DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	C 94-2-137, ETC.		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	1
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

STATE PROJECT NO. C 94-2-137, ETC.
CSJ: 0094-02-137, ETC.

TARRANT COUNTY
HIGHWAY: SH 183

LIMITS : FROM AMERICAN BLVD TO DALLAS C/L, ETC.

FOR THE CONSTRUCTION OF OVERLAY WORK CONSISTING OF PAVEMENT STRUCTURE REPAIR, CLEAN & SEAL JOINTS, HOT MIX, SIGNING, PAVEMENT MARKINGS & MBGF REPLACEMENT.

CSJ 0364-05-040 PROJECT LENGTH = 3,674.88 FT = 0.696 MI
CSJ 0094-02-137 PROJECT LENGTH = 7,355.04 FT = 1.393 MI
NET LENGTH OF PROJECT = 11,029.92 FT = 2.089 MI

HIGHWAY FUNCTIONAL CLASS (URBAN): PRINCIPAL ARTERIAL-(OTHER FREEWAYS AND EXPRESSWAYS)
DESIGN SPEED: 45 MPH
AVERAGE DAILY TRAFFIC (ADT):
SH 183: 43,200 (2020) 60,480 (2040)

INDEX OF SHEETS

MUHAMMAD UZAIR
100011
LICENSED
PROFESSIONAL ENGINEER
STATE OF TEXAS
4/9/2024
F-2677

BEGIN PROJECT
CSJ:0094-02-137
℄ 183WB97SB STA 105+12.76
TRM 260+1.33

END PROJECT
CSJ:0364-05-040
℄ 183WBFR01 STA 134+58.83
TRM 584-0.12

END PROJECT
CSJ:0364-05-040
℄ 183WBCN01 STA 125+03.70
TRM 584-0.07

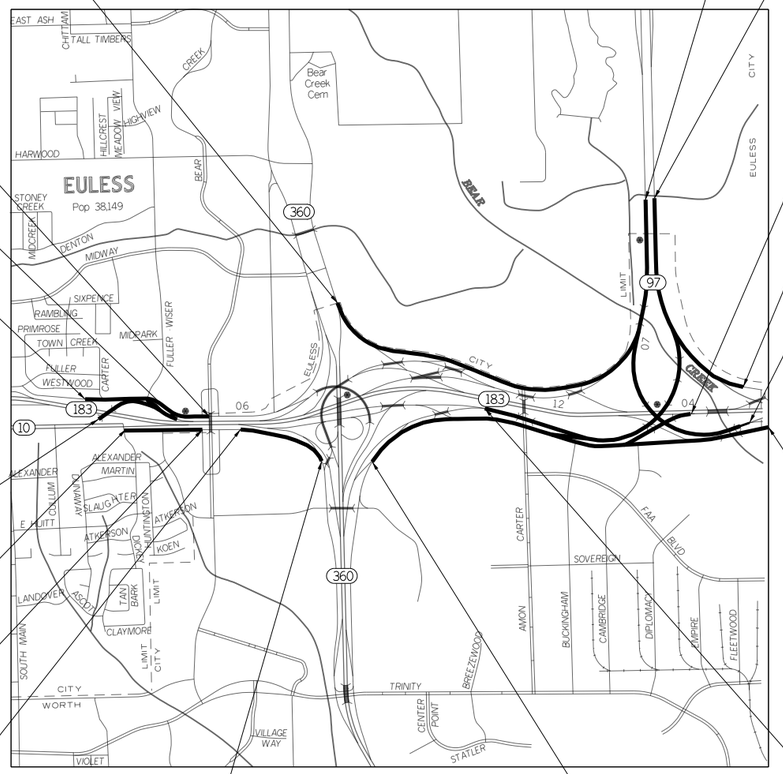
BEGIN PROJECT
CSJ:0364-05-040
SH 183
℄ 183WBFR01 STA 105+66.80
TRM 582+0.88

BEGIN PROJECT
CSJ:0364-05-040
SH 183
℄ 183WBCN01 STA 106+42.33
TRM 572

BEGIN PROJECT
CSJ:0364-05-040
SH 183
℄ 183EBFR STA 100+48.90
TRM 584-0.41

END PROJECT
CSJ:0364-05-040
SH 183
℄ 183 EBFR01 STA 116+33.82
TRM 584-0.13

BEGIN PROJECT
CSJ:0094-02-137
SH 183
℄ 183EBFR STA 120+28.24
TRM 262



VICINITY MAP
N.T.S.

END PROJECT
CSJ:0094-02-137
SH 183
℄ 183WB97SB STA 200+28.38
TRM 262

BEGIN PROJECT
CSJ:0094-02-137
SH 183
℄ 183WB97NB STA 104+73.66
TRM 262

END PROJECT
CSJ:0094-02-137
SH 183
℄ 183RAMP 03 STA 517+22.25
TRM 586-0.32

END PROJECT
CSJ:0094-02-137
SH 183
℄ 183WB97NB STA 153+79.10
TRM 586-0.06

END PROJECT
CSJ:0094-02-137
SH 183
℄ 183SBCN STA 260+22.23
TRM 563+0.48

END PROJECT
CSJ:0094-02-137
SH 183
℄ 183EBFR02 STA 196+72.37
TRM 586

END ROJECT
CSJ:0094-02-137
SH 183
℄ 183EBFR01 STA 143+50.24
TRM 584

BEGIN PROJECT
CSJ:0094-02-137
SH 183
℄ 183EBFR02 STA 104+98.50
TRM 262+0.21

BEGIN PROJECT
CSJ:0094-02-137
SH 183
℄ 183NBCN01 STA 105+26.01
TRM 563+0.60

EXCEPTIONS: NONE
EQUATIONS: NONE
R.R. CROSSINGS: NONE

TDLR IS NOT REQUIRED

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

Texas Department of Transportation
© 2024

SUBMITTED FOR LETTING:
DocuSigned by:
7B89CC87CF28477...
, P.E.
AREA ENGINEER
4/12/2024

RECOMMENDED FOR LETTING:
DocuSigned by:
7879B0B92E5D403...
, P.E.
DIRECTOR, T.P.&D.
4/16/2024

APPROVED FOR LETTING:
DocuSigned by:
David M Salazar, P.E.
B741E64FAD82411...
, P.E.
DISTRICT ENGINEER
4/16/2024

100% SUBMITTAL

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SCALE:1:100
USER:Cory.Colley

FILE:...\SH 183_Title Sheet(FW edition).dgn
DATE:4/9/2024 TIME:4:26:28 PM

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
	I. GENERAL
1	TITLE SHEET
2	INDEX OF SHEETS
3	OVERALL PROJECT LAYOUT
4 -26	EXISTING TYPICAL SECTIONS
27 -49	PROPOSED TYPICAL SECTIONS
50, 50A - 50E	GENERAL NOTES
51 & 51A	ESTIMATE & QUANTITY REPORT
52	ROADWAY SUMMARY
53	TRAFFIC CONTROL PLAN SUMMARY
54	SIGNING QUANTITY SUMMARY
55	PAVEMENT MARKING SUMMARY
56	BRIDGE REPAIR AND SUMMARY TABLE
57	STORM WATER POLLUTION PREVENTION PLAN SUMMARY
58-71	SUMMARY OF SMALL SIGNS
	II. TRAFFIC CONTROL PLAN
72-73	TCP SEQUENCE OF WORK
74	TCP CONSTRUCTION SEQUENCE
75-79	TCP DETOUR 1-DETOUR 4
	TRAFFIC CONTROL PLAN STANDARDS
% 80-91	BC(1)-21 THRU BC(12)-21
% 92	WZ(STPM)-23
% 93	WZ (UL)-13
% 94	WZ (BRK)-13
% 95	WZ (RS)-22
% 96	TCP(2-2)-18
% 97	TCP(2-6)-18
% 98	TCP(3-1)-13
% 99	TCP(3-2)-13
% 100	TCP(3-3)-14
% 101	TCP(6-1)-12
% 102	TCP(6-2)-12
% 103	TCP(6-4)-12
% 104	TREATMENT OF EDGE CONDITIONS
	III. ROADWAY DETAILS
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107	SH 183 - HORIZONTAL & VERTICAL CONTROL
108-111	HORIZONTAL ALIGNMENT DATA
112-139	ROADWAY LAYOUTS
	ROADWAY DETAILS STANDARDS
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# 141-142	CRCP(1)-23
# 143-144	CRCP(2)-23
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# 149	CP-TEP(FTW)
# 150	CPTD(FTW)
	IV. TRAFFIC ITEMS
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169-196	PAVEMENT MARKING LAYOUTS
	TRAFFIC ITEMS STANDARDS
$ 197	SMD(GEN)-08
$ 198-200	SMD(SLIP-1)-08 THRU SMD(SLIP-3)-08
% 201	PM(1)-22
% 202	PM(2)-22
% 203	FPM(1)-22
% 204	FPM(2)-22
% 205	FPM(3)-22
% 206	FPM(5)-22
	V. BRIDGE
207-213	BRIDGE LAYOUTS
	BRIDGE STANDARDS
* 214	PRECOMPRESSED FOAM EXPANSION JOINT SEAL
* 215	ARMOR JOINT DETAILS

SHEET NO.	DESCRIPTION
	VII ENVIRONMENTAL ISSUES
216-217	STORM WATER POLLUTION PREVENTION PLAN NARRATIVE
218-245	SW3P LAYOUTS
	ENVIRONMENTAL ISSUES STANDARDS
% 246	EC(1)-16
% 247	EC(3)-16
% 248-250	EC(9)-16
% 251	EPIC

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

Muhammad Yasir — 4/10/2024
NAME — DATE

THE STANDARD SHEETS SPECIFICALLY IDENTIFIED WITH A "*" HAVE BEEN ISSUED BY ME AND ARE APPLICABLE TO THIS PROJECT.

4/10/2024
NAME — DATE

THE STANDARD SHEETS SPECIFICALLY IDENTIFIED WITH A "$" HAVE BEEN ISSUED BY ME AND ARE APPLICABLE TO THIS PROJECT.

Paul E Stelliano, P.E — 4-10-2024
NAME — DATE

THE STANDARD SHEETS SPECIFICALLY IDENTIFIED WITH A "%" HAVE BEEN ISSUED BY ME AND ARE APPLICABLE TO THIS PROJECT.

4-10-2024
NAME — DATE

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone:(469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
INDEX OF SHEETS

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	2
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL

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100% SUBMITTAL

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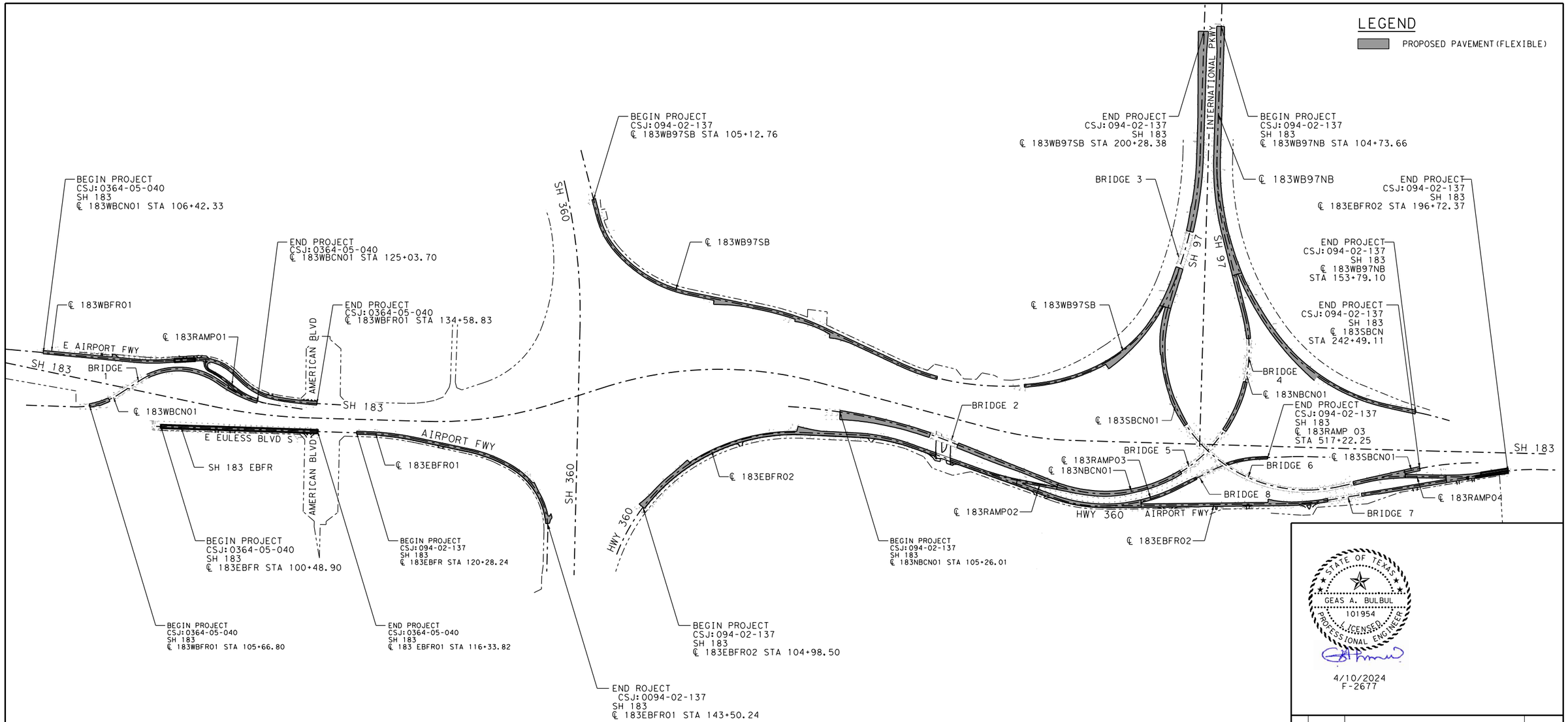

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NBI NOS	022200009402038	022200009402086	022200009408066	022200009408070	022200009402068	022200009402067	022200009402072	022200009402069

0′ 500′ 1000′
SCALE IN FEET
1":1000′

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/10/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
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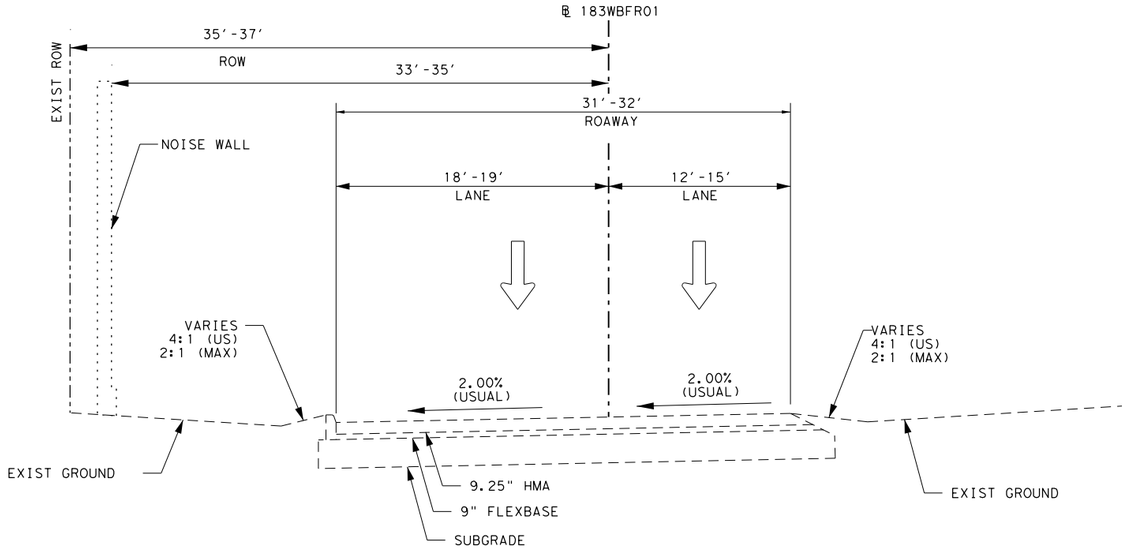
MBAKERINTL.COM
TBPE Registration No. F-2677

Texas Department of Transportation

SH 183
OVERALL PROJECT LIMITS

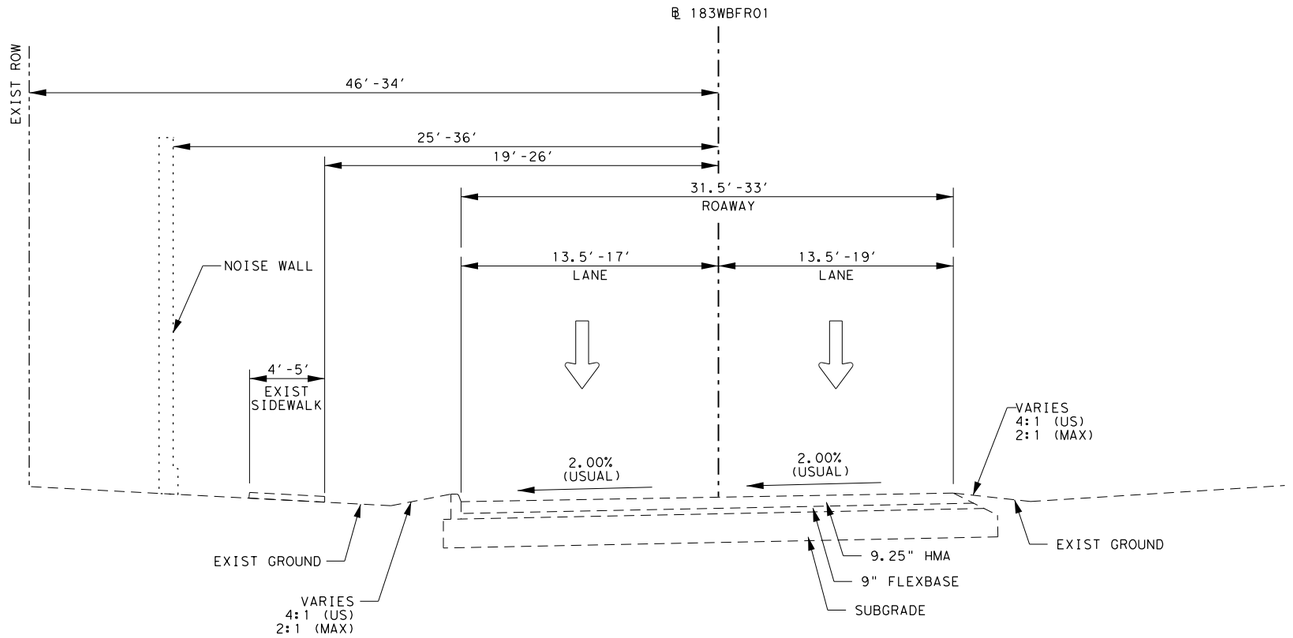
SHEET 1 OF 1

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
	TEXAS	FTW	TARRANT	3
VERIFIED BY	CONTROL	SECTION	JOB	
	0094	02	137, ETC.	



EXISTING TYPICAL
SH183 WB FRONTAGE ROAD
105+66.80 TO 113+00.00

NOT TO SCALE



EXISTING TYPICAL
SH183 WB FRONTAGE ROAD
113+00.00 TO 119+84.00

GEAS A. BULBUL
101954
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4/10/2024
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SH 183

EXISTING TYPICAL SECTIONS
SH183 WB FRONTAGE ROAD

SHEET 1 OF 23

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	4
	0094	02	137, ETC.	
VERIFIED BY				

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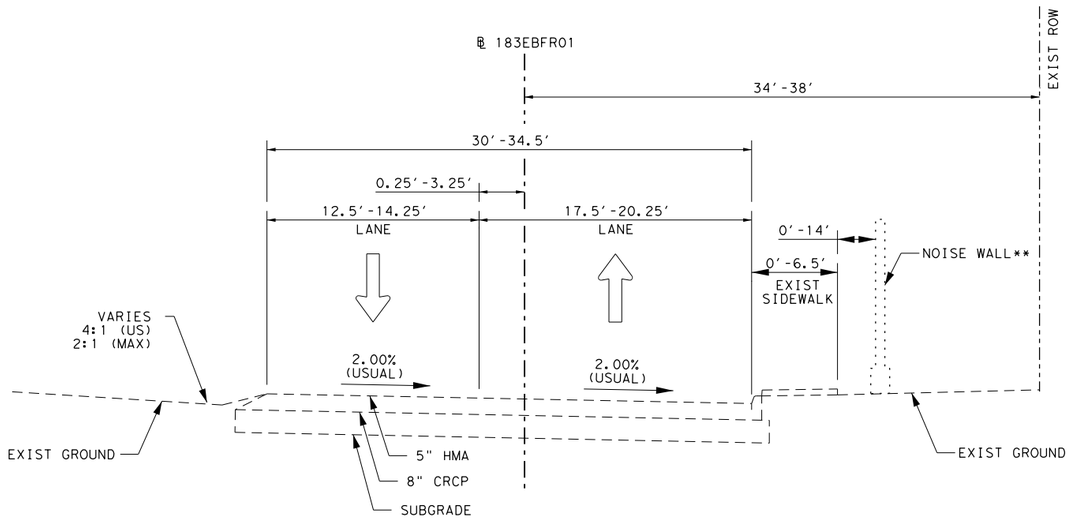
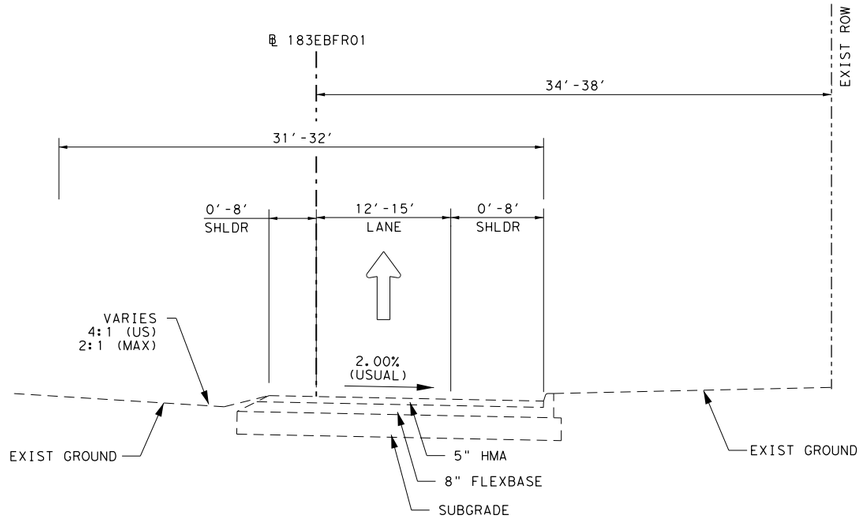


EXISTING TYPICAL
SH 183 EB FRONTAGE ROAD

STA 100+48.90 TO 116+33.82 ** NOISE WALL LOCATING IN THIS STATION RANGE
STA 120+28.24 TO 130+00.00

NOT TO SCALE



EXISTING TYPICAL
SH 183 EB FRONTAGE ROAD

STA 130+00.00 TO 133+00.00
STA 140+00.00 TO 143+50.24

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/10/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
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TBPE Registration No. F-2677

SH 183

EXISTING TYPICAL SECTIONS
SH183 EB FRONTAGE ROAD

SHEET 2 OF 23

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	5
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

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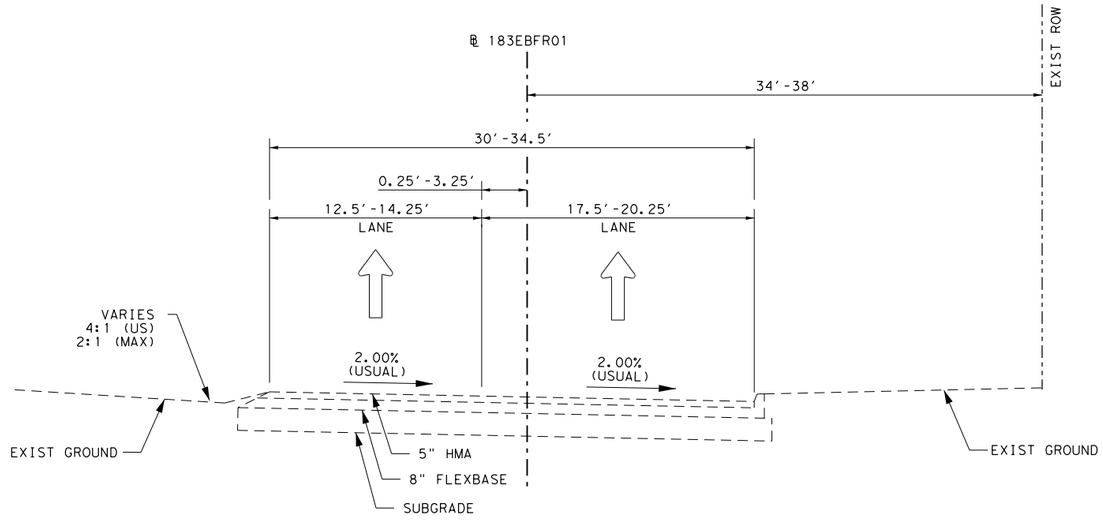
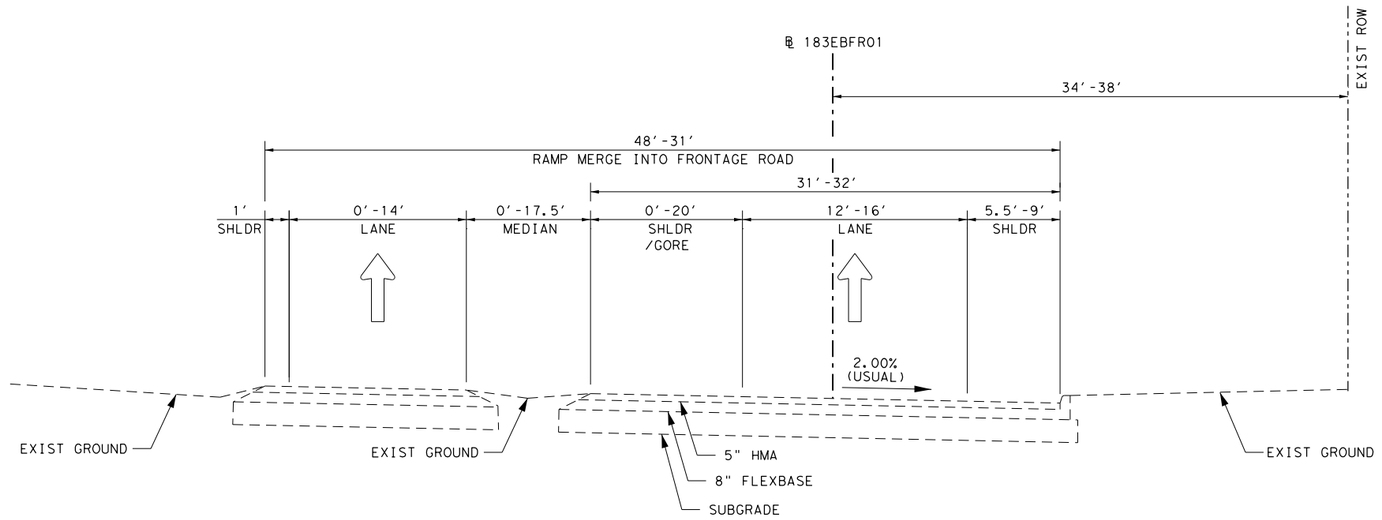


EXISTING TYPICAL
SH 183 EB FRONTAGE ROAD
STA 133+00.00 TO 136+00.00

NOT TO SCALE



EXISTING TYPICAL
SH 183 EB FRONTAGE ROAD
STA 136+00.00 TO 140+00.00

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/10/2024
F-2677

NO	DATE	REVISION	APPROVED

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Dallas, TX 75234
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MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

EXISTING TYPICAL SECTIONS
SH183 EB FRONTAGE ROAD

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	6
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

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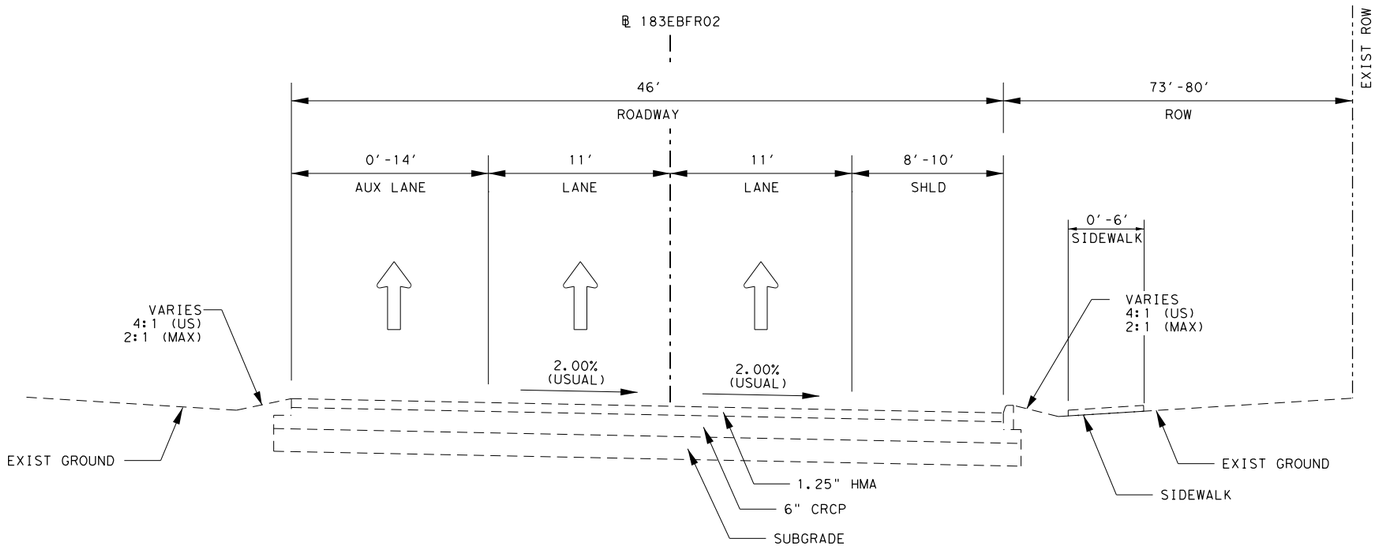
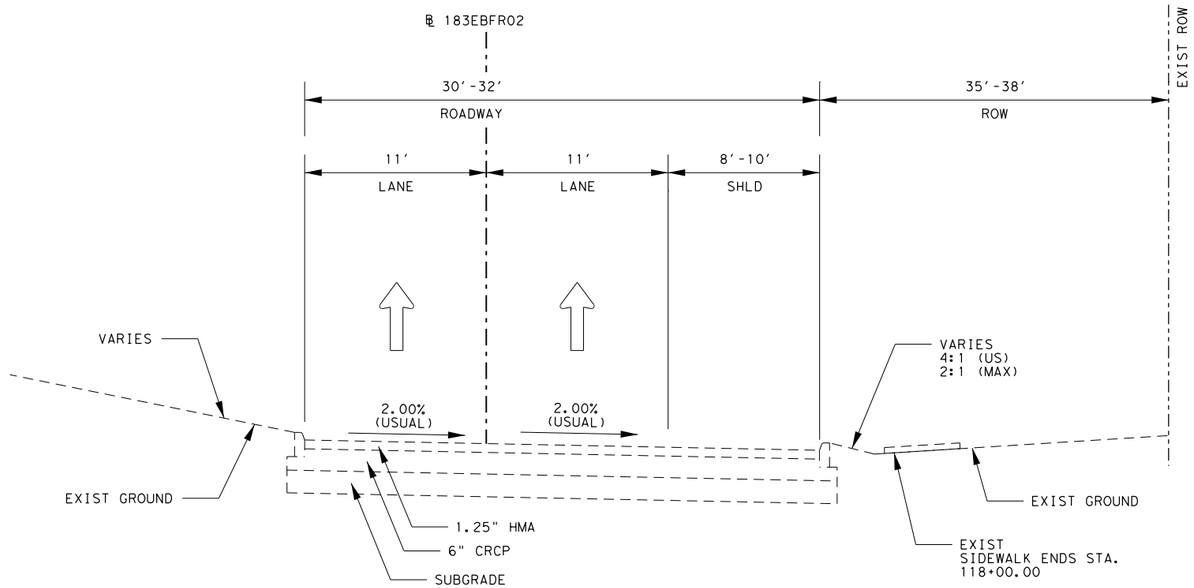


SH 183 EB FRONTAGE ROAD
EXISTING TYPICAL SECTION

BEGIN-STA. 112+00.00

NOT TO SCALE



SH 183 EB FRONTAGE ROAD
EXISTING TYPICAL SECTION

STA. 112+00.00 TO 125+00.00

GEAS A. BULBUL
101954
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

EXISTING TYPICAL SECTIONS

SH183 EB FRONTAGE ROAD

SHEET 4 OF 23

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	7
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

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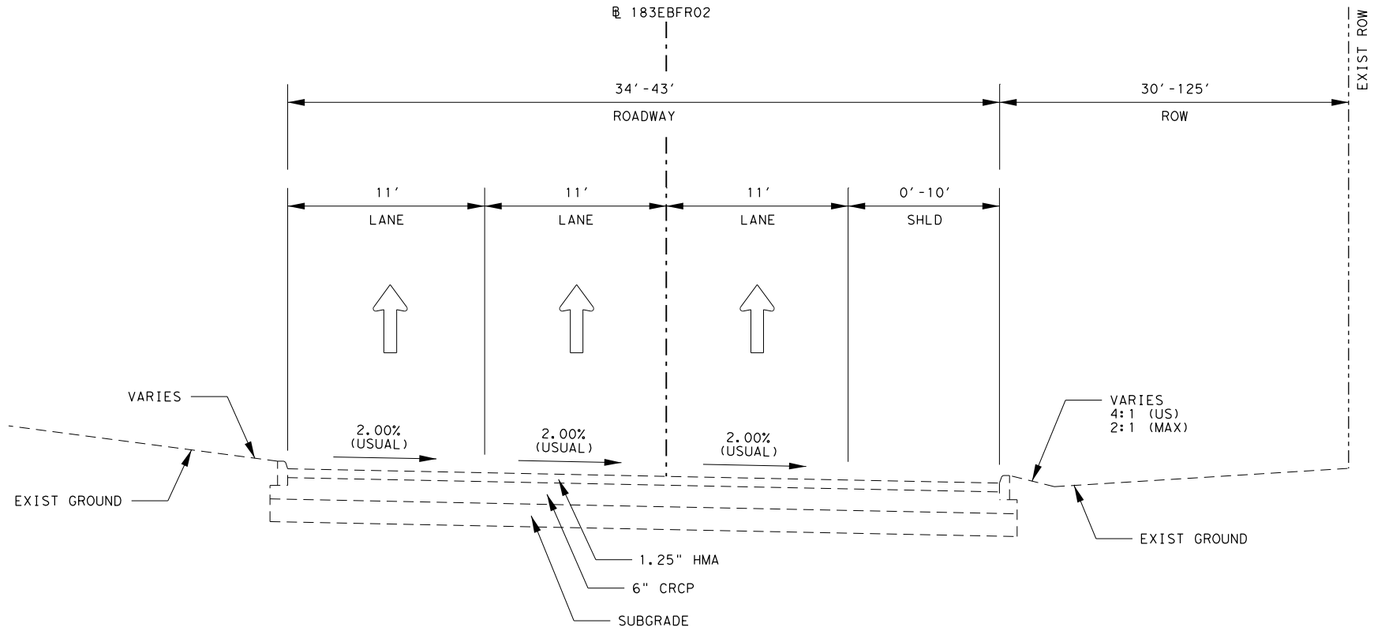
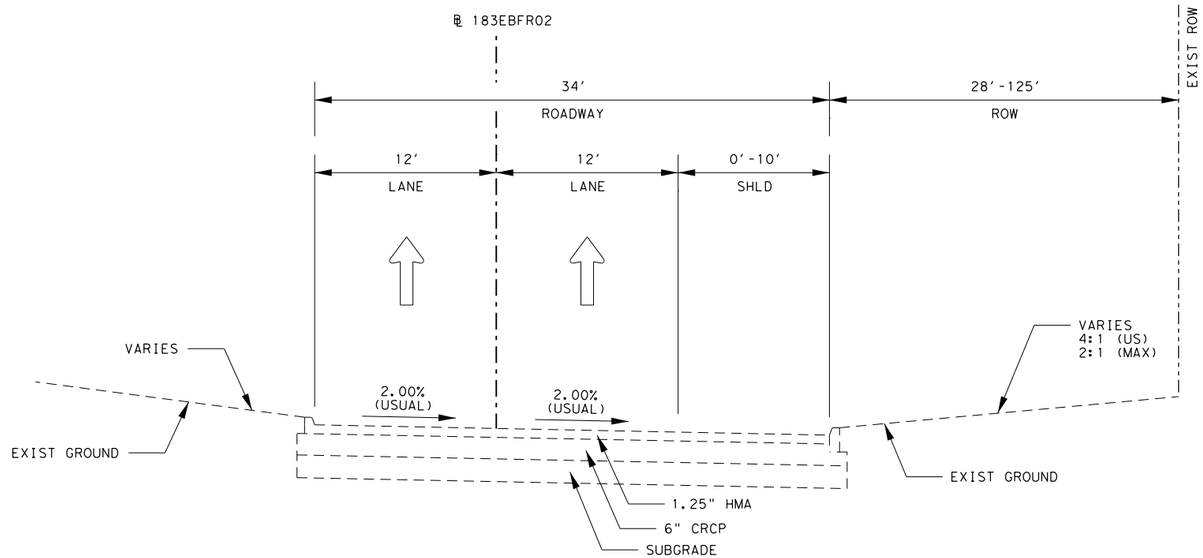


SH 183 EB FRONTAGE ROAD
EXISTING TYPICAL SECTION

STA. 125+00.00 TO 137+75.00

NOT TO SCALE



SH 183 EB FRONTAGE ROAD
EXISTING TYPICAL SECTION

STA. 139+32.00 TO 143+00.00

GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
STATE OF TEXAS

4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

EXISTING TYPICAL SECTIONS

SH183 EB FRONTAGE ROAD

SHEET 5 OF 23

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	8
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

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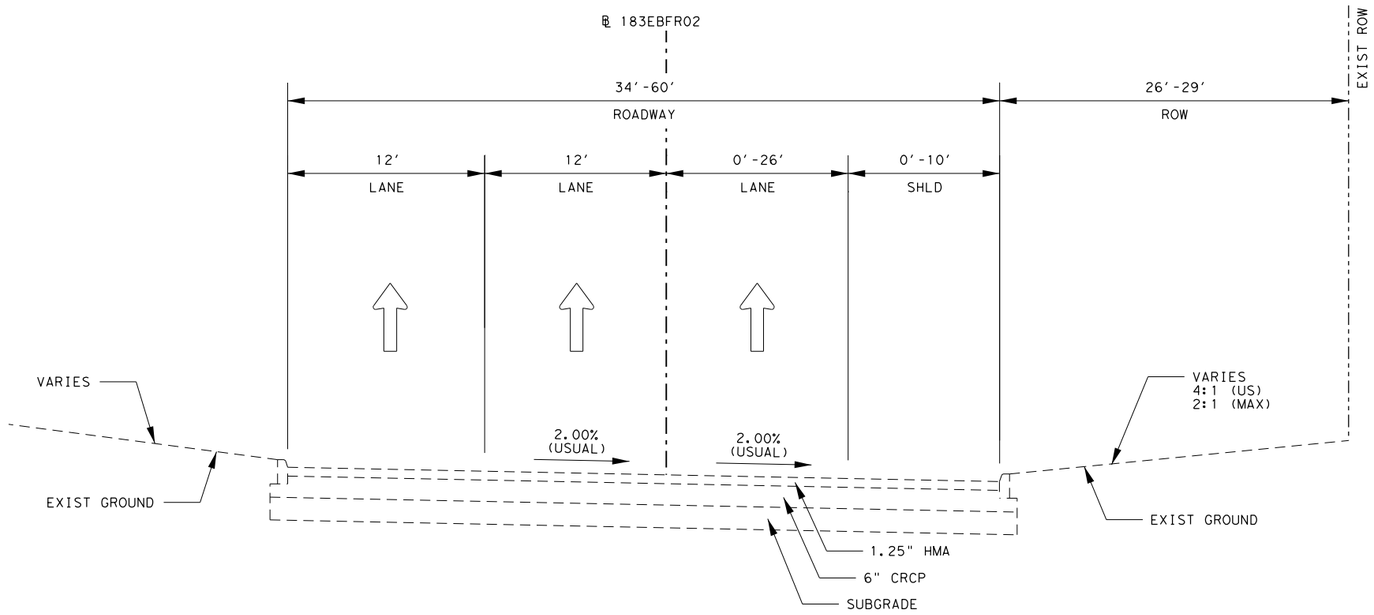

SH 183 EB FRONTAGE ROAD
EXISTING TYPICAL SECTION

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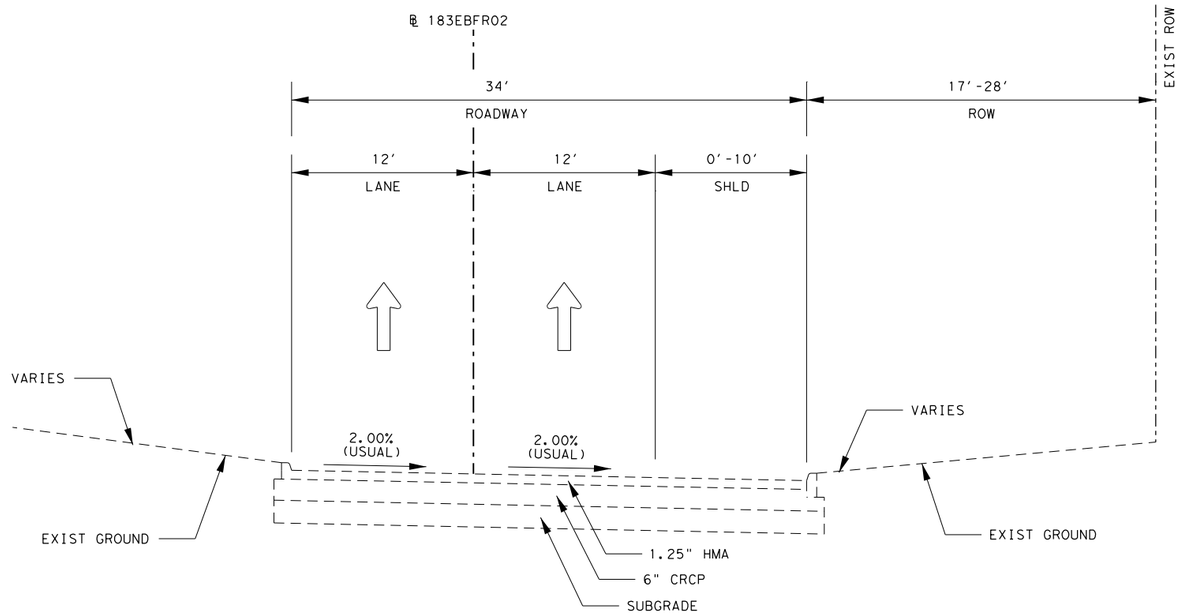
NOT TO SCALE



SH 183 EB FRONTAGE ROAD
EXISTING TYPICAL SECTION

STA. 146+40.00 TO 157+50.00

GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
STATE OF TEXAS

4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

EXISTING TYPICAL SECTIONS

SH183 EB FRONTAGE ROAD

SHEET 6 OF 23

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	9
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

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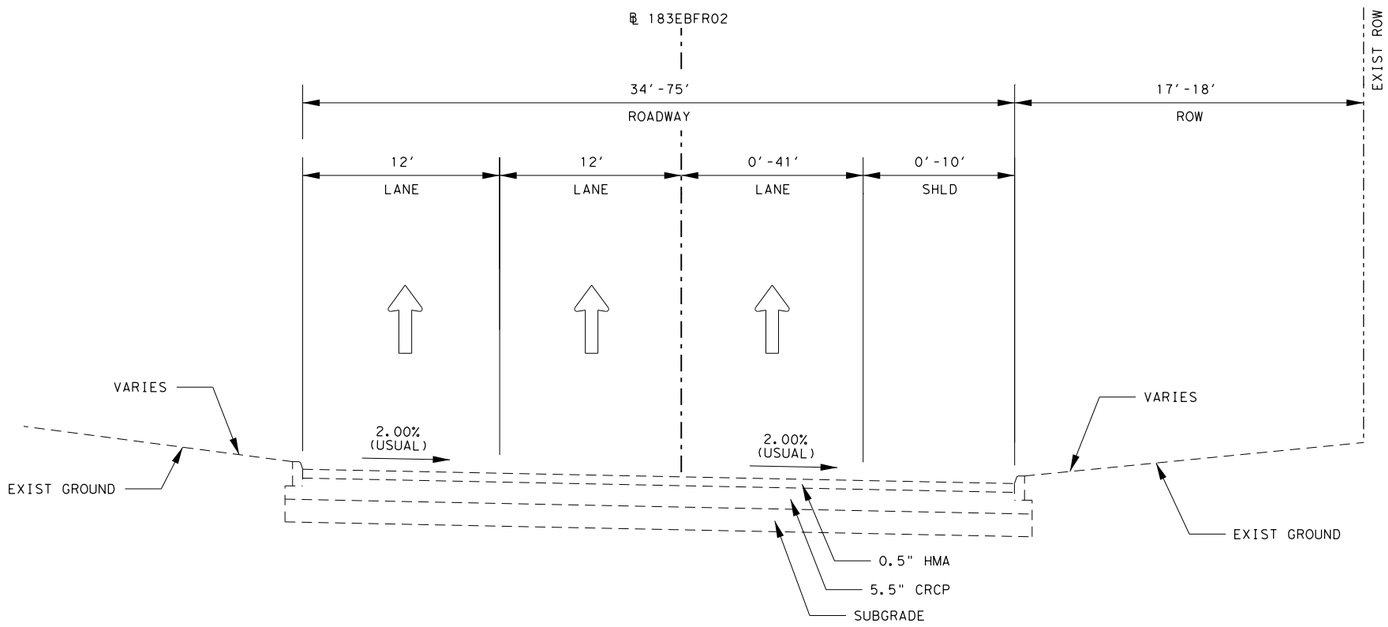
DATE:4/9/2024 TIME:3:04:15 PM

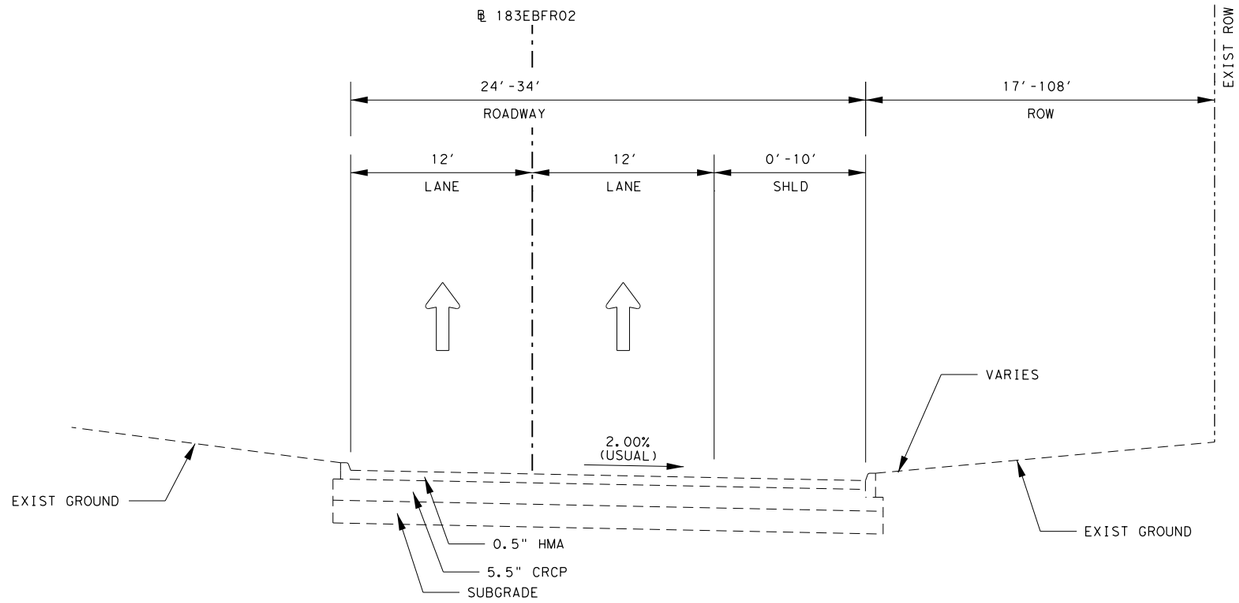
100% SUBMITTAL



SH 183 EB FRONTAGE ROAD
EXISTING TYPICAL SECTION

STA. 157+50.00 TO 159+40.00

NOT TO SCALE



SH 183 EB FRONTAGE ROAD
EXISTING TYPICAL SECTION

STA. 159+40.00 TO 178+28.00

GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
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4/9/2024
F-2677

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Michael Baker INTERNATIONAL
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Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

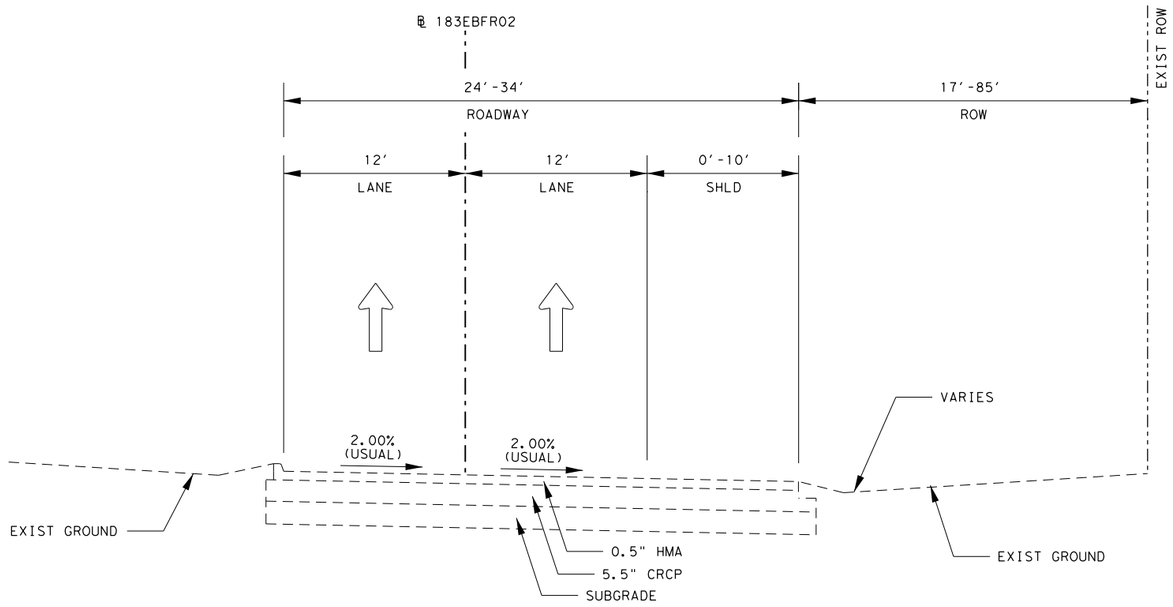
SH 183

EXISTING TYPICAL SECTIONS

SH183 EB FRONTAGE ROAD

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	10
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_EX_TYP_EBFR02_04.dgn
DATE:4/9/2024 TIME:3:04:29 PM



SH 183 EB FRONTAGE ROAD
EXISTING TYPICAL SECTION

STA. 182+00.00 TO 190+44.00

NOT TO SCALE

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SH 183

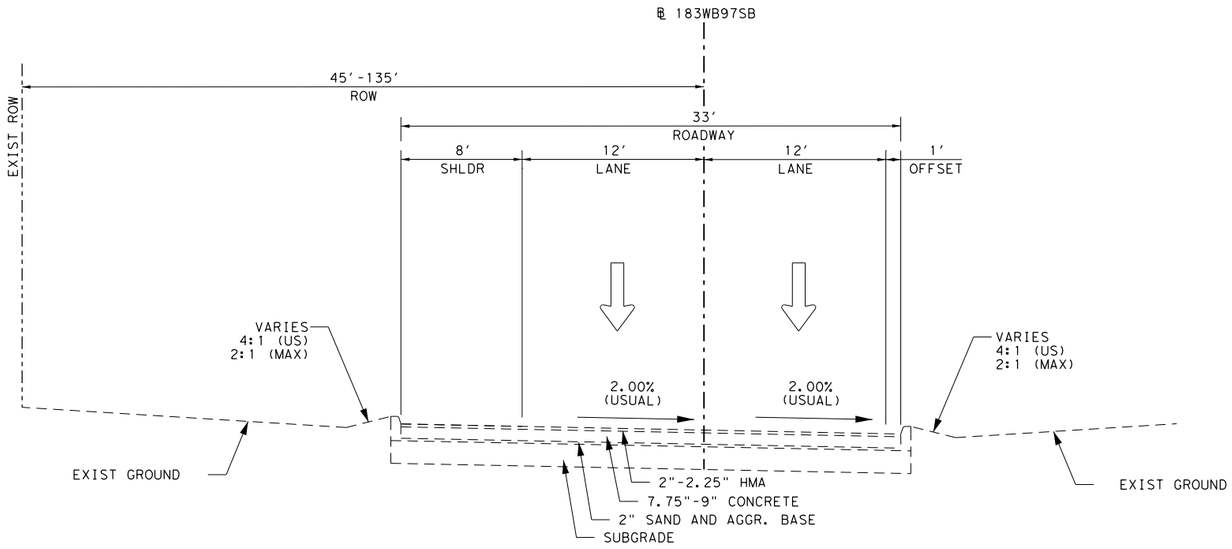
EXISTING TYPICAL SECTIONS

SH183 EB FRONTAGE ROAD

SHEET 8 OF 23

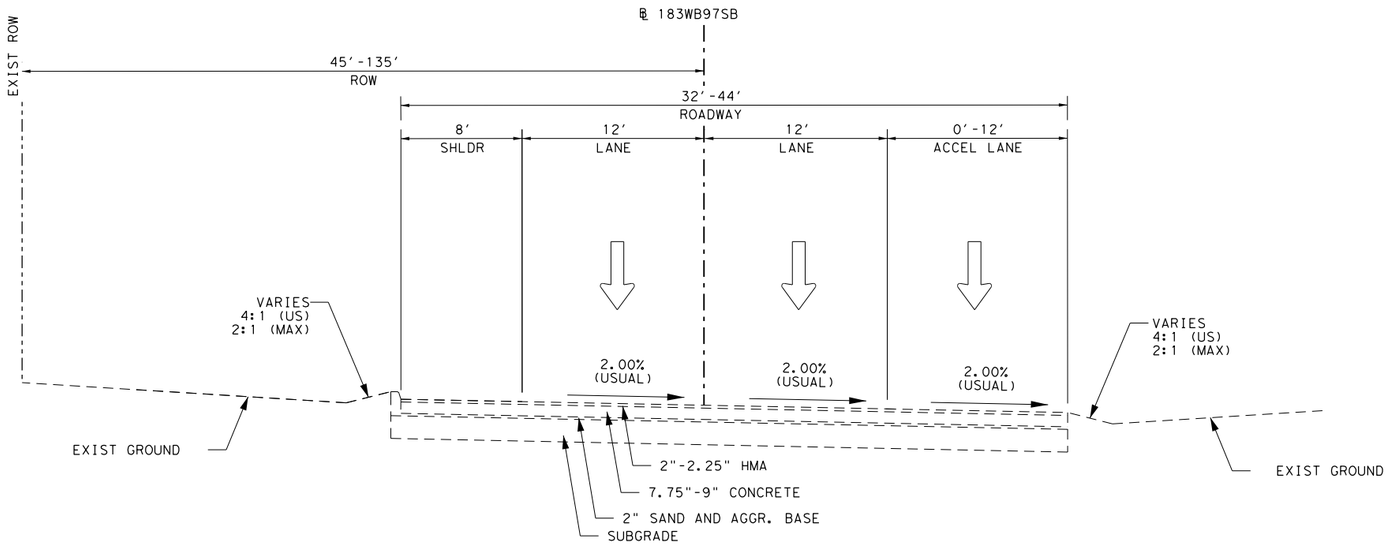
DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	11
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_EX_TYP_EBFR02_05.dgn
DATE:4/9/2024 TIME:3:04:41 PM



EXISTING TYPICAL SH183WB97SB

STA 105+00.00 TO 123+74.56
STA 125+15.75 TO 131+80.75
STA 132+47.80 TO 134+00.00
STA 137+00.00 TO 145+00.00



EXISTING TYPICAL SH183WB97SB

STA 123+74.56 TO 125+15.75
STA 131+80.75 TO 132+47.80
STA 134+00.00 TO 137+00.00

NOT TO SCALE

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SH 183

EXISTING TYPICAL SECTIONS

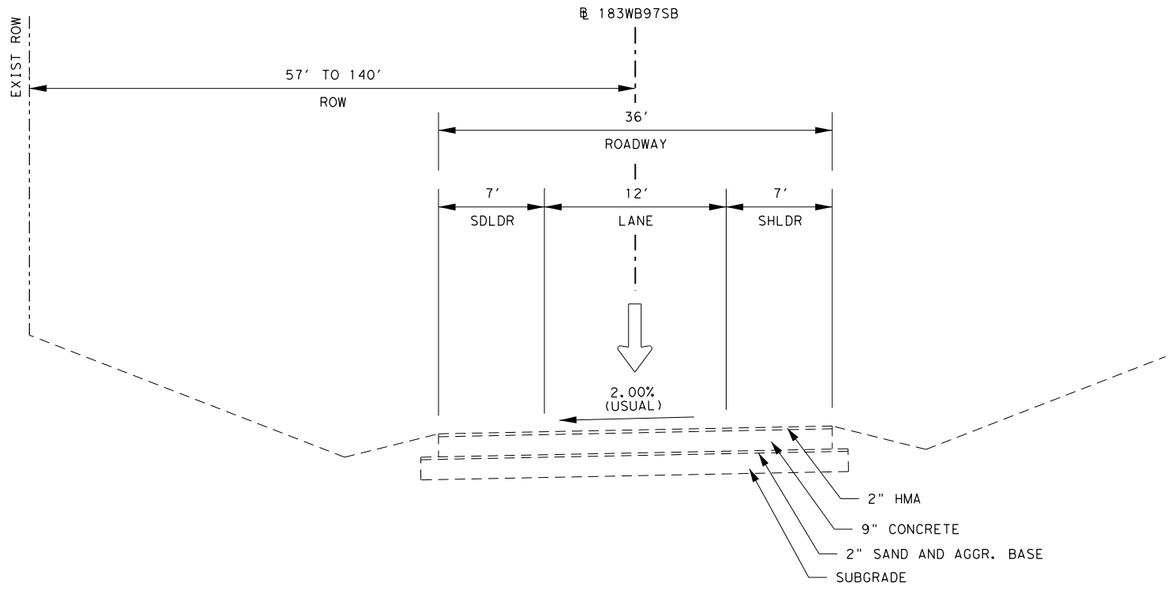
SH183 WB FRONTAGE ROAD

SHEET 9 OF 23

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	12
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_EX_TYP_WBFR02_01.dgn
DATE:4/9/2024 TIME:3:04:49 PM

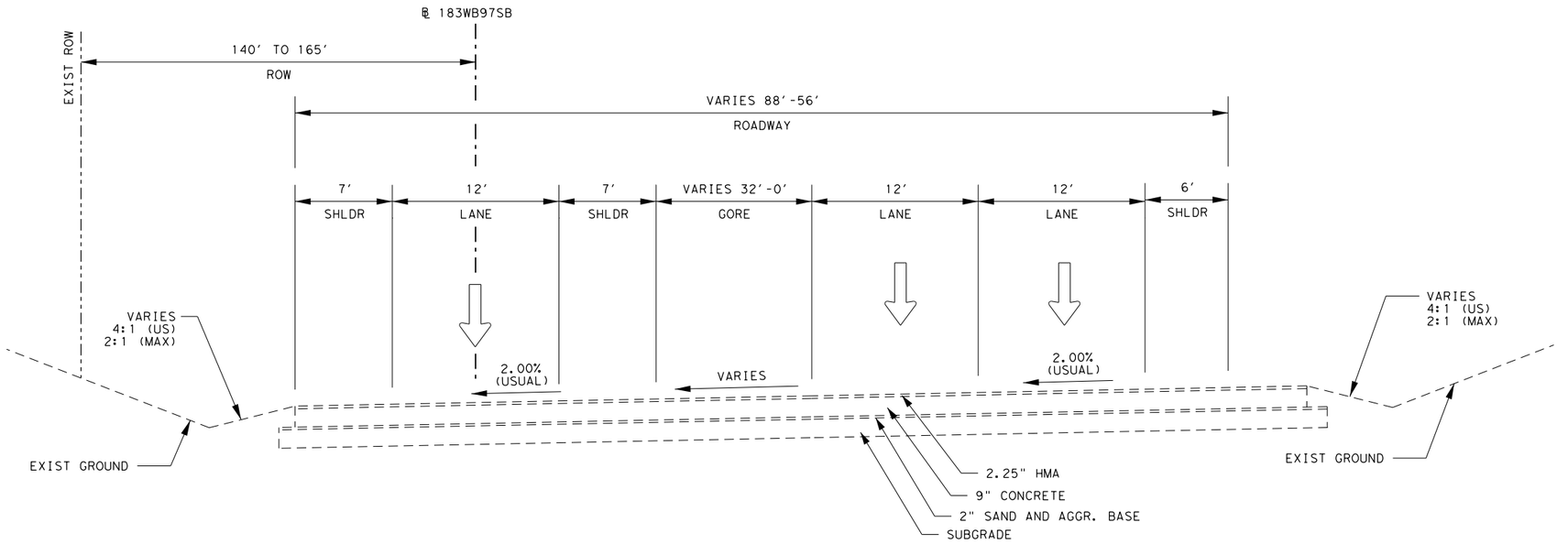
100% SUBMITTAL



SH 183 WB FRONTAGE ROAD
EXISTING TYPICAL SECTION

STA 155+09.00 TO STA 163+64.00

NOT TO SCALE



SH 183 WB FRONTAGE ROAD
EXISTING TYPICAL SECTION

STA 163+64.00 TO 166+87.00

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SH 183

EXISTING TYPICAL SECTIONS

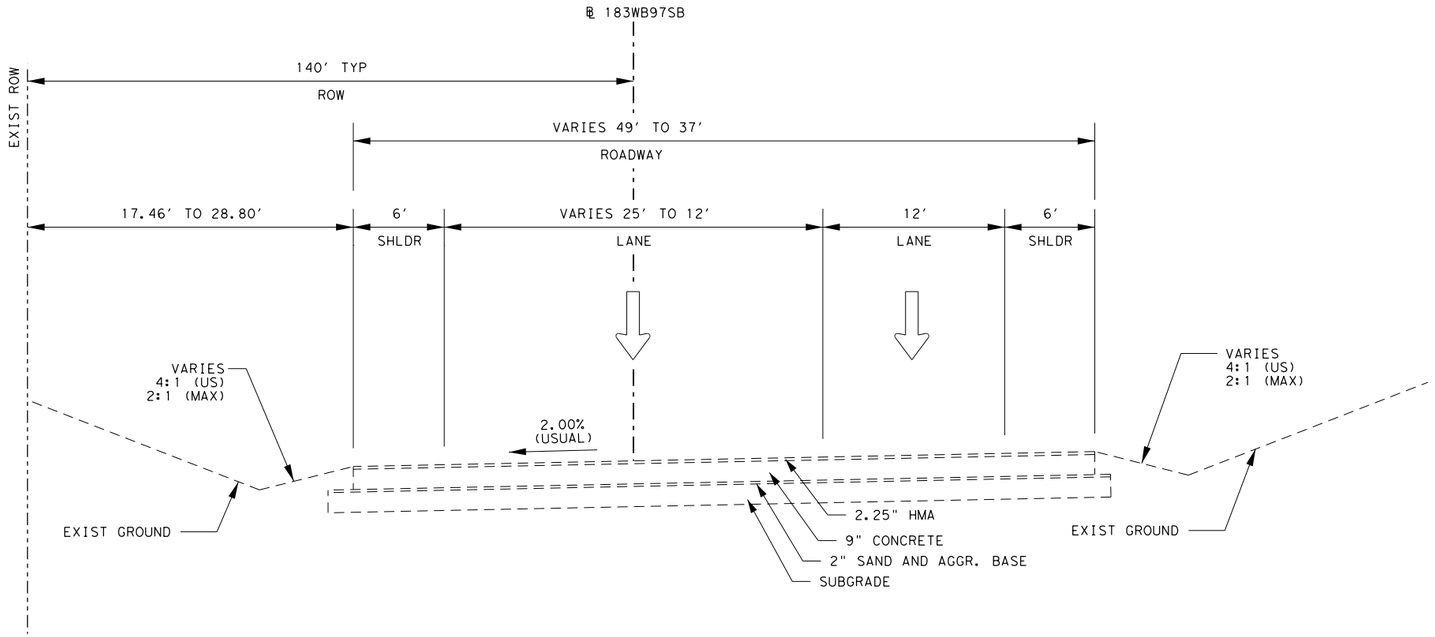
SH183 WB FRONTAGE ROAD

SHEET 10 OF 23

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	13
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_EX_TYP_WBFR02_02.dgn
DATE:4/9/2024 TIME:3:05:00 PM

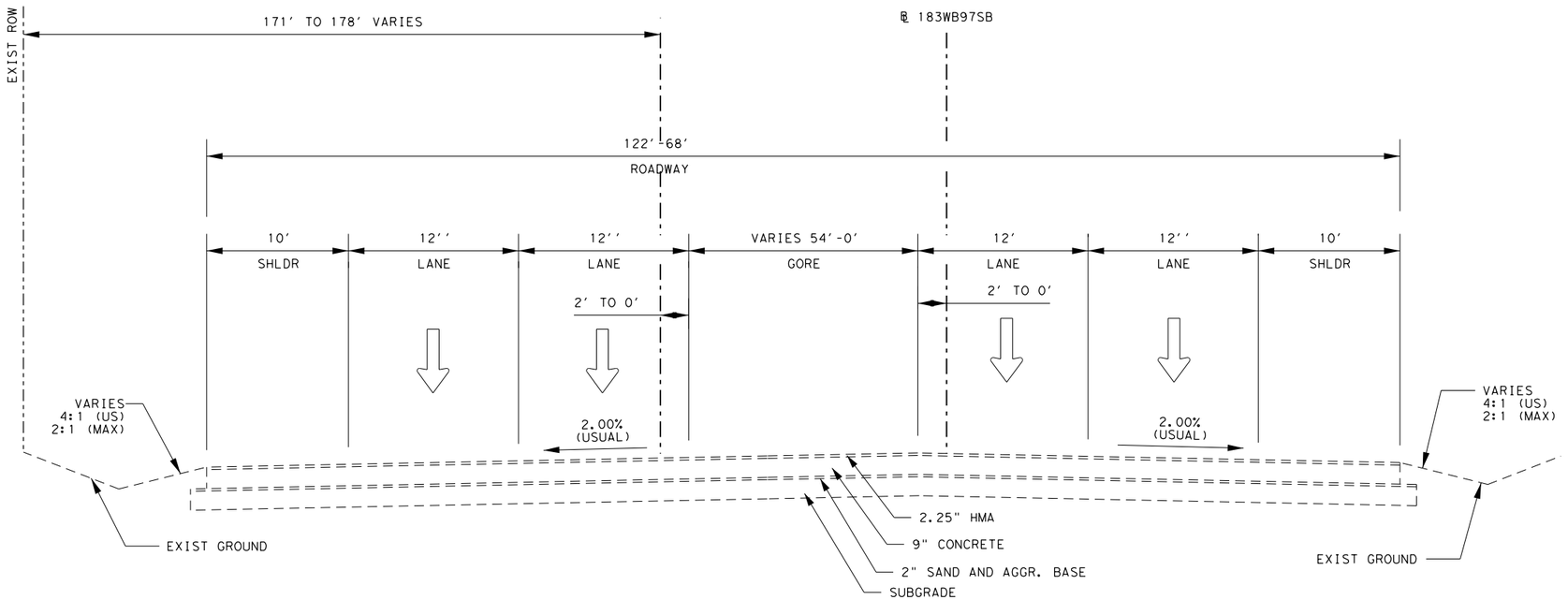
100% SUBMITTAL



SH 183 WB FRONTAGE ROAD
EXISTING TYPICAL SECTION

STA 166+87.00 TO 171+90.00

NOT TO SCALE



SH 183 WB FRONTAGE ROAD
EXISTING TYPICAL SECTION

STA 171+90.00 TO 176+14.00

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SH 183

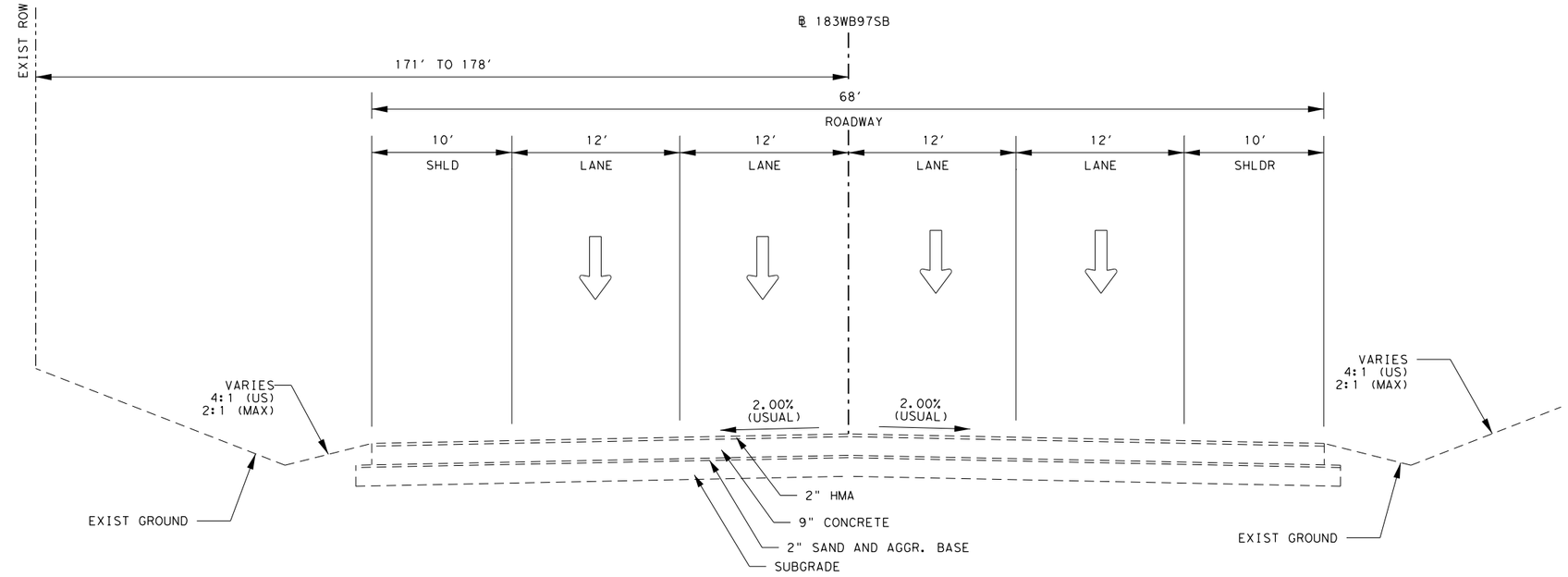
EXISTING TYPICAL SECTIONS

SH183 WB FRONTAGE ROAD

SHEET 11 OF 23

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	14
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

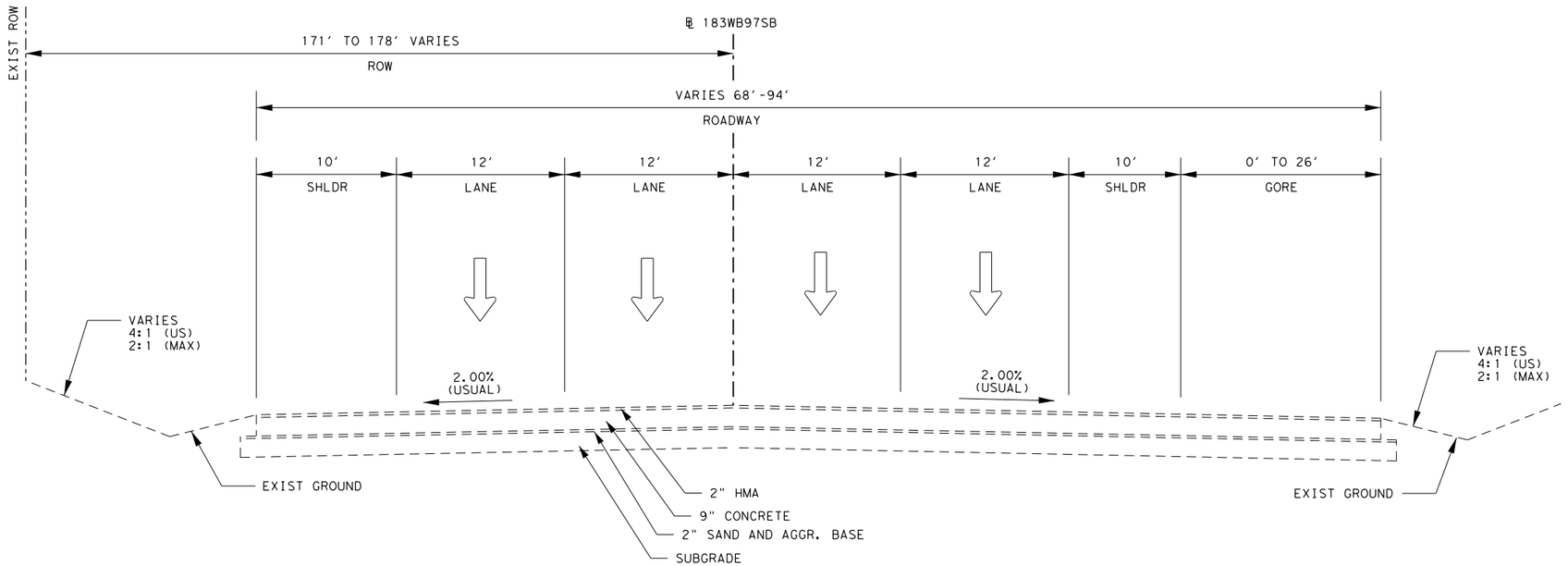
PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_EX_TYP_WBFR02_03.dgn
DATE:4/9/2024 TIME:3:05:07 PM



SH 183 WB FRONTAGE ROAD
EXISTING TYPICAL SECTION

STA 179+96.00 TO 196+90.00

NOT TO SCALE



SH 183 WB FRONTAGE ROAD
EXISTING TYPICAL SECTION

STA 196+90 TO 200+28.38

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SH 183

EXISTING TYPICAL SECTIONS

SH183 WB FRONTAGE ROAD

SHEET 12 OF 23

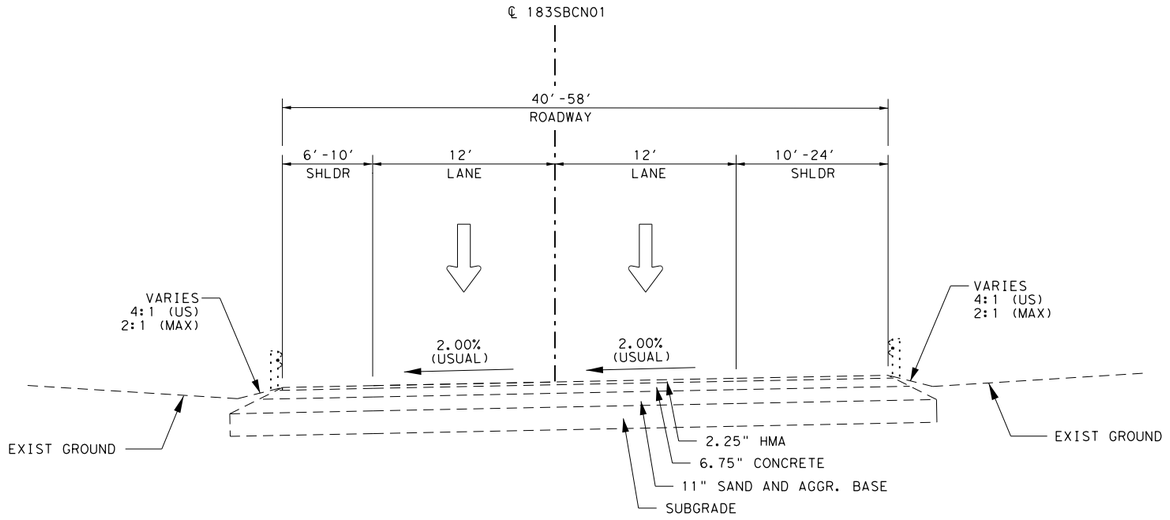
DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	15
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_EX_TYP_WBFR02_04.dgn
DATE:4/9/2024 TIME:3:05:15 PM

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

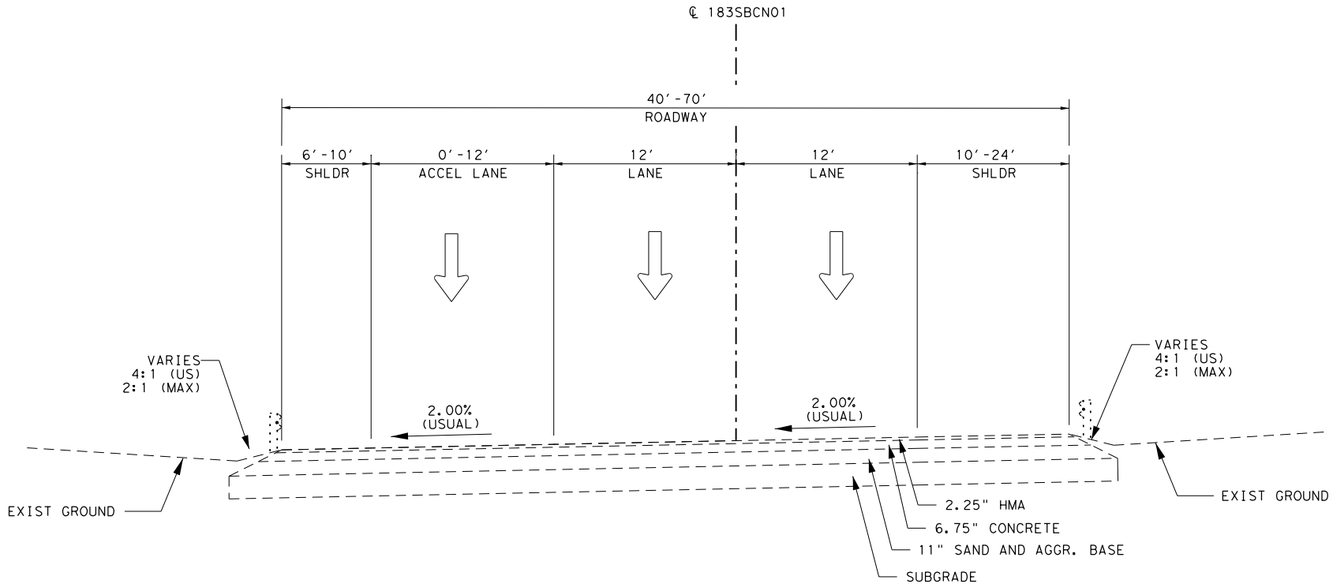
SCALE:1:10
USER:Cory.Colley

FILE:...\183_EX_TYP_SBCNNCTR_01.dgn
DATE:4/9/2024 TIME:3:05:23 PM



EXISTING TYPICAL
SH183 SB CONNECTOR

204+00.00-235+00.00



EXISTING TYPICAL
SH183 SB CONNECTOR

235+00.00-239+00.00

NOT TO SCALE

STATE OF TEXAS
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101954
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SH 183

EXISTING TYPICAL SECTIONS

SH183 SB CONNECTER

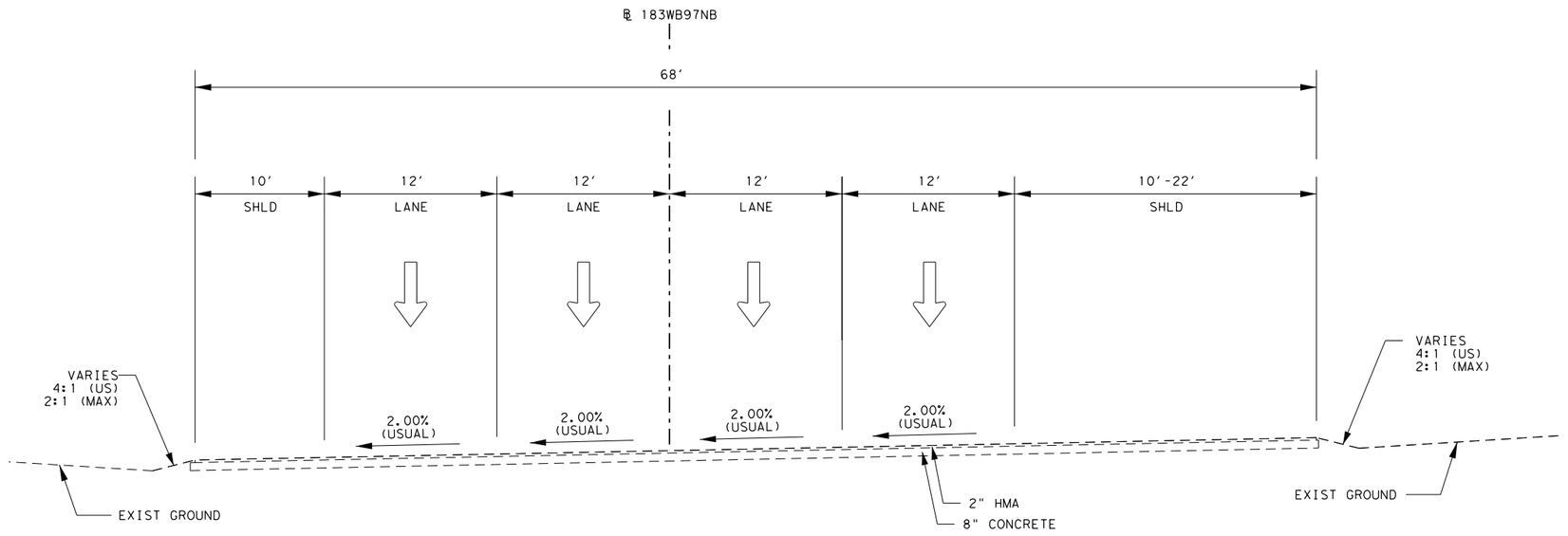
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	16
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

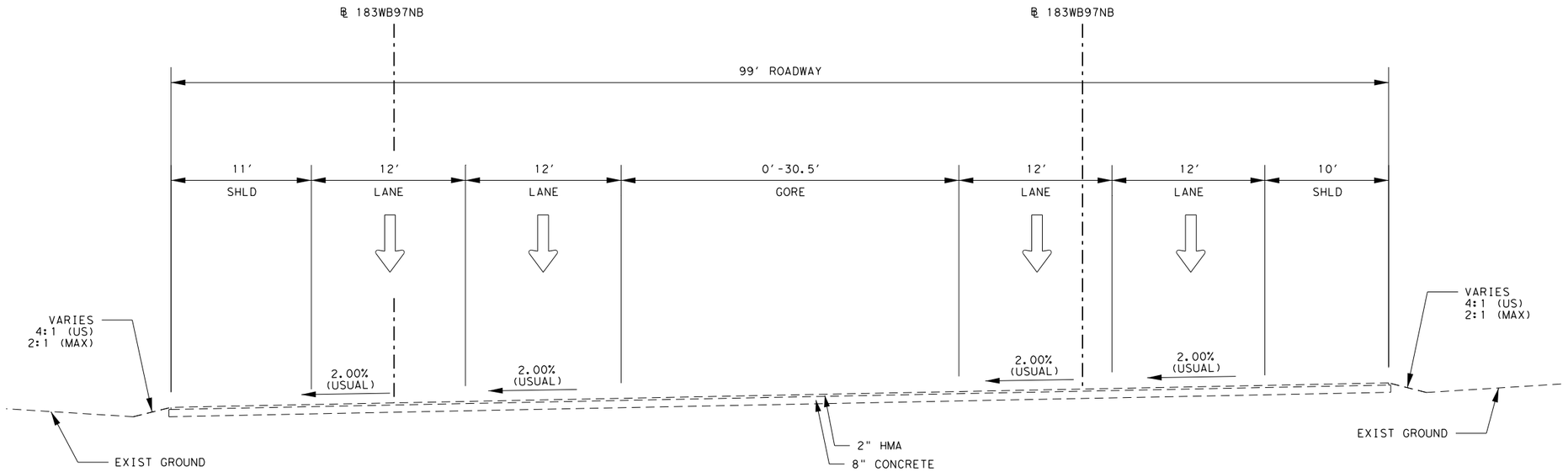
SCALE:1:10
USER:Cory.Colley

FILE:...\183_EX_TYP_SH183_NB97_01.dgn
DATE:4/9/2024 TIME:3:05:38 PM



EXISTING TYPICAL
SH183 WB SH97 NB RAMP
STA 104+74.00 TO 126+16.00

NOT TO SCALE



EXISTING TYPICAL
SH183 WB SH97 NB RAMP
STA 126+16.00 TO 130+00.00

STATE OF TEXAS
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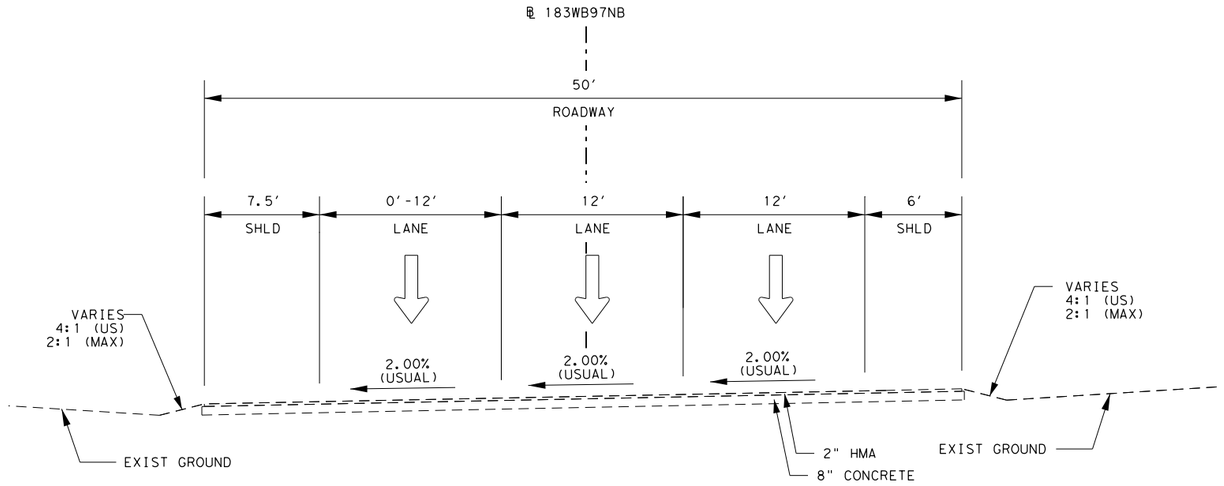
SH 183

EXISTING TYPICAL SECTIONS
SH183 TO SH97NB

SHEET 14 OF 23

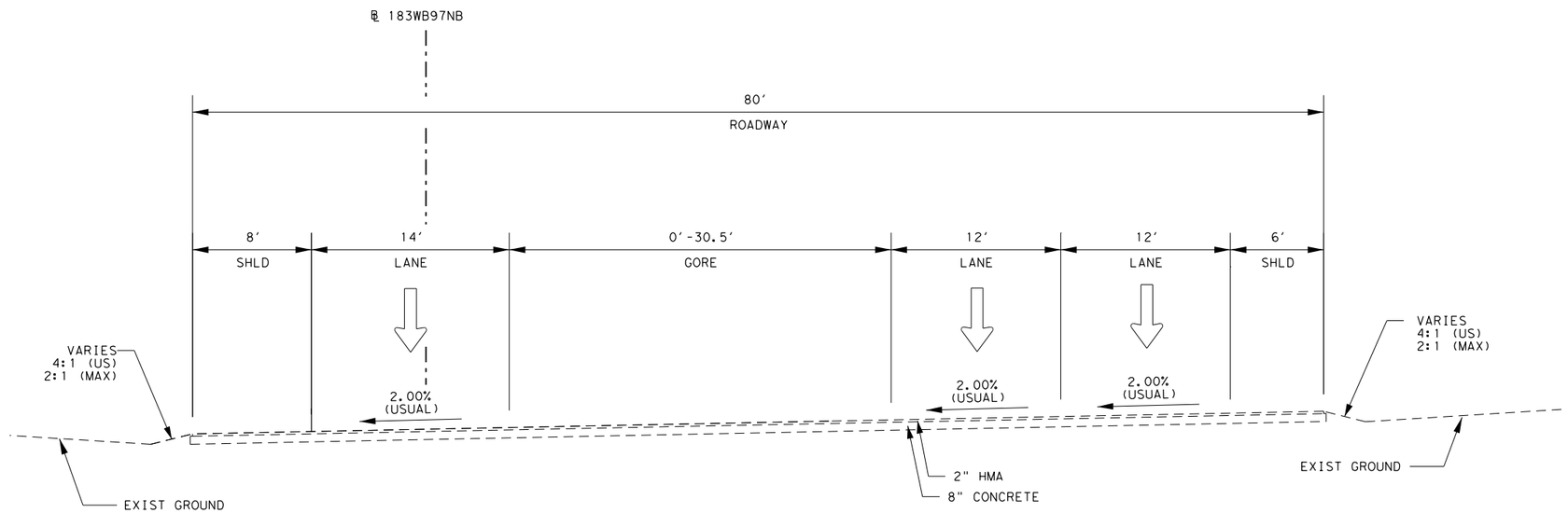
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	17
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL



EXISTING TYPICAL
SH183 WB SH97 NB RAMP

STA 130+00.00 TO 137+93.00



EXISTING TYPICAL
SH183 WB SH97 NB RAMP

STA 137+93.00 TO 143+19.00

NOT TO SCALE

STATE OF TEXAS
GEAS A. BULBUL
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SH 183

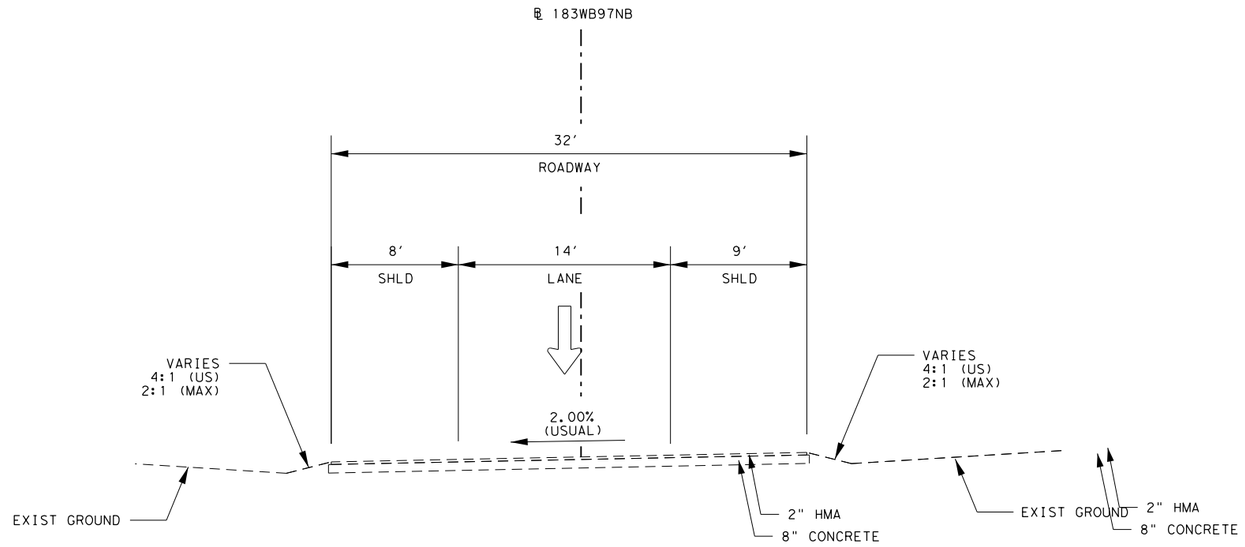
EXISTING TYPICAL SECTIONS

SH183 TO SH97NB

SHEET 15 OF 23

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	18
MBI				
VERIFIED BY	0094	02	137, ETC.	
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_EX_TYP_SH183_NB97_02.dgn
DATE:4/9/2024 TIME:3:05:48 PM



EXISTING TYPICAL
SH183 WB SH97 NB RAMP

STA 143+19.00 TO END

NOT TO SCALE

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STATE OF TEXAS

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SH 183

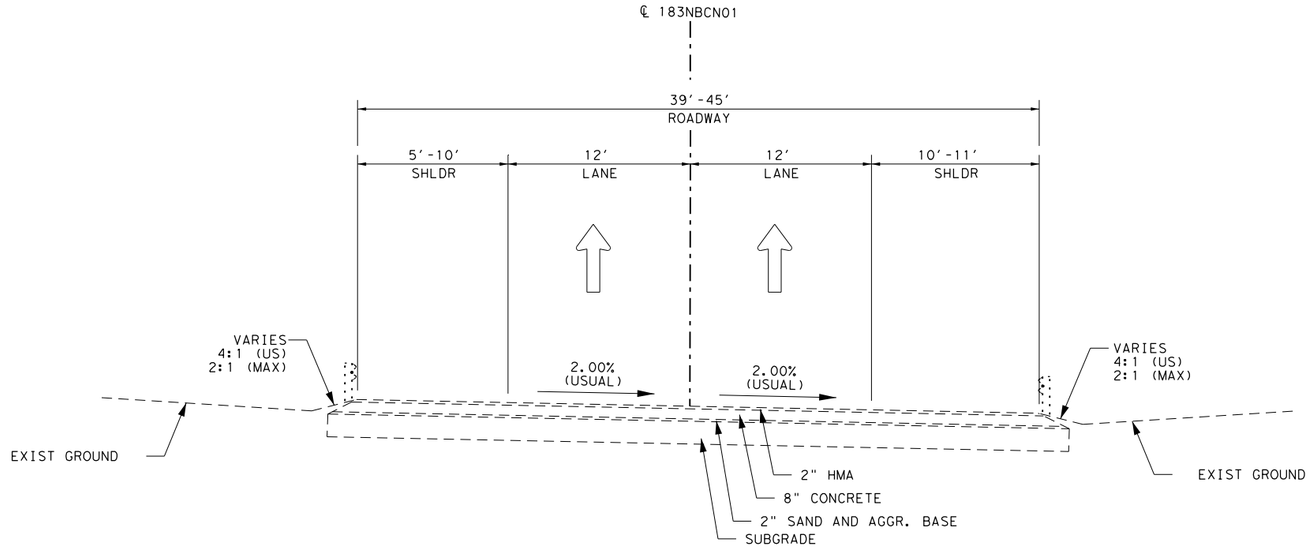
EXISTING TYPICAL SECTIONS

SH183 TO SH97NB

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	19
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_EX_TYP_SH183_NB97_03.dgn
DATE:4/9/2024 TIME:3:05:56 PM

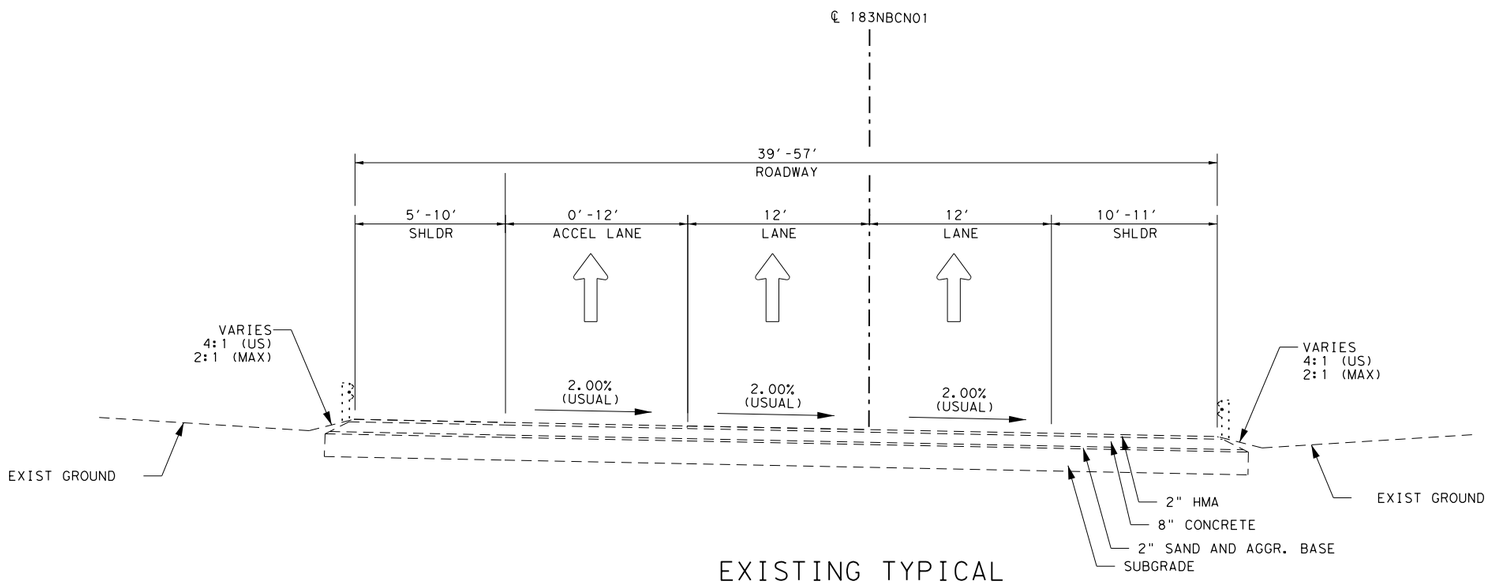
100% SUBMITTAL



EXISTING TYPICAL
SH183 NB CONNECTOR

STA 125+00.00 TO 128+00.00
STA 135+00.00 TO 166+00.00

NOT TO SCALE



EXISTING TYPICAL
SH183 NB CONNECTOR

STA 105+00.00 TO 114+66.70
STA 117+66.00 TO 125+00.00
STA 129+00.00 TO 135+00.00

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TBPE Registration No. F-2677

SH 183

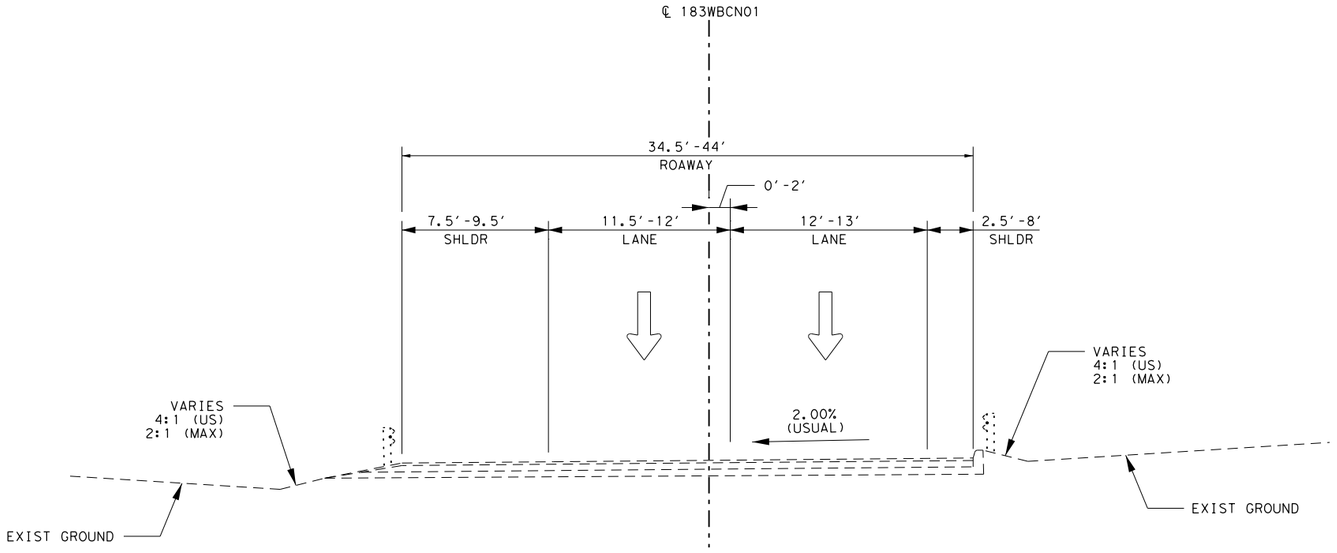
EXISTING TYPICAL SECTIONS

SH183 NB CONNECTER

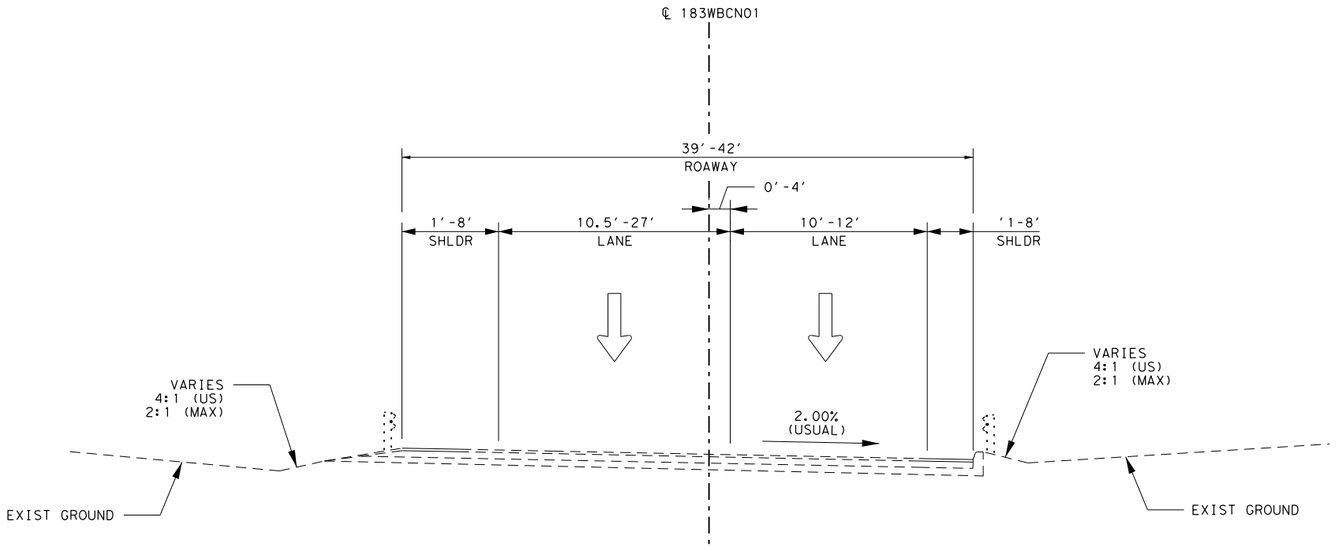
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	20
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_EX_TYP_NBCNNCTR_01.dgn
DATE:4/9/2024 TIME:3:06:06 PM

100% SUBMITTAL



EXISTING TYPICAL
SH 183 WB CONNECTOR TO SH 10
106+42.33 TO 108+49.83



EXISTING TYPICAL
SH 183 WB CONNECTOR TO SH 10
113+06.76 TO 125+03.70

NOT TO SCALE

STATE OF TEXAS
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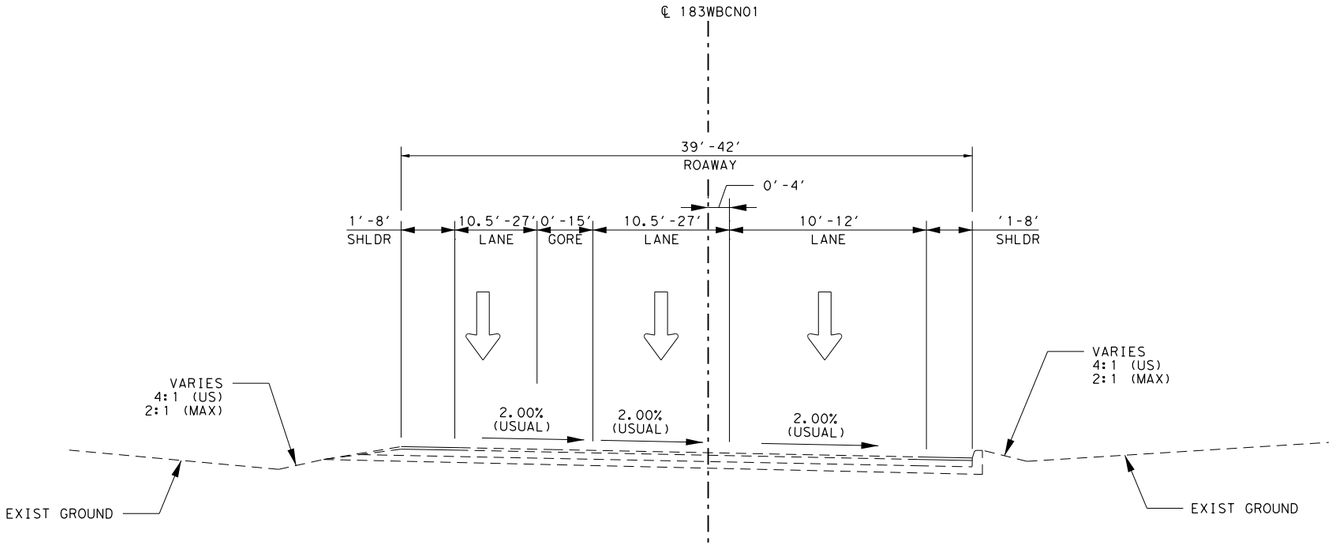
SH 183

EXISTING TYPICAL SECTIONS

WB SH183 TO SH10 CONNECTOR RAMP 01

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	21
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_EX_TYP_183CNTR10_01_01.dgn
DATE:4/9/2024 TIME:3:06:14 PM



EXISTING TYPICAL
SH 183 WB CONNECTOR TO SH 10

113+06.76 TO 125+03.70

NOT TO SCALE

GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
STATE OF TEXAS

4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

EXISTING TYPICAL SECTIONS

WB SH183 TO SH10 CONNECTOR RAMP 02

SHEET 19 OF 23

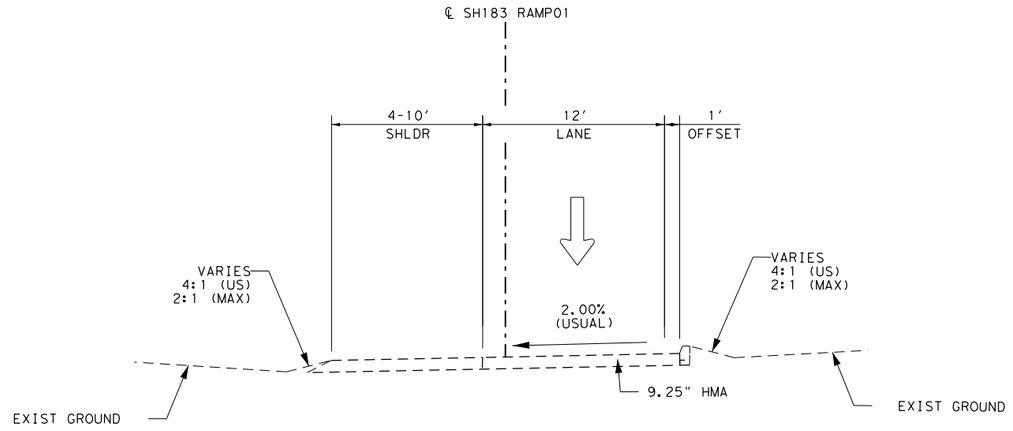
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	22
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:10
USER:Cory.Colley

FILE:...\183_EX_TYP_WBCNTR01_02.dgn
DATE:4/9/2024 TIME:3:06:22 PM



EXISTING TYPICAL
SH183 RAMP 01

STA 500+00.00 TO STA 504+60.35

NOT TO SCALE

GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
STATE OF TEXAS
4/9/2024
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TBPE Registration No. F-2677

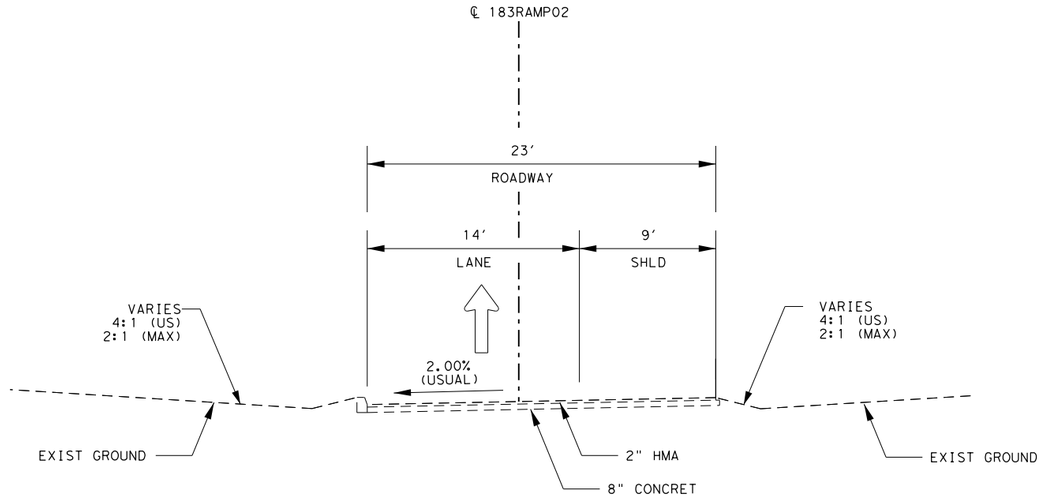
SH 183

EXISTING TYPICAL SECTIONS

SH183 RAMP 01

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	23
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_EX_TYP_CNNCTR_RAMP_01.dgn
DATE:4/9/2024 TIME:3:06:31 PM



EXISTING TYPICAL
SH 183 RAMP02

605+70-609+21

NOT TO SCALE

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:10
USER:Cory.Colley

FILE:...\183_EX_TYP_SH183_02RAMP_01.dgn
DATE:4/9/2024 TIME:3:06:44 PM

GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
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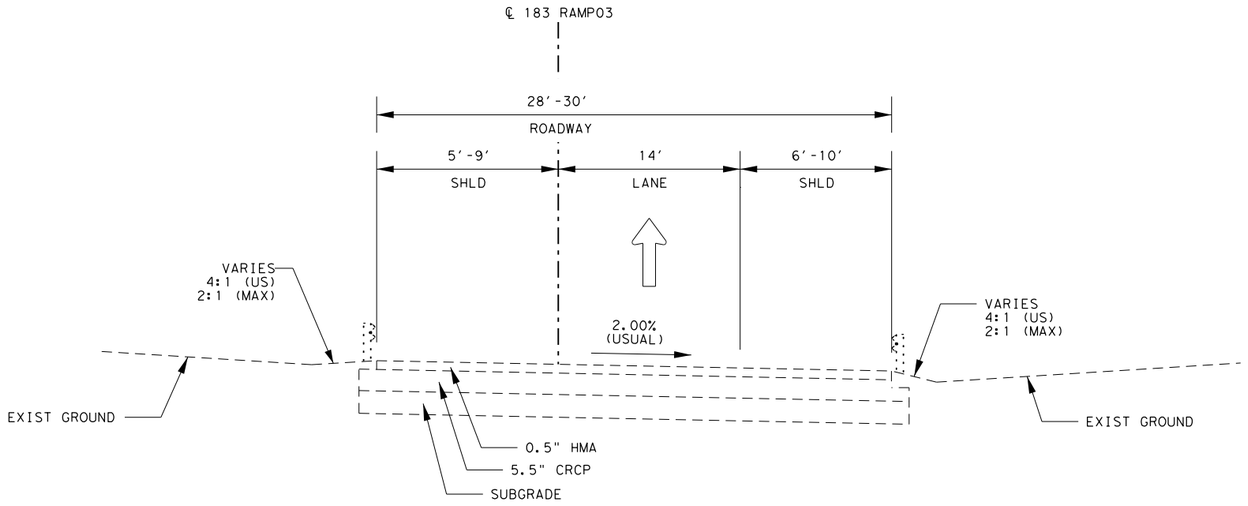
SH 183

EXISTING TYPICAL SECTIONS

SH183 RAMP 02

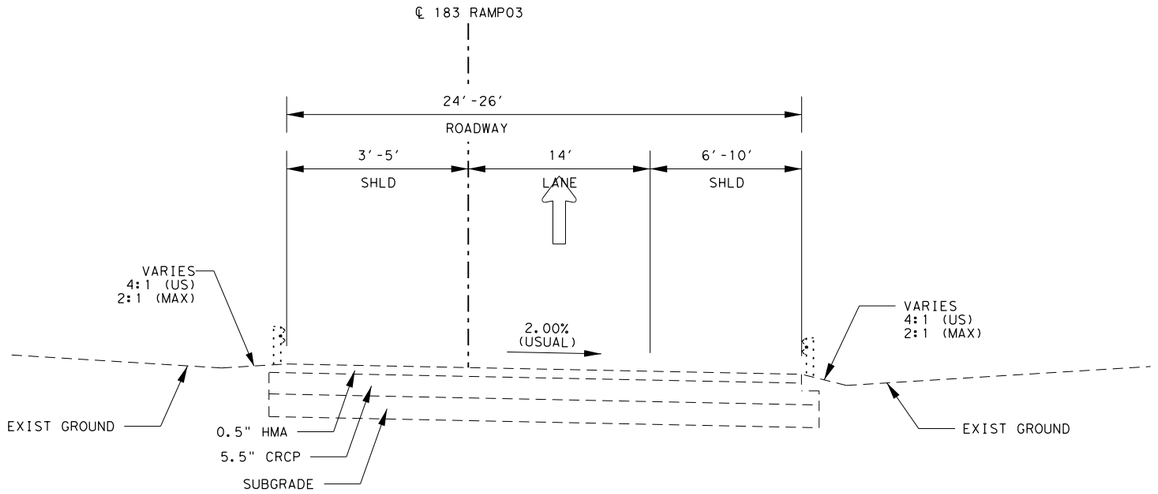
SHEET 21 OF 23

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	24
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				



SH 183 RAMP03
EXISTING TYPICAL SECTION
STA.503+54.00-STA.509+64.50

NOT TO SCALE



SH 183 RAMP03
EXISTING TYPICAL SECTION
STA 513+05.73-STA 517+22.25

STATE OF TEXAS
GEAS A. BULBUL
101954
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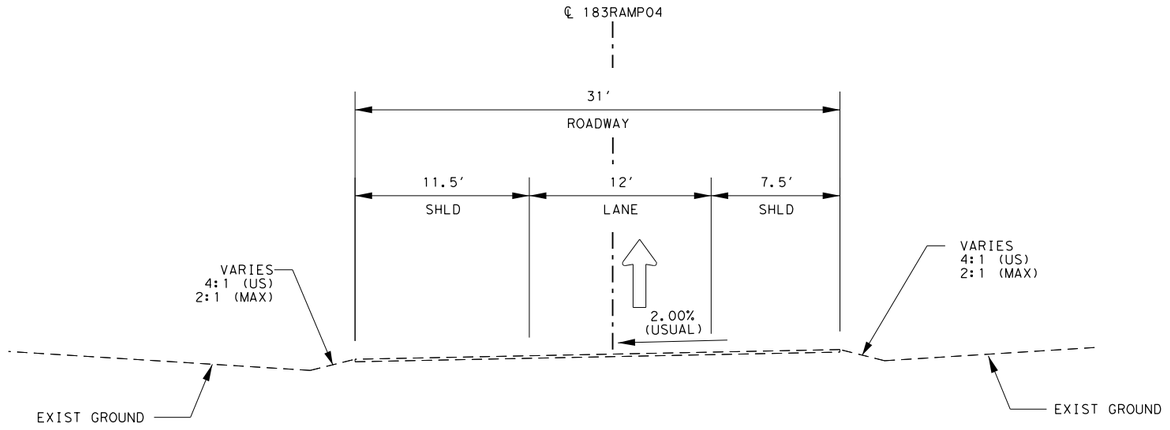
SH 183
EXISTING TYPICAL SECTIONS
SH183 RAMP 03

SHEET 22 OF **23**

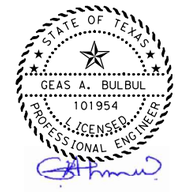
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	25
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				



EXISTING TYPICAL
SH 183 RAMP04

603+70-609+42

NOT TO SCALE



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SH 183

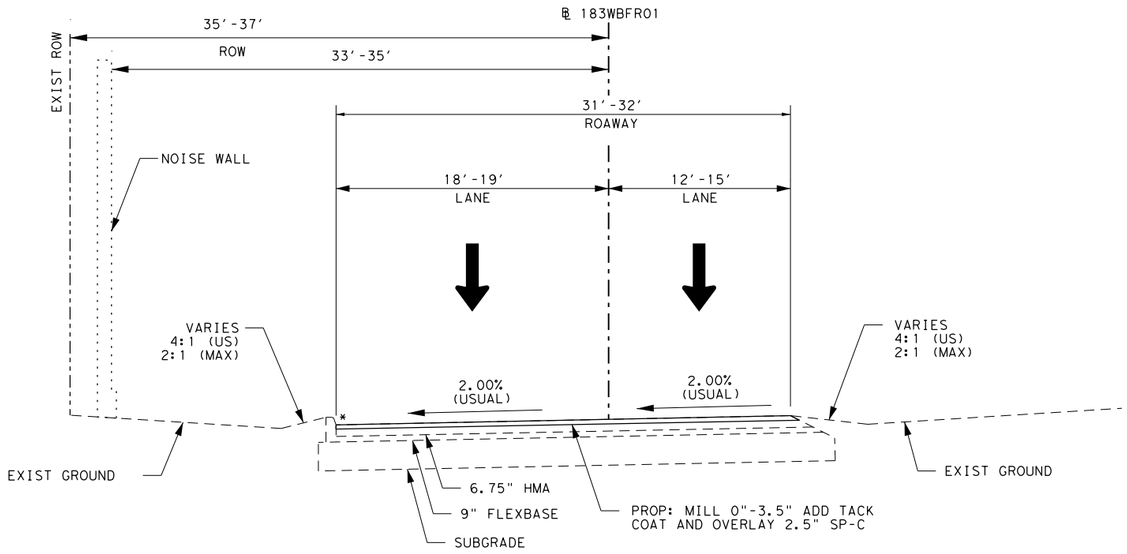
EXISTING TYPICAL SECTIONS

SH183 RAMP 04

SHEET 23 OF **23**

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	26
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

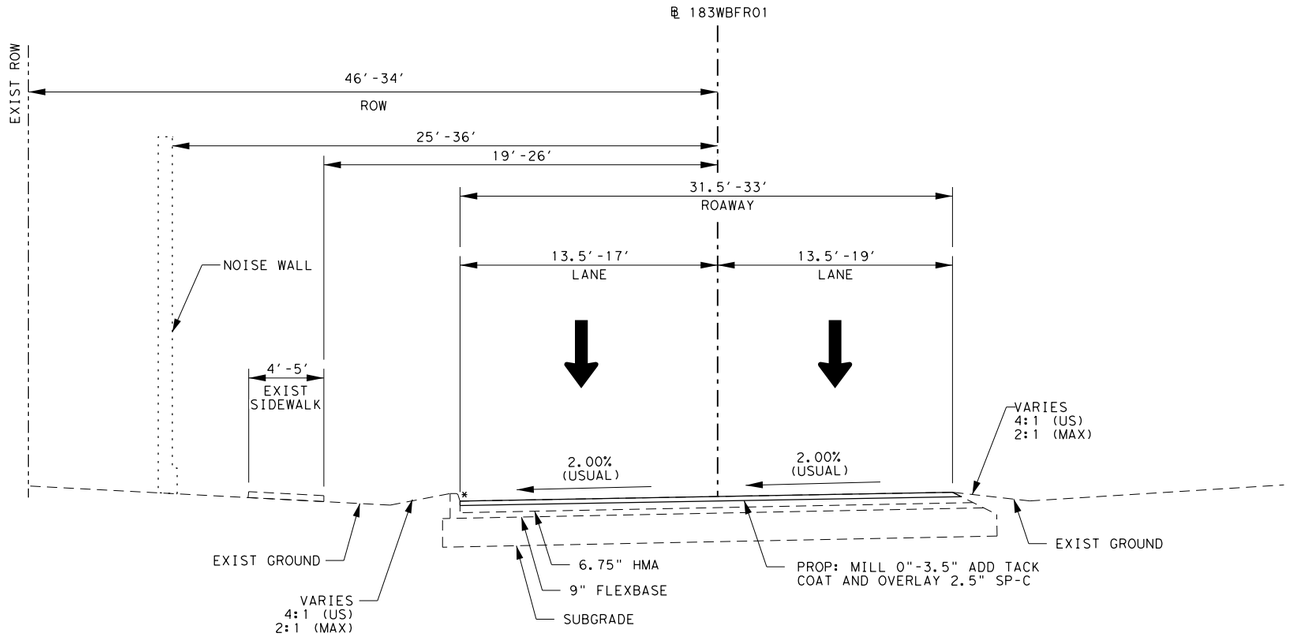
PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_EX_TYP_SH183_04RAMP_01.dgn
DATE:4/9/2024 TIME:3:07:02 PM



PROPOSED TYPICAL
SH183 WB FRONTAGE ROAD
105+66.80 TO 113+00.00

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

NOT TO SCALE



PROPOSED TYPICAL
SH183 WB FRONTAGE ROAD
113+00.00 TO 119+84.00

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER

4/10/2024
F-2677

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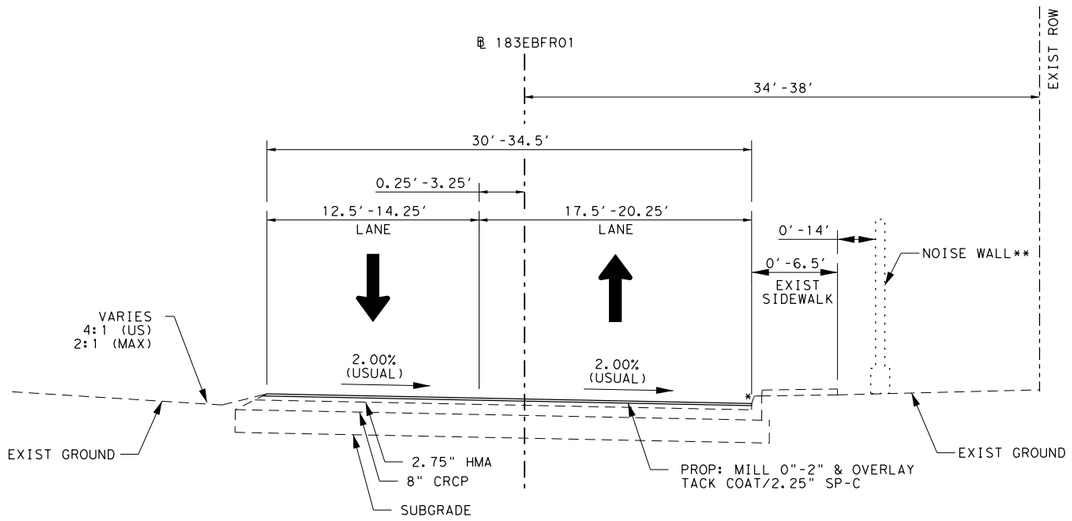
SH 183

PROPOSED TYPICAL SECTIONS
SH183 WB FRONTAGE ROAD

SHEET 1 OF 23

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	27
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL



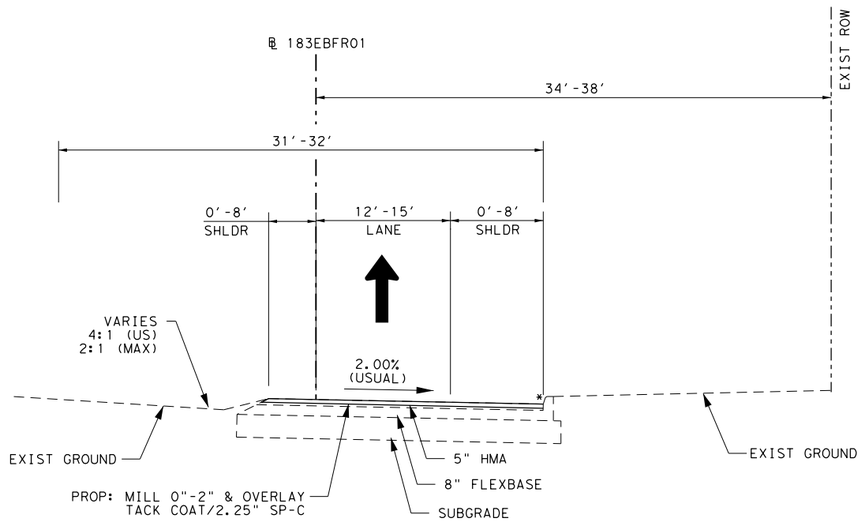
PROPOSED TYPICAL
SH 183 EB FRONTAGE ROAD

STA 100+48.90 TO 116+33.82
STA 120+28.24 TO 130+00.00

** NOISE WALL LOCATING IN THIS STATION RANGE
FULL DEPTH REPAIR FOR THIS SECTION
MILL AND OVERLAY FOR THIS SECTION

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

NOT TO SCALE



* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

EXISTING TYPICAL
SH 183 EB FRONTAGE ROAD

STA 130+00.00 TO 133+00.00
STA 139+00.00 TO 143+50.24

STATE OF TEXAS
GEAS A. BULBUL
101954
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4/10/2024
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MBAKERINTL.COM
TBPE Registration No. F-2677

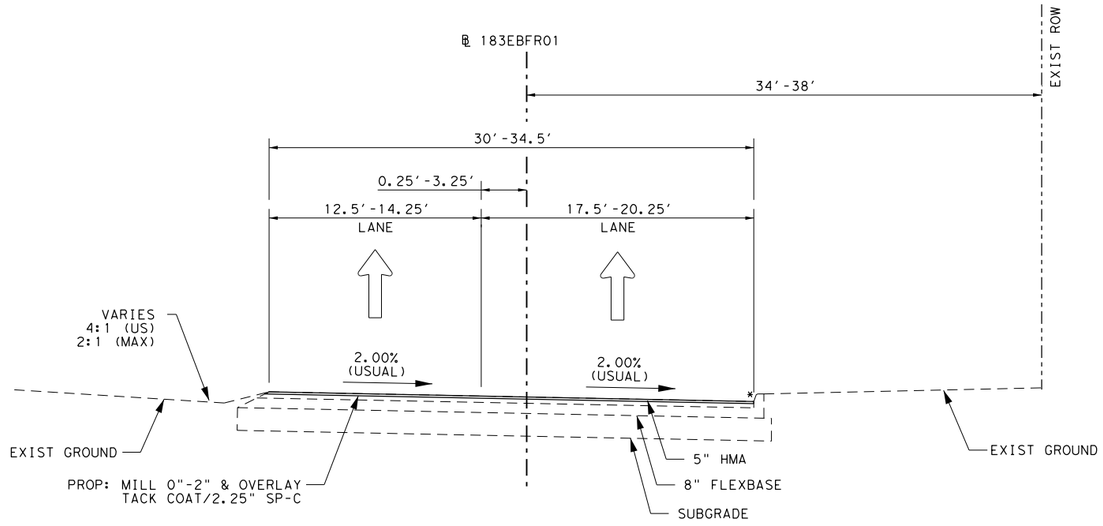
SH 183

PROPOSED TYPICAL SECTIONS
SH183 EB FRONTAGE ROAD

SHEET 2 OF 23

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	28
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

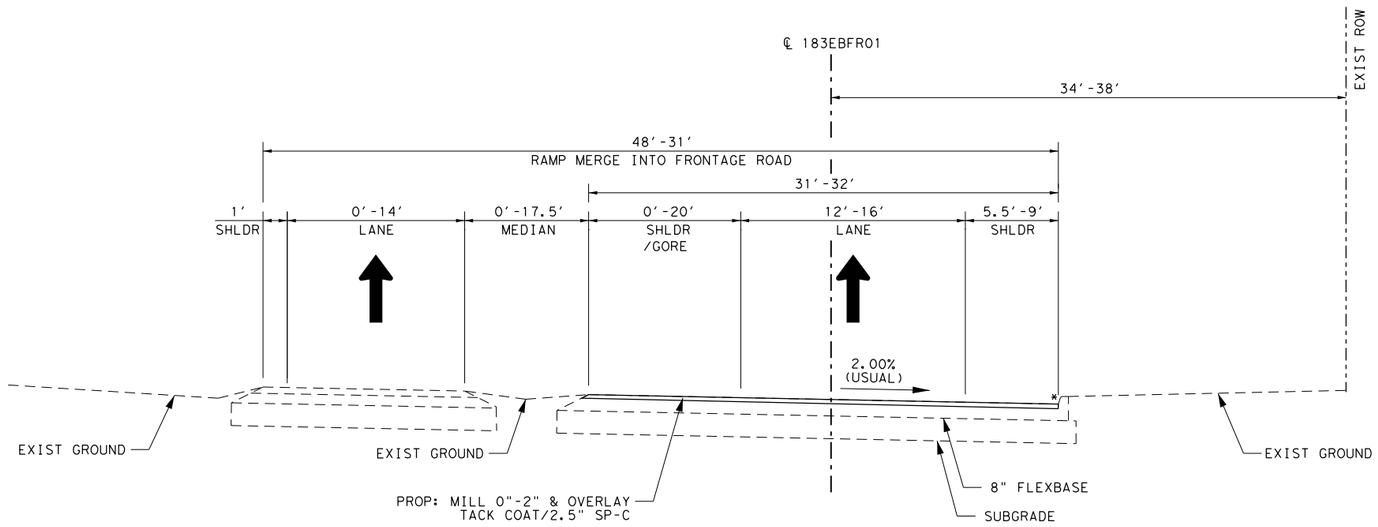
PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:AMohammed
FILE:...\183_PROP_TYP_EBFRO1_01.dgn
DATE:4/10/2024 TIME:10:45:05 AM



* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

EXISTING TYPICAL
SH 183 EB FRONTAGE ROAD
STA 133+00.00 TO 136+00.00

NOT TO SCALE



* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

PROPOSED TYPICAL
SH 183 EB FRONTAGE ROAD
STA 136+00.00 TO 140+00.00

GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/10/2024
F-2677

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TBPE Registration No. F-2677

SH 183

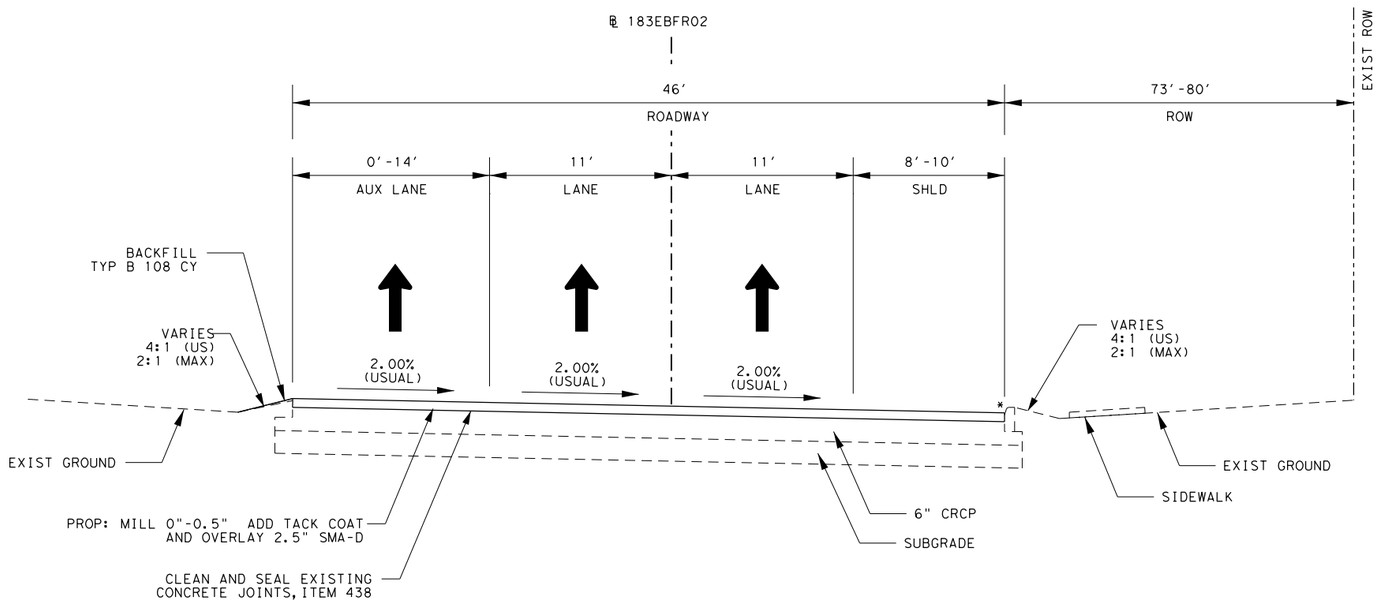
PROPOSED TYPICAL SECTIONS
SH183 EB FRONTAGE ROAD

SHEET 3 OF 23

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	29
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:AMohammed
FILE:...\183_PROP_TYP_EBFR01_02.dgn
DATE:4/10/2024 TIME:10:47:22 AM

100% SUBMITTAL

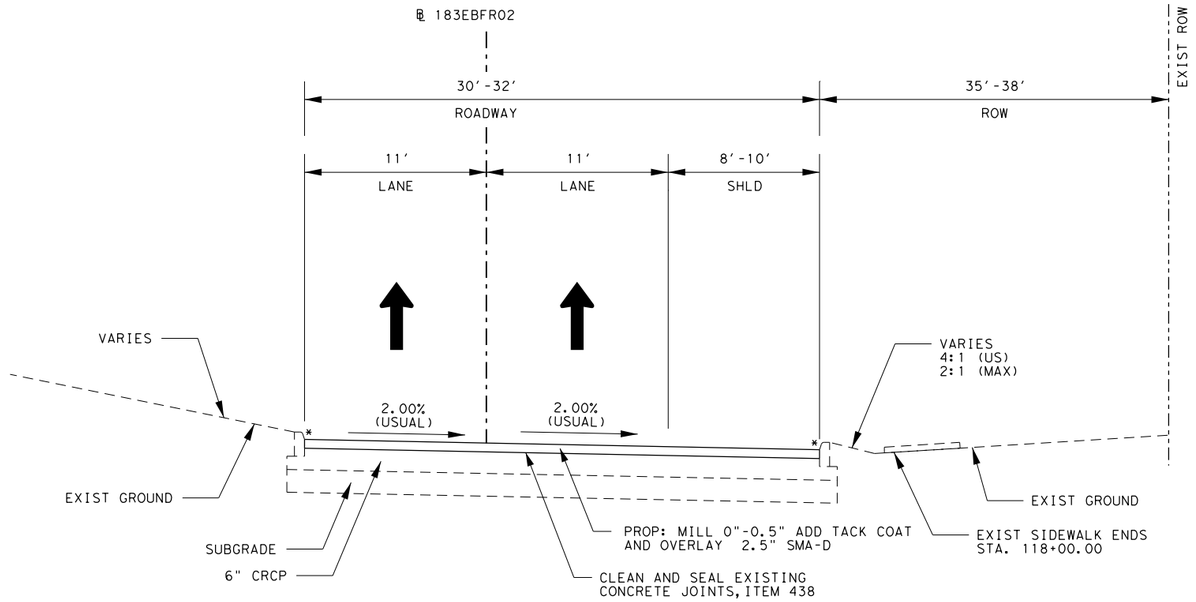


PROPOSED TYPICAL SECTION
SH 183 EB FRONTAGE ROAD

BEGIN-STA. 112+00.00

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

NOT TO SCALE



PROPOSED TYPICAL SECTION
SH 183 EB FRONTAGE ROAD

STA. 112+00.00 TO 125+00.00

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

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Texas Department of Transportation

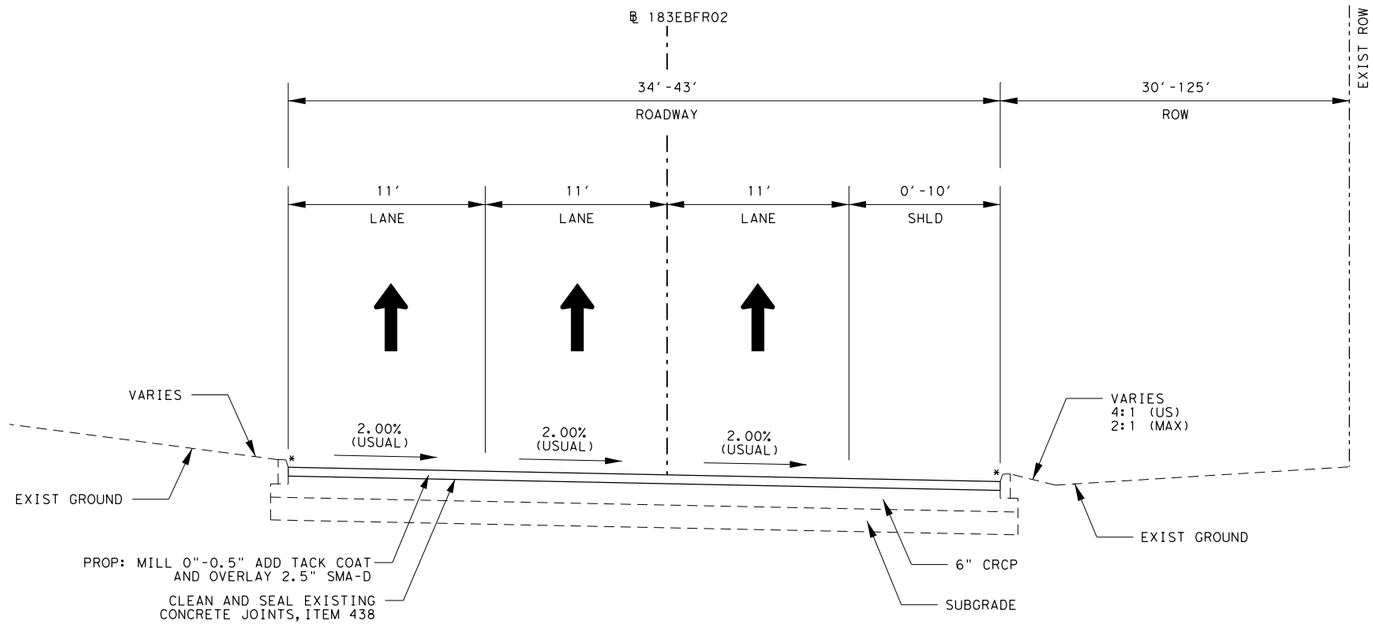
SH 183

PROPOSED TYPICAL SECTIONS
SH183 EB FRONTAGE ROAD

SHEET 4 OF 23

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	30
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

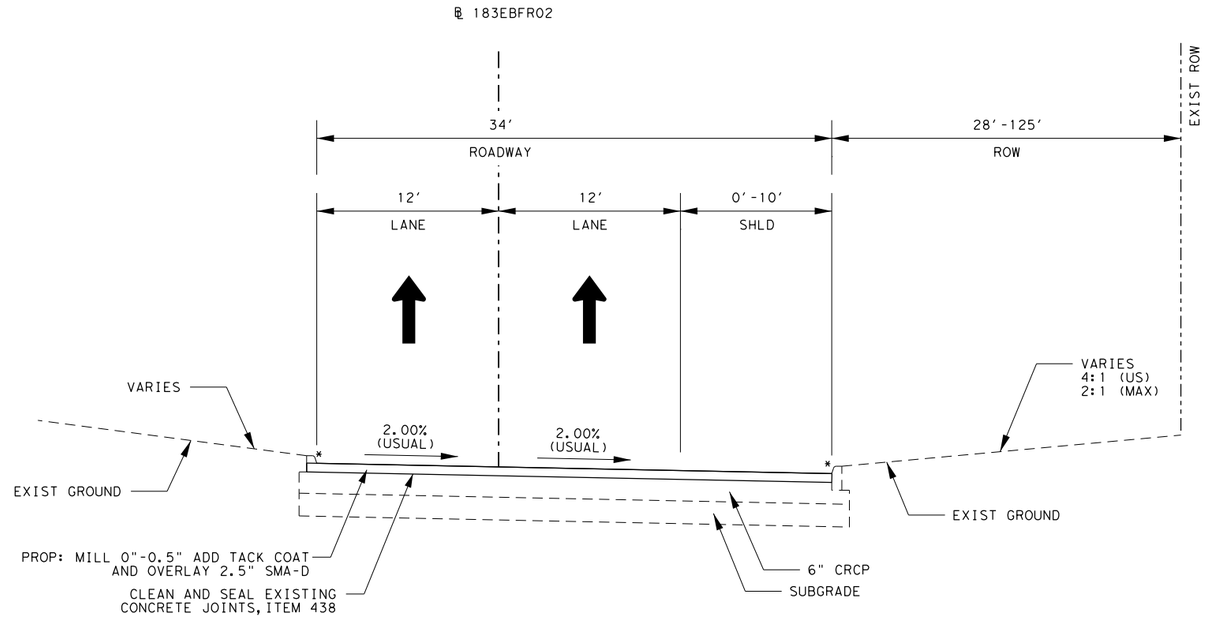
PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_PROP_TYP_EBFR02_01.dgn
DATE:4/9/2024 TIME:3:08:25 PM



* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

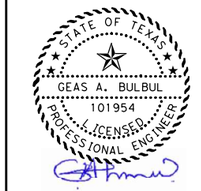
PROPOSED TYPICAL SECTION
SH 183 EB FRONTAGE ROAD
STA. 125+00.00 TO 137+75.00

NOT TO SCALE



* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

PROPOSED TYPICAL SECTION
SH 183 EB FRONTAGE ROAD
STA. 139+32.00 TO 143+00.00



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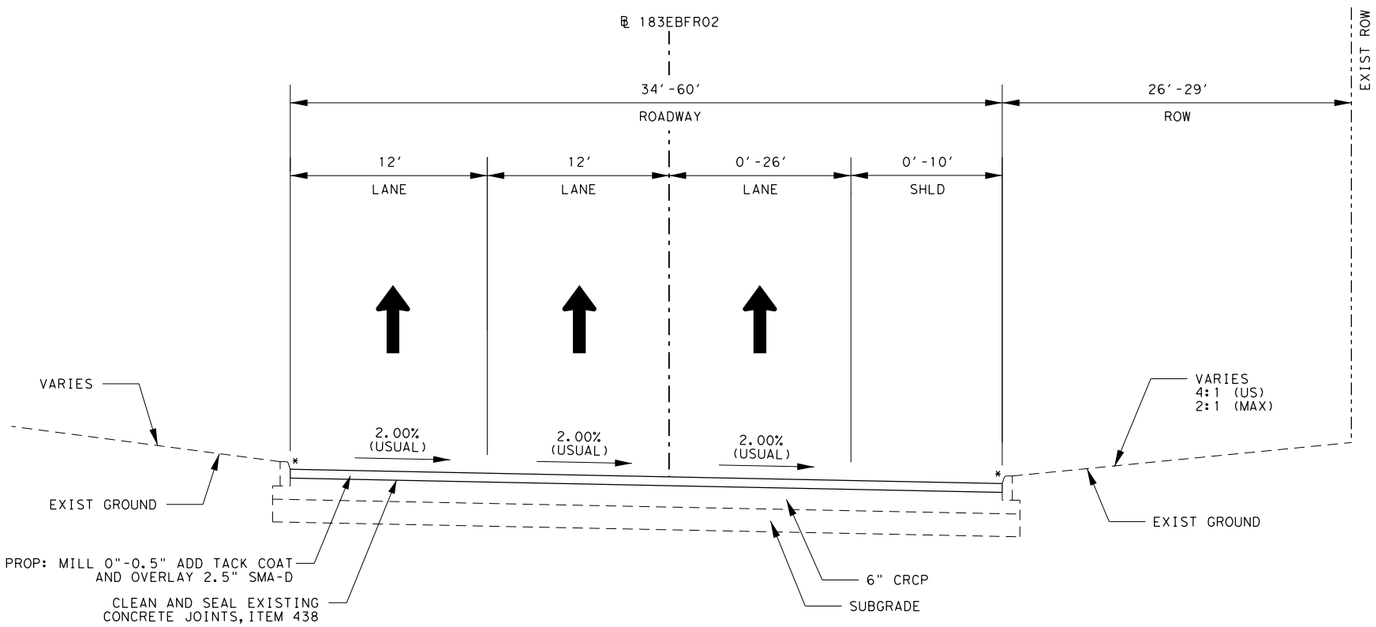
SH 183

PROPOSED TYPICAL SECTIONS
SH183 EB FRONTAGE ROAD

SHEET 5 OF 23

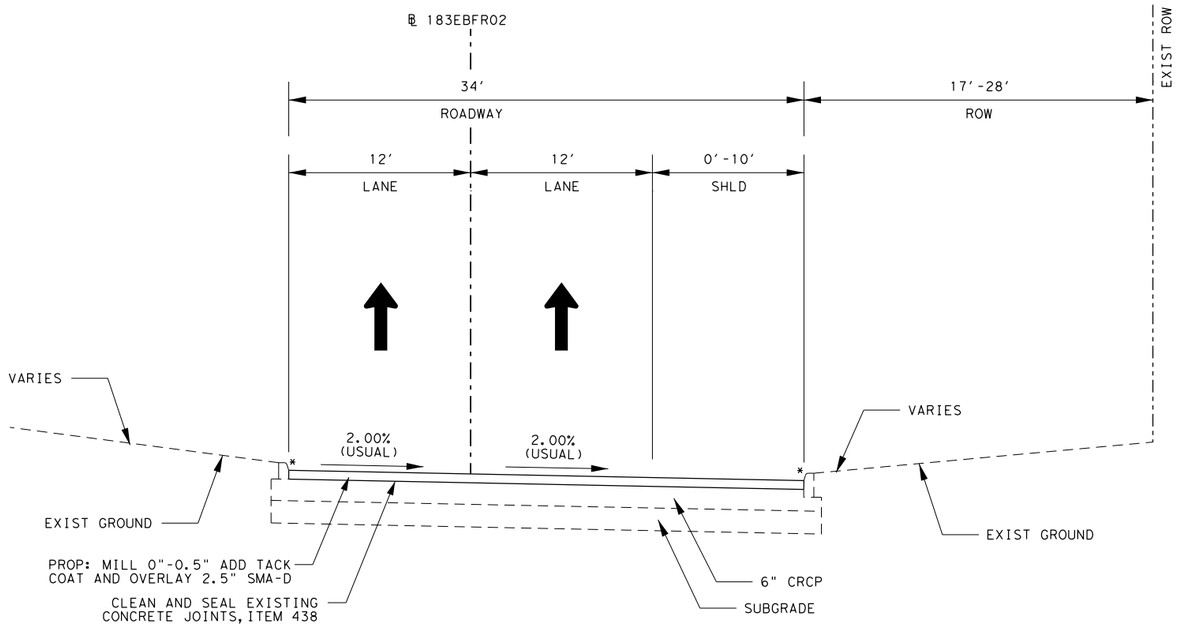
DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	31
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				



PROPOSED TYPICAL SECTION
SH 183 EB FRONTAGE ROAD
STA. 143+00.00 TO 146+40.00

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

NOT TO SCALE



PROPOSED TYPICAL SECTION
SH 183 EB FRONTAGE ROAD
STA. 146+40.00 TO 157+50.00

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

STATE OF TEXAS
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4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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TBPE Registration No. F-2677

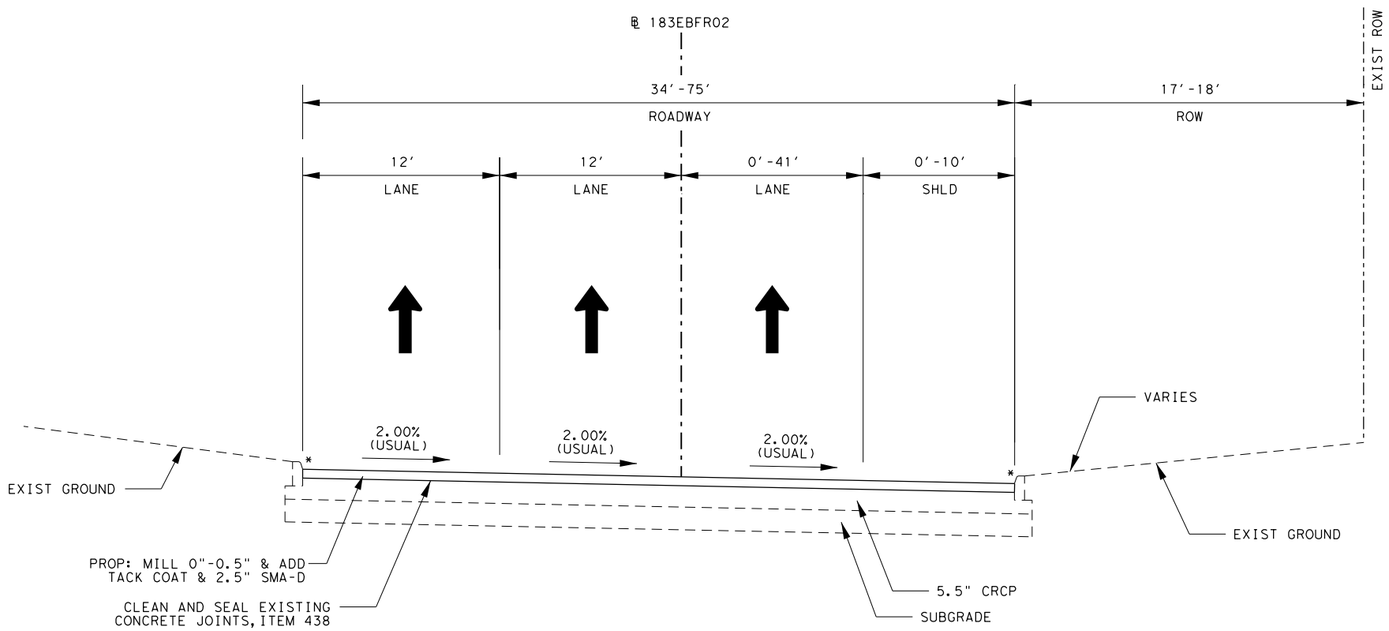
Texas Department of Transportation

SH 183

PROPOSED TYPICAL SECTIONS
SH183 EB FRONTAGE ROAD

SHEET 6 OF 23

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	32
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

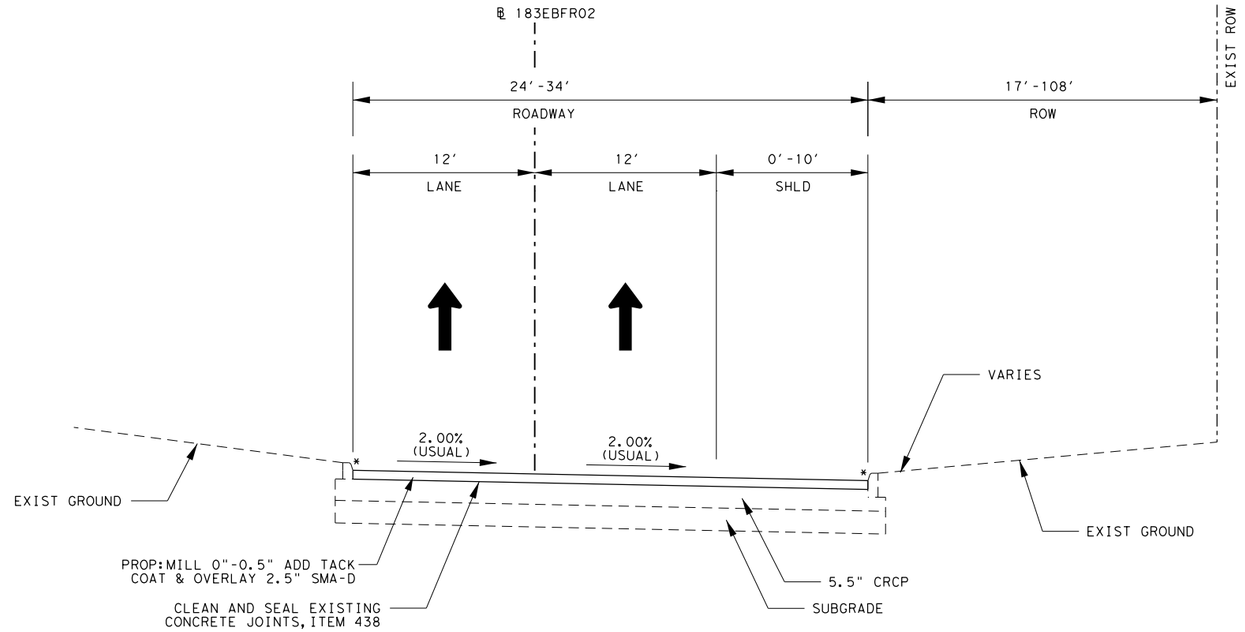


PROPOSED TYPICAL SECTION
SH 183 EB FRONTAGE ROAD

STA. 157+50.00 TO 159+40.00

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

NOT TO SCALE



PROPOSED TYPICAL SECTION
SH 183 EB FRONTAGE ROAD

STA. 159+40.00 TO 178+28.00

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

STATE OF TEXAS
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4/9/2024
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TBPE Registration No. F-2677

Texas Department of Transportation

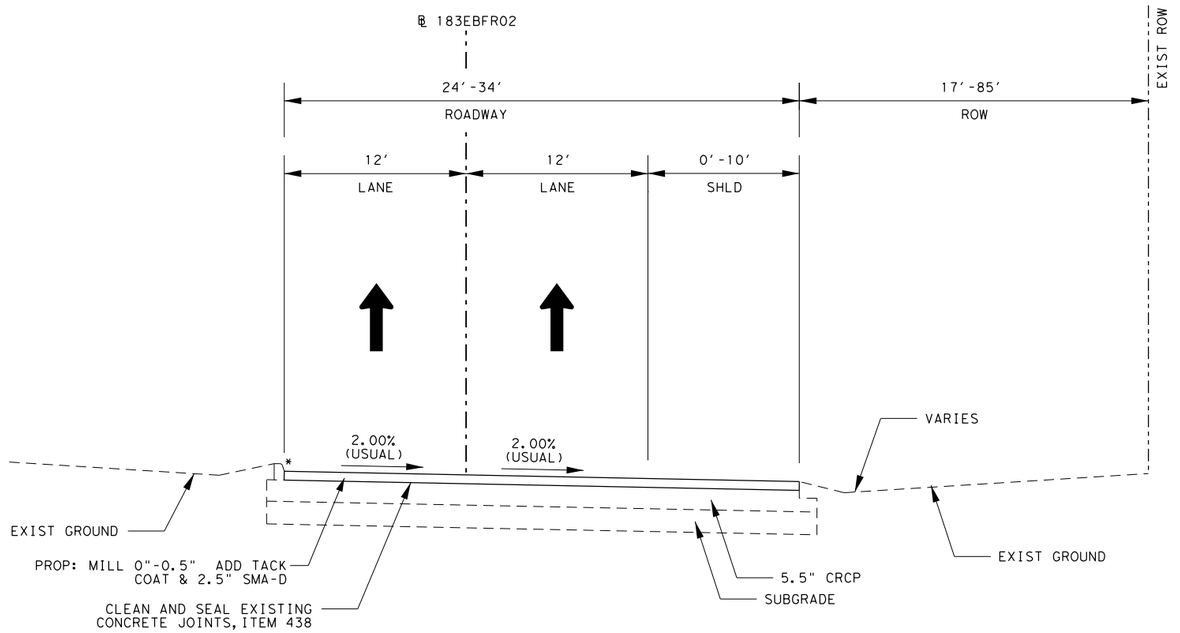
SH 183

PROPOSED TYPICAL SECTIONS

SH183 EB FRONTAGE ROAD

SHEET 7 OF 23

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	33
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				



PROPOSED TYPICAL SECTION
SH 183 EB FRONTAGE ROAD
STA. 182+00.00 TO 190+44.00

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

NOT TO SCALE

GEAS A. BULBUL
101954
LICENSED PROFESSIONAL ENGINEER
4/9/2024
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SH 183

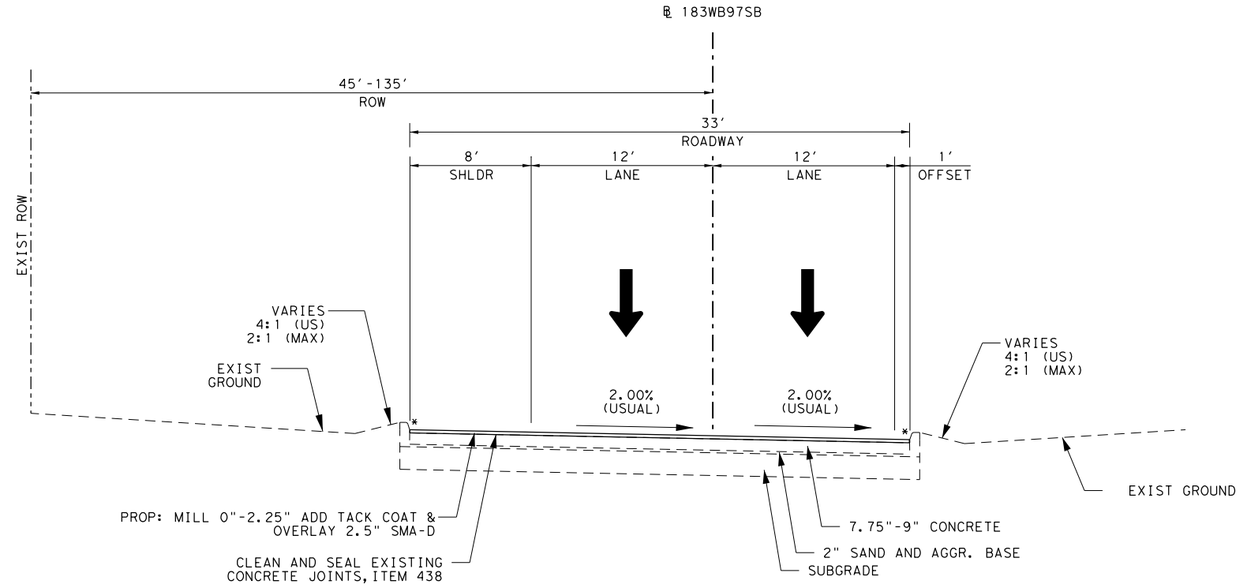
PROPOSED TYPICAL SECTIONS
SH183 EB FRONTAGE ROAD

SHEET 8 OF 23

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	34
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_PROP_TYP_EBFR02_05.dgn
DATE:4/9/2024 TIME:3:09:10 PM

100% SUBMITTAL

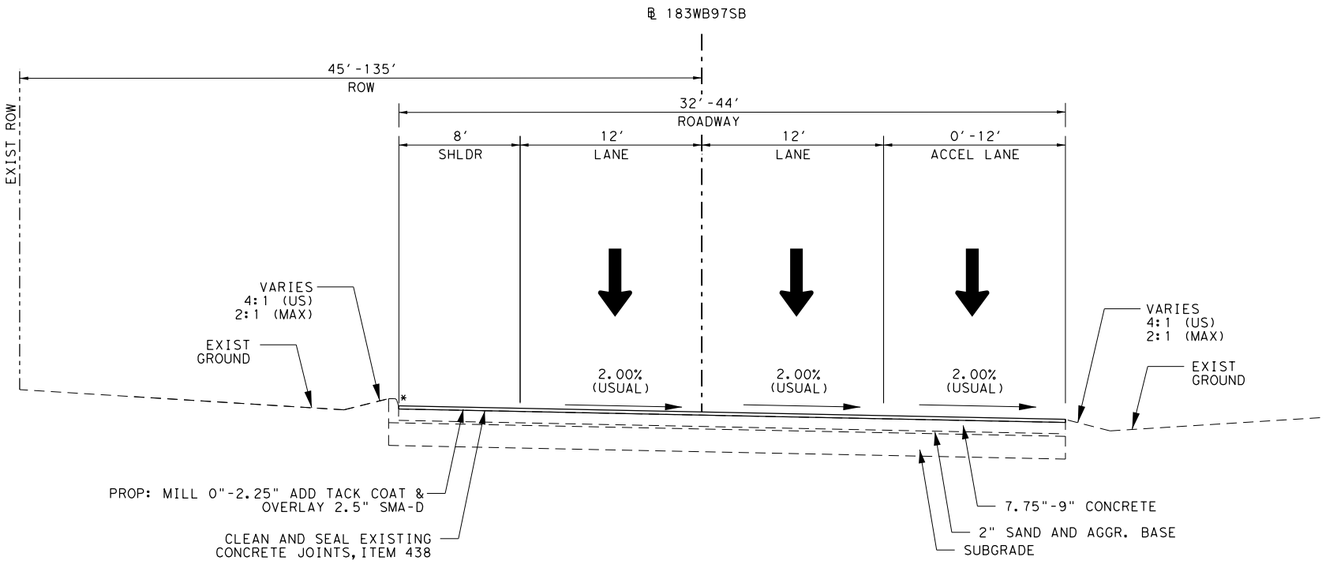


PROPOSED TYPICAL SH183WB97SB

STA 105+00.00 TO 123+74.56
STA 125+15.75 TO 131+80.75
STA 132+47.80 TO 134+00.00
STA 137+00.00 TO 145+00.00

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

NOT TO SCALE



PROPOSED TYPICAL SH183WB97SB

STA 123+74.56 TO 125+15.75
STA 131+80.75 TO 132+47.80
STA 134+00.00 TO 137+00.00

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

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SH 183

PROPOSED TYPICAL SECTIONS

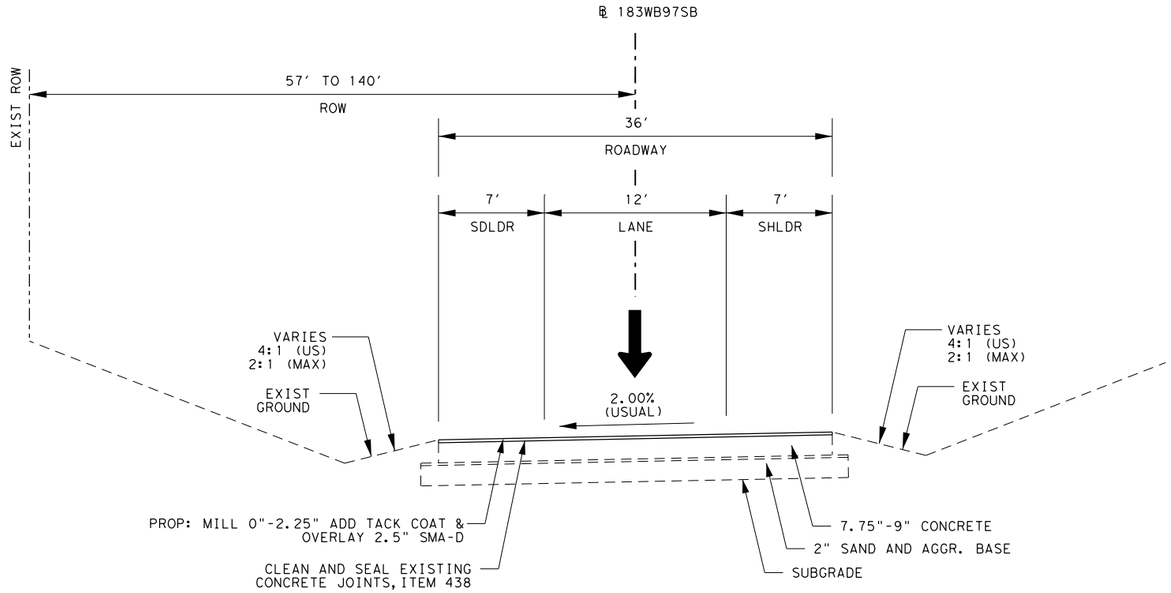
SH183 WB FRONTAGE ROAD

SHEET 9 OF 23

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	35
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

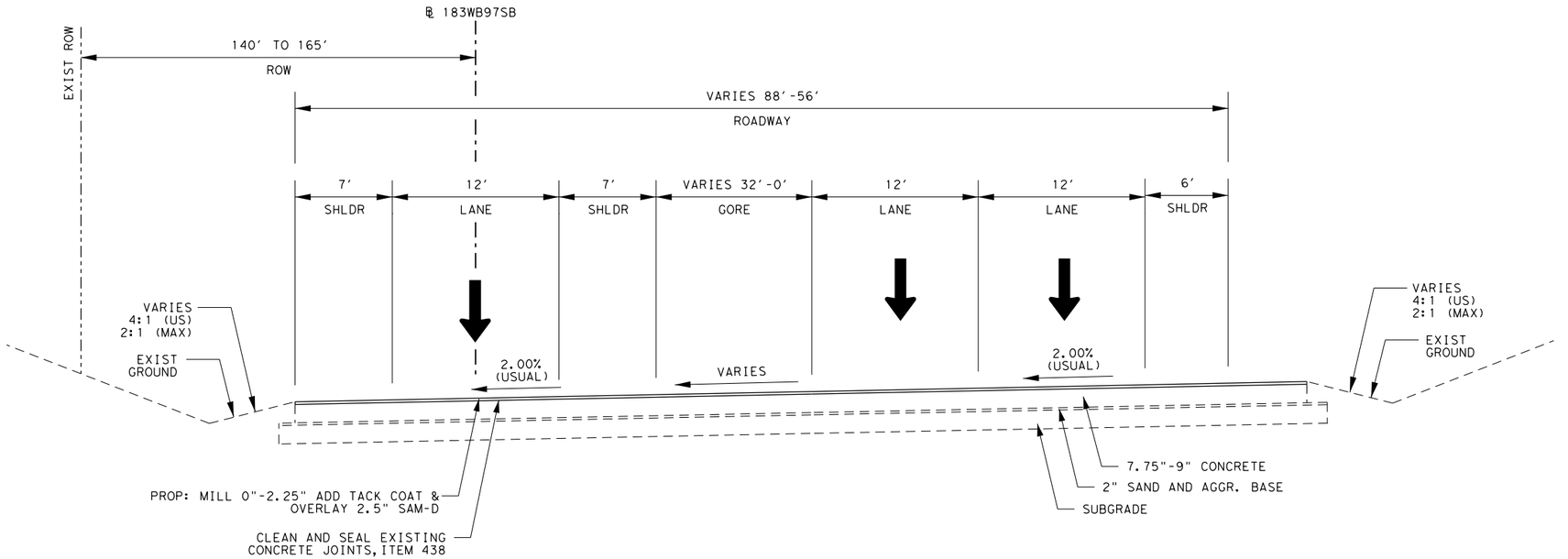
PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_PROP_TYP_WBFR02_01.dgn
DATE:4/9/2024 TIME:3:09:18 PM

100% SUBMITTAL



PROPOSED TYPICAL SECTION
SH 183 WB FRONTAGE ROAD
STA 155+09.00 TO STA 163+64.00

NOT TO SCALE



PROPOSED TYPICAL SECTION
SH 183 WB FRONTAGE ROAD
STA 163+64.00 TO 166+87.00

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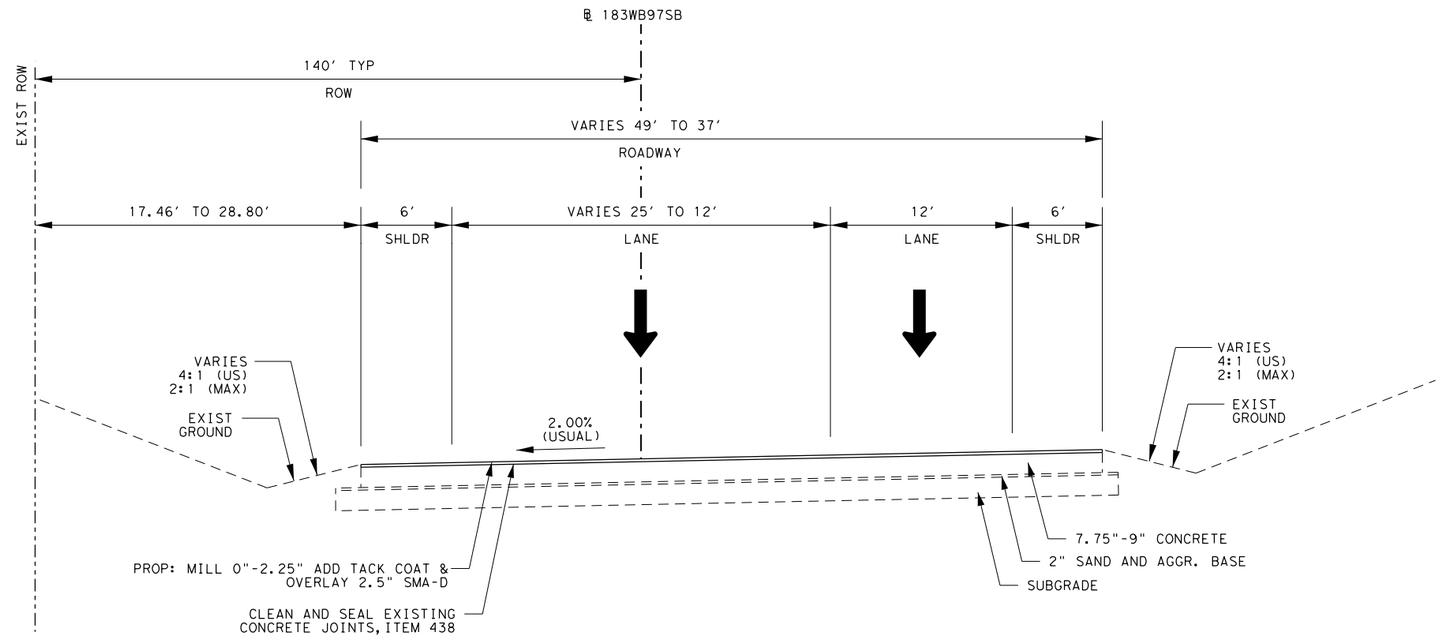
PROPOSED TYPICAL SECTIONS
SH183 WB FRONTAGE ROAD

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	36
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE: 1:10
USER: Cory.Colley
FILE:...\183_PROP_TYP_WBFR02_02.dgn
DATE: 4/9/2024 TIME: 3:09:29 PM

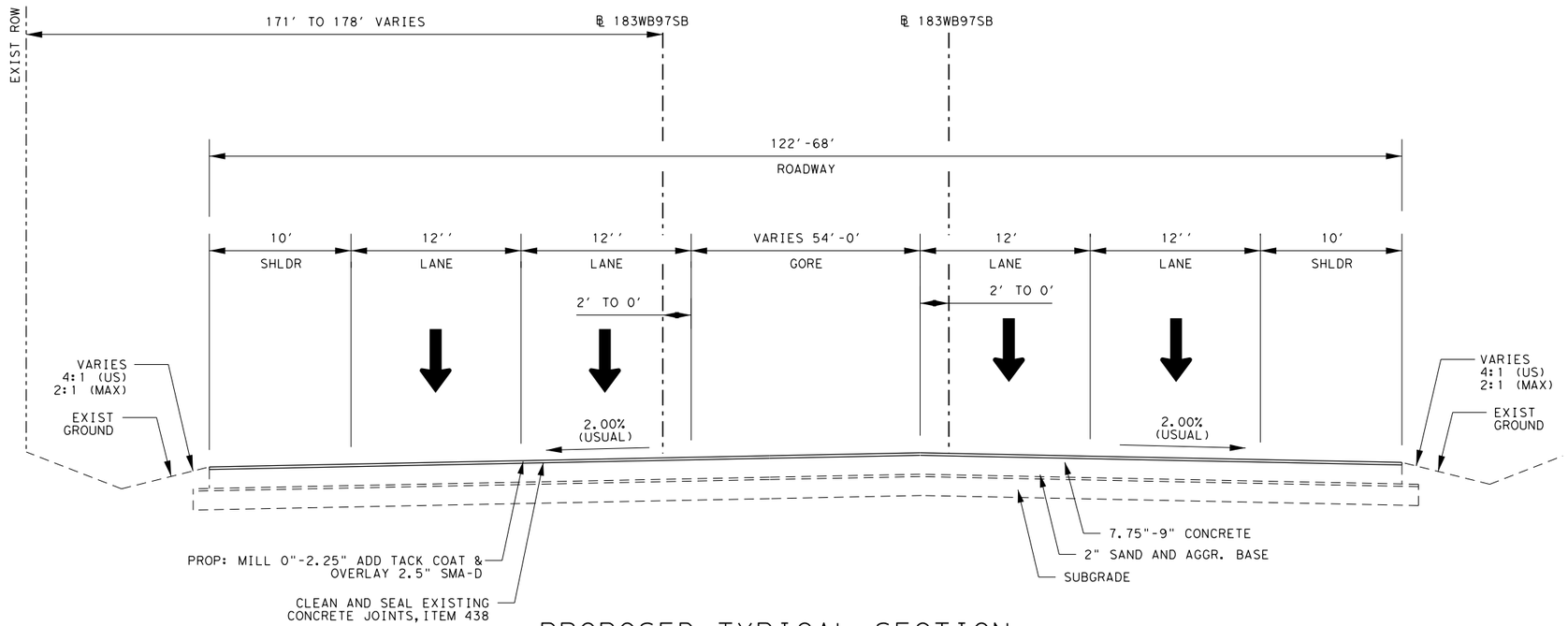
100% SUBMITTAL



PROPOSED TYPICAL SECTION
SH 183 WB FRONTAGE ROAD

STA 166+87.00 TO 171+90.00

NOT TO SCALE



PROPOSED TYPICAL SECTION
SH 183 WB FRONTAGE ROAD

STA 171+90.00 TO 176+14.00

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SH 183

PROPOSED TYPICAL SECTIONS

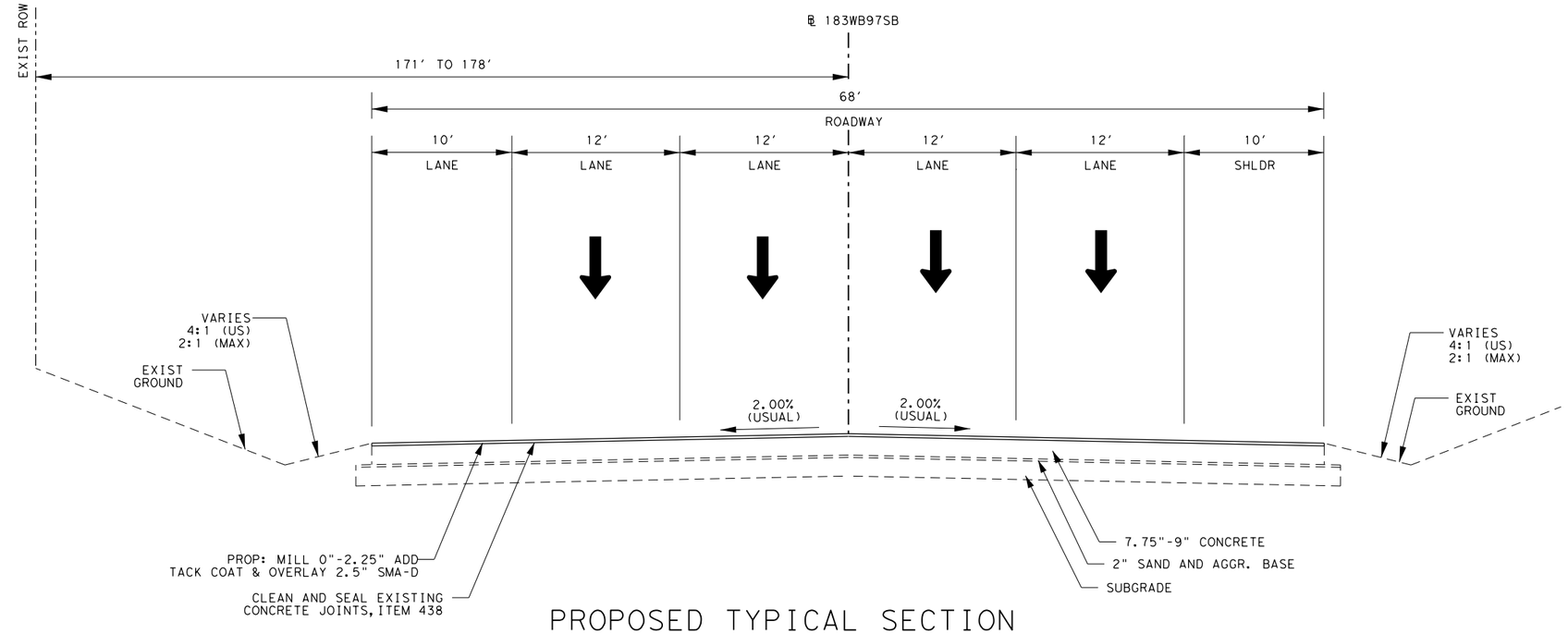
SH183 WB FRONTAGE ROAD

SHEET 11 OF 23

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	37
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_PROP_TYP_WBFR02_03.dgn
DATE:4/9/2024 TIME:3:09:40 PM

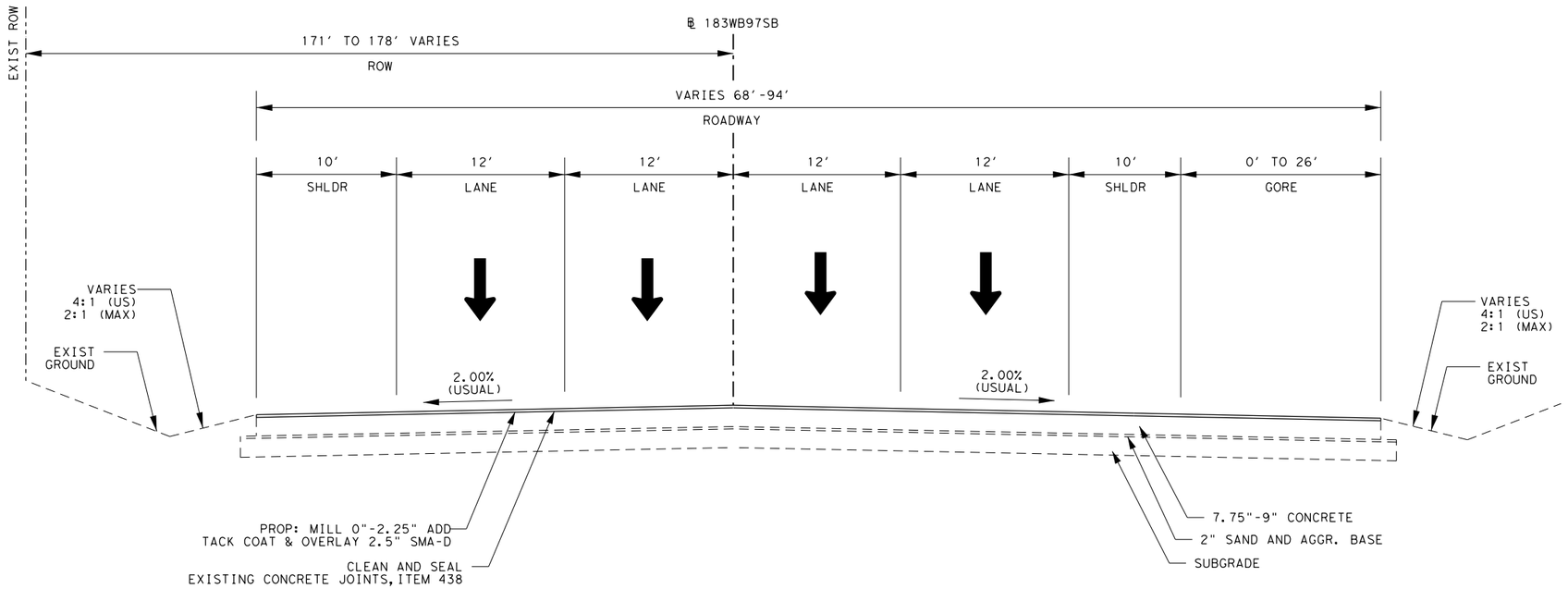
100% SUBMITTAL



PROPOSED TYPICAL SECTION
SH 183 WB FRONTAGE ROAD

STA 179+96.00 TO 196+90.00

NOT TO SCALE



PROPOSED TYPICAL SECTION
SH 183 WB FRONTAGE ROAD

STA 196+90 TO 200+28.38

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SH 183

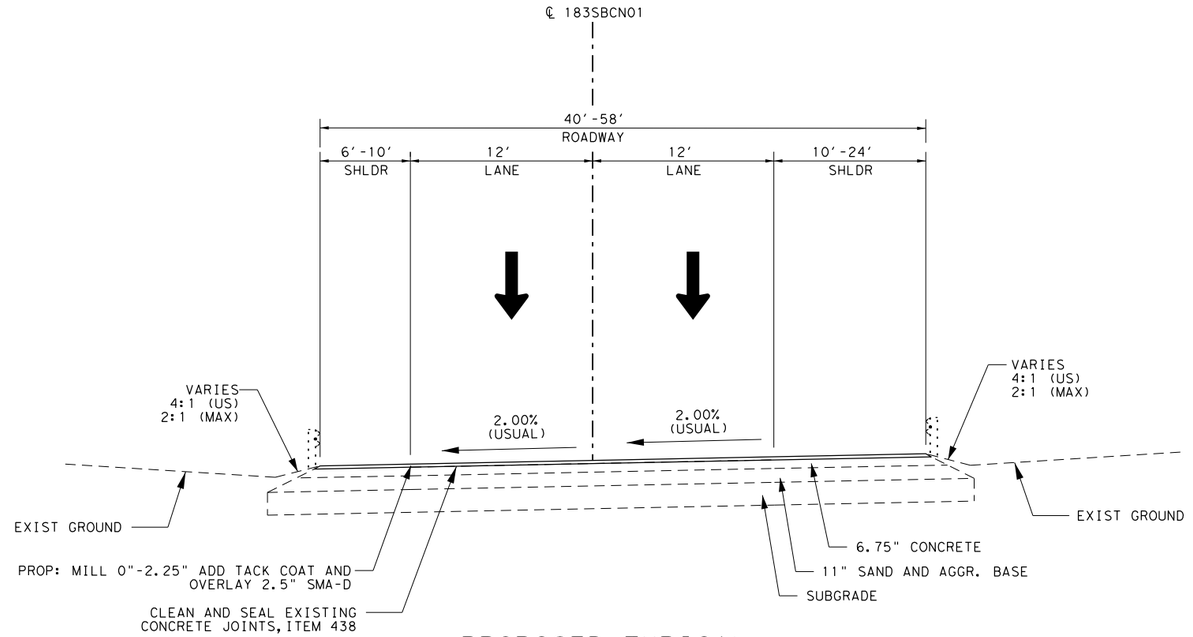
PROPOSED TYPICAL SECTIONS

SH183 WB FRONTAGE ROAD

SHEET 12 OF 23

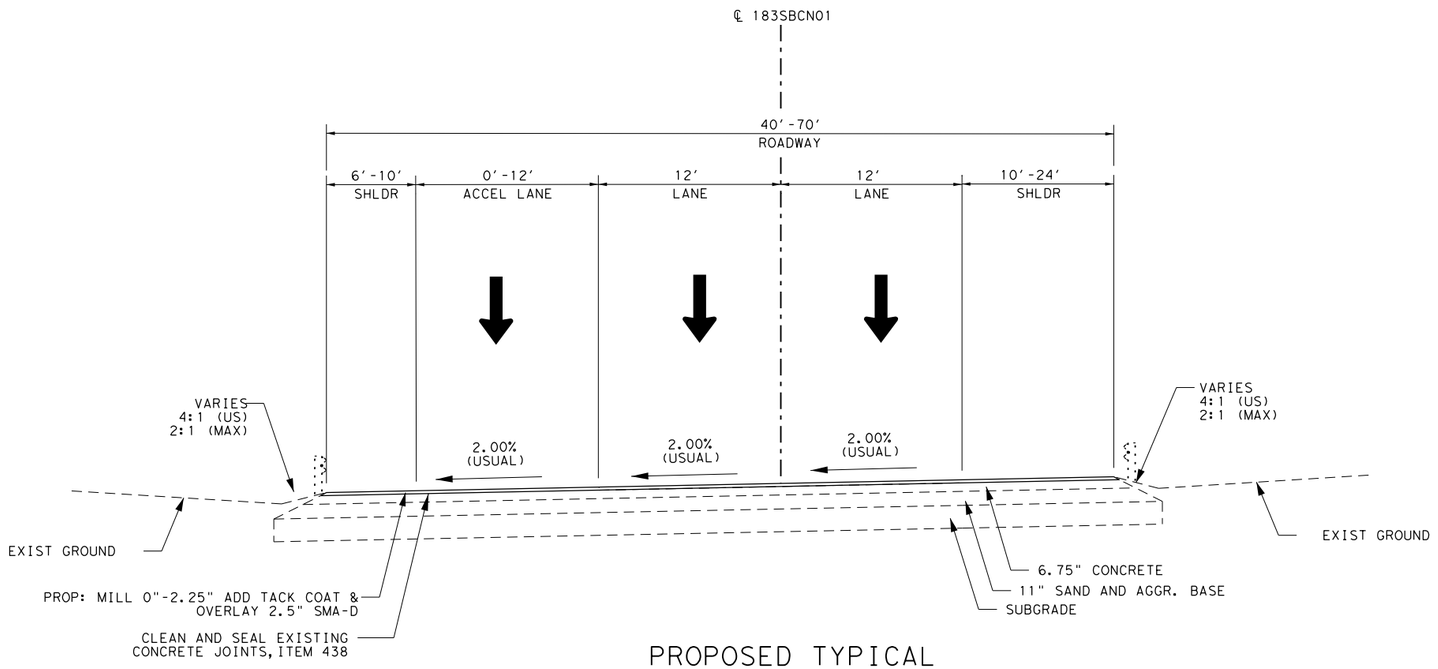
DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	38
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_PROP_TYP_WBFR02_04.dgn
DATE:4/9/2024 TIME:3:09:48 PM



PROPOSED TYPICAL
SH183 SB CONNECTOR

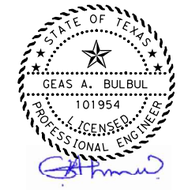
STA 204+00.00 TO 235+00.00



PROPOSED TYPICAL
SH183 SB CONNECTOR

STA 235+00.00 TO 239+00.00

NOT TO SCALE



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SH 183

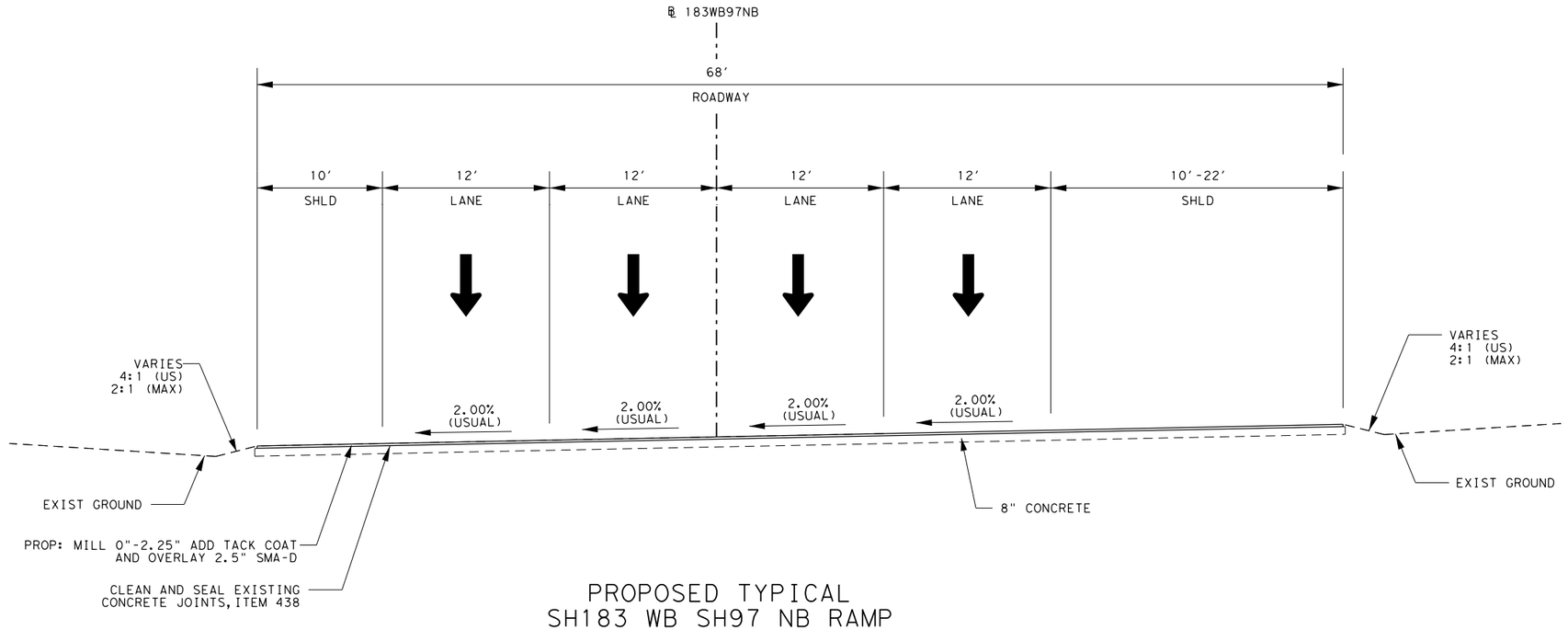
PROPOSED TYPICAL SECTIONS

SH183 SB CONNECTER

SHEET 13 OF 23

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	39
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

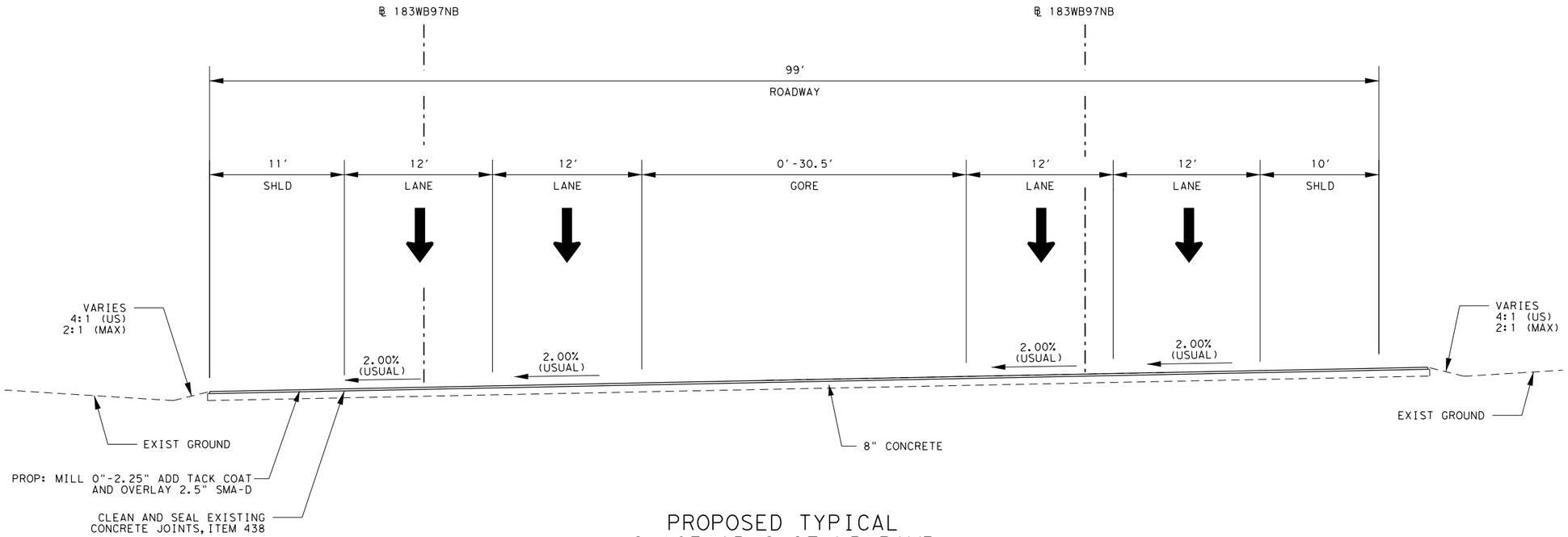
100% SUBMITTAL



PROPOSED TYPICAL
SH183 WB SH97 NB RAMP

STA 104+74.00 TO 126+16.00

NOT TO SCALE



PROPOSED TYPICAL
SH183 WB SH97 NB RAMP

STA 126+16.00 TO 130+00.00

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SH 183

PROPOSED TYPICAL SECTIONS

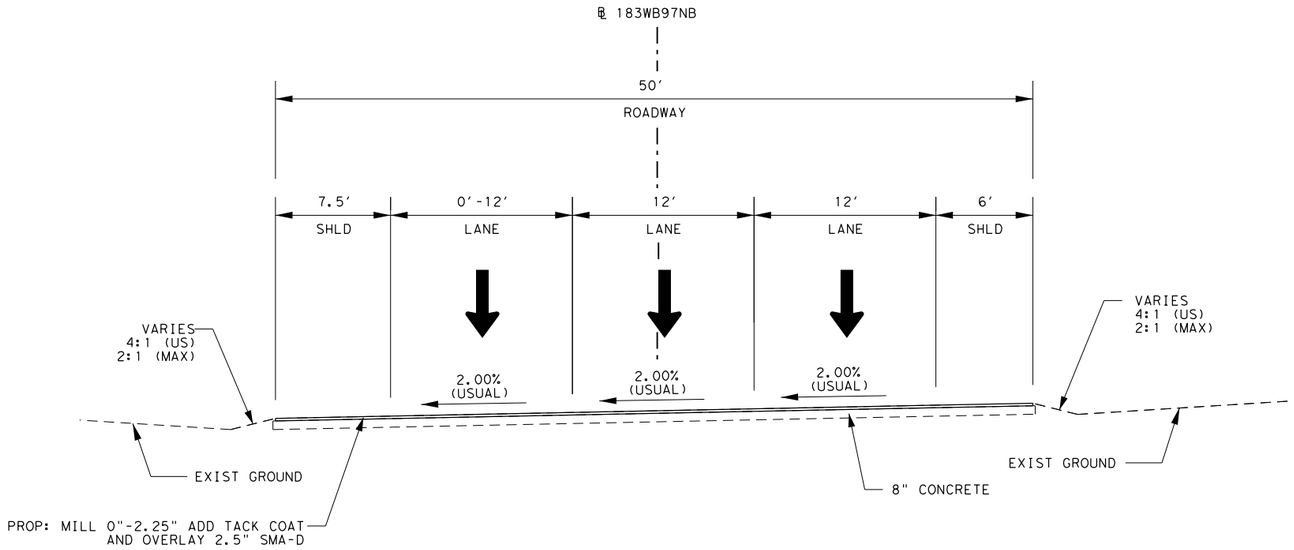
SH183 TO SH97NB

SHEET 14 OF 23

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	40
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

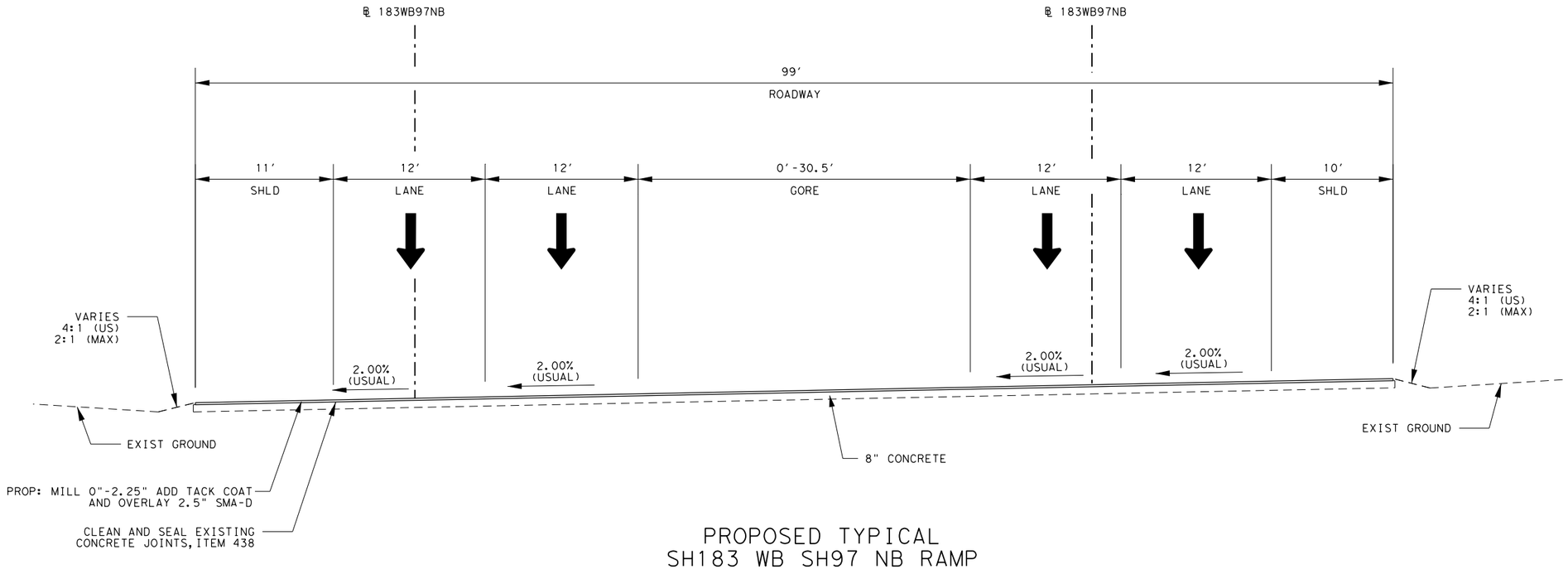
PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_PROP_TYP_SH183_NB97_01.dgn
DATE:4/9/2024 TIME:3:10:11 PM

100% SUBMITTAL



PROPOSED TYPICAL
SH183 WB SH97 NB RAMP
STA 130+00.00 TO 137+93.00

NOT TO SCALE



PROPOSED TYPICAL
SH183 WB SH97 NB RAMP
STA 137+93.00 TO 143+19.00

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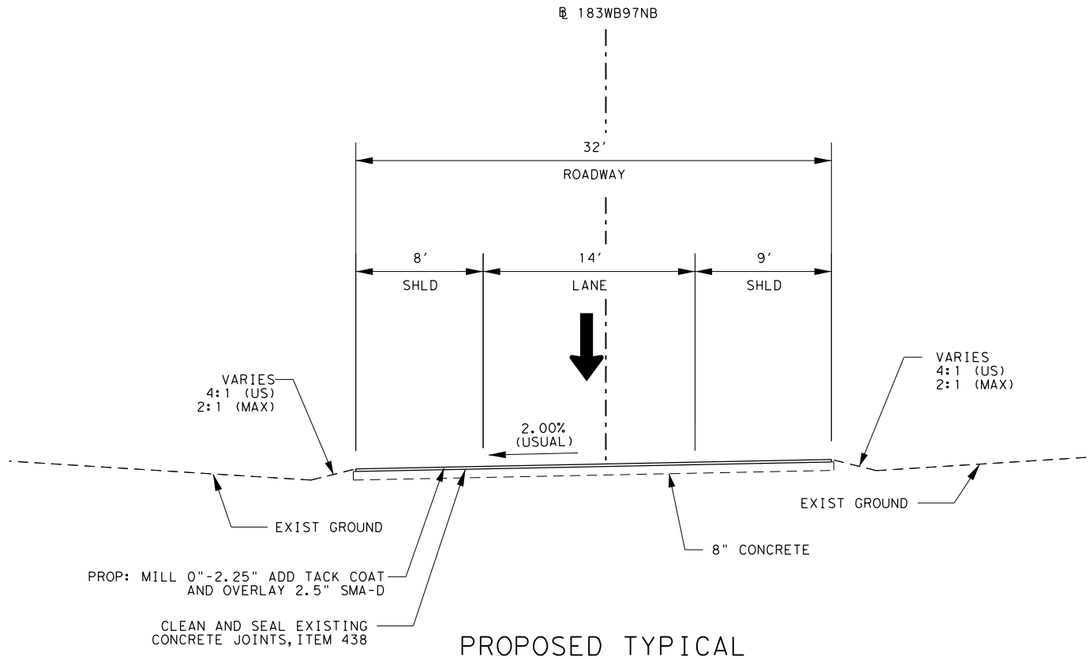
SH 183

PROPOSED TYPICAL SECTIONS
SH183 TO SH97NB

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	41
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_PROP_TYP_SH183_NB97_02.dgn
DATE:4/9/2024 TIME:3:10:19 PM

100% SUBMITTAL



PROPOSED TYPICAL
SH183 WB SH97 NB RAMP
STA 143+19.00 TO END

NOT TO SCALE

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SH 183

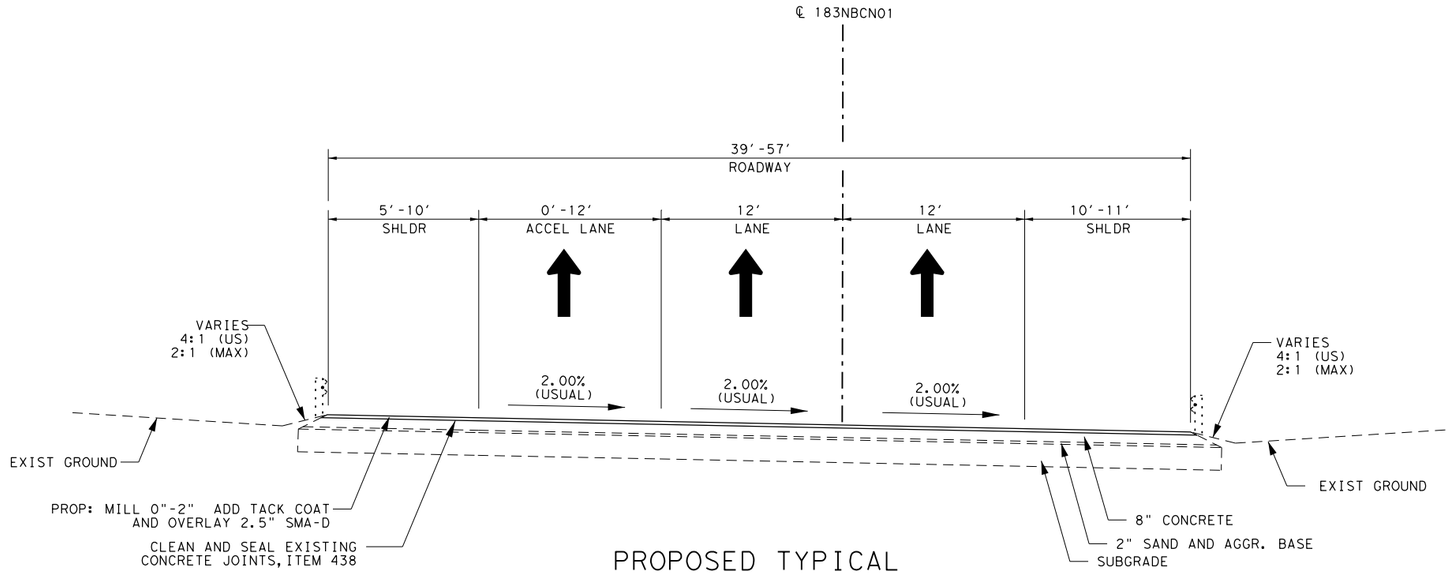
PROPOSED TYPICAL SECTIONS
SH183 TO SH97NB

SHEET 16 OF 23

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	42
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_PROP_TYP_SH183_NB97_03.dgn
DATE:4/9/2024 TIME:3:10:27 PM

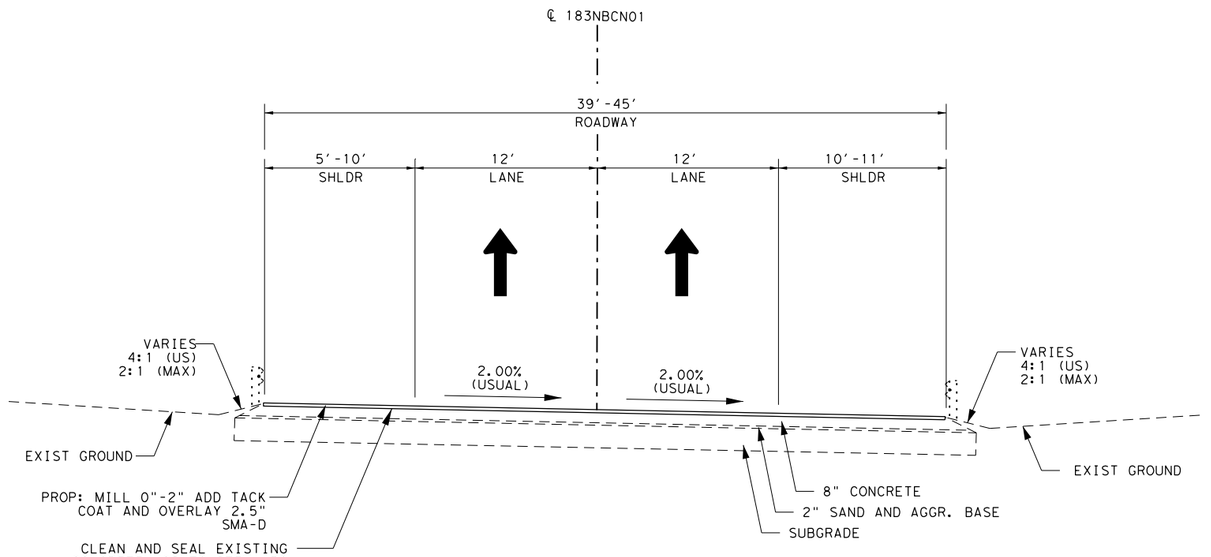
100% SUBMITTAL



PROPOSED TYPICAL
SH183 NB CONNECTOR

STA. 105+26.01 TO 114+66.70
STA. 117+66.00 TO 125+00.00
STA. 129+00.00 TO 135+00.00

NOT TO SCALE



PROPOSED TYPICAL
SH183 NB CONNECTOR

STA 125+00.00 TO 128+00.00
STA 135+00.00 TO 166+00.00

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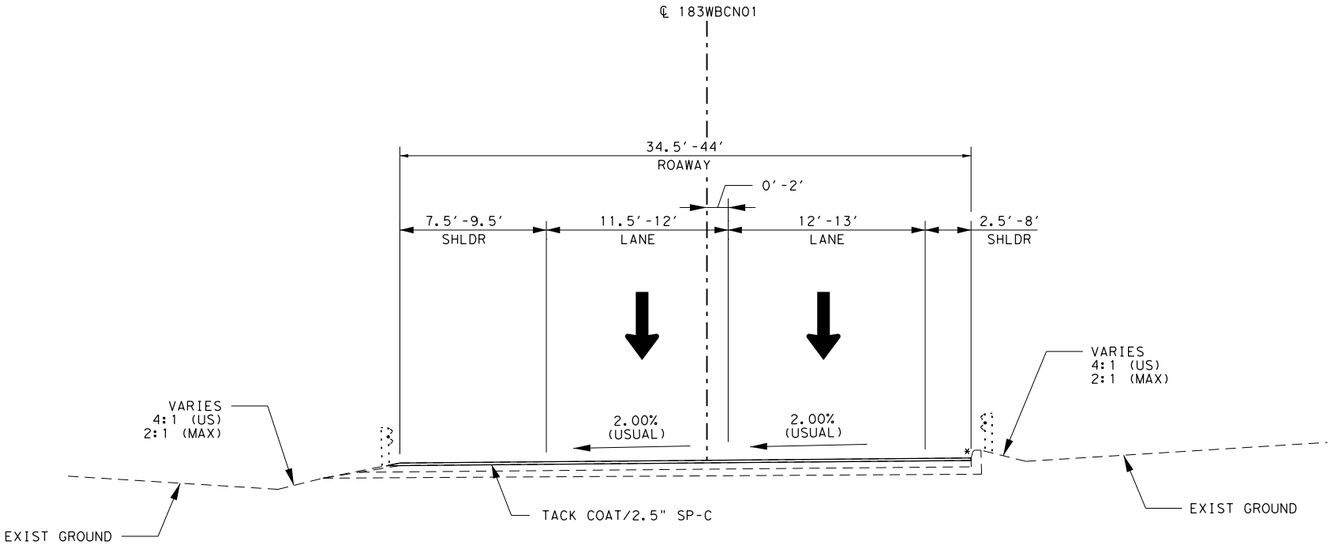
SH 183

PROPOSED TYPICAL SECTIONS

SH183 NB CONNECTER

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	43
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

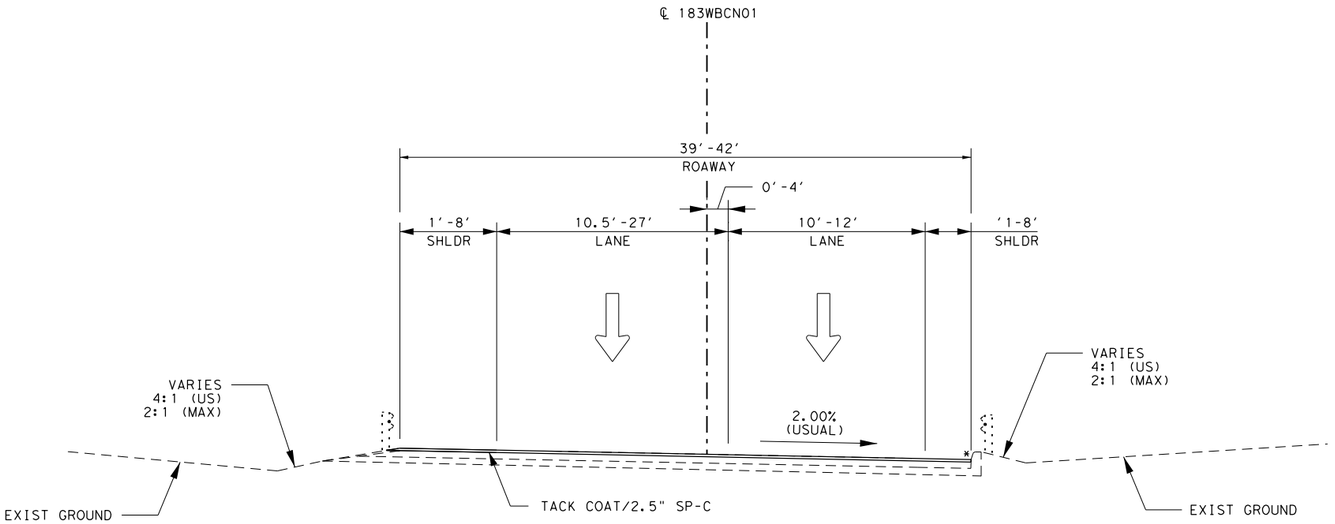
PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_PROP_TYP_NBCNNCTR_01.dgn
DATE:4/9/2024 TIME:3:10:37 PM



* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

PROPOSED TYPICAL
SH 183 WB CONNECTOR TO SH 10
106+42.33 TO 108+49.83

NOT TO SCALE



* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

PROPOSED TYPICAL
SH 183 WB CONNECTOR TO SH 10
113+06.76 TO 125+03.70

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STATE OF TEXAS
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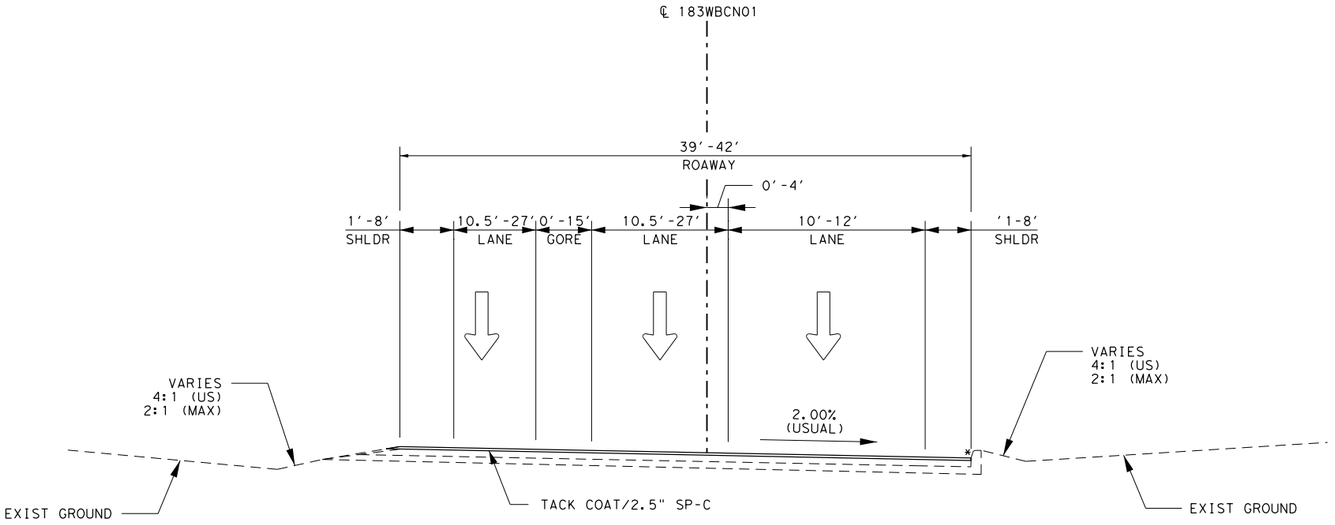
SH 183

PROPOSED TYPICAL SECTIONS

WB SH183 TO SH10 CONNECTOR RAMP 01

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	44
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:10
USER:Cory.Colley
FILE:...\183_PROP_TYP_WBCNTR01_01.dgn
DATE:4/9/2024 TIME:3:10:49 PM



* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

PROPOSED TYPICAL
SH 183 WB CONNECTOR TO SH 10
113+06.76 TO 125+03.70

NOT TO SCALE

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:10
USER:Cory.Colley

FILE:...\183_PROP_TYP_WBCNTR01_02.dgn
DATE:4/9/2024 TIME:3:10:57 PM

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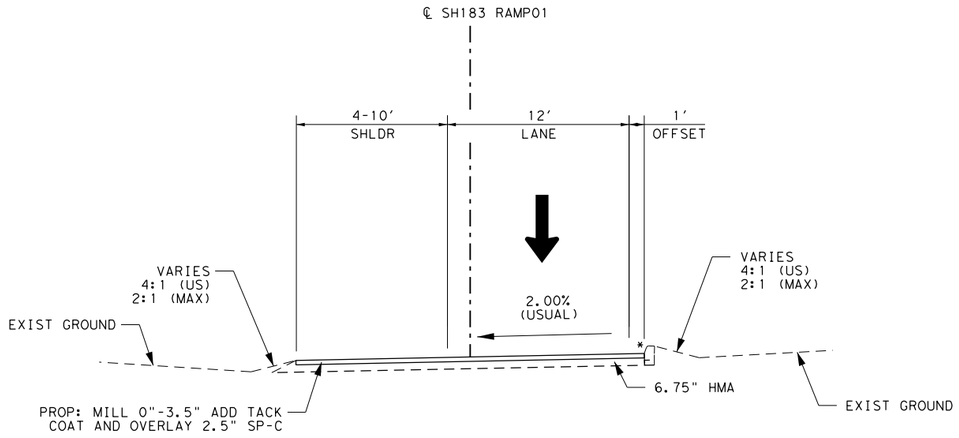
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

PROPOSED TYPICAL SECTIONS

WB SH183 TO SH10 CONNECTOR RAMP 01

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	45
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				



PROPOSED TYPICAL
SH183 RAMP 01

STA 500+00.00 TO STA 504+60.35

NOT TO SCALE

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

GEAS A. BULBUL
101954
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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SH 183

PROPOSED TYPICAL SECTIONS
SH183 RAMP 01

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	46
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

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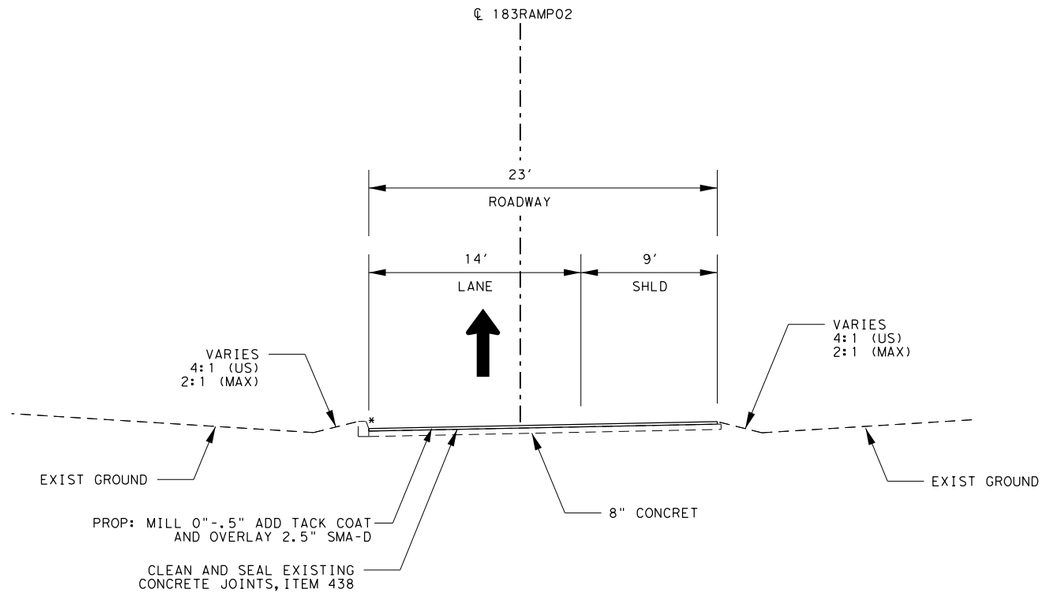

* PLEASE ENSURE THAT ANY OVERLAY WORK DOES NOT AFFECT THE CURB HEIGHT. FOR DETAILED GUIDELINES, REFER TO THE CURB STANDARD.

PROPOSED TYPICAL
SH 183 RAMP02

STA 605+70.00 TO 609+21.00

NOT TO SCALE

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SH 183

PROPOSED TYPICAL SECTIONS

SH183 RAMP 02

SHEET 21 OF **23**

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	47
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

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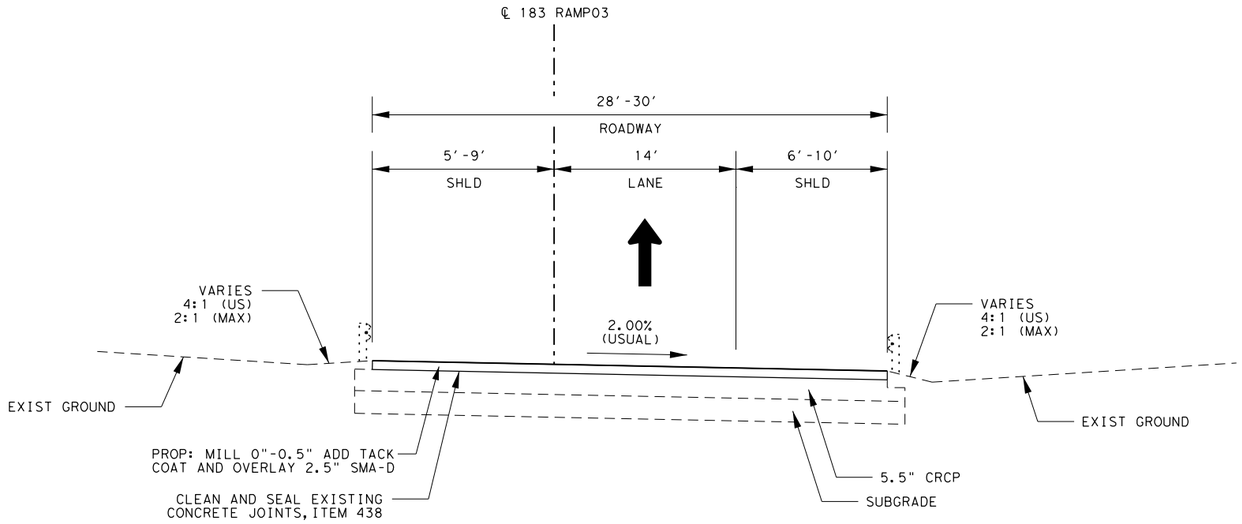
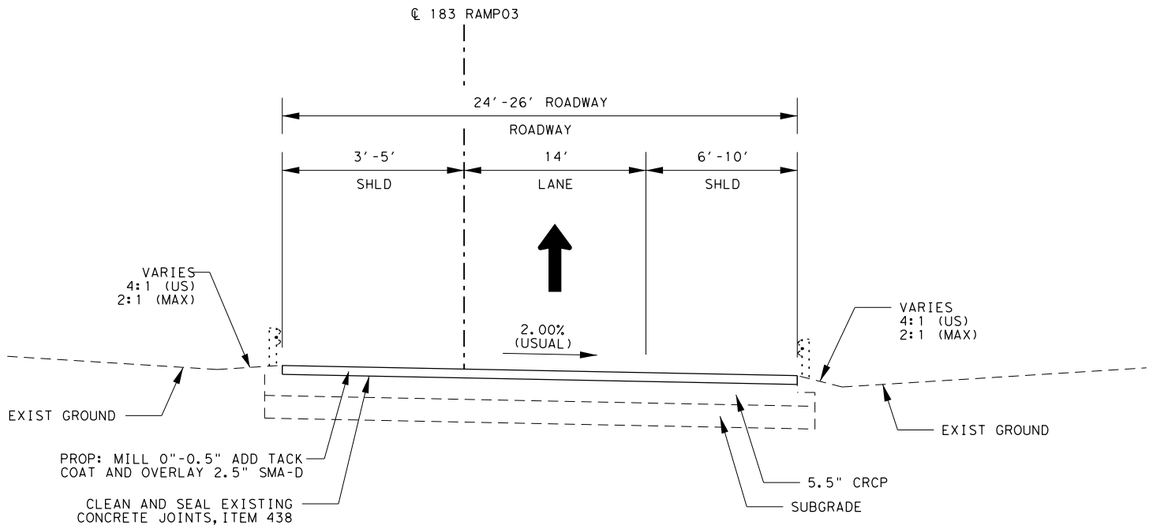


SH 183 RAMP03
PROPOSED TYPICAL SECTION
STA 503+54.00 TO 509+64.50

NOT TO SCALE



SH 183 RAMP03
PROPOSED TYPICAL SECTION
STA 513+05.73 TO 517+22.25

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F-2677

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SH 183
PROPOSED TYPICAL SECTIONS
SH183 RAMP 03

SHEET 22 OF **23**

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	48
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

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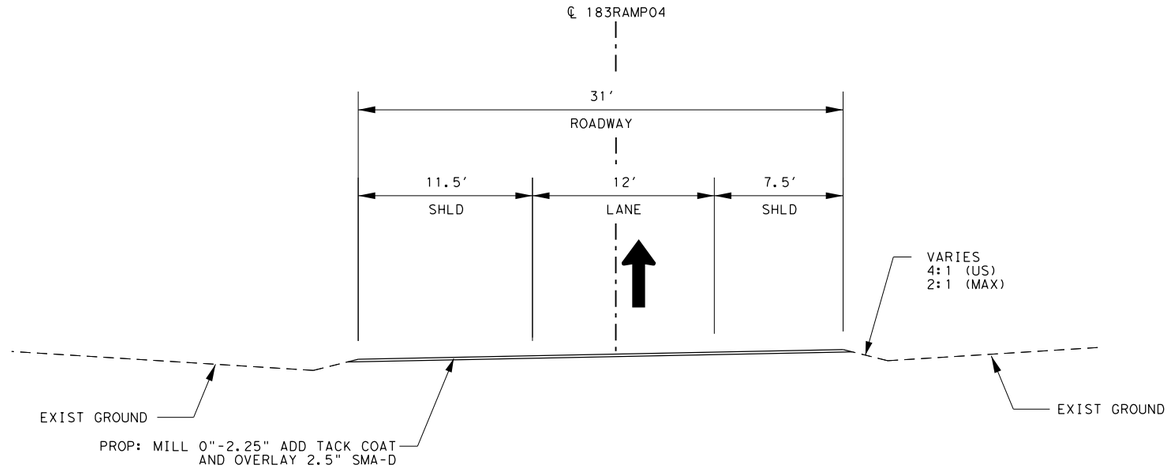
100% SUBMITTAL



PROPOSED TYPICAL
SH 183 RAMP04

STA 603+70.00 TO 609+42.00

NOT TO SCALE

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DATE:4/9/2024 TIME:3:11:39 PM

GEAS A. BULBUL
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PROFESSIONAL ENGINEER
STATE OF TEXAS

4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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TBPE Registration No. F-2677

SH 183

PROPOSED TYPICAL SECTIONS
SH183 RAMP 04

SHEET 23 OF **23**

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	49
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

Specification Data

Basis of Estimate

Item	Description	Rate	Unit
3077	SP-Mixes SP-C (All Types)	115 lb./sq. yd.-in.	ton
3077	Tack Coat - CSS-1P	0.20 gal./sq. yd.	gal.

* Based On 50% Asphalt Residue.

Note: The rates of asphalt and aggregate application are for estimating purposes only and may be varied as directed.

Special Notes

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

Area Engineer's Email: Minh.Tran@txdot.gov
Assistant Area Engineer's Email: Alfredo.Luera@txdot.gov
Design Manager's Email: Sam.Yacoub@txdot.gov

Submit any questions about this project via the Letting Pre-Bid Q&A web page, located at: https://tableau.txdot.gov/views/ProjectInformationDashboard/NoticetoContractors

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

Electronic files containing project related design information will continue to be placed in the following FTP site:

Index of /pub/txdot-info/Pre-Letting Responses (state.tx.us)

The site is organized by District, Project Type (Construction or Maintenance), Letting Date, CCSJ/Project Name.

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Check this site for new information. Notices of new postings will not be sent out by the Engineer.

All files in the FTP site are subject to the License Agreement shown on the FTP site.

The data located in these files is for non-construction purposes.

Access is read-only.

Single lane closures, except as otherwise shown in the plans, will be restricted to off-peak hours as defined in the following table:

Peak Hours		Off-Peak Hours	
6 to 9 AM Monday through Friday	3 to 7 PM Monday through Friday	9 AM to 3 PM and 7 PM to 6 AM Monday through Friday	All day Saturday and Sunday

Work that requires closure of multiple travel lanes in the same direction, except as otherwise shown in the plans, are restricted to night hours between 9 PM and 6 AM.

Existing storm sewers and utilities are shown from the best available information. Verify the location of all underground facilities prior to starting work.

For dimensions of right-of-way not shown on the plans, see right-of-way map on file at the TxDOT District Office.

Modifications to Lane Closure / Work Restrictions:

Submit a request in writing for approval by the Engineer a minimum of 10 days in advance of implementing a change to lane closure restrictions.

When deemed necessary, the Engineer will lengthen, shorten, or otherwise modify lane closure restrictions as traffic conditions warrant.

When deemed necessary, the Engineer will modify the list of major events when new events develop, existing events are rescheduled, or when warranted.

Special Events/ Special Situations will be handled on a case-by-case basis. No work restricting lane closures is allowed from 3 PM a day before to 9 AM the day after the Special Event or Special Situation.

Provide all-weather surface for temporary ingress and egress to adjacent property, as directed. Materials, labor, equipment and incidentals necessary to provide temporary ingress and egress will not be paid for directly, but will be subsidiary to the various bid items.

Where necessary, the governing slopes indicated herein may be varied from the limits shown, to the extent approved.

On superelevated curves the shoulders will have the same cross-slope as the pavement, unless otherwise indicated.

On superelevated curves where the grade line is in a sag or on a flat grade, overlay the shoulders to the extent necessary to prevent trapping of water on the high side.

Locations and lengths of all private entrances are approximate only. The actual locations, lengths, lines and grades are to be determined by the Engineer and shall conform to the regulations of The City of Fort Worth.

Do not discolor or damage existing curb and curb and gutter during construction operations. In the event of discoloration or damage, clean or repair as directed.

Remove the grass from the crown of shoulders or pavement edges by blading or other approved methods. Payment for this work will not be made directly, but will be subsidiary to the various items of the contract.

Provide temporary drain openings at all low points or other drainage structures, as required, at the Contractor's expense.

Remove any obstructions to existing drainage due to the contractor's operations, as required, at the Contractor's expense.

Item 4 – Scope of Work

Reimbursement for project overhead will not be considered until project completion has extended beyond the original Contract Time.

Item 5. Control of the Work

Standard Operating Procedure for Alternate Precast Proposal Submission" found online at https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/publications/bridge.html#design. Acceptance or denial of an alternate is at the sole

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discretion of the Engineer. Impacts to the project schedule and any additional costs resulting from the use of alternates are the sole responsibility of the Contractor.

Item 7. Legal Relations and Responsibilities

Do not initiate activities in a project specific location (PSL) associated with a U.S. Army Corps of Engineers (USACE) permit area that has not been previously evaluated by the USACE as part of the permit review of this project. Such activities include, but are not limited to haul roads, equipment staging areas, borrow and disposal sites. "Associated" as defined here means materials are delivered to or from the PSL. The permit area includes all waters of the U.S. or associated wetlands affected by activities associated with this project. Special restrictions may be required for such work. The contractor will be responsible for all consultations with the USACE regarding activities, including project specific locations (PSLs) that have not been previously evaluated by the USACE. Provide the Department with a copy of all consultations or approvals from the USACE prior to initiating activities.

The Contractor may proceed with activities in PSLs that do not affect a USACE permit area if a self-determination has been made that the PSL is non-jurisdictional or proper USACE clearances have been obtained in jurisdictional areas or have been previously evaluated by the USACE as part of the permit review of this project. The contractor is solely responsible for documenting any determinations that their activities do not affect a USACE permit area. Maintain copies of these determinations for review by the Department or any regulatory agency.

Document and coordinate with the USACE, if required, prior to any excavation hauled from or embankment hauled into a USACE permit area by either (1) or (2) below.

(1) Restricted Use of Materials for Previously Evaluated Permit Areas. Document both the project specific location (PSL) and its authorization. Maintain copies for review by the Department or any regulatory agency. When an area within the project limits has been evaluated by the USACE as part of the permit process for this project:

a. Suitable excavation of required material in the areas shown on the plans and cross sections as specified in Item 110 is used for permanent or temporary fill (Item 132, Embankment) within a USACE permit area;
b. Suitable embankment (Item 132) from within the USACE permit area is used as fill within a USACE evaluated area; and,
c. Unsuitable excavation or excess excavation ["Waste"] (Item 110) that is disposed of at a location approved by the Engineer within a USACE evaluated area.

(2) Contractor Materials from Areas Other than Previously Evaluated Areas. Provide the Department with a copy of all USACE coordination or approvals prior to initiating any activities for an area within the project limits that has not been evaluated by the USACE or for any off right of way locations used for the following, but not limited to haul roads, equipment staging areas, borrow and disposal sites:

a. Item 132, Embankment, used for temporary or permanent fill within a USACE permit area; and,
b. Unsuitable excavation or excess excavation [“Waste”] (Item 110, Excavation) that is disposed of outside a USACE evaluated area.

The total area disturbed for this project is 0.5 acres. The disturbed area in this project, all project locations in the Contract, and the Contractor project specific locations (PSLs), within 1 mile of the project limits, for the Contract will further establish the authorization requirements for storm water discharges. 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. The Contractor is to obtain required authorization from the TCEQ for Contractor PSLs for construction support activities on or off the right of way. When the total area disturbed in the Contract and PSLs within 1 mile of the project limits exceeds 5 acres, provide a copy of the Contractor NOI for PSLs on the right of way to the Engineer and to the local government that operates a separate storm sewer system.

When a bridge deck is milled, seal coated and overlaid, remove excess material. Do not just broom to the sides of the bridge, under guardrail, etc. Cover or protect all sealed expansion joints and rails on bridges and all railroad tracks encountered as approved. Clean and repair all of these features if they weren’t properly protected at contractor’s expense. This work is subsidiary work to applicable bid items.

Prevention of Migratory Bird Nesting

It is anticipated that migratory birds, a protected group of species, may try to nest on bridges, culverts, vegetation, or gravel substrate, at any time of the year. The preferred nesting season for migratory birds is from February 15 through October 1. When practicable, schedule construction operations outside of the preferred nesting season. Otherwise, avoid nests containing migratory birds and perform no work in the nesting areas until the young birds have fledged.

Structures

Do not begin bridge and culvert construction operations until swallow nesting prevention is implemented, until after October 1 if it’s determined that swallow nesting is actively occurring, or until it’s determined swallow nests have been abandoned. If the State installed nesting deterrent on the bridges and culverts, maintain the existing nesting deterrent to prevent swallow nesting until October 1 or completion of the bridge and culvert work, whichever occurs earlier. If new nests are built and occupied after the beginning of the work, do not perform work that can interfere with or discourage swallows from returning to their nests. Prevention of swallow nesting can be performed by one of the following methods:

1. By February 15 begin the removal of any existing mud nests and all other mud placed by swallows for the construction of nests on any portion of the bridge and culverts. The Engineer will inspect the bridges and culverts for nest building activity. If swallows begin nest building,

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scrape or wash down all nest sites. Perform these activities daily unless the Engineer determines the need to do this work more frequently. Remove nests and mud through October 1 or until bridge and culvert construction operations are completed.

2. By February 15 place a nesting deterrent (which prevents access to the bridge and culvert by swallows) on the entire bridge (except deck and railing) and culverts.

No extension of time or compensation payment will be granted for a delay or suspension of work caused by nesting swallows. This work is subsidiary to the various bid items.

The following Holiday/Event lane closure restriction requirements apply to this project:
No work that restricts or interferes with traffic shall be allowed between 3 PM on the day preceding a Holiday or Event and 9 AM on the day after the Holiday or Event.

Holiday Lane Closure Restrictions	
New Year’s Eve and New Year’s Day (December 31 through January 1)	3 PM December 30 through 9 AM January 2
Easter Holiday Weekend (Friday through Sunday)	3PM Thursday through 9 AM Monday
Memorial Day Weekend (Friday through Monday)	3 PM Thursday through 9 AM Tuesday
Independence Day (July 3 through July 5)	3 PM July 2 through 9 AM July 6
Labor Day Weekend (Friday through Monday)	3 PM Thursday through 9 AM Tuesday
Thanksgiving Holiday (Wednesday through Sunday)	3 PM Tuesday through 9 AM Monday
Christmas Holiday (December 23 through December 26)	3 PM December 22 through 9 AM December 27

Plan work schedules around the appropriate dates above to ensure productive work is performed without lane closures.

Event Lane Closure Restrictions 3 PM the day before Event to 9 AM the day after the Event			
NASCAR Races at Texas Motor Speedway (generally 3 events):	NASCAR Nationwide and Sprint Cup Series	NASCAR Nationwide and Sprint Cup Series (Held in Late	Indy Series Racing and NASCAR Truck

	(Held in late March/early April)	October/early November)	Series (Held in June)
Within one mile radius of major retail traffic generators i.e. malls (Thanksgiving Day through January 2)			
Fort Worth Stock Show and Rodeo			
Arlington Entertainment District			
Grapevine Festivals (Including but not limited to: Carol of Lights, Black Friday Weekend, Christmas Parade, and weekends during Christmas Capital of Texas)			
MayFest			
Weatherford Peach Festival			

Item 8. Prosecution and Progress

Working days will be computed and charged in accordance with Section 8.3.1.1, 'Five-Day Workweek.'

Need to be night work only.

The number of working days for final acceptance will be 150 working days.

A CPM schedule in Primavera format is required. Use software fully compatible with Primavera P6.

Item 361. Full Depth Repair of Concrete Pavement

Schedule work so that concrete placement follows full-depth saw cutting by no more than 3 days.

Include the approved mix design number on each delivery ticket.

In lieu of broom-finish, finish the concrete surface by broom & tine.

Item 454. Bridge Expansion Joints

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For header-type expansion joints refer to the following TxDOT website for the approved systems:

http://www.txdot.gov/inside-txdot/division/bridge/approved-systems/expansion-joints.html

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 typically 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.

Permanent signs may be installed when construction in an area is complete and they will not conflict with the traffic control plan for the remainder of the job.

Existing signs are to remain as long as they do not interfere with construction and they do not conflict with the traffic control plan.

Any sign not detailed in the plans but called for in the layout will be as shown in the current "Standard Highway Sign Designs for Texas".

When traffic is obstructed, arrange warning devices in accordance with the latest edition of the "Texas Manual on Uniform Traffic Control Devices".

Cover or remove any work zone signs when work or condition referenced is not occurring.

Do not place barricades, signs, or any other traffic control devices where they interfere with sight distance at driveways or side streets. Provide access to all driveways during all phases of construction unless otherwise noted in the plans or as directed.

Item 506. Temporary Erosion, Sedimentation, and Environmental Controls

The SW3P for this project will consist of using the following items as directed:

- Temporary sediment control fence
- Erosion control logs

Remove accumulated sediment or replace SW3P controls when the capacity has been reduced by 50% or when the depth of sediment at the control structure exceeds one foot.

Item 542. Removing Metal Beam Guard Fence

Remove existing metal beam guard fence only when authorized.

Item 585. Ride Quality for Pavement Surfaces

Use Surface Test Type B pay adjustment schedule 3 to evaluate ride quality of the travel lanes in accordance with Item 585, “Ride Quality for Pavement Surfaces.”

Item 666. Reflectorized Pavement Markings with Retroreflective Requirements

Collection of retroreflectivity readings using a mobile retroreflectometer is the preferred method. If retroreflectivity readings are collected using a portable or handheld unit, then measurement is defined as a collective average of at least 20 readings taken along a 200-foot test section. A minimum of three measurements will be required per mile of roadway. Measurements collected on a centerline stripe will be averaged separately for stripe in each direction of travel. A TxDOT inspector must witness the calibration and collection of all retro-reflectivity data.

Item 3077. Superpave Mixtures

Provide aggregate with a Surface Aggregate Classification (SAC) value of A for the travel lanes and shoulders.

Provide aggregate with a Surface Aggregate Classification (SAC) value of A for the surfaces other than the travel lanes.

No blending, of the material retained on the No. 4 sieve, to meet SAC A will be allowed for surface mixes.

Natural (field) sands are not allowed.

Provide a PG 64-22 asphalt for the base course.

Furnish a CSS-1P with greater than 50% asphalt residue for Trackless Tack is required for this project. A trackless tack can be used in lieu of CSS-1P tack coat or as directed by the Engineer. The Engineer will set the rate at time of application.

Warm Mix Asphalt (WMA) is not permitted in any mix type on this project.

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RAP and RAS are not permitted in any surface and levelup mixes on this project.

Grade substitution per Table 5 is not allowed.

Provide a mix design with the gradation curve below the restricted zone.

Use the Boil Test, Test Procedure Tex-530-C, and provide only mixes that produce zero percent (0%) stripping for design verification and during production.

Include the approved mix design number on each delivery ticket.

Use a Material Transfer Device (MTD) unless otherwise directed.

Stop production after Lot 1. Review all test data and confirm any changes with the Engineer. Do not start production and placement on subsequent Lots until approved by the Engineer.

Shoulders, crossovers, and other areas listed on the Plan sheets or as directed are not subject to in-place air void determination for this project.

Temporary detours are subject to in-place air void determination for this project.

Use Surface Test Type B for this project.

Item 3080. Stone-Matrix Asphalt (SMA)

Provide aggregate with a Surface Aggregate Classification (SAC) A for the travel lanes, ramps, and shoulders.

No blending, of the material retained on the No. 4 sieve, to meet SAC A will be allowed for surface mixes.

Natural (field) sands are not allowed.

For SMA, provide a PG76-28 for this mix.

For SMAR, provide a PG76-22 for this mix.

Furnish a CSS-1P with greater than 50% Trackless Tack is required for this project. The Engineer will set the rate at time of application.

Warm Mix Asphalt (WMA) is not permitted in any mix type on this project.

RAP and RAS are not permitted in any surface mixes on this project.

Use the Boil Test, Test Procedure Tex-530-C, and provide only mixes that produce zero percent (0%) stripping for design verification and during production.

Include the approved mix design number on each delivery ticket.

Use a Material Transfer Device (MTD) unless otherwise directed.

Stop production after Lot 1. Review all test data and confirm any changes with the Engineer. Do not start production and placement on subsequent Lots until approved by the Engineer.

Shoulders, crossovers, and other areas listed on the Plan sheets or as directed are not subject to in-place air void determination for this project.

Temporary detours are subject to in-place air void determination for this project.

Use Surface Test Type B for this project.

Item 6001. Portable Changeable Message Signs

Provide all portable changeable message signs and arrow panels with a photoelectric device to allow for automatic dimming of operations to approximately 50% of their normal brightness when ambient light drops to approximately five footcandles, and then increase back again for daytime operations.

(2) electronic portable changeable message sign unit(s) will be required. Individual or collective use of signs will be required by the Engineer when deemed necessary to supplement the traffic control plan.

Each sign must have programmed in its permanent memory the following 15 messages:

1. Exit Closed Ahead
2. Use Other Routes
3. Right Lane
4. Left Lane
5. Closed Ahead
6. Two Lane
7. Detour Ahead
8. Thru Traffic
9. Prepare To Stop

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10. Merging Traffic
11. Expect 15 Minute Delay
12. Max Speed ** MPH
13. Merge Right
14. Merge Left
15. No Exit Next ** Miles

Item 3080. Truck Mounted Attenuator (TMA) and Trailer Attenuator (TA)

In addition to the shadow vehicles with truck mounted attenuator (TMA) that are specified as being required on the traffic control plan for this project, provide 1 additional shadow vehicle(s) with TMA for TCP as detailed on General Note of this standard sheet.

Therefore, 2 total shadow vehicles with TMA will be required for this type of work. Determine if one or more of these operations will be ongoing at the same time to determine the total number of TMAs needed for the project.

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0094-02-137 **DISTRICT** Fort Worth **COUNTY** Tarrant
HIGHWAY SH 183

				CONTROL SECTION JOB	0094-02-137		0364-05-040		TOTAL EST.	TOTAL FINAL
				PROJECT ID	A00131540		A00131523			
				COUNTY	Tarrant		Tarrant			
				HIGHWAY	SH 183		SH 183			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL	EST.	FINAL			
	132-6004	EMBANKMENT (FINAL)(DENS CONT)(TY B)	CY	10.000				10.000		
	305-6008	SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	161,475.000		22,743.000		184,218.000		
	351-6002	FLEXIBLE PAVEMENT STRUCTURE REPAIR(6")	SY			6,466.000		6,466.000		
	361-6002	FULL - DEPTH REPAIR CRCP (8")	SY	1,487.000				1,487.000		
	438-6001	CLEANING AND SEALING EXISTING JOINTS	LF	596.000		77.000		673.000		
	500-6001	MOBILIZATION	LS	0.500		0.500		1.000		
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	7.000				7.000		
	506-6038	TEMP SEDMT CONT FENCE (INSTALL)	LF	325.000				325.000		
	506-6039	TEMP SEDMT CONT FENCE (REMOVE)	LF	325.000				325.000		
	506-6040	BIODEG EROSN CONT LOGS (INSTL) (8")	LF	466.000		66.000		532.000		
	506-6041	BIODEG EROSN CONT LOGS (INSTL) (12")	LF	330.000		62.000		392.000		
	506-6043	BIODEG EROSN CONT LOGS (REMOVE)	LF	796.000		128.000		924.000		
	644-6004	IN SM RD SN SUP&AM TY10BWG(1)SA(T)	EA	76.000		36.000		112.000		
	644-6012	IN SM RD SN SUP&AM TY10BWG(1)SB(T)	EA	2.000		2.000		4.000		
	644-6034	IN SM RD SN SUP&AM TYS80(1)SA(U-1EXT)	EA	1.000				1.000		
	644-6076	REMOVE SM RD SN SUP&AM	EA	79.000		38.000		117.000		
	662-6109	WK ZN PAV MRK SHT TERM (TAB)TY W	EA	4,282.000		579.000		4,861.000		
	662-6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	EA	1,736.000		543.000		2,279.000		
	666-6018	REFL PAV MRK TY I (W)6"(DOT)(100MIL)	LF	21.000				21.000		
	666-6036	REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	197.000		31.000		228.000		
	666-6048	REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	11.000		42.000		53.000		
	666-6081	REFL PAV MRK TY I(W)(ENTR GORE)(100MIL)	EA	14.000		1.000		15.000		
	666-6084	REFL PAV MRK TY I(W)(EXIT GORE)(100MIL)	EA	6.000				6.000		
	666-6306	RE PM W/RET REQ TY I (W)6"(BRK)(100MIL)	LF	8,332.000		1,070.000		9,402.000		
	666-6309	RE PM W/RET REQ TY I (W)6"(SLD)(100MIL)	LF	31,206.000		7,308.000		38,514.000		
	666-6321	RE PM W/RET REQ TY I (Y)6"(SLD)(100MIL)	LF	30,644.000		9,504.000		40,148.000		
	672-6007	REFL PAV MRKR TY I-C	EA	428.000		54.000		482.000		
	672-6009	REFL PAV MRKR TY II-A-A	EA			132.000		132.000		
	672-6010	REFL PAV MRKR TY II-C-R	EA	442.000		20.000		462.000		
	3077-6027	SP MIXES SP-C SAC-A PG70-28	TON	1,700.000		3,269.000		4,969.000		
	3077-6075	TACK COAT	GAL	32,295.000		4,549.000		36,844.000		
	3080-6008	STONE-MTRX-ASPH SMA-D SAC-A PG76-28	TON	21,681.000				21,681.000		
	6001-6002	PORTABLE CHANGEABLE MESSAGE SIGN	EA	2.000				2.000		
	6185-6002	TMA (STATIONARY)	DAY	42.000		11.000		53.000		
	6185-6005	TMA (MOBILE OPERATION)	DAY	43.000		14.000		57.000		
	08	CONTRACTOR FORCE ACCOUNT SAFETY CONTINGENCY (NON-PARTICIPATING)	LS	1.000				1.000		

Estimate & Quantity Sheet

Texas Department of Transportation

CONTROLLING PROJECT ID 0094-02-137 **DISTRICT** Fort Worth **COUNTY** Tarrant
HIGHWAY SH 183

		CONTROL SECTION JOB		**0094-02-137**		**0364-05-040**		TOTAL EST.	TOTAL FINAL
		PROJECT ID		**A00131540**		**A00131523**			
		COUNTY		**Tarrant**		**Tarrant**			
		HIGHWAY		**SH 183**		**SH 183**			
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL		
	18	EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000				1.000	

100% SUBMITTAL

SUMMARY OF ROADWAY ITEMS CSJ 0364-05-040	132 6004 EMBANKMENT (FINAL)(DENS CONT)(TY B)	3080 6008 SMA TY D PG76-28SAC A	3077 6027 Superpave TY C PG70-28 SAC A	* 305 6008 SALV, HAUL & STKPL RCL APH PV (0"TO 4")	351 6002 FLEXIBLE PAVEMENT STRUCTURE REPAIR(6")	361 6002 FULL - DEPTH REPAIR CRCP (8")	3077 6075 TACK COAT
LOCATION	CY	TON	TON	SY	SY	SY	GAL
183WBFR01 - STA 105+66.80 - STA 119+00.00 - SHT 1 OF 2			713	4961			992
183WBFR01 - STA 119+00.00 - STA 134+58.83 - SHT 2 OF 2			807	5615	744		1123
183WBCN01 - STA 106+42.33 - STA 108+49.83 - SHT 1 OF 2			126	873			175
183WBCN01 - STA 113+06.76 - STA 119+00.00 - SHT 1 OF 2			177	1233			247
183WBCN01 - STA 119+00.00 - STA 125+03.70 - SHT 1 OF 2			623	4335			867
183EBFR01 - STA 100+48.90 - STA 114+00.00 - SHT 1 OF 3			702	4883	4880		977
183EBFR01 - STA 114+00.00 - STA 116+33.82 - SHT 2 OF 3			121	843	841		169
PROJECT TOTALS			**3269**	**22743**	**6466**		**4549**

SUMMARY OF ROADWAY ITEMS CSJ 0094-02-137 LOCATION							
183EBFR01 - STA 120+28.24 - STA 136+00.00 - SHT 2 OF 3			784	5452			1090
183EBFR01 - STA 136+00.00 - STA 143+50.24 - SHT 3 OF 3			404	2812			562
183EBFR02 - STA 104+98.50 - STA 122+00.00 - SHT 1 OF 5	10	1056		7349			1470
183EBFR02 - STA 122+00.00 - STA 137+79.91 - SHT 2 OF 5		986		6858			1372
183EBFR02 - STA 139+32.59 - STA 144+00.00 - SHT 2 OF 5		278		1931			386
183EBFR02 - STA 144+00.00 - STA 166+00.00 - SHT 3 OF 5		1316		9158			1832
183EBFR02 - STA 166+00.00 - STA 178+27.87 - SHT 4 OF 5		662		4605			921
183EBFR02 - STA 181+75.45 - STA 188+00.00 - SHT 4 OF 5		327		2274			455
183EBFR02 - STA 188+00.00 - STA 196+72.37 - SHT 5 OF 5		613		4265		1487	853
183WB97SB - STA 105+12.76 - STA 123+00.00 - SHT 1 OF 5		988		6874			1375
183WB97SB - STA 123+00.00 - STA 145+00.00 - SHT 2 OF 5		1297		9024			1805
183WB97SB - STA 145+00.00 - STA 146+18.88 - SHT 3 OF 5		64		442			88
183WB97SB - STA 155+09.46 - STA 167+00.00 - SHT 3 OF 5		725		5044			1009
183WB97SB - STA 167+00.00 - STA 176+14.11 - SHT 4 OF 5		921		6404			1281
183WB97SB - STA 179+96.70 - STA 189+00.00 - SHT 4 OF 5		992		6901			1380
183WB97SB - STA 189+00.00 - STA 200+28.38 - SHT 5 OF 5		1407		9789			1958
183SBCN01 - STA 171+89.63 - STA 216+38.22 - SHT 1 OF 3		932		6482			1296
183SBCN01 - STA 235+61.18 - STA 239+00.00 - SHT 2 OF 3		217		1508			302
183SBCN01 - STA 239+00.00 - STA 242+49.11 - SHT 3 OF 3		295		2050			410
183WB97NB - STA 104+73.66 - STA 123+00.00 - SHT 1 OF 3		2014		14013			2803
183WB97NB - STA 123+00.00 - STA 145+00.00 - SHT 2 OF 3		2033		14144			2829
183WB97NB - STA 145+00.00 - STA 153+79.10 - SHT 3 OF 3		474		3296			659
183NBCN01 - STA 105+26.01 - STA 114+66.70 - SHT 1 OF 3		925		6434			1287
183NBCN01 - STA 117+65.98 - STA 122+00.00 - SHT 1 OF 3		356		2473			495
183NBCN01 - STA 122+00.00 - STA 141+51.46 - SHT 2 OF 3		1412		9825			1965
183NBCN01 - STA 147+65.57 - STA 153+02.13 - SHT 3 OF 3		347		2416			483
183NBCN01 - STA 147+65.57 - SHT 3 OF 3							
183NBCN01 - STA 153+02.13 - SHT 3 OF 3							
183NBCN01 - STA 157+42.34 - STA 164+01.23 - SHT 3 OF 3		453		3151			630
183RAMP01 - STA 500+17.87 - STA 503+78.90 - SHT 1 OF 1			140	971			194
183RAMP02 - STA 605+11.67 - STA 609+20.86 - SHT 1 OF 1		145		1007			201
183RAMP03 - STA 503+50.14 - STA 509+64.50 - SHT 1 OF 1		278		1934			387
183RAMP03 - STA 512+37.29 - SHT 1 OF 1							
183RAMP03 - STA 513+05.73 - STA 517+22.25 - SHT 1 OF 1		168	168	1169			234
183RAMP04 - STA 603+91.11 - STA 608+04.94 - SHT 1 OF 1			204	1420			284
PROJECT TOTALS	**10**	**21681**	**1700**	**161475**		**1487**	**32295**

* THIS QUANTITY SHALL BE PROPERTY OF THE CONTRACTOR

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

SUMMARY OF QUANTITIES

ROADWAY

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	52
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:1
USER:AMohammed
FILE:...\183ESTIMATEQUANTITYREPORT
DATE:4/10/2024 TIME:11:10:49 AM

100% SUBMITTAL

TCP SUMMARY						
STATION LIMITS	0502-6001	0662-6109	0662-6111	6001-6002	6185-6002	6185-6005
	BARRICADES, SIGNS AND TRAFFIC HANDLING	WK ZN PAV MRK SHT TERM (TAB) TY W	WK ZN PAV MRK SHT TERM (TAB) TY Y-2	PORTABLE CHANGEABLE MESSAGE SIGN	TMA (STATIONARY)	TMA (MOBILE OPERATION)
	MO	EA	EA	EA	DAY	DAY
CSJ: 0364-05-040 SUBTOTAL		579	543		11	14
CSJ: 0094-02-137 SUBTOTAL	7	4282	1736	2	42	43
PROJECT TOTALS	7	4861	2279	2	53	57

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
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SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N, Loop 1604 W., Ste, 115
San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183

TRAFFIC CONTROL PLAN SUMMARY

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	53
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:Uvaldez
FILE:...\2. TCP\SH183-TCP-SUMMARY.dgn
DATE:4/9/2024 TIME:9:19:00 AM

SUMMARY OF SIGNING ITEMS

LOCATION	644 6004	644 6012	644 6034	644 6076
	IN SM RD SN SUP&AM TY10BWG (1)SA(T)	IN SM RD SN SUP&AM TY10BWG (1)SB(T)	IN SM RD SN SUP&AM TYS80(1) SA(U-1EXT)	REMOVE SM RD SN SUP&AM
	EA	EA	EA	EA
CSJ: 0364-05-040				
CSJ: 0364-05-040 TOTAL	36	2	0	38
CSJ: 0094-02-137				
CSJ: 0094-02-137 TOTAL	76	2	1	79
PROJECT TOTAL	112	4	1	117

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

SH 183
QUANTITY SUMMARY
SIGNING

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECKED BY	TEXAS	FTW	TARRANT	
VERIFIED BY	CONTROL	SECTION	JOB	54
	0094	02	137, ETC.	

100% SUBMITTAL

PM SUMMARY												
ROAD NAME	SHEET NO.	STATION LIMITS	0666-6018	0666-6036	0666-6048	0666-6081	0666-6084	0666-6306	0666-6309	0666-6321	0672-6007	0672-6009	0672-6010
			REFL PAV MRK TY I(W) 6"(DOT) (100 MIL)	REFL PAV MRK TY I(W) 8"(SLD) (100 MIL)	REFL PAV MRK TY I(W) 24"(SLD) (100 MIL)	REFL PAV MRK TY I(W) (ENTR GORE) (100 MIL)	REFL PAV MRK TY I(W) (EXIT GORE) (100 MIL)	RE PM W/RET REQ TY I (W) 6" (BRK)(100 MIL)	RE PM W/RET REQ TY I (W) 6" (SLD)(100 MIL)	RE PM W/RET REQ TY I (Y) 6" (SLD)(100 MIL)	REFL PAV MRKR TY I-C	REFL PAV MRKR TY II-A-A	REFL PAV MRKR TY II-C-R
			LF	LF	LF	EA	EA	LF	LF	LF	EA	EA	EA
183WBFR01	(1 OF 2)	BEGIN TO STA 119+00						470	1760	1830	24		
183WBFR01	(2 OF 2)	119+00 TO END		31	28	1		600	2457	2413	30		20
183EBFR01	(1 OF 3)	BEGIN TO STA 114+00							1199	2398		60	
183EBFR01	(2 OF 3)	STA 114+00 TO STA 136+00			14				1892	2863		72	
		CSJ 0364-05-040 SUBTOTAL:		31	42	1		1070	7308	9504	54	132	20
183EBFR01	(2 OF 3)	STA 114+00 TO STA 136+00											
183EBFR01	(3 OF 3)	STA 136+00 TO END					1						23
183EBFR02	(1 OF 5)	BEGIN TO STA 122+00				1	1	520	1689	1650	26		23
183EBFR02	(2 OF 5)	STA 122+00 TO STA 144+00		197			1	820	2298	2098	41		18
183EBFR02	(3 OF 5)	STA 144+00 TO STA 166+00			11	2		550	2202	2194	28		11
183EBFR02	(4 OF 5)	STA 166+00 TO 188+00					1	460	1854	1853	23		9
183EBFR02	(5 OF 5)	STA 188+00 TO END					1	220	872	871	22		12
183WB97SB	(1 OF 5)	BEGIN TO STA 123+00				1		275	1774	1797	14		8
183WB97SB	(2 OF 5)	STA 123+00 TO STA 145+00				3		550	2201	2192	28		29
183WB97SB	(3 OF 5)	STA 145+00 TO STA 167+00				1		185	1582	1604	9		32
183WB97SB	(4 OF 5)	STA 167+00 TO STA 189+00						680	1805	1404	34		
183WB97SB	(5 OF 5)	STA 189+00 TO END	21			2		564	1128	1079	28		55
183SBCN01	(1 OF 3)	BEGIN TO STA 217+00				1		413	1234	1639	21		42
183SBCN01	(2 OF 3)	STA 217+00 TO STA STA 239+00						85	339	339	4		
183SBCN01	(3 OF 3)	STA 239+00 TO END						87	533	349	4		
183WB97NB	(1 OF 3)	BEGIN TO STA 123+00						914	1822	1832	46		
183WB97NB	(2 OF 3)	STA 123+00 TO STA 145+00				1	1	834	2276	2131	42		81
183WB97NB	(3 OF 3)	STA 145+00 TO END							877	882			
183NBCN01	(1 OF 3)	BEGIN TO STA 122+00				1		329	1362	1379	16		77
183NBCN01	(2 OF 3)	STA 122+00 TO STA 144+00						547	1953	1938	27		22
183NBCN01	(3 OF 3)	STA 144+00 TO END						299	1201	1187	15		
183RAMP01	(1 OF 1)	BEGIN TO END				1			358	371			
183RAMP02	(1 OF 1)	BEGIN TO END							409	409			
183RAMP03	(1 OF 1)	BEGIN TO END							1025	1033			
183RAMP04	(1 OF 1)	BEGIN TO END							412	413			
		CSJ 0094-02-137 SUBTOTAL:	21	197	11	14	6	8332	31206	30644	428		442
		PROJECT TOTALS:	21	228	53	15	6	9402	38514	40148	482	132	462

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FILE:...\SH183-PM-SUMMARY.dgn
DATE:4/9/2024 TIME:1:29:08 PM

NO	DATE	REVISION	APPROVED

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4630 N. Loop 1604 W., Ste. 115
San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183

PAVEMENT MARKINGS SUMMARY

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	55
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL

0094-02-137

REPAIR NO.	REPAIR DESCRIPTION/LOCATION	BID CODE	BID ITEM DESCRIPTION	QUANTIT	UNIT	DETAILS/NOTES
1	REMOVE EXISTING SEALS CLEAN JOINT FULL- DEPTH AND RESEAL SEJ A EXPANSION JOINTS PER MANUFACTURERS REQUIREMENTS. PROVIDE SEALS IN THE LONGEST LENGTHS AND INSTALL IN A SINGLE OPERATION, IF POSSIBLE. SEE BRIDGE LAYOUTS FOR LOCATIONS	438 6001	CLEANING AND SEALING EXISTING JOINTS	596	LF	LENGTH SHOWN ARE APPROXIMATE; FIELD VERIFY PRIOR TO ORDERING JOINT MATERIALS

0364-05-040

REPAIR NO.	REPAIR DESCRIPTION/LOCATION	BID CODE	BID ITEM DESCRIPTION	QUANTIT	UNIT	DETAILS/NOTES
1	REMOVE EXISTING SEALS CLEAN JOINT FULL- DEPTH AND RESEAL SEJ A EXPANSION JOINTS PER MANUFACTURERS REQUIREMENTS. PROVIDE SEALS IN THE LONGEST LENGTHS AND INSTALL IN A SINGLE OPERATION, IF POSSIBLE. SEE BRIDGE LAYOUTS FOR LOCATIONS	438 6001	CLEANING AND SEALING EXISTING JOINTS	77	LF	LENGTH SHOWN ARE APPROXIMATE; FIELD VERIFY PRIOR TO ORDERING JOINT MATERIALS

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

BRIDGE REPAIR AND SUMMARY TABLE

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	56
	0094	02	137, ETC.	
VERIFIED BY				

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SCALE: 1:100
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PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg

SW3P SUMMARY							
ROAD NAME	SHEET NO.	STATION LIMITS	0506-6038	0506-6039	0506-6040	0506-6041	0506-6043
			TEMP SEDMT CONT FENCE (INSTALL)	TEMP SEDMT CONT FENCE (REMOVE)	BIODEG EROSN CONT LOGS (INSTL)(8")	BIODEG EROSN CONT LOGS (INSTL)(12")	BIODEG EROSN CONT LOGS (REMOVE)
			LF	LF	LF	LF	LF
183WBFR01	(1 OF 2)	BEGIN TO STA 119+00					
183WBFR01	(2 OF 2)	119+00 TO END			46	44	90
183EBFR01	(1 OF 3)	BEGIN TO STA 114+00			20	18	38
183EBFR01	(2 OF 3)	STA 114+00 TO STA 136+00					
		CSJ:0364-05-0404 SUBTOTAL			66	62	128
183EBFR01	(2 OF 3)	STA 114+00 TO STA 136+00			66		66
183EBFR01	(3 OF 3)	STA 136+00 TO END			36	20	56
183EBFR02	(1 OF 5)	BEGIN TO STA 122+00	20	20	52	20	72
183EBFR02	(2 OF 5)	STA 122+00 TO STA 144+00			102	106	208
183EBFR02	(3 OF 5)	STA 144+00 TO STA 166+00	40	40	128		128
183EBFR02	(4 OF 5)	STA 166+00 TO 188+00	145	145			
183EBFR02	(5 OF 5)	STA 188+00 TO END	10	10			
183WB97SB	(1 OF 5)	BEGIN TO STA 123+00			32	44	76
183WB97SB	(2 OF 5)	STA 123+00 TO STA 145+00			50	64	114
183WB97SB	(3 OF 5)	STA 145+00 TO STA 167+00				18	18
183WB97SB	(4 OF 5)	STA 167+00 TO STA 189+00	60	60			
183WB97SB	(5 OF 5)	STA 189+00 TO END				58	58
183SBCN01	(1 OF 3)	BEGIN TO STA 217+00					
183SBCN01	(2 OF 3)	STA 217+00 TO STA STA 239+00					
183SBCN01	(3 OF 3)	STA 239+00 TO END					
183WB97NB	(1 OF 3)	BEGIN TO STA 123+00					
183WB97NB	(2 OF 3)	STA 123+00 TO STA 145+00	10	10			
183WB97NB	(3 OF 3)	STA 145+00 TO END	20	20			
183NBCN01	(1 OF 3)	BEGIN TO STA 122+00					
183NBCN01	(2 OF 3)	STA 122+00 TO STA 144+00					
183NBCN01	(3 OF 3)	STA 144+00 TO END	20	20			
183RAMP01	(1 OF 1)	BEGIN TO END					
183RAMP02	(1 OF 1)	BEGIN TO END					
183RAMP03	(1 OF 1)	BEGIN TO END					
183RAMP04	(1 OF 1)	BEGIN TO END					
		CSJ:0094-02-137 SUBTOTAL	325	325	466	330	796
		PROJECT TOTAL	325	325	532	392	924

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:rortiz

FILE:...\SH183-SW3P-SUMMARY.dgn
DATE:4/9/2024 TIME:11:37:01 PM

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone:(469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N. Loop 1604 W., Ste. 115
San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No. 15685

SH 183

STORM WATER POLLUTION PREVENTION PLAN SUMMARY

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	57
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL

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"	MOUNTING DESIGNATION: 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
1	1	R1-1	STOP	36 X 36	✓		10BWG	1	SA	P		
1	2	R5-1	DO NOT ENTER	48 X 48	✓		10BWG	1	SB	T		
1	3	R5-1a	WRONG WAY	42 X 30	✓		10BWG	1	SA	T		
1	4	R6-1R	ONE WAY	54 X 18	✓		10BWG	1	SA	T		
1	5	R5-1	DO NOT ENTER	48 X 48	✓		10BWG	1	SB	T		
1	6	R5-1a	WRONG WAY	42 X 30	✓		10BWG	1	SA	T		
2	1	R1-1	STOP	36 X 36	✓		10BWG	1	SA	P		
		R5-1	DO NOT ENTER	48 X 48	✓							
2	2	R1-1	STOP	36 X 36	✓		10BWG	1	SA	T		
		W4-4P	CROSS TRAFFIC DOES NOT STOP	24 X 12	✓							
2	3	R5-1a	WRONG WAY	42 X 30	✓		10BWG	1	SA	T		
2	4	R6-1R	ONE WAY	54 X 18	✓		10BWG	1	SA	T		
2	5	R6-1R	ONE WAY	54 X 18	✓		10BWG	1	SA	T		

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DATE:
FILE:

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).

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

Texas Department of Transportation

SH 183
SUMMARY OF SMALL SIGNS

SHEET 1 OF 14

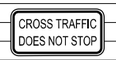
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECKED BY	TEXAS	FTW	TARRANT	
VERIFIED BY	CONTROL	SECTION	JOB	58
	0094	02	137, ETC.	

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:1
USER:pee66
FILE:...\13. Signs\183SOSS-001.dgn
DATE:4/9/2024 TIME:9:34:29 AM

DATE:
FILE:

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
		R6-1R		54 X 18	✓							
2	6						10BWG	1	SA	T		
		R3-2		36 X 36	✓							
2	7	R5-1		48 X 48	✓		10BWG	1	SA	T		
		R5-1		48 X 48	✓							
2	8						10BWG	1	SB	T		
		R3-1		36 X 36	✓							
2	9	R5-1		48 X 48	✓		10BWG	1	SA	T		
		R5-1		48 X 48	✓							
2	10	R1-1		36 X 36	✓		10BWG	1	SA	T		
		W4-4P		24 X 12	✓							
2	11	R5-1a		42 X 30	✓		10BWG	1	SA	T		
2	12	W8-13aT		48 X 48	✓		10BWG	1	SA	T		
2	13	R2-1		36 X 48	✓		10BWG	1	SA	T		

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

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).

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

SH 183

SUMMARY OF SMALL SIGNS

SHEET 2 OF 14

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
VERIFIED BY	TEXAS	FTW	TARRANT	59
	CONTROL	SECTION	JOB	
	0094	02	137, ETC.	

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:1
USER:pee66
FILE:...\13. Signs\183SOSS-002.dgn
DATE:4/9/2024 TIME:9:34:40 AM

100% SUBMITTAL

SUMMARY OF SMALL SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX) 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"	MOUNTING DESIGNATION: 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
2	14	R2-1	SPEED LIMIT 45	36 X 48	✓		10BWG	1	SA	T		
2	15	R5-1	DO NOT ENTER	48 X 48	✓		10BWG	1	SA	T		
2	16	R1-2	YIELD	48 X 48 X 48	✓		10BWG	1	SA	T		
2	17	R1-1	STOP	36 X 36	✓		10BWG	1	SA	T		
2	18	R6-1R	ONE WAY	54 X 18	✓		10BWG	1	SA	T		
3	1	R3-2		36 X 36	✓		10BWG	1	SA	T		
3	2	R1-1	STOP	36 X 36	✓		10BWG	1	SA	T		
3	3	R2-1	SPEED LIMIT 45	36 X 48	✓		10BWG	1	SA	T		
3	4	R1-1	STOP	36 X 36	✓		10BWG	1	SA	T		
3	5	R2-1	SPEED LIMIT 45	36 X 48	✓		10BWG	1	SA	T		

DATE:
FILE:

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).

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

Texas Department of Transportation

SH 183
SUMMARY OF SMALL SIGNS

SHEET 3 OF 14

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
VERIFIED BY	TEXAS	FTW	TARRANT	60
	CONTROL	SECTION	JOB	
	0094	02	137, ETC.	

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE: 1:1
USER: pee66
FILE:...\13. Signs\183SOSS-003.dgn
DATE:4/9/2024 TIME:9:34:46 AM

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt<fg
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:1
USER:pee66

FILE:...\13. Signs\183SOSS-004.dgn
DATE:4/9/2024 TIME:9:34:58 AM

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FILE:

SUMMARY OF SMALL SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX) POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION PREFABRICATED	MOUNTING DESIGNATION	BRIDGE MOUNT CLEARANCE SIGNS (See Note 2) TY = TYPE
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	P = "Plain" T = "T" U = "U"	1EXT or 2EXT = # of Ext BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	TY N TY S
4	1	R1-1	STOP	36 X 36	✓		10BWG	1	SB	T		
4	2	R1-2	YIELD	48 X 48 X 48	✓		10BWG	1	SA	T		
4	3	R2-1	SPEED LIMIT 45	36 X 48	✓		10BWG	1	SA	T		
4	4	W1-7		48 X 24	✓		10BWG	1	SA	T		
4	5	R1-1	STOP	36 X 36	✓		10BWG	1	SA	T		
4	6	W9-2TL	LANE ENDS MERGE LEFT	48 X 48	✓		10BWG	1	SA	T		
5	1	R5-1	DO NOT ENTER	48 X 48	✓		10BWG	1	SA	T		
5	2	R5-1	DO NOT ENTER	48 X 48	✓		10BWG	1	SA	T		
5	3	R6-1L	ONE WAY	54 X 18	✓		10BWG	1	SA	T		
5	4	R1-2	YIELD	48 X 48 X 48	✓		10BWG	1	SA	T		
5	5	R5-1	DO NOT ENTER	48 X 48	✓		10BWG	1	SA	T		
5	6	R5-1	DO NOT ENTER	48 X 48	✓		10BWG	1	SA	T		

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

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).

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

Texas Department of Transportation

SH 183
SUMMARY OF SMALL SIGNS

SHEET 4 OF 14

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECKED BY	TEXAS	FTW	TARRANT	
VERIFIED BY	CONTROL	SECTION	JOB	61
	0094	02	137, ETC.	

100% SUBMITTAL

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt<fg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:1
USER:pee66

FILE:...\13. Signs\183SOSS-005.dgn
DATE:4/9/2024 TIME:9:35:06 AM

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DATE:
FILE:

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
		M4-5	TO	24 X 12	✓							
6	1	M1-6T	183 TEXAS	24 X 24	✓		10BWG	1	SA	T		
		M6-3		21 X 15	✓							
6	2	I5		36 X 30	✓		10BWG	1	SA	T		
		M6-2BL		21 X 15	✓							
		M4-5	TO	24 X 12	✓							
6	3	M1-6T	183 TEXAS	24 X 24	✓		10BWG	1	SA	T		
		M6-2BL		21 X 15	✓							
6	4	R2-1	SPEED LIMIT 40	30 X 36	✓		10BWG	1	SA	T		
6	5	R6-1R	ONE WAY	54 X 18	✓		10BWG	1	SA	T		
6	6	R1-1	STOP	36 X 36	✓		10BWG	1	SA	T		
7	1	W3-3		30 X 30	✓		10BWG	1	SA	T		
7	2	R2-1	SPEED LIMIT 40	30 X 36	✓		10BWG	1	SA	T		
7	3	R5-1a	WRONG WAY	42 X 30	✓		10BWG	1	SA	T		

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

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).

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

Texas Department of Transportation

SH 183
SUMMARY OF SMALL SIGNS

SHEET 5 OF 14

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECKED BY	TEXAS	FTW	TARRANT	
VERIFIED BY	CONTROL	SECTION	JOB	62
	0094	02	137, ETC.	

100% SUBMITTAL

SUMMARY OF SMALL SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX) 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
		R4-3BT	DO NOT CROSS DOUBLE WHITE LINE	36 X 36	✓							
7	4						10BWG	1	SA	T		
		R5-1	DO NOT ENTER	48 X 48	✓							
7	5	R5-1	DO NOT ENTER	48 X 48	✓		10BWG	1	SA	T		
7	6	R5-1	DO NOT ENTER	48 X 48	✓		10BWG	1	SB	T		
7	7	R3-7R	RIGHT LANE MUST TURN RIGHT	36 X 30	✓		10BWG	1	SB	T		
		I-7		24 X 24	✓							
7	8						10BWG	1	SB	T		
		M6-1		21 X 15	✓							
		R5-1a	WRONG WAY	42 X 30	✓							
7	9	R3-7R	RIGHT LANE MUST TURN RIGHT	36 X 30	✓		10BWG	1	SA	T		
		M3-2	EAST	24 X 12	✓							
7	10	M1-6T	183 TEXAS	24 X 24	✓		10BWG	1	SA	T		
		M6-3		21 X 15	✓							

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).

DATE:
FILE:

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

Texas Department of Transportation

SH 183
SUMMARY OF SMALL SIGNS

SHEET 6 OF 14

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
	TEXAS	FTW	TARRANT	
VERIFIED BY	CONTROL	SECTION	JOB	63
	0094	02	137, ETC.	

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE: 1:1
USER: pee66
FILE:...\13. Signs\183SOSS-006.dgn
DATE:4/9/2024 TIME:9:35:15 AM

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl

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DATE:
FILE:

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"	MOUNTING DESIGNATION: 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
7	11	R5-1	DO NOT ENTER	48 X 48	✓		10BWG	1	SA	T		
7	12	R1-2	YIELD	48 X 48 X 48	✓		10BWG	1	SA	T		
		M3-2	EAST	24 X 12	✓							
		M1-6T	183 TEXAS	24 X 24	✓							
7	13						10BWG	1	SA	T	1EXT	
		M6-3		21 X 15	✓							
		I5		36 X 30	✓							
		M6-2BL		21 X 15	✓							
8	1	W1-2aL	50	36 X 36	✓		10BWG	1	SA	T		
8	2	W1-2aL	50	36 X 36	✓		10BWG	1	SA	T		
8	3	W4-1R		36 X 36	✓		10BWG	1	SA	T		
8	4	R1-2	YIELD	48 X 48 X 48	✓		10BWG	1	SA	T		
8	5	R1-2		18 X 24	✓		10BWG	1	SA	T		

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

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).

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

Texas Department of Transportation

SH 183

SUMMARY OF SMALL SIGNS

SHEET 7 OF 14

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
VERIFIED BY	TEXAS	FTW	TARRANT	64
	CONTROL	SECTION	JOB	
	0094	02	137, ETC.	

SCALE: 1:1
USER:pee66

FILE:...\13. Signs\183SOSS-007.dgn
DATE:4/9/2024 TIME:9:35:21 AM

100% SUBMITTAL

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt<fg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:1
USER:pee66

FILE:...\13. Signs\183SOSS-008.dgn
DATE:4/9/2024 TIME:9:35:27 AM

DISCLAIMER:
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DATE:
FILE:

SUMMARY OF SMALL SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX) POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION PREFABRICATED	MOUNTING DESIGNATION 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
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	P = "Plain" T = "T" U = "U"		TY N TY S
8	6	R2-1	SPEED LIMIT 40	36 X 48	✓		10BWG	1	SA	T		
8	7	R1-2	YIELD	48 X 48 X 48	✓		10BWG	1	SA	T		
8	8	W1-8		18 X 24	✓		10BWG	1	SA	T		
8	9	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	48 X 48	✓		10BWG	1	SA	T		
8	10	W1-8		18 X 24	✓		10BWG	1	SA	T		
8	11	W1-8		18 X 24	✓		10BWG	1	SA	T		
8	12	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	48 X 48	✓		10BWG	1	SA	T		
		M3-2	EAST	24 X 12	✓							
8	13	M1-6T	183 TEXAS	24 X 24	✓		10BWG	1	SA	T		
		M6-2BL		21 X 15	✓							
8	14	R1-2	YIELD	48 X 48 X 48	✓		10BWG	1	SA	T		

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

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

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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).

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

SH 183
SUMMARY OF SMALL SIGNS

SHEET 8 OF 14

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
	TEXAS	FTW	TARRANT	
VERIFIED BY	CONTROL	SECTION	JOB	65
	0094	02	137, ETC.	

100% SUBMITTAL

SUMMARY OF SMALL SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX) POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION PREFABRICATED	MOUNTING DESIGNATION 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
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	P = "Plain" T = "T" U = "U"		TY N TY S
9	1	R6-1R	ONE WAY	54 X 18	✓		10BWG	1	SA	T		
		R1-2	YIELD	48 X 48 X 48	✓							
9	2						10BWG	1	SA	T		
		R1-2bTB	TO RAMP	21 X 15	✓							
9	3	R5-1	DO NOT ENTER	48 X 48	✓		10BWG	1	SA	T		
9	4	R5-1	DO NOT ENTER	48 X 48	✓		10BWG	1	SA	T		
		R1-2	YIELD	48 X 48 X 48	✓							
9	5						10BWG	1	SA	T		
		R1-2bTB	TO RAMP	21 X 15	✓							
9	6	R5-1	DO NOT ENTER	48 X 48	✓		10BWG	1	SA	T		
9	7	R1-2	YIELD	48 X 48 X 48	✓		10BWG	1	SA	T		
9	8	R2-1	SPEED LIMIT 45	36 X 48	✓		10BWG	1	SA	T		
9	9	E5-1	EXIT	60 X 72	✓		10BWG	1	SA	T		

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

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NOTE:

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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).

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

Texas Department of Transportation

SH 183

SUMMARY OF SMALL SIGNS

SHEET 9 OF 14

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
	TEXAS	FTW	TARRANT	
VERIFIED BY	CONTROL	SECTION	JOB	66
	0094	02	137, ETC.	

DATE:
FILE:

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE: 1:1
USER:pee66
FILE:...\13. Signs\183SOSS-009.dgn
DATE:4/9/2024 TIME:9:35:33 AM

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl

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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"	MOUNTING DESIGNATION: 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
10	1	R5-1a		42 X 30	✓		10BWG	1	SA	T		
10	2	R5-1a		42 X 30	✓		10BWG	1	SA	T		
10	3	R5-1		48 X 48	✓		10BWG	1	SA	T		
10	4	R5-1		48 X 48	✓		10BWG	1	SA	T		
10	5	R1-2		48 X 48 X 48	✓		10BWG	1	SA	T		
		R1-2bTB		21 X 15	✓							
10	6	R1-2		48 X 48 X 48	✓		10BWG	1	SA	T		
		R1-2bTB		21 X 15	✓							
11	1	R5-1		48 X 48	✓		10BWG	1	SA	T		
11	2	R2-1		36 X 48	✓		10BWG	1	SA	T		
12	1	M3-1		24 X 12	✓							
		M1-6T		24 X 24	✓		10BWG	1	SA	T		
		M6-2BL		21 X 15	✓							

DATE:
FILE:

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).

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

Texas Department of Transportation

SH 183

SUMMARY OF SMALL SIGNS

SHEET 10 OF 14

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
VERIFIED BY	TEXAS	FTW	TARRANT	67
	CONTROL	SECTION	JOB	
	0094	02	137, ETC.	

SCALE: 1:1
USER:pee66

FILE:...\13. Signs\183SOSS-010.dgn
DATE:4/9/2024 TIME:9:35:40 AM

100% SUBMITTAL

SUMMARY OF SMALL SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX) POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION PREFABRICATED	MOUNTING DESIGNATION 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
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	P = "Plain" T = "T" U = "U"		TY N TY S
		M3-3	SOUTH	24 X 12	✓							
12	2	M1-6T	360 TEXAS	24 X 24	✓		10BWG	1	SA	T		
		M6-2BL		21 X 15	✓							
		M3-4	WEST	24 X 12	✓							
		M4-5	TO	24 X 12	✓							
12	3	M1-6T	360 TEXAS	24 X 24	✓		S80	1	SB	U	2EXT	
		M1-6T	360 TEXAS	24 X 24	✓							
		M6-2BL		21 X 15	✓							
		M6-3		21 X 15	✓							
		M3-1	NORTH	24 X 12	✓							
12	4	M1-6T	360 TEXAS	24 X 24	✓		10BWG	1	SA	T		
		M6-2BL		21 X 15	✓							
12	5	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	48 X 48	✓		10BWG	1	SA	T		
		M3-4	WEST	24 X 12	✓							
12	6	M1-6T	183 TEXAS	24 X 24	✓		10BWG	1	SA	T		
		M6-2BL		21 X 15	✓							
12	7	R2-1	SPEED LIMIT 40	36 X 48	✓		10BWG	1	SA	T		
13	1	W4-3R		48 X 48	✓		10BWG	1	SA	T		

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

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

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NOTE:

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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).

DATE:
FILE:

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

Texas Department of Transportation

SH 183
SUMMARY OF SMALL SIGNS

SHEET 11 OF 14

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
	TEXAS	FTW	TARRANT	
VERIFIED BY	CONTROL	SECTION	JOB	68
	0094	02	137, ETC.	

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:1
USER:pee66
FILE:...\13. Signs\183SOSS-011.dgn
DATE:4/9/2024 TIME:9:35:46 AM

100% SUBMITTAL

SUMMARY OF SMALL SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX) POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION PREFABRICATED	MOUNTING DESIGNATION 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
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	P = "Plain" T = "T" U = "U"		TY N TY S
		M3-3	SOUTH	24 X 12	✓							
12	2	M1-6T	360 TEXAS	24 X 24	✓		10BWG	1	SA	T		
		M6-2BL		21 X 15	✓							
		M3-4	WEST	24 X 12	✓							
		M4-5	TO	24 X 12	✓							
12	3	M1-6T	360 TEXAS	24 X 24	✓		S80	1	SB	U	2EXT	
		M1-6T	360 TEXAS	24 X 24	✓							
		M6-2BL		21 X 15	✓							
		M6-3		21 X 15	✓							
		M3-1	NORTH	24 X 12	✓							
12	4	M1-6T	360 TEXAS	24 X 24	✓		10BWG	1	SA	T		
		M6-2BL		21 X 15	✓							
12	5	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	48 X 48	✓		10BWG	1	SA	T		
		M3-4	WEST	24 X 12	✓							
12	6	M1-6T	183 TEXAS	24 X 24	✓		10BWG	1	SA	T		
		M6-2BL		21 X 15	✓							
12	7	R2-1	SPEED LIMIT 40	36 X 48	✓		10BWG	1	SA	T		
13	1	W4-3R		48 X 48	✓		10BWG	1	SA	T		

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

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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).

DATE:
FILE:

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

Texas Department of Transportation

SH 183
SUMMARY OF SMALL SIGNS

SHEET 12 OF 14

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
VERIFIED BY	TEXAS	FTW	TARRANT	69
	CONTROL	SECTION	JOB	
	0094	02	137, ETC.	

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt<cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:1
USER:pee66
FILE:...\13. Signs\183SOSS-012.dgn
DATE:4/9/2024 TIME:9:35:52 AM

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt<tg
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:1
USER:pee66

FILE:...\13. Signs\183SOSS-013.dgn
DATE:4/9/2024 TIME:9:36:00 AM

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DATE:
FILE:

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
14	1	M1-6S2	SPUR 97	24 X 24	✓		10BWG	1	SA	T		
14	2	W9-2TL	LANE ENDS MERGE LEFT	48 X 48	✓		10BWG	1	SA	T		
15	1	M1-6S2	SPUR 97	24 X 24	✓		10BWG	1	SA	T		
15	2	R2-1	SPEED LIMIT 40	36 X 48	✓		10BWG	1	SA	T		
15	3	M1-6S2	SPUR 97	24 X 24	✓		10BWG	1	SA	T		
15	4	R2-1	SPEED LIMIT 55	36 X 48	✓		10BWG	1	SA	T		
16	1	W8-13aT	BRIDGE MAY ICE IN COLD WEATHER	48 X 48	✓		10BWG	1	SA	T		
17	1	R2-1	SPEED LIMIT 55	36 X 48	✓		10BWG	1	SA	T		
17	2	R2-1	SPEED LIMIT 55	36 X 48	✓		10BWG	1	SA	T		
17	3	W9-2TL	LANE ENDS MERGE LEFT	48 X 48	✓		10BWG	1	SA	T		
17	4	W4-3R		48 X 48	✓		10BWG	1	SA	T		
17	5	M1-6S2	SPUR 97	24 X 24	✓		10BWG	1	SA	T		

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

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

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

Texas Department of Transportation

SH 183

SUMMARY OF SMALL SIGNS

SHEET 13 OF 14

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECKED BY	TEXAS	FTW	TARRANT	
VERIFIED BY	CONTROL	SECTION	JOB	70
	0094	02	137, ETC.	

100% SUBMITTAL

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

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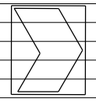
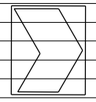
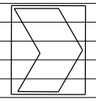
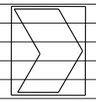
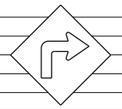
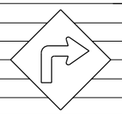
SUMMARY OF SMALL SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX) 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"	MOUNTING DESIGNATION: 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
18	8	W1-8		18 X 24	✓		10BWG	1	SA	T		
18	8	W1-8		18 X 24	✓		10BWG	1	SA	T		
18	8	W1-8		18 X 24	✓		10BWG	1	SA	T		
18	8	W1-8		18 X 24	✓		10BWG	1	SA	T		
18	5	R5-1a		42 X 30	✓		10BWG	1	SA	T		
		W1-1R		42 X 30	✓							
18	6	E5-1		60 X 72	✓		10BWG	1	SA	T		
18	7	R5-1a		42 X 30	✓		10BWG	1	SA	T		
		W1-1R		42 X 30	✓							

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).

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

SH 183

SUMMARY OF SMALL SIGNS

SHEET 14 OF 14

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
	TEXAS	FTW	TARRANT	
VERIFIED BY	CONTROL	SECTION	JOB	71
	0094	02	137, ETC.	

SCALE:1:1
USER:pee66

FILE:...\13. Signs\183SOSS-014.dgn
DATE:4/9/2024 TIME:9:36:15 AM

DATE:
FILE:

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt
PENTABLE:1

SCALE:1:100
USER:Uvaldez

FILE:...\2. TCP\SH183_TCP_SOW.dgn
DATE:4/9/2024 TIME:9:19:09 AM

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. IN ADDITION TO THESE REQUIREMENTS, THE FOLLOWING PROVISIONS SHALL ALSO GOVERN ON THIS CONTRACT:

1. GENERAL
   1. THE CONTRACTOR MAY PROPOSE/RECOMMEND MODIFICATIONS TO THE SEQUENCE OF WORK FOR CONSIDERATION BY THE ENGINEER. ANY MAJOR RECOMMENDED MODIFICATIONS BY THE CONTRACTOR SHALL INCLUDE ANY CHANGES TO THE VARIOUS BID ITEMS, IMPACT TO THE TRAFFIC, EFFECT ON OVERALL PROJECT TIME AND COST, ETC. IF THIS PROPOSAL IS IMPLEMENTED, THE CONTRACTOR WILL BE RESPONSIBLE FOR DEVELOPING DETAILED PLANS SHEETS TO BE SEALED BY A LICENSED ENGINEER WITH THE STATE OF TEXAS FOR INCLUSION IN THE CHANGE ORDER. THE CONTRACTOR CANNOT PROCEED WITH ANY CONSTRUCTION OPERATIONS BASED ON A REVISED PHASE/SEQUENCE UNTIL WRITTEN APPROVAL IS OBTAINED FROM THE ENGINEER. IF AT ANY TIME DURING THE CONSTRUCTION THE CONTRACTOR'S PROPOSED PLAN OF OPERATION FOR HANDLING TRAFFIC DOES NOT PROVIDE FOR SAFE AND COMFORTABLE MOVEMENT, THE CONTRACTOR WILL IMMEDIATELY CHANGE THEIR OPERATION TO CORRECT THE UNSATISFACTORY CONDITION.
   2. TRAFFIC SHALL NOT BE PERMITTED ON FAILED SUBGRADE.
   3. DO NOT STORE ANY CONSTRUCTION MATERIAL OR EQUIPMENT AT ANY LOCATION THAT WILL CONSTITUTE A HAZARD AND WILL ENDANGER TRAFFIC. DO NOT STORE EQUIPMENT OUTSIDE OF DESIGNATED RIGHT-OF-WAY WITHOUT PERMISSION GRANTED FIRST BY THE PROPERTY OWNER.
   4. CONTRACTOR IS TO MAINTAIN POSITIVE DRAINAGE AT ALL TIMES.
   5. ALL SEQUENCE OF WORK ON THIS PROJECT SHALL BE COORDINATED TO COINCIDE WITH ANY PROJECTS WITHIN OR ADJACENT TO THIS PROJECT.
2. LANE CLOSURES
   1. IN ADDITION TO THE PREVIOUSLY MENTIONED REQUIREMENTS, THE FOLLOWING PROVISIONS SHALL ALSO GOVERN ON THIS CONTRACT:
      i. ALL DETOURS, HORIZONTAL TRAFFIC MOVEMENTS, LANE CLOSURES ETC. ARE DIRECTLY RELATED TO THE SEQUENCE OF WORK.
      ii. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF IMPENDING/UPCOMING LANE CLOSURES AT LEAST FIVE WORKING DAYS IN ADVANCE OF CLOSURES.
3. TRAFFIC CONTROL NOTES
   1. FOLLOW TRAFFIC CONTROL PLAN TYPICAL SECTIONS AND STANDARD TCP SHEETS FOR LANE CLOSURES.
   2. PLACE WORK ZONE PAVEMENT MARKINGS IN ACCORDANCE WITH WZ(STPM)-23. SIGN AND TREAT EDGE CONDITIONS ACCORDANCE WITH WZ(UL)-13 AND WORKSHEET FOR EDGE CONDITION TREATMENT TYPES.
   4. PLACE REMOVABLE WORK ZONE PAVEMENT MARKINGS IN ACCORDANCE WITH BC(11)-21 & BC(12)-21 ON FINAL SURFACES.

CW8-11

CW8-15

CW8-12

CW8-17

PLACE IN ACCORDANCE WITH SHEETS WECTT, WZ(UL)-13, BC'S AND/OR AS DIRECTED BY ENGINEER. UNLESS SHOWN OTHERWISE ALL SW SIGNS SHALL BE 48"x48".

SH 183 TRAFFIC CONTROL NARRATIVE

PRIOR TO PHASE 1

1. PLACE ADVANCE WARNING SIGNS FOR ENTIRE PROJECT.
2. PLACE STORM SEWER POLLUTION PREVENTION PLAN DEVICES FOR THE PROJECT PRIOR TO BEGINNING PHASE 1 CONSTRUCTION.

PHASE 1

STAGE 1 WORK ZONE A - SH 183 WBFR/E. AIRPORT FWY (183WBFRO1)
FROM: STA 105+66.80
TO: STA 134+58.83

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (2-6)-18 FOR ONE LANE CLOSURE.
3. PERFORM MILL, OVERLAY AND PLACE PAVEMENT MARKINGS.

STAGE 2 WORK ZONE A - SH 183 WB CONNECTOR (183WBCNO1)
FROM: STA 106+42.33
TO: STA 125+03.70

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (6-1)-12 FOR ONE LANE CLOSURE.
3. PERFORM JOINT REPAIRS ON BRIDGE 1.
4. PERFORM OVERLAY AND PLACE PAVEMENT MARKINGS.

STAGE 3 WORK ZONE A- SH 183 WB RAMP (183WBRAMPO1)
FROM: STA 500+00.00
TO: STA 504+60.35

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (6-4)-12 FOR RAMP CLOSURE AND DETOUR 1.
3. PERFORM MILL, OVERLAY AND PLACE PAVEMENT MARKINGS.

PHASE 2

STAGE 1 WORK ZONE B - SH 183 EB FRONTAGE RD/E. EULESS BLVD (183EBFRO1)
FROM: STA 100+48.90
TO: STA 116+33.82

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (2-2)-18 FOR ONE-LANE TWO-WAY TRAFFIC CONTROL.
3. PERFORM FULL DEPTH REPAIR, MILL, OVERLAY AND PLACE PAVEMENT MARKINGS.

STAGE 2 WORK ZONE B - SH 183 EB FRONTAGE RD/AIRPORT FWY (183 EBFRO1)
FROM: STA 120+28.24
TO: STA 143+50.24

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (2-2)-18 FOR ONE-LANE TWO-WAY TRAFFIC CONTROL AND TCP STANDARD (2-6)-18 ONE LANE CLOSURE.
3. PERFORM MILL, OVERLAY AND PLACE PAVEMENT MARKINGS.

PHASE 3

STAGE 1 WORK ZONE C - SH 183 EB FRONTAGE RD/HWY 360 (183EBFRO2)
FROM: STA 104+98.50
TO: STA 137+79.91

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (2-6)-18 FOR ONE LANE CLOSURE.
3. PERFORM MILL, OVERLAY AND PLACE PAVEMENT MARKINGS.

STAGE 2 WORK ZONE C- SH 183 EB FRONTAGE RD/HWY360/AIRPORT FWY (183EBFRO2)
FROM: STA 139+32.59
TO: STA 196+72.37

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (2-6)-18 FOR ONE LANE CLOSURE.
3. PERFORM MILL, JOINT REPAIRS ON BRIDGE 7, OVERLAY AND PLACE PAVEMENT MARKINGS.

STAGE 3 WORK ZONE C - SH 183 EB FRONTAGE RD/RAMP 02(183RAMP02)
FROM: STA 605+11.67
TO: STA 609+20.86

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (6-2)-12 FOR RAMP CLOSURE AND DETOUR 2.
3. PERFORM MILL, OVERLAY AND PLACE PAVEMENT MARKINGS.

STAGE 4 WORK ZONE C - SH 183 EB FRONTAGE RD/RAMP 03 (183RAMP03)
FROM: STA 503+50.14
TO: STA 517+22.25

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (6-2)-12 FOR RAMP CLOSURE AND DETOUR 3.
3. PERFORM MILL, JOINT REPAIRS FOR BRIDGE 8, OVERLAY AND PLACE PAVEMENT MARKINGS.

PHASE 4

STAGE 1 WORK ZONE D - SH 183 NB CONNECTOR (183NBCNO1)
FROM: STA 105+26.01
TO: STA 164+01.23

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (6-1)-12 FOR ONE LANE CLOSURE.
3. PERFORM MILL, JOINT REPAIRS ON BRIDGE 2, 4 AND 5, OVERLAY AND PLACE PAVEMENT MARKINGS.

STAGE 2 WORK ZONE D - SH 183 WB/SH97 NB/INTERNATIONAL PKWY (183WB97NB)
FROM: STA 104+73.66
TO: STA 153+79.10

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (6-1)-12 FOR ONE LANE CLOSURE.
3. PERFORM MILL, OVERLAY AND PLACE PAVEMENT MARKINGS.

PHASE 5

STAGE 1 WORK ZONE E - SH 183 WB/SH 97 SB (183WB97SB)
FROM: STA 105+12.76
TO: STA 146+18.88

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (6-1)-12 FOR ONE LANE CLOSURE.
3. PERFORM MILL, OVERLAY AND PLACE PAVEMENT MARKINGS.

STAGE 2 WORK ZONE E - SH 183 WB/SH 97 SB (183WB97SB)
FROM: STA 155+09.46
TO: STA 200+28.38

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (6-1)-12 FOR ONE LANE CLOSURE.
3. PERFORM MILL, JOINT REPAIRS ON BRIDGE 3, OVERLAY AND PLACE PAVEMENT MARKINGS.

STAGE 3 WORK ZONE E - SH 183 WB/SH 97 SB CONNECTOR 01 (183SBCNO1)
FROM: STA 171+89.63
TO: STA 260+22.23

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (6-1)-12 FOR ONE LANE CLOSURE.
3. PERFORM MILL, JOINT REPAIRS ON BRIDGE 6, OVERLAY AND PLACE PAVEMENT MARKINGS.

STAGE 4 WORK ZONE E - SH 183 RAMP 4 (183RAMP04)
FROM: STA 603+91.11
TO: STA 608+04.94

1. PLACE NECESSARY EROSION CONTROL DEVICES IF NEEDED.
2. FOLLOW TCP STANDARD (6-4)-12 FOR RAMP CLOSURE AND DETOUR 4.
3. PERFORM MILL, OVERLAY AND PLACE PAVEMENT MARKINGS.

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone:(469)801-8500
MBAKERINTL.COM
TBPE Registration No, F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N.Loop 1604 W., Ste, 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183

TRAFFIC CONTROL PLAN SEQUENCE OF WORK

SHEET 1 OF 2

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	72
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL

CONSTRUCTION NOTES

1. THE CONTRACTOR SHALL STAGE SURFACE TREATMENT, JOINT REPAIRS, MILL AND OVERLAY CONSTRUCTION BY WORK ZONES AS DESCRIBED IN THE TRAFFIC CONTROL NARRATIVE.
2. STAGES WITHIN A WORK ZONE MAY BE PERFORMED CONCURRENTLY AS APPROVED BY THE ENGINEER.
3. THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE 11FT LANE OPEN FOR TRAFFIC AT ALL TIMES DURING CONSTRUCTION, EXCEPT FOR RAMP CLOSURES AS INDICATED IN THE TRAFFIC CONTROL NARRATIVE.
4. THE CONTRACTOR SHALL COORDINATE WITH ENGINEER TO SCHEDULE THE RAMP CLOSURES AND WORK AT OR NEAR INTERSECTION NON-PEAK WEEKNIGHTS THAT WOULD HAVE THE LEAST AMOUNT OF IMPACT TO AIRPORT AND BUSINESS TRAFFIC IN THE SURROUNDING AREAS.
5. FOLLOW APPLICABLE TCP STANDARD SHEETS FOR THE INSTALLATION OF TRAFFIC CONTROL DEVICES REQUIRED IN ADVANCE OF WORK ZONES, LANE, RAMP, OR ROAD CLOSURES AND ANY OTHER TRAFFIC CONTROL OPERATIONS.
6. REFER TO DETOUR PLAN SHEETS FOR RAMP OR ROAD CLOSURES.
7. PLACE ADVANCE WARNING SIGNS FOR ENTIRE PROJECT PRIOR TO THE BEGINNING OF WORK. REFER TO TCP STANDARD SHEET AS INDICATED OR OTHERWISE NEEDED TO PERFORM THE WORK.
8. THE CONTRACTOR WILL NOT BE ALLOWED TO ADVANCE TO THE NEXT WORK ZONE UNTIL COMPLETING WORK FOR THE CURRENT WORK ZONE.
9. THE CONTRACTOR SHALL MEASURE AND RECORD ALL PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.
10. THE CONTRACTOR SHALL MEASURE AND RECORD ALL EXISTING SLOPES.
11. THE CONTRACTOR SHALL MAINTAIN EXISTING GRADES AND SLOPES EXCEPT AS SHOWN OR AS DIRECTED AND PERFORM WORK IN A WAY TO ELIMINATE THE TRAPPING OF WATER AND ALLOW PROPER DRAINAGE.
12. THE CONTRACTOR SHALL CREATE TAPERED FEATHERED BUTT JOINTS TO PROVIDE A SMOOTH TRANSITION GRADE CHANGE AT THE END OF THE WORK SHIFTS AND PRIOR TO OPENING UP THE ROADWAY TO TRAFFIC.
13. TEMPORARY STRIPING OPERATIONS TO BE COMPLETED DAILY.
14. PLACE PAVEMENT MARKINGS AND MARKERS IN THE SAME MANNER SO AS TO MATCH PRE-CONSTRUCTION CONDITIONS. EXISTING STRIPING PATTERNS ARE PROVIDED ON PAVEMENT MARKINGS LAYOUTS FOR REFERENCE.
15. REMOVE TRAFFIC CONTROL DEVICES, CONSTRUCTION DEBRIS AND EROSION CONTROL DEVICES WHEN DIRECTED BY THE ENGINEER.

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Uvaldez

FILE:...\2. TCP\SH183_TCP_SOW.dgn
DATE:4/9/2024 TIME:9:19:09 AM

GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER
STATE OF TEXAS

04/09/2024

NO	DATE	REVISION	APPROVED

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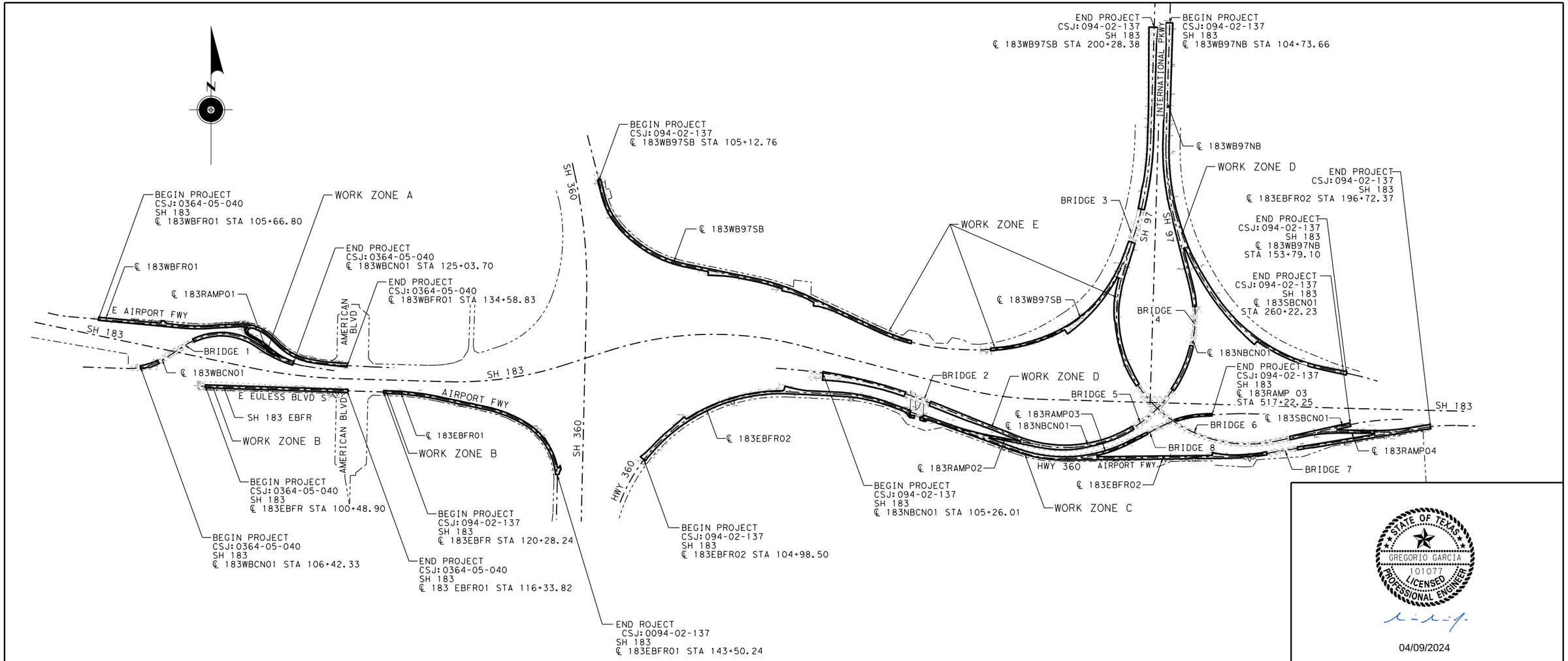
TBPE Registration No, 15685

SH 183

TRAFFIC CONTROL PLAN SEQUENCE OF WORK

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	73
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL



NOTES:

1. FOR COMPLETE ADVANCE SIGNING AND SPEED ZONING DETAILS, SEE BARRICADE AND CONSTRUCTION STANDARDS BC(2)-14 AND BC(3)-14.

2. PROJECT LIMIT TRAFFIC CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL COMPLETION OF THE PROJECT.

LEGEND

PROPOSED WORK ZONE

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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San Antonio, TX 78249
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SH 183

TRAFFIC CONTROL PLAN CONSTRUCTION SEQUENCE

SHEET 1 OF 1

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	74
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE: 1:1100
USER: Uvaldez
FILE:...\SH183 TCP Construction Sequence
DATE:4/9/2024 TIME:9:16:24 AM

① EXIT / FULLER / CLOSED / USE / EULESS / EXIT
PLACE 1 MILE (APPROX.) IN ADVANCE OF EXIT

② RAMP CLOSED — R11-2bT 48"x30"

③ ROAD WORK AHEAD — CW20-1D 48"x48"

④ RIGHT LANE CLOSED ½ MILE — CW20-5ER 48X48

⑤ RAMP CLOSED ½ MILE — CW20RP-3E 48"x48"

⑥ RIGHT LANE CLOSED 1000 FT — CW20-5BR 48X48

⑦ DETOUR AHEAD — CW20-2D 48"x48"

⑧ RAMP CLOSED AHEAD — CW20RP-3D 48"x48"

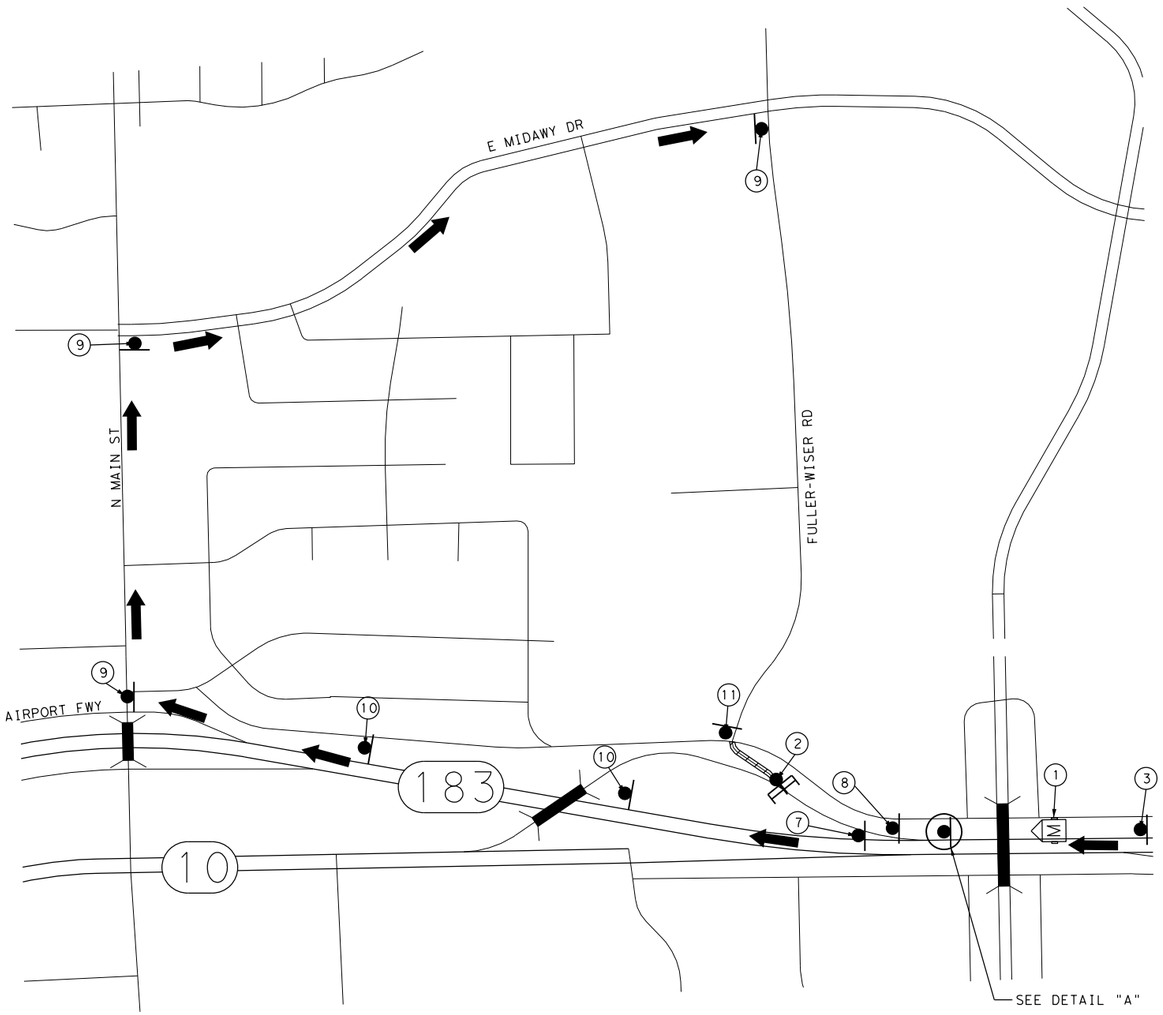
⑨ AIRPORT FWY / DETOUR → — M4-12T VARx12" / M4-9R 30"x24"

⑩ AIRPORT FWY / DETOUR ↑ — M4-12T VARx12" / M4-9S 30"x24"

⑪ END DETOUR — M4-8a 24"x18"

LEGEND

- RAMP CLOSURE
- TYPE 3 BARRICADE
- SIGN POST
- TRAFFIC FLOW ARROW
- PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)



DETAIL "A"

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)

NOTES:

1. SPACING ON ALL BARRICADES, SIGNS AND CHANNELIZING DEVICES WILL BE BASED ON POSTED SPEED LIMITS AND WIDTH OF OFFSET.
2. THE SIGNS, BARRICADES, AND CHANNELIZING DEVICES WILL BE VISIBLE TO ALL MOTORISTS AT ALL TIMES.

STATE OF TEXAS — GREGORIO GARCIA — 101077 — LICENSED PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
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4630 N. Loop 1604 W., Ste, 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
TRAFFIC CONTROL PLAN
DETOUR 1

N. T. S. SHEET 1 OF 1

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECKED BY	TEXAS	FTW	TARRANT	75
VERIFIED BY	CONTROL	SECTION	JOB	
	0094	02	137, ETC.	

① ENT RAMP TO BE CLOSED

② RAMP CLOSED
R11-2bT
48"x30"

③ RAMP CLOSED AHEAD
CW20RP-3D
48"x48"

④ DETOUR AHEAD
CW20-2D
48"x48"

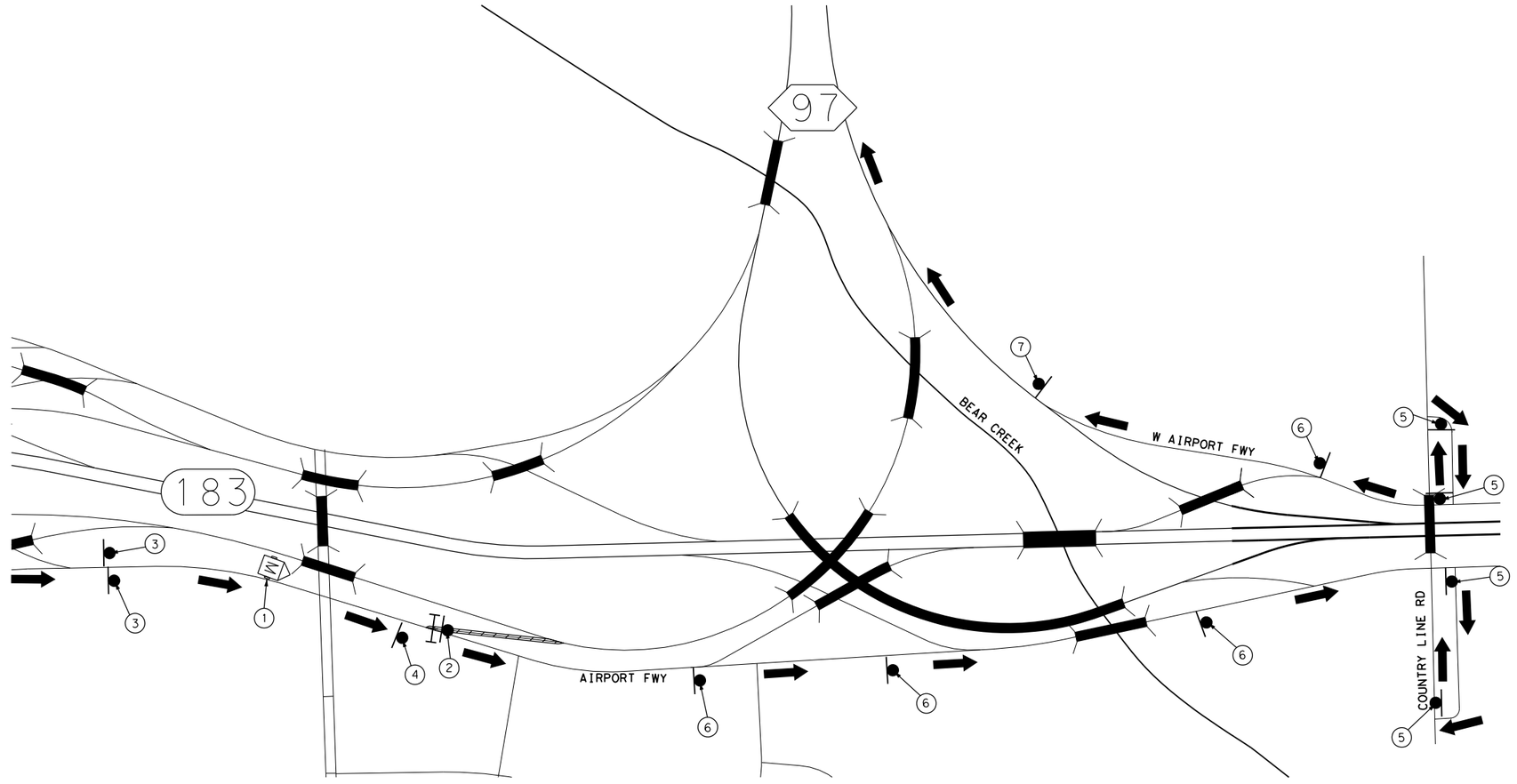
⑤ NORTH / SPUR 97 / DETOUR
M3-1 24"x12"
M1-6S 36"x36"
M4-9R 30"x24"

⑥ NORTH / SPUR 97 / DETOUR
M3-1 24"x12"
M1-6S 36"x36"
M4-9S 30"x24"

⑦ END DETOUR
M4-8a
24"x18"

LEGEND

- RAMP CLOSURE
- TYPE 3 BARRICADE
- SIGN POST
- TRAFFIC FLOW ARROW
- PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)



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)

NOTES:

1. SPACING ON ALL BARRICADES, SIGNS AND CHANNELIZING DEVICES WILL BE BASED ON POSTED SPEED LIMITS AND WIDTH OF OFFSET.
2. THE SIGNS, BARRICADES, AND CHANNELIZING DEVICES WILL BE VISIBLE TO ALL MOTORISTS AT ALL TIMES.

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
TRAFFIC CONTROL PLAN
DETOUR 2

N.T.S. SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
	TEXAS	FTW	TARRANT	76
CHECKED BY	CONTROL	SECTION	JOB	
VERIFIED BY	0094	02	137, ETC.	

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:700
USER:Uvaldez

FILE:...\TCP Detours\Detour 3.dgn
DATE:4/9/2024 TIME:9:10:32 AM

① ENT RAMP / TO BE / CLOSED

② RAMP CLOSED — R11-2bT 48"x30"

③ RAMP CLOSED AHEAD — CW20RP-3D 48"x48"

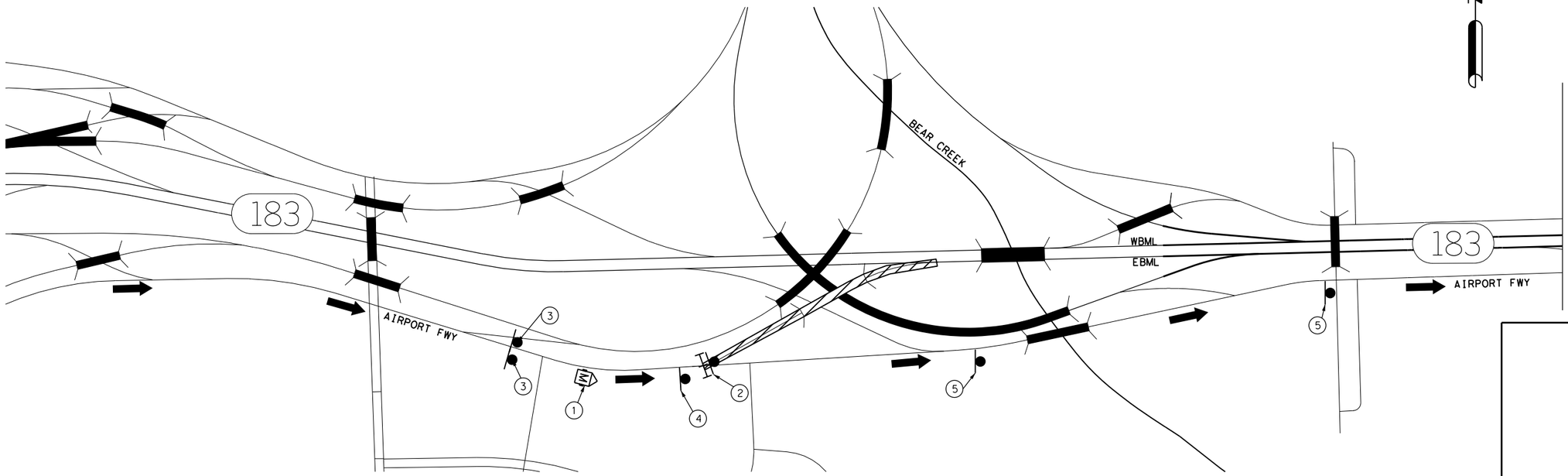
④ DETOUR AHEAD — CW20-2D 48"x48"

⑤ EAST M3-2 24"x12" / 183 TEXAS M1-6T 24"x24" / DETOUR M4-9S 30"x24"

⑥ END DETOUR — M4-8a 24"x18"

LEGEND

- RAMP CLOSURE
- TYPE 3 BARRICADE
- SIGN POST
- TRAFFIC FLOW ARROW
- PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)



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)

NOTES:

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2. THE SIGNS, BARRICADES, AND CHANNELIZING DEVICES WILL BE VISIBLE TO ALL MOTORISTS AT ALL TIMES.

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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TBPE Registration No, 15685

SH 183
TRAFFIC CONTROL PLAN
DETOUR 3

N.T.S. SHEET 1 OF 2

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
VERIFIED BY	TEXAS	FTW	TARRANT	77
	CONTROL	SECTION	JOB	
	0094	02	137, ETC.	

100% SUBMITTAL

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PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:700
USER:Uvaldez

FILE:...\TCP Detours\Detour 3.dgn
DATE:4/9/2024 TIME:9:11:03 AM

① ENT RAMP / TO BE / CLOSED

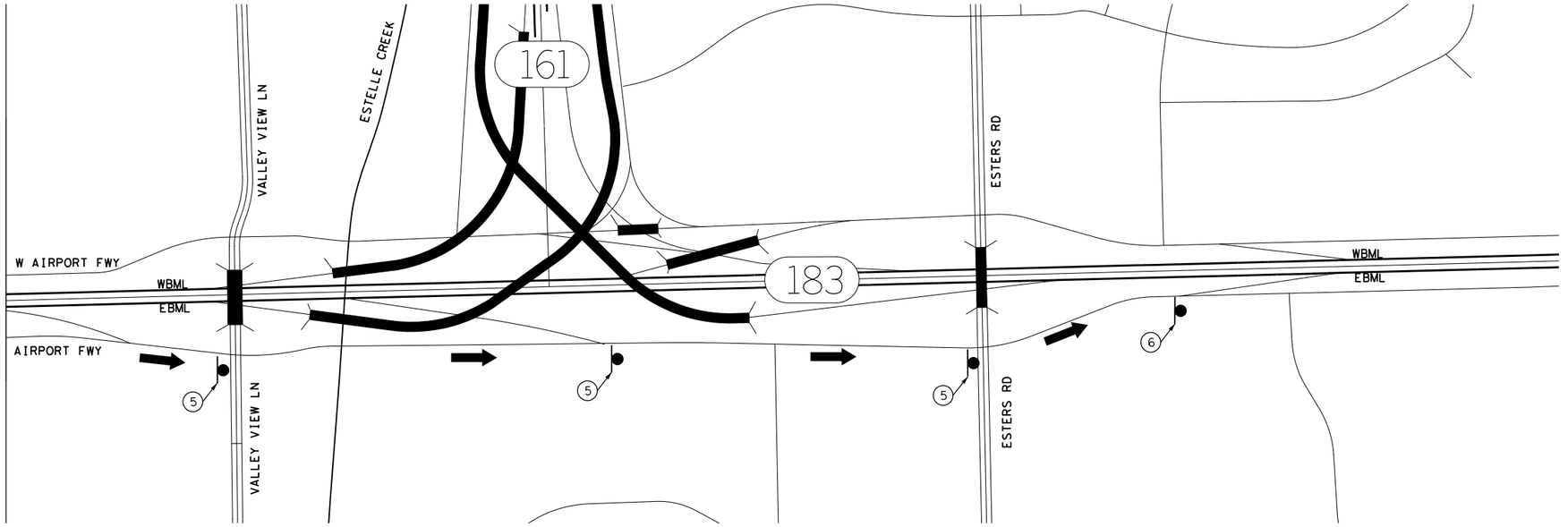
② RAMP CLOSED — R11-2bT 48"×30"

③ RAMP CLOSED AHEAD — CW20RP-3D 48"×48"

④ DETOUR AHEAD — CW20-2D 48"×48"

⑤ EAST M3-2 24"×12" / 183 TEXAS M1-6T 24"×24" / DETOUR M4-9S 30"×24"

⑥ END DETOUR — M4-8a 24"×18"



LEGEND

- RAMP CLOSURE
- TYPE 3 BARRICADE
- SIGN POST
- TRAFFIC FLOW ARROW
- PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

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)

NOTES:

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STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

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NO	DATE	REVISION	APPROVED

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4630 N. Loop 1604 W., Ste, 115 San Antonio, TX 78249
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TBPE Registration No, 15685

SH 183
TRAFFIC CONTROL PLAN
DETOUR 3

N. T. S. SHEET 2 OF 2

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECKED BY	TEXAS	FTW	TARRANT	78
VERIFIED BY	CONTROL	SECTION	JOB	
	0094	02	137, ETC.	

① CO LN / RD / CLOSED — USE / AMON CAR / EXIT
PLACE 1 MILE (APPROX.) IN ADVANCE OF EXIT

② RAMP CLOSED
R11-2bT 48"x30"

③ ROAD WORK AHEAD
CW20-1D 48"x48"

④ RIGHT LANE CLOSED ½ MILE
CW20-5ER 48X48

⑤ RAMP CLOSED ½ MILE
CW20RP-3E 48"x48"

⑥ RIGHT LANE CLOSED 1000 FT
CW20-5BR 48X48

⑦ DETOUR AHEAD
CW20-2D 48"x48"

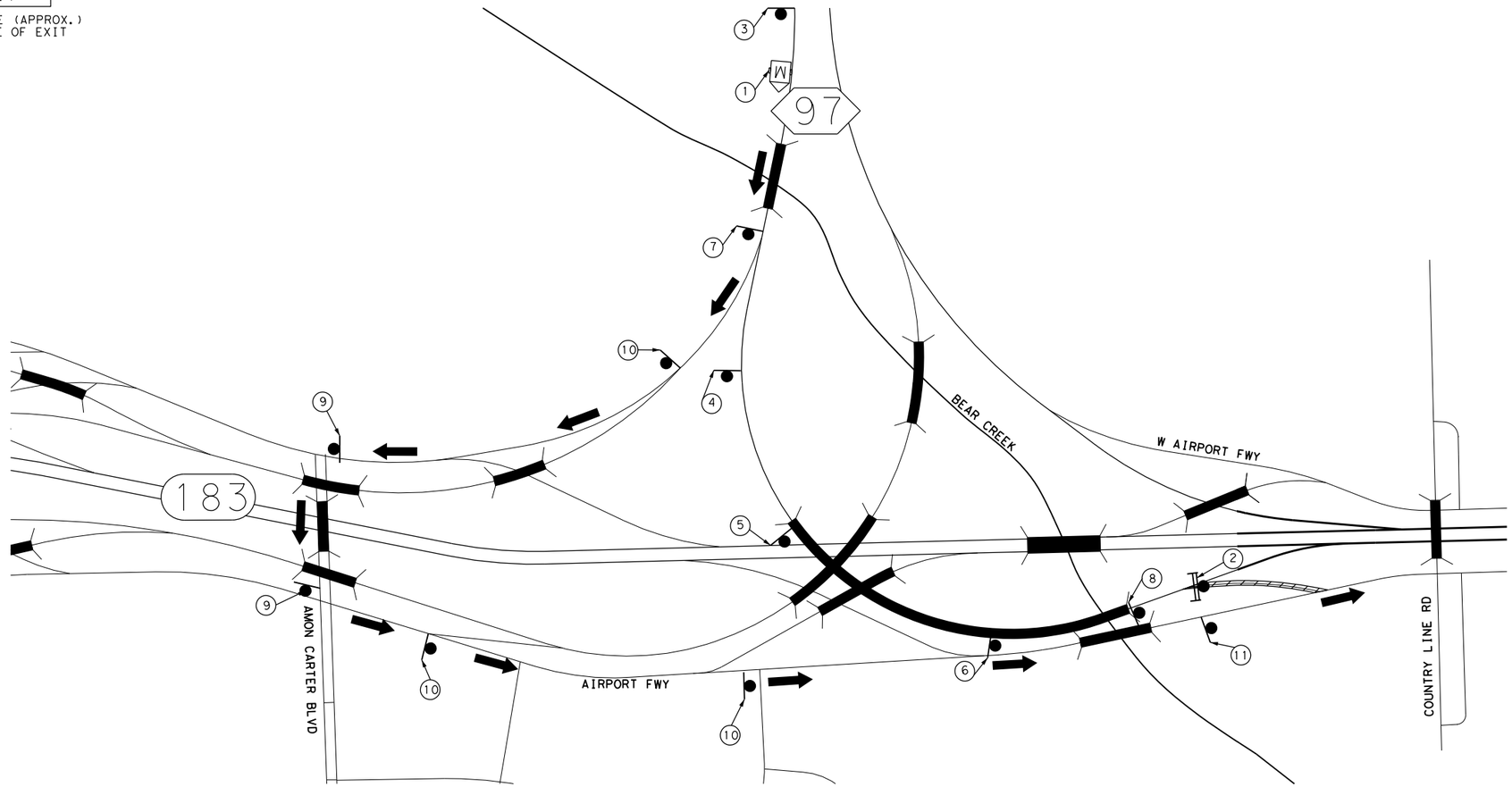
⑧ RAMP CLOSED AHEAD
CW20RP-3D 48"x48"

⑨ COUNTY LINE RD M4-12T VARx12" / VALLEY VIEW LN M4-12T VARx12" / DETOUR
M4-9L 30"x24"

⑩ COUNTY LINE RD M4-12T VARx12" / VALLEY VIEW LN M4-12T VARx12" / DETOUR
M4-9S 30"x24"

⑪ END DETOUR
M4-8a 24"x18"

LEGEND
- RAMP CLOSURE
- TYPE 3 BARRICADE
- SIGN POST
- TRAFFIC FLOW ARROW
- PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)



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"
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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)

NOTES:

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STATE OF TEXAS — GREGORIO GARCIA — 101077 — LICENSED PROFESSIONAL ENGINEER
04/09/2024

NO	DATE	REVISION	APPROVED

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Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
TRAFFIC CONTROL PLAN
DETOUR 4

N.T.S. SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
VERIFIED BY	TEXAS	FTW	TARRANT	79
	CONTROL	SECTION	JOB	
	0094	02	137, ETC.	

DATE:
FILE:

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

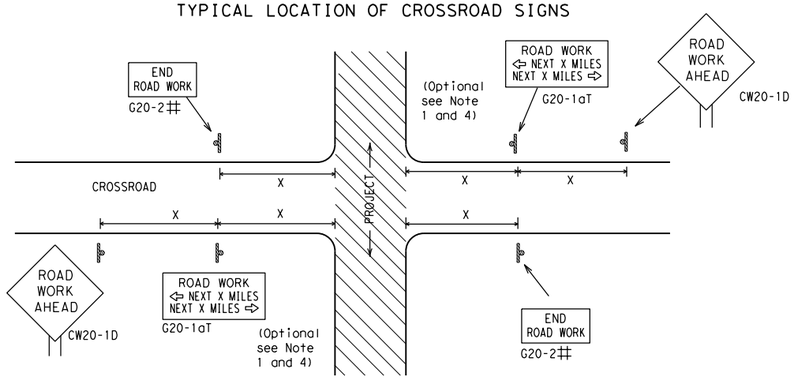
BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

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	0094	02	137, ETC.	SH 183
9-07 8-14	DIST	COUNTY		SHEET NO.
5-10 5-21	FTW	TARRANT		80

DATE:
FILE:

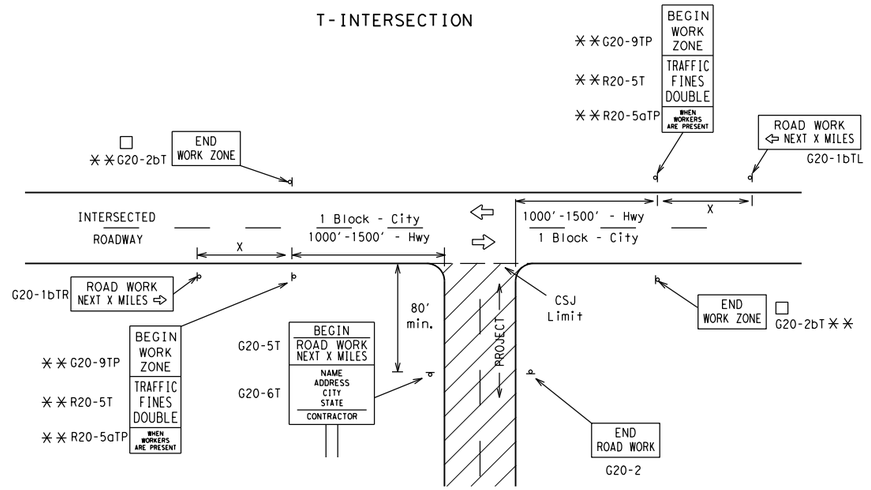
TYPICAL LOCATION OF CROSSROAD SIGNS



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

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

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

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

SIZE

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

SPACING

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

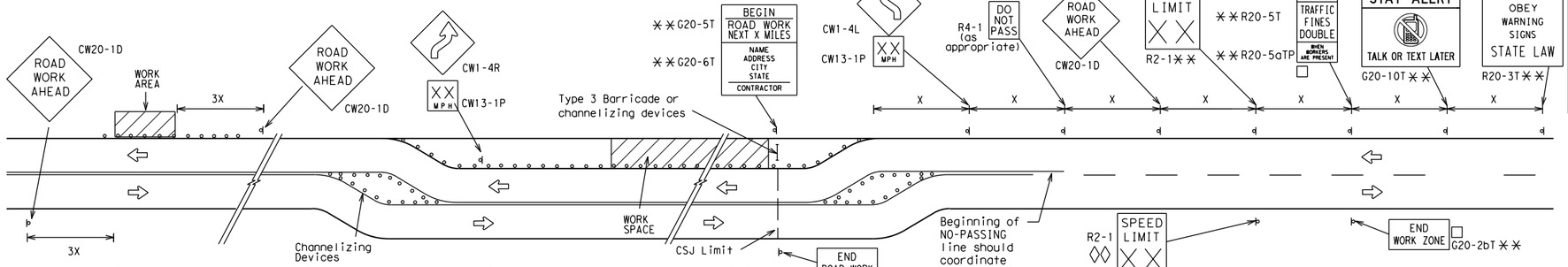
✳ For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

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

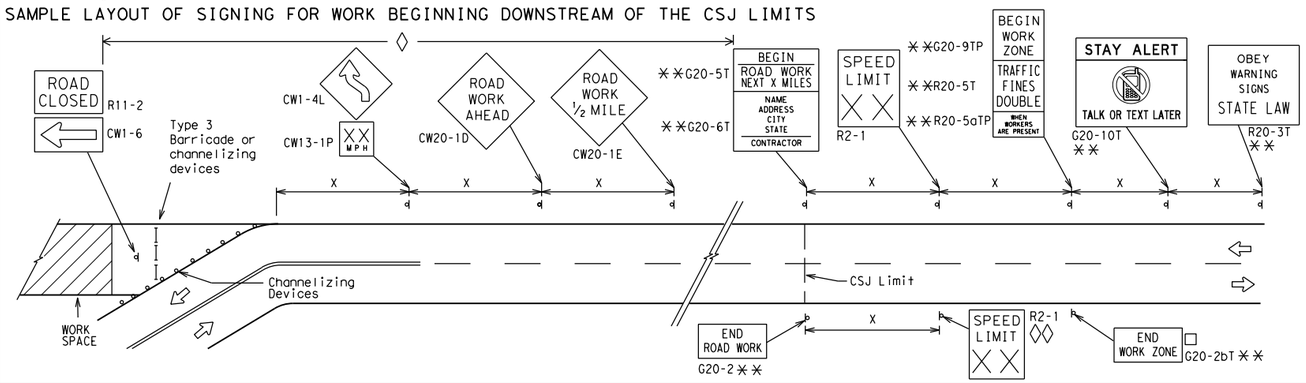
WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS



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

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS

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



NOTES

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

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

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

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ETC.	SH 183
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	FTW	TARRANT		81

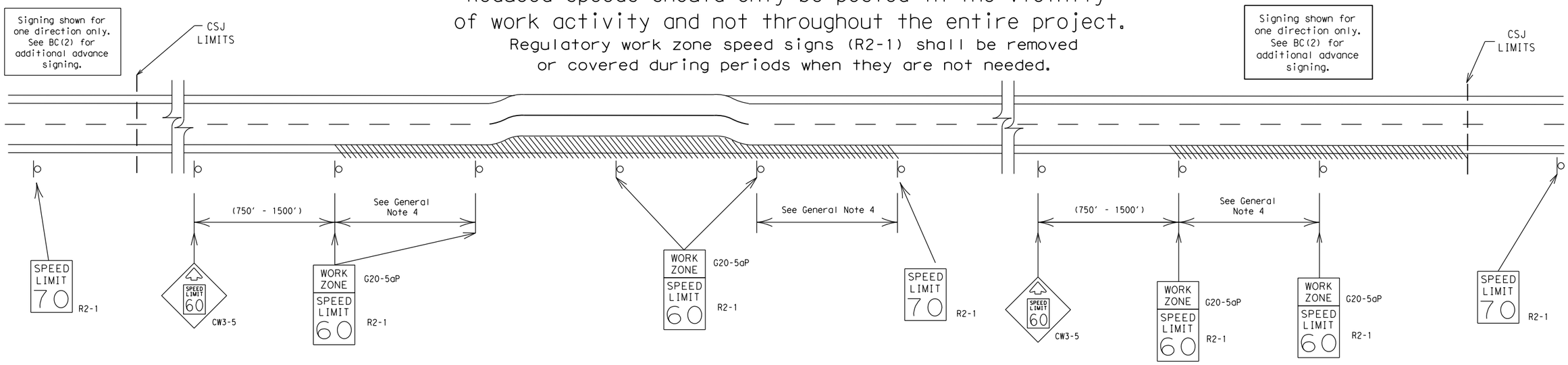
DATE:
FILE:

TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

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

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



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

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

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

SHORT TERM WORK ZONE SPEED LIMITS

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

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

GENERAL NOTES

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC(3)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS 9-07 8-14 7-13 5-21	0094	02	137, ETC.	SH 183
	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		82

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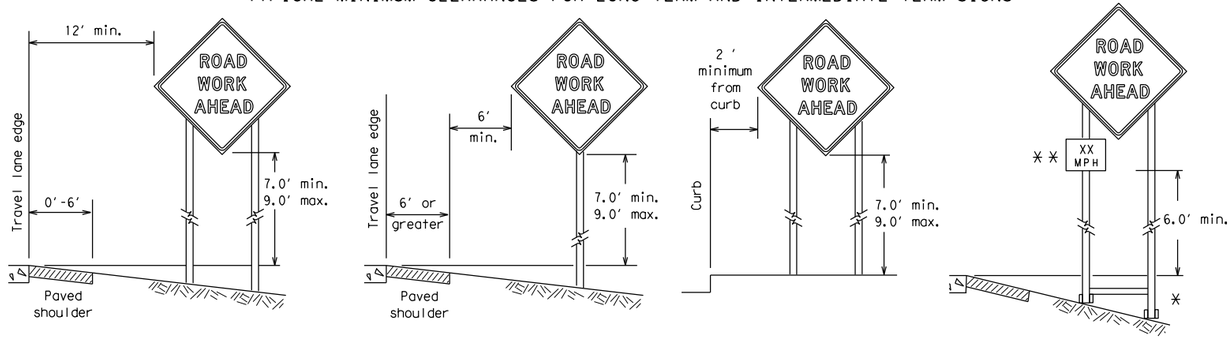
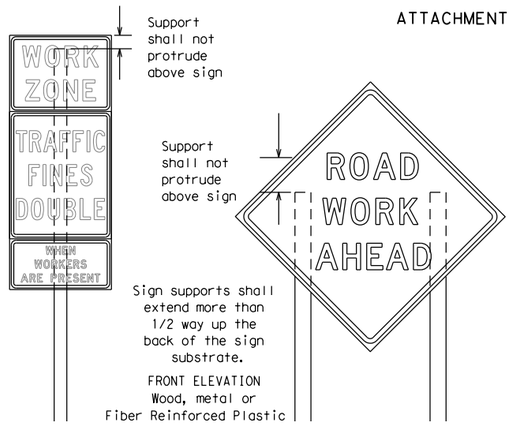
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS

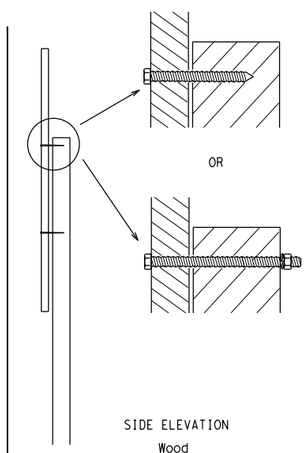


⁎ When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

⁎⁎ 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





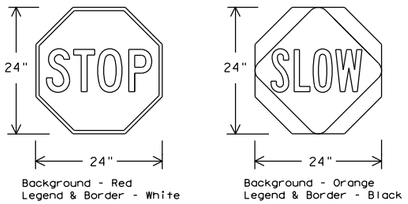
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

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.

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC(4)-21

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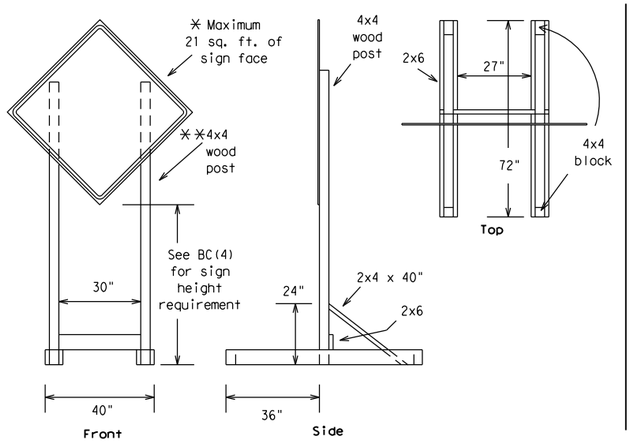
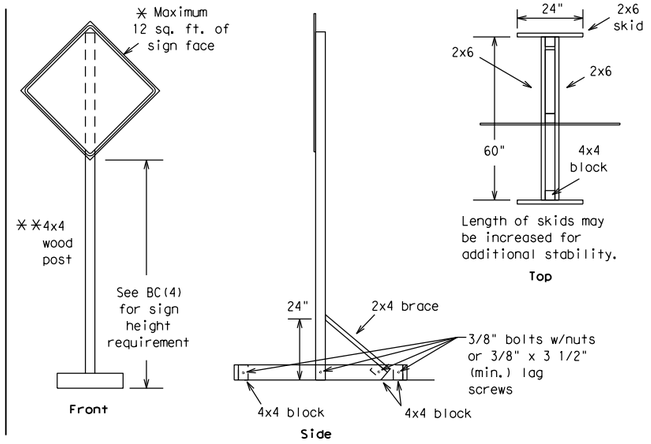
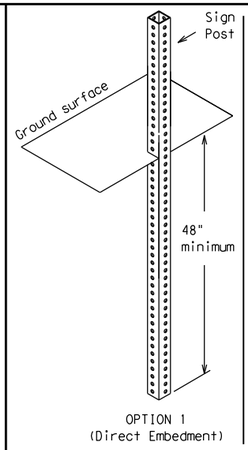
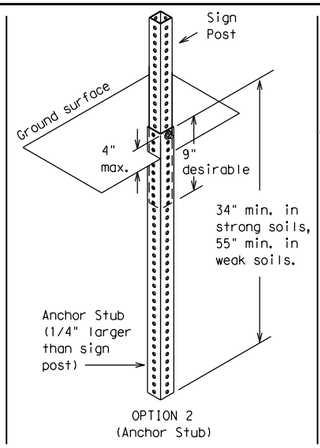


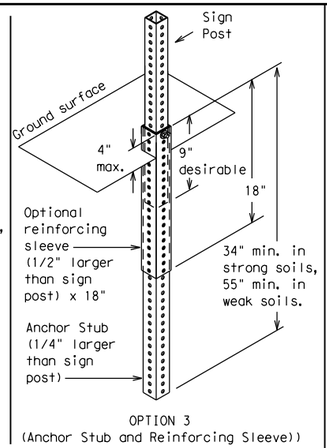


SKID MOUNTED WOOD SIGN SUPPORTS

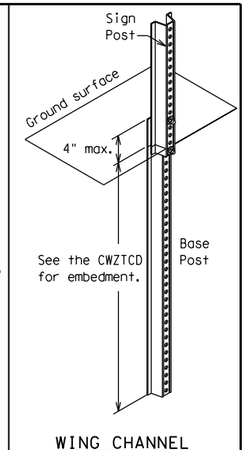
* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS







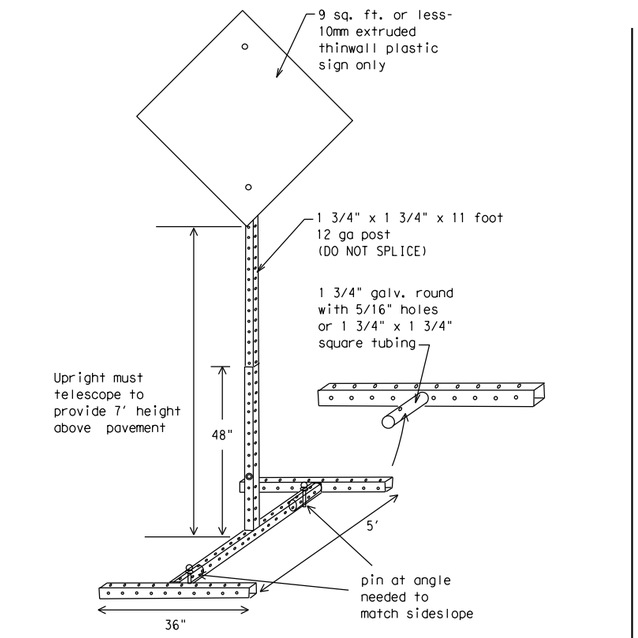
PERFORATED SQUARE METAL TUBING

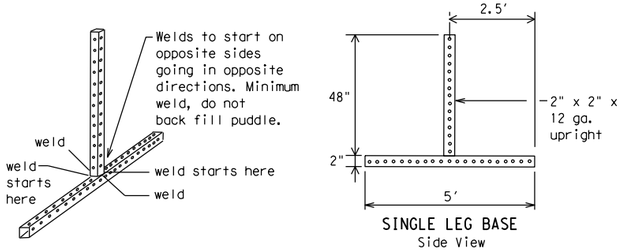


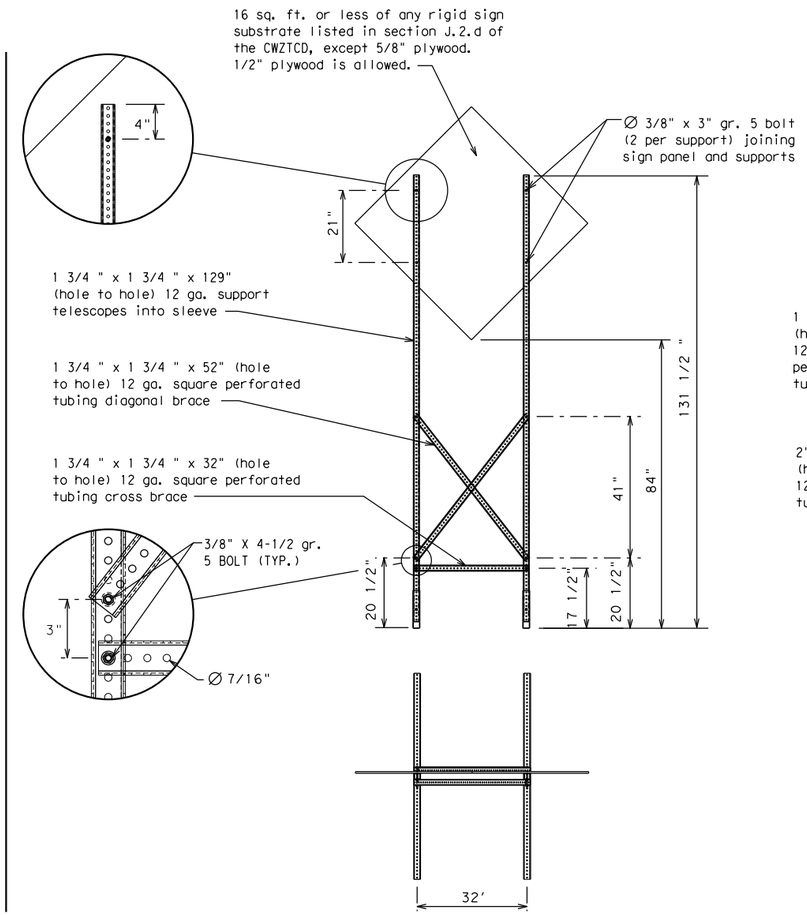
WING CHANNEL
Lap-splice/base bolted anchor

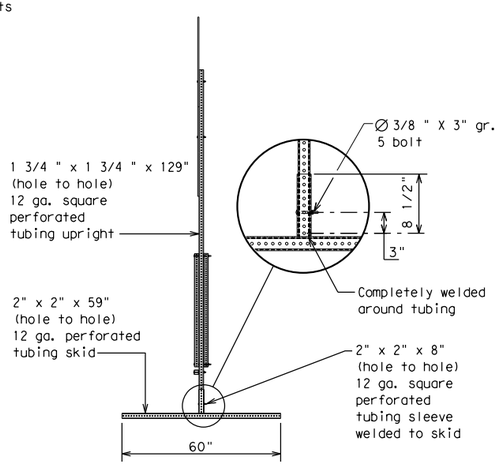
GROUND MOUNTED SIGN SUPPORTS

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









SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

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

WEDGE ANCHORS

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

OTHER DESIGNS

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

GENERAL NOTES

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

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-21

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7-13 5-21	FTW	TARRANT		84

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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

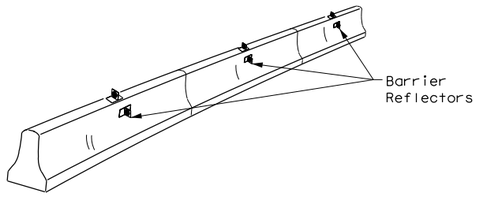
BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC(6)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ETC.	SH 183
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	FTW	TARRANT		85

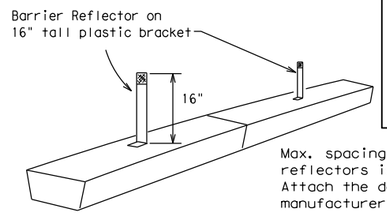
DATE:
FILE:

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.

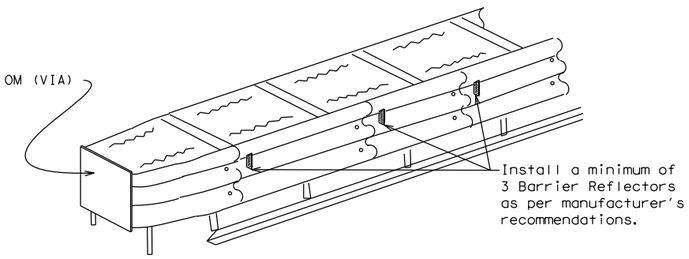


Max. spacing of barrier reflectors is 20 feet. Attach the delineators as per manufacturer's recommendations.

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.



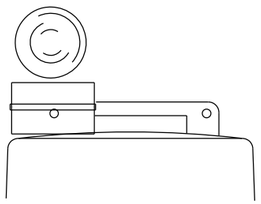
DELINEATION OF END TREATMENTS

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

WARNING LIGHTS

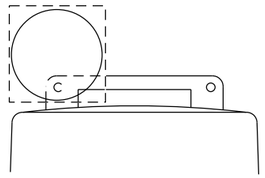


Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.

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.



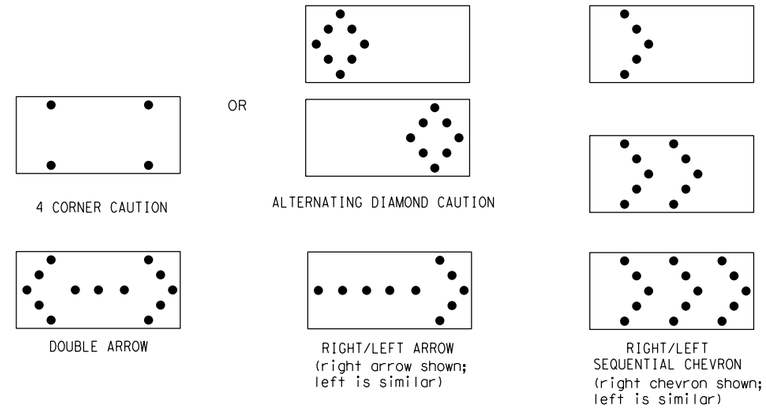
Warning reflector may be round or square.Must have a yellow reflective surface area of at least 30 square inches

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

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

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

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



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

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

ATTENTION

Flashing Arrow Boards shall be equipped with automatic dimming devices.

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

FLASHING ARROW BOARDS

TRUCK-MOUNTED ATTENUATORS

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

Texas Department of Transportation

Traffic Safety Division Standard

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

BC(7)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ETC.	SH 183
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	FTW	TARRANT		86

DATE:
FILE:

GENERAL NOTES

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

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

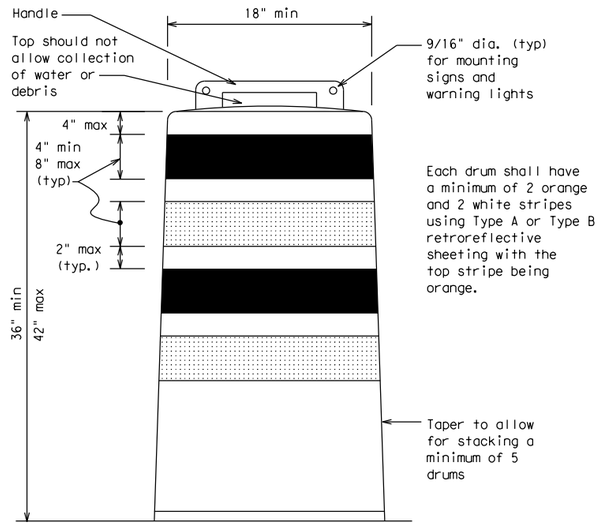
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

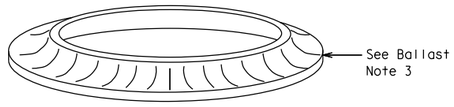
RETROREFLECTIVE SHEETING

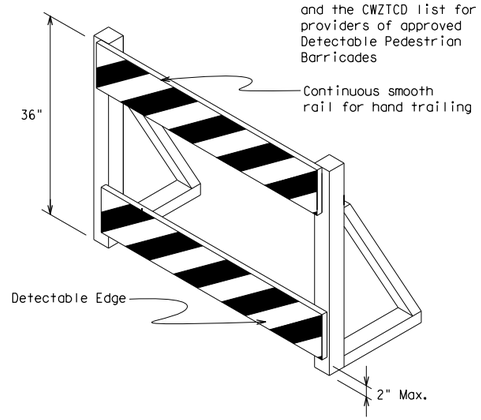
1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials," Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall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

BALLAST

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

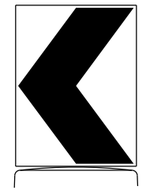




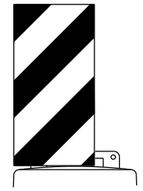


DETECTABLE PEDESTRIAN BARRICADES

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



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



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

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

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ETC.	SH 183
4-03 8-14	DIST	COUNTY		SHEET NO.
9-07 5-21	FTW	TARRANT		87
7-13				

DATE:
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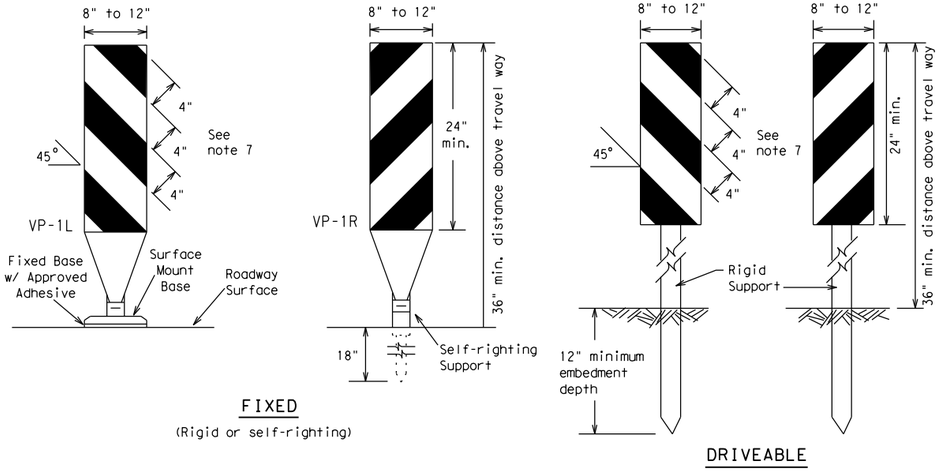
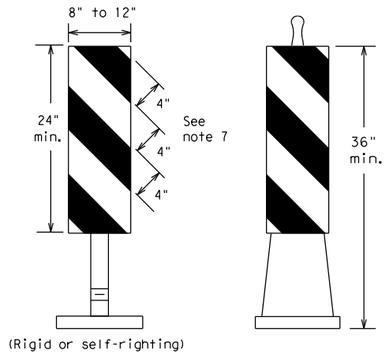


FIXED

(Rigid or self-righting)

DRIVEABLE

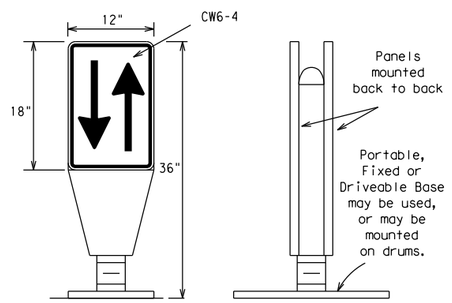


(Rigid or self-righting)

PORTABLE

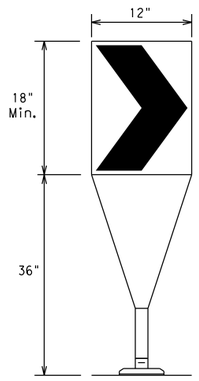
VERTICAL PANELS (VPs)

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.



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)



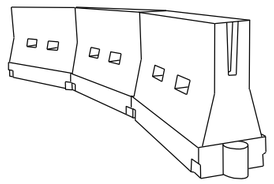
Fixed Base w/ Approved Adhesive (Driveable Base, or Flexible Support can be used)

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

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Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(9)-21

FILE:	bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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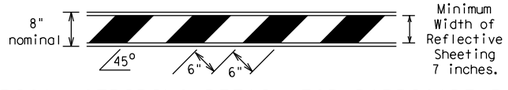
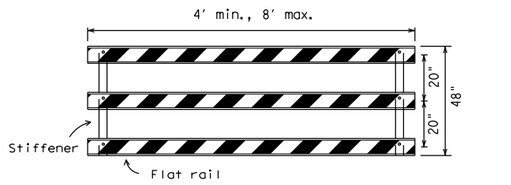
TYPE 3 BARRICADES

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.



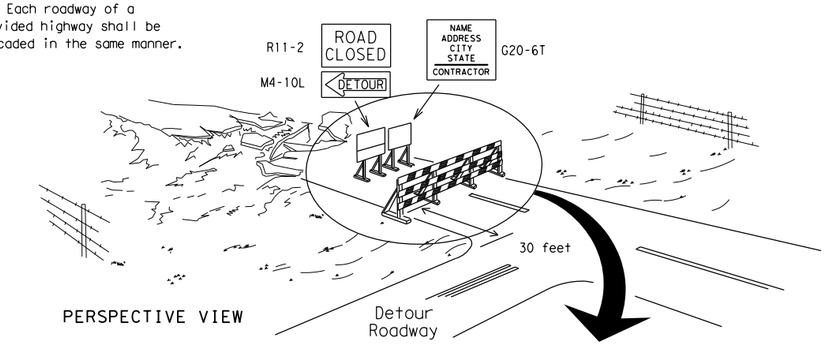
TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



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

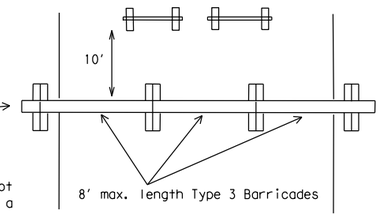
Each roadway of a divided highway shall be barricaded in the same manner.



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.

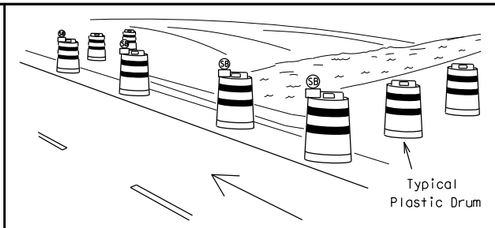
Barricade striping should slant downward in the direction of detour.



PLAN VIEW

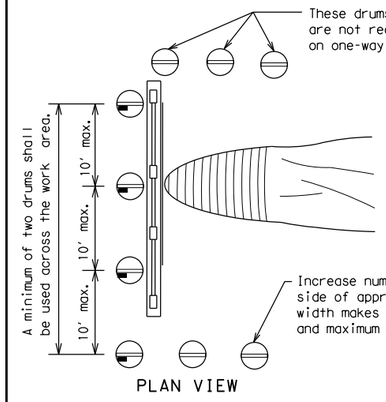
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

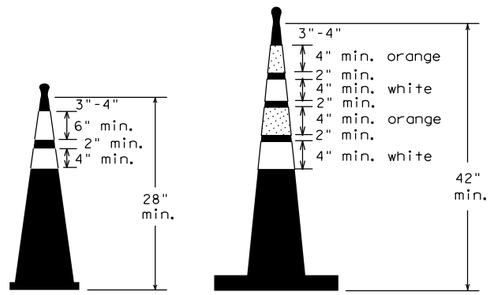
1. Where positive redirectional capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder 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.



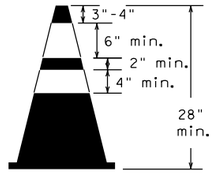
PLAN VIEW

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

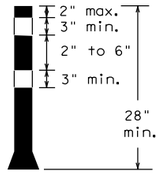
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



Two-Piece cones



One-Piece cones

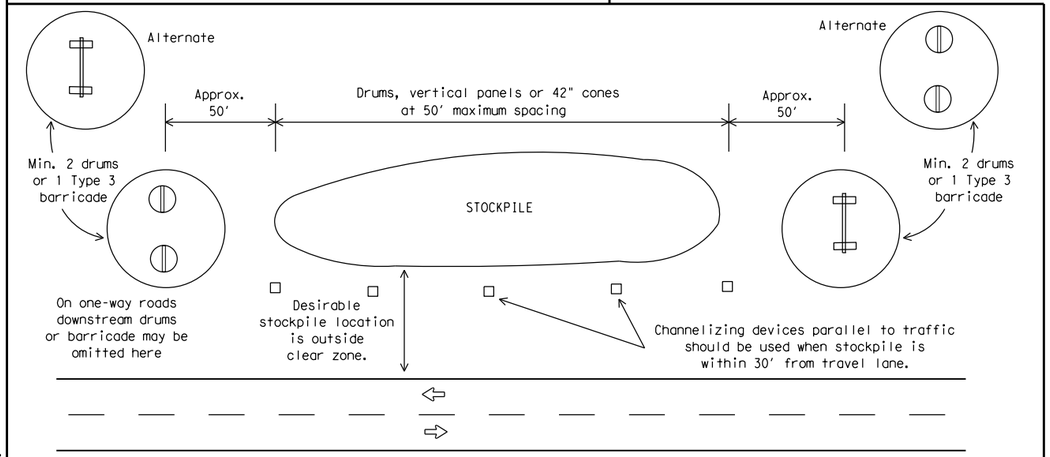


Tubular Marker

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

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

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



TRAFFIC CONTROL FOR MATERIAL STOCKPILES

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Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(10)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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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.

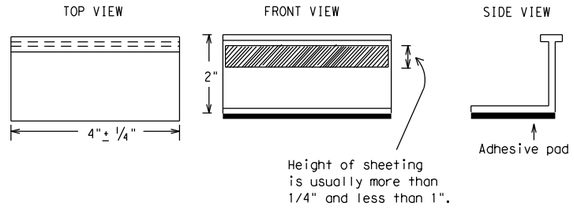
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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
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2-98 9-07 5-21	DIST	COUNTY		SHEET NO.
1-02 7-13	FTW	TARRANT		90
11-02 8-14				

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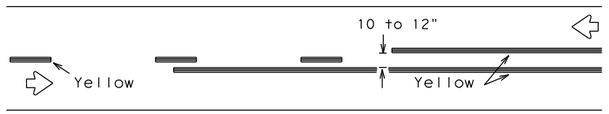
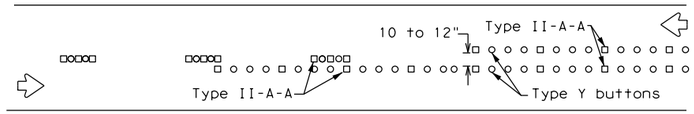
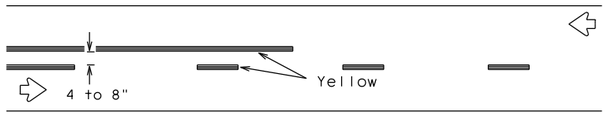
PAVEMENT MARKING PATTERNS



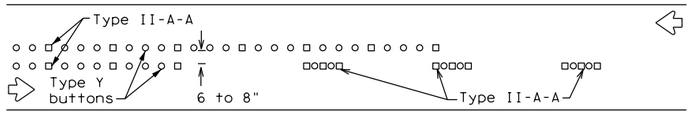
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



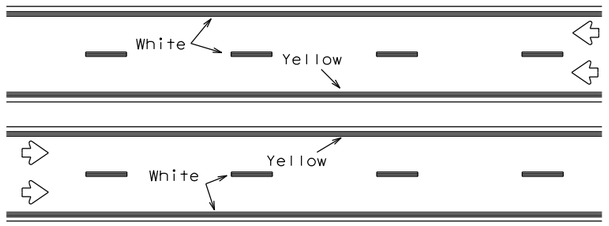
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



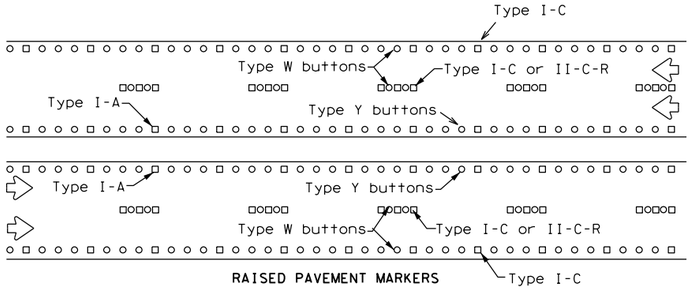
RAISED PAVEMENT MARKERS - PATTERN B

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



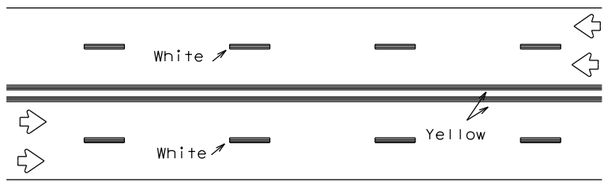
REFLECTORIZED PAVEMENT MARKINGS



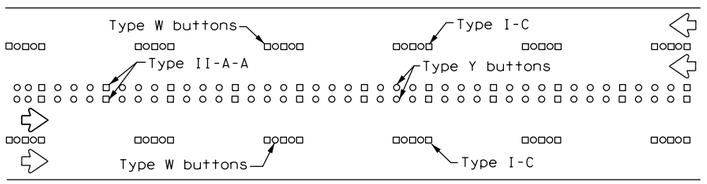
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



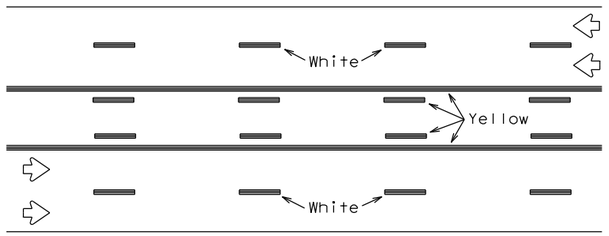
REFLECTORIZED PAVEMENT MARKINGS



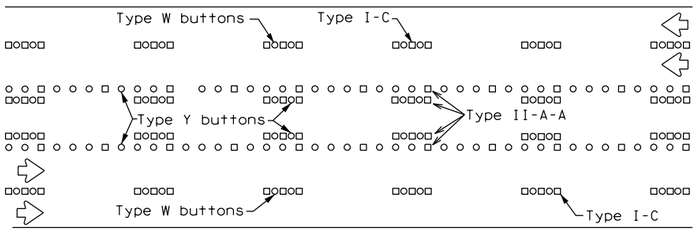
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS



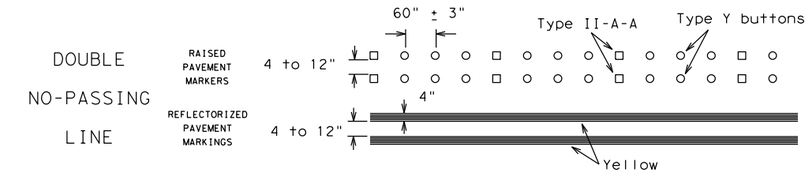
RAISED PAVEMENT MARKERS

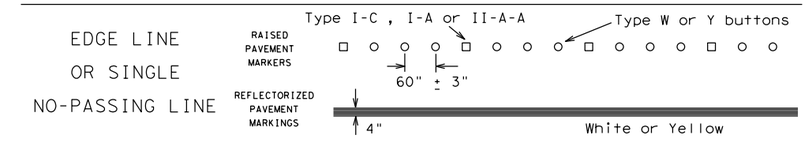
Prefabricated markings may be substituted for reflectorized pavement markings.

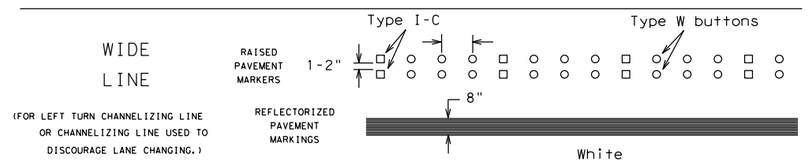
TWO-WAY LEFT TURN LANE

STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

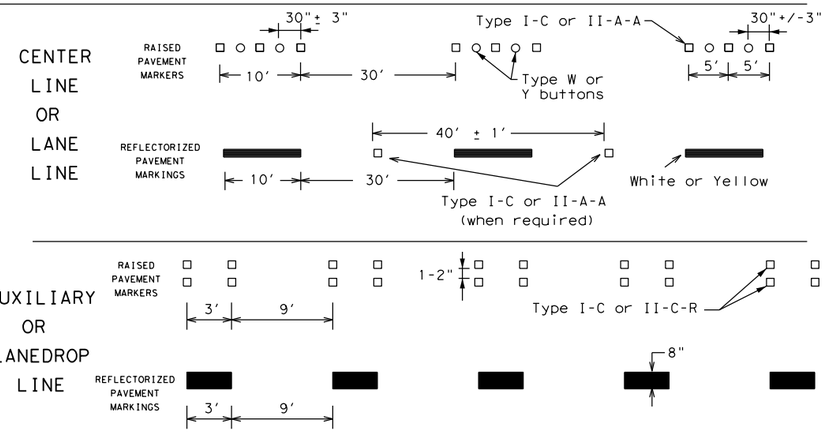
SOLID LINES





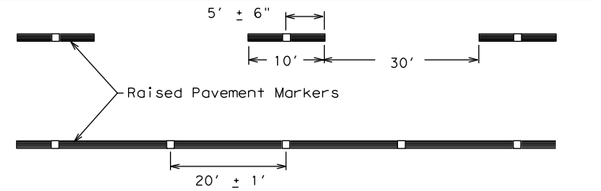


BROKEN LINES



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



Centerline only - not to be used on edge lines

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

Texas Department of Transportation

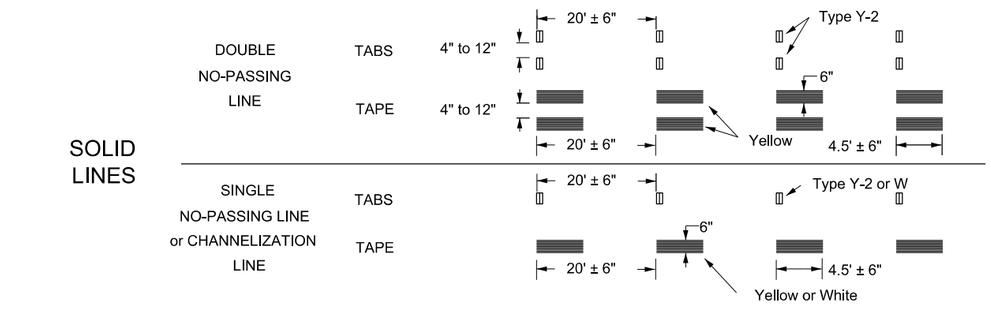
Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS 1-97 9-07 5-21 2-98 7-13 11-02 8-14	0094	02	137, ETC.	SH 183
	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		91

WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS



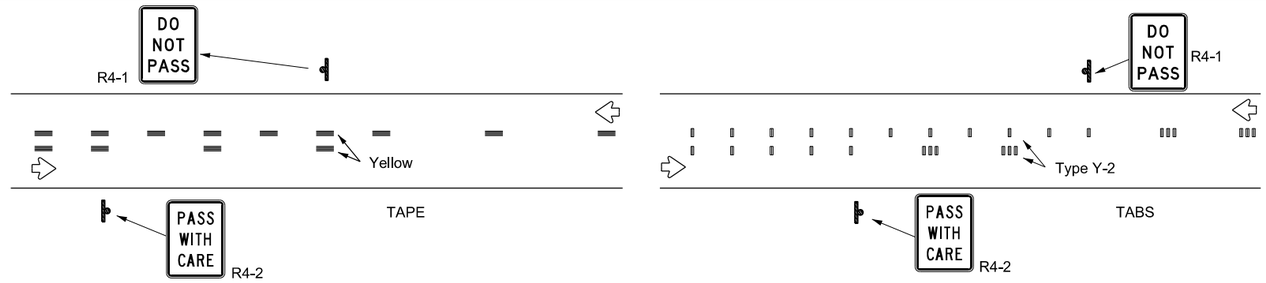
NOTES:

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

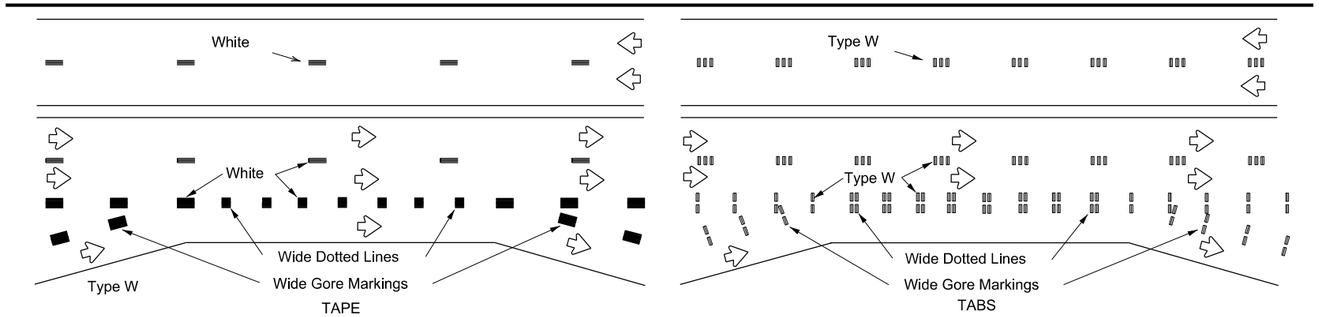
TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS (TABS)

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

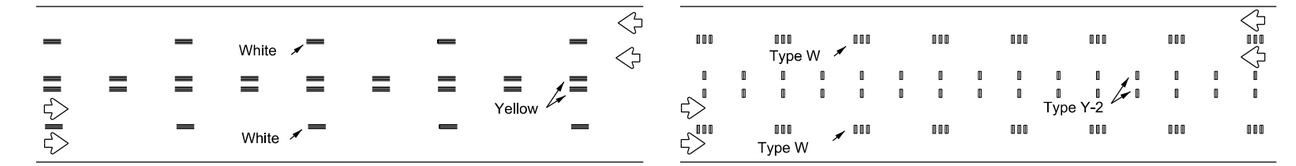
WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS



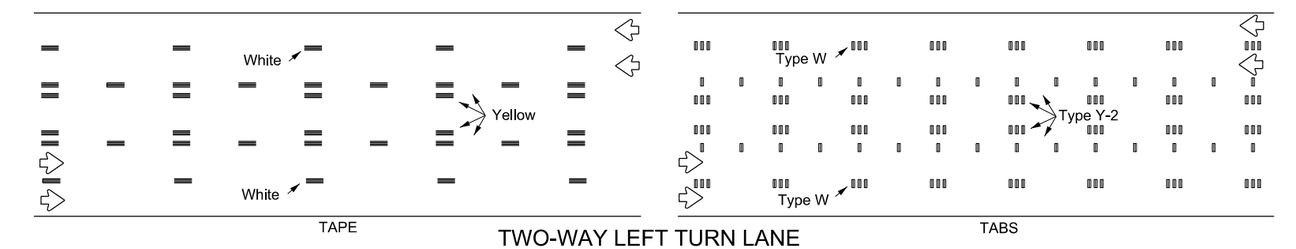
CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO LANE TWO-WAY HIGHWAYS



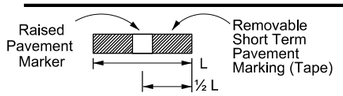
LANE LINES FOR DIVIDED HIGHWAY



LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



TWO-WAY LEFT TURN LANE



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

PREFABRICATED PAVEMENT MARKINGS

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

RAISED PAVEMENT MARKERS

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

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

WORK ZONE SHORT TERM PAVEMENT MARKINGS

WZ(STPM)-23

FILE: wzstpm-23.dgn	DN:	CK:	DW:	CK:
© TxDOT February 2023	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-92 7-13 1-97 2-23 3-03	0094	02	137, ETC.	SH 183
	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		92

111

DATE:
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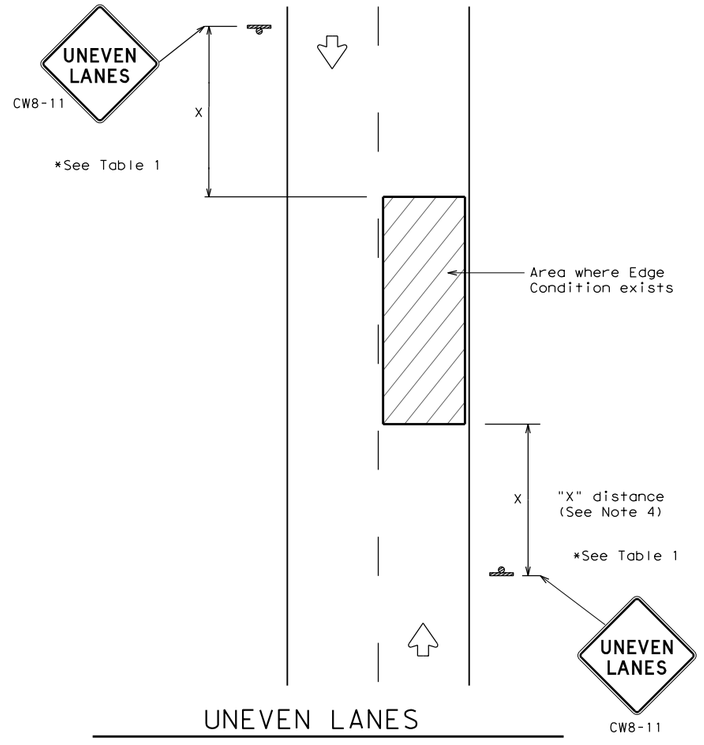
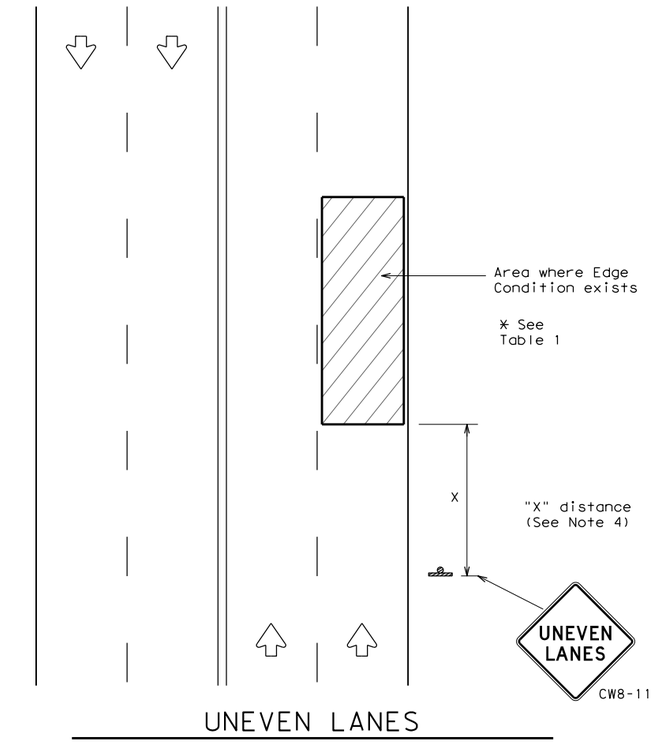
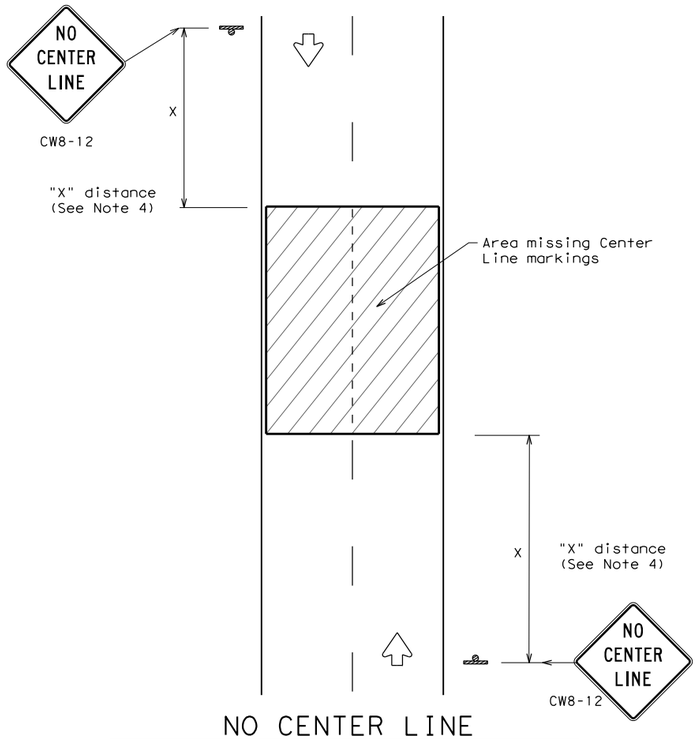


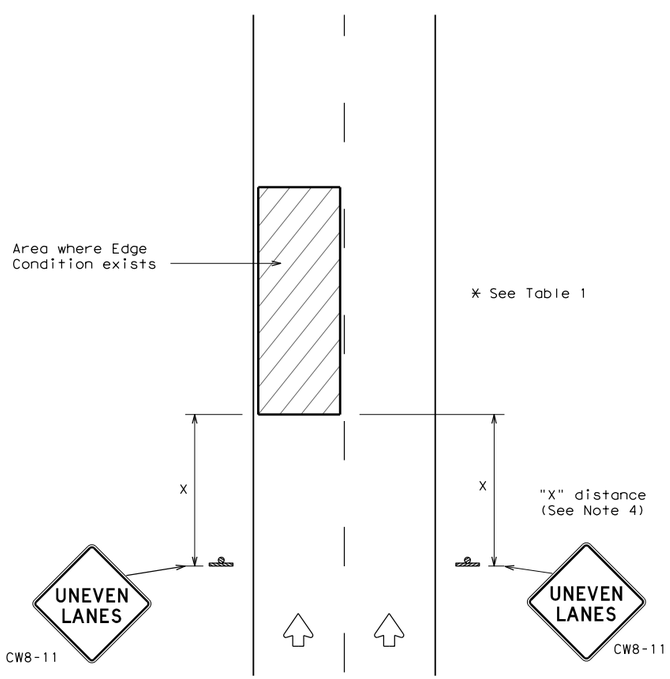
UNEVEN LANES
TWO LANE CONVENTIONAL ROAD



UNEVEN LANES
FOUR LANE CONVENTIONAL ROAD



NO CENTER LINE
TWO LANE CONVENTIONAL ROAD



UNEVEN LANES
DIVIDED ROADWAY

DATE:
FILE:

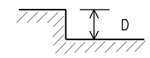
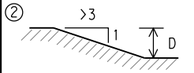
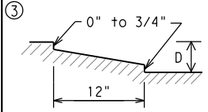
DEPARTMENTAL MATERIAL SPECIFICATIONS	
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
TEMPORARY (REMOVABLE) PREFABRICATED PAVEMENT MARKINGS	DMS-8241
SIGN FACE MATERIALS	DMS-8300

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	0094	02	137, ETC.	SH 183
8-95 2-98 7-13	DIST	COUNTY		SHEET NO.
1-97 3-03	FTW	TARRANT		93

DATE:
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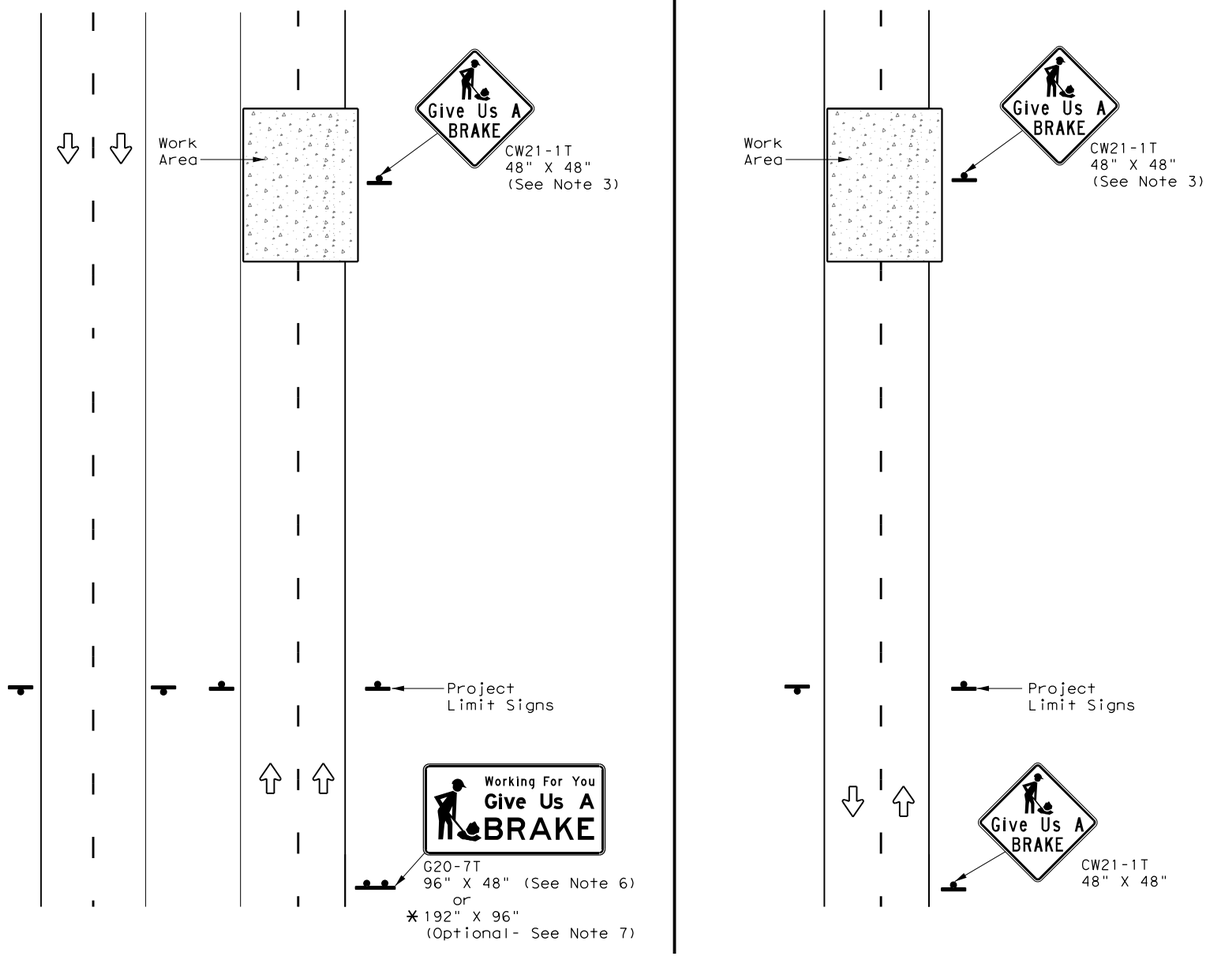

DIVIDED HIGHWAY

UNDIVIDED HIGHWAY

SIGNS ARE SHOWN FOR ONE DIRECTION OF TRAVEL

* When the optional larger WORKING FOR YOU GIVE US A BRAKE (G20-7T) 192" x 96" sign is required, the locations shall be noted elsewhere in the plans.

SUMMARY OF LARGE SIGNS

BACKGROUND COLOR	SIGN DESIGNATION	SIGN	SIGN DIMENSIONS	REFLECTIVE SHEETING	SQ FT	GALVANIZED STRUCTURAL STEEL			DRILLED SHAFT 24" DIA. (LF)
						Size	(LF) ①	(LF) ②	
Orange	G20-7T	Working For You Give Us A BRAKE	96" X 48"	Type B_{FL} or C_{FL}	32	▲	▲	▲	▲
Orange	G20-7T	Working For You Give Us A BRAKE	192" X 96"	Type B_{FL} or C_{FL}	128	W8x18	16	17	12

▲ See Note 6 Below

LEGEND	
	Sign
	Large Sign
	Traffic Flow

DEPARTMENTAL MATERIAL SPECIFICATIONS	
PLYWOOD SIGN BLANKS	DMS-7100
ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

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

GENERAL NOTES

1. See BC and SMD sheets for additional sign support details.
2. Sign locations shall be approved by the Engineer.
3. For projects more than two miles in length, Give Us a BRAKE signs should be repeated halfway through the project. The Give Us a Brake (CW21-1T) may be used for this purpose.
4. Work zone speed limits are sometimes used in conjunction with GIVE US A BRAKE signing. See BC(3) for location and spacing of construction speed zone signing when required.
5. Give Us a Brake (CW21-1T) signs and supports shall be considered subsidiary to Item 502, "Barricades, Signs and Traffic Handling."
6. The 96" X 48" Working For You Give Us A BRAKE (G20-7T) may use a 1/2" or 5/8" plywood substrate or 0.125" aluminum sheeting substrate and may be supported by two 4" x 6" wood posts with drilled holes for breakaway as per BC(5) and will be subsidiary to Item 502.
7. The Working For You Give Us A BRAKE (G20-7T) 192" X 96" sign shall be paid for under the following specification items:
   Item 636 - Aluminum Signs
   Item 647 - Large Roadside Sign Supports and Assemblies.
   Item 416 - Drilled Shaft Foundations
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.

Texas Department of Transportation

Traffic Operations Division Standard

WORK ZONE "GIVE US A BRAKE" SIGNS

WZ(BRK)-13

FILE: wzbrk-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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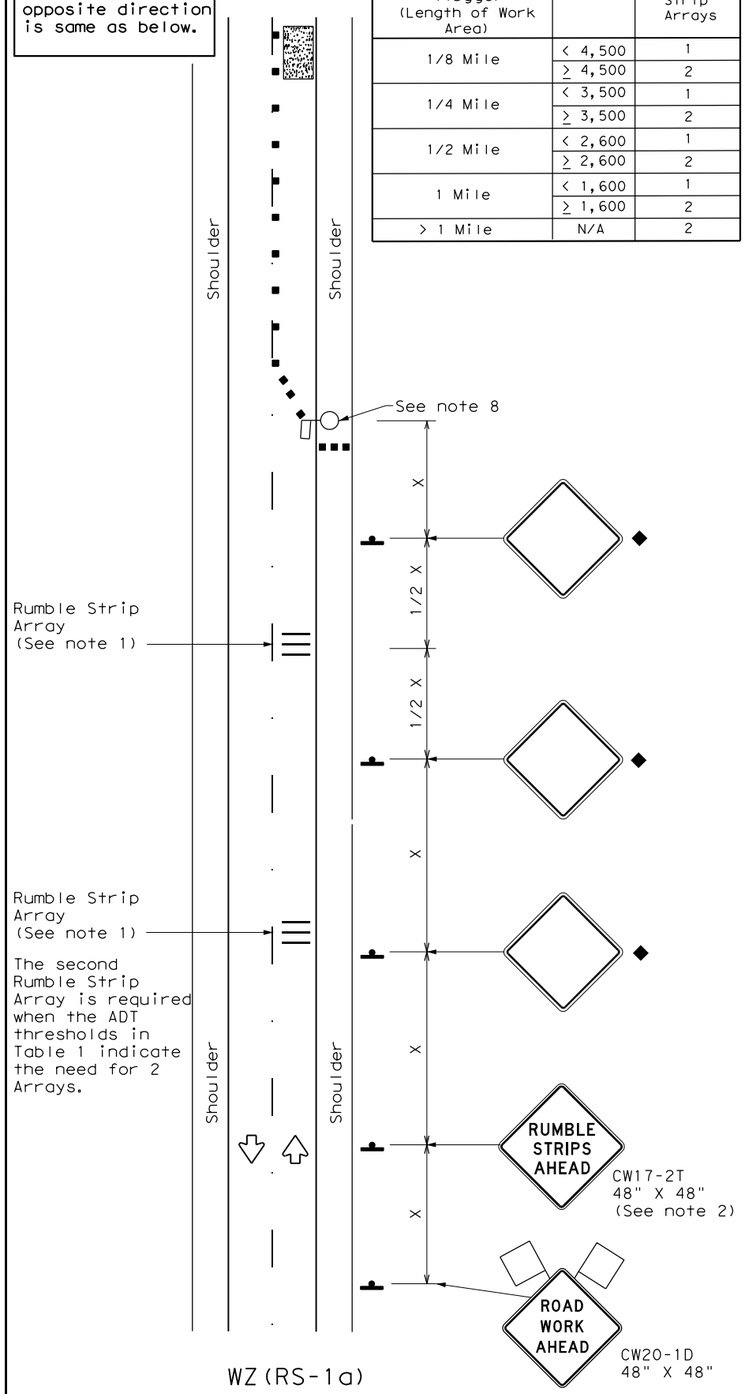
REVISIONS	0094	02	137, ETC.	SH 183
6-96 5-98 7-13	DIST	COUNTY		SHEET NO.
8-96 3-03	FTW	TARRANT		94

DATE:
FILE:

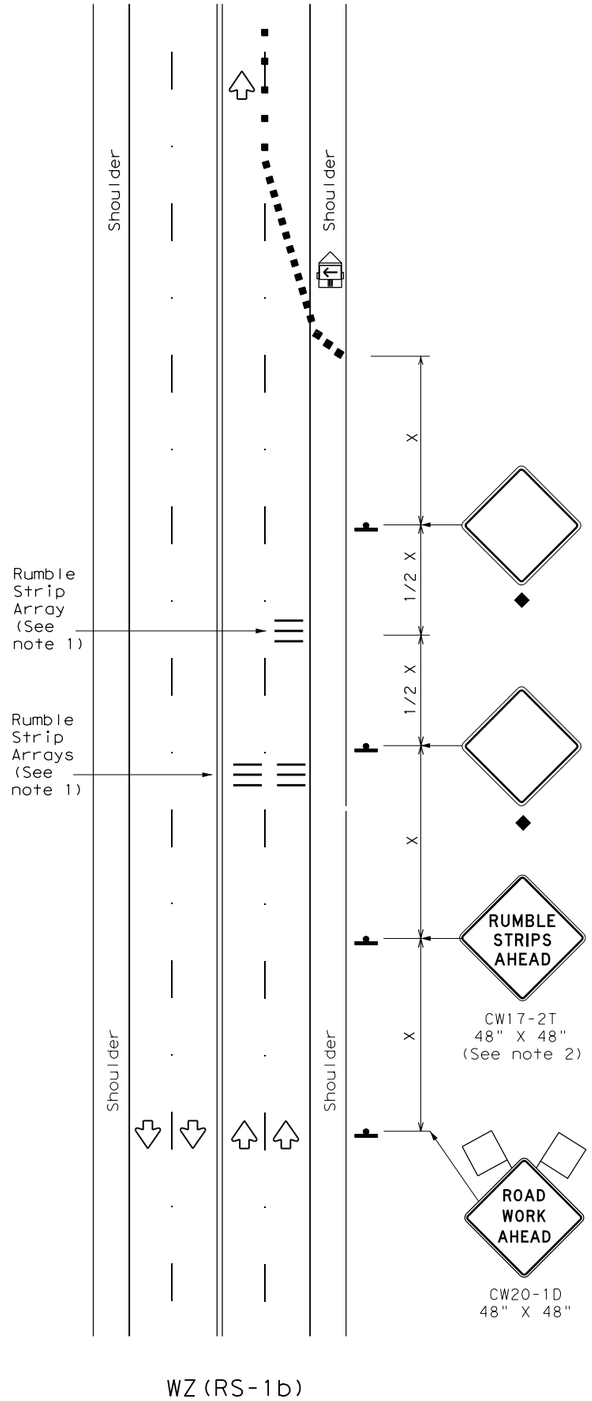
Warning sign and rumble strip sequence in opposite direction is same as below.

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



WZ(RS-1a)

RUMBLE STRIPS ON ONE-LANE TWO-WAY APPLICATION



WZ(RS-1b)

RUMBLE STRIPS FOR LANE CLOSURE ON CONVENTIONAL ROADWAY

GENERAL NOTES

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

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

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

* Conventional Roads Only

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

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

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

TEMPORARY RUMBLE STRIPS

WZ(RS)-22

FILE: wzrs22.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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	FTW	TARRANT		95

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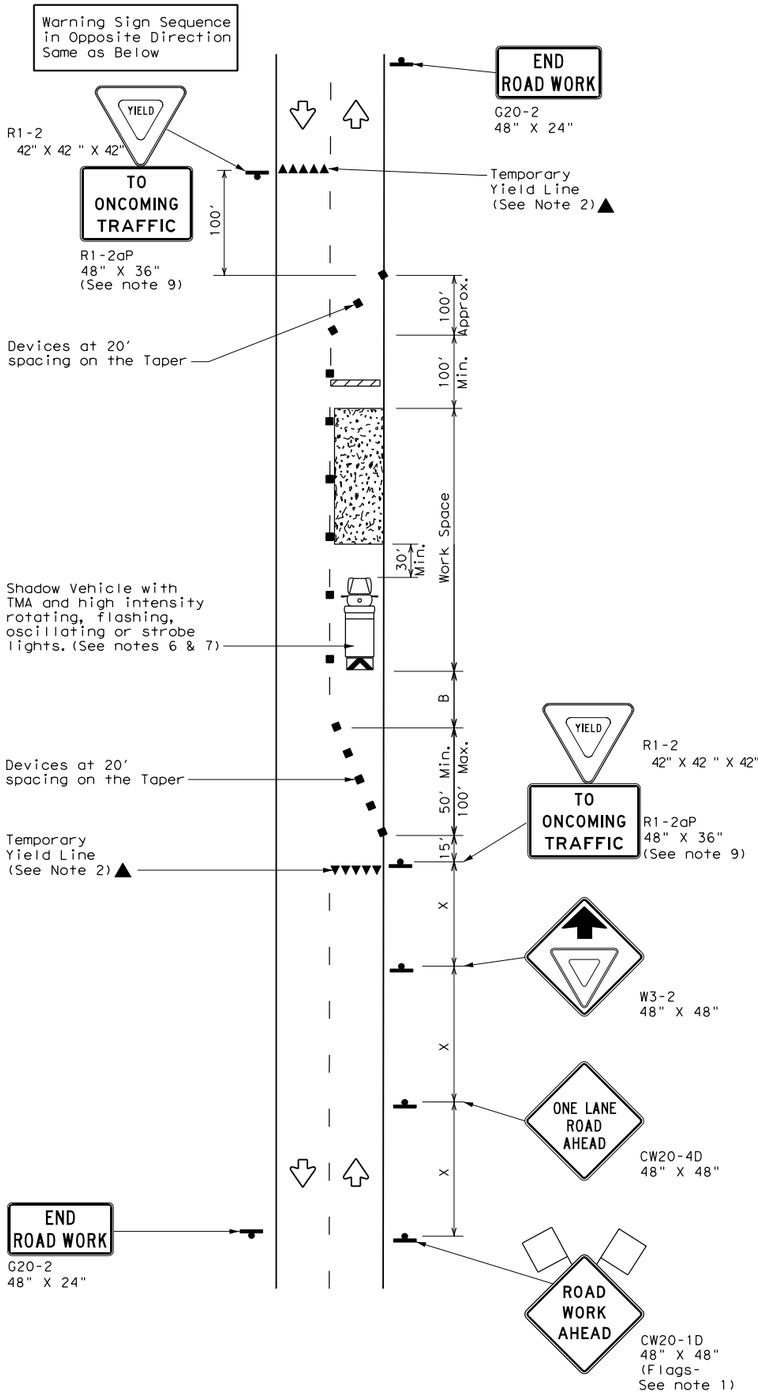
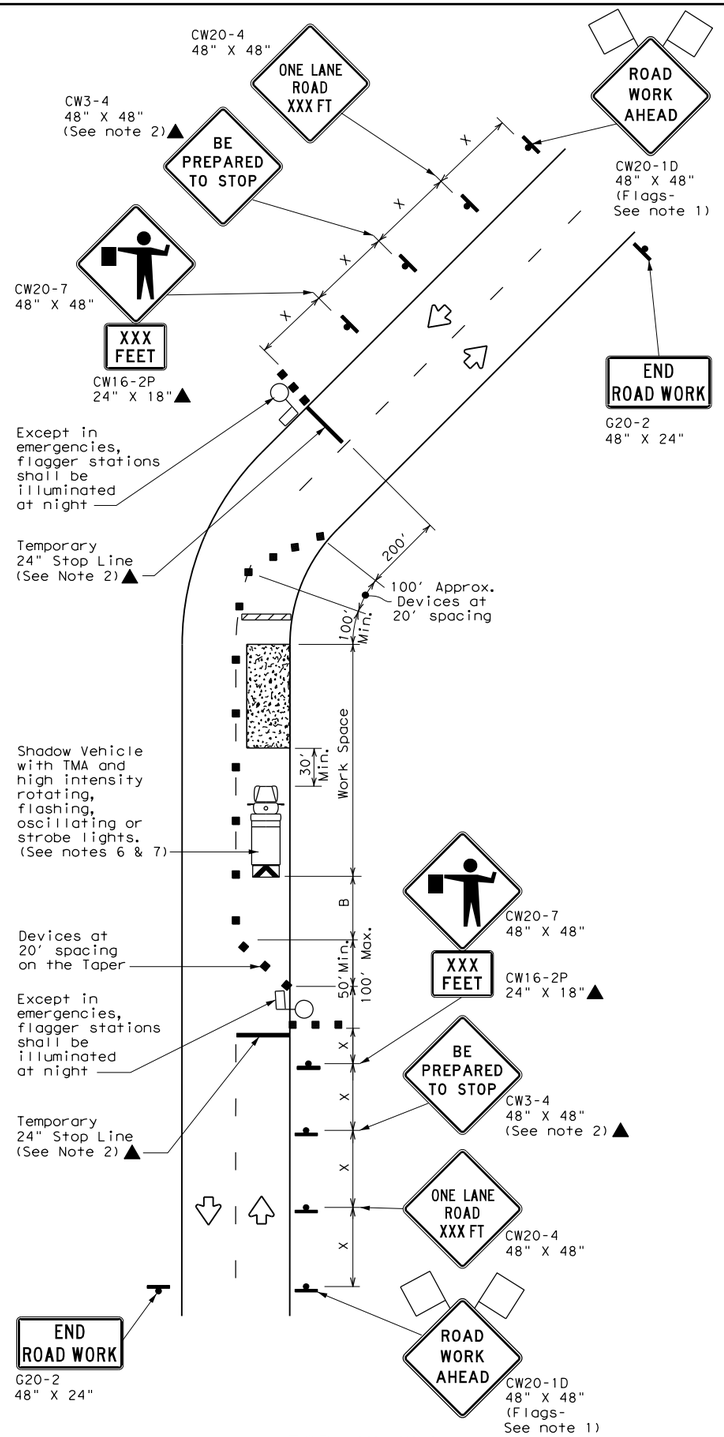


TCP (2-2a)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH YIELD SIGNS
(Less than 2000 ADT - See Note 9)



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	0094	02	137, ETC.	SH 183
8-95 3-03	DIST	COUNTY		SHEET NO.
1-97 2-12	FTW	TARRANT		96
4-98 2-18				

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DATE:
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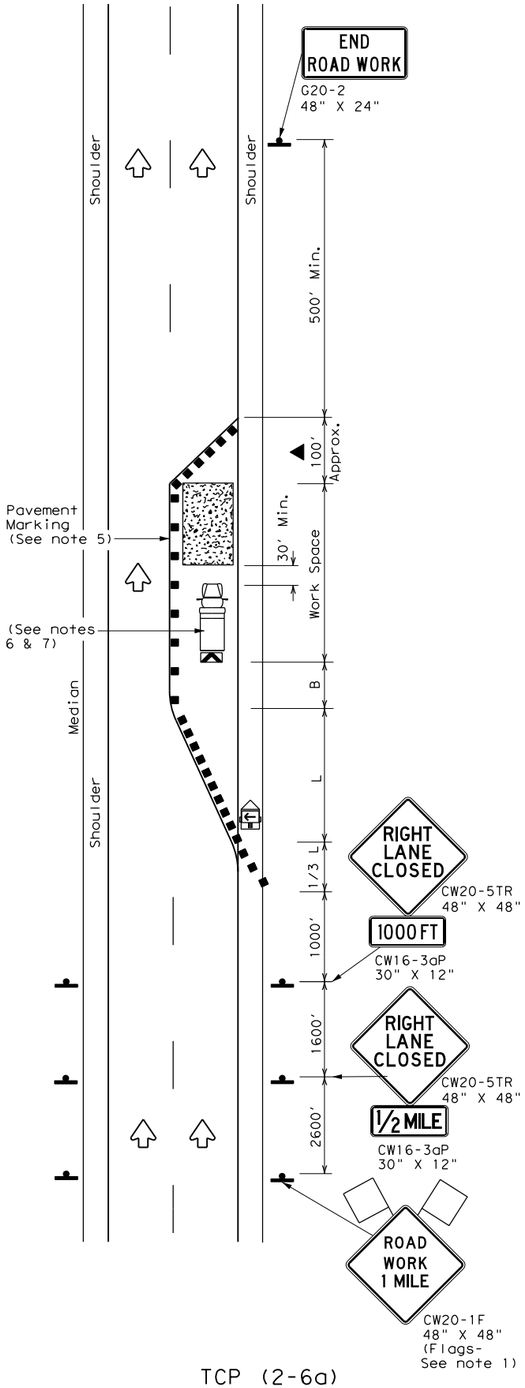
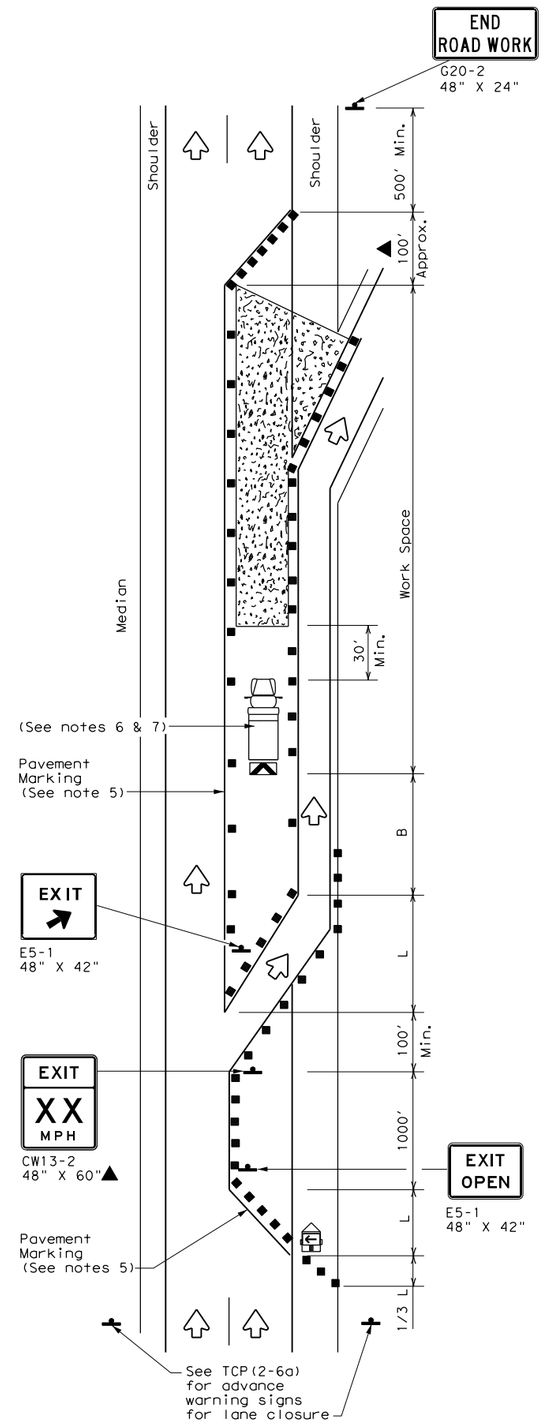


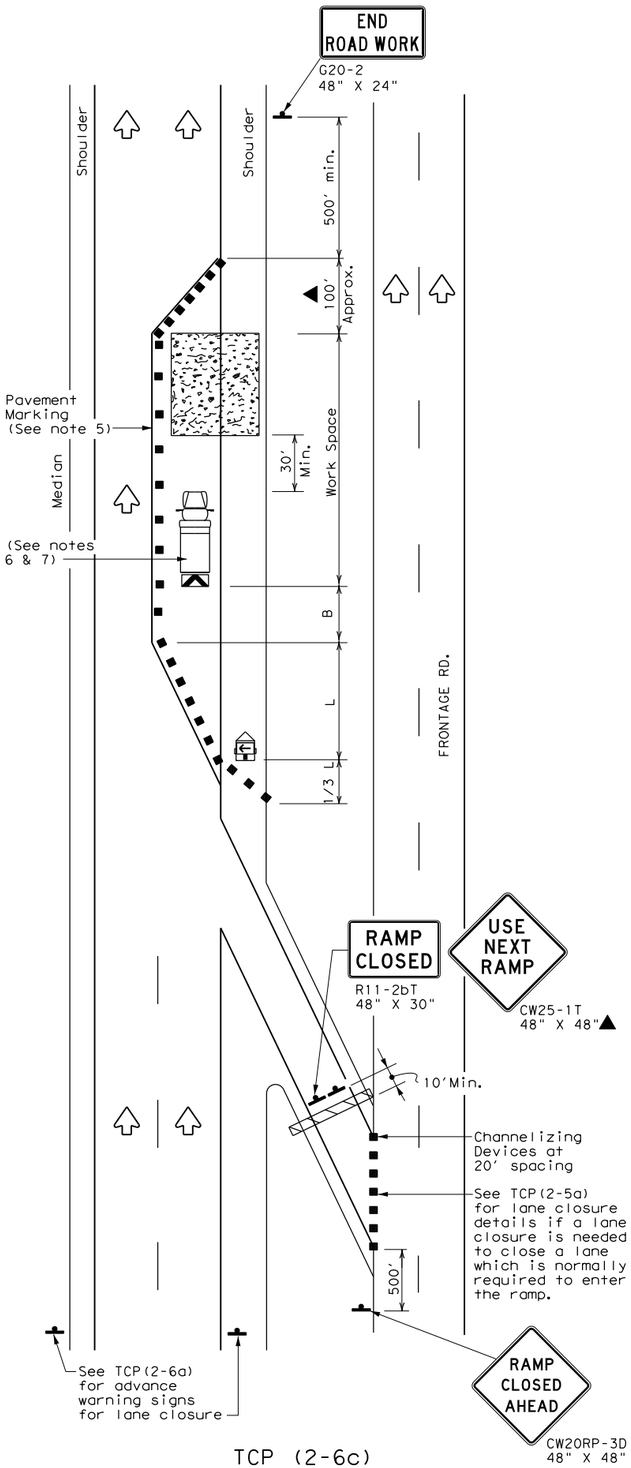
TCP (2-6a)

ONE LANE CLOSURE



TCP (2-6b)

LANE CLOSURE NEAR EXIT RAMPS



TCP (2-6c)

LANE CLOSURE NEAR 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 "X" Distance	Suggested Longitudinal Buffer Space "B"
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L=WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

* Conventional Roads Only

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

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

GENERAL NOTES

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

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN LANE CLOSURES ON DIVIDED HIGHWAYS

TCP(2-6)-18

FILE: tcp2-6-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-94 4-98 8-95 2-12 1-97 2-18	0094	02	137, ETC.	SH 183
	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		97

DATE:
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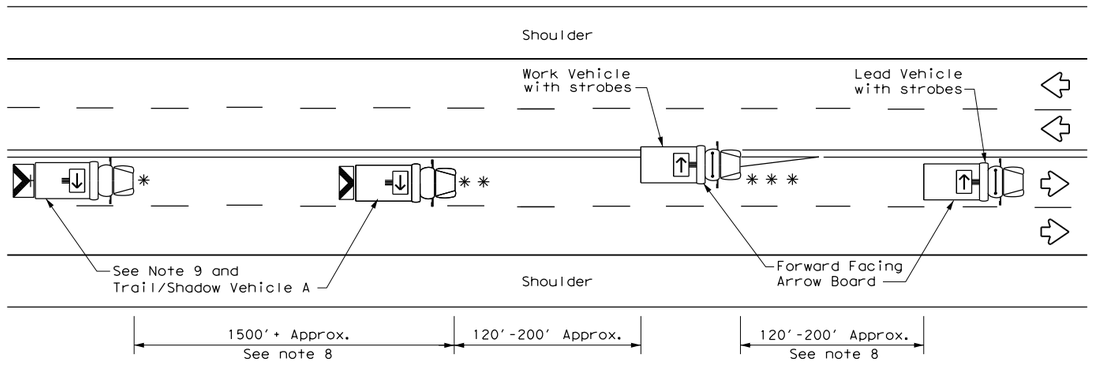
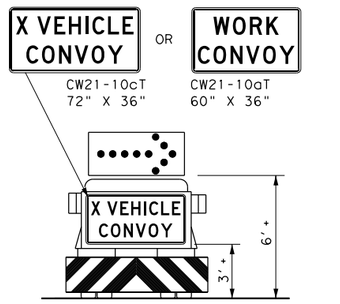


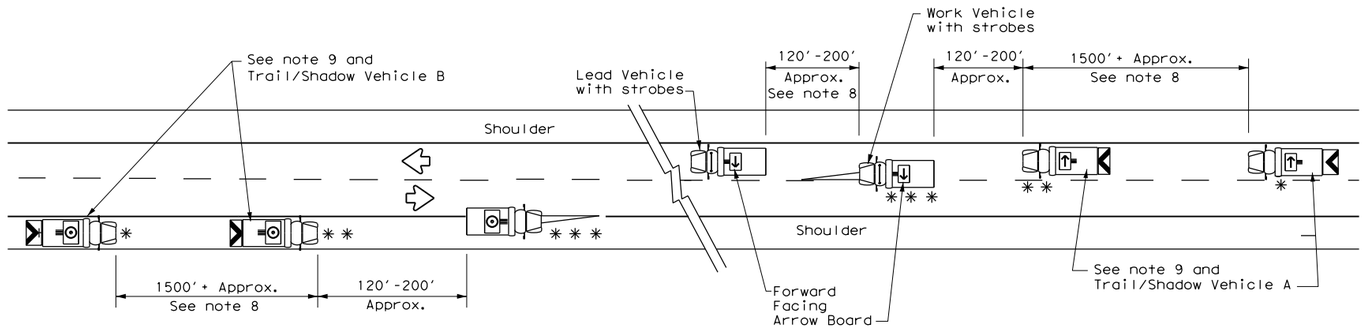
TCP (3-1a)

UNDIVIDED MULTILANE ROADWAY



TRAIL/SHADOW VEHICLE A

with RIGHT Directional display Flashing Arrow Board

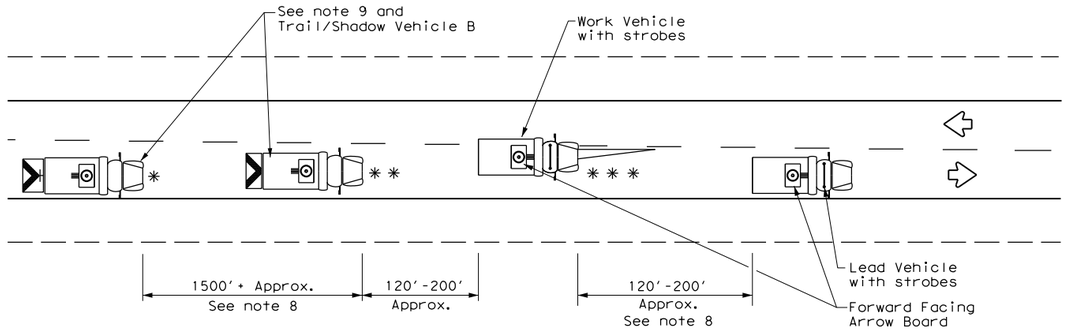


WORK ON SHOULDER

WORK ON TRAVEL LANE

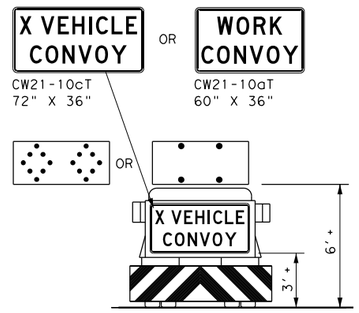
TCP (3-1b)

TWO-WAY ROADWAY WITH PAVED SHOULDERS



TCP (3-1c)

TWO-WAY ROADWAY WITHOUT PAVED SHOULDERS



TRAIL/SHADOW VEHICLE B

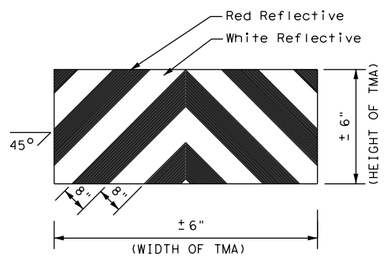
with Flashing Arrow Board in CAUTION display

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

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

GENERAL NOTES

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



STRIPING FOR TMA

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN MOBILE OPERATIONS UNDIVIDED HIGHWAYS

TCP(3-1)-13

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©TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-94 4-98 8-95 7-13 1-97	0094	02	137, ETC.	SH 183
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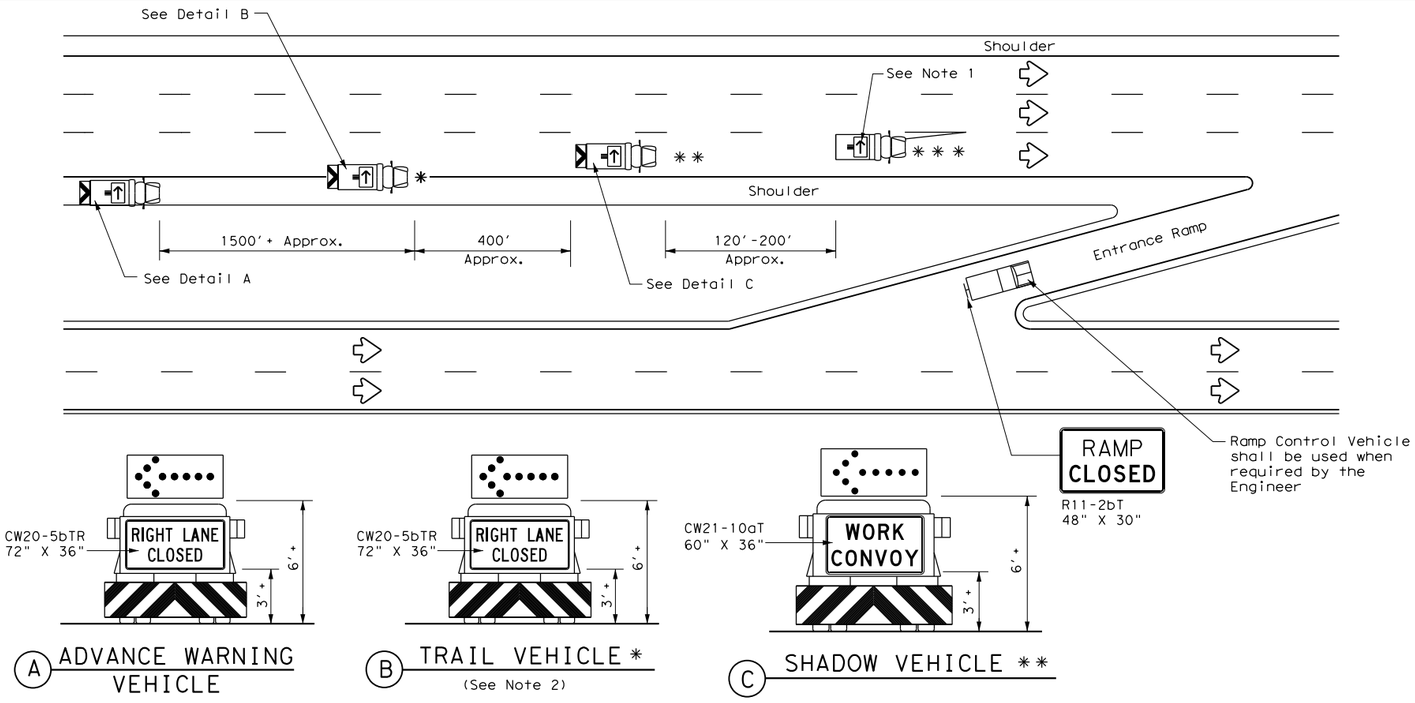
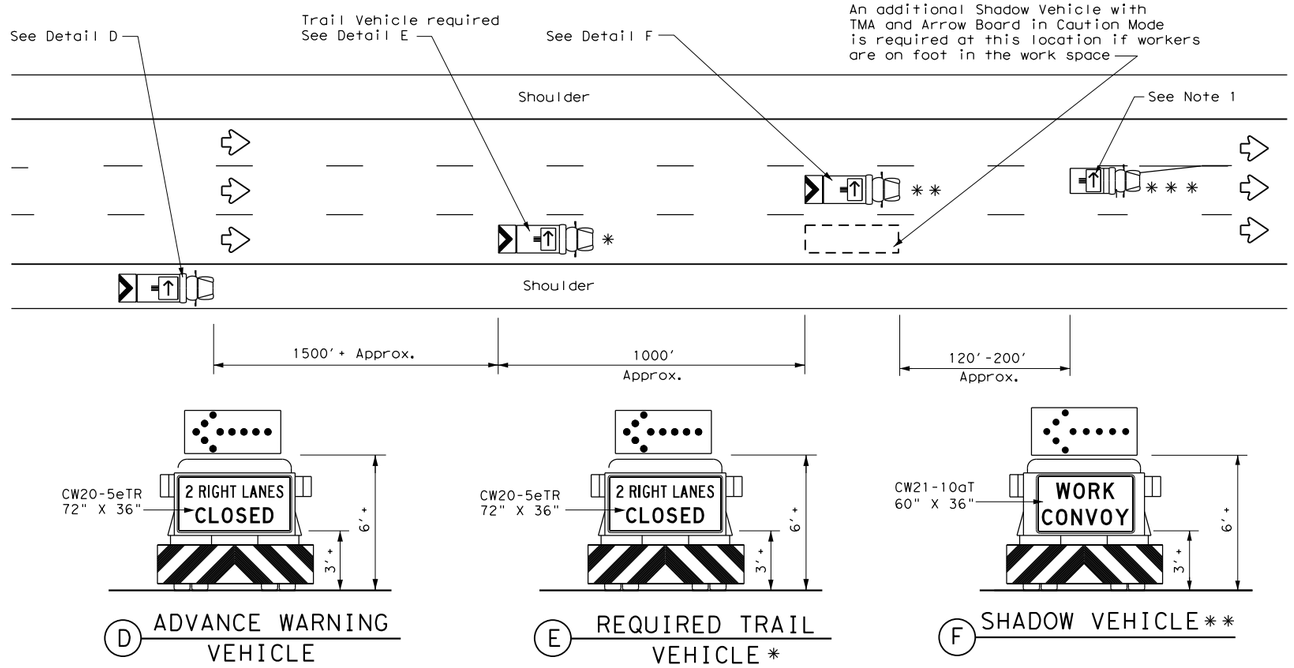
	FTW	TARRANT		98



RIGHT LANE CLOSURE ON DIVIDED HIGHWAY - TCP(3-2a)



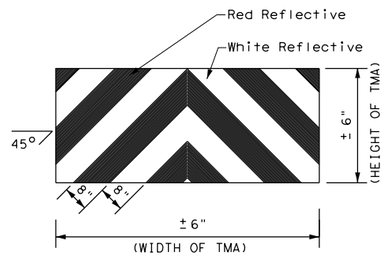
INTERIOR LANE CLOSURE ON MULTI-LANE DIVIDED HIGHWAY - TCP(3-2b)

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. ADVANCE WARNING, TRAIL and SHADOW vehicles shall be equipped with Type B or Type C flashing arrow boards as per the Barricade and Construction (BC) standards. Arrow boards on WORK vehicles will be optional based on the type of work being performed. The arrow boards shall be operated from inside the vehicle.
2. For TCP(3-2a) the Engineer will determine if the TRAIL VEHICLE is required based on prevailing roadway conditions, traffic volume, and sight distance restrictions. All other vehicles shown for both TCP(3-2a) and TCP(3-2b) are required.
3. 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.
4. The use of truck mounted attenuators (TMA) on the ADVANCE WARNING, SHADOW, and TRAIL vehicles are required.
5. Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DMS 8300, Type A.
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 may vary according to terrain, work activity and other factors.
9. Standard 48" X 48" diamond shaped warning signs with the same message as those shown may be used where adequate mounting space exists.
10. The signs shown should be used on the Advance Warning Vehicle. As an option, a portable changeable message sign (PCMS) or a 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, must 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. Standard diamond shape versions of the CW20-5 series signs may be used as an option if the rectangular signs shown are not available.
12. The principles on this sheet may be used to close lanes from the left side of the roadway considering the number of lanes, shoulder width, sight distance, and ramp frequency.
13. Signs and flashing arrow board modes shall be appropriately altered when implementing left lane closures or interior closures which close the left lanes.
14. The Advance Warning Vehicle may straddle the edgeline when shoulder width makes it necessary.



STRIPING FOR TMA

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN MOBILE OPERATIONS DIVIDED HIGHWAYS

TCP(3-2)-13

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©TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-94 4-98 8-95 7-13 1-97	0094	02	137, ETC.	SH 183
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	FTW	TARRANT		99

DATE:
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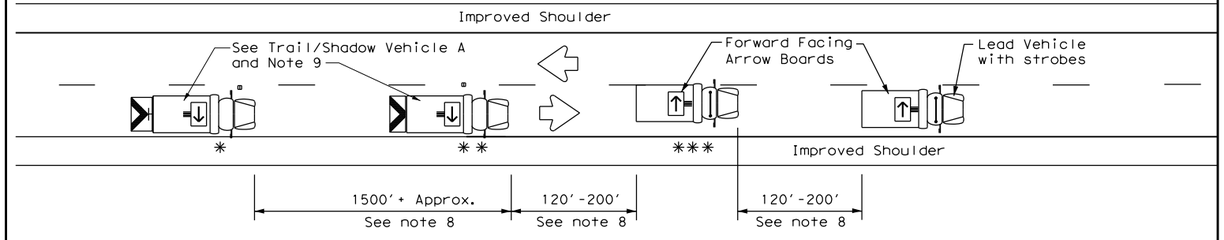
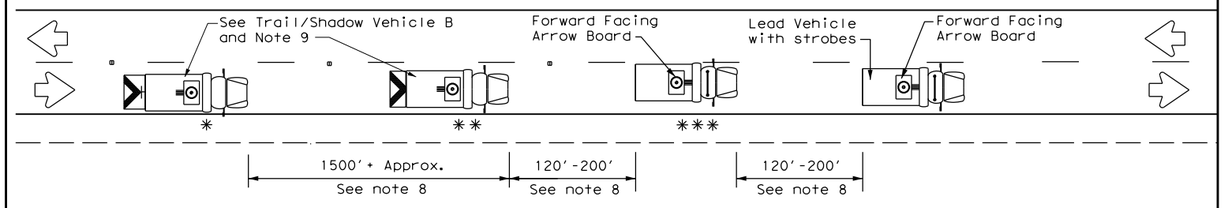


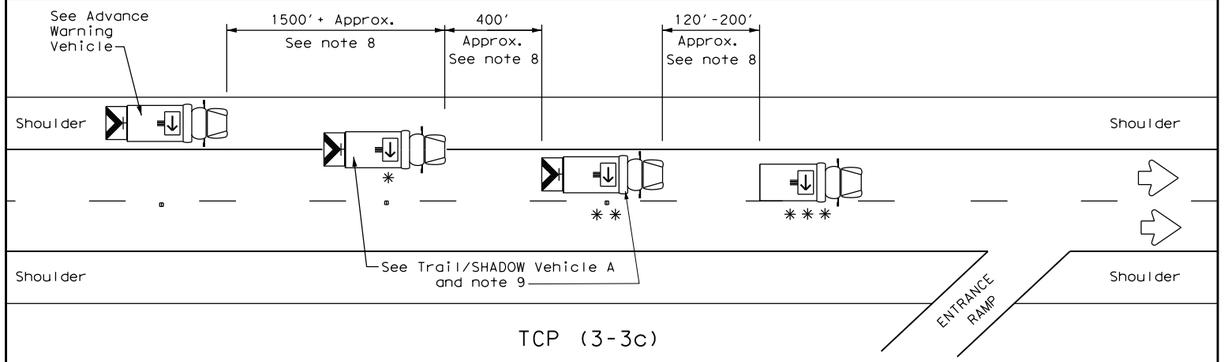
TCP (3-3a)

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



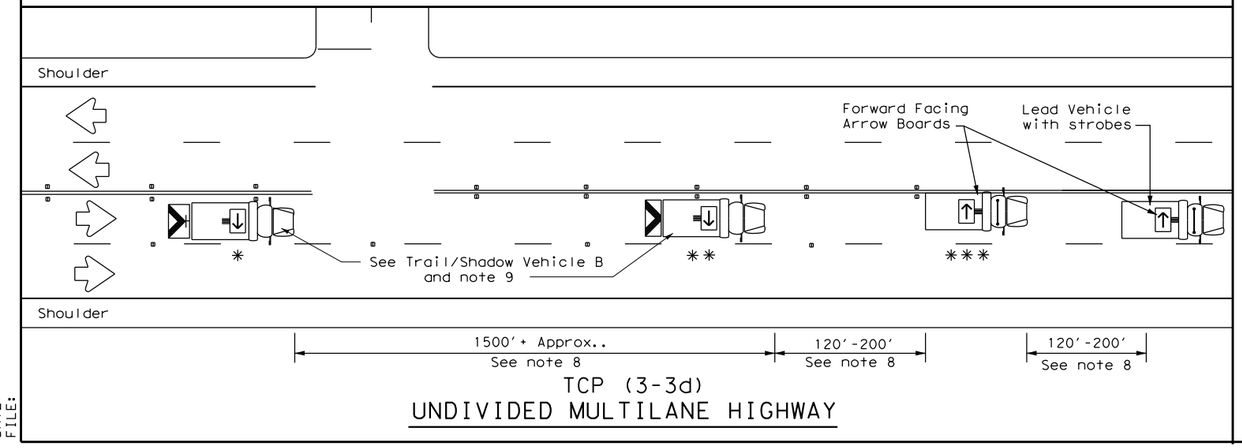
TCP (3-3b)

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



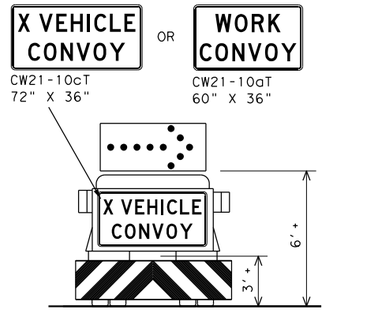
TCP (3-3c)

DIVIDED MULTILANE HIGHWAY



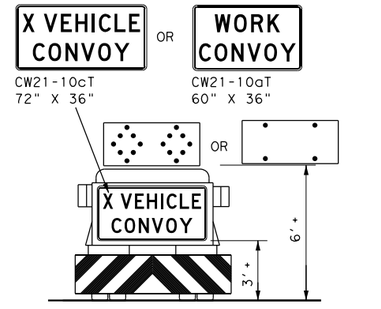
TCP (3-3d)

UNDIVIDED MULTILANE HIGHWAY



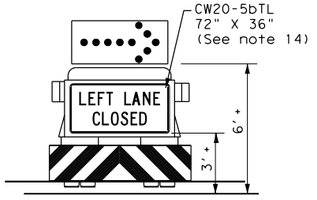
TRAIL/SHADOW VEHICLE A

with RIGHT Directional display
Flashing Arrow Board

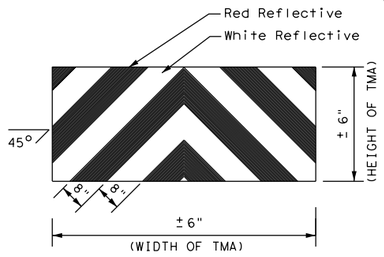


TRAIL/SHADOW VEHICLE B

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

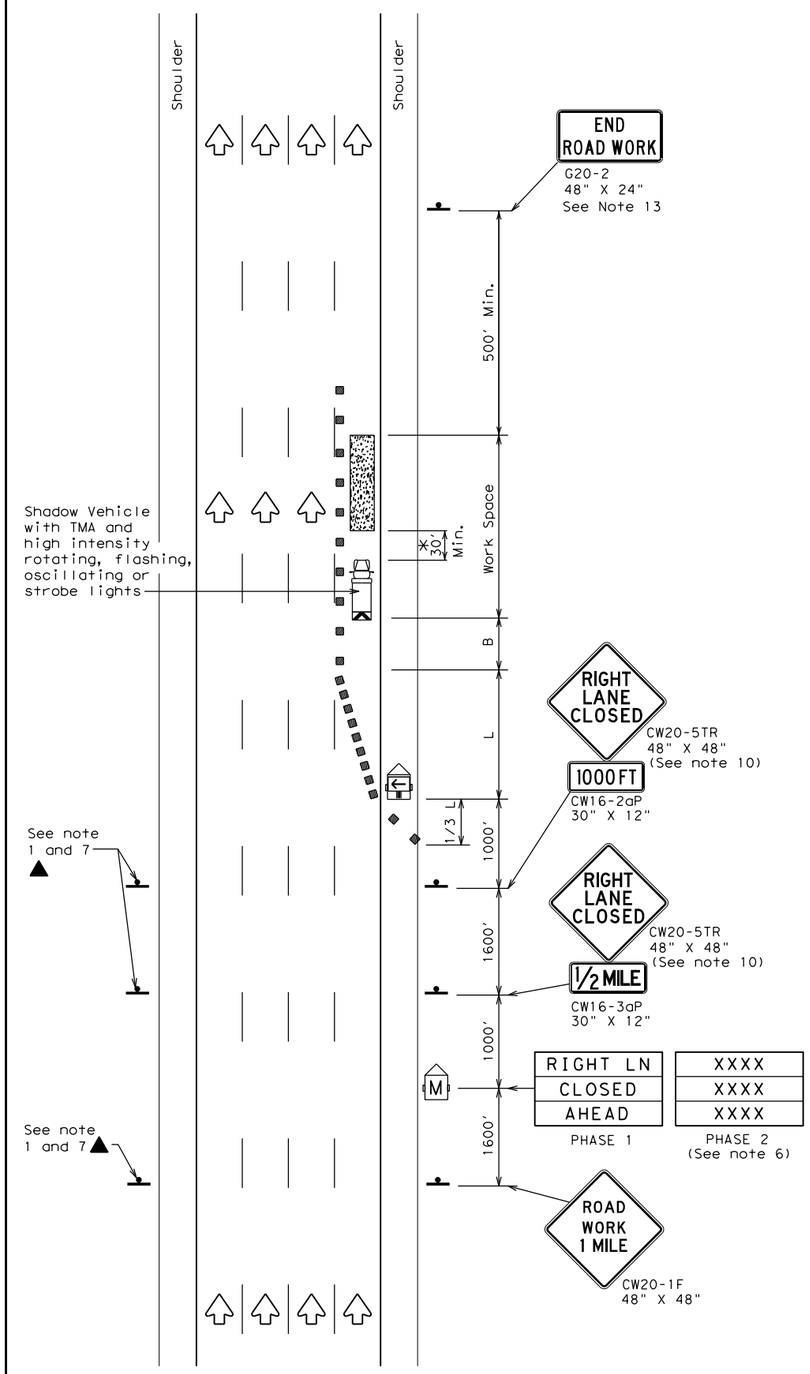
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN MOBILE OPERATIONS RAISED PAVEMENT MARKER INSTALLATION/ REMOVAL

TCP(3-3)-14

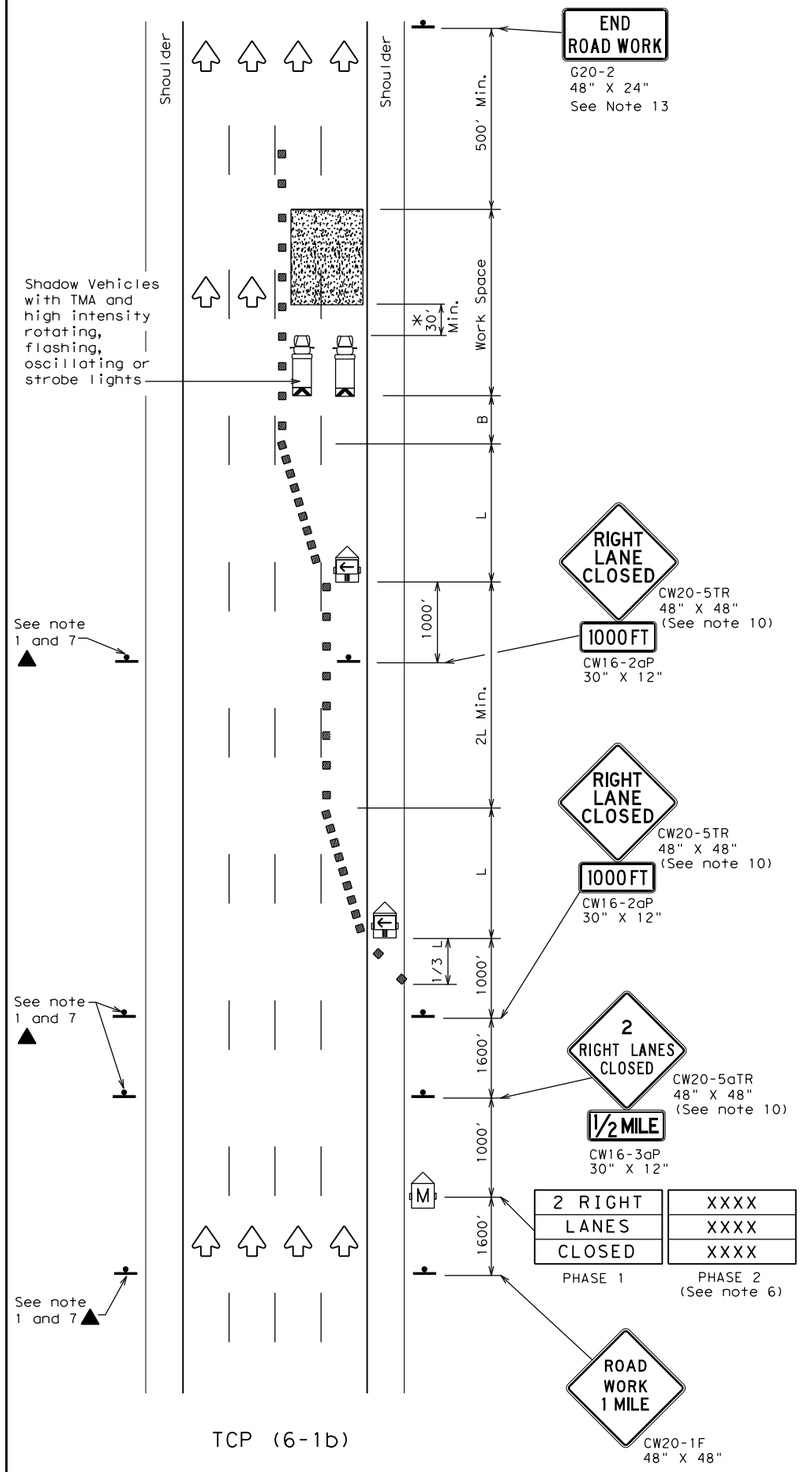
FILE: tcp3-3.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT September 1987	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ETC.	SH 183
2-94 4-98	DIST	COUNTY		SHEET NO.
8-95 7-13	FTW	TARRANT		100
1-97 7-14				

DATE:
FILE:



TCP (6-1a)

TYPICAL FREEWAY ONE LANE CLOSURE



TCP (6-1b)

TYPICAL FREEWAY TWO LANE CLOSURE

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board	M	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'

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

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

GENERAL NOTES

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

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

Texas Department of Transportation
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN FREEWAY LANE CLOSURES

TCP(6-1)-12

FILE: tcp6-1.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS 8-12	0094	02	137, ETC.	SH 183
	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		101

DATE:
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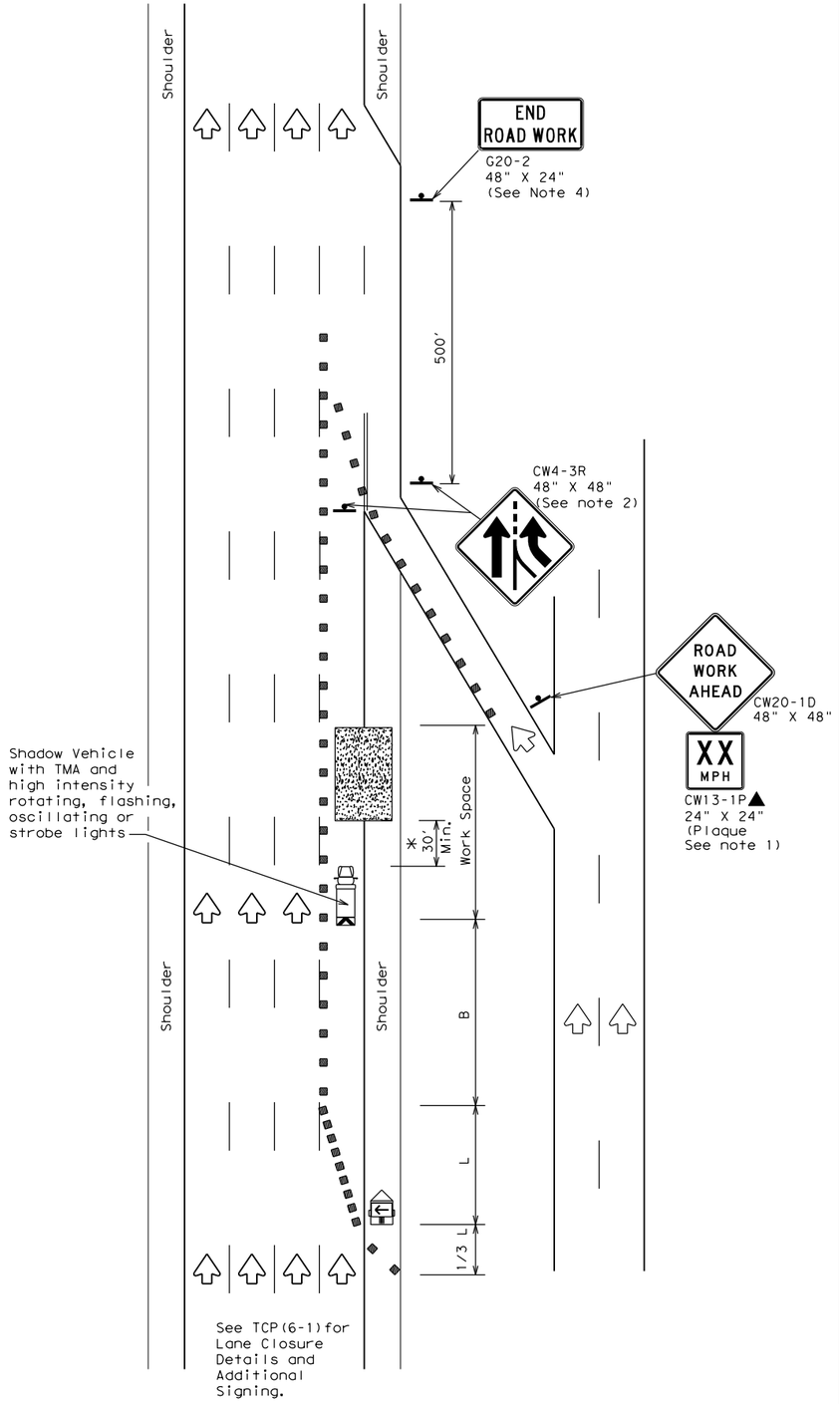
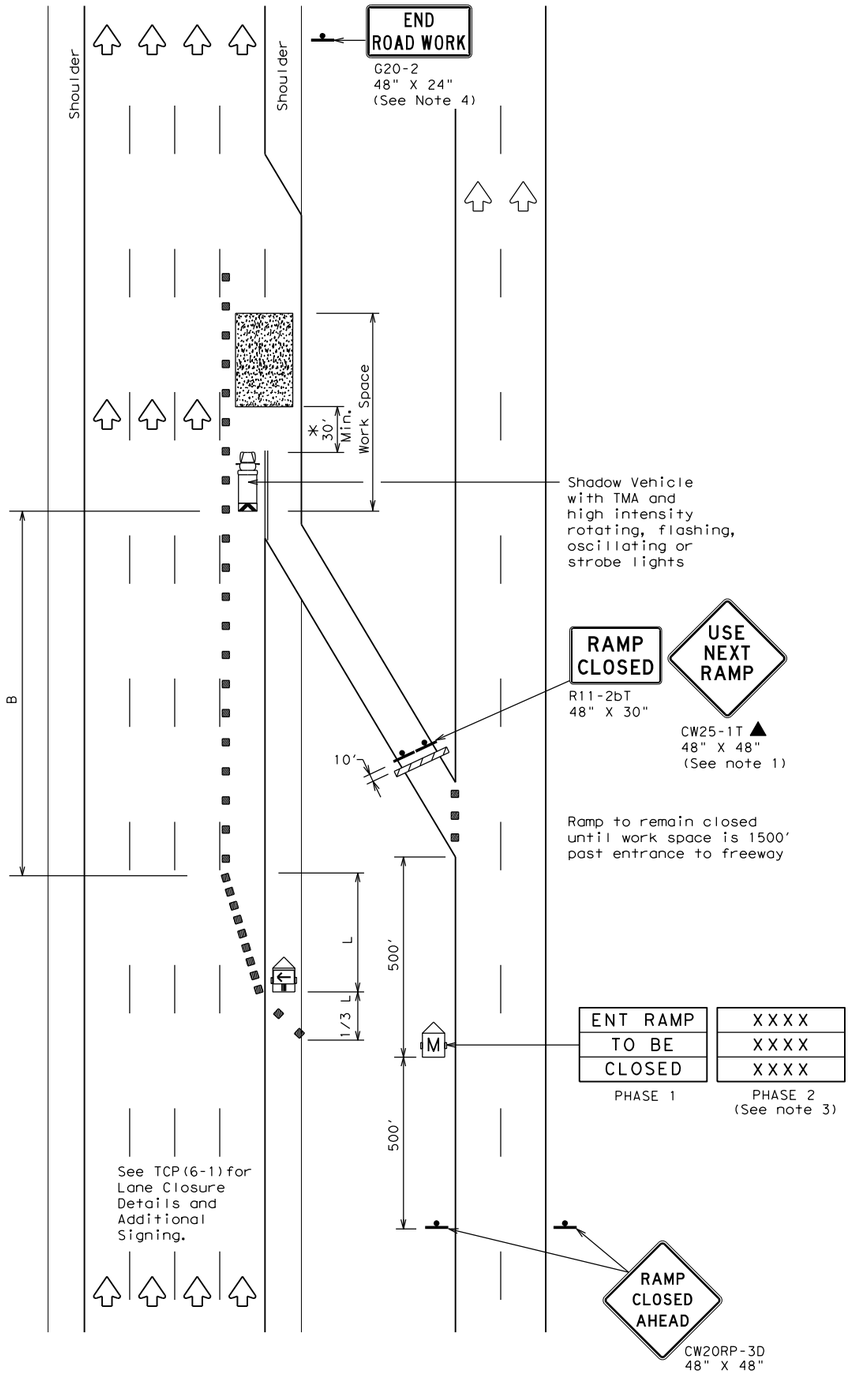


TCP (6-2a)

ENTRANCE RAMP OPEN
WORK WITHIN 500' OF RAMP



TCP (6-2b)

ENTRANCE RAMP CLOSED

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

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

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

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

GENERAL NOTES

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

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

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

Texas Department of Transportation
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
WORK AREA NEAR RAMP

TCP(6-2)-12

FILE: tcp6-2.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 1994	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ETC.	SH 183
1-97 8-98	DIST	COUNTY		SHEET NO.
4-98 8-12	FTW	TARRANT		102

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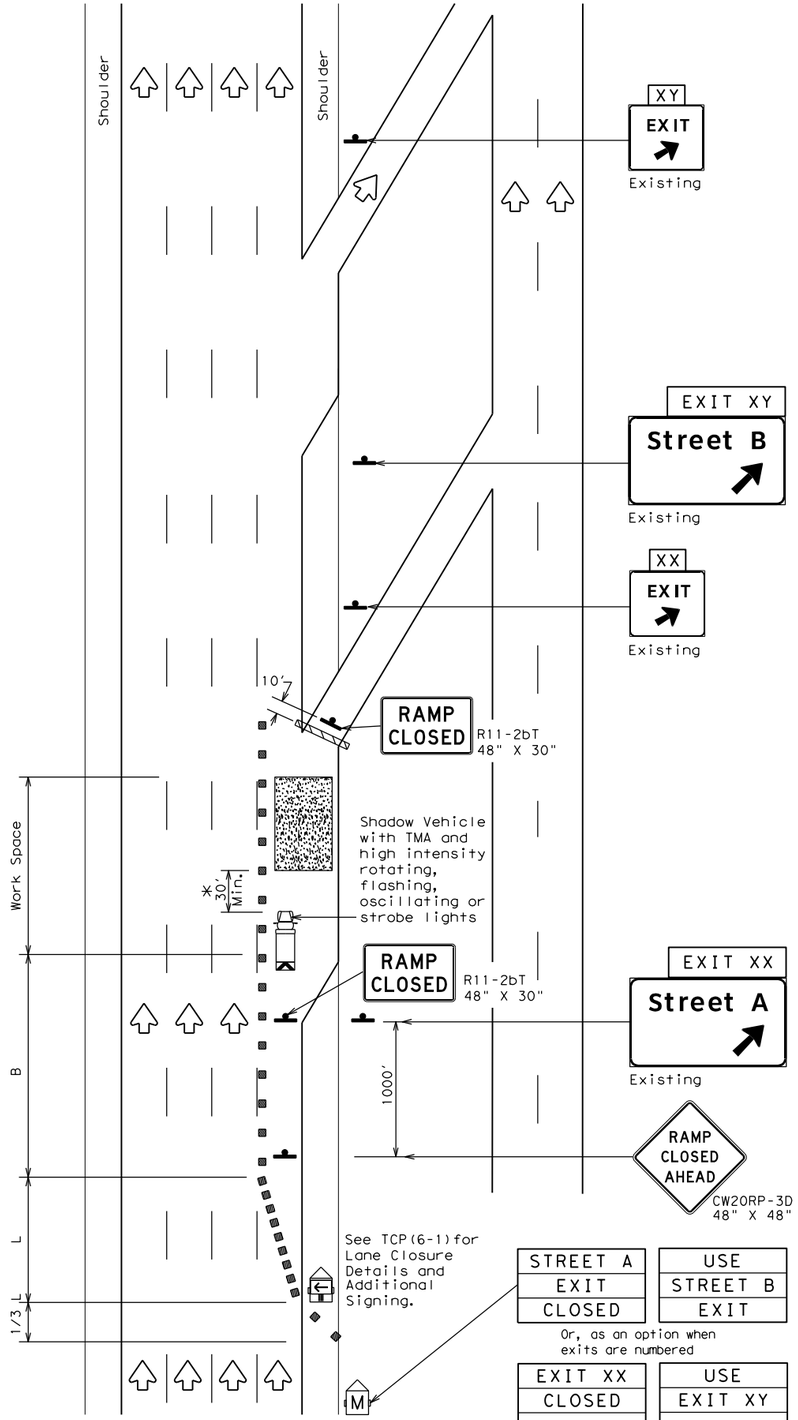
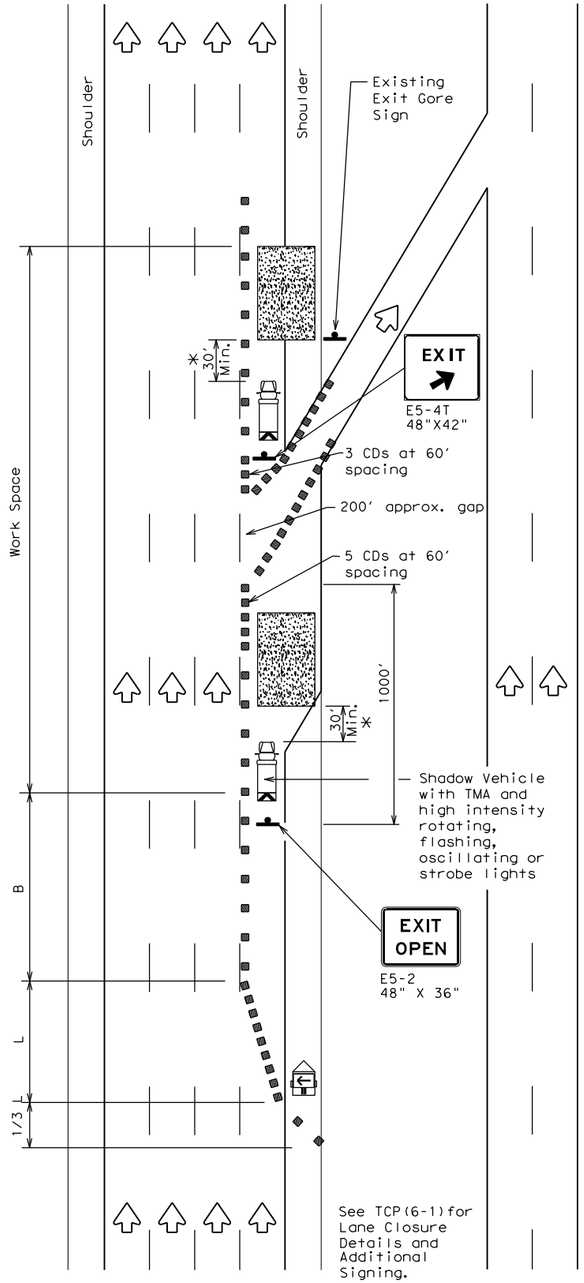
DATE:
FILE:



TCP (6-4a)

EXIT RAMP CLOSED

TRAFFIC EXITS PAST CLOSED RAMP



TCP (6-4b)

EXIT RAMP OPEN

LEGEND			
	Type 3 Barricade		Channelizing Devices (CDs)
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board	M	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'

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

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

GENERAL NOTES

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

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

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

Texas Department of Transportation
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
WORK AREA AT EXIT RAMP

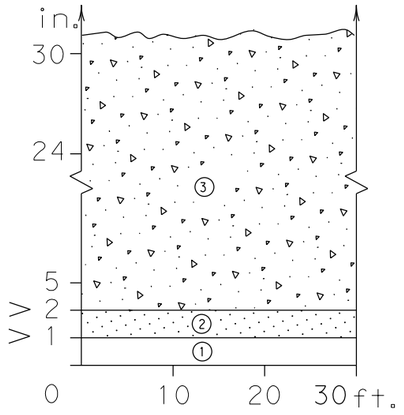
TCP(6-4)-12

FILE: tcp6-4.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT Feburary 1994	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ETC.	SH 183
1-97 8-98	DIST	COUNTY		SHEET NO.
4-98 8-12	FTW	TARRANT		103

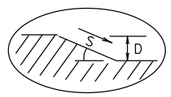
DATE:
FILE:

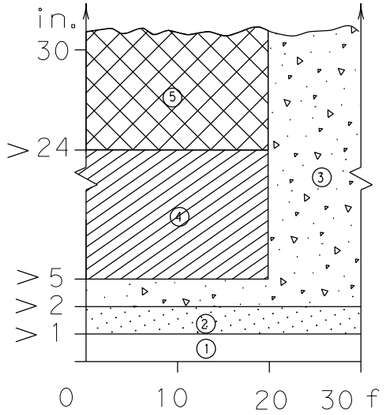
DEFINITION OF TREATMENT ZONES FOR VARIOUS EDGE CONDITIONS

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

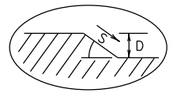


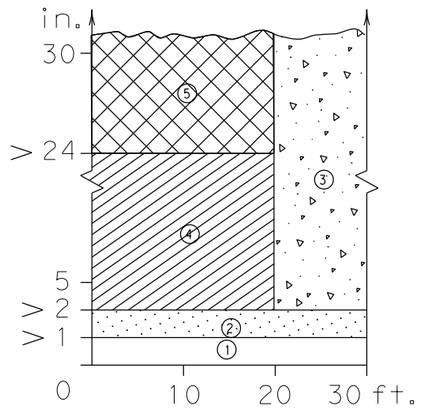
Edge Condition I
S = (3:1) (or flatter)



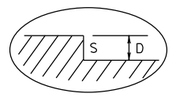


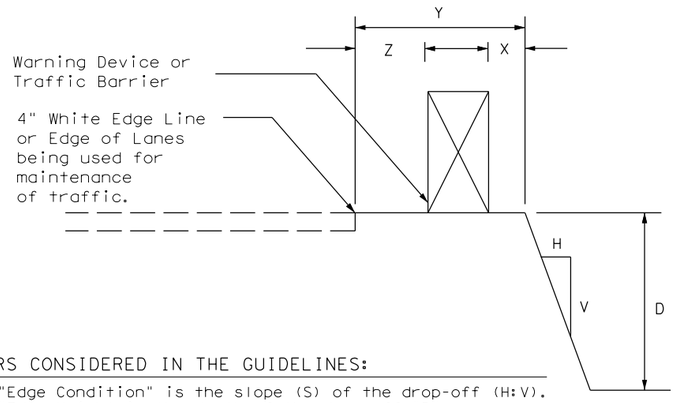
Edge Condition II
S = ((2.99):1) to (1:1)





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





FACTORS CONSIDERED IN THE GUIDELINES:

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

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

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

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

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

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

Edge Condition Notes:

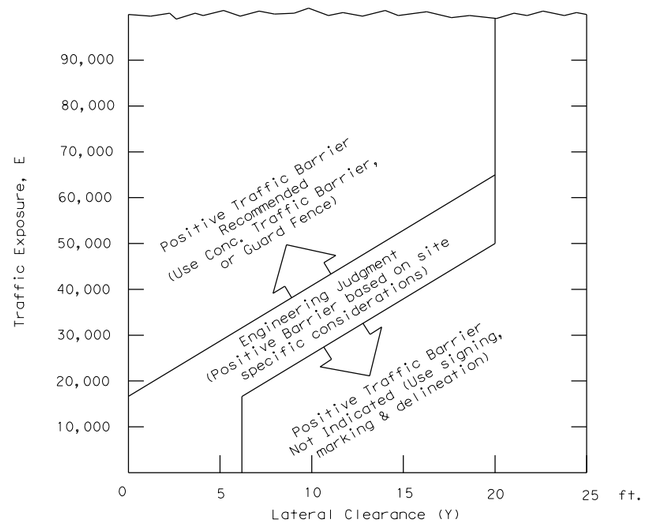
1. Edge Condition I: Most vehicles are able to traverse an edge condition with a slope rate of (3 to 1) or flatter. The slope must be constructed with a compacted material capable of supporting vehicles.

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

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

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

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



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

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

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

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

Engineer's Seal

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

Date 04/09/2024

Texas Department of Transportation

Traffic Safety Division Standard

TREATMENT FOR VARIOUS EDGE CONDITIONS

FILE: edgecon.dgn	DN:	CK:	DW:	CK:
©TxDOT August 2000	CONT	SECT	JOB	HIGHWAY
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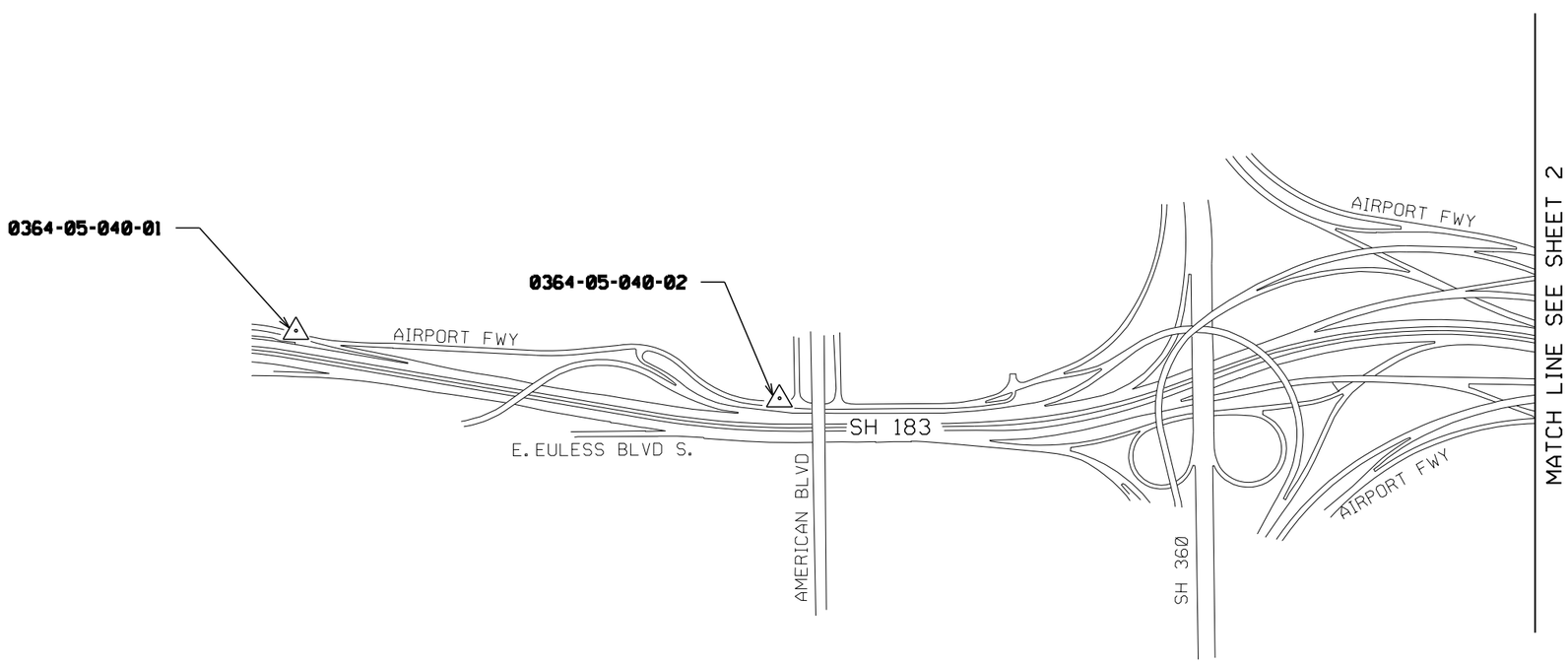
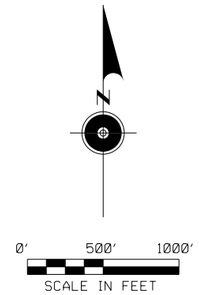
03-01 08-01 9-21	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		104





HORIZONTAL / VERTICAL CONTROL

SURFACE COORDINATES

POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
0364-05-040-01	6,991,983.995	2,404,595.970	587.06'	3 1/4 IN TXDOT ALUMINUM DISC IN CONCRETE SET
0364-05-040-02	6,991,531.482	2,407,835.885	582.92'	3 1/4 IN TXDOT ALUMINUM DISC IN CONCRETE SET

NOTES:

1.ALL BEARINGS AND COORDINATES ARE REFERENCED TO THE TEXAS COORDINATE SYSTEM OF 1983, NORTH CENTRAL ZONE (NAD83, 2011 ADJUSTMENT).

2.ALL DISTANCES AND COORDINATES ARE IN US SURVEY FEET DISPLAYED IN SURFACE VALUES WITH THE TXDOT SURFACE ADJUSTMENT FACTOR OF 1.00012.

3.ALL ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), 1991 ADJUSTMENT USING GEOID12A.

Eric A. Kreiner
Registered Professional Land Surveyor
No. 5320

TBPELS # 10064301

NO	DATE	REVISION	APPROVED

Surveyng and Mapping, LLC. (SAM)
1341 W. Mockingbird Lane, Suite 400W
Dallas, Tx 75247 • (214) 631-7888
FIRM REGISTRATION NO. F-1937
TBPLS REGISTRATION NO. 10064301

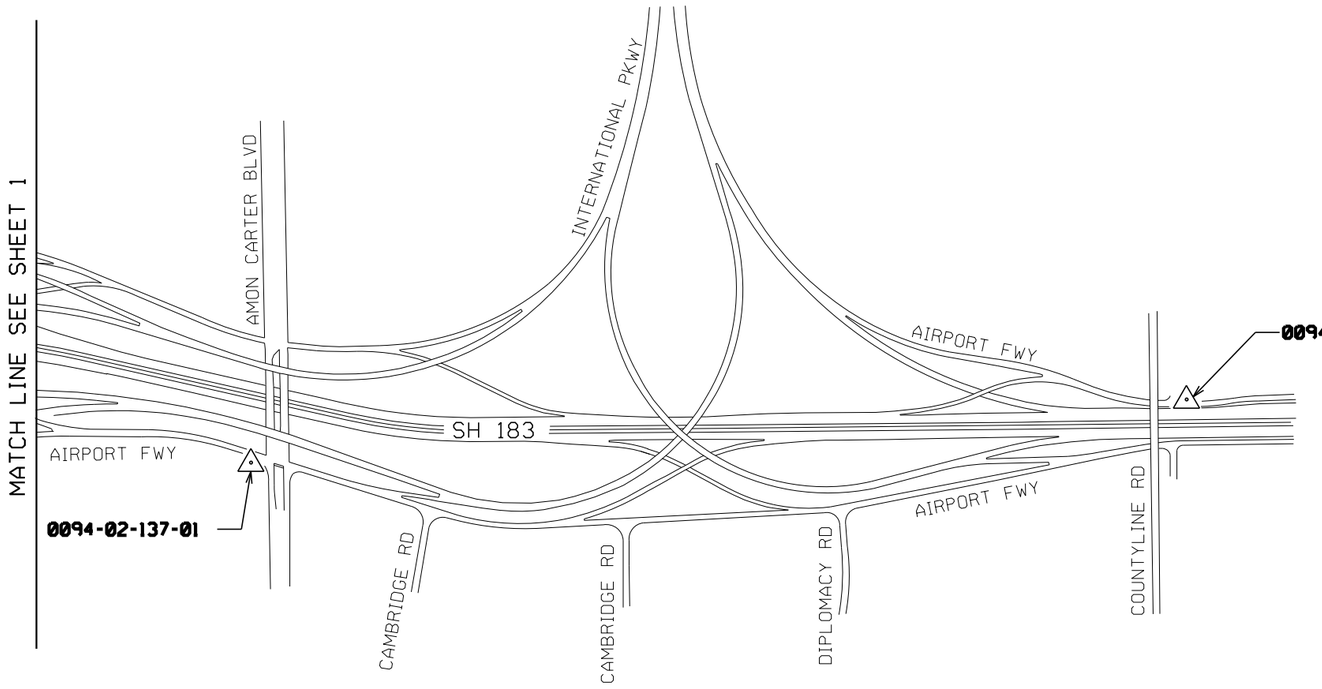
Texas Department of Transportation

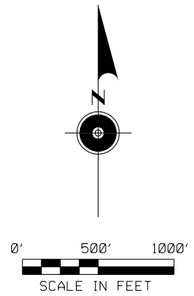
SH 183

CONTROL INDEX SHEET

SHEET 1 OF 2

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
AS	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	105
EK	0364	05	040	
VERIFIED BY				





NOTES:

1.ALL BEARINGS AND COORDINATES ARE REFERENCED TO THE TEXAS COORDINATE SYSTEM OF 1983, NORTH CENTRAL ZONE (NAD83, 2011 ADJUSTMENT).

2.ALL DISTANCES AND COORDINATES ARE IN US SURVEY FEET DISPLAYED IN SURFACE VALUES WITH THE TXDOT SURFACE ADJUSTMENT FACTOR OF 1.00012.

3.ALL ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), 1991 ADJUSTMENT USING GEOID12A.

Eric A. Kreiner
Registered Professional Land Surveyor
No. 5320

TBPELS # 10064301

HORIZONTAL / VERTICAL CONTROL

SURFACE COORDINATES

POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
0094-02-137-01	6,991,189.557	2,414,202.108	546.65'	3 1/4 IN TXDOT ALUMINUM DISC IN CONCRETE SET
0094-02-137-02	6,991,605.765	2,420,377.232	487.13'	3 1/4 IN TXDOT ALUMINUM DISC IN CONCRETE SET

NO	DATE	REVISION	APPROVED

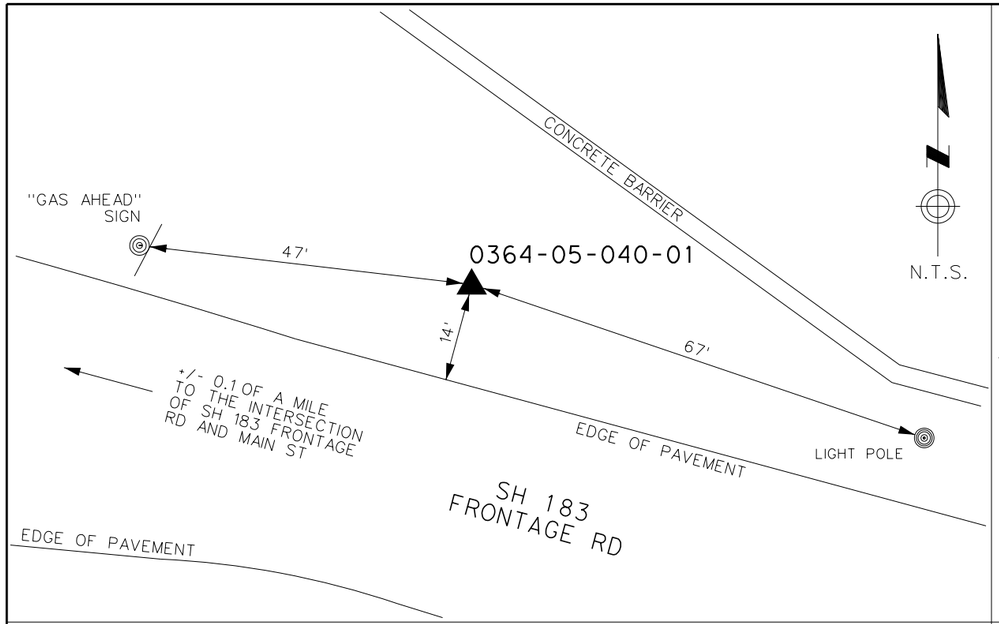
Surveying and Mapping, LLC. (SAM)
1341 W. Mockingbird Lane, Suite 400W
Dallas, Tx 75247 • (214) 631-7888
FIRM REGISTRATION NO. F-1937
TBPLS REGISTRATION NO. 10064301

SH 183

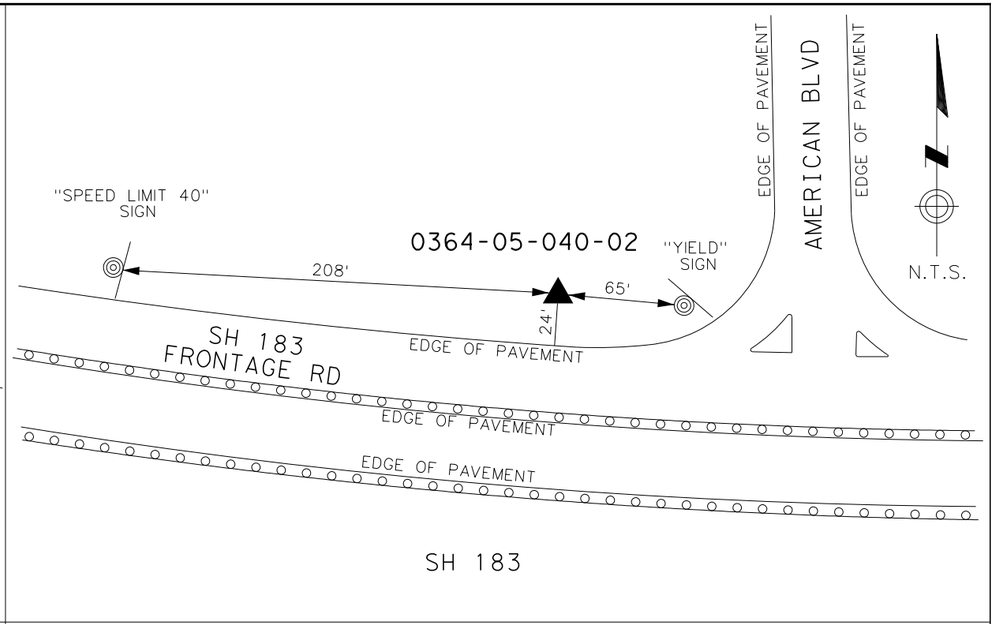
CONTROL INDEX SHEET

SHEET 2 OF 2

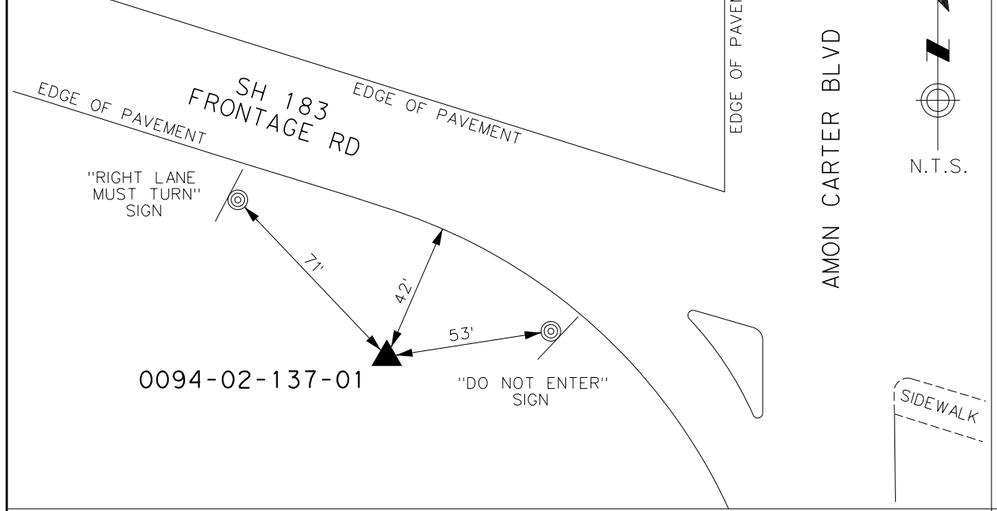
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
AS	TEXAS	FTW	TARRANT	106
CHECKED BY	CONTROL	SECTION	JOB	
EK	0094	02	137	
VERIFIED BY				



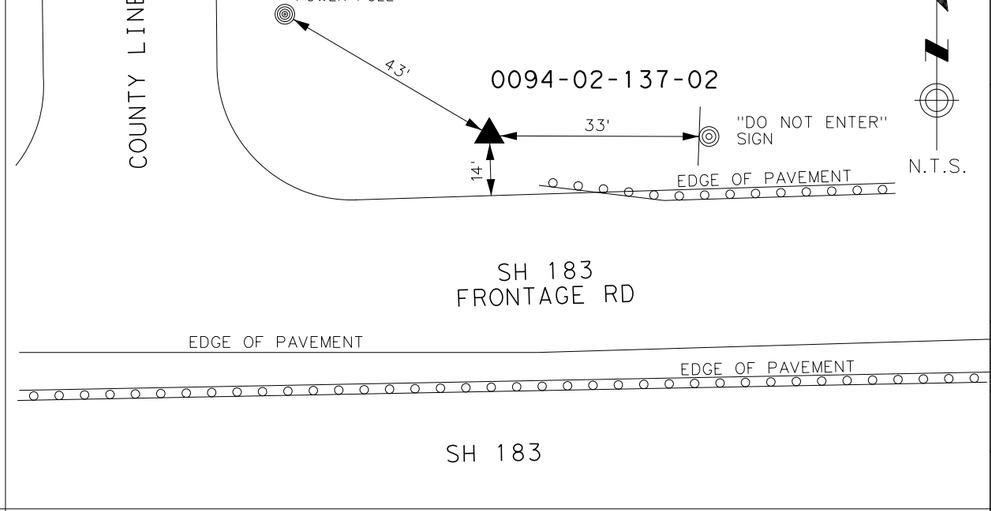
CONTROL POINT 0364-05-040-01 IS A TXDOT ALUMINUM DISK SET IN CONCRETE +/- 0.1 OF A MILE EAST OF THE INTERSECTION OF SH 183 FRONTAGE RD AND MAIN ST, 14' NORTH OF THE NORTH EDGE OF PAVEMENT OF SH 183, 47' EAST OF A "GAS AHEAD" SIGN, AND 67' WEST OF A LIGHT POLE.



CONTROL POINT 0364-05-040-02 IS A TXDOT ALUMINUM DISK SET IN CONCRETE NEAR THE NORTHWEST CORNER OF THE INTERSECTION OF SH 183 FRONTAGE RD AND AMERICAN BLVD, 24' NORTH OF THE NORTH EDGE OF PAVEMENT OF SH 183, 65' WEST OF A "YIELD" SIGN, AND 208' EAST OF A "SPEED LIMIT 40" SIGN.



CONTROL POINT 0094-02-137-01 IS A TXDOT ALUMINUM DISK SET IN CONCRETE NEAR THE SOUTHWEST CORNER OF THE INTERSECTION OF SH 183 AND AMON CARTER BLVD, 42' SOUTH OF THE SOUTH EDGE OF PAVEMENT OF SH 183, 53' WEST OF A "DO NOT ENTER" SIGN, AND 71' SOUTHEAST OF A "RIGHT LANE MUST TURN" SIGN.



CONTROL POINT 0094-02-137-02 IS A TXDOT ALUMINUM DISK SET IN CONCRETE NEAR THE NORTHEAST CORNER OF THE INTERSECTION OF SH 183 AND COUNTY LINE RD, 14' NORTH OF THE NORTH EDGE OF PAVEMENT OF SH 183, 33' WEST OF A "DO NOT ENTER" SIGN, AND 43' SOUTHEAST OF A POWER POLE.

HORIZONTAL / VERTICAL CONTROL

SURFACE COORDINATES

POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
0364-05-040-01	6,991,983.995	2,404,595.970	587.06'	3 1/4 IN TXDOT ALUMINUM DISC IN CONCRETE SET
0364-05-040-02	6,991,531.482	2,407,835.885	582.92'	3 1/4 IN TXDOT ALUMINUM DISC IN CONCRETE SET
0094-02-137-01	6,991,189.557	2,414,202.108	546.65'	3 1/4 IN TXDOT ALUMINUM DISC IN CONCRETE SET
0094-02-137-02	6,991,605.765	2,420,377.232	487.13'	3 1/4 IN TXDOT ALUMINUM DISC IN CONCRETE SET

NOTES:

1.ALL BEARINGS AND COORDINATES ARE REFERENCED TO THE TEXAS COORDINATE SYSTEM OF 1983, NORTH CENTRAL ZONE (NAD83, 2011 ADJUSTMENT).

2.ALL DISTANCES AND COORDINATES ARE IN US SURVEY FEET DISPLAYED IN SURFACE VALUES WITH THE TXDOT SURFACE ADJUSTMENT FACTOR OF 1.00012.

3.ALL ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), 1991 ADJUSTMENT USING GEOID12A.

Eric A. Kreiner
Registered Professional Land Surveyor
No. 5320

TBPELS # 10064301

NO	DATE	REVISION	APPROVED

Surveying and Mapping, LLC. (SAM)
1341 W. Mockingbird Lane, Suite 400W
Dallas, Tx 75247 • (214) 631-7888
FIRM REGISTRATION NO. F-1937
TBPLS REGISTRATION NO. 10064301

SH 183

HORIZONTAL & VERTICAL CONTROL SHEET

SHEET 1 OF 1

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
AS	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	107
EK	0364	05	040	
VERIFIED BY				

Beginning chain 183NBCN01 description
Feature: Geom Centerline

Curve Data						
Curve 183NBCN01 1						
P.I. Station	108+69.37	X	2,413,663.88	Y	6,991,631.71	
Delta =	18° 42' 00.00"	(RT)				
Degree =	1° 05' 06.53"					
Tangent =	869.37					
Length =	1,723.27					
Radius =	5,280.00					
External =	71.09					
Long Chord =	1,715.63					
Mid. Ord. =	70.15					
P.C. Station	100+00.00	X	2,412,794.59	Y	6,991,643.36	
P.T. Station	117+23.27	X	2,414,483.54	Y	6,991,341.97	
C.C.		X	2,412,723.83	Y	6,986,363.83	
Back = S	89° 13' 55.63" E					
Ahead = S	70° 31' 55.63" E					
Chord Bear = S	79° 52' 55.63" E					

Course from PT 183NBCN01 1 to PC 183NBCN01 4 S 70° 31' 41.47" E Dist 1,120.09

Curve Data						
Curve 183NBCN01 4						
P.I. Station	131+53.59	X	2,415,832.06	Y	6,990,865.18	
Delta =	26° 15' 36.81"	(LT)				
Degree =	4° 18' 28.63"					
Tangent =	310.24					
Length =	609.58					
Radius =	1,330.00					
External =	35.70					
Long Chord =	604.25					
Mid. Ord. =	34.77					
P.C. Station	128+43.35	X	2,415,539.56	Y	6,990,968.59	
P.T. Station	134+52.93	X	2,416,140.12	Y	6,990,901.85	
C.C.		X	2,415,982.91	Y	6,992,222.52	
Back = S	70° 31' 41.47" E					
Ahead = N	83° 12' 41.72" E					
Chord Bear = S	83° 39' 29.87" E					

Curve Data						
Curve 183NBCN01 5						
P.I. Station	151+95.18	X	2,417,870.16	Y	6,991,107.79	
Delta =	100° 04' 27.72"	(LT)				
Degree =	3° 55' 27.73"					
Tangent =	1,742.26					
Length =	2,550.08					
Radius =	1,460.00					
External =	813.12					
Long Chord =	2,238.07					
Mid. Ord. =	522.26					
P.C. Station	134+52.93	X	2,416,140.12	Y	6,990,901.85	
P.T. Station	160+03.00	X	2,417,364.76	Y	6,992,775.13	
C.C.		X	2,415,967.54	Y	6,992,351.61	
Back = N	83° 12' 41.72" E					
Ahead = N	16° 51' 46.00" W					
Chord Bear = N	33° 10' 27.86" E					

Course from PT 183NBCN01 5 to PC 183NBCN01 8 N 16° 51' 46.00" W Dist 712.68

Curve Data						
Curve 183NBCN01 8						
P.I. Station	171+67.92	X	2,417,026.85	Y	6,993,889.95	
Delta =	16° 19' 49.05"	(RT)				
Degree =	1° 49' 04.19"					
Tangent =	452.24					
Length =	898.34					
Radius =	3,151.88					
External =	32.28					
Long Chord =	895.30					
Mid. Ord. =	31.95					
P.C. Station	167+15.68	X	2,417,158.03	Y	6,993,457.16	
P.T. Station	176+14.02	X	2,417,022.64	Y	6,994,342.17	
C.C.		X	2,420,174.38	Y	6,994,371.46	
Back = N	16° 51' 46.00" W					
Ahead = N	0° 31' 56.95" W					
Chord Bear = N	8° 41' 51.47" W					

Ending chain 183NBCN01 description

Beginning chain 183SBCN01 description
Feature: Geom Centerline

Point 16 X 2,416,684.04 Y 6,993,191.80 Sta 200+00.00

Course from 16 to PC 183SBCN01 3 S 13° 19' 31.07" W Dist 413.01

Curve Data						
Curve 183SBCN01 3						
P.I. Station	212+27.36	X	2,416,401.16	Y	6,991,997.49	
Delta =	59° 12' 21.35"	(LT)				
Degree =	3° 59' 50.48"					
Tangent =	814.35					
Length =	1,481.13					
Radius =	1,433.34					
External =	215.18					
Long Chord =	1,416.10					
Mid. Ord. =	187.10					
P.C. Station	204+13.01	X	2,416,588.85	Y	6,992,789.91	
P.T. Station	218+94.13	X	2,416,985.77	Y	6,991,430.57	
C.C.		X	2,417,983.60	Y	6,992,459.56	
Back = S	13° 19' 31.07" W					
Ahead = S	45° 52' 50.28" E					
Chord Bear = S	16° 16' 39.60" E					

continued chain 183SBCN01 description
Feature: Geom Centerline

Curve Data						
Curve 183SBCN01 4						
P.I. Station	227+28.81	X	2,417,584.98	Y	6,990,849.51	
Delta =	59° 01' 50.83"	(LT)				
Degree =	3° 53' 10.09"					
Tangent =	834.68					
Length =	1,519.01					
Radius =	1,474.36					
External =	219.87					
Long Chord =	1,452.71					
Mid. Ord. =	191.34					
P.C. Station	218+94.13	X	2,416,985.77	Y	6,991,430.57	
P.T. Station	234+13.14	X	2,418,391.55	Y	6,991,064.29	
C.C.		X	2,418,012.16	Y	6,992,489.00	
Back = S	45° 52' 50.28" E					
Ahead = N	75° 05' 18.89" E					
Chord Bear = S	75° 23' 45.70" E					

Course from PT 183SBCN01 4 to PC 183SBCN01 7 N 75° 05' 18.89" E Dist 809.08

Curve Data						
Curve 183SBCN01 7						
P.I. Station	245+50.67	X	2,419,490.77	Y	6,991,357.01	
Delta =	14° 00' 00.00"	(RT)				
Degree =	2° 08' 30.83"					
Tangent =	328.45					
Length =	653.63					
Radius =	2,675.00					
External =	20.09					
Long Chord =	652.00					
Mid. Ord. =	19.94					
P.C. Station	242+22.23	X	2,419,173.39	Y	6,991,272.49	
P.T. Station	248+75.85	X	2,419,819.18	Y	6,991,362.23	
C.C.		X	2,419,861.73	Y	6,988,687.57	
Back = N	75° 05' 18.89" E					
Ahead = N	89° 05' 18.89" E					
Chord Bear = N	82° 05' 18.89" E					

Ending chain 183SBCN01 description

Beginning chain 183WBCN01 description
Feature: Geom Centerline

Point 1 X 2,405,097.03 Y 6,991,340.71 Sta 100+00.00

Course from 1 to PC 183WBCN01 3 N 89° 31' 53.74" E Dist 480.92

Curve Data						
Curve 183WBCN01 3						
P.I. Station	107+30.43	X	2,405,827.43	Y	6,991,346.68	
Delta =	34° 55' 43.54"	(LT)				
Degree =	7° 13' 29.54"					
Tangent =	249.50					
Length =	483.45					
Radius =	793.04					
External =	38.32					
Long Chord =	476.00					
Mid. Ord. =	36.56					
P.C. Station	104+80.92	X	2,405,577.93	Y	6,991,344.64	
P.T. Station	109+64.38	X	2,406,030.81	Y	6,991,491.20	
C.C.		X	2,405,571.45	Y	6,992,137.65	
Back = N	89° 31' 53.74" E					
Ahead = N	54° 36' 10.21" E					
Chord Bear = N	72° 04' 01.98" E					

Course from PT 183WBCN01 3 to PC 183WBCN01 6 N 54° 36' 10.21" E Dist 259.78

Curve Data						
Curve 183WBCN01 6						
P.I. Station	116+83.10	X	2,406,616.68	Y	6,991,907.51	
Delta =	66° 30' 00.00"	(RT)				
Degree =	8° 11' 06.40"					
Tangent =	458.94					
Length =	812.45					
Radius =	700.00					
External =	137.03					
Long Chord =	767.61					
Mid. Ord. =	114.60					
P.C. Station	112+24.16	X	2,406,242.57	Y	6,991,641.68	
P.T. Station	120+36.61	X	2,407,009.64	Y	6,991,670.43	
C.C.		X	2,406,648.04	Y	6,991,071.07	
Back = N	54° 36' 10.21" E					
Ahead = S	58° 53' 49.79" E					
Chord Bear = N	87° 51' 10.21" E					

Course from PT 183WBCN01 6 to PC 183WBCN01 9 S 58° 53' 49.79" E Dist 129.99

Curve Data						
Curve 183WBCN01 9						
P.I. Station	124+04.35	X	2,407,324.52	Y	6,991,480.47	
Delta =	24° 30' 00.00"	(LT)				
Degree =	5° 13' 56.97"					
Tangent =	237.75					
Length =	468.23					
Radius =	1,095.00					
External =	25.51					
Long Chord =	464.67					
Mid. Ord. =	24.93					
P.C. Station	121+66.60	X	2,407,120.95	Y	6,991,603.28	
P.T. Station	126+34.83	X	2,407,560.69	Y	6,991,453.13	
C.C.		X	2,407,686.60	Y	6,992,540.87	
Back = S	58° 53' 49.79" E					
Ahead = S	83° 23' 49.79" E					
Chord Bear = S	71° 08' 49.79" E					

Course from PT 183WBCN01 9 to 2 S 83° 23' 49.79" E Dist 331.69

Point 2 X 2,407,890.18 Y 6,991,414.99 Sta 129+66.52

Ending chain 183WBCN01 description

Beginning chain 183RAMP01 description
Feature: Geom Centerline

Point 6 X 2,406,892.23 Y 6,991,877.67 Sta 500+00.00

Course from 6 to PC 183RAMP01 3 S 1° 55' 34.92" W Dist 30.40

Curve Data						
Curve 183RAMP01 3						
P.I. Station	500+88.63	X	2,406,889.25	Y	6,991,789.09	
Delta =	65° 48' 00.00"	(LT)				
Degree =	63° 39' 43.12"					
Tangent =	58.22					
Length =	103.36					
Radius =	90.00					
External =	17.19					
Long Chord =	97.77					
Mid. Ord. =	14.43					
P.C. Station	500+30.40	X	2,406,891.21	Y	6,991,847.28	
P.T. Station	501+33.76	X	2,406,941.52	Y	6,991,763.45	
C.C.		X	2,406,981.16	Y	6,991,844.25	
Back = S	1° 55' 34.92" W					
Ahead = S	63° 52' 25.08" E					
Chord Bear = S	30° 58' 25.08" E					

Course from PT 183RAMP01 3 to PC 183RAMP01 6 S 63° 52' 25.08" E Dist 31.10

Curve Data						
Curve 183RAMP01 6						
P.I. Station	502+43.78	X	2,407,040.30	Y	6,991,715.00	
Delta =	9° 42' 00.00"	(RT)				
Degree =	6° 09' 39.01"					
Tangent =	78.91					
Length =	157.45					
Radius =	930.00					
External =	3.34					
Long Chord =	157.26					
Mid. Ord. =	3.33					
P.C. Station	501+64.87	X	2,406,969.45	Y	6,991,749.75	
P.T. Station	503+22.31	X	2,407,104.28	Y	6,991,668.81	
C.C.		X	2,406,559.92	Y	6,990,914.78	
Back = S	63° 52' 25.08" E					
Ahead = S	54° 10' 25.08" E					
Chord Bear = S	59° 01' 25.08" E					

Course from PT 183RAMP01 6 to PC 183RAMP01 9 S 54° 10' 25.08" E Dist 142.34

Curve Data						
Curve 183RAMP01 9						
P.I. Station	506+53.66	X	2,407,372.94	Y	6,991,474.86	
Delta =	29° 13' 24.71"	(LT)				
Degree =	7° 54' 10.32"					
Tangent =	189.01					
Length =	369.78					
Radius =	725.00					
External =	24.23					
Long Chord =	365.79					
Mid. Ord. =	23.45					
P.C. Station	504+64.66	X	2,407,219.69	Y	6,991,585.50	
P.T. Station	508+34.44	X	2,407,560.69	Y	6,991,453.13	
C.C.		X	2,407,644.06	Y	6,992,173.32	
Back = S	54° 10' 25.08" E					
Ahead = S	83° 23' 49.79" E					
Chord Bear = S	68° 47' 07.44" E					

Ending chain 183RAMP01 description

Beginning chain 183RAMP02 description
Feature: Geom Centerline

Curve Data						
Curve 183RAMP02 1						
P.I. Station	603+52.89	X	2,414,977.49	Y	6,991,008.07	
Delta =	10° 22' 50.21"	(LT)				
Degree =	1° 28' 29.49"					
Tangent =	352.89					
Length =	703.84					
Radius =	3,884.84					
External =	15.99					
Long Chord =	702.88					
Mid. Ord. =	15.93					
P.C. Station	600+00.00	X	2,414,640.94	Y	6,991,114.19	
P.T. Station	607+03.84	X	2,415,327.65	Y	6,990,964.34	
C.C.		X	2,415,809.13	Y	6,994,819.22	
Back = S	72° 30' 00.00" E					
Ahead = S	82° 52' 50.21" E					
Chord Bear = S	77° 41' 25.10" E					

Course from PT 183RAMP02 1 to 15 S 82° 52' 50.21" E Dist 465.97

Point 15 X 2,415,790.03 Y 6,990,906.59 Sta 611+69.81

Ending chain 183RAMP02 description

NOTES:

1. BASELINES WERE CREATED USING THE CENTERLINE OF EXISTING PAVING ONLY, AND ARE NOT BASED UPON ANY EXISTING RIGHT OF WAY MAPS OR AS-BUILT DRAWINGS. THEREFORE OUR STATIONTING IS NOT INTENDED TO MATCH ANY AS BUILT STATIONING THAT MAY EXIST.

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER

4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone:(469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

HORIZONTAL DATA

SHEET 1 OF 4

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	108
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

Beginning chain 183RAMP03 description
Feature: Geom Centerline

		Curve Data				
Curve 183RAMP03 1						
P.I. Station		503+60.75	X	2,416,409.35	Y	6,990,791.98
Delta	=	25° 52′ 25.46"	(LT)			
Degree	=	3° 38′ 53.82"				
Tangent	=	360.75				
Length	=	709.20				
Radius	=	1,570.49				
External	=	40.90				
Long Chord	=	703.19				
Mid. Ord.	=	39.86				
P.C. Station		500+00.00	X	2,416,049.10	Y	6,990,772.89
P.T. Station		507+09.20	X	2,416,725.15	Y	6,990,966.37
C.C.			X	2,415,965.97	Y	6,992,341.17
Back	= N	86° 57′ 56.75" E				
Ahead	= N	61° 05′ 31.29" E				
Chord Bear	= N	74° 01′ 44.02" E				

Course from PT 183RAMP03 1 to PC 183RAMP03 4 N 61° 05′ 31.29" E Dist 439.51

		Curve Data				
Curve 183RAMP03 4						
P.I. Station		513+96.32	X	2,417,326.65	Y	6,991,298.53
Delta	=	24° 12′ 00.00"	(RT)			
Degree	=	4° 57′ 38.42"				
Tangent	=	247.61				
Length	=	487.84				
Radius	=	1,155.00				
External	=	26.24				
Long Chord	=	484.22				
Mid. Ord.	=	25.66				
P.C. Station		511+48.71	X	2,417,109.89	Y	6,991,178.83
P.T. Station		516+36.55	X	2,417,573.43	Y	6,991,318.85
C.C.			X	2,417,668.23	Y	6,990,167.75
Back	= N	61° 05′ 31.29" E				
Ahead	= N	85° 17′ 31.29" E				
Chord Bear	= N	73° 11′ 31.29" E				

Course from PT 183RAMP03 4 to PC 183RAMP03 7 N 85° 17′ 31.29" E Dist 339.73

		Curve Data				
Curve 183RAMP03 7						
P.I. Station		520+50.13	X	2,417,985.62	Y	6,991,352.80
Delta	=	4° 00′ 00.00"	(RT)			
Degree	=	2° 42′ 32.47"				
Tangent	=	73.86				
Length	=	147.65				
Radius	=	2,115.00				
External	=	1.29				
Long Chord	=	147.62				
Mid. Ord.	=	1.29				
P.C. Station		519+76.28	X	2,417,912.01	Y	6,991,346.73
P.T. Station		521+23.93	X	2,418,059.47	Y	6,991,353.71
C.C.			X	2,418,085.60	Y	6,989,238.87
Back	= N	85° 17′ 31.29" E				
Ahead	= N	89° 17′ 31.29" E				
Chord Bear	= N	87° 17′ 31.29" E				

Course from PT 183RAMP03 7 to 14 N 89° 17′ 31.29" E Dist 249.15

Point 14 X 2,418,308.60 Y 6,991,356.79 Sta 523+73.08

Ending chain 183RAMP03 description

Beginning chain 183RAMP04 description
Feature: Geom Centerline

		Curve Data				
Curve 183RAMP04 1						
P.I. Station		602+02.86	X	2,418,865.55	Y	6,991,190.51
Delta	=	13° 18′ 00.00"	(RT)			
Degree	=	3° 17′ 34.30"				
Tangent	=	202.86				
Length	=	403.90				
Radius	=	1,740.00				
External	=	11.79				
Long Chord	=	403.00				
Mid. Ord.	=	11.71				
P.C. Station		600+00.00	X	2,418,669.52	Y	6,991,138.31
P.T. Station		604+03.90	X	2,419,068.33	Y	6,991,196.22
C.C.			X	2,419,117.26	Y	6,989,456.91
Back	= N	75° 05′ 18.89" E				
Ahead	= N	88° 23′ 18.89" E				
Chord Bear	= N	81° 44′ 18.89" E				

Course from PT 183RAMP04 1 to PC 183RAMP04 4 N 88° 27′ 55.27" E Dist 457.46

		Curve Data				
Curve 183RAMP04 4						
P.I. Station		610+32.47	X	2,419,696.67	Y	6,991,213.03
Delta	=	10° 06′ 19.08"	(LT)			
Degree	=	2° 57′ 38.71"				
Tangent	=	171.10				
Length	=	341.31				
Radius	=	1,935.18				
External	=	7.55				
Long Chord	=	340.87				
Mid. Ord.	=	7.52				
P.C. Station		608+61.37	X	2,419,525.63	Y	6,991,208.47
P.T. Station		612+02.68	X	2,419,864.25	Y	6,991,247.54
C.C.			X	2,419,474.00	Y	6,993,142.96
Back	= N	88° 28′ 15.83" E				
Ahead	= N	78° 21′ 56.75" E				
Chord Bear	= N	83° 25′ 06.29" E				

Ending chain 183RAMP04 description

Beginning chain 183EBFR01 description
Feature: Geom Centerline

Point 7 X 2,406,418.69 Y 6,991,181.81 Sta 100+00.00

Course from 7 to PC 183EBFR01 3 N 89° 29′ 22.54" E Dist 2,125.92

		Curve Data				
Curve 183EBFR01 3						
P.I. Station		123+86.40	X	2,408,805.00	Y	6,991,203.06
Delta	=	10° 05′ 31.30"	(RT)			
Degree	=	1° 56′ 32.03"				
Tangent	=	260.48				
Length	=	519.61				
Radius	=	2,950.00				
External	=	11.48				
Long Chord	=	518.94				
Mid. Ord.	=	11.43				
P.C. Station		121+25.92	X	2,408,544.53	Y	6,991,200.74
P.T. Station		126+45.53	X	2,409,061.84	Y	6,991,159.71
C.C.			X	2,408,570.81	Y	6,988,250.86
Back	= N	89° 29′ 22.54" E				
Ahead	= S	80° 25′ 06.15" E				
Chord Bear	= S	85° 27′ 51.81" E				

Course from PT 183EBFR01 3 to PC 183EBFR01 6 S 80° 25′ 06.15" E Dist 530.16

		Curve Data				
Curve 183EBFR01 6						
P.I. Station		133+17.03	X	2,409,723.98	Y	6,991,047.97
Delta	=	11° 07′ 43.15"	(RT)			
Degree	=	3° 56′ 57.60"				
Tangent	=	141.34				
Length	=	281.79				
Radius	=	1,450.77				
External	=	6.87				
Long Chord	=	281.34				
Mid. Ord.	=	6.84				
P.C. Station		131+75.69	X	2,409,584.60	Y	6,991,071.46
P.T. Station		134+57.48	X	2,409,856.20	Y	6,990,998.03
C.C.			X	2,409,343.52	Y	6,989,640.86
Back	= S	80° 26′ 03.94" E				
Ahead	= S	69° 18′ 20.79" E				
Chord Bear	= S	74° 52′ 12.37" E				

Course from PT 183EBFR01 6 to PC 183EBFR01 9 S 65° 52′ 54.97" E Dist 175.74

		Curve Data				
Curve 183EBFR01 9						
P.I. Station		140+77.46	X	2,410,412.76	Y	6,990,725.20
Delta	=	62° 19′ 41.12"	(RT)			
Degree	=	7° 47′ 59.62"				
Tangent	=	444.24				
Length	=	799.09				
Radius	=	734.57				
External	=	123.88				
Long Chord	=	760.27				
Mid. Ord.	=	106.01				
P.C. Station		136+33.22	X	2,410,016.59	Y	6,990,926.22
P.T. Station		144+32.31	X	2,410,418.72	Y	6,990,281.00
C.C.			X	2,409,684.21	Y	6,990,271.15
Back	= S	63° 05′ 48.66" E				
Ahead	= S	0° 46′ 07.55" E				
Chord Bear	= S	31° 55′ 58.11" E				

Course from PT 183EBFR01 9 to 8 S 0° 46′ 48.62" E Dist 418.16

Point 8 X 2,410,424.41 Y 6,989,862.88 Sta 148+50.47

Ending chain 183EBFR01 description

Beginning chain 183EBFR02 description
Feature: Geom_Centerline

		Curve Data				
Curve 183EBFR02_1						
P.I. Station		113+83.77	X	2,411,562.49	Y	6,991,391.05
Delta	=	71° 42′ 11.83"	(RT)			
Degree	=	2° 59′ 31.01"				
Tangent	=	1,383.77				
Length	=	2,396.54				
Radius	=	1,915.00				
External	=	447.63				
Long Chord	=	2,243.19				
Mid. Ord.	=	362.82				
P.C. Station		100+00.00	X	2,411,124.06	Y	6,990,078.57
P.T. Station		123+96.54	X	2,412,946.25	Y	6,991,386.83
C.C.			X	2,412,940.40	Y	6,989,471.83
Back	= N	18° 28′ 17.75" E				
Ahead	= S	89° 49′ 30.43" E				
Chord Bear	= N	54° 19′ 23.66" E				

Course from PT 183EBFR02_1 to PC 183EBFR02_4 S 89° 49′ 33.25" E Dist 579.08

		Curve Data				
Curve 183EBFR02_4						
P.I. Station		132+34.62	X	2,413,784.32	Y	6,991,384.28
Delta	=	17° 19′ 30.43"	(RT)			
Degree	=	3° 22′ 13.22"				
Tangent	=	259.00				
Length	=	514.05				
Radius	=	1,700.00				
External	=	19.62				
Long Chord	=	512.09				
Mid. Ord.	=	19.39				
P.C. Station		129+75.62	X	2,413,525.32	Y	6,991,385.07
P.T. Station		134+89.67	X	2,414,031.33	Y	6,991,306.39
C.C.			X	2,413,520.13	Y	6,989,685.07
Back	= S	89° 49′ 30.43" E				
Ahead	= S	72° 30′ 00.00" E				
Chord Bear	= S	81° 09′ 45.21" E				

Course from PT 183EBFR02_4 to PC 183EBFR02_7 S 72° 30′ 00.00" E Dist 1,607.77

		Curve Data				
Curve 183EBFR02_7						
P.I. Station		153+12.99	X	2,415,770.27	Y	6,990,758.11
Delta	=	20° 32′ 03.25"	(LT)			
Degree	=	4° 48′ 53.18"				
Tangent	=	215.55				
Length	=	426.48				
Radius	=	1,190.00				
External	=	19.36				
Long Chord	=	424.21				
Mid. Ord.	=	19.05				
P.C. Station		150+97.44	X	2,415,564.70	Y	6,990,822.93
P.T. Station		155+23.92	X	2,415,985.53	Y	6,990,769.52
C.C.			X	2,415,922.54	Y	6,991,957.85
Back	= S	72° 30′ 00.00" E				
Ahead	= N	86° 57′ 56.75" E				
Chord Bear	= S	82° 46′ 01.62" E				

Course from PT 183EBFR02_7 to PC 183EBFR02_10 N 86° 57′ 56.75" E Dist 1,902.82

		Curve Data				
Curve 183EBFR02_10						
P.I. Station		176+23.74	X	2,418,082.40	Y	6,990,880.67
Delta	=	8° 36′ 00.00"	(LT)			
Degree	=	2° 11′ 12.70"				
Tangent	=	197.00				
Length	=	393.26				
Radius	=	2,620.00				
External	=	7.40				
Long Chord	=	392.89				
Mid. Ord.	=	7.37				
P.C. Station		174+26.74	X	2,417,885.67	Y	6,990,870.24
P.T. Station		178+20.00	X	2,418,275.35	Y	6,990,920.39
C.C.			X	2,417,746.99	Y	6,993,486.57
Back	= N	86° 57′ 56.75" E				
Ahead	= N	78° 21′ 56.75" E				
Chord Bear	= N	82° 39′ 56.75" E				

Course from PT 183EBFR02_10 to PC 183EBFR02_13 N 78° 21′ 56.75" E Dist 1,764.92

		Curve Data				
Curve 183EBFR02_13						
P.I. Station		197+78.70	X	2,420,193.81	Y	6,991,315.39
Delta	=	10° 48′ 00.00"	(RT)			
Degree	=	2° 47′ 41.70"				
Tangent	=	193.78				
Length	=	386.42				
Radius	=	2,050.00				
External	=	9.14				
Long Chord	=	385.84				
Mid. Ord.	=	9.10				
P.C. Station		195+84.92	X	2,420,004.01	Y	6,991,276.31
P.T. Station		199+71.34	X	2,420,387.57	Y	6,991,318.21
C.C.			X	2,420,417.42	Y	6,989,268.43
Back	= N	78° 21′ 56.75" E				
Ahead	= N	89° 09′ 56.75" E				
Chord Bear	= N	83° 45′ 56.75" E				

Course from PT 183EBFR02_13 to 9 N 89° 09′ 56.75" E Dist 204.62

Point 9 X 2,420,592.17 Y 6,991,321.19 Sta 201+75.95

Ending chain 183EBFR02 description

NOTES:

1. BASELINES WERE CREATED USING THE CENTERLINE OF EXISTING PAVING ONLY, AND ARE NOT BASED UPON ANY EXISTING RIGHT OF WAY MAPS OR AS-BUILT DRAWINGS. THEREFORE OUR STATIONTING IS NOT INTENDED TO MATCH ANY AS BUILT STATIONING THAT MAY EXIST.

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
HORIZONTAL DATA

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECKED BY	TEXAS	FTW	TARRANT	109
VERIFIED BY	CONTROL	SECTION	JOB	
	0094	02	137, ETC.	

Beginning chain 183WBFR01 description
Feature: Geom_Centerline

		Curve Data				
Curve 183WBFR01_1						
P.I. Station	101+15.55	X	2,404,797.11	Y	6,991,900.31	
Delta =	11° 00′ 00.00"	(LT)				
Degree =	4° 46′ 28.73"					
Tangent =	115.55					
Length =	230.38					
Radius =	1,200.00					
External =	5.55					
Long Chord =	230.03					
Mid. Ord. =	5.52					
P.C. Station	100+00.00	X	2,404,684.85	Y	6,991,927.67	
P.T. Station	102+30.38	X	2,404,912.53	Y	6,991,894.87	
C.C.		X	2,404,969.00	Y	6,993,093.54	
Back = S	76° 18′ 09.74" E					
Ahead = S	87° 18′ 09.74" E					
Chord Bear = S	81° 48′ 09.74" E					

Course from PT 183WBFR01_1 to PC 183WBFR01_4 S 87° 18′ 09.74" E Dist 1,227.79

		Curve Data				
Curve 183WBFR01_4						
P.I. Station	116+29.49	X	2,406,310.08	Y	6,991,829.03	
Delta =	8° 00′ 00.00"	(LT)				
Degree =	2° 20′ 18.97"					
Tangent =	171.32					
Length =	342.08					
Radius =	2,450.00					
External =	5.98					
Long Chord =	341.81					
Mid. Ord. =	5.97					
P.C. Station	114+58.17	X	2,406,138.95	Y	6,991,837.09	
P.T. Station	118+00.26	X	2,406,480.67	Y	6,991,844.87	
C.C.		X	2,406,254.25	Y	6,994,284.38	
Back = S	87° 18′ 09.74" E					
Ahead = N	84° 41′ 50.26" E					
Chord Bear = N	88° 41′ 50.26" E					

Course from PT 183WBFR01_4 to PC 183WBFR01_7 N 84° 41′ 50.26" E Dist 343.48

		Curve Data				
Curve 183WBFR01_7						
P.I. Station	123+39.40	X	2,407,017.51	Y	6,991,894.69	
Delta =	47° 00′ 00.00"	(RT)				
Degree =	12° 43′ 56.62"					
Tangent =	195.67					
Length =	369.14					
Radius =	450.00					
External =	40.70					
Long Chord =	358.87					
Mid. Ord. =	37.32					
P.C. Station	121+43.74	X	2,406,822.68	Y	6,991,876.61	
P.T. Station	125+12.88	X	2,406,864.27	Y	6,991,428.54	
C.C.		X	2,406,864.27	Y	6,991,428.54	
Back = N	84° 41′ 50.26" E					
Ahead = S	48° 18′ 09.74" E					
Chord Bear = S	71° 48′ 09.74" E					

Course from PT 183WBFR01_7 to PC 183WBFR01_10 S 48° 18′ 09.74" E Dist 105.95

		Curve Data				
Curve 183WBFR01_10						
P.I. Station	128+83.60	X	2,407,440.42	Y	6,991,517.93	
Delta =	37° 30′ 00.00"	(LT)				
Degree =	7° 20′ 44.21"					
Tangent =	264.77					
Length =	510.51					
Radius =	780.00					
External =	43.71					
Long Chord =	501.45					
Mid. Ord. =	41.39					
P.C. Station	126+18.83	X	2,407,242.72	Y	6,991,694.06	
P.T. Station	131+29.34	X	2,407,704.49	Y	6,991,498.55	
C.C.		X	2,407,761.58	Y	6,992,276.46	
Back = S	48° 18′ 09.74" E					
Ahead = S	85° 48′ 09.74" E					
Chord Bear = S	67° 03′ 09.74" E					

Course from PT 183WBFR01_10 to 3 S 85° 48′ 09.74" E Dist 259.52

Point 3 X 2,407,963.31 Y 6,991,479.56 Sta 133+88.85

Course from 3 to 4 S 89° 02′ 47.55" E Dist 337.70

Point 4 X 2,408,300.96 Y 6,991,473.94 Sta 137+26.56

Course from 4 to 5 N 89° 36′ 55.43" E Dist 252.57

Point 5 X 2,408,553.52 Y 6,991,475.63 Sta 139+79.13

Ending chain 183WBFR01 description

Beginning chain 183WB97SB description
Feature: Geom_Centerline

Point 17 X 2,410,594.99 Y 6,994,146.29 Sta 100+00.00

Course from 17 to PC 183WB97SB_3 S 16° 42′ 09.41" E Dist 692.92

		Curve Data				
Curve 183WB97SB_3						
P.I. Station	108+77.93	X	2,410,847.31	Y	6,993,305.40	
Delta =	25° 01′ 46.11"	(LT)				
Degree =	6° 52′ 26.53"					
Tangent =	185.01					
Length =	364.12					
Radius =	833.51					
External =	20.29					
Long Chord =	361.23					
Mid. Ord. =	19.80					
P.C. Station	106+92.92	X	2,410,794.14	Y	6,993,482.60	
P.T. Station	110+57.03	X	2,410,970.46	Y	6,993,167.33	
C.C.		X	2,411,592.48	Y	6,993,722.16	
Back = S	16° 42′ 09.41" E					
Ahead = S	41° 43′ 55.52" E					
Chord Bear = S	29° 13′ 02.47" E					

continued chain 183WB97SB description
Feature: Geom_Centerline

		Curve Data				
Curve 183WB97SB_4						
P.I. Station	115+24.69	X	2,411,281.76	Y	6,992,818.34	
Delta =	39° 02′ 01.42"	(LT)				
Degree =	4° 20′ 33.35"					
Tangent =	467.66					
Length =	898.86					
Radius =	1,319.39					
External =	80.43					
Long Chord =	881.57					
Mid. Ord. =	75.81					
P.C. Station	110+57.03	X	2,410,970.46	Y	6,993,167.33	
P.T. Station	119+55.89	X	2,411,743.36	Y	6,992,743.29	
C.C.		X	2,411,955.08	Y	6,994,045.58	
Back = S	41° 43′ 55.52" E					
Ahead = S	80° 45′ 56.95" E					
Chord Bear = S	61° 14′ 56.23" E					

Course from PT 183WB97SB_4 to PC 183WB97SB_7 S 80° 45′ 56.95" E Dist 751.90

		Curve Data				
Curve 183WB97SB_7						
P.I. Station	130+39.17	X	2,412,812.60	Y	6,992,569.46	
Delta =	13° 15′ 55.39"	(RT)				
Degree =	2° 00′ 37.89"					
Tangent =	331.38					
Length =	659.80					
Radius =	2,849.79					
External =	19.20					
Long Chord =	658.32					
Mid. Ord. =	19.07					
P.C. Station	127+07.79	X	2,412,485.51	Y	6,992,622.63	
P.T. Station	133+67.59	X	2,413,118.75	Y	6,992,442.65	
C.C.		X	2,412,028.21	Y	6,989,809.77	
Back = S	80° 45′ 56.95" E					
Ahead = S	67° 30′ 01.55" E					
Chord Bear = S	74° 07′ 59.25" E					

Course from PT 183WB97SB_7 to PC 183WB97SB_10 S 67° 27′ 56.95" E Dist 855.11

		Curve Data				
Curve 183WB97SB_10						
P.I. Station	145+68.07	X	2,414,227.58	Y	6,991,982.58	
Delta =	17° 01′ 47.85"	(LT)				
Degree =	2° 29′ 01.48"					
Tangent =	345.37					
Length =	685.66					
Radius =	2,306.83					
External =	25.71					
Long Chord =	683.14					
Mid. Ord. =	25.43					
P.C. Station	142+22.69	X	2,413,908.57	Y	6,992,114.94	
P.T. Station	149+08.35	X	2,414,571.36	Y	6,991,949.45	
C.C.		X	2,414,792.63	Y	6,994,245.65	
Back = S	67° 27′ 56.95" E					
Ahead = S	84° 29′ 44.80" E					
Chord Bear = S	75° 58′ 50.87" E					

		Curve Data				
Curve 183WB97SB_11						
P.I. Station	152+76.97	X	2,414,938.28	Y	6,991,914.09	
Delta =	14° 00′ 36.30"	(LT)				
Degree =	1° 54′ 35.49"					
Tangent =	368.62					
Length =	733.57					
Radius =	3,000.00					
External =	22.56					
Long Chord =	731.74					
Mid. Ord. =	22.39					
P.C. Station	149+08.35	X	2,414,571.36	Y	6,991,949.45	
P.T. Station	156+41.92	X	2,415,302.85	Y	6,991,968.62	
C.C.		X	2,414,859.12	Y	6,994,935.62	
Back = S	84° 29′ 44.80" E					
Ahead = N	81° 29′ 38.90" E					
Chord Bear = N	88° 29′ 57.05" E					

Course from PT 183WB97SB_11 to PC 183WB97SB_14 N 81° 29′ 38.90" E Dist 18.87

		Curve Data				
Curve 183WB97SB_14						
P.I. Station	160+58.35	X	2,415,714.70	Y	6,992,030.21	
Delta =	26° 27′ 35.85"	(LT)				
Degree =	3° 23′ 17.42"					
Tangent =	397.57					
Length =	780.95					
Radius =	1,691.05					
External =	46.11					
Long Chord =	774.03					
Mid. Ord. =	44.88					
P.C. Station	156+60.78	X	2,415,321.51	Y	6,991,971.41	
P.T. Station	164+41.73	X	2,416,040.51	Y	6,992,258.05	
C.C.		X	2,415,071.39	Y	6,993,643.86	
Back = N	81° 29′ 38.90" E					
Ahead = N	55° 02′ 03.05" E					
Chord Bear = N	68° 15′ 50.98" E					

Course from PT 183WB97SB_14 to PC 183WB97SB_17 N 55° 02′ 03.05" E Dist 9.55

		Curve Data				
Curve 183WB97SB_17						
P.I. Station	169+56.79	X	2,416,462.59	Y	6,992,553.23	
Delta =	35° 35′ 18.59"	(LT)				
Degree =	3° 38′ 16.11"					
Tangent =	505.51					
Length =	978.30					
Radius =	1,575.01					
External =	79.13					
Long Chord =	962.64					
Mid. Ord. =	75.35					
P.C. Station	164+51.29	X	2,416,048.34	Y	6,992,263.53	
P.T. Station	174+29.58	X	2,416,630.88	Y	6,993,029.90	
C.C.		X	2,415,145.72	Y	6,993,554.24	
Back = N	55° 02′ 03.05" E					
Ahead = N	19° 26′ 44.46" E					
Chord Bear = N	37° 14′ 23.76" E					

continued chain 183WB97SB description
Feature: Geom_Centerline

		Curve Data				
Curve 183WB97SB_18						
P.I. Station	177+13.68	X	2,416,725.47	Y	6,993,297.79	
Delta =	8° 27′ 08.33"	(LT)				
Degree =	1° 29′ 24.88"					
Tangent =	284.10					
Length =	567.18					
Radius =	3,844.72					
External =	10.48					
Long Chord =	566.66					
Mid. Ord. =	10.45					
P.C. Station	174+29.58	X	2,416,630.88	Y	6,993,029.90	
P.T. Station	179+96.76	X	2,416,779.64	Y	6,993,576.68	
C.C.		X	2,413,005.48	Y	6,994,309.85	
Back = N	19° 26′ 44.46" E					
Ahead = N	10° 59′ 36.13" E					
Chord Bear = N	15° 13′ 10.29" E					

		Curve Data				
Curve 183WB97SB 19						
P.I. Station	183+92.63	X	2,416,855.13	Y	6,993,965.29	
Delta =	11° 31′ 33.07"	(LT)				
Degree =	1° 27′ 38.45"					
Tangent =	395.87					
Length =	789.07					
Radius =	3,922.54					
External =	19.93					
Long Chord =	787.74					
Mid. Ord. =	19.82					
P.C. Station	179+96.76	X	2,416,779.64	Y	6,993,576.68	
P.T. Station	187+85.83	X	2,416,851.45	Y	6,994,361.15	
C.C.		X	2,412,929.08	Y	6,994,324.69	
Back = N	10° 59′ 36.13" E					
Ahead = N	0° 31′ 56.95" W					
Chord Bear = N	5° 13′ 49.59" E					

Course from PT 183WB97SB 19 to 18 N 0° 31′ 56.95" W Dist 1,791.41

Point 18 X 2,416,834.81 Y 6,996,152.48 Sta 205+77.24

Ending chain 183WB97SB description

Beginning chain 183WB97NB description
Feature: Geom_Centerline

Point 13 X 2,417,006.00 Y 6,996,133.50 Sta 100+00.00

Course from 13 to PC 183WB97NB_3 S 0° 31′ 56.95" E Dist 1,791.41

		Curve Data				
Curve 183WB97NB_3						
P.I. Station	121+23.10	X	2,417,025.73	Y	6,994,010.49	
Delta =	15° 53′ 24.34"	(LT)				
Degree =	2° 24′ 38.75"					
Tangent =	331.69					
Length =	659.13					
Radius =	2,376.66					
External =	23.03					
Long Chord =	657.02					
Mid. Ord. =	22.81					
P.C. Station	117+91.41	X	2,417,022.64	Y	6,994,342.17	
P.T. Station	124+50.54	X	2,417,119.50	Y	6,993,692.33	
C.C.		X	2,419,399.21	Y	6,994,364.26	
Back = S	0° 31′ 56.95" E					
Ahead = S	16° 25′ 21.29" E					
Chord Bear = S	8° 28′ 39.12" E					

Course from PT 183WB97NB_3 to PC 183WB97NB_6 S 16° 25′ 21.29" E Dist 128.53

		Curve Data				
Curve 183WB97NB_6						
P.I. Station	131+60.17	X	2,417,320.13	Y	6,993,011.64	
Delta =	22° 53′ 33.32"	(LT)				
Degree =	1° 59′ 46.93"					
Tangent =	581.11					
Length =	1,146.71					
Radius =	2,870.00					
External =	58.24					
Long Chord =	1,139.10					
Mid. Ord. =	57.08					
P.C. Station	125+79.07	X	2,417,155.84	Y	6,993,569.04	
P.T. Station	137+25.78	X	2,417,688.31	Y	6,992,562.06	
C.C.		X	2,419,908.75	Y	6,994,380.45	
Back = S	16° 25′ 21.29" E					
Ahead = S	39° 18′ 54.61" E					
Chord Bear = S	27° 52′ 07.95" E					

		Curve Data				
Curve 183WB97NB_7						
P.I. Station	140+37.66	X	2,417,889.95	Y	6,992,324.12	
Delta =	18° 22′ 44.15"	(LT)				
Degree =	2° 58′ 19.16"					
Tangent =	311.88					
Length =	618.41					
Radius =	1,927.86					
External =	25.06					
Long Chord =	615.76					
Mid. Ord. =	24.74					
P.C. Station	137+25.78	X	2,417,688.31	Y	6,992,562.06	
P.T. Station	143+44.18	X	2,418,156.32	Y	6,992,161.90	
C.C.		X	2,419,159.09	Y	6,993,808.44	
Back = S	40° 16′ 44.33" E					
Ahead = S	58° 39′ 28.48" E					
Chord Bear = S	49° 28′ 06.40" E					

NOTES:

1. BASELINES WERE CREATED USING THE CENTERLINE OF EXISTING PAVING ONLY, AND ARE NOT BASED UPON ANY EXISTING RIGHT OF WAY MAPS OR AS-BUILT DRAWINGS. THEREFORE OUR STATIONTING IS NOT INTENDED TO MATCH ANY AS BUILT STATIONING THAT MAY EXIST.

4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

HORIZONTAL DATA

SHEET 3 OF 4

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
	TEXAS	FTW	TARRANT	110
VERIFIED BY	CONTROL	SECTION	JOB	
	0094	02	137, ETC.	

continued chain 183WB97NB description
Feature: Geom_Centerline

		Curve Data			
Curve 183WB97NB_8					
P.I. Station	147+44.39	X	2,418,498.13	Y	6,991,953.73
Delta =	21° 50′ 29.49"	(LT)			
Degree =	2° 45′ 44.30"				
Tangent =	400.21				
Length =	790.70				
Radius =	2,074.20				
External =	38.26				
Long Chord =	785.92				
Mid. Ord. =	37.56				
P.C. Station	143+44.18	X	2,418,156.32	Y	6,992,161.90
P.T. Station	151+34.88	X	2,418,892.84	Y	6,991,887.67
C.C.		X	2,419,235.21	Y	6,993,933.42
Back = S	58° 39′ 28.48" E				
Ahead = S	80° 29′ 57.97" E				
Chord Bear = S	69° 34′ 43.22" E				

Course from PT 183WB97NB_8 to PC 183WB97NB_11 S 80° 29′ 57.97" E Dist 297.60

		Curve Data			
Curve 183WB97NB_11					
P.I. Station	155+83.07	X	2,419,334.88	Y	6,991,813.70
Delta =	5° 44′ 49.11"	(RT)			
Degree =	1° 54′ 35.49"				
Tangent =	150.58				
Length =	300.91				
Radius =	3,000.00				
External =	3.78				
Long Chord =	300.78				
Mid. Ord. =	3.77				
P.C. Station	154+32.48	X	2,419,186.36	Y	6,991,838.55
P.T. Station	157+33.39	X	2,419,480.16	Y	6,991,774.09
C.C.		X	2,418,691.19	Y	6,988,879.70
Back = S	80° 29′ 57.97" E				
Ahead = S	74° 45′ 08.87" E				
Chord Bear = S	77° 37′ 33.42" E				

Ending chain 183WB97NB description

Beginning chain SH360 description
Feature: Geom_Centerline

Point SH3601 X 2,410,438.67 Y 6,993,831.38 Sta 30+00.00

Course from SH3601 to PC SH360_3 S 14° 57′ 07.67" E Dist 108.80

		Curve Data			
Curve SH360_3					
P.I. Station	38+12.30	X	2,410,648.25	Y	6,993,046.58
Delta =	14° 00′ 00.00"	(RT)			
Degree =	1° 00′ 00.00"				
Tangent =	703.50				
Length =	1,400.00				
Radius =	5,729.58				
External =	43.03				
Long Chord =	1,396.52				
Mid. Ord. =	42.71				
P.C. Station	31+08.80	X	2,410,466.74	Y	6,993,726.27
P.T. Station	45+08.80	X	2,410,659.94	Y	6,992,343.17
C.C.		X	2,404,931.15	Y	6,992,247.97
Back = S	14° 57′ 07.67" E				
Ahead = S	0° 57′ 07.67" E				
Chord Bear = S	7° 57′ 07.67" E				

Course from PT SH360_3 to SH3605 S 0° 57′ 07.67" E Dist 2,491.20

Point SH3605 X 2,410,701.34 Y 6,989,852.32 Sta 70+00.00

Ending chain SH360 description

Beginning chain INTLPKWY description
Feature: Geom_Centerline

Point INTLPKWY1 X 2,416,965.25 Y 6,991,412.77 Sta 260+42.03

Course from INTLPKWY1 to INTLPKWY2 N 0° 35′ 24.96" W Dist 3,157.97

Point INTLPKWY2 X 2,416,932.72 Y 6,994,570.58 Sta 292+00.00

Ending chain INTLPKWY description

NOTES:

1. BASELINES WERE CREATED USING THE CENTERLINE OF EXISTING PAVING ONLY, AND ARE NOT BASED UPON ANY EXISTING RIGHT OF WAY MAPS OR AS-BUILT DRAWINGS. THEREFORE OUR STATIONTING IS NOT INTENDED TO MATCH ANY AS BUILT STATIONING THAT MAY EXIST.

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER

4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
HORIZONTAL DATA

SHEET 4 OF 4

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
DRAWN BY	6	SEE TITLE SHEET		SH 183
CHECKED BY	STATE	DISTRICT	COUNTY	SHEET NO.
VERIFIED BY	TEXAS	FTW	TARRANT	111
	CONTROL	SECTION	JOB	
	0094	02	137, ETC.	

100% SUBMITTAL

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Cory.Colley

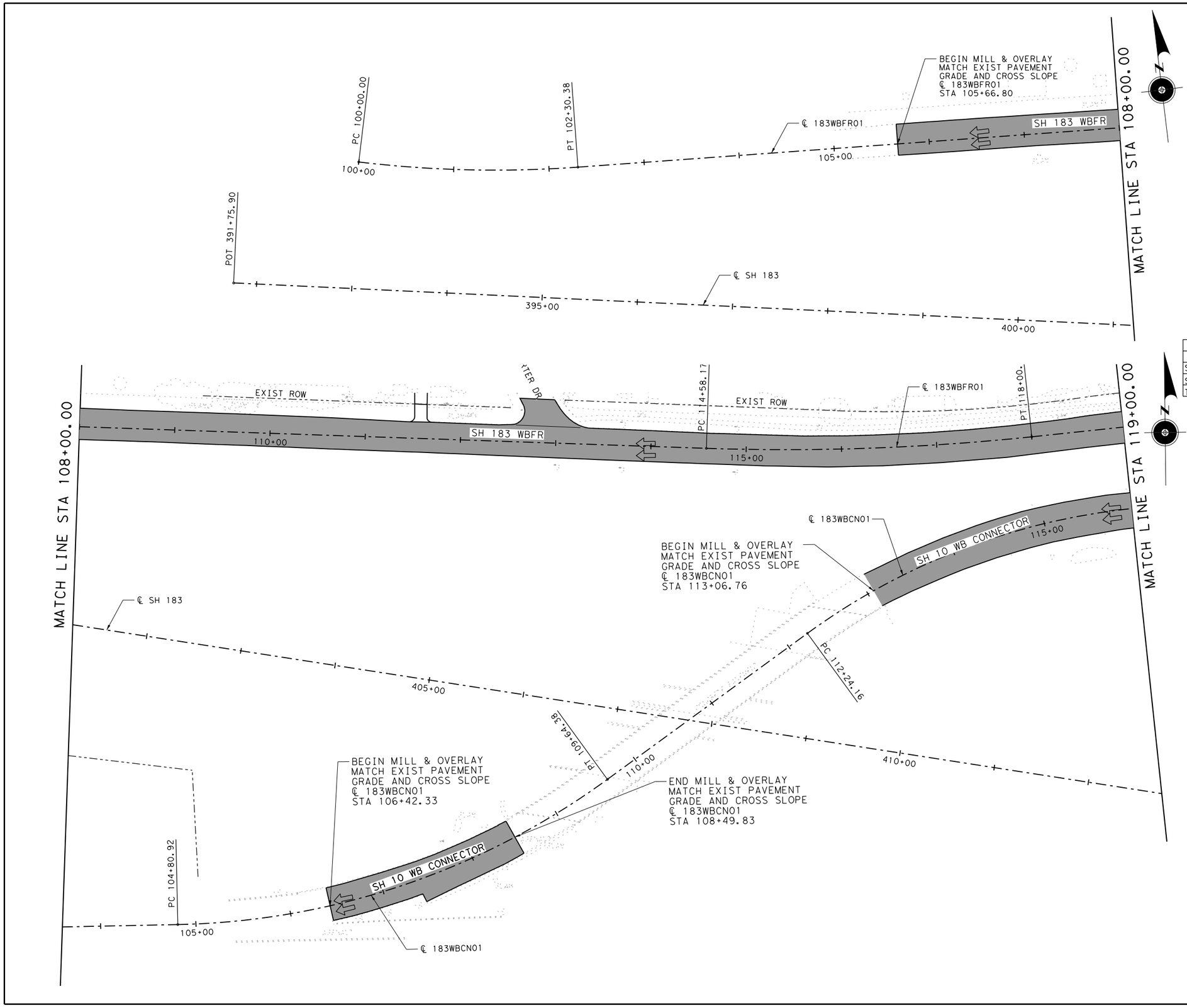
FILE:...\SH 183_HORZ_04.dgn
DATE:4/9/2024 TIME:11:00:17 AM

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Cory.Colley

FILE:...\3. Roadway\183PL_001.dgn
DATE:4/9/2024 TIME:11:00:44 AM



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY.
SUPERPAVE TY C	TON	1016
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	7067
TACK COAT	GAL	1413

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
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Dallas, TX 75234
Phone:(469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

SH 183 WB FRONTAGE ROAD
BEGIN TO STA 119+00

SHEET 1 OF 28

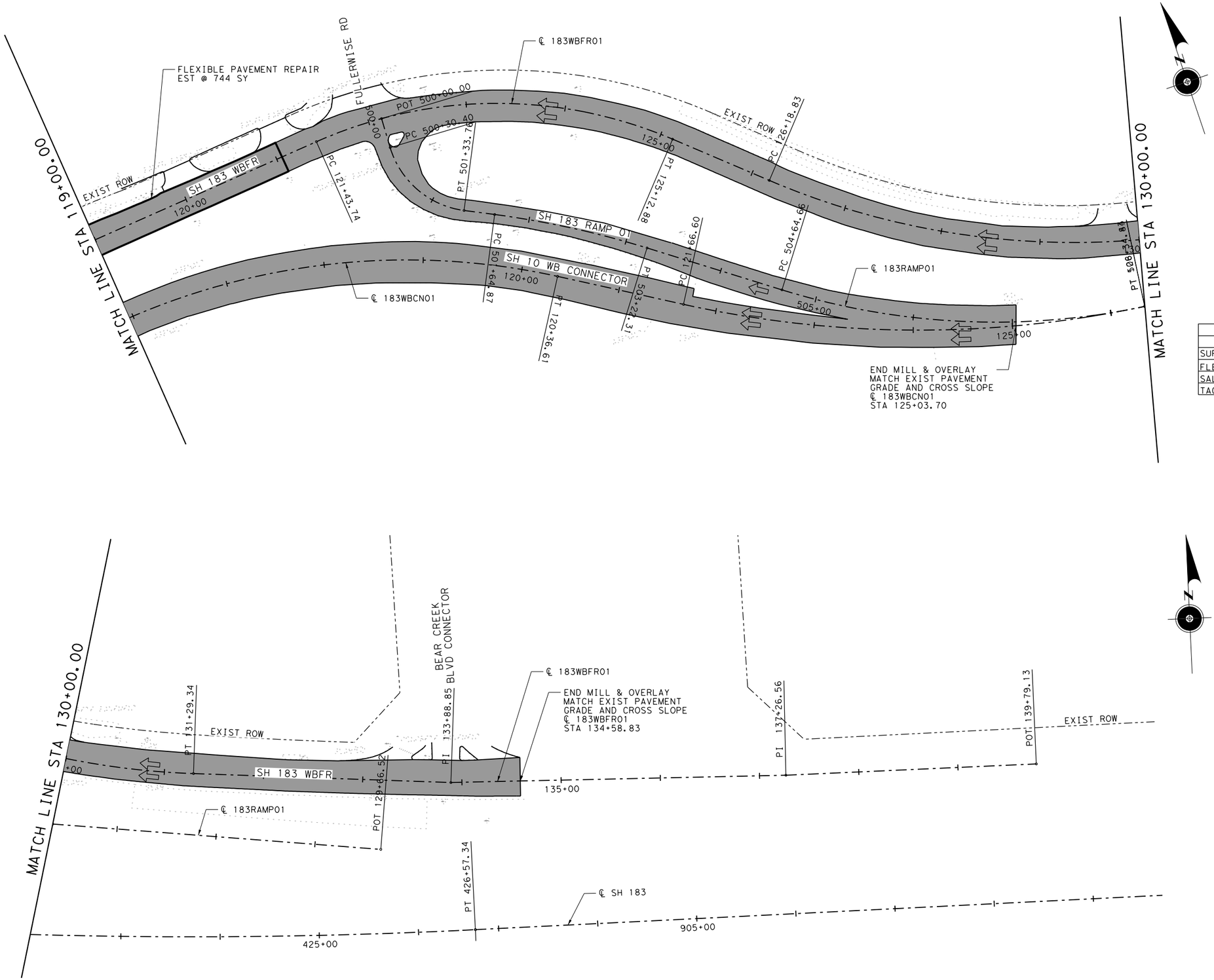
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	112
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Cory.Colley

FILE:...\3. Roadway\183PL_002.dgn
DATE:4/9/2024 TIME:11:00:56 AM



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SUPERPAVE TY C	TON	1430
FLEXIBLE PAVEMENT STRUCTURE REPAIR(6")	SY	744
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	9950
TACK COAT	GAL	1990

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

SH 183 WB FRONTAGE ROAD
STA 119+00 TO END

SHEET 2 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	113
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:100
USER: Cory.Colley

FILE:...\3. Roadway\183PL_003.dgn
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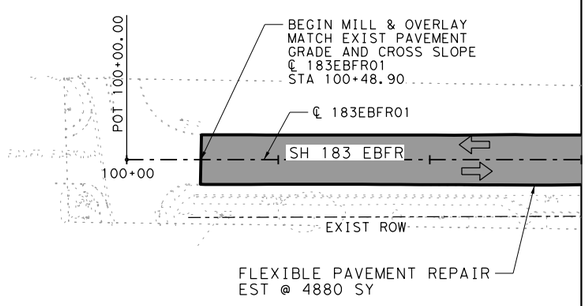


LEGEND

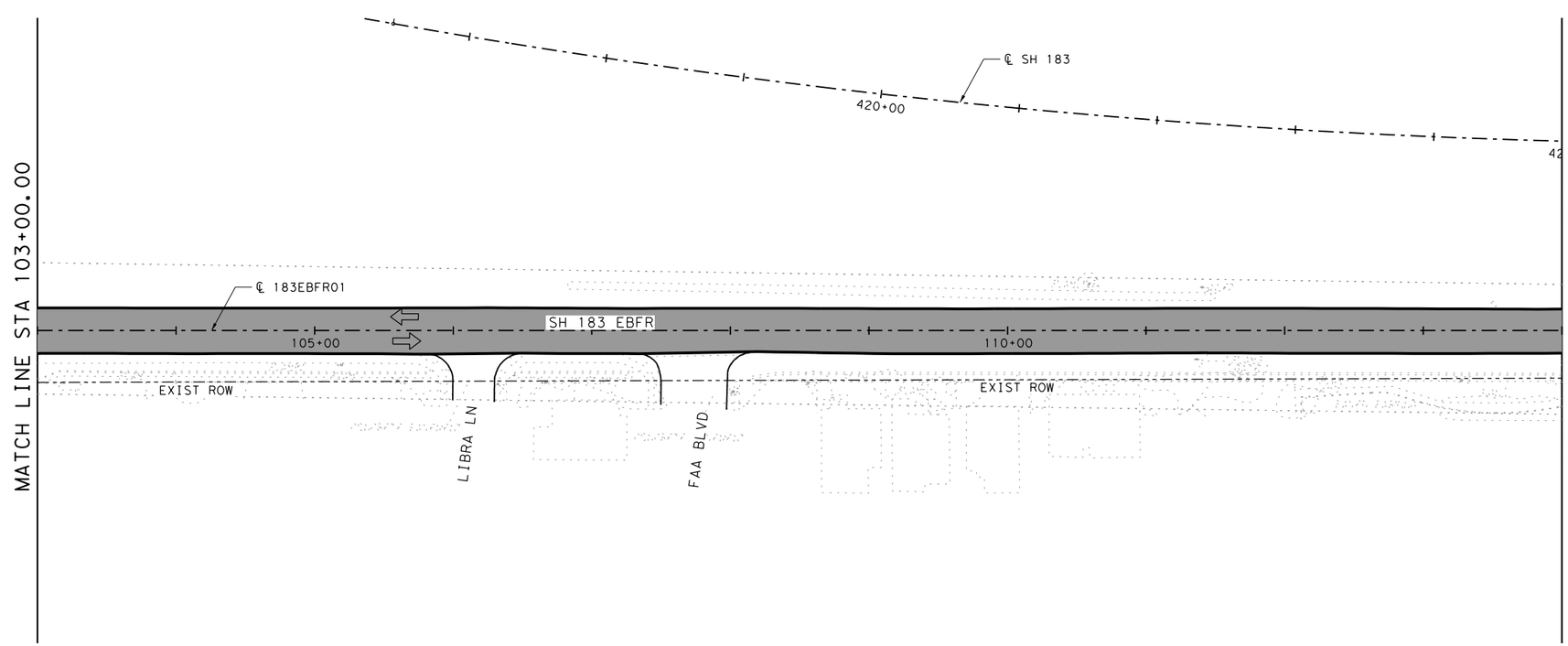
- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SUPERPAVE TY C	TON	702
FLEXIBLE PAVEMENT STRUCTURE REPAIR(6")	SY	4880
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	4883
TACK COAT	GAL	977

0′ 50′ 100′
SCALE IN FEET



STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

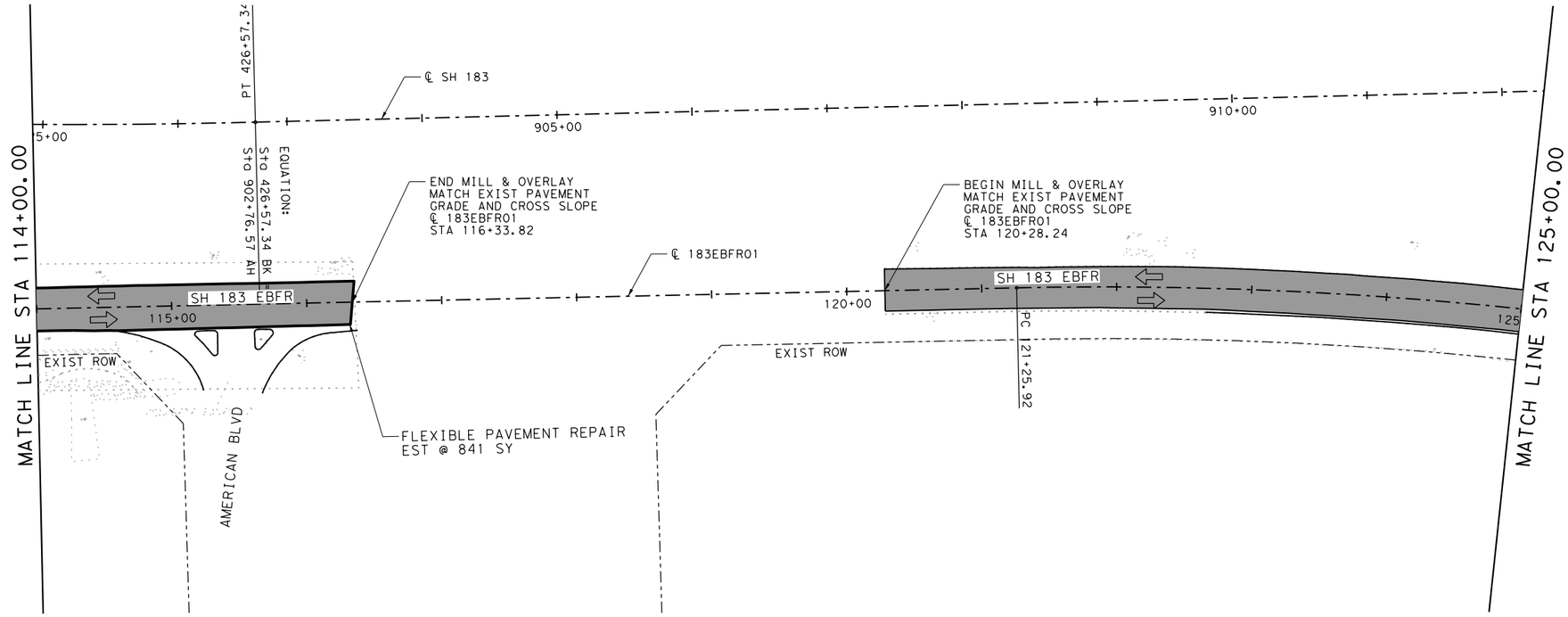
SH 183
ROADWAY LAYOUTS

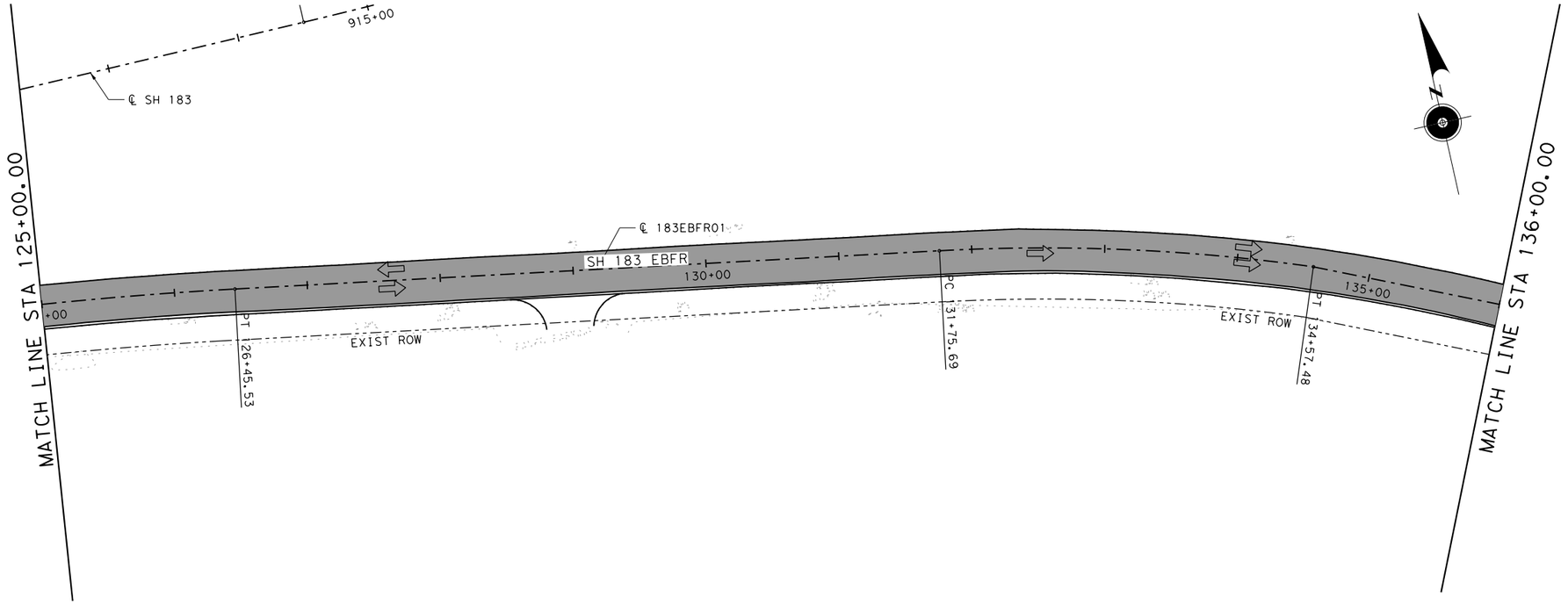
SH 183 EB FRONTAGE ROAD
BEGIN TO STA 114+00

SHEET 3 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	114
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL





LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

ROADWAY ITEM	UNIT	QTY
SUPERPAVE TY C	TON	905
FLEXIBLE PAVEMENT STRUCTURE REPAIR(6")	SY	841
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	6295
TACK COAT	GAL	1259

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
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Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

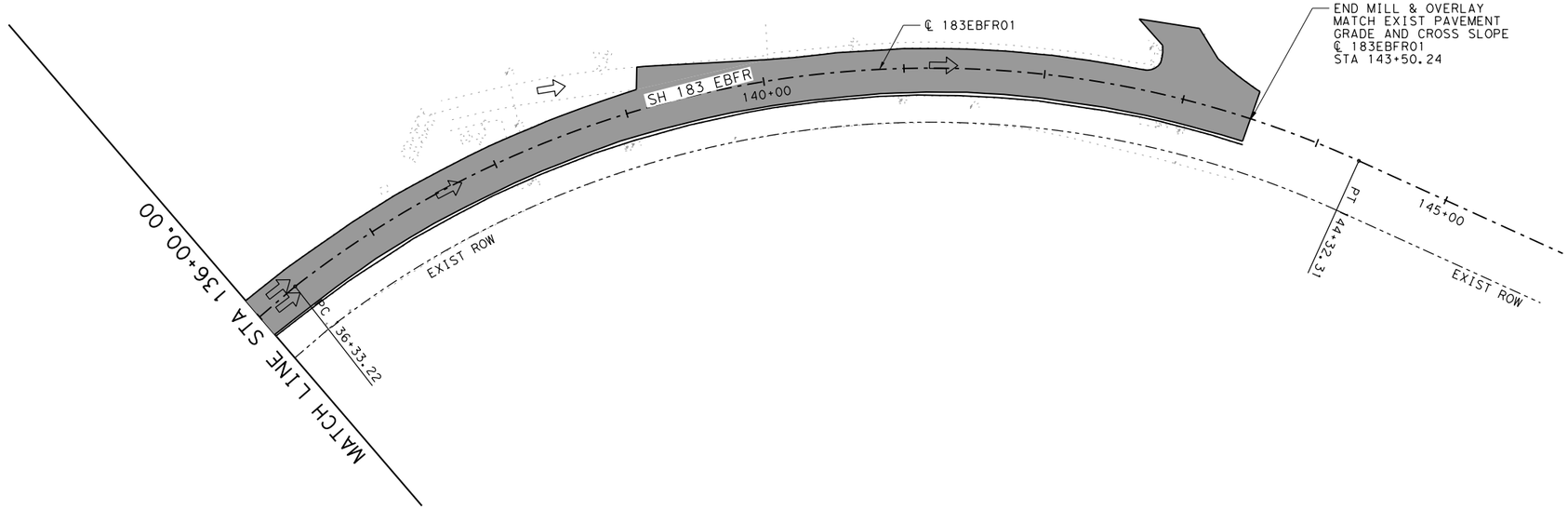
SH 183 EB FRONTAGE ROAD
STA 114+00 TO STA 136+00

SHEET 4 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	115
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:Cory.Colley
FILE:...\3. Roadway\183PL_004.dgn
DATE:4/9/2024 TIME:11:01:16 AM

100% SUBMITTAL



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SUPERPAVE TY C	TON	404
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	2812
TACK COAT	GAL	562

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

SH 183 EB FRONTAGE ROAD
STA 136+00 TO END

SHEET 5 OF 28

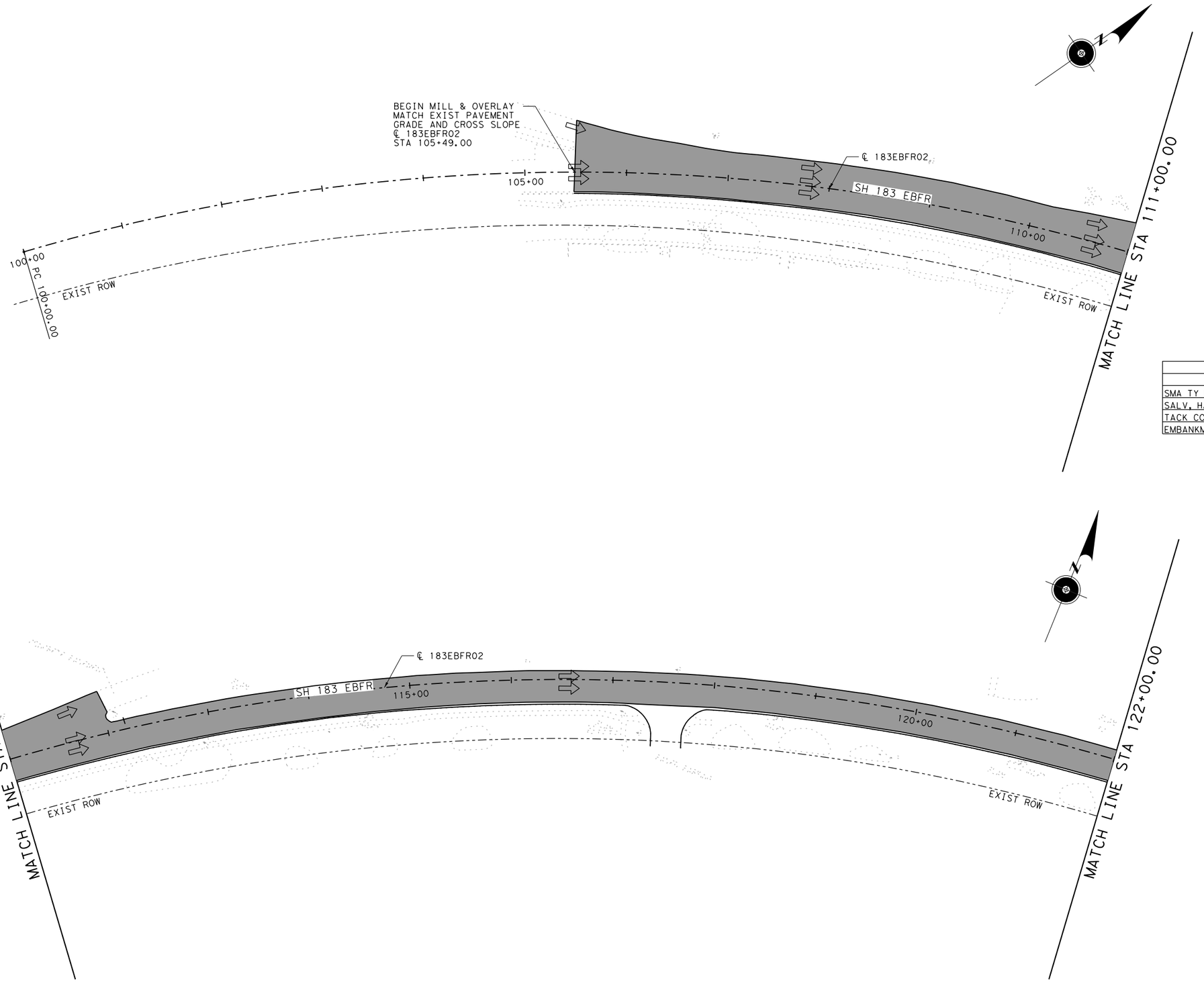
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	116
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt<cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Cory.Colley

FILE:...\3. Roadway\183PL_005.dgn
DATE:4/9/2024 TIME:11:01:27 AM

100% SUBMITTAL



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY.
SMA TY D PG76-28SAC A	TON	1056
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	7349
TACK COAT	GAL	1470
EMBANKMENT (FINAL)(DENS CONT)(TY B)	CY	10

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

SH 183 EB FRONTAGE ROAD
BEGIN TO STA 122+00

SHEET 6 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	117
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:100
USER: Cory.Colley

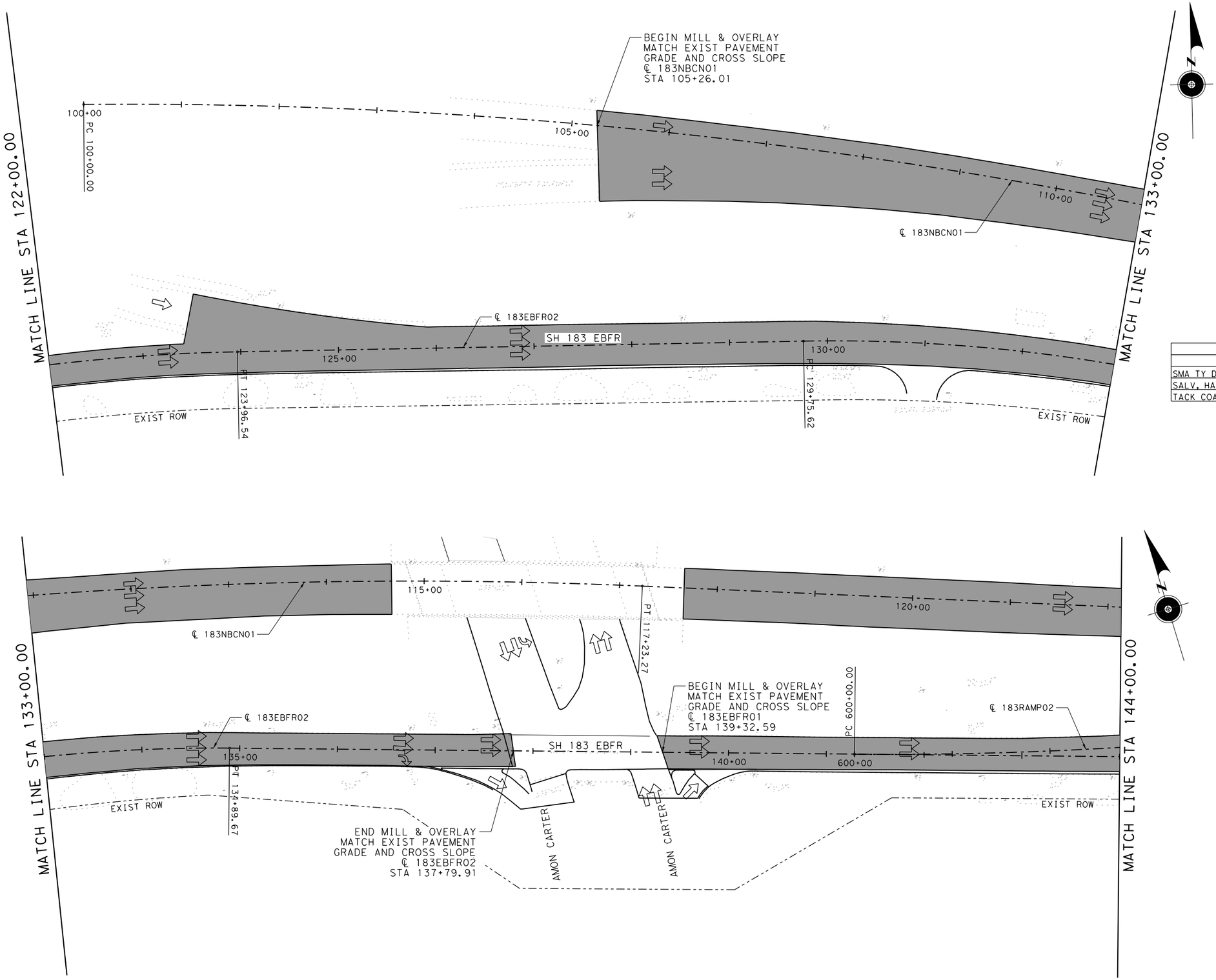
FILE:...\3. Roadway\183PL_006.dgn
DATE: 4/9/2024 TIME: 11:01:42 AM

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Cory.Colley

FILE:...\3. Roadway\183PL_007.dgn
DATE:4/9/2024 TIME:11:01:52 AM



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY.
SMA TY D PG76-28SAC A	TON	1264
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	8788
TACK COAT	GAL	1758

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

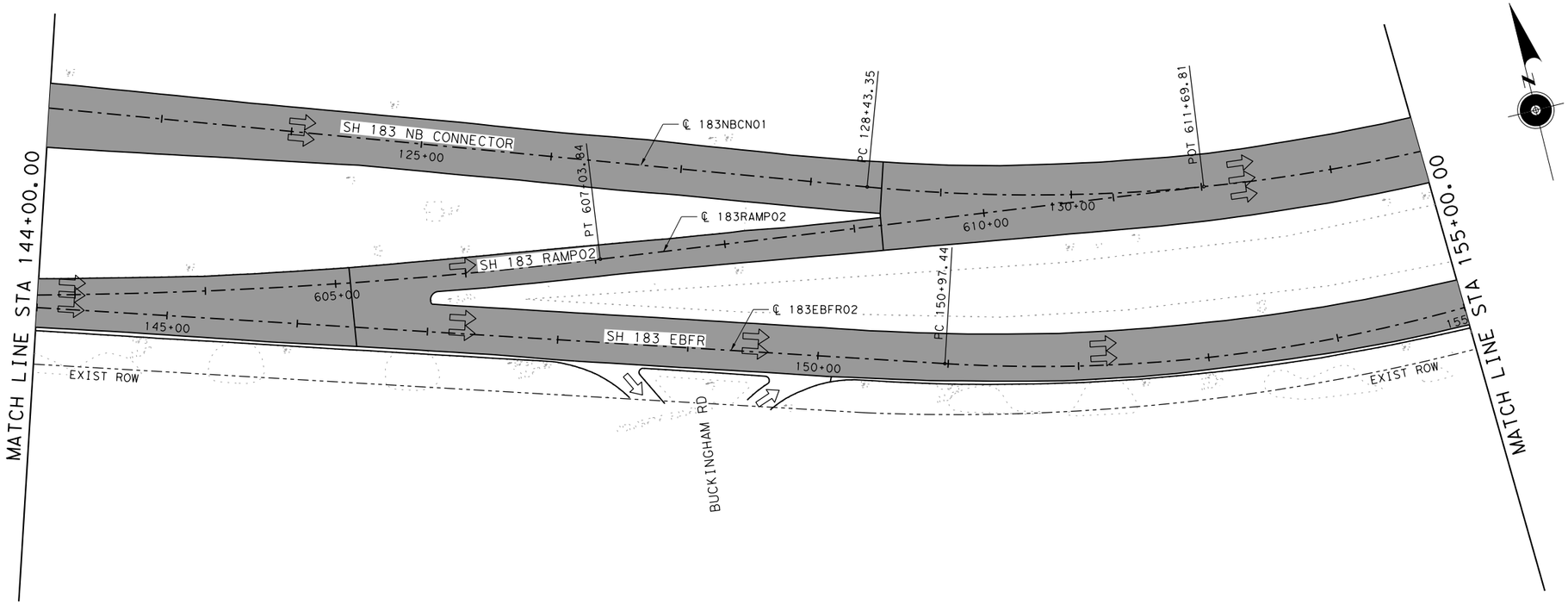
SH 183
ROADWAY LAYOUTS

SH 183 EB FRONTAGE ROAD
STA 122+00 TO STA 144+00

SHEET 7 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	118
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL



LEGEND

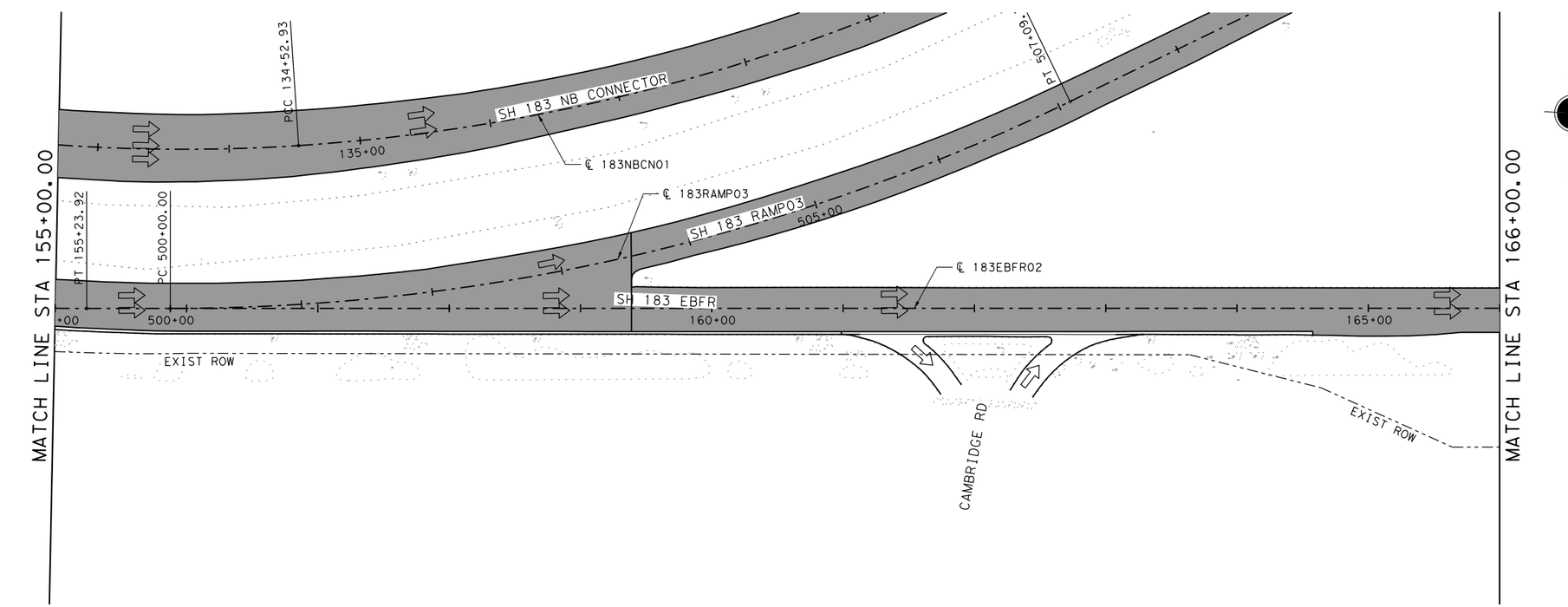
- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY.
SMA TY D PG76-28SAC A	TON	1316
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	9158
TACK COAT	GAL	1832

0′ 50′ 100′
SCALE IN FEET



STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

SH 183 EB FRONTAGE ROAD
STA 144+00 TO STA 166+00

SHEET 8 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	119
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

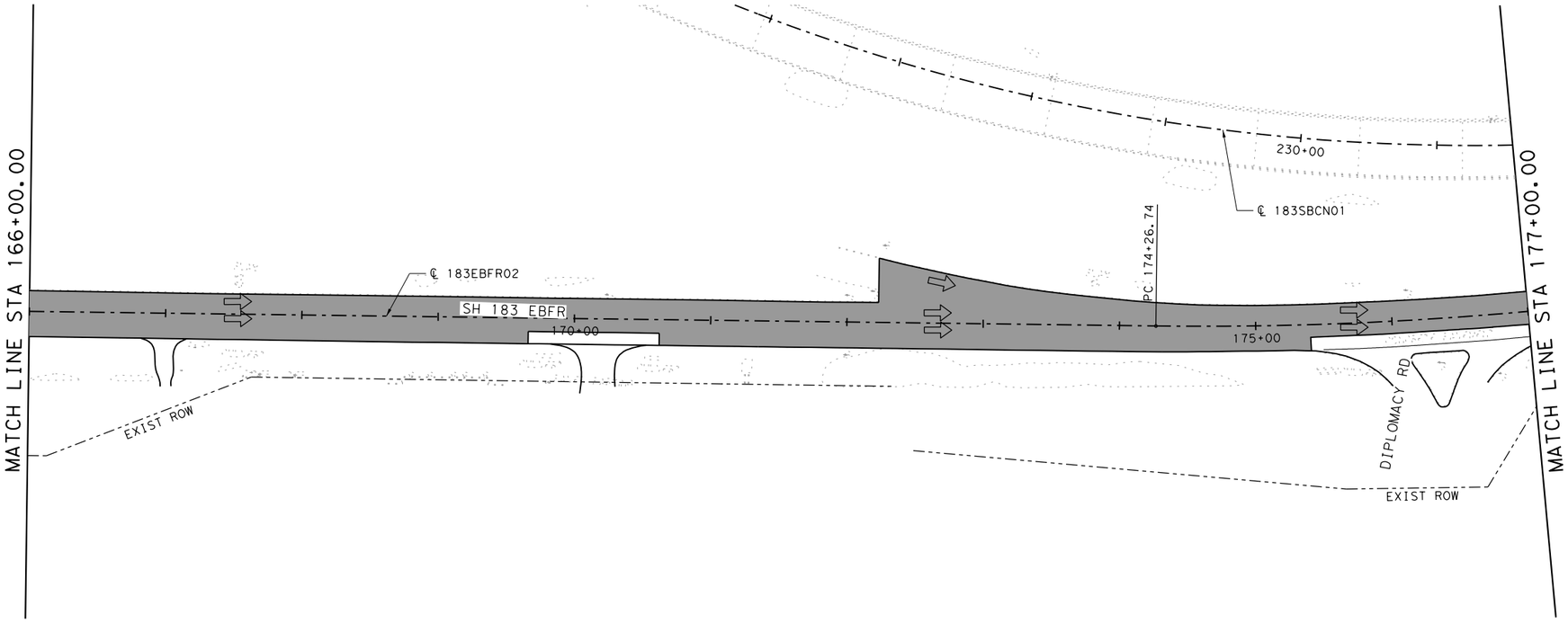
PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:Cory.Colley
FILE:...\3. Roadway\183PL_008.dgn
DATE:4/9/2024 TIME:11:02:02 AM

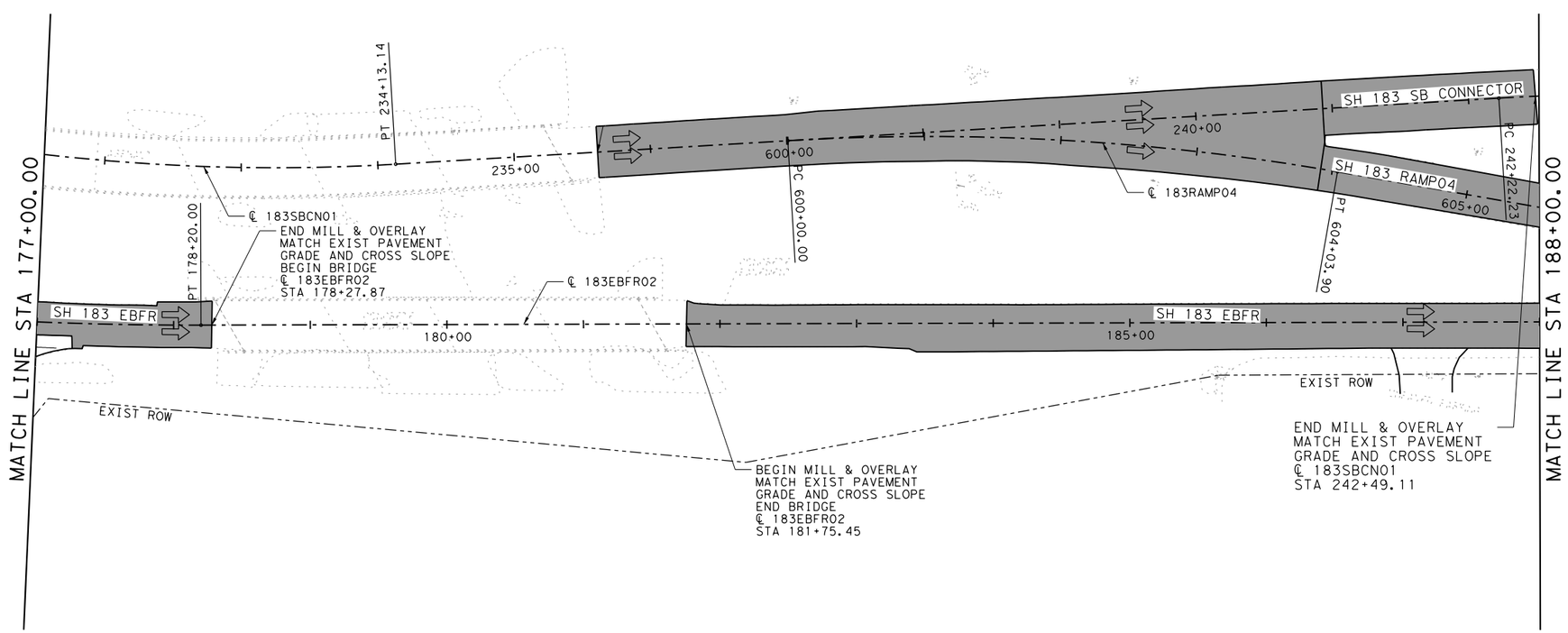
100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:AMohammed

FILE:...\3. Roadway\183PL_009.dgn
DATE:4/10/2024 TIME:2:10:24 PM





LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY.
SMA TY D PG76-28SAC A	TON	989
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	6879
TACK COAT	GAL	1376

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/10/2024
F-2677

NO	DATE	REVISION	APPROVED

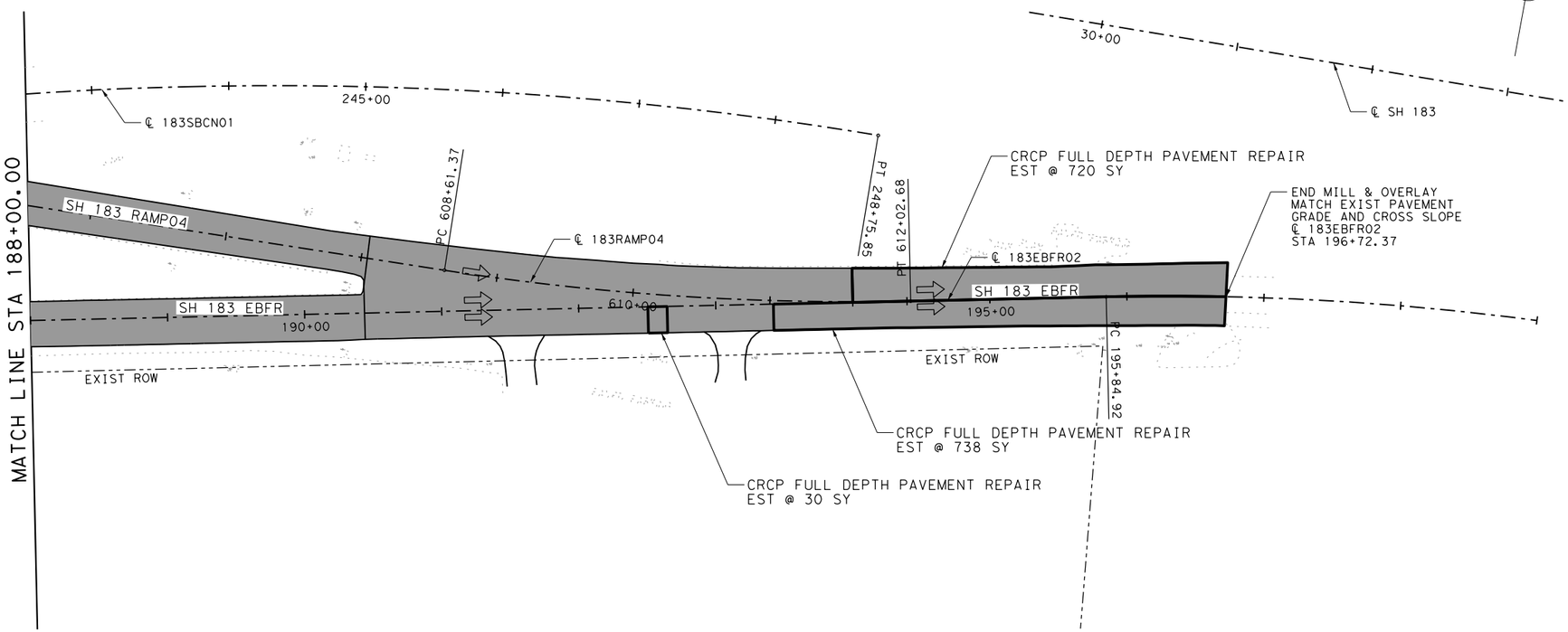
Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

SH 183 EB FRONTAGE ROAD
STA 166+00 TO STA 188+00

SHEET 9 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	120
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
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3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SUPERPAVE TY C	TON	613
FLEXIBLE PAVEMENT STRUCTURE REPAIR(6")	SY	1487
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	4265
TACK COAT	GAL	853

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER

4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
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TBPE Registration No. F-2677

Texas Department of Transportation

SH 183
ROADWAY LAYOUTS

SH 183 EB FRONTAGE ROAD
STA 188+00 TO END

SHEET 10 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	121
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Cory.Colley

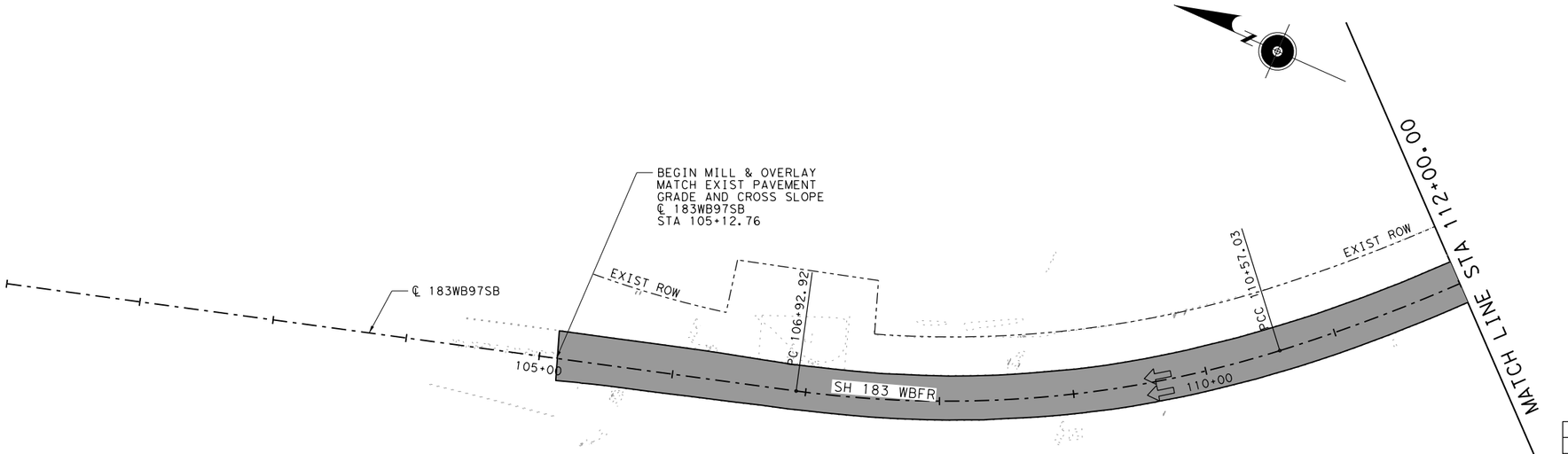
FILE:...\3. Roadway\183PL_010.dgn
DATE:4/9/2024 TIME:11:02:25 AM

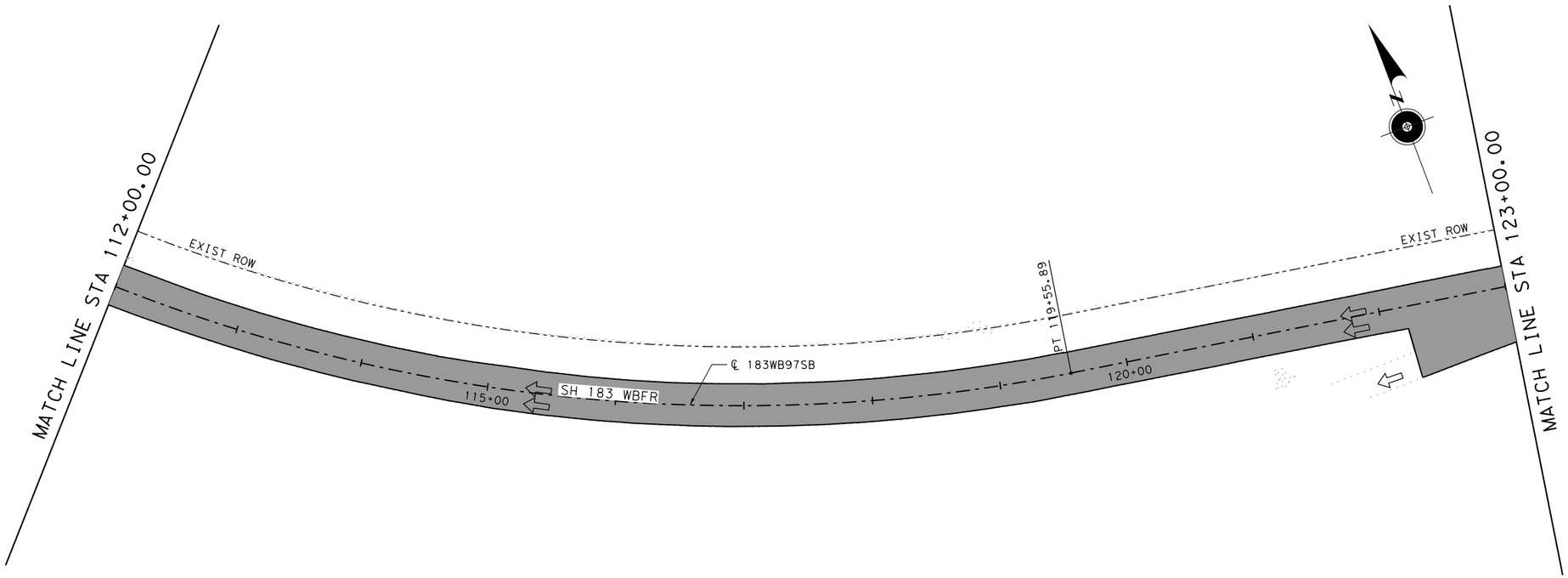
100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Cory.Colley

FILE:...\3. Roadway\183PL_011.dgn
DATE:4/9/2024 TIME:11:02:33 AM





LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
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4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY.
SMA TY D PG76-28SAC A	TON	988
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	6874
TACK COAT	GAL	1375

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

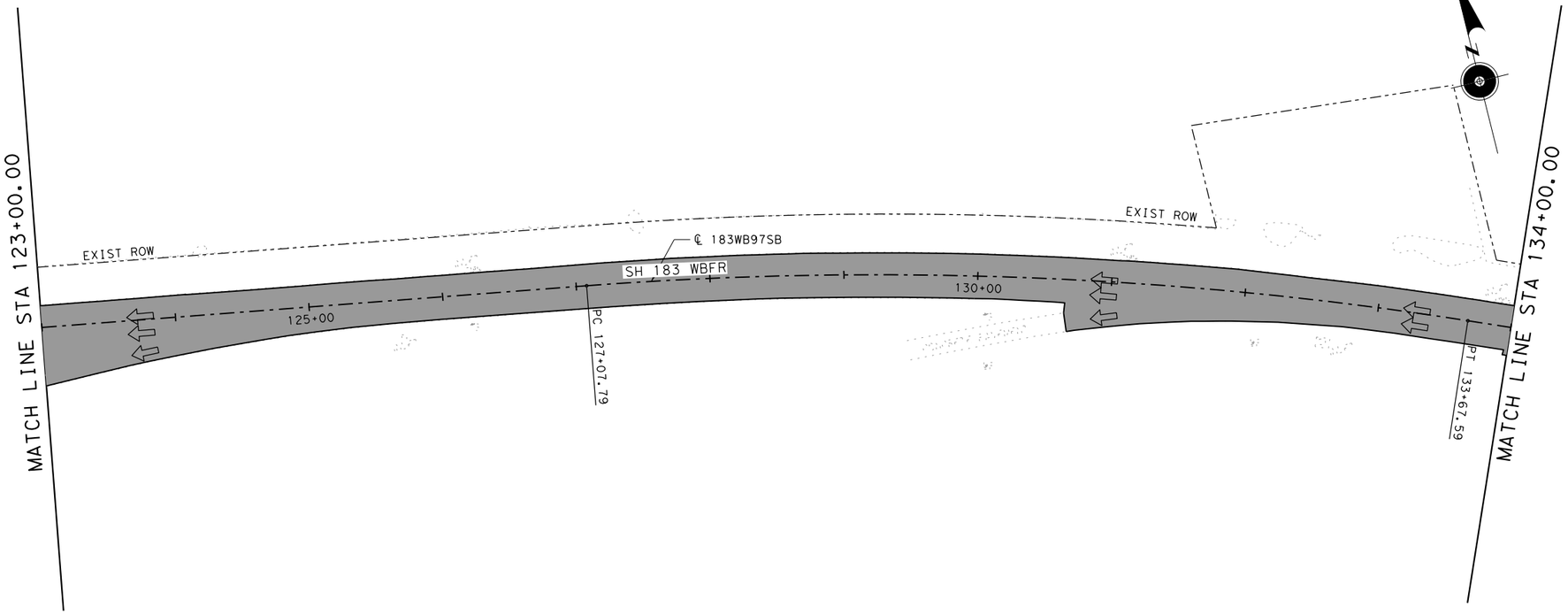
Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

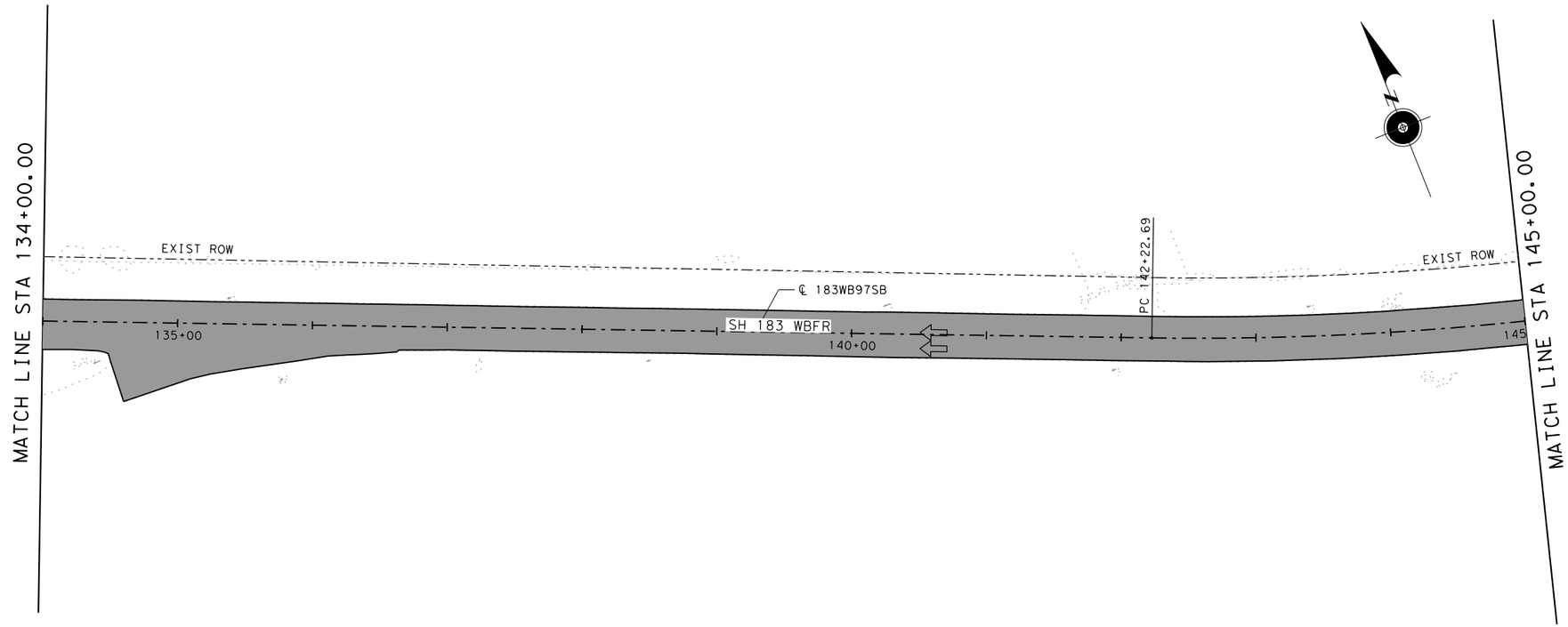
SH 183
ROADWAY LAYOUTS

US 97 SB TO 183 WB FR
BEG TO STA 123+00

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	122
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL





LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

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4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
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6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY.
SMA TY D PG76-28SAC A	TON	1297
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	9024
TACK COAT	GAL	1805

0′ 50′ 100′
SCALE IN FEET

4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

US 97 SB TO 183 WB FR
STA 123+00 TO STA 145+00

SHEET 12 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	123
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:100
USER: Cory.Colley

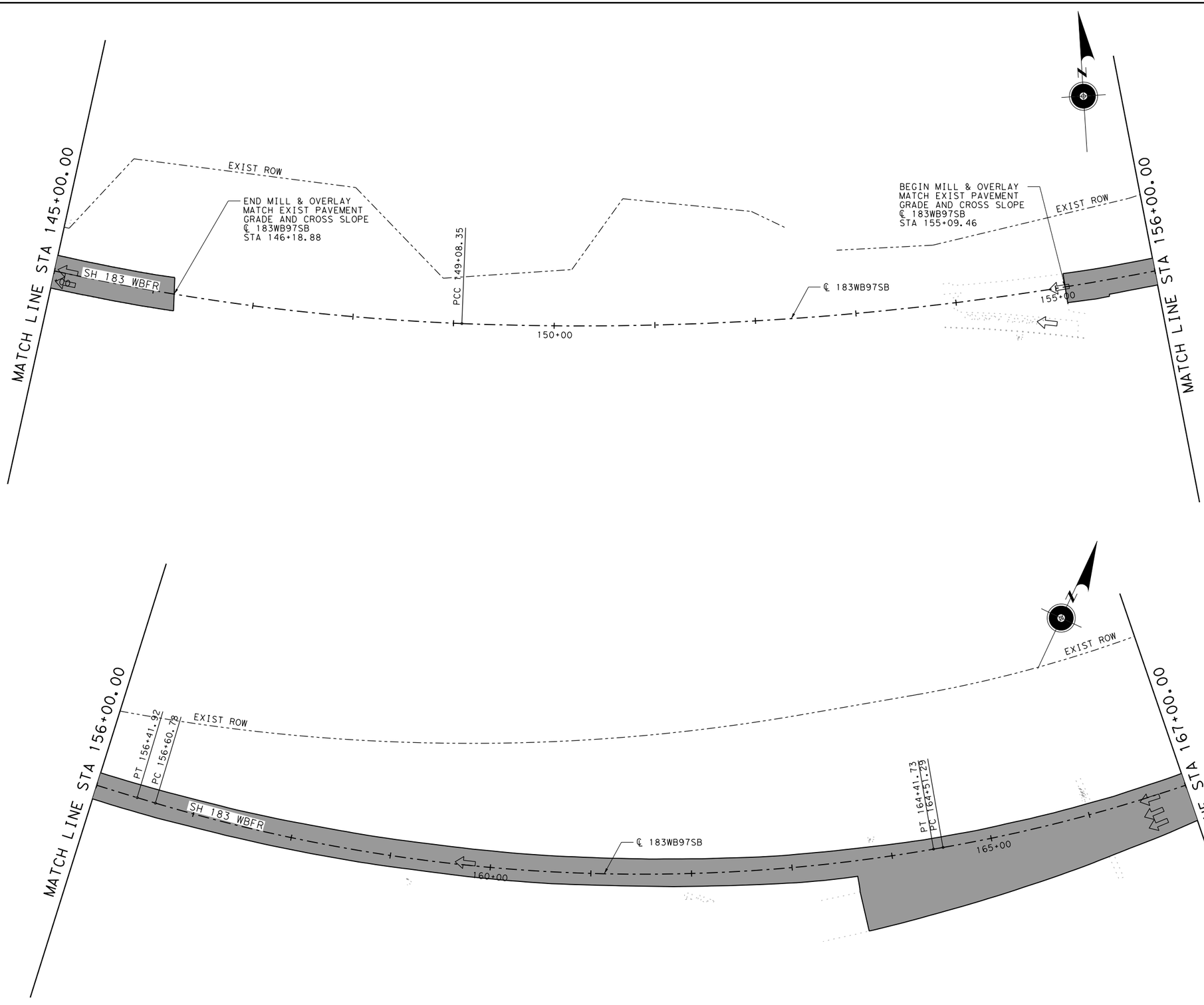
FILE:...\3. Roadway\183PL_012.dgn
DATE:4/9/2024 TIME:11:02:48 AM

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Cory.Colley

FILE:...\3. Roadway\183PL_013.dgn
DATE:4/9/2024 TIME:11:02:56 AM



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
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3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY.
SMA TY D PG76-28SAC A	TON	789
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	5486
TACK COAT	GAL	1097

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

US 97 SB TO 183 WB FR
STA 145+00 TO STA 167+00

SHEET 13 OF 28

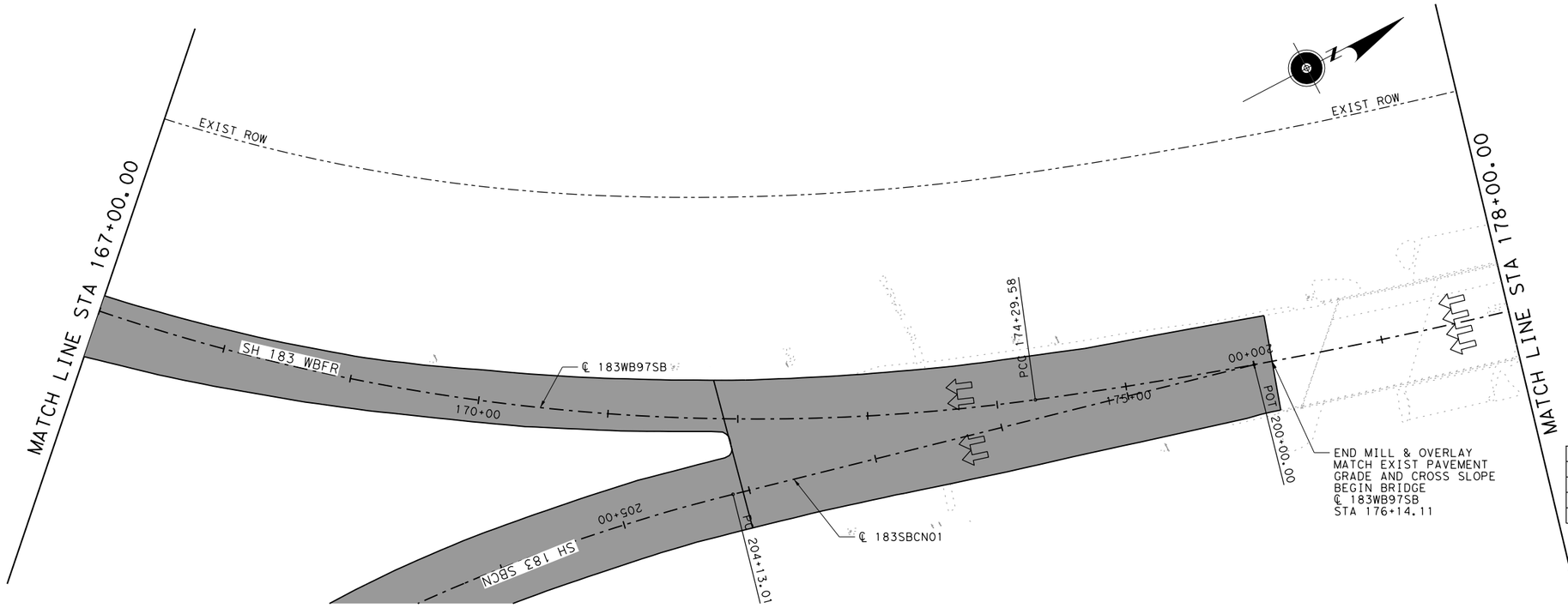
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	124
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Cory.Colley

FILE:...\3. Roadway\183PL_014.dgn
DATE:4/9/2024 TIME:11:03:04 AM



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
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4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY.
SMA TY D PG76-28SAC A	TON	1913
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	13305
TACK COAT	GAL	2661

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

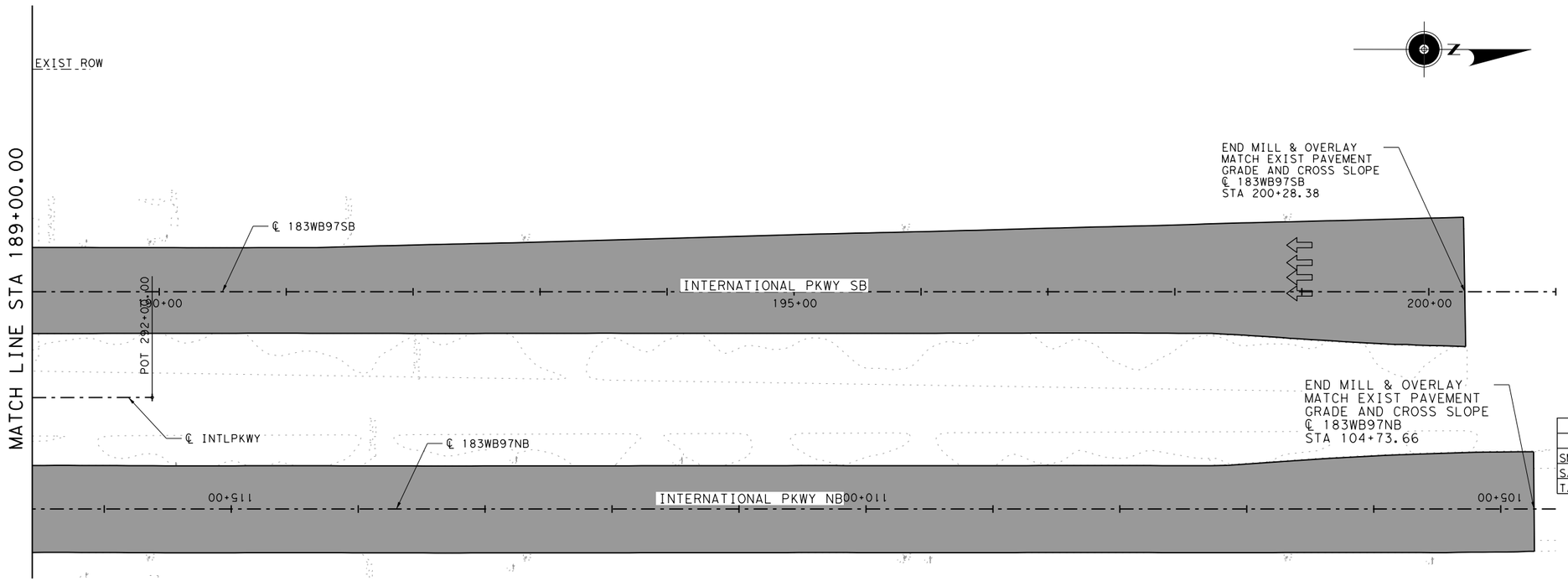
SH 183
ROADWAY LAYOUTS

US 97 SB TO 183 WB FR
STA 167+00 TO STA 189+00

SHEET 14 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	125
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

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SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	1407
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	9789
TACK COAT	GAL	1958

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

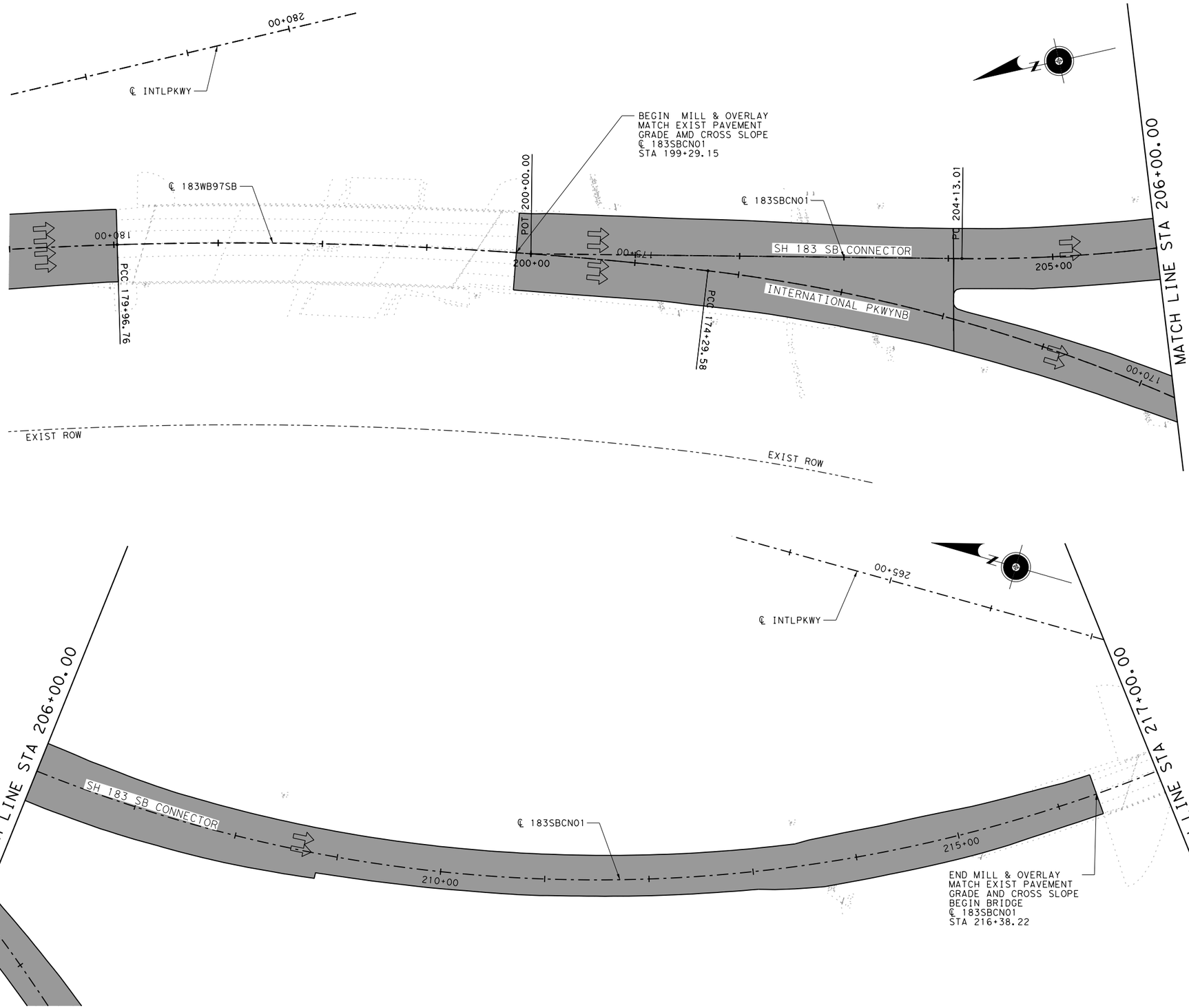
US 97 SB TO 183 WB FR
STA 189+00 TO END

SHEET 15 OF 25

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	126
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE: 1:100
USER: Cory.Colley
FILE:...\3. Roadway\183PL_015.dgn
DATE:4/9/2024 TIME:11:03:11 AM

100% SUBMITTAL



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	932
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	6482
TACK COAT	GAL	1296

0′ 50′ 100′
SCALE IN FEET

GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

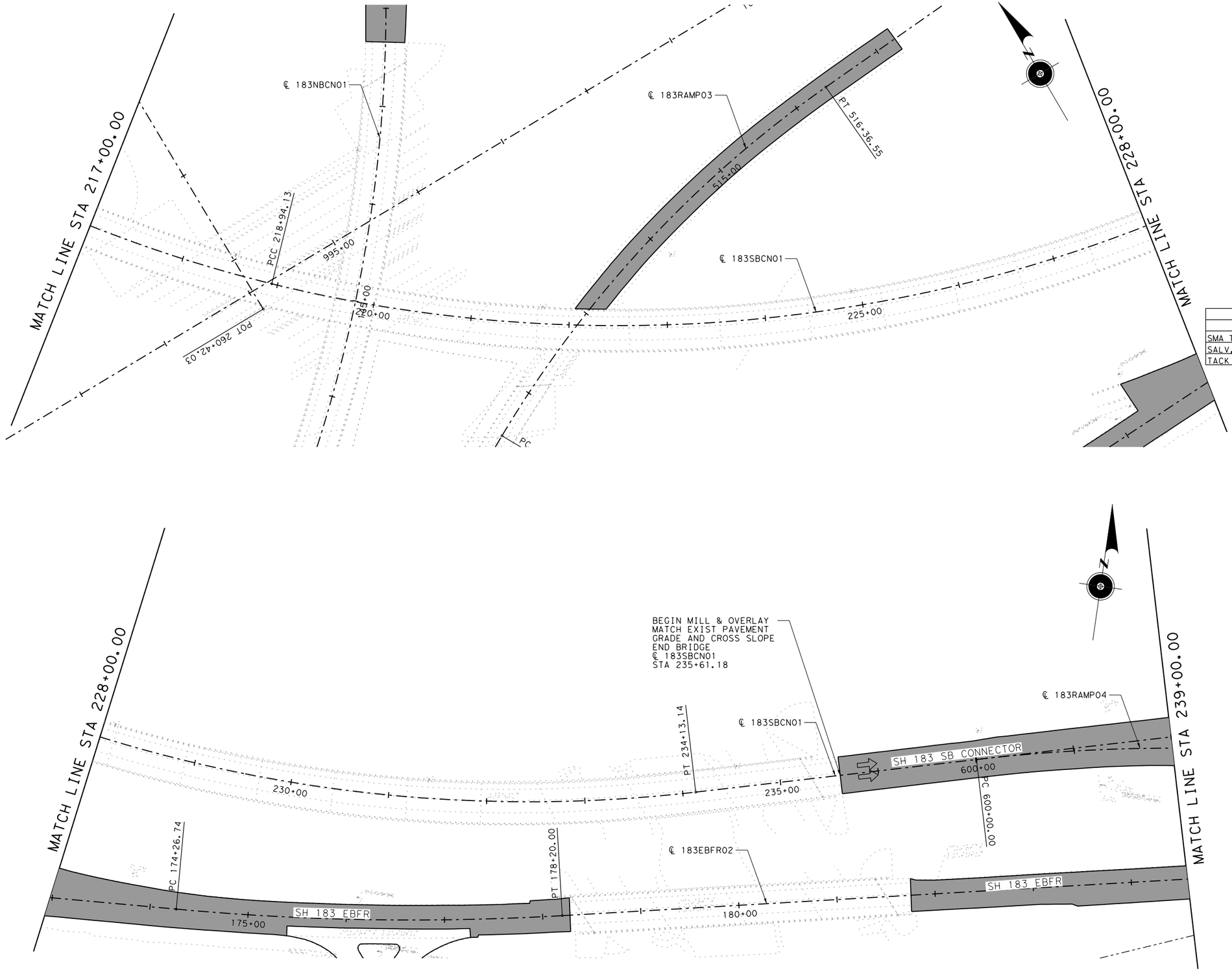
SH 183 SB CONNECTOR
BEG TO STA 217+00

SHEET 16 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	127
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE:TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:Cory.Colley
FILE:...\3. Roadway\183PL_016.dgn
DATE:4/9/2024 TIME:11:03:22 AM

100% SUBMITTAL



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
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4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	217
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	1508
TACK COAT	GAL	302

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

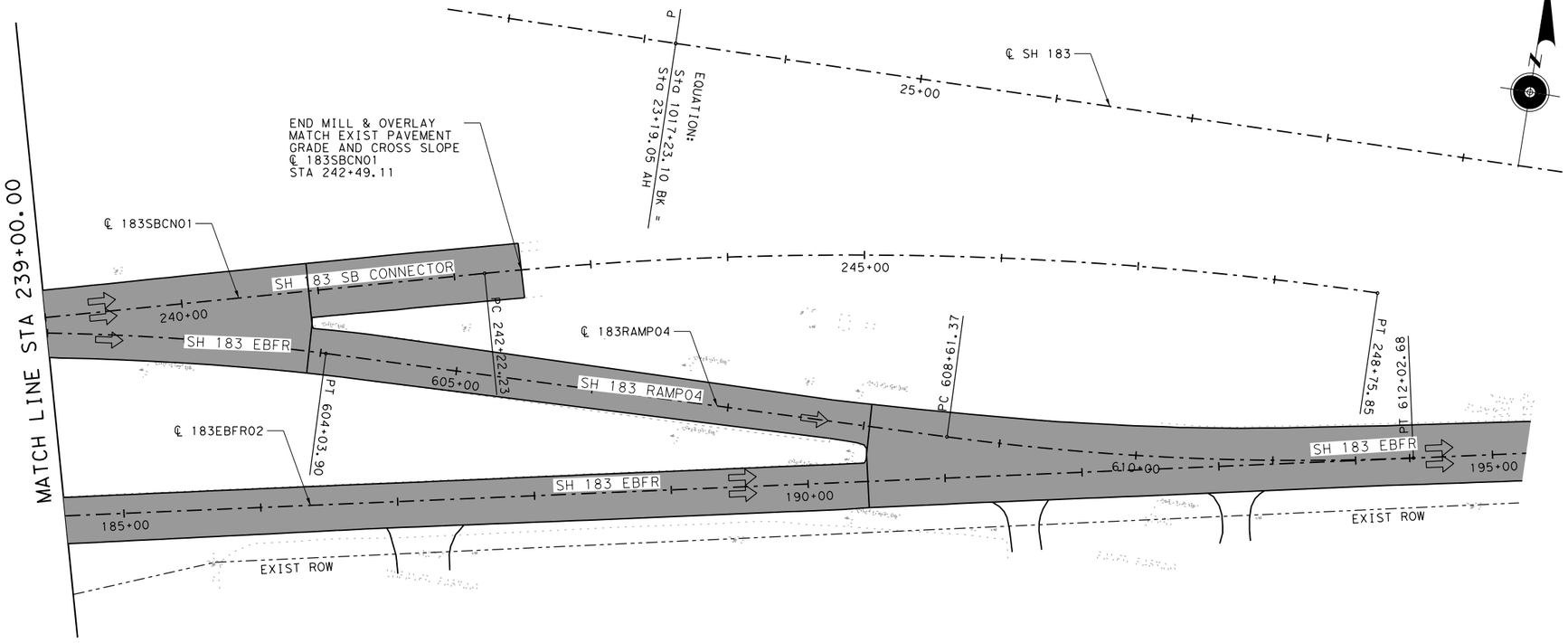
SH 183 SB CONNECTOR
STA 217+00 TO STA 239+00

SHEET 17 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	128
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:Cory.Colley
FILE:...\3. Roadway\183PL_017.dgn
DATE:4/9/2024 TIME:11:03:29 AM

100% SUBMITTAL



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
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4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	295
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	2050
TACK COAT	GAL	410

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
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Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

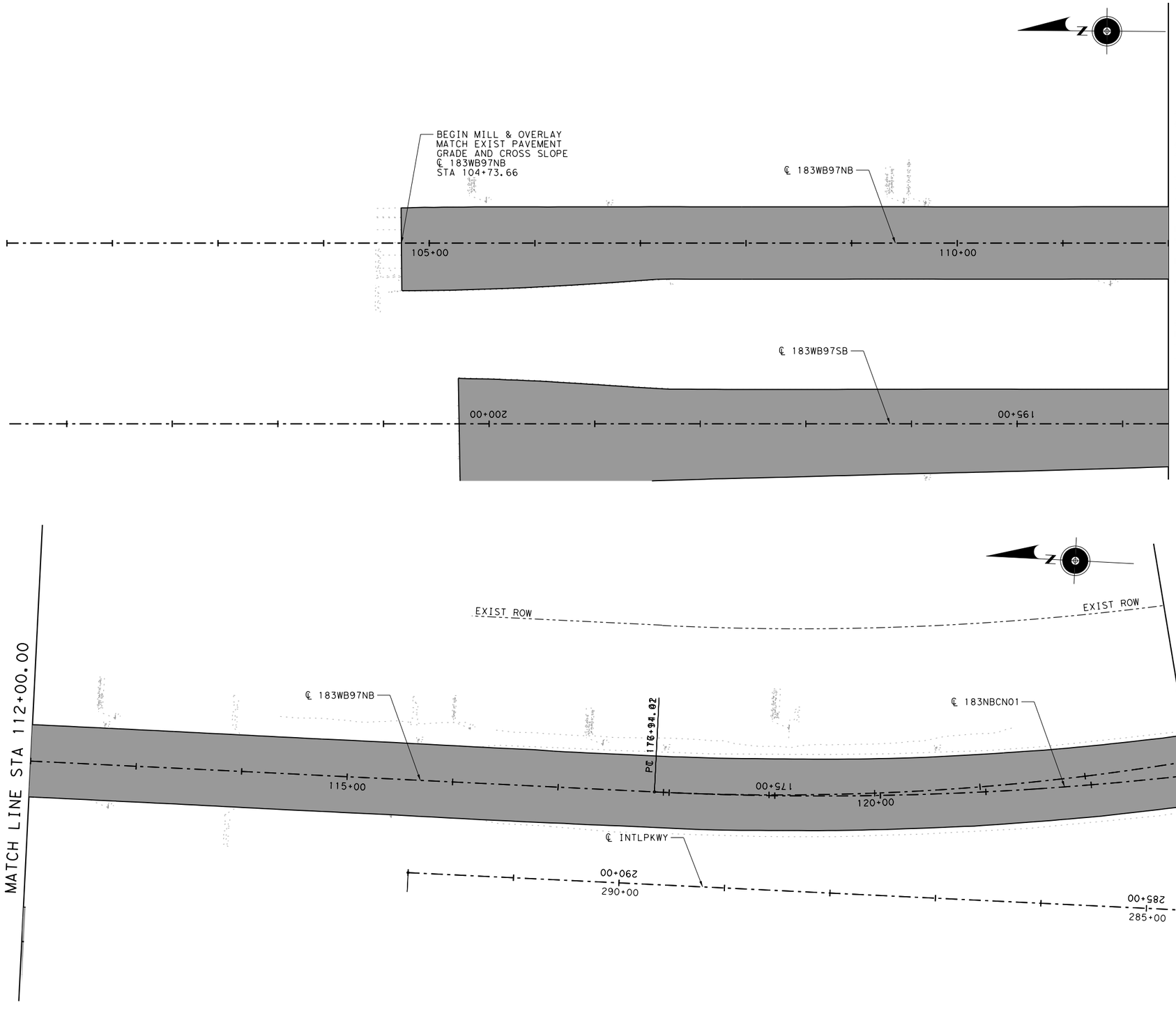
SH 183 SB CONNECTOR
STA 239+00 TO END

SHEET 18 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	129
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:Cory.Colley
FILE:...\3. Roadway\183PL_018.dgn
DATE:4/9/2024 TIME:11:03:37 AM

100% SUBMITTAL



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

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6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	2014
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	14013
TACK COAT	GAL	2803

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

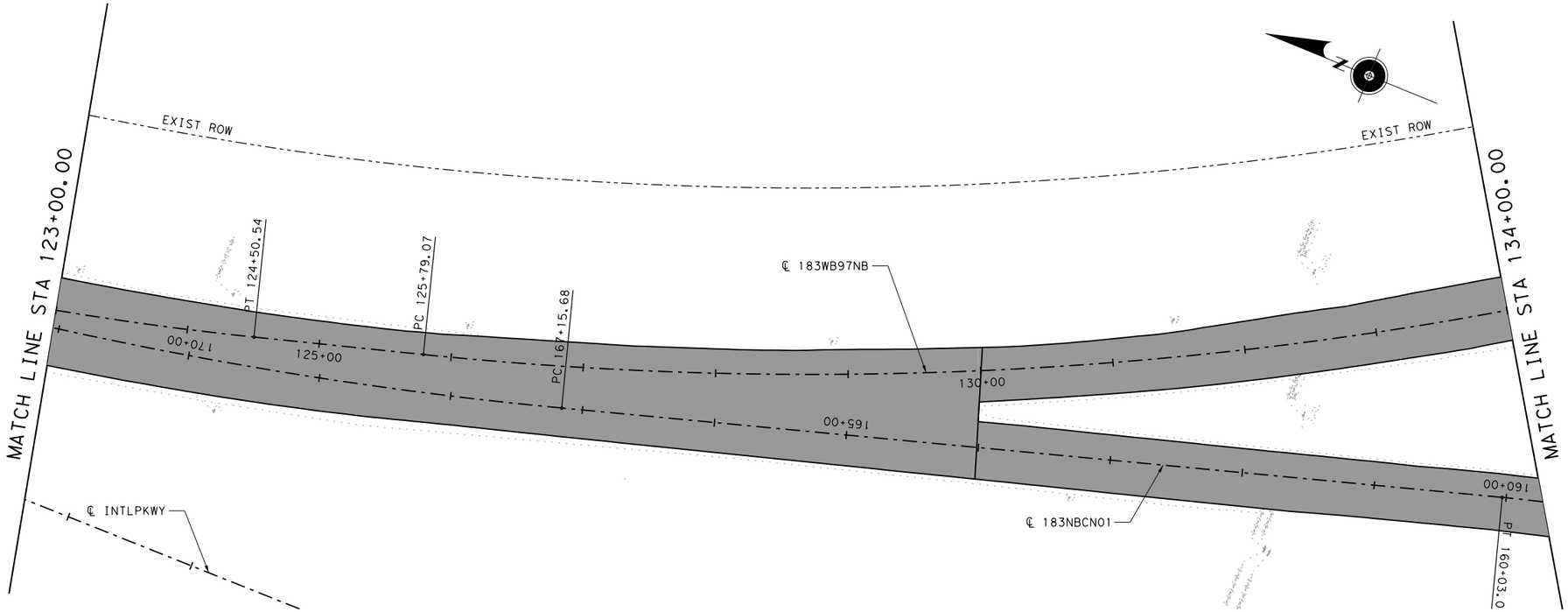
US 97 NB TO 183 WB FR
BEG TO STA 123+00

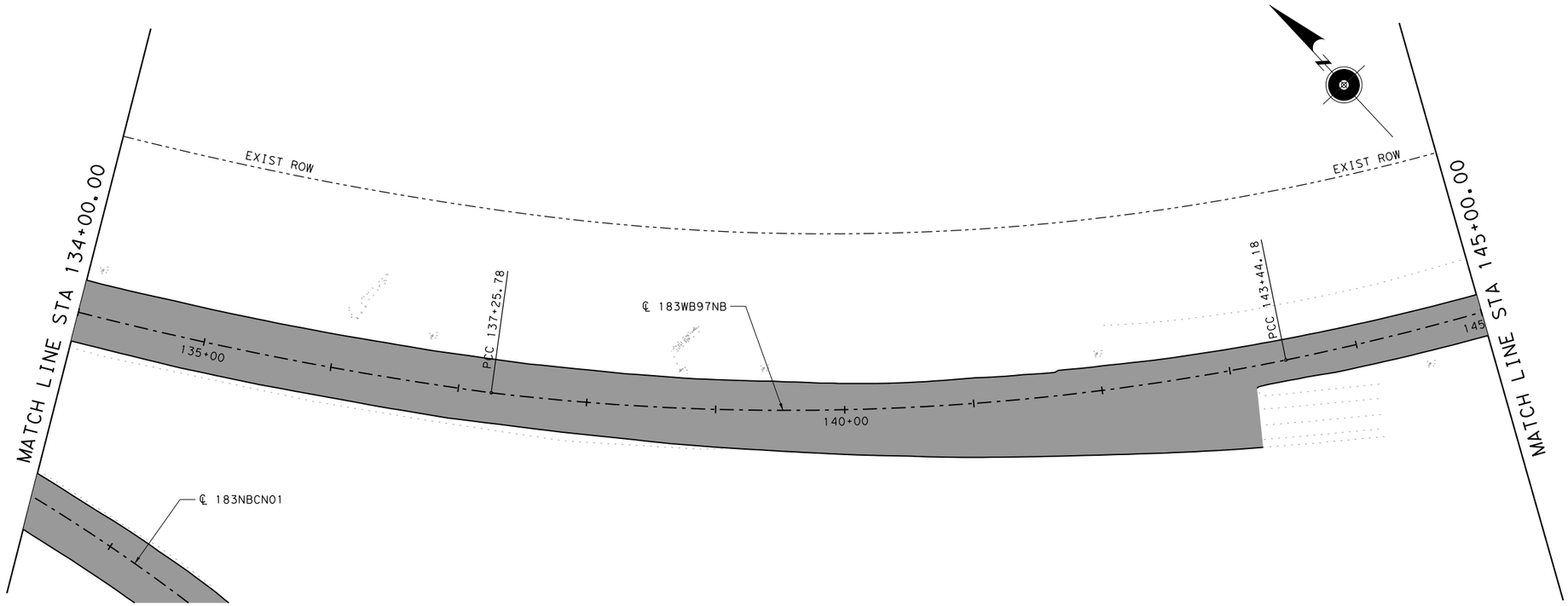
SHEET 19 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	130
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:Cory.Colley
FILE:...\3. Roadway\183PL_019.dgn
DATE:4/9/2024 TIME:11:03:47 AM

100% SUBMITTAL





LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
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3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	2033
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	14144
TACK COAT	GAL	2829

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

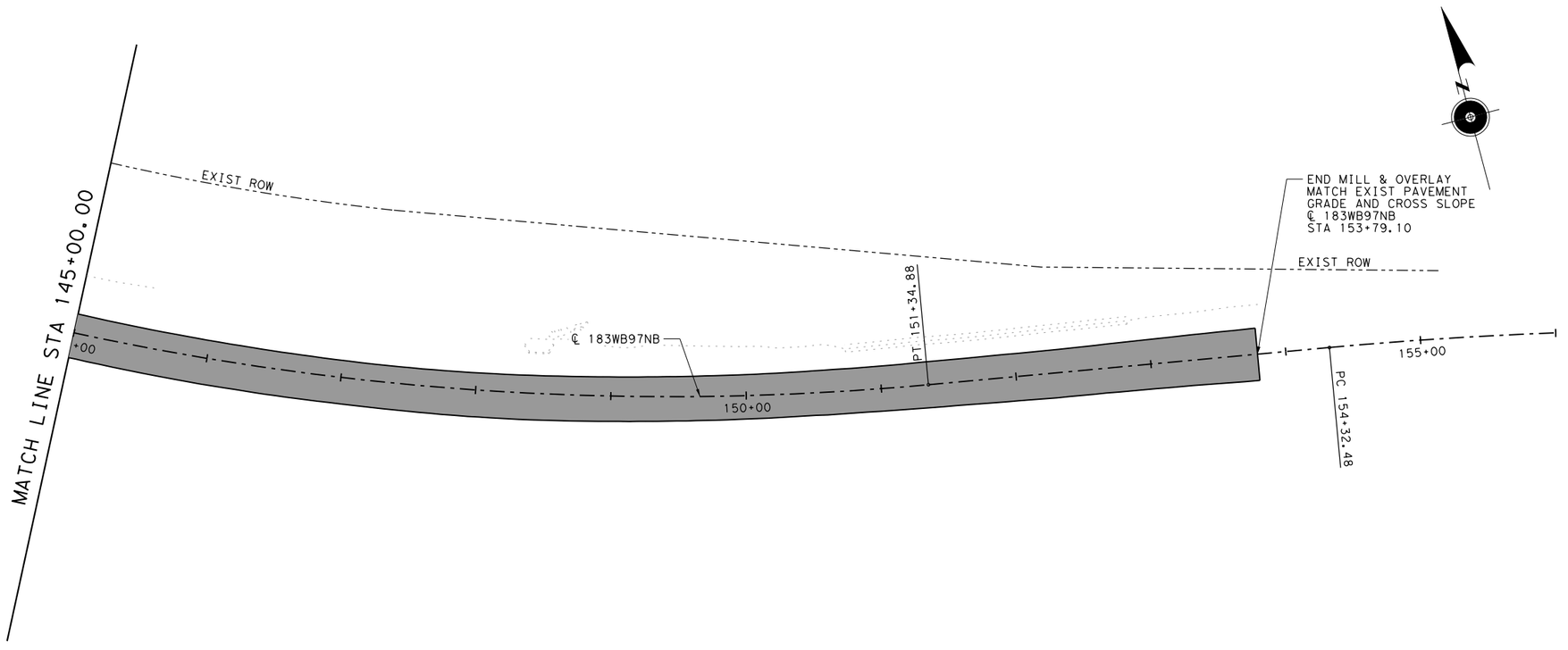
US 97 NB TO 183 WB FR
STA 123+00 TO STA 145+00

SHEET 20 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	131
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE: 1:100
USER: Cory.Colley
FILE:...\3. Roadway\183PL_020.dgn
DATE: 4/9/2024 TIME: 11:03:56 AM

100% SUBMITTAL



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
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3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	474
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	3296
TACK COAT	GAL	659

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

US 97 NB TO 183 WB FR
STA 145+00 TO END

SHEET 21 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	132
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

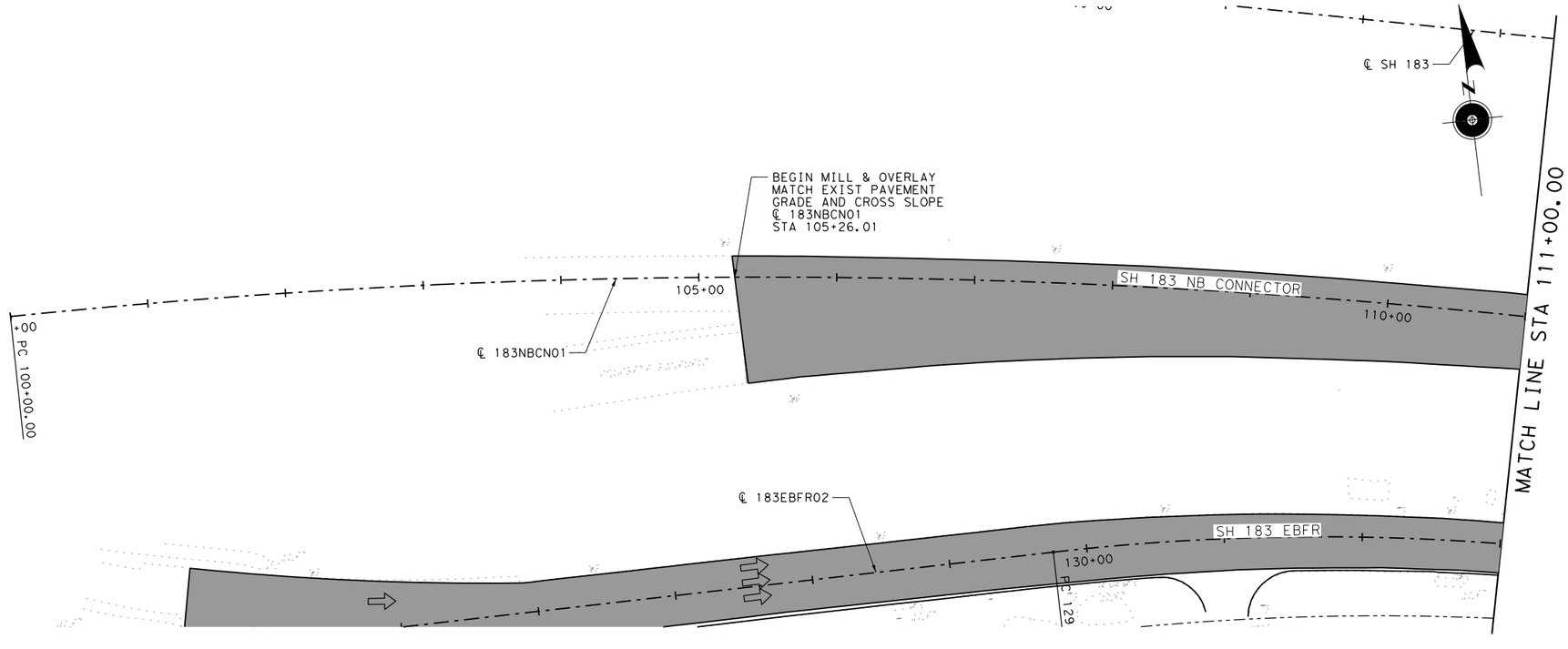
PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:Cory.Colley
FILE:...\3. Roadway\183PL_021.dgn
DATE:4/9/2024 TIME:11:04:05 AM

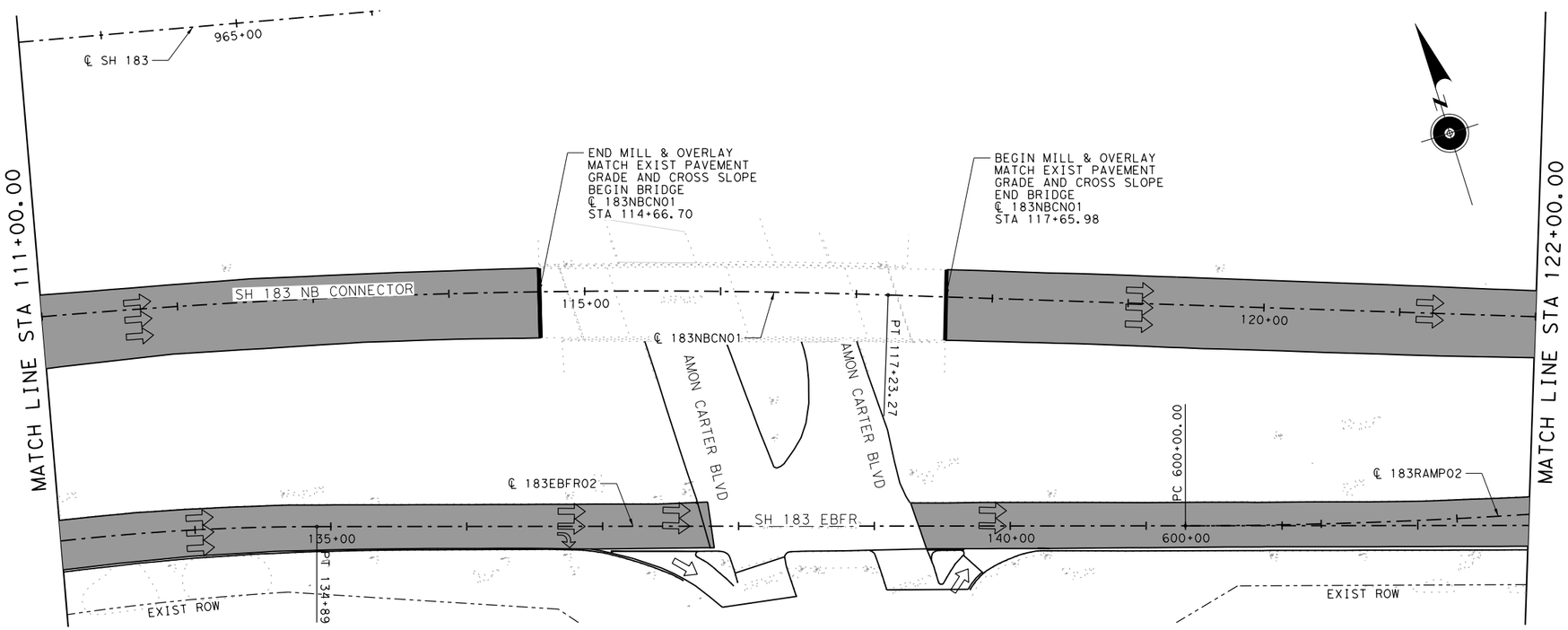
100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Cory.Colley

FILE:...\3. Roadway\183PL_022.dgn
DATE:4/9/2024 TIME:11:04:13 AM





LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
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4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	1281
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	8907
TACK COAT	GAL	1781

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

Texas Department of Transportation

SH 183
ROADWAY LAYOUTS

SH 183 NB CONNECTOR
BEG TO STA 122+00

SHEET 22 OF 28

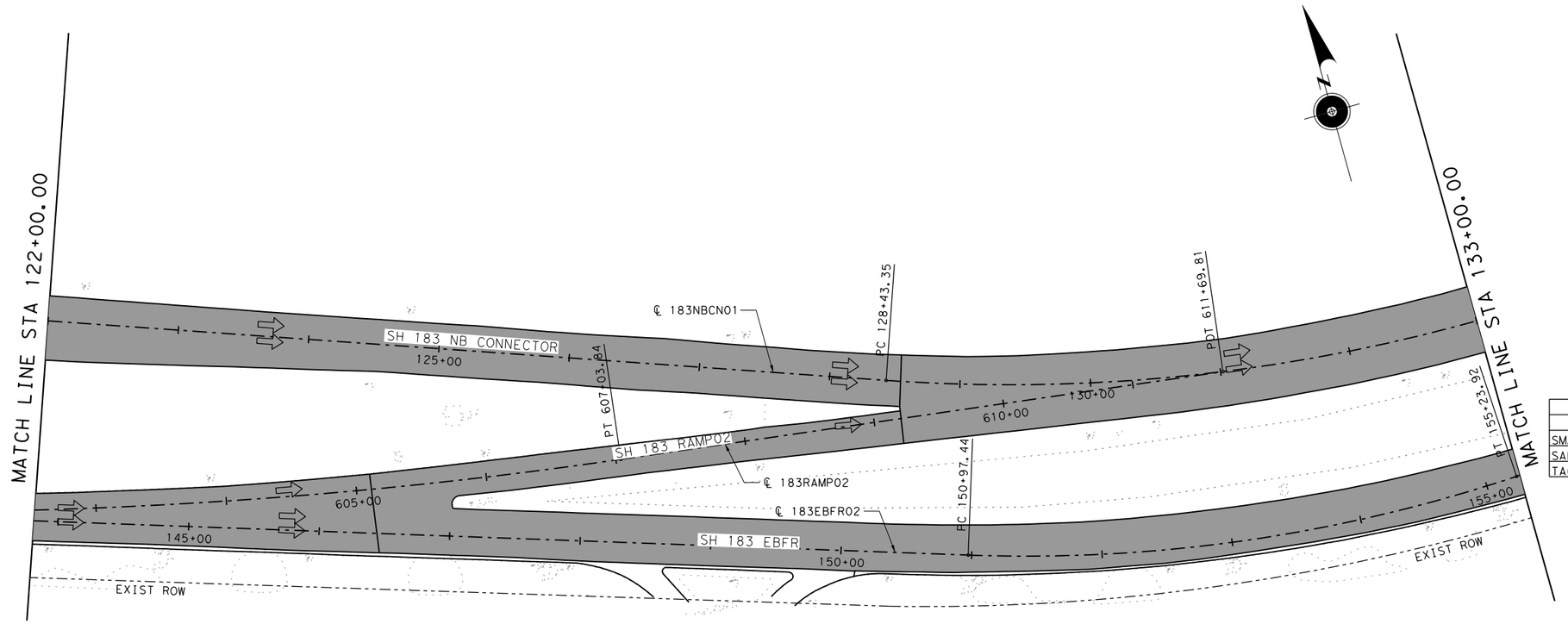
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	133
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

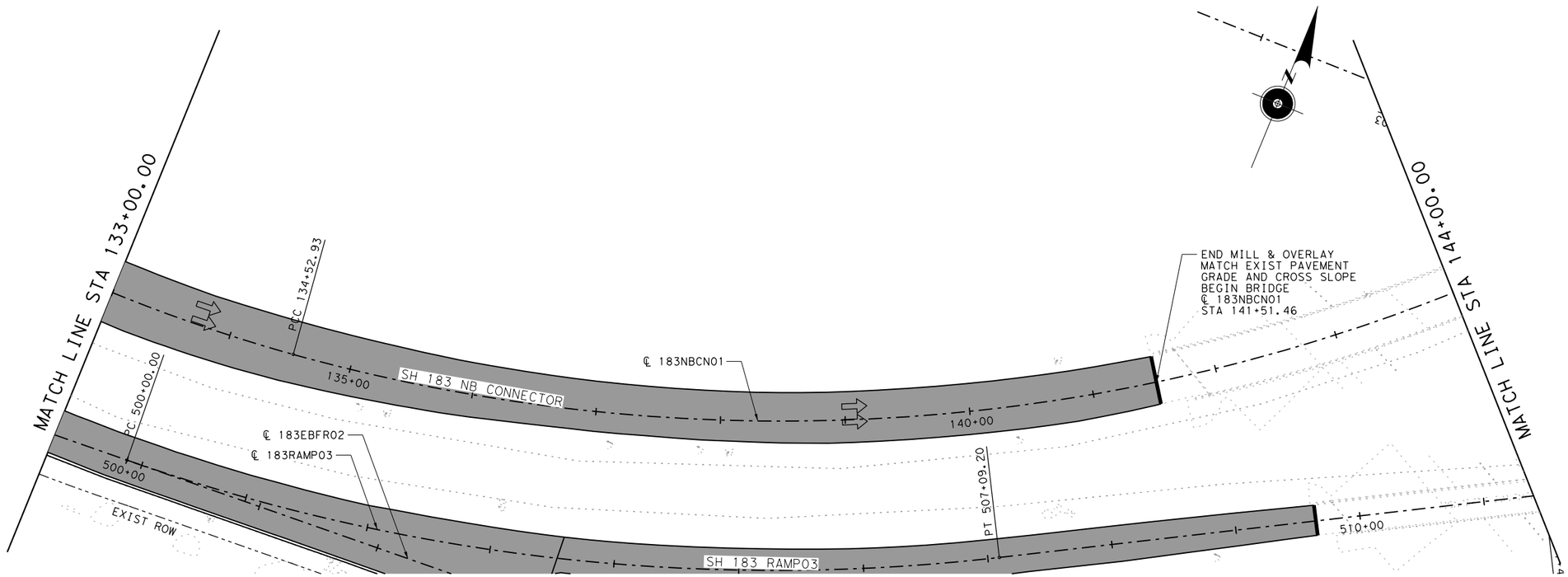
100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:100
USER: AMohammed

FILE:...\3. Roadway\183PL_023.dgn
DATE:4/10/2024 TIME:2:13:56 PM





LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
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4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	1412
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	9825
TACK COAT	GAL	1965

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/10/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

SH 183 NB CONNECTOR
STA 122+00 TO STA 144+00

SHEET 23 OF 28

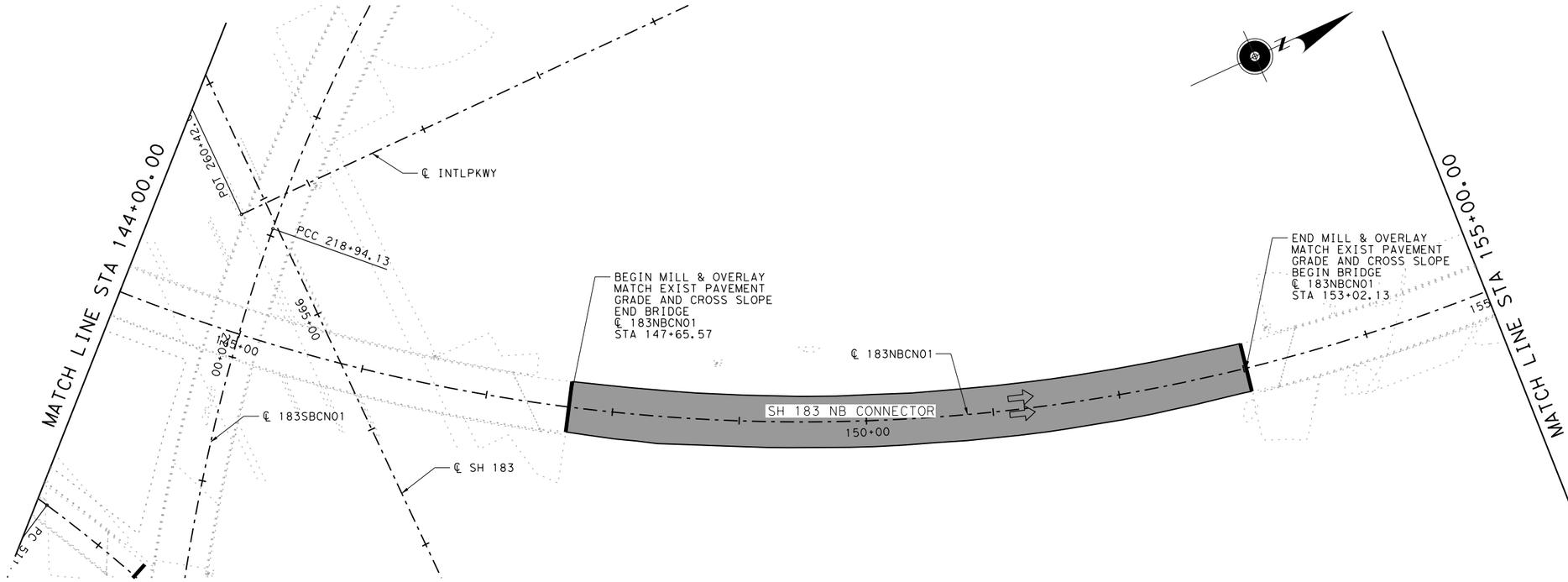
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	134
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

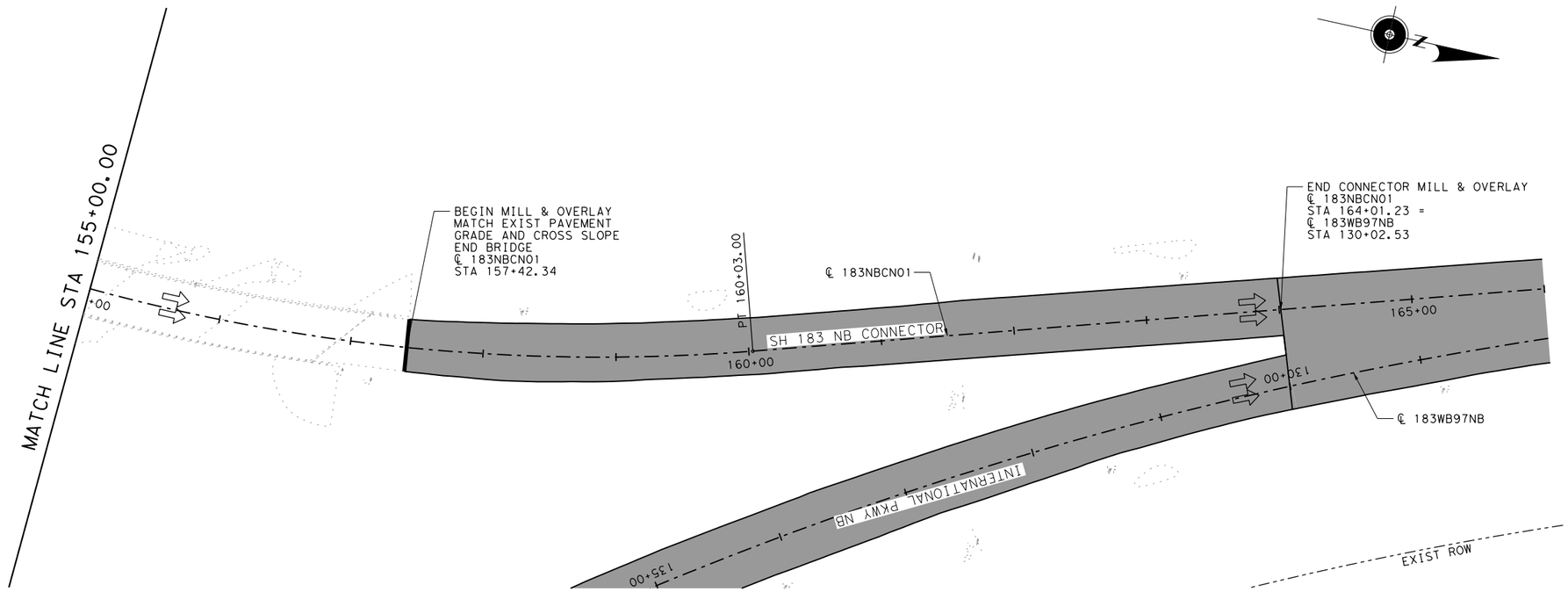
100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Cory.Colley

FILE:...\3. Roadway\183PL_024.dgn
DATE:4/9/2024 TIME:11:04:33 AM





LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

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6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	800
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	5566
TACK COAT	GAL	1113

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

SH 183 NB CONNECTOR
STA 144+00 TO END

SHEET 24 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	135
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL

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USER:Cory.Colley

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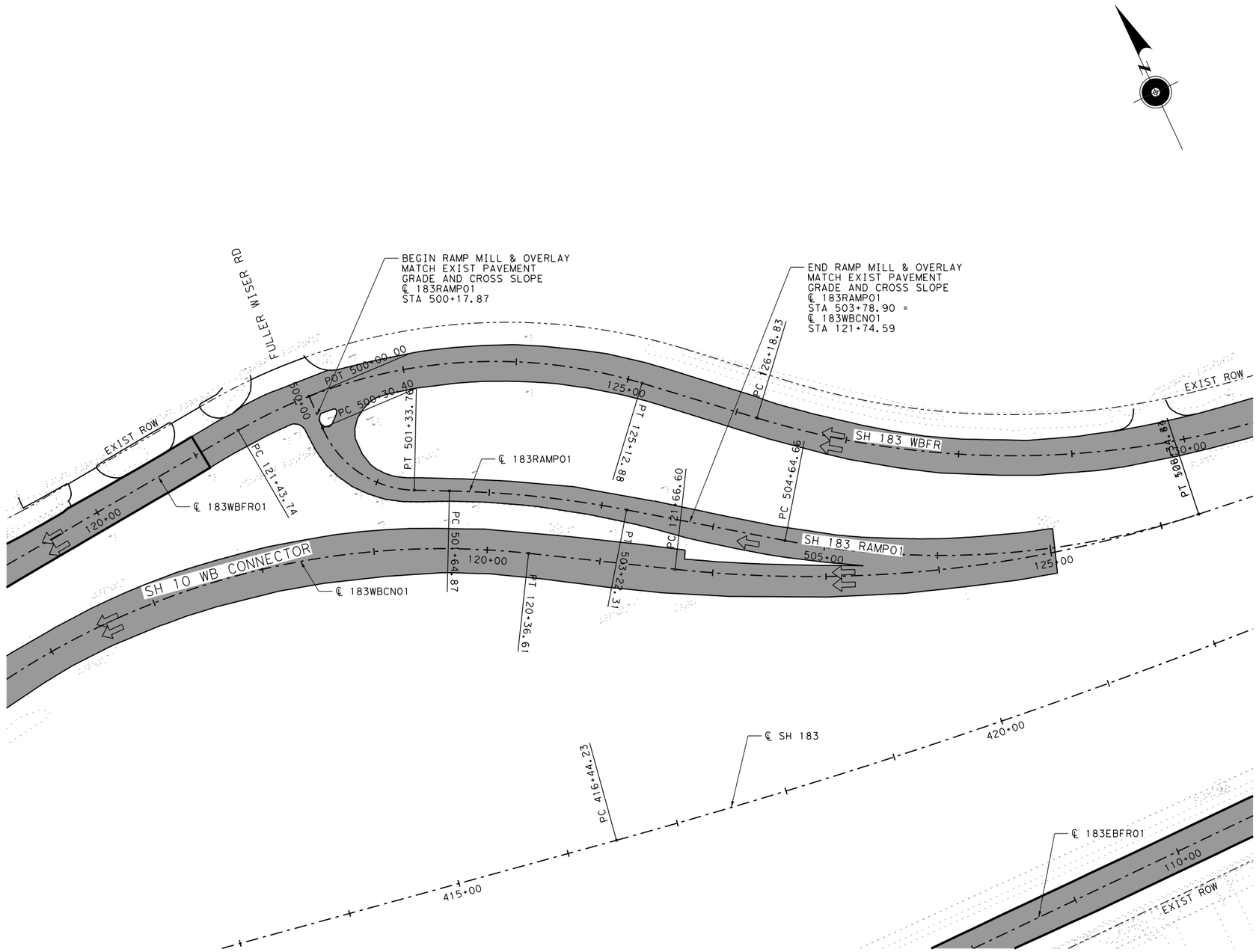

LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT(FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	140
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	971
TACK COAT	GAL	194

0′ 50′ 100′
SCALE IN FEET

GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
STATE OF TEXAS
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

SH 183 RAMP01
BEG TO END

SHEET 25 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	136
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt<fg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

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USER:Cory.Colley

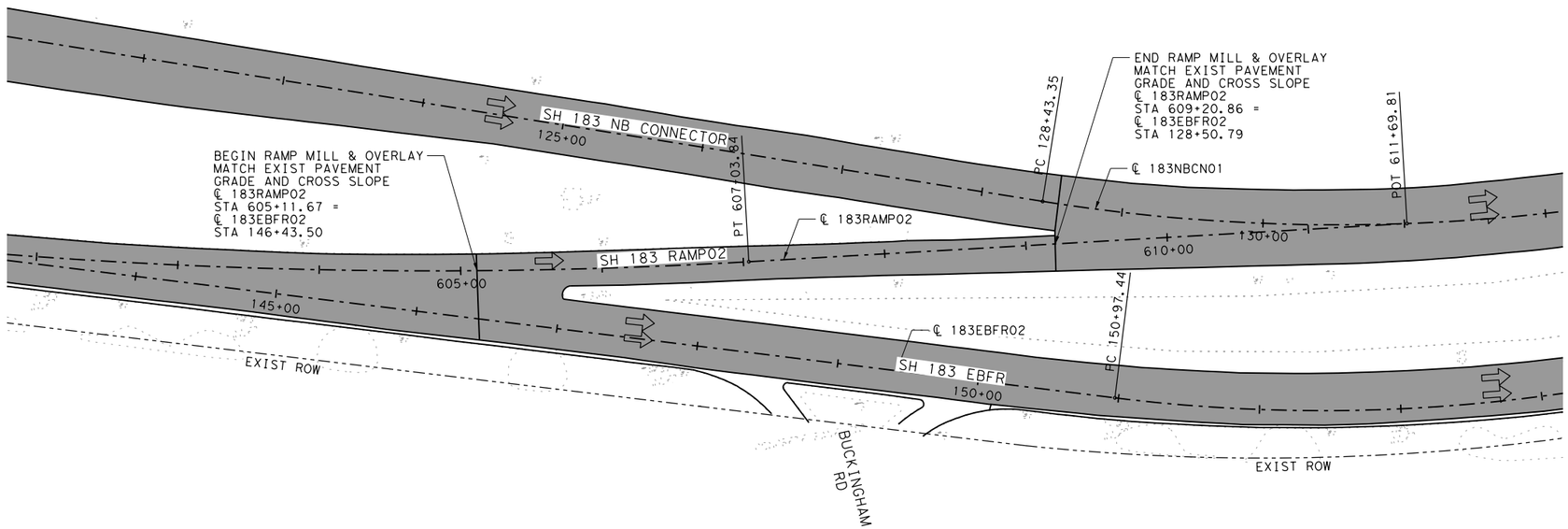
FILE:...\3. Roadway\183PL_026.dgn
DATE:4/9/2024 TIME:11:04:52 AM

LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT(FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.



SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	145
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	1007
TACK COAT	GAL	201

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
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MBAKERINTL.COM
TBPE Registration No. F-2677

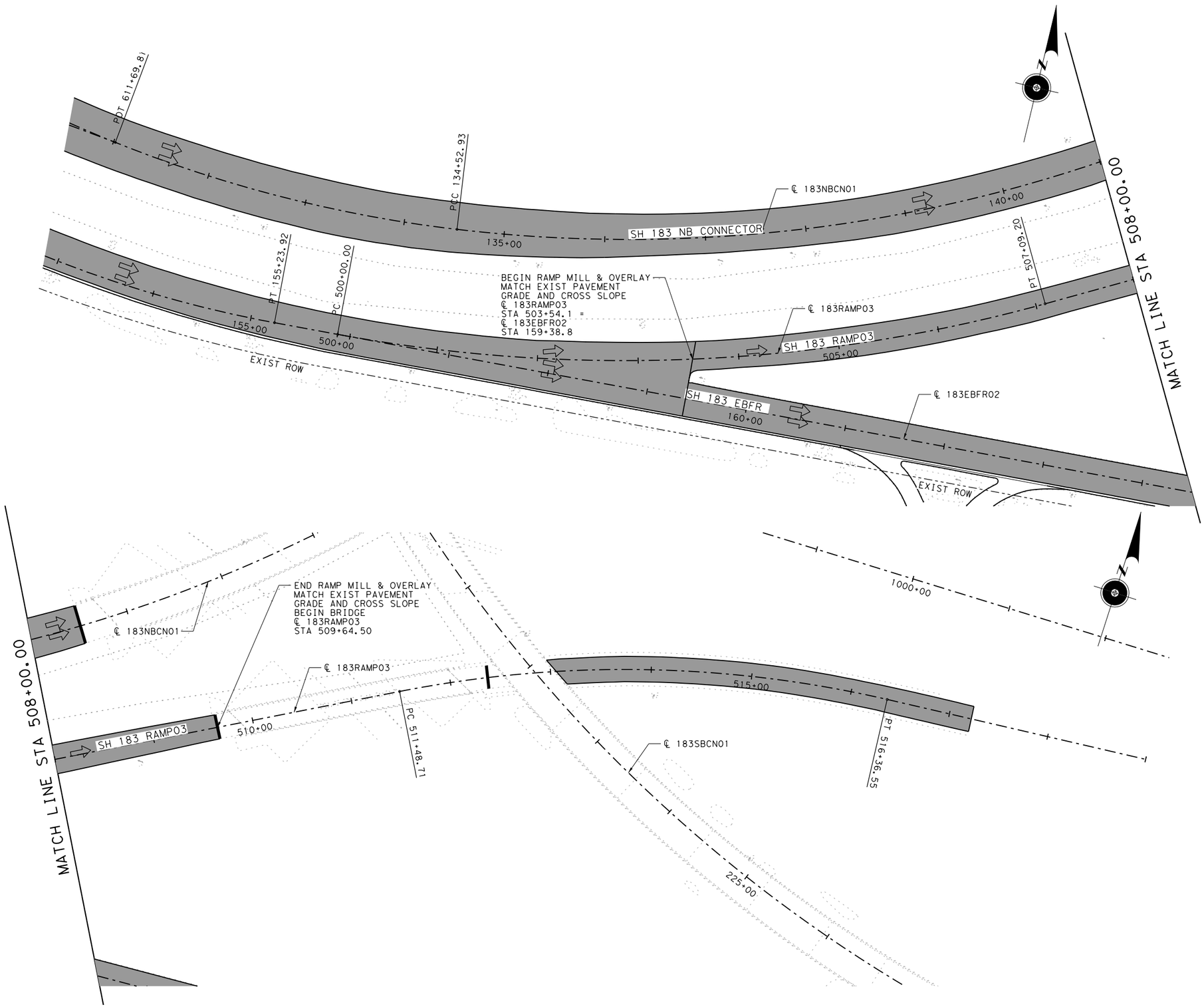
SH 183
ROADWAY LAYOUTS

SH 183 RAMP02
BEG TO END

SHEET 26 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	137
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL



LEGEND

- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	446
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	3102
TACK COAT	GAL	620

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
ROADWAY LAYOUTS

SH 183 RAMP03
BEG TO END

SHEET 27 OF 28

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	138
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt
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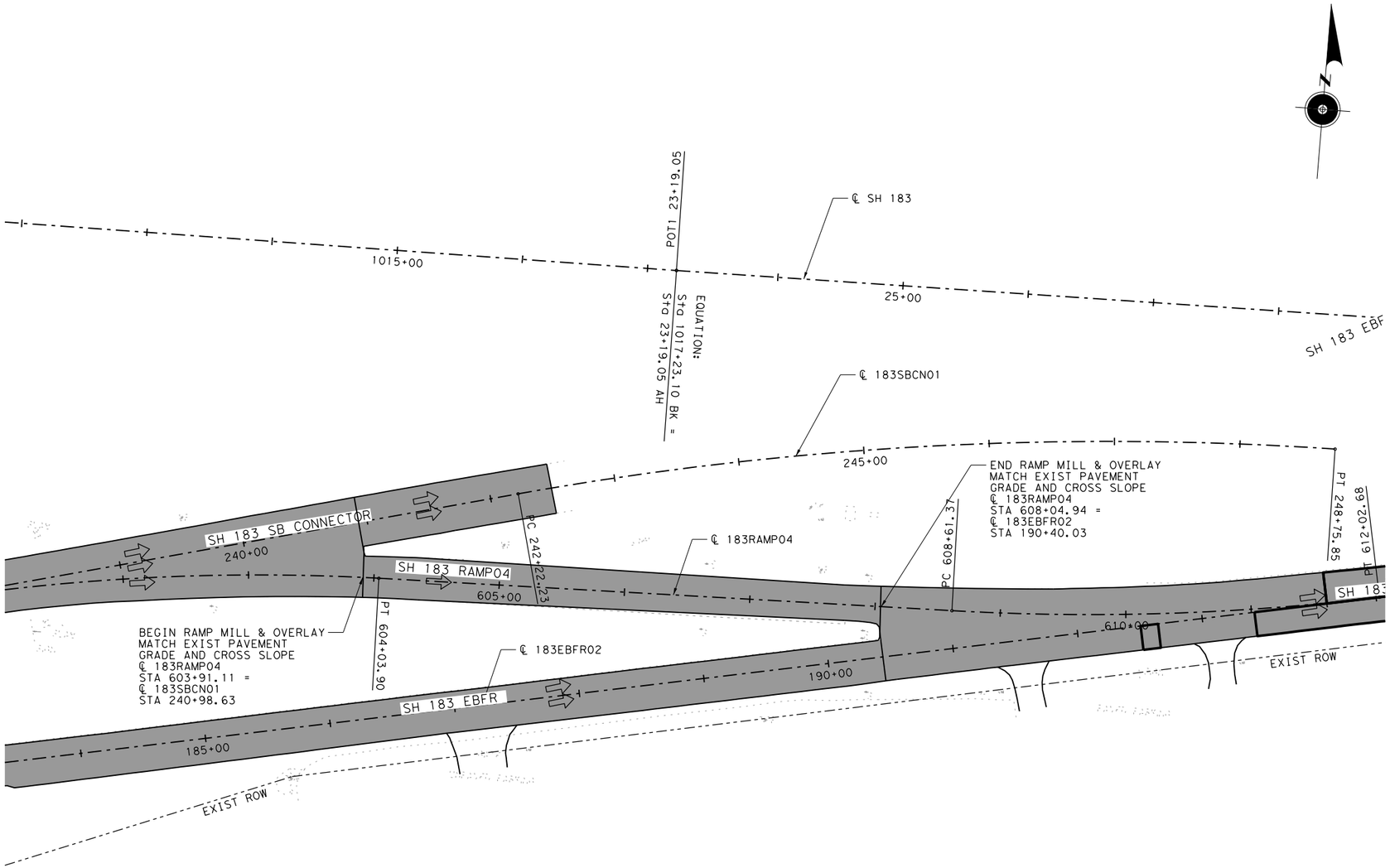
SCALE:1:100
USER:Cory.Colley
FILE:...\3. Roadway\183PL_027.dgn
DATE:4/9/2024 TIME:11:05:01 AM

100% SUBMITTAL



LEGEND

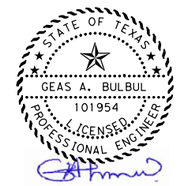
- EXISTING TRAFFIC
- PROPOSED PAVEMENT (FLEXIBLE)
- FLEXIBLE BASE REPAIR

NOTES:

1. ALL DIMENSIONS AND CALLOUTS ARE TO FACE OF CURB, FACE OF RAIL, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO MATCH EXISTING GRADES AT CONSTRUCTION LIMITS.
3. REFER TO PROJECT LAYOUT SHEETS FOR ADDITIONAL INFORMATION.
4. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR TO MAINTAIN THE CURB HEIGHT WITH THE OVERLAY. REFER TO THE TYPICAL SECTONS SHEETS.
6. CONTRACTOR SHALL VERIFY EXISTING PAVEMENT INCLUDING SHOULDER STRUCTURE AND MILLING DEPTH OF ALL SEGMENT OF ROADWAY WITHIN THE PROJECT LIMITS.

SHEET TOTALS		
ROADWAY ITEM	UNIT	QTY
SMA TY D PG76-28SAC A	TON	204
SALV, HAUL & STKPL RCL APH PV (0"TO 4")	SY	1420
TACK COAT	GAL	284

0′ 50′ 100′
SCALE IN FEET



4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

Texas Department of Transportation

SH 183
ROADWAY LAYOUTS

SH 183 RAMP04
BEG TO END

SHEET 28 OF 28

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	139
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt<cfg
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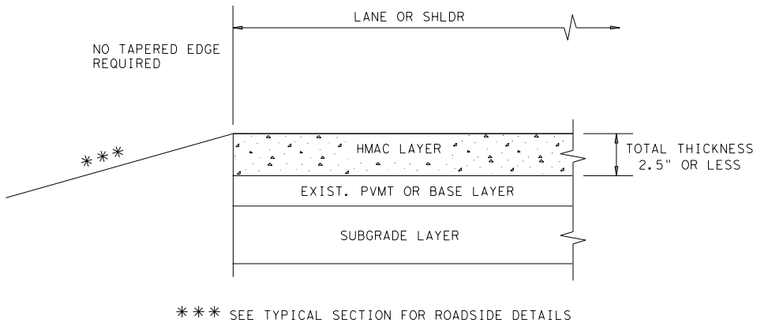
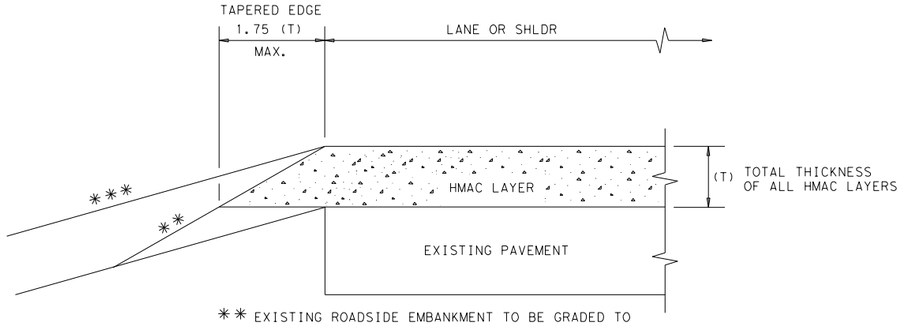


*** SEE TYPICAL SECTION FOR ROADSIDE DETAILS

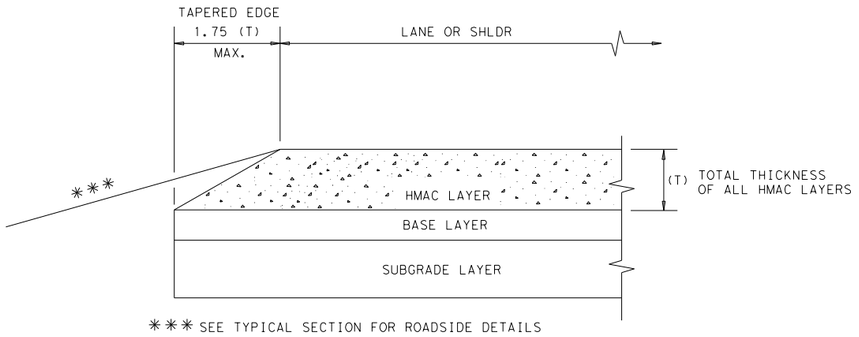
CONDITION - 1
THIN HMAC SURFACES OR HMAC OVERLAY
WITH THICKNESS OF 2.5" OR LESS



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

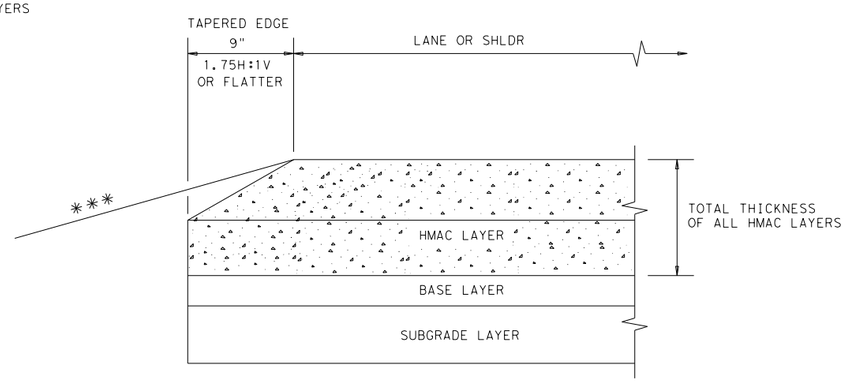
*** SEE TYPICAL SECTION FOR ROADSIDE DETAILS

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



*** SEE TYPICAL SECTION FOR ROADSIDE DETAILS

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



*** SEE TYPICAL SECTION FOR ROADSIDE DETAILS

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

(NOT TO SCALE)

GENERAL NOTES

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

Texas Department of Transportation | Design Division Standard

TAPERED EDGE DETAILS
HMAC PAVEMENT

TE(HMAC)-11

FILE: tehmac11.dgn	DN: TxDOT	CK: RL	DW: KB	CK:		
© TxDOT January 2011	CONT	SECT	JOB		HIGHWAY	
REVISIONS	0094	02	137,ECT.		SH 183	
	DIST	COUNTY			SHEET NO.	
	FTW	TARRANT			140	

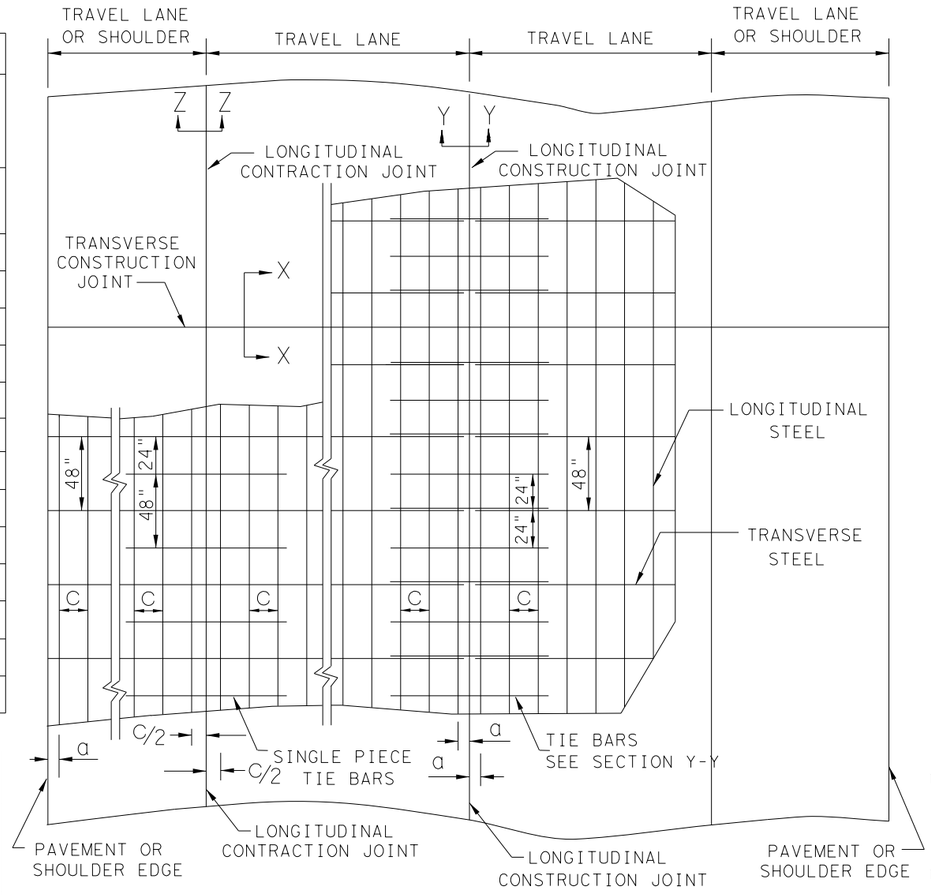
DATE: 4/9/2024
FILE: ...\tehmac11 (1).dgn

DATE:
FILE:

TABLE NO. 1 LONGITUDINAL STEEL				
SLAB THICKNESS AND BAR SIZE		LONGITUDINAL STEEL BARS	FIRST SPACING AT EDGE OR JOINT	LONG. STEEL VERTICAL POSITION FROM BOTTOM OF PAVEMENT
T (IN.)	BAR SIZE	SPACING C (IN.)	SPACING a (IN.)	T1 (IN.)
7.0	#5	6.5	3 TO 4	3.5
7.5	#5	6.0	3 TO 4	3.75
8.0	#6	9.0	3 TO 4	4.0
8.5	#6	8.5	3 TO 4	4.25
9.0	#6	8.0	3 TO 4	4.5
9.5	#6	7.5	3 TO 4	4.75
10.0	#6	7.0	3 TO 4	5.0
10.5	#6	6.75	3 TO 4	5.5
11.0	#6	6.5	3 TO 4	6.0
11.5	#6	6.25	3 TO 4	6.5
12.0	#6	6.0	3 TO 4	7.0
12.5	#6	5.75	3 TO 4	7.5
13.0	#6	5.5	3 TO 4	8.0

TABLE NO. 2 TRANSVERSE STEEL AND TIE BARS						
SLAB THICKNESS (IN.)	TRANSVERSE STEEL		TIE BARS AT LONGITUDINAL CONTRACTION JOINT (SECTION Z-Z)		TIE BARS AT LONGITUDINAL CONSTRUCTION JOINT (SECTION Y-Y)	
	BAR SIZE	SPACING (IN.)	BAR SIZE	SPACING (IN.)	BAR SIZE	SPACING (IN.)
7.0 - 7.5	#5*	48	#5*	48	#5*	24
8.0 - 13.0	#5*	48	#6	48	#6	24

*CONTRACTOR MAY USE #6 REINFORCING STEEL INSTEAD OF #5 REINFORCING STEEL OR COMBINATION OF EACH SIZE

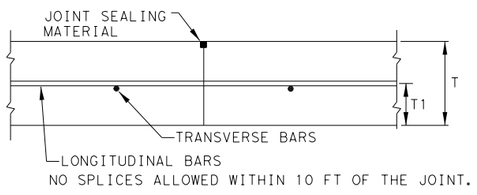


TYPICAL PAVEMENT LAYOUT

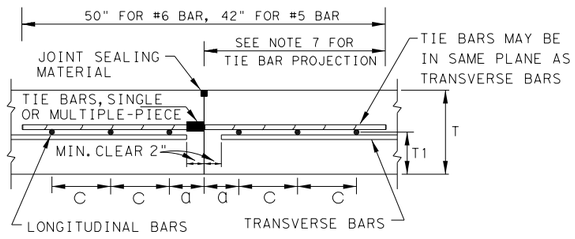
PLAN VIEW (NOT TO SCALE)

GENERAL NOTES

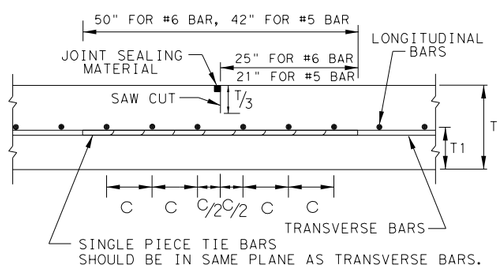
1. DETAILS FOR PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE SHALL BE SHOWN ELSEWHERE IN THE PLANS. FOR PAVEMENTS WIDER THAN 100 FT. WITHOUT A FREE LONGITUDINAL JOINT, ADDITIONAL DETAIL MAY BE SHOWN ELSEWHERE IN THE PLANS.
2. USE COARSE AGGREGATES WITH A RATED COEFFICIENT OF THERMAL EXPANSION (CoTE) OF NOT MORE THAN 5.5 X 10^{-6} IN/IN/ °F AS LISTED IN THE CONCRETE RATED SOURCE QUALITY CATALOG (CRSQC).
3. ALL THE REINFORCING STEEL AND TIE BARS SHALL BE DEFORMED STEEL BARS CONFORMING TO ASTM A 615 (GRADE 60) OR ASTM A 996 (GRADE 60) OR ABOVE. STEEL BAR SIZES AND SPACINGS SHALL CONFORM TO TABLE NO.1 AND TABLE NO.2.
4. STEEL BAR PLACEMENT TOLERANCE SHALL BE +/- 1 IN. HORIZONTALLY AND +/- 0.5 IN. VERTICALLY. CALCULATED AVERAGE BAR SPACING (CONCRETE PLACEMENT WIDTH / NUMBER OF LONGITUDINAL BARS) SHALL CONFORM TO TABLE NO.1.
5. ADJUST REINFORCING STEEL VERTICALLY USING SHIMS OR OTHER METHODS, AS APPROVED, TO MEET VERTICAL TOLERANCES PRIOR TO CONCRETE PLACEMENT.
6. PAVEMENT WIDTHS OF MORE THAN 15 FT. SHALL HAVE A LONGITUDINAL JOINT (SECTION Z-Z OR SECTION Y-Y). THESE JOINTS SHALL BE LOCATED WITHIN 6 IN. OF THE LANE LINE UNLESS THE JOINT LOCATION IS SHOWN ELSEWHERE ON THE PLANS.
7. THE MINIMUM PROJECTION OF TIE BARS INTO THE ADJACENT PLACEMENT IS 22.5 IN. for #6 BARS AND 18.5 IN. FOR #5 BARS.
8. SEE STANDARD SHEET "CONCRETE CURB AND CURB AND GUTTER," FOR DETAILS WHEN TYING CONCRETE CURB OR CURB GUTTER AT A LONGITUDINAL JOINT.
9. REPLACE MISSING OR DAMAGED TIE BARS WITHOUT ADDITIONAL COMPENSATION BY DRILLING MIN.10 IN. DEEP AND GROUTING TIE BARS WITH TYPE III, CLASS C EPOXY. MEET THE PULL-OUT TEST REQUIREMENTS IN ITEM 361.
10. OMIT TIE BARS LOCATED WITHIN 18-IN. OF THE TRANSVERSE CONSTRUCTION JOINTS (SECTION X-X). USE HAND-OPERATED IMMERSION VIBRATORS TO CONSOLIDATE THE CONCRETE ADJACENT TO ALL FORMED JOINTS.
11. THE DETAIL FOR THE JOINT SEALANT AND RESERVOIR IS SHOWN ON STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."



TRANSVERSE CONSTRUCTION JOINT
SECTION X - X



LONGITUDINAL CONSTRUCTION JOINT
SECTION Y - Y



LONGITUDINAL CONTRACTION JOINT
SECTION Z - Z

SHEET 1 OF 2

Texas Department of Transportation — Design Division Standard

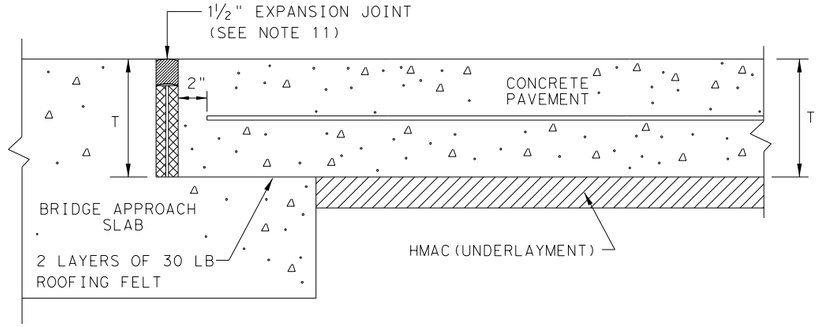
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

ONE LAYER STEEL BAR PLACEMENT
T - 7 to 13 INCHES

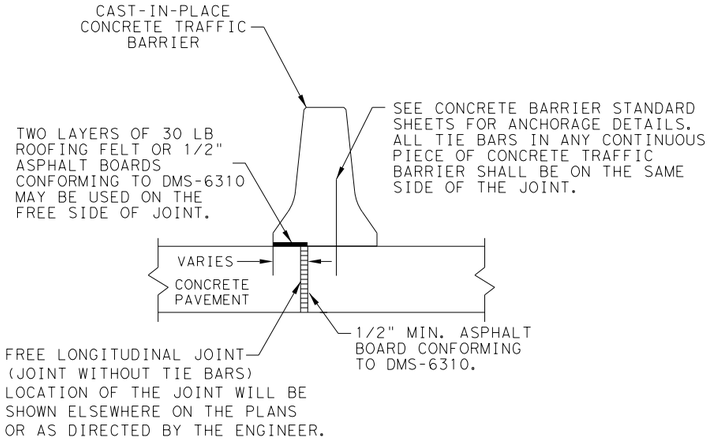
CRCP(1)-23

FILE: crcp123.dgn	DN: TxDOT	CK: KM	DW: CES	CK:
©TxDOT: APRIL 2023	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ECT.	SH 183
APRIL 2023: REVISED LONG. STEEL VERTICAL LOCATION REMOVED ADDITIONAL TIEBAR AT TRANSVERSE CONSTRUCTION JOINTS	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		141

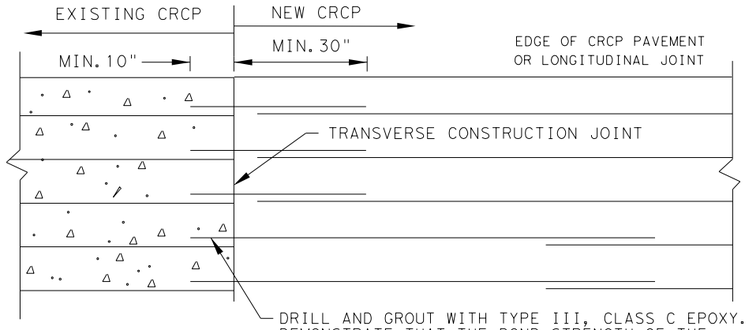
DATE:
FILE:



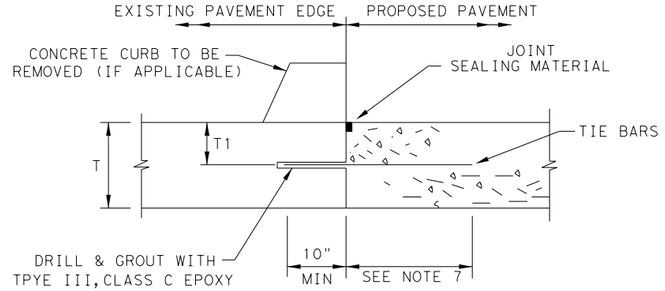
TRANSVERSE EXPANSION JOINT DETAIL
AT BRIDGE APPROACH



CENTERLINE FREE LONGITUDINAL JOINT DETAIL

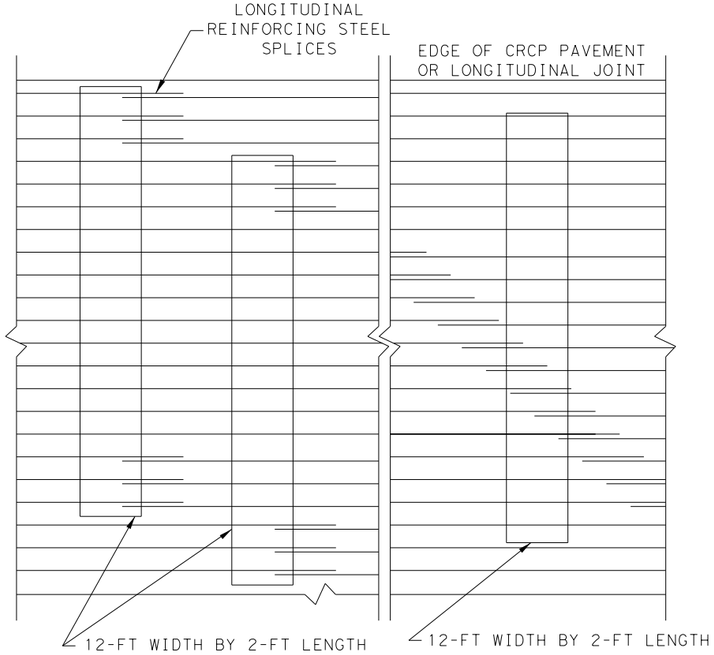


OPTION A: DRILL AND EPOXY
PLAN VIEW (NOT TO SCALE)



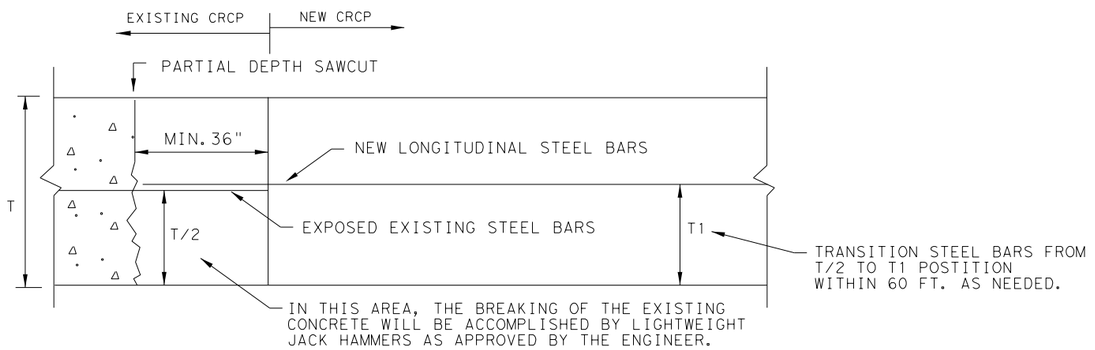
1. BEFORE CONCRETE PLACEMENT, PERFORM PULL-OUT TESTS ON EPOXY-GROUTED TIE BARS IN ACCORDANCE WITH ITEM 360.
2. SPACE TIE BARS AT 24" SPACING. USE #6 TIE BARS FOR 8" AND THICKER PAVEMENTS, USE #5 TIE BARS FOR LESS THAN 8" THICK PAVEMENTS.

LONGITUDINAL WIDENING JOINT DETAIL



STAGGER THE LAP LOCATIONS SO THAT NO MORE THAN 1/3 OF THE LONGITUDINAL STEEL IS SPLICED IN ANY GIVEN 12-FT. WIDTH AND 2-FT. LENGTH OF THE PAVEMENT. ANY OTHER LAP CONFIGURATION MEETING THIS REQUIREMENT WILL BE ALLOWED.

EXAMPLES OF LAP CONFIGURATION
PLAN VIEW (NOT TO SCALE)



OPTION B: BREAKBACK AND LAP

TRANSVERSE TIE JOINT DETAIL
NEW CRCP TO EXISTING CRCP

SHEET 2 OF 2

Texas Department of Transportation

Design Division Standard

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

ONE LAYER STEEL BAR PLACEMENT
T - 7 to 13 INCHES

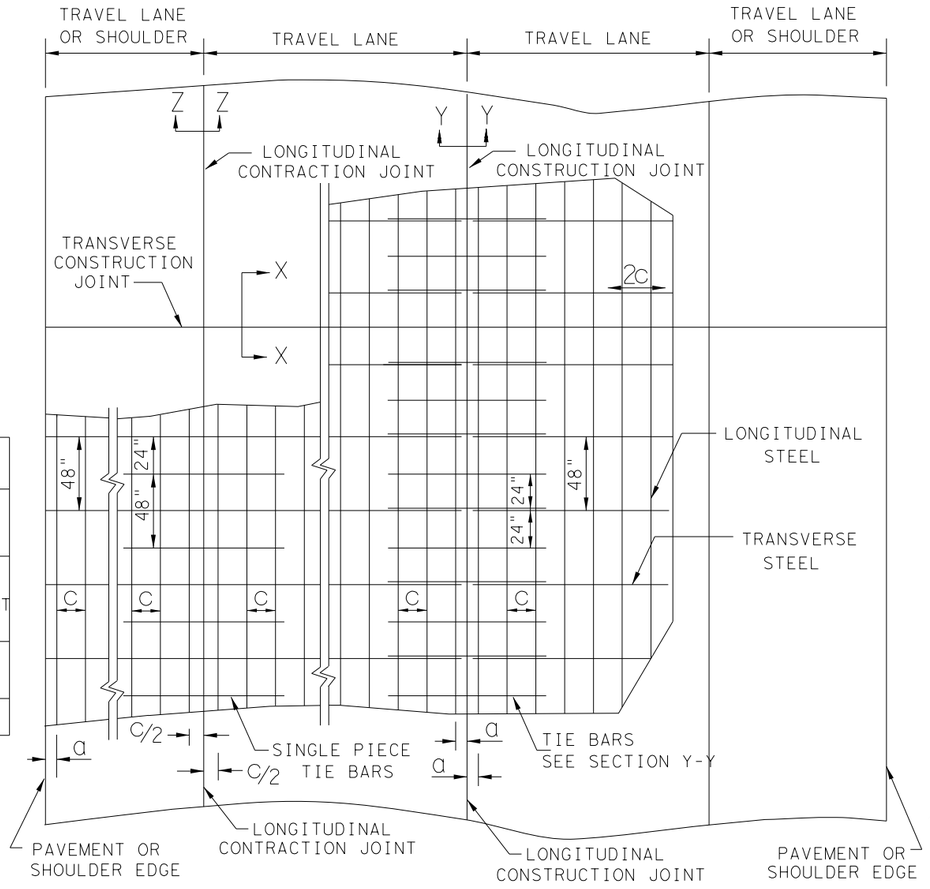
CRCP(1)-23

FILE: crcp123.dgn	DN: TxDOT	CK: KM	DW: CES	CK:	
©TxDOT: APRIL 2023	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0094	02	137,ECT.	SH 183	
APRIL 2023: MODIFIED EXPANSION JOINT DETAIL AT BRIDGE APPROACH SLAB	DIST	COUNTY		SHEET NO.	
	FTW	TARRANT		142	

TABLE NO.1 LONGITUDINAL STEEL					
SLAB THICKNESS AND BAR SIZE		FOR BOTH STEEL MATS		LOWER STEEL MAT HEIGHT	TOP STEEL MAT HEIGHT
		LONGITUDINAL STEEL BARS	FIRST SPACING AT EDGE OR JOINT		
T (IN.)	BAR SIZE	SPACING c (IN.)	SPACING a (IN.)	T1 (IN.)	T2 (IN.)
14	#6	9.5	3 TO 4	4.5	8.0
15	#6	8.5	3 TO 4	5.0	8.5

TABLE NO.2 TRANSVERSE STEEL AND TIE BARS						
SLAB THICKNESS T (IN.)	FOR BOTH STEEL MATS		FOR LOWER STEEL MAT ONLY		FOR BOTH STEEL MATS	
	TRANSVERSE STEEL		TIE BARS AT LONGITUDINAL CONTRACTION JOINT (SECTION Z-Z)		TIE BARS AT LONGITUDINAL CONSTRUCTION JOINT (SECTION Y-Y)	
	BAR SIZE*	SPACING (IN.)	BAR SIZE	SPACING (IN.)	BAR SIZE	SPACING (IN.)
14 - 15	#5	48	#6	48	#6	24

*CONTRACTOR MAY USE #6 REINFORCING STEEL INSTEAD OF #5 REINFORCING STEEL OR COMBINATION OF EACH SIZE

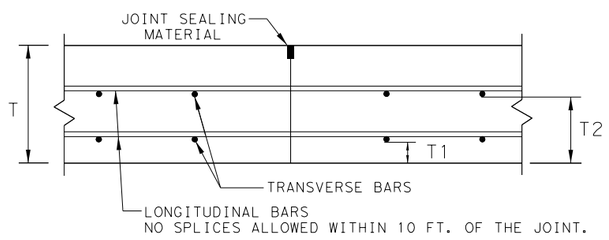


TYPICAL PAVEMENT LAYOUT

PLAN VIEW (NOT TO SCALE)

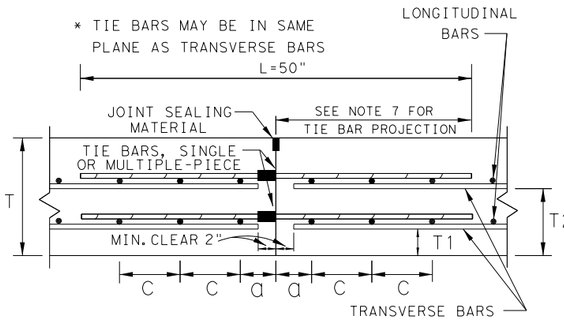
GENERAL NOTES

1. DETAILS FOR PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE SHALL BE SHOWN ELSEWHERE IN THE PLANS. FOR PAVEMENTS WIDER THAN 100 FT. WITHOUT A FREE LONGITUDINAL JOINT, ADDITIONAL DETAIL MAY BE SHOWN ELSEWHERE IN THE PLANS.
2. USE COARSE AGGREGATES WITH A RATED COEFFICIENT OF THERMAL EXPANSION (CoTE) OF NOT MORE THAN 5.5 X 10^{-6} IN/IN/ °F AS LISTED IN THE CONCRETE RATED SOURCE QUALITY CATALOG (CRSQC).
3. ALL THE REINFORCING STEEL AND TIE BARS SHALL BE DEFORMED STEEL BARS CONFORMING TO ASTM A 615 (GRADE 60) OR ASTM A 996 (GRADE 60) OR ABOVE. STEEL BAR SIZES AND SPACINGS SHALL CONFORM TO TABLE NO.1 AND TABLE NO.2.
4. STEEL BAR PLACEMENT TOLERANCE SHALL BE +/- 1 IN. HORIZONTALLY AND +/- 0.5 IN. VERTICALLY. CALCULATED AVERAGE BAR SPACING (CONCRETE PLACEMENT WIDTH / NUMBER OF LONGITUDINAL BARS IN A SINGLE LAYER) SHALL CONFORM TO TABLE NO.1.
5. ADJUST REINFORCING STEEL VERTICALLY USING SHIMS OR OTHER METHODS, AS APPROVED, TO MEET VERTICAL TOLERANCES PRIOR TO CONCRETE PLACEMENT.
6. PAVEMENT WIDTHS OF MORE THAN 15 FT. SHALL HAVE A LONGITUDINAL JOINT (SECTION Z-Z OR SECTION Y-Y). THESE JOINTS SHALL BE LOCATED WITHIN 6 IN. OF THE LANE LINE UNLESS THE JOINT LOCATION IS SHOWN ELSEWHERE ON THE PLANS.
7. THE MINIMUM PROJECTION OF TIE BARS INTO THE ADJACENT PLACEMENT IS 22.5 IN. for #6 BARS AND 18.5 IN. FOR #5 BARS.
8. SEE STANDARD SHEET "CONCRETE CURB AND CURB AND GUTTER," FOR DETAILS WHEN TYING CONCRETE CURB OR CURB GUTTER AT A LONGITUDINAL JOINT.
9. REPLACE MISSING OR DAMAGED TIE BARS WITHOUT ADDITIONAL COMPENSATION BY DRILLING MIN.10 IN. DEEP AND GROUTING TIE BARS WITH TYPE III, CLASS C EPOXY. MEET THE PULL-OUT TEST REQUIREMENTS IN ITEM 361.
10. OMIT TIE BARS LOCATED WITHIN 18-IN. OF THE TRANSVERSE CONSTRUCTION JOINTS (SECTION X-X). USE HAND-OPERATED IMMERSION VIBRATORS TO CONSOLIDATE THE CONCRETE ADJACENT TO ALL FORMED JOINTS.
11. THE DETAIL FOR THE JOINT SEALANT AND RESERVOIR IS SHOWN ON STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."



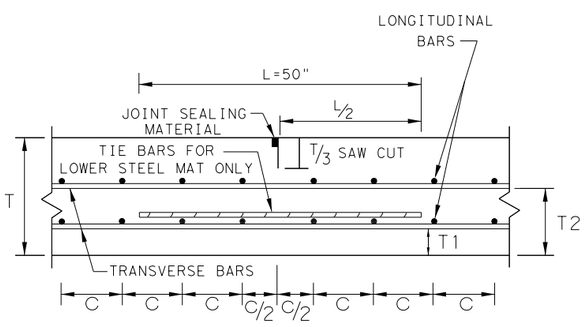
TRANSVERSE CONSTRUCTION JOINT

SECTION X - X



LONGITUDINAL CONSTRUCTION JOINT

SECTION Y - Y



LONGITUDINAL CONTRACTION JOINT

SECTION Z - Z

SHEET 1 OF 2

Texas Department of Transportation | Design Division Standard

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

TWO LAYER STEEL BAR PLACEMENT
T - 14 & 15 INCHES

CRCP(2)-23

FILE: crcp223.dgn	DN: TxDOT	CK: KM	DW: CES	CK:
©TxDOT: APRIL 2023	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137,ECT.	SH 183
APRIL 2023: REVISED ADDITIONAL TIEBAR AT TRANSVERSE CONSTRUCTION JOINTS	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		143

DATE: 4/9/2024 1:26:47 PM
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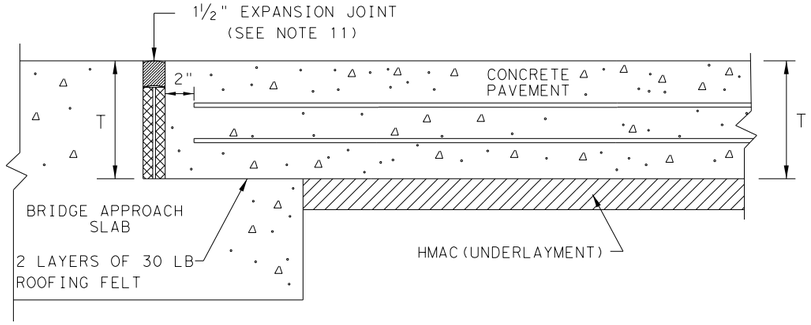
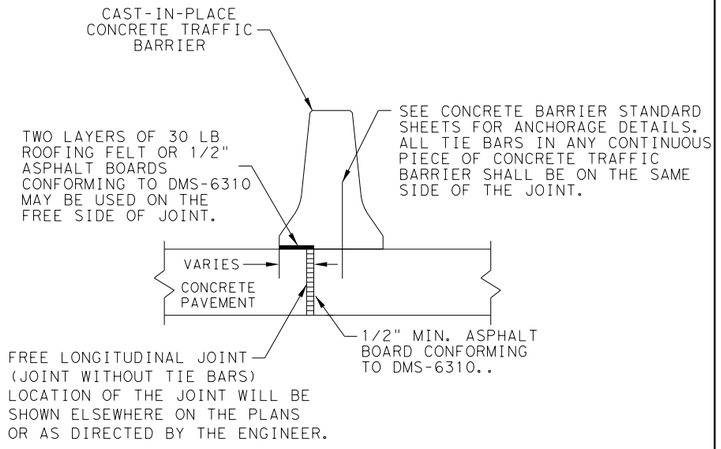
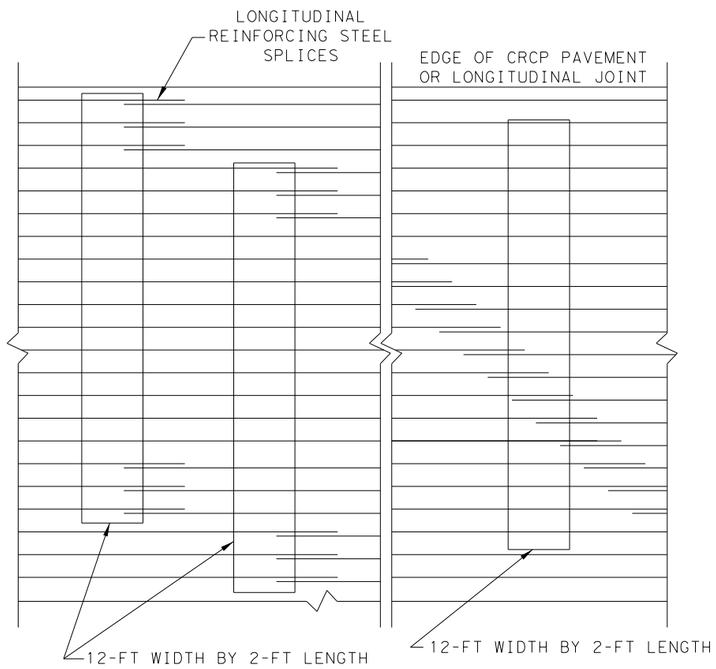


TRANSVERSE EXPANSION JOINT DETAIL
AT BRIDGE APPROACH

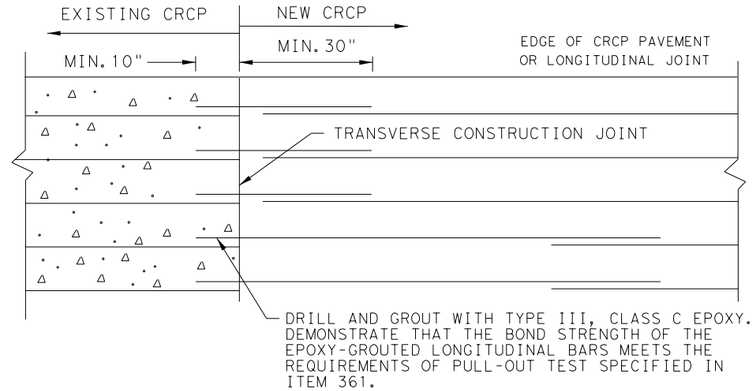


CENTERLINE FREE LONGITUDINAL JOINT DETAIL

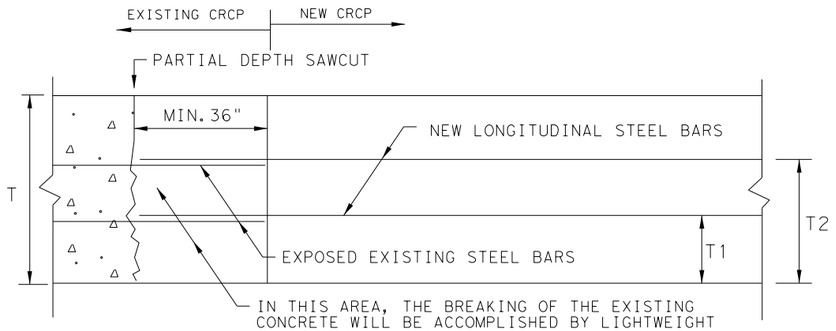


STAGGER THE LAP LOCATIONS SO THAT NO MORE THAN 1/3 OF THE LONGITUDINAL STEEL IS SPLICED IN ANY GIVEN 12-FT. WIDTH AND 2-FT. LENGTH OF THE PAVEMENT. ANY OTHER LAP CONFIGURATION MEETING THIS REQUIREMENT WILL BE ALLOWED.

EXAMPLES OF LAP CONFIGURATION
PLAN VIEW (NOT TO SCALE)

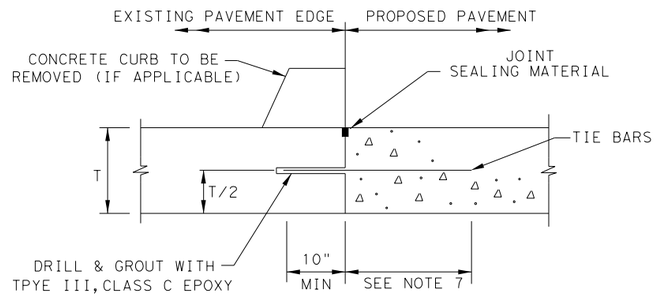


OPTION A: DRILL AND EPOXY
PLAN VIEW (NOT TO SCALE)



OPTION B: BREAKBACK AND LAP

TRANSVERSE TIE JOINT DETAIL
NEW CRCP TO EXISTING CRCP



1. BEFORE CONCRETE PLACEMENT, PERFORM PULL-OUT TESTS ON EPOXY-GROUTED TIE BARS IN ACCORDANCE WITH ITEM 360.
2. SPACE TIE BARS AT 24" SPACING.

LONGITUDINAL WIDENING JOINT DETAIL

SHEET 2 OF 2

Texas Department of Transportation

Design Division Standard

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

TWO LAYER STEEL BAR PLACEMENT
T - 14 & 15 INCHES

CRCP(2)-23

FILE: crcp223.dgn	DN: TxDOT		CK: KM	DW: CES		CK:
©TxDOT: APRIL 2023	CONT	SECT	JOB		HIGHWAY	
REVISIONS	0094	02	137,ECT.		SH 183	
APRIL 2023: MODIFIED EXPANSION JOINT DETAIL AT BRIDGE APPROACH SLAB	DIST	COUNTY			SHEET NO.	
	FTW	TARRANT			144	

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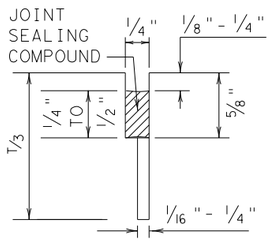
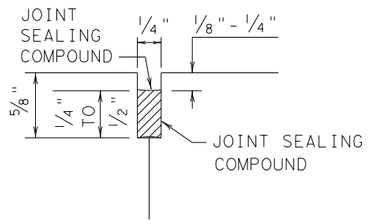
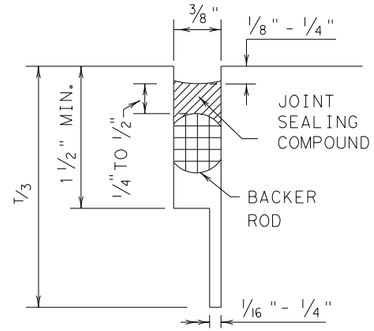
METHOD B: JOINT SEALING COMPOUND



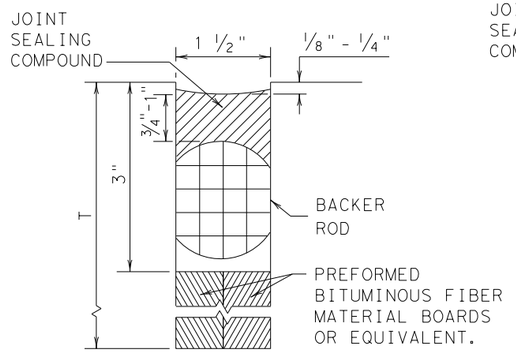
LONGITUDINAL SAWED CONTRACTION JOINT



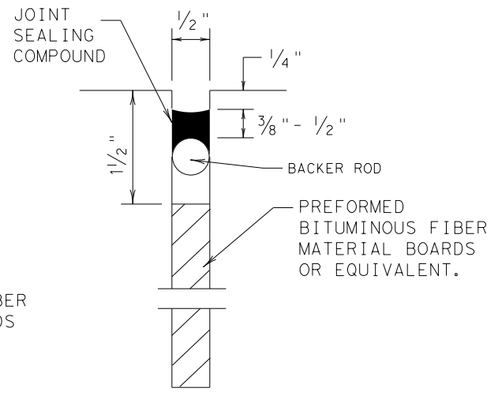
LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT



TRANSVERSE SAWED CONTRACTION JOINT

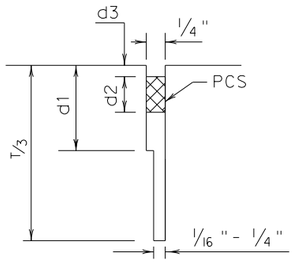


TRANSVERSE FORMED EXPANSION JOINT

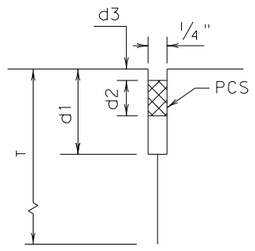


FORMED ISOLATION JOINT

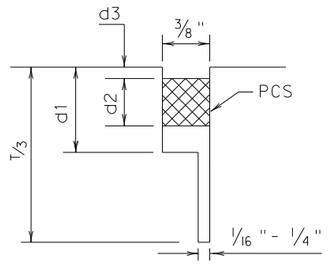
METHOD A: PREFORMED COMPRESSION SEALS (PCS)(DMS-6310 CLASS 6)



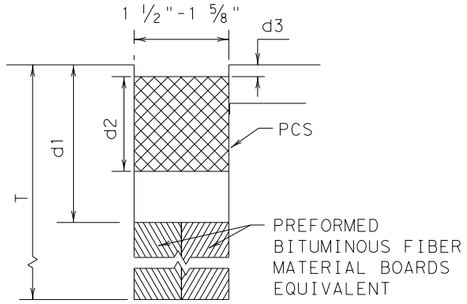
LONGITUDINAL SAWED CONTRACTION JOINT



LONGITUDINAL CONSTRUCTION JOINT



TRANSVERSE SAWED CONTRACTION JOINT



TRANSVERSE FORMED EXPANSION JOINT

GENERAL NOTES

1. UNLESS OTHERWISE SHOWN IN THE PLANS, EITHER METHOD "A" OR METHOD "B" MAY BE USED.
2. THE LOCATION OF JOINTS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
3. THE JOINT RESERVOIR FOR SEALANT OR PCS SHALL BE SAWED UNLESS OTHERWISE SHOWN ON THE PLANS FOR THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS AND THE SAWED JOINTS.
4. DIMENSIONS d1, d2, AND d3 SHOWN IN METHOD A SHALL BE IN ACCORDANCE WITH THE PREFORMED COMPRESSION SEAL MANUFACTURER'S RECOMMENDATION.
5. REFER TO DMS-6310 "JOINT SEALANTS AND FILLERS" FOR THE CLASSIFICATIONS.
6. FOR SAWED LONGITUDINAL JOINT, LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT, USE JOINT SEALANT CLASS 5 OR 8 UNLESS OTHERWISE SHOWN ON THE PLAN OR APPROVED.
7. FOR TRANSVERSE SAWED CONTRACTION, TRANSVERSE FORMED EXPANSION JOINT, AND ISOLATION JOINT USE JOINT SEALANT CLASS 5 OR 8 AT NEW JOINTS. USE JOINT SEALANT CLASS 4,5,7,OR 8 FOR MAINTAINING EXISTING JOINTS.
8. THE JOINTS SHALL BE CLEANED IN ACCORDANCE WITH THE ITEM 438 "CLEANING AND SEALING JOINTS" OR ITEM 713 "CLEANING AND SEALING JOINTS AND CRACKS (CONCRETE PAVEMENT)".
9. ISOLATION JOINTS ACCOMMODATE HORIZONTAL AND VERTICAL MOVEMENTS THAT OCCUR BETWEEN A PAVEMENT AND A STRUCTURE. ISOLATION JOINTS MAY BE USED FOR BRIDGE ABUTMENTS, INTERSECTIONS, CURB AND GUTTER, OLD AND NEW PAVEMENTS, OR AROUND DRAINAGE INLETS, MANHOLES, FOOTINGS AND LIGHTING STRUCTURES.

Texas Department of Transportation

Design Division Standard

CONCRETE PAVING DETAILS

JOINT SEALS

JS-14

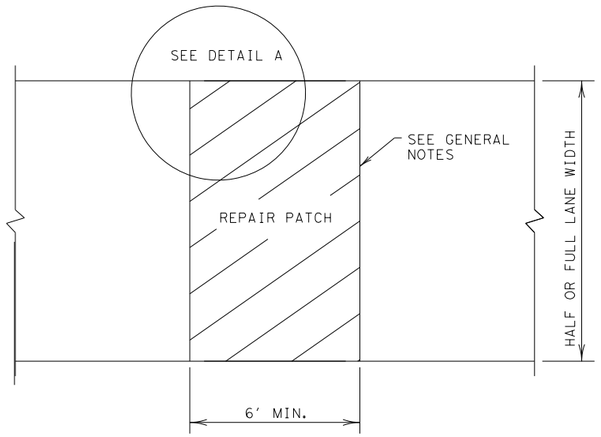
FILE: js14.dgn	DN: TxDOT		DN: HC	DW: HC		CK: AN
©TxDOT: DECEMBER 2014	CONT	SECT	JOB		HIGHWAY	
REVISIONS	0094	02	137,ECT.		SH 183	
	DIST	COUNTY			SHEET NO.	
	FTW	TARRANT			145	

TABLE NO.1 STEEL BAR SIZE AND SPACING						
TYPE PAVEMENT	SLAB THICKNESS AND BAR SIZE		LONGITUDINAL*		TRANSVERSE*	
			REGULAR BARS	TIEBARS	BARS	TIEBARS
	T (IN.)	BAR SIZE	SPACING (IN.)	SPACING (IN.)	SPACING (IN.)	SPACING (IN.)
CRCP	6.0	#5	7.5	7.5	24	24
	6.5		7.0	7.0		
	7.0		6.5	6.5		
	7.5		6.0	6.0		
	8.0	#6	9.0	9.0	24	24
	8.5		8.5	8.5		
	9.0		8.0	8.0		
	9.5		7.5	7.5		
	10.0		7.0	7.0		
	10.5		6.75	6.75		
	11.0		6.5	6.5		
	11.5		6.25	6.25		
	≥12.0		6.0	6.0		
JRCP	<8.0	#5	24.0	12.0	24	24
	≥8.0	#6	24.0	12.0	24	24
CPCD	<8.0	#5	NONE	12.0	NONE	24
	≥8.0	#6	NONE	12.0	NONE	24

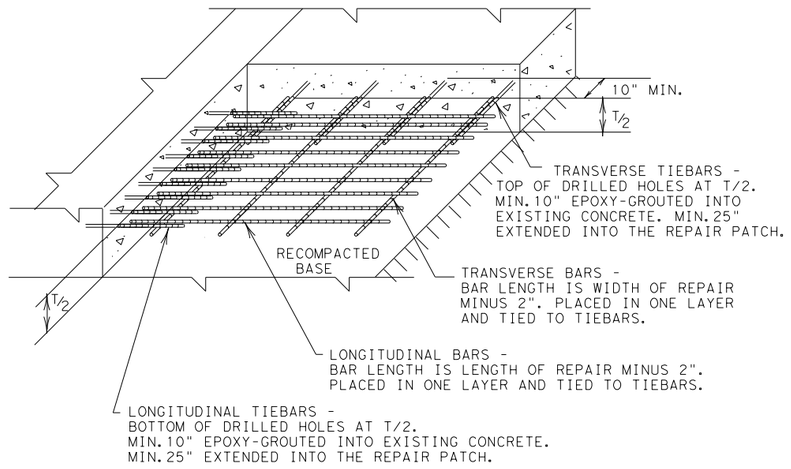
* USE 12" SPACING AS FIRST AND LAST SPACING AT END OR SIDE FOR ALL BARS.

GENERAL NOTES

1. ITEM 361, "REPAIR OF CONCRETE PAVEMENT" SHALL GOVERN FOR THIS WORK.
2. MULTIPLE PIECE TIEBARS SHALL BE USED WHEN THE REPAIR AREA MUST BE PLACED IN TWO STAGES DUE TO SEQUENCE OF CONSTRUCTION.
3. FULL DEPTH SAW CUTS SHALL BE MADE AROUND THE PERIMETER OF THE AREA TO BE REPAIRED. THE CUT SHALL BE MADE AT A RIGHT ANGLE TO THE PAVEMENT EDGE AND TO THE CENTER LINE OF THE PAVEMENT.
4. AT LEAST ONE LONGITUDINAL FULL DEPTH SAW CUT SHALL BE AT AN EXISTING LONGITUDINAL JOINT.
5. ADDITIONAL SAW CUTS MAY BE REQUIRED WITHIN THE AREA OF THE REPAIR TO FACILITATE REMOVAL OF THE CONCRETE OR TO ALLEVIATE BINDING OF THE FULL DEPTH SAW CUT AT THE REPAIR EDGE.
6. THE SAW CUTS WHICH EXTEND OUTSIDE THE AREA OF THE REPAIR WILL BE CLEANED AND FILLED WITH A CEMENTITIOUS GROUT APPROVED BY THE ENGINEER.
7. EXISTING LONGITUDINAL AND TRANSVERSE JOINTS REMOVED DUE TO REPAIR OPERATION SHOULD BE RESTORED IN ACCORDANCE WITH STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."



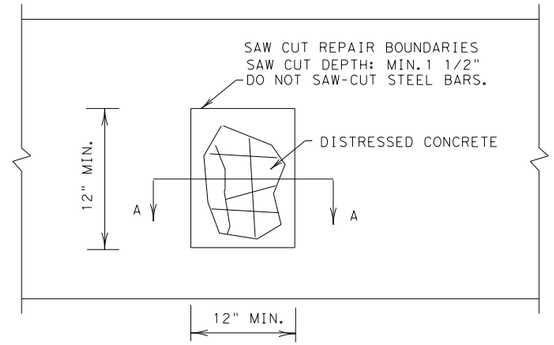
PLAN VIEW



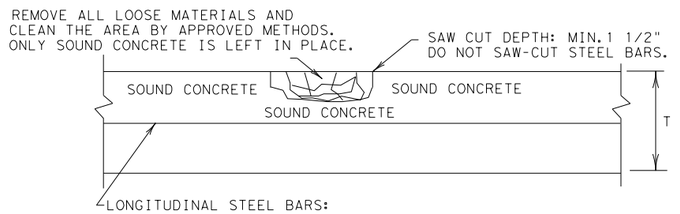
DETAIL A
GROUTED TIEBARS & REINFORCEMENT

GENERAL NOTES

1. ITEM 361, "REPAIR OF CONCRETE PAVEMENT" SHALL GOVERN FOR THIS WORK.
2. THE SAW CUTS WHICH EXTEND OUTSIDE THE AREA OF THE REPAIR WILL BE CLEANED AND FILLED WITH A CEMENTITIOUS GROUT APPROVED BY THE ENGINEER.
3. EXISTING LONGITUDINAL AND TRANSVERSE JOINTS REMOVED DUE TO REPAIR OPERATION SHOULD BE RESTORED IN ACCORDANCE WITH STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."



PLAN VIEW



LONGITUDINAL STEEL BARS:

*REPAIR AREAS MAY BE ADJUSTED AFTER REMOVING DISTRESSED CONCRETE. SWITCH THE HALF-DEPTH REPAIR TO FULL-DEPTH REPAIR IF EXPOSED EXISTING LONGITUDINAL BARS ARE DEFICIENT, AS APPROVED. COMPENSATION WILL BE MADE FOR UNEXPECTED VOLUMES OF REPAIR AREAS OR CHANGES IN SCOPE OF WORK.

*INCREASE THE REPAIR AREA AND PERFORM A FULL-DEPTH REPAIR AS DIRECTED IF LONGITUDINAL STEEL BARS WERE DAMAGED BY THE REMOVAL OPERATIONS. NO ADDITIONAL COMPENSATION WILL BE MADE.

SECTION A-A

HALF-DEPTH REPAIR

FULL-DEPTH REPAIR OF CRCP, JRCP, AND CPCD

DATE: 4/9/2024
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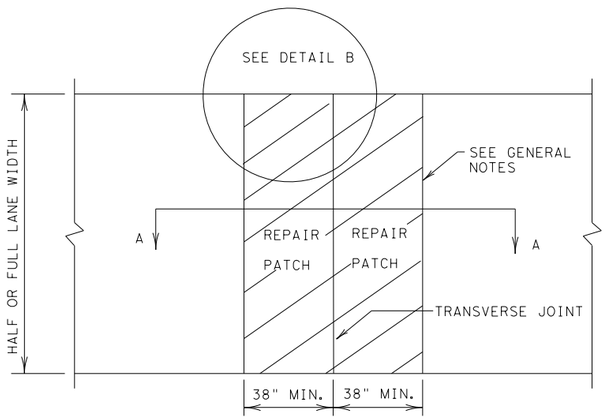
Texas Department of Transportation | Design Division Standard

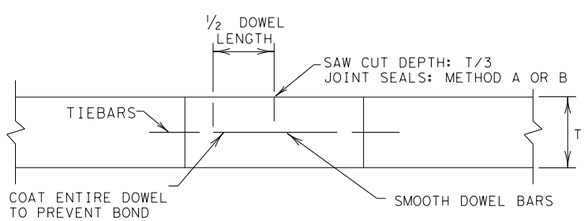
REPAIR OF CONCRETE PAVEMENT

REPCP-14

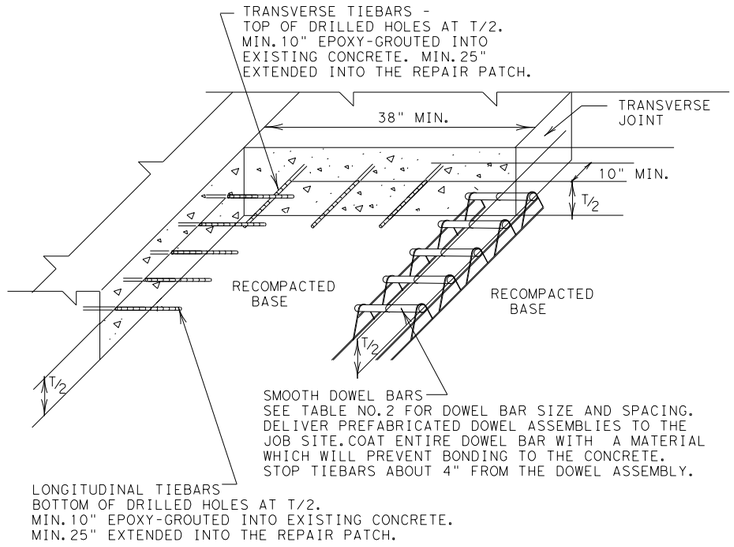
FILE: repcp14.dgn	DN: TxDOT	DN: HC	DW: HC	CK: AN
©TxDOT: DECEMBER 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137,ECT.	SH 183
	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		146



PLAN VIEW



SECTION A-A



DETAIL B
GROUTED TIEBARS & DOWELS

GENERAL NOTES

1. ITEM 361, "REPAIR OF CONCRETE PAVEMENT" SHALL GOVERN FOR THIS WORK.
2. MULTIPLE PIECE TIEBARS SHALL BE USED WHEN THE REPAIR AREA MUST BE PLACED IN TWO STAGES DUE TO SEQUENCE OF CONSTRUCTION.
3. FULL DEPTH SAW CUTS SHALL BE MADE AROUND THE PERIMETER OF THE AREA TO BE REPAIRED. THE CUT SHALL BE MADE AT A RIGHT ANGLE TO THE PAVEMENT EDGE AND TO THE CENTER LINE OF THE PAVEMENT.
4. AT LEAST ONE LONGITUDINAL FULL DEPTH SAW CUT SHALL BE AT AN EXISTING LONGITUDINAL JOINT.
5. ADDITIONAL SAW CUTS MAY BE REQUIRED WITHIN THE AREA OF THE REPAIR TO FACILITATE REMOVAL OF THE CONCRETE OR TO ALLEVIATE BINDING OF THE FULL DEPTH SAW CUT AT THE REPAIR EDGE.
6. THE SAW CUTS WHICH EXTEND OUTSIDE THE AREA OF THE REPAIR WILL BE CLEANED AND FILLED WITH A CEMENTITIOUS GROUT APPROVED BY THE ENGINEER.
7. EXISTING LONGITUDINAL AND TRANSVERSE JOINTS REMOVED DUE TO REPAIR OPERATION SHOULD BE RESTORED IN ACCORDANCE WITH STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."
8. DOWEL BAR PLACEMENT TOLERANCE SHALL BE +/- 1/4 IN. HORIZONTALLY AND VERTICALLY UNLESS OTHERWISE SPECIFIED. WHERE DOWEL BAR BASKETS ARE USED, REMOVE THE SHIPPING WIRES.

TABLE NO. 2 DOWELS (SMOOTH BARS)			
PAVEMENT THICKNESS (INCHES)	SIZE AND DIA.	LENGTH (IN.)	SPACING (IN.)
<10	#8 (1 IN.)	18.0	12.0
≥10	#10 (1 1/4 IN.)		

REPAIR OF TRANSVERSE JOINT OF CPCD

Texas Department of Transportation | Design Division Standard

REPAIR OF CONCRETE PAVEMENT

REPCP-14

FILE: repcp14.dgn	DN: TxDOT	DN: HC	DW: HC	CK: AN
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REVISIONS	0094	02	137,ECT.	SH 183
	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		147

DATE: 4/9/2024
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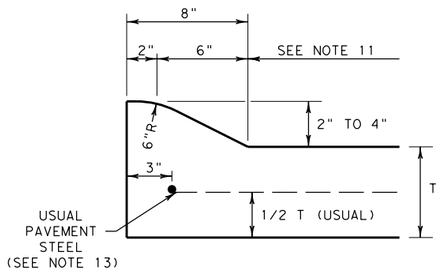
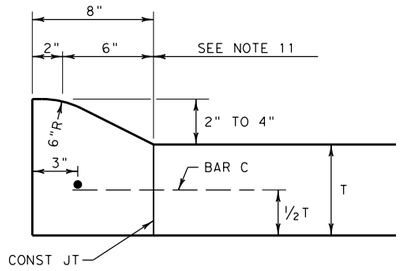
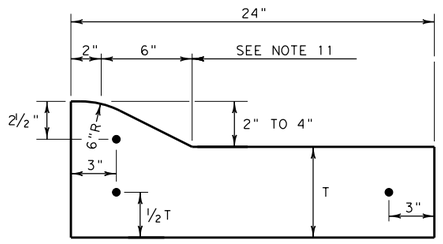


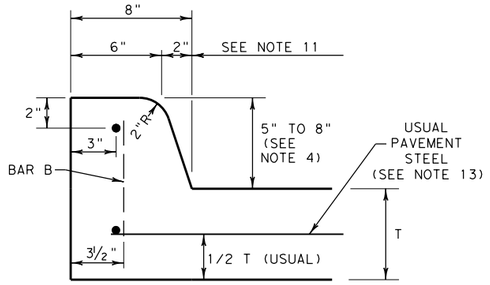
TYPE I CURB (MONOLITHIC)
2" - 4" HEIGHT



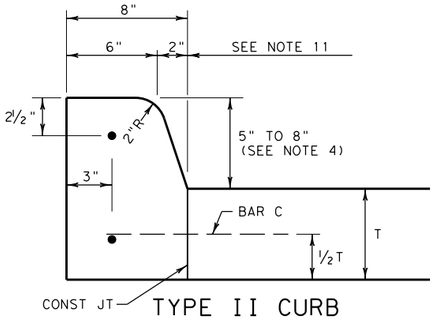
TYPE I CURB
2" - 4" HEIGHT



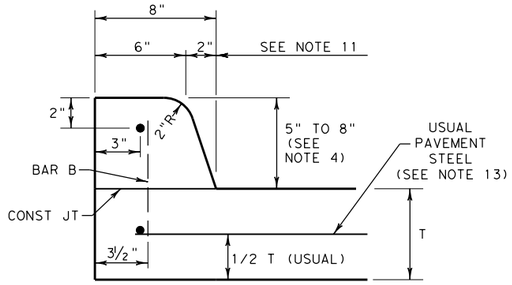
TYPE I CURB AND GUTTER
2" - 4" HEIGHT



TYPE II CURB (MONOLITHIC)
5" - 8" HEIGHT



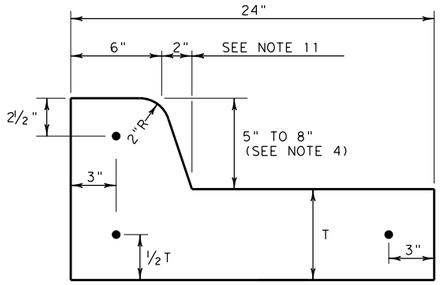
TYPE II CURB
5" - 8" HEIGHT
DOWELED VERTICAL JOINT



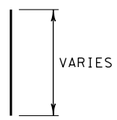
TYPE II CURB
5" - 8" HEIGHT
DOWELED HORIZONTAL JOINT

GENERAL NOTES

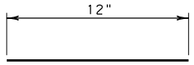
1. ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH ITEM 529, "CONCRETE CURB, GUTTER, AND COMBINED CURB AND GUTTER".
2. ALL CONCRETE SHALL BE CLASS "A".
3. ALL REINFORCING BARS SHALL BE #4, UNLESS OTHERWISE SHOWN.
4. UNLESS OTHERWISE SHOWN, ALL TYPE II CURB SHALL BE 6" HEIGHT .
5. ROUND EXPOSED SHARP EDGES WITH A ROUNDING TOOL, TO A MINIMUM RADIUS OF 1/4".
6. ALL EXISTING CURBS AND DRIVEWAYS TO BE REMOVED SHALL BE SAW CUT FULL DEPTH OR REMOVED AT EXISTING JOINTS.
7. WHERE CONCRETE CURB IS PLACED ON EXISTING CONCRETE PAVEMENT, THE PAVEMENT SHALL BE DRILLED AND THE REINFORCING BARS GROUTED OR EPOXIED IN PLACE.
8. EXPANSION AND CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH PAVEMENT JOINTS IN ALL CURBS OR CURB AND GUTTER ADJACENT TO JOINTED CONCRETE PAVEMENT. WHERE PLACEMENT OF CURB OR CURB AND GUTTER IS NOT ADJACENT TO CONCRETE PAVEMENT, EXPANSION JOINTS SHALL BE PROVIDED AT STRUCTURES, CURB RETURNS AT STREETS OR DRIVEWAYS, AND AT LOCATIONS DIRECTED BY THE ENGINEER.
9. VERTICAL AND HORIZONTAL DOWELS BARS AND TRANSVERSE REINFORCING BARS SHALL BE PLACED AT 4' C-C.
10. DIMENSION "T" SHOWN IS THE THICKNESS OF ADJACENT CONCRETE PAVEMENT, OR, WHEN CURB IS INSTALLED ADJACENT TO FLEXIBLE PAVEMENT, "T" IS 6" MINIMUM, 8" MAXIMUM.
11. USUAL PROFILE GRADE LINE. REFER TO TYPICAL SECTIONS AND PLAN-PROFILE SHEETS FOR EXACT LOCATIONS.
12. A SEALED, 1/2" EXPANSION JOINT SHALL BE PROVIDED WHERE CURB AND GUTTER IS ADJACENT TO SIDEWALK OR RIPRAP.
13. LONGITUDINAL AND TRANSVERSE PAVEMENT STEEL SHALL BE PLACED IN ACCORDANCE WITH PAVEMENT DETAILS SHOWN ELSEWHERE IN THE PLANS.



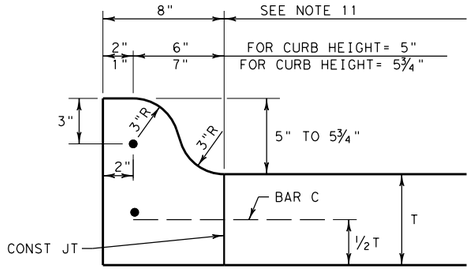
TYPE II CURB AND GUTTER
5" - 8" HEIGHT



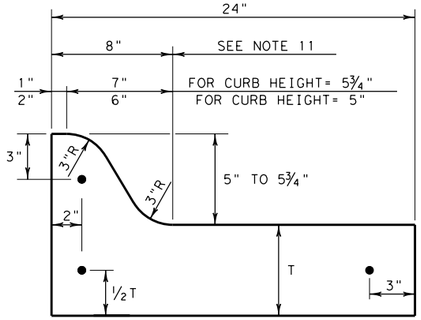
BAR B
L = (T/2) + (H- 1 1/2")
WHERE "H" = CURB HEIGHT
FOR NEW PAVEMENT, EMBED T/2 INTO FRESH CONCRETE.
FOR EXISTING PAVEMENT, DRILL 3/8" DIAM HOLE T/2 + 1/4" INTO PAVEMENT. SECURE WITH TY III EPOXY, CLASS "E" OR "F".



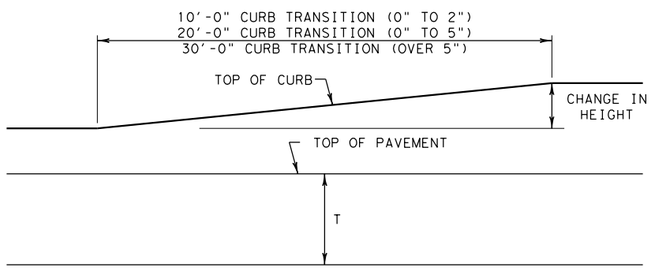
BAR C
EMBED 6" INTO EXISTING CONCRETE PAVEMENT.
DRILL 3/8" X 6 1/4" HOLE SECURE WITH TY III EPOXY, CLASS "E" OR "F".



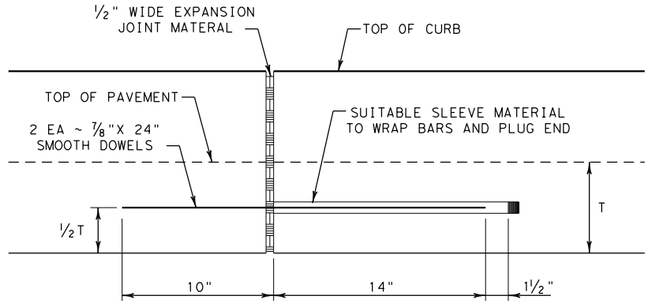
TYPE IIA CURB
5" - 5 3/4" HEIGHT



TYPE IIA CURB AND GUTTER
5" - 5 3/4" HEIGHT



CURB TRANSITION
NOTE: TO BE PAID FOR AS HIGHEST CURB



EXPANSION JOINT DETAIL

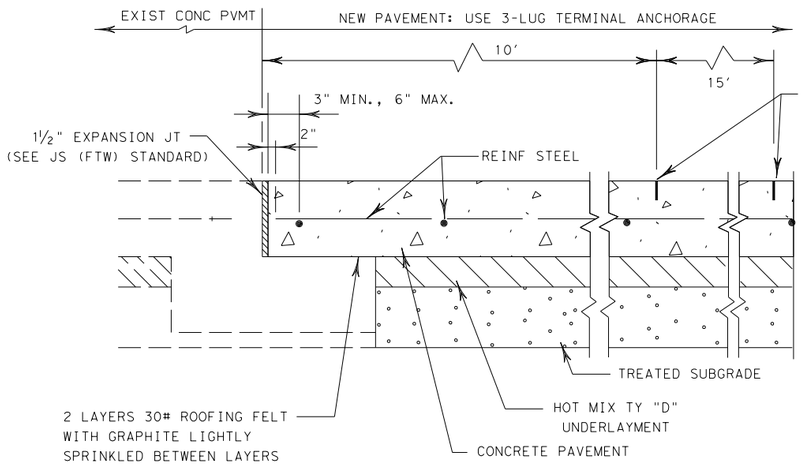
Texas Department of Transportation

Fort Worth District Standard

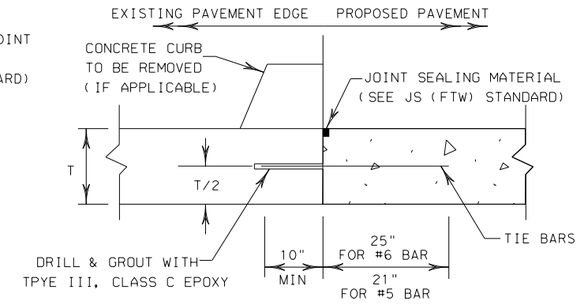
CONCRETE CURB AND CURB AND GUTTER DETAILS

CCCG (FTW)

ORIGINAL DRAWING: 05/2019	cccg-ftw.dgn	FED.RD. DIV.NO.	PROJECT NO.	SHEET NO.
DATE	REVISIONS	6	SEE TITLE SHEET	148
05/2019	NEW STANDARD	STATE	STATE DIST.NO.	COUNTY
07/2022	DESIGNATE USUAL 6" HEIGHT	TEXAS	FTW	TARRANT
		CONT.	SECT.	JOB	HIGHWAY NO.
		0094	02	137, ECT,	SH 183

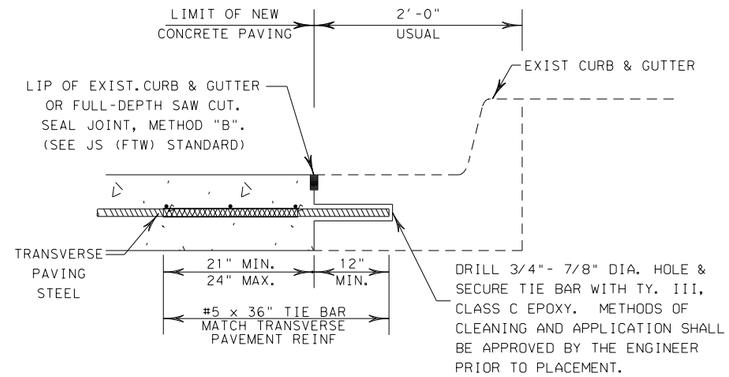


TIE TO EXIST. CONCRETE PAVEMENT
(TRANSVERSE JOINTS W/EXISTING "SLEEPER" SLAB)
N.T.S.



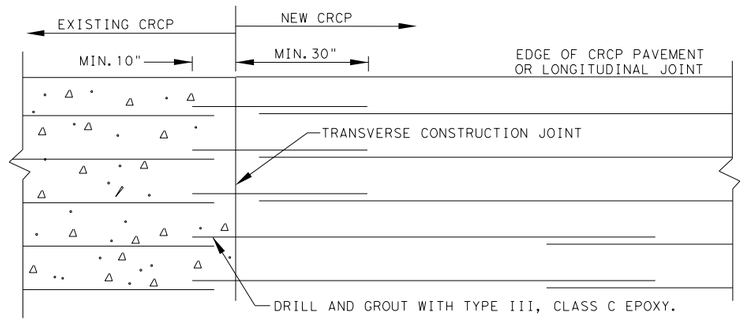
1. BEFORE WIDENING WORK, DEMONSTRATE THAT THE BOND STRENGTH OF THE EPOXY-GROUTED TIE BARS MEETS THE REQURIMENTS OF PULL-OUT TEST SPECIFIED IN ITEM 361.
2. SPACE TIE BARS AT 24" SPACING. USE #6 TIE BARS FOR 8" AND THICKER SLABS, USE #5 TIE BARS FOR LESS THAN 8" THICK SLABS.

LONGITUDINAL WIDENING JOINT DETAIL
N.T.S.



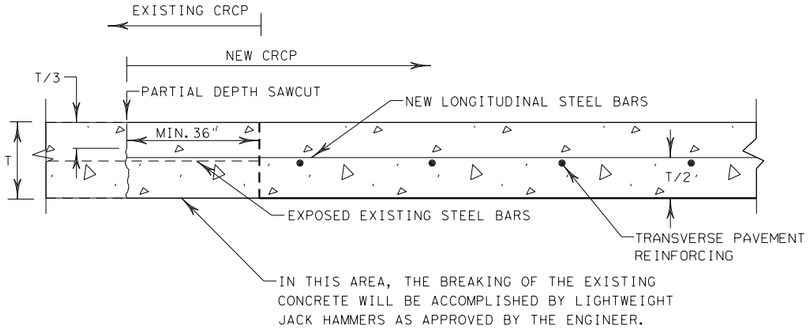
TIE TO EXIST. CONC. CURB & GUTTER
N.T.S.

NOTE:
SAWING OF PAVEMENT AND REMOVAL OF EXISTING CONC. WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE SUBSIDIARY TO THE VARIOUS BID ITEMS.

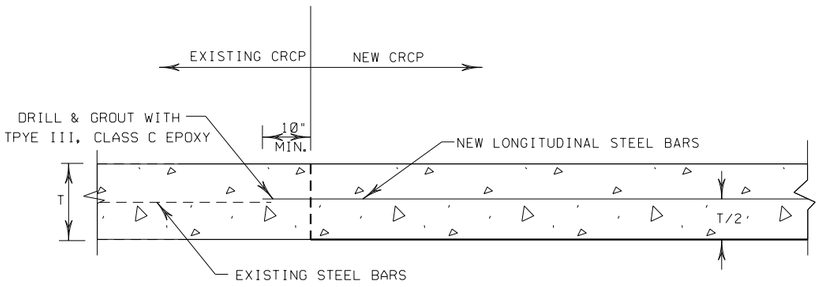


NOTE:
TIE BAR SIZE AND SPACING TO MATCH LONGITUDINAL REINFORCING. FOR LONGITUDINAL BAR SIZE AND SPACING, REFER TO CONCRETE PAVEMENT STANDARDS.

IF, IN THE OPINION OF THE ENGINEER, THE LENGTH OF AREA OF NEW PAVEMENT DOES NOT WARRANT STAGGERED LAPPING AS SHOWN, THIS REQUIREMENT MAY BE WAIVED.



TIED TRANSVERSE CONSTRUCTION JOINT DETAIL
EXISTING CRCP TO NEW CRCP
BREAKBACK AND LAP
N.T.S.



TIED TRANSVERSE CONSTRUCTION JOINT DETAIL
EXISTING CRCP TO NEW CRCP
DRILL AND EPOXY
N.T.S.

GENERAL NOTES

TIE BARS SHALL BE SECURED INTO THE EXISTING CONCRETE THE MINIMUM LENGTHS SHOWN, USING TY III EPOXY, CLASS "C" AND MUST MEET THE REQUIREMENTS OF THE PULL-OUT TEST SPECIFIED IN ITEM 361.

ALL HOLES FOR TIE BARS OR CONCRETE ANCHORS SHALL BE DRILLED WITH A CORE OR ROTARY DRILL. THE USE OF HAMMER DRILLS WILL NOT BE PERMITTED.

SEE JS (FTW) STANDARD FOR JOINT DETAILS.

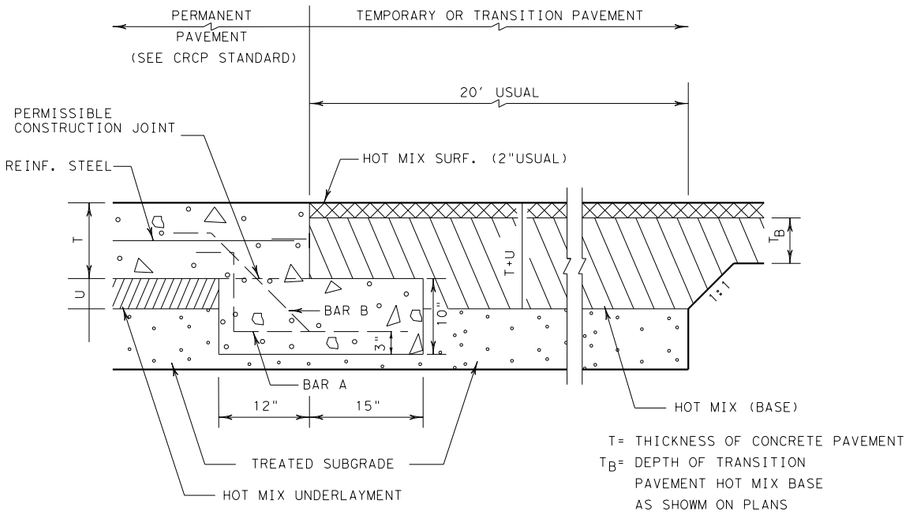
SEE CONCRETE PAVEMENT STANDARD FOR ADDITIONAL INFORMATION

Texas Department of Transportation

Fort Worth District Standard

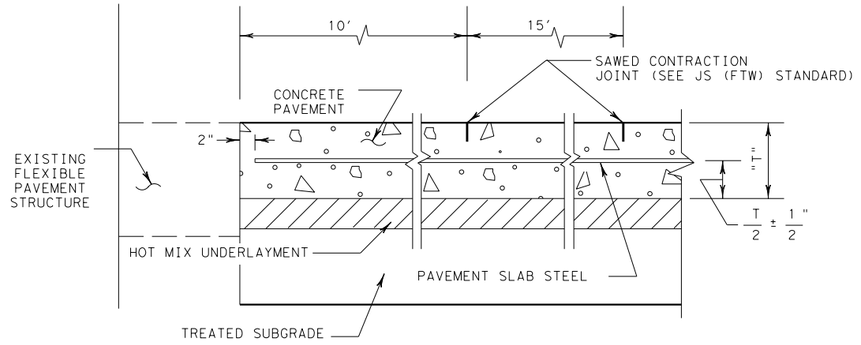
CONCRETE PAVEMENT TIES TO EXISTING PAVEMENT
CP-TEP (FTW)

ORIGINAL DRAWING: 05/2019	cptep-ftw.dgn	FED.RD. DIV.NO.	PROJECT NO.	SHEET NO.
DATE	REVISIONS	6	SEE TITLE SHEET	149
05/2019	NEW STANDARD	STATE	STATE DIST.NO.	COUNTY
06/2020	ADD LONGITUDINAL AND TRAVERSE JOINTS	TEXAS	FTW	TARRANT
11/2020	ADD DRILL AND EPOXY TRANSVERSE JOINT DETAIL, REVISED JOINT NOMENCLATURE, ADD REFERENCE TO CONC PAVING STANDARDS	CONT.	SECT.	JOB / HIGHWAY NO.
		0094	02	137,ECT, SH 183

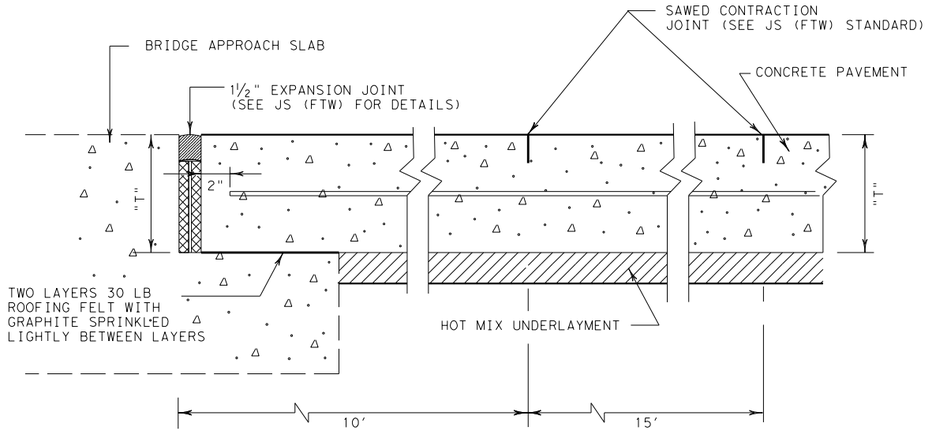


T= THICKNESS OF CONCRETE PAVEMENT
T_B= DEPTH OF TRANSITION PAVEMENT HOT MIX BASE AS SHOWM ON PLANS
U= THICKNESS OF HOT MIX UNDERLAYMENT

CONCRETE PAVEMENT TERMINUS
AT HOT MIX TRANSITION OR TEMPORARY PAVEMENT
N.T.S.

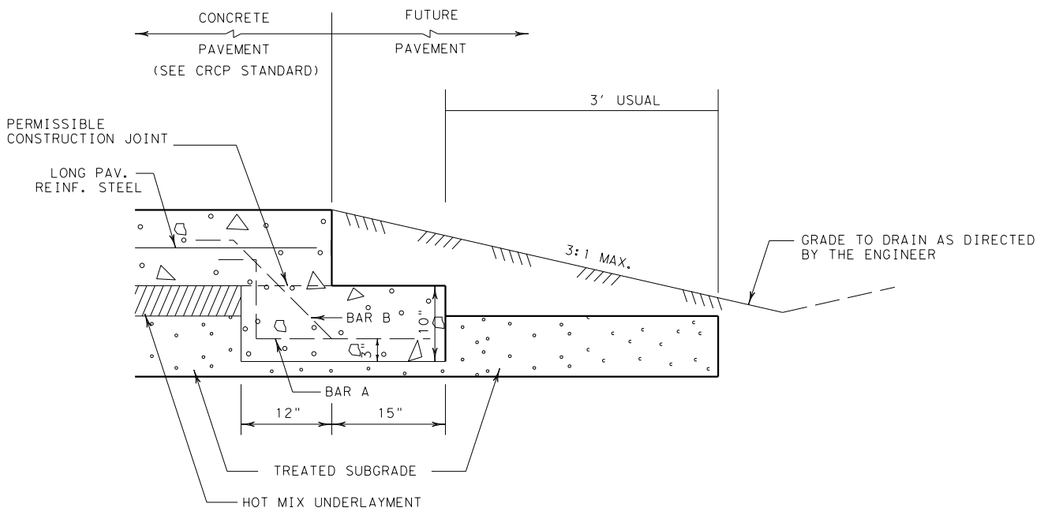


CONCRETE PAVEMENT TERMINUS
AT FLEXIBLE PAVEMENT
N.T.S.

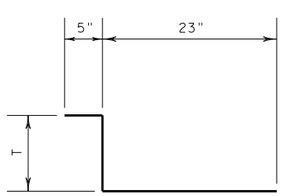


CONCRETE PAVEMENT TERMINUS
AT BRIDGE APPROACH SLAB
N.T.S.

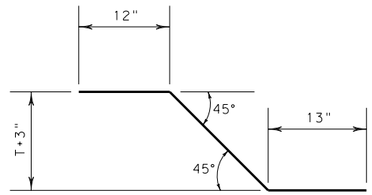
"T" = THICKNESS OF CONCRETE PAVEMENT AND BRIDGE APPROACH SLAB (8" MIN.). THICKNESS TO BE SHOWN ELSEWHERE IN THE PLANS. IF NORMAL PAVEMENT THICKNESS IS LESS THAN 8", 10' ADJACENT TO BRIDGE APPROACH SLAB TO BE 8" THICK, TAPERING TO NORMAL PAVEMENT THICKNESS OVER NEXT 15'. NO ADJUSTMENT IN PAY WILL BE MADE DUE TO INCREASED DEPTH OF CONCRETE PAVEMENT.



CONCRETE PAVEMENT TERMINUS
W/O HOT MIX TRANSITION OR TEMPORARY PAVEMENT
N.T.S.



BAR "A" (#5)
@12" C-C



BAR "B" (#5)
@12" C-C

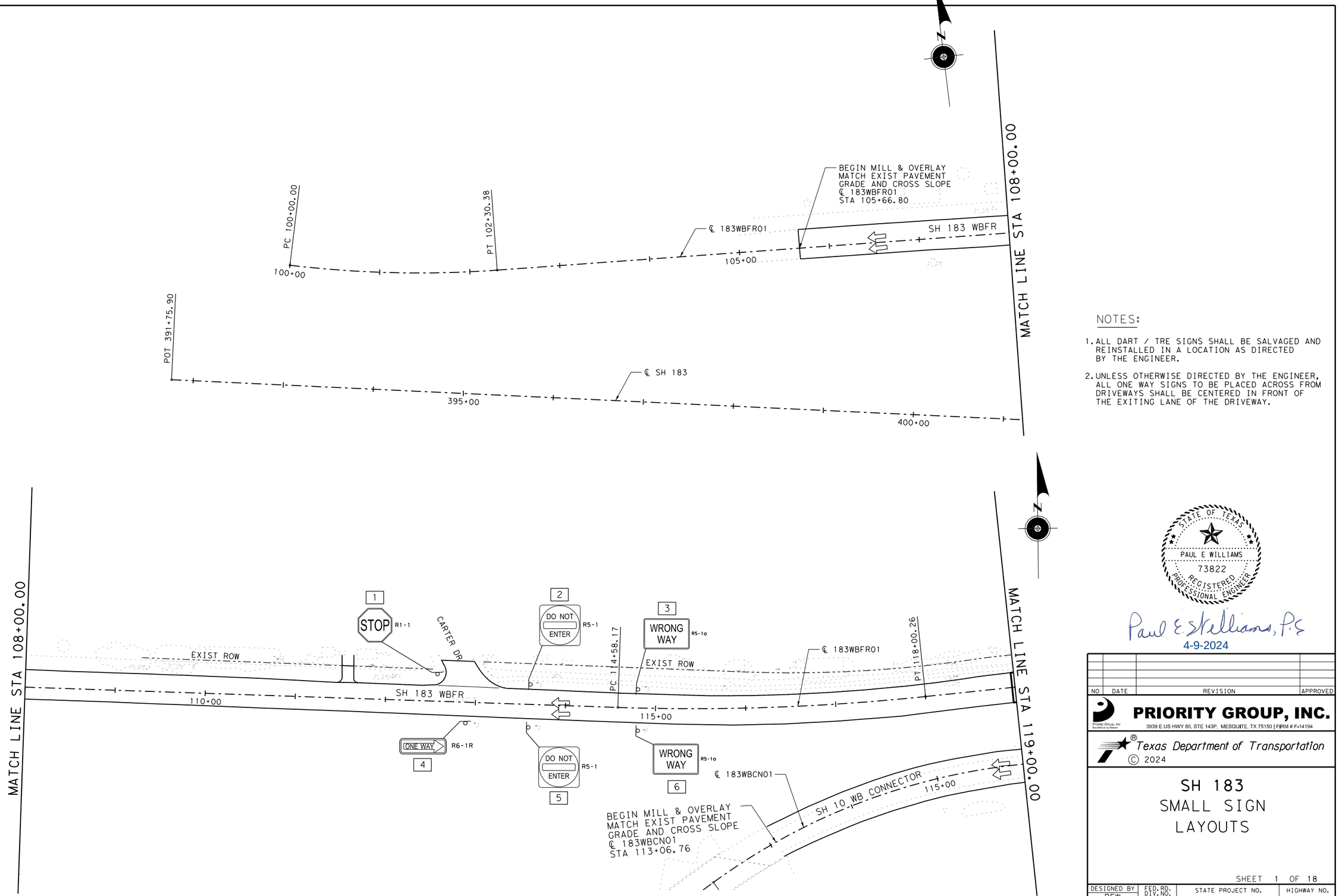
Texas Department of Transportation

Fort Worth District Standard

CONCRETE PAVEMENT TERMINUS DETAILS
CPTD (FTW)

ORIGINAL DRAWING: 05/2019	cptd-ftw.dgn	FED.RO. DIV.NO.	PROJECT NO.	SHEET NO.
DATE	REVISIONS	6	SEE TITLE SHEET	150
05/2019	REPLACES CP-TD-03(FW)	STATE	STATE DIST.NO.	COUNTY
		TEXAS	FTW	TARRANT
		CONT.	SECT.	JOB	HIGHWAY NO.
		0094	02	137,ECT	SH 183

100% SUBMITTAL



NOTES:

1. ALL DART / TRE SIGNS SHALL BE SALVAGED AND REINSTALLED IN A LOCATION AS DIRECTED BY THE ENGINEER.
2. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, ALL ONE WAY SIGNS TO BE PLACED ACROSS FROM DRIVEWAYS SHALL BE CENTERED IN FRONT OF THE EXITING LANE OF THE DRIVEWAY.

STATE OF TEXAS
PAUL E WILLIAMS
73822
REGISTERED PROFESSIONAL ENGINEER

Paul E Williams, P.E
4-9-2024

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

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SH 183
SMALL SIGN LAYOUTS

SHEET 1 OF 18

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	151
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

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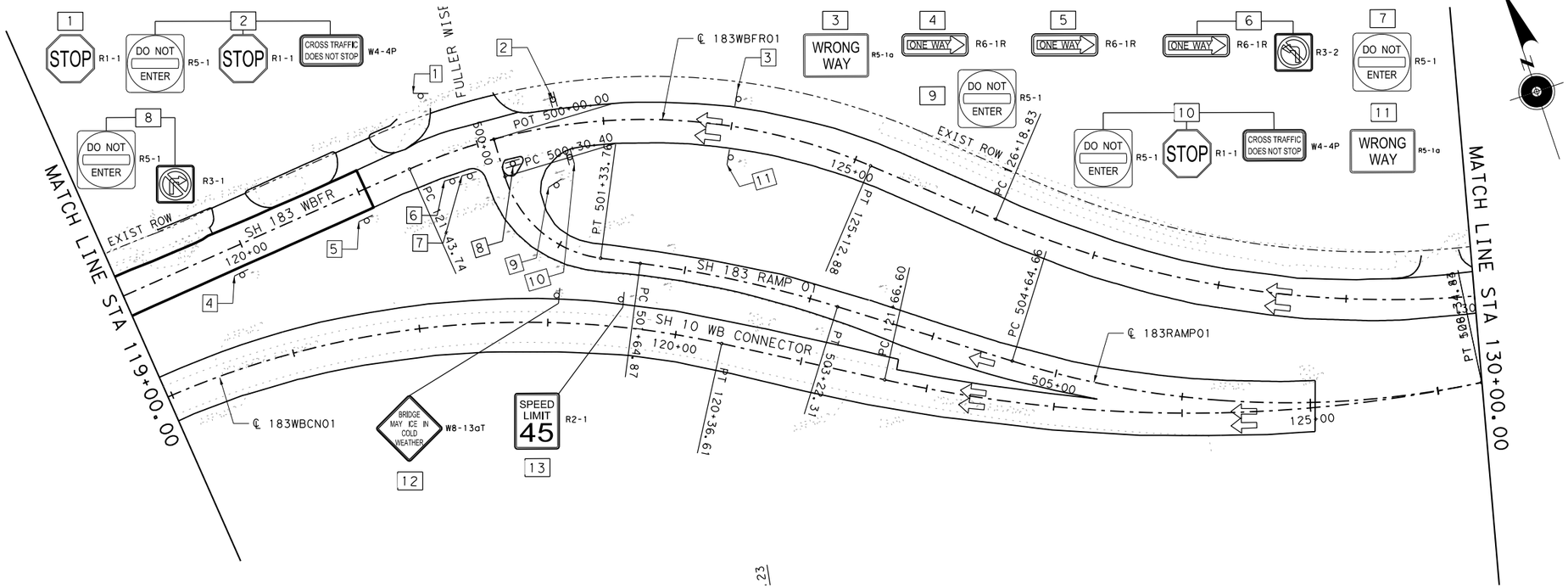
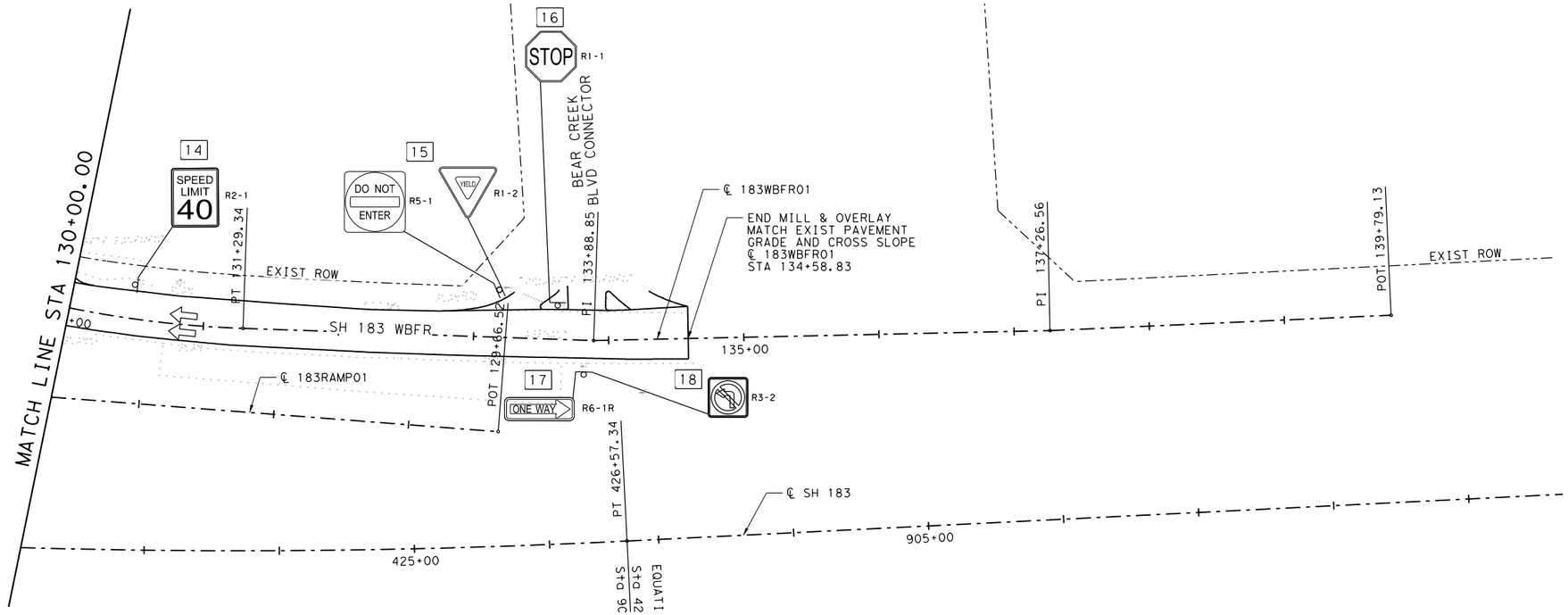
100% SUBMITTAL





NOTES:

1. ALL DART / TRE SIGNS SHALL BE SALVAGED AND REINSTALLED IN A LOCATION AS DIRECTED BY THE ENGINEER.
2. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, ALL ONE WAY SIGNS TO BE PLACED ACROSS FROM DRIVEWAYS SHALL BE CENTERED IN FRONT OF THE EXITING LANE OF THE DRIVEWAY.

STATE OF TEXAS
PAUL E WILLIAMS
73822
REGISTERED PROFESSIONAL ENGINEER

Paul E Williams, P.E
4-9-2024

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

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SH 183
SMALL SIGN LAYOUTS

SHEET 2 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	152
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

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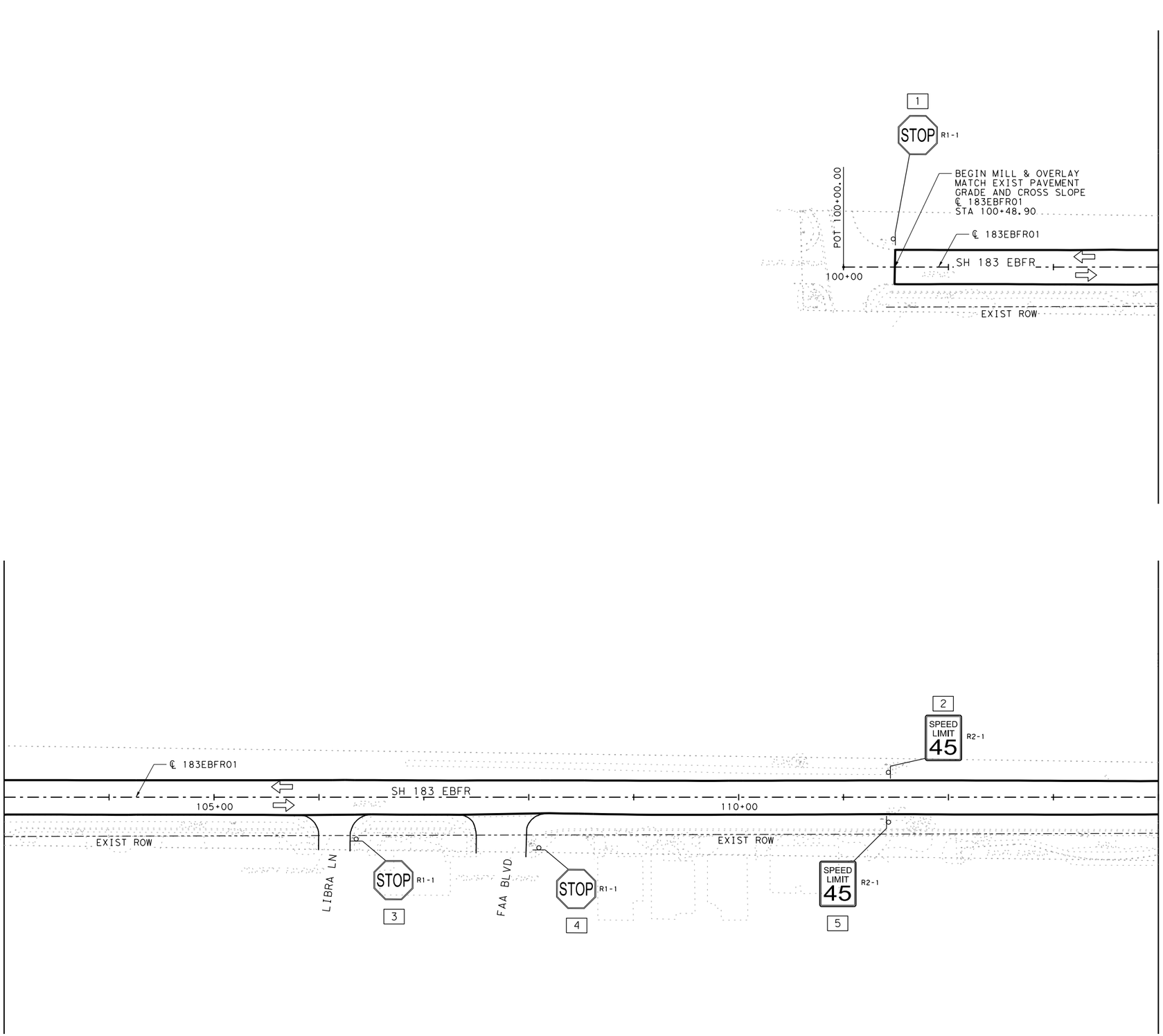
100% SUBMITTAL



NOTES:

1. ALL DART / TRE SIGNS SHALL BE SALVAGED AND REINSTALLED IN A LOCATION AS DIRECTED BY THE ENGINEER.
2. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, ALL ONE WAY SIGNS TO BE PLACED ACROSS FROM DRIVEWAYS SHALL BE CENTERED IN FRONT OF THE EXITING LANE OF THE DRIVEWAY.

STATE OF TEXAS
PAUL E WILLIAMS
73822
REGISTERED PROFESSIONAL ENGINEER

Paul E Williams, P.E
4-9-2024

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

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SH 183
SMALL SIGN LAYOUTS

SHEET 3 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	153
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

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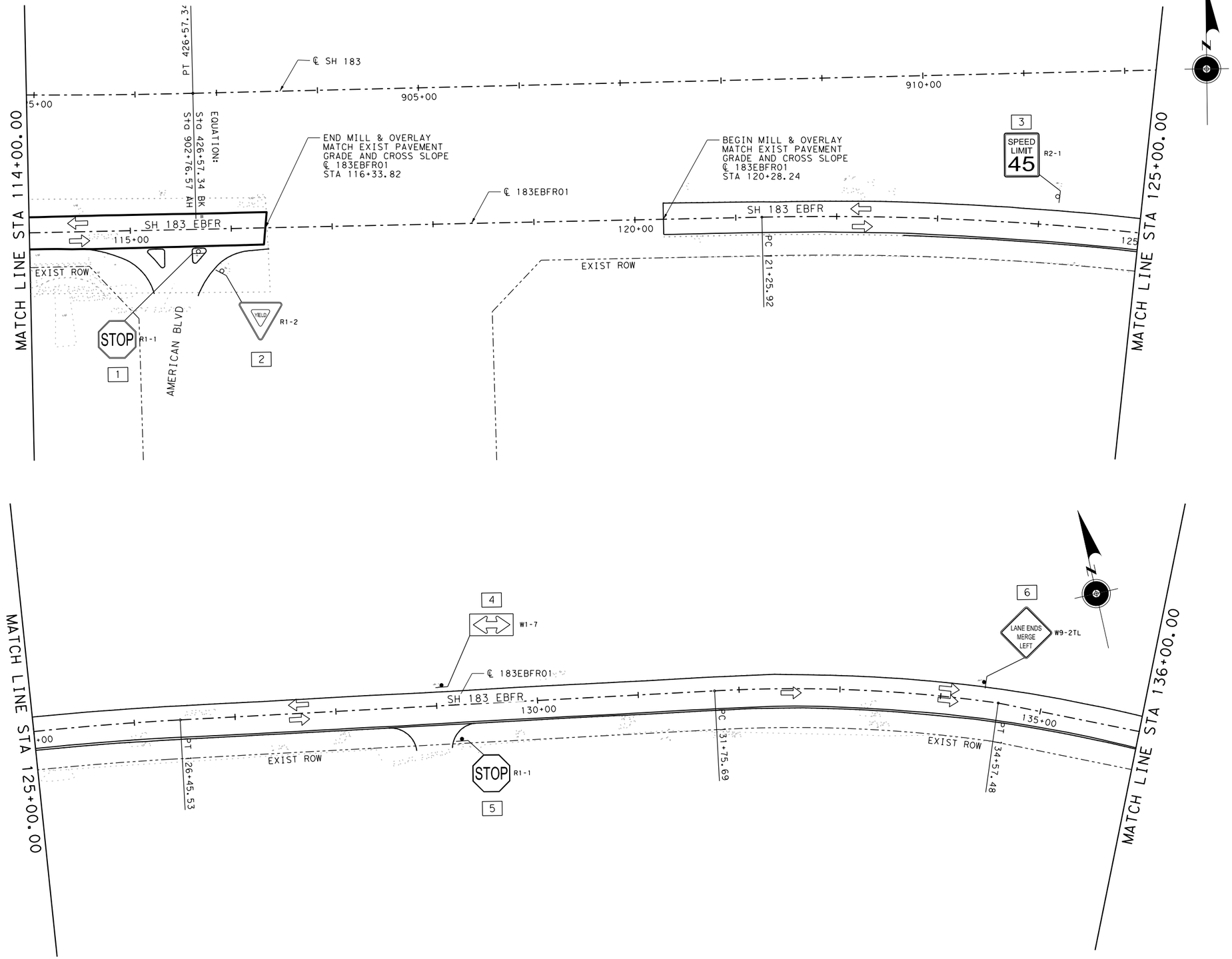
100% SUBMITTAL



NOTES:

1. ALL DART / TRE SIGNS SHALL BE SALVAGED AND REINSTALLED IN A LOCATION AS DIRECTED BY THE ENGINEER.
2. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, ALL ONE WAY SIGNS TO BE PLACED ACROSS FROM DRIVEWAYS SHALL BE CENTERED IN FRONT OF THE EXITING LANE OF THE DRIVEWAY.

STATE OF TEXAS
PAUL E WILLIAMS
73822
REGISTERED PROFESSIONAL ENGINEER

Paul E Williams, P.E
4-9-2024

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

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SH 183
SMALL SIGN LAYOUTS

SHEET 4 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	154
VERIFIED BY	0094	02	137, ETC.	

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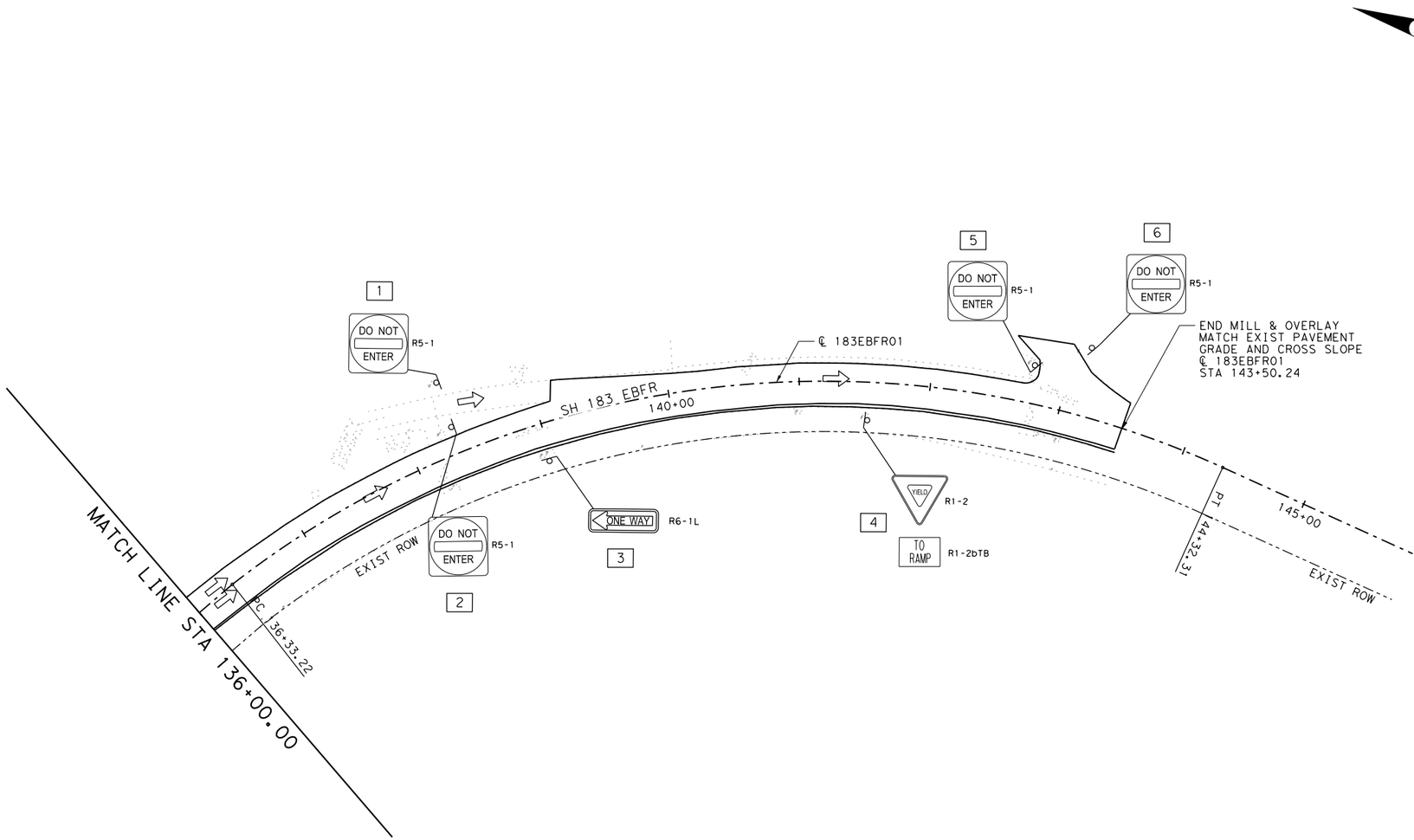

NOTES:

1. ALL DART / TRE SIGNS SHALL BE SALVAGED AND REINSTALLED IN A LOCATION AS DIRECTED BY THE ENGINEER.
2. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, ALL ONE WAY SIGNS TO BE PLACED ACROSS FROM DRIVEWAYS SHALL BE CENTERED IN FRONT OF THE EXITING LANE OF THE DRIVEWAY.

STATE OF TEXAS
PAUL E WILLIAMS
73822
REGISTERED PROFESSIONAL ENGINEER

Paul E Williams, P.E
4-9-2024

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

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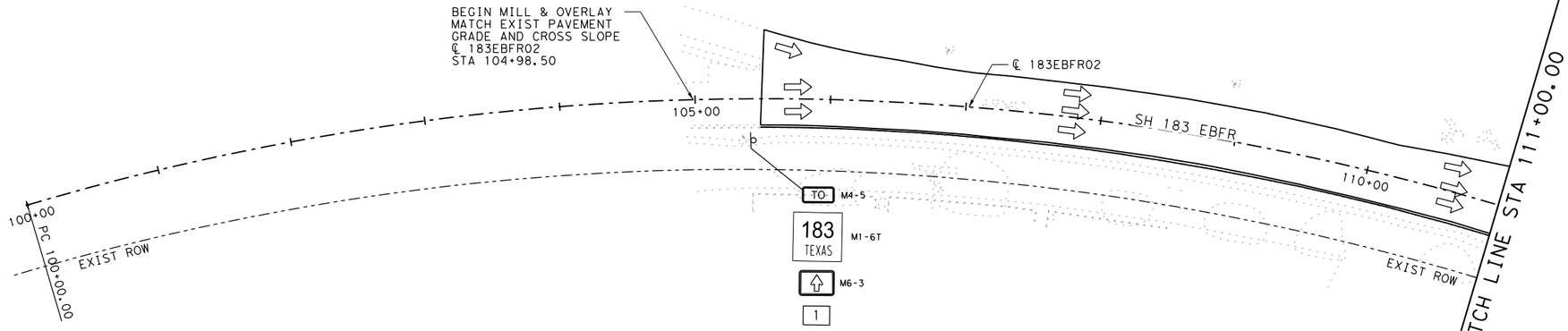
SH 183
SMALL SIGN LAYOUTS

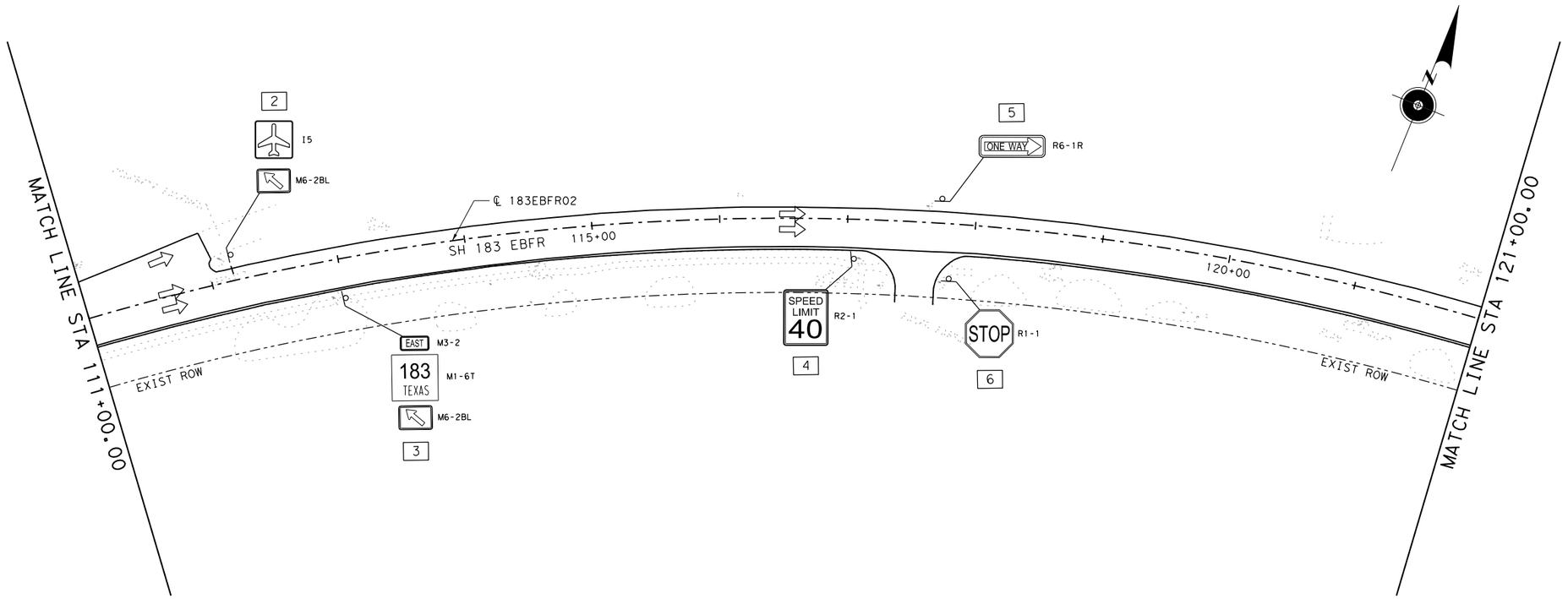
SHEET 5 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	155
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt<fg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:pee66
FILE:...\13. Signs\183SS_005.dgn
DATE:4/9/2024 TIME:6:08:23 PM

100% SUBMITTAL





NOTES:

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STATE OF TEXAS
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Paul E Williams, P.E
4-9-2024

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
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SH 183
SMALL SIGN LAYOUTS

SHEET 6 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	156
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:pee66
FILE:...\13, Signs\183SS_006.dgn
DATE:4/9/2024 TIME:6:08:32 PM

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt<fg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:pee66

FILE:...\13. Signs\183SS_007.dgn
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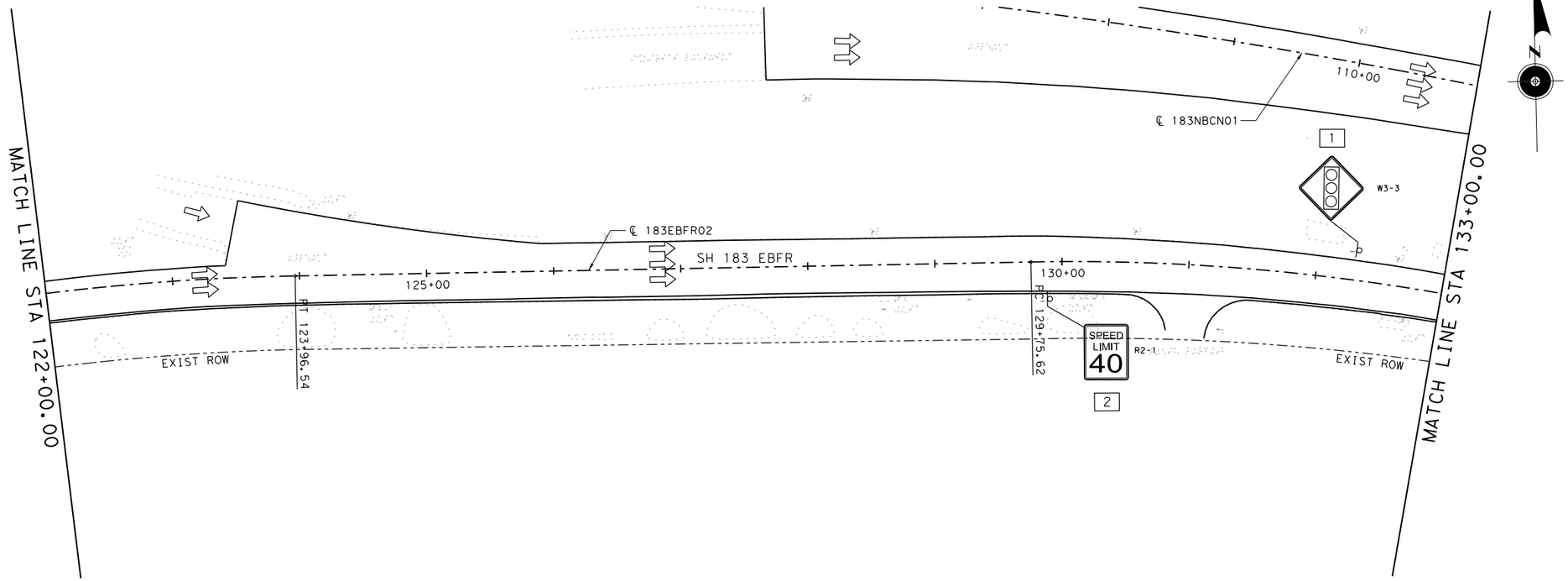

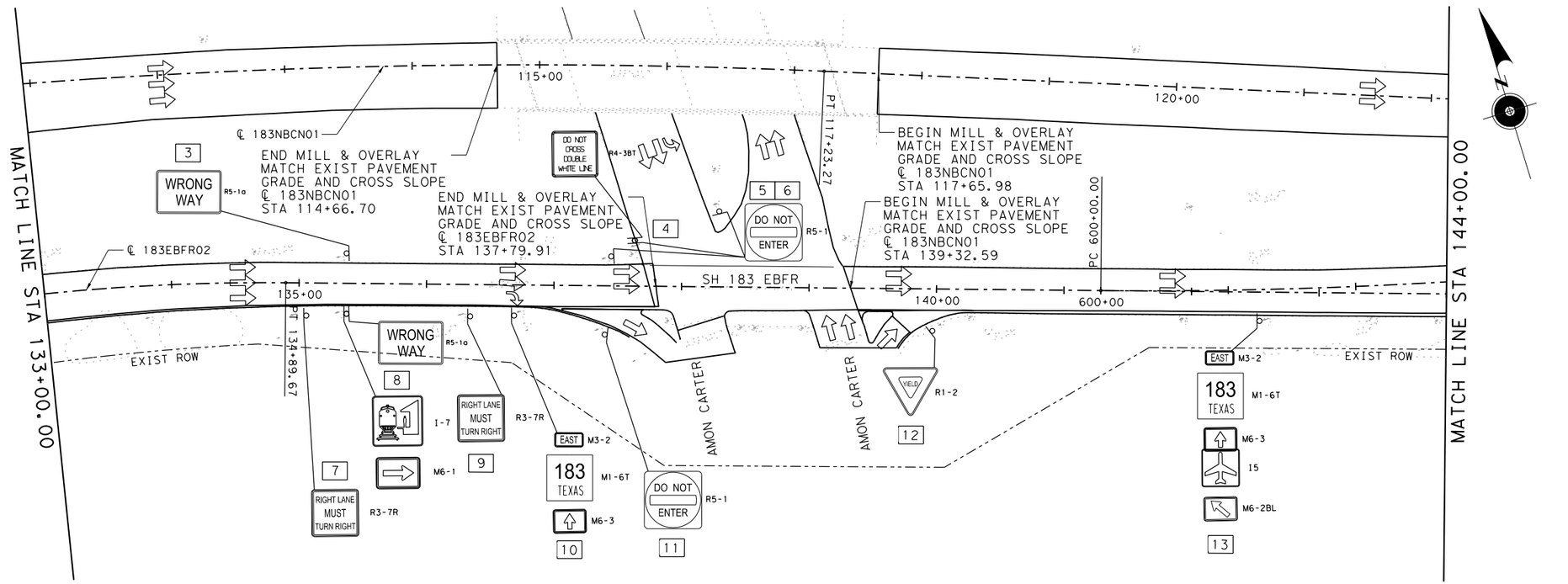

NOTES:

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STATE OF TEXAS
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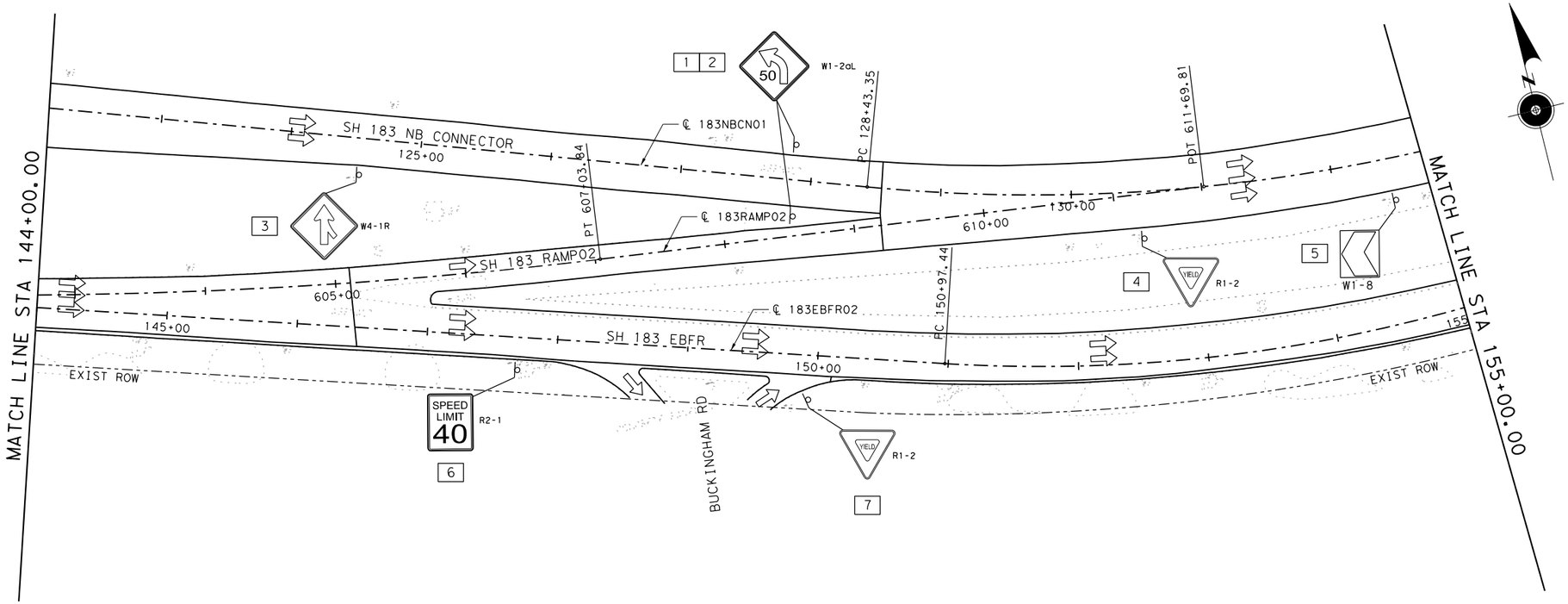
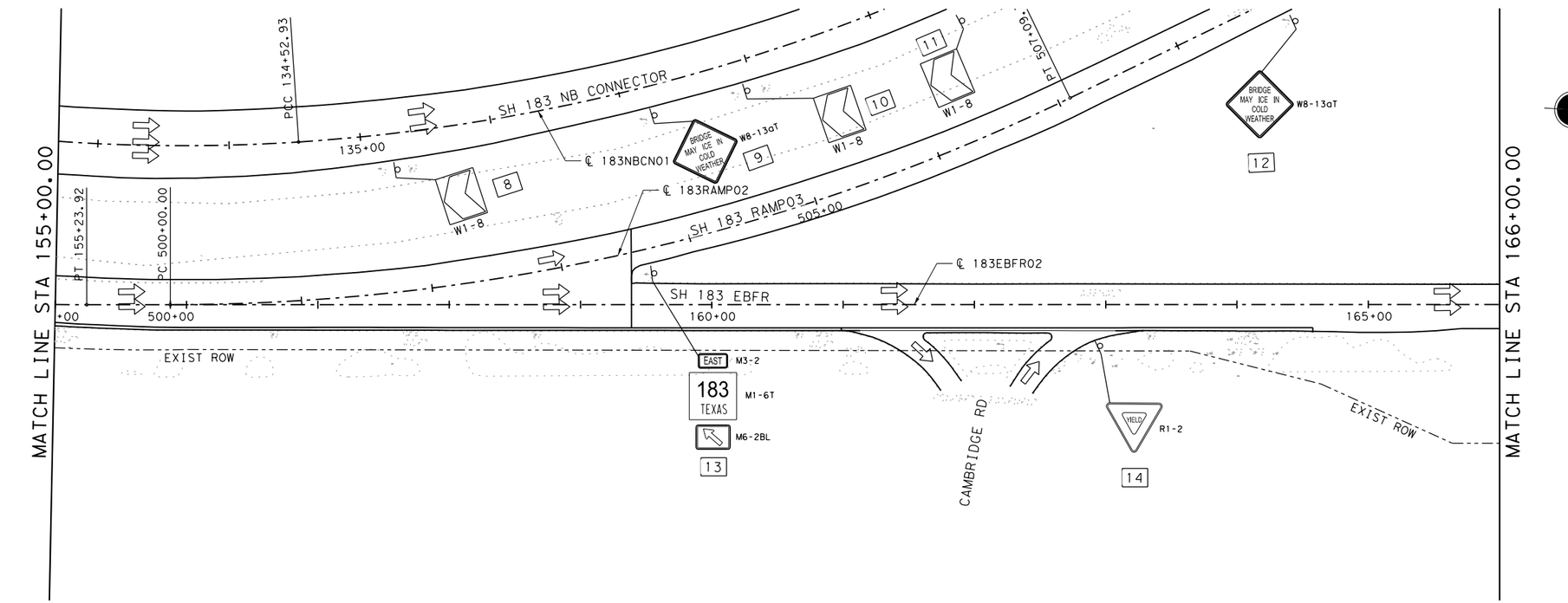
SH 183
SMALL SIGN LAYOUTS

SHEET 7 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	157
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL





NOTES:

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NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
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SH 183
SMALL SIGN LAYOUTS

SHEET 8 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	158
VERIFIED BY				
MBI				

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PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:pee66
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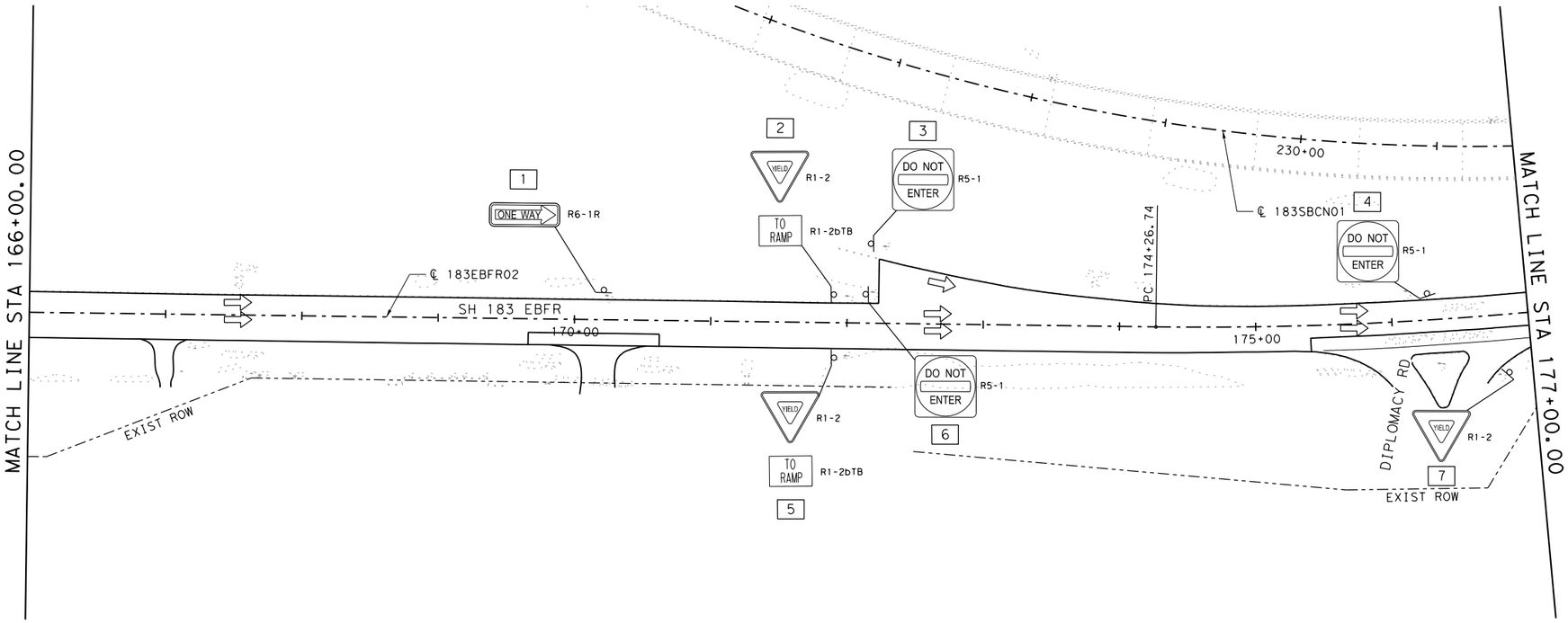
DATE:4/9/2024 TIME:6:08:47 PM

100% SUBMITTAL



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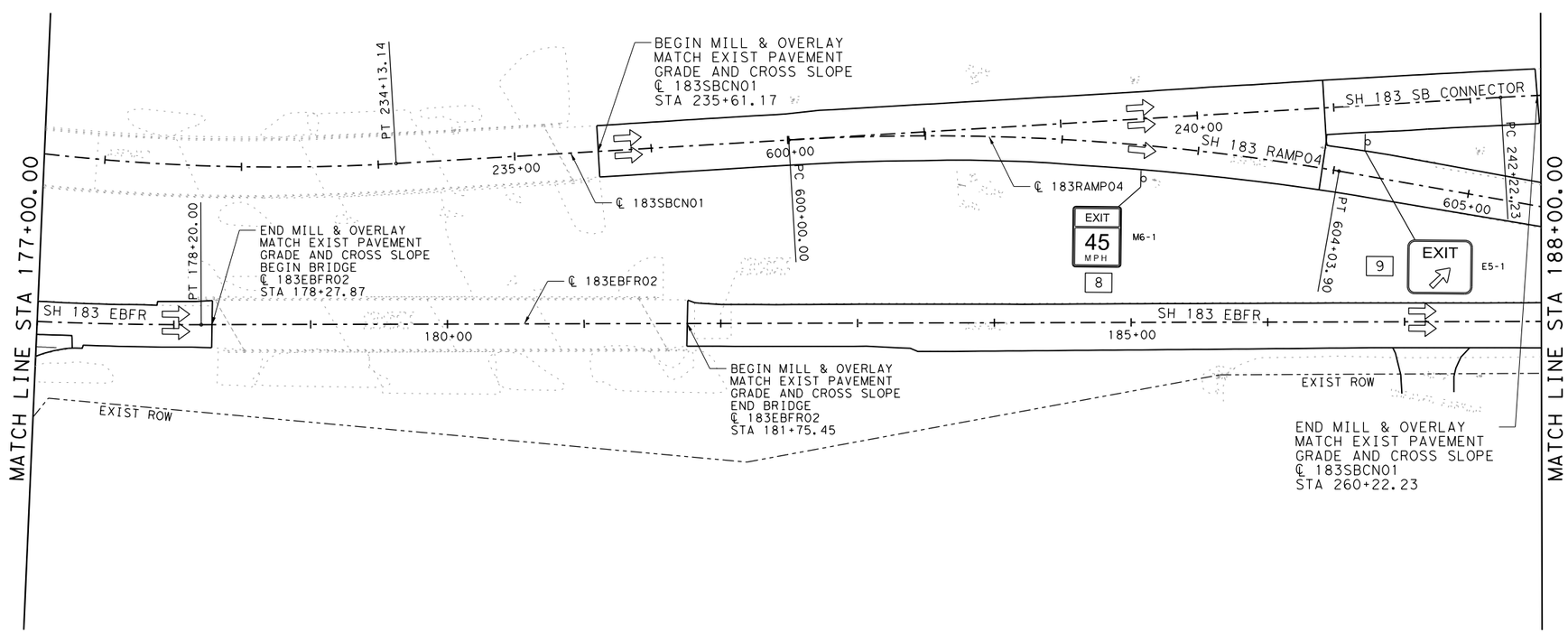

STATE OF TEXAS
PAUL E WILLIAMS
73822
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Paul E Williams, P.E
4-9-2024

NO	DATE	REVISION	APPROVED

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SMALL SIGN LAYOUTS

SHEET 9 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	159
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:pee66
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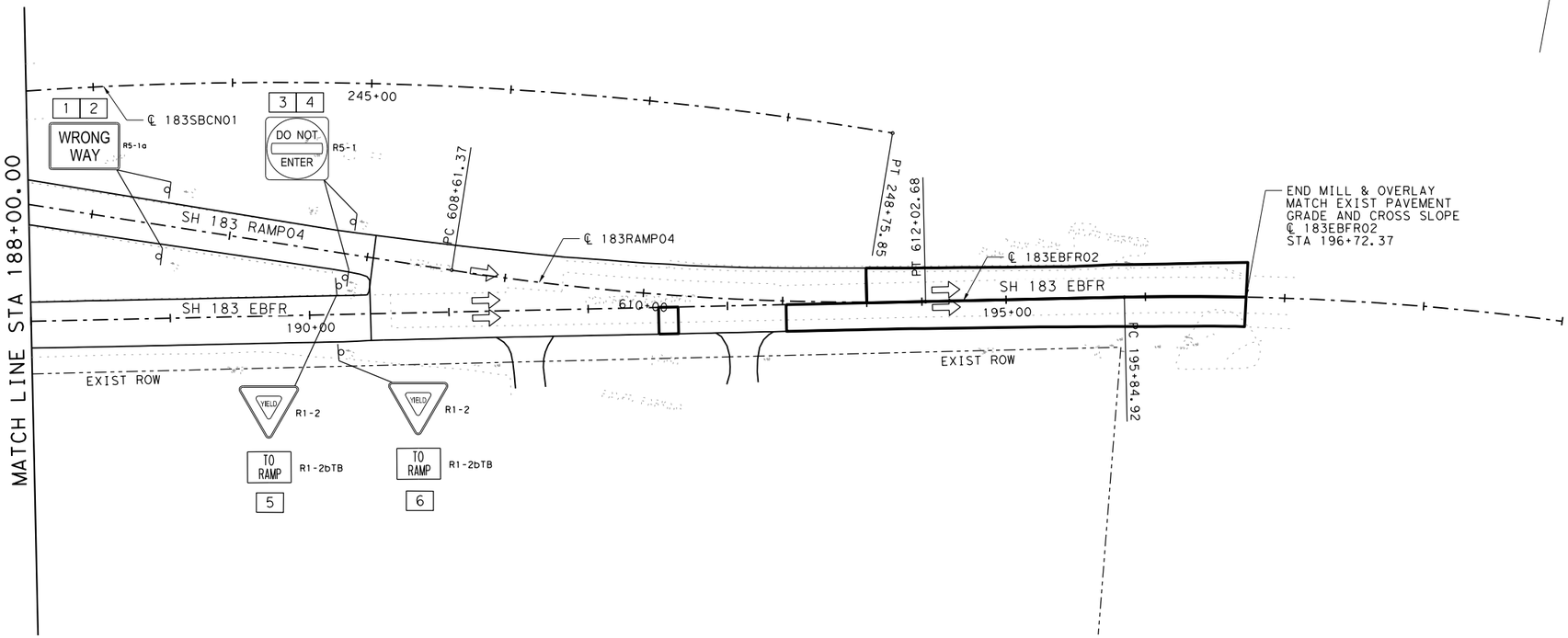
DATE:4/9/2024 TIME:6:08:57 PM

100% SUBMITTAL



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STATE OF TEXAS
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73822
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Paul E Williams, P.E
4-9-2024

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SH 183
SMALL SIGN LAYOUTS

SHEET 10 OF 18

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	160
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:pee66

FILE:...\13. Signs\183SS_010.dgn
DATE:4/9/2024 TIME:6:09:04 PM

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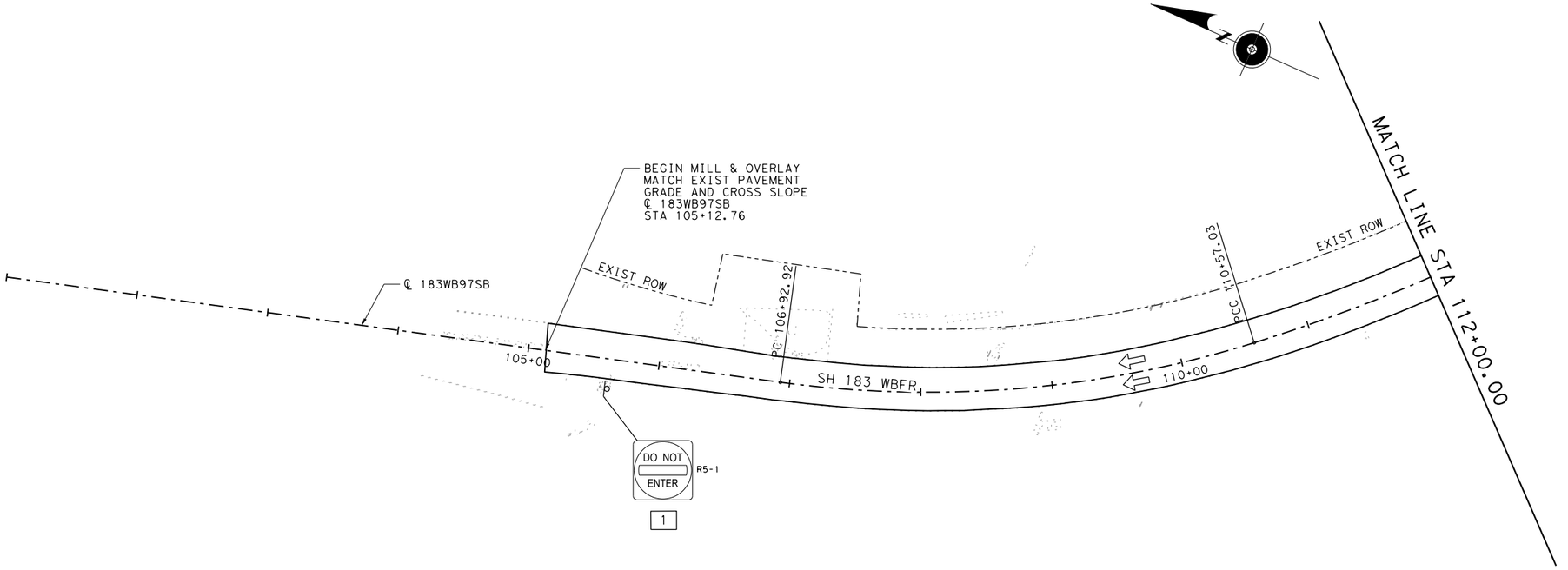

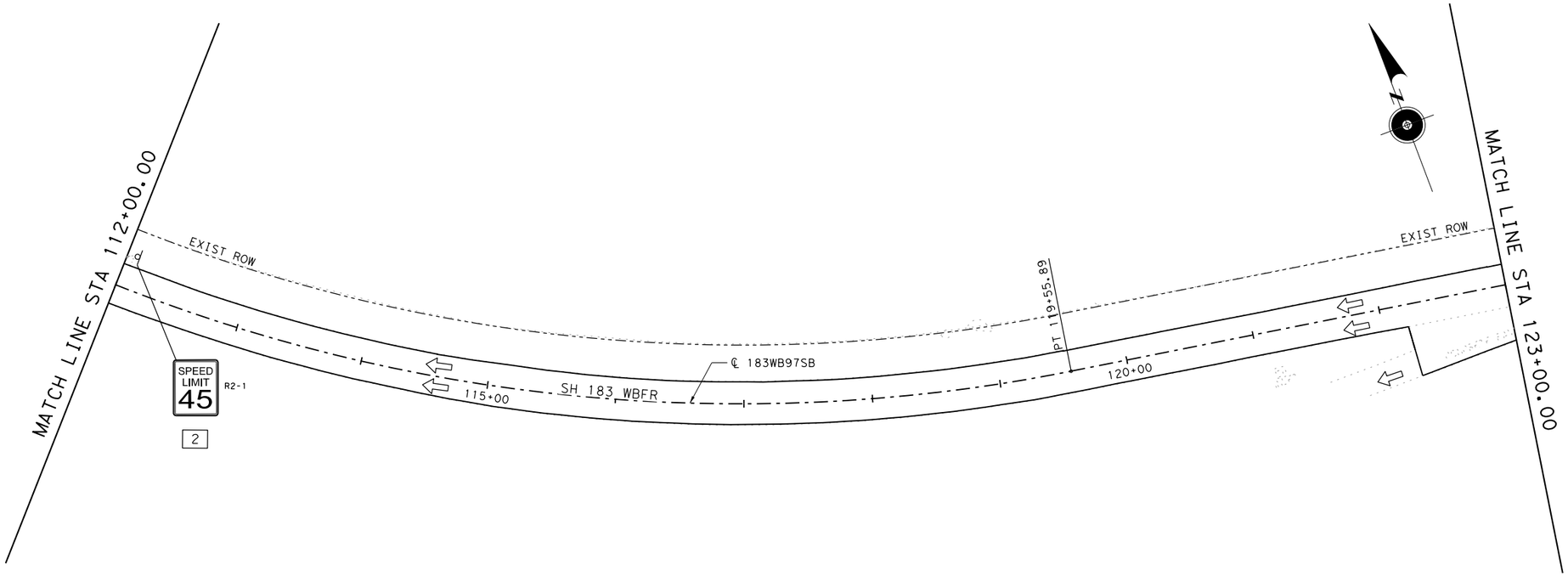

NOTES:

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STATE OF TEXAS
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Paul E Williams, P.E
4-9-2024

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

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SH 183
SMALL SIGN LAYOUTS

SHEET 11 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	161
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt<cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:pee66

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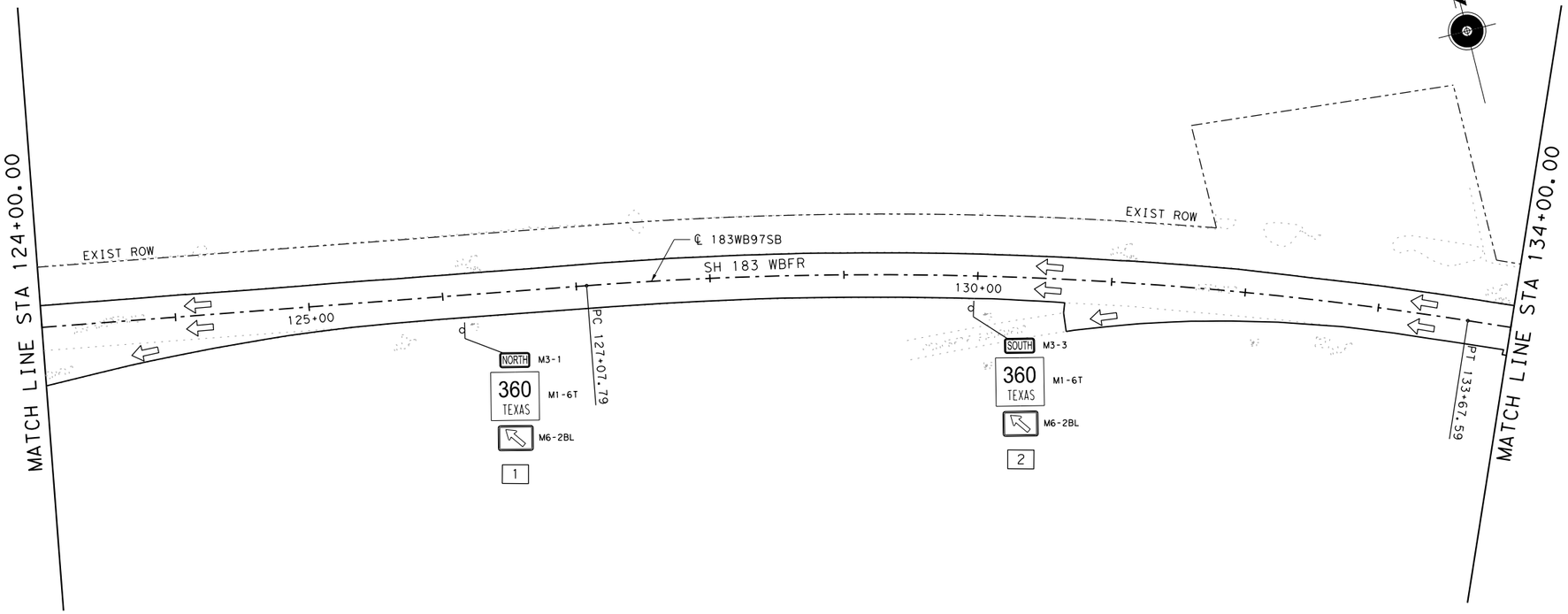
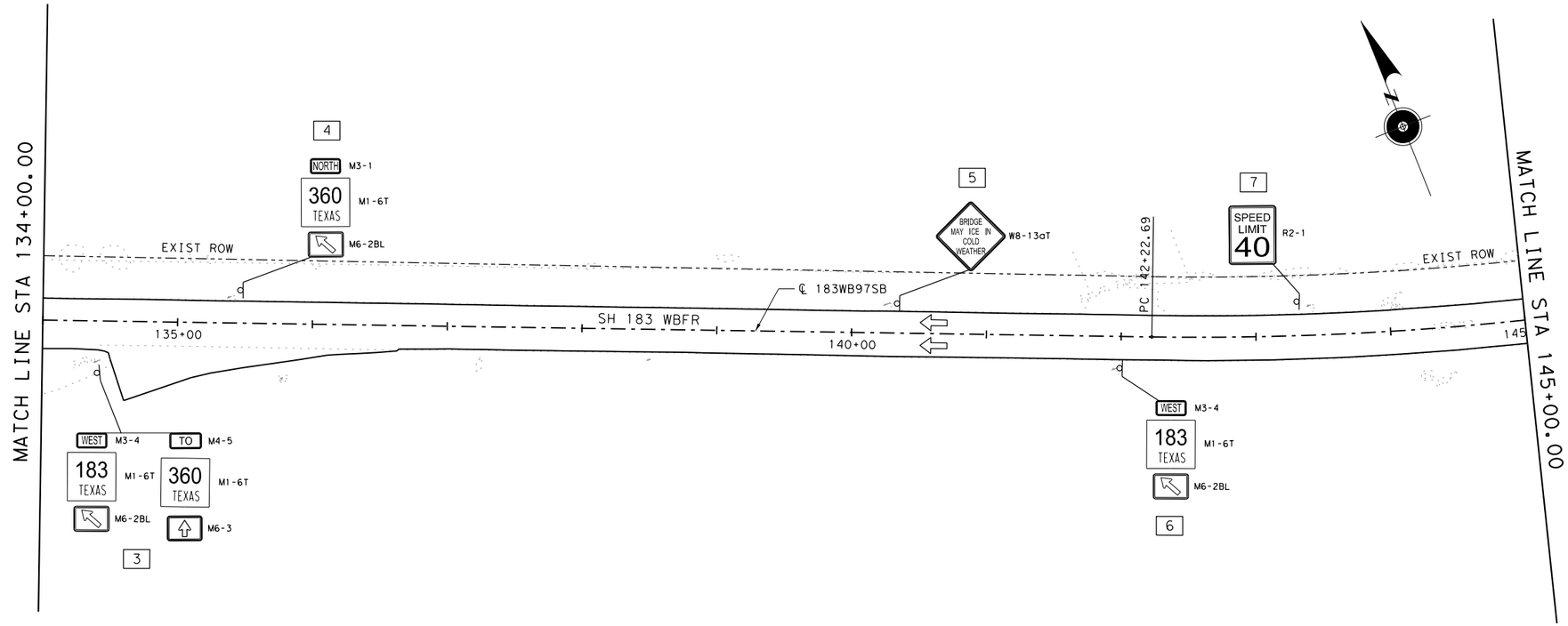
DATE:4/9/2024 TIME:6:09:11 PM

100% SUBMITTAL





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STATE OF TEXAS
PAUL E WILLIAMS
73822
REGISTERED PROFESSIONAL ENGINEER

Paul E Williams, P.E
4-9-2024

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

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SH 183
SMALL SIGN LAYOUTS

SHEET 12 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	162
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:pee66
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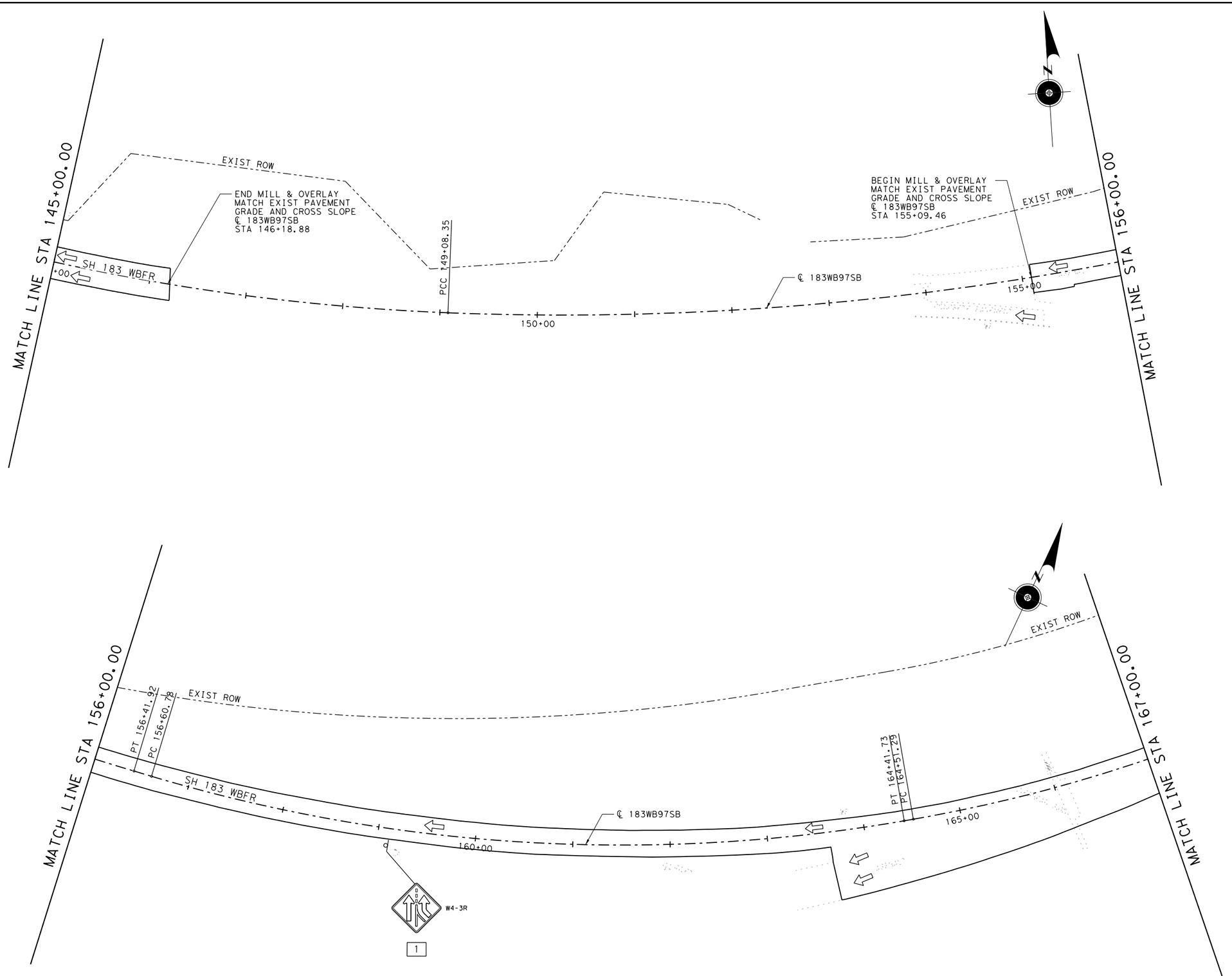
DATE:4/9/2024 TIME:6:09:18 PM

100% SUBMITTAL



NOTES:

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STATE OF TEXAS
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4-9-2024

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

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SH 183
SMALL SIGN LAYOUTS

SHEET 13 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	163
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:pee66
FILE:...\13. Signs\183SS_013.dgn
DATE:4/9/2024 TIME:6:09:24 PM

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:pee66

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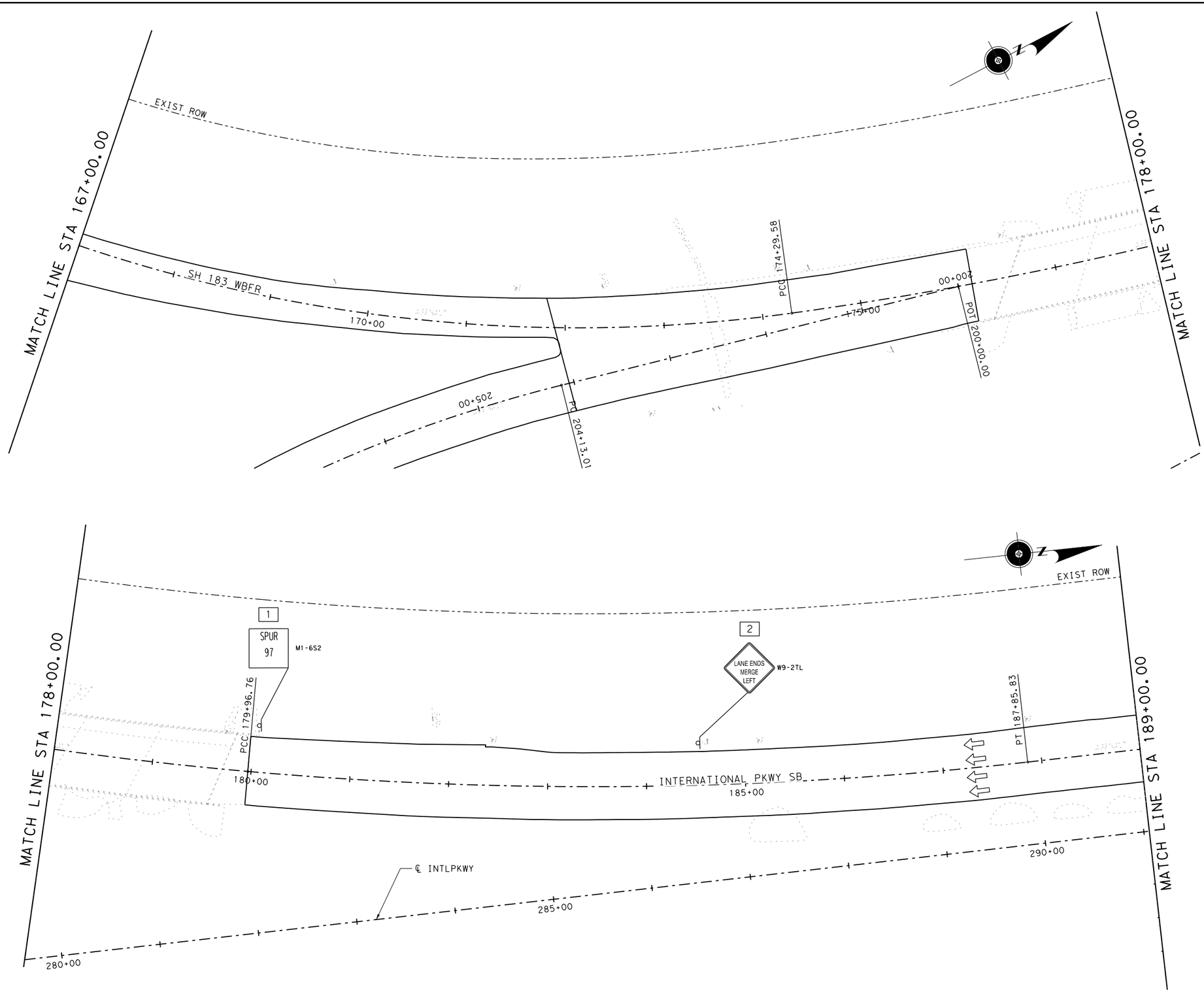
DATE:4/9/2024 TIME:6:09:30 PM



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STATE OF TEXAS
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Paul E Williams, P.E
4-9-2024

NO	DATE	REVISION	APPROVED

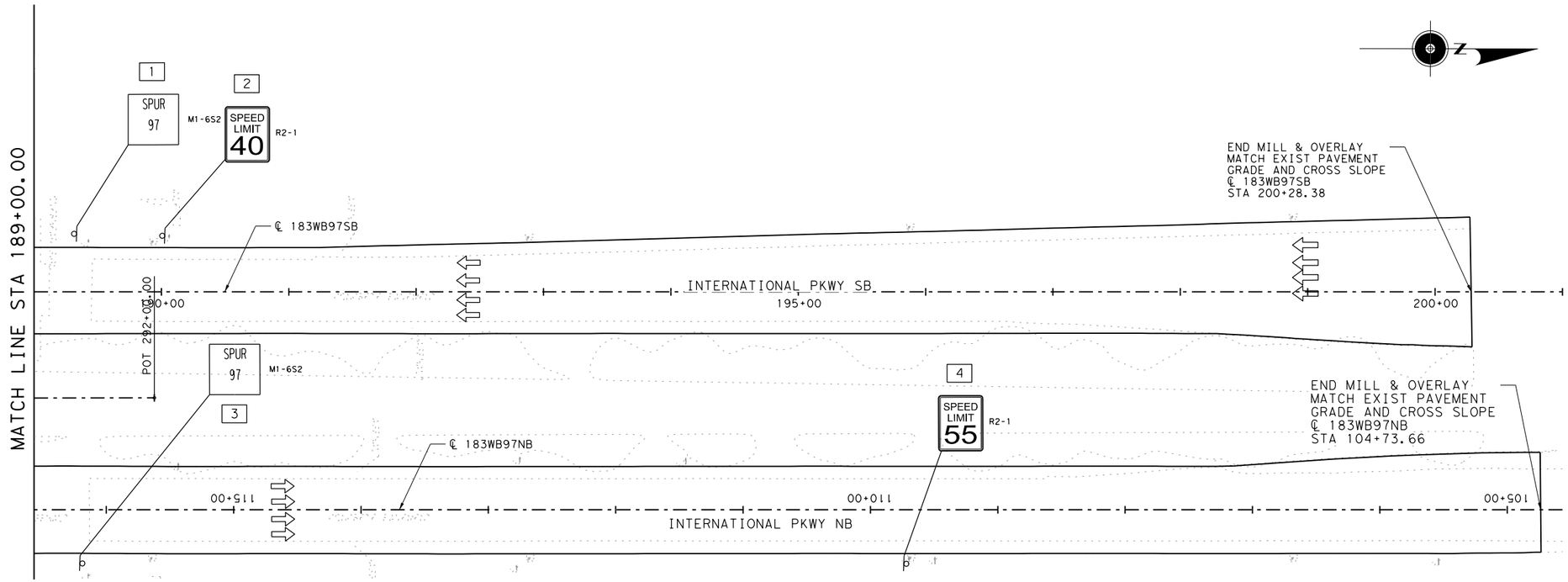
PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

Texas Department of Transportation

SH 183
SMALL SIGN LAYOUTS

SHEET 14 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	164
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				



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SH 183
SMALL SIGN LAYOUTS

SHEET 15 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	165
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:pee66

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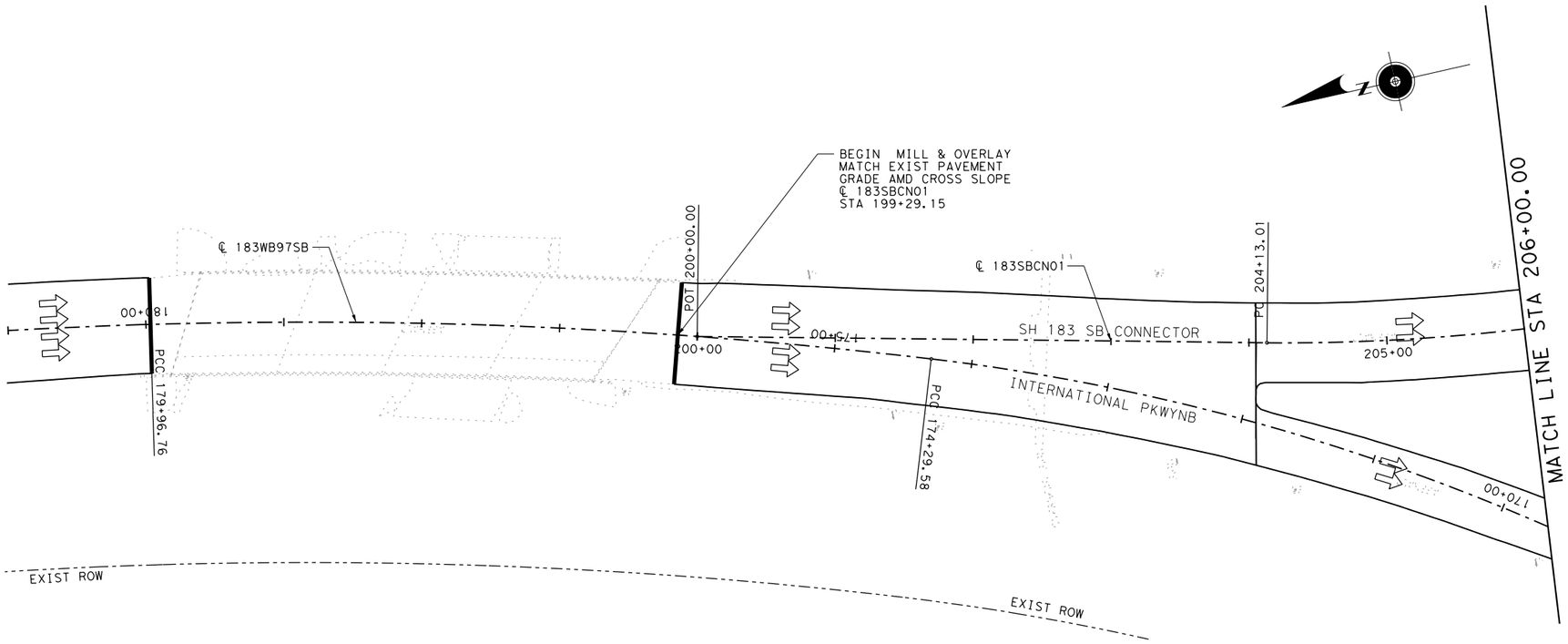

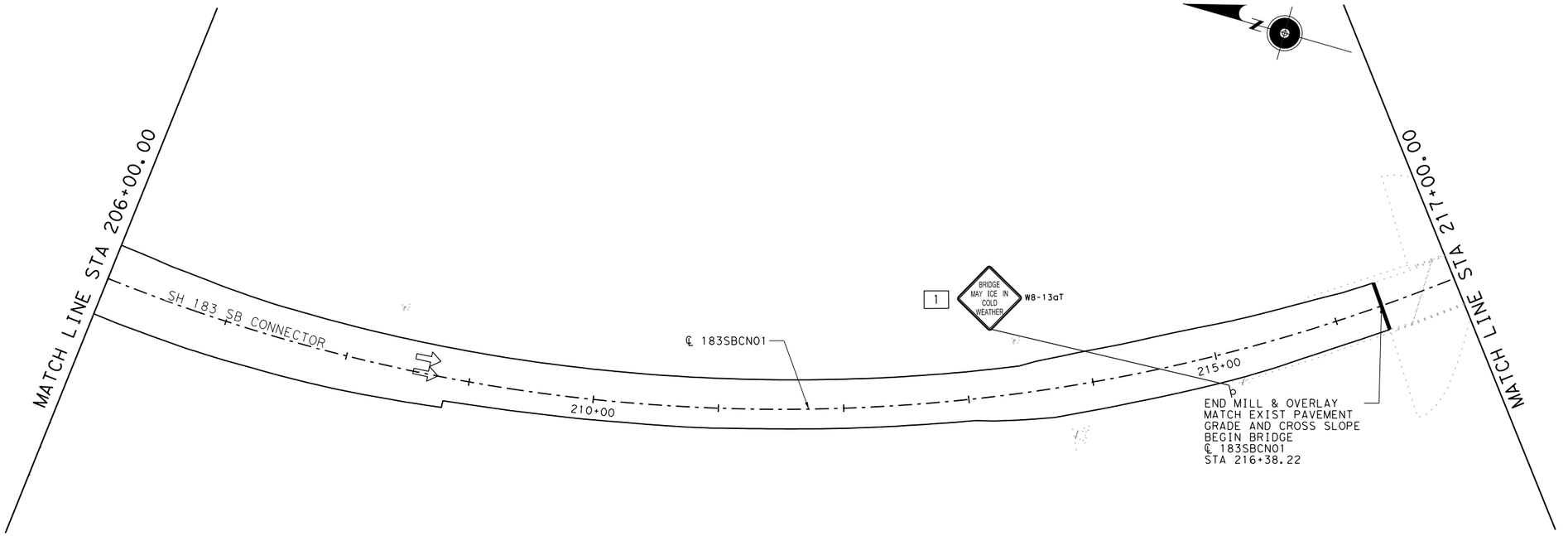

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PRIORITY GROUP, INC.
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SH 183
SMALL SIGN LAYOUTS

SHEET 16 OF 18

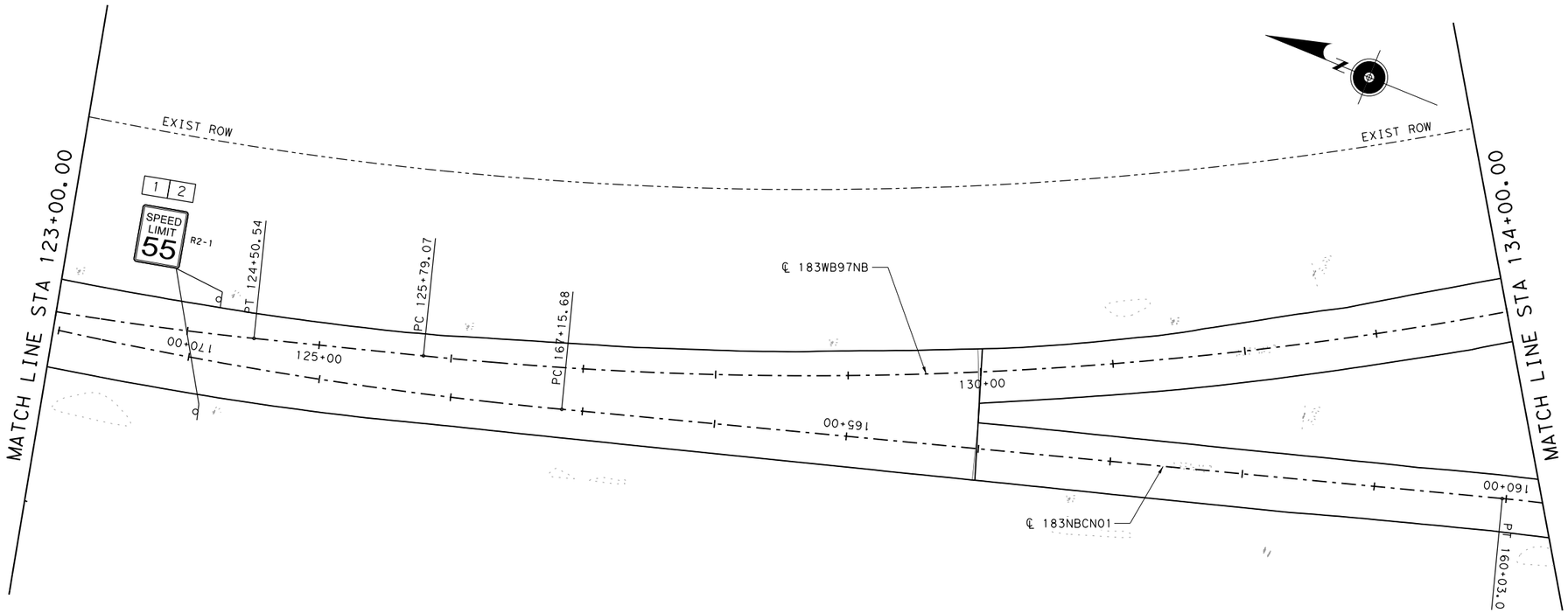
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	166
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

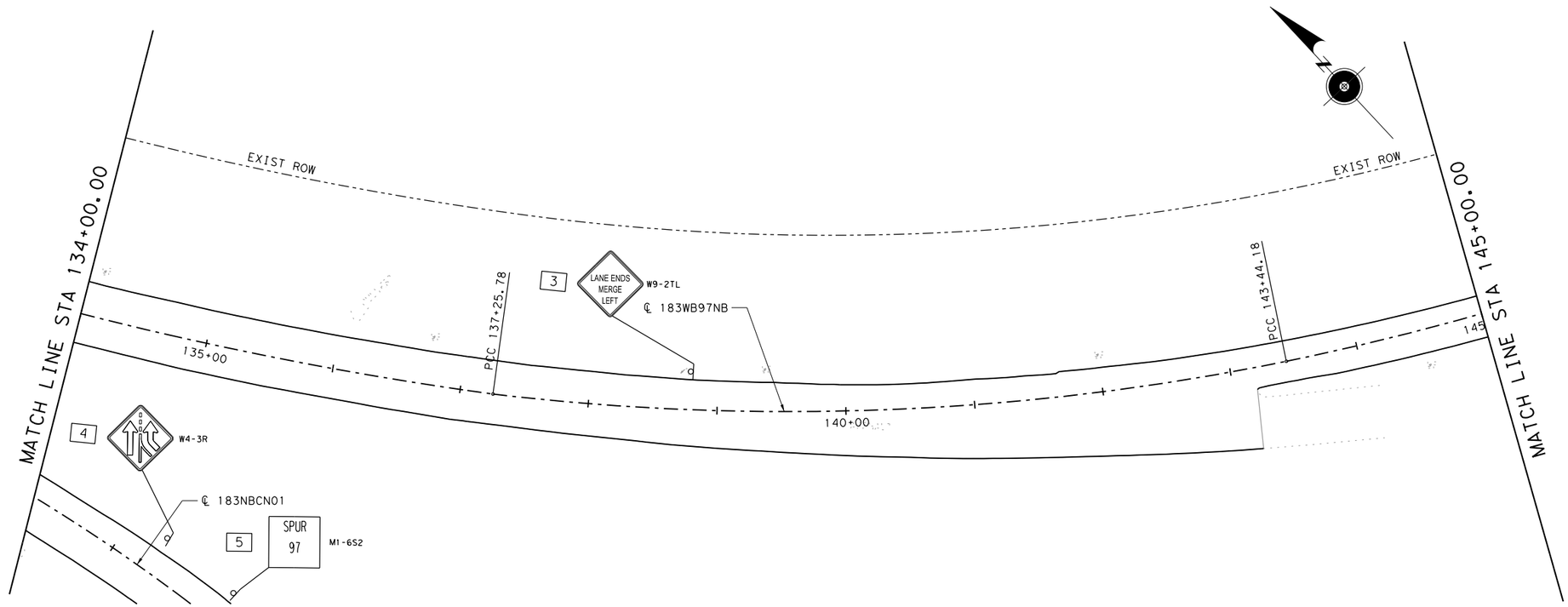
100% SUBMITTAL

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:pee66

FILE:...\13, Signs\183SS_017.dgn
DATE:4/9/2024 TIME:6:09:48 PM





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73822
REGISTERED PROFESSIONAL ENGINEER

Paul E Williams, P.E
4-9-2024

NO	DATE	REVISION	APPROVED

PRIORITY GROUP, INC.
3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

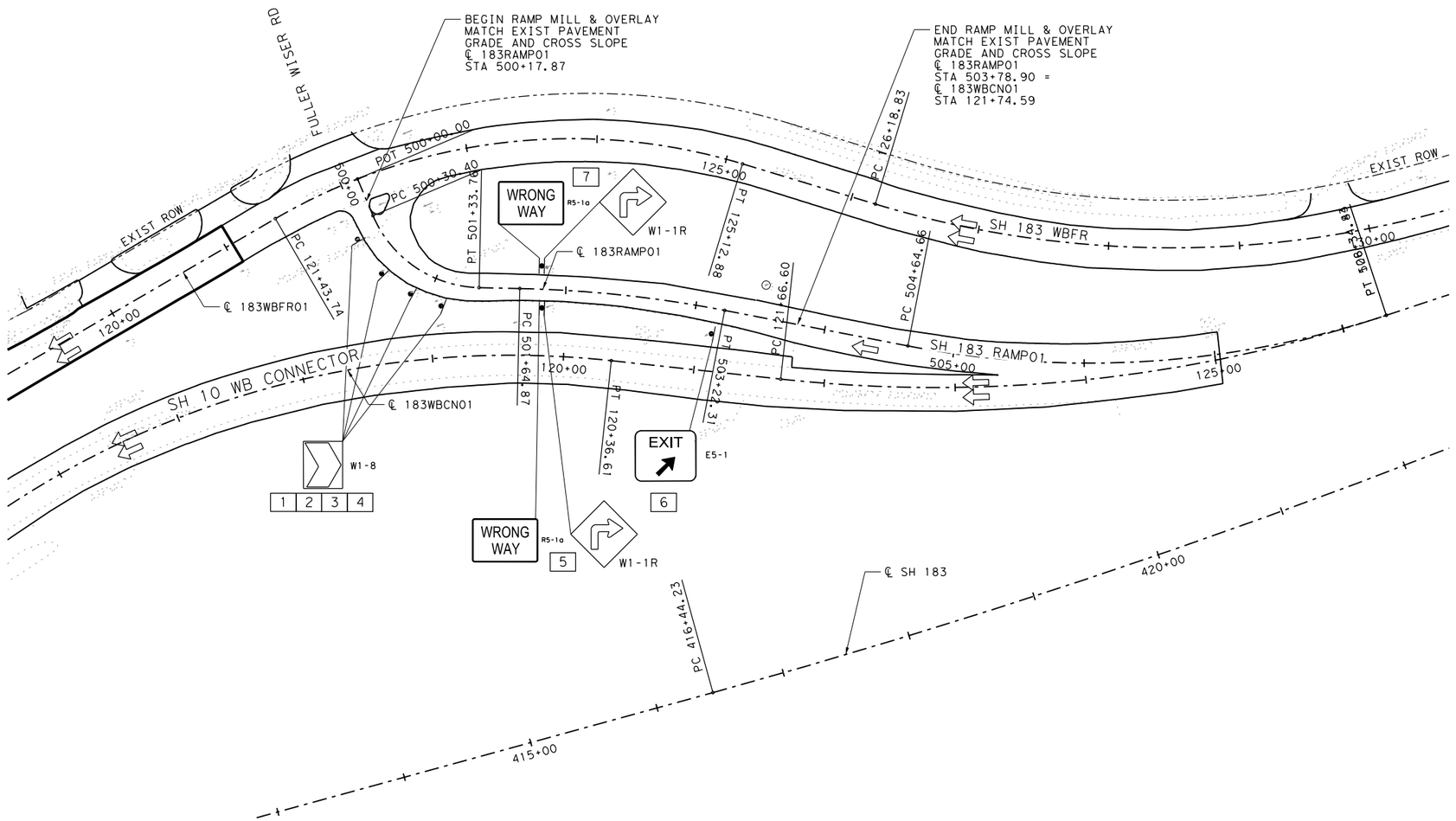
Texas Department of Transportation

SH 183
SMALL SIGN LAYOUTS

SHEET 17 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	167
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL



NOTES:

1. ALL DART / TRE SIGNS SHALL BE SALVAGED AND REINSTALLED IN A LOCATION AS DIRECTED BY THE ENGINEER.
2. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, ALL ONE WAY SIGNS TO BE PLACED ACROSS FROM DRIVEWAYS SHALL BE CENTERED IN FRONT OF THE EXITING LANE OF THE DRIVEWAY.

STATE OF TEXAS
PAUL E WILLIAMS
73822
REGISTERED PROFESSIONAL ENGINEER

Paul E Williams, P.E
4-9-2024

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3939 E US HWY 80, STE 143P, MESQUITE, TX 75150 | FIRM # F-14194

Texas Department of Transportation
© 2024

SH 183
SMALL SIGN LAYOUTS

SHEET 18 OF 18

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
PEW	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
PEW	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	168
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

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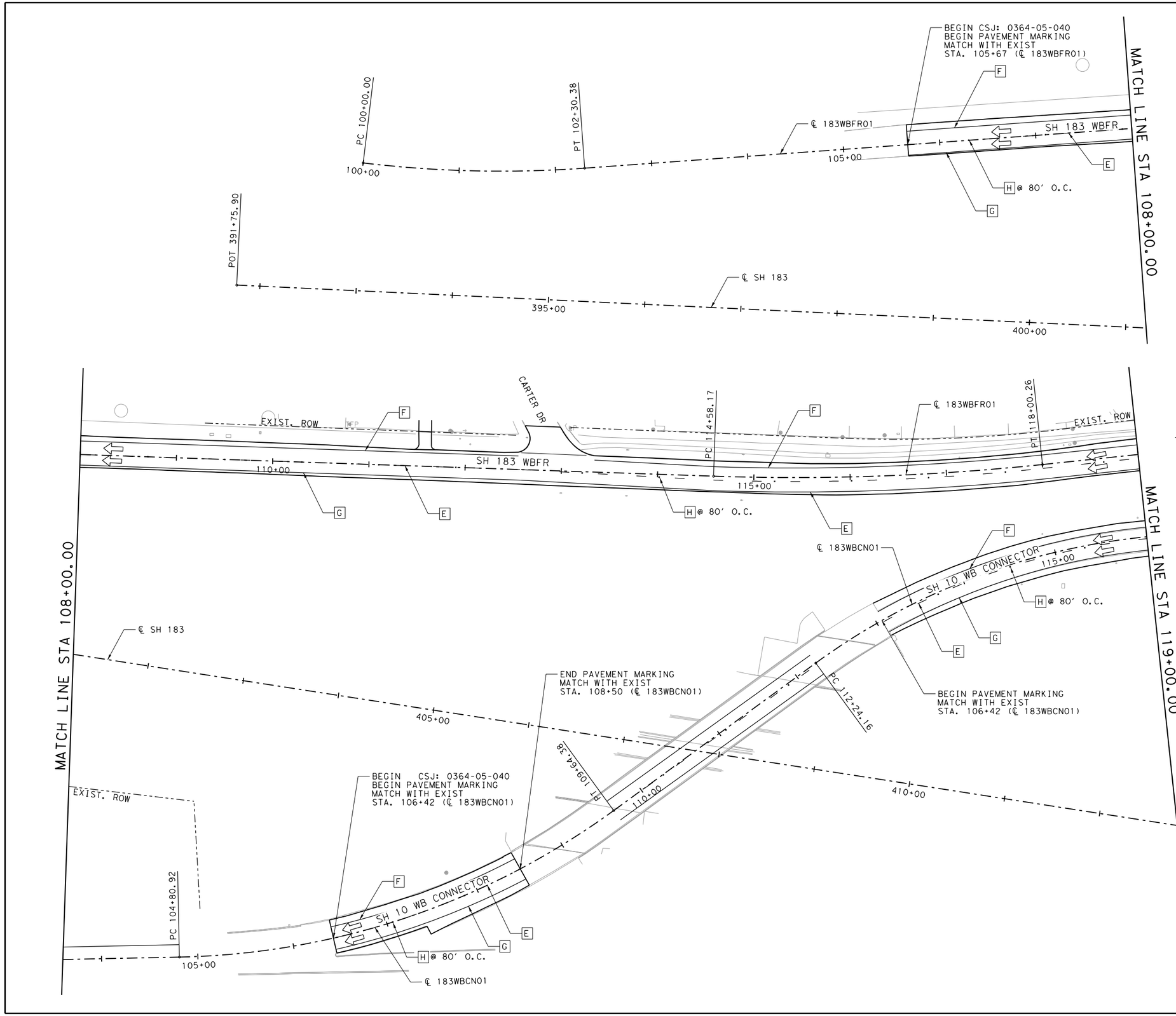
100% SUBMITTAL



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone:(469)801-8500
MBAKERINTL.COM
TBPE Registration No, F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N. Loop 1604 W., Ste, 115
San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
PAVEMENT MARKINGS LAYOUTS
183WBFR01 & 183WBCN01
BEGIN TO STA 119+00

SHEET 1 OF 2

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	169
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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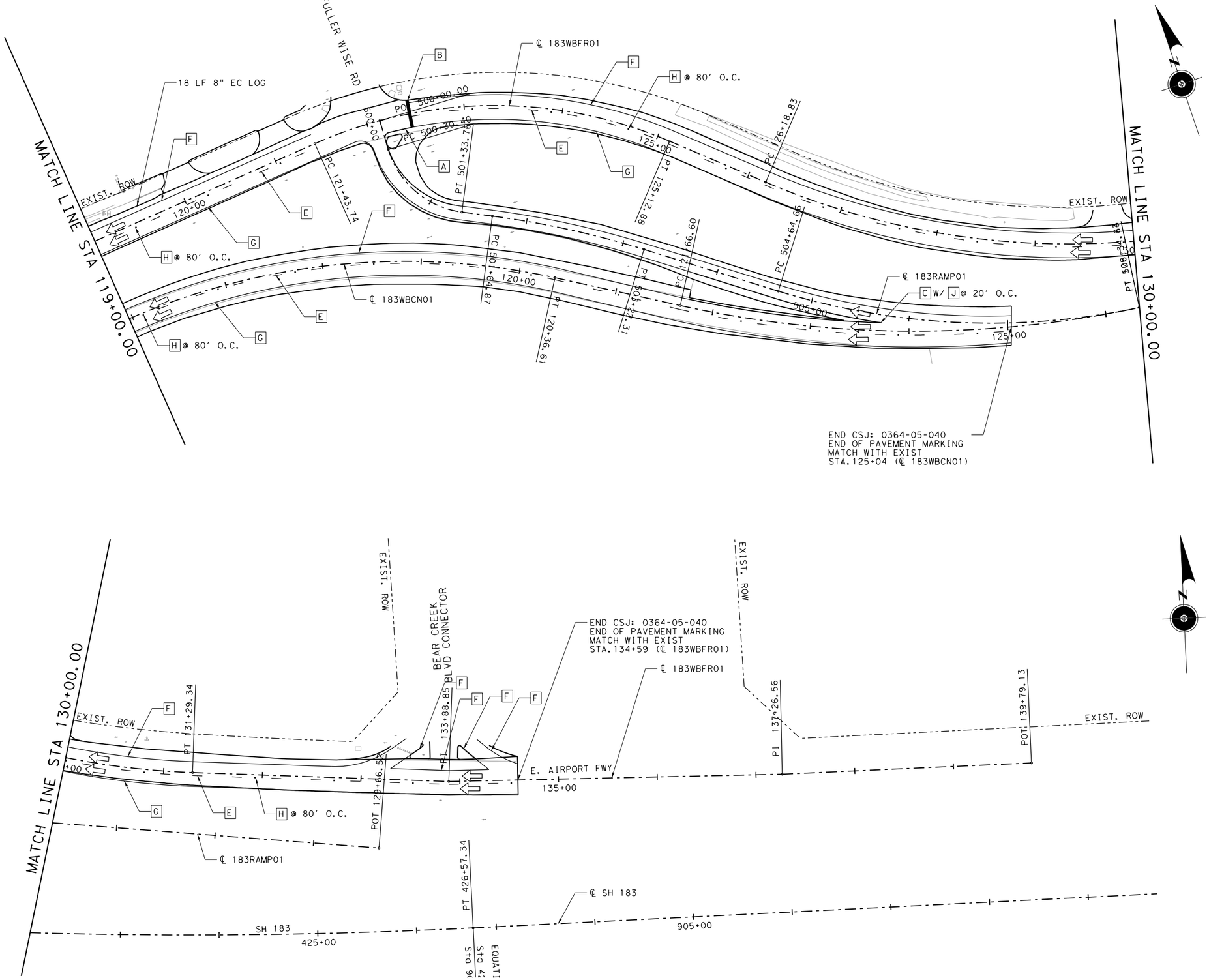
100% SUBMITTAL



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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TBPE Registration No, 15685

SH 183

PAVEMENT MARKINGS LAYOUTS

183WBFR01 & 183WBCN01

STA 119+00 TO END

SHEET 2 OF 2

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	170
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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USER:Uvaldez
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DATE:4/9/2024 TIME:1:29:27 PM

100% SUBMITTAL

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PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:100
USER: Uvaldez

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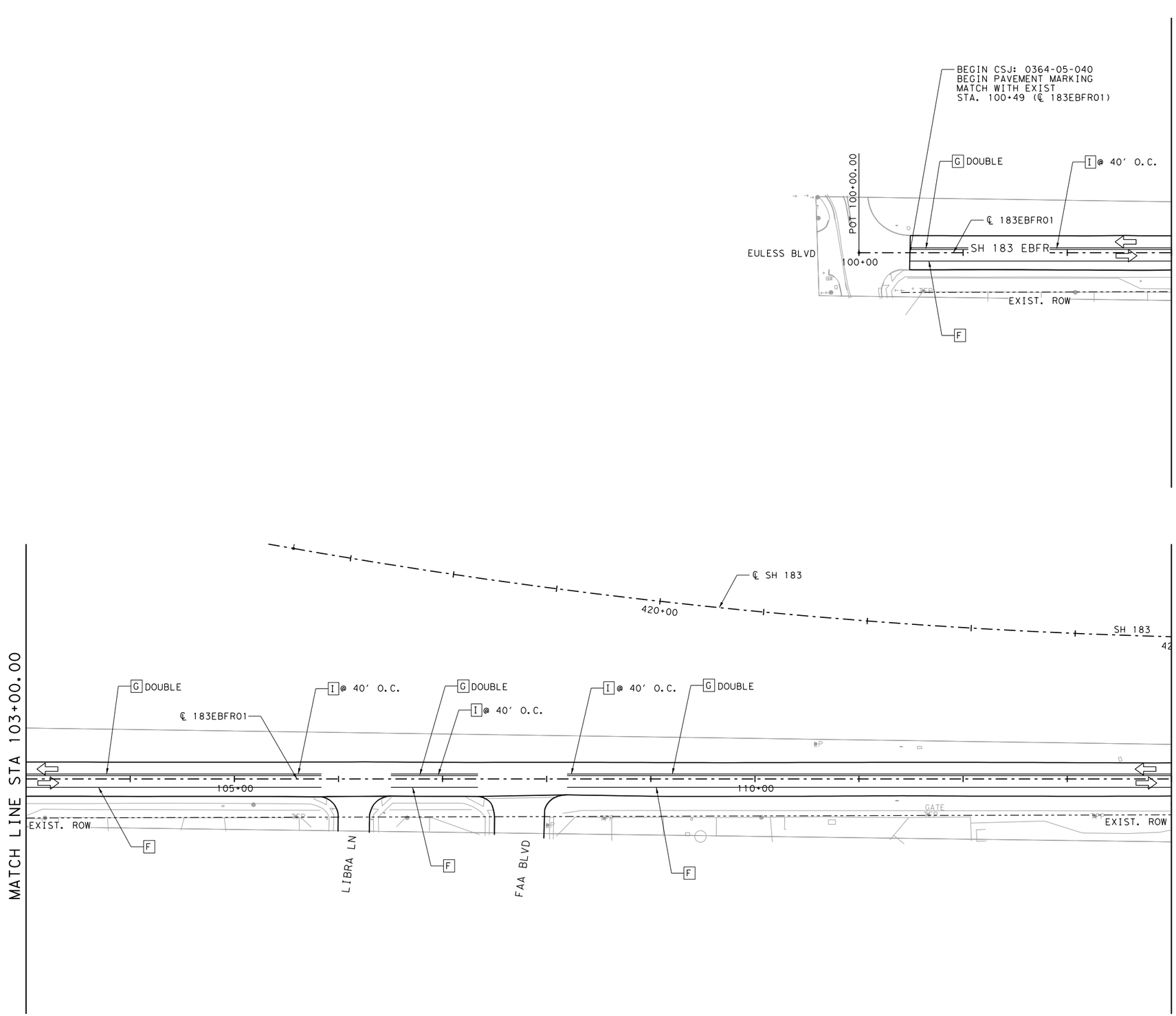
DATE:4/9/2024 TIME:1:29:34 PM



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

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San Antonio, TX 78249
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TBPE Registration No, 15685

SH 183

PAVEMENT MARKINGS LAYOUTS

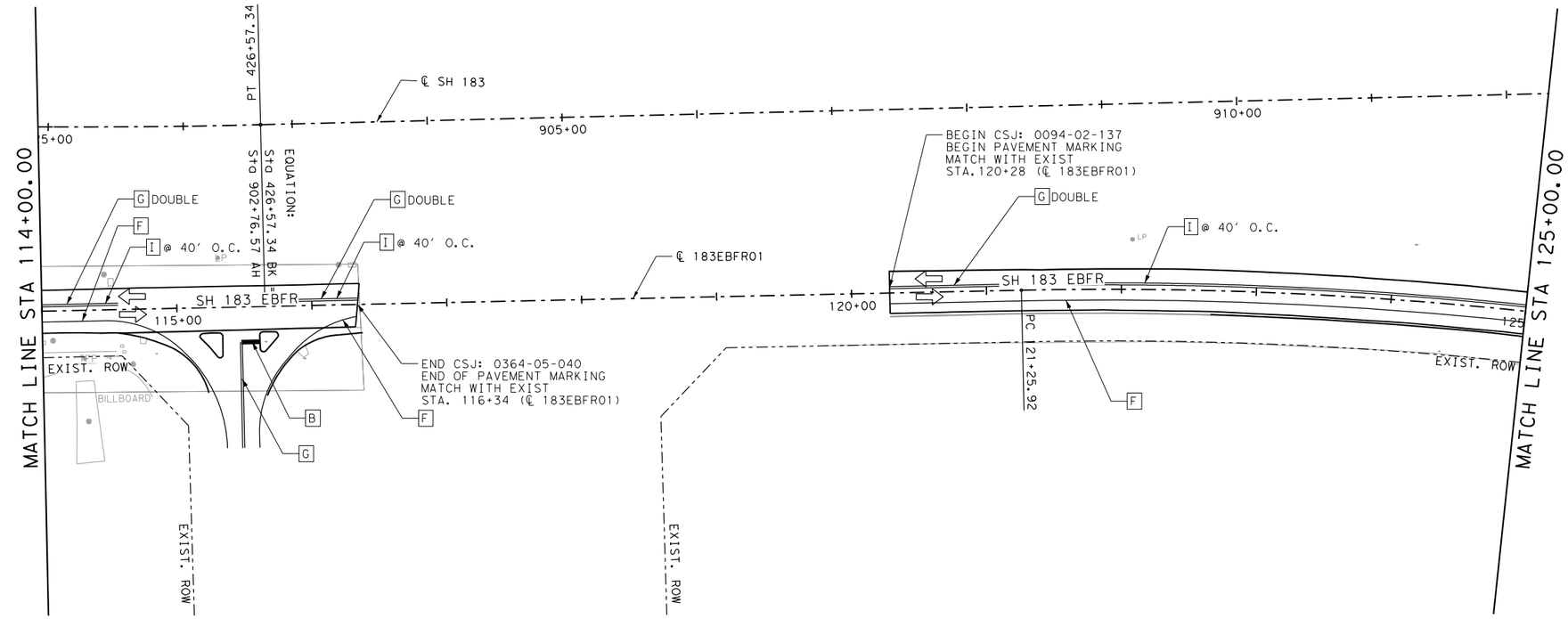
183EBFR01

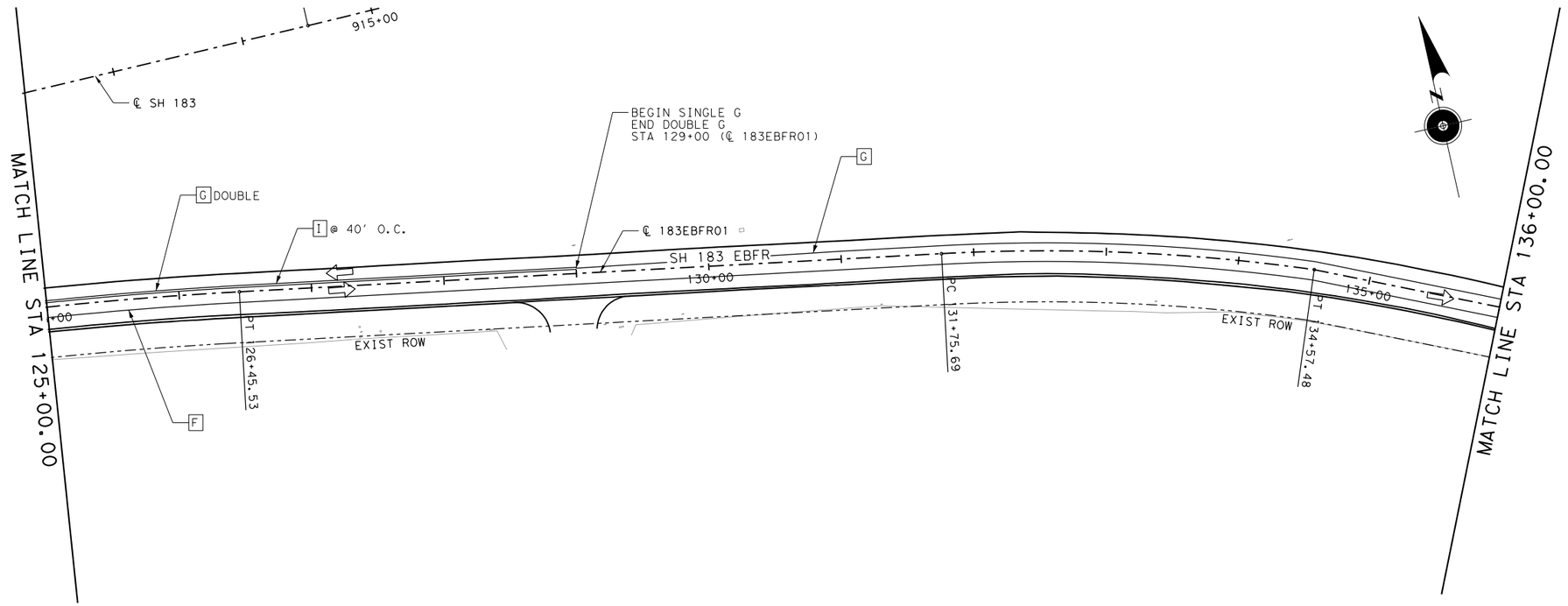
BEGIN TO STA 114+00

SHEET 1 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	171
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL





LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

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4630 N. Loop 1604 W., Ste. 115
San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183

PAVEMENT MARKINGS LAYOUTS

183EBFR01

114+00 TO STA 136+00

SHEET 2 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	172
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
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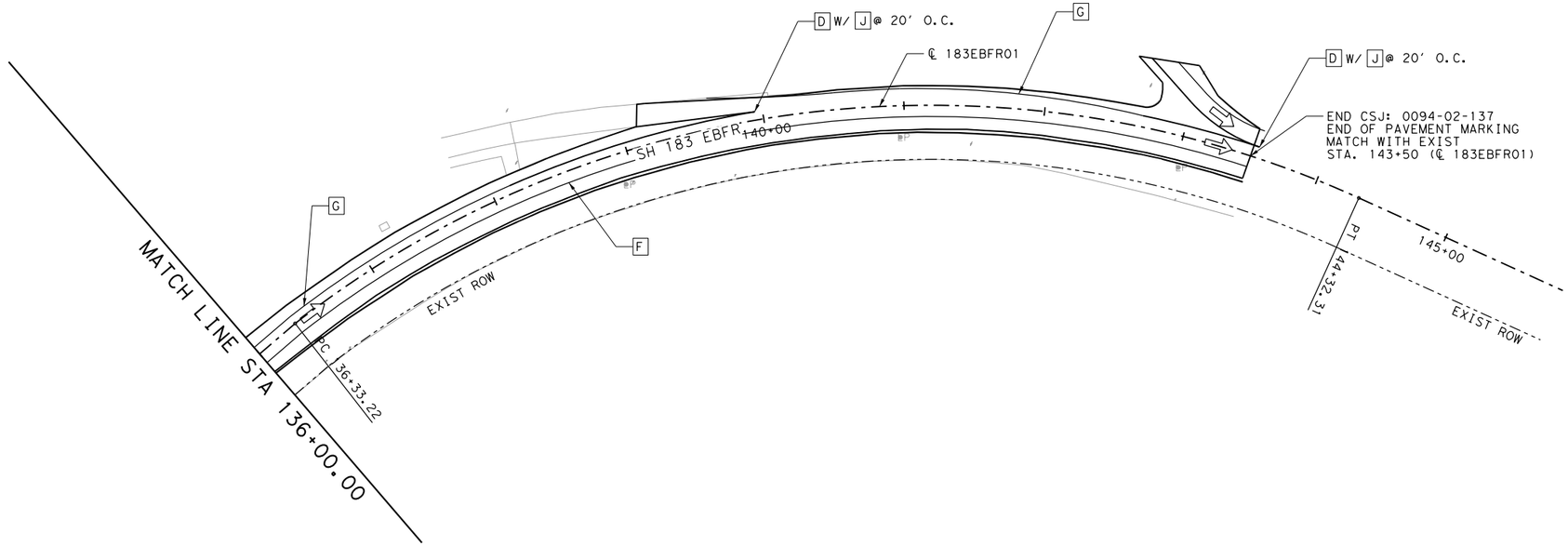
100% SUBMITTAL



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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TBPE Registration No. 15685

SH 183
PAVEMENT MARKINGS LAYOUTS

183EBFR01

STA 136+00 TO END

SHEET 3 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	173
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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100% SUBMITTAL

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SCALE: 1:100
USER:Uvaldez

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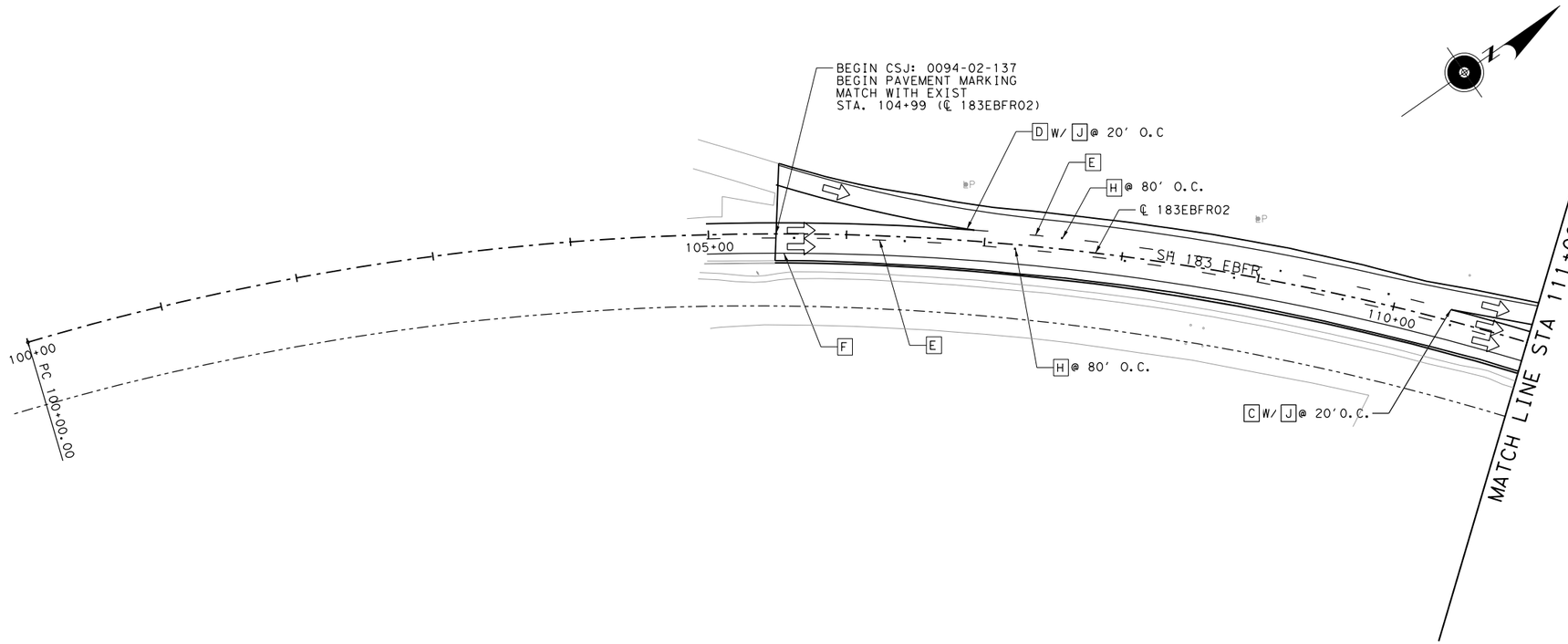

LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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4630 N. Loop 1604 W., Ste, 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
PAVEMENT MARKINGS LAYOUTS

183EBFR02

BEGIN TO STA 122+00

SHEET 1 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	174
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Uvaldez

FILE:...\PM LAYOUTS\183PM_007.dgn
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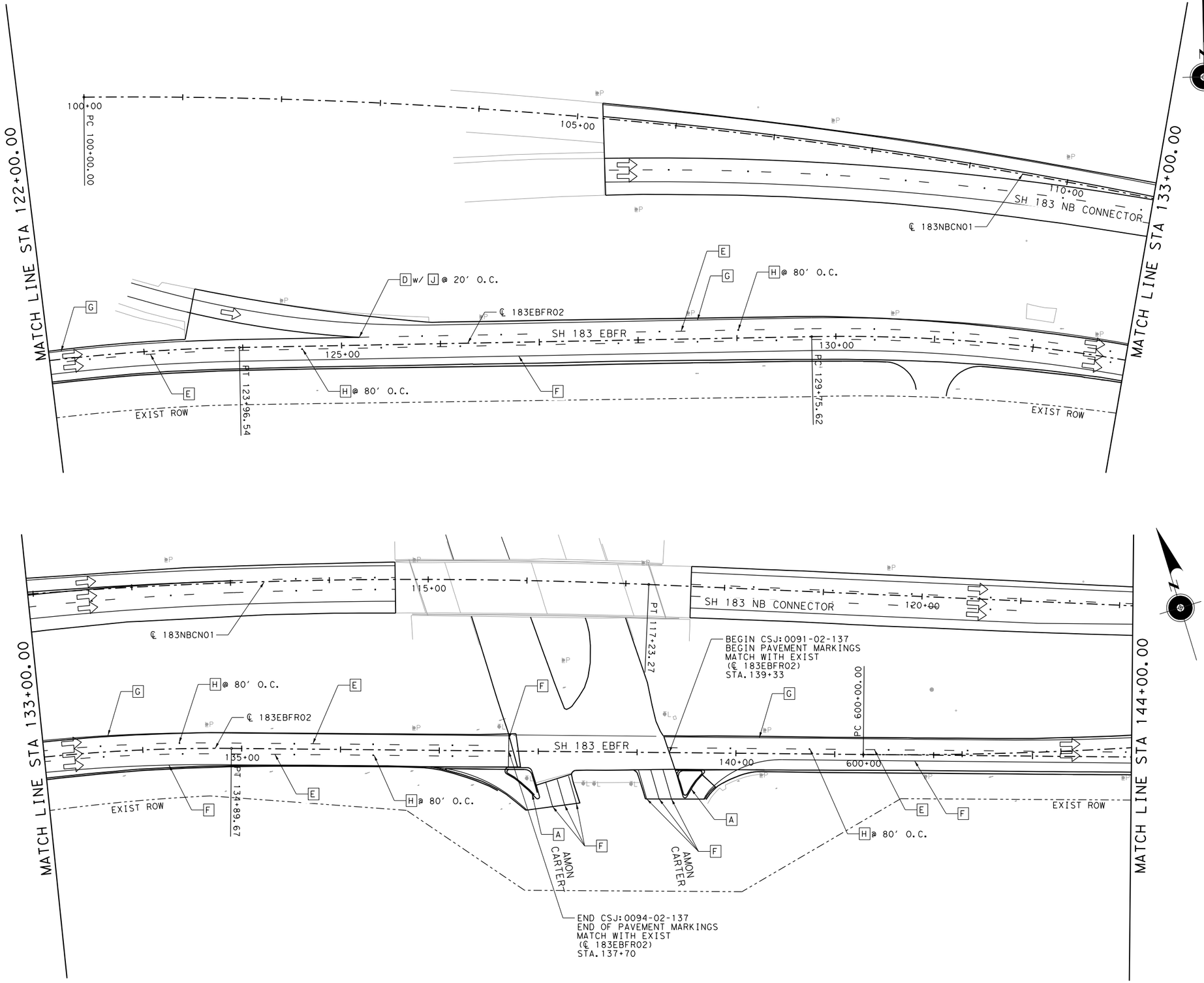

LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- TRAFFIC FLOW

NOTES:

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0' 50' 100'
SCALE IN FEET

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101077
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PROFESSIONAL ENGINEER

04/09/2024

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TBPE Registration No. 15685

SH 183

PAVEMENT MARKINGS LAYOUTS

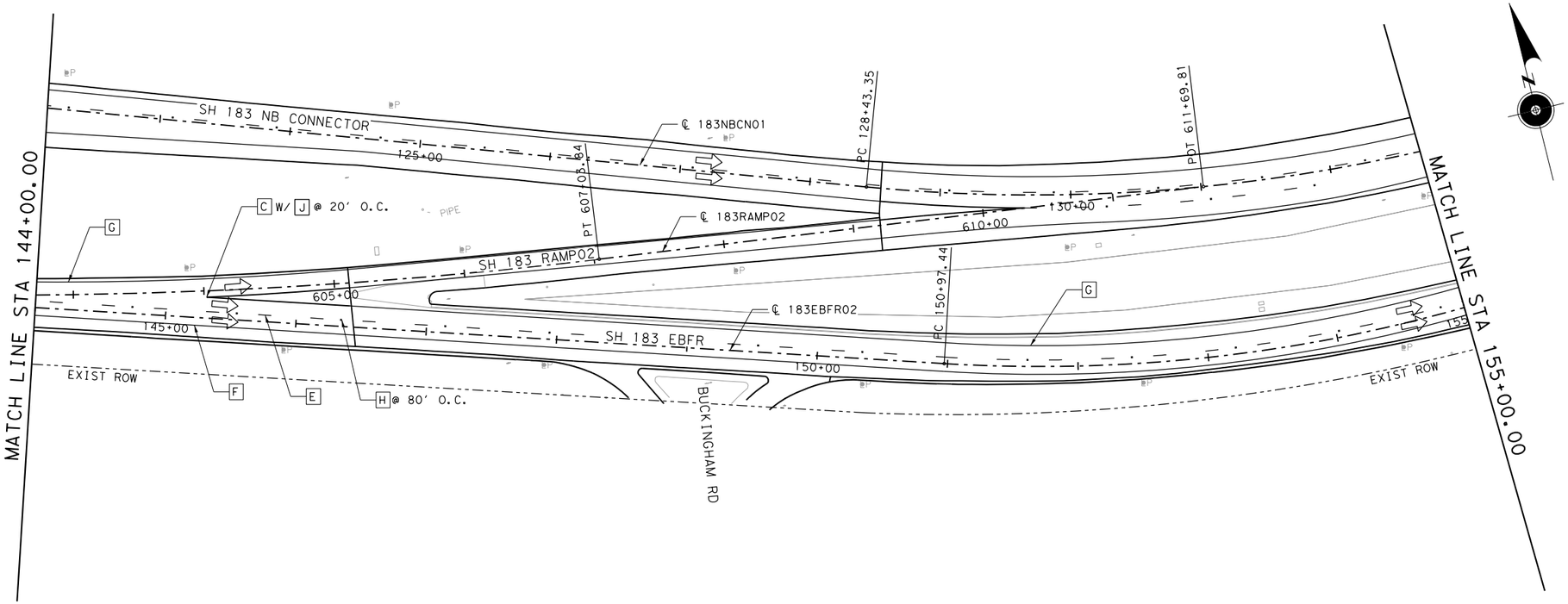
183EBFR02

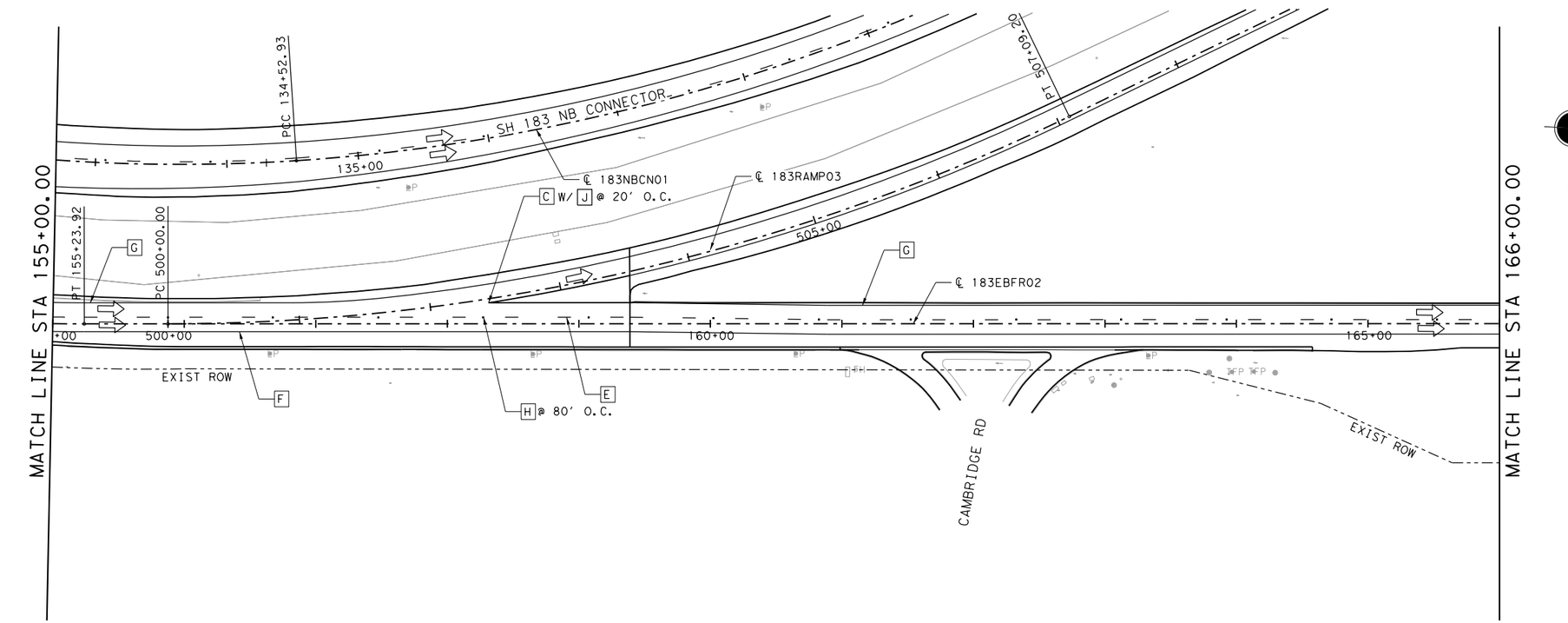
STA 122+00 TO STA 144+00

SHEET 2 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	175
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL





LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

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2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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TBPE Registration No, 15685

SH 183
PAVEMENT MARKINGS LAYOUTS

183EBFR02

STA 144+00 TO STA 166+00

SHEET 3 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	176
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Uvaldez

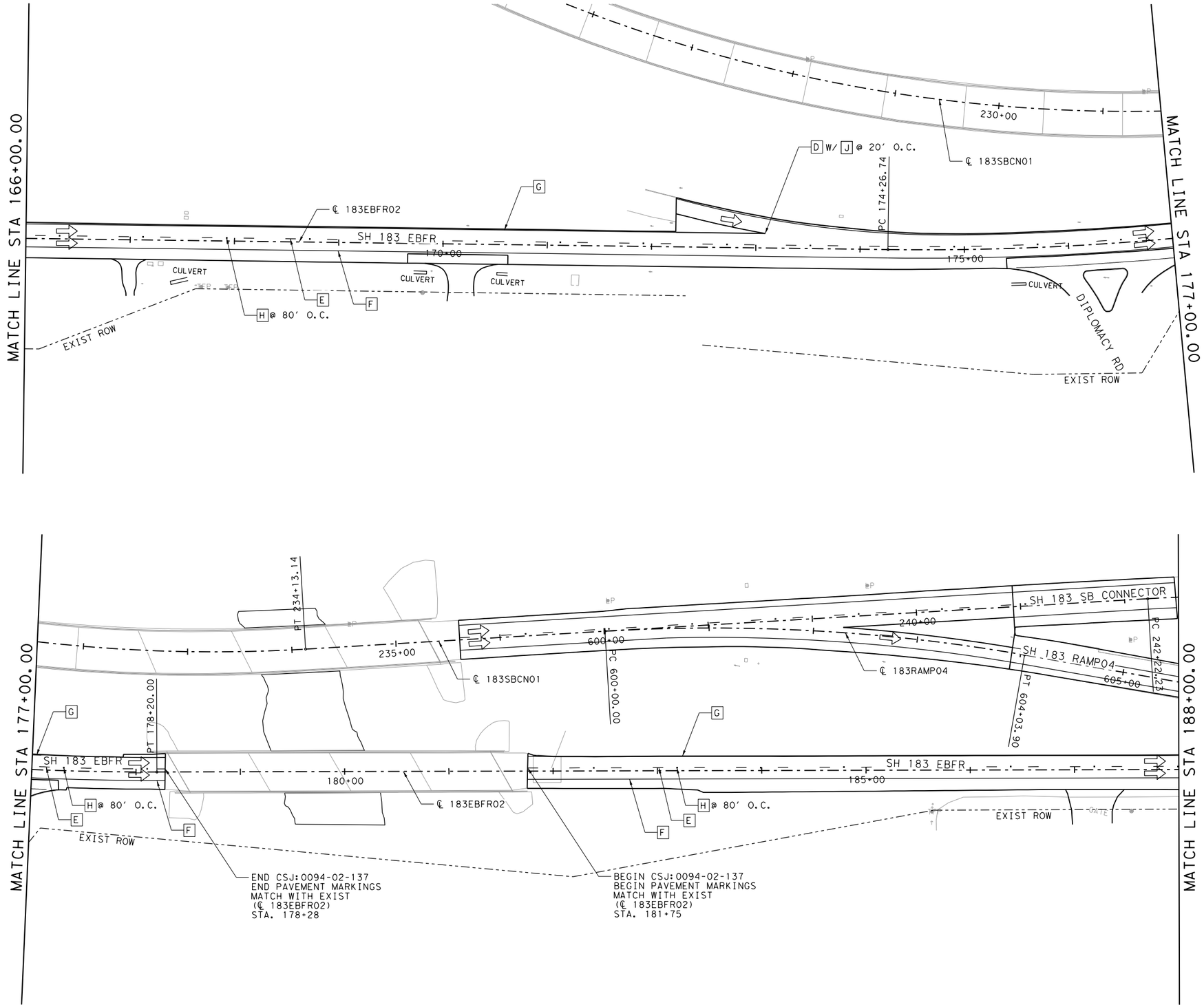
FILE:...\PM LAYOUTS\183PM_008.dgn
DATE:4/9/2024 TIME:1:30:21 PM

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Uvaldez

FILE:...\PM LAYOUTS\183PM_009.dgn
DATE:4/9/2024 TIME:1:30:30 PM



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No, F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N. Loop 1604 W., Ste. 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183

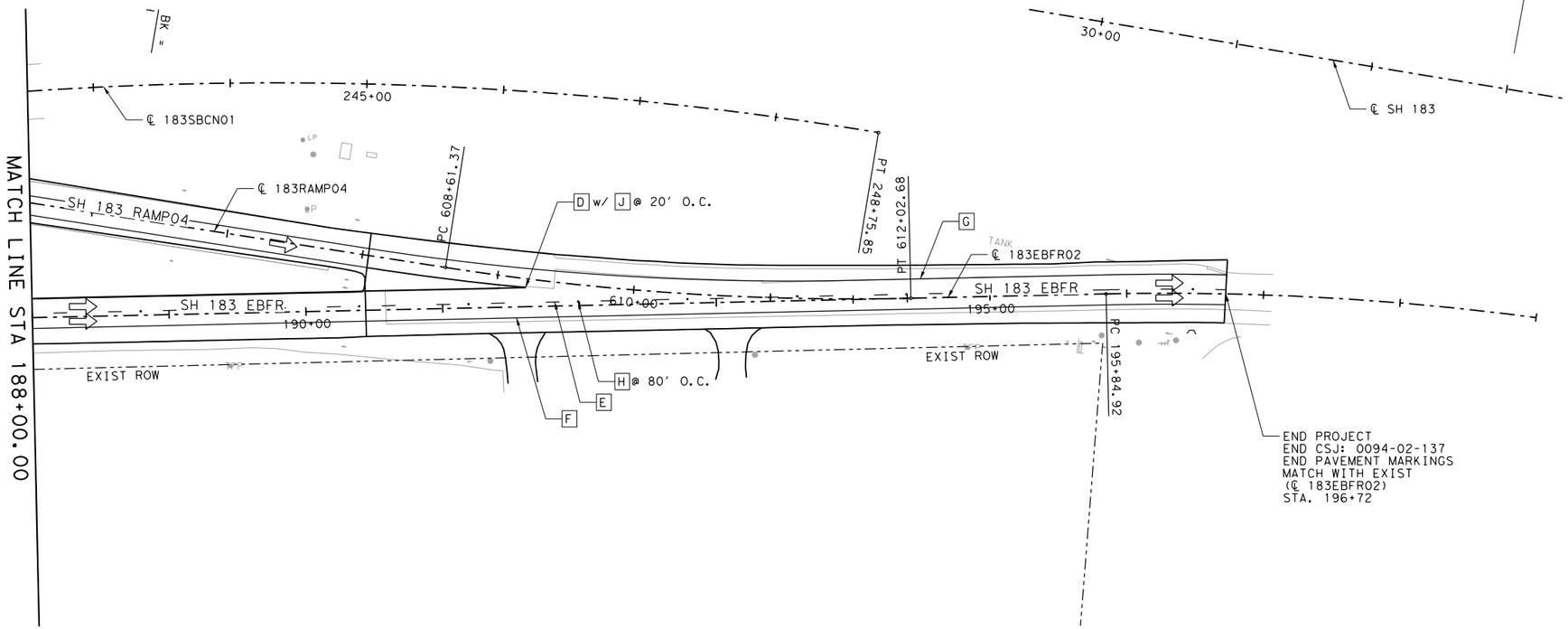
PAVEMENT MARKINGS LAYOUTS

183EBFR02

STA 166+00 TO STA 188+00

SHEET 4 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	177
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

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San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183

PAVEMENT MARKINGS LAYOUTS

183EBFR02

STA 188+00 TO END

SHEET 5 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	178
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

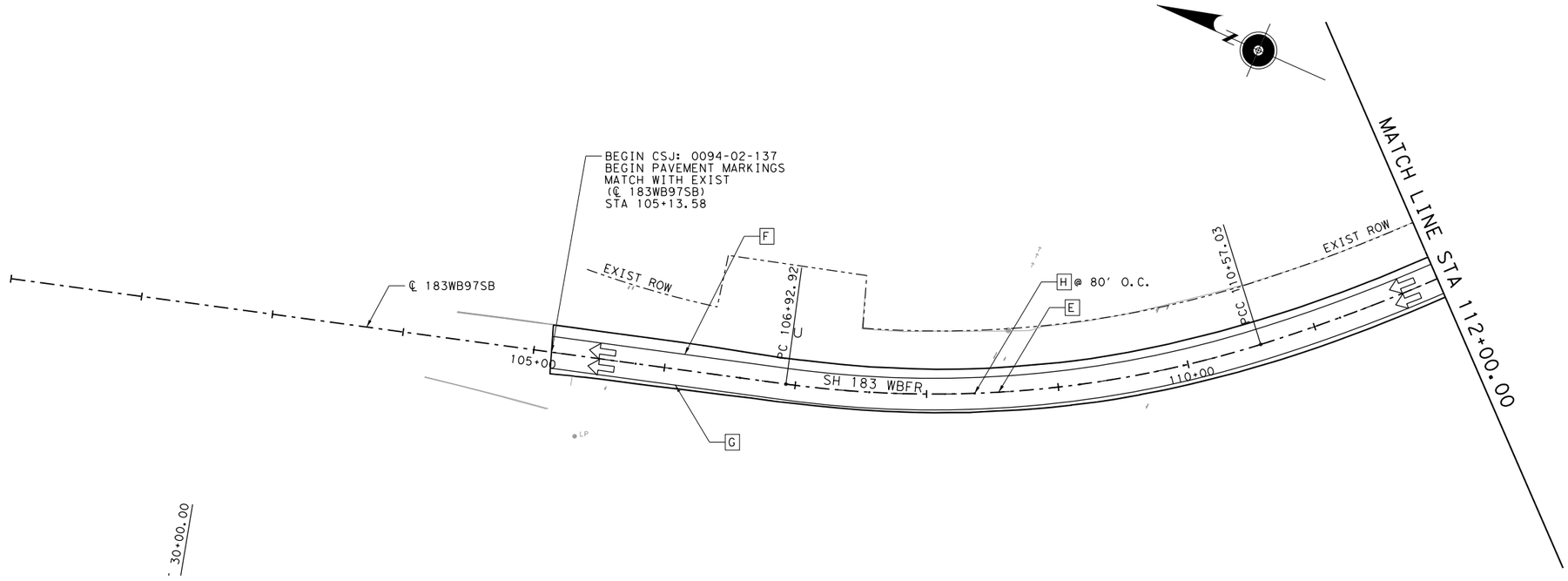
100% SUBMITTAL

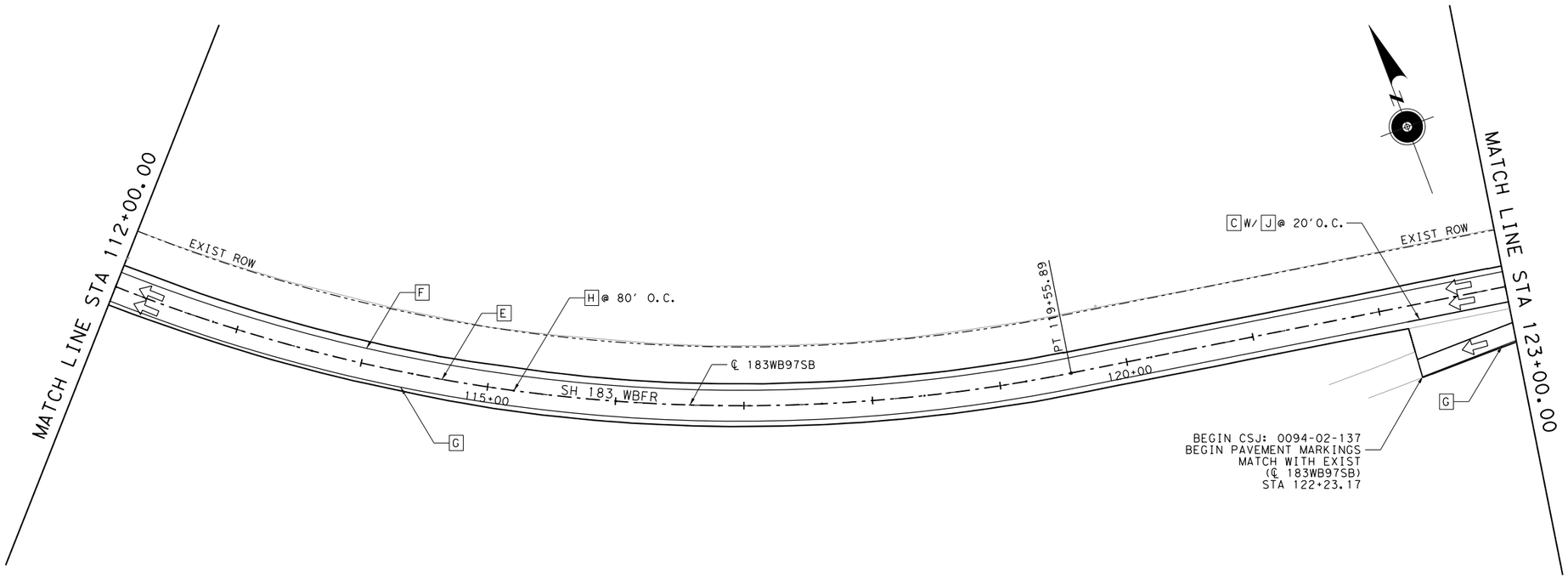
PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Uvaldez

FILE:...\PM LAYOUTS\183PM_010.dgn
DATE:4/9/2024 TIME:1:30:37 PM

100% SUBMITTAL





LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
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San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No. 15685

SH 183
PAVEMENT MARKINGS LAYOUTS

183WB97SB

BEGIN TO STA 112+00

SHEET 1 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	179
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:Uvaldez
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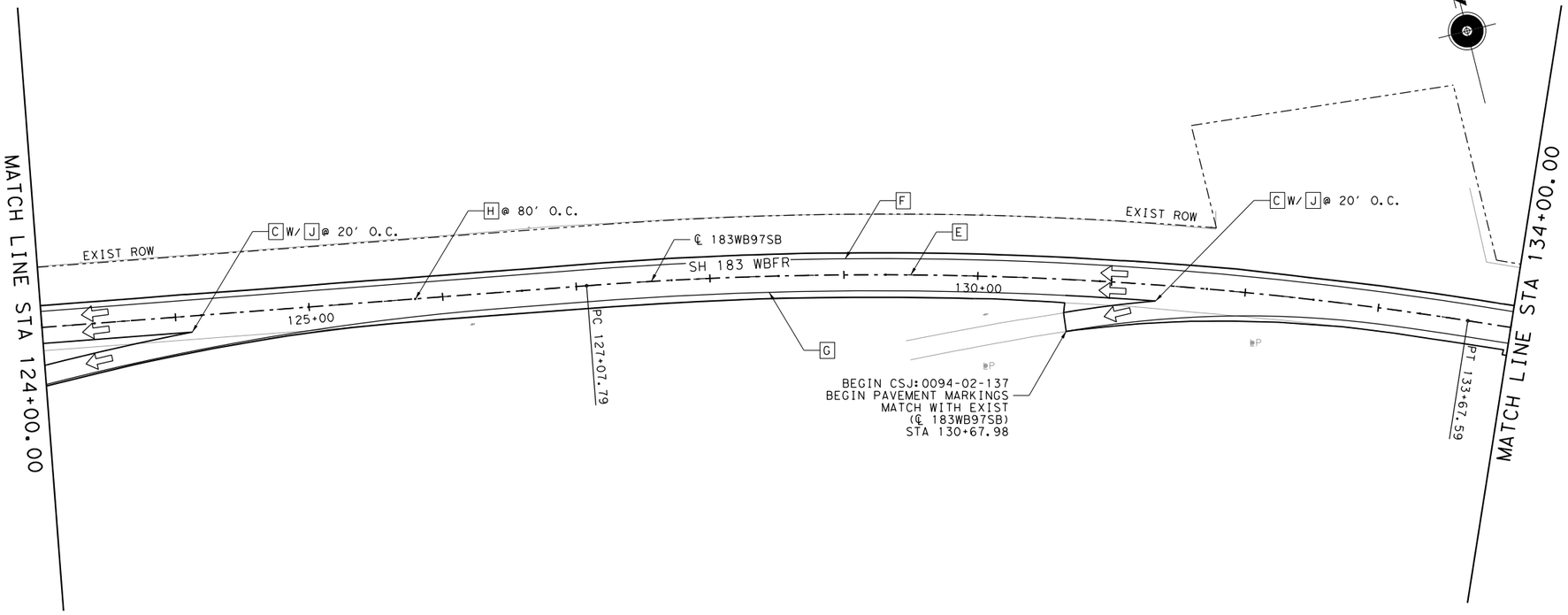
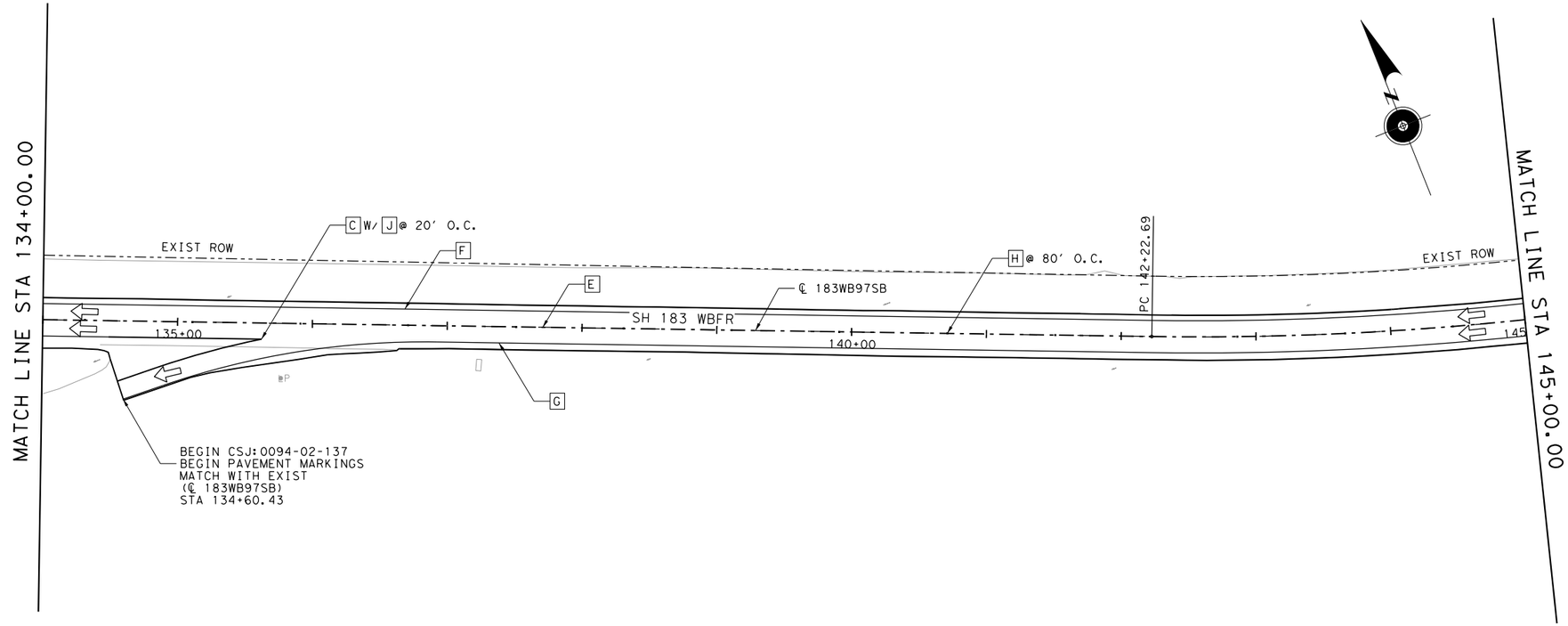
100% SUBMITTAL





LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
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San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
PAVEMENT MARKINGS LAYOUTS

183WB97SB

STA 123+00 TO STA 145+00

SHEET 2 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	180
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:Uvaldez
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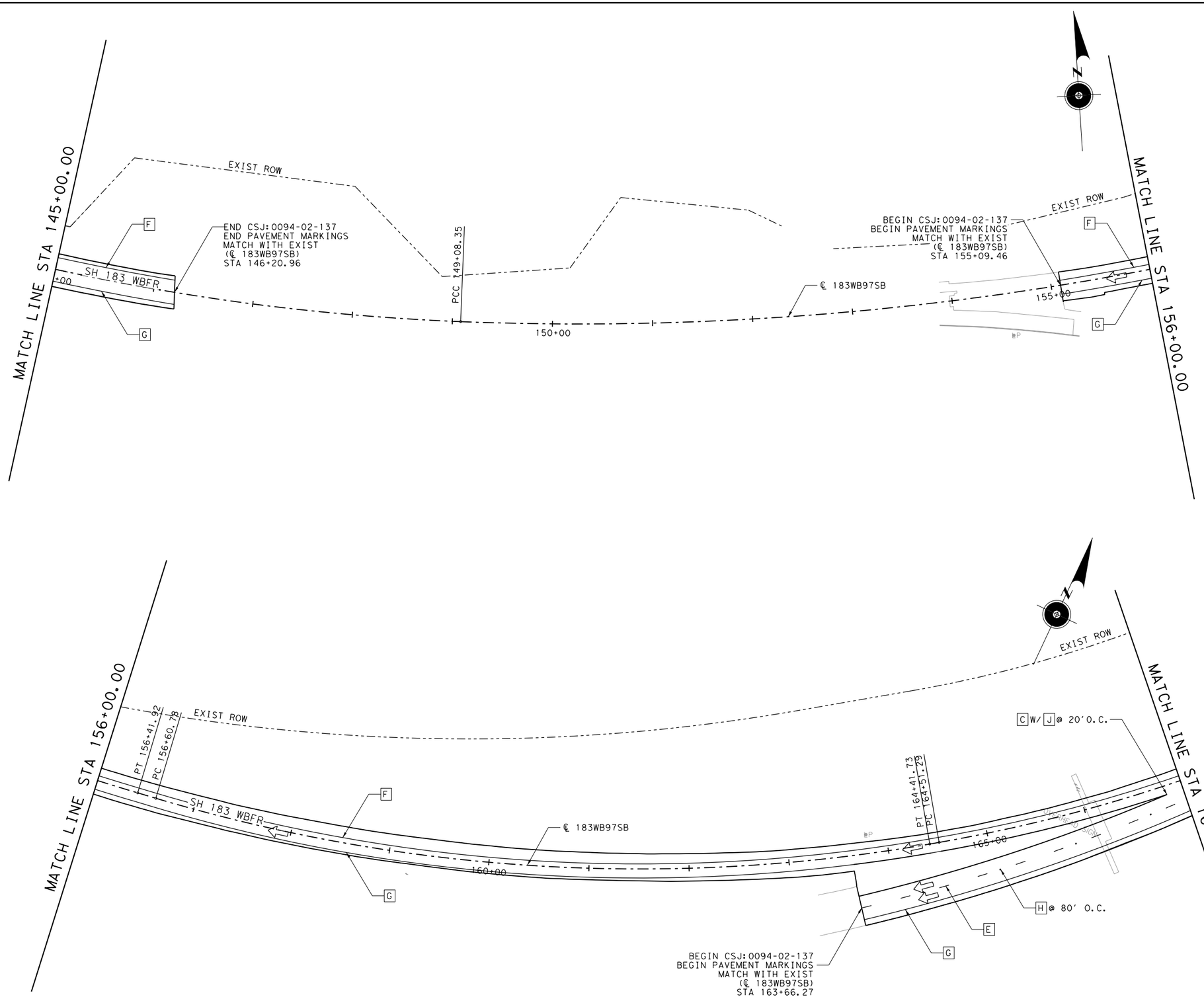
DATE:4/9/2024 TIME:1:30:52 PM

100% SUBMITTAL



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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4630 N. Loop 1604 W., Ste. 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
PAVEMENT MARKINGS LAYOUTS

183WB97SB

STA 145+00 TO STA 167+00

SHEET 3 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	181
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:Uvaldez
FILE:...\PM LAYOUTS\183PM_013.dgn
DATE:4/9/2024 TIME:1:30:59 PM

100% SUBMITTAL

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:100
USER: Uvaldez

FILE:...\PM LAYOUTS\183PM_014.dgn
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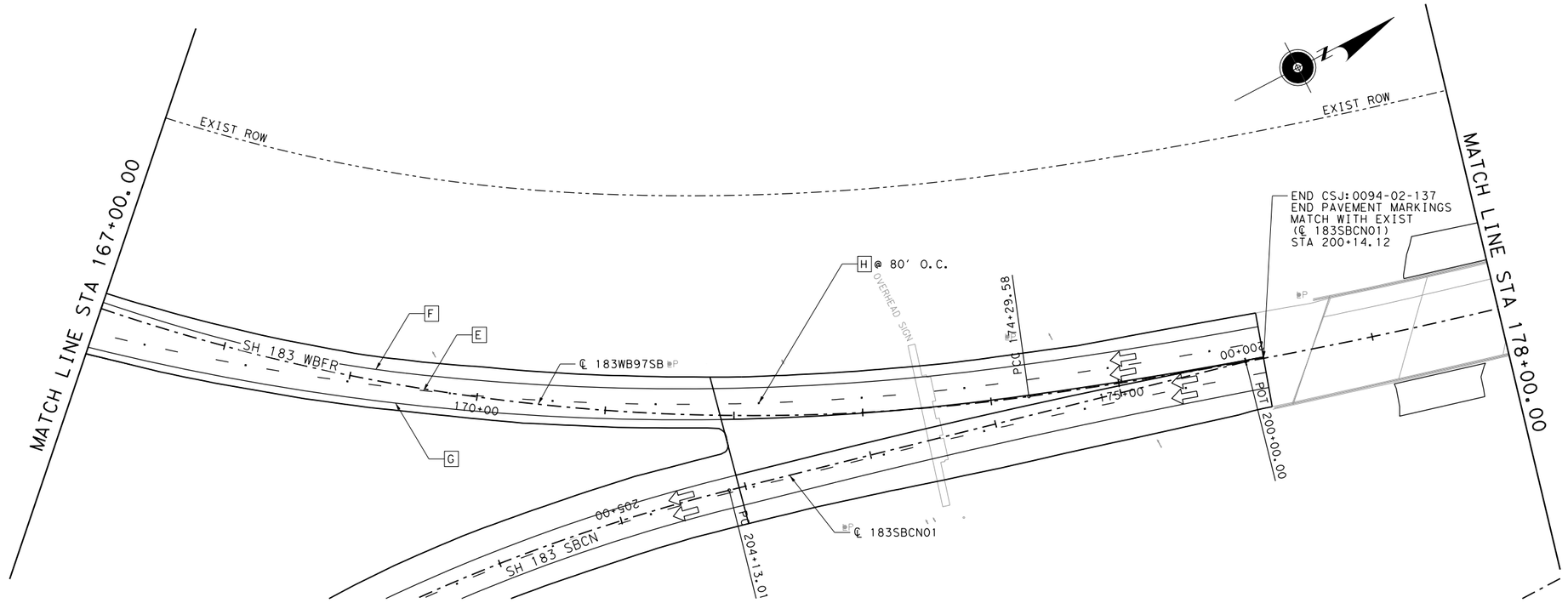

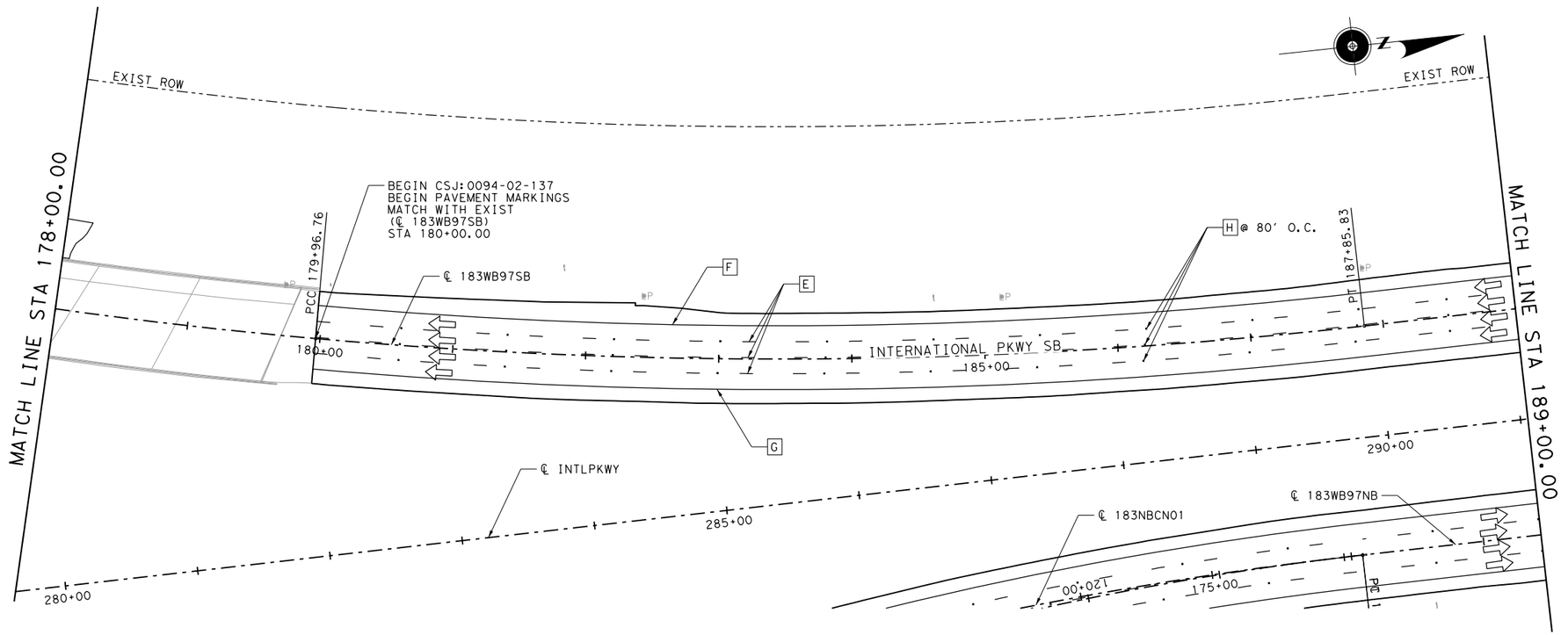

LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
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TBPE Registration No, F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N, Loop 1604 W., Ste, 115
San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183

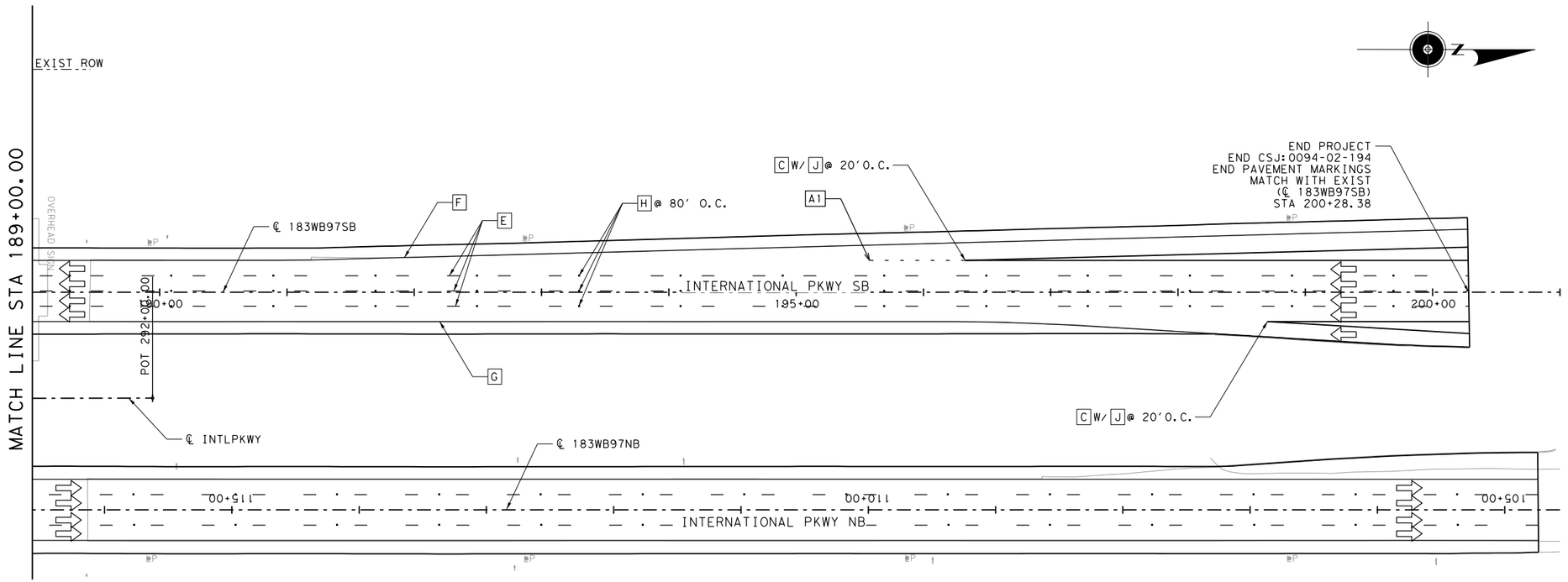
PAVEMENT MARKINGS LAYOUTS

183WB97SB

STA 167+00 TO STA 189+00

SHEET 4 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	182
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183

PAVEMENT MARKINGS LAYOUTS

183WB97SB

STA 189+00 TO END

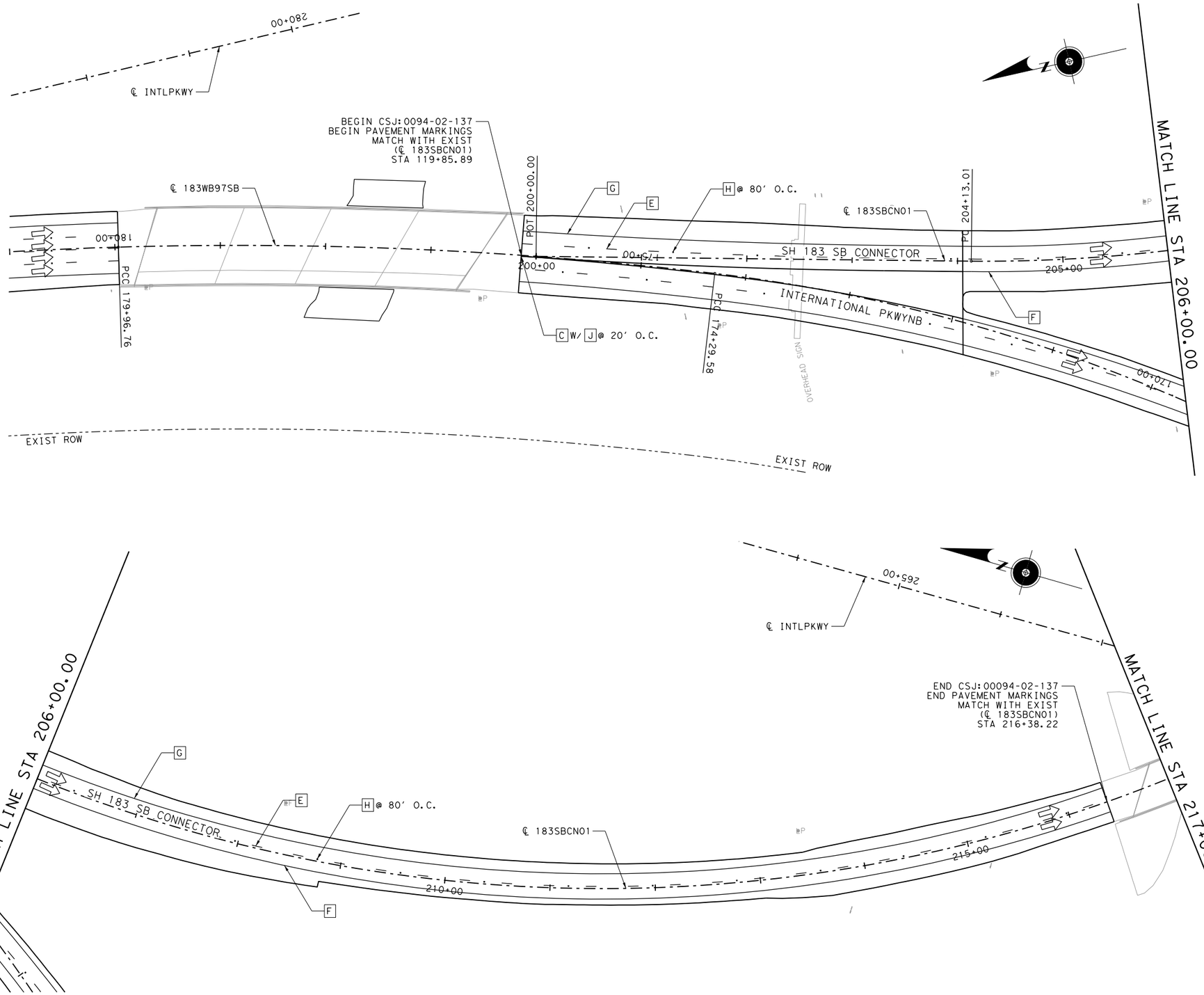
SHEET 5 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	183
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:Uvaldez
FILE:...\PM LAYOUTS\183PM_015.dgn
DATE:4/9/2024 TIME:1:31:13 PM

100% SUBMITTAL



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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4630 N. Loop 1604 W., Ste, 115
San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
PAVEMENT MARKINGS LAYOUTS

183SBCN01

BEGIN TO STA 217+00

SHEET 1 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	184
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Uvaldez

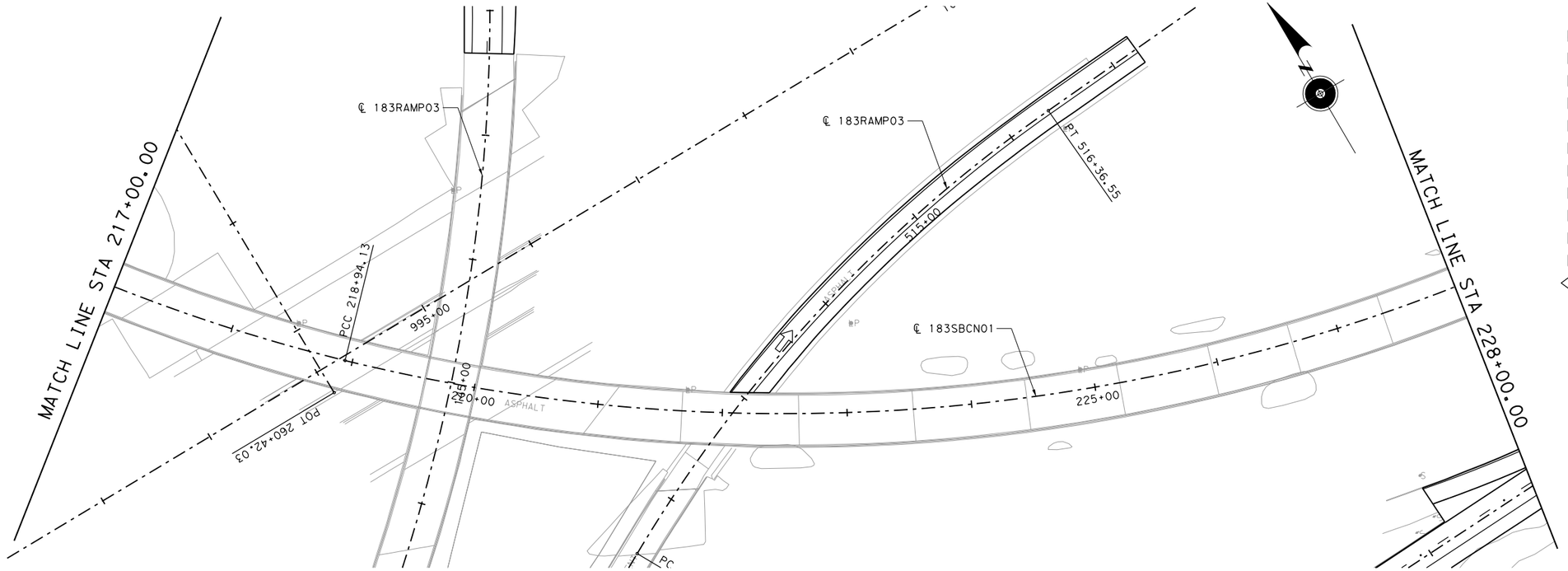
FILE:...\PM LAYOUTS\183PM_016.dgn
DATE:4/9/2024 TIME:1:31:20 PM

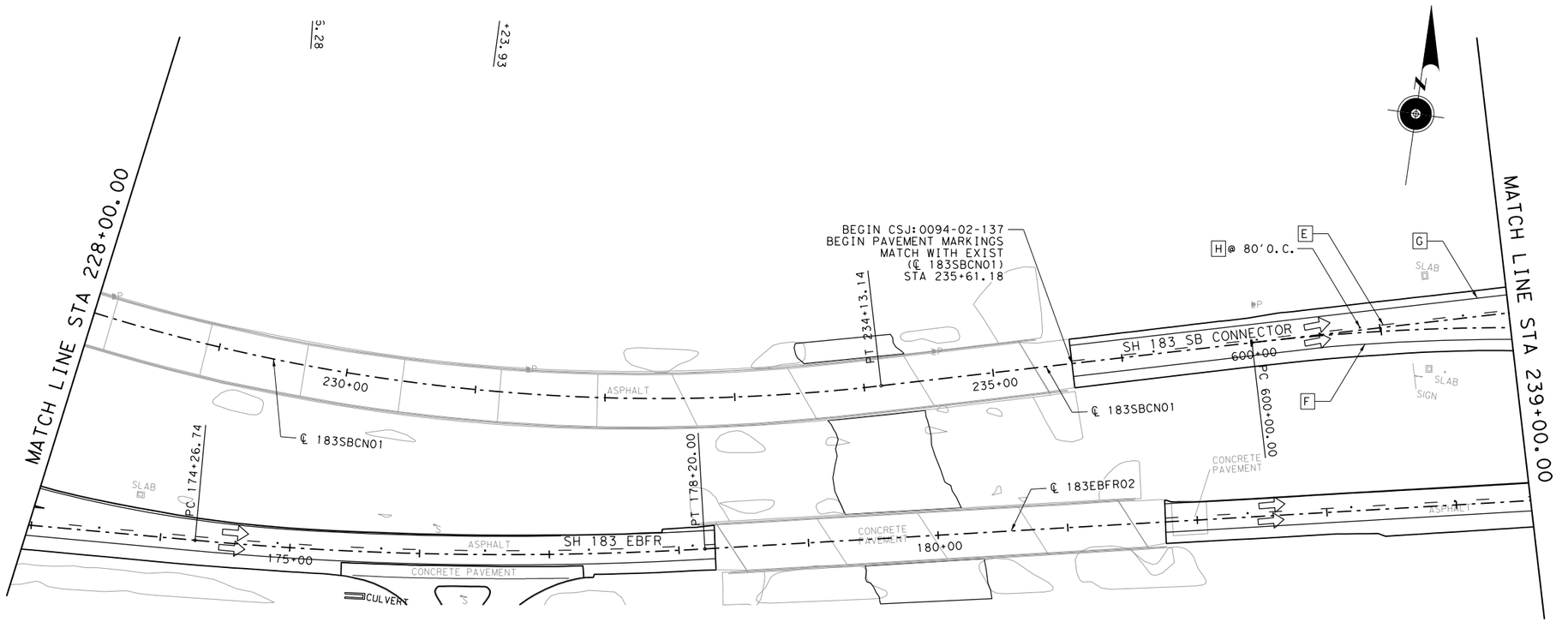
100% SUBMITTAL

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Uvaldez

FILE:...\PM LAYOUTS\183PM_017.dgn
DATE:4/9/2024 TIME:1:31:26 PM





LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No, F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N. Loop 1604 W., Ste. 115
San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

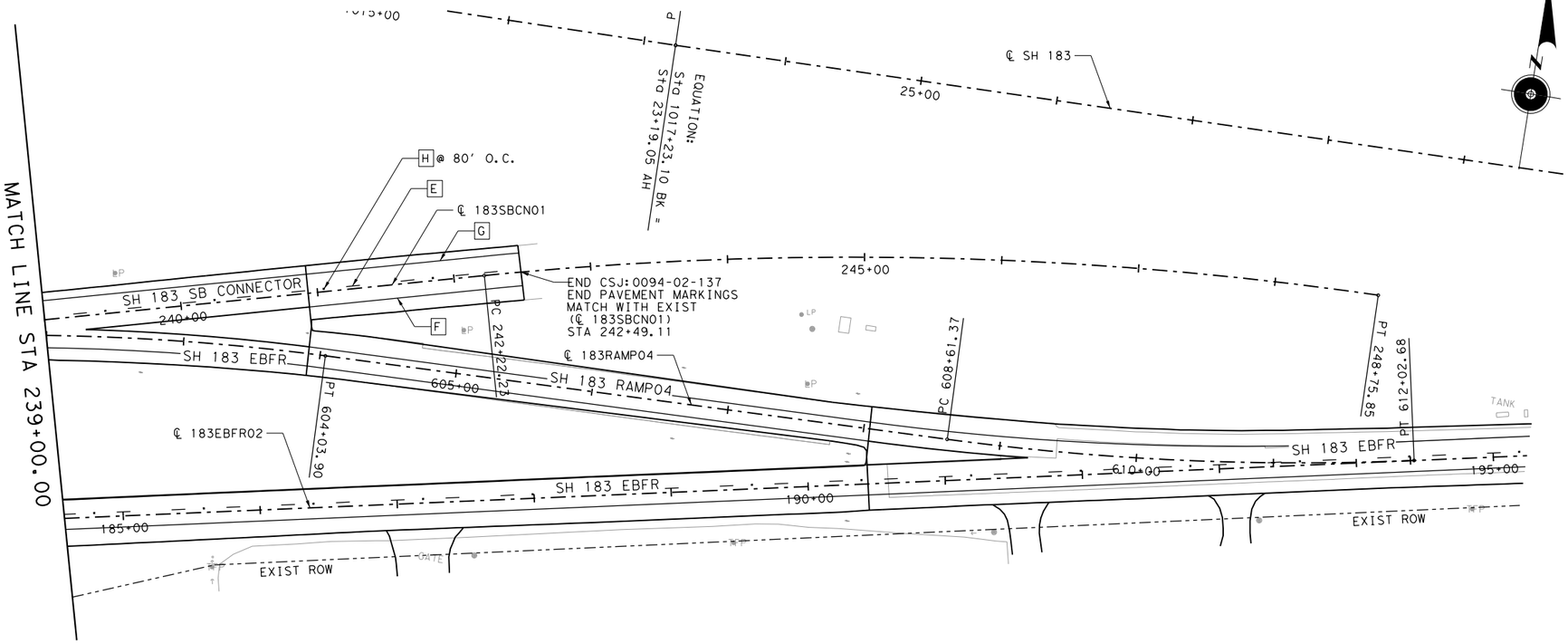
SH 183
PAVEMENT MARKINGS LAYOUTS

183SBCN01

STA 217+00 TO STA 228+00

SHEET 2 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	185
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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Phone: (210) 314-5458
TBPE Registration No. 15685

SH 183

PAVEMENT MARKINGS LAYOUTS

183SBCN01

STA 239+00 TO END

SHEET 3 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	186
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Uvaldez

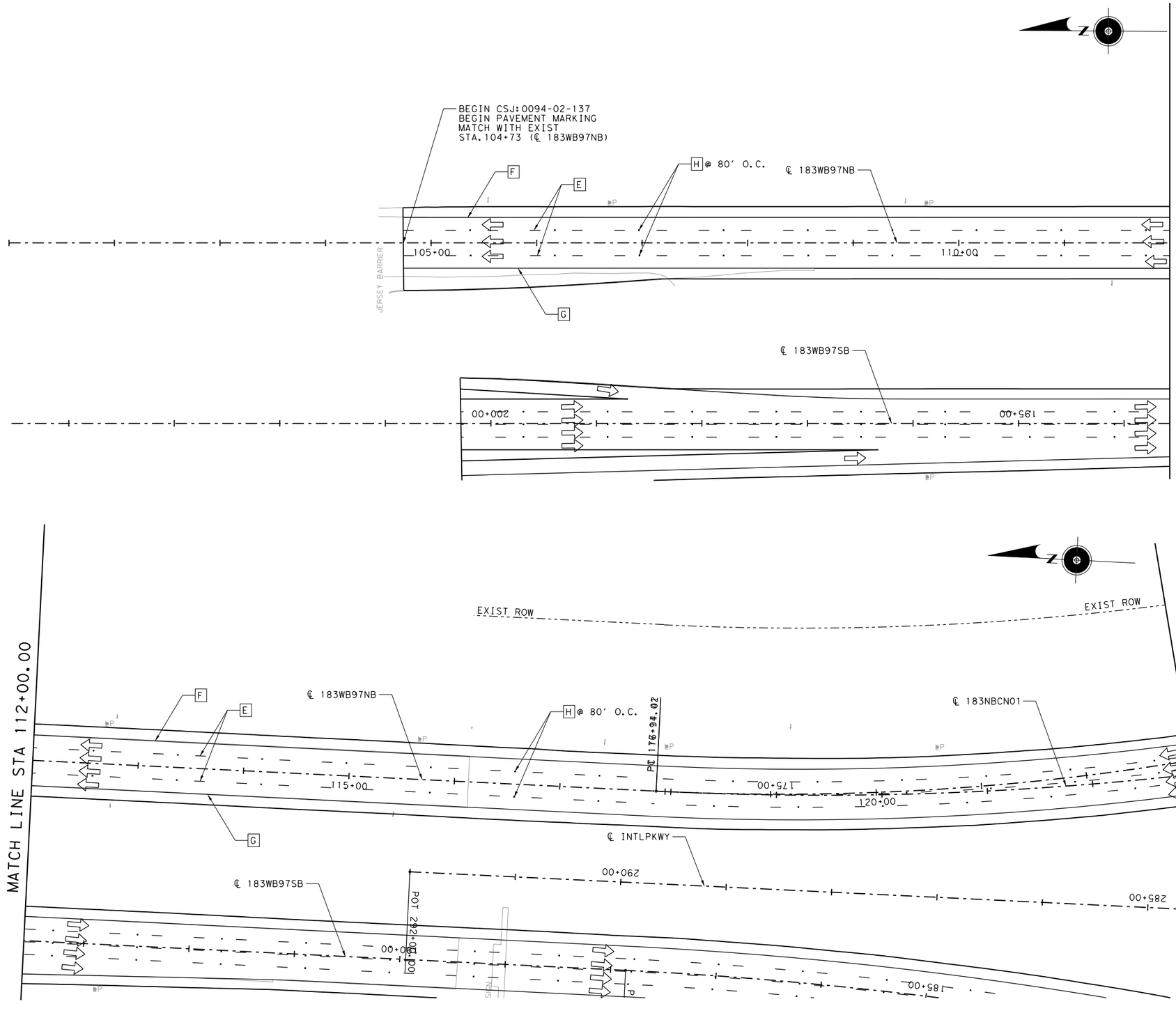
FILE:...\PM LAYOUTS\183PM_018.dgn
DATE:4/9/2024 TIME:1:31:34 PM

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Uvoldez

FILE:...\PM LAYOUTS\183PM_019.dgn
DATE:4/9/2024 TIME:1:31:41 PM



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
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4630 N. Loop 1604 W., Ste. 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
PAVEMENT MARKINGS LAYOUTS

183WB97NB

BEGIN TO STA 123+00

SHEET 1 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	187
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Uvaldez

FILE:...\PM LAYOUTS\183PM_020.dgn
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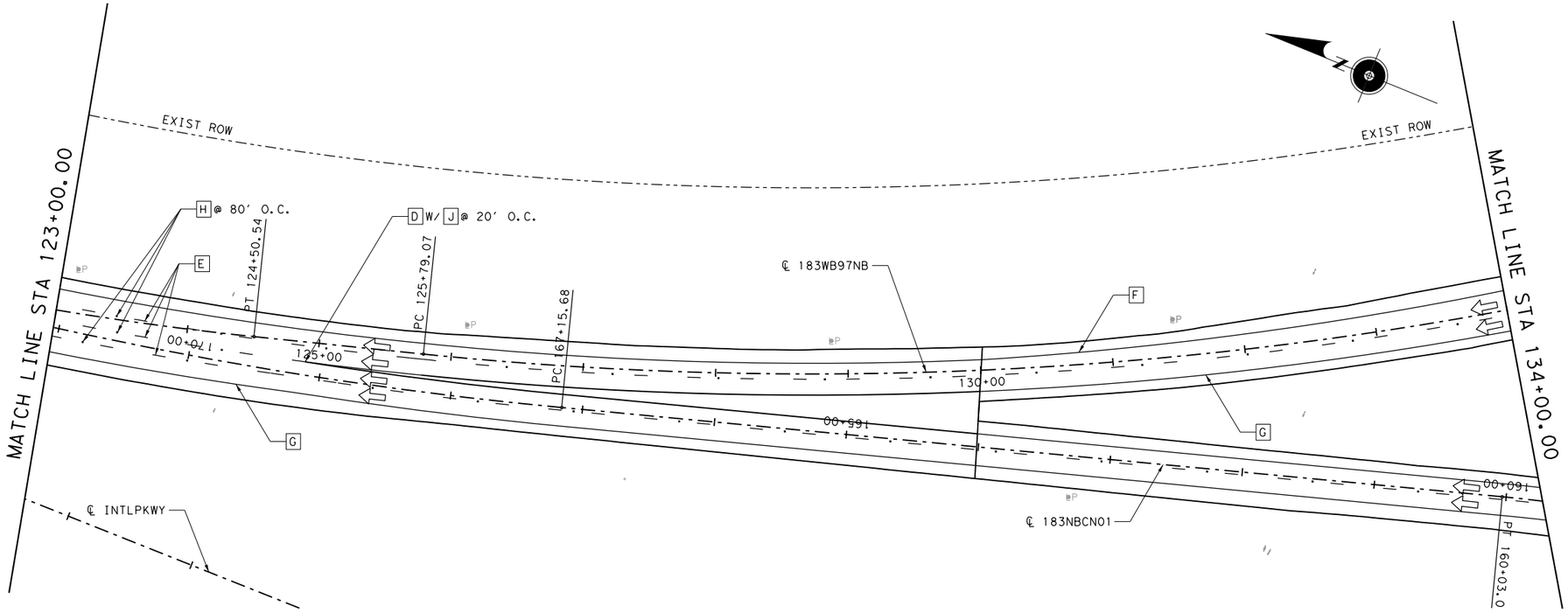

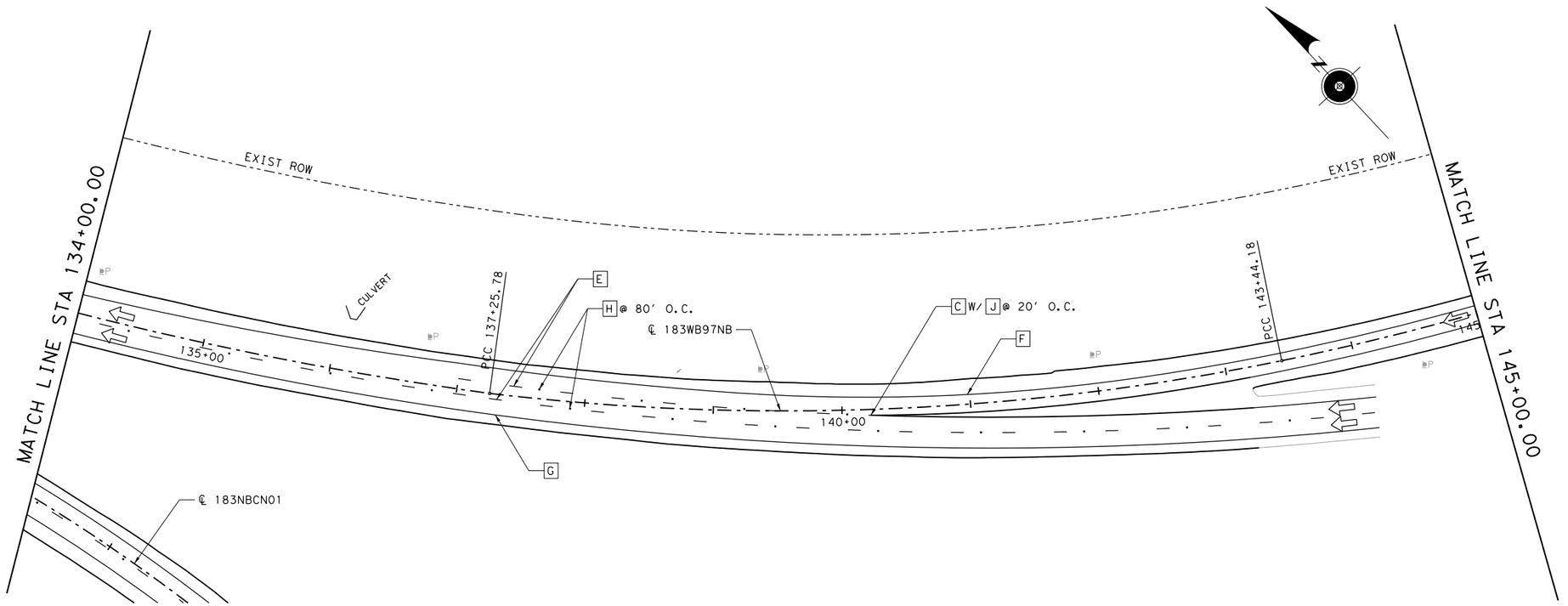

LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
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SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N. Loop 1604 W., Ste. 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183

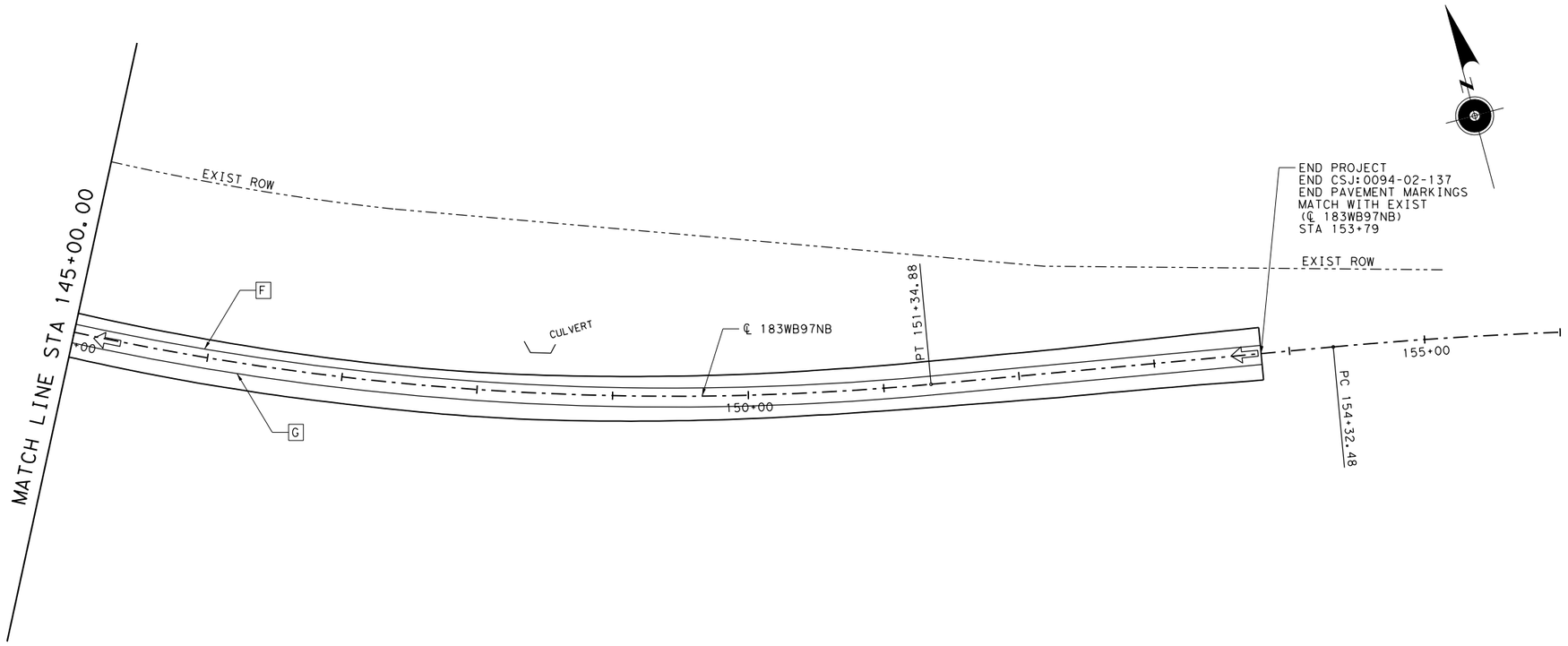
PAVEMENT MARKINGS LAYOUTS

183WB97NB

STA 123+00 TO STA 145+00

SHEET 2 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	188
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
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LICENSED
PROFESSIONAL ENGINEER

04/09/2024

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Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183

PAVEMENT MARKINGS LAYOUTS

183WB97NB

STA 145+00 TO END

SHEET 3 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	189
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Uvaldez

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DATE:4/9/2024 TIME:1:31:56 PM

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Uvaldez

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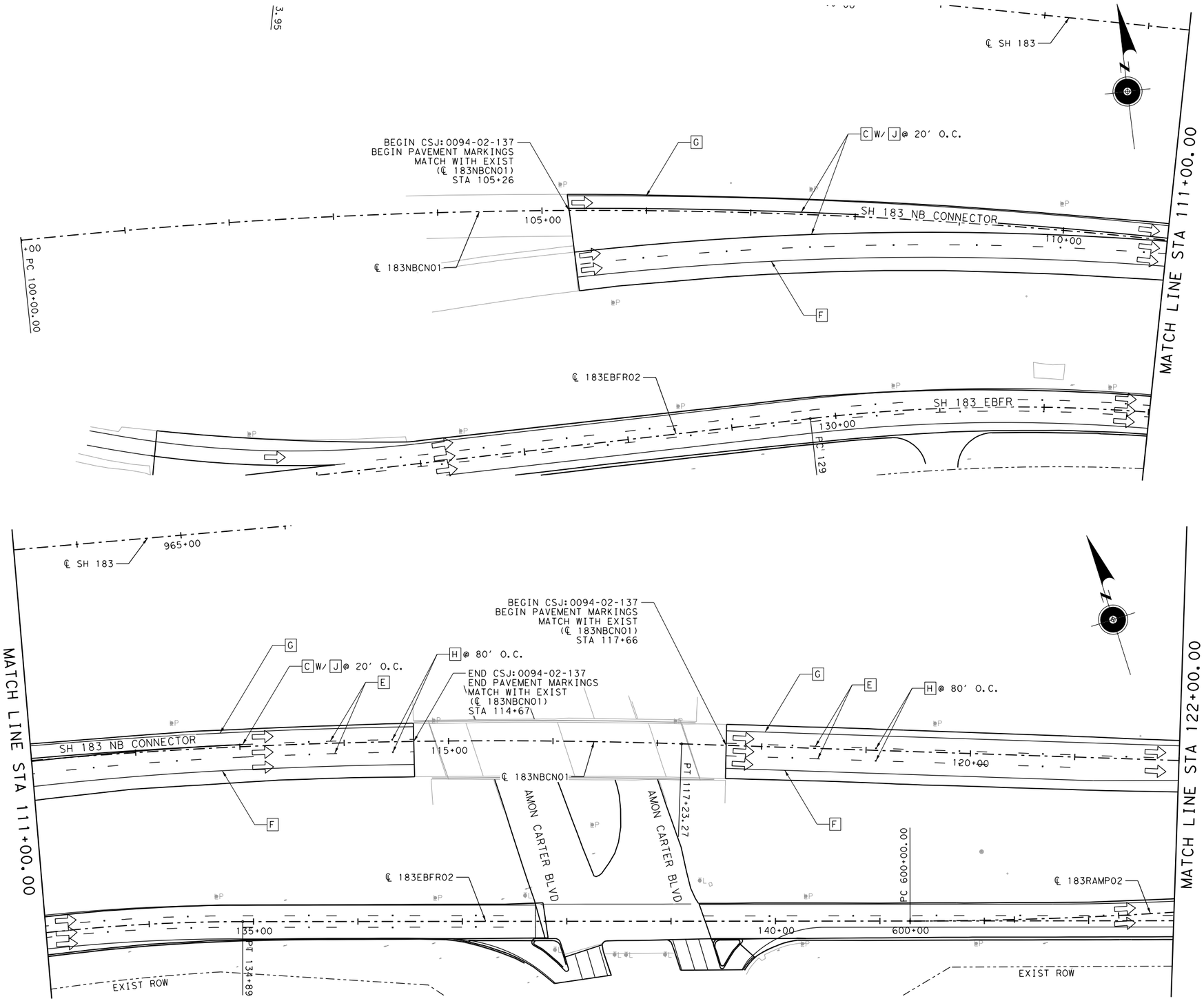

LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
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TBPE Registration No, F-2677

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4630 N. Loop 1604 W., Ste, 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183

PAVEMENT MARKINGS LAYOUTS

183NBCN01

BEGIN TO STA 122+00

SHEET 1 OF 3

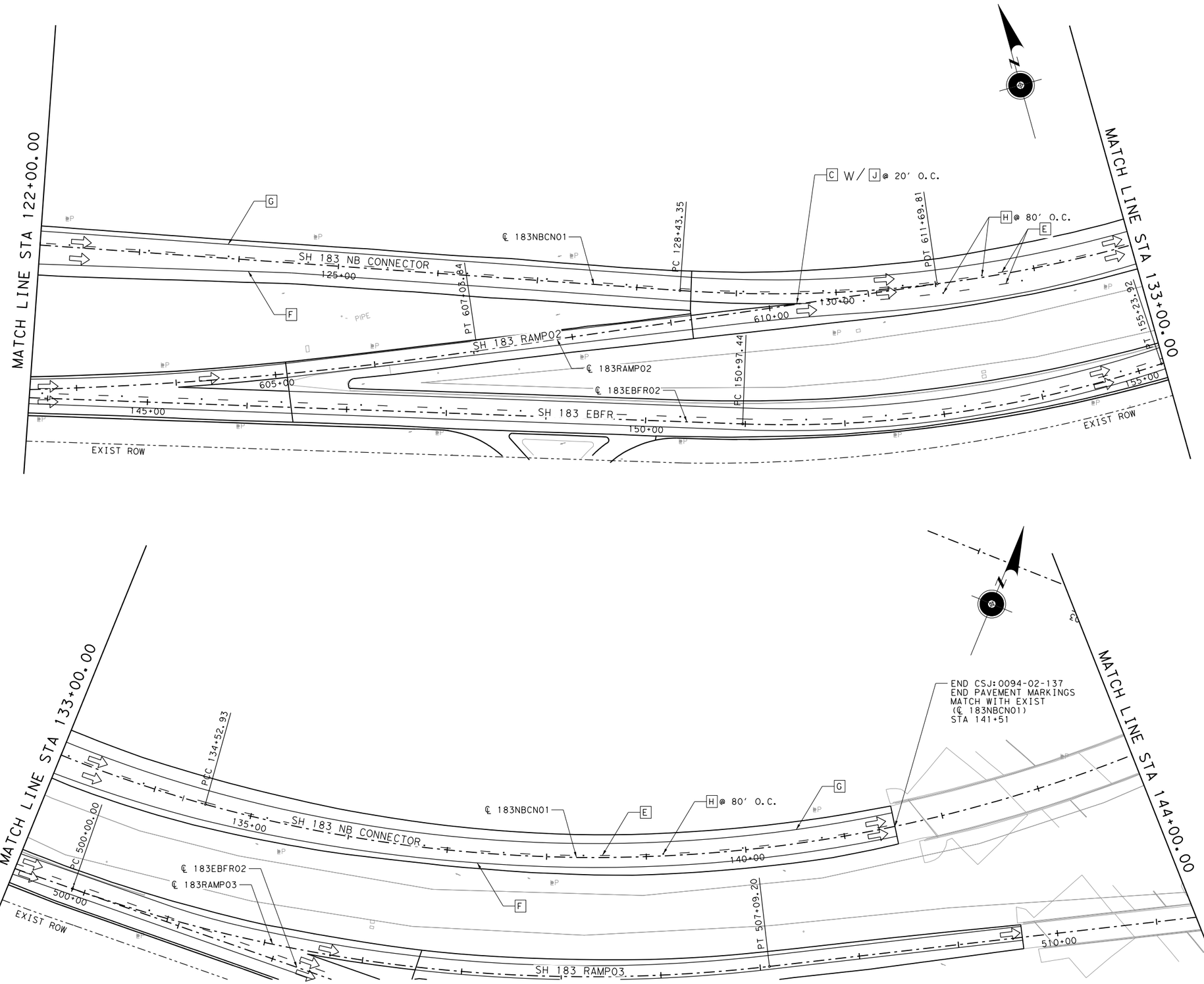
DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	190
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:100
USER: Uvaldez

FILE:...\PM LAYOUTS\183PM_023.dgn
DATE:4/9/2024 TIME:1:32:11 PM



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

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PROFESSIONAL ENGINEER

04/09/2024

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San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183

PAVEMENT MARKINGS LAYOUTS

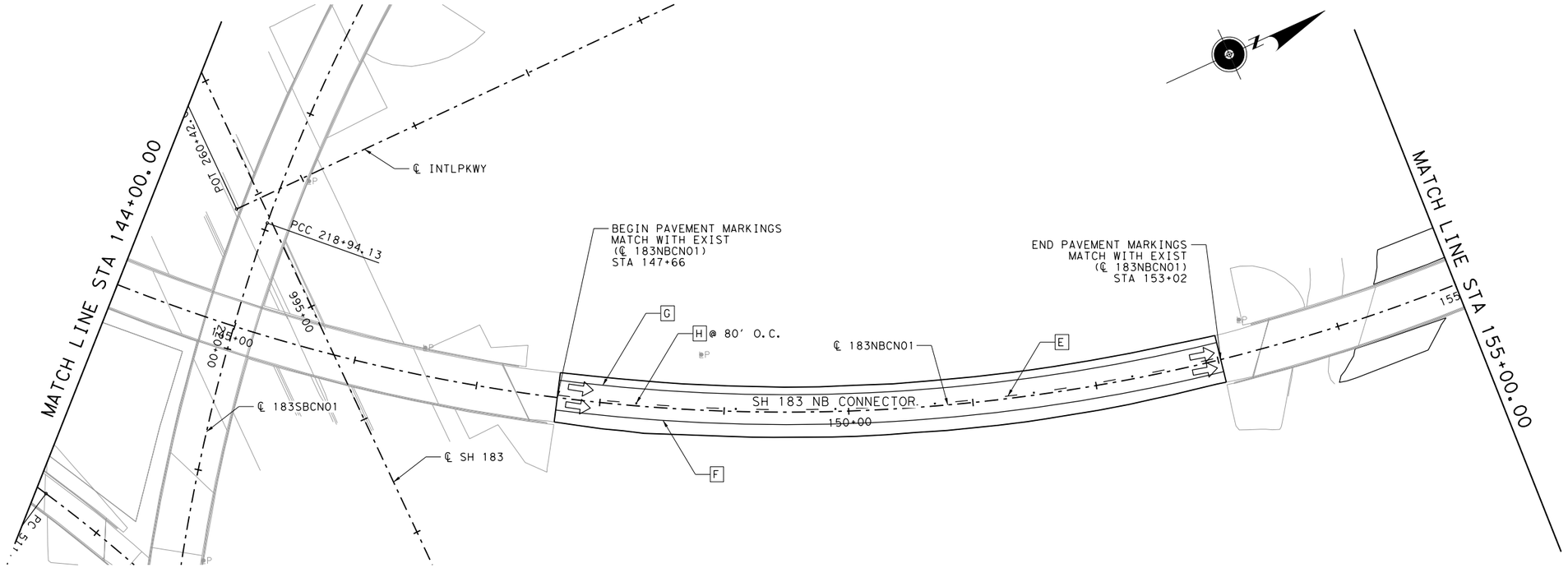
183NBCN01

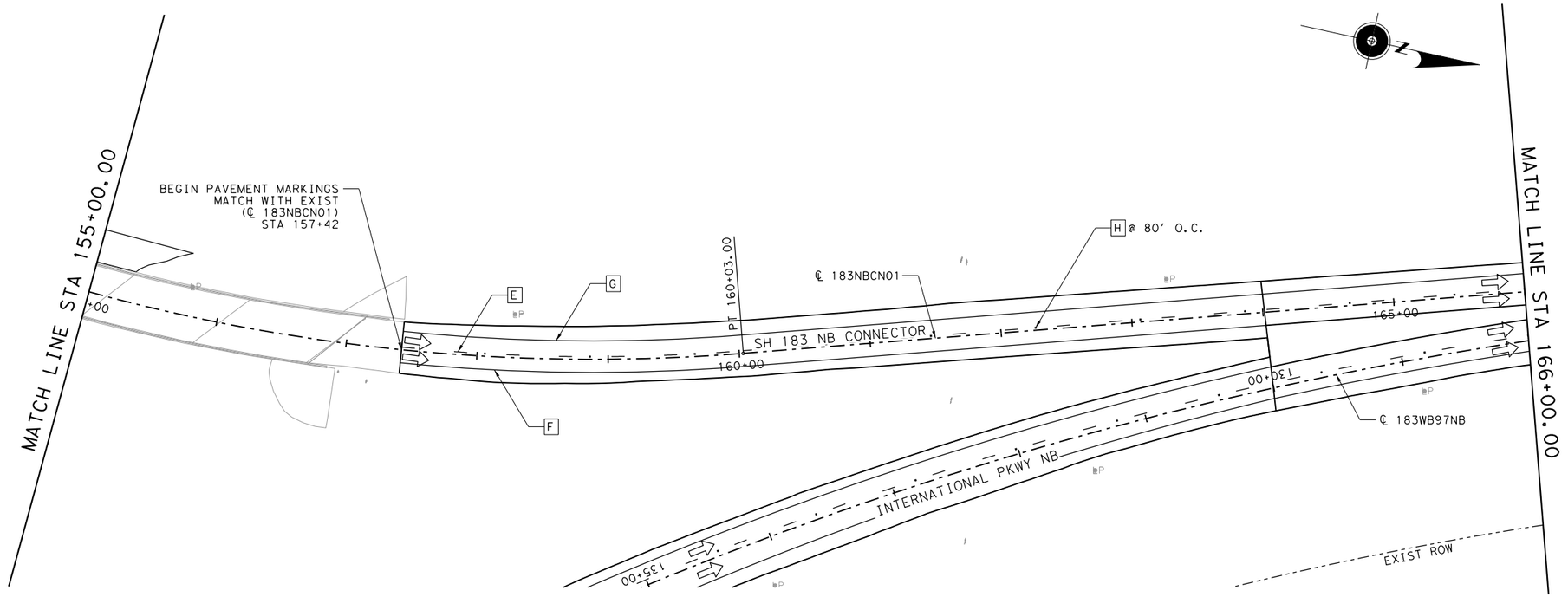
STA 122+00 TO STA 144+00

SHEET 2 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	191
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL





LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

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2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183

PAVEMENT MARKINGS LAYOUTS

183NBCN01

STA 144+00 TO END

SHEET 3 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	192
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

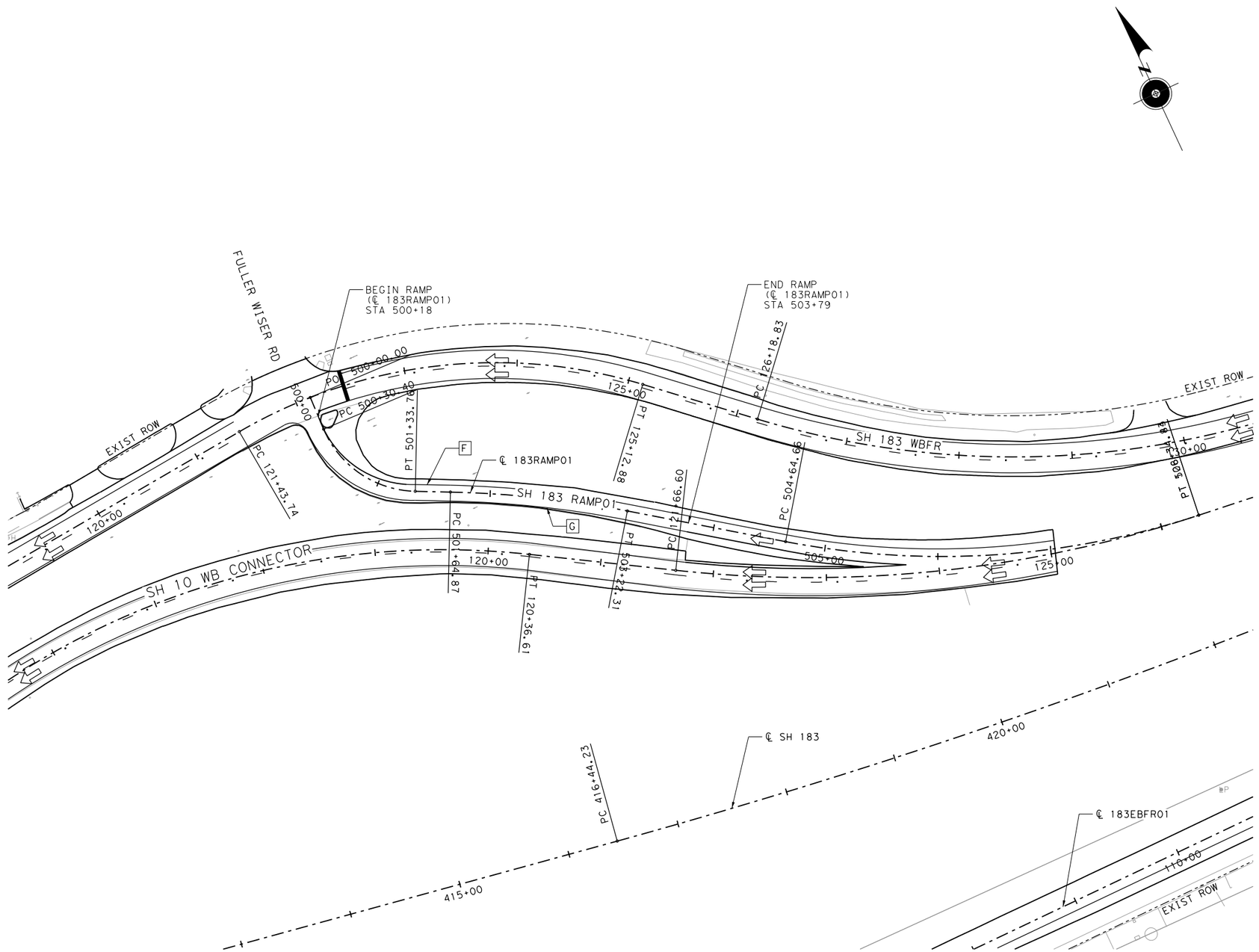
PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE: 1:100
USER: Uvaldez
FILE:...\PM LAYOUTS\183PM_024.dgn
DATE: 4/9/2024 TIME: 1:32:19 PM

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Uvaldez

FILE:...\PM LAYOUTS\183PM_025.dgn
DATE:4/9/2024 TIME:1:32:25 PM



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

STATE OF TEXAS
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101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N. Loop 1604 W., Ste. 115
San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No. 15685

SH 183

PAVEMENT MARKINGS LAYOUTS

183RAMP01

BEGIN TO END

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	193
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL

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PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:100
USER: Uvaldez

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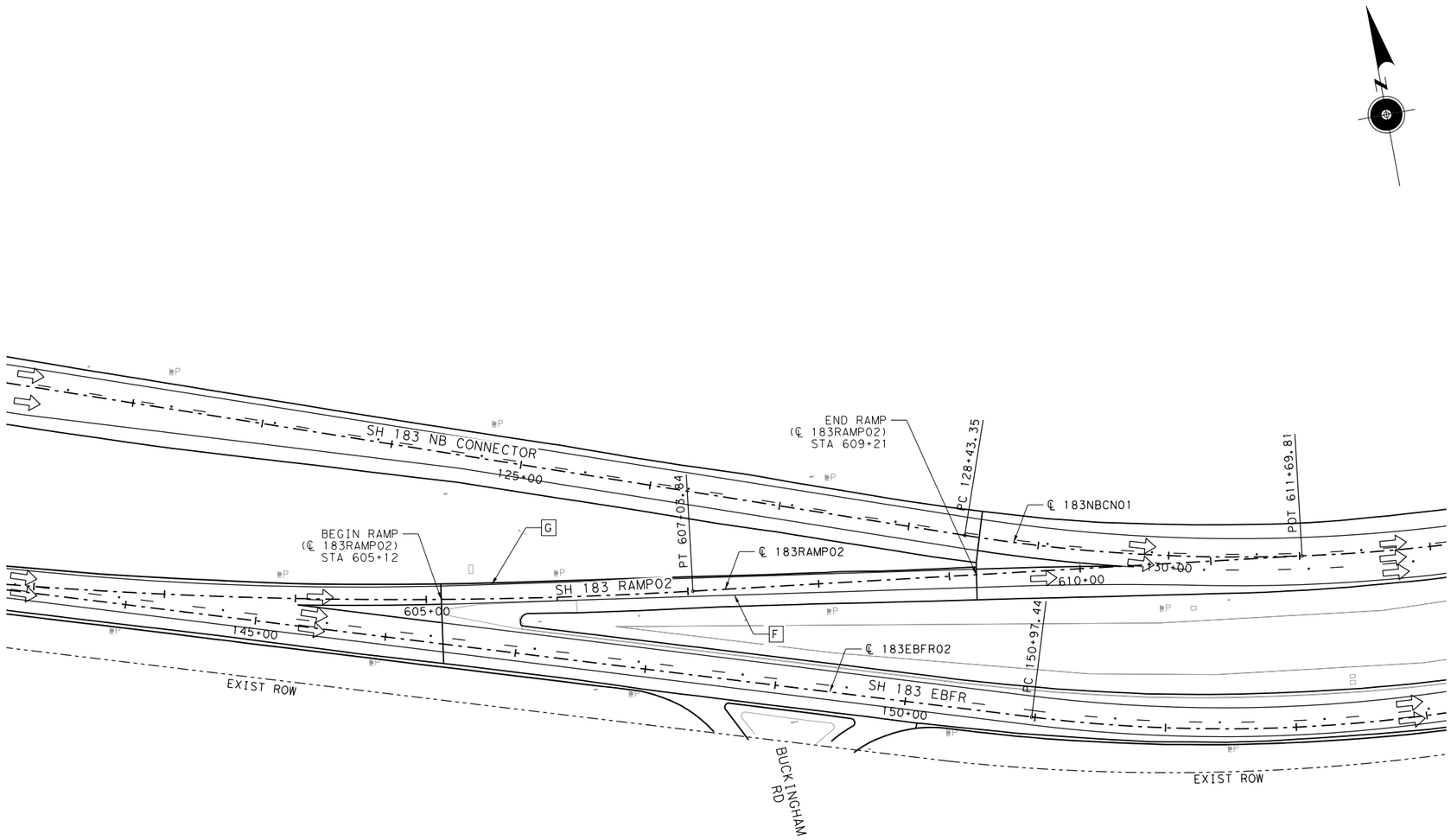

LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- ⇦ TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

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SH 183
PAVEMENT MARKINGS LAYOUTS

183RAMP02

BEGIN TO END

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	194
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL

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SCALE:1:100
USER:Uvaldez

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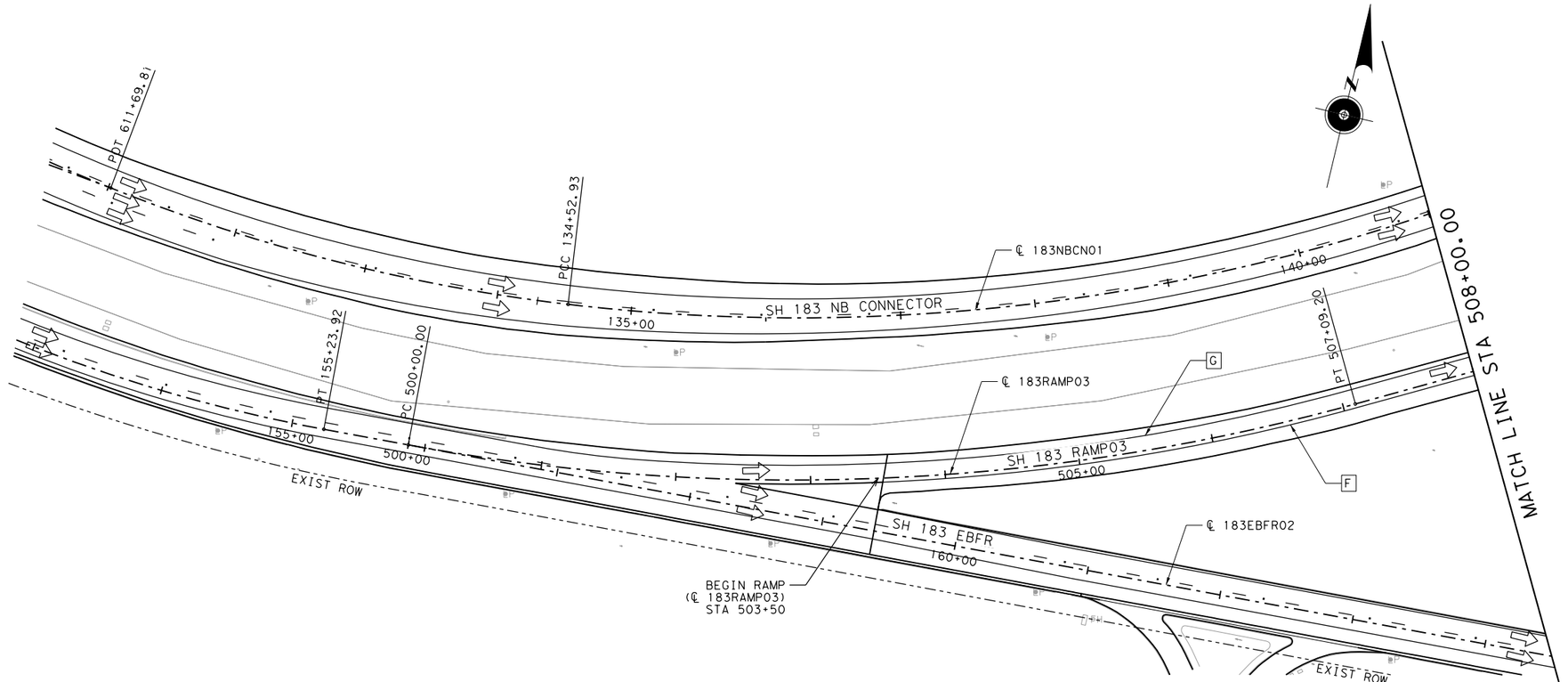

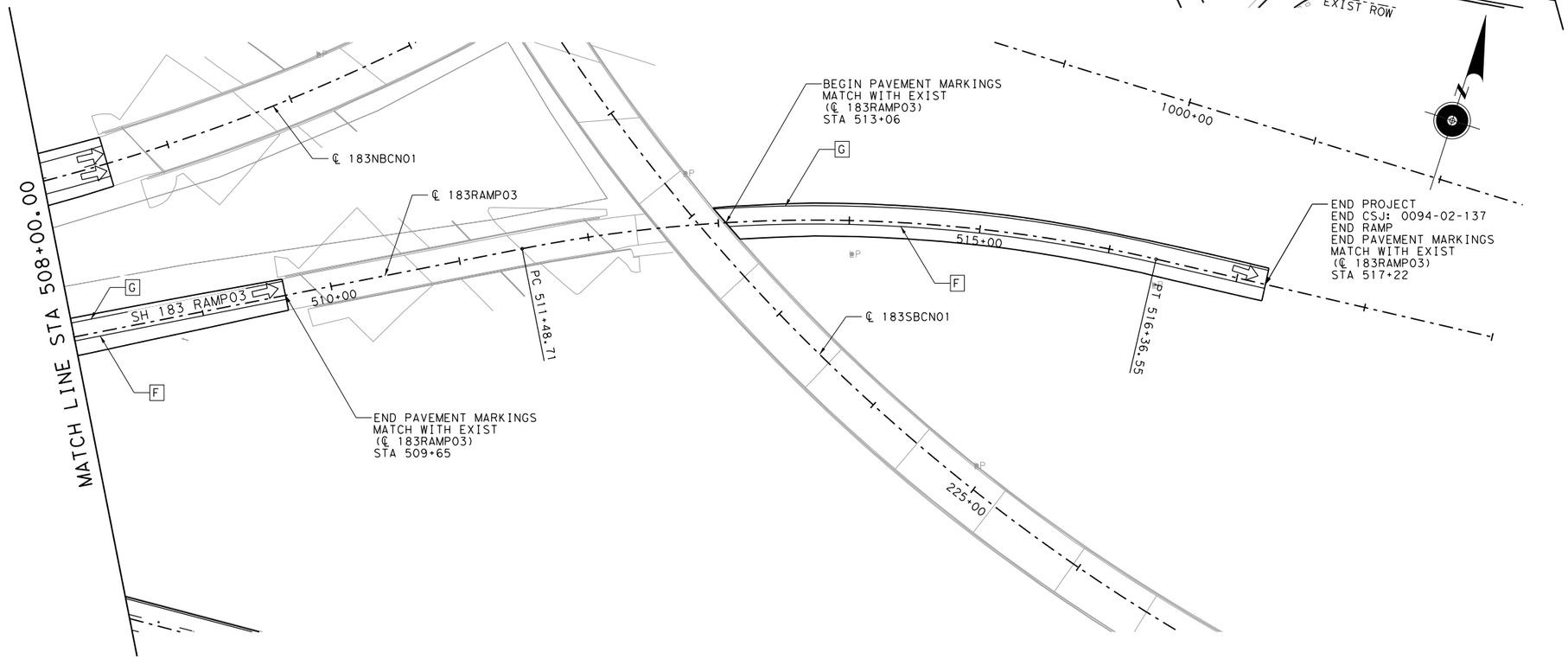

LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F RE PM W/RET REQ TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED PROFESSIONAL ENGINEER

04/09/2024

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SH 183

PAVEMENT MARKINGS LAYOUTS

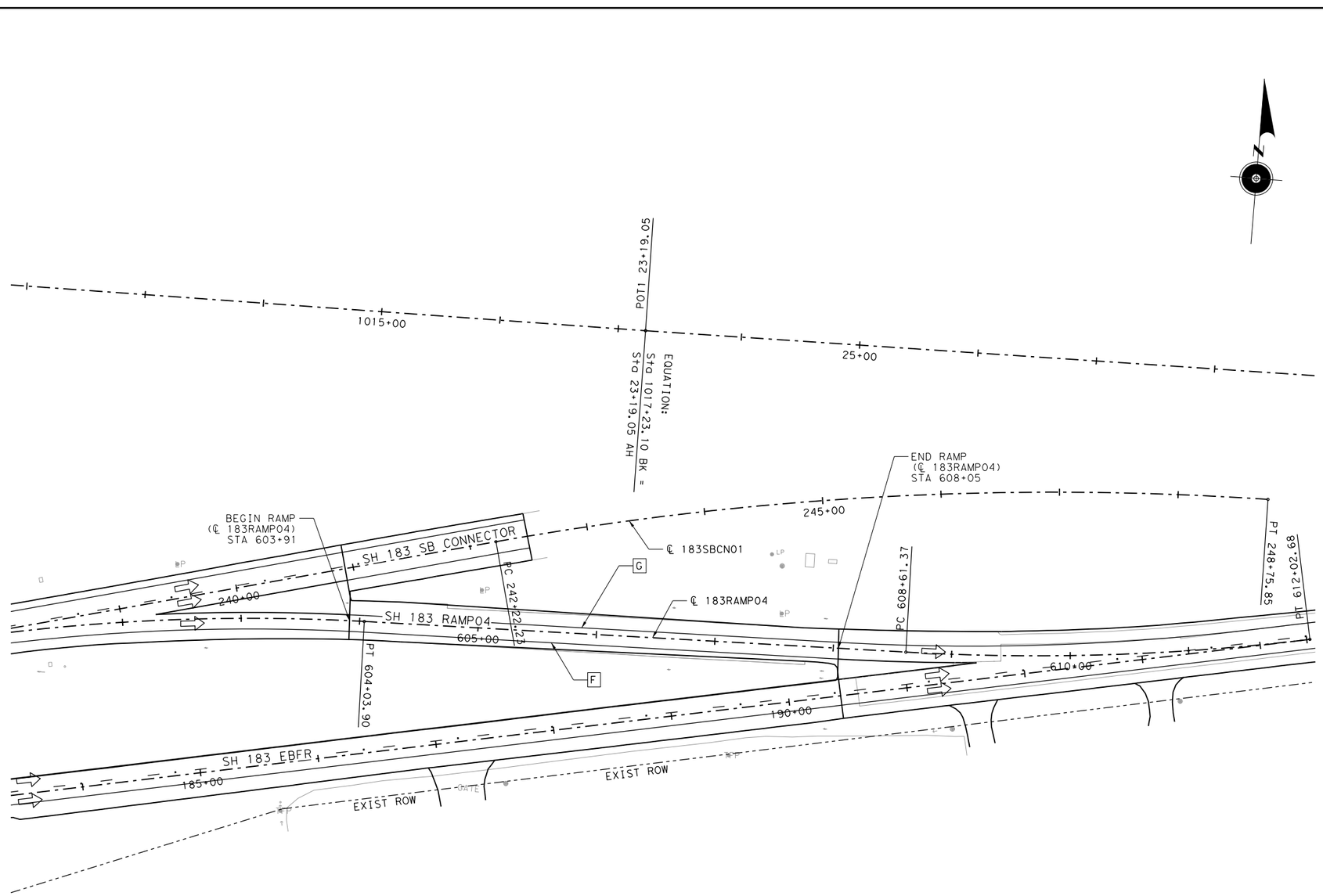
183RAMP03

BEGIN TO END

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	195
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL



LEGEND

- A1 REFL PAV MRK TY I (W) 6"(DOT)(100 MIL)
- A REFL PAV MRK TY I (W) 8"(SLD)(100 MIL)
- B REFL PAV MRK TY I (W) 24"(SLD)(100 MIL)
- C REFL PAV MRK TY I (W) (ENTER GORE) (100 MIL)
- D REFL PAV MRK TY I (W) (EXIT GORE) (100 MIL)
- E RE PM W/RET REQ TY I (W) 6"(BRK)(100 MIL)
- F REFL PAV MRK TY I (W) 6"(SLD)(100 MIL)
- G RE PM W/RET REQ TY I (Y) 6"(SLD)(100 MIL)
- H REFL PAV MRKR TY I-C
- I REFL PAV MRKR TY II-A-A
- J REFL PAV MRKR TY II-C-R
- TRAFFIC FLOW

NOTES:

1. REFER TO TYPICAL SECTIONS FOR LANE WIDTH REQUIREMENTS.
2. CONTRACTOR TO SURVEY EXISTING STRIPING PRIOR TO MILLING AND OVERLAY. CONTRACTOR TO MATCH EXISTING STRIPING UNLESS NOTED ON THE PLANS.

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SCALE IN FEET

STATE OF TEXAS
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SH 183

PAVEMENT MARKINGS LAYOUTS

183RAMP04

BEGIN TO END

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	196
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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SCALE:1:100
USER:Uvaldez
FILE:...\PM LAYOUTS\183PM_028.dgn
DATE:4/9/2024 TIME:1:32:41 PM

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)

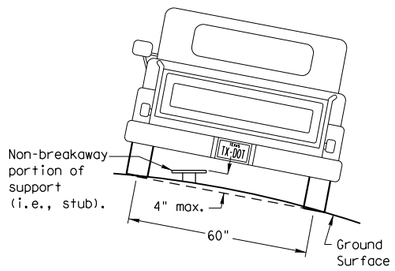
Anchor Type

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

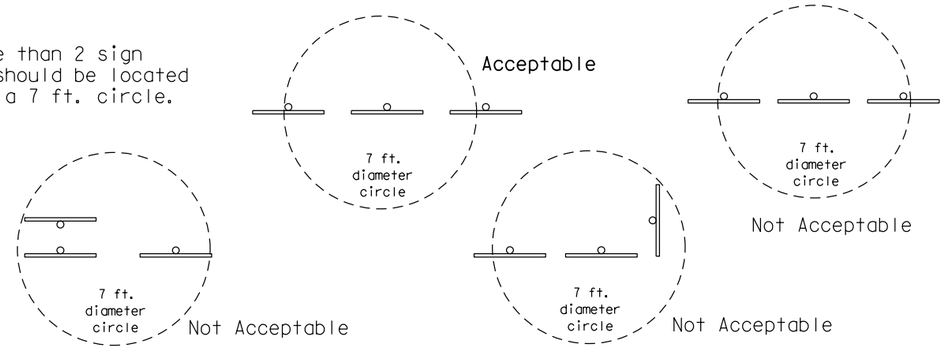
P = Prefab. "Plain" (see SMD(SLIP-1) to (SLIP-3), (TWT), (FRP))
T = Prefab. "T" (see SMD(SLIP-1) to (SLIP-3), (TWT))
U = Prefab. "U" (see SMD(SLIP-1) to (SLIP-3))
IF REQUIRED
1EXT or 2EXT = Number of Extensions (see SMD(SLIP-1) to (SLIP-3), (TWT))
BM = Extruded Wind Beam (see SMD(SLIP-1) to (SLIP-3))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



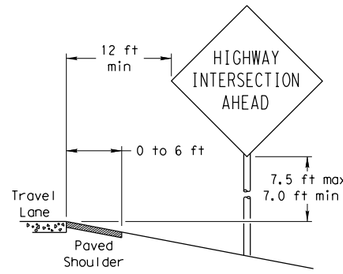
To avoid vehicle undercarriage snagging, any substantial remains of a breakaway support, when it is broken away, should not project more than 4 inches above a 60-inch chord (i.e., typical space between wheel paths).

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



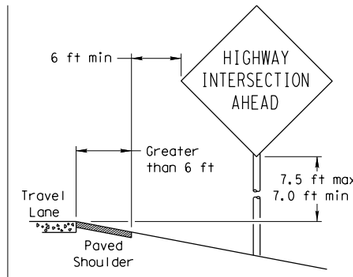
SIGN LOCATION

PAVED SHOULDERS



LESS THAN 6 FT. WIDE

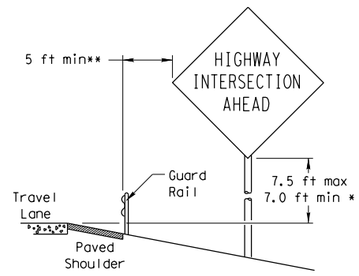
When the shoulder is 6 ft. or less in width, the sign must be placed at least 12 ft. from the edge of the travel lane.



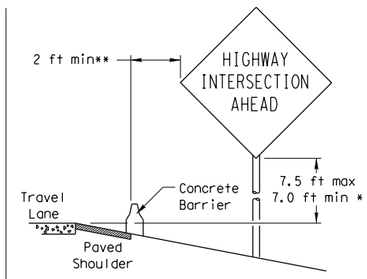
GREATER THAN 6 FT. WIDE

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.

BEHIND BARRIER



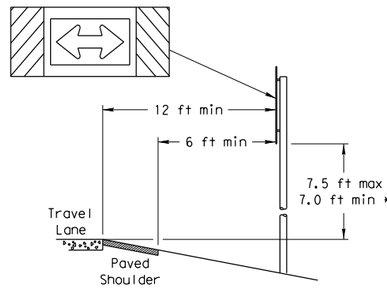
BEHIND GUARDRAIL



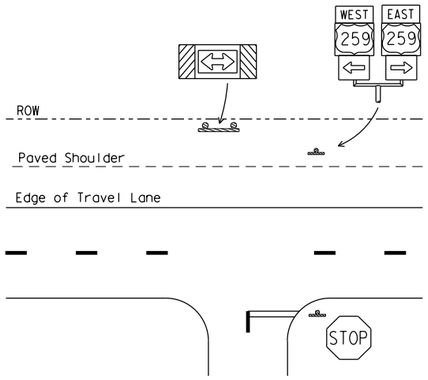
BEHIND CONCRETE BARRIER

**Sign clearance based on distance required for proper guard rail or concrete barrier performance.

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.



* 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.

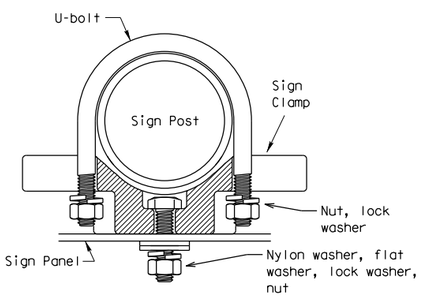
The maximum values may be increased when directed by the Engineer.

See the Traffic Operations Division website for detailed drawings of sign clamps, Triangular Slipbase System components and Wedge Anchor System components.

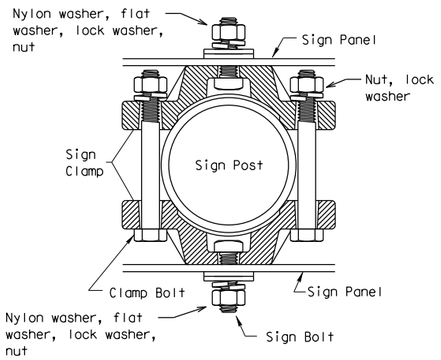
The website address is:
http://www.txdot.gov/publications/traffic.htm

TYPICAL SIGN ATTACHMENT DETAIL

Single Signs



Back-to-Back Signs



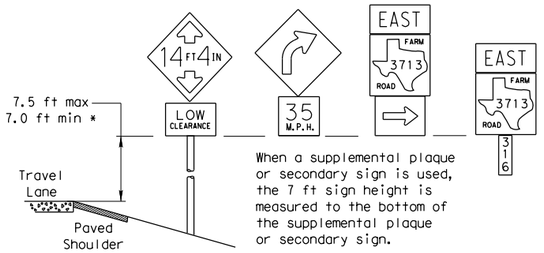
Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

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.

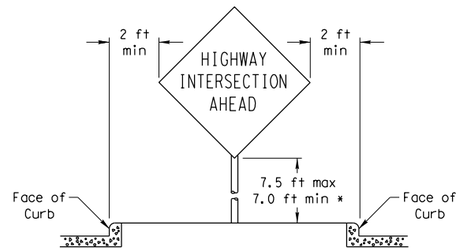
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

SIGNS WITH PLAQUES



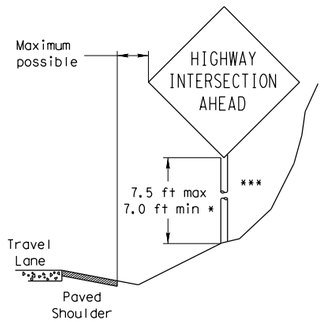
When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

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.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS

SMD(GEN)-08

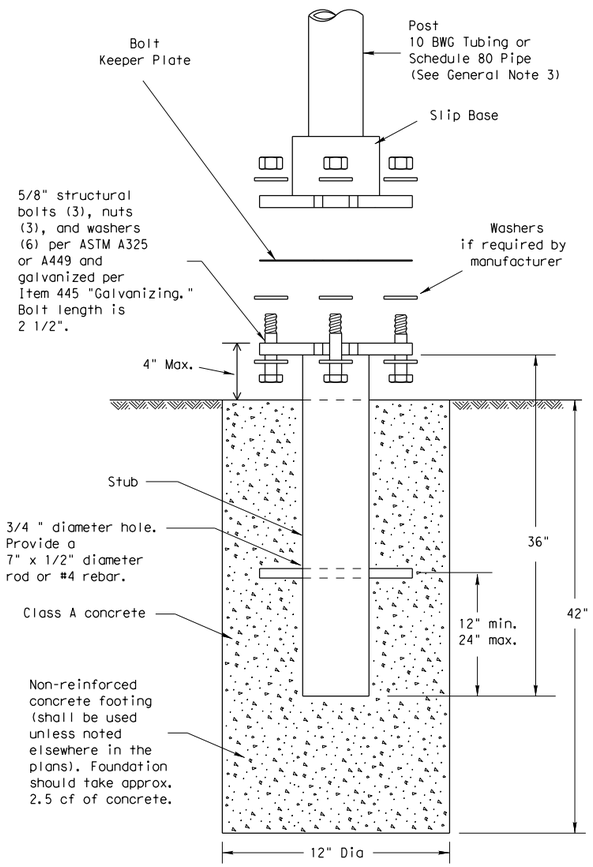
DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

9-08 REVISIONS

CONT	SECT	JOB	HIGHWAY
0094	02	137, ETC.	SH 183
DIST	COUNTY		SHEET NO.
6	TARRANT		197

DATE:
FILE:

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.

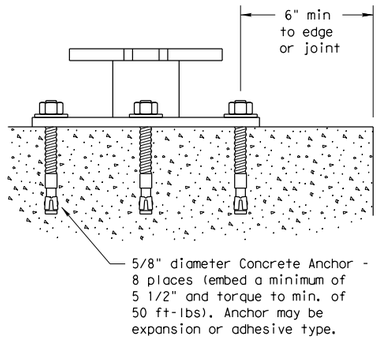
   Schedule 80 Pipe (2.875" outside diameter)
   - 0.276" nominal wall thickness
   - Steel tubing per ASTM A500 Gr C
   - Other seamless or electric-resistance welded steel tubing or pipe with equivalent outside diameter and wall thickness may be used if they meet the following:
     - 46,000 PSI minimum 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

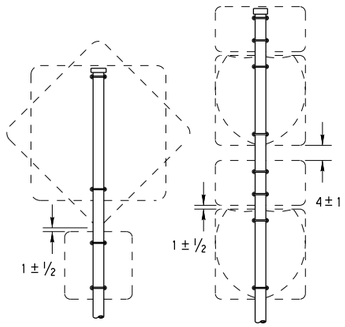
DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

REVISIONS
9-08

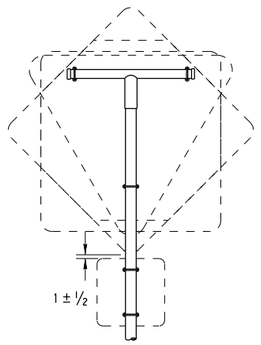
CONT	SECT	JOB	HIGHWAY
0094	02	137, ETC.	SH 183

DIST	COUNTY	SHEET NO.
6	TARRANT	198

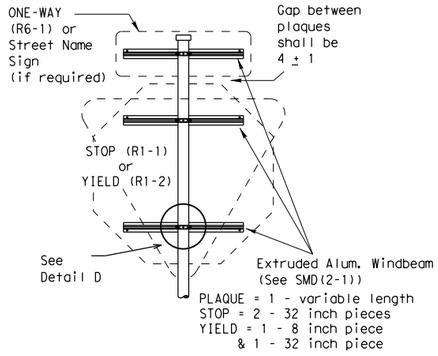
DATE:
FILE:



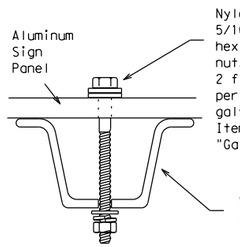
SM RD SGN ASSM TY XXXXX(1)XX(P)



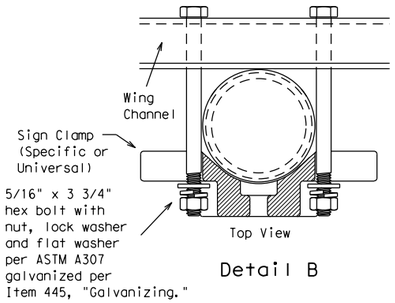
SM RD SGN ASSM TY XXXXX(1)XX(T)



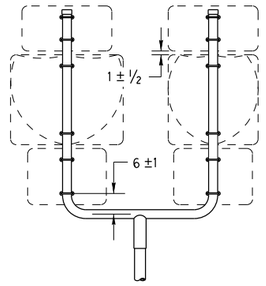
SM RD SGN ASSM TY XXXXX(1)XX(P-BM)



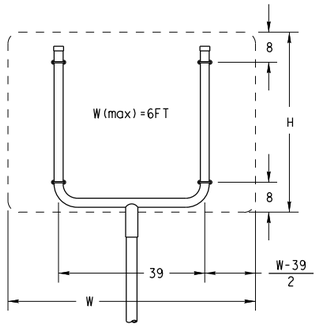
Detail A



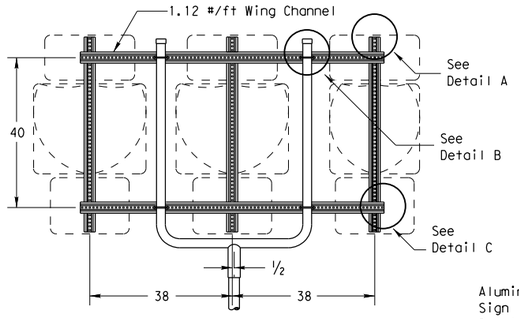
Detail B



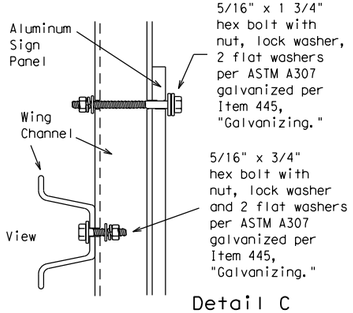
SM RD SGN ASSM TY XXXXX(1)XX(U)



SM RD SGN ASSM TY XXXXX(1)XX(U)

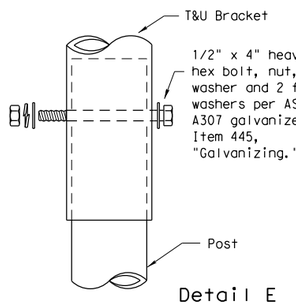


SM RD SGN ASSM TY XXXXX(1)XX(U-WC)
(See Note 11)

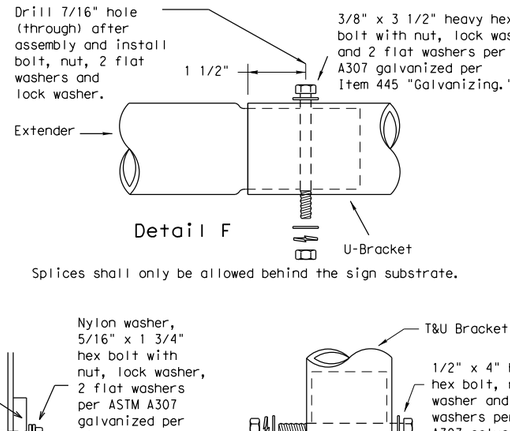


SIDE VIEW

Detail C

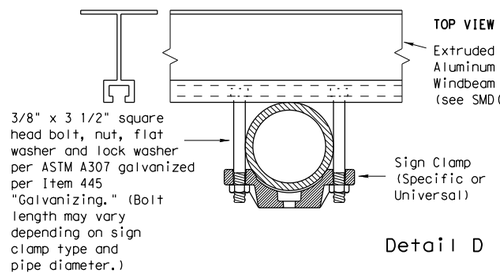


Detail E

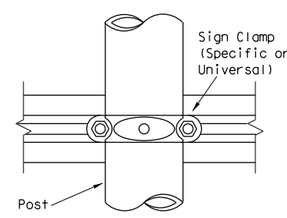


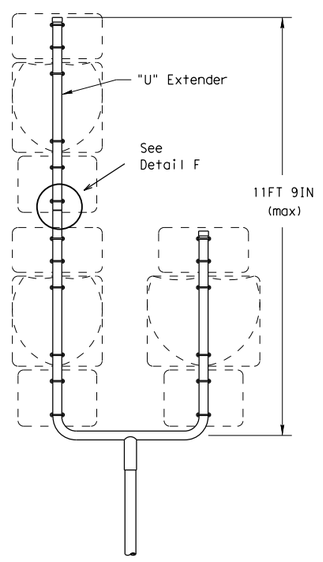
Detail F

Splices shall only be allowed behind the sign substrate.

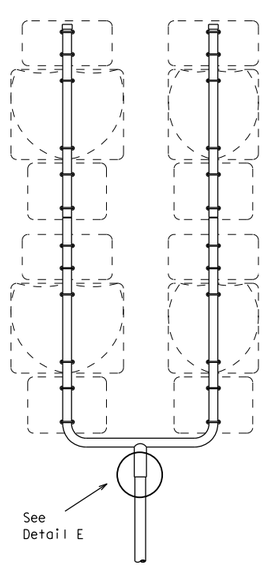


Detail D

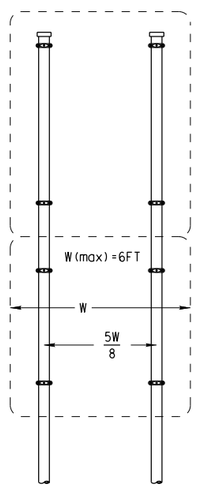




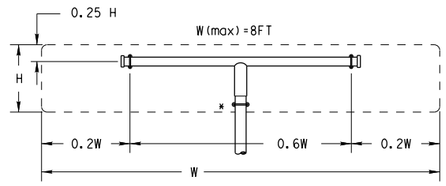
SM RD SGN ASSM TY S80(1)XX(U-1EXT)



SM RD SGN ASSM TY S80(1)XX(U-2EXT)



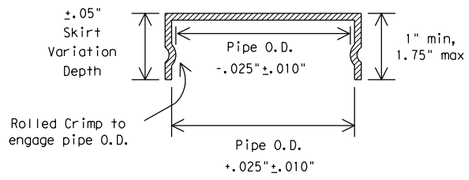
SM RD SGN ASSYM TY XXXXX(2)XX(P)



All dimensions are in english unless detailed otherwise.

SM RD SGN ASSM TY XXXXX(1)XX(T)
(* - See Note 12)

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.

GENERAL NOTES:

1.

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

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)

Texas Department of Transportation
Traffic Operations Division

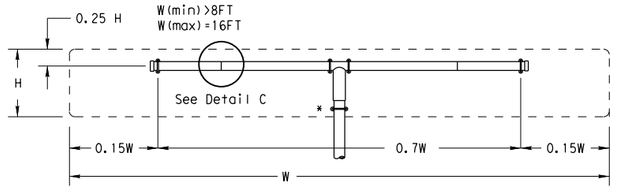
SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-2)-08

REVISIONS	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
9-08	CONT	SECT	JOB	HIGHWAY
	0094	02	137, ETC.	SH 183
	DIST	COUNTY		SHEET NO.
	6	TARRANT		199

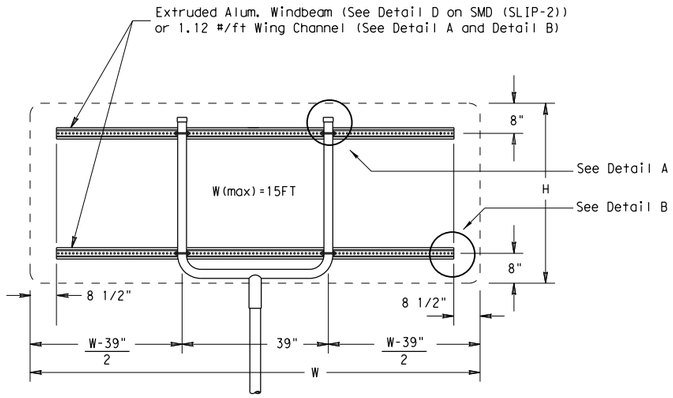
26C

DATE:
FILE:

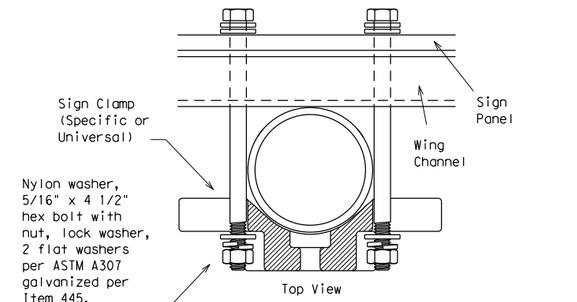


SM RD SGN ASSM TY XXXXX(1)XX(T-2EXT)

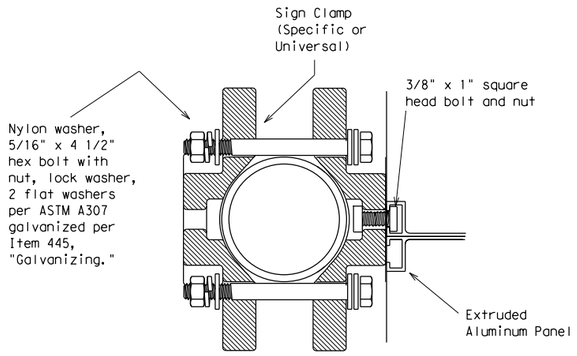
(* - See Note 12)



SM RD SGN ASSM TY XXXXX(1)XX(U-XX)

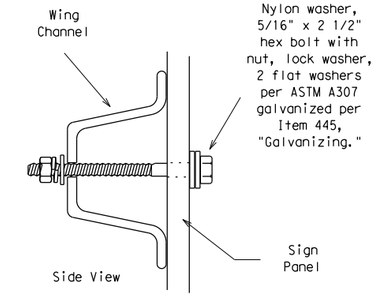


Detail A

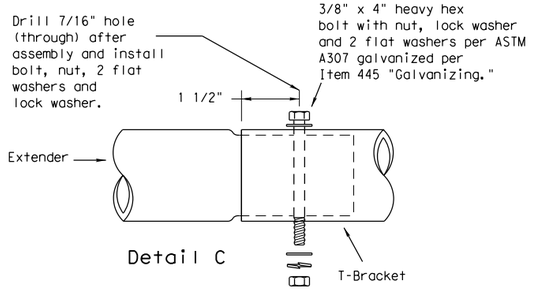


Detail D

EXTRUDED ALUMINUM SIGN WITH T BRACKET

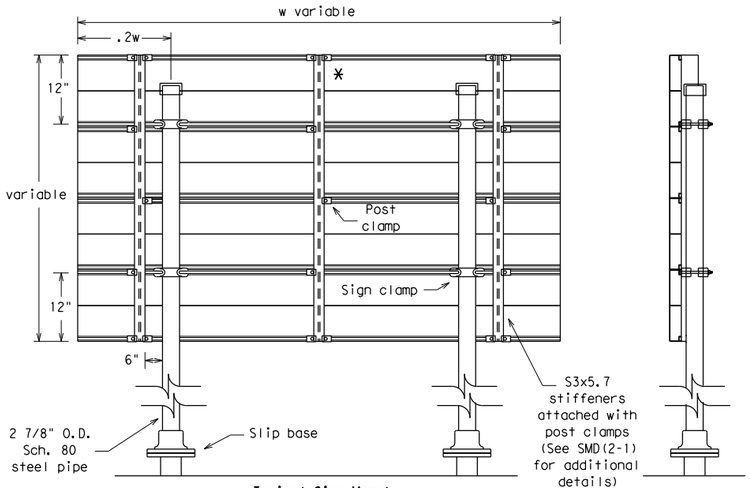


Detail B



Detail C

Splices shall only be allowed behind the sign substrate.

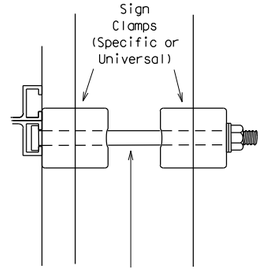


Typical Sign Mount

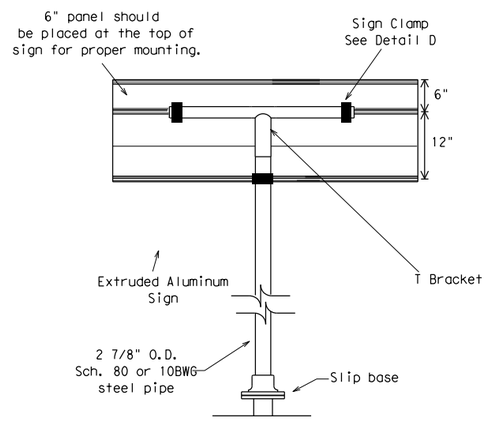
SM RD SGN ASSM TY S80(2)XX(P-EXAL)

* Additional stiffener placed at approximate center of signs when sign width is greater than 10'.

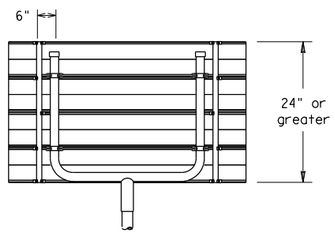
See Detail E
for clamp installation



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. 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.
2. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
3. 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.
4. Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
5. 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.
6. 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.
7. Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
8. 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."
9. Sign blanks shall be the sizes and shapes shown on the plans.
10. 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.
11. 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

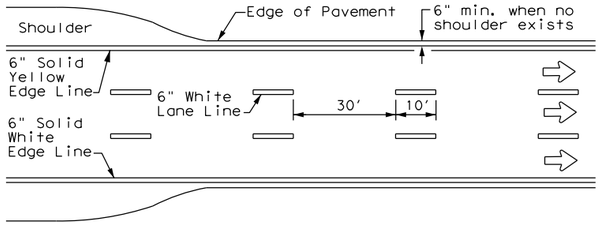
DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

REVISIONS

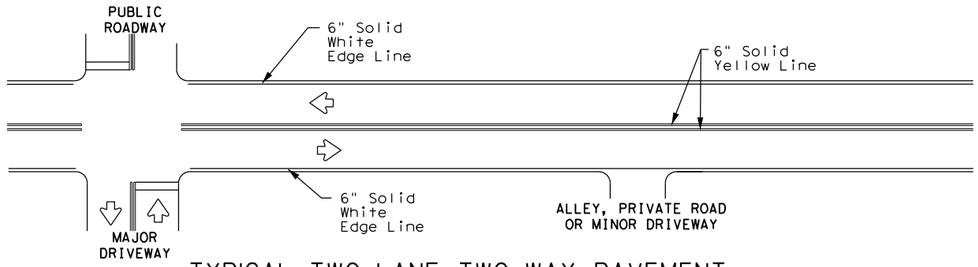
9-08

CONT	SECT	JOB	HIGHWAY
0094	02	137, ETC.	SH 183
DIST	COUNTY		SHEET NO.
6	TARRANT		200

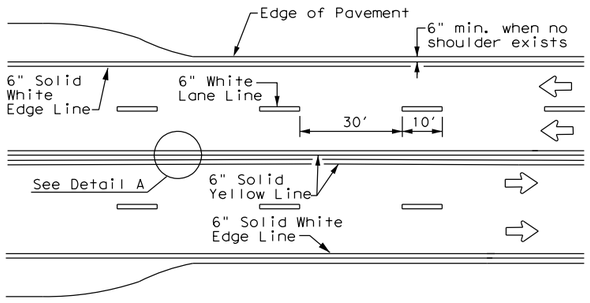
DATE:
FILE:

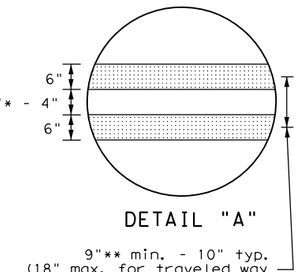


EDGE LINE AND LANE LINES
ONE-WAY ROADWAY
WITH OR WITHOUT SHOULDERS



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

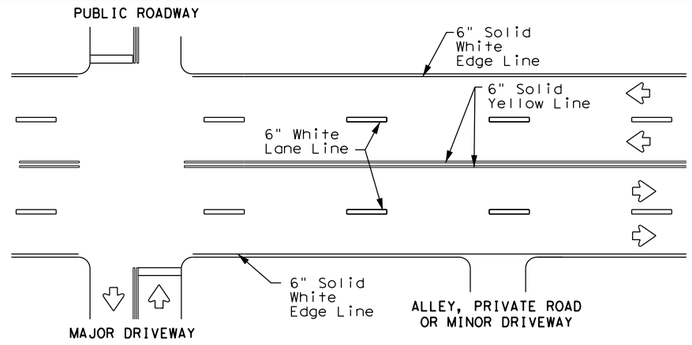




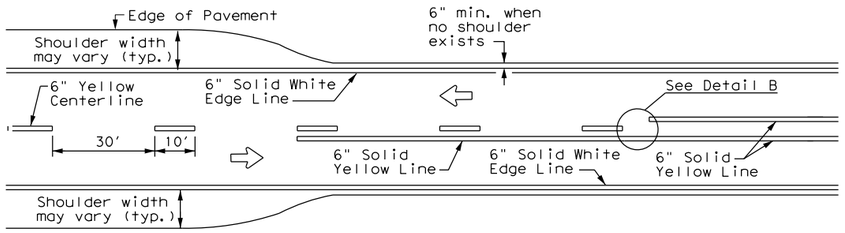
CENTERLINE AND LANE LINES
FOUR LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS

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

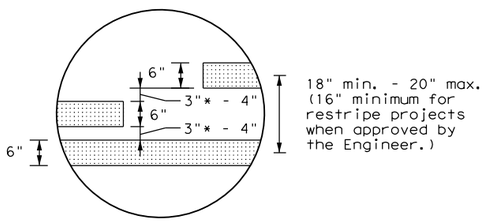
** 8" minimum for restripe projects when approved by the Engineer.



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

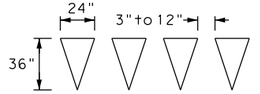


TWO LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS



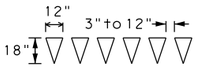
DETAIL "B"

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

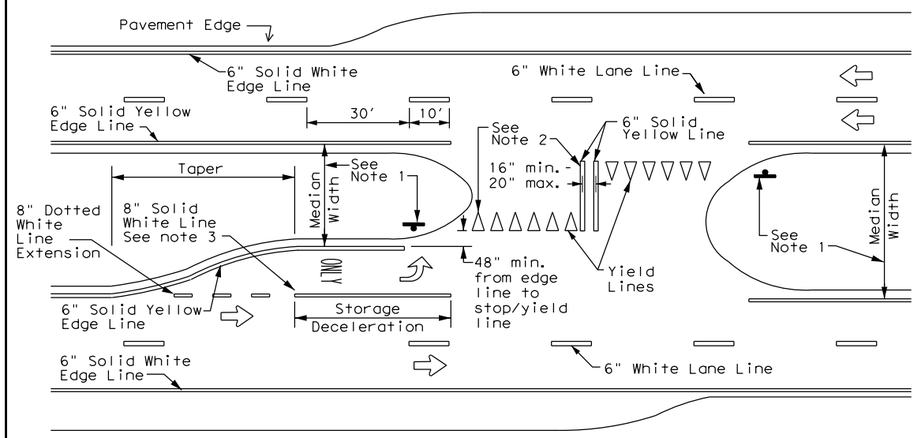


For posted speed on road being marked equal to or greater than 45 MPH.

YIELD LINES



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



FOUR LANE DIVIDED ROADWAY CROSSOVERS

NOTES

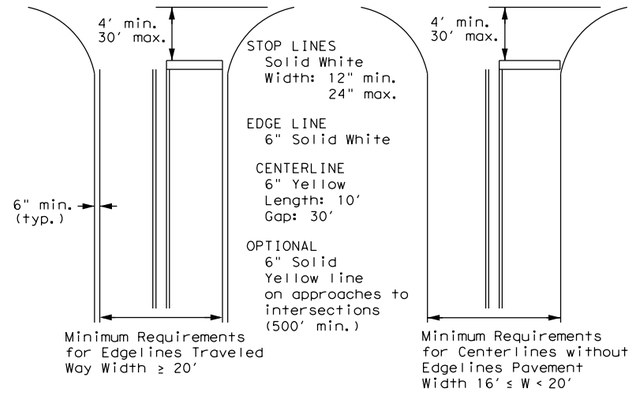
1. Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections.
   Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling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

GENERAL NOTES

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

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

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



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

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

Texas Department of Transportation

Traffic Safety Division Standard

TYPICAL STANDARD PAVEMENT MARKINGS

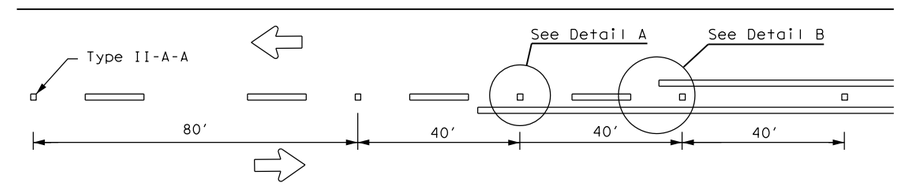
PM(1)-22

FILE: pm1-22.dgn	DN:	CK:	DW:	CK:
© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS 11-78 8-00 6-20	0094	02	137, ETC.	SH 183
8-95 3-03 12-22	DIST	COUNTY		SHEET NO.
5-00 2-12	FTW	TARRANT		201

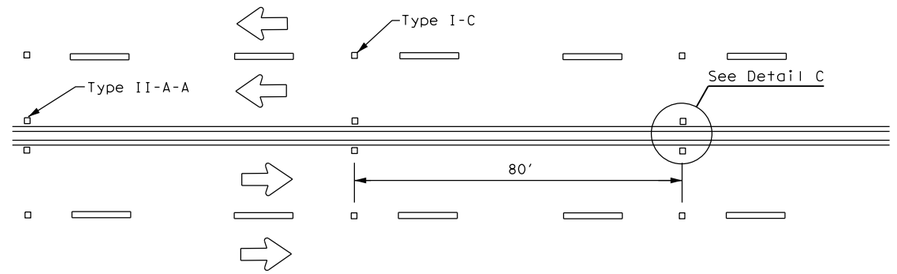
22A

DATE:
FILE:

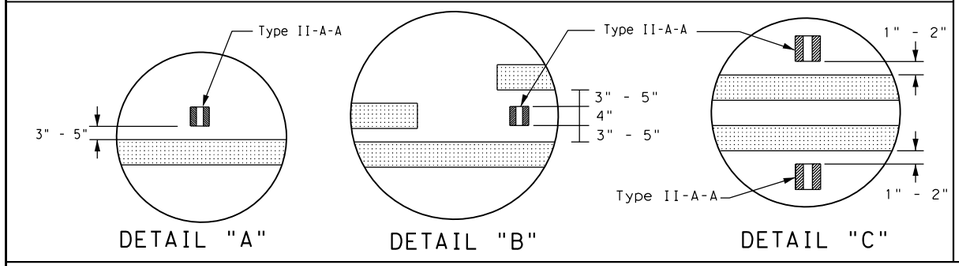
REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE



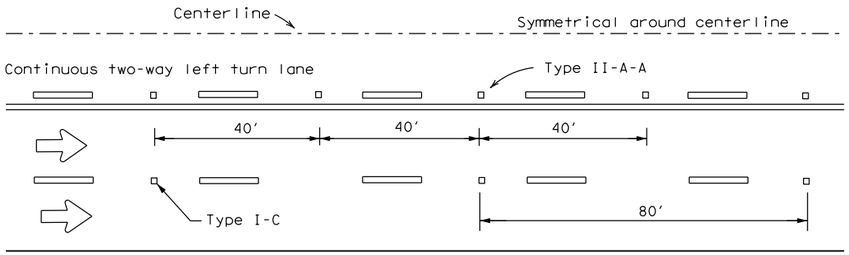
CENTERLINE FOR ALL TWO LANE TWO-WAY ROADWAYS



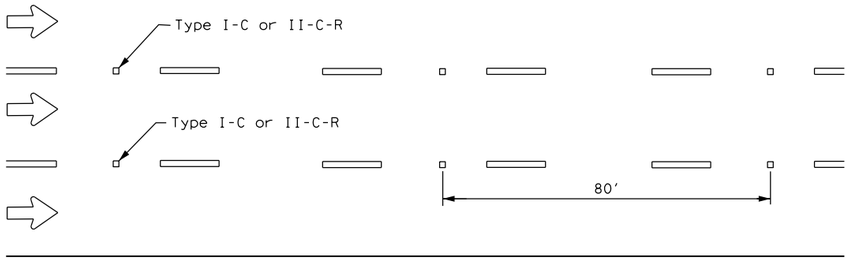
CENTERLINE & LANE LINES
FOR FOUR LANE TWO-WAY ROADWAYS



DETAIL "A" DETAIL "B" DETAIL "C"



CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



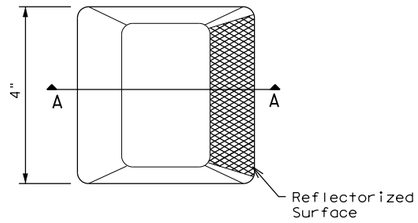
LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

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

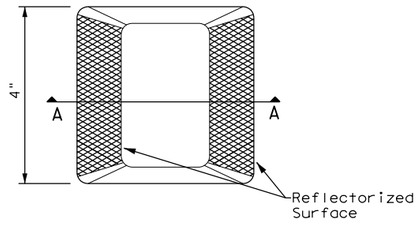
See Note 3.

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

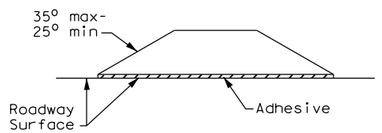
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)

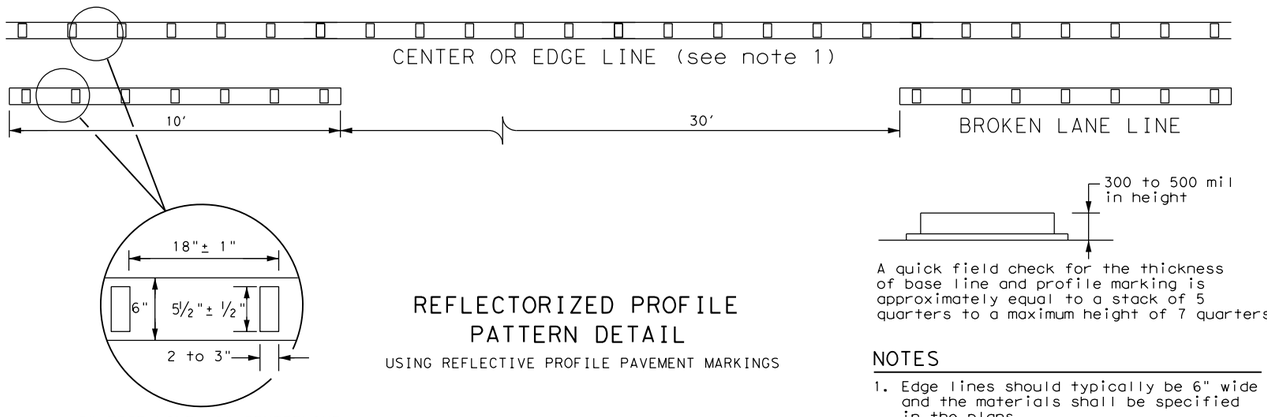


Type II (Top View)



SECTION A

RAISED PAVEMENT MARKERS



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

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.

Texas Department of Transportation

Traffic Safety Division Standard

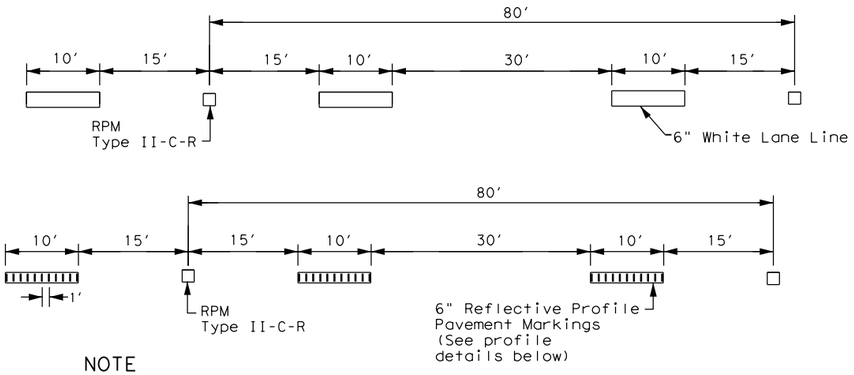
POSITION GUIDANCE USING RAISED MARKERS RELECTORIZED PROFILE MARKINGS PM(2)-22

FILE: pm2-22.dgn	DN:	CK:	DW:	CK:
©TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ETC.	SH 183
4-77 8-00 6-20	DIST	COUNTY		SHEET NO.
4-92 2-10 12-22	FTW	TARRANT		202
5-00 2-12				

22B

DATE:
FILE:

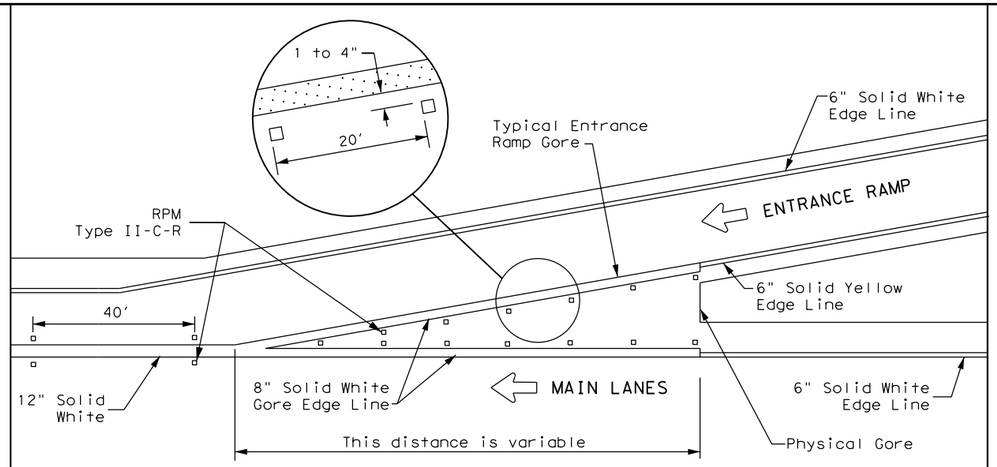
DATE:
FILE:



NOTE

Reflectorized raised pavement markers Type II-C-R shall be spaced on 80′ centers with the clear face toward normal traffic and the red face toward wrong way traffic. All raised pavement markers placed along broken lines shall be placed in line with and midway between the stripes.

TRAFFIC LANE LINES PAVEMENT MARKING

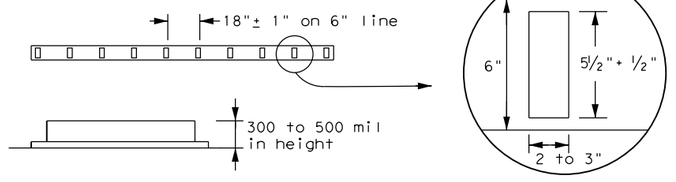


TYPICAL ENTRANCE RAMP GORE MARKING

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.

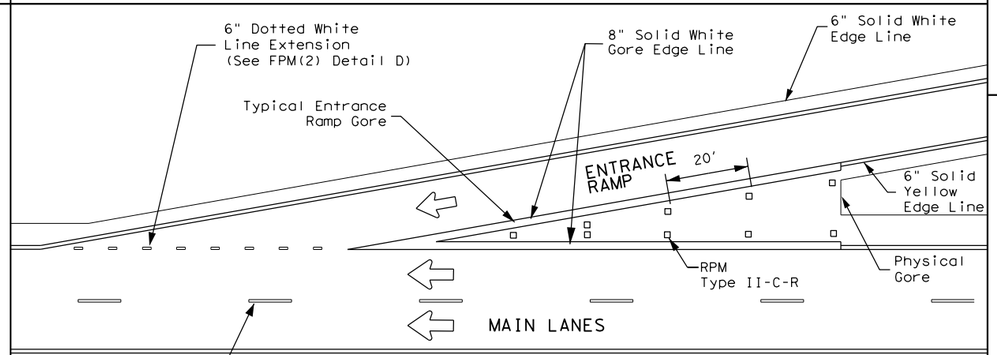
LEGEND	
⇦	Traffic flow
↱	Pavement marking arrows (white)
▫	Reflectorized Raised Markers (RPM) Type II-C-R



NOTE

Edge lines should typically be 6" wide and the materials shall be as specified in the plans. See details above if reflective profile pavement markings are to be used.

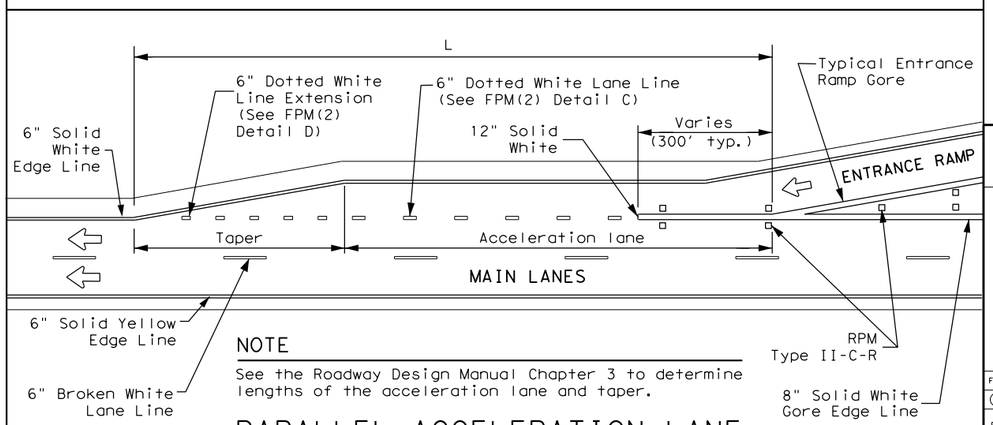
EDGE LINE PAVEMENT MARKINGS



NOTE

See the Roadway Design Manual Chapter 3 to determine if a tapered acceleration lane may be used.

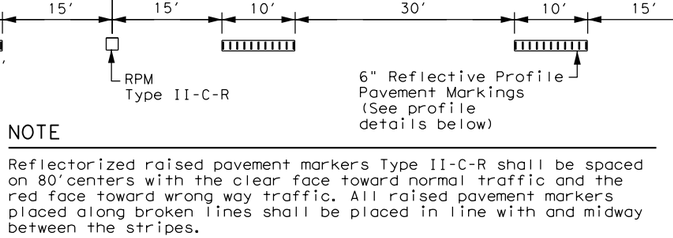
TAPERED ACCELERATION LANE



NOTE

See the Roadway Design Manual Chapter 3 to determine lengths of the acceleration lane and taper.

PARALLEL ACCELERATION LANE



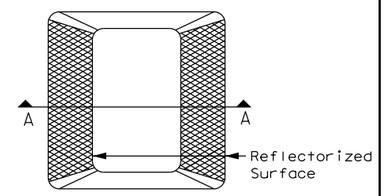
NOTES

1. Reflectorized raised pavement markers Type-II-C-R in the wrong way arrow shall have the clear face toward normal traffic and the red face toward the wrong way traffic.
2. Red reflectorized wrong way arrows, not to exceed two, may be placed on exit ramps. Locations of the arrows shall be as shown in the plans or as directed by the engineer.

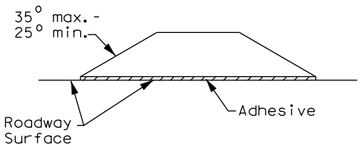
WRONG WAY ARROW

GENERAL NOTE

On concrete pavements the raised pavement markers shall be placed to one side of the longitudinal joints.



Type II (Top View)



SECTION A

REFLECTORIZED RAISED PAVEMENT MARKER (RPM)

Texas Department of Transportation

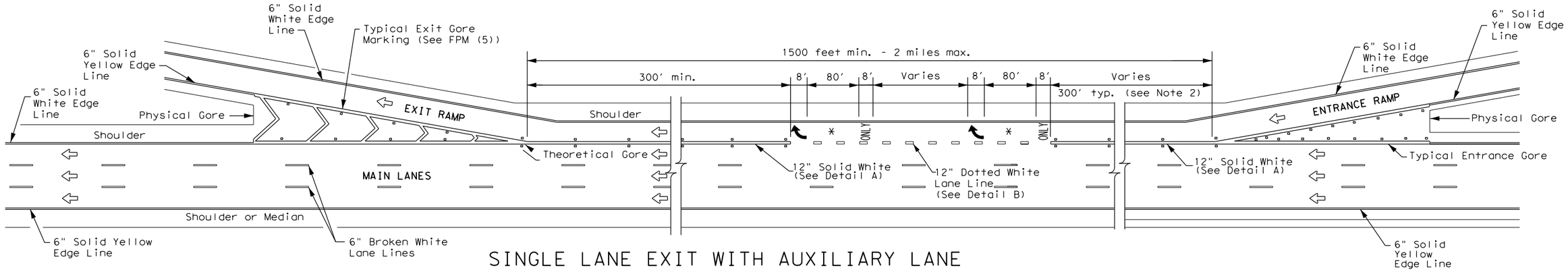
Traffic Safety Division Standard

TYPICAL STANDARD FREEWAY PAVEMENT MARKINGS WITH RAISED PAVEMENT MARKERS

FPM(1)-22

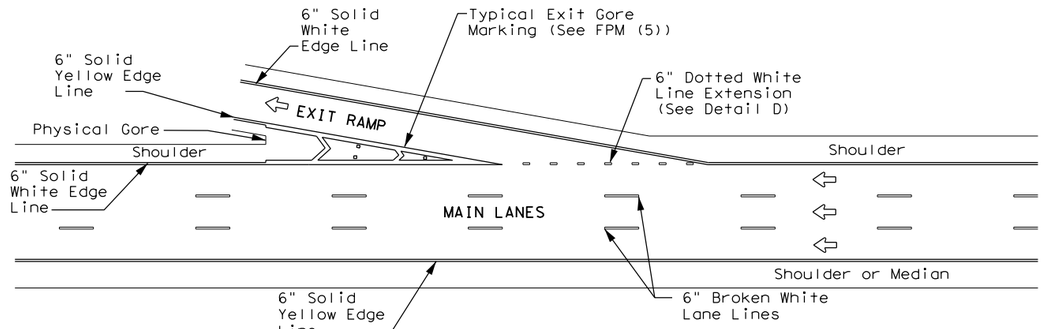
FILE: fpm(1)-22.dgn	DN:	CK:	DW:	CK:
©TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ETC.	SH 183
5-74 8-00 2-12	DIST	COUNTY		SHEET NO.
4-92 2-08 10-22	FTW	TARRANT		203
5-00 2-10				

23A



SINGLE LANE EXIT WITH AUXILIARY LANE

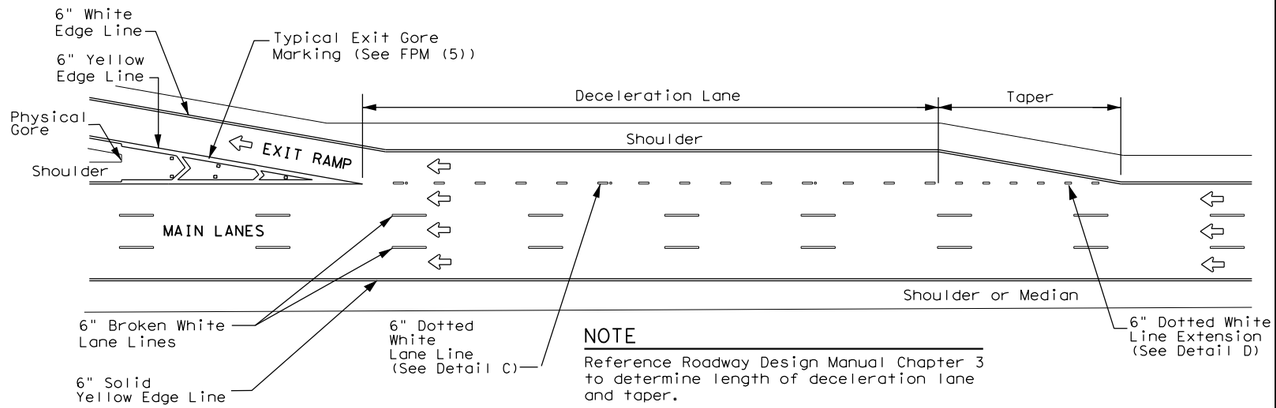
(See Note 2)



NOTE

Reference Roadway Design Manual Chapter 3 to determine if tapered deceleration lane may be used.

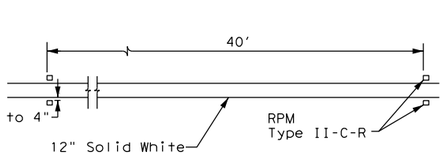
TAPERED DECELERATION LANE



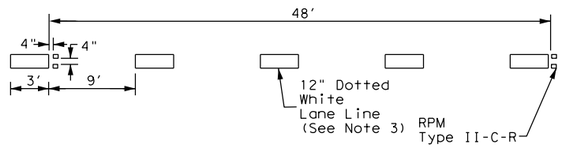
NOTE

Reference Roadway Design Manual Chapter 3 to determine length of deceleration lane and taper.

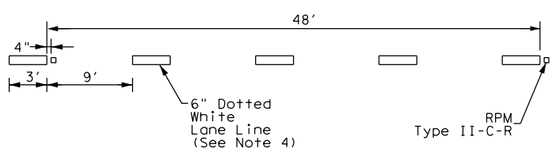
PARALLEL DECELERATION LANE



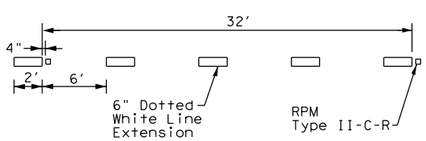
DETAIL A



DETAIL B



DETAIL C



DETAIL D

GENERAL NOTES

1. Pavement markings shall be white except as otherwise noted.
2. Length of 12" white line may vary depending on location.
3. Wide (12") dotted lane line (see Detail B) is used to separate a through lane that continues beyond the interchange from an adjacent mandatory exit lane.
4. Normal (6") dotted lane line (see Detail C) is used at parallel acceleration and deceleration lanes.
5. See FPM(1) for traffic lane line pavement marking details.

LEGEND	
⇦	Traffic flow
↱	Pavement marking arrows (white)
▫	Reflectorized Raised Markers (RPM) Type II-C-R
✳	Arrow markings are optional, however "ONLY" is required if arrow is used

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

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

Texas Department of Transportation

Traffic Safety Division Standard

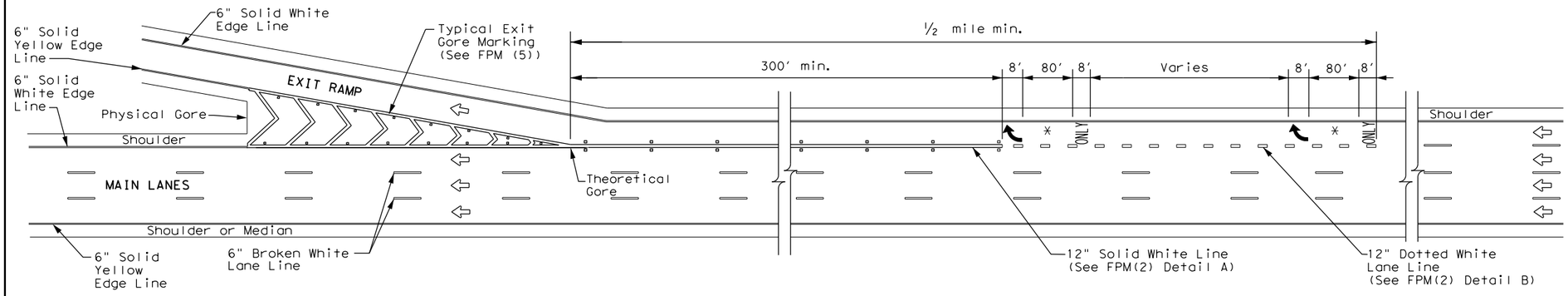
TYPICAL STANDARD FREEWAY PAVEMENT MARKINGS ENTRANCE AND EXIT RAMPS

FPM(2)-22

FILE: fpm(2)-22.dgn	DN:	CK:	DW:	CK:
©TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ETC.	SH 183
2-77 5-00 2-12	DIST	COUNTY		SHEET NO.
4-92 8-00 10-22	FTW	TARRANT		204
8-95 2-10				

23B

DATE:
FILE:

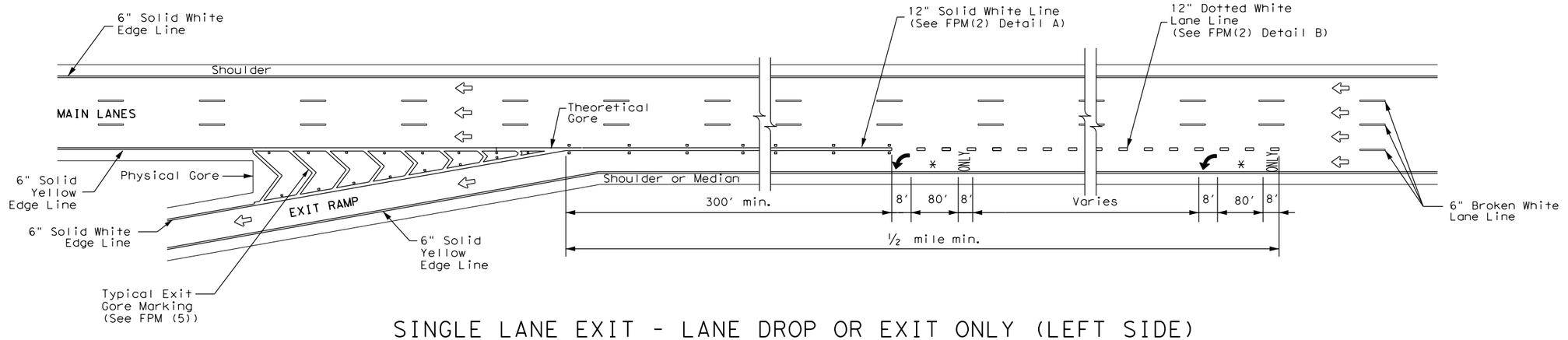


SINGLE LANE EXIT - LANE DROP OR EXIT ONLY

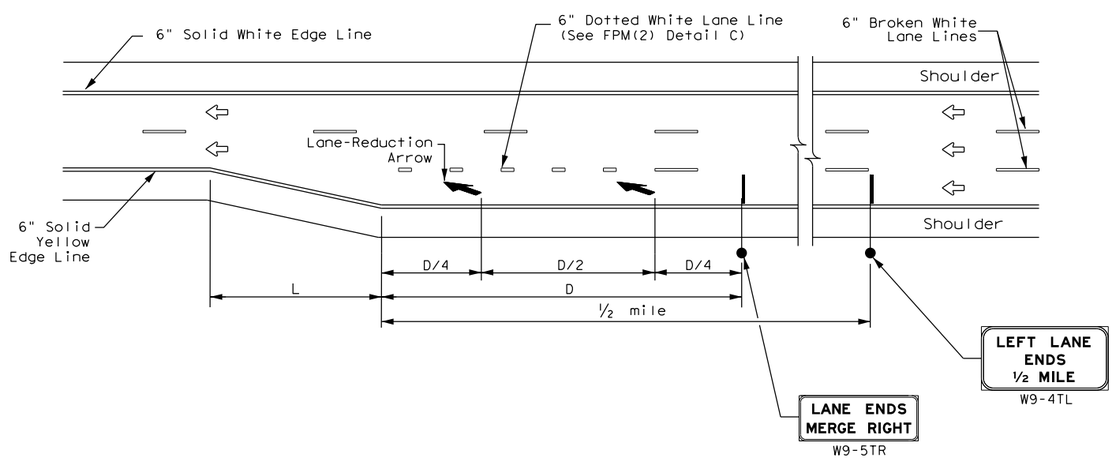
MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

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

LEGEND	
⇦	Traffic flow
↱	Pavement marking arrows (white)
▫	Reflectorized Raised Markers (RPM) Type II-C-R
⚹	Arrow markings are optional, however "ONLY" is required if arrow is used



SINGLE LANE EXIT - LANE DROP OR EXIT ONLY (LEFT SIDE)



FREEWAY LANE REDUCTION

NOTES

1. Large Guide signs shall conform to the TxDOT Freeway Signing Handbook.
2. An optional third lane reduction arrow may be added based on engineering judgement. If used, the optional third lane reduction arrow should be centered between the first and last lane reduction arrows.
3. Arrows and sign details can be found in the Standard Highway Sign Designs for Texas (SHSD) at http://www.txdot.gov.
4. These guidelines may also be applied to the design of a right side lane reduction. Use LANE ENDS MERGE LEFT (W9-5TL) and RIGHT LANE ENDS 1/2 MILE (W9-4TR) signs in lieu of what is shown on drawing.

ADVANCED WARNING SIGN DISTANCE (D)		
Posted Speed	D (ft)	L (ft)
45 MPH	775	L=WS
50 MPH	885	
55 MPH	990	
60 MPH	1,100	
65 MPH	1,200	
70 MPH	1,250	
75 MPH	1,350	
80 MPH	1,500	
85 MPH	1,625	

GENERAL NOTES

1. Pavement markings shall be white except as otherwise noted.
2. Length of 12" white line may vary depending on location.
3. Wide (12") dotted lane line (see FPM(2) Detail B) is used to separate a through lane that continues beyond the interchange from an adjacent mandatory exit lane.
4. Edge lines are not required in curb and gutter sections of frontage roads.
5. See FPM(1) for traffic lane line pavement marking details.

Texas Department of Transportation

Traffic Safety Division Standard

TYPICAL STANDARD FREEWAY PAVEMENT MARKINGS SINGLE LANE DROP(EXIT ONLY) AND LANE REDUCTION DETAILS

FPM(3)-22

FILE: fpm(3)-22.dgn	DN:	CK:	DW:	CK:
© TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ETC.	SH 183
4-92 2-10	DIST	COUNTY		SHEET NO.
5-00 2-12	FTW	TARRANT		205
8-00 10-22				

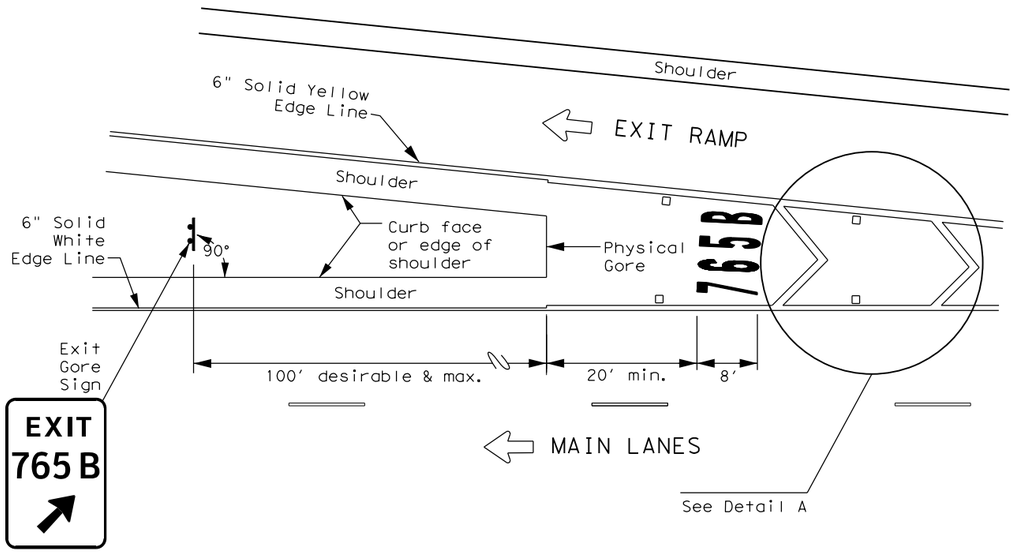
23C

DATE:
FILE:

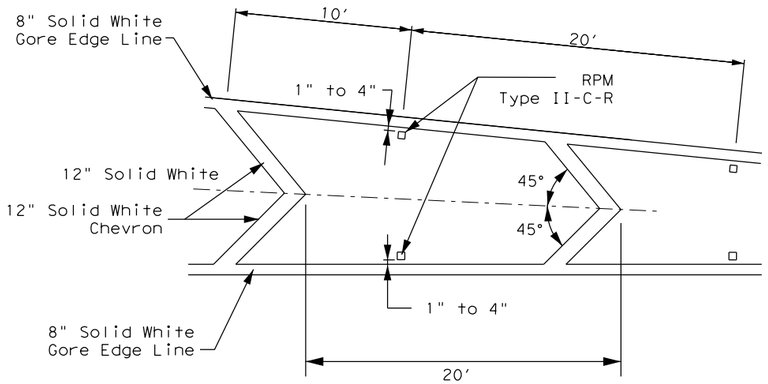
DATE:
FILE:

EXIT NUMBER PAVEMENT MARKING NOTES

1. Minimum 8 foot white exit number pavement markings should be used, unless otherwise noted.
2. Spacing between letters and numbers should be approximately 4 inches.
3. Pavement markings are to be located as specified elsewhere in the plans.
4. Numbers and Letters details can be found in the Standard Highway Design for Texas (SHSD) Section 12 at http://www.txdot.gov



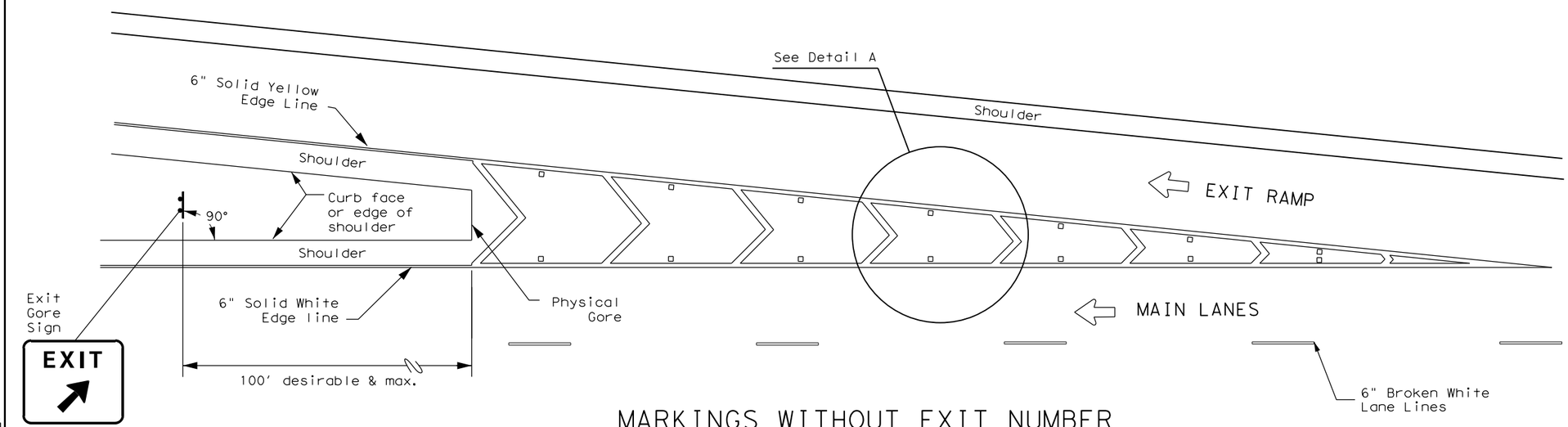
MARKINGS WITH EXIT NUMBER



NOTES

1. Raised pavement markers shall be centered between each chevron or neutral area line.
2. For more information, see Reflectorized Raised Pavement Marker Detail.

DETAIL A

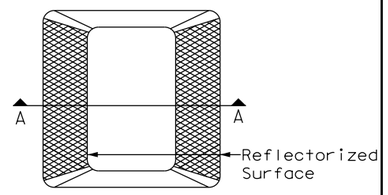


MARKINGS WITHOUT EXIT NUMBER

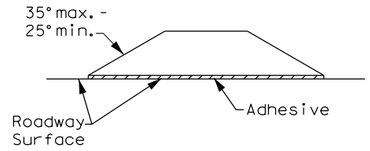
MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

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

LEGEND	
⇦	Traffic flow
□	Reflectorized Raised Markers (RPM) Type II-C-R



Type II (Top View)



SECTION A

REFLECTORIZED RAISED PAVEMENT MARKER (RPM)

Texas Department of Transportation

Traffic Safety Division Standard

EXIT GORE PAVEMENT MARKINGS

FPM(5)-22

FILE: fpm(5)-22.dgn	DN:	CK:	DW:	CK:
©TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS 9-19 10-22	0094	02	137, ETC.	SH 183
	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		206

23E

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:100
USER: Cory.Colley

FILE:...\7. Bridge\183BL_001.dgn
DATE:4/9/2024 TIME:1:32:37 PM

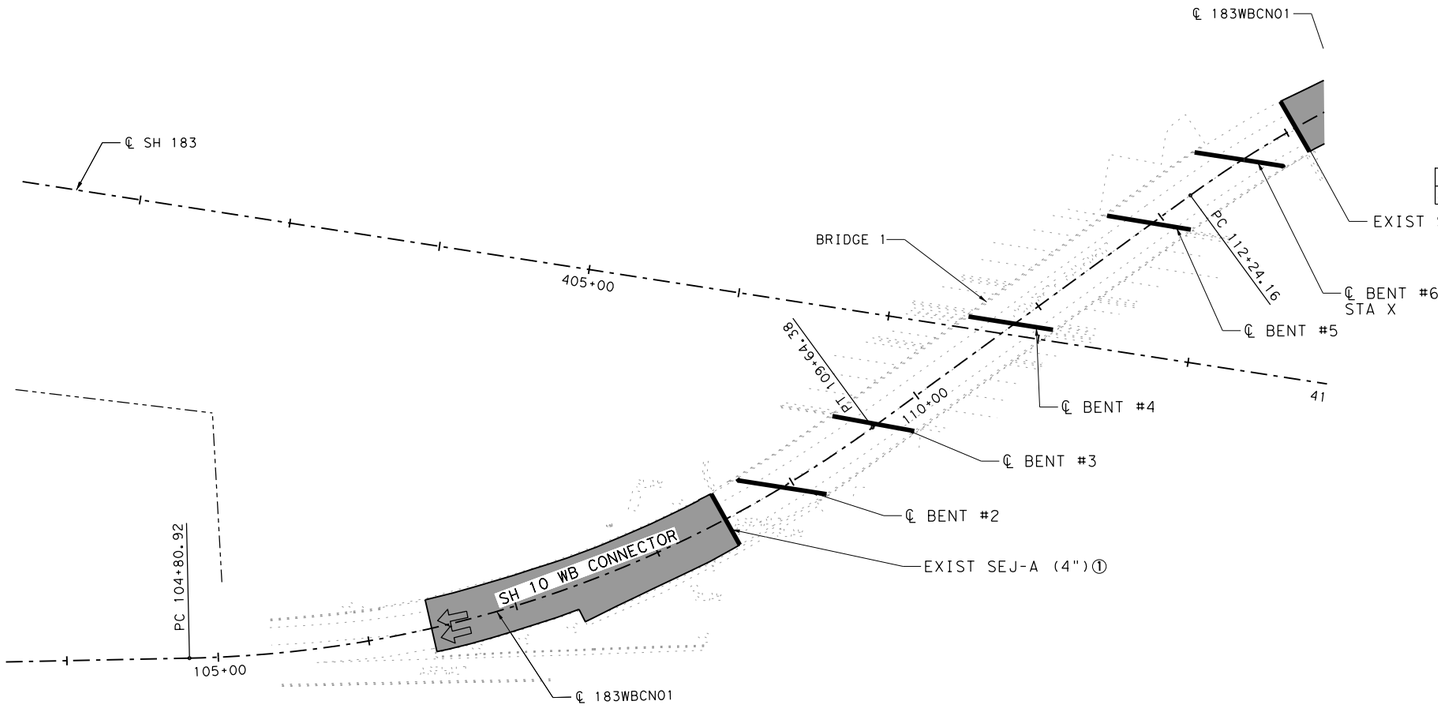
BRIDGE PLAN LEGEND

ARMOR JOINT REPLACEMENTAND CLEAN AND SEAL JOINTS (FOAM)

NOTES:

1. REFER TO "BRIDGE REPAIR TABLE" SHEET FOR INFORMATION NOT SHOWN.
2. REFER TO PROJECT LAYOUT SHEETS FOR MILL & OVERLAY LIMITS.
3. REFER TO "MISCELLANEOUS ROADWAY DETAILS" FOR ADDITIONAL INFORMATION.
4. LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. CONTRACTOR TO VERIFY ALL LOCATIONS OF EXISTING UTILITIES WITHIN LIMITS OF CONSTRUCTION PRIOR TO EXCAVATING.

NBI NO	ITEM DESCRIPTION	UNIT	EST.
022200009402038	CLEANING AND SEALING EXISTING JOINT	LF	77



N

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER

4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

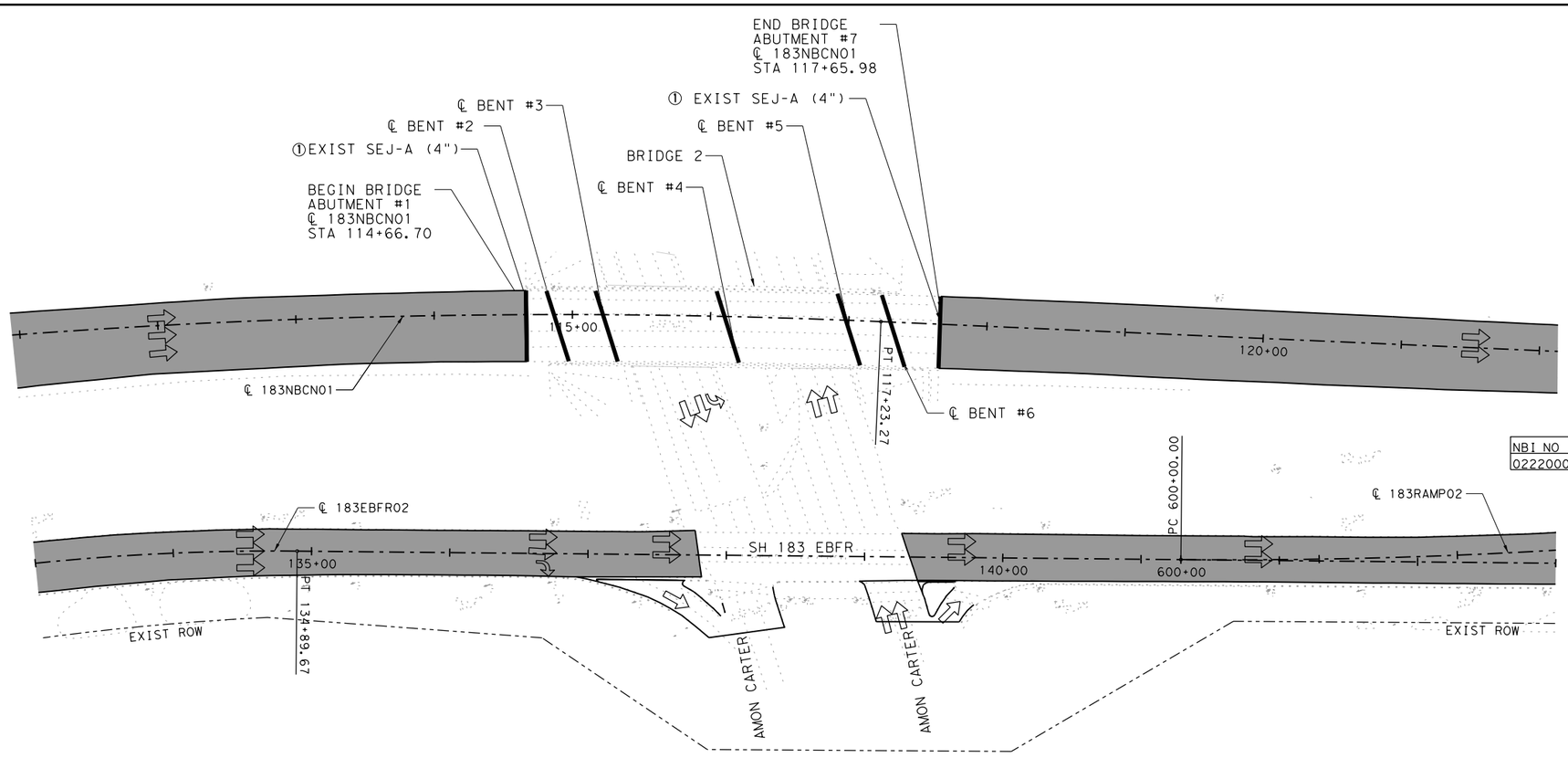
BRIDGE LAYOUT

BRIDGE 1

SHEET 1 OF 7

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	207
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL



BRIDGE PLAN LEGEND

ARMOR JOINT REPLACEMENTAND CLEAN AND SEAL JOINTS (FOAM)

NOTES:

1. REFER TO "BRIDGE REPAIR TABLE" SHEET FOR INFORMATION NOT SHOWN.
2. REFER TO PROJECT LAYOUT SHEETS FOR MILL & OVERLAY LIMITS.
3. REFER TO "MISCELLANEOUS ROADWAY DETAILS" FOR ADDITIONAL INFORMATION.
4. LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. CONTRACTOR TO VERIFY ALL LOCATIONS OF EXISTING UTILITIES WITHIN LIMITS OF CONSTRUCTION PRIOR TO EXCAVATING.

NBI NO	ITEM DESCRIPTION	UNIT	EST.
022200009402086	CLEANING AND SEALING EXISTING JOINT	LF	103

0′ 50′ 100′
SCALE IN FEET

GEAS A. BULBUL
101954
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PROFESSIONAL ENGINEER
STATE OF TEXAS
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
BRIDGE LAYOUT
BRIDGE 2

SHEET 2 OF 7

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	208
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

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USER:Cory.Colley
FILE:...\7. Bridge\183BL_002.dgn
DATE:4/9/2024 TIME:1:32:47 PM

100% SUBMITTAL

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PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Cory.Colley

FILE:...\7. Bridge\183BL_003.dgn
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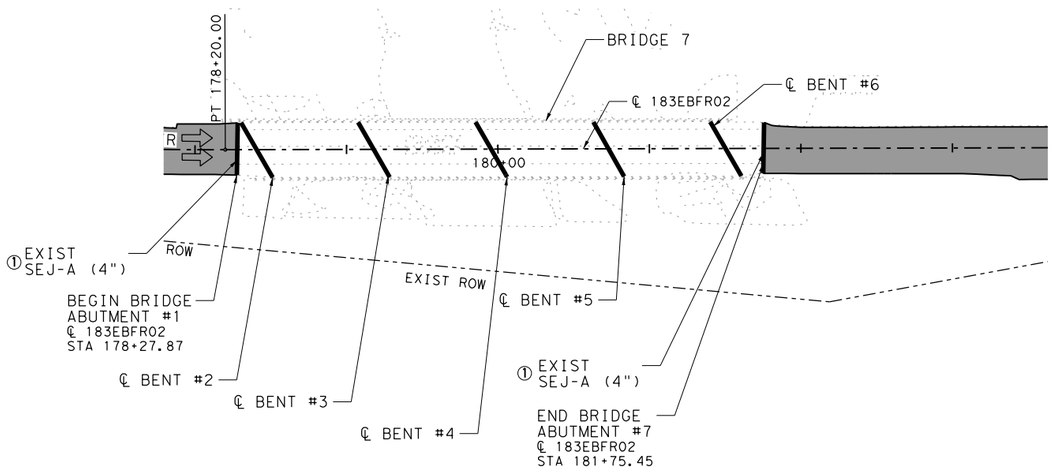
BRIDGE PLAN LEGEND

ARMOR JOINT REPLACEMENTAND CLEAN AND SEAL JOINTS (FOAM)



NOTES:

1. REFER TO "BRIDGE REPAIR TABLE" SHEET FOR INFORMATION NOT SHOWN.
2. REFER TO PROJECT LAYOUT SHEETS FOR MILL & OVERLAY LIMITS.
3. REFER TO "MISCELLANEOUS ROADWAY DETAILS" FOR ADDITIONAL INFORMATION.
4. LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. CONTRACTOR TO VERIFY ALL LOCATIONS OF EXISTING UTILITIES WITHIN LIMITS OF CONSTRUCTION PRIOR TO EXCAVATING.

NBI NO	ITEM DESCRIPTION	UNIT	EST.
022200009402072	CLEANING AND SEALING EXISTING JOINT	LF	69

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
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4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

BRIDGE LAYOUT

BRIDGE 7

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	209
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL

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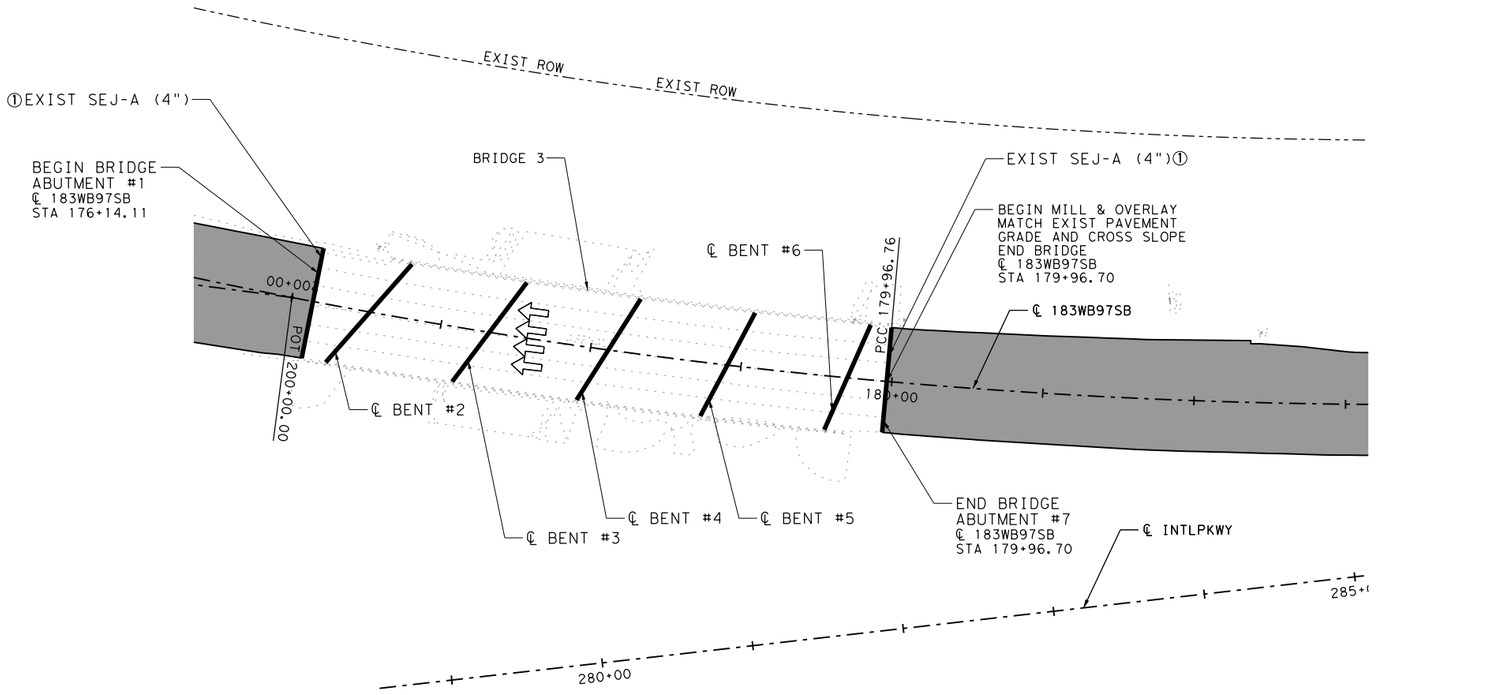
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:Cory.Colley

FILE:...\7. Bridge\183BL_004.dgn
DATE:4/9/2024 TIME:1:33:07 PM

BRIDGE PLAN LEGEND

ARMOR JOINT REPLACEMENTAND
CLEAN AND SEAL JOINTS (FOAM)



NOTES:

1. REFER TO "BRIDGE REPAIR TABLE" SHEET FOR INFORMATION NOT SHOWN.
2. REFER TO PROJECT LAYOUT SHEETS FOR MILL & OVERLAY LIMITS.
3. REFER TO "MISCELLANEOUS ROADWAY DETAILS" FOR ADDITIONAL INFORMATION.
4. LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. CONTRACTOR TO VERIFY ALL LOCATIONS OF EXISTING UTILITIES WITHIN LIMITS OF CONSTRUCTION PRIOR TO EXCAVATING.

NBI NO	ITEM DESCRIPTION	UNIT	EST.
022200009408066	CLEANING AND SEALING EXISTING JOINT	LF	143

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

BRIDGE LAYOUT

BRIDGE 3

SHEET 4 OF 7

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	210
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL

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PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

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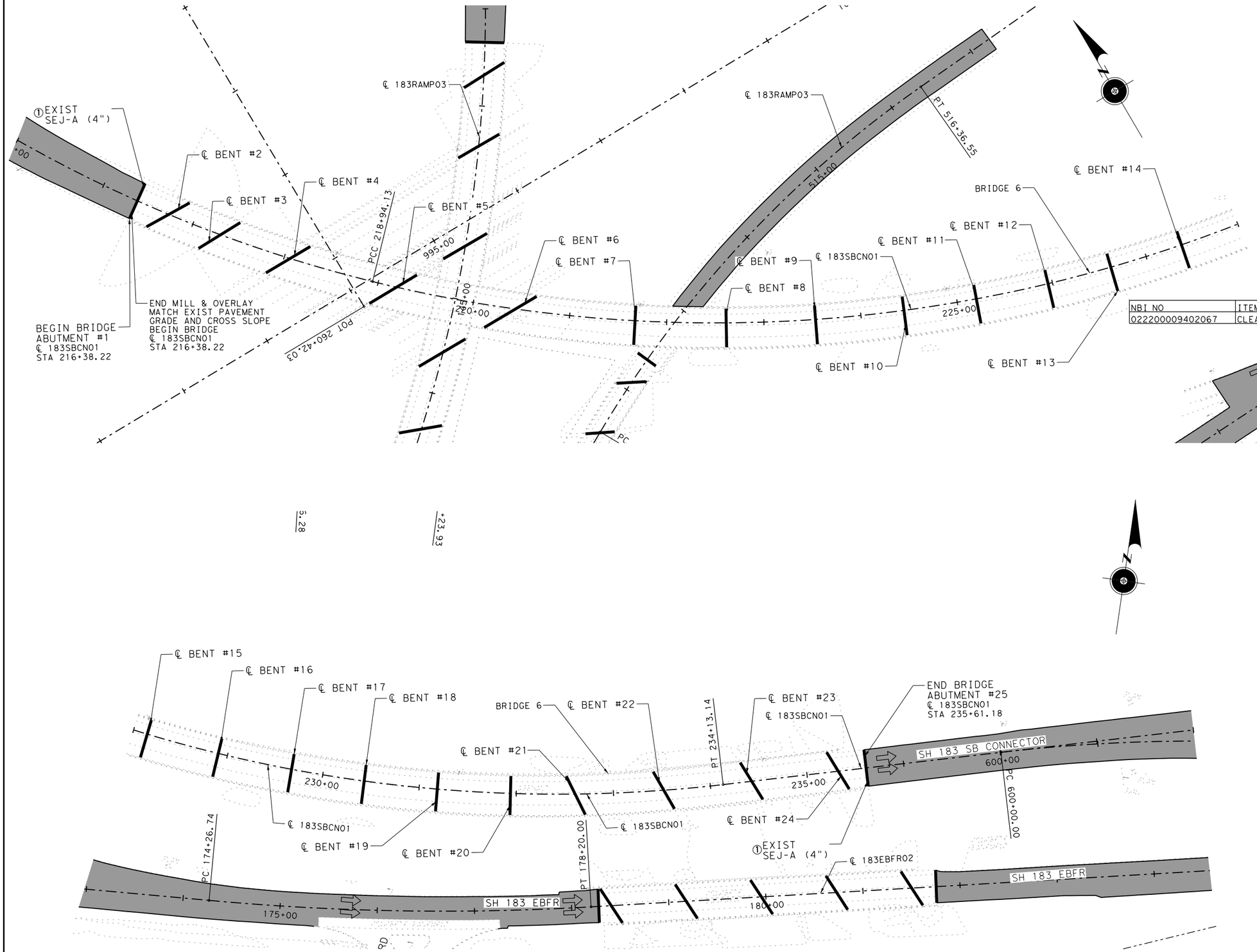

BRIDGE PLAN LEGEND

ARMOR JOINT REPLACEMENTAND CLEAN AND SEAL JOINTS (FOAM)

NOTES:

1. REFER TO "BRIDGE REPAIR TABLE" SHEET FOR INFORMATION NOT SHOWN.
2. REFER TO PROJECT LAYOUT SHEETS FOR MILL & OVERLAY LIMITS.
3. REFER TO "MISCELLANEOUS ROADWAY DETAILS" FOR ADDITIONAL INFORMATION.
4. LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. CONTRACTOR TO VERIFY ALL LOCATIONS OF EXISTING UTILITIES WITHIN LIMITS OF CONSTRUCTION PRIOR TO EXCAVATING.

NBI NO	ITEM DESCRIPTION	UNIT	EST.
022200009402067	CLEANING AND SEALING EXISTING JOINT	LF	77

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
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4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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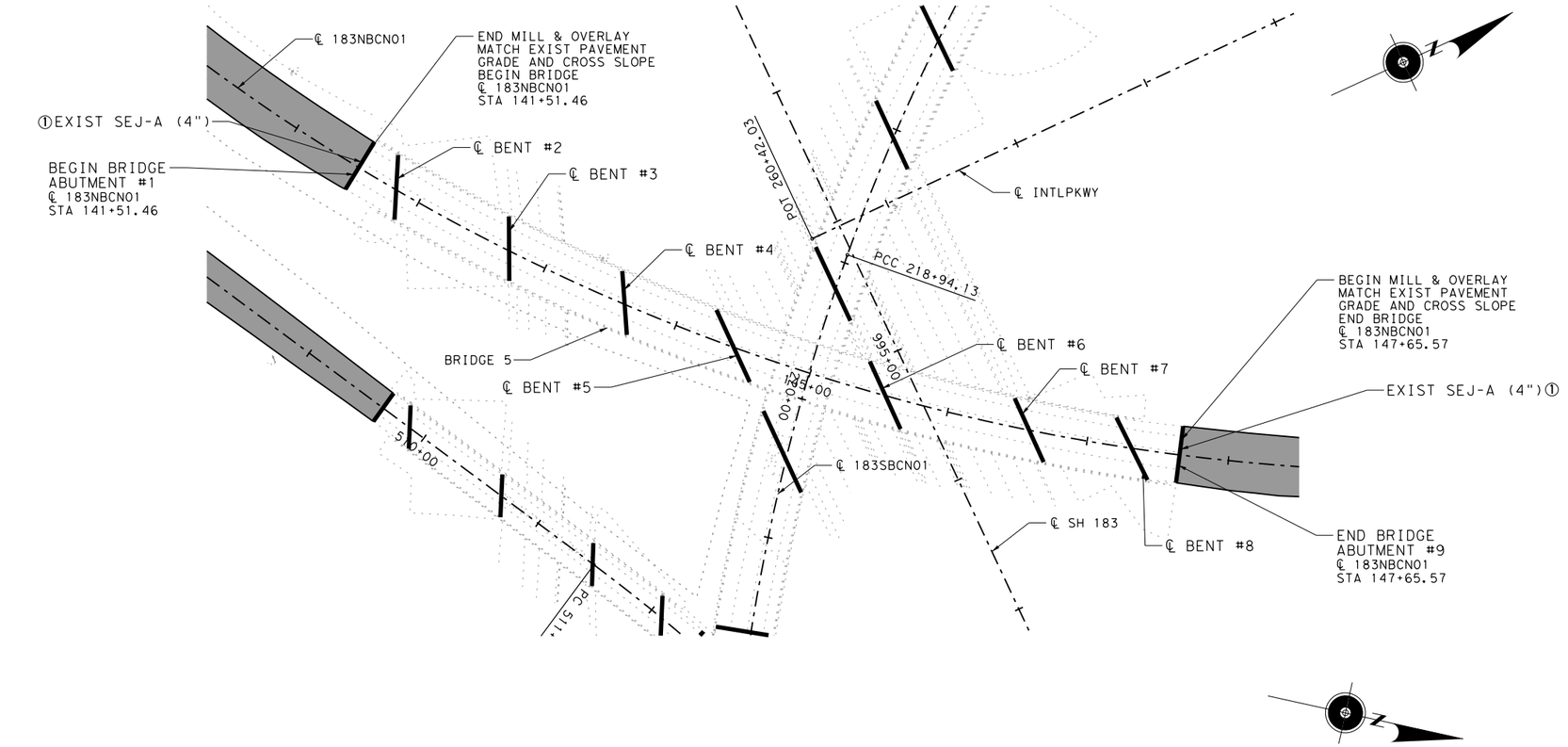
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183
BRIDGE LAYOUT
BRIDGE 6

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	211
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				



BRIDGE PLAN LEGEND

ARMOR JOINT REPLACEMENTAND CLEAN AND SEAL JOINTS (FOAM)

NOTES:

1. REFER TO "BRIDGE REPAIR TABLE" SHEET FOR INFORMATION NOT SHOWN.
2. REFER TO PROJECT LAYOUT SHEETS FOR MILL & OVERLAY LIMITS.
3. REFER TO "MISCELLANEOUS ROADWAY DETAILS" FOR ADDITIONAL INFORMATION.
4. LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. CONTRACTOR TO VERIFY ALL LOCATIONS OF EXISTING UTILITIES WITHIN LIMITS OF CONSTRUCTION PRIOR TO EXCAVATING.

NBI NO	ITEM DESCRIPTION	UNIT	EST.
022200009408070	CLEANING AND SEALING EXISTING JOINT	LF	79
022200009402068	CLEANING AND SEALING EXISTING JOINT	LF	78

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
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LICENSED
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4/9/2024
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NO	DATE	REVISION	APPROVED

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Dallas, TX 75234
Phone:(469)801-8500
MBAKERINTL.COM
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Texas Department of Transportation

SH 183

BRIDGE LAYOUT

BRIDGE 4 & BRIDGE 5

SHEET 6 OF 7

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	212
CHECKED BY	CONTROL	SECTION	JOB	
MBI	0094	02	137, ETC.	
VERIFIED BY				
MBI				

100% SUBMITTAL

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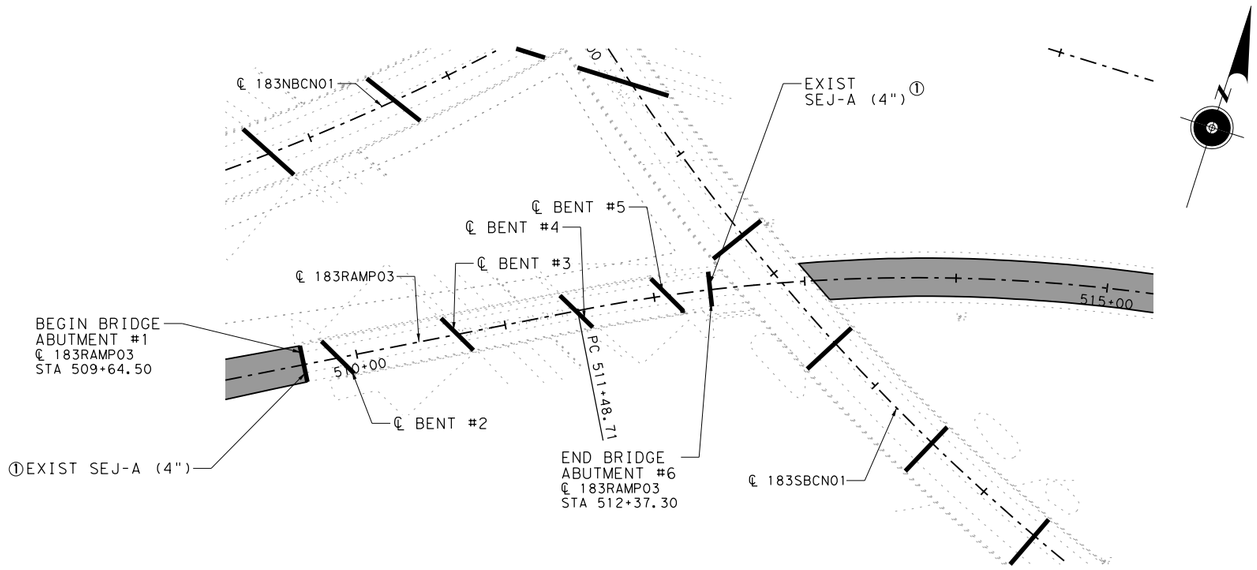

BRIDGE PLAN LEGEND

ARMOR JOINT REPLACEMENTAND
CLEAN AND SEAL JOINTS (FOAM)

NOTES:

1. REFER TO "BRIDGE REPAIR TABLE" SHEET FOR INFORMATION NOT SHOWN.
2. REFER TO PROJECT LAYOUT SHEETS FOR MILL & OVERLAY LIMITS.
3. REFER TO "MISCELLANEOUS ROADWAY DETAILS" FOR ADDITIONAL INFORMATION.
4. LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. CONTRACTOR TO VERIFY ALL LOCATIONS OF EXISTING UTILITIES WITHIN LIMITS OF CONSTRUCTION PRIOR TO EXCAVATING.

NBI NO	ITEM DESCRIPTION	UNIT	EST.
022200009402069	CLEANING AND SEALING EXISTING JOINT	LF	47

0′ 50′ 100′
SCALE IN FEET

STATE OF TEXAS
GEAS A. BULBUL
101954
LICENSED
PROFESSIONAL ENGINEER
4/9/2024
F-2677

NO	DATE	REVISION	APPROVED

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Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SH 183

BRIDGE LAYOUT

BRIDGE 8

SHEET 7 OF 7

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
MBI	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
MBI	TEXAS	FTW	TARRANT	213
CHECKED BY	CONTROL	SECTION	JOB	
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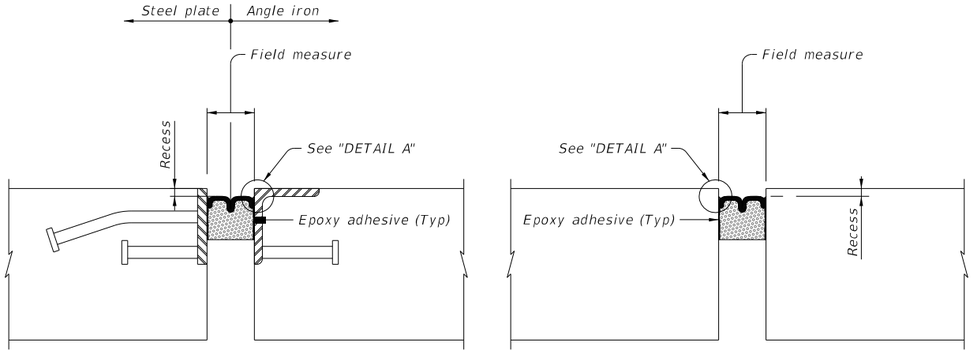
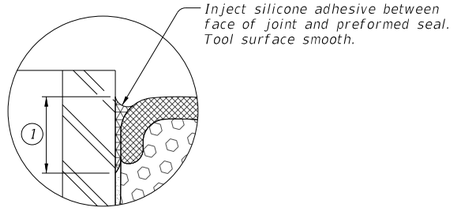
VERIFIED BY				
MBI				



SHOWING STEEL NOSING

SHOWING CONCRETE NOSING

JOINT SECTIONS



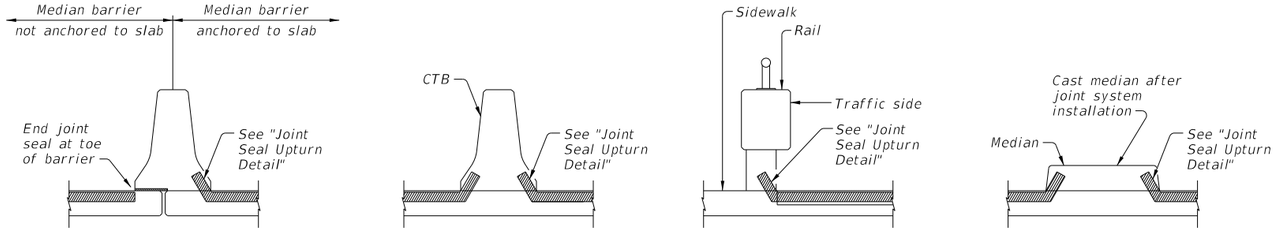
DETAIL A

APPROVED PRECOMPRESSED FOAM SEAL MANUFACTURERS

MANUFACTURER (2)	STEEL OR CONCRETE SECTION	SEAL TYPE
Watson Bowman Acme	As shown	Wabo FS
SSI	As shown	Silspec SES
Sealtite	As shown	Sealtite 50N
EMSEAL	As shown	BEJS

(1) Injection depth as recommended by Manufacturer.

(2) Other manufacturers of bridge expansion joint foam seal may be listed on the plans.

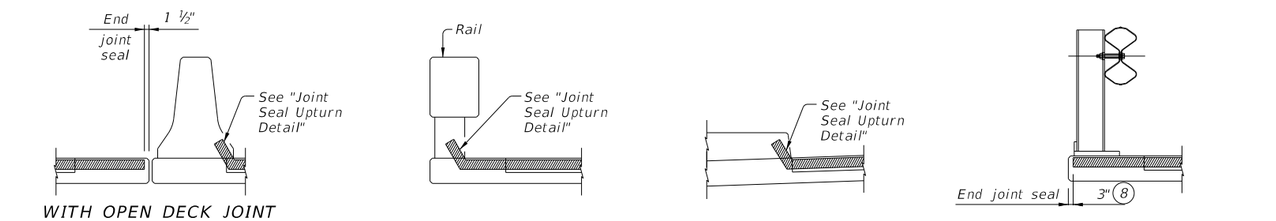


WITH OPEN DECK JOINT BELOW MEDIAN BARRIER

AT CONCRETE TRAFFIC BARRIER

AT SIDEWALK BEHIND BRIDGE RAIL

AT RAISED MEDIAN



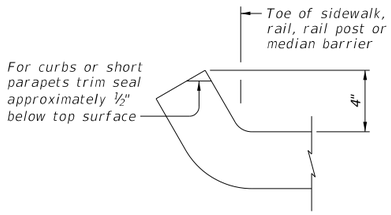
WITH OPEN DECK JOINT ADJACENT TO MEDIAN BARRIER

AT CONCRETE BRIDGE RAIL

AT SIDEWALK

AT STEEL POST BRIDGE RAIL

JOINT SEALANT TERMINATION DETAILS



JOINT SEAL UPTURN DETAIL

PROCEDURES:

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

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

3) Wipe down joint surfaces to remove contaminants.

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

5) Apply epoxy to joint opening side surfaces.

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

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

8) Inject silicone adhesive along top interface of seal with joint side surface. Tool to spread adhesive as necessary.

CONSTRUCTION NOTES:

Clean and prepare seal cavity for seal installation as per the Manufacturer's installation procedures.

Splice and install seal in accordance with the Manufacturer's directions and with the adhesive provided by the Manufacturer.

Extend sealant up into rail or curb 4 inches on low side or sides of deck.

GENERAL NOTES:

Provide pre-compressed silicone and foam hybrid joint seal in the size and at locations shown on the plans.

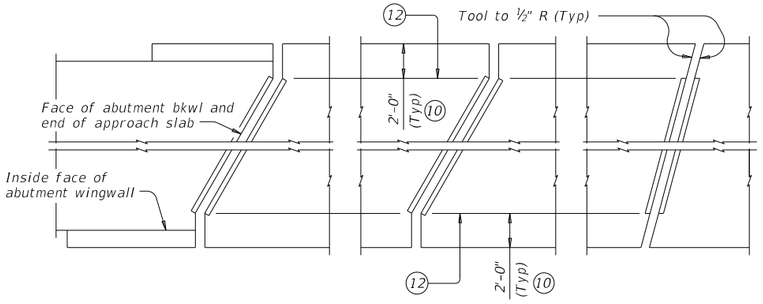
Payment is based on the length of seal placed and in accordance with Item 438, "Cleaning and Sealing Joints."

Texas Department of Transportation | Bridge Division

PRECOMPRESSED FOAM EXPANSION JOINT SEAL

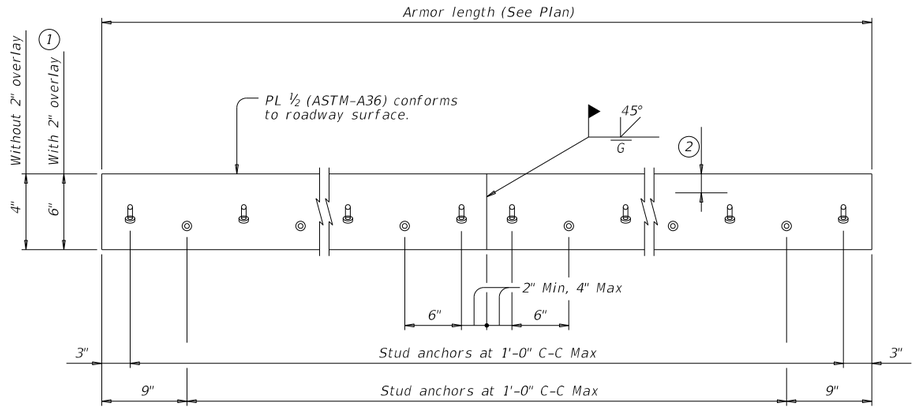
FILE:	DN:	CK:	DW:	CK:
©TxDOT August 2022 REVISIONS	CONT	SECT	JOB	HIGHWAY
	0094	02	137,ECT.	SH 183
	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		214

DATE: 4/9/2024 1:34:13 PM
FILE: ...\WD-PFEJ-22.dgn



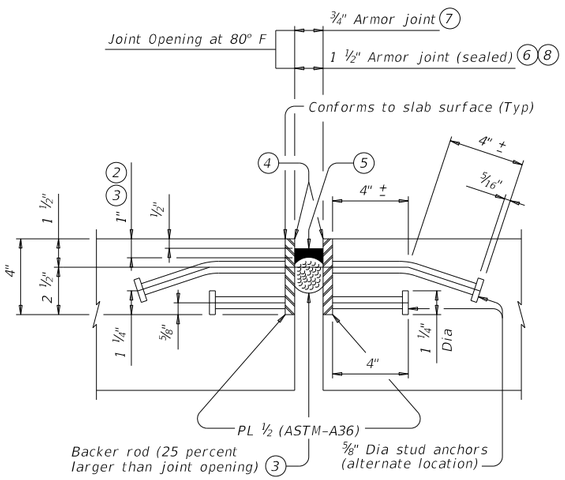
JOINTS AT ABUTMENTS | SKEWS OVER 15° | SKEWS THRU 15°

PLANS OF ARMOR PLATES

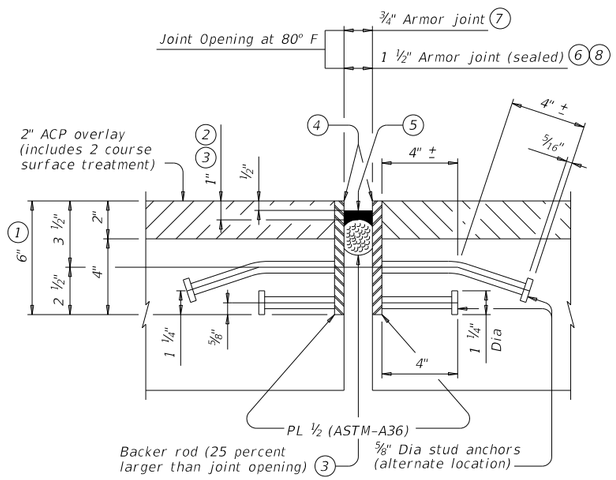


ELEVATION OF BASIC ARMOR PLATE

1. Adjust 6" plate height for overlay thicknesses other than the 2" shown. Adjust weight by 1.70 plf for each ½" variation in thickness.
2. Do not paint top 1 ½" of plate if using sealed armor joint.
3. Set top of backer rod 1" below top of armor plate. 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.
4. Blast clean entire contact area between sealant and plate (SSPC-SP10) before installing sealant. Light brush blast and thoroughly clean all dust and debris from concrete surfaces in contact with joint sealant before application of silicone seal.
5. Use Class 7 joint sealant that conforms to DMS-6310.
6. Place sealant while ambient temperature is between 55°F and 80°F and is rising.
7. Armor joint does not include joint sealant or backer rod.
8. Armor joint (sealed) includes Class 7 joint sealant and backer rod.
9. Form vertical leg of seal as per the Manufacturer's recommendations. Use Class 4 joint sealant if Class 7 cannot be installed correctly. Install according to Manufacturer's recommendations.
10. Unless shown otherwise, terminate armor plate at slab break point if break is more than 2'-0" from slab edge.
11. See "Plans of Armor Plates".
12. At Fabricator's option, armor plate may extend up to 6" beyond this point for skews through 15°.
13. Align shipping angle perpendicular to joint.



SHOWN WITHOUT 2" OVERLAY AT JOINT LOCATION



SHOWN WITH 2" OVERLAY AT JOINT LOCATION 1

ARMOR JOINT SECTIONS

Showing Armor Joint (Sealed)

FABRICATION NOTES:

Match mark corresponding plate sections and secure together for shipment with shipping angle. Do not use erection bolts.

Ship armor joints in convenient lengths of 10'-0" Min and 24'-0" Max unless necessary for stage 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.

Use groove welds for all shop and field butt splices. Grind smooth areas in contact with seal. Make all necessary field splice joint preparations in the shop.

Paint the entire steel section, except as stated in Note 2, with System II or IV primer in accordance with Item 446 "Field Cleaning and Painting Steel." Provide paints in accordance with Item 446.2. Prepare steel and apply paint in accordance with Items 446.4.7.3 and 446.4.7.4.

Shop drawings for the fabrication of armor joints will not require the Engineer's approval if fabrication is in accordance with the details shown on this standard.

CONSTRUCTION NOTES:

Secure armor joints in position and place to 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 Armor Joint.

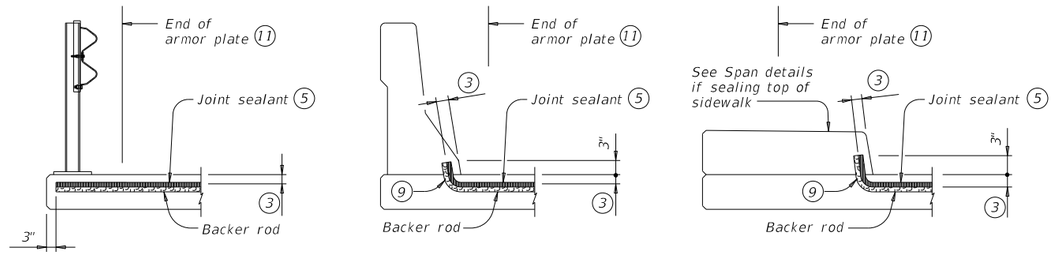
Remove shipping angle immediately after each joint half is secured in place. Grind smooth, and touch up with organic zinc-rich paint.

GENERAL NOTES:

Provide armor joints at locations shown on the plans. Provide the seal when "Armor Joint (Sealed)" is noted on the plans.

These joint details accommodate a joint movement range of 1 ⅜" (¾" opening movement and ⅜" closure movement).

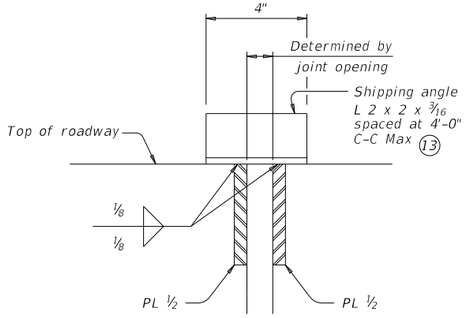
Payment for armor joint, with or without seal, is based on length of armor plate.



AT STEEL POST BRIDGE RAIL | AT CONCRETE BRIDGE RAIL | AT SIDEWALK

JOINT SEALANT TERMINATION DETAILS

Armor joint (sealed) only. Armor plate is not shown for clarity.



SHOWN WITHOUT 2" OVERLAY AT JOINT LOCATION

With overlay similar

SHIPPING ANGLE

An alternate method of securing joint sections may be used if approved by the Bridge Division. Erection bolts are not allowed.

WEIGHTS FOR ONE ARMOR JOINT (2 PLATES)	
WITHOUT OVERLAY	16.10 plf
WITH 2" OVERLAY 1	22.90 plf

Texas Department of Transportation

Bridge Division Standard

ARMOR JOINT DETAILS

AJ

FILE:	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137,ECT.	SH 183
	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		215

DATE: 06/22/2023 10:37:05 PM
FILE: D:\CROSSWALK STANDARDS\MS-AJ-19.dgn

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

This SWP3 has been developed in accordance with TxDOT policy for projects disturbing less than 1 acre of soil, and not part of a larger common plan of development.

This SWP3 is consistent with requirements specified in applicable stormwater plans, and the project's environmental permits, issues, and commitments (EPICs).

1.0 SITE/PROJECT DESCRIPTION

1.1 PROJECT CONTROL SECTION JOB (CSJ):

0094-02-137, ETC

1.2 PROJECT LIMITS:

From: SH 183

To: SH 360/97

1.3 PROJECT COORDINATES:

BEGIN: (Lat)32.838778, (Long)-97.0788361

END: (Lat)32.836589, (Long)-97.030556

1.4 TOTAL PROJECT AREA (Acres):451.23

1.5 TOTAL AREA TO BE DISTURBED (Acres): 0.5

1.6 NATURE OF CONSTRUCTION ACTIVITY:

MILL AND OVERLAY

1.7 MAJOR SOIL TYPES:

Soil Type	Description

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 2.3.)

☒ 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
Bear Creek	Trinity River

* Add (*) for impaired waterbodies with pollutant in ().

1.12 ROLES AND RESPONSIBILITIES: TxDOT

☒ Development of plans and specifications
☒ Perform SWP3 inspections
☒ Maintain SWP3 records and update to reflect daily operations
☐ Other: _____
☐ Other: _____

1.13 ROLES AND RESPONSIBILITIES: CONTRACTOR

☒ Day To Day Operational Control
☒ Maintain schedule of major construction activities
☒ Install, maintain and modify BMPs
☐ Other: _____
☐ Other: _____

STATE OF TEXAS
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101077
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PROFESSIONAL ENGINEER

04/09/2024

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

July 2023 Sheet 1 of 2

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	SEE TITLE SHEET		216
STATE	STATE DIST.	COUNTY	
TEXAS	FTW	TARRANT	
CONT.	SECT.	JOB	HIGHWAY NO.
0094	02	137, ETC.	SH 183

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

2.0 BEST MANAGEMENT PRACTICES (BMPs) AND CONTROLS, INSPECTION, AND MAINTENANCE

The Contractor shall be the responsible party for implementing the BMPs described herein and for complying with the SWP3 for control of erosion and sedimentation during day-to-day operations. The Contractor shall implement changes to this SWP3 approved by TxDOT within the times specified in this SWP3 or the CGP.

2.1 EROSION CONTROL AND SOIL STABILIZATION BMPs:

T / P

- ☐ X Protection of Existing Vegetation
- ☐ ☐ Vegetated Buffer Zones
- ☐ ☐ Soil Retention Blankets
- ☐ ☐ Geotextiles
- ☐ ☐ Mulching/ Hydromulching
- ☐ ☐ Soil Surface Treatments
- ☐ ☐ Temporary Seeding
- ☐ X Permanent Planting, Sodding or Seeding
- X ☐ Biodegradable Erosion Control Logs
- ☐ ☐ Rock Filter Dams/ Rock Check Dams
- ☐ ☐ Vertical Tracking
- ☐ ☐ Interceptor Swale
- ☐ ☐ Riprap
- ☐ ☐ Diversion Dike
- ☐ ☐ Temporary Pipe Slope Drain
- ☐ ☐ Embankment for Erosion Control
- ☐ ☐ Paved Flumes
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____

2.2 SEDIMENT CONTROL BMPs:

T / P

- X ☐ Biodegradable Erosion Control Logs
- ☐ ☐ Dewatering Controls
- ☐ ☐ Inlet Protection
- ☐ ☐ Rock Filter Dams/ Rock Check Dams
- ☐ ☐ Sandbag Berms
- ☐ ☐ Sediment Control Fence
- ☐ ☐ Stabilized Construction Exit
- ☐ ☐ Floating Turbidity Barrier
- ☐ ☐ Vegetated Buffer Zones
- ☐ ☐ Vegetated Filter Strips
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____

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

2.3 PERMANENT CONTROLS:

(Coordinate post-construction BMPs with appropriate TxDOT maintenance sections.)

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To

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

2.4 OFFSITE VEHICLE TRACKING CONTROLS:

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

2.5 POLLUTION PREVENTION MEASURES:

- ☐ Chemical Management
- X Concrete and Materials Waste Management
- X Debris and Trash Management
- X Dust Control
- ☐ Sanitary Facilities
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

2.6 VEGETATED BUFFER ZONES:

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

Type	Stationing	
	From	To

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

2.7 ALLOWABLE NON-STORMWATER DISCHARGES:

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

2.8 DEWATERING:

2.9 INSPECTIONS:

All disturbed areas and erosion and sediment control devices shall be inspected at least once every seven (7) days. Inspections shall be performed by TxDOT as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3 .

2.10 MAINTENANCE:

Control measures shall be properly installed according to specifications. If it is determined that a BMP or control measure is not operating effectively, maintenance must be accomplished as soon as possible and before the next anticipated rain event, but in no case later than 7 calendar days after being able to access the site. Maintenance shall be performed by the Contractor as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3.

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STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

July 2023 Sheet 2 of 2

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	SEE TITLE SHEET		217
STATE	STATE DIST.	COUNTY	
TEXAS	FTW	TARRANT	
CONT.	SECT.	JOB	HIGHWAY NO.
0094	02	137, ETC.	SH 183

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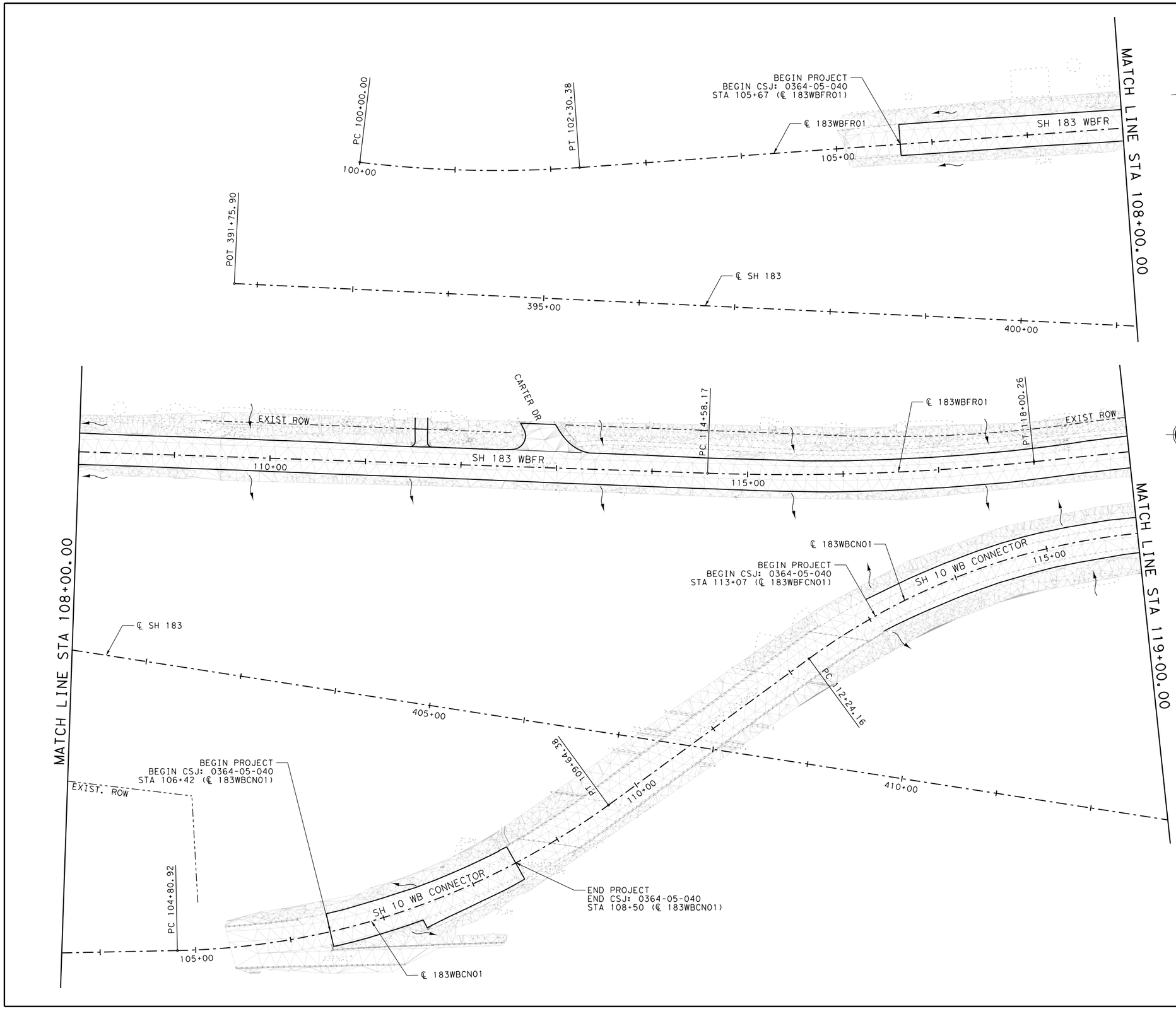

LEGEND

SCF	TEMPORARY SEDIMENT CONTROL FENCE
	8" DIAMETER EROSION CONROL LOG
	12" DIAMETER EROSION CONROL LOG
	SEEDING
	DRAINAGE FLOW ARROW

NOTES:

1. REFER TO SW3P STANDARD SHEETS FOR DETAILS.
2. INSTALLED MEASURES SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED THROUGHOUT DURATION OF PROJECT OR AS DIRECTED BY THE ENGINEER.
3. SW3P MEASURES ARE SHOWN ARE MINIMUM REQUIRMENTS BASED UPON PROJECT DESIGN. INSTALLATION OF SW3P MEASURES WILL BE AS SHOWN AND MODIFIED TO ACCOMMODATE ACTUAL FIELD CONDITIONS.
4. CONSTRUCTION EXITS TO BE LOCATED IN THE FIELD AND APPROVED BY THE ENGINEER. THE SIZE OF THE CONSTRUCTION EXIT WILL BE 75 SY (50'X14') REFER TO STANDARD EC(3) FOR DETAILS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
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LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

183WBFR01
BEGIN TO STA 119+00

SHEET 1 OF 2

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	218
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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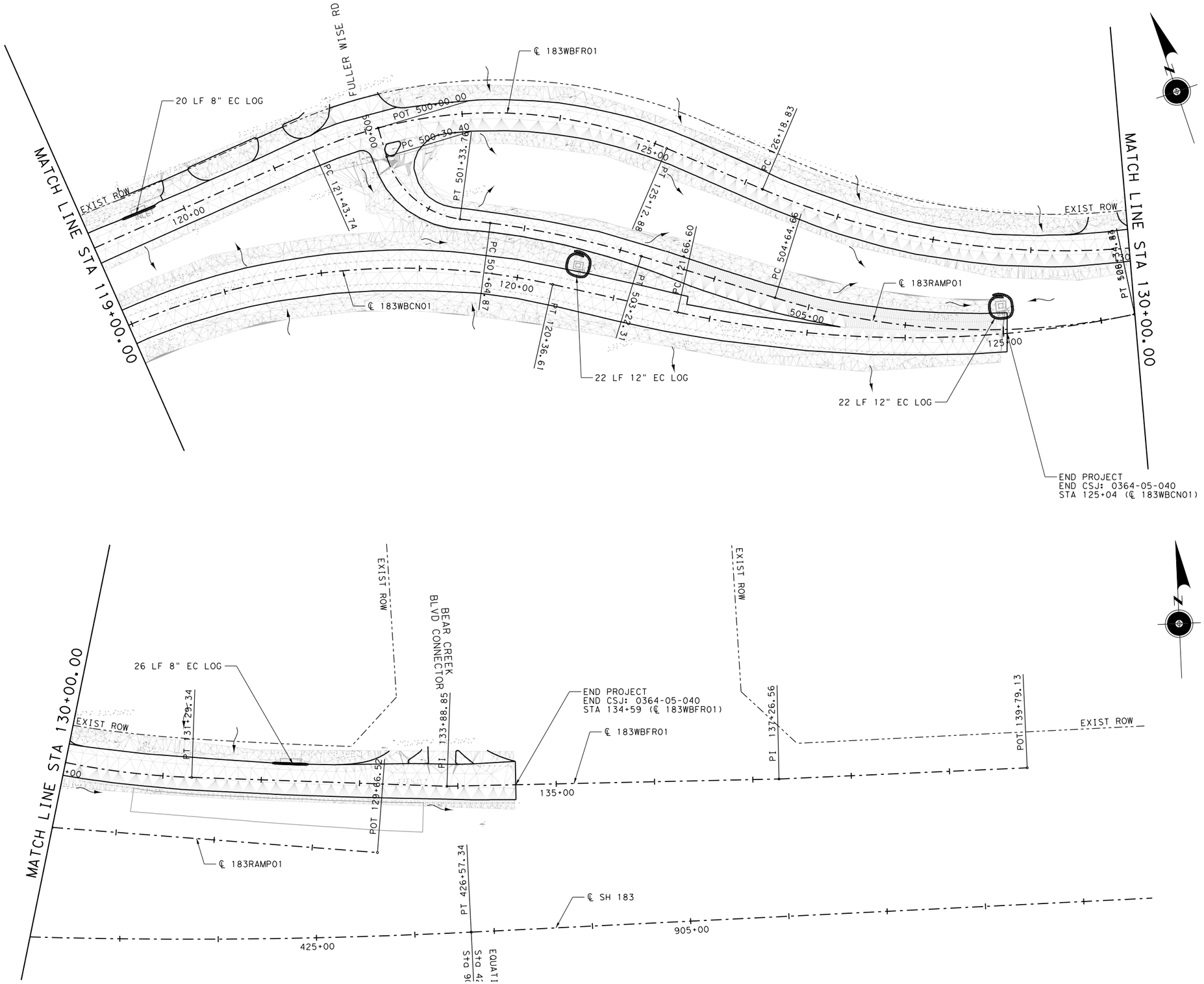

LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

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0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
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TBPE Registration No. 15685

SH 183
SW3P LAYOUTS

183WBFR01
STA 119+00 TO END

SHEET 2 OF 2

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	219
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SSA				

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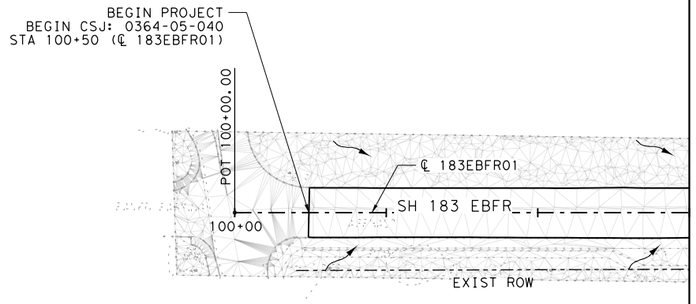

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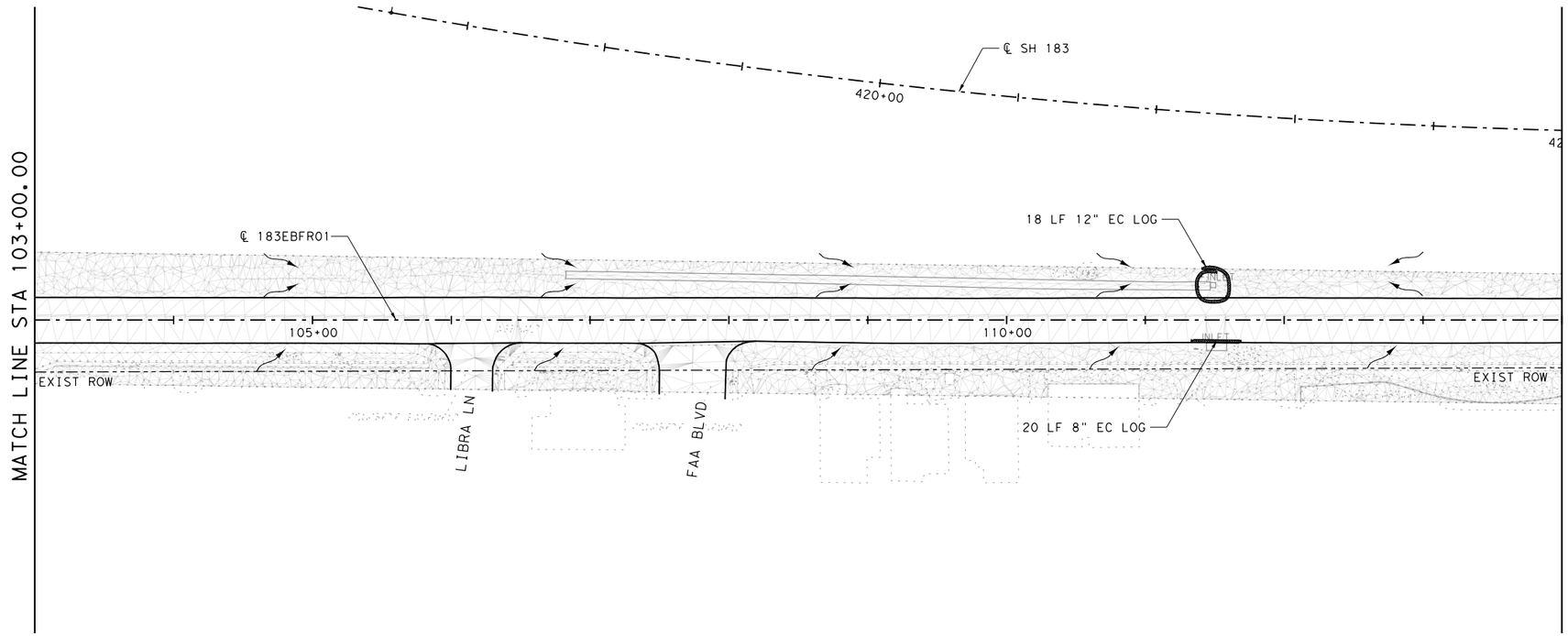

MATCH LINE STA 114+00.00

LEGEND

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SH 183
SW3P LAYOUTS

183EBFR01
BEGIN TO STA 114+00

SHEET 1 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	220
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
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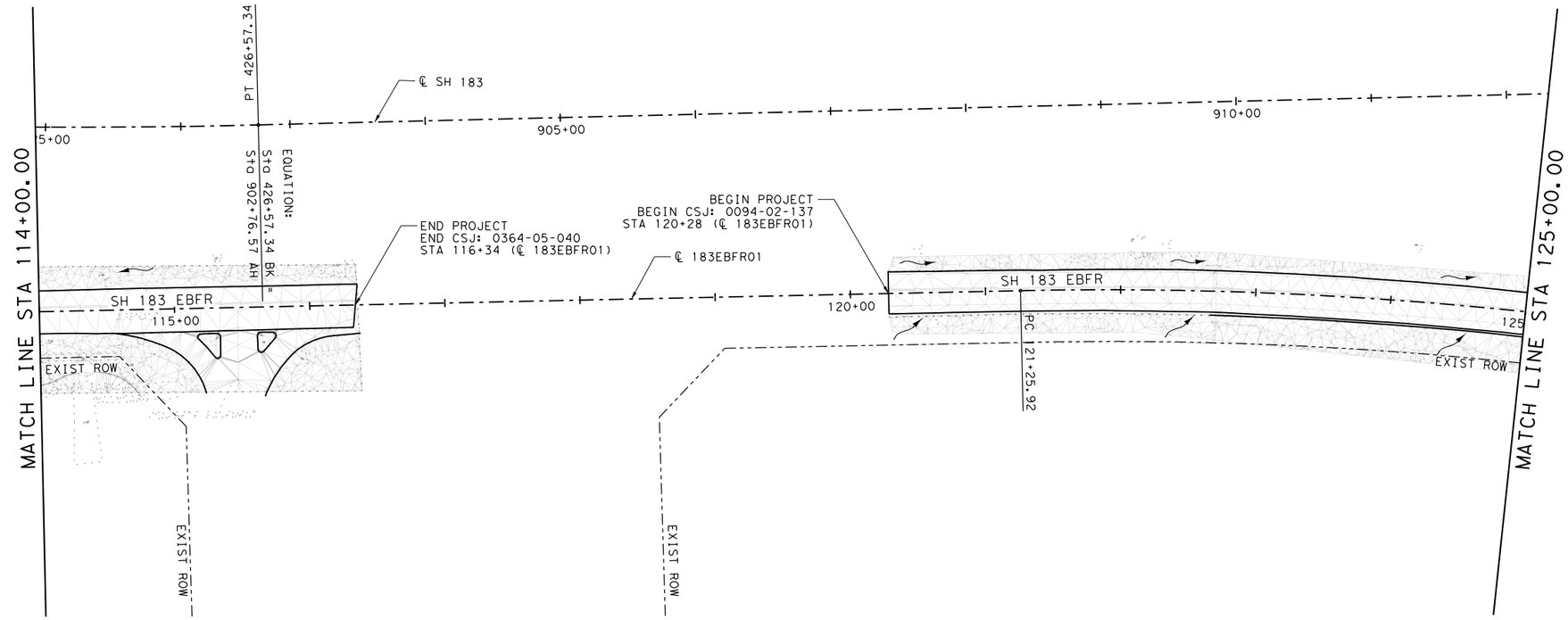

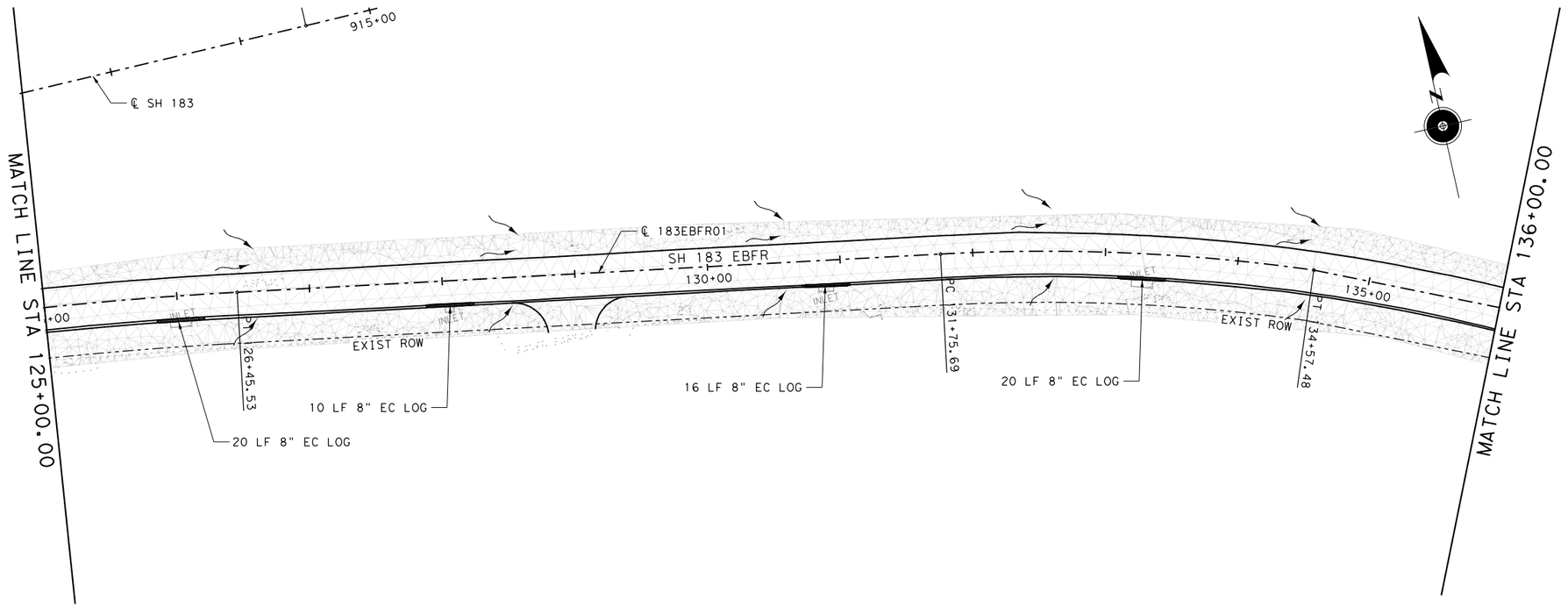

LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

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   REFER TO STANDARD EC(3) FOR DETAILS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
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04/09/2024

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SH 183
SW3P LAYOUTS

183EBFR01
114+00 TO STA 136+00

SHEET 2 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	221
CHECKED BY	CONTROL	SECTION	JOB	
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SSA				

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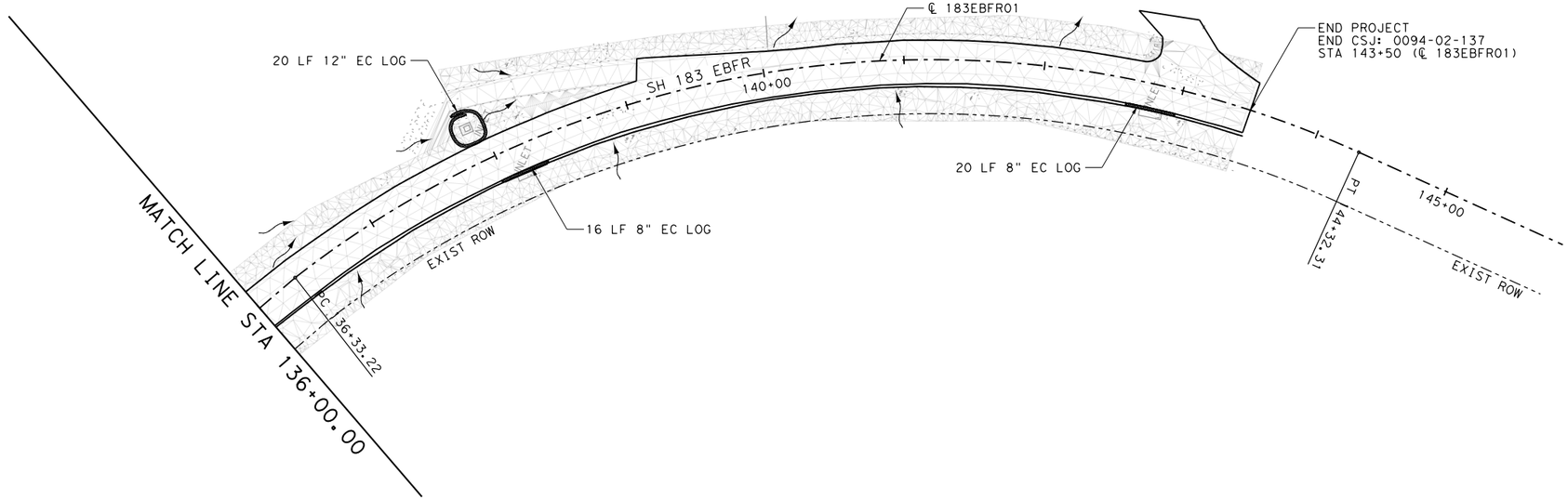

LEGEND

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SCALE IN FEET

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101077
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SH 183
SW3P LAYOUTS

183EBFR01
STA 136+00 TO END

SHEET 3 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	222
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SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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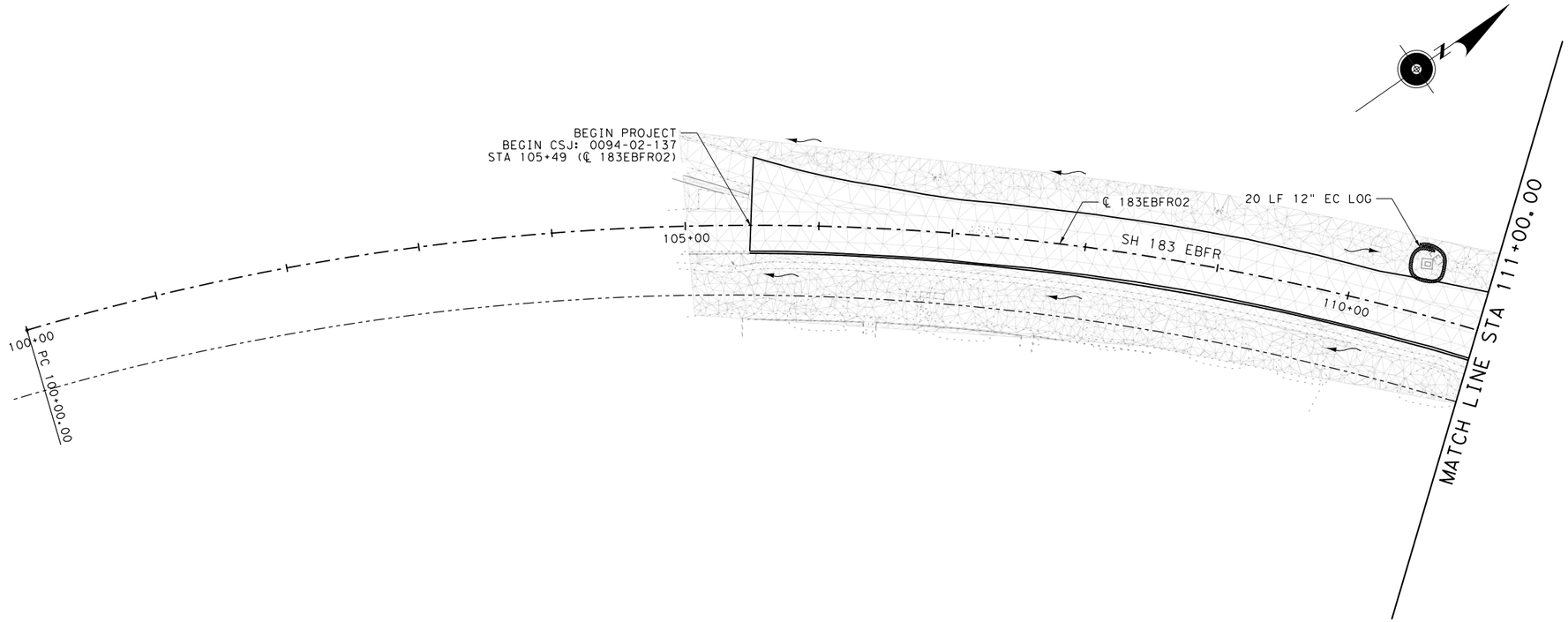

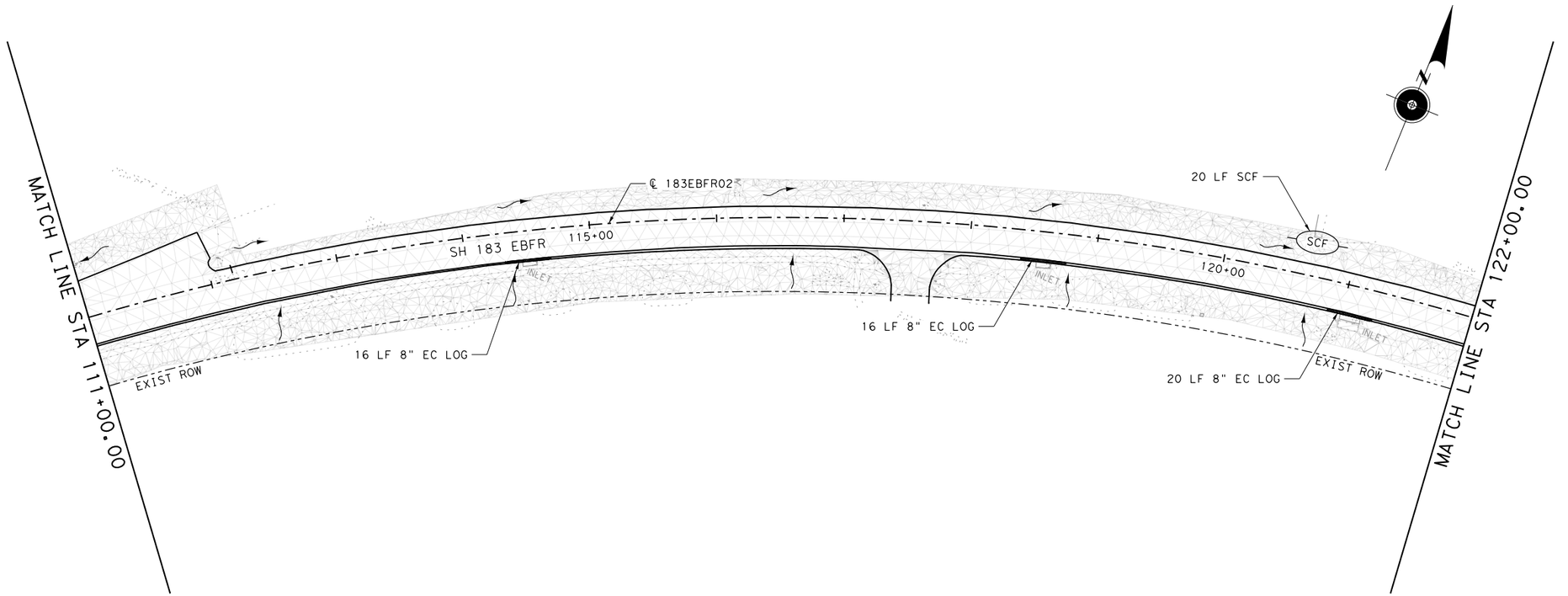

LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

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0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
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LICENSED PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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SH 183
SW3P LAYOUTS

183EBFR02
BEGIN TO STA 122+00

SHEET 1 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	223
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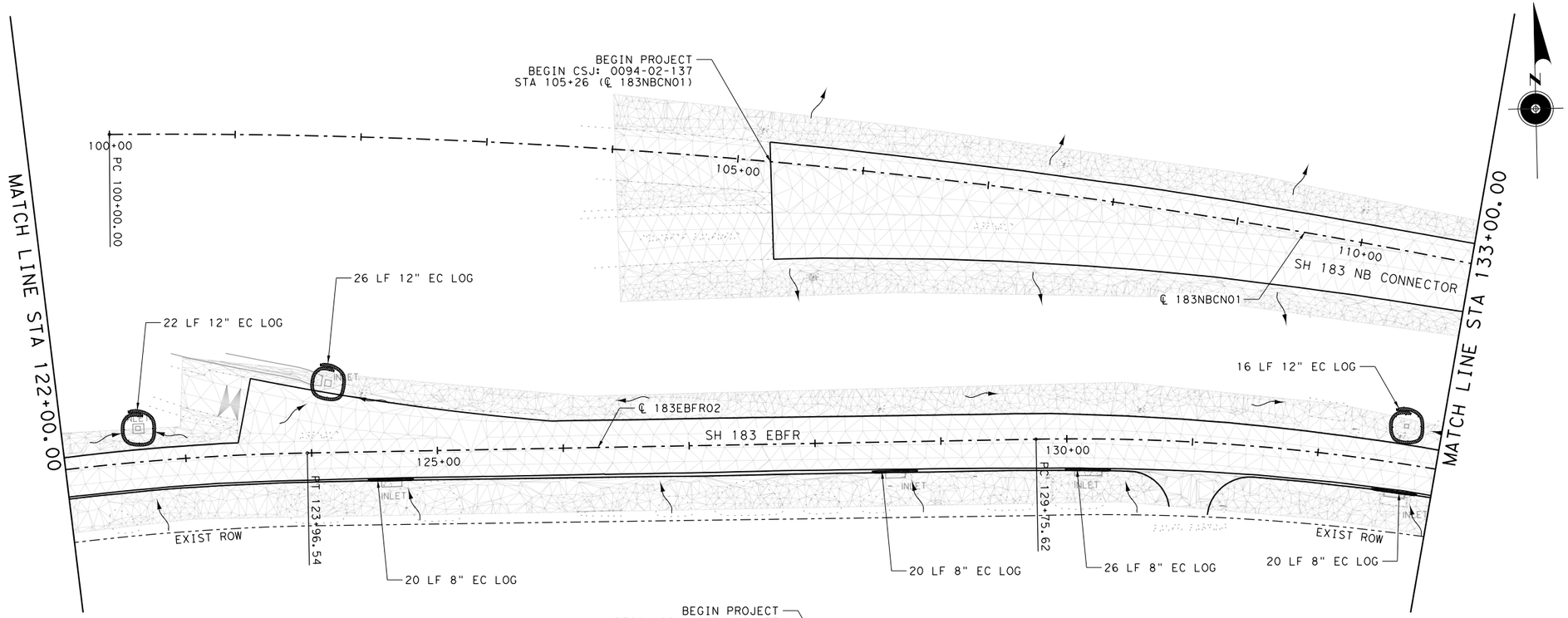
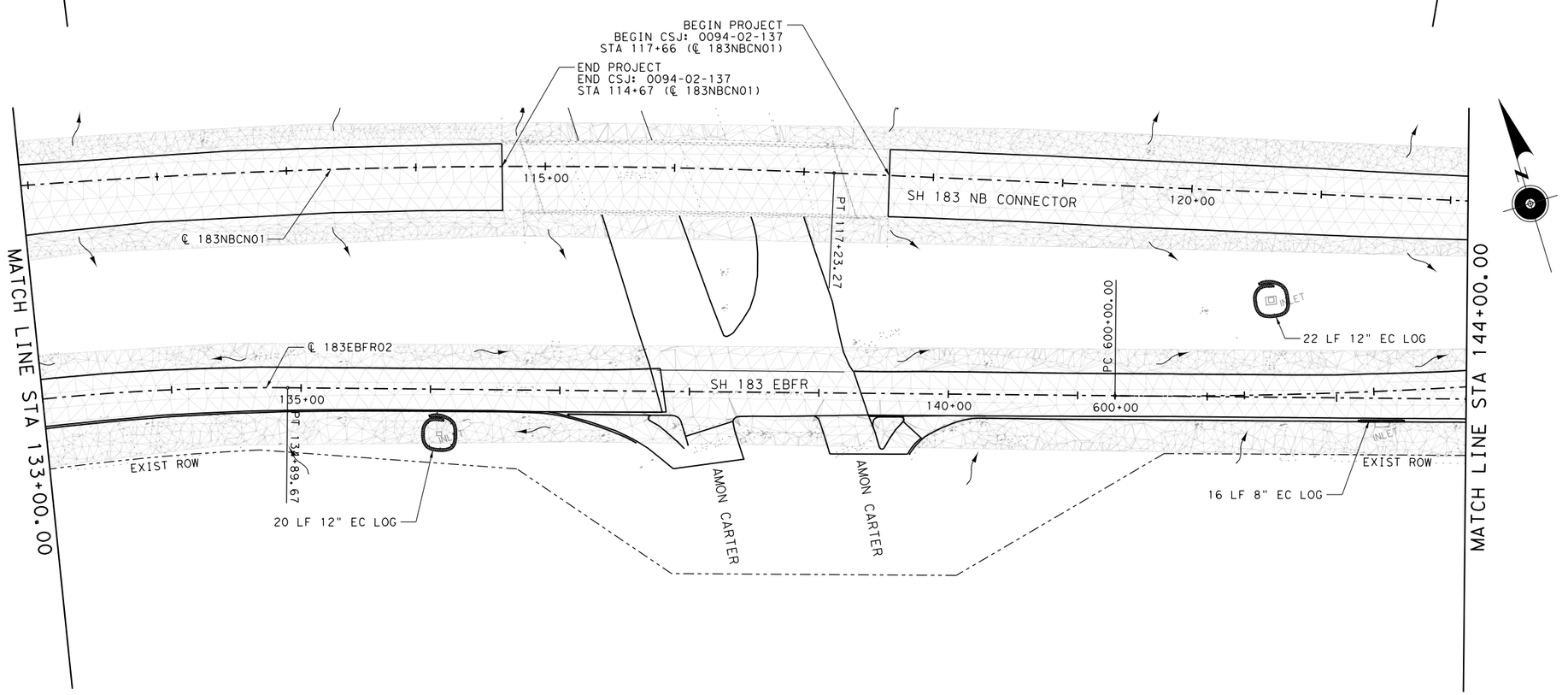
VERIFIED BY				
SSA				

100% SUBMITTAL





LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

1. REFER TO SW3P STANDARD SHEETS FOR DETAILS.
2. INSTALLED MEASURES SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED THROUGHOUT DURATION OF PROJECT OR AS DIRECTED BY THE ENGINEER.
3. SW3P MEASURES ARE SHOWN ARE MINIMUM REQUIRMENTS BASED UPON PROJECT DESIGN. INSTALLATION OF SW3P MEASURES WILL BE AS SHOWN AND MODIFIED TO ACCOMMODATE ACTUAL FIELD CONDITIONS.
4. CONSTRUCTION EXITS TO BE LOCATED IN THE FIELD AND APPROVED BY THE ENGINEER. THE SIZE OF THE CONSTRUCTION EXIT WILL BE 75 SY (50'X14') REFER TO STANDARD EC(3) FOR DETAILS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No, F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N. Loop 1604 W., Ste, 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

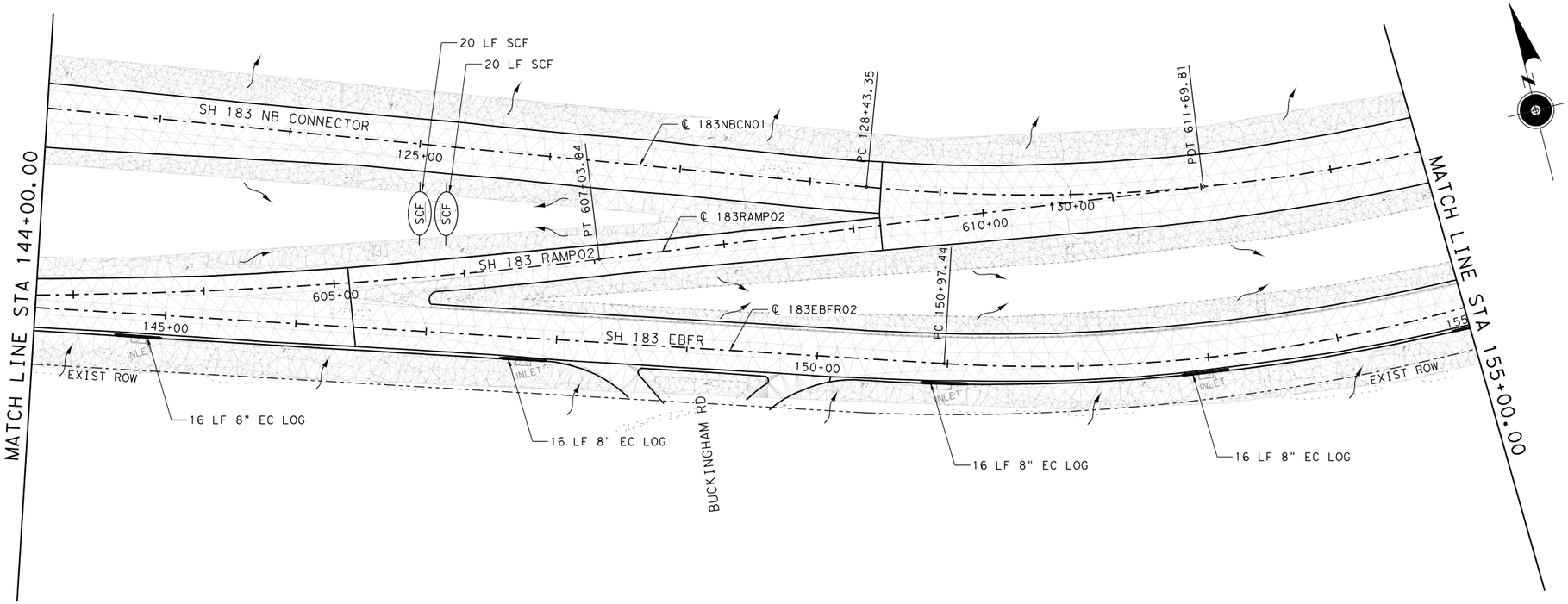
183EBFR02
STA 122+00 TO STA 144+00

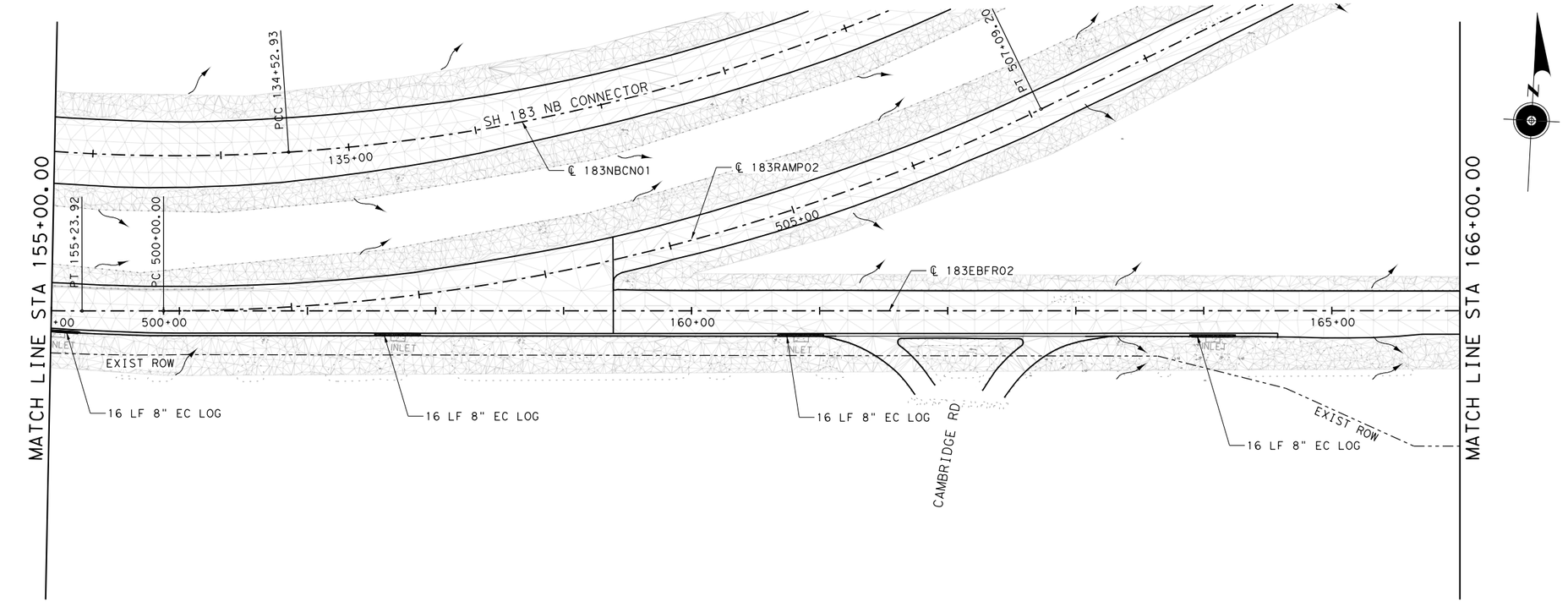
SHEET 2 OF 5

DESIGNED BY	FED.RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	224
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:rortiz
FILE:...\SW3P LAYOUTS\183PL_007.dgn
DATE:4/9/2024 TIME:1:38:50 PM

100% SUBMITTAL





LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

1. REFER TO SW3P STANDARD SHEETS FOR DETAILS.
2. INSTALLED MEASURES SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED THROUGHOUT DURATION OF PROJECT OR AS DIRECTED BY THE ENGINEER.
3. SW3P MEASURES ARE SHOWN ARE MINIMUM REQUIRMENTS BASED UPON PROJECT DESIGN. INSTALLATION OF SW3P MEASURES WILL BE AS SHOWN AND MODIFIED TO ACCOMMODATE ACTUAL FIELD CONDITIONS.
4. CONSTRUCTION EXITS TO BE LOCATED IN THE FIELD AND APPROVED BY THE ENGINEER. THE SIZE OF THE CONSTRUCTION EXIT WILL BE 75 SY (50'X14')
REFER TO STANDARD EC(3) FOR DETAILS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

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4630 N. Loop 1604 W., Ste. 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

183EBFR02
STA 144+00 TO STA 166+00

SHEET 3 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	225
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
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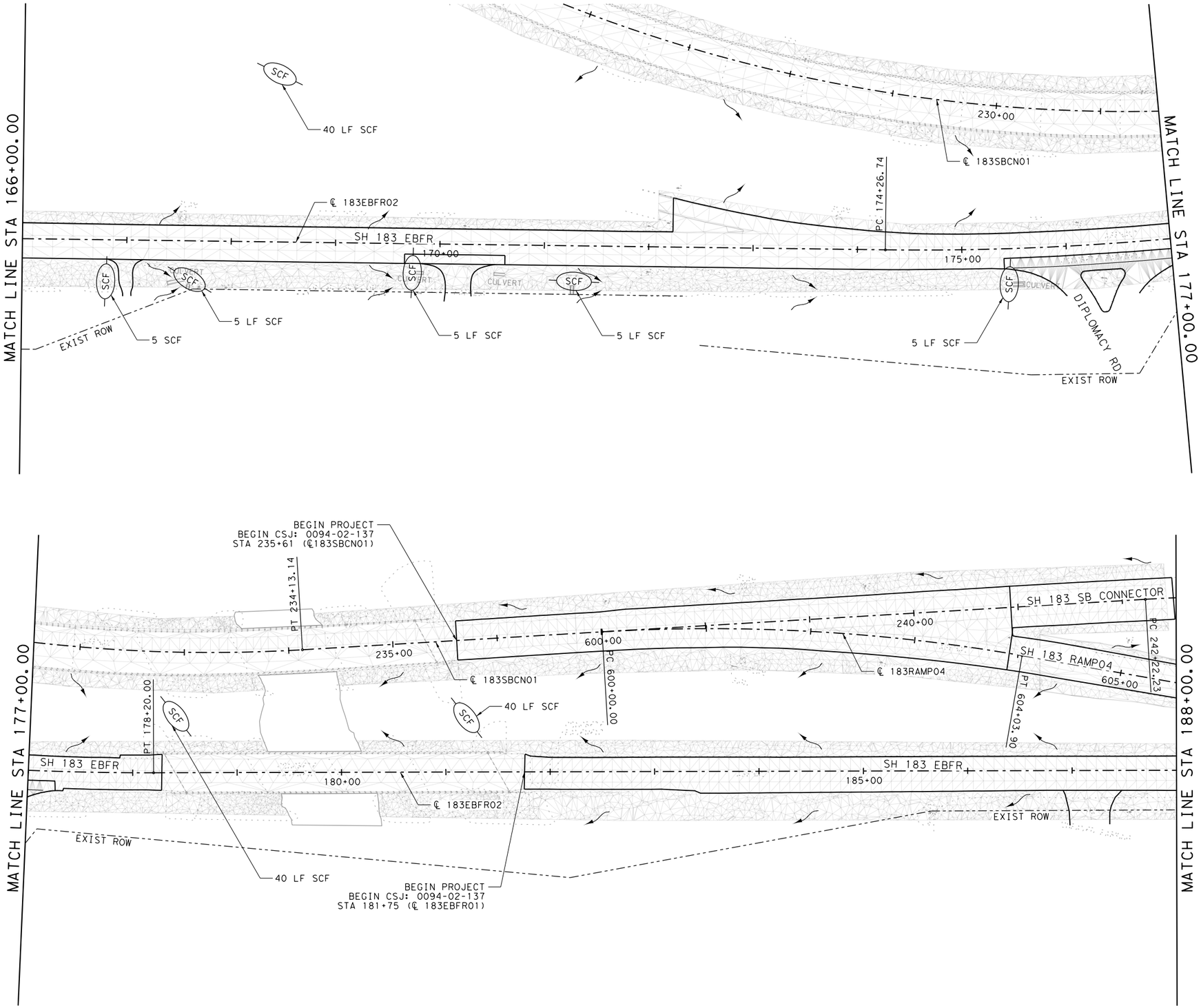

LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

1. REFER TO SW3P STANDARD SHEETS FOR DETAILS.
2. INSTALLED MEASURES SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED THROUGHOUT DURATION OF PROJECT OR AS DIRECTED BY THE ENGINEER.
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0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
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TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

183EBFR02
STA 166+00 TO STA 188+00

SHEET 4 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	226
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
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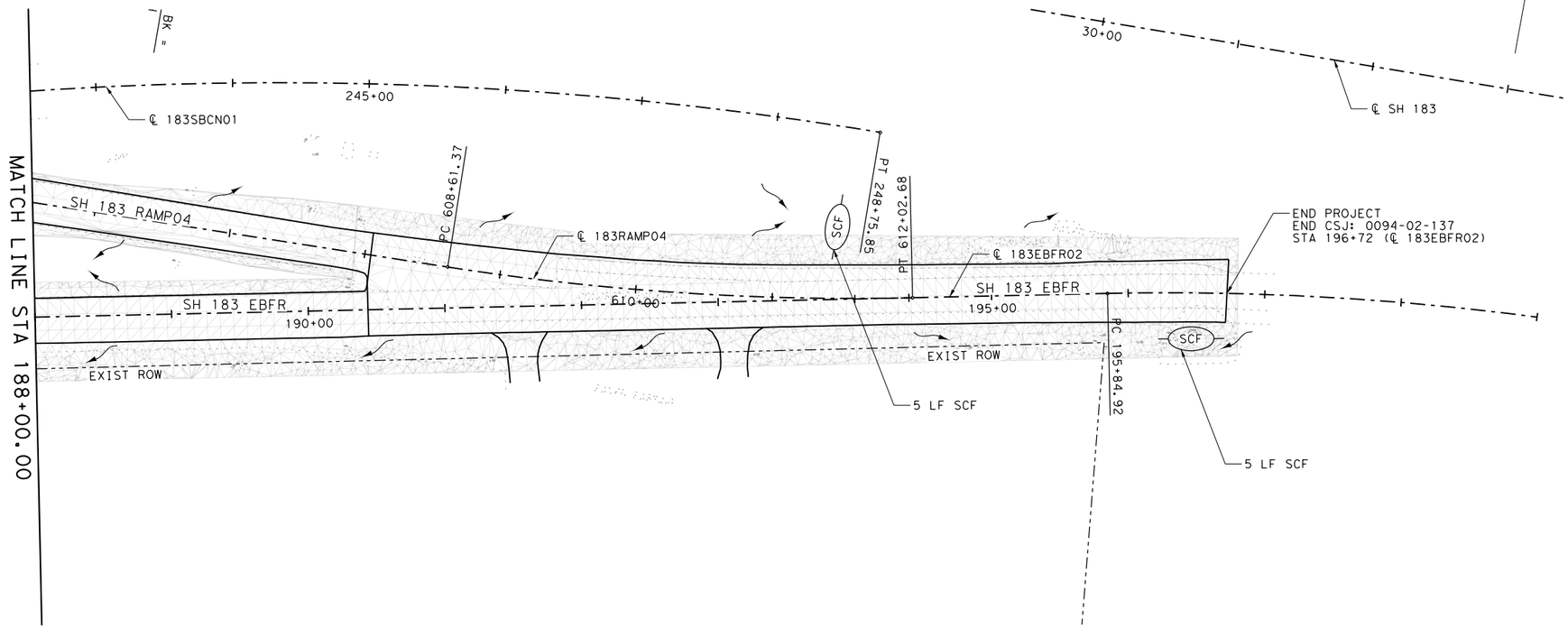
100% SUBMITTAL



LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

1. REFER TO SW3P STANDARD SHEETS FOR DETAILS.
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0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
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PROFESSIONAL ENGINEER

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San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

183EBFR02
STA 188+00 TO END

SHEET 5 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	227
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:rortiz
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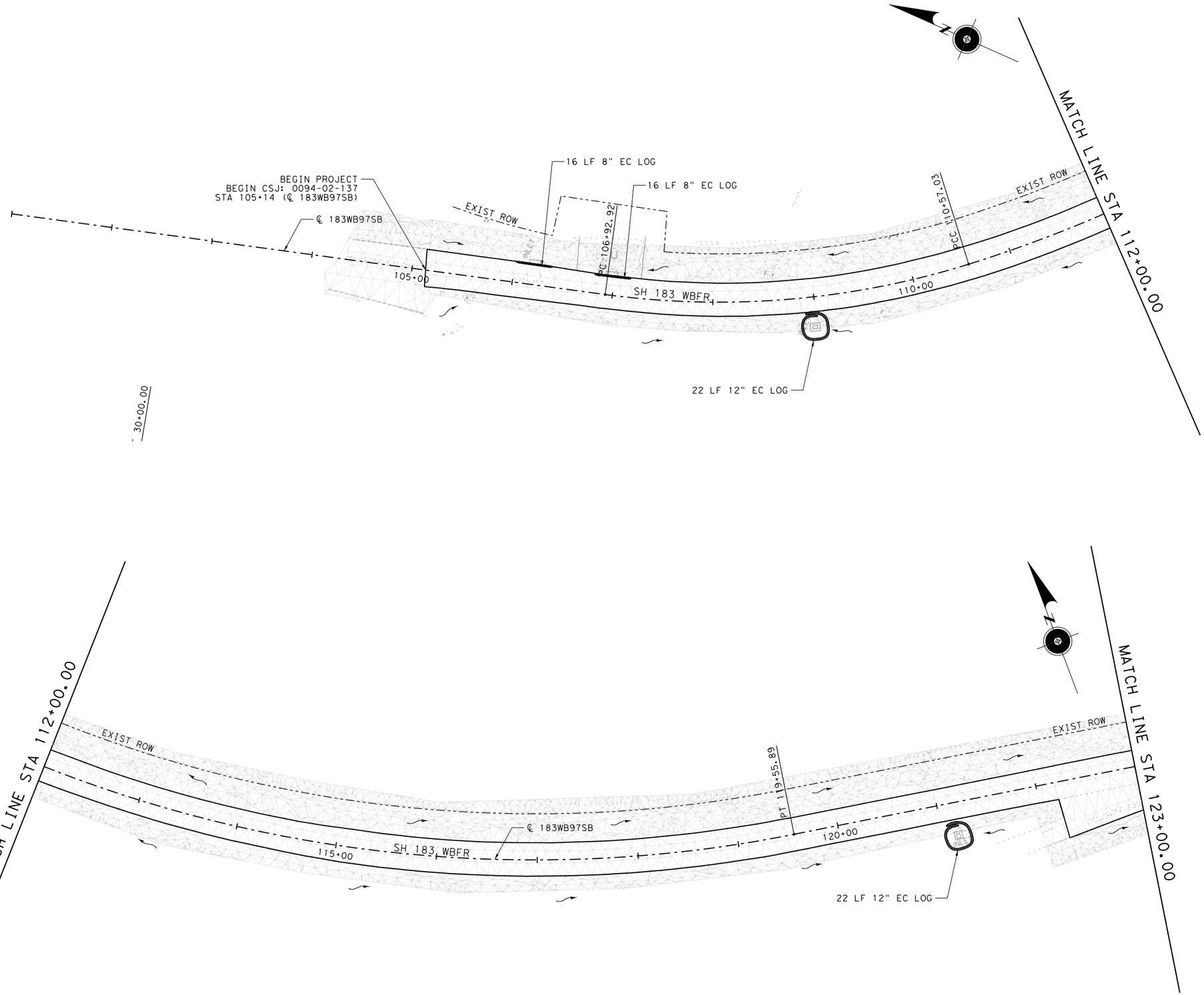
100% SUBMITTAL



LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

1. REFER TO SW3P STANDARD SHEETS FOR DETAILS.
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0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
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LICENSED PROFESSIONAL ENGINEER
04/09/2024

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4630 N, Loop 1604 W., Ste, 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

183WB97SB
BEGIN TO STA 123+00

SHEET 1 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	228
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
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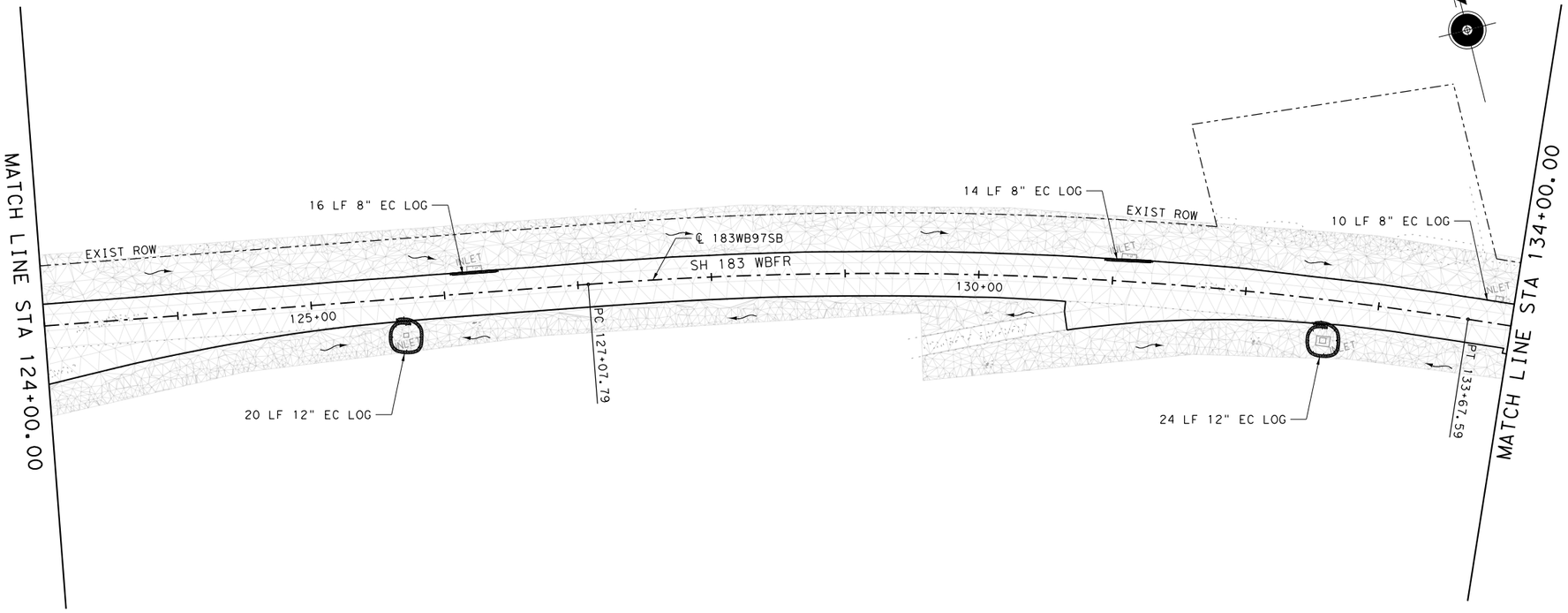
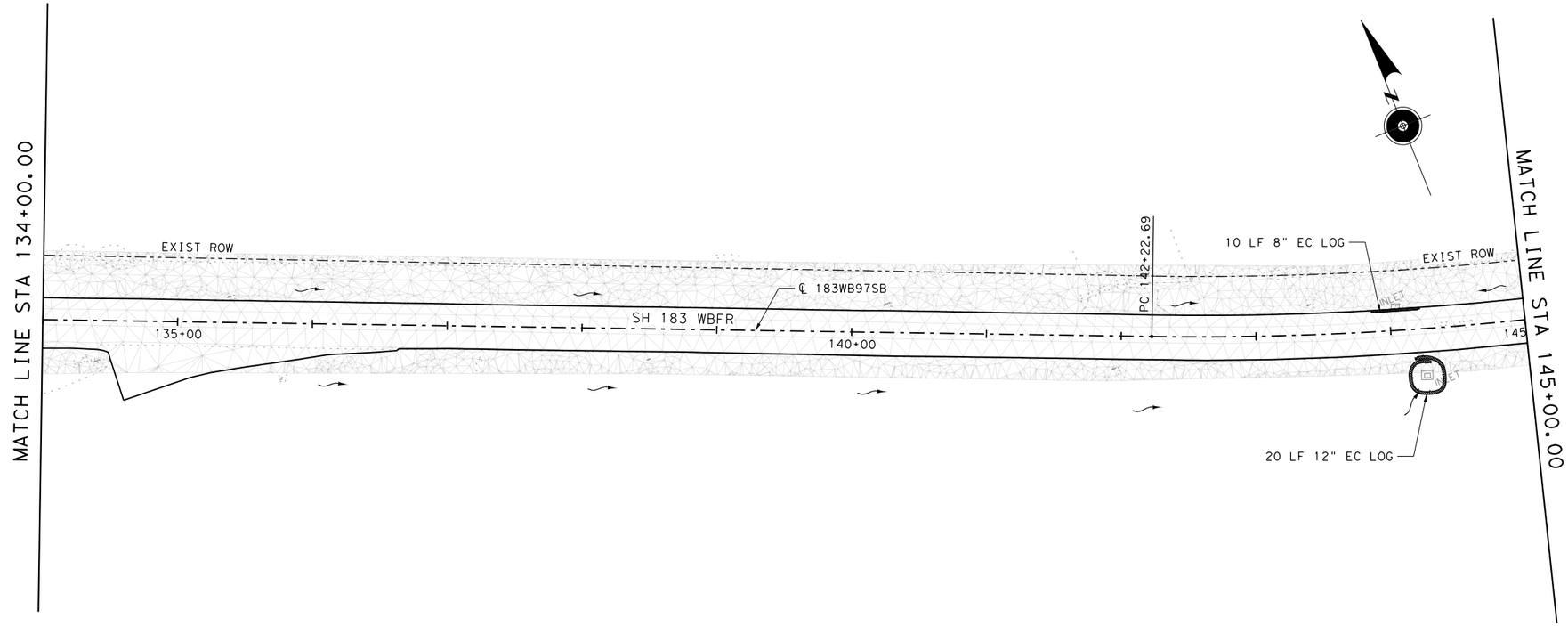
100% SUBMITTAL





LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

1. REFER TO SW3P STANDARD SHEETS FOR DETAILS.
2. INSTALLED MEASURES SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED THROUGHOUT DURATION OF PROJECT OR AS DIRECTED BY THE ENGINEER.
3. SW3P MEASURES ARE SHOWN ARE MINIMUM REQUIRMENTS BASED UPON PROJECT DESIGN. INSTALLATION OF SW3P MEASURES WILL BE AS SHOWN AND MODIFIED TO ACCOMMODATE ACTUAL FIELD CONDITIONS.
4. CONSTRUCTION EXITS TO BE LOCATED IN THE FIELD AND APPROVED BY THE ENGINEER. THE SIZE OF THE CONSTRUCTION EXIT WILL BE 75 SY (50'X14') REFER TO STANDARD EC(3) FOR DETAILS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
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Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No, F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N, Loop 1604 W., Ste, 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

183WB97SB
STA 123+00 TO STA 145+00

SHEET 2 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	229
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE: 1:100
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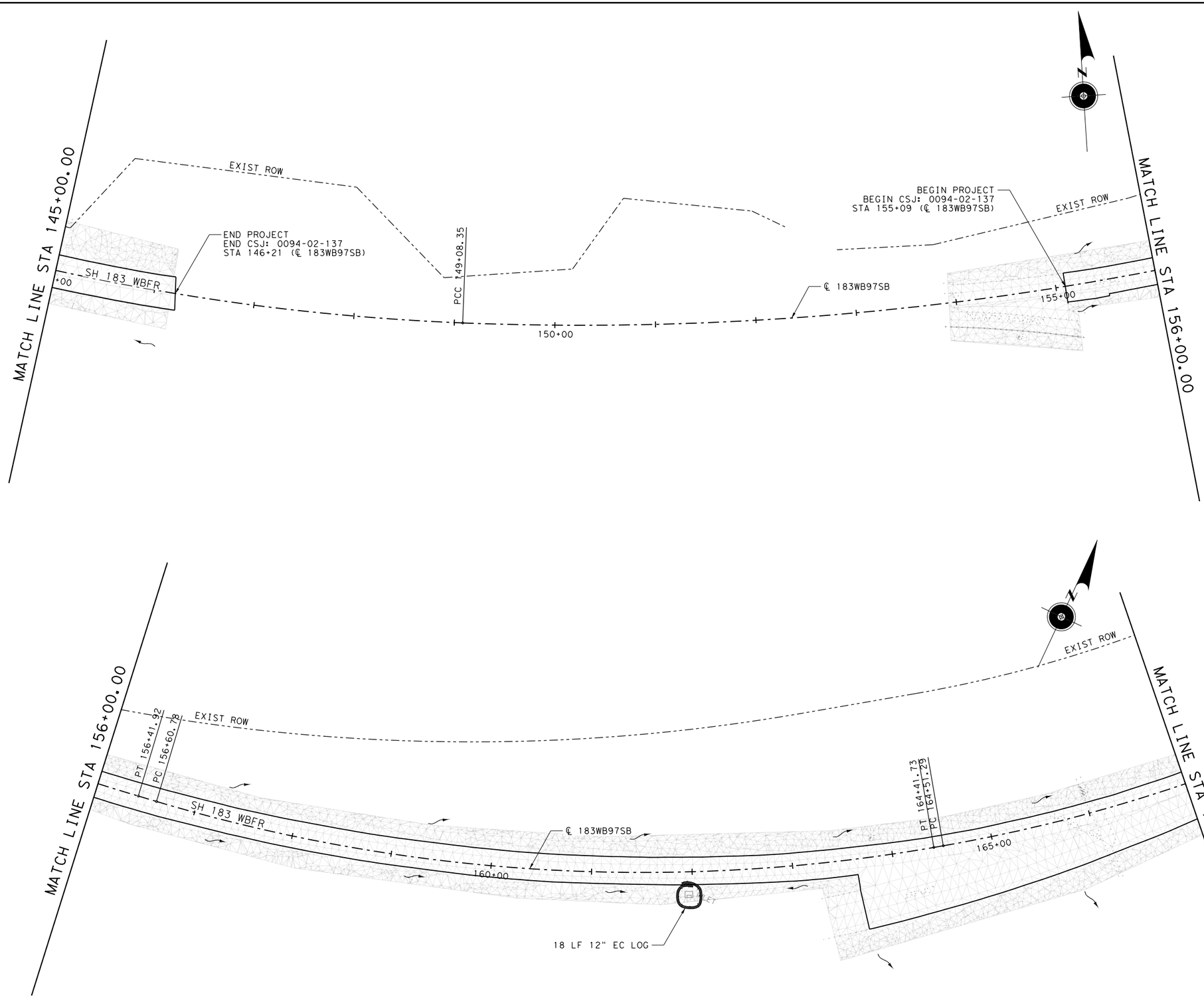
100% SUBMITTAL



LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

1. REFER TO SW3P STANDARD SHEETS FOR DETAILS.
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0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
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LICENSED PROFESSIONAL ENGINEER

04/09/2024

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San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

183WB97SB
STA 145+00 TO STA 167+00

SHEET 3 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	230
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
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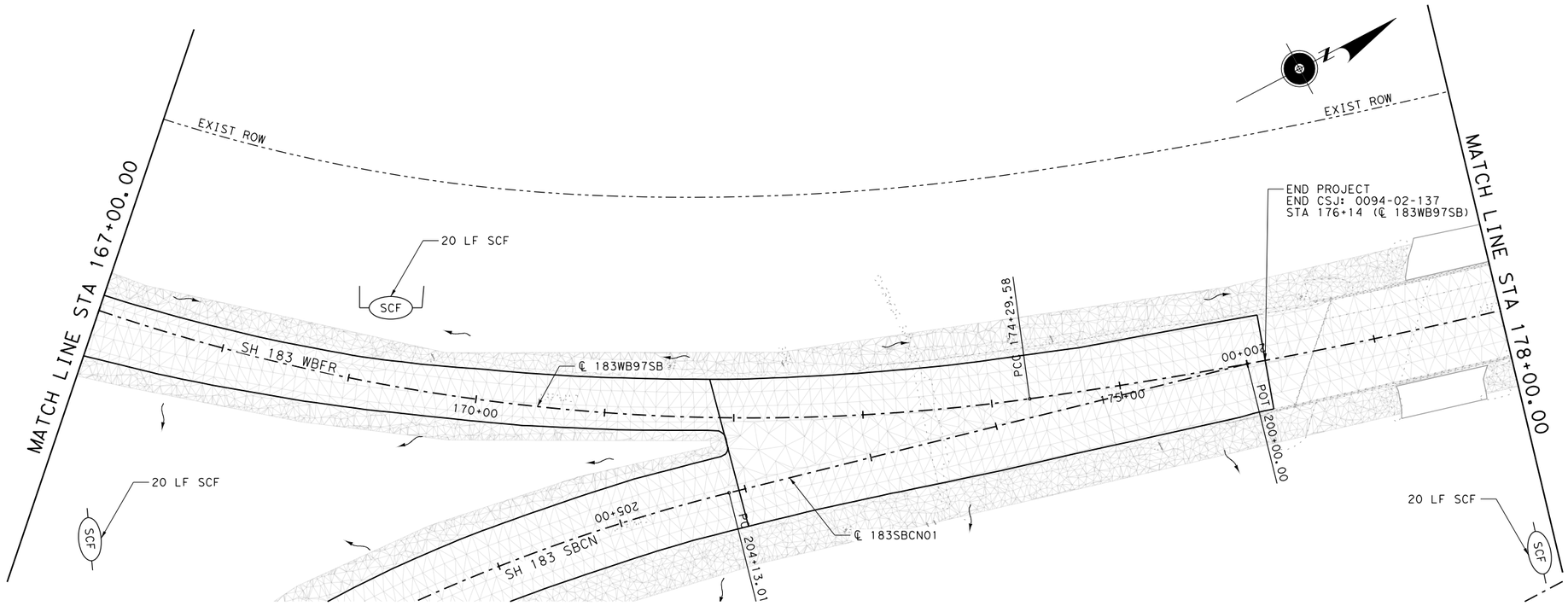

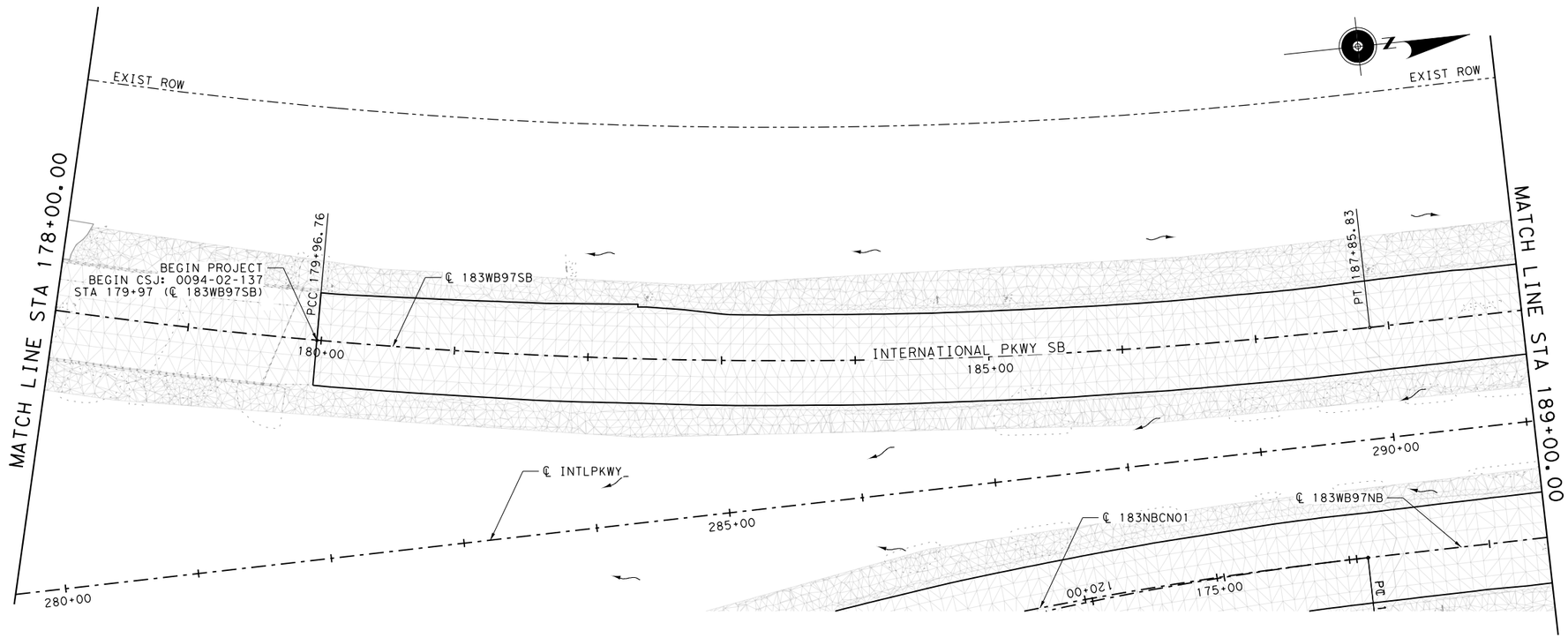

LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

1. REFER TO SW3P STANDARD SHEETS FOR DETAILS.
2. INSTALLED MEASURES SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED THROUGHOUT DURATION OF PROJECT OR AS DIRECTED BY THE ENGINEER.
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0' 50' 100'
SCALE IN FEET

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:100
USER: rortiz

FILE:...\SW3P LAYOUTS\183PL_014.dgn
DATE: 4/9/2024 TIME: 1:40:28 PM

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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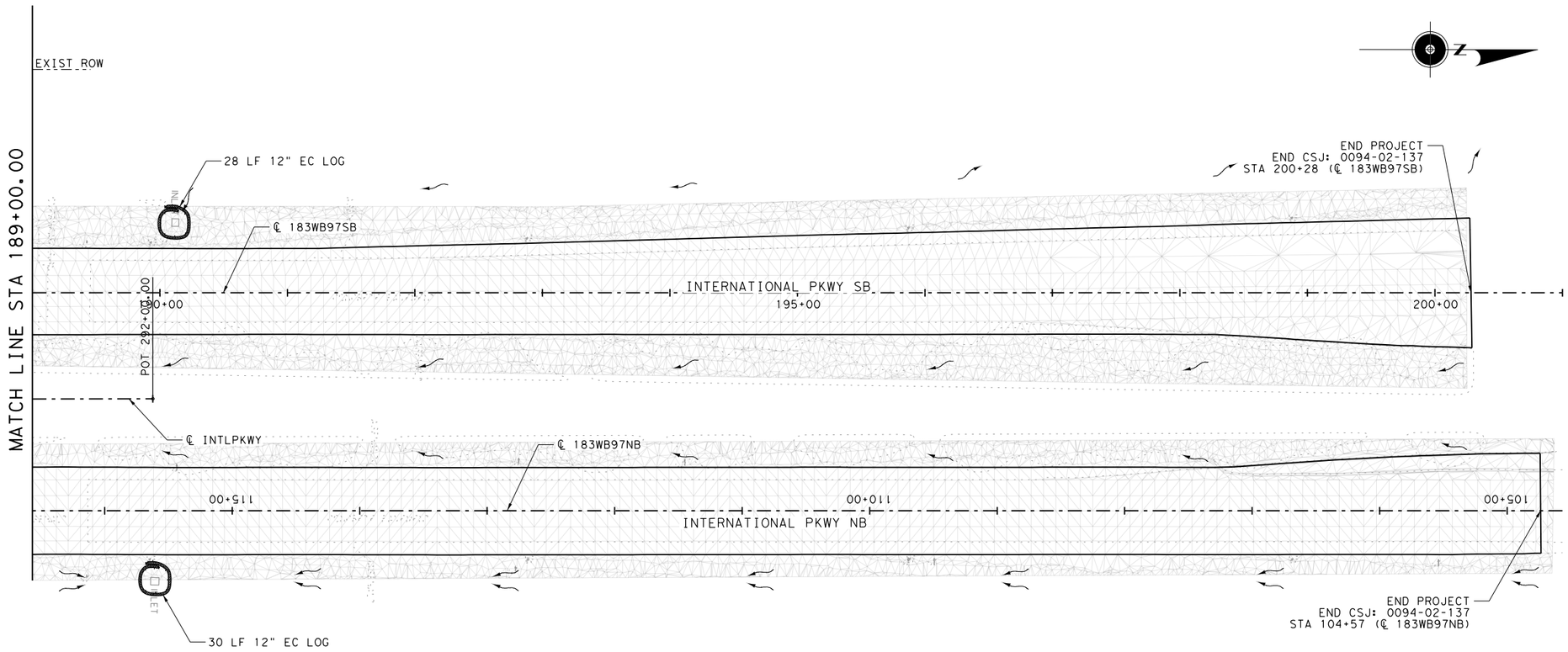
TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

183WB97SB
STA 167+00 TO STA 189+00

SHEET 4 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	231
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				



LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

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0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
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San Antonio, TX 78249
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TBPE Registration No, 15685

SH 183

SW3P LAYOUTS

183WB97SB

STA 189+00 TO END

SHEET 5 OF 5

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	232
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

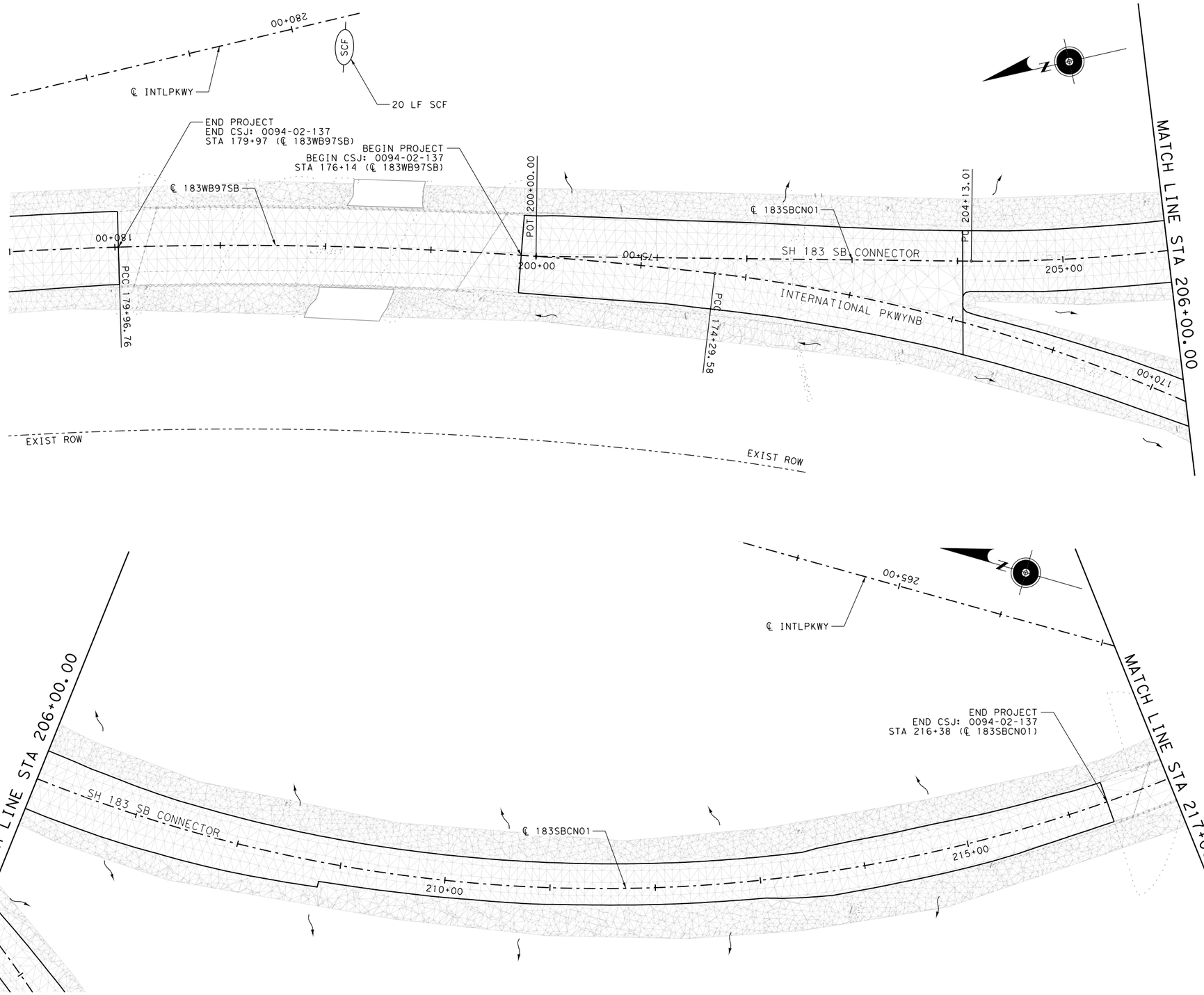
100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt<fg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:rortiz

FILE:...\SW3P LAYOUTS\183PL_015.dgn
DATE:4/9/2024 TIME:1:40:43 PM

100% SUBMITTAL



LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

1. REFER TO SW3P STANDARD SHEETS FOR DETAILS.
2. INSTALLED MEASURES SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED THROUGHOUT DURATION OF PROJECT OR AS DIRECTED BY THE ENGINEER.
3. SW3P MEASURES ARE SHOWN ARE MINIMUM REQUIRMENTS BASED UPON PROJECT DESIGN. INSTALLATION OF SW3P MEASURES WILL BE AS SHOWN AND MODIFIED TO ACCOMMODATE ACTUAL FIELD CONDITIONS.
4. CONSTRUCTION EXITS TO BE LOCATED IN THE FIELD AND APPROVED BY THE ENGINEER. THE SIZE OF THE CONSTRUCTION EXIT WILL BE 75 SY (50'X14') REFER TO STANDARD EC(3) FOR DETAILS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No, F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N, Loop 1604 W., Ste, 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

183SBCN01
BEGIN TO STA 217+00

SHEET 1 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	233
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
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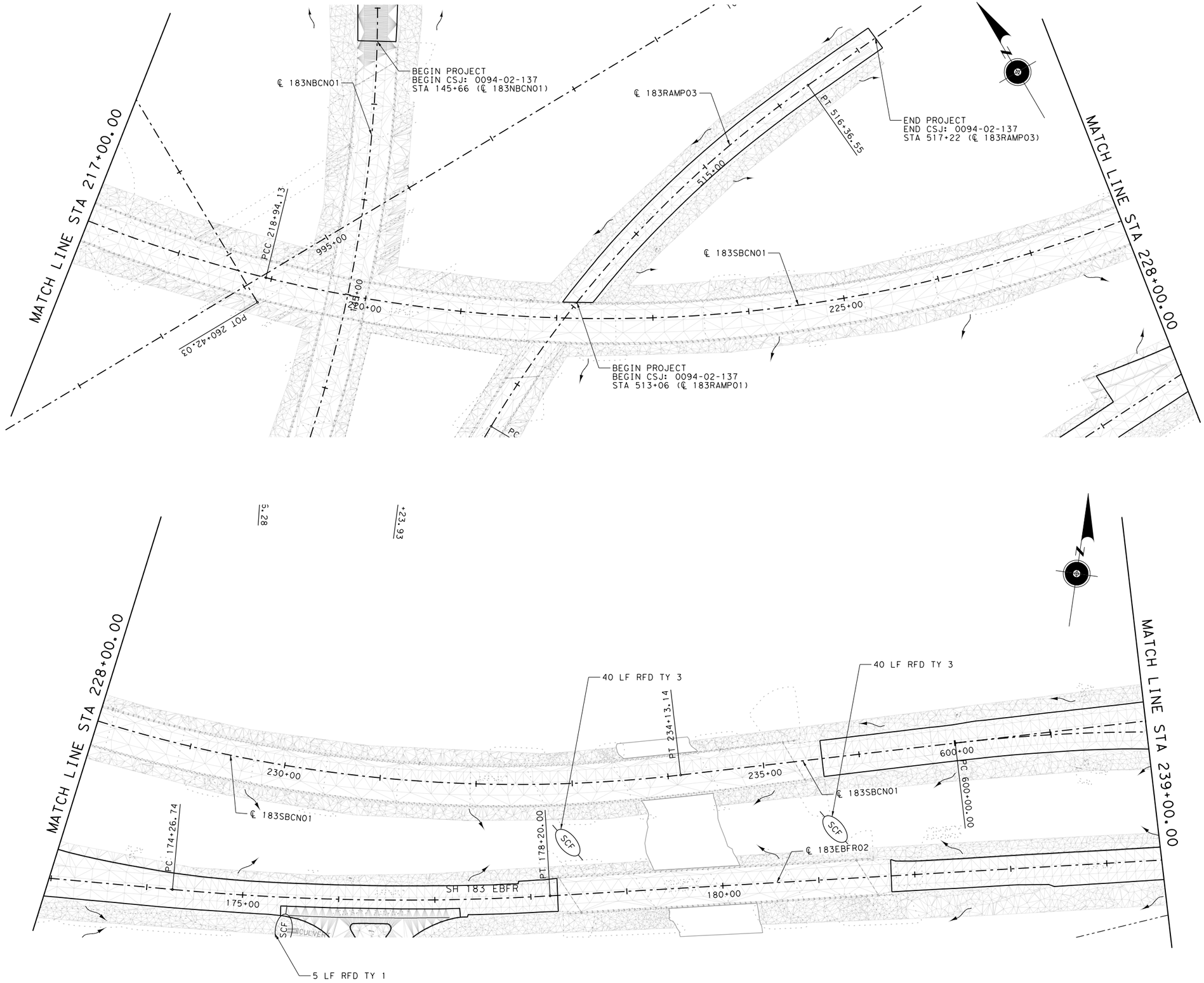
USER:rortiz
FILE:...\SW3P LAYOUTS\183PL_016.dgn
DATE:4/9/2024 TIME:1:40:58 PM



LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
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- DRAINAGE FLOW ARROW

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STATE OF TEXAS
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San Antonio, TX 78249
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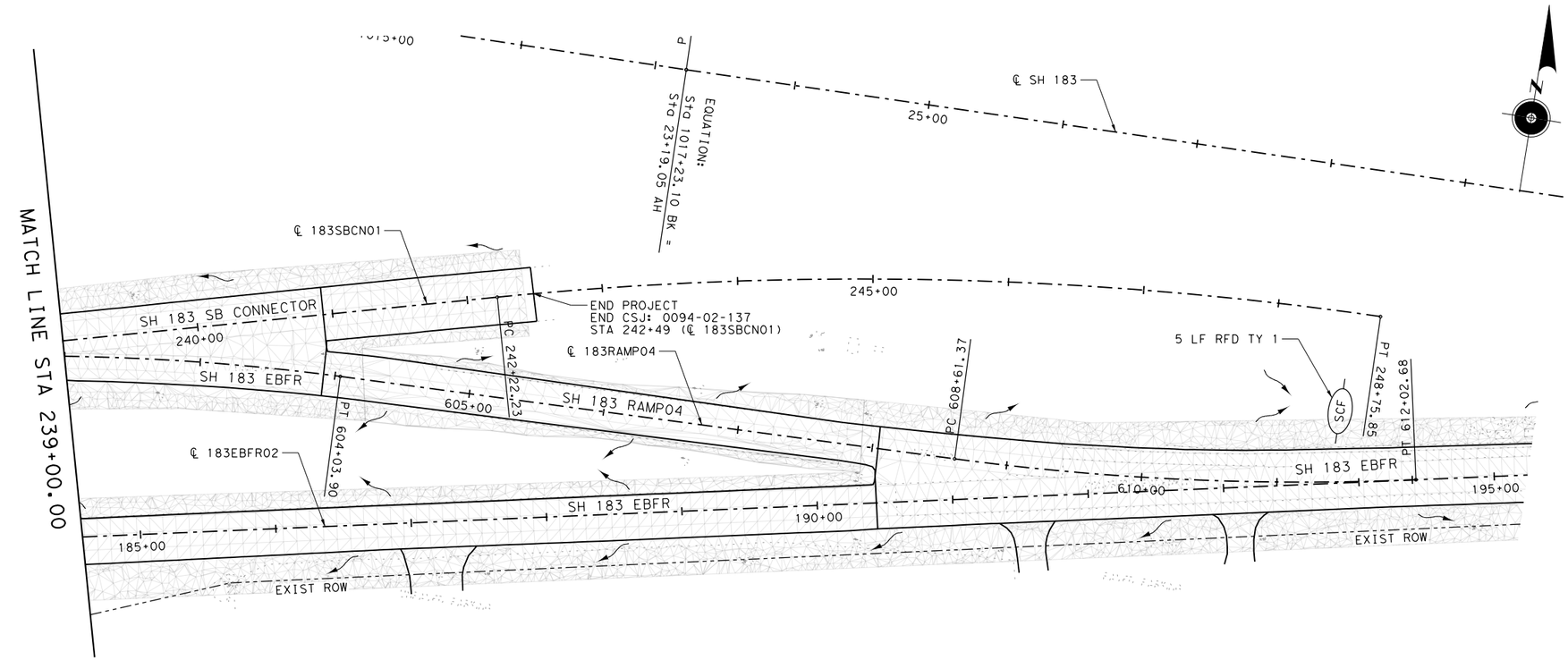
TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

183SBCN01
STA 217+00 TO STA 239+00

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	234
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				



LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

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SCALE IN FEET

STATE OF TEXAS
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SH 183
SW3P LAYOUTS

183SBCN01
STA 239+00 TO END

SHEET 3 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	235
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL

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PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE:1:100
USER:rortiz

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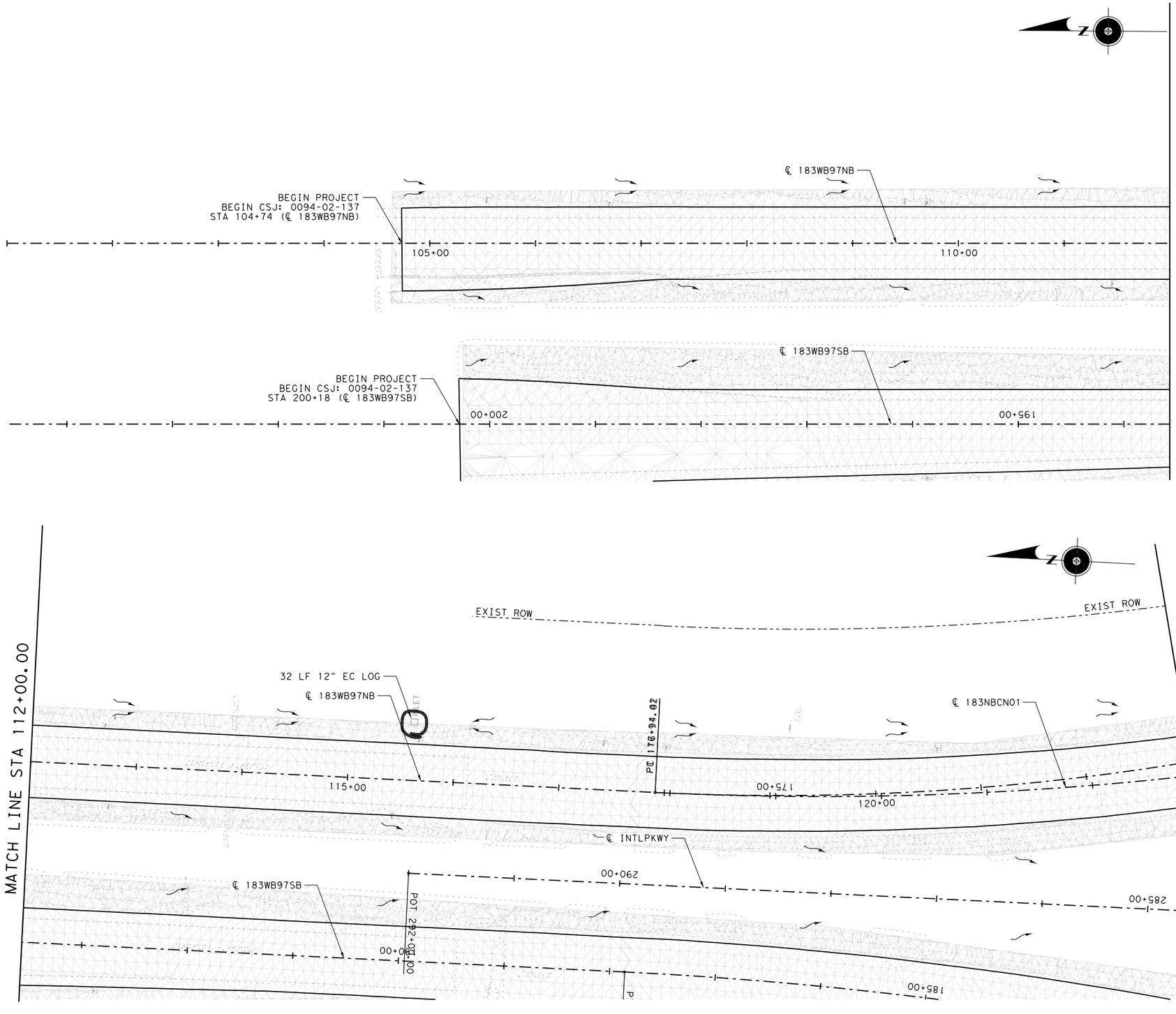
DATE:4/9/2024 TIME:1:41:31 PM

100% SUBMITTAL



LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
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- DRAINAGE FLOW ARROW

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SH 183
SW3P LAYOUTS

183WB97NB
BEGIN TO STA 123+00

SHEET 1 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	236
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:rortiz
FILE:...\SW3P LAYOUTS\183PL_019.dgn
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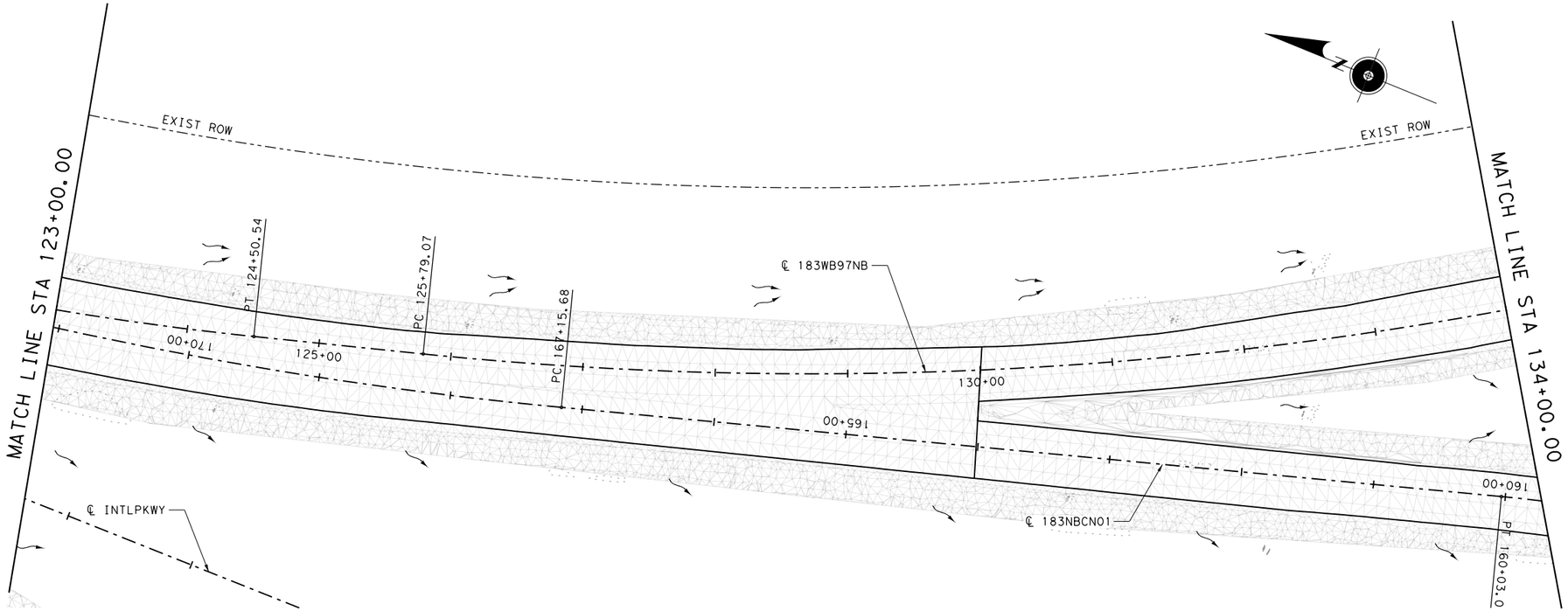
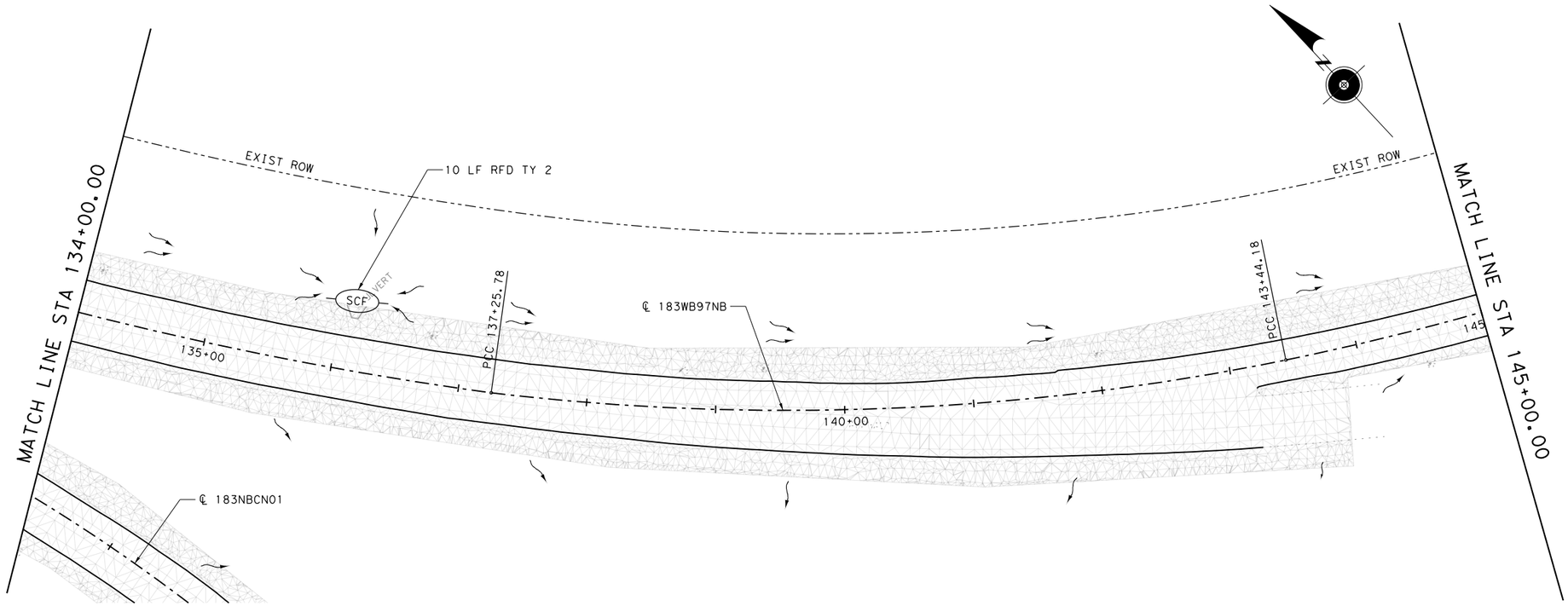
100% SUBMITTAL





LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

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0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED PROFESSIONAL ENGINEER

04/09/2024

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TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

183WB97NB
STA 123+00 TO STA 145+00

SHEET 2 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	237
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
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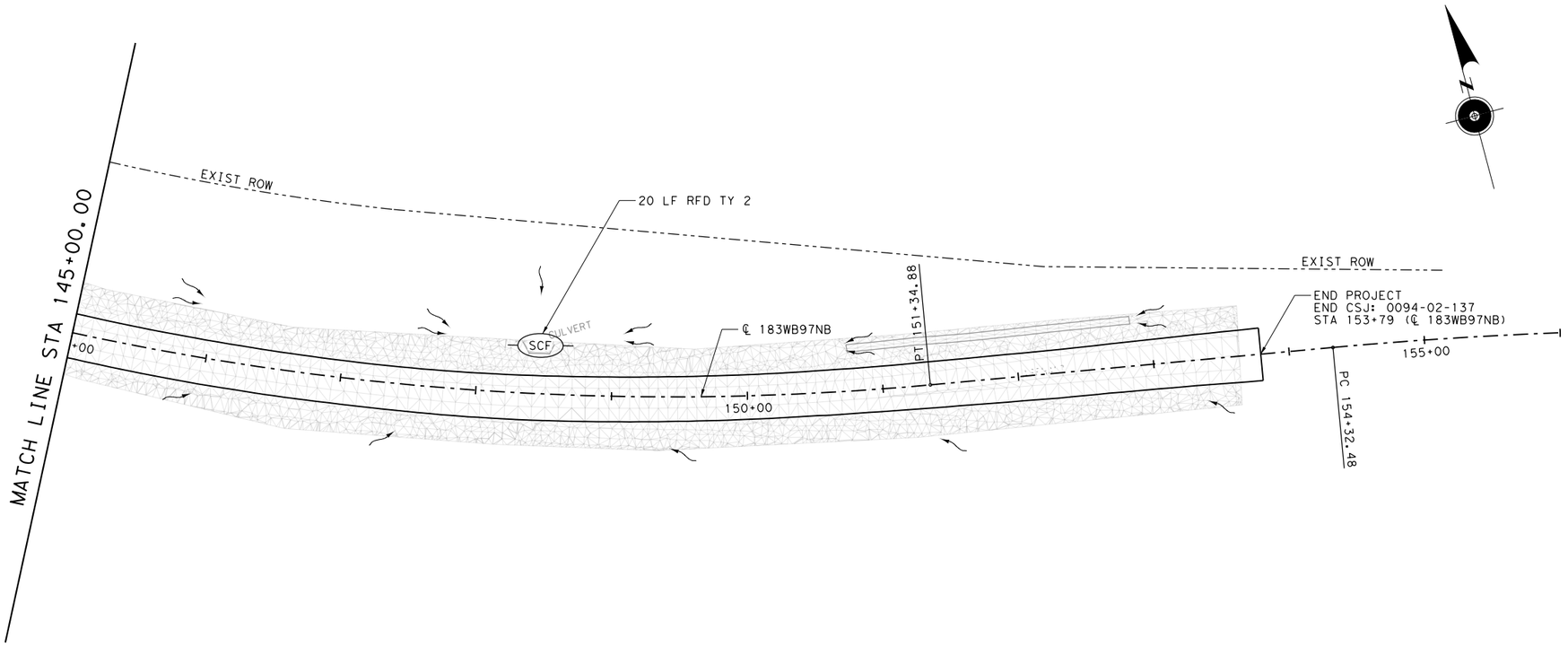

LEGEND

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0' 50' 100'
SCALE IN FEET

100% SUBMITTAL

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:100
USER: ortiz

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DATE: 4/9/2024 TIME: 1:41:54 PM

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

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4630 N, Loop 1604 W., Ste, 115
San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

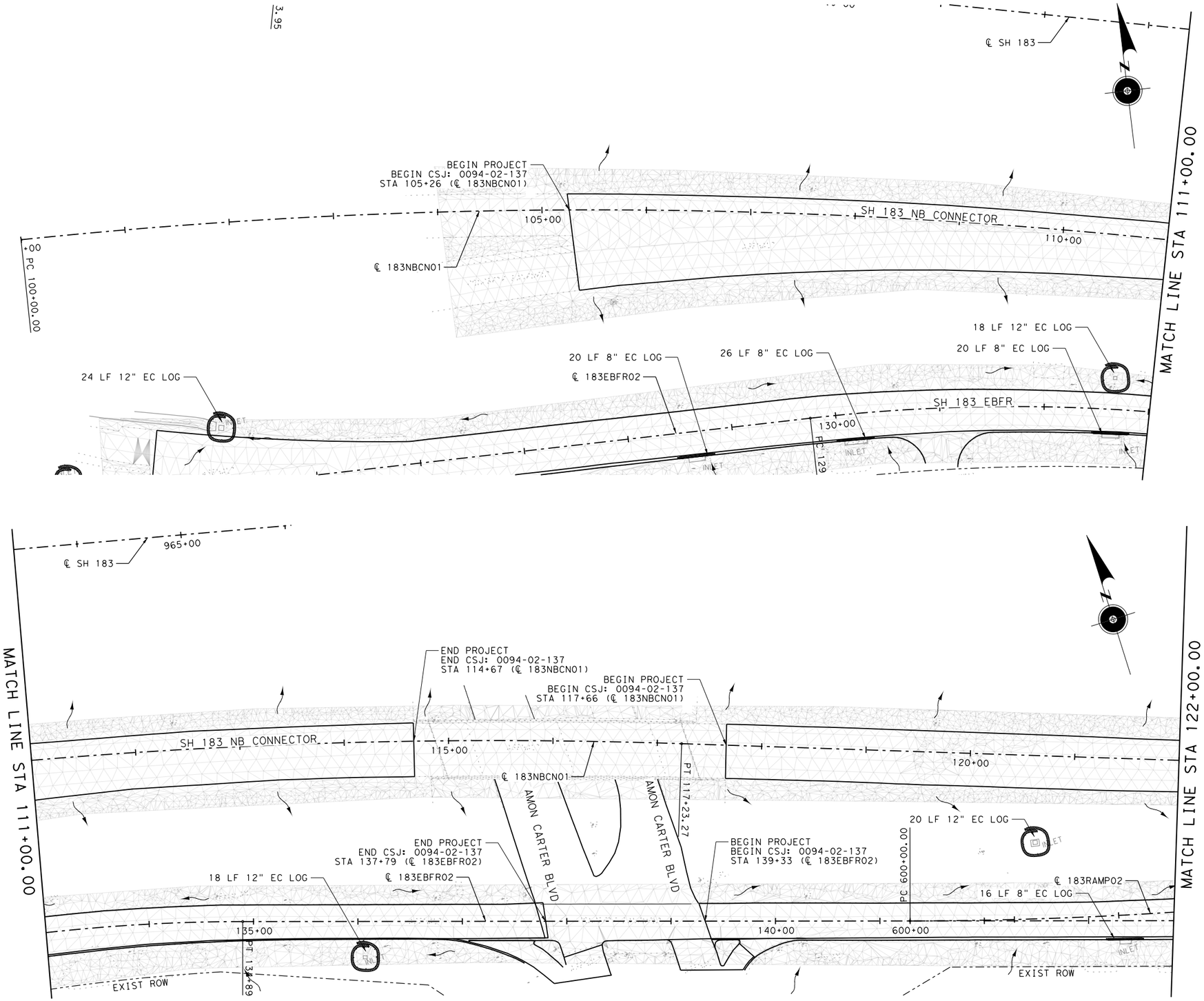
SH 183
SW3P LAYOUTS

183WB97NB
STA 145+00 TO END

SHEET 3 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	238
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL



LEGEND

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SH 183
SW3P LAYOUTS

183NBCN01
BEGIN TO STA 122+00

SHEET 1 OF 3

DESIGNED BY	FED.RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	239
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
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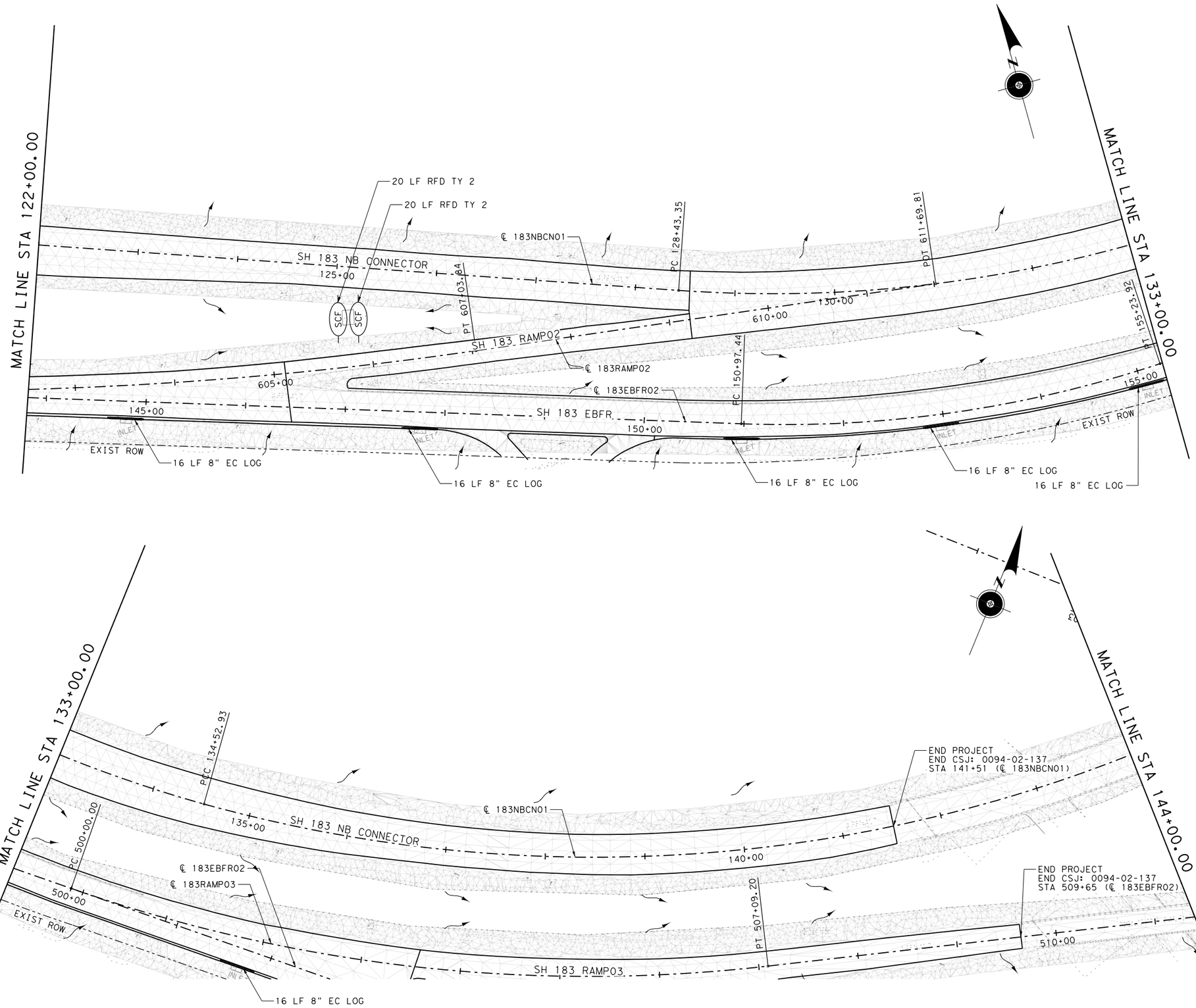
100% SUBMITTAL



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SH 183
SW3P LAYOUTS

183NBCN01

STA 122+00 TO STA 144+00

SHEET 2 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	240
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

PLOT DRIVER:v8i_BAKER_WIN_BW_PDF.pltcfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
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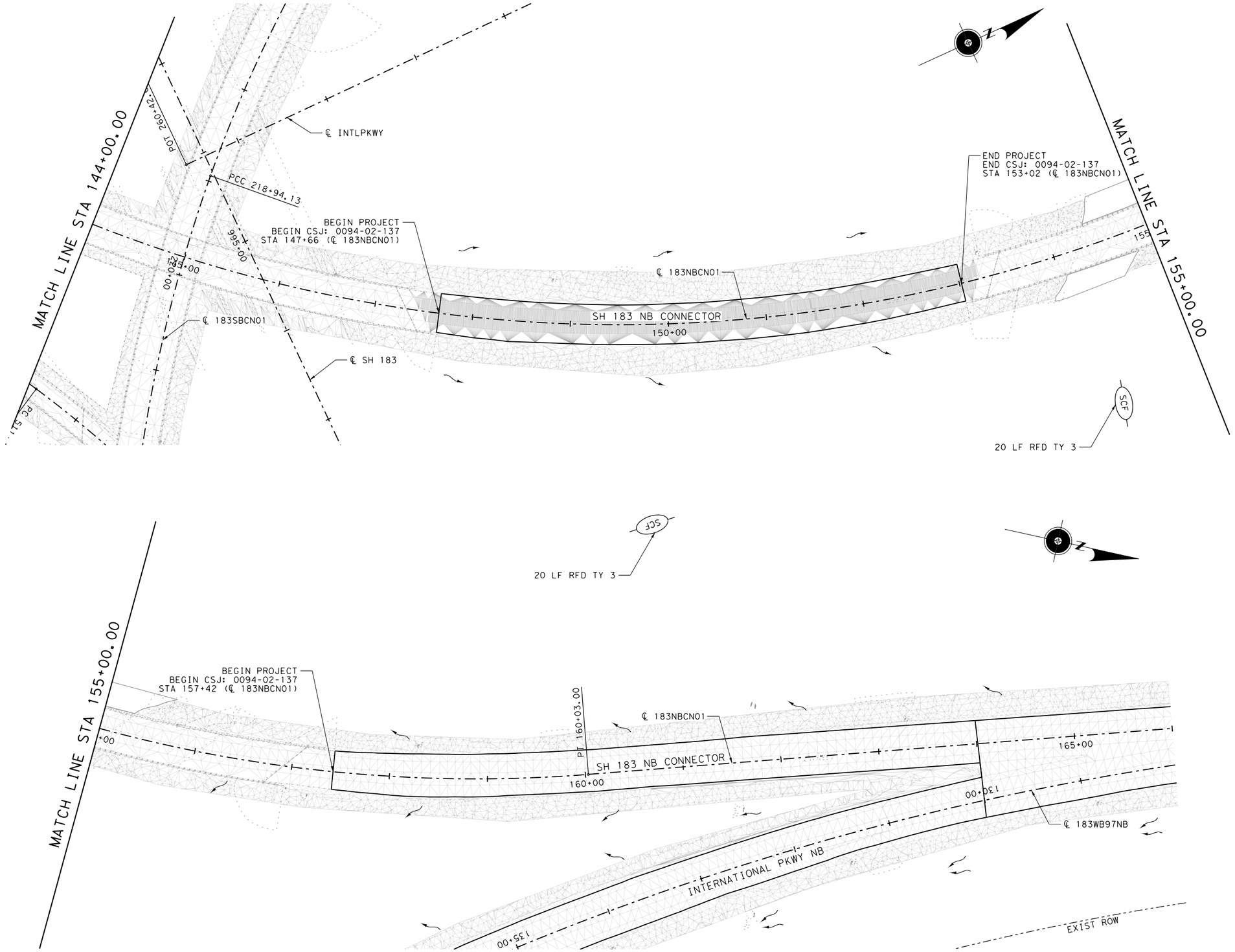
100% SUBMITTAL



LEGEND

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SH 183
SW3P LAYOUTS

183NBCN01
STA 144+00 TO END

SHEET 3 OF 3

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	
CHECKED BY	CONTROL	SECTION	JOB	241
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

PLOT DRIVER:V8i_BAKER_WIN_BW_PDF.plt cfg
PENTABLE:193605_SH 183_TxDOT_FTW_PSE.tbl
SCALE:1:100
USER:rortiz
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100% SUBMITTAL

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PENTABLE: 193605_SH 183_TxDOT_FTW_PSE.tbl

SCALE: 1:100
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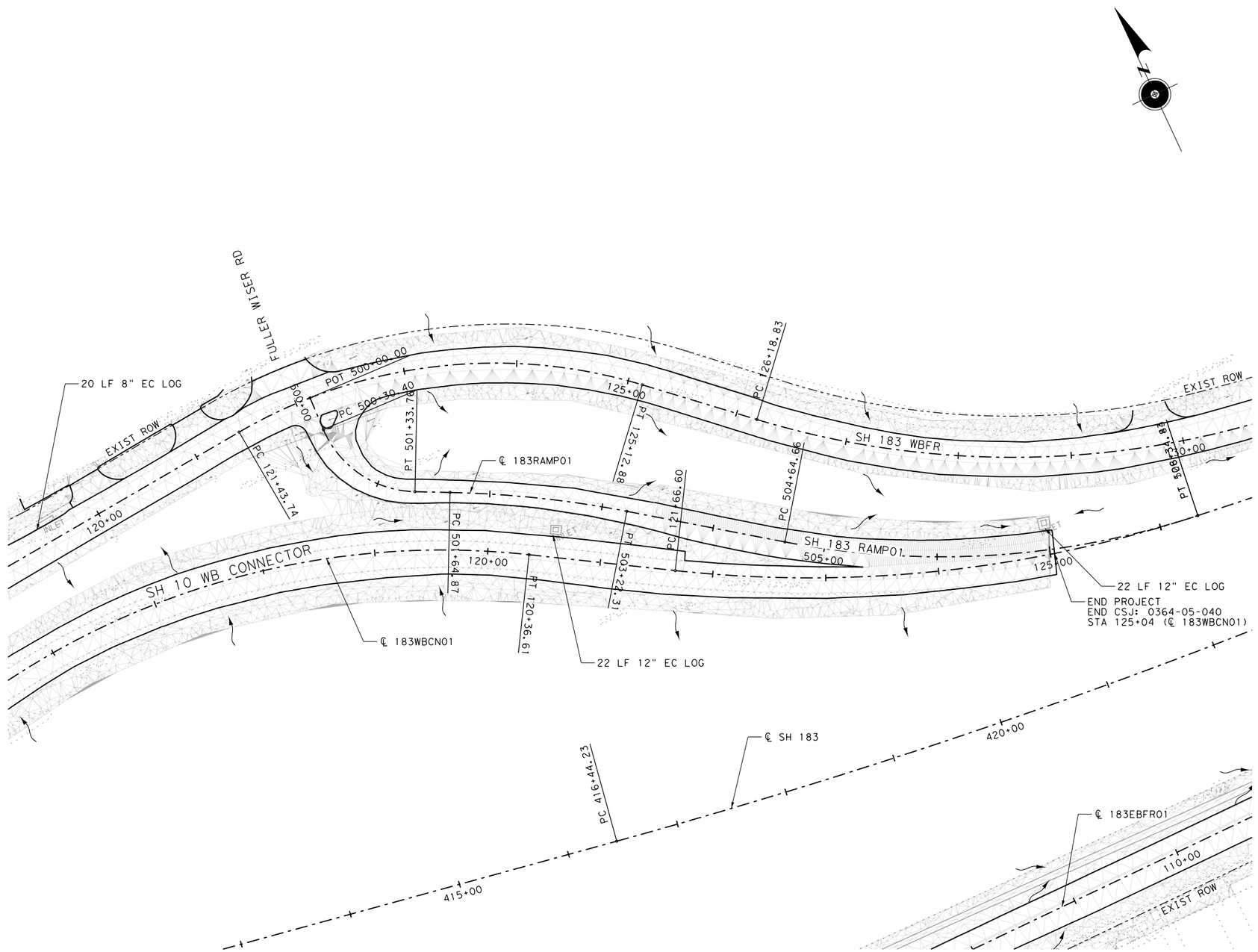

LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
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SCALE IN FEET

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PROFESSIONAL ENGINEER

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TBPE Registration No, F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N. Loop 1604 W., Ste, 115
San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

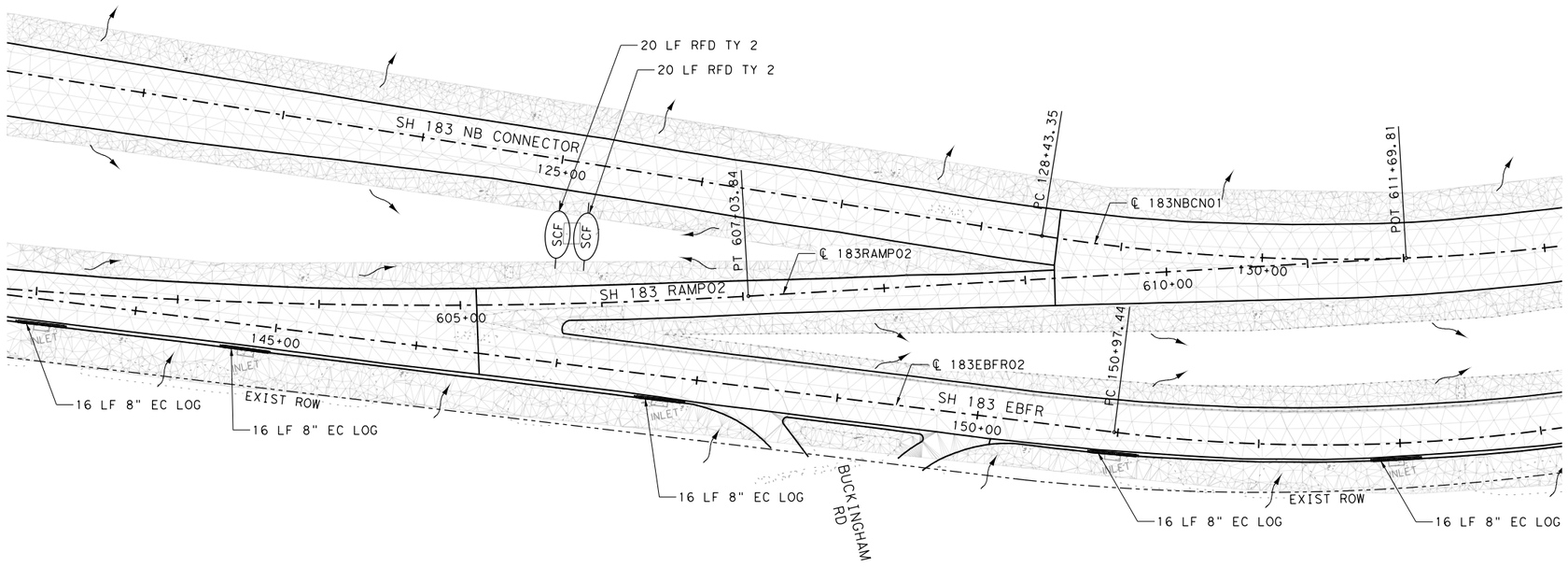
SH 183
SW3P LAYOUTS

183RAMP01
BEGIN TO END

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	242
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

100% SUBMITTAL



LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

1. REFER TO SW3P STANDARD SHEETS FOR DETAILS.
2. INSTALLED MEASURES SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED THROUGHOUT DURATION OF PROJECT OR AS DIRECTED BY THE ENGINEER.
3. SW3P MEASURES ARE SHOWN ARE MINIMUM REQUIRMENTS BASED UPON PROJECT DESIGN. INSTALLATION OF SW3P MEASURES WILL BE AS SHOWN AND MODIFIED TO ACCOMMODATE ACTUAL FIELD CONDITIONS.
4. CONSTRUCTION EXITS TO BE LOCATED IN THE FIELD AND APPROVED BY THE ENGINEER. THE SIZE OF THE CONSTRUCTION EXIT WILL BE 75 SY (50'X14') REFER TO STANDARD EC(3) FOR DETAILS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Sulte 650,
Dallas, TX 75234
Phone: (469)801-8500
MBAKERINTL.COM
TBPE Registration No. F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N. Loop 1604 W., Ste. 115
San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No. 15685

SH 183
SW3P LAYOUTS

183RAMP02
BEGIN TO END

SHEET 1 OF 1

DESIGNED BY	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	243
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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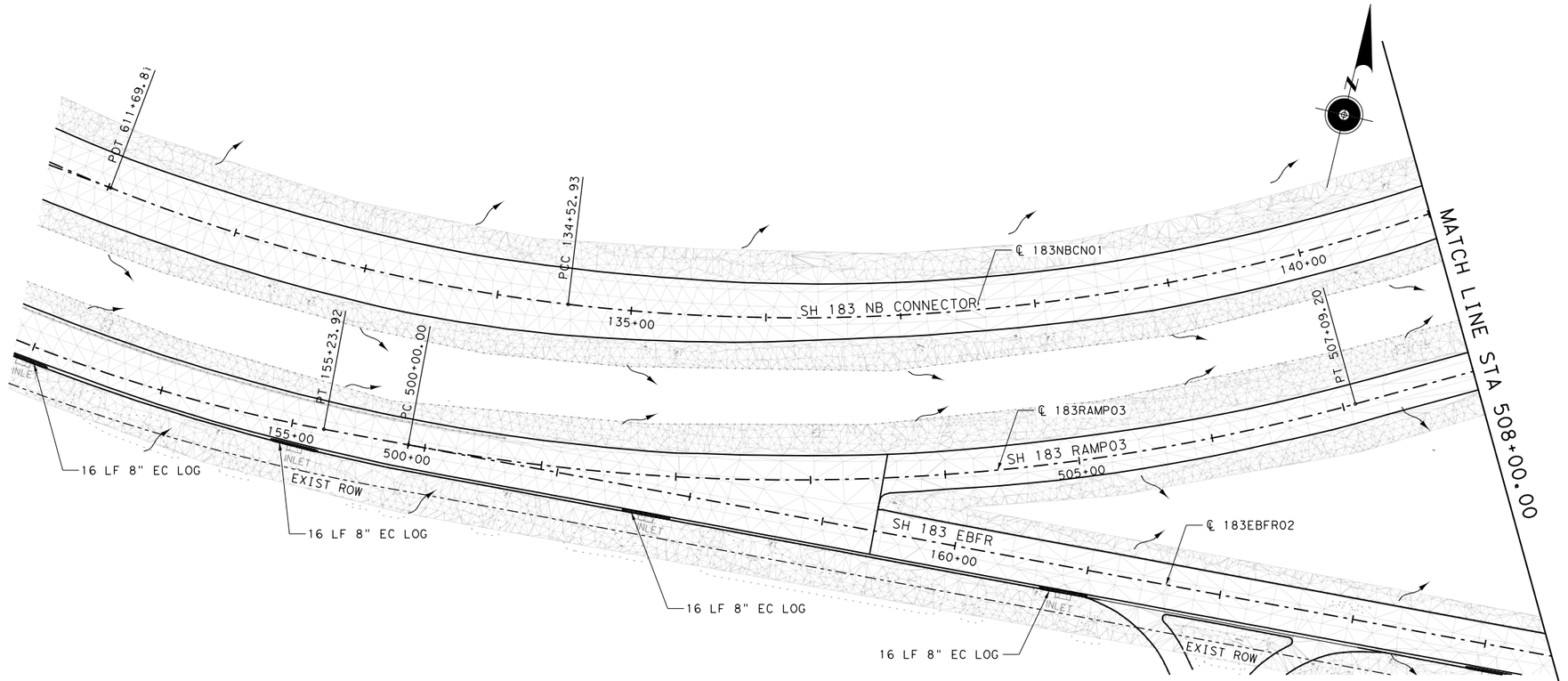
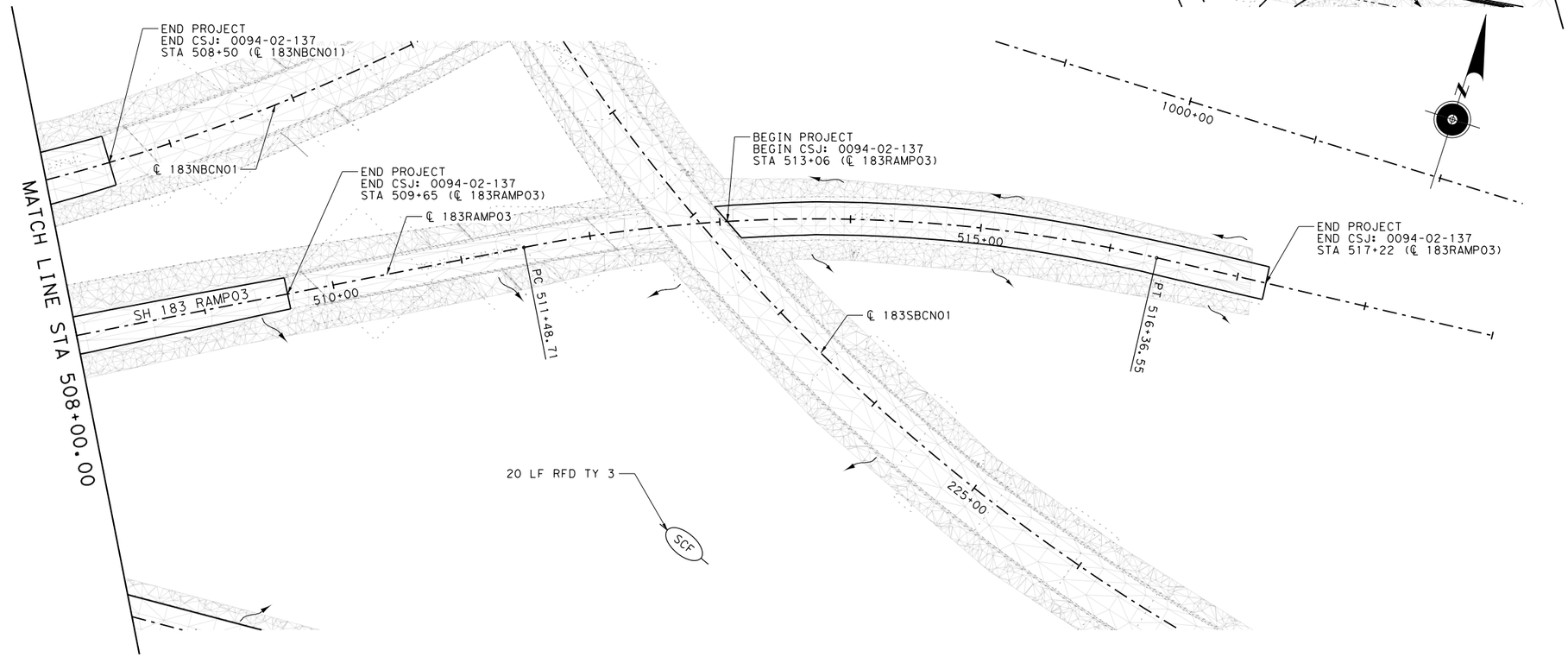
100% SUBMITTAL





LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

1. REFER TO SW3P STANDARD SHEETS FOR DETAILS.
2. INSTALLED MEASURES SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED THROUGHOUT DURATION OF PROJECT OR AS DIRECTED BY THE ENGINEER.
3. SW3P MEASURES ARE SHOWN ARE MINIMUM REQUIRMENTS BASED UPON PROJECT DESIGN. INSTALLATION OF SW3P MEASURES WILL BE AS SHOWN AND MODIFIED TO ACCOMMODATE ACTUAL FIELD CONDITIONS.
4. CONSTRUCTION EXITS TO BE LOCATED IN THE FIELD AND APPROVED BY THE ENGINEER. THE SIZE OF THE CONSTRUCTION EXIT WILL BE 75 SY (50'X14') REFER TO STANDARD EC(3) FOR DETAILS.

0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650, Dallas, TX 75234
Phone: (469)901-8500
MBAKERINTL.COM
TBPE Registration No, F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N. Loop 1604 W., Ste, 115 San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

183RAMP03
BEGIN TO END

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	244
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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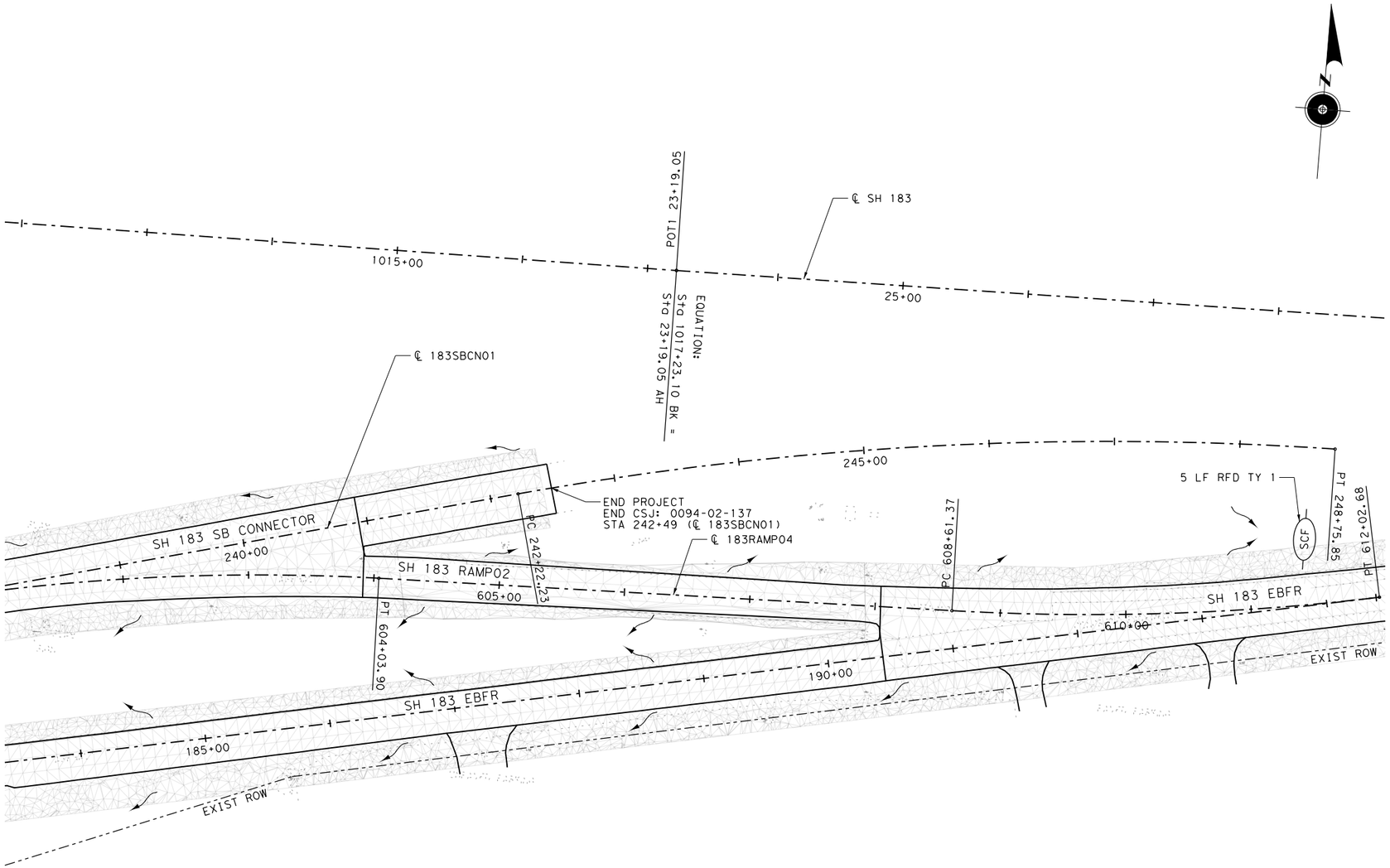
DATE:4/9/2024 TIME:1:43:07 PM

100% SUBMITTAL



LEGEND

- SCF — TEMPORARY SEDIMENT CONTROL FENCE
- 8" DIAMETER EROSION CONROL LOG
- 12" DIAMETER EROSION CONROL LOG
- SEEDING
- DRAINAGE FLOW ARROW

NOTES:

1. REFER TO SW3P STANDARD SHEETS FOR DETAILS.
2. INSTALLED MEASURES SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED THROUGHOUT DURATION OF PROJECT OR AS DIRECTED BY THE ENGINEER.
3. SW3P MEASURES ARE SHOWN ARE MINIMUM REQUIRMENTS BASED UPON PROJECT DESIGN. INSTALLATION OF SW3P MEASURES WILL BE AS SHOWN AND MODIFIED TO ACCOMMODATE ACTUAL FIELD CONDITIONS.
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0' 50' 100'
SCALE IN FEET

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED PROFESSIONAL ENGINEER

04/09/2024

NO	DATE	REVISION	APPROVED

Michael Baker INTERNATIONAL
1501 LBJ Freeway, Suite 650,
Dallas, TX 75234
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MBAKERINTL.COM
TBPE Registration No, F-2677

SANCHEZ-SALAZAR & ASSOCIATES, LLC
4630 N, Loop 1604 W., Ste, 115
San Antonio, TX 78249
Phone: (210) 314-5458
TBPE Registration No, 15685

SH 183
SW3P LAYOUTS

183RAMP04
BEGIN TO END

SHEET 1 OF 1

DESIGNED BY	FED.RD. DIV.NO.	STATE PROJECT NO.		HIGHWAY NO.
SSA	6	SEE TITLE SHEET		SH 183
DRAWN BY	STATE	DISTRICT	COUNTY	SHEET NO.
SSA	TEXAS	FTW	TARRANT	245
CHECKED BY	CONTROL	SECTION	JOB	
SSA	0094	02	137, ETC.	
VERIFIED BY				
SSA				

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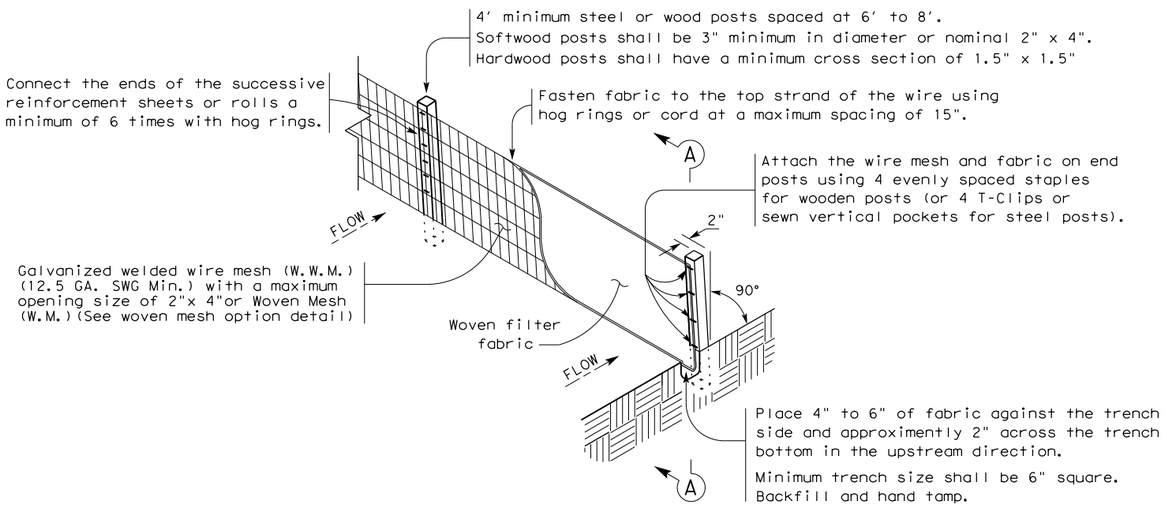
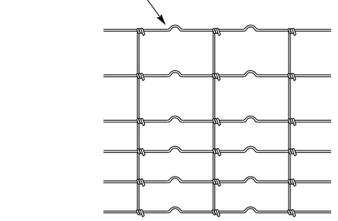
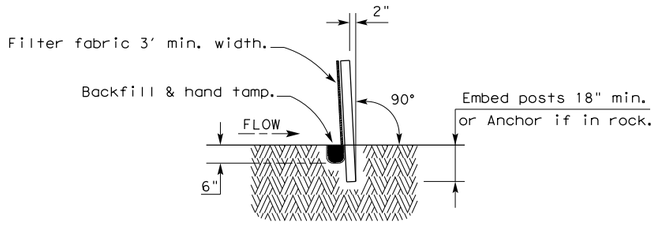


TEMPORARY SEDIMENT CONTROL FENCE

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.

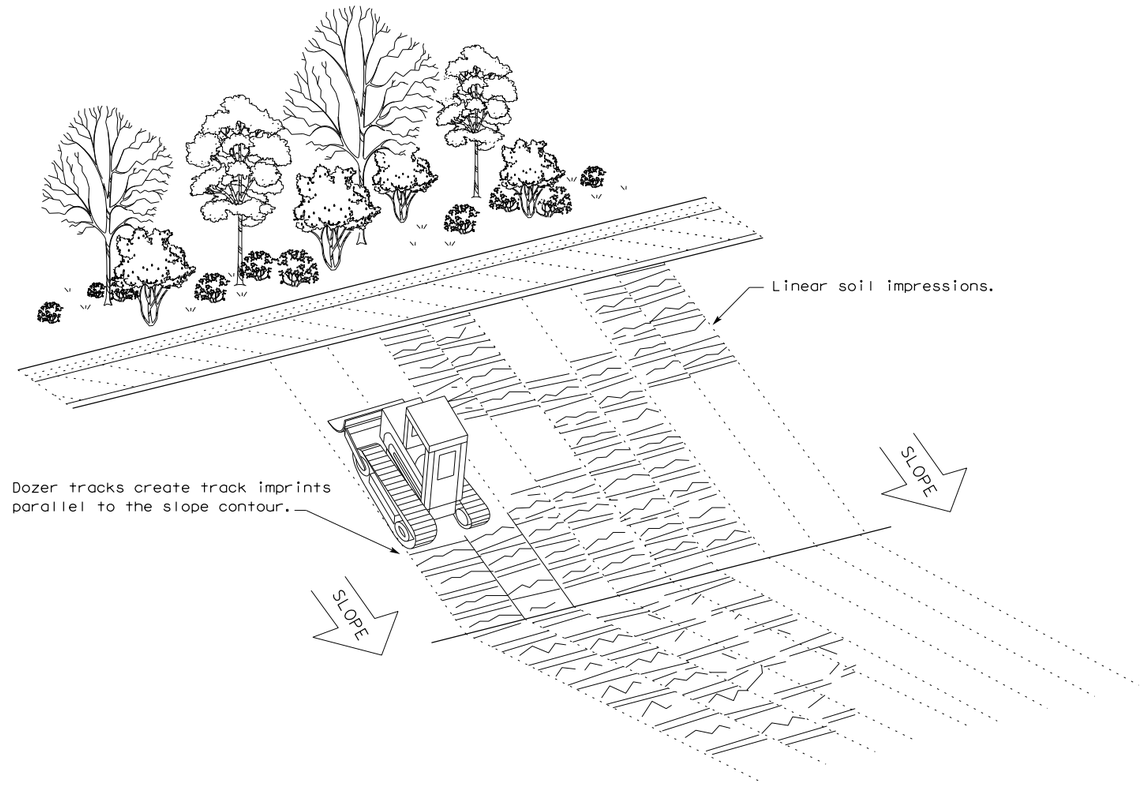
LEGEND

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

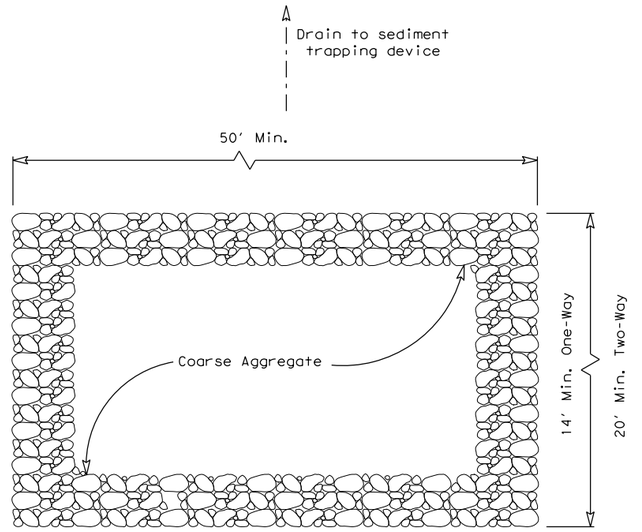
FENCE & VERTICAL TRACKING

EC(1)-16

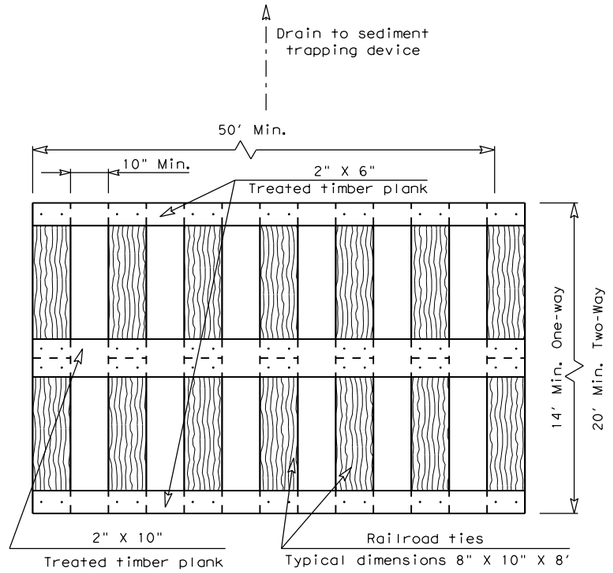
FILE: ec116	DN: TxDOT		CK: KM		DW: VP	DN/CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY	
REVISIONS	0094	02	137, ETC.		SH 183	
	DIST	COUNTY			SHEET NO.	
	FTW	TARRANT			246	

DATE
FILE

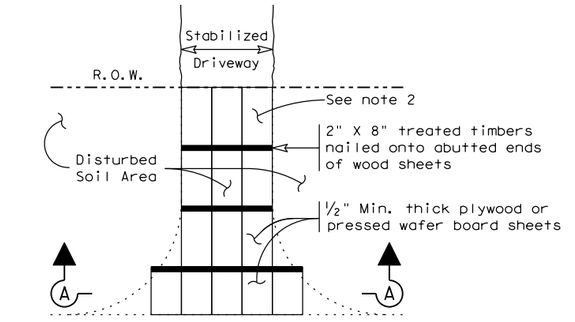
DATE:
FILE:



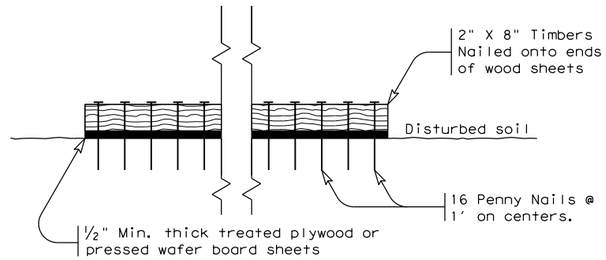
PLAN VIEW



PLAN VIEW



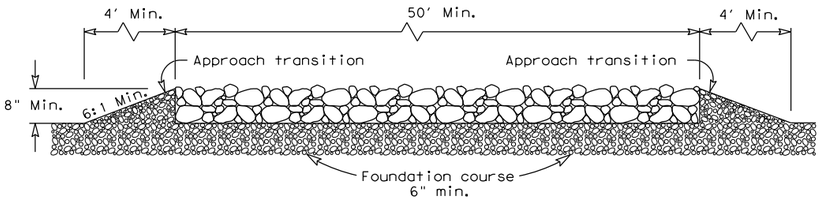
PLAN VIEW



SECTION A-A

CONSTRUCTION EXIT (TYPE 3)

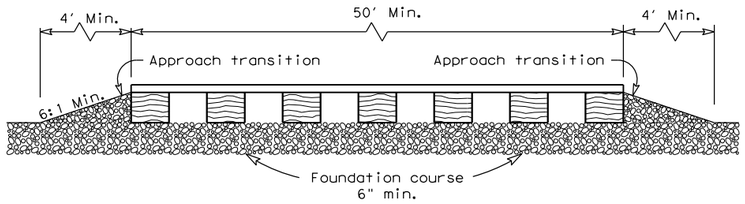
SHORT TERM



ELEVATION VIEW

CONSTRUCTION EXIT (TYPE 1)

ROCK CONSTRUCTION (LONG TERM)



ELEVATION VIEW

CONSTRUCTION EXIT (TYPE 2)

TIMBER CONSTRUCTION (LONG TERM)

GENERAL NOTES (TYPE 1)

1. The length of the type 1 construction exit shall be as indicated on the plans, but not less than 50′.
2. The coarse aggregate should be open graded with a size of 4" to 8".
3. The approach transitions should be no steeper than 6:1 and constructed as directed by the Engineer.
4. The construction exit foundation course shall be flexible base, bituminous concrete, portland cement concrete or other materialas approved by the Engineer.
5. The construction exit shall be graded to allow drainage to a sediment trapping device.
6. The guidelines shown hereon are suggestions only and may be modified by the Engineer.
7. Construct exits with a width of at least 14 ft. for one-way and 20 ft. for two-way traffic for the full width of the exit, or as directed by the engineer.

GENERAL NOTES (TYPE 2)

1. The length of the type 2 construction exit shall be as indicated on the plans, but not less than 50′.
2. The treated timber planks shall be attached to the railroad ties with ½"x 6" min. lag bolts. Other fasteners may be used as approved by the Engineer.
3. The treated timber planks shall be #2 grade min., and should be free from large and loose knots.
4. The approach transitions shall be no steeper than 6:1 and constructed as directed by the Engineer.
5. The construction exit foundation course shall be flexible base, bituminous concrete, portland cement concrete or other material as approved by the Engineer.
6. The construction exit should be graded to allow drainage to a sediment trapping device.
7. The guidelines shown hereon are suggestions only and may be modified by the Engineer.
8. Construct exits with a width of at least 14 ft. for one-way and 20 ft. for two-way traffic for the full width of the exit, or as directed by the engineer.

GENERAL NOTES (TYPE 3)

1. The length of the type 3 construction exit shall be as shown on the plans, or as directed by the Engineer.
2. The type 3 construction exit may be constructed from open graded crushed stone with a size of two to four inches spread a min. of 4" thick to the limits shown on the plans.
3. The treated timber planks shall be #2 grade min., and should be free from large and loose knots.
4. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

Texas Department of Transportation

Design Division Standard

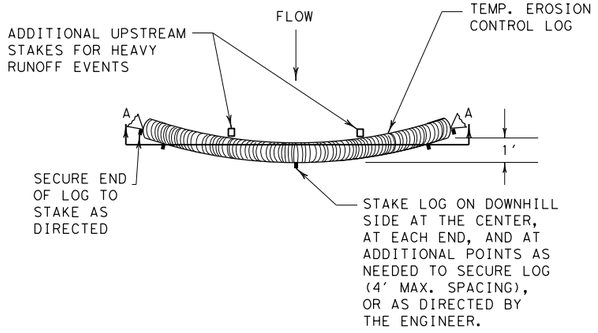
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

CONSTRUCTION EXITS

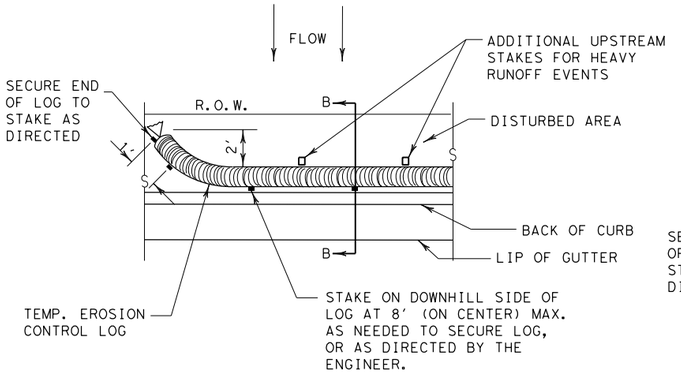
EC(3)-16

FILE: ec316	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS
	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ETC.	SH 183
	DIST	COUNTY		SHEET NO.
	FTW	TARRANT		247

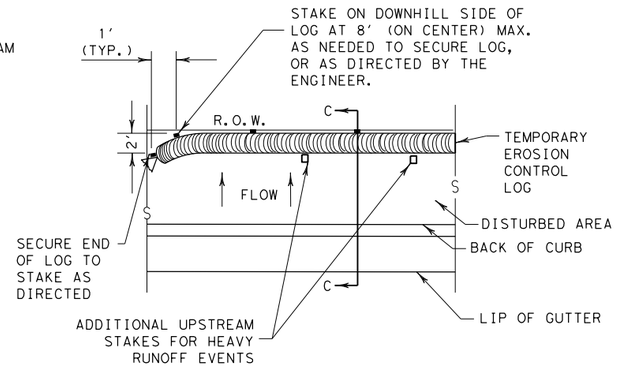
DATE:
FILE:



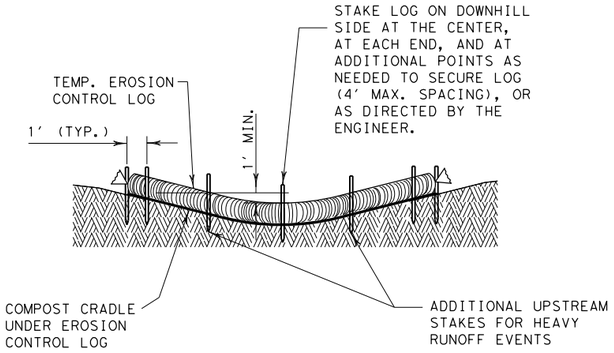
PLAN VIEW



PLAN VIEW



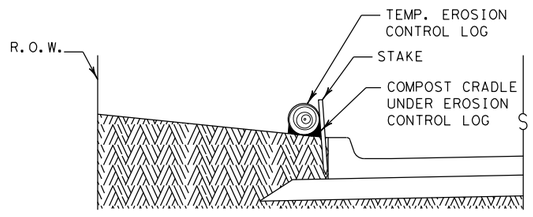
PLAN VIEW



SECTION A-A

EROSION CONTROL LOG DAM

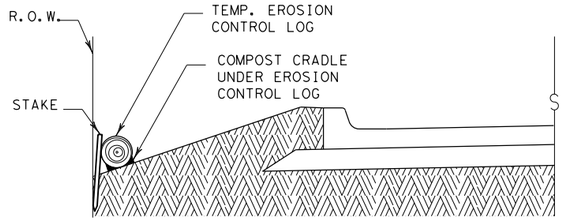
CL-D



SECTION B-B

EROSION CONTROL LOG AT BACK OF CURB

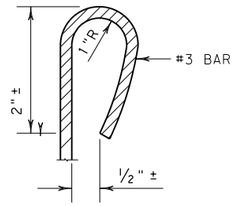
CL-BOC



SECTION C-C

EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW



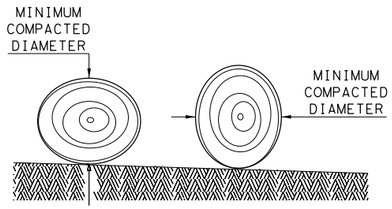
REBAR STAKE DETAIL

LEGEND

- CL-D — EROSION CONTROL LOG DAM
- CL-BOC — EROSION CONTROL LOG AT BACK OF CURB
- CL-ROW — EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY
- CL-SST — EROSION CONTROL LOGS ON SLOPES STAKE AND TRENCHING ANCHORING
- CL-SSL — EROSION CONTROL LOGS ON SLOPES STAKE AND LASHING ANCHORING
- CL-DI — EROSION CONTROL LOG AT DROP INLET
- CL-CI — EROSION CONTROL LOG AT CURB INLET
- CL-GI — EROSION CONTROL LOG AT CURB & GRATE INLET

GENERAL NOTES:

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



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

SEDIMENT BASIN & TRAP USAGE GUIDELINES

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

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

Control logs should be placed in the following locations:

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

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

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

Texas Department of Transportation

Design Division Standard

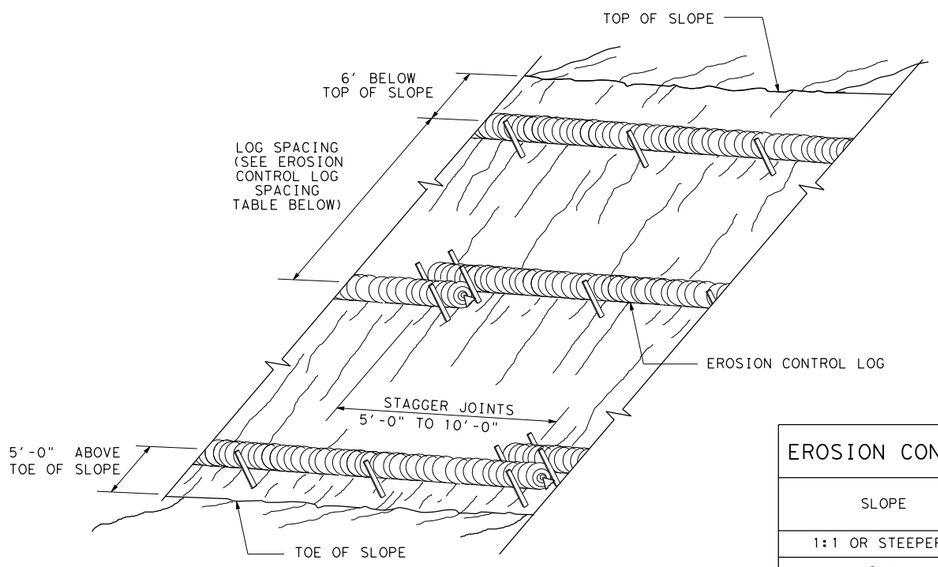
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

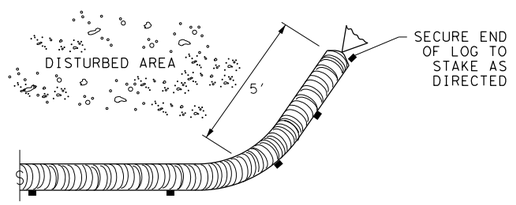
FILE: ec916	DN: TxDOT		CK: KM		DW: LS/PT	CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY	
REVISIONS	0094	02	137, ETC.		SH 183	
	DIST	COUNTY			SHEET NO.	
	FTW	TARRANT			248	

DATE:
FILE:



EROSION CONTROL LOGS ON SLOPES
STAKE AND TRENCHING ANCHORING

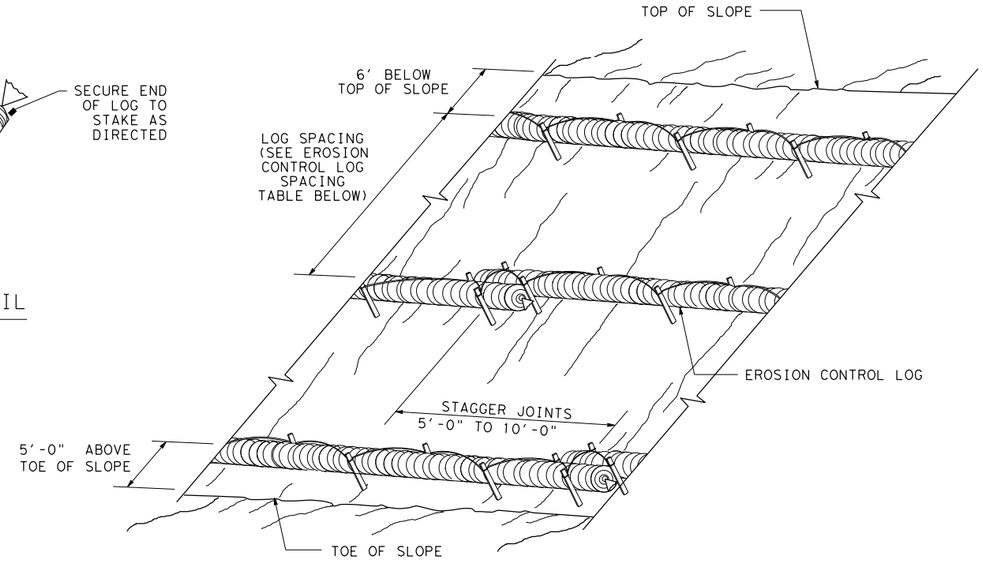
CL-SST



END SECTION RAP DETAIL

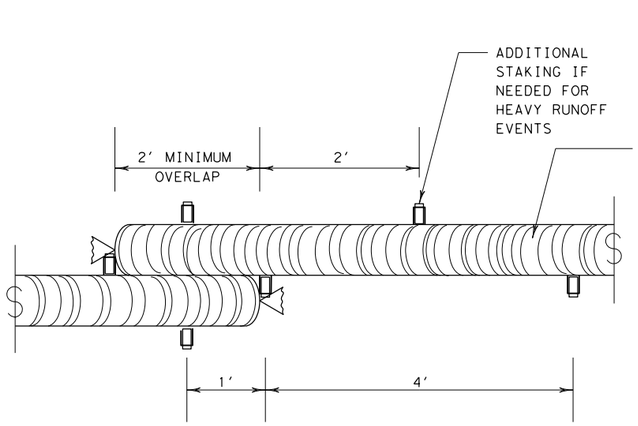
EROSION CONTROL LOG SPACING TABLE				
SLOPE	LOG DIAMETER			
	6"	8"	12"	18"
1:1 OR STEEPER	5'	10'	15'	20'
2:1	10'	20'	30'	40'
3:1	15'	30'	45'	60'
4:1 OR FLATTER	20'	40'	60'	80'

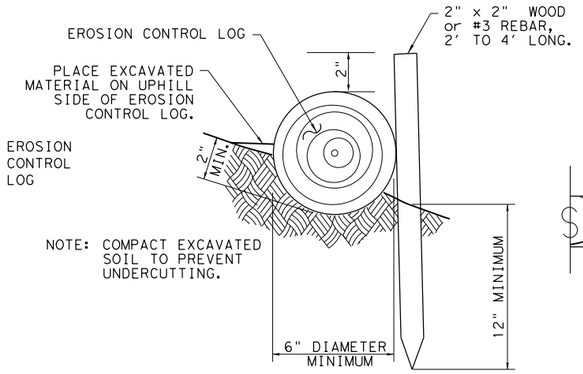
* ADJUSTMENTS CAN BE MADE FOR SOIL TYPE:
SOFT, LOAMY SOILS-ADJUST ROWS CLOSER TOGETHER;
HARD, ROCKY SOILS- ADJUST ROWS FARTHER APART



EROSION CONTROL LOGS ON SLOPES
STAKE AND LASHING ANCHORING

CL-SSL

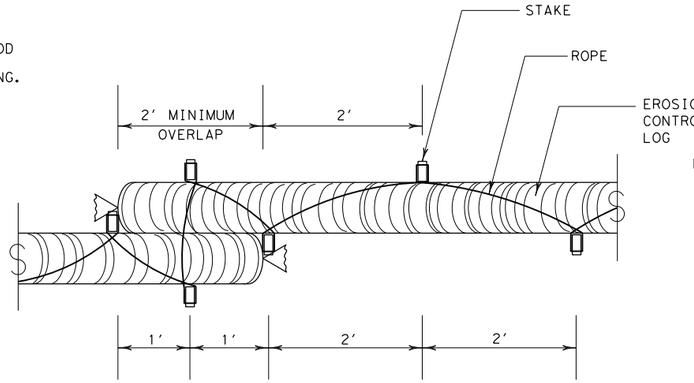


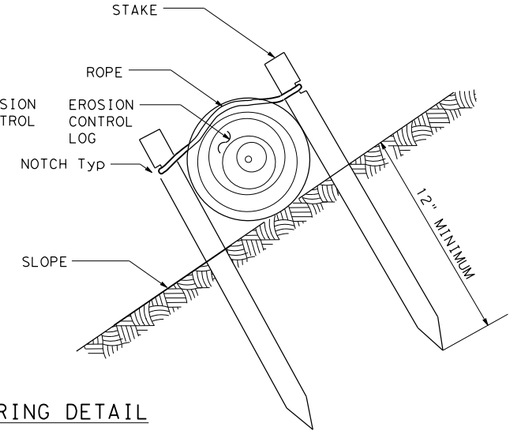


STAKE AND TRENCHING ANCHORING DETAIL

CL-SST

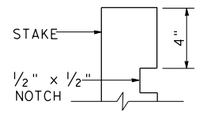
TRENCH DEPTH TABLE	
LOG DIAMETER	DEPTH
6"	2"
8"	3"
12"	4"
18"	5"





STAKE AND LASHING ANCHORING DETAIL

CL-SSL



STAKE NOTCH DETAIL

SHEET 2 OF 3

Texas Department of Transportation

Design Division Standard

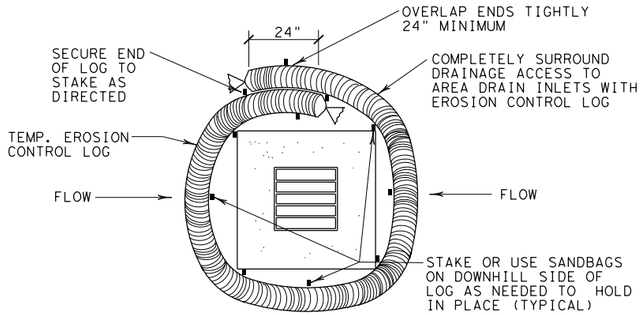
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

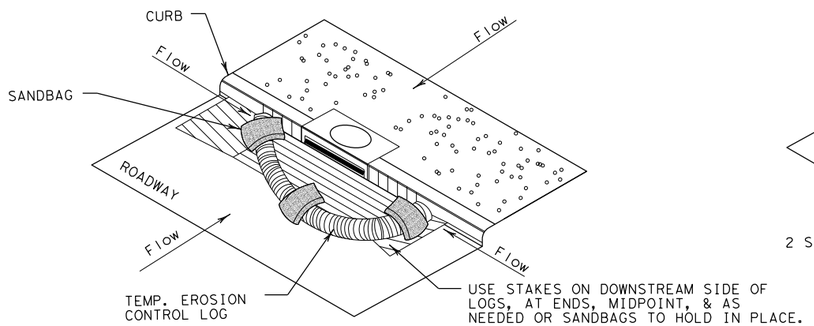
FILE: ec116	DN: TxDOT		CK: KM		DW: LS/PT	CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY	
REVISIONS	0094	02	137, ETC.		SH 183	
	DIST	COUNTY			SHEET NO.	
	FTW	TARRANT			249	

DATE:
FILE:



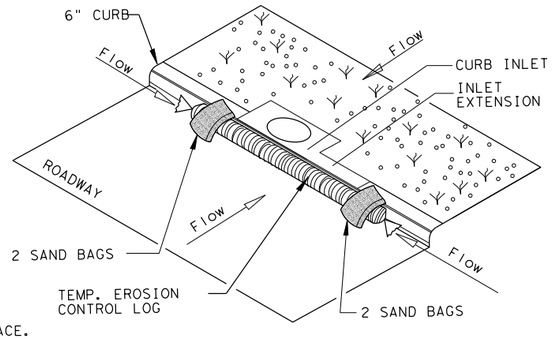
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

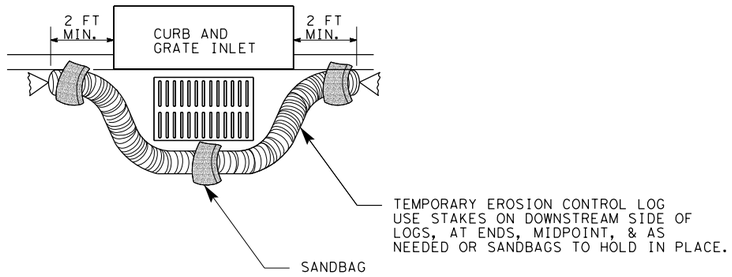
CL-CI



EROSION CONTROL LOG AT CURB INLET

CL-CI

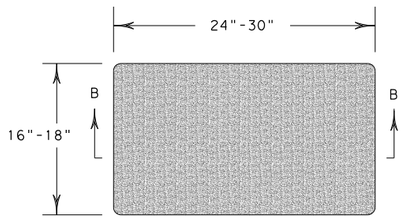
NOTE:
EROSION CONTROL LOGS USED AT CURB INLETS SHOULD ONLY BE USED IF THEY WILL NOT IMPEDE TRAFFIC OR FLOOD THE ROADWAY OR WHEN THE STORM SEWER SYSTEM IS NOT FULLY FUNCTIONAL.



EROSION CONTROL LOG AT CURB & GRADE INLET

CL-GI

SECTION B-B



SANDBAG DETAIL

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec916	DN: TxDOT		CK: KM		DW: LS/PT		CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY		
REVISIONS	0094	02	137, ETC.		SH 183		
	DIST	COUNTY			SHEET NO.		
	FTW	TARRANT			250		

DATE:
FILE:

I. STORMWATER POLLUTION PREVENTION-CLEAN WATER ACT SECTION 402

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

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

1. City of Fort Worth

2. TxDOT - Fort Worth District

☐ No Action Required ☒ Required Action

Action No.

1. Prevent stormwater pollution by controlling erosion and sedimentation in accordance with TPDES Permit TXR 150000

(2.) Comply with the SW3P and revise when necessary to control pollution or required by the Engineer.

(3.) Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and TCEQ, EPA or other inspectors.

4. When Contractor project specific locations (PSL's) increase disturbed soil area to 5 acres or more, submit NOI to TCEQ and the Engineer.

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

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

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

☒ No Permit Required

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

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

☐ Individual 404 Permit Required

☐ Other Nationwide Permit Required: NWP# _____

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

1.

2.

3.

4.

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

Best Management Practices:

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

III. CULTURAL RESOURCES

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

☒ No Action Required ☐ Required Action

Action No.

1.

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IV. VEGETATION RESOURCES

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

4.

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

4.

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

LIST OF ABBREVIATIONS

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

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

General (applies to all projects):

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

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

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

Contact the Engineer if any of the following are detected:
* Dead or distressed vegetation (not identified as normal)
* Trash piles, drums, canister, barrels, etc.
* Undesirable smells or odors
* Evidence of leaching or seepage of substances

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

☐ Yes ☒ No

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

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

☐ Yes ☒ No

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

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

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

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

VII. OTHER ENVIRONMENTAL ISSUES

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

STATE OF TEXAS
GREGORIO GARCIA
101077
LICENSED
PROFESSIONAL ENGINEER

04/09/2024

Texas Department of Transportation

Design Division Standard

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

EPIC

FILE: epic.dgn	DN: TxDOT	CK: RG	DW: VP	CK: AR
© TxDOT: February 2015	CONT	SECT	JOB	HIGHWAY
REVISIONS	0094	02	137, ETC.	SH 183
12-12-2011 (DS)	DIST	COUNTY		SHEET NO.
05-07-14 ADDED NOTE SECTION IV.	FTW	TARRANT		251
01-23-2015 SECTION I (CHANGED ITEM 1122 TO ITEM 506, ADDED GRASSY SWALES.				