

SUBJECT: PLANS AND PROPOSAL ADDENDUMS

PROJECT: BR 2023 (245)

CONTROL: 0233-05-038

COUNTY: CULBERSON

LETTING: 11/03/2022

REFERENCE NO: 1131

PROPOSAL ADDENDUMS

- PROPOSAL COVER
- BID INSERTS (SH. NO.:)
- GENERAL NOTES (SH. NO.:)
- SPEC LIST (SH. NO.:)
- SPECIAL PROVISIONS:
- ADDED:

DELETED:

- SPECIAL SPECIFICATIONS:
- ADDED:

DELETED:

X OTHER: PLAN SHEETS AND OTHER CHANGES

DESCRIPTION OF ABOVE CHANGES
(INCLUDING PLANS SHEET CHANGES)

***** PROPOSAL *****

.
***** BID INSERTS *****

***** PLAN SHEETS *****

SHEETS 15, 16 - 21, 21A- 25, 27 AND 30: REVISED TO REMOVE THE ADDITIONAL P.E SEAL THAT WAS ACCIDENTALLY LEFT BEHIND.

SHEET 30: REVISED TO REMOVE THE NB DETOUR FROM THE DETAIL AT BOTTOM.

PHASE 1: CONSTRUCT TEMPORARY DETOUR

- INSTALL APPLICABLE TRAFFIC CONTROL DEVICES AND PROJECT LIMITS SIGNS.
- INSTALL APPLICABLE BMP's
- INSTALL SHEET PILE
- INSTALL AND CONSTRUCT TEMPORARY DETOUR PAVEMENT
- INSTALL ONE-WAY TCP (PORTABLE TRAFFIC SIGNAL)

PHASE 2: CONSTRUCT PROPOSED BRIDGE STRUCTURE

- PLACE APPLICABLE TRAFFIC CONTROL DEVICES.
- PERFORM ROAD CLOSURE & DETOUR USING ONE-WAY TCP PORTABLE TRAFFIC SIGNAL.
- CONSTRUCT PROPOSED BRIDGE STRUCTURE AND APPROACHES.
- CONSTRUCT ENTIRE LIMITS OF THE ROADWAY FROM STA 770+00.00 TO STA 786+57.00.
- REMOVE TEMPORARY DETOUR AND LPCTB

PHASE 3: OPEN TO ULTIMATE OPERATION

- REMOVE TRAFFIC CONTROL DEVICES AND BMP's
- ALL ULTIMATE STRIPING TO BE REPLACED ACCORDING TO PROPOSED PAVEMENT MARKING PLANS UNDER MOBILE TCP.
- OPEN ALL MOVEMENTS TO ULTIMATE OPERATION.

SH 54 TCP STANDARDS SELECTION TABLE

PHASE 1			
TYPE OF WORK	TXDOT STANDARD	SUGGESTED USE	SHEET DIAGRAM
INSTALLATION OF SWP3/EROSION CONTROL MEASURES AND CONSTRUCTION OF TEMPORARY DETOUR AND WORKZONE STRIPING. INSTALL SHEET PILE. SET UP ONE-WAY TCP USING PORTABLE TRAFFIC SIGNAL.	WZ(BRK), TCP(2-1)-18, WZ(STPM), TCP(2-7), TCP(2-8)	SHOULDER CLOSURE AND PAVEMENT MARKINGS, CONSTRUCT DETOUR, SHEET PILE INSTALLATION, TEMP. CULVERT EXTENSION	TCP(2-1b), TCP(2-1c), TCP(2-7a), TCP(2-8b)
PHASE 2			
TEMPORARY DETOUR. THE MAINLANE CLOSURE IS FOR THE REMOVAL OF EXISTING PAVEMENT, CONSTRUCTION OF THE PROPOSED MAIN LANES, BRIDGE, APPROACHES AND REMAINING SHEET PILE.	LPCB-13, TCP(2-7)-18, TCP(2-8)-18, WZ(STPM), AND WZ(UL)	CLOSE MAIN LANE AND SHIFT TRAFFIC FROM MAIN LANE TRAFFIC TO DETOUR AND CONSTRUCT THE PROPOSED MAINLANES, BRIDGE, APPROACHES AND SHEET PILE.	TCP(2-7a) TCP(2-8b)
PHASE 3			
REMOVAL OF PROJECT LIMITS SIGNS. TCP SIGNS AND SWP3/EROSION CONTROL MEASURES. ULTIMATE STRIPING	TCP(2-1)-18, TCP(3-1)	ROADWAY PAVEMENT MARKINGS, SHOULDER CLOSURES	TCP(2-1b), TCP(3-1b), TCP(3-3b)

NOTE:

1. REFER TO TCP LINE DIAGRAM FOR INFORMATION.

3 REVISED, 10/26/2022

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GENERAL NOTES FOR THE CONSTRUCTION SEQUENCE

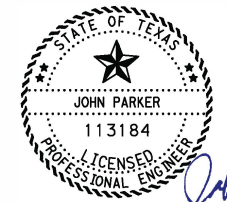
1. ALL BEGINNING AND ENDING BARRICADES AND SIGNS ARE TO REMAIN IN PLACE FOR THE DURATION OF THE PROJECT.
2. THE CONTRACTOR SHALL PROVIDE FOR SAFE AND CONVENIENT INGRESS AND EGRESS TO THE CONSTRUCTION AREA.
3. THE CONTRACTOR MAY BE REQUIRED TO FURNISH ADDITIONAL BARRICADES, SIGNS, AND WARNING LIGHTS TO MAINTAIN TRAFFIC AND PROMOTE MOTORISTS SAFETY. ANY SUCH ADDITIONAL SIGNS AND BARRICADES SHALL BE CONSIDERED SUBSIDIARY TO ITEM 502.
4. ALL SIGNS SHALL BE NEW AND KEPT CLEAN FOR THE DURATION OF THE PROJECT.
5. SIGNS, PAVEMENT MARKINGS, CHANNELIZING DEVICES, AND OTHER TRAFFIC CONTROL DEVICES THAT ARE INCONSISTENT WITH INTENDED TRAVEL PATHS THROUGH THE PROJECT AREA SHALL BE REMOVED IMMEDIATELY. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO ITEM 502.
6. ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED WHEN NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT TIME PERIOD, ADVANCED WARNING SIGNS THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED FROM THE PROJECT AREA.
7. SHORT TERM FLEXIBLE REFLECTIVE ROADWAY TABS SHALL BE USED TO DELINEATE THE CENTERLINE FOR A MAXIMUM OF 14 DAYS. PERMANENT STRIPING SHALL THEN BE PLACED IN ACCORDANCE WITH ALL APPLICABLE STANDARDS. THE CONTRACTOR SHOULD BE AWARE, DEPENDING ON THE SEQUENCE OF CONSTRUCTION, THE STRIPING CREW MAY HAVE SEVERAL MOVE-INS. ALL SHORT TERM FLEXIBLE REFLECTIVE ROADWAY TABS SHALL BE REPLACED AS NEEDED WITHIN THAT 14 DAY PERIOD AT THE CONTRACTOR'S EXPENSE.
8. THE CONTRACTOR MAY SUBMIT AN ALTERNATE TCP AND/OR AN ALTERNATE SEQUENCE OF CONSTRUCTION, IN ADVANCE AND IN WRITING, SUBJECT TO THE APPROVAL OF THE ENGINEER. SUBMIT CONTRACTOR-PROPOSED TCP CHANGES, SIGNED AND SEALED BY A LICENSED PROFESSIONAL ENGINEER, FOR APPROVAL BY THE ENGINEER.

UNEVEN LANES

1. ANY VERTICAL OR NEAR VERTICAL LONGITUDINAL FACE EXCEEDING 1 INCH IN HEIGHT IN THE PAVEMENT SURFACE OPEN TO TRAFFIC AT THE END OF THE WORK DAY SHALL BE SLOPED A MINIMUM OF 3:1. TRANSVERSE FACES THAT ARE PRESENT AT THE END OF THE WORK DAY SHALL BE TAPERED IN A MANNER ACCEPTABLE TO THE ENGINEER.
2. SIGNING FOR UNEVEN LANES (CW8-11) SHOULD BE INSTALLED IN ADVANCE TO THE CONDITION AND REPEATED EVERY 1 MILE. SIGNS INSTALLED ALONG THE UNEVEN LANE CONDITION SHOULD BE SUPPLEMENTED WITH THE NEXT XX MILES SIGN (CW7-3aP) OR ADVISORY SPEED SIGN (CW13-1). SEE WZ(UL)-13 FOR ADDITIONAL DETAILS.
3. UNEVEN LANE SIGNS (CW8-11) SHALL BE ERECTED ON BOTH ENDS ON THE AREA WHERE THERE IS A DIFFERENCE IN ELEVATION BETWEEN ADJACENT LANES GREATER THAN ONE INCH.

PAVEMENT DROP-OFF

1. SIGNING FOR PAVEMENT DROP-OFF (CW8-9a) SHOULD BE INSTALLED IN ADVANCE OF THE CONDITION AND REPEATED EVERY 1 MILE. SIGNS INSTALLED ALONG THE PAVEMENT EDGE SHOULD BE SUPPLEMENTED WITH THE NEXT XX MILES SIGN (CW21-16) OR ADVISORY SPEED SIGN (SCW13-1).



John Parker
10-26-2022

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SH 54 @ DIABLO CREEK

TCP NARRATIVE & STANDARD SELECTION TABLE

SHEET 1 OF 1

DSN	OEI	FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.
CHK	OEI	6	SEE TITLE SHEET	15
DRN	OEI	STATE	DIST.	COUNTY
CHK	OEI	TEXAS	ELP	CULBERSON
		CONT.	SECT.	JOB
		0233	05	038
				HIGHWAY NO.
				SH 54

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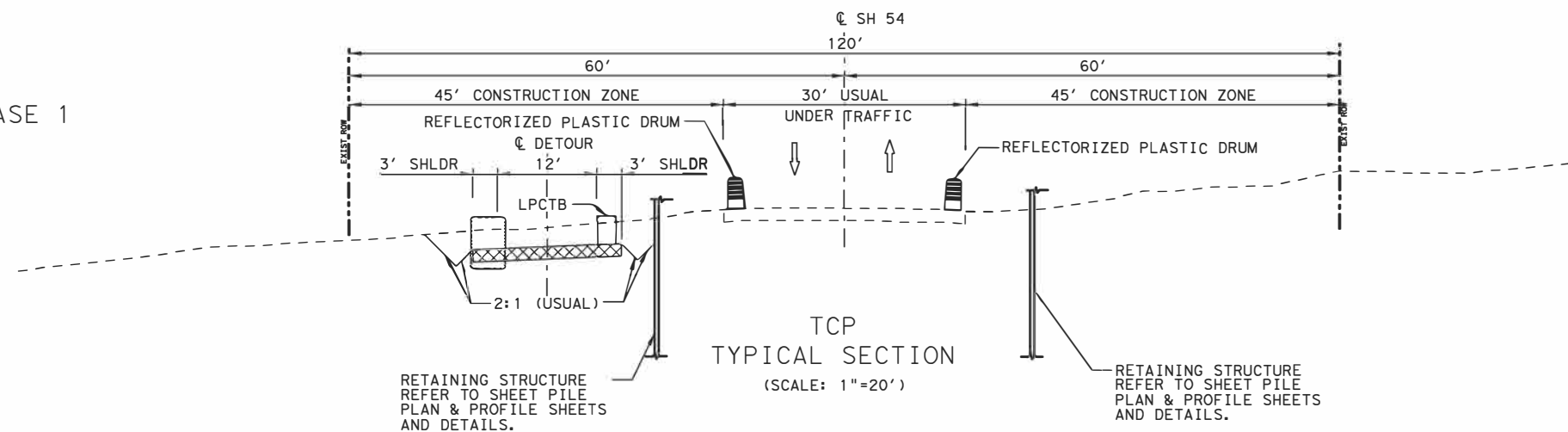
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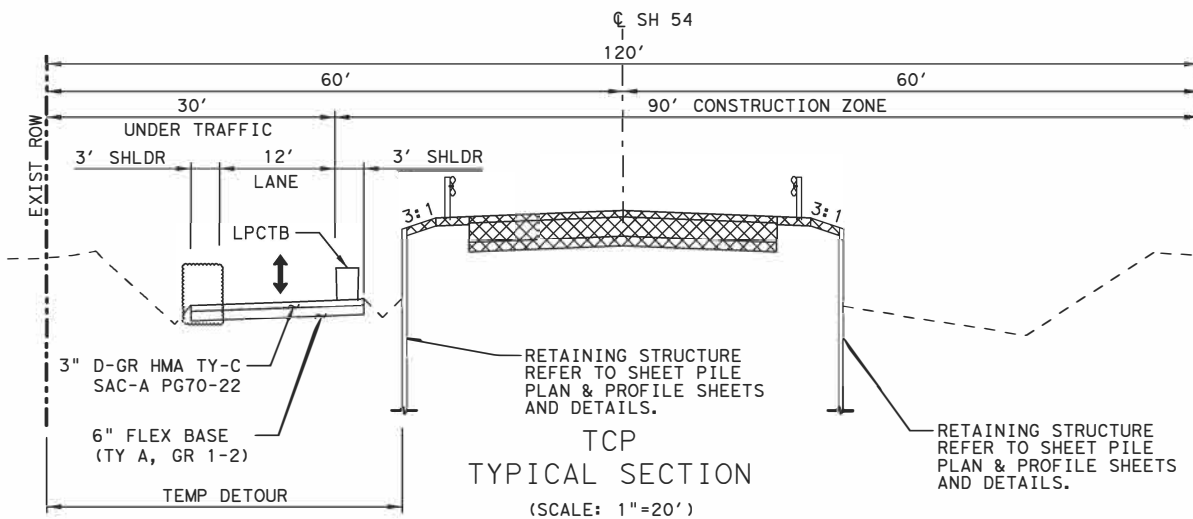
LEGEND

➔ PROPOSED TRAFFIC FLOW

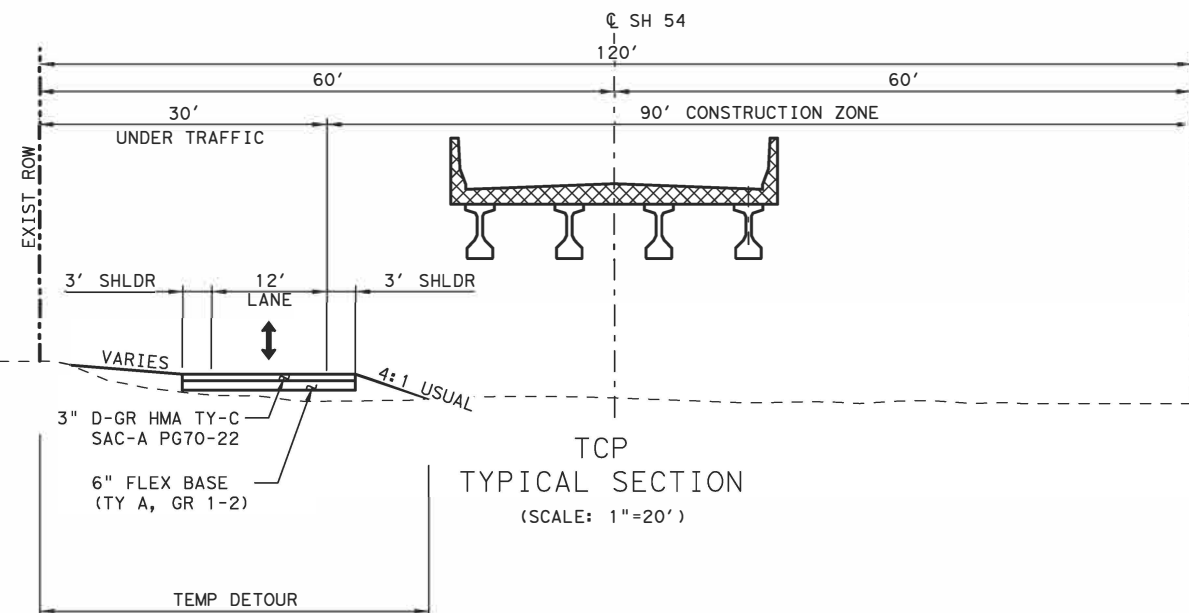
PHASE 1



PHASE 2

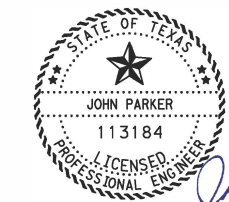


PHASE 2



3 REVISED, 10/26/2022

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TCP ON-SITE TEMPORARY DETOUR TYPICAL SECTIONS

SHEET 1 OF 1

DSN	OEI	FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.
CHK	OEI	6	SEE TITLE SHEET	16
DRN	OEI	STATE	DIST.	COUNTY
CHK	OEI	TEXAS	ELP	CULBERSON
		CONT.	SECT.	JOB
		0233	05	038
				HIGHWAY NO.
				SH 54

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TWO WAY DETOUR

Chain DET_W contains:
 DETW012 CUR DET_W1 CUR DET_W2 CUR DET_W3 CUR DET_W4

Beginning chain DET_W description

Point DETW012 N 10,441,989.6931 E 884,787.0628 Sta 766+00.00

Course from DETW012 to PC DET_W1 N 19° 41' 37.89" W Dist 19.9376

Curve Data

Curve DET_W1
 P.I. Station 766+81.21 N 10,442,066.1491 E 884,759.6969
 Delta = 5° 36' 43.84" (LT)
 Degree = 4° 35' 01.18"
 Tangent = 61.2684
 Length = 122.4388
 Radius = 1,250.0000
 External = 1.5006
 Long Chord = 122.3898
 Mid. Ord. = 1.4988
 P.C. Station 766+19.94 N 10,442,008.4645 E 884,780.3440
 P.T. Station 767+42.38 N 10,442,121.5380 E 884,733.5075
 C.C. N 10,441,587.2216 E 883,603.4606
 Back = N 19° 41' 37.89" W
 Ahead = N 25° 18' 21.73" W
 Chord Bear = N 22° 29' 59.81" W

Course from PT DET_W1 to PC DET_W2 N 25° 18' 21.73" W Dist 245.5823

Curve Data

Curve DET_W2
 P.I. Station 770+49.23 N 10,442,398.9425 E 884,602.3432
 Delta = 5° 36' 43.85" (RT)
 Degree = 4° 35' 01.18"
 Tangent = 61.2684
 Length = 122.4388
 Radius = 1,250.0000
 External = 1.5006
 Long Chord = 122.3898
 Mid. Ord. = 1.4988
 P.C. Station 769+87.96 N 10,442,343.5536 E 884,628.5326
 P.T. Station 771+10.40 N 10,442,456.6271 E 884,581.6961
 C.C. N 10,442,877.8700 E 885,758.5795
 Back = N 25° 18' 21.73" W
 Ahead = N 19° 41' 37.89" W
 Chord Bear = N 22° 29' 59.81" W

Course from PT DET_W2 to PC DET_W3 N 19° 41' 37.89" W Dist 1,396.1701

Curve Data

Curve DET_W3
 P.I. Station 785+67.86 N 10,443,828.8352 E 884,090.5405
 Delta = 5° 36' 50.85" (RT)
 Degree = 4° 35' 01.18"
 Tangent = 61.2896
 Length = 122.4812
 Radius = 1,250.0000
 External = 1.5017
 Long Chord = 122.4322
 Mid. Ord. = 1.4999
 P.C. Station 785+06.57 N 10,443,771.1306 E 884,111.1947
 P.T. Station 786+29.05 N 10,443,888.2836 E 884,075.6304
 C.C. N 10,444,192.3735 E 885,288.0781
 Back = N 19° 41' 37.89" W
 Ahead = N 14° 04' 47.04" W
 Chord Bear = N 16° 53' 12.47" W

Course from PT DET_W3 to PC DET_W4 N 14° 04' 47.04" W Dist 245.4171

Curve Data

Curve DET_W4
 P.I. Station 789+35.73 N 10,444,185.7533 E 884,001.0230
 Delta = 5° 36' 43.06" (LT)
 Degree = 4° 35' 01.18"
 Tangent = 61.2660
 Length = 122.4340
 Radius = 1,250.0000
 External = 1.5005
 Long Chord = 122.3851
 Mid. Ord. = 1.4987
 P.C. Station 788+74.47 N 10,444,126.3279 E 884,015.9273
 P.T. Station 789+96.90 N 10,444,243.4364 E 883,980.3789
 C.C. N 10,443,822.2379 E 882,803.4797
 Back = N 14° 04' 47.04" W
 Ahead = N 19° 41' 30.11" W
 Chord Bear = N 16° 53' 08.57" W

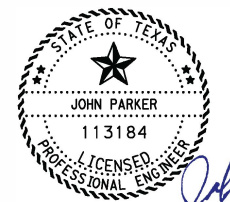
Ending chain DET_W description

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DATE	BY	REV	REVISION



John Parker
 10-26-2022

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SH 54 @ DIABLO CREEK
 ON-SITE TEMPORARY DETOUR
 HORIZONTAL ALIGNMENT DATA

SHEET 1 OF 1

DSN	OEI	FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.
		6	SEE TITLE SHEET	17
CHK	OEI	STATE	DIST.	COUNTY
DRN	OEI	TEXAS	ELP	CULBERSON
CHK	OEI	CONT.	SECT.	JOB HIGHWAY NO.
		0233	05	038 SH 54

Curve Data

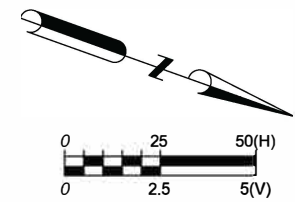
Curve DET_W1					
P.I. Station	766+81.21	N	10,442,066.1491	E	884,759.6969
Delta	5° 36' 43.84"	(LT)			
Degree	4° 35' 01.18"				
Tangent	61.2684				
Length	122.4388				
Radius	1,250.0000				
External	1.5006				
Long Chord	122.3898				
Mid. Ord.	1.4988				
P.C. Station	766+19.94	N	10,442,008.4645	E	884,780.3440
P.T. Station	767+42.38	N	10,442,121.5380	E	884,733.5075
C.C.		N	10,441,587.2216	E	883,603.4606
Back	= N 19° 41' 37.89" W				
Ahead	= N 25° 18' 21.73" W				
Chord Bear	= N 22° 29' 59.81" W				

Course from PT DET_W1 to PC DET_W2 N 25° 18' 21.73" W Dist 245.5823

Curve Data

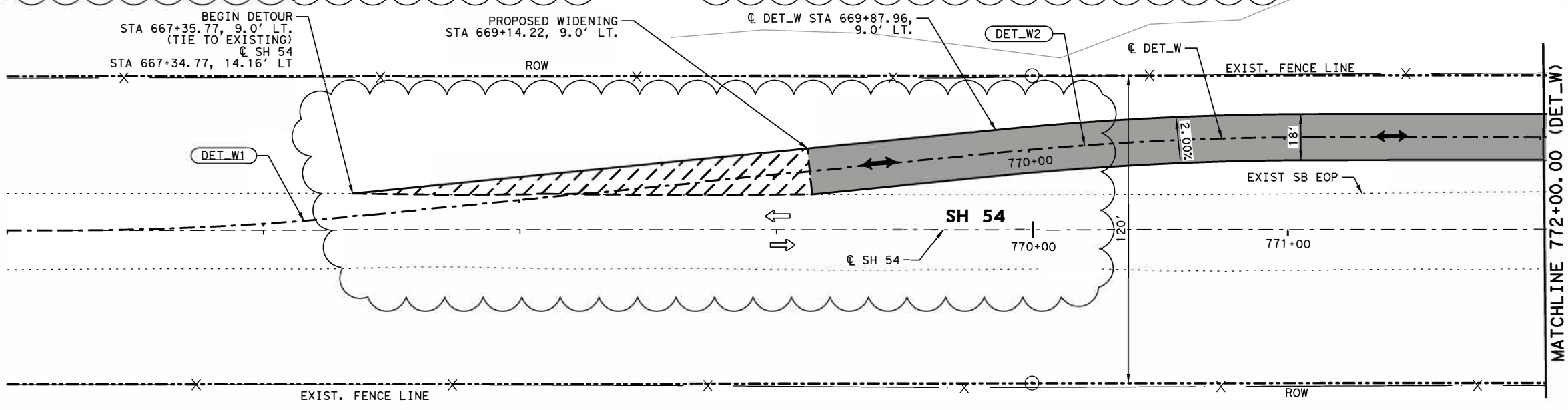
Curve DET_W2					
P.I. Station	770+49.23	N	10,442,398.9425	E	884,602.3432
Delta	5° 36' 43.85"	(RT)			
Degree	4° 35' 01.18"				
Tangent	61.2684				
Length	122.4388				
Radius	1,250.0000				
External	1.5006				
Long Chord	122.3898				
Mid. Ord.	1.4988				
P.C. Station	769+87.96	N	10,442,343.5536	E	884,628.5326
P.T. Station	771+10.40	N	10,442,456.6271	E	884,581.6961
C.C.		N	10,442,877.8700	E	885,758.5795
Back	= N 25° 18' 21.73" W				
Ahead	= N 19° 41' 37.89" W				
Chord Bear	= N 22° 29' 59.81" W				

Course from PT DET_W2 to PC DET_W3 N 19° 41' 37.89" W Dist 1,396.1701



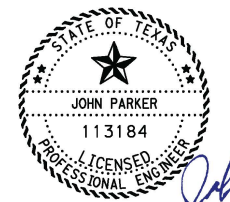
- LEGEND**
- EXISTING TRAFFIC
 - ➔ PROPOSED TRAFFIC
 - ↔ DIRECTION OF FLOW
 - ▨ PROPOSED TEMPORARY PAVEMENT
 - ▨ PROPOSED PAVEMENT WIDENING

- NOTES:**
- REFER TO REMOVAL LAYOUTS FOR INFORMATION ON ITEMS TO BE REMOVED.
 - REFER TO CROSS SECTIONS FOR SIDE SLOPES AND CROSS-SLOPES.



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John Parker
10-26-2022

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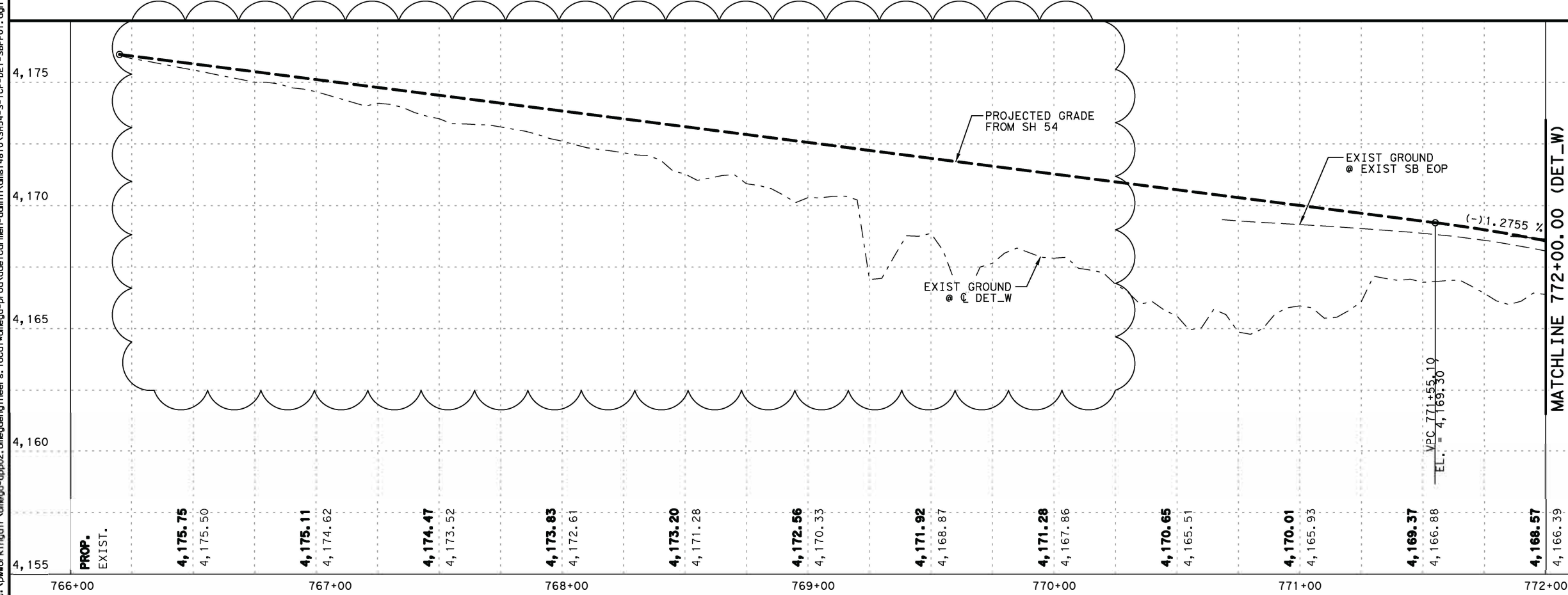
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SH 54 @ DIABLO CREEK

ON-SITE TEMPORARY DETOUR PLAN & PROFILE

STA 666+00 TO STA 772+00

SHEET 1 OF 5



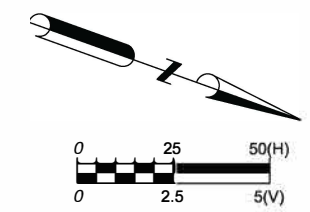
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CHK	OEI	6	SEE TITLE SHEET	18
DRN	OEI	STATE	DIST.	COUNTY
CHK	OEI	TEXAS	ELP	CULBERSON
		CONT.	SECT.	JOB
		0233	05	038
				HIGHWAY NO.
				SH 54

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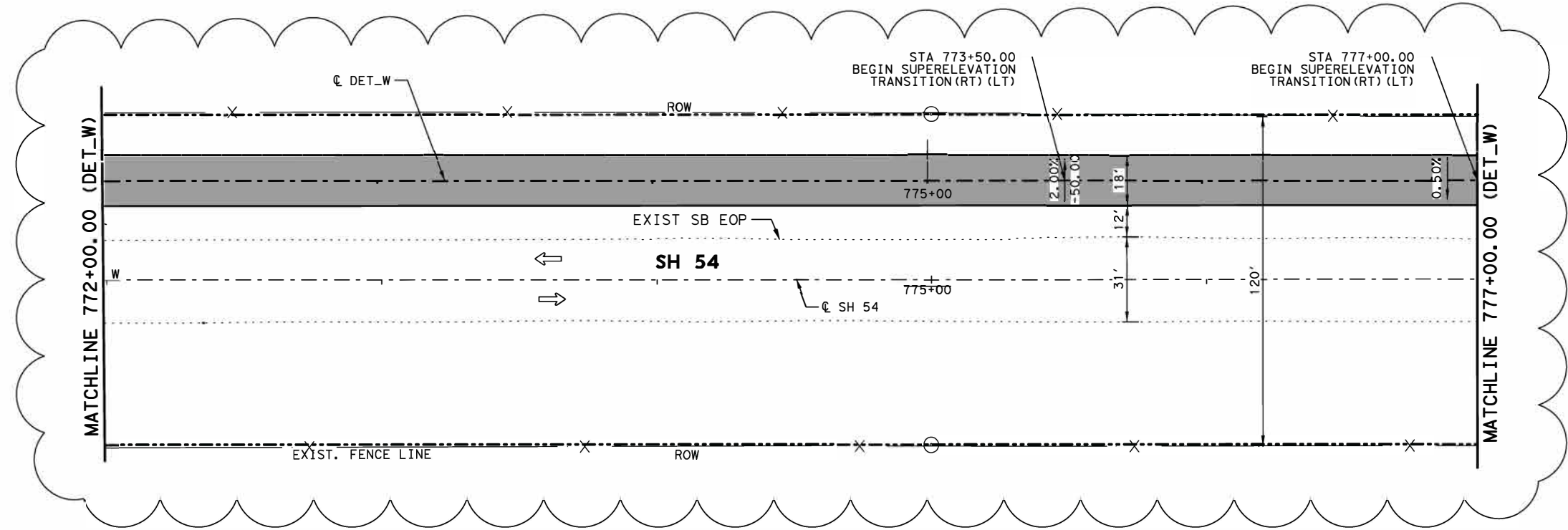
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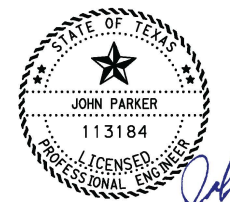
- LEGEND**
- EXISTING TRAFFIC
 - ➔ PROPOSED TRAFFIC
 - ↔ DIRECTION OF FLOW
 - ▒ PROPOSED TEMPORARY PAVEMENT
 - ▨ PROPOSED PAVEMENT WIDENING

- NOTES:**
1. REFER TO REMOVAL LAYOUTS FOR INFORMATION ON ITEMS TO BE REMOVED.
 2. REFER TO CROSS SECTIONS FOR SIDE SLOPES AND CROSS-SLOPES.



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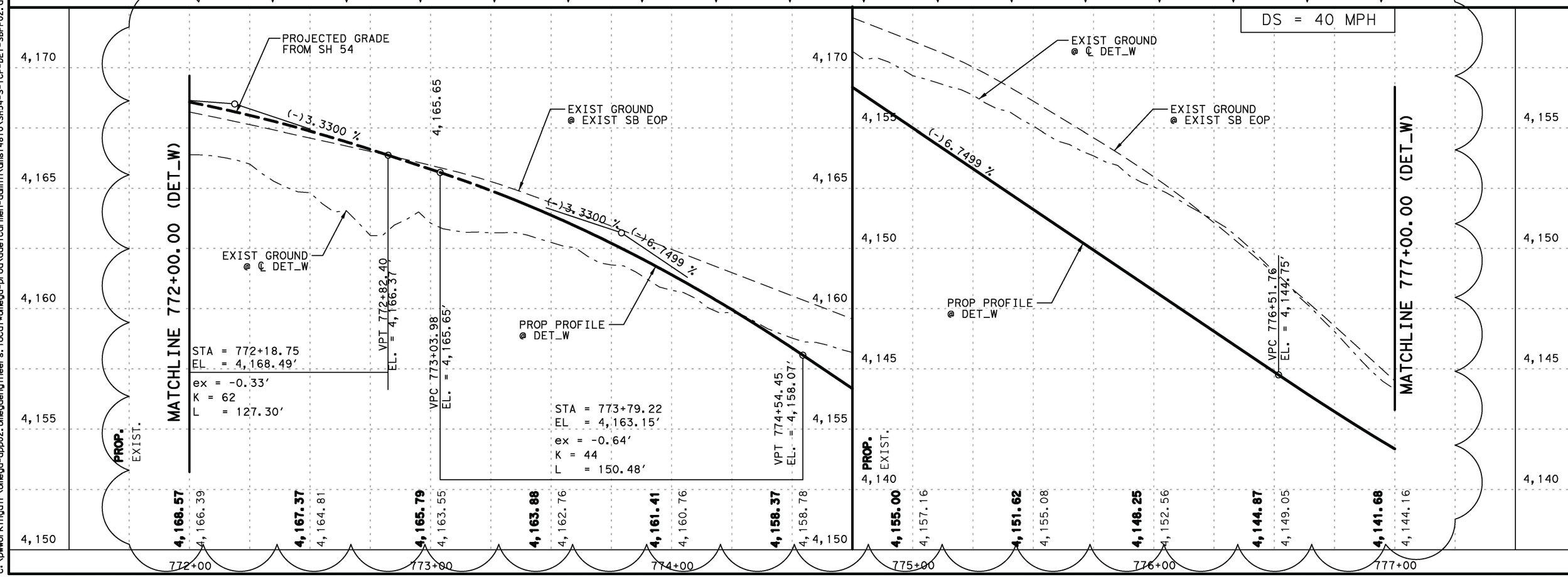
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SH 54 @ DIABLO CREEK

ON-SITE TEMPORARY DETOUR PLAN & PROFILE

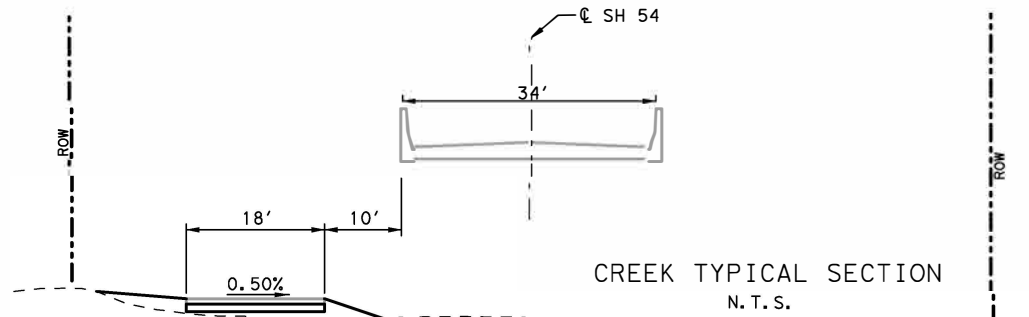
STA 772+00 TO STA 777+00
SHEET 2 OF 5



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CHK	OEI	6	SEE TITLE SHEET	19	
DRN	OEI	STATE	DIST.	COUNTY	
CHK	OEI	TEXAS	ELP	CULBERSON	
		CONT.	SECT.	JOB	HIGHWAY NO.
		0233	05	038	SH 54

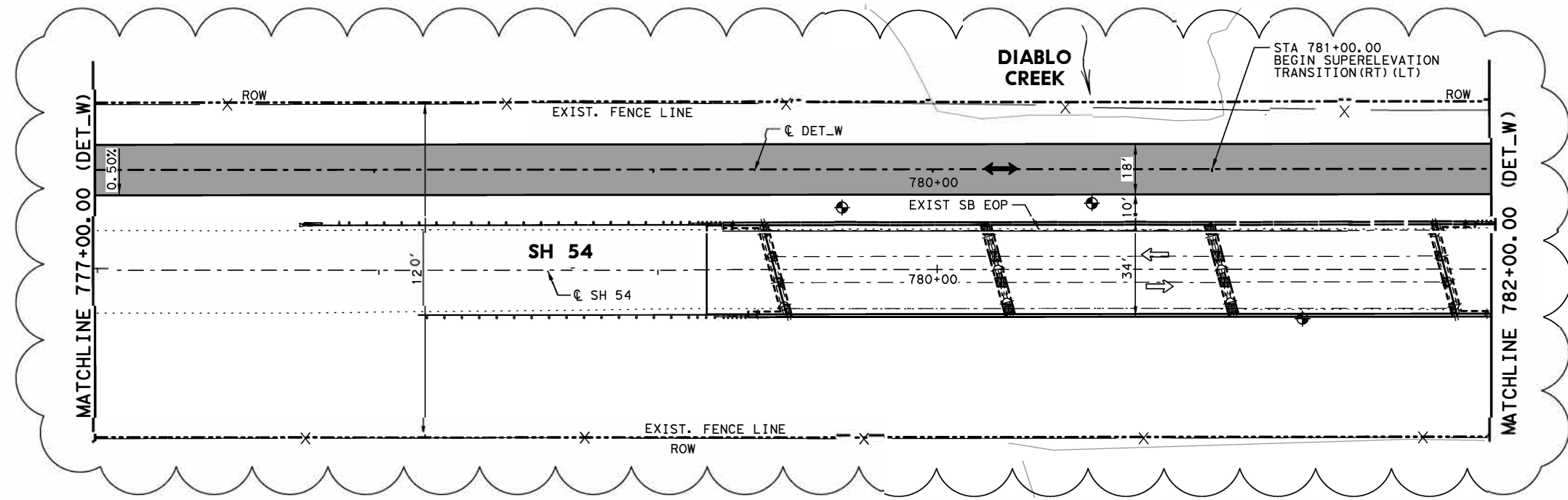
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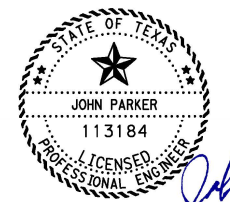
- LEGEND**
- EXISTING TRAFFIC
 - ➔ PROPOSED TRAFFIC
 - ↔ DIRECTION OF FLOW
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- NOTES:**
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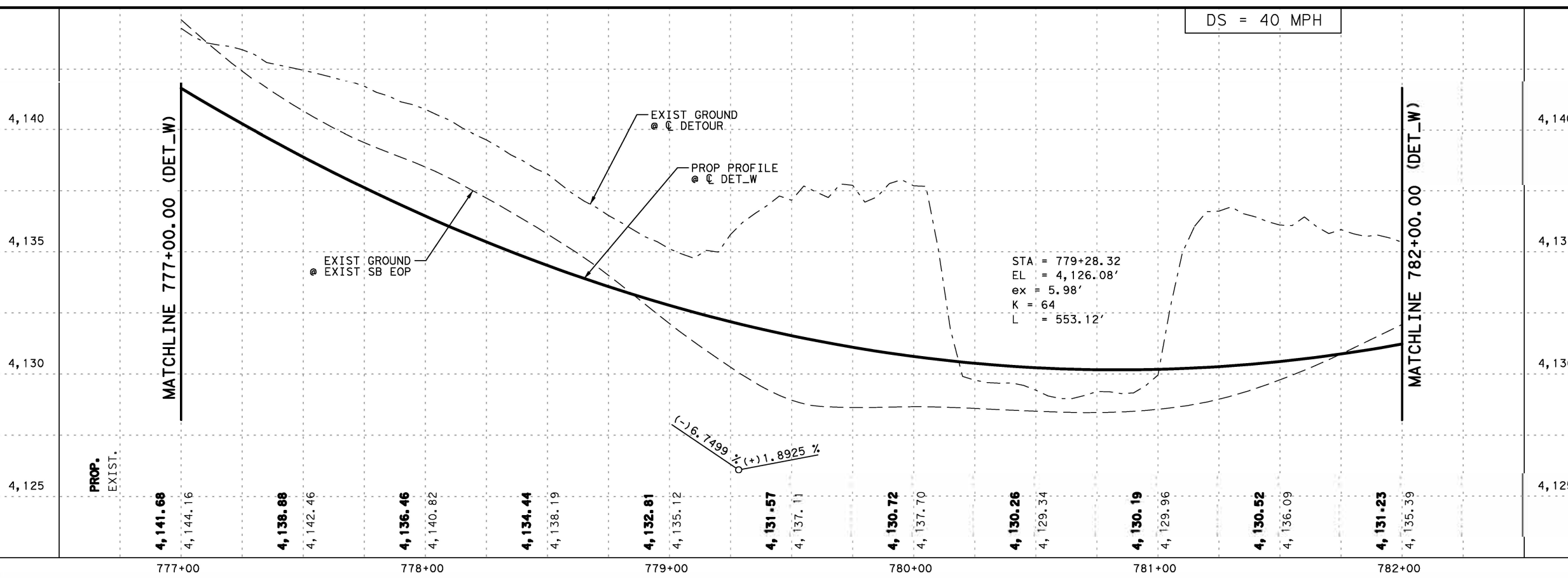
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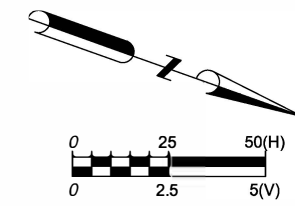
**ON-SITE TEMPORARY DETOUR
PLAN & PROFILE**

STA 777+00 TO STA 782+00
SHEET 3 OF 5



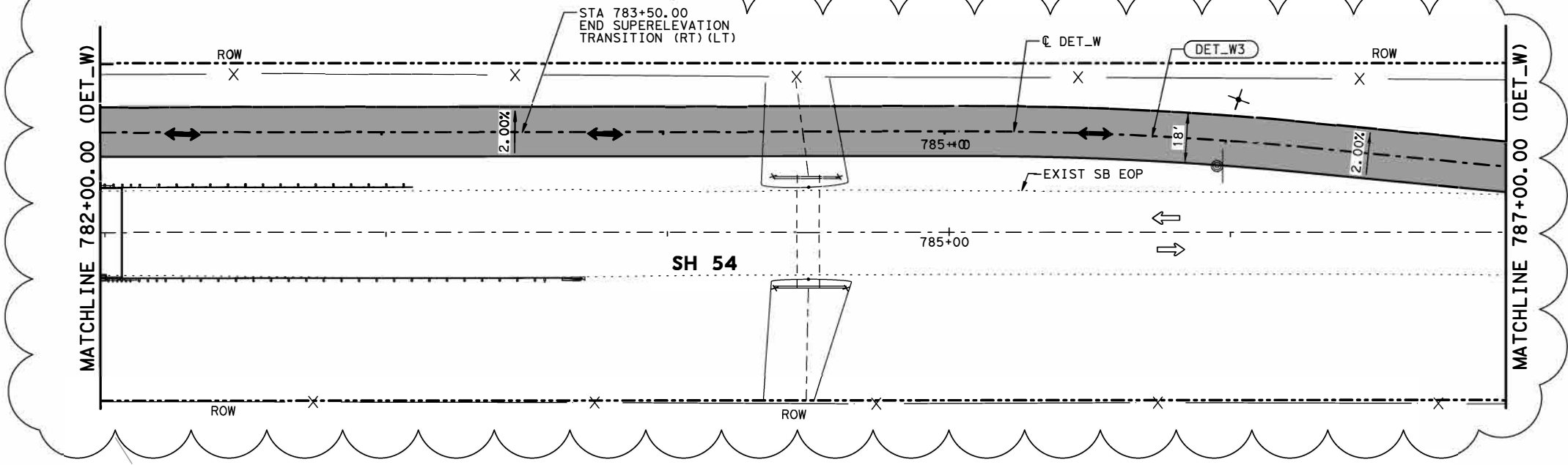
DSN	OEI	FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.	
CHK	OEI	6	SEE TITLE SHEET	20	
DRN	OEI	STATE	DIST.	COUNTY	
CHK	OEI	TEXAS	ELP	CULBERSON	
		CONT.	SECT.	JOB	HIGHWAY NO.
		0233	05	038	SH 54

Curve Data			
Curve	DET_W3		
P. I. Station	785+67.86	N	10,443,828.8352 E 884,090.5405
Delta	5° 36' 50.85"	(RT)	
Degree	4° 35' 01.18"		
Tangent	61.2896		
Length	122.4812		
Radius	1,250.0000		
External	1.5017		
Long Chord	122.4322		
Mid. Ord.	1.4999		
P. C. Station	785+06.57	N	10,443,771.1306 E 884,111.1947
P. T. Station	786+29.05	N	10,443,888.2836 E 884,075.6304
C. C. Station		N	10,444,192.3735 E 885,288.0781
Back	= N 19° 41' 37.89" W		
Ahead	= N 14° 04' 47.04" W		
Chord Bear	= N 16° 53' 12.47" W		



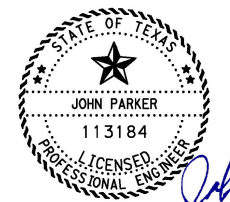
- LEGEND**
- EXISTING TRAFFIC
 - PROPOSED TRAFFIC
 - DIRECTION OF FLOW
 - PROPOSED TEMPORARY PAVEMENT
 - PROPOSED PAVEMENT WIDENING

- NOTES:**
- REFER TO REMOVAL LAYOUTS FOR INFORMATION ON ITEMS TO BE REMOVED.
 - REFER TO CROSS SECTIONS FOR SIDE SLOPES AND CROSS-SLOPES.



3 REVISED, 10/26/2022

DATE	BY	REV	REVISION



John Parker
10-26-2022

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SH 54 @ DIABLO CREEK

ON-SITE TEMPORARY DETOUR PLAN & PROFILE

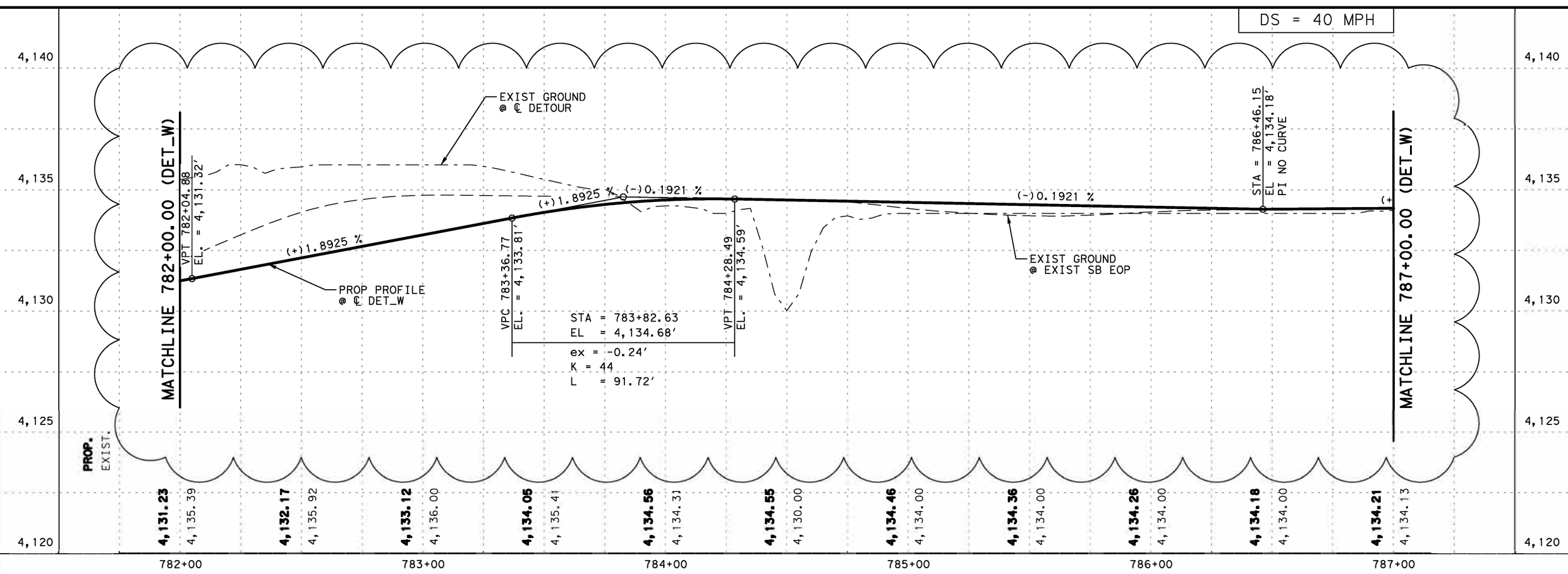
STA 782+00 TO STA 787+00

SHEET 4 OF 5

DSN	OEI	FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.
CHK	OEI	6	SEE TITLE SHEET	21
DRN	OEI	STATE	DIST.	COUNTY
CHK	OEI	TEXAS	ELP	CULBERSON
		CONT.	SECT.	JOB
		0233	05	038
				HIGHWAY NO.
				SH 54

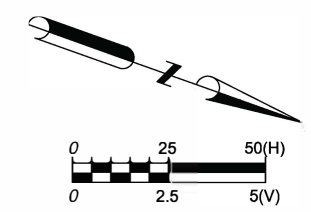
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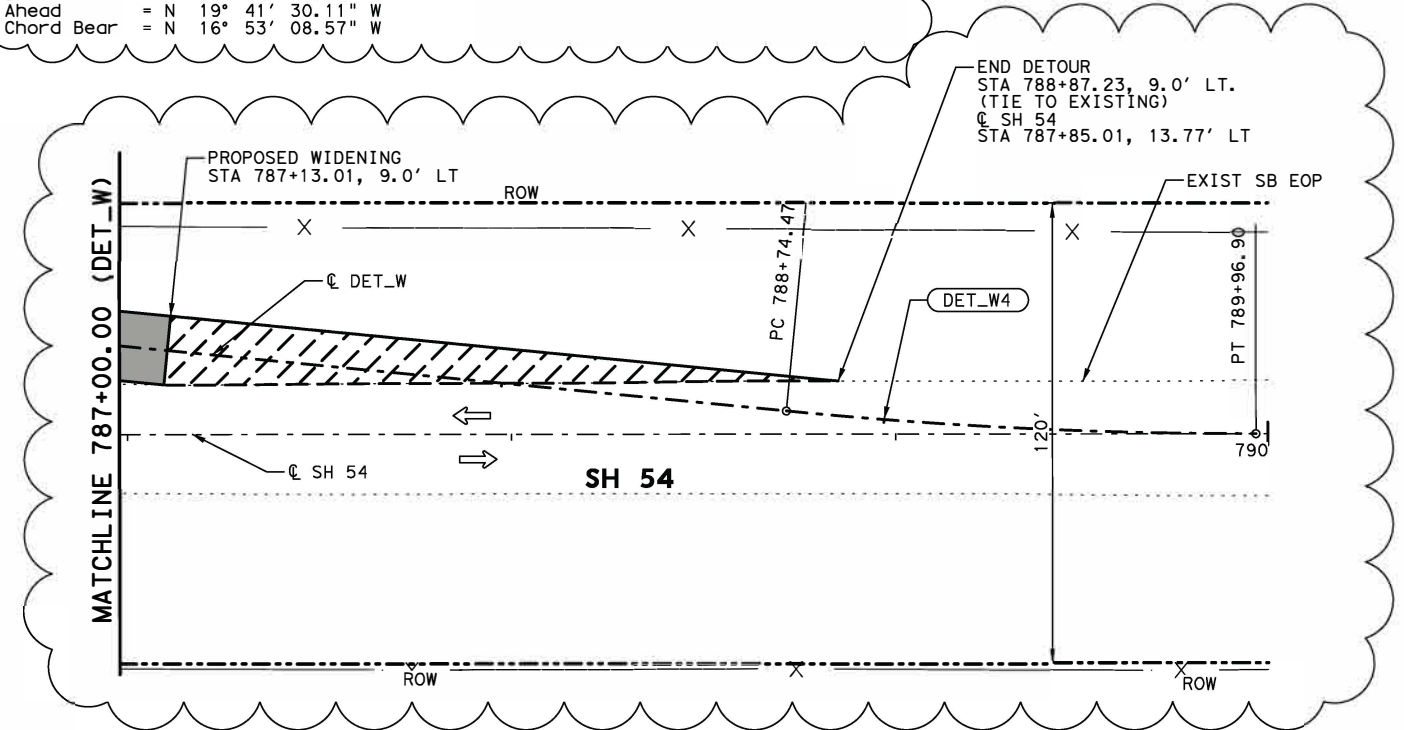
Curve Data

Curve DET_W4				
P.I. Station	789+35.73	N	10,444,185.7533	E
Delta	5° 36' 43.06"	(LT)		
Degree	4° 35' 01.18"			
Tangent	61.2660			
Length	122.4340			
Radius	1,250.0000			
External	1.5005			
Long Chord	122.3851			
Mid. Ord.	1.4987			
P.C. Station	788+74.47	N	10,444,126.3279	E
P.T. Station	789+96.90	N	10,444,243.4364	E
C.C. Station		N	10,443,822.2379	E
Back Sight	= N 14° 04' 47.04" W			
Ahead Sight	= N 19° 41' 30.11" W			
Chord Bear	= N 16° 53' 08.57" W			



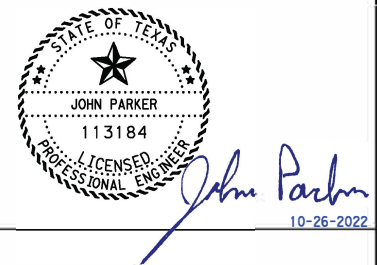
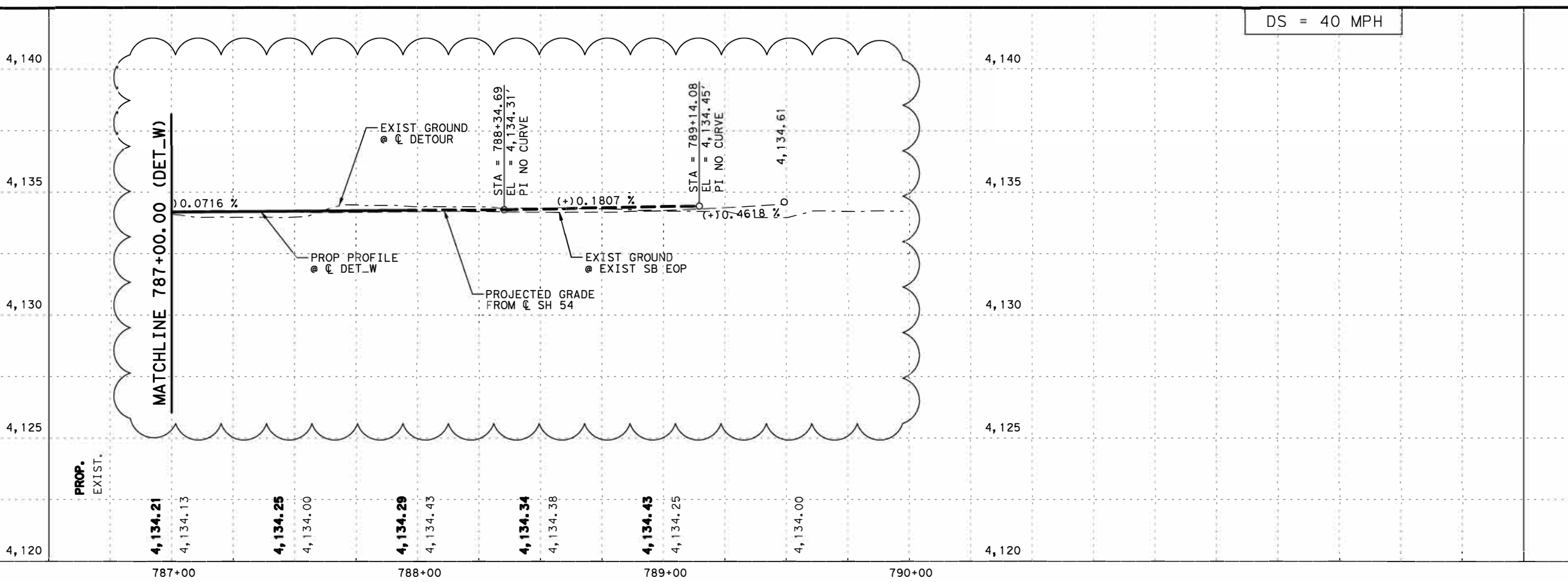
- LEGEND**
- EXISTING TRAFFIC
 - ➔ PROPOSED TRAFFIC
 - ↔ DIRECTION OF FLOW
 - ▒ PROPOSED TEMPORARY PAVEMENT
 - ▨ PROPOSED PAVEMENT WIDENING

- NOTES:**
- REFER TO REMOVAL LAYOUTS FOR INFORMATION ON ITEMS TO BE REMOVED.
 - REFER TO CROSS SECTIONS FOR SIDE SLOPES AND CROSS-SLOPES.



3 ADDED, 10/26/2022

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SH 54 @ DIABLO CREEK

**ON-SITE TEMPORARY DETOUR
PLAN & PROFILE**
STA 787+00 TO STA 790+00

DSN	OEI	FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.
CHK	OEI	6	SEE TITLE SHEET	21A
DRN	OEI	STATE	DIST.	COUNTY
CHK	OEI	TEXAS	ELP	CULBERSON
		CONT.	SECT.	JOB
		0233	05	038
				HIGHWAY NO.
				SH 54

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SHEET 5 OF 5

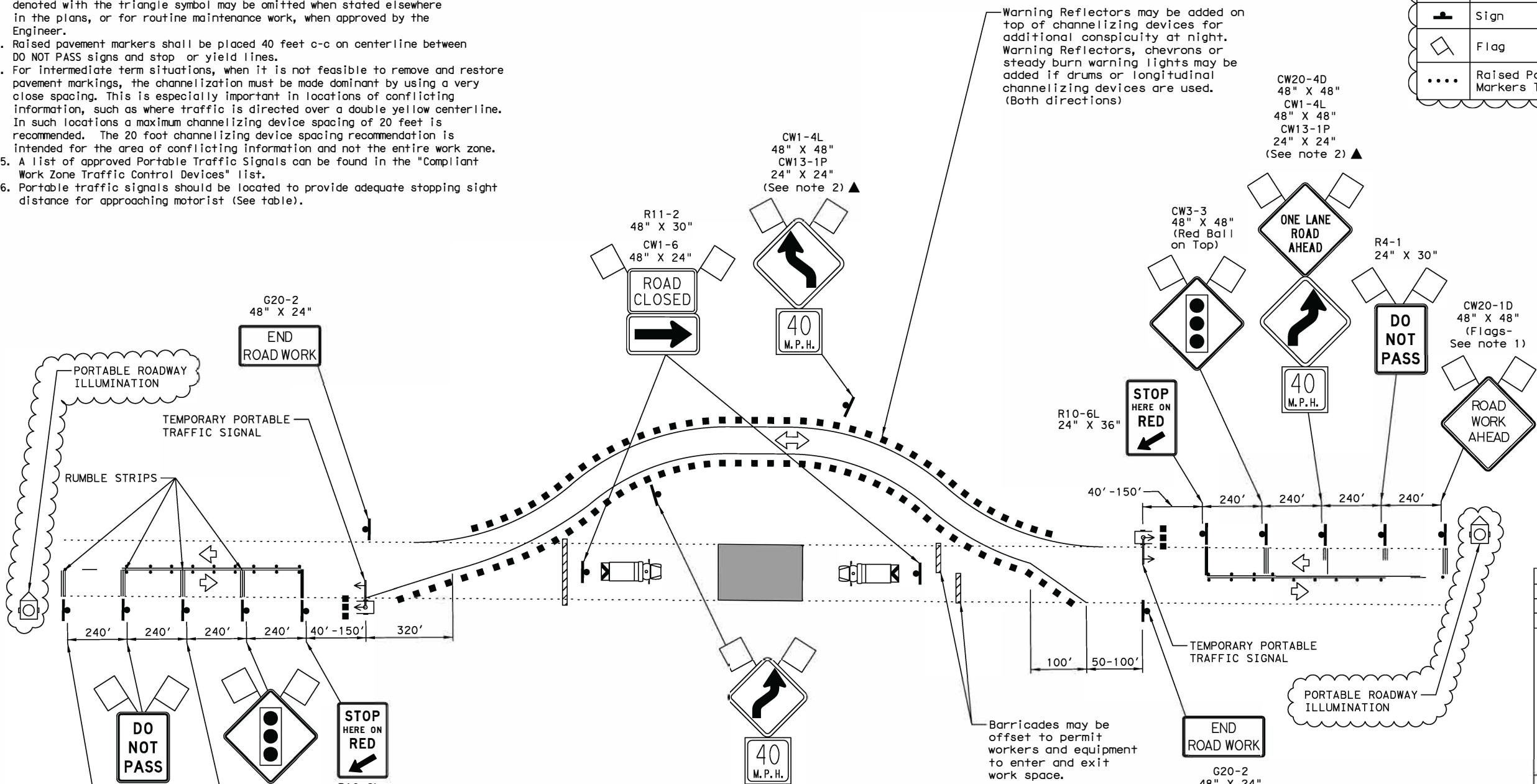
GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. Raised pavement markers shall be placed 40 feet c-c on centerline between DO NOT PASS signs and stop or yield lines.
4. For intermediate term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made dominant by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 20 feet is recommended. The 20 foot channelizing device spacing recommendation is intended for the area of conflicting information and not the entire work zone.
5. A list of approved Portable Traffic Signals can be found in the "Compliant Work Zone Traffic Control Devices" list.
6. Portable traffic signals should be located to provide adequate stopping sight distance for approaching motorist (See table).

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Sign		Traffic Flow
	Flag		Temporary or Portable Traffic Signal
	Raised Pavement Markers Ty II-AA		Portable roadway Illumination

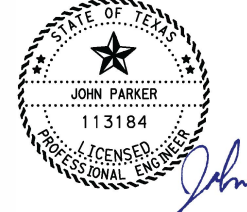
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- NOTES:
1. CONTRACTOR TO PROVIDE ACCESS TO CONSTRUCTION PLAN PRIOR TO STARTING CONSTRUCTION.
 2. PLAN SHALL BE APPROVED BY ENGINEER PRIOR TO STARTING CONSTRUCTION.
 3. THE PORTABLE ROADWAY ILLUMINATION WILL NOT BE PAID FOR DIRECTLY BUT WILL BE SUBSIDIARY TO BARRICADES, SIGNS AND TRAFFIC HANDLING PAY ITEM.
- 3 REVISED, 10/26/2022**

DATE	BY	REV	REVISION



John Parker
10-26-2022

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		450'	495'	540'	45'	90'	320'	195'
50	$L = WS$	500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		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
			✓	✓

Warning Reflectors may be added on top of channelizing devices for additional conspicuity at night. Warning Reflectors, chevrons or steady burn warning lights may be added if drums or longitudinal channelizing devices are used. (Both directions)

Barricades may be offset to permit workers and equipment to enter and exit work space.

WHEN IT IS ANTICIPATED THAT A STORM EVENT MIGHT BE IMPACTING THE JOB SITE, CONTRACTOR IS TO REMOVE CHANNELIZING DEVICES THAT ARE ALONG THE MAINSTREAM CHANNEL. THIS IS TO AVOID DEVICES BEING WASHED OUT AND IMPACT DOWNSTREAM PROPERTIES.

REFER TO TCP (2-7a) and TCP (2-8b) FOR ADDITIONAL INFORMATION

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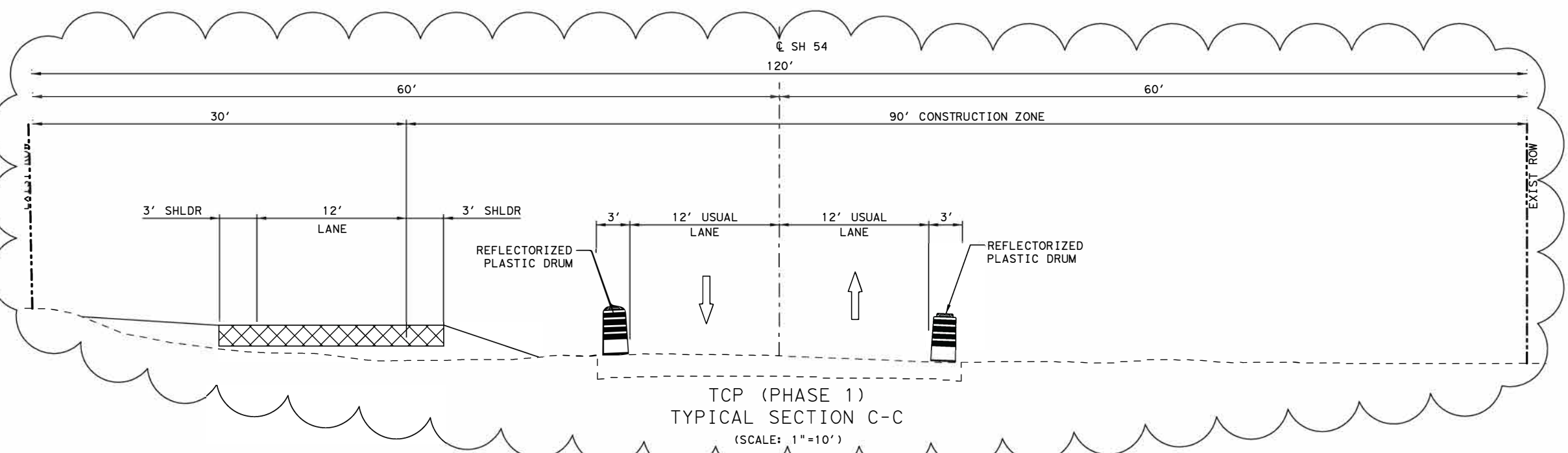
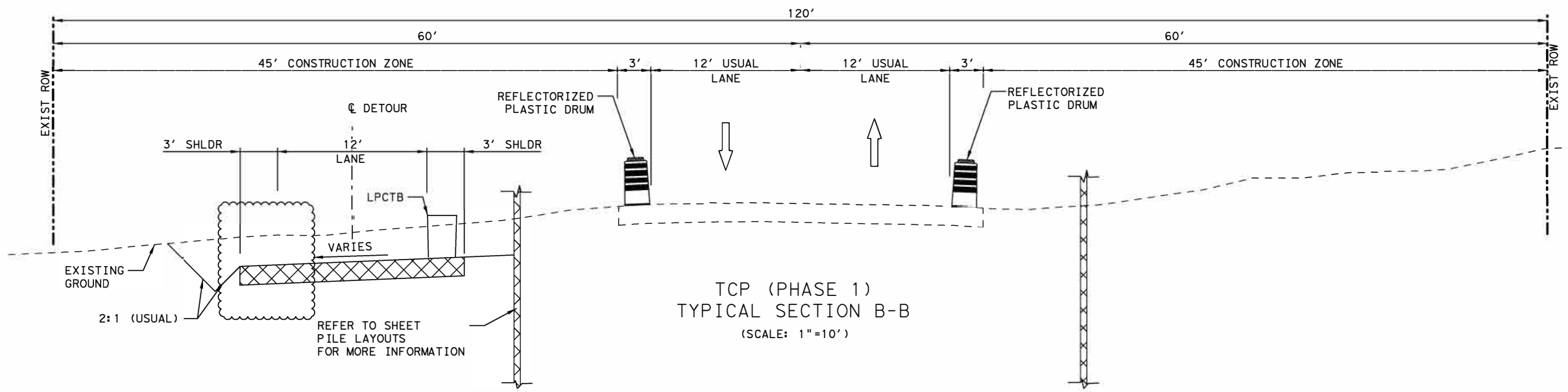
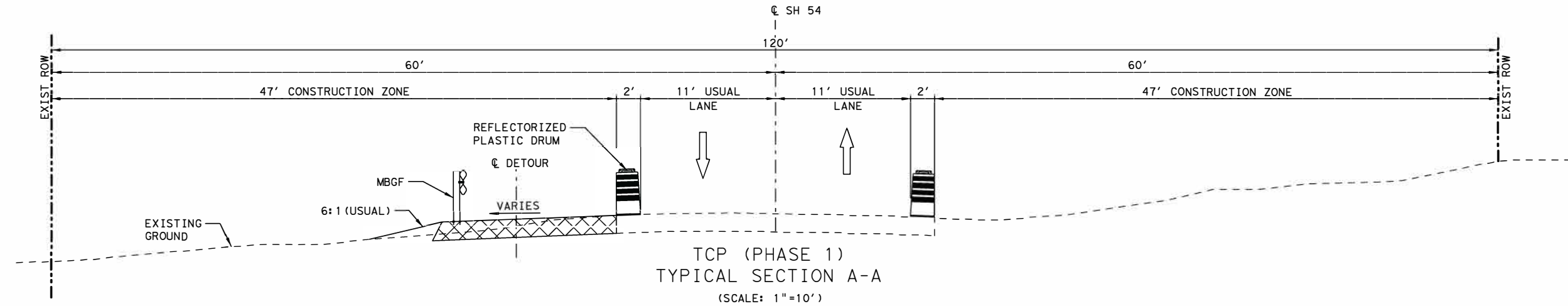
SH 54 @ DIABLO CREEK

TCP LINE DIAGRAM FOR ONE LANE TWO-WAY TCP

DSN	OEI	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
		6	SEE TITLE SHEET	22	
CHK	OEI	STATE	DIST.	COUNTY	
DRN	OEI	TEXAS	ELP	CULBERSON	
CHK	OEI	CONT.	SECT.	JOB	HIGHWAY NO.
		0233	05	038	SH 54

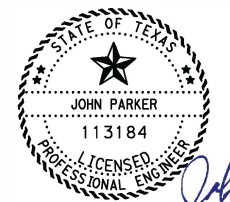
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3 REVISED, 10/26/2022

DATE	BY	REV	REVISION



John Parker
10-26-2022

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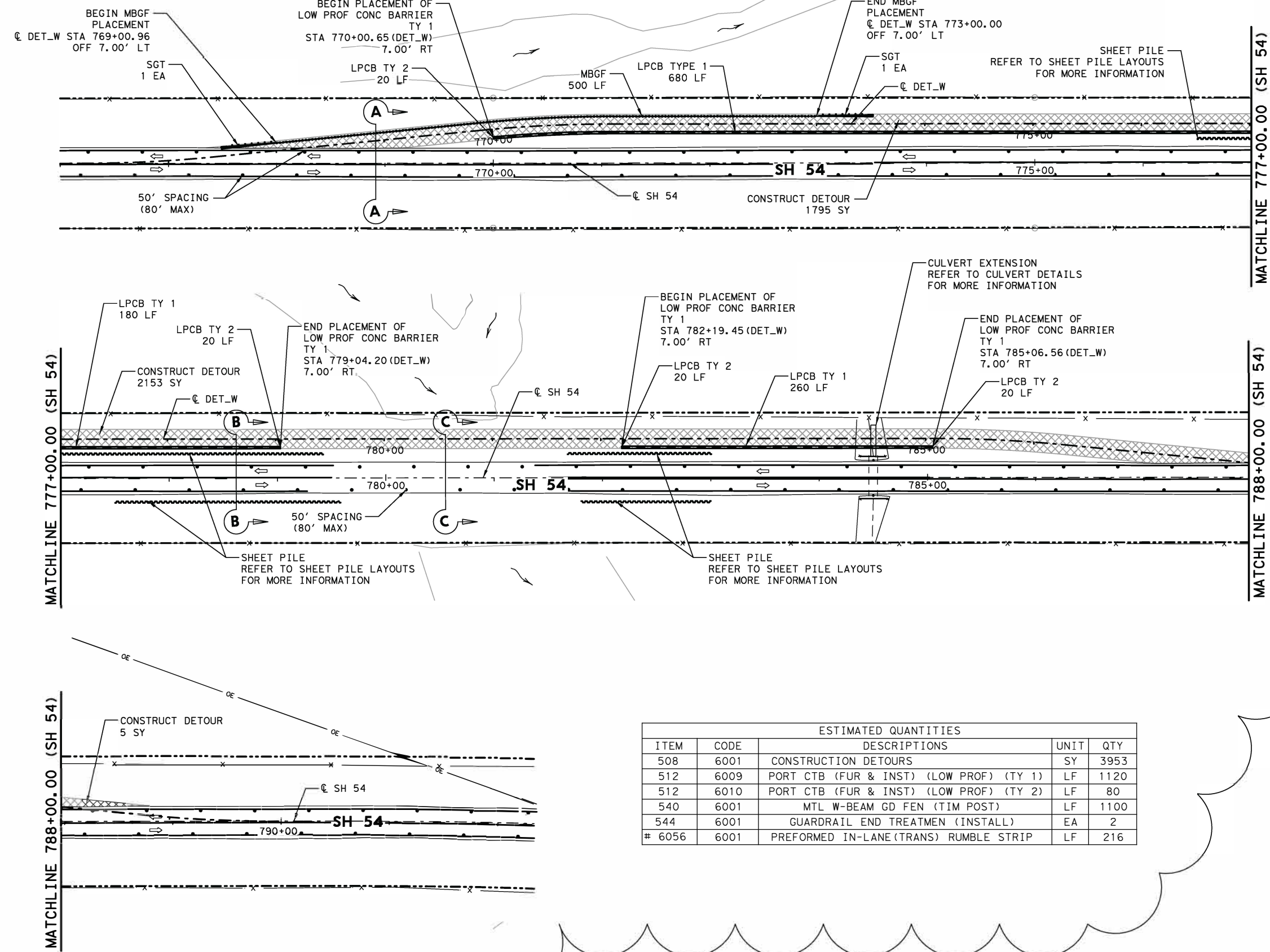
SH 54 @ DIABLO CREEK
TRAFFIC CONTROL PLAN
PHASE 1

SHEET 1 OF 2

DSN	OEI	FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.
CHK	OEI	6	SEE TITLE SHEET	23
DRN	OEI	TEXAS	ELP	CULBERSON
CHK	OEI	0233	05 038	SH 54

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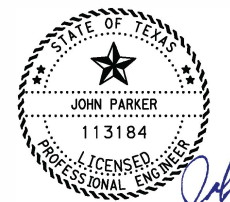
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- NOTES:**
1. REFER TO TCP LINE DIAGRAM SHEET FOR LOCATION AND QUANTITY OF PREFORMED IN-LANE (TRANS) RUMBLE STRIP.
 2. QUANTITY SHOWN ON THIS SHEET FOR TABULATION PURPOSES.
 3. REFER TO TCP TYPICAL SECTIONS FOR STRIPING.

3 REVISED, 10/26/2022

DATE	BY	REV	REVISION



John Parker
 10-26-2022

ESTIMATED QUANTITIES				
ITEM	CODE	DESCRIPTIONS	UNIT	QTY
508	6001	CONSTRUCTION DETOURS	SY	3953
512	6009	PORT CTB (FUR & INST) (LOW PROF) (TY 1)	LF	1120
512	6010	PORT CTB (FUR & INST) (LOW PROF) (TY 2)	LF	80
540	6001	MTL W-BEAM GD FEN (TIM POST)	LF	1100
544	6001	GUARDRAIL END TREATMEN (INSTALL)	EA	2
# 6056	6001	PREFORMED IN-LANE (TRANS) RUMBLE STRIP	LF	216

TRAFFIC CONTROL LEGEND

- ➡ EXISTING TRAFFIC FLOW
- ➡ PROPOSED TRAFFIC FLOW
- ▨ CONSTRUCTION THIS PHASE
- PVMT. CONSTRUCTED IN PREVIOUS PHASE
- H TYPE III BARRICADE
- CHANNELIZING DEVICE (PLASTIC BARRELS/DRUMS)
- LOW PROFILE CONCRETE BARRIER (LPCB)
- TEMPORARY PORTABLE TRAFFIC SIGNAL

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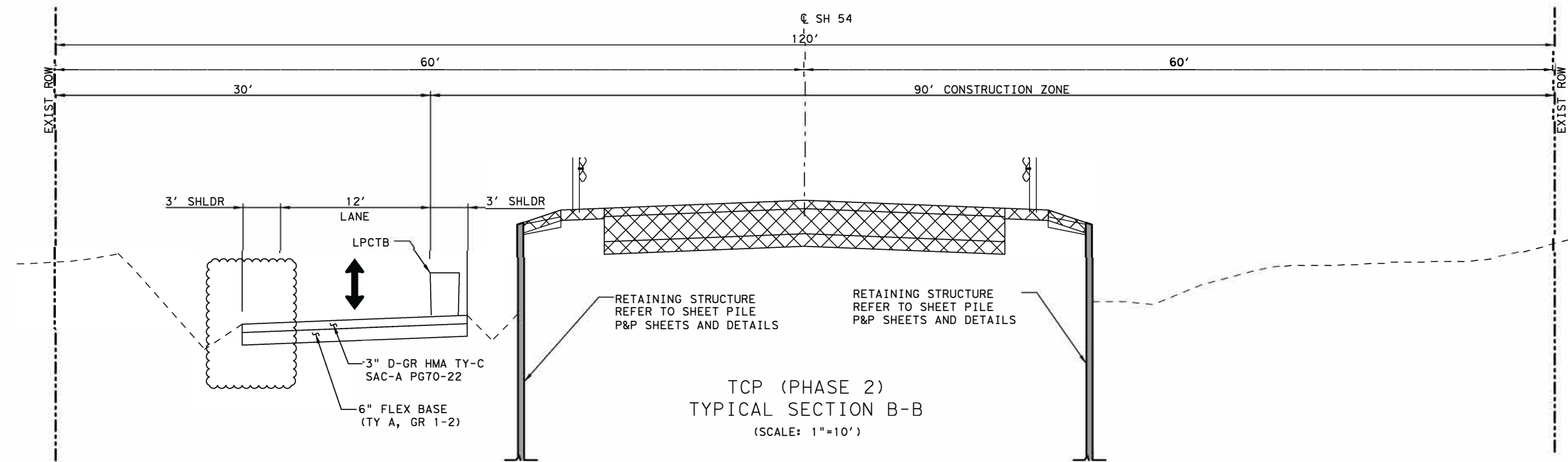
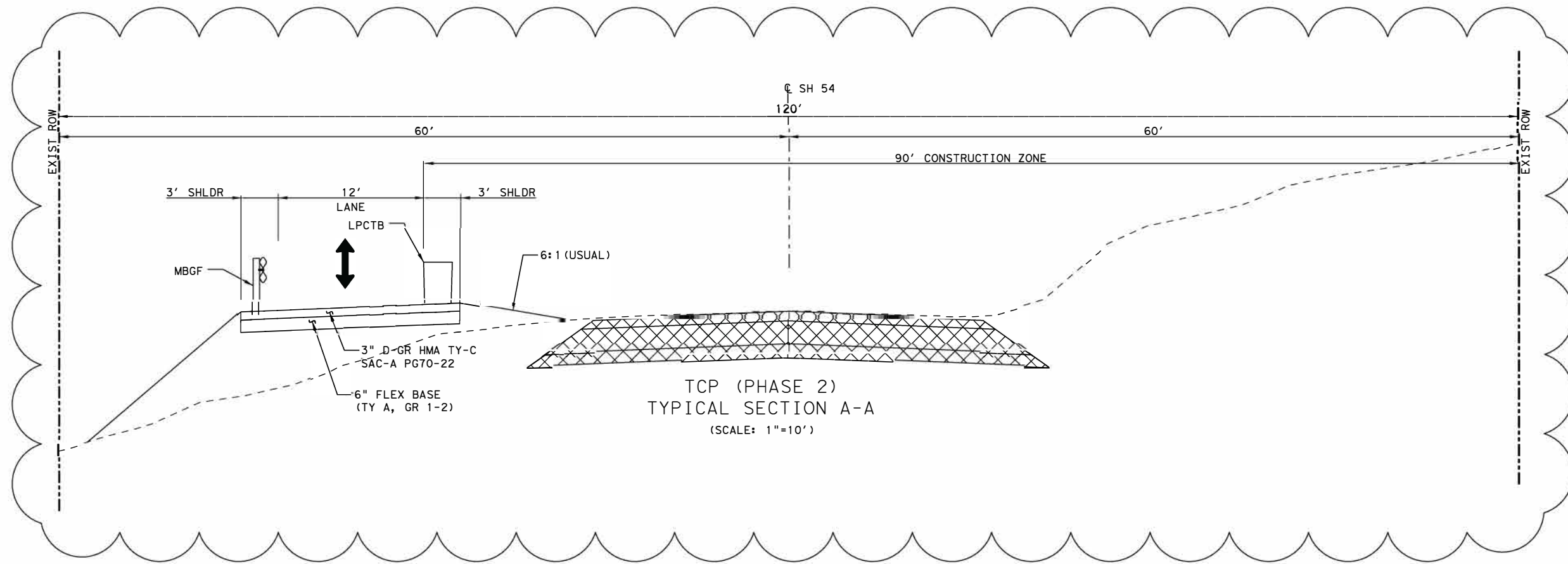
SH 54 @ DIABLO CREEK

**TRAFFIC CONTROL PLAN
 PHASE 1**

DSN		FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.
		6	SEE TITLE SHEET	24
CHK	OEI	STATE	DIST.	COUNTY
		TEXAS	ELP	CULBERSON
		CONT.	SECT.	JOB
		0233	05	038
				HIGHWAY NO.
				SH 54

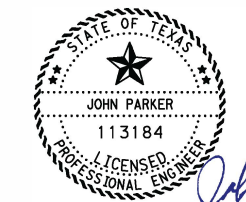
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3 REVISED, 10/26/2022

DATE	BY	REV	REVISION



John Parker
10-26-2022

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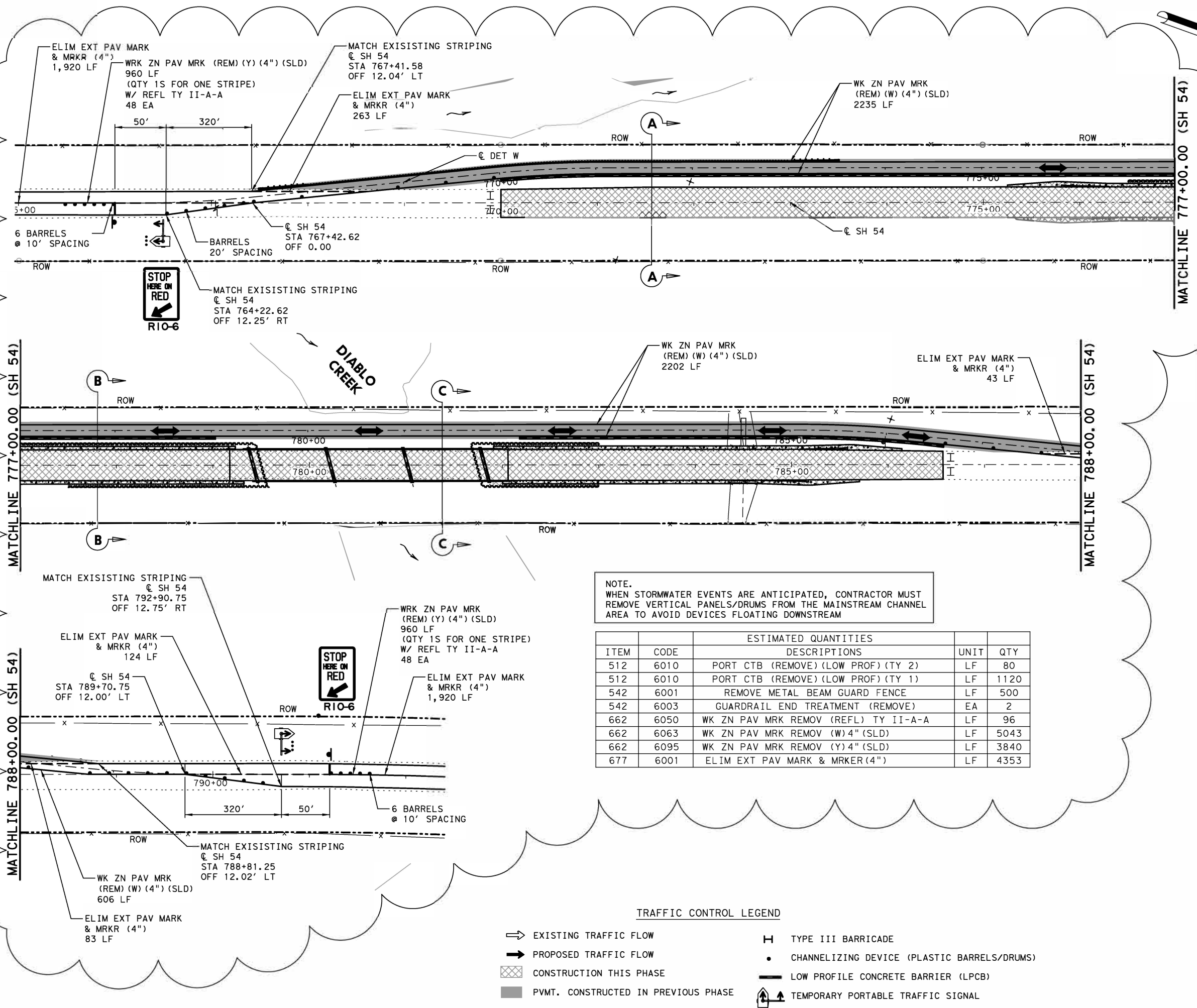
SH 54 @ DIABLO CREEK
TRAFFIC CONTROL PLAN
PHASE 2

SHEET 1 OF 3

DSN	OEI	FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.	
		6	SEE TITLE SHEET	25	
CHK	OEI	STATE	DIST.	COUNTY	
DRN	OEI	TEXAS	ELP	CULBERSON	
CHK	OEI	CONT.	SECT.	JOB	HIGHWAY NO.
		0233	05	038	SH 54

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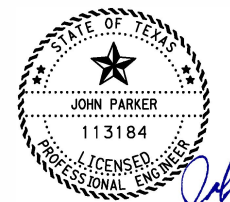
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- NOTES:**
1. SEE "TCP LINE DIAGRAM" FOR ADDITIONAL INFORMATION.
 2. SEE TxDOT STANDARD FOR PLACEMENT OF LPCB.
 3. REFER TO TCP TYPICAL SECTIONS FOR STRIPING.

3 REVISED, 10/26/2022

DATE	BY	REV	REVISION



John Parker
10-26-2022

NOTE.
WHEN STORMWATER EVENTS ARE ANTICIPATED, CONTRACTOR MUST REMOVE VERTICAL PANELS/DRUMS FROM THE MAINSTREAM CHANNEL AREA TO AVOID DEVICES FLOATING DOWNSTREAM

ESTIMATED QUANTITIES				
ITEM	CODE	DESCRIPTIONS	UNIT	QTY
512	6010	PORT CTB (REMOVE) (LOW PROF) (TY 2)	LF	80
512	6010	PORT CTB (REMOVE) (LOW PROF) (TY 1)	LF	1120
542	6001	REMOVE METAL BEAM GUARD FENCE	LF	500
542	6003	GUARDRAIL END TREATMENT (REMOVE)	EA	2
662	6050	WK ZN PAV MRK REMOV (REFL) TY II-A-A	LF	96
662	6063	WK ZN PAV MRK REMOV (W) 4" (SLD)	LF	5043
662	6095	WK ZN PAV MRK REMOV (Y) 4" (SLD)	LF	3840
677	6001	ELIM EXT PAV MARK & MRKER (4")	LF	4353

TRAFFIC CONTROL LEGEND

- EXISTING TRAFFIC FLOW
- PROPOSED TRAFFIC FLOW
- CONSTRUCTION THIS PHASE
- PVMT. CONSTRUCTED IN PREVIOUS PHASE
- TYPE III BARRICADE
- CHANNELIZING DEVICE (PLASTIC BARRELS/DRUMS)
- LOW PROFILE CONCRETE BARRIER (LPCB)
- TEMPORARY PORTABLE TRAFFIC SIGNAL

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SH 54 @ DIABLO CREEK

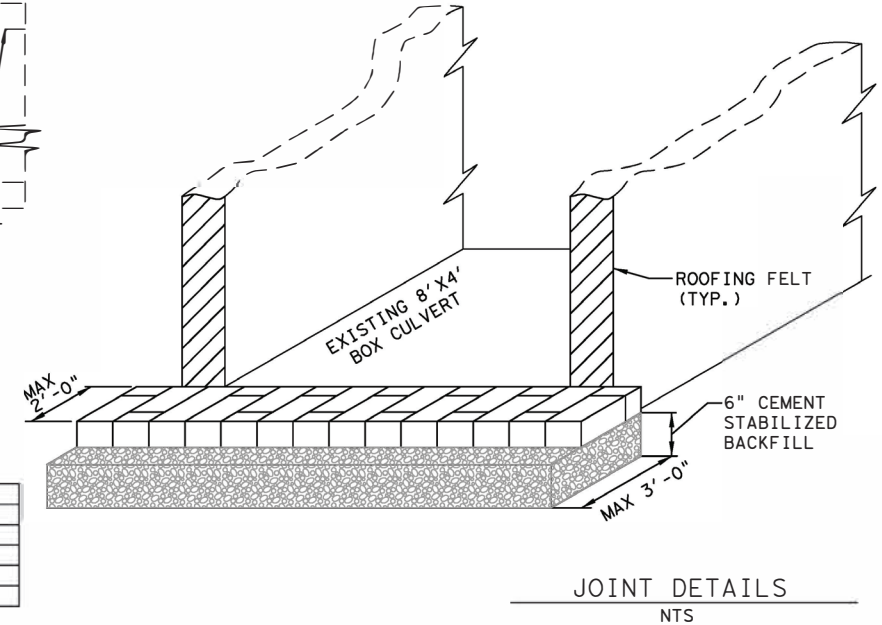
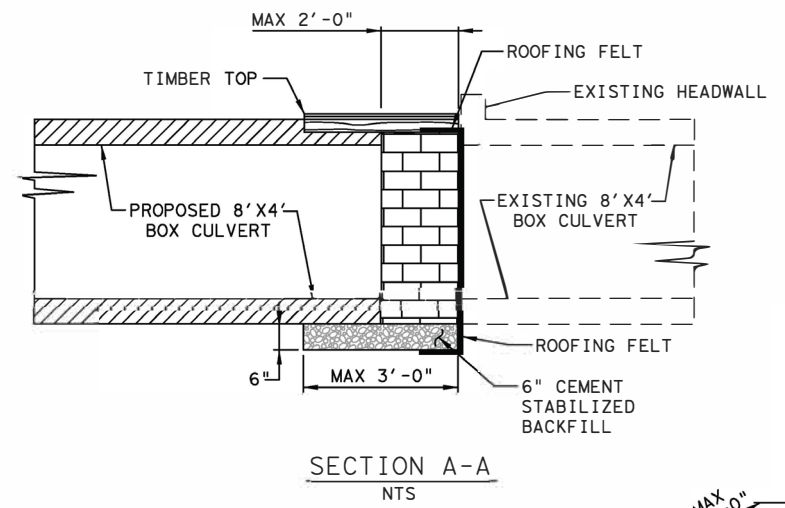
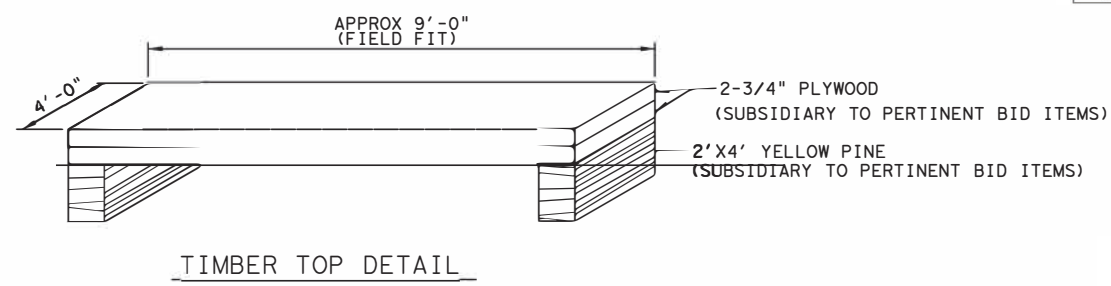
**TRAFFIC CONTROL PLAN
PHASE 2**

SHEET 3 OF 3

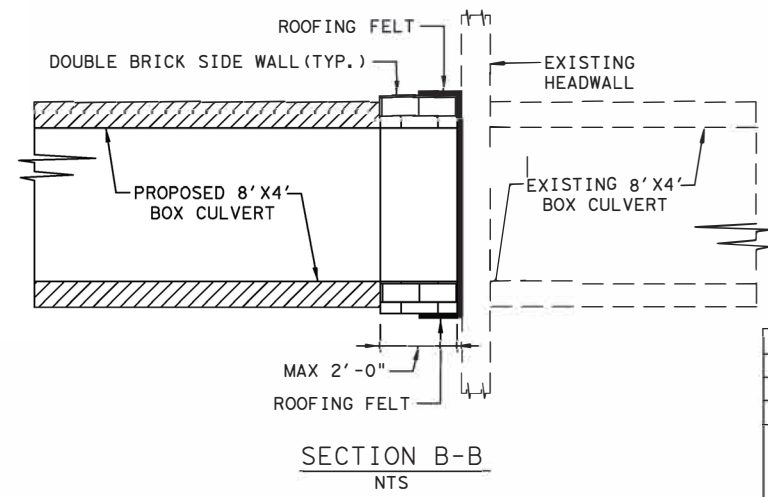
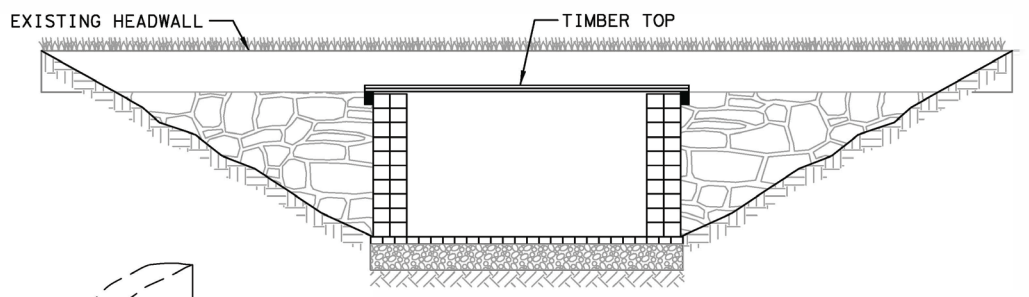
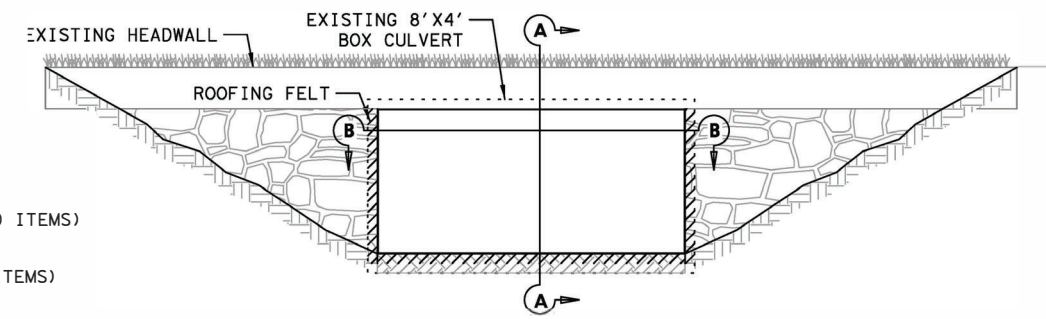
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		6	SEE TITLE SHEET	27	
CHK	OEI	STATE	DIST.	COUNTY	
		TEXAS	ELP	CULBERSON	
DRN	OEI	CONT.	SECT.	JOB	HIGHWAY NO.
		0233	05	038	SH 54

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ESTIMATED QUANTITIES				
ITEM	CODE	DESCRIPTION	UNIT	QTY
400	6005	CEM STABIL BKFL	CY	67
462	6019	CONC BOX CULV (8 FT X 4 FT)	LF	64
480	6001	CLEAN EXIST CULVERTS	EA	1
496	6008	REMOV STR (BOX CULVERT)	LF	64



NOTES:

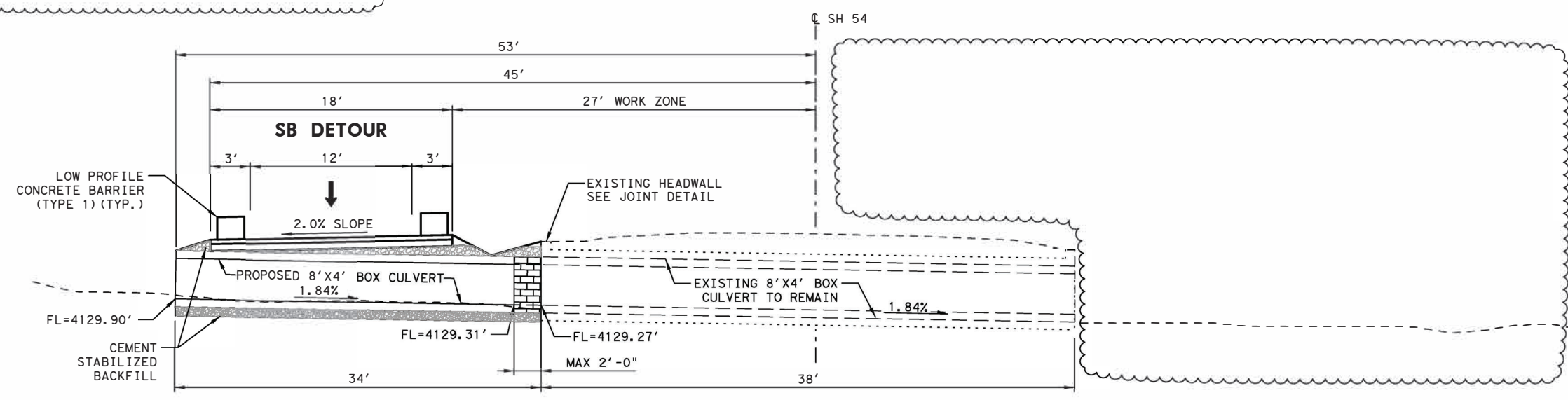
1. FLOWABLE BACKFILL TO BE PLACED FOR FULL LENGTH OF EXISTING BOX CULVERT.
2. ALL TEMPORARY STRUCTURES TO BE REMOVED AT END OF PROJECT.
3. SEE LPCB-13 LOW PROFILE CONCRETE BARRIER FOR INSTALLATION INFORMATION.
4. ROOFING FELT TO COVER ALL EXISTING 8'x4' BOX CULVERT SURFACE IN CONTACT WITH TEMPORARY PROPOSED 8'x4' CULVERT. ROOFING FELT IS SUBSIDIARY TO PERTINENT BID ITEMS.
5. BRICK COLLAR TO BE SUBSIDIARY TO BOX CULVERT EXTENSION (INSTALLATION & REMOVAL)
6. BACKFILL WITH CEMENT STABILIZED MATERIAL WILL BE REQUIRED FOR ALL STRUCTURES UNDER DETOURS.
7. FOLLOW BACKFILL DETAIL FOR BOX CULVERTS IN A GRADED OR PAVED AREA INCLUDING DETOURS AS SHOWN ON THE EXCAVATION AND BACKFILL DETAILS (NEXT SHEET).

3 REVISED, 10/26/2022

DATE	BY	REV	REVISION



Rudy L. Gomez 10-26-2022



C/L SH54
STA 784+44.68
EXISTING 8'x4'x38 LF BOX CULVERT
PROPOSED 8'x4'x32 LF, 1-EXTENSION LEFT,
W/ BRICK COLLARS

SCALE: 1"=20'

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TEMPORARY CULVERT EXTENSION DETAIL

DSN	OEI	FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.
		6	SEE TITLE SHEET	30
CHK	OEI	STATE	DIST.	COUNTY
DRN	OEI	TEXAS	ELP	CULBERSON
CHK	OEI	CONT.	SECT.	JOB
		0233	05	038
				HIGHWAY NO.
				SH 54