

FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.
6	-	1
STATE	STATE DIST.	COUNTY
TEXAS	HOU	WALLER
CONT.	SECT.	JOB HIGHWAY NO.
0050	05	070 ETC BU 290H

INDEX OF SHEETS

SEE SHEET NO. 2

STATE OF TEXAS

DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

WALLER COUNTY - BU290H
LIMITS: FM 359 AND 5TH STREET
FEDERAL PROJECT NO.: STP 2025(040)HES
CSJ: 0050-05-070, ETC.

INSTALLATION OF TRAFFIC SIGNALS WITH SAFETY LIGHTING AND PAVEMENT MARKINGS IN WALLER COUNTY

POSTED SPEED = 45 MPH (BUSINESS US 290)

AREA OF DISTURBED SOIL = < 1 ACRE

ACCESSIBILITY STANDARDS = PROWAG

REGISTERED ACCESSIBILITY SPECIALIST INSPECTION
REQUIRED

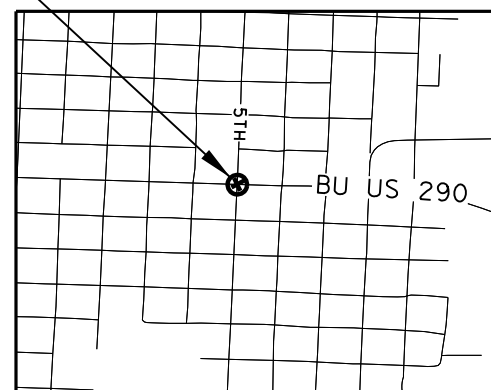
ACCESSIBILITY STANDARDS = PROWAG

TDLR PROJECT NO.: TABS2024021769

AVERAGE DAILY TRAFFIC (ADT)	2024	2044
BU290H AT FM359	6,241	10,344
FM359 AT BU290H	8,142	13,729
BU290H AT 5TH ST	11,710	12,187
5TH ST AT BU290H	1,404	262

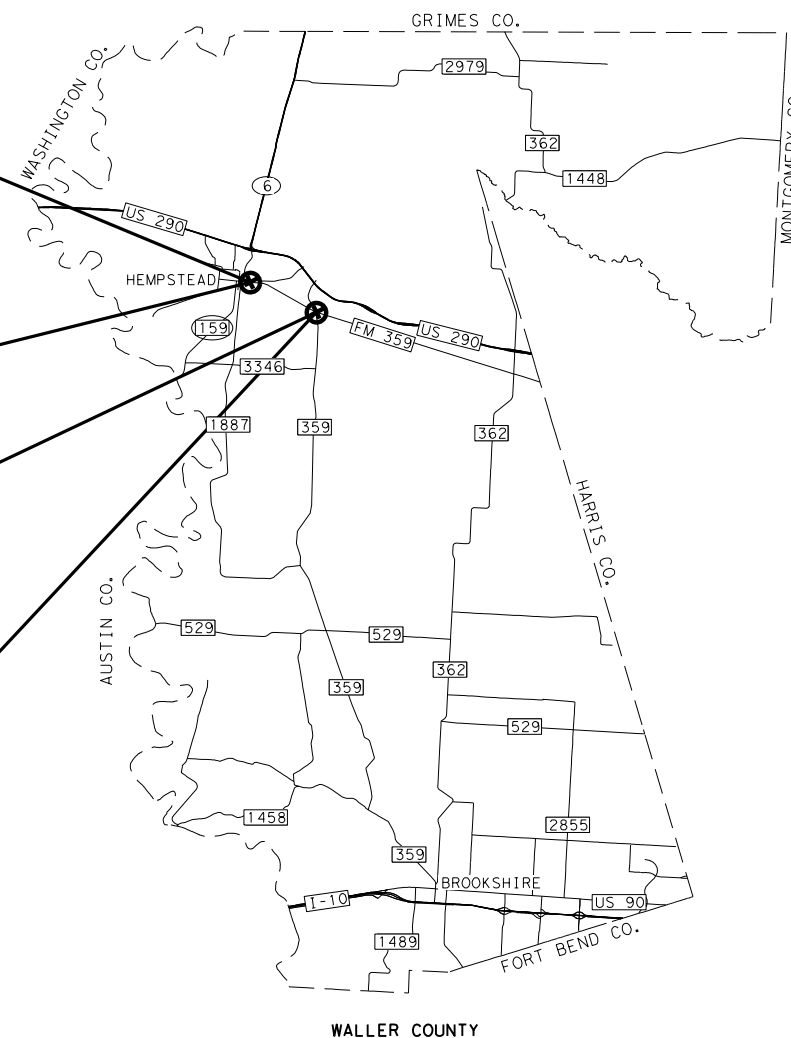
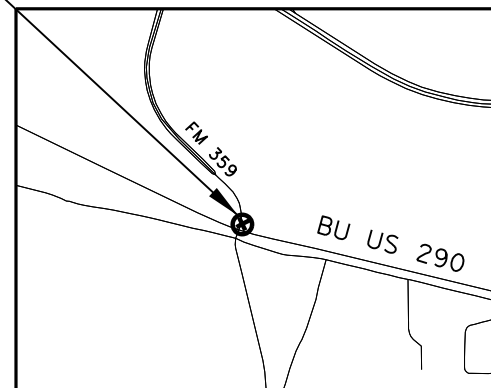
PROJECT SITE

BU 290H AT 5TH
CSJ: 0050-05-069

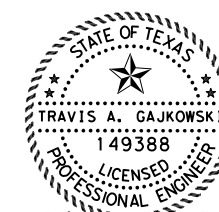


PROJECT SITE

BU 290H AT FM 359
CSJ: 0050-05-070



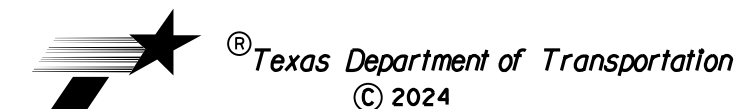
EXCEPTIONS: N/A
EQUATIONS: N/A
R.R. CROSSINGS: DOT 743-142T



Travis A. Gajkowski
1/2/2024



11700 Katy Freeway, Suite 800, Houston, Texas 77079
TEXAS REGISTRATION NO. F-928
281-597-9300



SUBMITTED FOR LETTING 07/02/2024

[Signature] PE
For DISTRICT TRAFFIC ENGINEER

APPROVED FOR LETTING 7/3/2024

DocuSigned by:
[Signature] , P.E.

For DISTRICT ENGINEER

NOTES:

- SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, SEPTEMBER 1, 2024 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).
- IF CONSTRUCTION HAS NOT COMMENCED WITHIN ONE-YEAR OF TXDOT APPROVAL FOR CONSTRUCTION INSPECTION, THAT APPROVAL IS NO LONGER VALID.
- FOR BARRICADES AND SIGNING AT INDIVIDUAL INTERSECTIONS UNDER SIGNAL CONSTRUCTION, REFER TO STANDARD SHEETS, WZ(BTS-1)-13 & WZ(BTS-2)-13

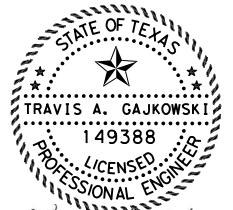
FILE LOCATION
http://www.txdot.gov/inside-txdot/district/san-antonio/specinfo.html

FILENAME: K:\HOU_TPT\068928203 - TxDOT HOU TRF WA 3 Misc Study-Signal-FO\Task 2 - Signal Design\CADD\Sheets\HOU-WA3_SHT_401_BU_290H_Index.dgn
 PLOTTED: 7/1/2024 12:24:19 PM

SHEET NO.	DESCRIPTION
	<u>GENERAL</u>
1	TITLE SHEET
2	INDEX OF SHEETS
3 - 3H	GENERAL NOTES
4	TRAFFIC SIGNAL NOTES
5 - 5B	ESTIMATE AND QUANTITIES
6	SUMMARY OF PERMANENT TRAFFIC SIGNAL QUANTITIES
7	SUMMARY OF PERMANENT SIGNING AND STRIPING QUANTITIES
8	SUMMARY OF SMALL SIGNS
	<u>BU 290H AT 5TH ST</u>
9	EXISTING CONDITIONS AND REMOVALS
10	PROPOSED TRAFFIC SIGNAL
11	PROPOSED TRAFFIC SIGNAL DETAILS
12	PROPOSED PAVEMENT MARKINGS AND PEDESTRIAN RAMPS
	<u>BU290H AT FM 359</u>
13	EXISTING CONDITIONS AND REMOVALS
14	PROPOSED TRAFFIC SIGNAL
15	PROPOSED TRAFFIC SIGNAL DETAILS
16	PROPOSED PAVEMENT MARKINGS AND CURB MODIFICATION
	<u>TRAFFIC SIGNAL/ITS STANDARDS</u>
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18	** ED(3)-14
19	** ED(4)-14
20	** ED(5)-14
21	** ED(6)-14
22	** ED(7)-14
23	** ED(8)-14
24	** SMA-100(1)-12
25	** SMA-100(2)-12
26	** TS-FD-12
27	** LUM-A-12
28	** CFA-12
29	** MA-C-12
30	** MA-D-12
31	** MA-DPD-20
32	** TS-BP-20
33	** SD/SCFD (HOU DIST)
34	** SD/S BSM (HOU DIST)
35	** CD/PM (APS) PS (HOU DIST)
36	** OSNS/MD (HOU DIST)
	<u>SIGNING AND PAVEMENT MARKINGS STANDARDS</u>
37	** PM(1)-22
38	** PM(2)-22
39	** PM(3)-22
40	** PM(4)-22A
41	** SMD (GEN)-08
42	** SMD (SLIP-1)-08
43	** SMD (SLIP-2)-08
44	** SMD (SLIP-3)-08
45	** TSR(4)-13
46	** PM(DOT)-11 (HOU DIST)
47	** PM(CLL)-14 (HOU DIST)

SHEET NO.	DESCRIPTION
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53	** CC&DID (HOU DIST)
54	** ACCRD (HOU DIST)
	<u>RAILROAD CROSSING STANDARDS</u>
55	** RCD(1)-22
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57	** RR SCOPE OF WORK
	<u>TRAFFIC CONTROL STANDARDS</u>
58	** BC(1)-21
59	** BC(2)-21
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61	** BC(4)-21
62	** BC(5)-21
63	** BC(6)-21
64	** BC(7)-21
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70	** TCP(1-1)-18
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74	** WZ(BRK)-13
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77	** WZ(TD)-17
	<u>ENVIRONMENTAL ISSUES</u>
78	** EC(1)-16
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THE STANDARD SHEETS SPECIFICALLY IDENTIFIED BY ** HAVE BEEN SELECTED BY ME UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.



Travis A. Gajkowski
 7/1/2024

Kimley»Horn F-928



INDEX OF SHEETS

BU 290H

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	-	BU 290H
STATE	DIST.	COUNTY
TEXAS	HOU	WALLER
CONT.	SECT.	JOB
0050	05	070, ETC
		SHEET NO. 002

County: Houston District

Control: 0050-050-070, ETC.

Highway: BU 290H

The General Notes:

General:

Area Engineer contact information for this project follows:

Dock S. Gee, P.E., (713)-802-5405, Dock.Gee@txdot.gov

Eugene Ampomah, P.E., (713) 802-5378, Eugene.Ampomah@txdot.gov

Submit any questions about this project via the “Letting Pre-Bid Q&A” web page, located at:

<https://tableau.txdot.gov/views/ProjectInformationDashboard/NoticetoContractors>

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

Large files with relevant project documentation, such as geotechnical reports, as-built plans, and cross-sections will continue to be provided on the following FTP site:

[Index of /pub/txdot-info/Pre-Letting Responses/Houston District \(state.tx.us\)](Index of /pub/txdot-info/Pre-Letting Responses/Houston District (state.tx.us) or) or

<https://ftp.dot.state.tx.us/pub/txdot-info/Pre-Letting%20Responses/Houston%20District/>

If fixed features require, the governing slopes shown may vary between the limits shown and to the extent determined by the Engineer.

Superelevate the curves to match the existing surface.

Notify the Engineer immediately if discrepancies are discovered in the horizontal control or the benchmark data.

References to manufacturer’s trade name or catalog numbers are for the purpose of identification only. Similar materials from other manufacturers are permitted if they are of equal quality, comply with the specifications for this project, and are approved, except for roadway illumination, electrical, and traffic signal items.

The cost for materials, labor, and incidentals to provide for traffic across the roadway and for ingress and egress to private property in accordance with Section 7.2.4 of the standard specifications is subsidiary to the various bid items. Restore access roadways to their original condition upon completing construction.

Grade street intersections and median openings for surface drainage.

If a foundation is to be placed where a riprap surface or an asphalt concrete surface presently exists, use caution in breaking out the existing surface for placement. Break out no greater area than is

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required to place the foundation. After placing the foundation, wrap the periphery with 0.5 in. pre-molded mastic expansion joint. Then replace the remaining portion of the broken-out surface with Class A or Class C concrete or cold mix asphalt concrete to the exact slope, pattern, and thickness of the existing riprap or asphalt. Payment for breaking out the existing surface, wrapping the foundation, and replacing the surface is subsidiary to the various bid items.

The lengths of the posts for ground mounted signs and the tower legs for the overhead sign supports are approximate. Verify the lengths before ordering these materials to meet the existing field conditions and to conform to the minimum sign mounting heights shown in the plans.

Furnish aluminum Type A signs instead of plywood signs for signs shown on the Summary of Small Signs sheet.

Stencil the National Bridge Inventory (NBI) number on each existing bridge shown on these plans. The NBI number is shown above the title block for each bridge layout.

Clearly mark or highlight on the shop drawings, the items being furnished for this project. Submit required shop drawings in accordance with the shop drawing distribution list shown in the note for Item 5 for review and distribution.

Right of way parcels or utility adjustments shown to be unclear on the plans but not listed on the special provisions will have no effect on construction.

Make requests for additional soil information for this project at the Area Engineer’s office.

Unless otherwise shown on the plans or otherwise directed, commence work after sunrise and ensure construction equipment is off the road by sunset.

Procure permits and licenses, which are to be issued by the city, county, or Municipal Utility District (MUD).

General: Roadway Illumination and Electrical

For roadway illumination and electrical items, use materials from pre-qualified producers as shown on the Construction Division (CST) of the Department’s material producers list. Check the latest link on the Department’s website for this list. The category/item is “Roadway Illumination and Electrical Supplies.” No substitutions will be allowed for materials found on this list.

Perform electrical work in conformance with the National Electrical Code (NEC) and the Department’s standard sheets.

The Contractor may make the electrical grounding connections and permissible splices using the thermal fusion process, Cadweld, ThermOweld, or approved equal, instead of bolted connections and splices.

The Area Engineer will arrange with the Contractor, an inspection of the completed electrical systems for the highway lighting systems before final acceptance for compliance with plans and

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specifications. The inspection will be made with personnel from the electrical section of the Department's District Transportation Operations Office. The city's electrical division personnel will also inspect lighting systems within the city limits. Portions of the work found to be deficient during this inspection will not be accepted.

General: Traffic Signals

For traffic signal items, use materials from the Pre-Qualified Producers List (located at <http://www.dot.state.tx.us/GSD/purchasing/supps.htm>) and the materials pre-qualified for illumination and electrical items (located at <http://ftp.dot.state.tx.us/pub/txdot-info/cmd/mpl/riaes.pdf>) as shown on the Department's Material Producers List and the Roadway Illumination and Electrical Supplies List. Check the latest links on the Department's website for these lists. No substitutions will be allowed for materials found on these lists.

General: Site Management

Mark stations every 100 ft. and maintain the markings for the project duration. Remove the station markings at the completion of the project. This work is subsidiary to the various bid items.

Do not mix or store materials, or store or repair equipment, on top of concrete pavement or bridge decks unless authorized by the Engineer. Permission will be granted to store materials on surfaces if no damage or discoloration will result.

Assume ownership of debris and dispose of at an approved location. Do not dispose of debris on private property unless approved in writing by the District Engineer.

Control the dust caused by construction operations. For sweeping the base material in preparation for laying asphalt and for sweeping the finished concrete pavement, use one of the following types of sweepers or approved equal:

Tricycle Type

Wayne Series 900
Elgin White Wing
Elgin Pelican

Truck Type - 4 Wheel

M-B Cruiser II
Wayne Model 945
Mobile TE-3
Mobile TE-4
Murphy 4042

General: Traffic Control and Construction

Schedule construction operations such that preparing individual items of work follows in close sequence to constructing storm drains in order to provide as little inconvenience as practical to the businesses and residents along the project.

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Schedule work so that the base placement operations follow the subgrade work as closely as practical to reduce the hazard to the traveling public and to prevent undue delay caused by wet weather.

This project requires extensive grading operations in an environmentally sensitive area.

If relocating mailboxes, place them with the post firmly in the ground at nearby locations. Upon completing the project, the Engineer will locate the final mailbox placement. Perform this work in accordance with the requirements of the Item, "Mailbox Assemblies," except for measurement and payment. This work is subsidiary to the various bid items.

If fences cross construction easements shown on the plans and work is required beyond the fences, remove and replace the fences as directed. This work and the materials are subsidiary to the various bid items.

When design details are not shown on the plans, provide signs and arrows conforming to the latest "Standard Highway Sign Designs for Texas" manual.

General: Utilities

Consider the locations of underground utilities depicted in the plans as approximate and employ responsible care to avoid damaging utility facilities. Depending upon scope and magnitude of planned construction activities, advanced field confirmation by the utility owner or operator may be prudent. Where possible, protect and preserve permanent signs, markers, and designations of underground facilities.

If the Contractor damages or causes damage (breaks, leaks, nicks, dents, gouges, etc.) to the utility, contact the utility facility owner or operator immediately.

At least 72 hours before starting work, make arrangements for locating existing Department-owned above ground and underground fiber optic, communications, power, illumination, and traffic signal cabling and conduit. Do this by calling the Department's Houston District Traffic Signal Operations Office at 713-802-5662, or by e-mailing the Department's Houston District Traffic Signal Operations Office at: HOU-LocateRequest@txdot.gov, to schedule marking of underground lines on the ground. Use caution if working in these areas to avoid damaging or interfering with existing facilities.

Notify the Engineer at least 48 hours before constructing junction boxes at storm drain and utility intersections.

Install or remove poles and luminaires located near overhead or underground electrical lines using established industry and utility safety practices. Consult the appropriate utility company before beginning such work.

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If overhead or underground power lines need to be de-energized, contact the electrical service provider to perform this work. Costs associated with de-energizing the power lines or other protective measures required are at no expense to the Department.

If working near power lines, comply with the appropriate sections of Texas State Law and Federal Regulations relating to the type of work involved.

Perform electrical work in conformance with the National Electrical Code (NEC) and Department’s standard sheets.

Before beginning any underground work, notify the City of Houston’s Chief Inspector, Public Works and Engineering, to establish the locations of any existing electrical systems for lighting facilities within the limits of this project.

Item 5: Control of Work

Table 2

2014 Construction Specification Required Shop/Working Drawing Submittals - Consultant Generated Plans

Spec Item No.'s	Product	Submittal Required	Approval Required (Y/N)	Contractor/Fabricator P.E. Seal Required	Reviewing Party	Shop or Working Drawing (Note 1)
420	Formwork/Falsework	Y	N	Y	D	WD
644	Special Non-Standard Supports (Bridge Mounts, Barrier Mounts, Etc.)	Y	Y	Y	D	SD
647	Large Roadside Sign Supports	Y	Y	Y	D	SD
680	Installation of Highway Traffic Signals	Y	Y	N	D	SD
682	Vehicle and Pedestrian Signal Heads	Y	Y	N	D	SD
684	Traffic Signal Cables	Y	Y	N	D	SD
686	Traffic Signal Pole Assemblies (Steel) (Non-Standard only)	Y	Y	Y	D	SD
687	Pedestal Pole Assemblies	Y	Y	N	D	SD
688	Detectors	Y	Y	N	D	SD
SS	Screw-In Type Anchor Foundations	Y	Y	N	D	SD
SS	CTMS Equipment	Y	Y	N	TMS	SD

Notes:

- Document flow for Working Drawings differs from Shop Drawings in that Working Drawings must be submitted to the Engineer rather than the Engineer of Record and they are for the information of the Engineer only; an approval stamp and distribution to all project offices is not required.

Key to Reviewing Party

D – Consultant: Submit to Engineer of Record at travis.gajkowski@kimley-horn.com	
TMS – Traffic Management System	
Computerized Traffic Management Systems (CTMS)	HOU-CTMSShpDrwgs@txdot.gov

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Item 6: Control of Materials

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

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

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

Document and coordinate with the USACE, if required, before hauling any excavation from or hauling any embankment to a USACE permit area by either 1 or 2 below:

- Restricted Use of Materials for the Previously Evaluated Permit Areas.** Document both the Project Specific Locations (PSL) and their authorization. Maintain copies for review by the Department or any regulatory agency. When an area within the project limits has been evaluated by the USACE as part of the permit process for this project:
 - Suitable excavation of required material in the areas shown on the plans and cross sections as specified in the Item, “Excavation” is used for permanent or temporary fill (under the Item, “Embankment”) within a USACE permit area.
 - Suitable embankment (under the Item, “Embankment”) from within the USACE permit area is used as fill within a USACE evaluated area.
 - Unsuitable excavation or excess excavation, “Waste” (under the Item, “Excavation”), that is disposed of at a location approved within a USACE evaluated area.

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- 2. Contractor Materials from Areas Other than Previously Evaluated Areas.** Provide the Department with a copy of USACE coordination or approvals before initiating any activities for an area within the project limits that has not been evaluated by the USACE or for any off right of way locations used for the following, but not limited to, haul roads, equipment staging areas, borrow and disposal sites:
- The Item, "Embankment" used for temporary or permanent fill within a USACE permit area.
 - Unsuitable excavation or excess excavation, "Waste" (under the Item, "Excavation"), that is disposed of outside a USACE evaluated area.

This project does not require a U.S. Army Corps of Engineers (USACE) Section 404 Permit before letting, but if a permit is needed during construction, assume responsibility for preparing the permit application. Submit the permit application to the Department's District Environmental Section for approval. Once the permit application is approved, the Department will submit it to the USACE. Assume responsibility for the requested revisions, in coordination with the Department's District Environmental Section.

Maintain the roadway slope stability. Maintaining slope stability is subsidiary to the various bid items.

If the work is on or in the vicinity of an at-grade railroad crossing, involves incidental work on railroad right of way, or involves construction of a railroad grade separation structure, notify the railroad company's Division Engineer and the Department's Project Engineer at least 30 days before performing any work on the railroad right of way and make arrangements for railroad flaggers unless otherwise shown in the contract. Obtain the required Railroad Right of Entry Permit from the railroad company. Payment of applicable permit fees is the responsibility of the Contractor. Acquiring the Railroad Right of Entry Permit is a lengthy process, allow sufficient time for this.

No significant traffic generator events have been identified.

Item 8: Prosecution and Progress

The maximum number of days the time charges on this contract may be suspended due to contractor mobilization, and material fabrication/accumulation or processing delays is 120 days. The Engineer and the Contractor may mutually agree, in writing, to decrease this maximum number of days.

The Department will not adjust the number of days for the project and milestones, if any, due to differences in opinion regarding any assumptions made in the preparation of the schedule or for errors, omissions, or discrepancies found in the time determination schedule.

Working days will be computed and charged based on a standard workweek in accordance with Section 8.3.1.4..

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Item 104: Removing Concrete

Removing concrete curb is paid as a separate bid item if the existing pavement on which it rests is not removed at the same time.

Item 134: Backfilling Pavement Edges

Quantity by station includes both sides of the roadway.

The Contractor has the option of selecting the type of backfill material consisting of Reclaimable Asphalt Pavement (RAP), flex base, or crushed concrete provided that it meets the requirements listed below.

For Permeable Friction Courses (PFC), the backfill material chosen must meet the requirements of Department Test Method Tex-246-F.

If using salvaged asphalt concrete pavement, size it so that all the material, passes the 2-in. sieve. Use RAP that does not contain deleterious material such as clay or organic material.

Flex Base must meet the requirements of Item 247, Type A, Grade 1-2. Department Test Method Tex-117-E will not be required.

Crushed concrete must meet the requirements of Item 247, Grade 1-2. Department Test Methods Tex-116-E and Tex-117-E will not be required.

Place emulsified asphalt (SS-1, CSS-1, or CSS-1H) at an application rate of 0.25 gal/sq. yard.

Item 416: Drilled Shaft Foundations

Include the cost for furnishing and installing anchor bolts mounted in the drilled shafts in the unit bid price for the various diameter drilled shafts.

The Department may test using ultrasonic methods the anchor bolts for overhead sign supports, light standards, and traffic signal poles after they are installed. Replace faulty anchor bolts as directed. Do not weld the anchor bolts.

Item 420: Concrete Substructures

Unless otherwise noted, use Class C concrete with an ordinary surface finish for signal, lighting, or sign structure foundations.

Item 421: Hydraulic Cement Concrete

Entrained air is required in all slip formed concrete (bridge rail, concrete traffic barrier, pavement, etc.), but is not required for other structural concrete. Adjust the dosage of air entraining agent for low air content as directed or allowed by the Engineer. If entrained air is provided where not required, do not exceed the manufacturer's recommended dosage.

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Item 502: Barricades, Signs, and Traffic Handling

Use a traffic control plan for handling traffic through the various phases of construction. Follow the phasing sequence unless otherwise agreed upon by the Area Engineer and the Project Manager. Ensure this plan conforms to the latest “Texas Manual on Uniform Traffic Control Devices” and the latest Barricade and Construction (BC) Standard Sheets. The latest versions of Work Zone Standard Sheets WZ (BTS-1) and WZ (BTS-2) are the traffic control plan for the signal installations.

Submit changes to the traffic control plan to the Area Engineer. Provide a layout showing the construction phasing, signs, striping, and signalizations for changes to the original traffic control plan.

Furnish and maintain the barricades and warning signs, including the necessary temporary and portable traffic control devices, during the various phases of construction. Place and construct these barricades and warning signs in accordance with the latest “Texas Manual on Uniform Traffic Control Devices” for typical construction layouts.

Cover work zone signs when work related to the signs is not in progress, or when any hazard related to the signs no longer exists.

Keep the delineation devices, signs, and pavement markings clean. This work is subsidiary to the Item, “Barricades, Signs, and Traffic Handling.”

Cover or remove the permanent signs and construction signs that are incorrect or that do not apply to the current situation for a particular phase.

Replace the overhead signs, informational signs, and exit signs to be removed, with temporary signs providing the correct information to the traveling public. Size the replacement signs and include them in the traffic control plan.

Use traffic cones for daytime work only. Replace the cones with plastic drums during nighttime hours.

Place positive barriers to protect drop-off conditions greater than 2 ft. within the clear zone that remain overnight.

Do not reduce the existing number of lanes open to traffic except as shown on the following time schedule:

County: Houston District

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Highway: BU 290H

One Lane Closure

Day	Daytime Closure Hours	Nighttime Closure Hours	Restricted Hours Subject to Lane Assessment Fee
Monday	9:00 AM – 3:00 PM	10:00 PM – 5:00 AM	N/A
Tuesday	9:00 AM – 3:00 PM	10:00 PM – 5:00 AM	N/A
Wednesday	9:00 AM – 3:00 PM	10:00 PM – 5:00 AM	N/A
Thursday	9:00 AM – 3:00 PM	10:00 PM – 5:00 AM	N/A
Friday	9:00 AM – 3:00 PM	10:00 PM – 5:00 AM	N/A
Saturday	N/A	10:00 PM – 5:00 AM	N/A
Sunday	N/A	10:00 PM – 5:00 AM	N/A

The above times are approved for the traffic control conditions listed. The Area Engineer may approve other closure times if traffic counts warrant. The Area Engineer may reduce the above times for special events.

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.

Item 506: Temporary Erosion, Sedimentation and Environmental Controls

The Storm Water Pollution Prevention Plan (SWP3) consists of temporary erosion control measures needed and provided for under this Item. The disturbed area is less than one acre and use of erosion control measures is not anticipated. If physical conditions encountered at the job site require necessary controls, BMP installation, maintenance, and removal will be paid as extra work on a force account basis per Articles 4.4 and 9.7. Since the disturbed area is less than 5 acres, a “Notice of Intent” (NOI) is not required.

Item 531: Sidewalks

An air-entraining admixture is not required.

For concrete curbs, use Grade 7 aggregate conforming to Section 421.2.6 of the Item, “Hydraulic Cement Concrete.”

For driveways and turnouts, coarse aggregate Grade No. 3 through No. 8 conforming to the gradation requirements specified in the Item, “Hydraulic Cement Concrete” will be permitted.

For reinforcing steel in sidewalks and pedestrian ramps, use No. 4 bars at a maximum 18 in. spacing center-to-center in both directions.

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Item 618: Conduit

Item 620: Electrical Conductors

Item 628: Electrical Services

If the specifications for electrical items require UL-listed products, this means UL-listed or CSA-listed.

Item 618: Conduit

When backfilling bore pits, ensure that the conduit is not damaged during installation or due to settling backfill material. Compact select backfill in 3 equal lifts to the bottom of the conduit; or if using sand, place it 2 in. above the conduit. Ensure backfill density is equal to that of the existing soil. Prevent material from entering the conduit.

Construct bore pits a minimum of 5 ft. from the edge of the base or pavement. Close the bore pit holes overnight.

Unless otherwise shown on the plans, install underground conduit a minimum of 24 in. deep. Install the conduit in accordance with the latest National Electrical Code (NEC) and applicable Department standard sheets. Place conduit under driveways or roadways a minimum of 24 in. below the pavement surface.

If using casing to place bored conduit, the casing is subsidiary to the conduit.

If placing the conduit under existing pavement to reach the service poles, bore the conduit in place and extend it a minimum distance of 5 ft. beyond the edge of shoulder or the back of curb.

Where PVC, duct cable, and HDPE conduit 1 in. and larger is allowed and installed per Department standards, provide a PVC elbow in place of the galvanized rigid metal elbow required by the Electrical Details standards. Ensure the PVC elbow is of the same schedule rating as the conduit to which it is connected. Use only a flat, high tensile strength polyester fiber pull tape to pull conductors through the PVC conduit system.

Remove conductor and conduit to be abandoned to 1 ft. below the ground level. This work is subsidiary to the various bid items.

Do not use cast iron junction boxes in concrete traffic barriers and single slope traffic barriers. Use polymer concrete junction boxes as shown on standard sheet ED(4)-14. Mount the junction boxes flush (+ 0 in., - 1/2 in.) with the concrete surface of the concrete barrier.

Use materials from pre-qualified producers as shown on the Department's Construction Division (CST) material producers list. Check the latest links on the Department's website for the list. The category is "Roadway Illumination and Electrical Supplies." The polymer concrete barrier box is subsidiary to Item 618, "Conduit."

Provide a single 1/C #14 insulated wire in conduit runs which have been identified in the plans to carry fiber optic cable. Provide UL-listed solid copper wire with orange color low density

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polyethylene insulation, suitable for conduit installation, rated for a temperature range of -20 C to +60 C and a voltage rating of 600V. This wire will serve as a tracer, or locate, wire for locating underground conduit containing fiber optic cabling and will be paid for under Item 620, "Electrical Conductors."

Item 620: Electrical Conductors

Test each wire of each cable or conductor after installation. Incomplete circuits or damage to the wire or the cable are cause for immediate rejection of the entire cable being tested. Remove and replace the entire cable at no expense to the Department. Also test the replacement cable after installation.

When pulling cables or conductors through the conduit, do not exceed the manufacturer's recommended pulling tensions. Lubricate the cables or conductors with a lubricant recommended by the cable manufacturer.

For both transformer and shoe-base type illumination poles, provide double-pole breakaway fuse holders as shown on the Department's Construction Division (CST) material producers list. Check the latest link on the Department's website for this list. The category is "Roadway Illumination and Electrical Supplies." The fuse holder is shown on the list under Items 610 and 620. Provide 10 Amp time delay fuses.

Ensure that circuits test clear of faults, grounds, and open circuits.

Split bolt connectors are allowed only for splices on the grounding conductors.

For Roadside Flashing Beacon Assemblies (Item 685) and Pedestal Pole Assemblies (Item 687) within the project, provide single-pole breakaway disconnects as shown on the Construction Division (CST) material producers list. Check the latest link on the Department's website for this list. The category is "Roadway Illumination and Electrical Supplies." The fuse holder is shown on the list under Item 685. For underground (hot) conductors, install a breakaway connector with a dummy fuse (slug). Provide dummy fuse (slug). For grounded (neutral) conductors, install a breakaway connector with a white colored marking and a permanently installed dummy fuse (slug).

For electrical licensing and electrical certification requirements for this project, see Item 7 of the Standard Specifications and any applicable special provisions to Item 7.

Item 624: Ground Boxes

The ground box locations are approximate. Alternate ground box locations may be used as directed, to avoid placing in sidewalks or driveways.

Ground metal ground box covers. Bond the ground box cover and ground conductors to a ground rod located in the ground box and to the system ground.

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Ground the existing metal ground box covers as shown on the latest standard sheet ED (4)-14.

During construction and until project completion, provide personnel and equipment necessary to remove ground box lids for inspection. Provide this assistance within 24 hours of notification.

Construct concrete aprons in accordance with the latest standard sheet ED (4)-14. Make the depth of the concrete apron the same as the depth of the ground box, except for Type 1 and Type 2 ground boxes. For Type 1 or Type 2 ground boxes, construct the concrete apron in accordance with details shown on the "Ground Box Details Installations" standard.

Item 628: Electrical Services

Verify and coordinate the electrical service location with the engineering section of the appropriate utility district or company.

Identify the electrical service pole with an address number assigned by the Utility Service Provider. Provide 2-in. numerals visible from the highway. Provide numbers cut out aluminum figures nailed to wood poles or painted figures on steel poles or service cabinets.

Item 636: Signs

Furnish and install signs shown on the traffic signal "Summary of Traffic Signal Materials" sheet. Ensure that the legend on these sign panels is in accordance with the latest "Standard Highway Sign Designs for Texas" manual.

For design details not shown on the plans, provide signs and arrows conforming to the latest "Standard Highway Sign Designs for Texas" manual.

Item 644: Small Roadside Sign Assemblies

Sign locations shown on the plans are approximate. Before placing them, obtain approval of and then stake the exact locations for these signs.

Use the Texas Universal Triangular Slip Base with the concrete foundation for small ground mounted signs, unless otherwise shown in the plans.

When design details are not shown on the plans, provide signs and arrows conforming to the latest "Standard Highway Sign Designs for Texas" manual.

Use Type E Super High Specific Intensity (Fluorescent Prismatic) yellow green reflective sheeting background to fabricate school signs (S1-1, S3-1, S4-3, S5-1, W16-2, SW16-9p, and SW16-7pL(R)).

Assume ownership of the removed existing signposts. Store removed sign panels at the Contractor's field office, to be picked up by the maintenance office. This work is subsidiary to this item.

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Locations of the relocated signs are approximate. Before placing them, obtain approval of and then stake the exact locations for these signs.

Replace existing signs that become damaged during relocation at no expense to the Department.

Item 656: Foundations for Traffic Control Devices

Using ready mix concrete for sign foundations is optional.

Item 662: Work Zone Pavement Markings

At the end of each workday, mark roadways that remain open to traffic during construction operations with standard pavement markings, in accordance with the latest "Texas Manual on Uniform Traffic Control Devices."

Do not use raised pavement markers as optional work zone pavement markings on final asphalt surfaces.

For transition lane lines and detour lane lines, use raised pavement markers as shown for solid lines on the latest Barricade and Construction standard sheet for "Work Zone Pavement Marking Details."

Item 662: Work Zone Pavement Markings

Item 666: Retroreflectorized Pavement Markings

Item 668: Prefabricated Pavement Markings and Rumble Strips

Use Type III glass beads for thermoplastic and multipolymer pavement markings.

Use a 0.100 in. (100 mil) thickness for thermoplastic pavement markings, measured to the top of the thermoplastic, not including the exposed glass beads.

Use a 0.022 in. (22 mil) thickness for multipolymer pavement markings, measured to the top of the multipolymer, not including the exposed glass beads.

For roadways with asphalt surfaces to be striped with work zone or permanent thermoplastic markings, the Contractor has the option to apply paint and beads markings for a maximum 30-day period until placing the thermoplastic markings, or until starting the succeeding phase of work on the striped area. Maintain the paint and beads markings, at no expense to the Department, until placing the thermoplastic markings or starting the succeeding phase of work on the striped area. The work zone markings, whether paint and beads or thermoplastic, are paid under the Item, "Work Zone Pavement Markings" and the markings are paid for only once for the given phase of construction.

If using paint and bead markings as described above, purchase the traffic paint from the open market.

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If the Type II markings become dirty and require cleaning by washing, brushing, compressed air, or other approved methods before applying the Type I thermoplastic markings, this additional cleaning is subsidiary to the Item, "Retroreflectorized Pavement Markings."

Establish the alignment and layout for work zone striping and permanent striping.

Stripe all roadways before opening them to traffic.

Place pavement markings under these items in accordance with details shown on the plans, the latest "Texas Manual on Uniform Traffic Control Devices," or as directed.

When design details are not shown on the plans, provide pavement markings for arrows, words, and symbols conforming to the latest "Standard Highway Sign Designs for Texas" manual.

Item 672: Raised Pavement Markers

If other operations are complete on the project and if the curing time period is not yet elapsed, the contract time will be suspended until the curing is done.

Before placing the raised pavement markers on concrete pavement, blast clean the surface using an abrasive-blasting medium. This work is subsidiary to the Item, "Raised Pavement Markers."

Provide epoxy adhesive that is machine-mixed or nozzle-mixed and dispensed. Equip the machine or nozzle with a mechanism to ensure positive mix measurement control.

Item 677: Eliminating Existing Pavement Markings and Markers

Remove existing pavement markings on concrete or asphalt surfaces by flail milling or as directed. Do not use flail milling on grooved concrete or porous asphalt.

Item 678: Pavement Surface Preparation for Markings

Do not blast clean asphalt concrete pavement. Clean asphalt concrete pavement as required under the applicable specifications or as directed.

On new concrete pavement or on existing concrete pavement when placing a new stripe on a new location, remove the curing compounds and contamination from the pavement surface by flail milling or as directed. In addition, air-blast the surface with compressed air just before placing the new stripe.

On existing concrete pavement when placing a new stripe on an existing location, after removing the existing stripe under the Item, "Eliminating Existing Pavement Markings and Markers," air-blast the surface with compressed air just before placing the new stripe.

Do not clean concrete pavement by grinding.

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Item 680: Highway Traffic Signals

Clearly mark or highlight on the shop drawings the items being furnished for this project.

Furnish labor, tools, equipment, and materials as shown on the plans and specifications for a complete and operating signal installation.

Furnish the type of controller cabinet specified on the plans. Refer to the table shown in the Departmental Material Specifications (DMS-11170, Fully Actuated, Solid-State Traffic Signal Controller Assembly), Section 11170.6.A, Type 2 cabinet, page 4 of 39, regarding the size of the cabinet, back panel configuration, and the size of the load bay. Use the following website to view this specification:

<https://www.txdot.gov/business/resources/materials/material-specifications.html>

Complete traffic signal construction work, including correcting discrepancies shown on the Department inspector's "Traffic Signal Installation Inspection Report" before the beginning of the test period.

Provide a full-time qualified traffic signal technician responsible for installing, maintaining, or replacing traffic signal devices.

Staking in the field is subject to approval.

Adjust project construction, if needed, due to conflicts with underground utilities.

Do not aim the luminaire arms mounted on traffic signal poles into the intersection. Aim each arm perpendicular to the centerline of the roadway it is intended to cover, to develop the proper illumination pattern for the intersection.

Provide continuous conductors without splices from signal controller to signal heads. Route the conductors for luminaires to the service enclosure. Splices or attachments to the terminal block in the access compartment of the mast arm pole are not permitted except for the luminaire cable.

Abrasions to the conductor insulation caused while pulling cable for the traffic signal system are cause for immediate rejection. Remove and replace the entire damaged cable at no expense to the Department.

When pulling cables or conductors through conduit, do not exceed the manufacturer's recommended pulling tensions. Lubricate the cables or conductors with a lubricant as recommended by the cable manufacturer.

Bond the controller housing, signal poles, conduit, and spans to a minimum No. 6 AWG stranded copper conductor. An equipment grounding conductor is required in every conduit to form a continuous grounding system. Effectively connect the grounding system to ground rods or concrete encased grounding electrodes as indicated in the plans.

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Wrap signal heads with dark plastic or suitable material to conceal the signal faces from the time of installation until placing into operation. Do not use burlap.

Furnish signal heads from the same manufacturer.

Use Type B (high intensity prismatic) or Type D (diamond grade) retroreflective sheeting for signs mounted under or adjacent to the signal heads.

Furnish and attach compression type connectors. Install the connectors with a compression mechanical release hand-crimping tool to each individual conductor before making connections to the terminal strips.

The Contractor may use ready mix concrete.

Apply membrane curing on concrete work in accordance with Section 420.4.10.3, "Membrane Curing."

The standard 4.5-in. galvanized pipe type poles, except the breakaway type, are subject only to the Engineer's inspection for their acceptance. Mill test reports or documentation will not be required.

Item 682: Vehicle and Pedestrian Signal Heads

Install two set screws on vehicle signal head mounting hardware fittings.

Furnish black housings for vehicle and pedestrian signals. Furnish black vehicle signal head back plates with 2 in. retroreflective yellow borders.

Item 686: Traffic Signal Pole Assemblies (Steel)

For a steel mast arm or steel strain pole assembly, hold the anchor bolts and conduits rigidly in place with a welded steel template.

Leave a minimum of one full diameter thread exposed on each anchor bolt securing a signal pole.

Set the anchor bolts for the steel strain poles so that two are in compression and two are in tension.

Use a Texas Cone Penetrometer reading of 10. The drilled shaft length is from the surface elevation to the bottom of the drilled shaft. Provide an additional length of the pole foundation from the surface level to the roadway level, if required for unusual locations. Provide the drilled shaft depth regardless of the length of the pole foundation. The pole foundation depth from the surface level to the roadway level is a maximum of 4 ft., or as approved.

Locate traffic signal pole assembly foundations a minimum of 4 ft. from the roadway curb or pavement edge, or as shown on the plans.

Place steel strain poles at a 10 ft. desirable minimum distance from the roadway curb or pavement edge.

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After the traffic signal pole assembly is plumb and the nuts are tight, tack-weld each anchor bolt nut in two places to its washer. Tack-weld each washer to the base plate in two places. Do not weld components to the bolt. Perform tack-welding in accordance with the Item, "Steel Structures." After tack-welding, repair galvanizing damage on bolts, nuts, and washers in accordance with Section 445.3.5, "Repairs."

The Department may test the anchor bolts using ultrasonic methods for traffic signal poles after they are installed. Replace faulty anchor bolts as directed. Do not weld the anchor bolts.

Item 688: Pedestrian Detectors and Vehicle Loop Detectors

Provide pedestrian push buttons a minimum of 2 in. diameter in the smallest dimension.

Install a rubber grommet or bushing between the push button assembly and the signal pole to protect the conductors.

Provide a black tube loop detector wire as specified in the "International Municipal Signal Association, Inc." (IMSA) Specifications.

At intersections where a minimum of 10 ft. spacing between adjacent accessible pedestrian signal units is not possible, provide each accessible pedestrian pushbutton with the following features: a pushbutton locator tone, a tactile arrow, a speech walk message for the walking person indication and a speech pushbutton information message.

Provide pedestrian push buttons a minimum of 2 in. diameter in the smallest dimension.

Install a rubber grommet or bushing between the push button assembly and the signal pole to protect the conductors.

Item 6004: Communication Cable

Seal each end of the communications cable that is exposed to elements during storage or after installing with a waterproof sealant, or as per manufacturer recommendations.

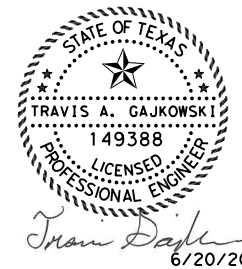
Ensure each communication cable run is continuous without splices from controller to controller.

Assume responsibility for the signal carrying capability and performance of the cable. Install each wire with a lightning protection device unless otherwise noted. Ground the cable in accordance with the manufacturer's recommendation.

NOTES FOR PERMANENT TRAFFIC SIGNAL:

1. INSTALL SIGNALS HORIZONTALLY ON MAST ARM, 17 FT. 6 IN. ABOVE THE ROADWAY
2. FURNISH BLACK HOUSING FOR VEHICLE AND PEDESTRIAN SIGNALS. FURNISH BLACK VEHICLE SIGNAL HEAD BACK PLATES WITH 2 IN. RETROREFLECTIVE YELLOW BORDER.
3. FURNISH VEHICLE AND PEDESTRIAN SIGNALS WITH LIGHT EMITTING DIODE (LED) SIGNAL LAMP UNITS.
4. USE TYPE B (HIGH INTENSITY PRISMATIC) OR TYPE D (DIAMOND GRADE) RETROREFLECTIVE SHEETING FOR SIGNS MOUNTED UNDER OR ADJACENT TO THE SIGNAL HEADS.
5. FURNISH SYMBOL TYPE PEDESTRIAN COUNTDOWN SIGNALS. INSTALL USING MOUNTING HEIGHT IN ACCORDANCE WITH THE LATEST TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
6. FURNISH MATERIALS NECESSARY TO INSTALL ACCESSIBLE PEDESTRIAN SIGNAL UNITS AND SIGNS AS SHOWN IN THE PLANS. INSTALL AT 3 FT. 6 IN. TO 4 FT. 0 IN. ABOVE THE SIDEWALK OR CONCRETE WALKWAY.
7. ROUTE CABLE FOR LUMINAIRES (#12/4C TRAY CABLE) TO THE SERVICE ENCLOSURE. SEE ELECTRICAL DETAIL SHEETS. DO NOT PASS LUMINAIRE CONDUCTORS THROUGH THE SIGNAL CONTROLLER CABINET.
8. FURNISH AND INSTALL FULL-ACTUATED CONTROLLER WITH INTERNAL TIME BASE COORDINATION UNIT IN A CABINET, MOUNTED ON AN 18-INCH BASE EXTENSION.
9. FURNISH ALL MATERIALS. SUPPLY THE CONTROLLER WITH DETECTION PHASE SEQUENCE, DETECTOR UNITS, DETECTOR CARDS, DETECTOR CARD RACK, AND POWER SUPPLY, TO THE DEPARTMENT'S SIGNAL SHOP, 6810 KATY ROAD, HOUSTON, TEXAS FORTY FIVE (45) DAYS IN ADVANCE FOR INSPECTION, SET UP, AND TESTING. CONTACT MR. MICHAEL AWA, P. E., IN WRITING, AT LEAST FIFTEEN (15) WORKING DAYS PRIOR TO PICKING UP THE MATERIALS.

ADDRESS: TEXAS DEPARTMENT OF TRANSPORTATION
P. O. BOX 1386
HOUSTON, TEXAS 77251-1386
TEL. NO. (713) 802-5661
10. THE DEPARTMENT'S TRAFFIC SIGNAL MAINTENANCE OFFICE WILL PROVIDE PHASING AND TIMING FOR TEMPORARY AND PERMANENT TRAFFIC SIGNALS.
11. LOCATE CABINET(S), STEEL SIGNAL POLES, SIGNAL DETECTORS, ETC., AS APPROVED.
12. REPAIR OR REPLACE PAVEMENT AND SIDEWALKS DAMAGED BY THE CONTRACTOR'S FORCES DURING CONSTRUCTION AT NO COST TO THE DEPARTMENT.
13. ALL TRAFFIC SIGNAL DETECTION DEVICES AND RELATED COMPONENTS SHALL BE SALVAGED AND RETURNED TO THE DEPARTMENT'S SIGNAL SHOP AT 6810 OLD KATY ROAD, HOUSTON, TEXAS, BETWEEN 9:00 AM AND 3:00 PM, MONDAY THROUGH FRIDAY. CAREFULLY REMOVE THE MATERIALS SO THAT THEY WILL NOT BE MARRED OR DAMAGED. REPLACE MATERIALS THAT ARE SCARRED, BATTERED OR BROKEN BY THE CONTRACTOR AT NO EXPENSE TO THE DEPARTMENT.
14. ASSUME OWNERSHIP OF THE REMOVED EXISTING SIGNS.
15. SEAL ENDS OF ALL CONDUITS WITH DUCT SEAL, EXPANDABLE FOAM, OR BY OTHER METHODS APPROVED BY THE ENGINEER. SEAL CONDUIT IMMEDIATELY AFTER COMPLETION OF CONDUCTOR INSTALLATION AND PULL TESTS. DO NOT USE DUCT TAPE AS PERMANENT CONDUIT SEALANT. DO NOT USE SILICON CAULK AS A CONDUIT SEALANT.
16. CAP SPARE CONDUITS INSTALLED IN POLE FOUNDATIONS AND GROUND BOXES USING APPROVED CAPPING DEVICES.
17. DO NOT PLACE SIGNAL HEADS OVER THE ROADWAY UNTIL ALL NECESSARY MATERIALS ARE ON HAND AS APPROVED.
18. INSTALL TWO SET SCREWS ON ALL VEHICLE SIGNAL HEAD MOUNTING HARDWARE FITTINGS.
19. PROVIDE CONTINUED OPERATION OF THE EXISTING SIGNAL(S) DURING CONSTRUCTION AND UNTIL THE PROPOSED OPERATION IS COMPLETED.
20. ONCE THE INTEGRITY AND/OR FUNCTION OF THE EXISTING TRAFFIC SIGNAL(S) IS ALTERED BY THE CONTRACTOR, MAINTAIN AND OPERATE THE EXISTING TRAFFIC SIGNAL(S) UNTIL THE TRAFFIC SIGNAL WORK IS ACCEPTED BY THE DEPARTMENT. DURING THE CONSTRUCTION OF THE PROPOSED TRAFFIC SIGNAL WORK, MAINTAIN THE EXISTING TRAFFIC SIGNAL(S) AND/OR TEMPORARY CONSTRUCTION TRAFFIC SIGNAL(S) IN CONFORMANCE WITH THE LATEST TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
21. DURING CONSTRUCTION OF THE PROPOSED SIGNAL WORK, IF THE EXISTING TRAFFIC SIGNAL EQUIPMENT REQUIRES REPLACEMENT DUE TO WEAR, DETERIORATION, OR ANY CIRCUMSTANCE OVER WHICH THE CONTRACTOR HAS NO CONTROL, THE EQUIPMENT WILL BE FURNISHED BY THE DEPARTMENT AT NO COST TO THE CONTRACTOR. INSTALL THIS EQUIPMENT AT NO COST TO THE DEPARTMENT. SUCH MATERIALS WILL BE PROVIDED AT THE DEPARTMENT'S SIGNAL SHOP LOCATED AT 6810 KATY ROAD, HOUSTON, TEXAS. CONTACT MR. MICHAEL AWA, P.E., AT TELEPHONE NUMBER (713) 802-5661.
22. MAINTAIN THE INTEGRITY AND FUNCTION OF EACH EXISTING SIGNALIZED INTERSECTION. ONCE THE INTEGRITY OR FUNCTION OF THE SIGNAL HAS BEEN ALTERED, PURSUE THE WORK AT THAT LOCATION WITHOUT DELAY OR INTERRUPTION TO RESTORE OPERATION TO ITS ORIGINAL OR FINAL OPERATIONAL FORM.
23. INSTALL A 5/8-IN. (MINIMUM) EYE BOLT FOR THE POINT OF ATTACHMENT BELOW THE SERVICE ENTRANCE WEATHERHEAD FOR THE SERVICE DROP TO STEEL OR WOOD POLE.
24. AIM LUMINAIRE ARMS MOUNTED ON TRAFFIC SIGNAL POLES PERPENDICULAR TO THE CENTERLINE OF THE ROADWAY IT IS INTENDED TO COVER, TO DEVELOP THE PROPER ILLUMINATION PATTERN FOR THE INTERSECTION.
25. PROVIDE 250 WATT HPS (HIGH PRESSURE SODIUM) EQUIVALENT LIGHT EMITTING DIODE (LED) LUMINAIRES OPERATING AT 240 VOLTS.
26. WRAP SIGNAL HEADS WITH DARK PLASTIC OR SUITABLE MATERIAL TO CONCEAL THE SIGNAL FACES FROM THE TIME OF INSTALLATION UNTIL PLACING INTO OPERATION.
27. GROUND STEEL MAST ARM POLE ASSEMBLIES IN ACCORDANCE WITH REQUIREMENTS SHOWN ON THE LATEST TRAFFIC SIGNAL POLE FOUNDATION STANDARD. USE THE GROUNDING LUG ON THE POLE TO GROUND THE POLE TO THE GROUND CONDUCTORS FROM THE CONDUITS.
28. VERIFY THE CORRECT MAST ARM POLE LENGTHS FOR EACH SIGNALIZED INTERSECTION PRIOR TO ORDERING THE EQUIPMENT.
29. INSTALL A CLOSE NIPPLE WITH LOCK NUT AND BUSHING (SIZE AS REQUIRED) WHERE THE CABLE ENTERS THE UPPER PORTION OF THE SIGNAL POLE.
30. REFER TO TXDOT'S WEBSITE FOR PREQUALIFIED PRODUCTS LIST REGARDING RADAR DETECTORS, VIVDS CAMERAS, WIRELESS MAGNETOMETERS, VEHICLE LED TRAFFIC SIGNAL LAMP UNIT, SYMBOLIC PEDESTRIAN SIGNAL HEAD, SYMBOLIC PEDESTRIAN SIGNAL LAMP, ACCESSIBLE PEDESTRIAN SIGNALS, SIGNAL CONTROLLERS, SIGNAL CABINETS, BUS INTERFACE UNITS, BATTERY BACKUP UNITS. CHECK WEBSITE PERIODICALLY FOR CURRENT UPDATES.
31. THE CONTRACTOR IS RESPONSIBLE FOR THE SIGNAL CARRYING CAPABILITY AND PERFORMANCE OF THE CABLE. INSTALL EACH WIRE WITH A LIGHTNING PROTECTION DEVICE UNLESS OTHERWISE NOTED.
32. CONTRACTOR TO ADJUST SIGNAL HEAD ALIGNMENT, AS NEEDED, USING ARTICULATING SIGNAL BRACKET ASSEMBLIES WITH A MINIMUM OF THREE ADJUSTABLE AXES.
33. SEAL WITH WATERPROOF SEALANT EACH END OF THE COMMUNICATIONS CABLE THAT IS EXPOSED TO THE ELEMENTS DURING STORAGE OR AFTER INSTALLATION.
34. THE CONTRACTOR TO FURNISH AND INSTALL ALL EQUIPMENT CALLED FOR AND REQUIRED AS NEEDED FOR A FULLY OPERATIONAL TRAFFIC SIGNAL.
35. REMOVE THE EXISTING PAVEMENT MARKING AS DIRECTED. REMOVE THE PAVEMENT MARKING TO THE EXTENT THAT THEY ARE EITHER COMPLETELY REMOVED OR OBLITERATED TO THE SATISFACTION OF THE ENGINEER.
36. PLACE PAVEMENT MARKINGS AS SHOWN ON THE PLANS OR AS DIRECTED.
37. THE VENDORS' REPRESENTATIVES OF THE RADAR EQUIPMENT SUPPLIED FOR THIS PROJECT MUST SUPERVISE THE INSTALLATION, SETUP AND TESTING OF THIS EQUIPMENT AND BE FACTORY CERTIFIED. THE REPRESENTATIVE MUST BE ON SITE DURING THIS TIME. ANY EQUIPMENT REQUIRED FOR SETUP AND OPERATION OF THE RADAR DEVICES MUST BE PROVIDED TO TXDOT OR THE CITY UPON COMPLETION. THE VENDORS' REPRESENTATIVE MUST PROVIDE TRAINING TO THE MUNICIPALITIES WHO WILL BE RESPONSIBLES FOR THE MAINTENANCE OF THE RADAR EQUIPMENT AFTER ACCEPTANCE OF THE PROJECT.
38. THE RADAR PRESENCE DETECTOR AND RADAR ADVANCE DETECTION DEVICES MUST BE COMPATIBLE WITH EACH OTHER AND FROM THE SAME MANUFACTURER.
39. RADAR PRESENCE DETECTION DEVICE MUST UTILIZE TRUE-PRESENCE DETECTION. SYSTEM USING LOCKING ALGORITHMS TO ATTEMPT PRESENCE DETECTION WILL NOT BE ACCEPTED.
40. RADAR ADVANCE DETECTION DEVICE MUST CONTINUOUSLY TRACK VEHICLE SPEED, DISTANCE, AND ESTIMATED TIME OF ARRIVAL.
41. COMMUNICATION AND POWER TO THE RADAR DEVICES SHALL BE VIA CONTINUOUS CABLE RUN OF UP TO 1000 FEET WITH THE USE OF REPEATERS.
42. THE FINAL PLACEMENT OF RADAR DEVICES TO BE APPROVED BY ENGINEER.
43. THE LOCATION OF THE RADAR DETECTION ZONE IS APPROXIMATE. THE EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER AND/OR DEPARTMENT'S TRAFFIC OPERATIONS SECTION.
44. CLAMP ALL CONDUITS ATTACHED TO SIGNAL POLE FOUNDATIONS WITH CONDUIT STRAPS AND CLAMPS BACKS (MALLEABLE IRON) AT MAXIMUM SPACING OF 5 FT CENTER TO CENTER.
45. ELECTRICAL POWER TO OPERATE THE TRAFFIC SIGNAL INSTALLATION(S) WILL BE PLACED IN TXDOT'S NAME. THIS INCLUDES ALL POWER TO OPERATE THE SIGNAL(S) DURING THE VARIOUS PHASES OF CONSTRUCTION AND DURING THE TEST PERIOD PRIOR TO ACCEPTANCE OF THE WORK BY THE DEPARTMENT.



Kimley»Horn F-928



TRAFFIC SIGNAL NOTES

BU 290H

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	-	BU 290H
STATE	DIST.	COUNTY
TEXAS	HOU	WALLER
CONT.	SECT.	JOB
0050	05	070, ETC
		SHEET NO. 004

FILENAME: K:\HOU\TPTO\068928203 - TXDOT HOU TRF WA 3 Misc Study-Signal-FOVTask 2 - Signal Design\CADD\Sheets\HOU-WA3_SHT_403_BU 290H_Traffic_Notes.dgn
 PLOTTED: 6/20/2024 7:37:04 AM



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0050-05-070

DISTRICT Houston
HIGHWAY BU 290H

COUNTY Waller

CONTROL SECTION JOB				0050-05-069		0050-05-070		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00186775		A00186776			
COUNTY				Waller		Waller			
HIGHWAY				BU 290H		BU 290H			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL	EST.	FINAL		
	104-7013	REMOV CONC (SIDEWALK, RAMP OR SUP)	SY	90.000				90.000	
	104-7018	REMOV CONC (CURB OR CURB & GUTTER)	LF	150.000		17.000		167.000	
	162-7002	BLOCK SODDING	SY	20.000				20.000	
	168-7001	VEGETATIVE WATERING	TGL	2.000		2.000		4.000	
	416-7044	DRILL SHAFT (TRF SIG POLE) (36 IN)	LF	56.000		58.000		114.000	
	500-7001	MOBILIZATION	LS			1.000		1.000	
	502-7001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO			10.000		10.000	
	506-7039	TEMP SEDMT CONT FENCE (INSTALL)	LF	250.000		250.000		500.000	
	506-7041	TEMP SEDMT CONT FENCE (REMOVE)	LF	250.000		250.000		500.000	
	506-7043	BIODEG EROSN CONT LOGS (INSTL) (8")	LF	100.000		100.000		200.000	
	506-7046	BIODEG EROSN CONT LOGS (REMOVE)	LF	100.000		100.000		200.000	
	529-7002	CONC CURB (TY II)	LF	150.000		80.000		230.000	
	531-7003	CONC SIDEWALKS (6")	SY	30.000				30.000	
	531-7005	CURB RAMPS (TY 1)	EA	1.000				1.000	
	531-7007	CURB RAMPS (TY 3)	EA	2.000				2.000	
	531-7010	CURB RAMPS (TY 7)	EA	5.000				5.000	
	618-7054	CONDT (PVC) (SCH 80) (2")	LF	90.000		100.000		190.000	
	618-7060	CONDT (PVC) (SCH 80) (3")	LF	70.000		55.000		125.000	
	618-7061	CONDT (PVC) (SCH 80) (3") (BORE)	LF	505.000		580.000		1,085.000	
	618-7065	CONDT (PVC) (SCH 80) (4") (BORE)	LF			20.000		20.000	
	620-7007	ELEC CONDR (NO.8) BARE	LF	665.000		750.000		1,415.000	
	620-7012	ELEC CONDR (NO.4) INSULATED	LF	25.000		95.000		120.000	
	621-7005	TRAY CABLE (4 CONDR) (14 AWG)	LF	595.000		1,275.000		1,870.000	
	624-7007	GROUND BOX TY D (162922)	EA	4.000		5.000		9.000	
	624-7013	REMOVE GROUND BOX	EA	4.000		8.000		12.000	
	628-7148	ELC SRV TY D 120/240 060(NS)SS(E)SP(O)	EA	1.000		1.000		2.000	
	636-7001	ALUMINUM SIGNS (TY A)	SF	22.000				22.000	
	644-7001	IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	2.000				2.000	
	644-7073	REMOVE SM RD SN SUP&AM	EA	1.000				1.000	
	666-7024	REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	320.000		570.000		890.000	
	666-7036	REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	450.000		525.000		975.000	
	666-7042	REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2.000		4.000		6.000	
	666-7066	REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2.000		2.000		4.000	
	666-7081	REFL PAV MRK TY I (W)(RR XING)(100MIL)	EA			2.000		2.000	
	666-7138	RE PV MRK TY I(BLACK)6"(SHADOW)(100MIL)	LF			80.000		80.000	
	666-7202	RE PM TY II (W) (CURB)	LF			410.000		410.000	
	666-7221	RE PM TY II (Y)(CURB)	LF			15.000		15.000	



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0050-05-070

DISTRICT Houston
HIGHWAY BU 290H

COUNTY Waller

CONTROL SECTION JOB				0050-05-069		0050-05-070		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00186775		A00186776			
COUNTY				Waller		Waller			
HIGHWAY				BU 290H		BU 290H			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL	EST.	FINAL		
	666-7290	TY I HIGH PERF PM (W)6"(BRK)(100MIL)	LF			80.000		80.000	
	666-7293	TY I HIGH PERF PM (W)6"(SLD)(100MIL)	LF	40.000		490.000		530.000	
	666-7299	TY I HIGH PERF PM (Y)4"(SLD)(100MIL)	LF	40.000		390.000		430.000	
	666-7346	PAVEMENT SLER 4"	LF	40.000		390.000		430.000	
	666-7347	PAVEMENT SLER 6"	LF	40.000		650.000		690.000	
	666-7348	PAVEMENT SLER 8"	LF	320.000		570.000		890.000	
	666-7352	PAVEMENT SLER 24"	LF	450.000		525.000		975.000	
	666-7353	PAVEMENT SLER (ARROW)	EA	2.000		4.000		6.000	
	666-7354	PAVEMENT SLER (WORD)	EA	2.000		2.000		4.000	
	666-7364	PAVEMENT SLER (RR XING)	EA			2.000		2.000	
	672-7002	REFL PAV MRKR TY I-C	EA	14.000		19.000		33.000	
	672-7004	REFL PAV MRKR TY II-A-A	EA	4.000		22.000		26.000	
	677-7001	ELIM EXT PM & MRKS (4")	LF	64.000		390.000		454.000	
	677-7002	ELIM EXT PM & MRKS (6")	LF	220.000		650.000		870.000	
	677-7004	ELIM EXT PM & MRKS (8")	LF	200.000		570.000		770.000	
	677-7006	ELIM EXT PM & MRKS (12")	LF	450.000				450.000	
	677-7008	ELIM EXT PM & MRKS (24")	LF	450.000		525.000		975.000	
	677-7009	ELIM EXT PM & MRKS (ARROW)	EA	2.000		4.000		6.000	
	677-7015	ELIM EXT PM & MRKS (WORD)	EA	2.000		2.000		4.000	
	677-7019	ELIM EXT PM & MRKS (RR XING)	EA			2.000		2.000	
	678-7001	PAV SURF PREP FOR MRK (4")	LF	40.000		390.000		430.000	
	678-7002	PAV SURF PREP FOR MRK (6")	LF	40.000		650.000		690.000	
	678-7004	PAV SURF PREP FOR MRK (8")	LF	225.000		570.000		795.000	
	678-7008	PAV SURF PREP FOR MRK (24")	LF	450.000		525.000		975.000	
	678-7009	PAV SURF PREP FOR MRK (ARROW)	EA	2.000		4.000		6.000	
	678-7016	PAV SURF PREP FOR MRK (WORD)	EA	2.000		2.000		4.000	
	678-7020	PAV SURF PREP FOR MRK (RR XING)	EA			2.000		2.000	
	680-7003	INSTALL HWY TRF SIG (SYSTEM)	EA	1.000		1.000		2.000	
	680-7004	REMOVING TRAFFIC SIGNALS	EA	1.000		1.000		2.000	
	682-7001	VEH SIG SEC (12")LED(GRN)	EA	8.000		8.000		16.000	
	682-7002	VEH SIG SEC (12")LED(GRN ARW)	EA	2.000		4.000		6.000	
	682-7003	VEH SIG SEC (12")LED(YEL)	EA	8.000		8.000		16.000	
	682-7004	VEH SIG SEC (12")LED(YEL ARW)	EA	4.000		4.000		8.000	
	682-7005	VEH SIG SEC (12")LED(RED)	EA	8.000		8.000		16.000	
	682-7006	VEH SIG SEC (12")LED(RED ARW)	EA	2.000		8.000		10.000	
	682-7018	PED SIG SEC (LED)(COUNTDOWN)	EA	8.000				8.000	
	682-7037	BACKPLATE W/REFL BRDR(4 SEC)	EA	2.000		4.000		6.000	

DISTRICT	COUNTY	CCSJ	SHEET
Houston	Waller	0050-05-070	5A



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0050-05-070

DISTRICT Houston
HIGHWAY BU 290H

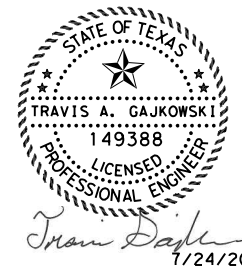
COUNTY Waller

CONTROL SECTION JOB				0050-05-069		0050-05-070		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00186775		A00186776			
COUNTY				Waller		Waller			
HIGHWAY				BU 290H		BU 290H			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL	EST.	FINAL		
	682-7054	BACKPLATE W/REFL BRDR(3 SEC)	EA	8.000		8.000		16.000	
	684-7007	TRF SIG CBL (TY A)(12 AWG)(2 CONDR)	LF	915.000				915.000	
	684-7009	TRF SIG CBL (TY A)(12 AWG)(4 CONDR)	LF	960.000				960.000	
	684-7012	TRF SIG CBL (TY A)(12 AWG)(7 CONDR)	LF	1,025.000		2,555.000		3,580.000	
	684-7021	TRF SIG CBL (TY A)(12 AWG)(16 CONDR)	LF			260.000		260.000	
	686-7031	INS TRF SIG PL AM(S)1 ARM(28')LUM	EA	2.000				2.000	
	686-7039	INS TRF SIG PL AM(S)1 ARM(36')LUM	EA			1.000		1.000	
	686-7043	INS TRF SIG PL AM(S)1 ARM(40')LUM	EA			2.000		2.000	
	686-7047	INS TRF SIG PL AM(S)1 ARM(44')LUM	EA	2.000		1.000		3.000	
	687-7001	PED POLE ASSEMBLY	EA	4.000				4.000	
	688-7001	PED DETECT PUSH BUTTON (APS)	EA	8.000				8.000	
	688-7003	PED DETECTOR CONTROLLER UNIT	EA	1.000				1.000	
	6007-7001	BBU SYSTEM (EXTERNAL BATTERY CABINET)	EA	1.000		1.000		2.000	
	6008-7004	RVDS (PRESENCE DET)(INSTALL ONLY)	EA	4.000		4.000		8.000	
	6008-7005	RVDS (ADVANCE DET)(INSTALL ONLY)	EA	2.000		2.000		4.000	
	16	MATERIAL FURNISHED BY THE STATE (PART)	LS	1.000		1.000		2.000	
	18	LAW ENFORCEMENT: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS			1.000		1.000	
		SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS			1.000		1.000	
		EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS			1.000		1.000	

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 PLOTTED: 7/24/2024 2:05:50 PM

ITEM #	DESC CODE	DESCRIPTION	UNIT	ESTIMATED QUANTITIES		
				US 290H AND 5TH ST	US 290H AND FM 359	TOTAL
104	7013	REMOV CONC (SIDEWALK, RAMP OR SUP)	SY	90		90
104	7018	REMOV CONC (CURB OR CURB & GUTTER)	LF	150	17	167
162	7002	BLOCK SODDING	SY	20		20
168	7001	VEGETATIVE WATERING	MG	2	2	4
416	7044	DRILL SHAFT (TRF SIG POLE) (36 IN)	LF	56	58	114
500	7001	MOBILIZATION	LS			1
502	7001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO			10
506	7039	TEMP SEDMT CONT FENCE (INSTALL)	LF	250	250	500
506	7041	TEMP SEDMT CONT FENCE (REMOVE)	LF	250	250	500
506	7043	BIODEG EROSN CONT LOGS (INSL) (8")	LF	100	100	200
506	7046	BIODEG EROSN CONT LOGS (REMOVE)	LF	100	100	200
529	7002	CONC CURB (TY II)	LF	150	80	230
531	7003	CONC SIDEWALKS (6")	SY	30		30
531	7005	CURB RAMPS (TY 1)	EA	1		1
531	7007	CURB RAMPS (TY 3)	EA	2		2
531	7010	CURB RAMPS (TY 7)	EA	5		5
618	7054	CONDT (PVC) (SCH 80) (2")	LF	90	100	190
618	7060	CONDT (PVC) (SCH 80) (3")	LF	70	55	125
618	7061	CONDT (PVC) (SCH 80) (3") (BORE)	LF	505	580	1085
618	7065	CONDT (PVC) (SCH 80) (4") (BORE)	LF		20	20
620	7007	ELEC CONDR (NO. 8) BARE	LF	665	750	1415
620	7012	ELEC CONDR (NO. 4) INSULATED	LF	25	95	120
621	7006	TRAY CABLE (4 CONDR) (12 AWG)	LF	595	1275	1870
624	7007	GROUND BOX TY D (162922)	EA	4	5	9
624	7013	REMOVE GROUND BOX	EA	4	8	12
628	7148	ELC SRV TY D 120/240 060(NS)SS(E)SP(O)	EA	1	1	2
680	7003	INSTALL HWY TRF SIG (SYSTEM)	EA	1	1	2
	**	CONTROLLER, FULL ACTUATED W/CABINET TS2-TYPE 1	EA	1	1	2
	**	TRAFFIC SIGNAL CONTROLLER CONCRETE BASEPAD FOUNDATION	EA	1	1	2
	**	ROD, 5/8" X 10' COPPER - CLAD GROUND (CONTROLLER ONLY)	EA	1	1	2
	**	MAST ARM, 8' LUMINAIRE	EA	4	4	8
	**	PTZ CAMERA	EA		1	1
	**	PTZ ETHERNET CABLE (CAT5)	LF		280	280
	**	LUMINAIRE W/LED (250W EQ)	EA	4	4	8
	**	4G LTE CELLULAR MODEM WITH ANTENNA AND POWER SUPPLY	EA	1	1	2
	**	DETECTOR UNIT (DUAL CHANNEL)	EA	1	1	2
	**	DETECTOR CARD RACK (8 SLOTS) AND (4 SLOTS)	EA	1	1	2
	**	REGULATORY SIGN - R10-12	EA	2		2
	**	REGULATORY SIGN - R10-17T	EA	2		2
	**	STREET NAME SIGN, "BUSINESS US 290"	EA	2	2	4
	**	STREET NAME SIGN, "5TH ST"	EA	2		2
	**	STREET NAME SIGN, "FM 359"	EA		2	2
	**	SIGN, "LEFT TURN YIELD ON GREEN" (R10-12) (30" X 36")	EA	2		2
	**	SIGN, "LEFT TURN YIELD ON FYA" (R10-12) (30" X 30")	EA	2		2
	**	18-INCH CABINET BASE EXTENSION	EA	1	1	2
680	7004	REMOVING TRAFFIC SIGNALS	EA	1	1	2
682	7001	VEH SIG SEC (12")LED(GRN)	EA	8	8	16
682	7002	VEH SIG SEC (12")LED(GRN ARW)	EA	2	4	6
682	7003	VEH SIG SEC (12")LED(YEL)	EA	8	8	16
682	7004	VEH SIG SEC (12")LED(YEL ARW)	EA	4	4	8
682	7005	VEH SIG SEC (12")LED(RED)	EA	8	8	16
682	7006	VEH SIG SEC (12")LED(RED ARW)	EA	2	8	10
682	7018	PED SIG SEC (LED) (COUNTDOWN)	EA	8		8
682	7043	BACKPLATE W/REF BRDR (4 SEC) (VENT) ALUM	EA	2	4	6
682	7042	BACKPLATE W/REF BRDR (3 SEC) (VENT) ALUM	EA	8	8	16
684	7007	TRF SIG CBL (TY A) (12 AWG) (2 CONDR)	LF	915		915
684	7009	TRF SIG CBL (TY A) (12 AWG) (4 CONDR)	LF	960		960
684	7012	TRF SIG CBL (TY A) (12 AWG) (7 CONDR)	LF	1025	2555	3580
684	7021	TRF SIG CBL (TY A) (12 AWG) (16 CONDR)	LF		260	260
686	7031	INS TRF SIG PL AM(S)1 ARM(28')LUM	EA	2		2
686	7039	INS TRF SIG PL AM(S)1 ARM(36')LUM	EA		1	1
686	7043	INS TRF SIG PL AM(S)1 ARM(40')LUM	EA		2	2
686	7047	INS TRF SIG PL AM(S)1 ARM(44')LUM	EA	2	1	3
687	7001	PED POLE ASSEMBLY	EA	4		4
	**	SCREW-IN TYPE ANCHOR FOUNDATION	EA	3		3
688	7001	PED DETECT PUSH BUTTON (APS)	EA	8		8
	**	SIGN, PEDESTRIAN PUSH BUTTON (9" X 15") (R10-3eL)	EA	4		4
	**	SIGN, PEDESTRIAN PUSH BUTTON (9" X 15") (R10-3eR)	EA	4		4
688	7003	PED DETECTOR CONTROLLER UNIT	EA	1		1
6007	7001	BBU SYSTEM (EXTERNAL BATTERY CABINET)	EA	1	1	2
6008*	7004	RVDS (PRESENCE DET ONLY) (INSTALL ONLY)	EA	4	4	8
	**	6/C-RADAR SMARTSENSOR CABLE	LF	590		590
	**	DETECTOR CARD	EA	1		1
6008*	7005	RVDS (ADVANCE DET ONLY) (INSTALL ONLY)	EA	2	2	4
	**	6/C-RADAR SMARTSENSOR CABLE	LF	365		365
	**	DETECTOR CARD	EA	1		1

* RVDS UNITS WILL BE PROVIDED BY TXDOT THROUGH STATE FORCE ACCOUNT
 ** ITEM WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO ITEM ABOVE



Kimley»Horn
 F-928



TRAFFIC SIGNAL

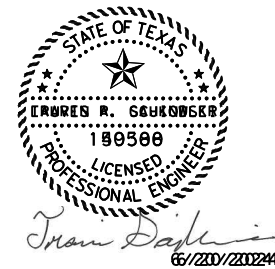
SUMMARY OF PERMANENT TRAFFIC SIGNAL QUANTITIES

BU 290H

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	-	BU 290H
STATE	DIST.	COUNTY
TEXAS	HOU	WALLER
CONT.	SECT.	JOB
0050	05	070, ETC
		SHEET NO.
		006

FILENAME: K:\HOU_TPTO\068928203 - TxDOT HOU TRF WA 3 Misc Study-Signal-FO\Task 2 - Signal Design\CADD\Sheets\HOU-WA3_SHT_404b_BU 290H_Quantities.dgn
 PLOTTED: 6/20/2024 7:37:06 AM

ESTIMATED QUANTITIES						
ITEM #	DESC CODE	DESCRIPTION	UNIT	QUANTITY		
				US 290H AND 5TH ST	US 290H AND FM 359	TOTAL
636	7001	ALUMINUM SIGNS (TY A)	SF	22		22
644	7001	IN SM RD SN SUP&AM TY10BWG (1) SA (P)	EA	2		2
644	7073	REMOVE SM RD SN SUP&AM	EA	1		1
666	7024	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	LF	320	570	890
666	7036	REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	LF	450	525	975
666	7042	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	2	4	6
666	7066	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	2	2	4
666	7081	REFL PAV MRK TY I (W) (RR XING) (100MIL)	EA		2	2
666	7138	RE PV MRK TY I (BLACK) 6" (SHADOW) (100MIL)	LF		80	80
666	7202	RE PM TY II (W) (CURB)	LF		410	410
666	7221	RE PM TY II (Y) (CURB)	LF		15	15
666	7290	TY I HIGH PERF PM (W) 6" (BRK) (100MIL)	LF		80	80
666	7293	TY I HIGH PERF PM (W) 6" (SLD) (100MIL)	LF	40	490	530
666	7299	TY I HIGH PERF PM (Y) 4" (SLD) (100MIL)	LF	40	390	430
666	7346	PAVEMENT SLER 4"	LF	40	390	430
666	7347	PAVEMENT SLER 6"	LF	40	650	690
666	7348	PAVEMENT SLER 8"	LF	320	570	890
666	7352	PAVEMENT SLER 24"	LF	450	525	975
666	7353	PAVEMENT SLER (ARROW)	EA	2	4	6
666	7354	PAVEMENT SLER (WORD)	EA	2	2	4
666	7364	PAVEMENT SLER (RR XING)	EA		2	2
672	7002	REFL PAV MRKR TY I-C	EA	14	19	33
672	7004	REFL PAV MRKR TY II-A-A	EA	4	22	26
677	7001	ELIM EXT PM & MRKS (4")	LF	64	390	454
677	7002	ELIM EXT PM & MRKS (6")	LF	220	650	870
677	7004	ELIM EXT PM & MRKS (8")	LF	200	570	770
677	7008	ELIM EXT PM & MRKS (24")	LF	450	525	975
677	7009	ELIM EXT PM & MRKS (ARROW)	EA	2	4	6
677	7015	ELIM EXT PM & MRKS (WORD)	EA	2	2	4
677	7019	ELIM EXT PM & MRKS (RR XING)	EA		2	2
678	7001	PAV SURF PREP FOR MRK (4")	LF	40	390	430
678	7002	PAV SURF PREP FOR MRK (6")	LF	40	650	690
678	7004	PAV SURF PREP FOR MRK (8")	LF	225	570	795
677	7006	ELIM EXT PM & MRKS (12")	LF	450		450
678	7008	PAV SURF PREP FOR MRK (24")	LF	450	525	975
678	7009	PAV SURF PREP FOR MRK (ARROW)	EA	2	4	6
678	7016	PAV SURF PREP FOR MRK (WORD)	EA	2	2	4
678	7020	PAV SURF PREP FOR MRK (RR XING)	EA		2	2



Kimley»Horn F-928

Texas Department of Transportation
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TRAFFIC SIGNAL

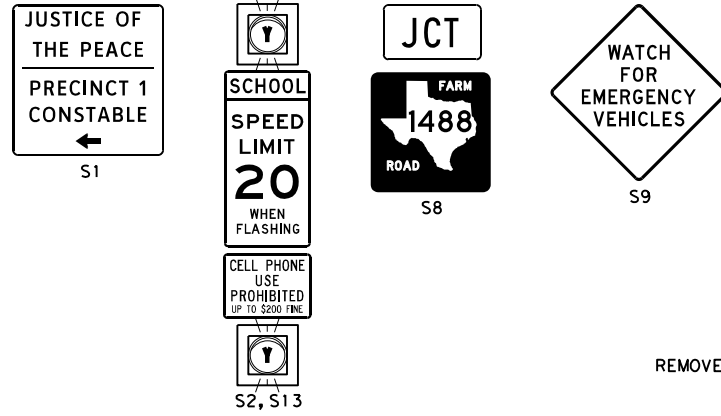
SUMMARY OF PERMANENT SIGNING AND STRIPING QUANTITIES

BU 290H

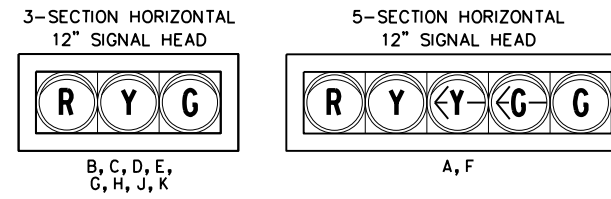
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6	-	BU 290H
STATE	DIST.	COUNTY
TEXAS	HOU	WALLER
CONT.	SECT.	JOB
0050	05	070, ETC

SHEET NO. 007

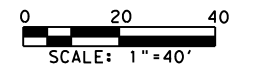
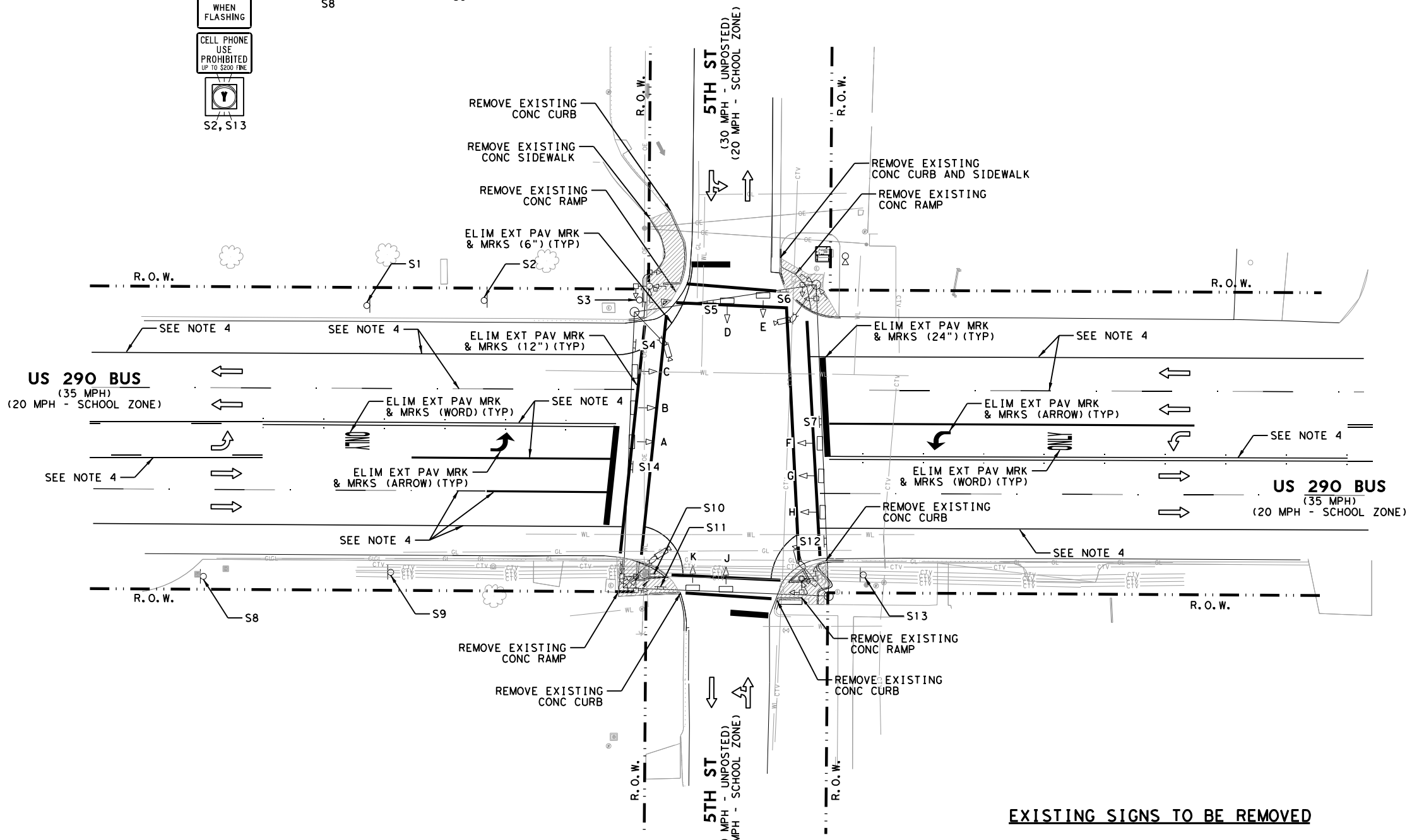
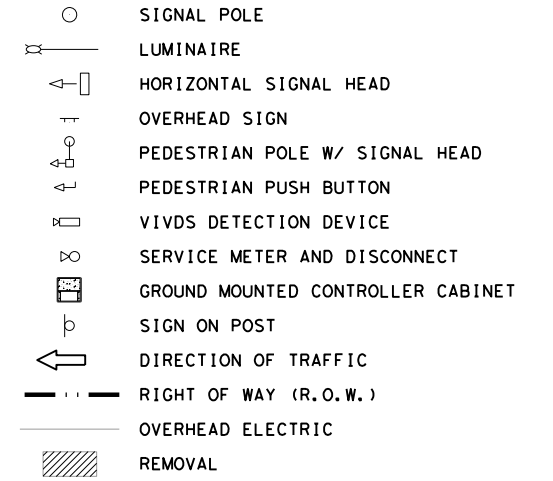
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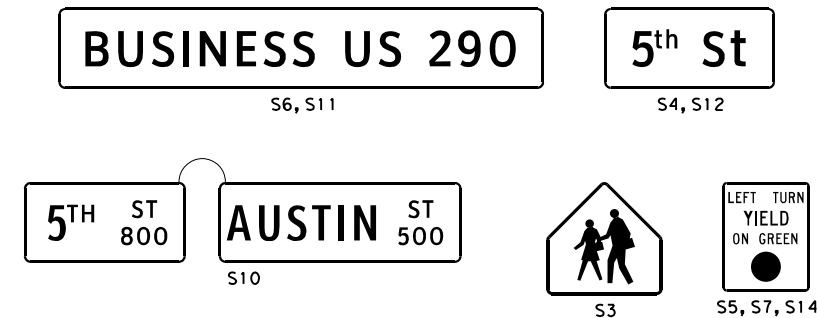
EXISTING SIGNAL HEADS



EXISTING LEGEND



EXISTING SIGNS TO BE REMOVED



NOTES:

1. THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR SHALL CALL UTILITY LOCATOR SERVICE AT LEAST 48 HOURS PRIOR TO COMMENCING WORK TEXAS "ONE-CALL" SYSTEM: 1-800-245-4545.
3. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY DAMAGES CAUSED BY THE FAILURE TO LOCATE AND PRESERVE THE UNDERGROUND FACILITIES.
4. THE CONTRACTOR SHALL ELIMINATE EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH PAVEMENT MARKINGS. REFER TO PAVEMENT MARKING SHEET FOR ADDITIONAL INFORMATION.
5. REMOVE ALL EXISTING TRAFFIC SIGNAL INFRASTRUCTURE INCLUDING SIGNAL POLES, MAST ARMS, PEDESTRIAN POLES, CABINET, AND ALL TRAFFIC SIGNAL ELEMENTS PER TXDOT STANDARDS AND SPECIFICATIONS.

Kimley»Horn F-928



EXISTING CONDITIONS AND REMOVALS

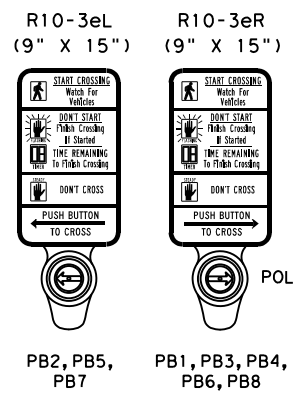
BU 290H AT 5TH ST

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	-	BU 290H
STATE	DIST.	COUNTY
TEXAS	HOU	WALLER
CONT.	SECT.	JOB
0050	05	070, ETC
SHEET NO.		009

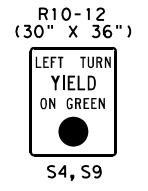
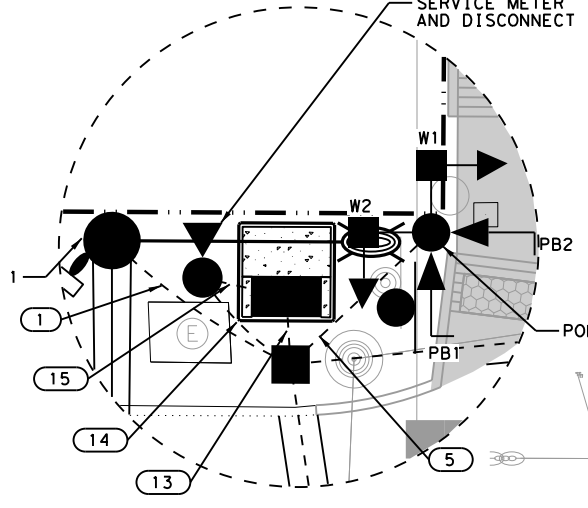
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 PLOTTED: 6/20/2024 7:37:10 AM

FILENAME: K:\HOU\TPT\068928203 - TxDOT HOU TRF WA 3 Misc Study-Signal-FOVTask 2 - Signal Design\CADD\Sheets\HOU-WA3_SHT_406-BU 290H at 5th-Proposed-Layout.dgn
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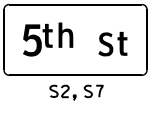
PROPOSED PEDESTRIAN SIGNS



DETAIL A
SCALE: 1"=10'

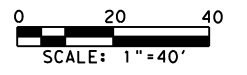


PROPOSED SIGNS



PROPOSED LEGEND

- SIGNAL POLE W/ MAST ARM
- LUMINAIRE
- HORIZONTAL SIGNAL HEAD
- OVERHEAD SIGN
- PEDESTRIAN POLE W/ SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- RADAR PRESENCE DETECTION DEVICE (RPDD)
- RADAR ADVANCED DETECTION DEVICE (RADD)
- TYPE D GROUND BOX
- CONDUIT (TRENCH)
- CONDUIT (BORE)
- SERVICE METER AND DISCONNECT
- GROUND MOUNTED CONTROLLER CABINET
- PROP SIGN ON POST
- EXIST SIGN ON POST
- DIRECTION OF TRAFFIC
- RIGHT OF WAY (R.O.W.)

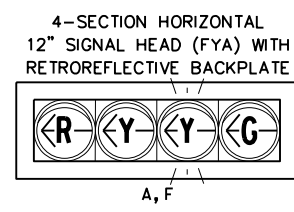
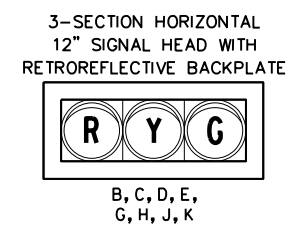
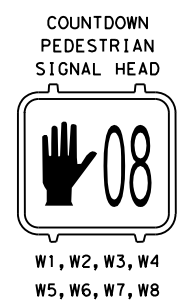


US 290 BUS
(35 MPH)
(20 MPH - SCHOOL ZONE)

US 290 BUS
(35 MPH)
(20 MPH - SCHOOL ZONE)

5TH ST
(30 MPH - UNPOSTED)
(20 MPH - SCHOOL ZONE)

PROPOSED SIGNAL HEADS



NOTES:

1. THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR SHALL CALL UTILITY LOCATOR SERVICE AT LEAST 48 HOURS PRIOR TO COMMENCING WORK TEXAS "ONE-CALL" SYSTEM: 1-800-245-4545.
3. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY DAMAGES CAUSED BY THE FAILURE TO LOCATE AND PRESERVE THE UNDERGROUND FACILITIES.

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TRAFFIC SIGNAL

PROPOSED TRAFFIC SIGNAL

BU 290H AT 5TH ST

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	-	BU 290H
STATE	DIST.	COUNTY
TEXAS	HOU	WALLER
CONT.	SECT.	JOB
0050	05	070, ETC
		SHEET NO. 010

FILENAME: K:\HOU\TPT\068928203 - TxDOT HOU TRF WA 3 Misc Study-Signal-FOVTask 2 - Signal Design\CADD\Sheets\HOU-WA3-SHT_407_BU_290H at 5th_Proposed_Details.dgn
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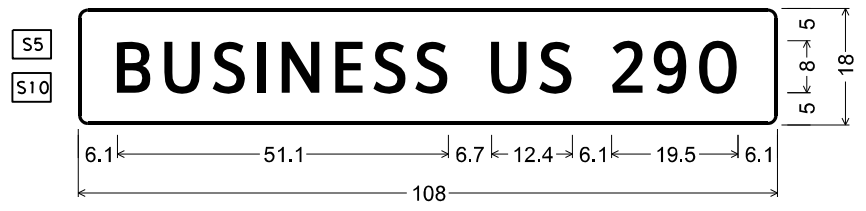
CONDUIT AND CONDUCTOR RUNS																						
RUN NO.	CONDUIT (618)						CONDUCTORS (620)				TRAY CABLE (621)		CABLES (684)						RADAR		RADAR	
	PVC						POWER		GROUND		LUMINAIRE		PEDESTRIAN		SIGNAL		PRESENCE RADAR		ADVANCED RADAR			
	2" (SCHD 80)		3" (SCHD 80)				#4 INSULATED		#8 BARE		#12/4C Tray Cable		#12/2C		#12/4C		#12/7C		# 18/2C & #22/4C		# 18/2C & #22/4C	
	(7054)		(7060)		(7061)		(7012)		(7007)		(7006)		(7007)		(7009)		(7012)		(Subsidiary)		(Subsidiary)	
	NO.	TRENCH	NO.	TRENCH	NO.	BORE	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	
1			1	15					1	15	1	15					2	15	1	15	1	15
2			1	10					1	10	1	10					1	10	1	15		
3			1	15					1	15	1	15					2	15	1	15	1	15
4			1	5					1	5	1	5					1	5	1	5		
5	1	15							1	15					2	15	2	15				
6	1	15							1	15					2	15	2	15				
7	1	10							1	10					2	10	2	10				
8	1	15							1	15					2	15	2	15				
9					1	60			1	60	1	60	2	60	2	60	2	60	1	60	1	60
10					2	100			2	100	2	100	4	100	4	100	3	100	2	100	1	100
11*					1	100			1	100												
12					2	60			2	60	1	60	2	60	2	60	1	60	1	60	1	60
13	1	10	2	10					3	10			8	10	8	10	6	10	4	10	2	10
14	1	10							1	10	4	10										
15	1	10					2	10	1	10												
POLE 1											1	40					2	20	1	20	1	20
SMA 44'																	2	45			1	45
POLE 2											1	40					1	20	1	20		
SMA 28'																	1	30				
POLE 3											1	40					2	20	1	20	1	20
SMA 44'																	2	45			1	45
POLE 4											1	40					1	20	1	20		
SMA 28'																	1	30				
POLE 5													2	5	2	10						
POLE 6													2	5	2	10						
POLE 7													2	5	2	10						
POLE 8													2	5	2	10						
TOTAL (LF)		85		65		480		20		630		565		870		910		975		490		400
EST. TOTAL		90		70		505		25		665		595		915		960		1025		515		420

* RUN 11 CONDUIT FOR FUTURE USE

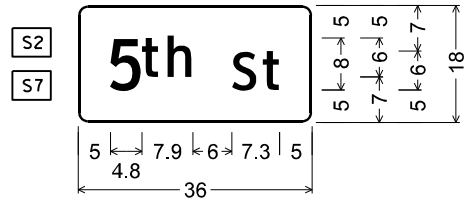
TRAFFIC POLE SCHEDULE								
POLE	1	2	3	4	5	6	7	8
FOUNDATION	36-B	36-A	36-B	36-A	SCREW-IN	SCREW-IN	SCREW-IN	SCREW-IN
ATTACHMENTS	44' MAST ARM, RPDD1, RADD1 LUMINAIRE	28' MAST ARM, RPDD2, LUMINAIRE	44' MAST ARM, RPDD3, RADD2 LUMINAIRE	28' MAST ARM, RPDD4, LUMINAIRE	PEDESTRIAN POLE W1, W2, PB1, PB2	PEDESTRIAN POLE W3, W4, PB3, PB4	PEDESTRIAN POLE W5, W6, PB5, PB6	PEDESTRIAN POLE W7, W8, PB7, PB8

ELECTRICAL SERVICE DATA											
ELEC. SERVICE ID	ELECTRICAL SERVICE DESCRIPTION (SEE ED(5,6,7)-14)	SERVICE CONDUIT SIZE (RMC)	SERVICE CONDUCTORS NO./SIZE	SAFETY SWITCH AMPS	MAIN DISCONNECT CKT. BRK. POLE/AMP	TWO-POLE CONTACTOR AMPS	PANELBD./LOADC ENTER AMP RATING (MIN)	CIRCUIT NO.	BRANCH CKT. BRK. POLE/AMPS	BRANCH CIRCUIT AMPS	KVA LOAD
ES1	TY D (120/240) 060 (NS) SS (E) SP (O)	1 1/4	3/ #6	N/A	2P/60	30	100	T. S.	1P/40	30	5
								LIGHTING	2P/20	8	

PROPOSED SIGNS DETAILS



1.5" Radius, 0.5" Border, White on Green;
 "BUSINESS US 290", ClearviewHwy-3-W;



1.5" Radius, 0.4" Border, White on Green;
 "5th", ClearviewHwy-3-W;
 "St", ClearviewHwy-3-W;

VEHICLE DETECTOR CHART			
DETECTOR	APPROACH	TYPE	MOUNTING LOCATION
RPDD1	EASTBOUND	PRESENCE	POLE 1
RPDD2	SOUTHBOUND	PRESENCE	POLE 2
RPDD3	WESTBOUND	PRESENCE	POLE 3
RPDD4	NORTHBOUND	PRESENCE	POLE 4
RADD1	WESTBOUND	ADVANCED	POLE 1 MAST ARM
RADD2	EASTBOUND	ADVANCED	POLE 3 MAST ARM



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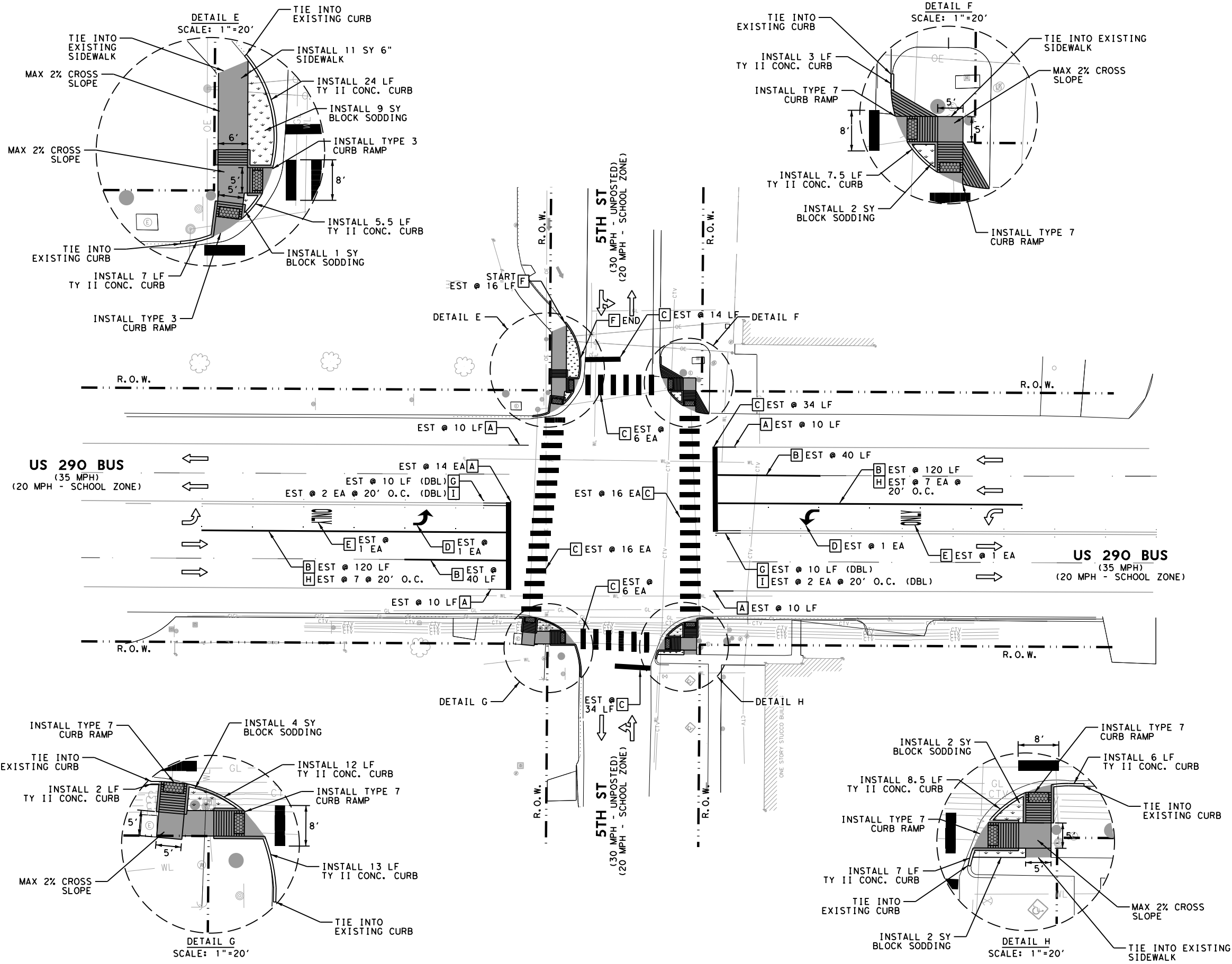
TRAFFIC SIGNAL

PROPOSED TRAFFIC SIGNAL DETAILS

BU 290H AT 5TH ST

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	-	BU 290H
STATE	DIST.	COUNTY
TEXAS	HOU	WALLER
CONT.	SECT.	JOB
0050	05	070, ETC
SHEET NO.		011

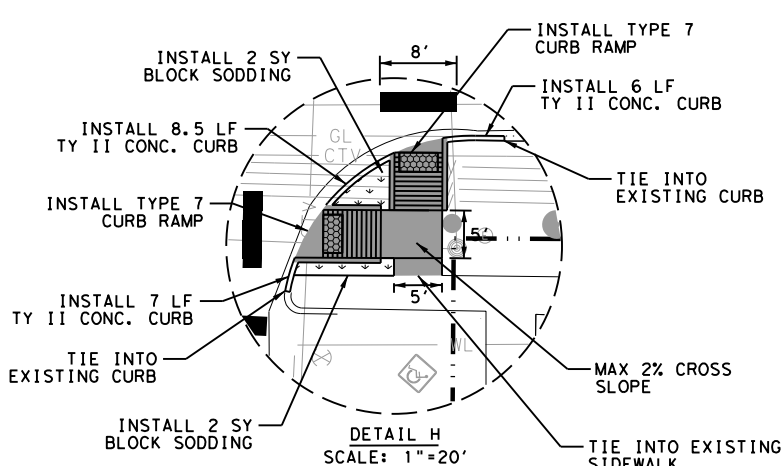
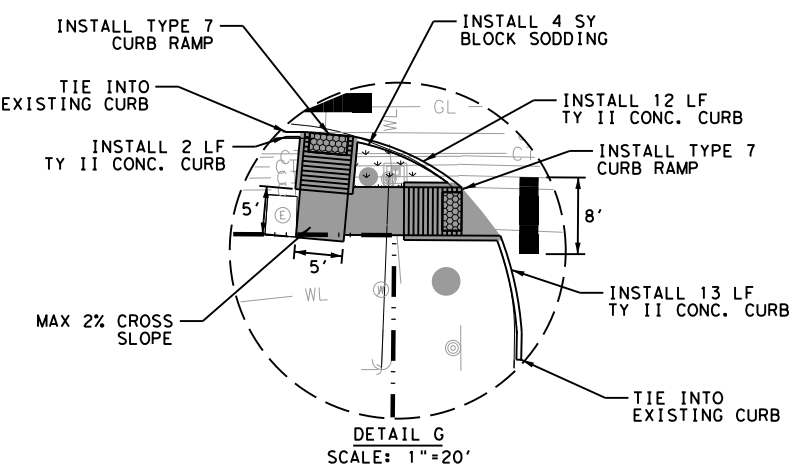
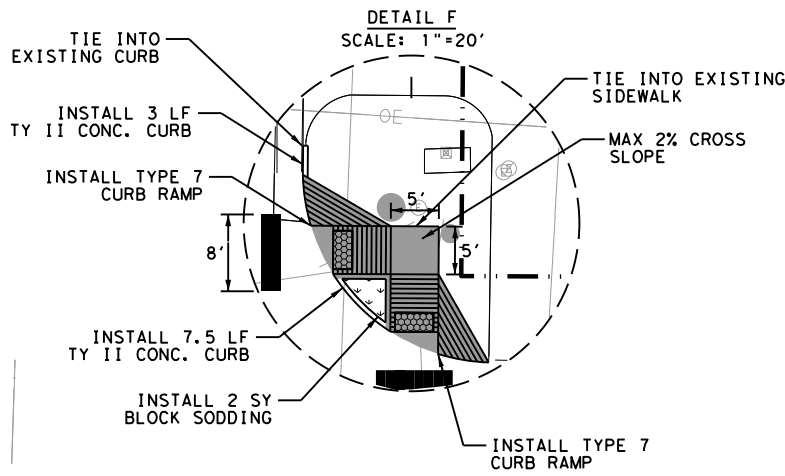
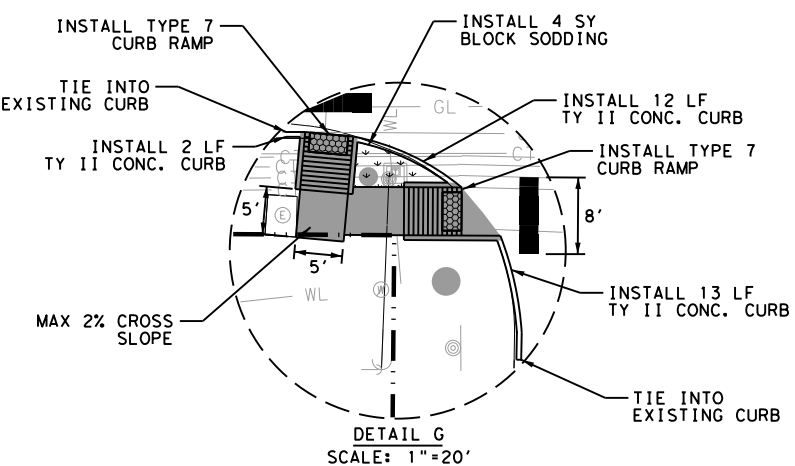
FILENAME: K:\HOU\TPT\068928203 - TxDOT HOU TRF WA 3 Misc Study-Signal-FOVTask 2 - Signal Design\CADD\Sheets\HOU-WA3_SHT_408_BU 290H at 5th_Striping.dgn
 PLOTTED: 6/20/2024 7:37:18 AM



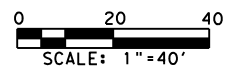
US 290 BUS
 (35 MPH)
 (20 MPH - SCHOOL ZONE)

US 290 BUS
 (35 MPH)
 (20 MPH - SCHOOL ZONE)

5TH ST
 (30 MPH - UNPOSTED)
 (20 MPH - SCHOOL ZONE)



- LEGEND**
- A PAV MARK WHITE 6" SOLID
 - B PAV MARK WHITE 8" SOLID
 - C PAV MARK WHITE 24" SOLID
 - D PAV MARK - ARROW
 - E PAV MARK "ONLY" WORD
 - F PAV MARK YELLOW CURB
 - G PAV MARK YELLOW 4" SOLID
 - H TY I-C MARKER
 - I TY II A-A MARKER
 - CONCRETE PAVING
 - BLOCK SODDING
 - DIRECTION OF TRAVEL



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PROPOSED PAVEMENT MARKINGS AND PEDESTRIAN RAMPS

BU 290H AT 5TH ST

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	-	BU 290H
STATE	DIST.	COUNTY
TEXAS	HOU	WALLER
CONT.	SECT.	JOB
0050	05	070, ETC
		SHEET NO.
		012

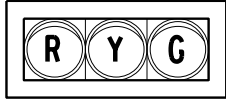
NOTES:

- EXISTING STRIPING TO BE REMOVED WHERE IN CONFLICT WITH PROPOSED STRIPING.

FILENAME: K:\HOU\TPT\068928203 - TxDOT HOU TRF WA 3 Misc Study-Signal-FOVTask 2 - Signal Design\CADD\Sheets\HOU-WA3_SHT_409_BU 290H at FM 359_Existing.dgn
 PLOTTED: 6/20/2024 7:37:20 AM

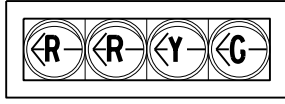
EXISTING SIGNAL HEADS

3-SECTION HORIZONTAL
12" SIGNAL HEAD



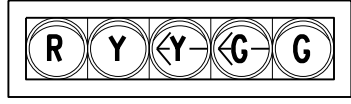
B, C, E, F,
H, J, L, M

4-SECTION HORIZONTAL
12" SIGNAL HEAD



A, D, K

5-SECTION HORIZONTAL
12" SIGNAL HEAD



G

ELIM GROUND
BOXES (TYP.)

ELIM EXT PAV
MRK & MRKS (RR
XING) (TYP)

SEE NOTE 4

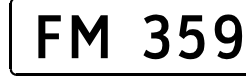
ELIM EXT PAV MRK
& MRKS (24") (TYP)

ELIM EXT PAV MRK
& MRKS (8") (TYP)

EXISTING SIGNS TO BE REMOVED



S4, S7



S3, S6



S5

WARNING:
HIGH PRESSURE GAS
LINE IN AREA

GROUND MOUNTED
CONTROLLER
CABINET

SERVICE METER

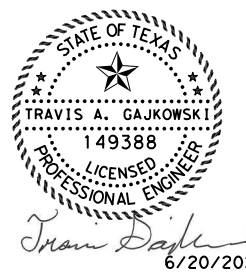
OVERHEAD POWER LINES

EXISTING LEGEND

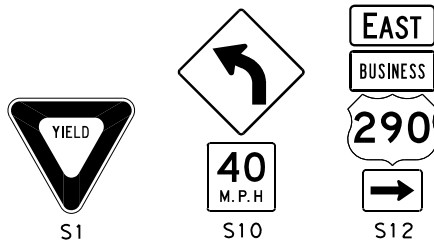
- SIGNAL POLE
- ⊥ LUMINAIRE
- ⊥ HORIZONTAL SIGNAL HEAD
- ⊥ OVERHEAD SIGN
- ⊥ PEDESTRIAN POLE W/ SIGNAL HEAD
- ⊥ PEDESTRIAN PUSH BUTTON
- ⊥ VIVDS DETECTION DEVICE
- ⊥ ANTENNA
- GROUND BOX
- CONDUIT
- ⊗ SERVICE METER AND DISCONNECT
- ⊥ GROUND MOUNTED CONTROLLER CABINET
- ⊥ SIGN ON POST
- ← DIRECTION OF TRAFFIC
- R.O.W. (RIGHT OF WAY)
- OVERHEAD ELECTRIC



0 20 40
SCALE: 1"=40'



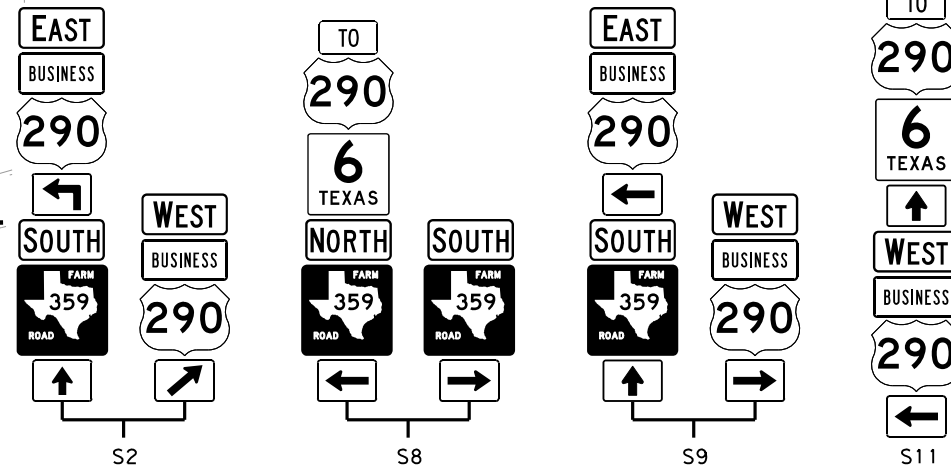
EXISTING SIGNS TO REMAIN



ELIM GROUND
BOXES (TYP.)

UPRR RAILROAD TRACKS

EXISTING SIGNS TO REMAIN CONTINUED



NOTES:

1. THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR SHALL CALL UTILITY LOCATOR SERVICE AT LEAST 48 HOURS PRIOR TO COMMENCING WORK TEXAS "ONE-CALL" SYSTEM: 1-800-245-4545.
3. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY DAMAGES CAUSED BY THE FAILURE TO LOCATE AND PRESERVE THE UNDERGROUND FACILITIES.
4. THE CONTRACTOR SHALL ELIMINATE EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH PROPOSED PAVEMENT MARKINGS. REFER TO PAVEMENT MARKING SHEET FOR ADDITIONAL INFORMATION.

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EXISTING CONDITIONS AND REMOVALS

BU 290H AT FM 359

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	-	BU 290H
STATE	DIST.	COUNTY
TEXAS	HOU	WALLER
CONT.	SECT.	JOB
0050	05	070, ETC

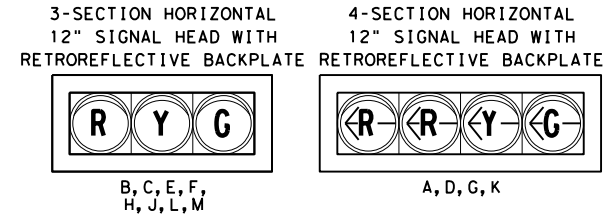
SHEET NO. 013

PROPOSED SIGNS

BUSINESS US 290
S2, S4

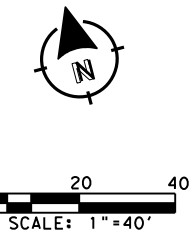
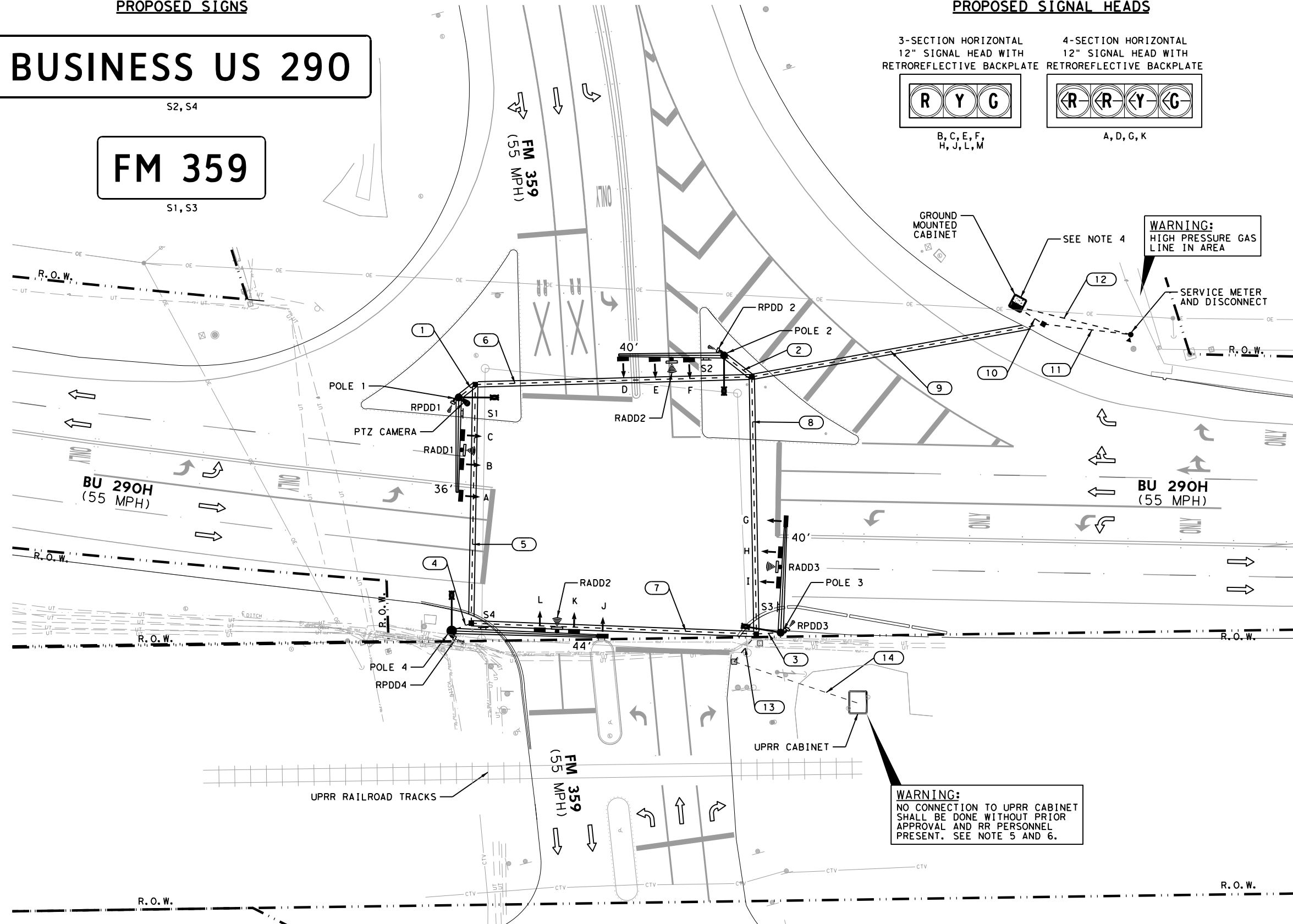
FM 359
S1, S3

PROPOSED SIGNAL HEADS



PROPOSED LEGEND

- SIGNAL POLE W/ MAST ARM
- LUMINAIRE
- HORIZONTAL SIGNAL HEAD
- OVERHEAD SIGN
- PEDESTRIAN POLE W/ SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- RADAR PRESENCE DETECTION DEVICE (RPDD)
- RADAR ADVANCE DETECTION DEVICE (RADD)
- PTZ CAMERA
- EXIST TYPE D GROUND BOX
- EXIST CONDUIT
- PROP TYPE D GROUND BOX
- PROP CONDUIT (TRENCH)
- PROP CONDUIT (BORE)
- SERVICE METER AND DISCONNECT
- GROUND MOUNTED CONTROLLER CABINET
- SIGN ON POST
- DIRECTION OF TRAFFIC
- RIGHT OF WAY (R.O.W.)



WARNING:
NO CONNECTION TO UPRR CABINET SHALL BE DONE WITHOUT PRIOR APPROVAL AND RR PERSONNEL PRESENT. SEE NOTE 5 AND 6.

NOTES:

1. THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR SHALL CALL UTILITY LOCATOR SERVICE AT LEAST 48 HOURS PRIOR TO COMMENCING WORK TEXAS "ONE-CALL" SYSTEM: 1-800-245-4545.
3. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY DAMAGES CAUSED BY THE FAILURE TO LOCATE AND PRESERVE THE UNDERGROUND FACILITIES.
4. EXISTING PRE-EMPTION CABLE TO BE DISCONNECTED FROM EXISTING TRAFFIC CONTROLLER REROUTED AND RECONNECTED TO PROPOSED TRAFFIC SIGNAL CONTROLLER.
5. THE TRAFFIC SIGNAL CONNECTION TO UPRR CABINET SHALL BE DONE ONLY AFTER CONTACTING UPRR AND OBTAINING NECESSARY PERMISSION. IN NO INSTANCE SHALL THE UPRR CABINET BE ACCESSED TO TIE-IN THE PROPOSED TRAFFIC SIGNAL WITHOUT PRIOR APPROVAL. ALL SUCH WORK RELATED TO CONNECTING THE TRAFFIC SIGNAL TO THE RAIL CABINET SHALL BE DONE IN COORDINATION WITH THEIR AUTHORITIES AND WITH UPRR PERSONNEL ON SITE.
6. CONTACT UPRR AT 1-402-544-5000 or 1-888-870-8777 TO INFORM THEM OF NEED TO CONNECT TRAFFIC SIGNAL TO RAIL CONTROLLER CABINET. THE EXISTING TRAFFIC SIGNAL HAS RAIL PRE-EMPTION AND ASSOCIATED INFORMATION ARE AS BELOW:
LOCATION: DOT 743-142T
RR MILEPOST: 42.32
SUBDIVISION: EUREKA SUB

Kimley»Horn F-928

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PROPOSED TRAFFIC SIGNAL

BU 290H AT FM 359

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	-	BU 290H
STATE	DIST.	COUNTY
TEXAS	HOU	WALLER
CONT.	SECT.	JOB
0050	05	070, ETC

SHEET NO. 014

FILENAME: K:\HOU\TPT\068928203 - TxDOT HOU TRF WA 3 Misc Study-Signal-FOVTask 2 - Signal Design\CADD\Sheets\HOU-WA3_SHT_410_BU_290H at FM 359_Proposed_Layout.dgn
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 PLOTTED: 6/20/2024 7:37:23 AM

CONDUIT AND CONDUCTOR RUNS																											
RUN NO.	CONDUIT (618)								CONDUCTORS (620)				TRAY CABLE (621)		CABLES (684)				RADAR		RADAR		PTZ CAMERA (SUBSIDIARY TO 680)				
	PVC								POWER		GROUND		LUMINAIRE		SIGNAL		RAILROAD PRE-EMPTION		PRESENCE RADAR		ADVANCED RADAR		ETHERNET				
	2" (SCHD 80)		3" (SCHD 80)			4" (SCHD 80)			#4 INSULATED		#8 BARE		#12/4C Tray Cable		#12/7C		#12/16C		# 18/2C & #22/4C		# 18/2C & #22/4C		CAT 5				
	(7054)		(7060)			(7061)			(7065)		(7012)		(7007)		(7006)		(7012)		(7017)		(Subsidiary)		(Subsidiary)		(Subsidiary)		
	NO.	TRENCH	NO.	TRENCH	NO.	BORE	NO.	BORE	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.
EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF	EA	LF
1				1	10					1	10	1	10	2	10			1	10	1	10	1	10				
2				1	15					1	15	1	15	2	15			1	15	1	15						
3		1	10							1	10	1	10	2	10			1	10	1	10						
4		1	10							1	10	1	10	2	10			1	10	1	10						
5				1	95					1	95	1	95	2	95			1	95	1	95						
6				1	105					1	105	2	105	4	105			2	105	2	105	1	105				
7				1	110					1	110																
8				1	100					1	100	1	100	2	100	1	100	1	100	1	100						
9				1	115					1	115	4	115	8	115	1	115	4	115	4	115	1	115				
10	1	15	2	15						3	15			8	15	1	15	4	15	4	15	1	15				
11*	1	35								1	35	4	35														
12	1	45						2	45	1	45																
13						1	15			1	15					1	15										
14**																											
POLE 1												1	40	2	20			1	20	1	20	1	20				
SMA 36'														2	40					1	40						
POLE 2												1	40	2	20			1	20	1	20						
SMA 40'														2	40					1	40						
POLE 3												1	40	2	20			1	20	1	20						
SMA 40'														2	40					1	40						
POLE 4												1	40	2	20			1	20	1	20						
SMA 44'														2	45					1	45						
TOTAL (LF)		95		50		550		15		90		710		1210			245		1050		1215			265			
EST. TOTAL		100		55		580		20		95		750		1275			2555		260		1105			1280	280		

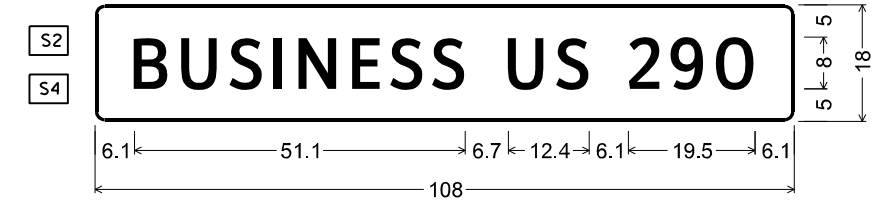
* RUN 11 CONDUIT FOR FUTURE USE
 ** RUN 14 CONTAINS EXISTING CONDUIT AND EXISTING RAILROAD PRE-EMPTION TO REMAIN.

VEHICLE DETECTOR CHART			
DETECTOR	APPROACH	TYPE	MOUNTING LOCATION
RPDD1	EASTBOUND	PRESENCE	POLE 1
RADD1	WESTBOUND	ADVANCE	POLE 1 MAST ARM
RPDD2	SOUTHBOUND	PRESENCE	POLE 2
RADD2	NORTHBOUND	ADVANCE	POLE 2 MAST ARM
RPDD3	WESTBOUND	PRESENCE	POLE 3
RADD3	EASTBOUND	PRESENCE	POLE 3 MAST ARM
RPDD4	NORTHBOUND	PRESENCE	POLE 4
RADD4	SOUTHBOUND	ADVANCE	POLE 4 MAST ARM

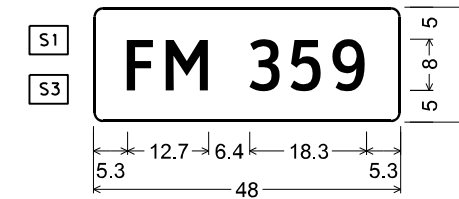
TRAFFIC POLE SCHEDULE				
POLE	1	2	3	4
FOUNDATION	36-A	36-B	36-B	36-B
ATTACHMENTS	36' MAST ARM, RPDD1, RADD1, LUMINAIRE, PTZ CAMERA	40' MAST ARM, RPDD2, RADD2, LUMINAIRE	40' MAST ARM, RPDD3, RADD3, LUMINAIRE	44' MAST ARM, RPDD4, RADD4, LUMINAIRE

ELECTRICAL SERVICE DATA											
ELEC. SERVICE ID	ELECTRICAL SERVICE DESCRIPTION (SEE ED(5,6,7)-14)	SERVICE CONDUIT SIZE (RMC)	SERVICE CONDUCTORS NO./SIZE	SAFETY SWITCH AMPS	MAIN DISCONNECT CKT. BRK. POLE/AMP	TWO-POLE CONTACTOR AMPS	PANELBD./LOADC ENTER AMP RATING (MIN)	CIRCUIT NO.	BRANCH CKT. BRK. POLE/AMPS	BRANCH CIRCUIT AMPS	KVA LOAD
ES1	TY D (120/240) 060 (NS) SS (E) SP (O)	1 1/4	3/ #6	N/A	2P/60	30	100	T. S.	1P/40	30	5
								LIGHTING	2P/20	8	

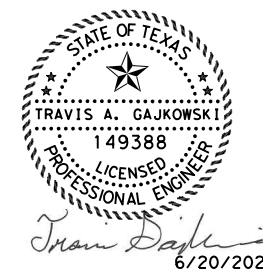
PROPOSED SIGNS DETAILS



1.5" Radius, 0.5" Border, White on Green;
 "BUSINESS US 290", ClearviewHwy-3-W;



1.5" Radius, 0.4" Border, White on Green;
 "FM 359", ClearviewHwy-3-W;



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TRAFFIC SIGNAL

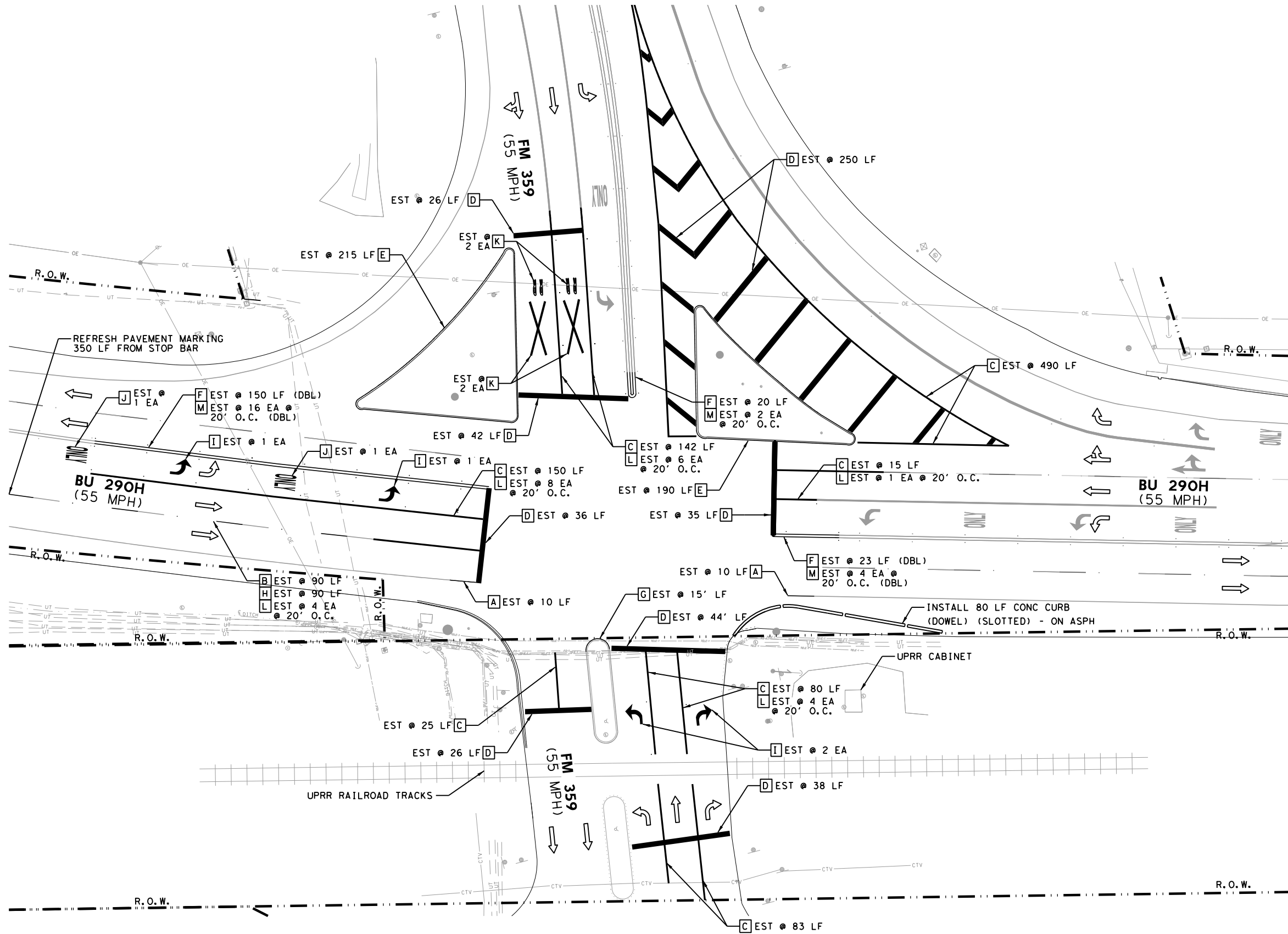
PROPOSED TRAFFIC SIGNAL DETAILS

BU 290H AT FM 359

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	-	BU 290H
STATE	DIST.	COUNTY
TEXAS	HOU	WALLER
CONT.	SECT.	JOB
0050	05	070, ETC

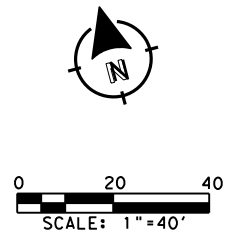
SHEET NO. 015

FILENAME: K:\HOU\TPT\068928203 - TxDOT HOU TRF WA 3 Misc Study-Signal-FOVTask 2 - Signal Design\CADD\Sheets\HOU-WA3_SHT_412_BU_290H at FM 359-Striping.dgn
 PLOTTED: 6/20/2024 7:37:28 AM



LEGEND

A	PROF PAV MARK WHITE 6" SOLID
B	PAV MARK WHITE 6" BROKEN
C	PAV MARK WHITE 8" SOLID
D	PAV MARK WHITE 24" SOLID
E	PAV MARK WHITE CURB
F	PAV MARK YELLOW 6" SOLID
G	PAV MARK YELLOW CURB
H	PAV MARK BLACK 6" BROKEN (SHADOW)
I	PAV MARK - ARROW
J	PAV MARK "ONLY" WORD
K	PAV MARK - RR XING
L	TY I-C MARKER
M	TY II A-A MARKER
←	DIRECTION OF TRAVEL



NOTES:

1. THE EXISTING STRIPING SHOWN IN GRAY IS TO REMAIN. ONLY THE PROPOSED STRIPING IS SHOWN IN BLACK AND LABELED.
2. THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKINGS AND ALL SIGNING WHICH CONFLICT WITH THE PROPOSED DESIGN.
3. INSTALL SLOTTED CURB PER TxDOT HOUSTON DISTRICT STANDARD CONCRETE CURB AND DIRECTIONAL ISLAND DETAILS (CC & DID) ON EXISTING ASPHALT PAVEMENT AS SHOWN ON PLANS.

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PROPOSED PAVEMENT MARKINGS AND CURB MODIFICATION

BU 290H AT FM 359

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	-	BU 290H
STATE	DIST.	COUNTY
TEXAS	HOU	WALLER
CONT.	SECT.	JOB
0050	05	070, ETC
		SHEET NO.
		016

DATE: 6/20/2024 7:37:29 AM
 FILE: K:\HOU_TPTO\068928203 - TxDOT_HOU_TRF_WA_3_Misc_Study-Signal-FON\Task of this drawing is to provide the design for the conversion of the existing signal to a traffic signal. No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this drawing to any other software or format.

GENERAL NOTES FOR ALL ELECTRICAL WORK

- The location of all conduits, junction boxes, ground boxes, and electrical services is diagrammatic and may be shifted to accommodate field conditions.
- Provide new and unused materials. Ensure that all materials and installations comply with the applicable articles of the National Electrical Code (NEC), TxDOT standards and specifications, National Electrical Manufacturers Association (NEMA), and are listed by Underwriters Laboratories (UL) or a Nationally Recognized Testing Lab (NRTL). NRTLs such as Canadian Standard Association (CSA), Intertek Testing Services NA Inc., or FM Approvals LLC can be considered equivalent to UL. Where reference is made to NEMA listed devices, International Electrotechnical Commission (IEC) listed devices will not be considered an acceptable equal to a NEMA listed device. Acceptable devices may have both a NEMA and IEC listing. Faulty fabrication or poor workmanship in any material, equipment, or installation is justification for rejection. Replace or reinstall rejected material or equipment at no additional cost to the Department.
- Miscellaneous nuts, bolts and hardware, except for high strength bolts, may be stainless steel when plans specify galvanized, provided the bolt size is 1/2 in. or less in diameter.
- Provide the following test equipment as required by the Engineer to confirm compliance with the contract and the NEC: voltmeter, ammeter, megohm meter (1000 volt DC), ground resistance tester, torque wrenches, and torque screwdrivers. Ensure all equipment has been properly calibrated within the last year. Provide calibration certification to the Engineer upon request. Operate test equipment during inspection as requested by the Engineer.
- Install grounding as shown on the plans and in accordance with the NEC. Ensure all metallic conduits; metal poles; luminaires; and metal enclosures are bonded to the equipment grounding conductor. Provide stranded bare copper or green insulated grounding conductors. Ground rods, connectors, and bonding jumpers are subsidiary to the various bid items.
- When required by the Engineer, notify the Department in writing of materials from the Material Producers List (MPL) intended for use on each project. Prequalified materials are listed on the MPL on TxDOT's website under "Roadway Illumination and Electrical Supplies." No substitutions will be allowed for materials on this list.

CONDUIT

A. MATERIALS

- Provide conduit, junction boxes, fittings, and hardware as per TxDOT Departmental Material Specification (DMS) 11030 "Conduit" and Item 618 "Conduit" of TxDOT's "Standard Specifications For Construction And Maintenance Of Highways, Streets, And Bridges," latest edition. Provide conduits listed under Item 618 on the MPL under "Roadway Illumination and Electrical Supplies." Provide conduit types according to the descriptive code or as shown on the plans. Do not substitute other types of conduits for those shown. Provide liquidtight flexible metal conduit (LFMC) when flexible conduit is called for on galvanized steel rigid metallic conduit (RMC) systems. Provide liquidtight flexible nonmetallic conduit (LFNC) when flexible conduit is called for on polyvinyl chloride (PVC) systems.
- Provide galvanized steel RMC for all exposed conduits, unless otherwise shown on the plans. Properly bond all metal conduits.
- Unless otherwise shown on the plans, provide junction boxes with a minimum size as shown in the following table, which applies to the greatest number of conductors entering the box through one conduit with no more than four conduits per box. When a mixture of conductor sizes is present, count the conductors as if all are of the larger size. For situations not applicable to the table, size junction boxes in accordance with NEC.


AWG	3 CONDUCTORS	5 CONDUCTORS	7 CONDUCTORS
#1	10" x 10" x 4"	12" x 12" x 4"	16" x 16" x 4"
#2	8" x 8" x 4"	10" x 10" x 4"	12" x 12" x 4"
#4	8" x 8" x 4"	10" x 10" x 4"	10" x 10" x 4"
#6	8" x 8" x 4"	8" x 8" x 4"	10" x 10" x 4"
#8	8" x 8" x 4"	8" x 8" x 4"	8" x 8" x 4"

- Junction boxes with an internal volume of less than 100 cu. in. and supported by entering raceways must have threaded entries or hubs identified for the intended purpose and supported by connection of two or more rigid metal conduits. Secure conduit within 3 ft. of the enclosure or within 18 in. of the enclosure if all conduit entries are on the same side. Mechanically secure all junction boxes with an internal volume greater than 100 cu. inches.
- Provide hot dipped galvanized cast iron or sand cast aluminum outlet boxes for junction boxes containing only 10 AWG or 12 AWG conductors. Do not use die cast aluminum boxes. Size outlet boxes according to the NEC.
- Do not use intermediate metal conduit (IMC) or electrical metallic tubing (EMT) unless specifically required by the plan sheets. When EMT is called for, provide junction boxes made from galvanized steel sheeting, listed and approved for outdoor use, unless otherwise noted on the plans. Size all galvanized steel junction boxes in accordance with the NEC. Provide junction boxes for IMC conduit systems that meet the same requirements for junction boxes used with RMC systems.
- Provide PVC junction boxes intended for outdoor use on PVC conduit systems, unless otherwise noted on the plans.

- Provide PVC elbows in PVC conduit systems, unless otherwise shown on the plans. Use only a flat, high tensile strength polyester fiber pull tape for pulling conductors through the PVC conduit system. When galvanized steel RMC elbows are specifically called for in the plans and any portion of the RMC elbow is buried less than 18 in., ground the RMC elbow by means of a grounding bushing on a rigid metal extension. Grounding of the rigid metal elbow is not required if the entire RMC elbow is encased in a minimum of 2 in. of concrete. PVC extensions are allowed on these concrete encased rigid metal elbows. RMC or PVC elbows are subsidiary to various bid items.
- When required, provide High-Density Polyethylene (HDPE) conduit with factory installed internal conductors according to Item 622 "Duct Cable." At the Contractor's request and with approval by the Engineer, substitute HDPE conduit with no conductors for bored schedule 40 or schedule 80 PVC conduit bid under Item 618. Ensure bored HDPE substituted for PVC is schedule 40 and of the same size PVC called for in the plans. Ensure the substituted HDPE meets the requirements of Item 622, except that the conduit is supplied without factory-installed conductors. Make the transition of the HDPE conduit to PVC (or RMC elbow when required) at the bore pit. Provide conduit of the size and schedule as shown on the plans. Do not extend substituted conduit into ground boxes or foundations. Provide PVC or galvanized steel RMC elbows as called for at all ground boxes and foundations.
- Use two-hole straps when supporting 2 in. and larger conduits. On electrical service poles, properly sized stainless steel or hot dipped galvanized one-hole standoff straps are allowed on the service riser conduit.

B. CONSTRUCTION METHODS

- Provide and install expansion joint conduit fittings on all structure-mounted conduits at the structure's expansion joints to allow for movement of the conduit. In addition, provide and install expansion joint fittings on all continuous runs of galvanized steel RMC conduit externally exposed on structures such as bridges at maximum intervals of 150 ft. When requested by the project Engineer, supply manufacturer's specification sheet for expansion joint conduit fittings. Repair or replace expansion joint fittings that do not allow for movement at no additional cost to the Department. Provide the method of determining the amount of expansion to the Engineer upon request. Do not use LFMC or LFNC as a substitute for the required expansion conduit fittings.
- Space all conduit supports at maximum intervals of 5 ft. Install conduit spacers when attaching metal conduit to surface of concrete structures. See "Conduit Mounting Options" on ED(2). Install conduit support within 3 ft. of all enclosures and conduit terminations.
- Do not attach conduit supports directly to pre-stressed concrete beams except as shown specifically in the plans or as approved by the Engineer.
- Unless otherwise shown on the plans, jack or bore conduit placed beneath existing roadways, driveways, sidewalks, or after the base or surfacing operation has begun. Backfill and compact the bore pits below the conduit per Item 476 "Jacking, Boring, or Tunneling Pipe or Box" prior to installing conduit or duct cable to prevent bending of the connections.
- When placing conduit in the sub-grade of new roadways, backfill all trenches with excavated material unless otherwise noted on the plans. When placing conduit in the sub-base of new roadways, backfill all trenches with cement-stabilized base as per requirements of Items 110 "Excavation", 400 "Excavation and Backfill for Structures", 401 "Flowable Backfill", 402 "Trench Excavation Protection", and 403 "Temporary Special Shoring."
- Provide and place warning tape approximately 10 in. above all trenched conduit as per Item 618.
- During construction, temporarily cap or plug open ends of all conduit and raceways immediately after installation to prevent entry of dirt, debris and animals. Temporary caps constructed of durable duct tape are allowed. Tightly fix the tape to the conduit opening. Clean out the conduit and prove it clear in accordance with Item 618 prior to installing any conductors.
- Ensure conduit entry into the top of any enclosure is waterproof by installing conduit sealing hubs or using boxes with threaded bosses. This includes surface mounted safety switches, meter cans, service enclosures, auxiliary enclosures and junction boxes. Grounding bushings on water tight sealing hubs are not required.
- Fit the ends of all PVC conduit terminations with bushings or bell end fittings. Provide and install a grounding type bushing on all metal conduit terminations.
- Install a bonding jumper from each grounding bushing to the nearest ground rod, grounding lug, or equipment grounding conductor. Ensure all bonding jumpers are the same size as the equipment grounding conductor. Bonding of conduit used as a casing under roadways for duct cable is not required, if the duct extends the full length through the casing.
- At all electrical services, install a 6 AWG solid copper grounding electrode conductor.
- Place conduits entering ground boxes so that the conduit openings are between 3 in. and 6 in. from the bottom of the box. See the ground box detail on sheet ED(4).
- Seal ends of all conduits with duct seal, expandable foam, or by other methods approved by the Engineer. Seal conduit immediately after completion of conductor installation and pull tests. Do not use duct tape as a permanent conduit sealant. Do not use silicone caulk as a conduit sealant.
- File smooth the cut ends of all mounting strut and conduit. Before installing, paint the field cut ends of all mounting strut and RMC (threaded or non-threaded) with zinc rich paint (94% or more zinc content) to alleviate overspray. Use zinc rich paint to touch up galvanized material as allowed under Item 445 "Galvanizing." Do not paint non-galvanized material with a zinc rich paint as an alternative for materials required to be galvanized.

				Traffic Operations Division Standard	
<h1>ELECTRICAL DETAILS CONDUITS & NOTES</h1>					
<h2>ED(1) - 14</h2>					
FILE:	ed1-14.dgn	DWG:	CK:	DW:	CK:
© TxDOT	October 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS		0050	05	070, ETC	BU 290H
		DIST	COUNTY		SHEET NO.
		HOU	WALLER		017

ELECTRICAL CONDUCTORS

A. MATERIAL INFORMATION

1. Provide Type XHHW insulated conductors in accordance with Departmental Material Specification (DMS) 11040 "Conductors" and Item 620 "Electrical Conductors." Provide conductors as listed on the Material Producers List (MPL) on the Department web site under "Roadway Illumination and Electrical Supplies" Item 620. Color code insulated conductors in conformance with the NEC. Identify grounded (neutral) conductors with white insulation. Identify grounding conductors (ground wires) with green insulation or bare conductors. Identify ungrounded (hot) conductors with any color insulation except green, white, or gray. Keep color scheme consistent throughout the wiring system. Identify conductors 6 American Wire Gauge (AWG) and smaller by continuous color jacket. Identify electrical conductors 4 AWG and larger by continuous color jacket or by colored tape. When identifying conductors with colored tape, mark at least 6 in. of the conductor's insulation with half laps of tape.
2. Provide a solid copper 6 AWG grounding electrode conductor to bond the electrical service equipment to the concrete encased grounding electrode or the ground rod at the service location. Connect the grounding electrode conductor to the ground rod with a UL listed connector in accordance with DMS 11040. Connect the grounding electrode conductor to the concrete encased grounding electrode as shown in the plans.
3. Where two or more circuits are present in one conduit or enclosure, permanently identify the conductors of each branch circuit by attaching a non-metallic tag around both circuit conductors at each accessible location. Provide tags with two straps, large enough to indicate circuit number, letter, or other identification as shown in the plans. Print circuit identification on the tag with a permanent marker.
4. Use listed compression or screw type pressure connectors, terminal blocks, or split bolt connectors for splicing as specified in DMS 11040. Use hot melt adhesive tape to fill the gap and seal the ends of heat shrink tubing. Provide UL listed gel-filled insulating splice covers. Splicing materials, insulating materials, breakaway disconnects, splice covers, and fuse holders are subsidiary to various bid items.

B. CONSTRUCTION METHODS

1. Use only a flat, high tensile strength polyester fiber pull tape for pulling conductors through the conduit system. After installing conductors in conduit, perform conductor pull test. If a conductor cannot be freely pulled, make any needed alterations or repairs at no additional cost to the department. Perform insulation resistance tests in accordance with Item 620. Coordinate with the Engineer to witness the tests.
2. Leave 2 ft. minimum, 3 ft. maximum length for each conductor up to the splice in ground boxes. Leave 3 ft. minimum, 4 ft. maximum length of conductor in ground boxes when pulled through with no splice. Leave 1 ft. minimum, 1.5 ft. maximum length of conductor at enclosures, weatherheads and pole bases.
3. Make splices only in junction boxes, ground boxes, pole bases, or electrical enclosures and use only listed compression or screw type pressure connectors, terminal blocks, or split bolt connectors. Insulate splices with heavy wall heat shrink tubing or gel-filled insulating splice covers to provide a watertight seal. Overlap conductor insulation with heat shrink tubing a minimum of 2 in. past both sides of the splice. Where heat shrink tubing may not shrink sufficiently to provide a watertight seal around the individual conductors, prior to heating the tubing, increase the diameter of the conductor insulation using hot melt adhesive tape to provide a watertight seal between the individual conductors and the heat shrink tubing. Ensure the tape extends past the heat shrink tubing. Use hot melt adhesive tape to fill the gap and seal the ends of heat shrink tubing. Heat shrink tubing that appears to have been burned, or overheated, is considered defective and must be replaced.
4. Size and install gel-filled insulating splice covers according to manufacturer's specifications when used in place of heat shrink tubing.
5. Wire nuts with factory applied waterproof sealant may be used for 8 AWG or smaller conductors in above ground junction boxes, but not in pole bases or ground boxes. Install wire nuts in an upright position to prevent the accumulation of water.
6. Support conductors in illumination poles with a J-hook at the top of the pole.
7. When terminating conductors, remove the insulation and jacketing material without nicking the individual strands of the conductor. Conductors with nicked individual conductor strands or removed strands will be considered damaged.
8. Replace conductors and cables that are damaged beyond repair or that fail an insulation resistance test at no additional cost to the department.
9. Do not repair damaged conductors with duct tape, electrical tape, or wire nuts. Use only approved splicing methods.
10. Do not terminate more than one conductor under a single connector, unless the connector is rated for multiple conductors. Do not exceed the pressure connector's listing for maximum number and size of conductors allowed.
11. Install breakaway connectors on conductors bid under Item 620 whenever those conductors pass through a breakaway support device. Follow manufacturer's instructions when terminating conductors to breakaway connectors. Properly torque threaded connections. Proper terminations are critical to the safe operation of breakaway devices. Trim waterproofing boots on breakaway connectors to fit snugly around the conductor to ensure waterproof connection. Only one conductor may enter a single opening in a boot. Provide waterproof boots with the correct number of openings. Leave unused openings factory sealed. Use prequalified breakaway connectors as shown on the MPL.

12. Provide and install a separate stranded equipment grounding conductor (EGC) in all conduits that contain circuit wiring of 50 volts or more. Unless shown elsewhere, size the EGC to be the same size as the largest current carrying conductor contained in the conduit. Ensure all EGCs are bonded together at every accessible location. For traffic signal installations, provide a minimum size 8 AWG EGC. The EGC is paid for under Item 620.

C. TEMPORARY WIRING

1. Install temporary conductors and electrical equipment in accordance with the NEC article "Temporary Installations" and Department standard sheets.
2. Provide a ground fault circuit interrupter (GFCI) for power outlets for portable electrical equipment, power tools, ice machines, ice storage bins and refrigerators located outdoors at grade. GFCI may be any one of the following: molded cord and plug set, receptacle, or circuit breaker type.
3. Use listed wire nuts with factory applied sealant for temporary wiring where approved.
4. Enclose conductor splices within a listed enclosure or ground box, or ensure the splices are more than 10 ft. above grade vertically and more than 5 ft. horizontally from any metal structure. Where installing temporary conductors in areas subject to vehicle traffic or mobile construction equipment, ensure the vertical clearance to ground is at least 18 ft. when measured at the lowest point. Ground messenger wires that support power conductors in conformance with the NEC.
5. Protect and when necessary repair any existing electrical conduits uncovered during the construction process in a timely manner and in conformance with the NEC.

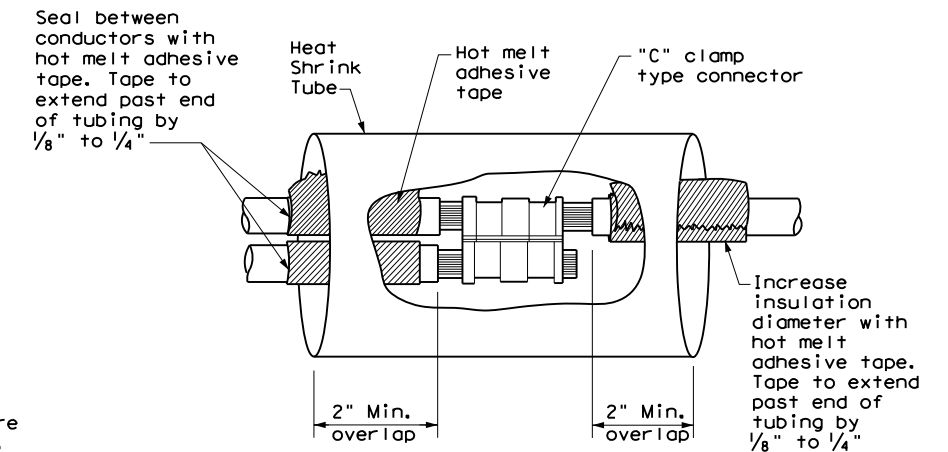
GROUND RODS & GROUNDING ELECTRODES

A. MATERIAL INFORMATION

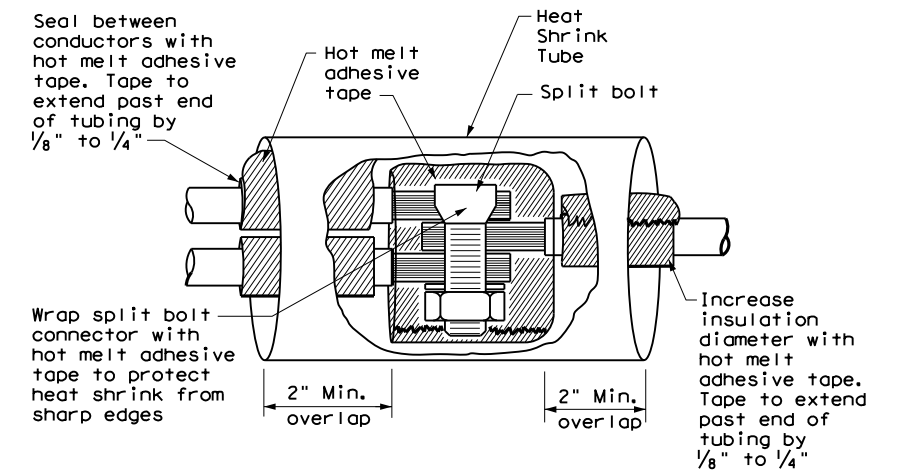
1. Provide and install a grounding electrode at electrical services. Provide ground rods according to DMS 11040 and the plans. Larger diameter or longer length rods may be called for in some specific locations, see the individual plans sheets. Concrete encased grounding electrodes may be called for in specific locations including electrical service, see individual plan sheets.

B. CONSTRUCTION METHODS

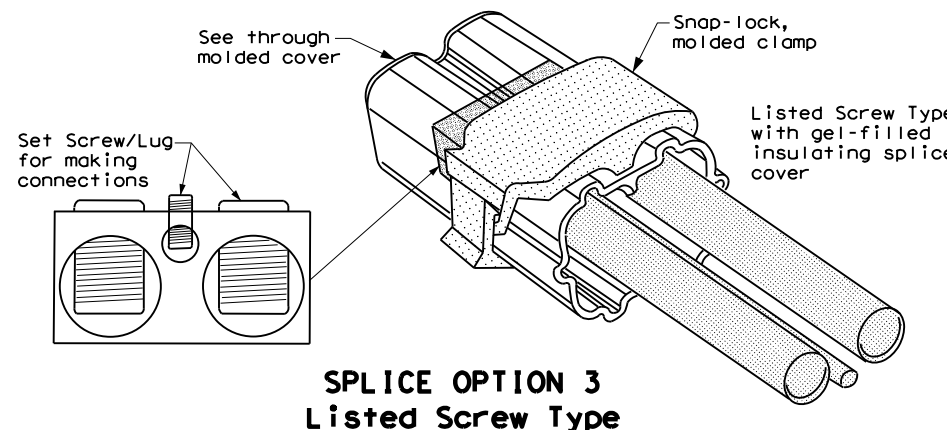
1. Furnish auxiliary ground rods for lightning protection and install in soil, concrete, or both, as called for in the plans. For ground rods installed in concrete, ensure the connection of the conductor to the ground rod is readily accessible for inspection or repairs. For ground rods installed in soil, ensure that the upper end is between 2 to 4 in. below finished grade.
2. Do not place ground rods in the same drilled hole as a timber pole.
3. Install ground rods so the imprinted part number is at the upper end of the rod.
4. Remove all non-conductive coatings such as concrete splatter from the rod at the clamp location.
5. Route all conductors as short and straight as possible for connection to lightning protection ground rods. When a bend is required, ensure a minimum radius bend of four inches for these conductors.
6. Unless otherwise called for in the plans, protect grounding electrode conductors with non-metallic conduit. When protecting grounding electrode conductors with metal conduit, provide and install a grounding type bushing and properly sized bonding jumper on each end of the metal conduit.
7. Written authorization is required before installing a ground rod in a horizontal trench for rocky soil or a solid rock bottom.



**SPLICE OPTION 1
Compression Type**



**SPLICE OPTION 2
Split Bolt Type**



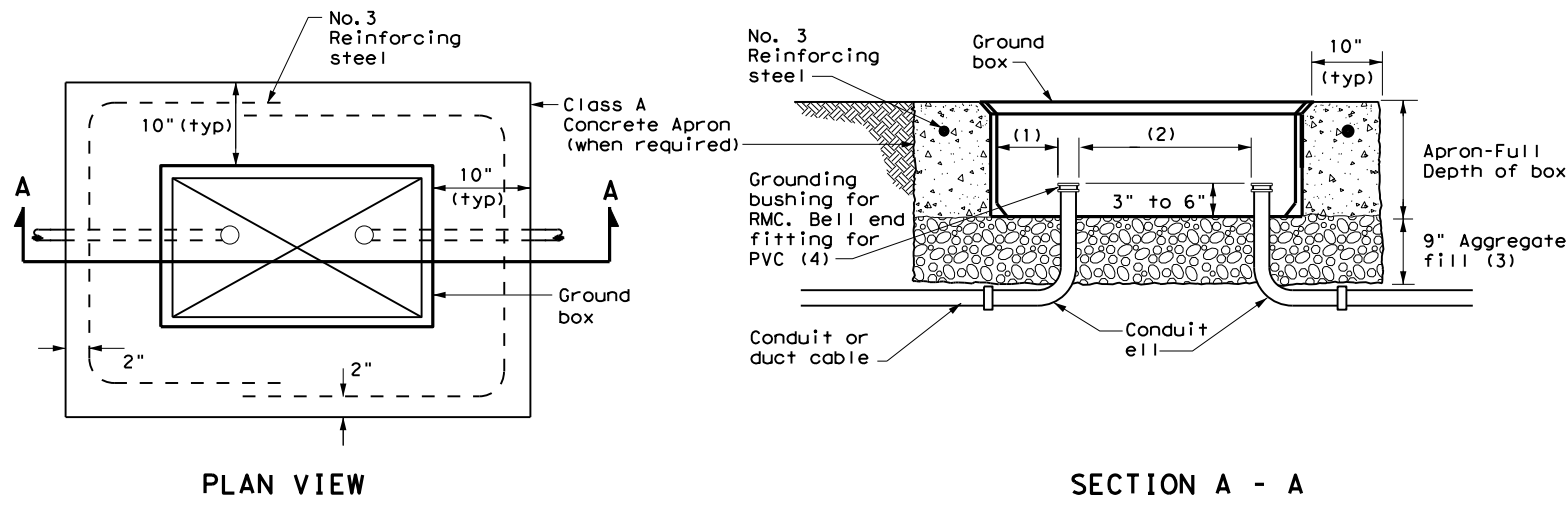
**SPLICE OPTION 3
Listed Screw Type**

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		Traffic Operations Division Standard	
<h1>ELECTRICAL DETAILS CONDUCTORS</h1>			
<h2>ED(3) - 14</h2>			
FILE: ed3-14.dgn	DW: TxDOT	CK: TxDOT	DR: TxDOT
© TxDOT October 2014	CONT	SECT	JOB
REVISIONS	0050	05	070, ETC
	DIST	COUNTY	BU 290H
	HOU	WALLER	SHEET NO. 018

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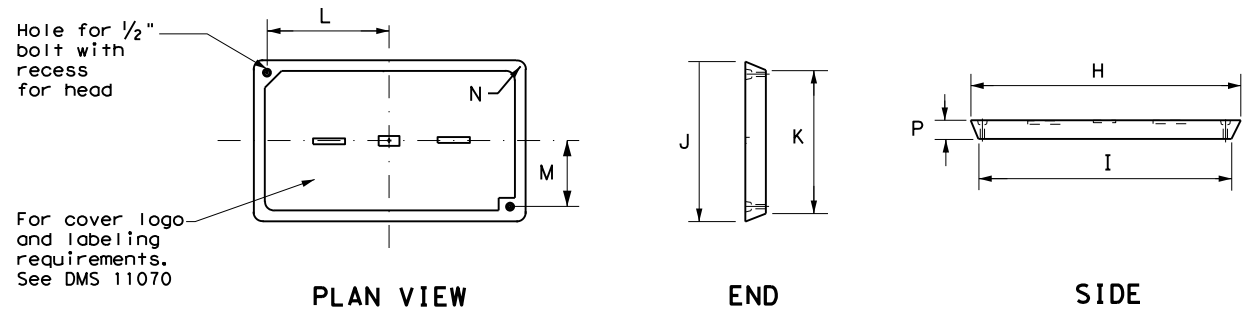


APRON FOR GROUND BOX

- (1) Uniformly space ends of conduits within the ground box. Position ends of conduits so that ground box walls do not interfere with the installation of grounding bushings or bell end fittings.
- (2) Maintain sufficient space between conduits to allow for proper installation of bushing.
- (3) Place aggregate under the box, not in the box. Aggregate should not encroach on the interior volume of the box.
- (4) Install a grounding bushing on the upper end of all RMC terminating in a ground box. Ground RMC elbows when any part of the elbow is less than 18 in. below the bottom of the ground box. Install a PVC bushing or bell end fitting on the upper end of all PVC conduits terminating in a ground box.

GROUND BOX DIMENSIONS	
TYPE	OUTSIDE DIMENSIONS (INCHES) (Width x Length X Depth)
A	12 X 23 X 11
B	12 X 23 X 22
C	16 X 29 X 11
D	16 X 29 X 22
E	12 X 23 X 17

GROUND BOX COVER DIMENSIONS								
TYPE	DIMENSIONS (INCHES)							
	H	I	J	K	L	M	N	P
A, B & E	23 1/4	23	13 3/4	13 1/2	9 7/8	5 1/8	1 3/8	2
C & D	30 1/2	30 1/4	17 1/2	17 1/4	13 1/4	6 3/4	1 3/8	2



GROUND BOX COVER

GROUND BOXES

A. MATERIALS

1. Provide polymer concrete ground boxes measuring 16x30x24 in. (WxLxD) or smaller in accordance with Departmental Material Specification (DMS) 11070 "Ground Boxes" and Item 624 "Ground Boxes."
2. Provide Type A, B, C, D, and E ground boxes as shown in the plans, and as listed on the Material Producers List (MPL) on the Department web site under "Roadway Illumination and Electrical Supplies," Item 624.
3. Ensure ground box cover is correctly labeled in accordance with DMS 11070.
4. Provide larger ground boxes in accordance with Item 624 and as shown in the plans.

B. CONSTRUCTION METHODS

1. Remove all gravel and dirt from conduit. Cap all conduits prior to placing aggregate and setting ground box. Provide Grade 3 or 4 coarse aggregate as shown on Table 2 of Item 302 "Aggregates for Surface Treatments." Ensure aggregate bed is in place and at least 9 inches deep, prior to setting the ground box. Install ground box on top of aggregate.
2. Cast ground box aprons in place. Reinforcing steel may be field bent. Ensure the depth of concrete for the apron extends from finished grade to the top of the aggregate bed under the box. Ground box aprons, including concrete and reinforcing steel, are subsidiary to ground boxes when called for by descriptive code.
3. Keep bolt holes in the box clear of dirt. Bolt covers down when not working in ground boxes.
4. Install all conduits and ells in a neat and workmanlike manner. Uniformly space conduits so grounding bushings and bell end fittings can easily be installed.
5. Temporarily seal all conduits in the ground box until conductors are installed.
6. Permanently seal conduits immediately after the completion of conductor installation and pull tests. Permanently seal the ends of all conduits with duct seal, expandable foam, or other method as approved. Do not use duct tape as a permanent conduit sealant. Do not use silicone caulk as a sealant.
7. When a ground rod is present in a ground box, bond all equipment grounding conductors together and to the ground rod with listed connectors.
8. When a type B or D ground box is stacked to meet volume requirements, it is allowable to cut an appropriately sized hole for conduit entry in the side wall at least 18 inches below grade.
9. If an existing ground box in the contract has a metal cover, bond the cover to the equipment grounding conductor with a 3 ft. long stranded bonding jumper the same size as the grounding conductor. The bonding jumper is subsidiary to various bid items. Verify existing ground boxes with metal covers are shown on the plans, with notes fully describing the work required.
10. If other ground boxes with metal covers are within the project limits but are not part of the contract, the Engineer may direct the Contractor to bond the metal covers, identifying the specific boxes in writing. This work will be paid for separately.
11. Bond metal ground box covers to the grounding conductor with a tank ground type lug.

				Traffic Operations Division Standard	
<h2>ELECTRICAL DETAILS</h2> <h3>GROUND BOXES</h3> <h4>ED(4) - 14</h4>					
FILE:	ed4-14.dgn	DN:	TxDOT	CK:	TxDOT
© TxDOT	October 2014	CONT:	0050	SECT:	05
REVISIONS		JOB:	070, ETC	HIGHWAY:	BU 290H
DIST:	HOU	COUNTY:	WALLER	SHEET NO.:	019

ELECTRICAL SERVICES NOTES

- Provide new materials. Ensure installation and materials comply with the applicable provisions of the National Electrical Code (NEC) and National Electrical Manufacturers Association (NEMA) standards. Ensure material is Underwriters Laboratories (UL) listed. Provide and install electrical service conduits, conductors, disconnects, contactors, circuit breaker panels, and branch circuit breakers as shown on the Electrical Service Data chart in the plans. Faulty fabrication or poor workmanship in material, equipment, or installation is justification for rejection. Where manufacturers provide warranties and guarantees as a customary trade practice, furnish these to the State.
- Provide electrical services in accordance with Electrical Details standard sheets, Departmental Material Specification (DMS) 11080 "Electrical Services," DMS 11081 "Electrical Services-Type A," DMS 11082 "Electrical Services-Type C," DMS 11083 "Electrical Services-Type D," DMS 11084 "Electrical Services-Type T," DMS 11085 "Electrical Services-Pedestal (PS)", and Item 628 "Electrical Services" of the Standard Specifications. Provide electrical service types A, C, and D, as listed on the Material Producers List (MPL) on the Department web site under "Roadway Illumination and Electrical Supplies," Item 628. Provide other service types as detailed on the plans.
- Provide all work, materials, services, and any incidentals needed to install a complete electrical service as specified in the plans.
- Coordinate with the Engineer and the utility provider for metering and compliance with utility requirements. Primary line extensions, connection charges, meter charges, and other charges by the utility company to provide power to the location are paid for in accordance with Item 628. Get approval for the costs associated with these charges prior to engaging the utility company to do the work. Consult with the utility provider to determine costs and requirements, and coordinate the work as approved.
- The enclosure manufacturer will provide Master Lock Type 2 with brass tumblers keyed #2195 for all custom electrical enclosures. Installing Contractor is to provide Master Lock #2195 Type 2 with brass tumblers for "off the shelf" enclosures. Master Lock #2195 keys and locks become property of the State. Unless otherwise approved, do not energize electrical service equipment until locks are installed.
- Enclosures with external disconnects that de-energize all equipment inside the enclosure do not need a dead front trim. Protect incoming line terminations from incidental contact as required by the NEC.
- When galvanized is specified for nuts, screws, bolts or miscellaneous hardware, stainless steel may be used.
- Provide wiring and electrical components rated for 75°C. Provide red, black, and white colored XHHW service entrance conductors of minimum size 6 American Wire Gauge (AWG). Identify size 6 AWG conductors by continuous color jacket. Identify electrical conductors sized 4 AWG and larger by continuous color jacket or by colored tape. Mark at least 6 inches of the conductor's insulation with half laps of colored tape, when identifying conductors. Ensure each service entrance conductor exits through a separately bushed non-metallic opening in the weatherhead. The lengths of the conductors outside the weatherhead are to be 12 inches minimum, 18 inches maximum, or as required by utility.
- All electrical service conduit and conductors attached to the electrical service including the riser or the elbow below ground are subsidiary to the electrical service. For an underground utility feed, all service conduit and conductors after the elbow, including service conduit and conductors for the utility pole riser when furnished by the Contractor, will be paid for separately.
- Provide rigid metal conduit (RMC) for all conduits on service, except for the 1/2 in. PVC conduit containing the electrical service grounding electrode conductor. Size the service entrance conduit as shown in the plans. Ensure conduit for branch circuit entry to enclosure is the same size as that shown on the layout sheets for branch circuit conduit. Extend all rigid metal conduits a minimum of 6 inches underground and then couple to the type and schedule of the conduit shown on the layout for that particular branch circuit. Install a grounding bushing on the RMC where it terminates in the service enclosure.
- Use of liquidtight flexible metal conduit (LFMC) is allowed between the meter and service enclosure when they are mounted 90 to 180 degrees to each other. Size the LFMC the same size as service entrance conduit. LFMC must not exceed 3 feet in length. Strap LFMC within 1 foot of each end. LFMC less than 12 inches in length need not be strapped. Each end of LFMC must have a grounding bushing or be terminated with a grounding fitting. The LFMC must contain a grounded (neutral) conductor. Ensure any bend in LFMC never exceeds 180 degrees. A pull test is required on all installed conductors, with at least six inches of free conductor movement demonstrated to the satisfaction of the Engineer.
- Ensure all mounting hardware and installation details of services conform to utility company specifications.
- For all electrical service enclosures listed under Item 628 on the MPL, the UL 508 enclosure manufacturers will prepare and submit a schematic drawing unique to each service. Before shipment to the job site, place the applicable laminated schematic drawings and the laminated plan sheet showing the electrical service data chart used to build the enclosure in the enclosure's data pocket. The installing contractor will copy and laminate the actual project plan sheets detailing all equipment and branch circuits supplied by that service. The laminated plan sheets are to be placed in the service enclosure's document pocket. Reduce 11 in. x 17 in. plan sheets to 8 1/2 in. x 11 in. before laminating. If the installation differs from the plan sheets, the installing contractor is to redline plan sheets before laminating.
- When providing an "Off The Shelf" Type D or Type T service, provide laminated plan sheets detailing equipment and branch circuits supplied by that service. Reduce 11 in. x 17 in. plan sheets to 8 1/2 in. x 11 in. before laminating. Deliver these drawings before completion of the work to the Engineer, instead of placing in enclosure that has no door pocket.
- Do not install conduit in the back wall of a service enclosure where it would penetrate the equipment mounting panel inside the enclosure. Provide grounding bushings on all metal conduits, and terminate bonding jumpers to grounding bus. Grounding bushings are not required when the end of the metal conduit is fitted with a conduit sealing hub or threaded boss, such as a meter base hub.

SERVICE ASSEMBLY ENCLOSURE

- Provide threaded hub for all conduit entries into the top of enclosure.
- Type galvanized steel (GS) enclosures may be used for Type C panelboards and for Type D and T services that do not use an enclosure mounted photoceII or lighting contactor. Provide GS enclosures in accordance with DMS 11080, 11082, 11083, and 11084.
- Provide aluminum (AL) and stainless steel (SS) enclosures for Types A, C, and D in accordance with DMS 11080, 11081, 11082, 11083, and 11084. Do not paint stainless steel.
- Provide pedestal service (PS) enclosures in accordance with ED(9) and DMS 11080 and 11085. Do not provide GS pedestal services. If GS is shown in the PS descriptive code, provide an AL enclosure.

MAIN DISCONNECT & BRANCH CIRCUIT BREAKERS

- Field drill flange-mounted remote operator handle if needed, to ensure handle is lockable in both the "On" and "Off" positions.
- When the utility company provides a transformer larger than 50 KVA, verify that the available fault current is less than the circuit breaker's ampere interrupting capacity (AIC) rating and provide documentation from the electric utility provider to the Engineer.

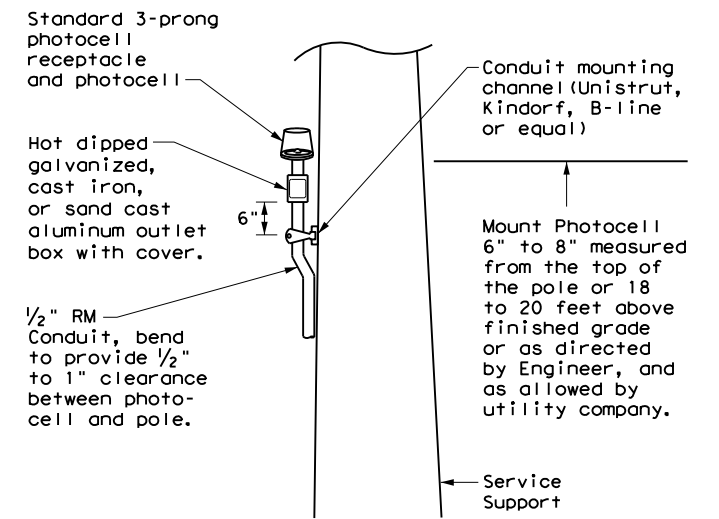
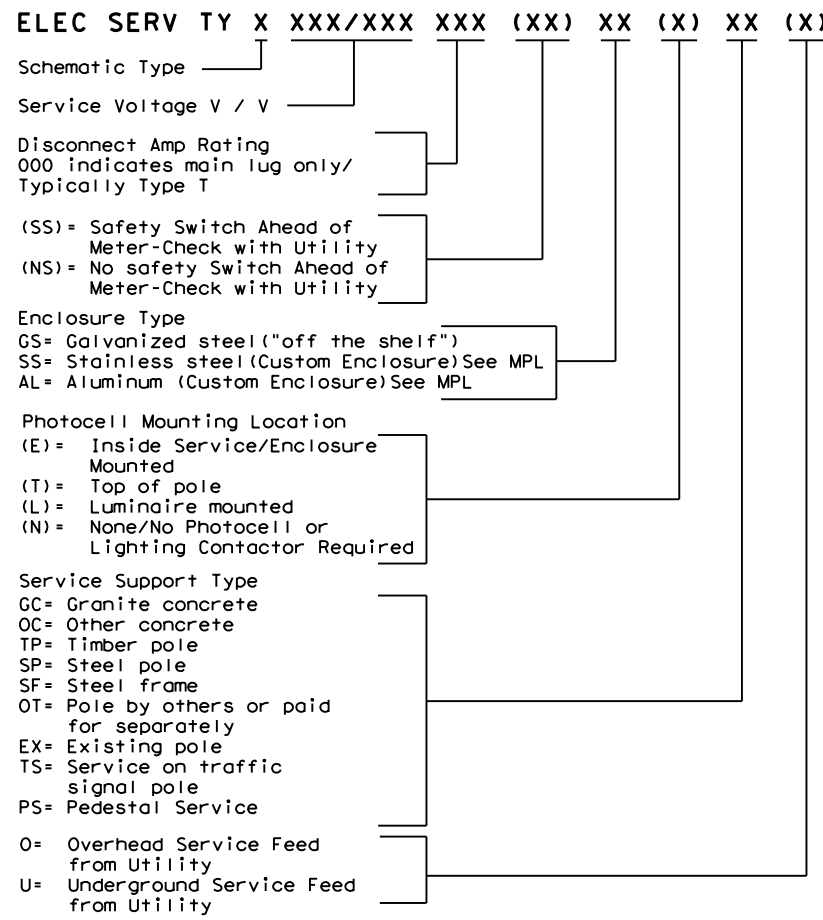
PHOTOELECTRIC CONTROL

- Provide photocell as listed on the MPL. Move, adjust, or shield the photocell from stray or ambient night time light to ensure proper operation. Mount photocell facing north when practical. Mount top of pole photocells as shown on Top Mounted Photocell Detail.

* ELECTRICAL SERVICE DATA												
Elec. Service ID	Plan Sheet Number	Electrical Service Description	Service Conduit *xSize	Service Conductors No./Size	Safety Switch Amps	Main Ckt. Bkr. Pole/Amps	Two-Pole Contractor Amps	Panelbd/ Loadcenter Amp Rating	Branch Circuit ID	Branch Ckt. Bkr. Pole/Amps	Branch Circuit Amps	KVA Load
SB 183	289	ELC SRV TY A 240/480 100(SS)AL(E)SF(U)	2"	3/#2	100	2P/100	100	N/A	Lighting NB	2P/40	26	28.1
									Lighting SB	2P/40	25	
									Underpass	1P/20	15	
NB Access	30	ELC SRV TY D 120/240 060(NS)SS(E)TS(O)	1 1/4"	3/#6	N/A	2P/60		100	Sig. Controller	1P/30	23	5.3
							30		Luminaires	2P/20	9	
									CCTV	1P/20	3	
2nd & Main	58	ELC SRV TY T 120/240 000(NS)GS(N)SP(O)	1 1/4"	3/#6	N/A	N/A	N/A	70	Flashing Beacon 1	1P/20	4	1.0
									Flashing Beacon 2	1P/20	4	

* Example only, not for construction. All new electrical services must have electrical service data chart specific to that service as shown in the plans.
 ** Verify service conduit size with utility. Size may change due to utility meter requirements. Ensure conduit size meets the National Electrical Code.

EXPLANATION OF ELECTRICAL SERVICE DESCRIPTIVE CODE



TOP MOUNTED PHOTOCELL

Install conduit strap maximum 3 feet from box. 5 foot maximum spacing between straps supporting conduit.

Texas Department of Transportation
 Traffic Operations Division Standard

ELECTRICAL DETAILS SERVICE NOTES & DATA

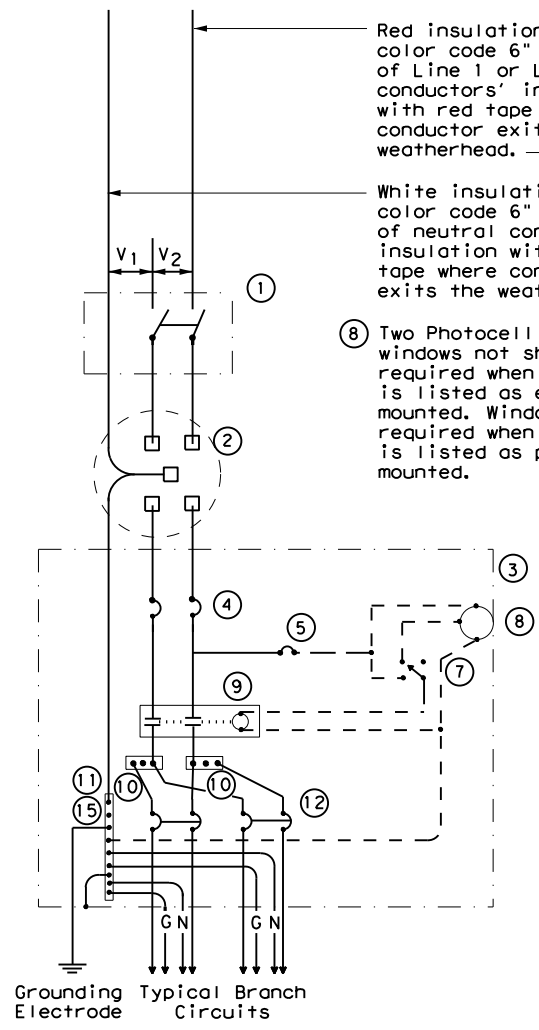
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HOU	WALLER		020	

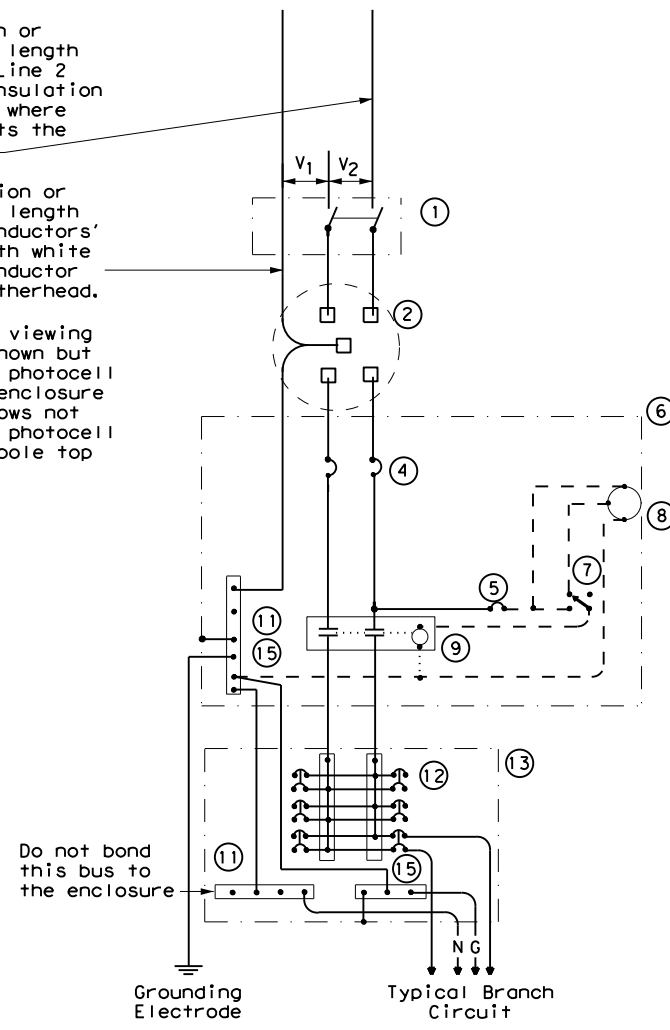
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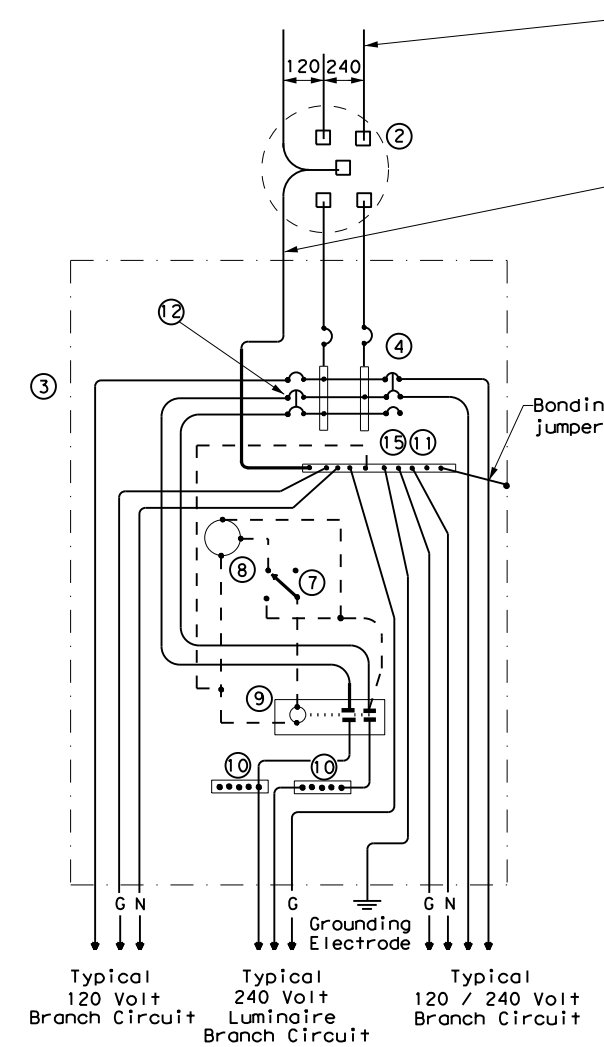
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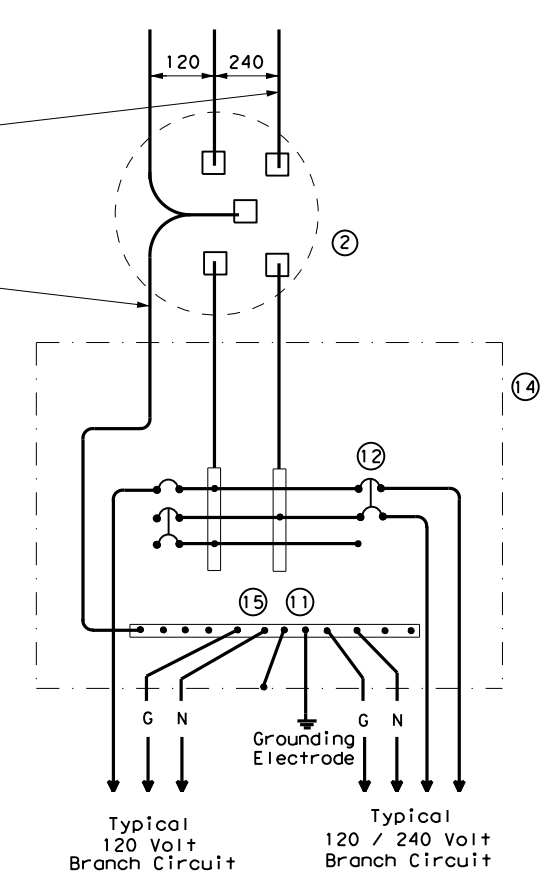
**SCHEMATIC TYPE A
THREE WIRE**



**SCHEMATIC TYPE C
THREE WIRE**



**SCHEMATIC TYPE D - CUSTOM
120/240 VOLTS - THREE WIRE**



**SCHEMATIC TYPE T
120/240 VOLTS - THREE WIRE**
 Galvanized steel - "Buy Off The Shelf" only. When required install photo cell top of the pole or on luminaire only, no lighting contractor will be installed.

WIRING LEGEND	
—	Power Wiring
- - - -	Control Wiring
—N—	Neutral Conductor
—G—	Equipment grounding conductor-always required

SCHEMATIC LEGEND	
1	Safety Switch (when required)
2	Meter (when required-verify with electric utility provider)
3	Service Assembly Enclosure
4	Main Disconnect Breaker (See Electrical Service Data)
5	Circuit Breaker, 15 Amp (Control Circuit)
6	Auxiliary Enclosure
7	Control Station ("H-O-A" Switch)
8	Photo Electric Control (enclosure-mounted shown)
9	Lighting Contactor
10	Power Distribution Terminal Blocks
11	Neutral Bus
12	Branch Circuit Breaker (See Electrical Service Data)
13	Separate Circuit Breaker Panelboard
14	Load Center
15	Ground Bus

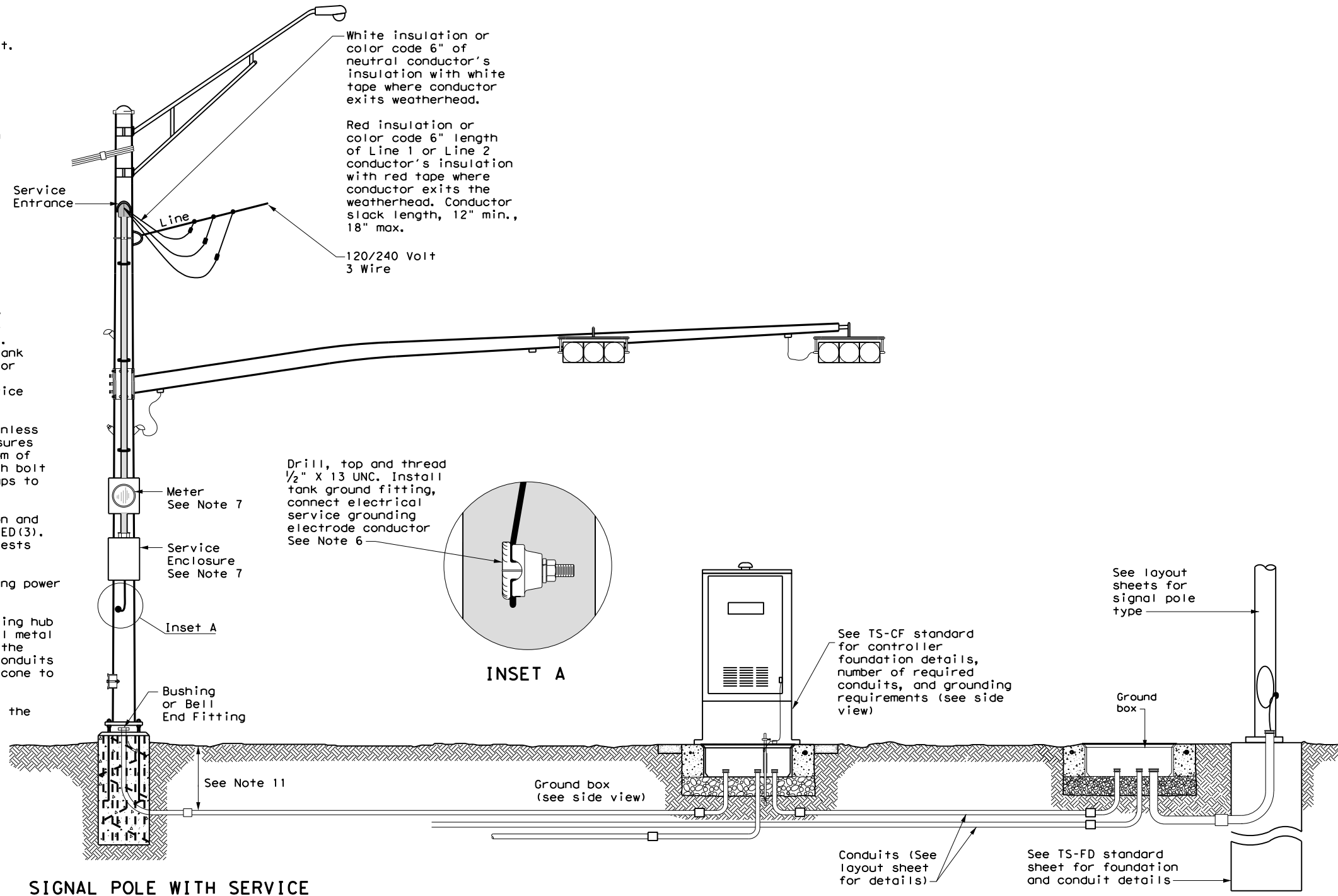
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ELECTRICAL DETAILS SERVICE ENCLOSURE AND NOTES			
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TRAFFIC SIGNAL NOTES

1. Do not pass luminaire conductors through the signal controller cabinet.
2. Include an equipment grounding conductor in all conduits throughout the electrical system. Bond all exposed metal parts to the grounding conductor.
3. Provide roadway luminaires, when required, in accordance with the material and construction sections of Item 610, "Roadway Illumination Assemblies," except for performance testing of luminaires. Test installed roadway luminaires for proper operation as a part of the associated traffic signal system test.
4. If internally illuminated street name signs are approved for use, ground the fixture to the pole with a 12 AWG green XHHW conductor.
5. Bond anchor bolts to rebar cage in two locations using #3 bars or 6 AWG stranded copper conductors. Use listed mechanical connectors rated for embedment in concrete. See TxDOT standard TS-FD for further details.
6. Drill and tap signal poles for 1/2 in. X 13 UNC tank ground fitting. Provide and install tank ground fitting 4 in. to 6 in. directly below electrical service enclosure. Provide properly sized hole through the bottom of the enclosure for the service grounding electrode conductor. Connect the electrical service grounding electrode conductor to the tank ground fitting. Ensure electrical service grounding electrode conductor is as short and straight as possible from the enclosure to the tank ground fitting. See Inset A detail for further information. Size service entrance conduit and branch circuit conduit as shown in the plans.
7. Mount electrical service enclosure and meter to signal pole with stainless steel bands. Ensure bands are a minimum width of 3/4 in. Secure enclosures to bands using two-bolt brackets. Install brackets near top and bottom of each enclosure. Install properly sized stainless steel washers on each bolt in the enclosure. Band or drill and tap properly sized stand-off straps to signal pole for attaching conduit.
8. Conduct pull tests and insulation resistance tests on all illumination and power conductors as required in Item 620 "Electrical Conductors" and ED(3). To prevent electronics damage, do not conduct insulation resistance tests on traffic signal cables after termination.
9. Lock all enclosures and bolt down all ground box covers before applying power to the signal installation.
10. Terminate conduits entering the top of enclosures with a conduit-sealing hub or threaded boss such as meter hub. Install a grounding bushing on all metal conduits not connected to conduit-sealing hub or threaded boss. Bond the grounding bushing to the ground bus with a bonding jumper. Seal all conduits entering enclosures with duct seal or expanding foam. Do not use silicone to seal conduit ends.
11. For all conduits, ensure the burial depth is a minimum of 18". Ensure the minimum burial depth for conduit placed under a roadway is 24".

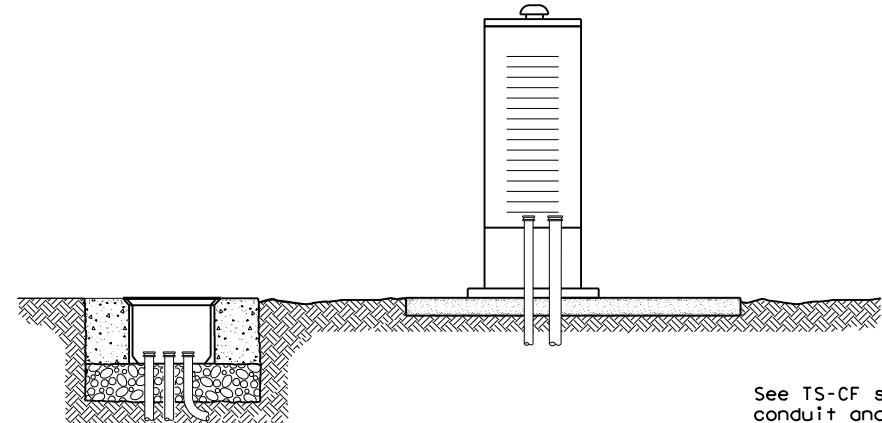


SIGNAL POLE WITH SERVICE

Type T electrical service mounted on signal pole shown as an example. See electrical details, layout sheets, and electrical service data chart for additional details.

SIGNAL CONTROLLER FRONT VIEW

SIGNAL POLE



SIGNAL CONTROLLER SIDE VIEW

See TS-CF standard for conduit and grounding requirements. See layout sheets for ground box locations and any additional conduits that are required.

**ELECTRICAL DETAILS
 TYPICAL TRAFFIC SIGNAL
 SYSTEM DETAILS
 ED(8) - 14**

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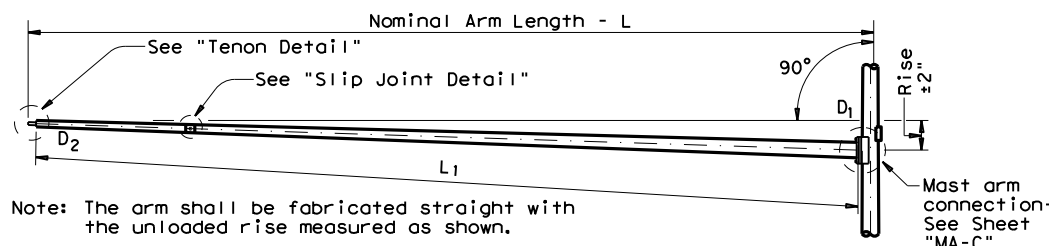
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Arm Length ft.	ROUND POLES					POLYGONAL POLES					Foundation Type
	D _B in.	D ₁₉ in.	D ₂₄ in.	D ₃₀ in.	① thk in.	D _B in.	D ₁₉ in.	D ₂₄ in.	D ₃₀ in.	① thk in.	
20	12.0	9.3	8.6	7.8	.239	12.5	9.5	8.7	7.8	.239	36-A
24	12.0	9.3	8.6	7.8	.239	13.0	10.0	9.2	8.3	.239	36-A
28	12.0	9.3	8.6	7.8	.239	13.5	10.5	9.7	8.8	.239	36-A
32	13.0	10.3	9.6	8.8	.239	14.0	11.0	10.2	9.3	.239	36-A
36	13.5	10.8	10.1	9.3	.239	15.0	12.0	11.2	10.3	.239	36-A
40	14.0	11.3	10.6	9.8	.239	16.0	13.0	12.2	11.3	.239	36-B
44	14.5	11.8	11.1	10.3	.239	16.5	13.5	12.7	11.8	.239	36-B

Arm Length ft.	ROUND ARMS					POLYGONAL ARMS				
	L ₁ ft.	D ₁ in.	D ₂ in.	① thk in.	Rise	L ₁ ft.	D ₁ in.	② D ₂ in.	① thk in.	Rise
20	19.1	8.0	5.3	.179	1'-8"	19.1	8.0	3.5	.179	1'-7"
24	23.1	9.0	5.8	.179	1'-9"	23.1	9.0	3.5	.179	1'-8"
28	27.1	9.5	5.7	.179	1'-10"	27.1	10.0	3.5	.179	1'-9"
32	31.0	9.5	5.2	.239	1'-11"	31.0	9.5	3.5	.239	1'-10"
36	35.0	10.0	5.1	.239	2'-0"	35.0	10.0	3.5	.239	1'-11"
40	39.0	10.5	5.1	.239	2'-3"	39.0	11.0	3.5	.239	2'-1"
44	43.0	11.0	5.1	.239	2'-8"	43.0	11.5	4.0	.239	2'-3"

D_B = Pole Base O.D.
D₁₉ = Pole Top O.D. with no Luminaire and no ILSN
D₂₄ = Pole Top O.D. with ILSN w/out Luminaire
D₃₀ = Pole Top O.D. with Luminaire
D₁ = Arm Base O.D.
D₂ = Arm End O.D.
L₁ = Shaft Length
L = Nominal Arm Length

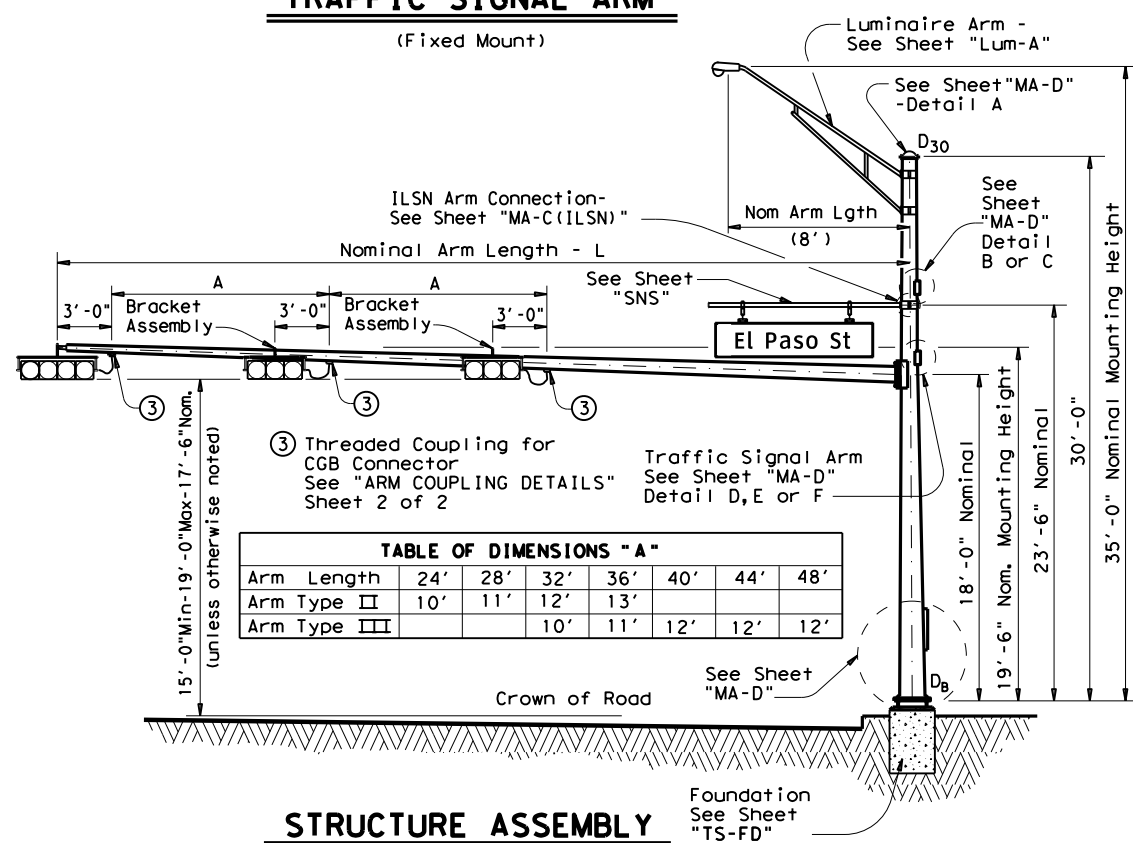
- ① Thickness shown are minimums, thicker materials may be used.
- ② D₂ may be increased by up to 1" for polygonal arms.



Note: The arm shall be fabricated straight with the unloaded rise measured as shown.

TRAFFIC SIGNAL ARM

(Fixed Mount)



Arm Length	24'	28'	32'	36'	40'	44'	48'
Arm Type II	10'	11'	12'	13'			
Arm Type III			10'	11'	12'	12'	12'

STRUCTURE ASSEMBLY

Foundation See Sheet "TS-FD"

SHIPPING PARTS LIST

Ship each pole with the following attached: enlarged hand hole, pole cap, fixed-arm connection bolts and washers and any additional hardware listed in the table.

Nominal Arm Length ft.	30' Poles With Luminaire		24' Poles With ILSN		19' Poles With No Luminaire and No ILSN	
	Designation	Quantity	Designation	Quantity	Designation	Quantity
20	20L-100		20S-100		20-100	
24	24L-100		24S-100		24-100	
28	28L-100	2	28S-100		28-100	
32	32L-100		32S-100		32-100	
36	36L-100	1	36S-100		36-100	
40	40L-100	2	40S-100		40-100	
44	44L-100	3	44S-100		44-100	

Traffic Signal Arms (1 per pole) Ship each arm with the listed equipment attached

Nominal Arm Length ft.	Type I Arm (1 Signal)		Type II Arm (2 Signals)		Type III Arm (3 Signals)	
	Designation	Quantity	Designation	Quantity	Designation	Quantity
20	20I-100					
24	24I-100		24II-100			
28	28I-100		28II-100	2		
32			32II-100		32III-100	
36			36II-100		36III-100	1
40					40III-100	2
44					44III-100	3

Luminaire Arms (1 per 30' pole)

Nominal Arm Length	Quantity
8' Arm	8

ILSN Arm (Max. 2 per pole) Ship with clamps, bolts and washers

Nominal Arm Length	Quantity
7' Arm	
9' Arm	

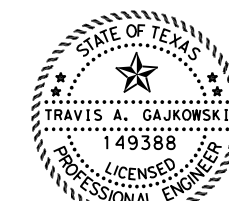
Anchor Bolt Assemblies (1 per pole)

Anchor Bolt Diameter	Anchor Bolt Length	Quantity
1 1/2"	3'-4"	
1 3/4"	3'-10"	8
2"	4'-3"	

Each anchor bolt assembly consists of the following: Top and Bottom templates, 4 anchor bolts, 8 nuts, 8 flat washers, and 4 nut anchor devices (Type 2) per Standard Drawing "TS-FD".

Templates may be removed for shipment.

SHEET 1 OF 2



Travis A. Gajkowski
6/20/2024

Texas Department of Transportation
Traffic Operations Division

**TRAFFIC SIGNAL
SUPPORT STRUCTURES**

**SINGLE MAST ARM ASSEMBLY
(100 MPH WIND ZONE)**

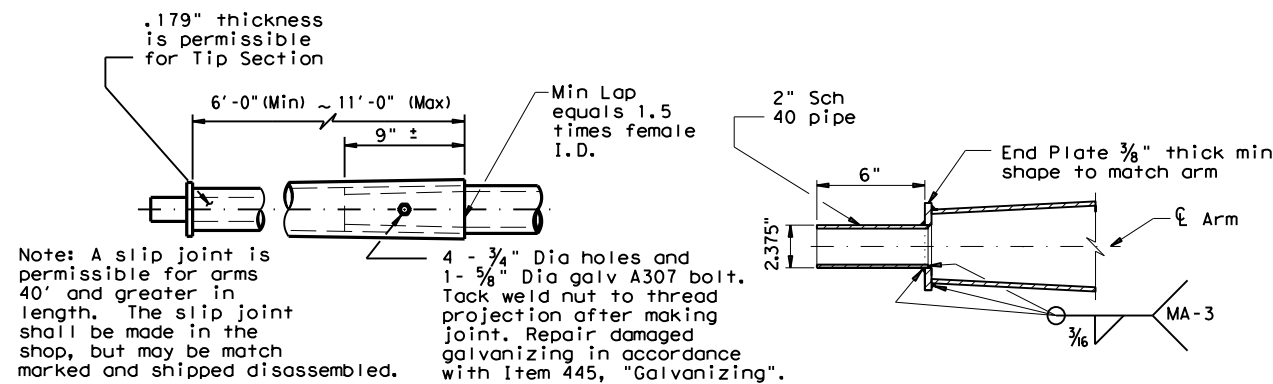
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SLIP JOINT DETAIL

TENON DETAIL

Note: A slip joint is permissible for arms 40' and greater in length. The slip joint shall be made in the shop, but may be match marked and shipped disassembled.

4 - 3/4" Dia holes and 1-5/8" Dia galv A307 bolt. Tack weld nut to thread projection after making joint. Repair damaged galvanizing in accordance with Item 445, "Galvanizing".

Stainless steel bands (or Cables) and cast bracket as in "Astro-Brac", "Sky Bracket" or "Easy Bracket" with 1/2" Dia Threaded Coupling.

BRACKET ASSEMBLY

VIBRATION WARNING

Mast Arms of SMA and DMA structures and clamp-on Arms of LMA structures of approximately 40 ft or longer are subject to harmonic vertical vibrations in light wind conditions due to the aeroelastic characteristics of a few of the myriads of possible combinations of the following: signal numbers, weights and positions; existence/solidity of backplates; presence of additional attachments to the arm, such as signs and cameras; arm-wind orientation; and arm-pole stiffness.

Such vibrations may cause fatigue damage to the structure and may lead to galloping in moderate wind conditions which may further damage the structure and alarm the public. Tests have indicated that when wind is blowing toward the back side of signal heads having un-vented backplates attached the probability of unacceptable harmonic vibration and/or galloping is rather high.

If backplates are not required for improved visibility they should not be applied to the signal heads or, if they must be applied, they should be vented as a first and inexpensive measure to mitigate vibrations.

The traffic signal mast arms shall be visually inspected in 5 to 20 mph wind conditions after installation of signal heads and any attachments, including any required backplates. If vertical movements with a total excursion (maximum upward excursion to maximum downward excursion) of more than approximately 8" are observed at the arm tip, a damping plate shall be fitted to the arm. See "Damping Plate Mounting Details" on standard sheet, MA-DPD-10.

This visual inspection shall be repeated after each modification of the structure that could affect its aeroelastic response. Excessive vibrations shall not be allowed to continue for more than two days.

GENERAL NOTES:

Design conforms to 1994 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals and Interim Specifications thereto. Design Wind Speed equals 100 mph plus a 1.3 gust factor.

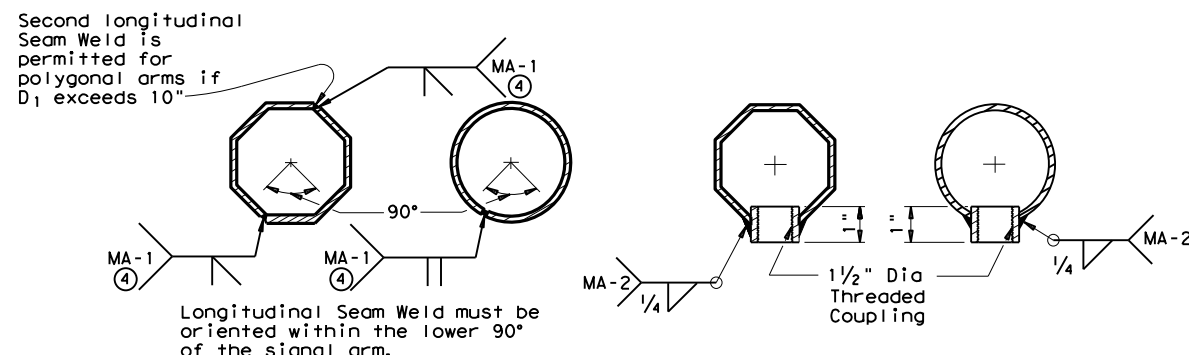
Poles are designed to support one 8'-0" luminaire arm, one 9'-0" internally lighted street name sign and one traffic signal arm with a length as tabulated. The specified luminaire load applied at the end of the luminaire arm equals 60 lbs vertical dead load plus the horizontal wind load on an effective projected area of 1.6 sq ft. The specified internally lighted street name sign load applied 4.5 ft from the centerline of the pole equals 85 lbs vertical dead load plus horizontal wind load on an effective projected area of 11.5 sq ft. The specified signal load applied at the end of the traffic signal arm equals 180 lbs vertical dead load plus the horizontal wind load on an effective projected area of 32.4 sq ft (actual area times drag coefficient).

See Standard Sheet "MA-D" for pole details, "MA-C" for traffic signal arm connection details, "MA-C (ILSN)" for internally lighted street name sign arm connection details, "LUM-A" for luminaire arm and connection details, "SNS" for internally lighted street name sign details, and "TS-FD" for anchor bolt and foundation details. See "MA-C" for material specifications.

Fabrication shall be in accordance with Item 686, "Traffic Signal Pole Assemblies (Steel)" and with the details, dimensions, and weld procedures shown herein. Weld references call for preapproved weld procedures which the Fabricator must obtain prior to fabrication. Materials, fabrication tolerances, and shipping practices shall meet the requirements of this sheet and Item 686, "Traffic Signal Pole Assemblies (Steel)".

Unless otherwise noted, all parts shall be galvanized in accordance with Item 445, "Galvanizing", after fabrication.

Deviation from the details and dimensions shown herein require submission of shop drawings in accordance with Item 441, "Steel Structures". Alternate designs are not acceptable.



ARM WELD DETAIL

ARM COUPLING DETAILS

④ 60% Min. penetration
100% penetration within
6" of circumferential
base welds.

Texas Department of Transportation

 Traffic Operations Division

TRAFFIC SIGNAL

SUPPORT STRUCTURES

SINGLE MAST ARM ASSEMBLY

(100 MPH WIND ZONE)

SMA-100(2)-12

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	HOU		WALLER		025

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FOUNDATION DESIGN TABLE

FDN TYPE	DRILLED SHAFT DIA	REINFORCING STEEL		EMBEDDED DRILLED SHAFT LENGTH-ft (4), (5), (6)			ANCHOR BOLT DESIGN (1)			FOUNDATION DESIGN LOAD (2)		TYPICAL APPLICATION	
		VERT BARS	SPIRAL & PITCH	TEXAS CONE PENETROMETER N Blows/ft			ANCHOR BOLT DIA	Fy (ksi)	BOLT CIR DIA	ANCHOR TYPE	MOMENT K-ft		SHEAR Kips
				10	15	40							
24-A	24"	4- #5	#2 at 12"	5.7	5.3	4.5	3/4"	36	12 3/4"	1	10	1	Pedestal pole, pedestal mounted controller.
30-A	30"	8- #9	#3 at 6"	11.3	10.3	8.0	1 1/2"	55	17"	2	87	3	Mast arm assembly. (see Selection Table)
36-A	36"	10- #9	#3 at 6"	13.2	12.0	9.4	1 3/4"	55	19"	2	131	5	Mast arm assembly. (see Selection Table) 30' strain pole with or without luminaire.
36-B	36"	12- #9	#3 at 6"	15.2	13.6	10.4	2"	55	21"	2	190	7	Mast arm assembly. (see Selection Table) Strain pole taller than 30' & strain pole with mast arm
42-A	42"	14- #9	#3 at 6"	17.4	15.6	11.9	2 1/4"	55	23"	2	271	9	Mast arm assembly. (see Selection Table)

NOTES:

- Anchor bolt design develops the foundation capacity given under Foundation Design Loads.
- Foundation Design Loads are the allowable moments and shears at the base of the structure.
- Foundations may be listed separately or grouped according to similarity of location and type. Quantities are for the Contractor's information only.
- Field Penetrometer readings at a depth of approximately 3 to 5 feet may be used to adjust shaft lengths.
- If rock is encountered, the Drilled Shaft shall extend a minimum of two diameters into solid rock.
- Decimal lengths in Design Table are to allow interpolation for other penetrometer values. Round to nearest foot for entry into Summary Table.

FOUNDATION SUMMARY TABLE (3)

LOCATION IDENTIFICATION	AVG. N BLOW /ft.	FDN TYPE	NO. EA	DRILLED SHAFT LENGTH (6) (FEET)				
				24-A	30-A	36-A	36-B	42-A
BU 290H AT 5TH ST								
POLE 1	10	36-B	1				15	
POLE 2	10	36-A	1			13		
POLE 3	10	36-B	1				15	
POLE 4	10	36-A	1			13		
BU 290H AT FM359								
POLE 1	10	36-A	1			13		
POLE 2	10	36-B	1				15	
POLE 3	10	36-B	1				15	
POLE 4	10	36-B	1				15	
TOTAL DRILLED SHAFT LENGTHS						39	76	

Approx. 1-3 ft. extra length may need to be added to each drilled shaft for elevation difference between crown of road and ground surface at pole location.

GENERAL NOTES:

Design conforms to 1994 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals and interim revisions thereto.

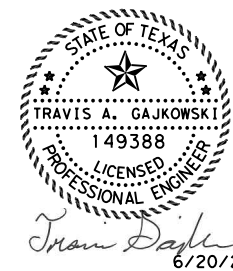
Reinforcing steel shall conform to Item 440, "Reinforcing Steel".

Concrete shall be Class "C".

Threads for anchor bolts and nuts shall be rolled or cut threads of 8UN series up to 2" in diameter or UNC series for all sizes. Bolts and nuts shall have Class 2A and 2B fit tolerances. Galvanized nuts shall be tapped after galvanizing.

Anchor bolts that are larger than 1" in diameter shall conform to "alloy steel" or "medium-strength mild steel" per Item 449, "Anchor Bolts". Anchor bolts that are 1" in diameter or less shall conform to ASTM A36. Galvanize a minimum of the top end thread length plus 6" for all anchor bolts unless otherwise noted. Exposed washers and exposed nuts shall be galvanized. All galvanizing shall be in accordance with Item 445, "Galvanizing".

Templates and embedded nuts need not be galvanized. Lubricate and tighten anchor bolts when erecting the structure in accordance with Item 449, "Anchor Bolts".



Texas Department of Transportation
Traffic Operations Division

**TRAFFIC SIGNAL
POLE FOUNDATION**

TS-FD-12

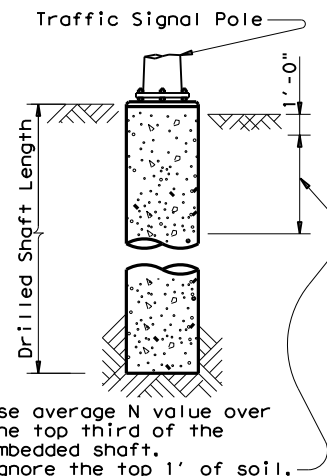
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FOUNDATION SELECTION TABLE FOR STANDARD MAST ARM PLUS ILSN SUPPORT ASSEMBLIES (ft)

80 MPH DESIGN WIND SPEED	MAX SINGLE ARM LENGTH	FDN 30-A	FDN 36-A	FDN 36-B	FDN 42-A
		MAXIMUM DOUBLE ARM LENGTH COMBINATIONS			
100 MPH DESIGN WIND SPEED	MAX SINGLE ARM LENGTH				
		MAXIMUM DOUBLE ARM LENGTH COMBINATIONS			

EXAMPLE:

- For 80mph design wind speed, foundation 30-A can support up to a 32' arm with another arm up to 28'
- For 100mph design wind speed, foundation 36-A can support a single 36' mast arm.

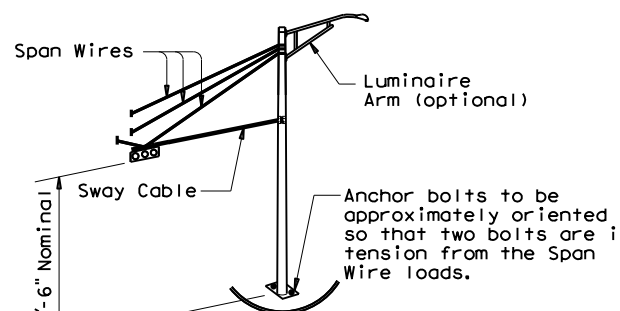


Use average N value over the top third of the embedded shaft. Ignore the top 1' of soil.

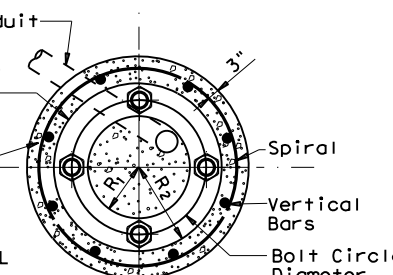
ANCHOR BOLT & TEMPLATE SIZES

BOLT DIA IN.	(7) BOLT LENGTH	TOP THREAD	BOTTOM THREAD	BOLT CIRCLE	R2	R1
3/4"	1'-6"	3"	—	12 3/4"	7 1/8"	5 5/8"
1 1/2"	3'-4"	6"	4"	17"	10"	7"
1 3/4"	3'-10"	7"	4 1/2"	19"	11 1/4"	7 3/4"
2"	4'-3"	8"	5"	21"	12 1/2"	8 1/2"
2 1/4"	4'-9"	9"	5 1/2"	23"	13 3/4"	9 1/4"

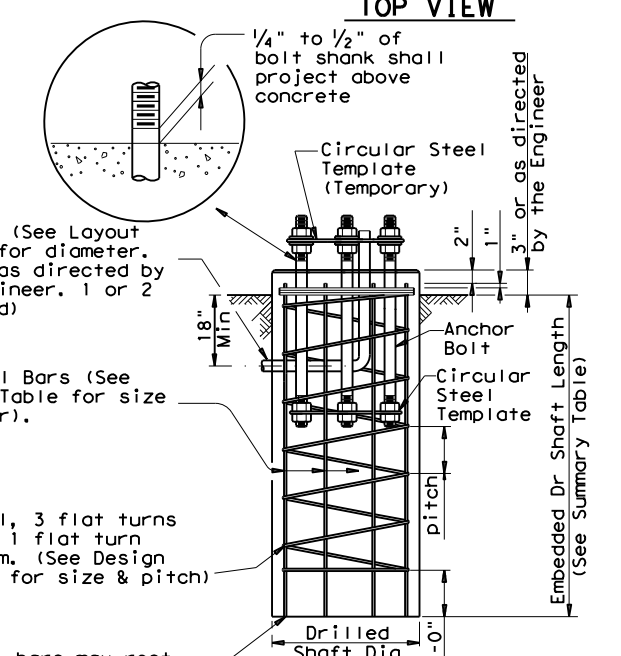
(7) Min dimensions given, longer bolts are acceptable.



TYPICAL STRAIN POLE ASSEMBLY

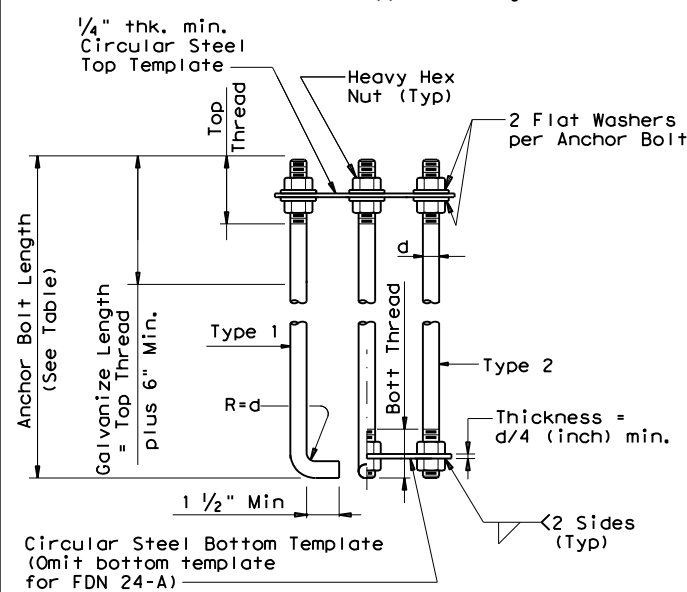


TOP VIEW

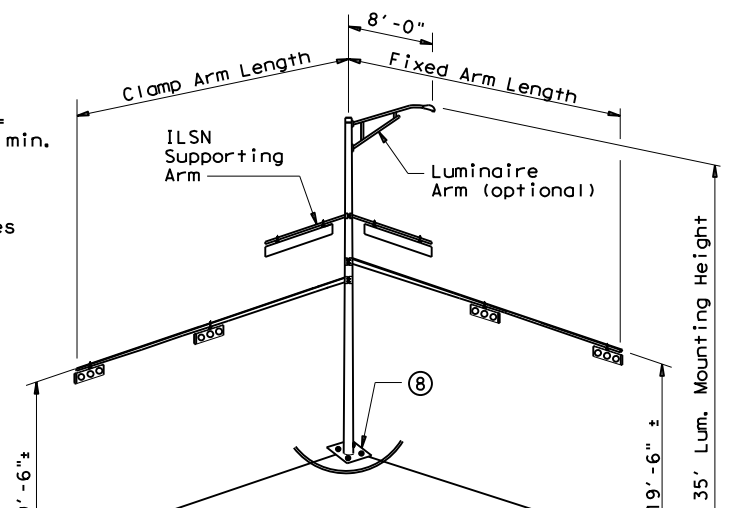


ELEVATION

FOUNDATION DETAILS



ANCHOR BOLT ASSEMBLY

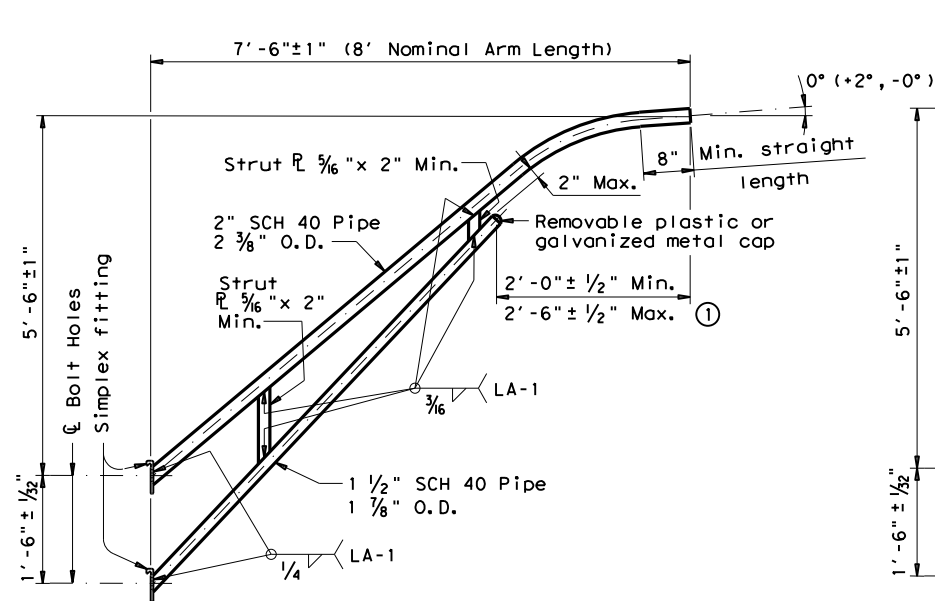


TYPICAL MAST ARM ASSEMBLY

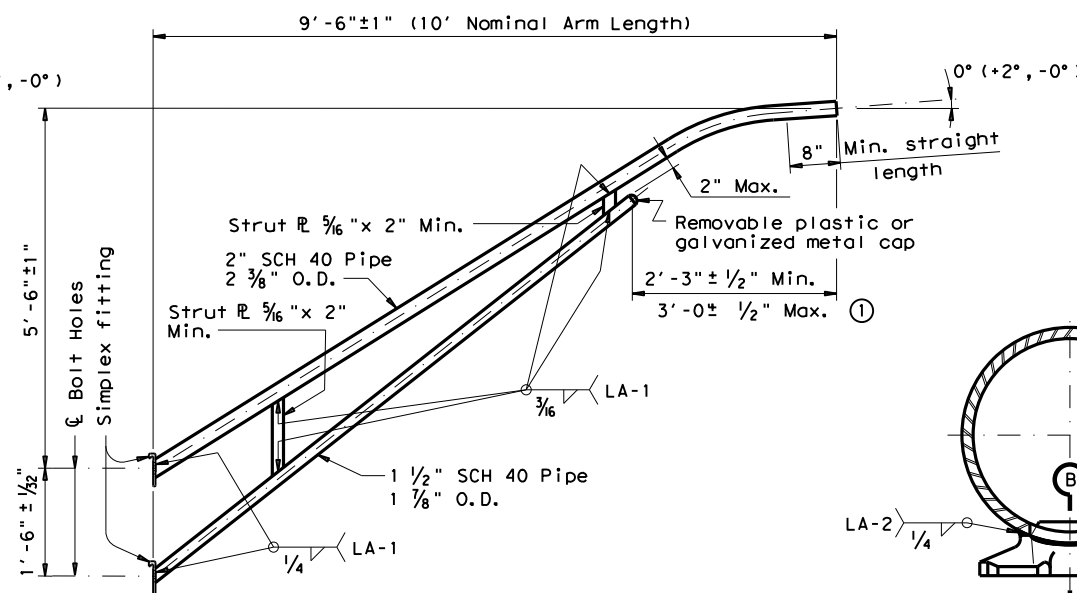
(8) Orient anchor bolts orthogonal with the fixed arm direction to ensure that two bolts are in tension under dead load.

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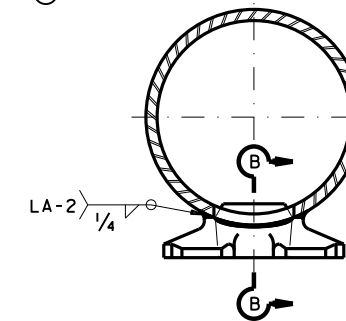
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8-FOOT LUMINAIRE ARM



10-FOOT LUMINAIRE ARM



DIRECT ATTACHMENT DETAIL

- ① Dimensional limits are given to show acceptable variation in design. All of a Fabricator's production of a particular arm length shall have the same dimensions within specified tolerances.
- ② Any of the materials listed for plates may be used where the drawings do not specify a particular ASTM designation.
- ③ A576 must be suitable for forging and also meet minimum tensile strength of 65 ksi, minimum yield of 35 ksi, and elongation in 2 inches of 22 percent.
- ④ ASTM A572, A1008 HSLAS-F, and A1011 HSLAS-F may have higher yield strengths but shall not have less elongation than the grade indicated.

GENERAL NOTES:

Design conforms to 1994 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals and Interim Revisions thereto. Design Wind Speed equals 90 mph plus a 1.3 gust factor. Arms are designed to support a 60 lb. luminaire having an effective projected area (actual area times drag coefficient) of 1.6 sq. ft.

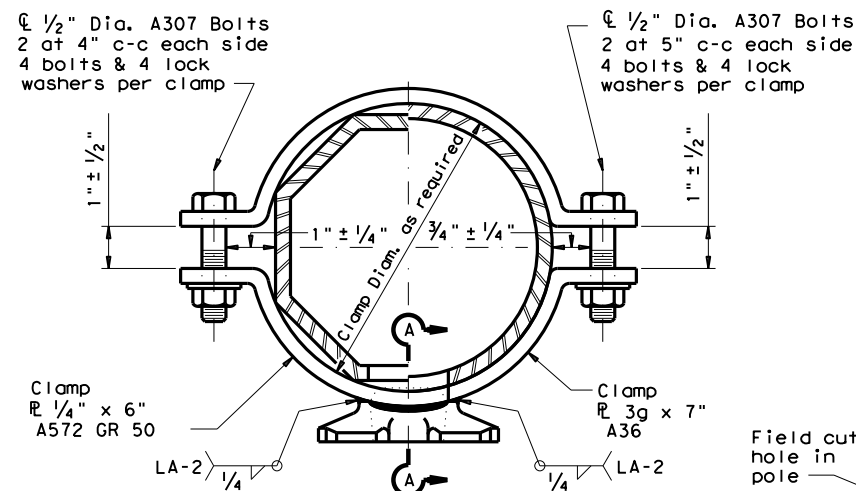
Materials and fabrication shall be in accordance with Item 686, "Traffic Signal Pole Assemblies (Steel)" and with the details, dimensions, and weld procedures shown herein. Weld references call for preapproved weld procedures which the Fabricator must obtain prior to fabrication. In the absence of specified Fabricator tolerances, dimensions shall be within the tolerances generally obtainable in normal fabrication practice.

Unless otherwise noted, all parts shall be galvanized after fabrication in accordance with Item 445, "Galvanizing".

Deviation from the details and dimensions shown herein require submission of shop drawings in accordance with Item 441, "Steel Structures". Alternate designs are not acceptable.

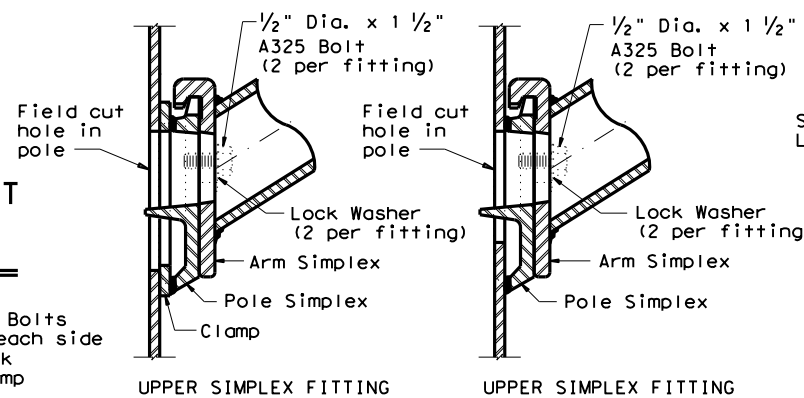
Each pole simplex fitting shall be supplied with 2 ASTM A325 bolts and 2 lock washers of the size specified. The bolts and lock washers shall be secured to the pole with the other hardware items called for in the plans. When clamp attachment is specified, the Fabricator shall ship the clamp assembly securely attached to the pole at the location shown on the plans.

If clamp assemblies are ordered without poles, the Fabricator shall ship one upper and one lower clamp assembly together in a single package, including all nuts and washers required for the clamps and simplex fittings.



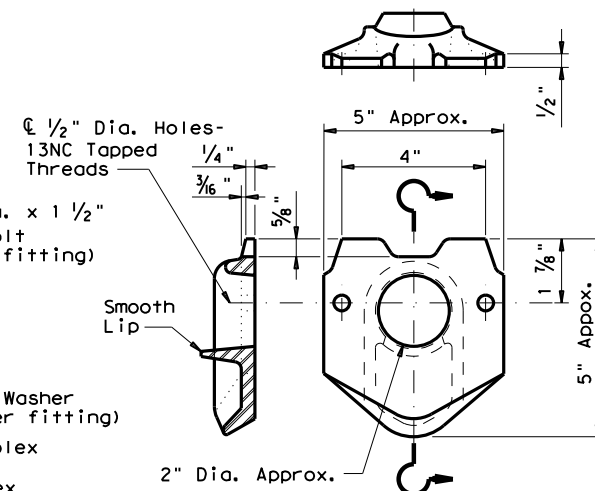
CLAMP ATTACHMENT DETAIL NO. 1 (HALF SECTION)

CLAMP ATTACHMENT DETAIL NO. 2 (HALF SECTION)

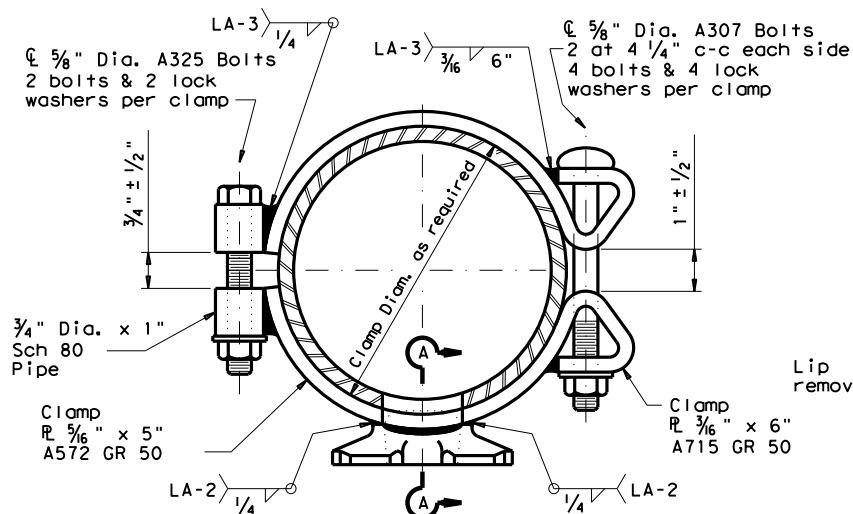


UPPER SIMPLEX FITTING

UPPER SIMPLEX FITTING

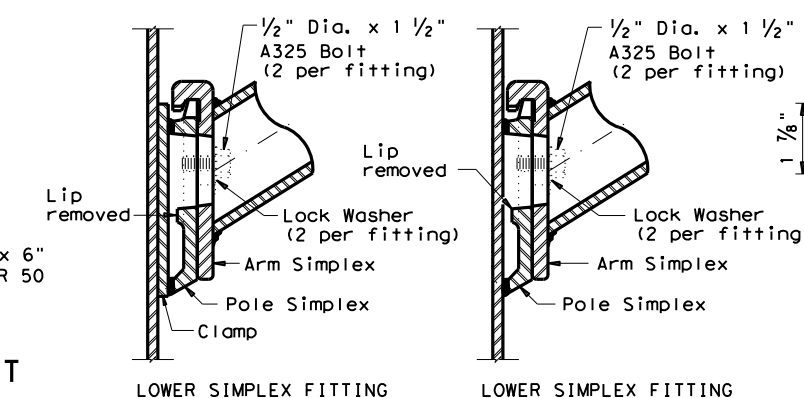


POLE SIMPLEX DETAIL



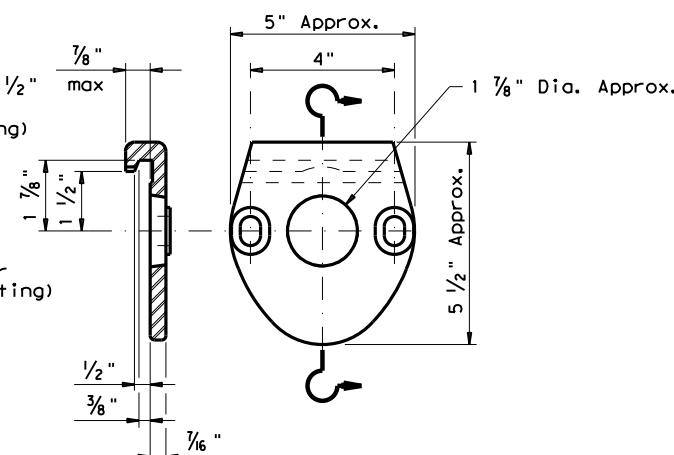
CLAMP ATTACHMENT DETAIL NO. 3 (HALF SECTION)

CLAMP ATTACHMENT DETAIL NO. 4 (HALF SECTION)



LOWER SIMPLEX FITTING

LOWER SIMPLEX FITTING



ARM SIMPLEX DETAIL

SECTION A-A

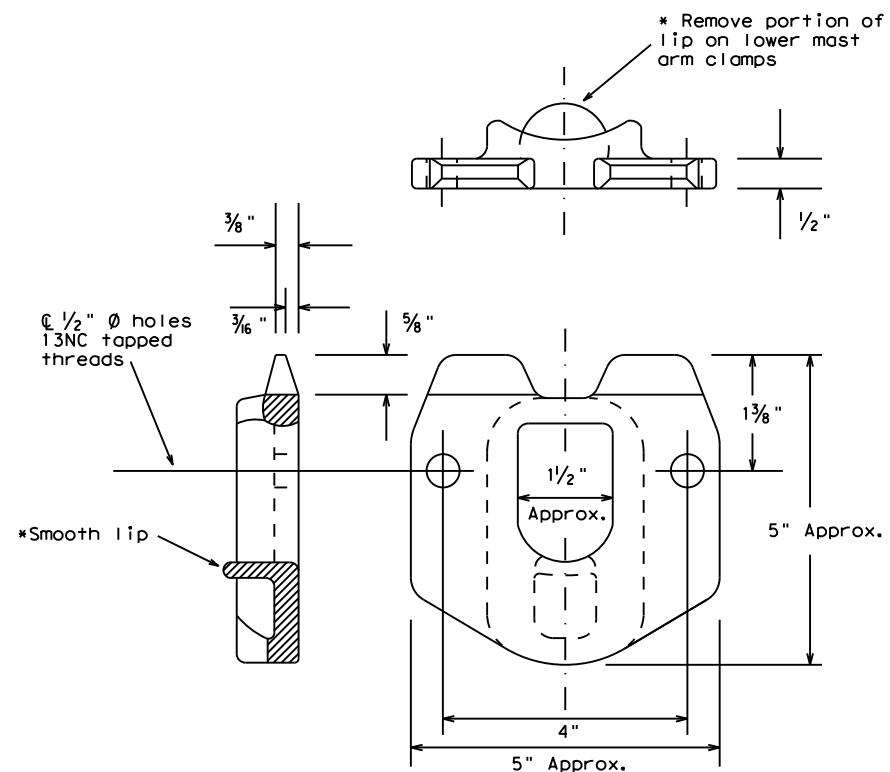
SECTION B-B

Texas Department of Transportation
 Traffic Operations Division
STANDARD ASSEMBLY DRAWINGS FOR LUMINAIRE SUPPORT STRUCTURES
 ARM DETAILS
LUM-A-12

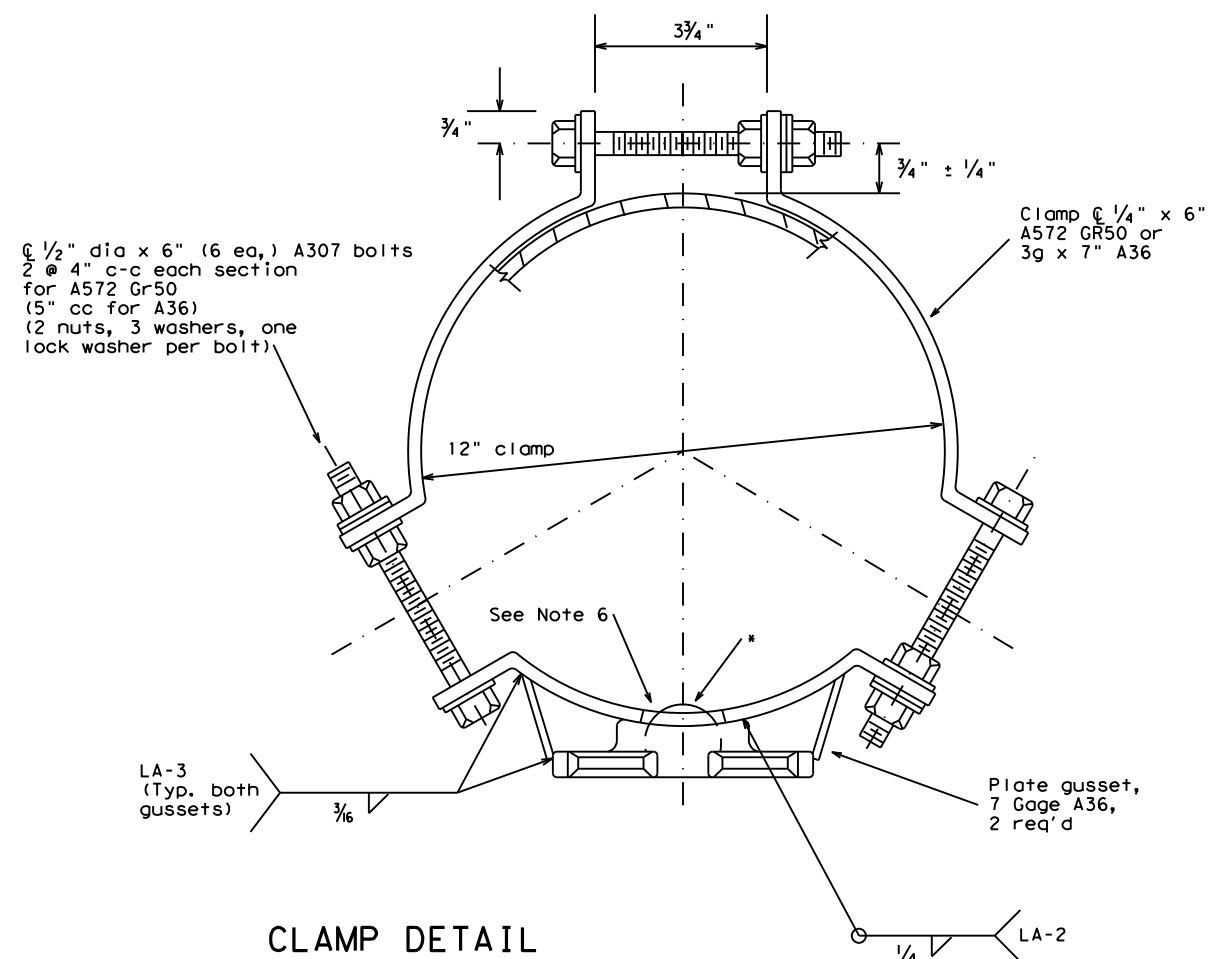
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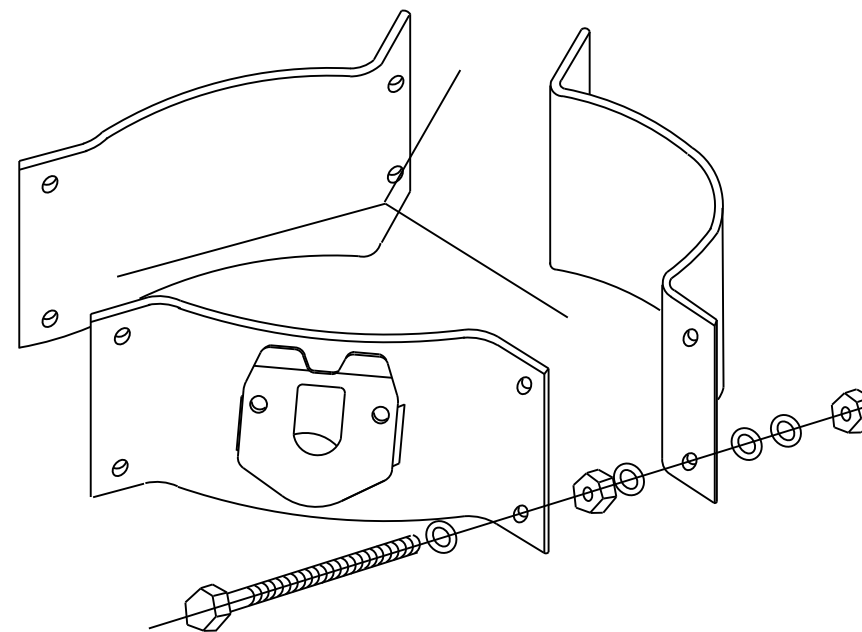
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POLE SIMPLEX DETAILS



CLAMP DETAIL



PROJECTION

For 8.9 - 12 inch diameter Signal Poles
 (Two req'd for each mast arm)

OTHER MATERIALS:

1. Pole simplex shall be ASTM A27 GR65-35 or A148 GR80-50 or A576 GR1021. ASTM A576 must be suitable for forging and also meet minimum tensile of 65ksi, minimum yield of 35ksi, and a minimum elongation of 22 percent in 2 inches.
2. Welded tabs and backplates shall be ASTM A-36 steel or better.
3. Nylon insert locknuts shall conform to ASTM A563.

GENERAL NOTES:

1. Materials and fabrication shall be in accordance with Standard Sheet "MA-C" and with the details, dimensions, and weld procedures shown herein. Weld references call for preapproved weld procedures which the Fabricator must obtain prior to fabrication. In the absence of specified fabrication tolerances, dimensions shall be within the tolerances generally obtainable in normal fabrication practice.
2. All parts shall be galvanized after fabrication in accordance with Item 445, "Galvanizing". The throat of the Simplex shall be made free of all rough or sharp edges resulting from the galvanizing process.
3. Each simplex fitting shall be supplied with 2 ASTM A325 bolts, 1/2 in. x 1 1/2 in. and 2 lock washers. The bolts and lock washers shall be secured to the clamp with the other hardware items. The Fabricator shall ship clamp assembly together in a single package, including all bolts, nuts, and washers required for the clamp and simplex fitting.
4. Design conforms to 1994 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" and interim revisions thereto. Design Wind Speed equals 80 mph plus a 1.3 gust factor. Clamps are designed to support a 60 lb. luminaire having an effective projected area (actual area times drag coefficient) of 1.6 sq. ft., 12 ft. maximum arm length.
5. Each assembly shall consist of one upper piece simplex fitting having a smooth lip and one lower piece simplex fitting with the lip removed.
6. Approximately 2 in. diameter hole in upper mast arm clamp.



CLAMP ON FITTING ASSEMBLY FOR LUMINAIRE MAST ARM

CFA-12

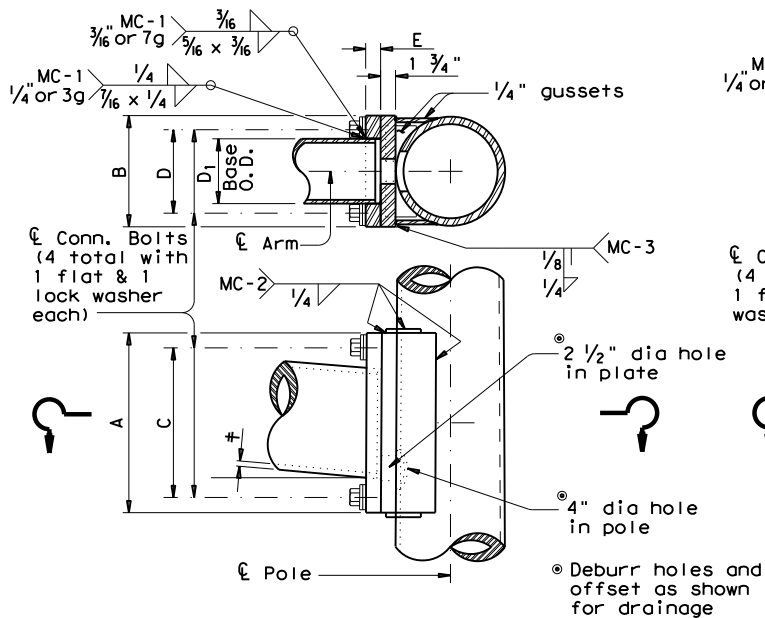
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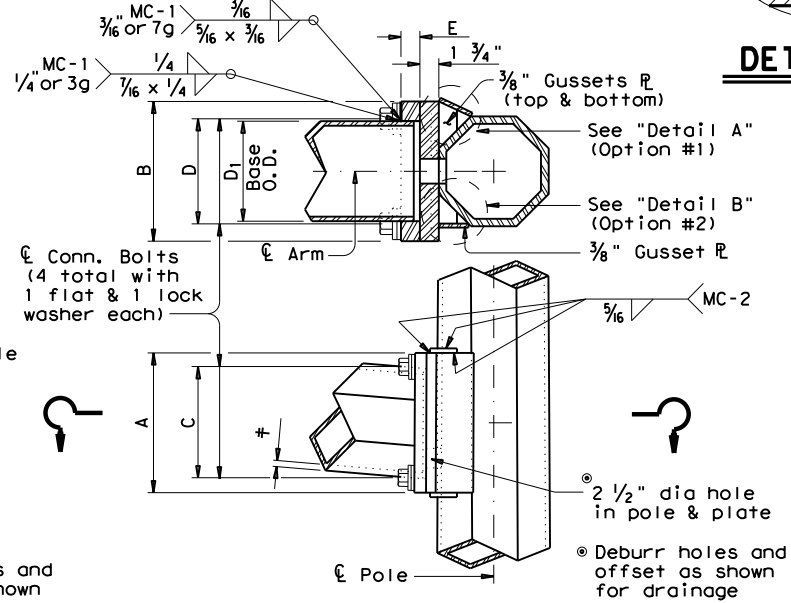
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ARM SIZE		A	B	C	D	E	CONN BOLT DIA
D ₁	ϕ	in.	in.	in.	in.	in.	in.
6.5	.179	12	9	9	6	1 3/4	1
7.5	.179	13	9	10	6	1 3/4	1
8.0	.179	14	10	11	7	2	1 1/4
9.0	.179	16	11	13	8	2	1 1/4
9.5	.179	17	12	14	9	2	1 1/4
9.5	.239	18	12	15	9	2	1 1/4
10.0	.239	18	12	15	9	2	1 1/4
10.5	.239	18	13	15	10	3	1 1/2
11.0	.239	18	13	15	10	3	1 1/2

ARM SIZE		A	B	C	D	E	CONN BOLT DIA
D ₁	ϕ	in.	in.	in.	in.	in.	in.
7.0	.179	11	11	8	8	1 3/4	1 1/4
7.5	.179	11	11	8	8	1 3/4	1 1/4
8.0	.179	11	11	8	8	2	1 1/4
9.0	.179	13	13	10	10	2	1 1/4
10.0	.179	13	13	10	10	2	1 1/4
9.5	.239	13	13	10	10	2	1 1/4
10.0	.239	14	14	11	11	2	1 1/2
11.0	.239	14	14	11	11	3	1 1/2
11.5	.239	14	14	11	11	3	1 1/2



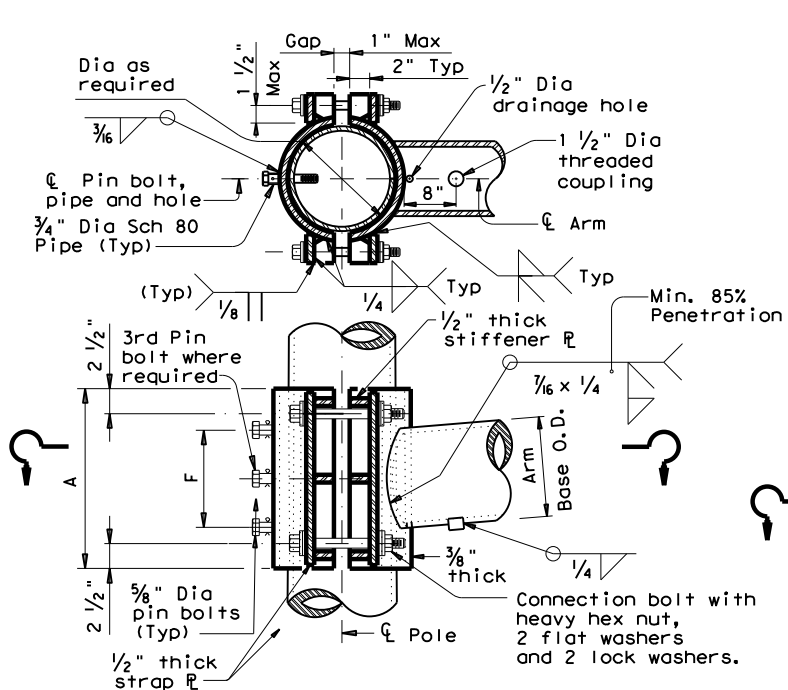
FIXED MOUNT DETAIL 1



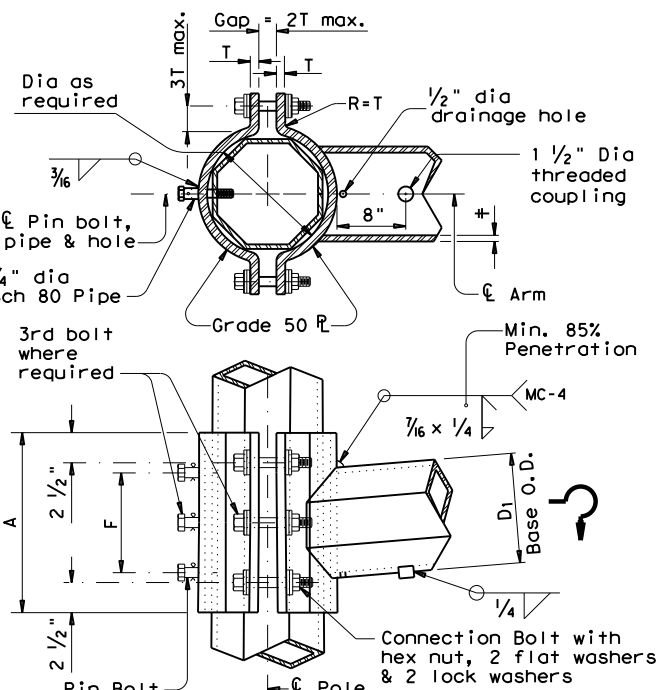
FIXED MOUNT DETAIL 2

ARM SIZE		A	F	CONN. BOLTS		PIN BOLTS	
D ₁	ϕ	in.	in.	No.	Dia	No.	Dia
6.5	.179	12	6	4	1	2	5/8
7.5	.179	14	8	4	1	2	5/8
8.0	.179	14	8	4	1	2	5/8
9.0	.179	16	10	4	1	2	5/8
9.5	.179	18	12	4	1 1/4	3	5/8
9.5	.239	18	12	4	1 1/4	3	5/8
10.0	.239	18	12	4	1 1/4	3	5/8

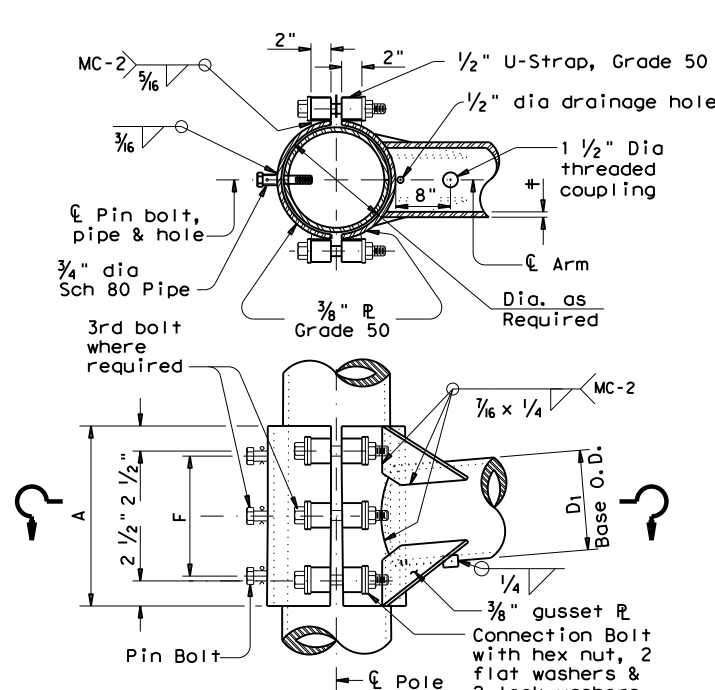
ARM SIZE		A	F	T	CONN. BOLTS		PIN BOLTS	
D ₁	ϕ	in.	in.	in.	No.	Dia	No.	Dia
7.0	.179	12	6	3/4	4	3/4	2	5/8
7.5	.179	14	8	3/4	4	3/4	2	5/8
8.0	.179	14	8	3/4	4	3/4	2	5/8
9.0	.179	16	10	7/8	4	1	2	5/8
10.0	.179	18	10	7/8	4	1	2	5/8
9.5	.239	18	10	1	6	1	3	5/8
10.0	.239	18	10	1	6	1	3	5/8



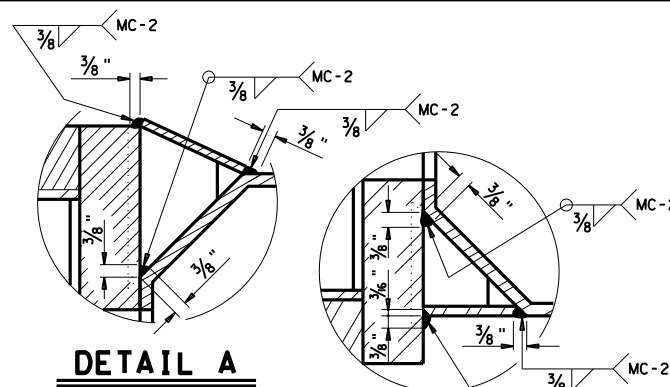
CLAMP-ON DETAIL 1



CLAMP-ON DETAIL 2

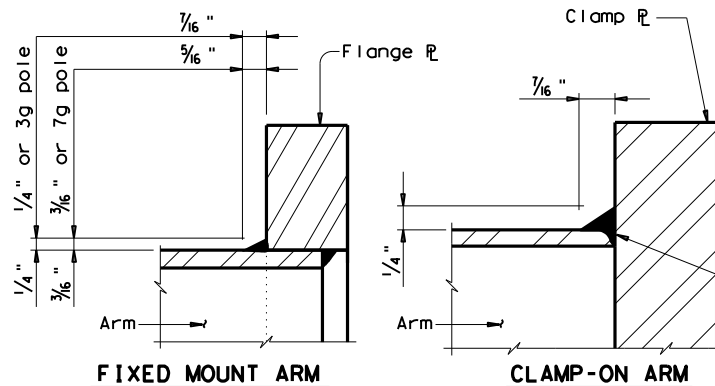


CLAMP-ON DETAIL 3



DETAIL A

DETAIL B



FIXED MOUNT ARM

CLAMP-ON ARM

ARM BASE WELD DETAILS

ARM SIZE		A	F	CONN. BOLTS		PIN BOLTS	
D ₁	ϕ	in.	in.	No.	Dia	No.	Dia
6.5	.179	12	6	4	1	2	5/8
7.5	.179	14	8	4	1	2	5/8
8.0	.179	14	8	4	1	2	5/8
9.0	.179	16	10	4	1	2	5/8
9.5	.179	18	12	6	1	3	5/8
9.5	.239	18	12	6	1	3	5/8
10.0	.239	18	12	6	1	3	5/8

MATERIALS	
Round Shafts or Polygonal Shafts ①	ASTM A595 Gr.A, A588, A1008 HSLAS Gr.50 Class 2, A1011 HSLAS Gr.50 Class 2, A572 Gr.50 or A1011 SS Gr.50 ②
Plates ①	ASTM A36, A588, or A572 Gr.50
Connection Bolts	ASTM A325 or A449, except where noted
Pin Bolts	ASTM A325
Pipe ①	ASTM A53 Gr.B, A501, A1008 HSLAS-F Gr.50, A1011 HSLAS-F Gr.50
Misc. Hardware	Galvanized steel or stainless steel or as noted

- ① ASTM A572, A1008 HSLAS, A1011 HSLAS, A1008 HSLAS-F, A1011 HSLAS-F or A1011 SS may have higher yield strengths but shall not have less elongation than the grade indicated.
- ② ASTM A1011 SS Gr.50 material shall also have a minimum elongation of 18 percent in 8 inches or 23 percent in 2 inches. Material thickness in excess of those stipulated under A1011 SS will be acceptable providing the material meets all other A1011 SS requirements and the requirements of this item.

GENERAL NOTES:

Clamp-on details are used for the second arm on dual mast arm assemblies. A Maximum 1 1/2" wide vertical slotted hole shall be cut in the front clamp plate to facilitate drainage during galvanizing. The slot shall be centered behind the arm and shall be no longer than the arm diameter minus 1"

Fixed mount details are used for single mast arm assemblies and for the first arm on dual mast arm assemblies.

Where duplicate parts occur on a detail, welds shown for one part shall apply to all similar parts on the detail.

Pin bolts are required to prevent rotation of clamp-on arms under design wind forces.

NOTE:

Pin bolts shall be A325 with threads excluded from the shear plane. Pin bolt and 3/4" dia pipe shall have 3/16" dia holes for a 1/8" dia galvanized cotter pin. Back clamp plate shall be furnished with a 3/4" dia hole for each pin bolt. An 1/16" dia hole for each pin bolt shall be field drilled through the pole after arm orientations have been approved by the Engineer.

Texas Department of Transportation
 Traffic Operations Division

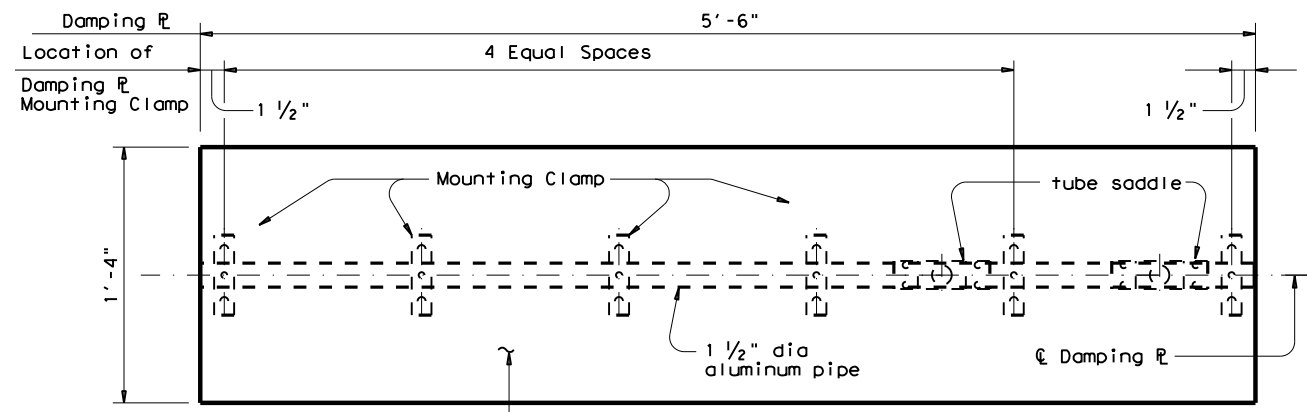
**STANDARD ASSEMBLY
 FOR TRAFFIC SIGNAL
 SUPPORT STRUCTURES
 MAST ARM CONNECTIONS**

MA-C-12

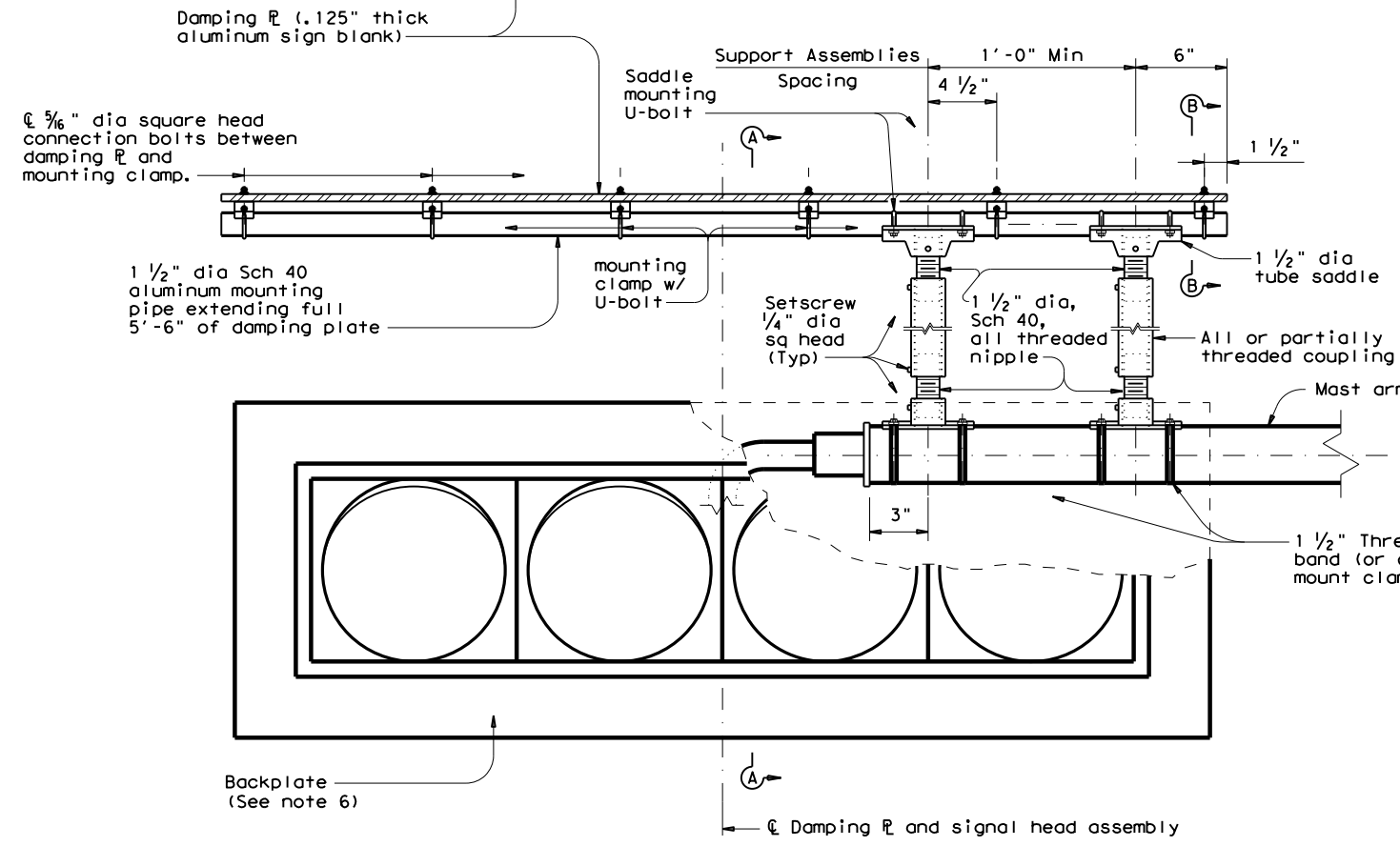
© TxDOT August 1995		DN: MS	CK: JSY	DW: MMF	CK: JSY
REVISIONS		CONT	SECT	JOB	HIGHWAY
5-96	0050	05	070, ETC	BU 290H	
5-09					
1-12					
DIST	COUNTY	SHEET NO.			
HOU	WALLER	029			

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DATE: 6/20/2024 7:37:40 AM
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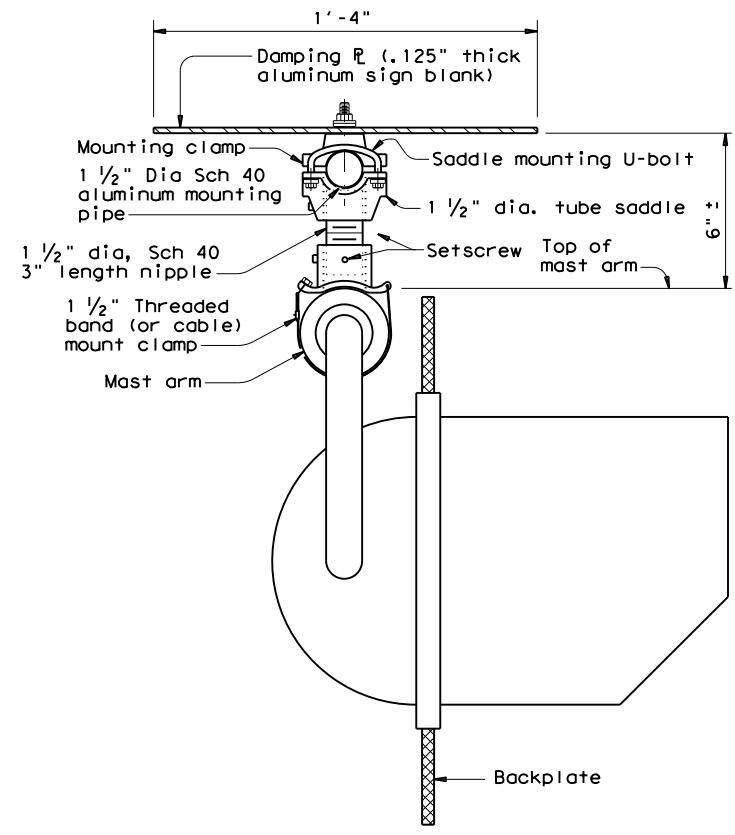


PLAN

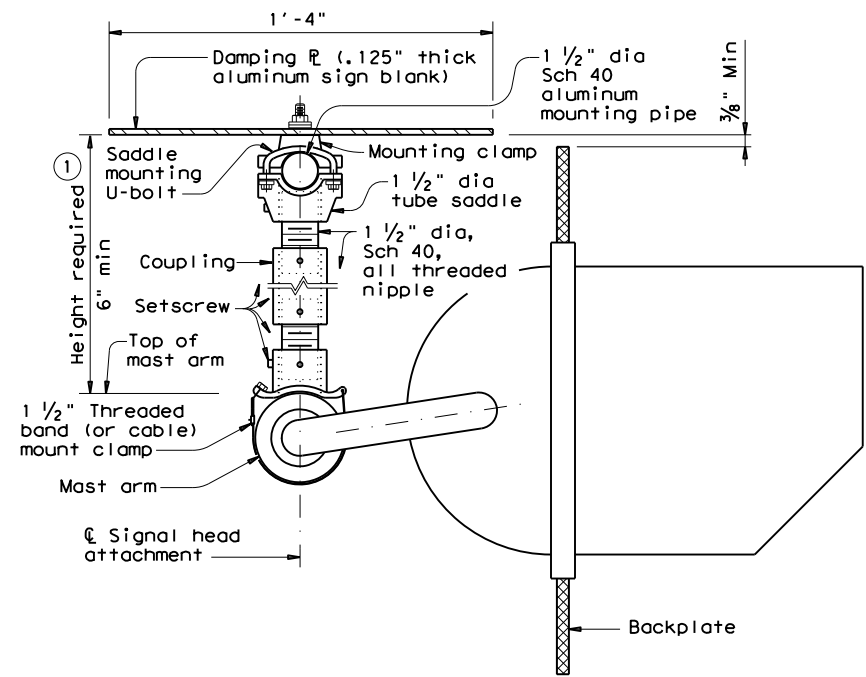


ELEVATION

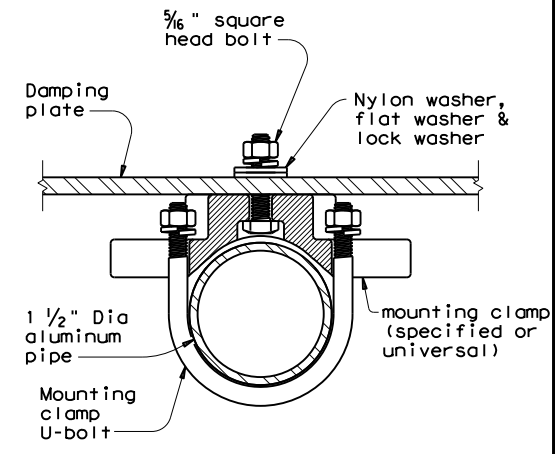
DAMPING PLATE MOUNTING DETAILS
 (Showing alternate placement of signal head)



SECTION A-A
 (Showing standard placement of signal head)
 (Mounting clamp U-bolt is not shown for clarity)



SECTION A-A
 (Showing alternate placement of signal head)
 (Mounting clamp U-bolt is not shown for clarity)



SECTION B-B
 (Showing damping plate attachment)

GENERAL NOTES:

1. In accordance with the findings of TxDOT sponsored research, the installation of a damping plate in accordance with the details shown here at the end of signal mast arms of SMA and DMA standard structures reduces excessive harmonic vertical vibration, and thus fatigue damage. Any deviation from these details may reduce the effectiveness of this damping device.
2. Aluminum sign blank for damping plate will conform to Departmental Material Specifications DMS-7110. Materials for mast arm mounting clamp and tube saddle will be aluminum castings or aluminum alloys as in accordance with manufacturers' stipulations. Mounting pipe, pipe nipple and coupling will be aluminum alloy 6061-T6 or 6063-T6. Damping plate mounting clamp and u-bolt assemblies will conform to Standard sheet SMD(GEN). U-bolts for saddle mounting will have a minimum yield strength of 36 ksi.
3. Damping plate will be mounted horizontally. Position centerline of damping plate to align with centerline of mast arm or horizontal signal head assembly. Vertical clearance between signal head (with or without backing plate) and bottom of damping plate will be maintained as shown. The attachments shown here are examples only, other supporting details which meet both alignment and vertical clearance requirements are also acceptable.
4. Unless stipulated by the manufacturers, all steel parts will be galvanized finish in accordance with Standard Specification Item 445, "Galvanizing".
5. Contractor will verify applicable field dimensions before the installation.
6. Backplates are optional for traffic signals. When backplates are used, Backplates will have a 2-inch fluorescent yellow AASHTO Type B_{FL} or C_{FL} retroreflective border conforming to TxDOT DMS-8300 "Sign Face Materials." See Sheet TS-BP-20 for backplate details.

① Recommended supporting assemblies to achieve required height for horizontal section heads

Height required	One nipple each length	Two nipples each length plus One coupling each length
6"-6 3/4"	3"	-
7"-8 1/2"	4"	-
9"-10 1/2"	6"	-
11"-15 1/2"	-	4" 5"
16"-24"	-	6" 10"

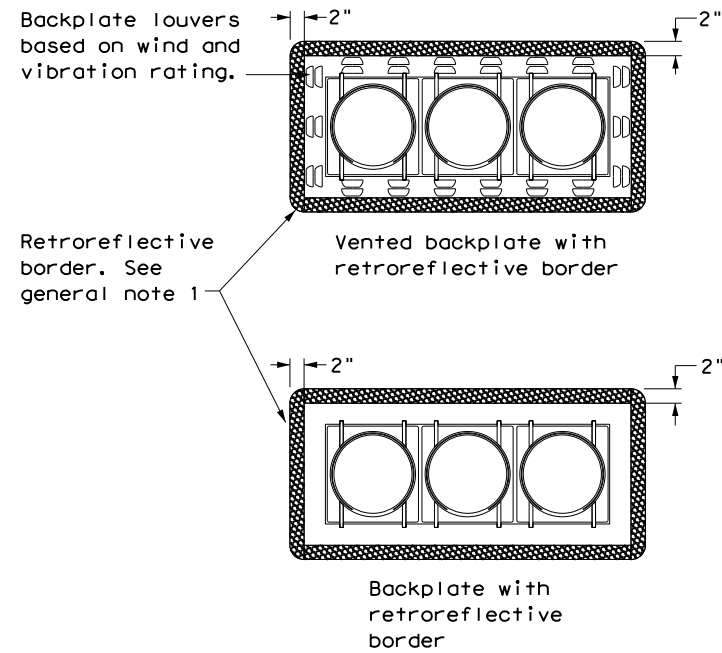
Texas Department of Transportation
 Traffic Safety Division Standard

MAST ARM DAMPING PLATE DETAILS
MA-DPD-20

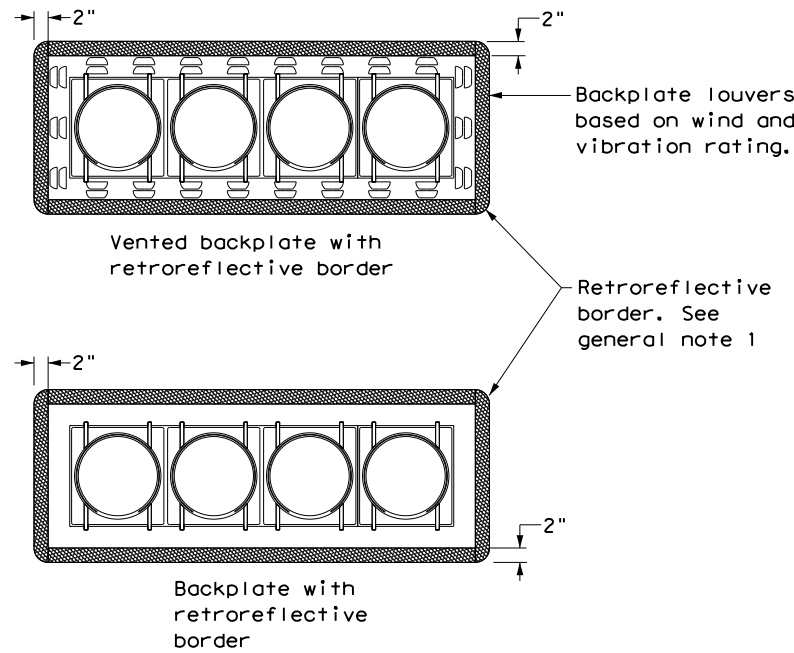
FILE: ma-dpd-20.dgn DWN: TxDOT CK: TxDOT DW: TxDOT CK: TxDOT
 © TxDOT January 2012 CONT SECT JOB HIGHWAY
 REVISIONS 0050 05 070, ETC BU 290H
 6-20 DIST COUNTY SHEET NO.
 HOU WALLER 031

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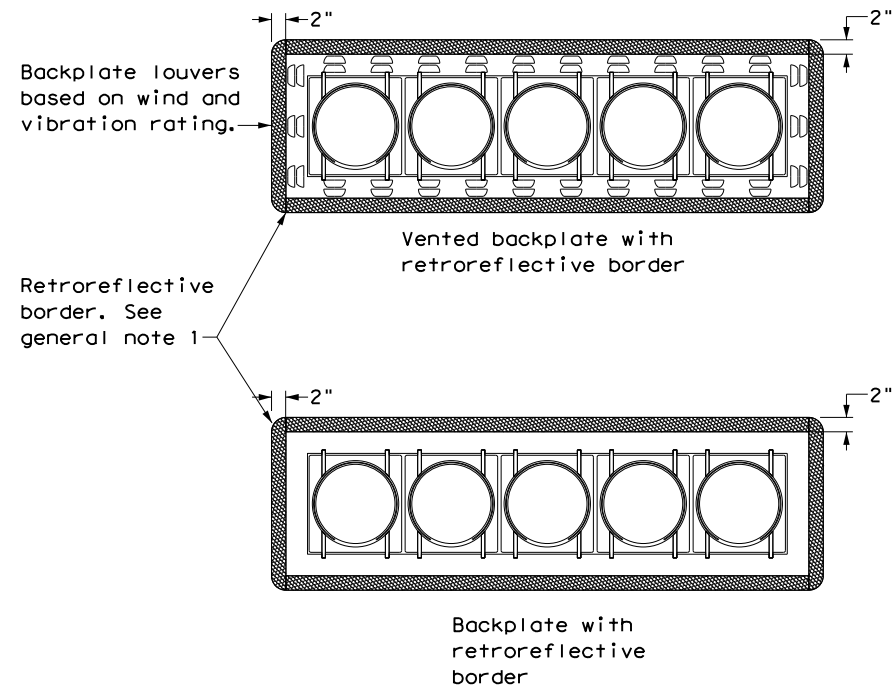
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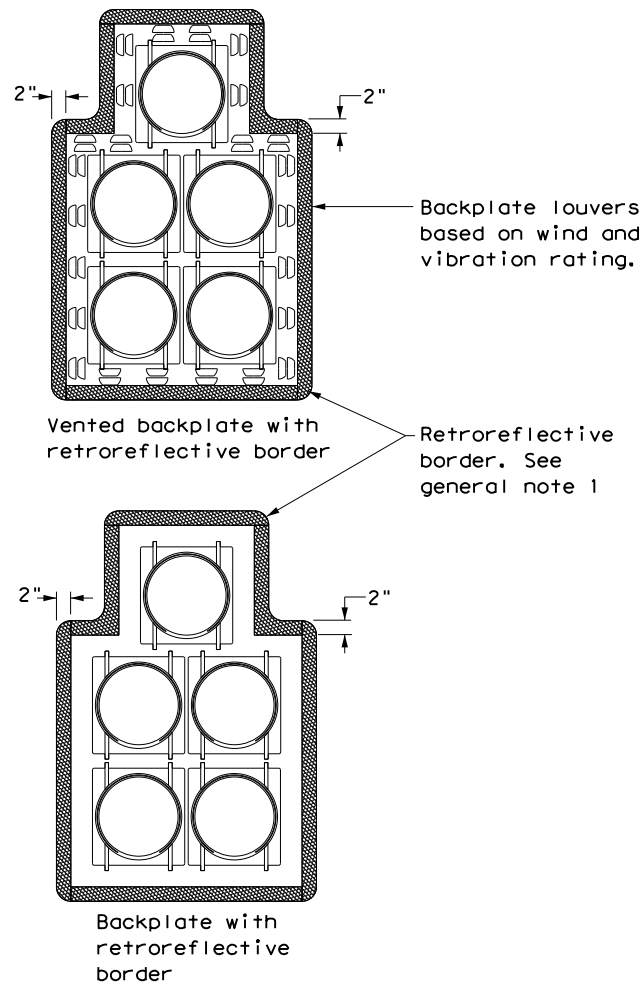
THREE-SECTION HEAD
 HORIZONTAL OR VERTICAL



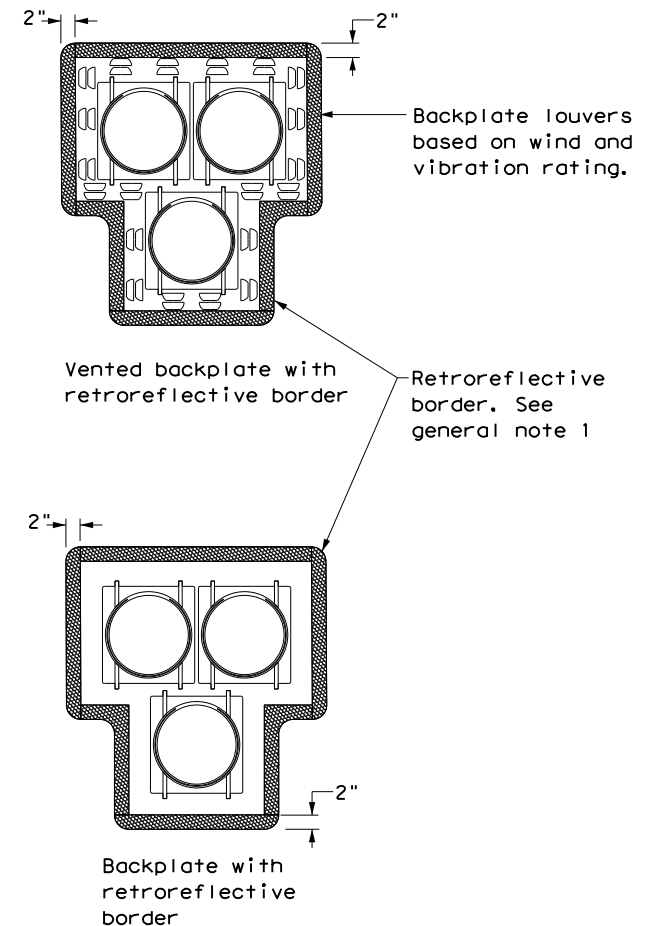
FOUR-SECTION HEAD
 HORIZONTAL OR VERTICAL



FIVE-SECTION HEAD
 HORIZONTAL OR VERTICAL



FIVE-SECTION HEAD
 CLUSTER



PEDESTRIAN HYBRID
 BEACON

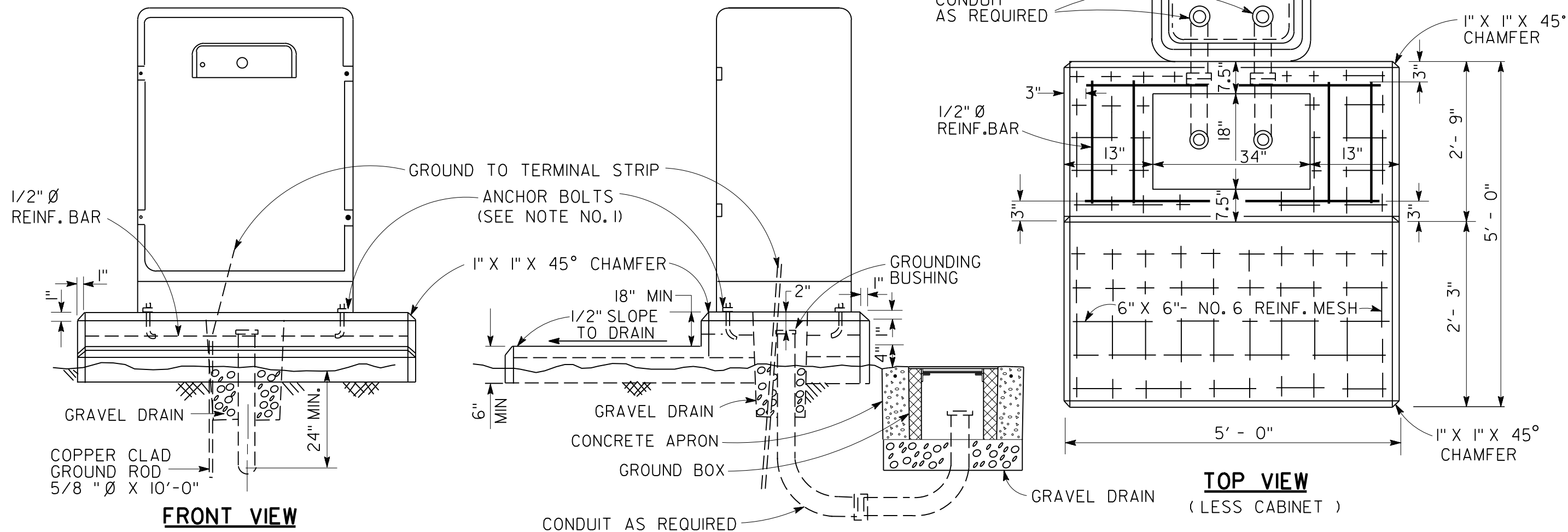
GENERAL NOTES:

1. Backplates are optional for traffic signals and pedestrian hybrid beacons. When backplates are used, a 2-inch wide fluorescent yellow AASHTO Type B_{FL} or C_{FL} retroreflective border conforming to TxDOT DMS-8300 is required. Place on all approaches when used.
2. Signal head and backplate compatibility must be verified by the contractor prior to installation.
3. When using backplates on signal heads, venting is preferred to reduce cyclic vibration stress.
4. When a vented backplate is used, the retroreflective border must not be placed over the louvers.
5. This standard sheet applies to all signal heads with backplates, including but not limited to:
 - Pole mounted
 - Overhead mounted
 - Span wire mounted
 - Mast arm mounted
 - Vertical signal heads
 - Horizontal signal heads
 - Clustered signal heads
 - Pedestrian hybrid beacons

		Texas Department of Transportation		Traffic Safety Division Standard	
TRAFFIC SIGNAL HEAD WITH BACKPLATE					
TS-BP-20					
FILE: ts-bp-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT	
© TxDOT June 2020	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0050	05	070, ETC	BU 290H	
	DIST	COUNTY	SHEET NO.		
	HOU	WALLER	032		

CABINET AS PER CONTROLLER MANUFACTURER

NOTE: SEE PLAN LAYOUT FOR CONDUIT ENTRANCES AND SIZES



FRONT VIEW

SIDE VIEW

TOP VIEW
(LESS CABINET)

NOTES:

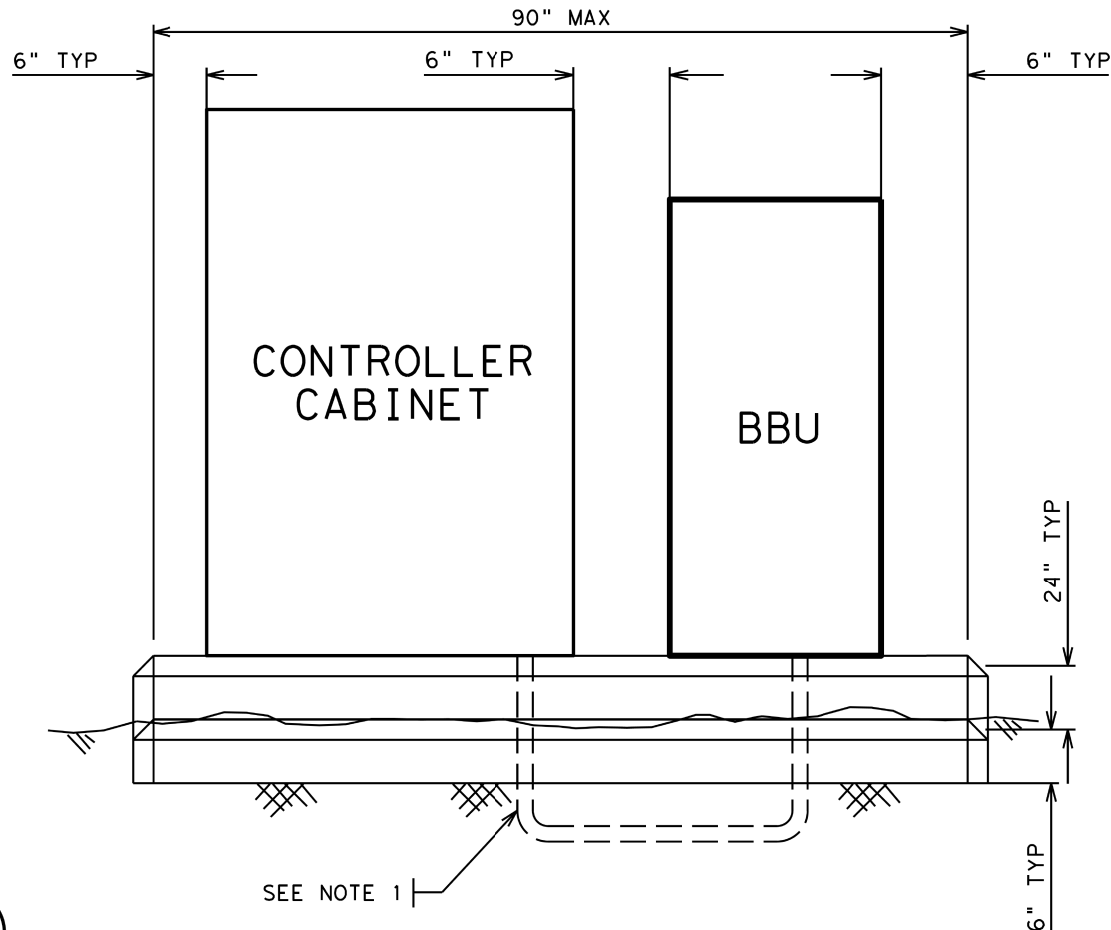
1. CABINET MANUFACTURER TO PROVIDE DETAILS OF ANCHOR BOLT LOCATION.
2. MODIFY DIMENSIONS FOR CONCRETE BASE TO FIT EQUIPMENT FURNISHED, IF NECESSARY.
3. PROVIDE GRAVEL DRAIN FOR CONTROLLER AND ALL GROUND BOXES.
4. FURNISH CLASS "B" OR CLASS "C" CONCRETE.
5. SET CONTROLLER FOUNDATION LEVEL WITH THE PAVEMENT SURFACE OR AS APPROVED BY THE ENGINEER.
6. FURNISH AT NO COST TO THE DEPARTMENT ANY ADDITIONAL CONCRETE WHICH MAY BE NECESSARY TO STABILIZE THE FOUNDATION AT UNUSUAL LOCATIONS.
7. PLACE REINFORCING BARS AS DIRECTED.
8. UPON INSTALLING THE CONTROLLER CABINET, APPLY A SILICON-BASED CAULKING COMPOUND AROUND THE BASE OF THE CONTROLLER CABINET.

Texas Department of Transportation
Houston District

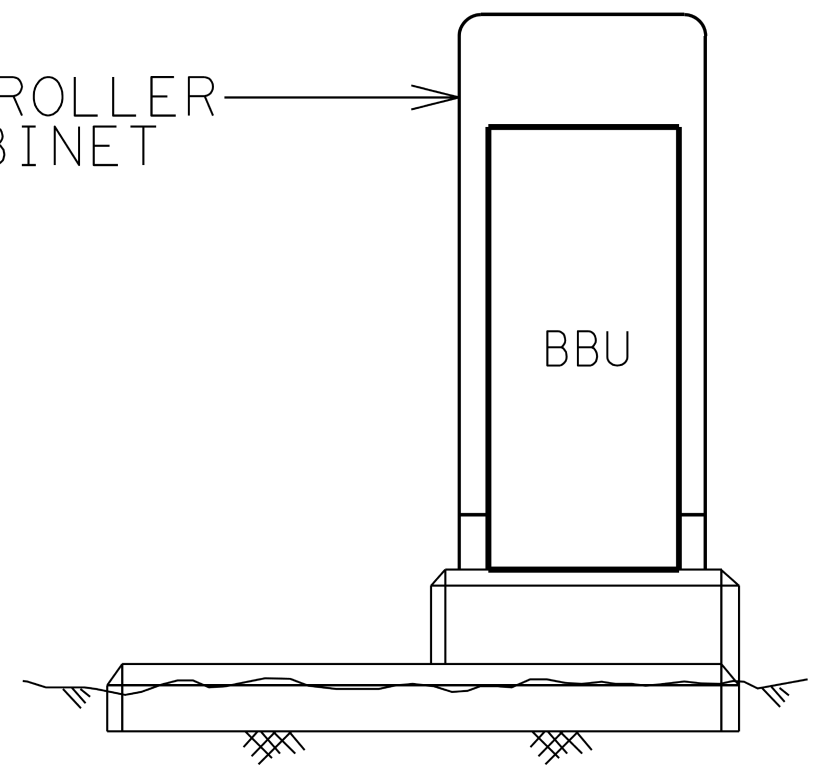
**SIGNAL DETAILS/STANDARDS
CONTROLLER FOUNDATION
DETAIL
SD/SCFD**

FILE:	DN:	CK:	DW:	CK:
© TxDOT 2007	DIST	FED REG	PROJECT NO.	SHEET
REVISIONS 08-04 03-07	HOU	6		033
	COUNTY	CONTROL	SECT	JOB
	WALLER	0050	05	070
				HIGHWAY
				BU 290H

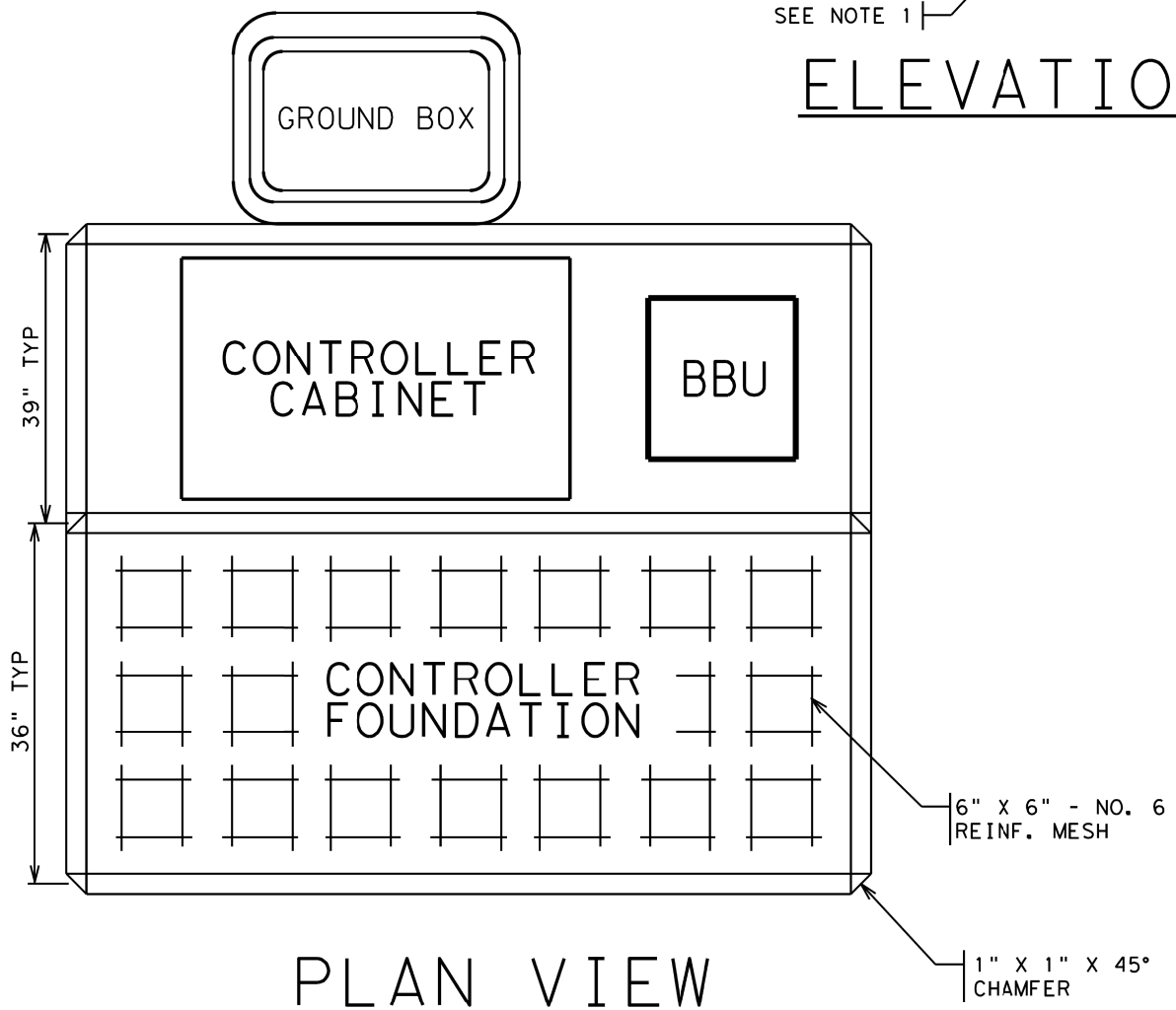
DATE: 9/28/2022 1:15:41 PM
 FILE: P:*V-TPD\Projects\TX\2021\210131\TX_02\1*Design\500*CADD\dgn\02_Plan Files\08_signal\standards\SD-S_BSM.dgn



ELEVATION VIEW



SIDE VIEW



PLAN VIEW

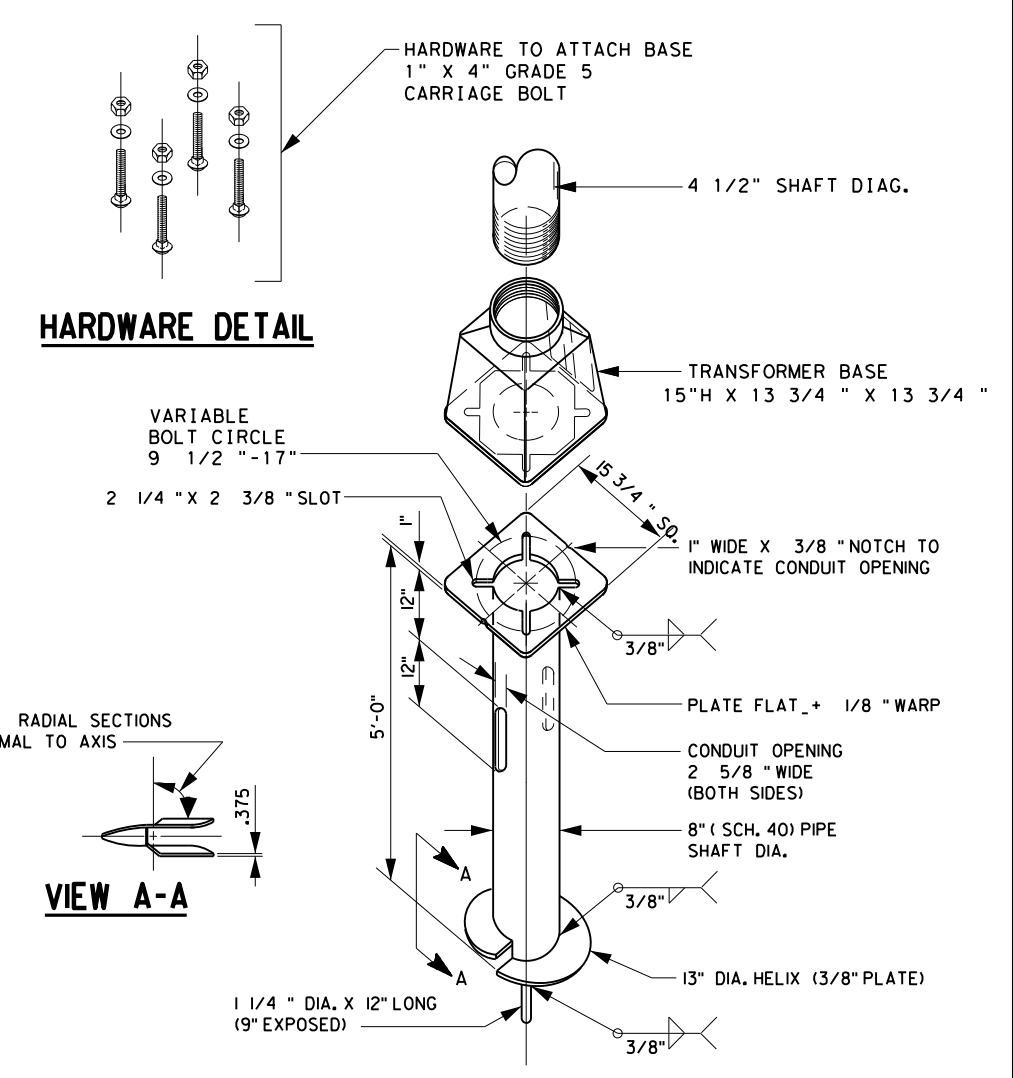
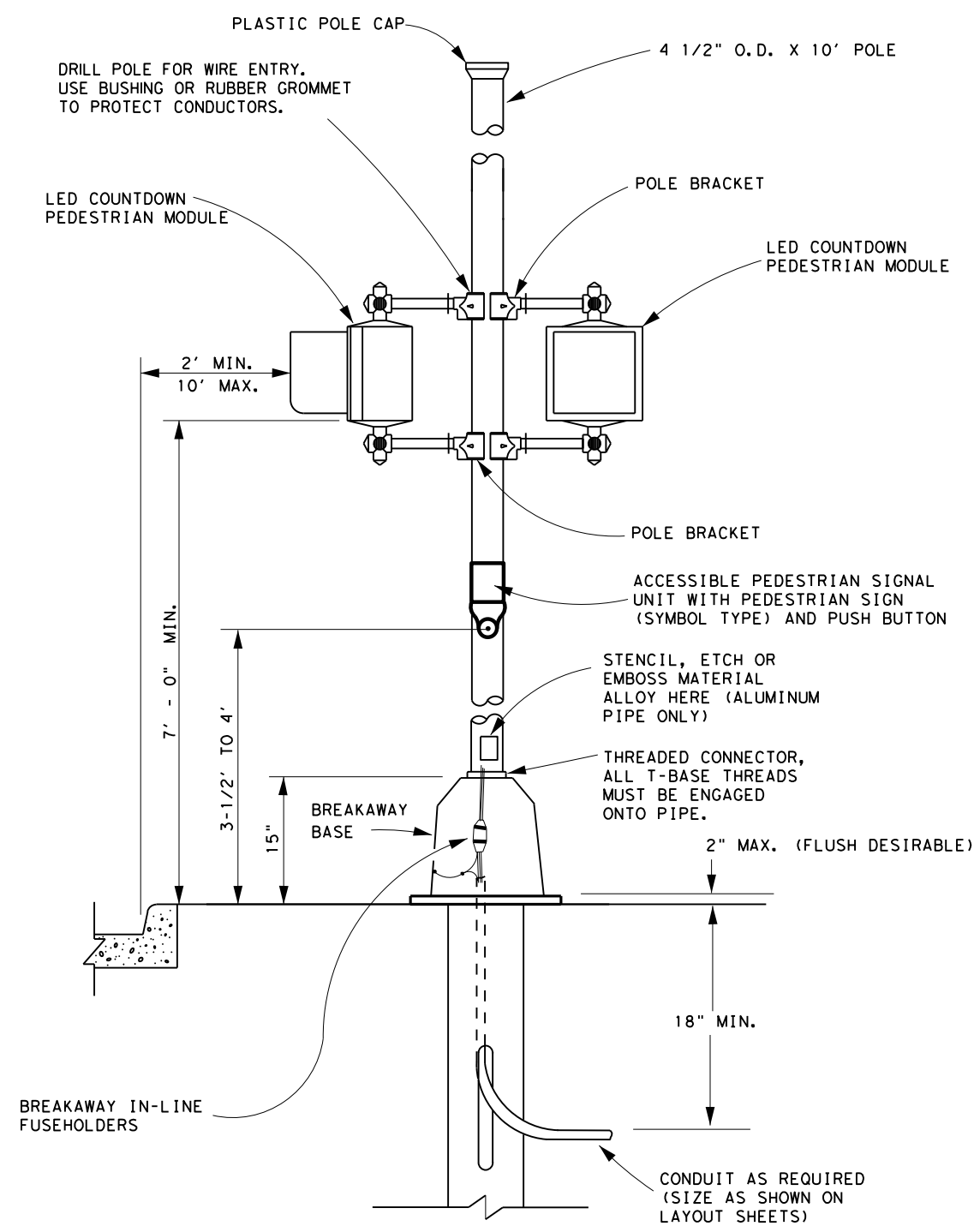
NOTES:

1. INSTALL 1-1/2 " PVC CONDUIT WITH FIVE #6 AWG CONDUCTORS, TWO #18 AWG CONDUCTORS AND ONE CAT 5 CABLE WITH CONNECTOR BETWEEN THE TWO CABINETS.
2. EXTEND THE CONCRETE CONTROLLER PAD (REFER TO SD/SCFD) UNDER THE BBU. MODIFY PAD DIMENSIONS TO FIT EQUIPMENT, AS NEEDED.
3. THE WORK PERFORMED AND MATERIALS FURNISHED WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE SUBSIDIARY TO THE BBU ASSEMBLY.
4. FURNISH CLASS "B" OR CLASS "C" CONCRETE.
5. USE 6" X 6" - NO. 6 REINFORCING MESH IN FOUNDATION WITH 1" X 1" X 45° CHAMFER AT ALL CORNERS.



SIGNAL DETAILS/STANDARDS
BBU SIDE MOUNT
SD/S BSM

SCALE	FED. RD. DIV. NO.	STATE	PROJECT NO.	HIGHWAY
N. T. S.	6	TEXAS	-	BU 290H
REVISIONS	STATE DISTRICT	COUNTY	CONTROL SECTION	JOB SHEET NO.
09/2019	HOU	WALLER	0050 05	070 034



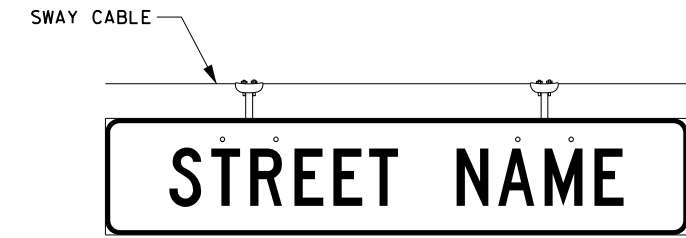
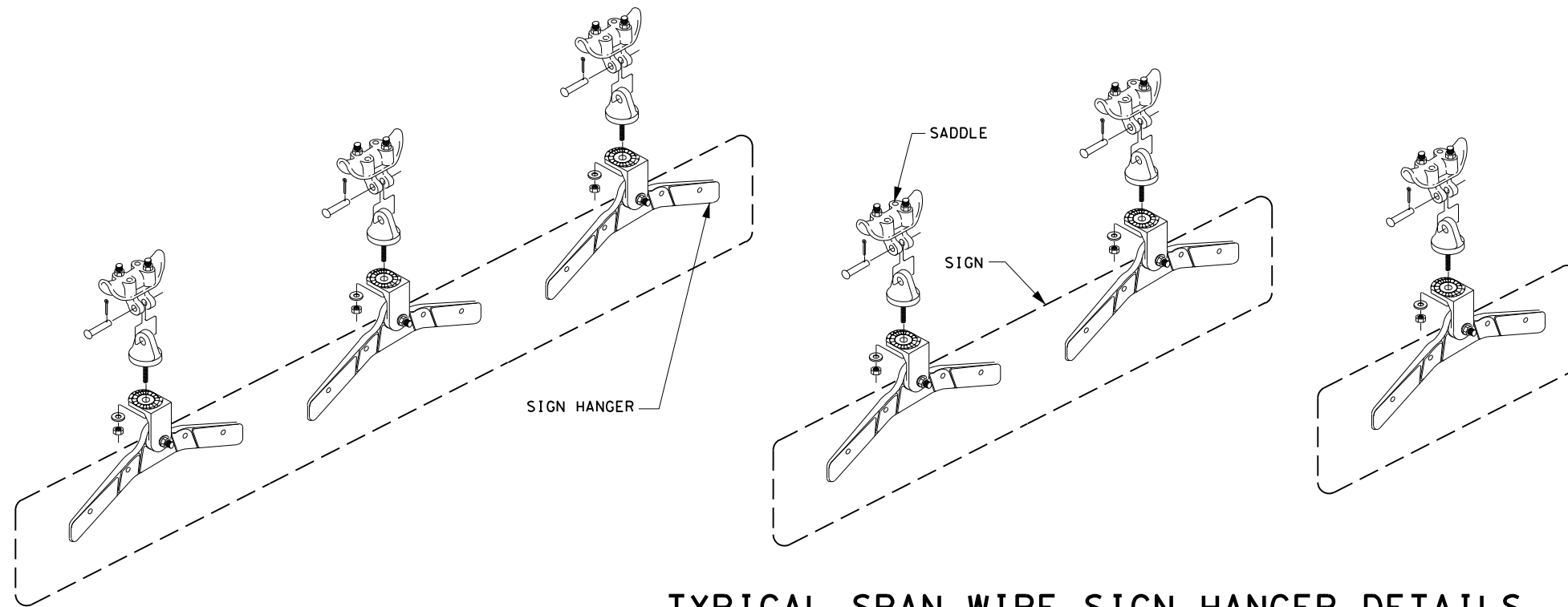
SCREW ANCHOR FOUNDATION DETAIL

NOTE:
 SEE STANDARD (RFBA - 13) FOR NOTES AND
 NON - FUSED BREAKAWAY ELECTRICAL CONNECTOR DETAILS

Texas Department of Transportation
 Houston District

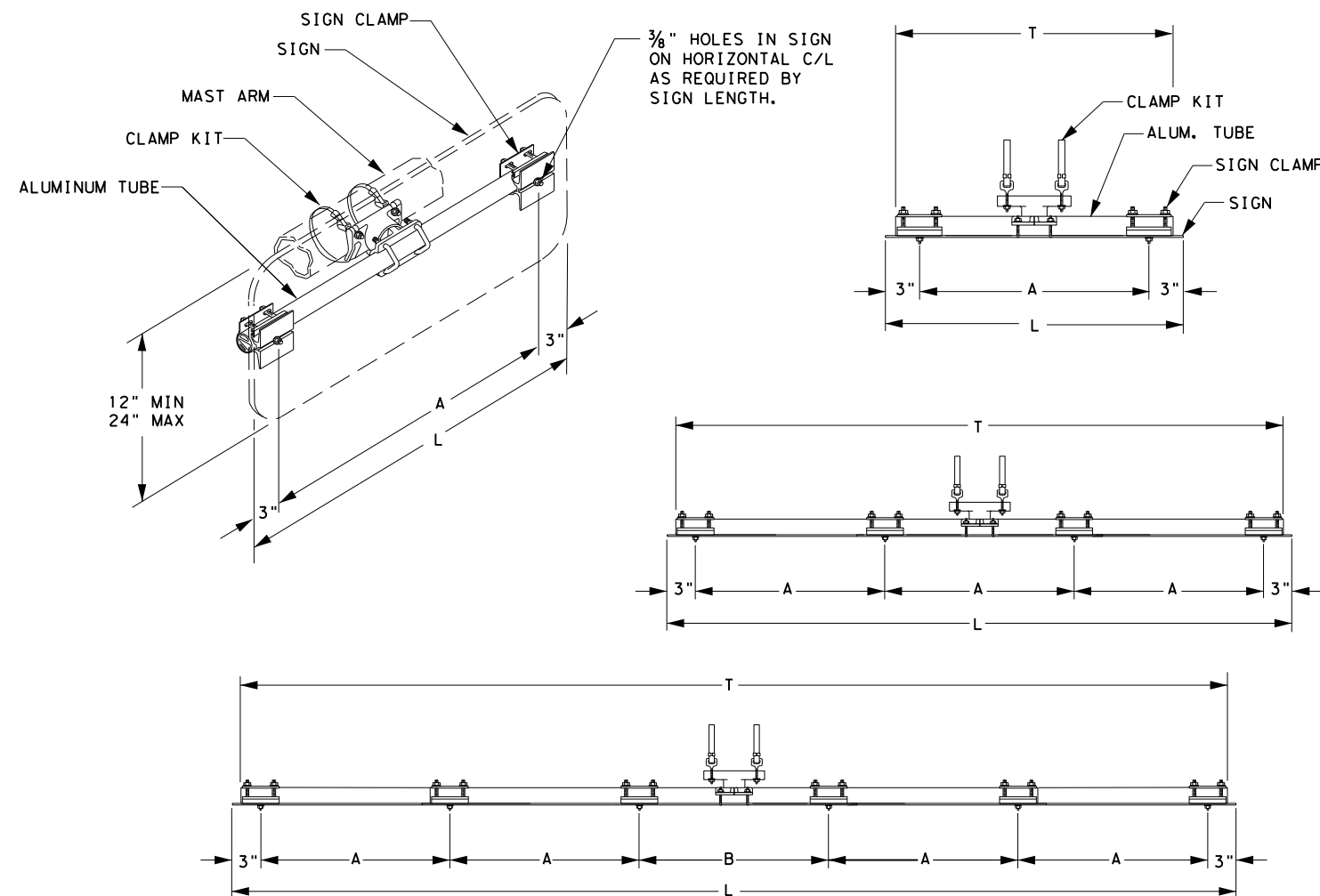
**SIGNAL DETAILS/STANDARDS
 CONSTRUCTION DETAILS
 FOR POLE MOUNTED
 (APS) PEDESTRIAN SIGNALS
 CD/PM (APS) PS**

FILE:	DN:	CK:	DW:	CK:
© TxDOT 2012	DIST	FED REG	PROJECT NO.	SHEET
07-14	HOU	6		035
02-15	COUNTY	CONTROL	SECT	JOB
	WALLER	0050	05	070
				HIGHWAY
				BU 290H



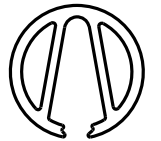
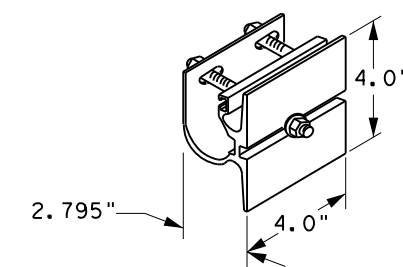
1. USE PELCO PARTS OR APPROVED EQUAL.
2. FURNISH HARDWARE FOR A COMPLETE INSTALLATION.
3. ATTACH THE 90 LB SPAN WIRE CLAMPS (SADDLES) TO TETHERS (SWAY CABLES).
4. FURNISH 1 ADJUSTABLE FREE SWINGING SIGN HANGER PER STREET NAME SIGN SMALLER THAN 3 FT. - 0 IN. SIGNS 3 FT - 0 IN. TO 6 FT.- 0 IN. REQUIRE 2 HANGERS. SIGNS LARGER THAN 6 FT. - 0 IN. REQUIRE 3 HANGERS.

TYPICAL SPAN WIRE SIGN HANGER DETAILS



SIGNS (1'-6" to 3'-0" Long)

SIGN LENGTH (L)	TUBE LENGTH (T)	A
1'-6"	16"	12"
2'-0"	22"	18"
2'-6"	28"	24"
3'-0"	34"	30"



GUSSETED TUBE CROSS SECTION

SIGN CLAMP DETAIL

SIGNS (3'-6" to 8'-0" Long)

SIGN LENGTH (L)	TUBE LENGTH (T)	A
3'-6"	40"	12"
4'-0"	46"	14"
4'-6"	52"	16"
5'-0"	58"	18"
5'-6"	64"	20"
6'-0"	70"	22"
6'-6"	76"	24"
7'-0"	82"	26"
7'-6"	88"	28"
8'-0"	94"	30"

SIGNS (8'-6" to 10'-0" Long)

SIGN LENGTH (L)	TUBE LENGTH (T)	A	B
8'-6"	100"	19"	20"
9'-0"	106"	20"	22"
9'-6"	112"	21"	24"
10'-0"	118"	22"	26"

TYPICAL MAST ARM SIGN MOUNT DETAILS

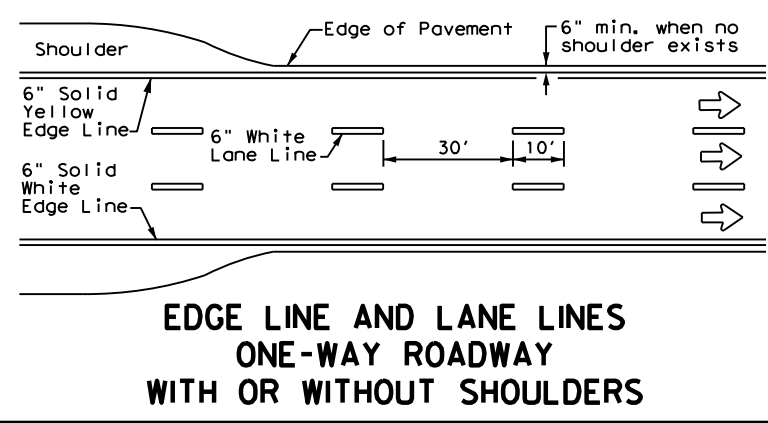
FILE: Overhead-Sign-mount-det-sp04.dgn

Texas Department of Transportation
 Houston District

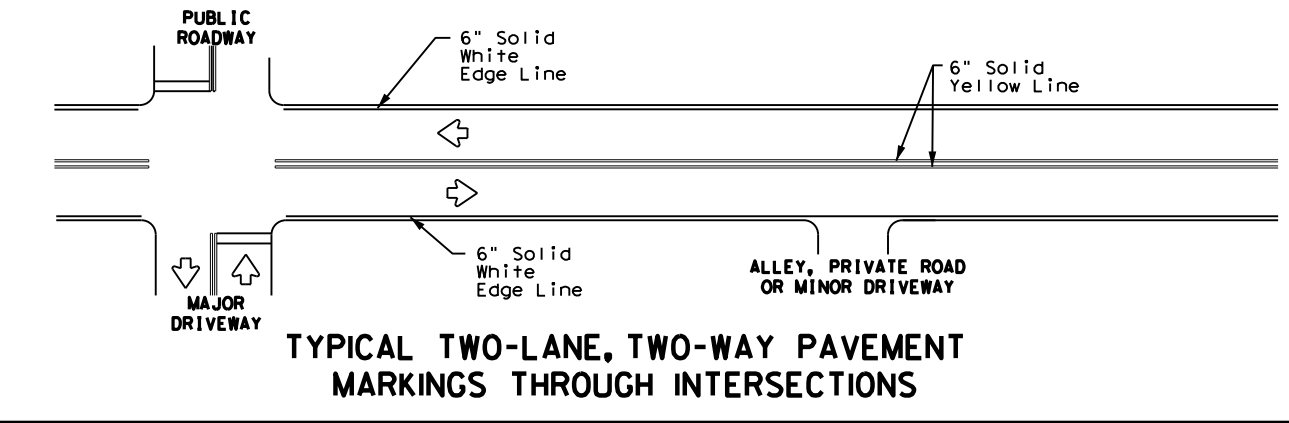
SIGNAL DETAILS/STANDARDS
OVERHEAD STREET NAME SIGN
MOUNTING DETAILS
OSNS/MD

DN:	CK:	DW:	CK:
© TxDOT 2004	DIST FED REG	PROJECT NO.	
	HOU 6	036	
	COUNTY	CONTROL	SECT JOB HIGHWAY
	WALLER	0050	05 070 BU 290H

DATE: 6/20/2024 7:37:51 AM
 FILE: K:\HOU_TPT\068928203 - TxDOT_HOU TRF WA 3 Misc Study-Signal-FON\Task of this drawing is to provide standard details for use.
 The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this drawing to metric units.
 DISCLAIMER:



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

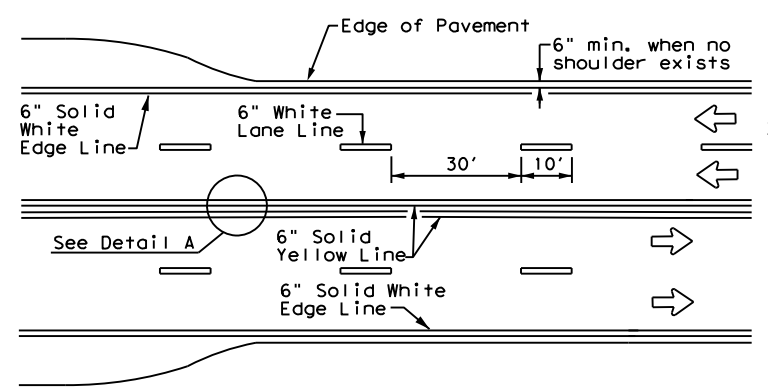


**TYPICAL TWO-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**

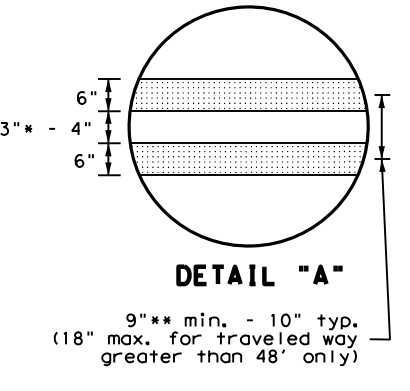
- GENERAL NOTES**
- Edge line striping shall be as shown in the plans or as directed by the Engineer. The edge line should not be placed less than 6 inches from the edge of pavement. This distance may vary due to pavement raveling or other conditions. Edge lines are not required in curb and gutter sections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

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

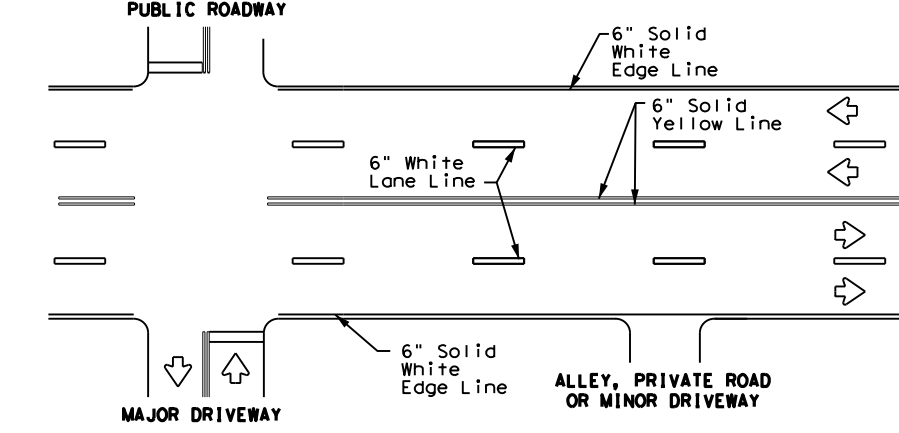
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



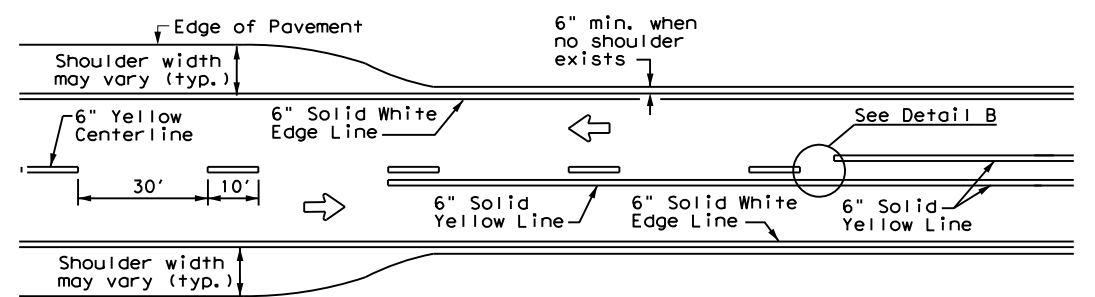
**CENTERLINE AND LANE LINES
FOUR LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



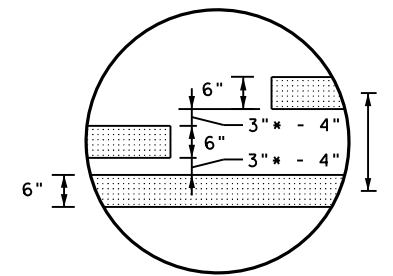
* 2" minimum for restripe projects when approved by the Engineer.
 ** 8" minimum for restripe projects when approved by the Engineer.



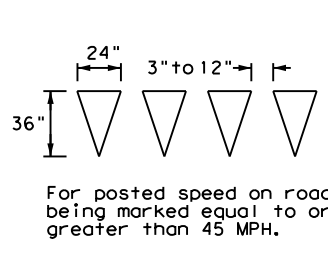
**TYPICAL MULTI-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**



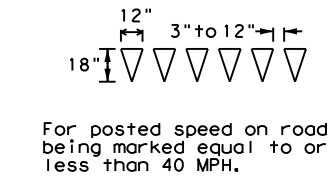
**TWO LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



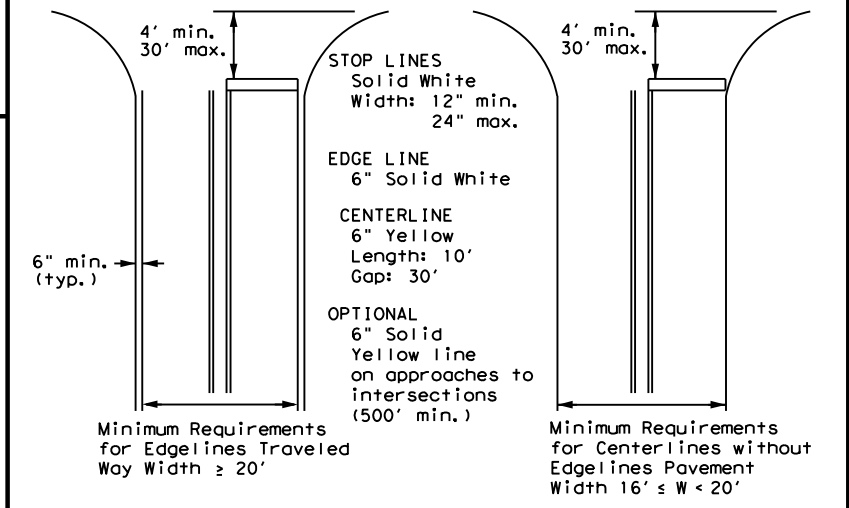
* 2" minimum for restripe projects when approved by the Engineer.



YIELD LINES



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

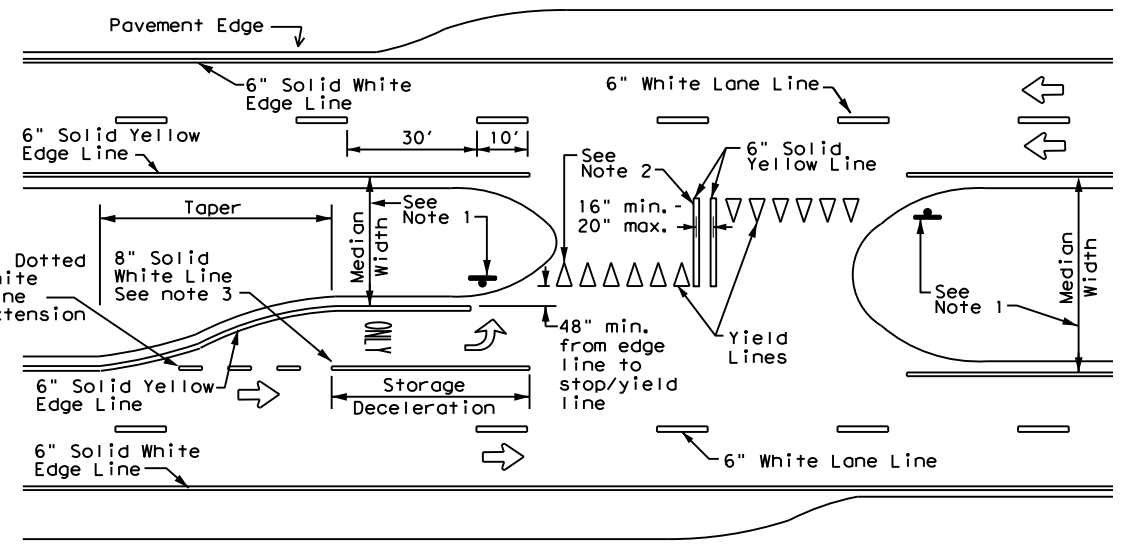


NOTE: Traveled way is exclusive of shoulder widths. Refer to General Note 2 for additional details.

**GUIDE FOR PLACEMENT OF STOP LINES,
EDGE LINE & CENTERLINE**
Based on Traveled Way and Pavement Widths for Undivided Roadways

NOTES

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



FOUR LANE DIVIDED ROADWAY CROSSOVERS

Texas Department of Transportation
 Traffic Safety Division Standard

**TYPICAL STANDARD
PAVEMENT MARKINGS**

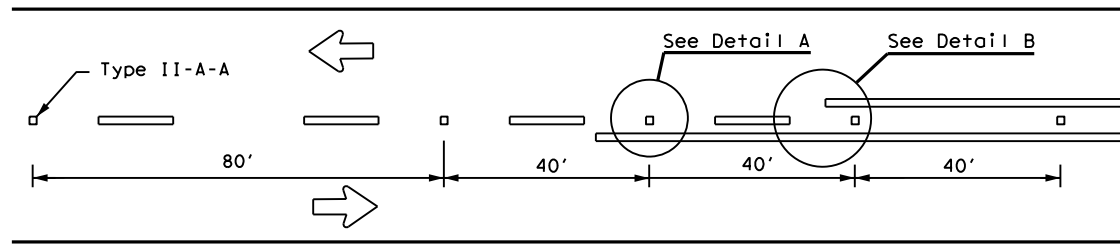
PM(1) - 22

FILE:	pml-22.dgn	DN:	CK:	DW:	CK:
© TxDOT	December 2022	CONT	SECT	JOB	HIGHWAY
11-78	8-00 6-20	0050	05	070, ETC	BU 290H
8-95	3-03 12-22	DIST	COUNTY	SHEET NO.	
5-00	2-12	HOU	WALLER		037

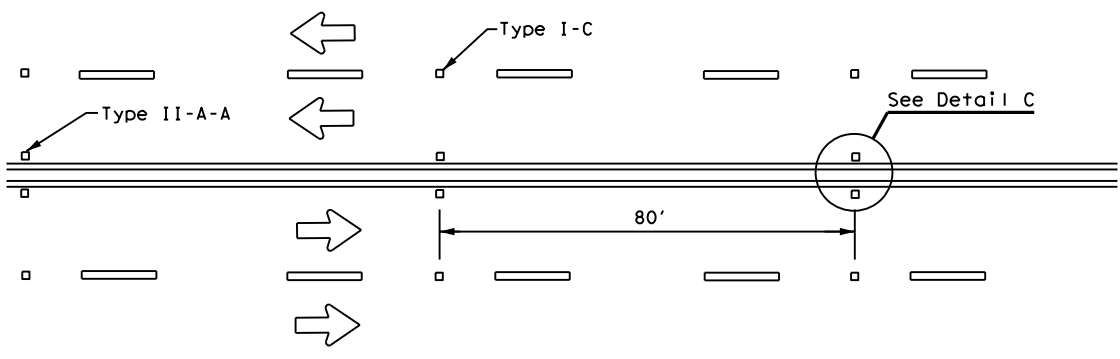
22A

REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE

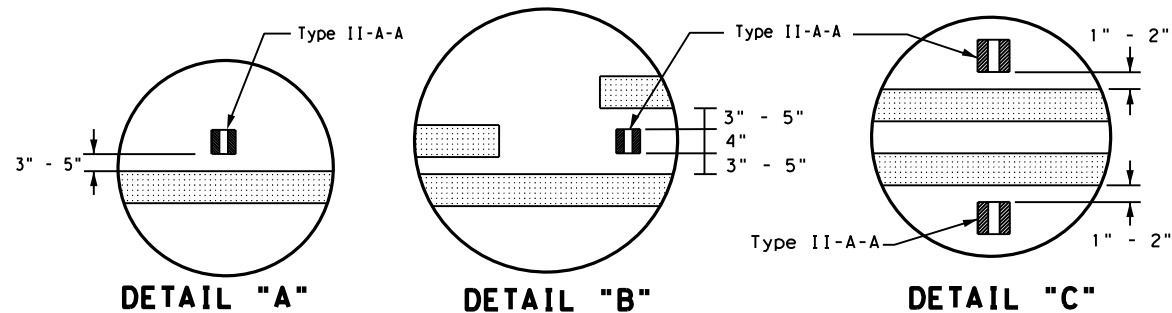
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to metric units. This standard is for informational purposes only and does not constitute a contract. DATE: 6/20/2024 7:37:52 AM FILE: K:\HOU_TPTO\068928203 - TxDOT_HOU_TRF_WA_3_Misc_Study-Signal-FON\Task of this drawing: 068928203.dwg



CENTERLINE FOR ALL TWO LANE TWO-WAY ROADWAYS



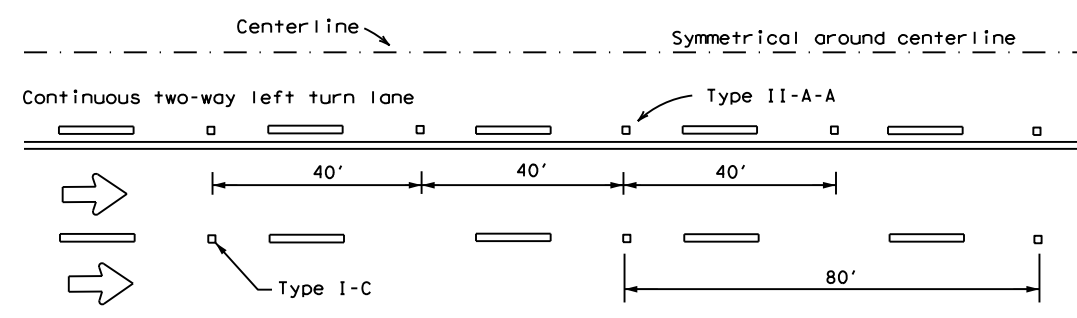
**CENTERLINE & LANE LINES
FOR FOUR LANE TWO-WAY ROADWAYS**



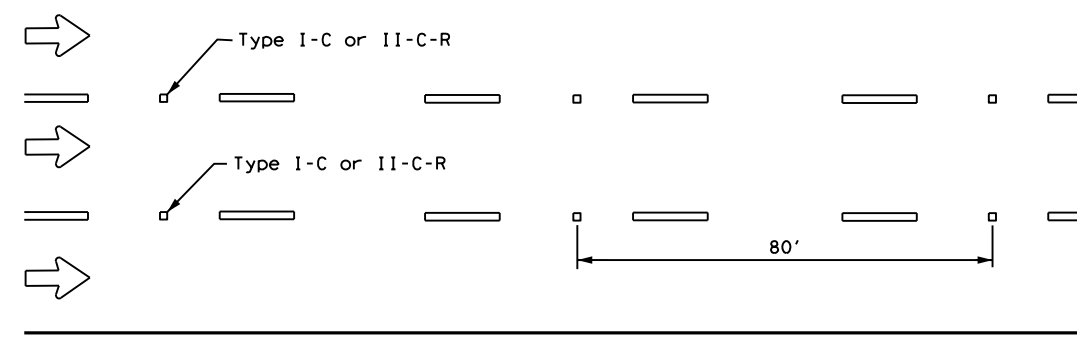
DETAIL "A"

DETAIL "B"

DETAIL "C"

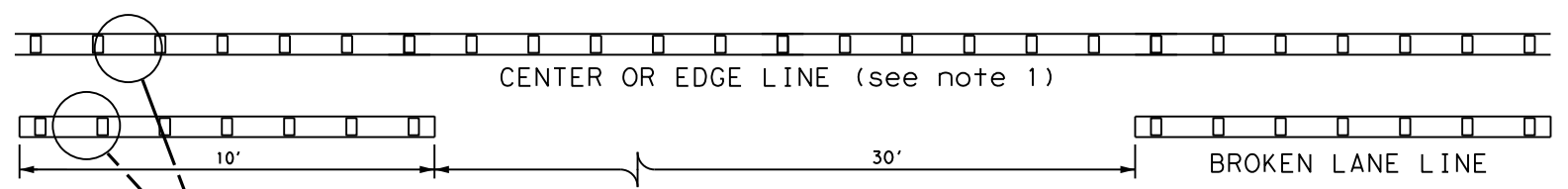


CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



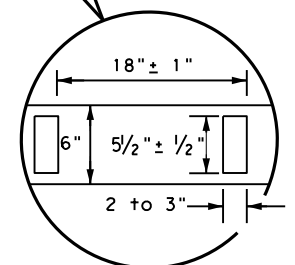
LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

Raised pavement markers Type II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.
 See Note 3.



CENTER OR EDGE LINE (see note 1)

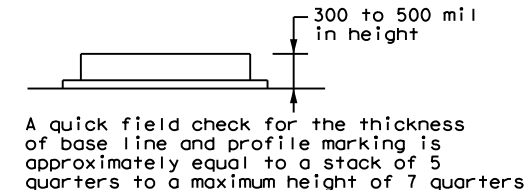
BROKEN LANE LINE



**REFLECTORIZED PROFILE
PATTERN DETAIL**

USING REFLECTIVE PROFILE PAVEMENT MARKINGS

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



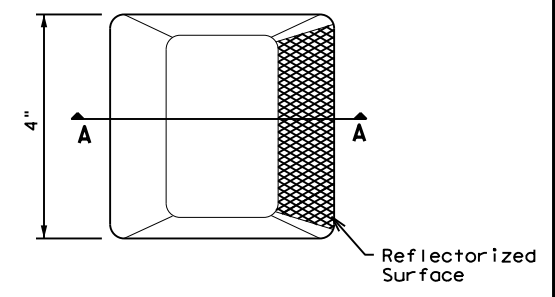
A quick field check for the thickness of base line and profile marking is approximately equal to a stack of 5 quarters to a maximum height of 7 quarters.

NOTES

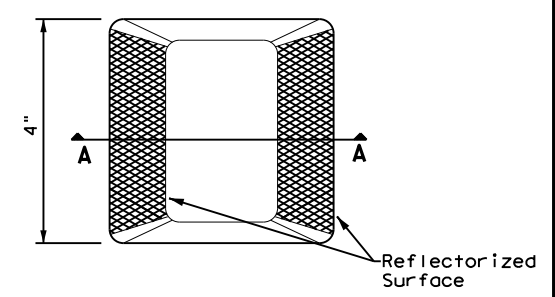
1. Edge lines should typically be 6" wide and the materials shall be specified in the plans.
2. Profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.

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

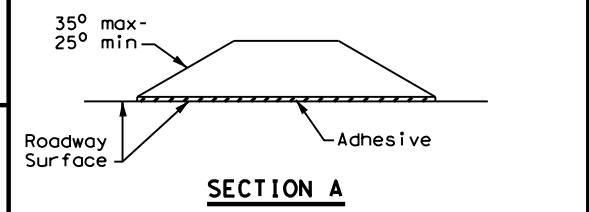
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)



Type II (Top View)



SECTION A

RAISED PAVEMENT MARKERS

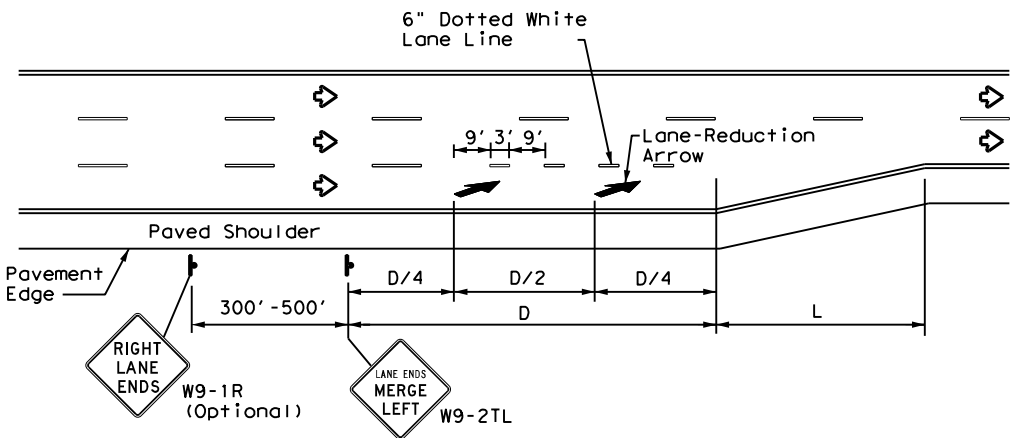


**POSITION GUIDANCE USING
RAISED MARKERS
REFLECTORIZED PROFILE
MARKINGS
PM(2) - 22**

FILE: pm2-22.dgn	DWG:	CK:	DW:	CK:
© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0050	05	070, ETC	BU 290H
4-77 8-00 6-20	DIST	COUNTY	SHEET NO.	
4-92 2-10 12-22	HOU	WALLER	038	
5-00 2-12				

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DATE: 6/20/2024 7:37:53 AM
 FILE: K:\HOU_TPTO\068928203 - TxDOT_HOU_TRF_WA_3_Misc_Study-Signal-FON\Task of this drawing is to provide the standard for the conversion of units or for the use of this standard in any project.



LANE REDUCTION

NOTES

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

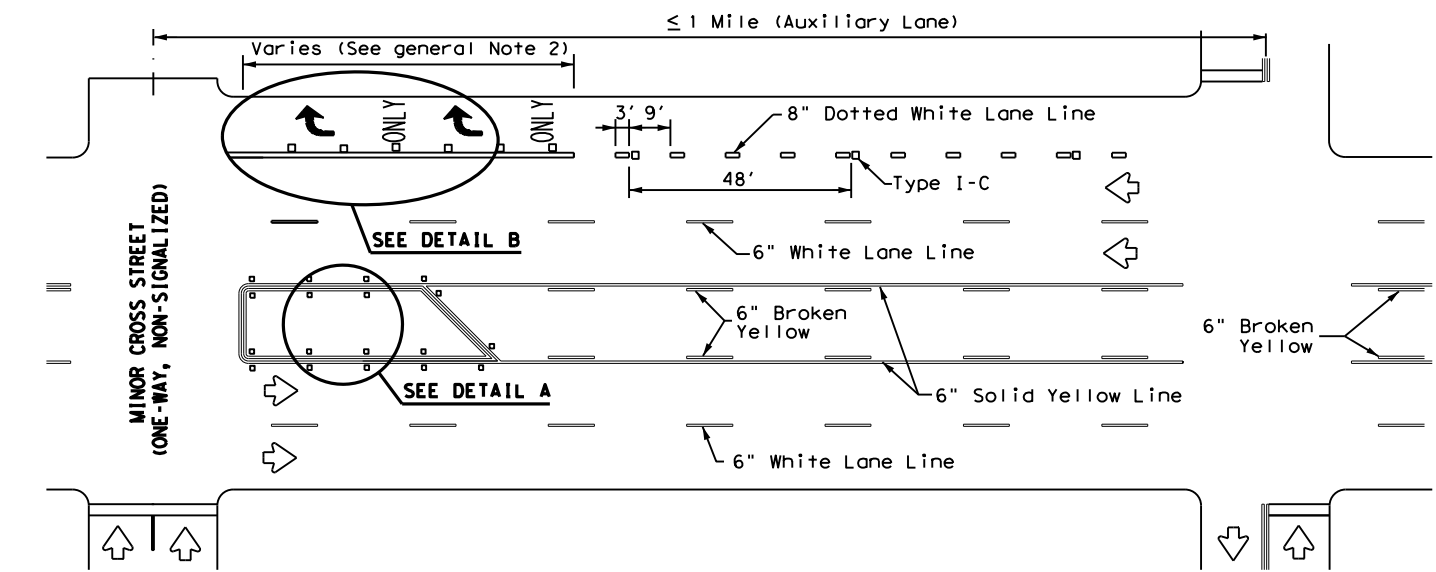
ADVANCED WARNING SIGN DISTANCE (D)		
Posted Speed	D (ft)	L (ft)
30 MPH	460	$L = \frac{WS^2}{60}$
35 MPH	565	
40 MPH	670	
45 MPH	775	L=WS
50 MPH	885	
55 MPH	990	
60 MPH	1,100	
65 MPH	1,200	
70 MPH	1,250	
75 MPH	1,350	

GENERAL NOTES

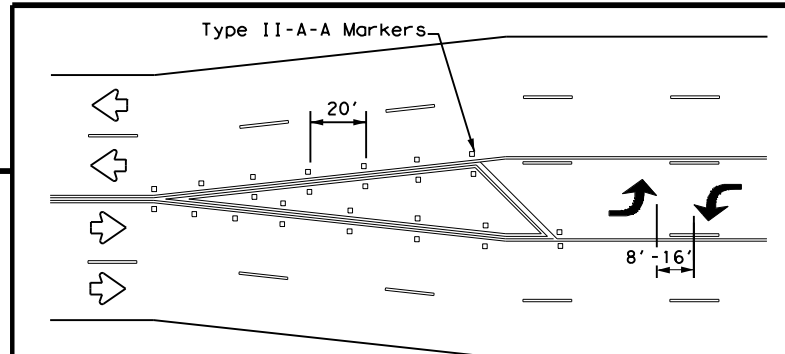
- Lane use word and arrow markings shall be used where through lanes approaching an intersection become mandatory turn lanes. Lane use word and arrow markings should be used in auxiliary lanes of substantial length. Lane use arrow markings or word and arrow markings may be used in other lanes and turn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

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

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

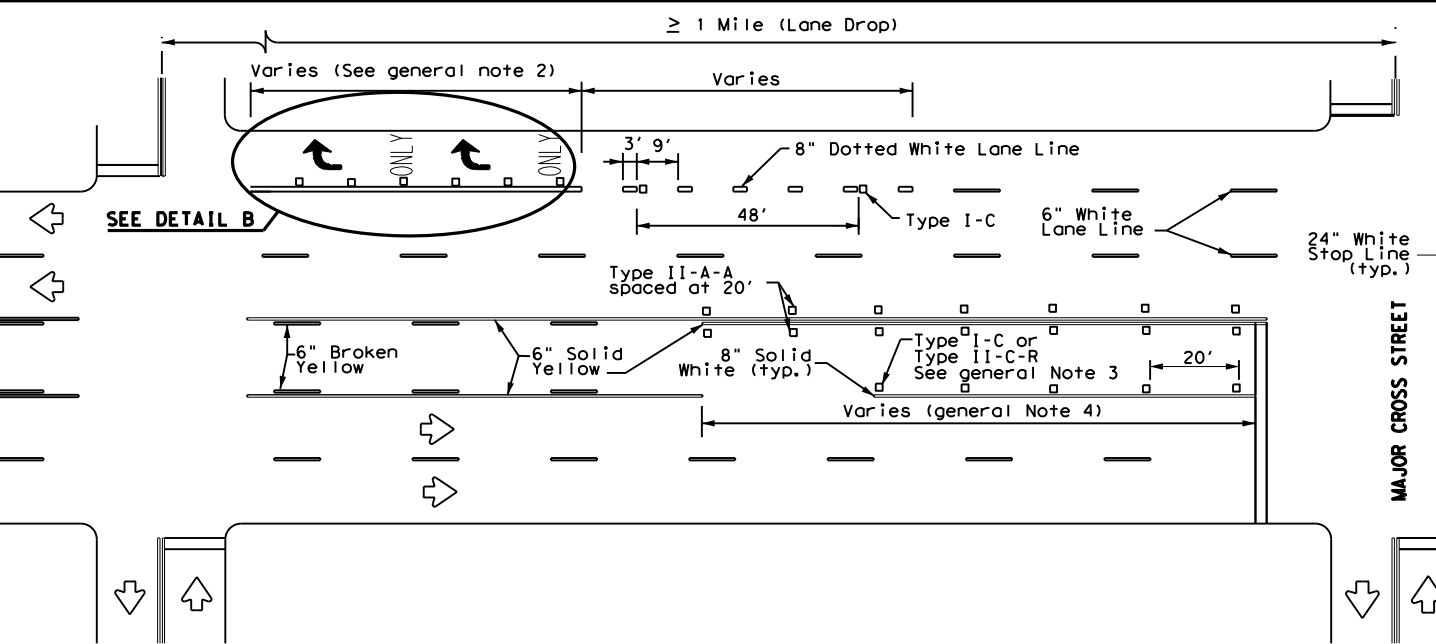


TYPICAL TWLTL AT ONE-WAY STREET AND RIGHT TURN AUXILIARY LANE

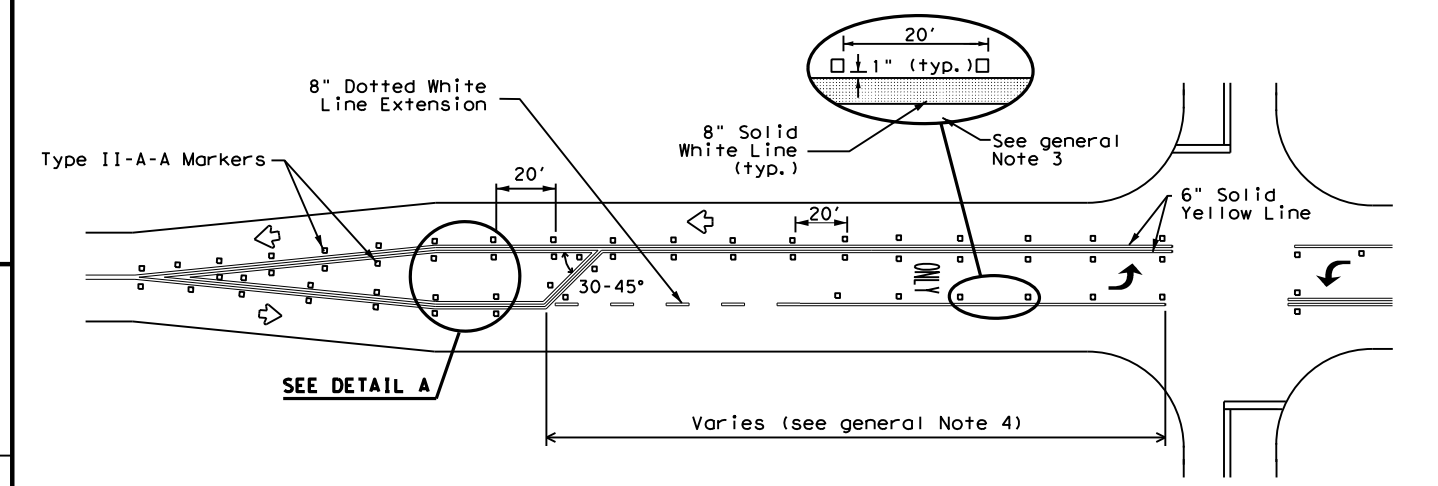


A two-way left-turn (TWLTL) lane-use arrow pavement marking should be used at or just downstream from the beginning of a two-way left-turn lane within a corridor. Repeating the marking after each intersection or dedicated turn bay is not required unless stated elsewhere in the plans.

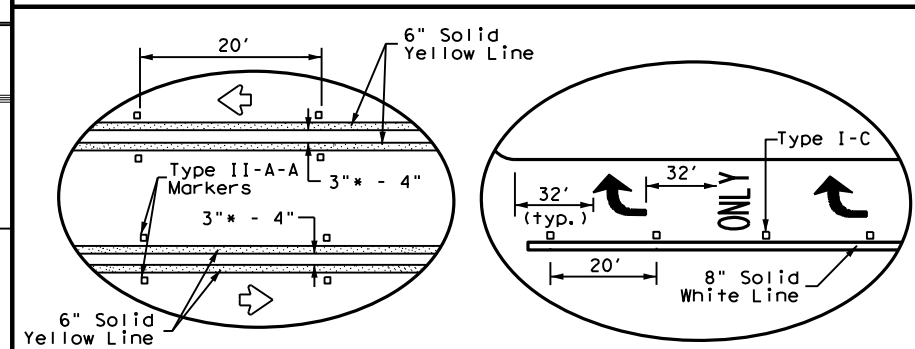
TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY



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



TYPICAL TWO-LANE ROADWAY INTERSECTION WITH LEFT TURN BAYS



DETAIL A

DETAIL B

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

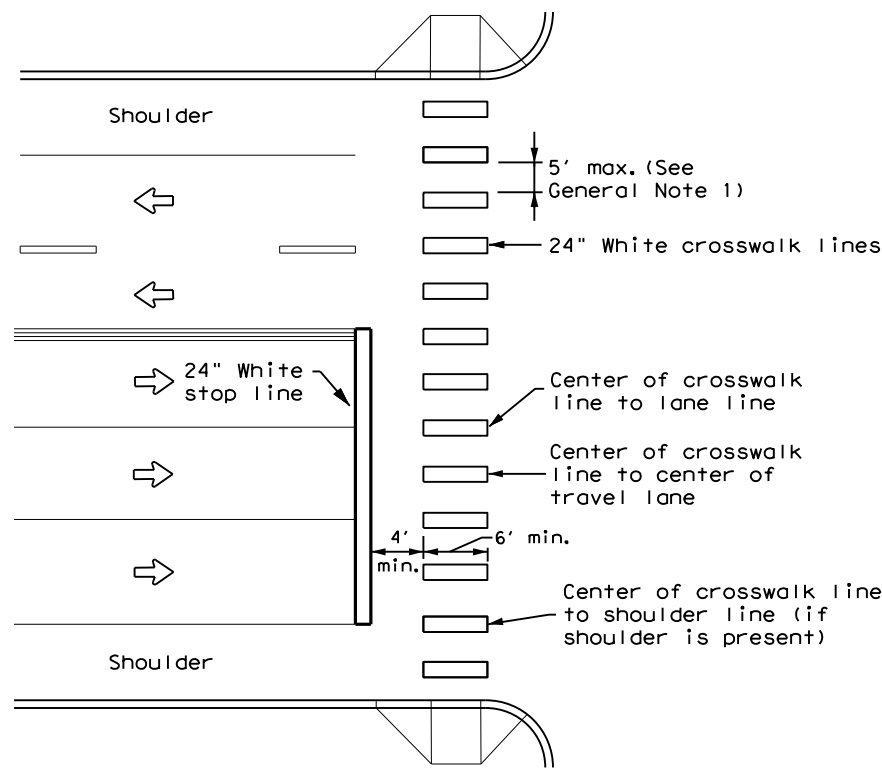
Texas Department of Transportation
 Traffic Safety Division Standard

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

FILE: pm3-22.dgn	DN:	CK:	DW:	CK:
© TxDOT 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0050	05	070, ETC	BU 290H
4-98 3-03 6-20	DIST	COUNTY	SHEET NO.	
5-00 2-10 12-22	HOU	WALLER		039
8-00 2-12				

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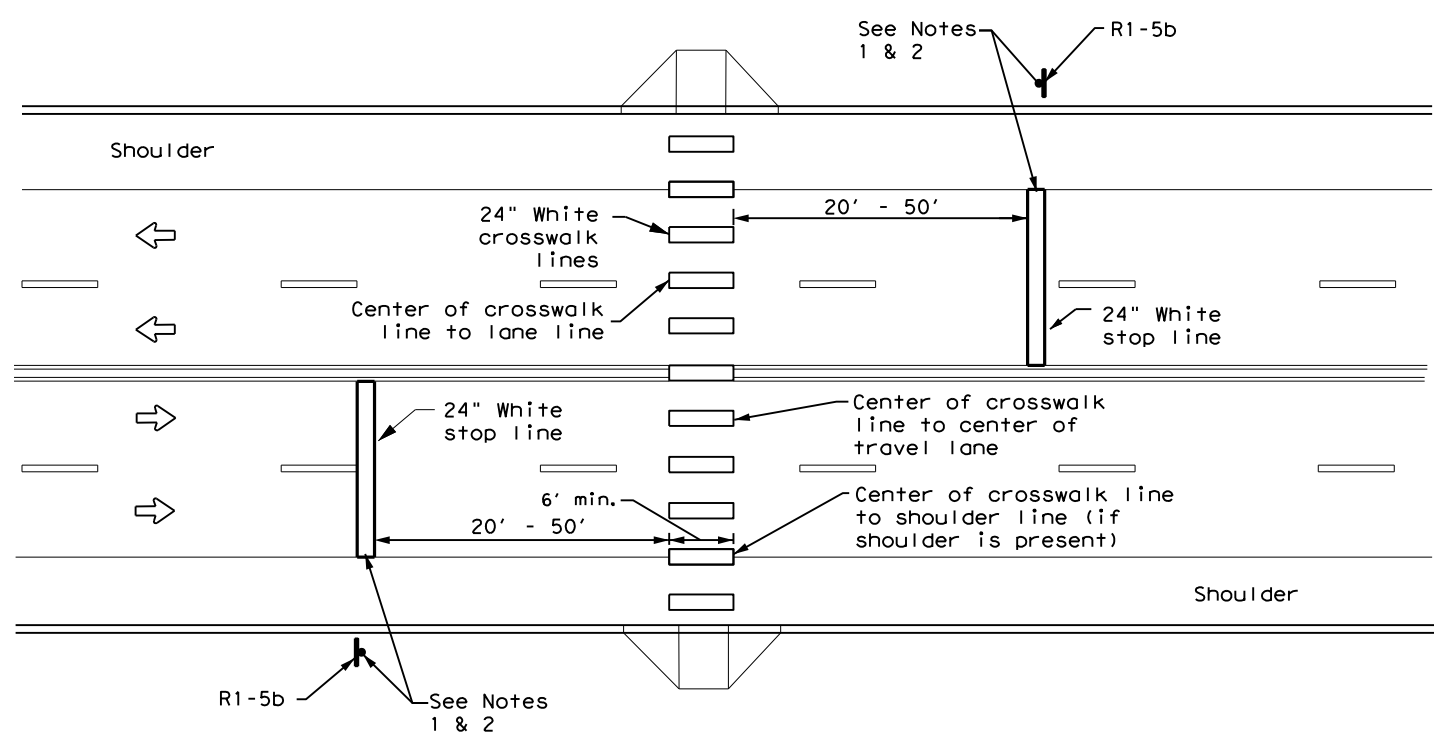
HIGH-VISIBILITY LONGITUDINAL CROSSWALK AT CONTROLLED APPROACH

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 midblock crosswalks controlled by traffic signals or pedestrian hybrid beacons.

		Traffic Safety Division Standard	
<h2>CROSSWALK PAVEMENT MARKINGS</h2> <h3>PM(4) - 22A</h3>			
FILE: pm4-22a.dgn	DN:	CK:	DW:
© TxDOT December 2022	CONT	SECT	JOB
REVISIONS	0050	05	070, ETC
6-20	DIST	COUNTY	SHEET NO.
6-22	HOU	WALLER	040
12-22			
22D			

DATE: 6/20/2024 7:37:54 AM
 FILE: K:\HOU\TPT\068928203 - TxDOT\HOU TRF WA 3 Misc Study-Signal-F0\Task 2 - Signal Design\CADD\Standards\BU 290H\Signing & Pavement Marking\smgen.dgn
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SIGN SUPPORT DESCRIPTIVE CODES

(Descriptive Codes correspond to project estimate and quantities sheets)

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

Post Type

FRP = Fiberglass Reinforced Plastic Pipe (see SMD(FRP))
 TWT = Thin-Walled Tubing (see SMD(TWT))
 10BWG = 10 BWG Tubing (see SMD(SLIP-1) to (SLIP-3))
 S80 = Schedule 80 Pipe (see SMD(SLIP-1) to (SLIP-3))

Number of Posts (1 or 2)

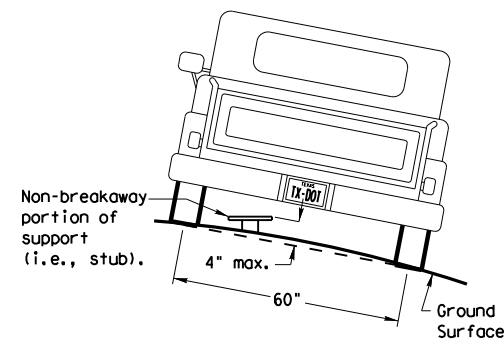
Anchor Type

UA = Universal Anchor - Concreted (see SMD(FRP) and (TWT))
 UB = Universal Anchor - Bolted down (see SMD(FRP) and (TWT))
 WS = Wedge Anchor Steel - (see SMD(TWT))
 WP = Wedge Anchor Plastic (see SMD(TWT))
 SA = Slipbase - Concreted (see SMD(SLIP-1) to (SLIP-3))
 SB = Slipbase - Bolted Down (see SMD(SLIP-1) to (SLIP-3))

Sign Mounting Designation

P = Prefab. "Plain" (see SMD(SLIP-1) to (SLIP-3), (TWT), (FRP))
 T = Prefab. "T" (see SMD(SLIP-1) to (SLIP-3), (TWT))
 U = Prefab. "U" (see SMD(SLIP-1) to (SLIP-3))
 IF REQUIRED
 1EXT or 2EXT = Number of Extensions (see SMD(SLIP-1) to (SLIP-3), (TWT))
 BM = Extruded Wind Beam (see SMD(SLIP-1) to (SLIP-3))
 WC = 1.12 #/ft Wing Channel (see SMD(SLIP-1) to (SLIP-3))
 EXAL = Extruded Aluminum Sign Panels (see SMD(SLIP-3))

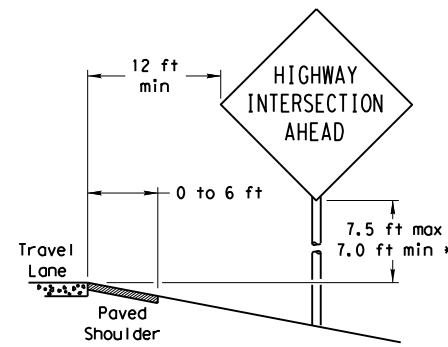
REQUIRED CLEARANCE FOR BREAKAWAY SUPPORT



To avoid vehicle undercarriage snagging, any substantial remains of a breakaway support, when it is broken away, should not project more than 4 inches above a 60-inch chord (i.e., typical space between wheel paths).

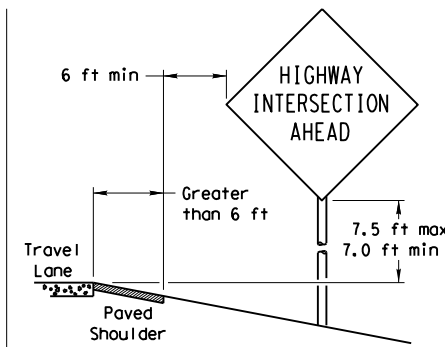
SIGN LOCATION

PAVED SHOULDERS



LESS THAN 6 FT. WIDE

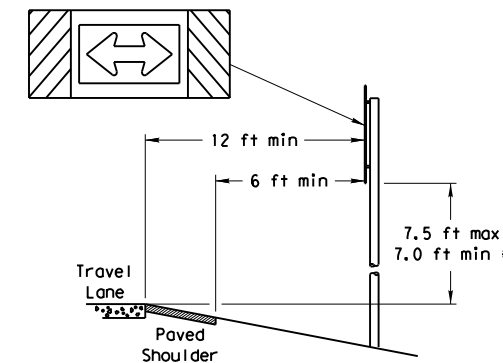
When the shoulder is 6 ft. or less in width, the sign must be placed at least 12 ft. from the edge of the travel lane.



GREATER THAN 6 FT. WIDE

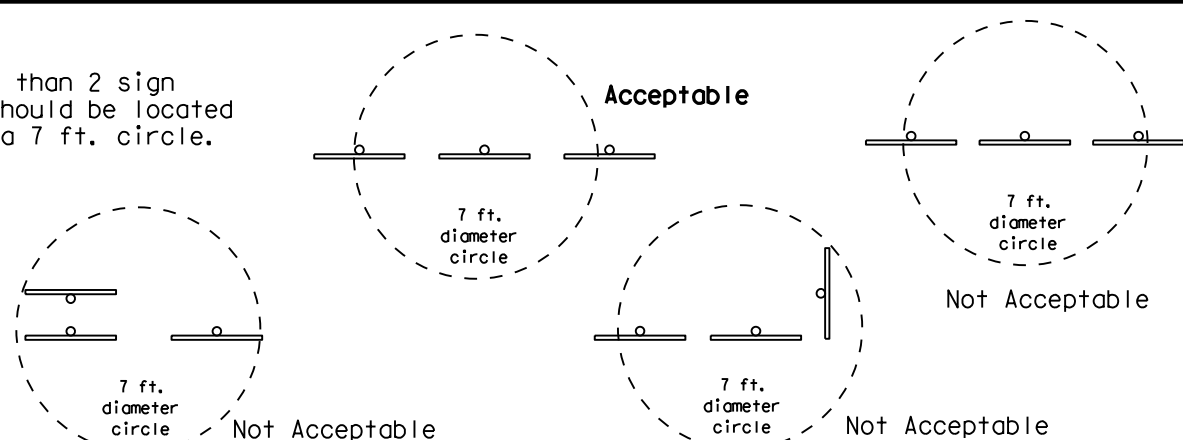
When the shoulder is greater than 6 ft in width, the sign must be placed at least 6 ft. from the edge of the shoulder.

T-INTERSECTION

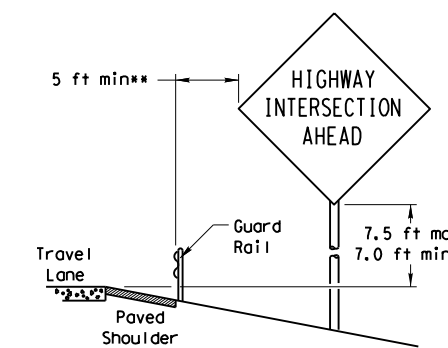


When this sign is needed at the end of a two-lane, two way roadway, the right edge of the sign should be in line with the centerline of the roadway. Place as close to ROW as practical.

No more than 2 sign posts should be located within a 7 ft. circle.

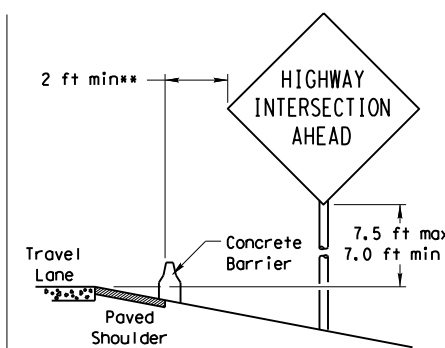


BEHIND BARRIER



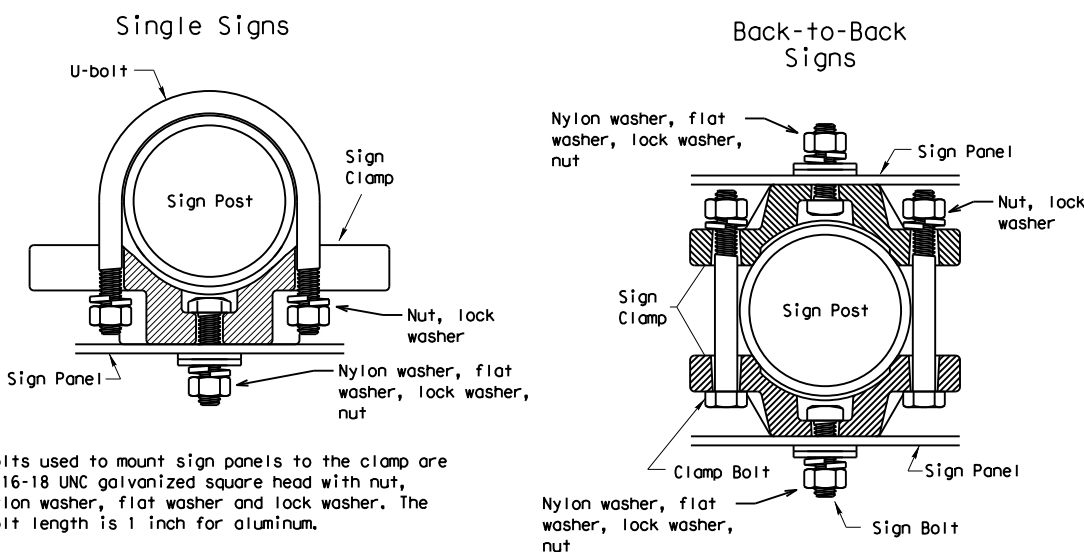
BEHIND GUARDRAIL

**Sign clearance based on distance required for proper guard rail or concrete barrier performance.



BEHIND CONCRETE BARRIER

TYPICAL SIGN ATTACHMENT DETAIL



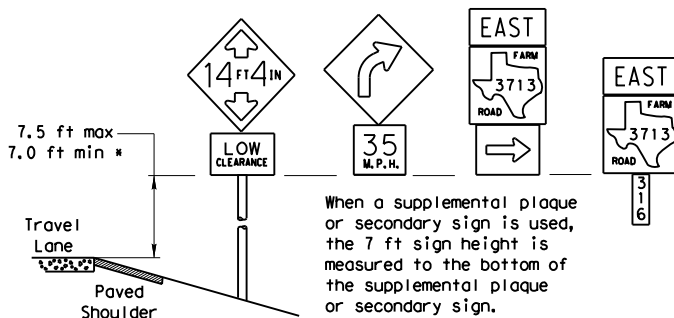
Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

When two sign clamps are used to mount signs back-to-back, use a 5/16-18 UNC galvanized hex head per ASTM A307 with nut and helical-spring lock washer. The approximate bolt lengths for various post sizes and sign clamp types are given in the table at right. The bolt length may need to be adjusted depending upon field conditions.

Sign clamps may be either the specific size clamp or the universal clamp.

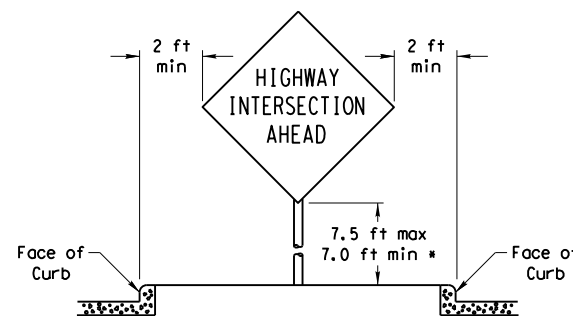
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

SIGNS WITH PLAQUES

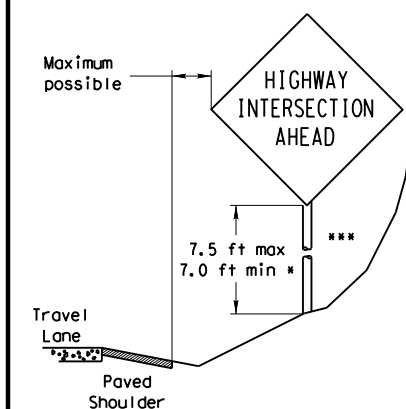


When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

CURB & GUTTER OR RAISED ISLAND



RESTRICTED RIGHT-OF-WAY (When 6 ft min. is not possible.)



Right-of-way restrictions may be created by rocks, water, vegetation, forest, buildings, a narrow island, or other factors.

In situations where a lateral restriction prevents the minimum horizontal clearance from the edge of the travel lane, signs should be placed as far from the travel lane as practical.

*** Post may be shorter if protected by guardrail or if Engineer determines the post could not be hit due to extreme slope.

* Signs shall be mounted using the following condition that results in the greatest sign elevation:

- (1) a minimum of 7 to a maximum of 7.5 feet above the edge of the travel lane or
- (2) a minimum of 7 to a maximum of 7.5 feet above the grade at the base of the support when sign is installed on the backslope.

The maximum values may be increased when directed by the Engineer.

See the Traffic Operations Division website for detailed drawings of sign clamps, Triangular Slipbase System components and Wedge Anchor System components.

The website address is:
<http://www.txdot.gov/publications/traffic.htm>



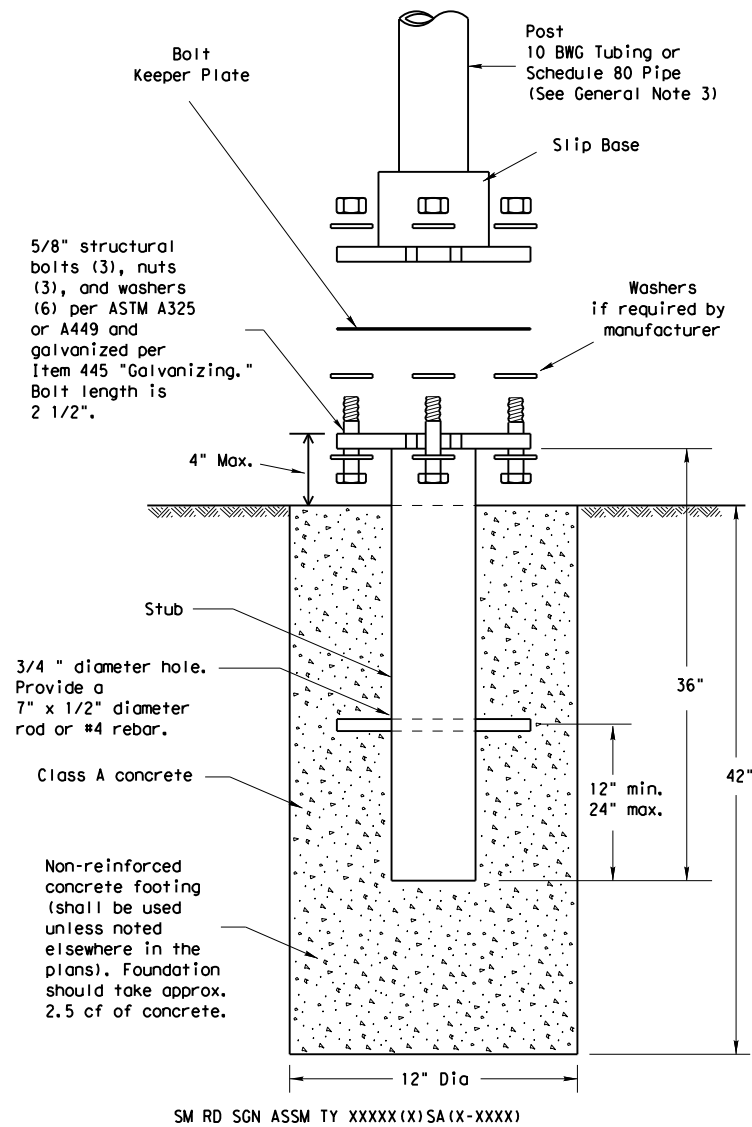
SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS

SMD(GEN)-08

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9-08	REVISIONS	CONT	SECT	JOB	HIGHWAY
		0050	05	070, ETC	BU 290H
		DIST	COUNTY		SHEET NO.
		HOU	WALLER		041

DATE: 6/20/2024 7:37:55 AM
 FILE: K:\HOU\TPTO\068928203 - TxDOT_HOU_TRF_WA_3_Misc_Study-Signal-F0\Task 2 - Signal Design\CADD\Standards\BU_290H\Sign & Pavement Marking\smds1.dgn
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TRIANGULAR SLIPBASE INSTALLATION GENERAL REQUIREMENTS



NOTE

There are various devices approved for the Triangular Slipbase System. Please reference the Material Producer List for approved slip base systems. http://www.txdot.gov/business/producer_list.htm
 The devices shall be installed per manufacturers' recommendations. Installation procedures shall be provided to the Engineer by Contractor.

GENERAL NOTES:

- Slip base shall be permanently marked to indicate manufacturer. Method, design, and location of marking are subject to approval of the TxDOT Traffic Standards Engineer.
- Material used as post with this system shall conform to the following specifications:
 - 10 BWG Tubing (2.875" outside diameter)
 - 0.134" nominal wall thickness
 - Seamless or electric-resistance welded steel tubing or pipe
 - Steel shall be HSLAS Gr 55 per ASTM A1011 or ASTM A1008
 - Other steels may be used if they meet the following:
 - 55,000 PSI minimum yield strength
 - 70,000 PSI minimum tensile strength
 - 20% minimum elongation in 2"
 - Wall thickness (uncoated) shall be within the range of 0.122" to 0.138"
 - Outside diameter (uncoated) shall be within the range of 2.867" to 2.883"
 - Galvanization per ASTM A123 or ASTM A653 G210. For precoated steel tubing (ASTM A653), recoat tube outside diameter weld seam by metallizing with zinc wire per ASTM B833.
 - Schedule 80 Pipe (2.875" outside diameter)
 - 0.276" nominal wall thickness
 - Steel tubing per ASTM A500 Gr C
 - Other seamless or electric-resistance welded steel tubing or pipe with equivalent outside diameter and wall thickness may be used if they meet the following:
 - 46,000 PSI minimum yield strength
 - 62,000 PSI minimum tensile strength
 - 21% minimum elongation in 2"
 - Wall thickness (uncoated) shall be within the range of 0.248" to 0.304"
 - Outside diameter (uncoated) shall be within the range of 2.855" to 2.895"
 - Galvanization per ASTM A123
- See the Traffic Operations Division website for detailed drawings of sign clamps and Texas Universal Triangular Slipbase System components. The website address is: <http://www.txdot.gov/publications/traffic.htm>
- Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.

ASSEMBLY PROCEDURE

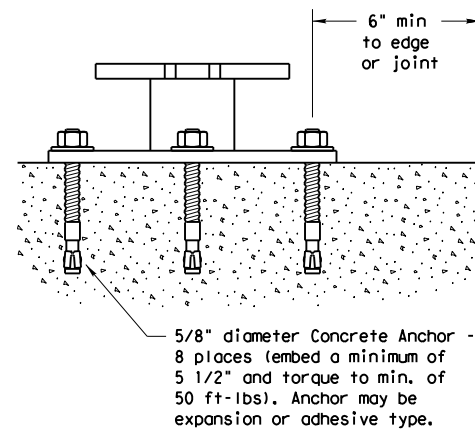
Foundation

- Prepare 12-inch diameter by 42-inch deep hole. If solid rock is encountered, the depth of the foundation may be reduced such that it is embedded a minimum of 18 inches into the solid rock.
- The Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor-driven concrete mixer. For small placements less than 0.5 cubic yards, hand mixing in a suitable container may be allowed by Engineer. Concrete shall be Class A.
- Push the pipe end of the slip base stub into the center of the concrete. Rotate the stub back and forth while pushing it down into the concrete to assure good contact between the concrete and stub. Continue to work the stub into the concrete until it is between 2 to 4 inches above the ground.
- Plumb the stub. Allow a minimum of 4 days to set, unless otherwise directed by the Engineer.
- The triangular slipbase system is multidirectional and is designed to release when struck from any direction.

Support

- Cut support so that the bottom of the sign will be 7 to 7.5 feet above the edge of the travelway (i.e., edge of the closest lane) when slip plate is below the edge of pavement or 7 to 7.5 feet above slip plate when the slip plate is above the edge of the travelway. The cut shall be plumb and straight.
- Attach sign to support using connections shown. When multiple signs are installed on the same support, ensure the minimum clearance between each sign is maintained. See SMD(SLIP-2) for clearances based on sign types.

CONCRETE ANCHOR



Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. Heavy hex nut per ASTM A563, and hardened washer per ASTM F436. The stud bolt shall have a minimum yield and ultimate tensile strength of 50 and 75 KSI, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "Epoxyes and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations. Top of bolt shall extend at least flush with top of the nut when installed. The anchor, when installed in 4000 psi normal-weight concrete with a 5 1/2" minimum embedment, shall have a minimum allowable tension and shear of 3900 and 3100 psi, respectively.



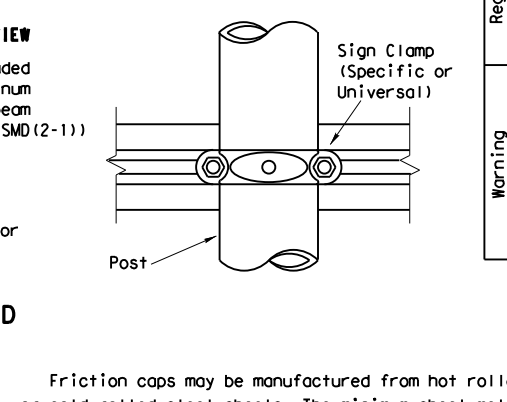
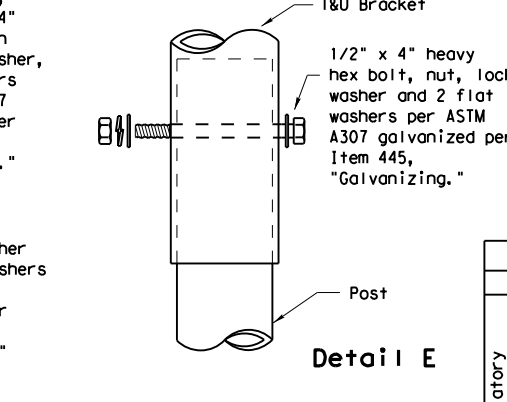
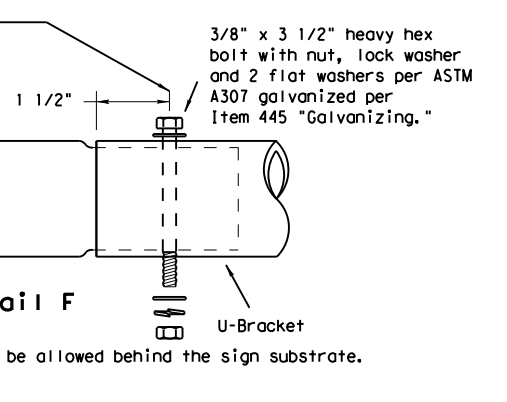
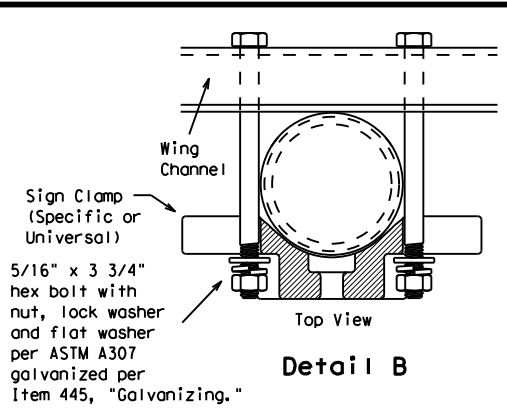
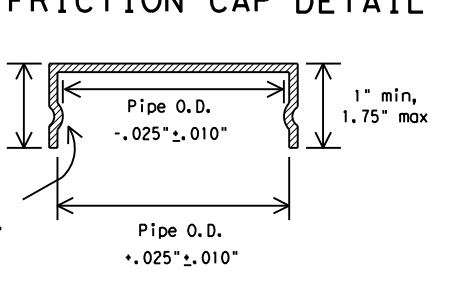
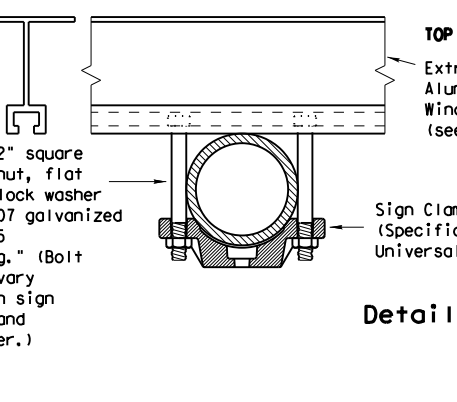
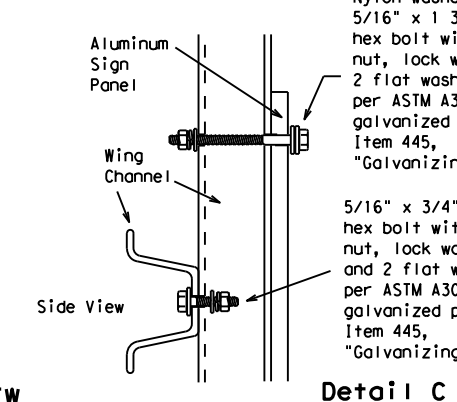
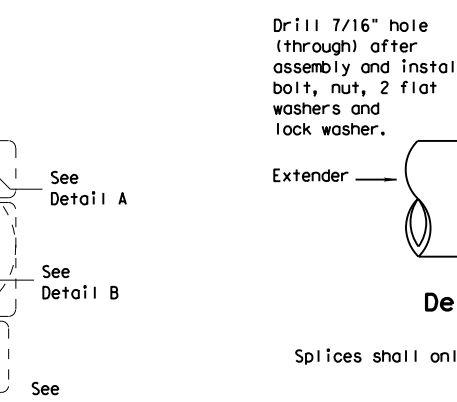
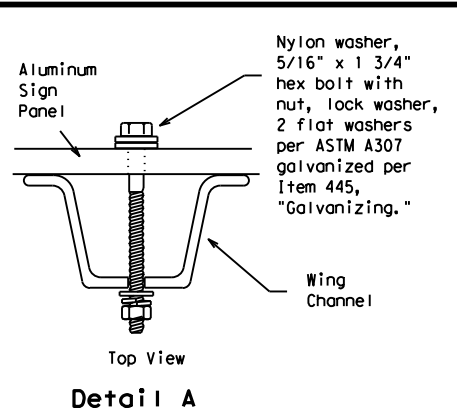
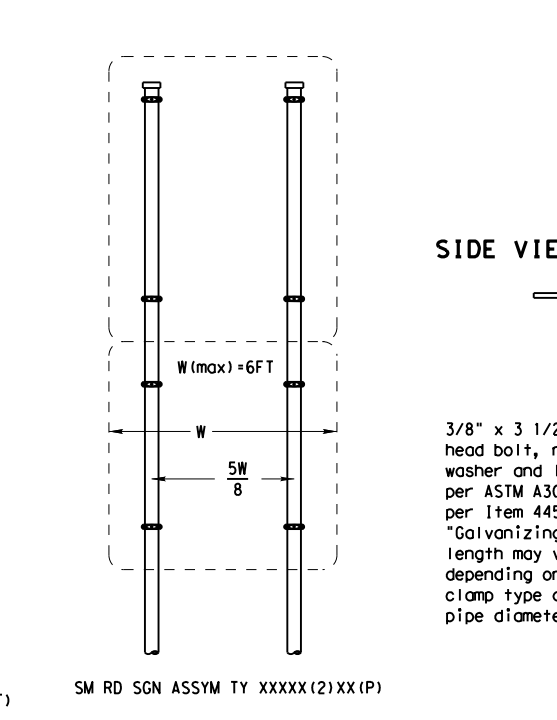
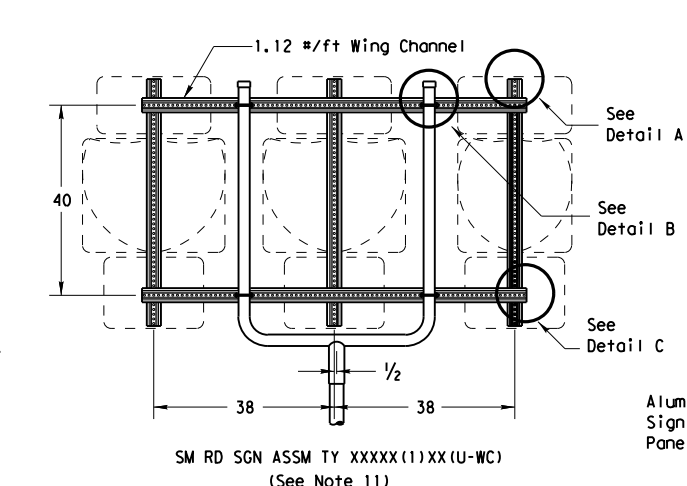
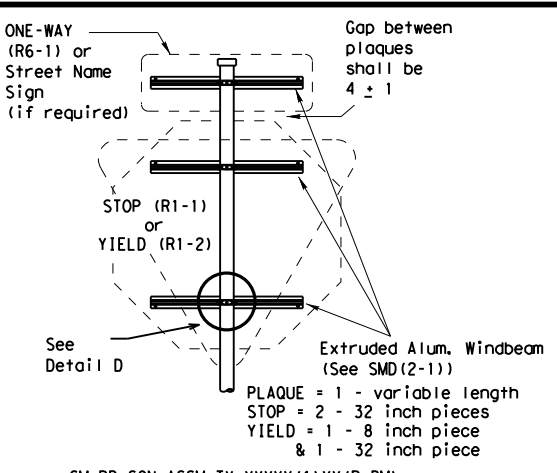
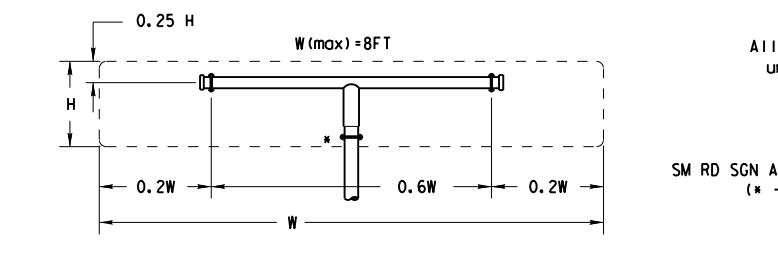
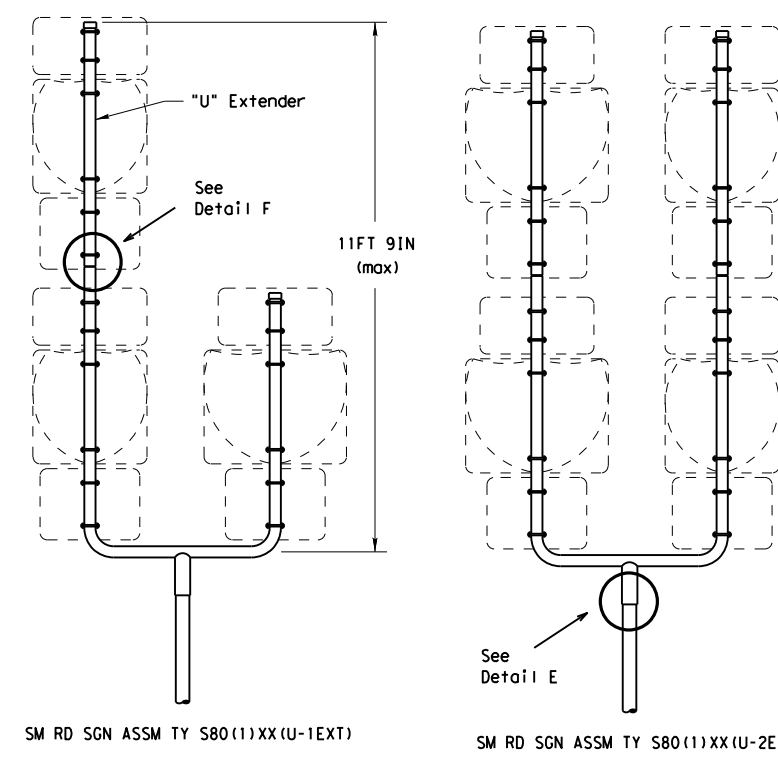
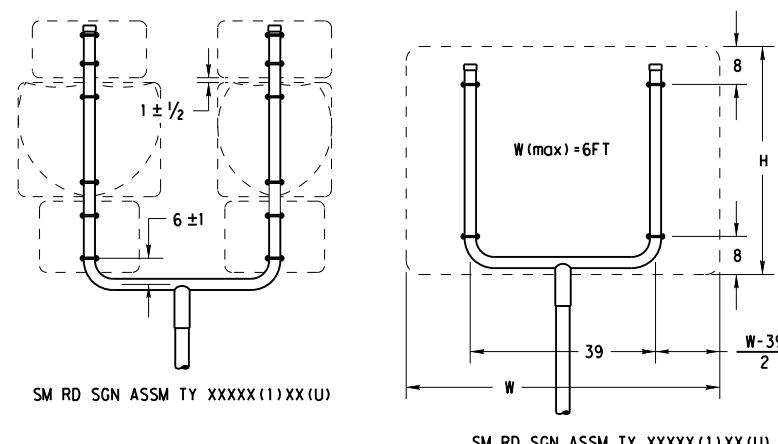
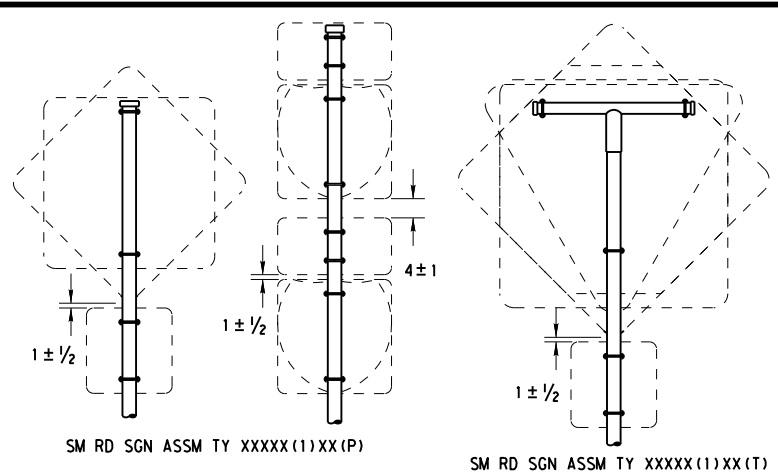
SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-1)-08

© TxDOT July 2002		DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT	
9-08	REVISIONS		CONT	SECT	JOB	HIGHWAY
			0050	05	070, ETC	BU 290H
	DIST	COUNTY			SHEET NO.	
	HOU	WALLER			042	

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DATE: 6/20/2024 7:37:56 AM
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GENERAL NOTES:

SIGN SUPPORT	# OF POSTS	MAX. SIGN AREA
10 BWG	1	16 SF
10 BWG	2	32 SF
Sch 80	1	32 SF
Sch 80	2	64 SF

- The Engineer may require that a Schedule 80 post be used in place of a 10 BWG where a sign height is abnormally high due to a fill slope.
- Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
- Aluminum sign blanks shall conform to Departmental Material Specifications DMS-7110 and shall have the following minimum thicknesses: 0.080 for signs less than 7.5 sq. ft., 0.100 for signs 7.5 to 15 sq. ft., and 0.125 for signs greater than 15 sq. ft.
- Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
- For horizontal rectangular signs fabricated from flat aluminum, T-brackets are used for signs 24 inches or less in height. U-brackets are used for signs of greater height.
- When two triangular slipbase supports are used to support a single sign, they shall not be "rigidly" connected to each other except through the sign panel. This will allow each support to act independently when impacted by an errant vehicle.
- Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
- Excess pipe, wing channel, or windbeam shall be cut off so that it does not extend beyond the sign panel (i.e., excess support shall not be visible when the sign is viewed from the front.) Repair galvanized coating at cut support ends per Item 445, "Galvanizing."
- Additional route markers may be added vertically, provided the total sign area does not exceed the maximum allowable amount per Note 1.
- Additional sign clamp required on the "T-bracket" post for 24 inch height signs. Place the clamp 3 inches above bottom of sign when possible.
- Post open ends shall be fitted with Friction Caps.
- Sign blanks shall be the sizes and shapes shown on the plans.

	REQUIRED SUPPORT	
	SIGN DESCRIPTION	SUPPORT
Regulatory	48-inch STOP sign (R1-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	60-inch YIELD sign (R1-2)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	48x16-inch ONE-WAY sign (R6-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	36x48, 48x36, and 48x48-inch signs	TY 10BWG(1)XX(T)
Warning	48x60-inch signs	TY S80(1)XX(T)
	48x48-inch signs (diamond or square)	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
	48-inch Advance School X-ing sign (S1-1)	TY 10BWG(1)XX(T)
	48-inch School X-ing sign (S2-1)	TY 10BWG(1)XX(T)
	Large Arrow sign (W1-6 & W1-7)	TY 10BWG(1)XX(T)

Friction caps may be manufactured from hot rolled or cold rolled steel sheets. The minimum sheet metal thickness shall be 24 gauge for all cap sizes.

The rim edges shall be reasonably straight and smooth. Caps shall be sized and formed in such a manner as to produce a drive-on friction fit and have no tendency to rock when seated on the pipe. The depth shall be sufficient to give positive protection against entrance of rainwater. They shall be free of sharp creases or indentations and show no evidence of metal fracture.

Caps shall have an electrodeposited coating of zinc in accordance with the requirements of ASTM B633 Class FE/ZN 8.

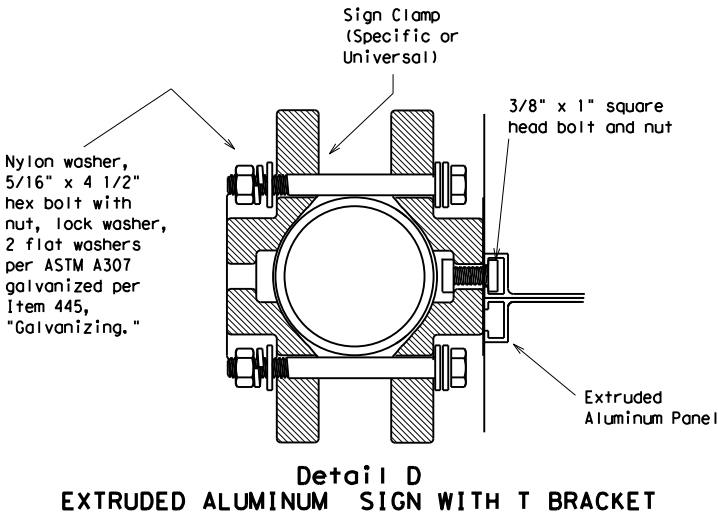
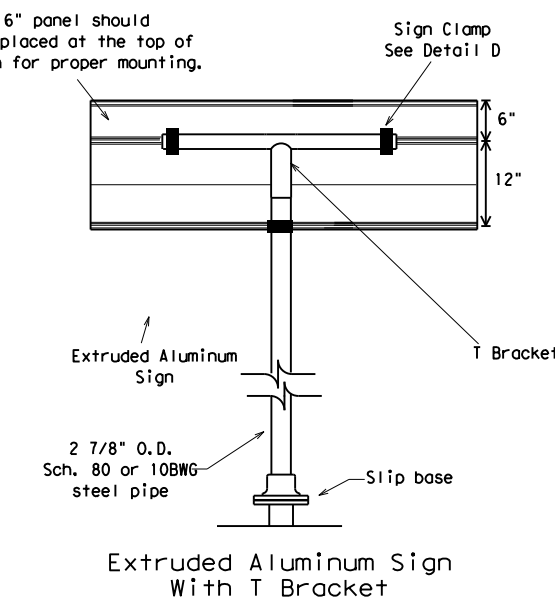
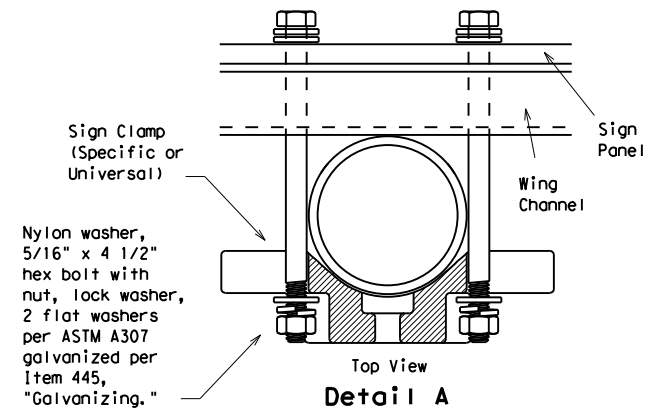
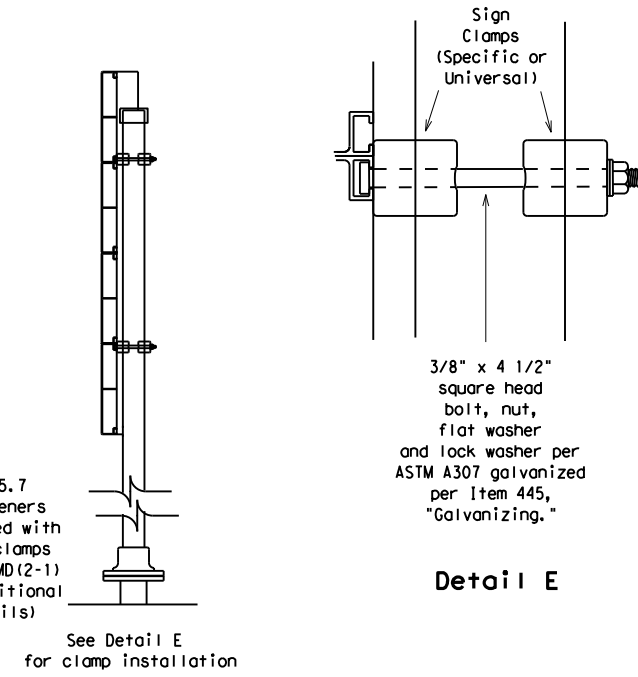
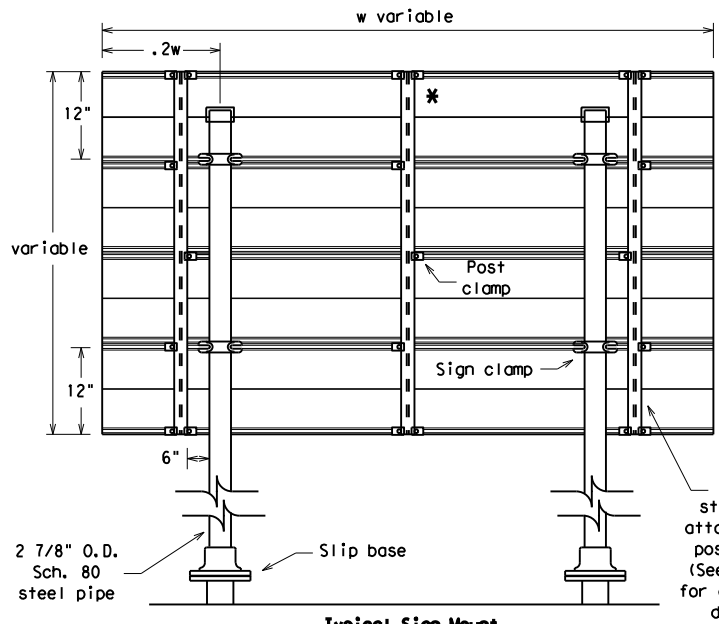
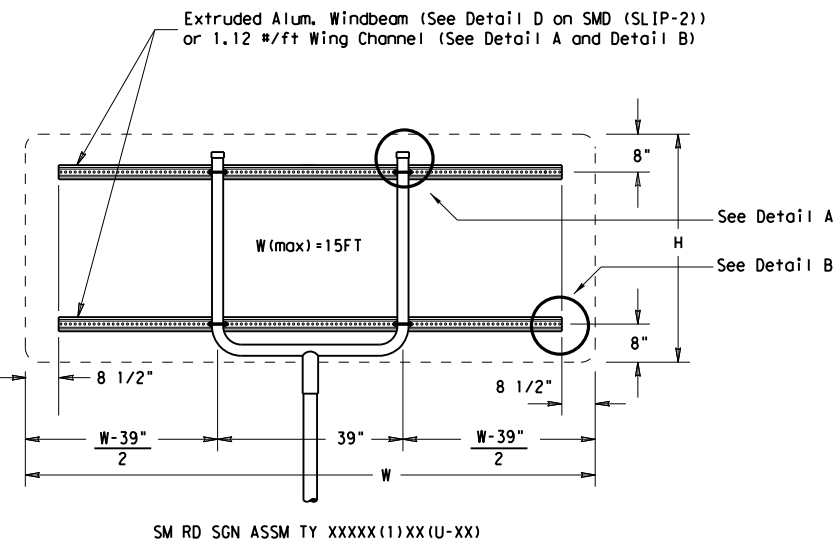
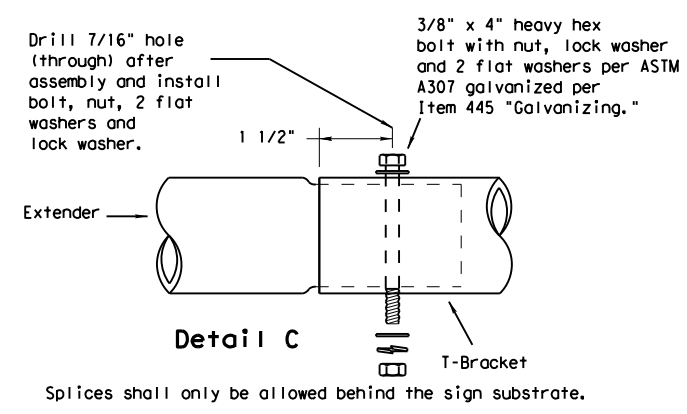
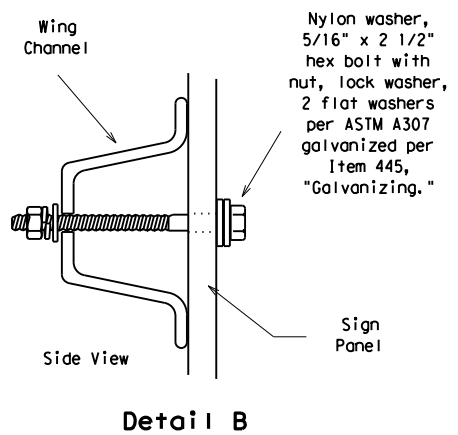
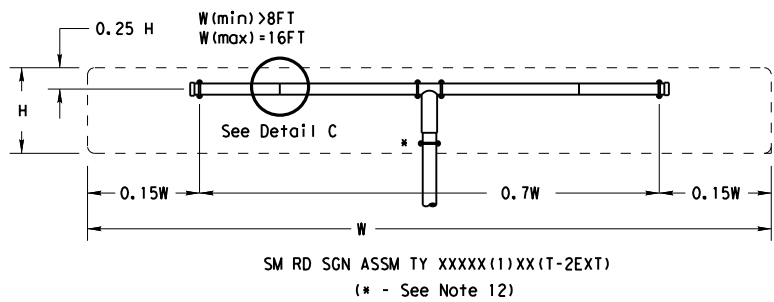
Texas Department of Transportation
 Traffic Operations Division

SIGN MOUNTING DETAILS
SMALL ROADSIDE SIGNS
TRIANGULAR SLIPBASE SYSTEM
SMD(SLIP-2)-08

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9-08	REVISIONS	CON: 0050	SECT: 05	JOB: 070, ETC	HIGHWAY: BU 290H
		DIST: HOU	COUNTY: WALLER	SHEET NO. 043	

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GENERAL NOTES:

- | SIGN SUPPORT | # OF POSTS | MAX. SIGN AREA |
|--------------|------------|----------------|
| 10 BWG | 1 | 16 SF |
| 10 BWG | 2 | 32 SF |
| Sch 80 | 1 | 32 SF |
| Sch 80 | 2 | 64 SF |
- The Engineer may require that a Schedule 80 post be used in place of a 10 BWG where a sign height is abnormally high due to a fill slope.
- Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
- Aluminum sign blanks shall conform to Departmental Material Specifications DMS-7110 and shall have the following minimum thicknesses: 0.080 for signs less than 7.5 sq. ft., 0.100 for signs 7.5 to 15 sq. ft., and 0.125 for signs greater than 15 sq. ft.
- Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
- For horizontal rectangular signs fabricated from flat aluminum, T-brackets are used for signs 24 inches or less in height. U-brackets are used for signs of greater height.
- When two triangular slipbase supports are used to support a single sign, they shall not be "rigidly" connected to each other except through the sign panel. This will allow each support to act independently when impacted by an errant vehicle.
- Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
- Excess pipe, wing channel, or windbeam shall be cut off so that it does not extend beyond the sign panel (i.e., excess support shall not be visible when the sign is viewed from the front.) Repair galvanized coating at cut support ends per Item 445, "Galvanizing."
- Sign blanks shall be the sizes and shapes shown on the plans.
- Additional sign clamp required on the "T-bracket" post for 24 inch high signs. Place the clamp 3 inches above bottom of sign when possible.
- Post open ends shall be fitted with Friction Caps.

REQUIRED SUPPORT		
	SIGN DESCRIPTION	SUPPORT
Regulatory	48-inch STOP sign (R1-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	60-inch YIELD sign (R1-2)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	48x16-inch ONE-WAY sign (R6-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	36x48, 48x36, and 48x48-inch signs	TY 10BWG(1)XX(T)
Warning	48x60-inch signs	TY S80(1)XX(T)
	48x48-inch signs (diamond or square)	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
	48-inch Advance School X-ing sign (S1-1)	TY 10BWG(1)XX(T)
	48-inch School X-ing sign (S2-1)	TY 10BWG(1)XX(T)
	Large Arrow sign (W1-6 & W1-7)	TY 10BWG(1)XX(T)



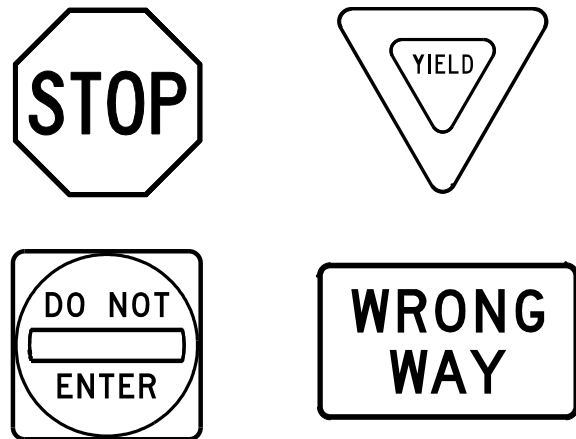
**SIGN MOUNTING DETAILS
 SMALL ROADSIDE SIGNS
 TRIANGULAR SLIPBASE SYSTEM
 SMD(SLIP-3)-08**

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9-08	REVISIONS	CONT	SECT	JOB	HIGHWAY
		0050	05	070, ETC	BU 290H
		DIST	COUNTY		SHEET NO.
		HOU	WALLER		044

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REQUIREMENTS FOR RED BACKGROUND REGULATORY SIGNS

(STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)



REQUIREMENTS FOR FOUR SPECIFIC SIGNS ONLY

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	RED	TYPE B OR C SHEETING
BACKGROUND	WHITE	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE B OR C SHEETING
LEGEND	RED	TYPE B OR C SHEETING

REQUIREMENTS FOR WHITE BACKGROUND REGULATORY SIGNS

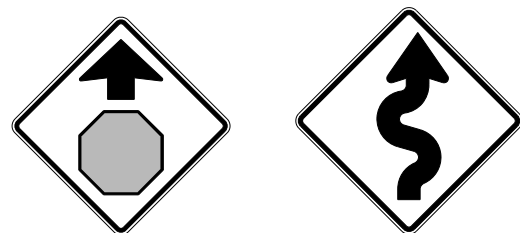
(EXCLUDING STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	ALL OTHERS	TYPE B OR C SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND, BORDERS AND SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

REQUIREMENTS FOR WARNING SIGNS



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	FLOURESCENT YELLOW	TYPE B _{FL} OR C _{FL} SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

REQUIREMENTS FOR SCHOOL SIGNS



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	FLOURESCENT YELLOW GREEN	TYPE B _{FL} OR C _{FL} SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
SYMBOLS	RED	TYPE B OR C SHEETING

GENERAL NOTES

- Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign tabulation sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).
- Sign legend shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets (B, C, D, E, Emod or F).
- Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.
- Black legend and borders shall be applied by screening process or cut-out acrylic non-reflective black film to background sheeting, or combination thereof.
- White legend and borders shall be applied by screening process with transparent colored ink, transparent colored overlay film to white background sheeting or cut-out white sheeting to colored background sheeting, or combination thereof.
- Colored legend shall be applied by screening process with transparent colored ink, transparent colored overlay film or colored sheeting to background sheeting, or combination thereof.
- Sign substrate shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative.
- Mounting details for roadside mounted signs are shown in the "SMD series" Standard Plan Sheets.

ALUMINUM SIGN BLANKS THICKNESS

Square Feet	Minimum Thickness
Less than 7.5	0.080
7.5 to 15	0.100
Greater than 15	0.125

DEPARTMENTAL MATERIAL SPECIFICATIONS

ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

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

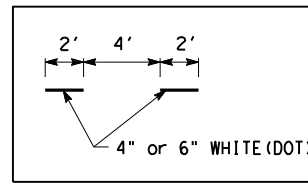
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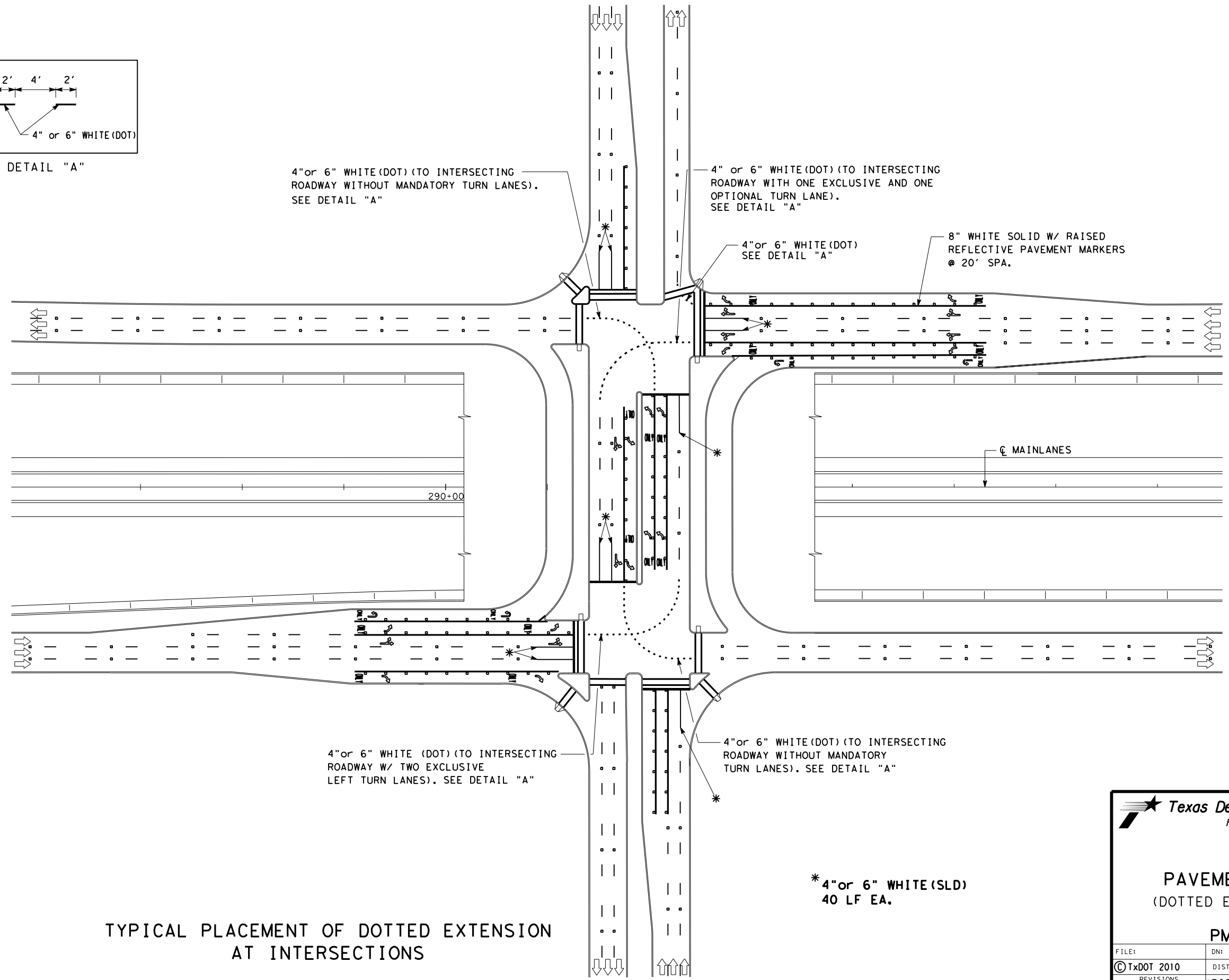
TYPICAL SIGN REQUIREMENTS

TSR(4) - 13

FILE:	tsr4-13.dgn	DN:	TxDOT	CK:	TxDOT	DW:	TxDOT	CK:	TxDOT
© TxDOT	October 2003	CONT	SECT	JOB	HIGHWAY				
REVISIONS		0050	05	070, ETC	BU 290H				
12-03	7-13	DIST	COUNTY	SHEET NO.					
9-08		HOU	WALLER	045					



DETAIL "A"



4" or 6" WHITE (DOT) (TO INTERSECTING ROADWAY WITHOUT MANDATORY TURN LANES). SEE DETAIL "A"

4" or 6" WHITE (DOT) (TO INTERSECTING ROADWAY WITH ONE EXCLUSIVE AND ONE OPTIONAL TURN LANE). SEE DETAIL "A"

4" or 6" WHITE (DOT) SEE DETAIL "A"

8" WHITE SOLID W/ RAISED REFLECTIVE PAVEMENT MARKERS @ 20' SPA.

☉ MAINLANES

290+00

4" or 6" WHITE (DOT) (TO INTERSECTING ROADWAY W/ TWO EXCLUSIVE LEFT TURN LANES). SEE DETAIL "A"

4" or 6" WHITE (DOT) (TO INTERSECTING ROADWAY WITHOUT MANDATORY TURN LANES). SEE DETAIL "A"

* 4" or 6" WHITE (SLD) 40 LF EA.

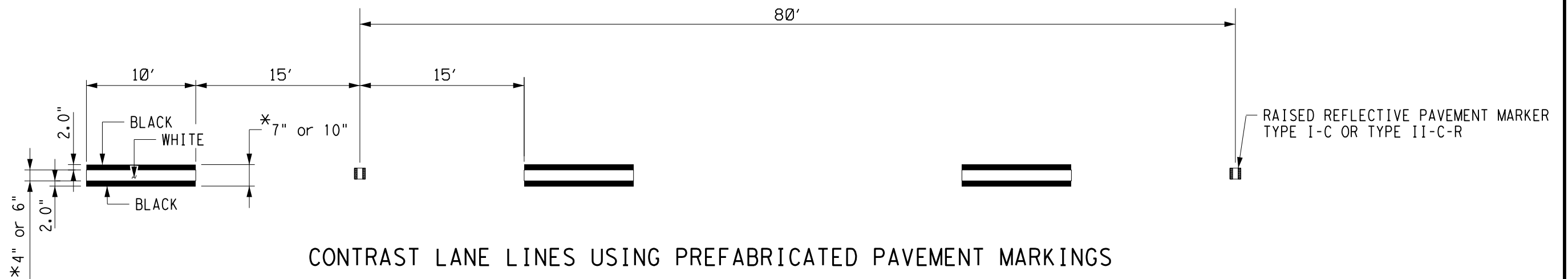
TYPICAL PLACEMENT OF DOTTED EXTENSION AT INTERSECTIONS



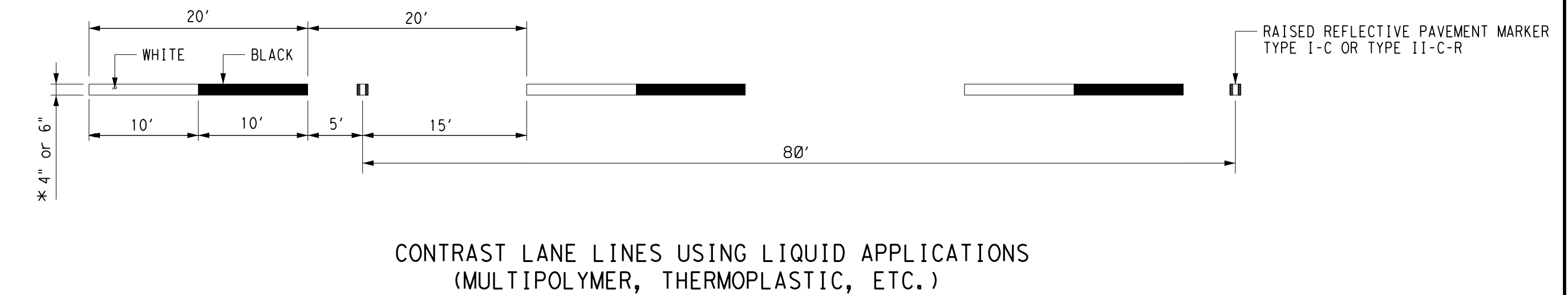
PAVEMENT MARKINGS (DOTTED EXTENSION DETAILS)

PM(DOT) - 11

FILE:	DN:	CK:	DW:	CK:
© TxDOT 2010	DIST	FED REG	PROJECT NO.	SHEET
REVISIONS	\$DIS\$ 6			046
4/2010	COUNTY	CONTROL	SECT	JOB
4/2011	\$COUNTY\$	0050	05	070 BU 290H



➔ DIRECTION OF TRAFFIC



* AS SHOWN ON THE PLANS.

Texas Department of Transportation
Houston District

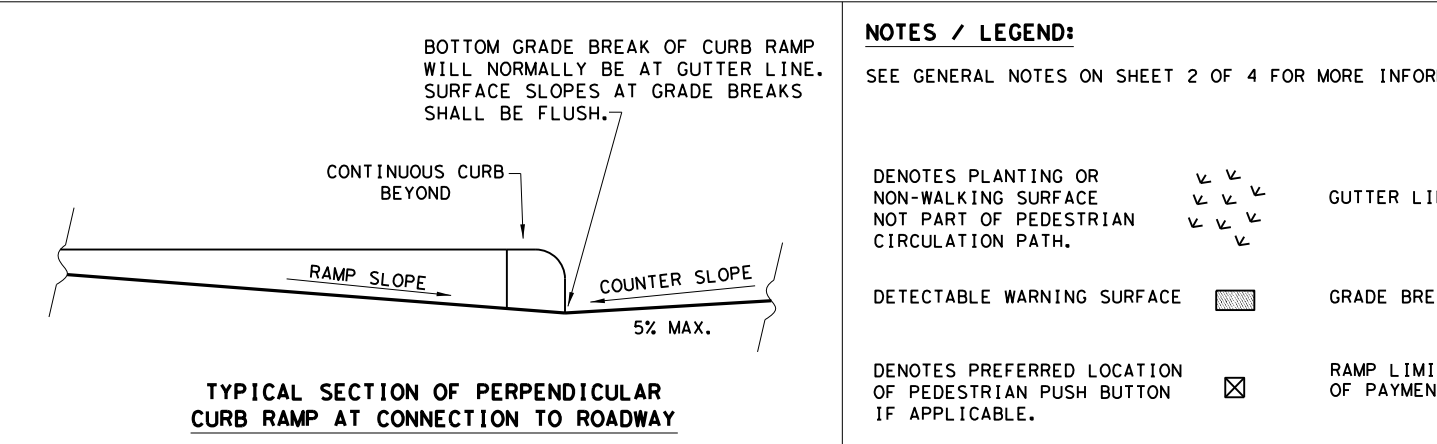
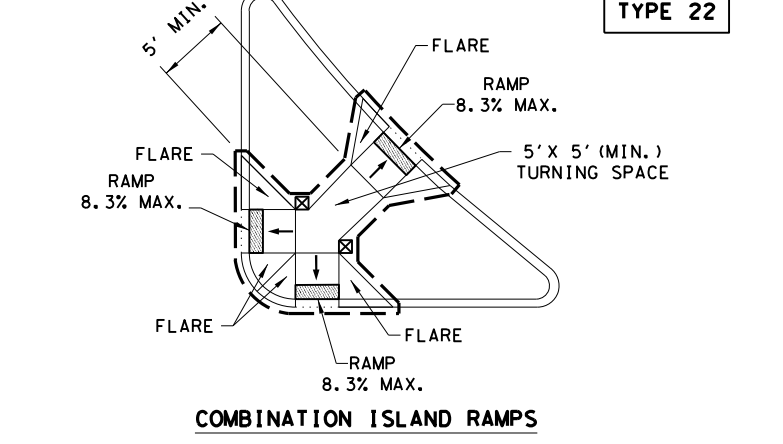
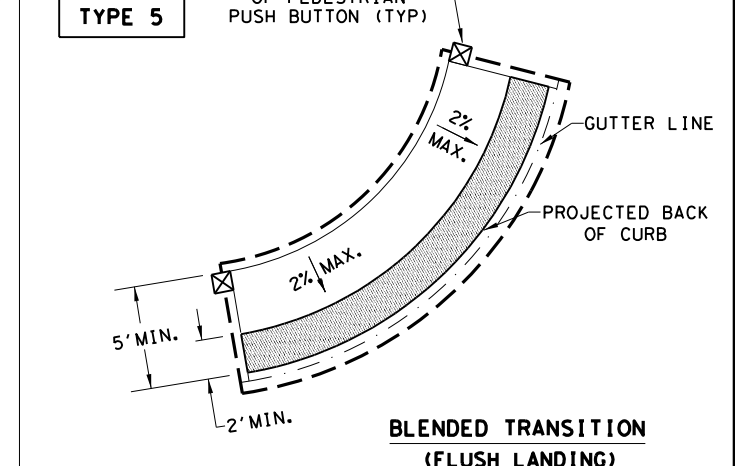
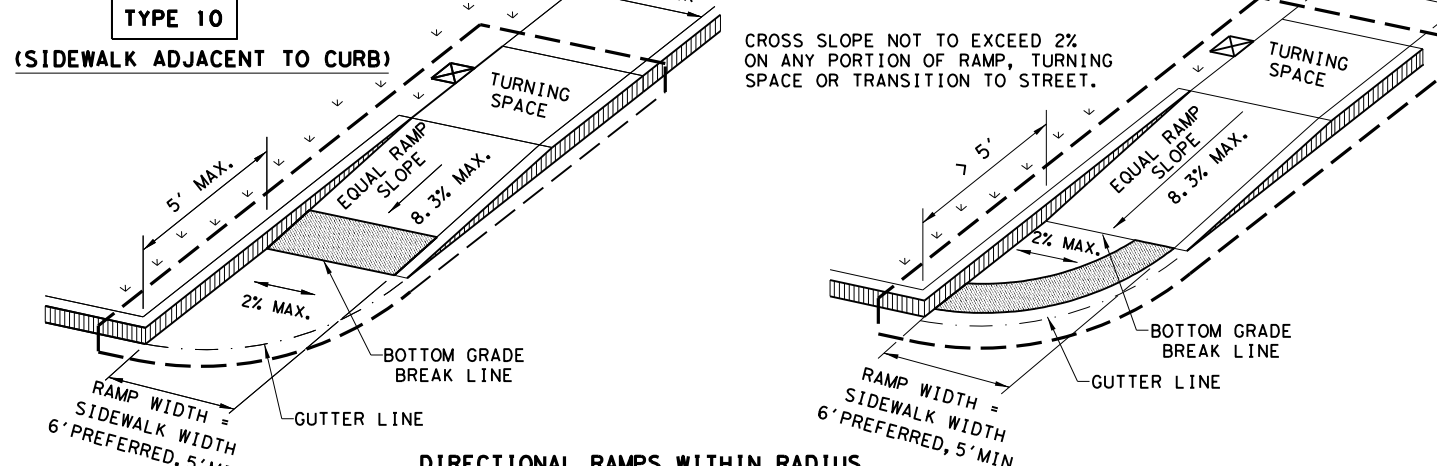
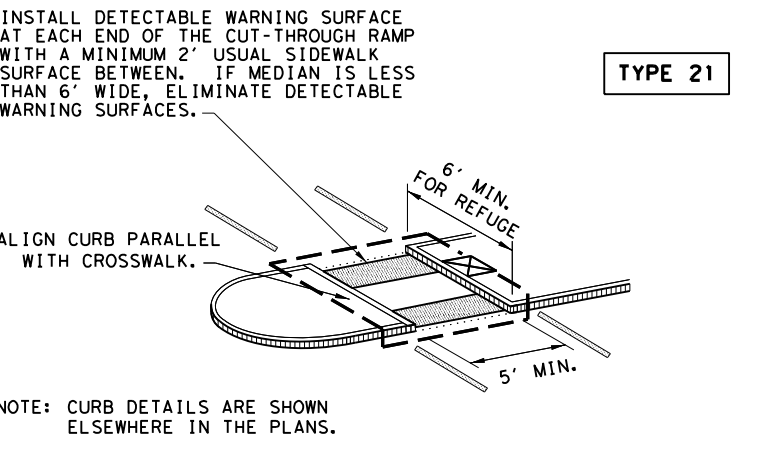
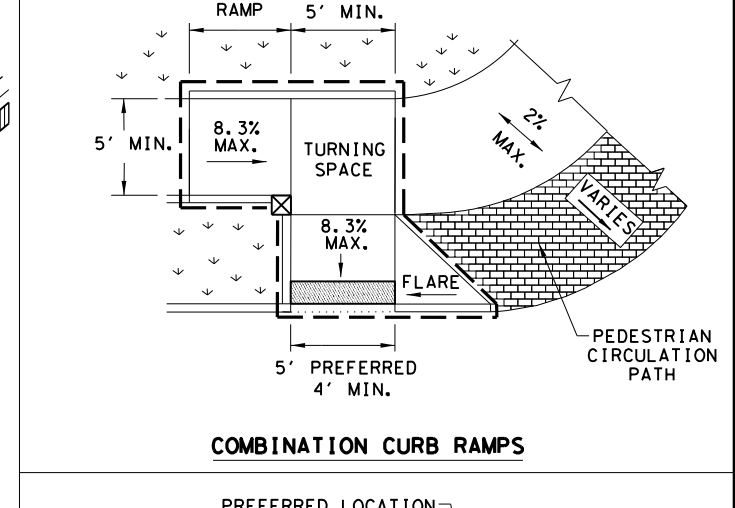
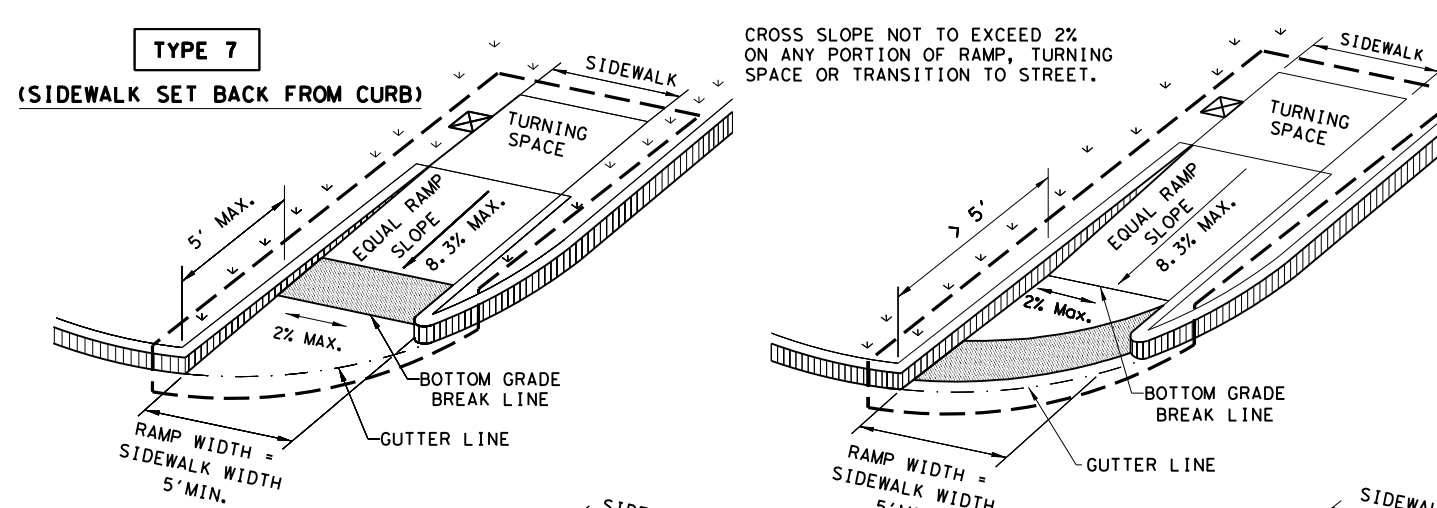
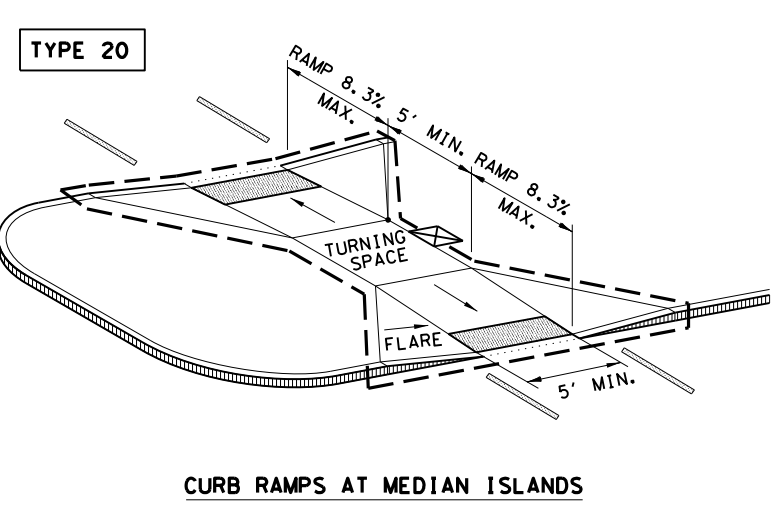
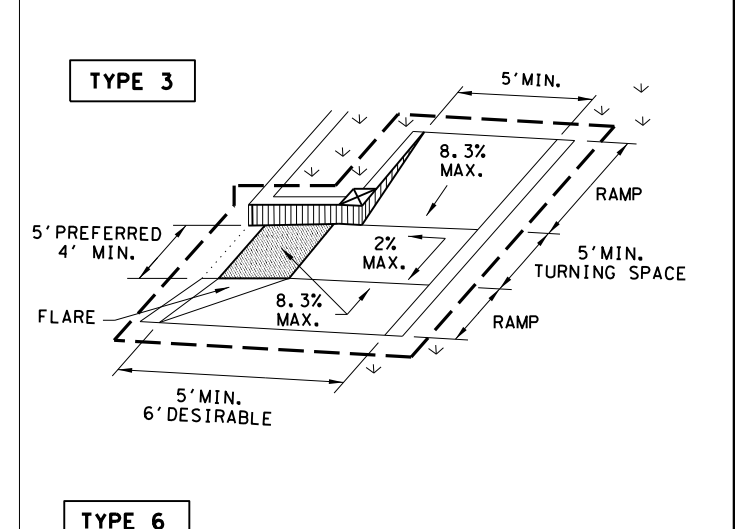
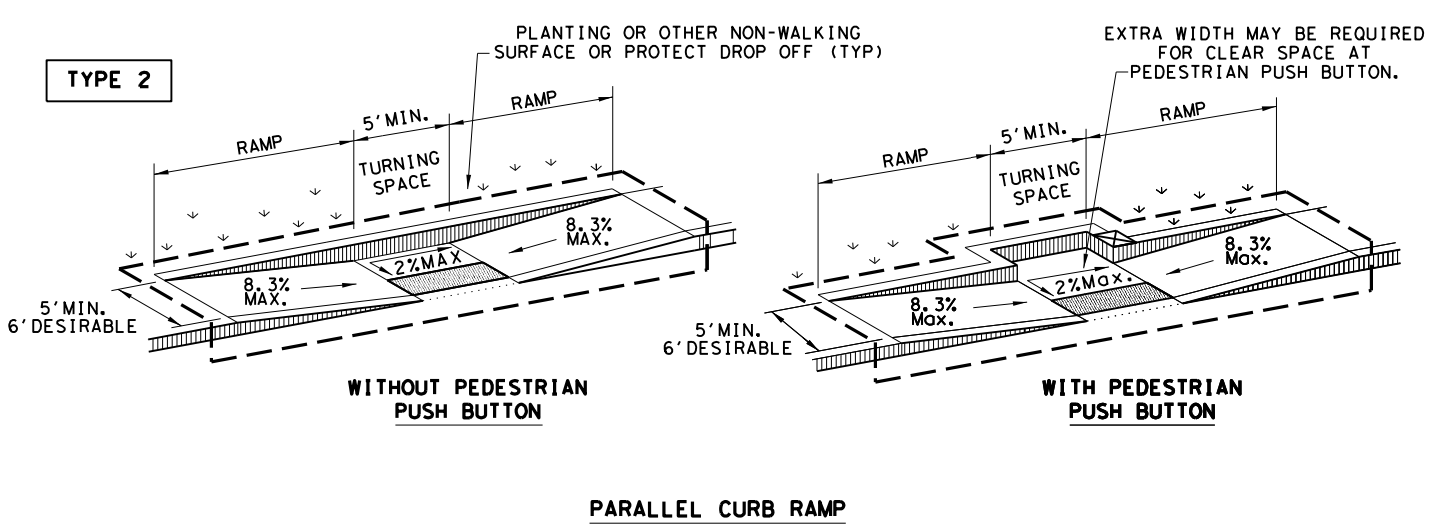
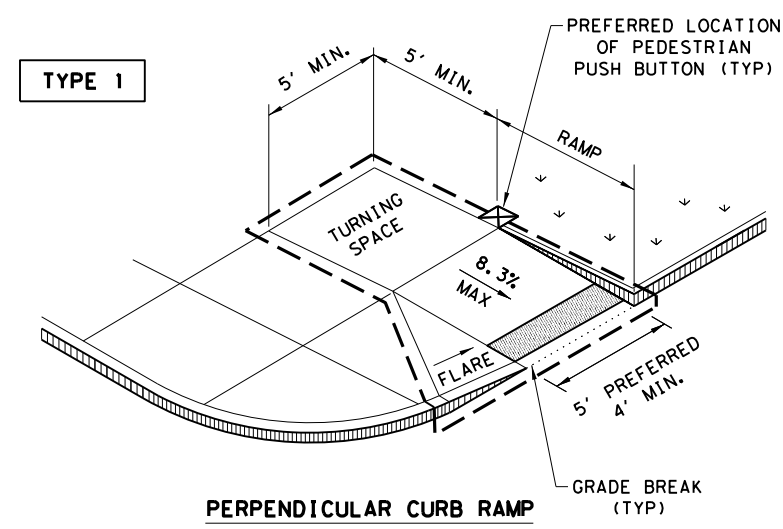
PAVEMENT MARKINGS
(CONTRAST LANE LINES)

PM (CLL) - 14

FILE:	DN:	CK:	DW:	CK:
© TxDOT 2003	DIST	FED REG	PROJECT NO.	SHEET
01-19-08	REVISIONS	\$DIS\$ 6		047
02-19-08				
10-2019	9" to 10"	COUNTY	CONTROL	SECT
		\$COUNTY\$	0050	05 070
				BU 290H

DATE: 6/20/2024
 FILE: K:\HOU_TPT\068928203 - TxDOT_HOU_TRF_WA_3_Misc_Study-Signal-FOI\Task 2 - Signal Design\CADD\Standards\BU 290H\Pedestrian Ramp, Median, & Sidewalk\ped18.dgn

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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.

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.

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

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.

GUTTER LINE

GRADE BREAK

RAMP LIMITS OF PAYMENT

SHEET 1 OF 4

Texas Department of Transportation
 Design Division Standard

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	0050	05	070, ETC	BU 290H
REVISED 08, 2005	DIST	COUNTY		SHEET NO.
REVISED 06, 2012	HOU	WALLER		048
REVISED 01, 2018				

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 DATE: 6/20/2024
 FILE: K:\HOU\TPT\068928203 - TxDOT HOU TRF WA 3 Misc Study-Signal-F0\Task 2 - Signal Design\CADD\Standards\BU 290H\Pedestrian Ramp, Median, & Sidewalk\ped18.dgn

GENERAL NOTES

CURB RAMP

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

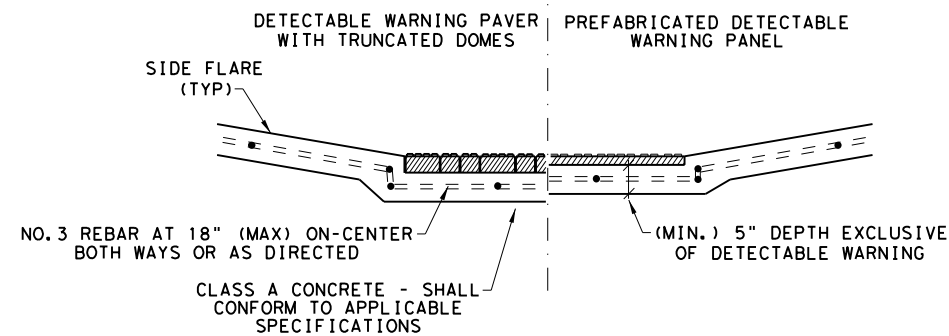
19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material 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.

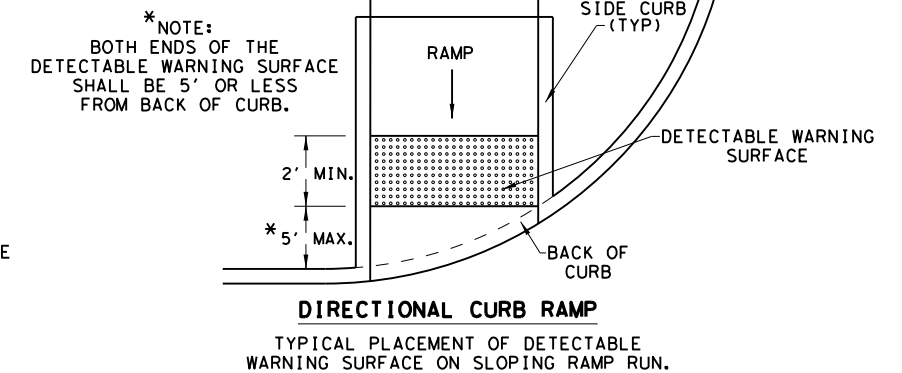
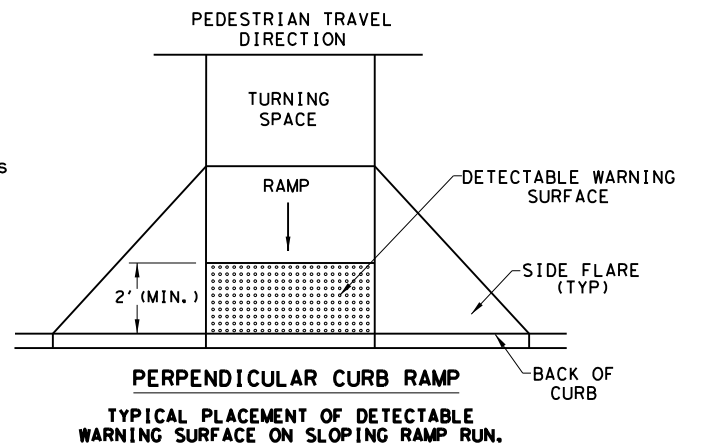
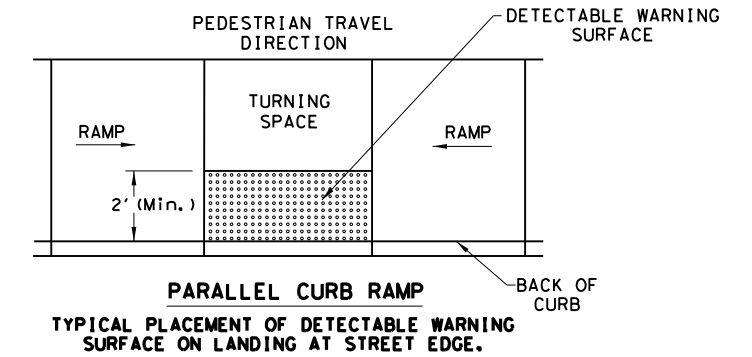
SIDEWALKS

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

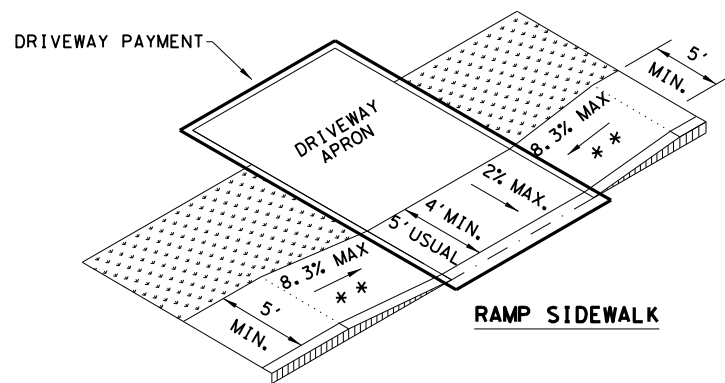
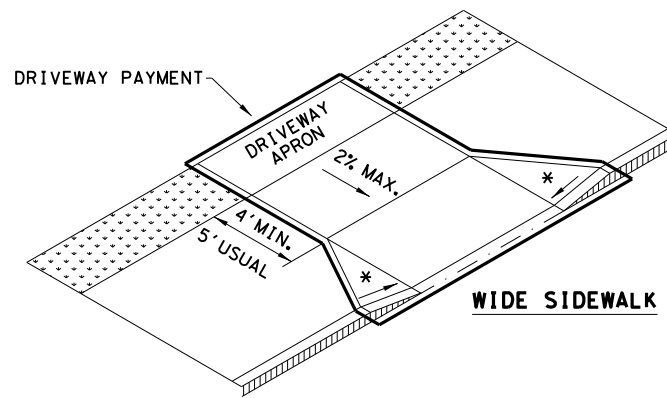
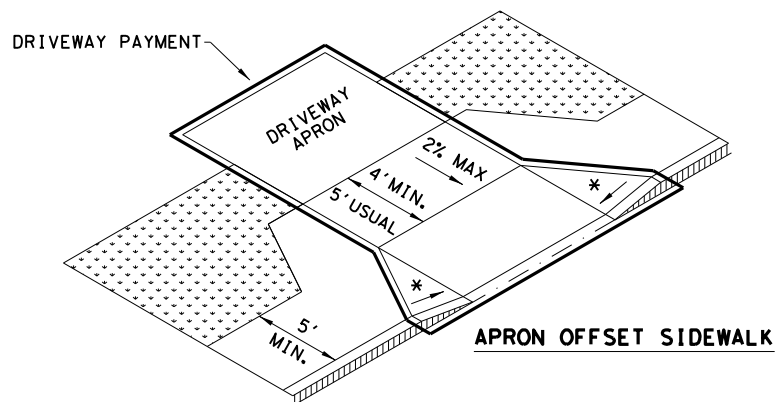
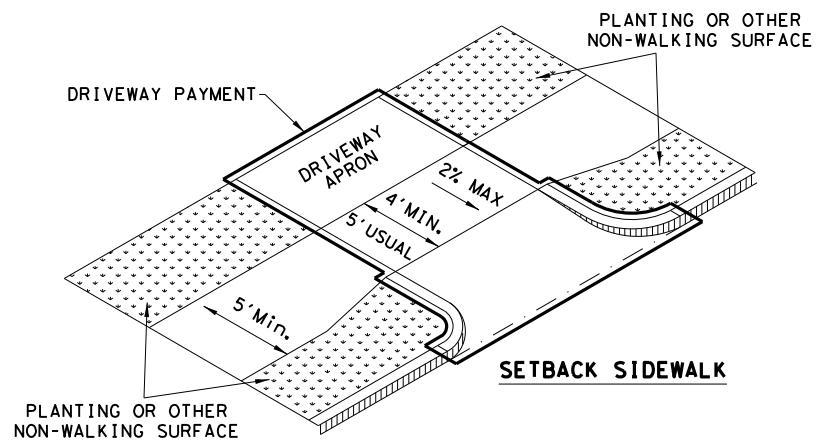


SHEET 2 OF 4

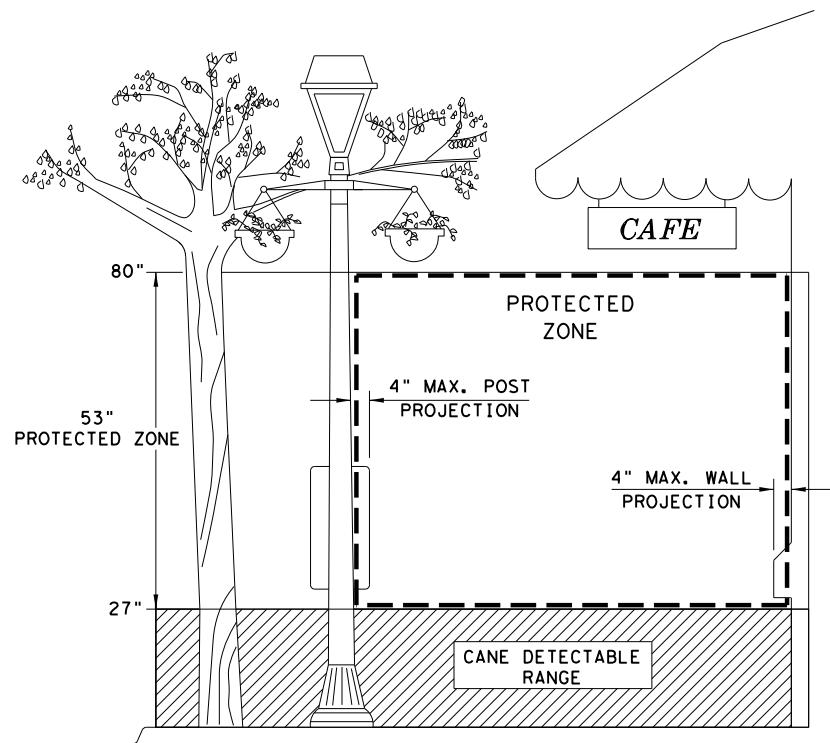
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FILE: ped18	DN: TxDOT	DW: VP	CK: KM
© TxDOT: MARCH, 2002	CONT	SECT	JOB
REVISIONS	0050	05	070, ETC
REVISOR			BU 290H
DIST	COUNTY		SHEET NO.
HOU	WALLER		049

DATE: 6/20/2024
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SIDEWALK TREATMENT AT DRIVEWAYS

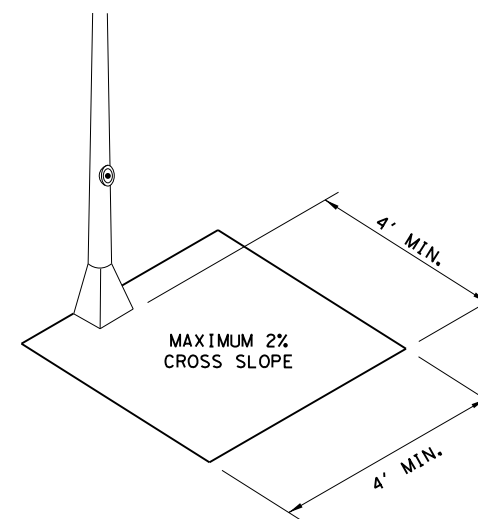


NOTES:
 * WHERE DRIVEWAYS CROSS THE PEDESTRIAN ROUTE, SIDES SHALL BE FLARED AT 10% MAX SLOPE.
 * * IF CURB HEIGHT IS GREATER THAN 6 INCHES, USE GRADE LESS THAN OR EQUAL TO 5%. HANDRAIL AND DETECTABLE WARNING ARE NOT REQUIRED.

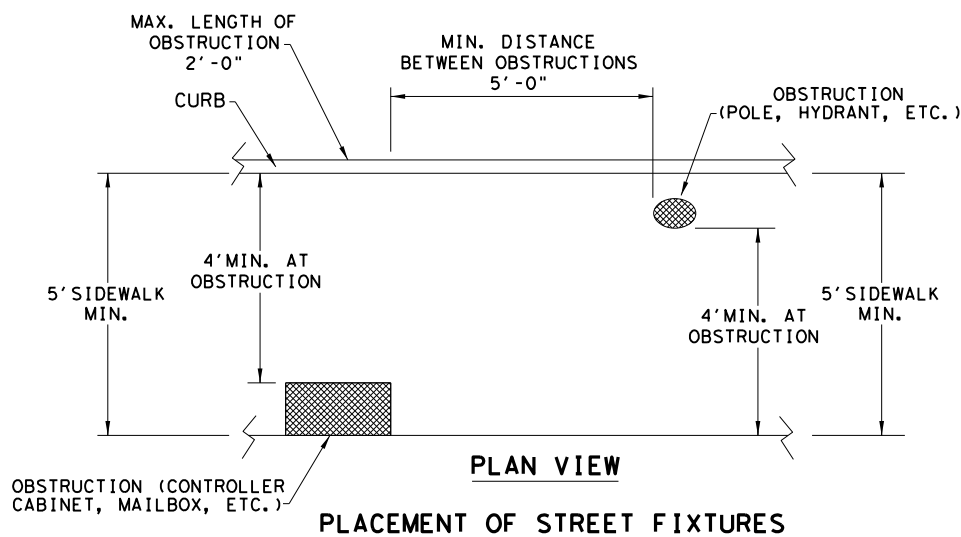


PROTECTED ZONE

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

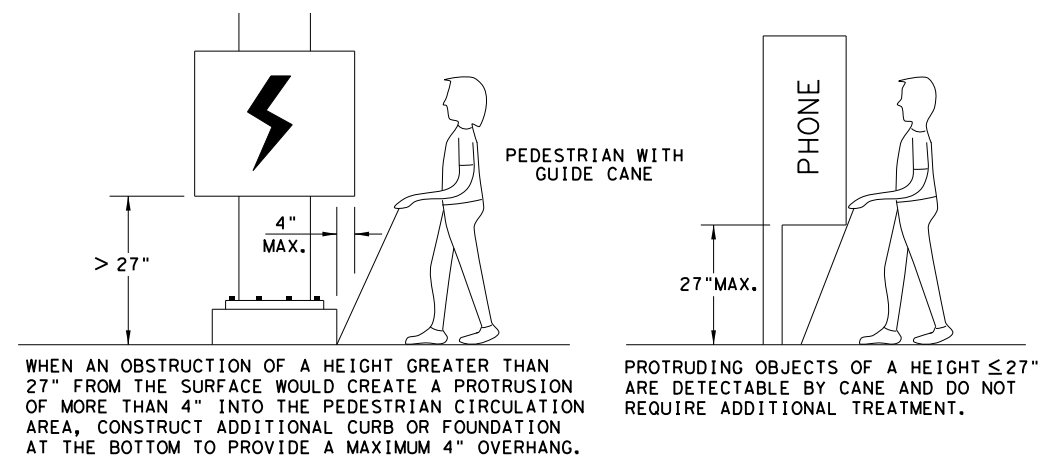


CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



PLACEMENT OF STREET FIXTURES

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



DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

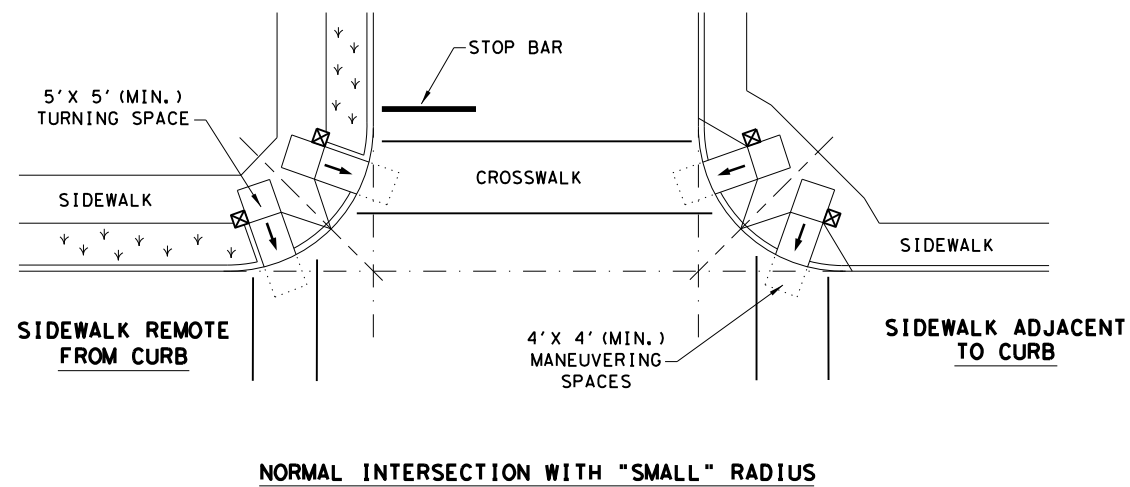
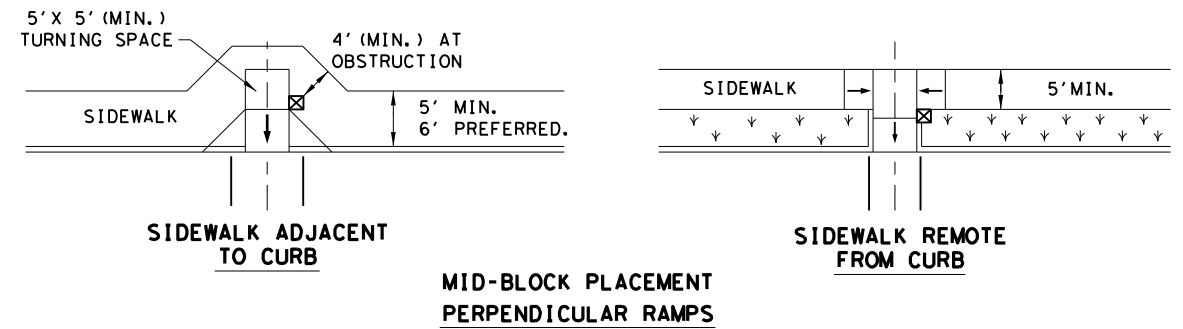
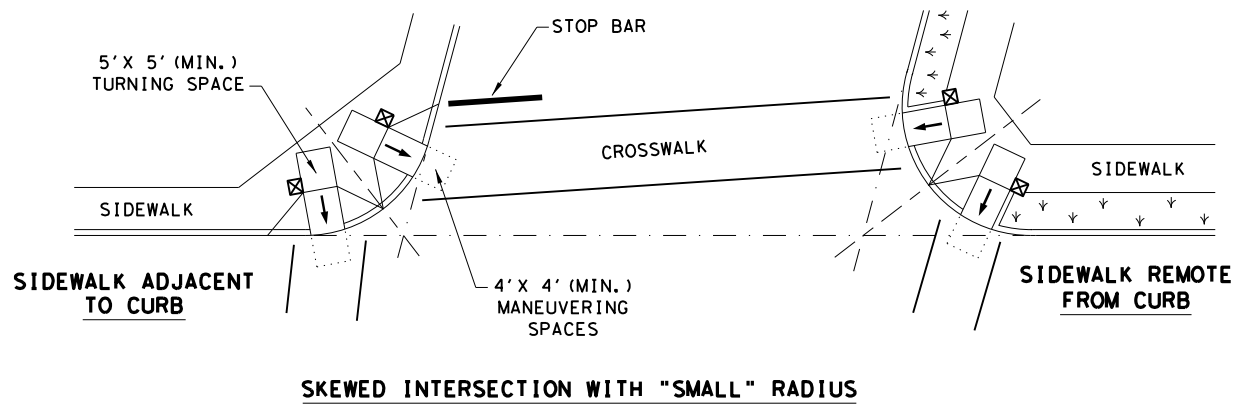
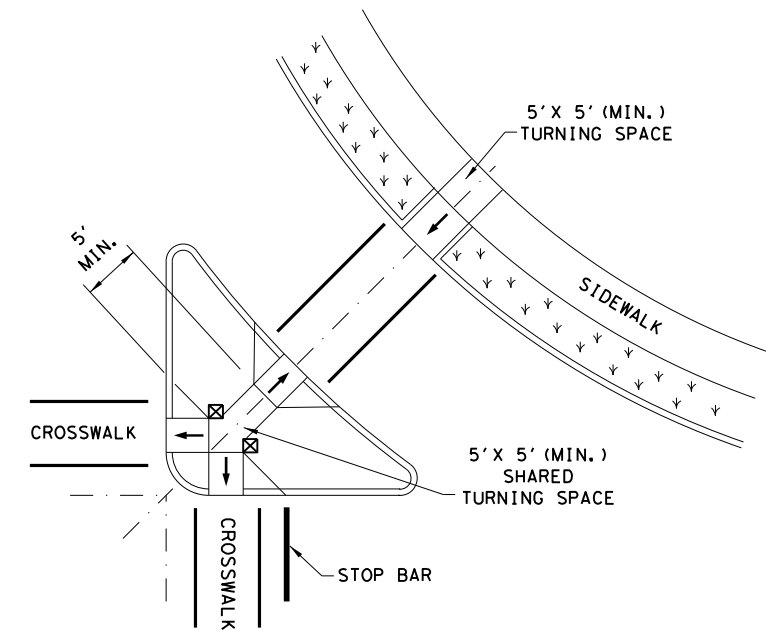
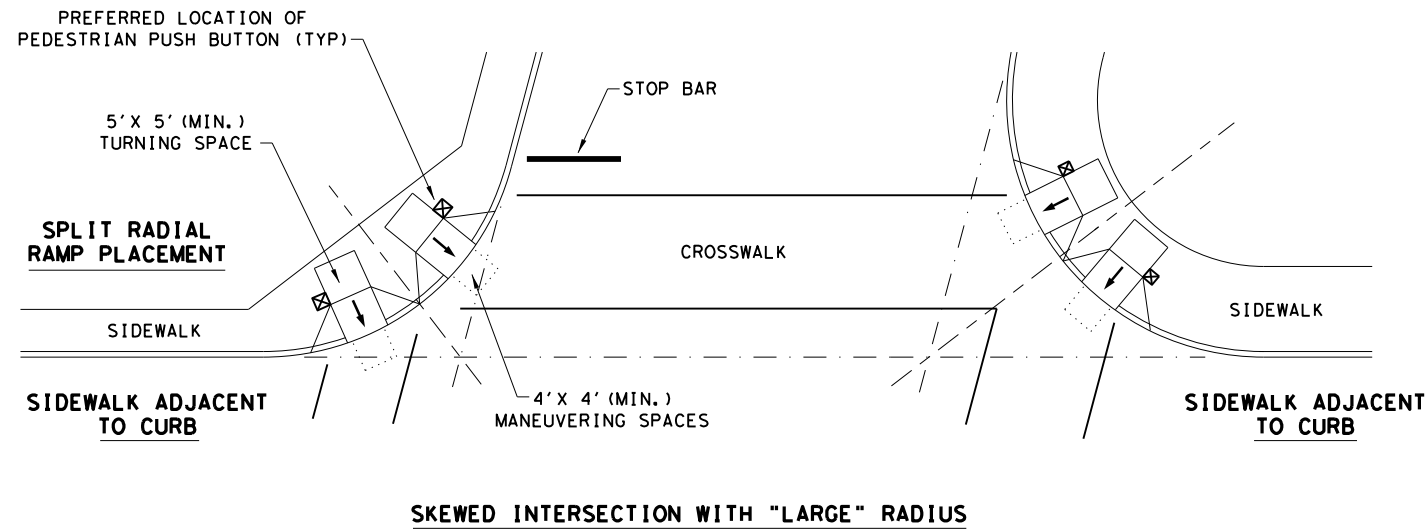
SHEET 3 OF 4

		Design Division Standard	
PEDESTRIAN FACILITIES CURB RAMPS PED-18			
FILE: ped18	DN: TxDOT	DW: VP	CK: KM
© TxDOT: MARCH, 2002	CONT	SECT	JOB
REVISIONS	0050	05	070, ETC
REVISOR	HOU	COUNTY	WALLER
REVISOR	05	SHEET NO.	050

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DATE: 6/20/2024
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TYPICAL CROSSING LAYOUTS
 SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS



LEGEND:

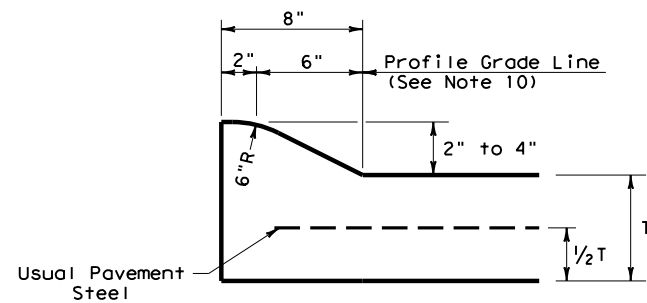
- SHOWS DOWNWARD SLOPE. →
- DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON (IF APPLICABLE). ☒
- DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH. ↙ ↘ ↙ ↘ ↙ ↘ ↙ ↘

SHEET 4 OF 4

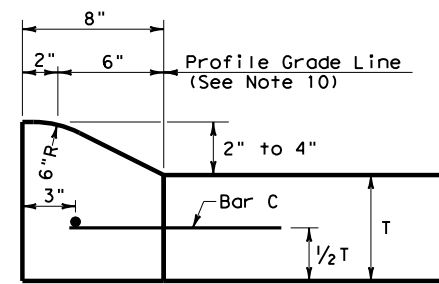
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FILE: ped18	DN: TxDOT	DW: VP	CK: KM
© TxDOT: MARCH, 2002	CONT: 05	SECT: 070, ETC	JOB: BU 290H
REVISIONS	0050	05	070, ETC
REVISED 08, 2005	DIST: HOU	COUNTY: WALLER	SHEET NO. 051
REVISED 06, 2012			
REVISED 01, 2018			

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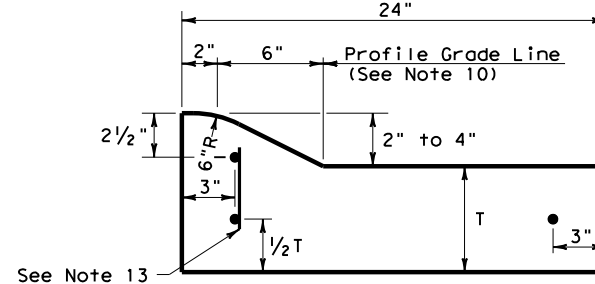
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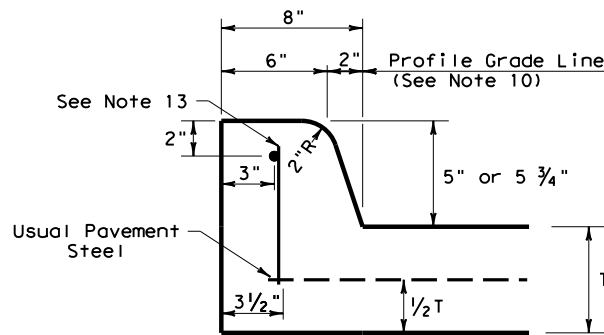
TYPE I CURB (MONOLITHIC)
2" - 4" HEIGHT



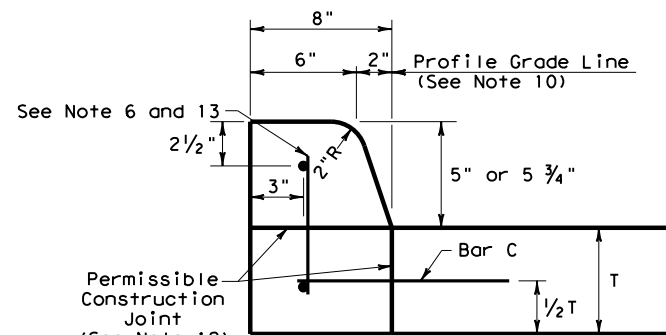
TYPE I CURB
2" - 4" HEIGHT



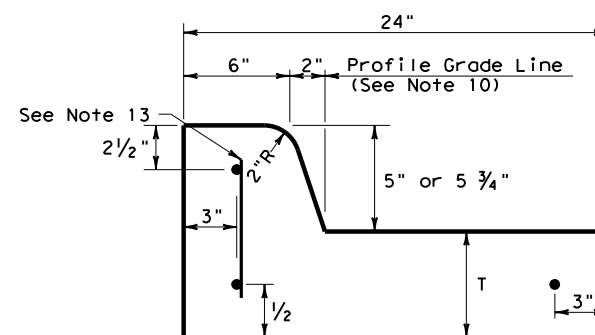
TYPE I CURB AND GUTTER
2" - 4" HEIGHT



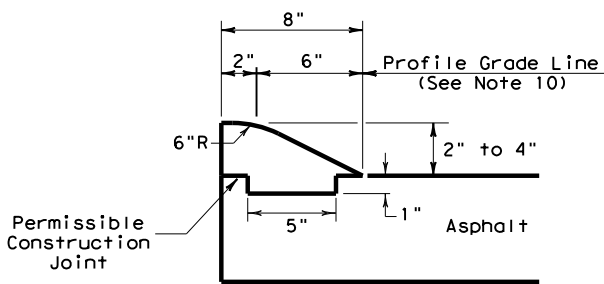
TYPE II CURB (MONOLITHIC)
5" - 5 3/4" HEIGHT



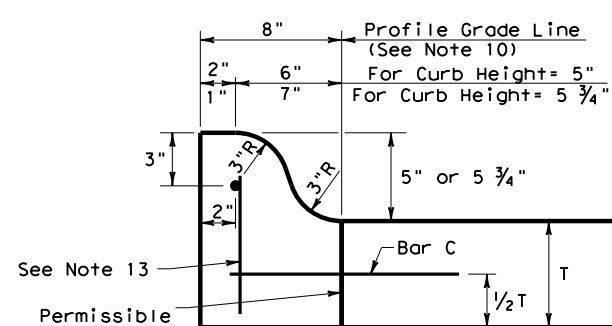
TYPE II CURB
5" - 5 3/4" HEIGHT



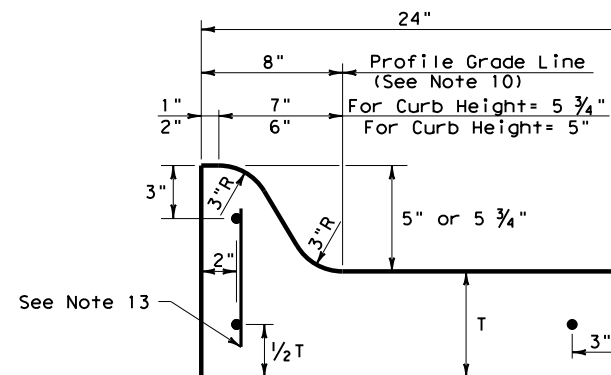
TYPE II CURB AND GUTTER
5" - 5 3/4" HEIGHT



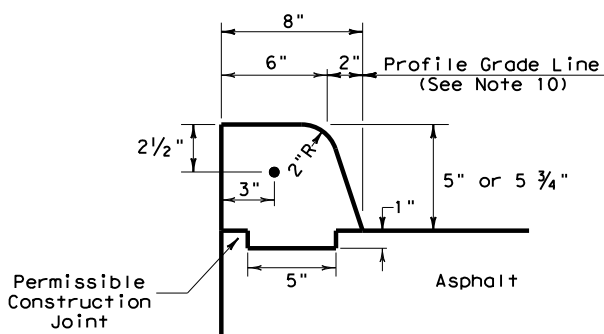
TYPE III CURB (KEYED)
2" - 4" HEIGHT



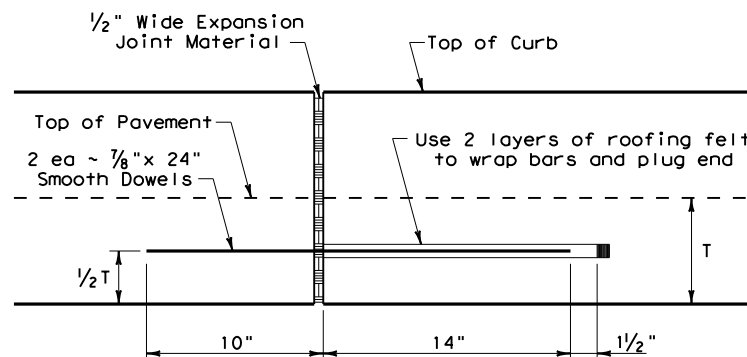
TYPE IIa CURB
5" - 5 3/4" HEIGHT



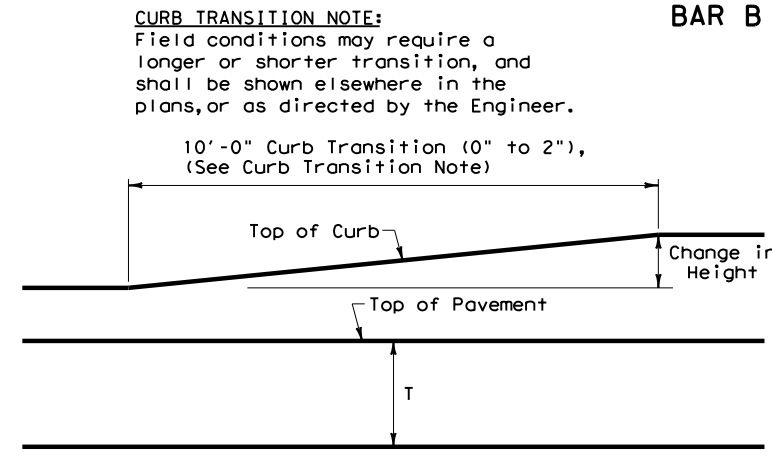
TYPE IIa CURB AND GUTTER
5" - 5 3/4" HEIGHT



TYPE IV CURB (KEYED)
5" - 5 3/4" HEIGHT



EXPANSION JOINT DETAIL

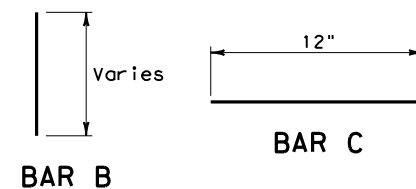


CURB TRANSITION

Note: To be paid for as Highest Curb

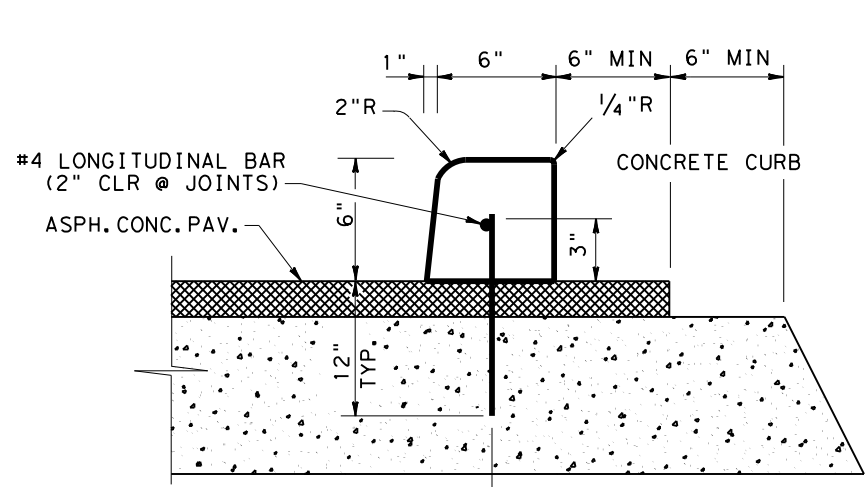
GENERAL NOTES

- All materials and construction shall be in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."
- Concrete shall be Class A.
- When reinforcing bars are used, they shall be No.4 unless otherwise shown. The use of fiber reinforced concrete in lieu of reinforcing steel is acceptable. Use fibers meeting the requirements of DMS 4550, "Fibers for Concrete," and dose fibers in accordance with Material Producers List (MPL) "Fibers for Class A and B Concrete Applications."
- Round exposed sharp edges with a rounding tool, to a minimum radius of 1/4 inch.
- All existing curbs and driveways to be removed shall be sawed or removed at existing joints.
- Where concrete curb is to be placed on existing concrete pavement, Bar B may be drilled and grouted in place, or may be inserted into fresh concrete.
- Expansion and contraction joints shall be constructed to match pavement joints in all curbs and curb and gutter adjacent to jointed concrete pavement. Where placement of curb or curb and gutter is not adjacent to concrete pavement, expansion joints shall be provided at structures, curb returns at streets, and at locations directed by The Engineer.
- Vertical and horizontal dowel bars and transverse reinforcing bars shall be placed at four feet C-C.
- Dimension 'T' shown is the thickness of concrete pavement. When curb is installed adjacent to flexible pavement dimension 'T' is 8" maximum.
- Usual profile grade line. Refer to typical sections and plan-profile sheets for exact locations.
- One-half inch expansion joint material shall be provided where curb or curb and gutter is adjacent to sidewalk or riprap.
- When horizontal permissible construction joints are used, the longitudinal pavement steel shall be placed in accordance with pavement details shown elsewhere in the plans. Reinforcing steel for curb section shall then conform to that required for concrete curb.
- Bar B placement as needed (typically at four ft. C-C) to support curb reinforcing steel during concrete placement.



CURB TRANSITION NOTE:
Field conditions may require a longer or shorter transition, and shall be shown elsewhere in the plans, or as directed by the Engineer.

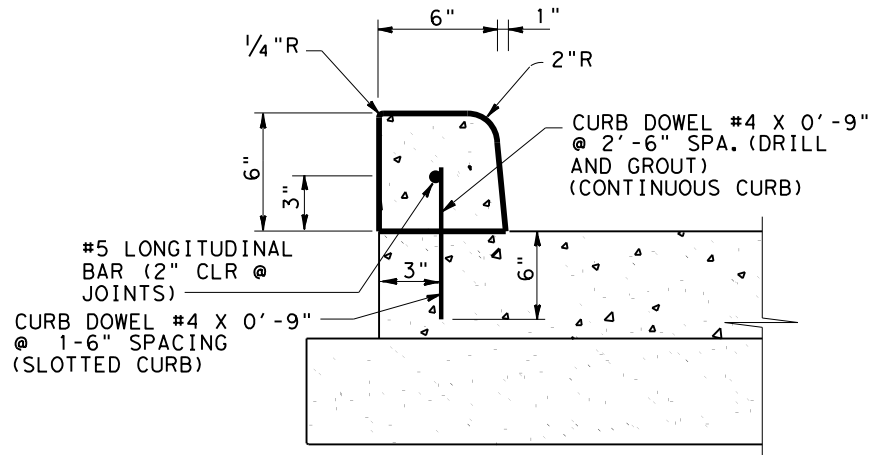
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<h3>CCCG-22</h3>			
FILE: cccg21.dgn	DN: TxDOT	CK: AN	DW: CS
© TxDOT: JUNE 2022	CONT: 05	SECT: 070, ETC	HIGHWAY: BU 290H
REVISIONS:		DIST: HOU	COUNTY: WALLER
			SHEET NO. 052



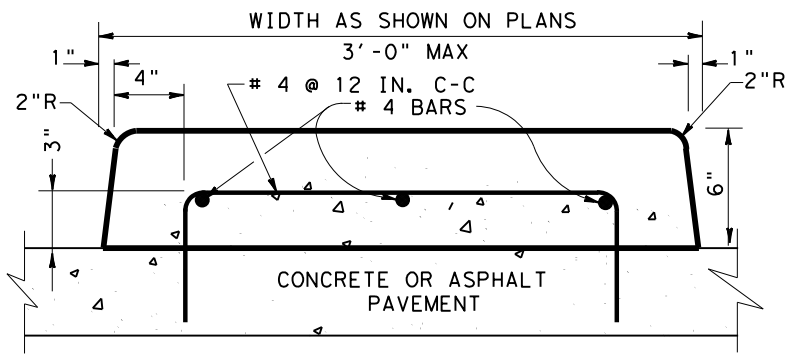
CONTINUOUS CURB; DOWEL #5 X 1'-3"
@ 2'-6" SPA. (DRILL & GROUT)
SLOTTED CURB; DOWEL #5 X 1'-3"
@ 1'-6" SPA. (DRILL & GROUT)

SHOWN ON EXISTING OR PROPOSED ACP PAVEMENT
(PAY ITEM 529-6011) - FOR CONTINUOUS

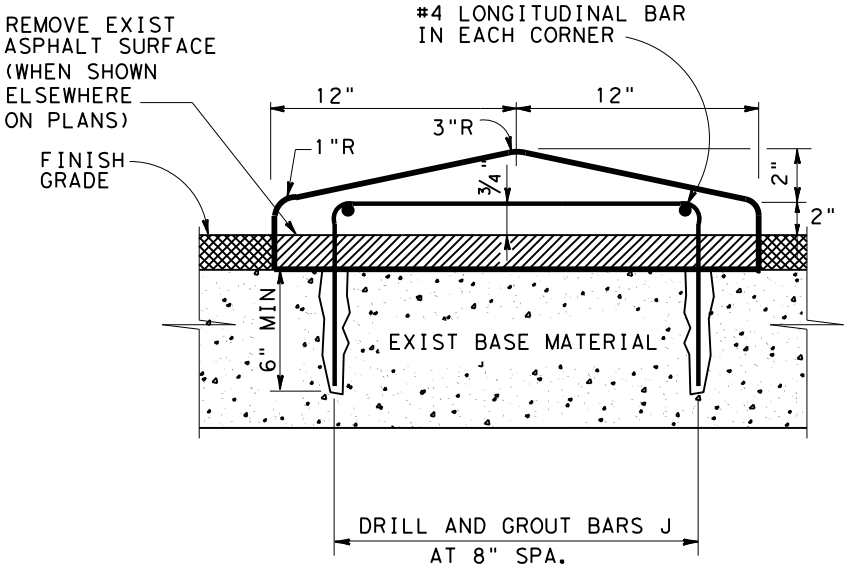
CONCRETE CURB (DOWEL) (6 IN.)



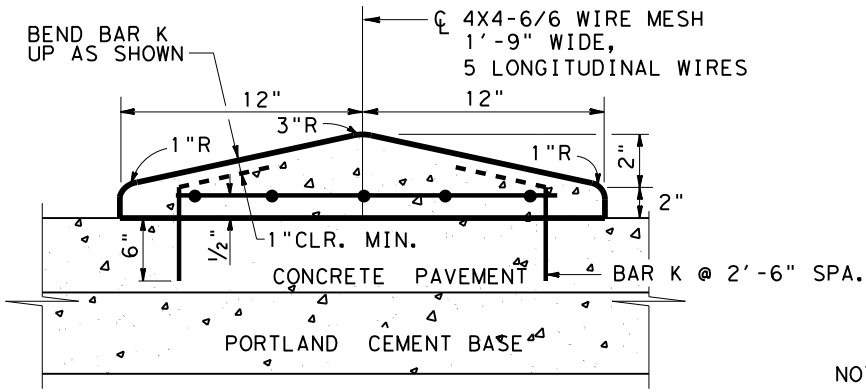
SHOWN ON EXISTING OR PROPOSED CONCRETE PAVEMENT
(PAY ITEM 529-6011) - FOR CONTINUOUS



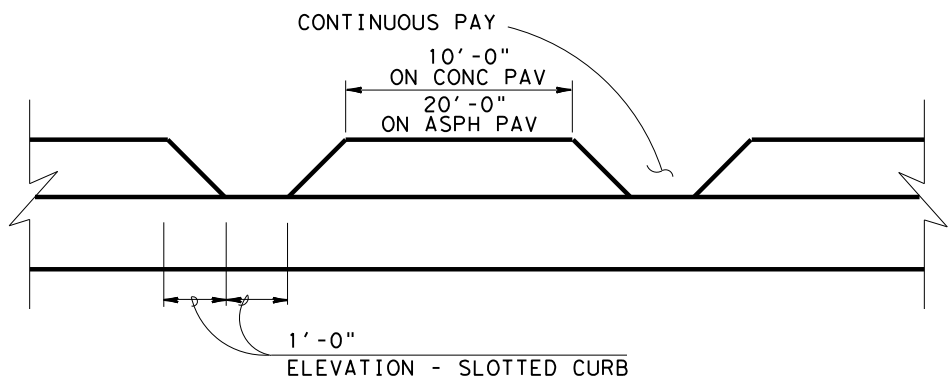
ITEM 536-6001 CONCRETE MEDIAN
SEE NOTE 2



SHOWN ON EXISTING ACP PAVEMENT
SEE NOTE 2 - ITEM 536-6003 CONC DIRECTIONAL ISLAND



SHOWN ON EXISTING OR PROPOSED CONCRETE PAVEMENT
SEE NOTE 2 - ITEM 536-6003 CONC DIRECTIONAL ISLAND



ITEM 529-6012 CONCRETE CURB (SLOTTED) - ON CONC.
ITEM 529-6009 CONC CURB (DOWEL) (SLOTTED) - ON ASPH.

- NOTES:
1. DRILL AND GROUT BARS SHOWN AS PER ITEM 420.4.7.10, 6" EMBEDMENT, MINIMUM ON CONC.
 2. INSTALL A 2 INCH DRAINAGE OPENING AT 10 FT C-C WHEN CURB/ISLAND IS NOT ON TOP OF CROSS SECTION. (LOCATED ON A 2 OR 3 PERCENT TRANSVERSE GRADE, OR SUPERELEVATION.)

CONCRETE DIRECTIONAL ISLAND

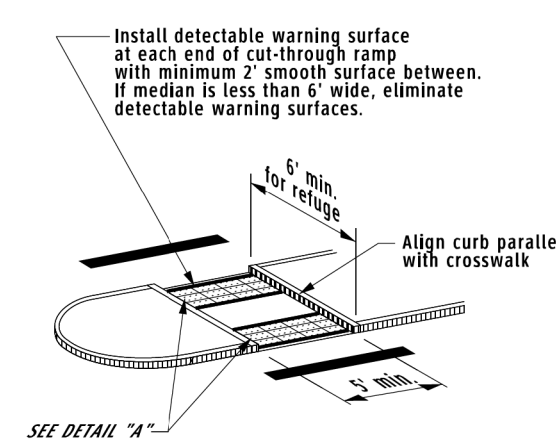
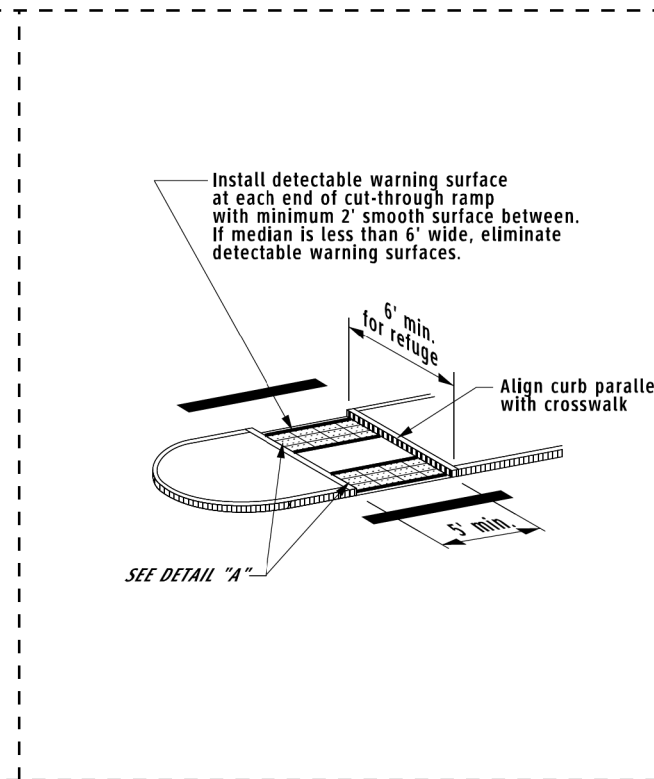
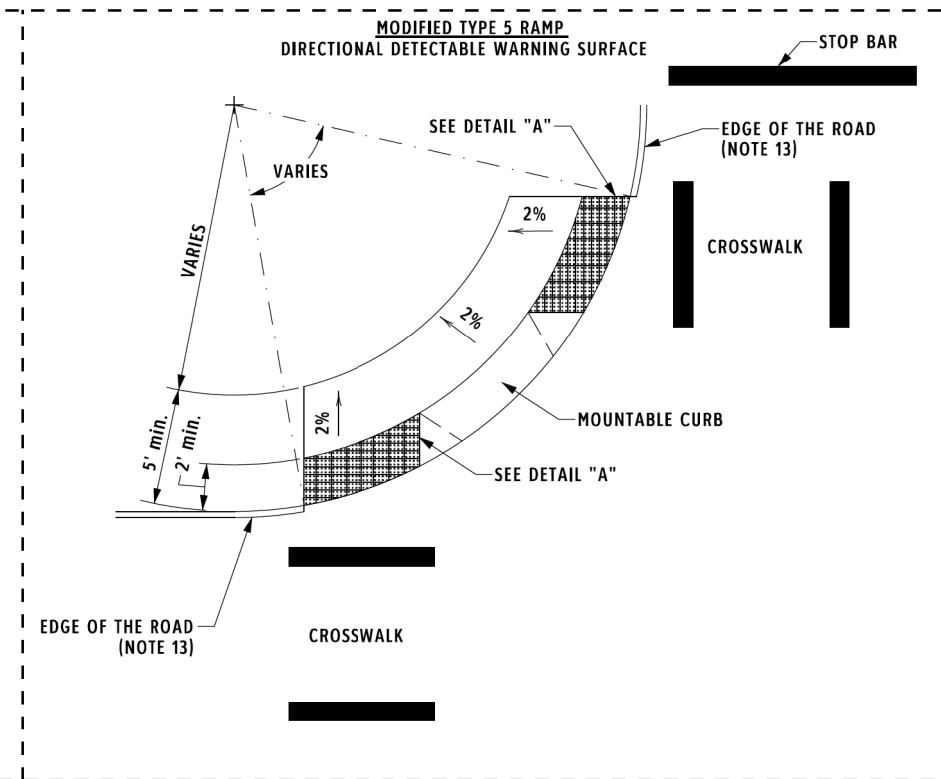
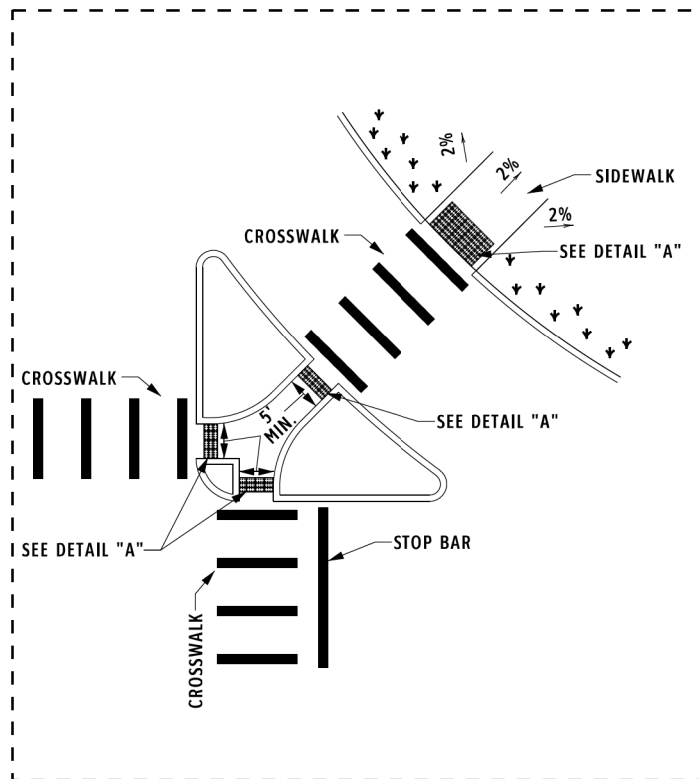
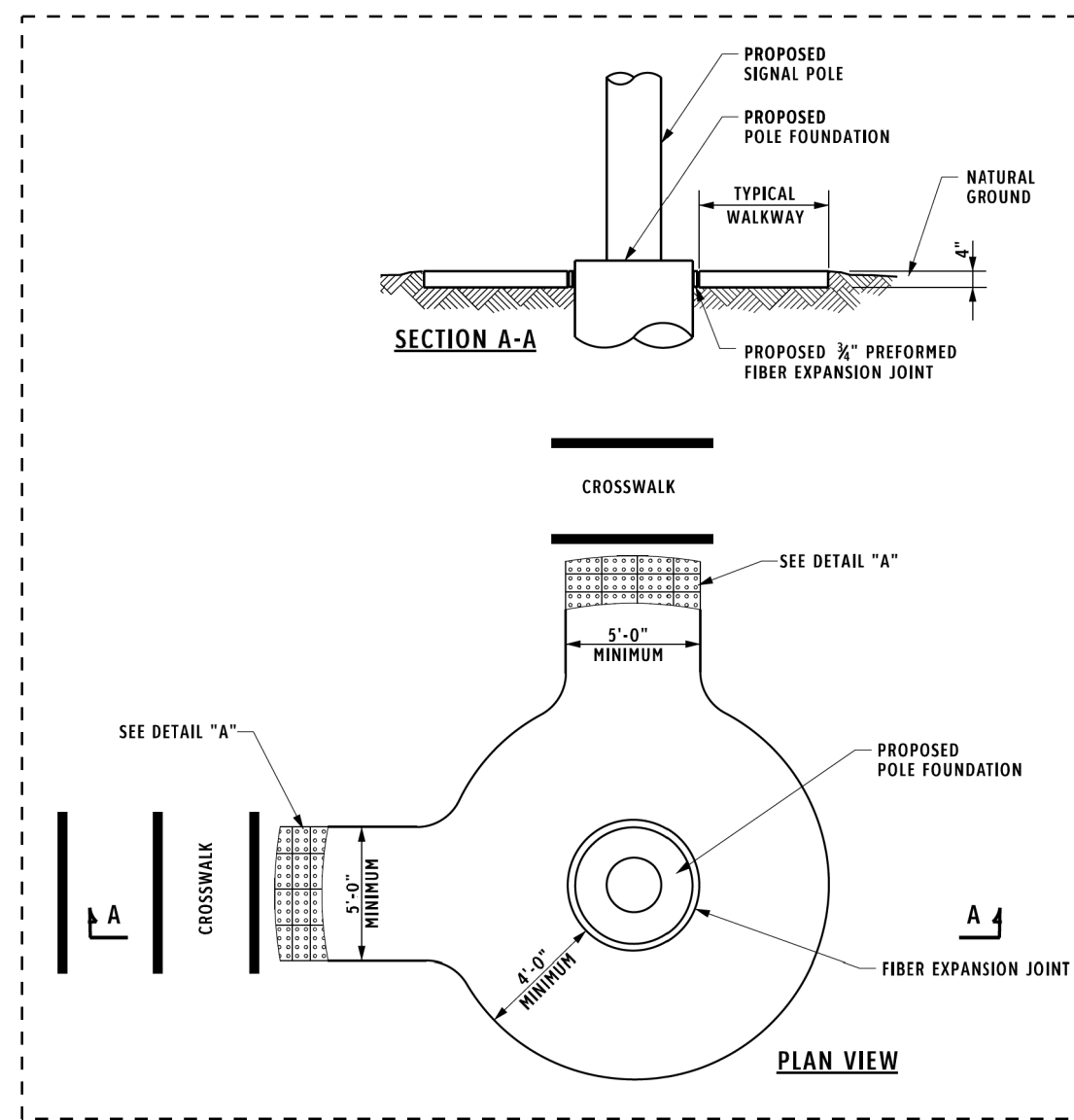
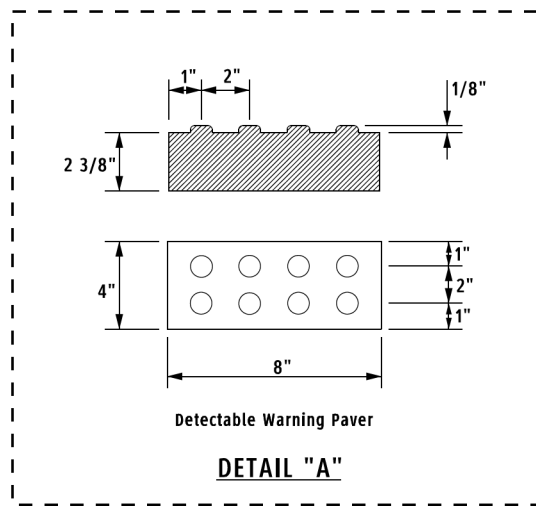
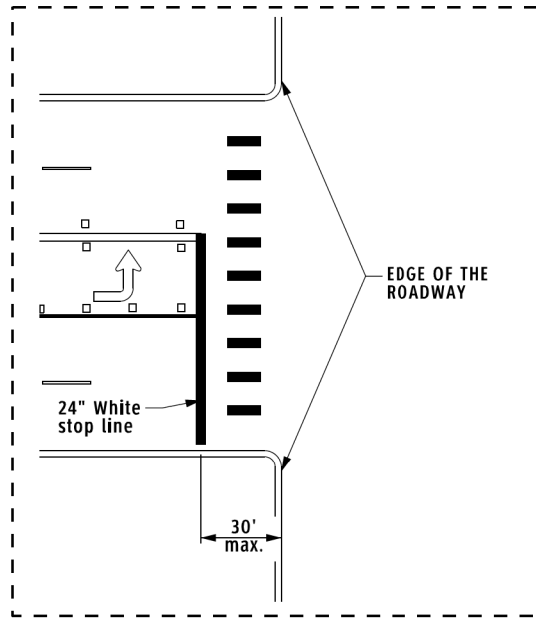
Texas Department of Transportation
Houston District

CONCRETE CURB AND DIRECTIONAL ISLAND DETAILS
CC & DID

FILE: STDB-9.dgn	DN:	CK:	DW:	CK:
© TxDOT 2014	DIST	FED REG	PROJECT NO.	SHEET
REVISIONS	HOU	6		053
	COUNTY	CONTROL	SECT	JOB
	WALLER	0050	05	070
				HIGHWAY
				BU 290H

Pedestrian Facilities
General Notes

1. All slopes are maximum allowable. The least possible slope that will still drain properly should be used. Adjust access pad length or grade of approach sidewalks as directed.
2. Detectable Warning Paver shown in Detail "A" will be subsidiary to the Bid Item 531.
3. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the edge of pavement, a 6' sidewalk width is encouraged. Where a 5' sidewalk can not be provided due to site constraints, a minimum 3' sidewalk with 5' x 5' passing areas at intervals not to exceed 200' is required.
4. Landings shall be 5' x 5' minimum with a maximum 2% slope in any direction.
5. Maneuvering 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.
6. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
7. Additional information on access pads/sidewalks location, design, light reflective value and texture may be found in the current edition of the Texas Accessibility Standards (TAS) and 16 TAC §68.102.
8. To serve as a pedestrian refuge area, the median should be a minimum of 5' wide. Medians should be designed to provide accessible passage over or through them.
9. 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.
10. Existing features that comply with TAS may remain in place unless otherwise shown on the plans.
11. Access pads/side walks and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
12. Provide a smooth transition where the access pad/side walk connect to the street.
13. If ramps are in rural locations, curbs may not exist and shoulders may be present.



DATE: 08/15/2023
SHEET NO: 054
FILE: 054

TEXAS DEPARTMENT OF TRANSPORTATION
HOUSTON DISTRICT

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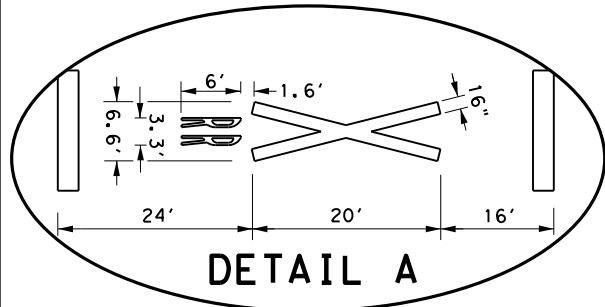
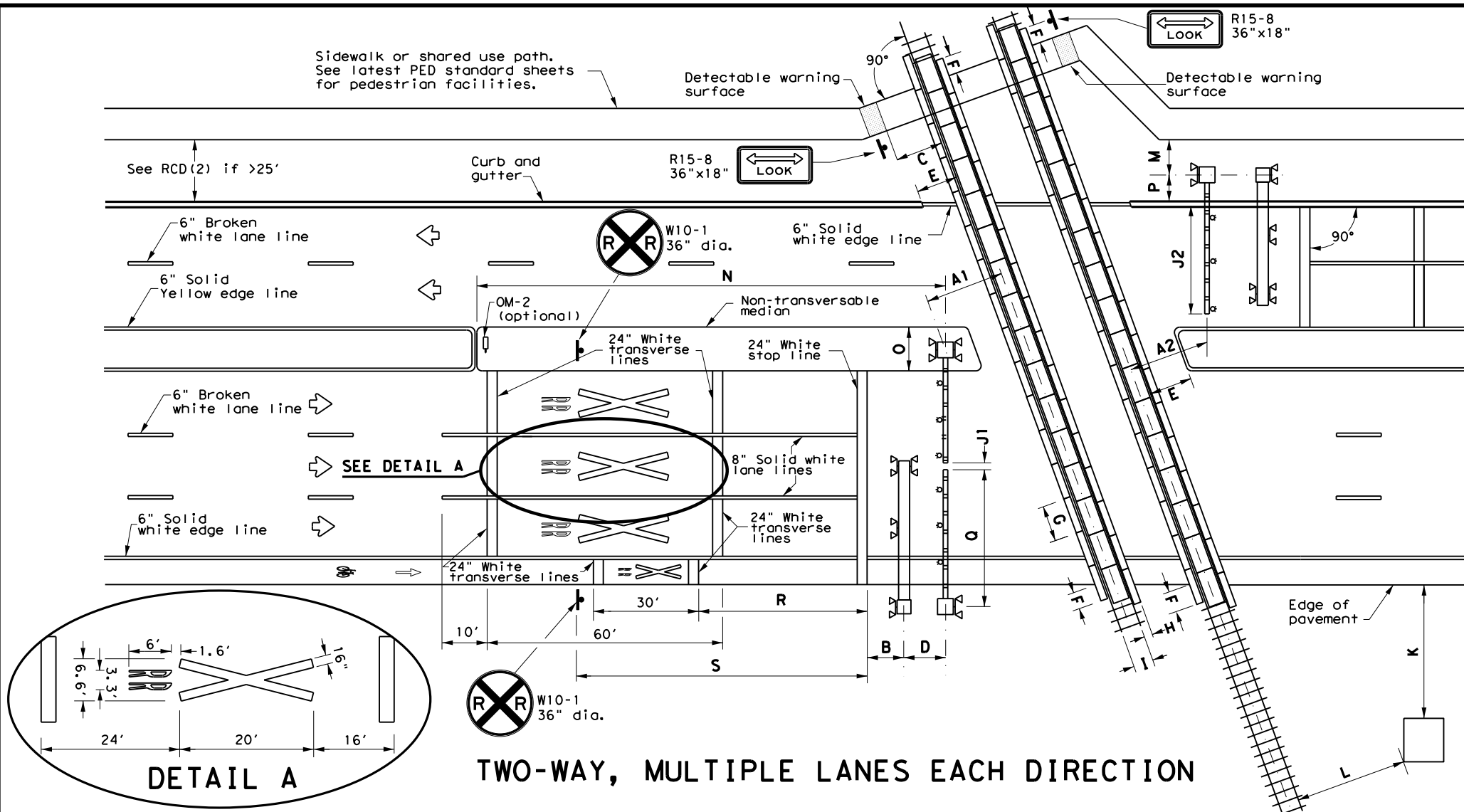
ACCESS PAD RAMP DETAILS

ACCRD

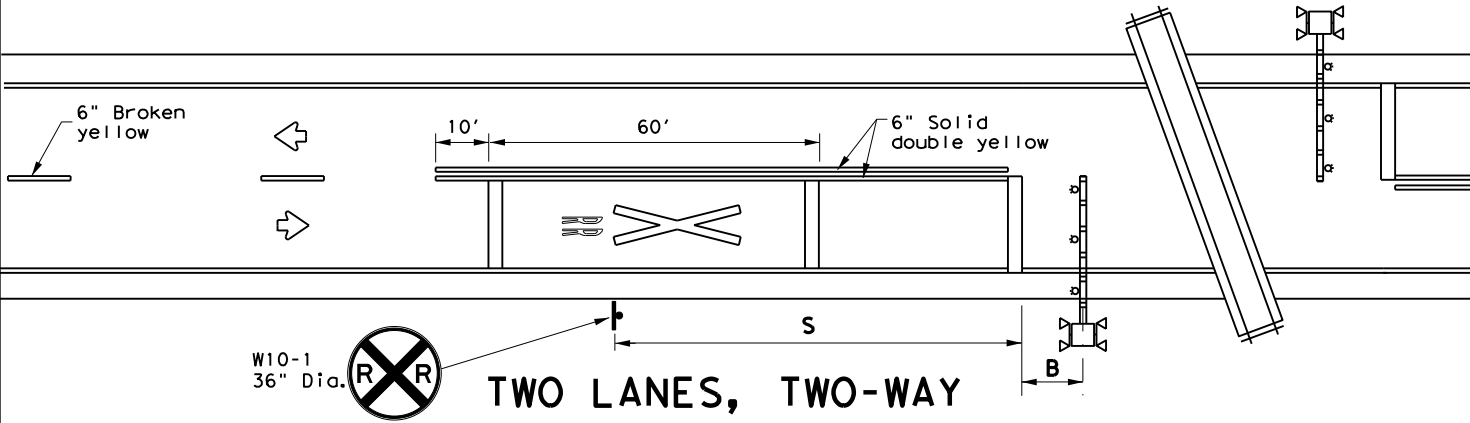
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N. T. S.	6	TEXAS		BU 290H
REVISIONS	STATE DISTRICT	COUNTY	CONTROL SECTION	JOB SHEET NO.
	HOU	WALLER	0050 05	070 054

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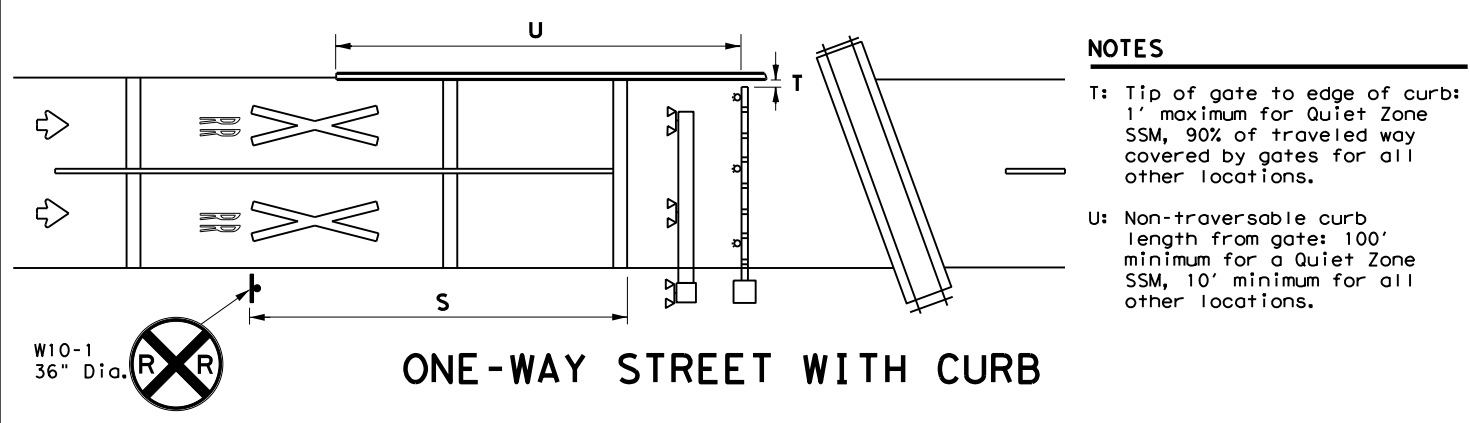
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TWO-WAY, MULTIPLE LANES EACH DIRECTION



TWO LANES, TWO-WAY



ONE-WAY STREET WITH CURB

- NOTES**
- T: Tip of gate to edge of curb: 1' maximum for Quiet Zone SSM, 90% of traveled way covered by gates for all other locations.
 - U: Non-traversable curb length from gate: 100' minimum for a Quiet Zone SSM, 10' minimum for all other locations.

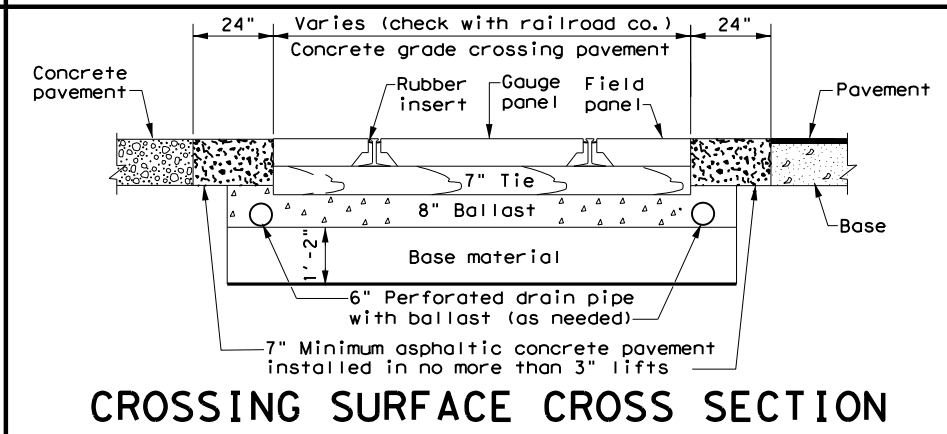
TABLE 1

Approach Speed (mph)	Desirable Placement (feet)
20	100
25	100
30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475
70	550
75	650

LEGEND

	Sign
	Object Marker
	Traffic Flow
	Cantilever
	Gate Assembly
	Mast Flasher Pair

- GENERAL NOTES**
- Medians and curbs must be non-traversable to qualify as a Quiet Zone Supplementary Safety Measure (SSM). Non-traversable curbs in Quiet Zones are 6" tall minimum and used on roadways where speed does not exceed 40 mph.
 - Raised pavement markers may be used to supplement striping. See PM(2) and PM(3) standard sheets.
 - Medians preferred whenever possible to prevent vehicles from driving around gates.
 - Longitudinal edge striping may be continued thru crossing as needed. Illumination may also be considered for nighttime visibility.
 - See SMD standard sheets for sign mounting details.
 - See the Standard Highway Sign Design for Texas (SHSD) manual for sign and pavement marking details.



CROSSING SURFACE CROSS SECTION

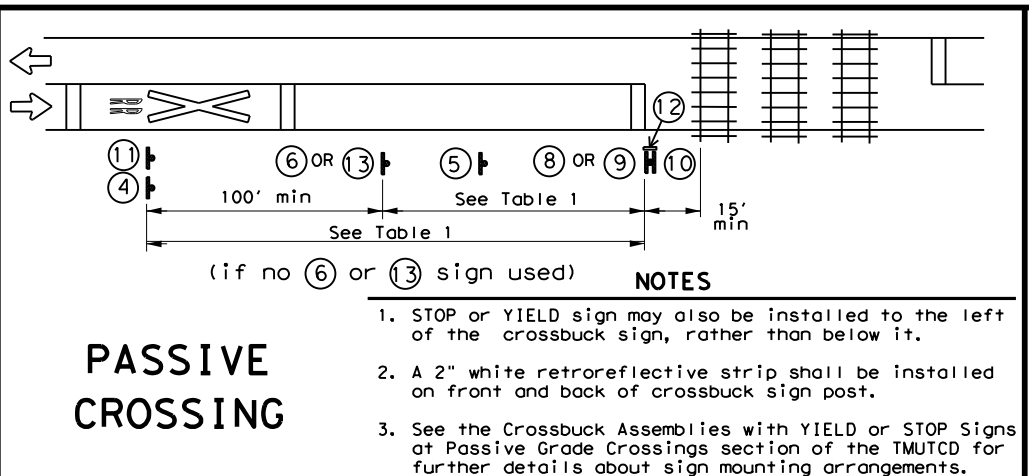
- NOTES**
- A1: Center of RR mast to center of rail: 12' minimum, 15' typical.
 - A2: Tip of gate to center of rail: 12' minimum, 15' typical.
 - B: Center of mast (cantilever, gate, or mast flasher) of nearest active traffic control device to stop line: 8' (NOTE: Stop line may be moved as needed, but should be at least 8' back from gates, if present).
 - C: Near edge of detectable warning surface to nearest rail: 12' minimum.
 - D: Center of gate mast to center of cantilever mast: 6' typical. NOTE: Cantilever may be located in front or behind gates.
 - E: Edge of median or curb to nearest rail: 10' typical. NOTE: Design median edge to be parallel with rail.
 - F: Edge of planking panel from edge of pavement or sidewalk: 3' minimum. NOTE: Field panels need not be in line with gauge panels.
 - G: Length of panels along rail: 8' typical.
 - H: Width of field panel: 2' typical (check with railroad company).
 - I: Distance between rails: 4'- 8'1/2".
 - J1: Tip of gate to tip of gate: 2' maximum.
 - J2: 90% of traveled roadway to be covered by gate.
 - K: Nearest edge of RR cabinet from edge of pavement: 30' typical. NOTE: Cabinet not required to be parallel to edge of pavement.
 - L: Nearest edge of RR cabinet from nearest rail: 25' typical.
 - M: Center of RR mast to edge of sidewalk: 6' minimum.
 - N: Center of gate mast to leading edge of non-traversable median: 100' minimum to qualify as a Quiet Zone SSM. NOTE: 60' will suffice if there is a street intersection within the 100' and all street intersections within 60' are closed.
 - O: Width of median for RR gate assembly: 8'-6" minimum, 10' typical when using median gates. NOTE: Center of gate mast minimum 4'-3" from face of curb.
 - P: Center of RR mast to face of curb: 5'-3" minimum. Center of RR mast to edge of pavement (with shoulder): 7' minimum. Center of RR mast to edge of pavement (no shoulder): 9'-3" minimum. NOTE: Final location determined by the railroad company.
 - Q: Gate length: 28' or less typical, but railroad company may allow up to 32' under special circumstances.
 - R: Stop line to first RR Crossing transverse line (bike lane): 50' typical.
 - S: Stop line to GRADE CROSSING ADVANCE WARNING (W10-1) sign and adjacent RR Crossing pavement markings. See Table 1. See RCD(2) for other signs.

Texas Department of Transportation
 Traffic Safety Division Standard

**RAILROAD CROSSING DETAILS
 SIGNING, STRIPING, AND
 DEVICE PLACEMENT
 RCD(1)-22**

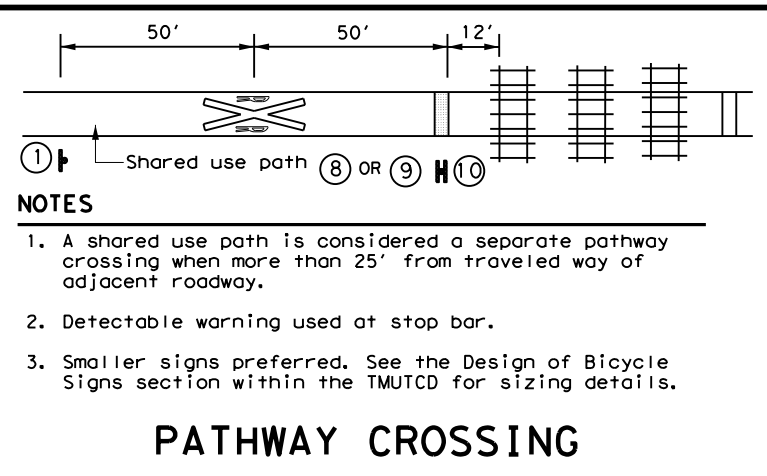
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© TxDOT November 2022	CONT	SECT	JOB	HIGHWAY
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2-16	DIST	COUNTY	SHEET NO.	
11-22	HOU	WALLER	055	

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PASSIVE CROSSING

- NOTES**
1. STOP or YIELD sign may also be installed to the left of the crossbuck sign, rather than below it.
 2. A 2" white retroreflective strip shall be installed on front and back of crossbuck sign post.
 3. See the Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings section of the TMUTCD for further details about sign mounting arrangements.

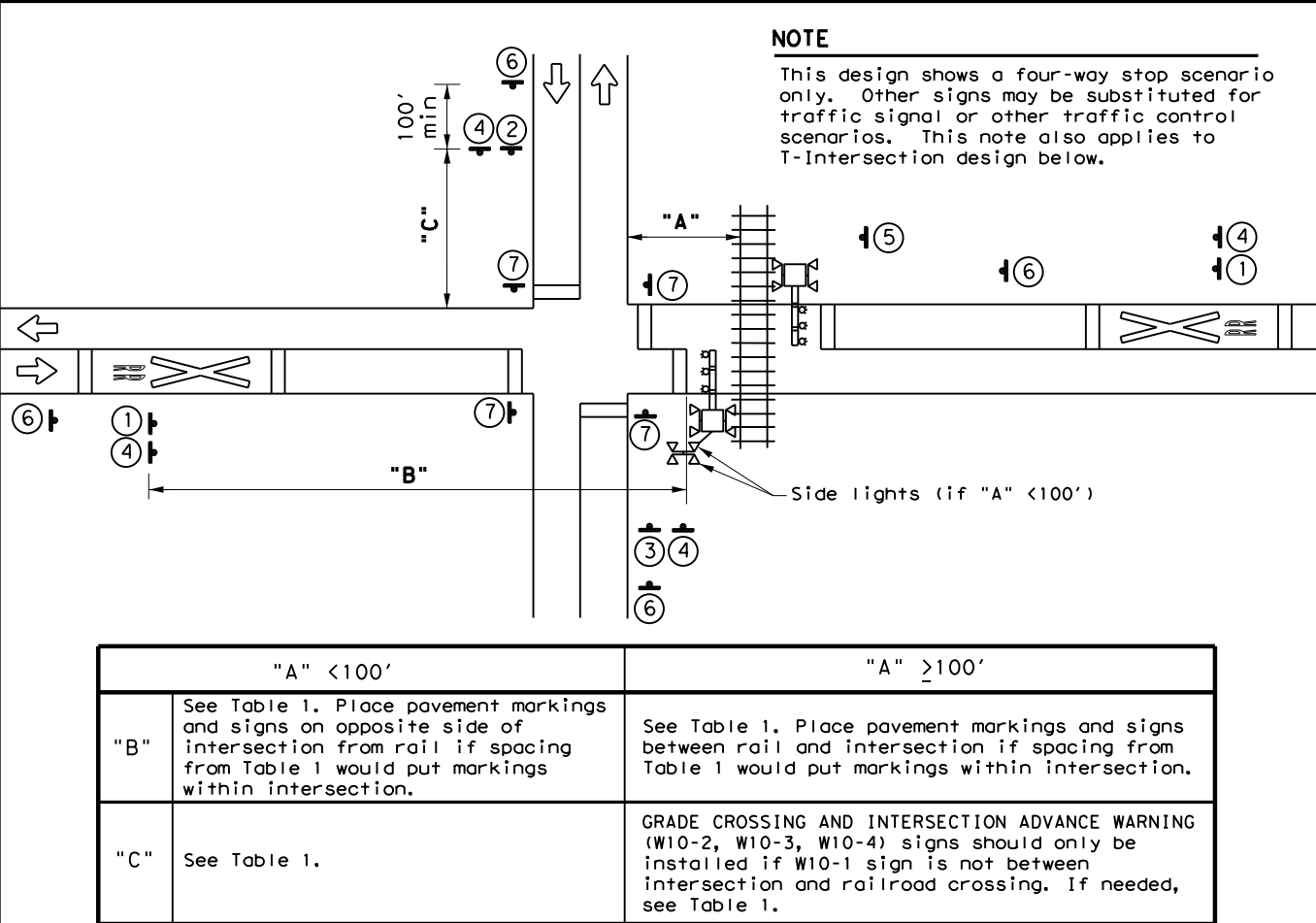


PATHWAY CROSSING

- NOTES**
1. A shared use path is considered a separate pathway crossing when more than 25' from traveled way of adjacent roadway.
 2. Detectable warning used at stop bar.
 3. Smaller signs preferred. See the Design of Bicycle Signs section within the TMUTCD for sizing details.

Approach Speed (mph)	Desirable Placement (feet)
20	100
25	100
30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475
70	550
75	650

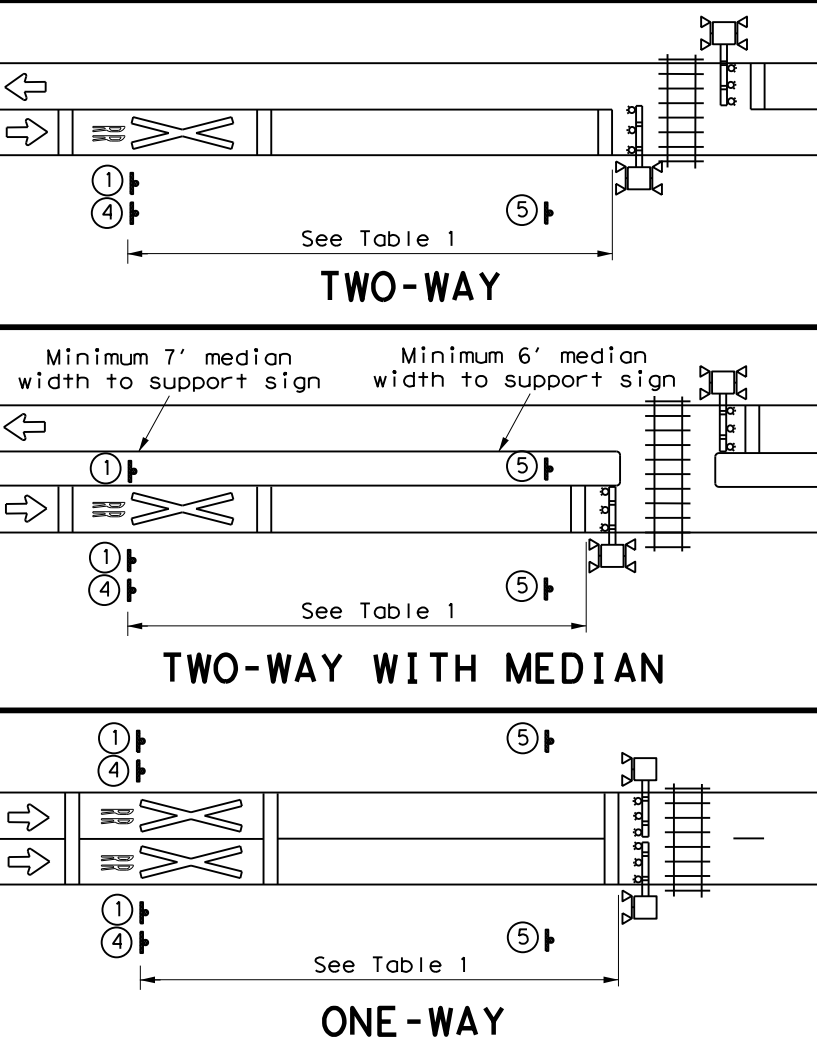
- GENERAL NOTES**
1. Railroad company to provide active traffic control devices, CROSSBUCK (R15-1), NUMBER OF TRACKS (R15-2P) plaque (if more than 1 track), and EMERGENCY NOTIFICATION (I-13) signs.
 2. LOW GROUND CLEARANCE (W10-5) signs may be relocated further upstream of crossing to provide advance warning of alternate route.
 3. GRADE CROSSING AND INTERSECTION ADVANCE WARNING (W10-2) signs may be modified as needed to fit roadway geometry.
 4. Table 1 placement distances may vary per the Placement of Warning Signs section of the TMUTCD.
 5. See Table 1 to determine placement of STOP AHEAD (W3-1) and YIELD AHEAD (W3-2) signs unless shown otherwise.
 6. DO NOT STOP ON TRACKS (R8-8) signs installed when potential for vehicles stopping on tracks is significant as determined by sealing engineer. Install so sign does not block view of RR mast.
 7. See the Standard Highway Sign Design for Texas (SHSD) manual for sign and pavement marking details.



NOTE
 This design shows a four-way stop scenario only. Other signs may be substituted for traffic signal or other traffic control scenarios. This note also applies to T-intersection design below.

	"A" < 100'	"A" ≥ 100'
"B"	See Table 1. Place pavement markings and signs on opposite side of intersection from rail if spacing from Table 1 would put markings within intersection.	See Table 1. Place pavement markings and signs between rail and intersection if spacing from Table 1 would put markings within intersection.
"C"	See Table 1.	GRADE CROSSING AND INTERSECTION ADVANCE WARNING (W10-2, W10-3, W10-4) signs should only be installed if W10-1 sign is not between intersection and railroad crossing. If needed, see Table 1.

GRADE CROSSING NEAR A PARALLEL STREET



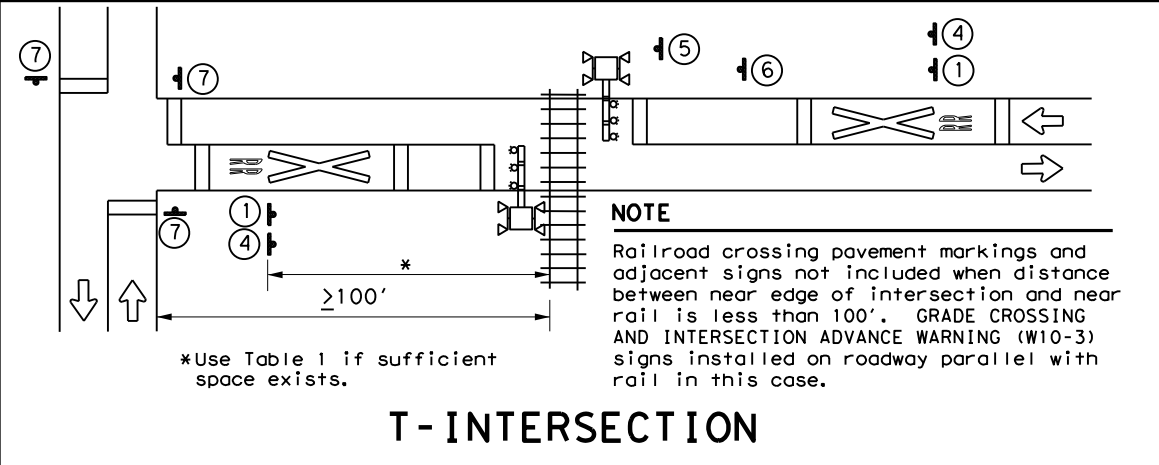
TWO-WAY

TWO-WAY WITH MEDIAN

ONE-WAY

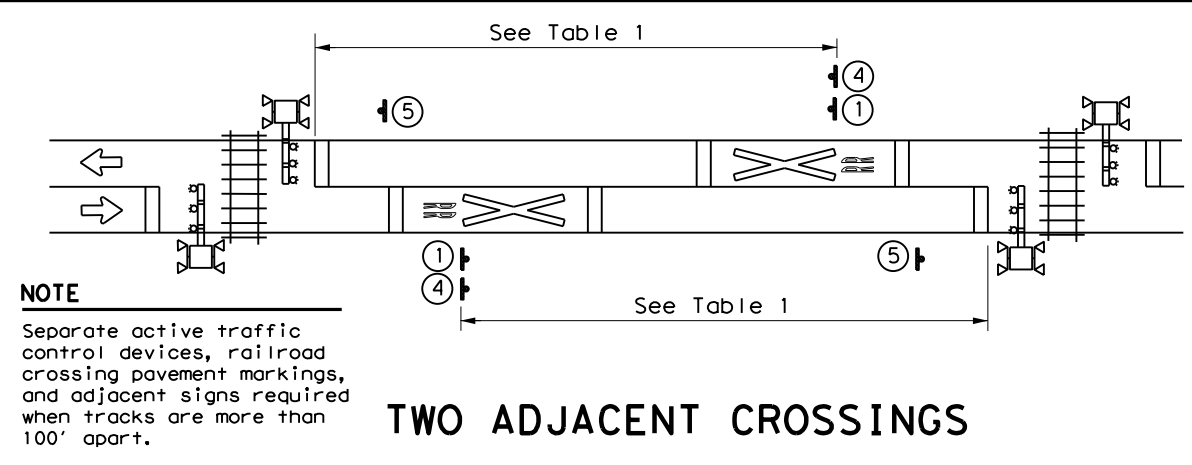
SIGNS

** ① W10-1 36" Dia.	** ② W10-2L 36" X 36"	** ③ W10-2R 36" X 36"	IF NEEDED ④ W10-5 36" X 36" W10-5P 30" X 24"
IF NEEDED ⑤ R8-8 24" X 30"	IF NEEDED ⑥ W3-1 30" X 30"	STOP R1-1 36" X 36" R1-3P 18" X 6"	RAILROAD CROSSING R15-1 48" X 9" R15-2P 27" X 18" ③ TRACKS R1-1 36" X 36" ⑧
RAILROAD CROSSING R15-1 48" X 9" R15-2P 27" X 18" ③ TRACKS	RAILROAD CROSSING R15-1 48" X 9" R15-2P 27" X 18" ③ TRACKS	NO GATES OR LIGHTS W10-13P 30" X 24"	REPORT EMERGENCY OR PROBLEM 1-800-555-5555 CROSSING 836 597 H Sign may be placed perpend. to travel lanes. ⑫ I-13 15" X 9"
IF NEEDED ⑨ R1-2 48" X 48" X 48"	IF NEEDED ⑬ W3-2 30" X 30"	** Includes a NO TRAIN HORN (W10-9P) plaque if crossing is in a Quiet Zone. If needed, is mounted below W10-2/W10-3/W10-4 signs.	
NO TRAIN HORN W10-9P 30" X 24"			



NOTE
 Railroad crossing pavement markings and adjacent signs not included when distance between near edge of intersection and near rail is less than 100'. GRADE CROSSING AND INTERSECTION ADVANCE WARNING (W10-3) signs installed on roadway parallel with rail in this case.

T-INTERSECTION



NOTE
 Separate active traffic control devices, railroad crossing pavement markings, and adjacent signs required when tracks are more than 100' apart.

TWO ADJACENT CROSSINGS

Traffic Safety Division Standard

RAILROAD CROSSING DETAILS SIGNING & STRIPING

RCD(2) - 22

FILE: rcd2-22.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
© TxDOT November 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0050	05	070, ETC	BU 290H
2-16	DIST	COUNTY	SHEET NO.	
11-22	HOU	WALLER	056	

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

This project is adjacent or parallel work, not within RR ROW:
 DOT No.: 743-142T
 Crossing Type: At Grade
 RR Company Operating Track at Crossing: U.P.R.R.
 RR Company Owning Track at Crossing: U.P.R.R.
 RR MP: 42.32
 RR Subdivision: Eureka
 City: HEMPSTEAD
 County: WALLER
 CSJ at this Crossing: 005005-90
 Latitude: 30.083914°
 Longitude: -96.039444°

Scope of Work, including any TCP, to be performed by State Contractor:
 Pavement markings and curb replacement in rr row, all other signal work parallel

Scope of Work to be performed by Railroad Company:
 N/A

II. FLAGGING & INSPECTION

No. of Days of Railroad Flagging Expected: 5
 On this project, night or weekend flagging is:
 Expected
 Not Expected

Flagging services will be provided by:
 Railroad Company: 1) Txdot will pay flagging invoices. Flagging Agreement with railroad will be needed or, 2) Permitted crossing. Railroad company to provide flagging.
 Outside Party: Contractor will pay flagging invoices to be reimbursed by TxDOT

Contractor must incorporate flaggers into anticipated construction schedule. The Railroad requires a 30-day notice if their flaggers are to be utilized. If Contractor falls behind schedule due to their own negligence and is not ready for scheduled flaggers, any flagging charges will be paid by Contractor.

Contact Information for Flagging:
 UPRR UP.info@railpros.com
 Call Center 877-315-0513, Select #1 for flagging
 UP.request@nrssinc.net
 Call Center 877-984-6777
 BNSF BNSFinfo@railprofs.com
 Call Center 877-315-0513, Select #1 for flagging
 CPKCR KCS.info@railpros.com
 Call Center 877-315-0513, Select #1 for flagging
 Bottom Line On-Track Safety Services
 bottomline076@aol.com, 903-767-7630

OTHERS:

Contractor must incorporate railroad construction inspection into anticipated construction schedule.

Not Required
 Required. Contact Information for Construction Inspection:

III. CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD

Required.
 Not Required
 Railroad Point of Contact: _____

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

IV. RAILROAD INSURANCE REQUIREMENTS

The Contractor shall confirm the insurance requirements with the Railroad as the insurance limits are subject to change without notice.

Insurance policies and corresponding certificates of insurance must be issued by the contractor on behalf of the Railroad. Separate insurance policies and certificates are required when more than one Railroad Company is operating on the same right of way, or when several Railroad Companies are involved and operate on their own separate right of ways.

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

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

Railroad Protective Liability Limits	
Not Required	
<input checked="" type="checkbox"/> Non - Bridge/Typical Maintenance Projects. Includes repairs to overpass/underpass and culvert structures	\$2,000,000 / \$6,000,000
<input type="checkbox"/> Bridge Structure Projects. Includes new construction or replacement of overpass/underpass structures	\$5,000,000 / \$10,000,000
<input type="checkbox"/> Other: _____	

V. CONTRACTOR'S RIGHT OF ENTRY (CROE)

Not Required
 Required: UPRR Maintenance Consent Letter. TxDOT to assist
 Required: TxDOT to assist in obtaining the UPRR CROE
 Required: Contractor to obtain
 BNSF: _____
 https://bnsf.railpermitting.com
 CPKCR
 https://jllrpg.360works.com/fmi/webd/rpo_web_kcs.fmp12
 Other Railroads: _____

To view previously approved CROE templates agreed upon between the State and Railroad, see: https://www.txdot.gov/business/resources/railroad-highway-crossing/sample-right-of-entry-agreements.html

Approved CROE templates are not to be modified by the Contractor.

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

VI. RAILROAD COORDINATION MEETING

A Railroad Coordination Meeting is required. See item 5, Article 8.1, of the Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges Manual for more details.

VII. RAILROAD SAFETY ORIENTATION

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

UPRR, BNSF, CPKCR will not accept on-track safety training certificates from other Railroads. Refer to each Railroad's specific contractor right of entry for training information.

Know and follow the Contractor's Right of Entry Agreement EXHIBIT D, MINIMUM SAFETY REQUIREMENTS regarding clothing, personal protective equipment, and general safety requirements.

VIII. SUBCONTRACTORS

Contractor shall not subcontract work without written consent of TxDOT. Subcontractors are subject to the same insurance requirements as the Prime Contractor.

IX. EMERGENCY NOTIFICATION

In Case of Railroad Emergency
 Call: U.P.R.R. _____
 Railroad Emergency Line at: 1-800-848-8715
 Location: DOT 743-142T
 RR Milepost: 42.32
 Subdivision: Eureka Sub

RRD Review Only
 Initials: _____
 Date: 7/1/24



RAILROAD SCOPE OF WORK PROJECT SPECIFIC DETAILS

FILE: rr-scope-of-work.pdf	DN: TxDOT	CK:	DW:	CK:
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
0050	05	070, ETC.	BU 290H	
6/2023	DIST	COUNTY	SHEET NO.	
	HOU	WALLER	57	

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BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

- 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).
- The development and design of the Traffic Control Plan (TCP) is the responsibility of the Engineer.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- Traffic control devices should be in place only while work is actually in progress or a definite need exists.
- The Engineer has the final decision on the location of all traffic control devices.
- 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:


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

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

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

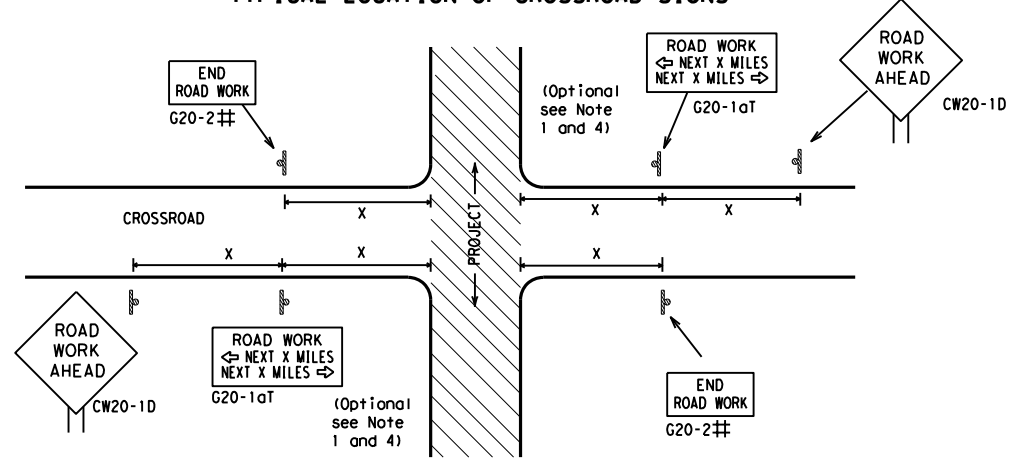
THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT http://www.txdot.gov
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)
MATERIAL PRODUCER LIST (MPL)
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)
TEXAS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

SHEET 1 OF 12

 Texas Department of Transportation		Traffic Safety Division Standard	
BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS			
BC (1) - 21			
FILE:	bc-21.dgn	DN:	TxDOT
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REVISIONS	CONT	SECT	JOB
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5-10 5-21	DIST	COUNTY	SHEET NO.
	HOU	WALLER	058

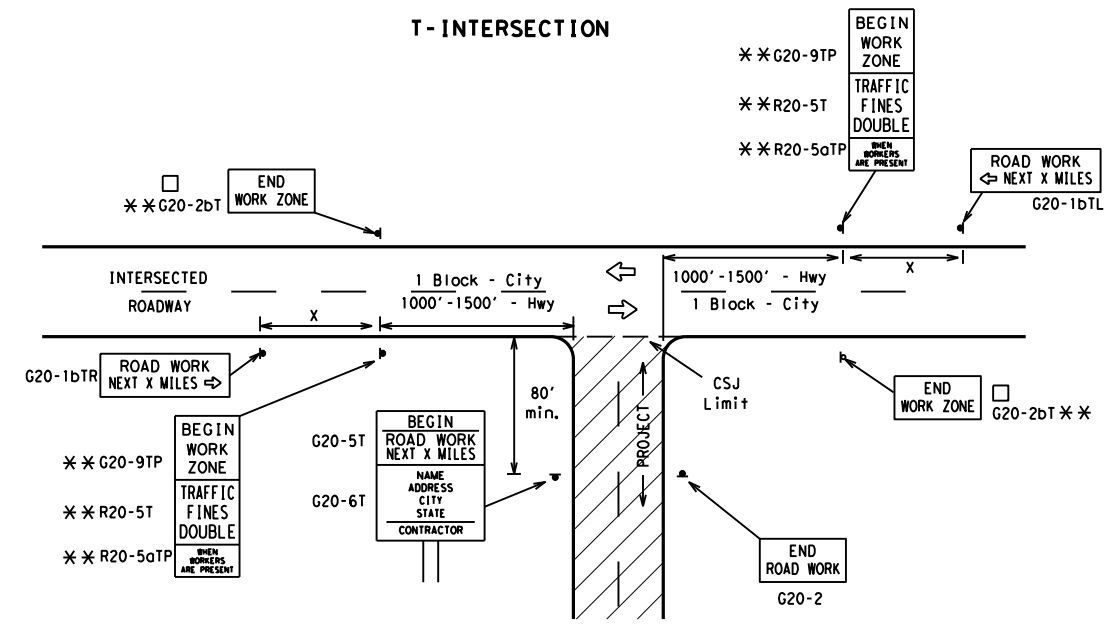
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TYPICAL LOCATION OF CROSSROAD SIGNS



- ## 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^{1,5,6}

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

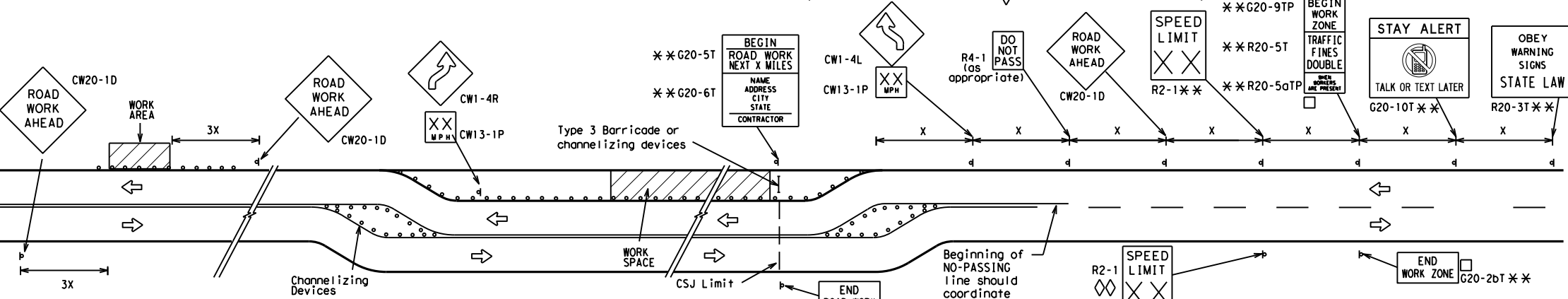
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

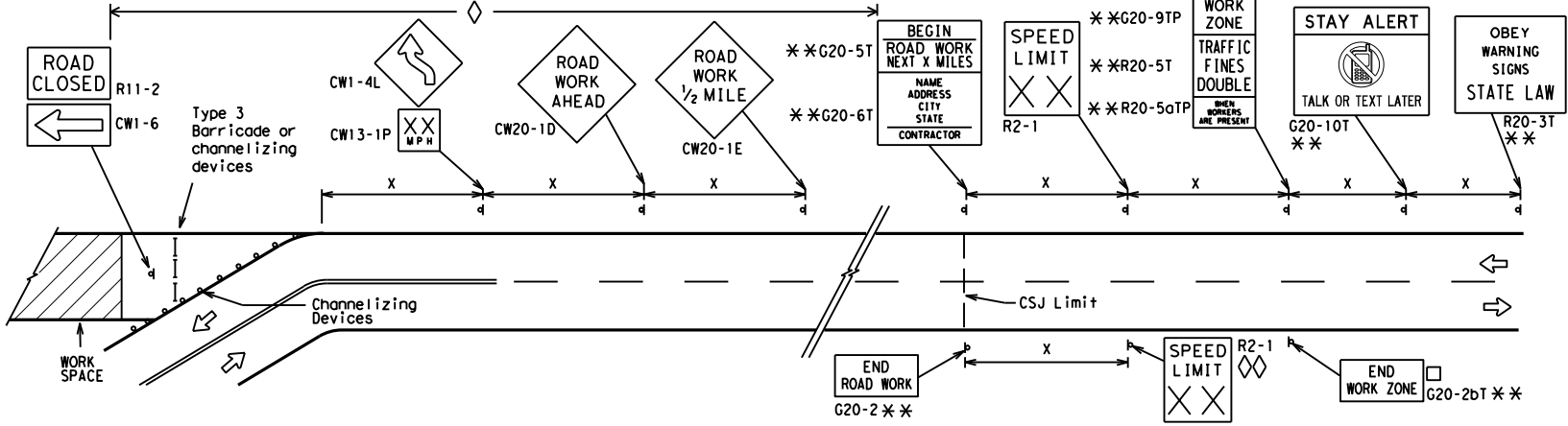
- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be 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

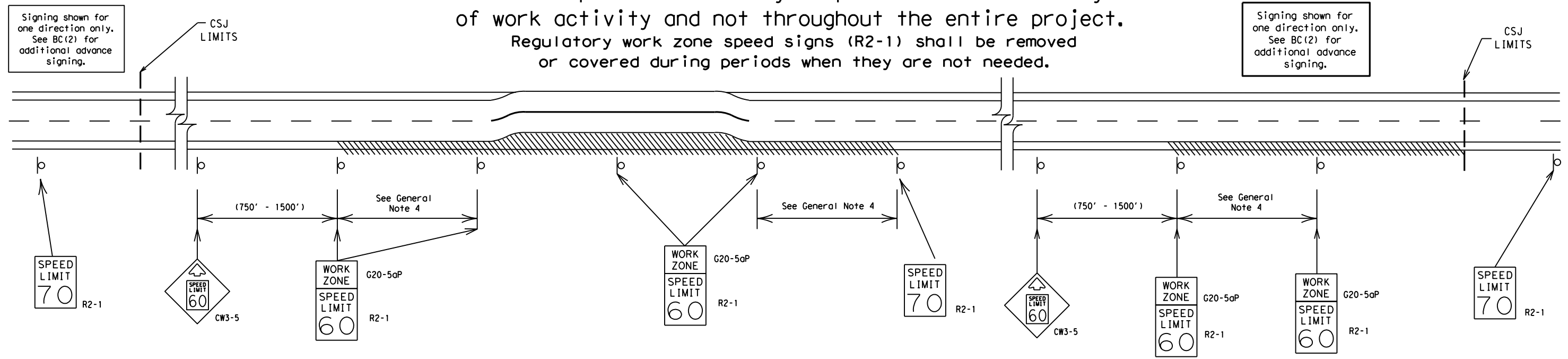
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© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
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9-07 8-14	DIST	COUNTY	SHEET NO.	
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TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

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



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

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

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

SHORT TERM WORK ZONE SPEED LIMITS

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

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

GENERAL NOTES

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

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

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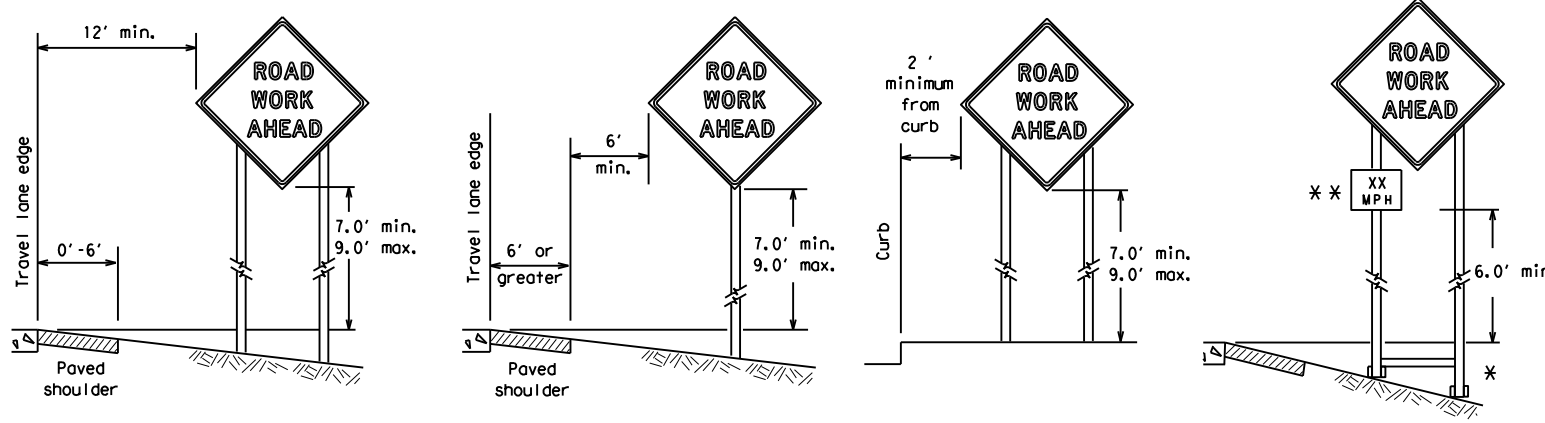
SHEET 3 OF 12

		Traffic Safety Division Standard	
<h2>BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT</h2>			
<h3>BC (3) -21</h3>			
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7-13	5-21	DIST:	WALLER
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		SHEET NO.:	060

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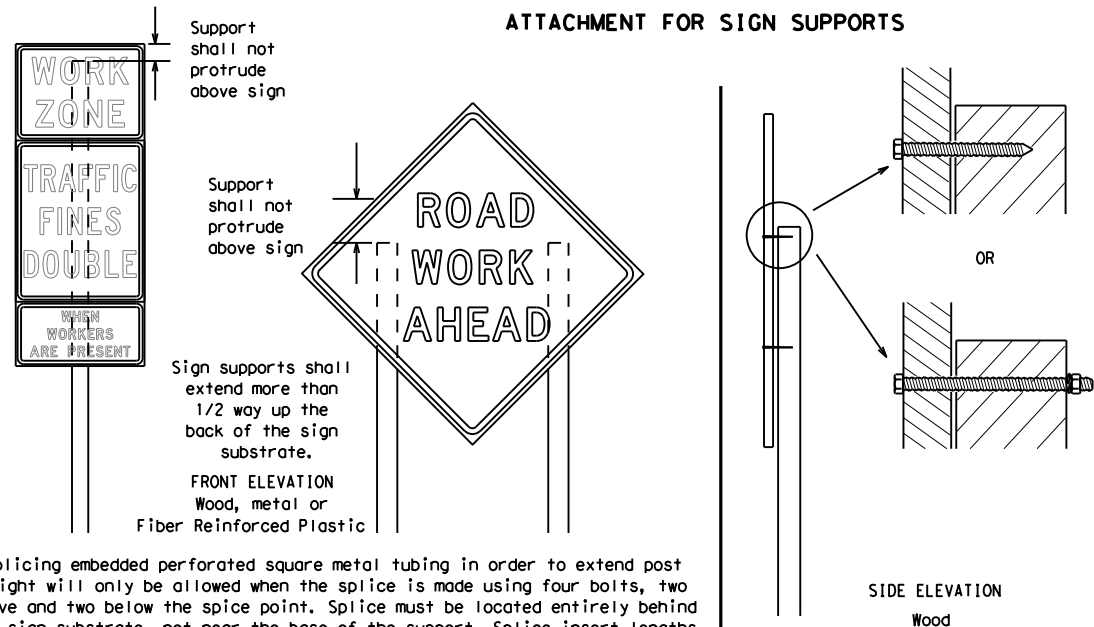
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



* 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



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

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_{FL} or Type C_{FL}, 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

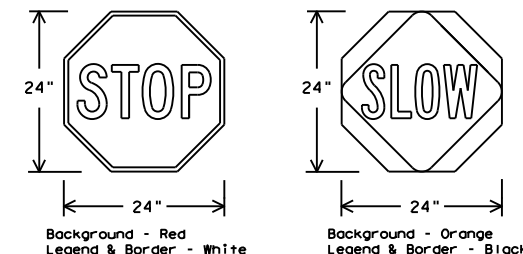
- Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand should be used.
- The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
- Rock, concrete, iron, steel or other solid objects shall not 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.



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

CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

- 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.

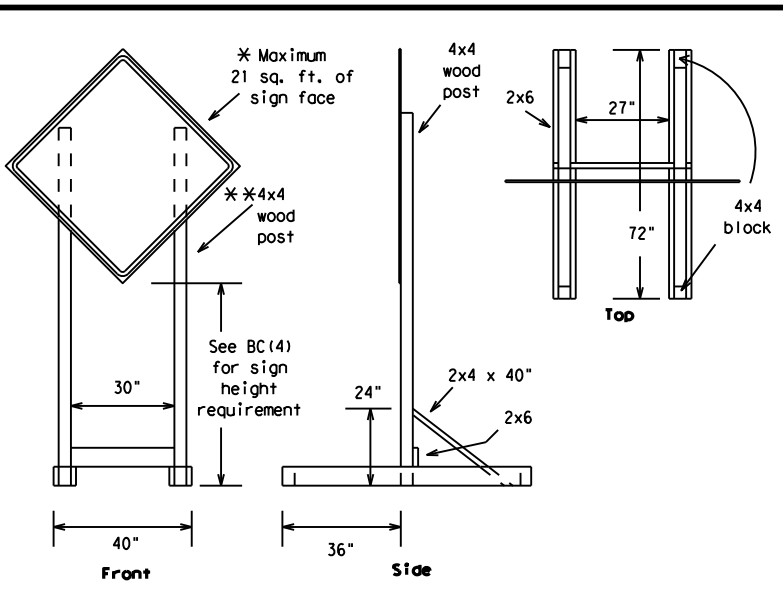
Texas Department of Transportation
 Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC (4) - 21

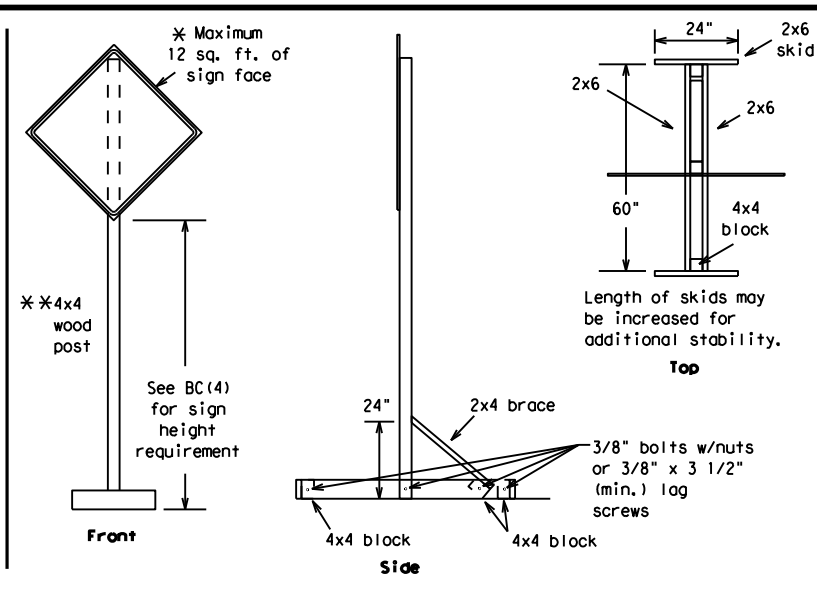
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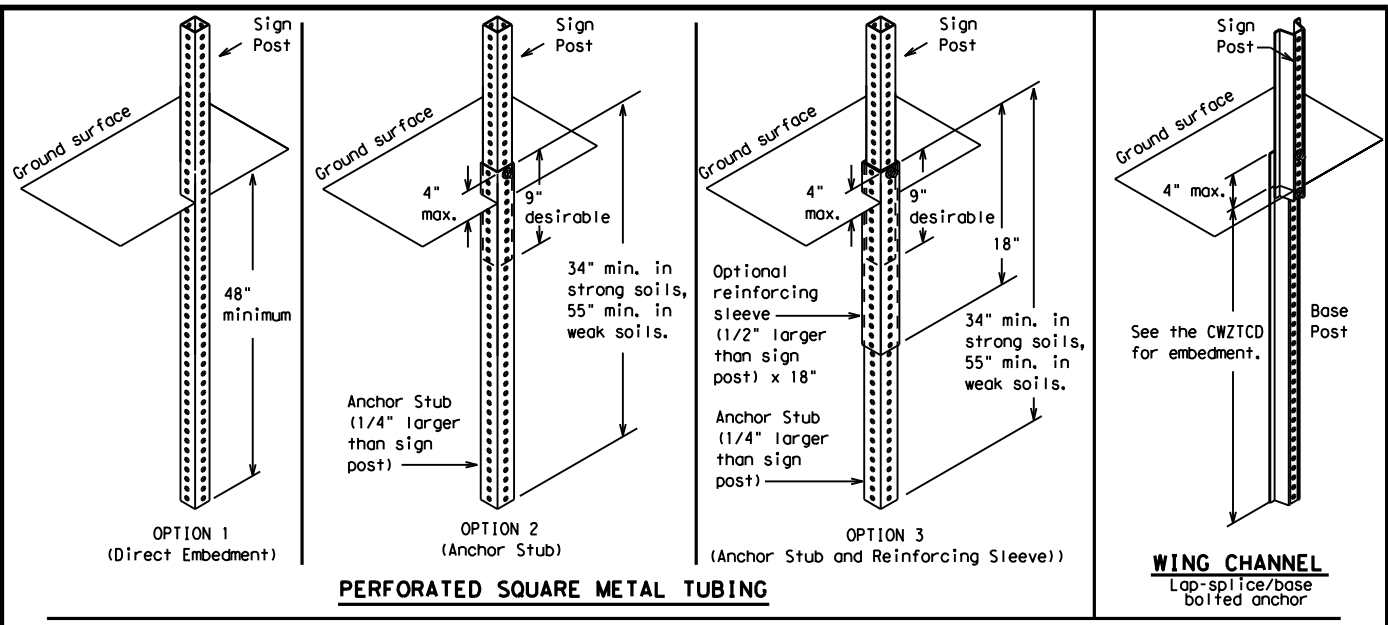
SKID MOUNTED WOOD SIGN SUPPORTS

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



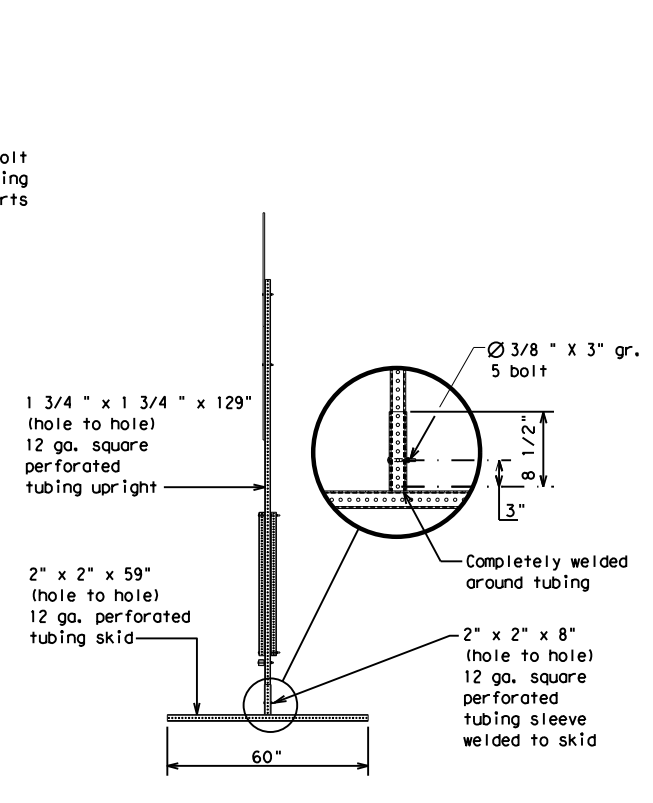
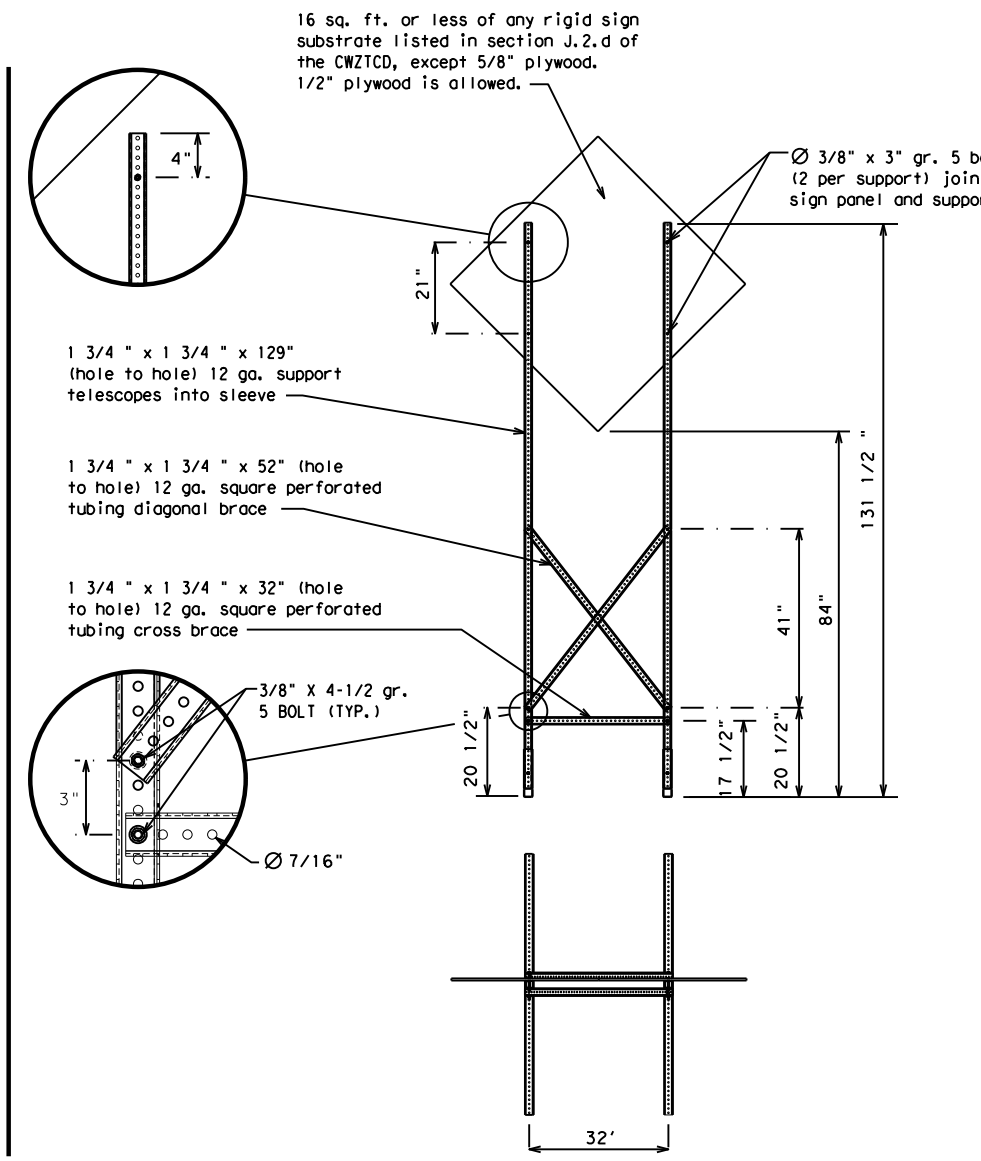
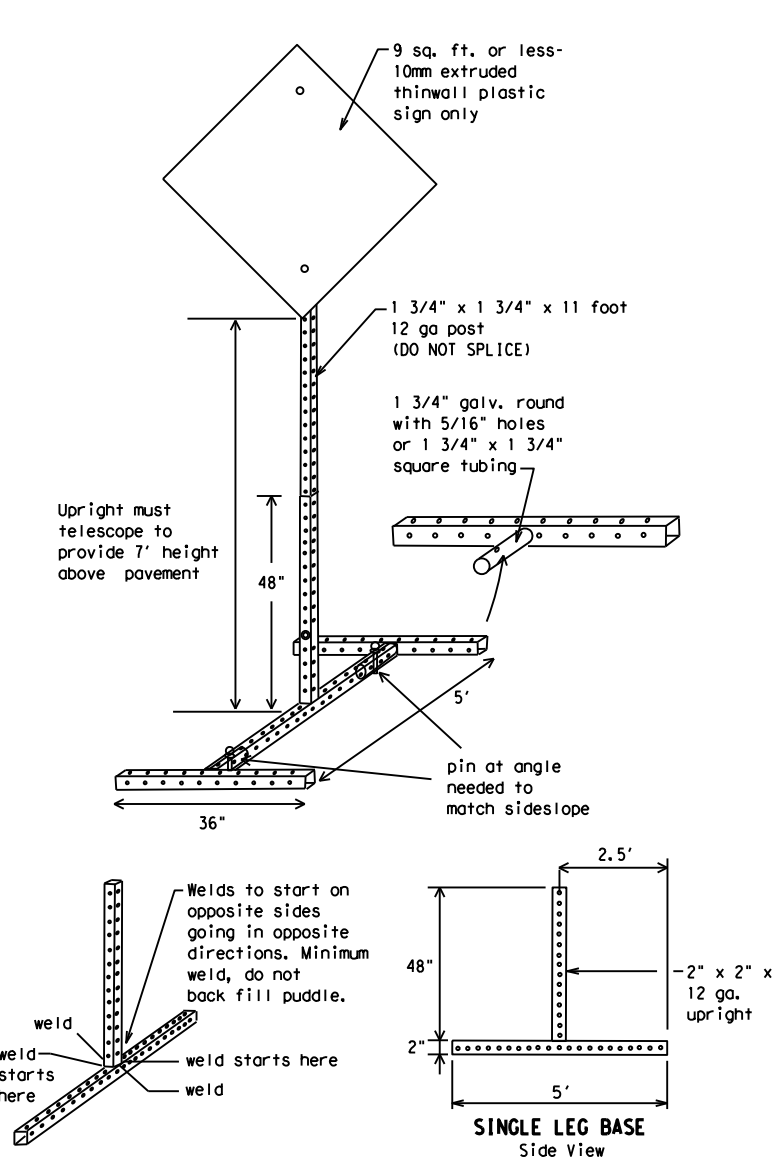
SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

* 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.



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

- Nails may be used in the assembly of wooden sign supports, but 3/8" bolts with nuts or 3/8" x 3 1/2" lag screws must be used on every joint for final connection.
 - No more than 2 sign posts shall be placed within a 7 ft. circle, except for specific materials noted on the CWZTCD List.
 - 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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9-07	8-14	DIST	COUNTY	SHEET NO.					
7-13	5-21	HOU	WALLER	062					

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

Other Condition List

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

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

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

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

Location List

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

DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats for use on other than the intended PCMS. Signal Design/CADD Standards, FM 1960 at Cypresswood Dr., Traffic Control/BC-21.dgn
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WORD OR PHRASE	ABBREVIATION	WORD OR PHRASE	ABBREVIATION
Access Road	ACCS RD	Major	MAJ
Alternate	ALT	Miles	MI
Avenue	AVE	Miles Per Hour	MPH
Best Route	BEST RTE	Minor	MNR
Boulevard	BLVD	Monday	MON
Bridge	BRDG	Normal	NORM
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	TRVLR
High-Occupancy Vehicle	HOV	Tuesday	TUES
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)

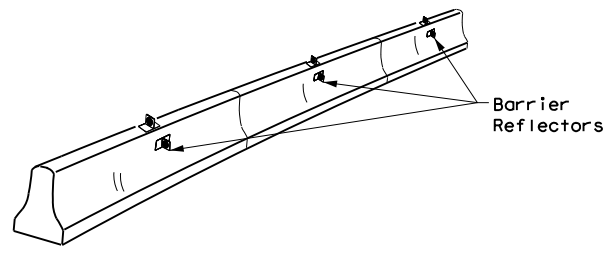
BC (6) - 21

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© TxDOT	November 2002	CONT:	SECT:	JOB:	HIGHWAY:				
REVISIONS		0050	05	070, ETC	BU 290H				
9-07	8-14	DIST:	COUNTY:	SHEET NO.:					
7-13	5-21	HOU:	WALLER	063					

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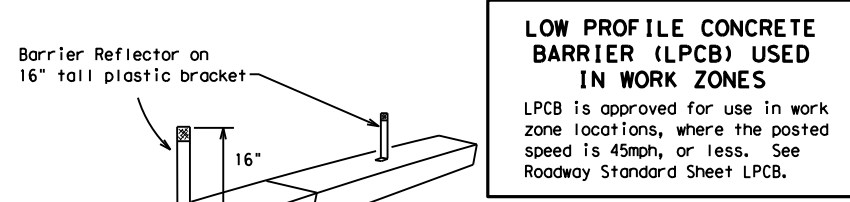
The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

- 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.



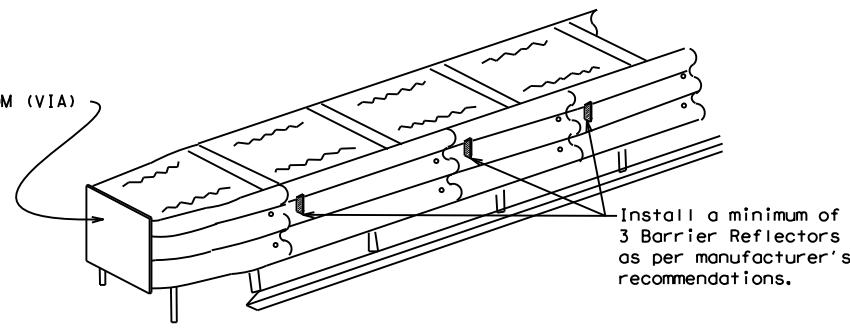
CONCRETE TRAFFIC BARRIER (CTB)

- 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.

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

WARNING LIGHTS

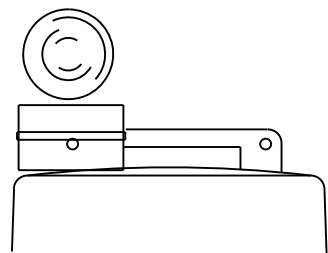
- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet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

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

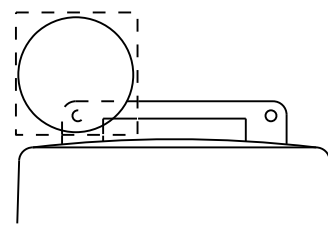
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing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

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

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



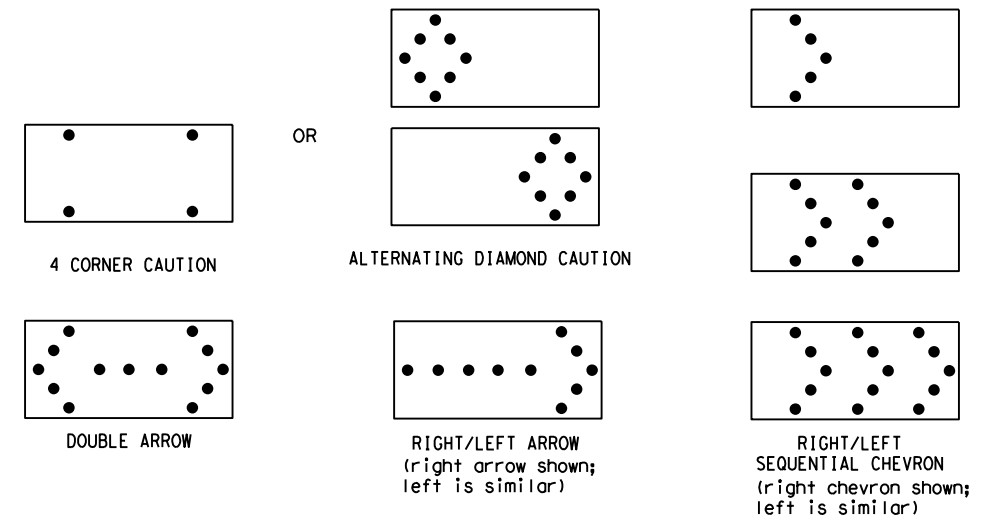
Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



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

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

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



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

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

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

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

FLASHING ARROW BOARDS

SHEET 7 OF 12

TRUCK-MOUNTED ATTENUATORS

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



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

BC (7) -21

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© TxDOT	November 2002	CONT	SECT	JOB	HIGHWAY				
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9-07	8-14	DIST	COUNTY		SHEET NO.				
7-13	5-21	HOU	WALLER		064				

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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

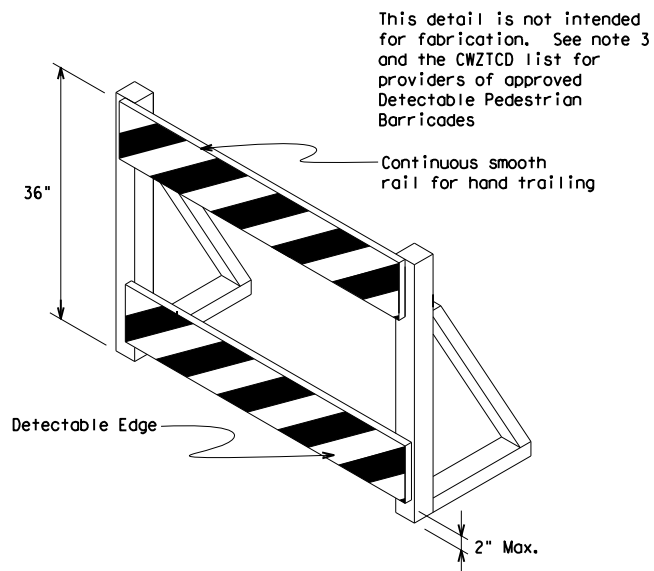
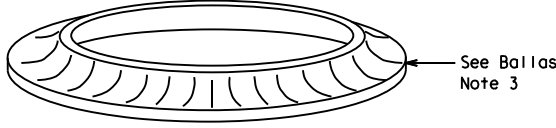
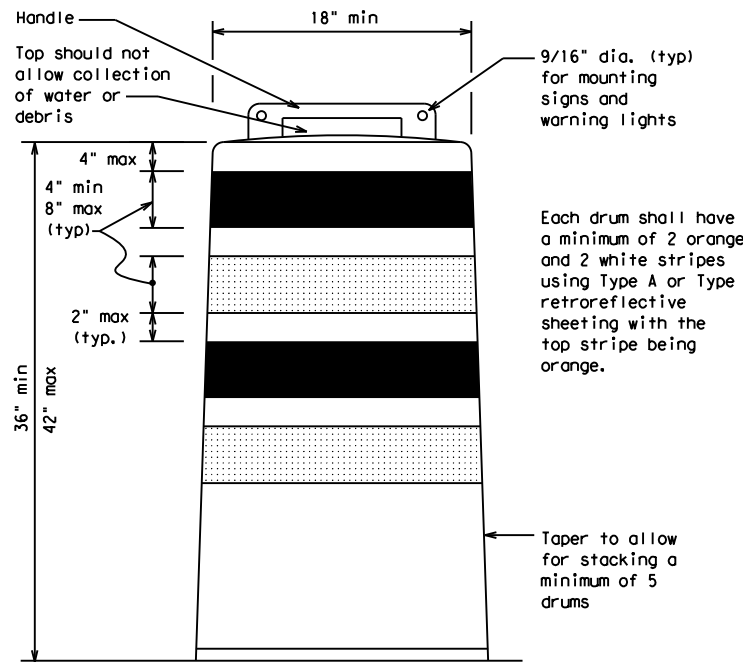
- Pre-qualified plastic drums shall meet the following requirements:
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
 - The body and base shall lock together in such a manner that the body separates from the base when impacted 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.

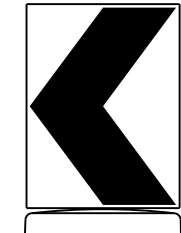
BALLAST

- 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.

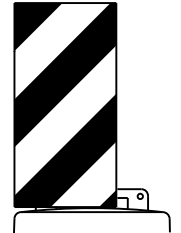


DETECTABLE PEDESTRIAN BARRICADES

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

SHEET 8 OF 12



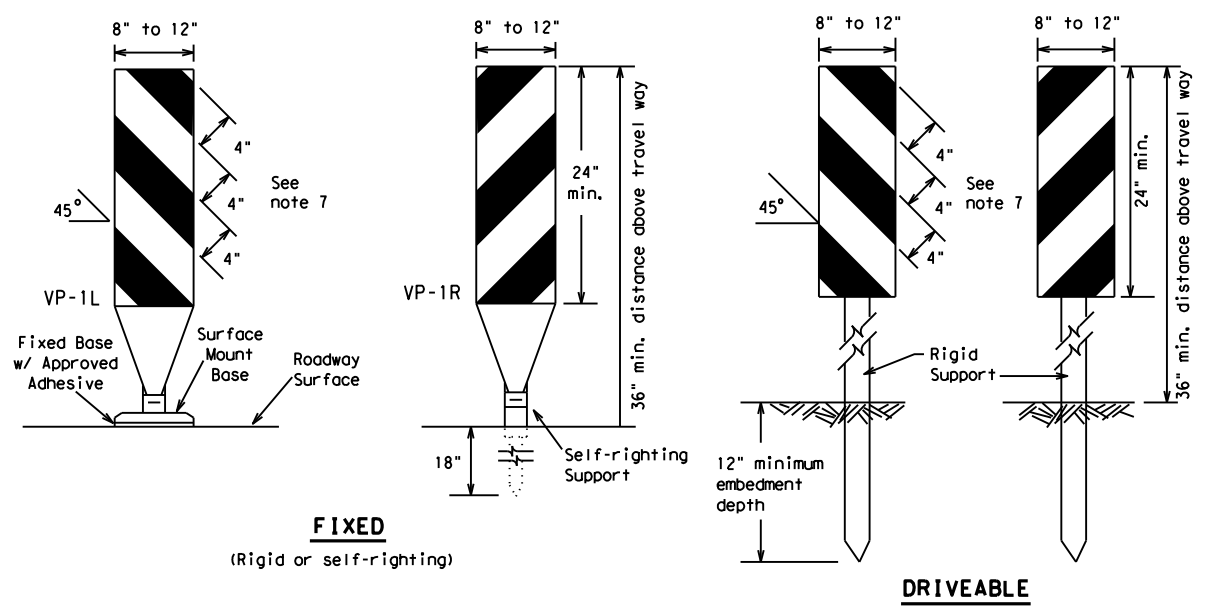
BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (8) - 21

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REVISIONS		0050	05	070, ETC	BU 290H				
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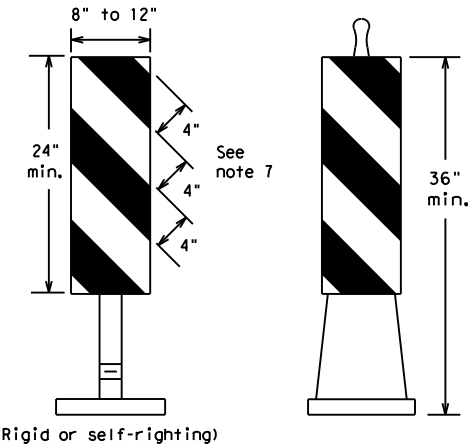
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FIXED
(Rigid or self-righting)

DRIVEABLE

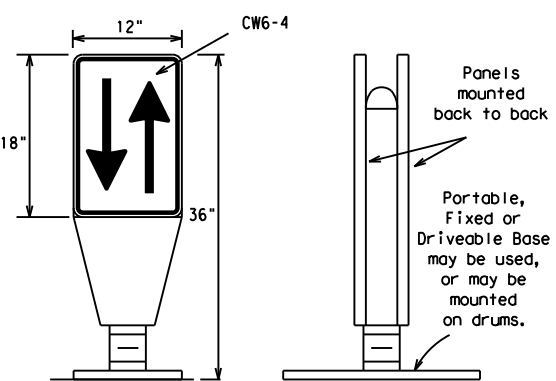


(Rigid or self-righting)

PORTABLE

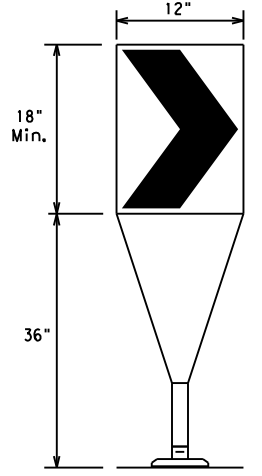
VERTICAL PANELS (VPs)

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



OPPOSING TRAFFIC LANE DIVIDERS (OTLD)

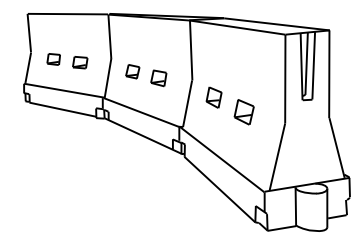
- Opposing Traffic Lane Dividers (OTLD) are delineation devices designed to convert a normal one-way roadway section to two-way operation. OTLD's are used on temporary centerlines. The upward and downward arrows on the sign's face indicate the direction of traffic on either side of the divider. The base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



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

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

CHEVRONS



LONGITUDINAL CHANNELIZING DEVICES (LCD)

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

WATER BALLASTED SYSTEMS USED AS BARRIERS

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

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

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

GENERAL NOTES

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

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

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

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

SHEET 9 OF 12



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (9) - 21

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TYPE 3 BARRICADES

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

Barricades shall NOT be used as a sign support.



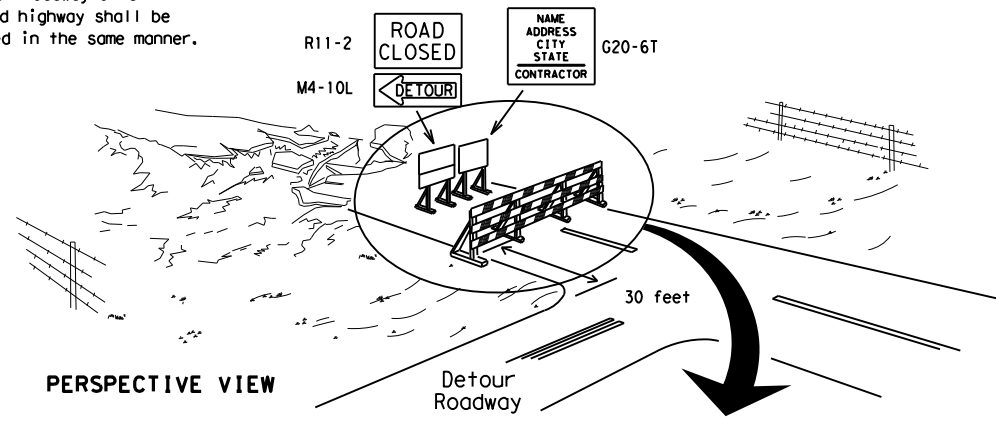
TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



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

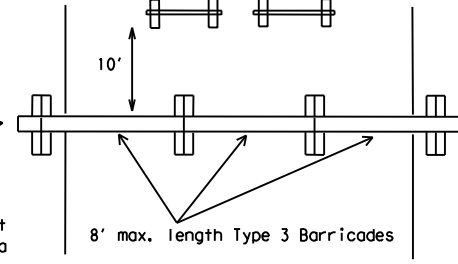
TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES

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



PERSPECTIVE VIEW

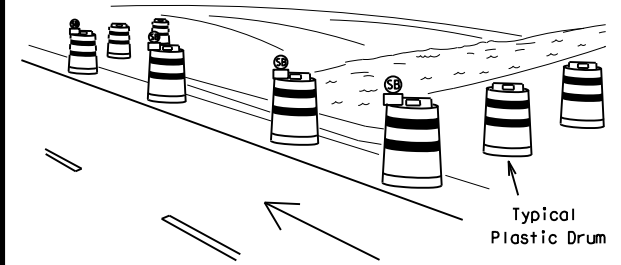
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.



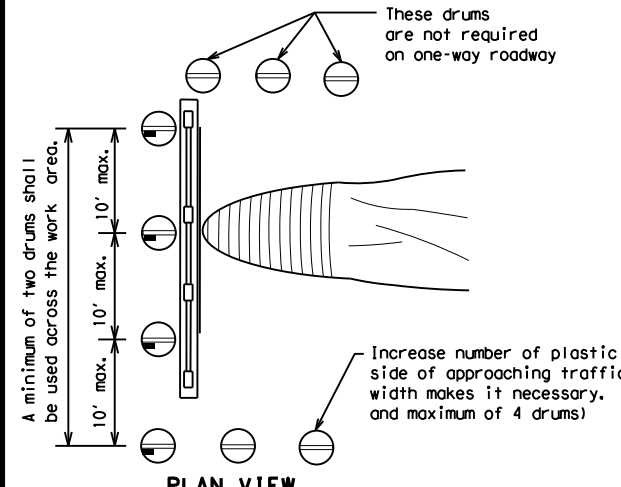
PLAN VIEW

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

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

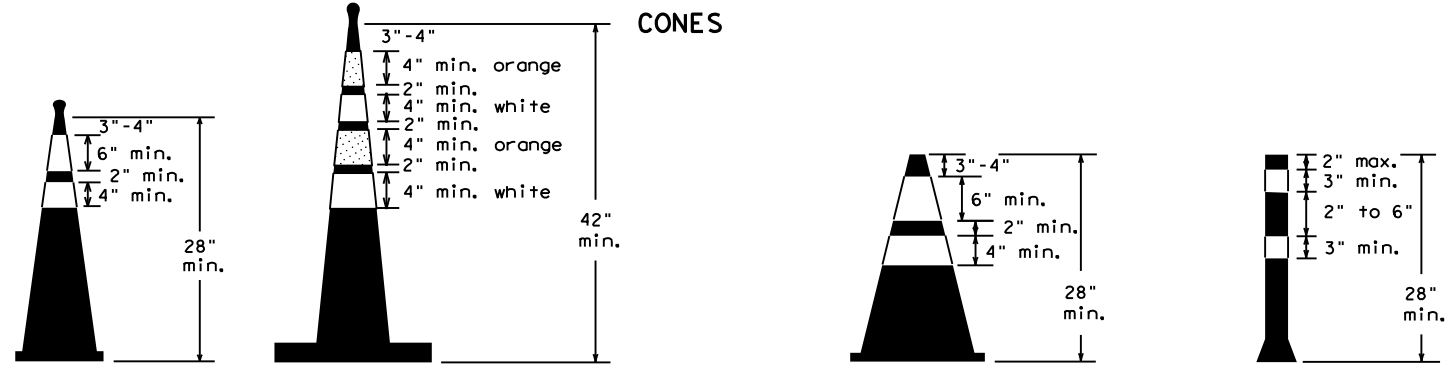


PLAN VIEW

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



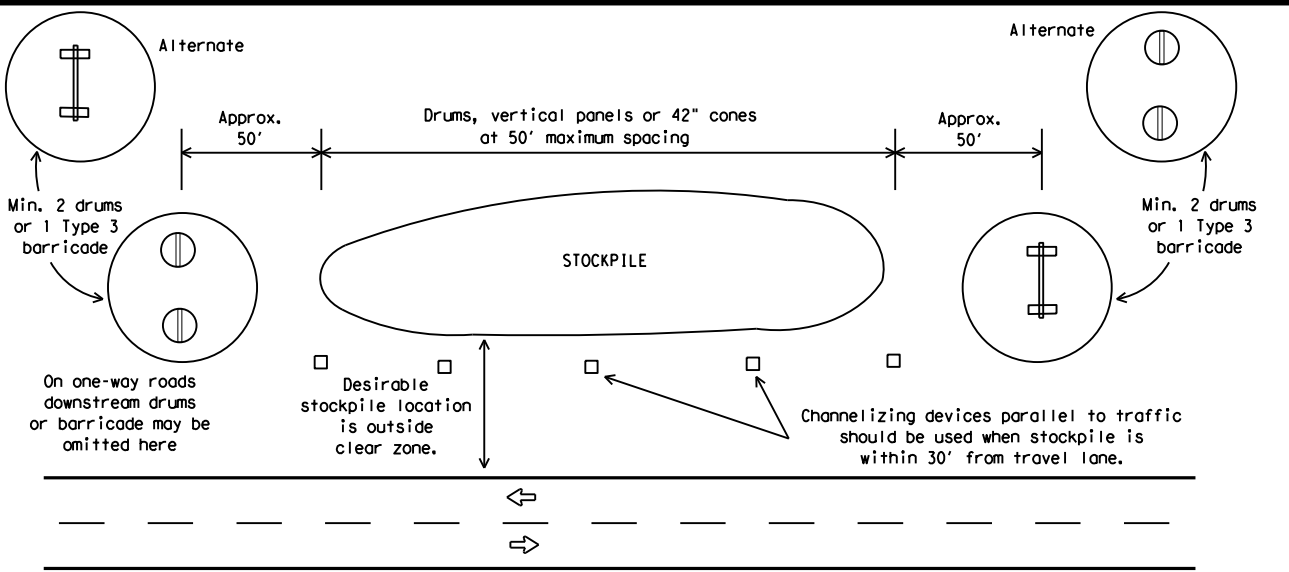
Two-Piece cones

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.

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



TRAFFIC CONTROL FOR MATERIAL STOCKPILES



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (10) -21

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WORK ZONE PAVEMENT MARKINGS

GENERAL

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

RAISED PAVEMENT MARKERS

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

PREFABRICATED PAVEMENT MARKINGS

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

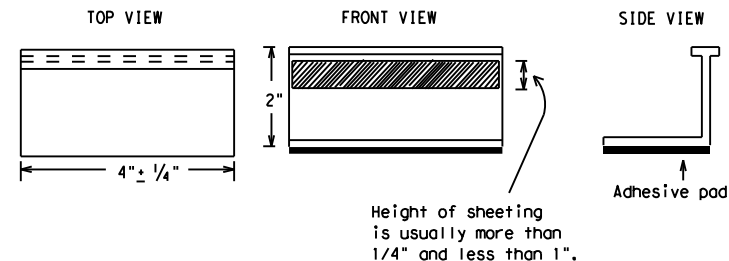
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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

REMOVAL OF PAVEMENT MARKINGS

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

Temporary Flexible-Reflective Roadway Marker Tabs



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

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

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

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

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

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

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

SHEET 11 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-21

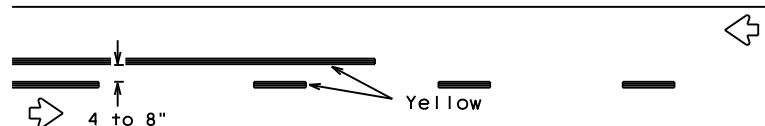
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11-02	8-14			
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PAVEMENT MARKING PATTERNS

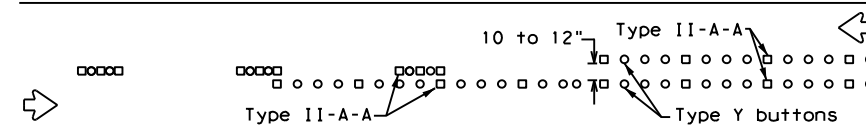


REFLECTORIZED PAVEMENT MARKINGS - PATTERN A

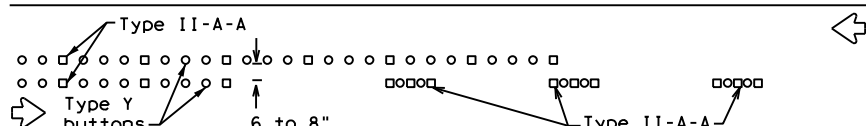


REFLECTORIZED PAVEMENT MARKINGS - PATTERN B

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

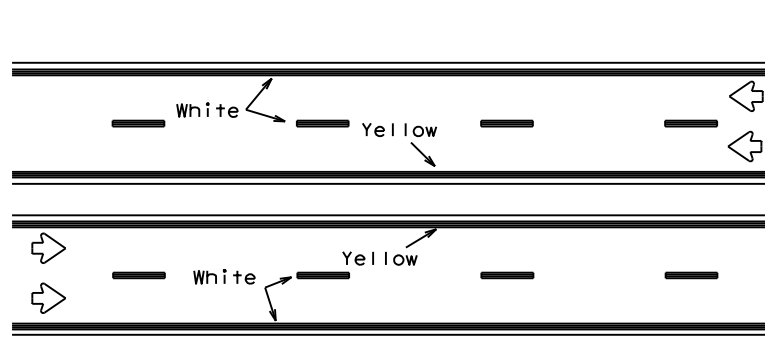


RAISED PAVEMENT MARKERS - PATTERN A



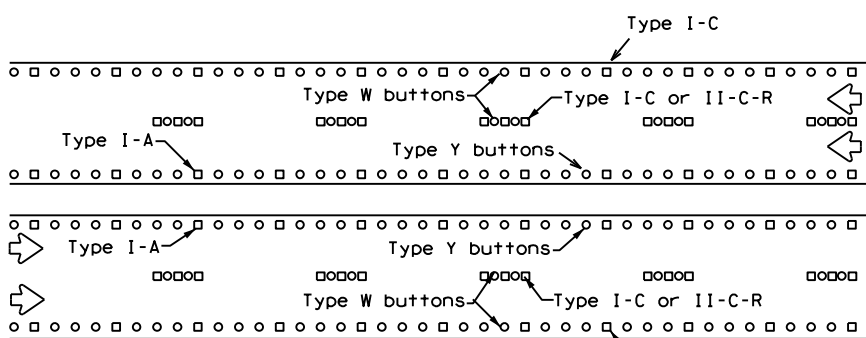
RAISED PAVEMENT MARKERS - PATTERN B

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



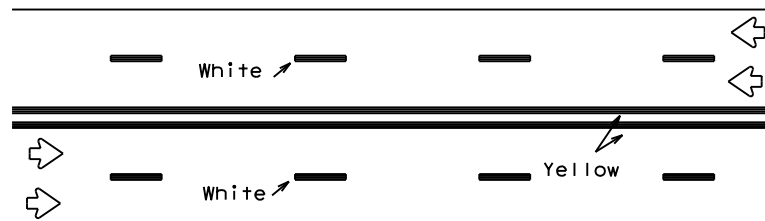
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectorized pavement markings.



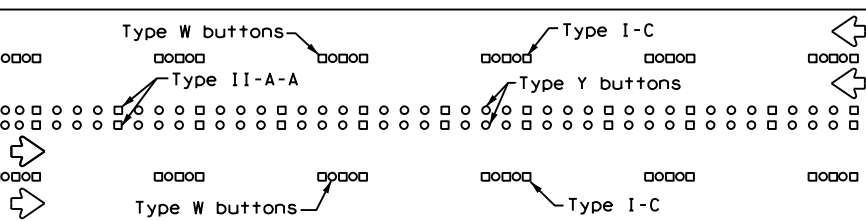
RAISED PAVEMENT MARKERS

EDGE & LANE LINES FOR DIVIDED HIGHWAY



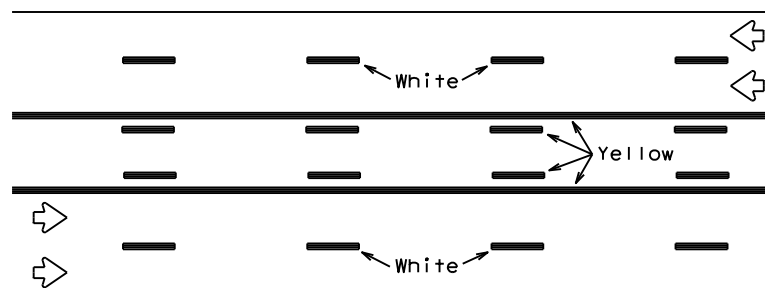
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectorized pavement markings.



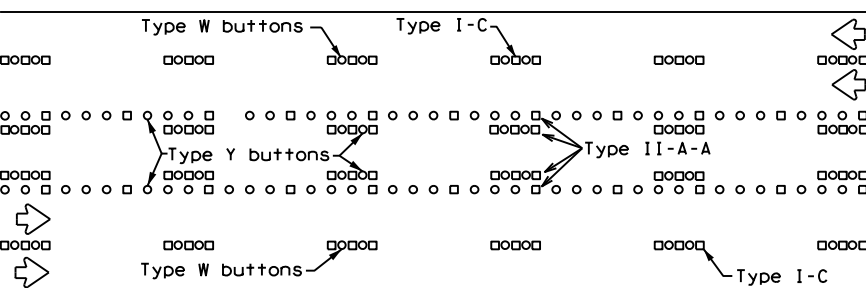
RAISED PAVEMENT MARKERS

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS

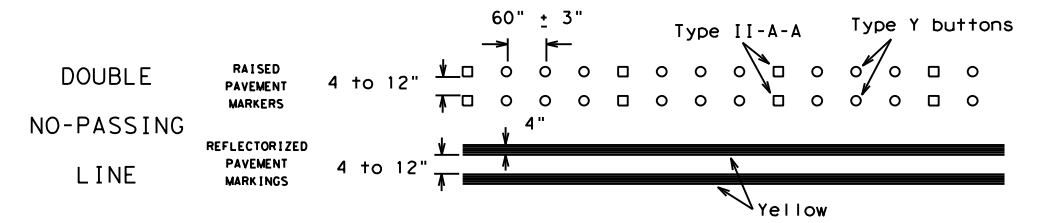
Prefabricated markings may be substituted for reflectorized pavement markings.



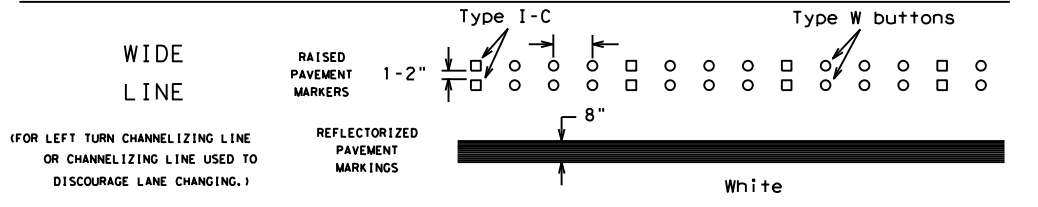
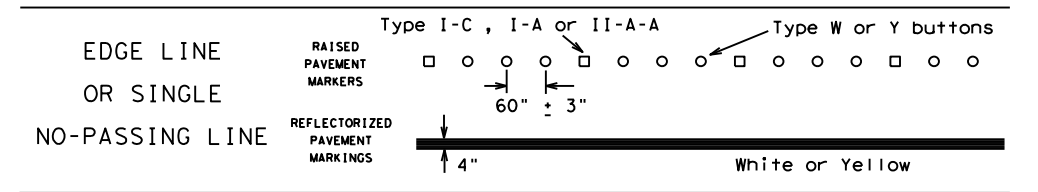
RAISED PAVEMENT MARKERS

TWO-WAY LEFT TURN LANE

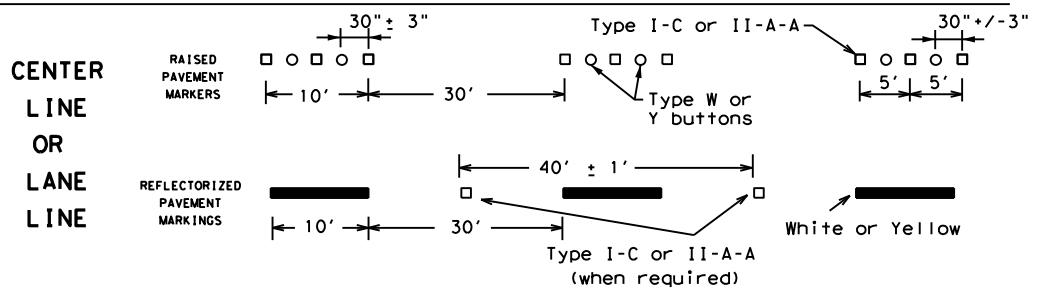
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



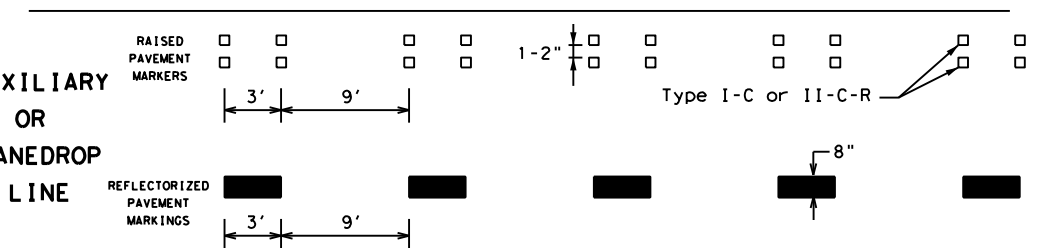
SOLID LINES



BROKEN LINES



AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



SHEET 12 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

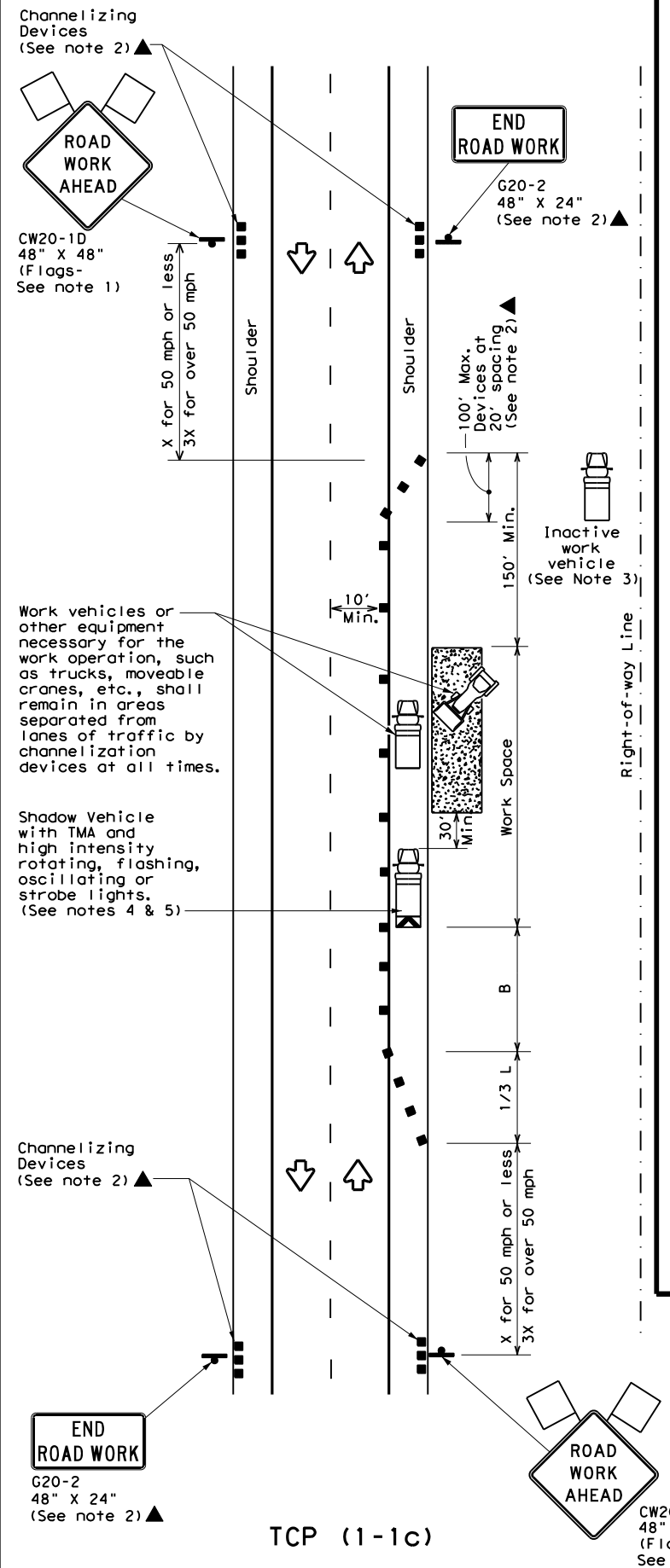
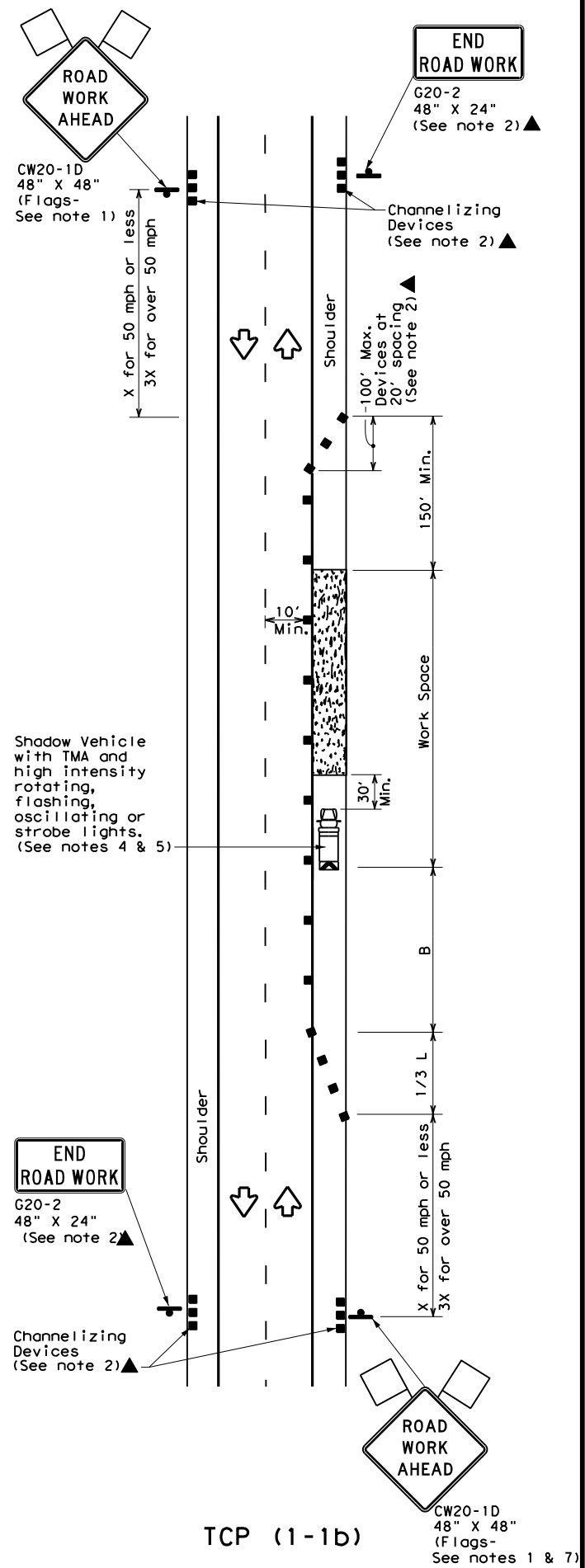
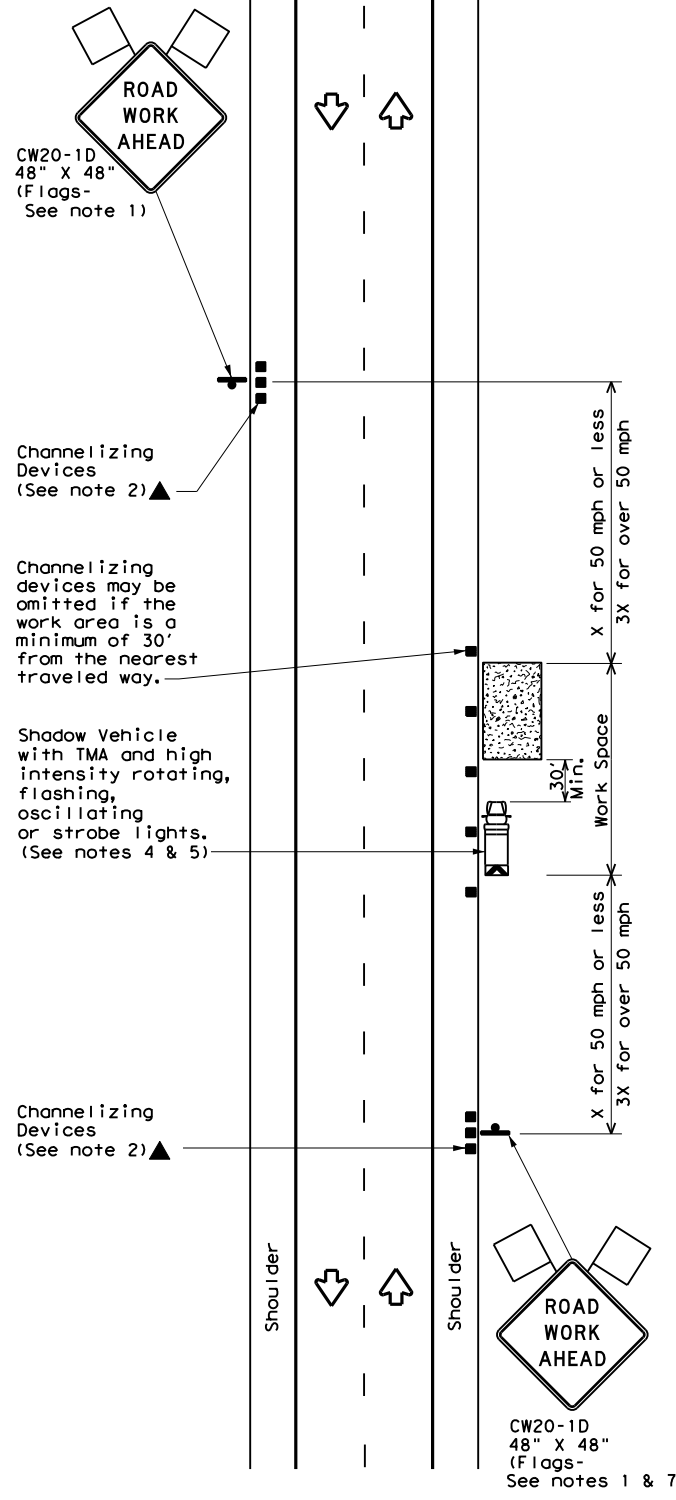
Raised pavement markers used as standard pavement markings shall be from the approved products list and meet the requirements of Item 672 "RAISED PAVEMENT MARKERS."

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	OW: TxDOT	CK: TxDOT
©TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS	0050	05	070, ETC	BU 290H
1-97 9-07 5-21	DIST	COUNTY	SHEET NO.	
2-98 7-13	HOU	WALLER	069	
11-02 8-14				

DATE: 6/20/2024 7:38:15 AM
 FILE: K:\HOU_TPTO\068928203 - TxDOT_HOU_TRF_WA_3_Misc_Study-Signal-FONTask 2 - Signal_Design\CADD\Standards\FM 1960 at Cypresswood Dr\Traffic Control\bc-21.dgn
 DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

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DATE: 6/20/2024 7:38:16 AM
 FILE: K:\HOU_TPTO\068928203 - TxDOT_HOU_TRF_WA_3_Misc_Study-Signal-FON\Task of this project\068928203.dgn



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

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

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

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

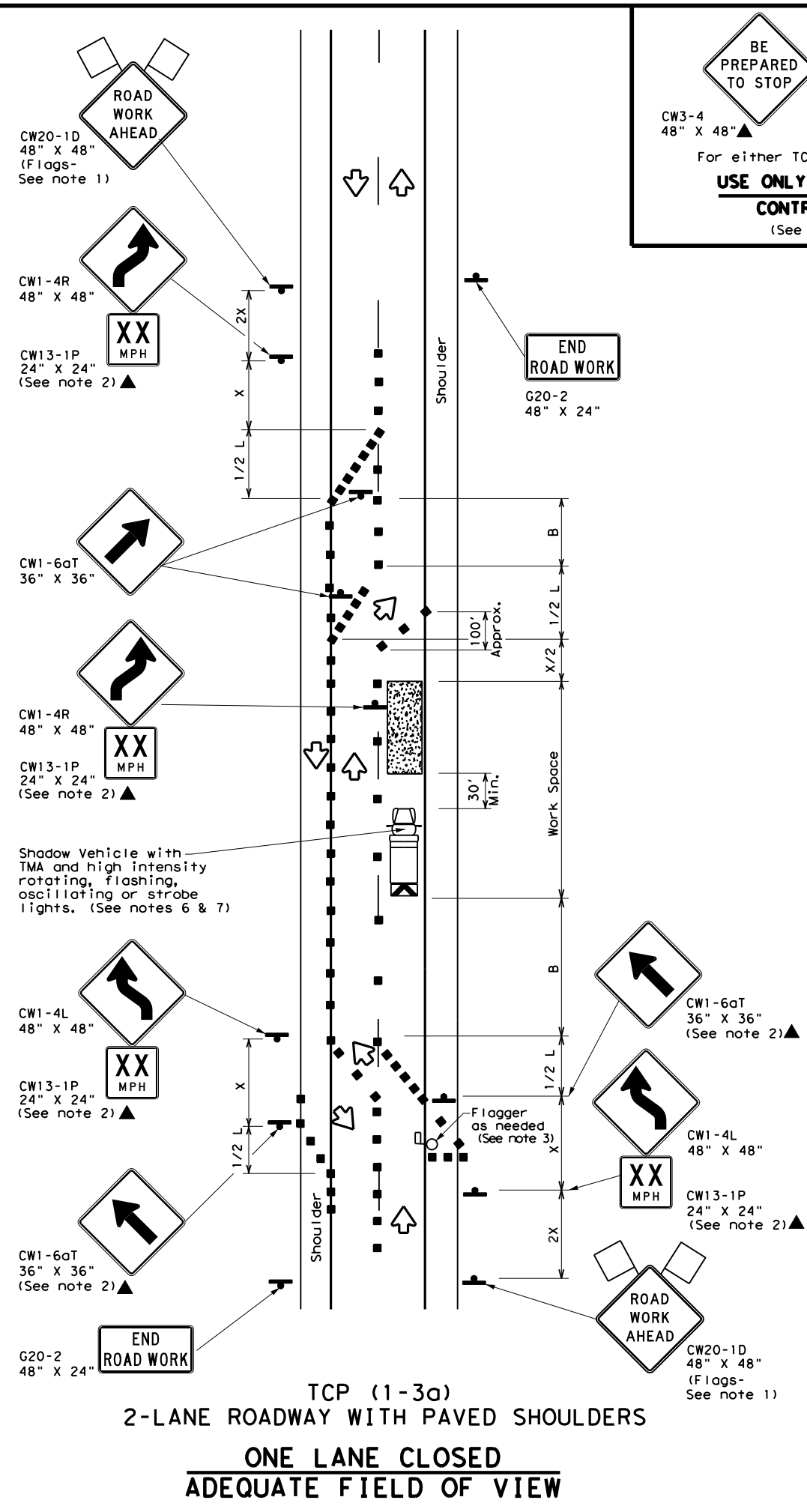
- GENERAL NOTES**
- Flags attached to signs where shown are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - Inactive work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

TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK

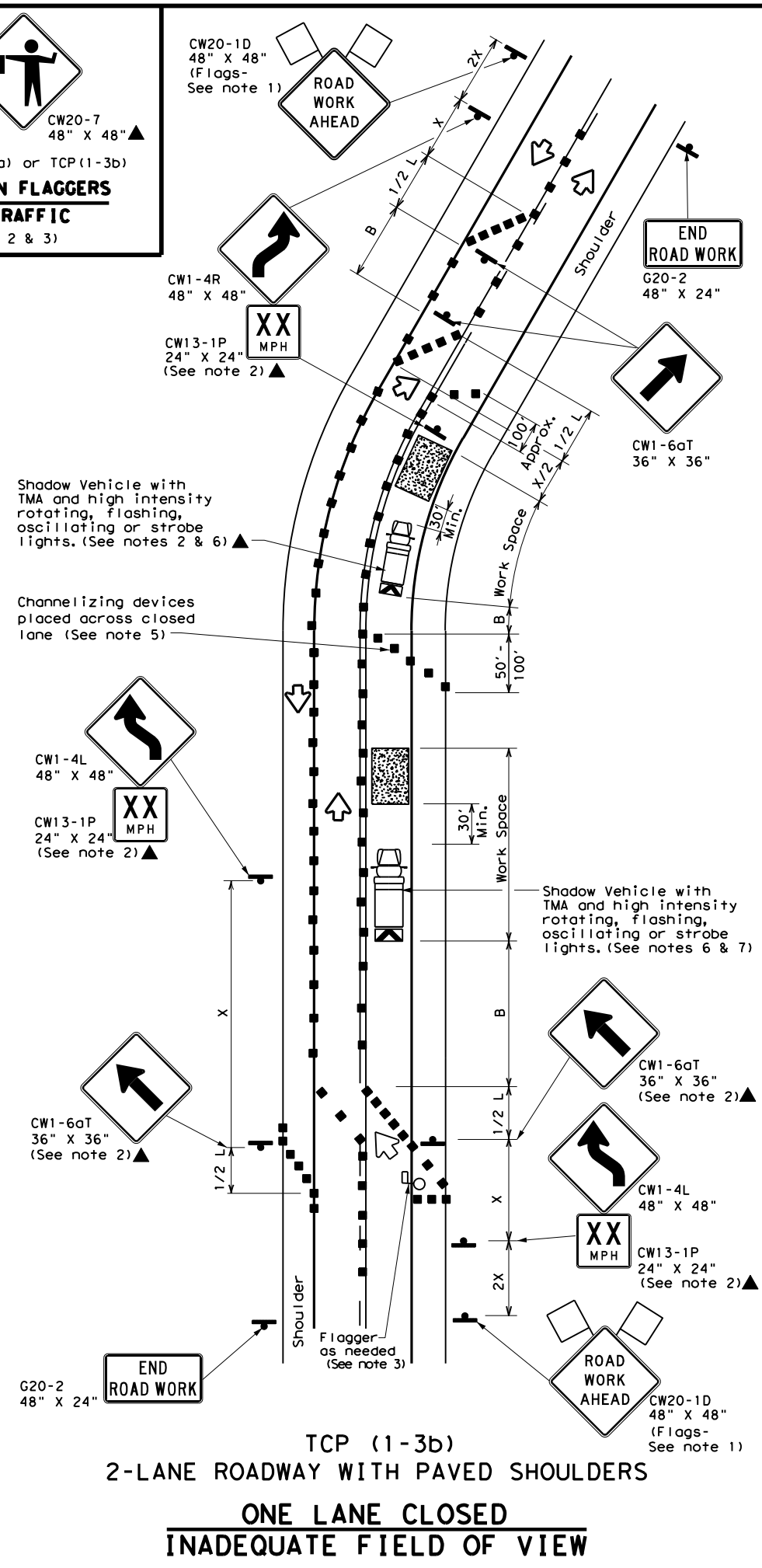
TCP (1-1) - 18

FILE: tcp1-1-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0050	05	070, ETC	BU 290H
2-94 4-98	DIST	COUNTY	SHEET NO.	
8-95 2-12	HOU	WALLER	070	
1-97 2-18				

DATE: 6/20/2024 7:38:17 AM
 FILE: K:\HOU\TPT\068928203 - TxDOT_HOU_TRF_WA_3_Misc_Study-Signal-FON\Task of this project is to develop a traffic control plan for the conversion of the existing two-lane road to a two-lane road with paved shoulders. No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard is governed by the "Texas Engineering Practice Act".



BE PREPARED TO STOP
 CW3-4 48" X 48"
 CW20-7 48" X 48"
 For either TCP(1-3a) or TCP(1-3b)
USE ONLY WHEN FLAGGERS CONTROL TRAFFIC
 (See Notes 2 & 3)



LEGEND

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

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

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

TYPICAL USAGE

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

- GENERAL NOTES**
- Flags attached to signs where shown are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safely control traffic. Additional flaggers may be positioned in advance of traffic queues to alert traffic to reduce speed.
 - DO NOT PASS, PASS WITH CARE and construction regulatory speed zone signs may be installed downstream of the ROAD WORK AHEAD signs.
 - When the work zone is made up of several work spaces, channelizing devices should be placed laterally across the closed lane to re-emphasize closure. Laterally placed channelizing devices should be repeated every 500 to 1000 feet in urban areas and every 1/4 to 1/2 mile in rural areas.
 - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
 - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
 - Where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20', or 15' if posted speed are 35 mph or slower, and for tangent sections, at 1/2S where S is the speed in mph. This tighter device spacing is intended for the area of conflicting markings not the entire work zone.

Texas Department of Transportation
 Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
TRAFFIC SHIFTS ON
TWO LANE ROADS
TCP(1-3)-18

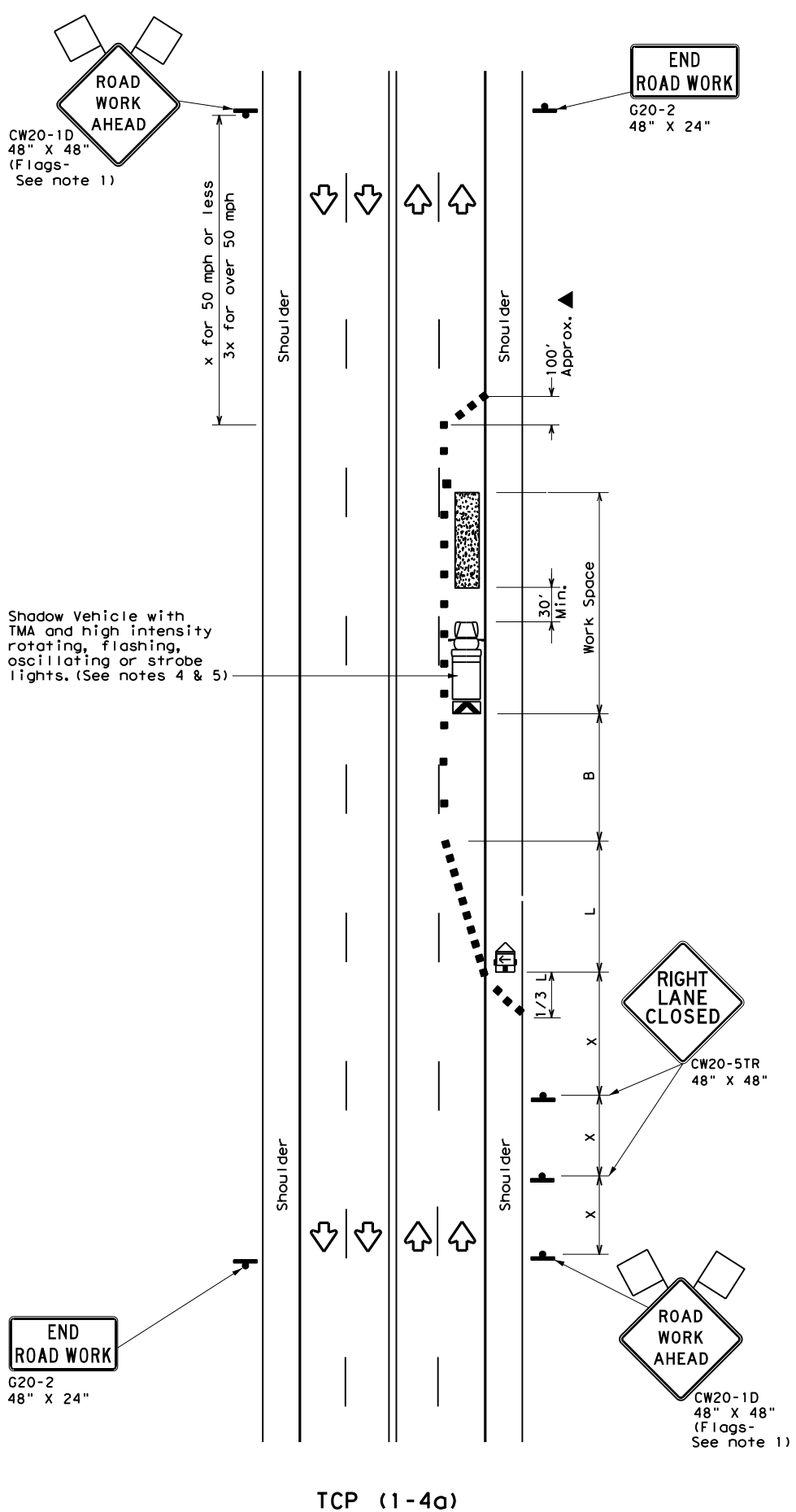
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 CK: 05
 DW: 070, ETC
 CK: BU 290H

REVISIONS
 2-94 4-98
 8-95 2-12
 1-97 2-18

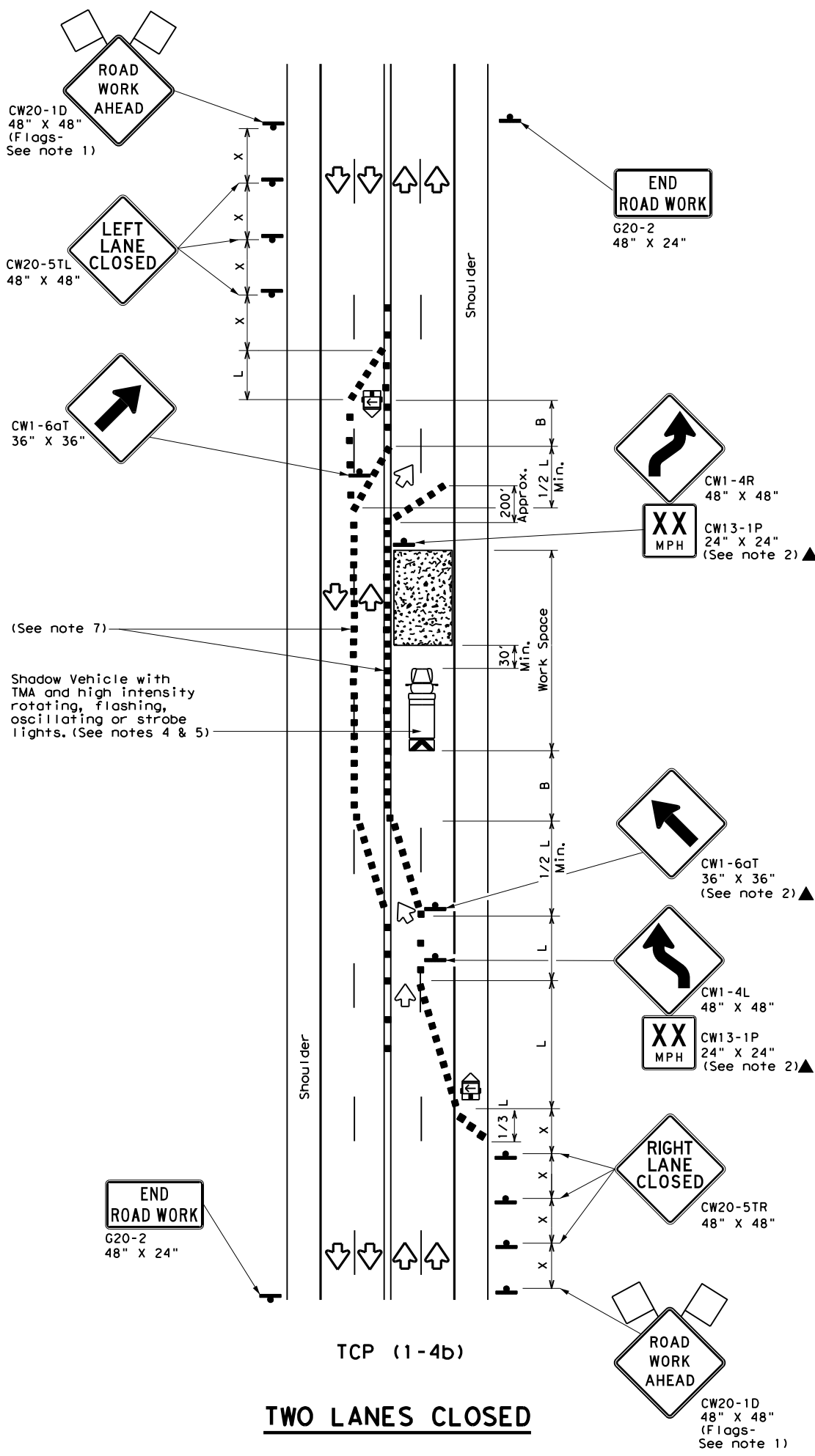
DIST: COUNTY SHEET NO.
 HOU WALLER 072

DATE: 6/20/2024 7:38:18 AM
 FILE: K:\HOU_TPTO\068928203 - TxDOT_HOU_TRF_WA_3_Misc_Study-Signal-FON\Task of this project: to develop a traffic control plan for the conversion of a two-lane road to a four-lane road. (Flags-See note 1)

DISCLAIMER:
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TCP (1-4a)
ONE LANE CLOSED



TCP (1-4b)
TWO LANES CLOSED

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

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

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

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

- GENERAL NOTES**
- Flags attached to signs where shown are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - The CW20-1D "ROAD WORK AHEAD" sign may be repeated if the visibility of the work zone is less than 1500 feet.
 - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
 - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

TCP (1-4a)

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

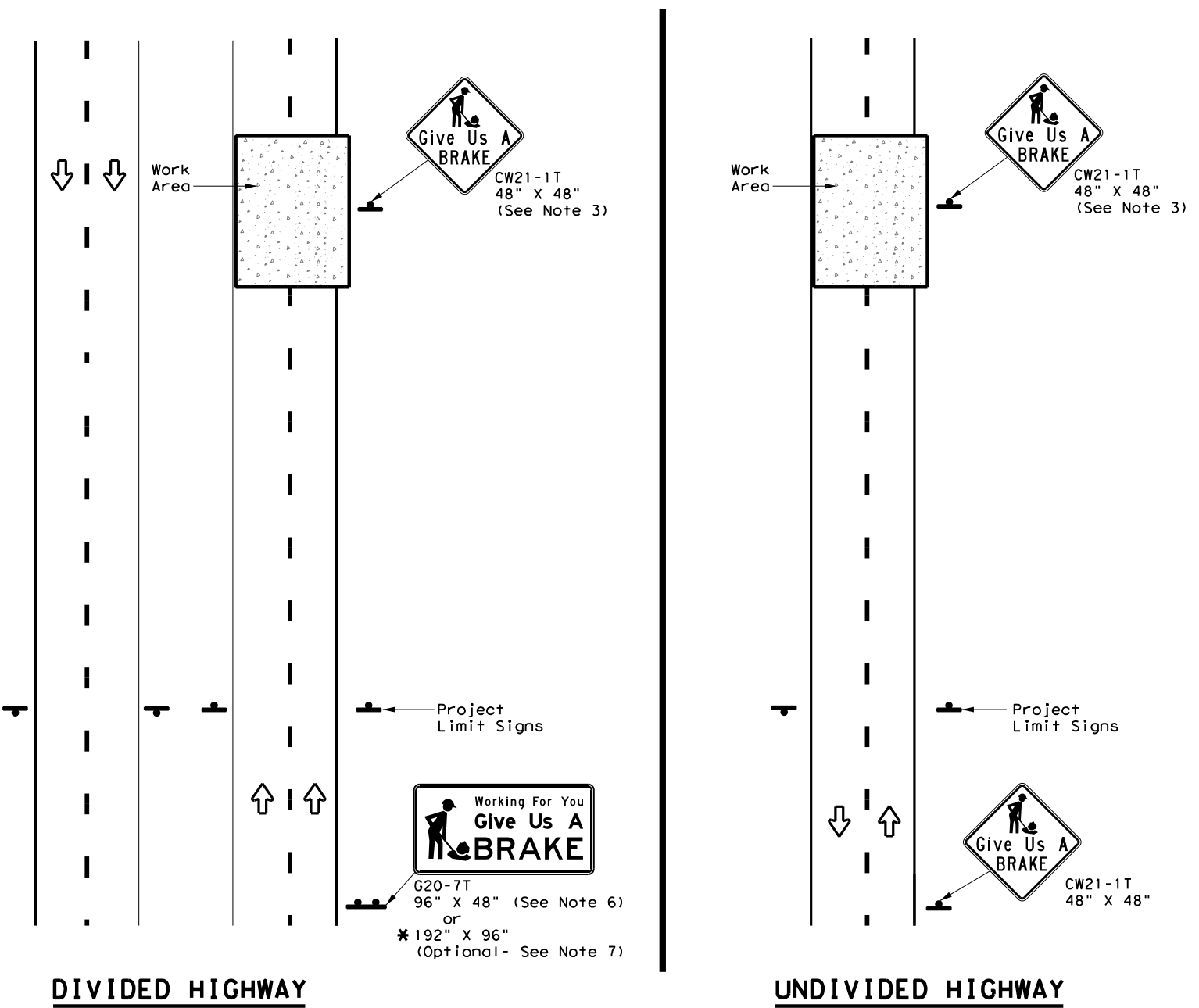
TCP (1-4b)

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

		Traffic Operations Division Standard	
TRAFFIC CONTROL PLAN LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS			
TCP (1-4) - 18			
FILE:	tcp1-4-18.dgn	DN:	CK:
© TxDOT	December 1985	CONT	SECT
REVISIONS 2-94 4-98 8-95 2-12 1-97 2-18		JOB 0050 05 070, ETC	HIGHWAY BU 290H
		DIST	SHEET NO.
		HOU	WALLER 073

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DATE: 6/20/2024 7:38:19 AM
 FILE: K:\HOU_TPTO\068928203 - TxDOT_HOU_TRF_WA_3_Misc_Study-Signal-FON\Task of this drawing: 068928203.dgn



DIVIDED HIGHWAY

UNDIVIDED HIGHWAY

SIGNS ARE SHOWN FOR ONE DIRECTION OF TRAVEL

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

SUMMARY OF LARGE SIGNS									
BACKGROUND COLOR	SIGN DESIGNATION	SIGN	SIGN DIMENSIONS	REFLECTIVE SHEETING	SQ FT	GALVANIZED STRUCTURAL STEEL		DRILLED SHAFT	
						Size	(LF)		24" DIA. (LF)
Orange	G20-7T		96" X 48"	Type B _{FL} or C _{FL}	32	▲	▲	▲	▲
Orange	G20-7T		192" X 96"	Type B _{FL} or C _{FL}	128	W8x18	16	17	12

▲ See Note 6 Below

LEGEND	
	Sign
	Large Sign
	Traffic Flow

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

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

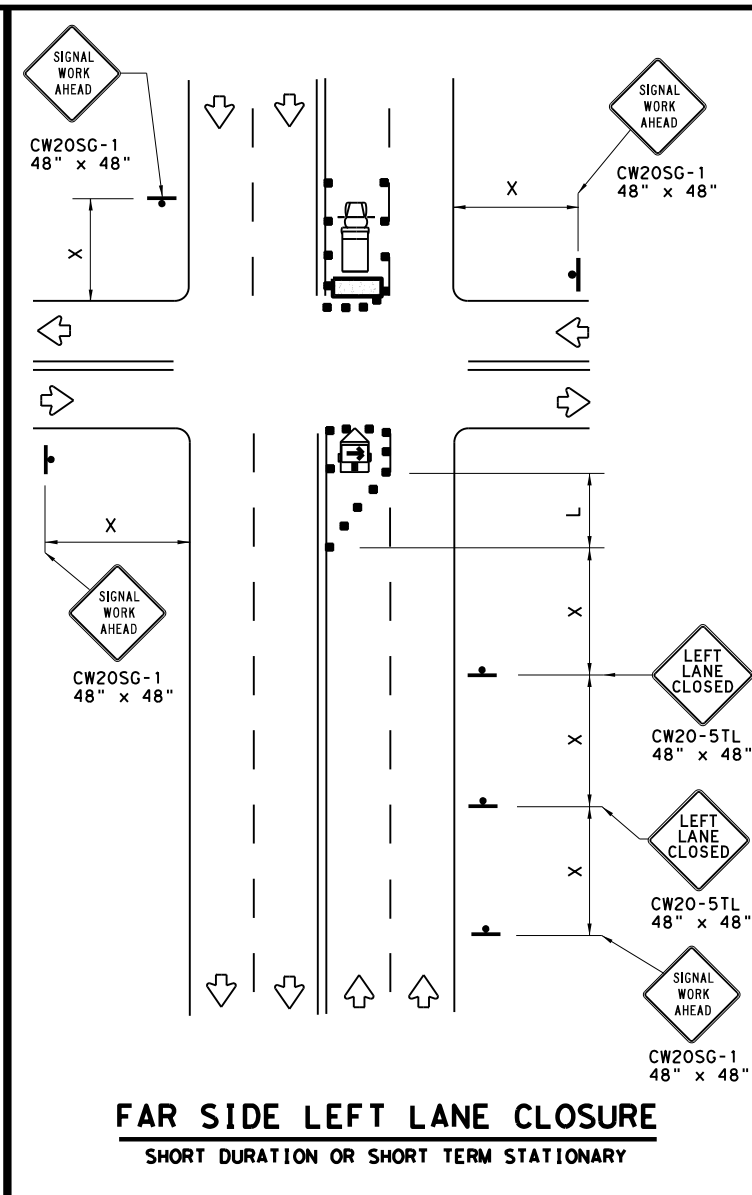
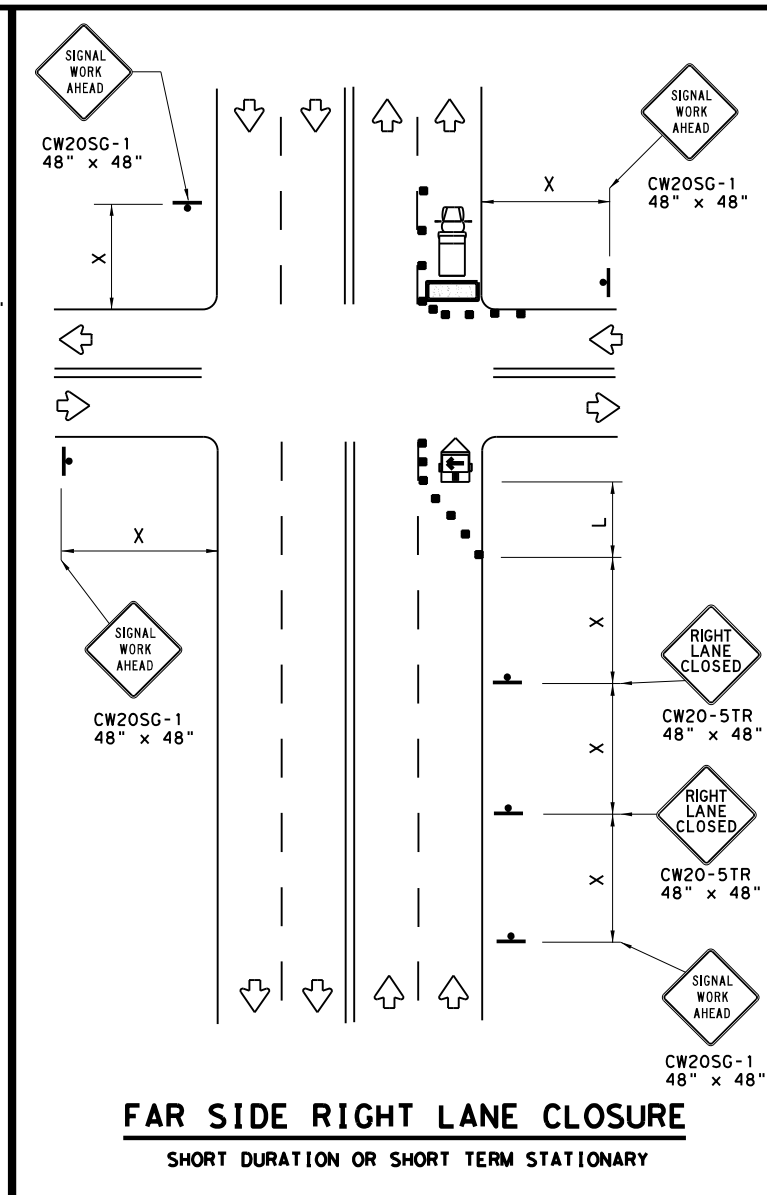
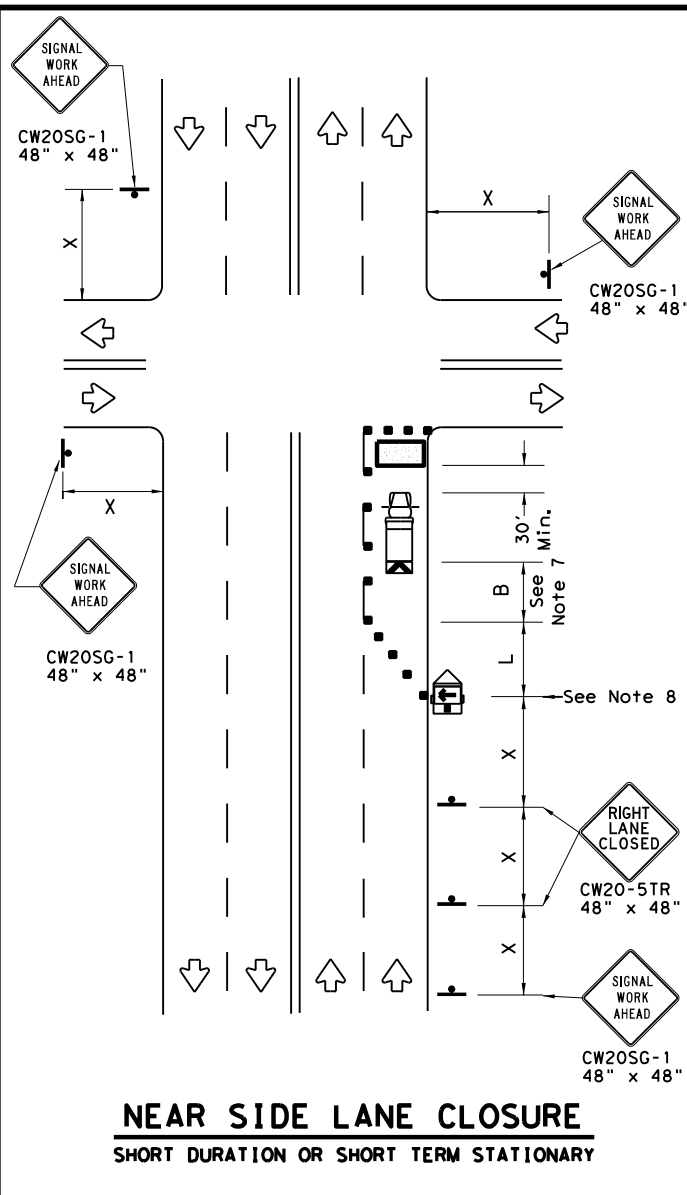
GENERAL NOTES

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

				Traffic Operations Division Standard	
WORK ZONE "GIVE US A BRAKE" SIGNS					
WZ (BRK) - 13					
FILE:	wzbrk-13.dgn	DN:	TxDOT	CK:	TxDOT
© TxDOT	August 1995	CONT	SECT	JOB	HIGHWAY
REVISIONS		0050	05	070, ETC	BU 290H
6-96	5-98	7-13	DIST	COUNTY	SHEET NO.
8-96	3-03		HOU	WALLER	074

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DATE: 6/20/2024 7:38:19 AM
 FILE: K:\HOU\TPTO\068928203 - TxDOT_HOU_TRF_WA_3_Misc_Study-Signal-FON\Task of this project is to develop a standard for bucket truck operations at signalized intersections.dgn

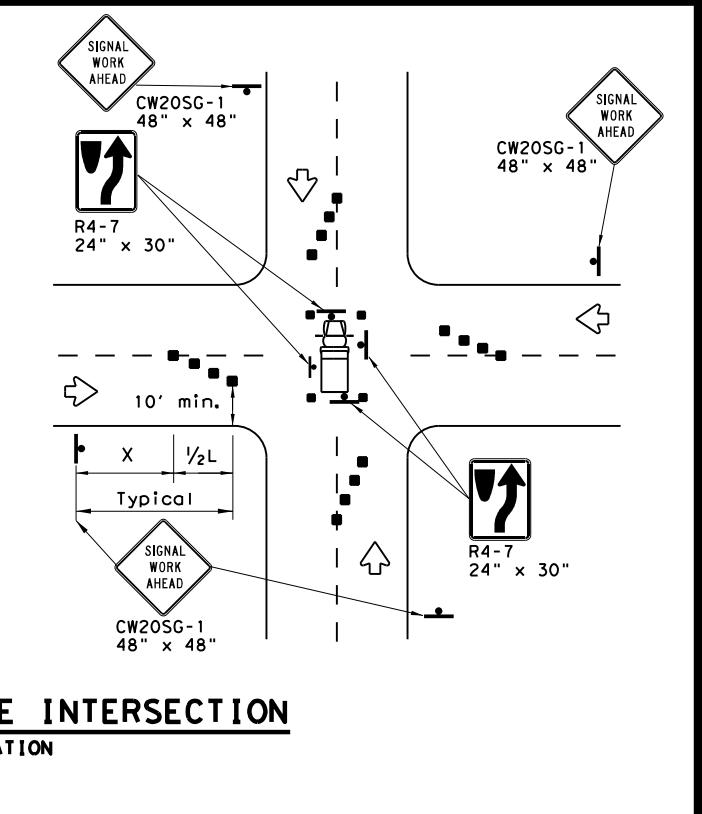
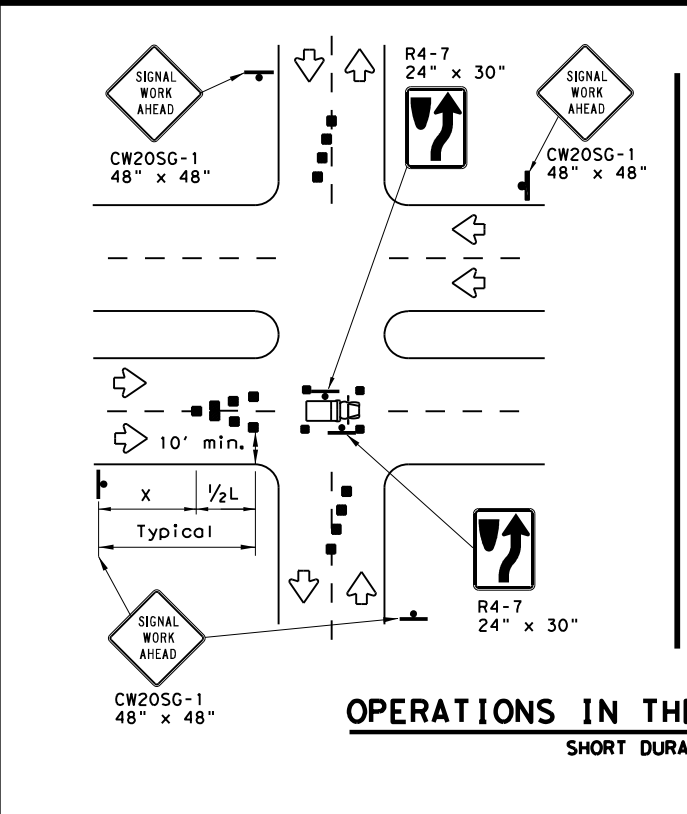


LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

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

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

WORKERS IN BUCKET TRUCKS SHALL NOT WORK ABOVE OPEN LANES OF TRAFFIC.



GENERAL NOTES

- The minimum size channelizing device is the 28" cone. 42" Two-piece cones, drums, vertical panels or barricades will be required when the device must be left unattended at night.
- Obstructions or hazards at the work area shall be clearly marked and delineated at all times.
- Flaggers and Flagger Symbol (CW20-7) signs may be required according to field conditions.
- Vehicles parked in roadway shall be equipped with at least two high intensity rotating, flashing, oscillating or strobe type lights.
- High level warning devices (flag trees) may be used at corners of the vehicle.
- When work operations are performed on existing signals, the signals may be placed in flashing red mode when approved by the engineer. If existing signals do not have power, All-Way Stop (R1-1 and R1-3P) signs may be implemented when approved by the engineer.
- For Short-Term Stationary work the buffer space "B" from the above table should be used if field conditions permit. For Short Duration (less than 1 hour) any buffer space provided will enhance the safety of the setup.
- The arrow board at this location may be omitted for Short Duration work if the work vehicle has an arrow board in operation. As an option, the arrow board may be placed at the end of the taper in the closed lane if space is not available at the beginning of the taper.
- Signs and devices for the NEAR SIDE LANE CLOSURE may be altered for a left lane closure by using a LEFT LANE CLOSED (CW20-5TL) and adding channelizing devices on the centerline to protect the work space from opposing traffic.

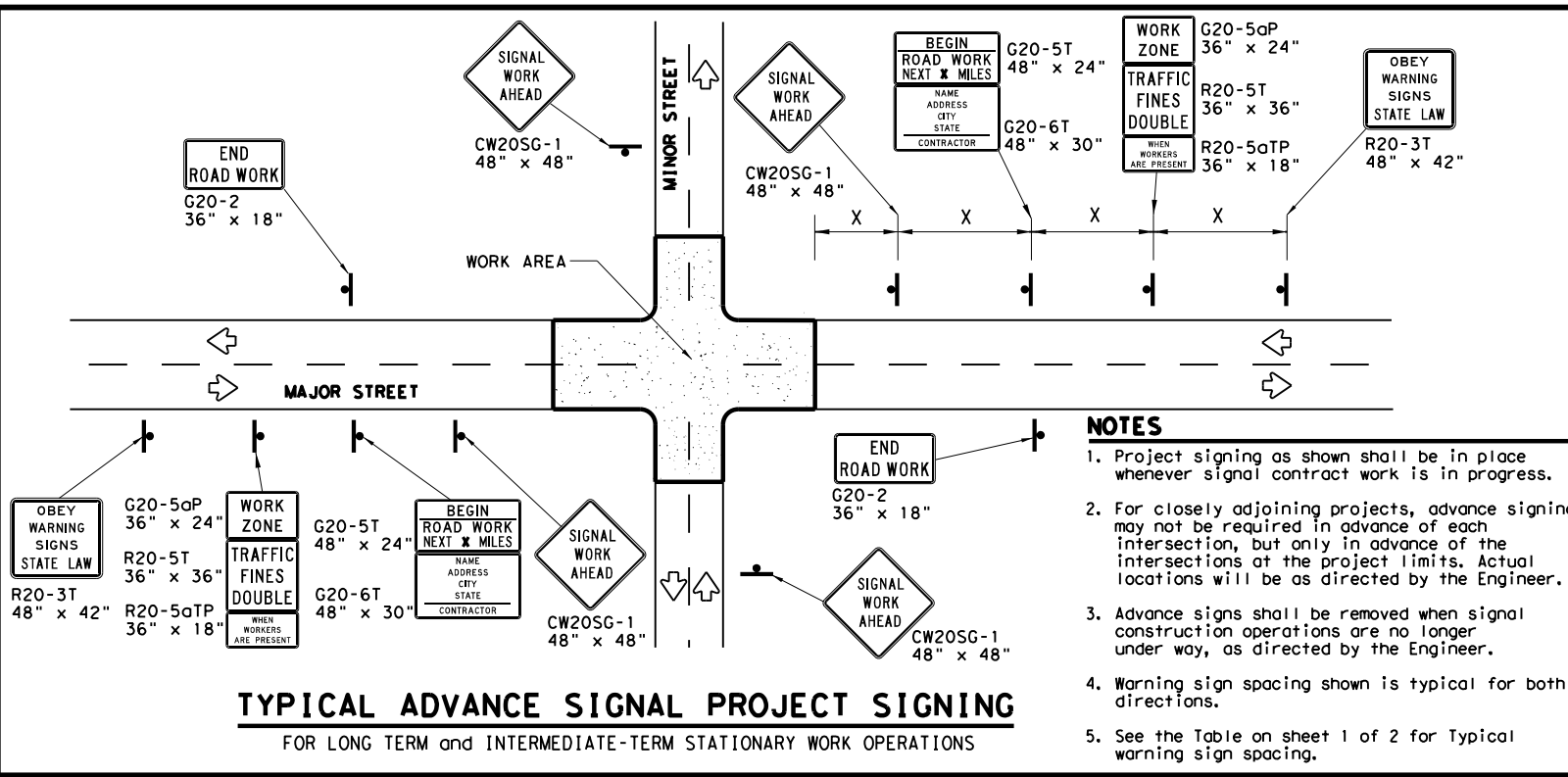
Texas Department of Transportation
 Traffic Operations Division Standard

TRAFFIC SIGNAL WORK TYPICAL DETAILS

WZ (BTS-1) - 13

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© TxDOT April 1992	CONT	SECT	JOB	HIGHWAY
REVISIONS	0050	05	070, ETC	BU 290H
2-98 10-99 7-13	DIST	COUNTY	SHEET NO.	
4-98 3-03	HOU	WALLER	075	

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- NOTES**
1. Project signing as shown shall be in place whenever signal contract work is in progress.
 2. For closely adjoining projects, advance signing may not be required in advance of each intersection, but only in advance of the intersections at the project limits. Actual locations will be as directed by the Engineer.
 3. Advance signs shall be removed when signal construction operations are no longer under way, as directed by the Engineer.
 4. Warning sign spacing shown is typical for both directions.
 5. See the Table on sheet 1 of 2 for Typical warning sign spacing.

GENERAL NOTES FOR WORK ZONE SIGNS

1. Signs shall be installed and maintained in a straight and plumb condition.
2. Wooden sign posts shall be painted white.
3. Barricades shall NOT be used as sign supports.
4. Nails shall NOT be used to attach signs to any support.
5. All signs shall be installed in accordance with the plans or as directed by the Engineer.
6. The Contractor shall furnish the sign design shown in the plans or in the "Standard Highway Sign Designs for Texas" (SHSD).
7. The Contractor shall furnish sign supports and substrates listed in the "Compliant Work Zone Traffic Control Device List" (CWZTCD), installed as per the manufacturer's recommendations.
8. Temporary signs that have damaged or cracked substrates and/or damaged or marred reflective sheeting shall be replaced as directed by the Engineer.
9. 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".
10. Damaged wood posts shall be replaced. Splicing wood posts will not be allowed.

DURATION OF WORK

1. Work zone durations are defined in Part 6, Section 60.02 of the Texas Manual on Uniform Traffic Control Devices (TMUTCD).

SIGN MOUNTING HEIGHT

1. Sign height of Long-term/Intermediate-term warning signs shall be as shown on Figure 6F-1 of the TMUTCD.
2. Sign height of Short-term/Short Duration warning signs shall be as shown on Figure 6F-2 of the TMUTCD.
3. Regulatory signs shall be mounted at least 7 feet, but not more than 9 feet, above the paved surface regardless of work duration.

REMOVING OR COVERING

1. When sign messages may be confusing or do not apply, the signs shall be removed or completely covered, unless otherwise approved by the Engineer.
2. 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, or heavy materials such as plywood or aluminum shall not be used to cover signs.
3. Duct tape or other adhesive material shall NOT be affixed to a sign face.
4. Signs and anchor stubs shall be removed and holes back filled upon completion of the work.

REFLECTIVE SHEETING

1. All signs shall be retroreflective and constructed of sheeting meeting the requirements of the DMS and color usage table shown on this sheet.

SIGN SUPPORT WEIGHTS

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

LEGEND

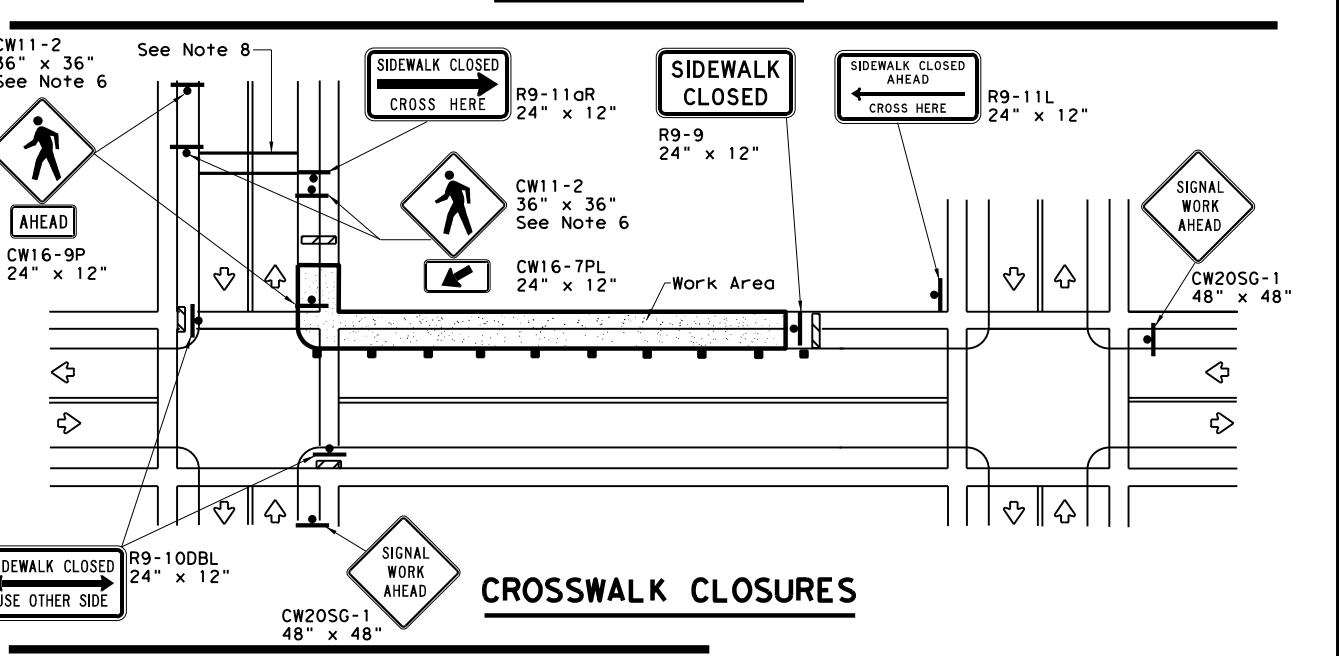
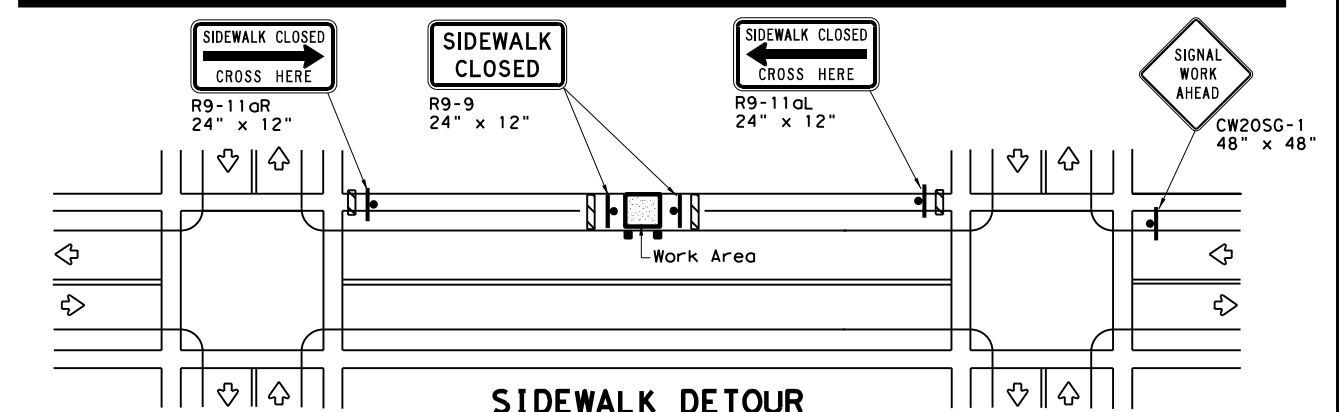
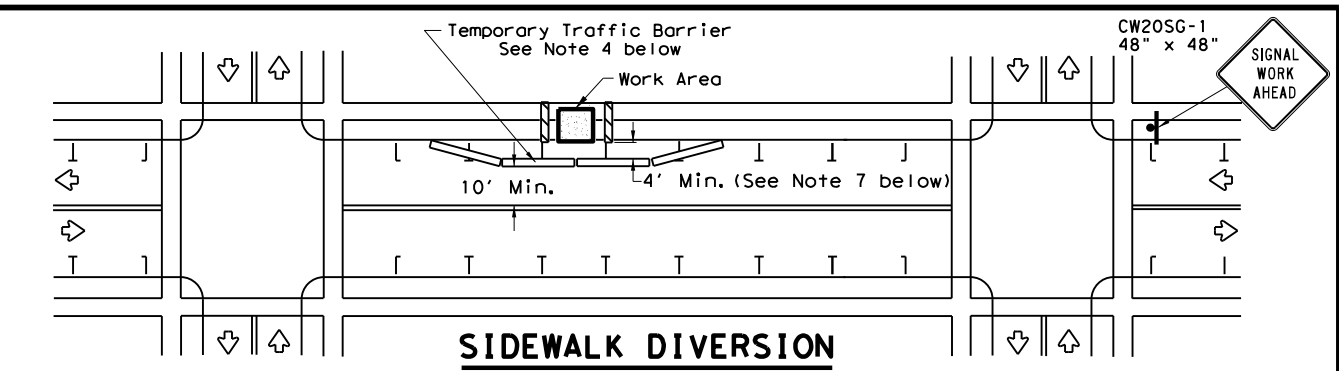
	Sign
	Channelizing Devices
	Type 3 Barricade

DEPARTMENTAL MATERIAL SPECIFICATIONS

SIGN FACE MATERIALS	DMS-8300
FLEXIBLE ROLL-UP REFLECTIVE SIGNS	DMS-8310

COLOR	USAGE	SHEETING MATERIAL
ORANGE	BACKGROUND	TYPE B _{FL} OR TYPE C _{FL} SHEETING
WHITE	BACKGROUND	TYPE A SHEETING
BLACK	LEGEND & BORDERS	ACRYLIC NON-REFLECTIVE SHEETING

Only pre-qualified products shall be used. A copy of the "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources and may be found at the following web address:
http://www.txdot.gov/txdot_library/publications/construction.htm



PEDESTRIAN CONTROL

1. Holes, trenches or other hazards shall be adequately protected by covering, delineating or surrounding the hazard with orange plastic pedestrian fencing or longitudinal channelizing devices, or as directed by the Engineer.
2. "CROSSWALK CLOSURES" as detailed above will require the Engineer's approval prior to installation.
3. R9 series signs shown may be placed on supports detailed on the BC standards or CWZTCD list, or when fabricated from approved lightweight plastic substrates, they may be mounted on top of a plastic drum at or near the location shown.
4. For speeds less than 45 mph longitudinal channelizing devices may be used instead of traffic barriers when approved by the Engineer. Attenuation of blunt ends and installation of water filled devices shall be as per BC(9) and manufacturer's recommendations.
5. Location of devices are for general guidance. Actual device spacing and location must be field adjusted to meet actual conditions.
6. Where pedestrians with visual disabilities normally use the closed sidewalk Detectable Pedestrian Barricades should be used instead of the Type 3 Barricades shown.
7. The width of existing sidewalk should be maintained if practical.
8. Pavement markings for mid-block crosswalks shall be paid for under the appropriate bid items.
9. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.

SHEET 2 OF 2

Traffic Operations Division Standard

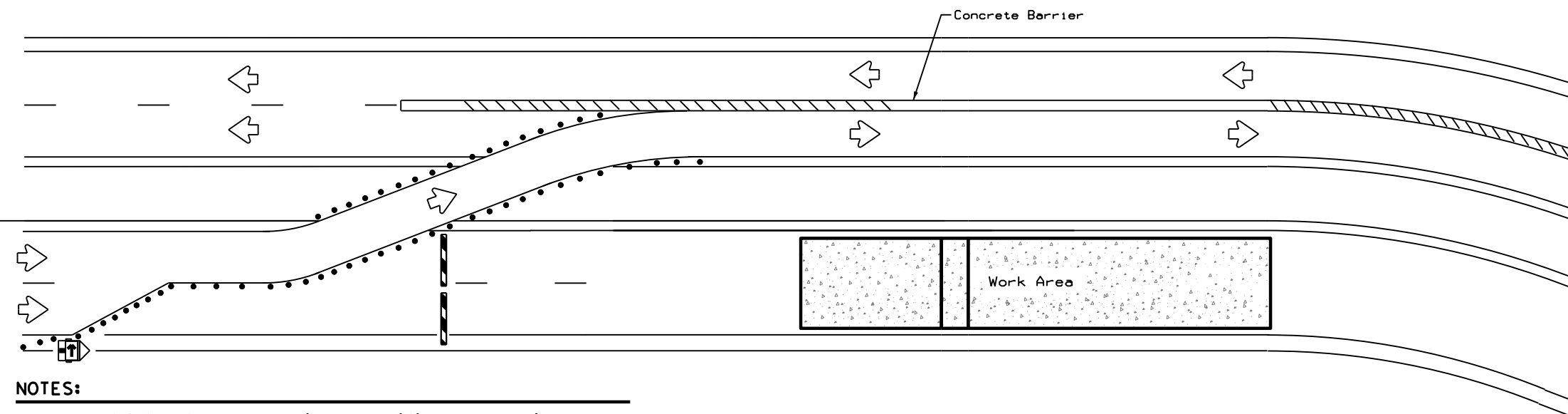
TRAFFIC SIGNAL WORK BARRICADES AND SIGNS

WZ (BTS-2) - 13

FILE: wzbts-13.dgn	DN: TxDOT	CR: TxDOT	OW: TxDOT	CK: TxDOT
© TxDOT April 1992	CONT	SECT	JOB	HIGHWAY
REVISIONS	0050	05	070, ETC	BU 290H
2-98 10-99 7-13	DIST	COUNTY	SHEET NO.	
4-98 3-03	HOU	WALLER	076	

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LEGEND	
	Type 3 Barricade
	Channelizing Devices
	Trailer Mounted Flashing Arrow Board
	Sign
	Safety glare screen

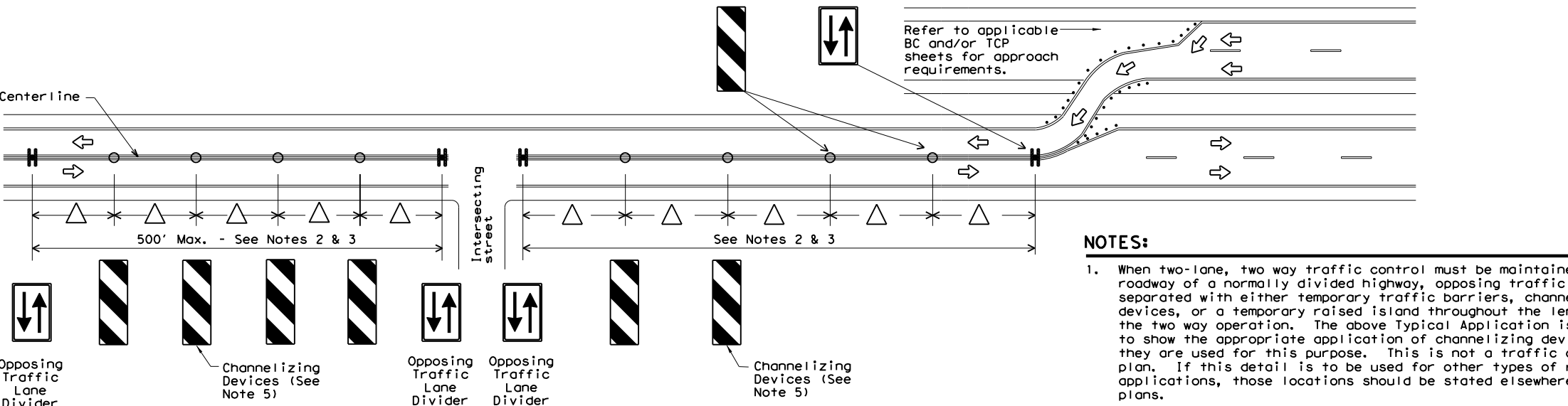
DEPARTMENTAL MATERIAL SPECIFICATIONS	
SIGN FACE MATERIALS	DMS-8300
DELINEATORS AND OBJECT MARKERS	DMS-8600
MODULAR GLARE SCREENS FOR HEADLIGHT BARRIER	DMS-8610

Only pre-qualified products shall be used. A copy of the Compliant Work Zone Traffic Control Devices List (CWZTCD) describes pre-qualified products and their sources and may be found at the following web address:

<http://www.txdot.gov/business/resources/producer-list.html>

- NOTES:**
- Length of Safety Glare screen will be specified elsewhere in the plans.
 - The cumulative nominal length of the modular safety glare screen units shall equal the length of the individual sections of temporary concrete traffic barrier on which they are installed so the joint between barrier sections will not be spanned by any one safety glare screen unit.
 - Screen Panel/blades will be designed such that reflective sheeting conforming with Departmental Material Specification DMS-8300, Sign Face Materials, Type B or C Yellow, minimum size of 2 inches by 12 inches can be attached to the edge of the panel/blade. The sheeting shall be attached to one glare screen panel/blade per section of concrete barrier not to exceed a spacing of 30 feet. Barrier reflectors are not necessary when panel/blades are installed with reflective sheeting as described.
 - Payment for these devices will be under statewide Special Specification "Modular Glare Screens for Headlight Barrier."
 - This detail is only intended to show types of locations where Glare Screens would be appropriate. Required signing and other devices shall be as shown elsewhere in the plans.

BARRIER DELINEATION WITH MODULAR GLARE SCREENS



- NOTES:**
- When two-lane, two way traffic control must be maintained on one roadway of a normally divided highway, opposing traffic shall be separated with either temporary traffic barriers, channelizing devices, or a temporary raised island throughout the length of the two way operation. The above Typical Application is intended to show the appropriate application of channelizing devices when they are used for this purpose. This is not a traffic control plan. If this detail is to be used for other types of roads or applications, those locations should be stated elsewhere in the plans.
 - Space devices according to the Tangent Spacing shown on the Device Spacing table on BC(9) but not exceeding 100'.
 - Every fifth device should be an OTLD except when spaced closer to accommodate an intersection. An OTLD should be the first device on each side of intersecting streets or roads.
 - Locations where surface mount bases with adhesives or self-righting devices will be required in order to maintain them in their proper position should be noted elsewhere in the plans.
 - Channelizing devices are to be vertical panels, 42" cones or tubular markers that are at least 36" tall. Tubular markers used to separate traffic should have a rubber base weighing at least 30 pounds. Tubular markers that are 42" tall or more shall have four bands of reflective material as detailed for 42" cones on BC(10). Tubular markers less than 42" but at least 36" tall shall have three bands of 3" wide white reflective material spaced 2" apart. Reflective material shall meet DMS-8300, Type A.

VERTICAL PANELS & OPPOSING TRAFFIC LANE DIVIDERS (OTLD) SEPARATING TWO-WAY TRAFFIC ON NORMALLY DIVIDED HIGHWAYS

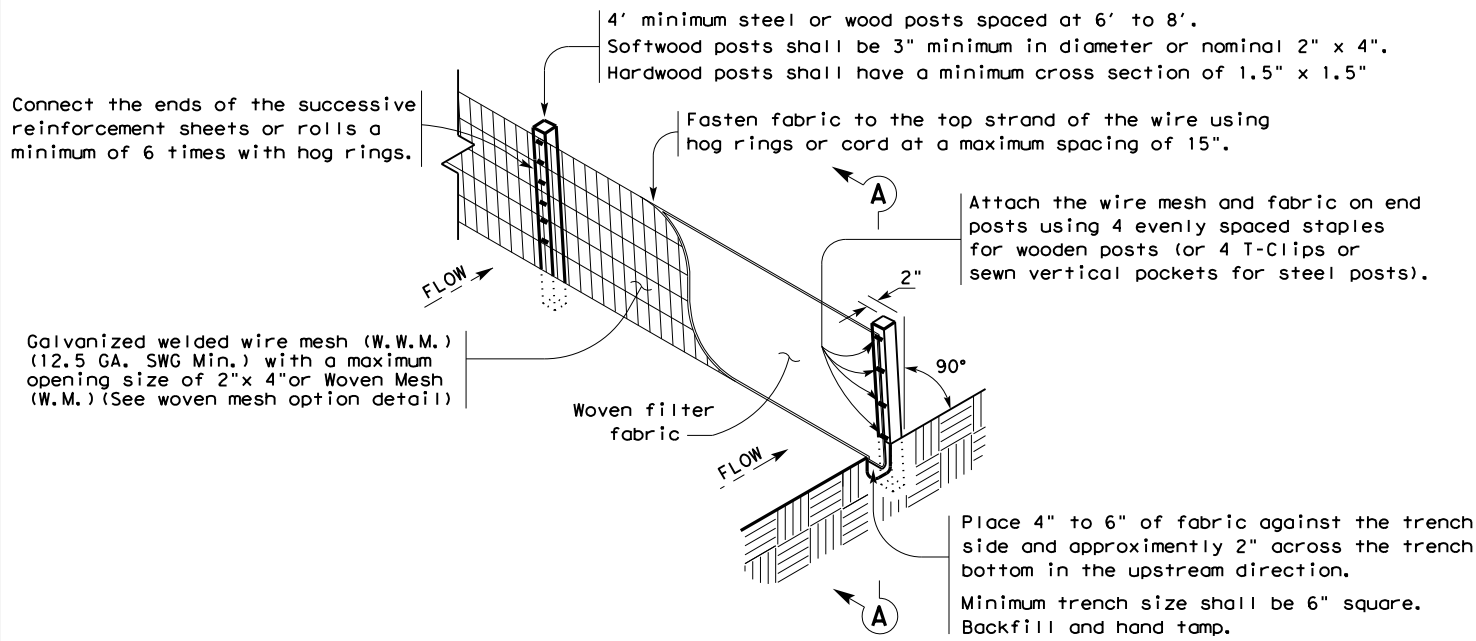
Texas Department of Transportation
 Traffic Operations Division Standard

TRAFFIC CONTROL PLAN TYPICAL DETAILS

WZ(TD) - 17

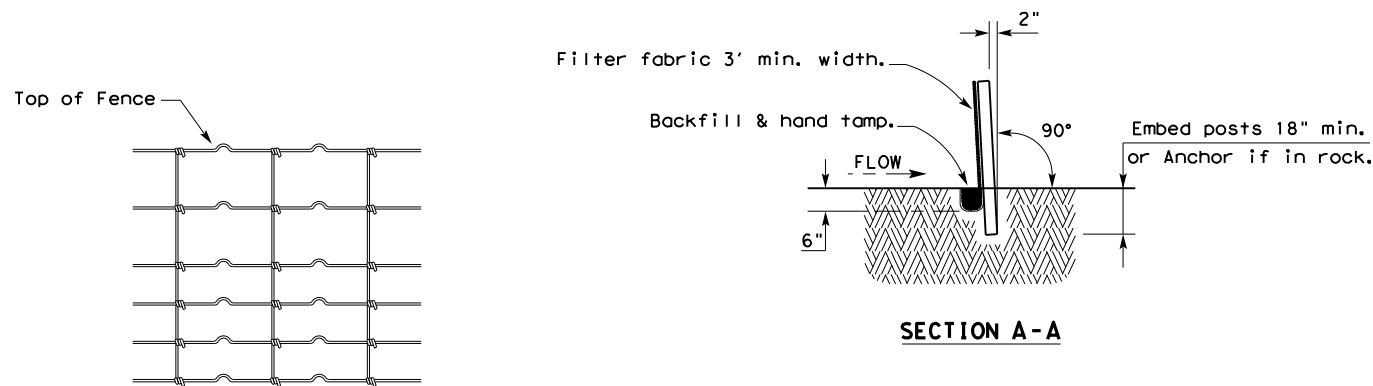
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© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
4-98	0050	05	070, ETC	BU 290H
3-03	DIST	COUNTY	SHEET NO.	
7-13	HOU	WALLER	077	

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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/FT². Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

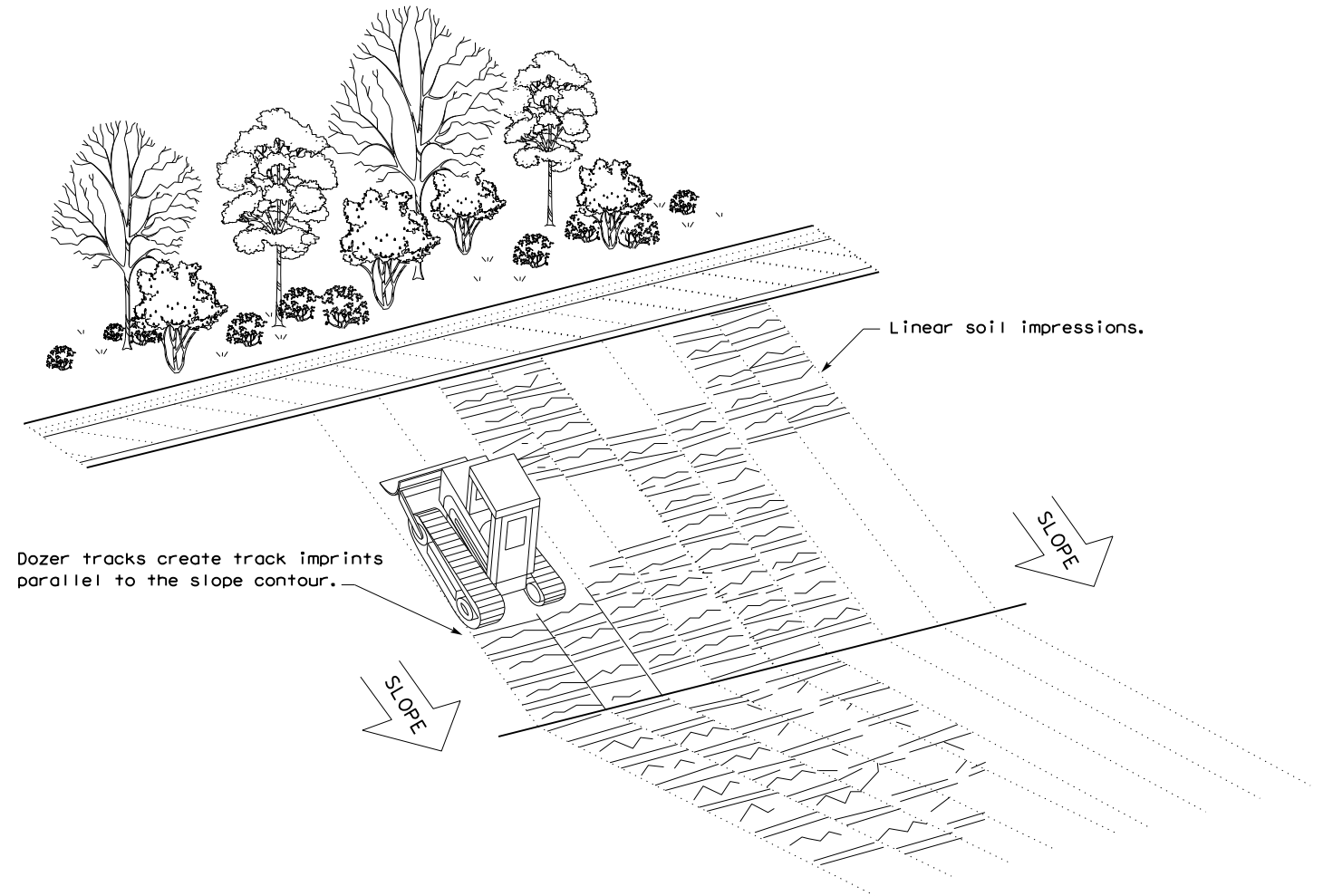
LEGEND

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.

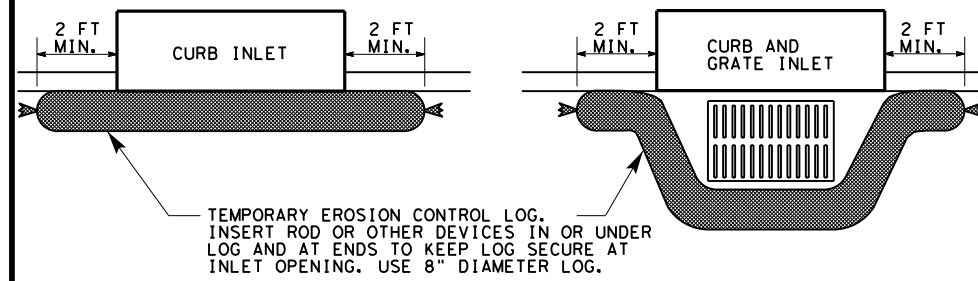


VERTICAL TRACKING

				Design Division Standard	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES FENCE & VERTICAL TRACKING EC(1)-16					
FILE: ec116	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS	
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0050	05	070, ETC	BU 290H	
	DIST	COUNTY	SHEET NO.		
	HOU	WALLER	078		

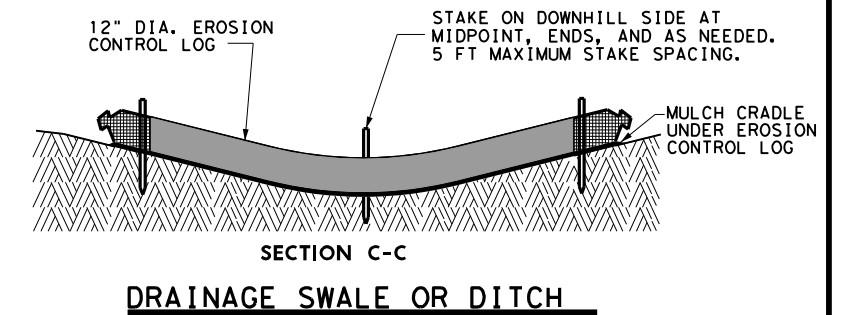
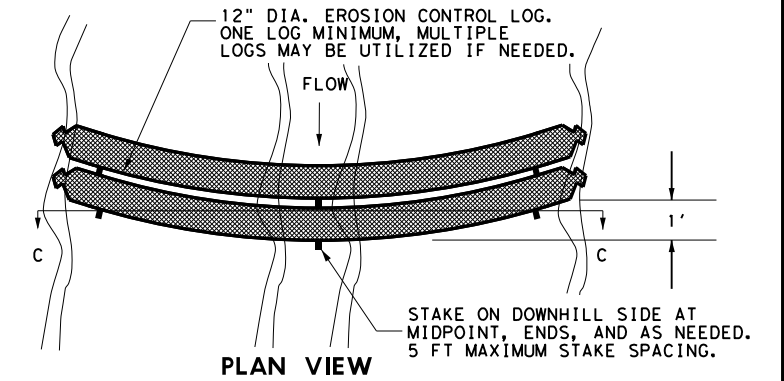
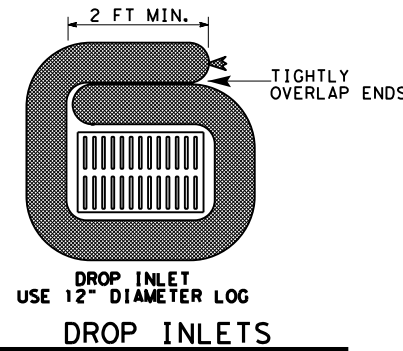
CURB INLETS 8" DIAMETER LOGS

ITEM 506-6040 BIODEG EROSN CONT LOGS (INSTL) (8")



DROP INLETS AND OTHER LOCATIONS 12" DIAMETER LOGS

ITEM 506-6041 BIODEG EROSN CONT LOGS (INSTL) (12")



MATERIAL REQUIREMENTS

FILL:

Use 100% shredded mulch or other non-compost biodegradable material as fill for logs. No compost or fines.

DO NOT USE MATERIAL WHICH PROHIBITS WATER INFILTRATION.

LOG MESH:

Use mesh with 1/4" openings or larger. Mesh must allow water infiltration but also hold fill material in place.

SEDIMENT BASIN & TRAP USAGE GUIDELINES

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

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).

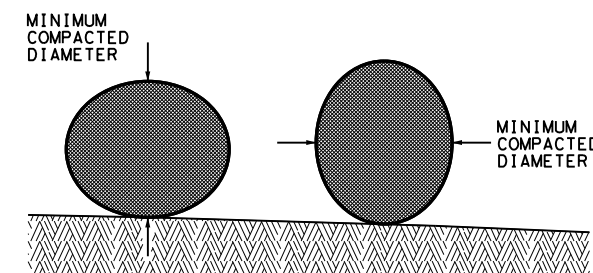
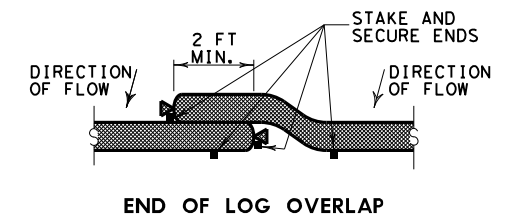
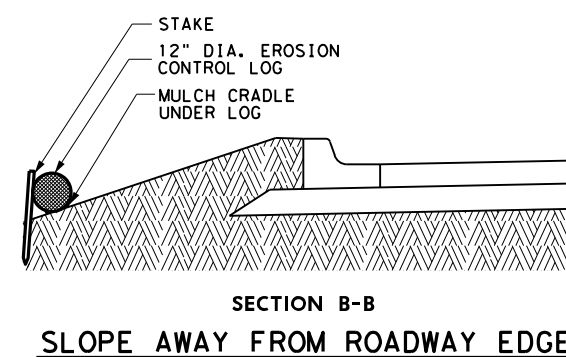
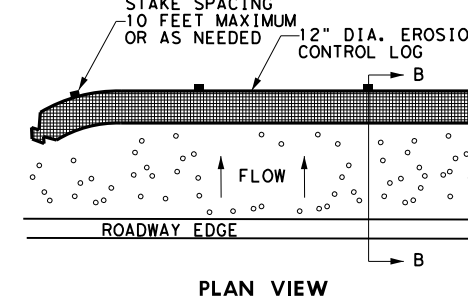
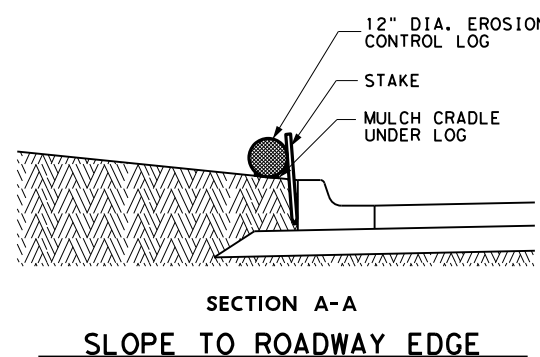
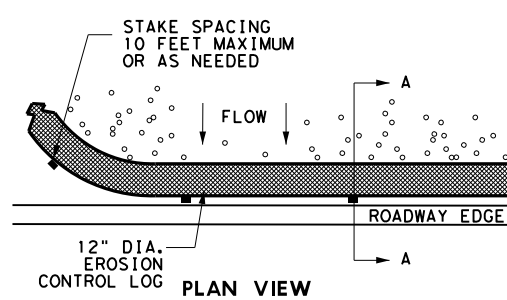
Sediment traps should be placed in the following locations:

1. Within drainage ditches spaced as needed or min. 500' on center
2. Immediately preceding ditch inlets
3. Just before the drainage enters a water course
4. Just before the drainage leaves the right of way

The trap should be cleaned when the capacity has been reduced by 1/2 or the sediment has accumulated to a depth of 1', whichever is less.

REQUIRED ITEMS:

- ITEM 506-6040 BIODEG EROSN CONT LOGS (INSTL) (8") LF
- ITEM 506-6041 BIODEG EROSN CONT LOGS (INSTL) (12") LF
- ITEM 506-6043 BIODEG EROSN CONT LOGS (REMOVE) LF



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

EROSION CONTROL LOG

ECL-12

FILE: STDG4a.DGN	DN: TxDot	CK: TxDot	OW: TxDot	CK: TxDot
©TXDOT 2014	DISTRICT	FED REG	PROJECT NUMBER	SHEET
REVISIONS	HOU	6		079
3/15 MINOR CORRECTIONS				
COUNTY	CONTROL	SECT	JOB	HIGHWAY
WALLER	0050	05	070 BU 290H	

I. STORMWATER POLLUTION PREVENTION

Texas Pollutant Discharge Elimination System (TPDES) TXR 150000: Stormwater Discharge Permit or Construction General Permit is required for projects with 1 or more acres disturbed soil. Projects with any disturbed soil must protect for erosion and sedimentation in accordance with Item 506. Refer to the TxDOT SWP3 Summary Sheets, SWP3 Binder Template, and Form 2118.

No Additional Comments

II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS

United States Army Corps of Engineers (USACE) Permit is required for filling, dredging, excavating or other work in water bodies, rivers, creeks, streams, wetlands or wet areas. The Contractor must adhere to all of the terms and general conditions associated with the following permit(s). If additional work not represented in the plans is required, contact the Engineer immediately.

- No United States Army Corps (USACE) Permit Required
- Work is authorized by the United States Army Corps of Engineers (USACE) under a Nationwide Permit (NWP) without a Pre-Construction Notification (PCN). Project specific permit was not issued by USACE, therefore is not in the plan set. The USACE general conditions are in the "General Notes."
- Work is authorized by the United States Army Corps of Engineers (USACE) under a Nationwide Permit (NWP) with a Pre-Construction Notification (PCN). The project specific permit issued by the United States Army Corps of Engineers (USACE) is included in the plan set. The USACE general conditions are in the "General Notes."
- Work is authorized by the United States Army Corps of Engineers (USACE) under a Individual Permit (IP). The project specific permit issued by the United States Army Corps of Engineers (USACE) is included in the plan set.
- Work would be authorized by the United States Army Corps of Engineers (USACE) permit. The project specific permit issued by the USACE will be provided to the contractor.

United States Coast Guard (USCG) Permit is required for projects that involve the construction or modification (including changes to lighting) of a bridge or causeway across a water body determined to be navigable by the United States Coast Guard (USCG) under Section 9 of the Rivers and Harbors Act. If additional work not represented in the plans is required, contact the Engineer immediately.

- No United States Coast Guard (USCG) Coordination Required
- United States Coast Guard (USCG) Permit
- United States Coast Guard (USCG) Exemption

No Additional Comments

III. CULTURAL RESOURCES

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

No Additional Comments

IV. VEGETATION RESOURCES

Preserve native vegetation to the extent practical. Refer to TxDOT Standard Specifications in order to comply with requirements for invasive species, beneficial landscaping and tree/brush removal.

No Additional Comments

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

If any of the listed species below are observed, cease work in the area, do not disturb species or habitat and contact the Engineer immediately.

The work may not remove active nests (from bridges, structures, or vegetation adjacent to the roadway, etc.) during nesting season (February 15 to October 1). If removal of structures or vegetation is necessary during the nesting season, the Contractor shall conduct a bird survey no more than 3 days in advance of the clearing/demolish start date. All bird surveys shall be conducted by a Field Biologist and adhere to the guidance document "Avoiding Migratory Birds and Handling Potential Violations" found in the TxDOT Environmental Compliance Toolkits at the time of the survey. (See below for Field Biologist and Ornithologist qualifications)

No Additional Comments

Field Biologist, Ornithologist – a field biologist is defined as an individual qualified to perform field investigations, presence/absence surveys and habitat surveys for protected avian species or species of concern. A mandatory bachelor's degree in biology or a related science is required. At a minimum, the Field Biologist, Ornithologist, shall have completed and reported a minimum of three presence/absence and habitat surveys for protected avian species in the past five years. A minimum of three projects must have been conducted in Texas. Surveys shall have been performed for documentation of species in accordance with a protocol approved by USFWS or TPWD, or following generally accepted methodologies.

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

Refer to TxDOT Standard Specifications in the event potentially contaminated materials are observed, such as dead or distressed vegetation, trash disposal areas, drums, canisters, barrels, leaching or seepage of substances, unusual smells or odors, or stained soil, cease work in the area and contact the Engineer immediately.


No Additional Comments

VII. OTHER ENVIRONMENTAL ISSUES

Comments:

To be used for controlling CSJ 0050-05-070, ETC.

DATE: Nov 09, 2023
FILE:

				TxDOT Houston District	
ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS EPIC					
FILE: EPIC Sheet.dgn	DN:	CK:	DW:	CK:	
© TxDOT: March 2017	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0050	05	070, ETC.	BU 290H +	
UPDATED section V, text and added definition (10/17)	DIST	COUNTY		SHEET NO.	
ADDED USCG and USACE notes in Section VII (04/18)	12	WALLER		080	

STORMWATER POLLUTION PREVENTION PLAN (SWP3):

This SWP3 has been developed in accordance with TxDOT policy for projects disturbing less than 1 acre of soil, and not part of a larger common plan of development.

For projects with less than one acre of soil disturbing activity and 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 project's environmental permits, issues, and commitments (EPICs).

1.0 SITE/PROJECT DESCRIPTION

BU 290H AT 5TH

1.1 PROJECT CONTROL SECTION JOB (CSJ):

CSJ 0050-00-069

1.2 PROJECT LIMITS:

From: 100' NORTH OF BU 290H

To: 100' SOUTH OF FM BU 290H

1.3 PROJECT COORDINATES:

BEGIN: (Lat) 30.097238° N, (Long) 96.073166° W

END: (Lat) 30.097212° N, (Long) 96.072213° W

1.4 TOTAL PROJECT AREA (Acres): 1 ACRES

1.5 TOTAL AREA TO BE DISTURBED (Acres): 0.02 ACRE

1.6 NATURE OF CONSTRUCTION ACTIVITY:

MISCELLANEOUS WORK CONSISTING OF PROPOSED TRAFFIC SIGNAL DESIGN, ADA RAMPS, SIDEWALKS, SIGNING AND STRIPING DESIGN.

1.7 MAJOR SOIL TYPES:

Soil Type	Description
GULF COAST PRAIRIE	LOAMY SURFACE TEXTURES AND LOAMY AND CLAYEY SUBSOIL HORIZONS

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

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 - 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: N/A
- Other: N/A
- Other: N/A

1.10 POTENTIAL POLLUTANTS AND SOURCES:

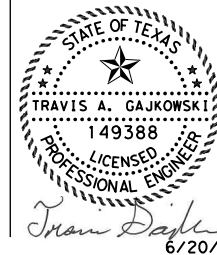
- Sediment laden stormwater from stormwater conveyance over disturbed area
- Fuels, oils, and lubricants from construction vehicles, equipment, and storage
- Solvents, paints, adhesives, etc. from various construction activities
- Transported soils from offsite vehicle tracking
- Construction debris 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: N/A
- Other: N/A
- Other: N/A

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
CLEAR CREEK - BRAZOS RIVER	BRAZOS RIVER BASIN (SEGMENT 1202)

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



Travis A. Gajkowski
6/20/2024

FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.	
6		081	
STATE	STATE DIST.	COUNTY	
TEXAS	HOU	WALLER	
CONT.	SECT.	JOB	HIGHWAY NO.
0050	05	070, ETC	BU 290H

1.12 ROLES AND RESPONSIBILITIES: TxDOT

- Development of plans and specifications
- Perform SWP3 inspections
- Maintain SWP3 records and update to reflect daily operations
- Other: N/A
- Other: N/A

1.13 ROLES AND RESPONSIBILITIES: CONTRACTOR

- Day To Day Operational Control
- Maintain schedule of major construction activities
- Install, maintain and modify BMPs
- Other: N/A
- Other: N/A

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

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: N/A
- Other: N/A
- Other: N/A
- Other: N/A

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: N/A
- Other: N/A
- Other: N/A
- Other: N/A

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

2.3 PERMANENT CONTROLS:

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

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To
SODDING AND WATERING	BACK OF SIDEWALK	REQUIRED GRADING LIMITS

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: N/A

Other: N/A

Other: N/A

Other: N/A

2.5 POLLUTION PREVENTION MEASURES:

- Chemical Management
- Concrete and Materials Waste Management
- Debris and Trash Management
- Dust Control
- Sanitary Facilities
- Other: N/A

Other: N/A

Other: N/A

Other: N/A

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 2.3 of this SWP3 .

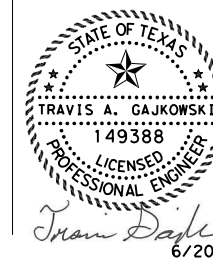
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Control measures shall be properly installed according to specifications. If it is determined that a BMP or control measure is not operating effectively, maintenance must be accomplished as soon as possible and before the next anticipated rain event, but in no case later than 7 calendar days after being able to access the site. Maintenance shall be performed by the Contractor as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3.

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

© 2023 July 2023 Sheet 2 of 2

Texas Department of Transportation



FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			082
STATE	STATE DIST.	COUNTY	
TEXAS	HOU	WALLER	
CONT.	SECT.	JOB	HIGHWAY NO.
0050	05	070, ETC	BU 290H

STORMWATER POLLUTION PREVENTION PLAN (SWP3):

This SWP3 has been developed in accordance with TxDOT policy for projects disturbing less than 1 acre of soil, and not part of a larger common plan of development.

For projects with less than one acre of soil disturbing activity and 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 project's environmental permits, issues, and commitments (EPICs).

1.0 SITE/PROJECT DESCRIPTION

BU 290H AT FM359

1.1 PROJECT CONTROL SECTION JOB (CSJ):

CSJ 0050-00-069

1.2 PROJECT LIMITS:

From: 150' NORTH OF BU 290H

To: 150' SOUTH OF FM BU 290H

1.3 PROJECT COORDINATES:

BEGIN: (Lat) 30.084102° N, (Long) 96.040049° W

END: (Lat) 30.083637° N, (Long) 96.038549° W

1.4 TOTAL PROJECT AREA (Acres): 1 ACRES

1.5 TOTAL AREA TO BE DISTURBED (Acres): 0.02 ACRE

1.6 NATURE OF CONSTRUCTION ACTIVITY:

MISCELLANEOUS WORK CONSISTING OF PROPOSED TRAFFIC SIGNAL DESIGN, CURBS SIGNING AND STRIPING DESIGN.

1.7 MAJOR SOIL TYPES:

Soil Type	Description
GULF COAST PRAIRIE	LOAMY SURFACE TEXTURES AND LOAMY AND CLAYEY SUBSOIL HORIZONS

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

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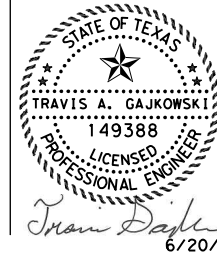
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STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.	
6		083	
STATE	STATE DIST.	COUNTY	
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CONT.	SECT.	JOB	HIGHWAY NO.
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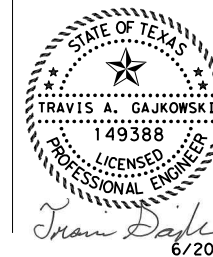
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6			084
STATE	STATE DIST.	COUNTY	
TEXAS	HOU	WALLER	
CONT.	SECT.	JOB	HIGHWAY NO.
0050	05	070, ETC	BU 290H