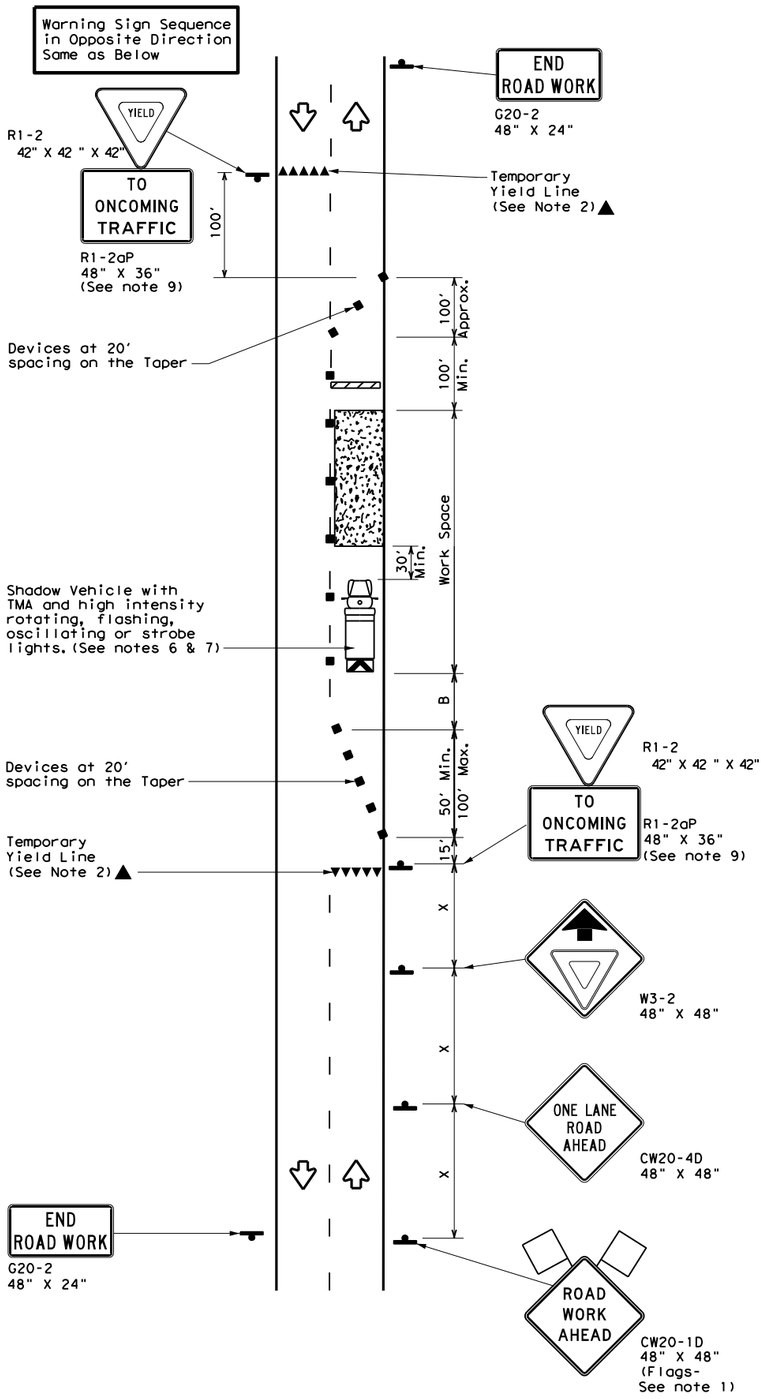
Texas Department of Transportation

Traffic Operations Division Standard

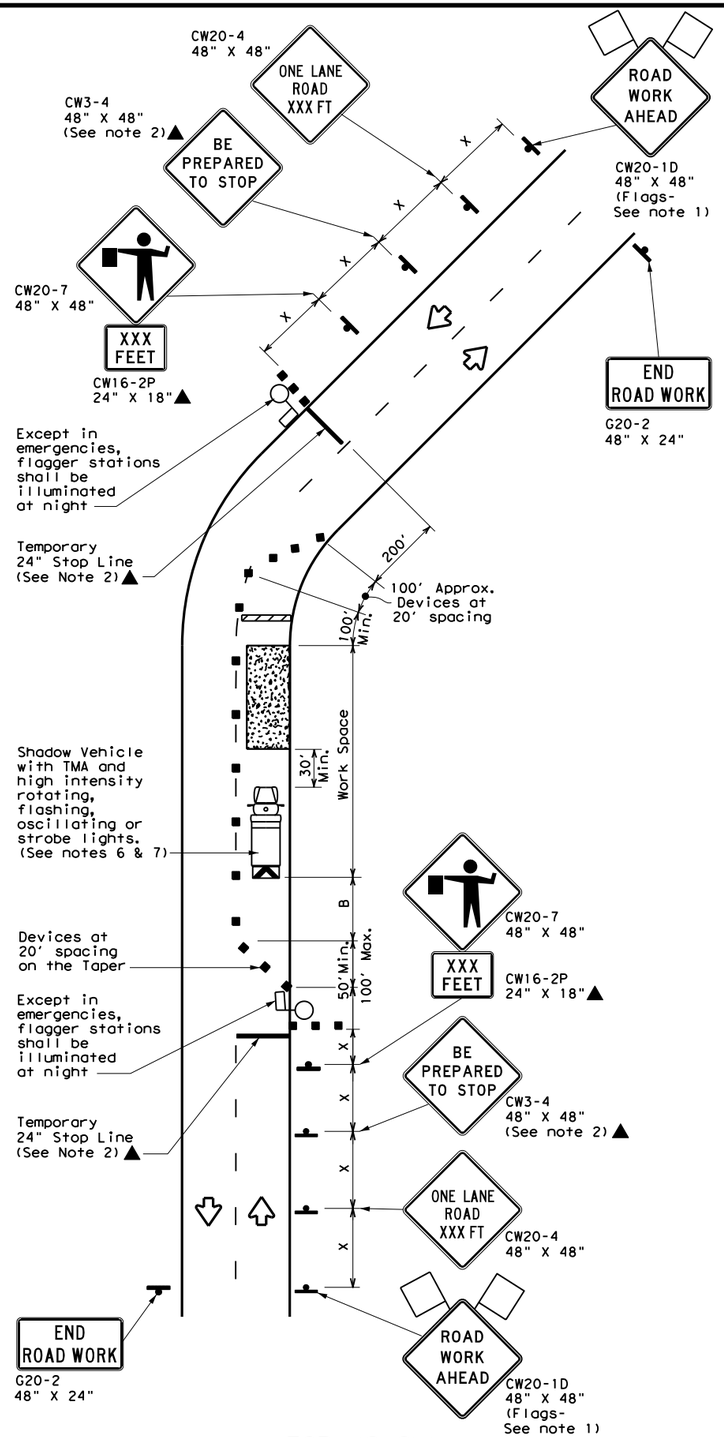
TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK

TCP(2-1)-18

FILE: tcp2-1-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
2-94 4-98	DIST	COUNTY		SHEET NO.
8-95 2-12	YKM	LAVACA		50
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	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		51

DATE: 12/13/2023 8:19:23 AM
FILE: P:\116\02\02\12\design\Civil\Standards\TCP\tcp2-2-18.dgn

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

DATE: 12/13/2023 8:19:23 AM
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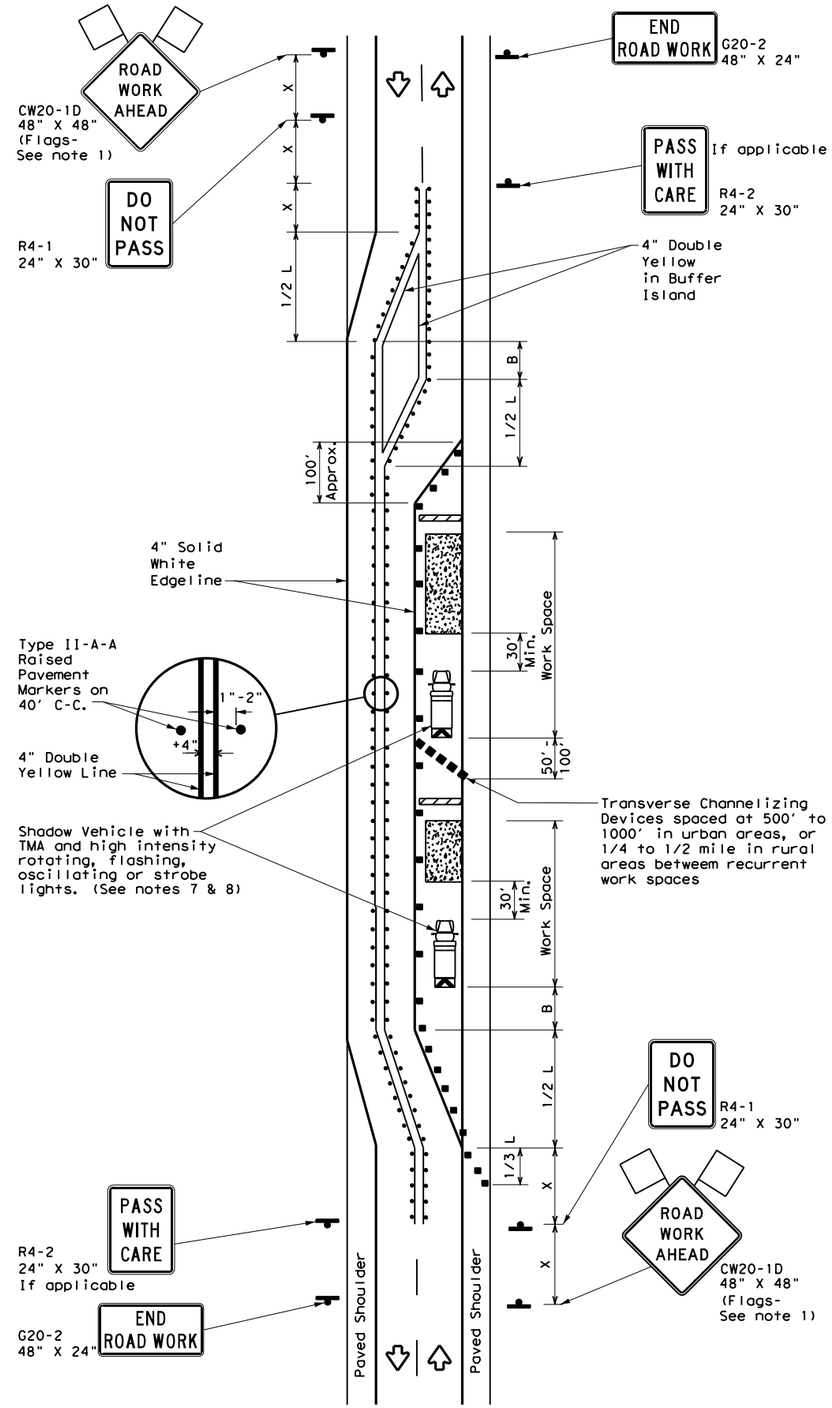

TCP (2-3b)
2-LANE ROADWAY WITH PAVED SHOULDERS

ONE LANE CLOSED
INADEQUATE FIELD OF VIEW

LEGEND

	Type 3 Barricade	■ ■	Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board	....	Raised Pavement Markers Ty II-AA
	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
				TCP(2-3b)ONLY
			✓	✓

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. When work space will be in place less than three days existing pavement markings may remain in place. Channelizing devices shall be used to separate traffic.
4. Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safely control traffic. Flagger should be positioned at end of traffic queue.
5. The R4-1 "DO NOT PASS," R4-2 " PASS WITH CARE" and construction regulatory speed zone signs may be installed within CW20-1D "ROAD WORK AHEAD" signs. Proper spacing of signs shall be maintained.
6. Conflicting pavement marking shall be removed for long term projects.
7. 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.
8. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.

Texas Department of Transportation — Traffic Operations Division Standard

TRAFFIC CONTROL PLAN TRAFFIC SHIFTS ON TWO-LANE ROADS

TCP(2-3)-18 (MOD)

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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
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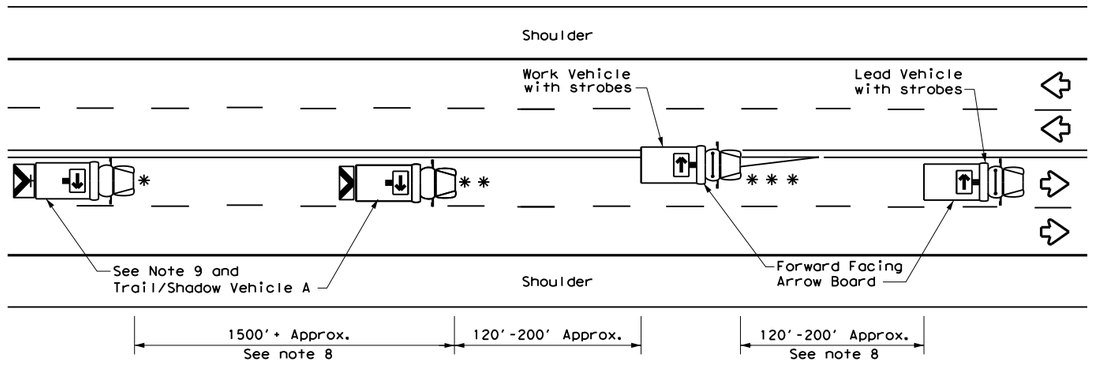
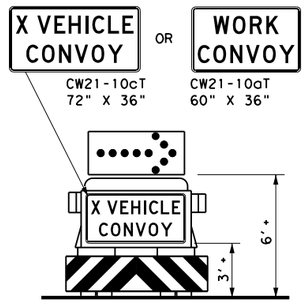
1-97 2-12	DIST	COUNTY		SHEET NO.
4-98 2-18	YKM	LAVACA		52



TCP (3-1a)

UNDIVIDED MULTILANE ROADWAY



TRAIL/SHADOW VEHICLE A

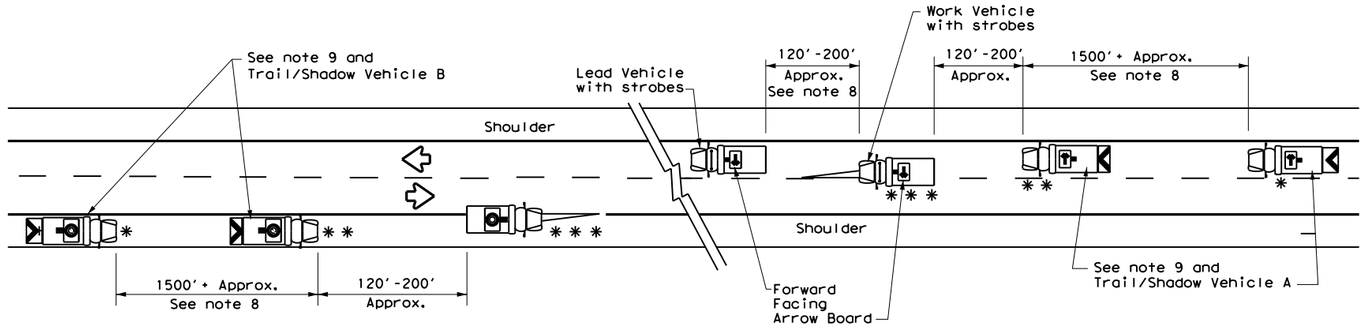
with RIGHT Directional display Flashing Arrow Board

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.

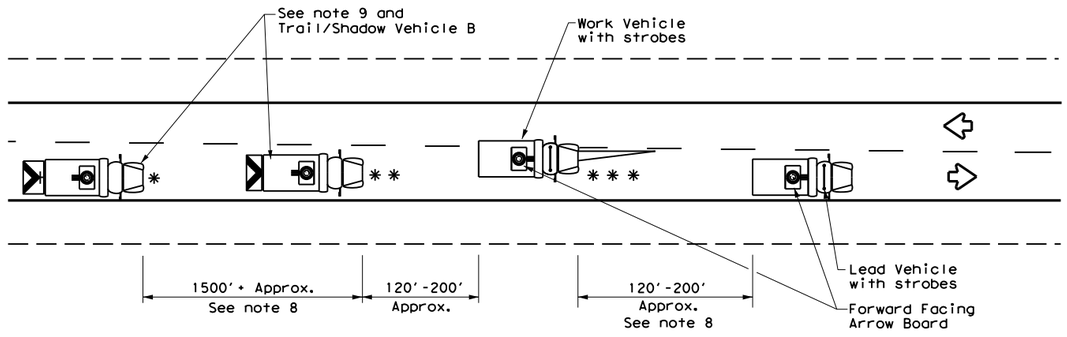


WORK ON SHOULDER

WORK ON TRAVEL LANE

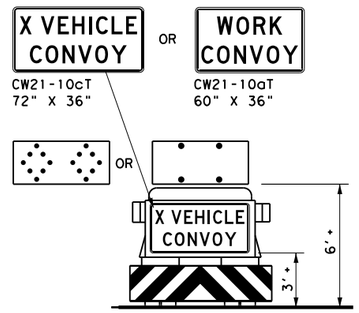
TCP (3-1b)

TWO-WAY ROADWAY WITH PAVED SHOULDERS



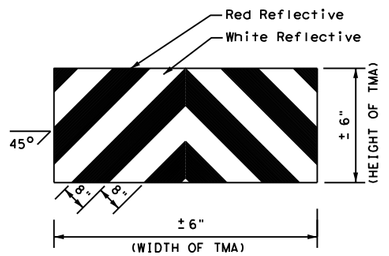
TCP (3-1c)

TWO-WAY ROADWAY WITHOUT PAVED SHOULDERS



TRAIL/SHADOW VEHICLE B

with Flashing Arrow Board in CAUTION display



STRIPING FOR TMA

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN MOBILE OPERATIONS UNDIVIDED HIGHWAYS

TCP(3-1)-13

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©TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-94 4-98 8-95 7-13 1-97	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		53

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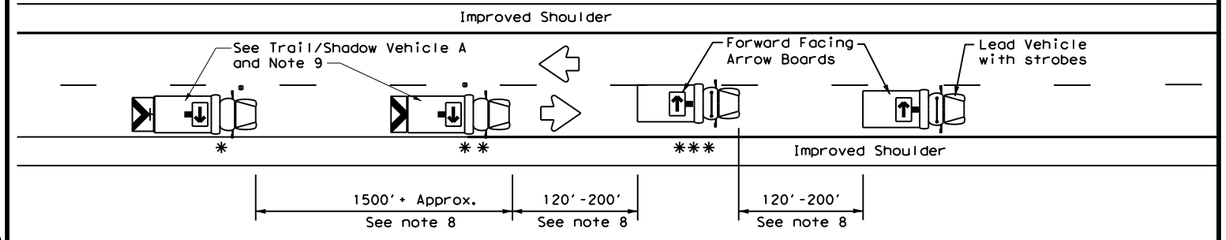
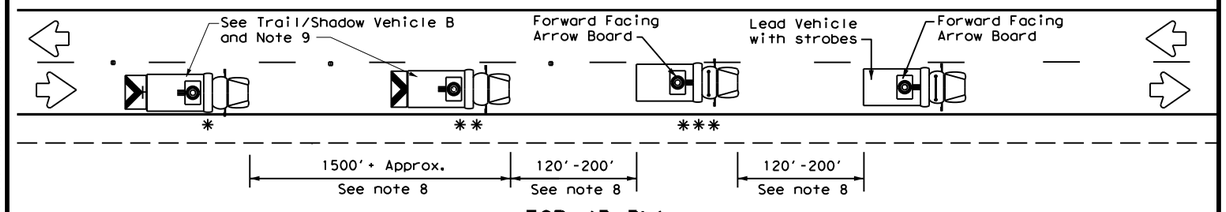


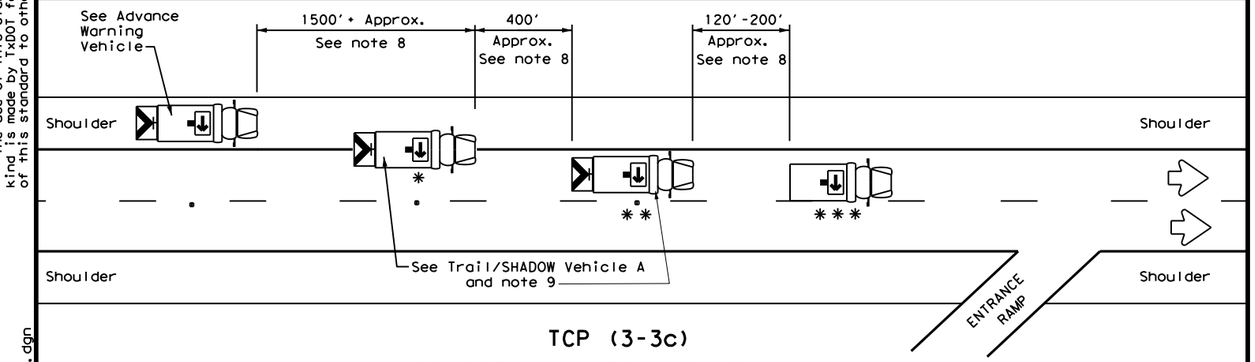
TCP (3-3a)

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



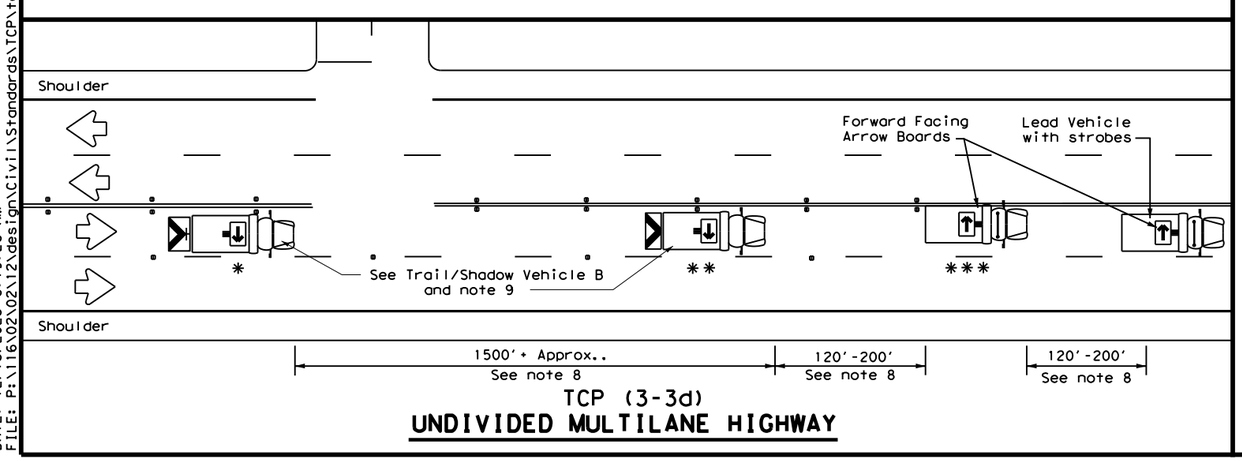
TCP (3-3b)

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



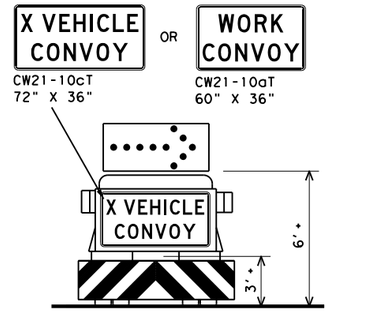
TCP (3-3c)

DIVIDED MULTILANE HIGHWAY



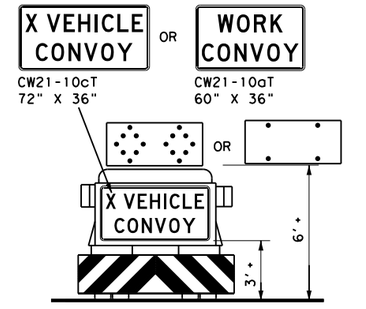
TCP (3-3d)

UNDIVIDED MULTILANE HIGHWAY



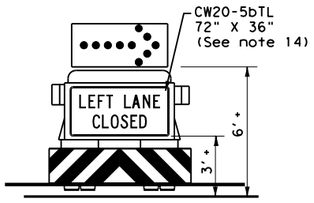
TRAIL/SHADOW VEHICLE A

with RIGHT Directional display
Flashing Arrow Board

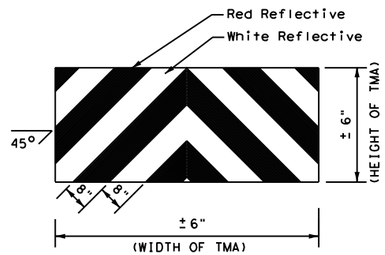


TRAIL/SHADOW VEHICLE B

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

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©TxDOT September 1987	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
2-94 4-98	DIST	COUNTY		SHEET NO.
8-95 7-13	YKM	LAVACA		54
1-97 7-14				

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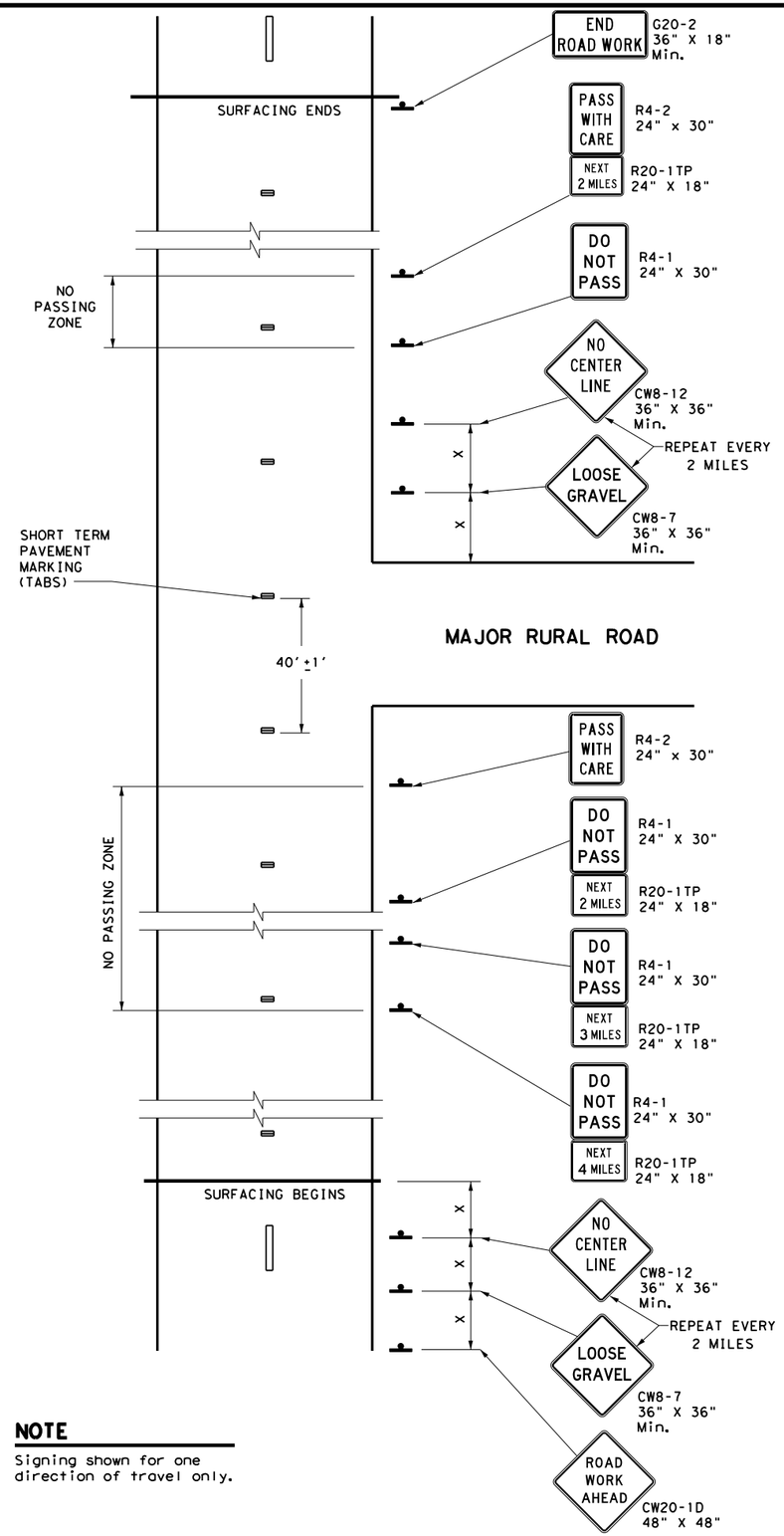
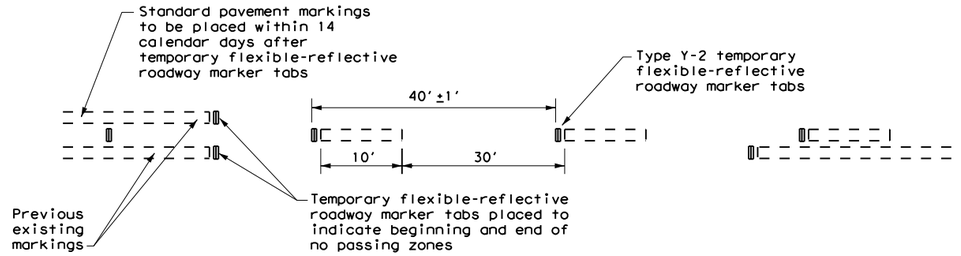


NOTE

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

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© TxDOT March 1991	CONT	SECT	JOB	HIGHWAY
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1-97 7-13	YKM	LAVACA		55

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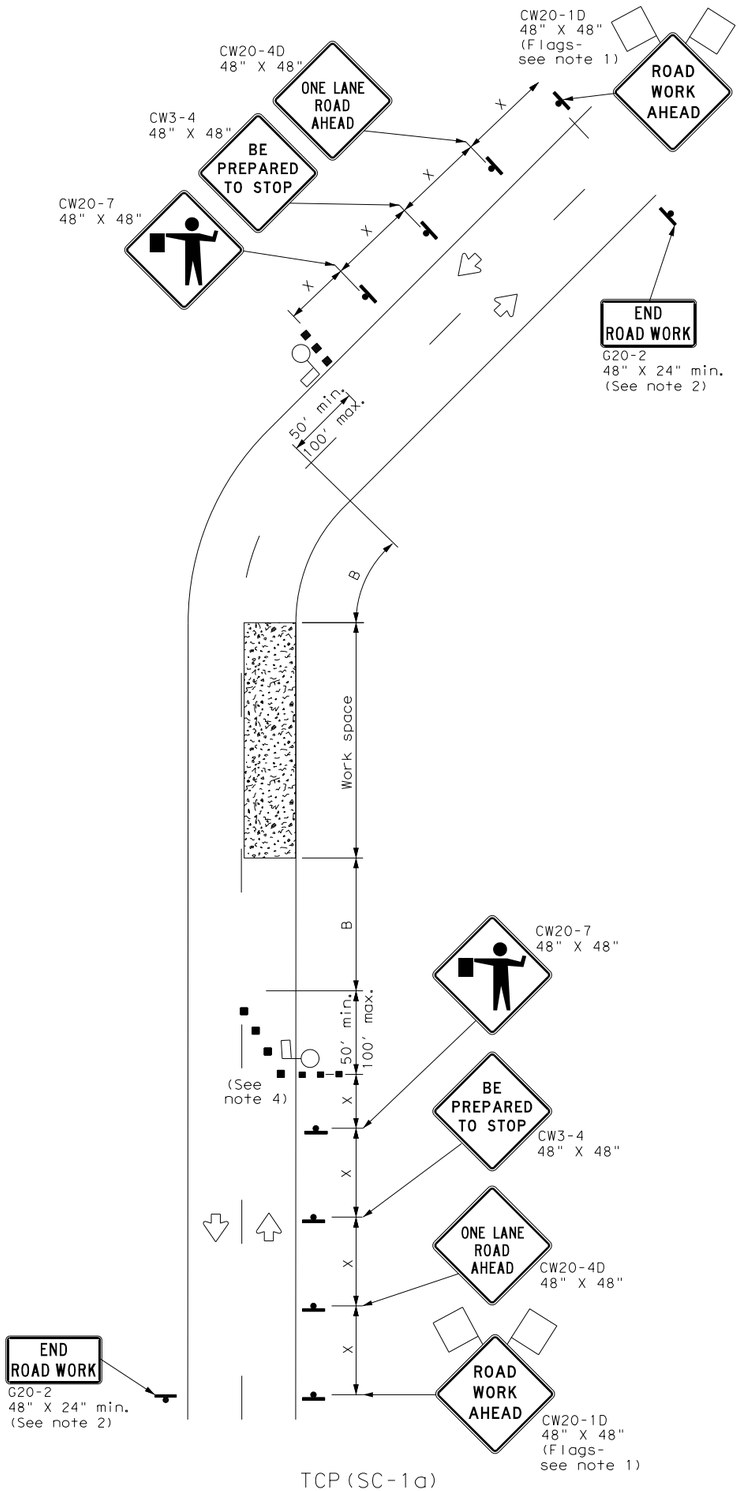
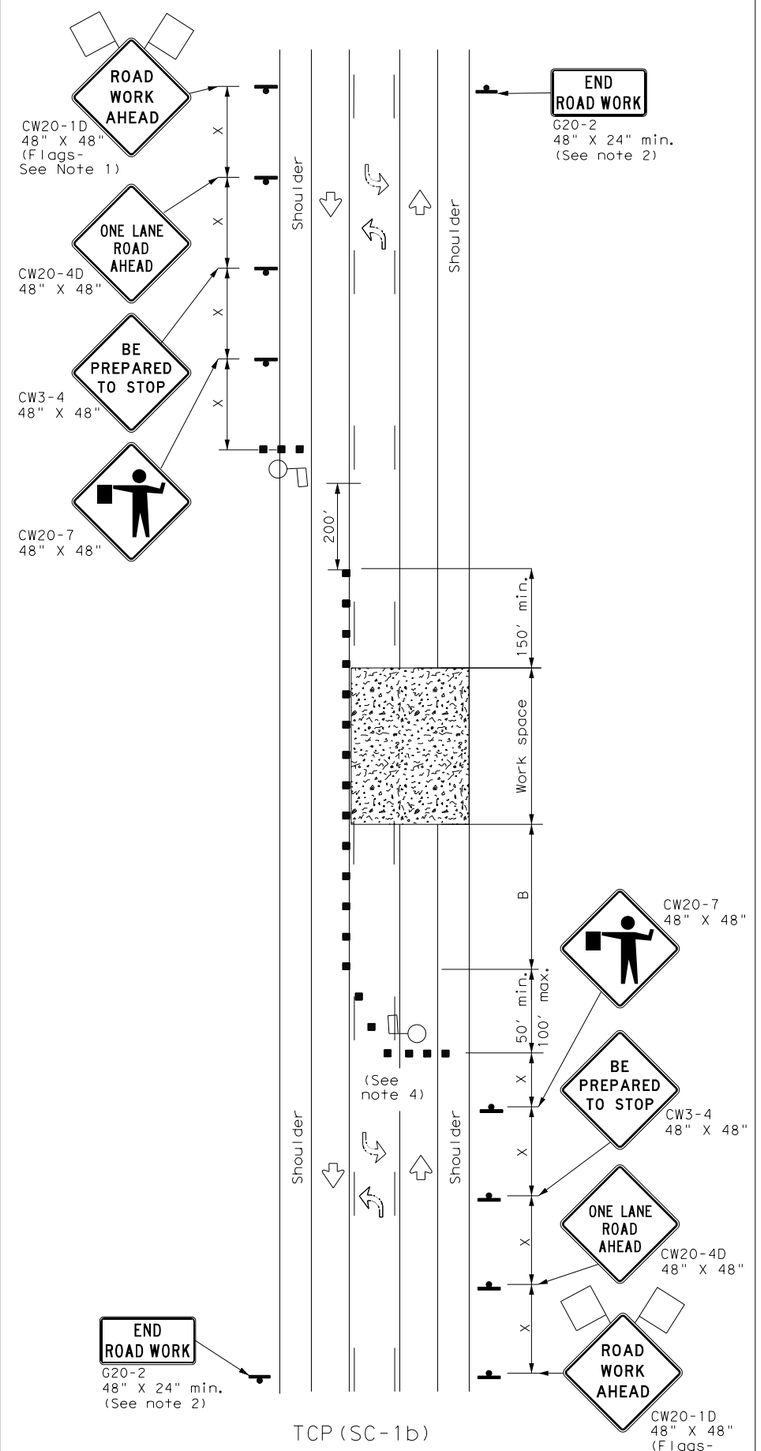


TCP(SC-1a)

ONE LANE TWO-WAY (TWO LANES)
CONTROL WITH PILOT VEHICLE



TCP(SC-1b)

ONE LANE TWO-WAY (THREE LANES)
CONTROL WITH PILOT VEHICLE
AND CHANNELIZING DEVICES

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing Distance "X"	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: if project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
3. Sign spacing may be increased or an additional ROAD WORK AHEAD (CW20-1D) sign may be used if advance warning ahead of the flagger sign is less than 1500 feet.
4. Flaggers should use two-way radios or other methods of communication at all times for traffic control coordination.
5. Flaggers should use 24" STOP (CW20-8) / SLOW (CW20-8aT) paddles to control traffic. Flags should be limited to emergency situations.
6. If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
7. If the seal coat operation crosses intersections, traffic in these areas must be controlled. Care must be taken to prevent vehicles from crossing the asphalt before the aggregate is placed. This may require positioning additional traffic control personnel (flaggers) at the intersection.
8. Temporary rumble strips are not required on seal coat operations.
9. The pilot car is used to guide vehicles through traffic control zone. The pilot car shall have an identification name displayed and PILOT CAR, FOLLOW ME (G20-4) sign or message board mounted in a conspicuous position on rear.

TCP (SC-1a)

1. Channelizing devices on the centerline are not required when a pilot car is leading traffic, unless directed by the Engineer.

Texas Department of Transportation

Traffic Safety Division Standard

TRAFFIC CONTROL PLAN SEAL COAT OPERATIONS ONE-LANE TWO-WAY

TCP(SC-1)-22

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© TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
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	YKM	LAVACA		56

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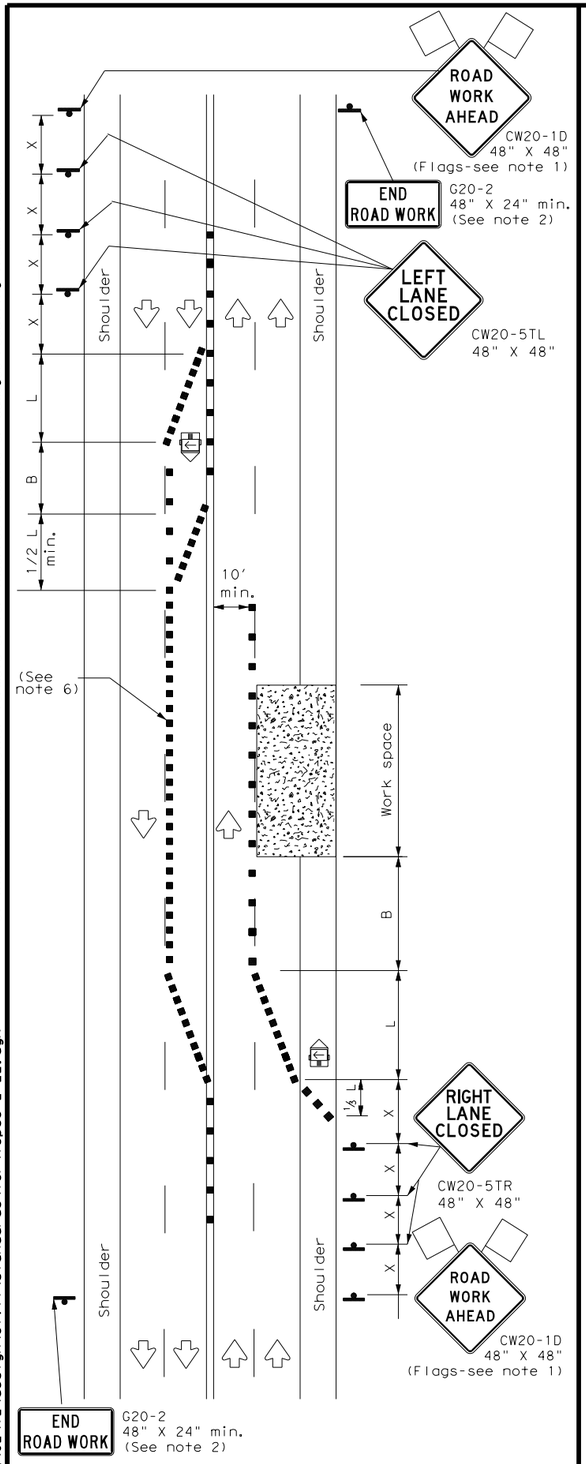
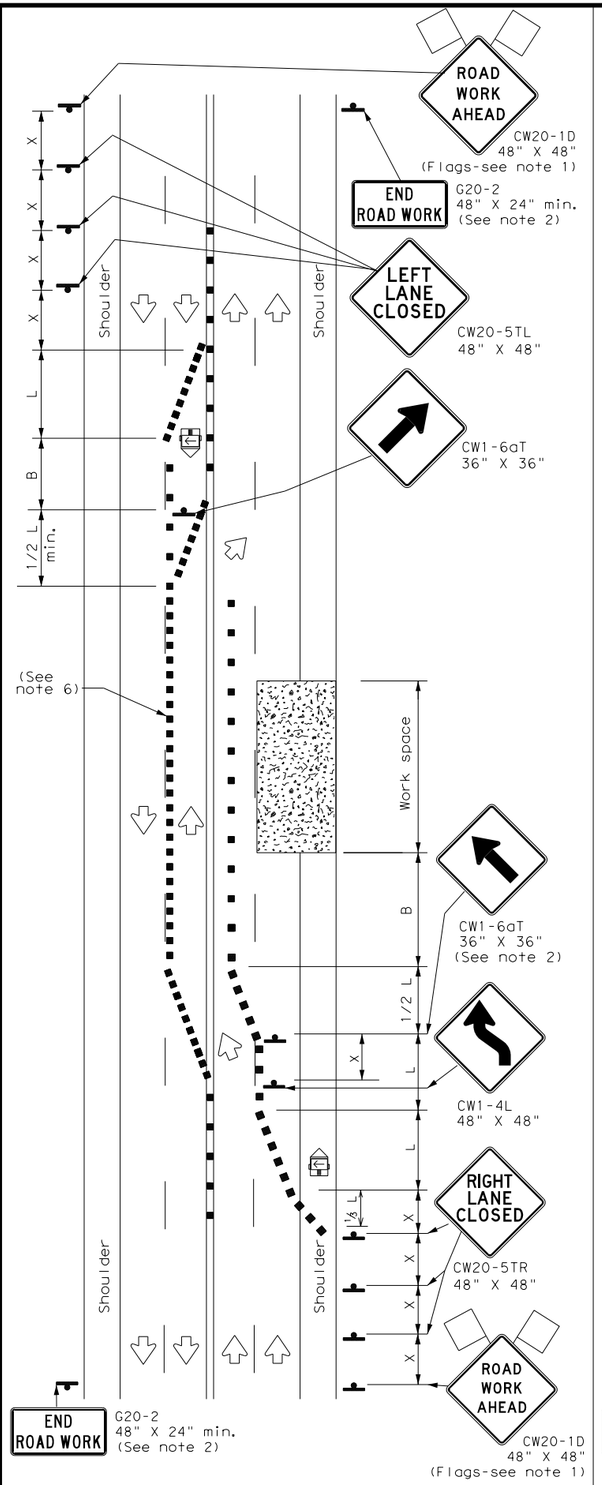


TCP (SC-2a)

ONE LANE CLOSED EACH DIRECTION

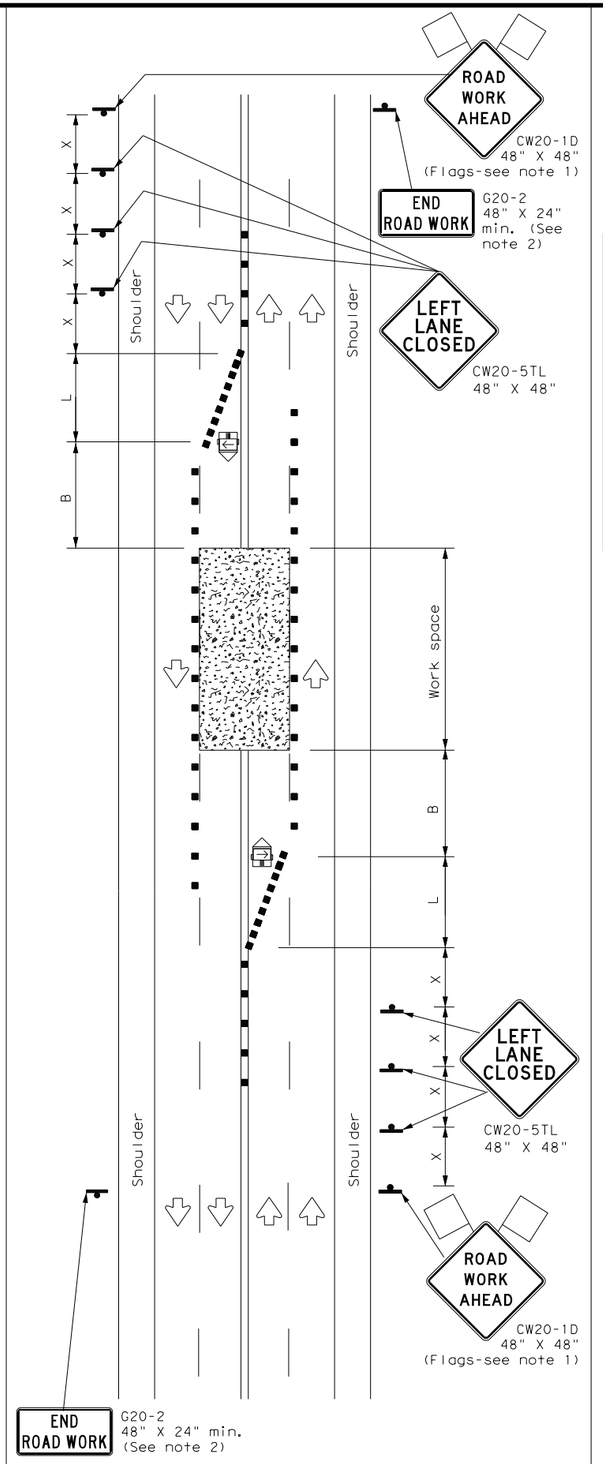
CONTROL W/ CHANNELIZING DEVICES



TCP (SC-2b)

ONE LANE CLOSED EACH DIRECTION

CONTROL W/ CHANNELIZING DEVICES



TCP (SC-2c)

CENTER LANES CLOSED

CONTROL W/ CHANNELIZING DEVICES

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 Distance "X"	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: if project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
3. The ROAD WORK AHEAD (CW20-1D) sign may be repeated if the visibility of the work zone is less than 1500 feet.
4. If the seal coat operation crosses intersections, traffic in these areas must be controlled. Care must be taken to prevent vehicles from crossing the asphalt before the aggregate is placed. This may require positioning additional traffic control personnel (flaggers) at the intersection.
5. Temporary rumble strips are not required on seal coat operations.

TCP (SC-2a) and (SC-2b)

6. Channelizing devices which separate two-way traffic shall be spaced on tapers at:
   a.) 20 feet;
   b.) 15 feet when posted speeds are 35 mph or slower; or
   c.) at 1/2(S) for tangent sections.
   This tighter device spacing is intended for the areas of conflicting markings, not the entire work zone.

Texas Department of Transportation — Traffic Safety Division Standard

TRAFFIC CONTROL PLAN SEALCOAT OPERATIONS MULTILANE ROADS (UNDIVIDED)

TCP(SC-2)-22

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4-21		DIST	COUNTY		SHEET NO.
10-22		YKM	LAVACA		57

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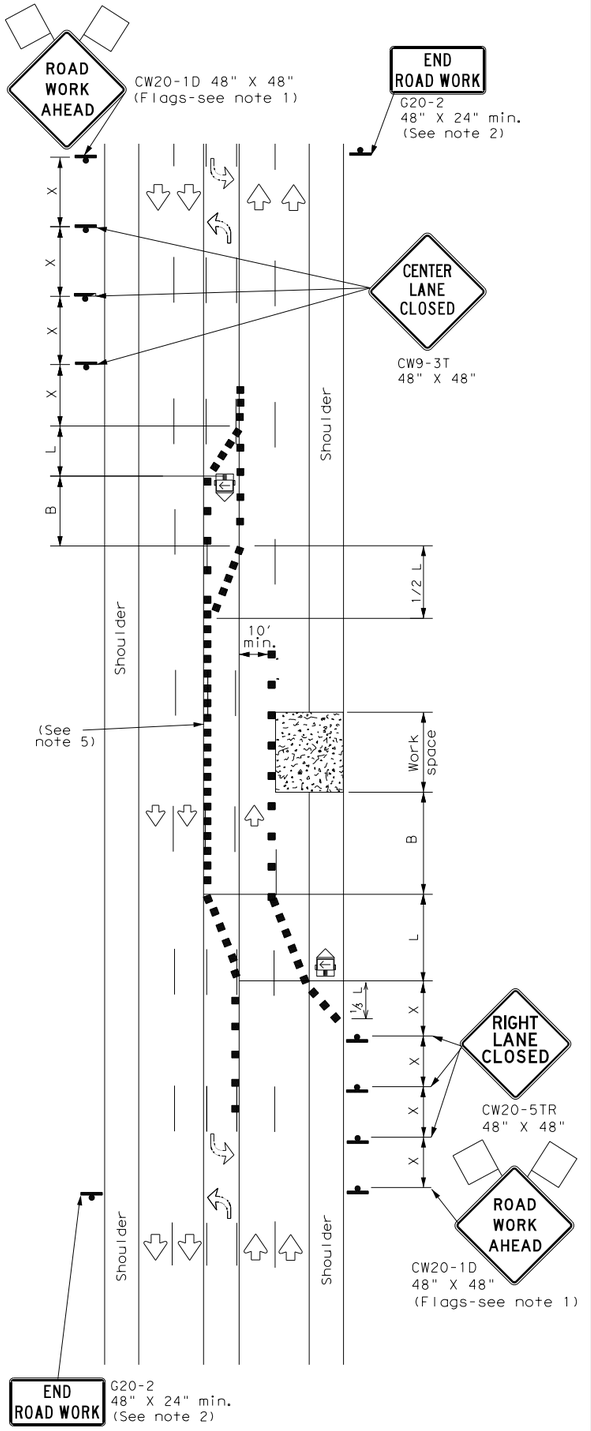
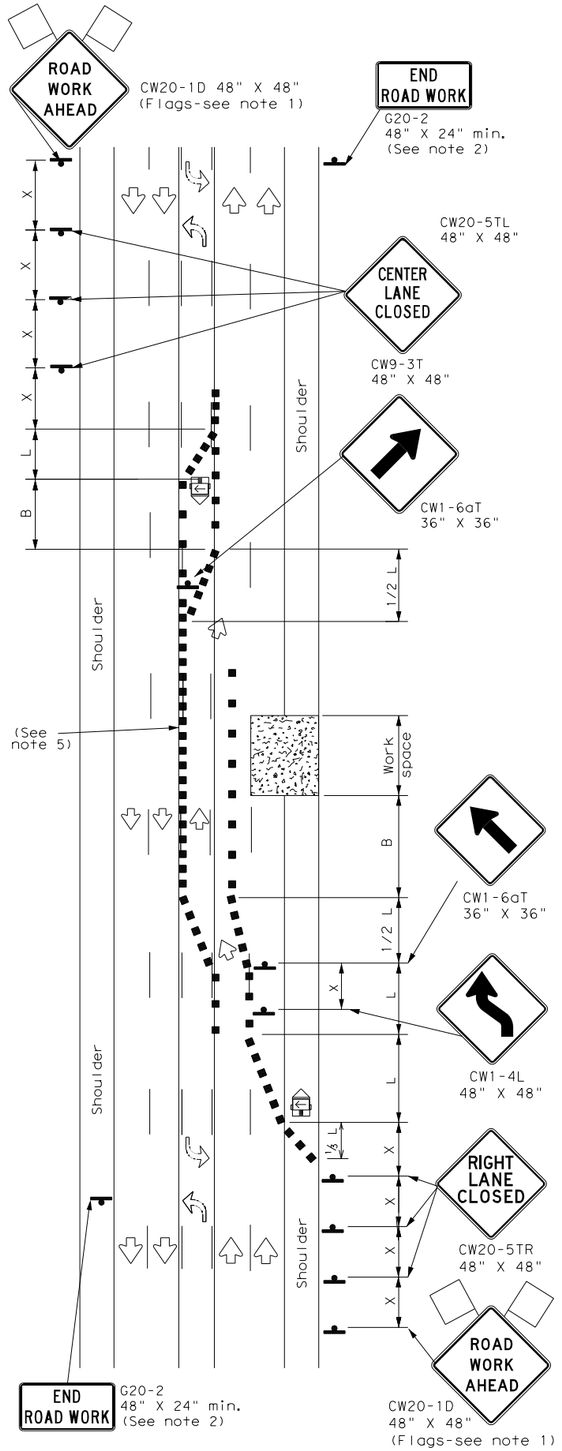
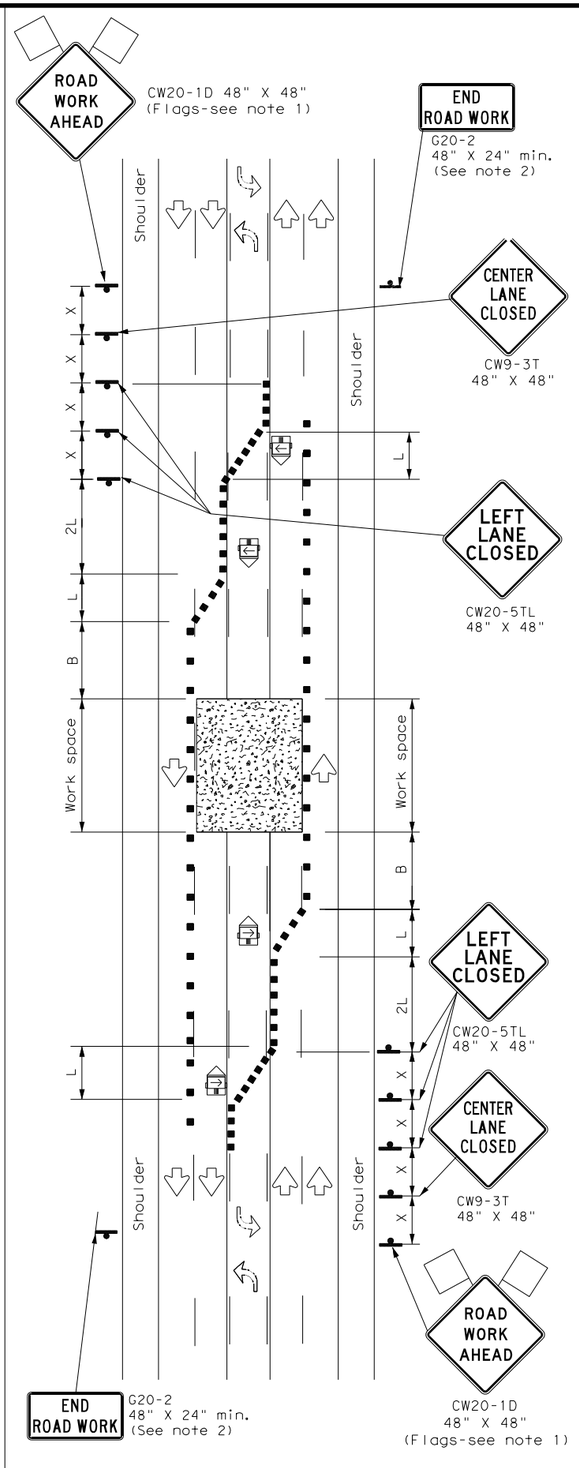


TCP(SC-3a)
ONE LANE CLOSED
CONTROL W/ CHANNELIZING DEVICES



TCP(SC-3b)
TWO LANES CLOSED
CONTROL W/ CHANNELIZING DEVICES



TCP(SC-3c)
CENTER LANES CLOSED
CONTROL W/ CHANNELIZING DEVICES

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing Distance "X"	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: if project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
3. If the seal coat operation crosses intersections, traffic in these areas must be controlled. Care must be taken to prevent vehicles from crossing the asphalt before the aggregate is placed. This may require positioning additional traffic control personal (flaggers) at the intersection.
4. Temporary rumble strips are not required on seal coat operations.

TCP (SC-3a) and (SC-3b)

5. Channelizing devices which separate two-way traffic shall be spaced on tapers at:
   a.) 20 feet;
   b.) 15 feet when posted speeds are 35 mph or slower; or
   c.) at 1/2(S) for tangent sections.
   This tighter device spacing is intended for the areas of conflicting markings, not the entire work zone.

Texas Department of Transportation — Traffic Safety Division Standard

TRAFFIC CONTROL PLAN SEAL COAT OPERATIONS MULTILANE ROADS (W/ CENTER LEFT TURN LANE)

TCP(SC-3)-22

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©TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
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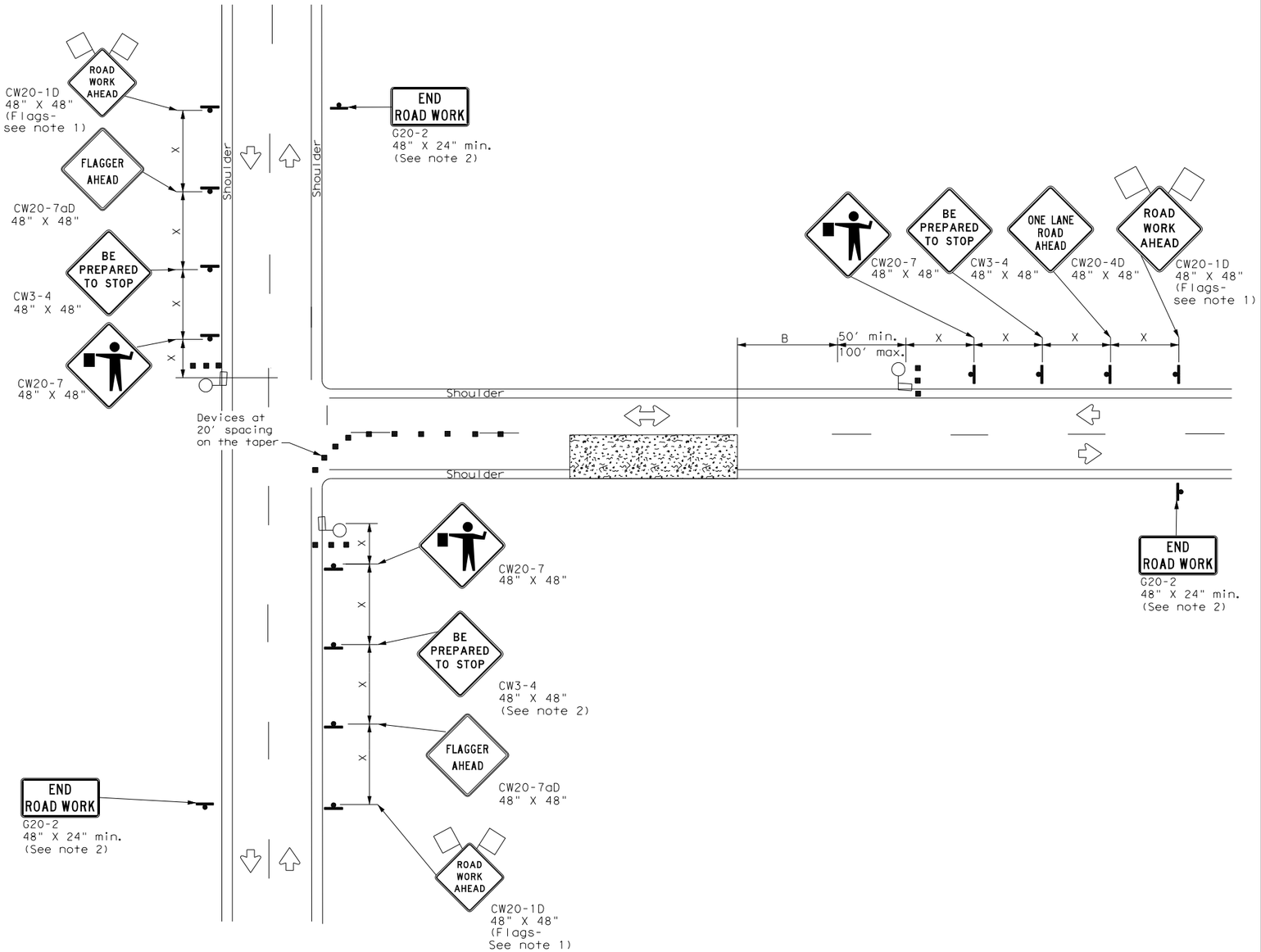
10-22	YKM	LAVACA		58



ONE LANE TWO-WAY (T-INTERSECTION)
CONTROL WITH PILOT VEHICLE

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 Distance "X"	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: if project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
3. Flaggers should use two-way radios or other methods of communication at all times for traffic control coordination.
4. Flaggers should use 24" STOP (CW20-8) / SLOW (CW20-8aT) paddles to control traffic. Flags should be limited to emergency situations.
5. If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
6. Temporary rumble strips are not required on seal coat operations.
7. The pilot car is used to guide vehicles through traffic control zone. The pilot car shall have an identification name displayed and PILOT CAR, FOLLOW ME (G20-4) sign or message board mounted in a conspicuous position on rear.

Texas Department of Transportation | Traffic Safety Division Standard

TRAFFIC CONTROL PLAN SEAL COAT OPERATIONS NEAR INTERSECTION

TCP(SC-4)-22

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©TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
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10-22	YKM	LAVACA		59

220

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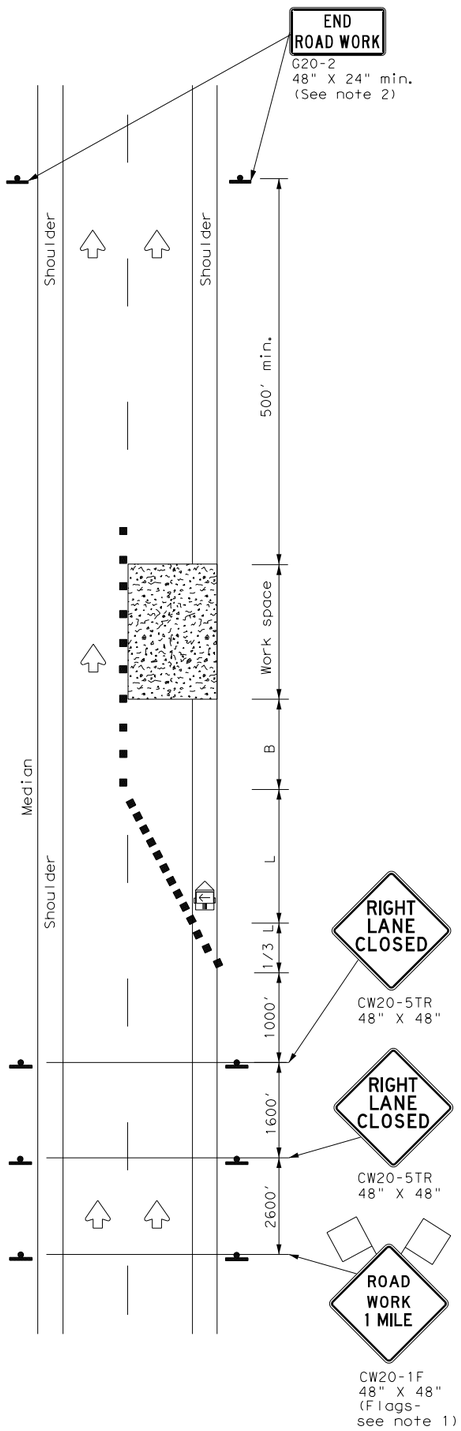
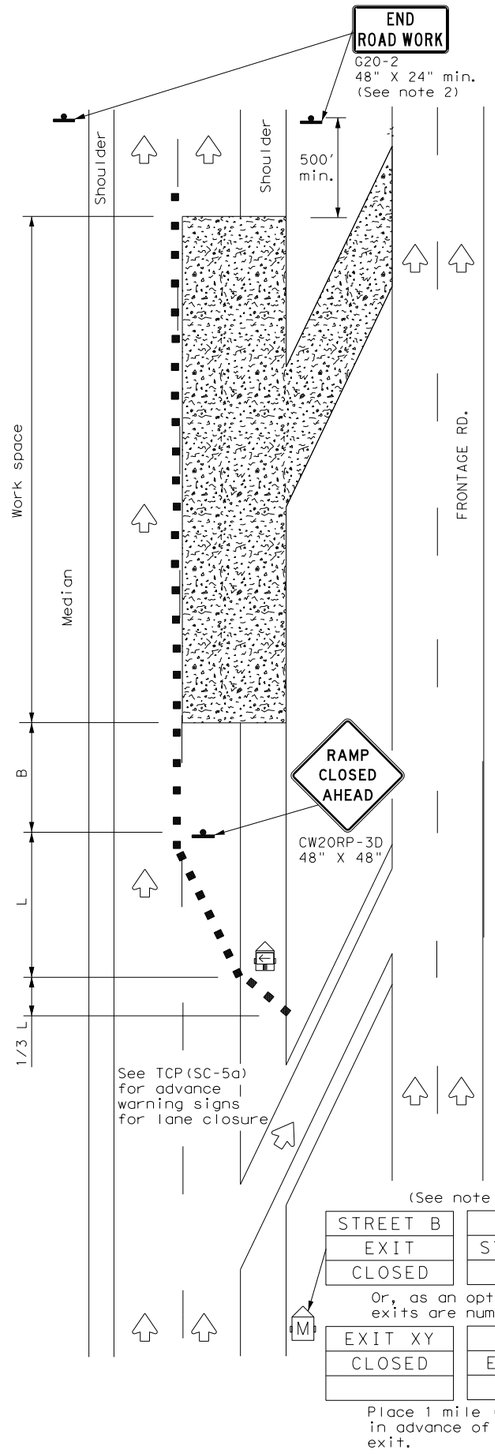


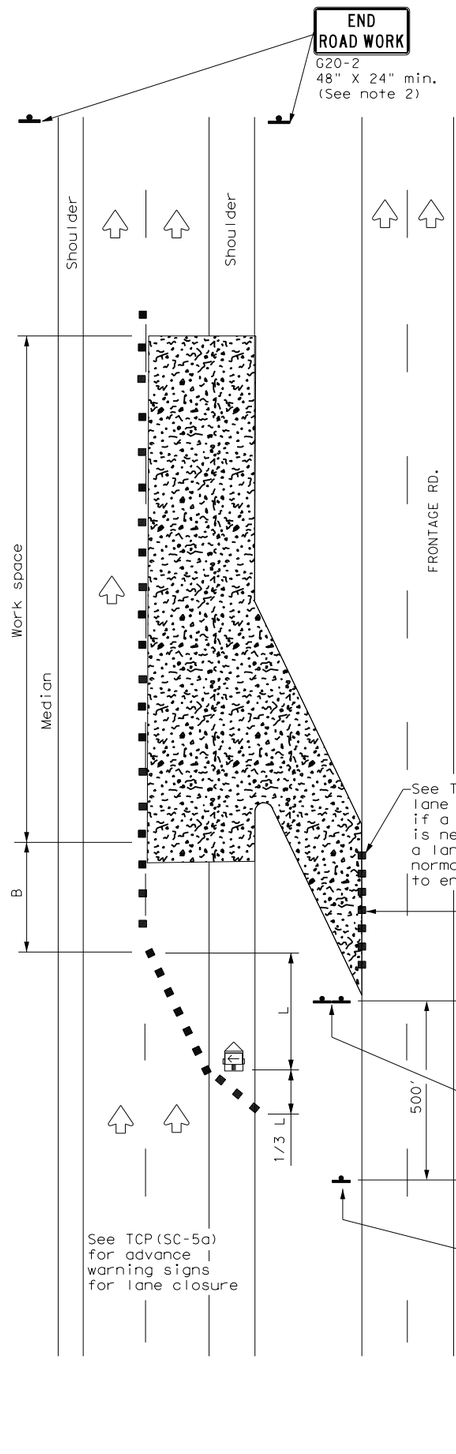
TCP (SC-5a)

ONE LANE CLOSURE



TCP (SC-5b)

LANE AND RAMP CLOSURE AT EXIT RAMPS



TCP (SC-5c)

LANE AND RAMP CLOSURE AT ENTRANCE RAMPS

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 Distance "X"	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:
   - If project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
   - USE NEXT RAMP (CW25-1T) sign is optional with approval by the Engineer.
3. Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
4. The PCMS may be omitted if: it is replaced with a RAMP CLOSED AHEAD (CW20RP-3D) sign or when a permanent Dynamic Message Sign (DMS) is available in the appropriate location to display a similar message as called for on the PCMS.
5. Temporary rumble strips are not required on seal coat operations.

Texas Department of Transportation — Traffic Safety Division Standard

TRAFFIC CONTROL PLAN SEAL COAT OPERATIONS DIVIDED HIGHWAYS

TCP(SC-5)-22

FILE: tcpsc-5-22.dgn	DN:	CK:	DW:	CK:
© TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
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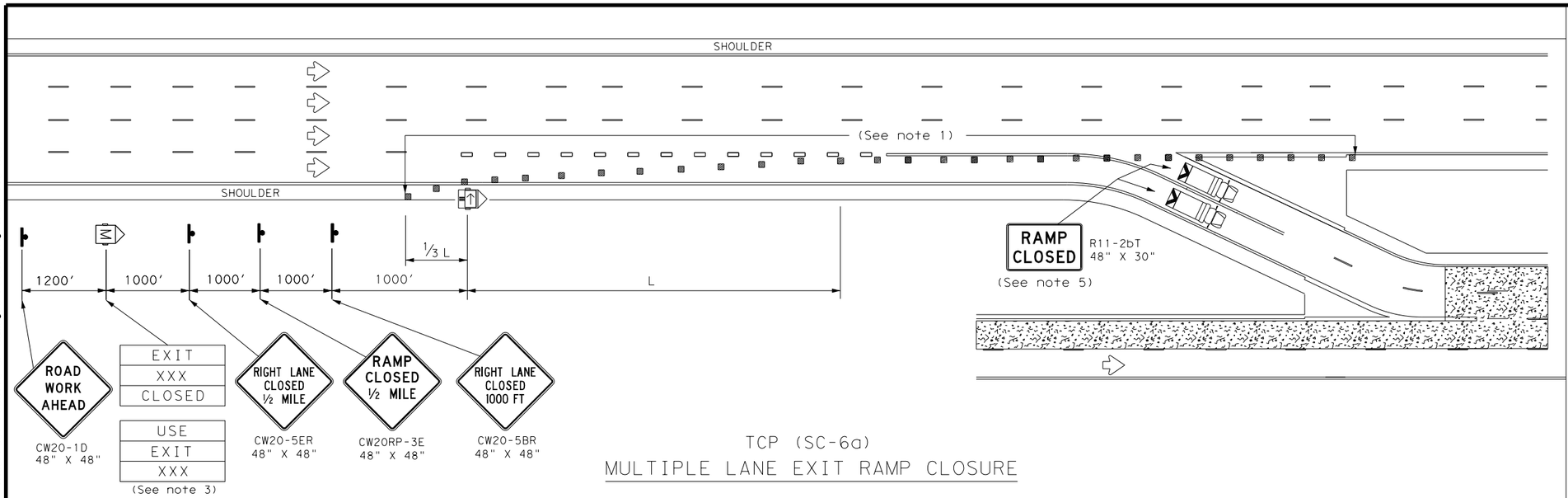
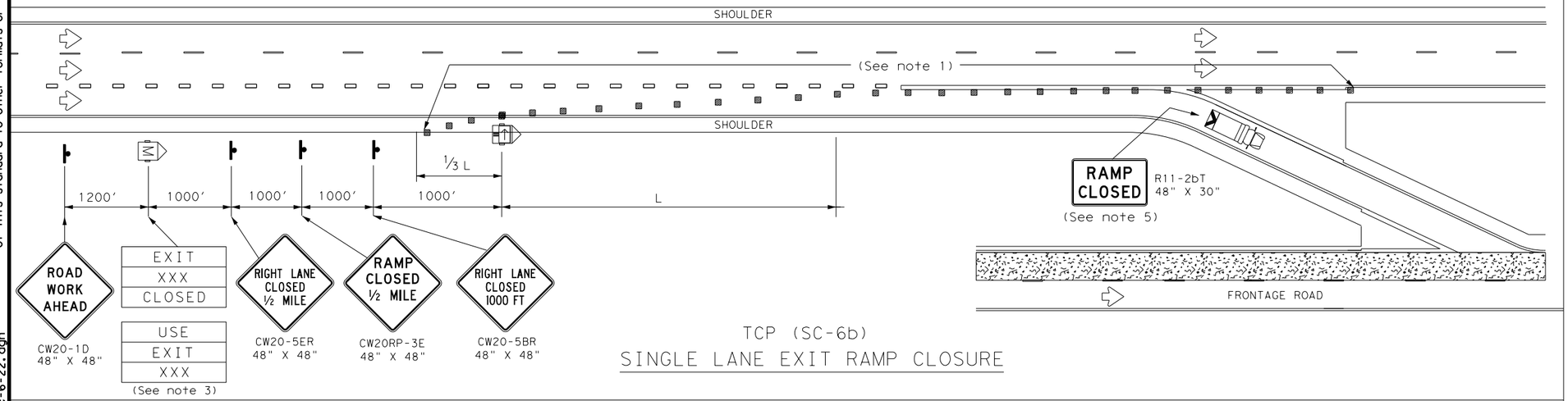
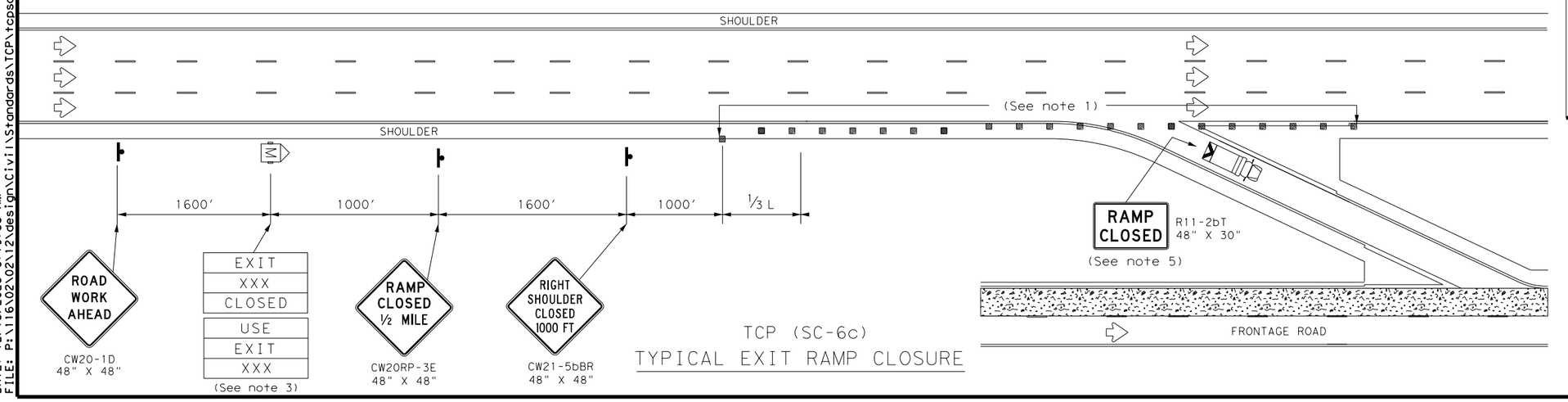
	YKM	LAVACA		60



TCP (SC-6a)
MULTIPLE LANE EXIT RAMP CLOSURE



TCP (SC-6b)
SINGLE LANE EXIT RAMP CLOSURE



TCP (SC-6c)
TYPICAL EXIT RAMP CLOSURE

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

Posted Speed	Formula	Minimum Desirable Taper Lengths "L" ✻✻ 10′ Offset	11′ Offset	12′ Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Suggested Longitudinal Buffer Space "B"
45	L=WS	450′	495′	540′	45′	90′	195′
50		500′	550′	600′	50′	100′	240′
55		550′	605′	660′	55′	110′	295′
60		600′	660′	720′	60′	120′	350′
65		650′	715′	780′	65′	130′	410′
70		700′	770′	840′	70′	140′	475′
75		750′	825′	900′	75′	150′	540′
80		800′	880′	960′	80′	160′	615′
85		850′	935′	1020′	85′	170′	695′

✻✻ 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. Place channelizing devices at 20′ spacings. Tighter spacing allowed as necessary to address field conditions or observed driver behavior.
2. See the Standard Highway Sign Design for Texas (SHSD) for sign details.
3. The PCMS may be omitted if replaced with a RAMP CLOSED AHEAD (CW20RP-3D) sign or when a permanent Dynamic Message Sign (DMS) is available in an appropriate location to display a similar message as called for on the PCMS.
4. When it is determined that a through lane should be closed in addition to the exit ramp, refer to TCP(6-4) for traffic control details.
5. A Truck Mounted Attenuator (TMA), where shown, is REQUIRED and shall have a RAMP CLOSED (R11-2bT) sign mounted on the rear of the truck.

SHEET 6 OF 8

Texas Department of Transportation — Traffic Safety Division Standard

TRAFFIC CONTROL PLAN SEAL COAT OPERATIONS DIVIDED HIGHWAYS

TCP(SC-6)-22

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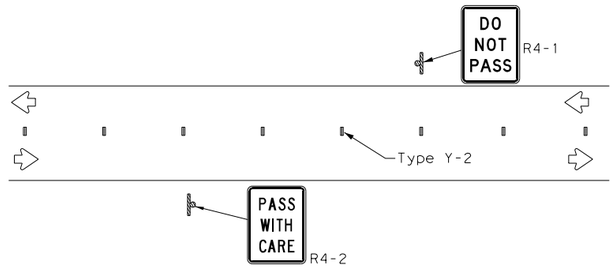
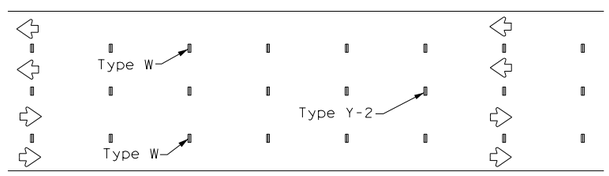
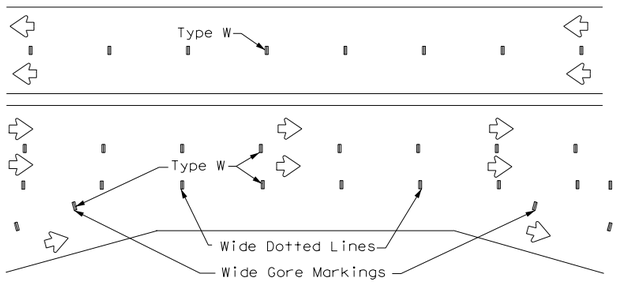
WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS (TABS)



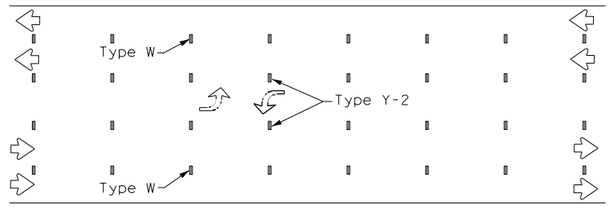
CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO LANE TWO-WAY HIGHWAYS



LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS

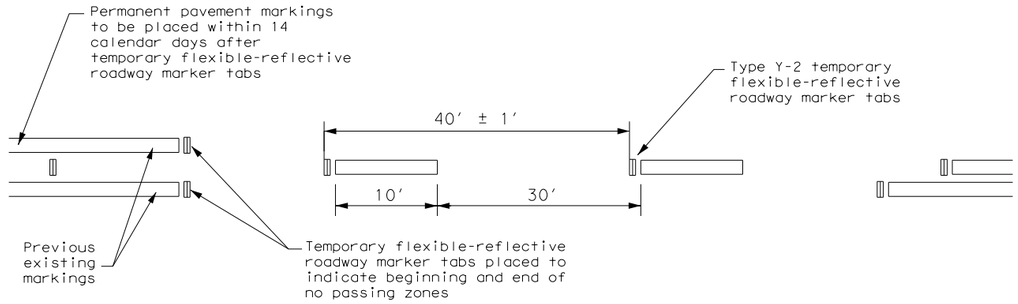


LANE LINES FOR DIVIDED HIGHWAY



TWO-WAY LEFT TURN LANE

TABS ON CENTERLINES OF TWO-LANE TWO-WAY ROADS



TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS

1. Temporary markings for surfacing projects shall be Temporary Flexible-Reflective Roadway Marker Tabs with protective cover 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 days before the surfacing is applied. After the surfacing is rolled and swept, the protective cover over the reflective strip shall be removed.
2. Temporary Flexible-Reflective Roadway Marker Tabs detailed on this sheet will be designated Type Y-2 (two amber reflective surfaces with a 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).
3. Temporary Flexible-Reflective Roadway Marker Tabs will require normal maintenance replacement when used on roadways with an Average Daily Traffic (ADT) per lane of up to 7500 vehicles with no more than 10% truck mix. When roadway volumes exceed these values, additional maintenance replacement of these devices should be planned for.
4. 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.
5. 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 4.
6. Tabs shall meet requirements of Departmental Material Specification DMS-8242.
7. Tabs shall NOT be used to simulate edge lines.

NOTES:

1. 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.
2. 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 acceptable.
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.

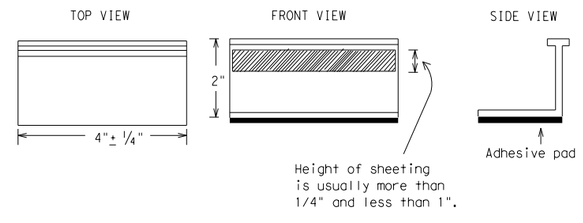
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS) & MATERIAL PRODUCER LISTS (MPL)

1. DMSs referenced above may be found along with embedded links to their respective MPLs at the following website: http://www.txdot.gov

WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS (TABS)

SOLID LINES	DOUBLE NO-PASSING LINE	40′ ± 1′, Type Y-2
	SINGLE NO-PASSING LINE or CHANNELIZATION LINE	40′ ± 1′, Type Y-2 or W
	8" WIDE SOLID LINE	20′ ± 1′, Type Y-2 or W
BROKEN LINES (FOR CENTER LINE OR LANE LINE)		40′ ± 1′, Type Y-2 or W
WIDE DOTTED LINES (FOR LANE DROP LINES)		12′ ± 1′, Type W
WIDE GORE MARKINGS		20′ ± 1′, Type W

TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS



Texas Department of Transportation

Traffic Safety Division Standard

TEMPORARY PAVEMENT MARKINGS FOR SEAL COAT OPERATIONS

TCP(SC-7)-22

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10-22		YKM	LAVACA		62

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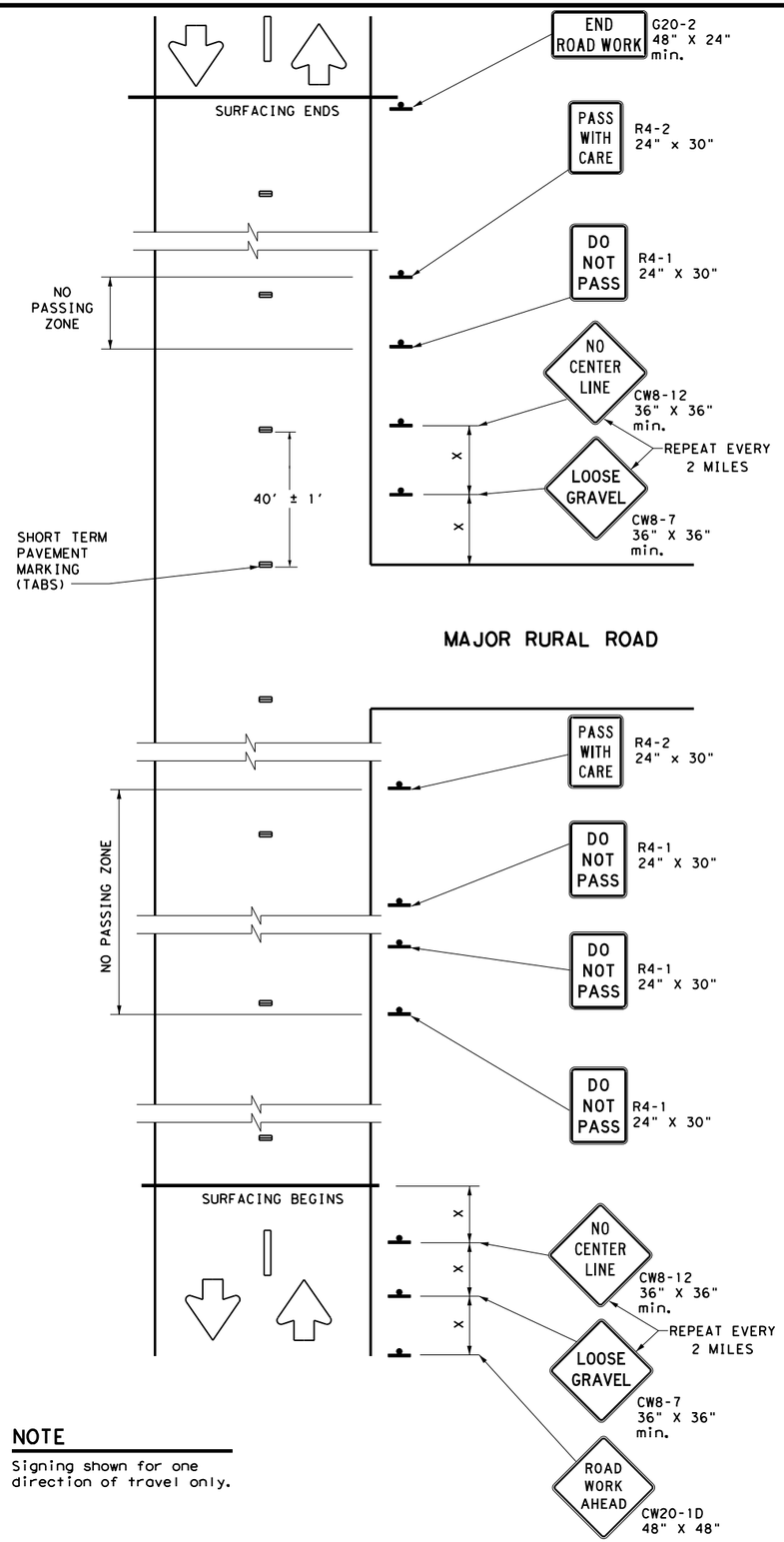

NOTE

Signing shown for one direction of travel only.

NO PASSING ZONES ON TWO-LANE TWO-WAY ROADS

DO NOT PASS (R4-1) SIGN 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 prohibitd 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 a 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 windshields and lights. The DO NOT PASS sign and NEXT XX MILES plaque should be used and repeated as often as necessary for this purpose. Where several existing zones are to be combined into one individual no-passing zone, the sign at the beginning of the zone should be covered until the surfacing operation has passed this location so as not to have the DO NOT PASS sign conflict with the existing pavement markings. Also, unless one day of 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. DO NOT PASS and PASS WITH CARE signs are to remain in place until permanent pavement markings are installed.

NO CENTER LINE (CW8-12) SIGN

A. Center line markings are yellow pavement markings that delineate the separation between 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 center line), a NO CENTER LINE (CW8-12) sign should be erected at the beginning of the work area, at approximately two 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 permanent pavement markings are installed.

LOOSE GRAVEL (CW8-7) SIGN

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 two 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.

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:
   a.) In the sequence shown following the OBEY WARNING SIGNS STATE LAW (R20-3T) sign and the TRAFFIC FINES DOUBLE (R20-5T) sign; and
   b.) 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 sign placements will then be repeated as described above.

Posted Speed *	Minimum Sign Spacing Distance "X"
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. Surfacing operations that cover or obliterate existing pavement markings must first have the passing zones clearly marked with tabs as well as having any of the traffic control devices detailed on this sheet furnished and erected as directed by the Engineer.
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 Short Duration / Short Term Stationary 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 should 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 Safety Division Standard

TRAFFIC CONTROL DETAILS FOR SEAL COAT OPERATIONS

TCP(SC-8)-22

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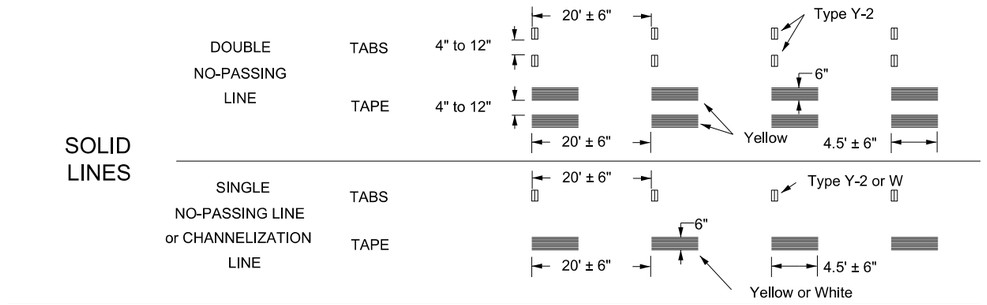
©TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
4-21	DIST	COUNTY		SHEET NO.
10-22	YKM	LAVACA		63

WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS



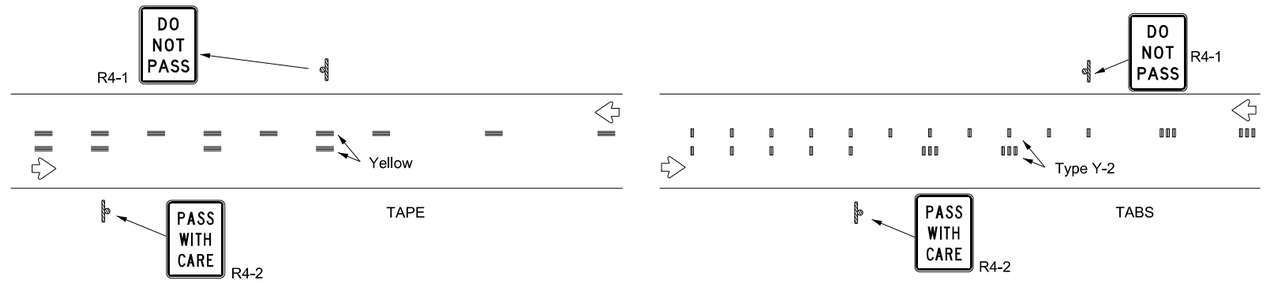
NOTES:

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.

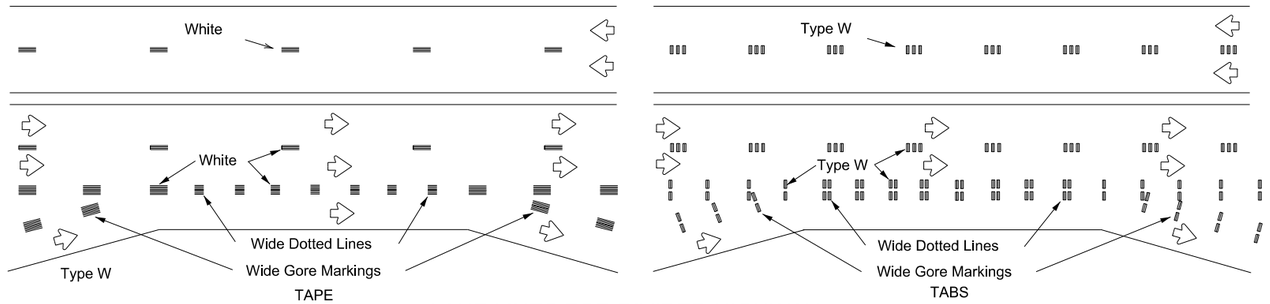
TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS (TABS)

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.

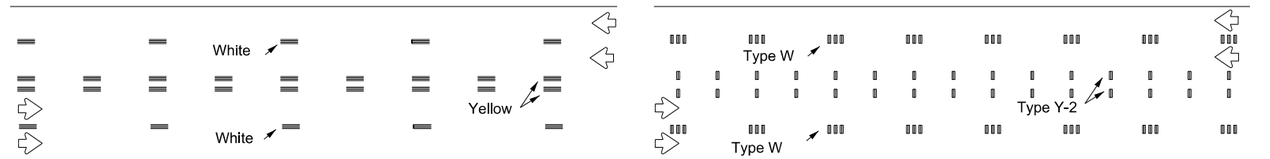
WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS



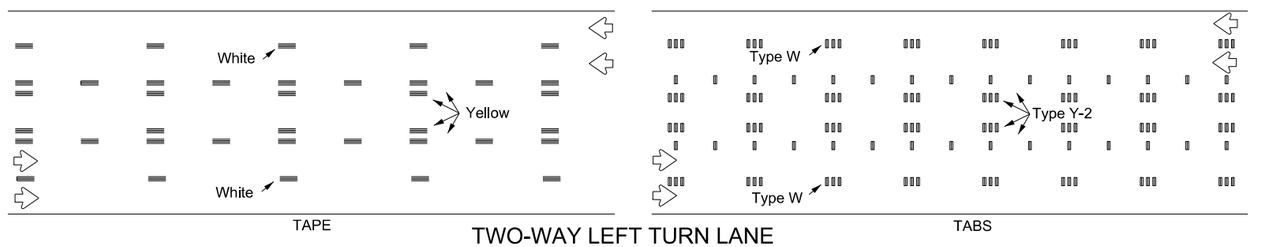
CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO LANE TWO-WAY HIGHWAYS



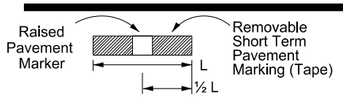
LANE LINES FOR DIVIDED HIGHWAY



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

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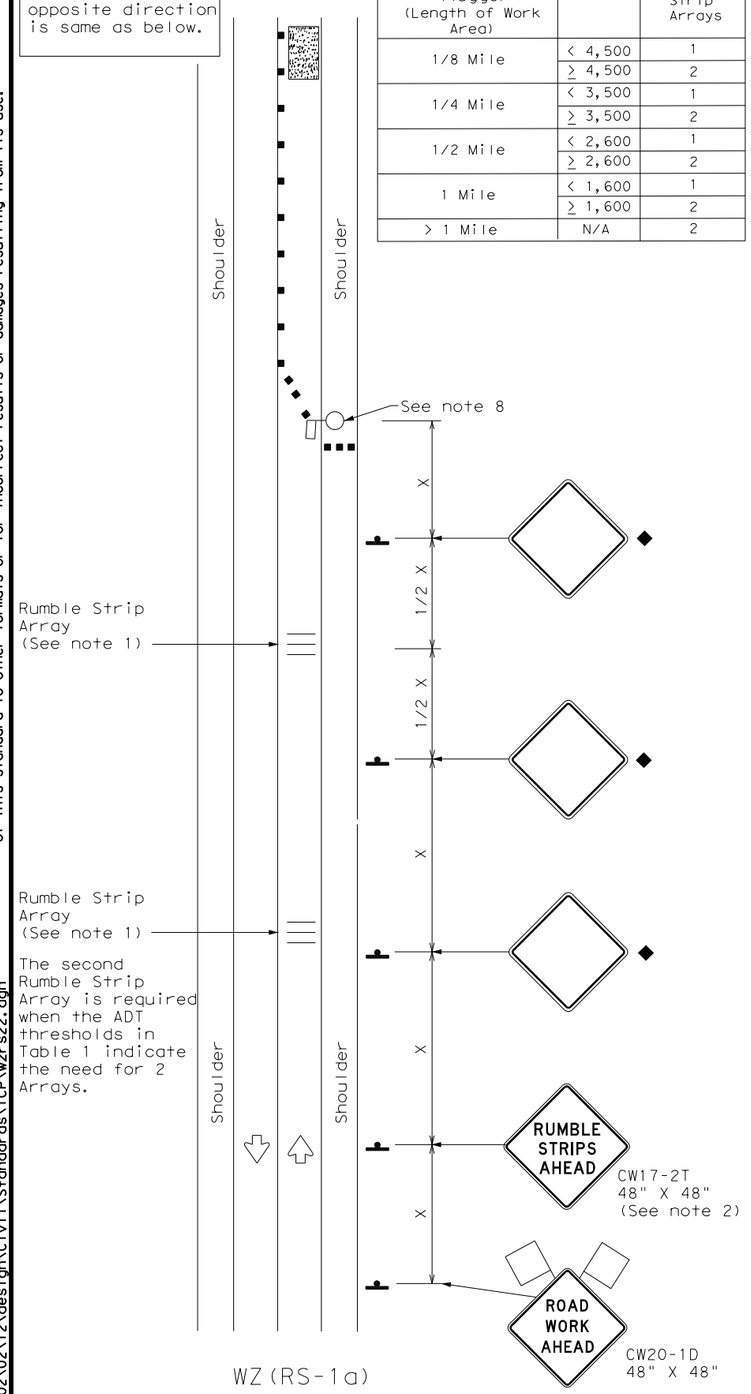
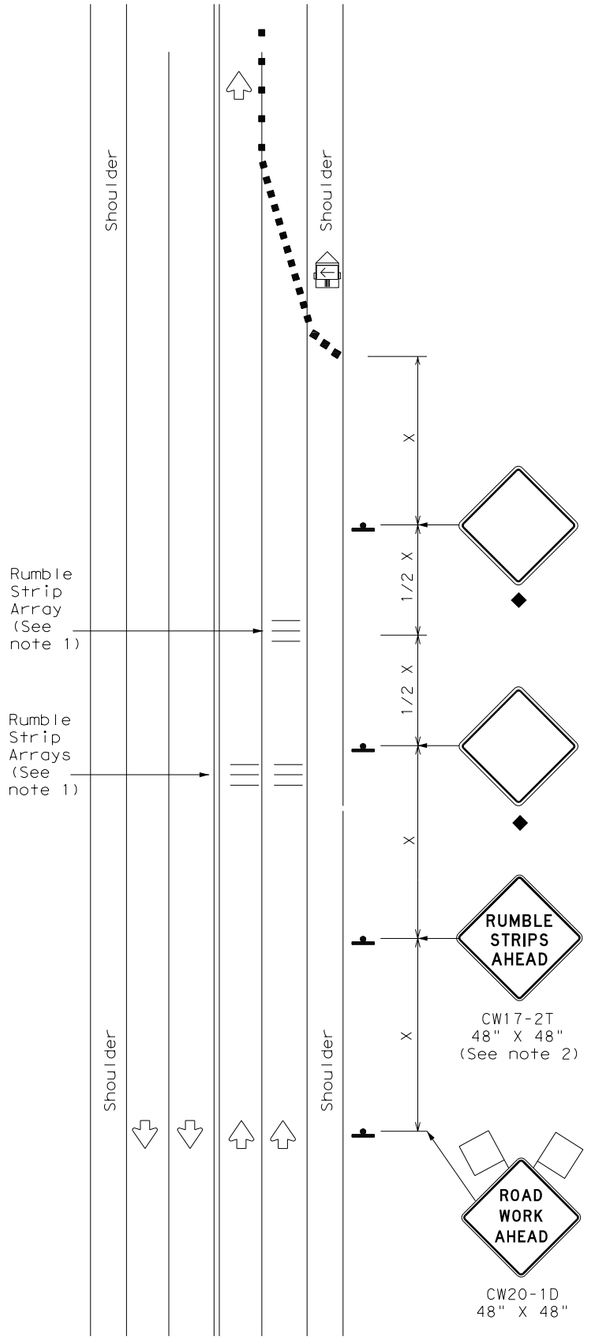
Warning sign and rumble strip sequence in opposite direction is same as below.



WZ(RS-1a)

RUMBLE STRIPS ON ONE-LANE TWO-WAY APPLICATION

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-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.

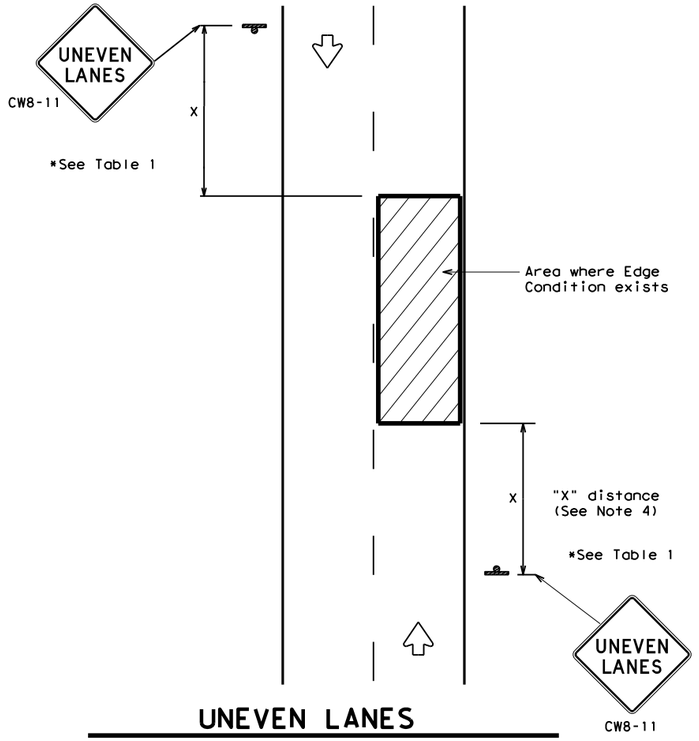
TABLE 2	
Speed	Approximate distance between strips in an array
≤ 40 MPH	10'
> 40 MPH & ≤ 55 MPH	15'
= 60 MPH	20'
≥ 65 MPH	* 35' +

Texas Department of Transportation — Traffic Safety Division Standard

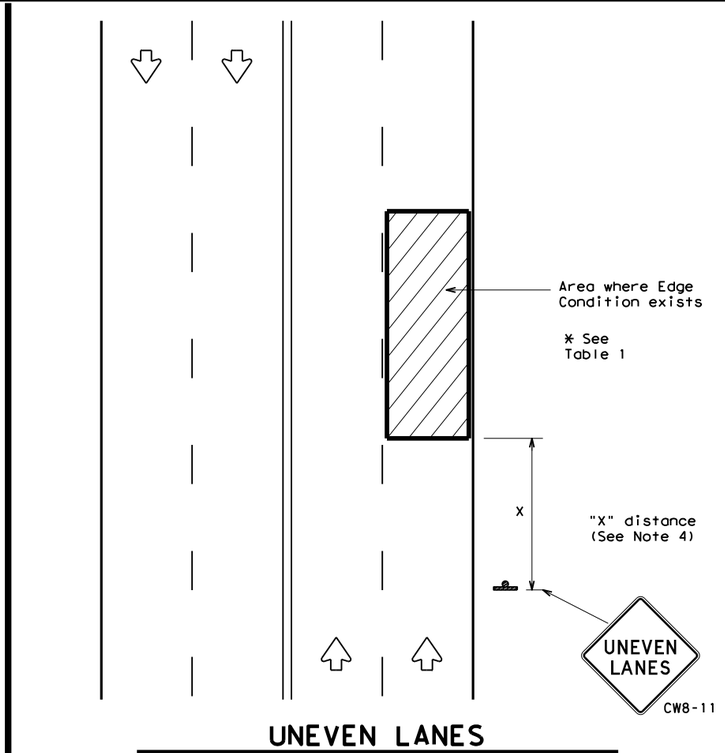
TEMPORARY RUMBLE STRIPS

WZ(RS)-22

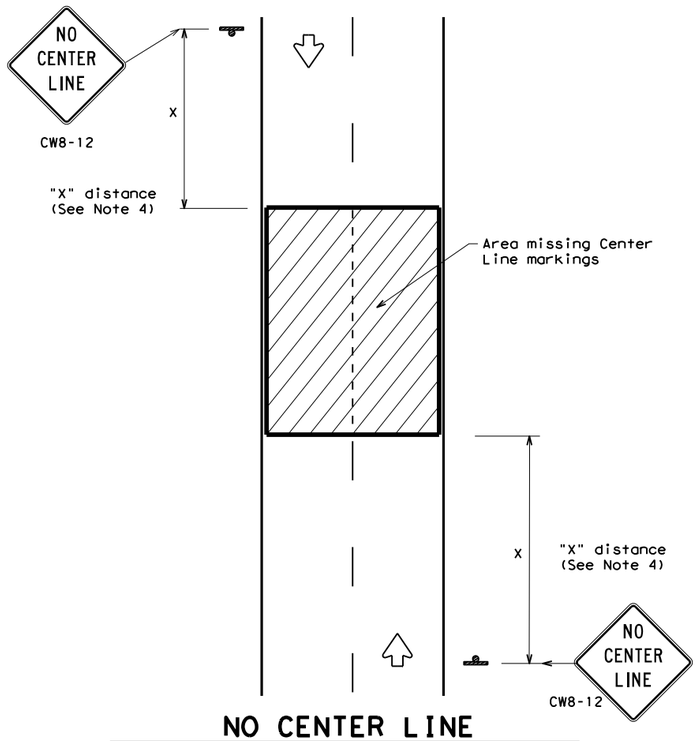
FILE: wzrs22.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2012	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-14 1-22 4-16	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		65



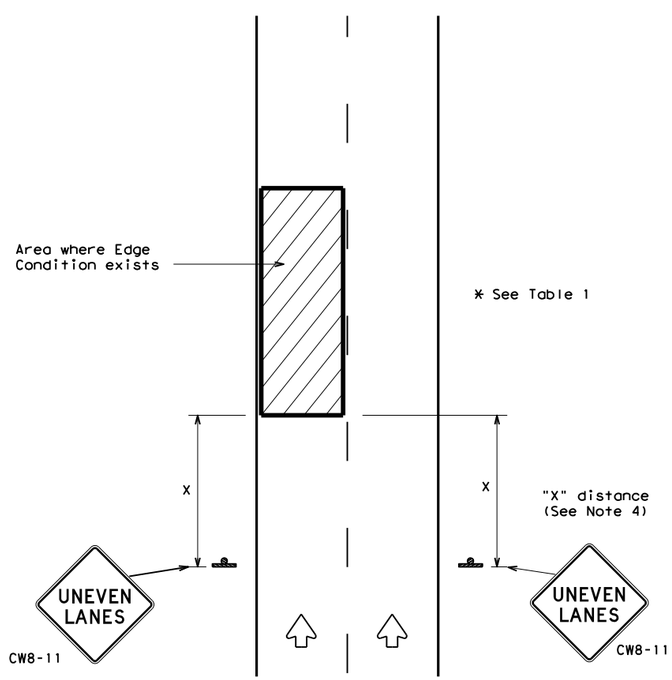
UNEVEN LANES
TWO LANE CONVENTIONAL ROAD



UNEVEN LANES
FOUR LANE CONVENTIONAL ROAD



NO CENTER LINE
TWO LANE CONVENTIONAL ROAD



UNEVEN LANES
DIVIDED ROADWAY

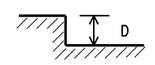
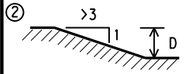
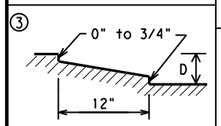
DEPARTMENTAL MATERIAL SPECIFICATIONS	
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
TEMPORARY (REMOVABLE) PREFABRICATED PAVEMENT MARKINGS	DMS-8241
SIGN FACE MATERIALS	DMS-8300

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	0346	06	050	SH 111
8-95 2-98 7-13	DIST	COUNTY		SHEET NO.
1-97 3-03	YKM	LAVACA		66

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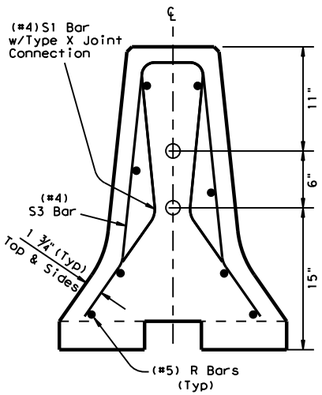
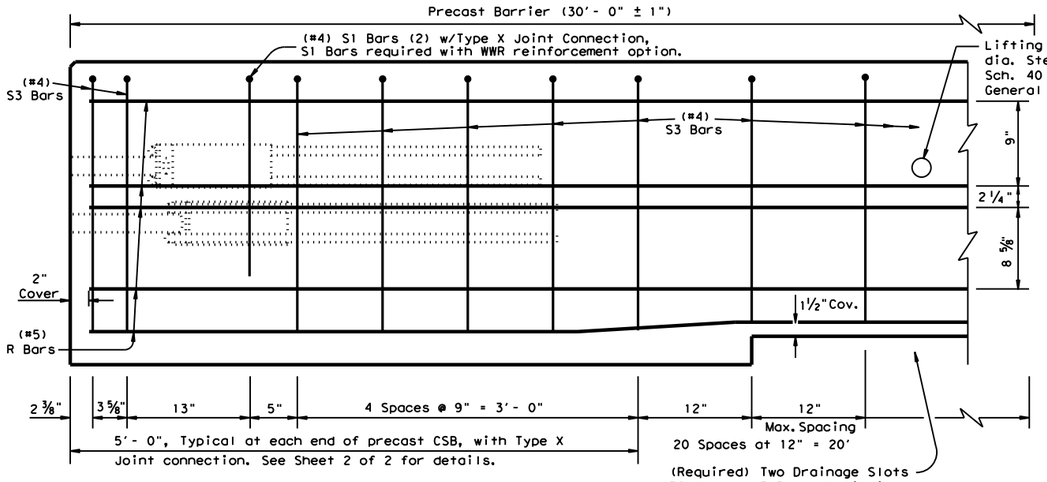


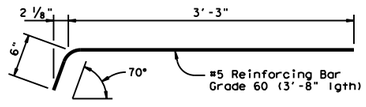
End View Precast Barrier

See sheet 2 of 3 for Joint connection Type X



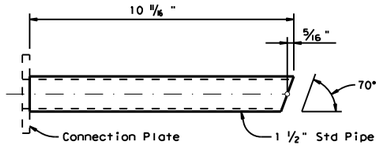
Reinforcement for Precast (CSB) Concrete Safety Barrier (Type 1)

Showing reinforcement for Joint Type X



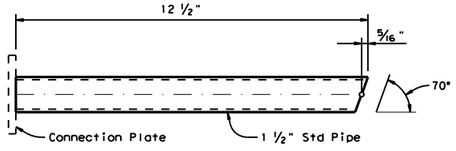
DEFORMED BAR ANCHOR DETAILS

Two (2) Bars required per assembly.
Eight (8) required per Joint.



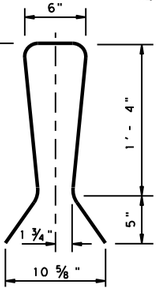
UPPER CONNECTION PIPE DETAILS

One (1) Steel Pipe required per Upper Assembly.
Two (2) required per Joint.



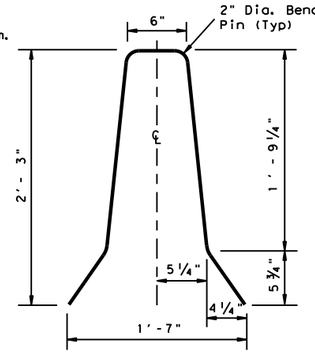
LOWER CONNECTION PIPE DETAILS

One (1) Steel Pipe required per Lower Assembly.
Two (2) required per Joint.



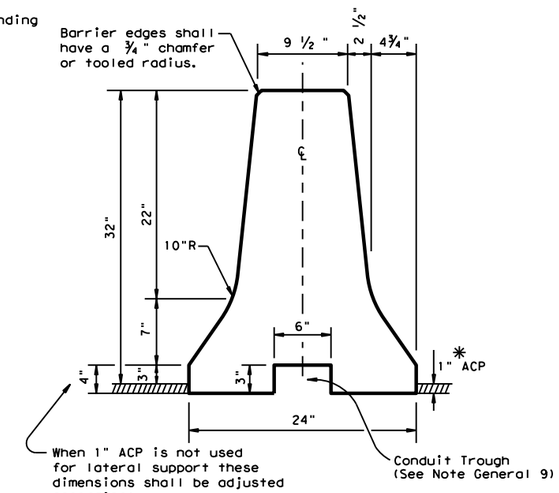
S1 Bar

#4 Bar (2)
(Joint Type X)



S3 Bar

#4 Bar

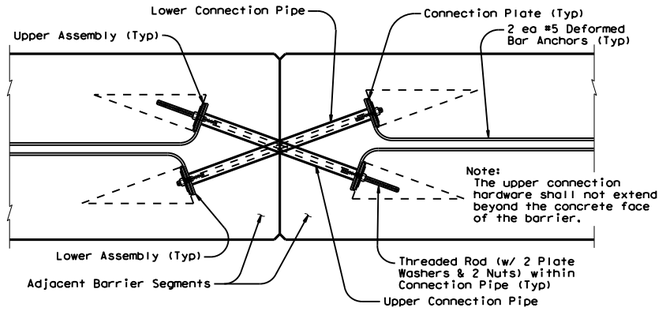


Concrete Safety Barrier

✱ When 1" ACP is "not" used as lateral support for permanent barrier placement. A permissible method of attaining the equivalent lateral support may be used, See CSB(6) sheet.

GENERAL NOTES

1. Concrete shall be Class H with a minimum compressive strength of 3,600 psi.
2. Where used, rebar reinforcement shall be Grade 60 and conform to ASTM A615.
3. Precast barrier length shall be 30 ft. unless otherwise specified on the plans.
4. All precast barrier edges shall have a ¾" chamfer or tooled radius.
5. All concrete, reinforcement, joint connection systems, grout etc. as shown, are considered as part of the barrier payment.
6. All steel assemblies for joint shall be galvanized after fabrication in accordance with Item 445, "Galvanizing."
7. Regardless of the method of handling, barrier lifting points shall be approx. 7.5 feet from the ends of the barrier. Lifting devices and attachments to barrier sections shall be approved by the Engineer.
8. Surface finishing and grouting (where required) shall be two parts sand one part cement with enough water to make the mixture plastic. Grouting shall be done in a manner that will assure a smooth surface. Surface finishing shall be considered subsidiary to the various bid items involved.
9. Conduit trough when required shall be shown elsewhere on the plans, or as directed by the Engineer.



TYPE X JOINT INSTALLATION DETAIL

Barrier reinforcing and Type X Joint Leave-Out dimensions not shown for clarity.

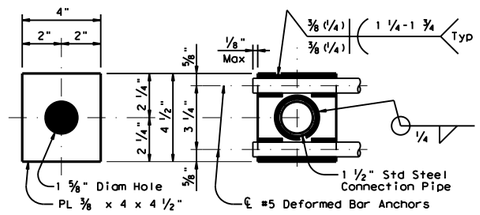
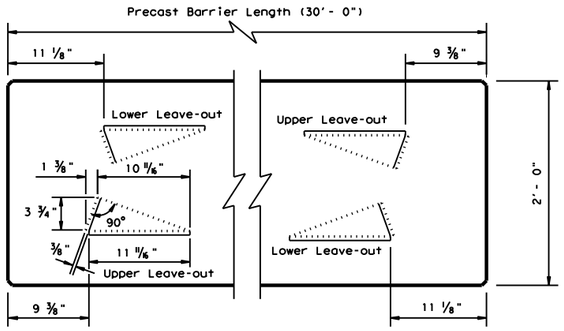


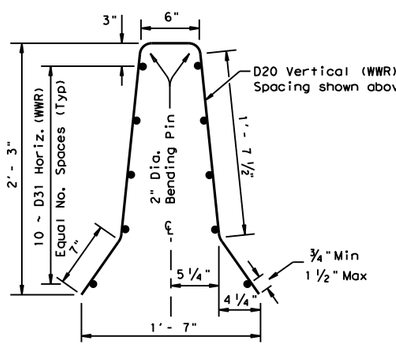
PLATE DIMENSIONS WELDING DETAILS

CONNECTION PLATE DETAILS

One (1) Plate required per assembly.
Four (4) required per Joint. All steel fittings for joint Type X shall be galvanized after fabrication in accordance with Item 445.



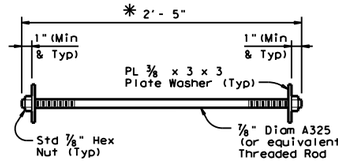
BARRIER PLAN AT END JOINTS



Welded Wire Reinforcement (WWR) Option for Bars R and S3

(WWR) General Notes

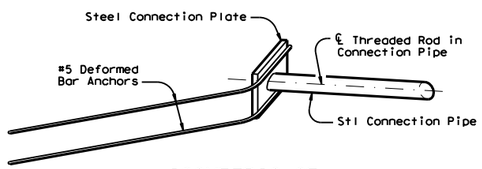
1. Deformed Welded Wire Reinforcement (WWR) shall conform to ASTM A497.
2. Welded wire cage may be cut or bent to accommodate the Type X joint connection and drainage slots, as directed by the Engineer.
3. All reinforcement shall comply with Item 440, "Reinforcing Steel."
4. Combinations of reinforcing steel and WWR will be permitted, as directed by the Engineer. The dimension from the end of the barrier section to the first wire shall not exceed 3".



CONNECTION BOLT OR THREADED ROD DETAIL

Two (2) Threaded Rods (Or Equivalent Hex Hd. Bolts) (w/ Two (2) PL ⅜ x 3 x 3 Plate Washers & Two (2) Std Hex Nuts) required per Joint.

✱ The connection hardware shall not extend beyond the concrete face of the barrier. Hex head bolts may be provided. The proper length of all hardware should be verified.



ISOMETRIC OF TYPICAL WELDED ASSEMBLY

Four (4) [2 Upper & 2 Lower] Assemblies required per Joint.

Weight of one Precast 30 ft. (CSB) segment = Approx. 6.5 Tons or 440 lbs per ft.

SHEET 1 OF 2

Texas Department of Transportation | Design Division Standard

CONCRETE SAFETY BARRIER (F-SHAPE)

PRECAST BARRIER (TYPE 1)

CSB(1)-10

FILE: csb110.dgn	DN: TxDOT	CK: AM	DW: BD	CK: VP
©TxDOT December 2010	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
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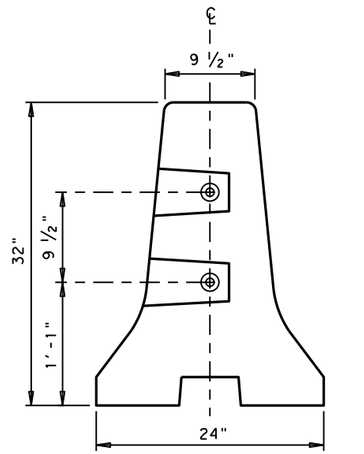
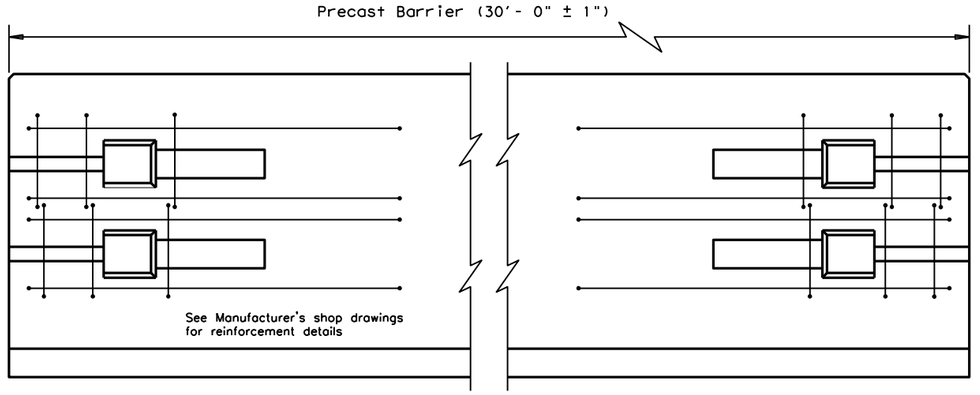
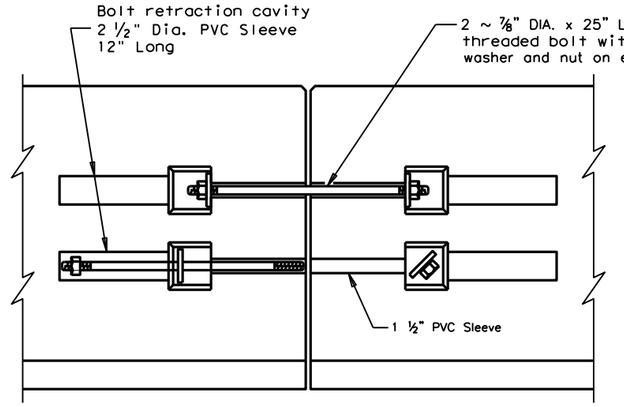


END VIEW (CSB) QUICK-BOLT
QUICK-BOLT POCKET LOCATIONS

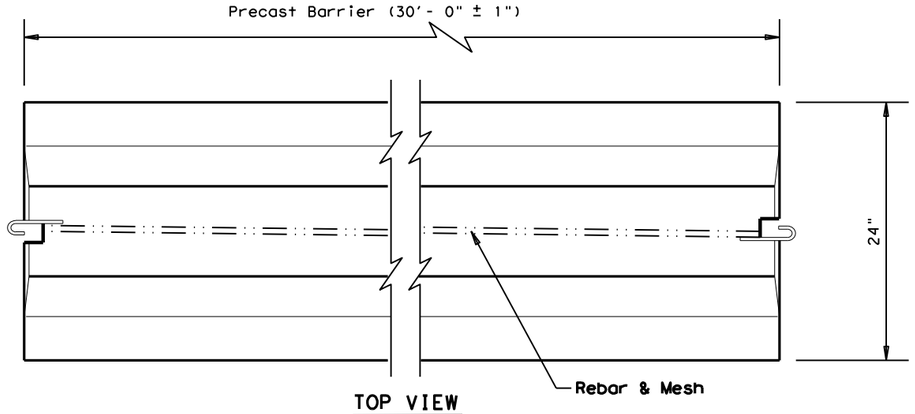


ELEVATION (CSB) QUICK-BOLT
See Manufacturer's shop drawing for additional details

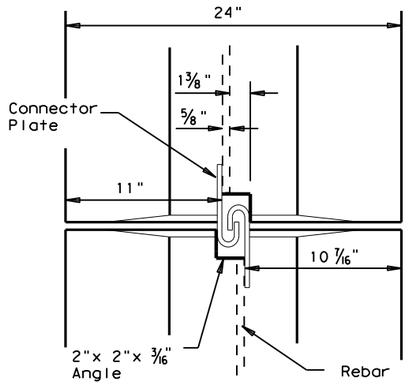


ELEVATION VIEW SHOWING JOINT CONNECTION
"QUICK-BOLT"

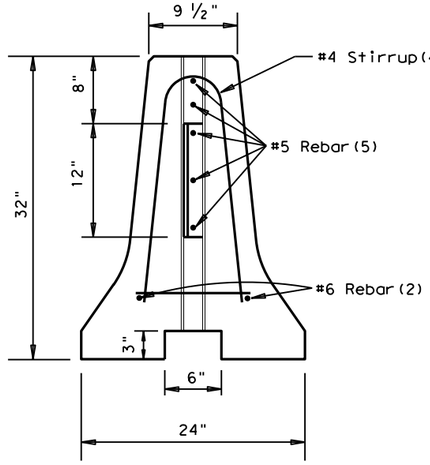
Joint Connection (Type Q)



TOP VIEW
PRECAST (CSB) WITH J-J HOOKS
See Manufacturer's shop drawing for additional details



VIEW FROM ABOVE
J-J HOOK CONNECTION



END VIEW
J-J HOOK CONNECTION

Joint Connection (Type J)

Proprietary Joint Connections (CSB)

Two proprietary joint connections are acceptable as alternates to the (Type X) connection shown, here on. These joint connections types are:

J-J Hooks by Easi-Set Industries, (800)547-4045
Quick-Bolt by Bexar Concrete, (210)497-3773

If one of these connection systems are exclusively specified in the plans, prior approval for sole source use must be obtained. Details of the connection components and barrier reinforcement for these systems, will be shown on the manufacturer's shop drawing(s) furnished to the Engineer.

Texas Department of Transportation | Design Division Standard

CONCRETE SAFETY BARRIER (F-SHAPE)

PRECAST BARRIER (TYPE 1)

CSB(1)-10

FILE: csb110.dgn	DN: TxDOT	CK: AM	DW: BD	CK: VP
©TxDOT December 2010	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		68

DATE: 12/13/2023
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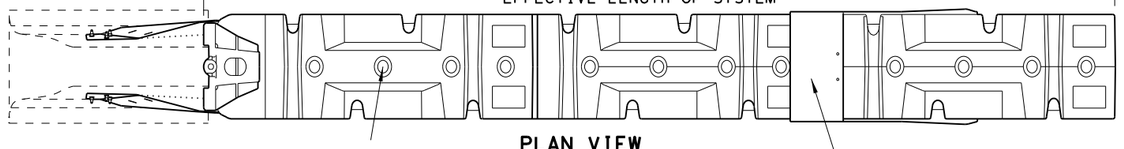
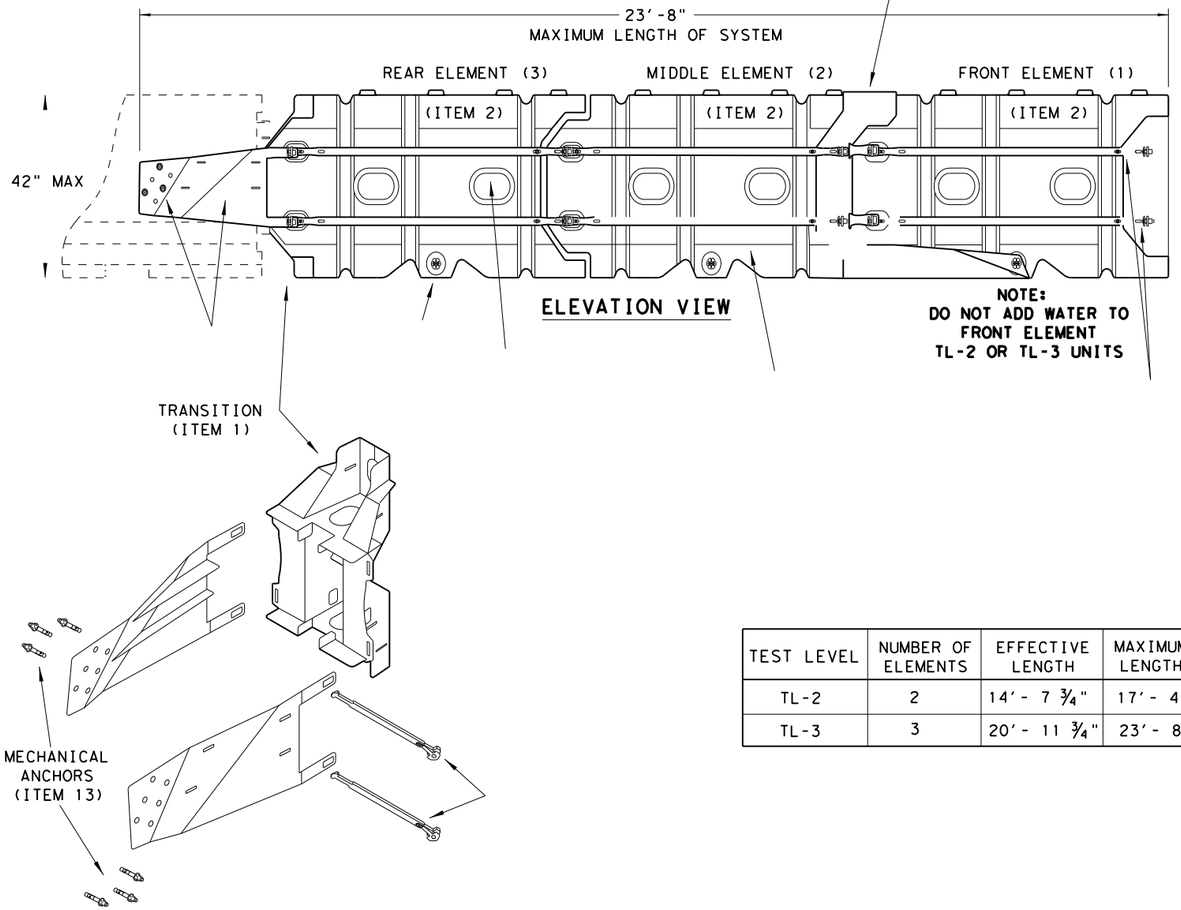
SYSTEM SHOWN - ABSORB-M TL-3



PLAN VIEW

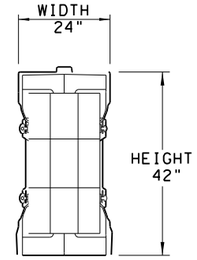
TRAFFIC FLOW



ELEVATION VIEW

NOTE:
DO NOT ADD WATER TO
FRONT ELEMENT
TL-2 OR TL-3 UNITS

TRAFFIC FLOW



SECTION A-A

TEST LEVEL	NUMBER OF ELEMENTS	EFFECTIVE LENGTH	MAXIMUM LENGTH
TL-2	2	14'- 7 3/4"	17'- 4"
TL-3	3	20'- 11 3/4"	23'- 8"

GENERAL NOTES

1. FOR SPECIFIC INFORMATION REGARDING THE INSTALLATION AND TECHNICAL GUIDANCE, CONTACT: LINDSAY TRANSPORTATION SOLUTIONS (LTS) - BARRIER SYSTEMS, INC. AT (707) 374-6800. 180 RIVER ROAD, RIO VISTA, CA 94571
2. THE ABSORB-M SYSTEM IS ONLY APPROVED FOR USE IN (TEMPORARY WORK ZONE) LOCATIONS.
3. THE ABSORB-M IS A WATER FILLED NON-REDIRECTIVE, GATING CRASH CUSHION THAT DOES NOT NEED TO BE ATTACHED TO A FOUNDATION AND CAN BE INSTALLED ON TOP OF CONCRETE, ASPHALT, OR ANY SURFACE CAPABLE OF BEARING THE WEIGHT OF THE SYSTEM.
4. MAXIMUM PERMISSIBLE CROSS-SLOPE IS 8%.
5. THE INSTALLATION AREA SHOULD BE FREE FROM CURBS, ELEVATED OBJECTS, OR DEPRESSIONS.
6. THE ABSORB-M SHOULD BE LOCATED APPROXIMATELY PARALLEL WITH THE BARRIER.
7. THE USE OF THE ABSORB-M IS RESTRICTED TO A BARRIER HEIGHT OF UP TO 42 INCHES.
8. DO NOT ADD WATER TO FRONT ELEMENT (TL-2 OR TL-3 UNIT).

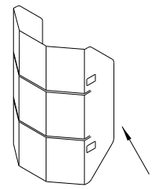
BILL OF MATERIALS (BOM) ABSORB-M TL-3 & TL-2 SYSTEMS			QTY	QTY
ITEM #	PART NUMBER	PART DESCRIPTION	TL-2 SYSTEM	TL-3 SYSTEM
1	BSI-1809036-00	TRANSITION-(GALV)	1	1
2	BSI-1808002-00	PRE-ASSEMBLED ABSORBING (ELEMENTS)	2	3
3	BSI-4004598	FILL CAPS	8	12
4	BSI-4004599	DRAIN PLUGS	2	3
5	BSI-1809053-00	TENSION STRAP-(GALV)	8	12
6	BSI-2001998	C-SCR FH 3/8-16 X 1 1/2 GR5 PLT	8	12
7	BSI-2001999	C-SCR FH 3/8-16 X 1 GR5 PLT	8	12
8	BSI-1809035-00	MIDNOSE-(GALV)	1	1
9	BSI-1808014-00	NOSE PLATE	1	1
10	BSI-1809037-00	TRANSITION STRAP (LEFT-HAND)-(GALV)	1	1
11	BSI-1809038-00	TRANSITION STRAP (RIGHT-HAND)-(GALV)	1	1
12	BSI-1808005-00	PIN ASSEMBLY	8	10
13	BSI-2002001	ANC MECH 5/8-11X5 (GALV)	6	6
14	ABSORB-M	INSTALLATION AND INSTRUCTIONS MANUAL	1	1

*COMPONENTS PRE-ASSEMBLED WITH ELEMENT ASSEMBLY

DELINEATION DECAL PLACEMENT GUIDE

TRAFFIC FLOW LEFT-SIDE BARRIER | TRAFFIC FLOW BOTH-SIDE BARRIER | TRAFFIC FLOW RIGHT-SIDE BARRIER

**APPLY DECAL



NOSE PLATE

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

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

NOTE:
THIS STANDARD IS A BASIC REPRESENTATION OF THE ABSORB-M, IT IS NOT INTENDED TO REPLACE THE INSTALLATION INSTRUCTIONS MANUAL.

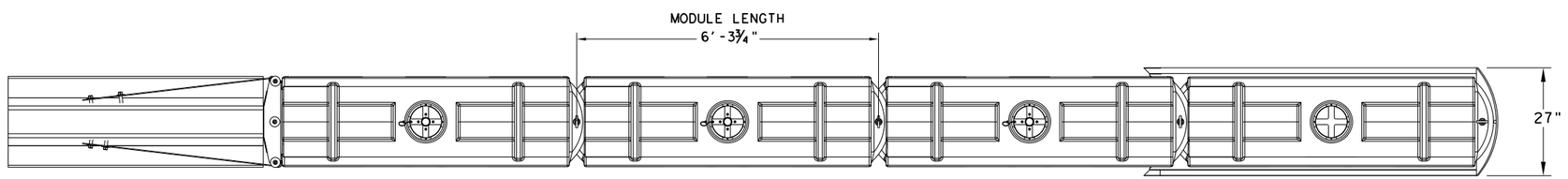
SACRIFICIAL

Texas Department of Transportation — Design Division Standard

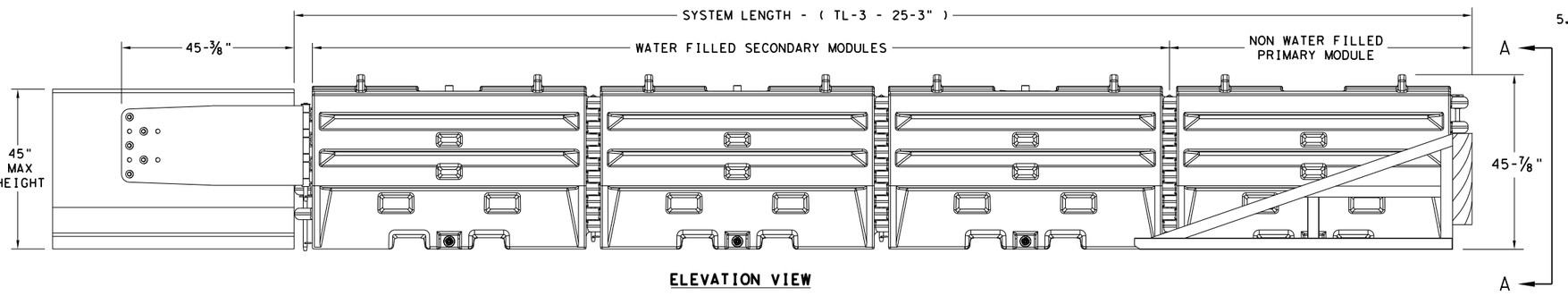
LINDSAY TRANSPORTATION SOLUTIONS
CRASH CUSHION
(MASH TL-3 & TL-2)
TEMPORARY - WORK ZONE
ABSORB(M)-19

FILE: absorbm19	DN: TxDOT	CK: KM	DW: VP	CK:
REVISIONS	CONT	SECT	JOB	HIGHWAY
	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		69

DATE: 12/13/2023
FILE: P:\116\02\02\12\design\Civil\Standards\TCP\sled19.dgn



PLAN VIEW



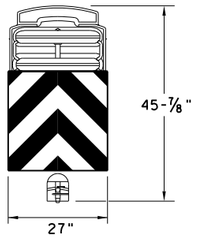
ELEVATION VIEW

GENERAL NOTES

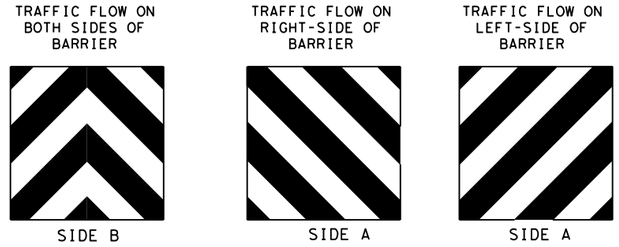
1. REFER TO THE INSTALLATION MANUAL FOR SPECIFIC SYSTEM ASSEMBLY AND MODULE ORIENTATION. FOR ADDITIONAL INFORMATION, CONTACT TRAFFIX, INC. AT (949) 361-5663.
2. THE SLED SYSTEM IS A MASH APPROVED TEST LEVEL 3 (TL-3) CRASH CUSHION APPROVED FOR USE IN TEMPORARY WORK ZONES. THE SLED SYSTEM IS A NON-REDIRECTIVE, GATING CRASH CUSHION THAT DOES NOT NEED TO BE ATTACHED TO THE GROUND AND CAN BE INSTALLED ON CONCRETE, ASPHALT, GRAVEL OR COMPACTED SOIL.
3. MAXIMUM PERMISSIBLE CROSS SLOPE IS 8° (DEGREES) (14%).
4. THE INSTALLATION AREA SHOULD BE FREE FROM CURBS, ELEVATED OBJECTS, OR DEPRESSIONS.
5. THE SLED SYSTEM CAN BE ATTACHED TO:

- CONCRETE BARRIER, TEMPORARY OR PERMANENT, 45" MAXIMUM HEIGHT
- STEEL BARRIER
- PLASTIC BARRIER
- CONCRETE BRIDGE ABUTMENTS
- W-BEAM GUARD RAIL
- THRIE BEAM GUARD RAIL

TEST LEVEL	NUMBER OF SECONDARY MODULES	SYSTEM LENGTH
TL-3	3	25' 3"

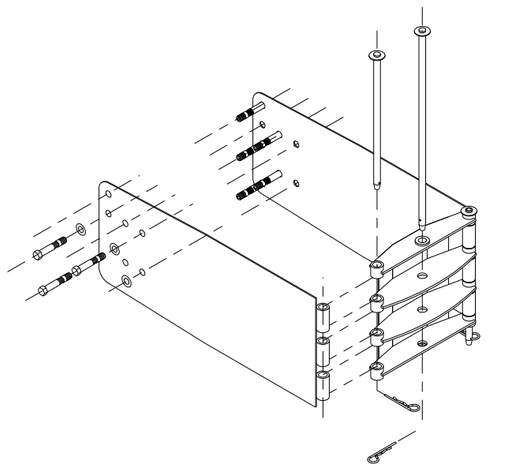


SECTION A-A



NOSE SHEETING PANEL DELINEATION

NOTE:
SEE INSTALLATION MANUAL FOR CUSTOMIZED DELINEATION NOSE SHEETING FOR DECAL PLACEMENT.



SLED TRANSITION COMPONENTS FOR ATTACHMENT TO CMB

NOTE:
SEE MANUFACTURER'S INSTALLATION MANUAL FOR FURTHER DETAILS.

TRANSITION OPTIONS
SLED TRANSITION TO CONCRETE TRAFFIC BARRIER (TEMPORARY OR PERMANENT)
SLED TRANSITION TO STEEL TRAFFIC BARRIER (CONTACT MFGR FOR PROPER TRANSITION)
SLED TRANSITION TO PLASTIC TRAFFIC BARRIER (CONTACT MFGR FOR PROPER TRANSITION)
SLED TRANSITION TO W-BEAM OR THRIE BEAM GUARD RAIL (CONTACT MFGR FOR PROPER TRANSITION)
SLED TRANSITION TO CONCRETE BRIDGE ABUTMENT

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

SACRIFICIAL

BILL OF MATERIAL

PART NUMBER	DESCRIPTION	QTY: TL-3
45131	TRANSITION FRAME, GALVANIZED	1
45150	TRANSITION PANEL, GALVANIZED	2
45147-CP	TRANSITION SHORT DROP PIN W/ KEEPER PIN, GALVANIZED	2
45148-CP	TRANSITION LONG DROP PIN W/ KEEPER PIN, GALVANIZED	1
45050	ANCHOR BOLTS	9
12060	WASHER, 3/4" ID X 2" OD	9
45044-Y	SLED YELLOW WATER FILLED MODULE	3
45044-YH	SLED YELLOW "NO FILL" MODULE	1
45044-S	CIS (CONTAINMENT IMPACT SLED), GALVANIZED	1
45043-CP	T-PIN W/ KEEPER PIN	4
18009-B-I	FILL CAP W/ "DRIVE BY" FLOAT INDICATOR	3
45033-RC-B	DRAIN PLUG	3
45032-DPT	DRAIN PLUG REMOVAL TOOL	1

Texas Department of Transportation — Design Division Standard

SLED
CRASH CUSHION
TL-3 MASH COMPLIANT
(TEMPORARY, WORK ZONE)
SLED-19

FILE: sled19.dgn	DN: TxDOT	CK: KM	DW: VP	CK:
©TxDOT: DECEMBER 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		70

Plotted on: 12/13/2023

Design Filename: P:\116\02\02\12\design\Civil\Standards\TCP\ccss.dgn

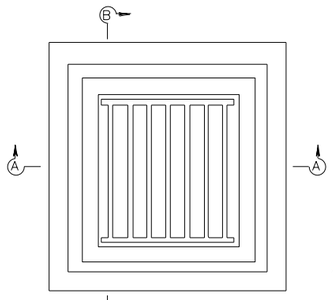
LOC NO.	TCP PHASE	PLAN SHEET NUMBER	LOCATION	STA	TEST LEVEL	DIRECTION OF TRAFFIC (UNI/BI)	FOUNDATION PAD		BACKUP SUPPORT			AVAILABLE SITE LENGTH	CRASH CUSHION									
															MOVE / RESET		L	L	R	R	S	S
							PROPOSED MATERIAL	PROPOSED THICKNESS	DESCRIPTION	WIDTH	HEIGHT		INSTALL	REMOVE	MOVE/ RESET	FROM LOC.#	N	W	N	W	N	W
1	I	2 OF 7	SH 111	994+65	TL-3	EB	EXIST PAV	14"	PCTB	24"	42"		1								1	
2	I	2 OF 7	SH 111	996+41	TL-3	WB	EXIST PAV	14"	PCTB	24"	42"		1	1							1	
3	I	2 OF 7	SH 111	999+40	TL-3	EB	EXIST PAV	14"	PCTB	24"	42"		1	1							1	
4	I	3 OF 7	SH 111	1001+16	TL-3	WB	EXIST PAV	14"	PCTB	24"	42"		1								1	
5	I	4 OF 7	SH 111	1019+06	TL-3	EB	EXIST PAV	14"	PCTB	24"	42"		1								1	
6	I	5 OF 7	SH 111	1020+81	TL-3	WB	EXIST PAV	14"	PCTB	24"	42"		1	1							1	
7	I	5 OF 7	SH 111	1029+45	TL-3	EB	EXIST PAV	14"	PCTB	24"	42"		1	1							1	
8	I	6 OF 7	SH 111	1031+22	TL-3	WB	EXIST PAV	14"	PCTB	24"	42"		1								1	
9	II	2 OF 7	SH 111	994+20	TL-3	EB	PROP PAV	12.5"	PCTB	24"	42"			1	1	1					1	
10	II	3 OF 7	SH 111	1000+16	TL-3	WB	PROP PAV	12.5"	PCTB	24"	42"			1	1	4					1	
11	II	4 OF 7	SH 111	1018+73	TL-3	EB	PROP PAV	12.5"	PCTB	24"	42"			1	1	5					1	
12	II	6 OF 7	SH 111	1030+68	TL-3	WB	PROP PAV	12.5"	PCTB	24"	42"			1	1	8					1	
												TOTALS	8	8	4							

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

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

CRASH CUSHION SUMMARY SHEET

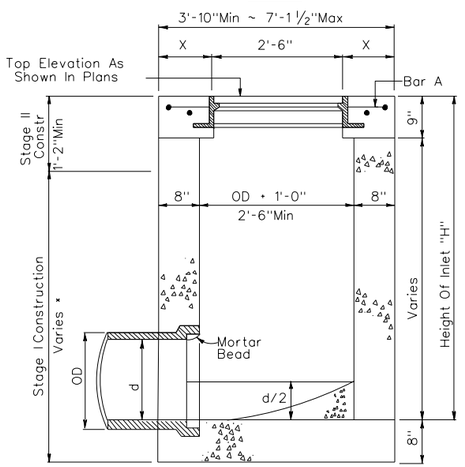
FILE: ccss.dgn	DN: TxDOT	CK:		CK:
© TxDOT	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
	DIST	COUNTY		
	YKM	LAVACA		
	FEDERAL AID PROJECT			SHEET NO.
				71



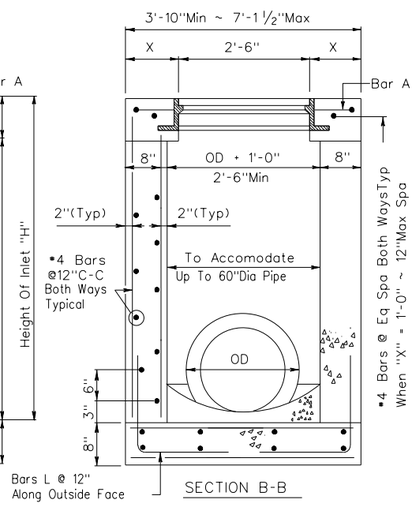
PLAN

* But Not Less Than Six Inches Over Highest Entering Pipe.

X = 8" Min to 3'-9" Max

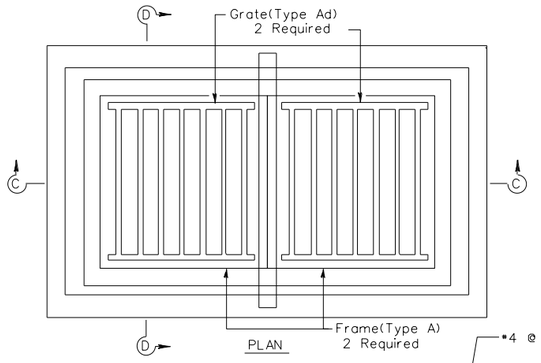


SECTION A-A



SECTION B-B

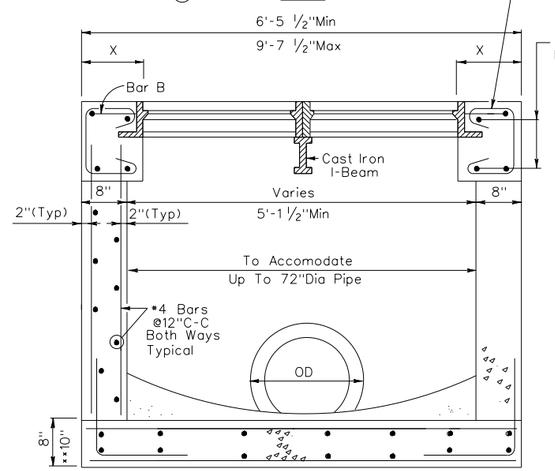
INLET TYPE AD



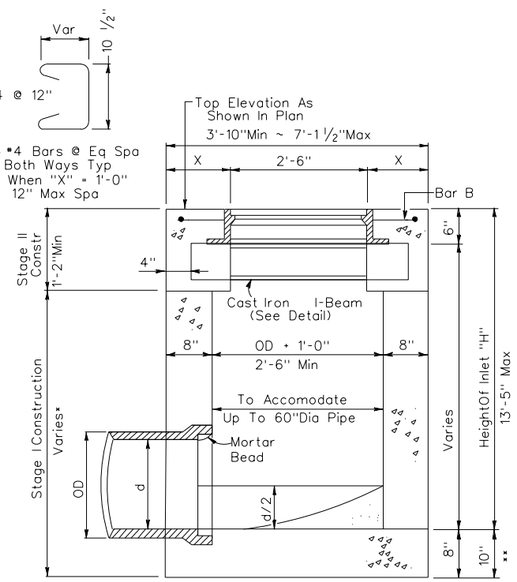
PLAN

* But Not Less Than Six Inches Over Highest Entering Pipe.

** For Pipe Diameters 66" And Greater



SECTION C-C



SECTION D-D

INLET TYPE AAD

GENERAL NOTES:

Alternate designs shall conform to special provisions for Item 465.

Type AD Inlet contains a single frame with grate. Type AAD Inlet contains a double frame and double grate with an I-beam.

Frame and Grates may be gray cast iron.

The Furnishing And Installation Of Cast Iron I-Beams Shall Be Considered Incidental To Inlet (Compl) (Ty AAD) Or Inlet (Stage II) (Ty AAD) As The Case May Be.

Where Size Of Pipes Passing Thru Inlet Exceeds 30", Increase Inside Width To Diameter Of Pipe Plus 1'-0" (OD + 1'-0")

Cast Iron Manhole Steps (See Manhole Details) Spaced At 16" Centers And Located On Wall Specified By The Engineer Shall Be Provided And Installed Where "D" Exceeds 5'-0".

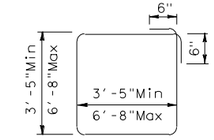
See Standard or Detail Sheet For Excavation and Backfill Diagrams.

Type AD & AAD Inlets Shall Be Built To Stage I And Finished After All Grading Operations Are Substantially Completed.

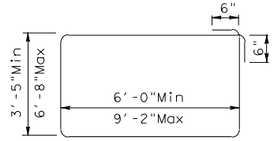
Shop Drawings Will Be Required For Precast Construction Of Inlets.

Upon installation of the grates the threads of the bolts shall be coated with thread lock type adhesive (Lockite or equal). Reapply thread lock adhesive each time grates are removed.

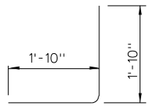
Bolted grates and frames are a matched set, do not unbolt without "Match Marking" so that grates and frames are re-installed as originally built.



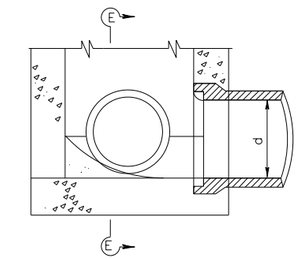
BAR A (#4)



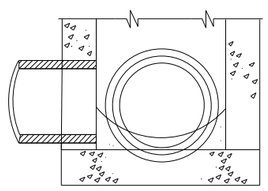
BAR B (#4)



BAR L (#4)

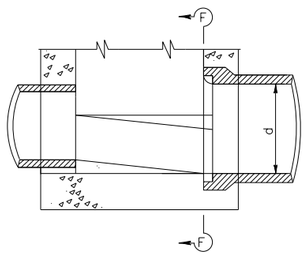


PART SECTION AT INVERT

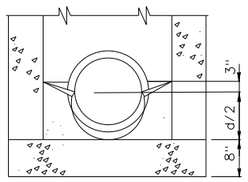


SECTION E-E

Showing Shaping Of Invert, Pipe Entering From Adjacent Sides

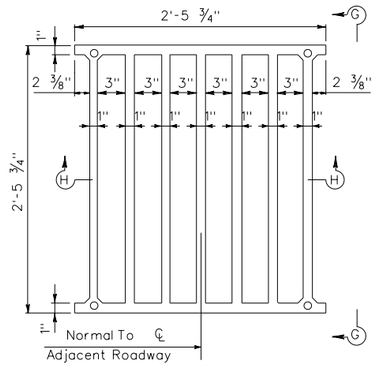


PART SECTION AT INVERT



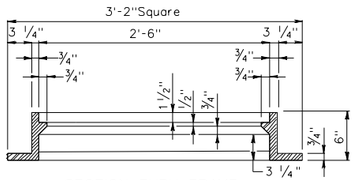
SECTION F-F

Showing Shaping Of Invert, Pipe Entering From Opposite Sides

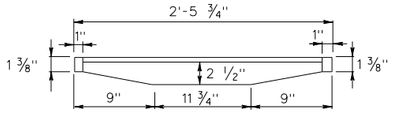


PLAN

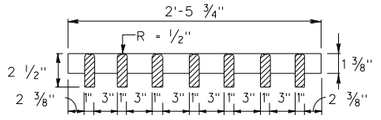
Provide 4 ~ Stainless Steel Hex Head Bolts per Grate



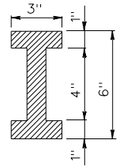
SECTION THRU FRAME



ELEVATION G-G



SECTION H-H



SECTION OF CAST IRON I-BEAM

FRAME AND GRATE

Type AD ~ Neenah No.3418 or EJIW No.V-4880-2
Type AAD ~ Neenah No.3418-2 or EJIW No.V-4881-2

d = Diameter
R = Radius

NOT FOR TRAFFIC LOADS

Texas Department of Transportation
Yoakum District

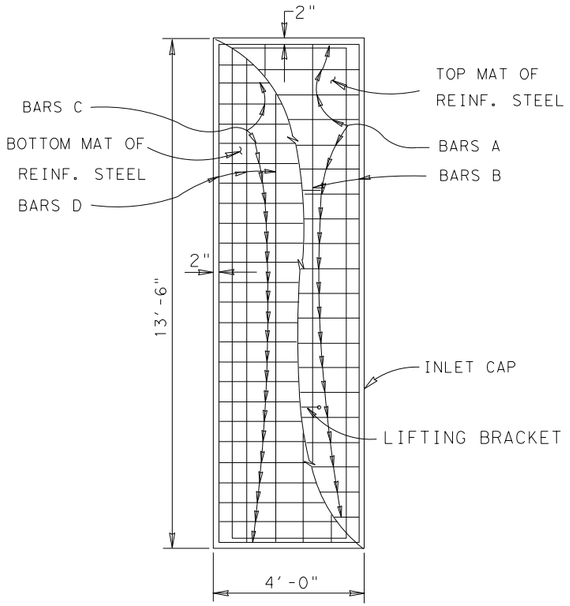
INLETS TYPE AD & AAD

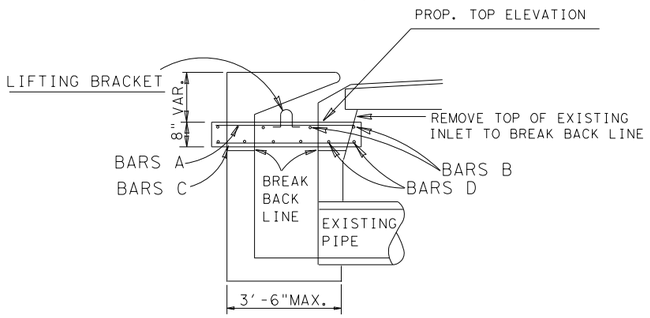
HIL-AD/AAD

FILE: STDD5.DGN	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT	STD:	
© TxDOT Feb 2010	DIST	FED REG	PROJECT NO.			SHEET
REVISIONS 12/2008 Updated abbreviation of Std. title. 2/2010 Note for alternate design added.	YKM	6				72
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	LAVACA		0346	06	050	SH 111

STDD5.DGN

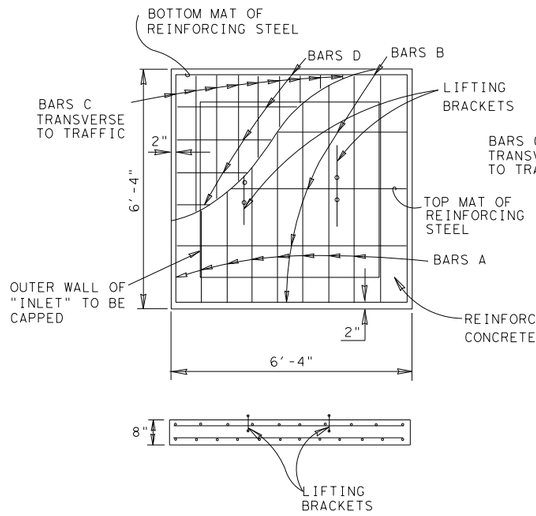
CAP FOR A CURB INLET





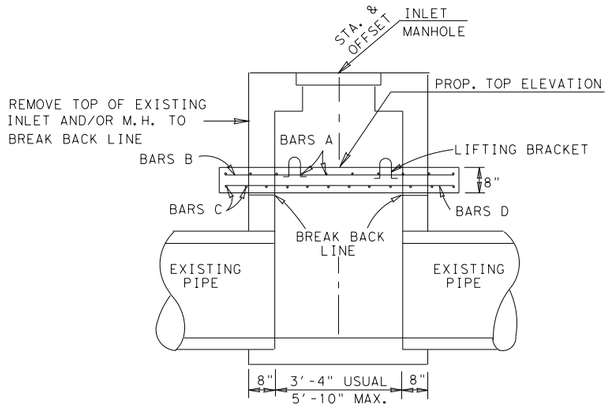
REINFORCING STEEL					
BAR	NO.	SIZE	SPAC.	LEN.	WGT.
A	24	4	7"	3'-8"	59
B	4	4	1'-2"	13'-2"	35
C	19	6	9"	3'-8"	105
D	9	4	6"	13'-2"	80
REINFORCING STEEL =				279 LBS.	✳
CL "A" CONCRETE =				1.33 C.Y.	✳

6'-4" SQUARE CAP



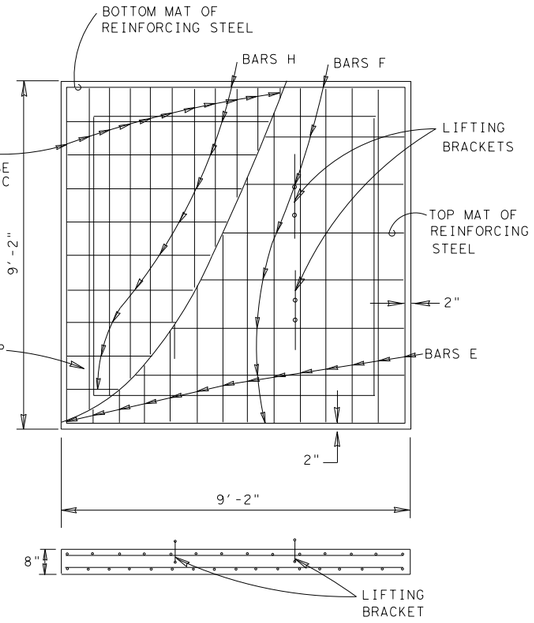
REINFORCING STEEL					
BAR	NO.	SIZE	SPAC.	LEN.	WGT.
A	10	4	8"	6'-0"	40
B	5	4	18"	6'-0"	20
C	12	6	6"	6'-0"	108
D	8	4	10"	6'-0"	32
REINFORCING STEEL =				200 LBS.	✳
CL "A" CONCRETE =				0.99 C.Y.	✳

✳ FOR CONTRACTORS INFORMATION ONLY



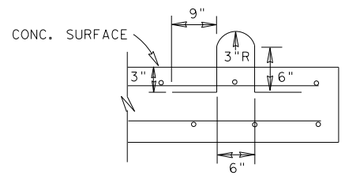
CAP FOR A DROP INLET OR MANHOLE

9'-2" SQUARE CAP



REINFORCING STEEL					
BAR	NO.	SIZE	SPAC.	LEN.	WGT.
E	14	4	7"	8'-10"	83
F	8	4	7"	8'-10"	47
G	17	6	7"	8'-10"	226
H	12	4	10"	8'-10"	71
REINFORCING STEEL =				427 LBS.	✳
CL "A" CONCRETE =				2.08 C.Y.	✳

✳ FOR CONTRACTORS INFORMATION ONLY



LIFTING BRACKET
NO. 4 REBAR

PLACEMENT OF LIFTING BRACKETS

CURB INLET CAP: 2 CENTERED 4FT +/- FROM EACH END
6'-4" CAP: 2 CENTERED 2FT +/- FROM EACH END
9'-2" CAP: 4 PLACED 3FT +/- IN FROM EACH END

CAP SIZE	LOCATION	AT STR. NO.	TOP OF CAP ELEV.
6'-4" SQUARE CAP	STA 1002+06	N/A	112.25'
6'-4" SQUARE CAP	STA 1010+12	N/A	113.35'

DESIGN

STATE OF TEXAS · CARLOS F. CANTU-VILLARREAL · 140328 · LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS · LUKE REED · 101242 · LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

NOTES:

1) REMOVAL OF THE TOP PORTION OF THE INLET AND/OR MANHOLE WHERE REQUIRED PLUS FURNISHING & INSTALLING THE CONC. CAP WILL BE PAID FOR UNDER ITEM 479 "ADJUSTING MANHOLES AND INLETS"

2) ALL CONCRETE SHALL BE CLASS "A" AND SHALL MEET THE REQUIREMENTS OF ITEMS 420 & 421

3) ALL REINFORCING STEEL SHALL BE GRADE 60 AND SHALL MEET THE REQUIREMENTS OF ITEM 440

4) THE BREAK-BACK LINE SHALL BE CUT SMOOTH TO ENSURE UNIFORM BEARING OF THE CAP ON THE INLET/M.H. WALLS.

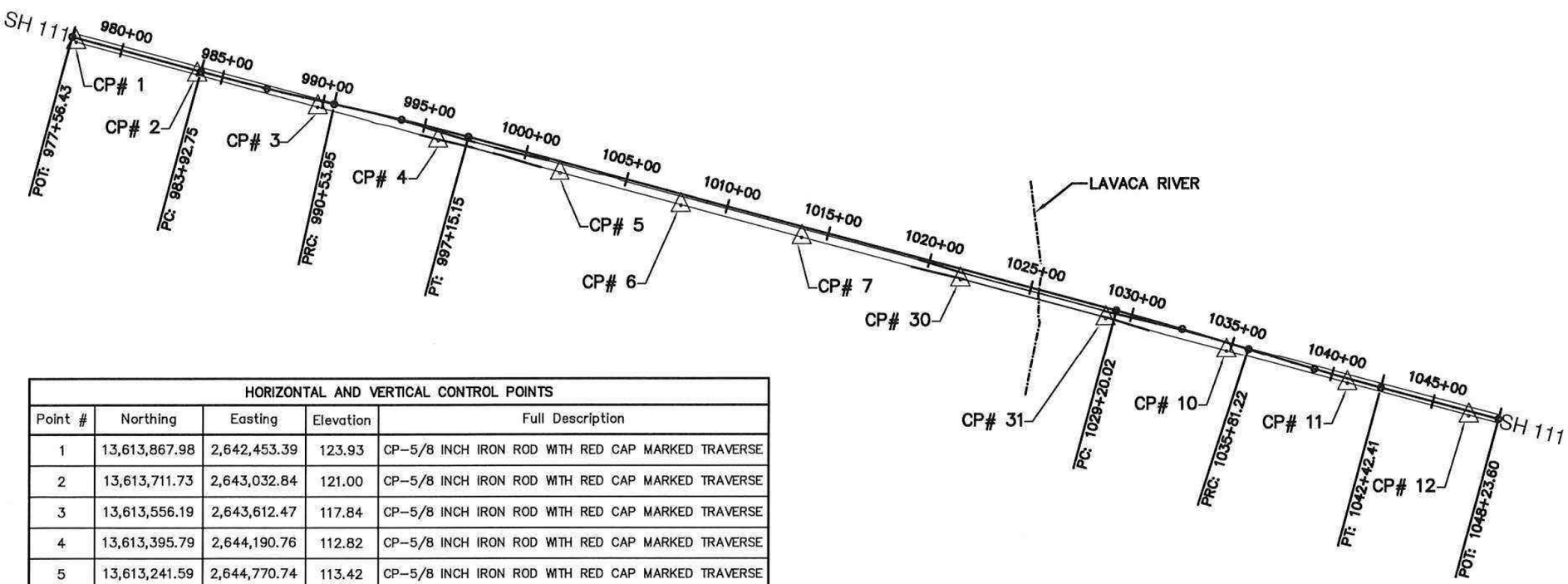
SAN ANTONIO DISTRICT STANDARD

CAPPING INLETS & MANHOLES

FED.RD. DIV.NO.	PROJECT NO.			SHEET NO.
6				73
STATE	STATE DISTRICT	COUNTY		
TEXAS	YKM	LAVACA		
CONT.	SECT.	JOB	HIGHWAY NO.	
0346	06	050	SH 111	

10/95

STRUCTURE DESIGN
/BRIDGE/STDS/CAPINLET.DGN



SCALE: 1"= 600'

600' 0' 300' 600'

NOTES:

1. COORDINATES SHOWN ARE DISPLAYED AS SURFACE VALUES IN U.S. SURVEY FEET, BASED ON THE NORTH AMERICAN DATUM OF 1983 (NA2011) EPOCH 2010.00 FROM THE TEXAS COORDINATE SYSTEM ESTABLISHED FOR THE SOUTH CENTRAL ZONE, WITH A SURFACE ADJUSTMENT FACTOR OF 1.00013 APPLIED.

2. ELEVATIONS SHOWN ARE BASED ON NAVD88 (GEOID 03), AND ESTABLISHED BY RTK OBSERVATIONS AND A DOUBLE RUN DIGITAL LEVEL LOOP.

LEGEND

SH 111	CP	CONTROL POINT STATE HIGHWAY 111

SURVEYOR'S CERTIFICATION:

THE CONTROL POINTS SHOWN HEREIN WERE DETERMINED BY A SURVEY MADE ON THE GROUND UNDER MY SUPERVISION.

ANGELA MARIE WELLER
RPLS 5981

10/8/2021

STATE OF TEXAS REGISTERED ANGELA MARIE WELLER 5981 PROFESSIONAL LAND SURVEYOR

HORIZONTAL AND VERTICAL CONTROL POINTS

Point #	Northing	Easting	Elevation	Full Description
1	13,613,867.98	2,642,453.39	123.93	CP-5/8 INCH IRON ROD WITH RED CAP MARKED TRAVERSE
2	13,613,711.73	2,643,032.84	121.00	CP-5/8 INCH IRON ROD WITH RED CAP MARKED TRAVERSE
3	13,613,556.19	2,643,612.47	117.84	CP-5/8 INCH IRON ROD WITH RED CAP MARKED TRAVERSE
4	13,613,395.79	2,644,190.76	112.82	CP-5/8 INCH IRON ROD WITH RED CAP MARKED TRAVERSE
5	13,613,241.59	2,644,770.74	113.42	CP-5/8 INCH IRON ROD WITH RED CAP MARKED TRAVERSE
6	13,613,087.60	2,645,350.63	113.74	CP-5/8 INCH IRON ROD WITH RED CAP MARKED TRAVERSE
7	13,612,932.80	2,645,930.44	115.42	CP-5/8 INCH IRON ROD WITH RED CAP MARKED TRAVERSE
10	13,612,387.66	2,647,958.83	121.77	CP-5/8 INCH IRON ROD WITH RED CAP MARKED TRAVERSE
11	13,612,230.49	2,648,537.97	123.45	CP-5/8 INCH IRON ROD WITH RED CAP MARKED TRAVERSE
12	13,612,073.65	2,649,117.21	124.77	CP-5/8 INCH IRON ROD WITH RED CAP MARKED TRAVERSE
30	13,612,730.11	2,646,686.53	117.35	CP-1/2 INCH IRON ROD WITH RED CAP MARKED TRAVERSE
31	13,612,544.30	2,647,378.62	119.61	CP-1/2 INCH IRON ROD WITH RED CAP MARKED TRAVERSE

REV. NO.	DATE	DESCRIPTION	BY
01	01/31/23	UPDATE TXDOT COPYRIGHT	AMW

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

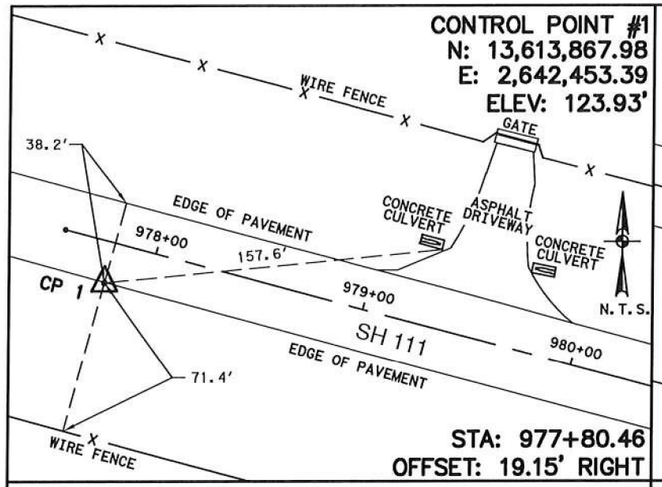
PROJECT CONTROL SHEET

SHEET 1 OF 3

DGN: JSW	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: AMW		TEXAS				SH 111
DWG: JPE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: AMW	13	LAVACA	0346	06	050	74

July 15, 2019

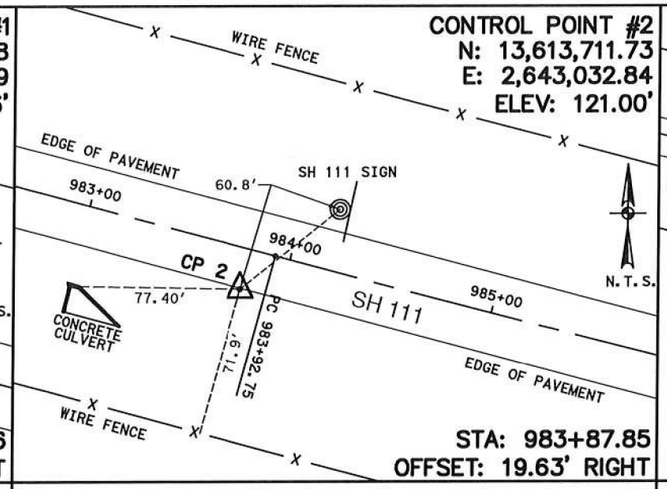
Design Filename: N:\Transpo\Civil\11602-02\Task 112 CSJ 034606050 SH 111 At Lavaca River\Control Sheets\CT-0346-06-050 JPE.dwg



CONTROL POINT #1
N: 13,613,867.98
E: 2,642,453.39
ELEV: 123.93'

STA: 977+80.46
OFFSET: 19.15' RIGHT

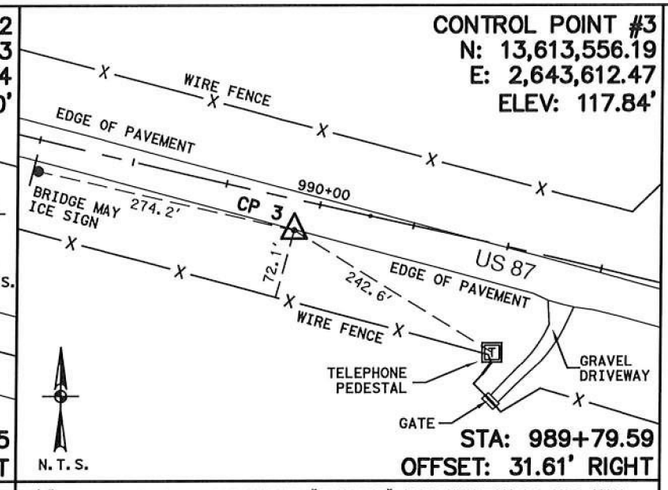
5/8" IRON ROD WITH RED CAP MARKED "TRAVERSE" APPROXIMATELY 3.0 OF A MILE NORTHWEST OF THE INTERSECTION OF SH 111 AND COUNTY ROAD 1.



CONTROL POINT #2
N: 13,613,711.73
E: 2,643,032.84
ELEV: 121.00'

STA: 983+87.85
OFFSET: 19.63' RIGHT

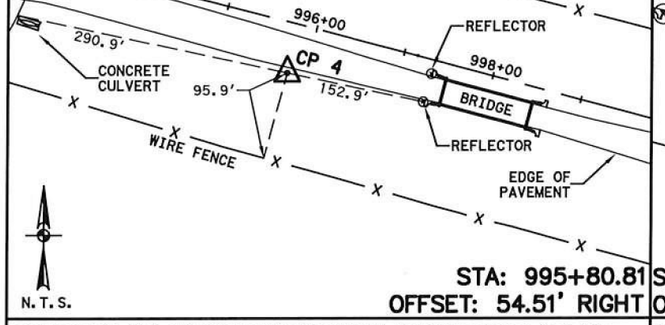
5/8" IRON ROD WITH RED CAP MARKED "TRAVERSE" APPROXIMATELY 2.9 OF A MILE NORTHWEST OF THE INTERSECTION OF SH 111 AND COUNTY ROAD 1.



CONTROL POINT #3
N: 13,613,556.19
E: 2,643,612.47
ELEV: 117.84'

STA: 989+79.59
OFFSET: 31.61' RIGHT

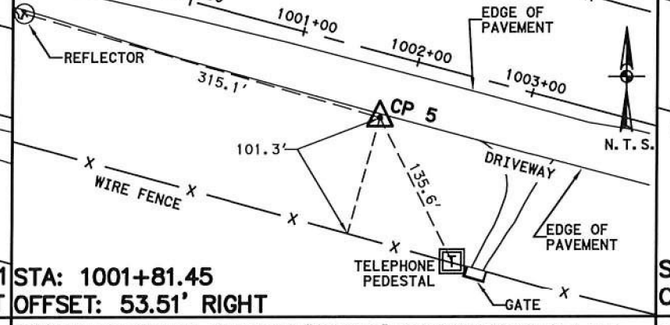
5/8" IRON ROD WITH RED CAP MARKED "TRAVERSE" APPROXIMATELY 2.8 OF A MILE NORTHWEST OF THE INTERSECTION OF SH 111 AND COUNTY ROAD 1.



CONTROL POINT #4
N: 13,613,395.79
E: 2,644,190.76
ELEV: 112.82'

STA: 995+80.81
OFFSET: 54.51' RIGHT

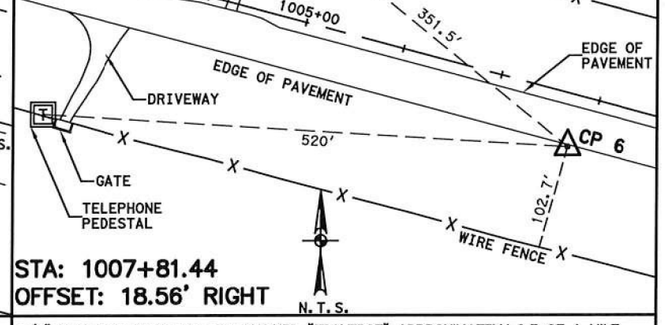
5/8" IRON ROD WITH RED CAP MARKED "TRAVERSE" APPROXIMATELY 2.7 OF A MILE NORTHWEST OF THE INTERSECTION OF SH 111 AND COUNTY ROAD 1.



CONTROL POINT #5
N: 13,613,241.59
E: 2,644,770.74
ELEV: 113.42'

STA: 1001+81.45
OFFSET: 53.51' RIGHT

5/8" IRON ROD WITH RED CAP MARKED "TRAVERSE" APPROXIMATELY 2.6 OF A MILE NORTHWEST OF THE INTERSECTION OF SH 111 AND COUNTY ROAD 1.



CONTROL POINT #6
N: 13,613,087.60
E: 2,645,350.63
ELEV: 113.74'

STA: 1007+81.44
OFFSET: 18.56' RIGHT

5/8" IRON ROD WITH RED CAP MARKED "TRAVERSE" APPROXIMATELY 2.5 OF A MILE NORTHWEST OF THE INTERSECTION OF SH 111 AND COUNTY ROAD 1.

NOTES:

1. COORDINATES SHOWN ARE DISPLAYED AS SURFACE VALUES IN U.S. SURVEY FEET, BASED ON THE NORTH AMERICAN DATUM OF 1983 (NA2011) EPOCH 2010.00 FROM THE TEXAS COORDINATE SYSTEM ESTABLISHED FOR THE SOUTH CENTRAL ZONE, WITH A SURFACE ADJUSTMENT FACTOR OF 1.00013 APPLIED.

2. ELEVATIONS SHOWN ARE BASED ON NAVD88 (GEOID 03), AND ESTABLISHED BY RTK OBSERVATIONS AND A DOUBLE RUN DIGITAL LEVEL LOOP.

LEGEND

CP CONTROL POINT
SH 111 STATE HIGHWAY 111

SURVEYOR'S CERTIFICATION:

THE CONTROL POINTS SHOWN HEREIN WERE DETERMINED BY A SURVEY MADE ON THE GROUND UNDER MY SUPERVISION.

ANGELA MARIE WELLER
RPLS 5981
10/8/2021

STATE OF TEXAS REGISTERED ANGELA MARIE WELLER 5981 PROFESSIONAL LAND SURVEYOR

REV. NO.	DATE	DESCRIPTION	BY
01	01/31/23	UPDATE TXDOT COPYRIGHT	AMW

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

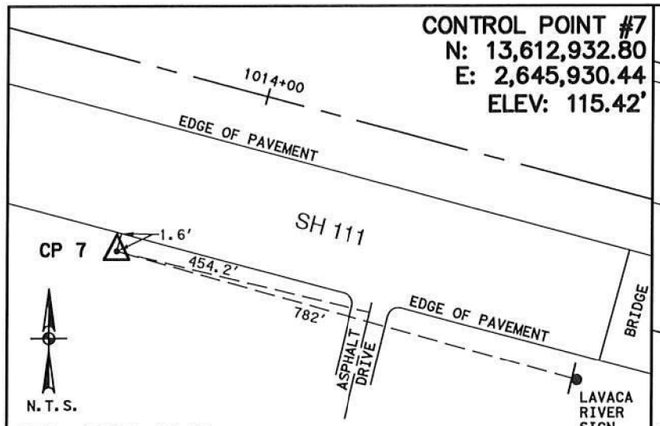
SH 111 AT LAVACA RIVER

PROJECT CONTROL SHEET

SHEET 2 OF 3

DGN: JSW	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: AMW		TEXAS				SH 111
DWG: JPE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: AMW	13	LAVACA	0346	06	050	75

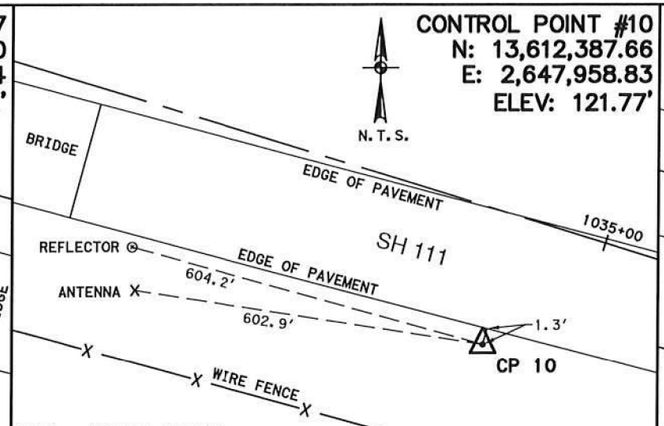
CONTROL POINT #7
N: 13,612,932.80
E: 2,645,930.44
ELEV: 115.42'



STA: 1013+81.56
OFFSET: 50.67' RIGHT

5/8" IRON ROD WITH CAP MARKED "TRAVERSE" ON THE SOUTH SIDE OF SH 111 APPROXIMATELY 800–FEET WEST OF THE BRIDGE OVER LAVACA RIVER.

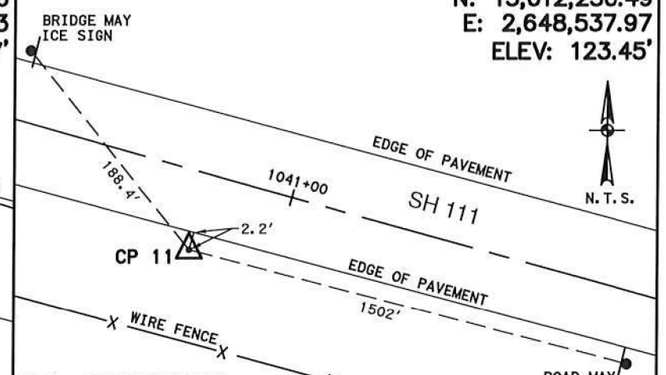
CONTROL POINT #10
N: 13,612,387.66
E: 2,647,958.83
ELEV: 121.77'



STA: 1034+83.65
OFFSET: 39.34' RIGHT

5/8" IRON ROD WITH CAP MARKED "TRAVERSE" ON THE SOUTH SIDE OF SH 111 APPROXIMATELY 620–FEET EAST OF THE BRIDGE OVER LAVACA RIVER.

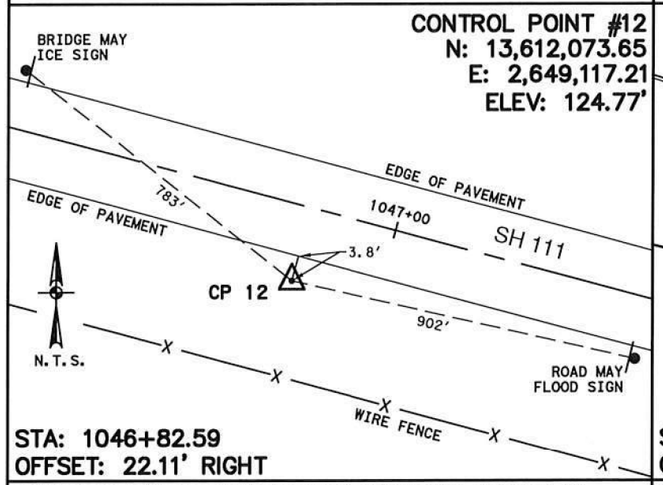
CONTROL POINT #11
N: 13,612,230.49
E: 2,648,537.97
ELEV: 123.45'



STA: 1040+82.74
OFFSET: 21.92' RIGHT

5/8" IRON ROD WITH CAP MARKED "TRAVERSE" ON THE SOUTH SIDE OF SH 111 APPROXIMATELY 1,220–FEET EAST OF THE BRIDGE OVER LAVACA RIVER.

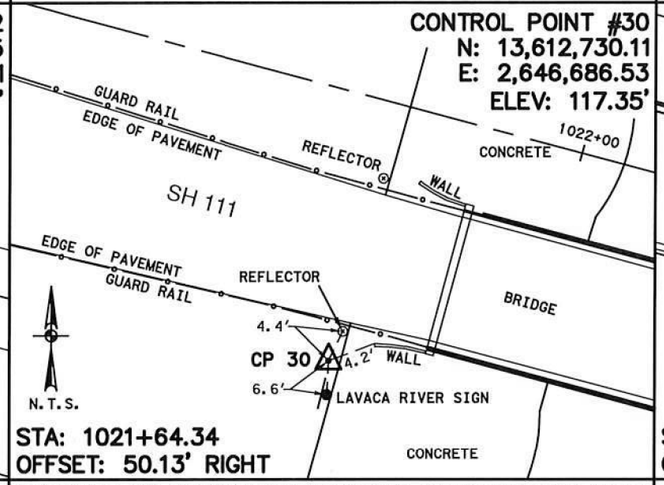
CONTROL POINT #12
N: 13,612,073.65
E: 2,649,117.21
ELEV: 124.77'



STA: 1046+82.59
OFFSET: 22.11' RIGHT

5/8" IRON ROD WITH CAP MARKED "TRAVERSE" ON THE SOUTH SIDE OF SH 111 APPROXIMATELY 1,820–FEET EAST OF THE BRIDGE OVER LAVACA RIVER.

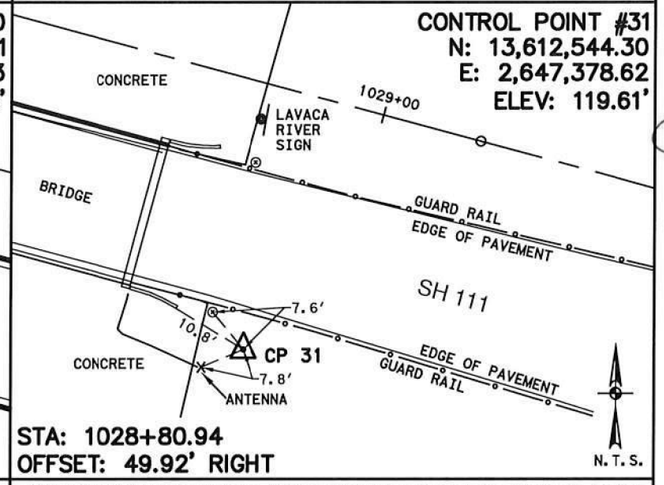
CONTROL POINT #30
N: 13,612,730.11
E: 2,646,686.53
ELEV: 117.35'



STA: 1021+64.34
OFFSET: 50.13' RIGHT

1/2" IRON ROD WITH CAP MARKED "TRAVERSE" ON THE SOUTH SIDE OF SH 111 AT THE WEST END OF THE BRIDGE OVER LAVACA RIVER.

CONTROL POINT #31
N: 13,612,544.30
E: 2,647,378.62
ELEV: 119.61'



STA: 1028+80.94
OFFSET: 49.92' RIGHT

1/2" IRON ROD WITH CAP MARKED "TRAVERSE" ON THE SOUTH SIDE OF SH 111 AT THE EAST END OF THE BRIDGE OVER LAVACA RIVER.

NOTES:

1. COORDINATES SHOWN ARE DISPLAYED AS SURFACE VALUES IN U.S. SURVEY FEET, BASED ON THE NORTH AMERICAN DATUM OF 1983 (NA2011) EPOCH 2010.00 FROM THE TEXAS COORDINATE SYSTEM ESTABLISHED FOR THE SOUTH CENTRAL ZONE, WITH A SURFACE ADJUSTMENT FACTOR OF 1.00013 APPLIED.

2. ELEVATIONS SHOWN ARE BASED ON NAVD88 (GEOID 03), AND ESTABLISHED BY RTK OBSERVATIONS AND A DOUBLE RUN DIGITAL LEVEL LOOP.

LEGEND

CP	CP	CONTROL POINT
SH 111	SH 111	STATE HIGHWAY 111

SURVEYOR'S CERTIFICATION:

THE CONTROL POINTS SHOWN HEREIN WERE DETERMINED BY A SURVEY MADE ON THE GROUND UNDER MY SUPERVISION.

ANGELA MARIE WELLER
RPLS 5981
10/8/2021

STATE OF TEXAS REGISTERED ANGELA MARIE WELLER 5981 PROFESSIONAL LAND SURVEYOR

REV. NO.	DATE	DESCRIPTION	BY
01	01/31/23	UPDATE TXDOT COPYRIGHT	AMW

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

PROJECT CONTROL SHEET

SHEET 3 OF 3

DGN: JSV	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: AMW		TEXAS				SH 111
DWG: JPE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: AMW	13	LAVACA	0346	06	050	76

SH 111 ℄ ALIGNMENT

Beginning chain SH111 description

Point F1000 N 13,613,892.71 E 2,642,435.16 Sta 977+56.43

Course from F1000 to PC G3001 S 74° 57′ 15" E Dist 636.32

Curve Data					
Curve G3001					
P.I. Station	987+23.41	N	13,613,641.69	E	2,643,368.99
Delta =	2° 41′ 12"	(LT)			
Degree =	0° 24′ 23"				
Tangent =	330.66				
Length =	661.20				
Radius =	14,100.00				
External =	3.88				
Long Chord =	661.14				
Mid. Ord. =	3.88				
P.C. Station	983+92.75	N	13,613,727.53	E	2,643,049.67
P.T. Station	990+53.95	N	13,613,570.92	E	2,643,691.99
C.C.		N	13,627,344.17	E	2,646,709.89
Back = S 74° 57′ 15" E					
Ahead = S 77° 38′ 28" E					
Chord Bear = S 76° 17′ 52" E					

Curve Data					
Curve G3002					
P.I. Station	993+84.61	N	13,613,500.15	E	2,644,014.98
Delta =	2° 41′ 12"	(RT)			
Degree =	0° 24′ 23"				
Tangent =	330.66				
Length =	661.20				
Radius =	14,100.00				
External =	3.88				
Long Chord =	661.14				
Mid. Ord. =	3.88				
P.C. Station	990+53.95	N	13,613,570.92	E	2,643,691.99
P.T. Station	997+15.15	N	13,613,414.31	E	2,644,334.31
C.C.		N	13,599,797.68	E	2,640,674.09
Back = S 77° 38′ 28" E					
Ahead = S 74° 57′ 15" E					
Chord Bear = S 76° 17′ 52" E					

Course from PT G3002 to PC G3003 S 74° 57′ 15" E Dist 3,204.88

Curve Data					
Curve G3003					
P.I. Station	1032+50.68	N	13,612,496.52	E	2,647,748.64
Delta =	2° 41′ 12"	(RT)			
Degree =	0° 24′ 23"				
Tangent =	330.66				
Length =	661.20				
Radius =	14,100.00				
External =	3.88				
Long Chord =	661.14				
Mid. Ord. =	3.88				
P.C. Station	1029+20.02	N	13,612,582.36	E	2,647,429.32
P.T. Station	1035+81.22	N	13,612,395.81	E	2,648,063.59
C.C.		N	13,598,965.72	E	2,643,769.10
Back = S 74° 57′ 15" E					
Ahead = S 72° 16′ 03" E					
Chord Bear = S 73° 36′ 39" E					

Curve Data					
Curve G3004					
P.I. Station	1039+11.88	N	13,612,295.10	E	2,648,378.54
Delta =	2° 41′ 12"	(LT)			
Degree =	0° 24′ 23"				
Tangent =	330.66				
Length =	661.20				
Radius =	14,100.00				
External =	3.88				
Long Chord =	661.14				
Mid. Ord. =	3.88				
P.C. Station	1035+81.22	N	13,612,395.81	E	2,648,063.59
P.T. Station	1042+42.41	N	13,612,209.27	E	2,648,697.86
C.C.		N	13,625,825.91	E	2,652,358.08
Back = S 72° 16′ 03" E					
Ahead = S 74° 57′ 15" E					
Chord Bear = S 73° 36′ 39" E					

Course from PT SH111_STAEQN_8 to STAEQU1 S 74° 57′ 15" E Dist 407.59

Equation: Sta 1046+50.00 (BK) = Sta 1046+49.03 (AH) — End Region 1 / Begin Region 2

Point STAEQU1 N 13,612,103.46 E 2,649,091.47 Sta 1046+49.03

Course from STAEQU1 to 4 S 74° 57′ 15" E Dist 173.60

Point 4 N 13,612,058.40 E 2,649,259.12 Sta 1048+22.63

Ending chain SH111 description

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS

2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000

TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

HORIZONTAL ALIGNMENT DATA

SHEET 1 OF 1

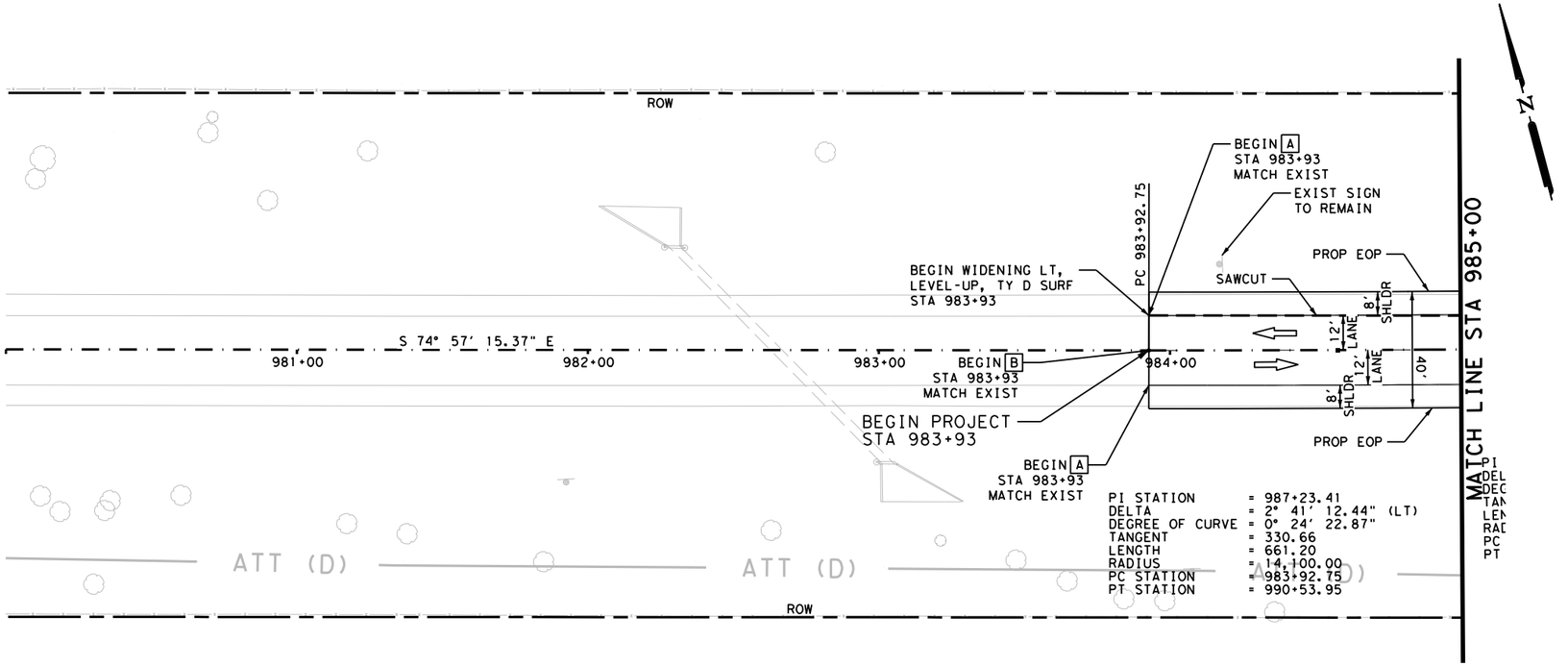
DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	77

Plotted on: 12/13/2023

Design Filename: P:\116\02\02\12\design\Civil\Roadway\116020212HAD01.dgn

Plotted on: 12/13/2023

Design Filename: P:\116\02\02\12\design\Civil\Roadway\116020212PP01.dgn



PAVEMENT MARKINGS LEGEND

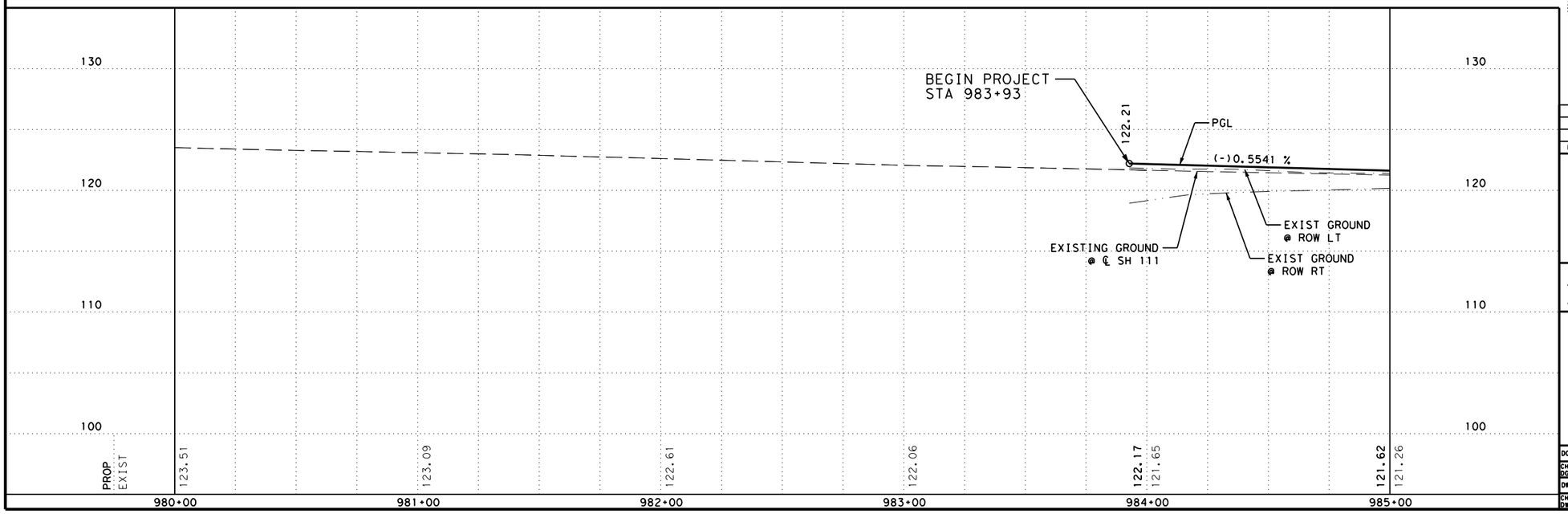
- A — 6" (W) (SLD) STRIPE
- B — 6" (Y) (BKN) STRIPE W/TY II-A-A @ 80' C-C
- SIGN
- PROPOSED SIGN
- 1-1 — SIGN DESIGNATION

LEGEND

- STONE RIPRAP
- X — DRIVEWAY #
- DIRECTION OF TRAFFIC
- TREE TO BE REMOVED

NOTES

1. SEE HORIZONTAL ALIGNMENT DATA SHEETS FOR HORIZONTAL ALIGNMENT DATA.
2. EXISTING FEATURES ARE SHOWN SCREENED BACK; i.e. FADED
3. SHORING OF EXIST POLES SUBSIDIARY TO EXCAVATION ITEMS
4. CONTRACTOR TO FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION. UTILITIES ARE SHOWN BASED ON LEVEL C/D SUE AND DRAWN WITH THE BEST RECORDS AVAILABLE DURING DESIGN.
5. FOR ADDITIONAL DETAILS SEE TxDOT TYPICAL STANDARD SHEETS.



DESIGN

CARLOS F. CANTU-VILLARREAL
140328
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

LUKE REED
101242
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
PROFILE 1" = 10'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

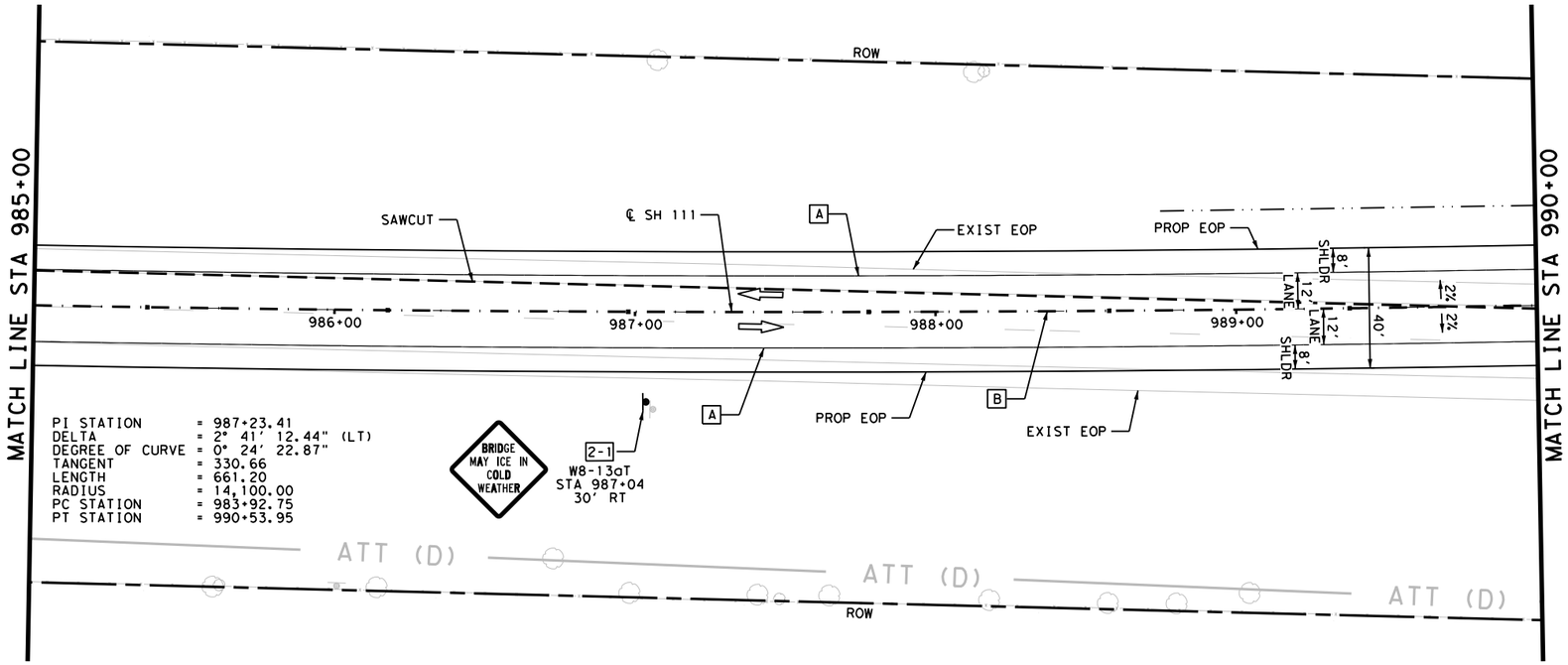
SH 111 AT LAVACA RIVER

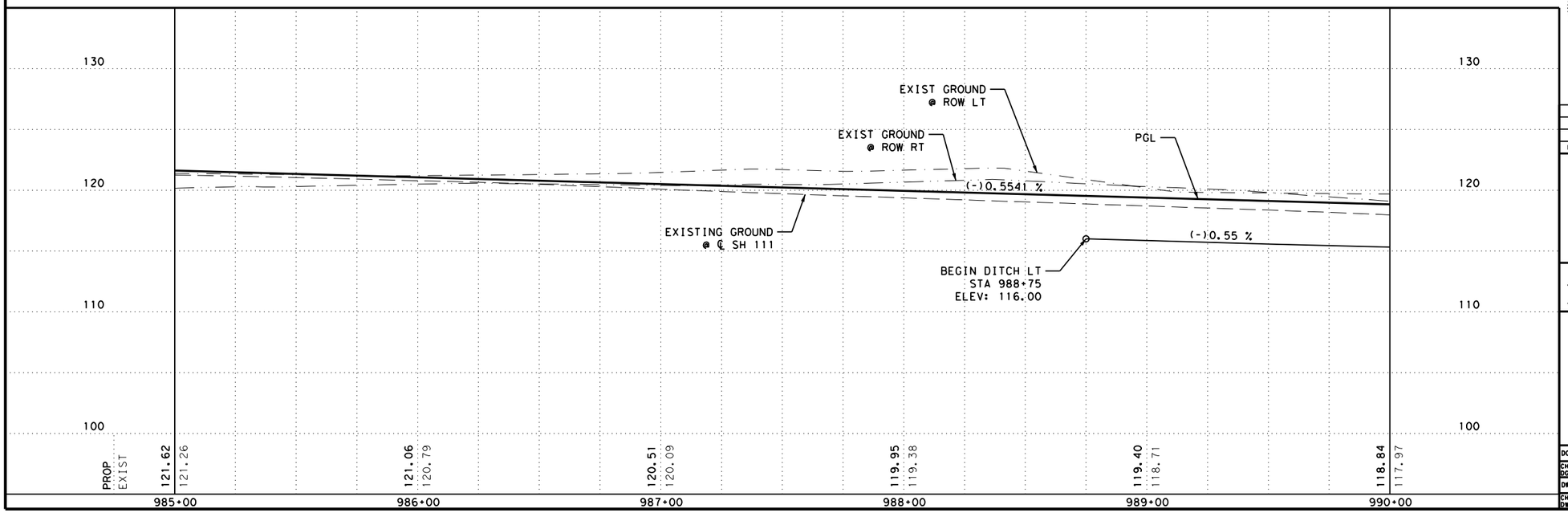
PLAN
PROFILE

BEGIN TO STA 985+00

SHEET 1 OF 13

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	78





PAVEMENT MARKINGS LEGEND

- A — 6" (W) (SLD) STRIPE
- B — 6" (Y) (BKN) STRIPE W/TY II-A-A @ 80' C-C
- SIGN
- PROPOSED SIGN
- 1-1 — SIGN DESIGNATION

LEGEND

- STONE RIPRAP
- X — DRIVEWAY #
- DIRECTION OF TRAFFIC
- TREE TO BE REMOVED

NOTES

1. SEE HORIZONTAL ALIGNMENT DATA SHEETS FOR HORIZONTAL ALIGNMENT DATA.
2. EXISTING FEATURES ARE SHOWN SCREENED BACK; i.e. FADED
3. SHORING OF EXIST POLES SUBSIDIARY TO EXCAVATION ITEMS
4. CONTRACTOR TO FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION. UTILITIES ARE SHOWN BASED ON LEVEL C/D SUE AND DRAWN WITH THE BEST RECORDS AVAILABLE DURING DESIGN.
5. FOR ADDITIONAL DETAILS SEE TxDOT TYPICAL STANDARD SHEETS.

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
PROFILE 1" = 10'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

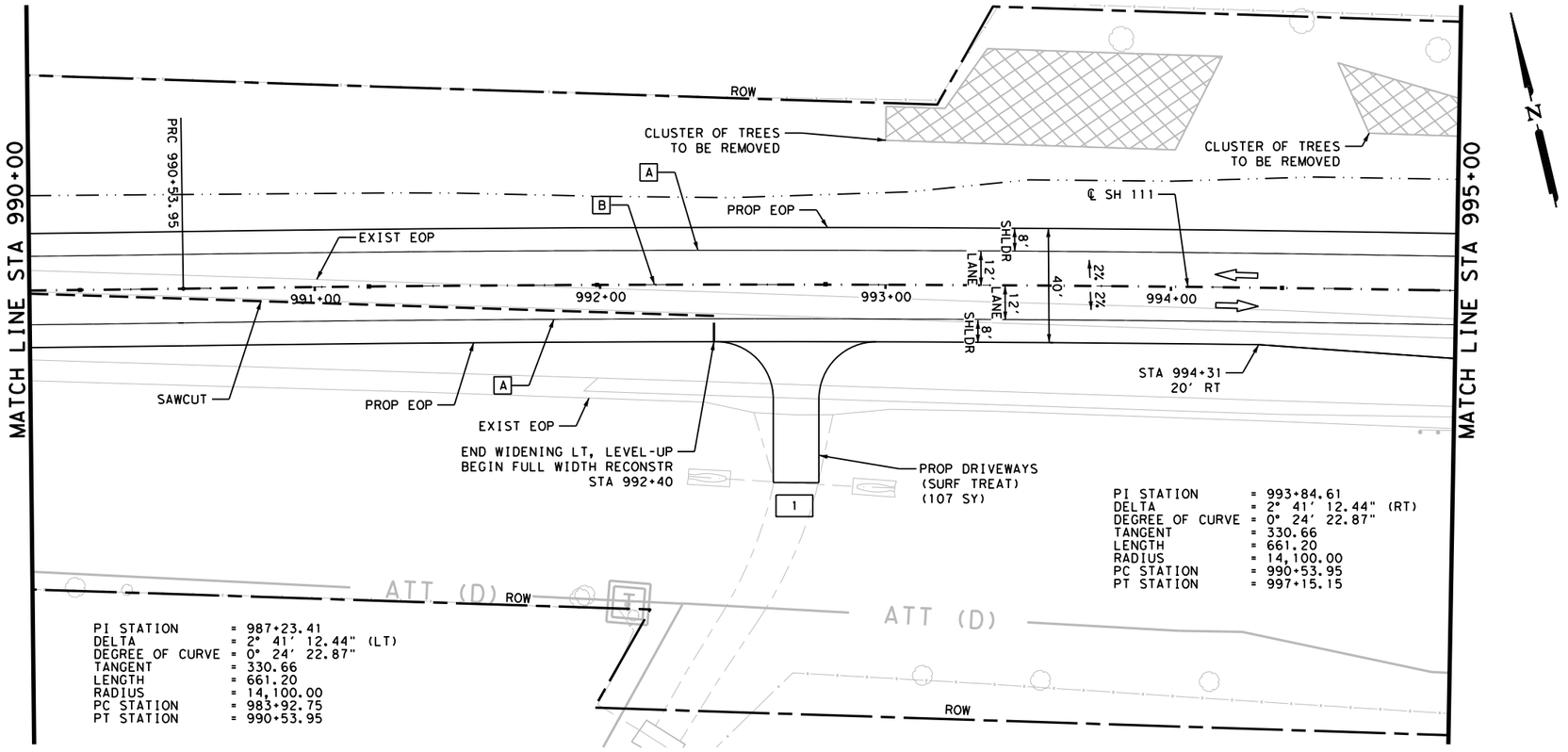
PLAN PROFILE

STA 985+00 TO STA 990+00

SHEET 2 OF 13

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	79

Plotted on: 12/13/2023



PAVEMENT MARKINGS LEGEND

- A — 6" (W) (SLD) STRIPE
- B — 6" (Y) (BKN) STRIPE W/TY II-A-A @ 80' C-C
- SIGN
- PROPOSED SIGN
- 1-1 — SIGN DESIGNATION

LEGEND

- STONE RIPRAP
- X — DRIVEWAY #
- DIRECTION OF TRAFFIC
- TREE TO BE REMOVED

NOTES

1. SEE HORIZONTAL ALIGNMENT DATA SHEETS FOR HORIZONTAL ALIGNMENT DATA.
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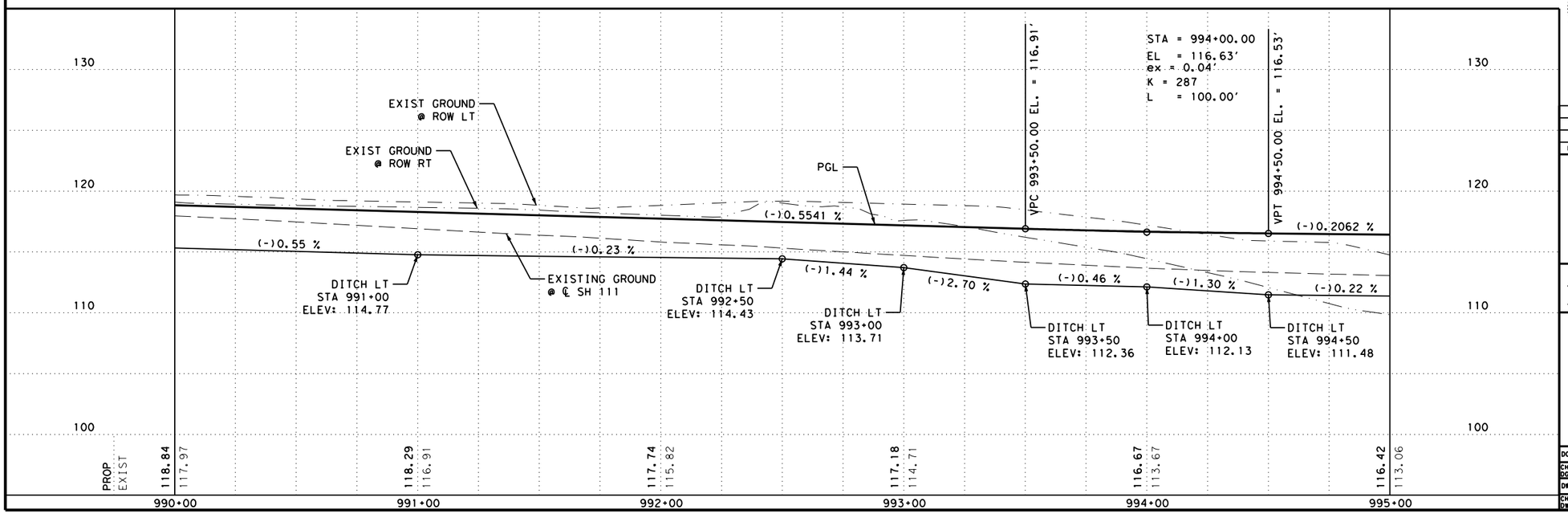

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
PROFILE 1" = 10'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

PLAN PROFILE

STA 990+00 TO STA 995+00

SHEET 3 OF 13

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	80

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Plotted on: 12/13/2023

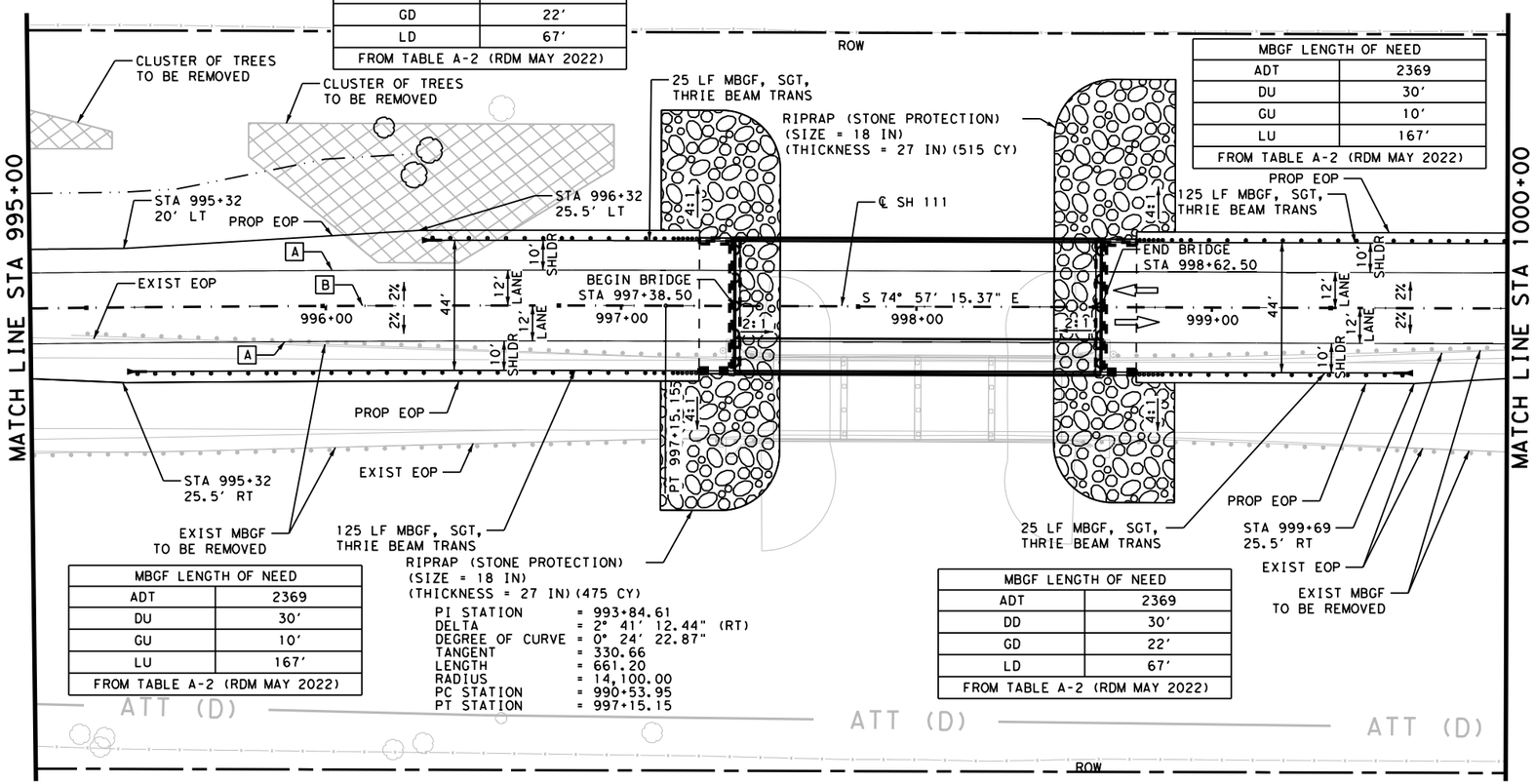
Design Filename: P:\116\02\02\12\design\Civil\Roadway\116020212PP04.dgn

MBGF LENGTH OF NEED	
ADT	2369
DD	30′
GD	22′
LD	67′
FROM TABLE A-2 (RDM MAY 2022)	

MBGF LENGTH OF NEED	
ADT	2369
DU	30′
GU	10′
LU	167′
FROM TABLE A-2 (RDM MAY 2022)	

MBGF LENGTH OF NEED	
ADT	2369
DD	30′
GD	22′
LD	67′
FROM TABLE A-2 (RDM MAY 2022)	

MBGF LENGTH OF NEED	
ADT	2369
DU	30′
GU	10′
LU	167′
FROM TABLE A-2 (RDM MAY 2022)	



PAVEMENT MARKINGS LEGEND

- A — 6" (W) (SLD) STRIPE
- B — 6" (Y) (BKN) STRIPE W/TY II-A-A @ 80′ C-C
- SIGN
- PROPOSED SIGN
- 1-1 — SIGN DESIGNATION

LEGEND

- STONE RIPRAP
- X — DRIVEWAY #
- DIRECTION OF TRAFFIC
- TREE TO BE REMOVED

NOTES

1. SEE HORIZONTAL ALIGNMENT DATA SHEETS FOR HORIZONTAL ALIGNMENT DATA.
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DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

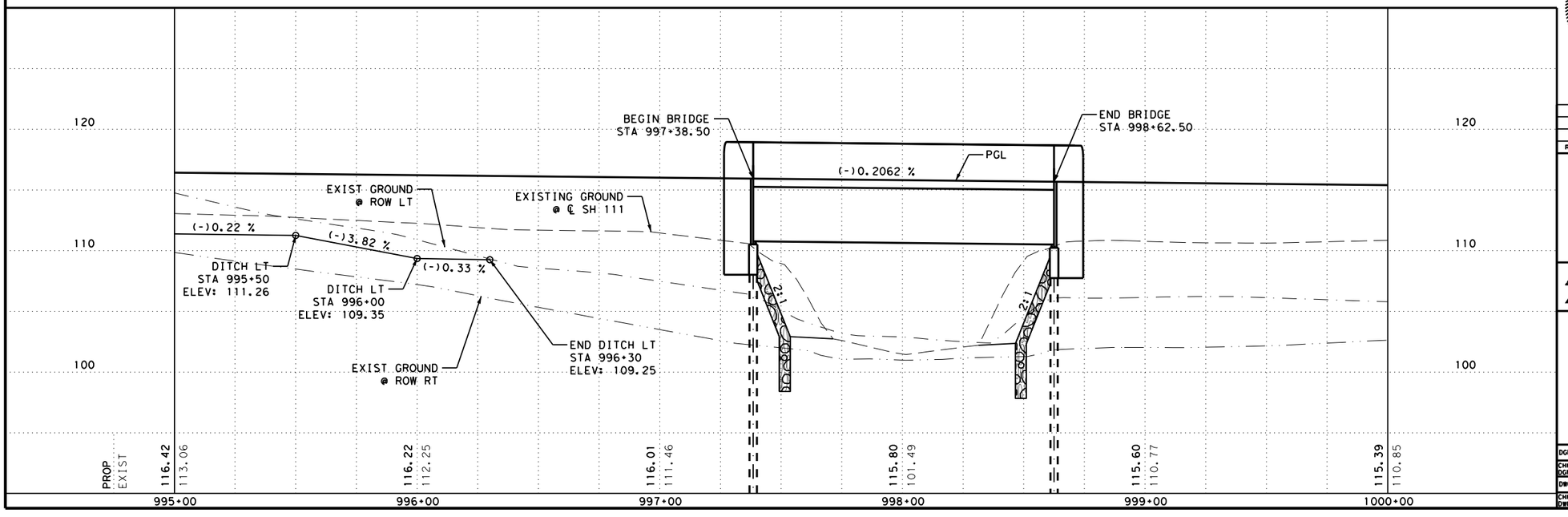
APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50′
PROFILE 1" = 10′

REV. NO.	DATE	DESCRIPTION	BY



PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

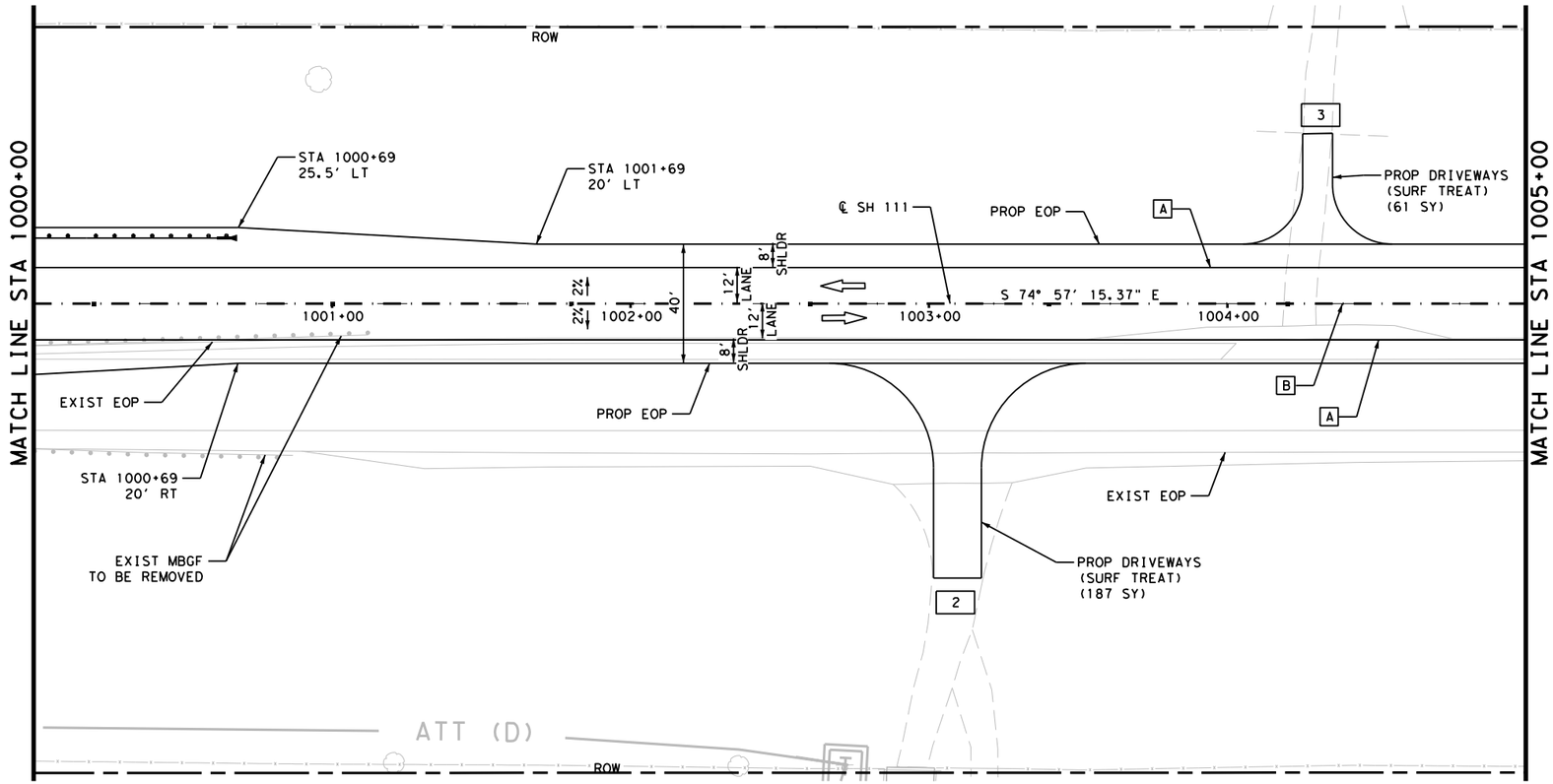
PLAN PROFILE

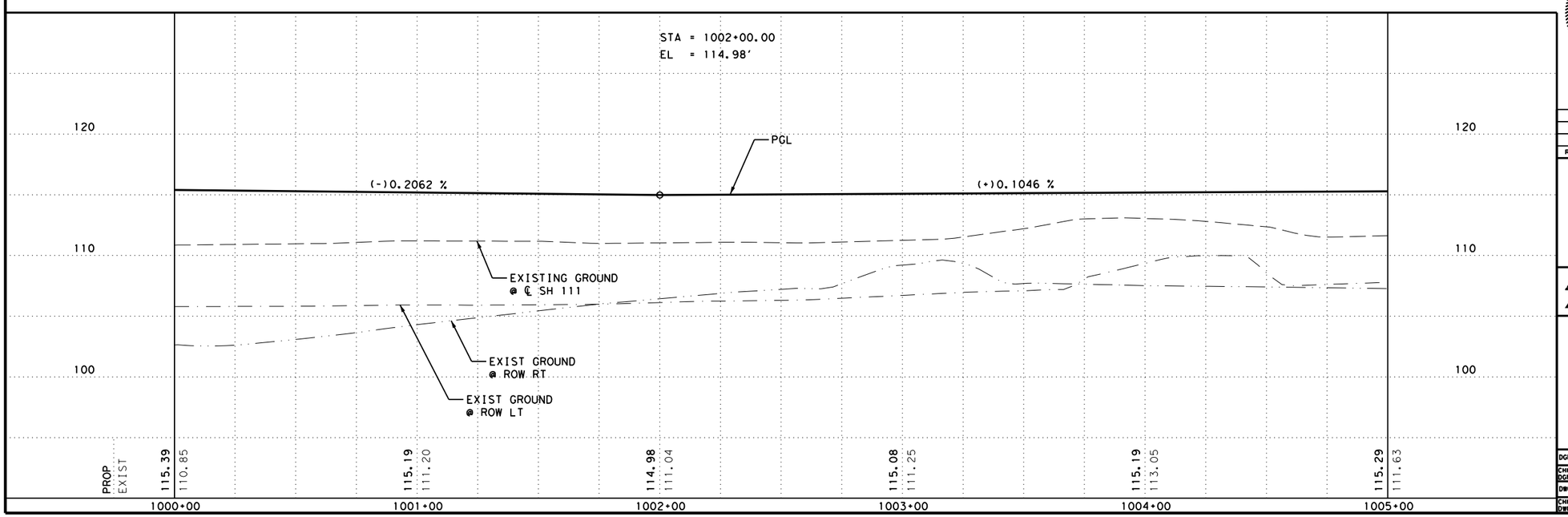
STA 995+00 TO STA 1000+00

SHEET 4 OF 13

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	81

Plotted on: 12/13/2023





PAVEMENT MARKINGS LEGEND

- A — 6" (W) (SLD) STRIPE
- B — 6" (Y) (BKN) STRIPE W/TY II-A-A @ 80' C-C
- SIGN
- PROPOSED SIGN
- 1-1 — SIGN DESIGNATION

LEGEND

- STONE RIPRAP
- X — DRIVEWAY #
- DIRECTION OF TRAFFIC
- TREE TO BE REMOVED

NOTES

1. SEE HORIZONTAL ALIGNMENT DATA SHEETS FOR HORIZONTAL ALIGNMENT DATA.
2. EXISTING FEATURES ARE SHOWN SCREENED BACK; i.e. FADED
3. SHORING OF EXIST POLES SUBSIDIARY TO EXCAVATION ITEMS
4. CONTRACTOR TO FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION. UTILITIES ARE SHOWN BASED ON LEVEL C/D SUE AND DRAWN WITH THE BEST RECORDS AVAILABLE DURING DESIGN.
5. FOR ADDITIONAL DETAILS SEE TxDOT TYPICAL STANDARD SHEETS.

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
PROFILE 1" = 10'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

PLAN PROFILE

STA 1000+00 TO STA 1005+00

SHEET 5 OF 13

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	82

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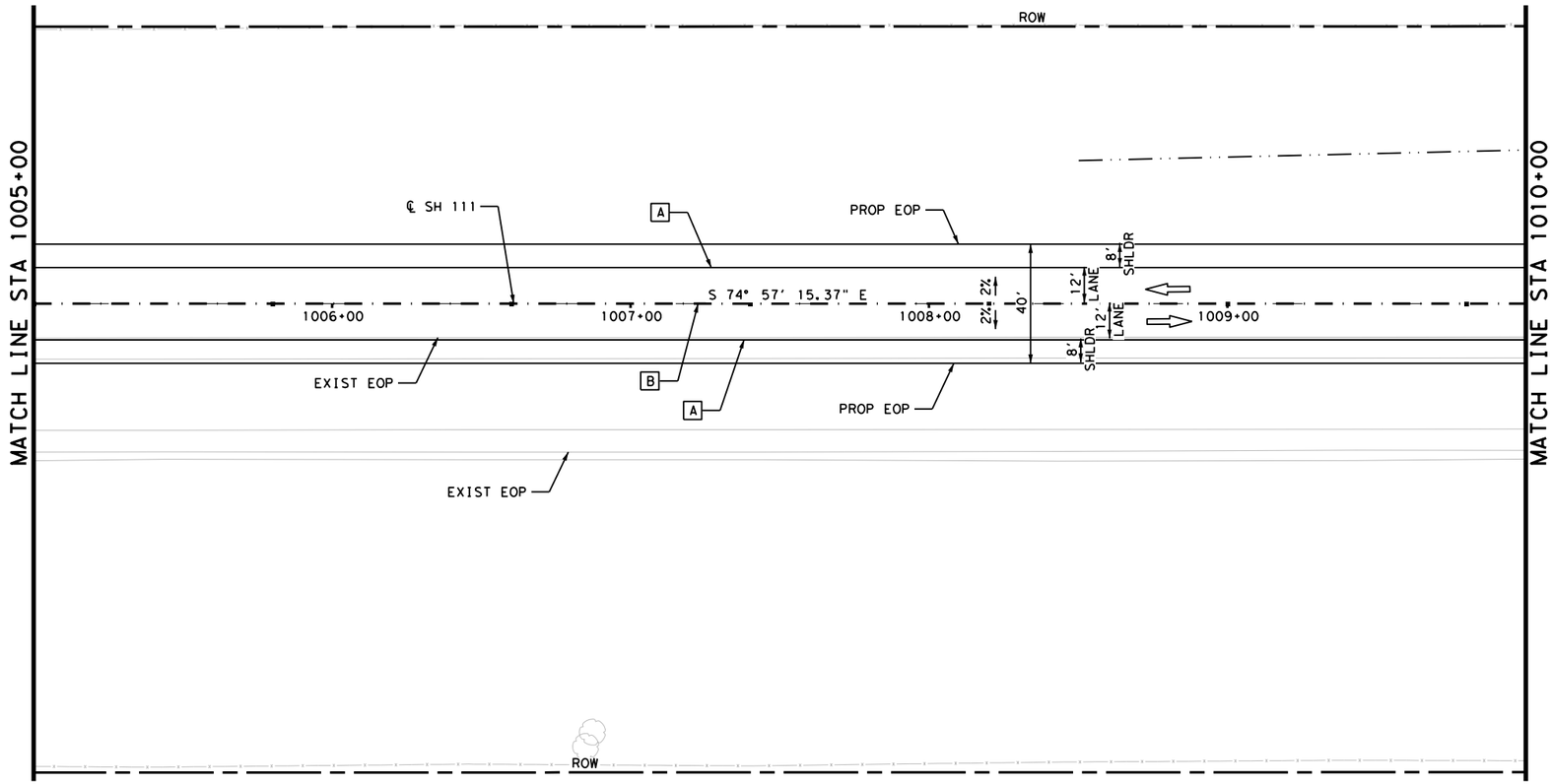

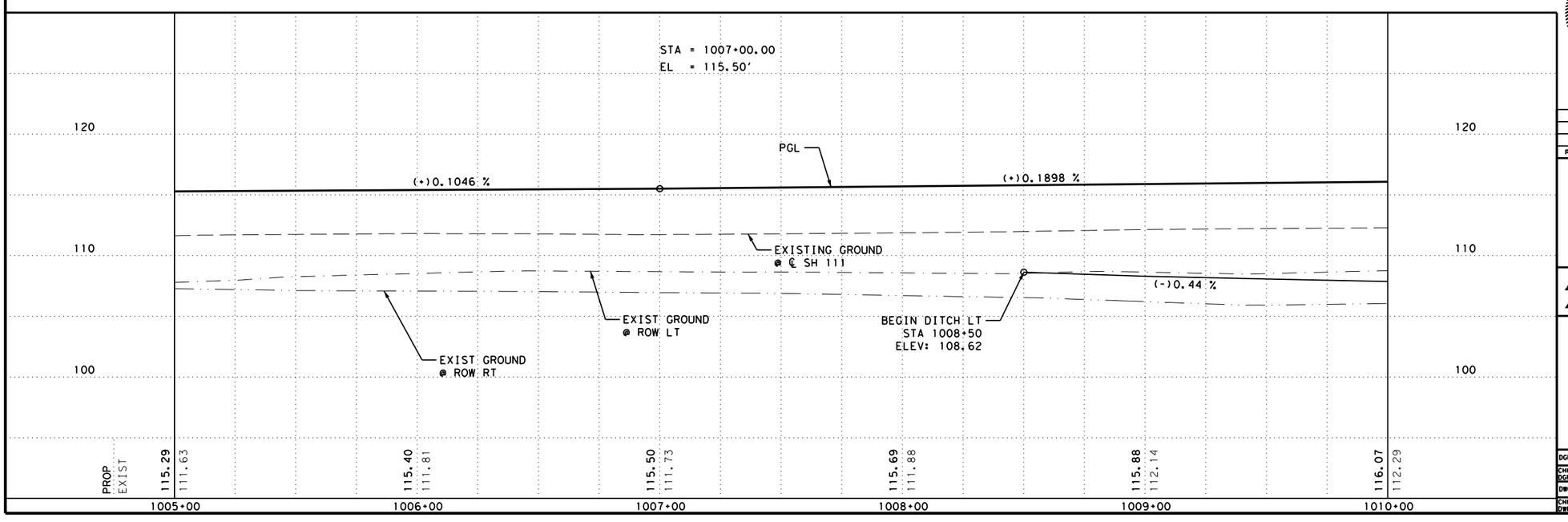

PAVEMENT MARKINGS LEGEND

- A — 6" (W) (SLD) STRIPE
- B — 6" (Y) (BKN) STRIPE W/TY II-A-A @ 80' C-C
- SIGN
- PROPOSED SIGN
- 1-1 — SIGN DESIGNATION

LEGEND

- STONE RIPRAP
- X — DRIVEWAY #
- DIRECTION OF TRAFFIC
- TREE TO BE REMOVED

NOTES

1. SEE HORIZONTAL ALIGNMENT DATA SHEETS FOR HORIZONTAL ALIGNMENT DATA.
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5. FOR ADDITIONAL DETAILS SEE TxDOT TYPICAL STANDARD SHEETS.

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
PROFILE 1" = 10'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

PLAN PROFILE

STA 1005+00 TO STA 1010+00

SHEET 6 OF 13

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	83

Plotted on: 12/13/2023

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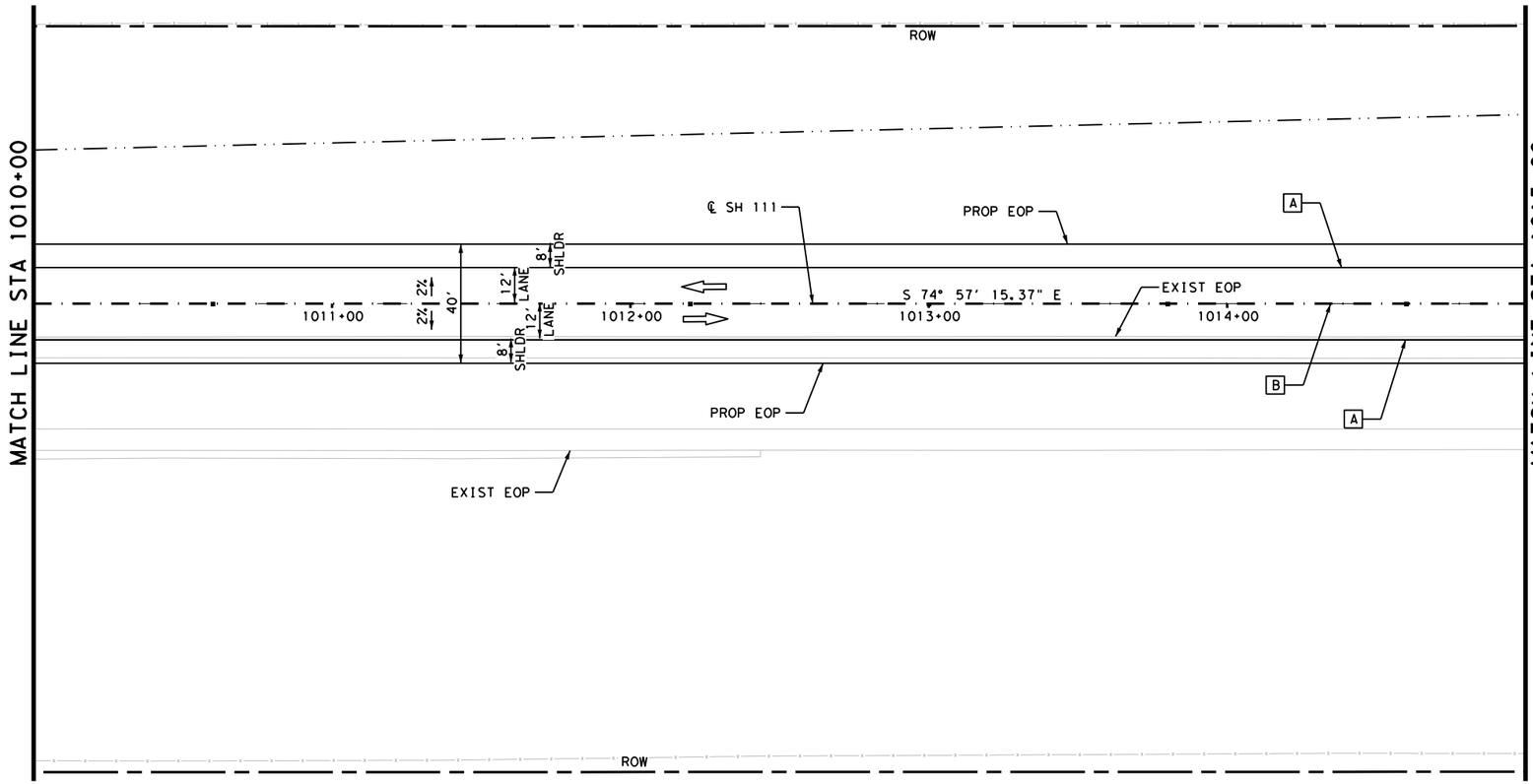

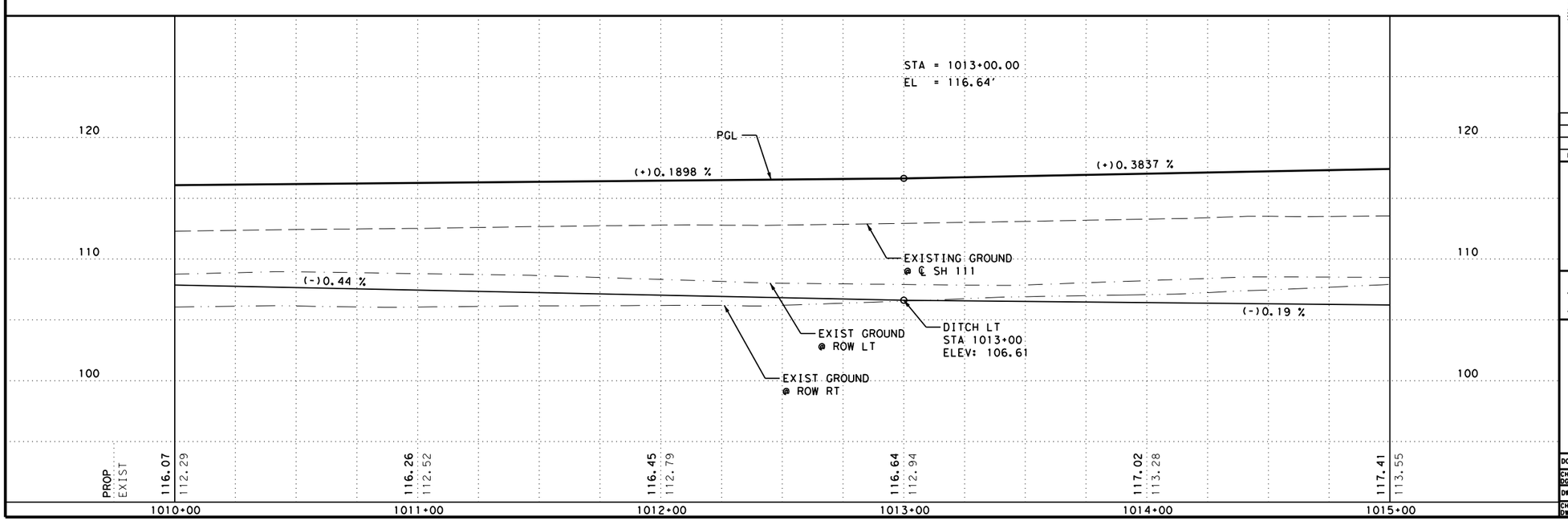

PAVEMENT MARKINGS LEGEND

- A — 6" (W) (SLD) STRIPE
- B — 6" (Y) (BKN) STRIPE W/TY II-A-A @ 80' C-C
- SIGN
- PROPOSED SIGN
- 1-1 — SIGN DESIGNATION

LEGEND

- STONE RIPRAP
- X — DRIVEWAY #
- DIRECTION OF TRAFFIC
- TREE TO BE REMOVED

NOTES

1. SEE HORIZONTAL ALIGNMENT DATA SHEETS FOR HORIZONTAL ALIGNMENT DATA.
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DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
PROFILE 1" = 10'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO I AUSTIN I HOUSTON I FORT WORTH I DALLAS
2000 NW LOOP 410 I SAN ANTONIO, TX 78213 I 210.375.9000
TEXAS ENGINEERING FIRM #470 I TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

PLAN PROFILE

STA 1010+00 TO STA 1015+00

SHEET 7 OF 13

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	84

Plotted on: 12/13/2023

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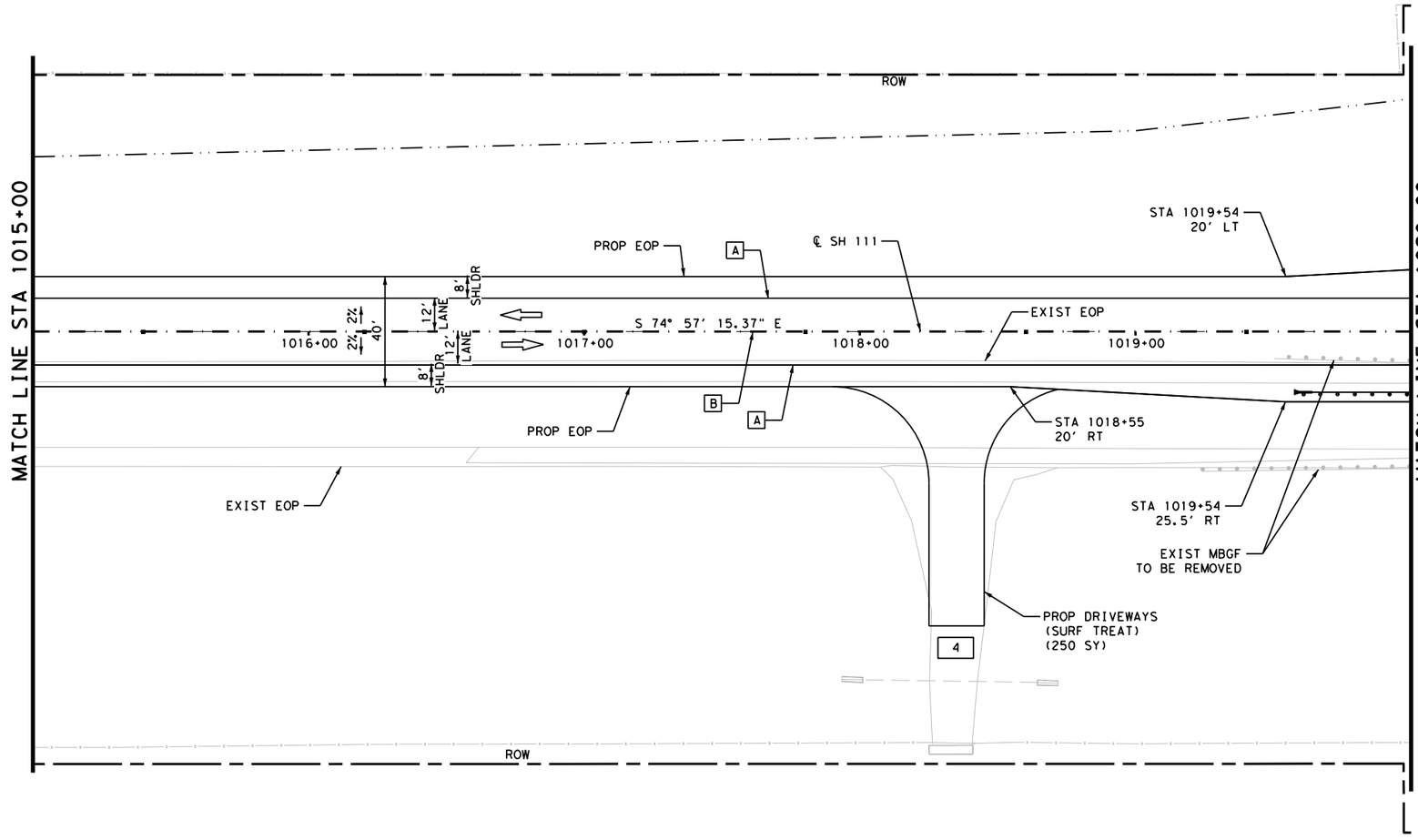

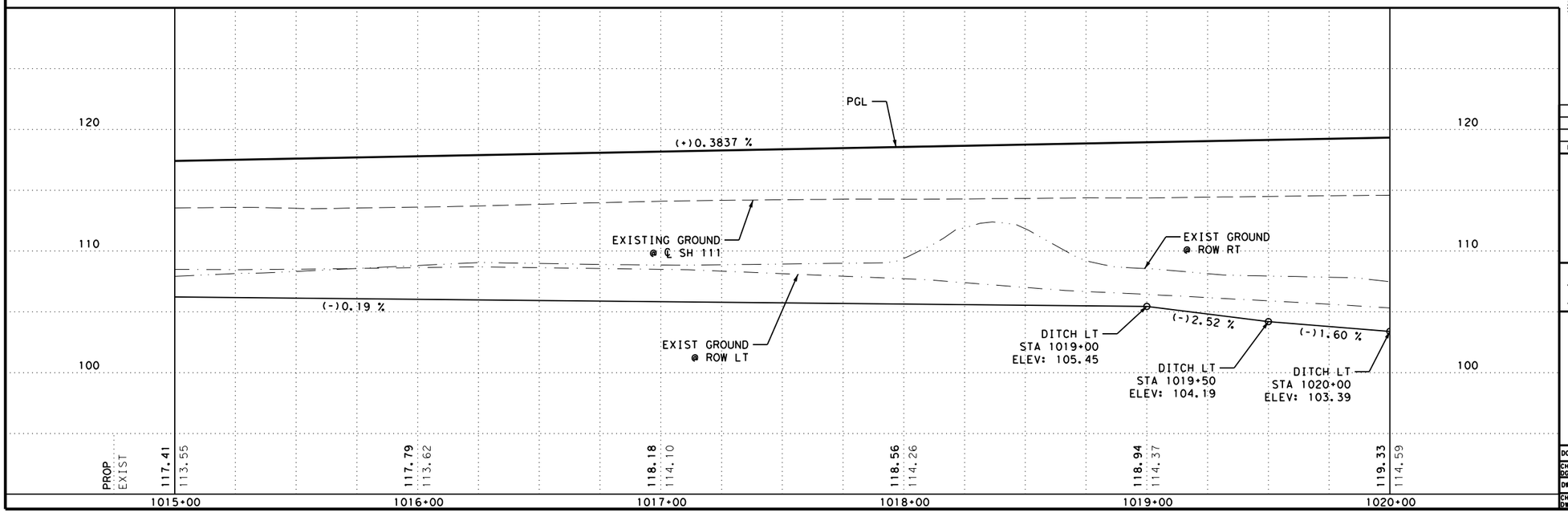

PAVEMENT MARKINGS LEGEND

- A — 6" (W) (SLD) STRIPE
- B — 6" (Y) (BKN) STRIPE W/TY II-A-A @ 80' C-C
- SIGN
- PROPOSED SIGN
- 1-1 — SIGN DESIGNATION

LEGEND

- STONE RIPRAP
- X — DRIVEWAY #
- DIRECTION OF TRAFFIC
- TREE TO BE REMOVED

NOTES

1. SEE HORIZONTAL ALIGNMENT DATA SHEETS FOR HORIZONTAL ALIGNMENT DATA.
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DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
PROFILE 1" = 10'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

PLAN PROFILE

STA 1015+00 TO STA 1020+00

SHEET 8 OF 13

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	85

Plotted on: 12/13/2023

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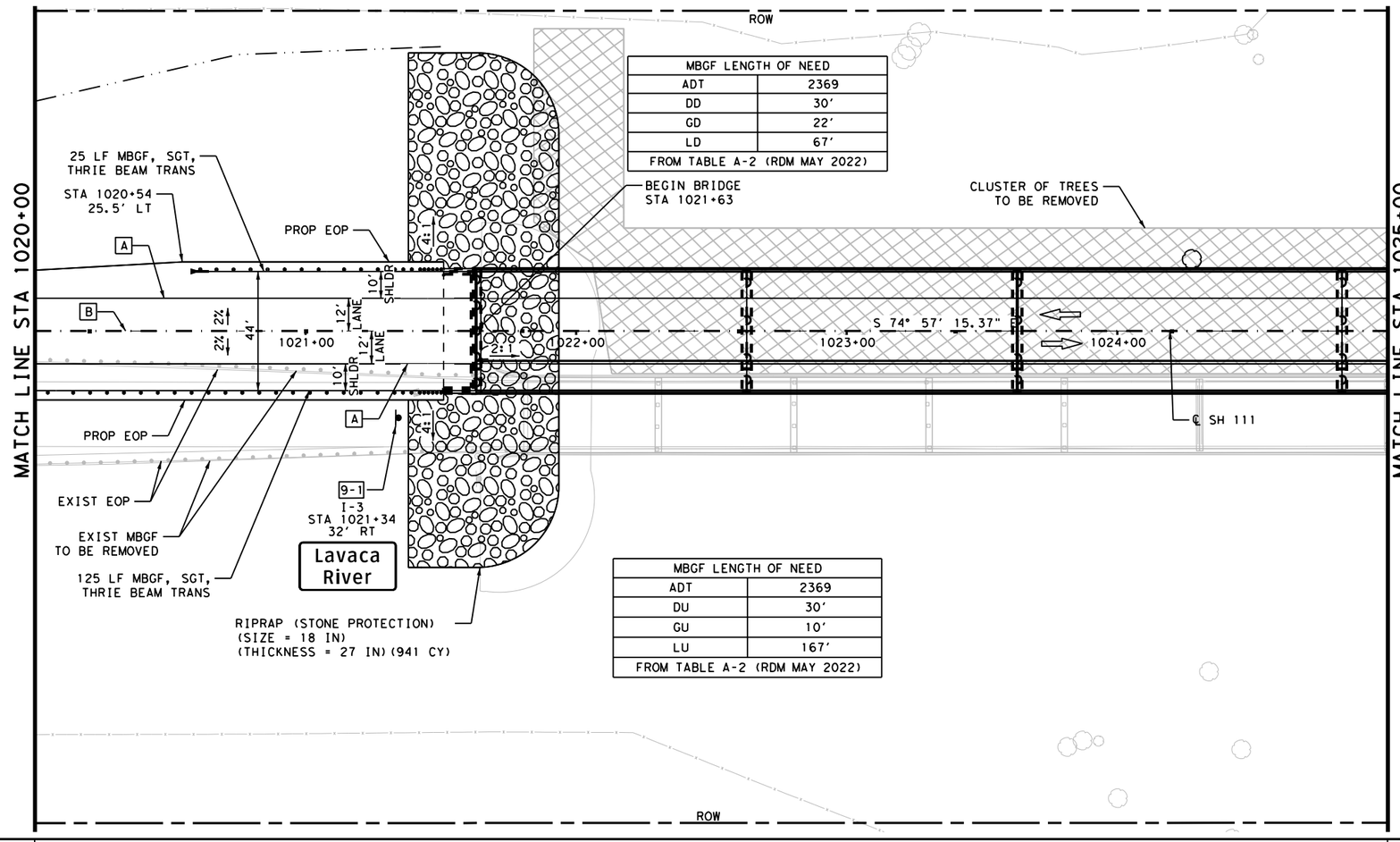
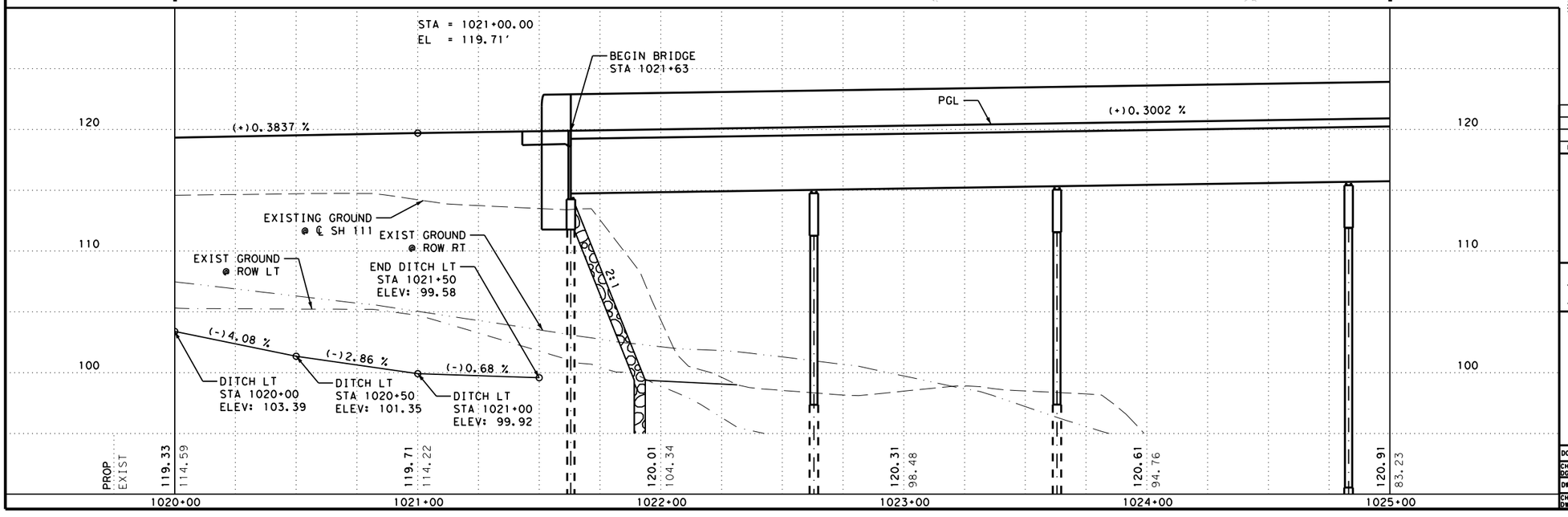
Plotted on: 12/13/2023

Design Filename: P:\116\02\02\12\design\Civil\Roadway\116020212PP09.dgn



MBGF LENGTH OF NEED	
ADT	2369
DD	30'
GD	22'
LD	67'
FROM TABLE A-2 (RDM MAY 2022)	

MBGF LENGTH OF NEED	
ADT	2369
DU	30'
GU	10'
LU	167'
FROM TABLE A-2 (RDM MAY 2022)	



PAVEMENT MARKINGS LEGEND

- A — 6" (W) (SLD) STRIPE
- B — 6" (Y) (BKN) STRIPE W/TY II-A-A @ 80' C-C
- SIGN
- PROPOSED SIGN
- 1-1 — SIGN DESIGNATION

LEGEND

- STONE RIPRAP
- X — DRIVEWAY #
- DIRECTION OF TRAFFIC
- TREE TO BE REMOVED

NOTES

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DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
PROFILE 1" = 10'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

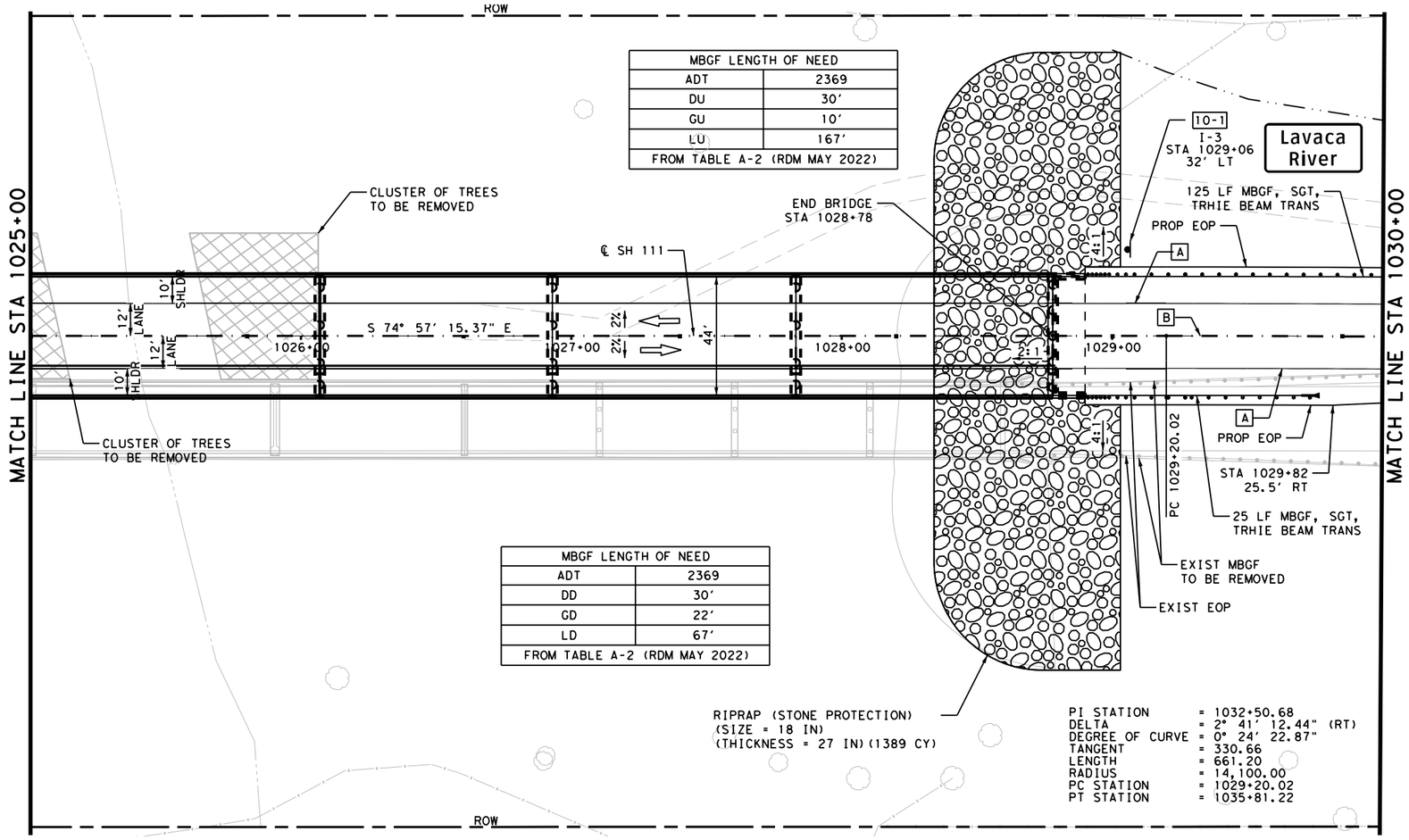
SH 111 AT LAVACA RIVER

PLAN
PROFILE

STA 1020+00 TO STA 1025+00

SHEET 9 OF 13

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	86



MBGF LENGTH OF NEED	
ADT	2369
DU	30′
GU	10′
LU	167′
FROM TABLE A-2 (RDM MAY 2022)	

MBGF LENGTH OF NEED	
ADT	2369
DD	30′
GD	22′
LD	67′
FROM TABLE A-2 (RDM MAY 2022)	

PI STATION = 1032+50.68
DELTA = 2° 41′ 12.44" (RT)
DEGREE OF CURVE = 0° 24′ 22.87"
TANGENT = 330.66
LENGTH = 661.20
RADIUS = 14,100.00
PC STATION = 1029+20.02
PT STATION = 1035+81.22

PAVEMENT MARKINGS LEGEND

- A — 6" (W) (SLD) STRIPE
- B — 6" (Y) (BKN) STRIPE W/TY II-A-A @ 80′ C-C
- SIGN
- PROPOSED SIGN
- 1-1 — SIGN DESIGNATION

LEGEND

- STONE RIPRAP
- X — DRIVEWAY #
- DIRECTION OF TRAFFIC
- TREE TO BE REMOVED

NOTES

1. SEE HORIZONTAL ALIGNMENT DATA SHEETS FOR HORIZONTAL ALIGNMENT DATA.
2. EXISTING FEATURES ARE SHOWN SCREENED BACK; i.e. FADED
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DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50′
PROFILE 1" = 10′

REV. NO.	DATE	DESCRIPTION	BY

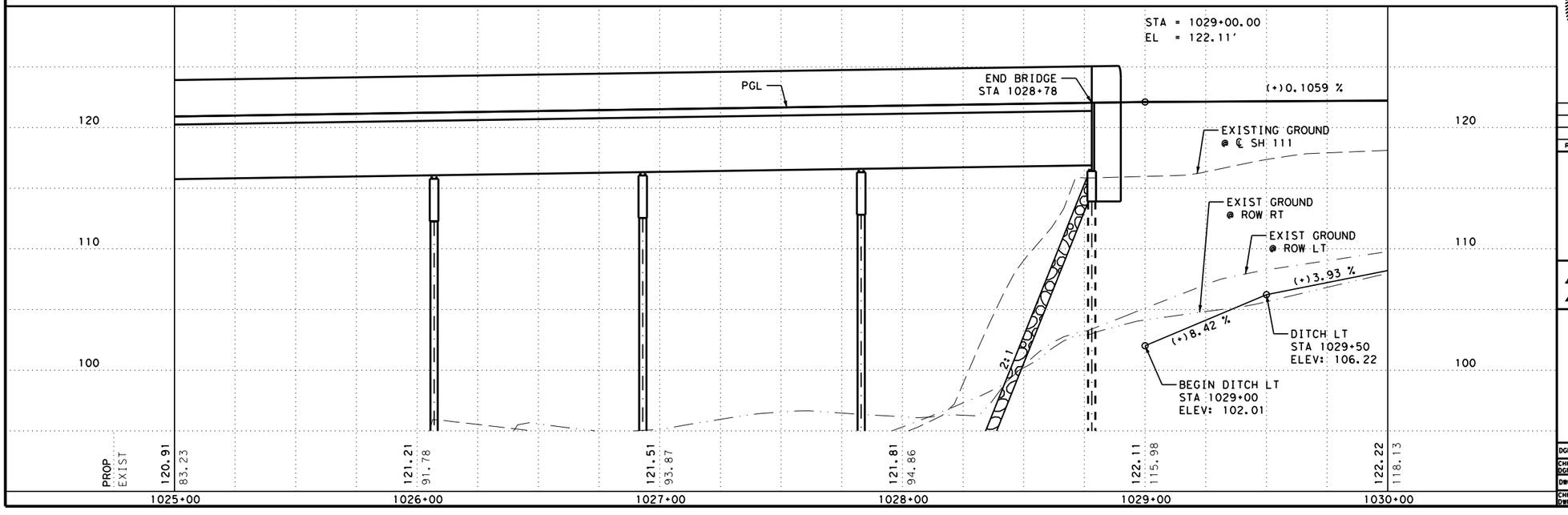
PAPE-DAWSON ENGINEERS
SAN ANTONIO I AUSTIN I HOUSTON I FORT WORTH I DALLAS
2000 NW LOOP 410 I SAN ANTONIO, TX 78213 I 210.375.9000
TEXAS ENGINEERING FIRM #470 I TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

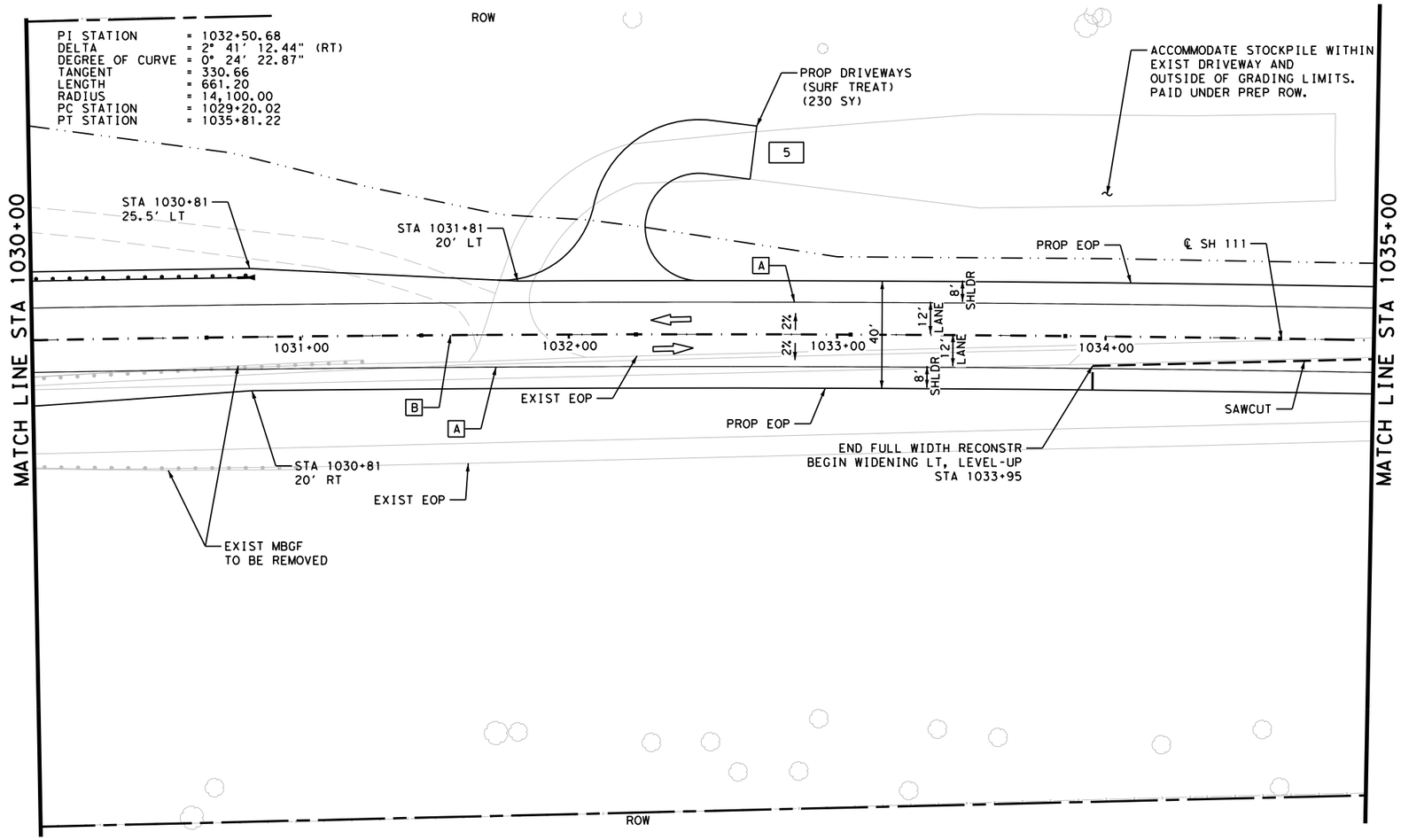
PLAN PROFILE

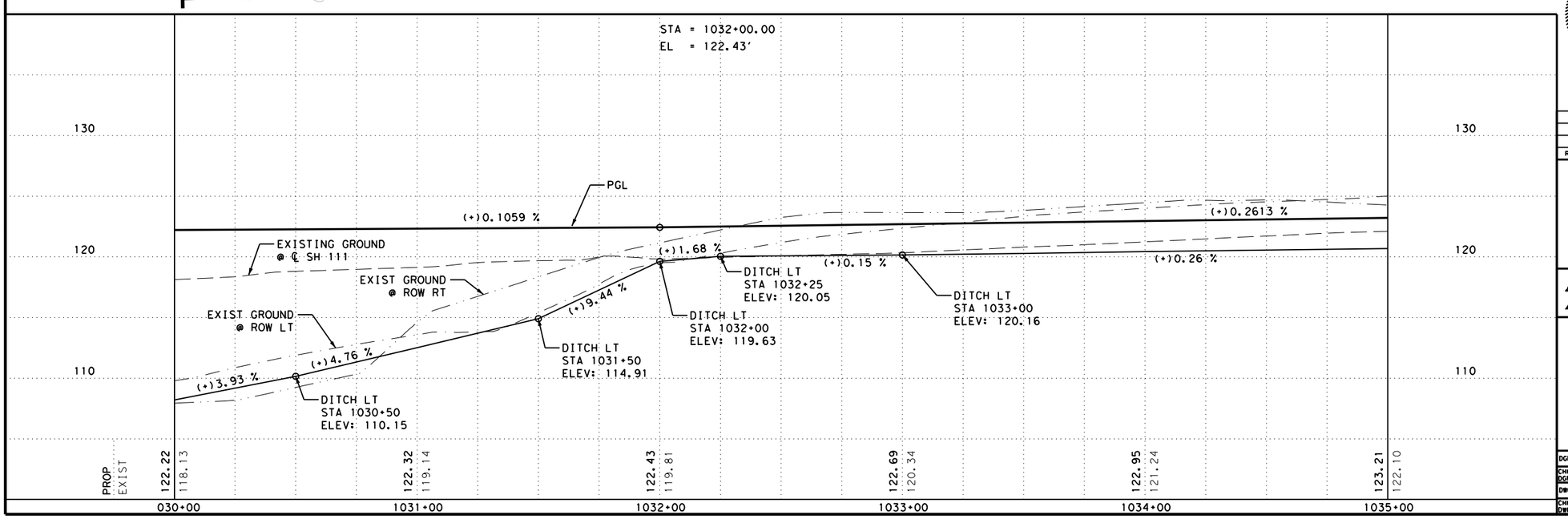
STA 1025+00 TO STA 1030+00

SHEET 10 OF 13



DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	87





PAVEMENT MARKINGS LEGEND

- A — 6" (W) (SLD) STRIPE
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- SIGN
- PROPOSED SIGN
- 1-1 — SIGN DESIGNATION

N

LEGEND

- STONE RIPRAP
- X — DRIVEWAY #
- DIRECTION OF TRAFFIC
- TREE TO BE REMOVED

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STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
PROFILE 1" = 10'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO I AUSTIN I HOUSTON I FORT WORTH I DALLAS
2000 NW LOOP 410 I SAN ANTONIO, TX 78213 I 210.375.9000
TEXAS ENGINEERING FIRM #470 I TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

PLAN PROFILE

STA 1030+00 TO STA 1035+00

SHEET 11 OF 13

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	88

Plotted on: 12/13/2023

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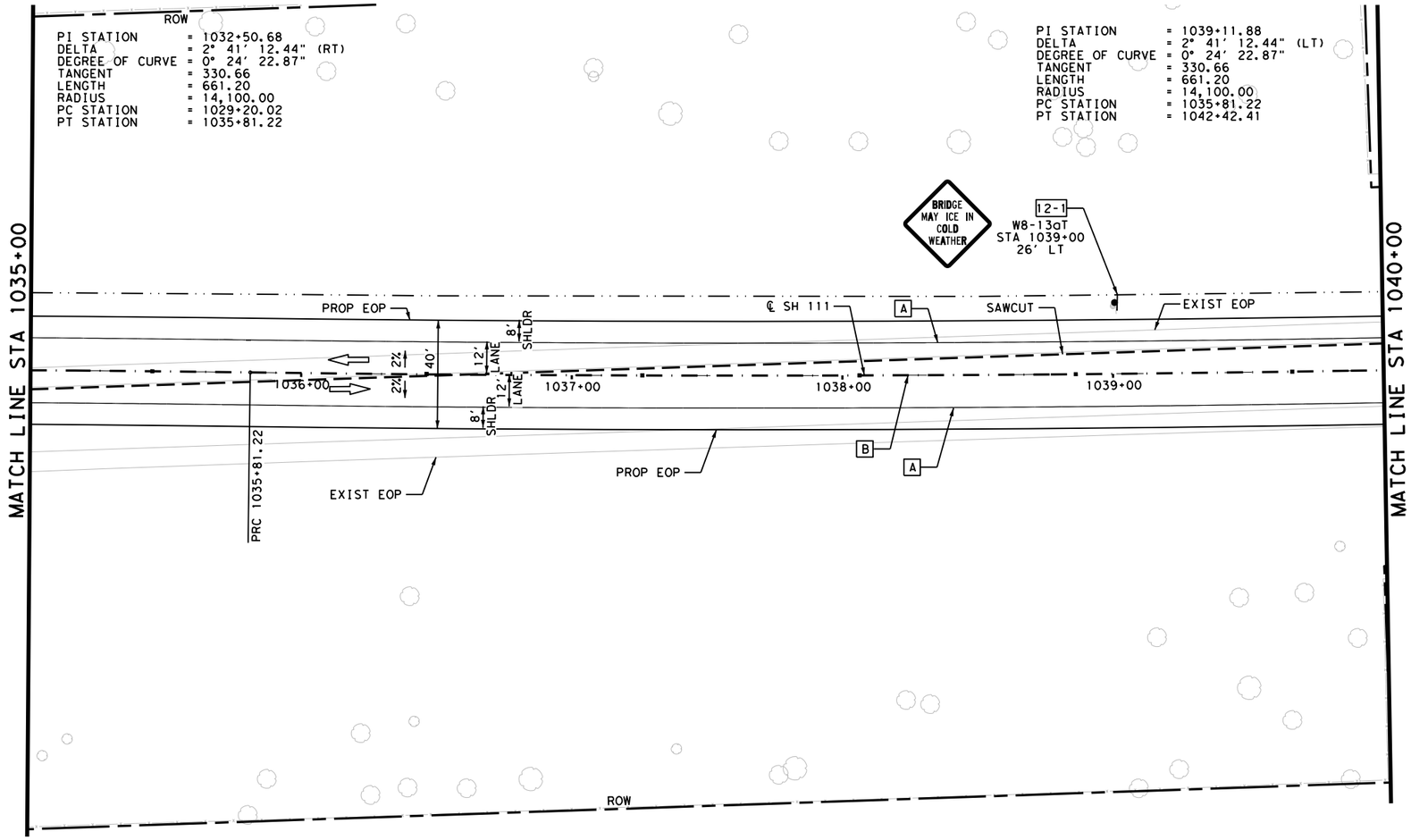

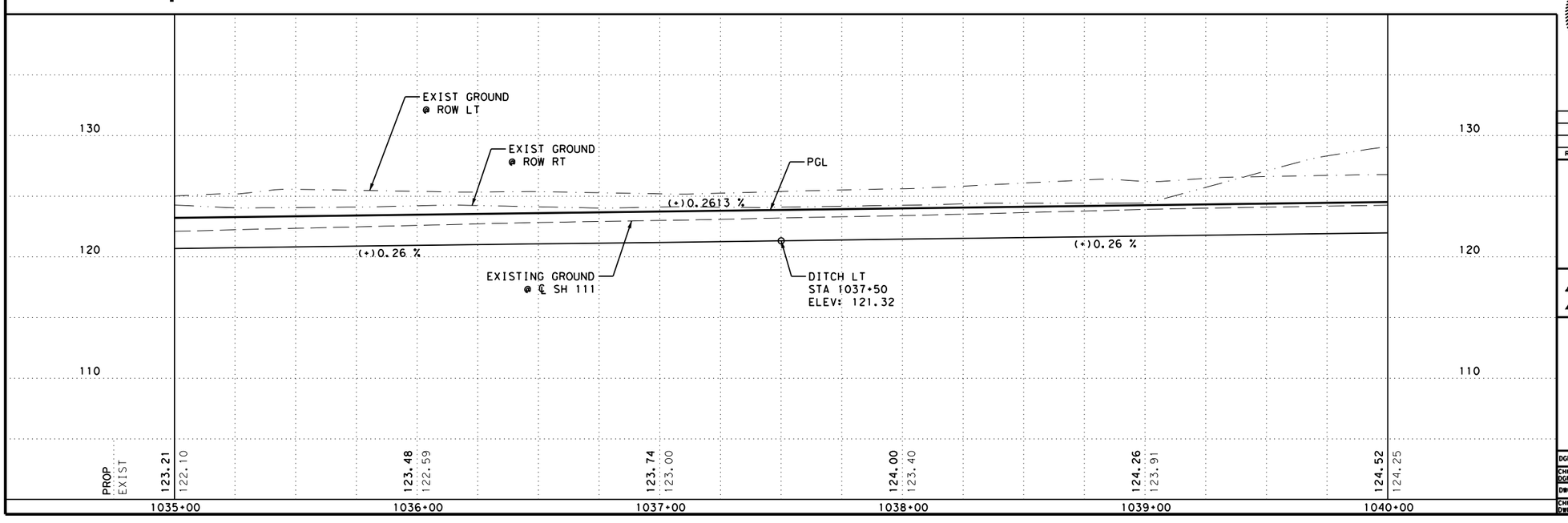

PAVEMENT MARKINGS LEGEND

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- SIGN
- PROPOSED SIGN
- 1-1 — SIGN DESIGNATION

LEGEND

- STONE RIPRAP
- X — DRIVEWAY #
- DIRECTION OF TRAFFIC
- TREE TO BE REMOVED

NOTES

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DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
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REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO I AUSTIN I HOUSTON I FORT WORTH I DALLAS
2000 NW LOOP 410 I SAN ANTONIO, TX 78213 I 210.375.9000
TEXAS ENGINEERING FIRM #470 I TEXAS SURVEYING FIRM #10028800

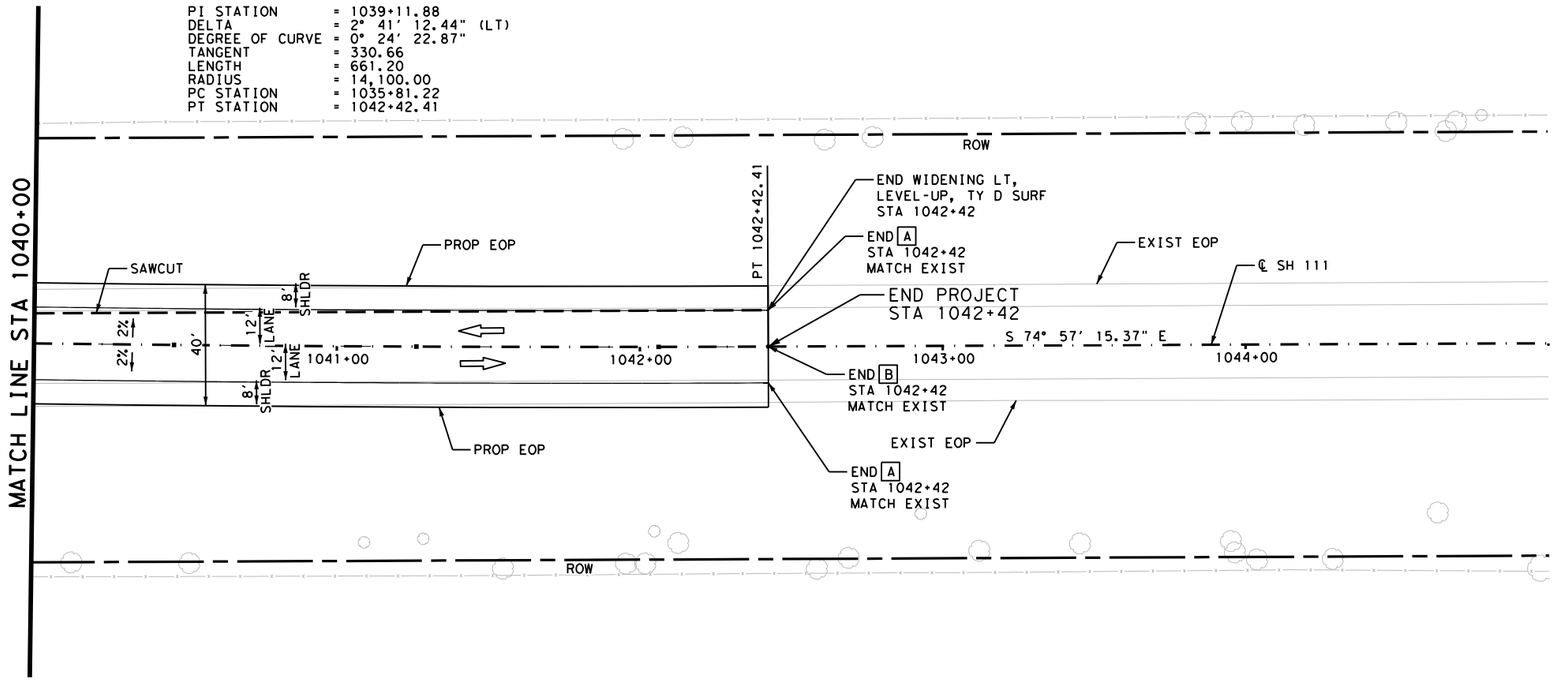
SH 111 AT LAVACA RIVER

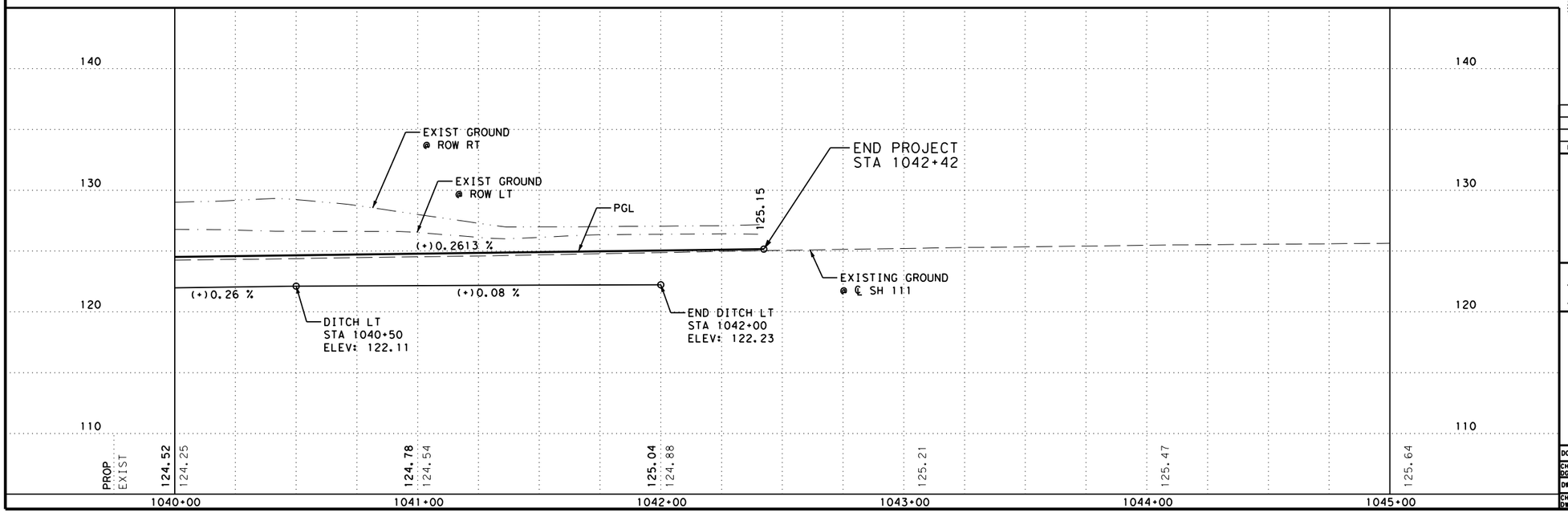
PLAN PROFILE

STA 1035+00 TO STA 1040+00

SHEET 12 OF 13

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	89





PAVEMENT MARKINGS LEGEND

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- SIGN
- PROPOSED SIGN
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LEGEND

- STONE RIPRAP
- X — DRIVEWAY #
- DIRECTION OF TRAFFIC
- TREE TO BE REMOVED

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DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : PLAN 1" = 50'
PROFILE 1" = 10'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

PLAN PROFILE

STA 1040+00 TO END

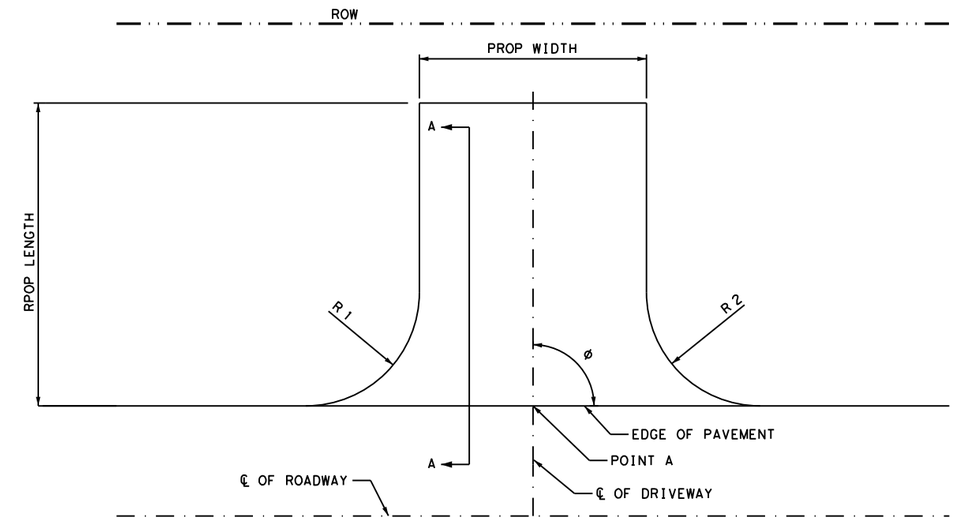
SHEET 13 OF 13

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	90

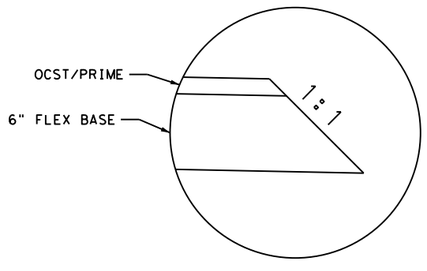
NO.	POINT A			530-6006	SKEW ø	PROP WIDTH	L1	L2	L3	S1	S2	S3	CV1	CV2	RADIUS	
	STA	OFFSET	SIDE	DRIVEWAYS (SURF TREAT)											R1	R2
				SY	DEGREE	FT	FT	FT	FT	%	%	%	FT	FT	FT	FT
1	992+69	20'	RT	107	90	16	50			0.2					20	20
2	1003+09	20'	RT	187	90	16	72			6.3					35	35
3	1004+30	20'	LT	61	90	10	37			14.9					20	20
4	1018+35	20'	RT	250	90	20	87			7.2					35	35
5	1032+18	20'	LT	230	90	20	21	30	36	9.4	0	8.7	10	10	35	20

ITEM	0247-6057	0316-6029	0316-6202	0316-6246	0316-6400
DRIVEWAY	FL BS (CMP IN PLC) (TYE GR1&2) (FNAL	ASPH (RC-250)	AGGR (TY-E GR-5 SAC-B)	AGGR (TY-PE GR-3 SAC-B)	ASPH (AC-15P OR AC-10-2TR
	CY	GAL	CY	CY	GAL
No. 1	18	21	0.8	1.3	43
No. 2	31	37	1.3	2.2	75
No. 3	10	12	0.4	0.7	24
No. 4	42	50	1.8	2.9	100
No. 5	38	46	1.6	2.7	92
TOTALS	139	167	6	10	334

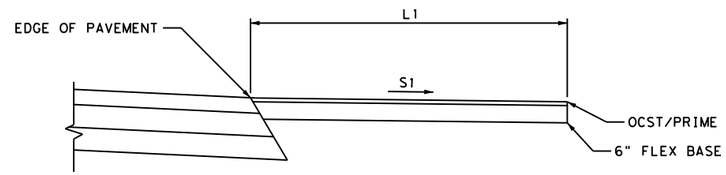
*CONTRACTOR INFO ONLY, PAID UNDER ITEM 530 BY SY



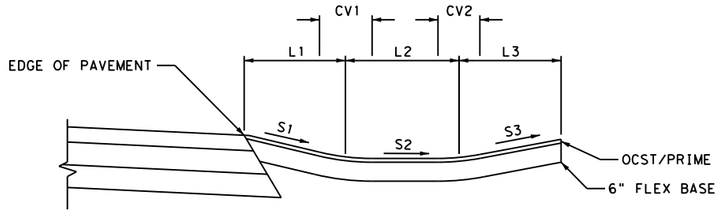
DRIVEWAY TYPICAL



PAVEMENT EDGE DETAIL



SECTION A-A



SECTION A-A (DRIVEWAY NO. 5 ONLY)

DESIGN

STATE OF TEXAS
CARLOS F. CANTU-VILLARREAL
140328
LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS
LUKE REED
101242
LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

NOT TO SCALE

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

DRIVEWAY DETAILS

SHEET 1 OF 1

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	91

Plotted on: 12/13/2023

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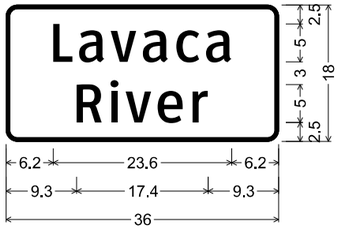

I-3_36x18;
1.5" Radius, 0.5" Border, White on Green;
"Lavaca", ClearviewHwy-3-W;
"River", ClearviewHwy-3-W;

DESIGN

STATE OF TEXAS
CARLOS F. CANTU-VILLARREAL
140328
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PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

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SH 111 AT LAVACA RIVER

SIGN DETAILS

SHEET 1 OF 1

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
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DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	92

Plotted on: 12/13/2023

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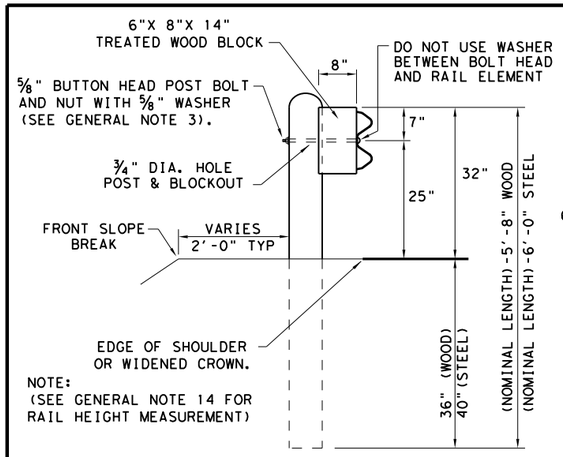
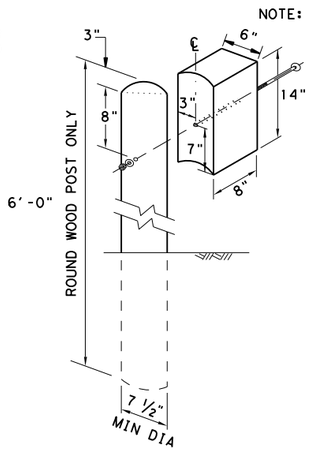
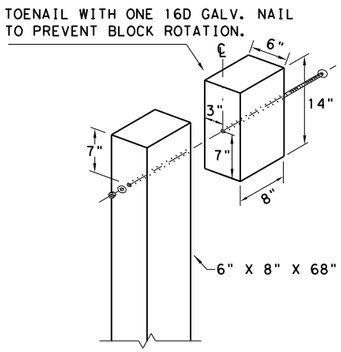


TYPICAL POST PLACEMENT

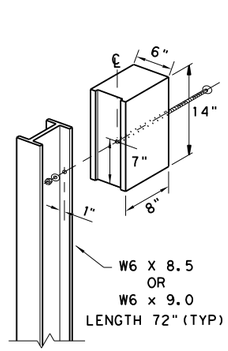


WOOD BLOCK TO ROUND WOOD POST

NOTE: TOENAIL WITH ONE 16D GALV. NAIL TO PREVENT BLOCK ROTATION.

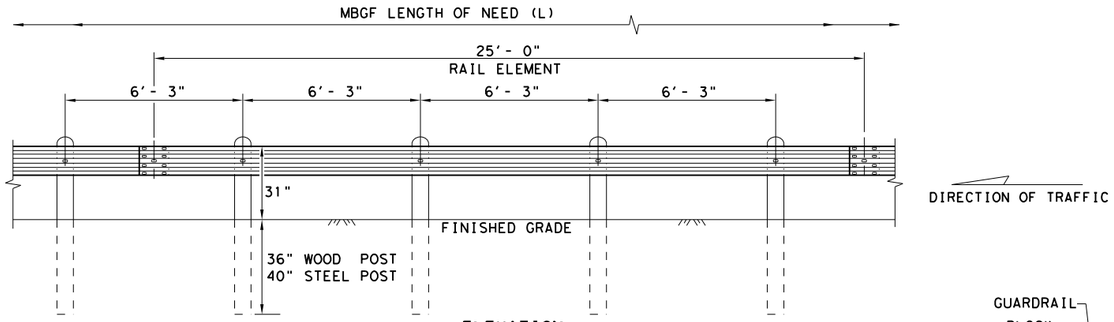


WOOD BLOCK TO RECTANGULAR WOOD POST



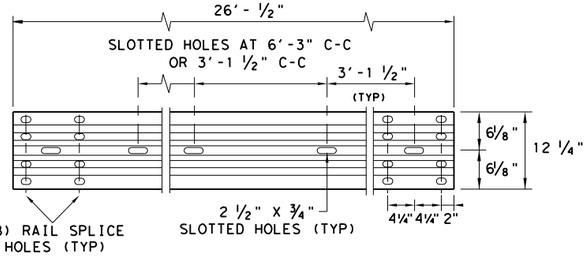
ROUTED WOOD BLOCK TO I-BEAM STEEL POST

NOTE: ** "WOOD" INDICATES DIMENSIONS FOR BOTH ROUND AND RECTANGULAR WOOD POST SYSTEMS.



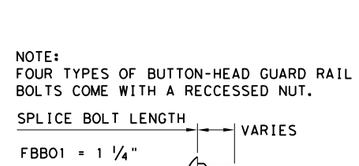
ELEVATION
MID-SPAN RAIL SPLICE

SHOWING A 25'- 0" SECTION OF W-BEAM RAIL. (SEE GENERAL NOTE 2)



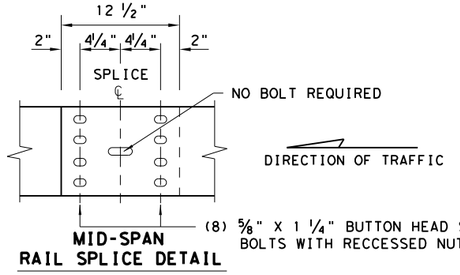
ELEVATION 25'- 0" (NOM.) W-BEAM SECTION

NOTES: SEE GENERAL NOTE 2 FOR ALLOWABLE RAIL TYPES.
SEE RAIL SPLICE DETAIL FOR REQUIRED HARDWARE.



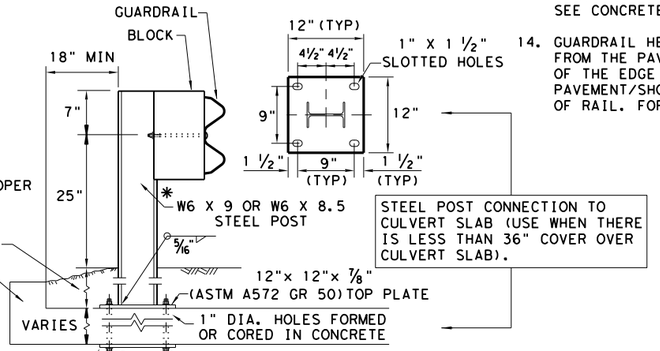
BUTTON HEAD BOLT

NOTE: SEE GENERAL NOTE 3 FOR SPLICE & POST BOLT DETAILS.



MID-SPAN RAIL SPLICE DETAIL

NOTE: GF(31), MID-SPAN RAIL SPLICES ARE REQUIRED WITH 6'-3" POST SPACINGS.



* POST(S) MAY REQUIRE FIELD MODIFICATION TO ENSURE PROPER GUARDRAIL HEIGHT.

STEEL POST CONNECTION TO CULVERT SLAB (USE WHEN THERE IS LESS THAN 36" COVER OVER CULVERT SLAB).

12" X 12" X ¼" (ASTM A36) STEEL BOTTOM PLATE WITH 1" DIA. HOLES REQUIRED WITH BOLT-THROUGH INSTALLATION.

LOW FILL CULVERT POST

NOTE: TWO INSTALLATION OPTIONS.

1. BOLT-THROUGH OPTION: REQUIRES A 6" MIN. SLAB THICKNESS. ⅞" DIA (ASTM A449) HEAVY HEX BOLTS WITH TWO HARDENED WASHER EACH AND HEAVY HEX NUTS.
   NOTE: BOLT LENGTH = SLAB PLUS 2 ¼" MIN.

2. EPOXY ANCHOR OPTION: THIS OPTION MAY ONLY BE USED IF THE CULVERT SLAB IS 9" MIN. THICK. THREADED ANCHOR RODS MUST BE ⅞" DIA. ASTM A449 OR A193 GRADE B7 WITH HEAVY HEX NUT, AND ONE HARDENED WASHER EACH. EMBED ANCHOR RODS 6" WITH HILTI HIT RE 500 EPOXY ADHESIVE. OTHER TYPE III CLASS C EPOXY ADHESIVES MEETING THE REQUIREMENTS OF DMS-6100, "EPOXIES AND ADHESIVES", MAY BE USED IF IT CAN BE DEMONSTRATED THAT THEY MEET OR EXCEED THE STRENGTH OF HILTI HIT RE 500 WITH THE SAME EMBEDMENT DEPTH AND THREADED ROD DIA. FOLLOW THE MANUFACTURER'S REQUIREMENTS FOR INSTALLING EPOXIED THREADED RODS. EXTEND RODS ¼" MIN. BEYOND NUT.

NOTE: CULVERTS OF 25 FT. OR LESS, SEE GF(31)LS STANDARD FOR "LONG SPAN" OPTION.

NOTE: TRANSISTIONS TO BRIDGE RAILS OR TRAFFIC BARRIERS.
SEE GF(31)TL3 TR STANDARD FOR HIGH-SPEED TL-3 TRANSITIONS.
SEE GF(31)TL2 TR STANDARD FOR LOW-SPEED TL-2 TRANSITIONS.

GENERAL NOTES

1. THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST, OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. THE EXACT POSITION OF MBGF SHALL BE SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. STEEL POSTS TO BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING."
2. RAIL ELEMENTS SHALL MEET THE REQUIREMENTS OF ITEM 540,"METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED IN THE PLANS. THE CONTRACTOR MAY FURNISH RAIL ELEMENTS OF 25'- 0", OR 12'- 6" (NOM.) LENGTHS. RAIL ELEMENTS MAY HAVE SLOTTED HOLES AT 3'-1 ½" C-C OR 6'-3" C-C. A SPECIAL LENGTH OF RAIL MAY BE MANUFACTURED TO ACCOMMODATE THE DOWNSTREAM ANCHOR TERMINAL (DAT) AND THE TRANSITION SECTIONS OF GUARDRAIL.
3. BUTTON HEAD "POST BOLTS & NUTS" SHALL MEET THE REQUIREMENTS OF (ASTM A307), AND SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND ⅝" WASHER (FWC16a) AND NOT MORE THAN 1" BEYOND IT. TRIM REMAINING BOLT LENGTH TO MEET REQUIRED LENGTH.
4. FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445,"GALVANIZING." FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
5. CROWN SHALL BE WIDENED TO ACCOMMODATE THE METAL BEAM GUARD FENCE.
6. THE LATERAL APPROACH TO THE GUARD FENCE, SHALL HAVE A MAXIMUM SLOPE OF 1V:10H.
7. IF SHOWN ELSEWHERE IN THE PLANS OR AS DIRECTED BY THE ENGINEER, THE GUARD FENCE MAY BE FLARED AT A RATE OF 25:1 OR FLATTER.
8. UNLESS OTHERWISE SHOWN IN THE PLANS, GUARD FENCE PLACED IN THE VICINITY OF CURBS SHALL BE POSITIONED SO THAT THE FACE OF CURB IS LOCATED DIRECTLY BELOW OR BEHIND THE FACE OF THE RAIL. RAIL PLACED OVER CURBS SHALL BE INSTALLED SO THAT THE POST BOLT IS LOCATED APPROXIMATELY 25 INCHES ABOVE THE GUTTER PAN OR EDGE OF SHOULDER.
9. APPLICATIONS IN SOLID ROCK ARE ONLY ALLOWED WITH STEEL POSTS. IF SOLID ROCK IS ENCOUNTERED WITHIN 0 TO 18" OF THE FINISHED GRADE, DRILL A 24" DIA. HOLE, 24" INTO THE ROCK. IF SOLID ROCK IS ENCOUNTERED BELOW 18", DRILL A 12" DIA. HOLE, 12" INTO THE ROCK OR TO THE STANDARD EMBEDMENT DEPTH, WHICHEVER MAYBE LESS. ANY EXCESS POST LENGTH, AFTER MEETING THESE DEPTHS, MAY BE FIELD CUT TO ENSURE PROPER GUARDRAIL MOUNTING HEIGHT. BACKFILL WITH COARSE AGGREGATE MATERIAL.
10. POSTS SHALL NOT BE SET IN CONCRETE, OF ANY DEPTH.
11. SPECIAL FABRICATION WILL BE REQUIRED AT INSTALLATION LOCATIONS HAVING A CURVATURE OF LESS THAN 150 FT. RADIUS.
12. UNLESS OTHERWISE SHOWN IN THE PLANS, A COMPOSITE MATERIAL BLOCK THAT MEETS THE REQUIREMENTS OF DMS-7210,"COMPOSITE MATERIAL POSTS AND BLOCKS FOR METAL BEAM GUARD FENCE" MAY BE SUBSTITUTED FOR BLOCKS OF SIMILAR DIMENSIONS. THE CONSTRUCTION DIVISION, TXDOT MAINTAINS A MATERIAL PRODUCER LIST (MPL) FOR PRODUCERS OF MATERIALS CONFORMING TO DMS-7210 ONLY PRODUCERS ON THE MPL MAY FURNISH COMPOSITE MATERIAL BLOCKS.
13. FOR THE LOW FILL CULVERT OPTION, POSTS LOCATED PARTIALLY OR WHOLLY BETWEEN PRECAST BOX CULVERT UNITS, THE USE OF A CAST-IN-PLACE CONCRETE CLOSURE BETWEEN BOXES IS REQUIRED. THE LENGTH OF THE CAST-IN-PLACE CONCRETE CLOSURE SHALL ACCOMMODATE THE PLACEMENT OF THE LOW FILL CULVERT OPTION. SEE CONCRETE CLOSURE DETAILS ON BRIDGE STANDARD SCP-MD.
14. GUARDRAIL HEIGHT MEASUREMENT: WHEN THE GUARDRAIL IS LOCATED ABOVE PAVEMENT, MEASURE THE HEIGHT FROM THE PAVEMENT TO THE TOP OF THE W-BEAM RAIL. WHEN THE GUARDRAIL IS LOCATED UP TO 2 FT. OFF OF THE EDGE OF PAVEMENT OR FOR A PAVEMENT OVERLAY, USE A 10-FOOT STRAIGHTEDGE TO EXTEND THE PAVEMENT/SHOULDER SLOPE TO THE BACK OF RAIL, MEASURE FROM THE BOTTOM OF STRAIGHTEDGE TO THE TOP OF RAIL. FOR GUARDRAIL LOCATED DOWN A 10:1 SLOPE, MEASURE FROM THE NOMINAL TERRAIN.

Texas Department of Transportation

Design Division Standard

METAL BEAM GUARD FENCE
TL-3 MASH COMPLIANT
GF(31)-19

FILE: gf3119.dgn	DN: TxDOT	CK: KM	DW: VP	CK: CGL/AG
©TxDOT: NOVEMBER 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		93

DATE: 12/13/2023
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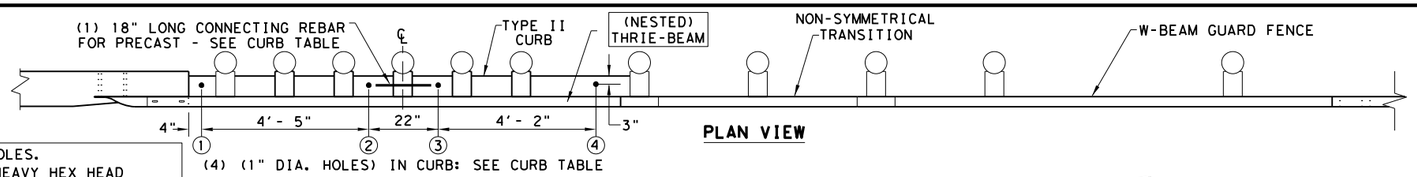
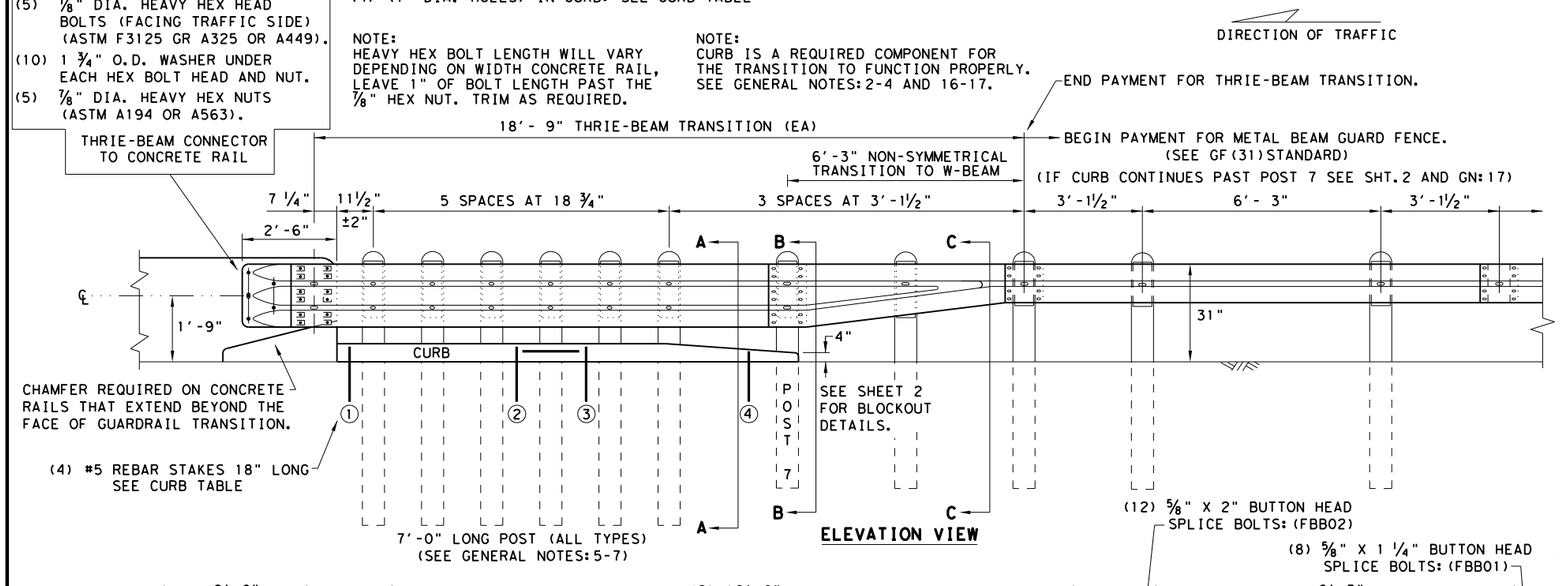


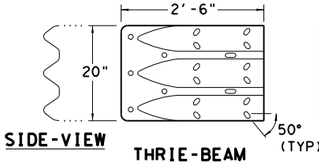
(5) 1" DIA. HOLES.
(5) ⅞" DIA. HEAVY HEX HEAD BOLTS (FACING TRAFFIC SIDE) (ASTM F3125 GR A325 OR A449).
(10) 1 ¾" O.D. WASHER UNDER EACH HEX BOLT HEAD AND NUT.
(5) ⅞" DIA. HEAVY HEX NUTS (ASTM A194 OR A563).

NOTE:
HEAVY HEX BOLT LENGTH WILL VARY DEPENDING ON WIDTH CONCRETE RAIL, LEAVE 1" OF BOLT LENGTH PAST THE ⅞" HEX NUT. TRIM AS REQUIRED.

NOTE:
CURB IS A REQUIRED COMPONENT FOR THE TRANSITION TO FUNCTION PROPERLY. SEE GENERAL NOTES: 2-4 AND 16-17.

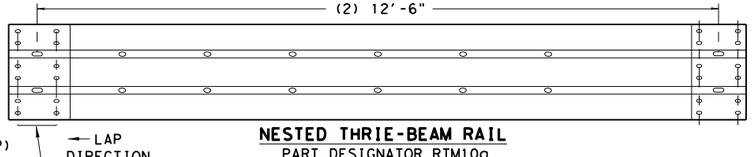
DIRECTION OF TRAFFIC





SIDE-VIEW

THRIE-BEAM TERMINAL CONNECTOR 10GA.
PART DESIGNATOR RTE01b
NOTE: SEE GENERAL NOTE: 9

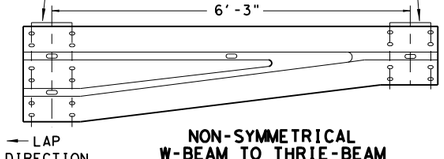


NESTED THRIE-BEAM RAIL
PART DESIGNATOR RTM10a

(12) ⅝" X 2" BUTTON HEAD SPLICE BOLTS WITH RECESSED NUTS: (FBB02)
(12) RECTANGULAR GUARDRAIL PLATE WASHERS: (FWR03)

PLATE WASHER INSTRUCTIONS

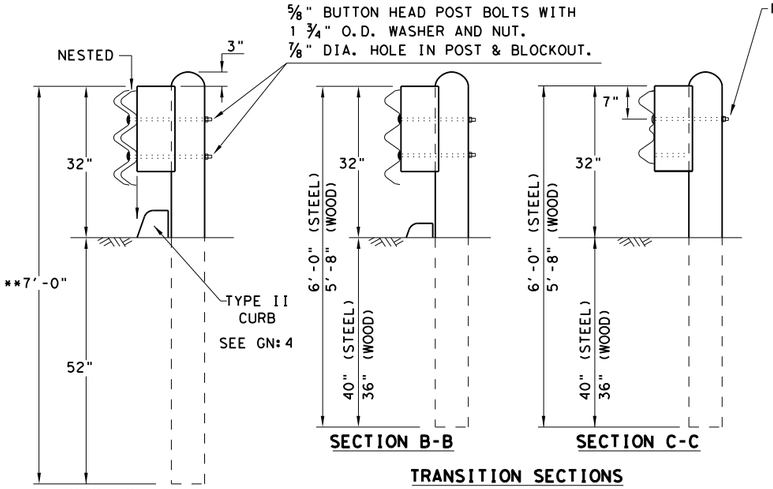
BRIDGE APPROACH - UPSTREAM: THE NESTED RAIL LAPS OVER THE TERMINAL CONNECTOR. PLATE WASHERS ARE INSTALLED UNDER THE SPLICE NUTS AGAINST INSIDE OF CONNECTOR.
BRIDGE EXIT - DOWNSTREAM: THE TERMINAL CONNECTOR LAPS OVER THE NESTED RAIL. PLATE WASHERS ARE INSTALLED UNDER THE BOLT HEAD AGAINST OUTSIDE OF CONNECTOR.



NON-SYMMETRICAL W-BEAM TO THRIE-BEAM TRANSISTION 10GA.
PART DESIGNATOR
RWT02a OR RWT02b

⅝" BUTTON HEAD POST BOLTS WITH 1 ¾" O.D. WASHER AND NUT.
⅞" DIA. HOLE IN POST & BLOCKOUT.

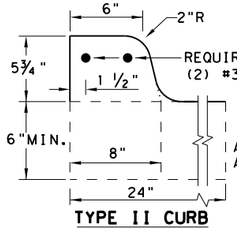
NOTE: ONLY (1) ⅝" BOLT REQUIRED AT THIS POST LOCATION.



SECTION A-A
SECTION B-B
SECTION C-C
TRANSITION SECTIONS
NOTE: ALL POST TYPES, SEE GENERAL NOTE: 5 & 6

NOTE: ** "WOOD" INDICATES DIMENSIONS FOR BOTH ROUND AND RECTANGULAR WOOD POST SYSTEMS.

THRIE-BEAM TERMINAL - CURB TABLE
PRECAST CURB FULL LENGTH EQUALS 12'- 2" THE PRECAST CURB MAY BE FORMED INTO TWO SECTIONS.
CURB (1) LENGTH 5'- 8"
CURB (2) LENGTH 6'- 6"
TAPER CURB (2) TO A HEIGHT OF 4" AT POST 7
CONNECTING PRECAST CURB SECTIONS (1) & (2):
FORM OR CORE 1" DIA. HOLE 9" LONG INTO EACH CURB END. USE (1) #5 GR.60 REBAR 18" LONG TO CONNECT BOTH CURBS.
SECURING PRECAST OR CAST-IN-PLACE TO FINISHED GRADE *:
FORM OR CORE (4) 1" DIA. HOLES, SEE PLAN AND ELEVATION VIEWS FOR HOLE LOCATIONS. DRIVE (4) #5 GR.60 REBAR STAKES 18" LONG INTO THE GROUND AND ½" BELOW TOP OF CURB. FILL HOLES WITH APPROVED GROUT MIXTURE.



TYPE II CURB

NOTE: OPTIONS FOR TYPE II CURB:
1. PRECAST
2. CAST-IN-PLACE

* NOTES: NOT NEEDED FOR CAST-IN-PLACE.
SEE TYPE II CURB DETAIL FOR REBAR AND COVER REQUIREMENTS.
PERCUSSION DRILLING IS NOT PERMITTED WITH:
TYPE II CURB, BRIDGE RAIL OR CONCRETE TRAFFIC RAIL.

TYPE II CURB DETAILS

GENERAL NOTES

1. CONTACT THE DESIGN DIVISION FOR DRAINAGE CUT OUT OPTIONS NEEDED WITHIN THE CURB SECTION OF THE THRIE-BEAM TRANSITION. (512) 416-2678
2. CONCRETE CURB MAY BE CAST-IN-PLACE OR PRECAST AS SHOWN ON THIS SHEET. WHEN USED IN CONJUNCTION WITH THE THRIE-BEAM TRANSITIONS, CURB SHALL BE TYPE II (5- ¾" HEIGHT); SEE CURRENT CCCG STANDARD SHEET FOR FURTHER DETAILS. IF OTHER CURB HEIGHTS ARE SHOWN IN THE PLANS IN CONJUNCTION WITH THE TRANSITION, THE CURB HEIGHT MAY BE FROM 4" TO 8" WITH A RELATIVELY VERTICAL FACE. CONCRETE CURB SHALL BE CONTINUOUS TO THE SEVENTH POST UNLESS OTHERWISE SHOWN IN THE PLANS. SEE GENERAL NOTE: 17 FOR CIRCUMSTANCES WHERE CURB CONTINUES PAST POST 7.
3. CONCRETE CURB TYPE II SUBSIDIARY TO "METAL BEAM GUARD FENCE TRANSITION". IF NO ADDITIONAL CURB IS INDICATED BEYOND THE TRANSITION, THEN ANY CURB HEIGHT GREATER THAN 4" WILL BE TAPERED DOWN BEGINNING AT THE LAST 7 FT. POST TO A MAXIMUM HEIGHT OF 4" AT POST 7. IF SHOWN ELSEWHERE IN THE PLANS, ADDITIONAL CURB UNDERNEATH GUARDRAIL WILL BE PAID FOR BY THE LINEAR FOOT.
4. UNLESS OTHERWISE SHOWN IN THE PLANS, TRANSITIONS SHALL BE PLACED WITH THE BLOCKOUT FACE IN FRONT OF OR DIRECTLY ABOVE THE CURB FACE. SEE SECTION A-A.
5. FOR ROUND WOOD POST SYSTEMS, ALL ROUND WOOD POSTS SHALL BE 7 ½" DIA. MINIMUM THROUGHOUT THE THRIE-BEAM TRANSITION.
6. THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. REFER TO GF(31) STANDARD SHEET.
7. THE POST LENGTH SHALL BE MARKED ON ALL 7'- 0" LONG POSTS BY THE MANUFACTURER. THE MARK SHALL BE LOCATED WITHIN THE TOP 1 FT. REGION OF THE POST, AT LEAST ⅝" IN HEIGHT, AND VISIBLE AFTER INSTALLATION. WOODEN POSTS SHALL BE MARKED WITH A BRAND, AND STEEL POSTS WITH A STENCIL BEFORE GALVANIZING.
8. POSTS SHALL NOT BE SET IN CONCRETE, OF ANY DEPTH.
9. RAIL ELEMENTS SHALL MEET THE REQUIREMENTS OF ITEM 540, "METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED ON THE PLANS. THE THRIE-BEAM TERMINAL CONNECTOR AND THE THRIE-BEAM TRANSITION TO W-BEAM SHALL BE OF THE SAME MATERIAL, BUT SHALL NOT BE LESS THAN 10 GAUGE. CONTRACTOR SHALL VERIFY THAT THE LOCATIONS OF BOLT HOLES MATCH THOSE IN THE THRIE-BEAM TERMINAL CONNECTOR PRIOR TO ORDERING MATERIALS.
10. BUTTON HEAD "POST BOLTS & NUTS" SHALL MEET THE REQUIREMENTS OF (ASTM A307), AND SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND ⅝" WASHER (FWC16a) AND NOT MORE THAN 1" BEYOND IT. TRIM REMAINING BOLT LENGTH TO MEET REQUIRED LENGTH.
11. FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
12. CROWN SHALL BE WIDENED TO ACCOMMODATE TRANSITIONS.
13. WHERE SOLID ROCK IS ENCOUNTERED, CONTACT THE DESIGN DIVISION FOR ADDITIONAL GUIDANCE. (512) 416-2678
14. UNLESS OTHERWISE SHOWN IN THE PLANS, A COMPOSITE MATERIAL BLOCK THAT MEETS THE REQUIREMENTS OF DMS-7210, "COMPOSITE MATERIAL POSTS AND BLOCKS FOR METAL BEAM GUARD FENCE" MAY BE SUBSTITUTED FOR BLOCKS OF SIMILAR DIMENSIONS. TXDOT'S MATERIALS AND TESTS DIVISION MAINTAINS A MATERIAL PRODUCER LIST (MPL) FOR PRODUCERS OF MATERIALS CONFORMING TO DMS-7210. ONLY PRODUCERS ON THE MPL CAN FURNISH COMPOSITE MATERIAL BLOCKS.
15. REFER TO GF(31) STANDARD SHEET & BRIDGE RAILING DETAILS FOR ADDITIONAL DETAILS.
16. THE INSTALLATION OF THE TYPE II CURB IS CRITICAL FOR THE PERFORMANCE OF THE THRIE-BEAM TRANSITION SYSTEM. THE CURB PREVENTS (VEHICLE WHEEL SNAGGING) AT THE CONCRETE RAIL AND IS REQUIRED TO MEET MASH CRASH TEST CRITERIA.
17. IF CURB EXTENDS BEYOND POST 7, 25' OF NESTED W-BEAM GUARDRAIL SHALL BE INSTALLED BEYOND THE PAY LIMITS OF THRIE-BEAM TRANSITION SECTION, (SEE SHT.2). PAYMENT FOR THIS 25' SECTION WILL BE BY LINEAR FOOT, PAY ITEM "0540 6XXX MTL W-BEAM GD FEN (NESTED)(TIM POST)" OR "540 6XXX MTL W-BEAM GD FEN (NESTED)(STEEL POST)" AS APPLICABLE FOR POST TYPE. SEE SHT.2 FOR ADDITIONAL INFORMATION.

HIGH-SPEED TRANSITION

Texas Department of Transportation — Design Division Standard

METAL BEAM GUARD FENCE THRIE-BEAM TRANSITION TL-3 MASH COMPLIANT

GF(31)TR TL3-20

FILE: gf31trt1320.dgn	DN: TxDOT	CK: KM	DW: VP	CK: CGL/AG
©TxDOT: NOVEMBER 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		94

DATE: 12/13/2023
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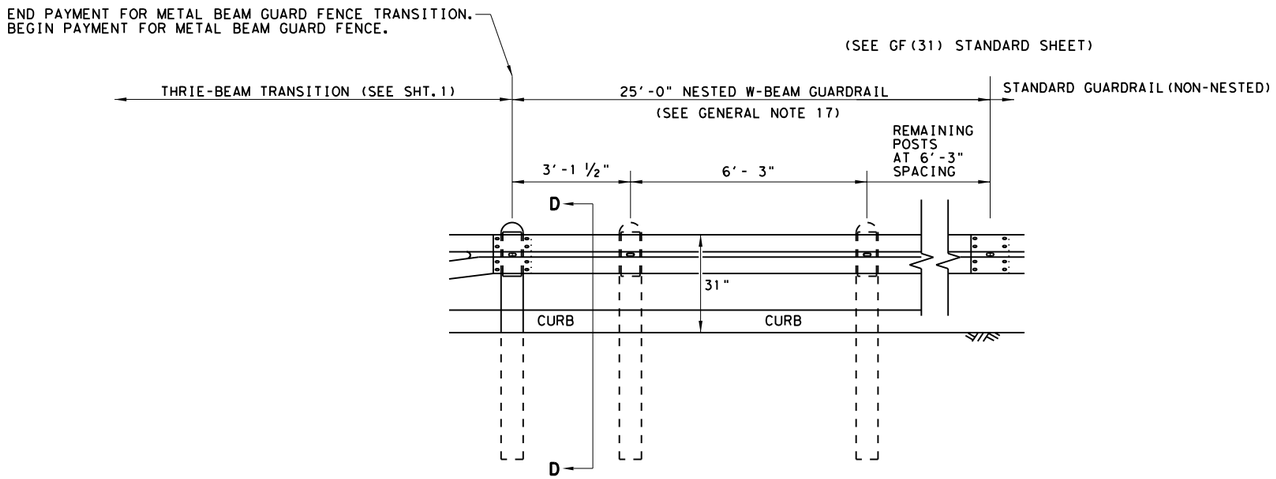
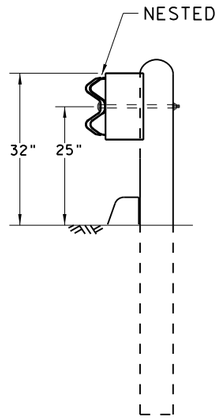
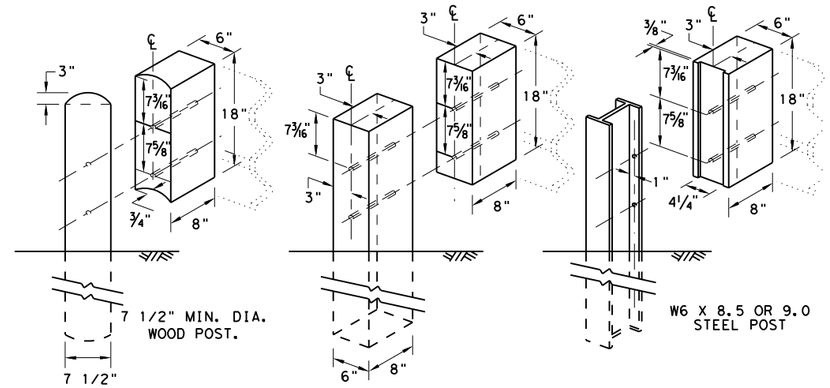
REQUIRED ALTERNATIVE FOR CONTINUOUS CURB EXTENDING PAST POST 7 (SEE SHT. 1 GENERAL NOTE 17)



ELEVATION VIEW



SECTION D-D



THRIE BEAM TRANSITION BLOCKOUT DETAILS

HIGH-SPEED TRANSITION

SHEET 2 OF 2

Texas Department of Transportation | Design Division Standard

METAL BEAM GUARD FENCE THRIE-BEAM TRANSITION TL-3 MASH COMPLIANT

GF(31)TR TL3-20

FILE: gf31trt1320.dgn	DN: TxDOT	CK: KM	DW: KM	CK: CGL/AG	
©TxDOT: NOVEMBER 2020	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0346	06	050	SH 111	
	DIST	COUNTY		SHEET NO.	
	YKM	LAVACA		95	

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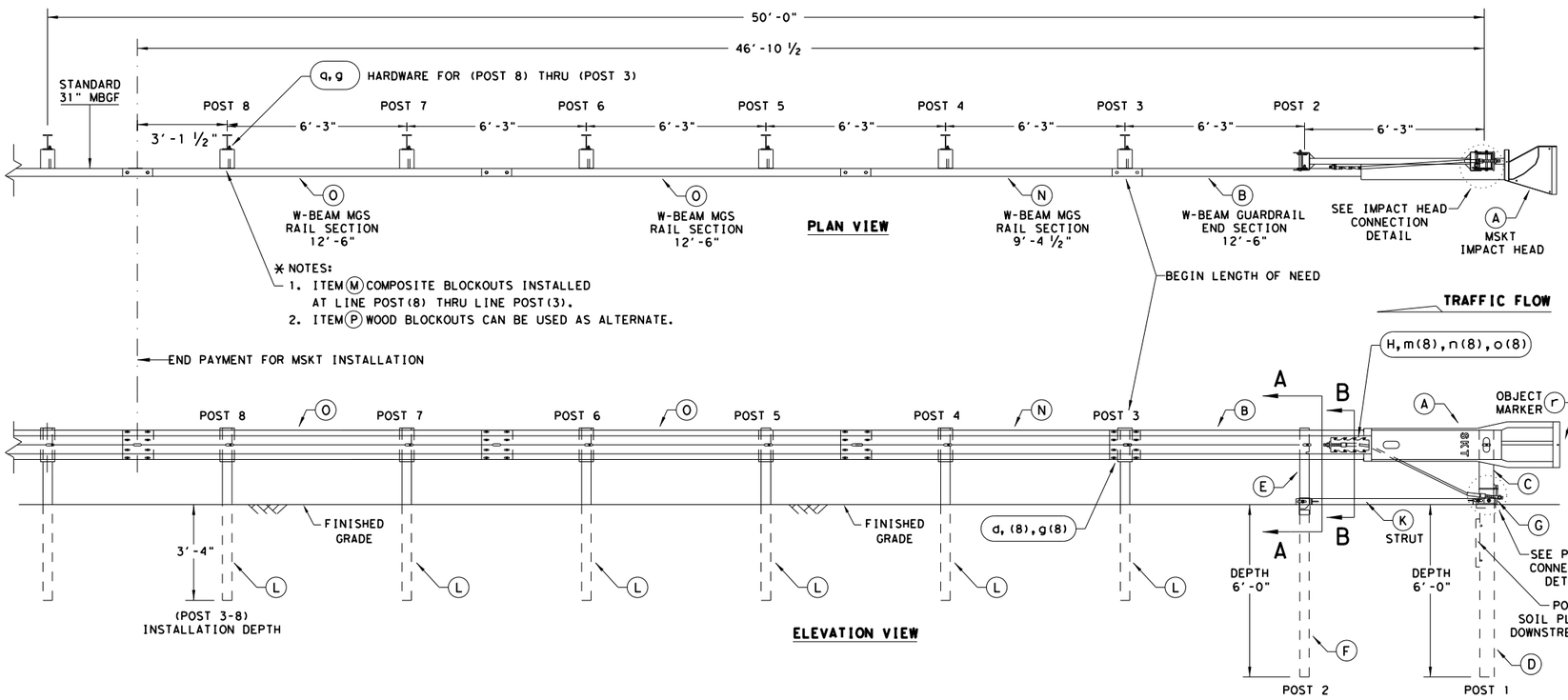
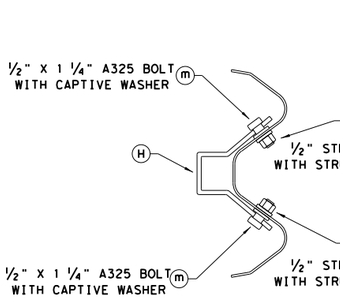
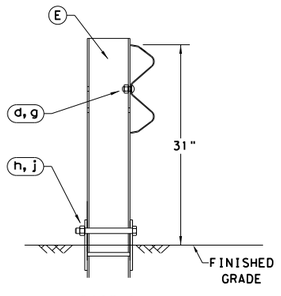


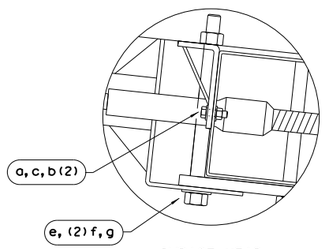
NOTE: SEE (GENERAL NOTE 14) FOR DRIVING CAP INFORMATION.



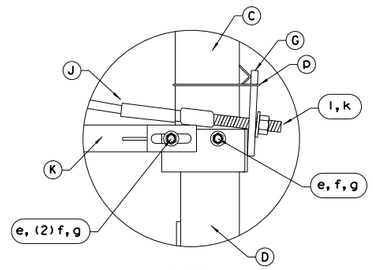
SECTION B-B
ANCHOR BRACKET



POST 2
SECTION A-A



IMPACT HEAD
CONNECTION DETAIL



POST 1
CONNECTION DETAIL

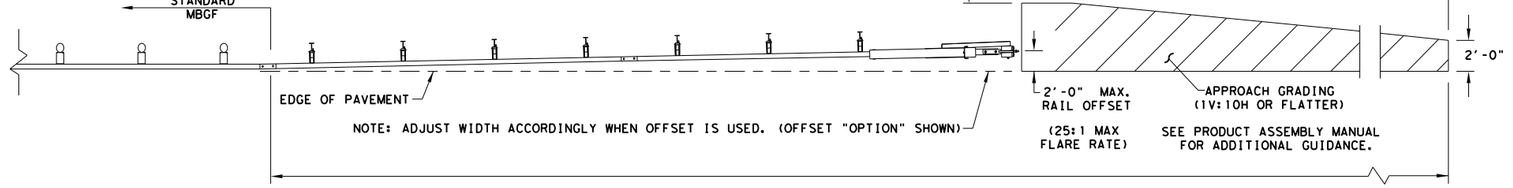
GENERAL NOTES

1. FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: ROAD SYSTEMS, INC. (432)263-2435. 3616 OLD HOWARD COUNTY AIRPORT, BIG SPRING, TX 79720
2. FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE; MSKT END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL (PUBLICATION-062717).
3. APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" ON THE FRONT FACE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
4. FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
5. HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
6. SYSTEM SHOWN USING STEEL WIDE FLANGE POSTS WITH COMPOSITE BLOCKOUTS.
7. A COMPOSITE MATERIAL BLOCKOUTS THAT MEETS THE REQUIREMENTS OF DMS-7210, MAY BE SUBSTITUTED FOR BLOCKOUTS OF SIMILAR DIMENSIONS. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
8. IF SOLID ROCK IS ENCOUNTERED IN THE AREA OF (POST 1) AND / OR (POST 2) CONTACT THE MANUFACTURER, & REFER TO THE LATEST ROADWAY MBGF STANDARD FOR INSTALLATION GUIDANCE.
9. POSTS SHALL NOT BE SET IN CONCRETE.
10. SYSTEM MUST BE ATTACHED TO STANDARD 31" MBGF.
11. UNDER NO CIRCUMSTANCES SHALL THE GUARDRAIL WITHIN THE MSKT SYSTEM BE CURVED.
12. A FLARE RATE OF UP TO 25:1 MAY BE USED TO PREVENT THE TERMINAL HEAD FROM ENCROACHING ON THE SHOULDER. THE FLARE MAY BE DECREASED OR ELIMINATED FOR SPECIFIC INSTALLATIONS, IF DIRECTED BY THE ENGINEER.
13. THE SYSTEM IS SHOWN WITH TWO 12'-6" MBGF PANELS, ONE 25'-0" MBGF PANEL IS ALSO ALLOWED IN THEIR PLACE.
14. A DRIVING CAP WITH A TIMBER OR PLASTIC INSERT SHALL BE USED WHEN DRIVING POSTS 3-8 TO PREVENT DAMAGE TO THE GALVANIZING ON TOP OF THE POST. SPECIAL DRIVING CAP TO BE USED ON LOWER POSTS 1 & 2 TO PREVENT DAMAGE TO THE WELDED PLATES.

ITEM	QTY	MAIN SYSTEM COMPONENTS	ITEM NUMBERS
A	1	MSKT IMPACT HEAD	MS3000
B	1	W-BEAM GUARDRAIL END SECTION, 12 Ga.	SF1303
C	1	POST 1 - TOP (6" X 6" X ⅛" TUBE)	MTPHP1A
D	1	POST 1 - BOTTOM (6' W6X15)	MTPHP1B
E	1	POST 2 - ASSEMBLY TOP	UHP2A
F	1	POST 2 - ASSEMBLY BOTTOM (6' W6X9)	HP2B
G	1	BEARING PLATE	E750
H	1	CABLE ANCHOR BOX	S760
J	1	BCT CABLE ANCHOR ASSEMBLY	E770
K	1	GROUND STRUT	MS785
L	6	W6x9 OR W6x8.5 STEEL POST	P621
M	6	COMPOSITE BLOCKOUTS	CBSP-14
N	1	W-BEAM MGS RAIL SECTION (9'-4 ½")	G12025
O	2	W-BEAM MGS RAIL SECTION (12'-6")	G1203A
P	6	WOOD BLOCKOUT 6" X 8" X 14"	P675
Q	1	W-BEAM MGS RAIL SECTION (25'-0")	G1209
		SMALL HARDWARE	
a	2	⅝" x 1" HEX BOLT (GRD 5)	B5160104A
b	4	⅝" WASHER	W0516
c	2	⅝" HEX NUT	N0516
d	25	⅝" Dia. x 1 ¼" SPLICE BOLT (POST 2)	B580122
e	2	⅝" Dia. x 9" HEX BOLT (GRD A449)	B580904A
f	3	⅝" WASHER	W050
g	33	⅝" Dia. H.G.R NUT	N050
h	1	¾" Dia. x 8 ½" HEX BOLT (GRD A449)	B340854A
j	1	¾" Dia. HEX NUT	N030
k	2	1 ANCHOR CABLE HEX NUT	N100
l	2	1 ANCHOR CABLE WASHER	W100
m	8	½" x 1 ¼" A325 BOLT WITH CAPTIVE WASHER	SB12A
n	8	½" STRUCTURAL NUTS	N012A
o	8	1 ⅛" O.D. x ⅜" I.D. STRUCTURAL WASHERS	W012A
p	1	BEARING PLATE RETAINER TIE	CT-100ST
q	6	⅝" x 10" H.G.R. BOLT	B581002
r	1	OBJECT MARKER 18" X 18"	E3151

SEE NOTES: *

ALTERNATIVE ITEMS NOT SHOWN. * *
* ITEM(P) 8" WOOD-BLOCKOUT
* * ITEM(Q) 25'GUARD FENCE PANEL



APPROACH GRADING AT GUARDRAIL END TREATMENTS

TRAFFIC FLOW

NOTE: TXDOT GENERIC APPROACH GRADING LAYOUT USED FOR ALL TANGENT TYPE END TREATMENTS.

NOTE: THIS STANDARD IS A BASIC REPRESENTATION OF THE MSKT END TERMINAL, IT IS NOT INTENDED TO REPLACE THE PRODUCT DESCRIPTION ASSEMBLY MANUAL.

Texas Department of Transportation

Design Division Standard

SINGLE GUARDRAIL TERMINAL
MSKT-MASH-TL-3
SGT(12S)31-18

FILE: sgt12s3118.dgn	DN: TxDOT	CK: KM	DW: VP	CK: CL		
© TxDOT: APRIL 2018	CONT	SECT	JOB	HIGHWAY		
REVISIONS	0346	06	050	SH 111		
	DIST	COUNTY		SHEET NO.		
	YKM	LAVACA		96		

DATE: 12/13/2023
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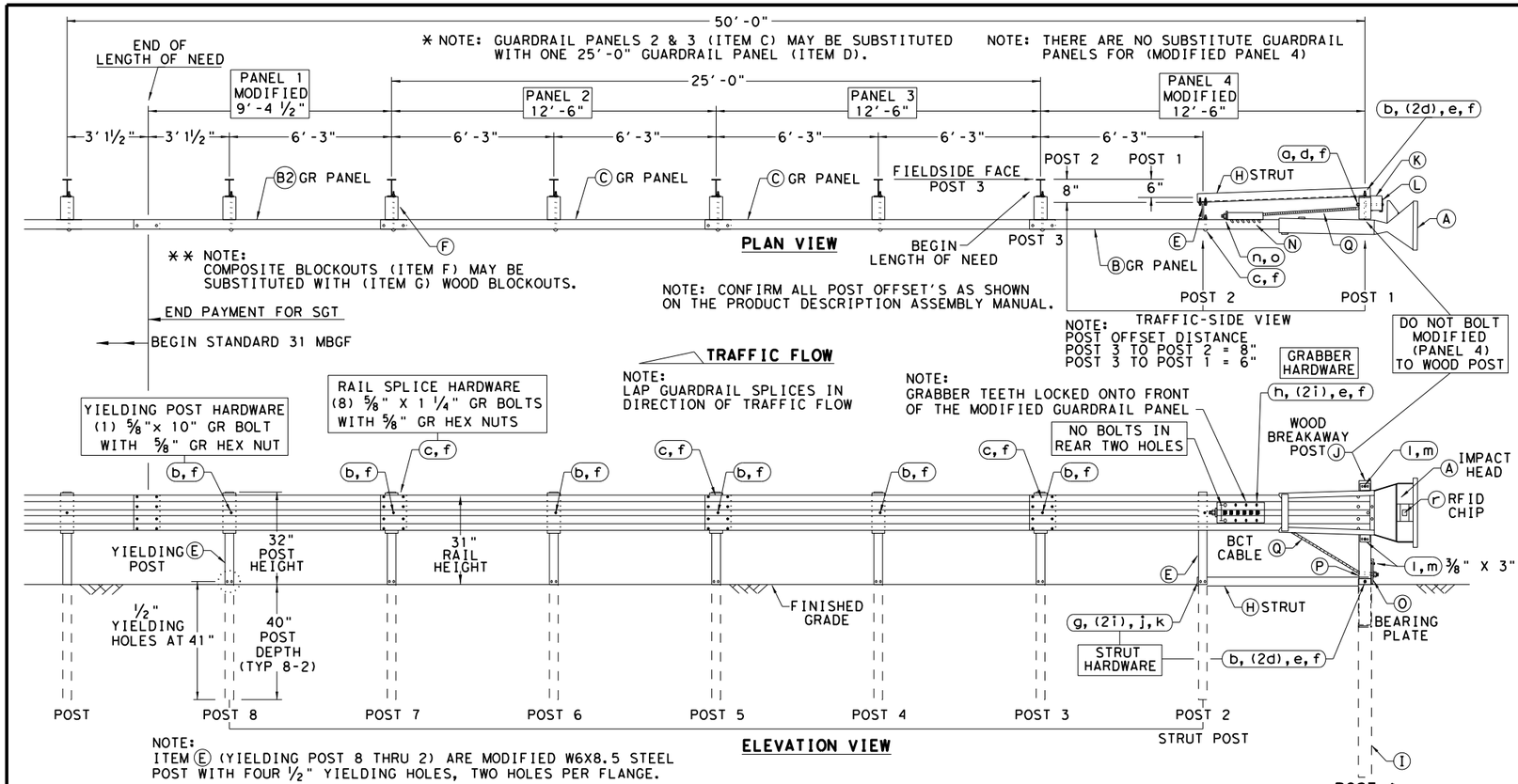
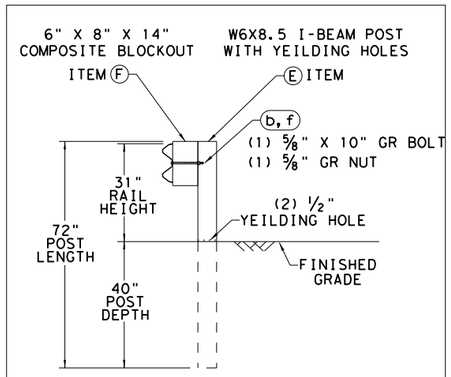


GENERAL NOTES

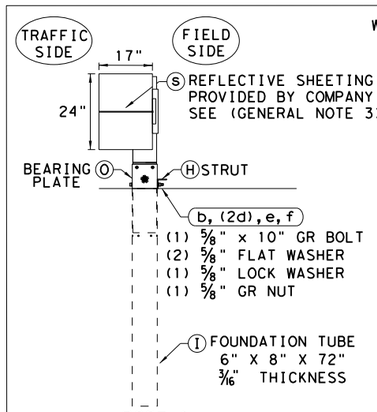
1. FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: SPIG INDUSTRY, INC. AT 1(267) 644-9510. 14675 INDUSTRIAL PARK RD; BRISTOL, VA 24202
2. FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE MANUFACTURER'S; SGET END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL.
3. MANUFACTURER WILL APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" TO THE FACE PLATE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. THE OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
4. THE NOMINAL HEIGHT OF THE GUARDRAIL BEAM IS 31 INCHES WITH A TOLERANCE OF +/- ONE INCH.
5. FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
6. (POST 2 THROUGH POST 8) ARE MODIFIED STEEL-YIELDING POSTS WITH YIELDING HOLES AT GROUND LEVEL. THERE ARE NO SUBSTITUTE POSTS.
7. POSTS SHALL NOT BE SET IN CONCRETE.
8. IF SOLID ROCK IS ENCOUNTERED FOR ANY OF THE POSTS IN THE SYSTEM, CONTACT THE MANUFACTURER FOR SPECIFIC INSTALLATION GUIDANCE.
9. HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445,"GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
10. A COMPOSITE MATERIAL BLOCKOUT THAT MEETS DMS-7210 REQUIREMENTS MAY BE SUBSTITUTED FOR AN APPROVED WOOD BLOCKOUT. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
11. THE ENTIRE SYSTEM MUST BE INSTALLED IN A STRAIGHT LINE WITHOUT ANY CURVE. HOWEVER, THE SYSTEM CAN BE OFFSET BY TWO FEET AS SHOWN ON THE APPROACH GRADING DETAIL TO HELP OFF-SET THE IMPACT HEAD FROM SHOULDER OF THE ROAD.

ITEM	QTY	MAIN SYSTEM COMPONENTS	ITEM #
A	1	SGET IMPACT HEAD	SIH1A
B	1	MODIFIED GUARDRAIL PANEL 12'-6" 12GA	126SPZGP
B2	1	MODIFIED GUARDRAIL PANEL 9'-4 1/2" 12GA	GP94
C	2	STANDARD GUARDRAIL PANEL 12'-6" 12GA	GP126
D *	1	STANDARD GUARDRAIL PANEL 25'-0" 12GA	GP25
E	7	MODIFIED YIELDING I-BEAM POST W6x8.5	YP6MOD
F	6	COMPOSITE BLOCKOUT 6" X 8" X 14"	CBO8
G **	6	WOOD BLOCKOUT 6" X 8" X 14"	WBO8
H	1	STRUT 3" X 3" X 80" x 1/4" A36 ANGLE	STR80
I	1	FOUNDATION TUBE 6" X 8" X 72" x 3/16"	FNDT6
J	1	WOOD BREAKAWAY POST 5 1/2" x 7 1/2" x 50"	WBRK50
K	1	WOOD STRIKE BLOCK	WSBLK14
L	1	STRIKE PLATE 1/4" A36 BENT PLATE	SPLT8
M	1	REINFORCEMENT PLATE 12 GA. GR55	REPLT17
N	1	GUARDRAIL GRABBER 2 1/2" X 2 1/2" X 16 1/2"	GGR17
O	1	BEARING PLATE 8" X 8 5/8" X 5/8" A36	BPLT8
P	1	PIPE SLEEVE 4 1/4" X 2 3/8" O.D. (2 1/8" I.D.)	PSLV4
Q	1	BCT CABLE 3/4" X 81" LENGTH	CBL81
		SMALL HARDWARE	
a	1	5/8" X 12" GUARDRAIL BOLT 307A HDG	12GRBLT
b	7	5/8" X 10" GUARDRAIL BOLT 307A HDG	10GRBLT
c	33	5/8" X 1 1/4" GR SPLICE BOLTS 307A HDG	1GRBLT
d	3	5/8" FLAT WASHER F436 A325 HDG	58FW436
e	1	5/8" LOCK WASHER HDG	58LW
f	39	5/8" GUARDRAIL HEX NUT HDG	58HN563
g	2	1/2" X 2" STRUT BOLT A325 HDG	2BLT
h	6	1/2" X 1 1/4" PLATE BOLT A325 HDG	125BLT
i	16	1/2" FLAT WASHER F436 A325 HDG	12FWF436
j	8	1/2" LOCK WASHER HDG	12LW
k	8	1/2" HEX NUT A563 HDG	12HN563
l	4	3/8" X 3" HEX LAG SCREW GR5 HDG	38LS
m	4	3/8" FLAT WASHER F436 A325 HDG	38FW844
n	2	1" FLAT WASHER F436 A325 HDG	1FWF436
o	2	1" HEX NUT A563DH HDG	1HN563
p	1	18" TO 24" LONG ZIP TIE RATED 175-200LB	ZPT18
q	1	1 1/2" X 4" SCH-40 PVC PIPE	PSPCR4
r	1	RFID CHIP RATED MIL-STD-810F	RFID810F
s	1	IMPACT HEAD REFLECTIVE SHEETING	RS30M

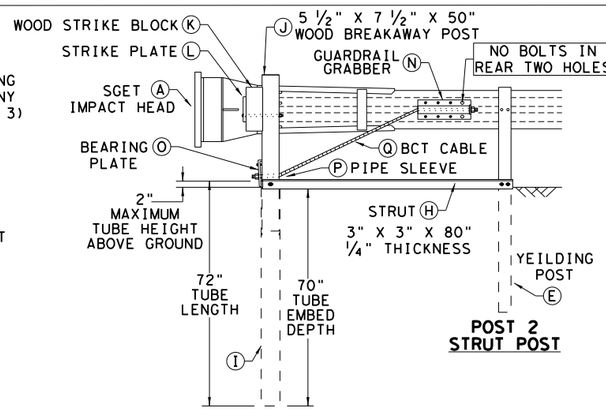
* ALTERNATIVE ITEMS
** NOTE: SEE PLAN VIEW



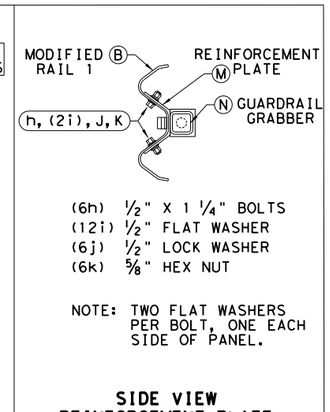
SIDE VIEW
POST 8 - POST 3 (TYP)



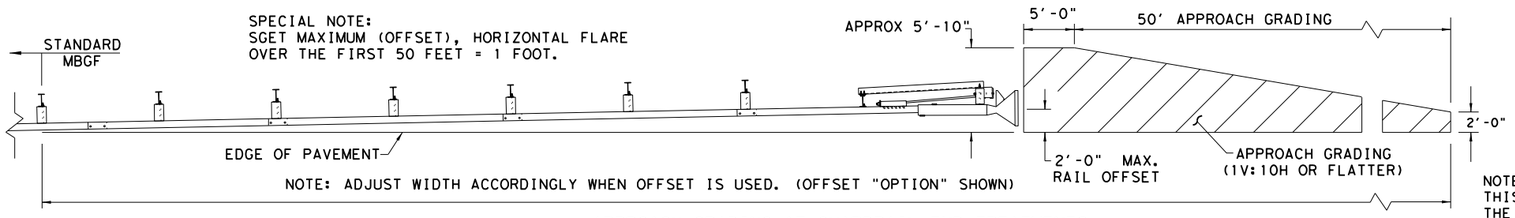
POST 1
FRONT END VIEW



POST 1
FIELD SIDE VIEW
POST 2
STRUT POST



SIDE VIEW
REINFORCEMENT PLATE
WITH GUARDRAIL GRABBER



APPROACH GRADING AT GUARDRAIL END TREATMENTS

NOTE:
THIS STANDARD IS A BASIC REPRESENTATION OF THE SGET TERMINAL SYSTEM AND IS NOT INTENDED TO REPLACE THE MANUFACTURER'S ASSEMBLY MANUAL.

Texas Department of Transportation
Design Division Standard

SPIG INDUSTRY, LLC
SINGLE GUARDRAIL TERMINAL
SGET - TL-3 - MASH
SGT(15)31-20

FILE: sgt153120.dgn	DN: TxDOT	CK: KM	DW: VP	CK: VP	
©TxDOT: APRIL 2020	CONT	SECT	JOB	HIGHWAY	
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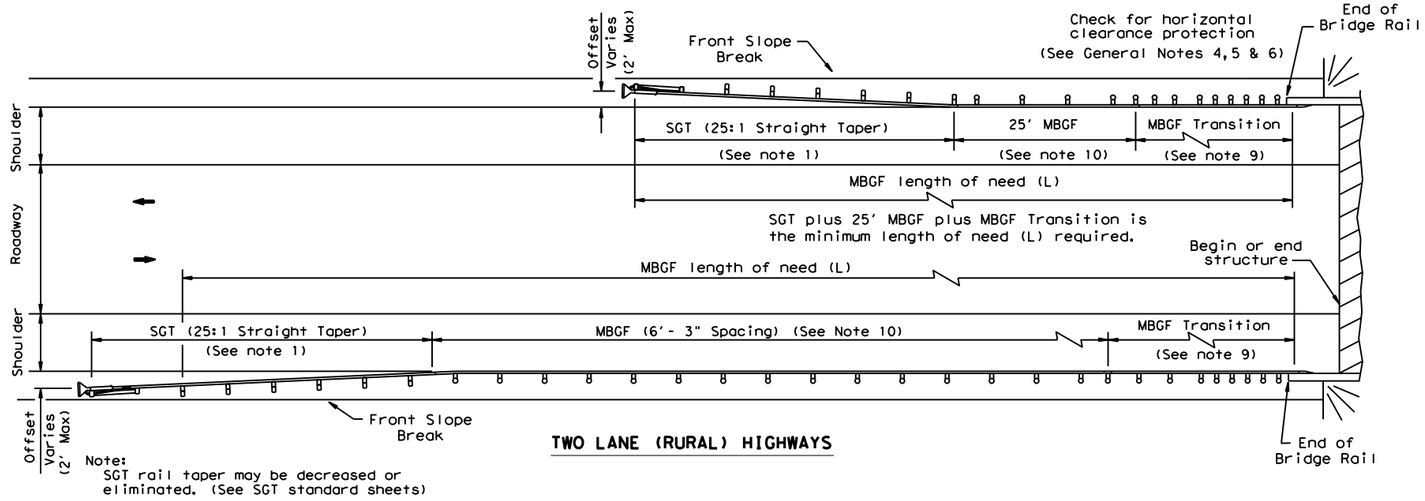
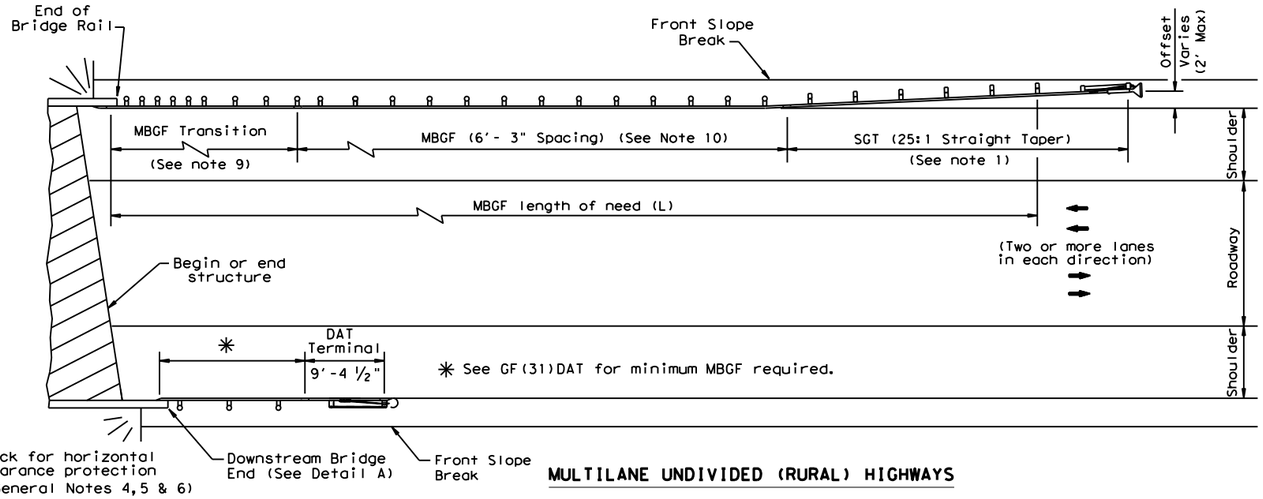
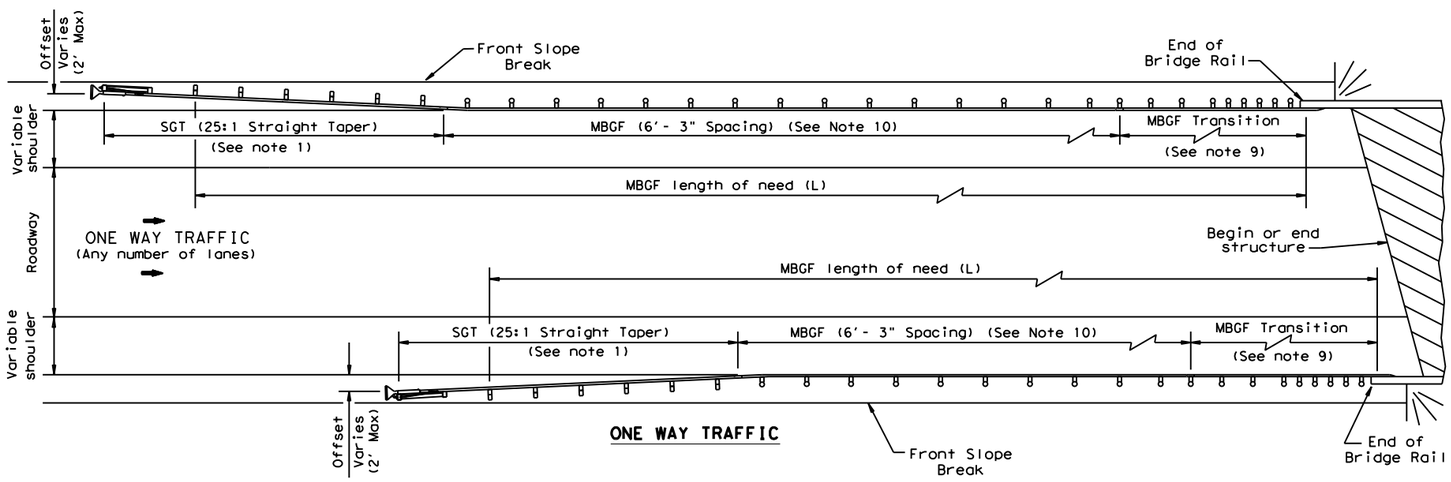


Note:
SGT rail taper may be decreased or eliminated. (See SGT standard sheets)

TWO LANE (RURAL) HIGHWAYS



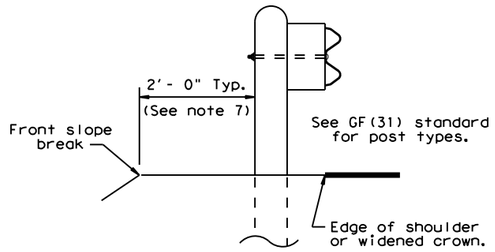
MULTILANE UNDIVIDED (RURAL) HIGHWAYS



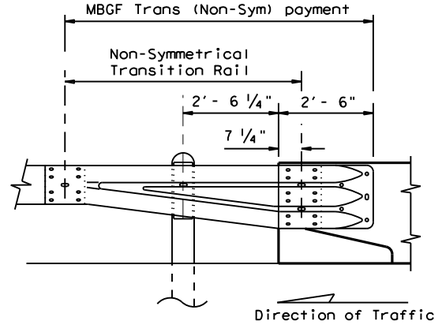
ONE WAY TRAFFIC

GENERAL NOTES

1. For more detail: See GF(31), SGT( )31, GF(31)TR, and GF(31)TL2 standard sheets.
2. Quantities of metal beam guard fence (MBGF) at individual bridge ends are as shown in the plans.
3. Use average daily traffic (ADT) for the current year to determine MBGF length of need in accordance with the Roadway Design Manual unless otherwise specified. Where significant traffic volume growth is anticipated on low volume (0-750 ADT) highways, use length determinations for the higher volume category.
4. MBGF may not be required to shield departure end of bridge unless other obstacles within the horizontal clearance limits or opposing traffic indicate a MBGF consideration.
5. Downstream anchor terminals (DAT) are only for downstream end anchorage use, outside the horizontal clearance area of opposing traffic.
6. Direct connection of MBGF to concrete rails are only for downstream rail connections outside the horizontal clearance area of opposing traffic. (This requires a minimum of three standard line posts plus the DAT terminal, See Detail A)
7. The crown shall be widened to accommodate MBGF. Typically the "front slope" break should be 2'- 0" from the back of the MBGF post. This applies to new construction on new alignment or where existing roadway cross section is to be widened to increase roadway width. This does not apply to rehabilitation work where existing roadway crown width is to be retained (See Typical Cross Section at MBGF).
8. For restrictive bridge widths: The MBGF should be properly transitioned from the existing bridge rail to the adjoining MBGF (See MBGF Transition Standards). Metal beam guard fence at these bridge location(s) shall be flared at the rate of 25:1 or flatter, and be of the length necessary to locate the terminal end at the 2 ft."maximum" offset from the shoulder edge in the approach direction.
9. Transition length and post spacing will vary depending on the transition type. Transition type will be shown elsewhere in the plans.
10. A minimum 25' length of MBGF will be required.



TYPICAL CROSS SECTION AT MBGF



Note:
All rail elements shall be lapped in the direction of adjacent traffic.

DETAIL A

Showing Downstream Rail Attachment

Texas Department of Transportation

Design Division Standard

BRIDGE END DETAILS

(METAL BEAM GUARD FENCE APPLICATIONS TO RIGID RAILS)

BED-14

FILE: bed14.dgn	DN: TxDOT	CK: AM	DW: BD/VP	CK: CGL	
© TxDOT: December 2011	CONT	SECT	JOB	HIGHWAY	
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REVISED APRIL 2014 SEE (MEMO 0414)	DIST	COUNTY		SHEET NO.	
	YKM	LAVACA		98	

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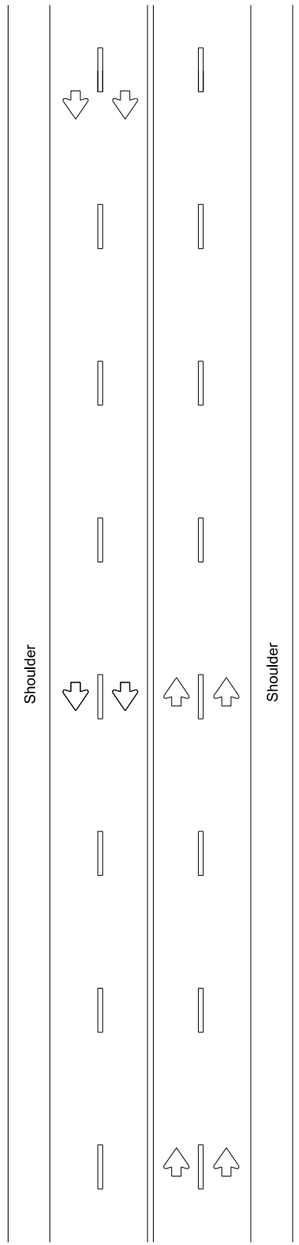
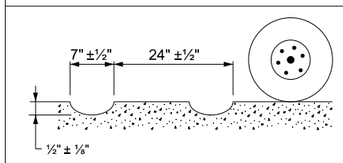
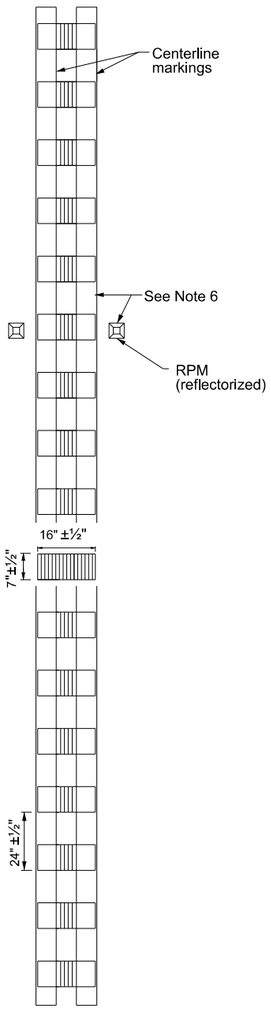
CENTERLINE RUMBLE STRIPS



MULTILANE UNDIVIDED HIGHWAY WITH SHOULDER

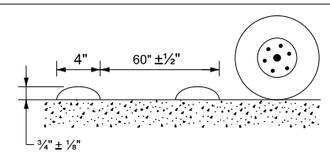


PROFILE VIEW

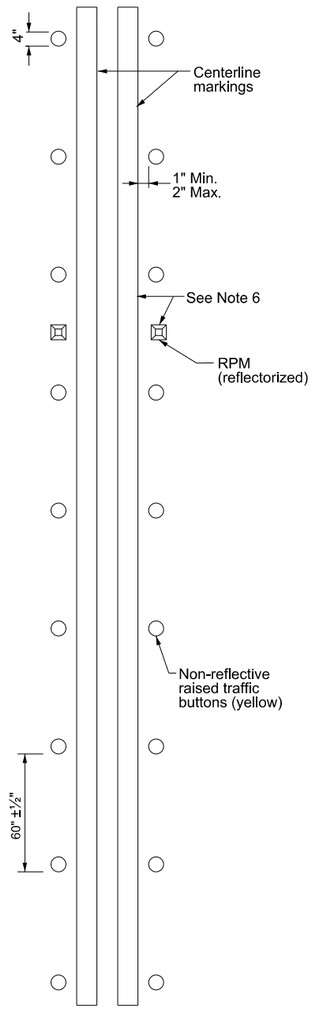


PLAN VIEW
OPTION 1

MILLED CENTERLINE RUMBLE STRIPS

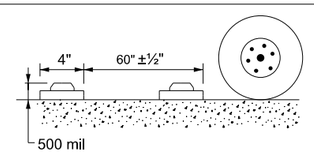


PROFILE VIEW

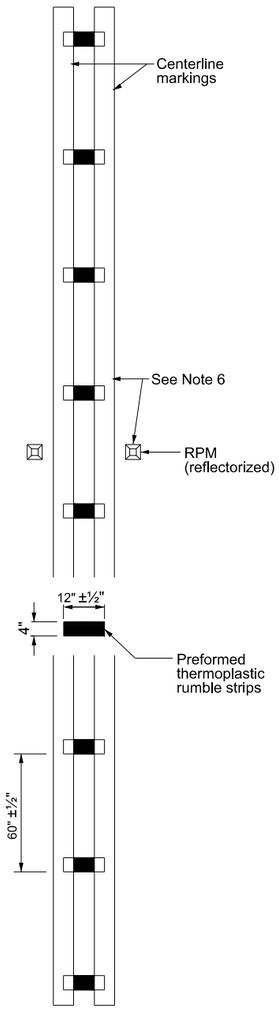


PLAN VIEW
OPTION 2

RAISED CENTERLINE RUMBLE STRIPS

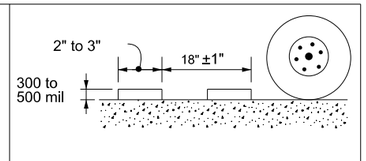


PROFILE VIEW

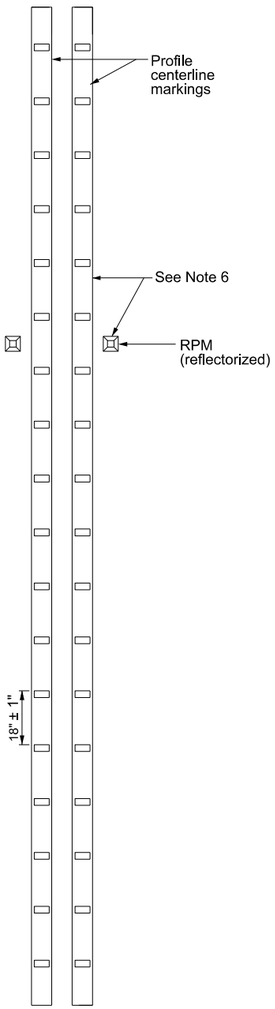


PLAN VIEW
OPTION 3

PREFORMED THERMOPLASTIC RUMBLE STRIPS



PROFILE VIEW



PLAN VIEW
OPTION 4

PROFILE CENTERLINE MARKINGS

GENERAL NOTES

1. This standard sheet provides guidelines for installing centerline rumble strips on multilane undivided highways.
2. Centerline and edge line rumble strips or profile markings shall not be placedon 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 beused if approved by the Traffic Safety Division.
5. Breaks in milled centerline rumble strips shall occur at least 50 feet and nomore than 150 feet in advance of bridges, railroad crossing, intersections ordriveways 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 for normal centerline spacing. For wider medians, specify in the plans the exact placement of the rumble strips. Place the rumble strips under each centerline marking or centered in the middle of the median.

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 color of the button should be yellow for a continuous no passing roadway. The button will be paid for under Item 672, "Raised Pavement Markers." Non-reflective traffic buttons must meet the requirements of DMS-4300.
11. Consideration shall be given to bicyclists. See RS(6).

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

12. See standard sheet RS(2).

Texas Department of Transportation

Traffic Safety Division Standard

CENTERLINE RUMBLE STRIPS ON MULTILANE UNDIVIDED HIGHWAYS RS(3)-23

FILE: rs(3)-23.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT January 2023	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
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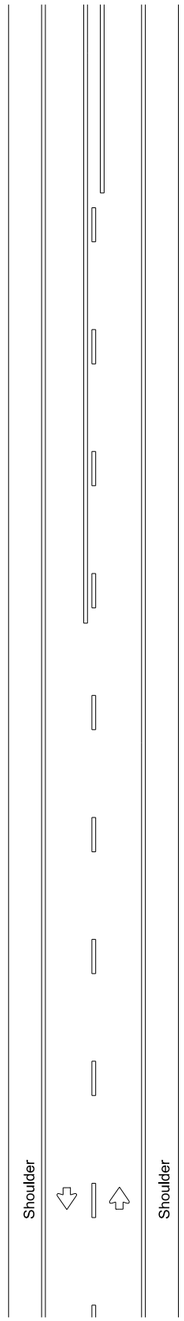
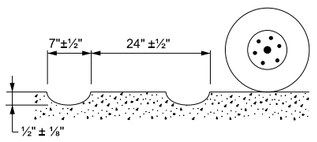
	YKM	LAVACA		99

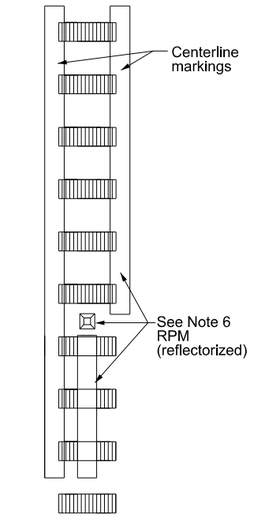
CENTERLINE RUMBLE STRIPS

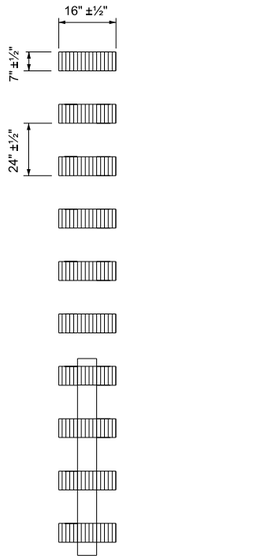


TWO LANE TWO-WAY HIGHWAYS



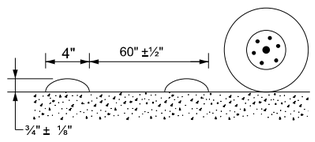
PROFILE VIEW



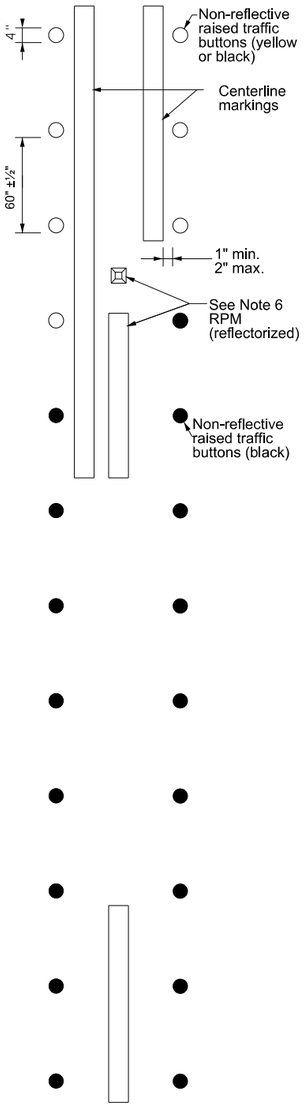


PLAN VIEW
OPTION 1

MILLED CENTERLINE RUMBLE STRIPS

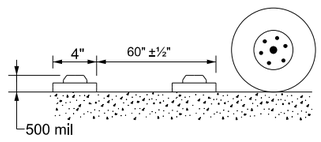


PROFILE VIEW

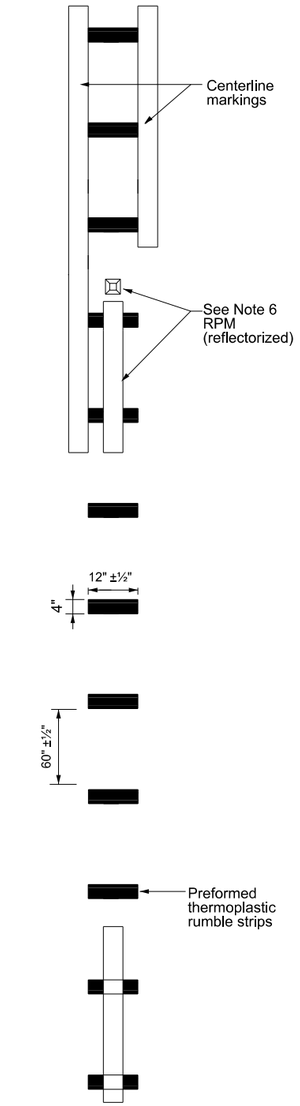


PLAN VIEW
OPTION 2

RAISED CENTERLINE RUMBLE STRIPS

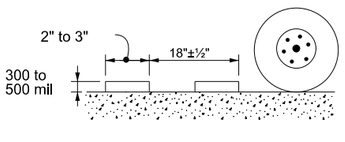


PROFILE VIEW

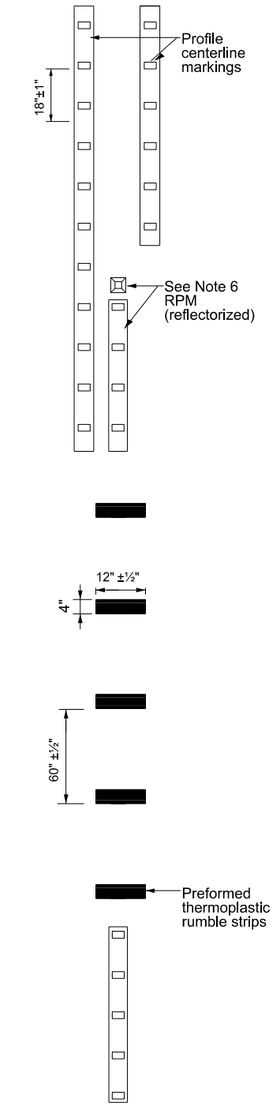


PLAN VIEW
OPTION 3

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).

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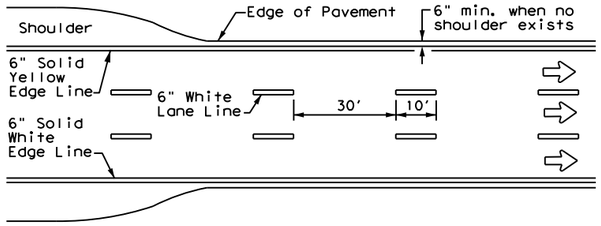
Texas Department of Transportation

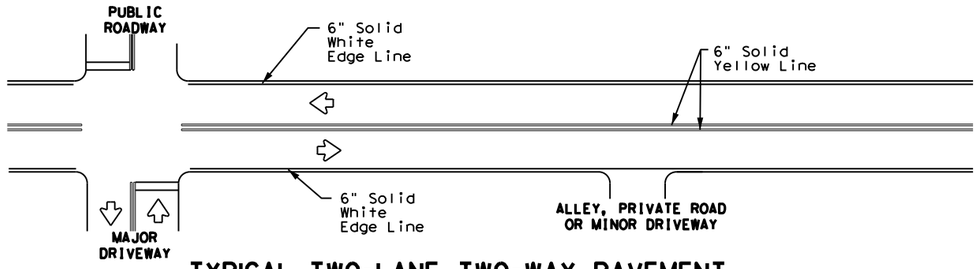
Traffic Safety Division Standard

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

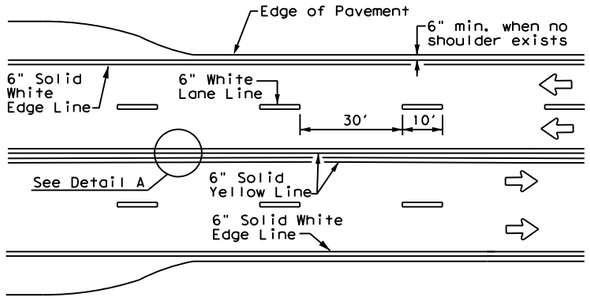
FILE: rs(4)-23.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT January 2023	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
10-13	DIST	COUNTY		SHEET NO.
1-23	YKM	LAVACA		100

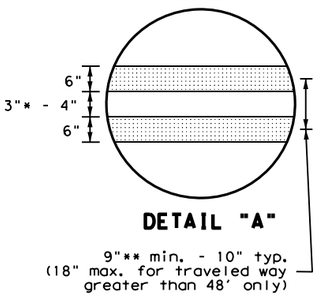


EDGE LINE AND LANE LINES ONE-WAY ROADWAY WITH OR WITHOUT SHOULDERS



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

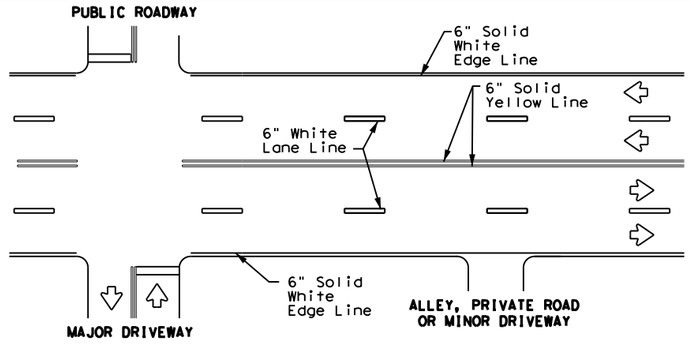




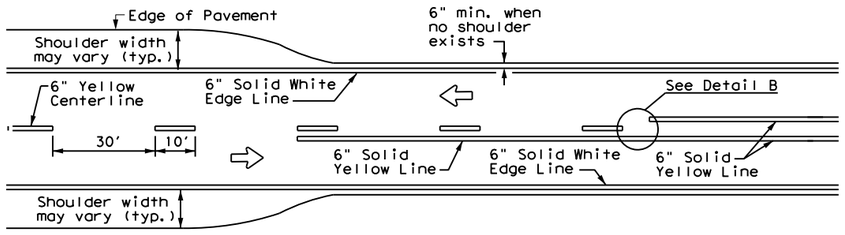
CENTERLINE AND LANE LINES FOUR LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS

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

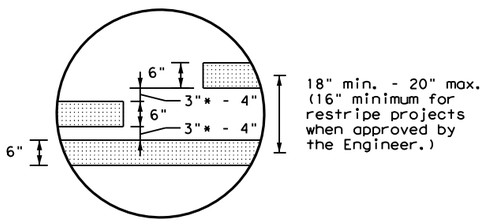
** 8" minimum for restripe projects when approved by the Engineer.



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

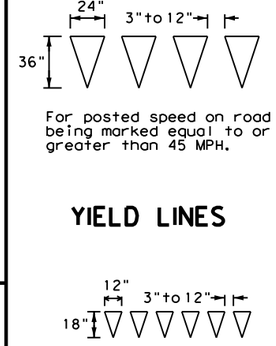


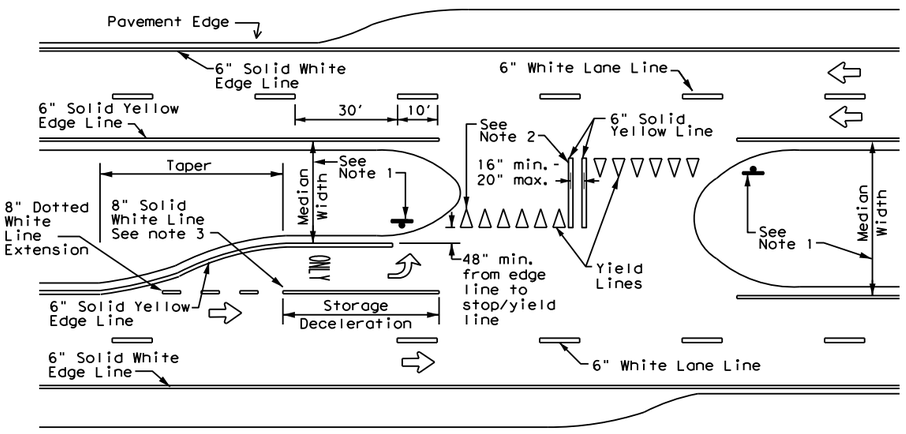
TWO LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS



DETAIL "B"

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





FOUR LANE DIVIDED ROADWAY CROSSOVERS

NOTES

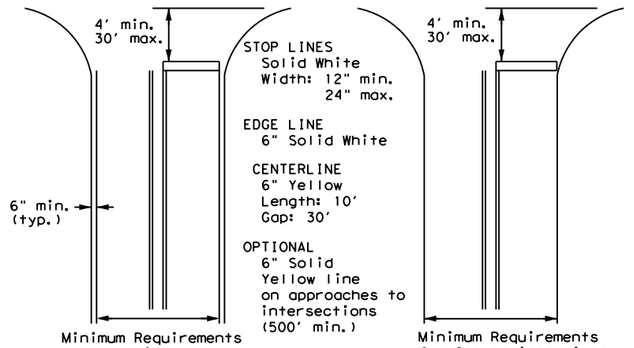
1. Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections.
   Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling 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	0346	06	050	SH 111
8-95 3-03 12-22	DIST	COUNTY		SHEET NO.
5-00 2-12	YKM	LAVACA		101

22A

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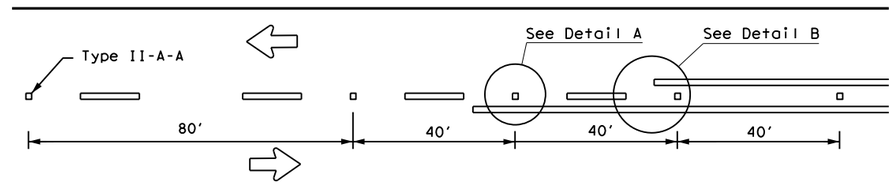
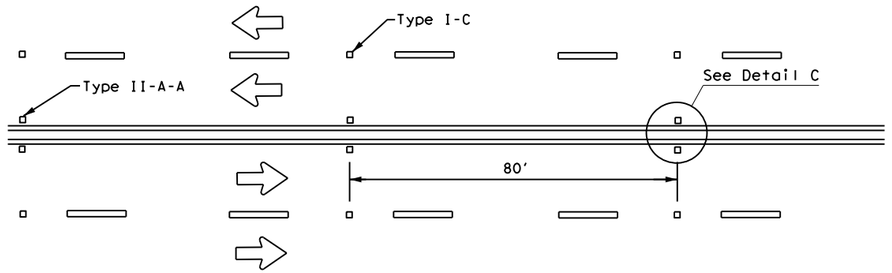
FILE: P:\116\02\02\12\design\Civil\Standards\PavementMarkers\pm1-22.dgn

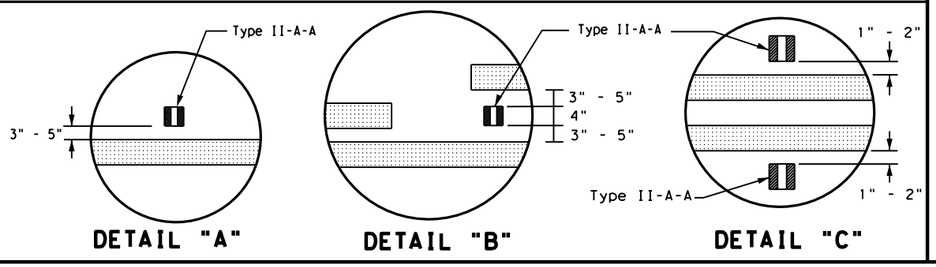
REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE

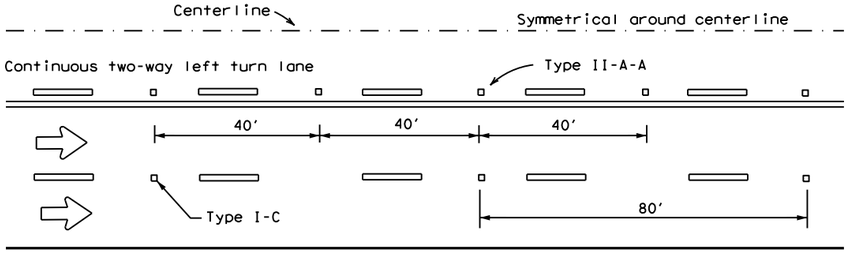


CENTERLINE FOR ALL TWO LANE TWO-WAY ROADWAYS

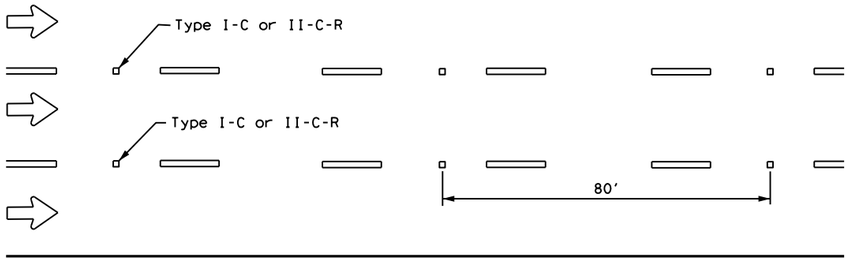


CENTERLINE & LANE LINES FOR FOUR LANE TWO-WAY ROADWAYS





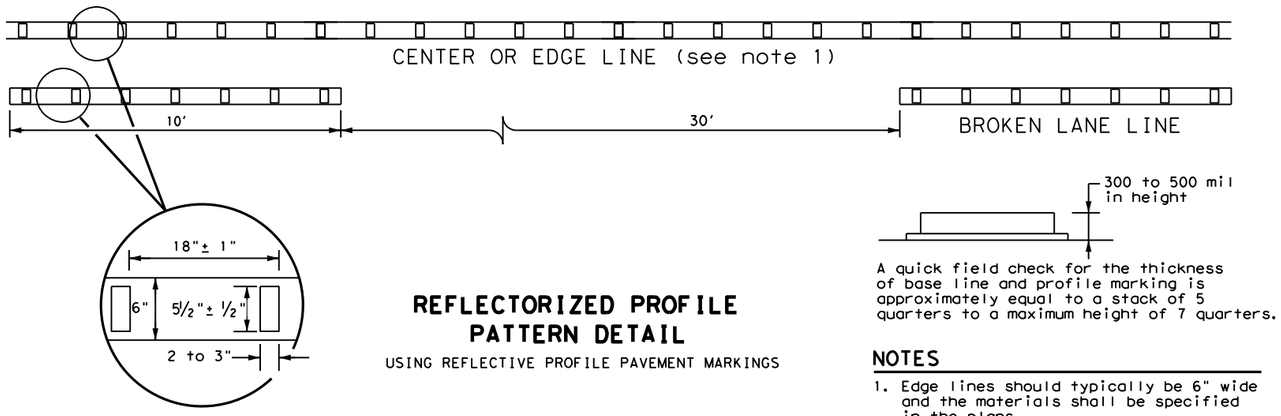
CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



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.



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

REFLECTORIZED PROFILE PATTERN DETAIL

USING REFLECTIVE PROFILE PAVEMENT MARKINGS

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.

NOTES

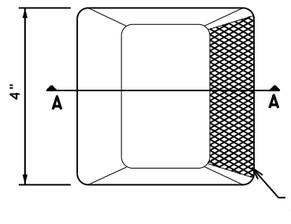
1. Edge lines should typically be 6" wide and the materials shall be specified in the plans.
2. Profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.

GENERAL NOTES

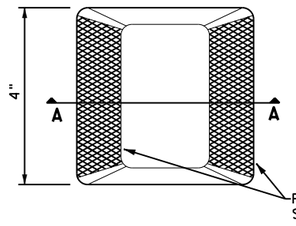
1. All raised pavement markers placed along broken lines shall be placed in line with and midway between the stripes.
2. On concrete pavements the raised pavement markers should be placed to one side of the longitudinal joints.
3. Use raised pavement marker Type I-C with undivided roadways, flush medians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

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

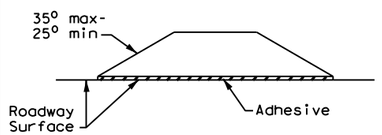
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)



Type II (Top View)



SECTION A

RAISED PAVEMENT MARKERS

Texas Department of Transportation

Traffic Safety Division Standard

POSITION GUIDANCE USING RAISED MARKERS RELECTORIZED 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	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		102

22B

DATE: 12/13/2023 8:21:04 AM
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SIGN SUPPORT DESCRIPTIVE CODES

(Descriptive Codes correspond to project estimate and quantities sheets)

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

Post Type

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

Number of Posts (1 or 2)

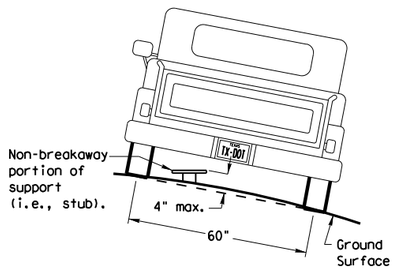
Anchor Type

UA = Universal Anchor - Concreted (see SMD(FRP) and (TWT))
UB = Universal Anchor - Bolted down (see SMD(FRP) and (TWT))
WS = Wedge Anchor Steel - (see SMD(TWT))
WP = Wedge Anchor Plastic (see SMD(TWT))
SA = Slipbase - Concreted (see SMD(SLIP-1) to (SLIP-3))
SB = Slipbase - Bolted Down (see SMD(SLIP-1) to (SLIP-3))

Sign Mounting Designation

P = Prefab. "Plain" (see SMD(SLIP-1) to (SLIP-3), (TWT), (FRP))
T = Prefab. "T" (see SMD(SLIP-1) to (SLIP-3), (TWT))
U = Prefab. "U" (see SMD(SLIP-1) to (SLIP-3))
IF REQUIRED
1EXT or 2EXT = Number of Extensions (see SMD(SLIP-1) to (SLIP-3), (TWT))
BM = Extruded Wind Beam (see SMD(SLIP-1) to (SLIP-3))
WC = 1.12 #/ft Wing Channel (see SMD(SLIP-1) to (SLIP-3))
EXAL = Extruded Aluminum Sign Panels (see SMD(SLIP-1))

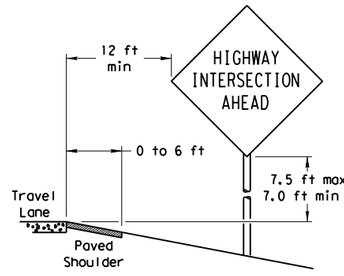
REQUIRED CLEARANCE FOR BREAKAWAY SUPPORT



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

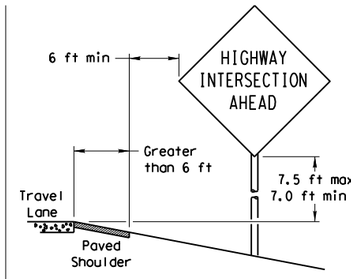
SIGN LOCATION

PAVED SHOULDERS



LESS THAN 6 FT. WIDE

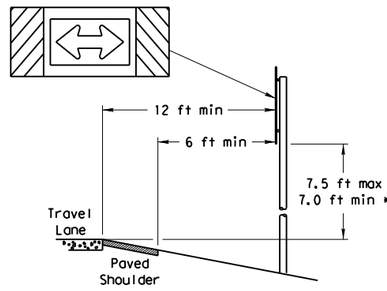
When the shoulder is 6 ft. or less in width, the sign must be placed at least 12 ft. from the edge of the travel lane.



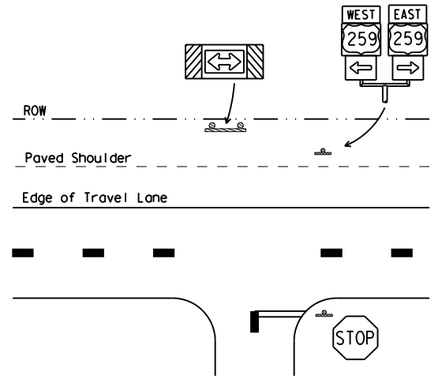
GREATER THAN 6 FT. WIDE

When the shoulder is greater than 6 ft in width, the sign must be placed at least 6 ft. from the edge of the shoulder.

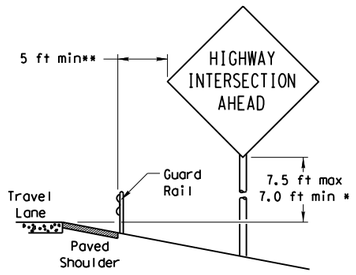
T-INTERSECTION



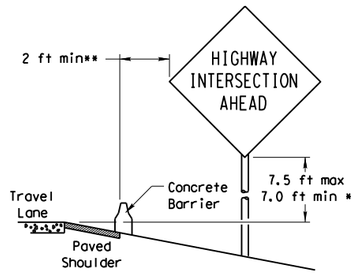
When this sign is needed at the end of a two-lane, two way roadway, the right edge of the sign should be in line with the centerline of the roadway. Place as close to ROW as practical.



BEHIND BARRIER



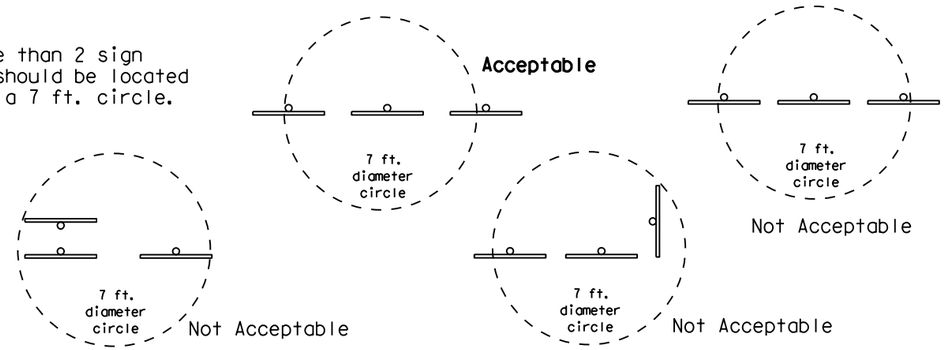
BEHIND GUARDRAIL



BEHIND CONCRETE BARRIER

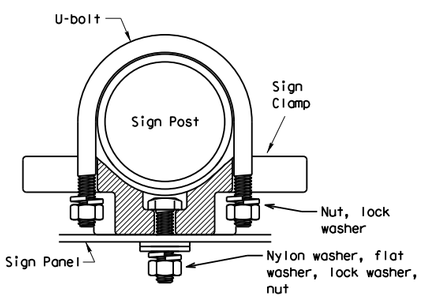
**Sign clearance based on distance required for proper guard rail or concrete barrier performance.

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

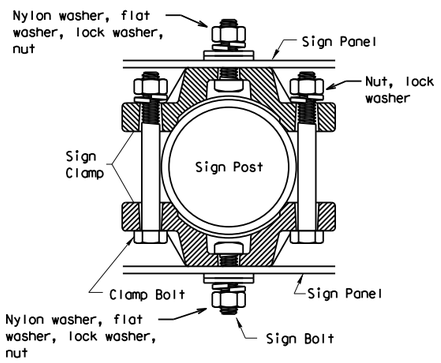


TYPICAL SIGN ATTACHMENT DETAIL

Single Signs



Back-to-Back Signs



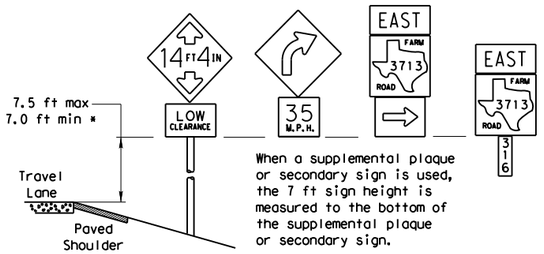
Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

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

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

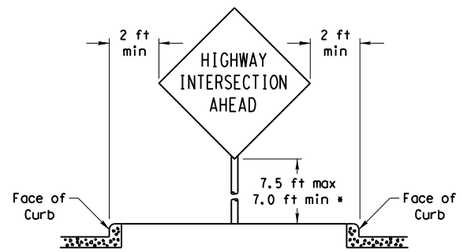
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

SIGNS WITH PLAQUES



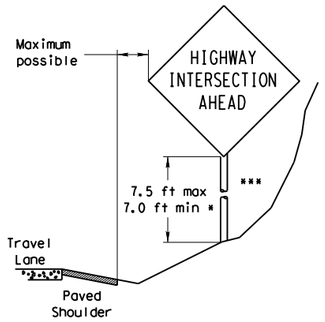
When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

CURB & GUTTER OR RAISED ISLAND



RESTRICTED RIGHT-OF-WAY

(When 6 ft min. is not possible.)



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

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

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

* Signs shall be mounted using the following condition that results in the greatest sign elevation:

(1) a minimum of 7 to a maximum of 7.5 feet above the edge of the travel lane or

(2) a minimum of 7 to a maximum of 7.5 feet above the grade at the base of the support when sign is installed on the backslope.

The maximum values may be increased when directed by the Engineer.

See the Traffic Operations Division website for detailed drawings of sign clamps, Triangular Slipbase System components and Wedge Anchor System components.

The website address is:
http://www.txdot.gov/publications/traffic.htm

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS

SMD(GEN)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

9-08 REVISIONS

CONT	SECT	JOB	HIGHWAY
0346	06	050	SH 111
DIST	COUNTY		SHEET NO.
YKM	LAVACA		103

26A

DATE: 12/13/2023 8:21:05 AM
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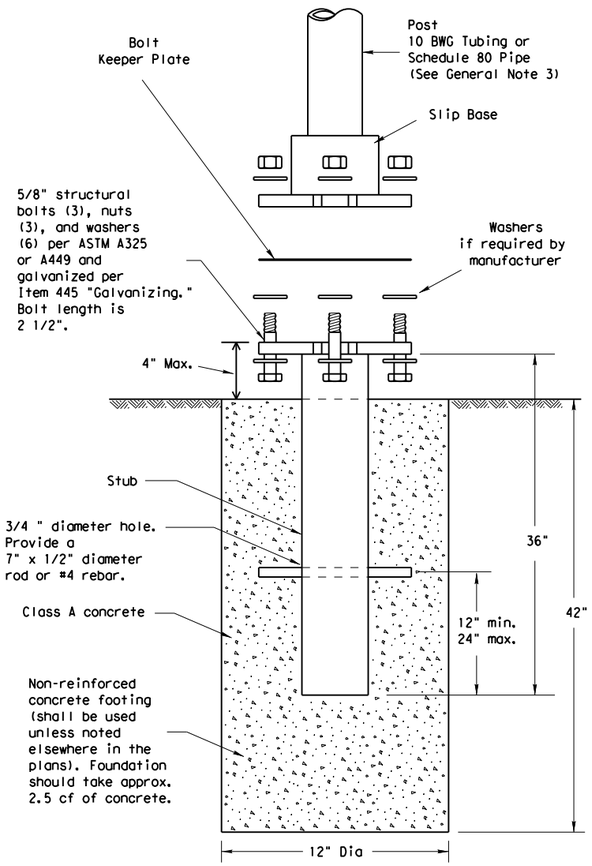
TRIANGULAR SLIPBASE INSTALLATION GENERAL REQUIREMENTS



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

NOTE

There are various devices approved for the Triangular Slipbase System. Please reference the Material Producer List for approved slip base systems. http://www.txdot.gov/business/producer_list.htm The devices shall be installed per manufacturers' recommendations. Installation procedures shall be provided to the Engineer by Contractor.

GENERAL NOTES:

1. Slip base shall be permanently marked to indicate manufacturer. Method, design, and location of marking are subject to approval of the TxDOT Traffic Standards Engineer.
2. Material used as post with this system shall conform to the following specifications:
   10 BWG Tubing (2.875" outside diameter)
   - 0.134" nominal wall thickness
   - Seamless or electric-resistance welded steel tubing or pipe
   - Steel shall be HSLAS Gr 55 per ASTM A1011 or ASTM A1008
   - Other steels may be used if they meet the following:
     - 55,000 PSI minimum yield strength
     - 70,000 PSI minimum tensile strength
     - 20% minimum elongation in 2"
   - Wall thickness (uncoated) shall be within the range of 0.122" to 0.138"
   - Outside diameter (uncoated) shall be within the range of 2.867" to 2.883"
   - Galvanization per ASTM A123 or ASTM A653 G210. For precoated steel tubing (ASTM A653), recoat tube outside diameter weld seam by metallizing with zinc wire per ASTM B833.

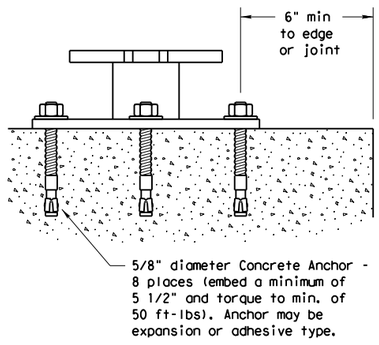
   Schedule 80 Pipe (2.875" outside diameter)
   - 0.276" nominal wall thickness
   - Steel tubing per ASTM A500 Gr C
   - Other seamless or electric-resistance welded steel tubing or pipe with equivalent outside diameter and wall thickness may be used if they meet the following:
     - 46,000 PSI minimum yield strength
     - 62,000 PSI minimum tensile strength
     - 21% minimum elongation in 2"
   - Wall thickness (uncoated) shall be within the range of 0.248" to 0.304"
   - Outside diameter (uncoated) shall be within the range of 2.855" to 2.895"
   - Galvanization per ASTM A123
3. See the Traffic Operations Division website for detailed drawings of sign clamps and Texas Universal Triangular Slipbase System components. The website address is: http://www.txdot.gov/publications/traffic.htm
4. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.

ASSEMBLY PROCEDURE

Foundation
1. Prepare 12-inch diameter by 42-inch deep hole. If solid rock is encountered, the depth of the foundation may be reduced such that it is embedded a minimum of 18 inches into the solid rock.
2. The Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor-driven concrete mixer. For small placements less than 0.5 cubic yards, hand mixing in a suitable container may be allowed by Engineer. Concrete shall be Class A.
3. Push the pipe end of the slip base stub into the center of the concrete. Rotate the stub back and forth while pushing it down into the concrete to assure good contact between the concrete and stub. Continue to work the stub into the concrete until it is between 2 to 4 inches above the ground.
4. Plumb the stub. Allow a minimum of 4 days to set, unless otherwise directed by the Engineer.
5. The triangular slipbase system is multidirectional and is designed to release when struck from any direction.

Support
1. Cut support so that the bottom of the sign will be 7 to 7.5 feet above the edge of the travelway (i.e., edge of the closest lane) when slip plate is below the edge of pavement or 7 to 7.5 feet above slip plate when the slip plate is above the edge of the travelway. The cut shall be plumb and straight.
2. Attach sign to support using connections shown. When multiple signs are installed on the same support, ensure the minimum clearance between each sign is maintained. See SMD(SLIP-2) for clearances based on sign types.

CONCRETE ANCHOR



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

Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. Heavy hex nut per ASTM A563, and hardened washer per ASTM F436. The stud bolt shall have a minimum yield and ultimate tensile strength of 50 and 75 KSI, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "Epoxies and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations. Top of bolt shall extend at least flush with top of the nut when installed. The anchor, when installed in 4000 psi normal-weight concrete with a 5 1/2" minimum embedment, shall have a minimum allowable tension and shear of 3900 and 3100 psi, respectively.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-1)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

REVISIONS
9-08

CONT	SECT	JOB	HIGHWAY
0346	06	050	SH 111

DIST	COUNTY	SHEET NO.
YKM	LAVACA	104

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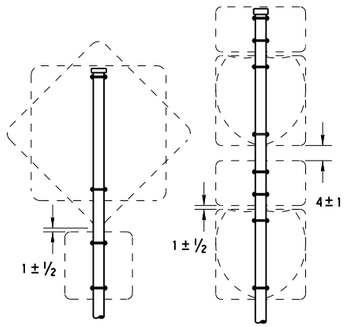
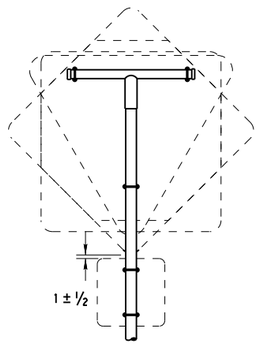


SM RD SGN ASSM TY XXXXX(1)XX(P)



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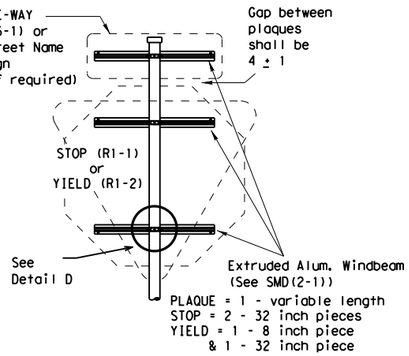
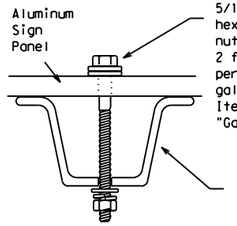
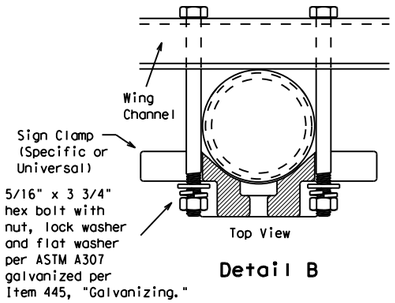


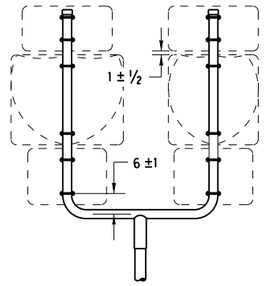
SM RD SGN ASSM TY XXXXX(1)XX(P-BM)



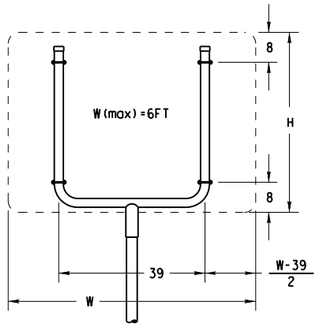
Detail A



Detail B



SM RD SGN ASSM TY XXXXX(1)XX(U)



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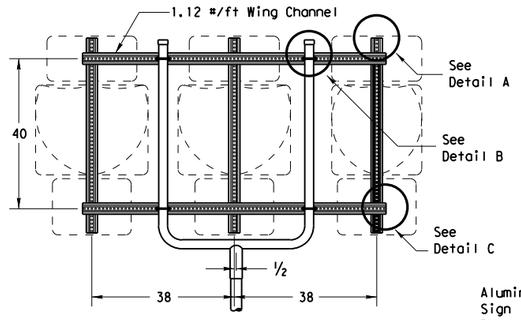
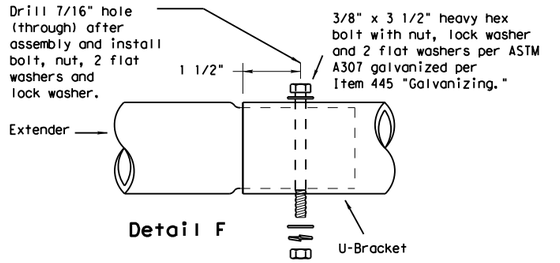
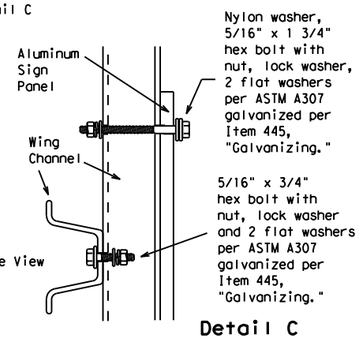


SM RD SGN ASSM TY XXXXX(1)XX(U-WC)
(See Note 11)

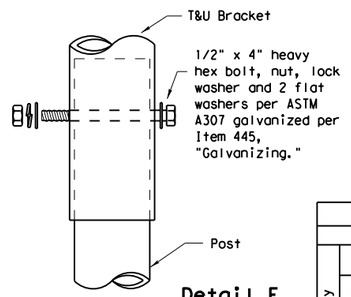


Detail F

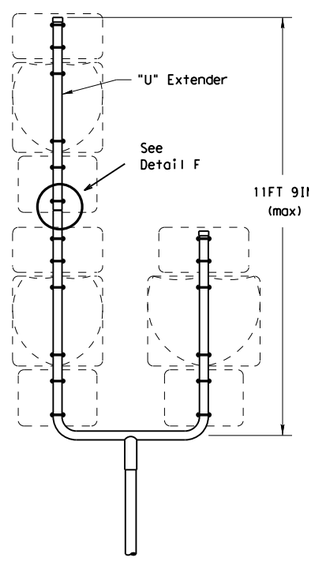
Splices shall only be allowed behind the sign substrate.



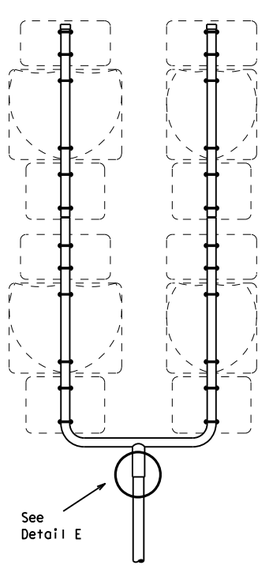
Detail C



Detail E



SM RD SGN ASSM TY S80(1)XX(U-1EXT)



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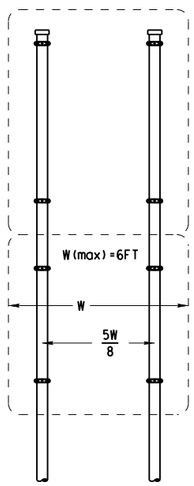
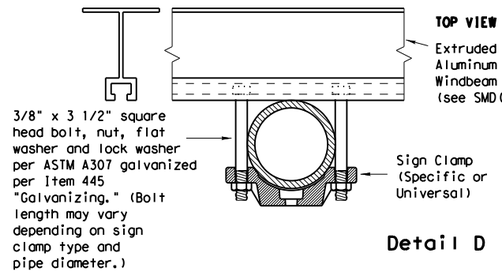
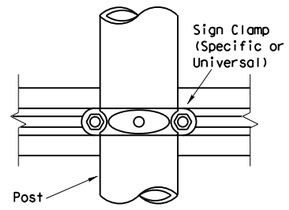


SM RD SGN ASSYM TY XXXXX(2)XX(P)

SIDE VIEW



Detail D

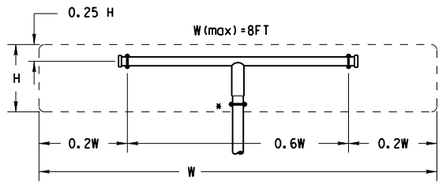


GENERAL NOTES:

SIGN SUPPORT	# OF POSTS	MAX. SIGN AREA
10 BWG	1	16 SF
10 BWG	2	32 SF
Sch 80	1	32 SF
Sch 80	2	64 SF

1. See table above.
2. The Engineer may require that a Schedule 80 post be used in place of a 10 BWG where a sign height is abnormally high due to a fill slope.
3. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
4. Aluminum sign blanks shall conform to Departmental Material Specifications DMS-7110 and shall have the following minimum thicknesses: 0.080 for signs less than 7.5 sq. ft., 0.100 for signs 7.5 to 15 sq. ft., and 0.125 for signs greater than 15 sq. ft.
5. Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
6. For horizontal rectangular signs fabricated from flat aluminum, T-brackets are used for signs 24 inches or less in height. U-brackets are used for signs of greater height.
7. When two triangular slipbase supports are used to support a single sign, they shall not be "rigidly" connected to each other except through the sign panel. This will allow each support to act independently when impacted by an errant vehicle.
8. Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
9. Excess pipe, wing channel, or windbeam shall be cut off so that it does not extend beyond the sign panel (i.e., excess support shall not be visible when the sign is viewed from the front.) Repair galvanized coating at cut support ends per Item 445, "Galvanizing."
10. Additional route markers may be added vertically, provided the total sign area does not exceed the maximum allowable amount per Note 1.
11. Additional sign clamp required on the "T-bracket" post for 24 inch height signs. Place the clamp 3 inches above bottom of sign when possible.
12. Post open ends shall be fitted with Friction Caps.
13. Sign blanks shall be the sizes and shapes shown on the plans.

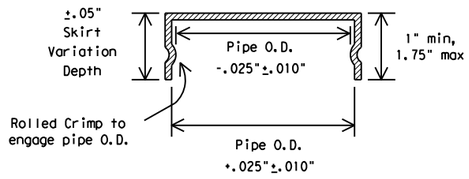
REQUIRED SUPPORT		
	SIGN DESCRIPTION	SUPPORT
Regulatory	48-inch STOP sign (R1-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	60-inch YIELD sign (R1-2)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	48x16-inch ONE-WAY sign (R6-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	36x48, 48x36, and 48x48-inch signs	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
Warning	48x48-inch signs (diamond or square)	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
	48-inch Advance School X-ing sign (S1-1)	TY 10BWG(1)XX(T)
	48-inch School X-ing sign (S2-1)	TY 10BWG(1)XX(T)
	Large Arrow sign (W1-6 & W1-7)	TY 10BWG(1)XX(T)



SM RD SGN ASSM TY XXXXX(1)XX(T)
(* - See Note 12)

All dimensions are in english unless detailed otherwise.

FRICTION CAP DETAIL



Friction caps may be manufactured from hot rolled or cold rolled steel sheets. The minimum sheet metal thickness shall be 24 gauge for all cap sizes.

The rim edges shall be reasonably straight and smooth. Caps shall be sized and formed in such a manner as to produce a drive-on friction fit and have no tendency to rock when seated on the pipe. The depth shall be sufficient to give positive protection against entrance of rainwater. They shall be free of sharp creases or indentations and show no evidence of metal fracture.

Caps shall have an electrodeposited coating of zinc in accordance with the requirements of ASTM B633 Class FE/ZN 8.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-2)-08

REVISIONS	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
9-08	CONT	SECT	JOB	HIGHWAY
	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		105

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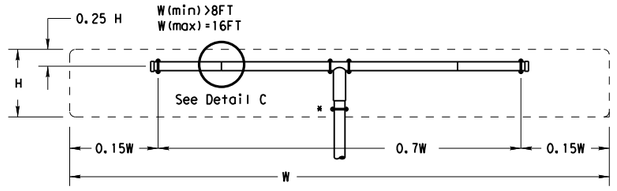
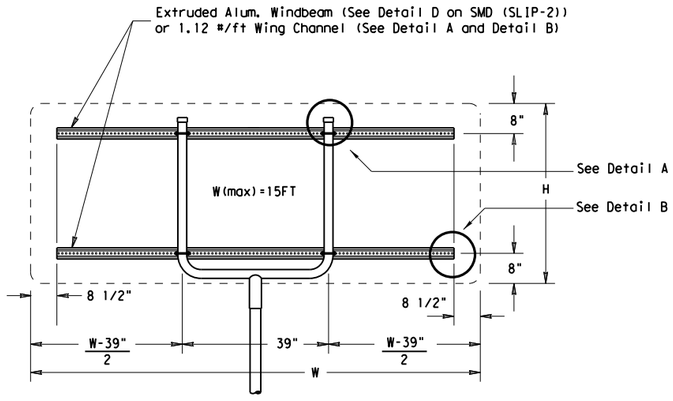
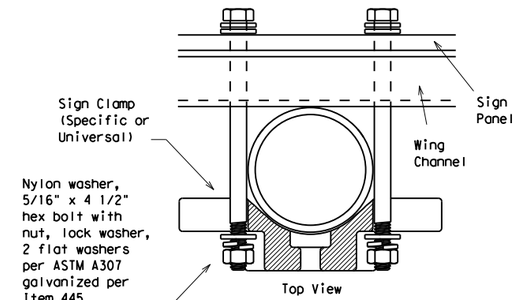


SM RD SGN ASSM TY XXXXX(1)XX(T-2EXT)
(* - See Note 12)

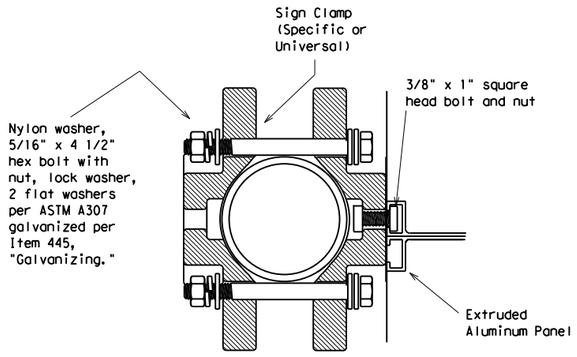


SM RD SGN ASSM TY XXXXX(1)XX(U-XX)

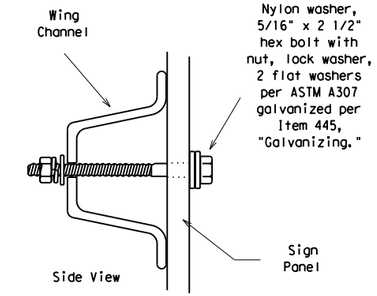


Top View

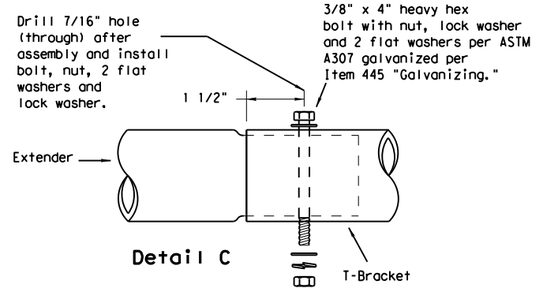
Detail A



Detail D
EXTRUDED ALUMINUM SIGN WITH T BRACKET

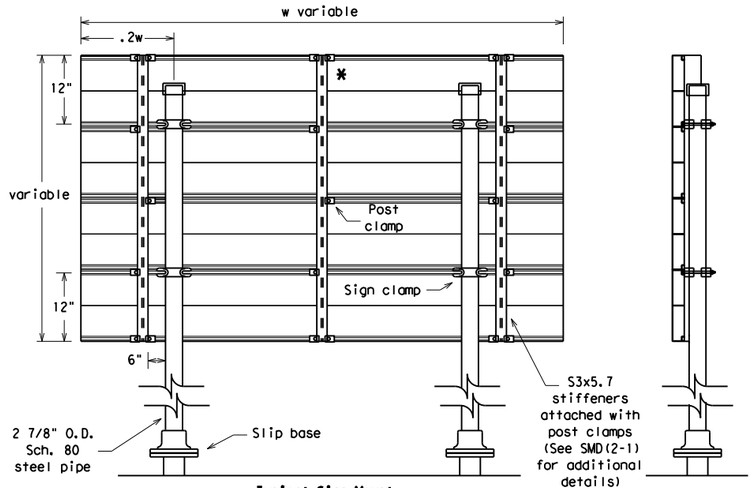


Detail B



Detail C

Splices shall only be allowed behind the sign substrate.

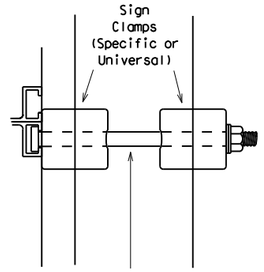


Typical Sign Mount

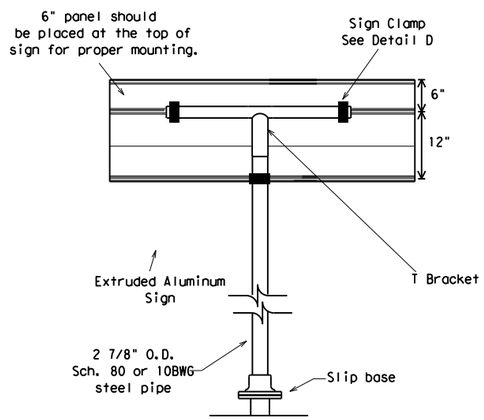
SM RD SGN ASSM TY S80(2)XX(P-EXAL)

* Additional stiffener placed at approximate center of signs when sign width is greater than 10'.

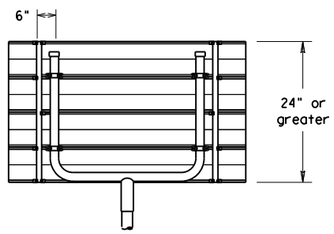
See Detail E
for clamp installation



Detail E



Extruded Aluminum Sign
With T Bracket



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

See Detail E
for clamp installation

GENERAL NOTES:

SIGN SUPPORT	# OF POSTS	MAX. SIGN AREA
10 BWG	1	16 SF
10 BWG	2	32 SF
Sch 80	1	32 SF
Sch 80	2	64 SF

1. See table above.
2. The Engineer may require that a Schedule 80 post be used in place of a 10 BWG where a sign height is abnormally high due to a fill slope.
3. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
4. Aluminum sign blanks shall conform to Departmental Material Specifications DMS-7110 and shall have the following minimum thicknesses: 0.080 for signs less than 7.5 sq. ft., 0.100 for signs 7.5 to 15 sq. ft., and 0.125 for signs greater than 15 sq. ft.
5. Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
6. For horizontal rectangular signs fabricated from flat aluminum, T-brackets are used for signs 24 inches or less in height. U-brackets are used for signs of greater height.
7. When two triangular slipbase supports are used to support a single sign, they shall not be "rigidly" connected to each other except through the sign panel. This will allow each support to act independently when impacted by an errant vehicle.
8. Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
9. Excess pipe, wing channel, or windbeam shall be cut off so that it does not extend beyond the sign panel (i.e., excess support shall not be visible when the sign is viewed from the front.) Repair galvanized coating at cut support ends per Item 445, "Galvanizing."
10. Sign blanks shall be the sizes and shapes shown on the plans.
11. Additional sign clamp required on the "T-bracket" post for 24 inch high signs. Place the clamp 3 inches above bottom of sign when possible.
12. Post open ends shall be fitted with Friction Caps.

REQUIRED SUPPORT

	SIGN DESCRIPTION	SUPPORT
Regulatory	48-inch STOP sign (R1-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	60-inch YIELD sign (R1-2)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	48x16-inch ONE-WAY sign (R6-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	36x48, 48x36, and 48x48-inch signs	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
Warning	48x48-inch signs (diamond or square)	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
	48-inch Advance School X-ing sign (S1-1)	TY 10BWG(1)XX(T)
	48-inch School X-ing sign (S2-1)	TY 10BWG(1)XX(T)
	Large Arrow sign (W1-6 & W1-7)	TY 10BWG(1)XX(T)

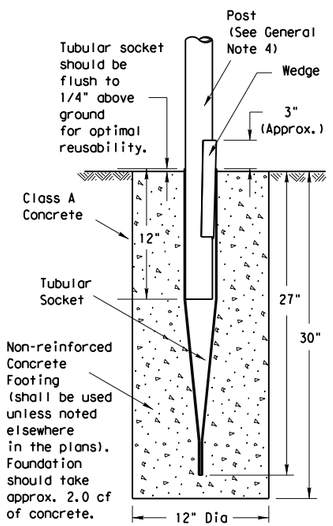
Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS
SMALL ROADSIDE SIGNS
TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-3)-08

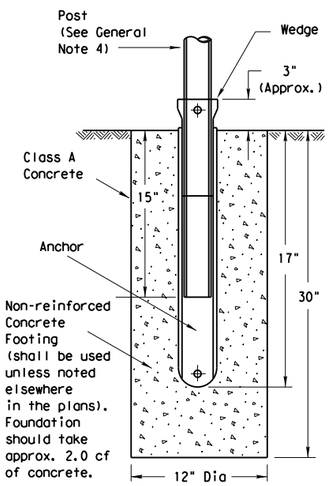
REVISIONS	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
9-08	CONT	SECT	JOB	HIGHWAY
	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		106

Wedge Anchor Steel System



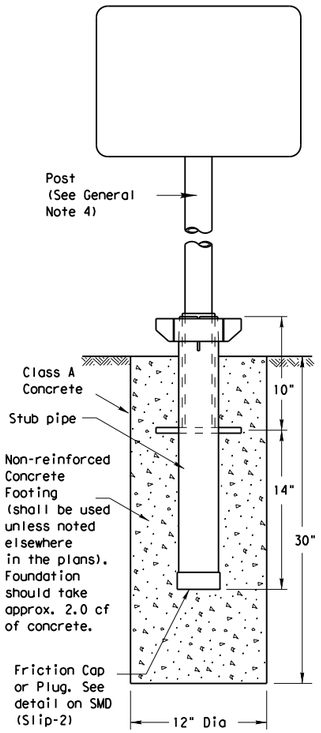
SM RD SGN ASSM TY TWT(X)WS(X)

Wedge Anchor High Density Polyethylene (HDPE) System

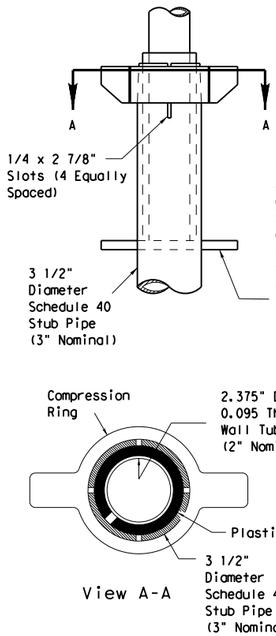


SMD RD SGN ASSM TY TWT(X)WP(X)

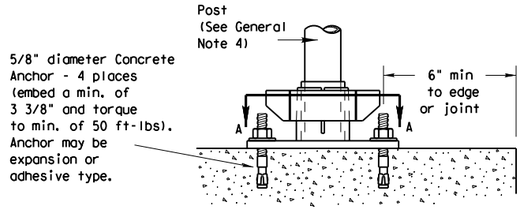
Universal Anchor System with Thin-Walled Tubing Post



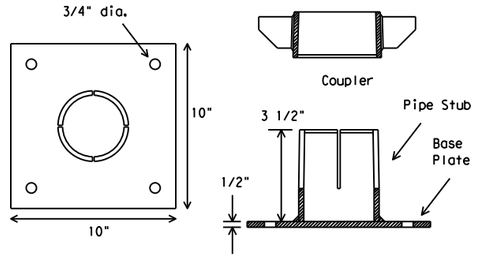
SM RD SGN ASSM TY TWT(X)UA(P)



Plastic insert must be used when using the TWT with either the Universal Anchor System or the Bolt Down Universal Anchor System. The insert should be approx. 10" long and cover the tubing from just above the top of the stub pipe to the bottom of the sign post when using the Universal Anchor System. The insert should be cut to approx. 4 1/2" when used with the Bolt Down Universal Anchor System.

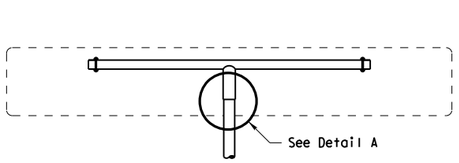


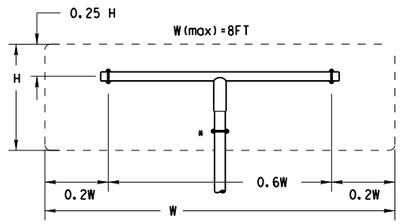
Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. A heavy hex nut per ASTM A563 and hardened washer per ASTM F436. The stud bolt shall have minimum yield and ultimate tensile strengths of 50 and 75 ksi, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Top of bolt shall extend at least flush with top of nut when installed. The anchor, when installed in 4000 psi normal-weight concrete with a 3 3/8" minimum embedment, shall have a minimum allowable tension and shear of 2450 and 1525 psi, respectively. Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "Epoxies and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations.



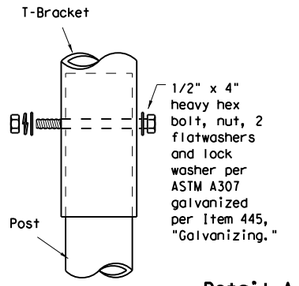
SM RD SGN ASSM TY TWT(X)UB(P)

Sign Installation Using a Prefabricated T-Bracket for Thin-Wall Tubing Post





SM RD SGN ASSM TY TWT(X)XX(T)
(* - See General Note 6)



Detail A

9/16" hole may need to be drilled through post to accommodate bolt.

NOTE

The devices shall be installed per manufacturer's recommendations.
Installation procedures shall be provided to the Engineer by Contractor.

GENERAL NOTES:

1. The Wedge Anchor System and the Universal Anchor System with thin wall tubing post may be used to support up to 10 square feet of sign area.
2. The tubular socket, wedge and prefabricated T-bracket shall be permanently marked to indicate manufacturer. Method, design, and location of marking are subject to the approval of the TxDOT Traffic Standards Engineer.
3. Except for posts (13 BWG Tubing), clamps, nuts and bolts, all components shall be prequalified. A list of prequalified vendors may be obtained from the Material Producer List web page. The website address is: http://www.txdot.gov/business/producer list.htm
4. Material used as post with this system shall conform to the following specifications:
   13 BWG Tubing (2.375" outside diameter) (TWT)
   0.095" nominal wall thickness
   Seamless or electric-resistance welded steel tubing
   Steel shall be HSLAS Gr 55 per ASTM A1011 or ASTM A1008
   Other steels may be used if they meet the following:
   55,000 PSI minimum yield strength
   70,000 PSI minimum tensile strength
   18% minimum elongation in 2"
   Wall thickness (uncoated) shall be within the range of .083" to .099"
   Outside diameter (uncoated) shall be within the range of 2.369" to 2.381"
   Galvanization per ASTM 123 or ASTM A653 G210. For precoated steel tubing (ASTM A653), recoat tube outside diameter weld seam by metallizing with zinc wire per ASTM B833.
5. Sign blanks shall be the sizes and shapes shown on the plans.
6. Additional sign clamp required on the "T-bracket" post for 24" high signs. Place clamp at least 3" above bottom of sign when possible.
7. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
8. See the Traffic Operations Division website for detailed drawings of sign clamps and Wedge Anchor System components. The website address is: http://www.txdot.gov/publications/traffic.htm

WEDGE ANCHOR SYSTEM INSTALLATION PROCEDURE

1. Dig foundation hole. Where solid rock is encountered at ground level, the foundation shall be a minimum depth of 18". When solid rock is encountered below ground level, the foundation shall extend in the solid rock a minimum depth of 18" or provide a minimum foundation depth of 30". If solid rock is encountered, the socket/stub may be reduced in length as required to a minimum length of 18". Any material removed from the socket/stub shall be from the bottom and the clearance requirements given on SMD(GEN) must be followed. The inner surfaces of the socket/stub must remain free of concrete or other debris.
2. The Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor driven concrete mixer. For small placements less than 0.5 cubic yards, hand mixing in a suitable container may be allowed by Engineer. Place concrete into hole until it is approximately flush with the ground. Concrete shall be Class A.
3. Insert tubular socket into concrete until top of socket is approximaely 1/4 " above the concrete footing.
4. Plumb the socket. Allow a minimum 4 days for concrete to set, unless otherwise directed by Engineer..
5. Attach the sign to the sign post.
6. Insert the sign post into socket and align sign face with roadway.
7. Drive the wedge into the socket to secure post. This will leave approximately 3 inches of the wedge exposed.

UNIVERSAL ANCHOR SYSTEM INSTALLATION PROCEDURE

1. Dig foundation hole. Where solid rock is encountered at ground level, the foundation shall be a minimum depth of 18". When solid rock is encountered below ground level, the foundation shall extend in the solid rock a minimum depth of 18" or provide a minimum foundation depth of 30". If solid rock is encountered, the socket/stub may be reduced in length as required to a minimum length of 18". Any material removed from the socket/stub shall be from the bottom and the clearance requirements given on SMD(GEN) must be followed. The inner surfaces of the socket/stub must remain free of concrete or other debris.
2. Insert base post in hole to depths shown and backfill hole with concrete.
3. Level and plumb the base post using a torpedo level and allow concrete adequate time to set. The bottom of the slots provided in the stub pipe shall remain above the top of the concrete foundation.
4. Attach the sign to the sign post.
5. Install plastic insert around bottom of post.
6. Insert sign post into base post. Lower until the post comes to rest on steel rod.
7. Seat compression ring using a hammer. Typically, the top of compression ring will be approximately level with top of stub post when optimally installed.
8. Check sign post by hand to ensure it is unable to turn. If loose, increase the tightening of the compression ring.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS WEDGE & UNIVERSAL ANCHOR WITH THIN WALL TUBING POST

SMD(TWT)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

9-08 REVISIONS

CONT	SECT	JOB	HIGHWAY
0346	06	050	SH 111

DIST	COUNTY	SHEET NO.
YKM	LAVACA	107

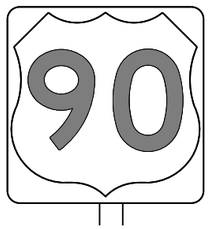
26E

DATE: 12/13/2023 8:21:08 AM
FILE: P:\116\02\12\design\Civil\Standards\Signing\smdtwt.dgn

DATE: 12/13/2023 8:21:10 AM
FILE: P:\116\02\02\12\design\Civil\Standards\Signing\tsr3-13.dgn

REQUIREMENTS FOR INDEPENDENT MOUNTED ROUTE SIGNS

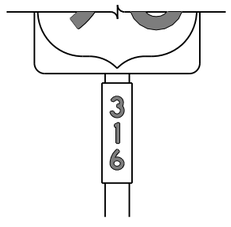
SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	ALL OTHERS	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE A SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & BORDERS	ALL OTHERS	TYPE B or C SHEETING

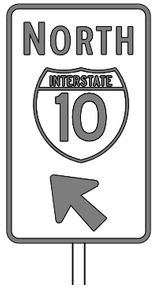


TYPICAL EXAMPLES

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

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





TYPICAL EXAMPLES

GENERAL NOTES

1. Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign tabulation sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).

2. White legend shall use the Clearview Alphabet. The following Clearview fonts shall be used to replace the existing white Federal Highway Administration (FHWA) Standard Highway Alphabets, when not specified in the SHSD, or in the plans.

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

3. Route sign legend (ie. IH, US, SH and FM shields) shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets B, C, D, E, Emod or F).

4. Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.

5. Independent mounted route sign with white or colored legend and borders shall be applied by screening process with transparent color ink, transparent colored overlay film to white background sheeting or cut-out white sheeting to colored background sheeting, or combination thereof. White legend, symbols and borders on all other signs shall be cut-out white sheeting applied to colored background sheeting.

6. Information regarding borders and radii for signs is found in the "Standard Highway Sign Designs for Texas". Dimensions shown and described for borders and corner radii on parent sign are nominal. Borders may vary in width as much as 1/2 inch. Corner radii above 3 inches may vary in width as much as 1 inch. Borders and corner radii within a parent sign must be of matching widths. The sign area outside the corner radius should be trimmed or rounded.

7. Sign substrate shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative.

8. Mounting details of roadside signs are shown in the "SMD series" Standard Plan Sheets.

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

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

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

http://www.txdot.gov/

Texas Department of Transportation

Traffic Operations Division Standard

TYPICAL SIGN REQUIREMENTS

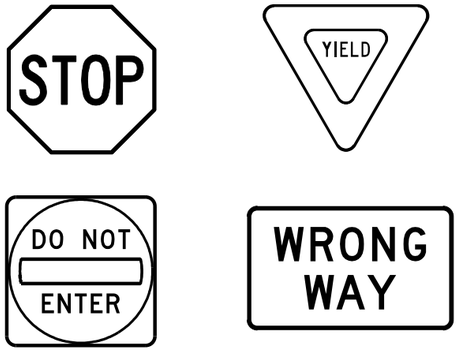
TSR(3)-13

FILE:	tsr3-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT	October 2003	CONT	SECT	JOB	HIGHWAY
REVISIONS		0346	06	050	SH 111
12-03 7-13		DIST	COUNTY		SHEET NO.
9-08		YKM	LAVACA		108

DATE: 12/13/2023 8:21:11 AM
FILE: P:\116\02\02\12\design\Civil\Standards\Signing\tsr4-13.dgn

REQUIREMENTS FOR RED BACKGROUND REGULATORY SIGNS

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



REQUIREMENTS FOR FOUR SPECIFIC SIGNS ONLY

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

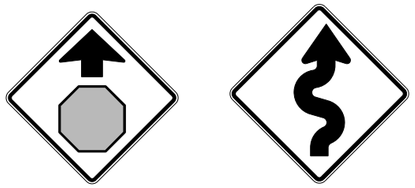
REQUIREMENTS FOR WHITE BACKGROUND REGULATORY SIGNS

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

TYPICAL EXAMPLES

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

REQUIREMENTS FOR WARNING SIGNS



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	FLOURESCENT YELLOW	TYPE B_{FL} OR C_{FL} SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

REQUIREMENTS FOR SCHOOL SIGNS

TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	FLOURESCENT YELLOW GREEN	TYPE B_{FL} OR C_{FL} SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
SYMBOLS	RED	TYPE B OR C SHEETING

GENERAL NOTES

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

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

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

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

http://www.txdot.gov/

Texas Department of Transportation

Traffic Operations Division Standard

TYPICAL SIGN REQUIREMENTS

TSR(4)-13

FILE: tsr4-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT October 2003	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
12-03 7-13	DIST	COUNTY		SHEET NO.
9-08	YKM	LAVACA		109

REFLECTOR UNIT SIZES FOR DELINEATORS AND OBJECT MARKERS

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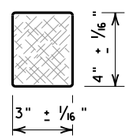
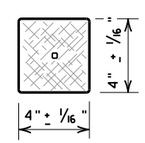
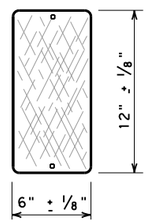
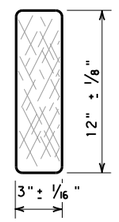
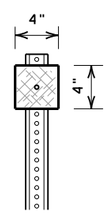
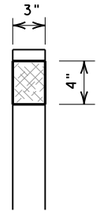
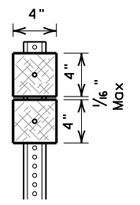
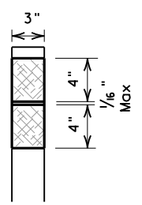
DEVICE				
SHEETING	Yellow, White or Red Type B or C reflective sheeting			
NOTE	1. Size 1 and 4 - Direct applied reflective sheeting for use on flexible post (flx). 2. Size 2 and 3 - For use on wing channel (wc) post only. Use approved metal, plastic or fiberglass backplate with 17/64" mounting holes.			

DELINEATORS

	SINGLE		DOUBLE	
DEVICE				
	1-Size 2 reflector unit	1-Size 1 reflector unit	2-Size 2 reflector units	2-Size 1 reflector units
SHEETING	Yellow, White or Red Type B or C Reflective Sheeting			
POST TYPE	WC	YFLX, WFLX	WC	YFLX, WFLX
MOUNT TYPE	GND	GND, SRF	GND	GND, SRF

D & OM DESCRIPTIVE CODES

INSTL DEL ASSM (D-XX)SZ X (XXXX)XXX(XX)

NUMBER OF REFLECTORS
S = Single
D = Double

COLOR OF REFLECTORS
W = White
Y = Yellow
R = Red

REFLECTOR UNIT SIZE
1 or 2

TYPE OF POST OR DELINEATOR
WC = Wing Channel Post
YFLX = Yellow Flexible Post
WFLX = White Flexible Post
BRF = Barrier Reflector

TYPE OF MOUNT
GND = Embedded (drivable or set in concrete)
CTB = Concrete Barrier Mount
GF1 or GF2 = Guard Fence Attachment
SRF = Surface Mount

DIRECTION
If Required
BI = Bi-Directional
BR = Bi-Directional with red on back

INSTL OM ASSM (OM-XX) (XXXX)XXX(XX)

TYPE OF OBJECT MARKER
1, 2, 3, or 4

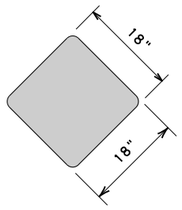
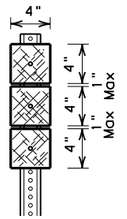
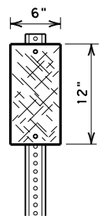
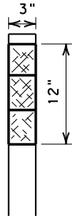
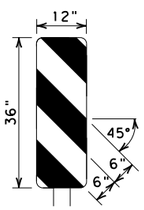
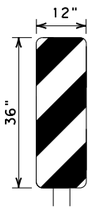
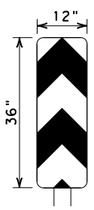
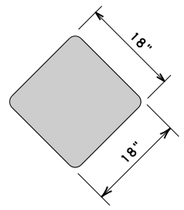
NUMBER OF REFLECTORS OR DIRECTION
X = 3-Size 2 reflector units (Type 2 only)
Y = 1-Size 3 reflector unit (Type 2 only)
Z = 3-Size 1 or 1-Size 4 reflector unit(s)(Type 2 only)
L = Left Side (Type 3 Object Marker only)
R = Right Side (Type 3 Object Marker only)
C = Center (Type 3 Object Marker only)

TYPE OF POST
WC = Wing Channel Post
WFLX = White Flexible Post
TWT = Thin Walled Tubing

TYPE OF MOUNT
GND = Embedded (drivable)
SRF = Surface Mount
WAS = Wedge Anchor Steel
WAP = Wedge Anchor Plastic

DIRECTION
If Required
BI = Bi-Directional

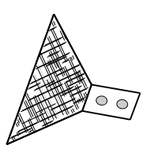
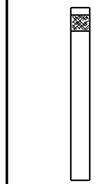
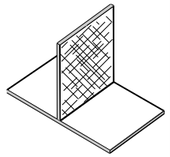
OBJECT MARKERS

	Type 1 (OM-1)	Type 2 (OM-2)			Type 3 (OM-3)			Type 4 (OM-4)
	OM-1	OM-2X	OM-2Y	OM-2Z	OM-3L	OM-3R	OM-3C	OM-4
DEVICE								
		3-Size 2 reflector units	1-Size 3 reflector unit	3-Size 1 reflector units or 1-Size 4 reflector unit				
SHEETING	Yellow-Type B_{FL} or C_{FL} Sheeting	Yellow - Type B or C Sheeting			Alternating acrylic black and retroflective yellow - Type B_{FL} or C_{FL} Sheeting			Red -Type B_{FL} or C_{FL} Sheeting
POST TYPE	TWT	WC	WC	WFLX	TWT			TWT
MOUNT TYPE	WAS, WAP	GND	GND	GND, SRF	WAS, WAP			WAS, WAP

DEPARTMENTAL MATERIAL SPECIFICATIONS

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

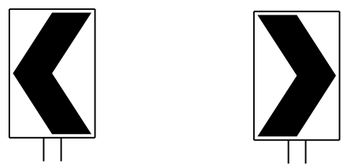
BARRIER REFLECTORS (BRF)

	GF1	GF2	CTB
DEVICE			

1. Barrier reflectors shall meet the requirements of DMS 8600.
2. Approved Barrier Reflectors are listed on the "Barrier Reflectors" Material Producer List at: www.txdot.gov.

SHEETING	Yellow, White, Red
NOTE	1. Reflective sheeting shall have a minimum dimension of 3 inches and minimum surface area of 9 square inches.

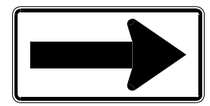
CHEVRONS

DEVICE:  W1-8

SIZE (W x L)	18"x 24" (Conventional)	24"x 30" (Conventional Oversize)	30"x 36" (Expressway)	36" x 48" (Freeway)
MOUNTING HEIGHT	4'-0" or 7'-0"		7'-0" Only	

NOTE
1. CHEVRON (W1-8) signs and ONE DIRECTION LARGE ARROW (W1-6) Signs shall be installed per Sign Mounting Details (SMD) Standard Sheets and paid under Item 644 (Small Roadside Sign Assemblies).
2. When there is a need to increase conspicuity, the Texas version of the ONE DIRECTION LARGE ARROW sign (W1-9T) may be used instead of the ONE DIRECTION LARGE ARROW (W1-6).

ONE DIRECTION LARGE ARROW

DEVICE:  W1-6

SIZE (W x L)	48" x 24" (Conventional)	60" x 30" (Expressway & Freeway)
MOUNTING HEIGHT	7'-0"	

NOTE:

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

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DELINEATOR & OBJECT MARKER MATERIAL DESCRIPTION

D & OM(1)-20

FILE: dom1-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
©TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	YKM	LAVACA		110

20A

DATE: 12/13/2023 8:21:12 AM
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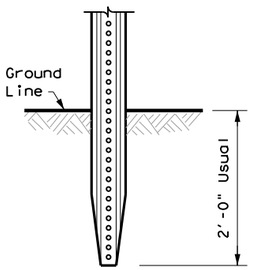
POST TYPE AND SUPPORT FOUNDATION DETAILS

WING CHANNEL (WC)

GND

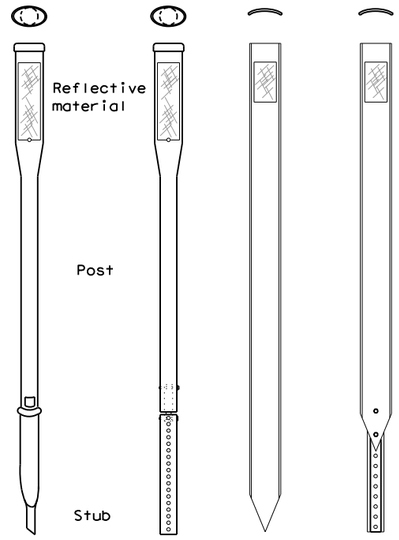


NOTES

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

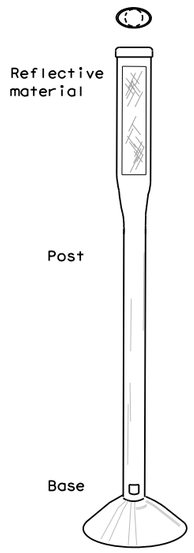
FLEXIBLE POSTS (YFLX, WFLX)

GND



EMBEDDED

SRF



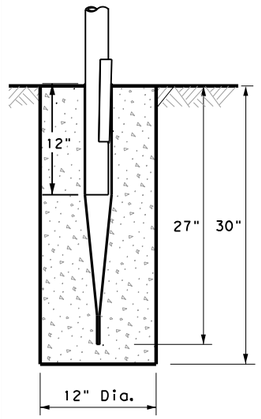
SURFACE MOUNT

NOTES

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

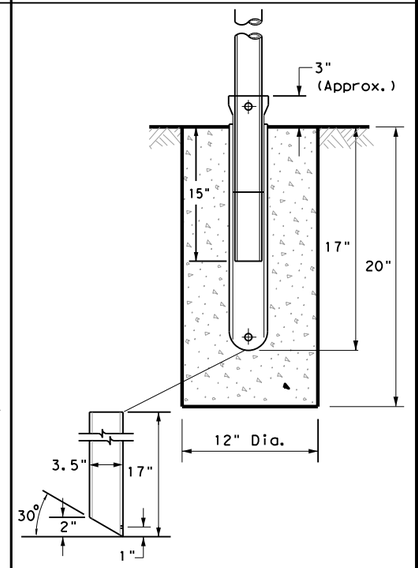
WEDGE ANCHOR SYSTEMS

WAS



STEEL

WAP



PLASTIC

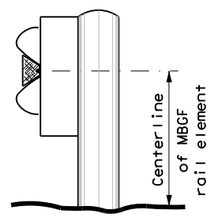
NOTE

1. Install per manufacturer's recommendations.

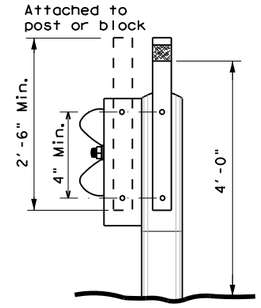
TYPE OF BARRIER MOUNTS

GUARD FENCE ATTACHMENT

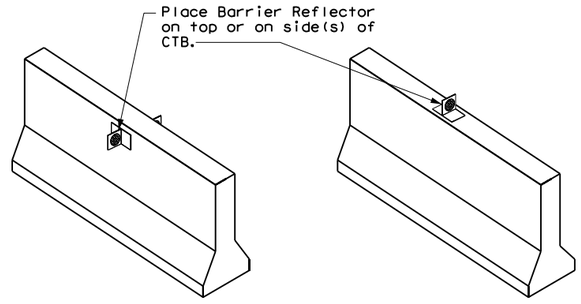
GF1



GF2



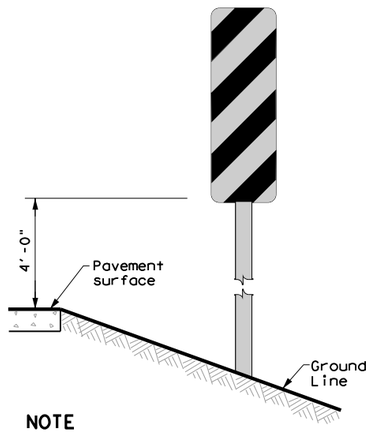
CONCRETE TRAFFIC BARRIER (CTB)



GENERAL NOTES

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

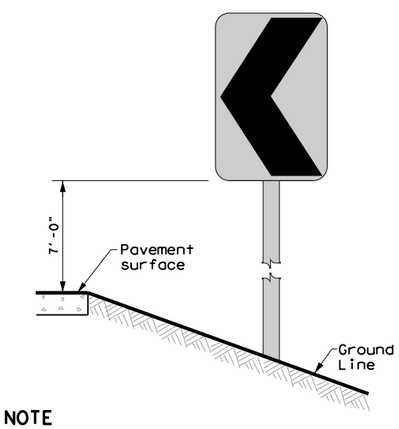
TYPES 1, 3, AND 4 OBJECT MARKERS AND CHEVRONS



NOTE

Mounting at 4 feet to the bottom of the chevron is permitted for chevrons that will not exceed a height of 6'-6" to the top of the chevron (sizes 24" x 30" and smaller)

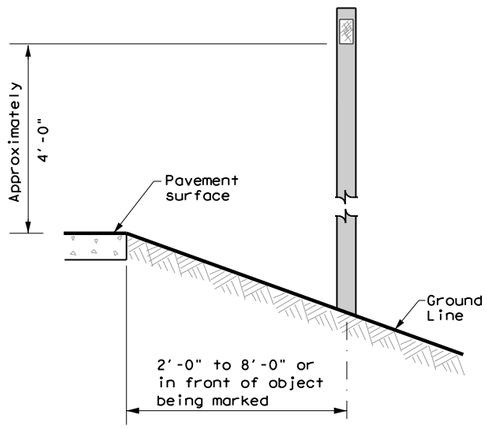
CHEVRONS AND ONE DIRECTION LARGE ARROW SIGN



NOTE

Chevrons 30" x 36" and larger shall be mounted at a height of 7' to the bottom of the chevron. Chevron sign and ONE DIRECTION LARGE ARROW sign (W1-9T) shall be installed per SMD standard sheets and paid under item 644.

DELINEATORS AND TYPE 2 OBJECT MARKERS



See general notes 1, 2 and 3.

Texas Department of Transportation

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DELINEATOR & OBJECT MARKER INSTALLATION

D & OM(2)-20

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© TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
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10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	YKM	LAVACA		111

20B

DATE: 12/13/2023 8:21:12 AM
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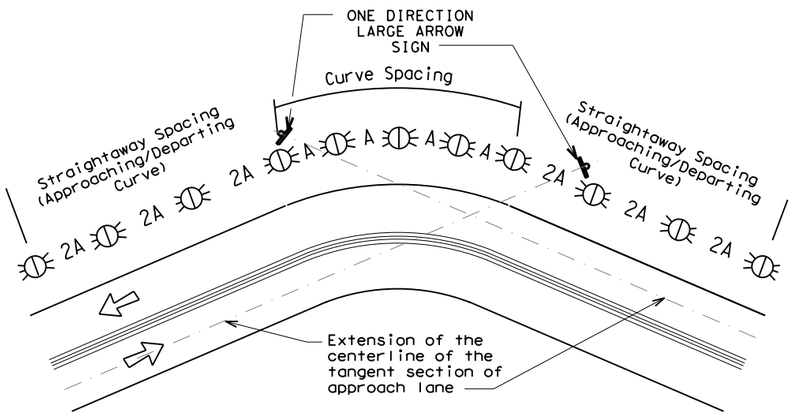
MINIMUM WARNING DEVICES AT CURVES WITH ADVISORY SPEEDS

Amount by which Advisory Speed is less than Posted Speed	Curve Advisory Speed	
	Turn (30 MPH or less)	Curve (35 MPH or more)
5 MPH & 10 MPH	• RPMs	• RPMs
15 MPH & 20 MPH	• RPMs and One Direction Large Arrow sign	• RPMs and Chevrons; or • RPMs and One Direction Large Arrow sign where geometric conditions or roadside obstacles prevent the installation of chevrons.
25 MPH & more	• RPMs and Chevrons; or • RPMs and One Direction Large Arrow sign where geometric conditions or roadside obstacles prevent the installation of chevrons	• RPMs and Chevrons

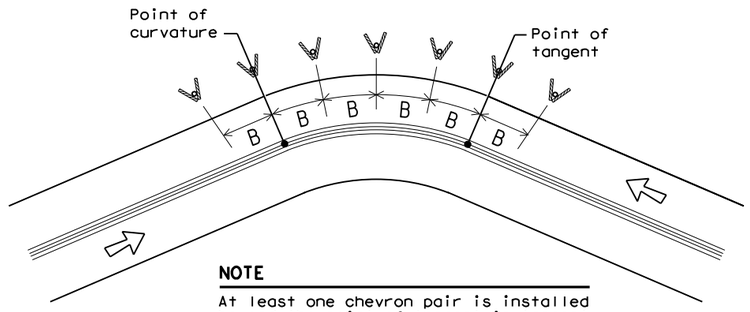
SUGGESTED SPACING FOR DELINEATORS ON HORIZONTAL CURVES



NOTE

ONE DIRECTION LARGE ARROW (W1-6) sign should be located at approximately and perpendicular to the extension of the centerline of the tangent section of approach lane.

SUGGESTED SPACING FOR CHEVRONS ON HORIZONTAL CURVES



NOTE

At least one chevron pair is installed beyond the point of tangent in tangent section.

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS KNOWN

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

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

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS NOT KNOWN

Advisory Speed (MPH)	Spacing in Curve	Spacing in Straightaway	Chevron Spacing in Curve
	A	2xA	B
65	130	260	200
60	110	220	160
55	100	200	160
50	85	170	160
45	75	150	120
40	70	140	120
35	60	120	120
30	55	110	80
25	50	100	80
20	40	80	80
15	35	70	40

If the degree of curve is not known, delineator spacing may be determined based on the Advisory Speed of the curve. Use the delineator curve spacing for each Advisory Speed (MPH).

DELINEATOR AND OBJECT MARKER APPLICATION AND SPACING

CONDITION	REQUIRED TREATMENT	MINIMUM SPACING
Frwy./Exp. Tangent	RPMs	See PM-series and FPM-series standard sheets
Frwy./Exp. Curve	Single delineators on right side	See delineator spacing table
Frwy/Exp.Ramp	Single delineators on at least one side of ramp (should be on outside of curves) (see Detail 3 on D&OM(4))	100 feet on ramp tangents Use delineator spacing table for ramp curves ("straightway spacing" does not apply to ramp curves)
Acceleration/Deceleration Lane	Double delineators (see Detail 3 on D&OM(4))	100 feet (See Detail 3 on D & OM (4))
Truck Escape Ramp	Single red delineators on both sides	50 feet
Bridge Rail (steel or concrete)and Metal Beam Guard Fence	Bi-Directional Delineators when undivided with one lane each direction Single Delineators when multiple lanes each direction	Equal spacing (100'max) but not less than 3 delineators
Concrete Traffic Barrier (CTB) or Steel Traffic Barrier	Barrier reflectors matching the color of the edge line	Equal spacing 100' max
Cable Barrier	Reflectors matching the color of the edge line	Every 5th cable barrier post (up to 100'max)
Guard Rail Terminus/Impact Head	Divided highway - Object marker on approach end Undivided 2-lane highways - Object marker on approach and departure end	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM (5) and D & OM (6)
Bridges with no Approach Rail	Type 3 Object Marker (OM-3) at end of rail and 3 single delineators approaching rail	See D & OM(5)
Reduced Width Approaches to Bridge Rail	Type 2 and Type 3 Object Markers (OM-3) and 3 single delineators approaching bridge	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM (5)
Culverts without MBGF	Type 2 Object Markers	See Detail 2 on D & OM(4)
Crossovers	Double yellow delineators and RPMs	See Detail 1 on D & OM (4)
Pavement Narrowing (lane merge) on Freeways/Expressway	Single delineators adjacent to affected lane for full length of transition	100 feet

NOTES

1. Unless indicated otherwise, the delineator or barrier reflector color shall conform to the color of the pavement edge line on the side of the road where the delineators or barrier reflectors are placed.
2. Barrier reflectors may be used to replace required delineators.
3. Single red delineators may be mounted on the back side of delineator posts for wrong way driver applications

LEGEND	
	Bi-directional Delineator
	Delineator
	Sign

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(3)-20

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3-15 8-15	DIST	COUNTY		SHEET NO.
8-15 7-20	YKM	LAVACA		112

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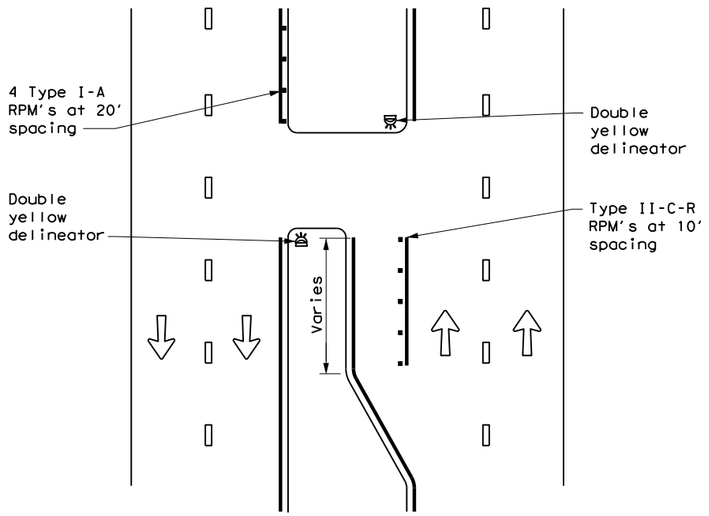
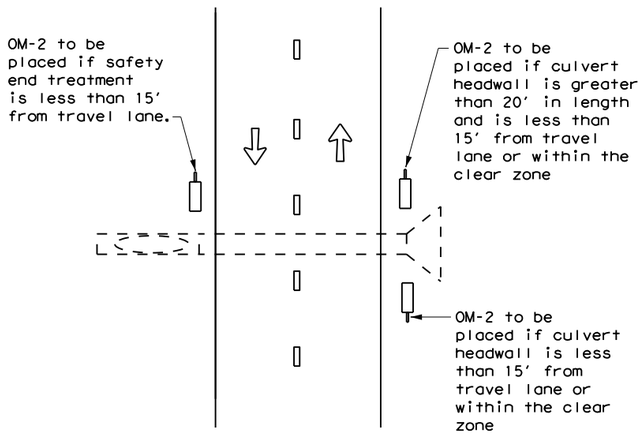
CROSSOVERS



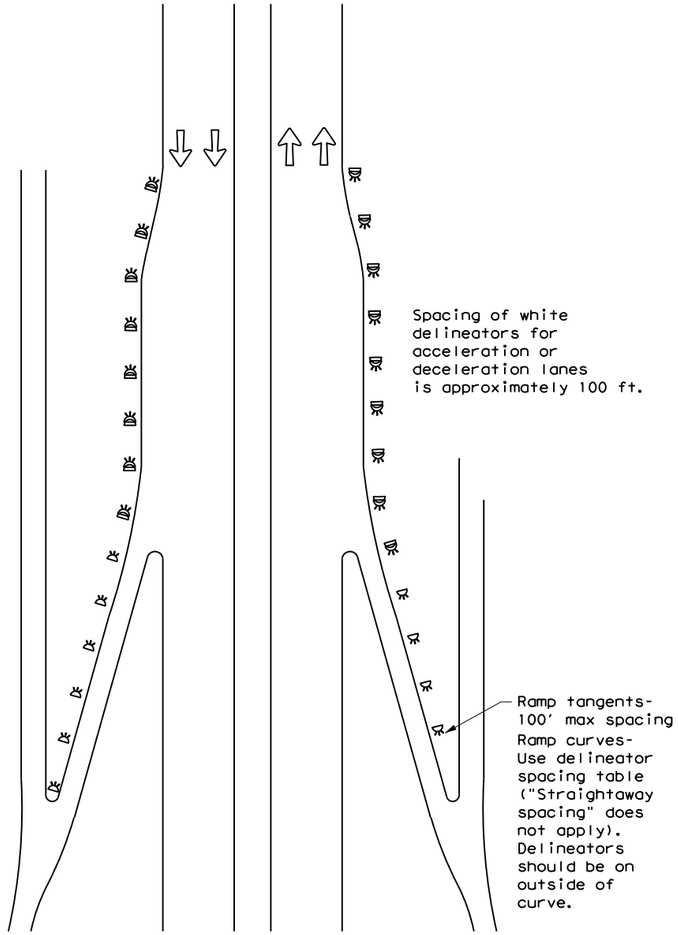
DETAIL 1

FOR CULVERTS WITHOUT MBGF



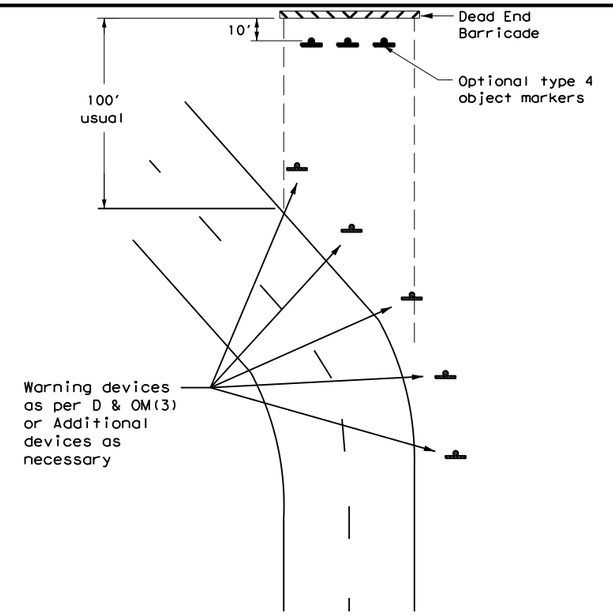
DETAIL 2

FREEWAY DELINEATION FOR RAMPS AND ACCELERATION/DECELERATION LANES



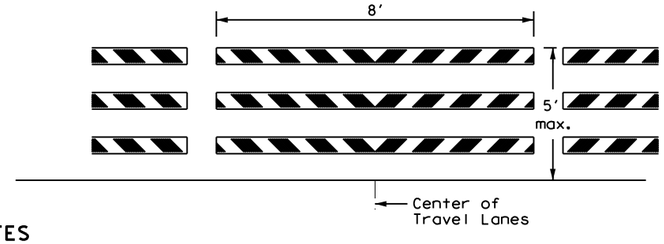
DETAIL 3

TYPICAL APPLICATION OF DEAD END BARRICADE



DETAIL 4

TYPICAL DEAD END BARRICADE INSTALLATION



NOTES

1. Barricade striping shall be red and white reflective sheeting for all permanent road closures.
2. Barricade striping is red and white sloping toward the center of the roadway.
3. Type 3 Barricade Supports should be anchored to soil or pavement as described in compliant Work Zone Traffic Control Devices List, section D.2.f and D.2.g.

DETAIL 5

LEGEND	
	Bidirectional Delineator
	Delineator
	OM-3
	Barricade
	Sign
	OM-2
	Double Delineator

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(4)-20

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©TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
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3-15	DIST	COUNTY		SHEET NO.
7-20	YKM	LAVACA		113

20D

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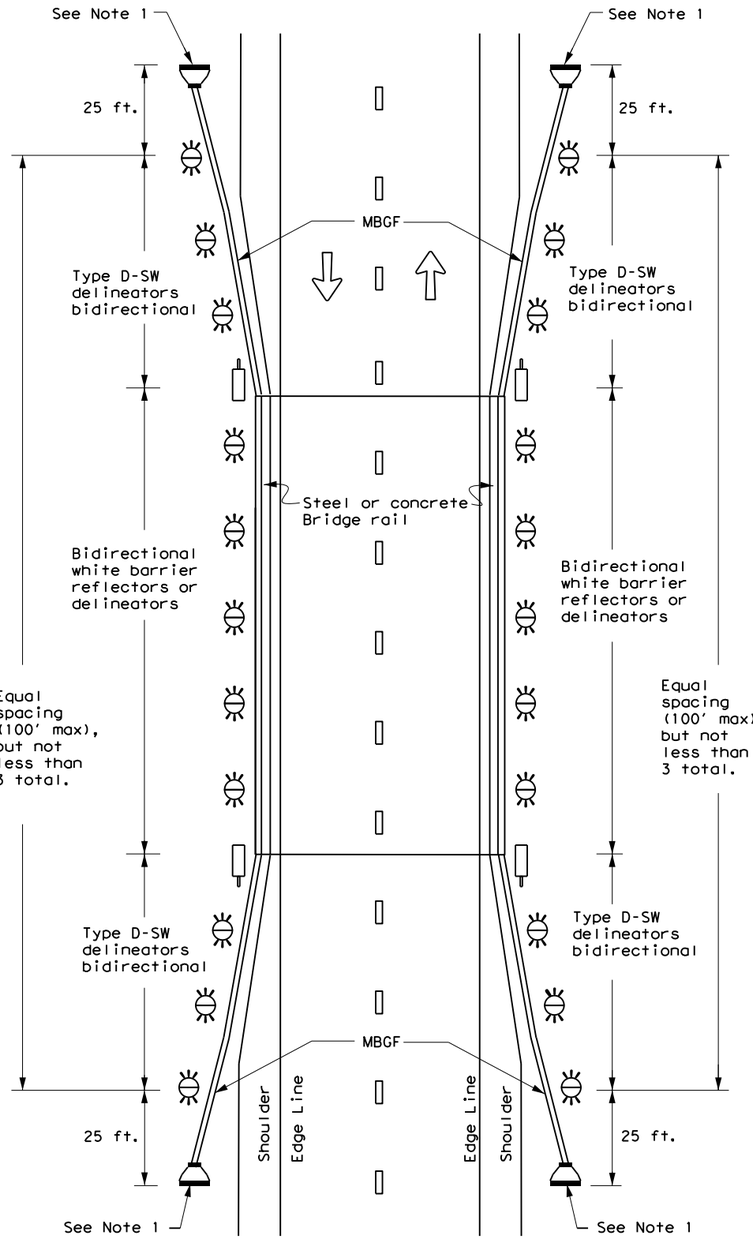
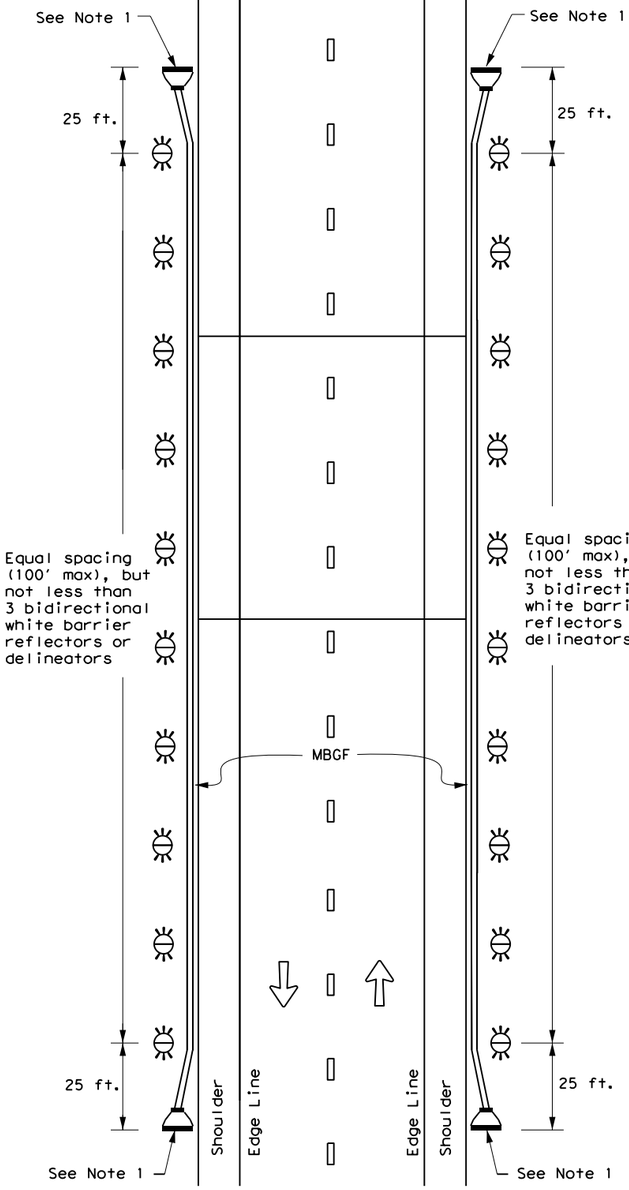
TWO-WAY, TWO LANE ROADWAY WITH REDUCED WIDTH APPROACH RAIL



NOTE:

1. Terminal ends require reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end.

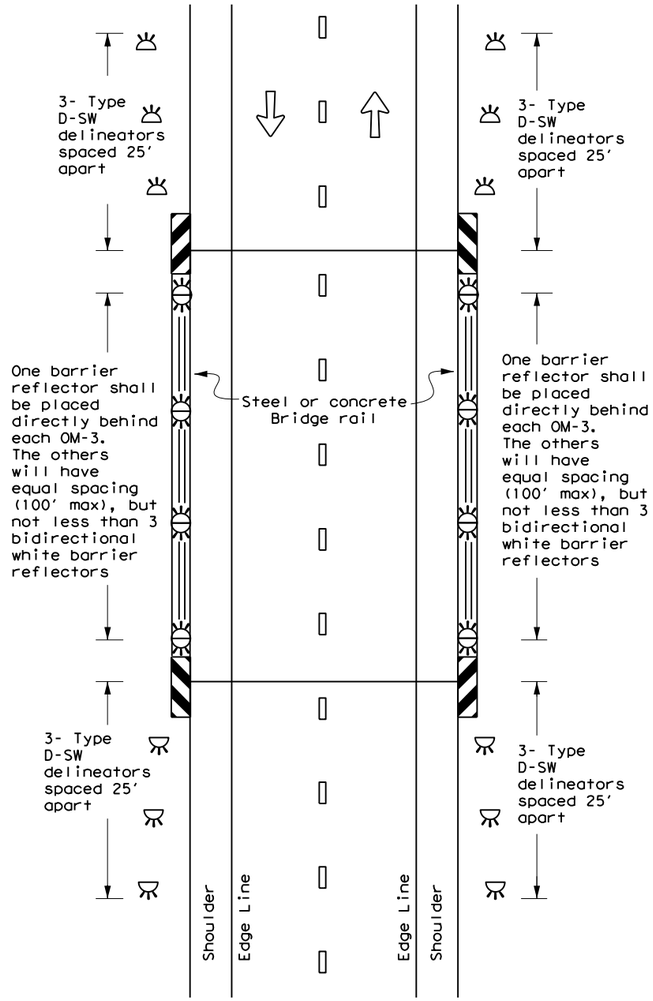
TWO-WAY, TWO LANE ROADWAY WITH METAL BEAM GUARD FENCE (MBGF)



NOTE:

1. Terminal ends require reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end.

TWO-WAY, TWO LANE ROADWAY BRIDGE WITH NO APPROACH RAIL



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

Texas Department of Transportation

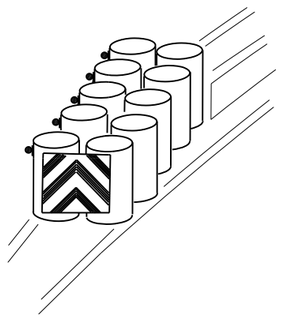
Traffic Safety Division Standard

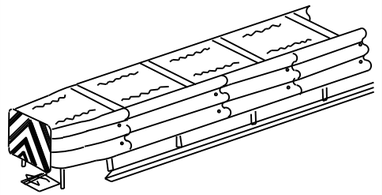
DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

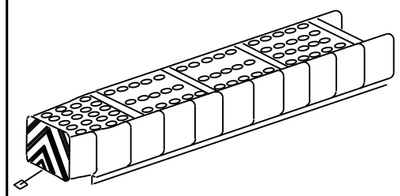
D & OM(5)-20

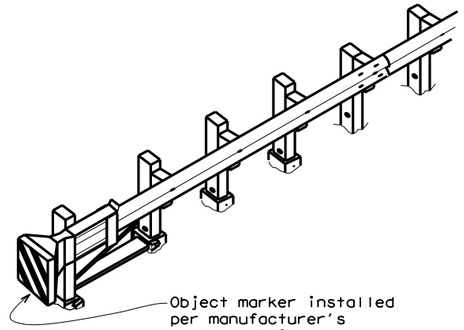
FILE: dom5-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT August 2015	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
7-20	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		114

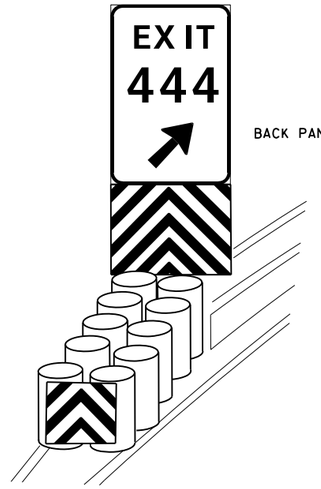
20E

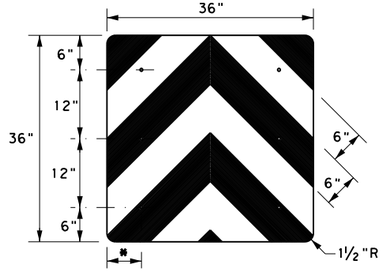


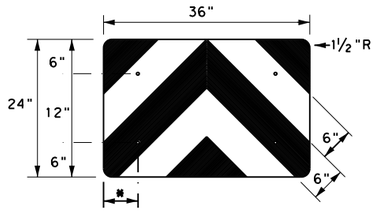




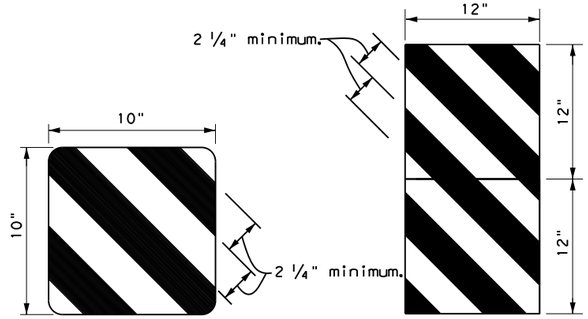




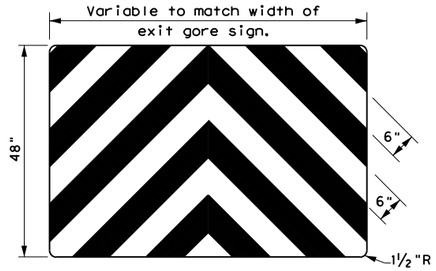


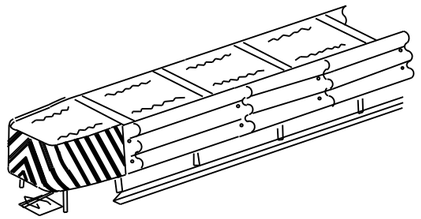


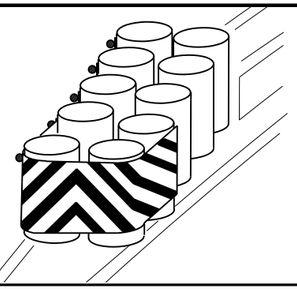
* Adjust to fit attenuator per manufacturer's recommendation, or as directed by the Engineer

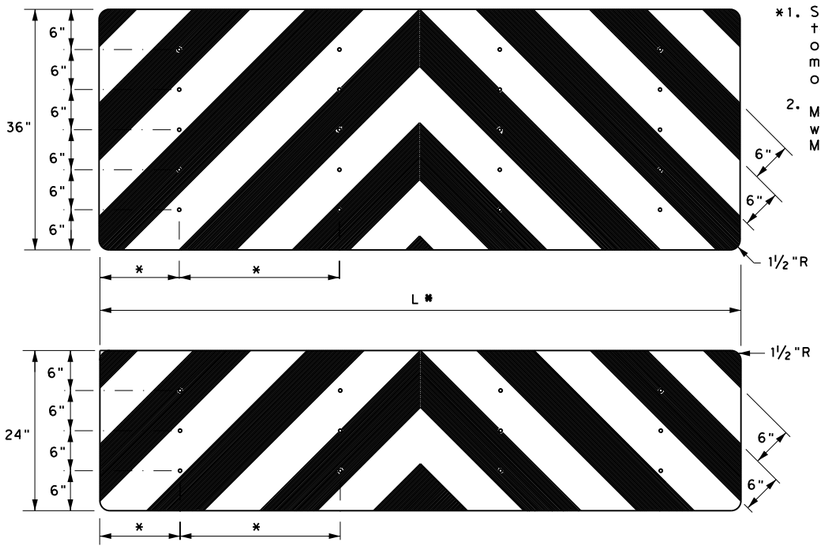


OBJECT MARKERS SMALLER THAN 3 FT^2









NOTES

*1. Spacing should be adjusted to attach through centerline of drum, per attenuator manufacturers recommendation, or as directed by the Engineer.

2. Mounting should be flush with top of attenuator. Minimum size 96" x 24".

NOTES

1. Object Markers shall conform to the Texas MUTCD and meet the color and reflectivity requirement of Department Material Specification DMS 8300. Background shall be yellow reflective sheeting (Type B or C) and Chevron shall be black.

2. Object Markers may be fabricated from adhesive backed reflective sheeting applied directly to guardrail end treatment, or applied directly to an "end cap" as per the manufacturer's recommendation. Direct applied sheeting shall provide a smooth surface and have no wrinkles, air bubbles, cuts or tears. A radius at the corners is not required for direct applied sheeting.

3. Object Marker size may be reduced to fit smaller devices. Width of alternating black and yellow stripes are typically 6". Object Markers smaller than 3ft may have reduced width stripes of a minimum of 2 ¼".

4. Pop rivets, screws, or nuts and bolts may be used to attach object markers and reflectors. Holes, slots or other openings may be cut or drilled through object markers to allow cable or other attachments.

5. Object Marker at nose of attenuator is subsidiary to the attenuator.

6. See D & OM (1-4) for required barrier reflectors.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER FOR VEHICLE IMPACT ATTENUATORS

D & OM(VIA)-20

FILE: domvia20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
© TxDOT December 1989	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
4-92 8-04	DIST	COUNTY		SHEET NO.
8-95 3-15	YKM	LAVACA		115
4-98 7-20				

20G

DATE: 12/13/2023 8:21:16 AM
FILE: P:\116\02\12\design\civil\Standards\Signing\domvia-20.dgn

COMPUTATION POINT	FLOODING SOURCE AND LOCATION	2-Year Discharge (cfs)	5-Year Discharge (cfs)	10-Year Discharge (cfs)	25-Year Discharge (cfs)	50-Year Discharge (cfs)	100-Year Discharge (cfs)	200-Year Discharge (cfs)	500-Year Discharge (cfs)
SITE	At SH 111	14869	26668	39017	59254	77768	98683	123531	159785

Hydrologic Element	Drainage Area (sq mi)	Lag Time (min)	CN
A-1	572.54	755	72

NOTES:

1. DRAINAGE AREAS DELINEATED USING USGS LIDAR DATA
2. HEC-HMS VERSION 4.3 AND HYDROGRAPH METHOD USED TO CALCULATE FLOWS.
3. HISTORICAL FLOW DATA OBTAINED FROM USGS GAGE 08164000 LOCATED AT THE US 59 CROSSING WITH LAVACA RIVER (ABOUT 23.5 MILES DOWNSTREAM OF THE SH 111 CROSSING).
4. EXPECTED MOMENTS ALGORITHM AND LOG-PEARSON TYPE III ANALYSIS WAS USED TO DETERMINE STORM EVENT FLOWS AT THE GAGE LOCATION. SEE SHEET 117FOR CALCULATIONS.
5. HYDROGRAPH METHOD YIELDED THE HIGHEST FLOWS. THEREFORE, IT WAS SELECTED AS THE PREFERRED METHOD FOR PEAK FLOWS TO BE USED IN HYDRAULIC ANALYSIS.

LEGEND

- DRAINAGE AREA BOUNDARY
- FLOW ARROW
- X-X DRAINAGE AREA
- 100 EXISTING 20' CONTOURS
- STREAM ℄

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL 140328 LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED 101242 LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 20000'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS

2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000

TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

DRAINAGE AREA MAP

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	116

Rainfall Depth (NOAA ATLAS 14, VOLUME 11)	
Profile	* Depth (in)
2 yr	3.01
5 yr	3.98
10 yr	4.89
25 yr	6.26
50 yr	7.45
100 yr	8.75
200 yr	10.26
500 yr	12.41
* 24-hr Event	

AREAL-REDUCTION FACTOR FOR CIRCULAR WATERSHED HAVING RADIUS R = 13.48 MI
ARF = 0.65
RAINFALL DEPTHS OBTAINED AT BRIDGE LOCATION

Plotted on: 12/13/2023

Design Filename: P:\116\02\02\12\design\Civil\Drainage\116020212DA01.dgn

Plotted on: 12/13/2023

Design Filename: P:\116\02\02\12\design\Civil\Drainage\116020212HYDS01.dgn

STATISTICAL ANALYSIS OF STREAM GAUGE DATA

EXPECTED MOMENTS ALGORITHM AND LOG-PEARSON TYPE III DISTRIBUTION FITTING PROCEDURE WERE PERFORMED USING PEAKFQ (V.7.3) TO ESTIMATE PEAK FLOWS FOR EVENTS WITH DIFFERENT ANNUAL PROBABILITY OF EXCEEDANCE.

USGS STREAM SITE

USGS 08164000 LAVACA RIVER NEAR EDNA, TX
LATITUDE 28°57'35", LONGITUDE 96°41'10" NAD27
JACKSON COUNTY, TEXAS, HYDROLOGIC UNIT CODE 12100101
DRAINAGE AREA: 817 SQUARE MILES

USGS PEAK STREAMFLOW DATA

YEAR	DISCHARGE
1936	83,400
1939	13,600
1940	73,000
1941	51,200
1942	12,800
1943	3,200
1944	9,640
1945	6,280
1946	17,200
1947	19,600
1948	15,200
1949	6,830
1950	7,000
1951	3,460
1952	23,000
1953	8,560
1954	2,070
1955	9,490
1956	690
1957	9,440
1958	24,500
1959	10,400
1960	9,860
1961	25,100
1962	11,200
1963	5,000
1964	3,120
1965	12,300
1966	8,520
1967	22,500
1968	17,500
1969	13,200
1970	6,150
1971	13,300
1972	19,700
1973	59,900
1974	15,300
1975	9,700
1976	5,180
1977	13,100
1978	22,400
1979	12,600
1980	8,330
1981	37,300
1982	21,000
1983	15,100
1984	5,840

YEAR	DISCHARGE
1936	83,400
1939	13,600
1940	73,000
1941	51,200
1942	12,800
1943	3,200
1944	9,640
1945	6,280
1946	17,200
1985	24,400
1986	9,490
1987	24,700
1988	3,890
1989	1,480
1990	2,240
1991	11,800
1992	28,000
1993	16,600
1994	9,980
1995	150,000
1996	5,420
1997	49,800
1998	21,100
1999	80,000
2000	3,380
2001	29,400
2002	9,330
2003	16,700
2004	13,400
2005	17,300
2006	1,740
2007	29,900
2008	5,240
2009	9,240
2010	16,100
2011	2,820
2012	5,980
2013	3,510
2014	3,880
2015	39,200
2016	9,270
2017	74,300
2018	8,120
2019	11,200
2020	2,430
2021	19,600

LOW OUTLIERS

MULTIPLE GRUBBS-BECK TEST WAS PERFORMED TO IDENTIFY INFLUENTIAL LOW FLOODS IN THE PEAK FLOW DATASET. NO POTENTIAL LOW FLOODS WERE ENCOUNTERED.

LOG-PEARSON TYPE III DISTRIBUTION PARAMETERS

MEAN	4.063
STANDARD DEVIATION	0.430
STATION SKEW	-0.070
REGIONAL SKEW	0.100
WEIGHTED SKEW	-0.010
MEAN SQUARE ERROR OF SKEW	0.067

USGS STATION FLOWS

USGS 08164000	
STORM EVENT	FLOW (CFS)
2-YR	11,590
5-YR	26,620
10-YR	41,070
25-YR	65,190
50-YR	87,830
100-YR	114,800
200-YR	146,700
500-YR	197,300

TRANSPOSITION OF GAGE ANALYSIS RESULTS

DISCHARGE VALUES OBTAINED AT USGS GAGE 08164000 WERE USED TO APPROXIMATE THE FLOW AT THE SH 111 AND LAVACA RIVER CROSSING USING TRANSPOSITION.

LOCATION	AREA (SQUARE MILES)
SH 111 @ LAVACA RIVER	572
USGS GAGE 08164000	817

SH 111 @ LAVACA RIVER	
STORM EVENT	FLOW (CFS)
2-YR	9,698
5-YR	22,274
10-YR	34,365
25-YR	54,547
50-YR	73,490
100-YR	96,057
200-YR	122,749
500-YR	165,087

HDM EQUATION 4-10

NOTES:
HYDROGRAPH METHOD YIELDED THE HIGHEST FLOWS. THEREFORE, IT WAS SELECTED AS THE PREFERRED METHOD FOR PEAK FLOWS TO BE USED IN HYDRAULIC ANALYSIS.

DESIGN

STATE OF TEXAS
CARLOS F. CANTU-VILLARREAL
140328
LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS
LUKE REED
101242
LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

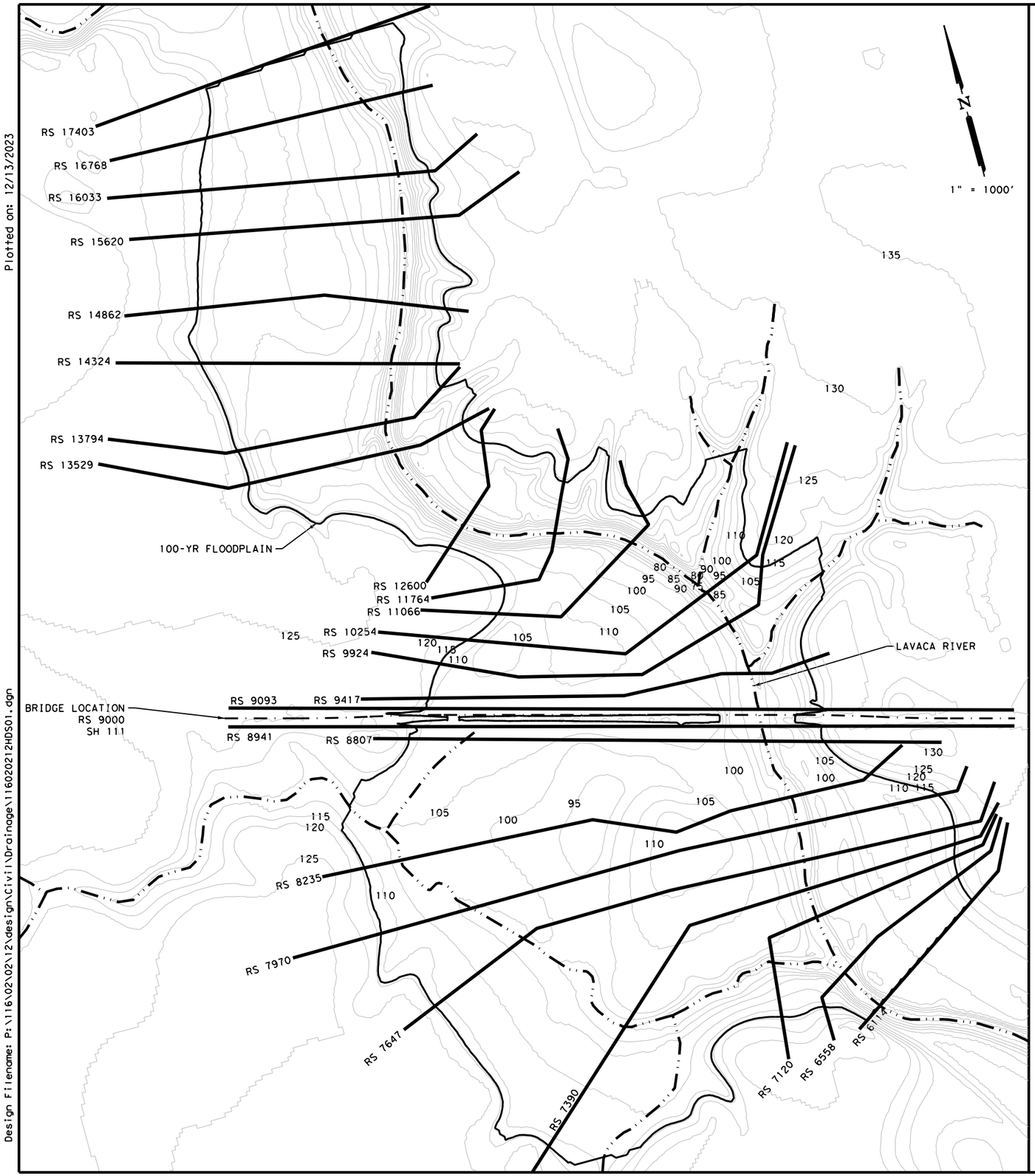
Texas Department of Transportation

SH 111 AT LAVACA RIVER

HYDROLOGY DATA SHEET

SHEET 1 OF 1

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	117



Plotted on: 12/13/2023

Design Filename: P:\116\02\02\12\design\Civil\Drainage\116020212HDS01.dgn

LAVACA COUNTY FLOODPLAIN ADMIN CONTACTED
DATE: 11/18/2022

HYDRAULIC METHOD

WATER SURFACE ELEVATIONS COMPUTED USING HEC-RAS (V.5.0.7). THE PROJECT HEC-RAS MODEL WAS DEVELOPED USING SURVEYED CROSS-SECTIONS, USGS LIDAR, FIELD INVESTIGATION, AND PROPOSED ROADWAY & BRIDGE LAYOUT.

FLOOD HAZARD AREA

LAVACA RIVER IS IDENTIFIED ON FEMA FIRM PANELS 48285C0575E & 48285C0600E, DATED 11/26/2010 AS A SPECIAL FLOOD HAZARD AREA WITH A ZONE A DESIGNATION AT THE SH 111 BRIDGE CROSSING

NOTES:
1. PROP BRIDGE LOCATED AT HEC-RAS RIVER STATION 9000
2. UPSTREAM CROSS SECTION LOCATED AT RIVER STATION 9093
3. DOWNSTREAM CROSS SECTION LOCATED AT RIVER STATION 8941
4. THE DOWNSTREAM WATER SURFACE ELEVATION WAS BASED ON NORMAL DEPTH AT A CHANNEL SLOPE OF 0.0004
5. SH 111 IS A MAJOR HURRICANE EVACUATION ROUTE. THE 100-YR STORM EVENT WAS SELECTED AS THE DESIGN FLOOD.
6. CONTOURS OBTAINED FROM 2019 USGS LIDAR.

LEGEND

- 100-YR FLOODPLAIN
- CROSS SECTIONS
- FLOW ARROW
- 100 EXISTING 5' CONTOURS
- STREAM ℄

DESIGN

STATE OF TEXAS
CARLOS F. CANTU-VILLARREAL
140328
LICENSED
PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS
LUKE REED
101242
LICENSED
PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

Texas Department of Transportation

SH 111 AT LAVACA RIVER

HYDRAULIC DATA SHEET

SHEET 1 OF 5

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	118

Plotted on: 12/13/2023

HEC-RAS MAIN BRIDGE OUTPUT - EXIST

Plan: EXIST River 1 Reach 1 RS: 9000 Open#1: Bridge Profile: 100 YR

E.G. US. (ft)	114.67	Element	Inside BR US	Inside BR DS
W.S. US. (ft)	113.97	E.G. Elev (ft)	114.60	114.46
Q Total (cfs)	95491.13	W.S. Elev (ft)	113.58	112.63
Q Bridge (cfs)	95491.13	Crit W.S. (ft)	103.21	104.15
Q Weir (cfs)		Max Chl Dpth (ft)	38.36	37.67
Weir Sta Lft (ft)		Vel Total (ft/s)	7.49	7.86
Weir Sta Rgt (ft)		Flow Area (sq ft)	12750.85	12150.99
Weir Submerg		Froude # Chl	0.31	0.31
Weir Max Depth (ft)		Specif Force (cu ft)	170103.20	166067.40
Min El Weir Flow (ft)	114.94	Hydr Depth (ft)	19.56	18.75
Min El Prs (ft)	116.49	W.P. Total (ft)	1094.59	1060.98
Delta EG (ft)	0.31	Conv. Total (cfs)	2687517.0	1903583.0
Delta WS (ft)	1.40	Top Width (ft)	652.01	648.18
BR Open Area (sq ft)	13917.15	Frctn Loss (ft)	0.05	0.09
BR Open Vel (ft/s)	7.86	C & E Loss (ft)	0.08	0.02
BR Sluice Coef		Shear Total (lb/sq ft)	0.92	1.80
BR Sel Method	Energy only	Power Total (lb/ft s)	6.88	14.14

HEC-RAS MAIN BRIDGE OUTPUT - PROP

Plan: PROP River 1 Reach 1 RS: 9000 Open#1: Bridge Profile: 100 YR

E.G. US. (ft)	114.67	Element	Inside BR US	Inside BR DS
W.S. US. (ft)	113.95	E.G. Elev (ft)	114.58	114.48
Q Total (cfs)	94981.53	W.S. Elev (ft)	113.07	112.60
Q Bridge (cfs)	94981.53	Crit W.S. (ft)	104.08	104.26
Q Weir (cfs)		Max Chl Dpth (ft)	37.85	37.64
Weir Sta Lft (ft)		Vel Total (ft/s)	7.25	7.49
Weir Sta Rgt (ft)		Flow Area (sq ft)	13093.94	12687.57
Weir Submerg		Froude # Chl	0.38	0.32
Weir Max Depth (ft)		Specif Force (cu ft)	174038.10	170397.90
Min El Weir Flow (ft)	115.74	Hydr Depth (ft)	19.06	18.49
Min El Prs (ft)	116.38	W.P. Total (ft)	913.38	951.65
Delta EG (ft)	0.37	Conv. Total (cfs)	2845489.0	2289868.0
Delta WS (ft)	1.30	Top Width (ft)	687.00	686.15
BR Open Area (sq ft)	14567.17	Frctn Loss (ft)	0.06	0.10
BR Open Vel (ft/s)	7.49	C & E Loss (ft)	0.04	0.07
BR Sluice Coef		Shear Total (lb/sq ft)	1.00	1.43
BR Sel Method	Energy only	Power Total (lb/ft s)	7.23	10.72

NOTES:
WATER SURFACE ELEVATIONS IN THIS SHEET ARE SPECIFIC TO EACH OPENING AND MAY DIFFER FROM GENERAL OUTPUT TABLE (SHEET 122) WHERE A UNIFORM WATER SURFACE ELEVATION IS CALCULATED FOR THE ENTIRE CROSS SECTION.

HEC-RAS RELIEF STRUCTURE OUTPUT - EXIST

Plan: EXIST River 1 Reach 1 RS: 9000 Open#2: Bridge Profile: 100 YR

E.G. US. (ft)	114.66	Element	Inside BR US	Inside BR DS
W.S. US. (ft)	114.64	E.G. Elev (ft)	114.66	114.66
Q Total (cfs)	3191.87	W.S. Elev (ft)	114.64	114.62
Q Bridge (cfs)	3162.50	Crit W.S. (ft)	105.66	105.56
Q Weir (cfs)	29.37	Max Chl Dpth (ft)	13.84	13.74
Weir Sta Lft (ft)	4311.11	Vel Total (ft/s)	3.80	3.77
Weir Sta Rgt (ft)	4703.99	Flow Area (sq ft)	832.84	839.79
Weir Submerg	0.00	Froude # Chl	0.18	0.18
Weir Max Depth (ft)	0.19	Specif Force (cu ft)	6570.06	6646.64
Min El Weir Flow (ft)	114.48	Hydr Depth (ft)		
Min El Prs (ft)	112.25	W.P. Total (ft)	268.69	288.85
Delta EG (ft)	0.31	Conv. Total (cfs)	77305.9	76250.4
Delta WS (ft)	0.32	Top Width (ft)		
BR Open Area (sq ft)	832.84	Frctn Loss (ft)		
BR Open Vel (ft/s)	3.80	C & E Loss (ft)		
BR Sluice Coef		Shear Total (lb/sq ft)	0.33	0.32
BR Sel Method	Press/Weir	Power Total (lb/ft s)	1.25	1.20

HEC-RAS RELIEF STRUCTURE OUTPUT - PROP

Plan: PROP River 1 Reach 1 RS: 9000 Open#2: Bridge Profile: 100 YR

E.G. US. (ft)	114.63	Element	Inside BR US	Inside BR DS
W.S. US. (ft)	114.57	E.G. Elev (ft)	114.63	114.31
Q Total (cfs)	3701.47	W.S. Elev (ft)	110.28	110.28
Q Bridge (cfs)	3701.47	Crit W.S. (ft)	104.79	104.80
Q Weir (cfs)		Max Chl Dpth (ft)	9.48	9.40
Weir Sta Lft (ft)		Vel Total (ft/s)	3.87	3.86
Weir Sta Rgt (ft)		Flow Area (sq ft)	957.51	958.57
Weir Submerg		Froude # Chl	0.22	0.22
Weir Max Depth (ft)		Specif Force (cu ft)	4661.94	4660.65
Min El Weir Flow (ft)	115.01	Hydr Depth (ft)		
Min El Prs (ft)	110.28	W.P. Total (ft)	249.18	277.19
Delta EG (ft)	0.32	Conv. Total (cfs)	101535.3	81431.0
Delta WS (ft)	0.30	Top Width (ft)		
BR Open Area (sq ft)	957.51	Frctn Loss (ft)		
BR Open Vel (ft/s)	3.87	C & E Loss (ft)		
BR Sluice Coef		Shear Total (lb/sq ft)	0.32	0.45
BR Sel Method	Press Only	Power Total (lb/ft s)	1.23	1.72

DESIGN

STATE OF TEXAS · CARLOS F. CANTU-VILLARREAL · 140328 · LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS · LUKE REED · 101242 · LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

HYDRAULIC DATA SHEET

SHEET 2 OF 5

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	119

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Plotted on: 12/13/2023

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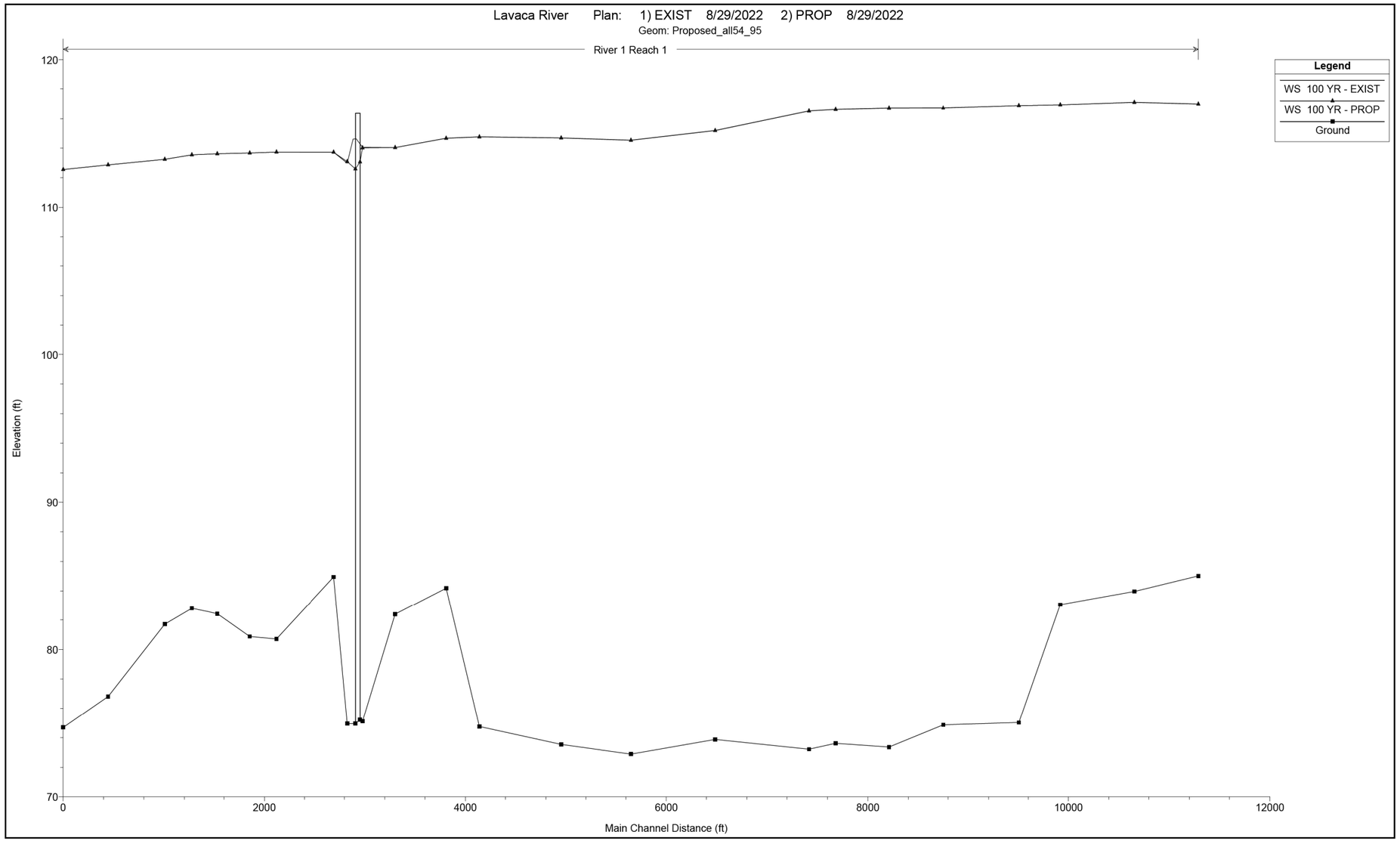
HEC-RAS PROFILE OUTPUT



NOTES:
WHEN MERGING USGS LIDAR AND SURVEY, A 10' DIFFERENCE IN CHANNEL ELEVATIONS WAS FOUND, WHICH IS DUE TO CHANNEL FLOW DURING THE TIME LIDAR WAS CAPTURED.
2 SCENARIOS WERE CONSIDERED: MAINTAINING THIS DISCREPANCY OR ADJUSTING THE LIDAR CHANNEL ELEVATIONS. THE MOST CONSERVATIVE RESULTS ARE SHOWN IN THIS ANALYSIS.

DESIGN

STATE OF TEXAS
CARLOS F. CANTU-VILLARREAL
140328
LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS
LUKE REED
101242
LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
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2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

HYDRAULIC DATA SHEET

SHEET 3 OF 5

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DW:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DW:	YKM	LAVACA	0346	06	050	120

Plotted on: 12/13/2023

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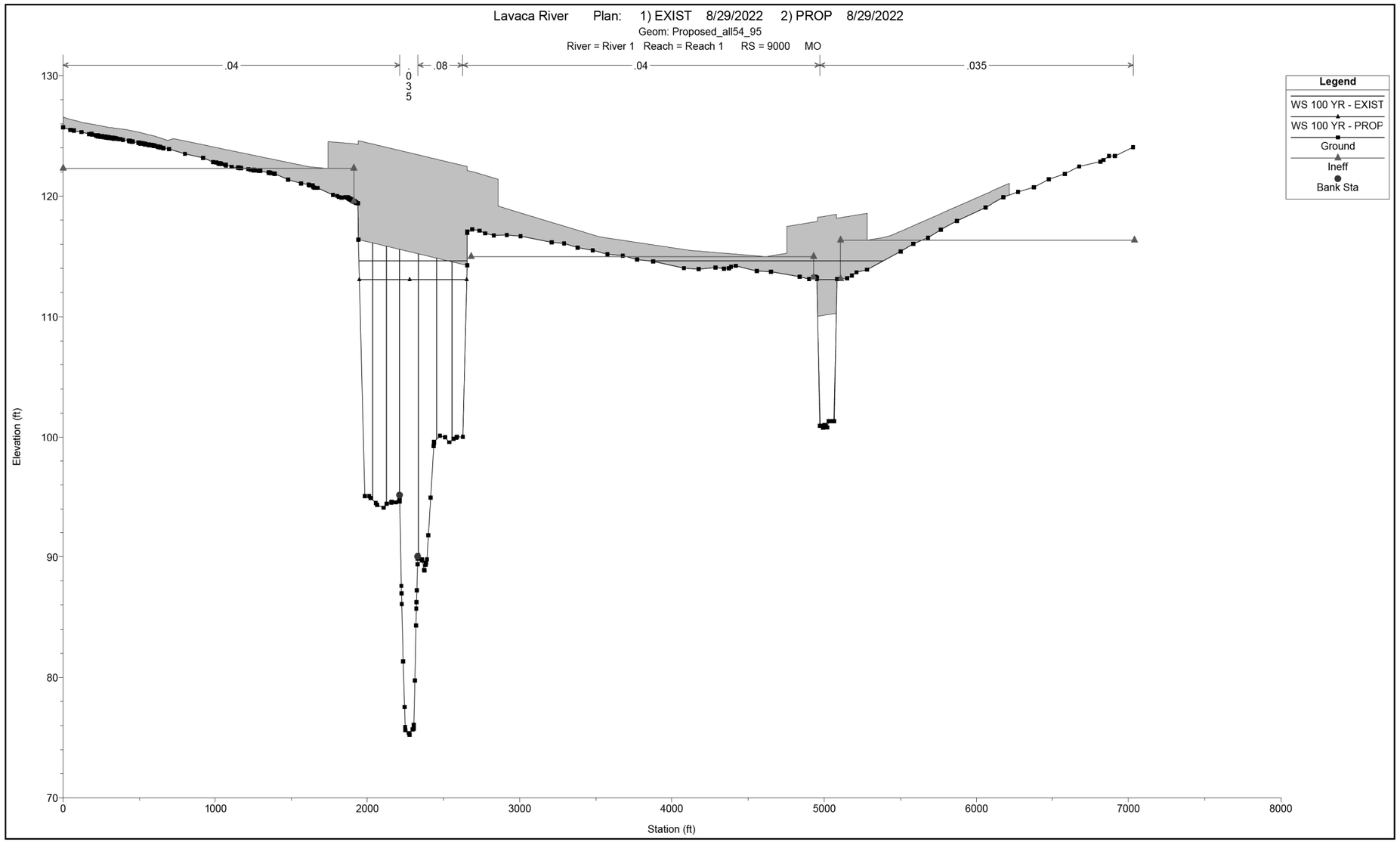
HEC-RAS CROSS SECTION OUTPUT



DESIGN

STATE OF TEXAS
CARLOS F. CANTU-VILLARREAL
140328
LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS
LUKE REED
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LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

HYDRAULIC DATA SHEET

SHEET 4 OF 5

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	121

HEC-RAS OUTPUT

HEC-RAS Locations: User Defined Profile: 100 YR

River	Reach	River Sta	Profile	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
					(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)	
River 1	Reach 1	17403	100 YR	EXIST	98683.00	85.01	117.00	106.26	118.26	0.000758	9.71	17907.53	1757.40	0.35
River 1	Reach 1	17403	100 YR	PROP	98683.00	85.01	116.99	106.26	118.25	0.000759	9.71	17892.78	1756.95	0.35
River 1	Reach 1	16768	100 YR	EXIST	98683.00	83.95	117.11	102.78	117.76	0.000363	7.05	22104.38	1809.01	0.24
River 1	Reach 1	16768	100 YR	PROP	98683.00	83.95	117.10	102.78	117.75	0.000364	7.05	22089.42	1808.61	0.24
River 1	Reach 1	16033	100 YR	EXIST	98683.00	83.05	116.94	104.30	117.48	0.000370	7.40	23999.65	2042.09	0.25
River 1	Reach 1	16033	100 YR	PROP	98683.00	83.05	116.93	104.30	117.47	0.000371	7.41	23981.77	2041.59	0.25
River 1	Reach 1	15620	100 YR	EXIST	98683.00	75.04	116.89	100.64	117.33	0.000235	6.54	25124.88	2084.65	0.20
River 1	Reach 1	15620	100 YR	PROP	98683.00	75.04	116.88	100.64	117.32	0.000236	6.54	25106.43	2084.18	0.20
River 1	Reach 1	14862	100 YR	EXIST	98683.00	74.88	116.73	100.69	117.16	0.000238	6.25	25729.70	2231.55	0.20
River 1	Reach 1	14862	100 YR	PROP	98683.00	74.88	116.72	100.69	117.15	0.000239	6.26	25709.23	2231.29	0.20
River 1	Reach 1	14324	100 YR	EXIST	98683.00	73.37	116.72	102.94	117.00	0.000178	5.52	30677.78	2108.46	0.17
River 1	Reach 1	14324	100 YR	PROP	98683.00	73.37	116.72	102.94	116.99	0.000178	5.53	30658.54	2108.22	0.17
River 1	Reach 1	13794	100 YR	EXIST	98683.00	73.62	116.64	99.13	116.90	0.000149	5.42	32507.58	1977.62	0.16
River 1	Reach 1	13794	100 YR	PROP	98683.00	73.62	116.63	99.13	116.89	0.000150	5.43	32489.37	1977.30	0.16
River 1	Reach 1	13529	100 YR	EXIST	98683.00	73.22	116.53	98.06	116.85	0.000173	5.93	36350.62	1997.23	0.18
River 1	Reach 1	13529	100 YR	PROP	98683.00	73.22	116.53	98.06	116.84	0.000173	5.94	36332.04	1996.99	0.18
River 1	Reach 1	12600	100 YR	EXIST	98683.00	73.88	115.21		116.48	0.000558	9.83	16086.75	1048.21	0.31
River 1	Reach 1	12600	100 YR	PROP	98683.00	73.88	115.19		116.47	0.000559	9.83	16075.28	1047.89	0.31
River 1	Reach 1	11764	100 YR	EXIST	98683.00	72.89	114.55		115.98	0.000639	10.34	15436.32	1233.10	0.33
River 1	Reach 1	11764	100 YR	PROP	98683.00	72.89	114.54		115.97	0.000640	10.35	15421.03	1232.22	0.33
River 1	Reach 1	11066	100 YR	EXIST	98683.00	73.55	114.70	100.00	115.48	0.000372	8.40	21259.51	1801.09	0.26
River 1	Reach 1	11066	100 YR	PROP	98683.00	73.55	114.69	100.00	115.47	0.000373	8.40	21236.39	1800.55	0.26
River 1	Reach 1	10254	100 YR	EXIST	98683.00	74.76	114.78	99.60	115.19	0.000235	6.78	31072.04	2796.75	0.20
River 1	Reach 1	10254	100 YR	PROP	98683.00	74.76	114.76	99.60	115.18	0.000235	6.78	31035.87	2795.93	0.21
River 1	Reach 1	9924	100 YR	EXIST	98683.00	84.18	114.68	104.52	115.09	0.000366	7.23	34160.71	3376.09	0.25
River 1	Reach 1	9924	100 YR	PROP	98683.00	84.18	114.67	104.52	115.08	0.000368	7.24	34115.63	3375.47	0.25
River 1	Reach 1	9417	100 YR	EXIST	98683.00	82.40	114.04	102.87	114.85	0.000499	8.30	19759.08	3398.84	0.29
River 1	Reach 1	9417	100 YR	PROP	98683.00	82.40	114.04	102.87	114.84	0.000495	8.27	19915.95	3398.82	0.29
River 1	Reach 1	9093	100 YR	EXIST	98683.00	75.12	114.06	101.67	114.67	0.000392	8.14	19638.08	3585.40	0.25
River 1	Reach 1	9093	100 YR	PROP	98683.00	75.12	114.02	101.65	114.67	0.000416	8.37	18770.31	3584.03	0.26
River 1	Reach 1	9000			Mult Open									
River 1	Reach 1	8941	100 YR	EXIST	98683.00	74.96	112.98		114.36	0.000856	12.00	15449.86	3634.39	0.38
River 1	Reach 1	8941	100 YR	PROP	98683.00	74.96	113.09		114.31	0.000780	11.49	16427.11	3637.06	0.36
River 1	Reach 1	8807	100 YR	EXIST	98683.00	84.94	113.73		113.97	0.000226	5.42	37413.13	3712.41	0.19
River 1	Reach 1	8807	100 YR	PROP	98683.00	84.94	113.73		113.97	0.000226	5.42	37413.13	3712.41	0.19

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

HYDRAULIC DATA SHEET

SHEET 5 OF 5

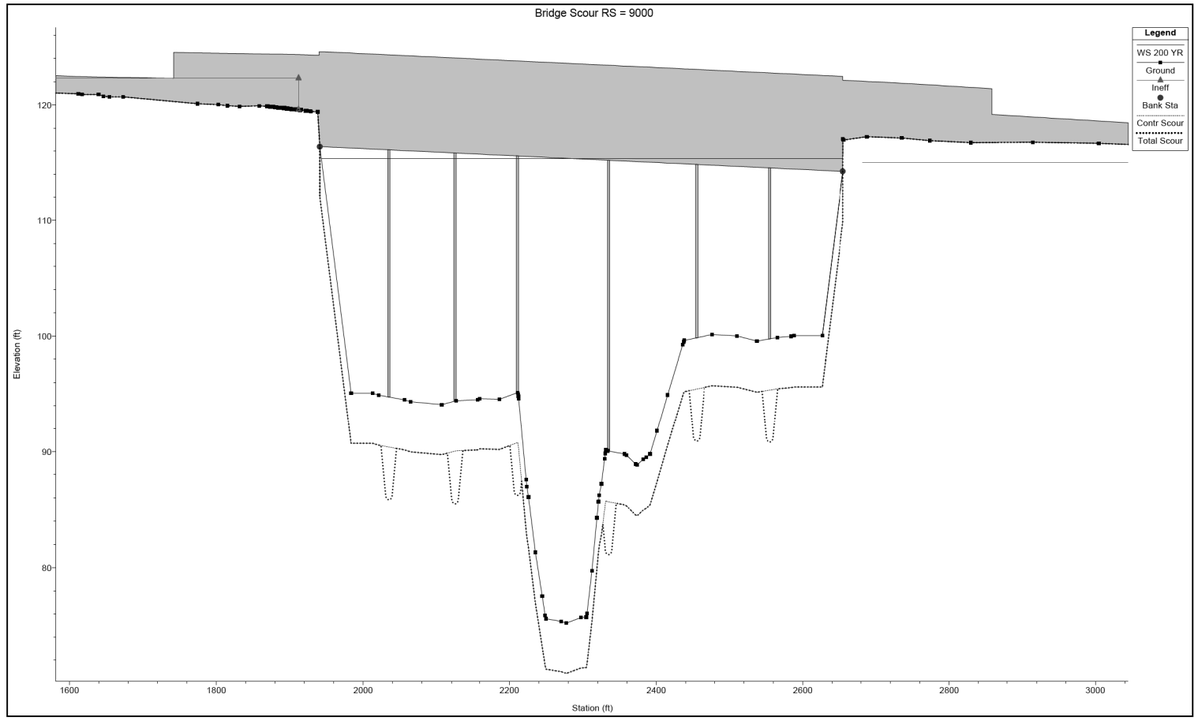
DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	122

Plotted on: 12/13/2023

Design Filename: P:\116\02\02\12\design\Civil\Drainage\116020212HDS05.dgn

Plotted on: 12/13/2023

LAVACA RIVER MAIN BRIDGE



Hydraulic Design Data QS * (200-yr) Contraction Scour	
Average Depth (ft):	18.27
Approach Velocity (ft/s):	5.46
Br Average Depth (ft):	21
BR Opening Flow (cfs):	110691.6
BR Top WD (ft):	689.28
Grain Size D50 (mm):	0.2
Approach Flow (cfs):	110691.6
Approach Top WD (ft):	1110.04
K1 Coefficient:	0.69
Results	
Scour Depth Ys (ft):	4.38
Critical Velocity (ft/s):	1.58
Equation:	Live

Hydraulic Design Data QC * (500-yr) Horizontal Contraction Scour	
Average Depth (ft):	19.37
Approach Velocity (ft/s):	5.65
Br Average Depth (ft):	21
BR Opening Flow (cfs):	112010.6
BR Top WD (ft):	689.28
Grain Size D50 (mm):	0.2
Approach Flow (cfs):	123559
Approach Top WD (ft):	1129.84
K1 Coefficient:	0.69
Results	
Scour Depth Ys (ft):	4.04
Critical Velocity (ft/s):	1.6
Equation:	Live

Hydraulic Design Data QC * (500-yr) Vertical Contraction Scour	
Upstream Channel Discharge (cfs)	123559
Bridge Discharge (cfs)	109305
Upstream Channel Flow Depth (ft)	19.37
Overtopping Flow Depth (ft)	17.40
Vertical Bridge Opening (ft)	39.03
Distance WSE to Low Chord (ft)	2.71
Weir Flow Height (ft)	1.97
Separation Zone Thickness (ft)	17.25
Results	
Scour Depth Ys (ft):	6.04

Pier Scour	
Pier Shape:	Round nose
Pier Width (ft):	3
Grain Size D50 (mm):	0.2
Depth Upstream (ft):	33.78
Velocity Upstream (ft/s):	9.63
K1 Nose Shape:	1
Pier Angle:	0
Pier Length (ft):	46
K2 Angle Coef:	1
K3 Bed Cond Coef:	1.1
Results	
Scour Depth Ys (ft):	4.54
Froude #:	0.29
Equation:	CSU equation
Pier Scour Reduced by 50% due to >12% fines	

Pier Scour	
Pier Shape:	Round nose
Pier Width (ft):	3
Grain Size D50 (mm):	0.2
Depth Upstream (ft):	35.33
Velocity Upstream (ft/s):	9.50
K1 Nose Shape:	1
Pier Angle:	0
Pier Length (ft):	46
K2 Angle Coef:	1
K3 Bed Cond Coef:	1.1
Results	
Scour Depth Ys (ft):	4.54
Froude #:	0.29
Equation:	CSU equation
Pier Scour Reduced by 50% due to >12% fines	

Combined Scour Depths
Pier Scour + Contraction Scour (ft):
8.92

Combined Scour Depths
Pier Scour + Contraction Scour (ft):
10.58

NOTES:
1. HYDRAULIC DESIGN FREQUENCY: 100-YR
2. SCOUR DESIGN FLOOD FREQUENCY: QS* (200-YR)
3. SCOUR DESIGN CHECK FLOOD FREQUENCY: QC* (500-YR)

DESIGN

STATE OF TEXAS
CARLOS F. CANTU-VILLARREAL
140328
LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS
LUKE REED
101242
LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

SCOUR SHEET

SHEET 1 OF 2

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	123

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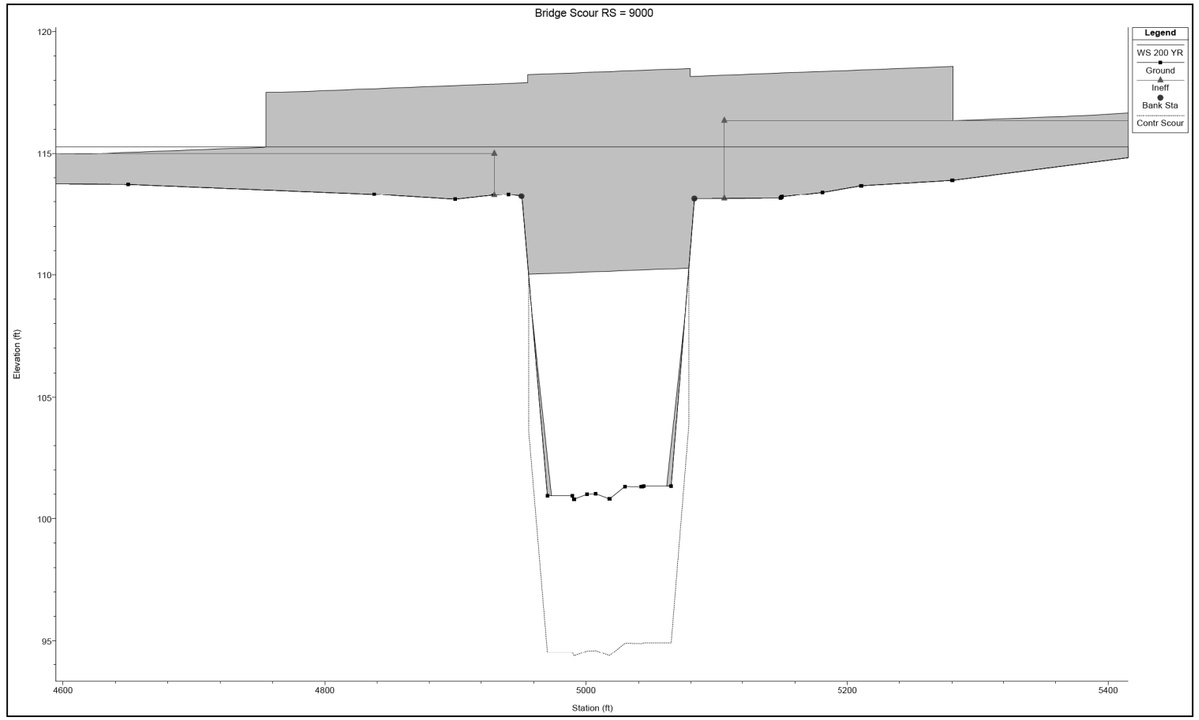
Plotted on: 12/13/2023

LAVACA RIVER RELIEF STRUCTURE



NOTES:

1. HYDRAULIC DESIGN FREQUENCY: 100-YR
2. SCOUR DESIGN FLOOD FREQUENCY: QS* (200-YR)
3. SCOUR DESIGN CHECK FLOOD FREQUENCY: QC* (500-YR)
4. SINCE FLOW THROUGH BRIDGE IS UNDER PRESSURE, HORIZONTAL AND VERTICAL CONTRACTION SCOUR WERE CALCULATED. MOST CONSERVATIVE RESULTS WERE USED FOR DESIGN.

Hydraulic Design Data QS * (200-yr) Horizontal Contraction Scour	
Average Depth (ft):	7.12
Approach Velocity (ft/s):	1.95
Br Average Depth (ft):	9.51
BR Opening Flow (cfs):	11845.74
BR Top WD (ft):	124
Grain Size D50 (mm):	0.38
Approach Flow (cfs):	12839.41
Approach Top WD (ft):	245
K1 Coefficient:	0.69
Results	
Scour Depth Ys (ft):	1.12
Critical Velocity (ft/s):	1.67
Equation:	Live

Hydraulic Design Data QC * (500-yr) Horizontal Contraction Scour	
Average Depth (ft):	14.07
Approach Velocity (ft/s):	1.95
Br Average Depth (ft):	9.51
BR Opening Flow (cfs):	9984.55
BR Top WD (ft):	124
Grain Size D50 (mm):	0.38
Approach Flow (cfs):	36029.34
Approach Top WD (ft):	245
K1 Coefficient:	0.69
Results	
Scour Depth Ys (ft):	0
Critical Velocity (ft/s):	1.87
Equation:	Live

Hydraulic Design Data QS * (200-yr) Vertical Contraction Scour	
Upstream Channel Discharge (cfs)	12839
Bridge Discharge (cfs)	12264
Upstream Channel Flow Depth (ft)	7.12
Overtopping Flow Depth (ft)	6.84
Vertical Bridge Opening (ft)	9.23
Distance WSE to Low Chord (ft)	5.24
Weir Flow Height (ft)	0.28
Separation Zone Thickness (ft)	4.60
Results	
Scour Depth Ys (ft):	6.42

Hydraulic Design Data QC * (500-yr) Vertical Contraction Scour	
Upstream Channel Discharge (cfs)	36029
Bridge Discharge (cfs)	25282
Upstream Channel Flow Depth (ft)	14.07
Overtopping Flow Depth (ft)	10.32
Vertical Bridge Opening (ft)	9.23
Distance WSE to Low Chord (ft)	8.71
Weir Flow Height (ft)	3.75
Separation Zone Thickness (ft)	4.08
Results	
Scour Depth Ys (ft):	5.00

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

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2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

SCOUR SHEET

SHEET 2 OF 2

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	124

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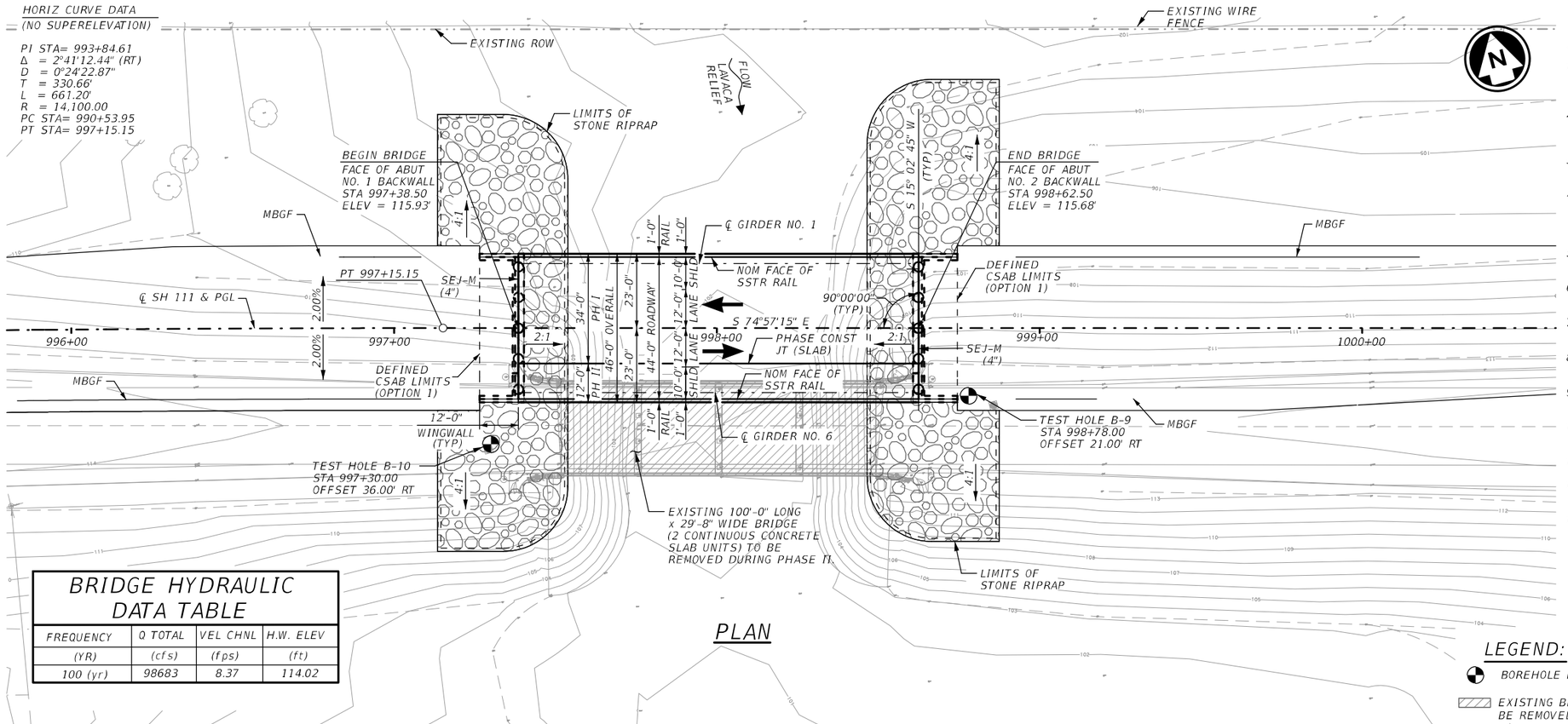
Plotted on: 12/26/2023

Design Filename: 116020212_RELIEF_BRG01.dgn

HORIZ CURVE DATA
(NO SUPERELEVATION)

PI STA= 993+84.61
Δ = 2°41'12.44" (RT)
D = 0°24'22.87"
T = 330.66'
L = 661.20'
R = 14,100.00
PC STA= 990+53.95
PT STA= 997+15.15



PLAN

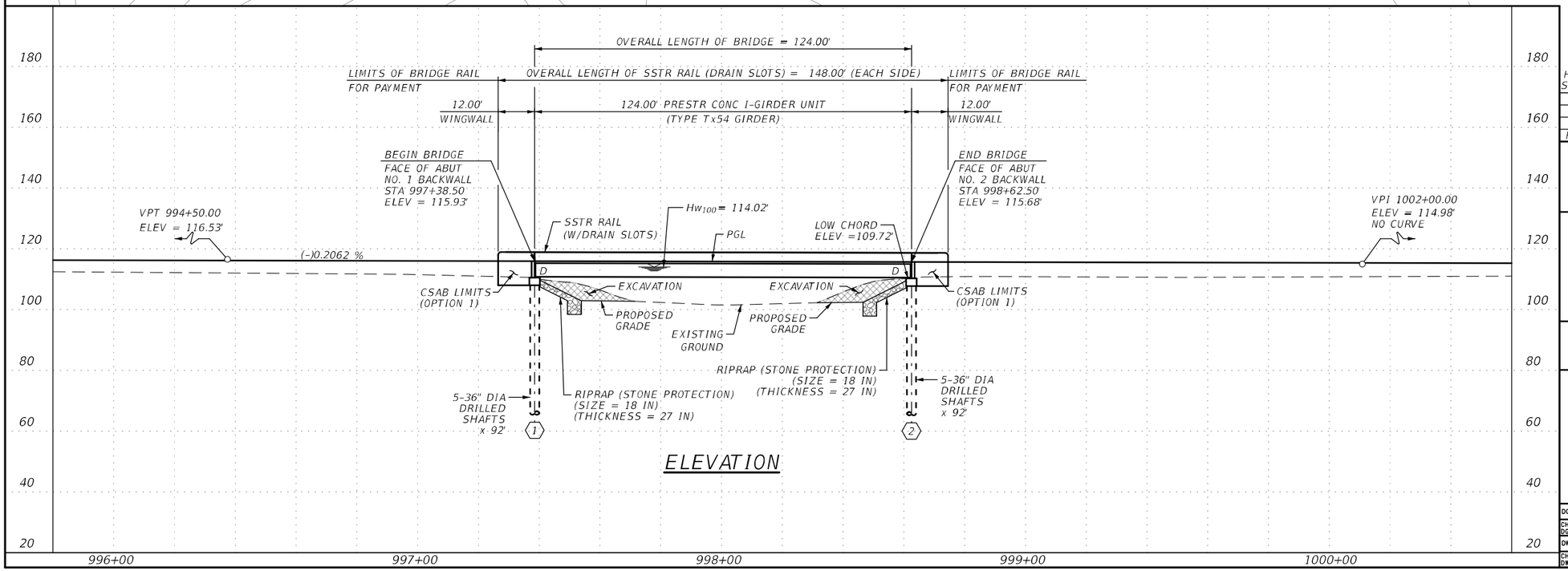
BRIDGE HYDRAULIC DATA TABLE			
FREQUENCY	Q TOTAL	VEL CHNL	H.W. ELEV
(YR)	(cfs)	(fps)	(ft)
100 (yr)	98683	8.37	114.02

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE SPECIFICATIONS 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. HORIZONTAL AND VERTICAL DIMENSIONS ARE SHOWN. LENGTHS MUST BE CORRECTED FOR GRADE OR CROSS SLOPE WHERE APPROPRIATE.
3. "D" DENOTES DOWELED END CONDITION. SEE ABUTMENT DETAILS FOR DOWEL LOCATION.
4. FUNCTIONAL CLASS = RURAL MAJOR COLLECTOR
   EXISTING AADT = 1692 (2021)
   PROJECTED AADT = 2369 (2041)
   DESIGN SPEED = 70 MPH
5. EXISTING NBI NO. = 13-143-0-0346-06-024
   PROP NBI NO. = 13-143-0-0346-06-117
6. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
7. REFER TO TXDOT STONE RIPRAP (SRR) STANDARD FOR RIPRAP DETAILS.
8. SEE CSAB STANDARD FOR CEMENT STABLILIZED BACKFILL DETAILS AND LIMITS.
9. FOR TYPICAL SECTIONS AND PHASING SEE "TCP BRIDGE TYPICAL SECTION" SHEET.
10. REMOVE EXISTING BRIDGE FOUNDATIONS 2' MINIMUM BELOW FINAL GRADE.
11. BRIDGE NOT DESIGNED FOR FUTURE OVERLAY.
12. SEE BORING LOG SHEET FOR STRATA, FOUNDATION NOTES, AND TCP TEST DATA.
13. SAW CUT GROOVING OF BRIDGE DECK REQUIRED.

LEGEND:

- BOREHOLE LOCATION
- EXISTING BRIDGE TO BE REMOVED



ELEVATION

0 20 40 60
SCALE: 1" = 40'

HL 93 LOADING
SUPERSTRUCTURE INV/OPR RATINGS: 1.00/1.98

REV. NO.	DATE	DESCRIPTION	BY

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Farren Basse P.E.
12/26/2023

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

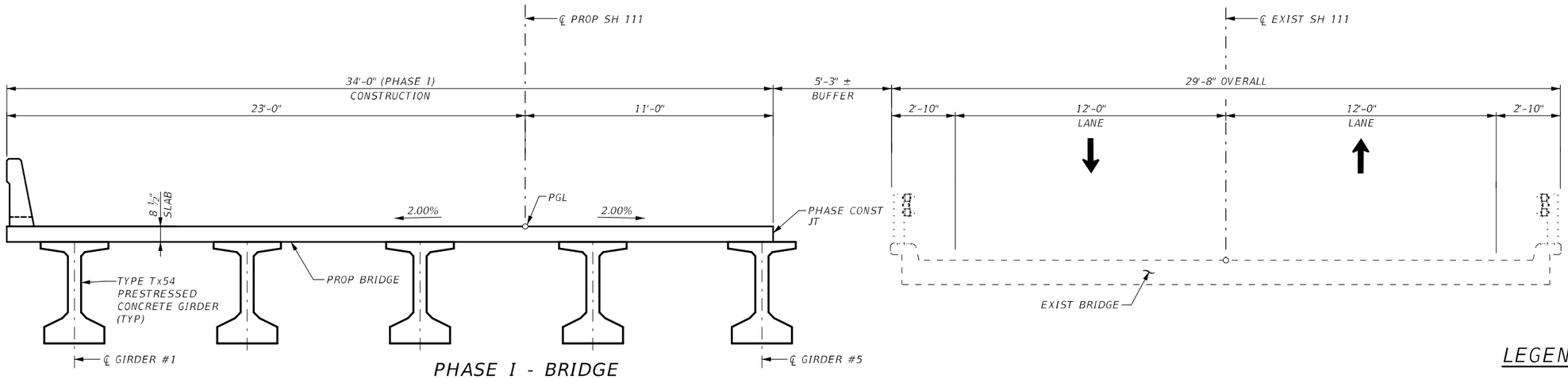
PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

BRIDGE LAYOUT

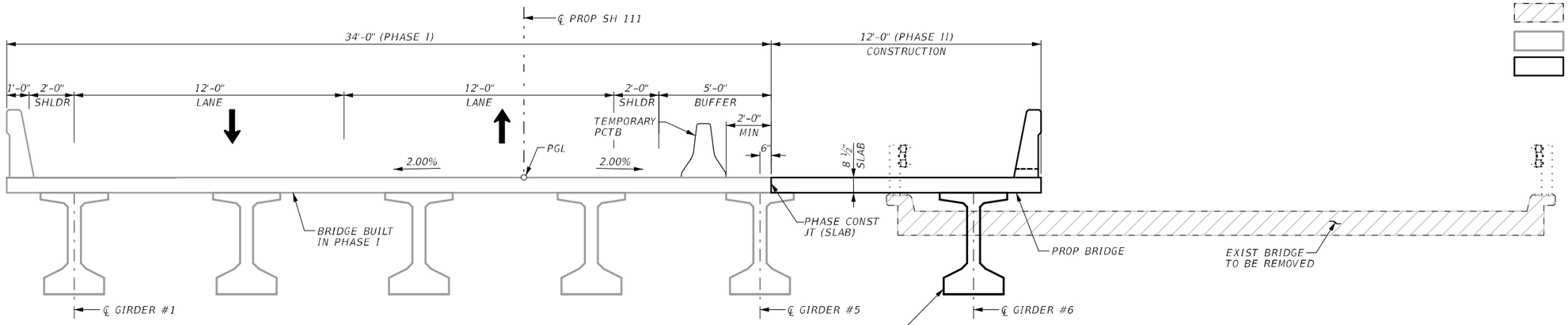
NBI: 13-143-0-0346-06-117

SH 111
LAVACA RIVER RELIEF

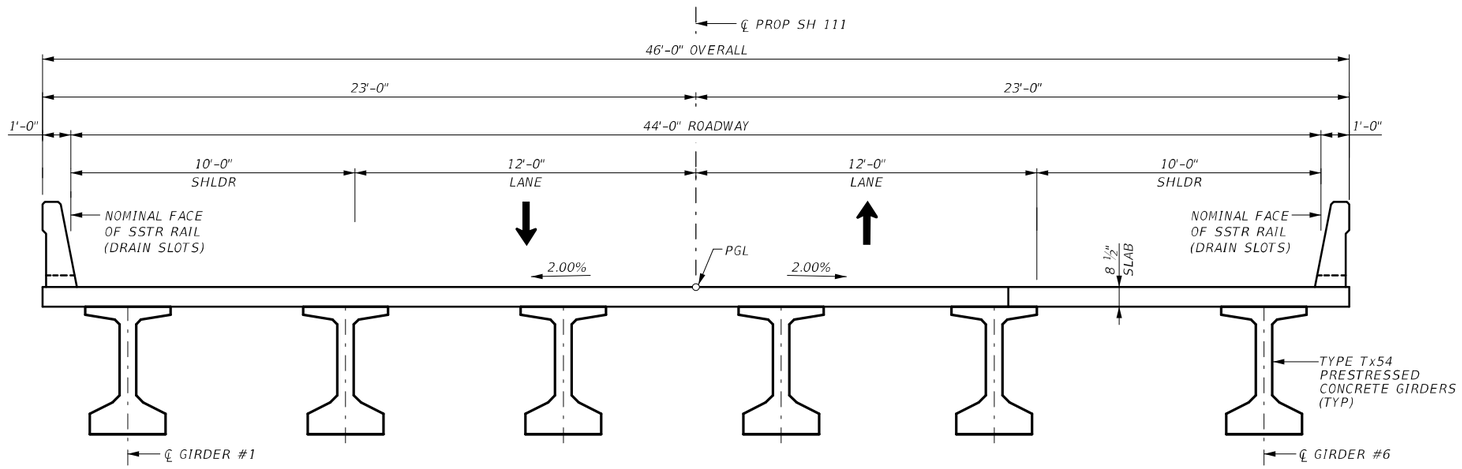
DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	125



PHASE I - BRIDGE



PHASE II - BRIDGE



PROPOSED BRIDGE SECTION

LEGEND:

- EXISTING BRIDGE STRUCTURE
- EXISTING BRIDGE STRUCTURE TO BE REMOVED
- CONSTRUCTED PREVIOUS PHASE
- NEW CONSTRUCTION PHASE

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Far Scott Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
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TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

TCP BRIDGE TYPICAL SECTIONS

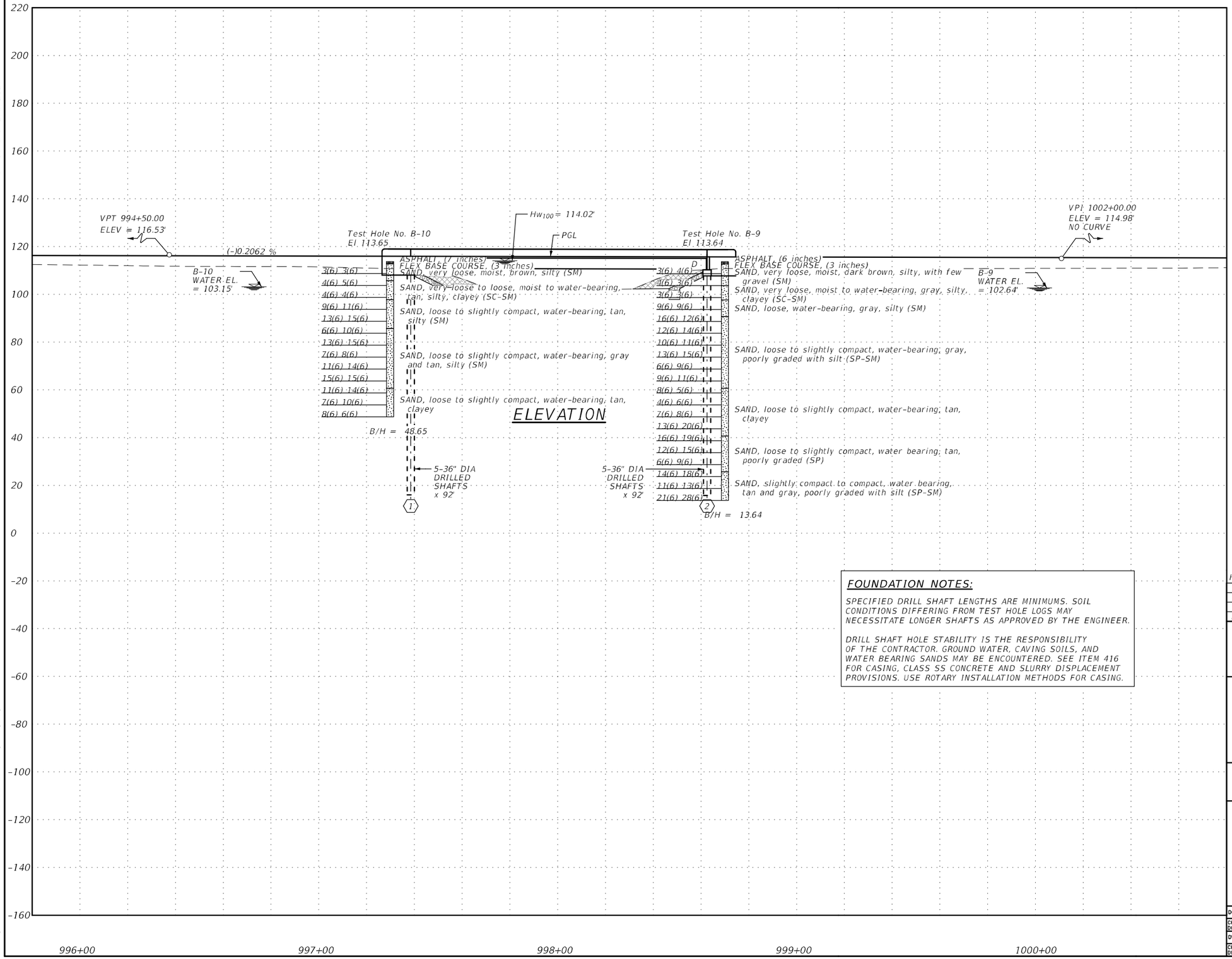
SH 111
LAVACA RIVER RELIEF

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	126

Plotted on: 2/6/2023
Design Filename: 116020212_RELIEF_TCP01.dgn

Plotted on: 2/6/2023

Design Filename: 116020212_RELIEF_Boring log.dgn



FOUNDATION NOTES:

SPECIFIED DRILL SHAFT LENGTHS ARE MINIMUMS. SOIL CONDITIONS DIFFERING FROM TEST HOLE LOGS MAY NECESSITATE LONGER SHAFTS AS APPROVED BY THE ENGINEER.

DRILL SHAFT HOLE STABILITY IS THE RESPONSIBILITY OF THE CONTRACTOR. GROUND WATER, CAVING SOILS, AND WATER BEARING SANDS MAY BE ENCOUNTERED. SEE ITEM 416 FOR CASING, CLASS SS CONCRETE AND SLURRY DISPLACEMENT PROVISIONS. USE ROTARY INSTALLATION METHODS FOR CASING.

STATE OF TEXAS
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95587
LICENSED PROFESSIONAL ENGINEER
2/6/2023

0 20 40 60
SCALE: 1" = 40'

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
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TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

BORING LOG

SH 111
LAVACA RIVER RELIEF

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	127

Plotted on: 2/6/2023

SUMMARY OF ESTIMATED QUANTITIES

	ITEM	0400	0416	0420	0422	0425	0432	0450	0454	0496
	DESCRIPTION CODE	6005	6004	6013	6001	6039	6033	6054	6018	6010
	BID ITEM DESCRIPTION / BRIDGE ELEMENT	CEM STABIL BKFL	DRILL SHAFT (36 IN)	CL C CONC (ABUT)	REINF CONC SLAB	PRESTR CONC GIRDER (TX54)	RIPRAP (STONE PROTECTION) (18 IN)	RAIL (TY SSTR) (W/DRAIN SLOTS)	SEALED EXPANSION JOINT (4 IN) (SEJ - M)	REMOV STR (BRIDGE 100 - 499 FT LENGTH)
		CY	LF	CY	SF	LF	CY	LF	LF	EA
PHASE I	2 ~ ABUTMENTS	133	736	47.6				24.0	67	
	124.00' PRESTR CONC GIRDER UNIT				4,216	617.50		124.0		
	PHASE I TOTAL	133	736	47.6	4,216	617.50		148.0	67	
PHASE II	2 ~ ABUTMENTS	38	184	20.4				24.0	23	
	124.00' PRESTR CONC GIRDER UNIT				1,488	123.50		124.0		
	PHASE II TOTAL	38	184	20.4	1,488	123.50		148.0	23	1
	TOTAL	171	920	68.0	5,704	741.00	990	296.0	90	1

GENERAL NOTES:

1. REMOVAL OF APPURTENANCES, INCLUDING RIPRAP AND FLUMES, SHALL BE SUBSIDIARY TO ITEM 496-BRIDGE REMOVAL.

BEARING SEAT ELEVATIONS

	PHASE - I					PHASE - II
	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4	GIRDER 5	GIRDER 6
ABUT 1 (FWD)	109.761	109.913	110.066	110.103	109.951	109.761
ABUT 2 (BK)	109.509	109.661	109.814	109.851	109.699	109.509

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED
PROFESSIONAL ENGINEER
P.E.
2/6/2023

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

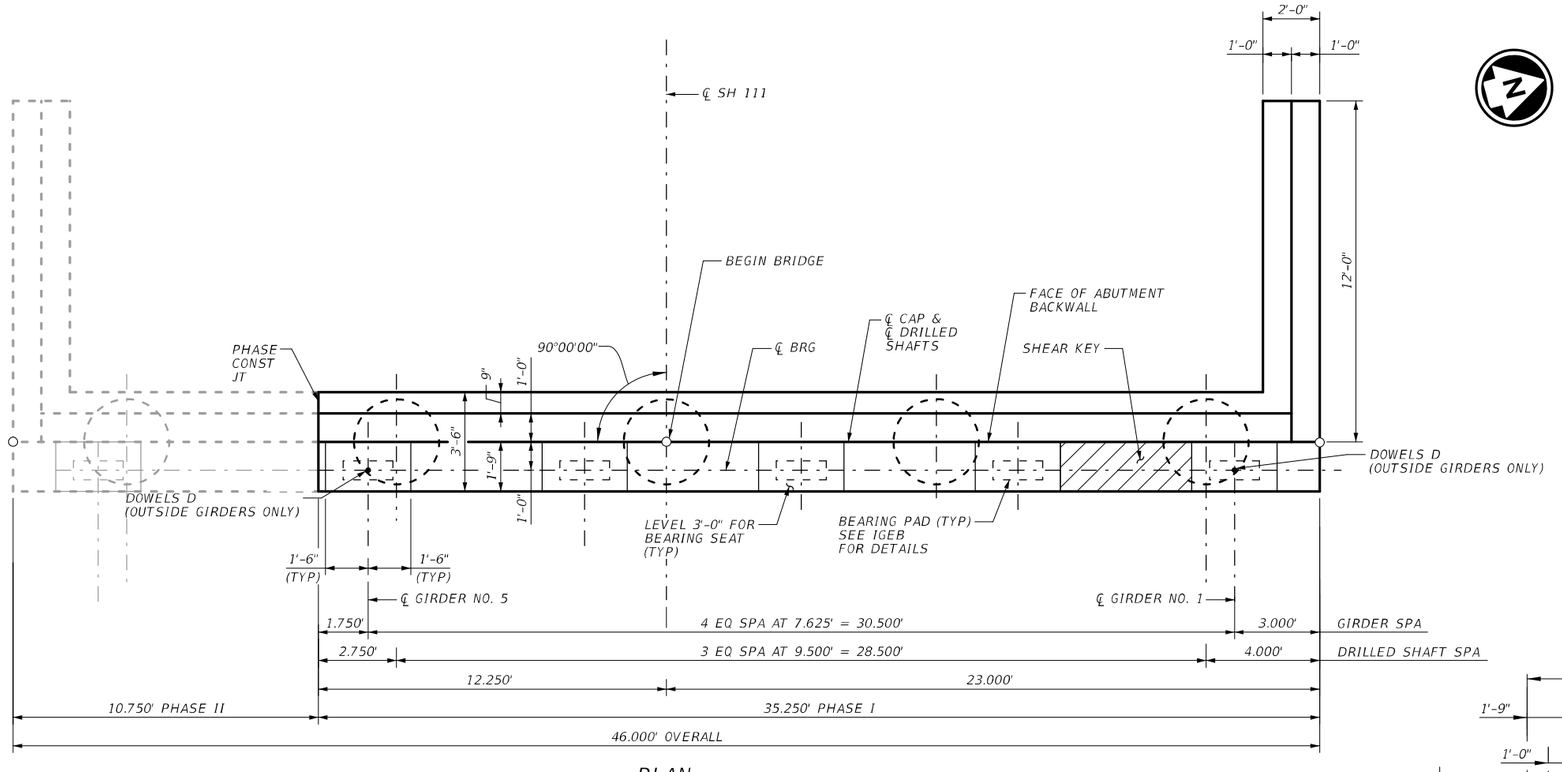
ESTIMATED QUANTITIES AND BEARING SEAT ELEVATIONS

SH 111
LAVACA RIVER RELIEF

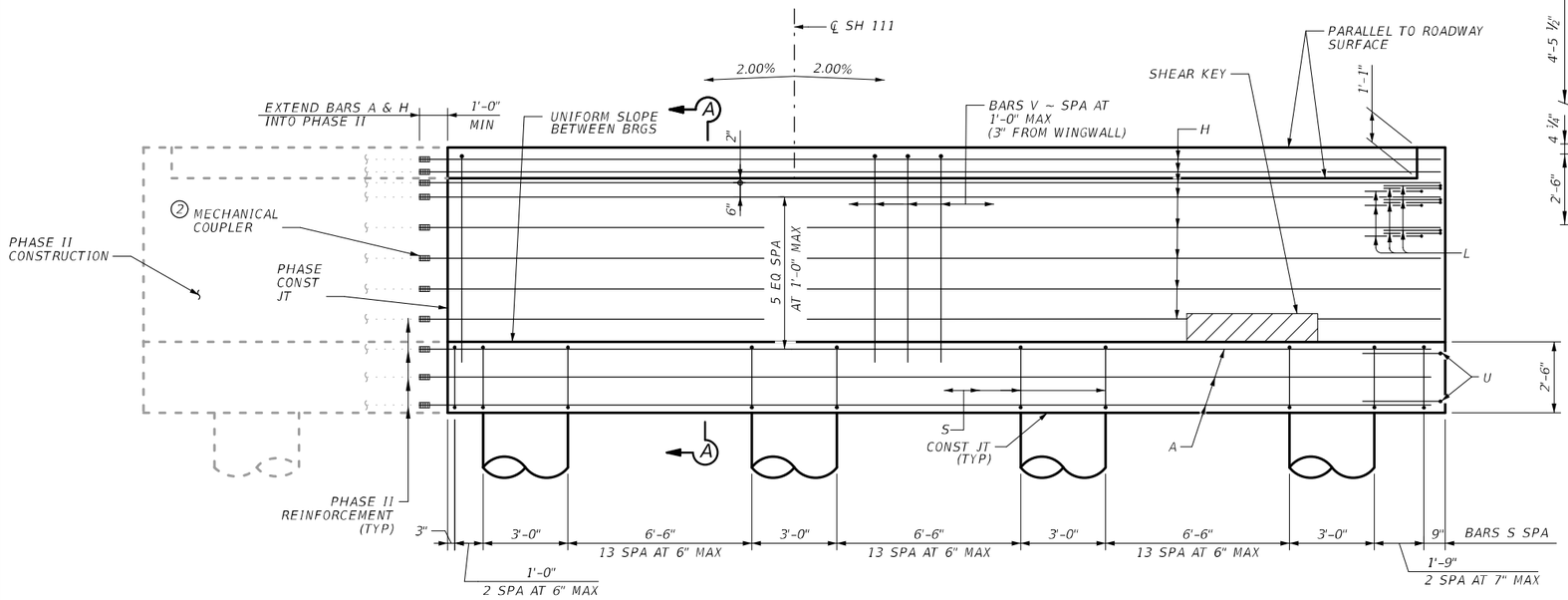
DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	128

Design Filename: 116020212_RELIEF_EQY01.dgn

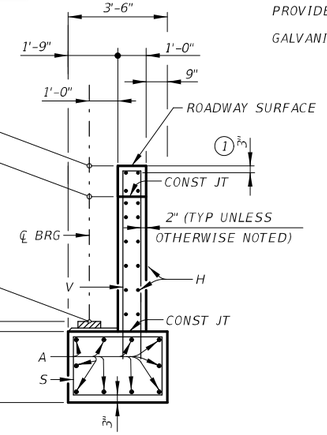
Plotted on: 2/6/2023



PLAN
(LOOKING BACKSTATION)



ELEVATION



SECTION A-A

(1) INCREASE AS REQUIRED TO MAINTAIN 3" FROM FINISHED GRADE.

(2) THE CONTRACTOR WILL SPLICE BARS A & H DURING PHASE II CONSTRUCTION BY USING MECHANICAL COUPLERS IN ACCORDANCE WITH THE CURRENT DEPT MATERIAL SPEC 4510, "MECHANICAL COUPLERS FOR REINFORCING STEEL"

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE STONE RIPRAP (SRR) STANDARD SHEET FOR RIPRAP ATTACHMENT DETAILS.
3. SEE SSTR STANDARD FOR RAIL ANCHORAGE IN WINGWALLS.
4. FOR BEARING SEAT ELEVATIONS, SEE ESTIMATED QUANTITIES AND BEARING SEAT ELEVATION SHEET.
5. SEE IGEB STANDARD FOR BEARING SEAT DETAILS AND NOTES NOT SHOWN.
6. SEE SHEAR KEY (IGSK) STANDARD SHEET FOR ALL SHEAR KEY DETAILS AND NOTES NOT SHOWN.
7. PLACE SHEAR KEY ON THE UPSTREAM SIDE OF STRUCTURE BETWEEN OUTSIDE GIRDER AND NEXT ADJACENT GIRDER.
8. SEE FD STANDARD, FOR ALL FOUNDATION DETAILS AND NOTES NOT SHOWN.
9. SEE BRIDGE LAYOUT FOR HEADER SLOPE AND FOUNDATION TYPE, SIZE AND LENGTH.
10. SEE SEJ-M STANDARD FOR SEALED EXPANSION JOINT DETAILS AND NOTES.
11. MAXIMUM CALCULATED FOUNDATION LOAD = 136 TONS/SHAFT
12. CHAMFER ALL EXPOSED EDGES ¾" UNLESS NOTED OTHERWISE.

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

MATERIAL NOTES:

PROVIDE CLASS C CONCRETE (f'c = 3,600 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

GALVANIZE DOWEL BARS D

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Far Bas P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

Texas Department of Transportation

ABUTMENT NO. 1

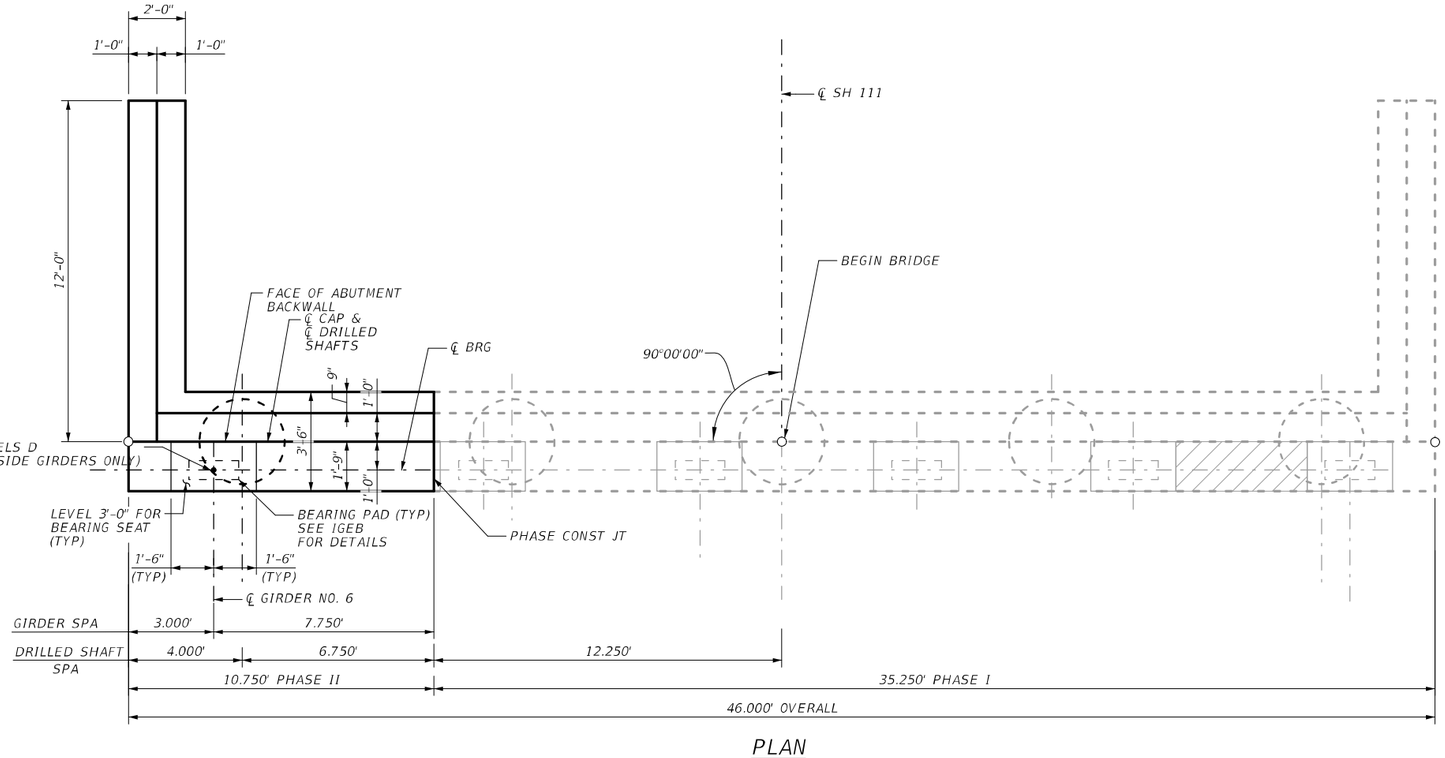
(PHASE I)

SH 111
LAVACA RIVER RELIEF

SHEET 1 OF 3

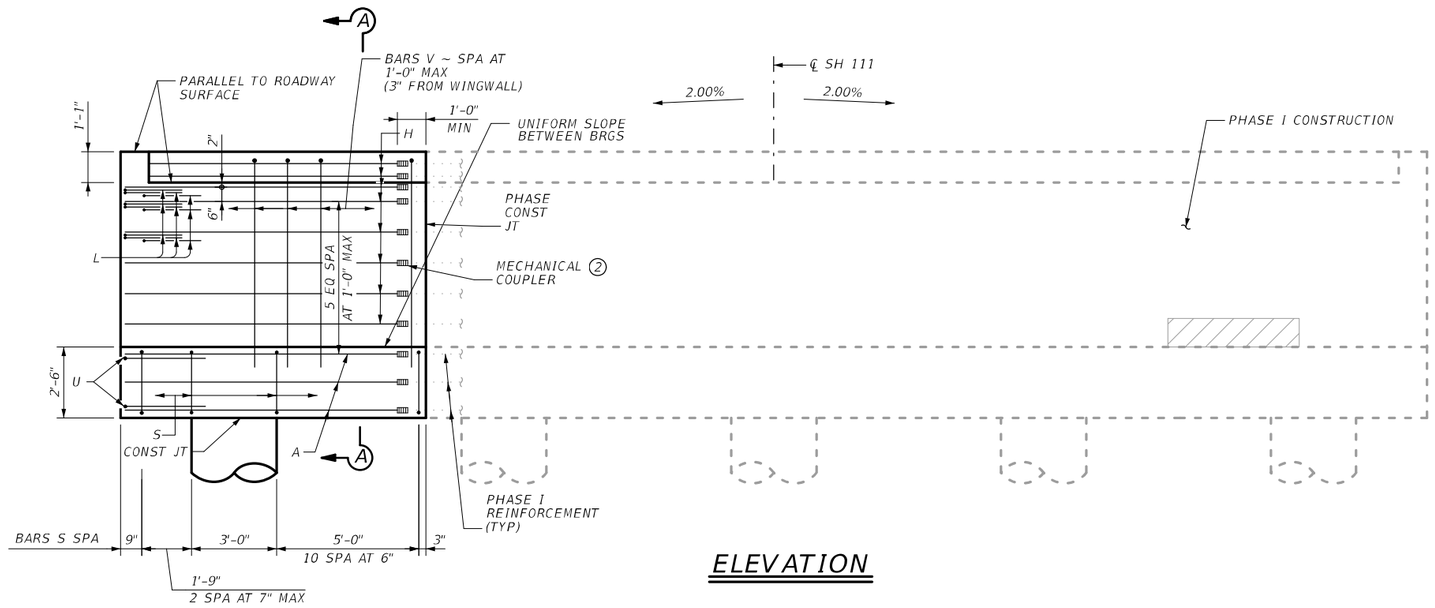
DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	129

Design Filename: 116020212_RELIEF_ABT01.dgn

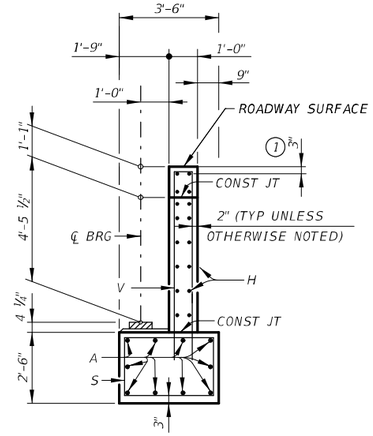


PLAN

(LOOKING BACKSTATION)



ELEVATION



SECTION A-A

① INCREASE AS REQUIRED TO MAINTAIN 3" FROM FINISHED GRADE.

② THE CONTRACTOR WILL SPLICE BARS A & H DURING PHASE II CONSTRUCTION BY USING MECHANICAL COUPLERS IN ACCORDANCE WITH THE CURRENT DEPT MATERIAL SPEC 4510, "MECHANICAL COUPLERS FOR REINFORCING STEEL"

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE STONE RIPRAP (SRR) STANDARD SHEET FOR RIPRAP ATTACHMENT DETAILS.
3. SEE SSTR STANDARD FOR RAIL ANCHORAGE IN WINGWALLS.
4. FOR BEARING SEAT ELEVATIONS, SEE ESTIMATED QUANTITIES AND BEARING SEAT ELEVATION SHEET.
5. SEE IGEB STANDARD FOR BEARING SEAT DETAILS AND NOTES NOT SHOWN.
6. SEE FD STANDARD FOR ALL FOUNDATION DETAILS AND NOTES NOT SHOWN.
7. SEE BRIDGE LAYOUT FOR HEADER SLOPE AND FOUNDATION TYPE, SIZE AND LENGTH.
8. SEE SEJ-M STANDARD FOR SEALED EXPANSION JOINT DETAILS AND NOTES.
9. MAXIMUM CALCULATED FOUNDATION LOAD = 136 TONS/SHAFT
10. CHAMFER ALL EXPOSED EDGES ¾" UNLESS NOTED OTHERWISE.

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

MATERIAL NOTES:

PROVIDE CLASS C CONCRETE (f'c = 3,600 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

GALVANIZE DOWEL BARS D

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED
PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

ABUTMENT NO. 1

(PHASE II)

SH 111
LAVACA RIVER RELIEF

SHEET 2 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	130

Plotted on: 2/6/2023

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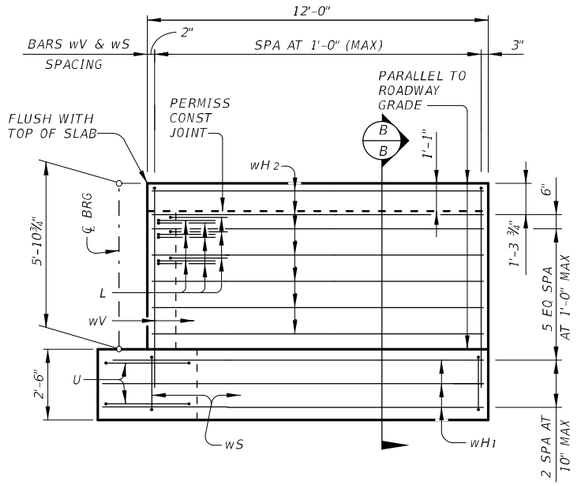
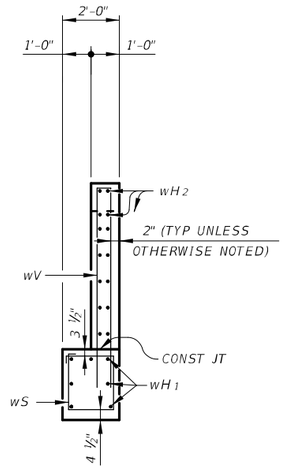
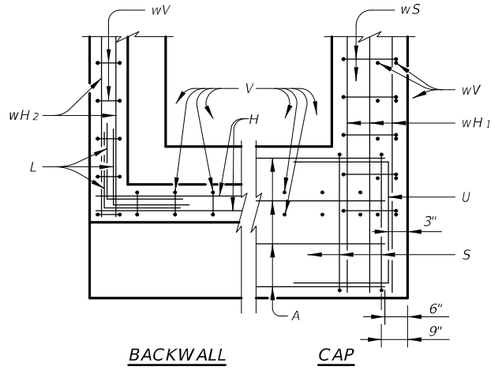


WINGWALL ELEVATION

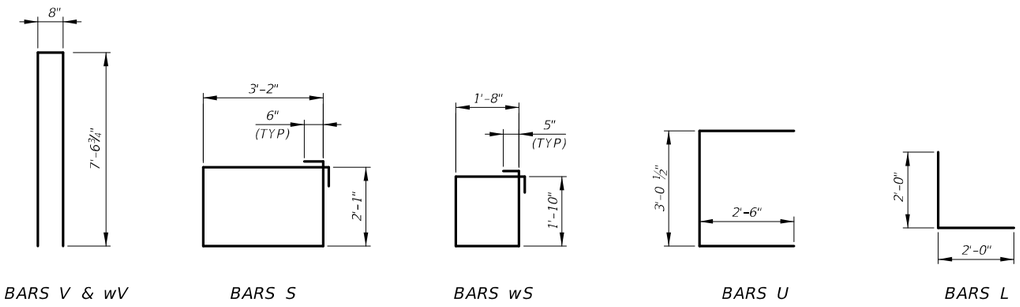


SECTION B-B

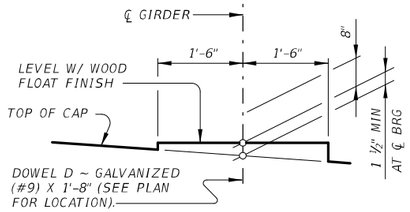


BACKWALL CAP

CORNER DETAILS



BARS V & wV BARS S BARS wS BARS U BARS L



BEARING SEAT DETAIL

(BEARING SURFACE MUST BE CLEAN AND FREE OF ALL LOOSE MATERIAL BEFORE PLACING BEARING PAD.)

TABLE OF ESTIMATED QUANTITIES

PHASE I

BAR	NO.	SIZE	LENGTH	WEIGHT
A	10	#11	35'-9"	1,899
D	2	#9	1'-8"	11
H	16	#6	36'-1"	867
L	9	#6	4'-0"	54
S	49	#5	11'-6"	588
U	2	#6	8'-1"	24
V	36	#5	15'-10"	595
wH1	7	#6	13'-5"	141
wH2	14	#6	11'-8"	245
wS	13	#4	7'-10"	68
wV	13	#5	15'-10"	215
REINFORCING STEEL (3)			Lb	4,707
CLASS "C" CONCRETE (ABUT) ✳			CY	23.8

(3) FOR CONTRACTORS INFORMATION ONLY.

✳ INCLUDES 0.3 CY FOR SHEAR KEY CONC

TABLE OF ESTIMATED QUANTITIES

PHASE II

BAR	NO.	SIZE	LENGTH	WEIGHT
A	10	#11	9'-3"	491
D	1	#9	1'-8"	6
H	16	#6	9'-7"	230
L	9	#6	4'-0"	54
S	15	#5	11'-6"	180
U	2	#6	8'-1"	24
V	10	#5	15'-10"	165
wH1	7	#6	13'-5"	141
wH2	14	#6	11'-8"	245
wS	13	#4	7'-10"	68
wV	13	#5	15'-10"	215
REINFORCING STEEL (3)			Lb	1,819
CLASS "C" CONCRETE (ABUT)			CY	10.2

NOTES:

1. FOR GENERAL AND MATERIAL NOTES, SEE ABUTMENT NO. 1 PLAN AND ELEVATION SHEETS.

STATE OF TEXAS
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95587
LICENSED
PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

Texas Department of Transportation

ABUTMENT NO. 1 DETAILS

(PHASE I & II)

SH 111
LAVACA RIVER RELIEF

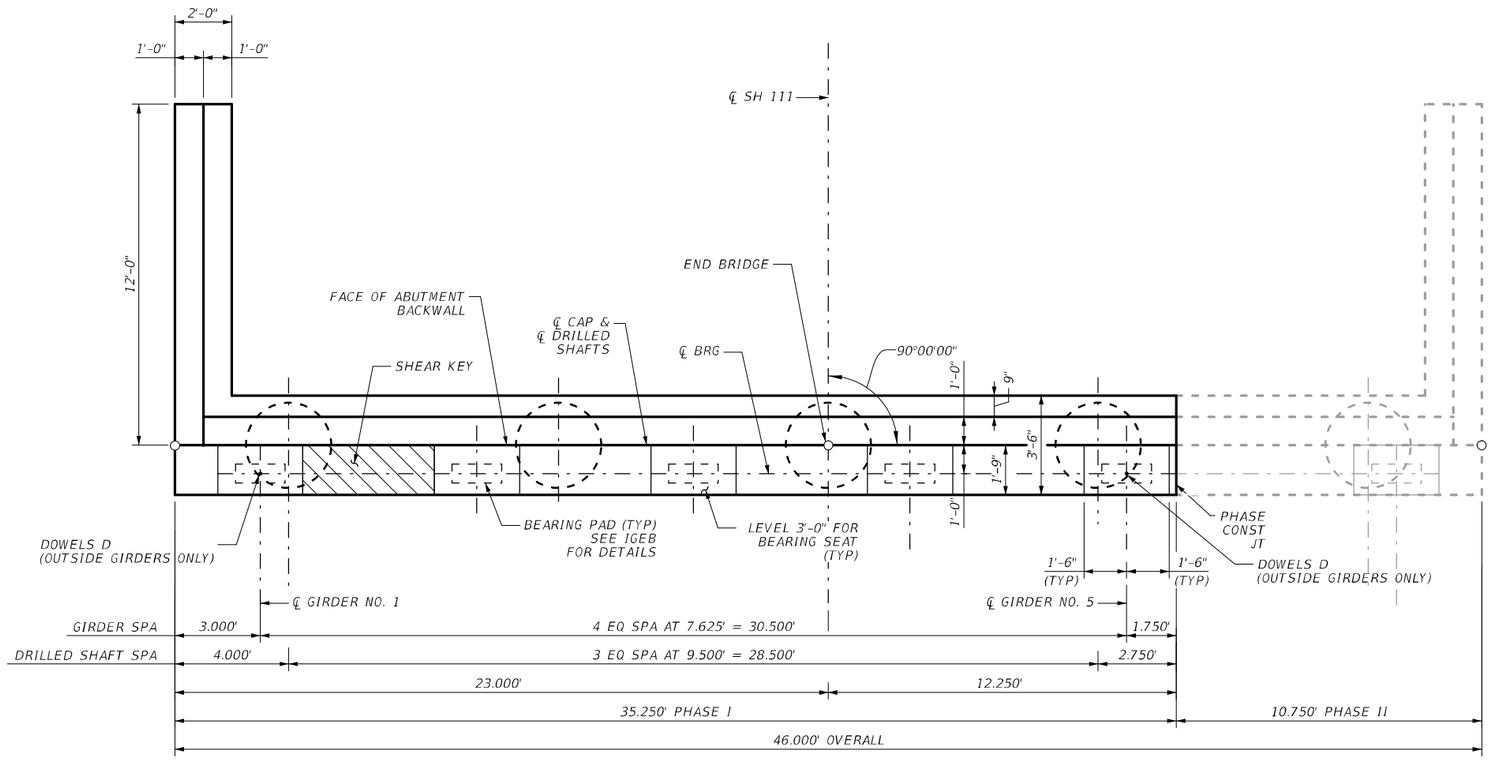
SHEET 3 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	131

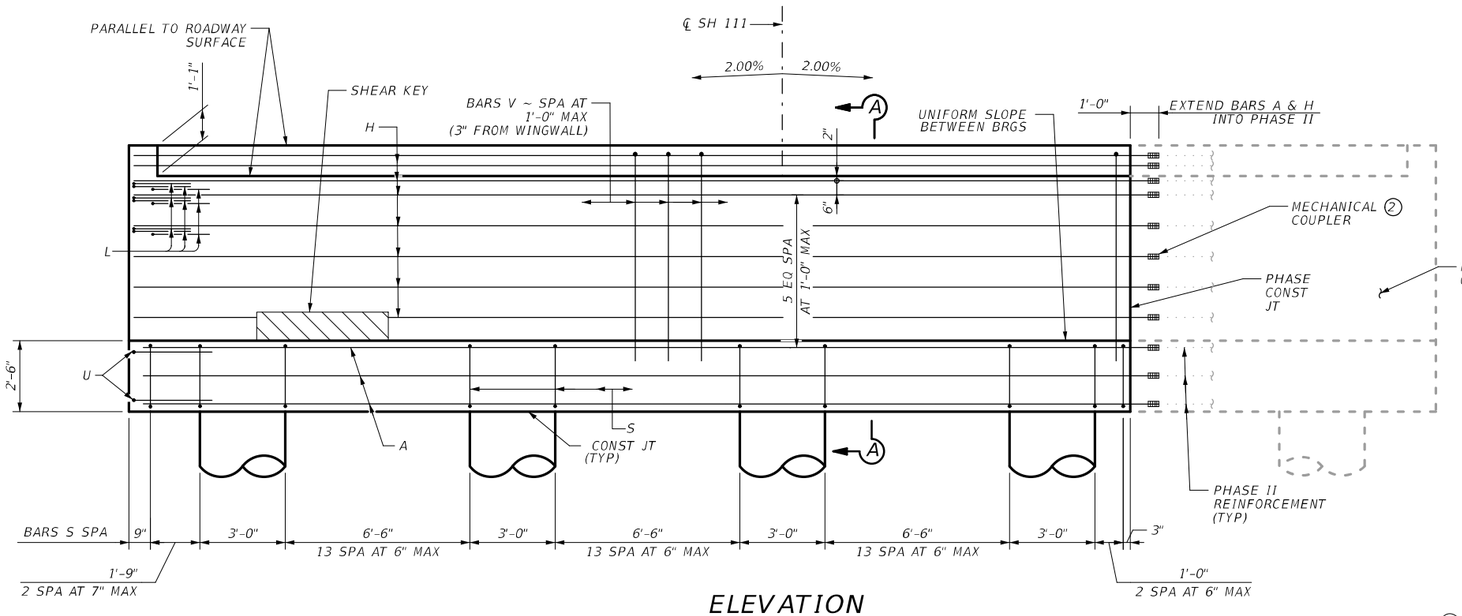
Plotted on: 2/6/2023

Design Filename: 116020212_RELIEF_ABT03.dgn

Plotted on: 2/6/2023



PLAN
(LOOKING FORWARD STATION)



ELEVATION

SECTION A-A

① INCREASE AS REQUIRED TO MAINTAIN 3" FROM FINISHED GRADE.

② THE CONTRACTOR WILL SPLICE BARS A & H DURING PHASE II CONSTRUCTION BY USING MECHANICAL COUPLERS IN ACCORDANCE WITH THE CURRENT DEPT MATERIAL SPEC 4510, "MECHANICAL COUPLERS FOR REINFORCING STEEL"

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE STONE RIPRAP (SRR) STANDARD SHEET FOR RIPRAP ATTACHMENT DETAILS.
3. SEE SSTR STANDARD FOR RAIL ANCHORAGE IN WINGWALLS.
4. FOR BEARING SEAT ELEVATIONS, SEE ESTIMATED QUANTITIES AND BEARING SEAT ELEVATION SHEET.
5. SEE IGEB STANDARD FOR BEARING SEAT DETAILS AND NOTES NOT SHOWN.
6. SEE SHEAR KEY (IGSK) STANDARD SHEET FOR ALL SHEAR KEY DETAILS AND NOTES NOT SHOWN.
7. PLACE SHEAR KEY ON THE UPSTREAM SIDE OF STRUCTURE BETWEEN OUTSIDE GIRDER AND NEXT ADJACENT GIRDER.
8. SEE FD STANDARD, FOR ALL FOUNDATION DETAILS AND NOTES NOT SHOWN.
9. SEE BRIDGE LAYOUT FOR HEADER SLOPE AND FOUNDATION TYPE, SIZE AND LENGTH.
10. SEE SEJ-M STANDARD FOR SEALED EXPANSION JOINT DETAILS AND NOTES.
11. MAXIMUM CALCULATED FOUNDATION LOAD = 136 TONS/SHAFT
12. CHAMFER ALL EXPOSED EDGES $\frac{3}{4}$" UNLESS NOTED OTHERWISE.

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

MATERIAL NOTES:

PROVIDE CLASS C CONCRETE (f'c = 3,600 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

GALVANIZE DOWEL BARS D.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

ABUTMENT NO. 2

(PHASE I)

SH 111
LAVACA RIVER RELIEF

SHEET 1 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	132

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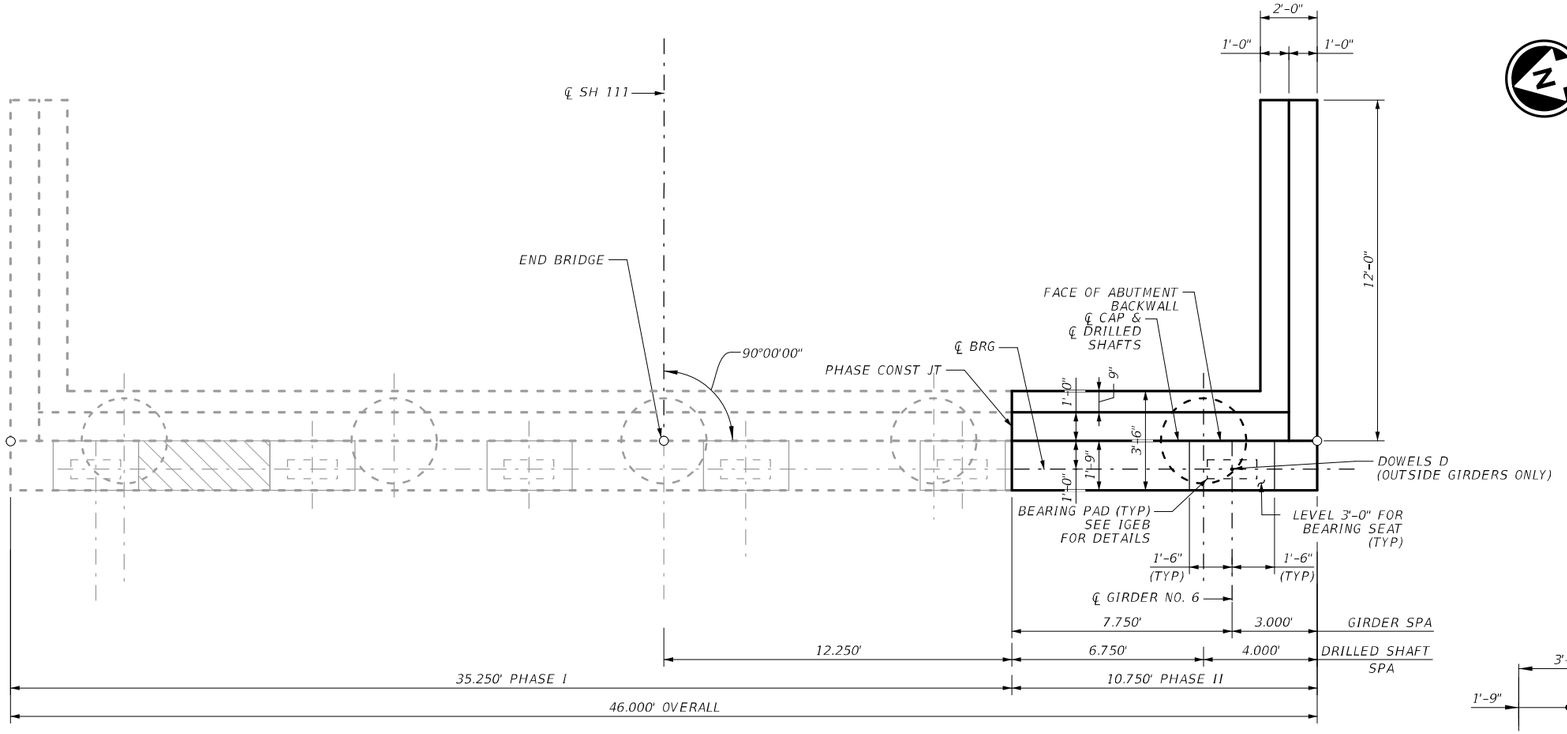
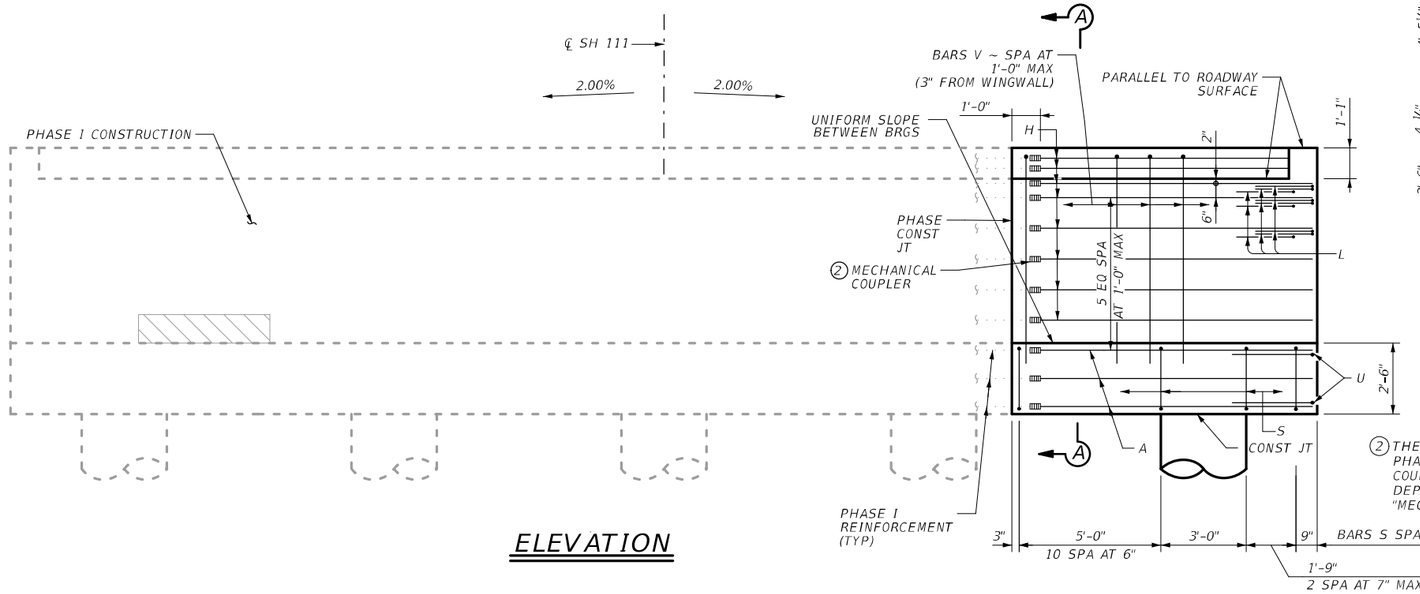
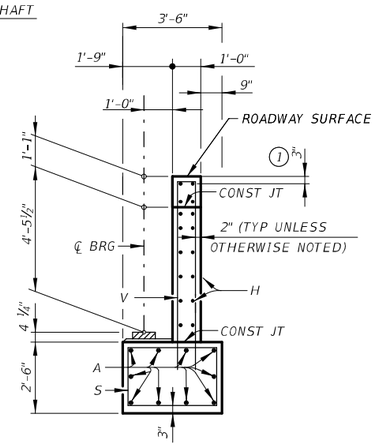
Plotted on: 2/6/2023



PLAN
(LOOKING FORWARD STATION)



ELEVATION



SECTION A-A

1 INCREASE AS REQUIRED TO MAINTAIN 3" FROM FINISHED GRADE.

2 THE CONTRACTOR WILL SPLICE BARS A & H DURING PHASE II CONSTRUCTION BY USING MECHANICAL COUPLERS IN ACCORDANCE WITH THE CURRENT DEPT MATERIAL SPEC 4510, "MECHANICAL COUPLERS FOR REINFORCING STEEL"

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE STONE RIPRAP (SRR) STANDARD SHEET FOR RIPRAP ATTACHMENT DETAILS.
3. SEE SSTR STANDARD FOR RAIL ANCHORAGE IN WINGWALLS.
4. FOR BEARING SEAT ELEVATIONS, SEE ESTIMATED QUANTITIES AND BEARING SEAT ELEVATION SHEET.
5. SEE IGEB STANDARD FOR BEARING SEAT DETAILS AND NOTES NOT SHOWN.
6. SEE FD STANDARD FOR ALL FOUNDATION DETAILS AND NOTES NOT SHOWN.
7. SEE BRIDGE LAYOUT FOR HEADER SLOPE AND FOUNDATION TYPE, SIZE AND LENGTH.
8. SEE SEJ-M STANDARD FOR SEALED EXPANSION JOINT DETAILS AND NOTES.
9. CHAMFER ALL EXPOSED EDGES ¾" UNLESS NOTED OTHERWISE.

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

MATERIAL NOTES:

PROVIDE CLASS C CONCRETE (f'c = 3,600 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

GALVANIZE DOWEL BARS D.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Far Scott Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

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Texas Department of Transportation

ABUTMENT NO. 2

(PHASE II)

SH 111
LAVACA RIVER RELIEF

SHEET 2 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	133

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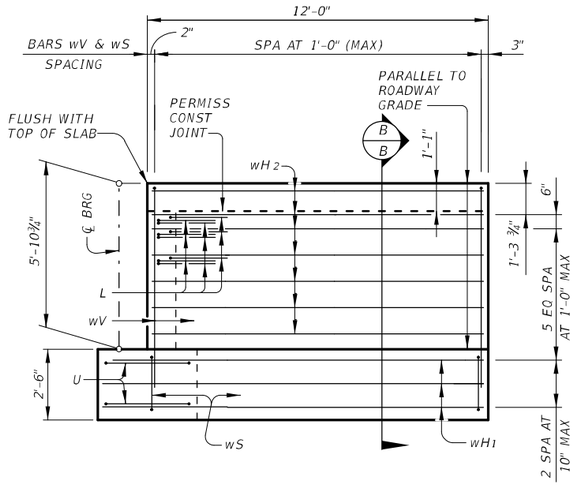
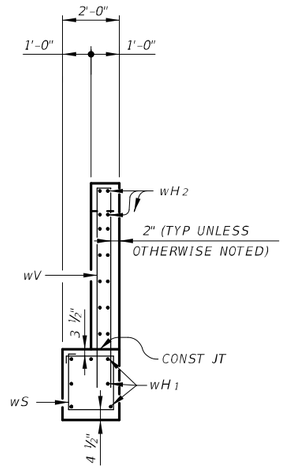


WINGWALL ELEVATION



SECTION B-B

TABLE OF ESTIMATED QUANTITIES PHASE I				
BAR	NO.	SIZE	LENGTH	WEIGHT
A	10	#11	35'-9"	1,899
D	2	#9	1'-8"	11
H	16	#6	36'-1"	867
L	9	#6	4'-0"	54
S	49	#5	11'-6"	588
U	2	#6	8'-1"	24
V	36	#5	15'-10"	595
wH1	7	#6	13'-5"	141
wH2	14	#6	11'-8"	245
wS	13	#4	7'-10"	68
wV	13	#5	15'-10"	215
REINFORCING STEEL (3)			Lb	4,707
CLASS "C" CONCRETE (ABUT) ✳			CY	23.8

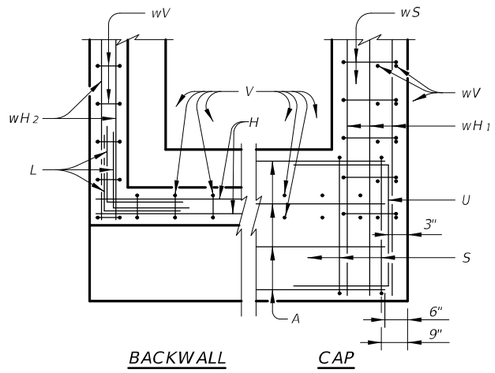
(3) FOR CONTRACTORS INFORMATION ONLY.

✳ INCLUDES 0.3 CY FOR SHEAR KEY CONC

TABLE OF ESTIMATED QUANTITIES PHASE II				
BAR	NO.	SIZE	LENGTH	WEIGHT
A	10	#11	9'-3"	491
D	1	#9	1'-8"	6
H	16	#6	9'-7"	230
L	9	#6	4'-0"	54
S	15	#5	11'-6"	180
U	2	#6	8'-1"	24
V	10	#5	15'-10"	165
wH1	7	#6	13'-5"	141
wH2	14	#6	11'-8"	245
wS	13	#4	7'-10"	68
wV	13	#5	15'-10"	215
REINFORCING STEEL (3)			Lb	1,819
CLASS "C" CONCRETE (ABUT)			CY	10.2

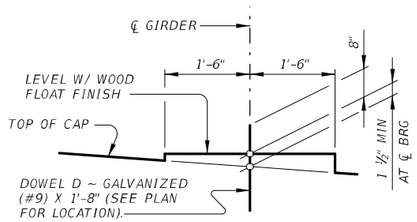
NOTES:

1. FOR GENERAL AND MATERIAL NOTES, SEE ABUTMENT NO. 2 PLAN AND ELEVATION SHEETS.



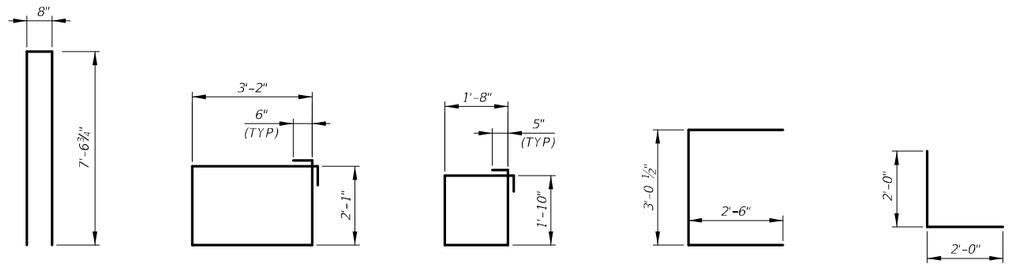
BACKWALL CAP

CORNER DETAILS



BEARING SEAT DETAIL

(BEARING SURFACE MUST BE CLEAN AND FREE OF ALL LOOSE MATERIAL BEFORE PLACING BEARING PAD.)



BARS V & wV BARS S BARS wS BARS U BARS L

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

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TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

Texas Department of Transportation

ABUTMENT NO. 2 DETAILS

(PHASE I & II)

SH 111
LAVACA RIVER RELIEF

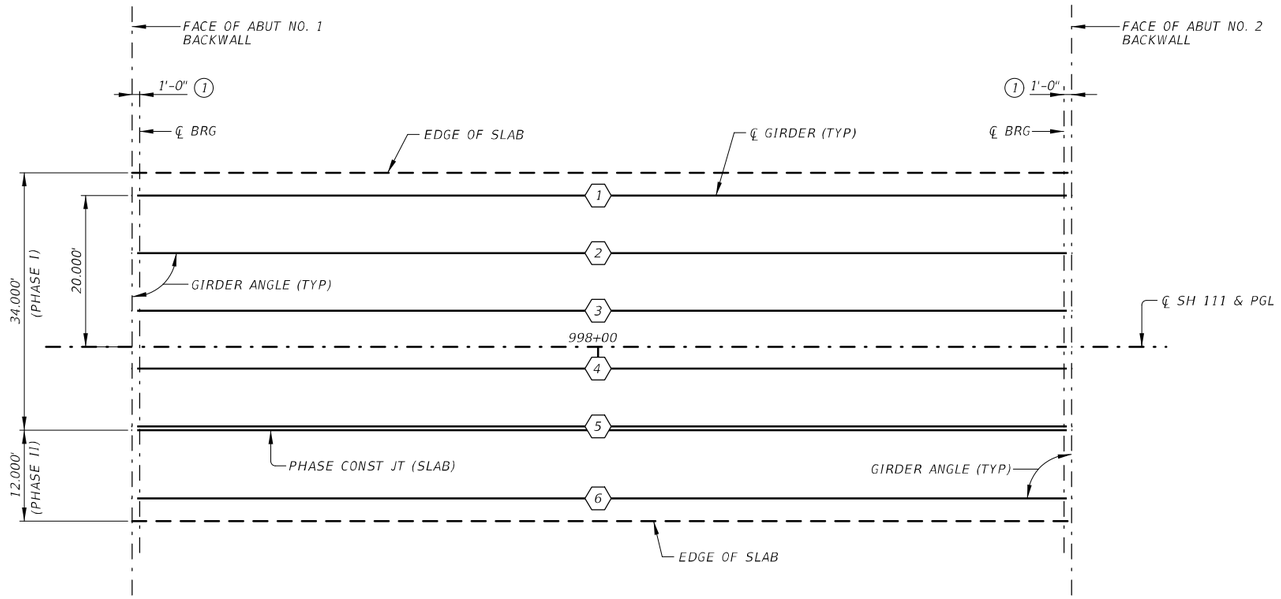
SHEET 3 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	134

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED
PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

Plotted on: 2/6/2023

Design Filename: 116020212_RELIEF_ABT06.dgn



SPAN 1

(Tx54 GIRDERS)

GIRDER LAYOUT

(1) SEE IGEB STANDARD FOR ORIENTATION OF DIMENSIONS.

(2) GIRDER LENGTHS SHOWN ARE BOTTOM GIRDER FLANGE LENGTHS WITH ADJUSTMENTS MADE FOR GIRDER SLOPE.

DIM IN FEET UNLESS NOTED

BENT REPORT

ABUT NO. 1 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (FACE OF BKWL)	GIRDER ANGLE D M S
SPAN 1	GIRDER 1	0.000	90 00 00
	GIRDER 2	7.625	90 00 00
	GIRDER 3	7.625	90 00 00
	GIRDER 4	7.625	90 00 00
	GIRDER 5	7.625	90 00 00
	GIRDER 6	9.500	90 00 00
	TOTAL	40.000	

ABUT NO. 2 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (FACE OF BKWL)	GIRDER ANGLE D M S
SPAN 1	GIRDER 1	0.000	90 00 00
	GIRDER 2	7.625	90 00 00
	GIRDER 3	7.625	90 00 00
	GIRDER 4	7.625	90 00 00
	GIRDER 5	7.625	90 00 00
	GIRDER 6	9.500	90 00 00
	TOTAL	40.000	

GIRDER REPORT

GIRDER REPORT, SPAN 1

	HORIZONTAL DISTANCE C-C BENT	C-C BRG.	TRUE DISTANCE BOT. FLG. (2)	GIRDER SLOPE
GIRDER 1	124.000	122.000	123.50	-0.0021
GIRDER 2	124.000	122.000	123.50	-0.0021
GIRDER 3	124.000	122.000	123.50	-0.0021
GIRDER 4	124.000	122.000	123.50	-0.0021
GIRDER 5	124.000	122.000	123.50	-0.0021
GIRDER 6	124.000	122.000	123.50	-0.0021

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

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STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER

Far Scott Basse P.E.
2/6/2023

GIRDER LAYOUT

(PHASE I & II)

SH 111
LAVACA RIVER RELIEF

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	135

Plotted on: 2/6/2023

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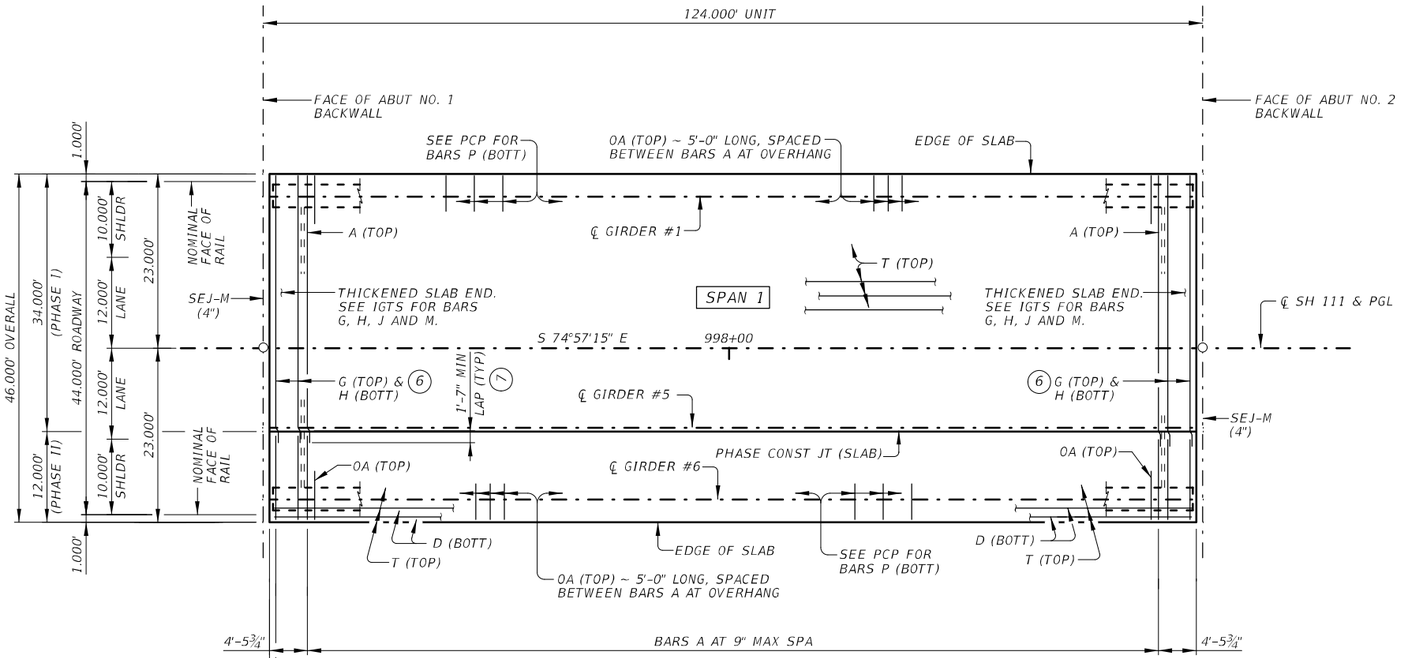

PLAN

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE PCP AND PCP-FAB STANDARDS FOR PANEL DETAILS NOT SHOWN.
3. SEE IGTS STANDARD FOR THICKENED SLAB END DETAILS AND QUANTITY ADJUSTMENTS.
4. SEE IGMS STANDARD FOR ALL OTHER MISCELLANEOUS SLAB DETAILS.
5. SEE SSTR RAILING STANDARD FOR RAIL ANCHORAGE IN SLAB.
6. SEE PMDF STANDARD FOR DETAILS AND QUANTITY ADJUSTMENTS IF THIS OPTION IS USED.
7. CHAMFER ALL EXPOSED EDGES 3/4" UNLESS NOTED OTHERWISE.

COVER DIMENSIONS ARE CLEAR DIMENSIONS, UNLESS NOTED OTHERWISE.

MATERIAL NOTES:

PROVIDE CLASS S CONCRETE (f'c = 4000 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

PROVIDE BAR LAPS, WHERE REQUIRED, AS FOLLOWS:

UNCOATED ~ #4 = 1'-7"

DEFORMED WELDED WIRE REINFORCEMENT (WWR) (ASTM A1064) OF EQUAL SIZE AND SPACING MAY BE SUBSTITUTED FOR BARS A, D, 0A, P OR T UNLESS NOTED OTHERWISE.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Far Scott Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

Texas Department of Transportation

124.000' PRESTR CONC I-GIRDER UNIT

(PHASE I & II)

SH 111
LAVACA RIVER RELIEF

SHEET 1 OF 2

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	136

Plotted on: 2/6/2023

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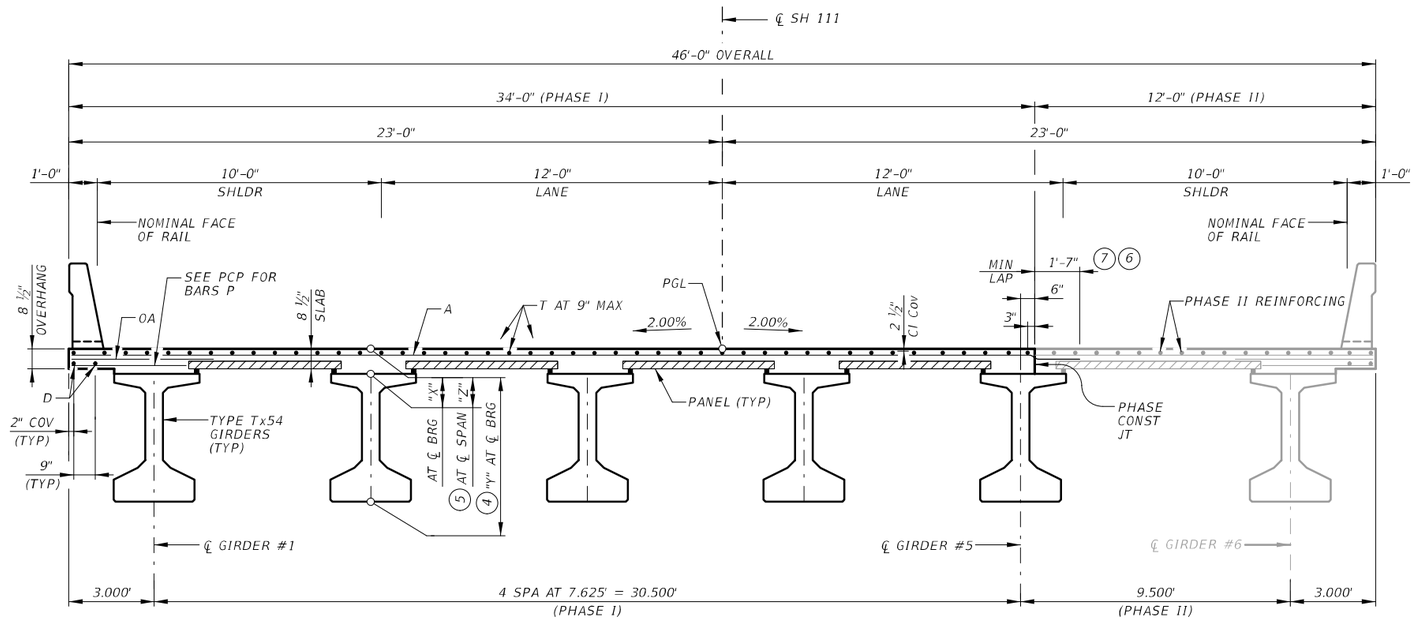
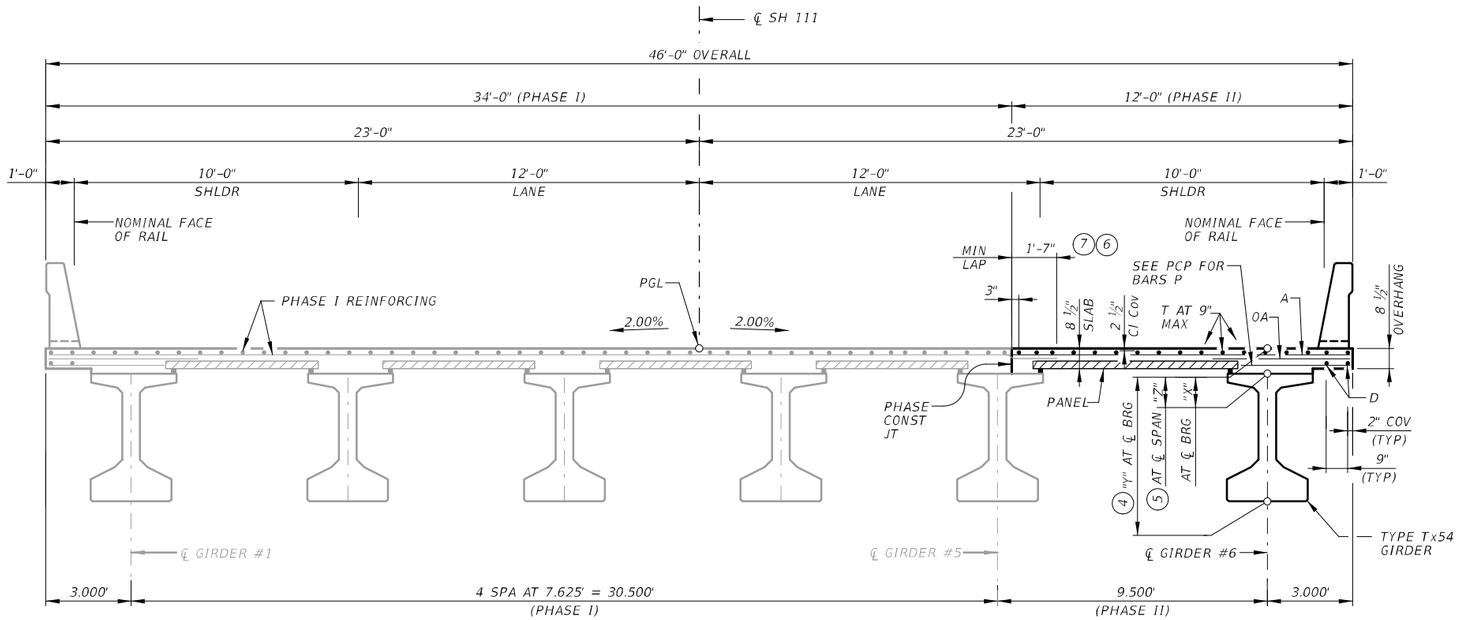


TYPICAL BRIDGE SECTION - PHASE I



TYPICAL BRIDGE SECTION - PHASE II

(4) "Y" VALUE SHOWN IS BASED ON THEORETICAL GIRDER CAMBER, DEAD LOAD DEFLECTION FROM AN 8 ½" CONCRETE SLAB, ROADWAY GRADES, AND USING PRECAST PANELS (PCP).

(5) THEORETICAL DIMENSION

(6) EXTEND BARS G & H IN THICKENED SLAB END INTO PHASE II, SIMILAR TO BARS A.

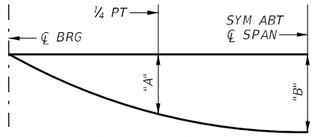
(7) EXTEND BARS A IN PHASE-I INTO PHASE-II FOR MIN 1'-7" LAP

TABLE OF SECTION DEPTHS

SPAN NO.	GIRDER NO.	"X" AT ℄ BRG	"Y" AT ℄ BRG (4)	"Z" AT ℄ SPAN (5)
1	1	1'-0½"	5'-6½"	10 ¼"
	2-4	1'-0½"	5'-6½"	10 ½"
	5	1'-0½"	5'-6½"	9 ½"
	6	1'-0½"	5'-6½"	10 ½"

TABLE OF DEAD LOAD DEFLECTIONS

SPAN NO.	GIRDER NO.	"A" FT	"B" FT
1	1	0.159	0.223
	2-4	0.177	0.249
	5	0.102	0.143
	6	0.180	0.253



DEAD LOAD DEFLECTION DIAGRAM

CALCULATED DEFLECTIONS SHOWN ARE DUE TO THE CONCRETE SLAB ON INTERIOR GIRDERS ONLY (Ec = 5000 KSI). ADJUST VALUES AS REQUIRED FOR EXTERIOR GIRDERS AND IF OPTIONAL SLAB FORMING IS USED. THESE VALUES MAY REQUIRE FIELD VERIFICATION.

TABLE OF ESTIMATED QUANTITIES

	SPAN NO.	REINF CONCRETE SLAB	PRESTR CONCRETE GIRDERS (Tx54) (2)	REINF STEEL (1) (3)
		SF	LF	LB
PHASE I	1	4,216	617.50	9,697
PHASE II	1	1,488	123.50	3,422

(1) FOR CONTRACTOR'S INFORMATION ONLY.

(2) LENGTH SHOWN IS BOTTOM OF GIRDER FLANGE LENGTH WITH ADJUSTMENTS MADE FOR GIRDER SLOPE. SEE GIRDER LAYOUT FOR GIRDER LENGTH.

(3) REINFORCING STEEL WEIGHT IS CALCULATED USING AN APPROXIMATE FACTOR OF 2.3 LBS/SF

BAR TABLE

BAR	SIZE
A	#4
D	#4
G	#4
H	#4
J	#4
M	#4
OA	#5
P	#4
T	#4

STATE OF TEXAS
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PAPE-DAWSON ENGINEERS
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2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

124.000' PRESTR CONC I-GIRDER UNIT

(PHASE I & II)

SH 111
LAVACA RIVER RELIEF

SHEET 2 OF 2

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	137

Plotted on: 2/6/2023

Design Filename: 116020212_RELIEF_PGU02.dgn

STRUCTURE	DESIGNED GIRDERS									DEPRESSED STRAND PATTERN		CONCRETE		OPTIONAL DESIGN					LOAD RATING FACTORS		
	SPAN NO.	GIRDER NO.	GIRDER TYPE	PRESTRESSING STRANDS						NO.	TO END (in)	RELEASE STRGTH (1) f'ci (ksi)	MINIMUM 28 DAY COMP STRGTH f'c (ksi)	DESIGN LOAD COMP STRESS (TOP ℄) (SERVICE I) fct(ksi)	DESIGN LOAD TENSILE STRESS (BOTT ℄) (SERVICE III) fcb(ksi)	REQUIRED MINIMUM ULTIMATE MOMENT CAPACITY (STRENGTH I) (kip-ft)	LIVE LOAD DISTRIBUTION FACTOR (2)		STRENGTH I		SERVICE III
				NON-STD STRAND PATTERN	TOTAL NO.	SIZE (in)	STRGTH fpu (ksi)	"e" ℄ (in)	"e" END (in)								Moment	Shear	Inv	Opr	Inv
SH 111 LAVACA RIVER RELIEF	1	ALL	Tx54		46	0.6	270	18.66	12.40	8	44.5	6.000	7.200	4.649	-4.568	9,021	0.697	0.918	1.41	1.98	1.00

NON-STANDARD STRAND PATTERNS

PATTERN	STRAND ARRANGEMENT AT ℄ OF GIRDER

(1) Based on the following allowable stresses (ksi):

Compression = 0.65 f'ci

Tension = $0.24\sqrt{f'ci}$

Optional designs must likewise conform.

(2) Portion of full HL93.

DESIGN NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications. Load rated using Load and Resistance Factor Rating according to AASHTO Manual for Bridge Evaluation.

Optional designs for girders 120 feet or longer must have a calculated residual camber equal to or greater than that of the designed girder.

Prestress losses for the designed girders have been calculated for a relative humidity of 60 percent. Optional designs must likewise conform.

FABRICATION NOTES:

Provide Class H concrete.

Provide Grade 60 reinforcing steel bars.

Use low relaxation strands, each pretensioned to 75 percent of fpu.

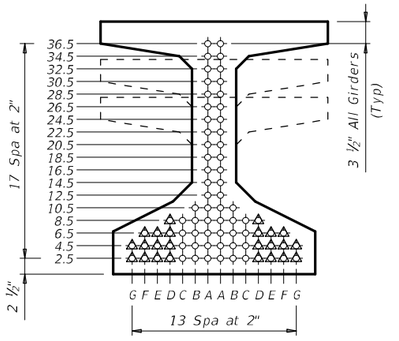
Strand debonding must comply with Item 424.4.2.2.2.4. Full-length debonded strands are only permitted in positions marked △. Double wrap full-length debonded strands in outer most position of each row.

When shown on this sheet, the Fabricator has the option of furnishing either the designed girder or an approved optional design. All optional design submittals must be signed, sealed and dated by a Professional Engineer registered in the State of Texas.

Seal cracks in girder ends exceeding 0.005" in width as directed by the Engineer. The fabricator is permitted to decrease the spacing of Bars R and S by providing additional bars to help limit crack width provided the decreased spacing results in no less than 1" clear between bars. The fabricator must take an approved corrective action if cracks greater than 0.005" form on a repetitive basis.

DEPRESSED STRAND DESIGNS:

Locate strands for the designed girder as low as possible on the 2" grid system unless a non-standard strand pattern is indicated. Fill row "2.5", then row "4.5", then row "6.5", etc., beginning each row in the "A" position and working outward until the required number of strands is reached. All strands in the "A" position must be depressed, maintaining the 2" spacing so that, at the girder ends, the upper two strands are in the position shown in the table.



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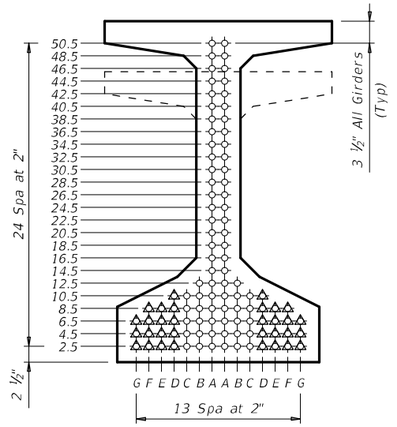
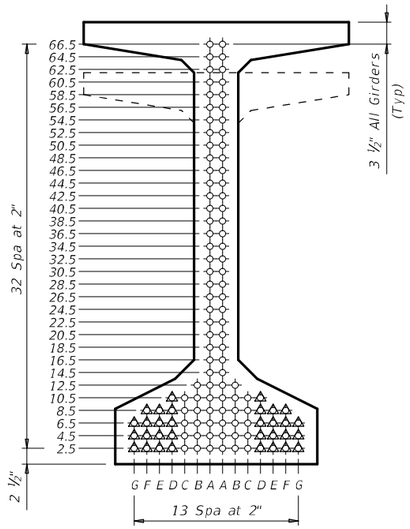


TYPE Tx46 & Tx54



TYPE Tx62 & Tx70

HL93 LOADING

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED
PROFESSIONAL ENGINEER
2/6/2023

Texas Department of Transportation

Bridge Division Standard

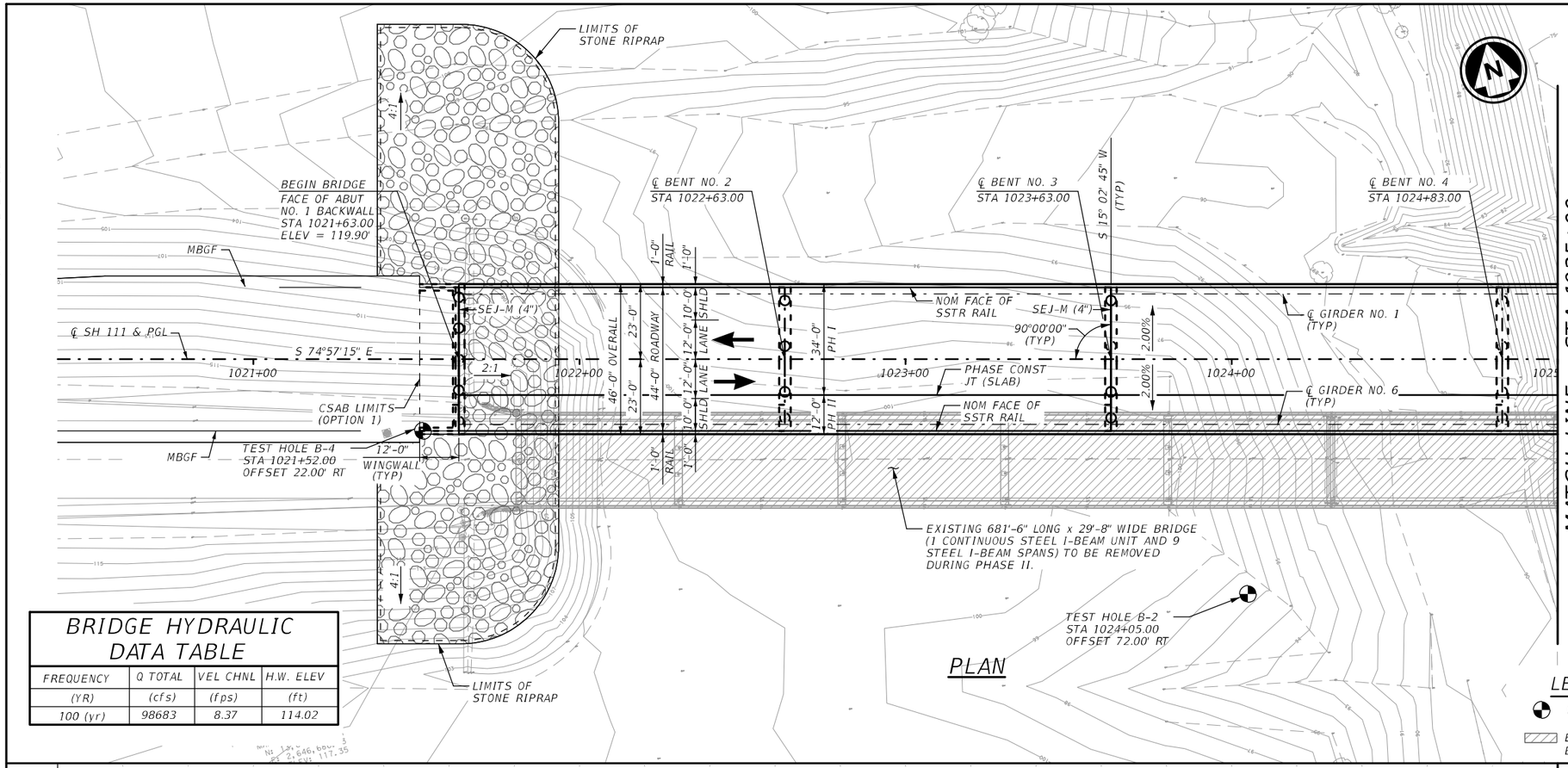
PRESTRESSED CONCRETE I-GIRDER DESIGNS (NON-STANDARD SPANS)

IGND

FILE: igndsts1-22.dgn	DN: HRG	CK: FSB	DW: SZT	CK: FSB
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS 10-19: Modified for depressed strands only. 3-22: Added Load Rating.	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		138

DATE: 2/6/2023
FILE: 116020212_RELIEF_IGD01.dgn

Plotted on: 12/26/2023



PLAN

BRIDGE HYDRAULIC DATA TABLE

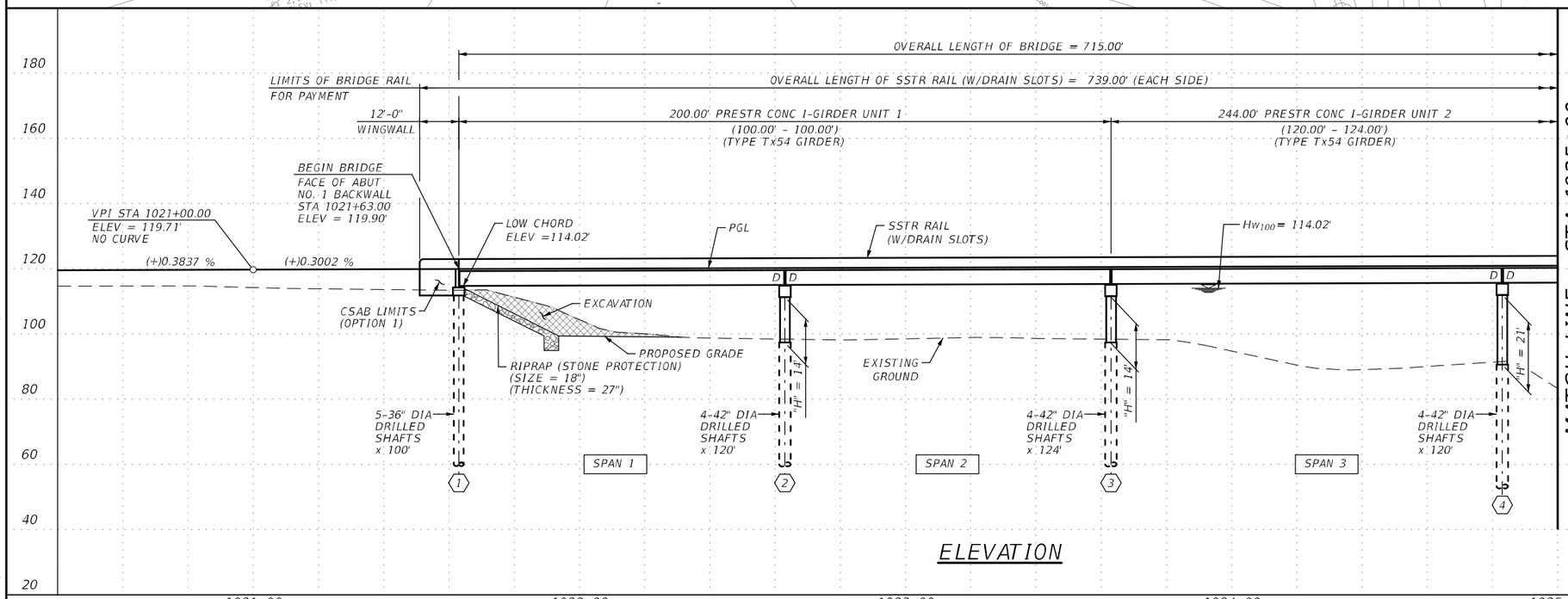
FREQUENCY	Q TOTAL	VEL CHNL	H.W. ELEV
(YR)	(cfs)	(fps)	(ft)
100 (yr)	98683	8.37	114.02

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE SPECIFICATIONS 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. HORIZONTAL AND VERTICAL DIMENSIONS ARE SHOWN. LENGTHS MUST BE CORRECTED FOR GRADE OR CROSS SLOPE WHERE APPROPRIATE.
3. "D" DENOTES DOWELED END CONDITION. SEE BENT DETAILS FOR DOWEL LOCATION.
4. FUNCTIONAL CLASS = RURAL MAJOR COLLECTOR
   EXISTING AADT = 1692 (2021)
   PROJECTED AADT = 2369 (2041)
   DESIGN SPEED = 70 MPH
5. EXISTING NBI NO. = 13-143-0-0346-06-025
   PROP NBI NO. = 13-143-0-0346-06-118
6. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
7. REFER TO TXDOT STONE RIPRAP (SRR) STANDARD FOR RIPRAP DETAILS.
8. SEE CSAB STANDARD FOR CEMENT STABLILIZED BACKFILL DETAILS AND LIMITS.
9. FOR TYPICAL SECTIONS AND PHASING SEE "TCP BRIDGE TYPICAL SECTION" SHEET.
10. REMOVE EXISTING BRIDGE FOUNDATIONS 2' MINIMUM BELOW FINAL GRADE.
11. THE "H" VALUES SHOWN ARE ESTIMATED COLUMN HEIGHTS. CONTRACTOR IS RESPONSIBLE FOR CALCULATING ACTUAL COLUMN HEIGHTS BASED ON FIELD CONDITIONS.
12. BRIDGE NOT DESIGNED FOR FUTURE OVERLAY.
13. SEE BORING LOG SHEETS FOR STRATA, FOUNDATION NOTES AND TCP TEST DATA.
14. SAW CUT GROOVING OF BRIDGE DECK REQUIRED.

LEGEND:

- BOREHOLE LOCATION
- EXISTING BRIDGE TO BE REMOVED



ELEVATION

0 20 40 60
SCALE: 1" = 40'

HL 93 LOADING
SUPERSTRUCTURE INV/OPR RATINGS: 1.00/1.61

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

BRIDGE LAYOUT

NBI: 13-143-0-0346-06-118

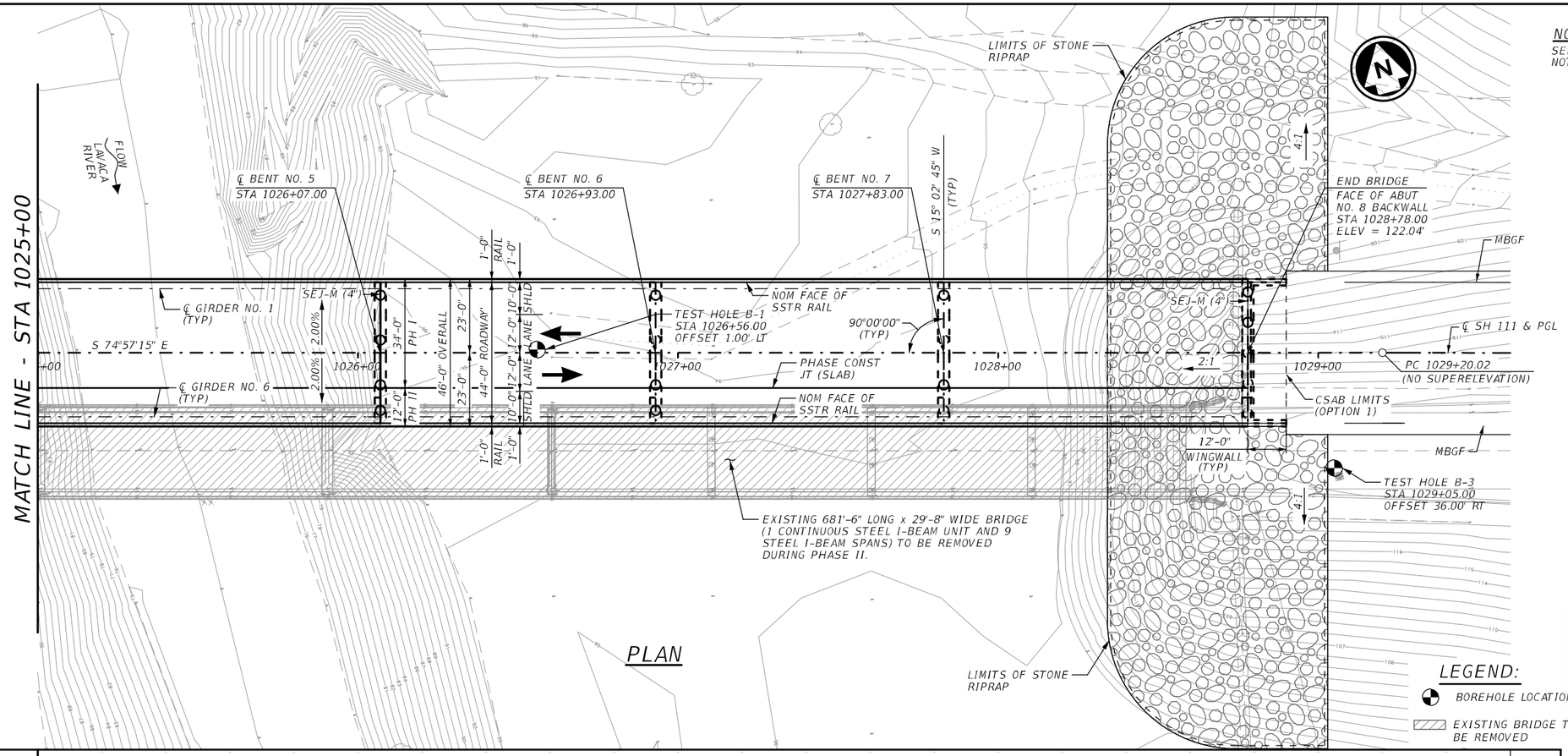
SH 111
LAVACA RIVER

SHEET 1 OF 2

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	139

Design Filename: 116020212_RIVER_BRG01.dgn

Plotted on: 12/26/2023

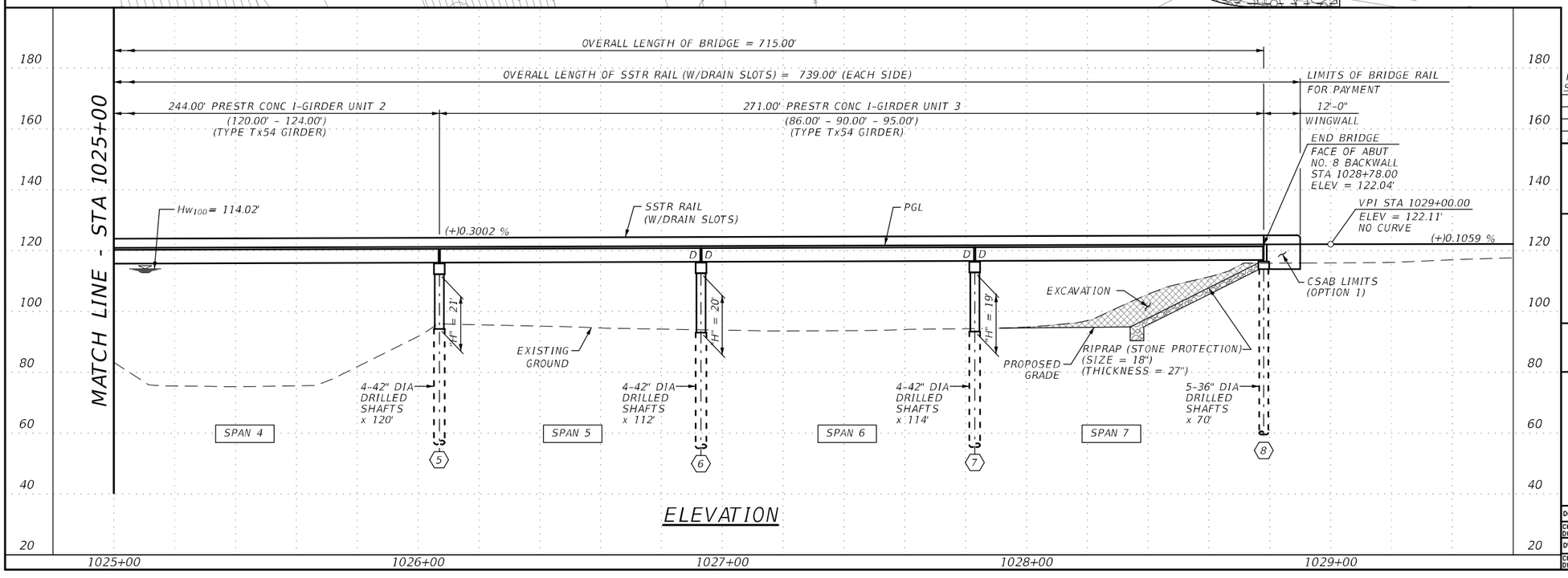


NOTES:

SEE SHEET 1 OF 2 FOR GENERAL NOTES

LEGEND:

- BOREHOLE LOCATION
- EXISTING BRIDGE TO BE REMOVED



ELEVATION

0 20 40 60

SCALE: 1" = 40'

HL 93 LOADING
SUPERSTRUCTURE INV/OPR RATINGS: 1.00/1.61

REV. NO.	DATE	DESCRIPTION	BY

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Farren Basse P.E.
12/26/2023

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

BRIDGE LAYOUT

NBI: 13-143-0-0346-06-118

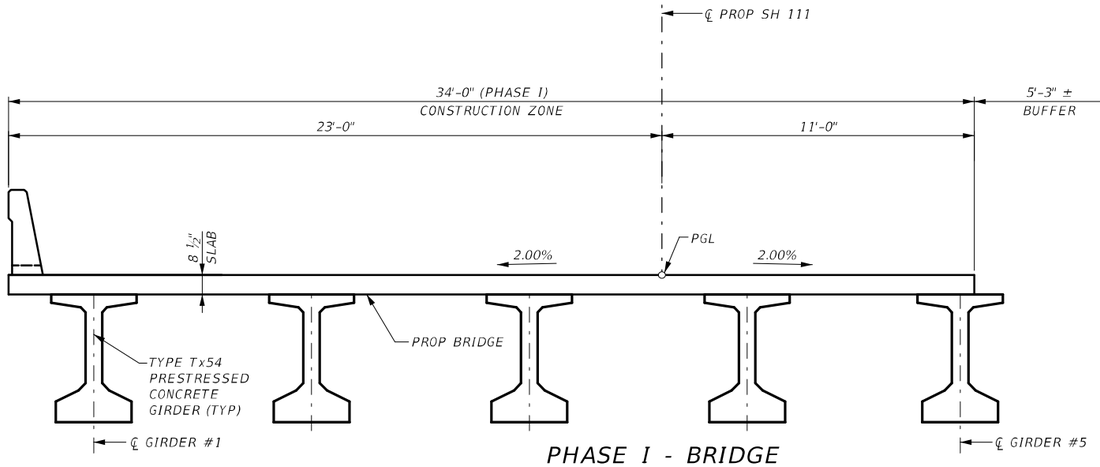
SH 111
LAVACA RIVER

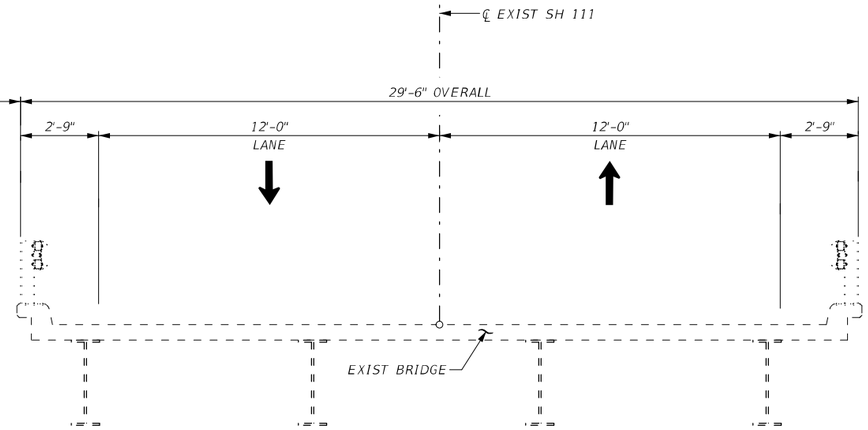
SHEET 2 OF 2

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	140

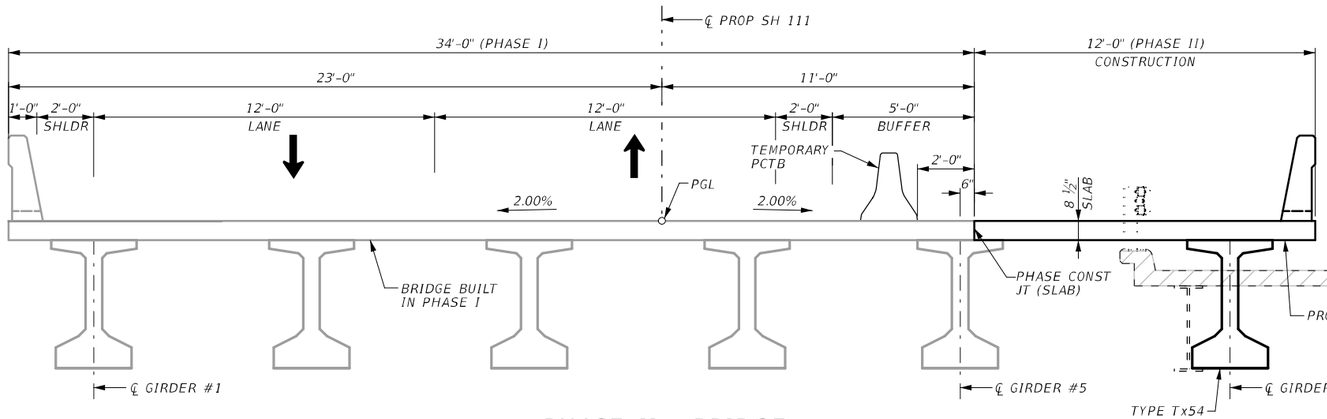
Design Filename: 116020212_RIVER_BRG02.dgn

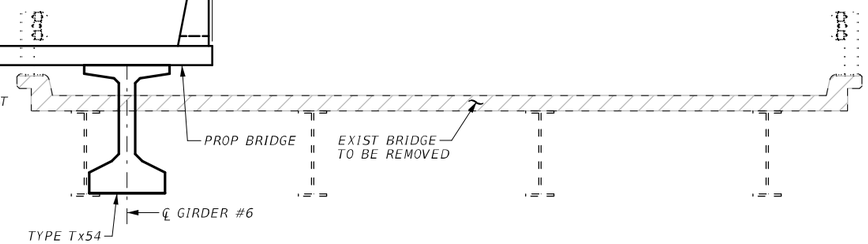
Plotted on: 2/6/2023



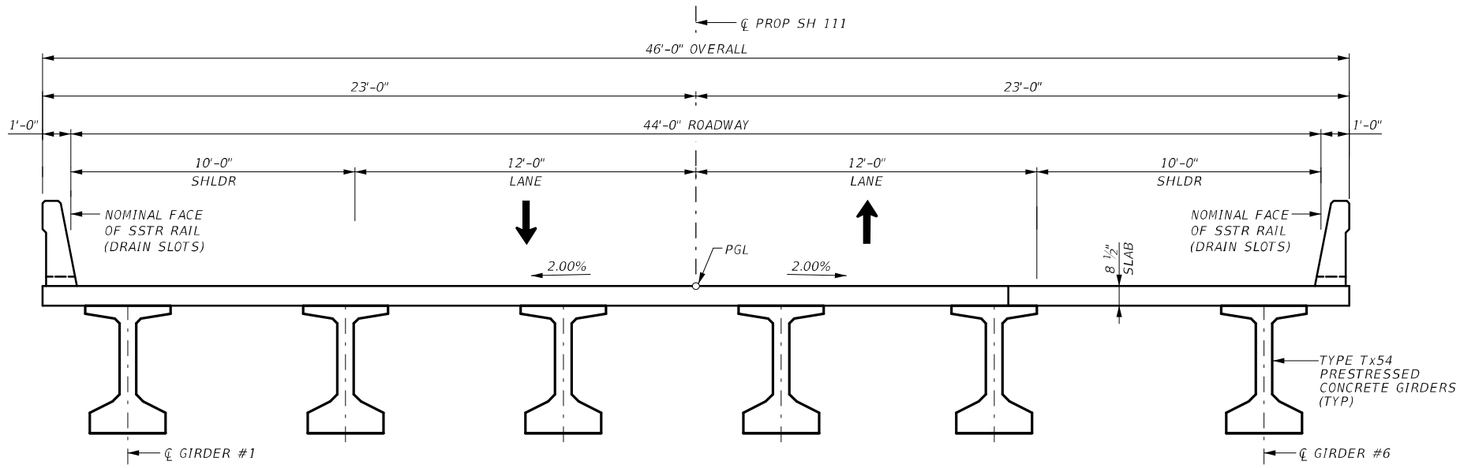


PHASE I - BRIDGE





PHASE II - BRIDGE



PROPOSED BRIDGE SECTION

LEGEND:

- EXISTING BRIDGE STRUCTURE
- EXISTING BRIDGE STRUCTURE TO BE REMOVED
- CONSTRUCTED PREVIOUS PHASE
- NEW CONSTRUCTION PHASE

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED
PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

TCP BRIDGE TYPICAL SECTIONS

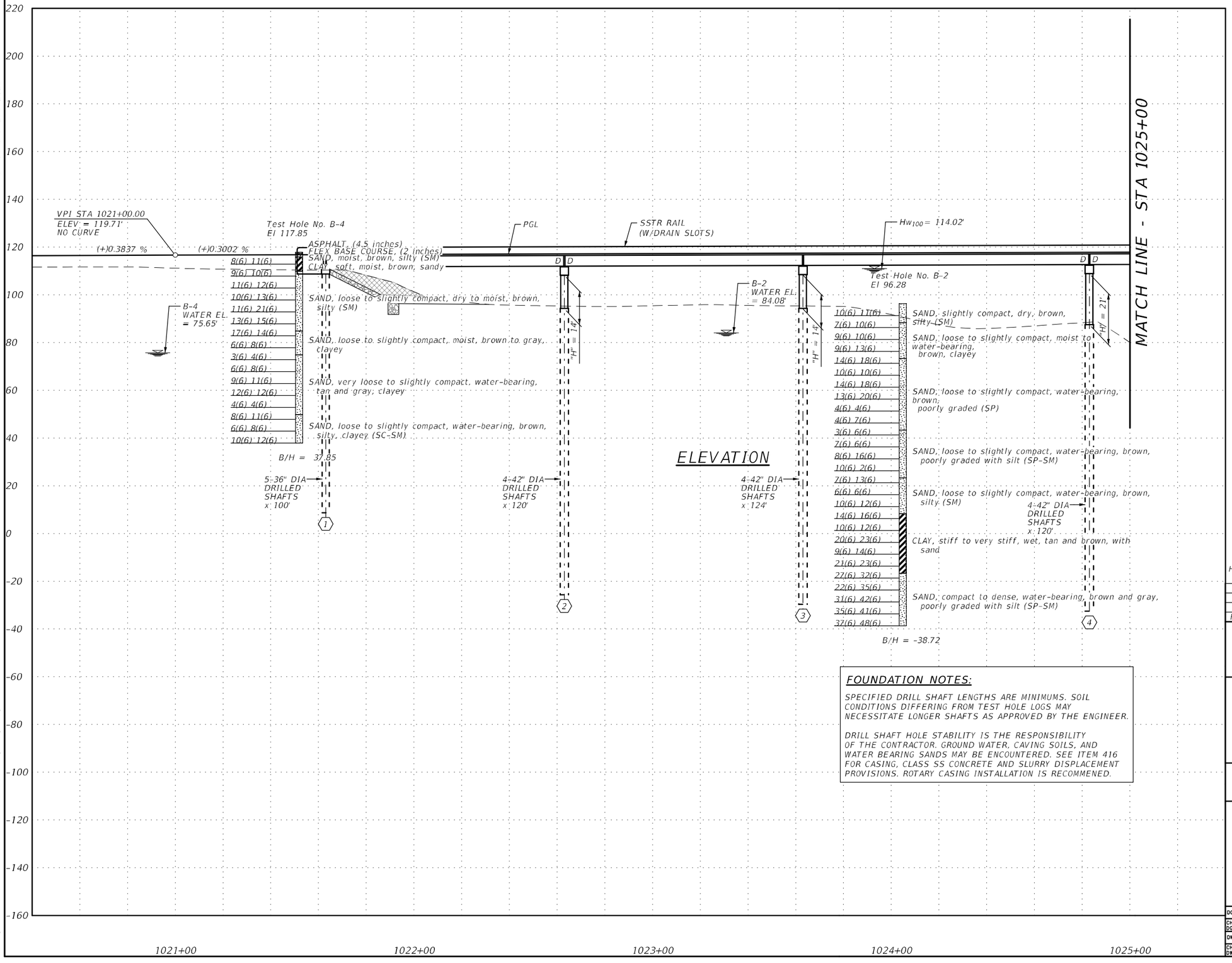
SH 111
LAVACA RIVER

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	141

Design Filename: 116020212_RIVER_TCP01.dgn

Plotted on: 2/6/2023

Design Filename: 116020212_RIVER_Boring log1.dgn



FOUNDATION NOTES:

SPECIFIED DRILL SHAFT LENGTHS ARE MINIMUMS. SOIL CONDITIONS DIFFERING FROM TEST HOLE LOGS MAY NECESSITATE LONGER SHAFTS AS APPROVED BY THE ENGINEER.

DRILL SHAFT HOLE STABILITY IS THE RESPONSIBILITY OF THE CONTRACTOR. GROUND WATER, CAVING SOILS, AND WATER BEARING SANDS MAY BE ENCOUNTERED. SEE ITEM 416 FOR CASING, CLASS SS CONCRETE AND SLURRY DISPLACEMENT PROVISIONS. ROTARY CASING INSTALLATION IS RECOMMENED.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED
PROFESSIONAL ENGINEER

Farren Basse P.E.
2/6/2023

0 20 40 60
SCALE: 1" = 40'

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

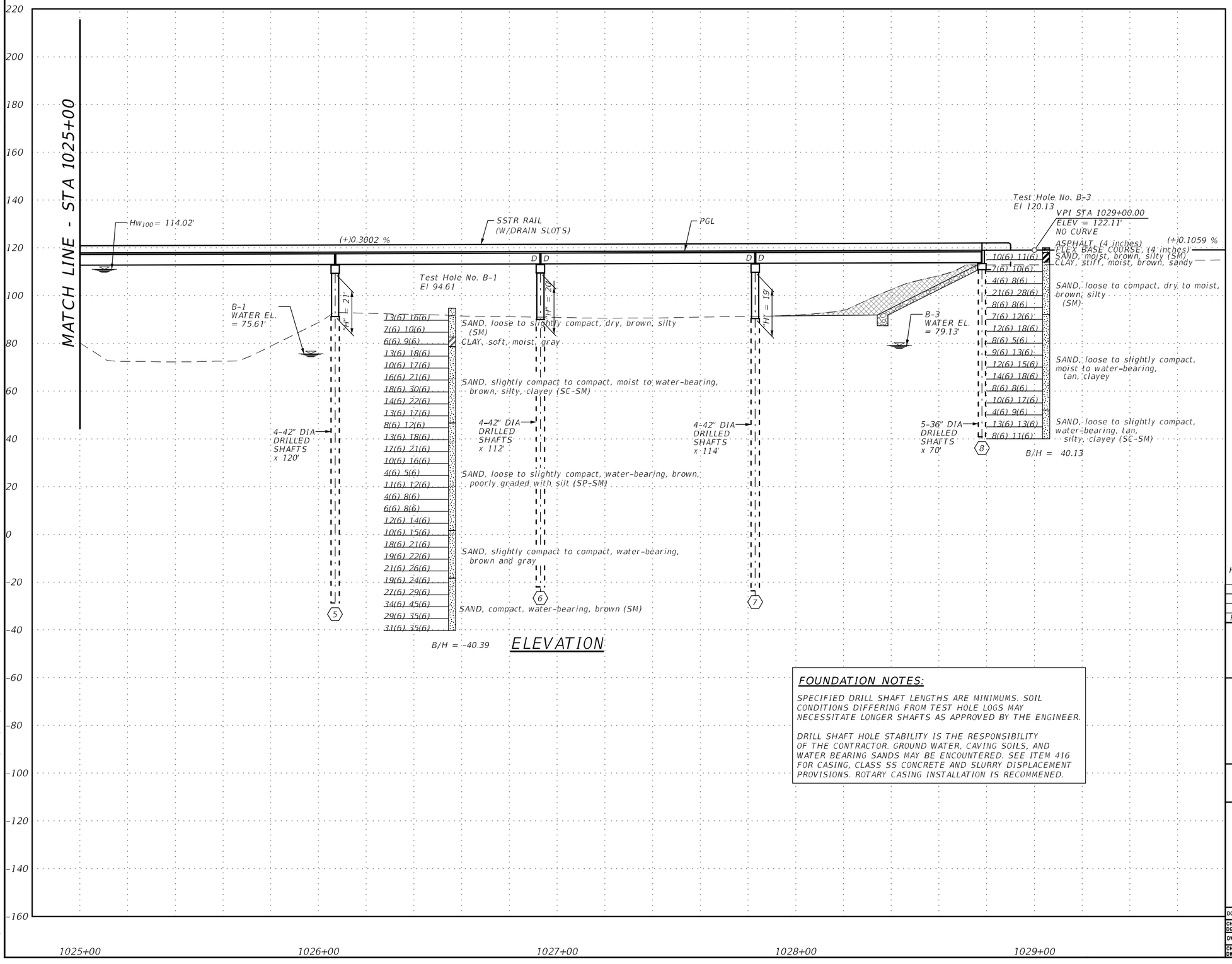
BORING LOGS

SH 111
LAVACA RIVER

SHEET 1 OF 2

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	142

Plotted on: 2/6/2023



10(6)	11(6)						
7(6)	10(6)						
4(6)	8(6)						
21(6)	28(6)						
8(6)	8(6)						
7(6)	12(6)						
12(6)	18(6)						
8(6)	5(6)						
9(6)	13(6)						
12(6)	15(6)						
14(6)	18(6)						
8(6)	8(6)						
10(6)	17(6)						
4(6)	9(6)						
13(6)	13(6)						
8(6)	11(6)						

13(6)	16(6)						
7(6)	10(6)						
6(6)	9(6)						
13(6)	18(6)						
10(6)	17(6)						
16(6)	21(6)						
18(6)	30(6)						
14(6)	22(6)						
13(6)	17(6)						
8(6)	12(6)						
13(6)	18(6)						
17(6)	21(6)						
10(6)	16(6)						
4(6)	5(6)						
11(6)	12(6)						
4(6)	8(6)						
6(6)	8(6)						
12(6)	14(6)						
10(6)	15(6)						
18(6)	21(6)						
19(6)	22(6)						
21(6)	26(6)						
19(6)	24(6)						
22(6)	29(6)						
34(6)	45(6)						
29(6)	35(6)						
31(6)	35(6)						

FOUNDATION NOTES:

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DRILL SHAFT HOLE STABILITY IS THE RESPONSIBILITY OF THE CONTRACTOR. GROUND WATER, CAVING SOILS, AND WATER BEARING SANDS MAY BE ENCOUNTERED. SEE ITEM 416 FOR CASING, CLASS SS CONCRETE AND SLURRY DISPLACEMENT PROVISIONS. ROTARY CASING INSTALLATION IS RECOMMENED.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
2/6/2023

0 20 40 60
SCALE: 1" = 40'

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

BORING LOGS

SH 111
LAVACA RIVER

SHEET 2 OF 2

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	143

Design Filename: 116020212_RIVER_Boring log2.dgn

Plotted on: 2/6/2023

SUMMARY OF ESTIMATED QUANTITIES

	ITEM	0400	0416	0416	0420	0420	0420	0422	0425	0432	0450	0454	0496
	DESCRIPTION CODE	6005	6004	6005	6013	6029	6037	6001	6039	6033	6054	6018	6011
	ITEM DESCRIPTION	CEM STABIL BKFL	DRILL SHAFT (36 IN)	DRILL SHAFT (42 IN)	CL C CONC (ABUT)	CL C CONC (CAP)	CL C CONC (COLUMN)	REINF CONC SLAB	PRESTR CONC GIRDER (TX54)	RIPRAP (STONE PROTECTION) (18 IN)	RAIL (TY SSTR) (W/DRAIN SLOTS)	SEALED EXPANSION JOINT (4 IN) (SEJ - M)	REMOV STR (BRIDGE 500 - 999 FT LENGTH)
		CY	LF	LF	CY	CY	CY	SF	LF	CY	LF	LF	EA
PHASE I	2 ~ ABUTMENTS	131	680		47.4						24.0	67	
PHASE I	6 ~ INTERIOR BENTS			2,130		96.6	85.8					67	
PHASE I	200.00' PRESTR CONC GIRDER UNIT 1							6,800	995.00		200.0		
PHASE I	244.00' PRESTR CONC GIRDER UNIT 2							8,296	1,215.00		244.0		
PHASE I	271.00' PRESTR CONC GIRDER UNIT 3							9,214	1,347.50		271.0		
PHASE I	PHASE I TOTAL	131	680	2,130	47.4	96.6	85.8	24,310	3,557.50		739.0	134	
PHASE II	2 ~ ABUTMENTS	37	170		20.2						24.0	23	
PHASE II	6 ~ INTERIOR BENTS			710		25.8	28.7					23	
PHASE II	200.00' PRESTR CONC GIRDER UNIT 1							2,400	199.00		200.0		
PHASE II	244.00' PRESTR CONC GIRDER UNIT 2							2,928	243.00		244.0		
PHASE II	271.00' PRESTR CONC GIRDER UNIT 3							3,252	269.50		271.0		
PHASE II	PHASE II TOTAL	37	170	710	20.2	25.8	28.7	8,580	711.50		739.0	46	1
	TOTAL	168	850	2,840	67.6	122.4	114.5	32,890	4,269.00	2,330	1,478.0	180	1

GENERAL NOTES:

1. REMOVAL OF APPURTENANCES, INCLUDING RIPRAP AND FLUMES, SHALL BE SUBSIDIARY TO ITEM 496-BRIDGE REMOVAL.

BEARING SEAT ELEVATIONS

PHASE - I

		GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4	GIRDER 5
ABUT	1 (FWD)	113.814	113.967	114.119	114.157	114.005
BENT	2 (BK)	114.108	114.261	114.413	114.451	114.299
	(FWD)	114.115	114.267	114.420	114.457	114.304
BENT	3 (BK)	114.409	114.561	114.714	114.751	114.599
	(FWD)	114.331	114.484	114.636	114.674	114.521
BENT	4 (BK)	114.685	114.838	114.990	115.028	114.875
	(FWD)	114.691	114.844	114.996	115.034	114.881
BENT	5 (BK)	115.057	115.210	115.362	115.400	115.247
	(FWD)	115.167	115.320	115.472	115.510	115.357
BENT	6 (BK)	115.419	115.572	115.724	115.762	115.609
	(FWD)	115.425	115.578	115.730	115.768	115.615
BENT	7 (BK)	115.689	115.842	115.994	116.032	115.879
	(FWD)	115.674	115.827	115.979	116.017	115.865
ABUT	8 (BK)	115.953	116.106	116.258	116.296	116.144

PHASE - II

GIRDER 6
113.814
114.108
114.115
114.409
114.331
114.685
114.691
115.057
115.167
115.419
115.425
115.689
115.674
115.953

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED
PROFESSIONAL ENGINEER
Far Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

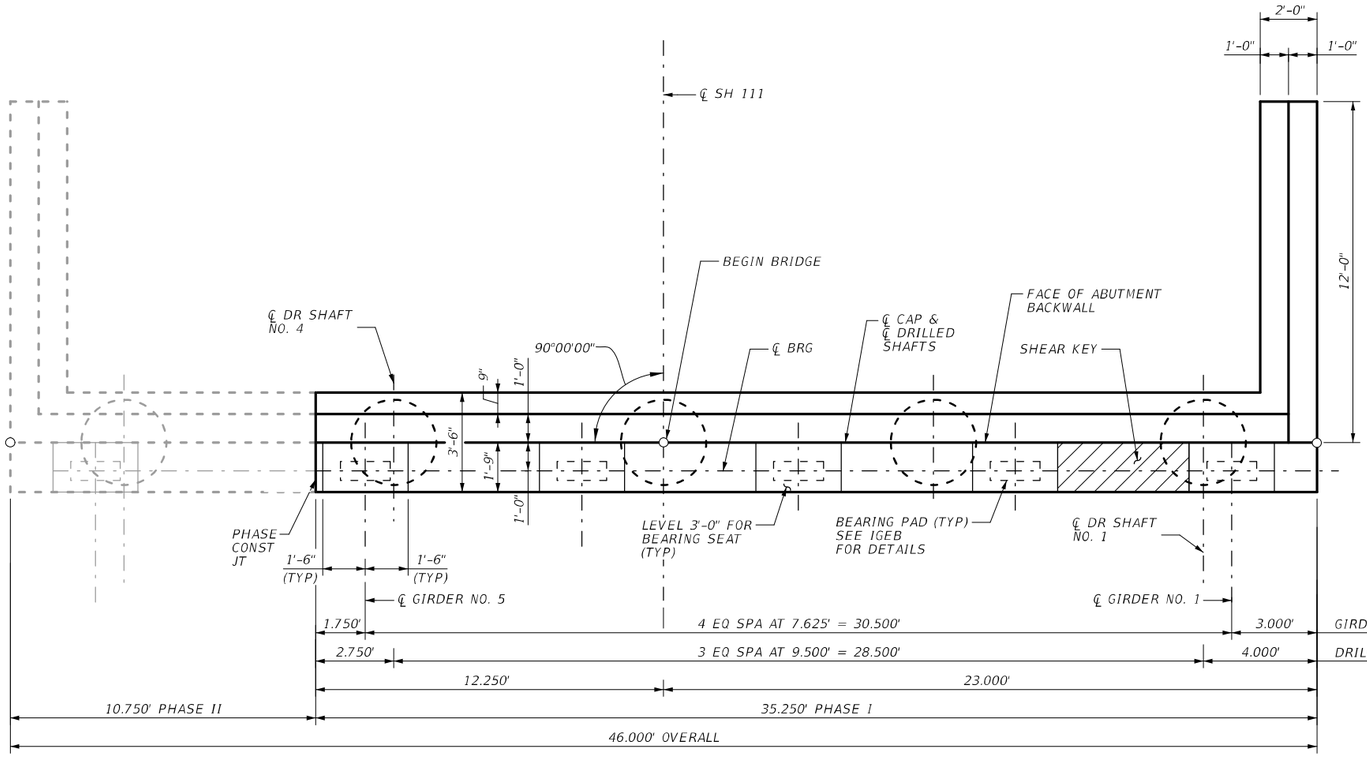
ESTIMATED QUANTITIES AND BEARING SEAT ELEVATIONS

SH 111
LAVACA RIVER

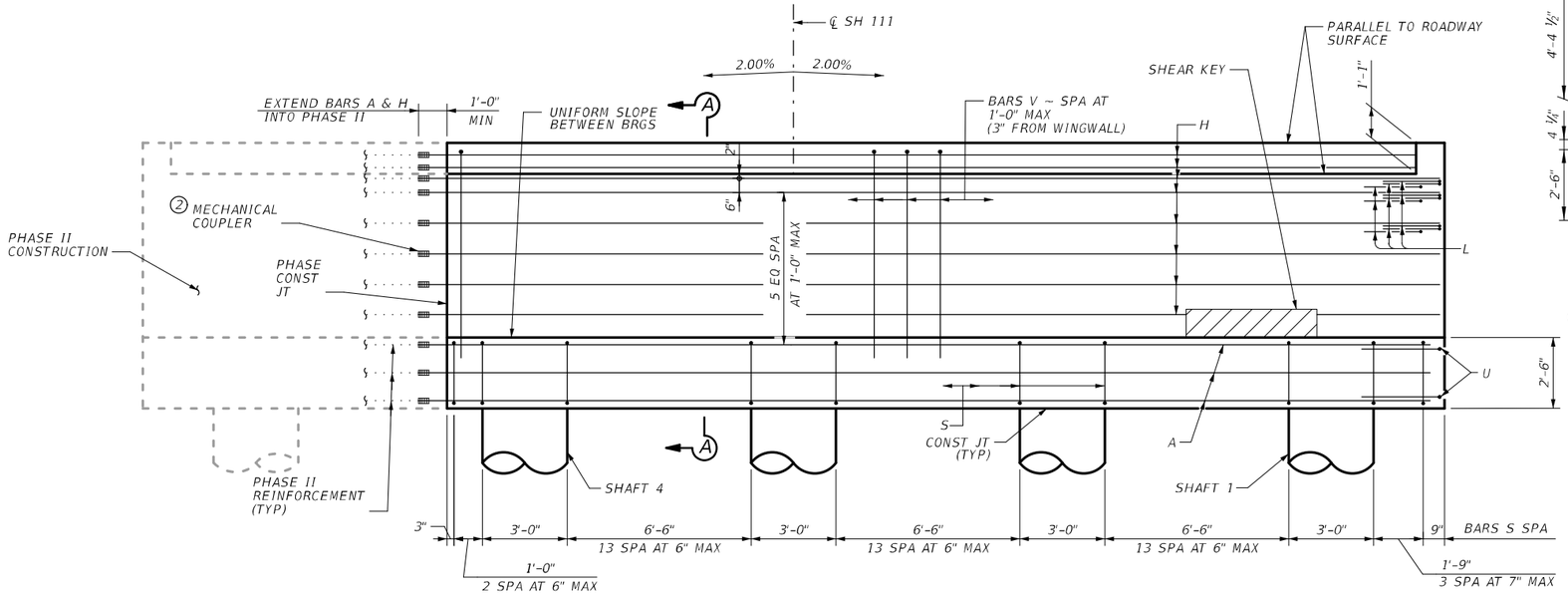
DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	144

Design Filename: 116020212_RIVER_EQY01.dgn

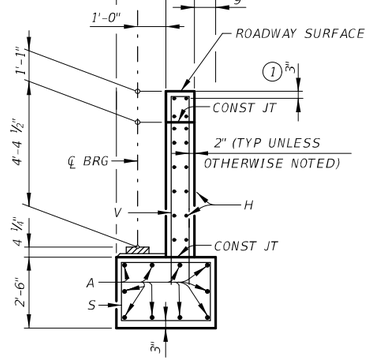
Plotted on: 2/6/2023



PLAN
(LOOKING BACKSTATION)



ELEVATION



SECTION A-A

① INCREASE AS REQUIRED TO MAINTAIN 3" FROM FINISHED GRADE.

② THE CONTRACTOR WILL SPLICE BARS A & H DURING PHASE II CONSTRUCTION BY USING MECHANICAL COUPLERS IN ACCORDANCE WITH THE CURRENT DEPT MATERIAL SPEC 4510, "MECHANICAL COUPLERS FOR REINFORCING STEEL"

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE STONE RIPRAP (SRR) STANDARD SHEET FOR RIPRAP ATTACHMENT DETAILS.
3. SEE SSTR STANDARD FOR RAIL ANCHORAGE IN WINGWALLS.
4. FOR BEARING SEAT ELEVATIONS, SEE ESTIMATED QUANTITIES AND BEARING SEAT ELEVATION SHEET.
5. FOR BEARING SEAT DETAILS AND INFORMATION NOT SHOWN, SEE "IGEB" STANDARD SHEET.
6. SEE SHEAR KEY (IGSK) STANDARD SHEET FOR ALL SHEAR KEY DETAILS AND NOTES NOT SHOWN.
7. PLACE SHEAR KEY ON THE UPSTREAM SIDE OF STRUCTURE BETWEEN OUTSIDE GIRDER AND NEXT ADJACENT GIRDER.
8. SEE COMMON FOUNDATION DETAILS (FD) STANDARD SHEET, FOR ALL FOUNDATION DETAILS AND NOTES NOT SHOWN.
9. SEE BRIDGE LAYOUT FOR HEADER SLOPE AND FOUNDATION TYPE, SIZE AND LENGTH.
10. SEE SEALED EXPANSION JOINT STANDARD SHEET, SEJ-M, FOR DETAILS.
11. MAXIMUM CALCULATED FOUNDATION LOAD = 130 TONS/SHAFT
12. CHAMFER ALL EXPOSED EDGES ¾" UNLESS NOTED OTHERWISE.

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

MATERIAL NOTES:

PROVIDE CLASS C CONCRETE (f'c = 3,600 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

ABUTMENT NO. 1

(PHASE I)

SH 111
LAVACA RIVER

SHEET 1 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	145

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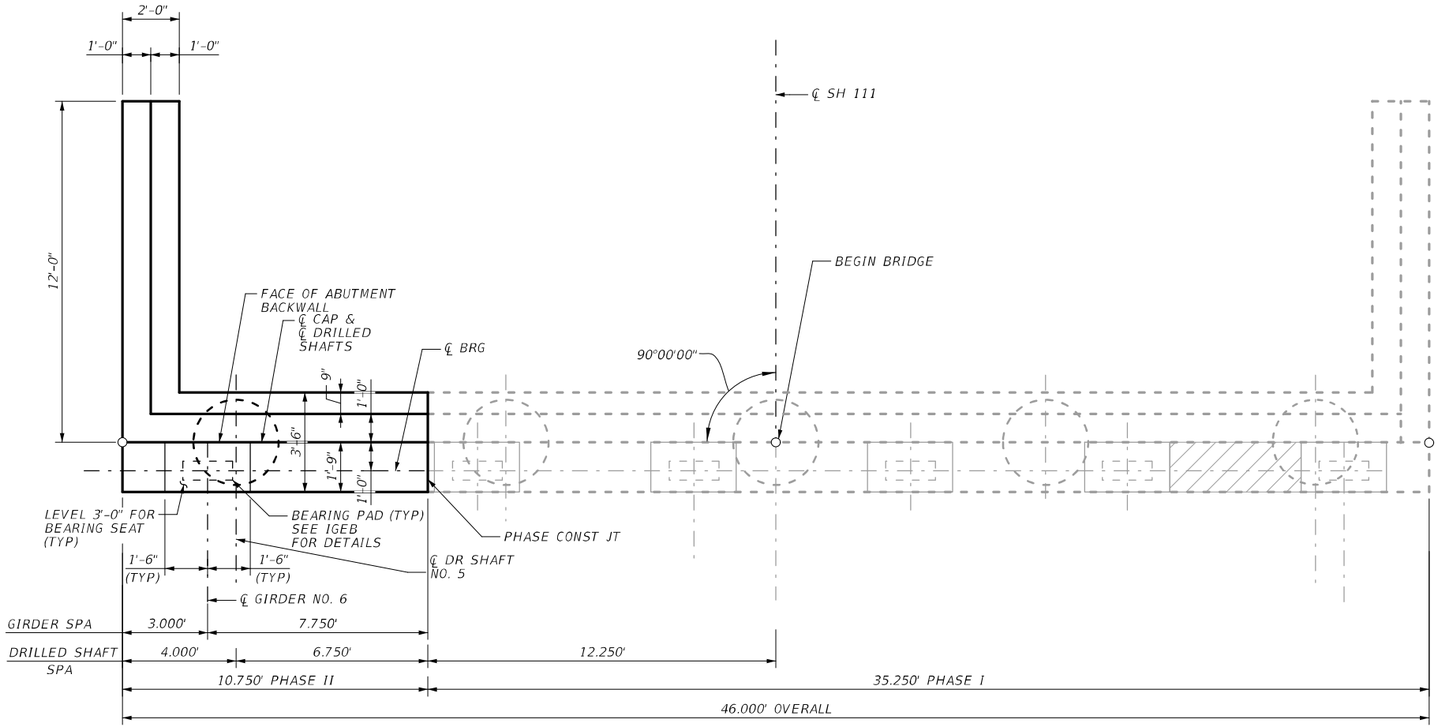
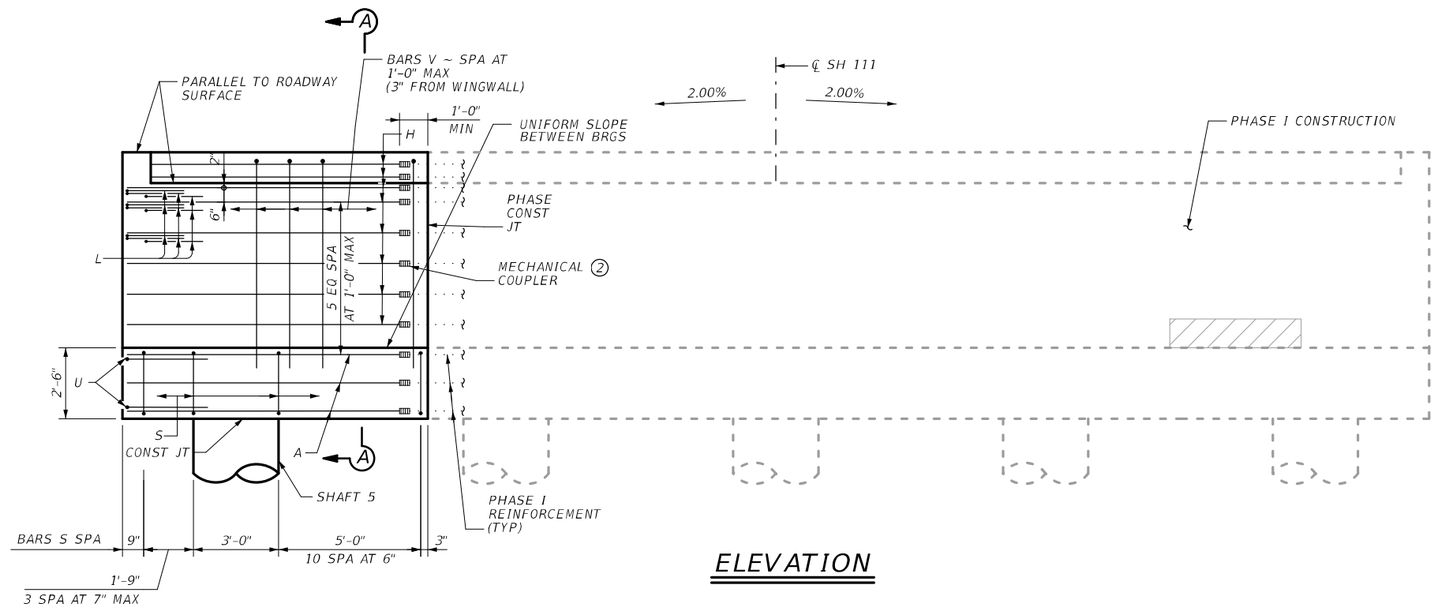
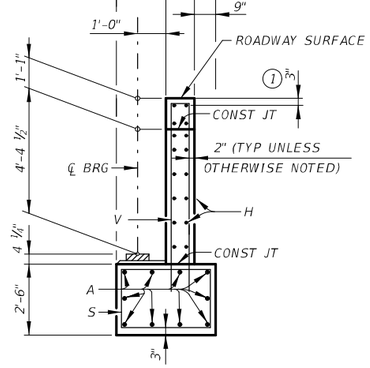


PLAN
(LOOKING BACKSTATION)



ELEVATION



SECTION A-A

① INCREASE AS REQUIRED TO MAINTAIN 3" FROM FINISHED GRADE.

② THE CONTRACTOR WILL SPLICE BARS A & H DURING PHASE II CONSTRUCTION BY USING MECHANICAL COUPLERS IN ACCORDANCE WITH THE CURRENT DEPT MATERIAL SPEC 4510, "MECHANICAL COUPLERS FOR REINFORCING STEEL"

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE STONE RIPRAP (SRR) STANDARD SHEET FOR RIPRAP ATTACHMENT DETAILS.
3. SEE SSTR STANDARD FOR RAIL ANCHORAGE IN WINGWALLS.
4. FOR BEARING SEAT ELEVATIONS, SEE ESTIMATED QUANTITIES AND BEARING SEAT ELEVATION SHEET.
5. FOR BEARING SEAT DETAILS AND INFORMATION NOT SHOWN, SEE "IGEB" STANDARD SHEET.
6. SEE COMMON FOUNDATION DETAILS (FD) STANDARD SHEET, FOR ALL FOUNDATION DETAILS AND NOTES NOT SHOWN.
7. SEE BRIDGE LAYOUT FOR HEADER SLOPE AND FOUNDATION TYPE, SIZE AND LENGTH.
8. SEE SEALED EXPANSION JOINT STANDARD SHEET, SEJ-M, FOR DETAILS.
9. MAXIMUM CALCULATED FOUNDATION LOAD = 130 TONS/SHAFT
10. CHAMFER ALL EXPOSED EDGES ¾" UNLESS NOTED OTHERWISE.

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

MATERIAL NOTES:

PROVIDE CLASS C CONCRETE (f'_c = 3,600 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

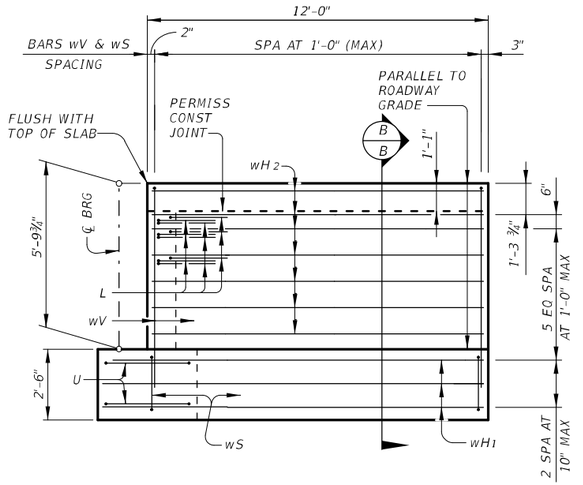
ABUTMENT NO. 1
(PHASE II)

SH 111
LAVACA RIVER

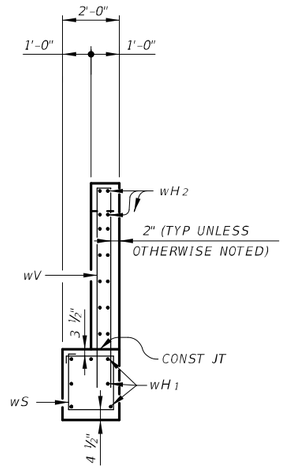
SHEET 2 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	146

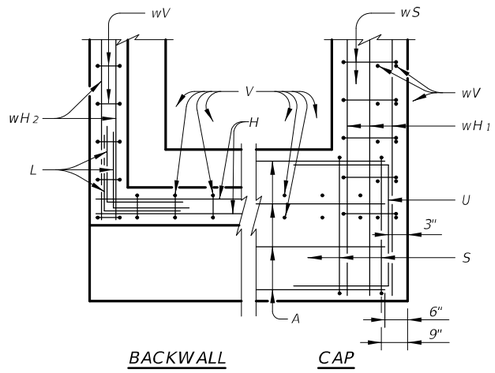
Plotted on: 2/6/2023
Design Filename: 116020212_RIVER_ABT02.dgn



WINGWALL ELEVATION

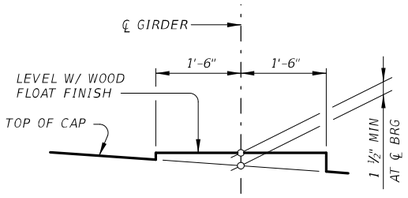


SECTION B-D



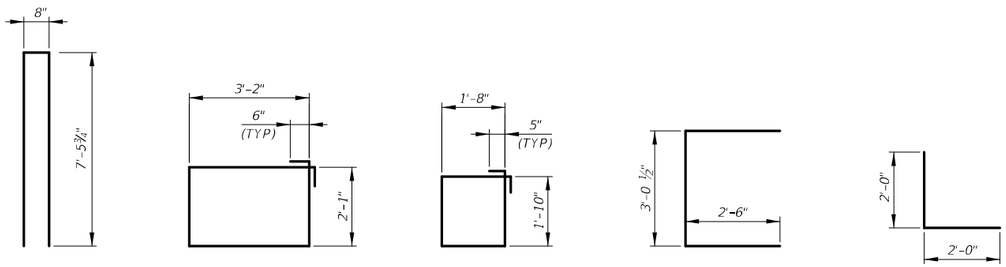
BACKWALL CAP

CORNER DETAILS



BEARING SEAT DETAIL

(BEARING SURFACE MUST BE CLEAN AND FREE OF ALL LOOSE MATERIAL BEFORE PLACING BEARING PAD.)



BARS V & wV BARS S BARS wS BARS U BARS L

TABLE OF ESTIMATED QUANTITIES

PHASE I

BAR	NO.	SIZE	LENGTH	WEIGHT
A	10	#11	35'-9"	1,899
H	16	#6	36'-1"	867
L	9	#6	4'-0"	54
S	49	#5	11'-6"	588
U	2	#6	8'-1"	24
V	36	#5	15'-8"	588
wH1	7	#6	13'-5"	141
wH2	14	#6	11'-8"	245
wS	13	#4	7'-10"	68
wV	13	#5	15'-8"	212
REINFORCING STEEL (3)			Lb	4,686
CLASS "C" CONCRETE (ABUT) ✳			CY	23.7

(3) FOR CONTRACTORS INFORMATION ONLY.

✳ INCLUDES 0.3 CY FOR SHEAR KEY CONC

TABLE OF ESTIMATED QUANTITIES

PHASE II

BAR	NO.	SIZE	LENGTH	WEIGHT
A	10	#11	9'-3"	491
H	16	#6	9'-7"	230
L	9	#6	4'-0"	54
S	15	#5	11'-6"	180
U	2	#6	8'-1"	24
V	9	#5	15'-8"	147
wH1	7	#6	13'-5"	141
wH2	14	#6	11'-8"	245
wS	13	#4	7'-10"	68
wV	13	#5	15'-8"	212
REINFORCING STEEL (3)			Lb	1,792
CLASS "C" CONCRETE (ABUT)			CY	10.1

NOTES:

1. FOR GENERAL AND MATERIAL NOTES, SEE ABUTMENT NO. 1 PLAN AND ELEVATION SHEETS.

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED
PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

Texas Department of Transportation

ABUTMENT NO. 1 DETAILS

(PHASE I & II)

SH 111
LAVACA RIVER

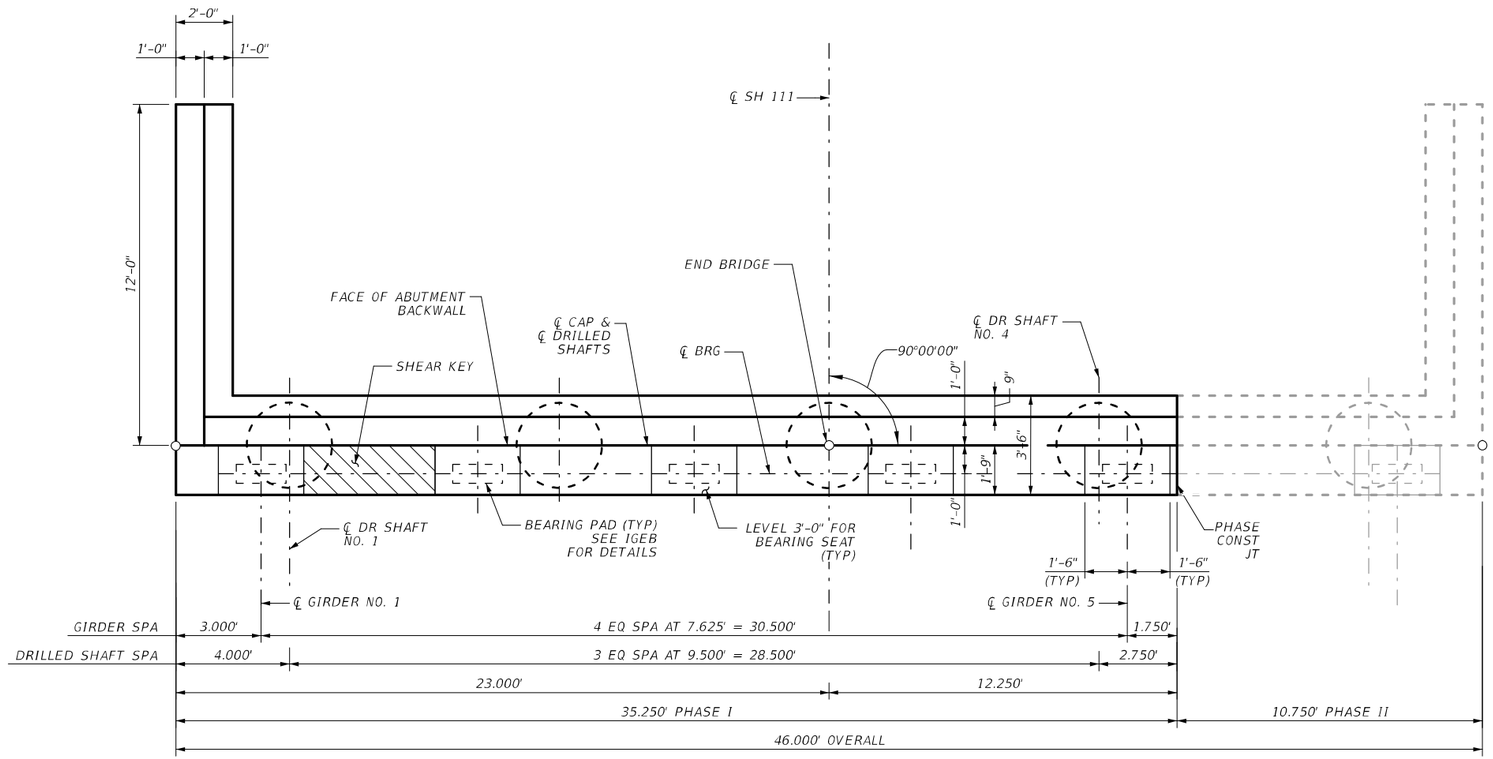
SHEET 3 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	147

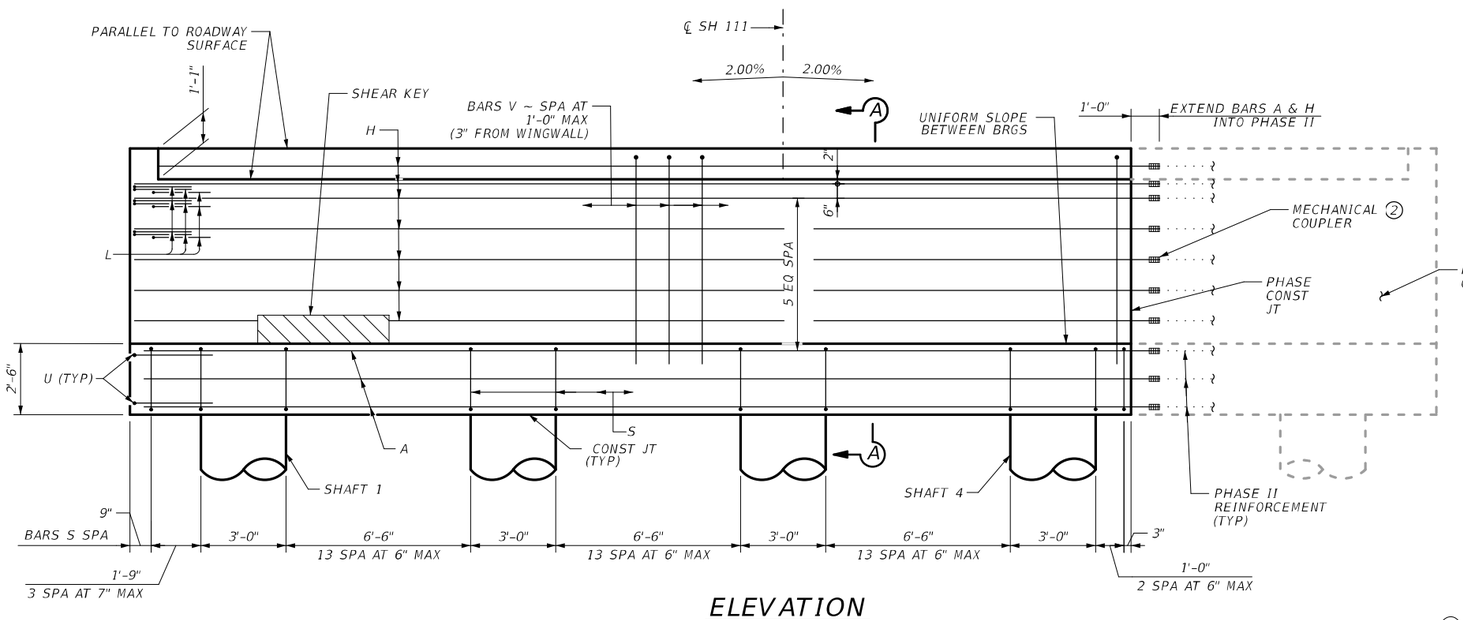
Plotted on: 2/6/2023

Design Filename: 116020212_RIVER_ABT03.dgn

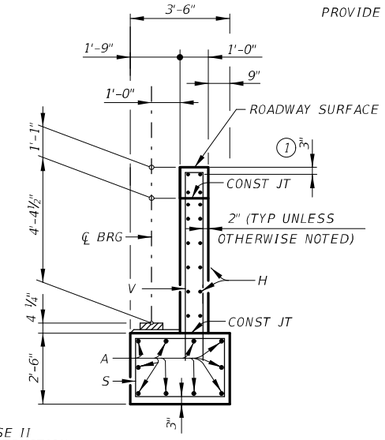
Plotted on: 2/6/2023



PLAN
(LOOKING FORWARD STATION)



ELEVATION



SECTION A-A

① INCREASE AS REQUIRED TO MAINTAIN 3" FROM FINISHED GRADE.

② THE CONTRACTOR WILL SPLICE BARS A & H DURING PHASE II CONSTRUCTION BY USING MECHANICAL COUPLERS IN ACCORDANCE WITH THE CURRENT DEPT MATERIAL SPEC 4510, "MECHANICAL COUPLERS FOR REINFORCING STEEL"

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE STONE RIPRAP (SRR) STANDARD SHEET FOR RIPRAP ATTACHMENT DETAILS.
3. SEE SSTR STANDARD FOR RAIL ANCHORAGE IN WINGWALLS.
4. FOR BEARING SEAT ELEVATIONS, SEE ESTIMATED QUANTITIES AND BEARING SEAT ELEVATION SHEET.
5. FOR BEARING SEAT DETAILS AND INFORMATION NOT SHOWN, SEE "IGEB" STANDARD SHEET.
6. SEE SHEAR KEY (IGSK) STANDARD SHEET FOR ALL SHEAR KEY DETAILS AND NOTES NOT SHOWN.
7. PLACE SHEAR KEY ON THE UPSTREAM SIDE OF STRUCTURE BETWEEN OUTSIDE GIRDER AND NEXT ADJACENT GIRDER.
8. SEE COMMON FOUNDATION DETAILS (FD) STANDARD SHEET, FOR ALL FOUNDATION DETAILS AND NOTES NOT SHOWN.
9. SEE BRIDGE LAYOUT FOR HEADER SLOPE AND FOUNDATION TYPE, SIZE AND LENGTH.
10. SEE SEALED EXPANSION JOINT STANDARD SHEET, SEJ-M, FOR DETAILS.
11. MAXIMUM CALCULATED FOUNDATION LOAD = 125 TONS/SHAFT
12. CHAMFER ALL EXPOSED EDGES ¾" UNLESS NOTED OTHERWISE.

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

MATERIAL NOTES:

PROVIDE CLASS C CONCRETE (f'c = 3,600 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

ABUTMENT NO. 8

(PHASE I)

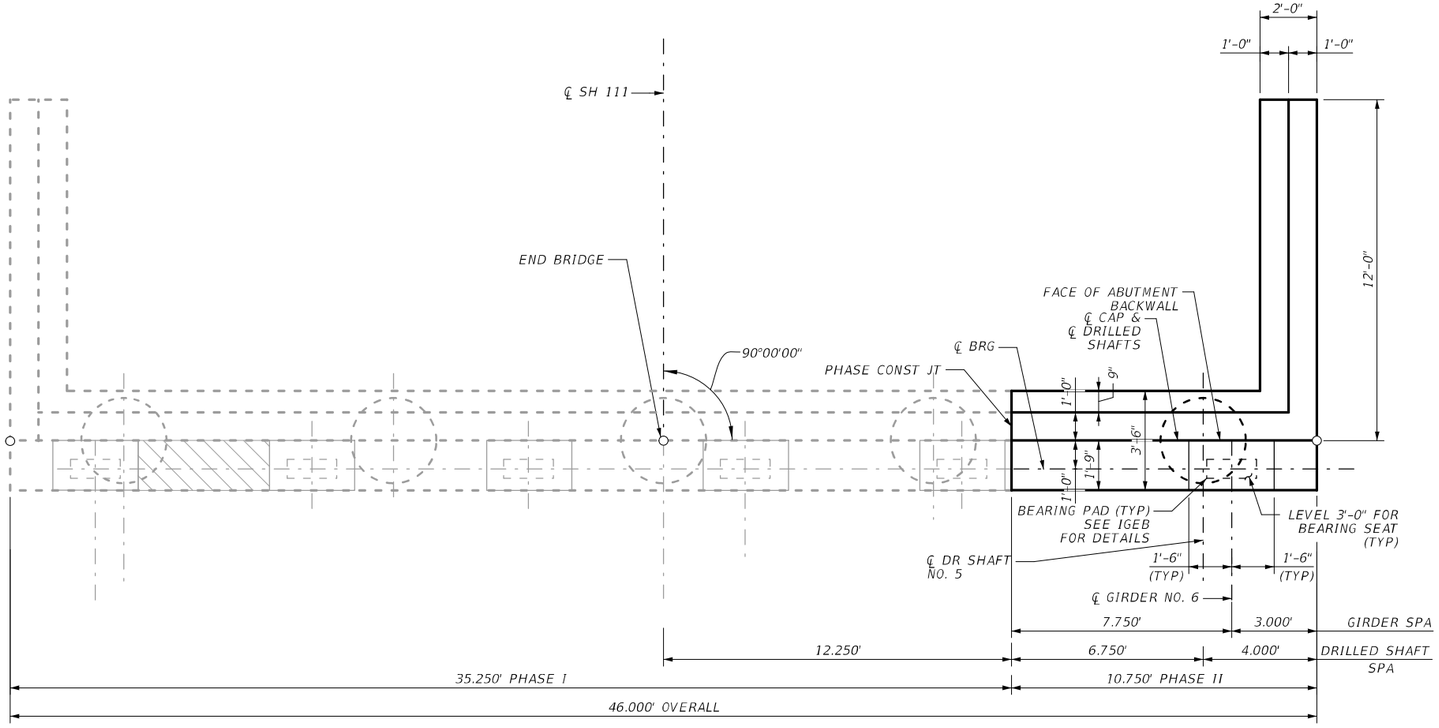
SH 111
LAVACA RIVER

SHEET 1 OF 3

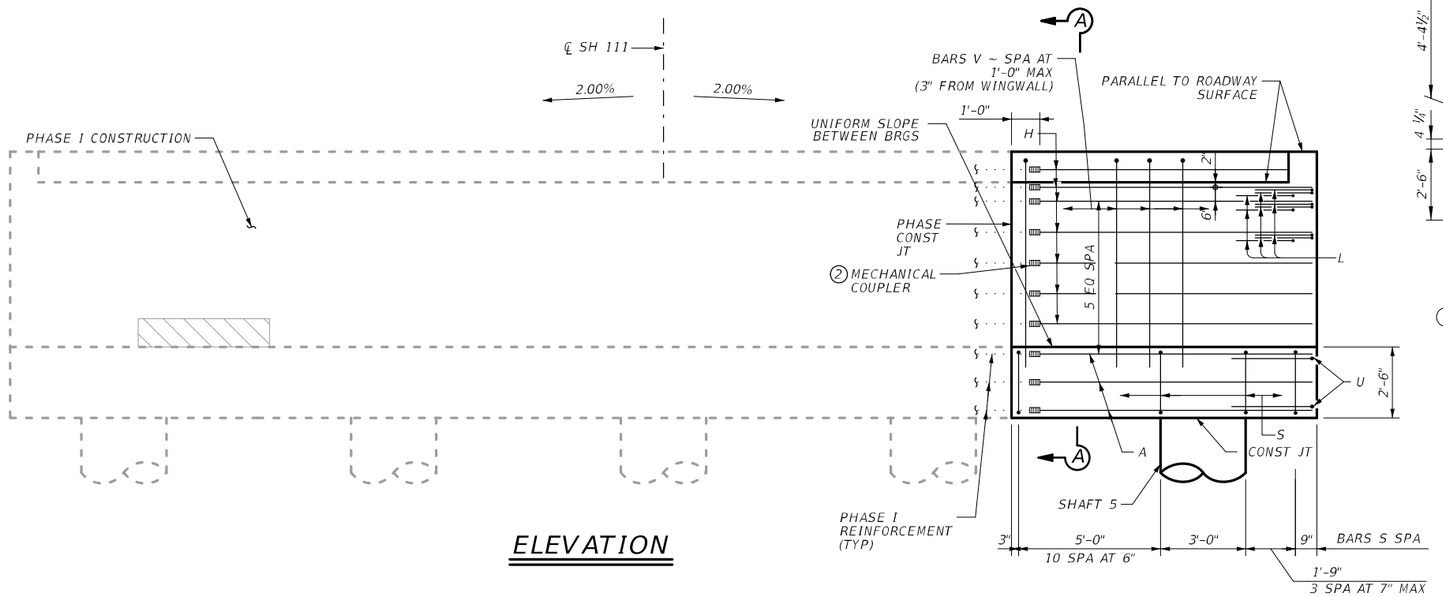
DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	148

Design Filename: 116020212_RIVER_ABT04.dgn

Plotted on: 2/6/2023



PLAN
(LOOKING FORWARD STATION)



ELEVATION

SECTION A-A

1 INCREASE AS REQUIRED TO MAINTAIN 3" FROM FINISHED GRADE.

2 THE CONTRACTOR WILL SPLICE BARS A & H DURING PHASE II CONSTRUCTION BY USING MECHANICAL COUPLERS IN ACCORDANCE WITH THE CURRENT DEPT MATERIAL SPEC 4510, "MECHANICAL COUPLERS FOR REINFORCING STEEL"

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE STONE RIPRAP (SRR) STANDARD SHEET FOR RIPRAP ATTACHMENT DETAILS.
3. SEE SSTR STANDARD FOR RAIL ANCHORAGE IN WINGWALLS.
4. FOR BEARING SEAT ELEVATIONS, SEE ESTIMATED QUANTITIES AND BEARING SEAT ELEVATION SHEET.
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6. SEE COMMON FOUNDATION DETAILS (FD) STANDARD SHEET, FOR ALL FOUNDATION DETAILS AND NOTES NOT SHOWN.
7. SEE BRIDGE LAYOUT FOR HEADER SLOPE AND FOUNDATION TYPE, SIZE AND LENGTH.
8. SEE SEALED EXPANSION JOINT STANDARD SHEET, SEJ-M, FOR DETAILS.
9. MAXIMUM CALCULATED FOUNDATION LOAD = 125 TONS/SHAFT
10. CHAMFER ALL EXPOSED EDGES ¾" UNLESS NOTED OTHERWISE.

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

MATERIAL NOTES:

PROVIDE CLASS C CONCRETE (f'_c = 3,600 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

ABUTMENT NO. 8
(PHASE II)

SH 111
LAVACA RIVER

SHEET 2 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	149

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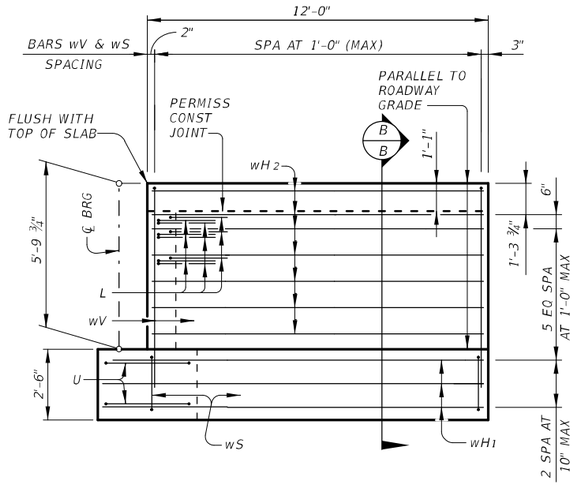
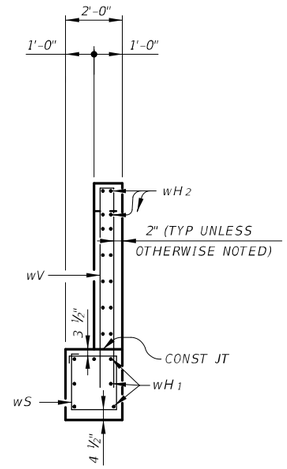
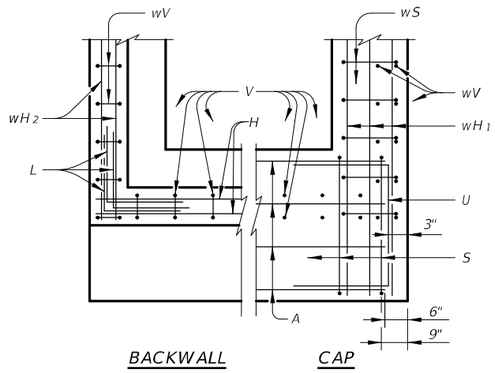


WINGWALL ELEVATION

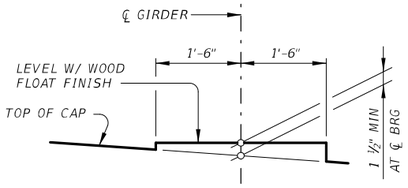


SECTION B-B



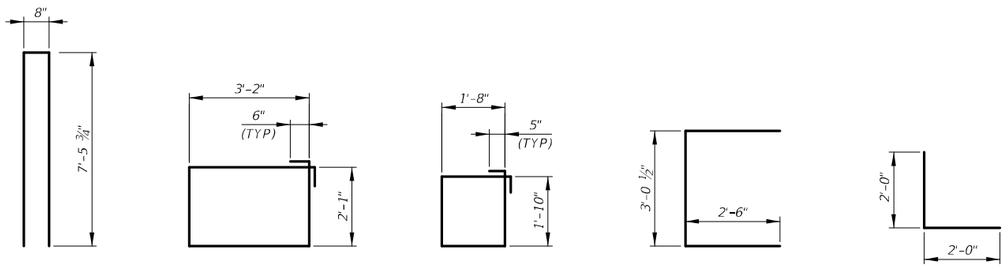
BACKWALL CAP

CORNER DETAILS



BEARING SEAT DETAIL

(BEARING SURFACE MUST BE CLEAN AND FREE OF ALL LOOSE MATERIAL BEFORE PLACING BEARING PAD.)



BARS V & wV BARS S BARS wS BARS U BARS L

TABLE OF ESTIMATED QUANTITIES

PHASE I

BAR	NO.	SIZE	LENGTH	WEIGHT
A	10	#11	35'-9"	1,899
H	16	#6	36'-1"	867
L	9	#6	4'-0"	54
S	49	#5	11'-6"	588
U	2	#6	8'-1"	24
V	36	#5	15'-8"	588
wH1	7	#6	13'-5"	141
wH2	14	#6	11'-8"	245
wS	13	#4	7'-10"	68
wV	13	#5	15'-8"	212
REINFORCING STEEL (3)			Lb	4,686
CLASS "C" CONCRETE (ABUT) ✳			CY	23.7

(3) FOR CONTRACTORS INFORMATION ONLY.

✳ INCLUDES 0.3 CY FOR SHEAR KEY CONC

TABLE OF ESTIMATED QUANTITIES

PHASE II

BAR	NO.	SIZE	LENGTH	WEIGHT
A	10	#11	9'-3"	491
H	16	#6	9'-7"	230
L	9	#6	4'-0"	54
S	15	#5	11'-6"	180
U	2	#6	8'-1"	24
V	9	#5	15'-8"	147
wH1	7	#6	13'-5"	141
wH2	14	#6	11'-8"	245
wS	13	#4	7'-10"	68
wV	13	#5	15'-8"	212
REINFORCING STEEL (3)			Lb	1,792
CLASS "C" CONCRETE (ABUT)			CY	10.1

NOTES:

1. FOR GENERAL AND MATERIAL NOTES, SEE ABUTMENT NO. 8 PLAN AND ELEVATION SHEETS.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED
PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

Texas Department of Transportation

ABUTMENT NO. 8 DETAILS

(PHASE I & II)

SH 111
LAVACA RIVER

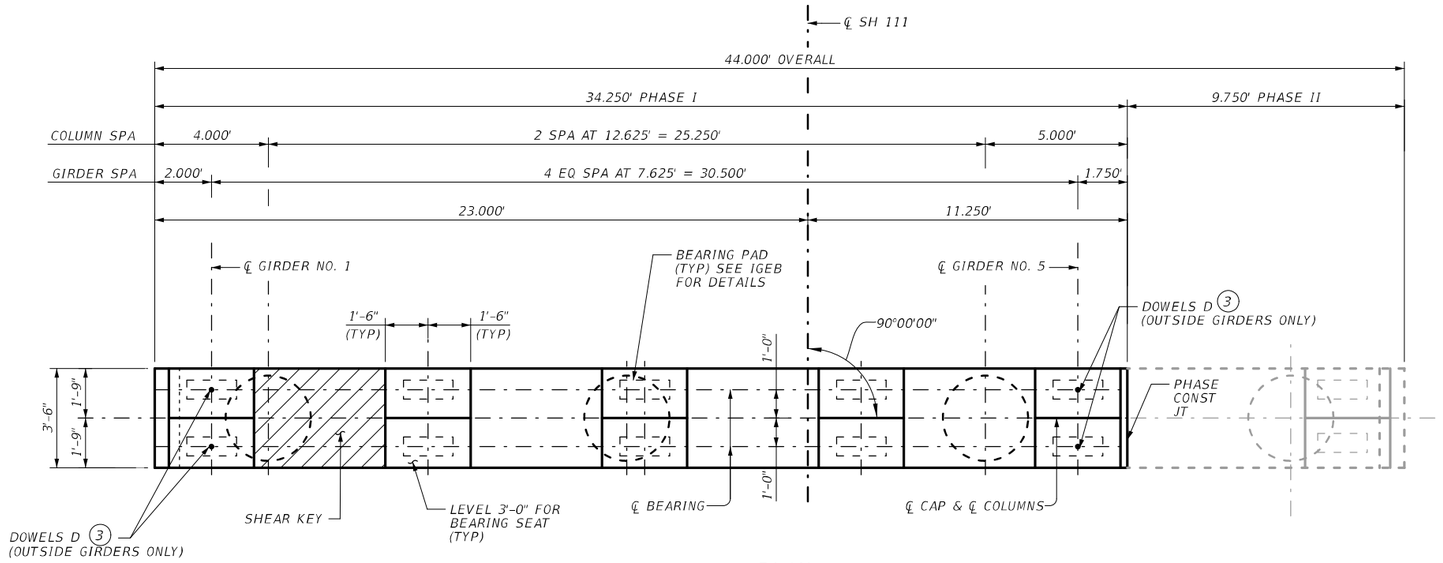
SHEET 3 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	150

Plotted on: 2/6/2023

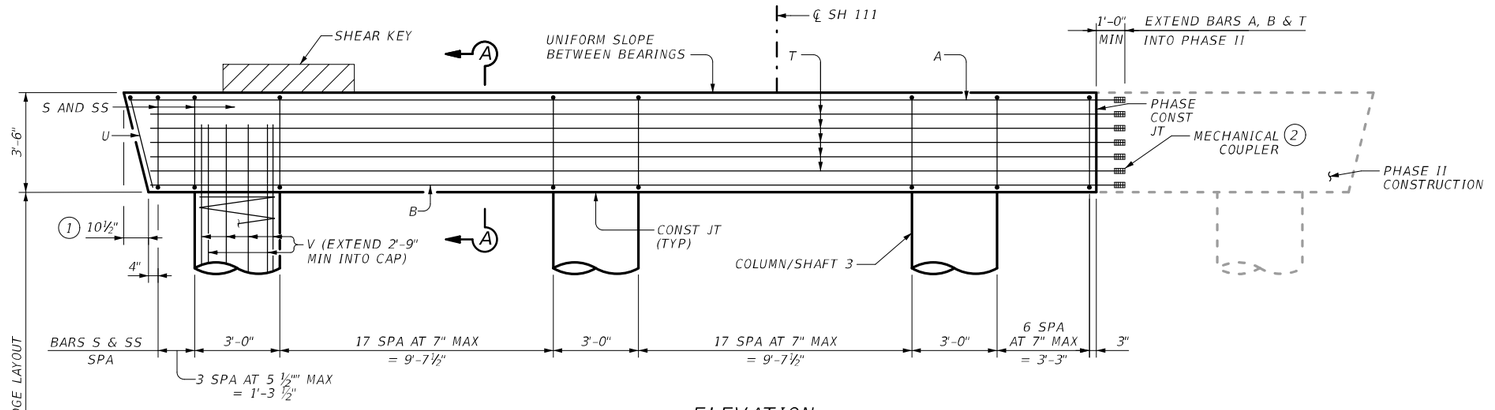
Design Filename: 116020212_RIVER_ABT06.dgn

Plotted on: 2/6/2023

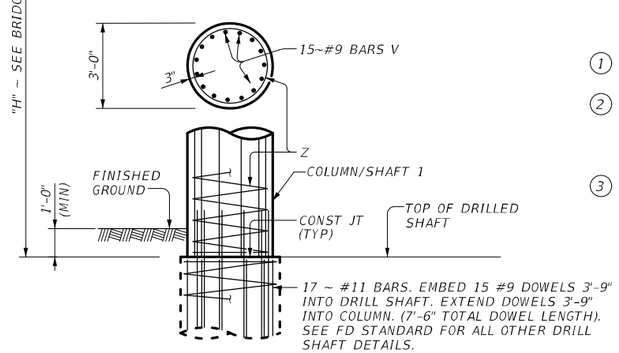


PLAN

(LOOKING FORWARD STATION)



ELEVATION



(1) MEASUED PARALLEL TO TOP OF CAP CROSS-SLOPE

(2) THE CONTRACTOR WILL SPLICE BARS A, B & T DURING PH II CONSTRUCTION USING MECHANICAL COUPLERS IN ACCORDANCE WITH THE CURRENT DEPT MATERIAL SPEC 4510 "MECHANICAL COUPLERS FOR REINFORCING STEEL"

(3) OMIT DOWELS D AT BENTS 3 AND 5. ADJUST REINFORCING STEEL TOTAL ACCORDINGLY.

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE COMMON FOUNDATION DETAILS FD STANDARD SHEET FOR ALL FOUNDATION DETAILS AND NOTES NOT SHOWN.
3. SEE BRIDGE LAYOUT FOR FOUNDATION TYPE, SIZE AND LENGTH.
4. SEE SHEAR KEY (IGSK) STANDARD SHEET FOR ALL SHEAR KEY DETAILS AND NOTES NOT SHOWN.
5. PLACE SHEAR KEY ON THE UPSTREAM SIDE OF STRUCTURE BETWEEN OUTSIDE GIRDER AND NEXT ADJACENT GIRDER.
6. FOR BEARING SEAT ELEVATIONS, SEE ESTIMATED QUANTITIES AND BEARING SEAT ELEVATION SHEET.
7. FOR BEARING SEAT DETAILS AND INFORMATION NOT SHOWN, SEE "IGEB" STANDARD SHEET.
8. MAXIMUM CALCULATED FOUNDATION LOAD = 306 TONS/SHAFT
9. CHAMFER ALL EXPOSED EDGES ¾" UNLESS NOTED OTHERWISE.

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

MATERIAL NOTES:

PROVIDE CLASS C CONCRETE (f'c = 3,600 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

GALVANIZE DOWEL BARS D.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

INTERIOR BENTS 2-7

(PHASE I)

SH 111
LAVACA RIVER

SHEET 1 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	151

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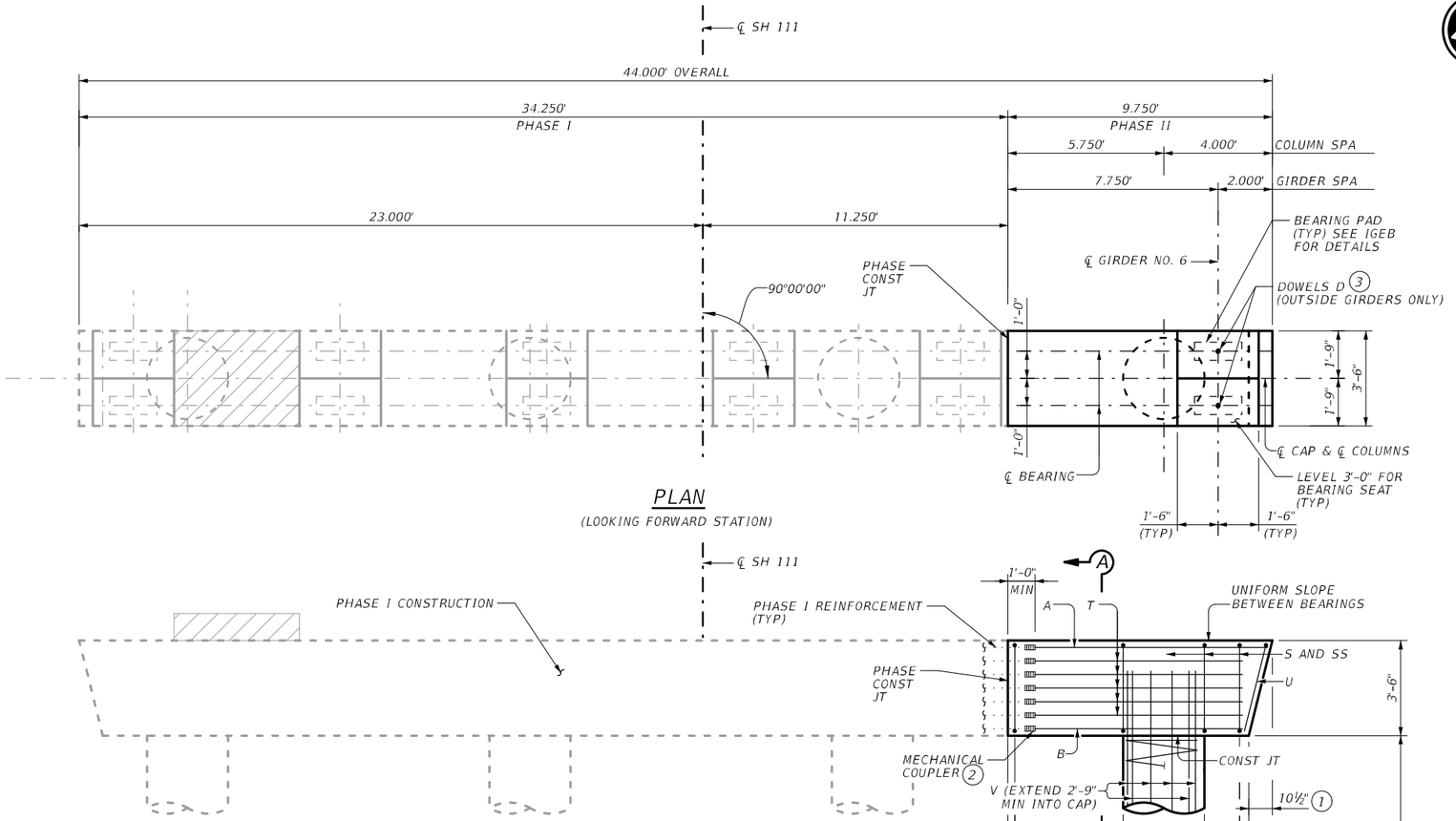
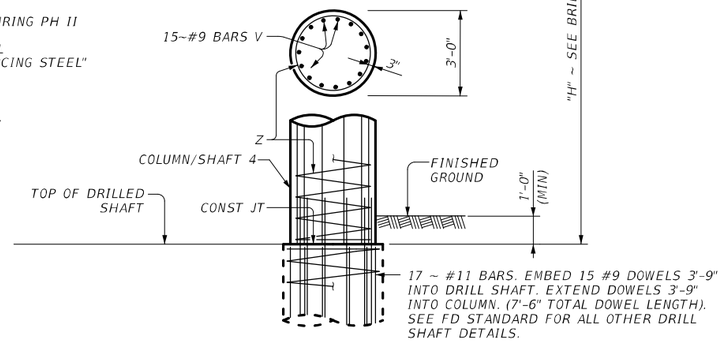


PLAN

(LOOKING FORWARD STATION)

ELEVATION



(1) MEASUED PARALLEL TO TOP OF CAP CROSS-SLOPE

(2) THE CONTRACTOR WILL SPLICE BARS A, B & T DURING PH II CONSTRUCTION USING MECHANICAL COUPLERS IN ACCORDANCE WITH THE CURRENT DEPT MATERIAL SPEC 4510 "MECHANICAL COUPLERS FOR REINFORCING STEEL"

(3) OMIT DOWELS D AT BENTS 3 AND 5. ADJUST REINFORCING STEEL TOTAL ACCORDINGLY.

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE COMMON FOUNDATION DETAILS FD STANDARD SHEET FOR ALL FOUNDATION DETAILS AND NOTES NOT SHOWN.
3. SEE BRIDGE LAYOUT FOR FOUNDATION TYPE, SIZE AND LENGTH.
4. FOR BEARING SEAT ELEVATIONS, SEE ESTIMATED QUANTITIES AND BEARING SEAT ELEVATION SHEET.
5. FOR BEARING SEAT DETAILS AND INFORMATION NOT SHOWN, SEE "IGEB" STANDARD SHEET.
6. CHAMFER ALL EXPOSED EDGES ¾" UNLESS NOTED OTHERWISE.
7. MAXIMUM CALCULATED FOUNDATION LOAD = 306 TONS/SHAFT

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

MATERIAL NOTES:

PROVIDE CLASS C CONCRETE (f'c = 3,600 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

GALVANIZE DOWEL BARS D.

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

Texas Department of Transportation

INTERIOR BENTS 2-7

(PHASE II)

SH 111
LAVACA RIVER

SHEET 2 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	152

Plotted on: 2/6/2023

PHASE I TABLE OF ESTIMATED QUANTITIES (3 COLUMNS)

BENT	"H"	CL "C" CONC (COLUMN) (5)	Bars V 45 ~ #9		Bars Z 3 ~ #4 SPIRAL	
NO.	FT.	CY	LENGTH (4)	WEIGHT (6) (5)	LENGTH (4)	WEIGHT (6) (5)
2	14	11.0	16'-9"	2,563	463'-5"	929
3	14	11.0	16'-9"	2,563	463'-5"	929
4	21	16.5	23'-9"	3,634	683'-4"	1,370
5	21	16.5	23'-9"	3,634	683'-4"	1,370
6	20	15.8	22'-9"	3,481	651'-11"	1,307
7	19	15.0	21'-9"	3,328	620'-6"	1,244

(4) ADJUST BARS V LENGTH BY 1 FT AND BARS Z LENGTH BY 31'-5" FOR EACH LINEAR FOOT OF VARIATION IN "H" VALUE.

(5) ADJUST REINFORCING STEEL TOTAL BY 216 LBS AND CLASS "C" CONC. BY 0.79 CY FOR EACH LINEAR FOOT OF VARIATION IN "H" VALUE.

PHASE II TABLE OF ESTIMATED QUANTITIES (1 COLUMN)

BENT	"H"	CL "C" CONC (COLUMN) (5)	Bars V 15 ~ #9		Bars Z 1 ~ #4 SPIRAL	
NO.	FT.	CY	LENGTH (4)	WEIGHT (6) (5)	LENGTH (4)	WEIGHT (6) (5)
2	14	3.7	16'-9"	855	463'-5"	310
3	14	3.7	16'-9"	855	463'-5"	310
4	21	5.5	23'-9"	1,212	683'-4"	457
5	21	5.5	23'-9"	1,212	683'-4"	457
6	20	5.3	22'-9"	1,161	651'-11"	436
7	19	5.0	21'-9"	1,110	620'-6"	415

(4) ADJUST BARS V LENGTH BY 1 FT AND BARS Z LENGTH BY 31'-5" FOR EACH LINEAR FOOT OF VARIATION IN "H" VALUE.

(5) ADJUST REINFORCING STEEL TOTAL BY 72 LBS AND CLASS "C" CONC. BY 0.27 CY FOR EACH LINEAR FOOT OF VARIATION IN "H" VALUE.

TABLE OF ESTIMATED QUANTITIES PHASE I (7)

BAR	NO.	SIZE	LENGTH	WEIGHT
A	6	#11	35'-0"	1,116
B	6	#11	34'-3"	1,092
(3) D	4	#9	1'-8"	23
S	47	#5	13'-8"	670
SS	47	#5	10'-8"	523
T	10	#5	34'-3"	357
U	1	#5	9'-8"	10
REINFORCING STEEL (6)			Lb	3,791
CLASS "C" CONCRETE (CAP) ✳			CY	16.1

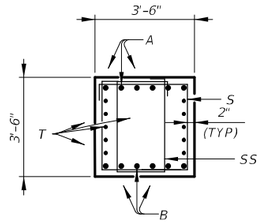
TABLE OF ESTIMATED QUANTITIES PHASE II (7)

BAR	NO.	SIZE	LENGTH	WEIGHT
A	6	#11	8'-6"	271
B	6	#11	7'-9"	247
(3) D	2	#9	1'-8"	11
S	12	#5	13'-8"	171
SS	12	#5	10'-8"	134
T	10	#5	7'-9"	81
U	1	#5	9'-8"	10
REINFORCING STEEL (6)			Lb	925
CLASS "C" CONCRETE (CAP)			CY	4.3

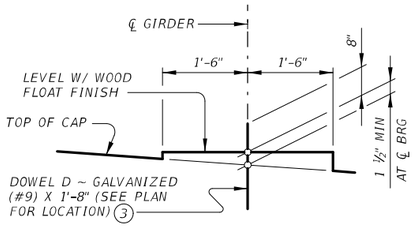
(6) FOR CONTRACTOR'S INFORMATION ONLY. FOR OMITTED DOWELS AT BENTS 3 AND 5, DEDUCT 23 LBS (PHASE I CAP) AND 11 LBS (PHASE II CAP) FROM REINFORCING STEEL TOTALS.

(7) QUANTITIES SHOWN ARE FOR ONE BENT CAP ONLY.

✳ INCLUDES 0.5 CY OF SHEAR KEY CONC



SECTION A-A



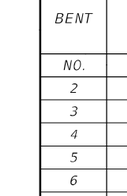
BEARING SEAT DETAIL

(BEARING SURFACE MUST BE CLEAN AND FREE OF ALL LOOSE MATERIAL BEFORE PLACING BEARING PAD.)

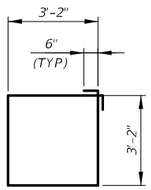
(3) OMIT DOWELS AT BENTS 3 AND 5. ADJUST REINFORCING STEEL TOTAL ACCORDINGLY.

NOTES:

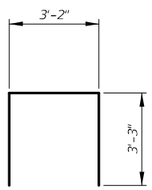
1. FOR GENERAL AND MATERIAL NOTES, SEE PLAN AND ELEVATION SHEETS.



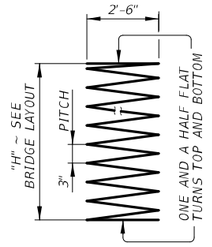
BARS SS



BARS S



BARS U



BARS Z

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

INTERIOR BENTS 2-7 DETAILS

(PHASE I & II)

SH 111
LAVACA RIVER

SHEET 3 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	153

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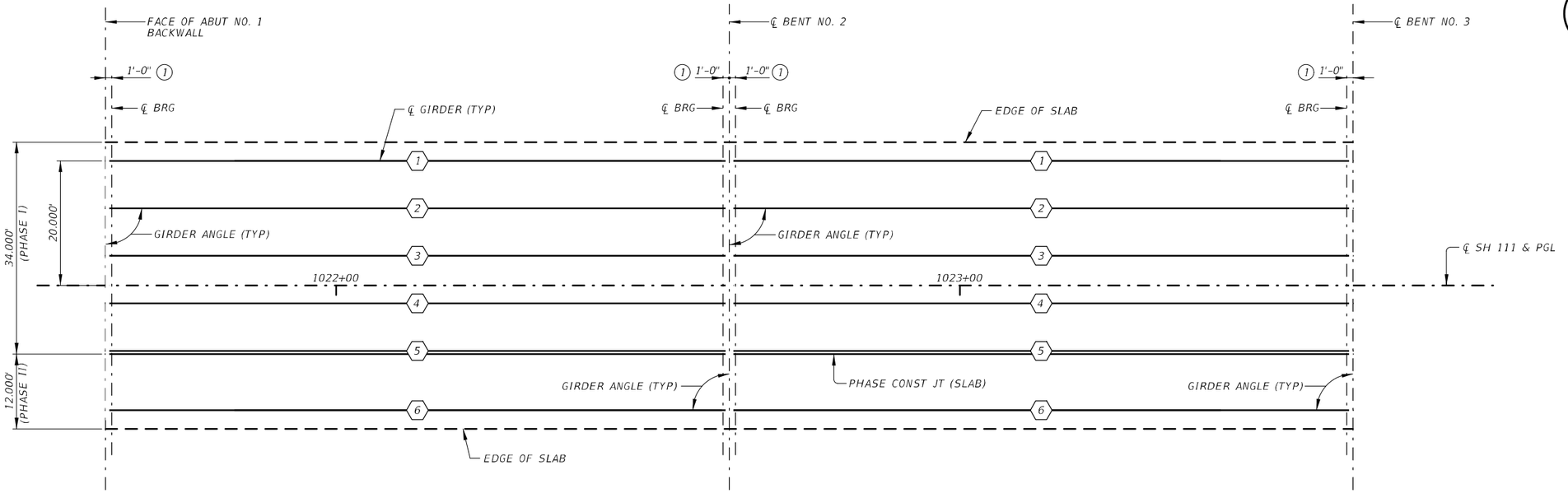


GIRDER LAYOUT

BENT REPORT

ABUT NO. 1 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (FACE OF BKWL)	GIRDER ANGLE D M S
SPAN 1	GIRDER 1	0.000	90 00 00
	GIRDER 2	7.625	90 00 00
	GIRDER 3	7.625	90 00 00
	GIRDER 4	7.625	90 00 00
	GIRDER 5	7.625	90 00 00
	GIRDER 6	9.500	90 00 00
	TOTAL	40.000	

BENT NO. 2 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (C.L. BENT)	GIRDER ANGLE D M S
SPAN 1	GIRDER 1	0.000	90 00 00
	GIRDER 2	7.625	90 00 00
	GIRDER 3	7.625	90 00 00
	GIRDER 4	7.625	90 00 00
	GIRDER 5	7.625	90 00 00
	GIRDER 6	9.500	90 00 00
	TOTAL	40.000	

BENT NO. 2 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (C.L. BENT)	GIRDER ANGLE D M S
SPAN 2	GIRDER 1	0.000	90 00 00
	GIRDER 2	7.625	90 00 00
	GIRDER 3	7.625	90 00 00
	GIRDER 4	7.625	90 00 00
	GIRDER 5	7.625	90 00 00
	GIRDER 6	9.500	90 00 00
	TOTAL	40.000	

BENT NO. 3 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (C.L. BENT)	GIRDER ANGLE D M S
SPAN 2	GIRDER 1	0.000	90 00 00
	GIRDER 2	7.625	90 00 00
	GIRDER 3	7.625	90 00 00
	GIRDER 4	7.625	90 00 00
	GIRDER 5	7.625	90 00 00
	GIRDER 6	9.500	90 00 00
	TOTAL	40.000	

GIRDER REPORT

GIRDER REPORT, SPAN 1

	HORIZONTAL DISTANCE C-C BENT	C-C BRG.	TRUE DISTANCE BOT. FLG. (2)	GIRDER SLOPE
GIRDER 1	100.000	98.000	99.50	0.0030
GIRDER 2	100.000	98.000	99.50	0.0030
GIRDER 3	100.000	98.000	99.50	0.0030
GIRDER 4	100.000	98.000	99.50	0.0030
GIRDER 5	100.000	98.000	99.50	0.0030
GIRDER 6	100.000	98.000	99.50	0.0030

GIRDER REPORT, SPAN 2

	HORIZONTAL DISTANCE C-C BENT	C-C BRG.	TRUE DISTANCE BOT. FLG. (2)	GIRDER SLOPE
GIRDER 1	100.000	98.000	99.50	0.0030
GIRDER 2	100.000	98.000	99.50	0.0030
GIRDER 3	100.000	98.000	99.50	0.0030
GIRDER 4	100.000	98.000	99.50	0.0030
GIRDER 5	100.000	98.000	99.50	0.0030
GIRDER 6	100.000	98.000	99.50	0.0030

(1) SEE IGEB STANDARD FOR ORIENTATION OF DIMENSIONS.

(2) GIRDER LENGTHS SHOWN ARE BOTTOM GIRDER FLANGE LENGTHS WITH ADJUSTMENTS MADE FOR GIRDER SLOPE.

DIM IN FEET UNLESS NOTED

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

GIRDER LAYOUT

(PHASE I & II)

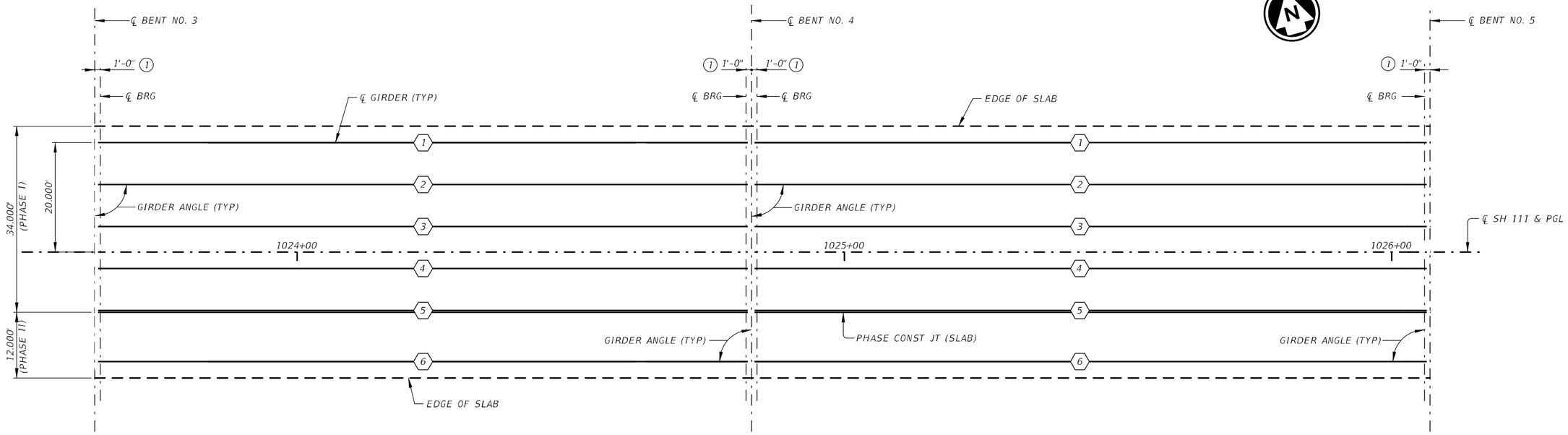
SH 111
LAVACA RIVER

SHEET 1 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	154

Plotted on: 2/6/2023

Design Filename: 116020212_RIVER_GLT01.dgn



GIRDER LAYOUT

BENT REPORT

BENT NO. 3 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (C.L. BENT)	GIRDER ANGLE D M S
SPAN 3	GIRDER 1	0.000	90 00 00
	GIRDER 2	7.625	90 00 00
	GIRDER 3	7.625	90 00 00
	GIRDER 4	7.625	90 00 00
	GIRDER 5	7.625	90 00 00
	GIRDER 6	9.500	90 00 00
	TOTAL	40.000	

BENT NO. 4 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (C.L. BENT)	GIRDER ANGLE D M S
SPAN 3	GIRDER 1	0.000	90 00 00
	GIRDER 2	7.625	90 00 00
	GIRDER 3	7.625	90 00 00
	GIRDER 4	7.625	90 00 00
	GIRDER 5	7.625	90 00 00
	GIRDER 6	9.500	90 00 00
	TOTAL	40.000	

BENT NO. 4 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (C.L. BENT)	GIRDER ANGLE D M S
SPAN 4	GIRDER 1	0.000	90 00 00
	GIRDER 2	7.625	90 00 00
	GIRDER 3	7.625	90 00 00
	GIRDER 4	7.625	90 00 00
	GIRDER 5	7.625	90 00 00
	GIRDER 6	9.500	90 00 00
	TOTAL	40.000	

BENT NO. 5 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (C.L. BENT)	GIRDER ANGLE D M S
SPAN 4	GIRDER 1	0.000	90 00 00
	GIRDER 2	7.625	90 00 00
	GIRDER 3	7.625	90 00 00
	GIRDER 4	7.625	90 00 00
	GIRDER 5	7.625	90 00 00
	GIRDER 6	9.500	90 00 00
	TOTAL	40.000	

GIRDER REPORT

GIRDER REPORT, SPAN 3

	HORIZONTAL DISTANCE C-C BENT	C-C BRG.	TRUE DISTANCE BOT. FLG. (2)	GIRDER SLOPE
GIRDER 1	120.000	118.000	119.50	0.0030
GIRDER 2	120.000	118.000	119.50	0.0030
GIRDER 3	120.000	118.000	119.50	0.0030
GIRDER 4	120.000	118.000	119.50	0.0030
GIRDER 5	120.000	118.000	119.50	0.0030
GIRDER 6	120.000	118.000	119.50	0.0030

GIRDER REPORT, SPAN 4

	HORIZONTAL DISTANCE C-C BENT	C-C BRG.	TRUE DISTANCE BOT. FLG. (2)	GIRDER SLOPE
GIRDER 1	124.000	122.000	123.50	0.0030
GIRDER 2	124.000	122.000	123.50	0.0030
GIRDER 3	124.000	122.000	123.50	0.0030
GIRDER 4	124.000	122.000	123.50	0.0030
GIRDER 5	124.000	122.000	123.50	0.0030
GIRDER 6	124.000	122.000	123.50	0.0030

(1) SEE IGEB STANDARD FOR ORIENTATION OF DIMENSIONS.

(2) GIRDER LENGTHS SHOWN ARE BOTTOM GIRDER FLANGE LENGTHS WITH ADJUSTMENTS MADE FOR GIRDER SLOPE.

DIM IN FEET UNLESS NOTED

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

GIRDER LAYOUT
(PHASE I & II)

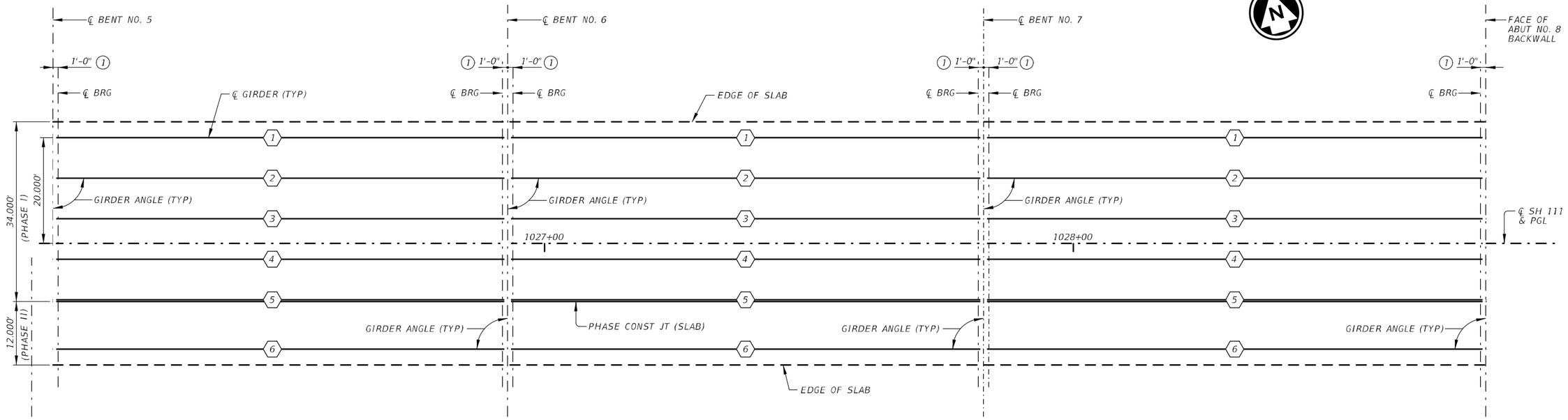
SH 111
LAVACA RIVER

SHEET 2 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	155

Plotted on: 2/6/2023

Design Filename: 116020212_RIVER_GLT02.dgn



GIRDER LAYOUT

BENT REPORT

BENT NO. 5 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (FACE OF BKWL)	GIRDER ANGLE D	M	S
SPAN 5	GIRDER 1	0.000	90	00	00
	GIRDER 2	7.625	90	00	00
	GIRDER 3	7.625	90	00	00
	GIRDER 4	7.625	90	00	00
	GIRDER 5	7.625	90	00	00
	GIRDER 6	9.500	90	00	00
	TOTAL	40.000			

BENT NO. 6 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (C.L. BENT)	GIRDER ANGLE D	M	S
SPAN 5	GIRDER 1	0.000	90	00	00
	GIRDER 2	7.625	90	00	00
	GIRDER 3	7.625	90	00	00
	GIRDER 4	7.625	90	00	00
	GIRDER 5	7.625	90	00	00
	GIRDER 6	9.500	90	00	00
	TOTAL	40.000			
SPAN 6	GIRDER 1	0.000	90	00	00
	GIRDER 2	7.625	90	00	00
	GIRDER 3	7.625	90	00	00
	GIRDER 4	7.625	90	00	00
	GIRDER 5	7.625	90	00	00
	GIRDER 6	9.500	90	00	00
	TOTAL	40.000			

BENT NO. 7 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (C.L. BENT)	GIRDER ANGLE D	M	S
SPAN 6	GIRDER 1	0.000	90	00	00
	GIRDER 2	7.625	90	00	00
	GIRDER 3	7.625	90	00	00
	GIRDER 4	7.625	90	00	00
	GIRDER 5	7.625	90	00	00
	GIRDER 6	9.500	90	00	00
	TOTAL	40.000			
SPAN 7	GIRDER 1	0.000	90	00	00
	GIRDER 2	7.625	90	00	00
	GIRDER 3	7.625	90	00	00
	GIRDER 4	7.625	90	00	00
	GIRDER 5	7.625	90	00	00
	GIRDER 6	9.500	90	00	00
	TOTAL	40.000			

ABUT NO. 8 (S 15° 02' 45" W)
DISTANCE BETWEEN PGL AND GIRDER 1, 20.000 L

		GIRDER SPAC. (FACE OF BKWL)	GIRDER ANGLE D	M	S
SPAN 7	GIRDER 1	0.000	90	00	00
	GIRDER 2	7.625	90	00	00
	GIRDER 3	7.625	90	00	00
	GIRDER 4	7.625	90	00	00
	GIRDER 5	7.625	90	00	00
	GIRDER 6	9.500	90	00	00
	TOTAL	40.000			

GIRDER REPORT

GIRDER REPORT, SPAN 5

	HORIZONTAL DISTANCE C-C BENT	C-C BRG.	TRUE DISTANCE BOT. FLG. (2)	GIRDER SLOPE
GIRDER 1	86.000	84.000	85.50	0.0030
GIRDER 2	86.000	84.000	85.50	0.0030
GIRDER 3	86.000	84.000	85.50	0.0030
GIRDER 4	86.000	84.000	85.50	0.0030
GIRDER 5	86.000	84.000	85.50	0.0030
GIRDER 6	86.000	84.000	85.50	0.0030

GIRDER REPORT, SPAN 6

	HORIZONTAL DISTANCE C-C BENT	C-C BRG.	TRUE DISTANCE BOT. FLG. (2)	GIRDER SLOPE
GIRDER 1	90.000	88.000	89.50	0.0030
GIRDER 2	90.000	88.000	89.50	0.0030
GIRDER 3	90.000	88.000	89.50	0.0030
GIRDER 4	90.000	88.000	89.50	0.0030
GIRDER 5	90.000	88.000	89.50	0.0030
GIRDER 6	90.000	88.000	89.50	0.0030

GIRDER REPORT, SPAN 7

	HORIZONTAL DISTANCE C-C BENT	C-C BRG.	TRUE DISTANCE BOT. FLG. (2)	GIRDER SLOPE
GIRDER 1	95.000	93.000	94.50	0.0030
GIRDER 2	95.000	93.000	94.50	0.0030
GIRDER 3	95.000	93.000	94.50	0.0030
GIRDER 4	95.000	93.000	94.50	0.0030
GIRDER 5	95.000	93.000	94.50	0.0030
GIRDER 6	95.000	93.000	94.50	0.0030

(1) SEE IGEB STANDARD FOR ORIENTATION OF DIMENSIONS.

(2) GIRDER LENGTHS SHOWN ARE BOTTOM GIRDER FLANGE LENGTHS WITH ADJUSTMENTS MADE FOR GIRDER SLOPE.

DIM IN FEET UNLESS NOTED

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

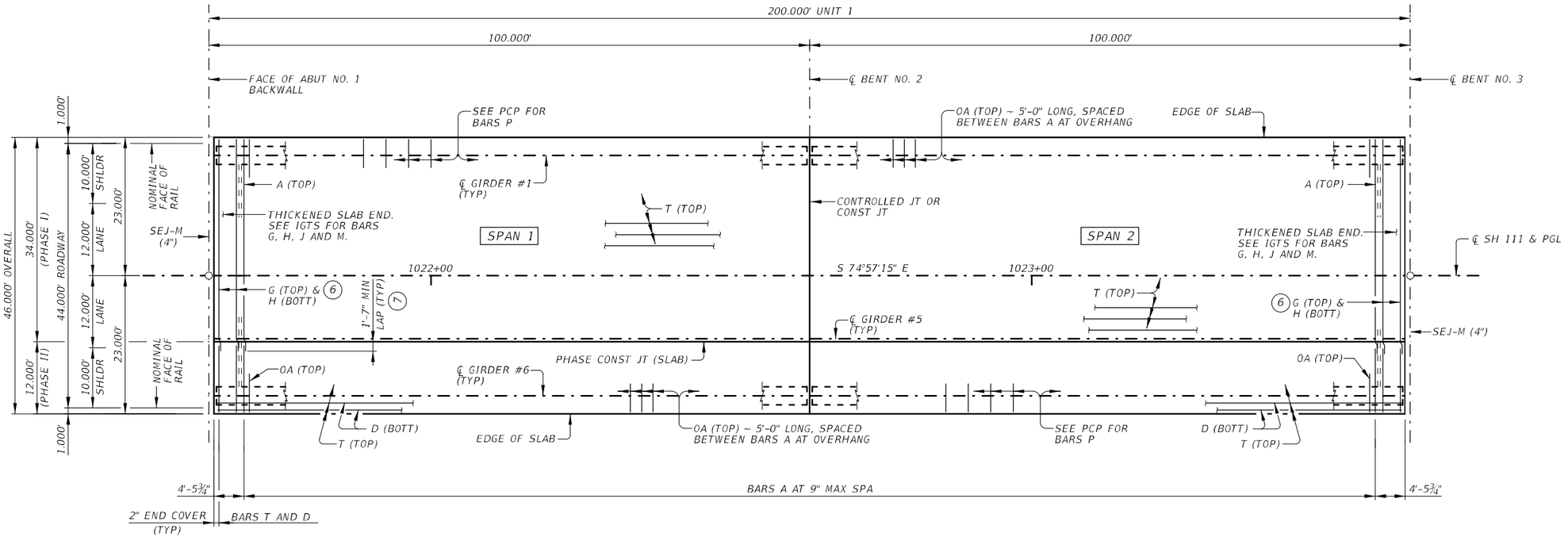
GIRDER LAYOUT

(PHASE I & II)

SH 111
LAVACA RIVER

SHEET 3 OF 3

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	156



PLAN

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE PCP AND PCP-FAB STANDARDS FOR PANEL DETAILS NOT SHOWN.
3. SEE IGTS STANDARD FOR THICKENED SLAB END DETAILS AND QUANTITY ADJUSTMENTS.
4. SEE IGMS STANDARD FOR CONTROLLED JOINT DETAIL TO BE USED AT INT BENTS AND ALL OTHER MISCELLANEOUS SLAB DETAILS.
5. SEE RAILING STANDARD FOR RAIL ANCHORAGE IN SLAB.
6. SEE PMDF STANDARD FOR DETAILS AND QUANTITY ADJUSTMENTS IF THIS OPTION IS USED.
7. CHAMFER ALL EXPOSED EDGES 3/4" UNLESS NOTED OTHERWISE.
8. SEE SEJ-M STANDARD FOR DETAILS OF JOINT TO BE PLACED WITHIN SLAB.

COVER DIMENSIONS ARE CLEAR DIMENSIONS, UNLESS NOTED OTHERWISE.

MATERIAL NOTES:

PROVIDE CLASS S CONCRETE (f'c = 4000 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

PROVIDE BAR LAPS, WHERE REQUIRED, AS FOLLOWS:

UNCOATED ~ #4 = 1'-7"

DEFORMED WELDED WIRE REINFORCEMENT (WWR) (ASTM A1064) OF EQUAL SIZE AND SPACING MAY BE SUBSTITUTED FOR BARS A, D, OA, P OR T UNLESS NOTED OTHERWISE.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Far Bas P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
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PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

Texas Department of Transportation

200.000' PRESTR CONC I-GIRDER UNIT 1

(PHASE I & II)

SH 111
LAVACA RIVER

SHEET 1 OF 2

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	157

Plotted on: 2/6/2023

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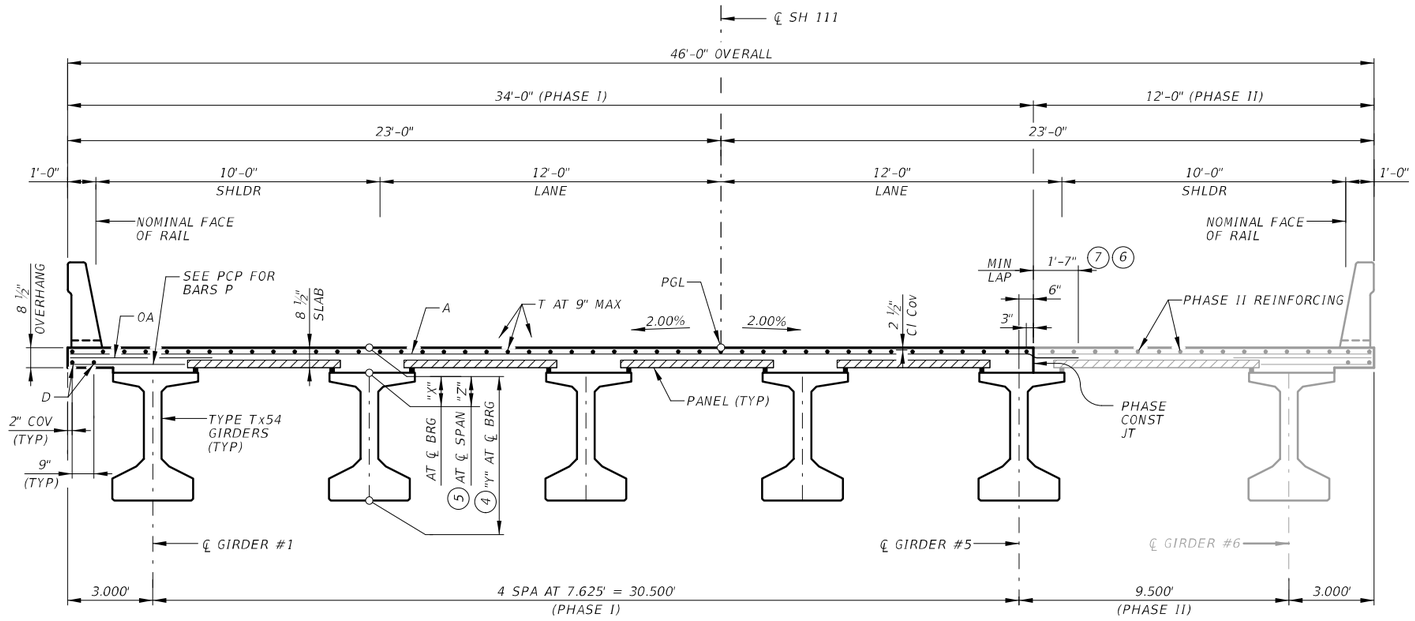
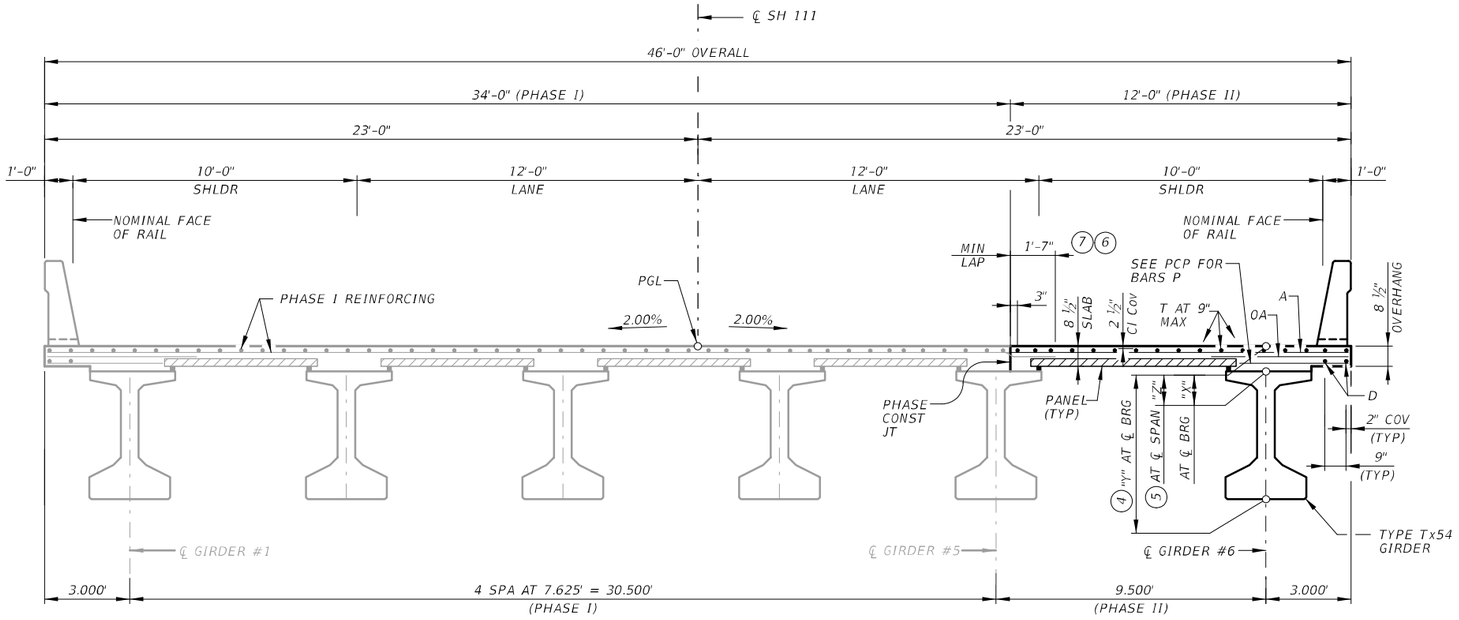


TYPICAL BRIDGE SECTION - PHASE I



TYPICAL BRIDGE SECTION - PHASE II

(4) "Y" VALUE SHOWN IS BASED ON THEORETICAL GIRDER CAMBER, DEAD LOAD DEFLECTION FROM AN 8 ½" CONCRETE SLAB, ROADWAY GRADES, AND USING PRECAST PANELS (PCP).

(5) THEORETICAL DIMENSION

(6) EXTEND BARS G & H IN THICKENED SLAB END INTO PHASE II, SIMILAR TO BARS A.

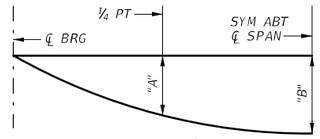
(7) EXTEND BARS A INTO PHASE-II FOR MIN 1'-7" LAP

TABLE OF SECTION DEPTHS

Span No.	Girder No.	"X" at ℄ Brg	"Y" at (4) ℄ Brg	"Z" at (5) ℄ Span
1 & 2	1	11 ½"	5'-5 ½"	9⅞"
	2-4	11 ½"	5'-5 ½"	9⅞"
	5	11 ½"	5'-5 ½"	9½"
	6	11 ½"	5'-5 ½"	10"

TABLE OF DEAD LOAD DEFLECTIONS

Span No.	Girder No.	"A" FT	"B" FT
1 & 2	1	0.066	0.091
	2-4	0.072	0.100
	5	0.043	0.059
	6	0.073	0.102



DEAD LOAD DEFLECTION DIAGRAM

CALCULATED DEFLECTIONS SHOWN ARE DUE TO THE CONCRETE SLAB ON INTERIOR GIRDERS ONLY (Ec = 5000 KSI). ADJUST VALUES AS REQUIRED FOR EXTERIOR GIRDERS AND IF OPTIONAL SLAB FORMING IS USED. THESE VALUES MAY REQUIRE FIELD VERIFICATION.

TABLE OF ESTIMATED QUANTITIES

	Span No.	Reinf Concrete Slab	Prestressed Concrete Girders (Tx54) (2)	Reinforcing Steel (1) (3)
		SF	LF	LB
PHASE I	1	3,400	497.50	7,820
	2	3,400	497.50	7,820
PHASE II	1	1,200	99.50	2,760
	2	1,200	99.50	2,760

(1) FOR CONTRACTOR'S INFORMATION ONLY.

(2) LENGTH SHOWN IS BOTTOM OF GIRDER FLANGE LENGTH WITH ADJUSTMENTS MADE FOR GIRDER SLOPE. SEE GIRDER LAYOUT FOR GIRDER LENGTH.

(3) REINFORCING STEEL WEIGHT IS CALCULATED USING AN APPROXIMATE FACTOR OF 2.3 LBS/SF

BAR TABLE

BAR	SIZE
A	#4
D	#4
G	#4
H	#4
J	#4
M	#4
OA	#5
P	#4
T	#4

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Far Bas P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

200.000' PRESTR CONC I-GIRDER UNIT 1

(PHASE I & II)

SH 111
LAVACA RIVER

SHEET 2 OF 2

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	158

Plotted on: 2/6/2023

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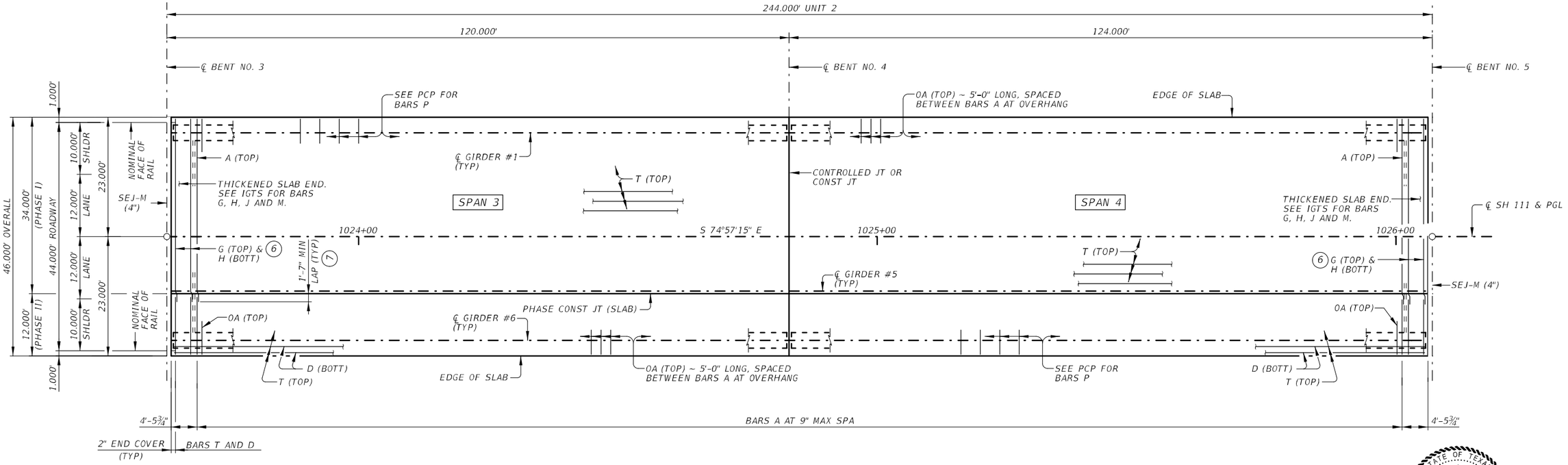

PLAN

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE PCP AND PCP-FAB STANDARDS FOR PANEL DETAILS NOT SHOWN.
3. SEE IGTS STANDARD FOR THICKENED SLAB END DETAILS AND QUANTITY ADJUSTMENTS.
4. SEE IGMS STANDARD FOR CONTROLLED JOINT DETAIL TO BE USED AT INT BENTS AND ALL OTHER MISCELLANEOUS SLAB DETAILS.
5. SEE RAILING STANDARD FOR RAIL ANCHORAGE IN SLAB.
6. SEE PMDF STANDARD FOR DETAILS AND QUANTITY ADJUSTMENTS IF THIS OPTION IS USED.
7. CHAMFER ALL EXPOSED EDGES 3/4" UNLESS NOTED OTHERWISE.
8. SEE SEJ-M STANDARD FOR DETAILS OF JOINT TO BE PLACED WITHIN SLAB.

COVER DIMENSIONS ARE CLEAR DIMENSIONS, UNLESS NOTED OTHERWISE.

MATERIAL NOTES:

PROVIDE CLASS S CONCRETE (f'c = 4000 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

PROVIDE BAR LAPS, WHERE REQUIRED, AS FOLLOWS:

UNCOATED ~ #4 = 1'-7"

DEFORMED WELDED WIRE REINFORCEMENT (WWR) (ASTM A1064) OF EQUAL SIZE AND SPACING MAY BE SUBSTITUTED FOR BARS A, D, OA, P OR T UNLESS NOTED OTHERWISE.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

Texas Department of Transportation

244.000' PRESTR CONC I-GIRDER UNIT 2

(PHASE I & II)

SH 111
LAVACA RIVER

SHEET 1 OF 2

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	159

Plotted on: 2/6/2023

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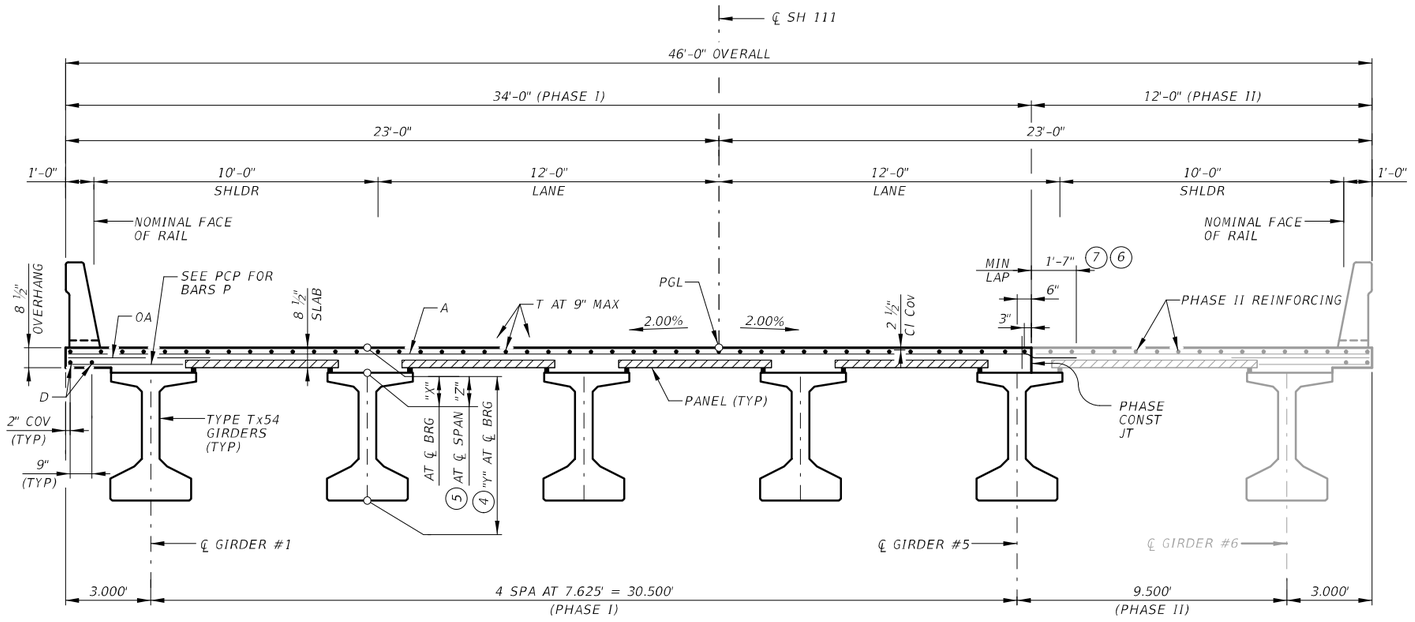
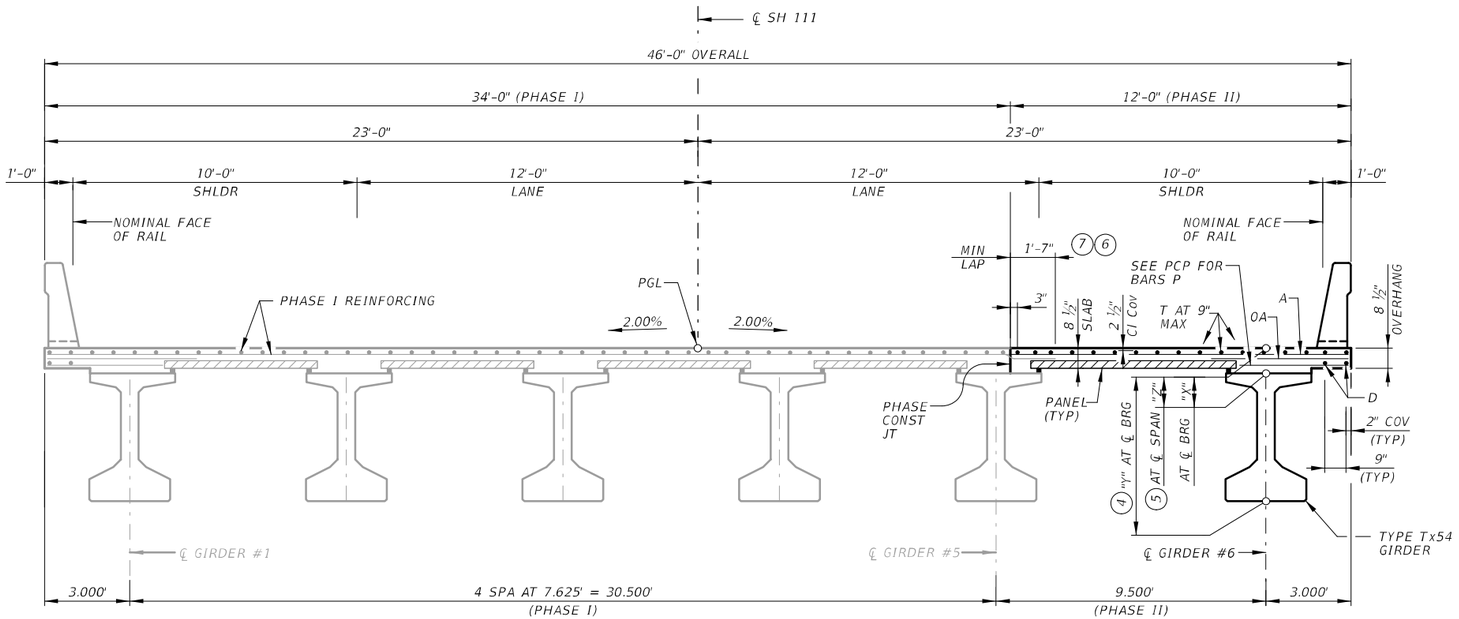


TYPICAL BRIDGE SECTION - PHASE I



TYPICAL BRIDGE SECTION - PHASE II

(4) "Y" VALUE SHOWN IS BASED ON THEORETICAL GIRDER CAMBER, DEAD LOAD DEFLECTION FROM AN 8 ½" CONCRETE SLAB, ROADWAY GRADES, AND USING PRECAST PANELS (PCP).

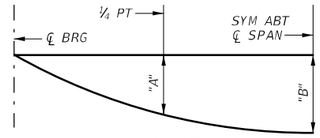
(5) THEORETICAL DIMENSION

(6) EXTEND BARS G & H IN THICKENED SLAB END INTO PHASE II, SIMILAR TO BARS A.

(7) EXTEND BARS A INTO PHASE-II FOR MIN 1'-7" LAP

TABLE OF DEAD LOAD DEFLECTIONS

Span No.	Girder No.	"A" FT	"B" FT
3	1	0.139	0.195
	2-4	0.155	0.218
	5	0.089	0.125
	6	0.157	0.221
4	1	0.160	0.224
	2-4	0.178	0.250
	5	0.102	0.143
	6	0.180	0.253



DEAD LOAD DEFLECTION DIAGRAM

CALCULATED DEFLECTIONS SHOWN ARE DUE TO THE CONCRETE SLAB ON INTERIOR GIRDERS ONLY (Ec = 5000 KSI). ADJUST VALUES AS REQUIRED FOR EXTERIOR GIRDERS AND IF OPTIONAL SLAB FORMING IS USED. THESE VALUES MAY REQUIRE FIELD VERIFICATION.

BAR TABLE

BAR	SIZE
A	#4
D	#4
G	#4
H	#4
J	#4
M	#4
OA	#5
P	#4
T	#4

TABLE OF SECTION DEPTHS

Span No.	Girder No.	"X" at ℄ Brg	"Y" at (4) ℄ Brg	"Z" at (5) ℄ Span
3	1	1'-0 ½"	5'-6 ½"	10 ¼"
	2-4	1'-0 ½"	5'-6 ½"	10 ½"
	5	1'-0 ½"	5'-6 ½"	9 ⅝"
	6	1'-0 ½"	5'-6 ½"	10 ½"
4	1	1'-0 ½"	5'-6 ½"	10 ¼"
	2-4	1'-0 ½"	5'-6 ½"	10 ½"
	5	1'-0 ½"	5'-6 ½"	9 ½"
	6	1'-0 ½"	5'-6 ½"	10 ½"

TABLE OF ESTIMATED QUANTITIES

	Span No.	Reinf Concrete Slab	Prestressed Concrete Girders (Tx54) (2)	Reinforcing Steel (1) (3)
		SF	LF	LB
PHASE I	3	4,080	597.50	9,384
	4	4,216	617.50	9,697
PHASE II	3	1,440	119.50	3,312
	4	1,488	123.50	3,423

(1) FOR CONTRACTOR'S INFORMATION ONLY.

(2) LENGTH SHOWN IS BOTTOM OF GIRDER FLANGE LENGTH WITH ADJUSTMENTS MADE FOR GIRDER SLOPE. SEE GIRDER LAYOUT FOR GIRDER LENGTH.

(3) REINFORCING STEEL WEIGHT IS CALCULATED USING AN APPROXIMATE FACTOR OF 2.3 LBS/SF

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

244.000' PRESTR CONC I-GIRDER UNIT 2

(PHASE I & II)

SH 111
LAVACA RIVER

SHEET 2 OF 2

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	160

Plotted on: 2/6/2023

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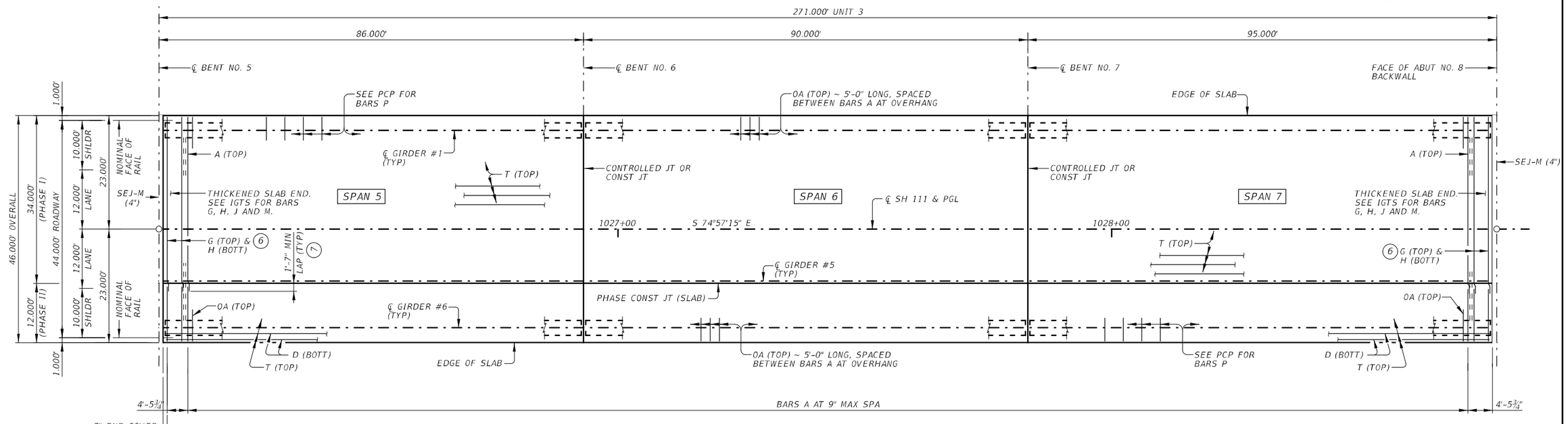

PLAN

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020, 9TH EDITION AND TXDOT BRIDGE DESIGN MANUAL (NOV. 2021).
2. SEE PCP AND PCP-FAB STANDARDS FOR PANEL DETAILS NOT SHOWN.
3. SEE IGTS STANDARD FOR THICKENED SLAB END DETAILS AND QUANTITY ADJUSTMENTS.
4. SEE IGMS STANDARD FOR CONTROLLED JOINT DETAIL TO BE USED AT INT BENTS AND ALL OTHER MISCELLANEOUS SLAB DETAILS.
5. SEE RAILING STANDARD FOR RAIL ANCHORAGE IN SLAB.
6. SEE PMDF STANDARD FOR DETAILS AND QUANTITY ADJUSTMENTS IF THIS OPTION IS USED.
7. CHAMFER ALL EXPOSED EDGES 3/4" UNLESS NOTED OTHERWISE.
8. SEE SEJ-M STANDARD FOR DETAILS OF JOINT TO BE PLACED WITHIN SLAB.

COVER DIMENSIONS ARE CLEAR DIMENSIONS, UNLESS NOTED OTHERWISE.

MATERIAL NOTES:

PROVIDE CLASS S CONCRETE (f'c = 4000 PSI).

PROVIDE GRADE 60 REINFORCING STEEL.

PROVIDE BAR LAPS, WHERE REQUIRED, AS FOLLOWS:

UNCOATED ~ #4 = 1'-7"

DEFORMED WELDED WIRE REINFORCEMENT (WWR) (ASTM A1064) OF EQUAL SIZE AND SPACING MAY BE SUBSTITUTED FOR BARS A, D, OA, P OR T UNLESS NOTED OTHERWISE.

STATE OF TEXAS
FARREN SCOTT BASSE
95587
LICENSED PROFESSIONAL ENGINEER
Farren Basse P.E.
2/6/2023

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

271.000' PRESTR CONC I-GIRDER UNIT 3

(PHASE I & II)

SH 111
LAVACA RIVER

SHEET 1 OF 2

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	161

Plotted on: 2/6/2023

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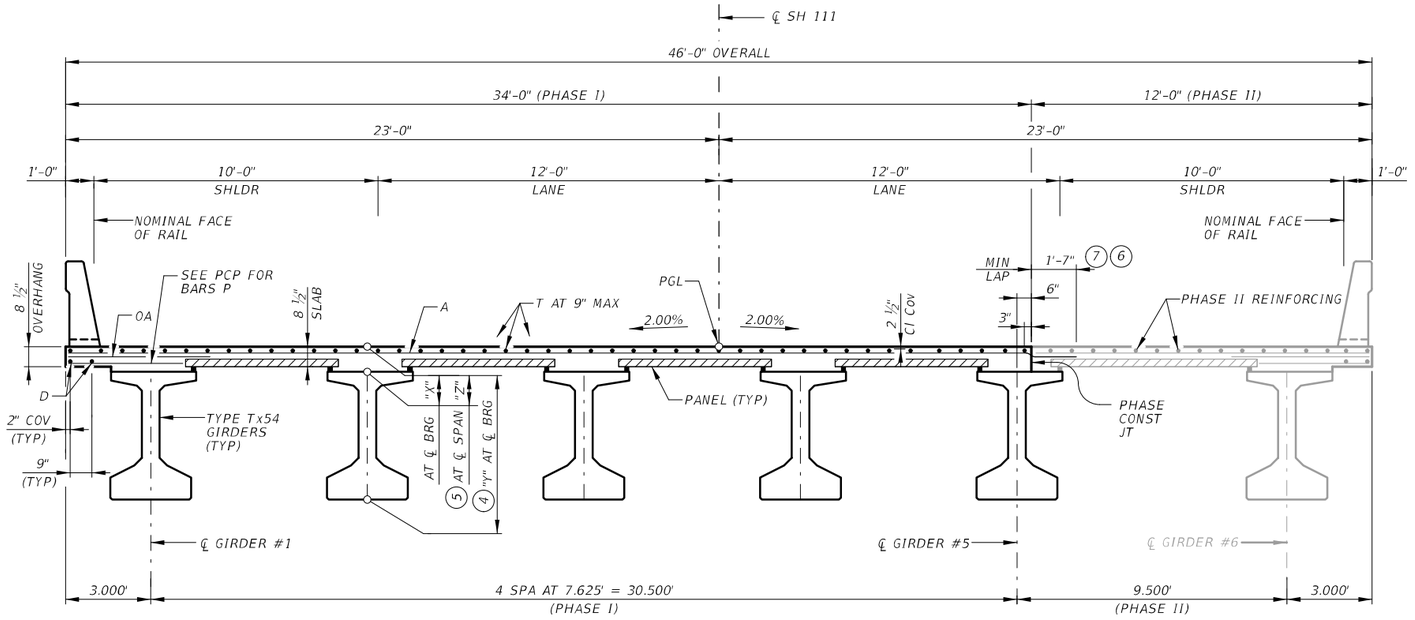
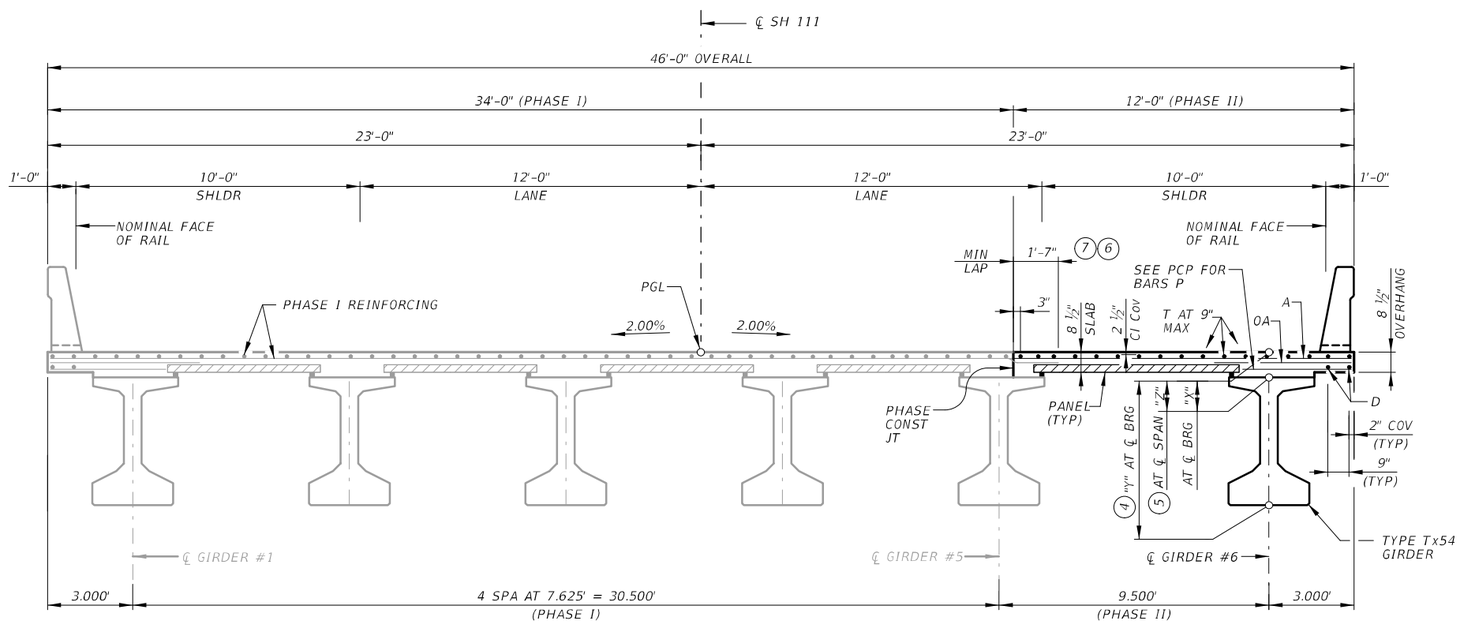


TYPICAL BRIDGE SECTION - PHASE I



TYPICAL BRIDGE SECTION - PHASE II

(4) "Y" VALUE SHOWN IS BASED ON THEORETICAL GIRDER CAMBER, DEAD LOAD DEFLECTION FROM AN 8 ½" CONCRETE SLAB, ROADWAY GRADES, AND USING PRECAST PANELS (PCP).

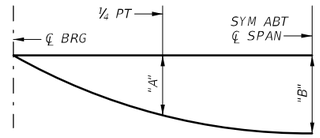
(5) THEORETICAL DIMENSION

(6) EXTEND BARS G & H IN THICKENED SLAB END INTO PHASE II, SIMILAR TO BARS A.

(7) EXTEND BARS A INTO PHASE-II FOR MIN 1'-7" LAP

TABLE OF DEAD LOAD DEFLECTIONS

Span No.	Girder No.	"A" FT	"B" FT
5	1	0.035	0.049
	2-4	0.038	0.054
	5	0.024	0.032
	6	0.039	0.055
6	1	0.042	0.059
	2-4	0.047	0.066
	5	0.028	0.038
	6	0.048	0.067
7	1	0.053	0.074
	2-4	0.058	0.082
	5	0.034	0.048
	6	0.059	0.083



DEAD LOAD DEFLECTION DIAGRAM

CALCULATED DEFLECTIONS SHOWN ARE DUE TO THE CONCRETE SLAB ON INTERIOR GIRDERS ONLY (Ec = 5000 KSI). ADJUST VALUES AS REQUIRED FOR EXTERIOR GIRDERS AND IF OPTIONAL SLAB FORMING IS USED. THESE VALUES MAY REQUIRE FIELD VERIFICATION.

TABLE OF SECTION DEPTHS

Span No.	Girder No.	"X" at ℄ Brg	(4) "Y" at ℄ Brg	(5) "Z" at ℄ Span
5	1	11 ¼"	5'-5¼"	9⅞"
	2-4	11 ¼"	5'-5¼"	10"
	5	11 ¼"	5'-5¼"	9 ¾"
	6	11 ¼"	5'-5¼"	10
6	1	11 ¼"	5'-5¼"	10"
	2-4	11 ¼"	5'-5¼"	10"
	5	11 ¼"	5'-5¼"	9 ¾"
	6	11 ¼"	5'-5¼"	10
7	1	11 ½"	5'-5 ½"	9 ⅞"
	2-4	11 ½"	5'-5 ½"	10"
	5	11 ½"	5'-5 ½"	9 ⅝"
	6	11 ½"	5'-5 ½"	10"

TABLE OF ESTIMATED QUANTITIES

	Span No.	Reinf Concrete Slab	Prestressed Concrete Girders (Tx54) (2)	Reinforcing Steel (1) (3)
		SF	LF	LB
PHASE I	5	2,924	427.50	6,725
	6	3,060	447.50	7,038
	7	3,230	472.50	7,429
PHASE II	5	1,032	85.50	2,374
	6	1,080	89.50	2,484
	7	1,140	94.50	2,622

(1) FOR CONTRACTOR'S INFORMATION ONLY.

(2) LENGTH SHOWN IS BOTTOM OF GIRDER FLANGE LENGTH WITH ADJUSTMENTS MADE FOR GIRDER SLOPE. SEE GIRDER LAYOUT FOR GIRDER LENGTH.

(3) REINFORCING STEEL WEIGHT IS CALCULATED USING AN APPROXIMATE FACTOR OF 2.3 LBS/SF

BAR TABLE

BAR	SIZE
A	#4
D	#4
G	#4
H	#4
J	#4
M	#4
OA	#5
P	#4
T	#4

HL 93 LOADING

REV. NO.	DATE	DESCRIPTION	BY

STRUCTURAL ENGINEERING ASSOCIATES
TEXAS REGISTERED ENGINEERING FIRM F-199

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

Texas Department of Transportation

271.000' PRESTR CONC I-GIRDER UNIT 3

(PHASE I & II)

SH 111
LAVACA RIVER

SHEET 2 OF 2

DGN: MAG	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN: FSB	6	TEXAS				SH 111
DWG: EE	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG: FSB	YKM	LAVACA	0346	06	050	162

STRUCTURE	DESIGNED GIRDERS									DEPRESSED STRAND PATTERN		CONCRETE		OPTIONAL DESIGN					LOAD RATING FACTORS				
	SPAN NO.	GIRDER NO.	GIRDER TYPE	PRESTRESSING STRANDS						NO.	TO END (in)	RELEASE STRGTH (1) f'ci (ksi)	MINIMUM 28 DAY COMP STRGTH f'c (ksi)	DESIGN LOAD COMP STRESS (TOP ℄) (SERVICE I) fct(ksi)	DESIGN LOAD TENSILE STRESS (BOTT ℄) (SERVICE III) fcb(ksi)	REQUIRED MINIMUM ULTIMATE MOMENT CAPACITY (STRENGTH I) (kip-ft)	LIVE LOAD DISTRIBUTION FACTOR (2)		STRENGTH I		SERVICE III
				NON-STD STRAND PATTERN	TOTAL NO.	SIZE (in)	STRGTH fpu (ksi)	"e" ℄ (in)	"e" END (in)								Moment	Shear	Inv	Opr	Inv
SH 111 LAVACA RIVER	1 & 2	ALL	Tx54		28	0.6	270	20.01	14.29	4	44.5	4.000	5.100	3.073	-3.091	6,243	0.686	0.854	1.34	1.79	1.01
	3	ALL	Tx54		44	0.6	270	18.83	11.55	8	48.5	5.600	6.700	4.631	-4.307	8,560	0.703	0.918	1.46	1.97	1.05
	4	ALL	Tx54		46	0.6	270	18.66	12.40	8	44.5	6.000	7.200	4.649	-4.568	9,021	0.697	0.918	1.41	1.98	1.00
	5 & 6	ALL	Tx54		22	0.6	270	20.28	18.46	4	14.5	4.000	5.000	2.481	-2.571	5,428	0.761	0.918	1.41	1.61	1.06
	7	ALL	Tx54		26	0.6	270	20.08	16.39	4	28.5	4.000	5.000	2.786	-2.824	5,762	0.696	0.854	1.40	1.81	1.11

NON-STANDARD STRAND PATTERNS

PATTERN	STRAND ARRANGEMENT AT ℄ OF GIRDER

(1) Based on the following allowable stresses (ksi):

Compression = 0.65 f'ci

Tension = $0.24\sqrt{f'ci}$

Optional designs must likewise conform.

(2) Portion of full HL93.

DESIGN NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications. Load rated using Load and Resistance Factor Rating according to AASHTO Manual for Bridge Evaluation.

Optional designs for girders 120 feet or longer must have a calculated residual camber equal to or greater than that of the designed girder.

Prestress losses for the designed girders have been calculated for a relative humidity of 60 percent. Optional designs must likewise conform.

FABRICATION NOTES:

Provide Class H concrete.

Provide Grade 60 reinforcing steel bars.

Use low relaxation strands, each pretensioned to 75 percent of fpu.

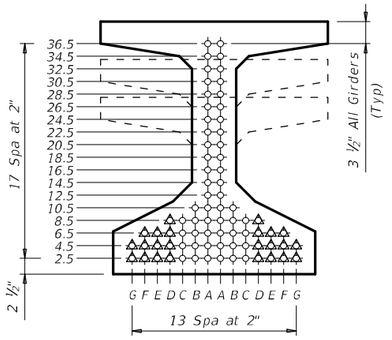
Strand debonding must comply with Item 424.4.2.2.2.4. Full-length debonded strands are only permitted in positions marked △. Double wrap full-length debonded strands in outer most position of each row.

When shown on this sheet, the Fabricator has the option of furnishing either the designed girder or an approved optional design. All optional design submittals must be signed, sealed and dated by a Professional Engineer registered in the State of Texas.

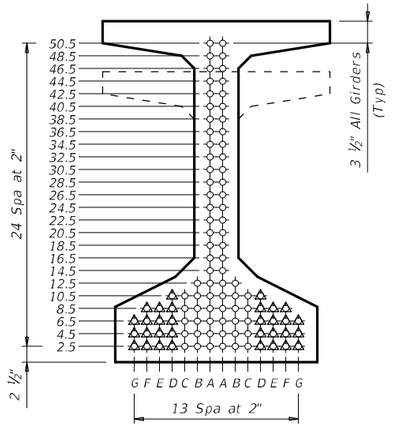
Seal cracks in girder ends exceeding 0.005" in width as directed by the Engineer. The fabricator is permitted to decrease the spacing of Bars R and S by providing additional bars to help limit crack width provided the decreased spacing results in no less than 1" clear between bars. The fabricator must take an approved corrective action if cracks greater than 0.005" form on a repetitive basis.

DEPRESSED STRAND DESIGNS:

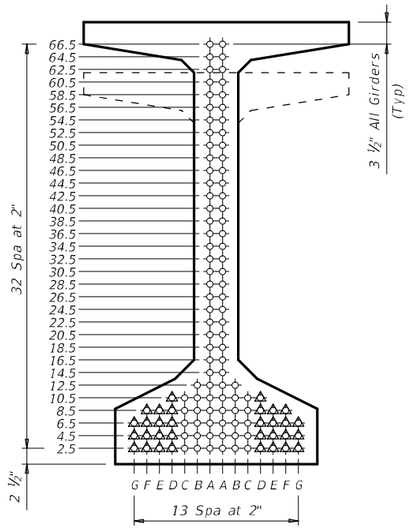
Locate strands for the designed girder as low as possible on the 2" grid system unless a non-standard strand pattern is indicated. Fill row "2.5", then row "4.5", then row "6.5", etc., beginning each row in the "A" position and working outward until the required number of strands is reached. All strands in the "A" position must be depressed, maintaining the 2" spacing so that, at the girder ends, the upper two strands are in the position shown in the table.



TYPE Tx28, Tx34 & Tx40



TYPE Tx46 & Tx54



TYPE Tx62 & Tx70

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

PRESTRESSED CONCRETE I-GIRDER DESIGNS (NON-STANDARD SPANS)

IGND

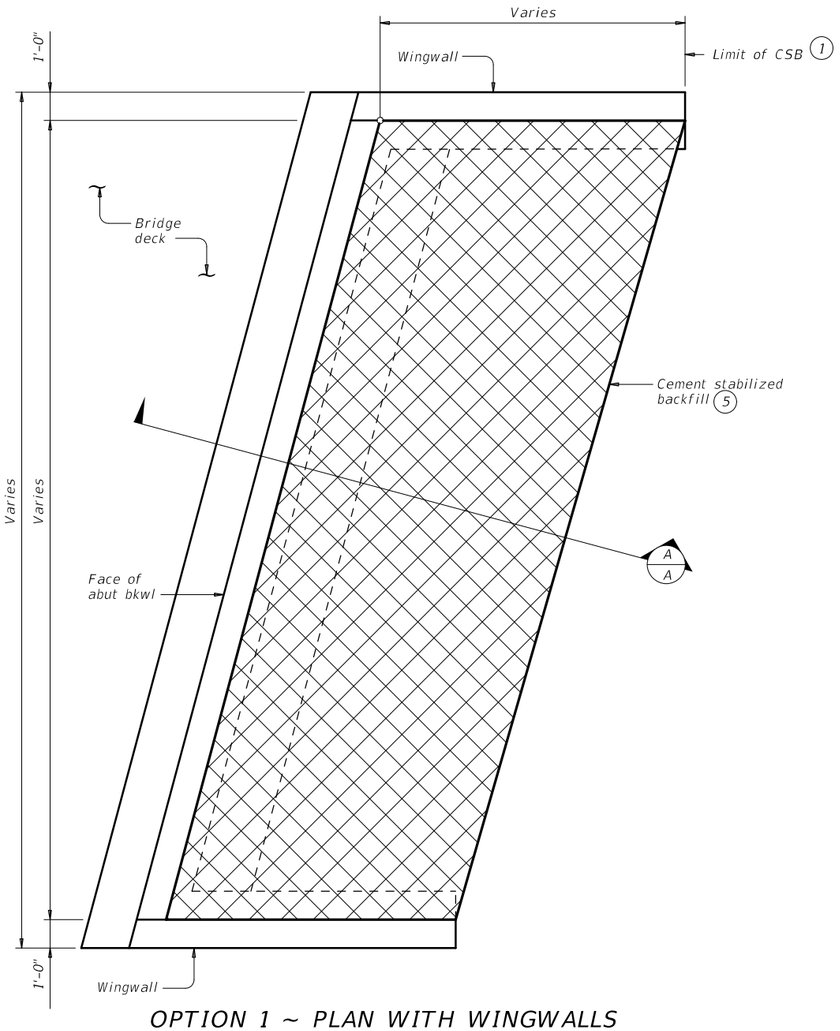
FARREN SCOTT BASSE 95587 LICENSED PROFESSIONAL ENGINEER STATE OF TEXAS

For Director P.E.

2/6/2023

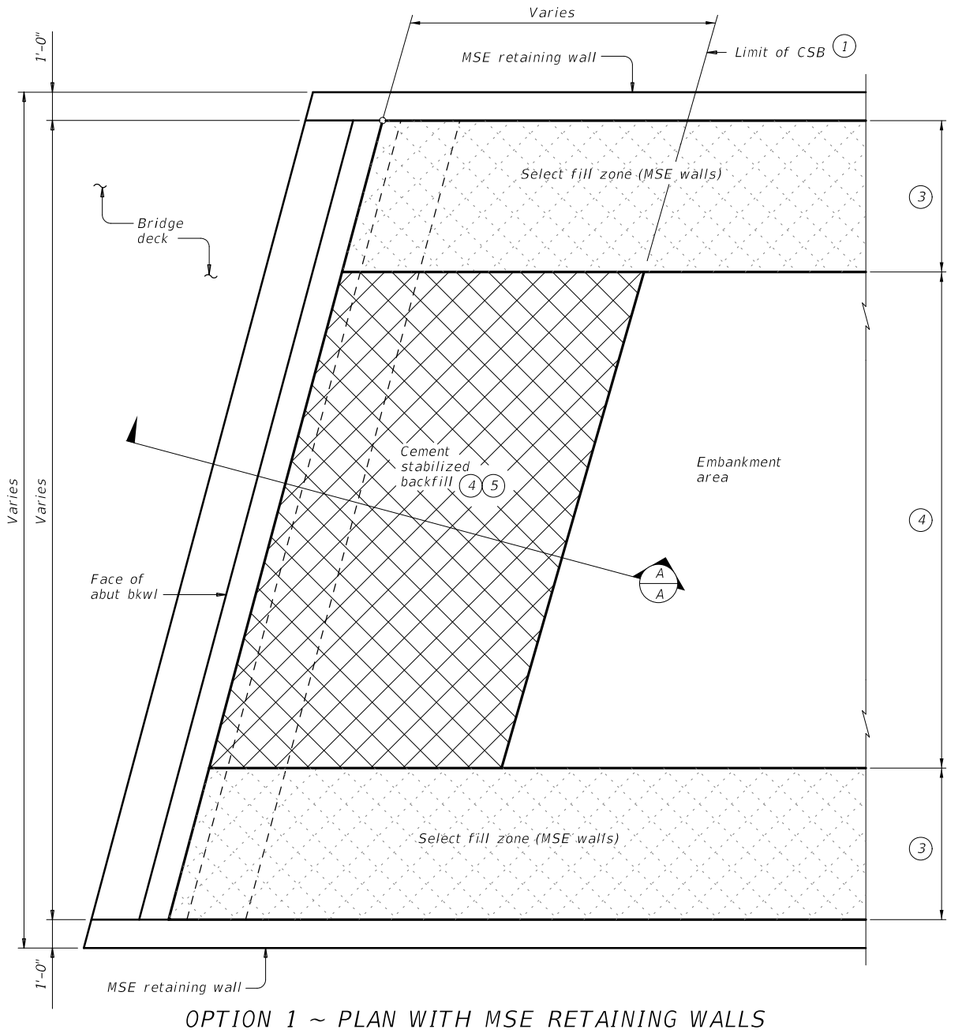
FILE: igndsts1-22.dgn	DN: HRG	CK: FSB	DW: SZT	CK: FSB
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS 10-19: Modified for depressed strands only. 3-22: Added Load Rating.	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		163

DATE: 2/6/2023
FILE: 116020212_RIVER_IGD01.dgn



OPTION 1 ~ PLAN WITH WINGWALLS

Cast-in-place retaining walls similar.



OPTION 1 ~ PLAN WITH MSE RETAINING WALLS

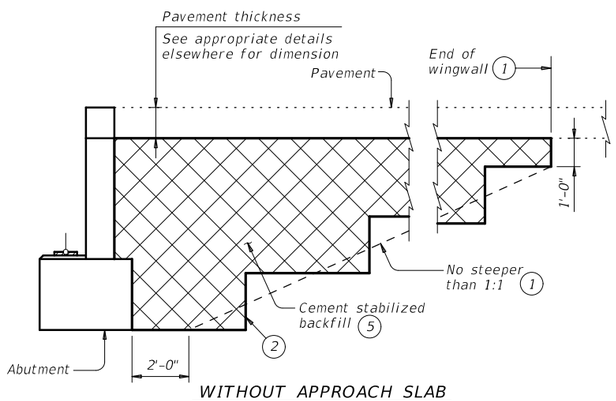
(1) Usual limit of Cement Stabilized Backfill is at end of wingwall. Extend CSB limits as required to maintain a slope no steeper than 1:1 at bottom of backfill.

(2) Bench backfill as shown with 12" (approximate) bench depths.

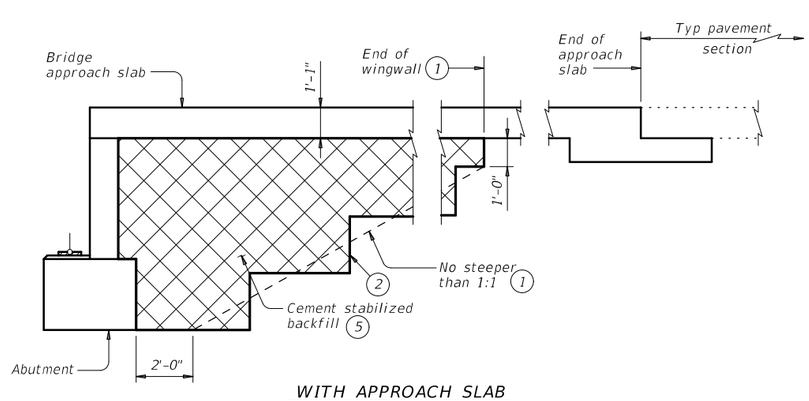
(3) Where MSE retaining walls are present, adjust CSB limits to accommodate the select fill zone. See retaining wall details for additional information.

(4) When distance between select fill zones is less than 5'-0", MSE select fill may be substituted for cement stabilized backfill with approval from the Engineer.

(5) If shown in the plans flowable backfill can be used as a substitute for cement stabilized backfill with the following constraints:
a). If flowable backfill is to be placed over MSE backfill then a filter fabric will be placed over the MSE backfill prior to placement of the flowable fill; and
b). Place flowable fill in lifts not exceeding 2 feet in height, place each successive lift when the previous lift has stiffened/hardened (i.e. has lost its flowability).



WITHOUT APPROACH SLAB



WITH APPROACH SLAB

(Showing BAS-C, BAS-A similar.)

SECTION A-A

GENERAL NOTES:

See the Bridge Layout for selected Option. Option 2 is intended for new construction requiring high plasticity embankment fill with a plasticity index (PI) greater than 30 or pavement built in poor native soil. Poor soils are defined as high plasticity clays or expansive clays. Option 1 is intended for construction only requiring PI controlled embankment fill or excavation in competent soils/rocks in order to construct the abutment.

Provide Cement Stabilized Backfill (CSB) meeting the requirements of Item 400, "Excavation and Backfill for Structures", to the limits shown at bridge abutments.

If required elsewhere in the plans, provide Flowable Backfill meeting the requirements of Item 401, "Flowable Backfill", to the limits shown at bridge abutments.

Details are drawn showing left forward skew. See Bridge Layout for actual skew direction.

These details do not apply when Concrete Block retaining walls are used in lieu of wingwalls.

Texas Department of Transportation

Bridge Division Standard

CEMENT STABILIZED ABUTMENT BACKFILL

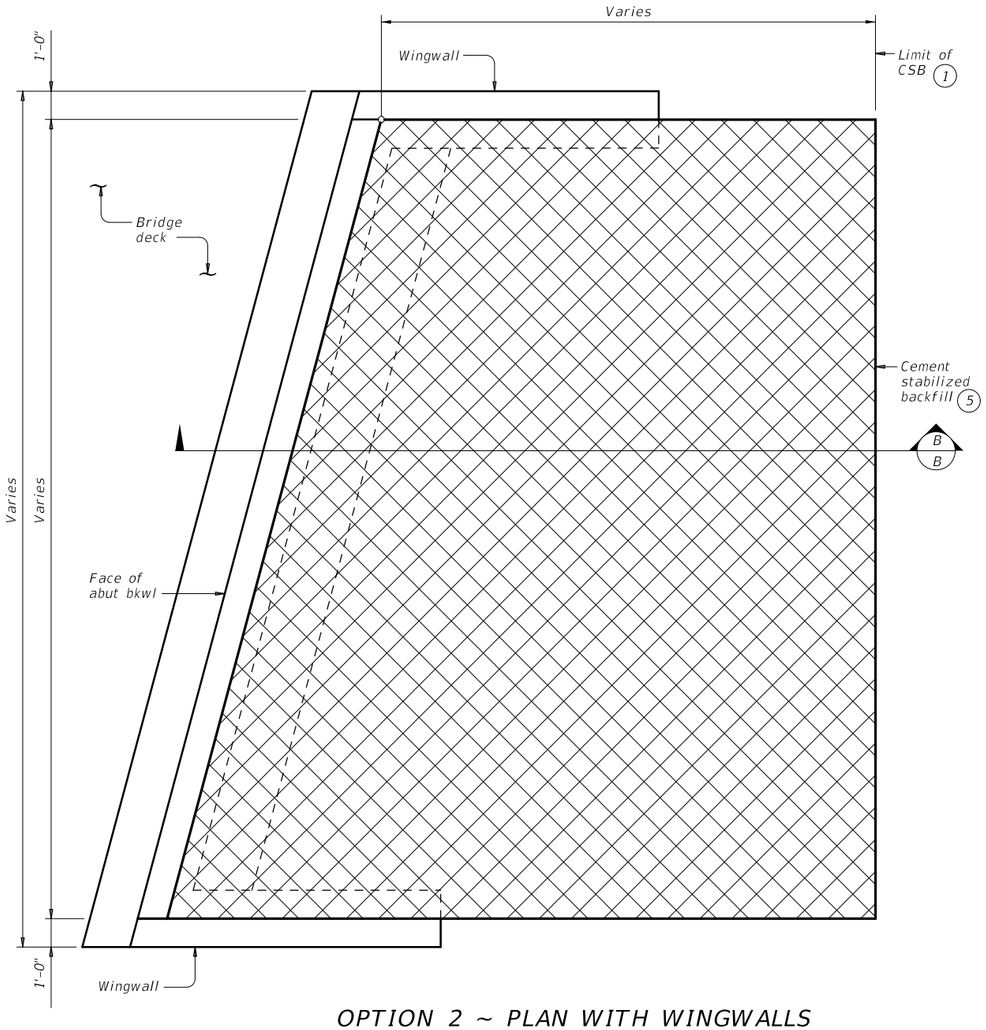
BRIDGE ABUTMENT

CSAB

FILE: csabste1-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
02-20: Added Option 2.	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		164

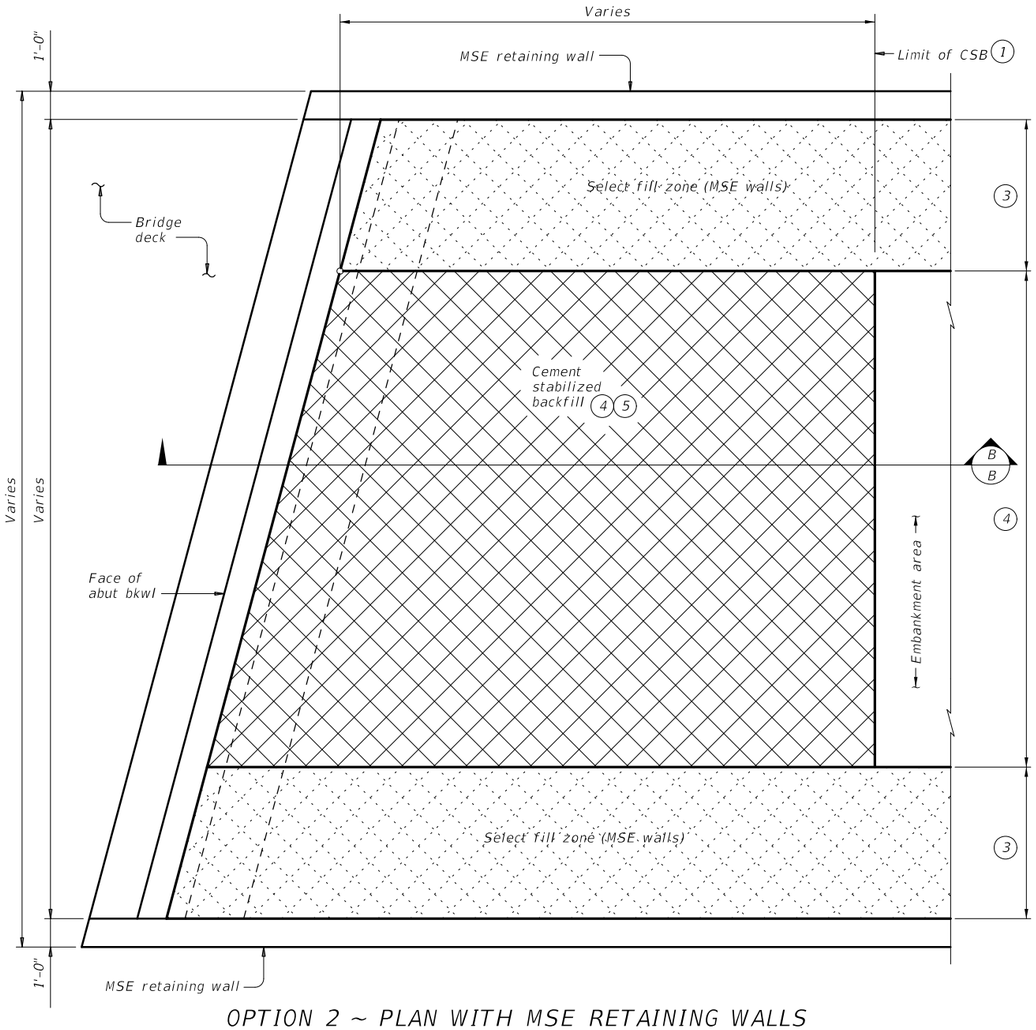
USER:
DATE: 11/10/2022
FILE: csabste1-20.dgn

USER: 11/10/2022
DATE:
FILE: csabste1-20.dgn



OPTION 2 ~ PLAN WITH WINGWALLS

Cast-in-place retaining walls similar.



OPTION 2 ~ PLAN WITH MSE RETAINING WALLS

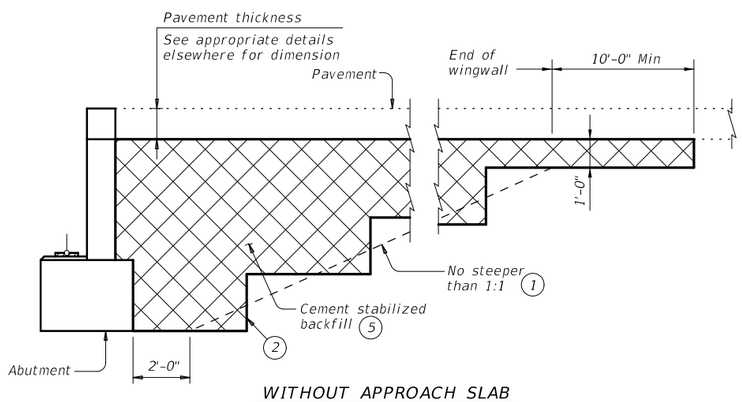
(1) Usual limit of Cement Stabilized Backfill is at end of wingwall. Extend CSB limits as required to maintain a slope no steeper than 1:1 at bottom of backfill.

(2) Bench backfill as shown with 12" (approximate) bench depths.

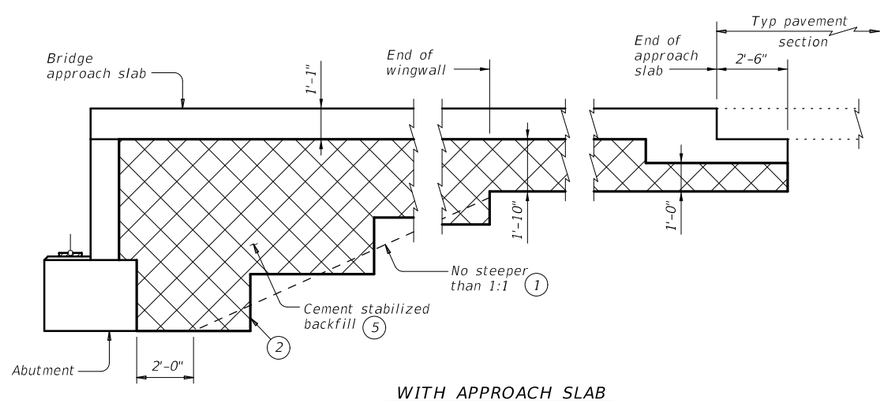
(3) Where MSE retaining walls are present, adjust CSB limits to accommodate the select fill zone. See retaining wall details for additional information.

(4) When distance between select fill zones is less than 5'-0", MSE select fill may be substituted for cement stabilized backfill with approval from the Engineer.

(5) If shown in the plans flowable backfill can be used as a substitute for cement stabilized backfill with the following constraints:
a). If flowable backfill is to be placed over MSE backfill then a filter fabric will be placed over the MSE backfill prior to placement of the flowable fill; and
b). Place flowable fill in lifts not exceeding 2 feet in height, place each successive lift when the previous lift has stiffened/hardened (i.e. has lost its flowability).



WITHOUT APPROACH SLAB



WITH APPROACH SLAB

(Showing BAS-C, BAS-A similar.)

SECTION B-B

SHEET 2 OF 2

Texas Department of Transportation

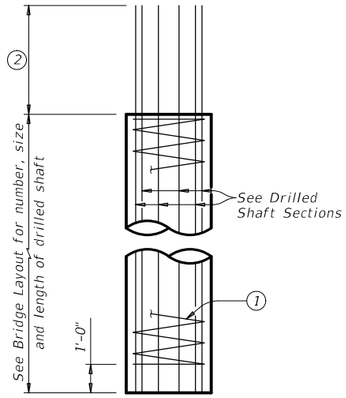
Bridge Division Standard

CEMENT STABILIZED ABUTMENT BACKFILL

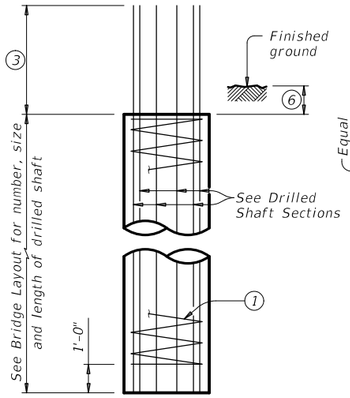
BRIDGE ABUTMENT

CSAB

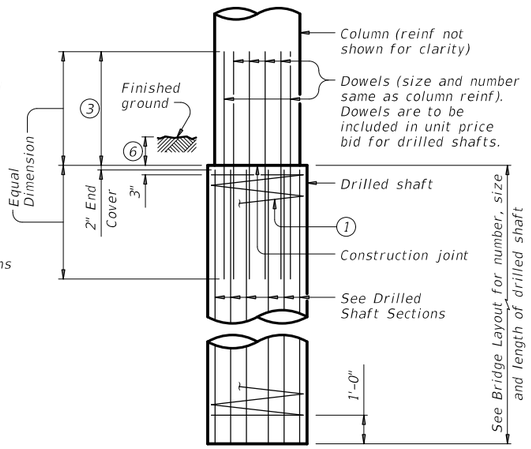
FILE: csabste1-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
02-20: Added Option 2.	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		165



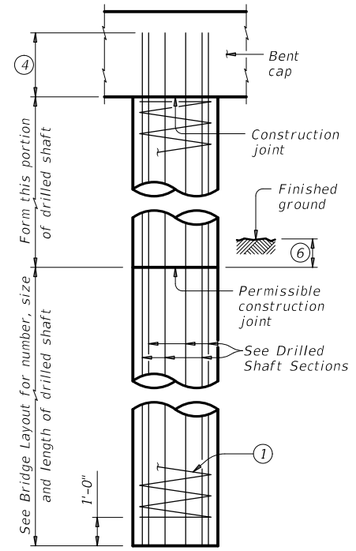
ABUTMENTS, WINGWALLS AND MULTI-DRILLED SHAFT FOOTINGS



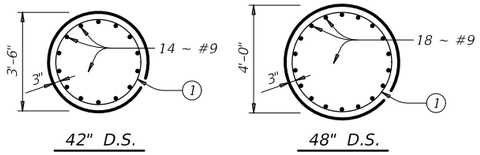
INTERIOR BENTS DRILLED SHAFT DIA EQUAL TO COLUMN DIA

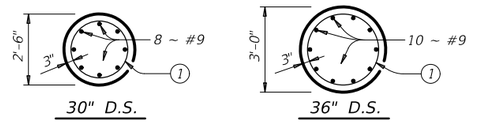


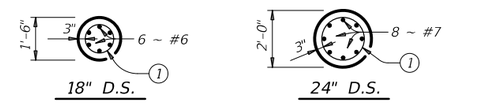
INTERIOR BENTS DRILLED SHAFT DIA GREATER THAN COLUMN DIA



OPTIONAL INTERIOR BENT DRILLED SHAFT DETAIL (5)





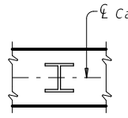


DRILLED SHAFT SECTIONS

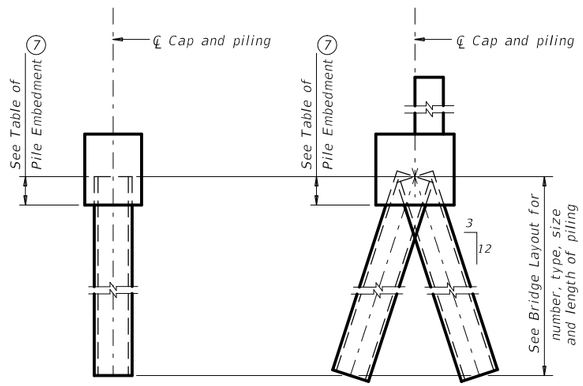
DRILLED SHAFT DETAILS

TABLE OF PILE EMBEDMENT	
Pile Type	Embedment Depth (Ft)
16" Sq Concrete 18" Sq Concrete HP14 Steel HP16 Steel	1'-0"
20" Sq Concrete 24" Sq Concrete HP18 Steel	1'-6"

See Prestressed Concrete Piling (CP) standard for additional details on concrete pile embedment.



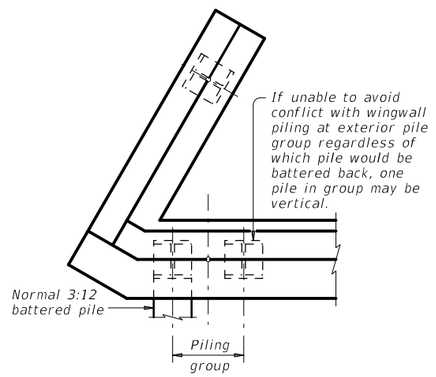
ORIENTATION OF STEEL H-PILING



VERTICAL PILE BATTERED PILE

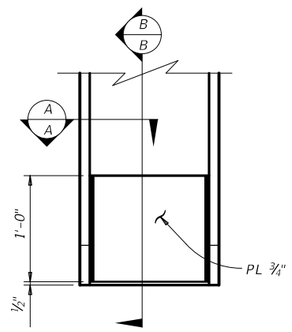
PILING DETAILS

(Concrete or steel H)

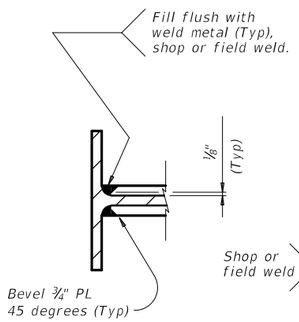


DETAIL "A"

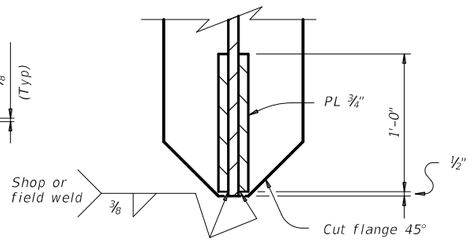
(Showing plan view of a 30° skewed abutment)



ELEVATION



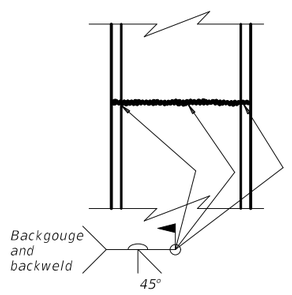
SECTION A-A

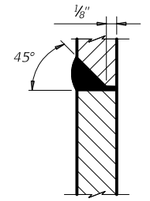


SECTION B-B

STEEL H-PILE TIP REINFORCEMENT

See Item 407 "Steel Piling" to determine when tip reinforcement is required and for options to the details shown.





SECTION THRU FLANGE OR WEB

STEEL H-PILE SPLICE DETAIL

Use when required.

(1) #3 spiral at 6" pitch (one and a half flat turns top and bottom).

(2) Min extension into supported element:
#6 Bars = 1'-11"
#7 Bars = 2'-0"
#9 Bars = 2'-3"

(3) Min lap with column reinf:
#7 Bars = 2'-11"
#9 Bars = 3'-9"
#11 Bars = 4'-8"

(4) Min extension into supported element:
#6 Bars = 1'-11"
#7 Bars = 2'-3"
#9 Bars = 2'-9"

(5) Drilled shafts may extend to the bottom of bent caps for "H" heights of 6 ft and less (as shown on the Bridge Layout), if approved. This option can only be used when the drilled shaft diameter equals the column diameter. Obtain approval of the forming method above the ground line prior to construction. No adjustments in payment will be made if this option is used.

(6) 1'-0" Min, unless shown otherwise on plans.

(7) Or as shown on plans.

Texas Department of Transportation

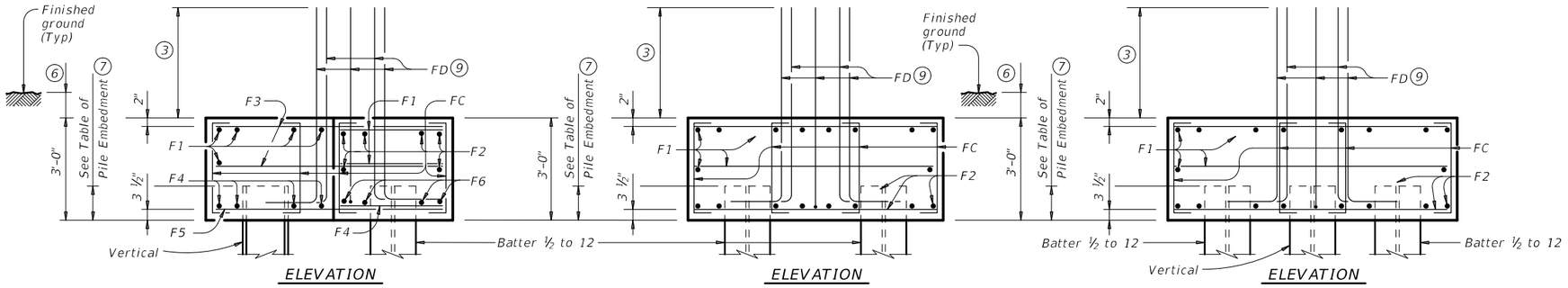
Bridge Division Standard

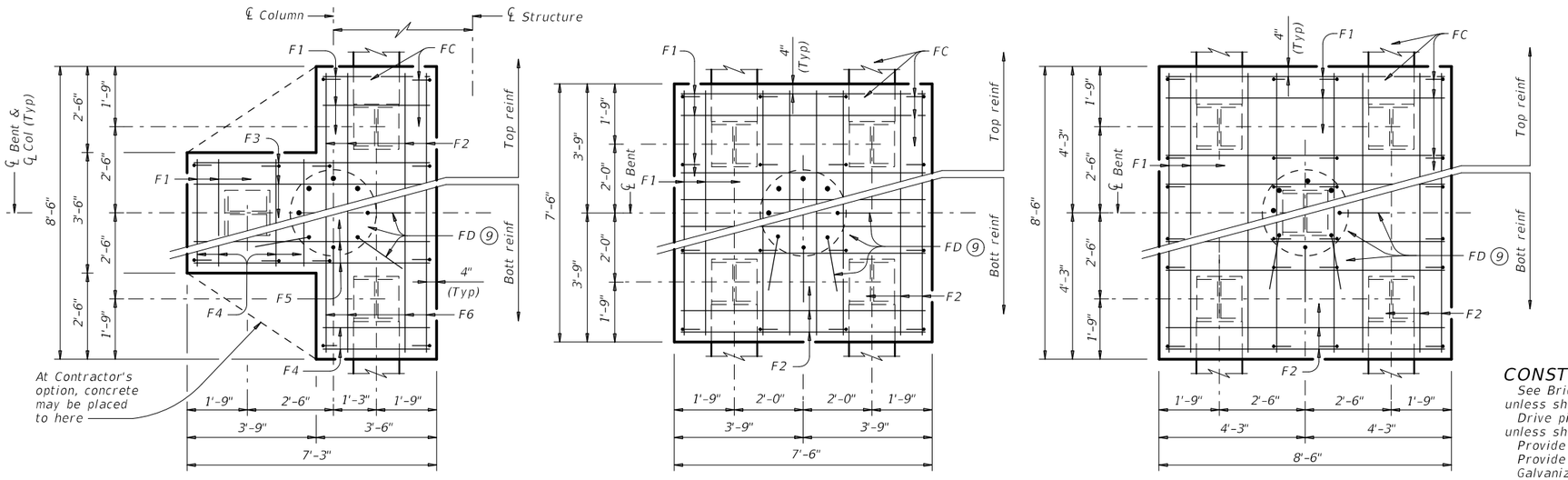
COMMON FOUNDATION DETAILS

FD

FILE: fdstde01-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
01-20: Added #11 bars to the FD bars.	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		166

USER:
DATE: 11/10/2022
FILE: fdstde01-20.dgn





THREE PILE FOOTING (8)

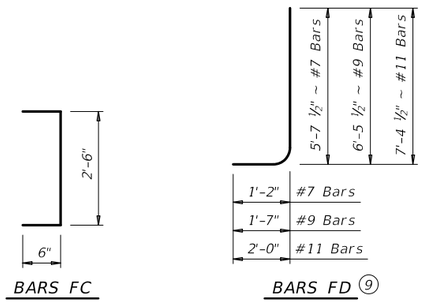
For 36" Dia and smaller columns.

FOUR PILE FOOTING (8)

For 42" Dia and smaller columns.

FIVE PILE FOOTING (8)

For 42" Dia and smaller columns.



(3) Min lap with column reinforcing:
#7 Bars = 2'-11"
#9 Bars = 3'-9"
#11 Bars = 4'-8"

(6) 1'-0" Min, unless shown otherwise on plans.

(7) Or as shown on plans.

(8) See Bridge Layout for type, size and length of piling.

(9) Number and size of FD bars must match column reinforcing. Tie FD bars to the top of the bottom reinforcing mat.

(10) Adjust FD quantity, size and weight as needed to match column reinforcing.

TABLE OF FOOTING QUANTITIES FOR 30" COLUMNS

ONE 3 PILE FOOTING

Bar	No.	Size	Length	Weight
F1	11	#4	3'- 2"	23
F2	6	#4	8'- 2"	33
F3	6	#4	6'- 11"	28
F4	8	#9	3'- 2"	86
F5	4	#9	6'- 11"	94
F6	4	#9	8'- 2"	111
FC	12	#4	3'- 6"	28
FD (10)	8	#9	8'- 1"	220
Reinforcing Steel			Lb	623
Class "C" Concrete			CY	4.8

ONE 4 PILE FOOTING

Bar	No.	Size	Length	Weight
F1	20	#4	7'- 2"	96
F2	16	#8	7'- 2"	306
FC	16	#4	3'- 6"	37
FD (10)	8	#9	8'- 1"	220
Reinforcing Steel			Lb	659
Class "C" Concrete			CY	6.3

ONE 5 PILE FOOTING

Bar	No.	Size	Length	Weight
F1	20	#4	8'- 2"	109
F2	16	#9	8'- 2"	444
FC	24	#4	3'- 6"	56
FD (10)	8	#9	8'- 1"	220
Reinforcing Steel			Lb	829
Class "C" Concrete			CY	8.0

CONSTRUCTION NOTES:

See Bridge Layout for foundation type required. Use these foundation details unless shown otherwise.

Drive piling under abutment wingwalls to a minimum resistance of 10 Tons/Pile unless shown otherwise.

Provide Class C Concrete (f'c = 3,600 psi), unless shown otherwise.

Provide Grade 60 reinforcing steel.

Galvanize reinforcing if shown elsewhere in the plans.

Provide bar laps for drilled shaft reinforcing, where required, as follows:

Uncoated or galvanized (#6) ~ 2'-6"
Uncoated or galvanized (#7) ~ 2'-11"
Uncoated or galvanized (#9) ~ 3'-9"

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.

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

DESIGNER NOTES:

Do not use the drilled shaft details shown on this standard for retaining wall, noise wall, barrier, or sign foundations without structural evaluation.

Do not use the footings shown on this standard in direct contact with salt water or exposed to salt water spray.

Maximum allowable pile loads for the footings shown are:

72 Tons/Pile with 24" Dia Columns
80 Tons/Pile with 30" Dia Columns
100 Tons/Pile with 36" Dia Columns
120 Tons/Pile with 42" Dia Columns

Texas Department of Transportation

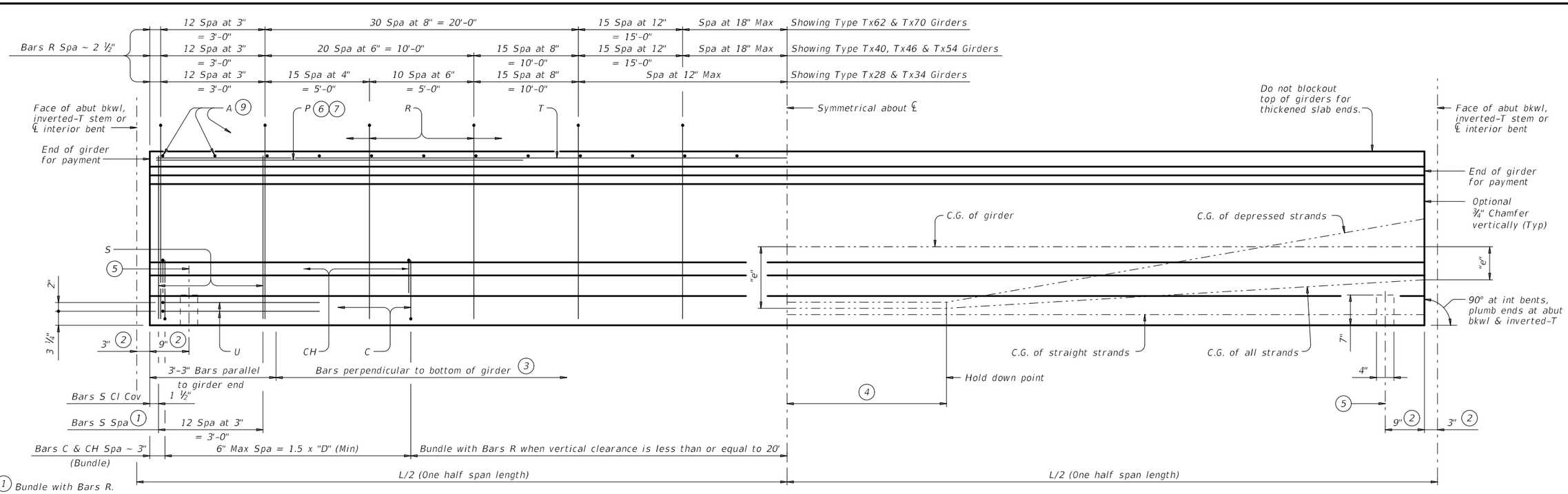
Bridge Division Standard

COMMON FOUNDATION DETAILS

FD

FILE: fdstde01-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
01-20: Added #11 bars to the FD bars.	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		167

USER:
DATE: 11/10/2022
FILE: fdstde01-20.dgn



(1) Bundle with Bars R.

(2) Measured along ℄ Girder at interior bents; perpendicular to abutment bkwl or inverted-T stem.

(3) The average of the top and bottom spacing of Bars R cannot exceed the required spacing.

(4) L/20, but not less than 5'-0" (-0,+2').

(5) ℄ 4" x 1 ½" Vertical Slotted Hole at doweled girder end [labeled (D) on Bridge Layout]. Required for outside girder only or as shown on substructure details. Anchorage holes may be tapered (4 ¾" x 1 ⅝") at base. If holes are formed with sheet metal, forms may be left in place.

GIRDER ELEVATION

(6) Bars P (#6 x 15'-0") required in Tx62 and Tx70 girders. At the fabricator's option bars larger than #6 may be used. When L is less than 50 ft, Bars P are to be the same length as Bars T.

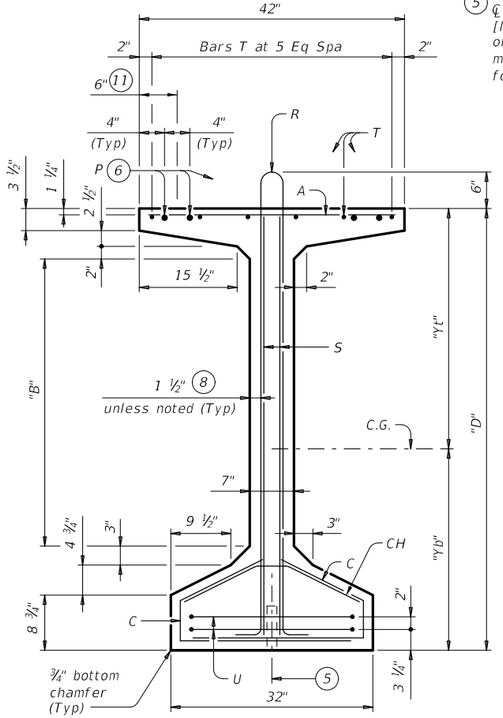
(7) Bars P (#6 x 15'-0") are only required in Tx28, Tx34, Tx40, Tx46, and Tx54 girders when "e" at girder ends exceeds 0.25 x "D". At the fabricator's option bars larger than #6 may be used. When L is less than 50 ft, Bars P are to be the same length as Bars T.

(8) 1 ⅜" Clear Cover to Bars S.

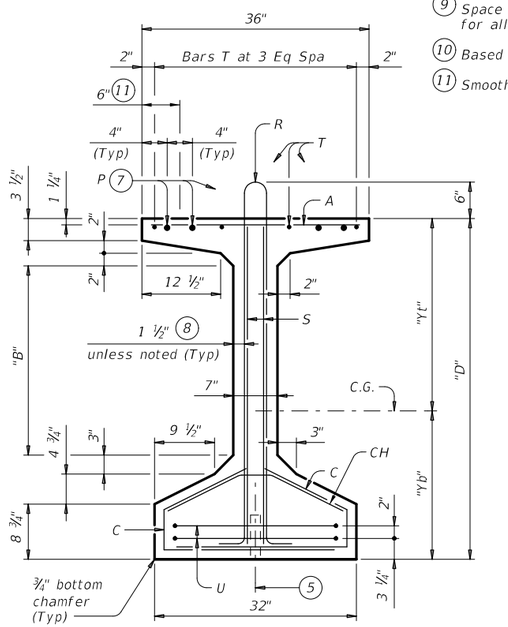
(9) Space Bars A at 6" Max for girders requiring overhang bracket hangers. Space at 12" Max for all other girders. Tie to Bars R as necessary. See standard IGMS for "Deck Forming Notes".

(10) Based on 155 pcf total weight of concrete and reinforcing steel.

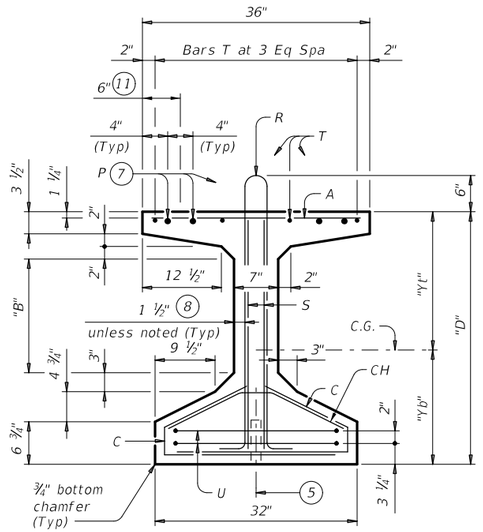
(11) Smooth trowel finish on the slab overhang side of exterior girder.



TYPE Tx62 & Tx70



TYPE Tx46 & Tx54



TYPE Tx28, Tx34 & Tx40

GIRDER DIMENSIONS AND SECTION PROPERTIES

Girder Type	"D" (in.)	"B" (in.)	"Yt" (in.)	"Yb" (in.)	Area (in.²)	"Ix" (in.⁴)	"Iy" (in.⁴)	Weight (10) (plf)
Tx28	28	6	15.02	12.98	585	52,772	40,559	630
Tx34	34	12	18.49	15.51	627	88,355	40,731	675
Tx40	40	18	21.90	18.10	669	134,990	40,902	720
Tx46	46	22	25.90	20.10	761	198,089	46,478	819
Tx54	54	30	30.49	23.51	817	299,740	46,707	880
Tx62	62	37 ½"	33.72	28.28	910	463,072	57,351	980
Tx70	70	45 ½"	38.09	31.91	966	628,747	57,579	1,040

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.
Provide Class H concrete.
Provide Grade 60 reinforcing steel.
An equal area of deformed Welded Wire Reinforcement (WWR) (ASTM A1064) may be substituted for Bars A, C, R or T unless otherwise noted.
It is permissible for bars or strands to come in contact with materials used in forming anchor holes.

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

HL93 LOADING

Texas Department of Transportation

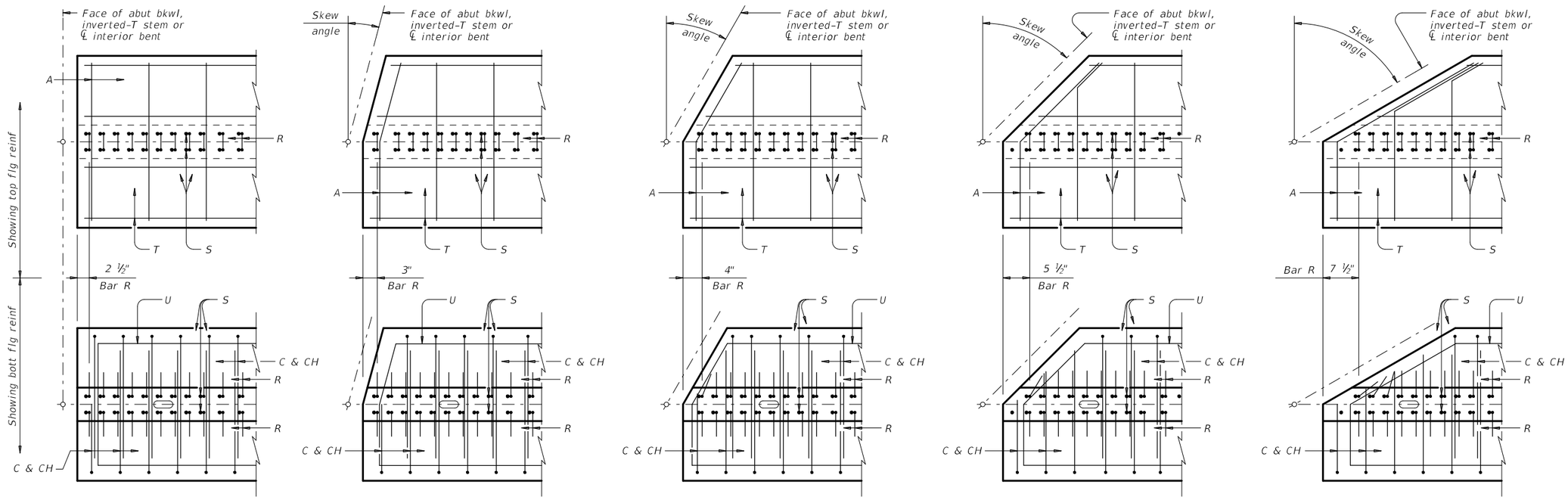
Bridge Division Standard

PRESTRESSED CONCRETE I-GIRDER DETAILS

IGD

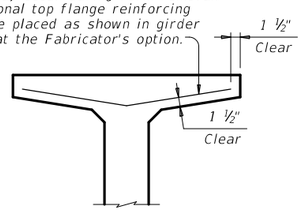
FILE: igdstds1-19.dgn	DN: TxDOT	CK: JMH	DW: JTR	CK: TAR
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
10-19: Added Bars C and CH full length for VC<= 20'	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		168

USER:
DATE: 11/10/2022
FILE: igdstds1-19.dgn

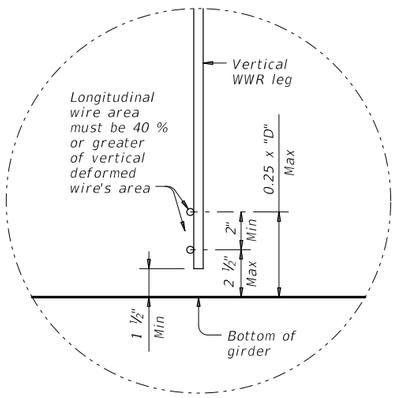


PLAN OF GIRDER ENDS (12)

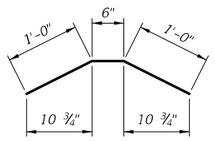
To control top flange cracking that may occur during form removal, additional top flange reinforcing may be placed as shown in girder ends at the Fabricator's option.



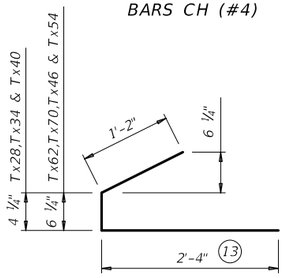
OPTIONAL TOP FLANGE REINFORCING DETAIL



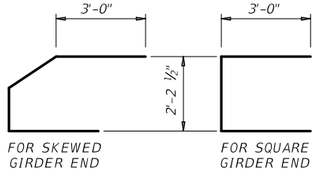
OPTIONAL WELDED WIRE REINFORCEMENT (WWR) DETAIL



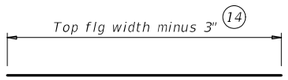
BARS CH (#4)



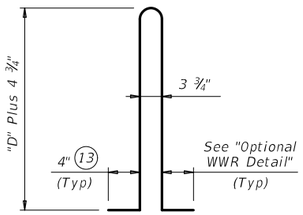
BARS C (#4)



BARS U (#5)

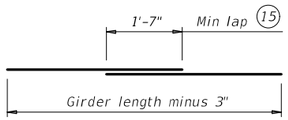


BARS A (#3)



BARS R (#4) (16)

BARS S (#6)



BARS T (#4)

(12) Reinforcing patterns shown are provided as guides to determine reinforcement placement in skewed ends. Place Bars S as close to girder end as cover requirements permit, which may prevent them to be bundled with Bars R.

(13) Bars may be cut or bent at skewed end as required.

(14) Increase as necessary for bars at skewed end.

(15) No portion of bar less than 10 ft.

(16) For Welded Wire Reinforcement (WWR) option, area of Bars R may be reduced in proportion to the increase in reinforcement yield strength over 60 ksi. Yield strength of WWR is limited to 75 ksi.

HL93 LOADING SHEET 2 OF 2

Texas Department of Transportation

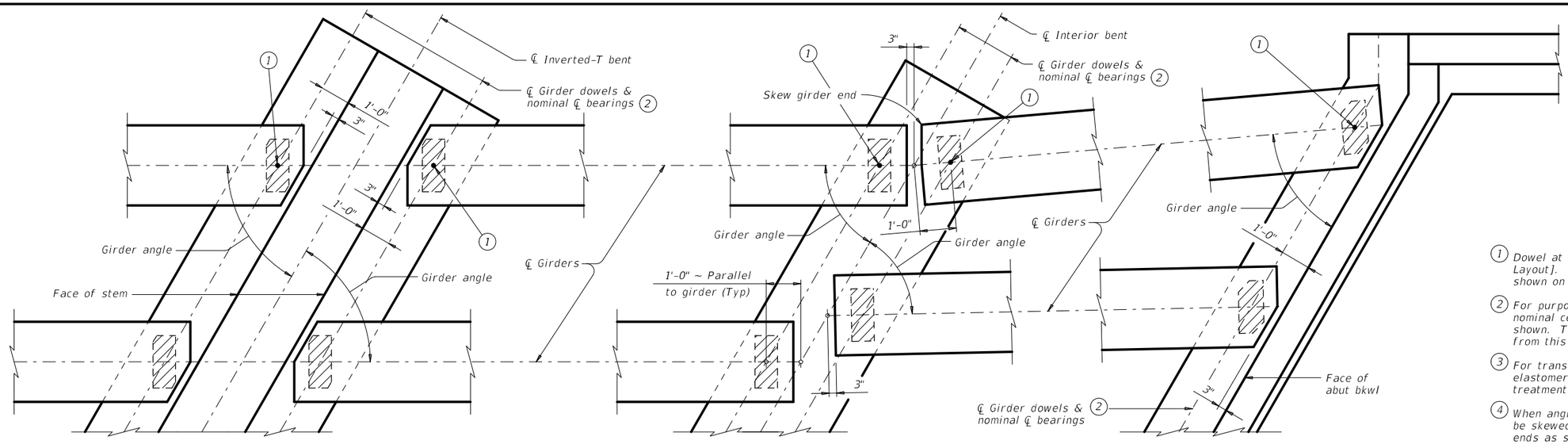
Bridge Division Standard

PRESTRESSED CONCRETE I-GIRDER DETAILS

IGD

FILE: igdstds1-19.dgn	DN: TxDOT	CK: JMH	DW: JTR	CK: TAR
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
10-19: Added Bars C and CH full length for VC<= 20'	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		169

USER:
DATE: 11/10/2022
FILE: igdstds1-19.dgn



AT INVERTED-T BENT W/SKEW

AT CONVENTIONAL INTERIOR BENT W/SKEW

AT ABUTMENT W/SKEW (3)

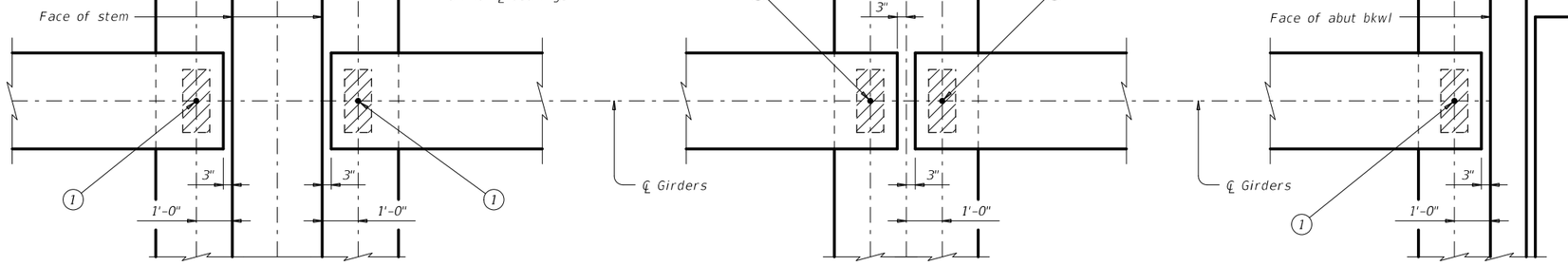
(1) Dowel at doweled girder end [labeled (D) on Bridge Layout]. Required for outside girder only or as shown on substructure details.

(2) For purposes of computing bearing seat elevations, nominal centerline of bearing must be defined as shown. The actual center of bearing pad may vary from this line.

(3) For transition bents with backwall, girder and elastomeric bearings must receive the same treatment as shown for abutments.

(4) When angle exceeds 0°, one or both girders ends must be skewed to maintain the clearance between girder ends as shown in view.

(5) See Table of Bearing Pad Dimensions for bearing size. Girder end skew angles in Table not applicable for this situation. Table reflects girder conflicts of this type on radial bents only.

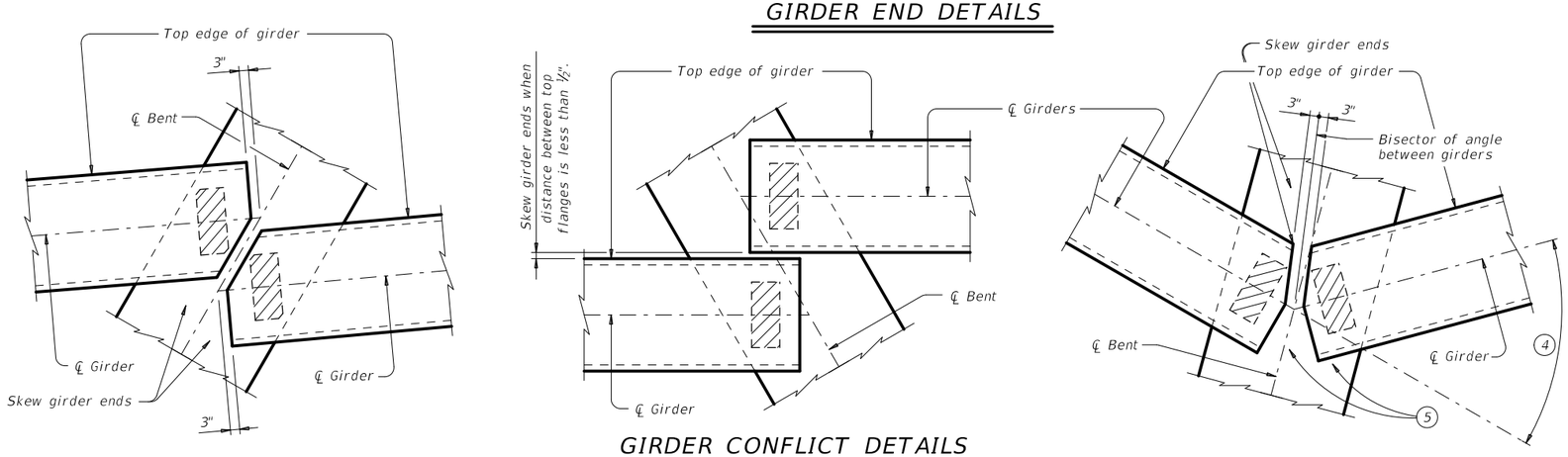


AT INVERTED-T BENT

AT CONVENTIONAL INTERIOR BENT

AT ABUTMENT (3)

GIRDER END DETAILS



GIRDER CONFLICT DETAILS

GENERAL NOTES:

These details accommodate skew angles up to 60°. Shop drawings for approval are required.

A bearing layout which identifies location and orientation of all bearings must be developed by the bearing fabricator. Permanently mark each bearing in accordance with the bearing layout. A copy of the bearing layout is to be provided to the Engineer.

Cost of furnishing and installing elastomeric bearings, including beveled and embedded steel plates, must be included in unit price bid for "Prestressed Concrete Girders".

HL93 LOADING SHEET 1 OF 3

Texas Department of Transportation

Bridge Division Standard

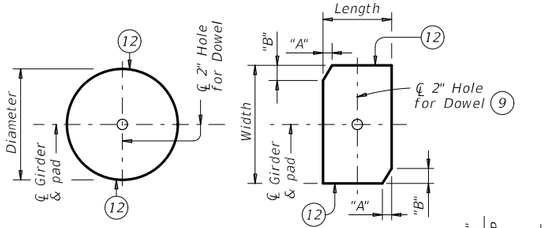
ELASTOMERIC BEARING AND GIRDER END DETAILS

PRESTR CONCRETE I-GIRDERS

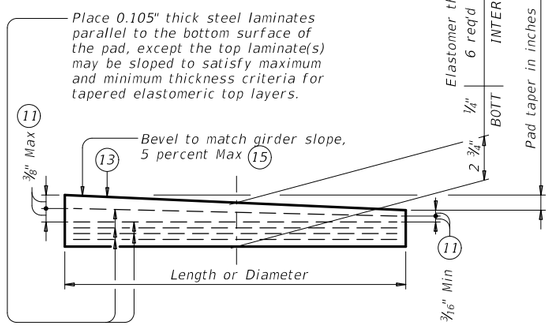
IGEB

FILE: igebsts1-17.dgn	DN: AEE	CK: JMH	DW: JTR	CK: TxDOT
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		170

USER:
DATE: 11/10/2022
FILE: igebsts1-17.dgn



PLANS (10)



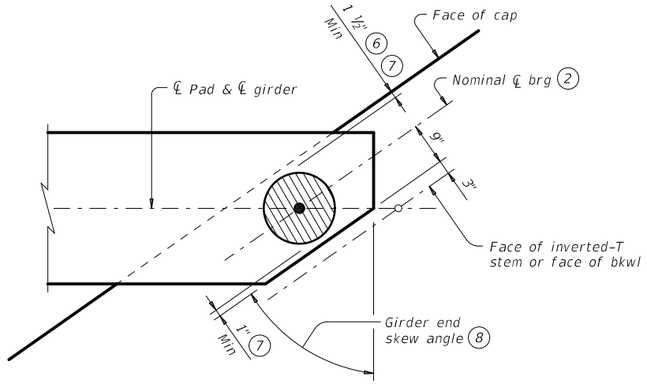
ELEVATION

LAMINATED ELASTOMERIC BEARING PAD

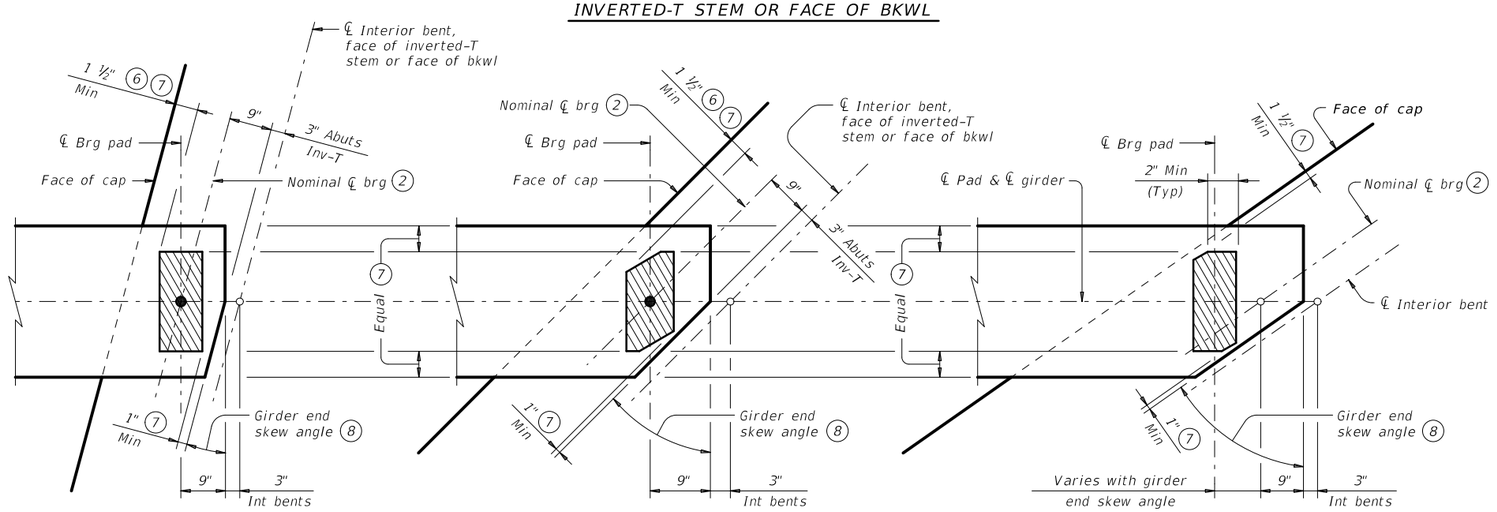
(50 DUROMETER)

TABLE OF MINIMUM SUBSTRUCTURE DIMENSIONS (14)			
Girder Type	Abutments	Int Bents	Inv-T Bents
	Face of Bkwl to Face of Cap	Overall Cap Width	Corbel Width
Tx28 thru Tx54	1'-9"	3'-6"	1'-10 ½"
Tx62 & Tx70	2'-0"	4'-0"	2'-1 ½"

TABLE OF BEARING PAD DIMENSIONS						
Bent Type	Girder Type	Bearing Type (13)	Girder End Skew Angle Range	Pad Size Lgth x Wdth	Pad Clip Dimensions "A"	Pad Clip Dimensions "B"
ABUTMENTS, INVERTED-T AND TRANSITION BENTS WITH BACKWALLS	Tx28,Tx34, Tx40,Tx46 & Tx54	G-1-"N"	0° thru 21°	8" x 21"	---	---
		G-2-"N"	21°+ thru 30°	8" x 21"	1 ½"	2 ½"
		G-3-"N"	30°+ thru 45°	9" x 21"	4 ½"	4 ½"
		G-4-"N"	45°+ thru 60°	15" Dia	---	---
	Tx62 & Tx70	G-5-"N"	0° thru 21°	9" x 21"	---	---
		G-6-"N"	21°+ thru 30°	9" x 21"	1 ½"	2 ½"
		G-7-"N"	30°+ thru 45°	10" x 21"	4 ½"	4 ½"
		G-8-"N"	45°+ thru 60°	10" x 21"	7 ¼"	4 ¼"
CONVENTIONAL INTERIOR BENTS	Tx28,Tx34, Tx40,Tx46 & Tx54	---	---	---	---	---
		---	---	---	---	---
		G-1-"N"	0° thru 60°	8" x 21"	---	---
	Tx62 & Tx70	G-5-"N"	0° thru 60°	9" x 21"	---	---
CONVENTIONAL INTERIOR BENTS WITH SKEWED GIRDER ENDS (GIRDER CONFLICTS) (16)	Tx28,Tx34, Tx40,Tx46 & Tx54	G-1-"N"	0° thru 18°	8" x 21"	---	---
		G-2-"N"	18°+ thru 30°	8" x 21"	1 ½"	2 ½"
		G-9-"N"	30°+ thru 45°	8" x 21"	3"	3"
		G-10-"N"	45°+ thru 60°	9" x 21"	6"	3 ½"
	Tx62 & Tx70	G-5-"N"	0° thru 18°	9" x 21"	---	---
		G-5-"N"	18°+ thru 30°	9" x 21"	---	---
		G-11-"N"	30°+ thru 45°	9" x 21"	1 ½"	1 ½"
		G-12-"N"	45°+ thru 60°	9" x 21"	3"	1 ¾"



ROUND BEARINGS FOR SKEWED GIRDER ENDS AT FACE OF INVERTED-T STEM OR FACE OF BKWL



SKEWED GIRDER ENDS AT INT BENTS, FACE OF INVERTED-T STEM OR FACE OF BKWL

SKEWED GIRDER ENDS AT CONVENTIONAL INTERIOR BENTS (16)

(NO GIRDER DOWELS)

BEARING PAD PLACEMENT DIAGRAMS

(2) For purposes of computing bearing seat elevations, nominal centerline of bearing must be defined as shown. The actual center of bearing pad may vary from this line.

(6) 3" for inverted-T.

(7) Place centerline pad as near nominal centerline bearing as possible between limits shown.

(8) Girder end skew angle is equal to 90° minus the girder angle except at some conflicting girders.

(9) Provide 2" dia hole only at locations required. See Substructure details for location.

(10) See Table of Bearing Pad Dimensions for dimensions.

(11) Maximum and minimum layer thicknesses shown are for elastomer only, on tapered layers.

(12) Locate Permanent Mark here.

(13) Indicate BEARING TYPE on all pads. For tapered pads, locate BEARING TYPE on the high side. The Fabricator must include the value of "N" (amount of taper in ⅛" increments) in this mark.
Examples: N=0, (for 0" taper)
N=1, (for ⅛" taper)
N=2, (for ¼" taper)
(etc.)
Fabricated pad top surface slope must not vary from plan girder slope by more than $\left(\frac{0.0625"}{\text{Length or Dia}}\right)$ IN/IN.

(14) Substructure dimensions must satisfy the minimums provided to accommodate the elastomeric bearings shown on this standard.

(15) See sheet 3 of 3 for beveled plate use when slopes exceed 5 percent.

(16) If girder end is skewed for a girder conflict at an interior bent and a beveled sole plate is required, use bearing type for abutments at this location. Location of bearing centerline is to be set as for abutments in this case.

HL93 LOADING SHEET 2 OF 3

Texas Department of Transportation | Bridge Division Standard

ELASTOMERIC BEARING AND GIRDER END DETAILS

PRESTR CONCRETE I-GIRDERS

IGEB

FILE: igebsts1-17.dgn	DN: AEE	CK: JMH	DW: JTR	CK: TxDOT
©TxDOT August 2017 REVISIONS	CONT	SECT	JOB	HIGHWAY
	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		171

USER: 11/10/2022
DATE:
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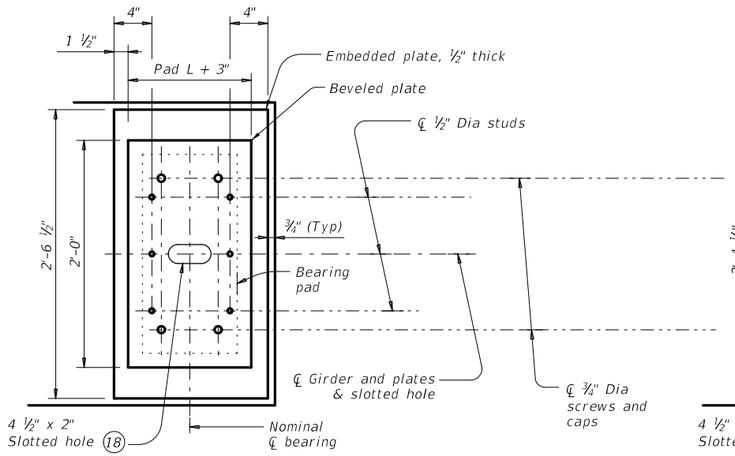
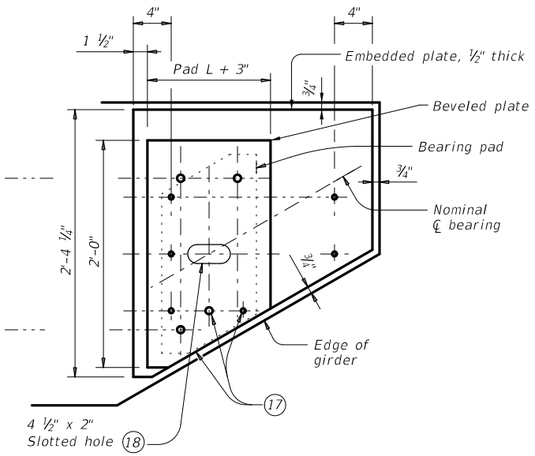
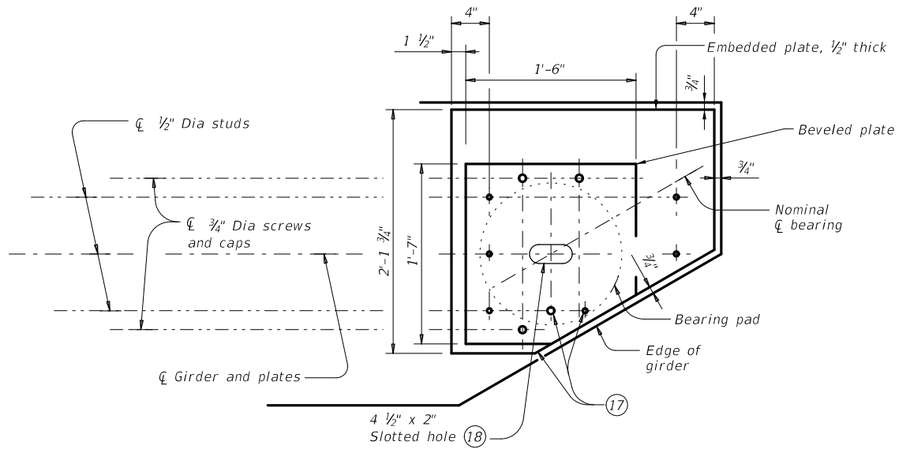


NORMAL GIRDER END
RECTANGULAR BEARING PAD

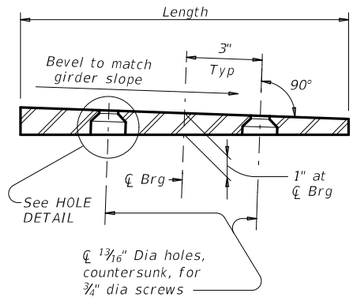


SKEWED GIRDER END
CLIPPED RECTANGULAR BEARING PAD

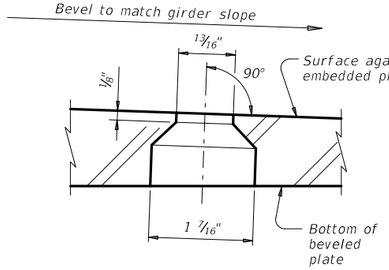


SKEWED GIRDER END
15" DIA BEARING PAD

PLAN VIEW OF SOLE PLATE DETAILS



SECTION

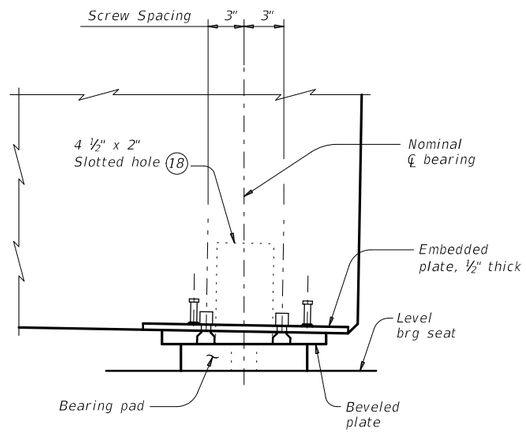


HOLE DETAIL

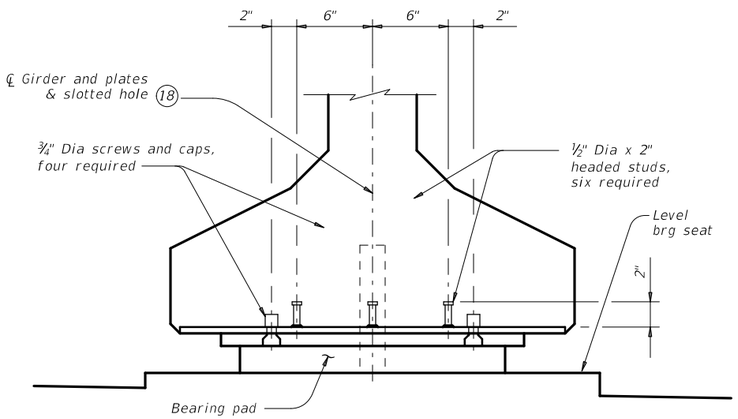
(17) Cut beveled and embedded plates to match girder end skew. Adjust location of screw and stud as shown when necessary.

(18) Slotted hole is required at doweled girder end locations.

BEVELED PLATE DETAILS



SIDE ELEVATION



END ELEVATION
Showing normal girder end.

GIRDER DETAILS

SOLE PLATE NOTES:

Provide constant thickness elastomeric bearings with beveled and embedded steel sole plates in accordance with these details when the girder slope exceeds 5 percent or if otherwise required in the plans. Provide for all girders in the span.

On the shop drawings, dimension sole plates to the nearest 1/16" based on required thickness at centerline of bearing and slope of girder. Thickness tolerance variation from the approved shop drawings is 1/16"+/-, except variation from a plane parallel to the theoretical top surface can not exceed 1/16" total. Bearing surface tolerances listed in Item 424 apply to embedded and beveled plates.

Steel plate must conform to ASTM A36, A572 Gr 50, or A709 Gr 36 or Gr 50. Hot dip galvanize both the embedded plate and beveled sole plate after fabrication. Seal weld caps to embedded plate before galvanizing.

When determining if relocation of screw holes and studs are necessary for skewed girder ends, minimum clearance from screw or stud centerline to plate edge is 1.25".

Tap threads in the embedded plate only. Drill and tap prior to galvanizing.

¾" Dia screws must be electroplated, socket flat head countersunk cap screws conforming to ASTM F835. Electroplating must conform to ASTM B633, SC 2, Type I. Provide screws long enough to maintain a ¾" minimum embedment into the embedded plate and galvanized cap. Provide galvanized steel caps (16 ga Min) with a nominal 1" inside diameter and deep enough to accommodate the screws, but not less than ½" deep or deeper than 1".

Install beveled sole plates prior to shipping girders. Installed screw heads must not protrude below the bottom of the beveled plate.

HL93 LOADING SHEET 3 OF 3

Texas Department of Transportation | Bridge Division Standard

ELASTOMERIC BEARING AND GIRDER END DETAILS
PRESTR CONCRETE I-GIRDERS

IGEB

FILE: igebsts1-17.dgn	DN: AEE	CK: JMH	DW: JTR	CK: TxDOT
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
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	YKM	LAVACA		172

USER:
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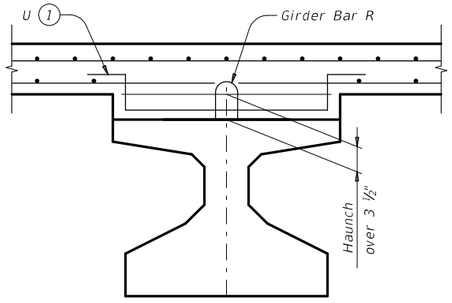
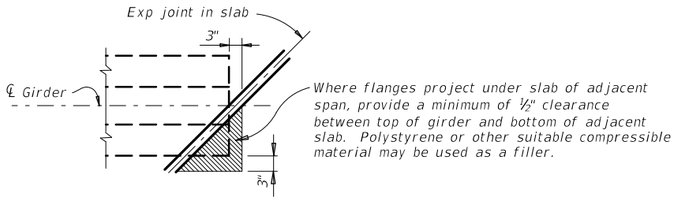
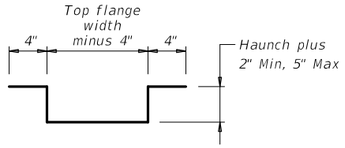


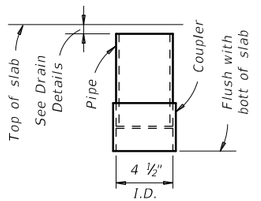
HAUNCH REINFORCING DETAIL



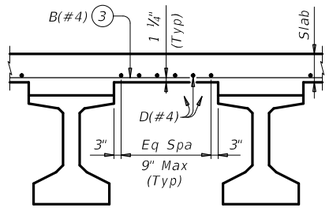
TREATMENT AT GIRDER END FOR SKEWED SPANS



BARS U (#4)

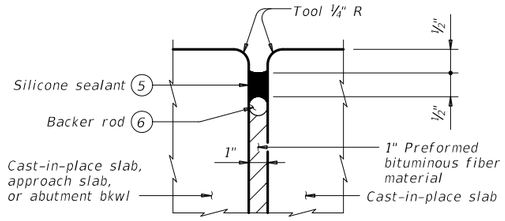


C-I-P DRAIN DETAIL (2)

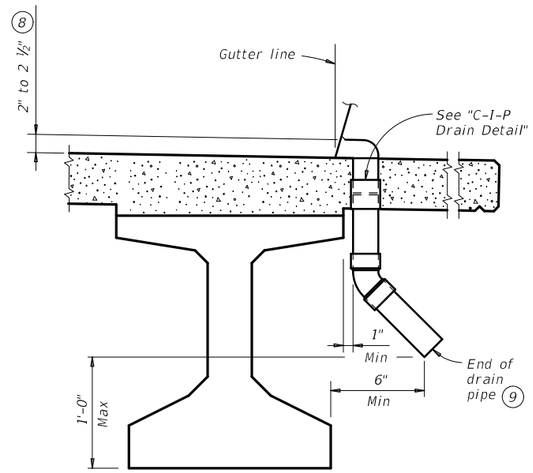


TYPICAL PART TRANSVERSE SLAB SECTION WITHOUT PCP (4)

Top reinforcing steel not shown for clarity.



TYPE A JOINT DETAIL (7)



DRAIN DETAIL (10)

(1) Space Bars U with girder Bars R in all areas where measured haunch exceeds 3 ½".

(2) Roughen outside of PVC with coarse rasp or equal to ensure bond with cast-in-place concrete.

(3) Bars B(#4) spaced at 9" Max with 2" end cover. Overhang option, Contractor's may end alternating bars B(#4) at centerline outside girder.

(4) Provide Grade 60 reinforcing steel. Provide bar laps, where required, as follows:
Uncoated ~ #4 = 1'-7"
Epoxy coated ~ #4 = 2'-5"

(5) Class 7 silicone sealant that conforms to DMS-6310. Install when ambient temperature is between 55°F and 85°F and rising. Engineer to determine allowable hours for sealant application.

(6) 1 ¼" backer rod must be compatible with joint sealant. Use of multiple pieces to create a backer rod cross section is not permitted. Top of backer rod must be convex as shown.

(7) The maximum distance between Type A expansion joints is 100'. See Bridge Layout for location of joints.

(8) Drain entrance formed in rail or sidewalk.

(9) Water may not be discharged onto girders.

(10) All drain pipe and fittings to be 4" diameter (Sch 40) PVC. See Item 481 "Pipe for Drains" for pipe, connections and solvent welding. Bend reinforcing steel to clear PVC 1". Drain length and location is as directed by the Engineer. Drains are not permitted over roadways or railways, or within 10'-0" of bent caps. Degrease outside of exposed PVC, apply acrylic water base primer, then coat with same surface finishing material as used for outside girder face. Variations of the above designs, as required for the type of rail used and its location on the structure, may be installed with the approval and direction of the Engineer.

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.

Payment for Type A joint will be as per Item 454, "Bridge Expansion Joints."

All other items (reinforcing steel, drains, etc.) shown on this sheet are subsidiary to other bid items.

Cover dimensions are clear dimensions, unless noted otherwise.

Reinforcing bar dimensions shown are out-to-out of bar.

DECK FORMWORK NOTES:

Overhang bracket hangers are limited to a safe working load of 3,600 lbs, applied to and along the axis of a coil rod at 45 degrees from vertical, regardless of higher loads permitted by hanger manufacturers. Do not place a hanger less than 12" from girder end. Space hangers accordingly.

Texas Department of Transportation

Bridge Division Standard

MISCELLANEOUS SLAB DETAILS

PRESTR CONCRETE I-GIRDERS

IGMS

FILE: igmssts1-19.dgn	DN: TxDOT	CK: TxDOT	DW: JTR	CK: TxDOT
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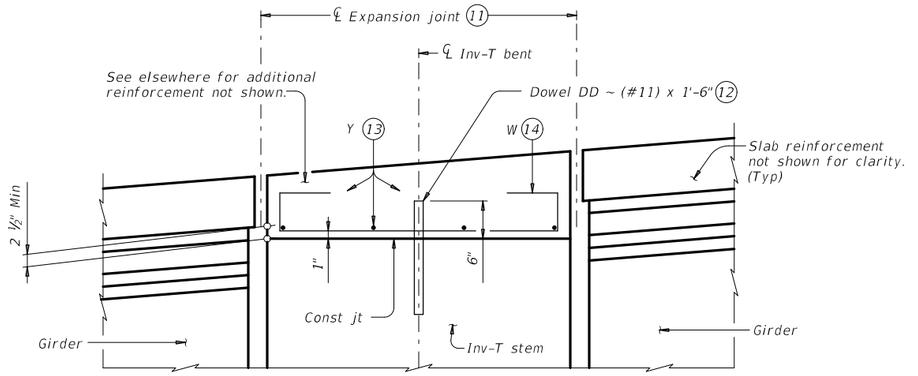
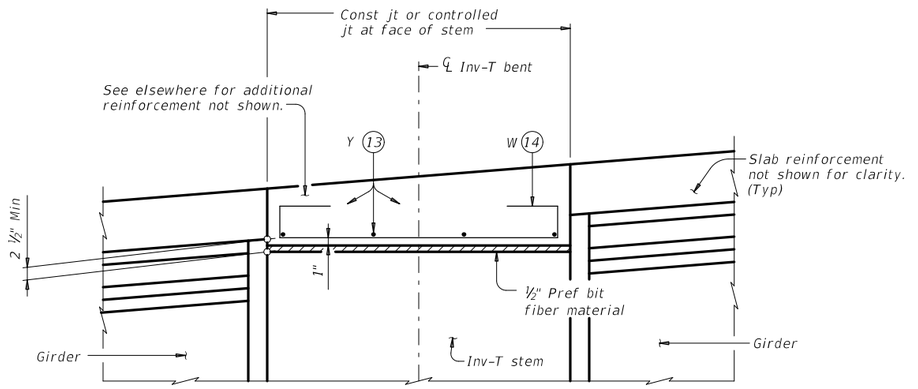
10-19: Modified Note 7. Type A now a pay item.	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		173

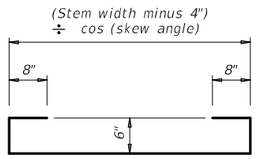


SHOWING EXPANSION JOINTS

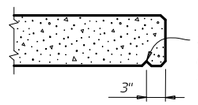


SHOWING CONST JTS OR CONTROLLED JTS

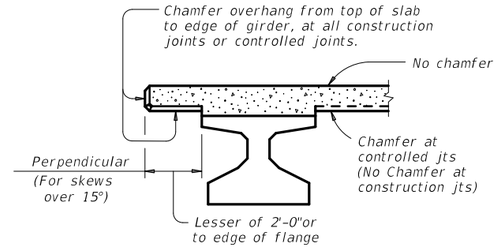
REINFORCEMENT OVER INV-T BENTS



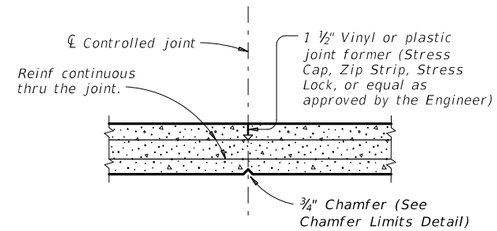
BARS W (#4)



DRIP BEAD DETAIL



CHAMFER LIMITS DETAIL (15)



CONTROLLED JOINT DETAIL

(Saw-cutting is not allowed)

(11) See Layout for joint type.

(12) Dowels DD (#11) spaced at 5 Ft Max. See Inv-T bents for quantity and location.

(13) Space Bars Y (#4) at 12" Max. Use 2" end cover. Number of Bars Y must satisfy spacing limit. Place parallel to bent.

(14) Space Bars W at 12" Max (3" from end of cap). Tilt if necessary to maintain cover requirements. Place parallel to longitudinal slab reinforcement.

(15) See Span details for type of joint and joint locations.

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Bridge Division Standard

MISCELLANEOUS SLAB DETAILS

PRESTR CONCRETE I-GIRDERS

IGMS

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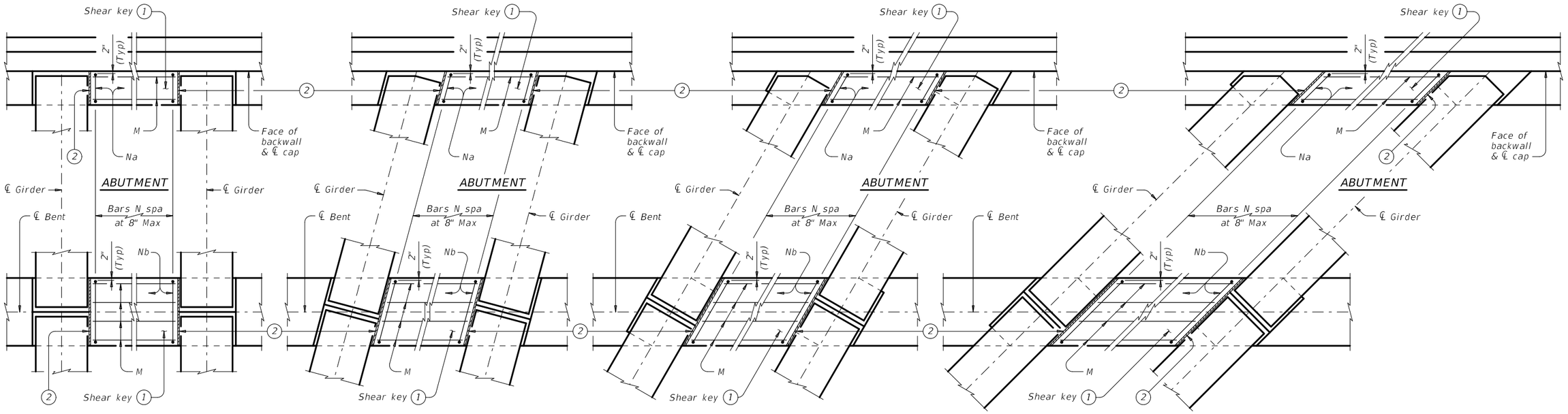


PARTIAL PLANS WITH NO SKEW

Showing shear keys on 3'-6" wide caps. 4'-0" caps similar.

PARTIAL PLANS WITH 15° SKEW

Showing shear keys on 3'-6" wide caps. 4'-0" caps similar.

PARTIAL PLANS WITH 30° SKEW

Showing shear keys on 3'-6" wide caps. 4'-0" caps similar.

PARTIAL PLANS WITH 45° SKEW

Showing shear keys on 3'-6" wide caps. 4'-0" caps similar.

(1) Place shear keys on the upstream side of structure between outside girder and next adjacent girder, unless shown otherwise on plans.

(2) UHMW polyethylene wear pad. (Typ)

(3) Leave a ¼" gap plus or minus between girder and face of wear pad. Cast wear pad with shear key, smooth side facing girder. Care must be taken to keep concrete from flowing under girder. Slope top of shear keys in accordance with Item 420.4.9, "Treatment and Finishing of Horizontal Surfaces."

(4) Measure at higher bearing seat elevation forward or back. Dimension based on typical bearing pad and bearing seat. Increase as necessary to maintain 5" overlap.

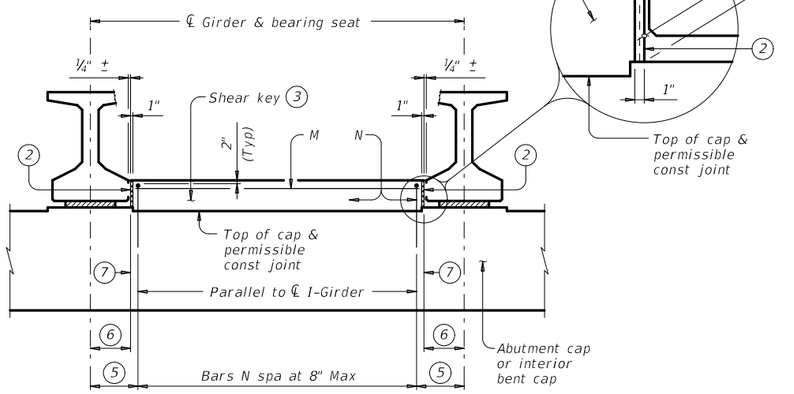
(5) With No Skew = 1'-8 ¼", measured along ℄ cap.
With Skew = 1'-8 ¼" ÷ Cos Skew, measured along ℄ cap.

(6) With No Skew = 1'-4 ¼", measured along ℄ cap.
With Skew = 1'-4 ¼" ÷ Cos Skew, measured along ℄ cap.

(7) Face of UHMW polyethylene wear pad. Smooth side of pad facing girder.

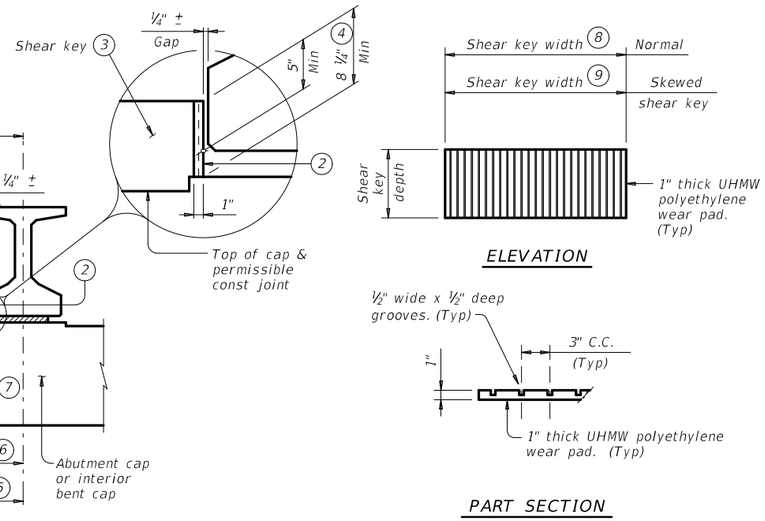
(8) Abutments = ½ Cap width.
Interior bents = Cap width.

(9) Abutments = ½ Cap width ÷ Cos Skew.
Interior bents = Cap width ÷ Cos Skew.

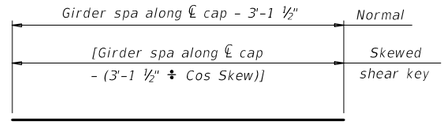


PARTIAL ELEVATION OF ABUTMENT OR INTERIOR BENT CAP (1)

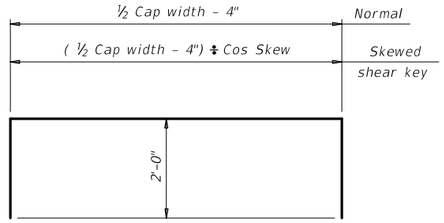
Showing shear key with girder Type Tx46.
Other I-Girder types similar.



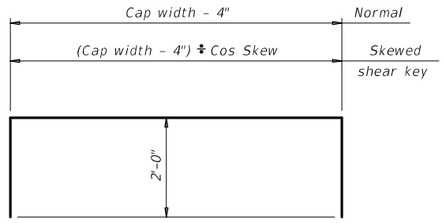
ULTRA HIGH MOLECULAR WEIGHT (UHMW) POLYETHYLENE WEAR PAD DETAILS



BARS M (#5)



BARS Na (#5)
(For abutments)



BARS Nb (#5)
(For interior bents)

CONSTRUCTION NOTES:

Provide Class "C" concrete (f'c = 3,600 psi). Provide Class "C" (HPC) if shown elsewhere on the plans.
Provide Grade 60 reinforcing steel.
Provide epoxy coated reinforcing steel for shear key if abutment or interior bent reinforcing steel is epoxy coated.
Provide Ultra High Molecular Weight (UHMW) polyethylene wear pads in accordance with ASTM D6712.

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.
Details showing skew are drawn showing right forward skew. See Bridge Layout for actual skew direction.
These details are limited to bridges skewed 45 degrees and less.
This standard is only applicable for I-Girders.
Modify details for bearing conditions, and girder spacing not shown on this standard. Details do not account for sole plate or pedestal bearing seat.
Include shear key concrete in abutment or bent concrete for payment.
UHMW polyethylene wear pads are subsidiary to Class "C" concrete.

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

Texas Department of Transportation

Bridge Division Standard

SHEAR KEY DETAILS
PRESTR CONCRETE I-GIRDERS

IGSK

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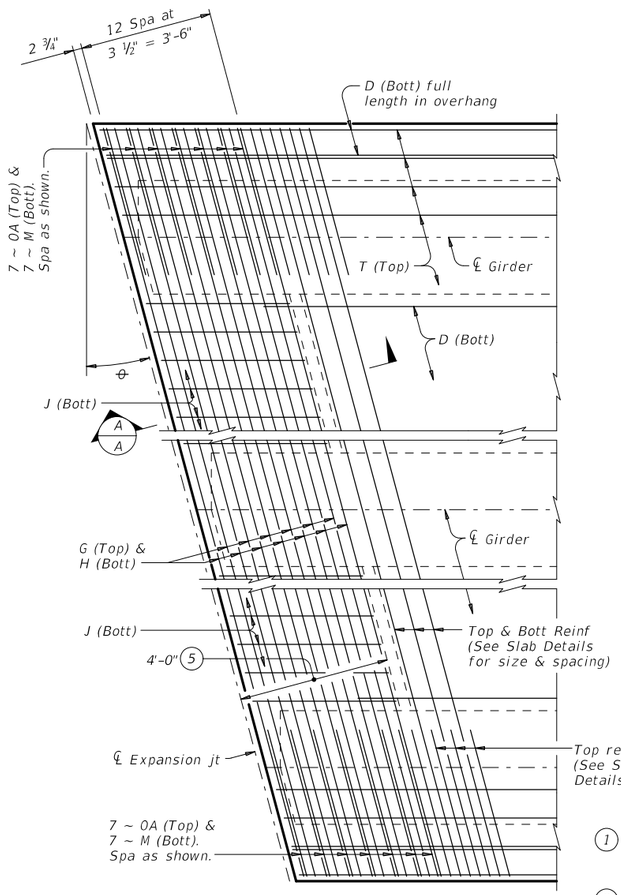
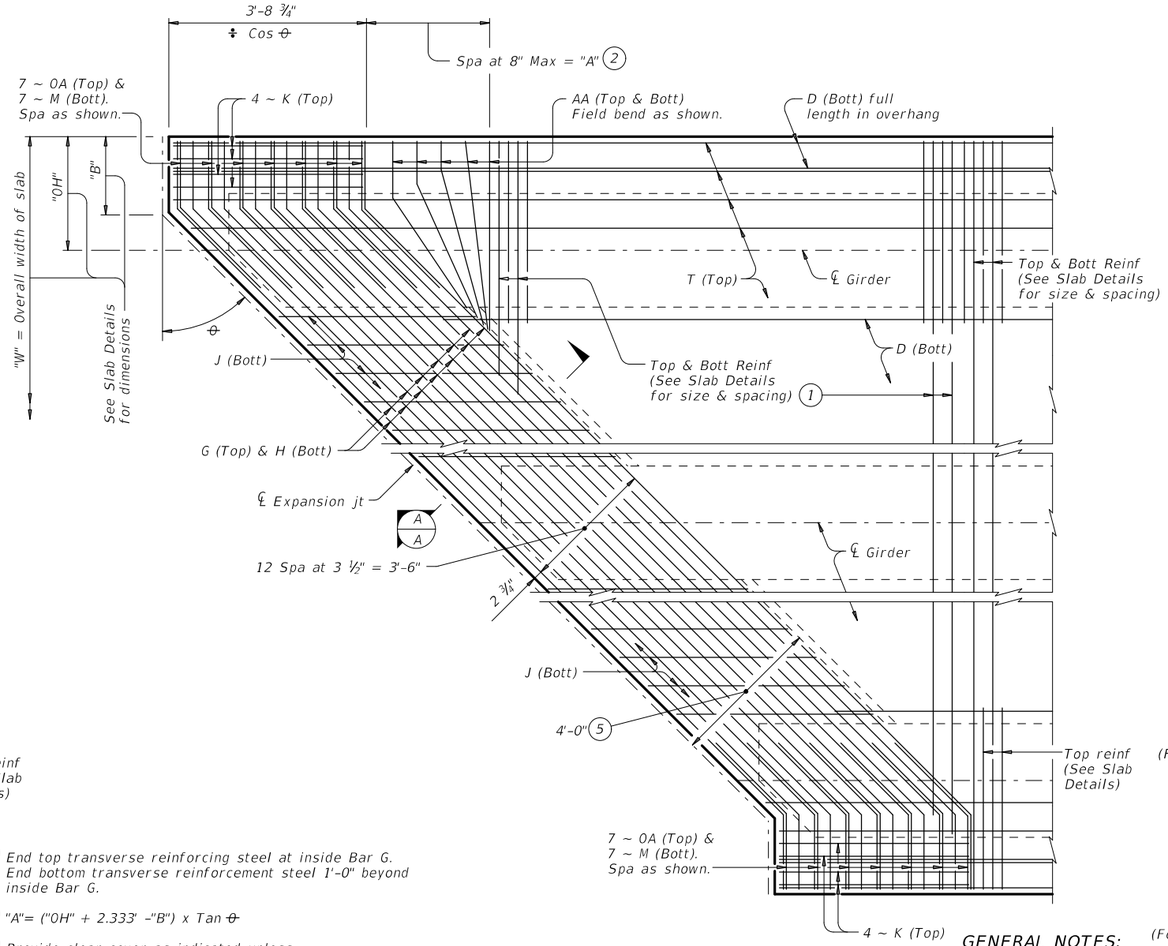


PARTIAL PLAN FOR SLABS WITHOUT BREAKBACK



PARTIAL PLAN FOR SLABS WITH BREAKBACK

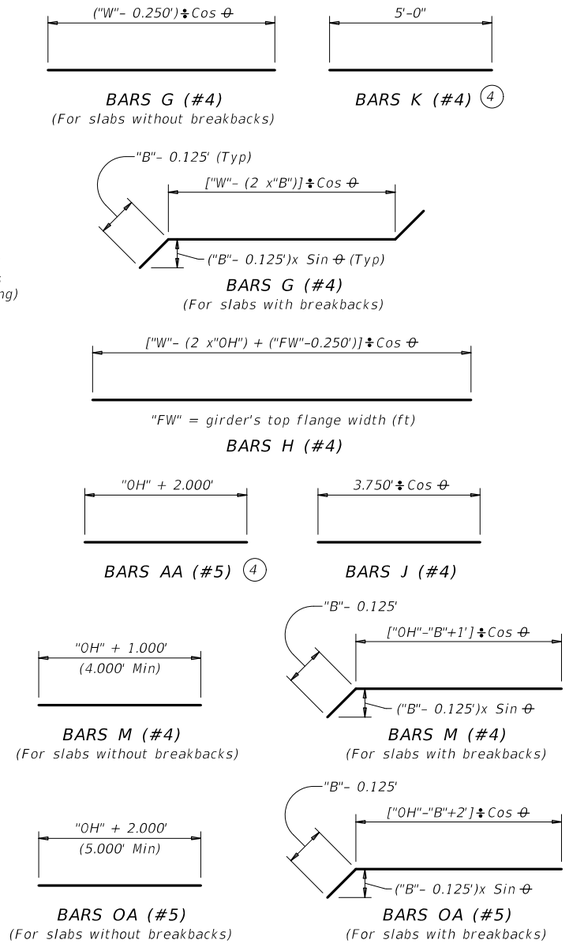
(1) End top transverse reinforcing steel at inside Bar G. End bottom transverse reinforcement steel 1'-0" beyond inside Bar G.

(2) "A"= ("0H" + 2.333' -"B") x Tan θ

(3) Provide clear cover as indicated unless otherwise shown on Span Details.

(4) Only required on slabs with breakbacks.

(5) Thickened slab end dimensioned perpendicular to face of bkwl, centerline interior bent or face of inverted-T stem.



GENERAL NOTES:

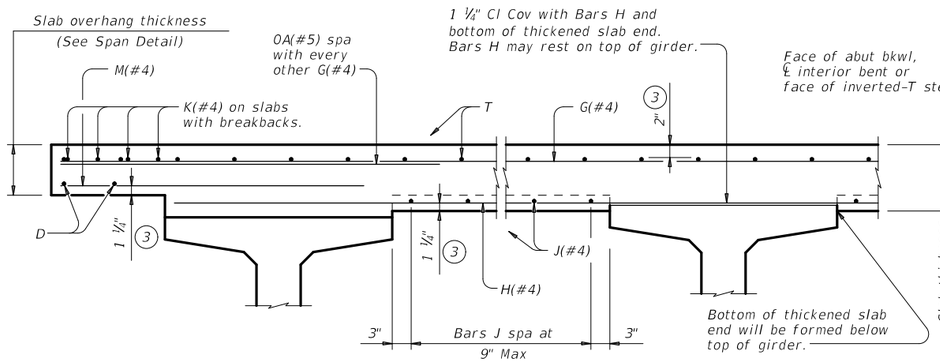
Designed according to AASHTO LRFD Bridge Design Specifications.
These details are restricted to Prestressed Concrete I-Girder Spans.
These details are to be used in conjunction with the Span Details and PCP standard (if prestressed concrete panels are used).
When Option 2 from PCP standard is used, provide Bars AA, G, K and 0A in the slab.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.
If slab reinforcing steel is shown on the Slab Details to be epoxy coated, then Bars AA, G, K, H, J, M and 0A must be epoxy coated.
Provide bar laps, where required, as follows:
Uncoated ~ #4 = 1'-7"
Epoxy Coated ~ #4 = 2'-5"

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

HL93 LOADING

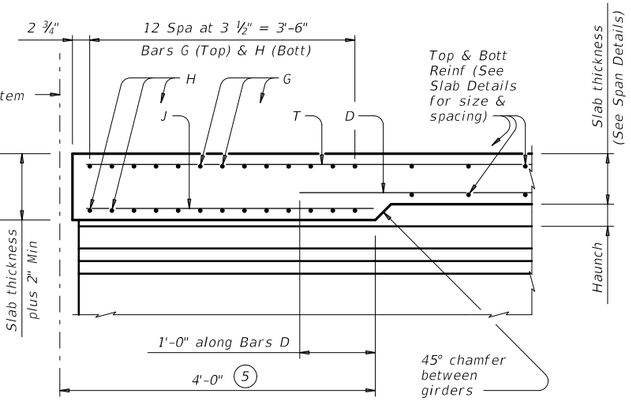


2" AND MORE OF HAUNCH

LESS THAN 2" OF HAUNCH

TYPICAL TRANSVERSE SECTION

(Showing Prestressed Conc I-Girders at ℄ Brg)



SECTION A-A

(Showing with 2" and more of haunch)

Texas Department of Transportation

Bridge Division Standard

THICKENED SLAB END DETAILS

PRESTRESSED CONCRETE I-GIRDER SPANS

IGTS

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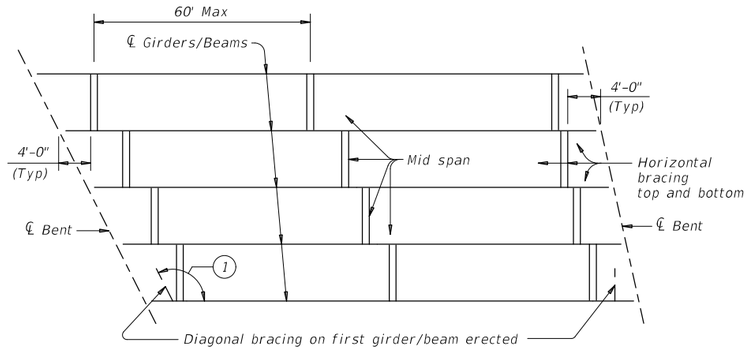
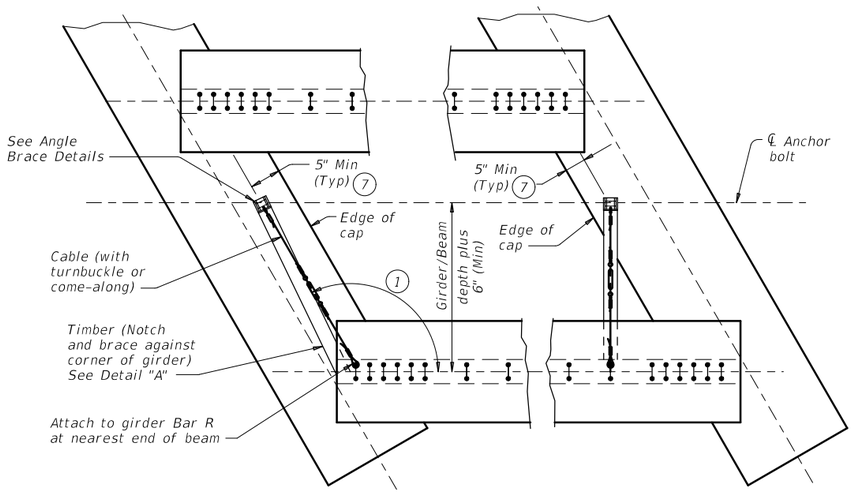
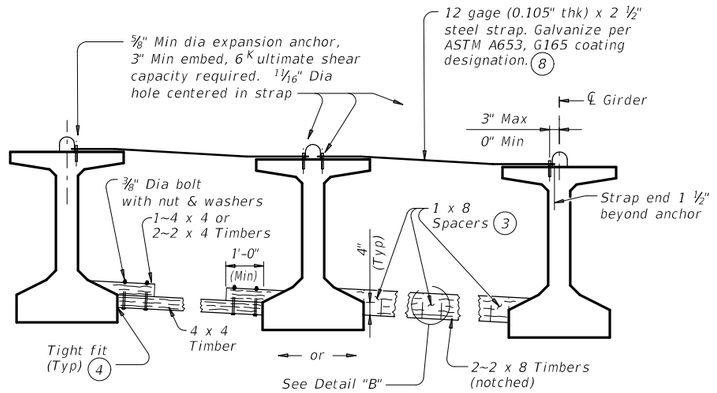


ERECTION BRACING

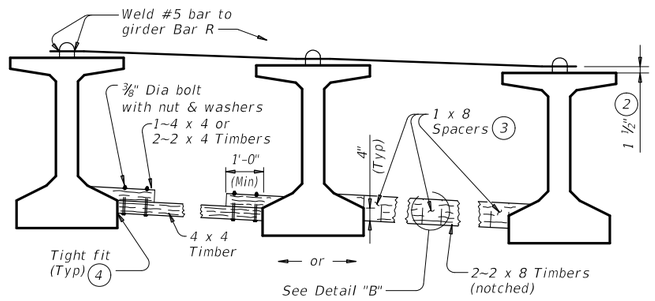


PLAN



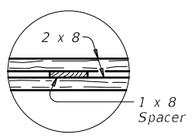
FOR ERECTION BRACING, OPTION 1

(This option is not allowed when slab is formed with PMDF or plywood.)



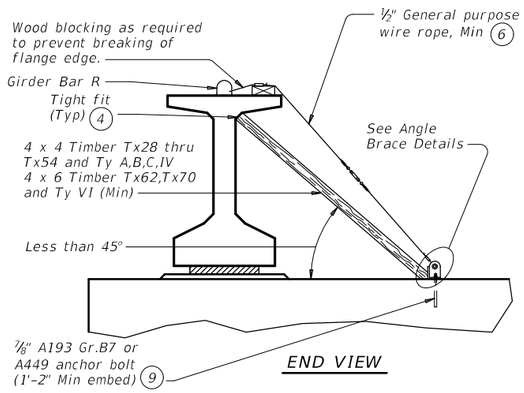
FOR ERECTION BRACING, OPTION 2

HORIZONTAL BRACING DETAILS 5



PLAN

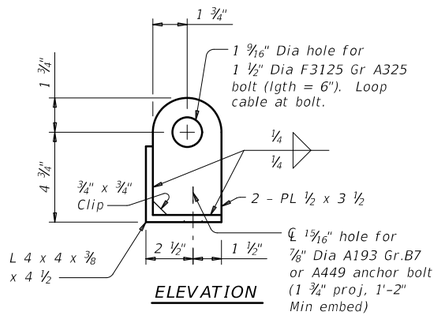
DETAIL "B"



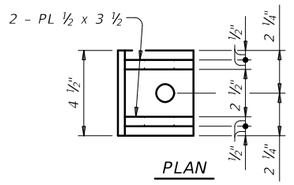
END VIEW

DIAGONAL BRACING DETAILS 5

(To be used on both ends of the first girder/beam erected in the span in each phase.)



ELEVATION



PLAN

ANGLE BRACE DETAILS

HAULING & ERECTION:

The Contractor's attention is directed to the possible lateral instability of prestressed concrete girders and beams over 130' long, especially during hauling and erection. The use of the following methods to improve stability is encouraged: Locate lifting devices at the maximum practical distance from girder ends; use external lateral stiffening devices during hauling and erection; lift with vertical lines using two machines; and take care in handling to minimize inertial and impact forces.

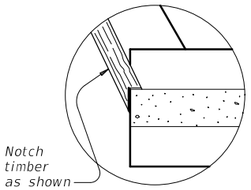
ERECTION BRACING:

Erection bracing details shown are considered the minimum for fulfilling the bracing requirements of Item 425.

Required erection bracing must be placed immediately after erection of each girder and remain in place until additional bracing as required for slab placement is in place. This standard is needed in all cases to meet requirements for Slab Placement Bracing.

PHASED CONSTRUCTION:

Place erection and slab placement bracing for all girders in a phase as shown in these details. For phases after first, also place erection and slab placement bracing between outer girder of completed phase and adjacent girder of current phase. When the phase construction joint is between girders, top bracing can be omitted.



DETAIL "A"

(1) If angle shown exceeds 120 degrees, move diagonal brace to other side of girder/beam and place square to girder/beam. This may prevent exterior girder from being erected first.

(2) Place and weld #5 bars as shown during erection. If forming deck with prestressed panels, bars can be temporarily removed, one at a time, during panel erection. Re-install bar prior to additional panel erection. Bars can rest on panels and be bent down and welded to girder Bars R (See Sheet 2 of 2).

(3) Clear distance between spacers must not exceed 3'. Nail together with 16d nails.

(4) Use wedges as necessary to obtain tight fit. Nail wedges to timbers.

(5) Pressure treated landscape timbers can not be used.

(6) All hardware used with cable must be able to develop a minimum 25 kips breaking strength. Use thimbles at all loops in cable. Install cable clamps with saddles bearing against the live end and U-bolts bearing aginst the dead end.

(7) It is acceptable to tie anchor bolts to cap reinforcement.

(8) Prior to installing, field bend strap to lay flush on both girders' top flange and slope between flange tips.

(9) Anchor bolt may be drilled and epoxied in place. Provide 25k minimum pullout. Core drill hole.

Texas Department of Transportation

Bridge Division Standard

MINIMUM ERECTION AND BRACING REQUIREMENTS
PRESTRESSED CONCRETE I-GIRDERS AND I-BEAMS

MEBR(C)

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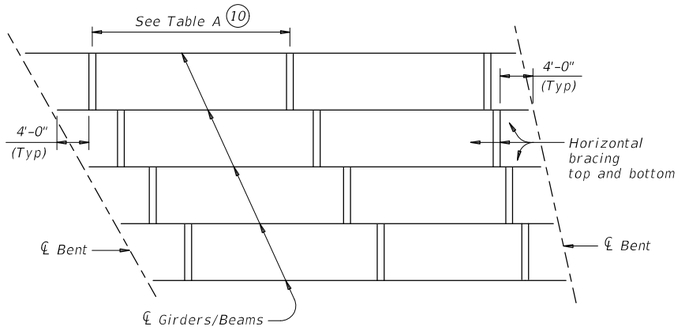


SLAB PLACEMENT BRACING

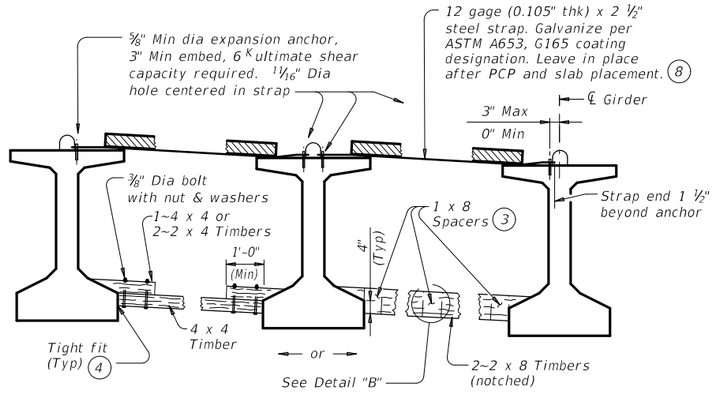
TABLE A

OPTION 1-RIGID BRACING (STEEL STRAP)

Girder or Beam Type	Maximum Bracing Spacing	
	Slab Overhang less than 4'-0" (11)	Slab Overhang 4'-0" and greater (11)
Tx28	¼ points	¼ points
Tx34	¼ points	¼ points
Tx40	¼ points	⅛ points
Tx46	¼ points	⅛ points
Tx54	¼ points	⅛ points
Tx62	¼ points	⅛ points
Tx70	¼ points	⅛ points
A	⅛ points	⅛ points
B	⅛ points	⅛ points
C	⅛ points	⅛ points
IV	¼ points	⅛ points
VI	¼ points	⅛ points

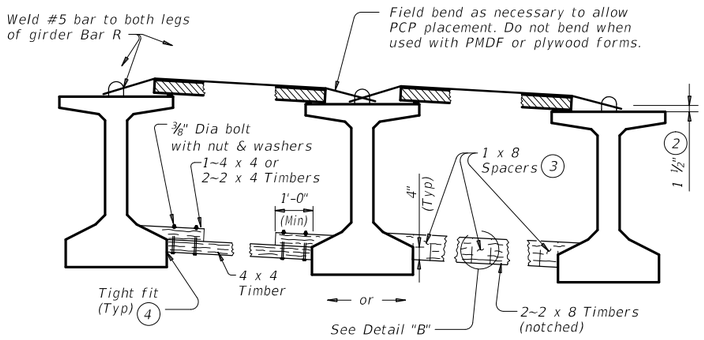
OPTION 2-FLEXIBLE BRACING (NO. 5 OVER PCP)

Girder or Beam Type	Maximum Bracing Spacing	
	Slab Overhang less than 4'-0" (11)	Slab Overhang 4'-0" and greater (11)
Tx28	¼ points	⅛ points
Tx34	¼ points	⅛ points
Tx40	¼ points	⅛ points
Tx46	¼ points	⅛ points
Tx54	¼ points	⅛ points
Tx62	¼ points	⅛ points
Tx70	¼ points	⅛ points
A	2.0 ft	1.5 ft
B	3.0 ft	2.0 ft
C	4.5 ft	2.0 ft
IV	¼ points	4.0 ft
VI	¼ points	4.0 ft



FOR SLAB PLACEMENT BRACING, OPTION 1 - RIGID

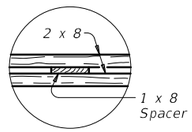
(Showing slab formed with PCP. This option is not allowed when slab is formed with PMDF or plywood.)



FOR SLAB PLACEMENT BRACING, OPTION 2 - FLEXIBLE

(Showing slab formed with PCP.)

HORIZONTAL BRACING DETAILS (5)



PLAN

DETAIL "B"

(2) Place and weld #5 bars as shown during erection. If forming deck with prestressed panels, bars can be temporarily removed, one at a time, during panel erection. Re-install bar prior to additional panel erection. Bars can rest on panels and be bent down and welded to girder Bars R.

(3) Clear distance between spacers must not exceed 3'. Nail together with 16d nails.

(4) Use wedges as necessary to obtain tight fit. Nail wedges to timbers.

(5) Pressure treated landscape timbers can not be used.

(8) Prior to installing, field bend strap to lay flush on both girders' top flange and slope between flange tips.

(10) Bracing spacing (¼ and ⅛ points) measured between first and last typical brace location.

(11) Measure slab overhang from centerline of girder or beam. When overhang varies in span, determine bracing spacing based on largest overhang.

SLAB PLACEMENT BRACING:

The details for slab placement bracing are considered minimum for fulfilling the requirements of Specification Items 422 and 425.

Required slab placement bracing must remain in place until slab concrete has attained a compressive strength of 3000 psi.

GENERAL NOTES:

Bracing details for spans longer than 150' are not provided. The Contractor must submit proposed bracing details for such conditions to the Engineer for approval prior to erection.

Systems equal to or better than those shown may be used provided details of such systems are submitted to and approved by the Engineer prior to erection.

Use of these systems or details does not relieve the Contractor of the responsibility for the adequacy of the bracing and the safety of the structure.

Removal of bracing for short periods of time to align girders and beams is permissible.

All turn-buckles, come-alongs, anchors and other connections must be capable of developing the full strength of the cable shown.

Furnish anchor bolts and nuts in accordance with Item 449, "Anchor Bolts".

Texas Department of Transportation

Bridge Division Standard

MINIMUM ERECTION AND BRACING REQUIREMENTS

PRESTRESSED CONCRETE I-GIRDERS AND I-BEAMS

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DATE: 11/10/2022
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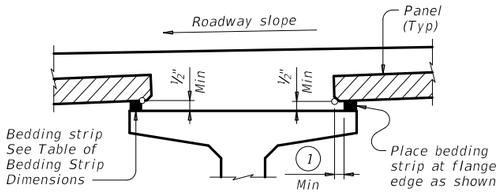
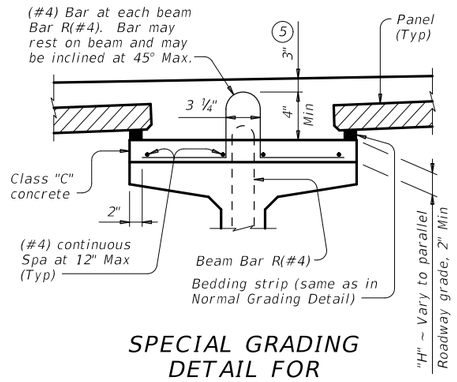


NORMAL GRADING DETAIL (3)

Showing prestressed concrete I-girders.
(Other beam types similar)



SPECIAL GRADING DETAIL FOR CONCRETE BEAMS

Showing prestressed concrete I-girders.
(Other beam types similar)

TABLE OF BEDDING STRIP DIMENSIONS		
WIDTH	HEIGHT (4)	
	Min	Max
1" (Min)	½"	2"
1 ¼"	½"	2 ½"
1 ½"	½"	3"
1 ¾"	½"	3 ½"
2"	½"	4"
2 ¼"	½"	4 ½" (2)
2 ½"	½"	5" (2)
2 ¾"	½"	5 ½" (2)
3" (Max)	½"	6" (2)

(1) 2" Min for I-giders, 1 ½" Min for all other beam types.

(2) Allowed for I-girders, not allowed on other beam types.

(3) To reduce the quantity of cast-in-place concrete, bedding strip thickness may be increased in ¼" increments. Bedding strips must be comprised of one layer. Bond bedding strips to the beams with an adhesive compatible with bedding strips. Bedding strips over 2.5" high may need to be bonded to panels. The same thickness strip must be used under any one panel edge and the maximum change in thickness between adjacent panels is ¼". Alternatively, bedding strips may be cut to grade. Panels may be supported by an alternate method, using a commercial product, if approved by the Engineer of Bridge Design, Bridge Division. If bedding strips exceed 6" high for I-Girders, 4" high for all other beam types, use Special Grading Detail for Concrete Beams or submit an alternate method to the Bridge Division for approval.

(4) Height must not exceed twice the width.

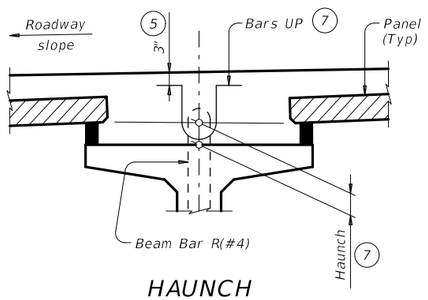
(5) Provide clear cover as indicated unless otherwise shown on Span Details.

(6) See Span Details and Thickened Slab End Details for top slab reinforcement and clear cover. Transverse top slab reinforcement may rest on top of prestressed concrete panels if necessary to maintain clear cover.

(7) Space Bars UP(#4) with Beam Bars R(#4) in all areas where measured haunch exceeds 3 ½" with I-girders, and 3" for all other beam types. Epoxy coating for Bars UP is not required.

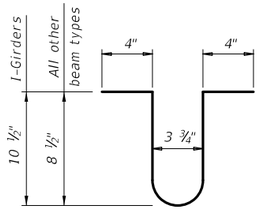
(8) Do not locate construction joints on top of a panel.

(9) Butt adjacent bedding strips together with adhesive. Cut v-notches, approx ¼" deep, in the top of the bedding strips at 8' o.c..

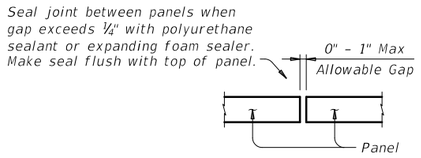


HAUNCH REINFORCING DETAIL

Showing prestressed concrete I-girders.
(Other beam types similar)

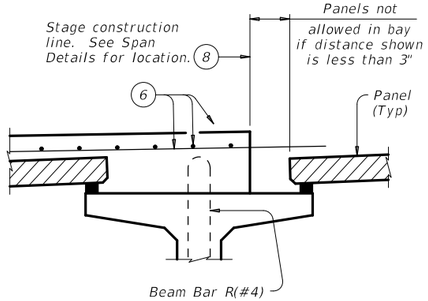


BARS UP (#4) (7)

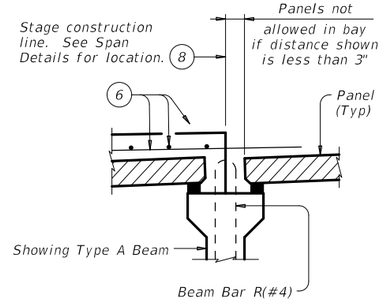


PANEL JOINTS

(Panel reinforcing not shown for clarity.
The gap cannot be considered as a panel fabrication tolerance. Adjust panel placement to minimize joint openings.)



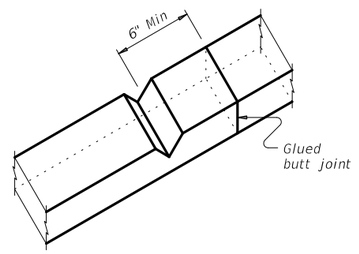
PRESTR CONC I-GIRDERS



PRESTR CONC I-BEAMS

STAGE CONSTRUCTION LIMITATIONS

(Other beam types similar)



BEDDING STRIP DETAIL (9)

CONSTRUCTION NOTES:

Erected panels must bear uniformly on bedding strips of extruded polystyrene placed along top flange edges.

Placing panels to minimize joint openings is recommended.

If additional blocking is needed, special grading details for supporting the panels and extra reinforcing between beam and slab will be considered subsidiary to deck construction.

Bars U, shown on PCP-FAB, may be bent over or cut off if necessary.

Care must be taken to ensure proper cleaning of construction debris and consolidation of concrete material under the edges of the panels. Bedding strips must be placed at beam flange edges so that adequate space is provided for the mortar to flow a minimum of 1 ½" under the panels as the slab concrete is placed.

To allow the proper amount of mortar to flow between beam and panel, the minimum vertical opening must be at least ½". Roadway cross-slope reduces the opening available for entry of the mortar. Bedding strips varying in thickness across the beam are therefore required.

For clear span between U-beams less than or equal to 18", see Permissible Slab Forming Detail on Miscellaneous Slab Detail sheets, UBMS.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel in the cast-in-place slab. See Table of Reinforcing Steel for size and spacing of reinforcement.

If the top and bottom layer of reinforcing steel is shown on the Span Details to be epoxy coated, then the D, E, P, & Z bars must be epoxy coated.

Provide bar Laps, where required, as follows:

Uncoated ~ #4 = 1'-7"
Epoxy Coated ~ #4 = 2'-5"

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.

Panel placement may follow either Option 1 or Option 2 except Option 1 must be used if the skew exceeds 45 degrees.

Use of Prestressed Concrete Panels is not permitted for horizontally curved steel plate or tub girders. See Span Details for other possible restrictions on their use.

These details are to be used in conjunction with the Span Details, PCP-FAB and other applicable standard drawings.

When panel support (bedding strips) deviates from what is shown herein, provide details signed and sealed by a professional Engineer.

Any additional reinforcement or concrete required on this standard is considered subsidiary to the bid Item "Reinforced Concrete Slab".

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

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

PRESTRESSED CONCRETE PANELS DECK DETAILS

PCP

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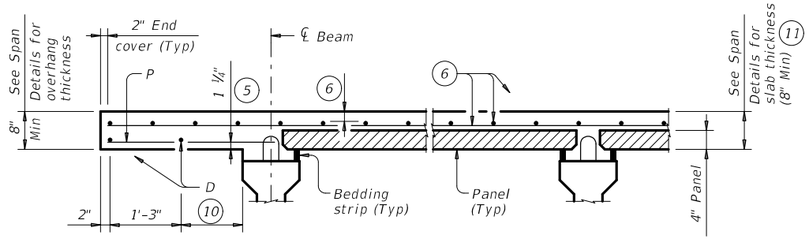
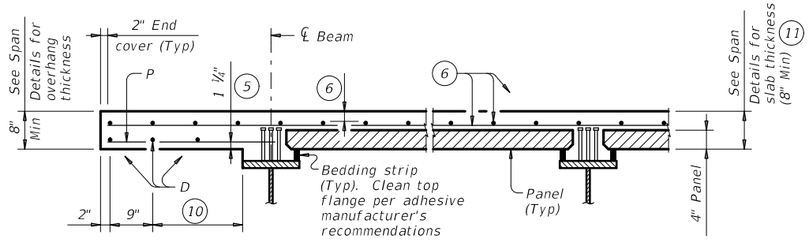
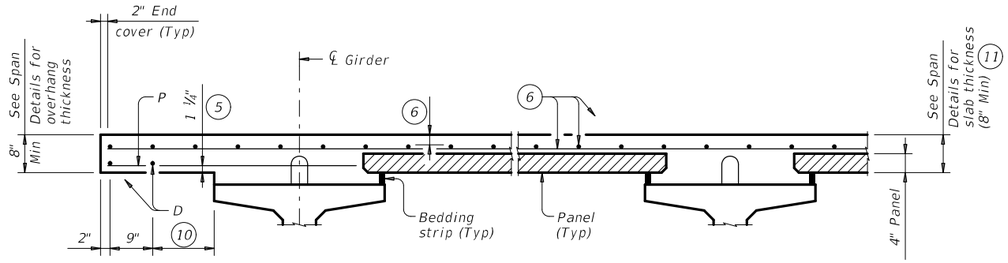


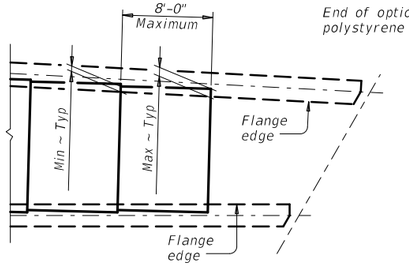
PRESTRESSED CONCRETE I-BEAMS



STEEL BEAMS

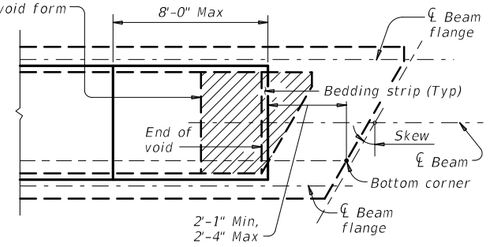


PRESTRESSED CONCRETE I-GIRDERS

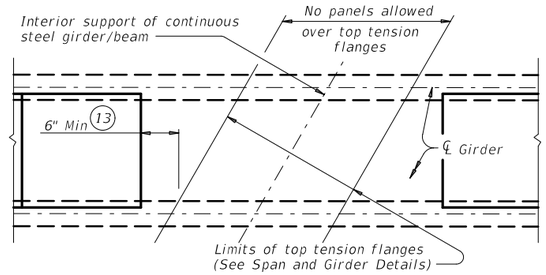


AT FLARED BEAMS OR GIRDERS

See PCP-FAB standard for Min and Max dimensions based on beam/girder type.



OVER CONC U-BEAMS



AT INT SUPPORTS OF CONTINUOUS STEEL GIRDERS

PART PLANS OF PANEL PLACEMENT

(5) Provide clear cover as indicated unless otherwise shown on Span Details.

(6) See Span Details and Thickened Slab End Details for top slab reinforcement and clear cover. Transverse top slab reinforcement may rest on top of prestressed concrete panels if necessary to maintain clear cover.

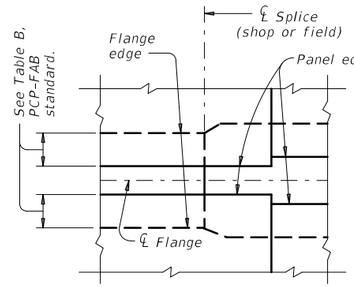
(9) Butt adjacent bedding strips together with adhesive. Cut v-notches, approx ¼" deep, in the top of the bedding strips at 8' o.c..

(10) Equally space additional bar if more than 1'-3" Max.

(11) The actual thickness constructed may exceed the slab thickness shown on the Span Details but the extra thickness may be no more than 2" (1" for prestressed concrete U-beams and steel beams). Bearing seat elevations or finished grade may be adjusted.

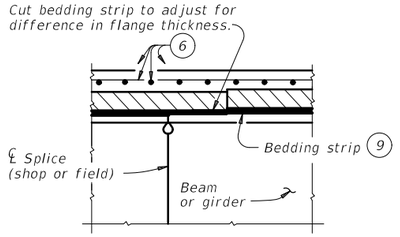
(12) Field adjust Bars Z1(#4) to match actual slope of slab overhangs. Width of slab overhang will vary along span with curved slab edges. Adjust Bar Z1(#4) dimensions to maintain proper cover. Bars Z2(#4) are located at Inverted-Tee stems only.

(13) Location of concrete placement sequence boundaries and bolted field splices should be considered by the contractor in determining panel limits.



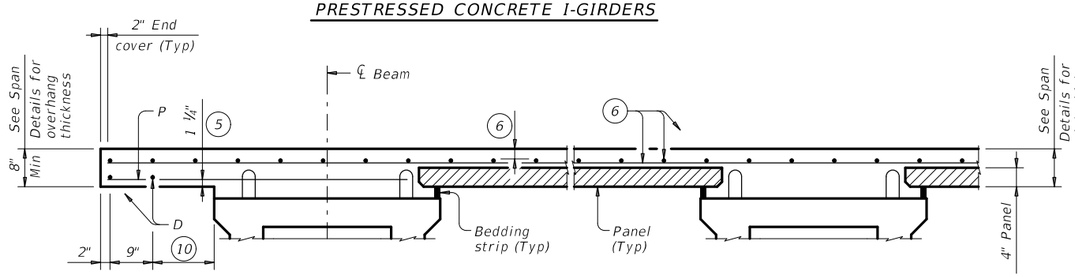
PLAN AT SPLICE

(Showing steel beams with flange width transition)

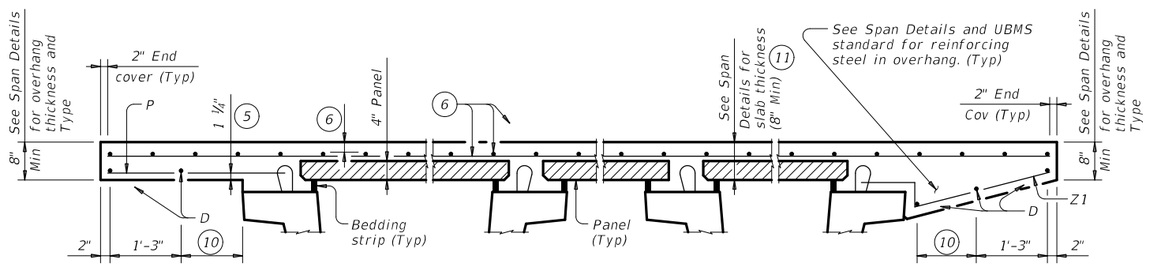


ELEVATION AT SPLICE

(Showing steel beams with different flange thickness)

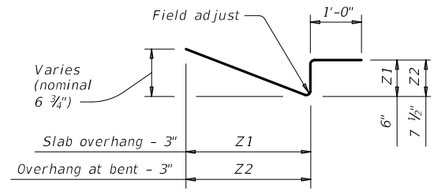


NORMAL OVERHANG WITH PRESTR CONC U-BEAMS

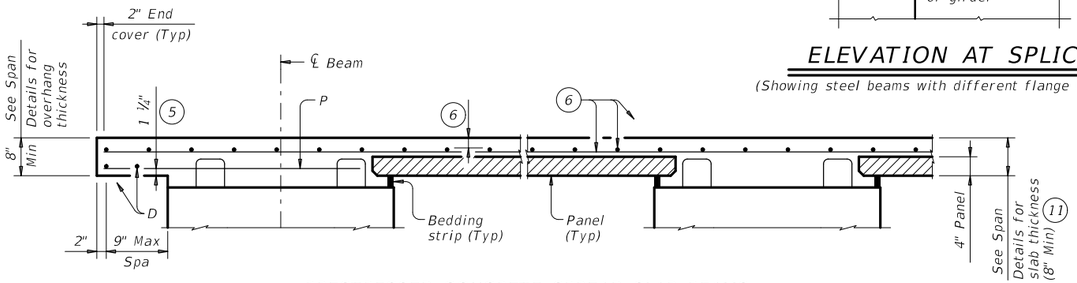


SLOPED OVERHANG WITH PRESTR CONC U-BEAMS

TYPICAL PART TRANSVERSE SECTIONS



BARS Z (#4) (12)



PRESTRESSED CONCRETE SPREAD SLAB BEAMS

Bars P over exterior beams are still required when no overhang is used. In this case, only one Bar D, 2" from slab edge, is required.

HL93 LOADING SHEET 2 OF 4

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Bridge Division Standard

PRESTRESSED CONCRETE PANELS
DECK DETAILS

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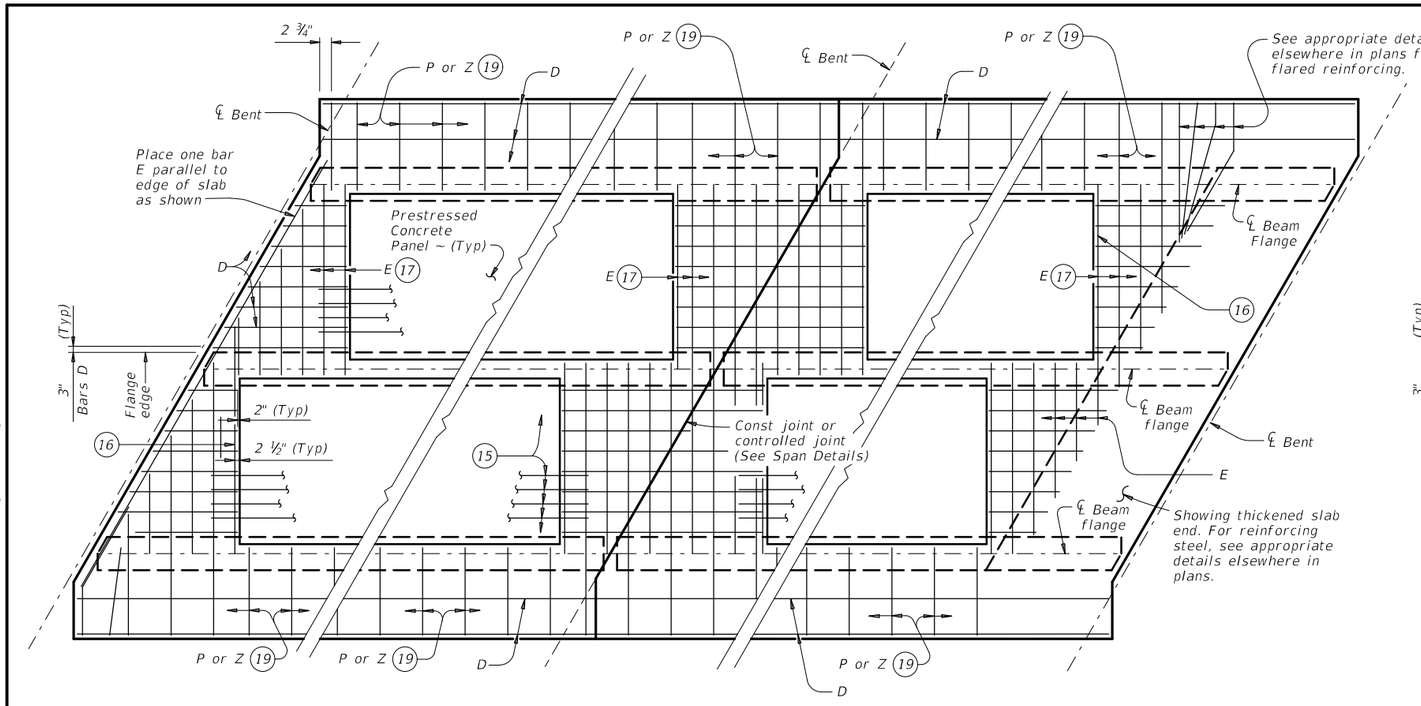
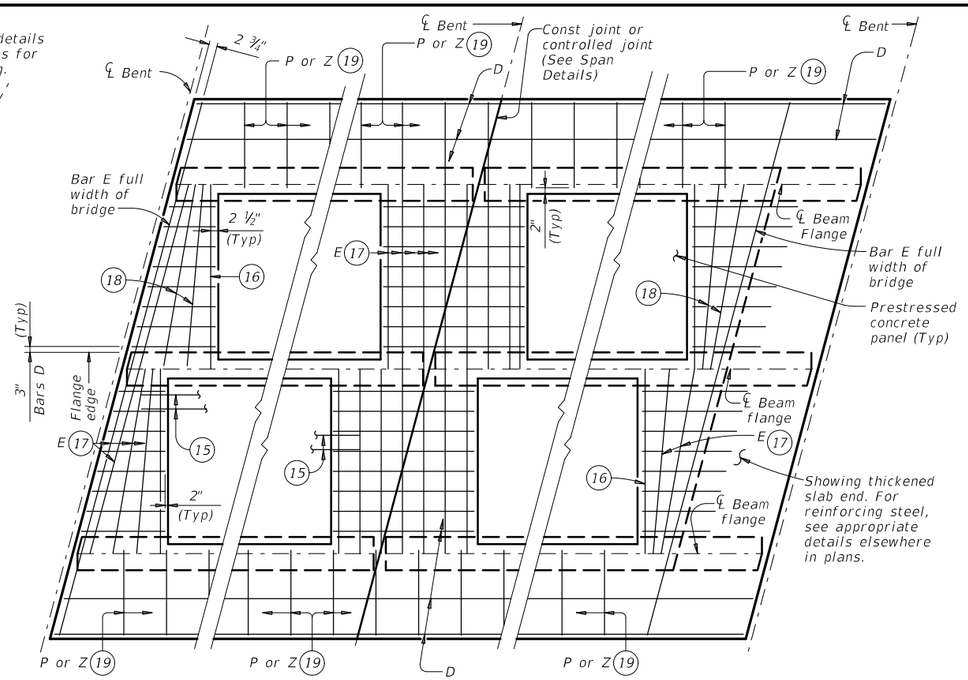


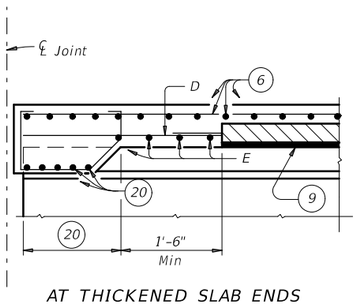
AT ALL SPAN ENDS UNLESS NOTED OTHERWISE | AT INTERIOR BENTS | AT THICKENED END SLABS

OPTION 1 ~ PLAN OF SLABS WITH NORMAL REINFORCEMENT

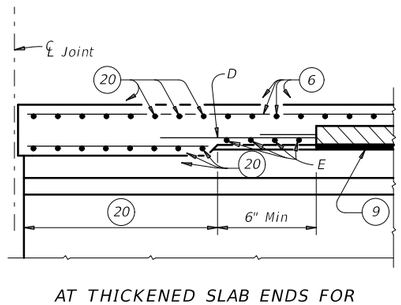


AT ALL SPAN ENDS UNLESS NOTED OTHERWISE | AT INTERIOR BENTS | AT THICKENED END SLABS

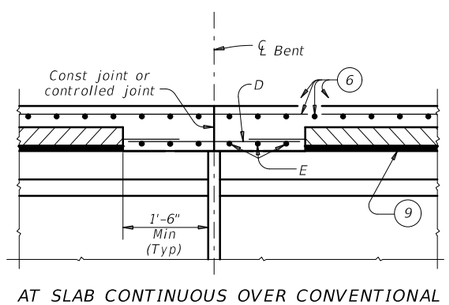
OPTION 1 ~ PLAN OF SLABS WITH SKEWED REINFORCEMENT



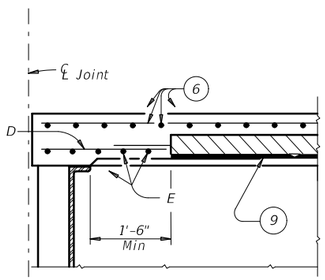
AT THICKENED SLAB ENDS FOR PRESTR CONC U-BMS



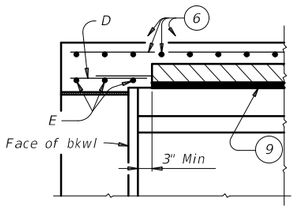
AT THICKENED SLAB ENDS FOR PRESTR CONC I-BMS AND STEEL BMS



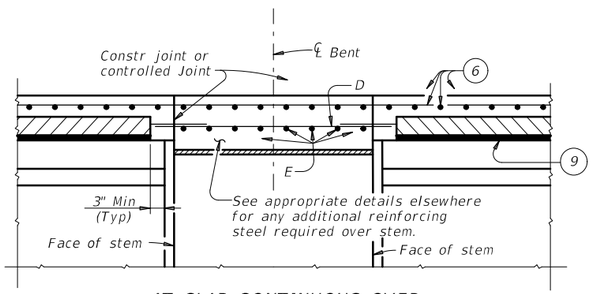
AT SLAB CONTINUOUS OVER CONVENTIONAL INTERIOR BENTS FOR ALL SIMPLE SPAN BMS



AT CONVENTIONAL END DIAPHRAGMS FOR STEEL BMS



AT SLAB OVER ABUTMENT BACKWALL FOR ALL BMS



AT SLAB CONTINUOUS OVER INVERTED-T BENTS FOR ALL BMS

OPTION 1 ~ ELEVATIONS AT BEAM ENDS

(6) See Span Details and Thickened Slab End Details for top slab reinforcement and clear cover. Transverse top slab reinforcement may rest on top of prestressed concrete panels if necessary to maintain clear cover.

(9) Butt adjacent bedding strips together with adhesive. Cut v-notches, approx ¼" deep, in the top of the bedding strips at 8' o.c.

(14) Max Spacing as listed unless otherwise shown.

(15) At connection with cast-in-place slab, extend longitudinal panel reinforcement. See PCP-FAB for details.

(16) Maintain one Bar E(#4) parallel to panel ends (Typ).

(17) Bars E(#4) not continuous over beam flanges must overlap beam flange 6" Min.

(18) Add flared Bars E(#4) (Min Spa = 6", Max Spa = 12") as required at panel ends.

(19) Where possible, Bars E(#4) may be extended into overhangs to replace Bars P(#4). Bars Z(#4) are required for sloped overhangs with U-Beams.

(20) See appropriate thickened slab end details for reinforcing and limits of thickened slab end.

TABLE OF REINFORCING STEEL (14)

BAR	SIZE	Max Spa (in.)
D	#4	9
E	#4	9
P	#4	18
UP	#4	~
Z	#4	18

HL93 LOADING

SHEET 3 OF 4

Texas Department of Transportation

Bridge Division Standard

PRESTRESSED CONCRETE PANELS
DECK DETAILS

PCP

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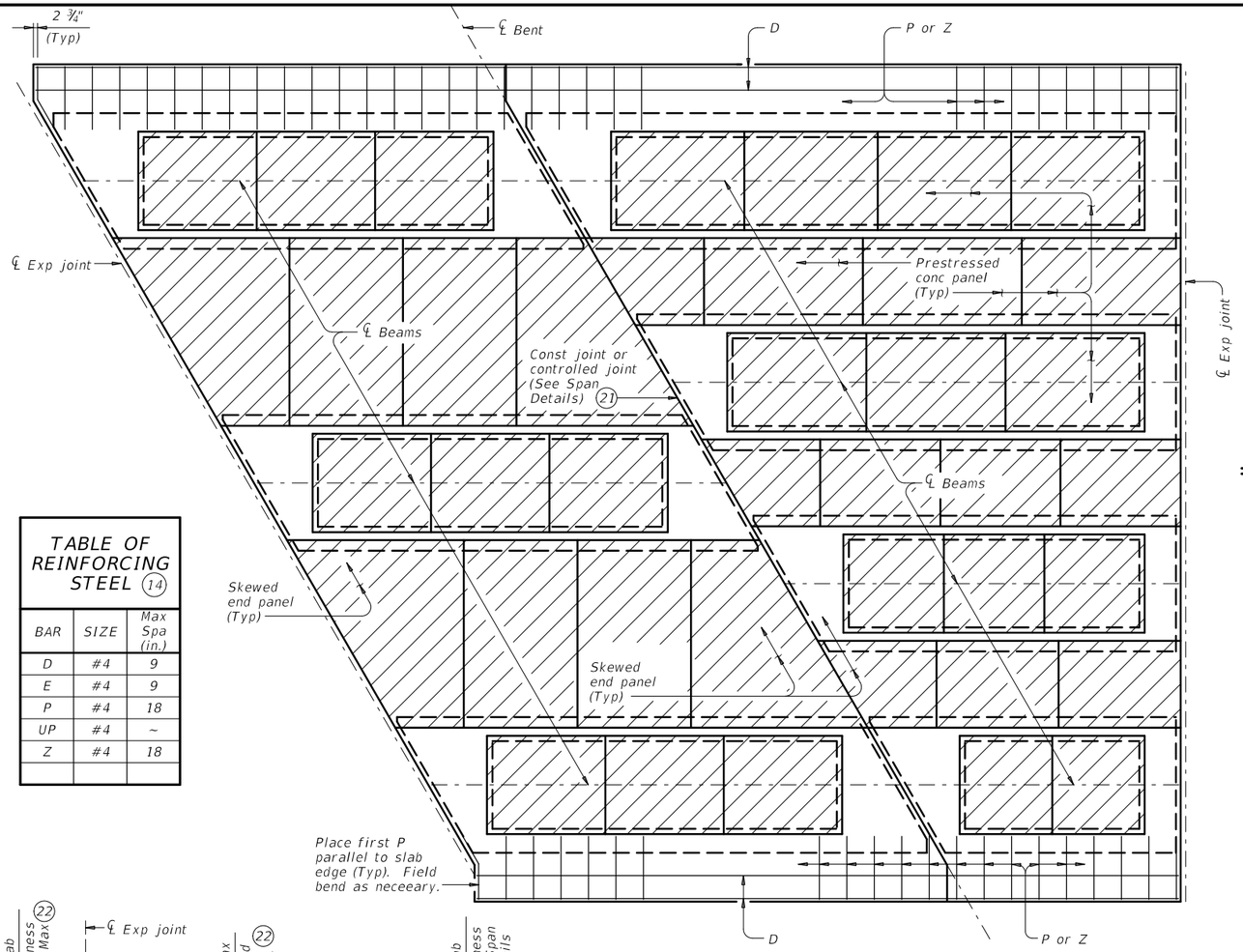
	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		181

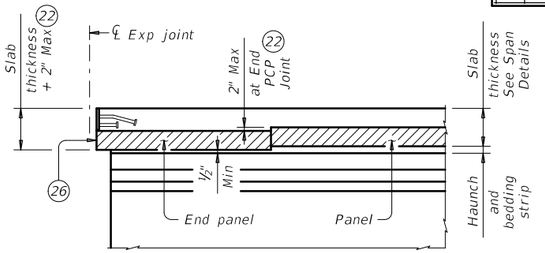
USER: 11/10/2022
DATE:
FILE: pcpstde1-19.dgn



OPTION 2 ~ PLAN OF SLAB

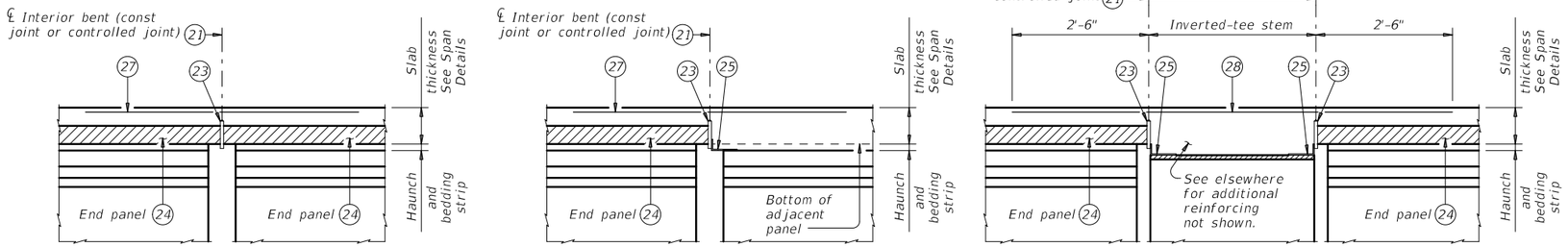
(Showing U-Beams; other beams similar)

TABLE OF REINFORCING STEEL (14)		
BAR	SIZE	Max Spa (in.)
D	#4	9
E	#4	9
P	#4	18
UP	#4	~
Z	#4	18



JOINTS (BETWEEN BEAMS/GIRDERS OR AT INV-T STEM)

For SEJ-B, SEJ-M, SEJ-S(0), AJ, and Type A expansion joints only.



CONVENTIONAL INTERIOR BENT

Panel against panel between beams/girders.

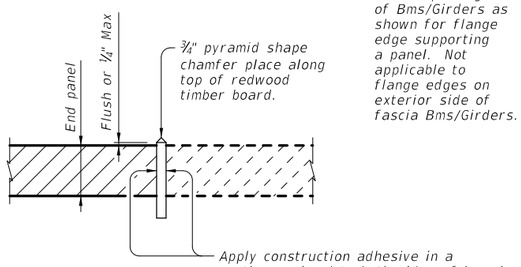
CONVENTIONAL INTERIOR BENT

Panel against beam/girder end in adacent span.

INVERTED-T BENT

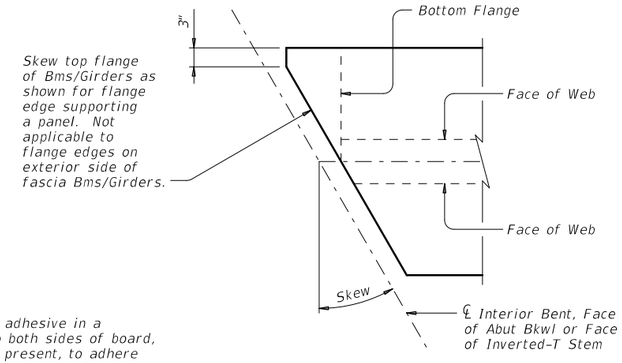
Panels against inverted-tee stem

OPTION 2 ~ ELEVATIONS AT BEAM ENDS (6)



ELEVATION EXAMPLE OF END PANEL AND TIMBER BOARD (23)

See "Option 2 ~ Elevation At Beam Ends".



OPTION 2 ~ SHOWING MODIFICATION TO BEAM/GIRDER TOP FLANGE FOR SKEWS OVER 5°

Showing I-Bm/I-Girder, U-Bms and Steel Bms similar.

(6) See Span Details and Thickened Slab End Details for top slab reinforcement and clear cover. Transverse top slab reinforcement may rest on top of prestressed concrete panels if necessary to maintain clear cover.

(14) Max Spacing as listed unless otherwise shown.

(21) 1 ½" Vinyl or plastic joint former at controlled joints (Stress Cap, Zip Strip, Stress Lock, or equal as approved by the Engineer.)

(22) End panel may be set up to 2" lower to accommodate expansion joint hardware, provided bedding strip is not less than ½" thick.

(23) ¾" thick redwood timber board, leave in place. Redwood timber board placed flush with top of panel or within ¼" Max above panel. Place ¾" pyramid shape chamfer along top of timber board. See "Elevation Example of End Panel and Timber Board". Place straight, within ¼" of centerline of bent or face of inverted-tee, across bridge width and end board at exterior flange edge of fascia beams/girders. Do not extend into overhang.

(24) Place panel within ½" of ¾" thick board.

(25) Permanent galvanized steel sheet form. Removable formwork is acceptable.

(26) Place end panel within ½" of expansion joint opening. End panel cannot encroach on required expansion joint opening.

(27) Place additional (#4) bar 5'-0" in length between every slab bars T. Center (#4) bar on Joint.

(28) Place additional (#4) bar continuous 2'-6" beyond each side of Inverted-T Stem between every slab bars T.

SPECIAL OPTION 2 CONSTRUCTION NOTES:

When Option 2 is chosen bottom mat of thickened end slab reinforcing is not required. Use the same top mat as shown on the Thickened Slab End Details sheet.

Placing panels adjacent to expansion joints and bent centerlines prior to completing interior panel placement is recommended. Saw cutting panels to fit is acceptable when approved by the Engineer. Minimum distance from a saw cut edge to a panel strand is 1 ½".

Do not extend the longitudinal panel reinforcement into the cast-in-place slab.

Top flanges of beams and girders on skewed bridges must be modified as shown on this drawing. The Contractor is responsible for coordinating this modification with the beam fabricator prior to submitting shop drawings for approval.

Fabricator may optionally skew the whole end. When electing to skew whole end, girder end details and bearing type at conventional interior bent must be changed to use condition at abutment. Fabricator must coordinate change in bearing type, bearing centerline location, and dowel location with Engineer and Contractor. Show appropriate changes on girder and bearing shop drawings.

Bending of anchor studs of expansion joints shown on standards AJ, SEJ-B, SEJ-M, and SEJ-S(0) is permissible if necessary to clear top of end panels. The Contractor is responsible for coordinating modifications with the joint fabricator. Submit shop drawings for approval when modifications to expansion joint hardware are made.

Bedding strips under skewed end panels must conform to the requirements of Item 422 except their minimum compressive strength must be 60 psi.

Provide Bars AA, G, K and 0A from standard IGTS in the slab.

HL93 LOADING SHEET 4 OF 4

Texas Department of Transportation — Bridge Division Standard

PRESTRESSED CONCRETE PANELS
DECK DETAILS

PCP

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REVISIONS	0346	06	050	SH 111
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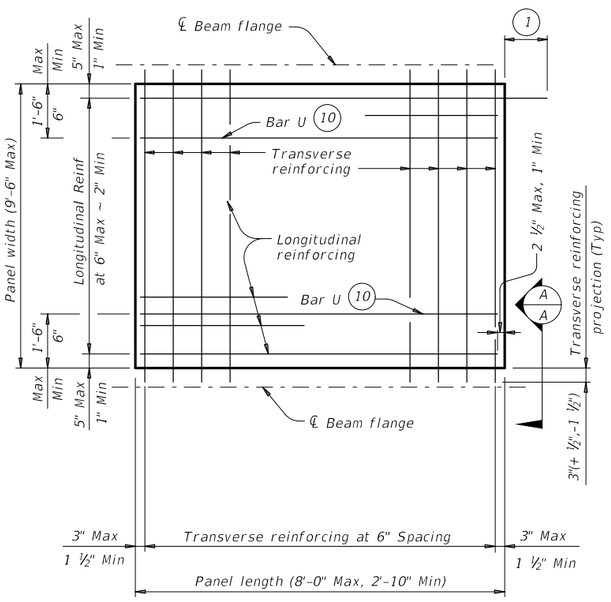
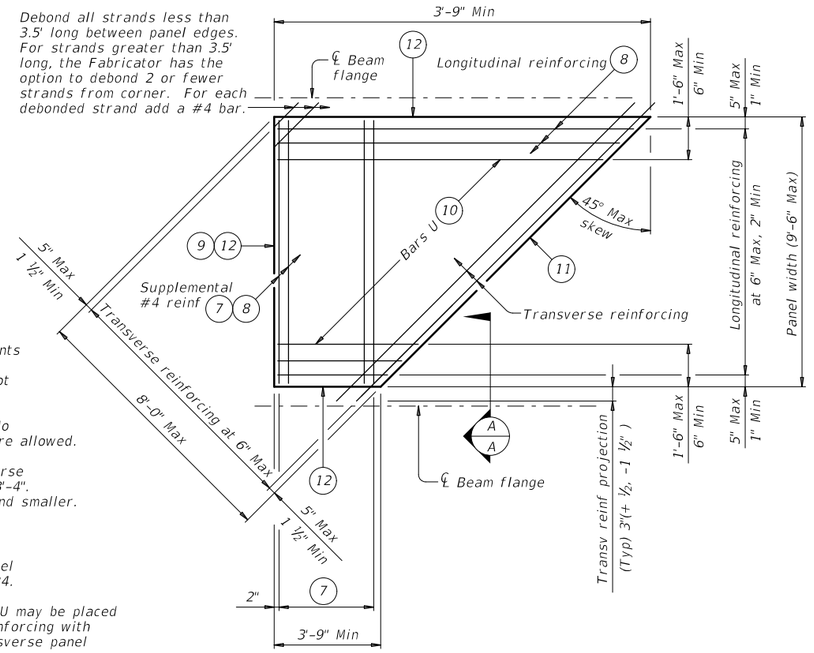


TYPICAL NON-SKEWED PANEL PLAN

1. At connection with cast-in-place slab, extend longitudinal panel reinforcement 1'-0" (+2",-0") past panel end. Alternatively, provide (#3) x 2'-0" dowels at 6" Max Spacing and extend dowels 1'-0" past panel end.
2. Four loops required per panel.
3. Four loops required per panel. ⅜" or ½" strands may be used.
4. Normal dimensions must be used on spans with parallel beams. Maximum and Minimum dimensions apply only to spans with flared beams.
5. See Normal Grading Detail on PCP standard for lap requirements and bedding strip dimensions. Some laps shown in tables cannot utilize all bedding strip widths.
6. One Splice allowed per panel. No more than two sheets of WWR are allowed.
7. Provide (#4) bars under transverse reinforcing, 10 Spaces at 4" = 3'-4". Omit for 5 degree (1:12) skew and smaller.
8. End Cover 2 ½" Max, 1" Min.
9. Recess strands on indicated panel edge in accordance with Item 424.
10. At the fabricator's option, Bars U may be placed parallel to transverse panel reinforcing with horizontal legs in plane of transverse panel reinforcing.
11. Use length of indicated panel edge as panel width for purpose of determining type of transverse reinforcing.
12. Timber form work permissible this edge.

Debond all strands less than 3.5' long between panel edges. For strands greater than 3.5' long, the Fabricator has the option to debond 2 or fewer strands from corner. For each debonded strand add a #4 bar.



TYPICAL SKEWED END PANEL PLAN

(Only to be used with details shown elsewhere in the plans.)

TABLE A (4) (5)			
Beam Type	Normal (In.)	Min (In.)	Max (In.)
A	3	2 ½	3 ½
B	3	2 ½	3 ½
C	4	3	4 ½
IV	6	4	7 ½
VI	6 ½	4 ½"	8 ½
U40 – 54	5 ½	5 ½	7
Tx28-70	6	5	7 ½
XB20 – 40	4	3	4 ½
XSB12 – 15	4	3	4 ½

TABLE B (4) (5)			
Top Flange Width	Normal (In.)	Min (In.)	Max (In.)
11" to 12"	2 ¾	2 ½	2 ¾
Over 12" to 15"	3 ¼	3	3 ¼
Over 15" to 18"	4	3	4 ¾
Over 18"	5	3 ½	6 ¼

GENERAL NOTES:

Provide Class H concrete for panels. Release strength f'ci=3,500 psi. Minimum 28 day strength f'c=5,000 psi.

Provide ¾" chamfer along bottom edge of panel on beam side.

Do not use epoxy-coated reinforcing steel bar or strand in panels.

Remove laitance from top panel surface.

Finish top of panel to a roughness between a No. 6 and No. 9 concrete surface profile, inclusive, as specified by the International Concrete Repair Institute (ICRI).

Shop drawings for the fabrication of panels will not require the Engineer's approval if fabrication is in accordance with the details shown on this standard.

A panel layout which identifies location of each panel must be developed by the Fabricator. Permanently mark each panel in accordance with the panel layout. A copy of the layout is to be provided to the Engineer.

TRANSVERSE PANEL REINFORCEMENT:

For panel widths over 5', use ⅜" or ½" Dia (270k) prestressing strands with a tension of 14.4 kips per strand.

For panel widths over 3'-6" up to and including 5', use ⅜" or ½" Dia (270k) prestressing strands with a tension of 14.4 kip per strand. Optionally, (#4) Grade 60 reinforcing bars may be used in lieu of prestressed strands.

For panel widths up to 3'-6", use (#4) Grade 60 reinforcing bars (prestressed strands alone are not allowed).

Place transverse panel reinforcement at panel centroid and space at 6" Max.

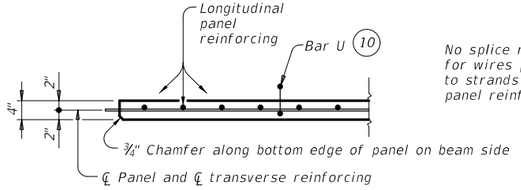
LONGITUDINAL PANEL REINFORCEMENT:

Any of the following options may be used for longitudinal panel reinforcement:

1. (#3) Grade 60 reinforcing steel at 6" Max Spacing. No splices allowed.
2. ⅜" Dia prestressing strands at 4 ½" Max Spacing (unstressed). No splices allowed.
3. ½" Dia prestressing strands at 6" Max Spacing (unstressed). No splices allowed.
4. Deformed Welded Wire Reinforcement (WWR) (ASTM A1064) providing 0.22 sq in per foot of panel width. Wires larger than D11 not permitted. Provide transverse wires to ensure proper handling of reinforcing. One splice per panel is allowed. See WWR Splice Detail.

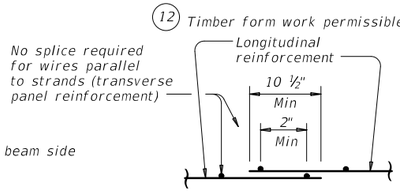
No combination of longitudinal reinforcement options in a panel is allowed.

Place longitudinal panel reinforcement above or below transverse panel reinforcement. Must be placed above transverse panel reinforcement for skewed end panels with supplemental (#4) reinforcement.

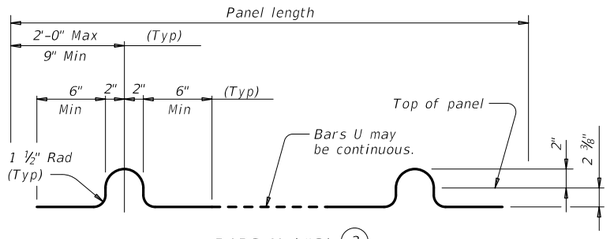


SECTION A-A

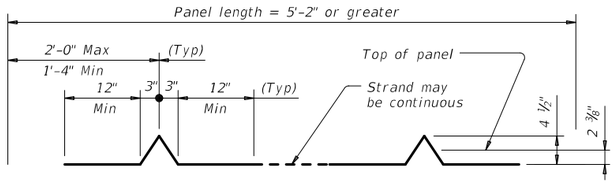
(Not showing supplemental #4 bars for skewed end panels.)



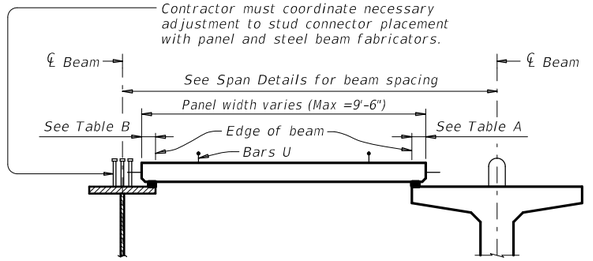
WELDED WIRE REINFORCEMENT (WWR) SPLICE DETAIL (6)



BARS U (#3) (2)



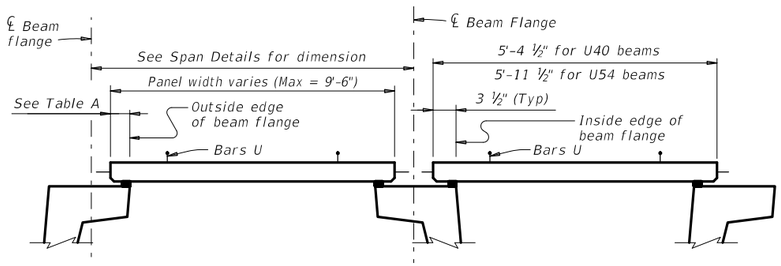
OPTIONAL STRAND FOR BARS U (3)



STEEL BEAMS

PRESTRESSED CONCRETE BEAMS OR GIRDERS

Typ unless noted otherwise



PRESTRESSED CONCRETE U-BEAMS

TYPICAL SECTIONS FOR DETERMINING PANEL WIDTH

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

PRESTRESSED CONCRETE PANEL FABRICATION DETAILS

PCP-FAB

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©TxDOT April 2019 REVISIONS	CONT	SECT	JOB	HIGHWAY
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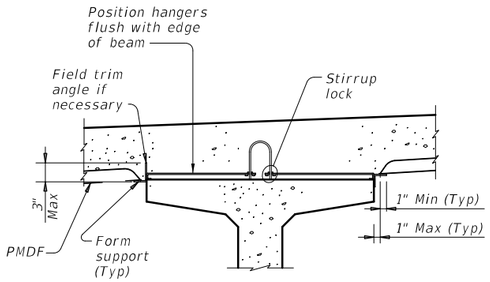
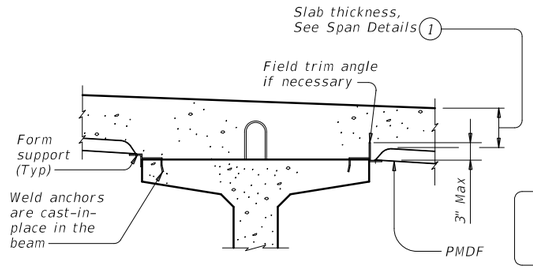
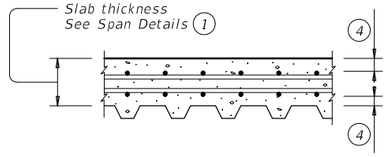


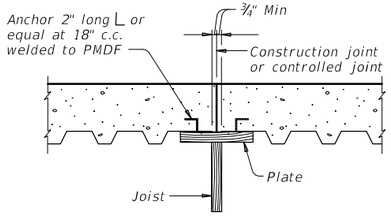
PRESTR CONC I-BEAMS AND I-GIRDERS WITH STIRRUP LOCKS



PRESTR CONC I-BEAMS AND I-GIRDERS WITH WELD ANCHORS

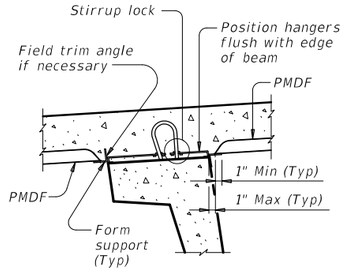


TYP LONGITUDINAL SLAB SECTION

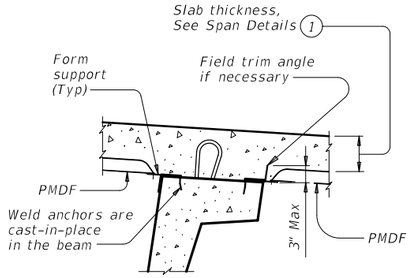


Note: In spans where PMD forms are used, timber forms must be used at construction joints. Adequate provision must be made to support edge of metal form and to provide anchorage of metal form to slab concrete where joined to wood forms.

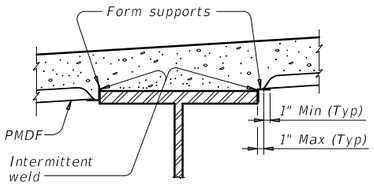
SECTION THRU CONSTRUCTION JOINT



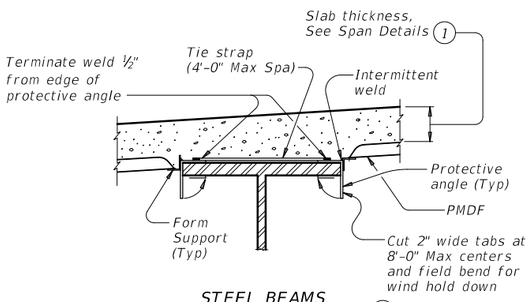
U-BEAMS WITH STIRRUP LOCKS



U-BEAMS WITH WELD ANCHORS

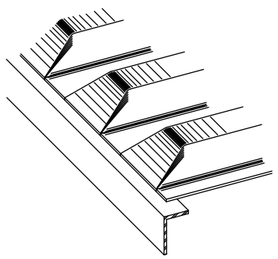


STEEL BEAMS AT COMPRESSION FLANGES



STEEL BEAMS AT TENSION FLANGES (2)

TYPICAL TRANSVERSE SECTIONS



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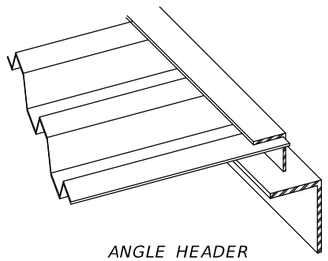
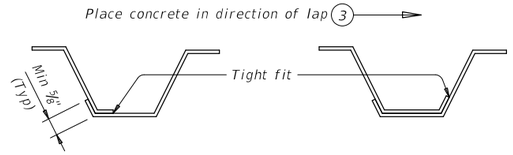


ANGLE HEADER

NOTE: This type is to be used for skewed ends only.

TYPES OF END CLOSURES



SIDE LAP DETAILS

(1) Slab thickness minus 5/8" if corrugations match reinforcing bars.

(2) Welding of form supports to tension flanges will not be permitted. Other methods of providing wind hold down resistance for PMDF in tension flange zones will be considered. At least one layer of sheet metal must be provided between the flange and the weld joint.

(3) The direction of concrete placement will be such that the upper layer of the form overlap is loaded first.

(4) See Span details for cover requirements.

GENERAL NOTES:

Steel for Permanent Metal Deck Forms (PMDF) and support angles shall conform to ASTM A653, structural steel (SS), with coating designation G165. Steel must have a minimum yield strength of 33 ksi. Minimum thickness of PMDF is 20 gage and that of support angles and protective angles is 12 gage.

Submit two copies of forming plans for PMDF to the Engineer. These plans must show all essential details of proposed form sheets, closures, fasteners, supports, connectors, special conditions and size and location of welds. These plans must clearly show areas of tension flanges for steel beams and provisions for protecting the tension flanges from welding notch effects by inclusion of separating sheet metal or other positive method. These plans must be designed, signed, and sealed by a licensed professional engineer. Department approval of these plans is not required, but the Department reserves the right to require modifications to the plans. The Contractor is responsible for the adequacy of these plans.

The details and notes shown on this standard are to be used as a guide in preparation of the forming plans.

All material, labor, tools and incidentals necessary to form a bridge deck with Permanent Metal Deck Forms is considered subsidiary to Item 422, "Concrete Superstructures".

FOR PRESTR CONC U-BEAM AND STEEL GIRDER BRIDGES:
Unless shown elsewhere in the plans, size, spacing, and orientation of bottom mat of slab reinforcement must match the top mat of reinforcing shown on the span details except all bottom mat bars are to be #5. Bottom mat reinforcement and additional concrete is subsidiary to Item 422 "Concrete Superstructures."

FOR PRESTR CONC TX-GIRDER BRIDGES:
See Miscellaneous Slab Details, Prestr Concrete I-Girders (IGMS) standard sheet for bottom mat reinforcing.

DESIGN NOTES:

As a minimum, PMDF and support angles must be designed for the dead load of the form, reinforcement and concrete plus 50 psf for construction loads. Flexural stresses due to these design loads must not exceed 75 percent of the yield strength of the steel. Allowable stress for weld metal must be 12,400 psi.

Maximum deflection under the weight of forms, reinforcement and concrete or 120 psf, whichever is greater, shall not exceed the following:

1/180 of the form design span, but not more than 0.50", for design spans of 10' or less.

1/240 of the form design span, but not more than 0.75", for design spans greater than 10'.

1/240 of the form design span, but not more than 0.75", for all design spans of railroad overpass bridge spans fully or partially over railroad right-of-way, and for all bridge spans of railroad underpass structures.

The form design span must not be less than the clear distance between beam flanges, measured parallel to the form flutes, minus 2".

CONSTRUCTION NOTES:

Form sheets must not be permitted to rest directly on the top of beam flanges. Form sheets must be securely fastened to form supports and must have a minimum bearing length of one inch at each end. Form supports must be placed in direct contact with beam flanges.

All attachments must be made by permissible welds, screws, bolts, clips or other means shown on the the forming plans. All sheet metal assembly screws must be installed with torque-limiting devices to prevent stripping. Only welds or bolts must be used to support vertical loads.

Welding and welds must be in accordance with the provisions of Item 448, "Structural Field Welding", pertaining to fillet welds. All welds must be made by a qualified welder in accordance with Item 448.

All permanently exposed form metal, where the galvanized coating has been damaged, must be thoroughly cleaned and repaired in accordance with Item 445, "Galvanizing". Minor heat discoloration in areas of welds need not be touched up.

Flutes must line up uniformly across the entire width of the structure where main reinforcing steel is located in the flute.

Construction joints will not be permitted unless shown on the plans. The location of and forming details for any construction joint used must be shown on the forming plans. Forms below a construction joint must be removed after curing of the slab.

A sequence for uniform vibration of concrete must be approved by the Engineer prior to concrete placement. Attention must be given to prevent damage to the forms, yet provide proper vibration to prevent voids or honeycomb in the flutes and at headers and/or construction joints.

Texas Department of Transportation

Bridge Division Standard

PERMANENT METAL DECK FORMS

PMDF

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02-20: Modified box note by adding steel beams/girders and subsidiary.	DIST	COUNTY		SHEET NO.
12-21: Updated max deflection for RR.	YKM	LAVACA		184

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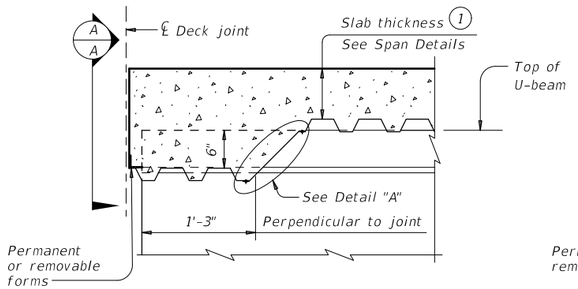
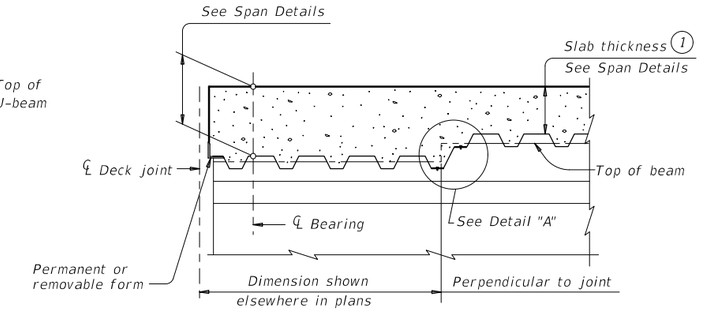
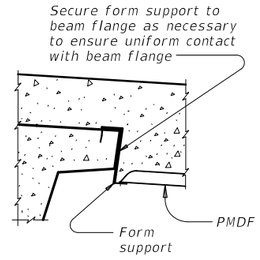


AT THICKENED SLAB END FOR U-BEAMS

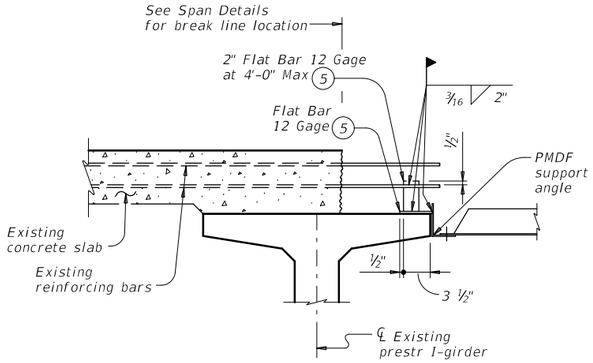


AT THICKENED SLAB END FOR PRESTRESSED I-BEAMS, I-GIRDERS AND STEEL BEAMS

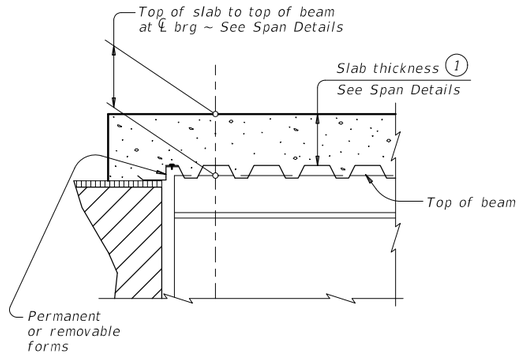
Showing I-beam block-out. No block-out for I-girders or steel beams.



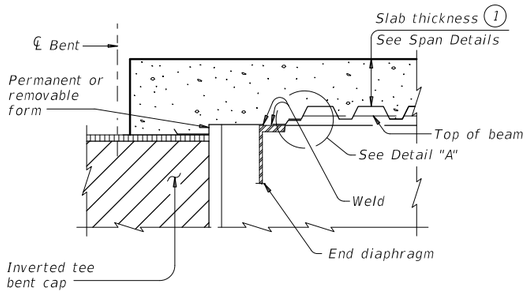
SECTION A-A



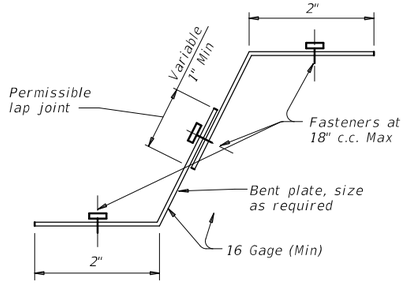
SHOWING PRESTRESSED CONCRETE I-BEAMS, I-GIRDERS AND U-BEAMS



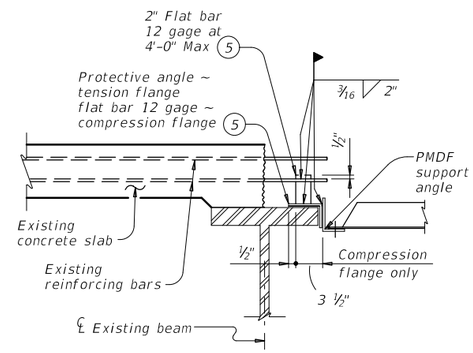
AT SLAB OVER ABUT BKWL OR INV TEE STEM FOR CONC BEAMS WITHOUT THICKENED SLAB END



AT SLAB OVER INV TEE STEM FOR STEEL BEAMS WITHOUT THICKENED SLAB END

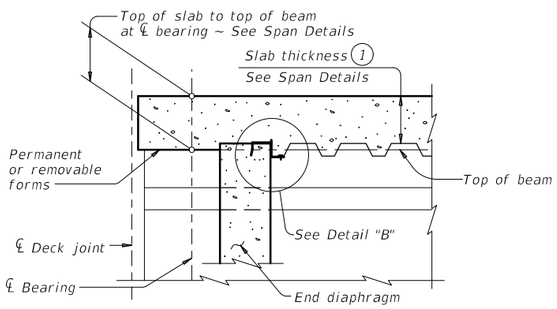


DETAIL "A"

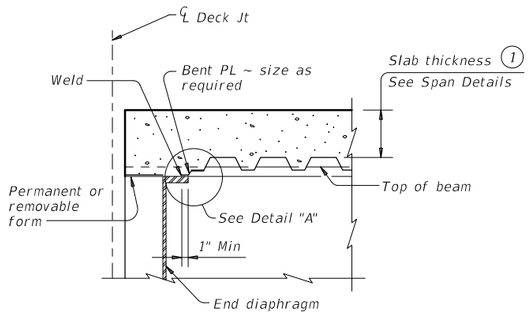


SHOWING STEEL BEAMS

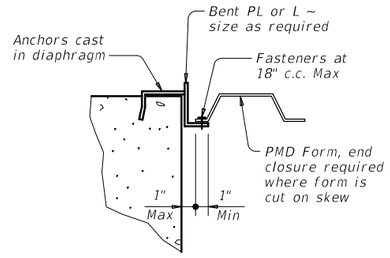
WIDENING DETAILS



AT CONC END DIAPHRAGM FOR PRESTRESSED I-BEAMS AND STEEL BEAMS



AT END DIAPHRAGM FOR STEEL BEAMS WITHOUT THICKENED SLAB END



DETAIL "B"

(1) Slab thickness minus 3/8" if corrugations match reinforcing bars

(5) Minimum yield stress of 12 gage bars shall be 40 ksi

DETAILS AT ENDS OF BEAMS

SHEET 2 OF 2

Texas Department of Transportation

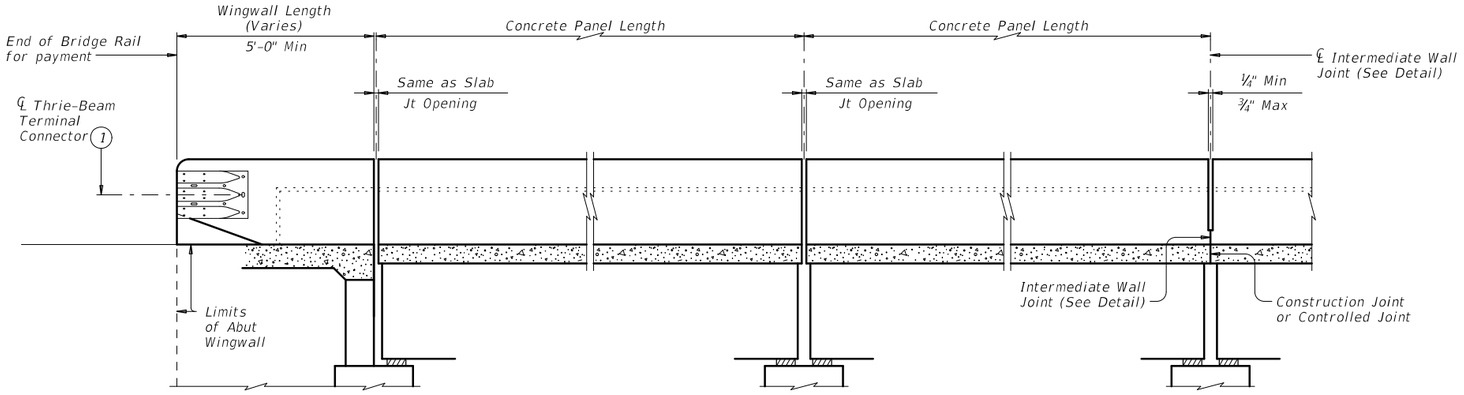
Bridge Division Standard

PERMANENT METAL DECK FORMS

PMDF

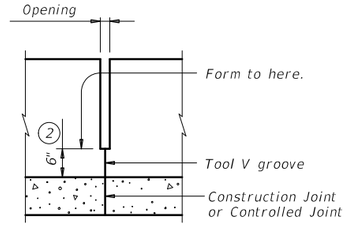
FILE: pmdfste1-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
02-20: Modified box note by adding steel beams/girders and subsidiary.	DIST	COUNTY		SHEET NO.
12-21: Updated max deflection for RR.	YKM	LAVACA		185

USER:
DATE: 11/10/2022
FILE: pmdfste1-21.dgn



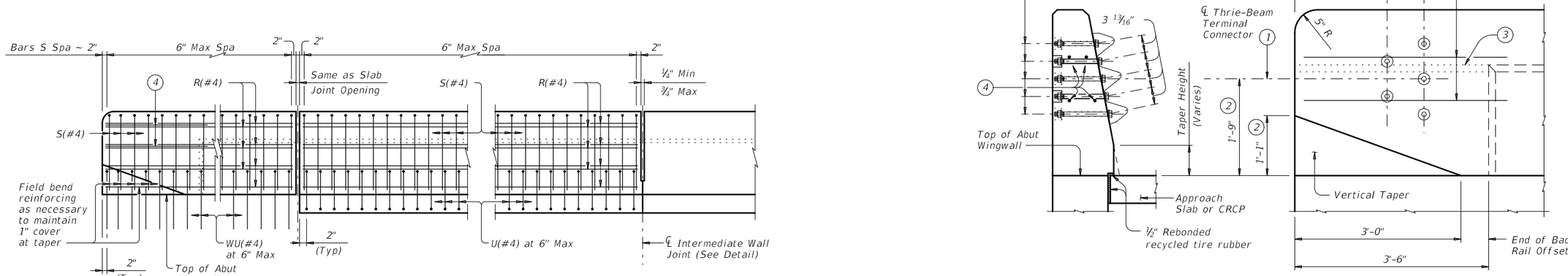
AT ABUTMENTS | AT BENTS WITH SLAB EXP JOINTS | AT BENTS WITHOUT SLAB EXP JOINTS

ROADWAY ELEVATION OF RAIL

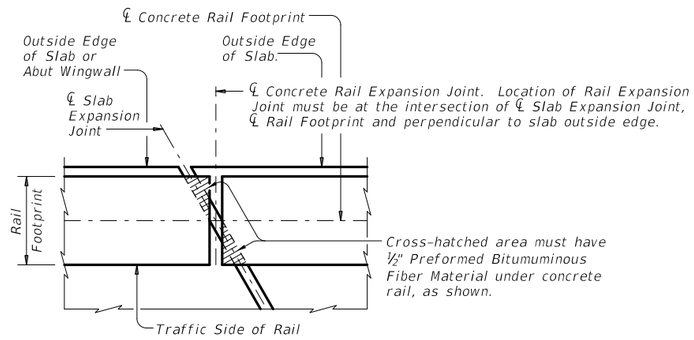


INTERMEDIATE WALL JOINT DETAIL

Provide at all interior bents without slab expansion joints.



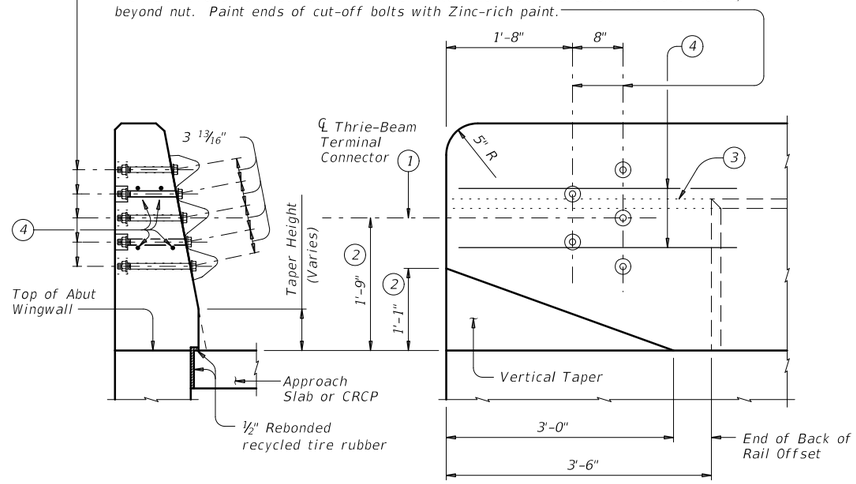
ELEVATION SHOWING TYPICAL REINFORCING PLACEMENT



PLAN OF RAIL AT EXPANSION JOINTS

Example showing Slab Expansion Joints without breakbacks.

℄ 5 ~ 1" Dia holes and 2 ½" Dia x 2" deep recesses. Form or core holes and recesses. Percussion drilling is not permitted. Adjust placement of reinforcing steel as necessary to avoid bolt holes and recesses. Bolt recesses are only required when pedestrian sidewalks are adjacent to back of rail. Tighten the 5 Terminal Connection Bolts in a well distributed pattern so to prevent damage or distortion of the Thrie-Beam Connection and the MBGF Transition. Cut bolts off after installation so as to extend no more than ¾" beyond nut. Paint ends of cut-off bolts with Zinc-rich paint.



SECTION | ELEVATION

TERMINAL CONNECTION DETAILS

1. Terminal Connectors and associated hardware are to be paid for under the Item "Metal Beam Guard Fence". Attach Metal Beam Guard Fence Transitions to the bridge rail and extend along the embankment unless otherwise shown in the plans.
2. Increase 2" for structures with Overlay.
3. Back of rail offset may, with Engineer's approval, be continued to the end of the railing.
4. Place 4 additional Bars R(#4) 3'-8" in length inside Bars S(#4) and centered 2'-0" from end of rail when Terminal Connections are required.

Texas Department of Transportation | Bridge Division Standard

TRAFFIC RAIL
SINGLE SLOPE

TYPE SSTR

FILE: rlstd014-19.dgn	DN: TxDOT	CK: TxDOT	DW: JTR	CK: TxDOT
©TxDOT September 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		186

USER:
DATE: 11/10/2022
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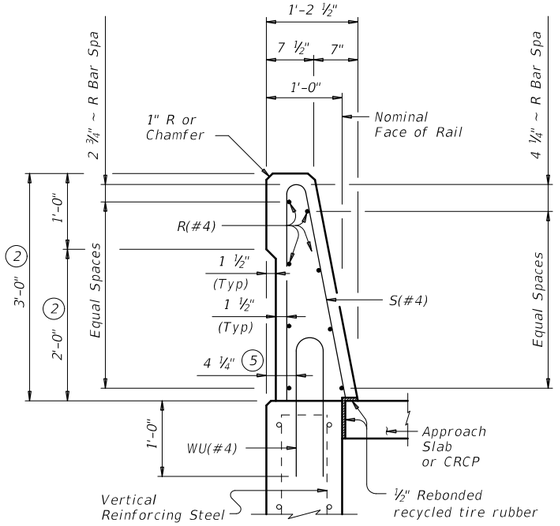
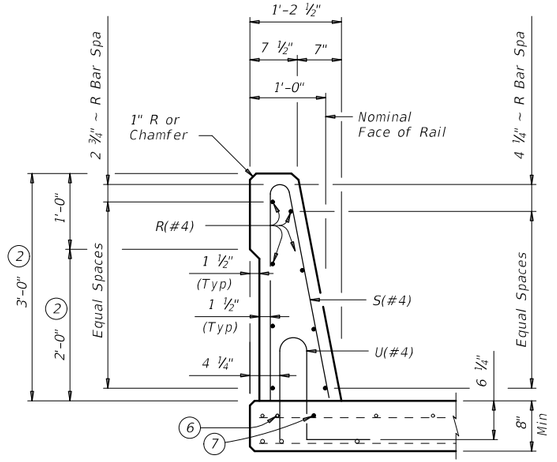


ON ABUTMENT WINGWALLS OR CIP RETAINING WALLS



ON BRIDGE SLAB

SECTIONS THRU RAIL

(2) Increase 2" for structures with Overlay.

(5) 5 ¼" when vertical reinforcing has closer clear cover over horizontal reinforcing in abutment wingwalls or retaining walls on traffic side of wall.

(6) As an aid in supporting reinforcement, additional longitudinal bars may be used in the slab with the approval of the Engineer. Such bars must be furnished at the Contractor's expense.

(7) Top longitudinal slab bar may be adjusted laterally 3" plus or minus to tie reinforcing.

(8) No longitudinal wires may be within upper bend.

(9) Bend or cut as required to clear drain slots.

(10) Space U(#4) bars at 4" Max when end region of panel length is less than 6'-0" to side slot drain. Space U(#4) bars at 6" Max when end region of panel length is 6'-0" and greator to side slot drain.

CONSTRUCTION NOTES:

This railing may be constructed by the slipform process when approved by the Engineer, with equipment approved by the Engineer. Provide sensor control for both line and grade. Tack welding to provide bracing for slipform operations is acceptable. Welding may be performed at a minimum spacing of 3 ft between the cage and the anchorage. It is permissible to weld to bars U, WU and S at any location on the cage. If increased bracing is needed, provide additional anchorage devices and weld in the upper two thirds of the cage. Paint welded areas on epoxy coated and/or galvanized reinforcing with an organic zinc rich paint in accordance with Item 445 "Galvanizing".

If rail is slipformed, apply an heavy epoxy bead 1" behind toe of traffic side of rail to concrete deck just prior to slip forming. Provide a ⅜" width x ¼" tall heavy epoxy bead with Type III, Class C or a Type V epoxy.

The back of railing must be vertical unless otherwise shown in the plans or approved by the Engineer.

MATERIAL NOTES:

Provide Class "C" concrete. Provide Class "C" (HPC) if required elsewhere.

Provide Grade 60 reinforcing steel.

Epoxy coat or galvanize all reinforcing steel if slab bars are epoxy coated or galvanized.

Deformed Welded Wire Reinforcement (WWR) (ASTM A1064) of equal size and spacing may be substituted for Bars U and WU unless noted otherwise. Deformed WWR (ASTM A1064) may be substituted for Bars R and S, as shown. Combinations of reinforcing steel and WWR or configurations of WWR other than shown are permitted if conditions in the table are satisfied. Provide the same laps as required for reinforcing bars.

Provide bar laps, where required, as follows:

Uncoated or galvanized ~ #4 = 1'-7"

Epoxy coated ~ #4 = 2'-5"

GENERAL NOTES:

This rail has been successfully evaluated by full-scale crash test to meet MASH TL-4 criteria. This rail can be used for speeds of 50 mph and greater when a TL-3 rated guard fence transition is used. When a TL-2 rated guard fence transition is used, this rail can only be used for speeds of 45 mph and less.

Do not use this railing on bridges with expansion joints providing more than 5" movement.

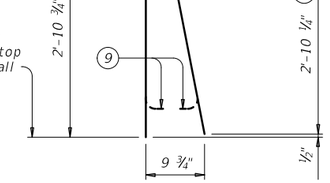
Rail anchorage details shown on this standard may require modification for select structure types. See appropriate details elsewhere in plans for these modifications.

Shop drawings will not be required for this rail.

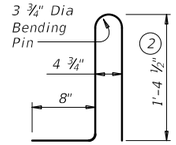
Average weight of railing with no overlay is 376 plf.

Cover dimensions are clear dimensions, unless noted otherwise.

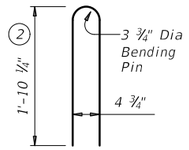
Reinforcing bar dimensions shown are out-to-out of bar.



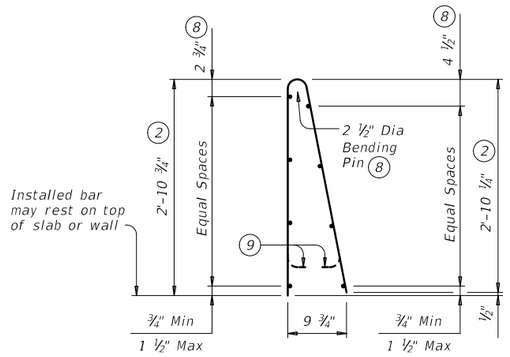
BARS S (#4)



BARS U (#4)

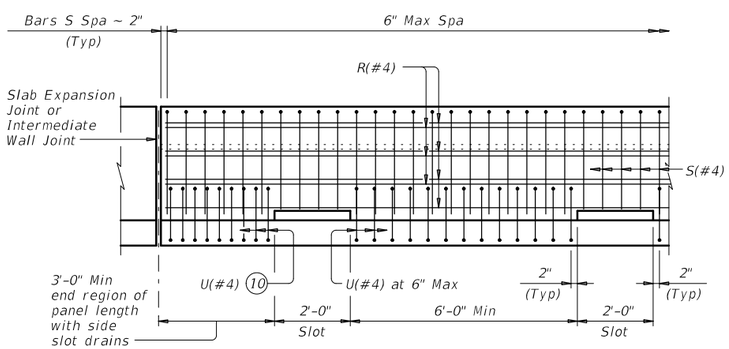


BARS WU (#4)



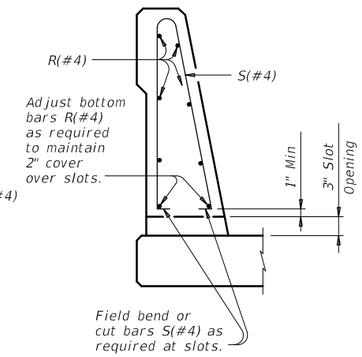
OPTIONAL WELDED WIRE REINFORCEMENT (WWR)

DESCRIPTION	LONGITUDINAL WIRES	VERTICAL WIRES
Minimum (Cumulative Total) Wire Area	1.067 Sq In.	0.267 Sq In. per Ft
	No. of Wires	Spacing
Minimum	8	4"
Maximum	10	8"
Maximum Wire Size Differential	The smaller wire must have an area of 40% or more of the larger wire.	



OPTIONAL SIDE SLOT DRAIN DETAIL

Note: Side Slot Drains may be used where shown elsewhere on the plans or as directed by the Engineer. Drains should not be placed over railroad tracks, lower roadways, or sidewalks. When this rail is used as a separator between a roadway surface and a sidewalk surface, side drain slots will not be permitted.



SECTION THRU OPTIONAL SIDE SLOT DRAIN

Texas Department of Transportation

Bridge Division Standard

TRAFFIC RAIL SINGLE SLOPE

TYPE SSTR

FILE: rlstd014-19.dgn	DN: TxDOT	CK: TxDOT	DW: JTR	CK: TxDOT
©TxDOT September 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		187

USER:
DATE: 11/10/2022
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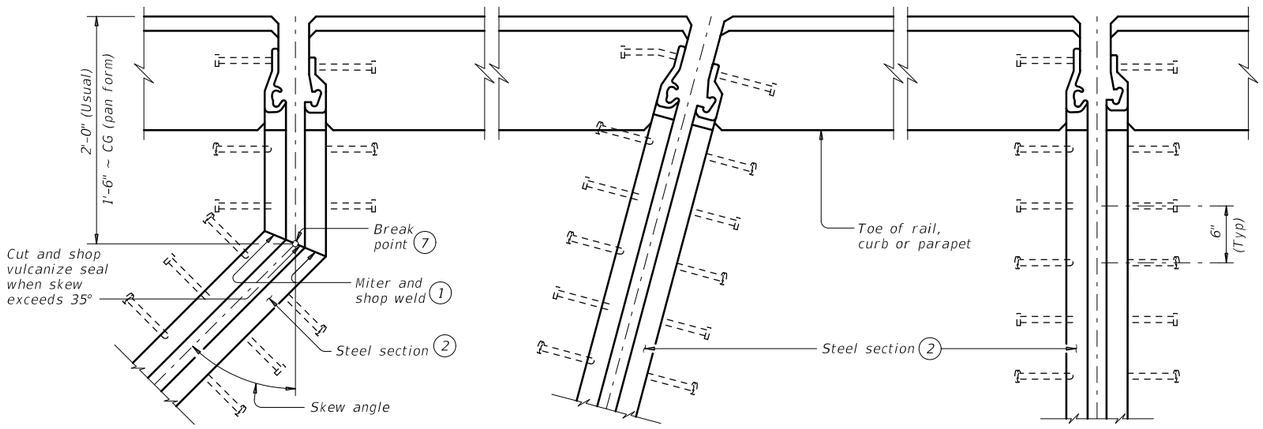
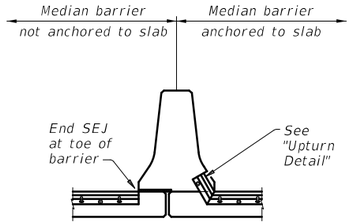


SHOWING SKEWS WITH SLAB BREAKBACKS

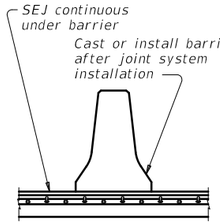
SHOWING SKEWS WITHOUT SLAB BREAKBACKS

SHOWING WITHOUT SKEWS AND SLAB BREAKBACKS

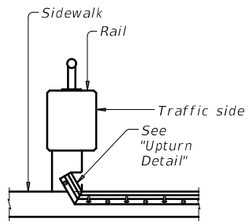
PLANS OF END CONDITIONS



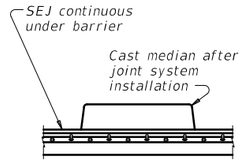
WITH OPEN DECK JOINT BELOW MEDIAN BARRIER



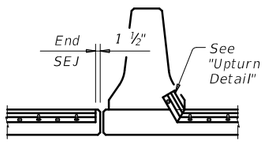
AT MEDIAN BARRIER



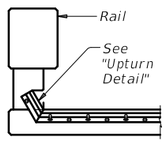
AT SIDEWALK BEHIND BRIDGE RAIL



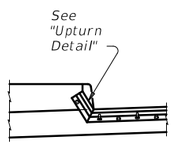
AT RAISED MEDIAN



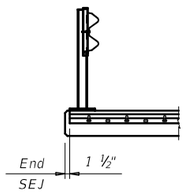
WITH OPEN DECK JOINT ADJACENT TO MEDIAN BARRIER



AT CONCRETE BRIDGE RAIL

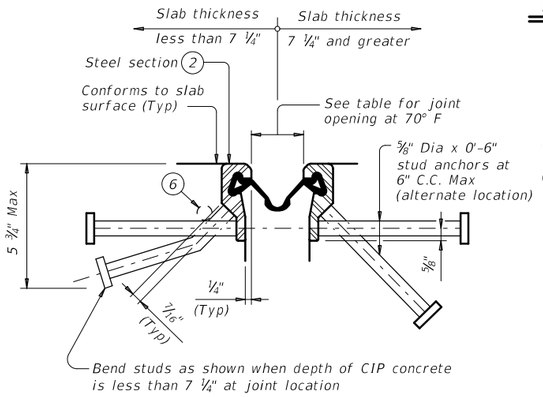


AT SIDEWALK

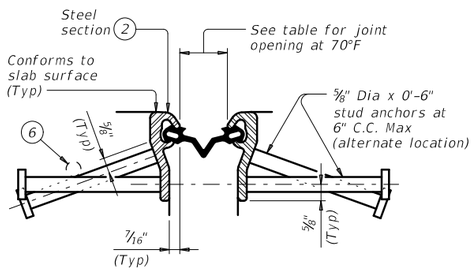


AT STEEL POST BRIDGE RAIL

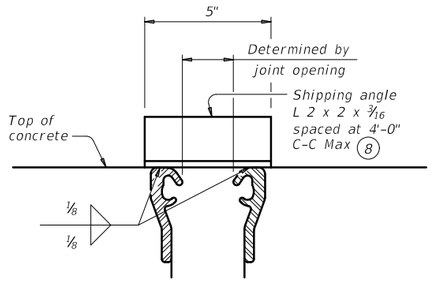
TYPICAL SECTIONS (5)



SECTION THRU WATSON BOWMAN ACME (SE-400 OR SE-500) JOINTS



SECTION THRU D.S. BROWN (A2R-400 OR A2R-XTRA) JOINTS



SHOWING D.S. BROWN (Ty SSCM2)
(All joints are similar.) (Studs are not shown for clarity.)

SHIPPING ANGLE

An alternate method of securing joint sections may be used if approved by the Bridge Division. Erection bolts are not allowed.

TABLE OF SEALED EXPANSION JOINT INFORMATION

MANUFACTURER	STEEL SECTION (2)	STRIP SEAL			
		4" JOINT		5" JOINT	
		Seal Type	Joint Opening (3)	Seal Type	Joint Opening (3)
D.S. Brown	Type SSCM2	A2R-400	1 ¾"	A2R-XTRA	2"
Watson Bowman Acme	Type R	SE-400	1 ¾"	SE-500	2"

REDUCED LONGITUDINAL MOVEMENT RANGE

SKEW (deg)	JOINT SIZE	
	4"	5"
0	4.0"	5.0"
15	4.0"	5.0"
30	3.5"	4.3"
45	2.8"	3.5"

DESIGN NOTES:

Joints installed on a skew have reduced ability to accommodate longitudinal movement. Use table values to determine the correct joint size for skewed installations.

For other skews over 25 degrees, calculate reduced movement range by multiplying joint size by cosine (skew).

(1) Remove all burrs which will be in contact with seal prior to making splice.

(2) Shape of steel section shown is typical. Variations in sections must be approved by the Engineer.

(3) These openings are also the recommended minimum installation openings.

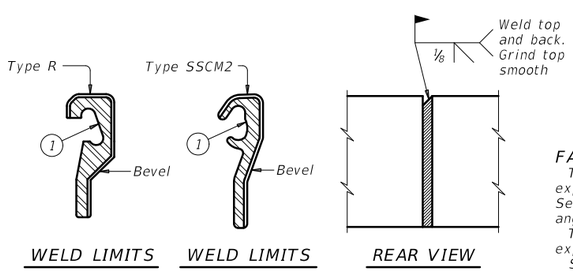
(4) Reduce for sidewalk or parapet heights less than 6".

(5) Other conditions affecting the joint profile should be noted elsewhere.

(6) Move transverse bars that are in conflict with SEJ studs, in either the bridge slab or approach slab, to rest at the junction of the studs.

(7) See Span details for location of break point.

(8) Align shipping angle perpendicular to joint.



WELD LIMITS WELD LIMITS REAR VIEW

FIELD SPLICE DETAIL

FABRICATION NOTES:

Temporarily shop assemble corresponding sections of sealed expansion joints (SEJ), check for fit, and match mark for shipment. Secure corresponding sections together for shipment with shipping angle. Do not use erection bolts.

The seal must be continuous and included in the price bid for sealed expansion joint.

Ship steel sections in convenient lengths of 10'-0" Min and 24'-0" Max unless necessary for staged construction or widenings. One shop splice is permitted in each shipping length provided no piece is less than 2'-0" long and sufficient studs are added to limit the stud to shop splice distance to 2" Min and 4" Max.

Weld studs in accordance with AWS D1.1.

Butt weld all shop and field splices and grind smooth areas in contact with seal. Make all necessary field splice joint preparations in the shop.

Paint the entire steel section with System II or IV primer in accordance with Item 446, "Field Cleaning and Painting Steel", unless required to galvanize when shown in the plans. Provide galvanizing in accordance with Item 445, "Galvanizing". Provide paints in accordance with Item 446.2. Prepare steel and apply paint in accordance with Item 446.4.7.3 and 446.4.7.4.

Shop drawings for the fabrication of sealed expansion joints will not require the Engineer's approval if fabrication is in accordance with the details shown on this standard.

CONSTRUCTION NOTES:

Secure the sealed expansion joint in position and place to the proper grade and alignment by welding braces to adjacent reinforcing steel, to prestressed beam stirrups, or to anchors cast in concrete diaphragms. Include cost of temporary bracing in the price bid for sealed expansion joint.

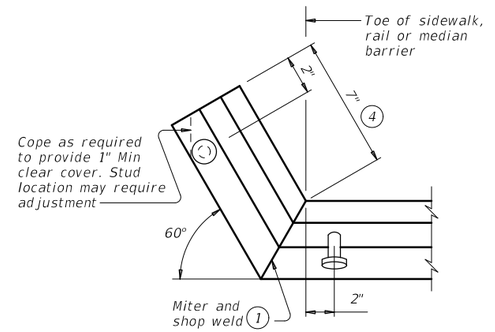
Remove shipping angle immediately after each joint half is secured in place. Grind smooth, and touch up with organic zinc-rich paint.

Clean and prepare seal cavity for seal installation as per the Manufacturer's installation procedures.

GENERAL NOTES:

Provide sealed expansion joints in the size and at locations shown on the plans.

Minimum slab and overhang thickness required for the use of SEJ-M is 6 ½".



UPTURN DETAIL

Texas Department of Transportation

Bridge Division Standard

SEALED EXPANSION JOINT TYPE M WITHOUT OVERLAY

SEJ-M

FILE: sejmste1-19.dgn	DN: TxDOT	CK: TxDOT	DW: JTR	CK: JMH
©TxDOT April 2019 REVISIONS	CONT	SECT	JOB	HIGHWAY
	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		188

USER:
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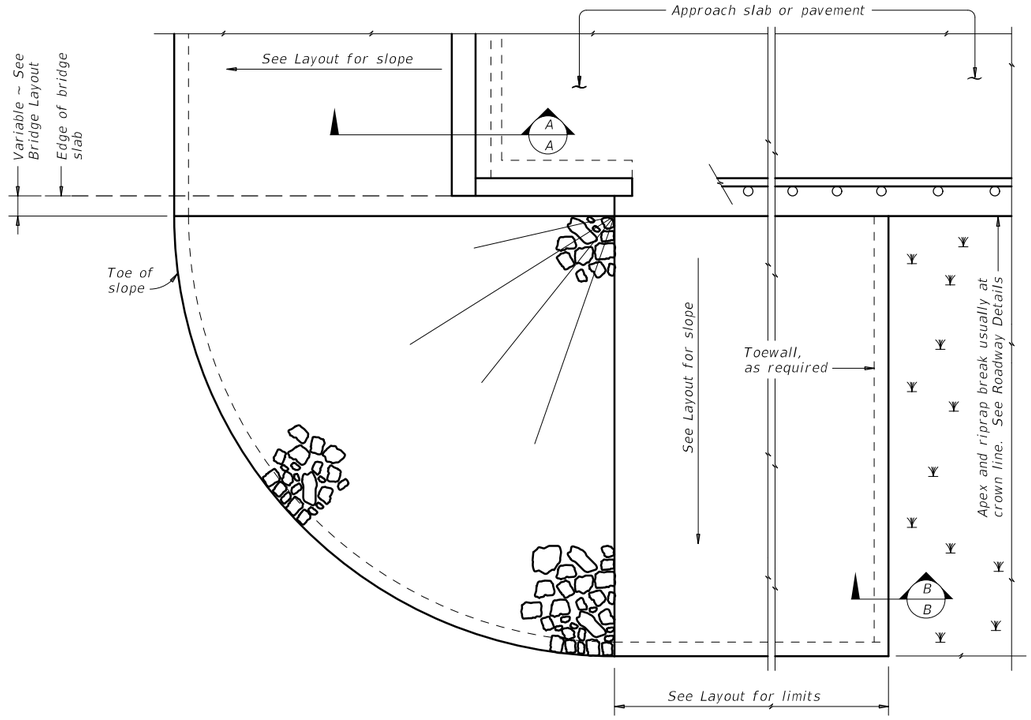
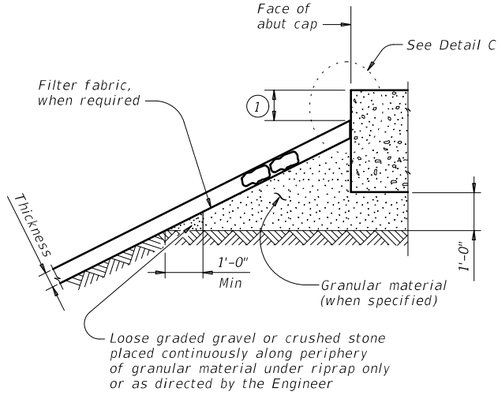
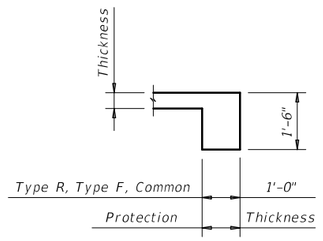


PLAN

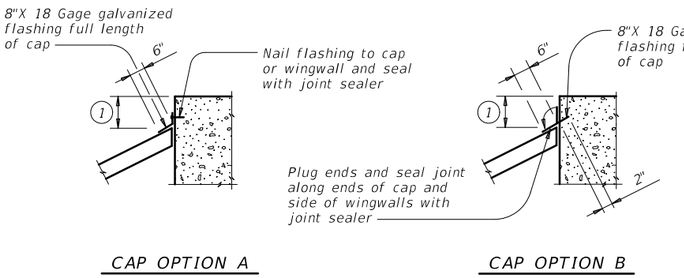


SECTION A-A AT CAP



SECTION B-B

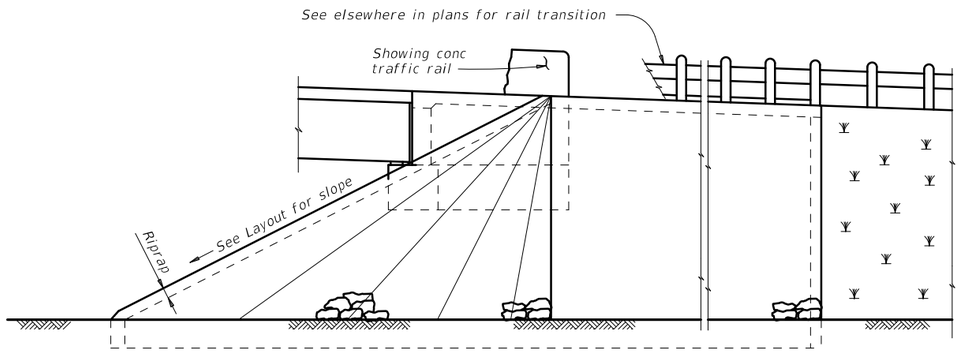
Provide toewall when shoulder drain is located adjacent to limits of stone riprap. Omit toewall when thickness of protection riprap is greater than 18".



CAP OPTION A

CAP OPTION B

DETAIL C



ELEVATION

GENERAL NOTES:
Refer to Item 432, "Riprap" for stone size and gradation, and construction details. See Layout for limits and thickness of riprap specified.
See elsewhere in plans for locations and details of shoulder drains.

(1) Top of cap to top of riprap dimension varies as directed by the Engineer. Provide 9" Min for beam/slab type bridges and 1'-6" for slab span, box beam, or slab beam bridges.

Texas Department of Transportation

Bridge Division Standard

STONE RIPRAP

SRR

FILE: srrstde1-19.dgn	DN: AES		CK: JGD	DW: BWH		CK: AES	
©TxDOT April 2019	CONT	SECT	JOB		HIGHWAY		
REVISIONS	0346	06	050		SH 111		
	DIST	COUNTY				SHEET NO.	
	YKM	LAVACA				189	

USER:
DATE: 11/10/2022
FILE: srrstde1-19.dgn

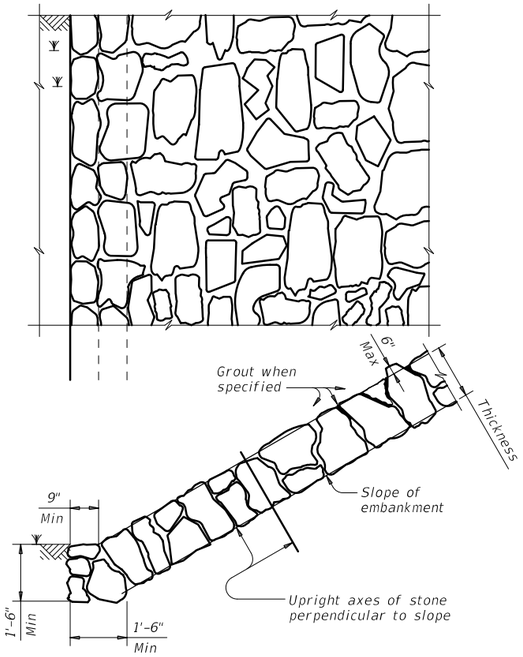


FIGURE 1 ~ TYPE R STONE RIPRAP

dry or grouted

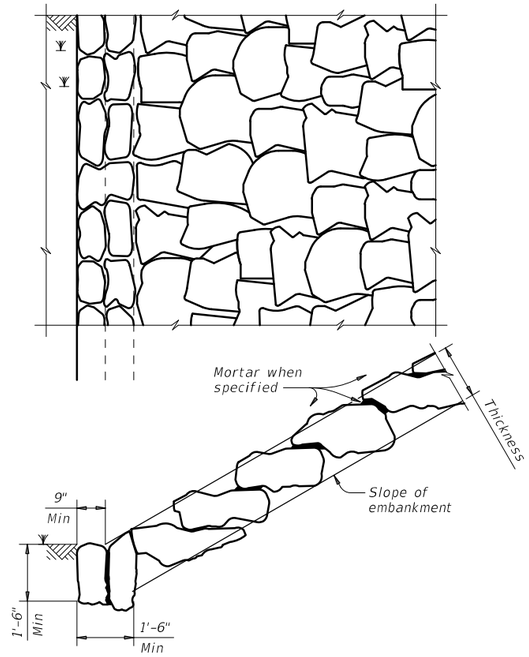


FIGURE 2 ~ TYPE F STONE RIPRAP

dry or mortared

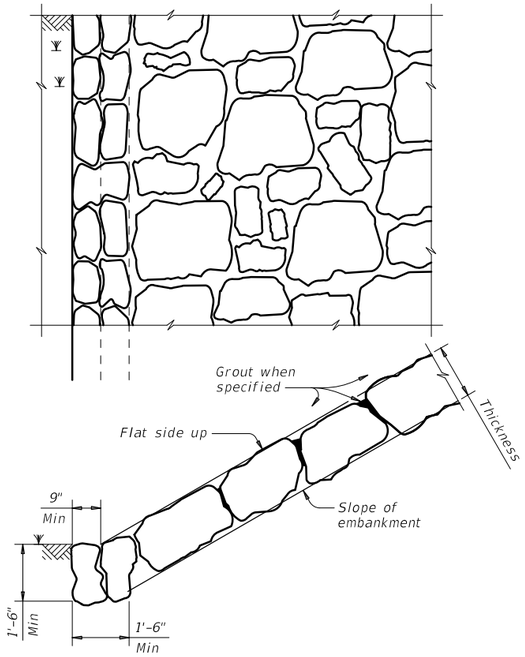


FIGURE 3 ~ TYPE F STONE RIPRAP

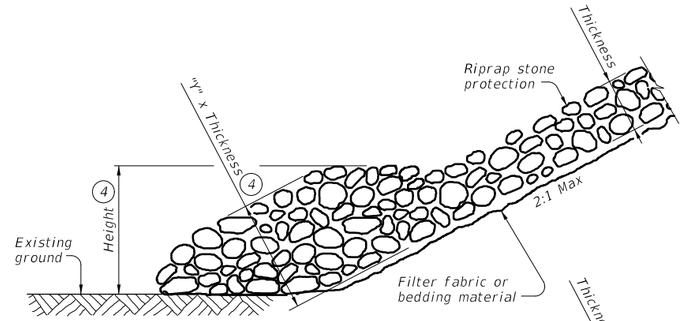
grouted

(2) Provide bedding material instead of filter fabric if shown elsewhere in plans. See Layout for thickness of bedding material.

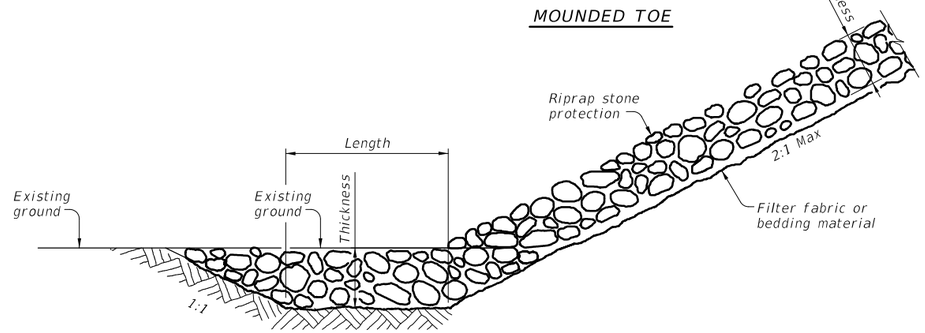
(3) Minimum toe depth is the larger of the maximum scour depth or 2 times the riprap thickness.

(4) "Y" and Height need to be defined. See layout or detail sheet for values if this option is used.

(5) List Stone Protection as size (XX inch) and thickness (YY inch) on the layout.
Example: Riprap (Stone Protection) XX inch, Thickness = YY inch.



MOUNDED TOE



EXTENDED ROCK FILLED TRENCH

PROTECTION STONE RIPRAP TOE OPTIONS (5)

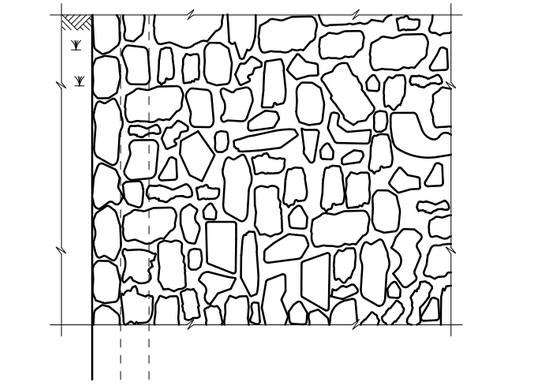


FIGURE 4 ~ COMMON STONE RIPRAP

dry or grouted

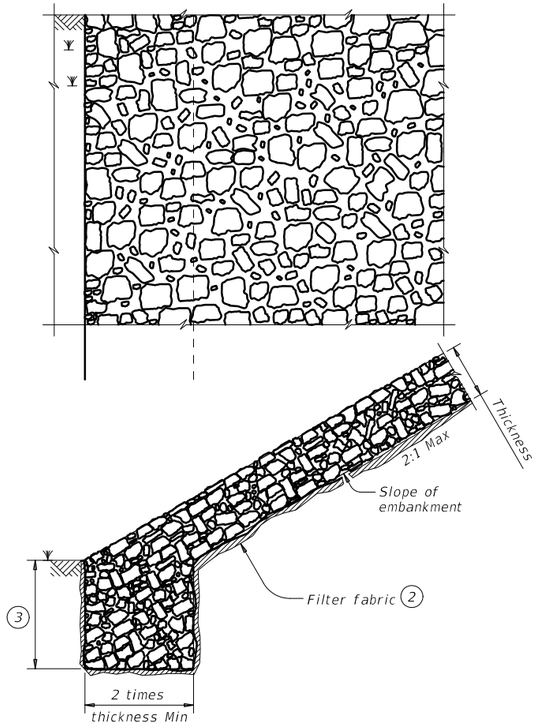


FIGURE 5 ~ PROTECTION STONE RIPRAP (5)

SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

STONE RIPRAP

SRR

FILE: srrstde1-19.dgn	DN: AES	CK: JGD	DW: BWH	CK: AES
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		190

USER: 11/10/2022
DATE: srrstde1-19.dgn
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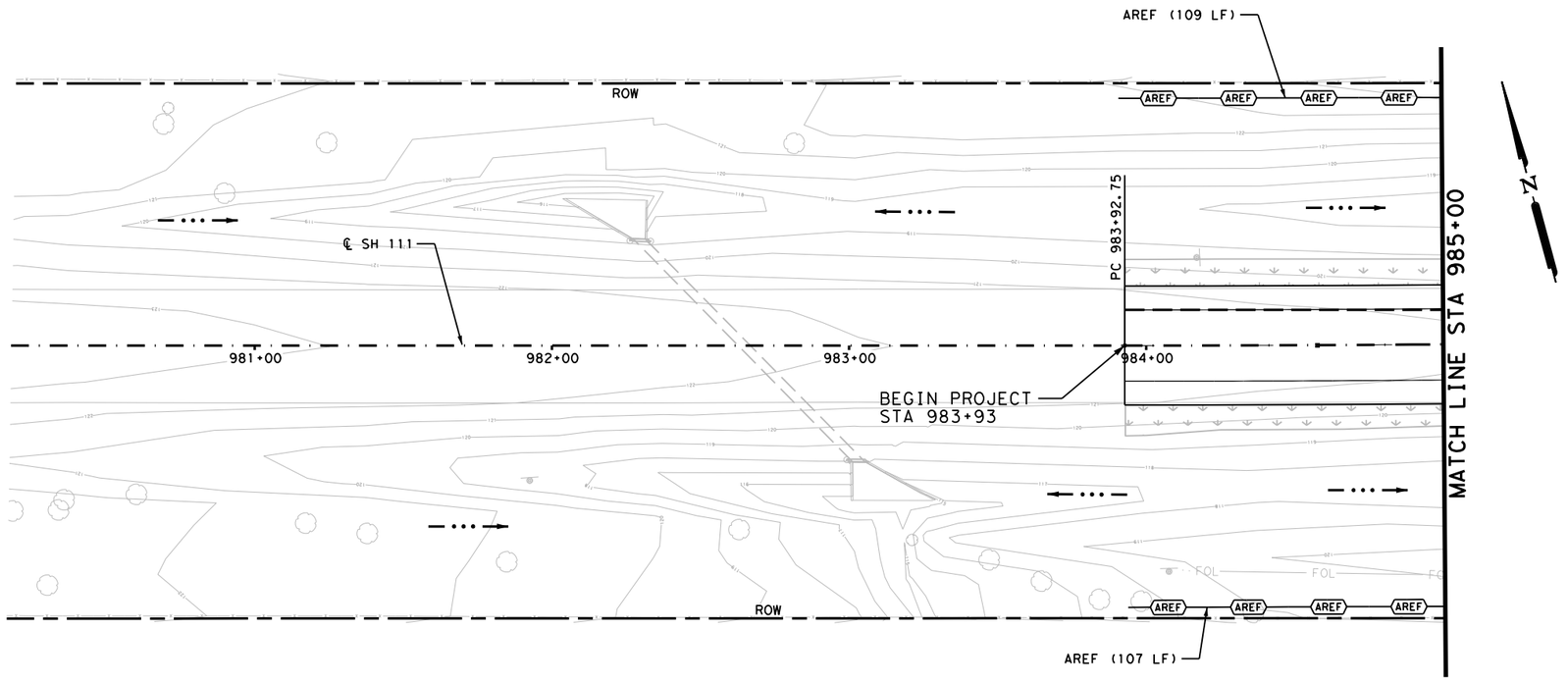

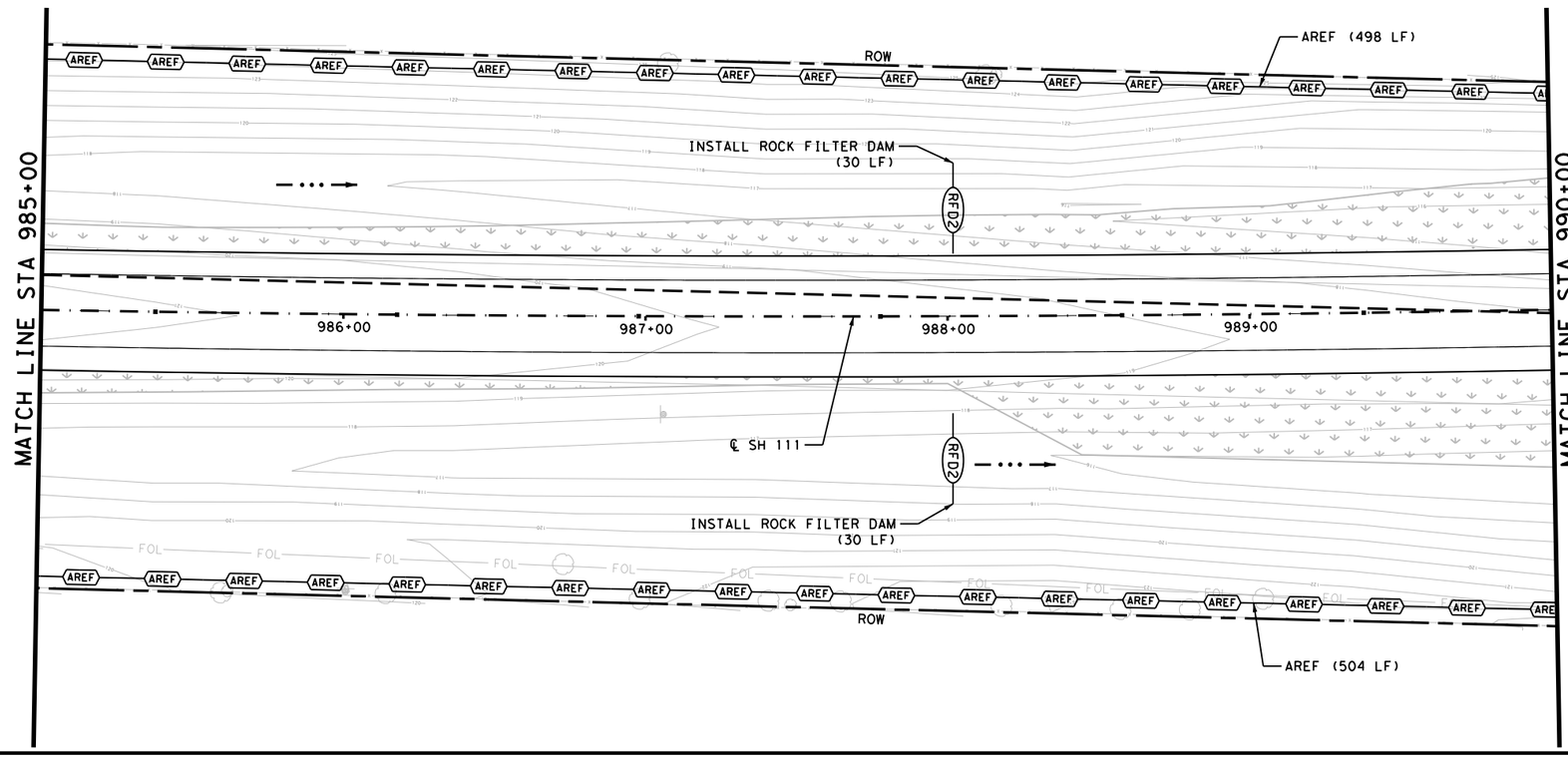

SWP3 LEGEND

- SCF — SEDIMENT CONTROL FENCE
- RFD1 — ROCK FILTER DAM (TY 1)
- FLOW ARROW
- SEEDING
- TOPSOIL (4 IN)
- SOIL RETENTION BLANKET

NOTES:

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DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

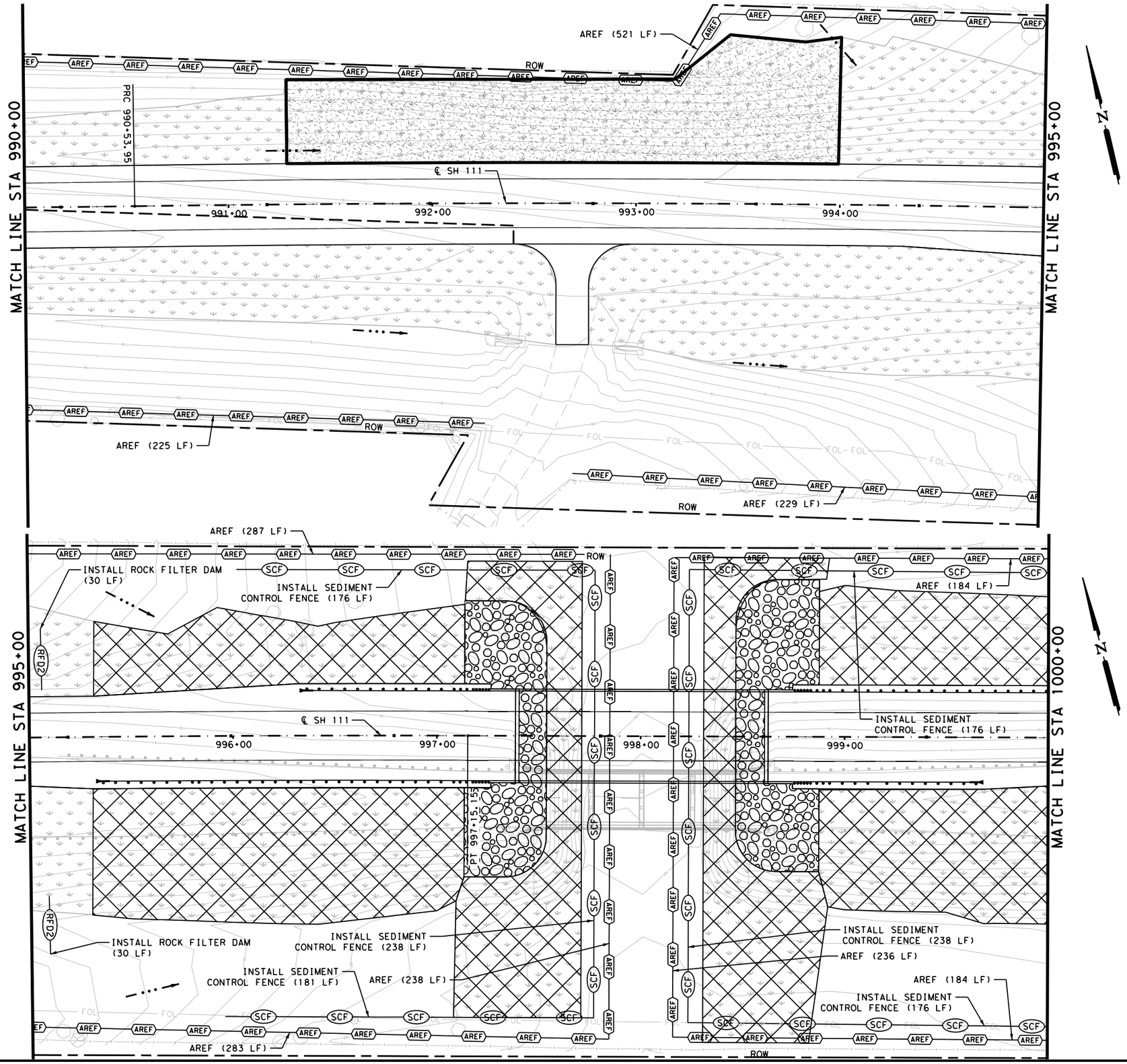
SH 111 AT LAVACA RIVER

SWP3 LAYOUT

BEGIN TO STA 990+00

SHEET 1 OF 9

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	191



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SH 111 AT LAVACA RIVER

SWP3 LAYOUT

STA 990+00 TO STA 1000+00

SHEET 2 OF 9

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	192

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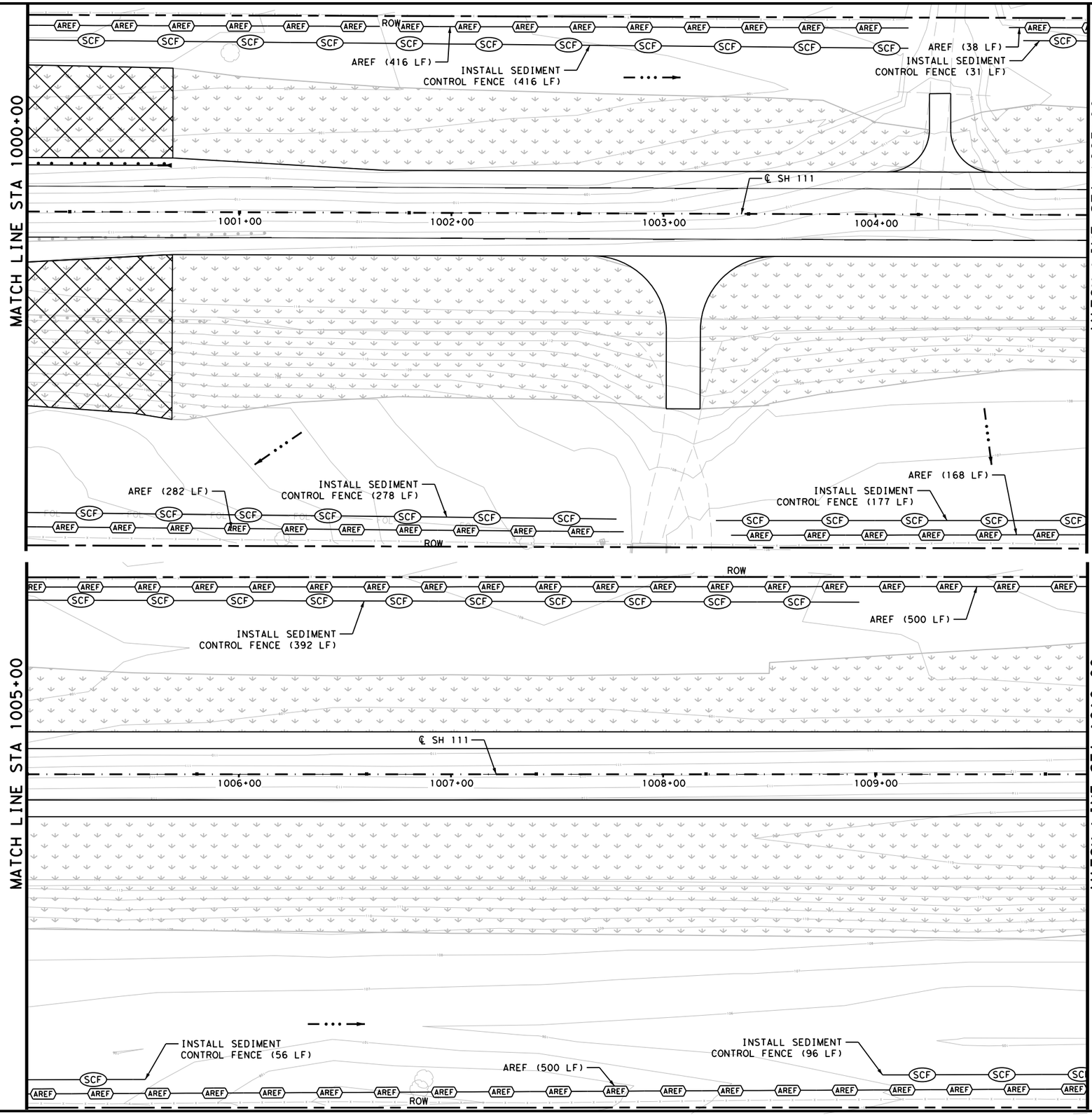

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CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

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STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

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TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

SWP3 LAYOUT

STA 1000+00 TO STA 1010+00

SHEET 3 OF 9

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	193

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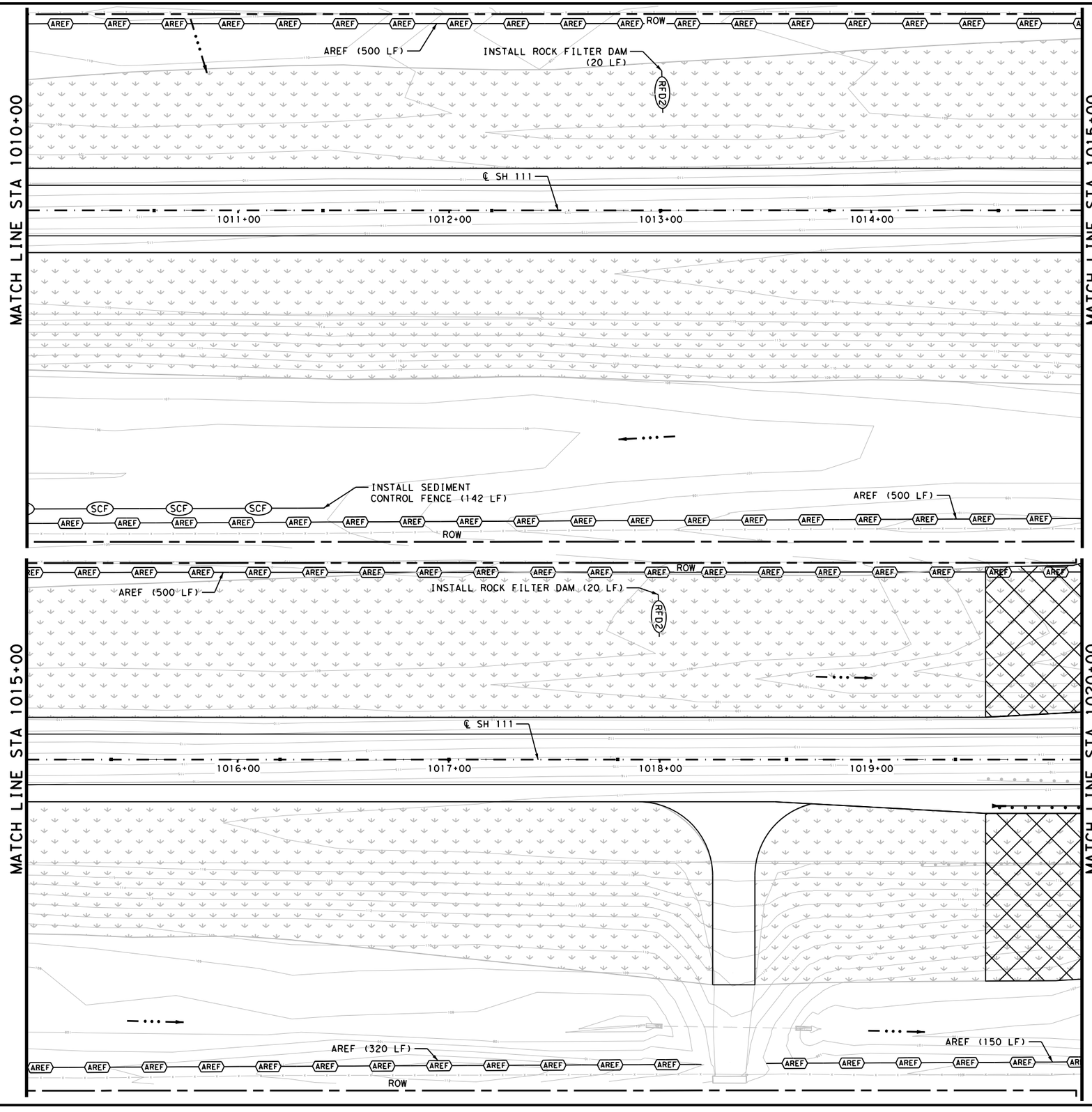

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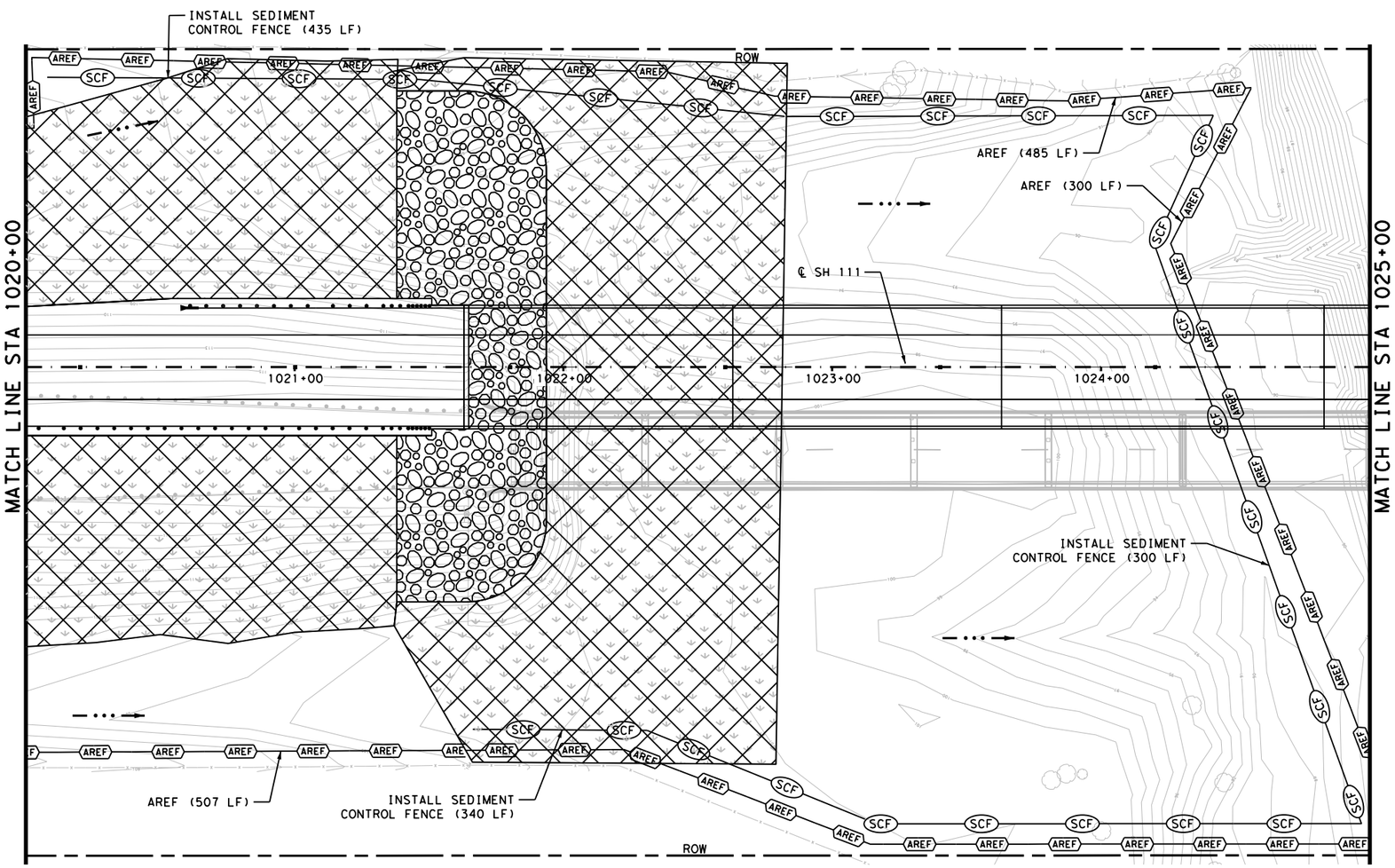
SH 111 AT LAVACA RIVER

SWP3 LAYOUT

STA 1010+00 TO STA 1020+00

SHEET 4 OF 9

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	194



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SH 111 AT LAVACA RIVER

SWP3 LAYOUT

STA 1020+00 TO STA 1025+00

SHEET 5 OF 9

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	195

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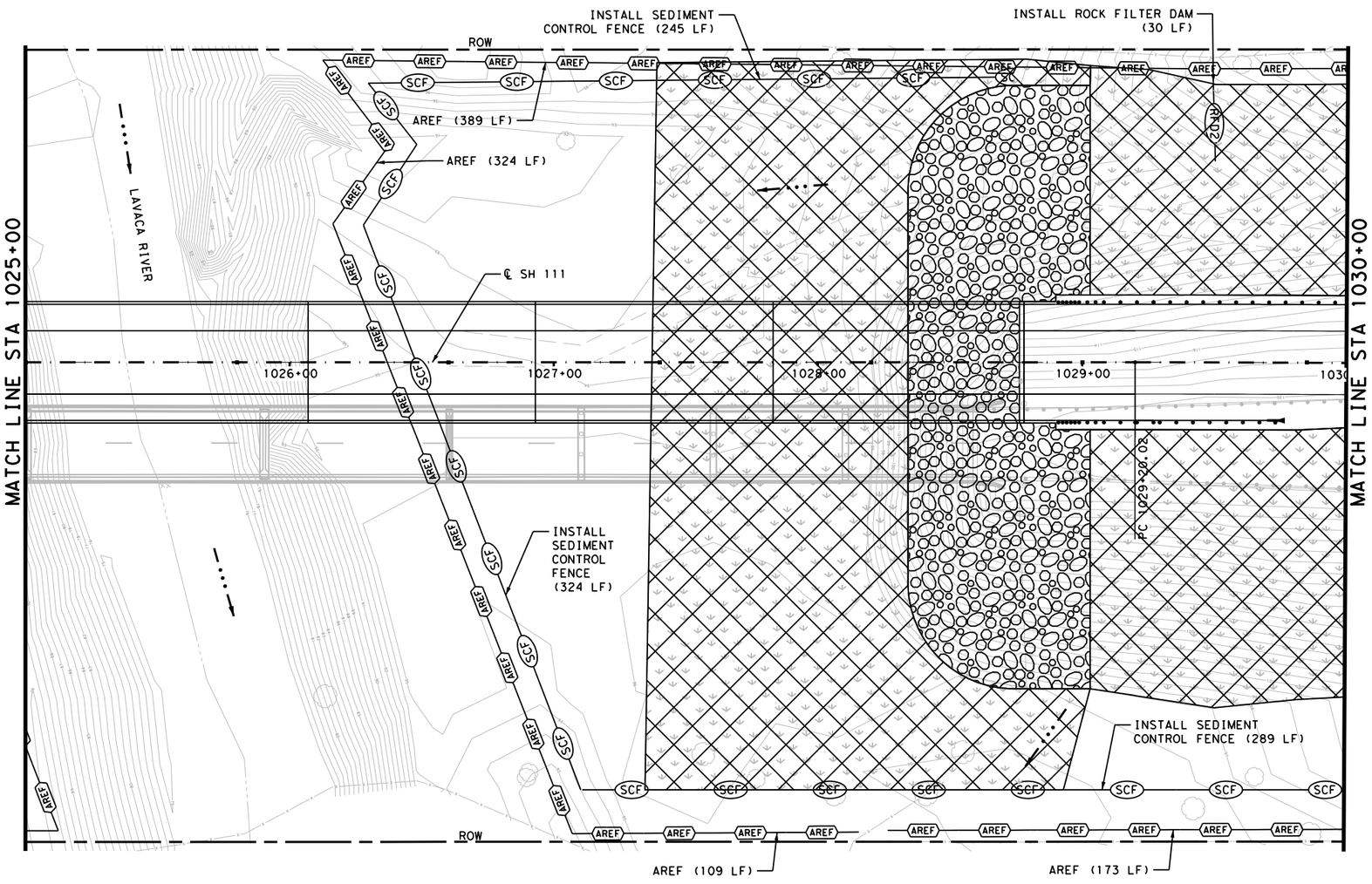

SWP3 LEGEND

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CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

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LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

SAN ANTONIO I AUSTIN I HOUSTON I FORT WORTH I DALLAS
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TEXAS ENGINEERING FIRM #470 I TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

SWP3 LAYOUT

STA 1025+00 TO STA 1030+00

SHEET 6 OF 9

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
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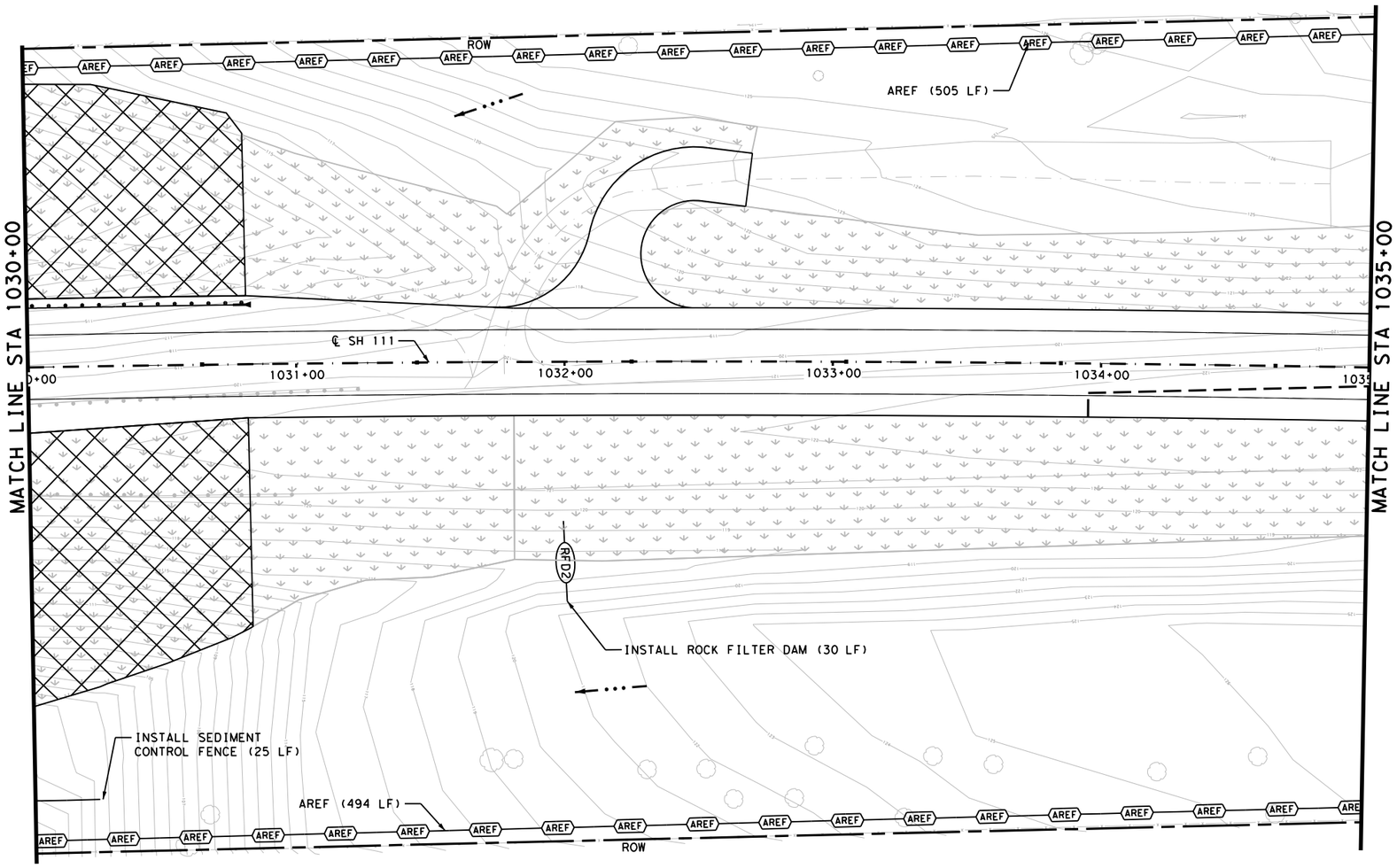

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STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

SWP3 LAYOUT

STA 1030+00 TO STA 1035+00

SHEET 7 OF 9

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	197

Plotted on: 12/13/2023

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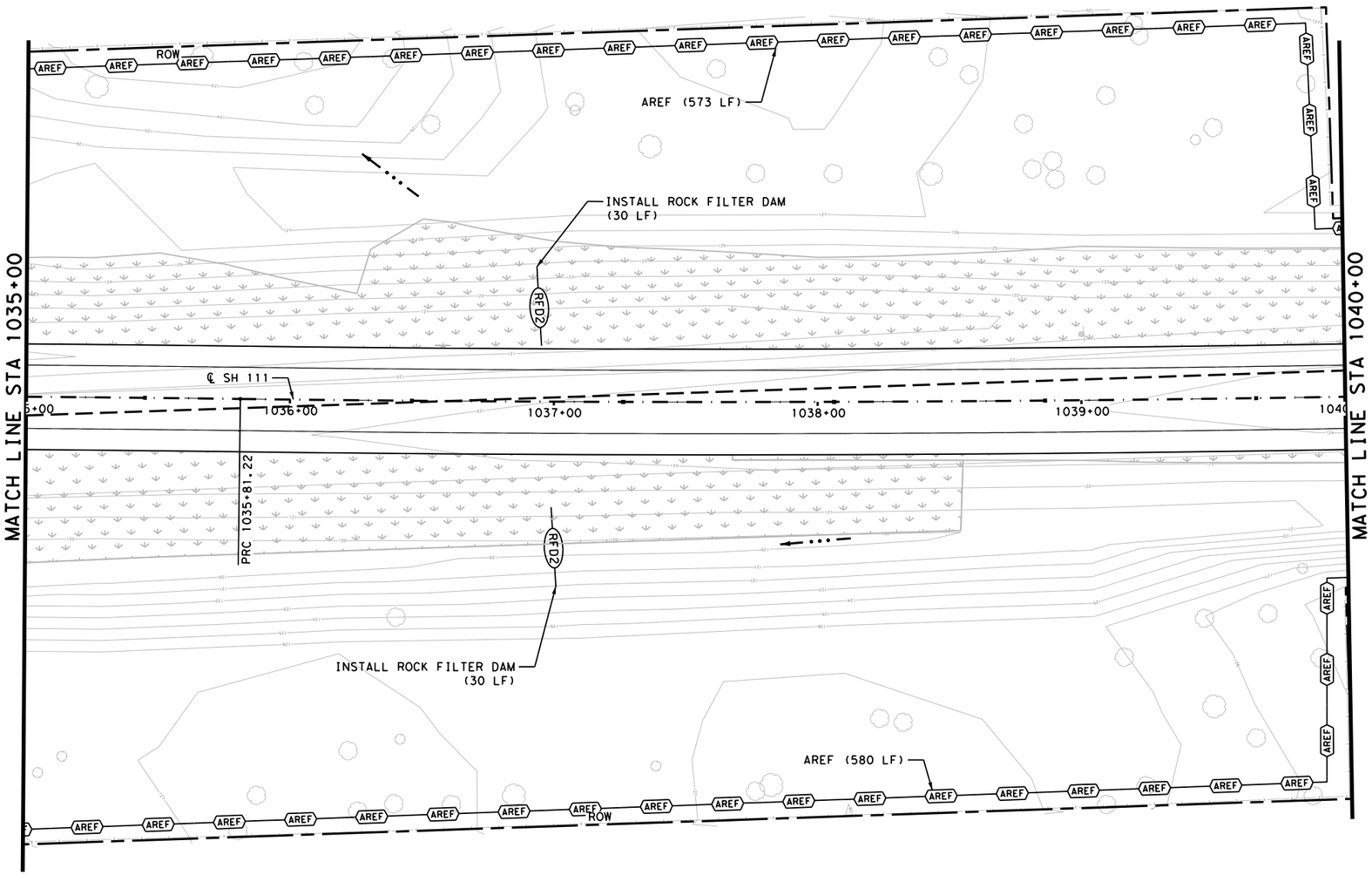

SWP3 LEGEND

- SCF — SEDIMENT CONTROL FENCE
- RFD1 — ROCK FILTER DAM (TY 1)
- FLOW ARROW
- SEEDING
- TOPSOIL (4 IN)
- SOIL RETENTION BLANKET

NOTES:

1. REFER TO TEMPORARY EROSION CONTROL MEASURE STANDARDS FOR MORE INFORMATION.
2. SWP3 CONTROL MEASURES INSTALLED DURING CONSTRUCTION ARE TO REMAIN IN PLACE UNTIL GRASS COVER IS ACHIEVED OR AS APPROVED BY THE ENGINEER.
3. SWP3 CONTROL MAY NEED TO BE MODIFIED IN THE FIELD TO ACCOMPLISH THE DESIRED AFFECT. ALL MODIFICATIONS ARE TO BE NOTED ON THIS SHEET AND SIGNED BY THE RESPONSIBLE PARTY.
4. ALL SWP3 CONTROLS ARE TO BE MAINTAINED AND IN WORKING CONDITION AT ALL TIMES.

TEMPORARY SEDIMENT CONTROL FENCE SHOULD BE PLACED ON CONSTRUCTION EASEMENT LIMIT LINE WHENEVER PRESENT. IF NO CONSTRUCTION EASEMENT EXISTS IN AREA THEN PLACE ON RIGHT-OF-WAY LINE. TEMPORARY SEDIMENT CONTROL FENCE IS PURPOSELY SHOWN OFF-SET FROM SAID LINES FOR VISUAL CLARITY.

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

SWP3 LAYOUT

STA 1035+00 TO STA 1040+00

SHEET 8 OF 9

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	198

Plotted on: 12/13/2023

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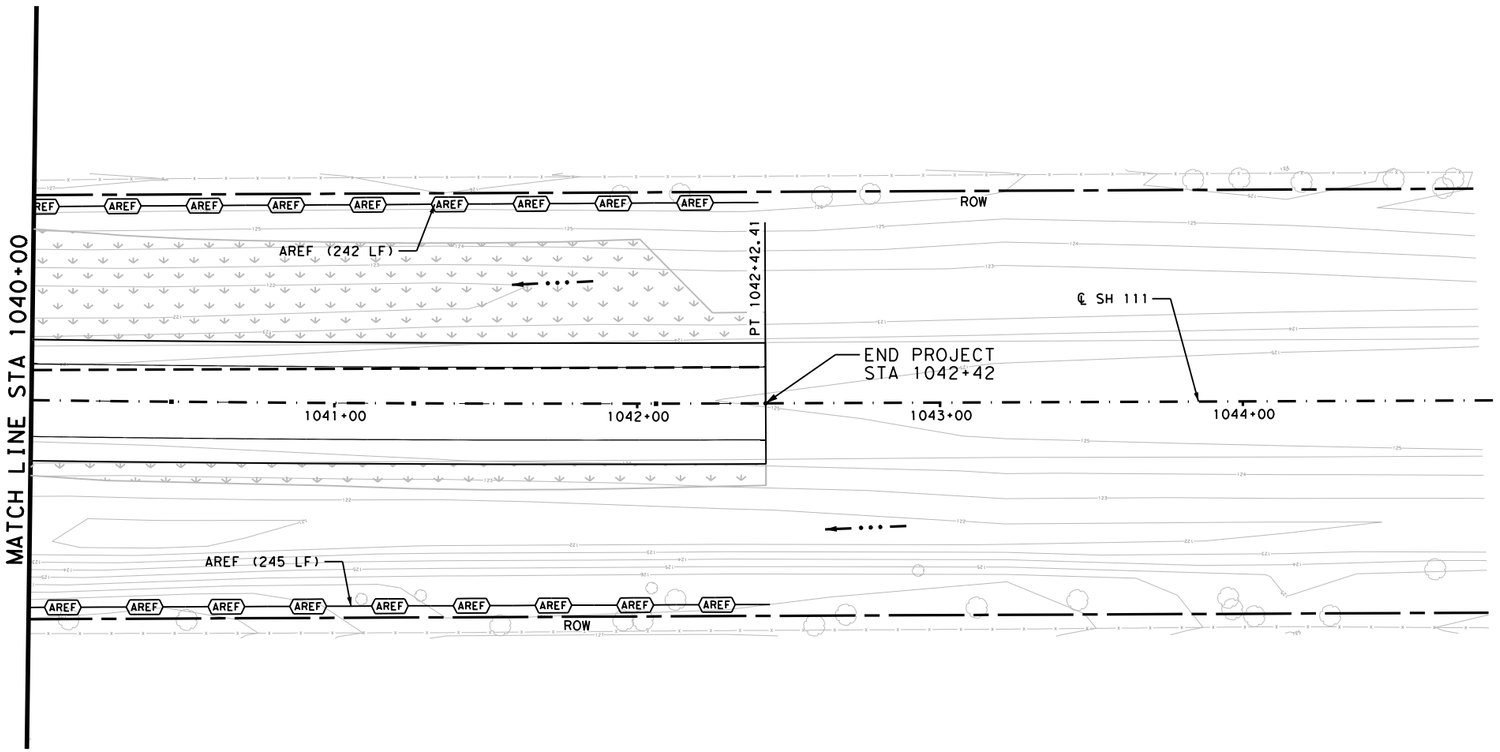

SWP3 LEGEND

- SCF — SEDIMENT CONTROL FENCE
- RFD1 — ROCK FILTER DAM (TY 1)
- FLOW ARROW
- SEEDING
- TOPSOIL (4 IN)
- SOIL RETENTION BLANKET

NOTES:

1. REFER TO TEMPORARY EROSION CONTROL MEASURE STANDARDS FOR MORE INFORMATION.
2. SWP3 CONTROL MEASURES INSTALLED DURING CONSTRUCTION ARE TO REMAIN IN PLACE UNTIL GRASS COVER IS ACHIEVED OR AS APPROVED BY THE ENGINEER.
3. SWP3 CONTROL MAY NEED TO BE MODIFIED IN THE FIELD TO ACCOMPLISH THE DESIRED AFFECT. ALL MODIFICATIONS ARE TO BE NOTED ON THIS SHEET AND SIGNED BY THE RESPONSIBLE PARTY.
4. ALL SWP3 CONTROLS ARE TO BE MAINTAINED AND IN WORKING CONDITION AT ALL TIMES.

TEMPORARY SEDIMENT CONTROL FENCE SHOULD BE PLACED ON CONSTRUCTION EASEMENT LIMIT LINE WHENEVER PRESENT. IF NO CONSTRUCTION EASEMENT EXISTS IN AREA THEN PLACE ON RIGHT-OF-WAY LINE. TEMPORARY SEDIMENT CONTROL FENCE IS PURPOSELY SHOWN OFF-SET FROM SAID LINES FOR VISUAL CLARITY.

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 12/13/2023 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 12/13/2023 DATE

SCALE : 1" = 50'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SH 111 AT LAVACA RIVER

SWP3 LAYOUT

STA 1040+00 TO END

SHEET 9 OF 9

DGN:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
CHK DGN:	6	TEXAS				SH 111
DWG:	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
CHK DWG:	YKM	LAVACA	0346	06	050	199

Plotted on: 12/13/2023

Design Filename: P:\116\02\02\12\design\Civil\SW3P\116020212SWP09.dgn

STORMWATER POLLUTION PREVENTION PLAN (SWP3):

This SWP3 has been developed in accordance with the TPDES Construction General Permit TXR150000 (CGP). The Texas Department of Transportation (TxDOT) ensures that project specifications include adequate best management practices (BMPs) for this project.

For all projects with any soil disturbing activities, TxDOT will maintain a SWP3 with all pertinent records, correspondence, environmental documents, etc. at the project field office. If no field office is available, then this SWP3 shall be kept in the appropriate TxDOT Area Office.

This SWP3 is consistent with requirements specified in applicable stormwater plans and the projects environmental permits, issues, and commitments (EPICs). A copy of the CGP is included in Attachment 2.12 of the SWP3 binder.

1.0 SITE/PROJECT DESCRIPTION
REPLACE BRIDGE AND APPROACHES

1.1 PROJECT CONTROL SECTION JOB (CSJ):
0346-06-050

1.2 PROJECT LIMITS:
AT LAVACA RIVER & LAVACA RIVER RELIEF

1.3 PROJECT COORDINATES:
BEGIN: (Lat)29.1604(N),(Long)96.8873(W)
END: (Lat)29.1559(N),(Long)96.8697(W)

1.4 TOTAL PROJECT AREA (Acres): 33 acres

1.5 TOTAL AREA TO BE DISTURBED (Acres): 20 Acres

1.6 NATURE OF CONSTRUCTION ACTIVITY:
CONSTRUCTION OF BRIDGE REPLACEMENT
CONSISTING OF REPLACING BRIDGE AND APPROACHES

1.7 MAJOR SOIL TYPES:

Soil Type	Description
Milby sand, 0 to 2 percent slopes	Moderately well drained. Slight erosion hazard.
Dutek loamy fine sand, 1 to 5 percent slopes	Well drained. Slight erosion hazard.
Navaca clay, frequently flooded	Moderately well drained. Slight erosion hazard.
Kuy sand, 0 to 5 percent slopes	Moderately well drained. Slight erosion hazard.
Nez loamy sand, 0 to 2 percent slopes	Moderately well drained. Slight erosion hazard.

1.8 PROJECT SPECIFIC LOCATIONS (PSLs):
PSLs must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. PSLs may be identified during preconstruction meetings or during the construction process. Please choose from the options below:

- ☒ PSLs determined during preconstruction meeting
- ☐ PSLs determined during construction
- ☐ No PSLs planned for construction

Type	Sheet #s

All off-ROW PSLs required by the Contractor are the Contractor's responsibility. The Contractor shall secure all permits required by local, state, federal laws for off-ROW PSLs. The contractor shall provide diagrams, areas of disturbance, acreage, and BMPs for all off-ROW PSLs within one mile of the project.

1.9 CONSTRUCTION ACTIVITIES:
(Use the following list as a starting point when developing the Construction Activity Schedule and Ceasing Record in Attachment 2.5.)

- ☒ Mobilization
- ☒ Install sediment and erosion controls
- ☒ Blade existing topsoil into windrows, prep ROW, clear and grub
- ☒ Remove existing pavement
- ☒ Grading operations, excavation, and embankment
- ☒ Excavate and prepare subgrade for proposed pavement widening
- ☐ Remove existing culverts, safety end treatments (SETs)
- ☒ Remove existing metal beam guard fence (MBGF), bridge rail
- ☒ Install proposed pavement per plans
- ☒ Install culverts, culvert extensions, SETs
- ☒ Install mow strip, MBGF, bridge rail
- ☒ Place flex base
- ☒ Rework slopes, grade ditches
- ☐ Blade windrowed material back across slopes
- ☒ Revegetation of unpaved areas
- ☒ Achieve site stabilization and remove sediment and erosion control measures
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

1.10 POTENTIAL POLLUTANTS AND SOURCES:

- ☒ Sediment laden stormwater from stormwater conveyance over disturbed area
- ☒ Fuels, oils, and lubricants from construction vehicles, equipment, and storage
- ☒ Solvents, paints, adhesives, etc. from various construction activities
- ☒ Transported soils from offsite vehicle tracking
- ☒ Construction debris and waste from various construction activities
- ☒ Contaminated water from excavation or dewatering pump-out water
- ☒ Sanitary waste from onsite restroom facilities
- ☒ Trash from various construction activities/receptacles
- ☒ Long-term stockpiles of material and waste
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

1.11 RECEIVING WATERS:
Receiving waters must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. Include Segment # for receiving waters.

Tributaries	Classified Waterbody
Lavaca River	*Lavaca River Above Tidal (1602); impaired for bacteria

* Add (*) for impaired waterbodies with pollutant in ().

1.12 ROLES AND RESPONSIBILITIES: TxDOT

- ☒ Development of plans and specifications
- ☒ Submit Notice of Intent (NOI) to TCEQ (≥5 acres)
- ☒ Post Construction Site Notice
- ☐ Submit NOI/CSN to local MS4
- ☒ Perform SWP3 inspections
- ☒ Maintain SWP3 records and update to reflect daily operations
- ☒ Complete and submit Notice of Termination to TCEQ
- ☒ Maintain SWP3 records for 3 years
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

1.13 ROLES AND RESPONSIBILITIES: CONTRACTOR

- ☒ Day To Day Operational Control
- ☒ Submit Notice of Intent (NOI) to TCEQ (≥5 acres)
- ☒ Post Construction Site Notice
- ☐ Submit NOI/CSN to local MS4
- ☒ Maintain schedule of major construction activities
- ☒ Install, maintain and modify BMPs
- ☒ Complete and submit Notice of Termination to TCEQ
- ☒ Maintain SWP3 records for 3 years
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

1.14 LOCAL MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) OPERATOR COORDINATION:

MS4 Entity
No MS4 receive stormwater discharge from this site

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 1/19/2024 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 1/19/2024 DATE

STORMWATER POLLUTION PREVENTION PLAN (SWP3)

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			200
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	LAVACA	
CONT.	SECT.	JOB	HIGHWAY NO.
0346	06	050	SH 111

STORMWATER POLLUTION PREVENTION PLAN (SWP3):

2.0 BEST MANAGEMENT PRACTICES (BMPs) AND CONTROLS, INSPECTION, AND MAINTENANCE

The Contractor shall be the responsible party for implementing the BMPs described herein and for complying with the SWP3 for control of erosion and sedimentation during day-to-day operations. The Contractor shall implement changes to this SWP3 approved by TxDOT within the times specified in this SWP3 or the CGP.

2.1 EROSION CONTROL AND SOIL STABILIZATION BMPs:

T / P

- ☐ ☐ Protection of Existing Vegetation
- ☐ ☐ Vegetated Buffer Zones
- ☒ ☐ Soil Retention Blankets
- ☐ ☐ Geotextiles
- ☐ ☐ Mulching/ Hydromulching
- ☐ ☐ Soil Surface Treatments
- ☒ ☐ Temporary Seeding
- ☐ ☒ Permanent Planting, Sodding or Seeding
- ☐ ☐ Biodegradable Erosion Control Logs
- ☒ ☐ Rock Filter Dams/ Rock Check Dams
- ☐ ☐ Vertical Tracking
- ☐ ☐ Interceptor Swale
- ☐ ☐ Riprap
- ☐ ☐ Diversion Dike
- ☐ ☐ Temporary Pipe Slope Drain
- ☐ ☐ Embankment for Erosion Control
- ☐ ☐ Paved Flumes
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____

2.2 SEDIMENT CONTROL BMPs:

T / P

- ☐ ☐ Biodegradable Erosion Control Logs
- ☐ ☐ Dewatering Controls
- ☐ ☐ Inlet Protection
- ☒ ☐ Rock Filter Dams/ Rock Check Dams
- ☐ ☐ Sandbag Berms
- ☒ ☐ Sediment Control Fence
- ☐ ☐ Stabilized Construction Exit
- ☐ ☐ Floating Turbidity Barrier
- ☐ ☐ Vegetated Buffer Zones
- ☐ ☐ Vegetated Filter Strips
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____

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

Sediment control BMPs requiring design capacity calculations (See SWP3 Attachment 1.3.):

T / P

- ☐ ☐ Sediment Trap
  - ☐ Calculated volume runoff from 2-year, 24-hour storm for each acre of disturbed area
  - ☐ 3,600 cubic feet of storage per acre drained
- ☐ ☐ Sedimentation Basin
  - ☐ Not required (<10 acres disturbed)
  - ☐ Required (>10 acres) and implemented.
    - ☐ Calculated volume runoff from 2-year, 24-hour storm for each acre of disturbed area
    - ☐ 3,600 cubic feet of storage per acre drained
  - ☒ Required (>10 acres), but not feasible due to:
    - ☒ Available area/Site geometry
    - ☐ Site slope/Drainage patterns
    - ☐ Site soils/Geotechnical factors
    - ☐ Public safety
    - ☐ Other: _____

2.3 PERMANENT CONTROLS:

(Coordinate post-construction BMPs with appropriate TxDOT maintenance sections.)

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To
N/A		

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

2.4 OFFSITE VEHICLE TRACKING CONTROLS:

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

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

2.8 INSPECTIONS:

All disturbed areas and erosion and sediment control devices shall be inspected at least once every seven (7) days. Inspections shall be performed by TxDOT as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.5 of this SWP3 .

2.9 MAINTENANCE:

Control measures shall be properly installed according to specifications. If it is determined that a BMP or control measure is not operating effectively, maintenance must be accomplished as soon as possible and before the next anticipated rain event, but in no case later than 7 calendar days after being able to access the site. Maintenance shall be performed by the Contractor as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.5 of this SWP3.

DESIGN

STATE OF TEXAS — CARLOS F. CANTU-VILLARREAL — 140328 — LICENSED PROFESSIONAL ENGINEER

CARLOS F. CANTU-VILLARREAL, P.E. — 1/19/2024 DATE

APPROVAL

STATE OF TEXAS — LUKE REED — 101242 — LICENSED PROFESSIONAL ENGINEER

LUKE REED, P.E. — 1/19/2024 DATE

STORMWATER POLLUTION PREVENTION PLAN (SWP3)

Sheet 2 of 2

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			201
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	LAVACA	
CONT.	SECT.	JOB	HIGHWAY NO.
0346	06	050	SH 111

I. STORMWATER POLLUTION PREVENTION

Texas Pollutant Discharge Elimination System (TPDES) TXR 150000: Stormwater Discharge Permit or Construction General Permit is required for projects with 1 or more acres disturbed soil. Projects with any disturbed soil must protect for erosion and sedimentation in accordance with Item 506. If applicable list MS4 operator that may receive discharges from this project. MS4 operator should be notified prior to construction activities.

- ☒ Prevent stormwater pollution erosion and sedimentation in accordance with TPDES Permit TXR 150000.
- ☒ Comply with the SW3P and revise when necessary to control pollution or as required by the Engineer.
- ☒ Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and TCEQ, EPA, or other inspectors.
- ☒ When Contractor project specific locations (PSL) increase disturbed soil area to 5 acres or more, sumbit Notice of Intent (NOI) to TCEQ and Engineer.
- ☐ MS4 Operator(s):

No Additional Comments

II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS

United States Army Corps of Engineers (USACE) Permit is required for filling, dredging, excavating or other work in water bodies, rivers, creeks, streams, wetlands or wet areas. The Contractor must adhere to all of the terms and general conditions associated with the following permit(s). If additional work not represented in the plans is required, contact the Engineer immediately.

- ☐ No USACE Permit Required
- ☒ Work is authorized by the USACE under a Nationwide Permit **14** without a Pre-Construction Notification (PCN). Project specific permit was not issued by USACE, therefore is not in the plan set.
- ☐ Work is authorized by the USACE under a Nationwide Permit _____ with a Pre-Construction Notification (PCN). The project specific permit issued by the USACE is included in the plan set.
- ☐ Work is authorized by the USACE under a Individual Permit (IP). The project specific permit issued by the USACE is included in the plan set.
- ☐ Work would be authorized by the USACE. The project specific permit issued by the USACE or Nationwide Permit will be provided to the contractor.

United States Coast Guard (USCG) Permit is required for projects that involve the construction or modification (including changes to lighting) of a bridge or causeway across a water body determined to be navigable by the United States Coast Guard (USCG) under Section 9 of the Rivers and Harbors Act. If additional work not represented in the plans is required, contact the Engineer immediately.

- ☒ No United States Coast Guard (USCG) Coordination Required
- ☐ United States Coast Guard (USCG) Permit **(Include Permit, when available)**
- ☐ United States Coast Guard (USCG) Exemption

Best Management Practices

Erosion	Sedimentation	Post Construction TSS
☒ Temporary Vegetation	☒ Silt Fence	☒ Vegetative Filter Strips
☐ Vegetation Lined Ditches	☐ Rock Filter Dam	☐ Vegetation Lined Ditches
☐ Sodding	☐ Sand Bag Berm	☐ Grassy Swales

No Additional Comments

III. CULTURAL RESOURCES

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

No Additional Comments

IV. VEGETATION RESOURCES

Preserve native vegetation to the extent practical. Refer to TxDOT Standard Specifications 162, 164, 192, 193, 506, 730, 751, and 752 in order to comply with requirements for invasive species, beneficial landscaping and tree/brush removal.

No Additional Comments

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

If any of the listed species below are observed, cease work in the area, do not disturb species or habitat and contact the Engineer immediately.

The work may not remove active nests (from bridges, structures, or vegetation adjacent to the roadway, etc.) during nesting season (February 15 to October 1). If removal of structures or vegetation is necessary during the nesting season, the Contractor shall conduct a bird survey no more than 3 days in advance of the clearing/demolish start date. All bird surveys shall be conducted by a Field Biologist and adhere to the guidance document “Avoiding Migratory Birds and Handling Potential Violations” found in the TxDOT Environmental Compliance Toolkits at the time of the survey. (See below for Field Biologist and Ornithologist qualifications)

Additional Comments

Houston toad
- see Section VII for additional comments regarding the Houston toad.

Field Biologist, Ornithologist – a field biologist is defined as an individual qualified to perform field investigations, presence/absence surveys and habitat surveys for protected avian species or species of concern. A mandatory bachelor’s degree in biology or a related science is required. At a minimum, the Field Biologist, Ornithologist, shall have completed and reported a minimum of three presence/absence and habitat surveys for protected avian species in the past five years. A minimum of three projects must have been conducted in Texas. Surveys shall have been performed for documentation of species in accordance with a protocol approved by USFWS or TPWD, or following generally accepted methodologies.

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

Refer to TxDOT Standard Specifications in the event potentially contaminated materials are observed, such as dead or distressed vegetation, trash disposal areas, drums, canisters, barrels, leaching or seepage of substances, unusual smells or odors, or stained soil, cease work in the area and contact the Engineer immediately.

Does the project involve any bridge class structure rehabilitation or replacements (bridge class structutres not including box culverts)? Yes ☒ No ☐

Are results of the asbestos inspection positive (is asbestos present)? Yes ☐ No ☒

TxDOT is still required to notify DSHS 14 working days prior to any scheduled demolition.

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.

Additional Comments

Lead based paint is located on the steel beams of the Lavaca River bridge.

VII. GENERAL NOTES

The contractor's attention is directed to the fact that discharges of permanent or temporary fill material into the waters of the United States, including jurisdictional wetlands, as necessary for construction, will require specific approval of the USACE under Section 404 of the Clean Water Act.

TxDOT will obtain the appropriate permit(s), Nationwide or Individual, when necessary as dictated by the proposed actions for the project and it's potential to affect USACE jurisdictional areas. The contractor may review the permitted plans at the office of the Area Engineer in charge of construction. TxDOT will hold the contractor responsible for following all conditions of the approved permit. If the contractor cannot work within the limits of the permit(s), then it becomes the contractor's entire responsibility to consult with the USACE pertaining to the need for changes or amendments to the conditions of the exiting permit(s) as origianlly obtained by the department.

Particular importance is stressed on the fact that any impacts to USACE jurisdictional waters of the United States, including jurisdictional wetlands, be the minimum necessary to complete the proposed work. The contractor shall maintain near normal flow of any jurisdictional waters of the United States at all times during construction. If the contractor needs further explanation of the conditions of the permit, including means of compliance, they may contact the Yoakum District Environmental Coordinator.

Version 13.1

Texas Department of Transportation

TxDOT Yoakum District

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

EPIC

FILE: EPIC Sheet.dgn	DN:	CK:	DW:	CK:
© TxDOT: March 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0346	06	050	SH 111
	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		202

DATE:
FILE:

Houston toad Conservation Measures:

Conservation Measures to be Implemented Prior to Project Construction

1. TxDOT will hold pre-construction meetings with its employees and contractors working on this project. At those meetings, TxDOT will explain the rationale for the conservation measures, provide specific instructions on the implementation of the conservation measures, and the consequences to the project from failing to ensure full compliance with the conservation measures. Instructions specific to the contractor(s) related to implementation of the conservation measures shall be documented in the EPICs and project plans. TxDOT shall provide pre-construction awareness training to project contractors, which includes information on protected species including Houston toad, and habitat that may occur in the project area and outside the ROW and requirements to avoid impacts to these species and their habitats. The importance of immediately reporting any toad sightings and proper on-site waste management to reduce the potential of attracting Houston toad's predators such as raccoons will be stressed.

2. TxDOT will implement the project specific SWP3s and comply with the TCEQ CGP for the duration of construction.

3. Proposed locations for Project Specific Locations (PSLs) such as staging areas, equipment storage, contractor parking, or fill material borrow sites outside the ROW must be approved by District environmental staff before the contractor may move into the selected site. PSLs will not be allowed to be placed within 200 feet of any suitable Houston toad habitat. PSLs associated with the proposed project areas are also subject to the CGP and SWP3 and will be protected with BMPs. No PSLs will be allowed in a water of the U.S. Environmental compliance for PSLs located outside of the ROW are the project contractor's responsibility. TxDOT will notify the contractor of the possibility of listed species and habitats in the project area and the specific requirements to avoid impacts or the need to consult with the Service.

4. AREF will be installed prior to the start of construction and during the non-breeding season (July 1–December 31); it will remain in place through the duration of construction activities.

a. AREF will be placed, where possible, 200 feet beyond project areas identified as suitable Houston toad habitat. In areas where it is not possible to extend the AREF for 200 feet (i.e., terminal ends at driveway breaks and roadway intersections), it will be extended to the maximum feasible distance and terminate with the J-Hook shown in the Specifications (see Appendix D in the BA). AREF will be installed so that posts and additional wire fence supports face the inside (work side) of the project boundary and the fabric side faces the suitable Houston toad habitat. AREF will be clearly marked to distinguish it from sediment control fence placed for stormwater management. AREF will extend to the ordinary high-water mark of the Navidad River, Lavaca River, and Lavaca River Relief feature with J-Hook termini. Normal flows of these waterways will remain uninterrupted by the AREF.

b. Prior to the installation of AREF, a search for Houston toads will be conducted by a 10(a)1(A) permitted biologist who will document and remove any toads from within the project area at the time of their finding.

c. TxDOT District environmental staff will review and approve the placement and installation of the AREF. TxDOT will add additional notation to the plan sheets to inform the contractor of this limitation.

VIII. OTHER ENVIRONMENTAL ISSUES

Conservation Measures to be Implemented During Project Construction

1. TxDOT will adhere to the project plans and standard specifications applicable to the projects.

2. All work adjacent to Houston toad habitat will be conducted during daylight hours from 30 minutes after sunrise to 30 minutes before sunset.

3. If any species of toad is found in the project areas during construction, construction activities will be immediately suspended, a photograph will be taken and sent to TxDOT environmental staff, and construction activities will remain suspended until identification can be confirmed. If TxDOT environmental staff are unable to properly identify the species, work will remain suspended until a Service permitted 10(a)(1)(A) Houston toad biologist confirms the species identification. If the species in the project area is confirmed to be a Houston toad, then each individual will be relocated to adjacent, suitable Houston toad habitat by a permitted 10(a)(1)(A) biologist.

4. The AREF will be inspected and maintained daily by project construction staff from January 1 to June 30 in areas adjacent to suitable Houston toad habitat, and weekly during the remainder of the year, or after a storm event to ensure the exclusion of Houston toad.

a. A 24-hour work stoppage will occur following a cumulative rain event of 2 inches or more within the previous 48 hours as shown on National Weather Service's cumulative precipitation website (https://water.weather.gov/precip/). Rain gauge(s) located on-site at area(s) of construction will be used to determine rainfall amounts and confirm two inches of rainfall within 48 hours.

b. If the integrity of AREF is compromised by natural or construction related impacts, work in the area will stop until the AREF is restored to original design specifications.

c. If the breach occurs during Houston toad peak breeding season (February 1–April 30), the project must be inspected by a permitted 10(a)(1)(A) biologist before work can resume. Outside of peak breeding season, construction can resume after completing the AREF repair if the impact occurs during construction, the area is continuously observed to ensure no toads enter the project area until after completing the AREF repair, and if the length of AREF that is compromised is not greater than 10 feet. If at any point, such as an overnight compromise of AREF integrity, the breach is not continuously observed, the project area must be inspected by a permitted 10(a)(1)(A) biologist before work can resume.

5. A TxDOT construction inspector will be on site regularly to ensure that the conservation measures are being implemented.

Conservation Measures to be Implemented During Post-Project Site Restoration

1. Following the completion of construction, disturbed areas will be graded and compacted to avoid the creation of undesirable ponded breeding sites within the ROW.

2. All disturbed areas will be revegetated according to TxDOT Specification Item 164 Yoakum District Permanent Rural Seed Mix for sandy soils, the TCEQ CGP and project specific SWP3s, and in compliance with Executive Order 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping. The Yoakum District seed mixes are composed of natives suited for their respective regions. No mat or sod forming grasses will be used (i.e., seed mixes do not contain Bermudagrass). Re-vegetation efforts shall provide appropriate and sustainable cover to prevent erosion and siltation.

3. TxDOT will remove all AREF and temporary erosion and sedimentation BMPs once final stabilization is reached and at the completion of the project in accordance with the TCEQ CGP and project specific SWP3s.

VIII. OTHER ENVIRONMENTAL ISSUES

Texas Department of Transportation

TxDOT Yoakum District

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

EPIC

FILE: EPIC Sheet.dgn	DN:	CK:	DW:	CK:
© TxDOT: March 2017	CONT	SECT	JOB	HIGHWAY
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	DIST	COUNTY		SHEET NO.
	YKM	LAVACA		202A

DATE:
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DATE: 8/2023
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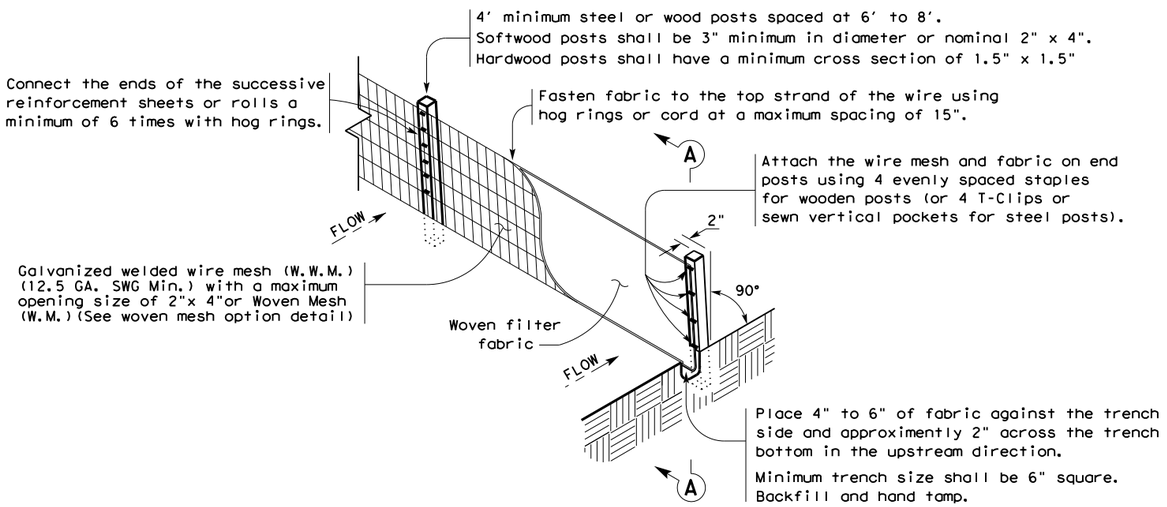
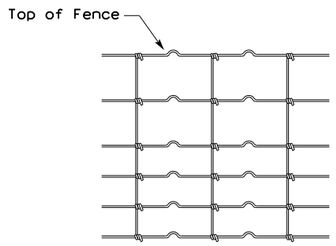
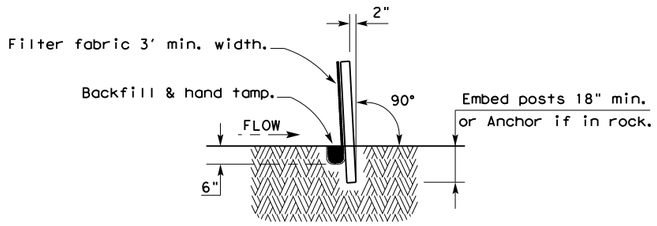


TEMPORARY SEDIMENT CONTROL FENCE

SCF





SECTION A-A

HINGE JOINT KNOT WOVEN MESH (OPTION) DETAIL

Galvanized hinge joint knot woven mesh (12.5 GA.SWG Min.) requires a minimum of five horizontal wires spaced at a maximum of 12 inches apart and all vertical wires spaced at a maximum of 12 inches apart.

SEDIMENT CONTROL FENCE USAGE GUIDELINES

A sediment control fence may be constructed near the downstream perimeter of a disturbed area along a contour to intercept sediment from overland runoff. A 2 year storm frequency may be used to calculate the flow rate to be filtered.

Sediment control fence should be sized to filter a maximum flow through rate of 100 GPM/FT^2. Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

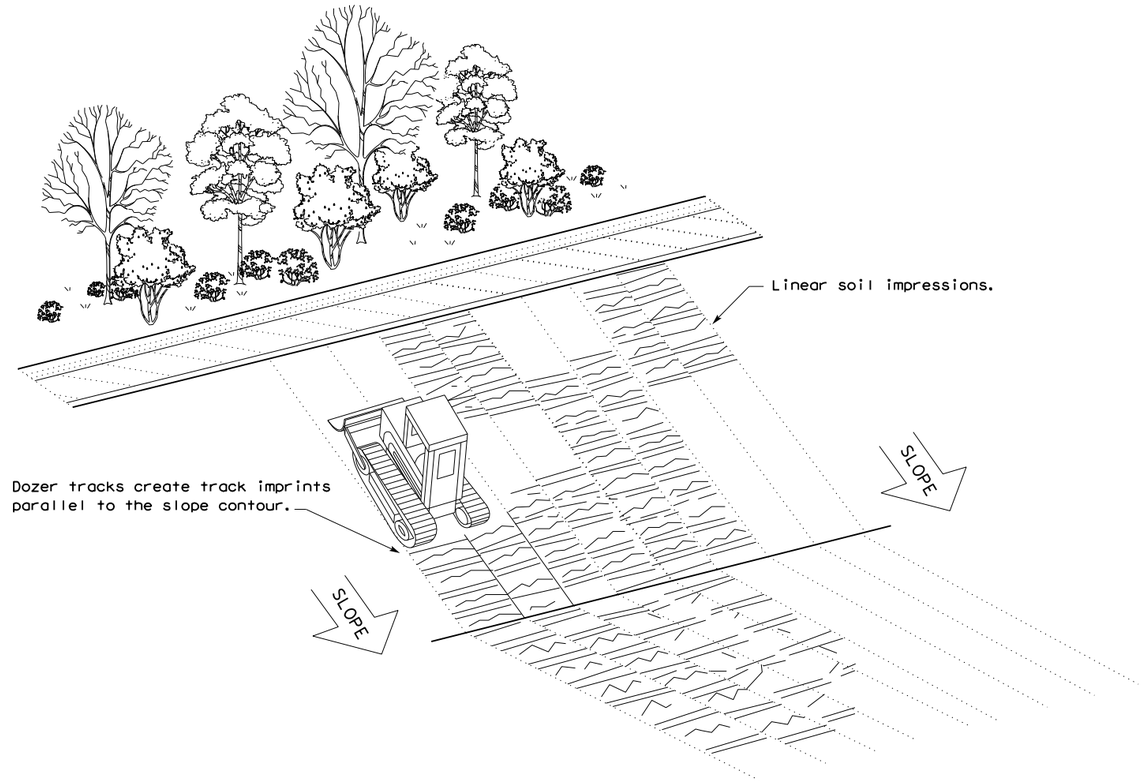
LEGEND

Sediment Control Fence

SCF

GENERAL NOTES

1. Vertical tracking is required on projects where soil distributing activities have occurred unless otherwise approved.
2. Perform vertical tracking on slopes to temporarily stabilize soil.
3. Provide equipment with a track undercarriage capable of producing linear soil impressions measuring a minimum of 12" in length by 2" to 4" in width by 1/2" to 2" in depth.
4. Do not exceed 12" between track impressions.
5. Install continous linear track impressions where the minimum 12" length impressions are perpendicular to the slope or direction of water flow.



VERTICAL TRACKING

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

FENCE & VERTICAL TRACKING

EC(1)-16

FILE: ec116	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
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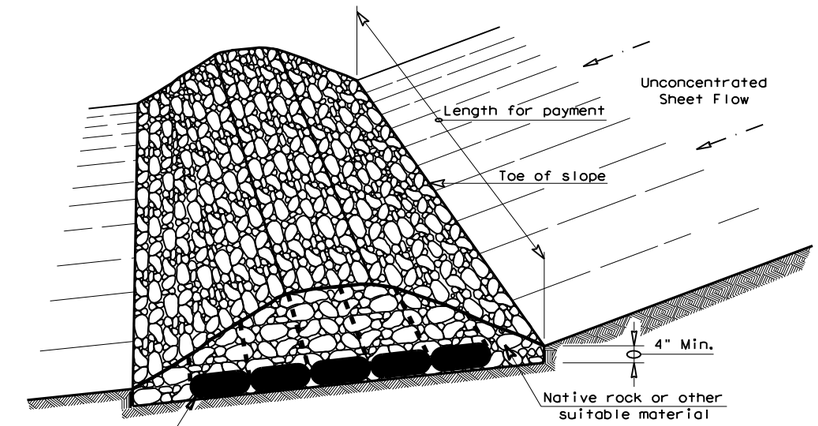
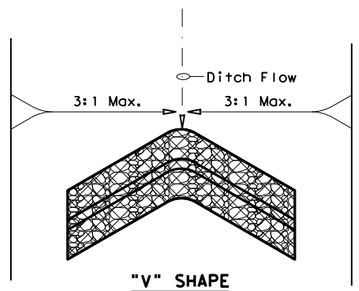
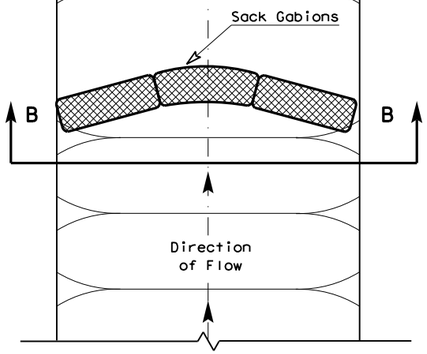


FILTER DAM AT TOE OF SLOPE

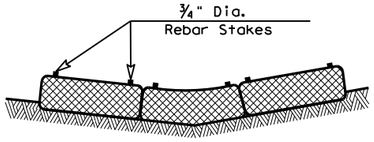
RFD1



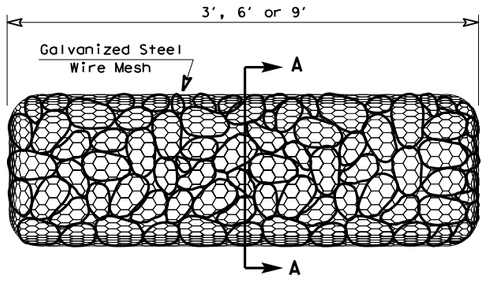
"V" SHAPE
PLAN VIEW



PLAN VIEW

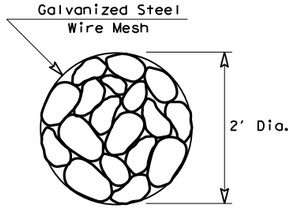


SECTION B-B

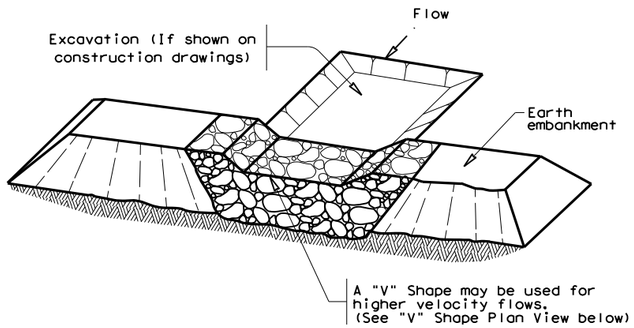


TYPE 4 (SACK GABIONS)

RFD4

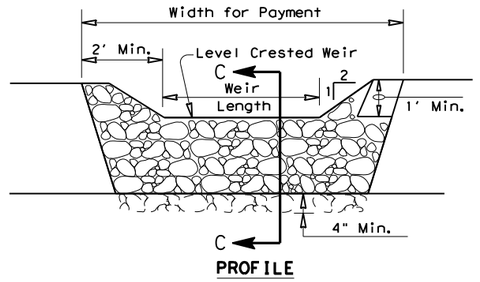


SECTION A-A



FILTER DAM AT SEDIMENT TRAP

RFD1 — OR — RFD2



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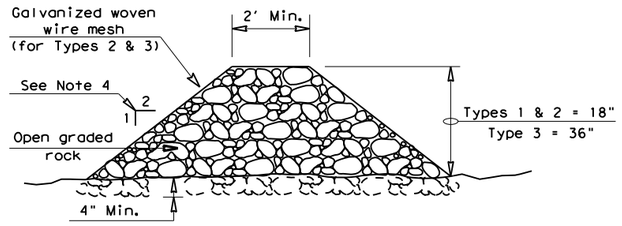
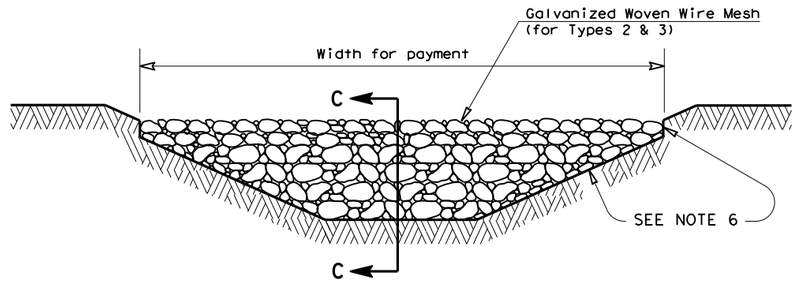


SECTION C-C



FILTER DAM AT CHANNEL SECTIONS

RFD1 — OR — RFD2 — OR — RFD3

ROCK FILTER DAM USAGE GUIDELINES

Rock Filter Dams should be constructed downstream from disturbed areas to intercept sediment from overland runoff and/or concentrated flow. The dams should be sized to filter a maximum flow through rate of 60 GPM/FT^2 of cross sectional area. A 2 year storm frequency may be used to calculate the flow rate.

Type 1 (18" high with no wire mesh) (3" to 6" aggregate): Type 1 may be used at the toe of slopes, around inlets, in small ditches, and at dike or swale outlets. This type of dam is recommended to control erosion from a drainage area of 5 acres or less. Type 1 may not be used in concentrated high velocity flows (approximently 8 Ft/Sec or more) in which aggregate wash out may occur. Sandbags may be used at the embedded foundation (4" deep min.) for better filtering efficiency of low flows if called for on the plans or directed by the Engineer.

Type 2 (18" high with wire mesh) (3" to 6" aggregate): Type 2 may be used in ditches and at dike or swale outlets.

Type 3 (36" high with wire mesh) (4" to 8" aggregate): Type 3 may be used in stream flow and should be secured to the stream bed.

Type 4 (Sack gabions) (3" to 6" aggregate): Type 4 May be used in ditches and smaller channels to form an erosion control dam.

Type 5: Provide rock filter dams as shown on plans.

GENERAL NOTES

1. If shown on the plans or directed by the Engineer, filter dams should be placed near the toe of slopes where erosion is anticipated, upstream and/or downstream at drainage structures, and in roadway ditches and channels to collect sediment.
2. Materials (aggregate, wire mesh, sandbags, etc.) shall be as indicated by the specification for "Rock Filter Dams for Erosion and Sedimentation Control".
3. The rock filter dam dimensions shall be as indicated on the SW3P plans.
4. Side slopes should be 2:1 or flatter. Dams within the safety zone shall have sideslopes of 6:1 or flatter.
5. Maintain a minimum of 1' between top of rock filter dam weir and top of embankment for filter dams at sediment traps.
6. Filter dams should be embedded a minimum of 4" into existing ground.
7. The sediment trap for ponding of sediment laden runoff shall be of the dimensions shown on the plans.
8. Rock filter dam types 2 & 3 shall be secured with 20 gauge galvanized woven wire mesh with 1" diameter hexagonal openings. The aggregate shall be placed on the mesh to the height & slopes specified. The mesh shall be folded at the upstream side over the aggregate and tightly secured to itself on the downstream side using wire ties or hog rings. For in stream use, the mesh should be secured or staked to the stream bed prior to aggregate placement.
9. Sack Gabions should be staked down with ¾" dia. rebar stakes, and have a double-twisted hexagonal weave with a nominal mesh opening of 2 ½" x 3 ¼"
10. Flow outlet should be onto a stabilized area (vegetation, rock, etc.).
11. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

PLAN SHEET LEGEND

Type 1 Rock Filter Dam	RFD1
Type 2 Rock Filter Dam	RFD2
Type 3 Rock Filter Dam	RFD3
Type 4 Rock Filter Dam	RFD4

Texas Department of Transportation — Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

ROCK FILTER DAMS

EC(2)-16

FILE: ec216	DN: TxDOT	CK: KM	DW: VP		DN/CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY
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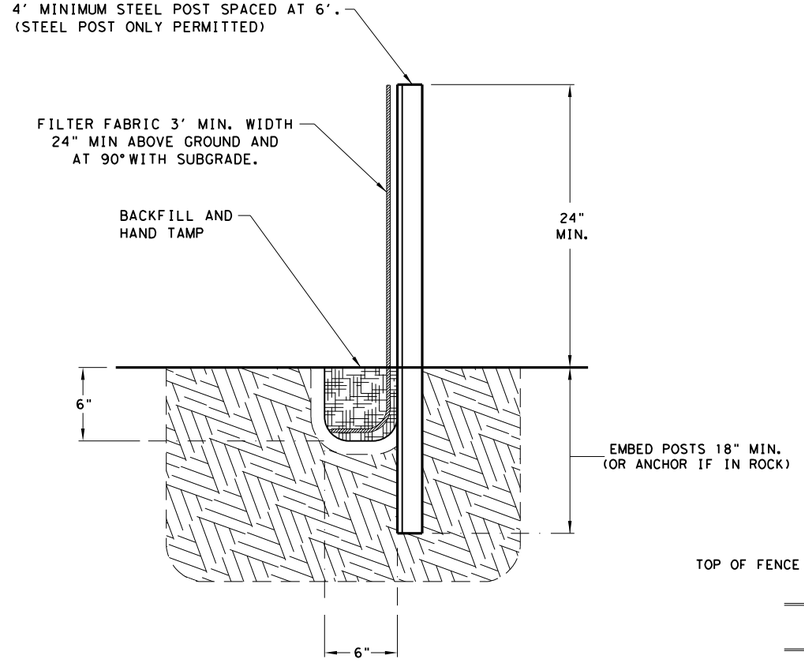
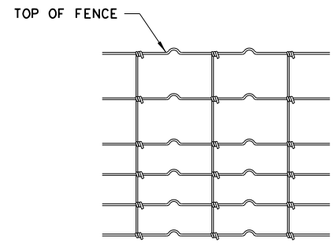


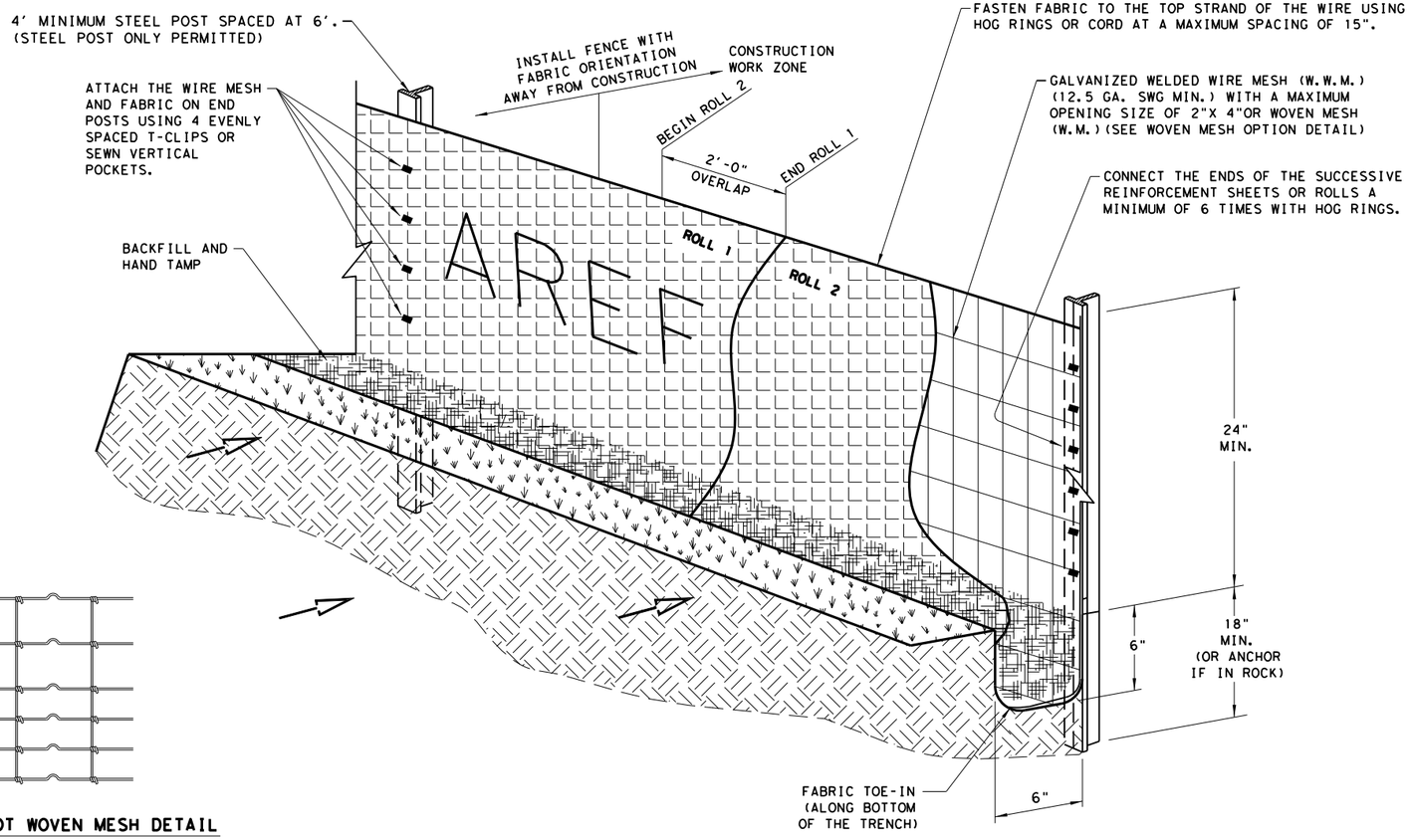
TRENCH SIDE VIEW DETAIL

FABRIC TOE-IN IS TO RUN DOWN THE TRENCH
AND ALONG THE BOTTOM OF THE TRENCH



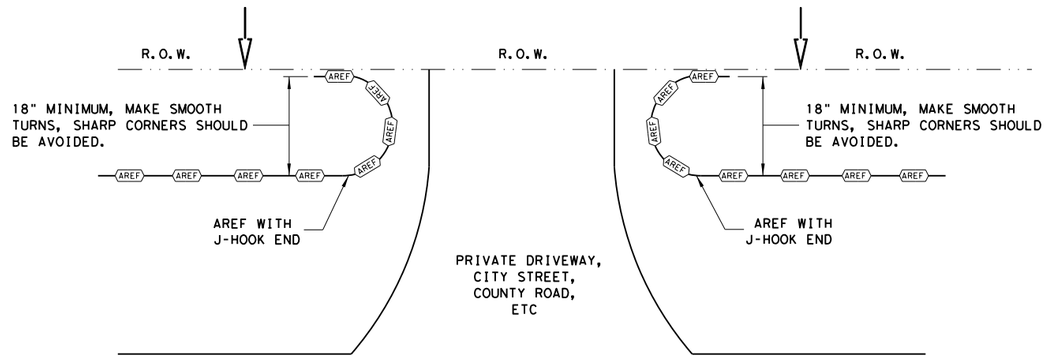
HINGE JOINT KNOT WOVEN MESH DETAIL

GALVANIZED HINGE JOINT KNOT WOVEN MESH (12.5 GA.SWG MIN.)
REQUIRES A MINIMUM OF FIVE HORIZONTAL WIRES SPACED AT
A MAXIMUM OF 12 INCHES APART AND ALL VERTICAL WIRES
SPACED AT A MAXIMUM OF 12 INCHES APART.



GENERAL NOTES

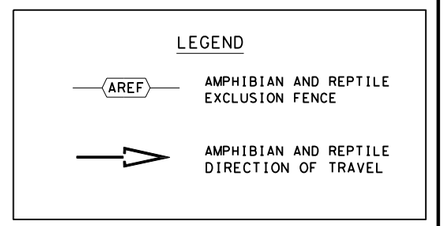
1. REMOVE ALL ROOTS AND OTHER OBSTRUCTIONS FROM THE TRENCH BEFORE FABRIC PLACEMENT.
2. AMPHIBIAN AND REPTILE EXCLUSION FENCE MUST BE CHECKED DAILY, INCLUDING DAYS DURING RAINFALL SHUTDOWN PERIODS.
3. ANY DAMAGE TO FENCE, INCLUDING SMALL HOLES, MUST BE REPAIRED THE DAY IT IS OBSERVED BEFORE DARK.
4. SMALL HOLES (WITH THE ENGINEER'S DISCRETION) MAY BE REPAIRED WITH TAPE AS DIRECTED BY THE ENGINEER.
5. AS DIRECTED BY THE ENGINEER, SECTIONS OF FENCE WHERE THE DAMAGE IS DEEMED DETRIMENTAL TO THE FENCE WILL BE REPLACED RATHER THAN REPAIRED.
6. A MINIMUM OF 2' SHOULD BE OVERLAPPED WHEN JOINING FABRIC SECTIONS.
7. PAINT "AREF" OR "TEF" ON THE FABRIC IN BRIGHT COLOR EVERY 50' AND AT BREAKS.
8. REMOVE SEDIMENT, VEGETATION, OR OTHER DEBRIS TO MAINTAIN THE 24" AREF CLEARANCE.
9. FOR PAYMENT AND ADDITIONAL INFORMATION FOR AREF, SEE SPEC. 5116 (AMPHIBIAN AND REPTILE EXCLUSION FENCE).



J-HOOK END OF FENCE DETAIL (TOP VIEW)

TRENCH IS TO STAY 6 IN DEEP AND 6 IN WIDE WITH
FABRIC TOE-IN TO MATCH TRENCH DETAIL.

J-HOOK APPLIES AT DRIVEWAY BREAKS, ROADWAY
BREAKS, AND AT ANY LOCATION AS DIRECTED BY
THE ENGINEER.



Texas Department of Transportation

Design Division Standard

AMPHIBIAN AND REPTILE EXCLUSION FENCE

AREF-21

FILE: aref21.dgn	DN: TJ	CK: KM	DW: SS	CK: AG
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