

**INDEX OF SHEETS**

SEE SHEET NO. 2

FINAL PLANS	
Letting Date:	_____
Name of Contractor:	_____
Date Work Began:	_____
Date Work Completed:	_____
Date Work Accepted:	_____
Final Contract Cost:	_____

# STATE OF TEXAS DEPARTMENT OF TRANSPORTATION

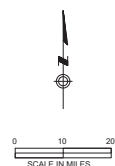
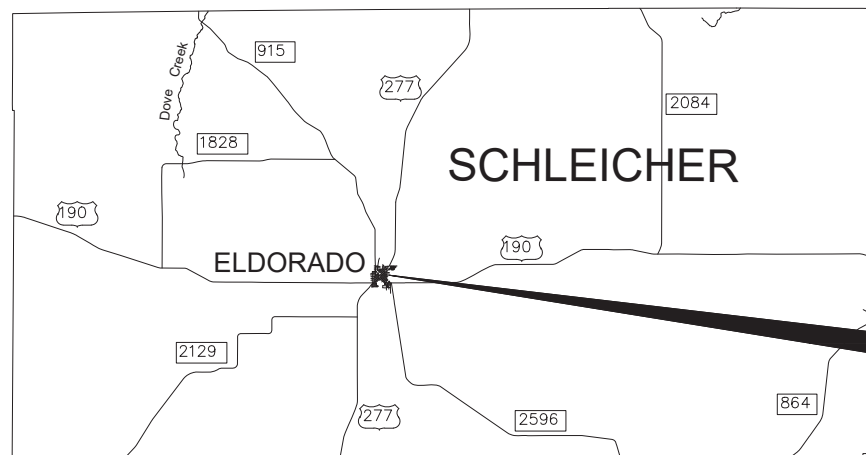
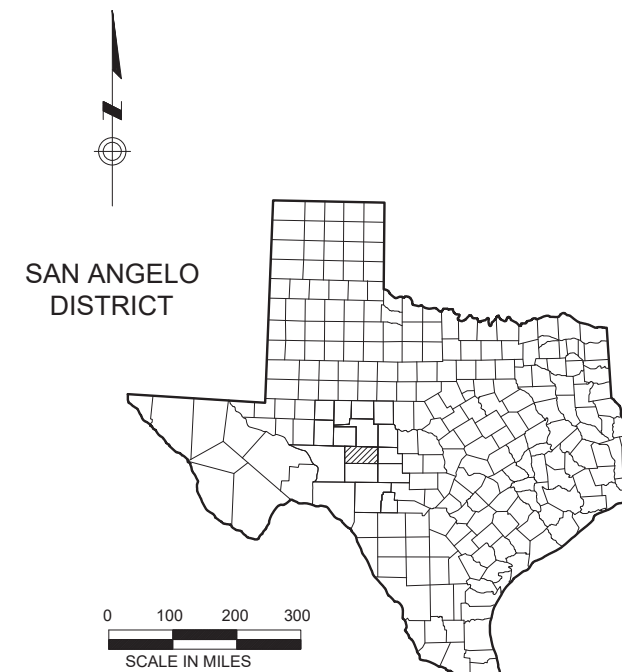
## PLANS OF PROPOSED PEDESTRIAN IMPROVEMENT

FEDERAL-AID PROJECT NUMBER			
STP 2023(590)TAPS			
CONT	SECT	JOB	HIGHWAY
0907	26	006	N/A
DIST	COUNTY		SHEET NO.
SJT	SCHLEICHER		1

**FEDERAL AID PROJECT STP 2023(590)TAPS**

NET LENGTH OF PROJECT:      SIDEWALK = 8,040.75 FT (1.523 Miles)

FOR THE CONSTRUCTION OF NEW SIDEWALKS  
ALONG NORTH STREET, N. OAK STREET, N. WEST  
STREET, W. WARNER AVENUE, MEADOR STREET,  
AND W. FIELDS AVENUE IN ELDORADO, TEXAS.



### BIDDING DOCUMENTS

EXCEPTIONS  
NONE

EQUATIONS  
NONE

RAILROAD CROSSINGS  
NONE

Summary of Change Orders:

<b>Registered Accessibility Specialist (RAS) inspection required</b>	
TDLR PROJECT NO.	TABS2024019177

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, NOVEMBER 1, 2014 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS, SHALL GOVERN ON THIS PROJECT: REQUIRED CONTRACT PROVISIONS FOR ALL FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, OCTOBER 23, 2023).

PROJECT LOCATION  
ELDORADO, TEXAS



SUBMITTED FOR LETTING: 6/6/2024

DocuSigned by:  
*Melchias Greenly*  
DDF89C6522AF49E...  
District Design Engineer

RECOMMENDED FOR LETTING: 6/6/2024

DocuSigned by:  
*James W. Davidson, P.E.*  
826185212F51427...  
District Director of IP&D

APPROVED FOR LETTING: 6/6/2024

DocuSigned by:  
*James W. Davidson, P.E.*  
BC10B17FA709437...  
District Engineer



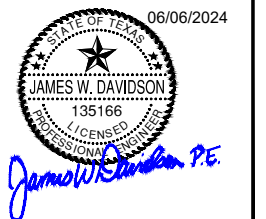
SUBMITTED FOR LETTING:

Consultant Engineer

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26	SIDEWALK PLAN NORTH STREET 20+00 TO 24+00
27	SIDEWALK PLAN NORTH STREET 24+00 TO END
28	SIDEWALK PLAN NORTH OAK STREET 0+00 TO 4+00
29	SIDEWALK PLAN NORTH OAK STREET 4+00 TO 8+00
30	SIDEWALK PLAN NORTH OAK STREET 8+00 TO 12+00
31	SIDEWALK PLAN NORTH OAK STREET 12+00 TO END
32	SIDEWALK PLAN WEST FIELDS AVE 0+00 TO 4+00
33	SIDEWALK PLAN WEST FIELDS AVE 4+00 TO 8+00
34	SIDEWALK PLAN WEST FIELDS AVE 8+00 TO 12+00
35	SIDEWALK PLAN WEST FIELDS AVE 12+00 TO END
36	SIDEWALK PLAN N WEST STREET 0+00 TO 4+00
37	SIDEWALK PLAN N WEST STREET 4+00 TO END
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40	SIDEWALK PLAN W WARNER AVE 0+00 TO 4+00
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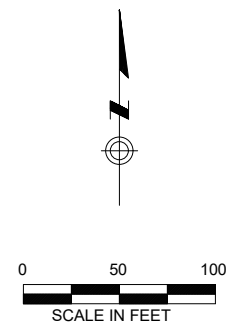
\*TXDOT STANDARD DETAILS CONTAINED IN THE FOLLOWING SHEETS HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.



		San Angelo District	
INDEX OF SHEETS			
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4/29/2024	DIST	COUNTY	
	SJT	SCHLEICHER	
			SHEET NO.
			2



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Point Table				
Point #	Northing	Easting	Elevation	Description
416	10279078.38	2213103.79	2434.59	FIP / 1
417	10279077.51	2212574.67	2436.27	FIR / 12 OC SKG ENG
418	10279077.15	2212451.15	2436.45	FIR / 12 OC SKG ENG
419	10279001.81	2212495.80	2436.04	FIP / 58
420	10279076.84	2212273.36	2435.24	FIP / 1
421	10279072.67	2212172.80	2434.52	FIP / 1
422	10279074.45	2212044.72	2434.18	FIR / 12 OC SKG ENG
423	10279076.42	2212024.51	2433.68	FIR / 5 8
424	10279076.58	2211851.07	2434.93	FIR / 1 2 OC SKG ENG
425	10279218.21	2211695.33	2438.78	FIR / 12 OC SKG ENG
450	10278615.52	2212656.84	2436.43	FIR / 12
451	10278686.20	2212586.09	2436.37	FIR / 12
452	10278791.54	2212481.24	2434.82	FIP / 12
453	10278791.23	2212339.13	2433.54	FIP / 1
454	10278267.46	2211840.91	2434.53	FIP / 1
41087	10279083.71	2214183.92	2430.44	MNF
406	10278683.54	2213921.48	2434.54	FIR / 12 O C SKG ENG

Point Table				
Point #	Northing	Easting	Elevation	Description
100	10278310.03	2212989.73	2438.36	SIR / 5 8
102	10278017.71	2213285.21	2437.83	SIR / 5 8
103	10278816.22	2212347.28	2433.69	SIR / 5 8
104	10279008.01	2214266.02	2430.31	SIR / 5 8
400	10277759.29	2212582.36	2437.54	FIR / 12
401	10278327.56	2213141.79	2437.00	FIR / 12 NO CAP LEANING
402	10278013.69	2213257.66	2438.29	FIR / 1
403	10278413.39	2213655.48	2436.84	FIR / 12 R C 5309 2829
405	10278583.94	2213823.72	2435.62	FIP / 12
407	10278697.68	2213935.58	2434.33	FIP / 58
408	10278796.86	2214033.54	2433.50	FIP / 58
409	10278849.31	2214229.82	2431.61	FIR / 12 O C SKG ENG
410	10279007.28	2214138.06	2430.92	FIP / 12
411	10279005.48	2213824.10	2432.42	FIP / 12
412	10279079.12	2213545.45	2432.74	FIR / 1 2 OC SKG ENG
413	10279079.26	2213875.61	2431.69	FIP / 58 LEANING
414	10279079.52	2213775.32	2431.95	FIP / 58
415	10279005.77	2213625.31	2433.54	FIP / 12

04/29/2024  
  
 James W. Davidson P.E.

Texas Department of Transportation  
 San Angelo District

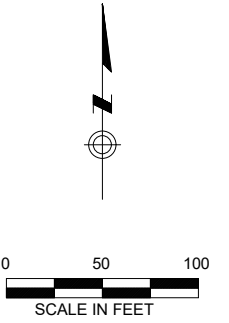
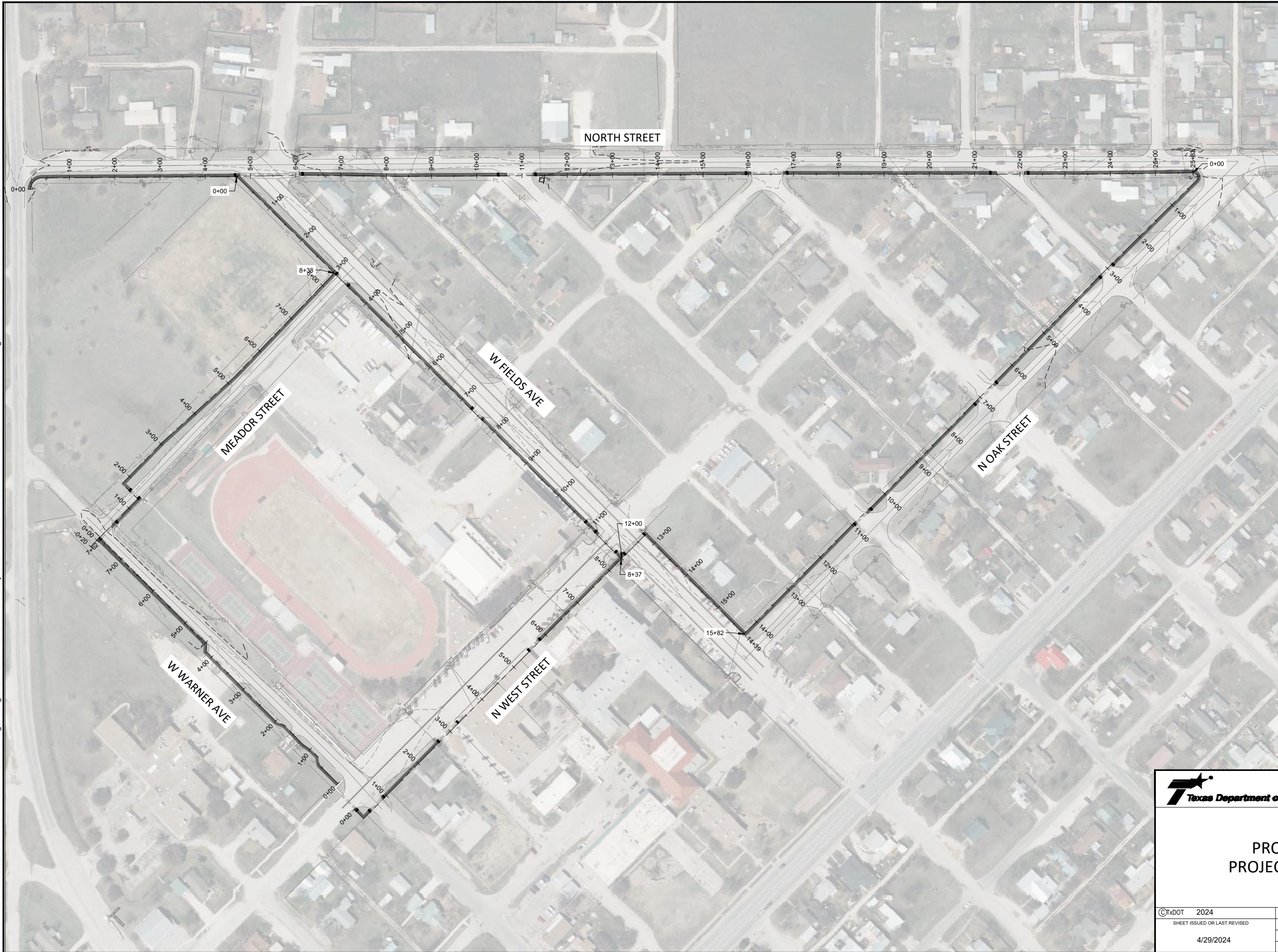
**EXISTING LAYOUT AND SURVEY CONTROL**

SCALE 1"=100'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		3



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04/29/2024  
 STATE OF TEXAS  
 JAMES W. DAVIDSON  
 135166  
 LICENSED PROFESSIONAL ENGINEER  
*James W. Davidson P.E.*

**Texas Department of Transportation** San Angelo District

**PROPOSED PROJECT LAYOUT**

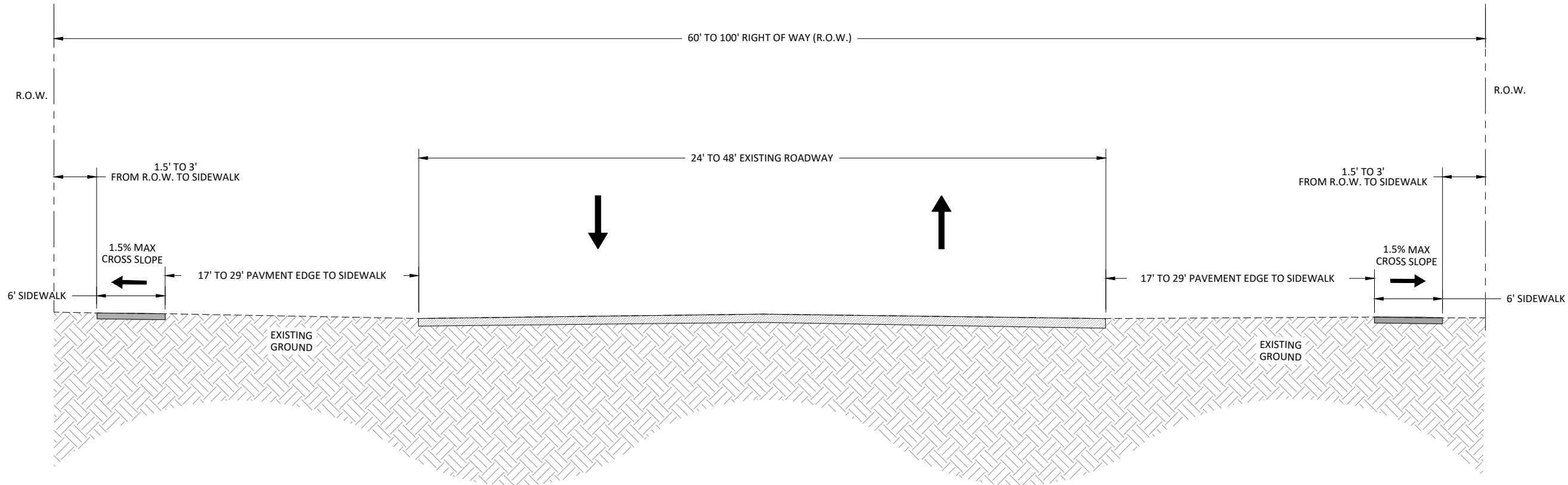
SCALE 1"=100'

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SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		4



# PROPOSED TYPICAL SECTION

NOT TO SCALE

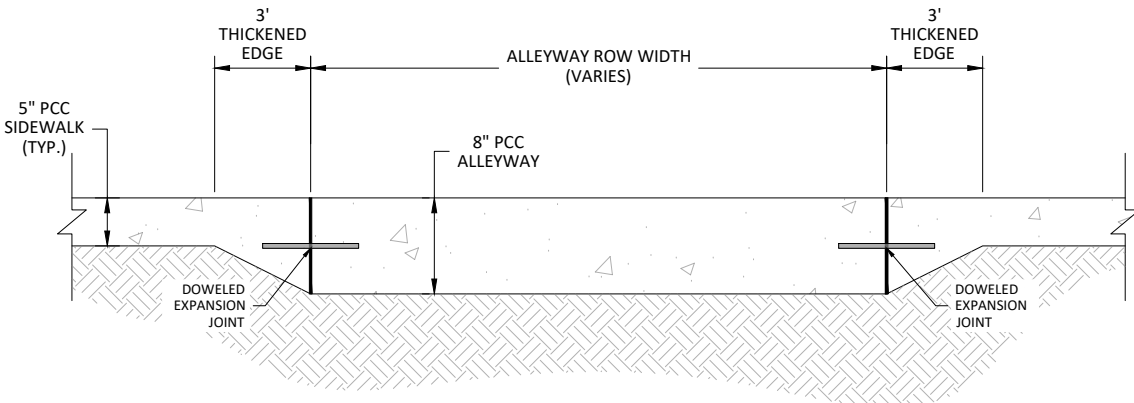


**NOTES:**

1. THE PROPOSED SIDEWALK WILL BE 6 FEET WIDE AT 5 INCHES OF DEPTH.
2. THE PROPOSED SIDEWALK SHALL BE LOCATED AS SHOWN ON PLANS.
3. THE EXISTING ROADWAY SHALL REMAIN IN PLACE.
4. THE MAXIMUM CROSS SLOPE FOR THE SIDEWALK IS 1.5%.
5. EXISTING UTILITIES SHALL REMAIN UNCHANGED. SIDEWALK TO ROUTE AROUND UTILITIES AS NECESSARY.

# PROPOSED TYPICAL ALLEYWAY CROSSING DETAIL

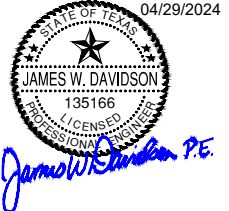
NOT TO SCALE



**NOTES:**

1. CONTRACTION JOINTS SHALL BE SPACED AT 5' O.C.
2. DOWELED EXPANSION JOINTS SHALL BE PLACED AT EDGES OF ALLEYWAY R.O.W. AS SHOWN
3. ALLEYWAY PORTION SHALL BE 8" THICK AND REINFORCED WITH #3 REBAR AT 18" O.C.

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<b>Texas Department of Transportation</b>		San Angelo District	
<h2 style="margin: 0;">TYPICAL SECTIONS</h2>			
SCALE 1"=20'			
©TxDOT 2024	CONT	SECT	JOB
SHEET ISSUED OR LAST REVISED	0907	26	006
4/29/2024	DIST	COUNTY	
SJT	SCHLEICHER	SHEET NO.	5

**GENERAL NOTES**

The following Standard Sheets have been modified: None.

Locate the project bulletin board at an approved location within the project limits such as at a field office, staging area, or stockpile, and make accessible to the public at all times. Do not remove the bulletin board from the project until approved. If a construction site notice is required for the project, post a copy at each geographically separated work location.

In those instances where fixed features require, vary the governing slopes indicated in these plans from within the limits to the extent determined.

If Contractor elects to establish a pit within 200 ft. of a public road, construct a barrier or other device in accordance with Natural Resources Code, Chapter 133, and Section 133.041.

Do not use salt water with solids in excess of 10,000 parts per million, as determined by evaporation.

Contractor questions on this project are to be addressed by the following individual:

Jesus Garcia, P.E.; email [Jesus.Garcia9@txdot.gov](mailto:Jesus.Garcia9@txdot.gov) and Randy Baiza, P.E.; email [Randy.Baiza@txdot.gov](mailto:Randy.Baiza@txdot.gov)

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

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

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

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

A copy of the 3D model or cross-sections and earthwork data may be obtained by qualified bidders by sending a request to the following set of email addresses:

Jesus Garcia, P.E. and Randy Baiza, P.E.; emails [Jesus.Garcia@txdot.gov](mailto:Jesus.Garcia@txdot.gov) and [Randy.Baiza@txdot.gov](mailto:Randy.Baiza@txdot.gov)

Data as provided is for non-construction purposes only and it is the responsibility of the prospective bidder to validate this information with the appropriate plans and Specifications.

**Item 5, "Control of the Work"**

State Highway right of way markers destroyed by the Contractor shall be replaced by a Texas Registered Professional Land Surveyor (RPLS) at no cost to the State. Provide written documentation from the RPLS attesting to the replacement of the right of way markers.

Make suitable advance notification to affected non-participating municipalities regarding Class B underground facilities, call the Department's San Angelo District Traffic Office at telephone number (325) 947-9208 to have the Department's existing traffic signal and illumination utilities located, and call the Department's San Angelo District Maintenance Office at telephone number (325) 947-9322 to have the Department's existing irrigation utilities located.

Responsibility for construction surveying shall conform to Section 5.9.3., "Method C."

Submit shop drawings electronically for the fabrication of structural items and other items specifically listed in the plans to [SJT\\_ShopPlanReview@txdot.gov](mailto:SJT_ShopPlanReview@txdot.gov). For instructions on submitting shop drawings electronically see "Guide to Electronic Shop Drawing Submittal" at <http://www.txdot.gov/business/resources/specifications/shop-drawings.html>.

**Item 6, "Control of Materials"**

When allowed, store materials and equipment in approved areas within the right of way. Access the work area from the right of way.

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

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

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

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

**Item 7, "Legal Relations and Responsibilities"**

No significant traffic generator events have been identified.

Highway: CS

Control: 0907-26-006

**Item 8, "Prosecution and Progress"**

Submit the sequence of work and estimated progress schedule on paper or as a Portable Document Format (PDF) electronic file compatible with Adobe Systems Incorporated "Acrobat Reader XI".

Restricted work hours are from 7:30 A.M to 8:30 A.M and 5:00 P.M. to 6:00 P.M.

**Item 9, "Measurement and Payment"**

The progress payment period shall end two working days before the last working day of the month. Deliver invoices to be paid as material on hand on or before the end of the progress payment period.

For projects that include a disadvantaged business enterprises (DBE) goal, provide a conversion rate for units of payment for work subcontracted to DBE if units of payments differ from those shown on the plans.

**Item 204, "Sprinkling"**

Apply water for dust control to un-surfaced bases during the work day, at the end of each work day, and on non-work days as directed.

The target value for the desired percent by weight of residual bitumen coating for virgin limestone aggregate is 1.2%. If using aggregate other than virgin limestone, notify the Engineer prior to pre-coating. The Engineer will determine the target value for the percent residual bitumen coating for non-limestone aggregate.

Pre-coat limestone rock asphalt with 0.6% flux oil.

**Item 360, "Concrete Pavement"**

A metal-tine texture finish is not required.

**Item 421, "Hydraulic Cement Concrete"**

Provide sulfate-resistant concrete (containing Type II cement) for all concrete identified as structural concrete in Table 8, except for the following: bridge railing, approach slabs, concrete traffic barrier, prestressed concrete panels, Class H concrete, and Class S concrete.

Entrained air is required in all slip formed concrete, but is not required for other structural concrete. Adjust the dosage of air entraining agent for low air content as directed by the Engineer. If entrained air is provided where not required, only the upper limits of the applicable Special Provision will be enforced.

Provide only the following items listed in 421.3.3, "Testing Equipment": test molds, wheelbarrow, maturity meter, and curing facility.

**Item 427, "Surface Finishes for Concrete"**

Highway: CS

Control: 0907-26-006

Provide rub finish to Surface Area I.

**Item 429, "Concrete Structure Repair"**

Maintain a complete paper copy of the TxDOT Concrete Repair Manual at each active location which requires work performed under this Item. This document is available as a free download from: <http://onlinemanuals.txdot.gov/txdotmanuals/crm/crm.pdf>.

Obtain approval of both damaged concrete removal and concrete surface preparation before placing repair materials.

**Item 502, "Barricades, Signs and Traffic Handling"**

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



# Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0907-26-006

DISTRICT San Angelo

COUNTY Schleicher

HIGHWAY NORTH ST

CONTROL SECTION JOB				0907-26-006		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00184200			
COUNTY				Schleicher			
HIGHWAY				NORTH ST			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	104-6001	REMOVING CONC (PAV)	SY	65.000		65.000	
	110-6001	EXCAVATION (ROADWAY)	CY	743.000		743.000	
	132-6001	EMBANKMENT (FINAL)(ORD COMP)(TY A)	CY	178.000		178.000	
	160-6005	FURNISHING AND PLACING TOPSOIL	CY	305.000		305.000	
	164-6005	BROADCAST SEED (PERM) (URBAN) (SANDY)	SY	14,922.000		14,922.000	
	168-6001	VEGETATIVE WATERING	MG	7.000		7.000	
	500-6001	MOBILIZATION	LS	1.000		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	
	506-6041	BIODEG EROSN CONT LOGS (IN STL) (12")	LF	110.000		110.000	
	506-6043	BIODEG EROSN CONT LOGS (REMOVE)	LF	110.000		110.000	
	531-6002	CONC SIDEWALKS (5")	SY	4,281.000		4,281.000	
	531-6004	CURB RAMPS (TY 1)	EA	9.000		9.000	
	531-6055	CONC SIDEWALKS (8")	SY	442.000		442.000	
	666-6182	REFL PAV MRK TY II (W) 24" (SLD)	LF	738.000		738.000	
	5003-6004	RETROFIT DET WARN SURF(SURF APPLIED)	EA	28.000		28.000	
	18	SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000		1.000	
		EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000		1.000	



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Item 1: Mobilization, Temporary Access and Erosion/Sedimentation Control Measures				
TxDOT Spec. No.	Description	Units	Estimated Quantity	Actual Quantity
500-6001	Mobilization	LS	1	
502-6001	Barricades, Signs, and Traffic Handling	MO	7	
506-6038	Temp Sedmt Cont Fence (Install)	LF	325	
506-6039	Temp Sedmt Cont Fence (Remove)	LF	325	
506-6041	BioDeg Erosn Cont Logs (Instl) (12")	LF	110	
506-6043	BioDeg Erosn Cont Logs (Remove)	LF	110	

Item 2: North Street Sidewalk				
TxDOT Spec. No.	Description	Units	Estimated Quantity	Actual Quantity
110-6001	Excavation (Sidewalk)	CY	243	
132-6001	Embankment (Final)(Ord Comp)(TY A)	CY	35	
531-6002	Concrete Sidewalks (5")	SY	1,364	
531-6055	Concrete Sidewalks (8")	SY	147	
5003-6004	Prefabricated Detectable Warning Panel	EA	8	
666-6182	Crosswalk Markings	LF	300	
160-6005	Furnishing and Placing Topsoil	CY	120	
164-6005	Broadcast Seed (Perm)(Urban)(Sandy)	SY	1,452	
168-6001	Vegetative Watering	MG	2	

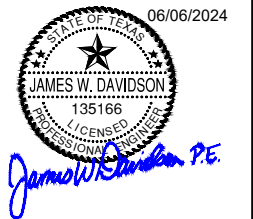
Item 3: North Oak Street Sidewalk				
TxDOT Spec. No.	Description	Units	Estimated Quantity	Actual Quantity
110-6001	Excavation (Sidewalk)	CY	123	
132-6001	Embankment (Final)(Ord Comp)(TY A)	CY	21	
531-6002	Concrete Sidewalks (5")	SY	865	
531-6055	Concrete Sidewalks (8")	SY	22	
5003-6004	Prefabricated Detectable Warning Panel	EA	6	
666-6182	Crosswalk Markings	LF	90	
160-6005	Furnishing and Placing Topsoil	CY	67	
164-6005	Broadcast Seed (Perm)(Urban)(Sandy)	SY	725	
168-6001	Vegetative Watering	MG	1	

Item 4: West Fields Avenue Sidewalk				
TxDOT Spec. No.	Description	Units	Estimated Quantity	Actual Quantity
104-6001	Remove and Dispose Existing Pavment	SY	13	
110-6001	Excavation (Sidewalk)	CY	157	
132-6001	Embankment (Final)(Ord Comp)(TY A)	CY	23	
531-6002	Concrete Sidewalks (5")	SY	726	
531-6055	Concrete Sidewalks (8")	SY	210	
5003-6004	Prefabricated Detectable Warning Panel	EA	4	
531-6004	Curb Ramp (TY 1)	EA	6	
666-6182	Crosswalk Markings	LF	150	
160-6005	Furnishing and Placing Topsoil	CY	24	
164-6005	Broadcast Seed (Perm)(Urban)(Sandy)	SY	2,625	
168-6001	Vegetative Watering	MG	1	

Item 5: North West Street Sidewalk				
TxDOT Spec. No.	Description	Units	Estimated Quantity	Actual Quantity
104-6001	Remove and Dispose Existing Pavment	SY	32	
110-6001	Excavation (Sidewalk)	CY	53	
132-6001	Embankment (Final)(Ord Comp)(TY A)	CY	10	
531-6002	Concrete Sidewalks (5")	SY	325	
5003-6004	Prefabricated Detectable Warning Panel	EA	4	
531-6004	Curb Ramp (TY 1)	EA	3	
666-6182	Crosswalk Markings	LF	108	
160-6005	Furnishing and Placing Topsoil	CY	23	
164-6005	Broadcast Seed (Perm)(Urban)(Sandy)	SY	2,435	
168-6001	Vegetative Watering	MG	1	

Item 6: Meador Street Sidewalk				
TxDOT Spec. No.	Description	Units	Estimated Quantity	Actual Quantity
110-6001	Excavation (Sidewalk)	CY	85	
132-6001	Embankment (Final)(Ord Comp)(TY A)	CY	12	
531-6002	Concrete Sidewalks (5")	SY	521	
5003-6004	Prefabricated Detectable Warning Panel	EA	4	
666-6182	Crosswalk Markings	LF	50	
160-6005	Furnishing and Placing Topsoil	CY	36	
164-6005	Broadcast Seed (Perm)(Urban)(Sandy)	SY	3,900	
168-6001	Vegetative Watering	MG	1	
644-6076	Relocate Signs and Mailboxes	EA	1	

Item 7: West Warner Avenue Sidewalk				
TxDOT Spec. No.	Description	Units	Estimated Quantity	Actual Quantity
104-6001	Remove and Dispose Existing Pavment	SY	20	
110-6001	Excavation (Sidewalk)	CY	82	
132-6001	Embankment (Final)(Ord Comp)(TY A)	CY	77	
531-6002	Concrete Sidewalks (5")	SY	480	
531-6055	Concrete Sidewalks (8")	SY	63	
5003-6004	Prefabricated Detectable Warning Panel	EA	2	
666-6182	Crosswalk Markings	LF	40	
160-6005	Furnishing and Placing Topsoil	CY	35	
164-6005	Broadcast Seed (Perm)(Urban)(Sandy)	SY	3,785	
168-6001	Vegetative Watering	MG	1	



		San Angelo District		
<h2>SUMMARY OF QUANTITIES</h2>				
©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		7

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

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

**WORKER SAFETY NOTES:**

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

**COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES**

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

<p><b>THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT</b>  <a href="http://www.txdot.gov">http://www.txdot.gov</a></p>
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



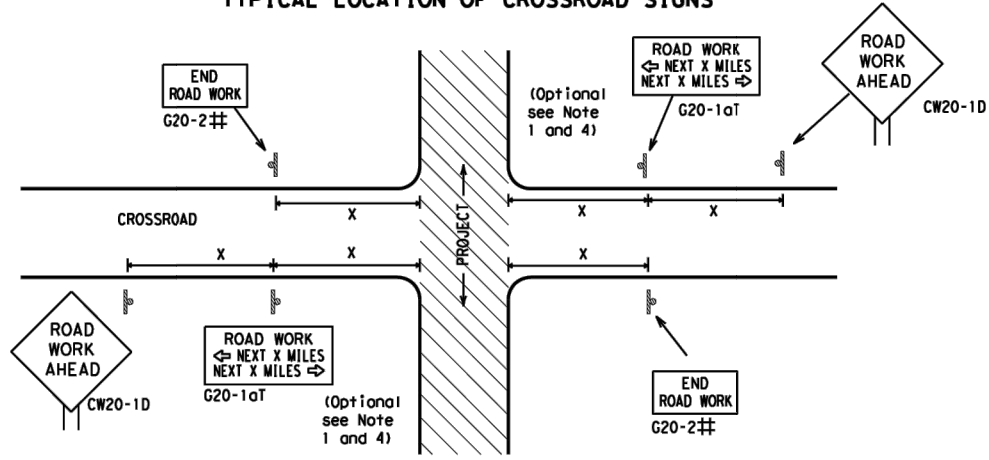
**BARRICADE AND CONSTRUCTION  
GENERAL NOTES  
AND REQUIREMENTS**

**BC (1) - 21**

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
	0907	26	006	N/A
<b>4-03</b>	REVISIONS			
<b>9-07</b>	7-13			
<b>5-10</b>	8-14			
	5-21			
	SJT	COUNTY	SHEET NO.	
		SCHLEICHER	8	

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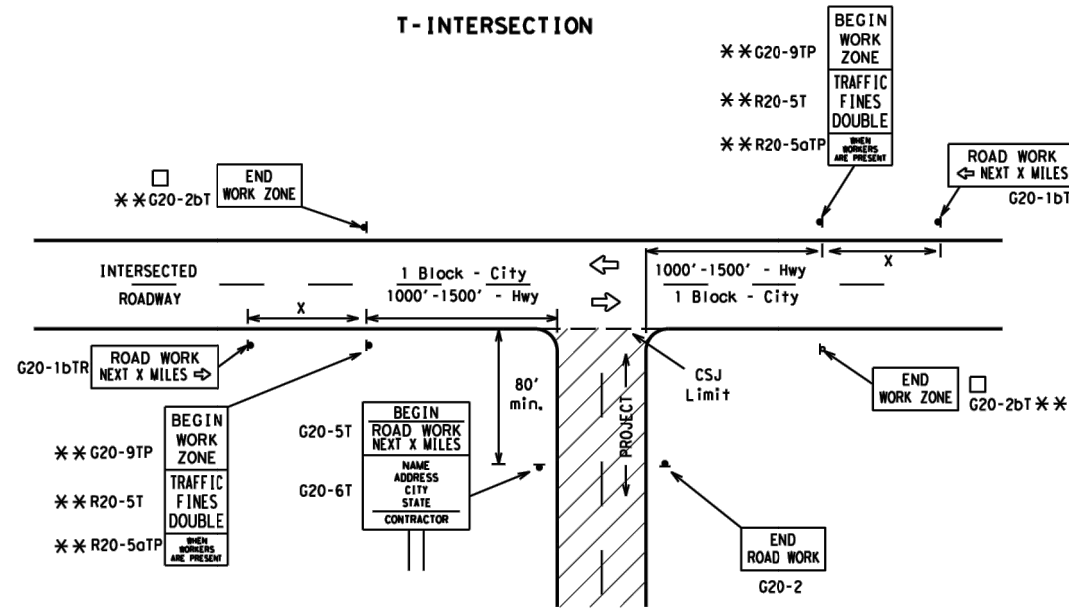
**TYPICAL LOCATION OF CROSSROAD SIGNS**



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

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

**T-INTERSECTION**



**CSJ LIMITS AT T-INTERSECTION**

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

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

Sign Number or Series	SIZE		SPACING	
	Conventional Road	Expressway/Freeway	Posted Speed	Sign Δ Spacing "X"
CW20 <sup>4</sup> CW21 CW22 CW23 CW25	48" x 48"	48" x 48"	MPH	Feet (Apprx.)
			30	120
			35	160
			40	240
			45	320
CW1, CW2, CW7, CW8, CW9, CW11, CW14	36" x 36"	48" x 48"	50	400
			55	500 <sup>2</sup>
			60	600 <sup>2</sup>
			65	700 <sup>2</sup>
CW3, CW4, CW5, CW6, CW8-3, CW10, CW12	48" x 48"	48" x 48"	70	800 <sup>2</sup>
			75	900 <sup>2</sup>
			80	1000 <sup>2</sup>
			*	* <sup>3</sup>

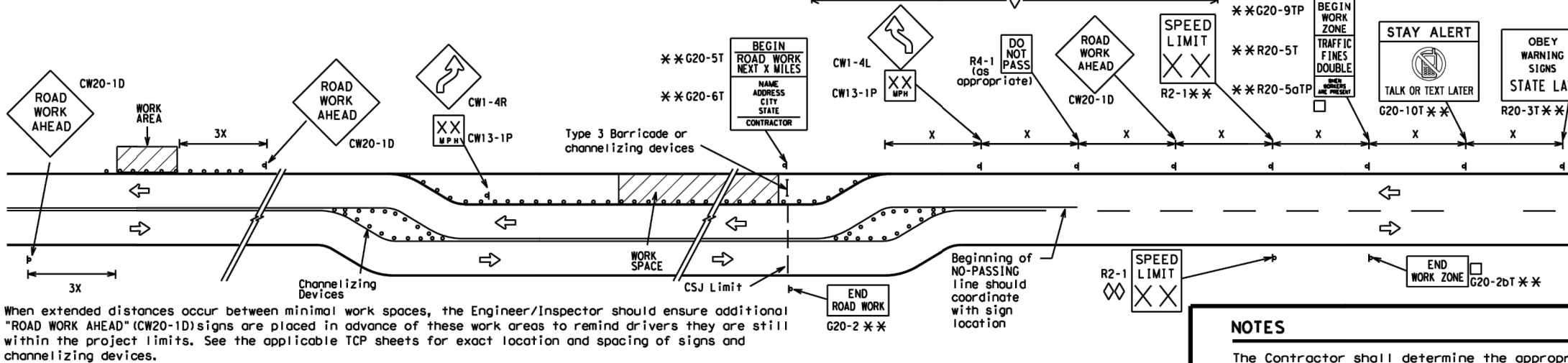
\* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

**GENERAL NOTES**

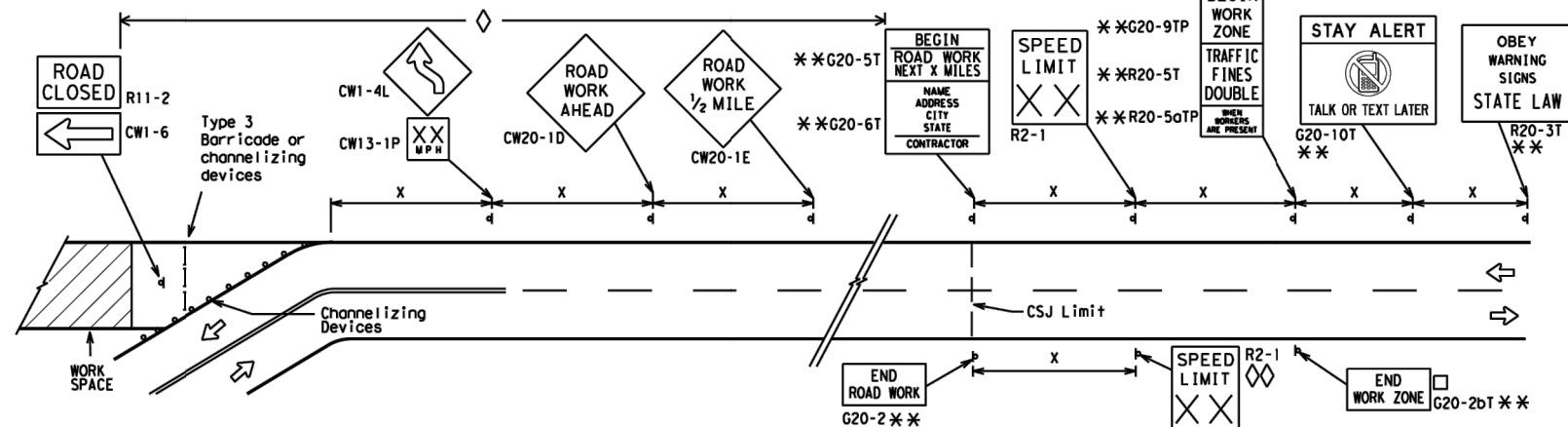
- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be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

**WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS**



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

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



**NOTES**

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

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

**LEGEND**

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

SHEET 2 OF 12



**BARRICADE AND CONSTRUCTION PROJECT LIMIT**

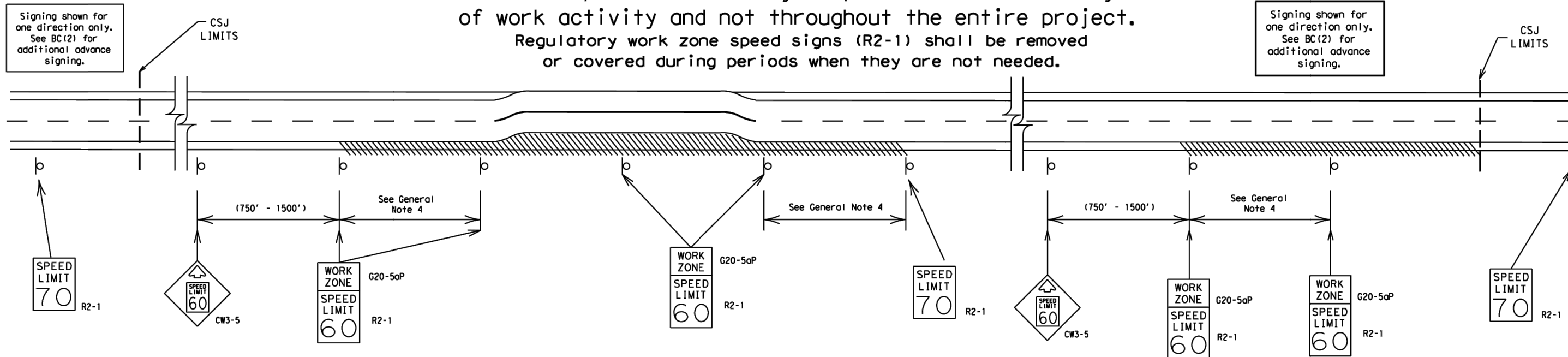
**BC (2) - 21**

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS	0907	26	006	N/A
9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13 5-21	SJT	SCHLEICHER	9	

# TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

Reduced speeds should only be posted in the vicinity of work activity and not throughout the entire project. Regulatory work zone speed signs (R2-1) shall be removed or covered during periods when they are not needed.



## GUIDANCE FOR USE:

### LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

Long/Intermediate Term Work Zone Speed Limit signs, when approved as described above, should be posted and visible to the motorist when work activity is present.

Work activity may also be defined as a change in the roadway that requires a reduced speed for motorists to safely negotiate the work area, including:

- rough road or damaged pavement surface
- substantial alteration of roadway geometrics (diversions)
- construction detours
- grade
- width
- other conditions readily apparent to the driver

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

### SHORT TERM WORK ZONE SPEED LIMITS

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

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

## GENERAL NOTES

- Regulatory work zone speed limits should be used only for sections of construction projects where speed control is of major importance.
- Regulatory work zone speed limit signs shall be placed on supports at a 7 foot minimum mounting height.
- Speed zone signs are illustrated for one direction of travel and are normally posted for each direction of travel.
- Frequency of work zone speed limit signs should be:
 

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

SHEET 3 OF 12



## BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

### BC (3) - 21

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REVISIONS		0907	26	006	N/A				
9-07	8-14	DIST		COUNTY	SHEET NO.				
7-13	5-21	SJT		SCHLEICHER	10				

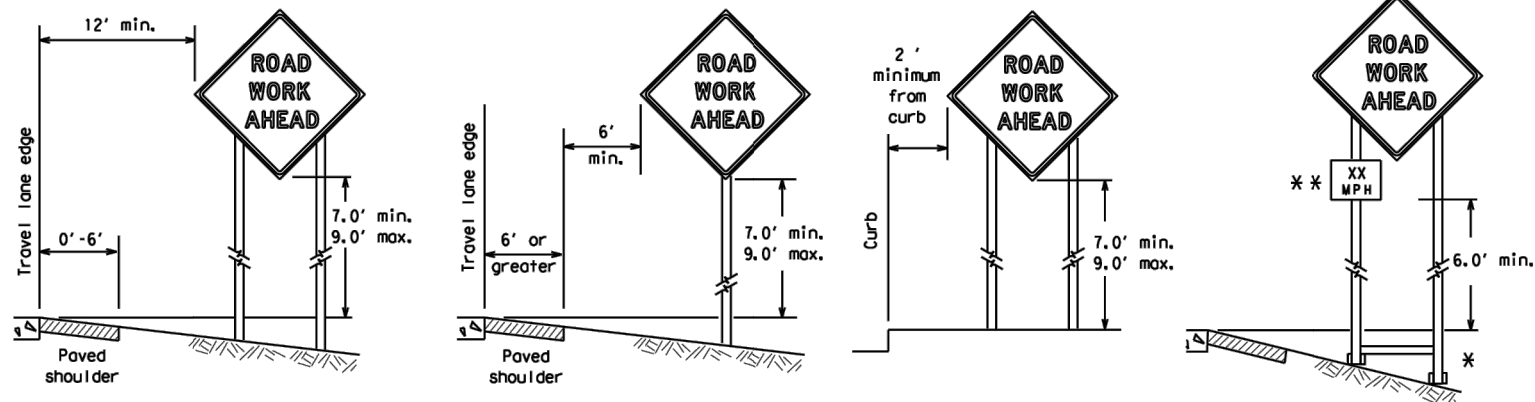
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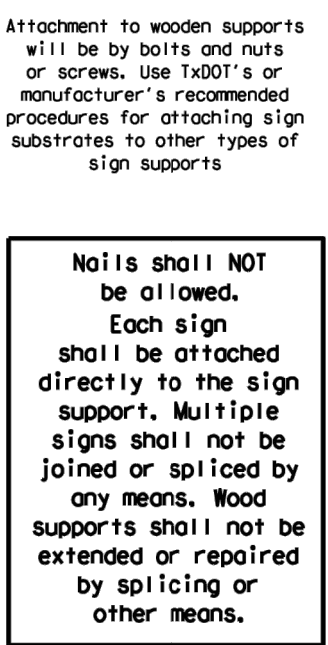
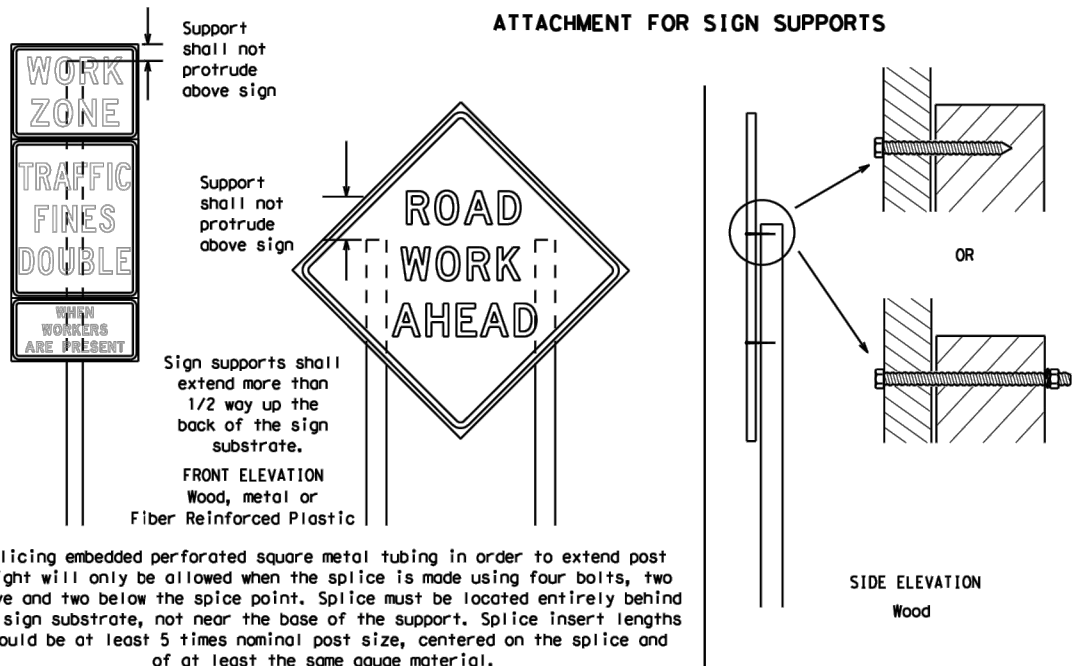
**TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS**



\* 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**



**GENERAL NOTES FOR WORK ZONE SIGNS**

- Contractor shall install and maintain signs in a straight and plumb condition and/or as directed by the Engineer.
- Wooden sign posts shall be painted white.
- Barricades shall NOT be used as sign supports.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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)**

- 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.
  - Long-term stationary - work that occupies a location more than 3 days.
  - 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.
  - Short-term stationary - daytime work that occupies a location for more than 1 hour in a single daylight period.
  - Short, duration - work that occupies a location up to 1 hour.
  - Mobile - work that moves continuously or intermittently (stopping for up to approximately 15 minutes.)

**SIGN MOUNTING HEIGHT**

- 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.
- 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.
- Long-term/Intermediate-term Signs may be used in lieu of Short-term/Short Duration signing.
- 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.
- 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**

- 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**

- 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.
- "Mesh" type materials are NOT an approved sign substrate, regardless of the tightness of the weave.
- 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**

- 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).
- White sheeting, meeting the requirements of DMS-8300 Type A, shall be used for signs with a white background.
- Orange sheeting, meeting the requirements of DMS-8300 Type B<sub>FL</sub> or Type C<sub>FL</sub>, shall be used for rigid signs with orange backgrounds.

**SIGN LETTERS**

- 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**

- When sign messages may be confusing or do not apply, the signs shall be removed or completely covered.
- 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.
- 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.
- 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.
- Burlap shall NOT be used to cover signs.
- Duct tape or other adhesive material shall NOT be affixed to a sign face.
- Signs and anchor stubs shall be removed and holes backfilled upon completion of work.

**SIGN SUPPORT WEIGHTS**

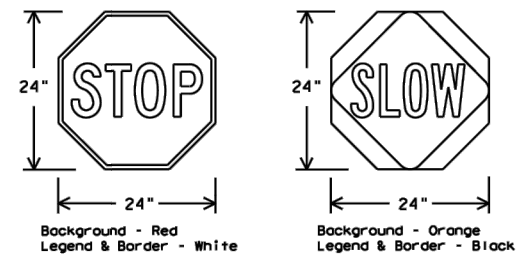
- Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand should be used.
- The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
- Rock, concrete, iron, steel or other solid objects shall not be permitted for use as sign support weights.
- 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.
- 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.
- 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.
- Sandbags shall NOT be placed under the skid and shall not be used to level sign supports placed on slopes.

**FLAGS ON SIGNS**

- 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.

**STOP/SLOW PADDLES**

- STOP/SLOW paddles are the primary method to control traffic by flaggers. The STOP/SLOW paddle size should be 24" x 24".
- STOP/SLOW paddles shall be retroreflective when used at night.
- STOP/SLOW paddles may be attached to a staff with a minimum length of 6' to the bottom of the sign.
- 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.



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

- 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.
- 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.
- When existing permanent signs are moved and relocated due to construction purposes, they shall be visible to motorists at all times.
- 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.
- 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.
- 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.

**SHEETING REQUIREMENTS (WHEN USED AT NIGHT)**

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

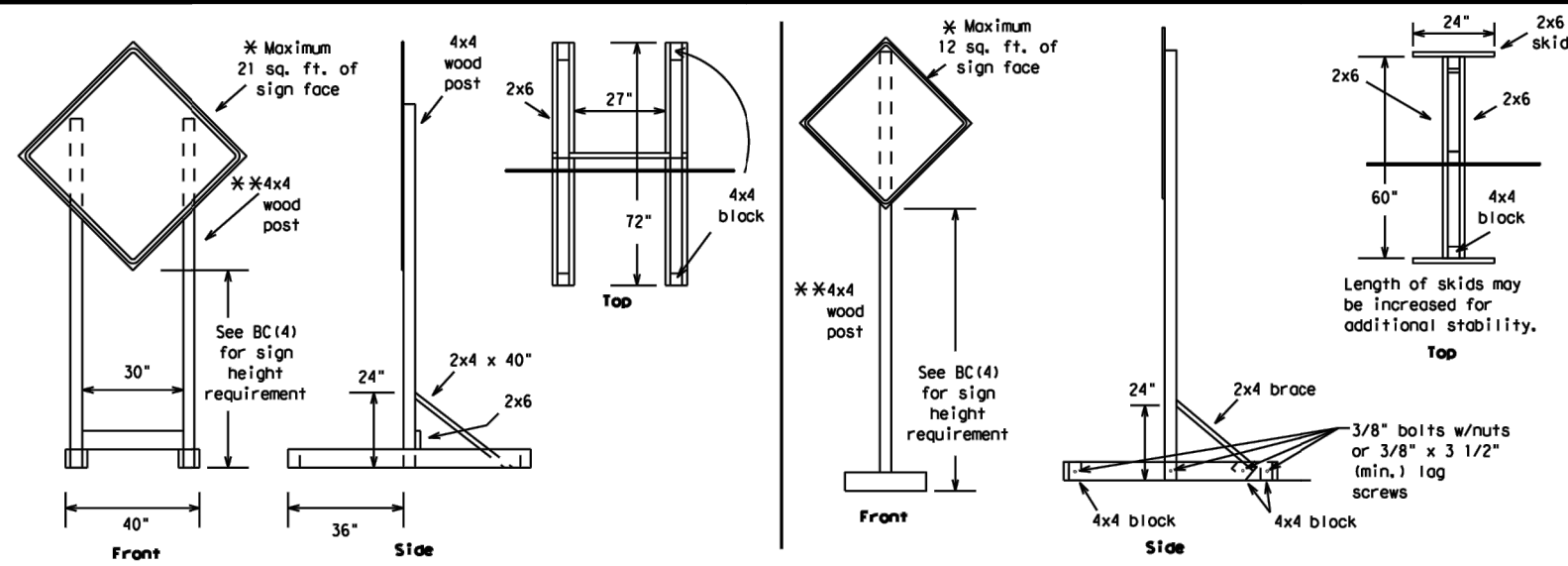


**BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES**

**BC (4) - 21**

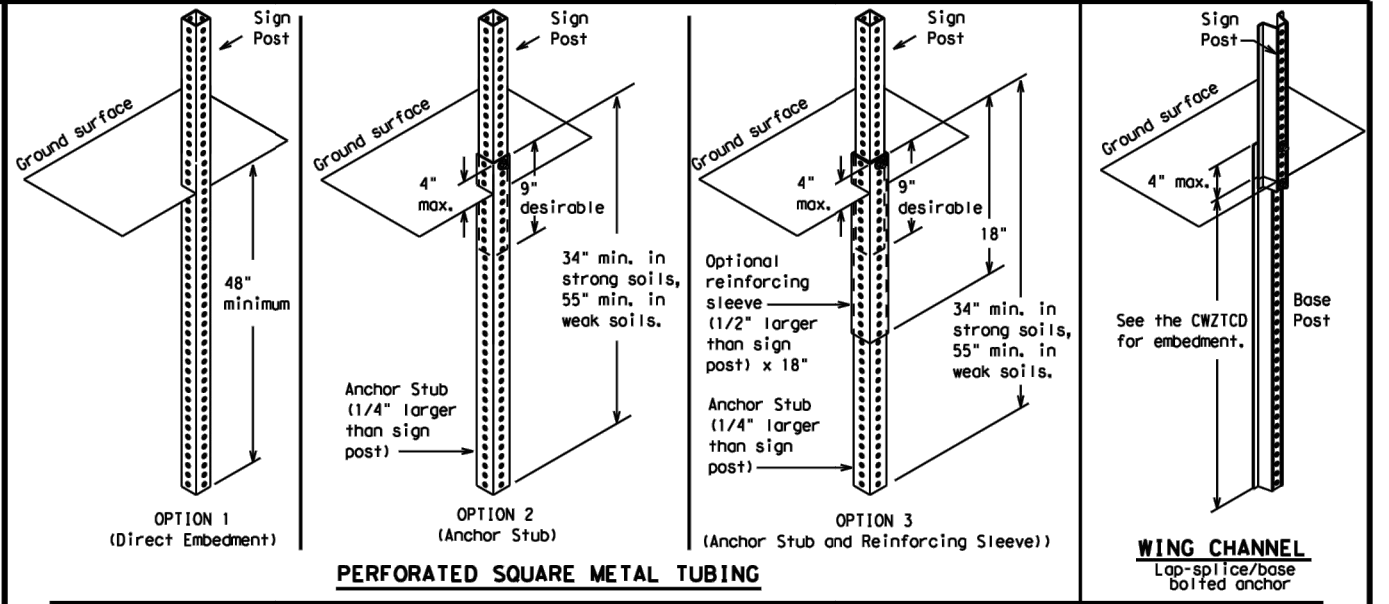
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© TxDOT November 2002	CONF	SECT	JOB	HIGHWAY
REVISIONS	0907	26	006	N/A
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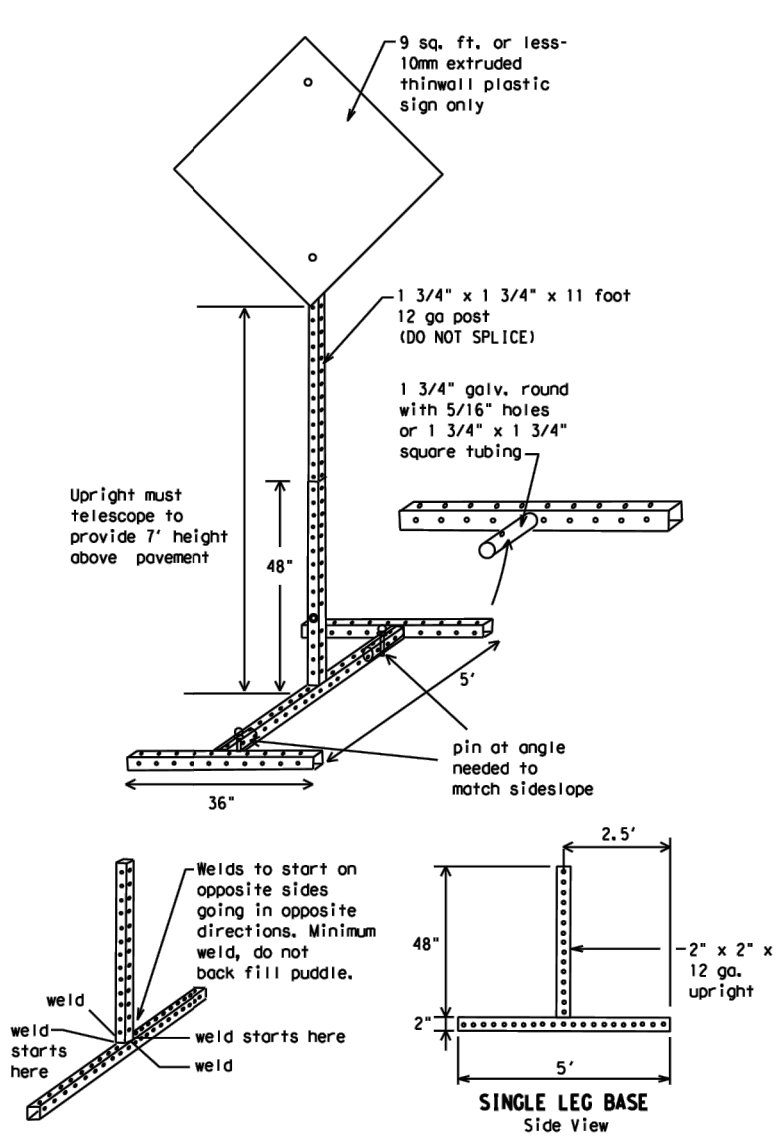
**SKID MOUNTED WOOD SIGN SUPPORTS**

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



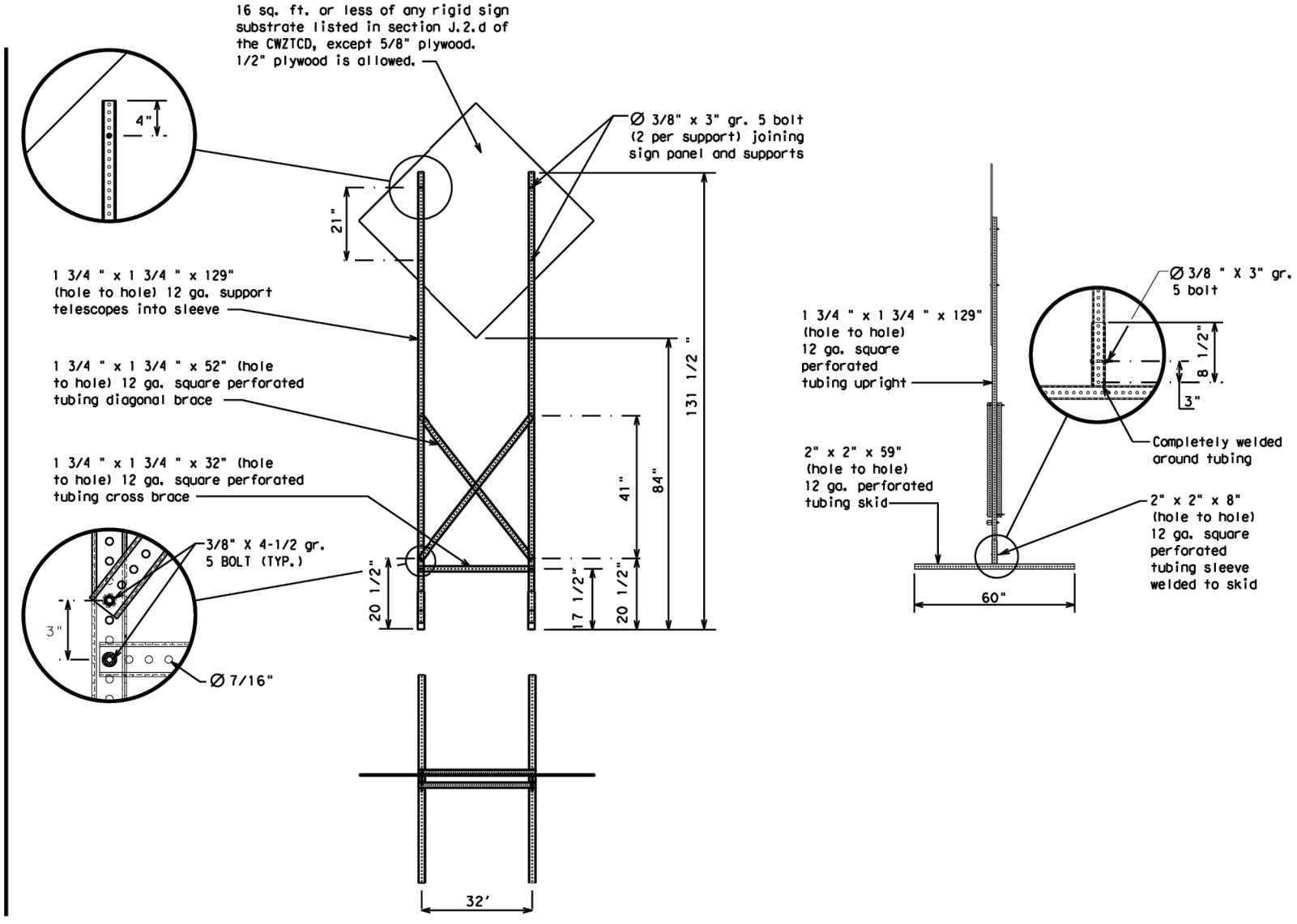
**GROUND MOUNTED SIGN SUPPORTS**

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



**SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS**

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



**WEDGE ANCHORS**

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

**OTHER DESIGNS**

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

**GENERAL NOTES**

1. Nails may be used in the assembly of wooden sign supports, but 3/8" bolts with nuts or 3/8" x 3/2" 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.

SHEET 5 OF 12



**BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT**

BC (5) - 21

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

# RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

## PORTABLE CHANGEABLE MESSAGE SIGNS

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

## Phase 1: Condition Lists

### Road/Lane/Ramp Closure List

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

### Other Condition List

FRONTAGE ROAD CLOSED
SHOULDER CLOSED XXX FT
RIGHT LN CLOSED XXX FT
RIGHT X LANES OPEN
DAYTIME LANE CLOSURES
I-XX SOUTH EXIT CLOSED
EXIT XXX CLOSED X MILE
RIGHT LN TO BE CLOSED
X LANES CLOSED TUE - FRI
ROADWORK XXX FT
FLAGGER XXXX FT
RIGHT LN NARROWS XXXX FT
MERGING TRAFFIC XXXX FT
LOOSE GRAVEL XXXX FT
DETOUR X MILE
ROADWORK PAST SH XXXX
BUMP XXXX FT
TRAFFIC SIGNAL XXXX FT
ROAD REPAIRS XXXX FT
LANE NARROWS XXXX FT
TWO-WAY TRAFFIC XX MILE
CONST TRAFFIC XXX FT
UNEVEN LANES XXXX FT
ROUGH ROAD XXXX FT
ROADWORK NEXT FRI-SUN
US XXX EXIT X MILES
LANES SHIFT *

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

## Phase 2: Possible Component Lists

### Action to Take/Effect on Travel List

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

### Location List

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

### Warning List

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

### \*\* Advance Notice List

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

\*\* See Application Guidelines Note 6.

## APPLICATION GUIDELINES

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

## WORDING ALTERNATIVES

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

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

## FULL MATRIX PCMS SIGNS

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

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

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



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

### BC (6) - 21

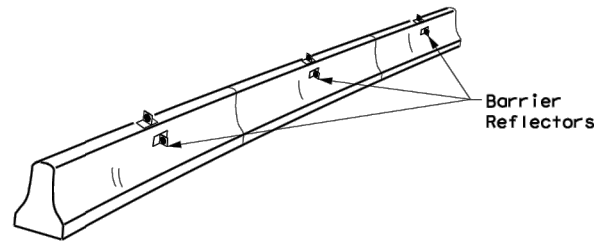
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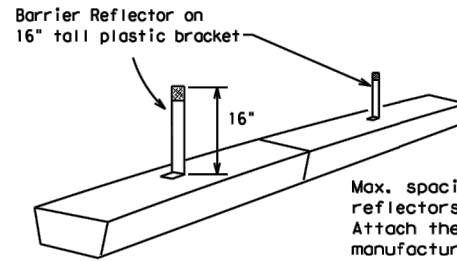
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- Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
- Color of Barrier Reflectors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



**CONCRETE TRAFFIC BARRIER (CTB)**

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

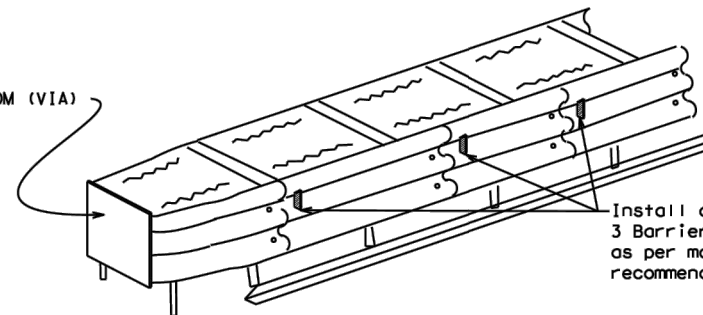


**LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES**

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

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

**LOW PROFILE CONCRETE BARRIER (LPCB)**



**DELINEATION OF END TREATMENTS**

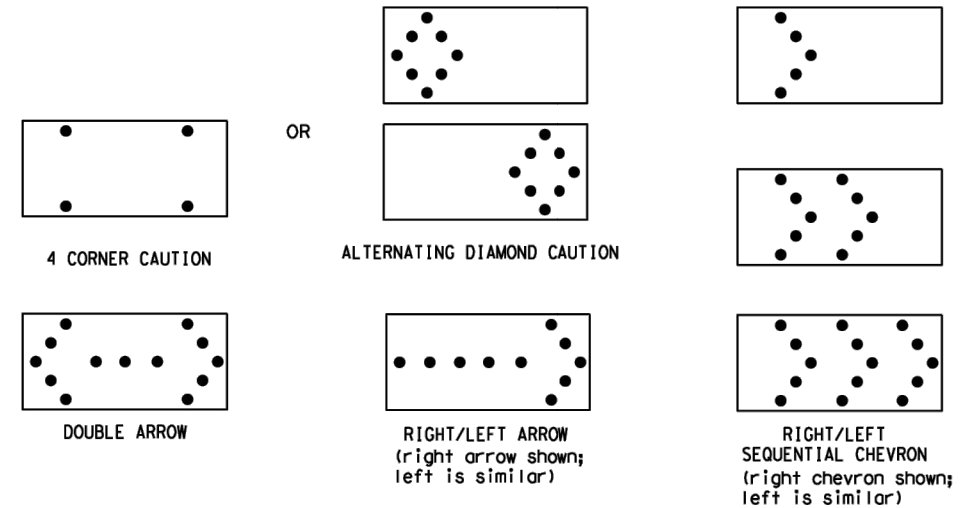
**END TREATMENTS FOR CTB'S USED IN WORK ZONES**

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

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

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

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



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

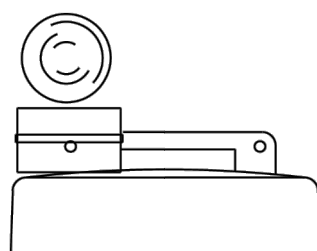
REQUIREMENTS			
TYPE	MINIMUM SIZE	MINIMUM NUMBER OF PANEL LAMPS	MINIMUM VISIBILITY DISTANCE
B	30 x 60	13	3/4 mile
C	48 x 96	15	1 mile

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

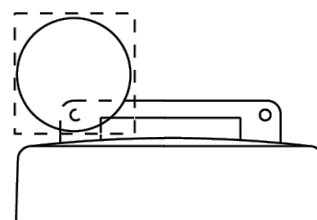
WHEN NOT IN USE, REMOVE THE ARROW BOARD FROM THE RIGHT-OF-WAY OR PLACE THE ARROW BOARD BEHIND CONCRETE TRAFFIC BARRIER OR GUARDRAIL.

**FLASHING ARROW BOARDS**

SHEET 7 OF 12



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



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

**WARNING LIGHTS**

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

**WARNING LIGHTS MOUNTED ON PLASTIC DRUMS**

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

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

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

**TRUCK-MOUNTED ATTENUATORS**

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



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

**BC (7) - 21**

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**GENERAL NOTES**

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

**GENERAL DESIGN REQUIREMENTS**

Pre-qualified plastic drums shall meet the following requirements:

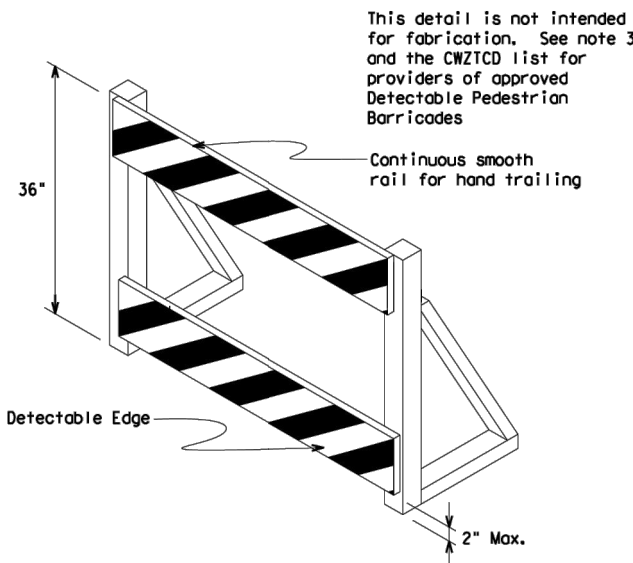
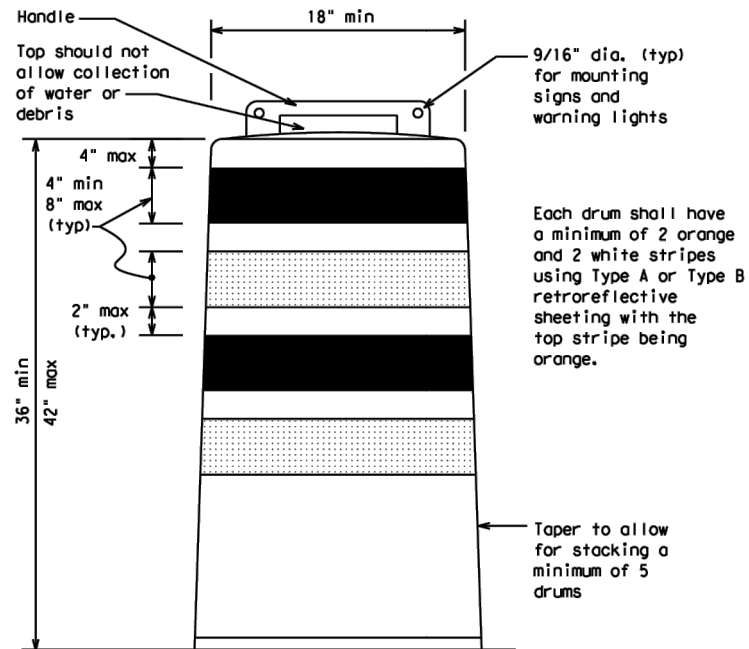
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
- The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

**RETROREFLECTIVE SHEETING**

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

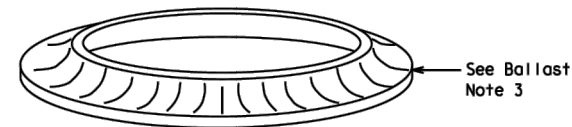
**BALLAST**

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



**DETECTABLE PEDESTRIAN BARRICADES**

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



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



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

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

**SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS**

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

SHEET 8 OF 12



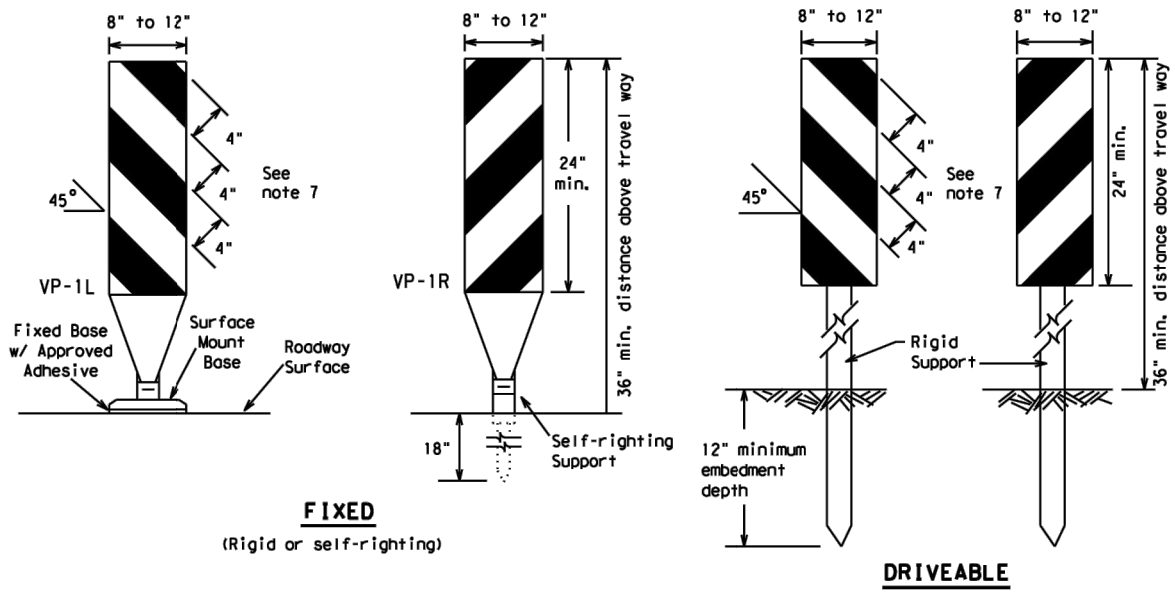
**BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES**

**BC (8) - 21**

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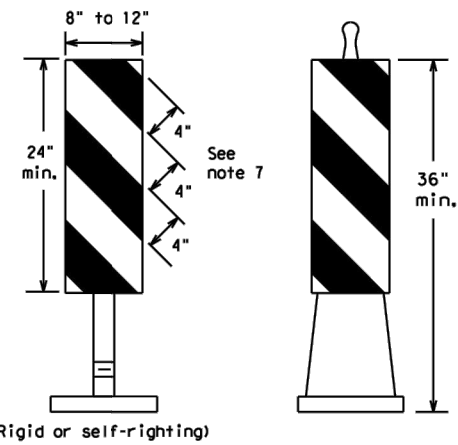
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**FIXED**  
(Rigid or self-righting)

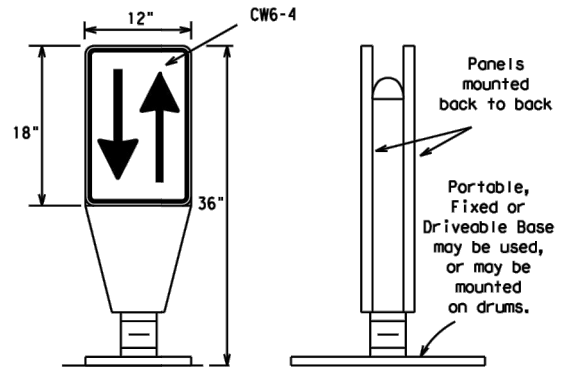
**DRIVEABLE**



**PORTABLE**

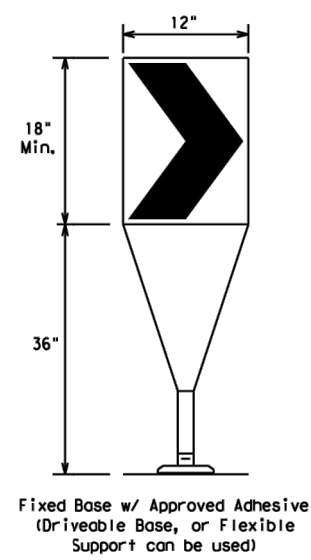
**VERTICAL PANELS (VPs)**

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.



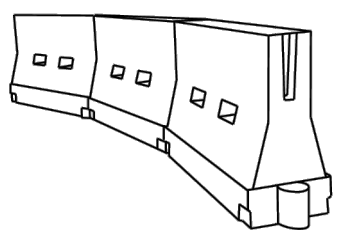
**OPPOSING TRAFFIC LANE DIVIDERS (OTLD)**

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<sub>FL</sub> or Type C<sub>FL</sub> conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.



**CHEVRONS**

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<sub>FL</sub> or Type C<sub>FL</sub> conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.
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.



**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 cones and the top of the unit shall not be less than 32 inches in height.

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

**GENERAL NOTES**

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

Posted Speed	Formula	Minimum Desirable Taper Lengths			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**



**BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES**

**BC (9) - 21**

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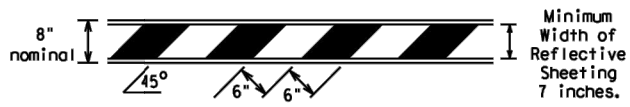


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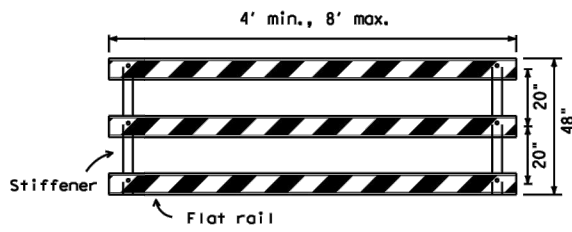
**TYPE 3 BARRICADES**

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

Barricades shall NOT be used as a sign support.



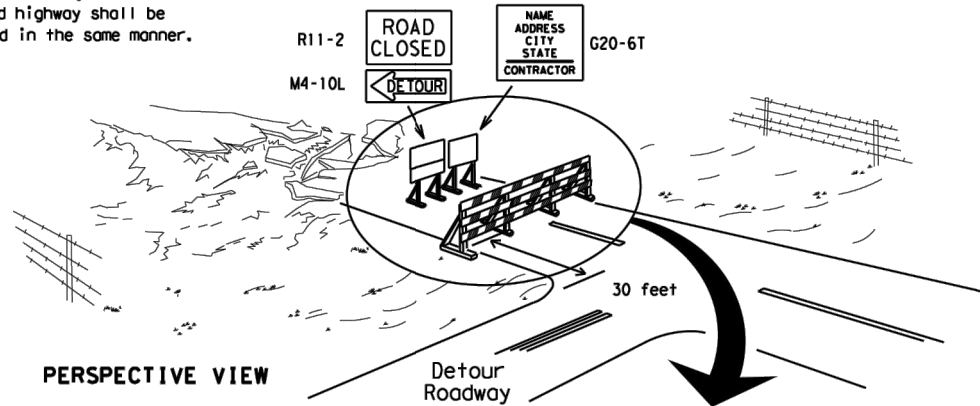
**TYPICAL STRIPING DETAIL FOR BARRICADE RAIL**



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

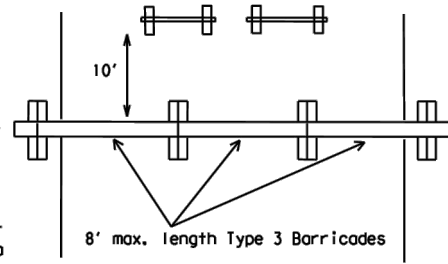
**TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES**

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



PERSPECTIVE VIEW

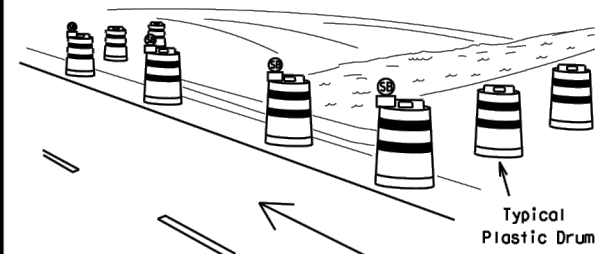
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.



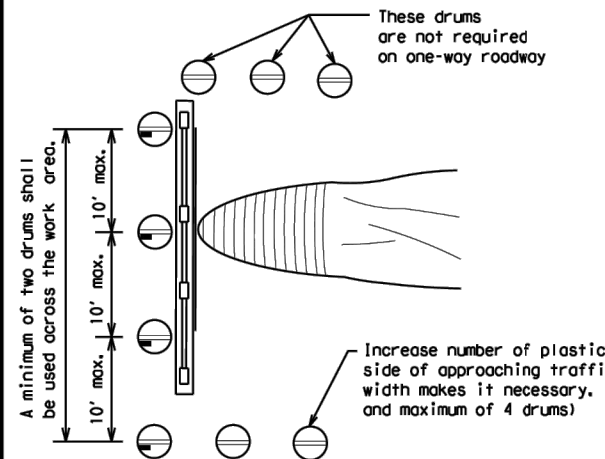
PLAN VIEW

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

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



PERSPECTIVE VIEW

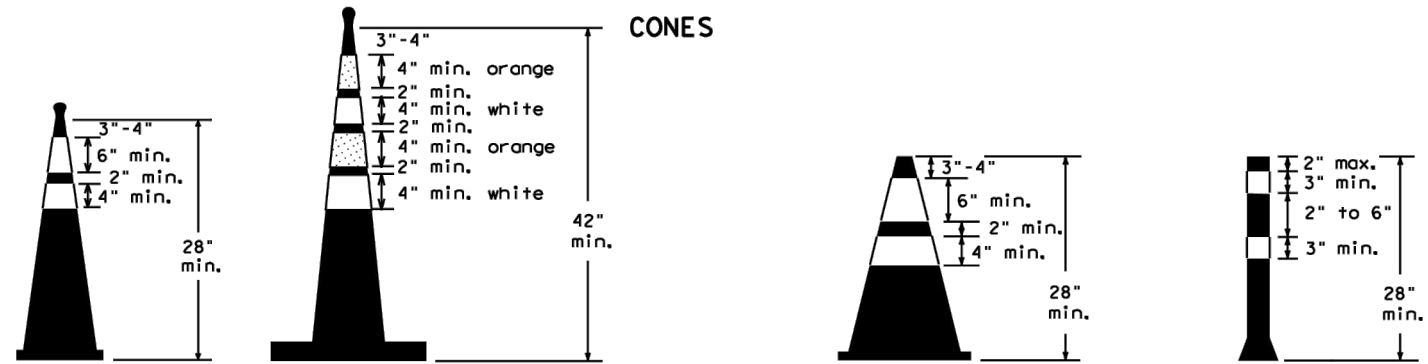


PLAN VIEW

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

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

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

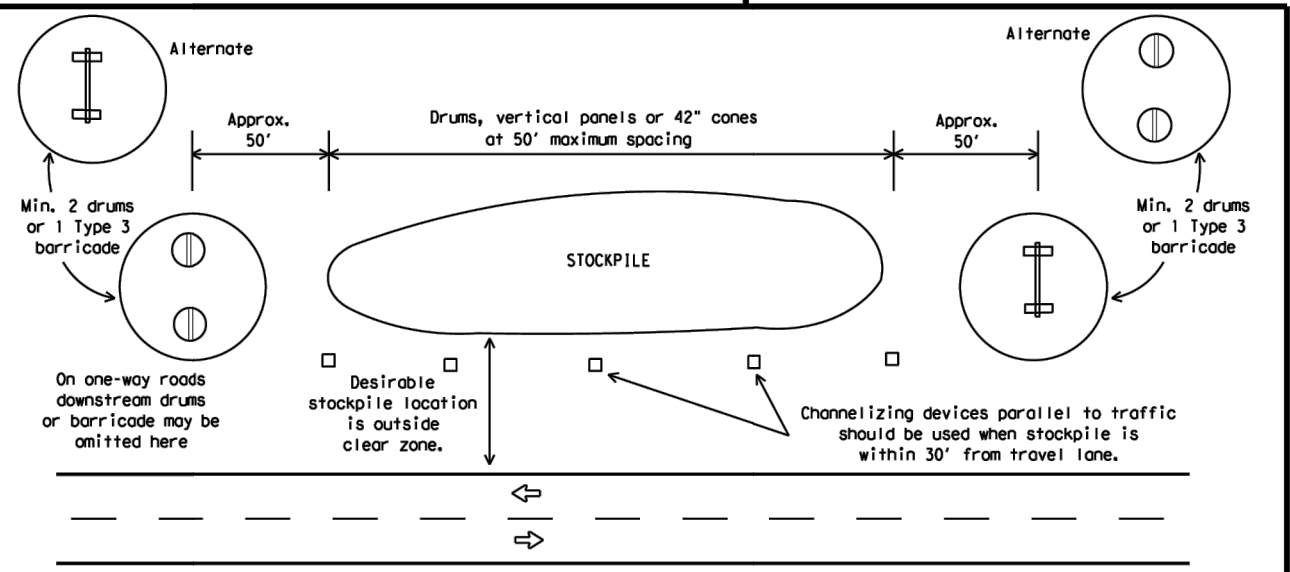


Two-Piece cones

One-Piece cones

Tubular Marker

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



**TRAFFIC CONTROL FOR MATERIAL STOCKPILES**

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



**BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES**

**BC (10) - 21**

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## WORK ZONE PAVEMENT MARKINGS

### GENERAL

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.

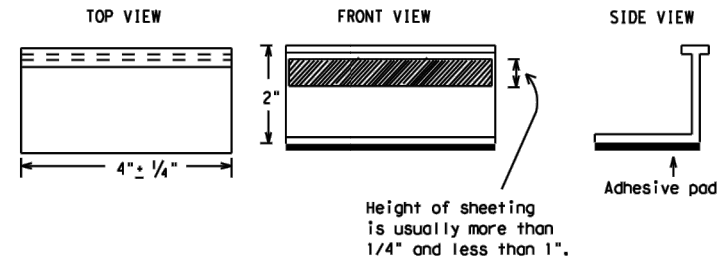
### MAINTAINING WORK ZONE PAVEMENT MARKINGS

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).

SHEET 11 OF 12



## BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

**BC(11)-21**

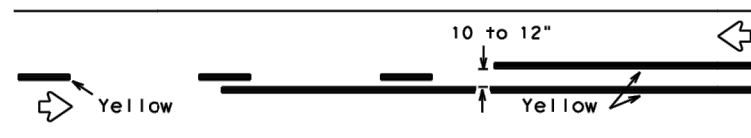
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2-98 9-07 5-21	REVISIONS		DIST	COUNTY
1-02 7-13			SJT	SCHLEICHER
11-02 8-14				SHEET NO. 18

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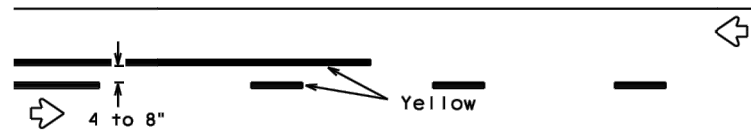
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FILE:



## PAVEMENT MARKING PATTERNS

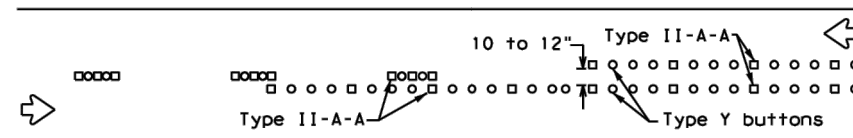


REFLECTORIZED PAVEMENT MARKINGS - PATTERN A

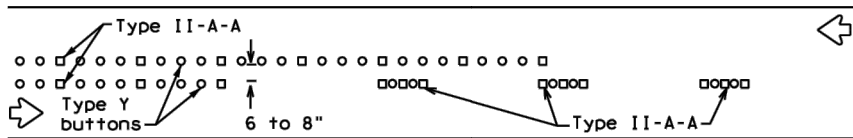


REFLECTORIZED PAVEMENT MARKINGS - PATTERN B

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

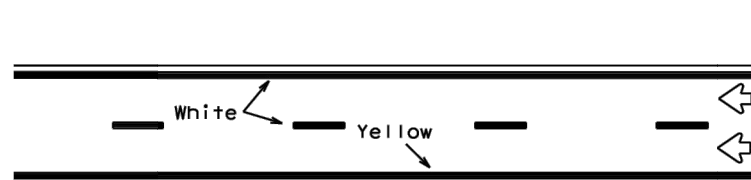


RAISED PAVEMENT MARKERS - PATTERN A



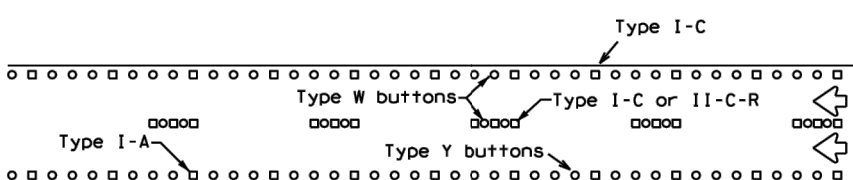
RAISED PAVEMENT MARKERS - PATTERN B

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



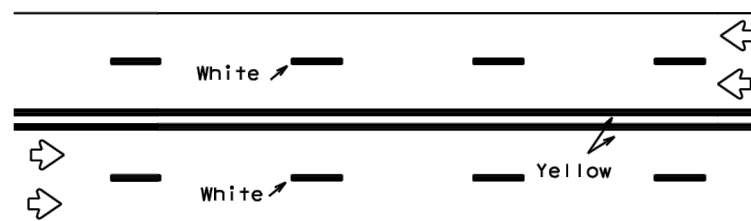
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



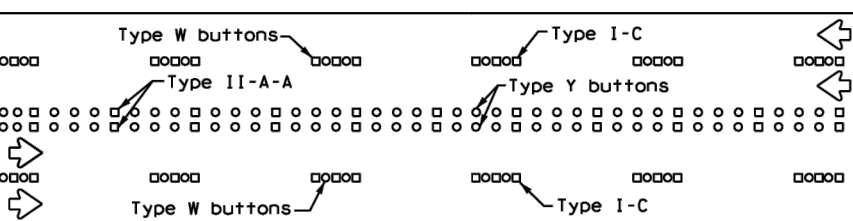
RAISED PAVEMENT MARKERS

## EDGE & LANE LINES FOR DIVIDED HIGHWAY



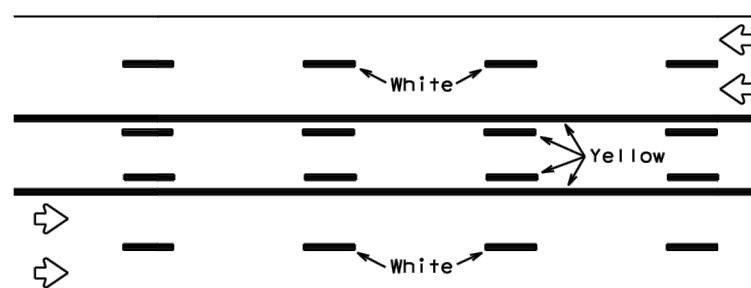
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



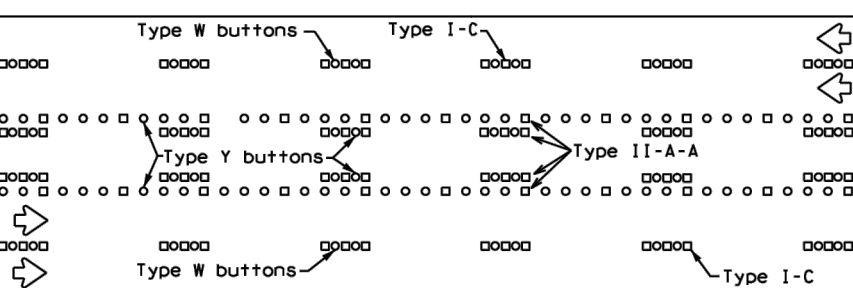
RAISED PAVEMENT MARKERS

## LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS

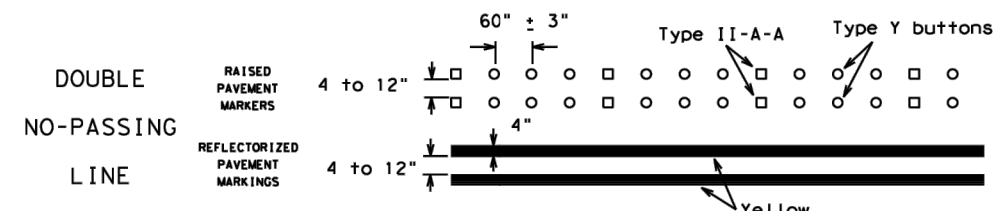
Prefabricated markings may be substituted for reflectORIZED pavement markings.



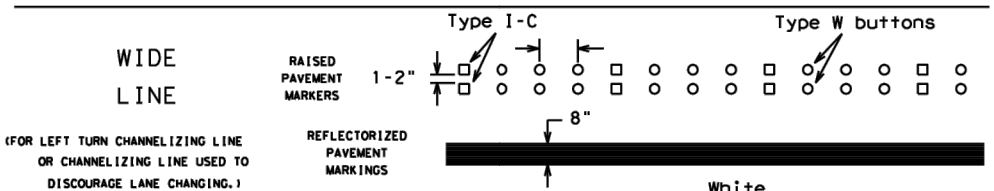
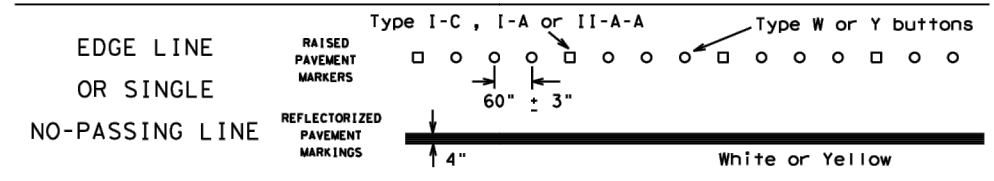
RAISED PAVEMENT MARKERS

## TWO-WAY LEFT TURN LANE

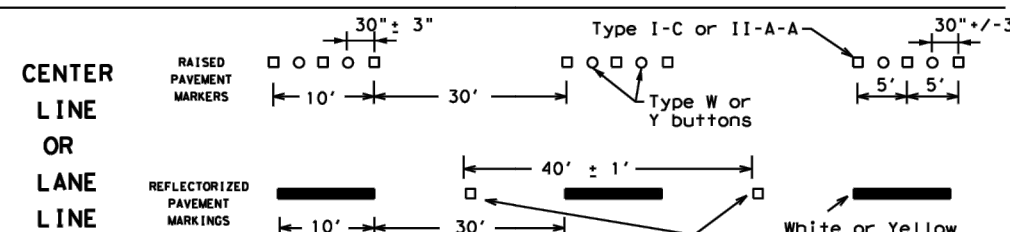
## STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



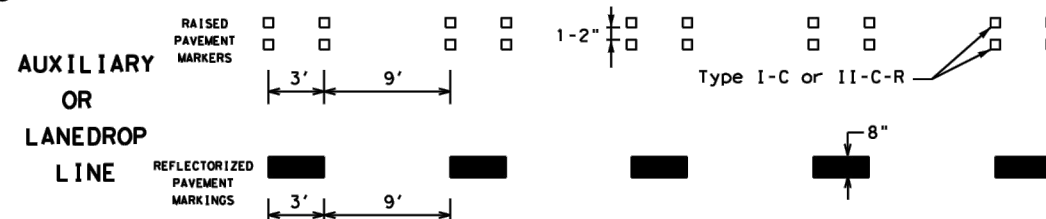
### SOLID LINES



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

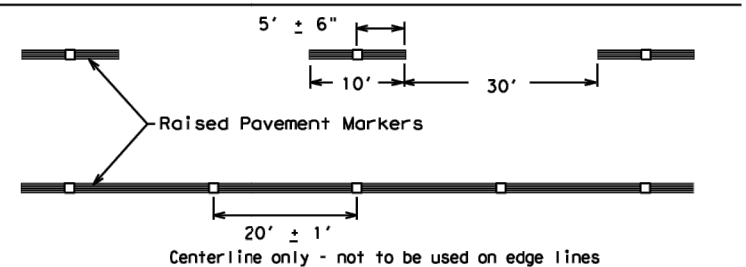


### BROKEN LINES



### REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



SHEET 12 OF 12



## BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC (12) - 21

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

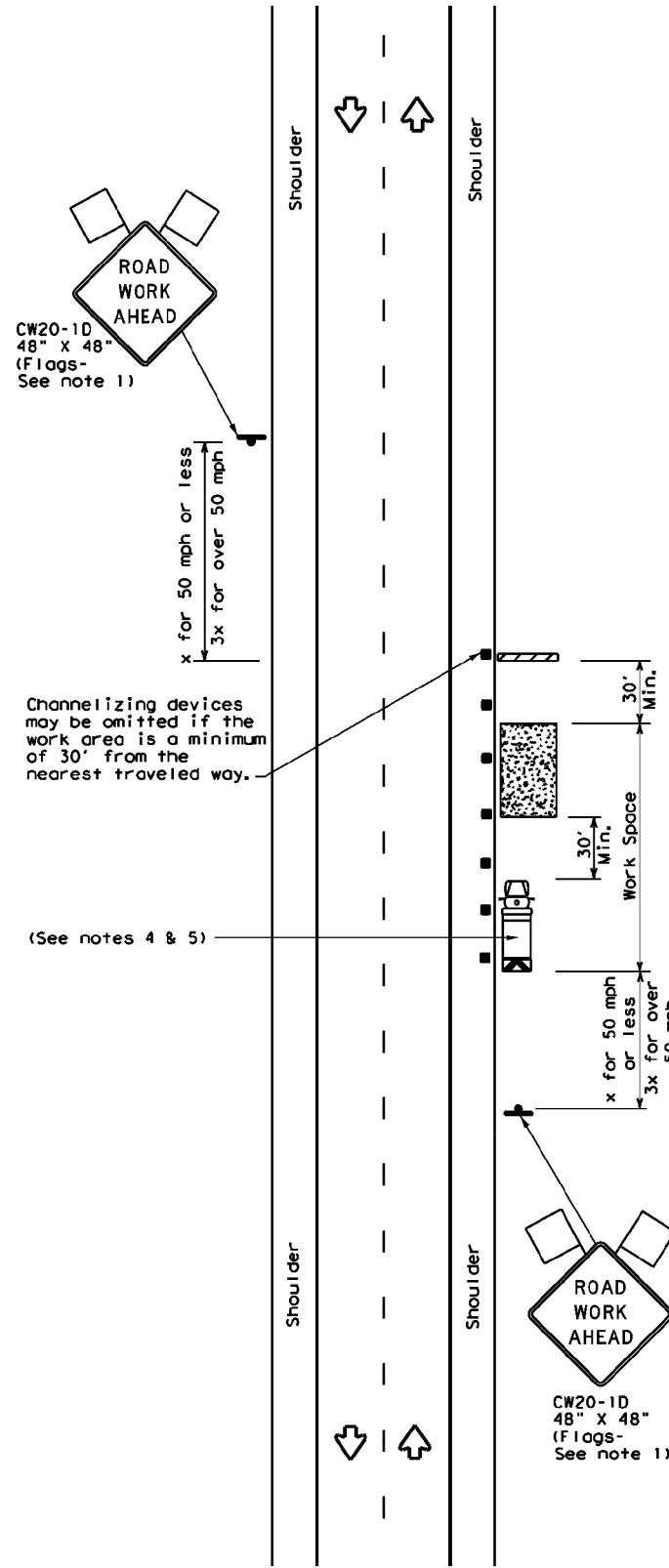
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2-98 7-13	DIST	COUNTY	SHEET NO.	
11-02 8-14	SJT	SCHLEICHER	19	

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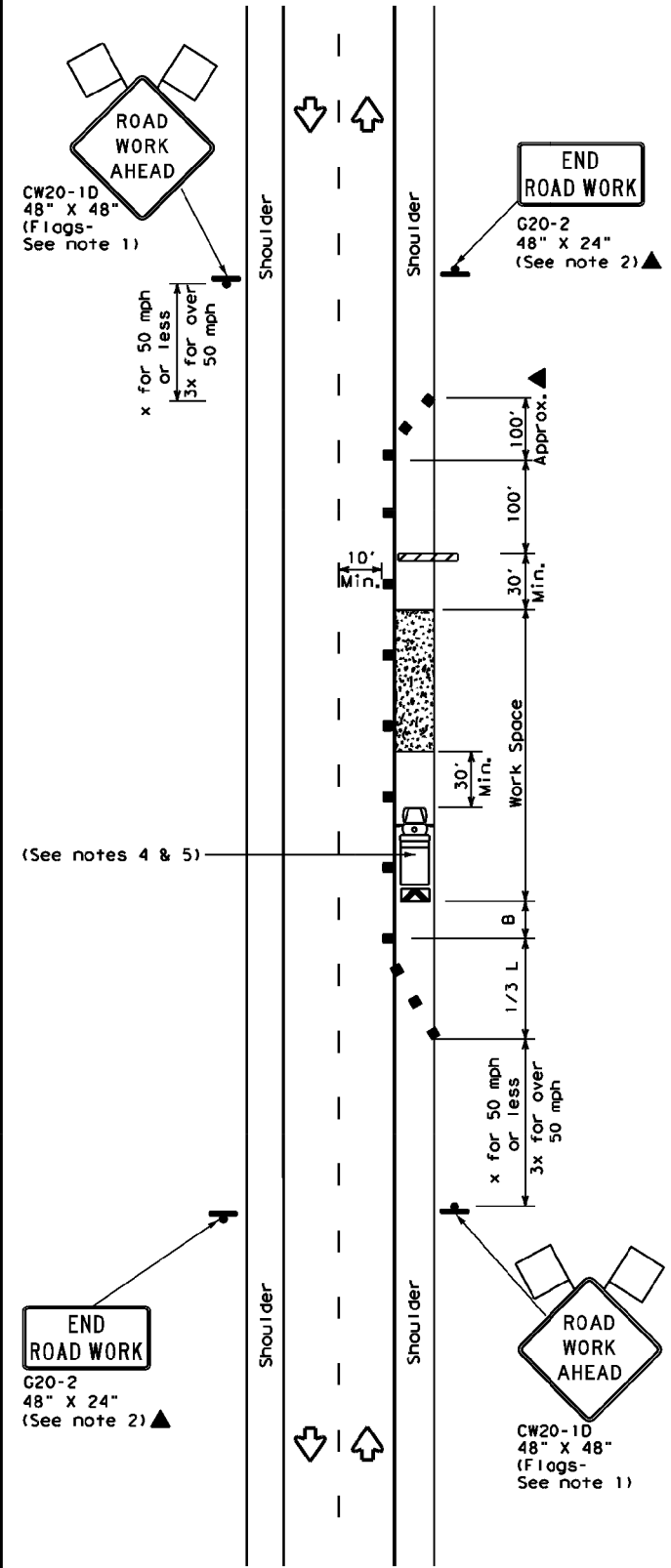
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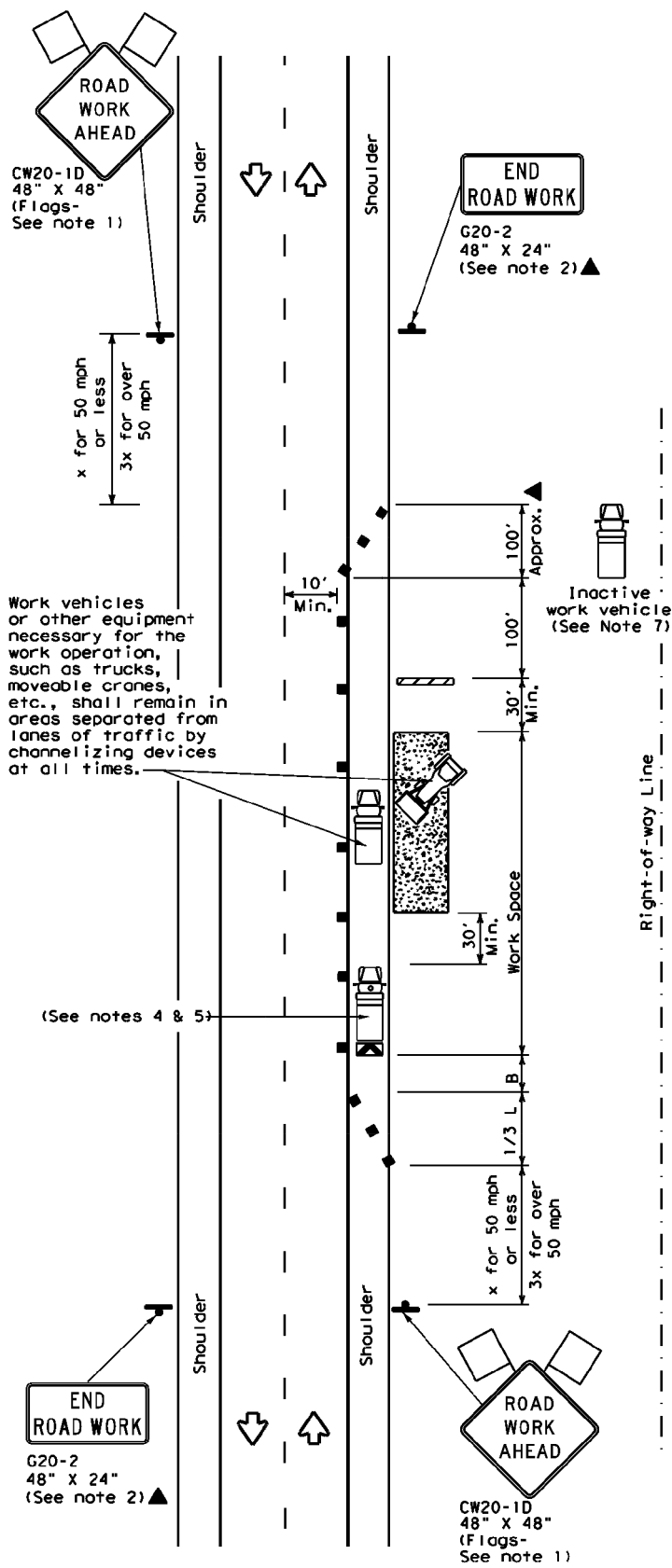
TCP (2-1a)

**WORK SPACE NEAR SHOULDER**  
Conventional Roads



TCP (2-1b)

**WORK SPACE ON SHOULDER**  
Conventional Roads



TCP (2-1c)

**WORK VEHICLES ON SHOULDER**  
Conventional Roads

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

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

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

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

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

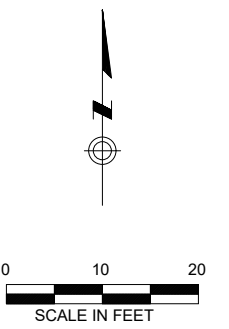
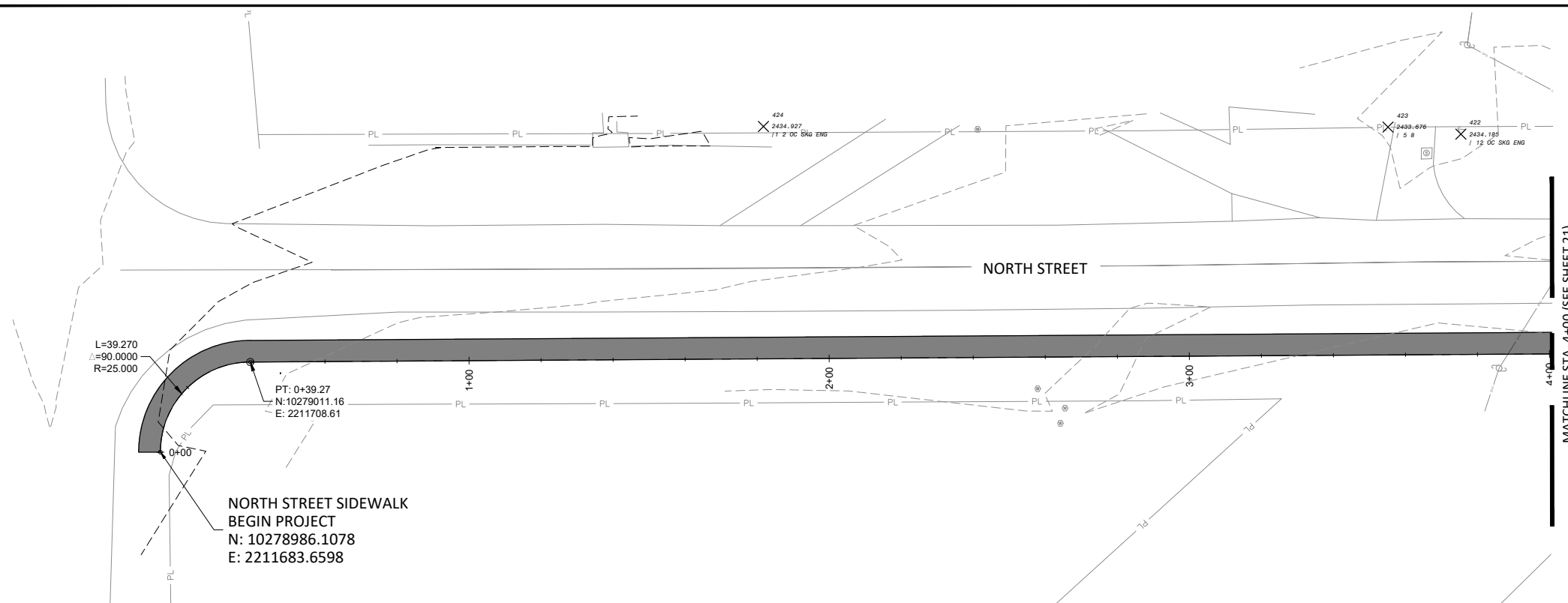


**TRAFFIC CONTROL PLAN**  
**CONVENTIONAL ROAD**  
**SHOULDER WORK**

**TCP(2-1)-18**

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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0907	26	006	N/A
2-94 4-98	DIST	COUNTY	SHEET NO.	
8-95 2-12	SJT	SCHLEICHER	20	
1-97 2-18				

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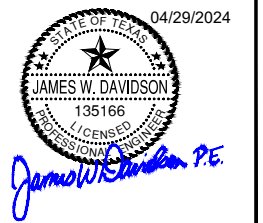
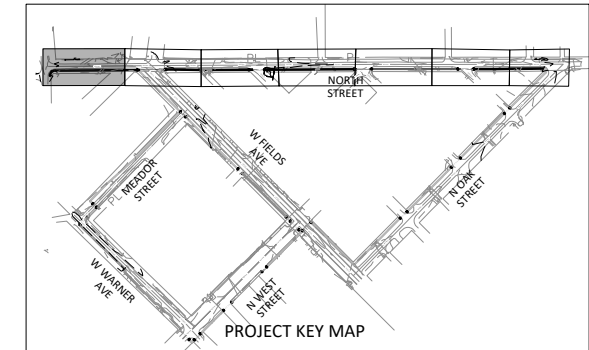


**PLAN VIEW LEGEND**

- RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADDT'L. SHEETS)
- PROPOSED CONTOUR LINE
- EXISTING CONTOUR LINE

**GRADING NOTES**

1. CONTRACTOR TO VERIFY PROPERTY LINES WITH THEIR OWN SURVEY PRIOR TO CONSTRUCTION. THE PROPERTY LINES SHOWN IN PLANS ARE ONLY APPARENT AND ARE NOT TO BE USED FOR LEGAL RIGHT OF WAY.
2. GRADING FOR ALL ACCESSIBLE ROUTES SHALL MEET PROWAG STANDARDS.
3. CONTRACTOR TO VERIFY LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER OF ANY CONFLICTS THAT ARE DISCOVERED IN THE FIELD.
4. CONTRACTOR TO PROTECT EXISTING UTILITIES.
5. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS PRIOR TO CONSTRUCTION.
6. CONTRACTOR TO CONTROL EROSION ALONG PROPERTY LINE DURING CONSTRUCTION.
7. SIDEWALKS TO GENERALLY FOLLOW EXISTING GRADE WHILE MAINTAINING PROWAG REQUIREMENTS. PROFILES AND GRADE BREAKS SHOWN ARE FOR GENERAL GUIDANCE OF THE CONTRACTOR. SIDEWALKS SHALL BE POURED IN A MANNER THAT PROVIDES SMOOTH TRANSITIONS BETWEEN GRADE BREAKS.



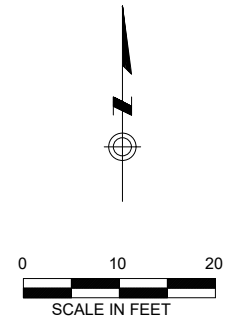
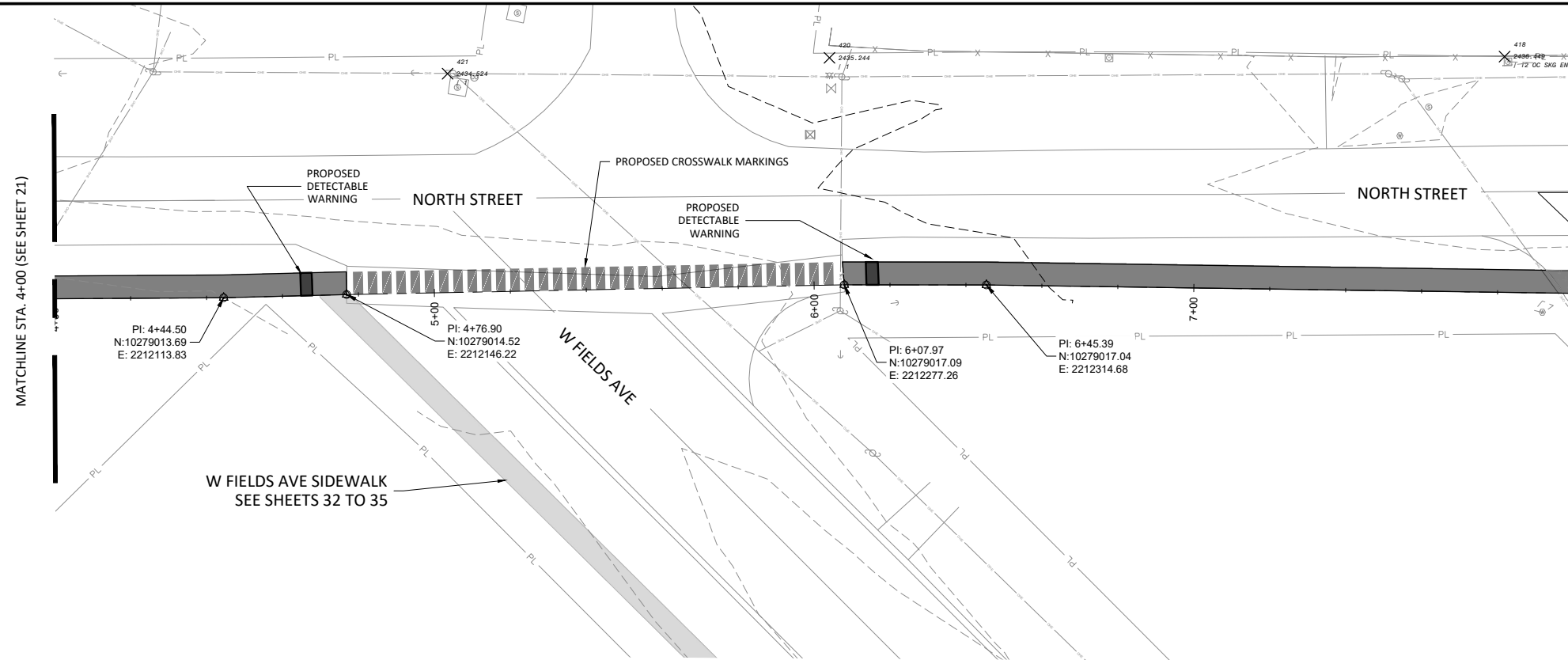
**Texas Department of Transportation** San Angelo District

**SIDEWALK PLAN  
 NORTH STREET  
 0+00 TO 4+00**

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		21

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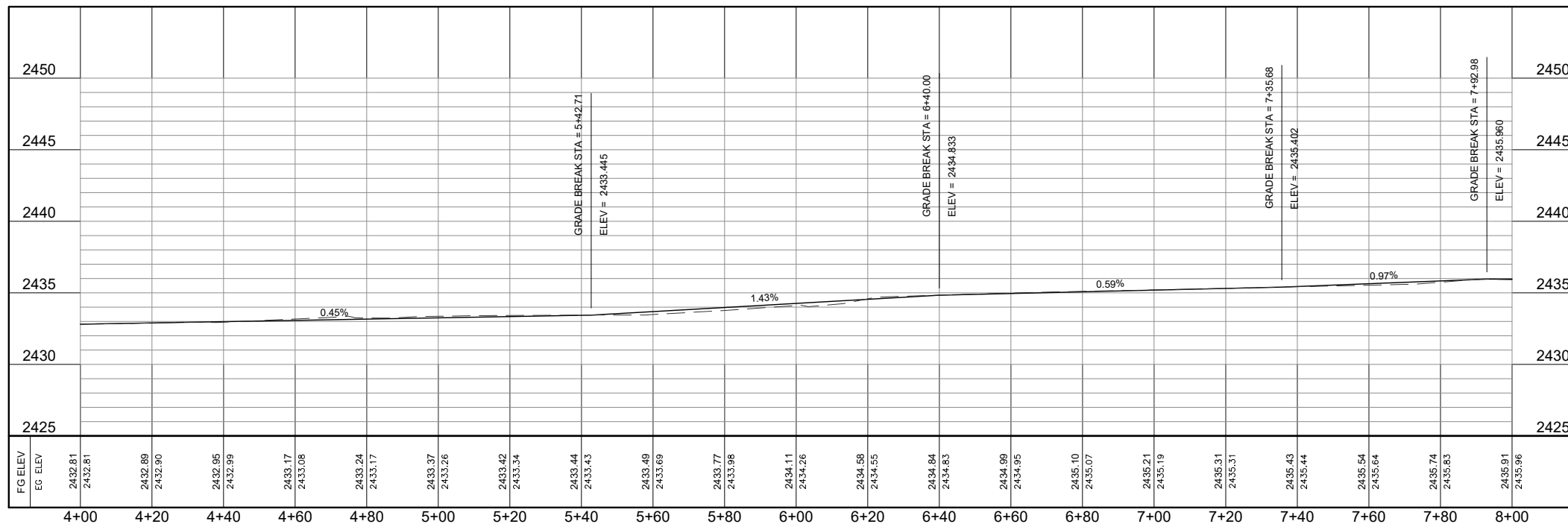
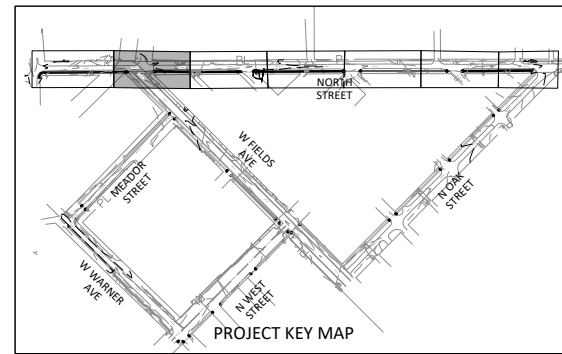


### PLAN VIEW LEGEND

- RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADD'L. SHEETS)
- PROPOSED CONTOUR LINE
- EXISTING CONTOUR LINE

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North Street PROFILE

04/29/2024  
 STATE OF TEXAS  
 JAMES W. DAVIDSON  
 135166  
 LICENSED PROFESSIONAL ENGINEER  
 James W. Davidson P.E.

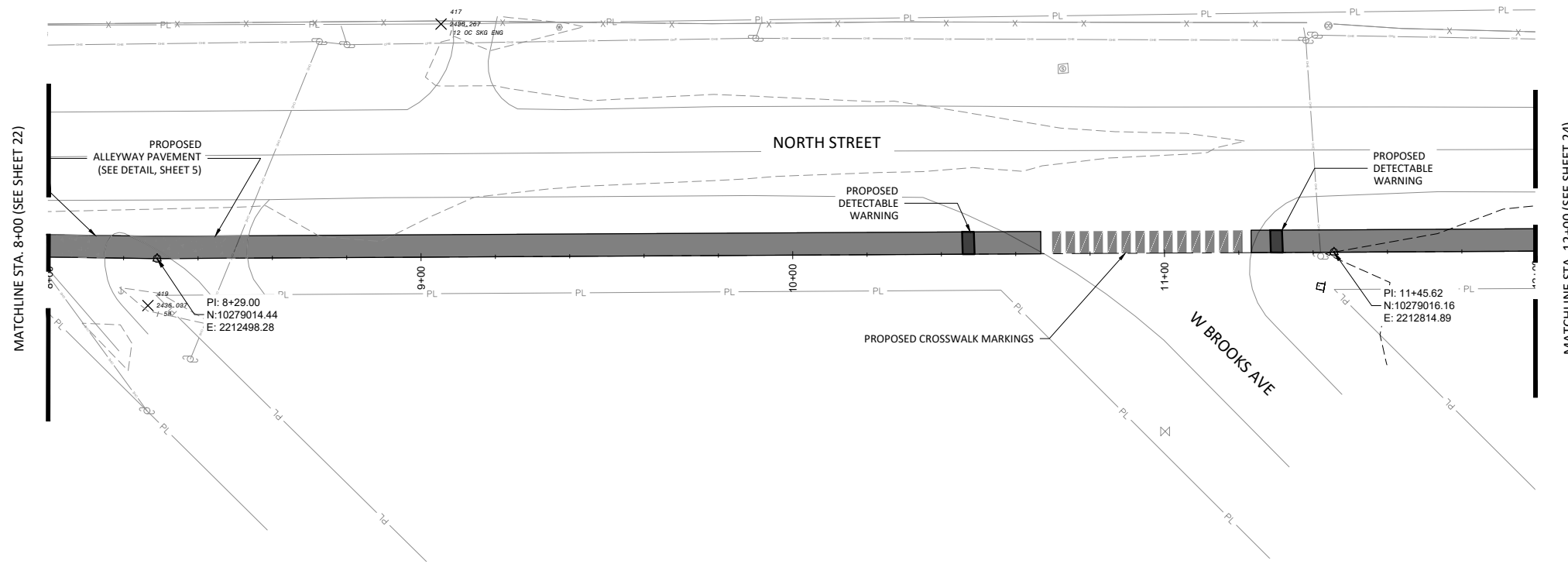
**Texas Department of Transportation** San Angelo District

**SIDEWALK PLAN  
 NORTH STREET  
 4+00 TO 8+00**

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY		SHEET NO.
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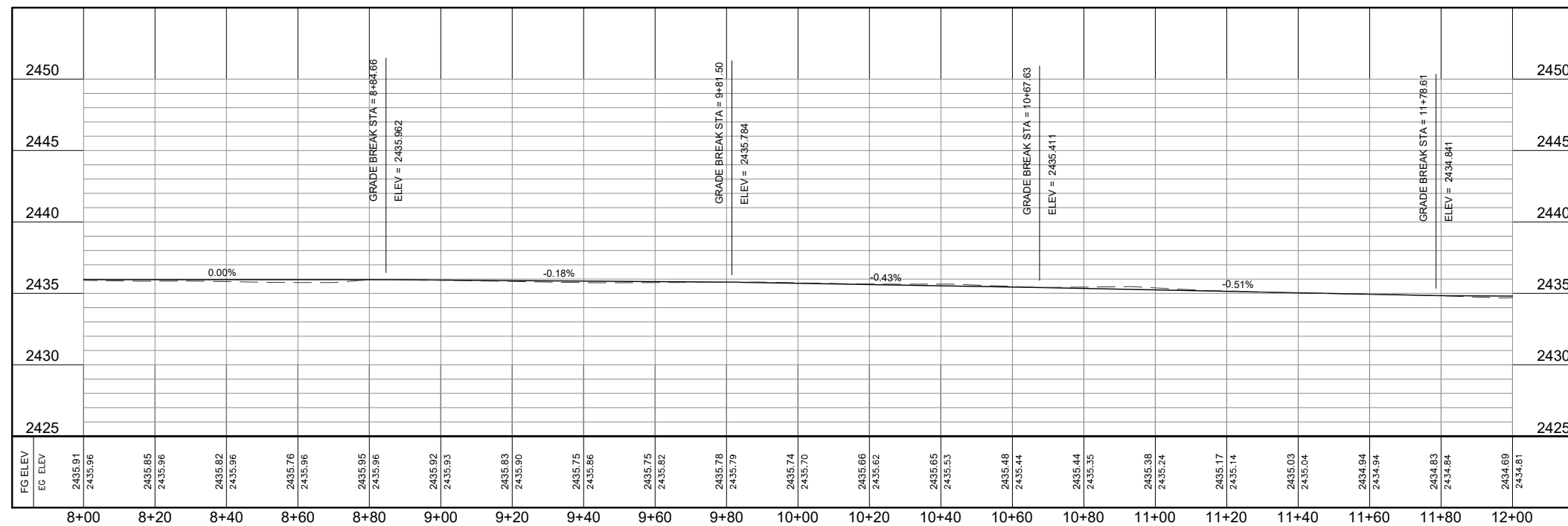
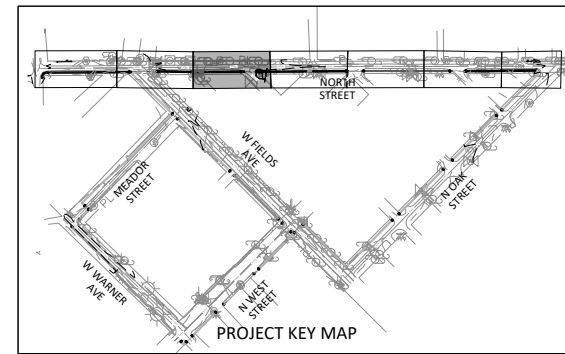


### PLAN VIEW LEGEND

- PL PL RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADD'L. SHEETS)
- 1845 PROPOSED CONTOUR LINE
- 1845 EXISTING CONTOUR LINE

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North Street PROFILE

04/29/2024  
 STATE OF TEXAS  
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 135166  
 LICENSED PROFESSIONAL ENGINEER  
*James W. Davidson P.E.*

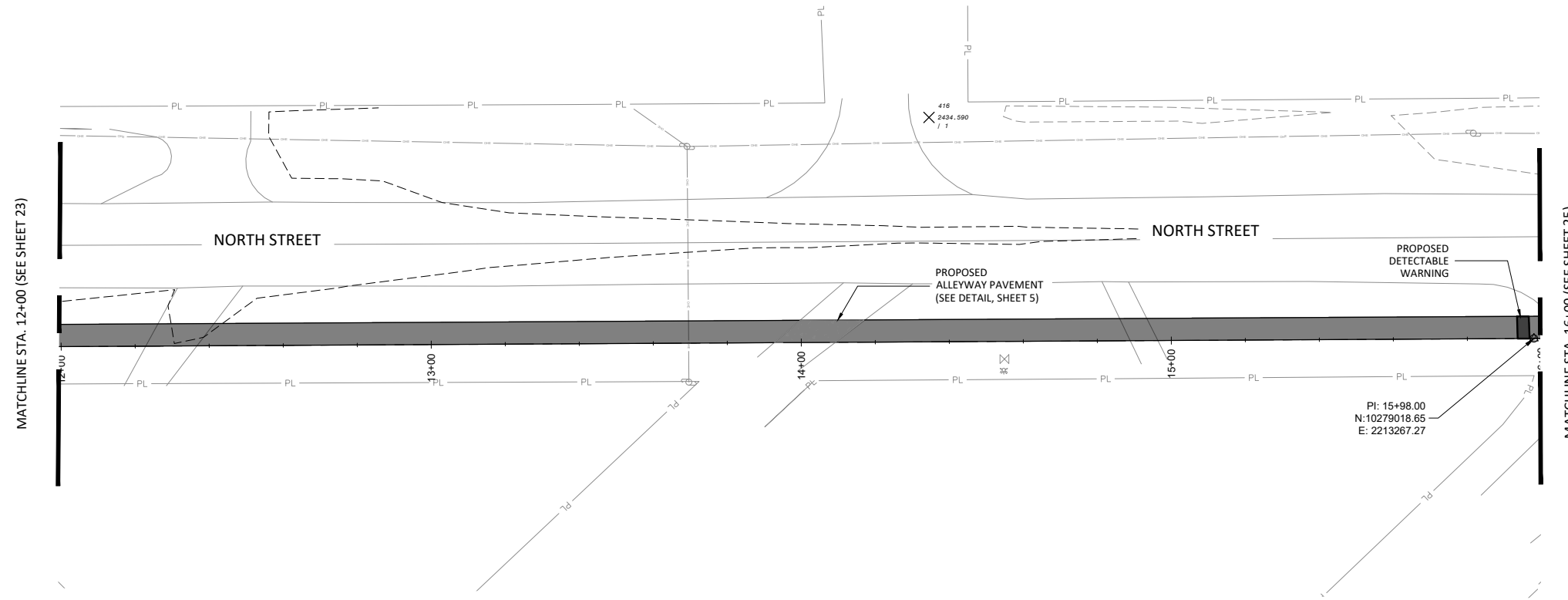
**Texas Department of Transportation** San Angelo District

**SIDEWALK PLAN  
 NORTH STREET  
 8+00 TO 12+00**

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
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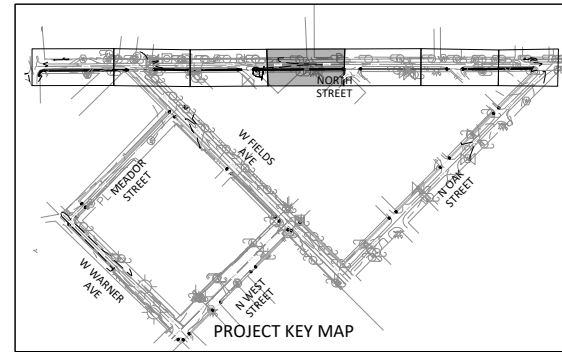


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- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADD'L. SHEETS)
- 1845 PROPOSED CONTOUR LINE
- 1845 EXISTING CONTOUR LINE

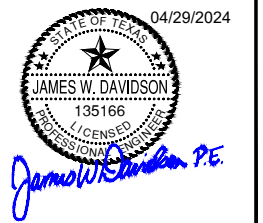
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	2450																			2450																													
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	2430																			2430																													
	2425																			2425																													
FG ELEV	EG ELEV	2434.69	2434.81	2434.89	2434.78	2434.95	2434.75	2434.72	2434.73	2434.59	2434.66	2434.55	2434.59	2434.51	2434.52	2434.51	2434.61	2434.54	2434.64	2434.56	2434.69	2434.59	2434.62	2434.62	2434.44	2434.60	2434.74	2434.59	2434.61	2434.58	2434.57	2434.57	2434.54	2434.49	2434.49	2434.40	2434.33	2434.31	2434.20	2434.23	2434.03	2434.14							
		12+00	12+20	12+40	12+60	12+80	13+00	13+20	13+40	13+60	13+80	14+00	14+20	14+40	14+60	14+80	15+00	15+20	15+40	15+60	15+80	16+00																											

North Street PROFILE



San Angelo District

## SIDEWALK PLAN

### NORTH STREET

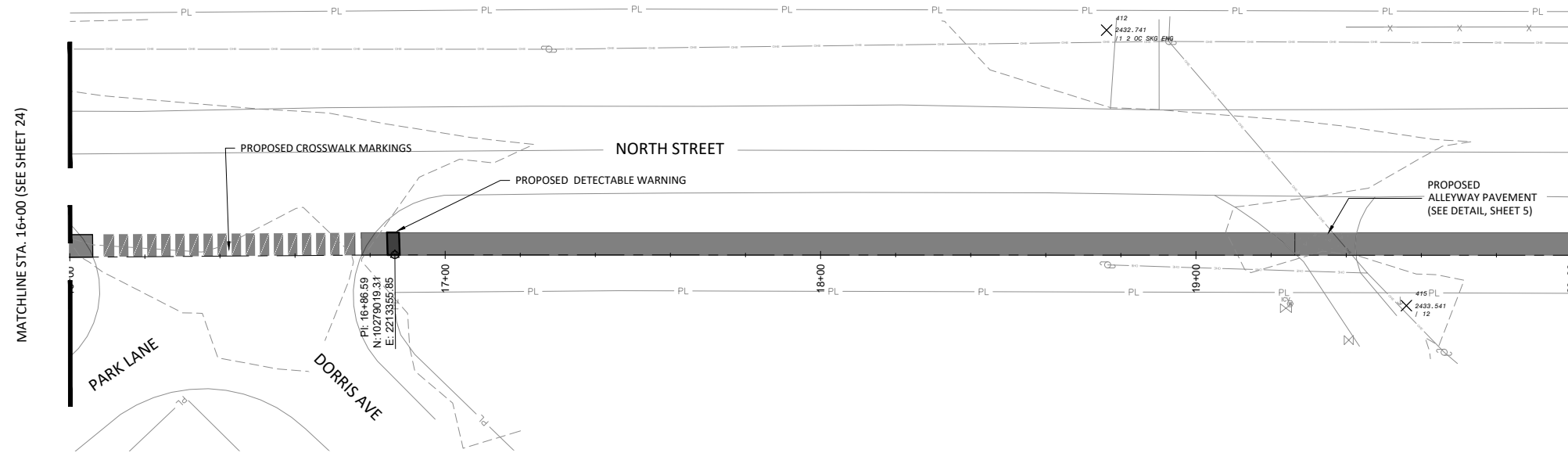
### 12+00 TO 16+00

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
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4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		24



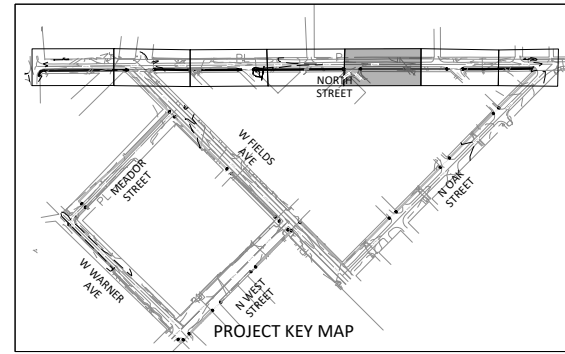
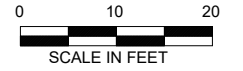
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MATCHLINE STA. 20+00 (SEE SHEET 26)

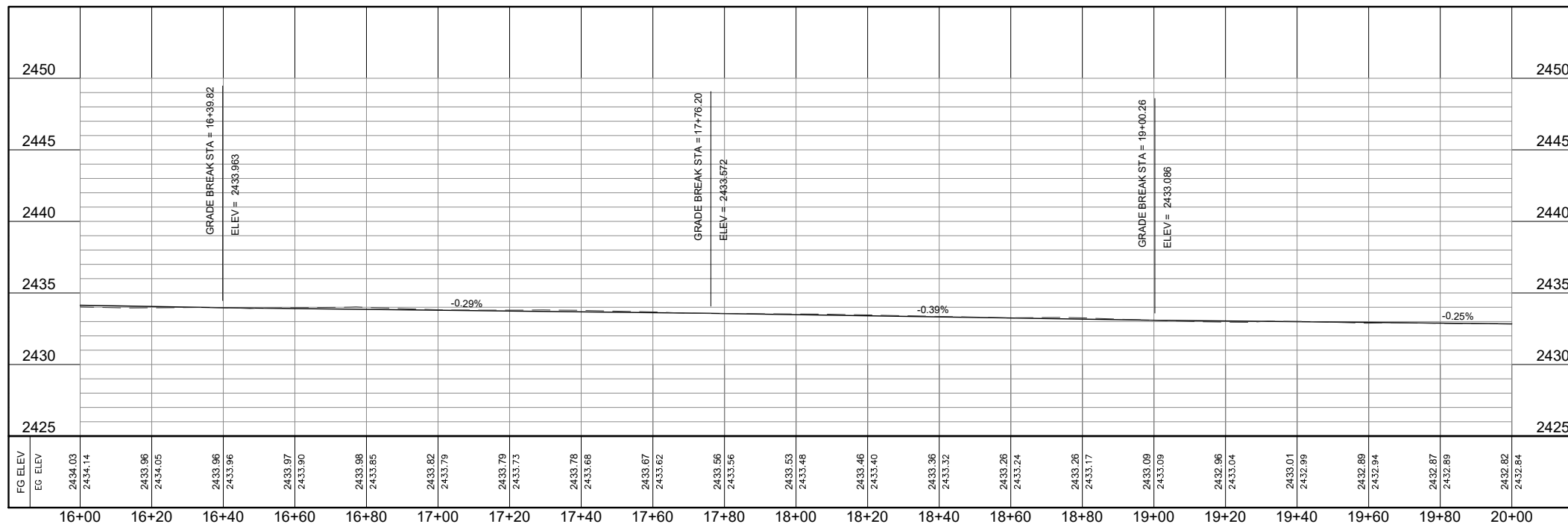
**PLAN VIEW LEGEND**

- RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADDT'L. SHEETS)
- PROPOSED CONTOUR LINE
- EXISTING CONTOUR LINE



**GRADING NOTES**

1. CONTRACTOR TO VERIFY PROPERTY LINES WITH THEIR OWN SURVEY PRIOR TO CONSTRUCTION. THE PROPERTY LINES SHOWN IN PLANS ARE ONLY APPARENT AND ARE NOT TO BE USED FOR LEGAL RIGHT OF WAY.
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North Street PROFILE

04/29/2024  
  
 James W. Davidson P.E.

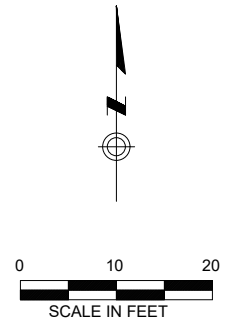
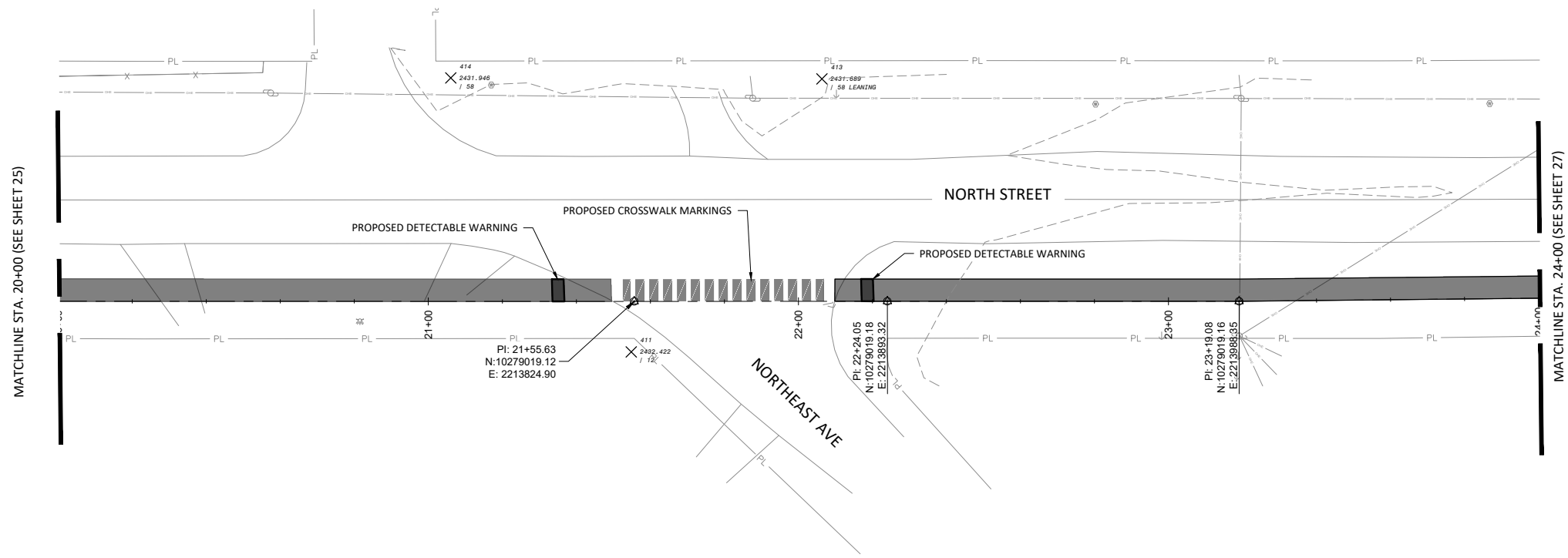
San Angelo District

**SIDEWALK PLAN  
 NORTH STREET  
 16+00 TO 20+00**

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		25

DATE: 4/29/2024 12:40:58 PM  
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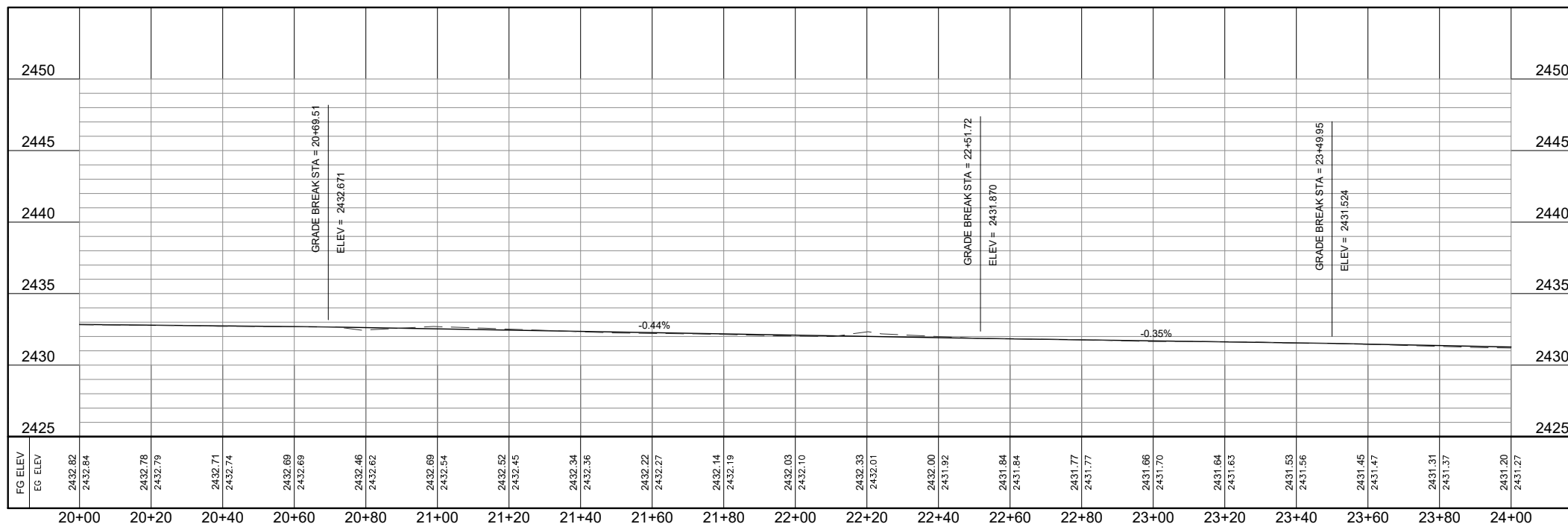
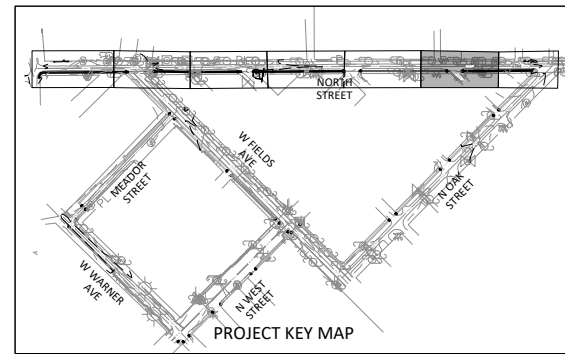


**PLAN VIEW LEGEND**

- RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADD'L. SHEETS)
- PROPOSED CONTOUR LINE
- EXISTING CONTOUR LINE

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North Street PROFILE

04/29/2024  
  
 James W. Davidson P.E.

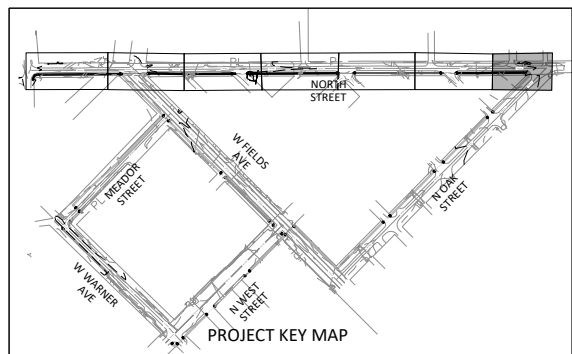
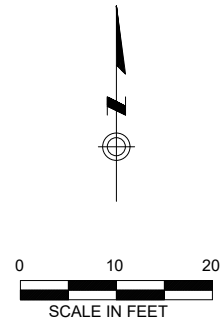
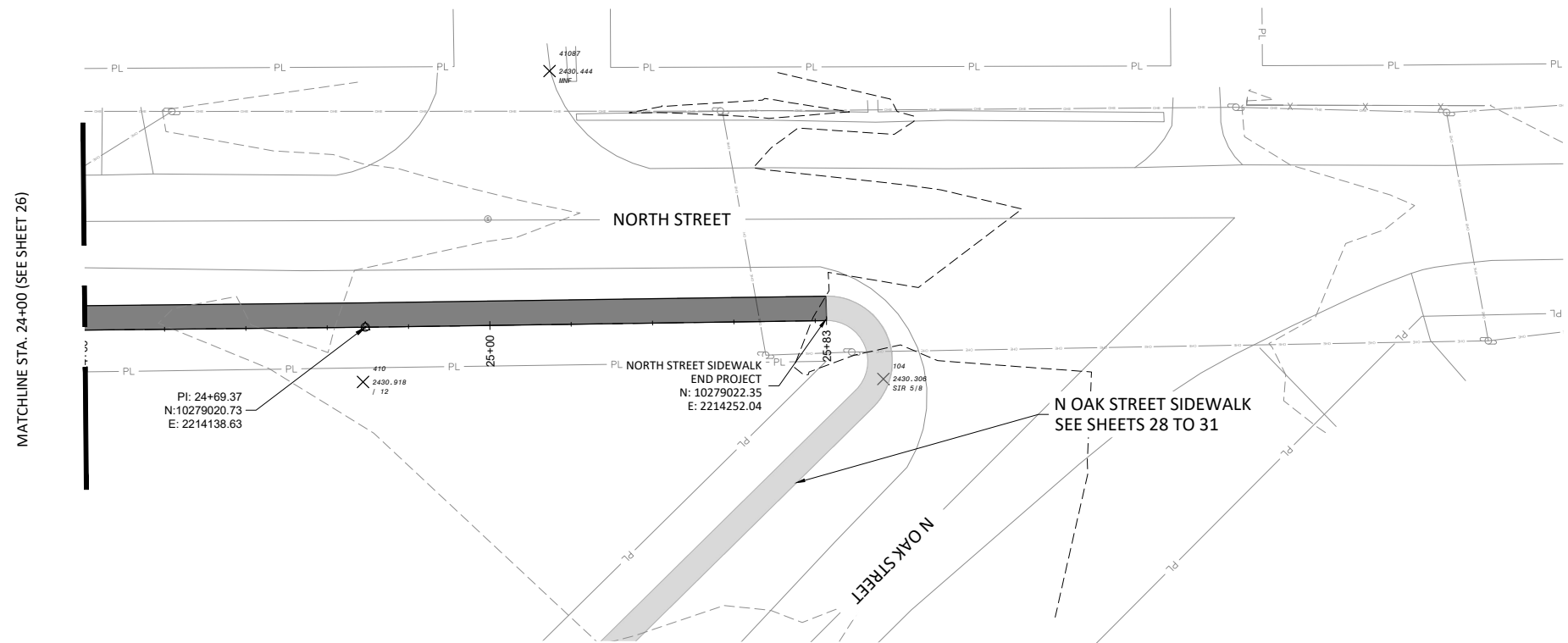
San Angelo District

**SIDEWALK PLAN  
 NORTH STREET  
 20+00 TO 24+00**

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		26

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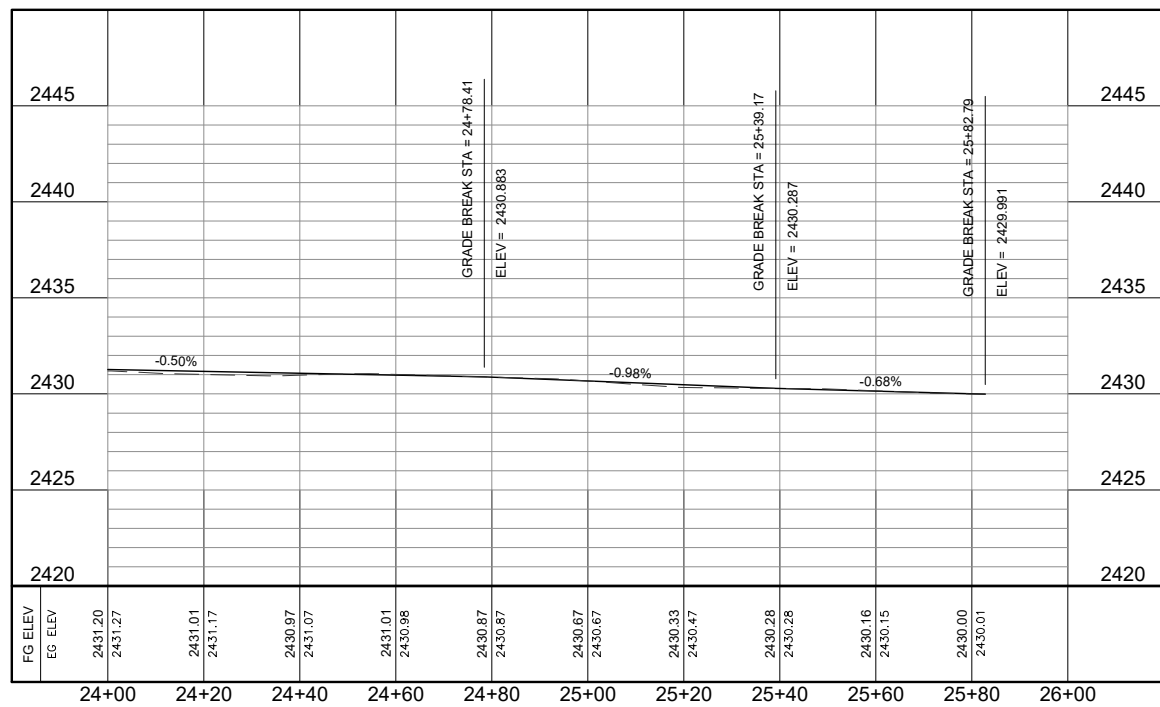


**PLAN VIEW LEGEND**

- PL — PL: RIGHT OF WAY
- ▨: PROPOSED CROSSWALK
- ▬: PROPOSED SIDEWALK
- █: PROPOSED DETECTABLE WARNING SURFACE
- ▬ (light gray): PROPOSED SIDEWALK (SEE ADD'L. SHEETS)
- 1845—: PROPOSED CONTOUR LINE
- - -1845- - -: EXISTING CONTOUR LINE

**GRADING NOTES**

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North Street PROFILE

04/29/2024  
 JAMES W. DAVIDSON  
 135166  
 LICENSED PROFESSIONAL ENGINEER  
*James W. Davidson P.E.*

**Texas Department of Transportation** San Angelo District

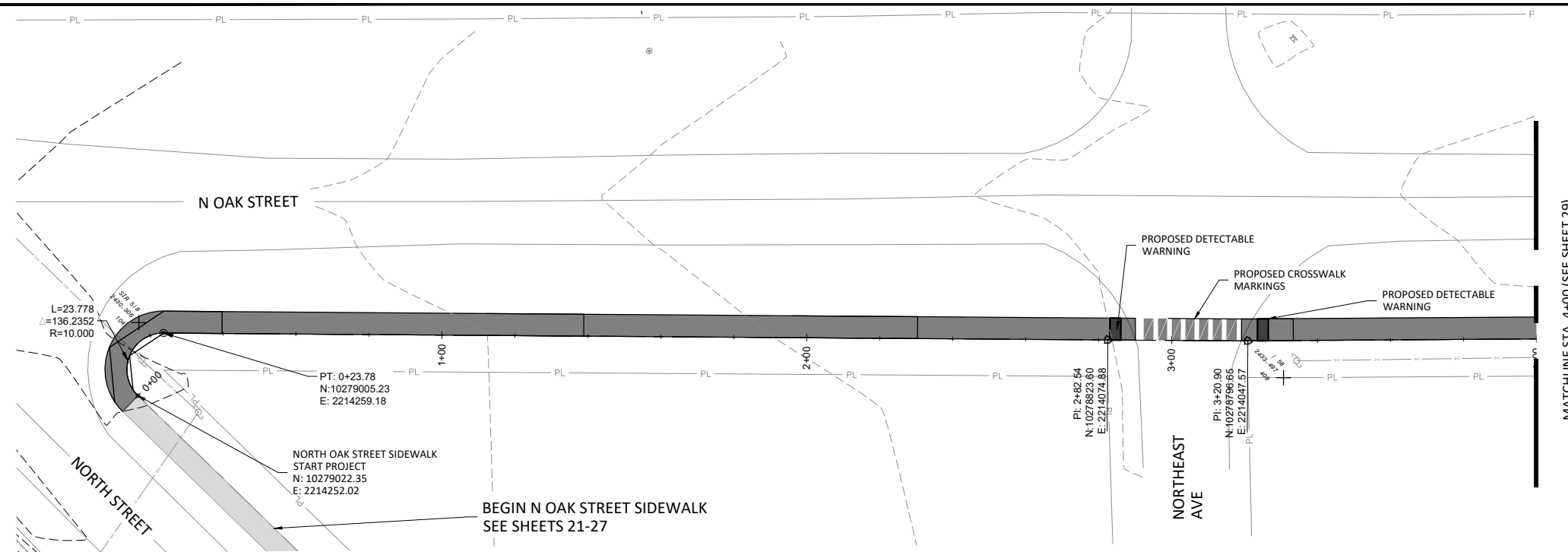
**SIDEWALK PLAN  
 NORTH STREET  
 24+00 TO END**

SCALE 1"=20'

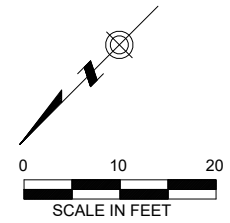
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SHEET ISSUED OR LAST REVISED	DIST	COUNTY	SHEET NO.	
4/29/2024	SJT	SCHLEICHER	27	



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MATCHLINE STA. 4+00 (SEE SHEET 29)

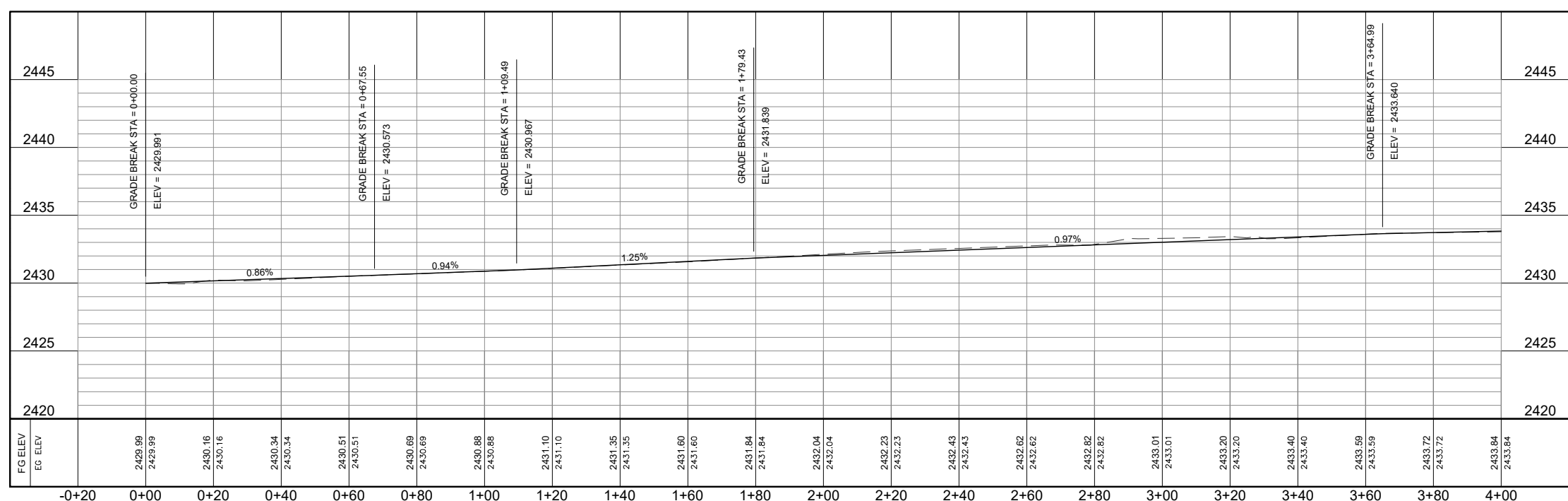
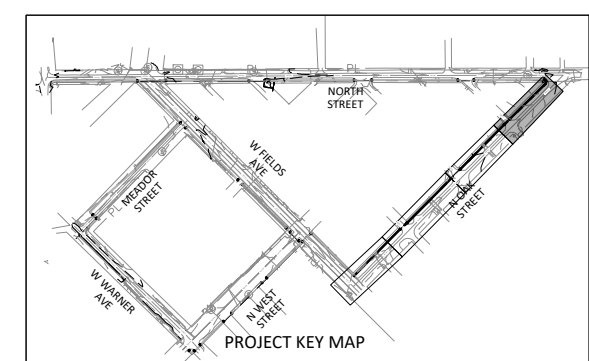


### PLAN VIEW LEGEND

- RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADD'L. SHEETS)
- PROPOSED CONTOUR LINE
- EXISTING CONTOUR LINE

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N Oak Street PROFILE

04/29/2024  
 JAMES W. DAVIDSON  
 135166  
 LICENSED PROFESSIONAL ENGINEER  
*James W. Davidson P.E.*

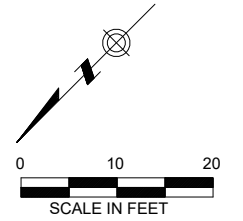
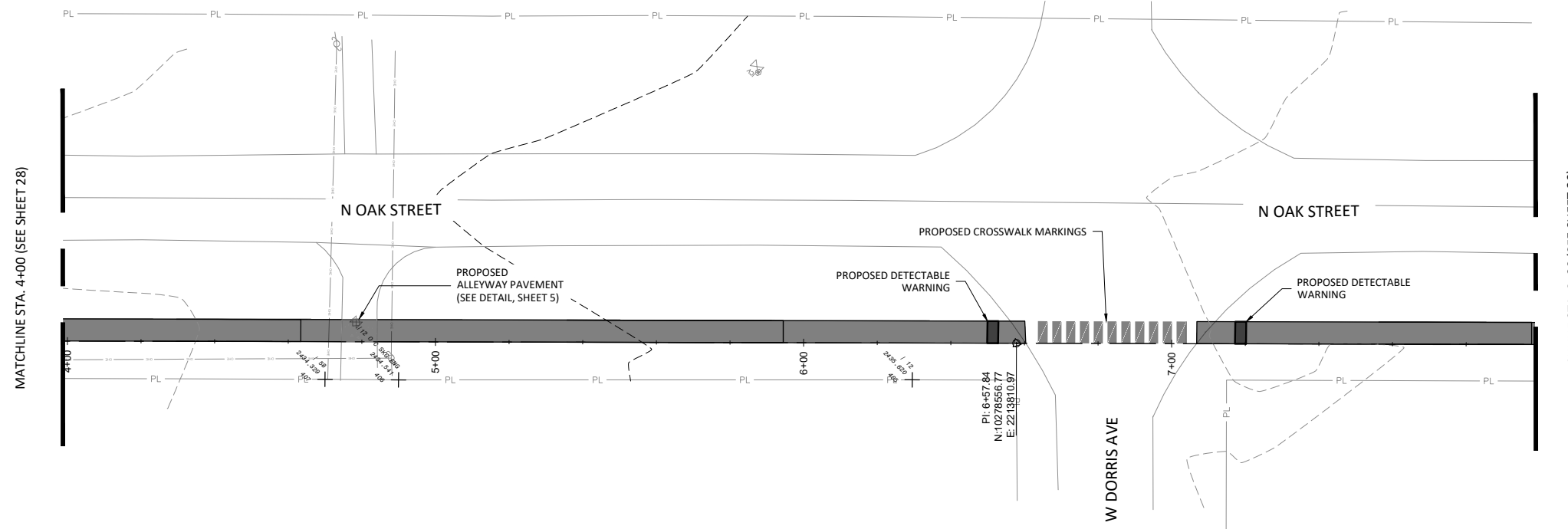
**Texas Department of Transportation** San Angelo District

**SIDEWALK PLAN  
 NORTH OAK STREET  
 0+00 TO 4+00**

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		28

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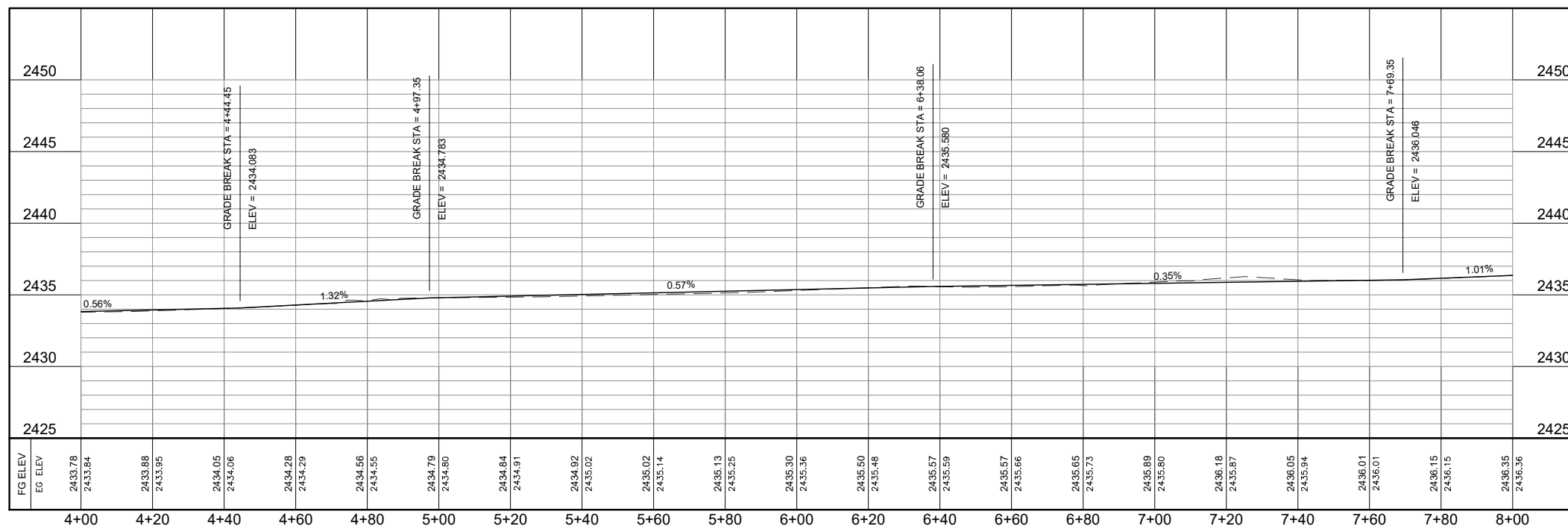
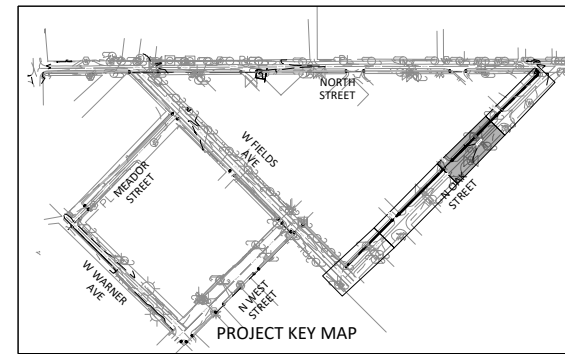


### PLAN VIEW LEGEND

- PL PL RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADD'L. SHEETS)
- 1845 PROPOSED CONTOUR LINE
- 1845 EXISTING CONTOUR LINE

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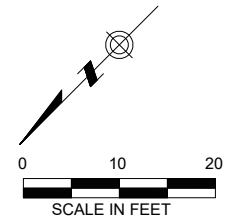
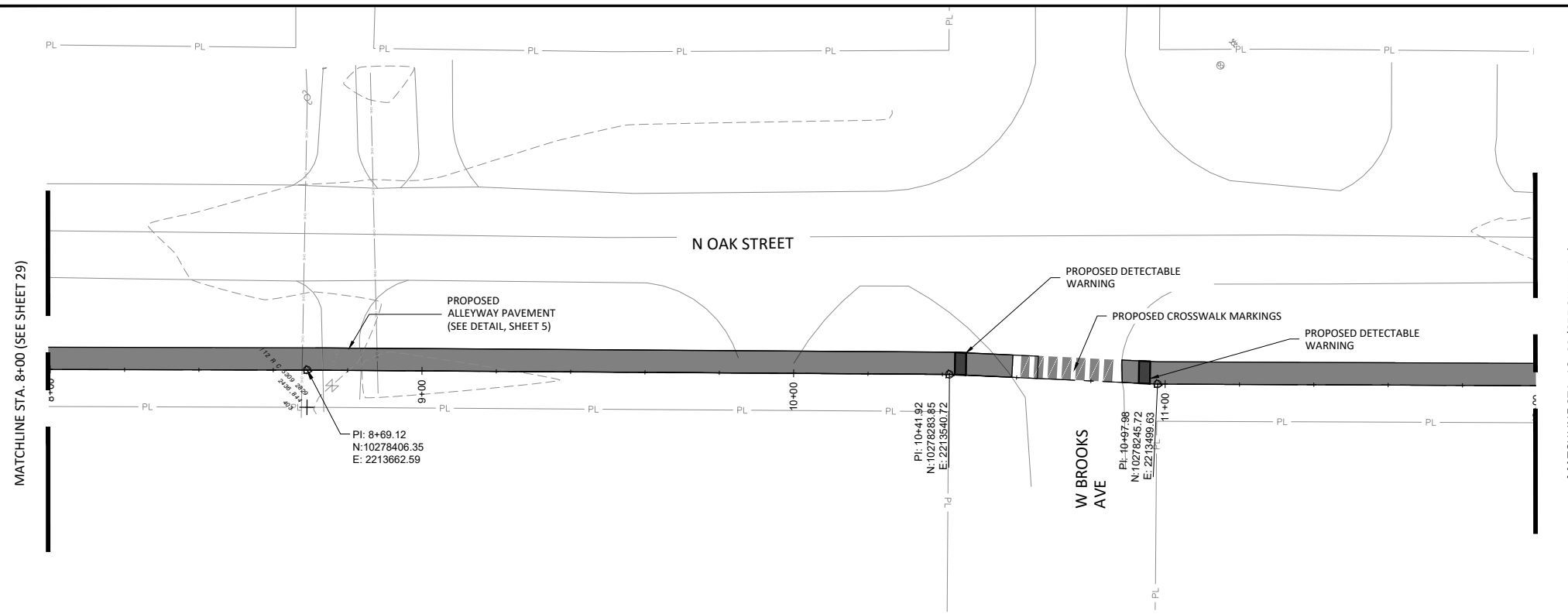


N Oak Street PROFILE

04/29/2024  
  
 James W. Davidson P.E.

		San Angelo District	
<b>SIDEWALK PLAN</b> <b>NORTH OAK STREET</b> <b>4+00 TO 8+00</b>			
SCALE 1"=20'			
©TxDOT 2024	CONT 0907	SECT 26	JOB 006
SHEET ISSUED OR LAST REVISED		HIGHWAY N/A	
4/29/2024		DIST SJT	COUNTY SCHLEICHER
		SHEET NO. 29	

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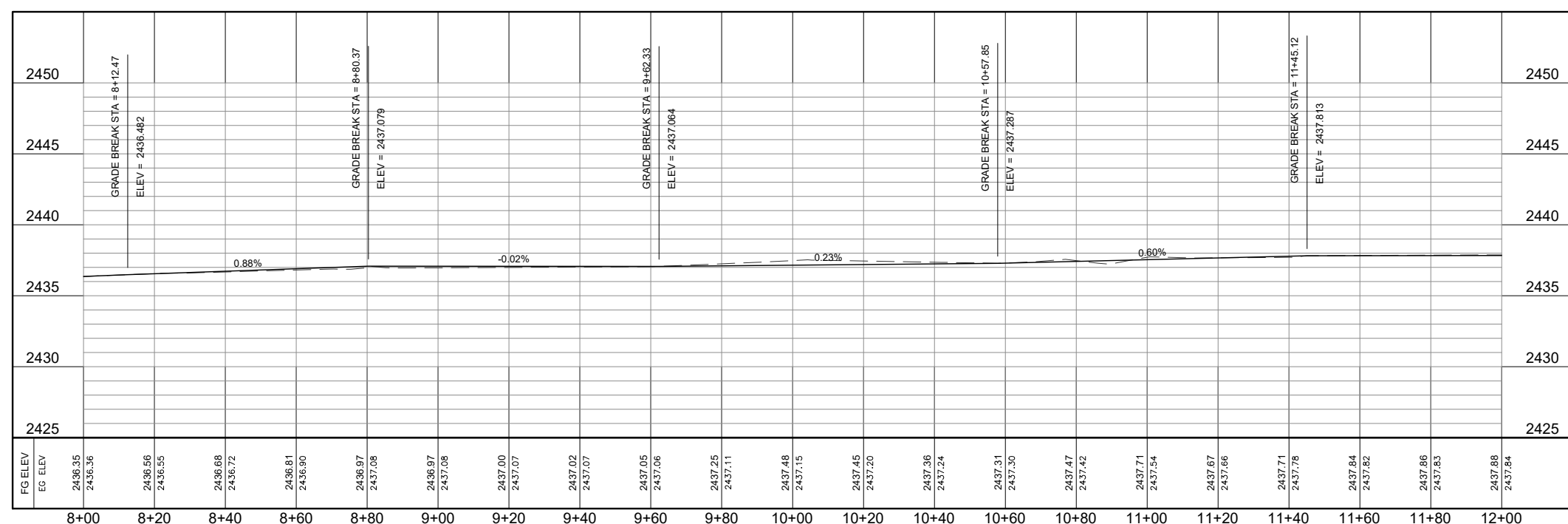
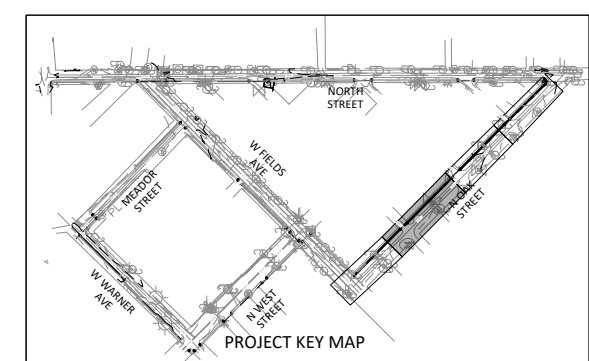


### PLAN VIEW LEGEND

- RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADDT'L. SHEETS)
- PROPOSED CONTOUR LINE
- EXISTING CONTOUR LINE

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N Oak Street PROFILE

04/29/2024  
 JAMES W. DAVIDSON  
 135166  
 LICENSED PROFESSIONAL ENGINEER  
*James W. Davidson P.E.*

San Angelo District

## SIDEWALK PLAN

### NORTH OAK STREET

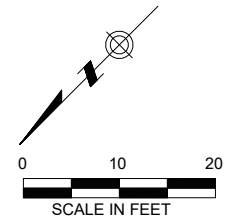
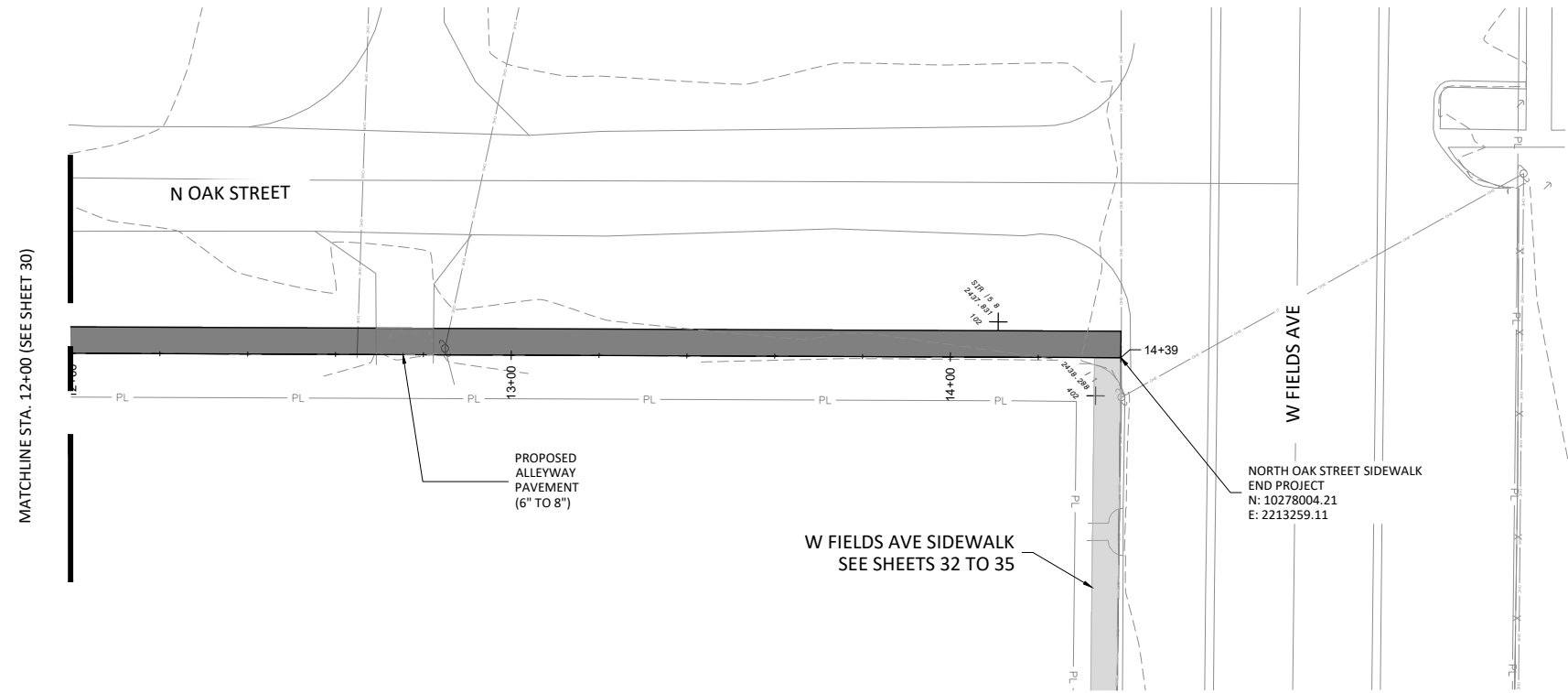
#### 8+00 TO 12+00

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		30



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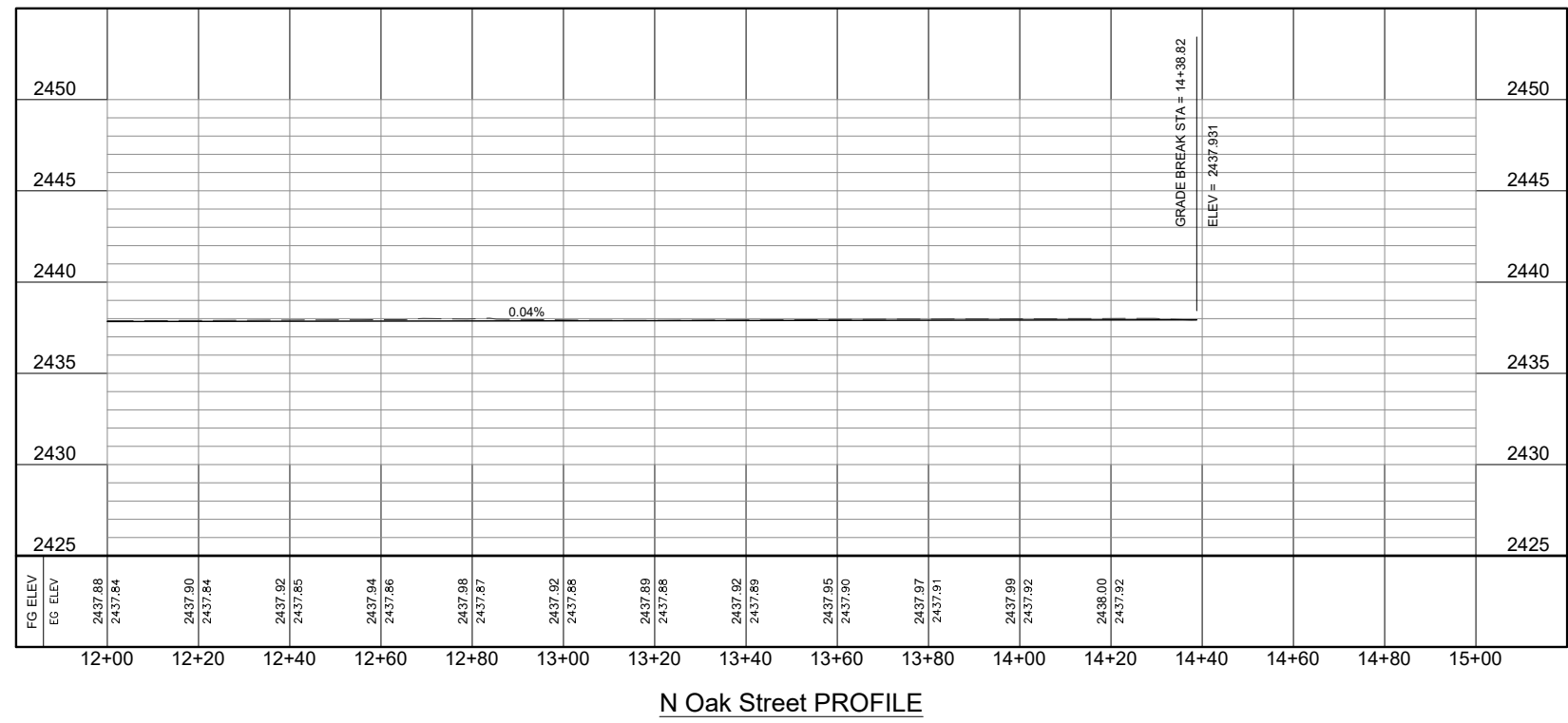
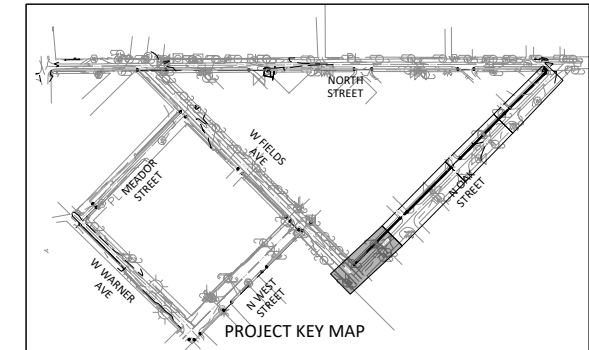


**PLAN VIEW LEGEND**

- PL — PL: RIGHT OF WAY
- ▨: PROPOSED CROSSWALK
- ▬: PROPOSED SIDEWALK
- ▬: PROPOSED DETECTABLE WARNING SURFACE
- ▬: PROPOSED SIDEWALK (SEE ADD'L. SHEETS)
- 1845—: PROPOSED CONTOUR LINE
- - -1845- - -: EXISTING CONTOUR LINE

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04/29/2024  
 STATE OF TEXAS  
 JAMES W. DAVIDSON  
 135166  
 LICENSED PROFESSIONAL ENGINEER  
*James W. Davidson P.E.*

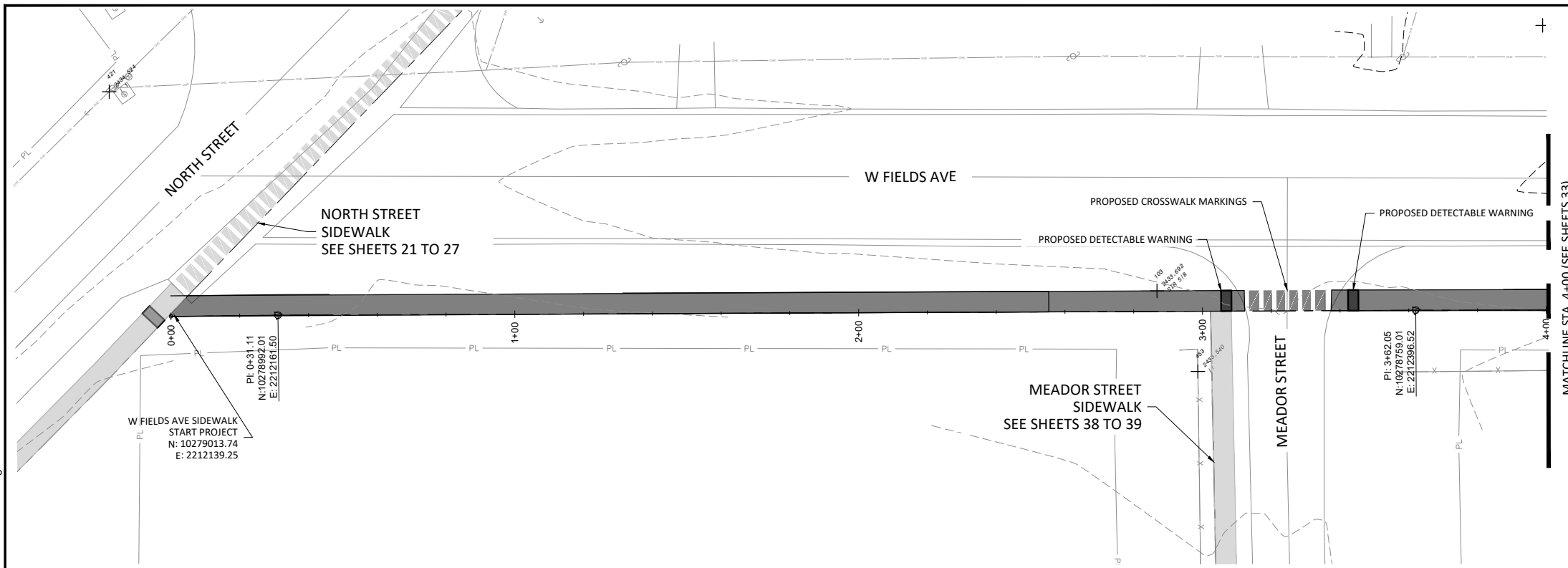
Texas Department of Transportation  
 San Angelo District

**SIDEWALK PLAN  
 NORTH OAK STREET  
 12+00 TO END**

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		31

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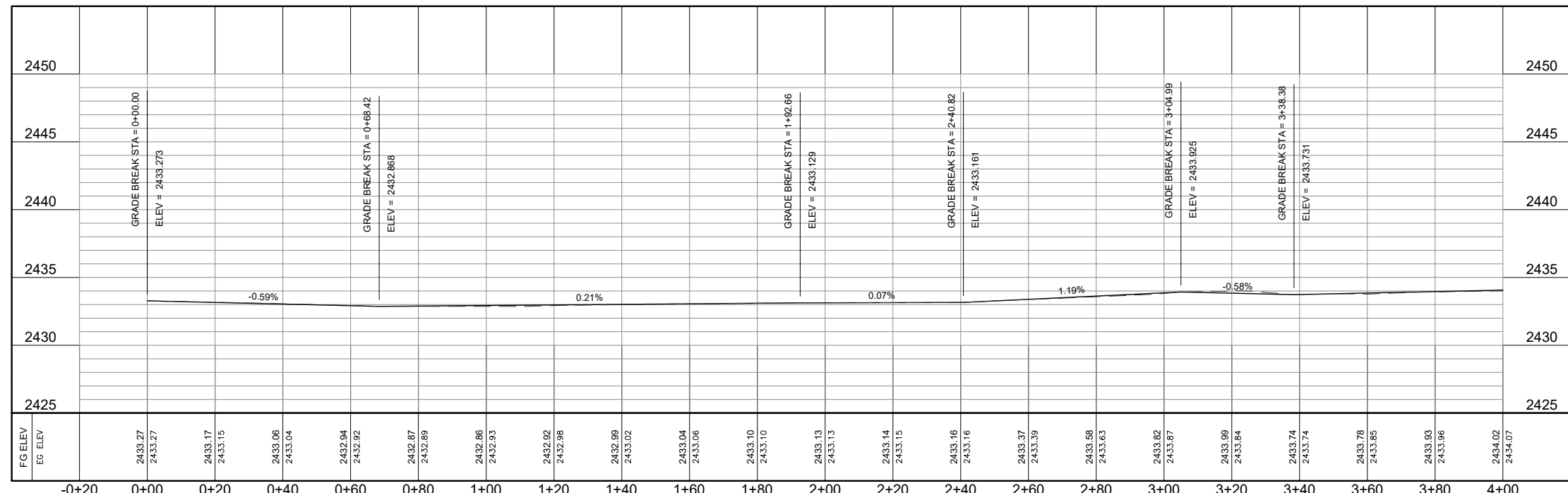
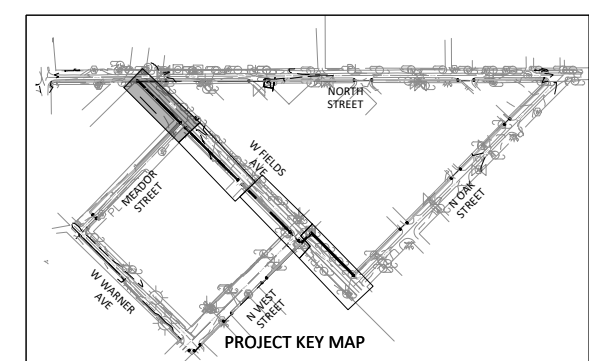


### PLAN VIEW LEGEND

- PL PL RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADD'L. SHEETS)
- 1845 PROPOSED CONTOUR LINE
- 1845 EXISTING CONTOUR LINE

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W Fields Avenue PROFILE

04/29/2024  
  
*James W. Davidson P.E.*

San Angelo District

## SIDEWALK PLAN

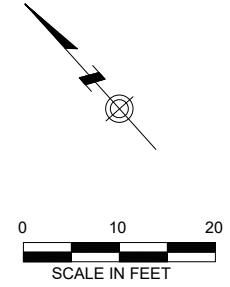
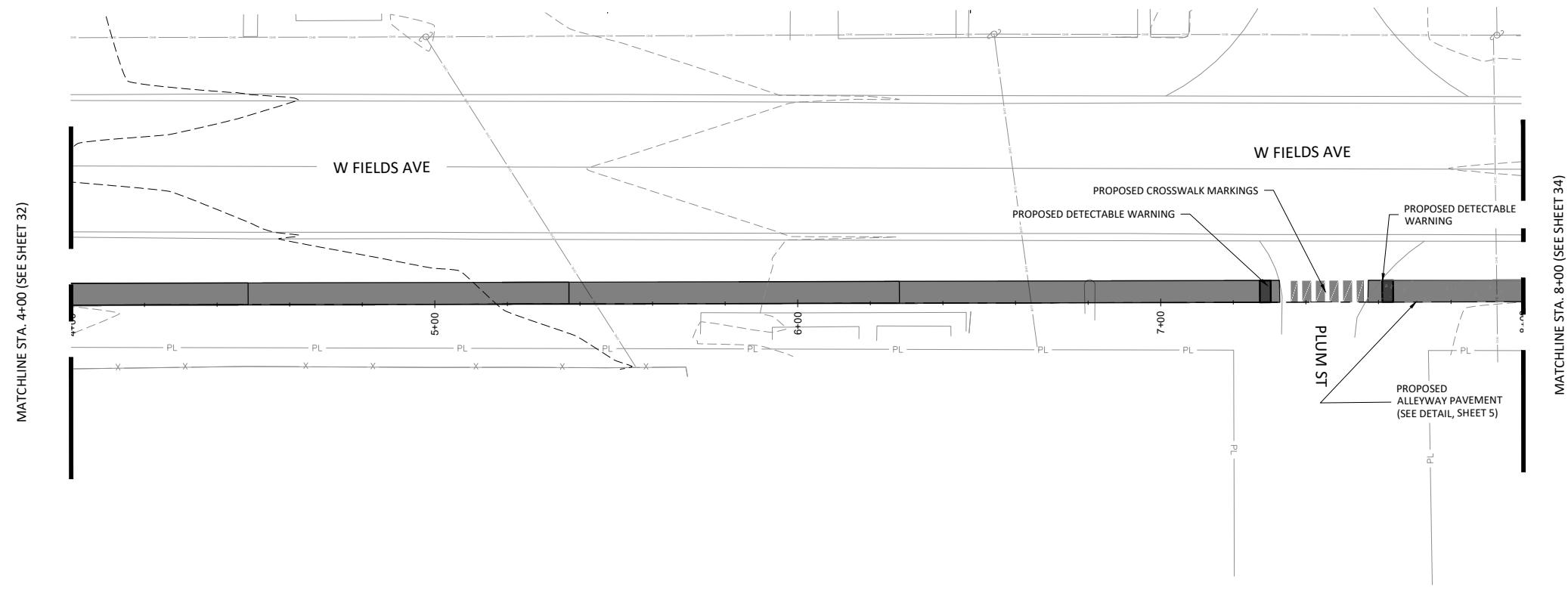
### WEST FIELDS AVENUE

#### 0+00 TO 4+00

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		32

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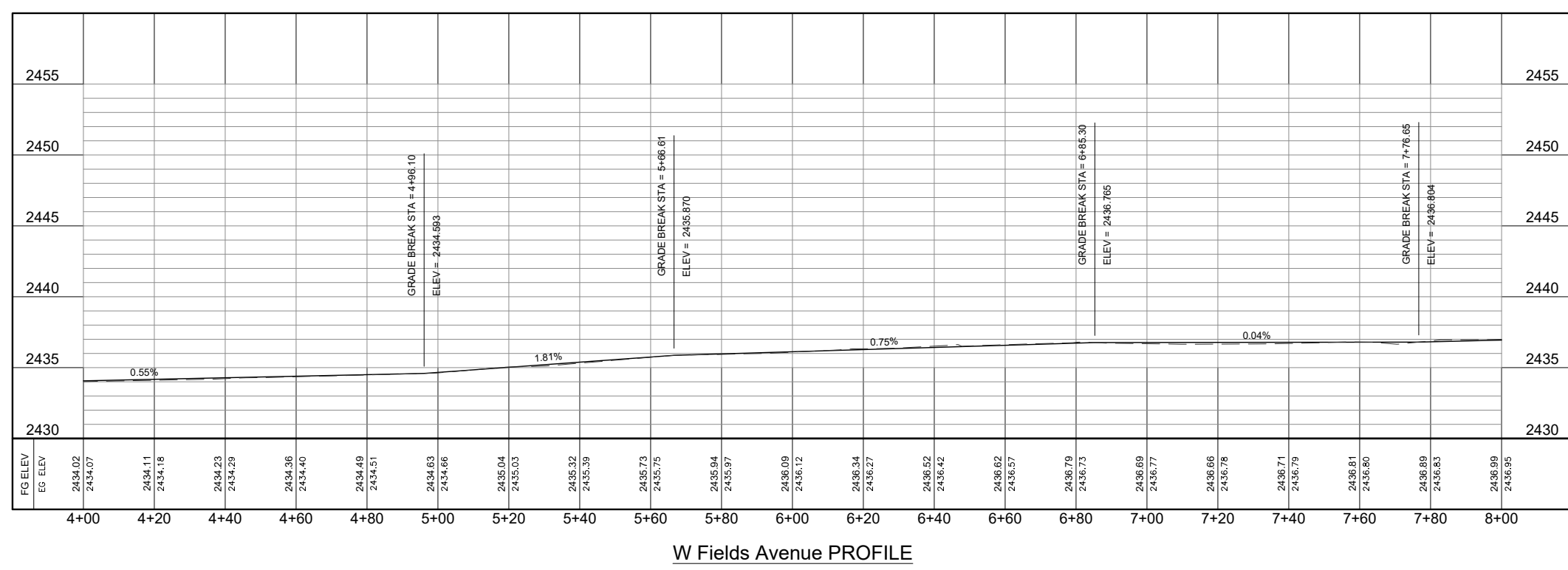
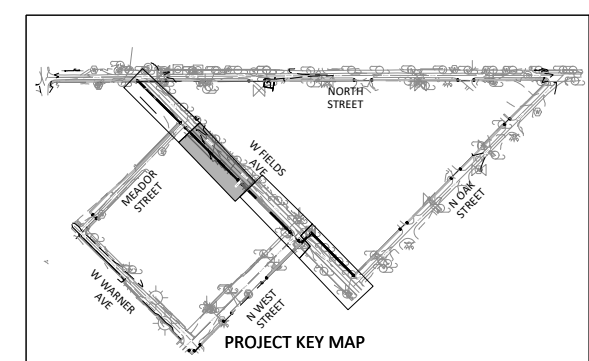


### PLAN VIEW LEGEND

- PL PL RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADD'L. SHEETS)
- 1845 PROPOSED CONTOUR LINE
- 1845 EXISTING CONTOUR LINE

### GRADING NOTES

1. CONTRACTOR TO VERIFY PROPERTY LINES WITH THEIR OWN SURVEY PRIOR TO CONSTRUCTION. THE PROPERTY LINES SHOWN IN PLANS ARE ONLY APPARENT AND ARE NOT TO BE USED FOR LEGAL RIGHT OF WAY.
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04/29/2024  
 STATE OF TEXAS  
 JAMES W. DAVIDSON  
 135166  
 LICENSED PROFESSIONAL ENGINEER  
*James W. Davidson P.E.*

San Angelo District

## SIDEWALK PLAN

### WEST FIELDS AVENUE

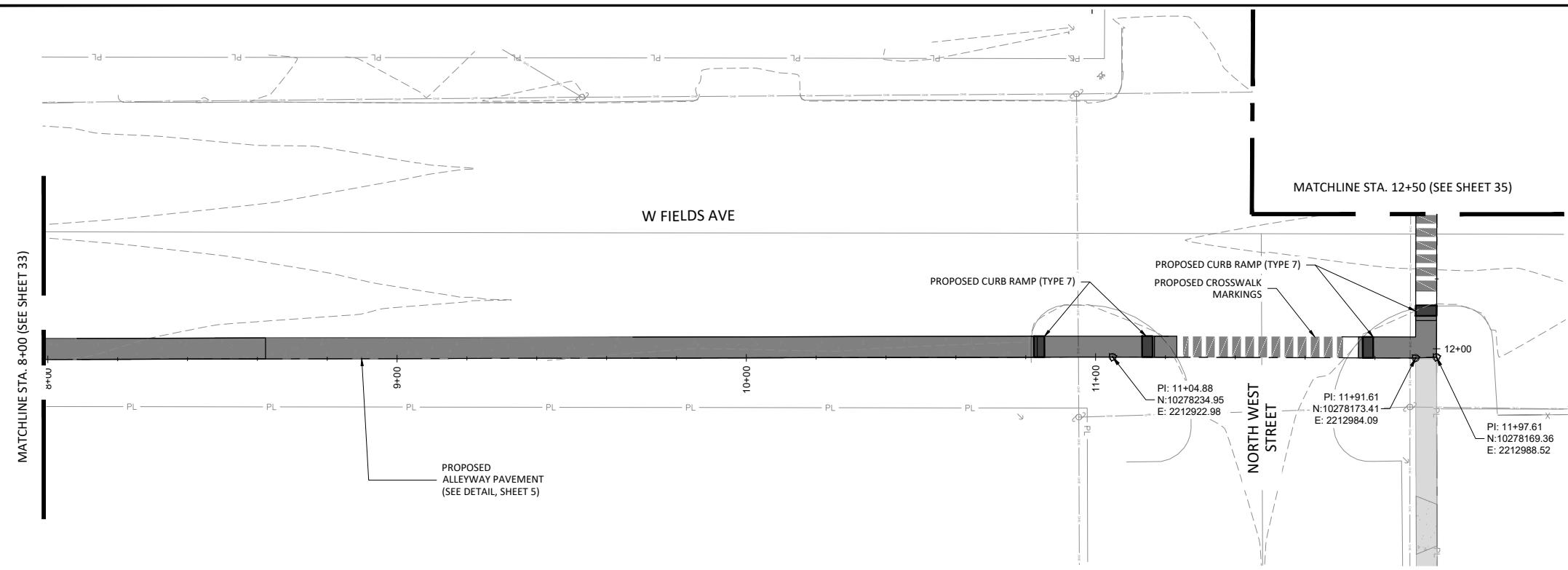
### 4+00 TO 8+00

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
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4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		33

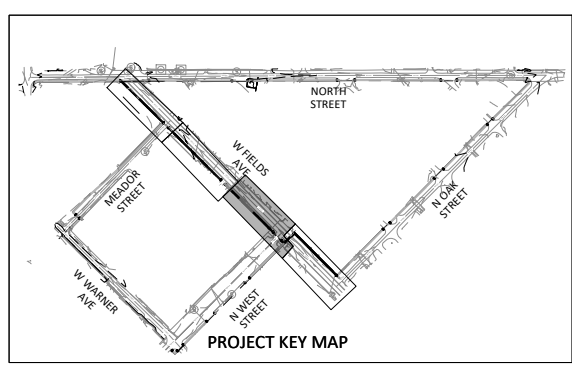


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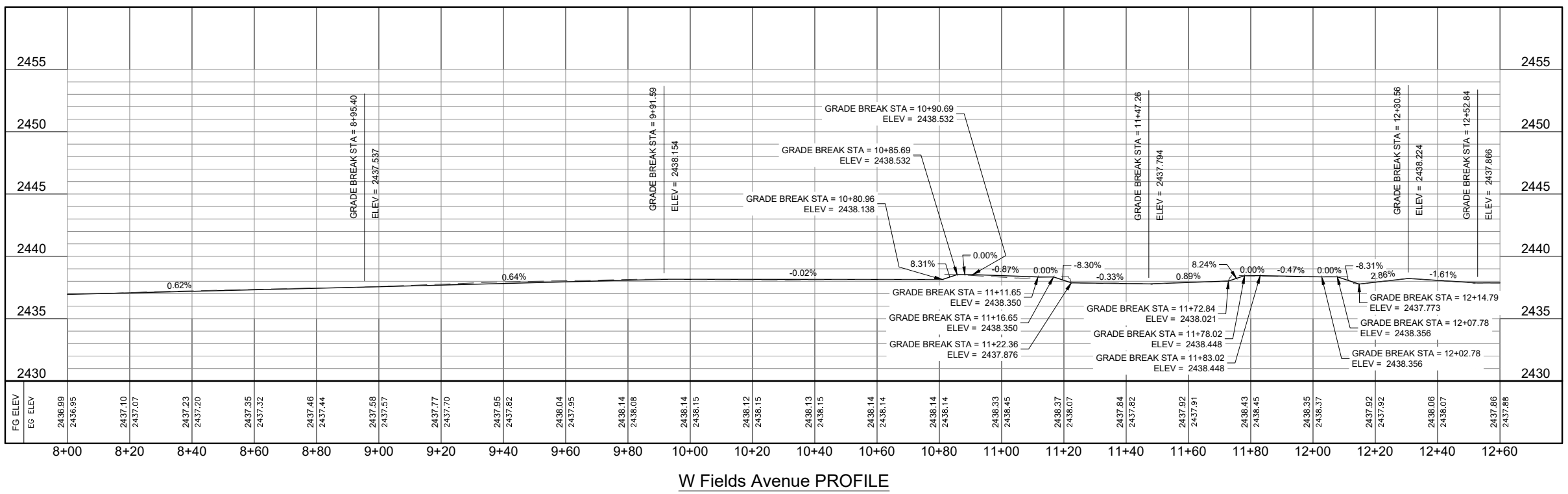
**PLAN VIEW LEGEND**

- RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADDT'L. SHEETS)
- PROPOSED CONTOUR LINE
- EXISTING CONTOUR LINE



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04/29/2024  
 STATE OF TEXAS  
 JAMES W. DAVIDSON  
 135166  
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*James W. Davidson P.E.*

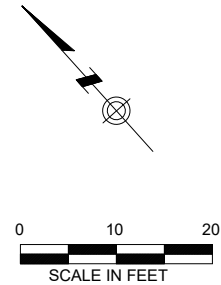
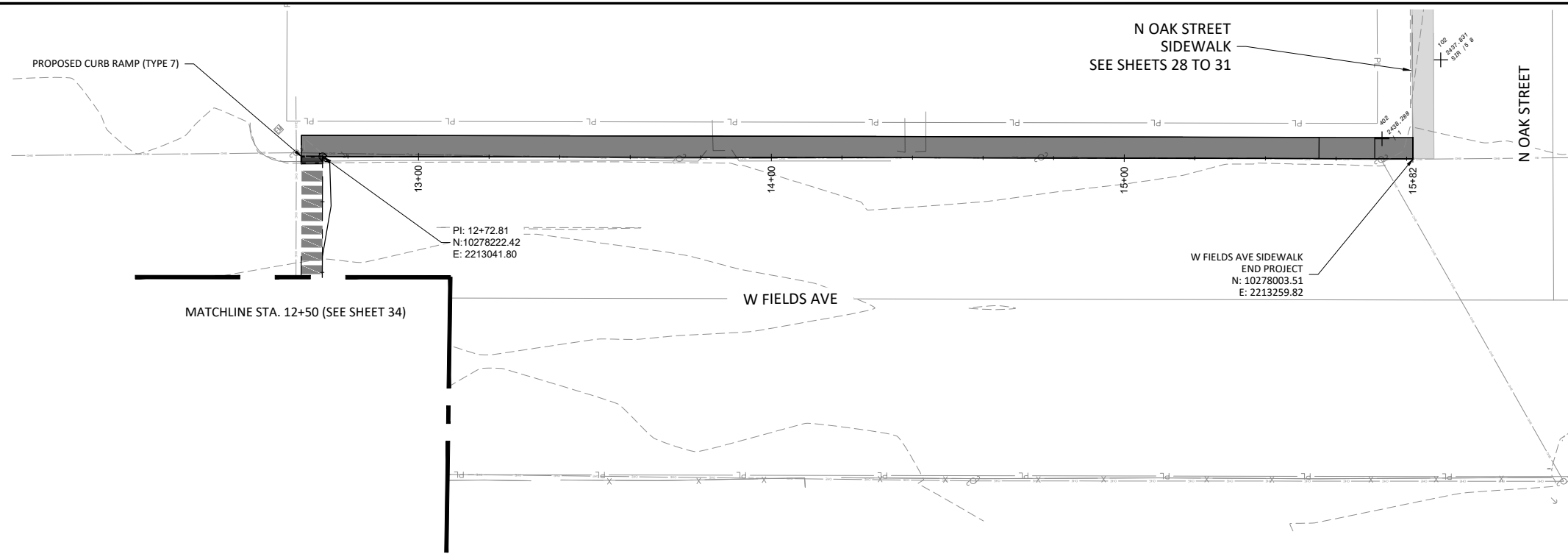
**Texas Department of Transportation** San Angelo District

**SIDEWALK PLAN  
 WEST FIELDS AVENUE  
 8+00 TO 12+50**

SCALE 1"=20'

© TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY	SHEET NO.	
	SJT	SCHLEICHER	34	

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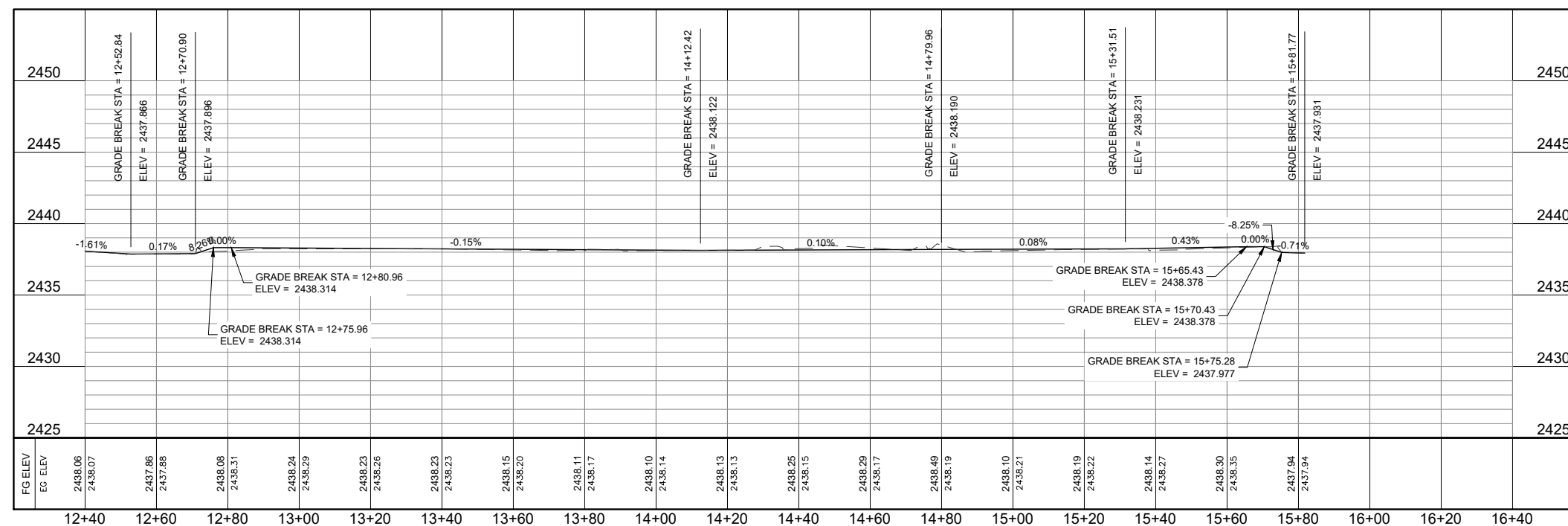
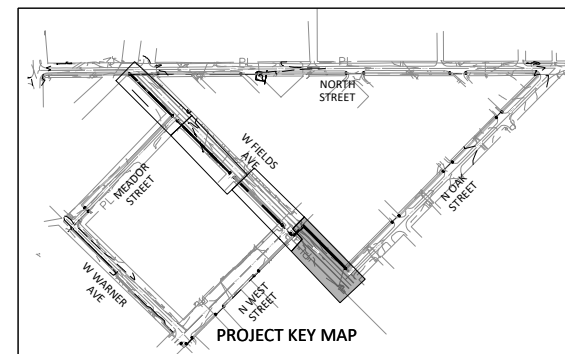


### PLAN VIEW LEGEND

- RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADDT'L. SHEETS)
- PROPOSED CONTOUR LINE
- EXISTING CONTOUR LINE

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W Fields Avenue PROFILE



San Angelo District

## SIDEWALK PLAN

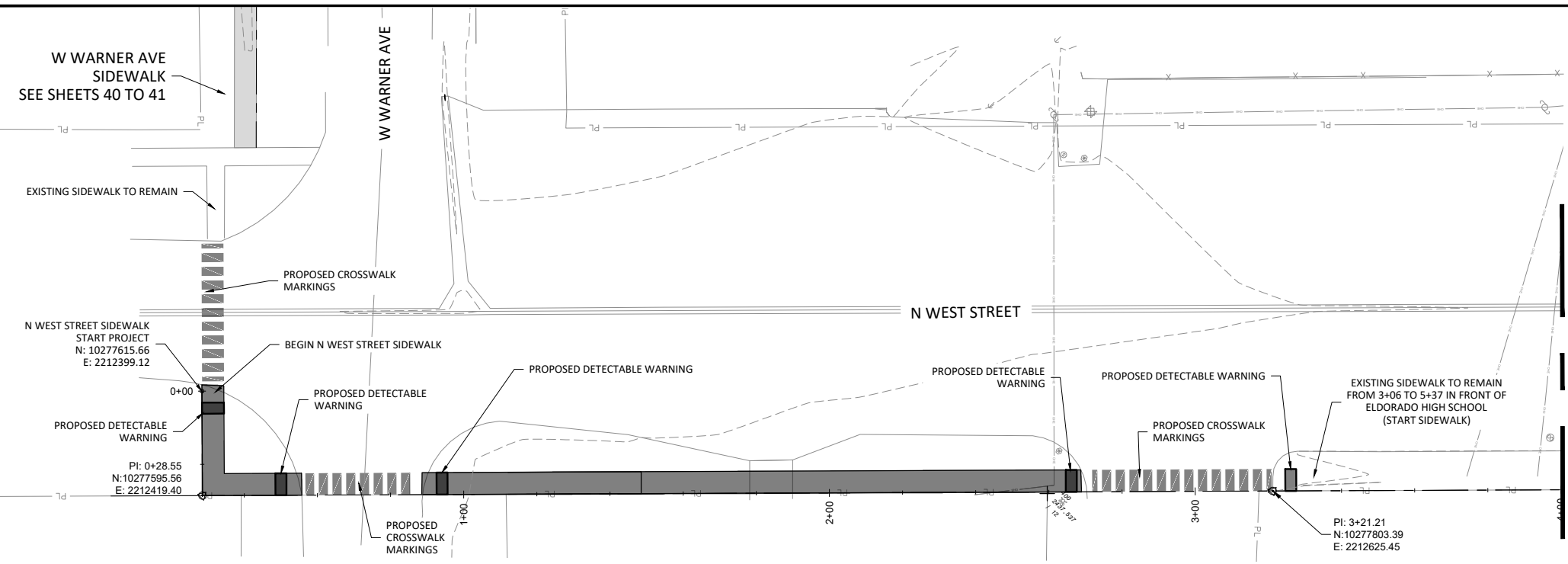
### WEST FIELDS AVENUE

### 12+50 TO END

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
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4/29/2024	DIST	COUNTY		SHEET NO.
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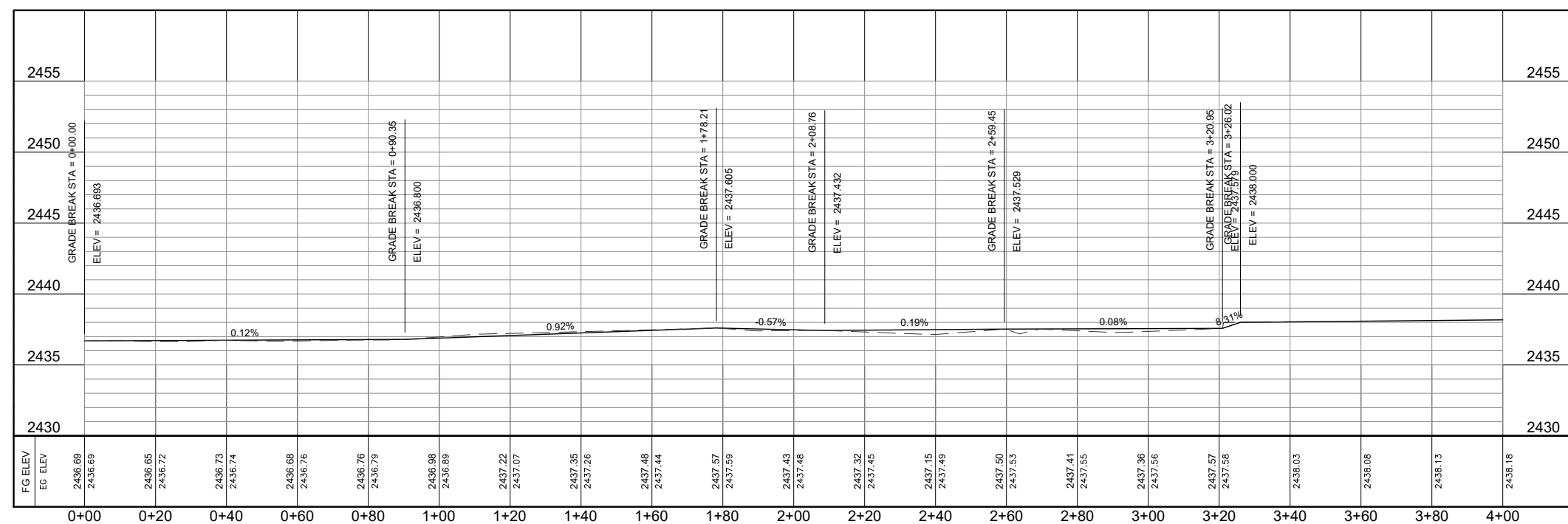
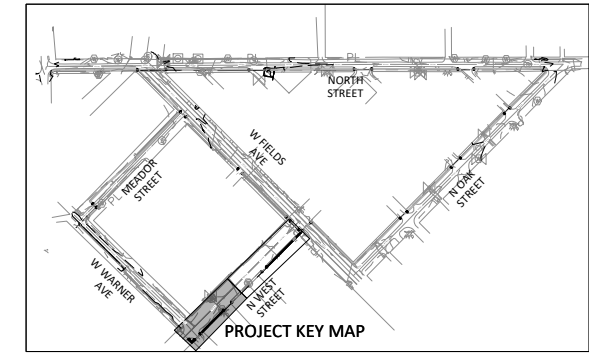


### PLAN VIEW LEGEND

- RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADDT'L. SHEETS)
- PROPOSED CONTOUR LINE
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N West Street PROFILE

04/29/2024  
  
*James W. Davidson P.E.*

San Angelo District

## SIDEWALK PLAN

### N WEST STREET

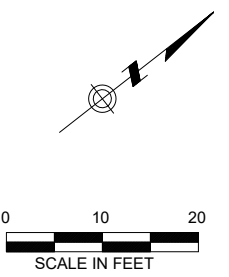
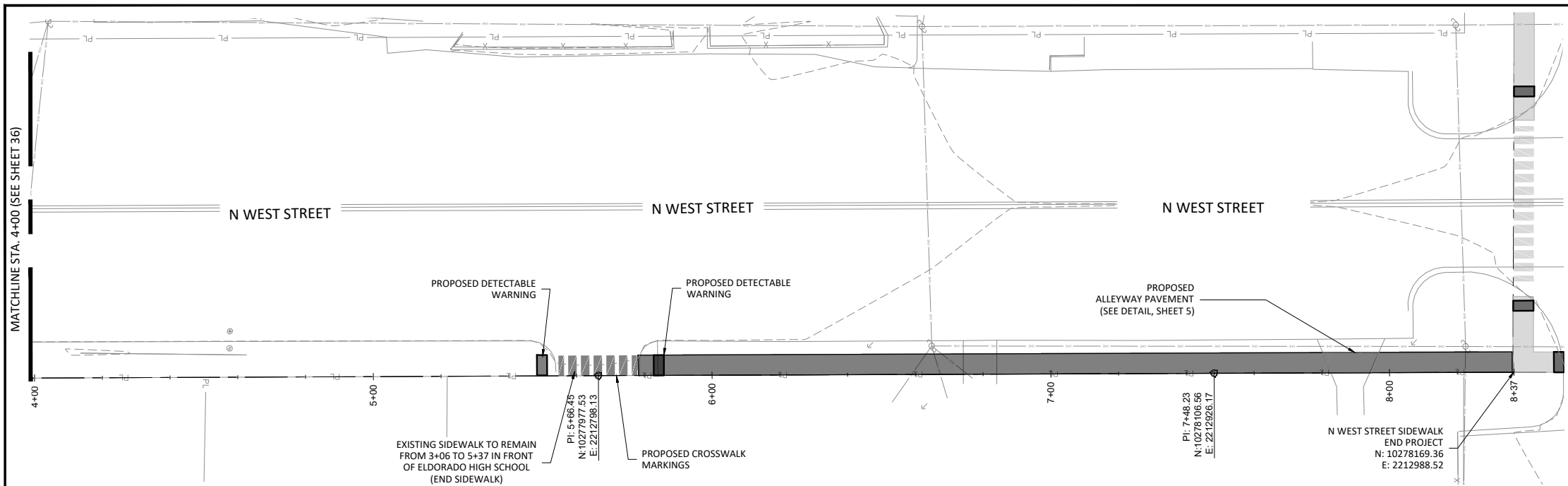
#### 0+00 TO 4+00

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		36



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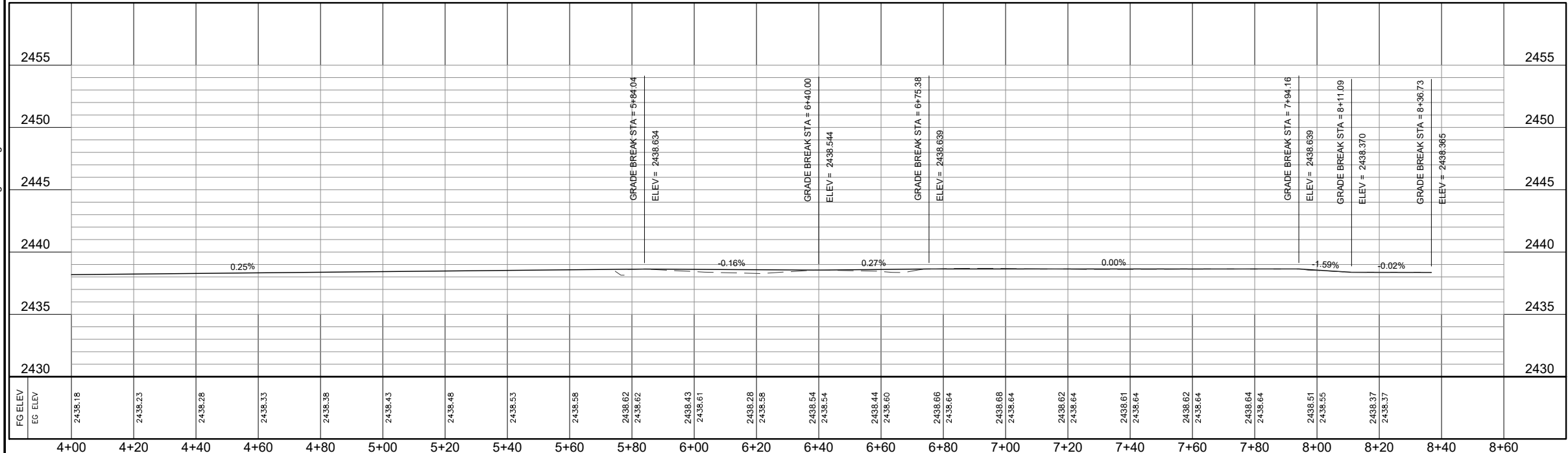
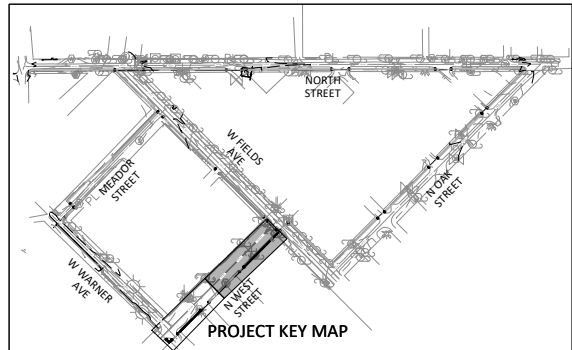


**PLAN VIEW LEGEND**

- RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADDT'L. SHEETS)
- PROPOSED CONTOUR LINE
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N West Street PROFILE

04/29/2024  
  
 James W. Davidson P.E.

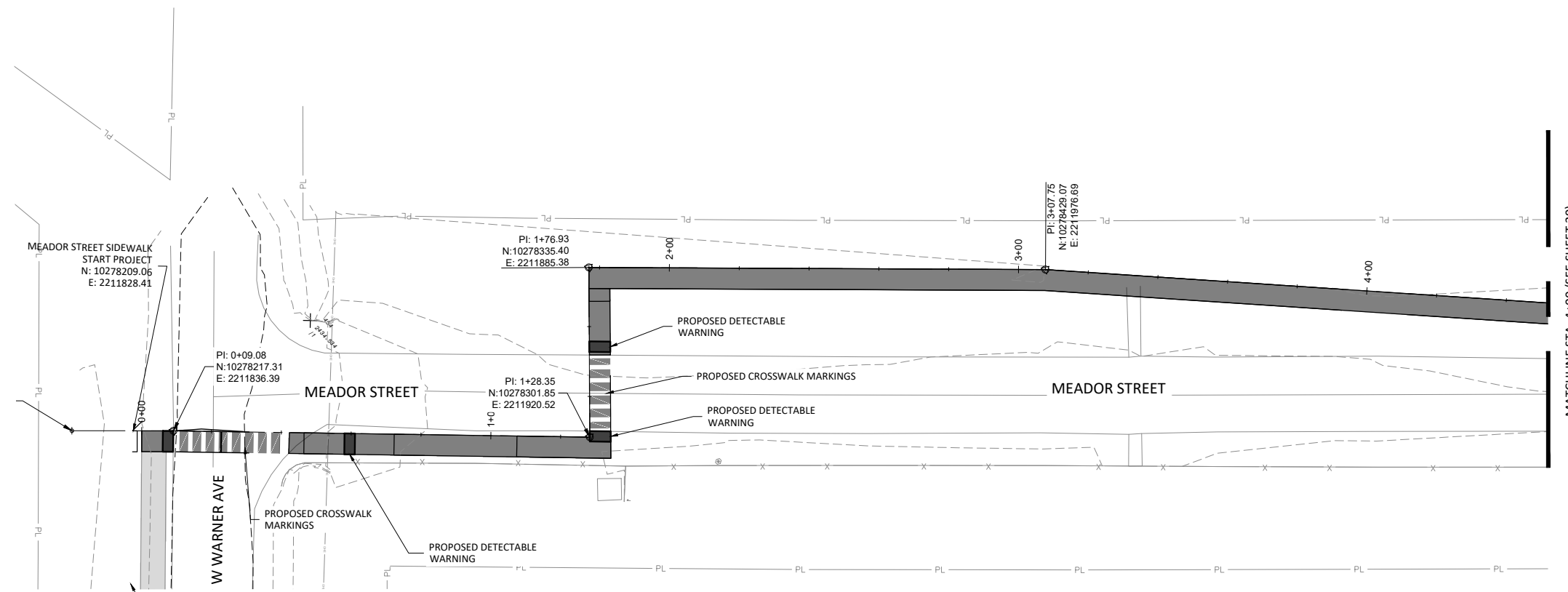
San Angelo District

**SIDEWALK PLAN  
 N WEST STREET  
 4+00 TO END**

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		37

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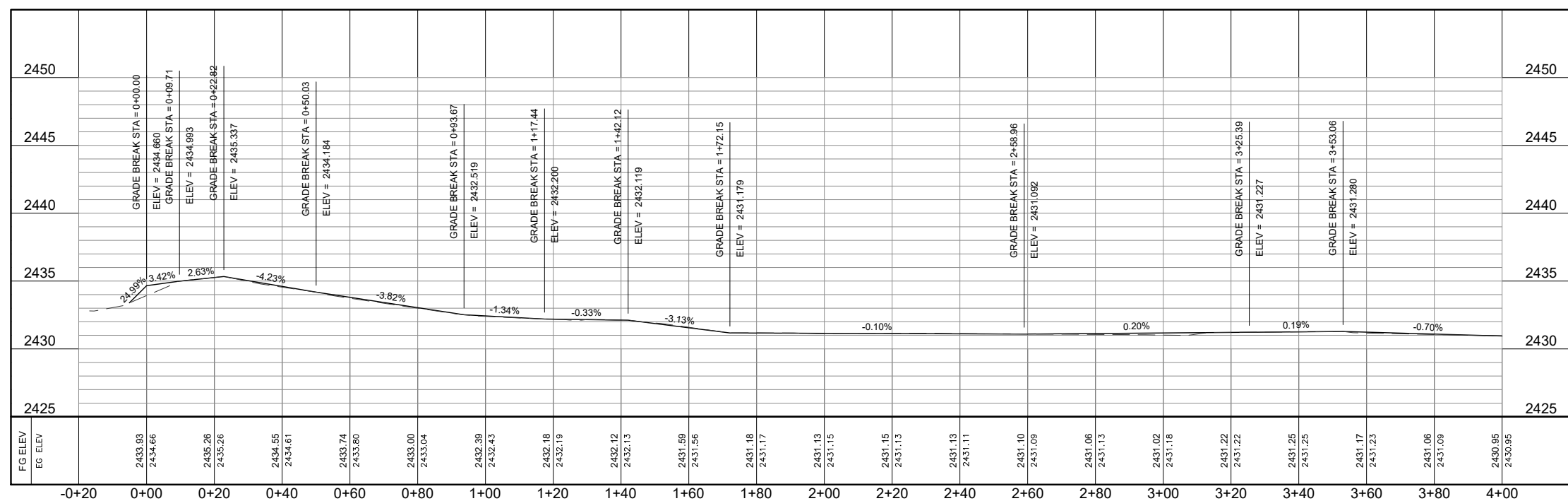
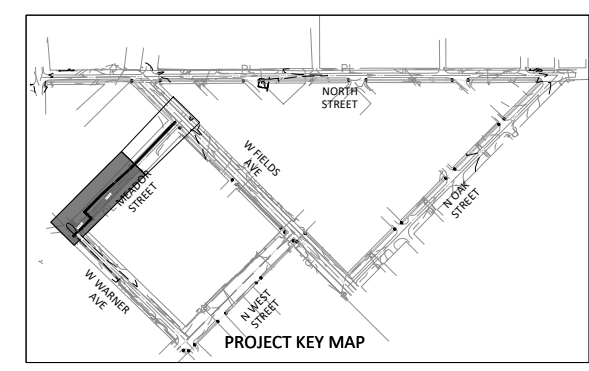


**PLAN VIEW LEGEND**

- RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADDT'L. SHEETS)
- PROPOSED CONTOUR LINE
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Meador Street PROFILE

04/29/2024  
 JAMES W. DAVIDSON  
 135166  
 LICENSED PROFESSIONAL ENGINEER  
*James W. Davidson P.E.*

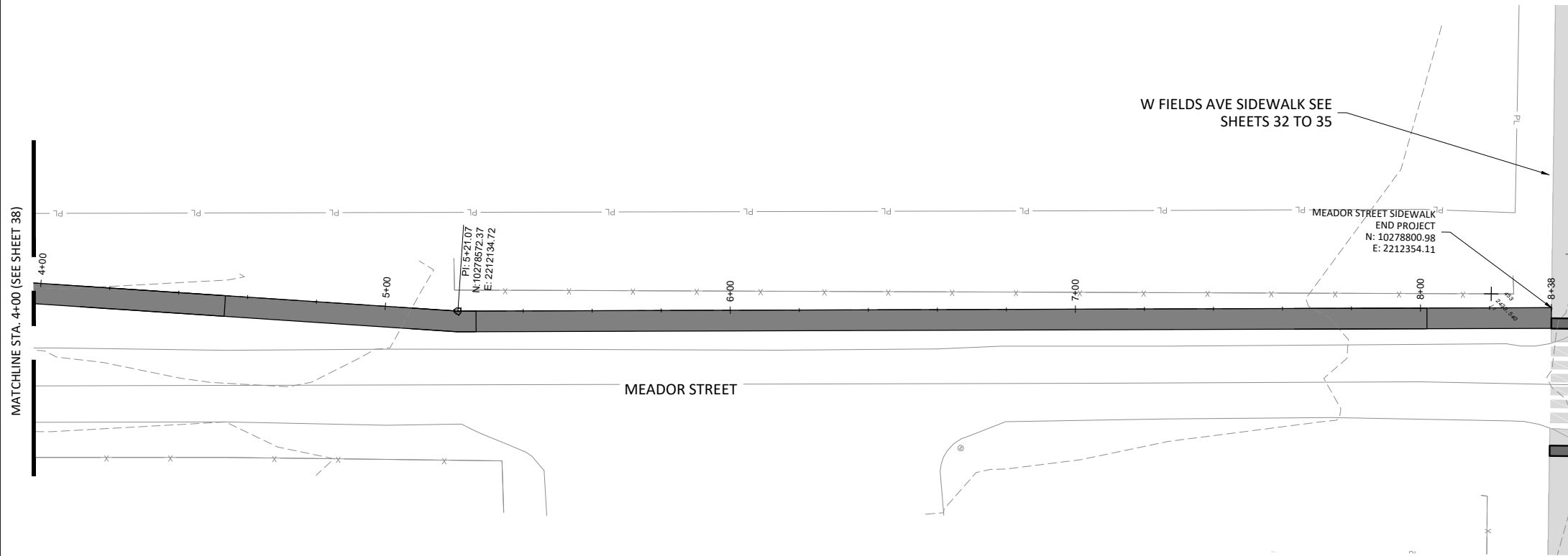
**Texas Department of Transportation** San Angelo District

**SIDEWALK PLAN  
 MEADOR STREET  
 0+00 TO 4+00**

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY	SHEET NO.	
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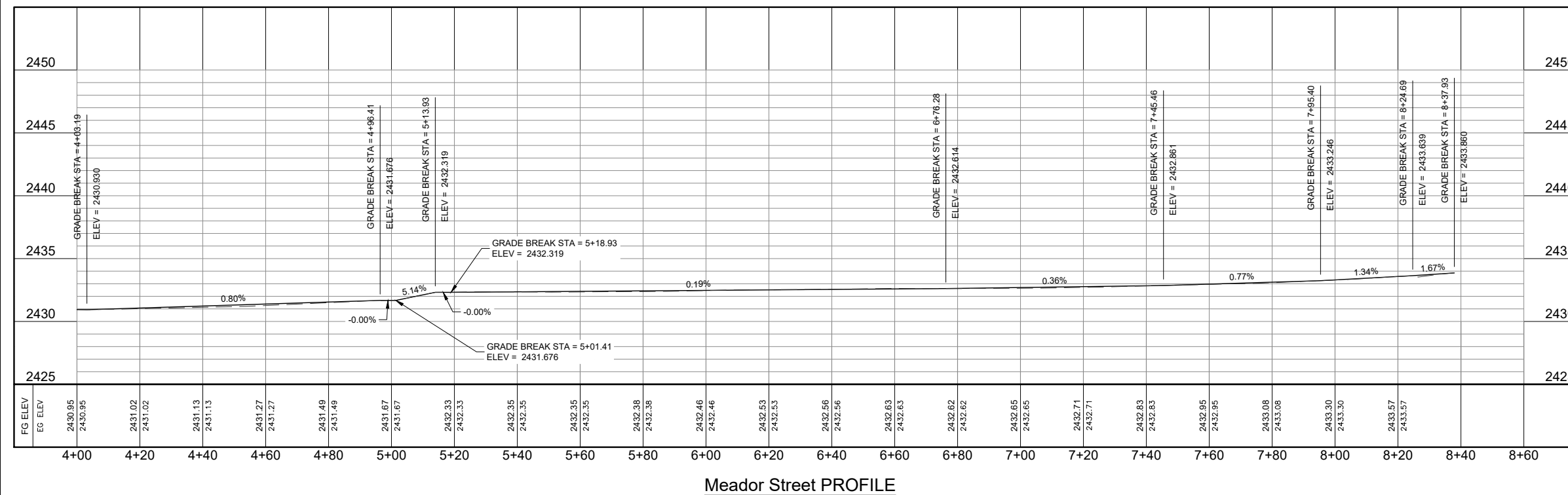
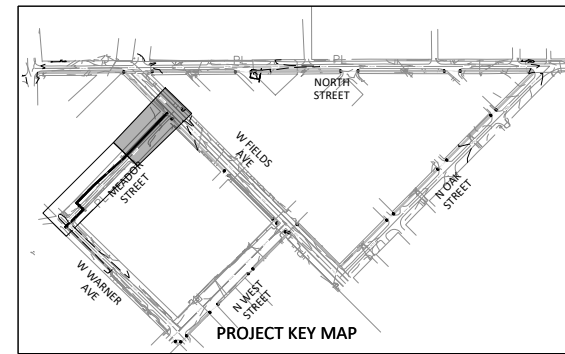


**PLAN VIEW LEGEND**

- RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADDT'L. SHEETS)
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04/29/2024  
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 JAMES W. DAVIDSON  
 135166  
 LICENSED PROFESSIONAL ENGINEER  
*James W. Davidson P.E.*

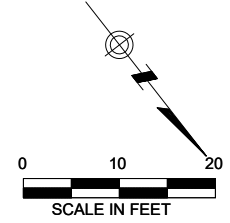
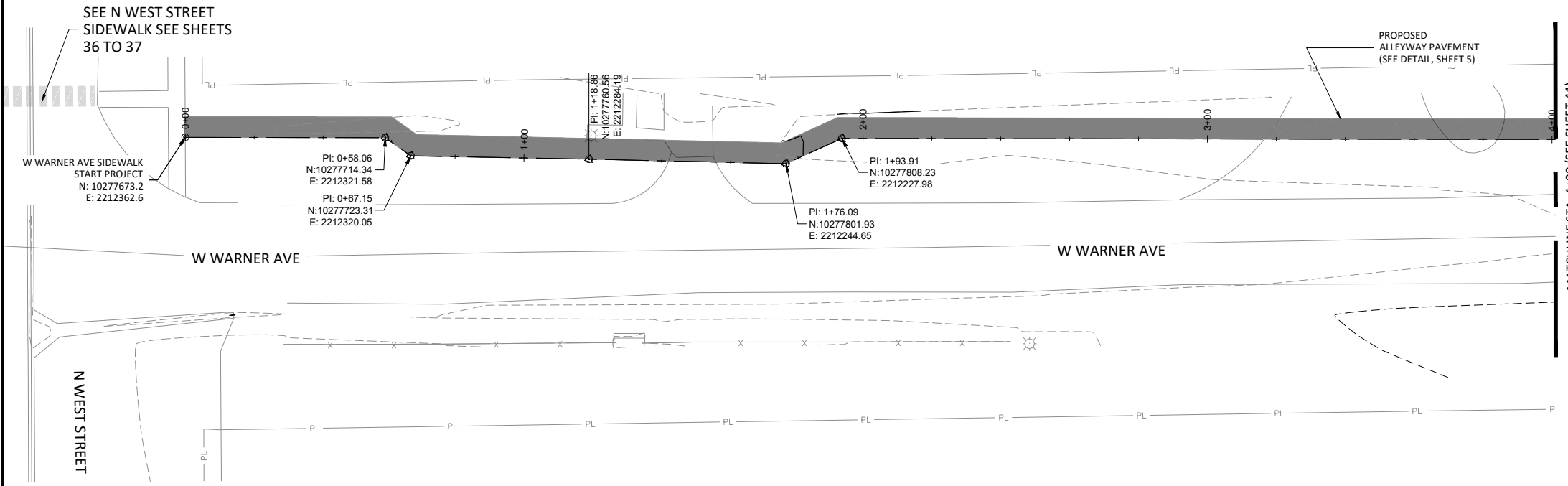
**Texas Department of Transportation** San Angelo District

**SIDEWALK PLAN  
 MEADOR STREET  
 4+00 TO END**

SCALE 1"=20'

©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
4/29/2024	DIST	COUNTY	SHEET NO.	
	SJT	SCHLEICHER	39	

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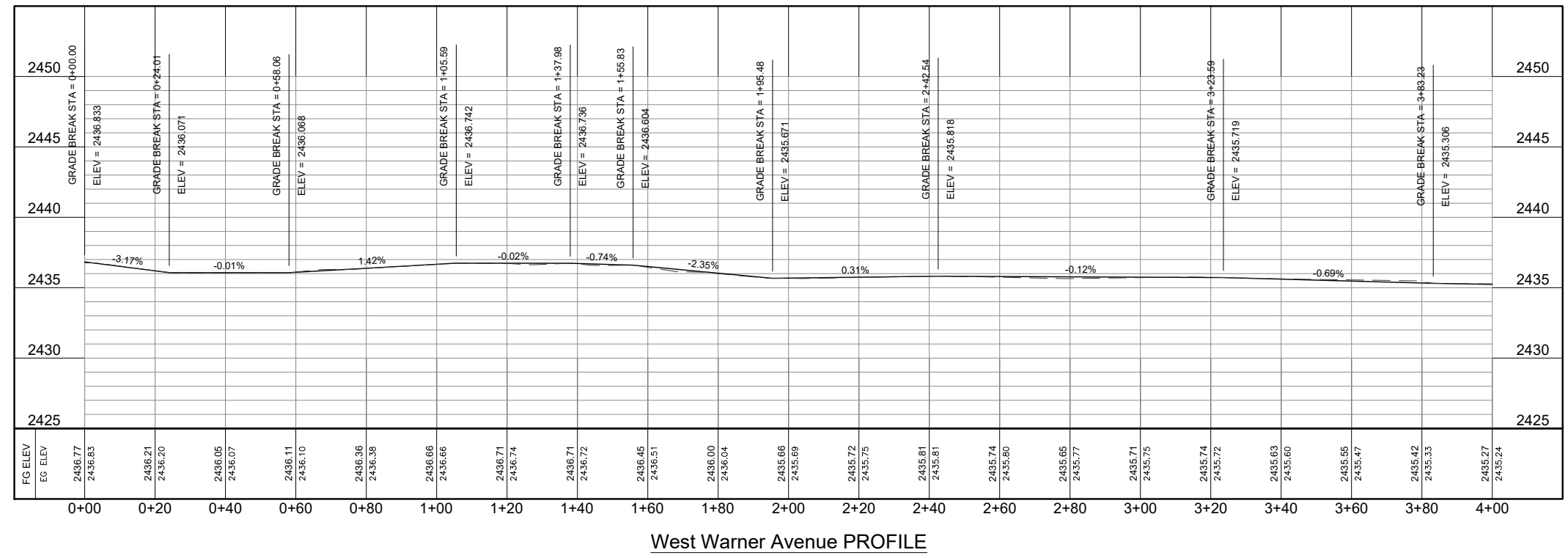
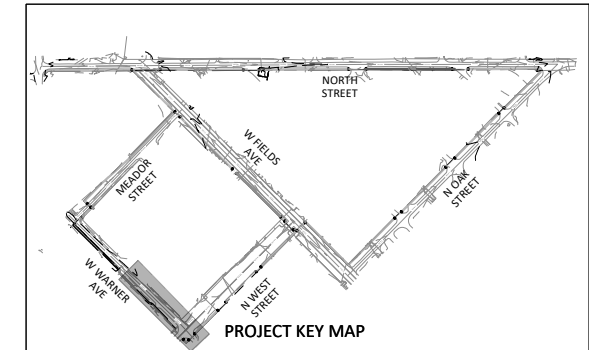


**PLAN VIEW LEGEND**

- RIGHT OF WAY
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED SIDEWALK (SEE ADDT'L. SHEETS)
- PROPOSED CONTOUR LINE
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06/06/2024  
 STATE OF TEXAS  
 JAMES W. DAVIDSON  
 135166  
 LICENSED PROFESSIONAL ENGINEER  
*James W. Davidson P.E.*

**Texas Department of Transportation** San Angelo District

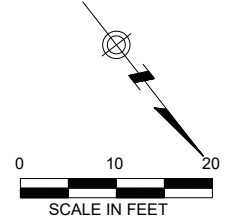
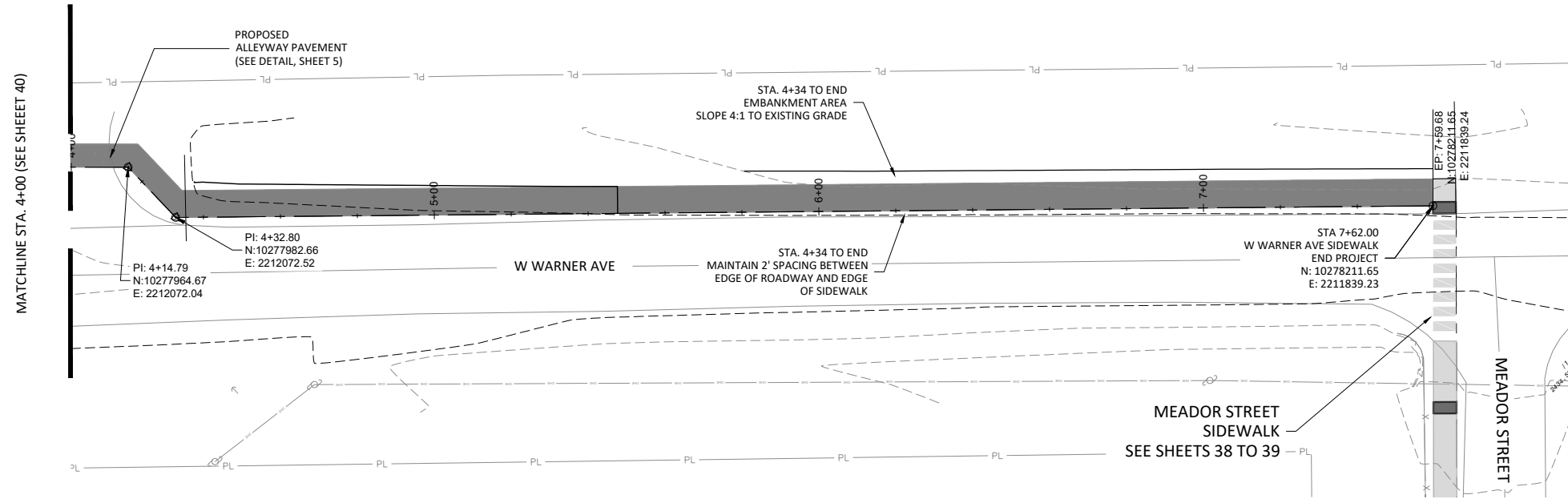
**SIDEWALK PLAN W WARNER AVENUE**  
 0+00 TO 4+00

SCALE 1"=20'

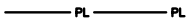






©TxDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
6/6/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		40



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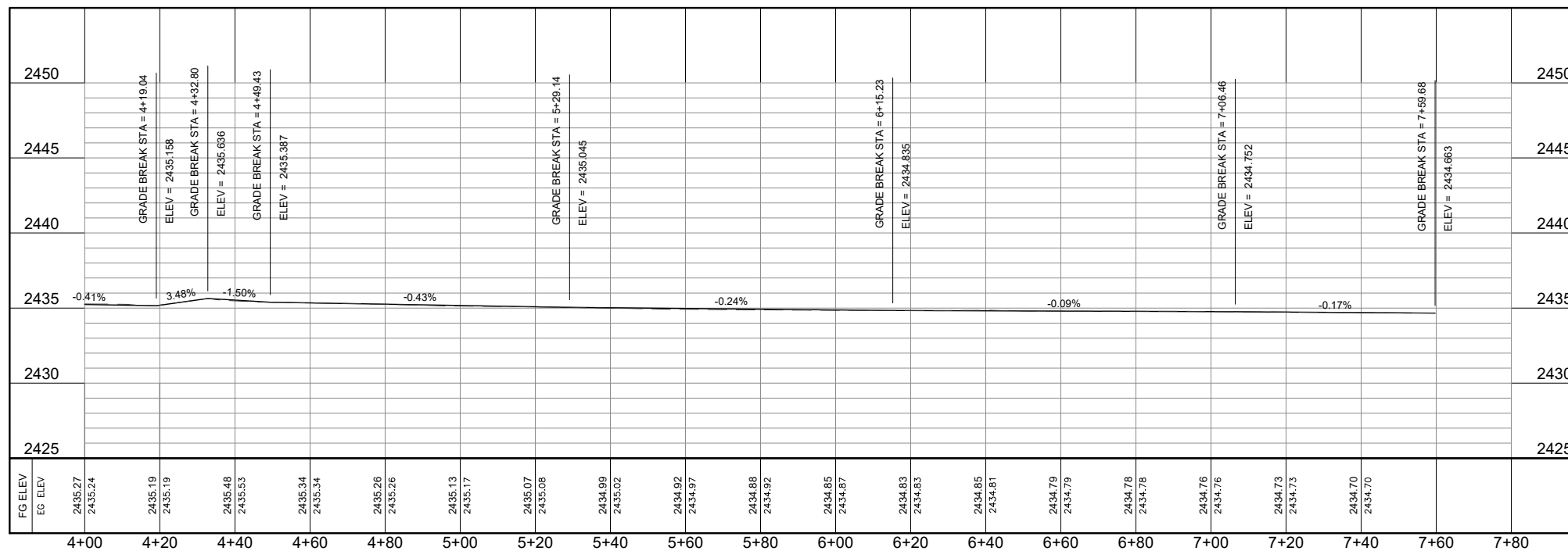
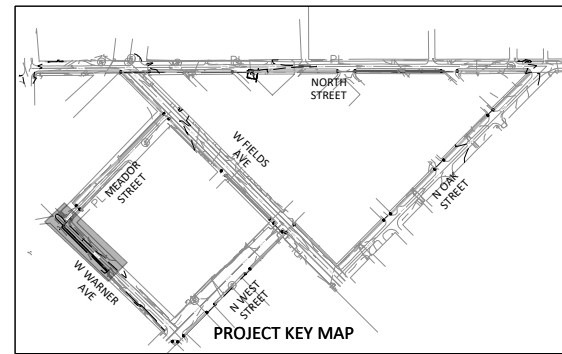


### PLAN VIEW LEGEND

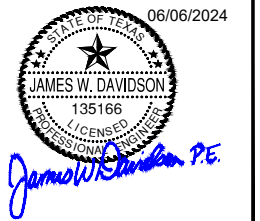
-  PL — PL — RIGHT OF WAY
-  PROPOSED CROSSWALK
-  PROPOSED SIDEWALK
-  PROPOSED DETECTABLE WARNING SURFACE
-  PROPOSED SIDEWALK (SEE ADD'L. SHEETS)
-  —1845— PROPOSED CONTOUR LINE
-  - - -1845- - - EXISTING CONTOUR LINE

### GRADING NOTES

- GRADING FOR ALL ACCESSIBLE ROUTES SHALL MEET PROWAG STANDARDS.
- CONTRACTOR TO VERIFY LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER OF ANY CONFLICTS THAT ARE DISCOVERED IN THE FIELD.
- CONTRACTOR TO PROTECT EXISTING UTILITIES.
- CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS PRIOR TO CONSTRUCTION.
- CONTRACTOR TO CONTROL EROSION ALONG PROPERTY LINE DURING CONSTRUCTION.
- SIDEWALKS TO GENERALLY FOLLOW EXISTING GRADE WHILE MAINTAINING PROWAG REQUIREMENTS. PROFILES AND GRADE BREAKS SHOWN ARE FOR GENERAL GUIDANCE OF THE CONTRACTOR. SIDEWALKS SHALL BE POURED IN A MANNER THAT PROVIDES SMOOTH TRANSITIONS BETWEEN GRADE BREAKS.



West Warner Avenue PROFILE



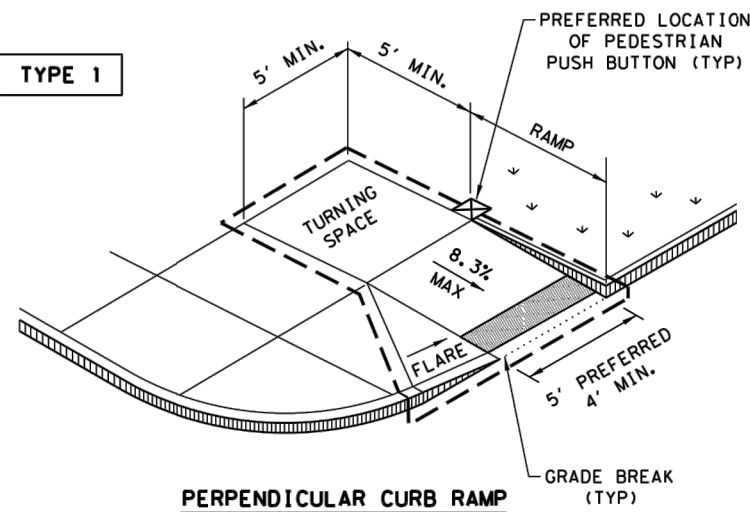
## SIDEWALK PLAN W WARNER AVENUE 4+00 TO END

SCALE 1"=20'

© TxDOT 2024 SHEET ISSUED OR LAST REVISED	CONT	SECT	JOB	HIGHWAY
	0907	26	006	N/A
6/6/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		41

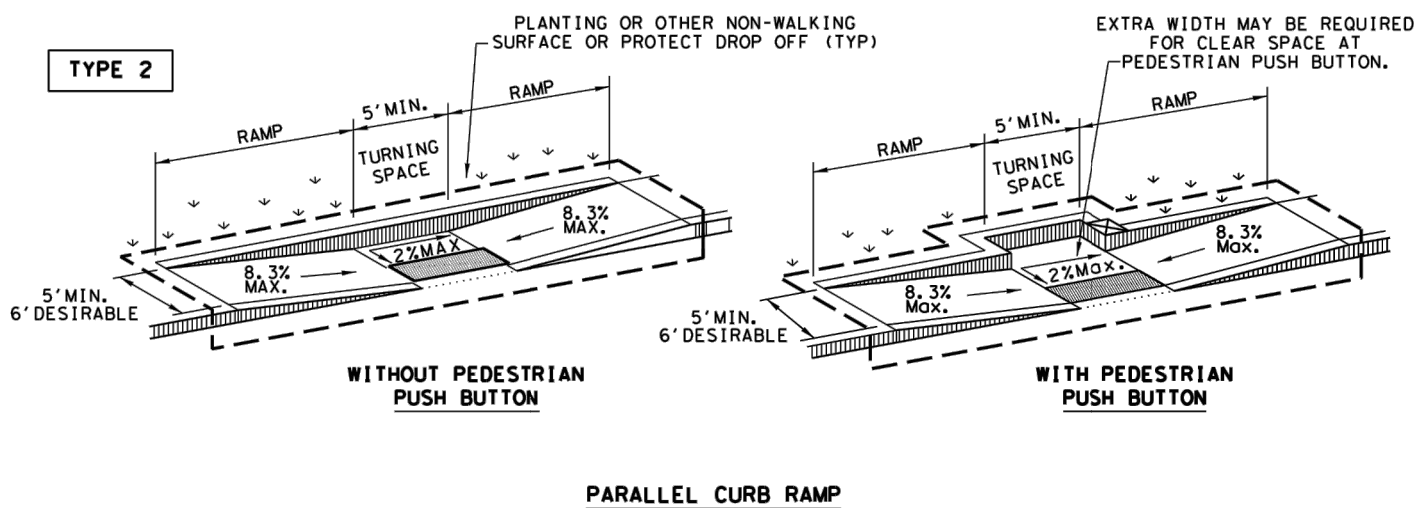
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**TYPE 1**



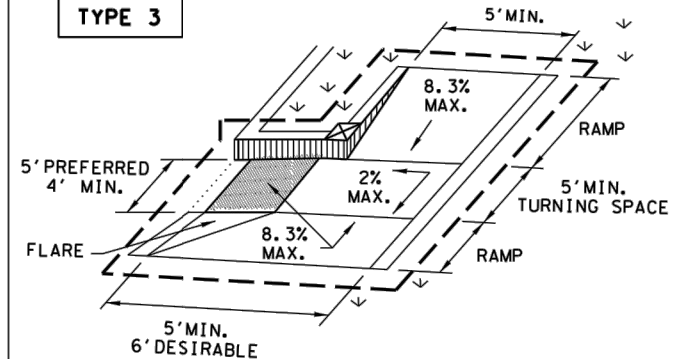
**PERPENDICULAR CURB RAMP**

**TYPE 2**



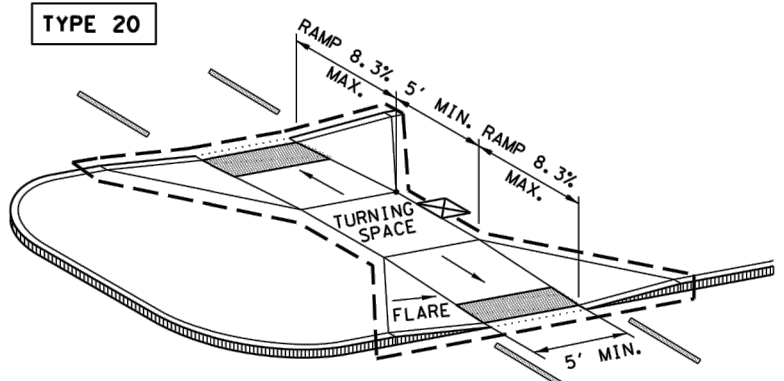
**PARALLEL CURB RAMP**

**TYPE 3**



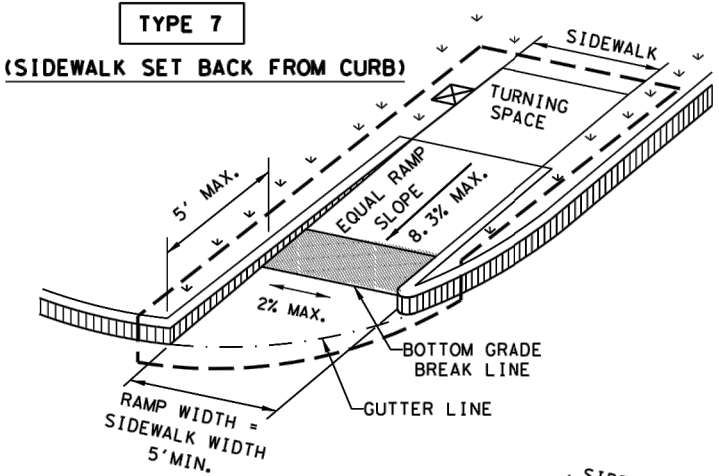
**COMBINATION CURB RAMPS**

**TYPE 20**

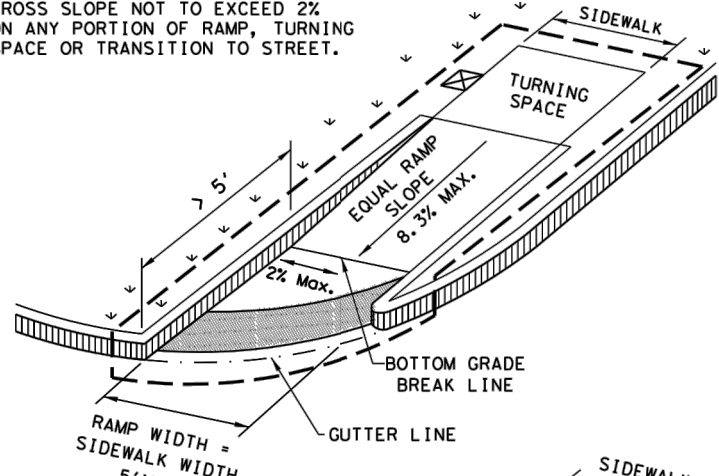


**CURB RAMPS AT MEDIAN ISLANDS**

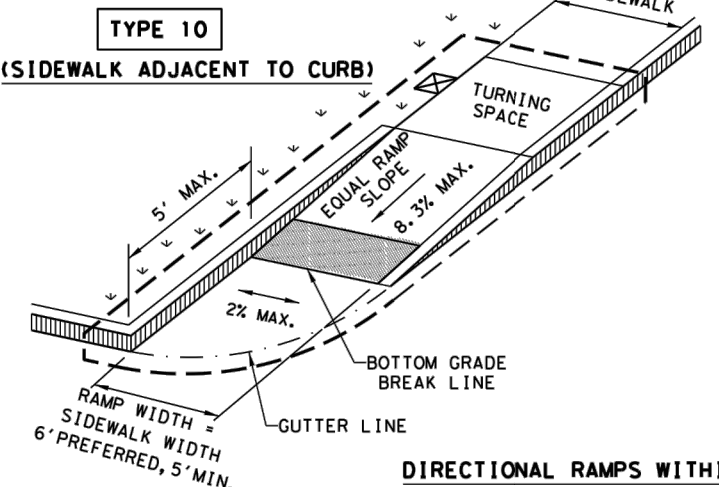
**TYPE 7**  
(SIDEWALK SET BACK FROM CURB)



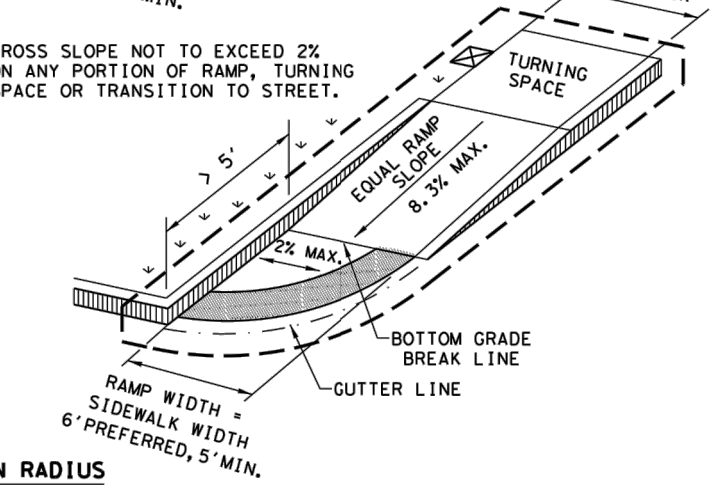
CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.



**TYPE 10**  
(SIDEWALK ADJACENT TO CURB)

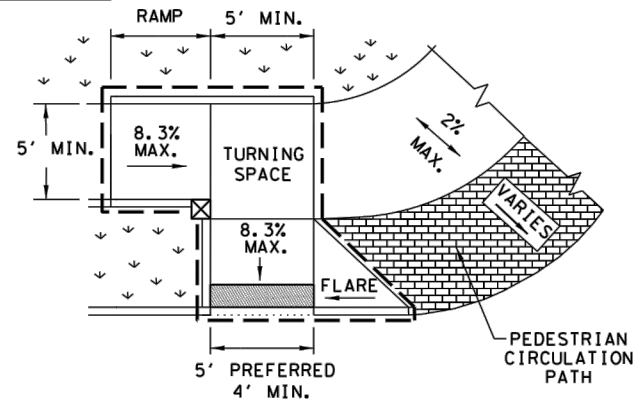


CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.



**DIRECTIONAL RAMPS WITHIN RADIUS**

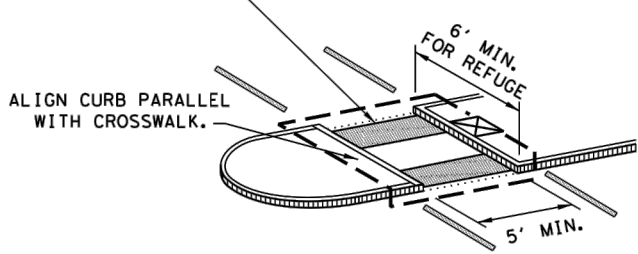
**TYPE 6**



**COMBINATION CURB RAMPS**

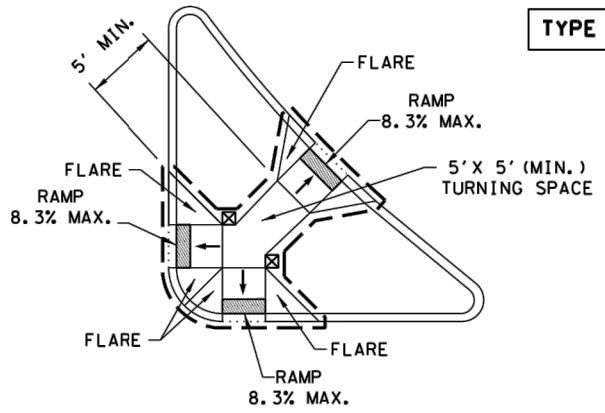
INSTALL DETECTABLE WARNING SURFACE AT EACH END OF THE CUT-THROUGH RAMP WITH A MINIMUM 2' USUAL SIDEWALK SURFACE BETWEEN. IF MEDIAN IS LESS THAN 6' WIDE, ELIMINATE DETECTABLE WARNING SURFACES.

**TYPE 21**

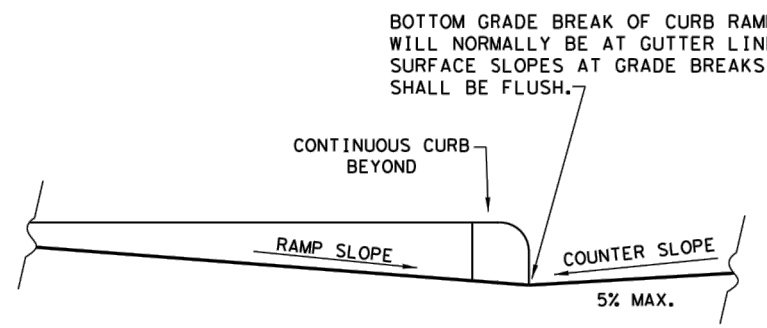


NOTE: CURB DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.

**TYPE 22**



**COMBINATION ISLAND RAMPS**



**TYPICAL SECTION OF PERPENDICULAR CURB RAMP AT CONNECTION TO ROADWAY**

**NOTES / LEGEND:**

SEE GENERAL NOTES ON SHEET 2 OF 4 FOR MORE INFORMATION.

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.



GUTTER LINE



DETECTABLE WARNING SURFACE



GRADE BREAK



DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.



RAMP LIMITS OF PAYMENT



SHEET 1 OF 4



**PEDESTRIAN FACILITIES CURB RAMPS**

**PED-18**

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0907	26	006	N/A
REVISED 08, 2005	DIST	COUNTY	SHEET NO.	
REVISED 06, 2012	SJT	SCHLEICHER	42	
REVISED 01, 2018				

DATE: FILE:

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DATE: FILE:

## GENERAL NOTES

### CURB RAMPS

1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. All slopes shown are maximum allowable. Cross slopes of 1.5% and lesser running should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
3. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
4. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. 5' x 5' passing areas at intervals not to exceed 200' are required.
5. Turning Spaces shall be 5' x 5' minimum. Cross slope shall be maximum 2%.
6. Clear space at the bottom of curb ramps shall be a minimum of 4' x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
8. Additional information on curb ramp location, design, light reflective value and texture may be found in the latest draft of the Proposed Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG) as published by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).
9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
10. Small channelization islands, which do not provide a minimum 5' x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
11. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
12. Provide curb ramps to connect the pedestrian access route at each pedestrian street crossing. Handrails are not required on curb ramps.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
15. Furnish and install No. 3 reinforcing steel bars at 18" o.c. both ways, unless otherwise directed.
16. Provide a smooth transition where the curb ramps connect to the street.
17. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
18. Existing features that comply with applicable standards may remain in place unless otherwise shown on the plans.

### DETECTABLE WARNING MATERIAL

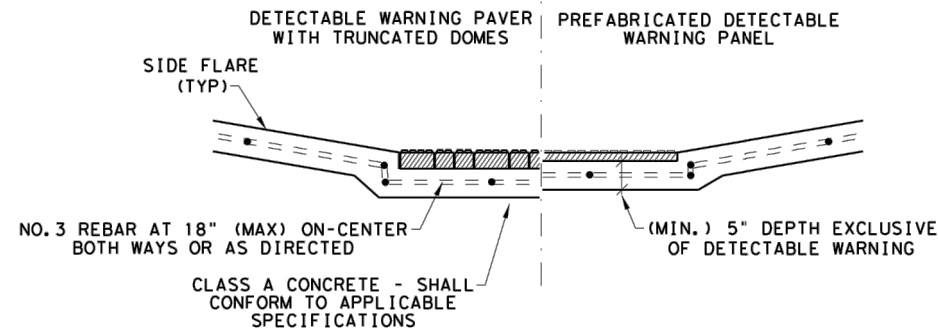
19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
20. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
21. Detectable warning surfaces must be firm, stable and slip resistant.
22. Detectable warning surfaces shall be a minimum of 24 inches in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
23. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb and neither end of that edge is greater than 5 feet from the back of curb. Detectable warning surfaces may be curved along the corner radius.
24. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

### DETECTABLE WARNING PAVERS (IF USED)

25. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
26. Lay full-size units first followed by closure units consisting of at least 25 percent (25%) of a full unit. Cut detectable warning paver units using a power saw.

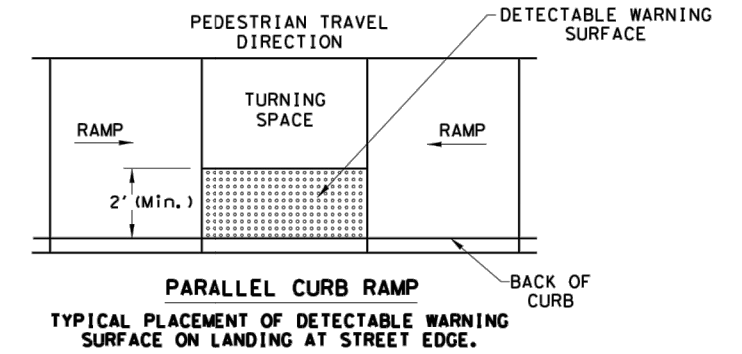
### SIDEWALKS

27. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within unobstructed reach range specified in PROWAG section R406.
28. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear ground space.
29. Street grades and cross slopes shall be as shown elsewhere in the plans.
30. Changes in level greater than 1/4 inch are not permitted.
31. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than five percent (5%) must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with PROWAG R409.
32. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
33. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
34. Sidewalk details are shown elsewhere in the plans.

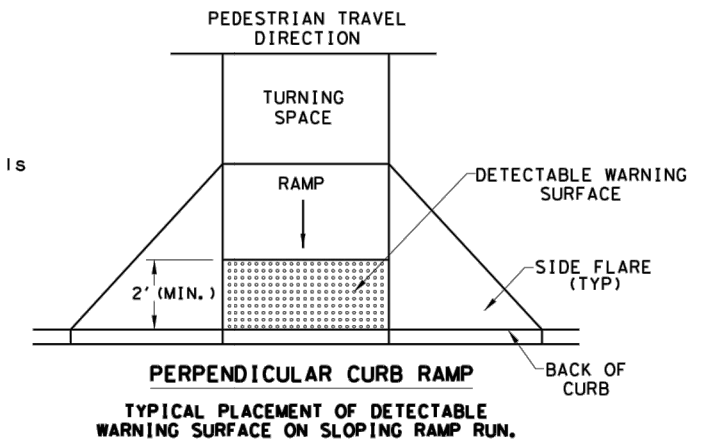


**SECTION VIEW DETAIL**  
**CURB RAMP AT DETECTIBLE WARNINGS**

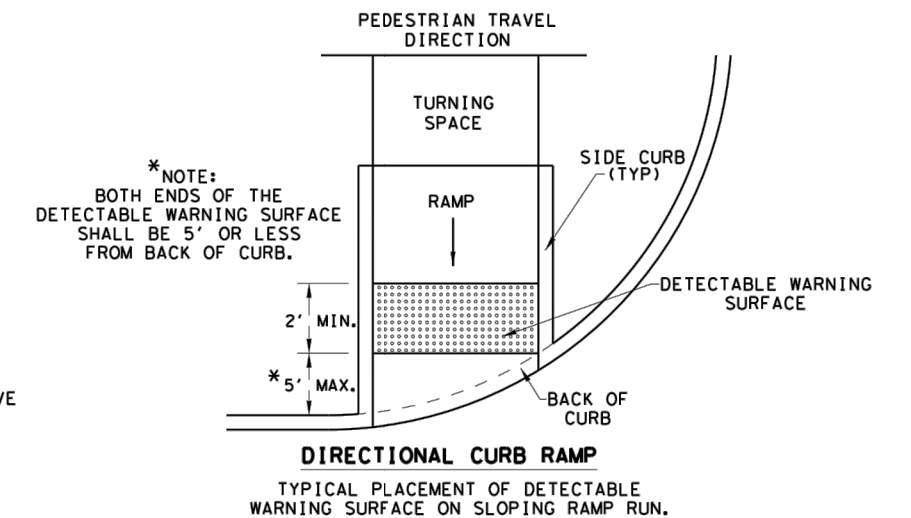
### DETECTABLE WARNING SURFACE DETAILS



**PARALLEL CURB RAMP**  
**TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE.**



**PERPENDICULAR CURB RAMP**  
**TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.**



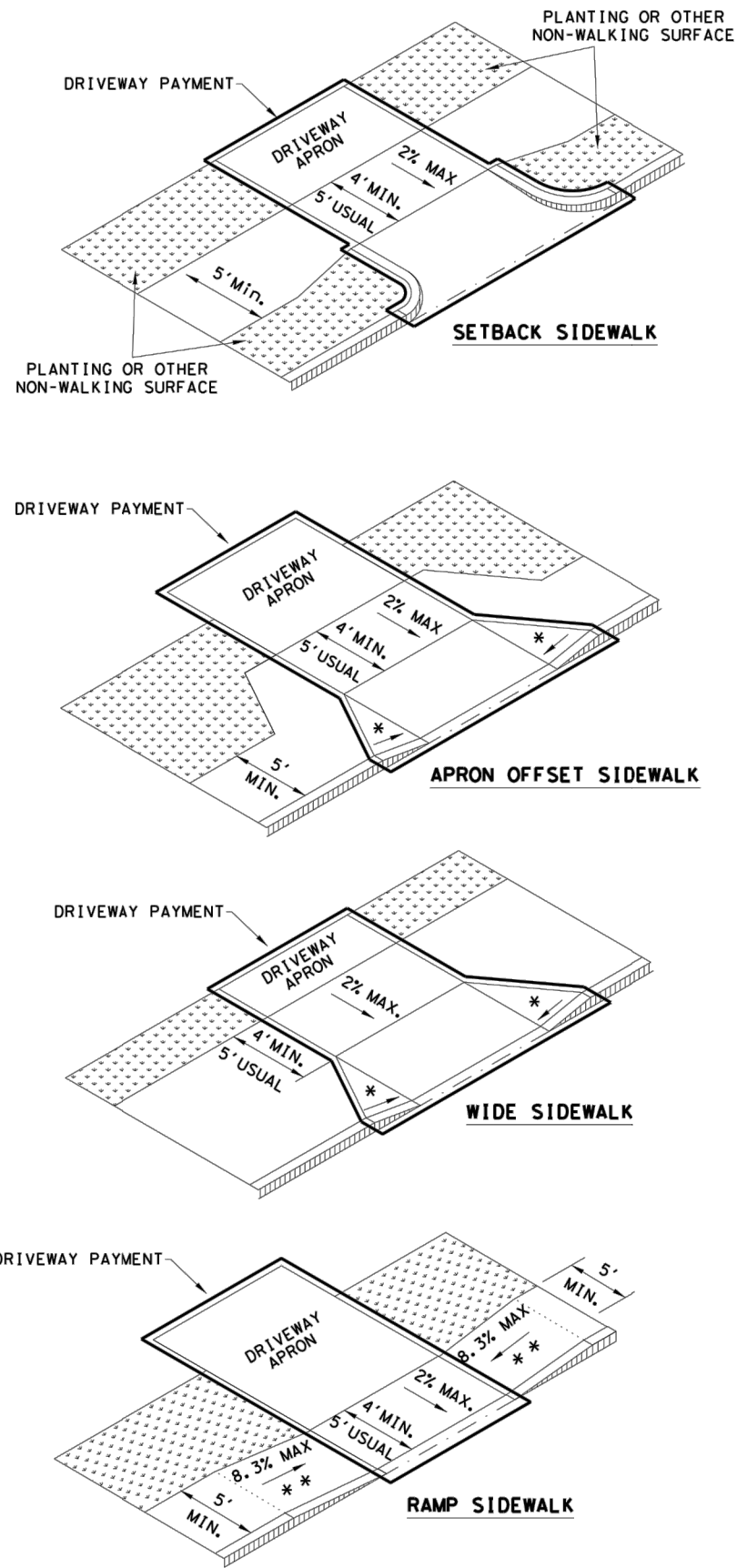
**DIRECTIONAL CURB RAMP**  
**TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.**

SHEET 2 OF 4

<span style="font-size: small; vertical-align: middle;">Design Division Standard</span>	
PEDESTRIAN FACILITIES CURB RAMPS	
PED-18	
FILE: ped18	Dw: TxDOT    Dw: VP    Ck: KM    Ck: PK & JG
© TxDOT: MARCH, 2002	CONT SECT JOB HIGHWAY
REVISIONS	0907 26 006 N/A
REVISED 08, 2005	DIST COUNTY SHEET NO.
REVISED 06, 2012	SJT SCHLEICHER 43
REVISED 01, 2018	

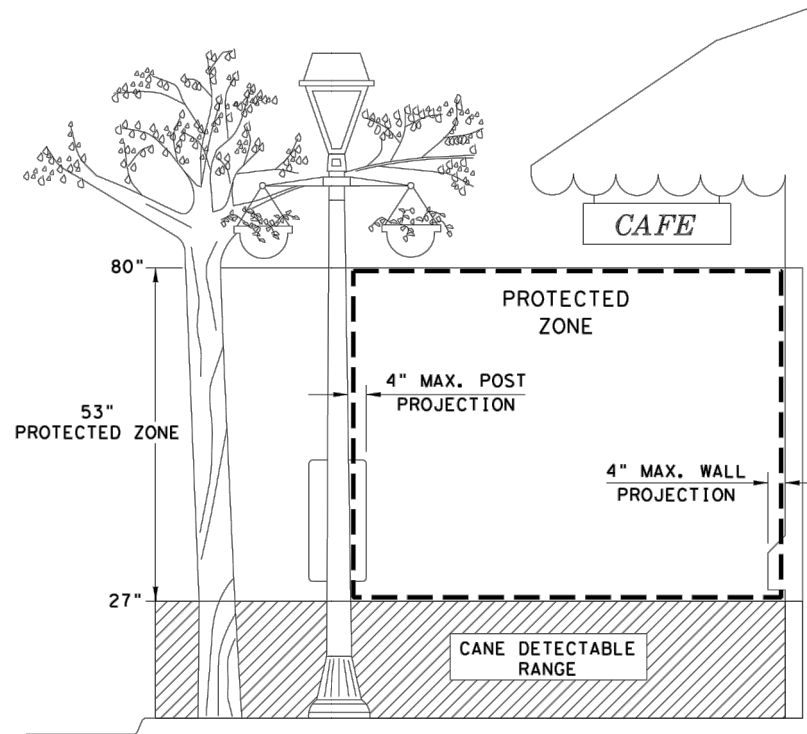
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**SIDEWALK TREATMENT AT DRIVEWAYS**



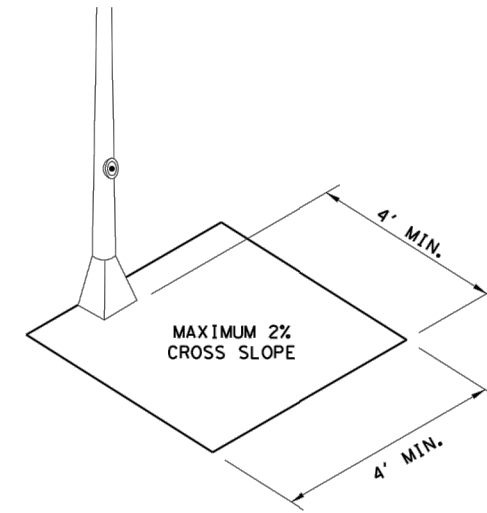
**NOTES:**

- \* WHERE DRIVEWAYS CROSS THE PEDESTRIAN ROUTE, SIDES SHALL BE FLARED AT 10% MAX SLOPE.
- \*\* IF CURB HEIGHT IS GREATER THAN 6 INCHES, USE GRADE LESS THAN OR EQUAL TO 5%. HANDRAIL AND DETECTABLE WARNING ARE NOT REQUIRED.

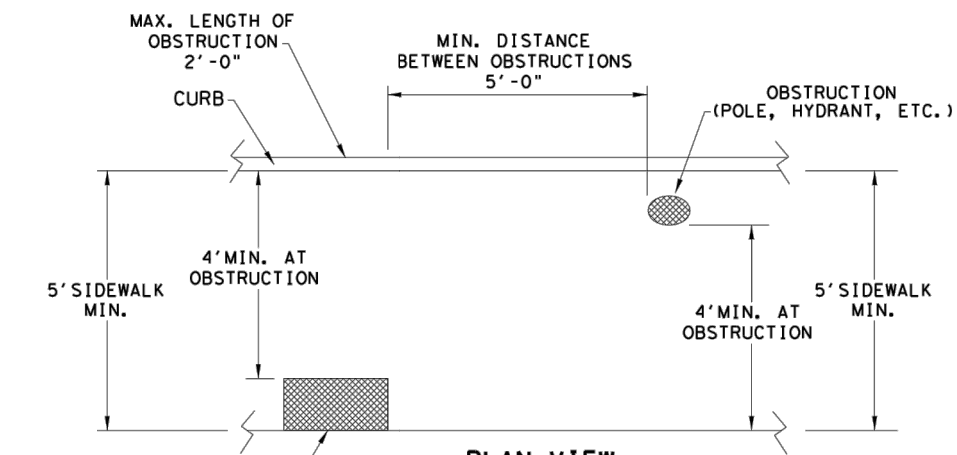


**PROTECTED ZONE**

NOTE: IN PEDESTRIAN CIRCULATION AREA, MAXIMUM 4" PROJECTION FOR POST OR WALL MOUNTED OBJECTS BETWEEN 27" AND 80" ABOVE THE SURFACE.



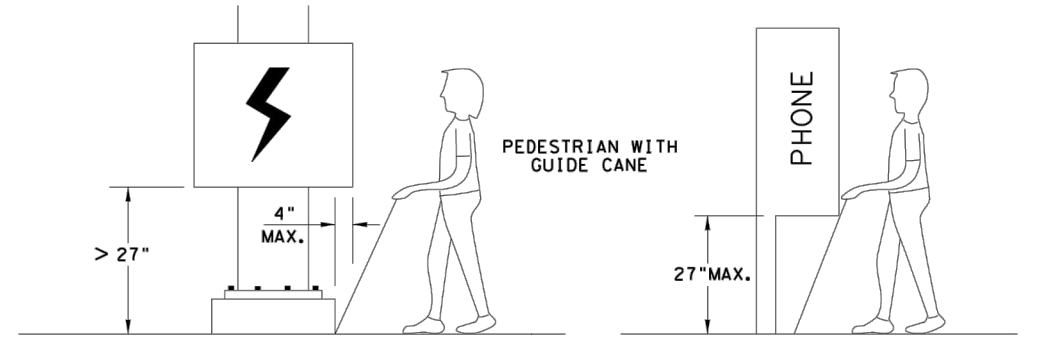
**CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON**



**PLAN VIEW**

**PLACEMENT OF STREET FIXTURES**

NOTE: ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' X 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.



WHEN AN OBSTRUCTION OF A HEIGHT GREATER THAN 27" FROM THE SURFACE WOULD CREATE A PROTRUSION OF MORE THAN 4" INTO THE PEDESTRIAN CIRCULATION AREA, CONSTRUCT ADDITIONAL CURB OR FOUNDATION AT THE BOTTOM TO PROVIDE A MAXIMUM 4" OVERHANG.

PROTRUDING OBJECTS OF A HEIGHT  $\leq 27"$  ARE DETECTABLE BY CANE AND DO NOT REQUIRE ADDITIONAL TREATMENT.

**DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"**

SHEET 3 OF 4



**PEDESTRIAN FACILITIES CURB RAMPS**

**PED-18**

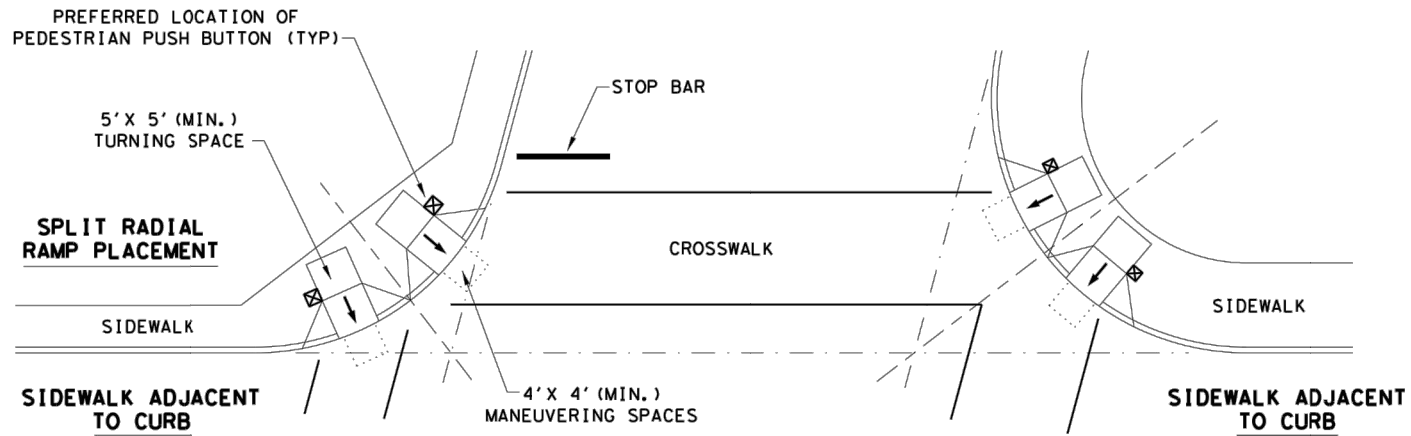
FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
REVISED 08, 2005	0907	26	006	N/A
REVISED 06, 2012	DIST	COUNTY		SHEET NO.
REVISED 01, 2018	SJT	SCHLEICHER		44

DATE: FILE:

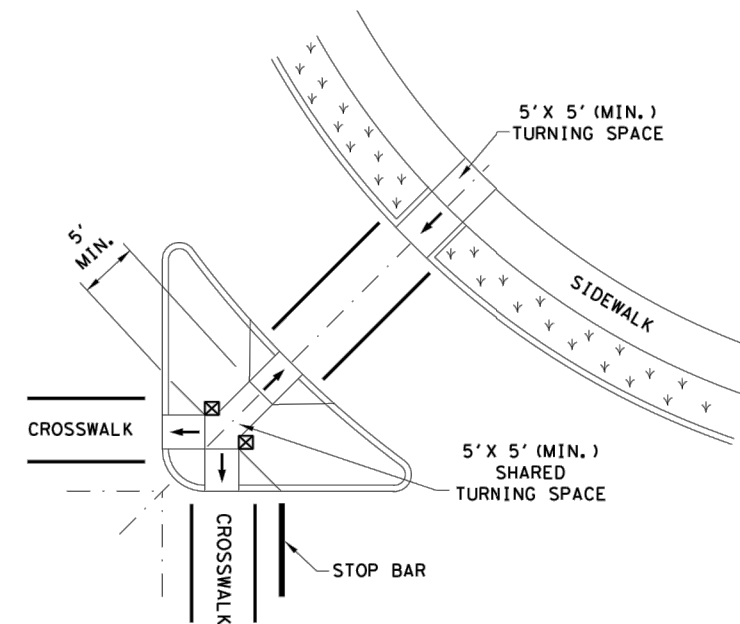


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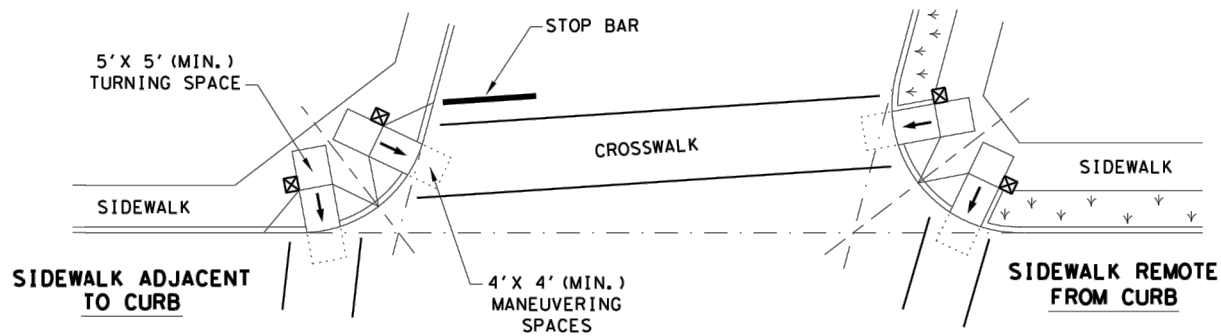
TYPICAL CROSSING LAYOUTS  
SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS



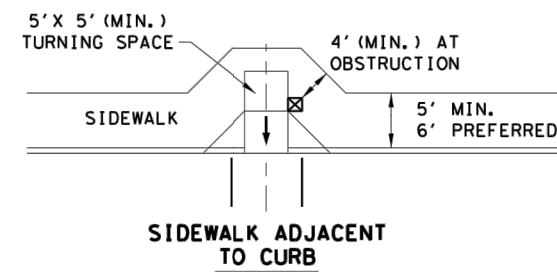
SKewed INTERSECTION WITH "LARGE" RADIUS



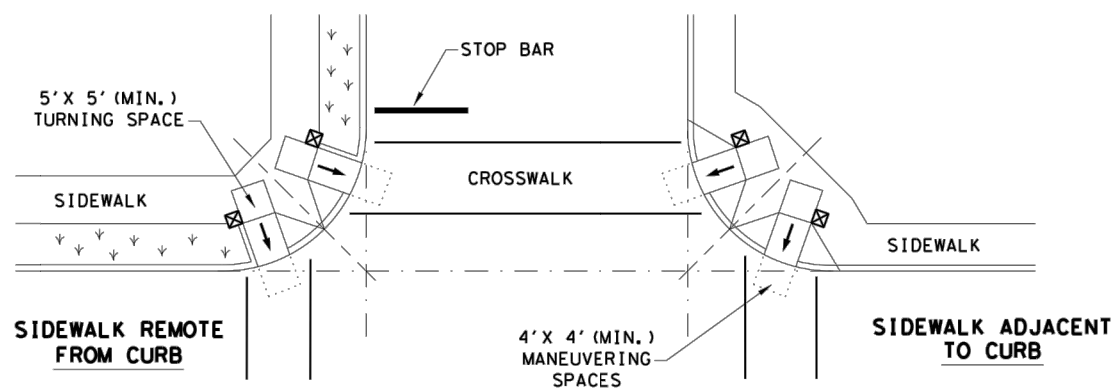
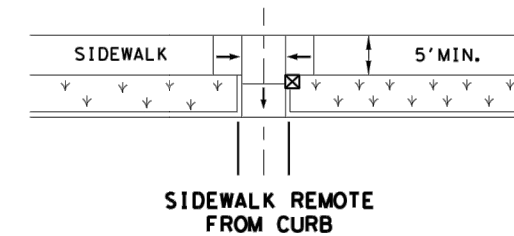
AT INTERSECTION  
W/FREE RIGHT TURN & ISLAND



SKewed INTERSECTION WITH "SMALL" RADIUS



MID-BLOCK PLACEMENT  
PERPENDICULAR RAMPS



NORMAL INTERSECTION WITH "SMALL" RADIUS

LEGEND:

SHOWS DOWNWARD SLOPE. →

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON (IF APPLICABLE). ☒

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH. ↙ ↘ ↙ ↘ ↙ ↘

SHEET 4 OF 4



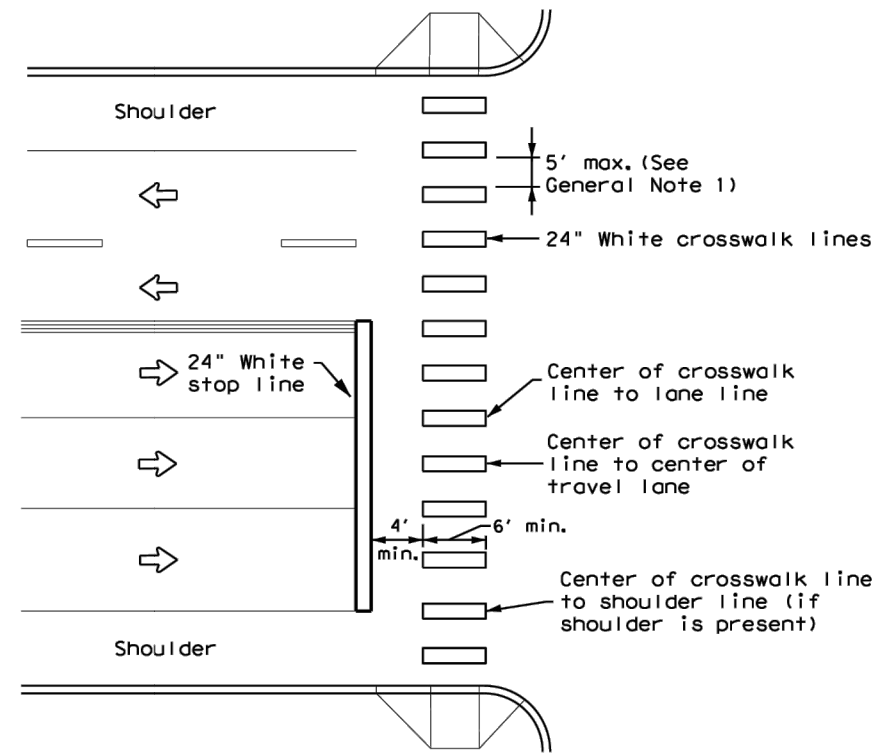
PEDESTRIAN FACILITIES  
CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0907	26	006	N/A
REVISED 08, 2005	DIST	COUNTY	SHEET NO.	
REVISED 06, 2012	SJT	SCHLEICHER	45	
REVISED 01, 2018				

DATE:  
FILE:

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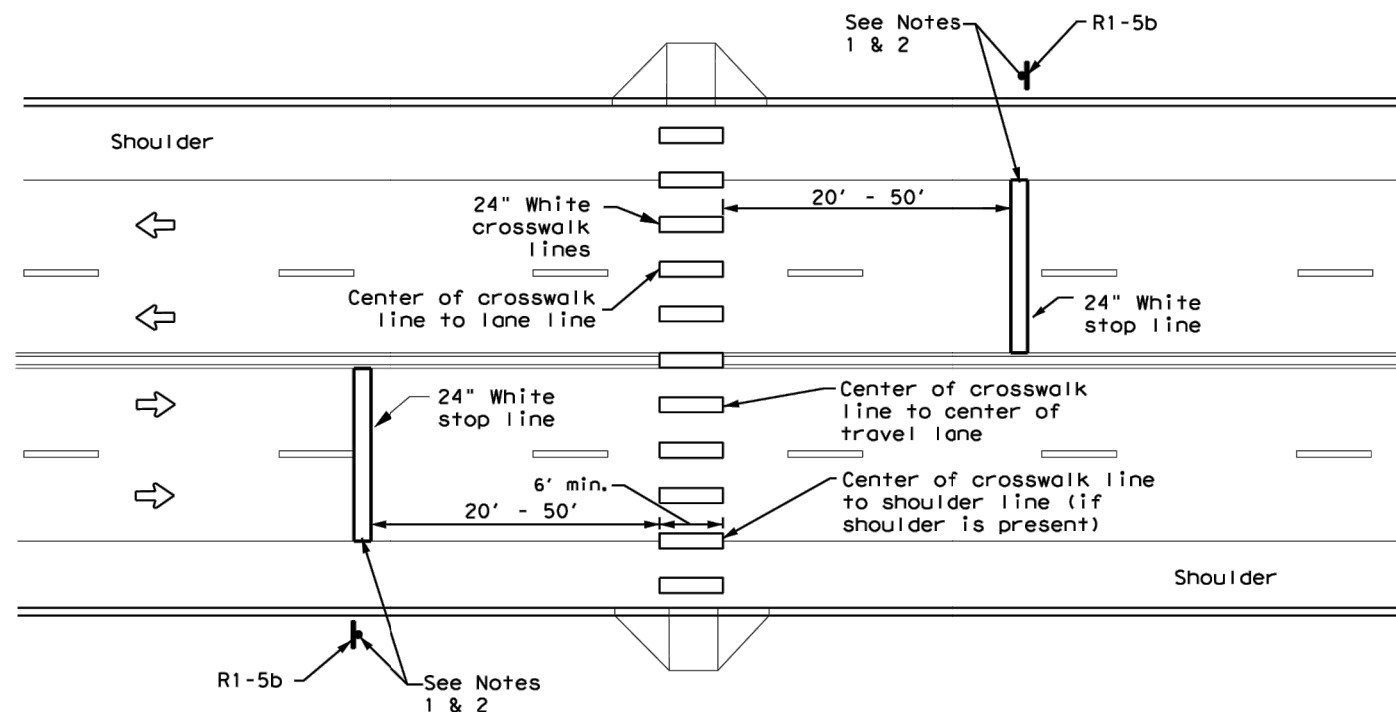
**HIGH-VISIBILITY LONGITUDINAL CROSSWALK AT CONTROLLED APPROACH**

**GENERAL NOTES**

1. Longitudinal crosswalk lines should not be placed in the wheel path of vehicles. Center the crosswalk lines on travel lanes, lane lines, and shoulder lines (if present).
2. A minimum 6" clear distance shall be provided to the curb face. If the last crosswalk line falls into this distance it must be omitted.
3. For divided roadways, adjustments in spacing of the crosswalk lines should be made in the median so that the crosswalk lines are maintained in their proper location across the travel portion of the roadway.
4. At skewed crosswalks, the crosswalk lines are to remain parallel to the lane lines.
5. Each crosswalk shall be a minimum of 6' wide.
6. The High-Visibility Longitudinal Crosswalk is the preferred crosswalk pattern on State Highways. Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used. All crosswalk designs and dimension shall comply with the "Texas Manual on Uniform Traffic Control Devices."
7. Final placement of Stop Bar and Crosswalk shall be approved by the Engineer in the field.

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.



**UNSIGNALIZED MIDBLOCK HIGH-VISIBILITY LONGITUDINAL CROSSWALK**

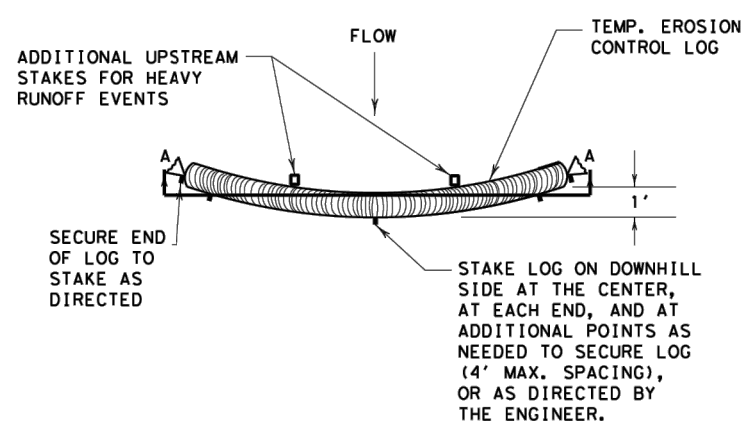
**NOTES:**

1. Use stop bars with Stop Here For Pedestrians (R1-5b) signs at unsignalized midblock crosswalks.
2. Use stop bars with STOP HERE ON RED (R10-6 or R10-6a) signs at mid block crosswalks controlled by traffic signals or pedestrian hybrid beacons.

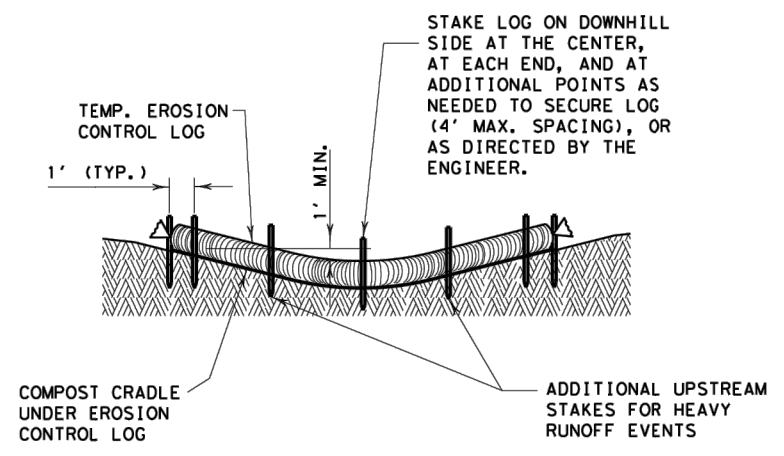
		<b>Traffic Safety Division Standard</b>	
<p><b>CROSSWALK PAVEMENT MARKINGS</b></p> <p><b>PM(4) - 22A</b></p>			
FILE: pm4-22a.dgn	DN:	CK:	DW:
© TxDOT December 2022	CONT	SECT	JOB
REVISIONS	0907	26	006
6-20	DIST	COUNTY	SHEET NO.
6-22	SJT	SCHLEICHER	46
12-22			

DATE: FILE:

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PLAN VIEW

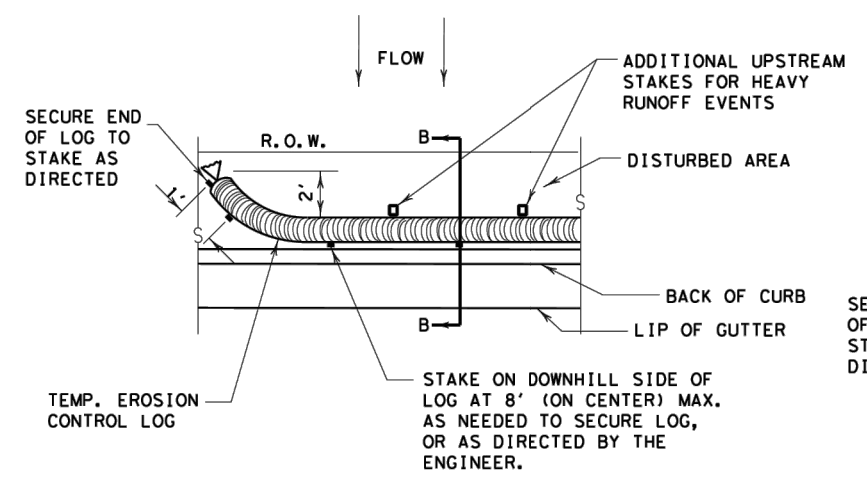


SECTION A-A

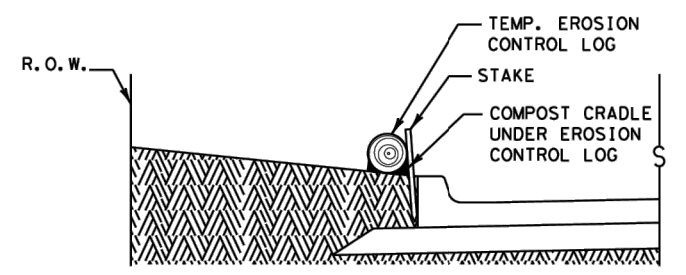
EROSION CONTROL LOG DAM

CL-D

- LEGEND**
- CL-D EROSION CONTROL LOG DAM
  - CL-BOC EROSION CONTROL LOG AT BACK OF CURB
  - CL-ROW EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY
  - CL-SST EROSION CONTROL LOGS ON SLOPES STAKE AND TRENCHING ANCHORING
  - CL-SSL EROSION CONTROL LOGS ON SLOPES STAKE AND LASHING ANCHORING
  - CL-DI EROSION CONTROL LOG AT DROP INLET
  - CL-CI EROSION CONTROL LOG AT CURB INLET
  - CL-GI EROSION CONTROL LOG AT CURB & GRATE INLET



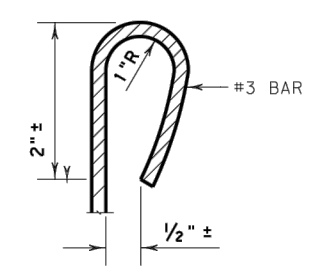
PLAN VIEW



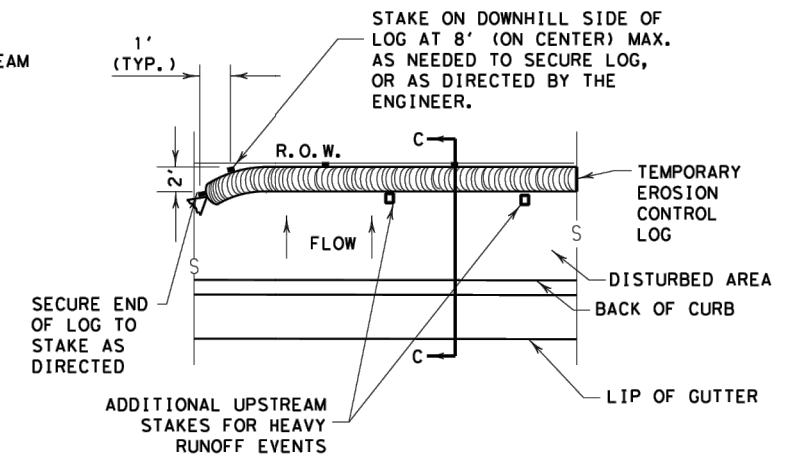
SECTION B-B

EROSION CONTROL LOG AT BACK OF CURB

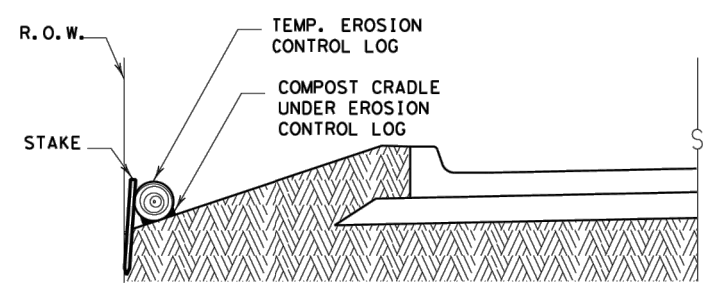
CL-BOC



REBAR STAKE DETAIL



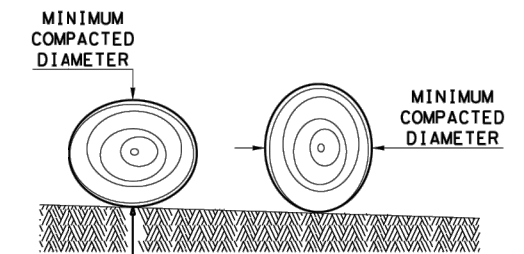
PLAN VIEW



SECTION C-C

EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

**SEDIMENT BASIN & TRAP USAGE GUIDELINES**

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

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

Control logs should be placed in the following locations:

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

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

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

**GENERAL NOTES:**

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

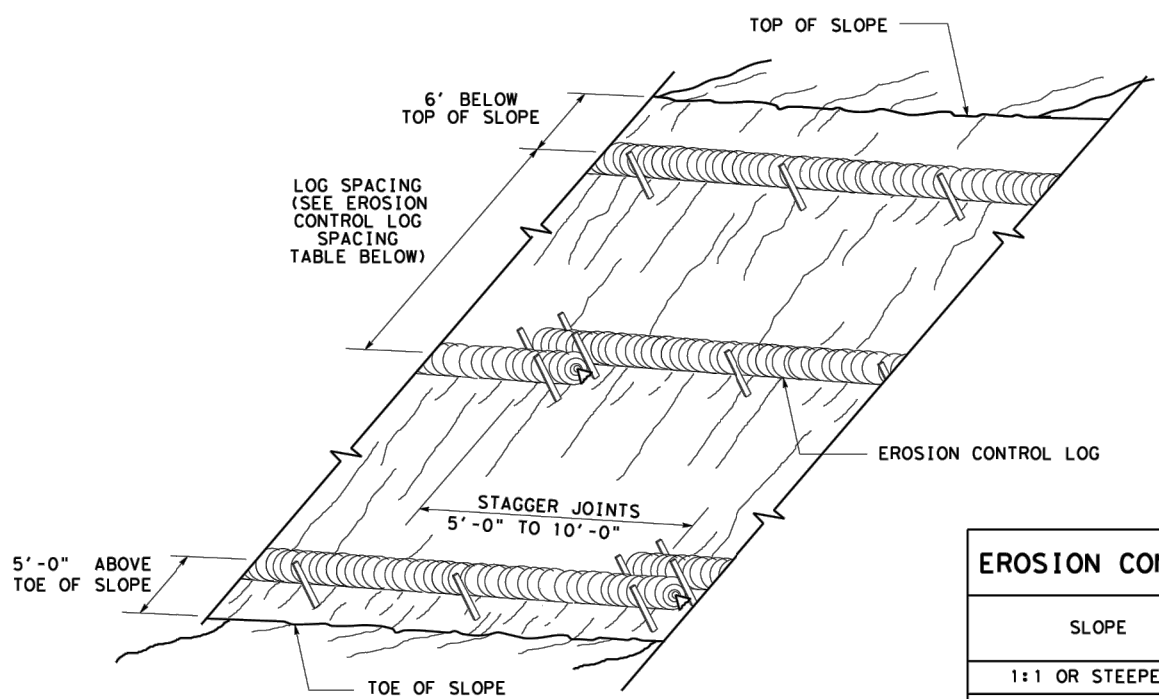
SHEET 1 OF 3

		<b>Design Division Standard</b>	
<b>TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES</b> <b>EROSION CONTROL LOG</b> <b>EC (9) - 16</b>			
FILE: ec916	DN: TxDOT	CK: KM	DW: LS/PT
© TxDOT: JULY 2016	CONT	SECT	JOB
REVISIONS	0907	26	006
	DIST	COUNTY	SHEET NO.
	SJT	SCHLEICHER	47

DATE: FILE:

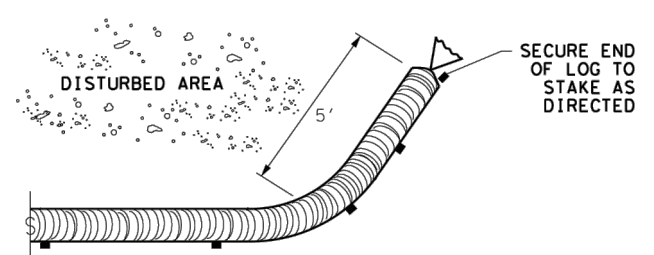
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DATE:  
FILE:



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

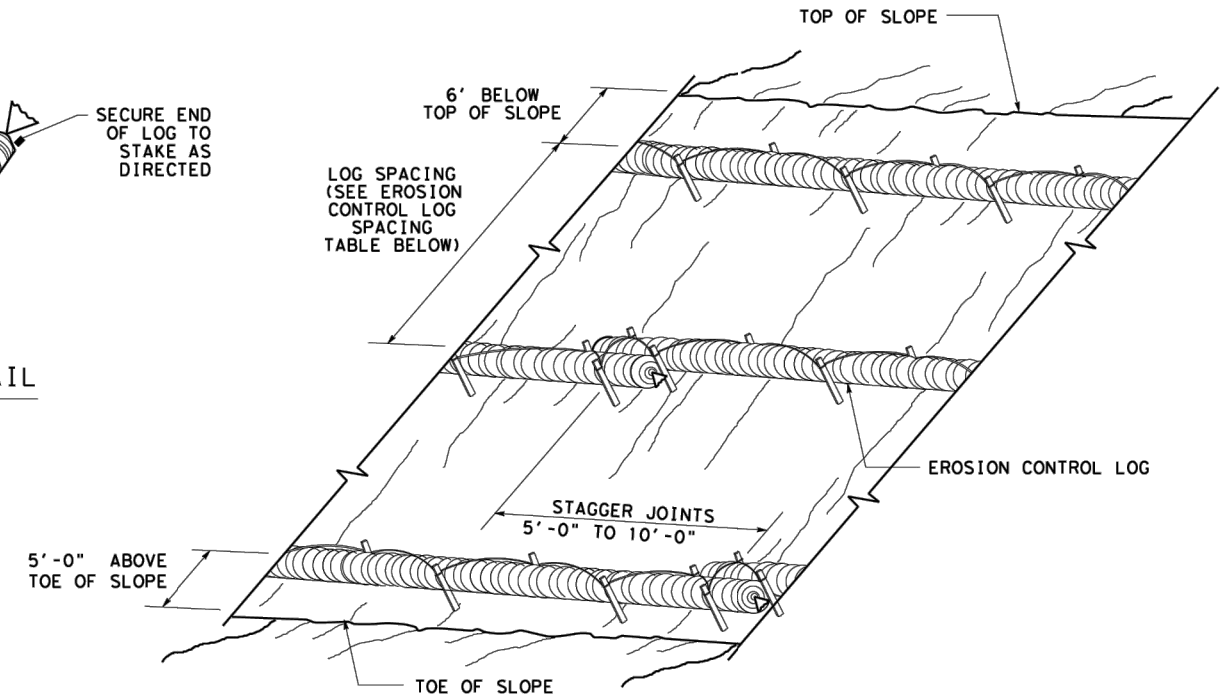
CL-SST



**END SECTION RAP DETAIL**

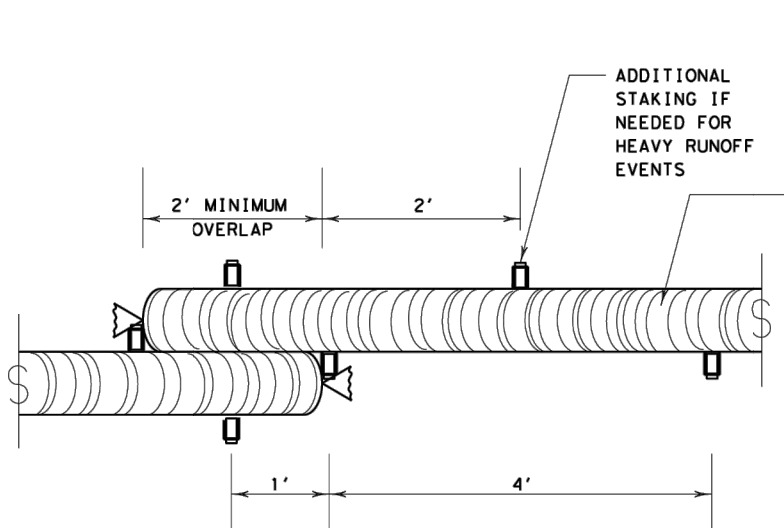
SLOPE	LOG DIAMETER			
	6"	8"	12"	18"
1:1 OR STEEPER	5'	10'	15'	20'
2:1	10'	20'	30'	40'
3:1	15'	30'	45'	60'
4:1 OR FLATTER	20'	40'	60'	80'

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



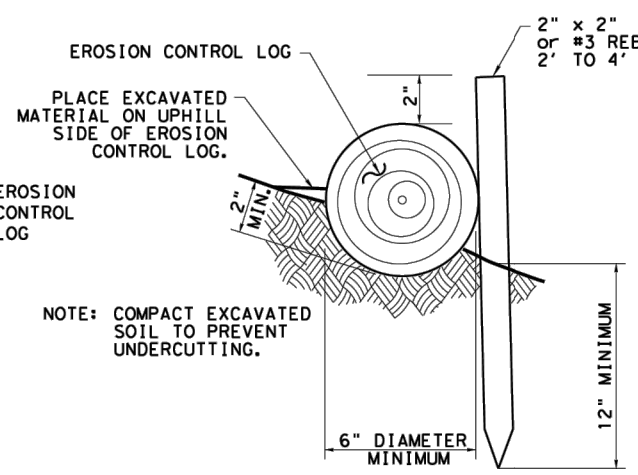
**EROSION CONTROL LOGS ON SLOPES  
STAKE AND LASHING ANCHORING**

CL-SSL

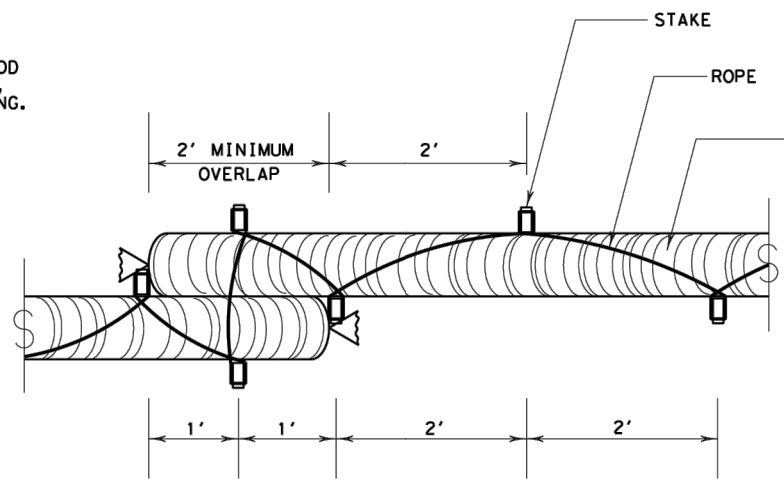


**STAKE AND TRENCHING ANCHORING DETAIL**

CL-SST

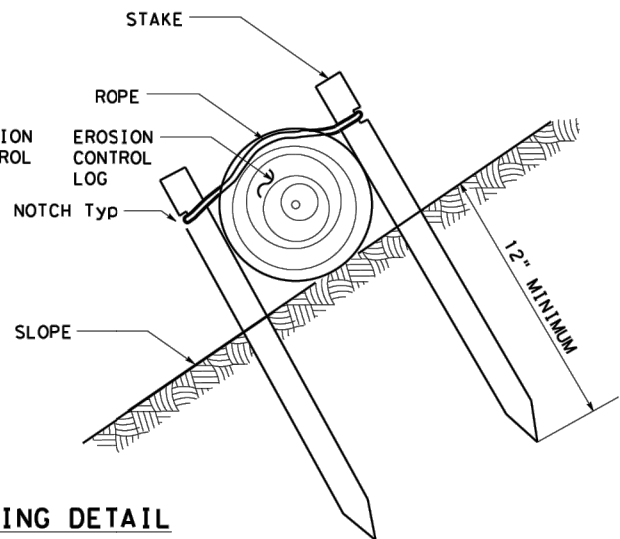


NOTE: COMPACT EXCAVATED SOIL TO PREVENT UNDERCUTTING.

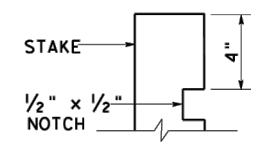


**STAKE AND LASHING ANCHORING DETAIL**

CL-SSL



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



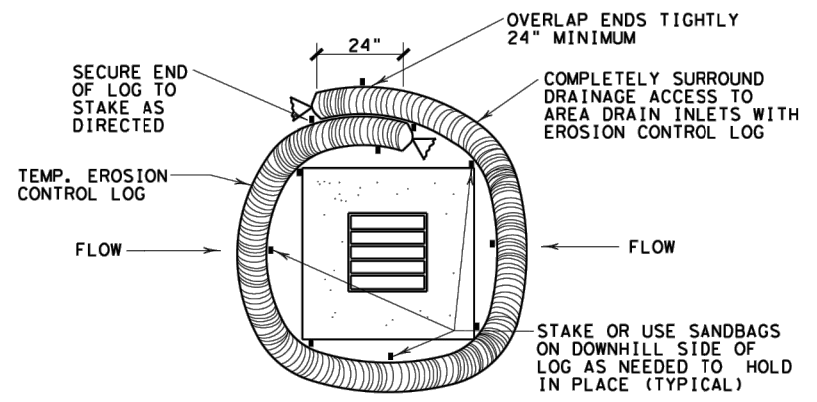
**STAKE NOTCH DETAIL**

SHEET 2 OF 3

		Design Division Standard	
<b>TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES</b> <b>EROSION CONTROL LOG</b> <b>EC (9) - 16</b>			
FILE: ec116	DN: TxDOT	CK: KM	DW: LS/PT
© TxDOT: JULY 2016	CONT SECT	JOB	HIGHWAY
REVISIONS	0907 26	006	N/A
	DIST	COUNTY	SHEET NO.
	SJT	SCHLEICHER	48

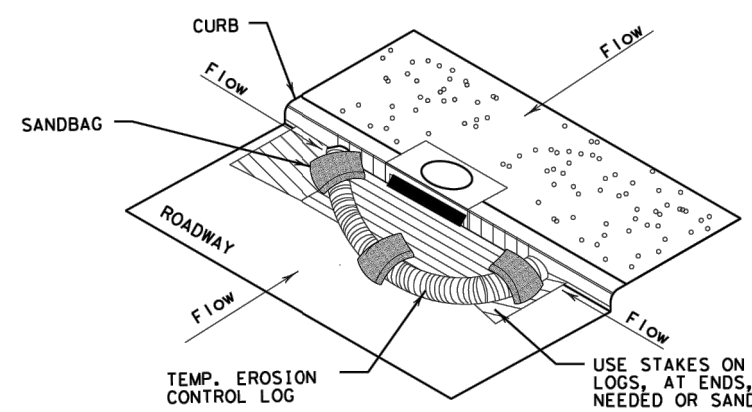


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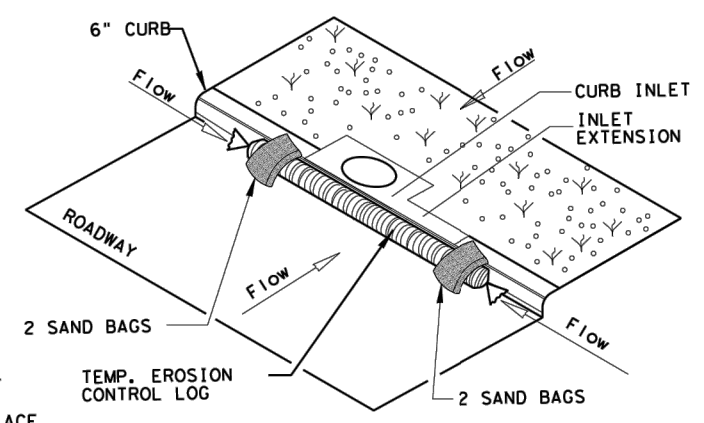
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

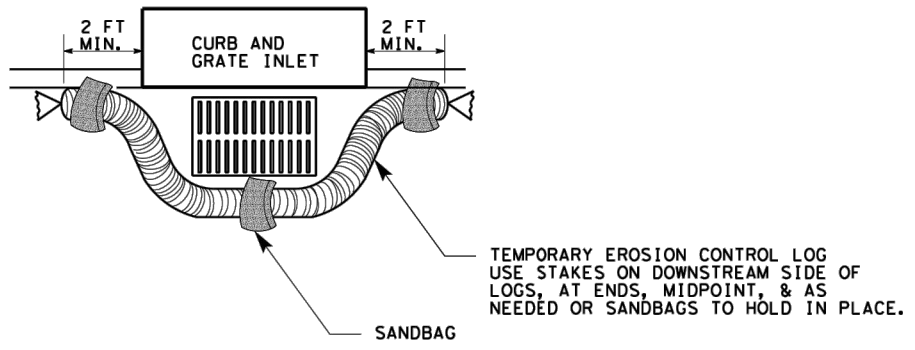
CL-CI



EROSION CONTROL LOG AT CURB INLET

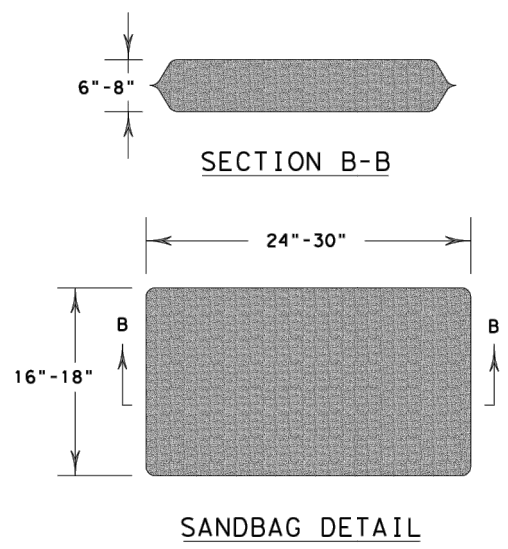
CL-CI

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



EROSION CONTROL LOG AT CURB & GRADE INLET

CL-GI

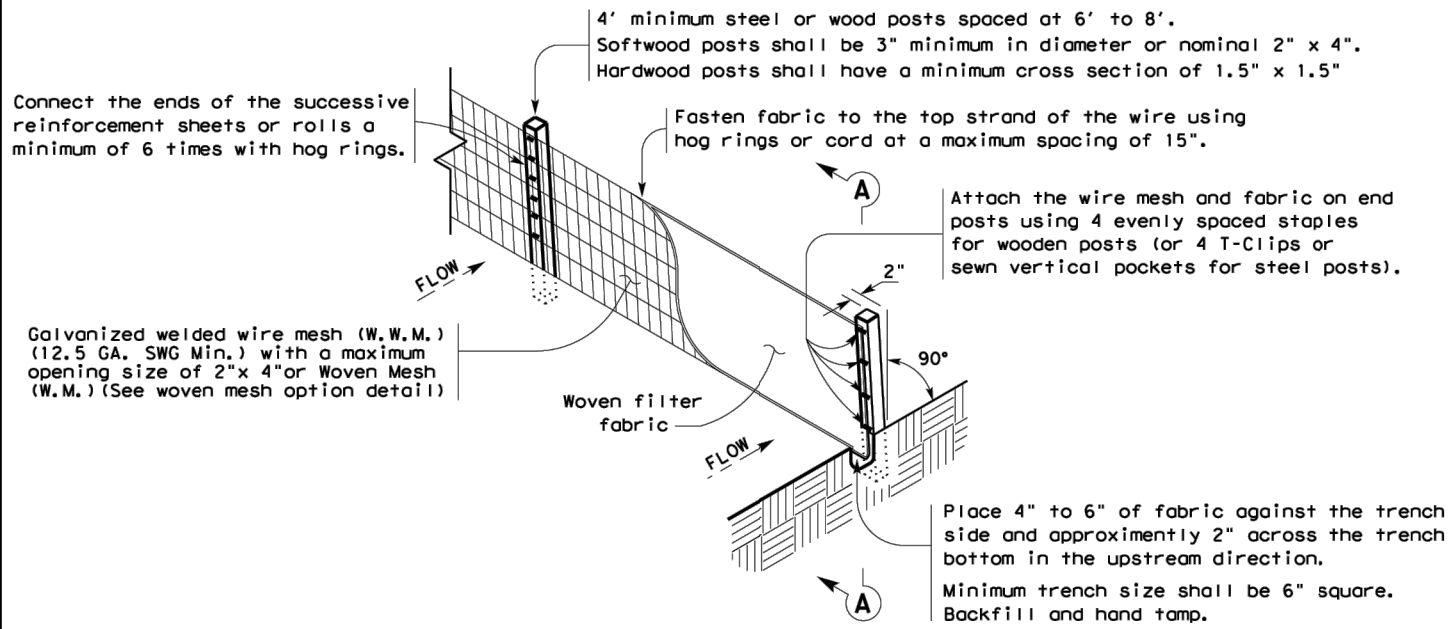


SHEET 3 OF 3

		<i>Design Division Standard</i>	
<b>TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES</b> <b>EROSION CONTROL LOG</b> <b>EC (9) - 16</b>			
FILE: ec916	DN: TxDOT	CK: KM	DW: LS/PT
© TxDOT: JULY 2016	CONT SECT	JOB	HIGHWAY
REVISIONS	0907 26	006	N/A
	DIST	COUNTY	SHEET NO.
	SJT	SCHLEICHER	49

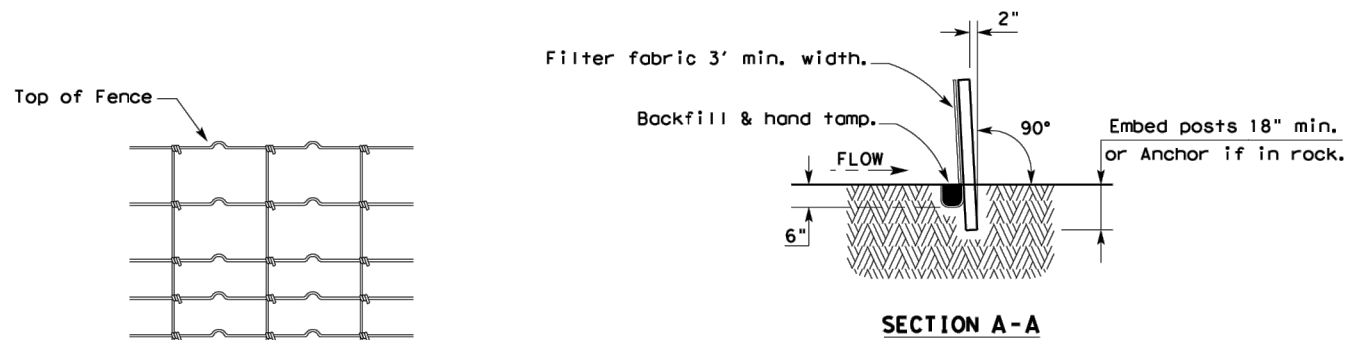
DATE:  
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**TEMPORARY SEDIMENT CONTROL FENCE**

SCF



**HINGE JOINT KNOT WOVEN MESH (OPTION) DETAIL**

Galvanized hinge joint knot woven mesh (12.5 GA, SWG Min.) requires a minimum of five horizontal wires spaced at a maximum of 12 inches apart and all vertical wires spaced at a maximum of 12 inches apart.

**SEDIMENT CONTROL FENCE USAGE GUIDELINES**

A sediment control fence may be constructed near the downstream perimeter of a disturbed area along a contour to intercept sediment from overland runoff. A 2 year storm frequency may be used to calculate the flow rate to be filtered.

Sediment control fence should be sized to filter a maximum flow through rate of 100 GPM/FT<sup>2</sup>. Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

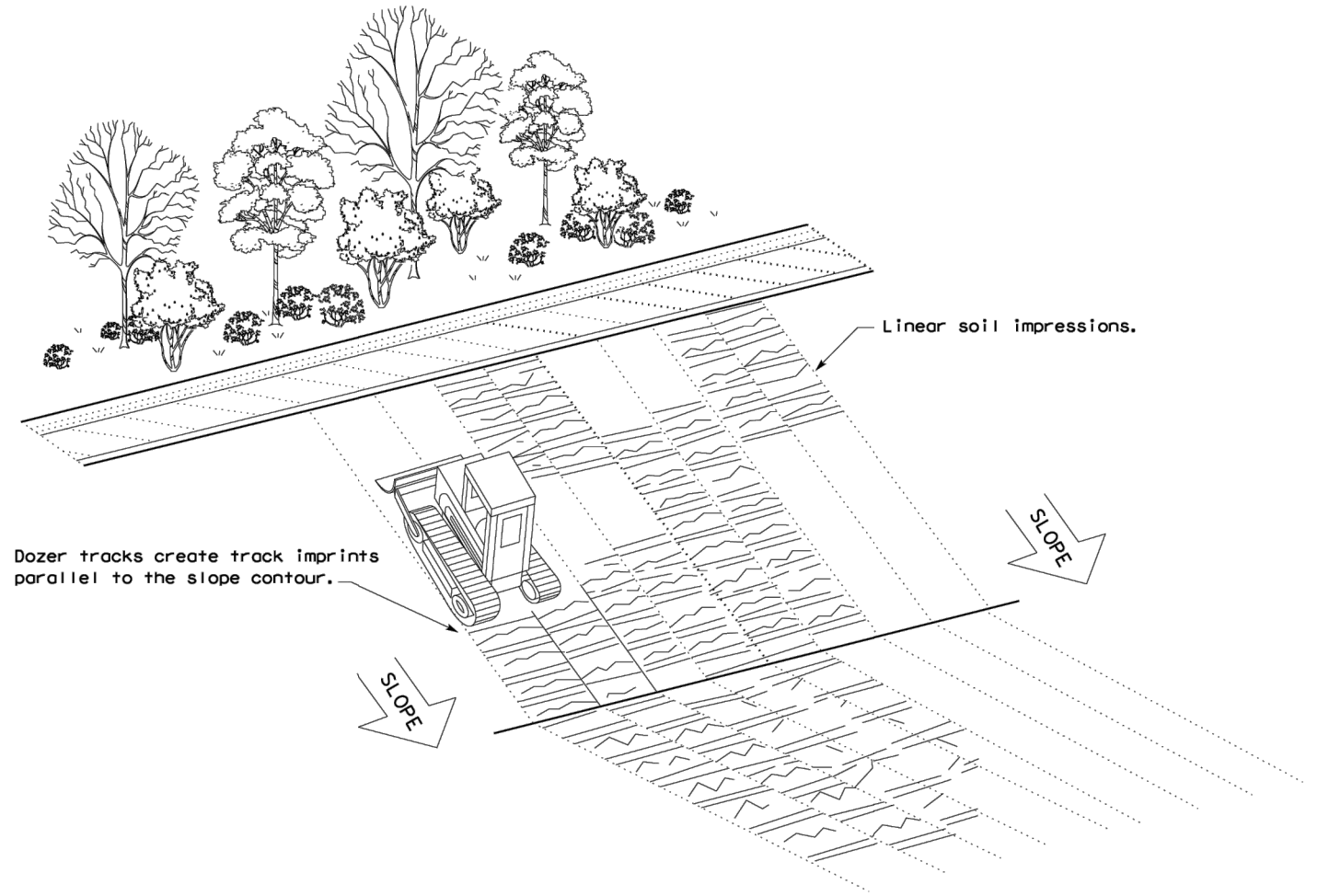
**LEGEND**

Sediment Control Fence

SCF

**GENERAL NOTES**

1. Vertical tracking is required on projects where soil distributing activities have occurred unless otherwise approved.
2. Perform vertical tracking on slopes to temporarily stabilize soil.
3. Provide equipment with a track undercarriage capable of producing linear soil impressions measuring a minimum of 12" in length by 2" to 4" in width by 1/2" to 2" in depth.
4. Do not exceed 12" between track impressions.
5. Install continuous linear track impressions where the minimum 12" length impressions are perpendicular to the slope or direction of water flow.



**VERTICAL TRACKING**



**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	0907	26	006	N/A
	DIST	COUNTY	SHEET NO.	
	SJT	SCHLEICHER	50	

DATE FILE

**STORMWATER POLLUTION PREVENTION PLAN (SWP3):**

This SWP3 has been developed in accordance with the TPDES Construction General Permit TXR150000 (CGP). The Texas Department of Transportation (TxDOT) ensures that project specifications include adequate best management practices (BMPs) for this project.

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

This SWP3 is consistent with requirements specified in applicable stormwater plans and the projects environmental permits, issues, and commitments (EPICs). A copy of the CGP is included in Attachment 2.12 of the SWP3 binder.

**1.0 SITE/PROJECT DESCRIPTION**

**1.1 PROJECT CONTROL SECTION JOB (CSJ):**

0907-26-006

**1.2 PROJECT LIMITS:**

From: N. OAK ST, W. WARNER AVE, MEADOR ST, W. FIELDS AVE, E MURCHINSON AVE, NORTH ST.

To: NORTH ST., W FIELDS AVE, N. WEST ST., W WARNER AVE., N. OAK ST., W. FIELDS AVE. RESPECTIVELY.

**1.3 PROJECT COORDINATES:**

BEGIN: (Lat) \_\_\_\_\_, (Long) \_\_\_\_\_

END: (Lat) \_\_\_\_\_, (Long) \_\_\_\_\_

**1.4 TOTAL PROJECT AREA (Acres):** 1.08

**1.5 TOTAL AREA TO BE DISTURBED (Acres):** 1.08

**1.6 NATURE OF CONSTRUCTION ACTIVITY:**

SIDEWALK INSTALLATION: CITY OF ELDORADO, SCHOOLS & NEIGHBORHOOD CONNECTOR PROJECT

**1.7 MAJOR SOIL TYPES:**

Soil Type	Description
IRON CLAY	CLAYEY MATERIAL DERIVED FROM LIMESTONE. WELL DRAINED WITH HYDROLOGIC SOIL GROUP D.
TOBOSA CLAY	CALCAREOUS CLAYEY ALLUVIUM DERIVED FROM LIMESTONE. WELL DRAINED WITH HYDROLOGIC SOIL GROUP D.

**1.8 PROJECT SPECIFIC LOCATIONS (PSLs):**

PSLs must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. PSLs may be identified during preconstruction meetings or during the construction process. Please choose from the options below:

- PSLs determined during preconstruction meeting
- PSLs determined during construction
- No PSLs planned for construction

Type	Sheet #s

All off-ROW PSLs required by the Contractor are the Contractor's responsibility. The Contractor shall secure all permits required by local, state, federal laws for off-ROW PSLs. The contractor shall provide diagrams, areas of disturbance, acreage, and BMPs for all off-ROW PSLs within one mile of the project.

**1.9 CONSTRUCTION ACTIVITIES:**

(Use the following list as a starting point when developing the Construction Activity Schedule and Ceasing Record in Attachment 2.5.)

- Mobilization
- Install sediment and erosion controls
- Blade existing topsoil into windrows, prep ROW, clear and grub
  - Remove existing pavement
- Grading operations, excavation, and embankment
  - Excavate and prepare subgrade for proposed pavement widening
  - Remove existing culverts, safety end treatments (SETs)
  - Remove existing metal beam guard fence (MBGF), bridge rail
- Install proposed pavement per plans
  - Install culverts, culvert extensions, SETs
  - Install mow strip, MBGF, bridge rail
  - Place flex base
- Rework slopes, grade ditches
  - Blade windrowed material back across slopes
  - Revegetation of unpaved areas
- Achieve site stabilization and remove sediment and erosion control measures
  - Other: \_\_\_\_\_
  - Other: \_\_\_\_\_
  - Other: \_\_\_\_\_

**1.10 POTENTIAL POLLUTANTS AND SOURCES:**

- Sediment laden stormwater from stormwater conveyance over disturbed area
- Fuels, oils, and lubricants from construction vehicles, equipment, and storage
- Solvents, paints, adhesives, etc. from various construction activities
- Transported soils from offsite vehicle tracking
- Construction debris and waste from various construction activities
  - Contaminated water from excavation or dewatering pump-out water
- Sanitary waste from onsite restroom facilities
- Trash from various construction activities/receptacles
- Long-term stockpiles of material and waste
- Discharges from concrete washout activities, runoff from concrete cutting activities, and other concrete related activities.
  - 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
N/A	N/A

\* Add (\*) for impaired waterbodies with pollutant in ( ).

**1.12 ROLES AND RESPONSIBILITIES: TxDOT**

- Development of plans and specifications
- Submit Notice of Intent (NOI) to TCEQ (≥5 acres)
- Post Construction Site Notice
- Submit NOI/CSN to local MS4
- Perform SWP3 inspections
- Maintain SWP3 records and update to reflect daily operations
- Complete and submit Notice of Termination to TCEQ
- Maintain SWP3 records for 3 years
  - Other: \_\_\_\_\_
  - Other: \_\_\_\_\_
  - Other: \_\_\_\_\_

**1.13 ROLES AND RESPONSIBILITIES: CONTRACTOR**

- Day To Day Operational Control
- Submit Notice of Intent (NOI) to TCEQ (≥5 acres)
- Post Construction Site Notice
- Submit NOI/CSN to local MS4
- Maintain schedule of major construction activities
- Install, maintain and modify BMPs
- Complete and submit Notice of Termination to TCEQ
- Maintain SWP3 records for 3 years
  - Other: \_\_\_\_\_
  - Other: \_\_\_\_\_
  - Other: \_\_\_\_\_

**1.14 LOCAL MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) OPERATOR COORDINATION:**

MS4 Entity
CITY OF ELDORADO



**STORMWATER POLLUTION PREVENTION PLAN (SWP3)**

© 2023 July 2023 Sheet 1 of 2

FED. RD. DIV. NO.	PROJECT NO.			SHEET NO.
				51
STATE	STATE DIST.	COUNTY		
TEXAS	SJT	SCHLEICHER		
CONT.	SECT.	JOB	HIGHWAY NO.	
0907	26	006	N/A	

**STORMWATER POLLUTION PREVENTION PLAN (SWP3):**

**2.0 BEST MANAGEMENT PRACTICES (BMPs) AND CONTROLS, INSPECTION, AND MAINTENANCE**

The Contractor shall be the responsible party for implementing the BMPs described herein and for complying with the SWP3 for control of erosion and sedimentation during day-to-day operations. The Contractor shall implement changes to this SWP3 approved by TxDOT within the times specified in this SWP3 or the CGP.

**2.1 EROSION CONTROL AND SOIL STABILIZATION BMPs:**

**T / P**

- Protection of Existing Vegetation
- Vegetated Buffer Zones
- Soil Retention Blankets
- Geotextiles
- Mulching/ Hydromulching
- Soil Surface Treatments
- Temporary Seeding
- Permanent Planting, Sodding or Seeding
- Biodegradable Erosion Control Logs
- Rock Filter Dams/ Rock Check Dams
- Vertical Tracking
- Interceptor Swale
- Riprap
- Diversion Dike
- Temporary Pipe Slope Drain
- Embankment for Erosion Control
- Paved Flumes
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_

**2.2 SEDIMENT CONTROL BMPs:**

**T / P**

- Biodegradable Erosion Control Logs
- Dewatering Controls
- Inlet Protection
- Rock Filter Dams/ Rock Check Dams
- Sandbag Berms
- Sediment Control Fence
- Stabilized Construction Exit
- Floating Turbidity Barrier
- Vegetated Buffer Zones
- Vegetated Filter Strips
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_

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

Sediment control BMPs requiring design capacity calculations (See SWP3 Attachment 1.3.):

**T / P**

- Sediment Trap
  - Calculated volume runoff from 2-year, 24-hour storm for each acre of disturbed area
  - 3,600 cubic feet of storage per acre drained
- Sedimentation Basin
  - Not required (<10 acres disturbed)
  - Required (>10 acres) and implemented.
    - Calculated volume runoff from 2-year, 24-hour storm for each acre of disturbed area
    - 3,600 cubic feet of storage per acre drained
  - Required (>10 acres), but not feasible due to:
    - Available area/Site geometry
    - Site slope/Drainage patterns
    - Site soils/Geotechnical factors
    - Public safety
    - Other: \_\_\_\_\_

**2.3 PERMANENT CONTROLS:**

(Coordinate post-construction BMPs with appropriate TxDOT maintenance sections.)

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To

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

**2.4 OFFSITE VEHICLE TRACKING CONTROLS:**

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

**2.5 POLLUTION PREVENTION MEASURES:**

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

**2.6 VEGETATED BUFFER ZONES:**

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

Type	Stationing	
	From	To

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

**2.7 ALLOWABLE NON-STORMWATER DISCHARGES:**

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

**2.8 DEWATERING:**

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

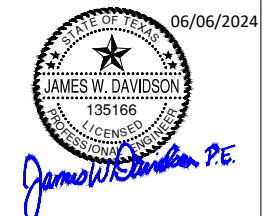
**2.9 INSPECTIONS:**

All disturbed areas and erosion and sediment control devices shall be inspected at least once every seven (7) days. Inspections shall be performed by TxDOT as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.5 of this SWP3.

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

**2.10 MAINTENANCE:**

Control measures shall be properly installed according to specifications. If it is determined that a BMP or control measure is not operating effectively, maintenance must be accomplished as soon as possible and before the next anticipated rain event, but in no case later than 7 calendar days after being able to access the site. Maintenance shall be performed by the Contractor as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.5 of this SWP3.



<b>STORMWATER POLLUTION PREVENTION PLAN (SWP3)</b>			
© 2023 July 2023 Sheet 2 of 2			
FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			52
STATE	STATE DIST.	COUNTY	
TEXAS	SJT	SCHLEICHER	
CONT.	SECT.	JOB	HIGHWAY NO.
0907	26	006	N/A



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DATE FILE

### I. STORMWATER POLLUTION PREVENTION-CLEAN WATER ACT SECTION 402

TPDES TXR 150000: STORMWATER DISCHARGE PERMIT OR CGP 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 THAT MAY RECEIVE DISCHARGES FROM THIS PROJECT. THE MS4 OPERATOR MAY NEED TO BE NOTIFIED PRIOR TO CONSTRUCTION ACTIVITIES.

- 1. N/A
  - NO ACTION REQUIRED
  - ACTION REQUIRED

1. PREVENT STORMWATER POLLUTION BY CONTROLLING EROSION AND SEDIMENTATION IN ACCORDANCE WITH TPDES PERMIT TXR 150000. COMPLY WITH THE SW3P AND REVISE WHEN NECESSARY TO CONTROL POLLUTION OR REQUIRED BY THE ENGINEER.
2. POST CSN WITH SW3P INFORMATION ON OR NEAR THE SITE, ACCESSIBLE TO THE PUBLIC AND TCEQ, EPA OR OTHER INSPECTORS. WHEN 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.

ADHERE TO ALL OF THE TERMS AND CONDITIONS ASSOCIATED WITH THE FOLLOWING PERMIT(S):

- NO PERMIT REQUIRED
- NATIONWIDE PERMIT 14 - PCN NOT REQUIRED (LESS THAN 1/10TH ACRE WATERS OR WETLANDS AFFECTED)
- NATIONWIDE PERMIT 14 - PCN REQUIRED (1/10 TO <1/2 ACRE, 1/3 IN TIDAL WATERS)
- INDIVIDUAL 404 PERMIT REQUIRED
- OTHER NATIONWIDE PERMIT REQUIRED: NWP# 3(A)

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.

REQUIRED ACTIONS: LIST WATERS OF THE U.S. THAT THE PERMIT APPLIES TO, THE LOCATION IN PROJECT, AND CHECK BMP'S PLANNED TO CONTROL EROSION, SEDIMENTATION AND POST-CONSTRUCTION TSS.

1. N/A

### BEST MANAGEMENT PRACTICES

#### EROSION

- SEEDING OR SODDING
- MULCHING
- SOIL RETENTION BLANKETS
- BIODEGRADABLE EROSION CONTROL LOGS
- DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
- DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
- TOPSOIL OR COMPOST
- FLEXIBLE CHANNEL LINERS
- GROUND COVER

#### SEDIMENTATION

- ROCK FILTER DAMS
- TEMPORARY SEDIMENT CONTROL FENCES
- TRIANGULAR FILTER DIKES
- TOPSOIL OR COMPOST
- BIODEGRADABLE EROSION CONTROL LOGS
- SEDIMENT BASINS
- SAND BAG BERMS
- STRAW BALE DIKES
- BRUSH BERMS
- STORM INLET SEDIMENT TRAPS

#### POST-CONSTRUCTION TSS

- VEGETATIVE FILTER STRIPS
- RETENTION/IRRIGATION SYSTEMS
- EXTENDED DETENTION BASINS
- CONSTRUCTED WETLANDS
- WET BASINS
- TOPSOIL OR COMPOST
- BIODEGRADABLE EROSION CONTROL LOGS
- VEGETATION LINED DITCHES
- SAND FILTER SYSTEMS
- GRASSY SWALES

### III. CULTURAL RESOURCES

REFER TO THE STANDARD SPECIFICATIONS IN THE EVENT HISTORICAL ISSUES OR ARCHEOLOGICAL ARTIFACTS ARE FOUND DURING CONSTRUCTION. UPON DISCOVERY OF ARCHEOLOGICAL ARTIFACTS (BONES, BURNED ROCK, FLINT, POTTERY, ETC.) CEASE WORK IN THE IMMEDIATE AREA AND CONTACT THE ENGINEER IMMEDIATELY.

- NO ACTION REQUIRED
  - ACTION REQUIRED
1. N/A

### IV. VEGETATION RESOURCES

PRESERVE NATIVE VEGETATION TO THE EXTENT PRACTICAL.

ADHERE TO SPECIFICATION REQUIREMENTS OF ITEMS 162, 164, 192, 193, 506, IN ORDER TO COMPLY WITH REQUIREMENTS FOR INVASIVE SPECIES, BENEFICIAL LANDSCAPING, AND TREE/BRUSH REMOVAL COMMITMENTS.

- NO ACTION REQUIRED
  - ACTION REQUIRED
1. N/A

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

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.

- NO ACTION REQUIRED
- ACTION REQUIRED

1. THE MIGRATORY BIRD TREATY ACT OF 1918 STATES THAT IT IS UNLAWFUL TO KILL, CAPTURE, COLLECT, POSSESS, BUY, SELL, TRADE, OR TRANSPORT ANY MIGRATORY BIRD, NEST, YOUNG, FEATHER, OR EGG IN PART OR IN WHOLE, WITHOUT A FEDERAL PERMIT ISSUED IN ACCORDANCE WITH THE ACT'S POLICIES AND REGULATIONS. MIGRATION PATTERNS WOULD NOT BE AFFECTED BY THE PROPOSED PROJECT. REMOVE NON-ACTIVE MIGRATORY BIRD NESTS FROM STRUCTURES WHERE WORK WOULD BE PERFORMED FROM SEPTEMBER 1 THROUGH THE END OF FEBRUARY. PREVENT MIGRATORY BIRDS FROM BUILDING NESTS FROM MARCH 1 TO AUGUST 31. IN THE EVENT THAT MIGRATORY BIRDS ARE ENCOUNTERED ON-SITE DURING PROJECT CONSTRUCTION, AVOID ADVERSE IMPACTS ON PROTECTED BIRDS, ACTIVE NESTS, EGGS, AND/OR YOUNG.

2. AVOID CAUSING HARM TO WILDLIFE ON PROJECT SITE.

### ABBREVIATIONS USED

- |  |  |
|--|--|
| BMP - BEST MANAGEMENT PRACTICE                   | NOI - NOTICE OF INTENT                               |
| CGP - CONSTRUCTION GENERAL PERMIT                | NWP - NATIONWIDE PERMIT                              |
| CSN - CONSTRUCTION SITE NOTICE                   | PCN - PRE-CONSTRUCTION NOTIFICATION                  |
| DSHS - TEXAS DEPARTMENT OF STATE HEALTH SERVICES | PSL - PROJECT SPECIFIC LOCATION                      |
| EPA - U.S. ENVIRONMENTAL PROTECTION AGENCY       | SW3P - STORM WATER POLLUTION PREVENTION PLAN         |
| MS4 - MUNICIPAL SEPARATE STORMWATER SEWER SYSTEM | TCEQ - TEXAS COMMISSION ON ENVIRONMENTAL QUALITY     |
| MSDS - MATERIAL SAFETY DATA SHEET                | TPDES - TEXAS POLLUTANT DISCHARGE ELIMINATION SYSTEM |
|  | TSS - TOTAL SUSPENDED SOLIDS                         |
|  | USACE - U.S. ARMY CORPS OF ENGINEERS                 |

### 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 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 LABELING 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 TxDOT 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
- ACTION REQUIRED

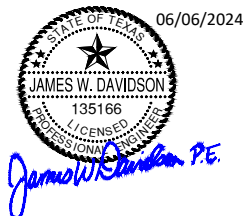
- 1.

### VII. OTHER ENVIRONMENTAL ISSUES

(INCLUDES REGIONAL ISSUES SUCH AS EDWARDS AQUIFER DISTRICT, ETC.)

- NO ACTION REQUIRED
- ACTION REQUIRED

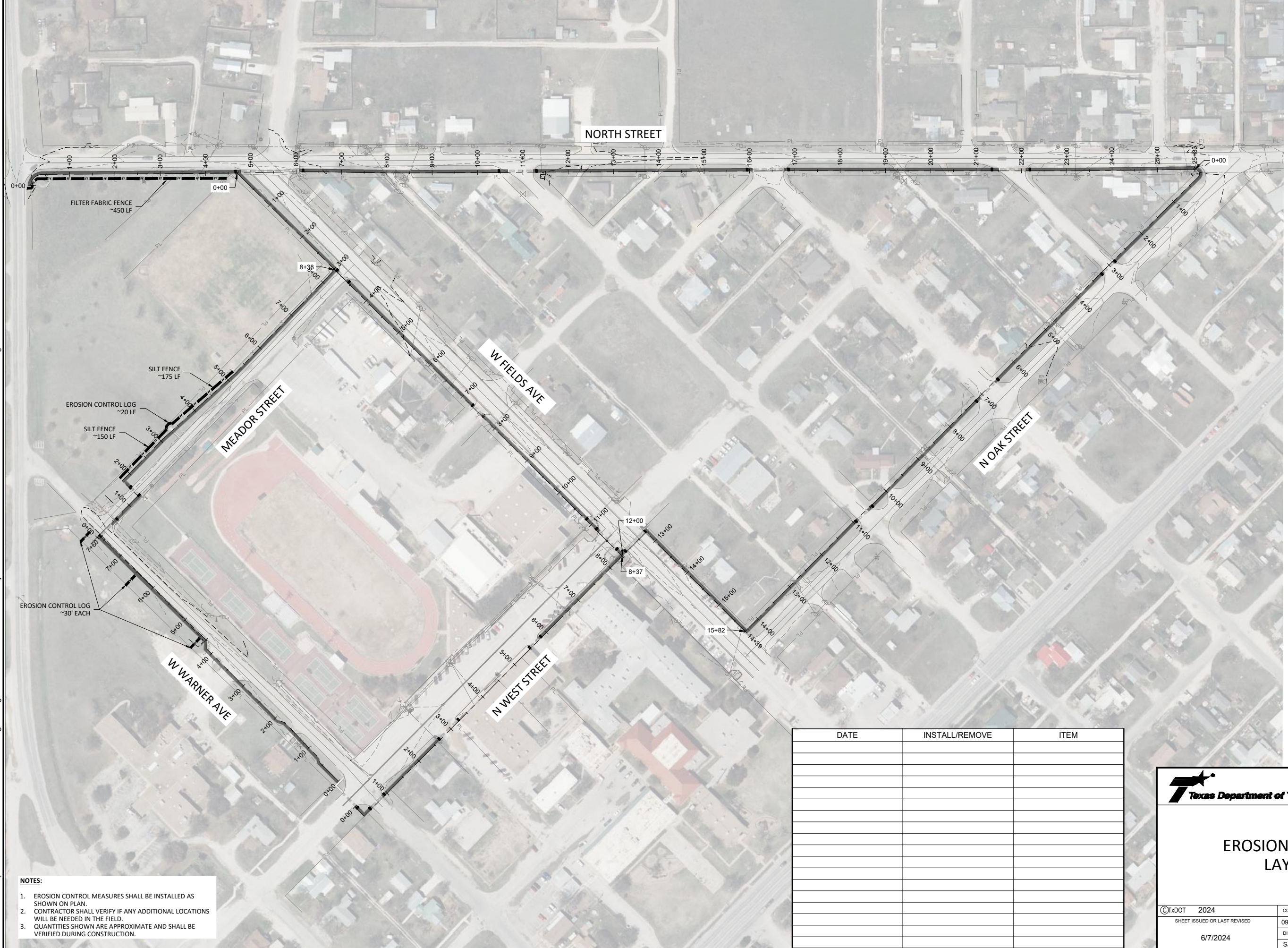
1. N/A



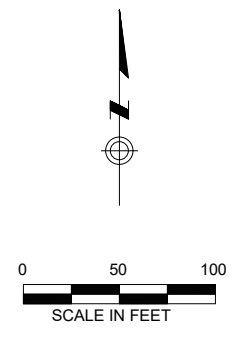
## ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS EPIC

FILE: ec116	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	0907	26	006	N/A
	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		53





- NOTES:**
- EROSION CONTROL MEASURES SHALL BE INSTALLED AS SHOWN ON PLAN.
  - CONTRACTOR SHALL VERIFY IF ANY ADDITIONAL LOCATIONS WILL BE NEEDED IN THE FIELD.
  - QUANTITIES SHOWN ARE APPROXIMATE AND SHALL BE VERIFIED DURING CONSTRUCTION.



06/06/2024  
  
*James W. Davidson, P.E.*

DATE	INSTALL/REMOVE	ITEM

Texas Department of Transportation San Angelo District

## EROSION CONTROL LAYOUT

SCALE 1"=100'

©TXDOT 2024	CONT	SECT	JOB	HIGHWAY
SHEET ISSUED OR LAST REVISED	0907	26	006	N/A
6/7/2024	DIST	COUNTY		SHEET NO.
	SJT	SCHLEICHER		54