SUBJECT: PLANS AND PROPOSAL ADDENDUMS
PROJECT: F 2022(999) CONTROL: 0197-02-135
COUNTY: DALLAS
LETTING: 03/05/2024
REFERENCE NO: 0220

PROPOSAL ADDENDUMS

_ PROPOSAL COVER
X BID INSERTS (SH. NO.: ALL)
X GENERAL NOTES (SH. NO.: A, B, R, U)
_ SPEC LIST (SH. NO.:)
_ SPECIAL PROVISIONS:
ADDED:

DELETED:

_ SPECIAL SPECIFICATIONS:
ADDED:

DELETED:

X OTHER: PLAN SHEET AND OTHER CHANGES

DESCRIPTION OF ABOVE CHANGES
(INCLUDING PLANS SHEET CHANGES)

***** BID INSERTS *****

REVISED QUANTITIES FOR THE FOLLOWING BID ITEMS:
161-6017, 164-6051, 168-6001, 403-6001, 422-6015, 450-6125
506-6038, 506-6039, 506-6041, 506-6043, 512-6033, 512-6034
514-6009

ADDED THE FOLLOWING BID ITEMS:
164-6039, 400-6005

INFORMATION MAY HAVE SHIFTED DUE TO CHANGES ABOVE

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

THE FOLLOWING PLAN SHEETS ARE REPLACED:
2, 3, 21, 23, 26, 28, 30, 35, 40, 44, 48, 51, 54, 62, 77, 109, 118,
201, 243, 258, 369, 370

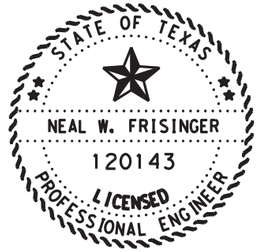
THE FOLLOWING PLAN SHEETS ARE ADDED:
38A, 162A, 495A, 495B, 495C, 495D, 504A, 504B, 504C, 504D

DESCRIPTION OF ABOVE CHANGES (CONTINUED)
(INCLUDING PLANS SHEET CHANGES)

***** GENERAL NOTES, PLAN SHEETS 19, 19A-19O *****
ALL GENERAL NOTES SHEETS ARE REPLACED AS PART OF THIS ADDENDUM

***** ESTIMATE & QUANTITY, PLAN SHEETS 20, 20A-20F *****
ALL ESTIMATE & QUANTITY PLAN SHEETS AND BID INSERTS PROPOSAL SHEETS ARE REPLACED AS PART OF THIS ADDENDUM:

INDEX OF SHEETS



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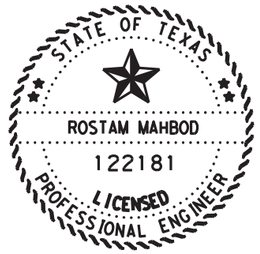
Neal Frisinger, P.E. P.E. 2/23/2024



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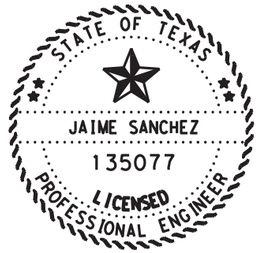
Rostam P.E. 02/23/2024



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Jaime Sanchez P.E. 2/23/2024

Texas Department of Transportation

US 175

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STATE OF TEXAS
NEAL W. FRISINGER
120143
LICENSED
PROFESSIONAL ENGINEER

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Neal Frisinger, P.E. P.E. 2/23/2024

STATE OF TEXAS
ROSTAM MAHBOD
122181
LICENSED
PROFESSIONAL ENGINEER

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Rostam P.E. 02/23/2024

1 ADDENDUM #1 2/20/2024

Texas Department of Transportation

US 175

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SPECIFICATION DATA

Table 1: Soil Constants Requirements				
Item	Description	Plasticity Index		Note
		Max	Min	
132	EMBANKMENT (FINAL) (DC) (TY C1)	40	8	1
132	EMBANKMENT (FINAL) (DC) (TY C2)	25	8	2

Note 1: Material excavated from the project must meet the PI requirements when used in the top 10 feet of embankment that supports the pavement structure or other locations shown in the plans. Do not use shale and obtain approval to incorporate shaley clay produced by the construction project.
Note 2: Use as a non-select embankment backfill as defined under Item 423.2.4.1. Use as an embankment to backfill behind abutments to the extent of the approach slab or to backfill areas enclosed by an abutment and / or retaining walls or other locations as shown in the plans.

Table 2: Basis of Estimate for Permanent Construction					
Item	Description	Thickness	Rate		Quantity
162	Block Sod	N/A	See Specifications		37,993 SY
164	Drill Seed (Perm)(Urban)(Clay)	N/A	See Specifications		5,123 SY
166 *	Fertilizer (12-6-6)	N/A	500	Lbs./Ac	2.23 Ton
168	Vegetative Watering (Warm)**	N/A	12	MG/Ac/Day	1,414 MG
260	Hydrated Lime (slurry), Commercial Lime Slurry, OR Quick Lime (slurry)	6”		4% by wt.	203 Ton
3077	Superpave Mix Asphalt (SP-C)	2”	110	Lbs./SY/In	866 Ton
3077	Superpave Mix Asphalt (SP-B)	4” and 16”: See Plans	110	Lbs./SY/In	11,723 Ton
3077	Tack Coat (Undiluted Application Rate)	New HMA	0.06	Gal/SY	1718 Gal

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County: DALLAS

Highway: US 175

*For contractor’s information only
**Use Summer rate for calculation, adjust for actual field conditions/temperatures as necessary. See Vegetation Establishment Plan Sheet for estimated daily rates.

Note: (1) Base material weight based on 1.50 Ton/CY (dry- compacted)
(2) Asphalt weight based on 110 Lbs./SY/In
(3) Subgrade weight based on 1.5 Ton/CY (dry-compacted)

Table 3: Basis of Estimate for Temporary Erosion Control Items				
Item	Description	Rate		Quantity
164	Drill Seeding (Temp)(Warm or Cool)	See Specifications		42,650 SY
166*	Fertilizer (12-6-6)	500	Lb/Ac	2.20 Ton
168	Vegetative Watering (Warm)**	12	MG/Ac/Day	6,345 MG

*For Contractor’s Information Only.
**Use Summer rate for calculation, adjust for Actual Field Conditions/Temperatures as Necessary. See Vegetation Establishment Sheet for estimated daily rates.

Table 4: Basis of Estimate for Finish Colors (Items 427 & 446) [1]		
Element	Color	Specification Number [2]
CTB	Light beige	23717
Columns	Light beige	23717
Bent caps	Light beige	23717
Retaining wall	Dark beige	20450
Retaining wall coping	Light beige	23717
Abutment walls	Dark beige	20450
Abutment backwall	Dark beige	20450
Abutment cap	Dark beige	20450
Girders	Dark beige	20450
Bottom of slab overhang	Dark beige	20450
Slab edge	Dark beige	20450
Concrete rail parts	Light beige	23717
Metal rail parts	Green	34108
Architectural elements	See plans	See plans

1. Unless otherwise noted, it is the intent of these plans that all exposed surfaces (concrete or steel) of bridges, retaining walls, concrete traffic railing and concrete traffic barrier be given a

tinted coating as shown or as directed. Such coating shall meet the applicable provisions of Item 427 or Item 446.

2. Federal Standard 595 colors.

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County: DALLAS

Highway: US 175

GENERAL

The construction, operation and maintenance of the proposed project will be consistent with the state implementation plan as prepared by the Texas Commission on Environmental Quality.

The disturbed area for this project, as shown on the plans is 18.45 acres. However, the Total Disturbed Area (TDA) will establish the required authorization for storm water discharges. The TDA of this project will be determined by the sum of the disturbed area in all project locations in the contract, and all disturbed area on all Project-Specific Locations (PSL) located in the project limits and/or within 1 mile of the project limits. The department will obtain an authorization to discharge storm water from the Texas Commission on Environmental Quality (TCEQ) for the construction site as shown on the plans, according to the TDA of the project. The contractor will obtain any required authorization from the TCEQ for the discharge of storm water from any PSL for construction support activities on or off of the project row according to the TDA of the project. When the TDA for the project exceeds 1 acre, provide a copy of the appropriate application of permit (NOI, or Construction Site Notice) to the engineer, for any PSL located in the project limits or within 1 mile of the project limits. Follow the directives and adhere to all requirements set forth in the TCEQ, Texas Pollution Discharge Elimination System, Construction General Permit (TPDES, CGP).

This project required formal consultation with environmental resources agencies. There is a high probability that an environmentally sensitive area could be encountered on the contractor designated Project-Specific Locations (PSL) for this project (haul roads, equipment staging areas, borrow pits, disposal sites, field offices, storage areas, parking areas, etc.). Item 7.6 “Project-Specific Locations”, provides a listing of regulatory agencies that may need to be contacted regarding this project.

Install traffic marking signs prior to sealcoat application and remove within three days after placement of traffic markings.

Leave all right of way areas undisturbed until actual construction is to be performed in said areas.

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

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

Nathan Petter *nathan.petter@txdot.gov*
Dung Nguyen *dung.nguyen@txdot.gov*

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

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

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

Cross sections may be requested by posting a question to the above Letting Pre-Bid Q&A web page. This data is for non-construction purposes only and it is the responsibility of the prospective bidder to validate the enclosed data with appropriate plans, specifications and estimate for the project(s).

The following standard detail sheets have been modified:
RW (MSE) DD MOD
BRIDGE APPROACH SLAB (BAS-C (MOD))

Item 5:
Underground utilities owned by the Texas Department of Transportation may be present within the Right-Of-Way on this project. For signal, illumination, surveillance, and communications & control maintained by TxDOT, call the TxDOT Traffic Signal Office (214-320-6682) for locates a minimum of 48 hours in advance of excavation. For irrigation systems, call TxDOT Landscape Office (214-320-6205) for locates a minimum of 48 hours in advance of excavation. If city or town owned irrigation facilities are present, call the appropriate department of the local city or town a minimum of 48 hours in advance of excavation. The Contractor is liable for all damages when utilities are damaged due to Contractor's negligence including, but not limited to, repair or replacement at the Contractor's expense.

For the project to be deemed complete, permanently stabilize all unpaved disturbed areas of the project with a vegetative cover at a minimum of 70% density for the control of erosion.

Place construction stakes/station markings at intervals of no more than 100 feet or as directed by the Engineer. Place stakes and markings so as not to interfere with normal construction operations.

Submit all shop drawings, working drawings, or other documents which require review sufficiently in advance of scheduled construction to allow no less than thirty (30) calendar days for review and response.

When a precast or cast-in-place concrete element is included in the plans, a precast concrete alternate may be submitted in accordance with "Standard Operating Procedure for Alternate Precast Proposal Submission" found online at https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/publications/bridge.html#design. Acceptance or denial of an alternate is at the sole discretion of the Engineer. Impacts to the project schedule and any additional costs resulting from the use of alternates are the sole responsibility of the Contractor.

Locate all utilities, both underground and above ground, in the project area prior to beginning work so that conflicts are avoided.

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County: DALLAS

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Item 6:
This project has a bridge with surface coatings which contain a hazardous constituent which is lead. Contractor is responsible for the health and safety of his employees and compliance with all OSHA standards and regulations.

Paint containing hazardous materials will be removed by a third party, 10.1.1

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

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

The Buy America Material Classification Sheet is located at the below link.
https://www.txdot.gov/business/resources/materials/buy-america-material-classification-sheet.html for clarification on material categorization.

Item 7:
Repair or replace any structures and utilities that might have been damaged by negligence or a failure to have utility locates performed.

Perform all electrical work in accordance with the National Electrical Code and Texas Department of Transportation Specifications.

Consult with appropriate electric company representatives according to their respective area to coordinate electrical services installations.

Contractor will be responsible for all costs associated with locating and/or exposing existing utilities. This includes existing utilities that may have been mismarked by the locator and/or utilities that are in the near vicinity of proposed construction. In addition, this includes all costs associated with pot-holing, mechanical vacuuming, hand-digging, etc. as needed to properly locate and protect all existing utilities.

Holiday restrictions – The Engineer may decide that no lane closures or construction operations shall be allowed during the restricted periods listed in the following holiday schedule. TxDOT has the right to lengthen, shorten, or otherwise modify these restricted periods as actual, or expected, traffic conditions may warrant. Working days will not be charged for these restricted periods. No additional compensation will be allowed for these closures (i.e., overhead, delays, stand-by, barricades or any other associated cost impacts).

- New Year's Eve and Day (5 am on December 31 thru 10:00 pm January 1)
- Easter Holiday weekend (5 am on Friday thru 10:00 pm Sunday)
- Memorial Day weekend (5 am on Friday thru 10:00pm Monday)
- Independence Day (5 am on July 3 thru 10:00 pm on July 5)
- Labor Day weekend (5 am on Friday thru 10:00 pm Monday)
- Thanksgiving Holiday (5 am on Wednesday thru 10:00 pm Sunday)

- Christmas Holiday (5 am on December 23 thru 10:00 pm December 26)

Event Restrictions – No Lane Closures that restricts or interferes with traffic shall be allowed for the regional events set forth below. This affects US 175. TxDOT has the right to lengthen, shorten, or otherwise modify these restrictions as actual traffic conditions may warrant. TxDOT also has the right to modify the list of major events as they are added, renames, rescheduled or as warranted.

- State Fair of Texas (no lane closures after 6:00am on Fridays through 9:00pm on Sundays; no full closures for any direction of any facility from opening day through the closing day)
- The University of Texas vs. University of Oklahoma football game (no lane closures beginning four hours prior to the event and ending three hours following event completion)
- Heart of Dallas Bowl of its successor (no lane closures beginning three hours prior to the event and ending two hours following the event completion)
- Dallas Mavericks Home Games (no lane closure beginning two hours prior to the event and ending one half-hour following event commencement with no full lane closures considered until two hours following event completion)
- Dallas Stars Home Games (no lane closure beginning two hours prior to the event and ending one half-hour following event commencement with no full lane closures considered until two hours following event completion)
- Major Events at the American Airline Center with expected attendance exceeding 15,000 (no lane closures beginning two hours prior to event and ending one half-hour following event commencement with no full closures considered until two hours following event completion.)
- Major Downtown Dallas Events (restrictions will be considered on a case-by-case basis) This category could include, but is not limited to, parades for sports championships, major political events, major Art District Events, and large athletic events such as marathons

Item 8:
This Project will be a Six-Day Workweek in accordance with Article 8.3.1.2.

Nighttime work is allowed in accordance with Article 8.3.3.

Meet weekly with the engineer to notify him or her of planned work for the upcoming week.

Provide the engineer with a daily work schedule of planned work.
Critical Path Method (CPM) schedule in P6 format will be required for this project. Submit baseline schedule and obtain approval prior to beginning construction. The Estimate will be held if monthly schedule update is not submitted.

Per Special Provision 008-006, the contractor will be awarded an incentive as shown in Table 8-1 for each day of early completion of each milestone. Further, the contractor will be assessed a disincentive for failing to meet each milestone specified in Table 8-1.

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County: DALLAS

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Table 8-1

Milestone No.	Milestone Begin and End Conditions	Milestone Duration	Type	Maximum incentive	Maximum Disincentive	Daily Incentive and Disincentive Rate ($/day)
1	Milestone begins in Phase 1 with the reduction of (3) lanes to (2) lanes on EB mainlanes for construction of US 175 center median pavement, traffic barrier, and Lake June Bridge center bent. The milestone ends when US 175 traffic is open with (3) lanes in each direction	74 Calendar Days	Incentive/ Disincentive	$90,000	$804,000	6,000

Item 100:
Remove the existing roadway small signs, delineators and object markers as shown on the plans, or as directed, during construction within the right of way. Small sign, delineator and object marker removals are subsidiary to this Item.

The limits of preparing right of way will be measured from US 175 Sta. 117+41.13 to Sta. 204+71.00 and Lake June Rd Sta. 24+00.00 to Sta. 32+00.00 along the centerline of construction.

Item 104:
In those areas where the pavement is not to be overlaid, provide a smooth surface after the curb removal. Planing or grinding is considered an acceptable method at these locations. Measurement and payment is in accordance with this item.

Sawing of concrete is not paid for directly, but is considered subsidiary to this item.

Item 105:
Take possession of recycled asphalt pavement from the project and recycle the material.

Properly dispose of unsalvageable material at your own expense.

Saw existing asphalt along neat lines where portions are to be left in place temporarily or permanently. Sawing is not paid for directly, but is subsidiary to this item.

Item 110:
Excavated shale is not an acceptable material for embankment.

Items 110 and 132:
Scarify and loosen the excavated areas, unpaved surface areas, except rock, to a depth of at least 8 inches and compact in accordance with the specifications.

Excavation and embankment for driveways, sleeper slabs, alleys and intersections will not be paid for directly, but will be considered subsidiary to these items.

Item 132:
Excavated material from the project site has not been determined to be suitable for embankment. The bidder assumes all risk for the use of excavated materials for embankment and is expected to meet all material requirements for embankment regardless of the source.

Perform Tex-106-E (Plasticity Index) by an approved laboratory on excavated soils from sources outside right of way when used in roadway embankment. Provide the test results at no expense to the department. The engineer will sample and test soils produced by the construction project for specification requirements or material sources specified in the plans.

Earth embankment Type C1 and C2, is mainly composed of material other than shale. Furnish material that is free from vegetation or other objectionable material and that conforms to the requirements of Table 1 (Sheet A). If necessary, treat material with lime slurry in accordance with Item 260, “Lime Treatment (Road-Mixed)” in order to meet these requirements. Use Tex-121-E, figure 1, page 4 to calculate the amount of lime required. When lime treated subgrade is specified, 3000 PPM is the maximum allowed sulfate content in the top 3 feet when material comes from borrow source. Follow recommendations of 260.4.4 for mixing and mellowing. The engineer will test material placed or excavated to a depth of one foot below and laterally to one foot outside the proposed treatment limit. Lime treatment of this material will not be paid for directly, but will be considered subsidiary to this item.

Do not use shaley clays in embankment unless approved in writing.

Use embankment material Type C2 described in Table 1 “Soil Constants Requirements” for embankments behind bridge abutments to the extent of the bridge approach slabs, and other embankments enclosed by an abutment and / or retaining walls.

Item 160:
Sequence construction operations to salvage topsoil from one location and spread on areas ready to receive topsoil. Keep stockpiling of topsoil to a minimum.
Use fertile clay or loam from the project site not more than six inches below natural grade as topsoil.

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County: DALLAS

Highway: US 175

Item 161:
Provide tickets representing quantity of compost delivered to site.

Item 260:
Furnish and distribute MS-2 smoothly and evenly at the rate of 0.20 gallons per square yard to cure lime, as directed.

Provide Commercial Lime, Hydrated Lime, or Quicklime Slurry and apply lime by slurry placement method.

Item 301:
Provide liquid antistripping agents unless otherwise directed. Add the minimum dosage determined by the manufacturer or higher dosage determined by design requirement and try subsequent trials at 0.25% increments.

Item 320:
Use a self-propelled wheel mounted MTV capable of receiving mix from the haul trucks, separate from the paver. It shall have a minimum storage capacity of approximately 25 tons. It shall be equipped with a pivoting discharge conveyor and shall completely and thoroughly remix the material prior to placement. The effectiveness of the MTV’s remixing ability is subject to the approval of the Engineer. In addition, the paver shall have a surge storage insert with a minimum capacity of 20 tons.

The use of windrow pick-up equipment is allowed except on the first course of roadway material placed over the subgrade.

Item 354:
Take possession of recycled asphalt pavement from the project and recycle the material.

Properly dispose of unsalvageable material at your own expense.

Slope longitudinal faces greater than 1 ¼" to a minimum of 1:1 slope at the end of the work period if traffic is able to traverse the joint. Slope transverse tapers to a minimum of 36:1 at the end of the workday. Remove the taper prior to continuing the milling.

For open shoulder sections, plane the asphalt so the flow of water is not impeded at the shoulder edge or across the surface. Added planing up to three feet in width outside the lines and grades of the plans, necessary to provide proper drainage, will be subsidiary to the bid item.

Remove the loose material from the roadway before opening to traffic.

Patch pavement cut to excessive depth by equipment failure with an approved epoxy material. Re-plane patched area to an acceptable approved ride quality. Payment for these corrections is subsidiary to this item.

Item 360:

Provide dowel support assemblies in concrete pavement constructed of No. 1/0 (0.306" diameter) wire in the main vertical members. Rigidly support the dowels in parallel positions and weld them on one end to the support frame. Provide weld attachments alternately on opposite ends of successive dowels. The support assembly is subject to approval.

Use of multiple piece tiebars will be required. Provide chairs for multiple piece tiebars, threaded connectors or other adequate devices, used in concrete paving, or tie them to the pavement reinforcing steel. If approved by the engineer for specific areas, in lieu of multiple piece tiebars, drill holes into the pavement and grout straight tiebars in place with epoxy. Use a non-impact, rotary core drill to prevent damage to the pavement unless otherwise directed. Clean the drill holes and then completely fill with epoxy before inserting the tiebar. Do not bend the tiebars or insert them into plastic concrete without the approval of the engineer.

Provide curbs monolithically constructed with the concrete pavement. If continuous monolithic curb has to be temporarily omitted for any reason, provide dowelled curbs in the proposed areas, as detailed in the plans, and apply an approved epoxy resin to the pavement to receive the curb as directed. This work and materials will not be paid for directly, but is considered subsidiary to this item.

If asphalt curing is used, cure the concrete pavement with MS-2.

Stockpile the concrete aggregates at the plant site.

Provide pavement widening joints, as detailed in the plans, at all locations where concrete pavement is placed adjacent to existing concrete pavement. Installation of these joints is not paid for directly, but is considered subsidiary to this item.

Payment for furnishing and installing the pre-molded expansion joint material between the retaining walls and concrete pavement is not paid for directly, but is considered subsidiary to this item.

Provide a curing machine equipped with rubber tires, or other acceptable arrangement, so that the machine will span the pavement and monolithic curb.

Curb transition is paid for as Type II curb.

The installation of curb openings is not paid for directly, but is considered subsidiary to this item.

Place construction, sawed and contraction joints in accordance with the pavement detail sheet and as directed. Joint locations, other than as shown on the plans, are subject to approval.

Pavement leave outs are required on this project as necessary to provide for traffic at driveways and side streets as shown in the plans or as directed. The cost of providing these leaveouts, including the construction of a suitable crossover connection at each site, is not paid for directly but is considered subsidiary to this item.

If a traveling form paver is used, provide one equipped with an electronically operated horizontal control device.

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Use "mechanical steel placing equipment" at the discretion of the engineer.

Provide Class HES concrete at the locations shown on the plans. Design Class HES to meet the requirements of Class P and a minimum average flexural strength of 450 psi or minimum average compressive strength of 3200 psi in 24 hr.

Supply the Engineer with a list of certified personnel and copies of their current ACI certificates before beginning production and when personnel changes are made. Supply hard copies of calibration reports for testing equipment when required by the Engineer.

If more than 30% of an area in any 1000-Ft section of roadway requires grinding, action will be taken by the Contractor to make that 1000-Ft full width section uniform without changing ride quality, compromising quality of pavement and decreasing skid resistance. Approved blasting method or other method approved by the Engineer will be performed at the Contractor's expense.

Item 361:

Provide Class HES concrete designed to attain a minimum average flexural strength of 255 psi or a minimum average compressive strength of 1,800 psi within the allowed lane closure times.

All permanent pavement markings which are removed during the removal of the existing concrete pavement are to be replaced as directed by the Engineer. These pavement markings will not be paid for directly, but will be considered subsidiary to this bid item.

Tining will be required as described in Item 360.4.8.3 unless otherwise directed by the Engineer. Surface Test Type A utilizing a 10' straight edge as described under Item 585 will be required unless otherwise directed by the Engineer.

Item 400:

Structural Excavation is not paid for directly but is considered subsidiary to pertinent Items.

When placing concrete storm drain pipe on slopes of greater than 10 percent, provide cement stabilized backfill to a depth shown on the plans.

Item 416:

Provide a minimum of one core per bent, regardless of placement method.

Drilled shafts shall be drilled and poured on the same day unless directed by the engineer.

Provide a formed smooth finish for all portions of drill shafts extending above proposed ground. Include cost for this work in the unit bid price for this item.

Traffic signal pole and/or illumination pole foundations will be paid for once regardless of extra work caused by obstructions.

Concrete removal required for installation of drilled shafts will be subsidiary to Item 416.

Item 420:
Mass concrete is a plans quantity item.

Apply an ordinary surface finish to all concrete surfaces within 30 days after form removal.

Form columns to a point a minimum of one foot below the proposed future or existing bottom of channel elevation indicated on the bridge layouts by an acceptable method. This form work is not paid for directly, but is considered subsidiary to this item.

BENT NUMBERING:

For bridges with four or more spans, number every third bent (counting the abutments) on the up-station and down-station faces of the outside column(s) at approximately the mid height of the column. For structures with three columns or less per bent, place numbers on column A. Where there are four or more columns per bent, place numbers on both outside columns. Bent numbers shall be as shown on the bridge layout.

All materials, labor and incidentals associated with placing bent numbers are subsidiary to the various bid items.

For bridges with aesthetic treatments, the numbering will be incorporated into the aesthetics package.

NATIONAL BRIDGE INVENTORY NUMBERS:

Provide National Bridge Inventory (NBI) numbers on all bridge structures and bridge class culverts.

Where beam types allow access to the face of abutment backwall, place NBI numbers on the face of each abutment backwall using 3" block numbers. Locate NBI numbers between the outside beams at opposite corners of the bridge.

Where beam types do not allow access to the face of abutment backwall, place NBI numbers on the face of each abutment cap using 3" block numbers. Locate NBI numbers below the outside beams at opposite corners of the bridge.

Where a bridge begins, ends or contains a bent common to multiple structures, place NBI numbers on both faces near both ends of the common bent cap. The number placed at each of the four locations will correspond to the NBI number assigned to the bridge immediately above the number. Locate NBI numbers below the outside beam. Place using 3" Block Numbers.

For Bridge Class Culverts, place National Bridge Inventory numbers at the middle of the downstream headwall using 3" block letters.

For Bent Numbering and NBI Numbering, furnish materials that conform to the pertinent requirements of the following items:

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- Stencil ink, black 11 oz., spray can (lead, CFC, and CFHC free). Black spray will be waterproof, weather resistance and dry instantly on all surfaces, without smearing, smudging or rippling and
- Die cut stencils or
- Brass stencil, 3 in., numbers and letters, adjustable interlocking stencil, set content 92 piece numbers and letters, legend height 3 in., symbol height 3 in. Stencils must be industrial grade and interlocking.

All materials, labor and incidentals associated with placing NBI numbers are subsidiary to the various bid items.

Item 421:
Furnish mix designs to the Engineer in a format compatible to the latest version of the Department's Construction Management System (Site Manager). Mix Design templates will be provided by the Engineer.

Provide High Performance Concrete (HPC) of the class specified for the following bridge components: approach slabs, abutments, bents, columns, slabs, sidewalks and medians.

Provide High Performance Concrete (HPC) of the class specified for all railing and permanent concrete traffic barrier placed on bridges or approach slabs. HPC concrete is not required for portions of rail or concrete traffic barrier not located on a bridge.

Provide sulfate resistant concrete for box culverts and all drilled shafts.

Strength evaluation using maturity testing, Tex-426-A, may be used for all concrete elements except drilled shafts and mass concrete pours.

Provide a digital hydraulic compression testing Machine and accessories. The machine shall have a minimum testing range of 2500 pounds force to 250,000 pounds force with a hydraulic switching valve to allow for rapid advancing, hold, controlled advancing and rapid retracting. The machine shall have a load cell to measure compressive forces within the testing range and shall be calibrated and verified in accordance with ASTM latest version. The Machine can meet or exceed the following when approved by the Engineer:

ELE International ACCU-TEK250 Digital Compression Tester including accessories or Forney F-250EX Standard Compression Machine including accessories or TxDOT approved equal.

Supply the Engineer with a list of certified personnel and copies of their current ACI certificates before beginning production and when personnel changes are made. Supply hard copies of calibration reports for testing equipment when required by the Engineer.

Item 423:
For Mechanically Stabilized Earth (MSE) walls, provide a system from one of the following approved suppliers:

Reinforced Earth Walls	The Reinforced Earth Company 1331 Airport Freeway, Suite 302 Euless, TX 76040-4150	817-283-5503
Vist-A-Wall Precast MSE Walls (Grid-Strip, Wide Mesh)	Contech Engineered Solutions LLC 650 Justice Lane Mansfield, TX 76063	800-338-1122
Strengthened Soil Walls	ROSCH Earth Technologies 18390 Wings Corporate Drive Chesterfield, MO 63005	636-519-7770
Structural Embankment MSE Walls	Structural Embankment, LLC P.O. Box 2200 Weatherford, TX 76086	817-599-5700
Tricon Retained Soil Walls	Tricon Precast, Ltd. 15055 Henry Road Houston, TX 77060	281-931-9832
VP Wall System	Valley Prestress Products, Inc. 1520 Calhoun Road P.O. Box 309 Eagle Lake, TX 77434	979-234-7899
Jobe Wall System	Jobe Materials, L.P. 12123 Dyer Street El Paso, TX 79934	915-298-9900

All retaining walls will have a uniform texture and appearance.

Unless otherwise noted in the plans, the top of the leveling pad is located 2 feet below the proposed ground.

Square foot surface area of retaining wall is measured from the top of retaining wall to the top of the leveling pad. Footing adjustments made to accommodate the available optional retaining walls are not measured.

Unless otherwise shown on the plans, provide Type AS backfill as defined under this item for permanent MSE or concrete block (CB) walls not subject to inundation. Unless otherwise shown on the plans, provide type DS backfill as defined under this item for permanent MSE or CB walls subject to inundation.

Supply drainage aggregate meeting the requirements of this item for use as filter material with the retaining wall.

Cement-Stabilized Backfill (CSB) is not permitted.

Unless otherwise noted on the plans, provide flowable backfill meeting the requirements of Item 401 between the back of panels and inlets or drainage pipes where the required compaction can not be achieved. Flowable backfill used for this purpose is subsidiary to this item.

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Provide earth reinforcements with a minimum length of 8’ or longer as required by RW(MSE)-DD. Earth reinforcement length is measured perpendicular to the wall. Adjust skewed earth reinforcements as necessary of obtain required length.

Submit design calculations supporting the details necessary to incorporate coping, railing, inlets, drainage, electrical conduits and any additional necessary features.

The contractor has the option of constructing any of the types of retaining walls for which details and specifications are included in the plans. Footing adjustments made to accommodate the available optional retaining walls are not measured. Regardless of option or options chosen, use the same fascia pattern throughout the entire project, including cast in place full height retaining walls or retaining wall type abutments.

Submit detailed drawings depicting the patterns and matching of precast with cast-in-place for approval.

Unless otherwise shown on the plans, form the map of Texas emblem into a wall panel next to each bridge abutment. Engineer approval of the exact location of each emblem is required. The cost of forming emblems is considered subsidiary to this item. Inset the map of Texas a minimum of ¾ inch into the face of the panel, and provide a smooth finish with an engineer approved contrasting color.

At contractor's expense, repair all damage to the precast units (such as chips) as required to match the fascia pattern.

Use Embankment Type C2 as non-select embankment backfill as defined under Item 423.2.4.1. For non-select embankment fill behind retaining walls provide and install fill in accordance with Item 132, Type C2.

For cut walls, the backfill between the select fill zone and the existing ground shall be either select material as required for the select fill zone or backfill meeting or exceeding the requirements of Item 132, type C2. Place material in accordance with Item 132, Type C2 requirements. If existing ground is laid back (i.e. not vertical), the lay back shall be done as a series of equal height benches so as to prevent the formation of a smooth surface at the material interface.

Avoid distinct vertical joints between select backfill and embankment (Non-Select) backfill as required by Section 423.3.4. This may be conveniently done by providing a zone of material behind the strap zone (1’ min width) in which alternating lifts of select and non-select materials are interlaced.

Items 423 and 427:
Unless otherwise noted on the plans, provide a striated finish on all retaining walls and retaining wall type bridge abutments. Supply form liners providing a finish similar to that derived from Ashlar Stone Formliner on all retaining walls and retaining wall type bridge abutments. Supply form liners providing a finish similar to that derived from Pattern No. 16986 “Georgetown Ashlar”, by Fitzgerald Formliners 1.5” deep, Pattern No.460 “Ashlar Cut Stone”, by Greenstreak,

Pattern “Ashlar Stone” 1.5” Deep, by Scott System or equal. Maximum depth of the striations is 1.5 inches.

For cast in place walls, cast the top two feet smooth.

Retaining wall colors are shown elsewhere in the plans.

Item 425:
Vertical clearance is less than or equal to 20 feet, provide Bars C and CH for the full length of the girder per the IGD standard.

Repair “Safety Harness Pole Holes” in beams in accordance with Item 429 prior to placement of the Bridge Slab. This work is considered subsidiary to the various bid items.

Item 427:
Finish concrete structures surface area I with an opaque sealer of the color(s) shown elsewhere in the plans in accordance Item 427.

Apply a 4-SF sample of each color on the project surfaces for approval. Adjust color as required by Engineer to compensate for surroundings and natural lighting conditions on the project site.

Ensure that surfaces are free of weak surface material, curing compounds and other surface contaminants prior to coating.

FORM LINER FINISHES: Place architectural concrete treatments as shown. Placement is subsidiary to this item.

Where used, provide fractured fin/ribs/striations that are continuous with no apparent curves or discontinuities. Variations of the fractured ribs from true vertical exceeding ¼" for each 4'-0" of panel height are not acceptable.

Provide form liners that release without leaving pieces of liner material on the concrete and without pulling or breaking concrete from the textured surface. Provide form release agents as recommended by the manufacturer. Replace form liners as directed that have become damaged or worn. Replacement of form liners is considered incidental to the work and no additional compensation is provided.

No horizontal splices in the form liner are permitted. Vertical splices may occur only in valleys between fractured ribs.

Provide sample panels a minimum of ten days in advance of starting construction of the textured concrete surfaces. Construct sample panel(s) in accordance with Item 427.4.3.5 “Form Liner Finish” using each type of approved form liner. Sample panels must meet the requirements of the plans and specifications and be approved before any construction form liners may be ordered, obtained or used. Provide panels having a textured portion at least 5'-0" by 5'-0" with a representative un-textured surrounding surface. If directed, construct and finish additional test panels until a satisfactory concrete surface texture is obtained.

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The approved sample panel is the standard of comparison for the production concrete surface texture. If directed, build a new test panel to demonstrate acceptability of any proposed change in construction method.

Tool or replace areas requiring surface treatment that do not match their associated sample panels. Upon completion, tooled or replaced panels must match the associated sample panel. Tooling or replacement is at the contractor's expense.

For proper placement of the expansion joint behind the rail, omit surface finish from the top of T551 (RW) (DAL) rail to bottom of panel as directed.

Joint reveal details and location may vary slightly from what is shown to match the adjacent MSE walls as directed. No additional compensation will be allowed.

Item 440:
For the Lake June Underpass bridge provide GFRP reinforcement meeting the requirements of item 440 for the following bridge components: slab.Provide reinforcing steel with epoxy coating meeting the requirements of item 440 for the following remaining bridge components: sidewalk, median, approach slab, concrete traffic barrier and rail. For the Trail bridges provide reinforcing steel with epoxy coating meeting the requirements of item 440 for the following bridge components: approach slab, slab, concrete traffic barrier, and rail.
Epoxy coated reinforcing is not required for portions of rail or concrete traffic barrier not located on a bridge.

Reinforcing for abutments, bents and columns are not required to be epoxy coated.

R-bars (I-beams, U-beams, X-Beams and TX Girders), Z-bars (boxes), and H-bars (Slab beams) are not required to be epoxy coated**.**

All ties, chairs and other appurtenances used with epoxy coated reinforcing shall be epoxy coated or non-metallic.

Fiber Reinforced Concrete (FRC) can be used as a substitute for Non-Structural Class Reinforced Concrete in Mow-Strip and Rip Rap Items as approved. FRC may also be used for other Non-Structural Class Reinforced Concrete Items as approved.

Item 441:
Submit erection drawings for rolled-beam units.

Item 442:
Use temperature Zone 1 for CVN testing.

Item 446:
Paint all structural steel using protective “System II" paint in accordance with Item 446. Paint colors are shown elsewhere in the plans.

After all concrete placement has been completed, remove any concrete or other contaminate from the beam by hand cleaning methods so as not to damage the primer and then water blast / wash with a minimum of 2,500 psi pressure.

Item 449:
Use Thomas & Betts Kopr-Shield, MG Chemicals #846, MG Chemicals #8463, NYOGEL #756G, Pro-Shield #7308, Cho-Lube #4220, or other approved electrically conducting lubricant compound.

Item 464:
The concrete collars and the connections of pipes to existing or proposed concrete boxes or pipe will not be paid for directly but will be considered subsidiary to the various bid items.

At locations where storm drains dead-end, plug with a concrete plug of a thickness equal to 1 ½ inches per foot of diameter of pipe with a minimum thickness of 3 inches. The cost of the plugs shall be included in the unit price bid per foot of the various storm drain pipes.

Item 465:
All manholes, junction boxes and inlets will require inverts unless otherwise directed.

Item 471:
Tackweld all inlet grates and manhole covers to the frame with two 1-inch welds. Supply un-painted cast iron inlet grate and frame and/or cast iron manhole frame and cover.

Item 479:
Accept ownership of inlet grates and manhole covers and properly dispose of them outside the limits of the right of way in accordance with federal, state and local regulations.

Submit a plan detailing proposed methods of handling phased construction at manholes and water valves.

Payment for the phase construction will be considered subsidiary to this item.

Item 496:
Concrete pavement removed as a result of removing the inlets will not be paid for directly but will be considered as subsidiary to Item 496.

Inlet grates and manhole covers become the property of the contractor for disposal.

Item 500:
Material On Hand (MOH) will not be used in calculating partial payments for Mobilization.

Item 502:
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

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Engineer may choose to use existing bid items if it does not slow the implementation of enhancement.

Access will be provided to all business and residences at all times. Where turning radii are limited during phased construction at intersections, provide all weather surfaces such as RAP or base in turning movements to accommodate and to protect the traffic from edge drop-offs. Materials, labor, maintenance and removal for these temporary accesses and radii will not be paid for directly but will be considered subsidiary to the various bid items.

Provide written proposed lane closure information by 1:00 pm on the business day prior to the proposed closures. Do not close lanes when this requirement is not met.

When excavation is required next to a pavement lane carrying traffic and the widening is not completed by the end of the work day, backfill against the edge of the pavement with at least a 3:1 slope using an acceptable material to support vehicular traffic. Carefully remove and dispose of this material when work resumes. Backfilling pavement edges, and the materials required for the work will be subsidiary to this item.
Place barricades and signs in locations that do not obstruct the sight distance of drivers entering the highway from driveways or side streets.

Provide rectangular shape (CW12-2a) Temporary Clearance Signs on all bridges where the existing vertical clearance has changed. Install Signs to the satisfaction of the Engineer prior to opening to traffic. Plywood sign blanks will have minimum dimensions of 84" X 24". Work performed and materials are subsidiary to this item.

Do not operate or park any equipment/machinery closer than 30 feet from the traveled roadway after sunset unless authorized by the engineer.

When moving unlicensed equipment on or across any pavement or public highways, protect the pavement from all damage using an acceptable method.

As approved by the Engineer, provide uniformed off duty police officers and squad cars during lane or ramp closures, night time work or other situations that indicate a need for additional traffic control to protect the traveling public or the construction workforce. Provide documentation such as payroll, log sheets with signatures and badge number, or invoices from the government entity providing the officers for reimbursement. Complete the weekly tracking form provided by the department and submit invoices that agree with the tracking form for payment at the end of each month approved services were provided. Reimbursement will not be made for coordination fees charged by any party.

Patrol vehicles must be clearly marked to correspond with the officer’s agency and equipped with appropriate lights to identify them as law enforcement. For patrol vehicles not owned by a law enforcement agency, markings will be retroreflective and legible from 100 ft. from both sides and the rear of the vehicle. Lights will be high intensity and visible from all angles.

The Lane Closure Assessment Fee is shown on the following table. The fee applies to the Contractor for closures or obstructions that overlap into restricted hour traffic for each hour or portion thereof, per lane, regardless of the length of the lane closure or obstruction. Portions of

hours will be rounded up to the nearest 15 minute increment.

Lane Closure Assessment Fee Table

Roadway	Amount Per Lane Per Hour
US 175	$1,500

Limit lane closures along US 175 to the hours between 9:00 PM to 5:00 AM. Work in other areas of the project is not restricted to this time frame.

Traffic Control Plans with Lane Closures causing backups of 20 minutes or greater in duration will be modified by the Engineer up to and including removal of the lane closure and adjustment of lane closure times.

Full mainlane closures for bridge beams, bridge related work, or existing bridge demo will only be allowed on direction at a time overnight from 9:00PM to 5:00AM unless otherwise approved by the Engineer. Full mainlane closures of either direction require at least 14 day advance notice for approval.

Work in other areas of the project is not restricted to this time frame.

Additional lanes may be closed, started earlier, or extended later with written permission of the Engineer.

Item 504:
Furnish one Field Office and Laboratory (Type B) for this project.

Chain link fencing (6-ft. chain-link fence, a top-mounted 3-strand barbed wire, and separate 16-ft. entrance and exit gates to facilitate pull through maneuvers of the vehicles), area dimensioned as directed by the Engineer, will be provided around TxDOT field office/laboratory and parking areas separate from contractor areas. Keep Contractor and TxDOT parking separate. No Contractor vehicles, equipment, dumpsters, storage, etc. is allowed in TxDOT parking area.

Allow for space to accommodate a minimum of “4” pull through parking spaces.

All field office layouts must be approved by the Engineer prior to installation.

The Engineer reserves the right to modify the layout.

A 10 lb. ABC fire extinguisher with up-to-date inspection tag, working smoke detector, first aid kit and an eye wash station shall be installed in all facilities used by TxDOT personnel. They shall be mounted on a wall that is easily accessible and not blocked by any permanent furniture.

Inspect the fire extinguishers, smoke detectors, eye wash stations and first aid kits every month. Make necessary corrections or updates as needed or as directed within 7 calendar days.

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Provide a broadband internet connection with a minimum speed of 50 Mbps download and 50 Mbps upload, unless otherwise approved.

Provide an all in one color printer/scanner/copier that will print, scan and copy 11”x17” and 8.5”X11” sheets with software that is compatible with TxDOT equipment. This is subsidiary to the various bid items.

Item 506:
Take all practicable precautions to prevent debris from being discharged into the Waters of Texas or a designated wetland. Install Best Management Practices before demolition begins and maintain them during the demolition. Remove any debris or construction material that escapes containment devices and are discharged into the restricted areas, before the next rain event or within 24 hours of the discharge.

If temporary construction stream crossings are allowed under a Nationwide Permit, submit in writing for approval the type and location of each temporary stream crossing. Use temporary bridges, timber mats, or other structurally sound and non-eroding material for temporary stream crossings. A temporary culvert crossing will consist of storm sewer pipes and 4- to 8-inch nominal size rock. Temporary stream crossings must not cause more than minimal changes to the hydraulic flow characteristics of the stream, increase flooding, or cause more than minimal degradation of water quality. Remove the temporary stream crossings in their entirety and return the affected areas to their pre-existing elevation. All work and materials use for temporary construction stream crossings will not be paid for directly but are subsidiary to pertinent Items.

Provide SW3P Signs. Obtain from the Engineer a copy of the project’s completed TPDES Storm Water Program Construction Site Notice and Contractor Site Notice. Laminate the sheets and bond with adhesive to 36" X 36" plywood sign blanks. Ensure the sheets remain dry. Apply Type C Blue reflective sheeting as the background and add the text “SW3P” in 5" white lettering, centered at the top. Attach the signs to approved temporary mounts and locate at each of the project limits just inside the right of way line at a readable height or as directed by the Engineer. If the sign cannot be placed outside the clear zone, it must adhere to the TMUTCD. SW3P signs, maintenance, and reposting (for replacement or as needed to ensure readability) will be subsidiary to Item 502.

Concrete Washouts are required per the CGP. The Concrete Washout Area(s) structural controls must consist of temporary berms, temporary shallow pits, and/or temporary storage tanks to prevent contaminated runoff and must be lined as to prevent contamination of underlying soil. Ensure pits properly maintained including removal of concrete as not to allow over flow. The location(s) of washout area will be approved by the Engineer. When washout pits are no longer needed, they will be removed and area will be restored to original condition. This work, materials and labor will not be measured or paid for directly but will be subsidiary to Item 506, “Temporary Erosion, Sedimentation, and Environmental Controls.”

Item 508:
Testing of materials used in the construction of a temporary detour may be waived when approved by the Engineer.

Item 512:
The contractor will furnish pre-cast F Shape Barriers for traffic control, and remove and retain possession of non-permanent barriers at the end of the project. Pre-cast F Shape Barriers must have drainage slots as detailed on the Concrete Safety Barrier Standards. Submit for approval the type of barrier joint connection proposed for the project.

Item 514:
Provide High Performance Concrete (HPC) and epoxy coated reinforcing for all Permanent Concrete Traffic Barrier located on bridge approaches or bridge slabs.

Item 529:
Provide grooved joints at 10-foot intervals and ¾ inch expansion joint material for doweled curb at the same locations as on the existing pavement.

For Curb and Gutter sections, provide grooved joints at 10-foot intervals and ¾ inch expansion joint material at a maximum of 50-foot centers and at all radius points and inlets.

Curb and Gutter transitions will be paid for by the foot at the unit price for the corresponding curb or curb and gutter section.

Saw joints at the same location as on the existing pavement.

Item 536:
Use Class “B” concrete for concrete medians and directional islands.

Item 540:
Furnish one type of post throughout the project except as specifically noted in the plans.

Item 542:
Salvage metal beam guard fence removed from this project becomes the contractors property and responsibility. The work involved in hauling this material will not be paid for directly, but will be considered subsidiary to this item.

Item 585:
Use Surface Test Type A on all intersections and driveways.

Use Surface Test Type B pay adjustment schedule 3 on the travel lanes.
Use Surface Test Type B pay adjustment schedule 3 on the service roads.
Use Surface Test Type B pay adjustment schedule 3 on the ramps.

Item 610:
Provide 12 circuit Buchanan Type 112SN, Kulka Type 985-GP-10 CU, or equal terminal strip in the luminaire pole access compartment. The conductors for the line and load side of the terminal strip shall be identified with a plastic label with two straps per tag. The load side shall have each signal head and ped head identified on the tag.

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The location of conduits and ground boxes are diagrammatic only and may be shifted to accommodate field conditions as directed.

Secure permission and approval from the proper authority prior to cutting into or removing any sidewalks or curbs for installation of this Item.

When holes are drilled through concrete structures, use a coring device. Do not use masonry or concrete drills.

Place conduit under existing pavement by an approved boring method. Do not place boring pits closer than 2 feet from the edge of the pavement unless otherwise directed. Do not use water jetting. When conduits are bored, do not exceed 18 inches in the vertical and horizontal tolerances as measured from the intended target point.

Do not use a pneumatically driven device for punching holes beneath the pavement (commonly known as a "missile").

Furnish and install a flat, high tensile strength polyester fiber pull tape in conduit runs in excess of 50 feet or for future use and protected with standard weather-tight conduit caps, as approved. Acceptable products include Garvin # PT-1250-3K, ComStar PUL 1250P3K, Ideal Part No. 31-315 or equal as approved by the Engineer. This work will not be paid for directly, but is subsidiary to this Item.

Use a colored cleaner-primer on all PVC to PVC joints before application of PVC cement.

Seal all conduit ends with a permanently soft, non-toxic duct seal. Use a duct seal that does not adversely affect other plastic materials or corrode metals.

Where sidewalk is removed to install trenched conduit, replace sidewalk to match existing material. This work will be subsidiary to Item 618 except where shown otherwise in the plans.

Communications cable shall be installed in a separate conduit and bored separately.

2” Schedule 80 PVC will be used at the power pole to supply electricity to underground services.

Item 620:
The equipment grounding conductor shall be identified by a continuous green colored jacket insulation or bare wire. Grounded conductors (Neutral) shall be identified by a continuous white colored jacket. Ungrounded conductors (Hot) in a 120/240v or 240/480v system shall be identified by each pole or leg. For 240-volt branch circuit fed from 120/240 source and 480-volt branch circuit fed from 240/480 source, ensure one leg is identified by a continuous black colored jacket and the other leg by a continuous red colored jacket.

For both transformer and shoe-base type illumination poles, provide double-pole breakaway fuse holder as shown on the Texas Department of Transportation (TxDOT) - Construction Division’s (CST) materials producers list. Category is “Roadway Illumination and Electrical Supplies.” Fuse holder is shown on list under Items 610 & 620. Provide 10 amp time delay fuses.

Item 624:
Seal ground boxes for lighting circuits with polyurethane foam approved by the Engineer that will not adversely affect other plastic materials or corrode metal.

Slack conductors required by Standard Sheet ED(3)-14 will be subsidiary to Item 624.
Concrete removal required for installation of ground boxes will be subsidiary to Item 624.

Item 627:
Use the timber pole heights, as shown on the plans and in the material summary, for bidding purposes only. Coordinate pole locations, and make field measurements before construction to ensure a vertical clearance of 17 to 19 feet from the highest point on the roadway surface to the span. Except for supplemental nearside signal heads, all signal heads must be installed at least 40’ from the stop line. If field adjustments result in the nearest signal head being more than 180’ from the stop line, install a supplemental nearside signal head as directed by the engineer. Determine the field measurements and elevations from the actual field location of the poles, considering all above and below ground utilities and existing roadway elevations.

Item 628:
Contact the appropriate utility company during the first three weeks of the project lead-time period to allow adequate time for any necessary utility adjustments, transformer installation, etc.

Contractor shall submit an online request at ONCOR.com by following the steps below:
Select Construction and Development tab at top of screen.
Scroll down to New Construction and select Learn More.
Select the Start Request icon under the Commercial and Industrial project type.
Select the One Single Building Facility tab and fill in all required information.
Submit the request. An ONCOR representative will contact you within a few days.

Granite concrete service pole embedment depth shall be 10’ and shall be a minimum of 25’ above grade.

Backfill Granite Concrete service poles with a Class A concrete in accordance with Item 421, "Hydraulic Cement Concrete", except consider the concrete subsidiary to Item 628 for payment purposes.

The Meter Base or Transocket shall be mounted facing the roadway and the service enclosure shall be mounted on the opposite side of the service pole or pedestal.

The Contractor shall obtain the street address of the new electrical service directly from the applicable City.

Label the service enclosures indicating service address as well as all required information as shown on the Electrical Detail (ED) standard sheets. Labeling shall be silk screening or other acceptable method. This work will not be paid for directly, but is subsidiary to this Item.

A Licensed Master Electrician shall oversee the installation of all electrical services.

Bill the electrical service power usage to the Texas Department of Transportation.

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On the outside lower front of each electrical service meter base cover, install a 12 gauge minimum thickness stainless steel, aluminum or brass placard. The placard shall be engraved or stamped with the numeric portion of the street address and permanently affixed to the cover with exterior rated adhesive so as not to interfere with the operation of the latch. This work will not be paid for directly, but is subsidiary to this Item.

Item 636:
Leave the advance guide sign and/or the exit direction sign for an interchange in place at all times unless prior written approval is given. Replace signs removed by the Contractor before the end of the workday.

Manufacture all white legends using Clearview font on overhead and large ground-mounted guide signs. This includes destinations, cardinal directions, exit information and exit numbers. Use the font shown on the current standard sheets for all route markers (including interstate shields) and “Exit Only” panel information. Letter, arrow, and number heights shall all conform to the latest edition of the Standard Highway Sign Design Manual.

Provide two (2) sets of shop drawings for signs. The shop drawings shall conform to the details shown on the plans. The shop drawings shall show the details of the panels, wind beams, stiffeners, joint backing plates, splices, fasteners, brackets, and sign support connections. The shop drawings shall show letter types and sizes, interline spacing and message arrangements. Affix a sign identification decal to the back of all signs and mark out the installation date in accordance with Item 643.

Attach sheeting applied to extruded aluminum panels to each individual extrusion.

All new and or replaced sign panels shall be mounted flush (0º) on all sign structures. Furnish and obtain approval of all shop drawings detailing the method to accomplish this installation. All material and labor required for this special installation is considered subsidiary to Item 636.

Ensure the minimum vertical clearance, as shown in the plans, at the highpoint of the roadway after the installation of all overhead signs. Mount new overhead signs with 46% of the sign height positioned below the centerline of the truss. If new signs are mounted on a truss with existing signs, all signs shall be bottom justified using the 46% of the tallest sign to determine placement.

Place new guide signs on existing overhead sign structures and bridge rail supports. Existing attachment hardware may be reused if position of sign meets the 46% mounting criteria and if the existing hardware is large enough to accommodate the new sign. Sign support brackets may be cut or removed as directed; however, do not extend or lengthen existing brackets. Furnish any additional sign attachment hardware, support brackets, etc. as required. Payment will not be made for the additional brackets but is considered subsidiary to this Item.

All additional hat signs and plaques mounted to the top of signs shall be supported with wind beams 2.5 times the height of the sign and/or plaque.

Logo signs may be affected within the limits of this project. The statewide Logo sign program is managed for TxDOT by Lonestar Logos (www.lonestarlogos.com) under a separate contract. If Logo signs need to be relocated or removed during construction, plans (traffic control plans and signing layouts) will clarify if the contractor is to do this or if the signs are to be relocated or removed by Lonestar Logos. In some cases, smaller replacement signs may be noted. All Logo signs are property of TxDOT.

The telephone number for Lonestar Logos is (512)462-1310 and the email address for the operations manager, Tyler Starr, is tstarr@lonestarlogos.com. Contact Lonestar Logos at least 2 weeks in advance of any needed removal or replacement of Logo signs.

Signs to be relocated during construction by the contractor will be paid under a separate pay item and in accordance with the Temporary Large Roadside Signs (TLRS) standard sheets in the plans.

Items 644, 647, and 650:
Prior to taking elevations to determine lengths for fabrication of signposts and/or sign support towers, obtain verification of all proposed locations.

All sign mounts shall have a clamp base system for all small roadside sign assemblies.

A 3-inch strip of red reflective sheeting shall be placed on all Do Not Enter sign assemblies. This sheeting shall be placed directly below the Do Not Enter sign for the entire length of the signpost facing wrong way traffic. This work will be considered subsidiary to Item 644.

The post lengths shown on the Summary of Large Signs are approximations only. After the "X" dimensions are determined, submit actual post lengths to the Engineer for approval. Post lengths and size shall be approved by the Engineer before fabrication.

Torque the anchor bolts for only the Exit Gore signs to 60 foot-pounds.

Item 650:
All towers and trusses will be match marked, by the fabricator, for erection. Use the tower heights shown in the sign summaries and on the plans for bidding purposes only. Prior to fabrication, take finished grade elevations at the tower locations and determine their exact heights for fabrication in accordance with the details shown on the plans.

Item 654:
Sign lights on walkways will be considered as various components of the walkway and will therefore be subsidiary to the removal of the walkways.

Item 656:
Before placing the concrete for the controller foundation, coordinate with the City of Dallas to ensure that the anchor bolt spacing will match the anchor bolts and cabinet supplied by the city.

Form a 3/4-inch chamfer on the top edge of each pedestal pole foundation.

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Probe for utilities and underground structures prior to drilling foundations. Foundations shall be paid for once regardless of extra work caused by obstructions.

Item 662 and 672:
Black adhesive will be used on asphalt pavements and white adhesive will be used on concrete pavements.

Item 677:
A water blasting method approved by the Engineer will be the only method allowed for the removal of permanent and temporary pavement markings except on a sealcoat surface. A 2 foot wide sealcoat will be required on sealcoat surfaces to eliminate permanent and temporary pavement markings.

Item 680:
Requirements for this Item include the following work, all of which are subsidiary to this Item:

1. Notify the Traffic Projects Office at DAL_TPO@txdot.gov one week before beginning any work involving traffic signals. Supplement email correspondence with the District Signal Maintenance Office at (214)320-6682 and Construction Office at (214)319-6406.
2. Provide submittal literature for all traffic signal equipment before installation.
3. Install the supplied traffic signal controller and cabinet.
4. Contractor shall furnish and install a base mounted controller cabinet foundation at each intersection. Payment shall be subsidiary to Item 680.
5. Install the controller cabinet in an orientation as directed.
6. Connect all field wiring to the controller assembly. The City will assist in determining how the detection cables are to be connected, and will also program the controller for operation, hook up the malfunction management unit (MMU) or conflict monitor, detector units, and other equipment, and turn on the controller. Pick up the signal cabinet from the City of Dallas.
7. Furnish and install all sign panels for mounting on signal poles and mast arms. Fabricate the sign panels in accordance with Item 636, and mount with Astro-Sign Brac, Signfix aluminum channel, or equal as approved by the Engineer. Submit five (5) sets of shop drawings for street name signs.
8. Provide 250W Equivalent LED Fixtures with 120 volt electronic LED drivers as shown on the Material Producers List.
9. Have a qualified technician on the project site to place the traffic signal in operation.
10. Use qualified personnel to respond to and diagnose all trouble calls during the thirty-day test period. Repair any malfunction to Contractor-supplied signal equipment. Provide to the Engineer a local telephone number, not subject to frequent changes and available on a 24-hour basis, for reporting trouble calls. Response time to reported calls must be less than 2 hours. Make appropriate repairs within 24 hours. Place a logbook in the controller cabinet and keep a record of each trouble call reported. Notify the Engineer of each trouble call. Do not clear the error log in the conflict monitor or MMU during the thirty-day test period without approval.
11. When the work required by this contract has been satisfactorily completed on any individual or inter-connected system of signalized intersections, final clean-up has been performed, and the traffic signal equipment supplied has operated continuously and satisfactorily for at least 30 days, release from further maintenance on that particular

intersection is authorized. This partial acceptance, made in writing, does not void or alter any of the terms of the contract.

12. Prevent any damage to property owner's poles, fences, shrubs, mailboxes, etc. Protect all underground and overhead utilities and repair any damage. Provide access to all driveways during construction.

13. The concrete foundation for the controller as shown on standard TS-CF is diagrammatic and the dimensions will be adjusted in the field to fit existing conditions.

14. Salvage the existing traffic signals at US 175 and Lake June Rd as shown on the plans. Salvage poles, cabinets, service poles and equipment, exposed conduit, and any other equipment as directed. This equipment remains the property of City of Dallas. The material listed above is to be stockpiled at the City of Dallas Signal Shop as directed. Contact Alfred Lemon with the City of Dallas at (214) 670-4812 48 hours in advance of delivery. All other material removed in this project will become the property of the Contractor. Dispose of material off the right of way in accordance with federal, state, and local regulations. Maintain the operation of the existing traffic signal until directed to remove it.

Item 682:

Install signal head attachments so that the wiring to each signal head passes from the mast arm through the attachment hardware to the signal head. Do not leave cable or wiring exposed.

Provide signal head attachments that allow for adjustment about the horizontal and vertical axis.

Turn down signal heads or cover with burlap or other material, as approved, until traffic signal is placed in operation.

Mount signal heads level and plumb and aim as directed.

Provide black polycarbonate pedestrian and vehicle signal heads with non-painted aluminum tubing. Provide black retroreflective aluminum non-vented back plates for all traffic signal heads.

Item 684:

Provide stranded 14 AWG Type A signal cables for LED signal heads and stranded 12 AWG Type C cables for APS units.

Provide a separate multi-conductor signal cable (14 AWG) inside pedestal poles and signal poles from the terminal strip to each signal head as shown on the plans.

Identify each cable as shown on the plans (cable 1, etc.) with permanent marking labels (Panduit Type PLM standard single marker tie, Thomas&Betts Type 548M, or equal) at each ground box, pole base, and controller.

Item 686:

Provide 12 circuit Buchanan Type 112SN, Kulka Type 985-GP-12 CU, or equal terminal strips in the signal pole access compartment. Provide additional terminal strips of 8 circuits each when more than 12 circuits are required. The conductors for the line and load side of the terminal strip shall be identified with a plastic label with two straps per tag. The load side shall have each signal head and ped head identified on the tag.

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Mark pole shafts and mast arms with the identification numbers from the plans to facilitate field-assembly. Identify pole shafts and mast arms by intersection for projects with multiple intersections.

Provide nuts on top and bottom (double nuts) of the base plate as shown on the plans.

Set anchor bolts for mast arm signal poles and strain poles so that two are in tension and two are in compression. Obtain approval of anchor bolt placement before placing concrete.

Provide vertical clearance of 17 to 19 feet from the roadway to the lowest point of the signal head or mast arm. Except for supplemental nearside signal heads, all signal heads must be installed at least 40' from the stop line. If field adjustments result in the nearest signal head being more than 180' from the stop line, install a supplemental nearside signal head as directed by the engineer. Determine the field measurements and elevations from the actual field location of the poles, considering all above and below ground utilities and existing roadway elevations.

Provide vibration dampers for mast arms 28 feet to 48 feet in length. Install as shown on MA-DPD.

The bid price for this item is for a standard galvanized signal pole.

Item 687:

The bid price for this item is for a standard galvanized pedestal pole.

Provide 12 circuit Buchanan Type 112SN, Kulka Type 985-GP-10 CU, or equal terminal strip in the pedestal pole base. The conductors for the line and load side of the terminal strip shall be identified with a plastic label with two straps per tag. The load side shall have each signal head and ped head identified on the tag.

Item 688:

Verify the location of the APS units and the direction of the arrows on the signs prior to installation.

Contractor shall provide a digital copy of the APS messages to the City of Dallas for all new APS Units on the project.

APS Units shall operate with hardwired connections for the communications path between the APS Units and the APS controller.

Item 3077:

Use aggregate that meets the Surface Aggregate Classification (SAC) requirement of Class B.

Superpave Mixtures used as concrete pavement underlayment is deemed as "Exempt Production".

Provide PG binder 64-22 in Type SP-B mixture.

Provide PG binder 70-22 in Type SP-C mixture.

Item 6185:
The total number of truck mounted attenuators (TMAs) or trailer attenuators (TAs) required when utilizing the traffic control standards are shown in the tables below.

TCP 1 Series	Scenario	Required TMA/TA
(1-4)-18	All	1

TCP 2 Series	Scenario	Required TMA/TA
(2-1)-18 / (2-4)-18 / (2-5)-18 / (2-6)-18	All	1

TCP 3 Series	Scenario			Required TMA/TA
(3-2)-13	All			3
(3-3)-14	A	B	D	2
	C			3

TCP 5 Series	Scenario		Required TMA/TA
(5-1)-18	A	B	1

TCP 6 Series	Scenario		Required TMA/TA	
(6-1)-12	A	B	1	2
(6-3)-12	All		1	
(6-5)-12	A	B	1	2
(6-6)-12	All		1 Per Lane	

The contractor will be responsible for determining if one or more of these operations will be ongoing at the same time to determine the total number of TMAs/TAs needed for the project. Additional TMAs/TAs used that are not specified in the plans in which the contractor expects compensation will require prior approval from the Engineer.

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

Item 6292:
The City of Dallas Standard (Exhibit N) refers to mounting radar using astro-brackets. The word “astro-bracket” shall be replaced with the words “mounting clamp” at all the instances on this exhibit.

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County: DALLAS

Highway: US 175

The list of material below is for the Contractor’s information only.
It is the responsibility of the Contractor to verify
all items and quantities listed below.

LIST OF MATERIAL/LABOR
SUBSIDIARY TO ITEM 680

DESCRIPTION	UNIT	QUANTITY
INSTALL CONTROLLER CABINET ASSEMBLY	EA	2
BASE MOUNTED CONTROLLER CABINET FOUNDATION (TYPE 332)	CY	6
FURNISH AND INSTALL STREET NAME SIGNS	EA	6
FURNISH AND INSTALL REGULATORY SIGNS	EA	9
250W LED LUMINAIRE	EA	8

LIST OF MATERIAL
FURNISHED BY THE CITY OF DALLAS

DESCRIPTION	UNIT	QUANTITY
CONTROLLER CABINET ASSEMBLY	EA	2
RADAR DETECTION DEVICES (PRESENCE)	EA	6
RADAR DETECTION DEVICES (ADVANCE)	EA	4
RADAR DETECTION CABLE	LF	2,002

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0197-02-135 **DISTRICT** Dallas **COUNTY** Dallas
HIGHWAY US 175, Various

			CONTROL SECTION JOB		**0197-02-135**		**0918-47-390**		TOTAL EST.	TOTAL FINAL
			PROJECT ID		**A00183301**		**A00180201**			
			COUNTY		**Dallas**		**Dallas**			
			HIGHWAY		**US 175**		**Various**			
ALT	**BID CODE**	**DESCRIPTION**		**UNIT**	EST.	FINAL	EST.	FINAL		
	100-6002	PREPARING ROW		STA	87.300		8.000		95.300	
	104-6001	REMOVING CONC (PAV)		SY	18,179.000				18,179.000	
	104-6009	REMOVING CONC (RIPRAP)		SY	3,675.000				3,675.000	
	104-6011	REMOVING CONC (MEDIANS)		SY	205.000		17.000		222.000	
	104-6015	REMOVING CONC (SIDEWALKS)		SY			10.000		10.000	
	104-6017	REMOVING CONC (DRIVEWAYS)		SY	250.000				250.000	
	104-6021	REMOVING CONC (CURB)		LF	15,550.000				15,550.000	
	104-6023	REMOVING CONC (CTB)		LF	1,861.000				1,861.000	
	104-6036	REMOVING CONC (SIDEWALK OR RAMP)		SY	936.000		565.000		1,501.000	
	104-6045	REMOVE CONC (MISC)		EA	5.000				5.000	
	105-6019	REMOVING STAB BASE & ASPH PAV(14")		SY	2,316.000				2,316.000	
	110-6001	EXCAVATION (ROADWAY)		CY	20,189.000				20,189.000	
	132-6025	EMBANKMENT (FINAL) (DENS CONT) (TY C1)		CY	45,892.000				45,892.000	
	132-6026	EMBANKMENT (FINAL) (DENS CONT) (TY C2)		CY	13,901.000				13,901.000	
	161-6017	COMPOST MANUF TOPSOIL (4")		SY	42,650.000				42,650.000	
	162-6002	BLOCK SODDING		SY	37,993.000				37,993.000	
	164-6039	DRILL SEEDING (PERM) (URBAN) (CLAY)		SY	5,123.000				5,123.000	
	164-6051	DRILL SEED (TEMP)(WARM OR COOL)		SY	42,650.000				42,650.000	
	168-6001	VEGETATIVE WATERING		MG	7,759.000				7,759.000	
	260-6006	LIME TRT (EXST MATL) (6")		SY	20,167.000				20,167.000	
	260-6016	LIME (HYD, COM, OR QK(SLURRY))		TON	203.000				203.000	
	354-6010	PLAN & TEXT ASPH CONC PAV(0" TO 6")		SY	12,113.000				12,113.000	
	360-6013	CONC PVMT (CONT REINF - CRCP) (10.5")		SY	19,673.000				19,673.000	
	360-6027	CURB (TYPE II)		LF	8,121.000				8,121.000	
	361-6035	FULL - DEPTH REPAIR CPCD (10")		SY			220.000		220.000	
	400-6005	CEM STABIL BKFL		CY	112.000				112.000	
	400-6007	CUT & RESTORE CONC PAVING		SY	17.000				17.000	
	402-6001	TRENCH EXCAVATION PROTECTION		LF	2,291.000				2,291.000	
	403-6001	TEMPORARY SPL SHORING		SF	6,569.000				6,569.000	
	416-6004	DRILL SHAFT (36 IN)		LF	1,550.000				1,550.000	
	416-6005	DRILL SHAFT (42 IN)		LF	2,345.000				2,345.000	
	416-6022	DRILL SHAFT (SIGN MTS) (48 IN)		LF	16.000				16.000	
	416-6029	DRILL SHAFT (RDWY ILL POLE) (30 IN)		LF	16.000				16.000	
	416-6030	DRILL SHAFT (TRF SIG POLE) (24 IN)		LF			24.000		24.000	
	416-6032	DRILL SHAFT (TRF SIG POLE) (36 IN)		LF	52.000		39.000		91.000	
	416-6034	DRILL SHAFT (TRF SIG POLE) (48 IN)		LF	44.000		22.000		66.000	
	420-6011	CL B CONC (FLUME)		CY	66.000				66.000	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0197-02-135 **DISTRICT** Dallas **COUNTY** Dallas
HIGHWAY US 175, Various

			CONTROL SECTION JOB		**0197-02-135**		**0918-47-390**		TOTAL EST.	TOTAL FINAL
			PROJECT ID		**A00183301**		**A00180201**			
			COUNTY		**Dallas**		**Dallas**			
			HIGHWAY		**US 175**		**Various**			
ALT	**BID CODE**	**DESCRIPTION**		**UNIT**	EST.	FINAL	EST.	FINAL		
	420-6014	CL C CONC (ABUT)(HPC)		CY	153.100				153.100	
	420-6030	CL C CONC (CAP)(HPC)		CY	463.000				463.000	
	420-6038	CL C CONC (COLUMN)(HPC)		CY	151.300				151.300	
	420-6066	CL C CONC (RAIL FOUNDATION)		CY	350.000				350.000	
	422-6002	REINF CONC SLAB (HPC)		SF	82,830.000				82,830.000	
	422-6012	BRIDGE MEDIAN (HPC)		SF	1,119.000				1,119.000	
	422-6014	BRIDGE SIDEWALK (HPC)		SF	2,161.000				2,161.000	
	422-6015	APPROACH SLAB		CY	195.000				195.000	
	423-6001	RETAINING WALL (MSE)		SF	18,676.000				18,676.000	
	425-6037	PRESTR CONC GIRDER (TX40)		LF	2,148.100				2,148.100	
	425-6038	PRESTR CONC GIRDER (TX46)		LF	9,288.000				9,288.000	
	432-6001	RIPRAP (CONC)(4 IN)		CY			6.000		6.000	
	432-6045	RIPRAP (MOW STRIP)(4 IN)		CY	67.630				67.630	
	442-6007	STR STEEL (MISC NON - BRIDGE)		LB	4,997.000				4,997.000	
	450-6004	RAIL (TY T221)		LF	1,139.000				1,139.000	
	450-6023	RAIL (TY SSTR)		LF	2,075.000				2,075.000	
	450-6031	RAIL (TY C221)(HPC)		LF	8,974.000				8,974.000	
	450-6034	RAIL (TY C402)		LF	119.000				119.000	
	450-6035	RAIL (TY C402)(HPC)		LF	360.000				360.000	
	450-6125	RAIL (TY T80PP-TS)		LF	271.000				271.000	
	454-6018	SEALED EXPANSION JOINT (4 IN) (SEJ - M)		LF	191.000				191.000	
	454-6020	SEALED EXPANSION JOINT (4 IN) (SEJ - B)		LF	306.000				306.000	
	454-6021	TYPE A JOINT		LF	28.000				28.000	
	464-6003	RC PIPE (CL III)(18 IN)		LF	311.000				311.000	
	464-6005	RC PIPE (CL III)(24 IN)		LF	1,804.000				1,804.000	
	464-6017	RC PIPE (CL IV)(18 IN)		LF	86.000				86.000	
	464-6018	RC PIPE (CL IV)(24 IN)		LF	235.000				235.000	
	465-6005	JCTBOX(COMPL)(PJB)(3FTX3FT)		EA	1.000				1.000	
	465-6039	INLET (COMPL)(PCU)(5FT)(RIGHT)		EA	3.000				3.000	
	465-6040	INLET (COMPL)(PCU)(5FT)(BOTH)		EA	1.000				1.000	
	465-6046	INLET (COMPL)(PMBD)(5FT)		EA	21.000				21.000	
	465-6130	INLET (COMPL)(PSL)(FG)(3FTX5FT-3FTX5FT)		EA	1.000				1.000	
	466-6048	HEADWALL (CH - FW - 45) (DIA= 18 IN)		EA	1.000				1.000	
	479-6006	ADJUSTING INLET (CAP)		EA	1.000				1.000	
	496-6002	REMOV STR (INLET)		EA	21.000				21.000	
	496-6003	REMOV STR (MANHOLE)		EA	2.000				2.000	
	496-6007	REMOV STR (PIPE)		LF	2,139.000				2,139.000	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0197-02-135 **DISTRICT** Dallas **COUNTY** Dallas
HIGHWAY US 175, Various

			CONTROL SECTION JOB		**0197-02-135**		**0918-47-390**		TOTAL EST.	TOTAL FINAL
			PROJECT ID		**A00183301**		**A00180201**			
			COUNTY		**Dallas**		**Dallas**			
			HIGHWAY		**US 175**		**Various**			
ALT	**BID CODE**	**DESCRIPTION**		**UNIT**	EST.	FINAL	EST.	FINAL		
	496-6010	REMOV STR (BRIDGE 100 - 499 FT LENGTH)		EA	1.000				1.000	
	500-6001	MOBILIZATION		LS	1.000				1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING		MO	21.000				21.000	
	506-6002	ROCK FILTER DAMS (INSTALL) (TY 2)		LF	99.000				99.000	
	506-6011	ROCK FILTER DAMS (REMOVE)		LF	99.000				99.000	
	506-6020	CONSTRUCTION EXITS (INSTALL) (TY 1)		SY	490.000				490.000	
	506-6024	CONSTRUCTION EXITS (REMOVE)		SY	490.000				490.000	
	506-6038	TEMP SEDMT CONT FENCE (INSTALL)		LF	9,341.000		437.000		9,778.000	
	506-6039	TEMP SEDMT CONT FENCE (REMOVE)		LF	9,341.000		437.000		9,778.000	
	506-6041	BIODEG EROSN CONT LOGS (INSTL) (12")		LF	1,237.000		45.000		1,282.000	
	506-6043	BIODEG EROSN CONT LOGS (REMOVE)		LF	1,237.000		45.000		1,282.000	
	508-6001	CONSTRUCTING DETOURS		SY	5,569.000				5,569.000	
	512-6005	PORT CTB (FUR & INST)(F-SHAPE)(TY 1)		LF	5,160.000				5,160.000	
	512-6009	PORT CTB (FUR & INST)(LOW PROF)(TY 1)		LF	2,940.000				2,940.000	
	512-6010	PORT CTB (FUR & INST)(LOW PROF)(TY 2)		LF	260.000				260.000	
	512-6029	PORT CTB (MOVE)(F-SHAPE)(TY 1)		LF	2,700.000				2,700.000	
	512-6033	PORT CTB (MOVE)(LOW PROF)(TY 1)		LF	6,080.000				6,080.000	
	512-6034	PORT CTB (MOVE)(LOW PROF)(TY 2)		LF	620.000				620.000	
	512-6053	PORT CTB (REMOVE)(F-SHAPE)(TY 1)		LF	5,160.000				5,160.000	
	512-6057	PORT CTB (REMOVE)(LOW PROF)(TY 1)		LF	2,940.000				2,940.000	
	512-6058	PORT CTB (REMOVE)(LOW PROF)(TY 2)		LF	260.000				260.000	
	514-6009	PERM CTB (SGL SLOPE) (TY 1) (54)		LF	1,461.000				1,461.000	
	529-6036	CONCRETE CURB (SPECIAL)		LF	160.000				160.000	
	530-6004	DRIVEWAYS (CONC)		SY	638.000				638.000	
	531-6002	CONC SIDEWALKS (5")		SY	5,339.000		1,835.000		7,174.000	
	531-6003	CONC SIDEWALKS (6")		SY			161.000		161.000	
	531-6004	CURB RAMPS (TY 1)		EA	2.000				2.000	
	531-6006	CURB RAMPS (TY 3)		EA	1.000				1.000	
	531-6008	CURB RAMPS (TY 5)		EA	4.000				4.000	
	531-6010	CURB RAMPS (TY 7)		EA	4.000		8.000		12.000	
	531-6013	CURB RAMPS (TY 10)		EA	4.000				4.000	
	531-6030	CURB RAMPS (TY 21)		SY	2.000				2.000	
	540-6001	MTL W-BEAM GD FEN (TIM POST)		LF	452.000				452.000	
	540-6005	TERMINAL ANCHOR SECTION		EA	1.000				1.000	
	540-6006	MTL BEAM GD FEN TRANS (THRIE-BEAM)		EA	2.000				2.000	
	540-6016	DOWNSTREAM ANCHOR TERMINAL SECTION		EA	1.000				1.000	
	542-6001	REMOVE METAL BEAM GUARD FENCE		LF	1,128.000				1,128.000	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0197-02-135 **DISTRICT** Dallas **COUNTY** Dallas
HIGHWAY US 175, Various

			CONTROL SECTION JOB		**0197-02-135**		**0918-47-390**		TOTAL EST.	TOTAL FINAL
			PROJECT ID		**A00183301**		**A00180201**			
			COUNTY		**Dallas**		**Dallas**			
			HIGHWAY		**US 175**		**Various**			
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL		
	542-6002	REMOVE TERMINAL ANCHOR SECTION	EA	6.000				6.000	
	544-6001	GUARDRAIL END TREATMENT (INSTALL)	EA	2.000				2.000	
	545-6003	CRASH CUSH ATTEN (MOVE & RESET)	EA	2.000				2.000	
	545-6005	CRASH CUSH ATTEN (REMOVE)	EA	3.000				3.000	
	545-6007	CRASH CUSH ATTEN (INSTL)(L)(N)(TL3)	EA	2.000				2.000	
	545-6019	CRASH CUSH ATTEN (INSTL)(S)(N)(TL3)	EA	3.000				3.000	
	610-6010	REMOVE RD IL ASM (U/P)	EA	9.000				9.000	
	610-6162	IN RD IL (TY SA) 30T-8 (250W EQ) LED	EA	2.000				2.000	
	618-6046	CONDT (PVC) (SCH 80) (2")	LF	132.000		20.000		152.000	
	618-6053	CONDT (PVC) (SCH 80) (3")	LF	256.000		280.000		536.000	
	618-6054	CONDT (PVC) (SCH 80) (3") (BORE)	LF	49.000		270.000		319.000	
	618-6058	CONDT (PVC) (SCH 80) (4")	LF	225.000		260.000		485.000	
	618-6059	CONDT (PVC) (SCH 80) (4") (BORE)	LF	1,868.000		270.000		2,138.000	
	618-6078	CONDT (RM) (4")	LF	383.000				383.000	
	620-6004	ELEC CONDR (NO.12) INSULATED	LF	640.000				640.000	
	620-6008	ELEC CONDR (NO.8) INSULATED	LF	1,944.000				1,944.000	
	620-6009	ELEC CONDR (NO.6) BARE	LF	1,447.000		475.000		1,922.000	
	620-6010	ELEC CONDR (NO.6) INSULATED	LF	112.000		1,460.000		1,572.000	
	624-6004	GROUND BOX TY B (122322)W/APRON	EA			5.000		5.000	
	624-6009	GROUND BOX TY D (162922)	EA	3.000				3.000	
	624-6010	GROUND BOX TY D (162922)W/APRON	EA	13.000		3.000		16.000	
	628-6187	ELC SRV TY D 120/240 070(NS)SS(E)PS(U)	EA	2.000		1.000		3.000	
	636-6003	ALUMINUM SIGNS (TY O)	SF	127.500				127.500	
	636-6007	REPLACE EXISTING ALUMINUM SIGNS(TY A)	SF	15.840				15.840	
	636-6009	REPLACE EXISTING ALUMINUM SIGNS(TY O)	SF	221.000				221.000	
	644-6001	IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	6.000				6.000	
	644-6004	IN SM RD SN SUP&AM TY10BWG(1)SA(T)	EA	14.000				14.000	
	644-6033	IN SM RD SN SUP&AM TYS80(1)SA(U)	EA	2.000				2.000	
	644-6064	IN BRIDGE MNT CLEARANCE SGN ASSM(TY N)	EA	4.000				4.000	
	650-6038	INS OH SN SUP(35 FT CANT)	EA	1.000				1.000	
	654-6007	REMOVE SIGN WALKWAY	EA	1.000				1.000	
	658-6061	INSTL DEL ASSM (D-SW)SZ 1(BRF)GF2	EA	10.000				10.000	
	662-6064	WK ZN PAV MRK REMOV (W)6"(BRK)	LF	10,132.000				10,132.000	
	662-6067	WK ZN PAV MRK REMOV (W)6"(SLD)	LF	41,791.000				41,791.000	
	662-6071	WK ZN PAV MRK REMOV (W)8"(SLD)	LF	300.000				300.000	
	662-6075	WK ZN PAV MRK REMOV (W)24"(SLD)	LF	216.000				216.000	
	662-6098	WK ZN PAV MRK REMOV (Y)6"(SLD)	LF	33,221.000				33,221.000	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0197-02-135 **DISTRICT** Dallas **COUNTY** Dallas
HIGHWAY US 175, Various

			CONTROL SECTION JOB		**0197-02-135**		**0918-47-390**		TOTAL EST.	TOTAL FINAL
			PROJECT ID		**A00183301**		**A00180201**			
			COUNTY		**Dallas**		**Dallas**			
			HIGHWAY		**US 175**		**Various**			
ALT	**BID CODE**	**DESCRIPTION**		**UNIT**	EST.	FINAL	EST.	FINAL		
	666-6006	REFL PAV MRK TY I (W)4"(DOT)(100MIL)		LF	340.000		112.000		452.000	
	666-6018	REFL PAV MRK TY I (W)6"(DOT)(100MIL)		LF	128.000		12.000		140.000	
	666-6030	REFL PAV MRK TY I (W)8"(DOT)(100MIL)		LF	64.000				64.000	
	666-6036	REFL PAV MRK TY I (W)8"(SLD)(100MIL)		LF	2,735.000		285.000		3,020.000	
	666-6042	REFL PAV MRK TY I (W)12"(SLD)(100MIL)		LF	497.000				497.000	
	666-6048	REFL PAV MRK TY I (W)24"(SLD)(100MIL)		LF	705.000		339.000		1,044.000	
	666-6054	REFL PAV MRK TY I (W)(ARROW)(100MIL)		EA	14.000		3.000		17.000	
	666-6057	REFL PAV MRK TY I(W)(DBL ARROW)(100MIL)		EA	5.000				5.000	
	666-6072	REFL PAV MRK TY I(W)(LNDP ARW)(100MIL)		EA	2.000				2.000	
	666-6078	REFL PAV MRK TY I (W)(WORD)(100MIL)		EA	7.000		1.000		8.000	
	666-6105	REFL PAV MRK TY I (W)(BIKE ARW)(100MIL)		EA	5.000		1.000		6.000	
	666-6111	REFL PAV MRK TY I(W)(BIKE SYML)(100MIL)		EA	5.000		1.000		6.000	
	666-6224	PAVEMENT SEALER 4"		LF	4,465.000		3,139.000		7,604.000	
	666-6225	PAVEMENT SEALER 6"		LF	34,936.000		3,044.000		37,980.000	
	666-6226	PAVEMENT SEALER 8"		LF	2,799.000		105.000		2,904.000	
	666-6228	PAVEMENT SEALER 12"		LF	497.000				497.000	
	666-6229	PAVEMENT SEALER 18"		LF			129.000		129.000	
	666-6230	PAVEMENT SEALER 24"		LF	705.000				705.000	
	666-6231	PAVEMENT SEALER (ARROW)		EA	14.000		1.000		15.000	
	666-6232	PAVEMENT SEALER (WORD)		EA	7.000		1.000		8.000	
	666-6234	PAVEMENT SEALER (DBL ARROW)		EA	5.000				5.000	
	666-6237	PAVEMENT SEALER (LNDP ARROW)		EA	2.000				2.000	
	666-6244	PAVEMENT SEALER (BIKE ARROW)		EA	5.000		1.000		6.000	
	666-6245	PAVEMENT SEALER (BIKE SYMBOL)		EA	5.000		1.000		6.000	
	666-6300	RE PM W/RET REQ TY I (W)4"(BRK)(100MIL)		LF			320.000		320.000	
	666-6303	RE PM W/RET REQ TY I (W)4"(SLD)(100MIL)		LF	4,125.000		3,027.000		7,152.000	
	666-6309	RE PM W/RET REQ TY I (W)6"(SLD)(100MIL)		LF			520.000		520.000	
	666-6315	RE PM W/RET REQ TY I (Y)4"(SLD)(100MIL)		LF			300.000		300.000	
	672-6007	REFL PAV MRKR TY I-C		EA	179.000		25.000		204.000	
	672-6009	REFL PAV MRKR TY II-A-A		EA	13.000				13.000	
	672-6010	REFL PAV MRKR TY II-C-R		EA	272.000				272.000	
	678-6001	PAV SURF PREP FOR MRK (4")		LF	4,465.000		3,139.000		7,604.000	
	678-6002	PAV SURF PREP FOR MRK (6")		LF	34,936.000		3,044.000		37,980.000	
	678-6004	PAV SURF PREP FOR MRK (8")		LF	2,799.000		105.000		2,904.000	
	678-6006	PAV SURF PREP FOR MRK (12")		LF	497.000				497.000	
	678-6008	PAV SURF PREP FOR MRK (24")		LF	705.000				705.000	
	678-6009	PAV SURF PREP FOR MRK (ARROW)		EA	14.000		1.000		15.000	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0197-02-135 **DISTRICT** Dallas **COUNTY** Dallas
HIGHWAY US 175, Various

			CONTROL SECTION JOB		**0197-02-135**		**0918-47-390**		TOTAL EST.	TOTAL FINAL
			PROJECT ID		**A00183301**		**A00180201**			
			COUNTY		**Dallas**		**Dallas**			
			HIGHWAY		**US 175**		**Various**			
ALT	**BID CODE**	**DESCRIPTION**		**UNIT**	EST.	FINAL	EST.	FINAL		
	678-6010	PAV SURF PREP FOR MRK (DBL ARROW)		EA	5.000		1.000		6.000	
	678-6016	PAV SURF PREP FOR MRK (WORD)		EA	7.000		1.000		8.000	
	678-6026	PAV SURF PREP FOR MRK (BIKE ARROW)		EA	5.000		1.000		6.000	
	678-6028	PAV SURF PREP FOR MRK (BIKE SYMBOL)		EA	5.000		1.000		6.000	
	680-6004	REMOVING TRAFFIC SIGNALS		EA	4.000		1.000		5.000	
	680-6005	INS HY TRF SIG (DPT SUP CNT & CAB)(ISO)		EA	2.000		1.000		3.000	
	682-6001	VEH SIG SEC (12")LED(GRN)		EA	12.000		10.000		22.000	
	682-6002	VEH SIG SEC (12")LED(GRN ARW)		EA	7.000		2.000		9.000	
	682-6003	VEH SIG SEC (12")LED(YEL)		EA	16.000		10.000		26.000	
	682-6004	VEH SIG SEC (12")LED(YEL ARW)		EA	5.000		4.000		9.000	
	682-6005	VEH SIG SEC (12")LED(RED)		EA	16.000		10.000		26.000	
	682-6006	VEH SIG SEC (12")LED(RED ARW)		EA	5.000		4.000		9.000	
	682-6018	PED SIG SEC (LED)(COUNTDOWN)		EA	12.000		8.000		20.000	
	682-6051	BACKPLATE W/REFL BRDR(3 SEC)ALUM		EA	17.000		10.000		27.000	
	682-6053	BACKPLATE W/REFL BRDR(5 SEC)ALUM		EA	2.000		2.000		4.000	
	684-6031	TRF SIG CBL (TY A)(14 AWG)(5 CONDR)		LF	776.000				776.000	
	684-6033	TRF SIG CBL (TY A)(14 AWG)(7 CONDR)		LF	131.000				131.000	
	684-6036	TRF SIG CBL (TY A)(14 AWG)(10 CONDR)		LF	1,163.000		665.000		1,828.000	
	684-6046	TRF SIG CBL (TY A)(14 AWG)(20 CONDR)		LF	862.000		690.000		1,552.000	
	684-6079	TRF SIG CBL (TY C)(12 AWG)(2 CONDR)		LF	2,281.000		665.000		2,946.000	
	686-6039	INS TRF SIG PL AM(S)1 ARM(36')LUM		EA			1.000		1.000	
	686-6043	INS TRF SIG PL AM(S)1 ARM(40')LUM		EA	2.000		1.000		3.000	
	686-6047	INS TRF SIG PL AM(S)1 ARM(44')LUM		EA	2.000				2.000	
	686-6051	INS TRF SIG PL AM(S)1 ARM(48')LUM		EA			1.000		1.000	
	686-6059	INS TRF SIG PL AM(S)1 ARM(55')LUM		EA			1.000		1.000	
	686-6067	INS TRF SIG PL AM(S)1 ARM(65')LUM		EA	2.000				2.000	
	687-6001	PED POLE ASSEMBLY		EA	6.000		4.000		10.000	
	687-6002	PEDESTRIAN PUSH BUTTON POLE		EA	2.000				2.000	
	688-6001	PED DETECT PUSH BUTTON (APS)		EA	14.000		8.000		22.000	
	688-6003	PED DETECTOR CONTROLLER UNIT		EA	2.000		1.000		3.000	
	740-6004	ANTI - GRAFFITI COATING(PERMNENT-TY II)		SF	16,460.000				16,460.000	
	3077-6001	SP MIXES SP-B PG64-22		TON	11,723.000				11,723.000	
	3077-6023	SP MIXES SP-C SAC-B PG70-22		TON	866.000				866.000	
	3077-6075	TACK COAT		GAL	1,718.000				1,718.000	
	4196-6001	PREFAB PED STL TRUSS BRG SPAN (120 FT)		EA	3.000				3.000	
	6001-6002	PORTABLE CHANGEABLE MESSAGE SIGN		EA	4.000				4.000	
	6007-6011	FIBER OPTIC CBL (SNGLE-MODE)(12 FIBER)		LF	1,465.000				1,465.000	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0197-02-135 **DISTRICT** Dallas **COUNTY** Dallas
HIGHWAY US 175, Various

			CONTROL SECTION JOB		**0197-02-135**		**0918-47-390**		TOTAL EST.	TOTAL FINAL
			PROJECT ID		**A00183301**		**A00180201**			
			COUNTY		**Dallas**		**Dallas**			
			HIGHWAY		**US 175**		**Various**			
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL		
	6048-6003	RE PM W/RET REQ TY I (W)6"(BRK)	LF	6,645.000		338.000		6,983.000	
	6048-6004	RE PM W/RET REQ TY I (W)6"(SLD)	LF	12,500.000		1,305.000		13,805.000	
	6048-6008	RE PM W/RET REQ TY I (Y)6"(SLD)	LF	15,663.000		1,350.000		17,013.000	
	6185-6002	TMA (STATIONARY)	DAY	956.000				956.000	
	6185-6003	TMA (MOBILE OPERATION)	HR	360.000				360.000	
	6292-6004	RVDS(PRESENCE DET ONLY)(INSTALL ONLY)	EA	6.000				6.000	
	6292-6005	RVDS(ADVANCE DET ONLY)(INSTALL ONLY)	EA	4.000				4.000	
	18	LAW ENFORCEMENT: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000				1.000	
		EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000				1.000	
		SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000				1.000	

CK:
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SUMMARY OF WORKZONE TRAFFIC CONTROL ITEMS

LOCATION	508 6001	512 6005	512 6009	512 6010	512 6029	512 6033	512 6034	512 6053	512 6057
	CONSTRUCTING DETOURS	PORT CTB (FUR & INST)(F-SHAPE)(TY 1)	PORT CTB (FUR & INST)(LOW PROF)(TY 1)	PORT CTB (FUR & INST)(LOW PROF)(TY 2)	PORT CTB (MOVE)(F-SHAPE)(TY 1)	PORT CTB (MOVE)(LOW PROF)(TY 1)	PORT CTB (MOVE)(LOW PROF)(TY 2)	PORT CTB (REMOVE)(F-SHAPE)(TY 1)	PORT CTB (REMOVE)(LOW PROF)(TY 1)
	SY	LF	LF	LF	LF	LF	LF	LF	LF
PHASE 0	1348	1400							
PHASE 1	2291	3760			1400			3860	
PHASE 2, STAGE 1	532		2940	140	1300	1760	140	1300	600
PHASE 2, STAGE 2	589			120		2340	200		
PHASE 3, STAGE 1	809					1840	240		500
PHASE 3, STAGE 2						140	40		1700
PHASE 4									140
PROJECT TOTALS	5569	5160	2940	260	2700	6080	620	5160	2940

SUMMARY OF WORKZONE TRAFFIC CONTROL ITEMS CONTINUED

LOCATION	512 6058	545 6003	545 6005	545 6019	662 6064	662 6067	662 6071	662 6075	662 6098	6001 6002	6185 6002	6185 6003
	PORT CTB (REMOVE)(LOW PROF)(TY 2)	CRASH CUSH ATTEN (MOVE & RESET)	CRASH CUSH ATTEN (REMOVE)	CRASH CUSH ATTEN (INSTL)(S)(N)(TL3)	WK ZN PAV MRK REMOV (W)6"(BRK)	WK ZN PAV MRK REMOV (W)6"(SLD)	WK ZN PAV MRK REMOV (W)8"(SLD)	WK ZN PAV MRK REMOV (W)24"(SLD)	WK ZN PAV MRK REMOV (Y)6"(SLD)	PORTABLE CHANGEABLE MESSAGE SIGN	TMA (STATIONARY)	TMA (MOBILE OPERATION)
	LF	EA	EA	EA	LF	LF	LF	LF	LF	EA	DAY	HR
PHASE 0				1	1252	3926			2711			
PHASE 1		1	2	2	2405	8924			7253			
PHASE 2, STAGE 1		1	1		4372	14596			11162			
PHASE 2, STAGE 2	20				1729	4510	150	108	4640			
PHASE 3, STAGE 1					340	7600	150	108	4920			
PHASE 3, STAGE 2	200				29	2115			1030			
PHASE 4	40				5	120			1505			
										4	956	360
PROJECT TOTALS	260	2	3	3	10132	41791	300	216	33221	4	956	360

LOCATION	403 6001
	TEMPORARY SPL SHORING
	SF
PHASE 0	
PHASE 1	268
PHASE 2, STAGE 1	
PHASE 2, STAGE 2	
PHASE 3, STAGE 1	
PHASE 3, STAGE 2	
PHASE 4	
PROJECT TOTALS	268

⚠ ADDENDUM #1 2/20/2024

Texas Department of Transportation

US 175

QUANTITY SUMMARY

SHEET 1 OF 7

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		21

CK:
DW:
CK:
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DATE: 2024/02/20
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SUMMARY OF ROADWAY ITEMS

LOCATION	100 6002	260 6006	260 6016	360 6013	360 6027	361 6035	420 6066	422 6015	432 6045	450 6023	450 6034	450 6125	514 6009	529 6036
	PREPARING ROW	LIME TRT (EXST MATL) (6")	LIME (HYD, COM, OR QK(SLURRY))	CONC PVMT (CONT REINF - CRCP) (10.5")	CURB (TYPE II)	FULL - DEPTH REPAIR CPCD (10")	CL C CONC (RAIL FOUNDATION)	APPROACH SLAB	RIPRAP (MOW STRIP)(4 IN)	RAIL (TY SSTR)	RAIL (TY C402)	RAIL (TY T80PP-TS)	PERM CTB (SGL SLOPE) (TY 1) (54)	CONCRETE CURB (SPECIAL)
	STA	SY	TON	SY	LF	SY	CY	CY	CY	LF	LF	LF	LF	LF
CSJ: 0197-02-135	87.30													
EBFR		4543	46	4543	1969									
WBFR		3693	37	3848	2165									
LAKE JUNE RD		11014	110	10464	3445		18	155	8		119			160
GUARD DR		917	10	818	542									
US 175							332		13	2075		271	1461	
TRAIL A								20						
TRAIL B & C								20						
CSJ: 0918-47-390	8.00													
LAKE JUNE RD						220								
LAKE JUNE RD AT GILLETE ST														
PROJECT TOTALS	95.30	20167	203	19673	8121	220	350	195	21	2075	119	271	1461	160

SUMMARY OF ROADWAY ITEMS CONTINUED

LOCATION	530 6004	531 6002	531 6003	531 6004	531 6006	531 6008	531 6010	531 6013	531 6030	540 6001	540 6006	540 6016	544 6001	545 6007	658 6061	3077 6001	3077 6023	3077 6075
	DRIVEWAYS (CONC)	CONC SIDEWALKS (5")	CONC SIDEWALKS (6")	CURB RAMPS (TY 1)	CURB RAMPS (TY 3)	CURB RAMPS (TY 5)	CURB RAMPS (TY 7)	CURB RAMPS (TY 10)	CURB RAMPS (TY 21)	MTL W-BEAM GD FEN (TIM POST)	MTL BEAM GD FEN TRANS (THRIE-BEAM)	DOWNSTREAM ANCHOR TERMINAL SECTION	GUARDRAIL END TREATMENT (INSTALL)	CRASH CUSH ATTEN (INSTL)(L)(N)(TL 3)	INSTL DEL ASSM (D-SW)SZ 1(BRF)GF2	SP MIXES SP-B PG64-22	SP MIXES SP-C SAC-B PG70-22	TACK COAT
	SY	SY	SY	EA	EA	EA	EA	EA	SY	LF	EA	EA	EA	EA	EA	TON	TON	GAL
CSJ: 0197-02-135																		
EBFR	266															1099		
WBFR																894		
LAKE JUNE RD	307	1733		2	1	4	4	4	2	25	1		1		2	2582		
GUARD DR	65															222		
US 175										277	1	1		2	5	6926	866	1718
TRAIL A		2950																
TRAIL B & C		656																
CSJ: 0918-47-390																		
LAKE JUNE RD		1835																
LAKE JUNE RD AT GILLETE ST			161				8											
PROJECT TOTALS	638	7174	161	2	1	4	12	4	2	302	2	1	1	2	7	11723	866	1718

LOCATION	400 6005
	CEM STABIL BKFL
	CY
CSJ: 0197-02-135	
EBFR	
WBFR	
LAKE JUNE RD	
GUARD DR	
US 175	37
TRAIL A	35
TRAIL B & C	40
CSJ: 0918-47-390	
LAKE JUNE RD	
LAKE JUNE RD AT GILLETE ST	
PROJECT TOTALS	112

⚠ ADDENDUM #1 2/20/2024

Texas Department of Transportation

US 175

QUANTITY SUMMARY

SHEET 3 OF 7

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		23

CK:
DW:
CK:
DW:

SUMMARY OF TRAFFIC SIGNAL ITEMS

LOCATION	416 6029	416 6030	416 6032	416 6034	432 6001	610 6162	618 6046	618 6053	618 6054	618 6058	618 6059	618 6078	620 6004	620 6008	620 6009	620 6010
	DRILL SHAFT (RDWY ILL POLE) (30 IN)	DRILL SHAFT (TRF SIG POLE) (24 IN)	DRILL SHAFT (TRF SIG POLE) (36 IN)	DRILL SHAFT (TRF SIG POLE) (48 IN)	RIPRAP (CONC)(4 IN)	IN RD IL (TY SA) 30T-8 (250W EQ) LED	CONDT (PVC) (SCH 80) (2")	CONDT (PVC) (SCH 80) (3")	CONDT (PVC) (SCH 80) (3") (BORE)	CONDT (PVC) (SCH 80) (4")	CONDT (PVC) (SCH 80) (4") (BORE)	CONDT (RM) (4")	ELEC CONDR (NO.12) INSULATED	ELEC CONDR (NO.8) INSULATED	ELEC CONDR (NO.6) BARE	ELEC CONDR (NO.6) INSULATED
	LF	LF	LF	LF	CY	EA	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
CSJ 0197-02-135	16		52	44		2	132	256	49	225	1868	383	640	1944	1447	112
CSJ 0198-47-390		24	39	22	6		20	280	270	260	270				475	1460
PROJECT TOTALS	16	24	91	66	6	2	152	536	319	485	2138	383	640	1944	1922	1572

SUMMARY OF TRAFFIC SIGNAL ITEMS CONTINUED

LOCATION	624 6004	624 6009	624 6010	628 6187	680 6004	680 6005	682 6001	682 6002	682 6003	682 6004	682 6005	682 6006
	GROUND BOX TY B (122322)W/APRON	GROUND BOX TY D (162922)	GROUND BOX TY D (162922)W/APRON	ELC SRV TY D 120/240 070(NS)SS(E)PS(U)	REMOVING TRAFFIC SIGNALS	INS HY TRF SIG (DPT SUP CNT & CAB)(ISO)	VEH SIG SEC (12")LED(GRN)	VEH SIG SEC (12")LED(GRN ARW)	VEH SIG SEC (12")LED(YEL)	VEH SIG SEC (12")LED(YEL ARW)	VEH SIG SEC (12")LED(RED)	VEH SIG SEC (12")LED(RED ARW)
	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
CSJ 0197-02-135		3	13	2	4	2	12	7	16	5	16	5
CSJ 0198-47-390	5		3	1	1	1	10	2	10	4	10	4
PROJECT TOTALS	5	3	16	3	5	3	22	9	26	9	26	9

SUMMARY OF TRAFFIC SIGNAL ITEMS CONTINUED

LOCATION	682 6018	682 6051	682 6053	684 6031	684 6033	684 6036	684 6046	684 6079	686 6039	686 6043	686 6047	686 6051	686 5059	686 6067	687 6001
	PED SIG SEC (LED)(COUNTDOWN)	BACKPLATE W/REFL BRDR(3 SEC)ALUM	BACKPLATE W/REFL BRDR(5 SEC)ALUM	TRF SIG CBL (TY A)(14 AWG)(5 CONDR)	TRF SIG CBL (TY A)(14 AWG)(7 CONDR)	TRF SIG CBL (TY A)(14 AWG)(10 CONDR)	TRF SIG CBL (TY A)(14 AWG)(20 CONDR)	TRF SIG CBL (TY C)(12 AWG)(2 CONDR)	INS TRF SIG PL AM(S)1 ARM(36')LUM	INS TRF SIG PL AM(S)1 ARM(40')LUM	INS TRF SIG PL AM(S)1 ARM(44')LUM	INS TRF SIG PL AM(S)1 ARM(48')LUM	INS TRF SIG PL AM(S)1 ARM(55')LUM	INS TRF SIG PL AM(S)1 ARM(65')LUM	PED POLE ASSEMBLY
	EA	EA	EA	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA
CSJ 0197-02-135	12	17	2	776	131	1163	862	2281		2	2			2	6
CSJ 0198-47-390	8	10	2			665	690	665	1	1		1	1		4
PROJECT TOTALS	20	27	4	776	131	1828	1552	2946	1	3	2	1	1	2	10

SUMMARY OF TRAFFIC SIGNAL ITEMS CONTINUED

LOCATION	687 6002	688 6001	688 6003	6007 6011	6292 6004	6292 6005
	PEDESTRIAN PUSH BUTTON POLE	PED DETECT PUSH BUTTON (APS)	PED DETECTOR CONTROLLER UNIT	FIBER OPTIC CBL (SNGLE-MODE)(12 FIBER)	RVDS(PRESENCE DET ONLY)(INSTALL ONLY)	RVDS(ADVANCE DET ONLY)(INSTALL ONLY)
	EA	EA	EA	LF	EA	EA
CSJ 0197-02-135	2	14	2	1465	6	4
CSJ 0198-47-390		8	1			
PROJECT TOTALS	2	22	3	1465	6	4

SUMMARY OF EROSION CONTROL ITEMS

LOCATION	161 6017	162 6002	164 6051	168 6001	506 6002	506 6011	506 6020	506 6024	506 6038	506 6039	506 6041	506 6043	164 6039
	COMPOST MANUF TOPSOIL (4")	BLOCK SODDING	DRILL SEED (TEMP)(WARM OR COOL)	VEGETATIVE WATERING	ROCK FILTER DAMS (INSTALL) (TY 2)	ROCK FILTER DAMS (REMOVE)	CONSTRUCTION EXITS (INSTALL) (TY 1)	CONSTRUCTION EXITS (REMOVE)	TEMP SEDMT CONT FENCE (INSTALL)	TEMP SEDMT CONT FENCE (REMOVE)	BIODEG EROSN CONT LOGS (INSTL) (12")	BIODEG EROSN CONT LOGS (REMOVE)	DRILL SEEDING (PERM) (URBAN) (CLAY)
	SY	SY	SY	MG	LF	LF	SY	SY	LF	LF	LF	LF	SY
CSJ: 0197-02-135													
SHEET 1	632	632	632	118	90	90			1221	1221	90	90	
SHEET 2	37361	37361	37361	6947			445	445	2876	2876	390	390	
SHEET 3											15	15	
TRINITY FOREST TRAIL PHASE 2 STAGE 2 SHEET 1	⚠ 2872		⚠ 2872	⚠ 428					⚠ 1907		⚠ 252		
TRINITY FOREST TRAIL PHASE 2 STAGE 2 SHEET 2	⚠ 1785		⚠ 1785	⚠ 266					⚠ 2050		⚠ 332		
TRINITY FOREST TRAIL PHASE 3 STAGE 1 SHEET 1										⚠ 1907		⚠ 252	2872
TRINITY FOREST TRAIL PHASE 3 STAGE 1 SHEET 2										⚠ 2050		⚠ 332	1785
CSJ: 0918-47-390													
SHEET 3									437	437	45	45	
*					9	9	45	45	⚠ 850	⚠ 850	⚠ 113	⚠ 113	466
PROJECT TOTALS	⚠ 42650	37993	⚠ 42650	⚠ 7759	99	99	490	490	⚠ 9341	⚠ 9341	⚠ 1237	⚠ 1237	5123

* ADDITIONAL ITEM 506 QUANTITIES FOR REPLACEMENT OF BMP'S, DUE TO DIFFERING SITE CONDITIONS

⚠ ADDENDUM #1 2/20/2024

Texas Department of Transportation

US 175

QUANTITY SUMMARY

SHEET 6 OF 7

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		26

DATE: 2024/02/23
FILE: pw:txdot.projectwiseonline.com:TxDOT5\Documents_DAL\Design Projects\0197021351_Design\Plan Set_General\Summary Sheets\US175_QUANTITY_SUMMARY_SHEET_6.dgn

US 175 AT LAKE JUNE

CK:
DW:
CK:
DW:

GENERAL NOTES:

1. INSTALL BARRICADES AND ADVANCED WARNING SIGNS PER BC STANDARD, TCP STANDARDS WORK ZONE STANDARDS AND/OR AS DIRECTED BY THE ENGINEER.
2. INSTALL STORM WATER POLLUTION PREVENTION (SW3P) DEVICES PRIOR TO START OF PHASES.
3. SUBMIT A DETAILED SCHEDULE OF WORK TO THE PROJECT ENGINEER FOR APPROVAL PRIOR TO THE BEGINNING OF CONSTRUCTION WHICH GENERALLY CONFORMS TO THE SEQUENCE SHOWN ON THE TCP SEQUENCE OF WORK (SEE BELOW).
4. SUBMIT ANY REQUEST TO ALTER SEQUENCE OF OPERATION OF TRAFFIC CONTROL PLANS TO THE ENGINEER FOR WRITTEN APPROVAL PRIOR TO BEGIN OF CONSTRUCTION. ADDITIONAL COST OR TIME IS AT THE EXPENSE OF THE CONTRACTOR.
5. MAINTAIN TEMPORARY SIGNS WITHIN THE PROJECT LIMITS AND COVER OR REMOVE ANY EXISTING SIGN OR PAVEMENT MARKING THAT CONFLICTS WITH TCP TO AVOID CONFUSION FOR THE TRAVELING PUBLIC. TEMPORARY SIGNING SHALL BE PLACED AS NEEDED DURING ALL PHASES. PAYMENT FOR THIS WORK SHALL BE SUBSIDIARY TO ITEM 502 BARRICADES.
6. MAINTAIN TEMPORARY DRAINAGE THROUGHOUT ALL PHASES OF CONSTRUCTION. THIS WORK WILL BE SUBSIDIARY TO VARIOUS BID ITEMS.
7. CONSTRUCT INTERSECTIONS IN MANNER WHICH LIMITS TRAFFIC DISRUPTION OR AS DIRECTED. ONCE CONSTRUCTION BEGINS AT AN INTERSECTION OR DRIVEWAY, WORK CONTINUOUSLY AT THAT LOCATION UNTIL WORK IS COMPLETE.
8. PROVIDE ACCESS TO PRIVATE PROPERTY AT ALL TIMES. MATERIALS, MAINTENANCE, AND LABOR IS SUBSIDIARY.
9. TEMPORARY SW3P EROSION CONTROL MEASURES SHALL BE REMOVED IN EACH AREA WITHIN TWO WEEKS OF VEGETATION ESTABLISHMENT OR AS APPROVED BY THE ENGINEER.

PHASE 0:

1. UTILIZE DAILY LANE CLOSURES TO CONSTRUCT DETOUR "WBFR DETOUR A" AS SHOWN IN PLANS.
2. CONSTRUCT PROPOSED WB MAINLANE SHOULDER FROM US 175 STA. 168+00.00 TO STA. 176+18.50 AS SHOWN IN PLANS.
3. CONSTRUCT TEMPORARY WB MAINLANE SHOULDER FROM US 175 STA. 162+89.50 TO STA. 168+000 AS SHOWN IN PLANS.

PHASE 1:

1. PLACE TRAFFIC CONTROL DEVICES AND INSTALL TEMPORARY STRIPING. CLOSE INSIDE LANE OF EASTBOUND US 175 TO LIMITS SHOWN IN PLANS.
2. SHIFT WB MAINLANES AS SHOWN IN PLANS.
3. CONSTRUCT BRIDGE AND APPROACH SLABS AND MAINLANE CENTER MEDIAN TO LIMITS AS SHOWN IN PLANS, CONSTRUCT RETAINING WALL EAST FROM C/L RW_EAST STA. 10+00.00 TO STA 15+86.51. CONSTRUCT PHASE 1 TEMP SPL SHORING.
4. CONSTRUCT WESTBOUND PERMANENT PAVEMENT FROM C/L P_LAKEJUNE STA. 12+15.71 TO STA. 15+59.75.
5. UTILIZE DAILY LANE CLOSURES TO CONSTRUCT DETOUR PAVEMENT AND REMOVE EXISTING MEDIANS AS SHOWN IN PLANS.

PHASE 2 STAGE 1:

1. PLACE TRAFFIC CONTROL DEVICES AND INSTALL TEMPORARY STRIPING. SHIFT TRAFFIC FROM EXISTING PAVEMENT TO DETOURS AS SHOWN IN PLANS.
2. REMOVE EXIST CLOVERLEAF AND CONSTRUCT PROPOSED EB MAINLANE SHOULDER FROM US 175 STA. 164+31.00 TO STA. 176+87.00
3. CONSTRUCT WESTBOUND FRONTAGE ROAD FROM C/L P_WBFR STA. 10+00.00 TO STA. 17+25.18.
4. CONSTRUCT EASTBOUND FRONTAGE ROAD FROM C/L P_EBFR STA. 10+00.00 TO STA. 14+58.01 AND STA. 15+99.91 TO STA. 20+88.00.
5. CONSTRUCT WESTBOUND PERMANENT PAVEMENT ALONG C/L P_LAKEJUNE FROM STA. 10+00.00 TO STA. 11+47.74 AND STA. 20+00.00 TO STA. 24+00.00.
6. UTILIZE DAILY LANE CLOSURES TO CONSTRUCT ALL DETOUR PAVEMENT AS SHOWN IN PLANS.

PHASE 2 STAGE 2:

1. PLACE TRAFFIC CONTROL DEVICES AND INSTALL TEMPORARY STRIPING. SHIFT TRAFFIC TO DETOURS AS SHOWN IN PLANS.
2. CONSTRUCT WESTBOUND PERMANENT PAVEMENT ALONG C/L P_LAKEJUNE STA. 11+47.49 TO STA. 11+75.77 AND STA. 17+36.23 TO STA. 20+00.00.
3. CONSTRUCT TRINITY FOREST SPINE TRAIL TO LIMITS AS SHOWN IN PLANS.
4. CONSTRUCT EBFR ALONG C/L P_EBFR FROM STA. 10+00.00 TO STA. 15+36.58 AND STA. 16+31.00 TO STA. 20+88.00.

PHASE 3 STAGE 1:

1. PLACE TRAFFIC CONTROL DEVICES AND INSTALL TEMPORARY STRIPING. INSTALL PERMANENT STRIPING AT LAKE JUNE AND GUARD DR INTERSECTION. INSTALL PERMANENT STRIPING ALONG WESTBOUND FRONTAGE ROAD FROM C/L P_WBFR STA. 10+00.00 TO STA. 16+88.00 AND ALONG EASTBOUND FRONTAGE ROAD FROM C/L P_EBFR STA. 10+00.00 TO STA. 14+93.00. SHIFT TRAFFIC TO DETOURS AS SHOWN IN PLANS.
2. REMOVE PHASE 1 TEMP SPL SHORING AND CONSTRUCT EASTBOUND PERMANENT PAVEMENT ALONG C/L P_LAKEJUNE FROM STA. 10+00.00 TO STA. 12+12.26, STA. 12+87.27 TO STA. 15+60.16, STA. 17+79.08 TO STA. 18+25.44 AND STA. 19+18.81 TO STA 24+00.00. CONSTRUCT REMAINING LENGTH OF RETAINING WALL WEST. DO NOT CONSTRUCT EASTBOUND SIDEWALK FROM C/L P_LAKEJUNE STA. 20+50.00 TO STA. 21+80.00.
3. REMOVE EXISTING LAKE JUNE BRIDGE.
4. CONSTRUCT DETOUR TEMP_GUARDDR.
5. CONSTRUCT EASTBOUND PERMANENT PAVEMENT ALONG C/L P_EBFR FROM STA. 15+36.90 TO STA. 16+31.00.
6. CONSTRUCT WESTBOUND PERMANENT PAVEMENT ALONG C/L P_WBFR FROM STA. 17+25.18 TO STA. 21+17.64. CONSTRUCT REMAINING LENGTH OF RETAINING WALL EAST.

PHASE 3 STAGE 2:

1. PLACE TRAFFIC CONTROL DEVICES AND INSTALL TEMPORARY STRIPING AND PERMANENT STRIPING WHERE SHOWN IN PLANS. SHIFT TRAFFIC TO DETOURS AS SHOWN IN PLANS.
2. CONSTRUCT EASTBOUND PERMANENT PAVEMENT ALONG C/L P_LAKEJUNE FROM STA. 12+12.26 TO STA. 12+86.78 AND FROM STA. 18+11.24 TO STA. 19+18.81.
3. CONSTRUCT WESTBOUND FRONTAGE ROAD ALONG C/L P_WBFR STA. 17+33.87 TO STA. 18+90.00.
4. CONSTRUCT EASTBOUND FRONTAGE ROAD ALONG C/L P_EBFR FROM STA 15+36.58 TO STA. 16+31.00.

PHASE 4:

1. PLACE TRAFFIC CONTROL DEVICES AND INSTALL PERMANENT STRIPING WHERE NOT IN CONFLICT WITH CONSTRUCTION.
2. CONSTRUCT REMAINING PAVEMENT ALONG C/L P_WBFR FROM STA. 18+90.00 TO STA. 21+17.64. CONSTRUCT ENTIRETY OF GUARD DR. CONSTRUCT MEDIANS TO LIMITS AS SHOWN IN PLANS.
3. REMOVE REMAINING DETOUR PAVEMENT AND CONSTRUCT SOUTHWESTERN CORNER OF LAKE JUNE AND WESTBOUND FRONTAGE ROAD. CONSTRUCT REMAINING PERMANENT STRIPING.
4. REMOVE TEMPORARY STRIPING AND TEMPORARY TRAFFIC CONTROL DEVICES AND SHIFT TRAFFIC TO PERMANENT CONFIGURATION.
5. ESTABLISH BLOCK SOD FOR PERMANENT VEGETATIVE COVER.

MAINLANE CLOSURE SEQUENCE

1. FULL MAINLANE CLOSURES FOR BRIDGE BEAMS, BRIDGE RELATED WORK, OR EXISTING BRIDGE DEMO WILL ONLY BE ALLOWED ONE DIRECTION AT A TIME OVERNIGHT FROM 9:00 PM TO 5:00 AM UNLESS OTHERWISE APPROVED BY THE ENGINEER. FULL MAINLANE CLOSURES OF EITHER DIRECTION REQUIRE AT LEAST 14 DAYS ADVANCE NOTICE FOR APPROVAL.
2. FOR WB MAINLANE CLOSURES, DETOUR TRAFFIC ONTO FRONTAGE RD THRU LAKE JUNE RD EXIT.
3. FOR EB MAINLANE CLOSURES, DETOUR TRAFFIC ONTO FRONTAGE RD THRU LAKE JUNE RD WEST EXIT.

STATE OF TEXAS
NEAL W. FRISINGER
120143
LICENSED
PROFESSIONAL ENGINEER

Neal Frisinger, P.E. 2/23/2024

Texas Department of Transportation

US 175

TRAFFIC CONTROL PLAN NARRATIVE

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		28

1 ADDENDUM #1 2/20/2024

DATE: 2024/02/21
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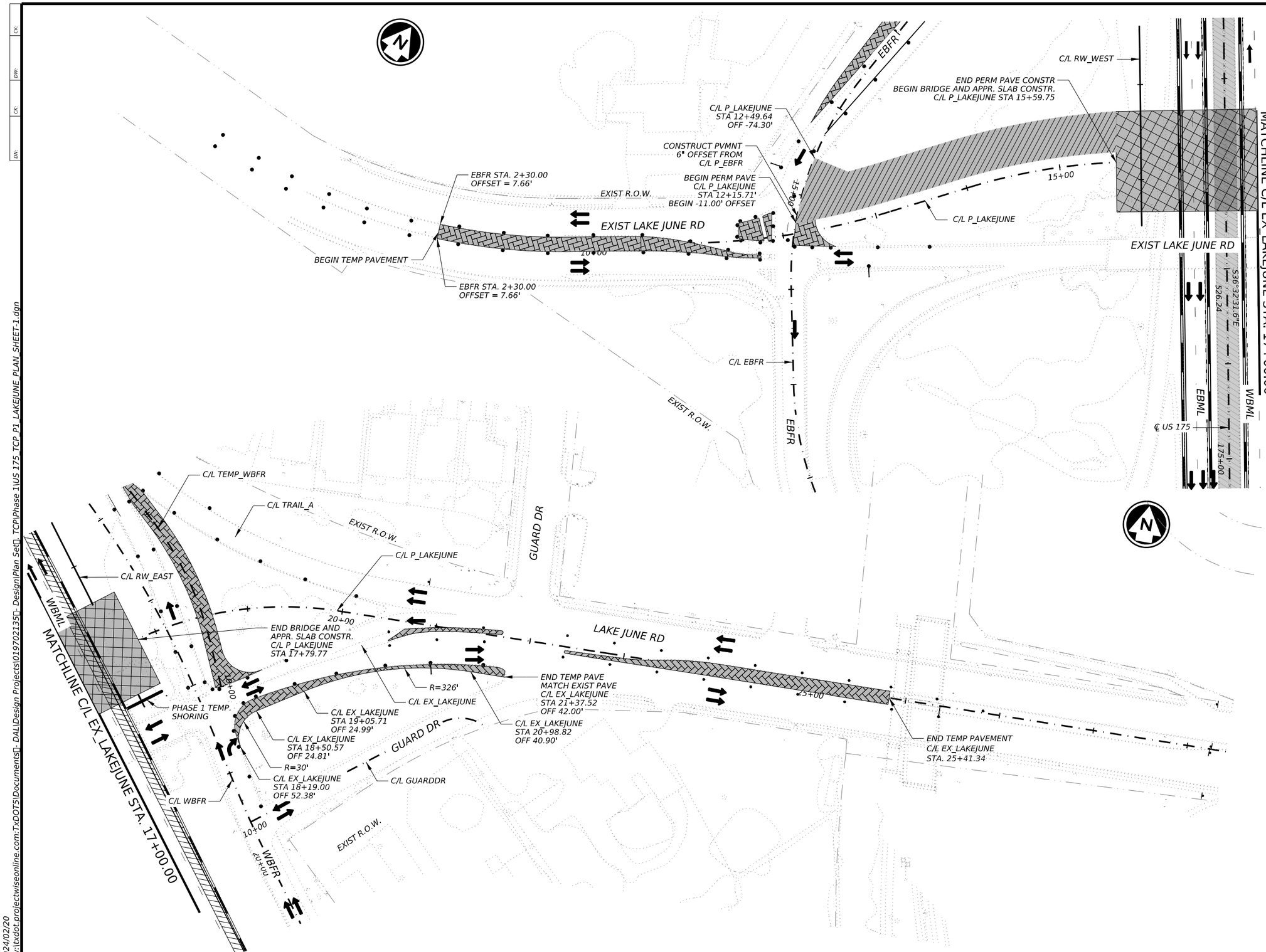

0 50 100
SCALE IN FEET

LEGEND

- BRIDGE CONSTRUCTION THIS PHASE
- BRIDGE CONSTRUCTION PREVIOUS PHASE
- PERM CONSTRUCTION THIS PHASE
- PERM CONSTRUCTION PREVIOUS PHASE
- DETOUR PAVEMENT CONSTRUCTED THIS PHASE
- DETOUR PAVEMENT CONSTRUCTED PREVIOUS PHASE
- TEMPORARY SHORING
- SINGLE SLOPE TRAFFIC RAIL (SSTR)
- PORTABLE CONCRETE TRAFFIC BARRIER (PCTB)
- CRASH CUSHION ATTENUATOR
- SIGN POST
- TYPE III BARRICADE
- CHANNELIZATION DEVICES
- DIRECTIONAL TRAFFIC FLOW ARROWS
- (A) WK ZN PAV MRK REMOV (W) 6" SLD
- (B) WK ZN PAV MRK REMOV (Y) 6" SLD
- (C) WK ZN PAV MRK REMOV (Y) 6" SLD DBL
- (D) WK ZN PAV MRK NON-REMOV (Y) 6" SLD
- (E) WK ZN PAV MRK REMOV (W) 8" SLD
- (F) WK ZN PAV MRK REMOV (W) 24" SLD
- (G) WK ZN PAV MRK REMOV (W) 6" BRK
- MESSAGE BOARD
- TEMPORARY SHORING

NOTES:

1. STATION-OFFSETS FROM ℄ US 175 UNLESS STATED OTHERWISE
2. TRAFFIC UTILIZES EXISTING PAVEMENT MARKINGS EXCEPT WHERE SHOWN
3. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ADEQUATE DRAINAGE DURING CONSTRUCTION.
4. CONTRACTOR TO COORDINATE WITH PROPERTY OWNERS TO PROVIDE FIELD ACCESS WHEN REQUESTED.
5. REFER TO TCP MISC. DETAILS FOR DRIVEWAY & CROSS STREET CONSTRUCTION
6. REFER TO TCP STD'S FOR WZ SIGN PLACEMENT, CHANNELIZATION DEVICE SPACING, ETC.
7. BARRICADE STATION OFFSET TO ℄ OF BARRICADE
8. DETOUR PAVEMENT CONSISTS OF 10" SP-B WITH A SURFACE COURSE OF 2" SP-C

STATE OF TEXAS
NEAL W. FRISINGER
120143
LICENSED
PROFESSIONAL ENGINEER

Neal Frisinger, P.E.

2/23/2024

Texas Department of Transportation

US 175

TRAFFIC CONTROL PLAN PHASE 1 (LAKE JUNE ROAD)

SCALE: 1"=100' SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		30

⚠1 ADDENDUM #1 2/20/2024

DATE: 2024/02/20
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CK: DW: CK: DW:

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DW:
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DW:

DATE: 2024/02/20
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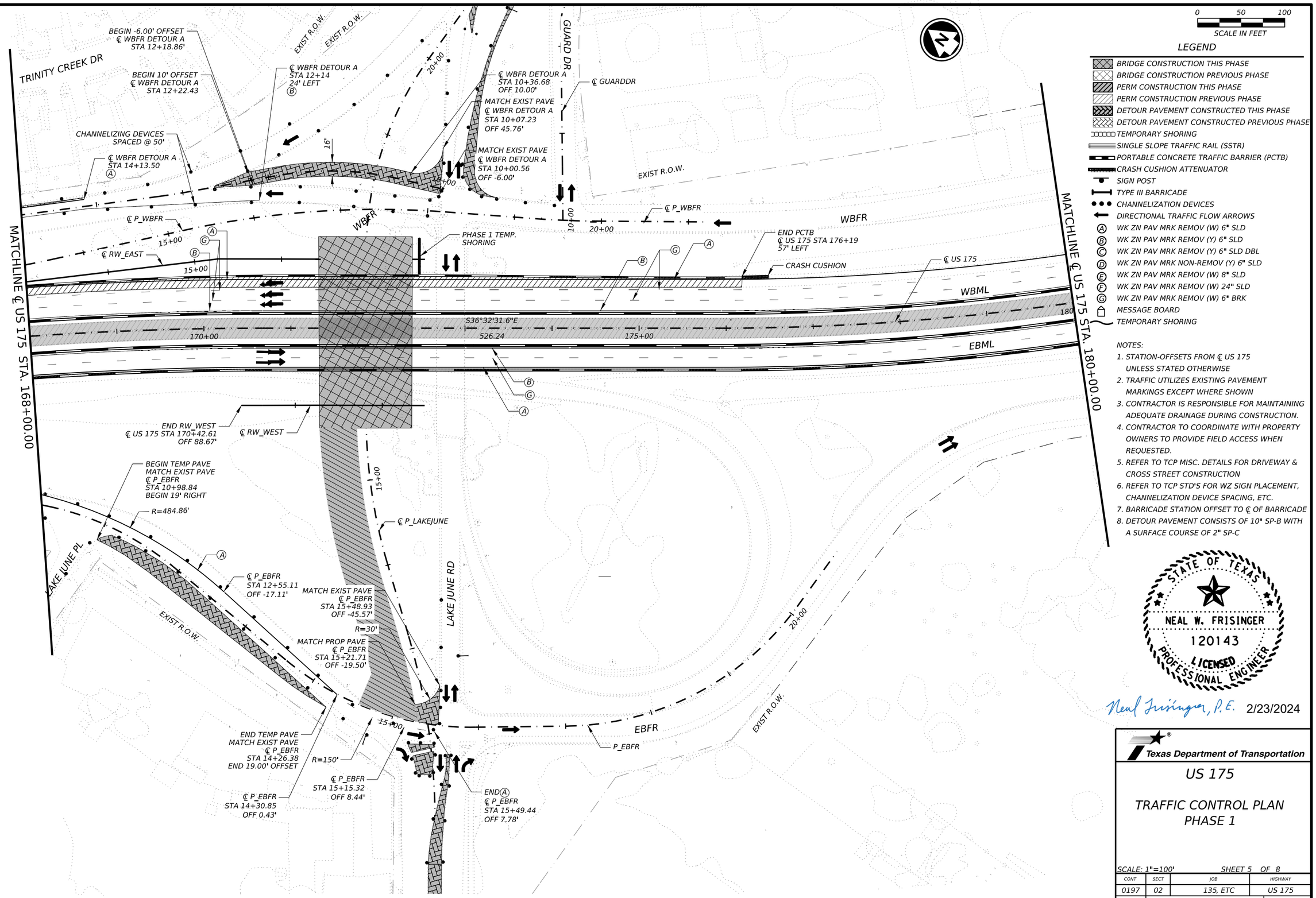

LEGEND

- BRIDGE CONSTRUCTION THIS PHASE
- BRIDGE CONSTRUCTION PREVIOUS PHASE
- PERM CONSTRUCTION THIS PHASE
- PERM CONSTRUCTION PREVIOUS PHASE
- DETOUR PAVEMENT CONSTRUCTED THIS PHASE
- DETOUR PAVEMENT CONSTRUCTED PREVIOUS PHASE
- TEMPORARY SHORING
- SINGLE SLOPE TRAFFIC RAIL (SSTR)
- PORTABLE CONCRETE TRAFFIC BARRIER (PCTB)
- CRASH CUSHION ATTENUATOR
- SIGN POST
- TYPE III BARRICADE
- CHANNELIZATION DEVICES
- DIRECTIONAL TRAFFIC FLOW ARROWS
- (A) WK ZN PAV MRK REMOV (W) 6" SLD
- (B) WK ZN PAV MRK REMOV (Y) 6" SLD
- (C) WK ZN PAV MRK REMOV (Y) 6" SLD DBL
- (D) WK ZN PAV MRK NON-REMOV (Y) 6" SLD
- (E) WK ZN PAV MRK REMOV (W) 8" SLD
- (F) WK ZN PAV MRK REMOV (W) 24" SLD
- (G) WK ZN PAV MRK REMOV (W) 6" BRK
- MESSAGE BOARD
- TEMPORARY SHORING

NOTES:

1. STATION-OFFSETS FROM ℄ US 175 UNLESS STATED OTHERWISE
2. TRAFFIC UTILIZES EXISTING PAVEMENT MARKINGS EXCEPT WHERE SHOWN
3. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ADEQUATE DRAINAGE DURING CONSTRUCTION.
4. CONTRACTOR TO COORDINATE WITH PROPERTY OWNERS TO PROVIDE FIELD ACCESS WHEN REQUESTED.
5. REFER TO TCP MISC. DETAILS FOR DRIVEWAY & CROSS STREET CONSTRUCTION
6. REFER TO TCP STD'S FOR WZ SIGN PLACEMENT, CHANNELIZATION DEVICE SPACING, ETC.
7. BARRICADE STATION OFFSET TO ℄ OF BARRICADE
8. DETOUR PAVEMENT CONSISTS OF 10" SP-B WITH A SURFACE COURSE OF 2" SP-C

STATE OF TEXAS
NEAL W. FRISINGER
120143
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PROFESSIONAL ENGINEER

Neal Frisinger, P.E. 2/23/2024

Texas Department of Transportation

US 175

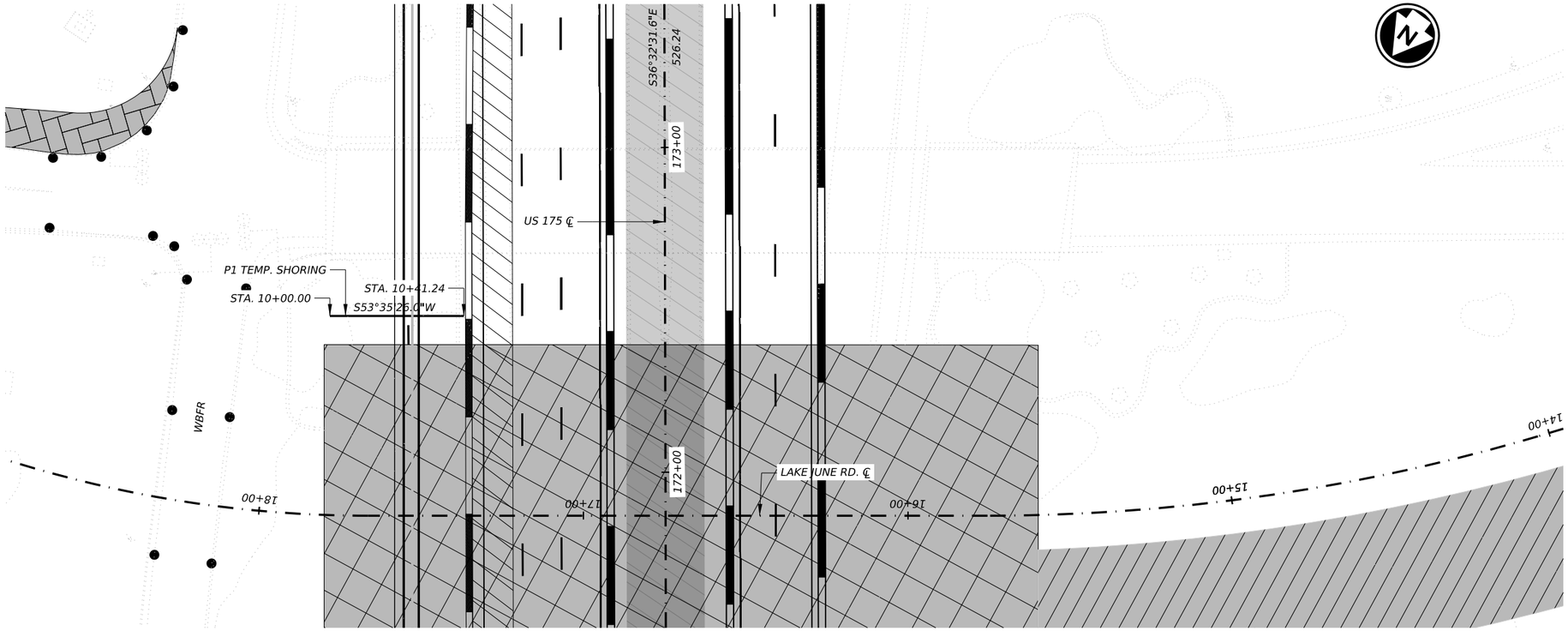
TRAFFIC CONTROL PLAN PHASE 1

SCALE: 1"=100' SHEET 5 OF 8

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		35

⚠1 ADDENDUM #1 2/20/2024

CK:
DW:
CK:
DW:

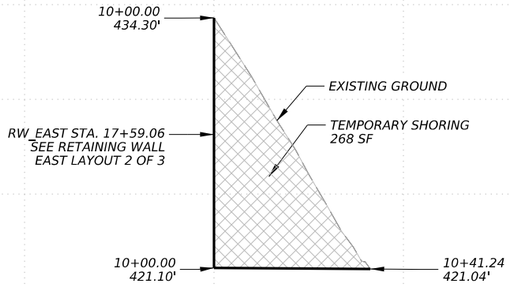


VERTICAL
0 5 10
0 20 40
HORIZONTAL

LEGEND

- BRIDGE CONSTRUCTION THIS PHASE
- BRIDGE CONSTRUCTION PREVIOUS PHASE
- PERM CONSTRUCTION THIS PHASE
- PERM CONSTRUCTION PREVIOUS PHASE
- DETOUR PAVEMENT CONSTRUCTED THIS PHASE
- DETOUR PAVEMENT CONSTRUCTED PREVIOUS PHASE
- TEMPORARY SHORING
- SINGLE SLOPE TRAFFIC RAIL (SSTR)
- PORTABLE CONCRETE TRAFFIC BARRIER (PCTB)
- CRASH CUSHION ATTENUATOR
- SIGN POST
- TYPE III BARRICADE
- CHANNELIZATION DEVICES
- DIRECTIONAL TRAFFIC FLOW ARROWS
- (A) WK ZN PAV MRK REMOV (W) 6" SLD
- (B) WK ZN PAV MRK REMOV (Y) 6" SLD
- (C) WK ZN PAV MRK REMOV (Y) 6" SLD DBL
- (D) WK ZN PAV MRK NON-REMOV (Y) 6" SLD
- (E) WK ZN PAV MRK REMOV (W) 8" SLD
- (F) WK ZN PAV MRK REMOV (W) 24" SLD
- (G) WK ZN PAV MRK REMOV (W) 6" BRK
- MESSAGE BOARD
- TEMPORARY SHORING

⚠ SHEET ADDED BY ADDENDUM #1 2/20/2024



NOTES:
1. STATION-OFFSETS FROM ℄ US 175 UNLESS STATED OTHERWISE
2. TRAFFIC UTILIZES EXISTING PAVEMENT MARKINGS EXCEPT WHERE SHOWN
3. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ADEQUATE DRAINAGE DURING CONSTRUCTION.
4. CONTRACTOR TO COORDINATE WITH PROPERTY OWNERS TO PROVIDE FIELD ACCESS WHEN REQUESTED.
5. REFER TO TCP MISC. DETAILS FOR DRIVEWAY & CROSS STREET CONSTRUCTION
6. REFER TO TCP STD'S FOR WZ SIGN PLACEMENT, CHANNELIZATION DEVICE SPACING, ETC.
7. BARRICADE STATION OFFSET TO ℄ OF BARRICADE
8. DETOUR PAVEMENT CONSISTS OF 10" SP-B WITH A SURFACE COURSE OF 2" SP-C

STATE OF TEXAS
NEAL W. FRISINGER
120143
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PROFESSIONAL ENGINEER

Neal Frisinger, P.E.

2/23/2024

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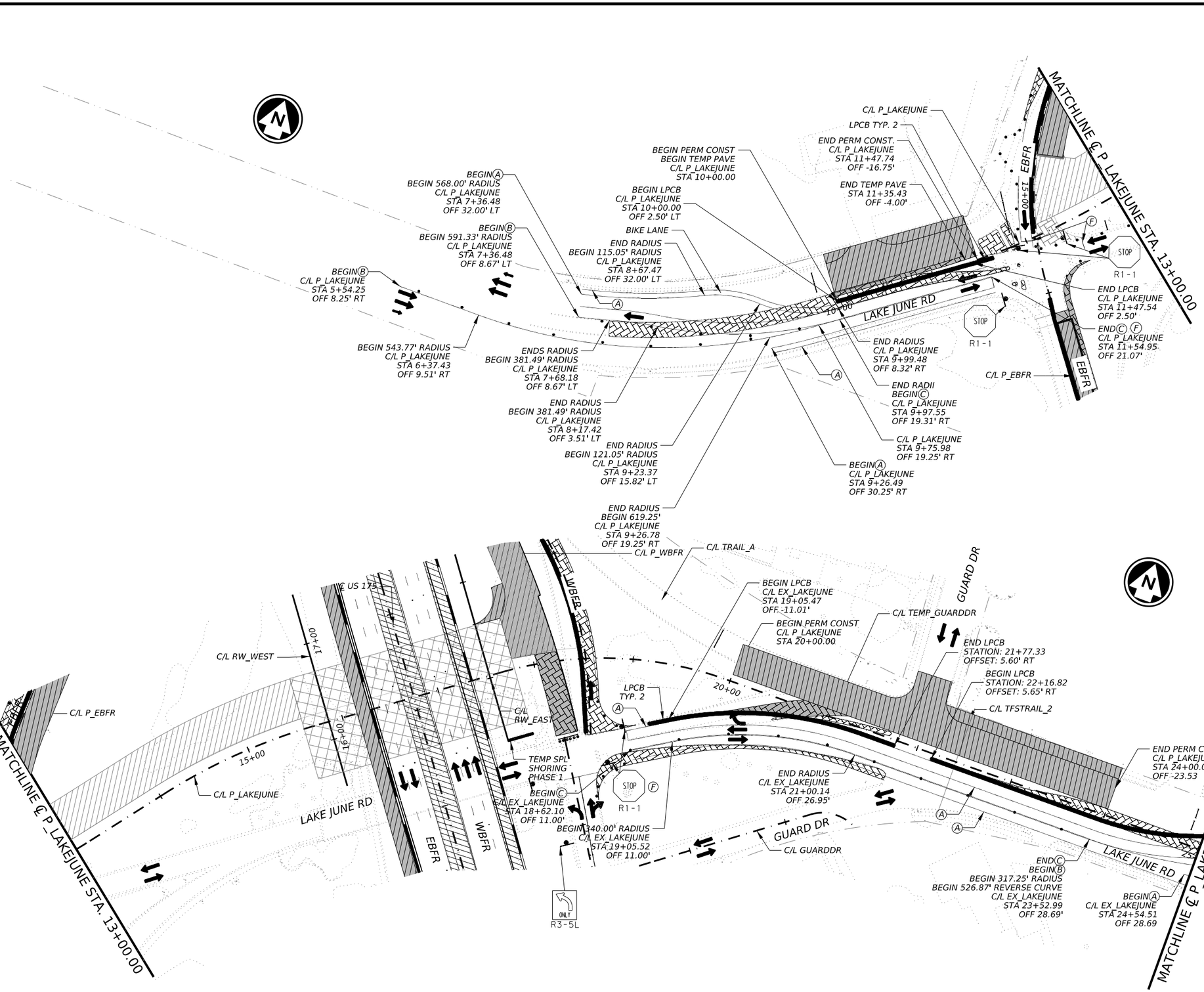
US 175

TRAFFIC CONTROL PLAN PHASE 1 TEMPORARY SHORING LAYOUT

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		38A

DATE: $DATE$
FILE: $DOCUMENT NAME$ $TIME$



LEGEND

- BRIDGE CONSTRUCTION THIS PHASE
- BRIDGE CONSTRUCTION PREVIOUS PHASE
- PERM CONSTRUCTION THIS PHASE
- PERM CONSTRUCTION PREVIOUS PHASE
- DETOUR PAVEMENT CONSTRUCTED THIS PHASE
- DETOUR PAVEMENT CONSTRUCTED PREVIOUS PHASE
- TEMPORARY SHORING
- SINGLE SLOPE TRAFFIC RAIL (SSTR)
- PORTABLE CONCRETE TRAFFIC BARRIER (PCTB)
- CRASH CUSHION ATTENUATOR
- SIGN POST
- TYPE III BARRICADE
- CHANNELIZATION DEVICES
- DIRECTIONAL TRAFFIC FLOW ARROWS
- (A) WK ZN PAV MRK REMOV (W) 6" SLD
- (B) WK ZN PAV MRK REMOV (Y) 6" SLD
- (C) WK ZN PAV MRK REMOV (Y) 6" SLD DBL
- (D) WK ZN PAV MRK NON-REMOV (Y) 6" SLD
- (E) WK ZN PAV MRK REMOV (W) 8" SLD
- (F) WK ZN PAV MRK REMOV (W) 24" SLD
- (G) WK ZN PAV MRK REMOV (W) 6" BRK
- MESSAGE BOARD
- TEMPORARY SHORING

NOTES:

1. STATION-OFFSETS FROM ℄ US 175 UNLESS STATED OTHERWISE
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6. REFER TO TCP STD'S FOR WZ SIGN PLACEMENT, CHANNELIZATION DEVICE SPACING, ETC.
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8. DETOUR PAVEMENT CONSISTS OF 10" SP-B WITH A SURFACE COURSE OF 2" SP-C

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Texas Department of Transportation

US 175

TRAFFIC CONTROL PLAN PHASE 2 STAGE 1 (LAKE JUNE ROAD)

SCALE: 1"=100' SHEET 1 OF 2

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		40

⚠1 ADDENDUM #1 2/20/2024

DATE: 2024/02/20
FILE: pw:\txdot-projectwiseonline.com:TXDOT5\Documents_DAL\Design Projects\0197021351_DesignPlan Set_TCP\Phase 2\P2S1\US 175_TCP_P2S1_LAKEJUNE_PLAN_SHEET-1.dgn

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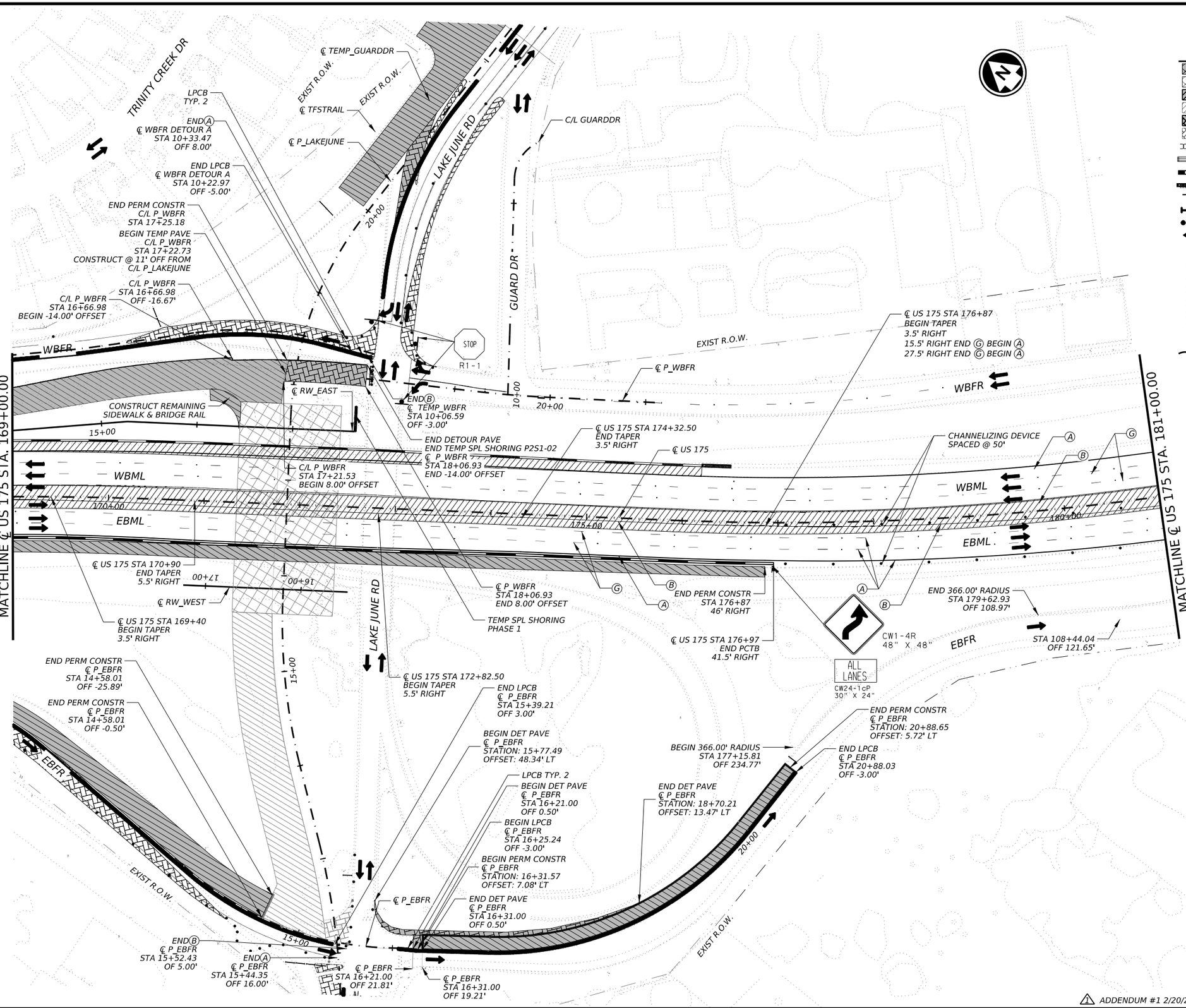

0 50 100
SCALE IN FEET

LEGEND

- BRIDGE CONSTRUCTION THIS PHASE
- BRIDGE CONSTRUCTION PREVIOUS PHASE
- PERM CONSTRUCTION THIS PHASE
- PERM CONSTRUCTION PREVIOUS PHASE
- DETOUR PAVEMENT CONSTRUCTED THIS PHASE
- DETOUR PAVEMENT CONSTRUCTED PREVIOUS PHASE
- TEMPORARY SHORING
- SINGLE SLOPE TRAFFIC RAIL (SSTR)
- PORTABLE CONCRETE TRAFFIC BARRIER (PCTB)
- CRASH CUSHION ATTENUATOR
- SIGN POST
- TYPE III BARRICADE
- CHANNELIZATION DEVICES
- DIRECTIONAL TRAFFIC FLOW ARROWS
- Ⓐ WK ZN PAV MRK REMOV (W) 6" SLD
- Ⓑ WK ZN PAV MRK REMOV (Y) 6" SLD
- Ⓒ WK ZN PAV MRK REMOV (Y) 6" SLD DBL
- Ⓓ WK ZN PAV MRK NON-REMOV (Y) 6" SLD
- Ⓔ WK ZN PAV MRK REMOV (W) 8" SLD
- Ⓕ WK ZN PAV MRK REMOV (W) 24" SLD
- Ⓖ WK ZN PAV MRK REMOV (W) 6" BRK
- MESSAGE BOARD
- TEMPORARY SHORING

NOTES:

1. STATION-OFFSETS FROM ℄ US 175 UNLESS STATED OTHERWISE
2. TRAFFIC UTILIZES EXISTING PAVEMENT MARKINGS EXCEPT WHERE SHOWN
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5. REFER TO TCP MISC. DETAILS FOR DRIVEWAY & CROSS STREET CONSTRUCTION
6. REFER TO TCP STD'S FOR WZ SIGN PLACEMENT, CHANNELIZATION DEVICE SPACING, ETC.
7. BARRICADE STATION OFFSET TO ℄ OF BARRICADE
8. DETOUR PAVEMENT CONSISTS OF 10" SP-B WITH A SURFACE COURSE OF 2" SP-C

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US 175

TRAFFIC CONTROL PLAN PHASE 2 STAGE 1

SCALE: 1"=100' SHEET 3 OF 5

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		44

⚠1 ADDENDUM #1 2/20/2024

DATE: 2024/02/20
FILE: pw:\txdot.projectwiseonline.com:TxDOT5\Documents\[...DAL\Design Projects\0197021351\...Design\Plan Set\...TCP\Phase 2\P2S1\US 175_TCP_P2S1_PLAN SHEET 3.dgn

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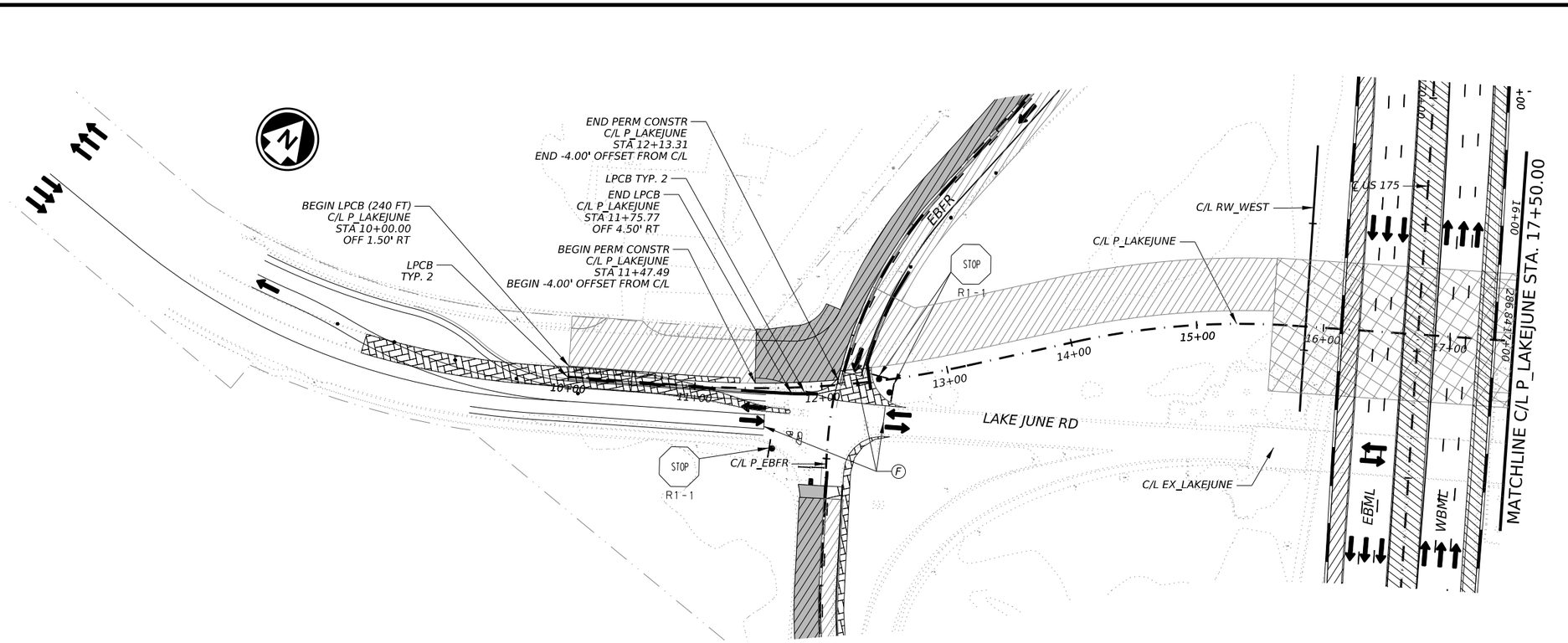

0 50 100

SCALE IN FEET

LEGEND

- BRIDGE CONSTRUCTION THIS PHASE
- BRIDGE CONSTRUCTION PREVIOUS PHASE
- PERM CONSTRUCTION THIS PHASE
- PERM CONSTRUCTION PREVIOUS PHASE
- DETOUR PAVEMENT CONSTRUCTED THIS PHASE
- DETOUR PAVEMENT CONSTRUCTED PREVIOUS PHASE
- TEMPORARY SHORING
- SINGLE SLOPE TRAFFIC RAIL (SSTR)
- PORTABLE CONCRETE TRAFFIC BARRIER (PCTB)
- CRASH CUSHION ATTENUATOR
- SIGN POST
- TYPE III BARRICADE
- CHANNELIZATION DEVICES
- DIRECTIONAL TRAFFIC FLOW ARROWS
- Ⓐ WK ZN PAV MRK REMOV (W) 6" SLD
- Ⓑ WK ZN PAV MRK REMOV (Y) 6" SLD
- Ⓒ WK ZN PAV MRK REMOV (Y) 6" SLD DBL
- Ⓓ WK ZN PAV MRK NON-REMOV (Y) 6" SLD
- Ⓔ WK ZN PAV MRK REMOV (W) 8" SLD
- Ⓕ WK ZN PAV MRK REMOV (W) 24" SLD
- Ⓖ WK ZN PAV MRK REMOV (W) 6" BRK
- MESSAGE BOARD
- TEMPORARY SHORING

NOTES:

1. STATION-OFFSETS FROM ℄ US 175 UNLESS STATED OTHERWISE
2. TRAFFIC UTILIZES EXISTING PAVEMENT MARKINGS EXCEPT WHERE SHOWN
3. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ADEQUATE DRAINAGE DURING CONSTRUCTION.
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7. BARRICADE STATION OFFSET TO ℄ OF BARRICADE
8. DETOUR PAVEMENT CONSISTS OF 10" SP-B WITH A SURFACE COURSE OF 2" SP-C

STATE OF TEXAS
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Texas Department of Transportation

US 175

TRAFFIC CONTROL PLAN PHASE 2 STAGE 2 (LAKE JUNE ROAD)

SCALE: 1"=100' SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		48

⚠1 ADDENDUM #1 2/20/2024

DATE: 2024/02/20
FILE: pw:\txdot.projectwiseonline.com:TXDOT5\Documents_DAL\Design Projects\0197021351_Design\Plan Set_TCP\Phase 2\P2S2\US 175 TCP P2S2 LAKEJUNE PLAN SHEET-1.dgn

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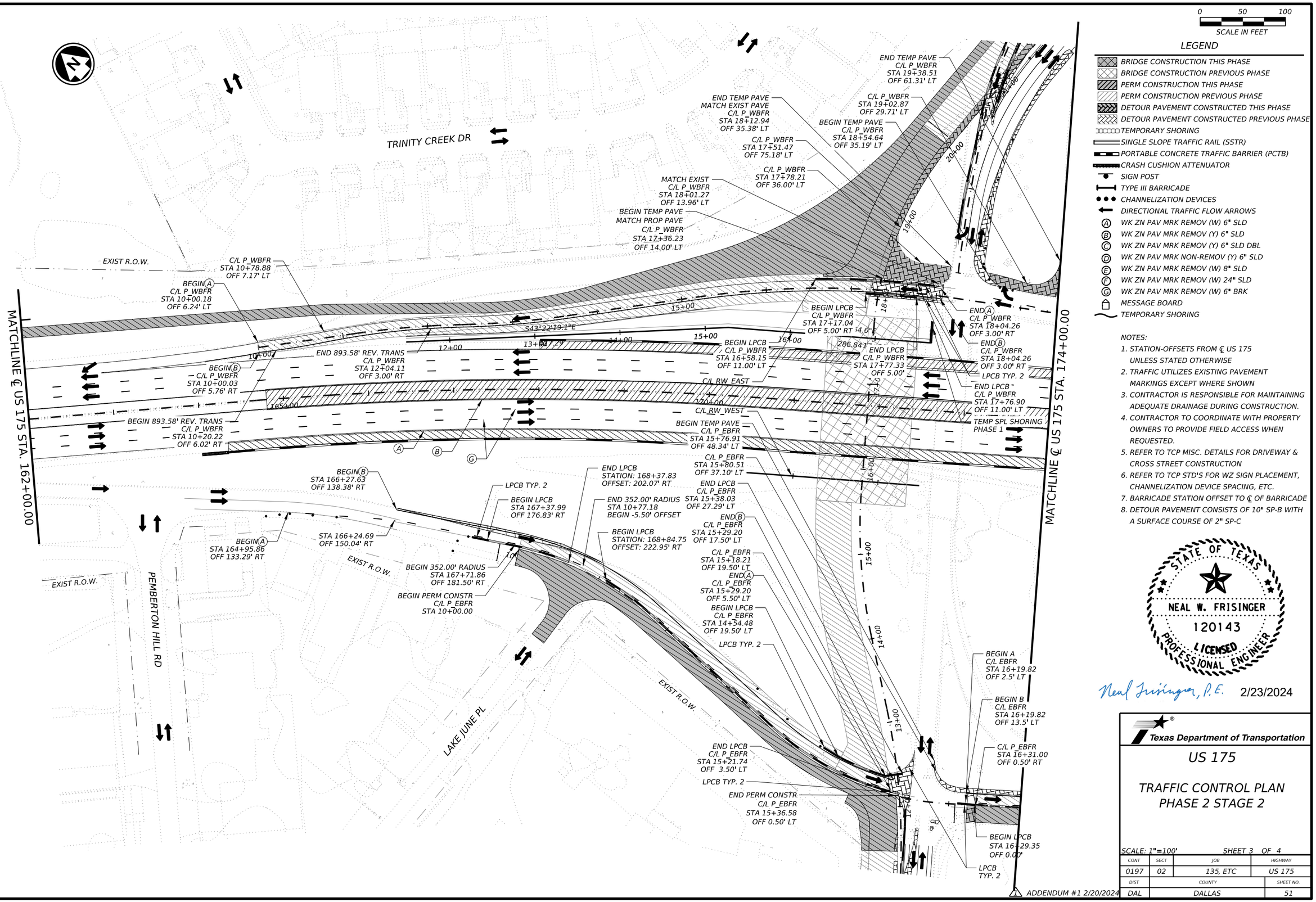

0 50 100

SCALE IN FEET

LEGEND

- BRIDGE CONSTRUCTION THIS PHASE
- BRIDGE CONSTRUCTION PREVIOUS PHASE
- PERM CONSTRUCTION THIS PHASE
- PERM CONSTRUCTION PREVIOUS PHASE
- DETOUR PAVEMENT CONSTRUCTED THIS PHASE
- DETOUR PAVEMENT CONSTRUCTED PREVIOUS PHASE
- TEMPORARY SHORING
- SINGLE SLOPE TRAFFIC RAIL (SSTR)
- PORTABLE CONCRETE TRAFFIC BARRIER (PCTB)
- CRASH CUSHION ATTENUATOR
- SIGN POST
- TYPE III BARRICADE
- CHANNELIZATION DEVICES
- DIRECTIONAL TRAFFIC FLOW ARROWS
- (A) WK ZN PAV MRK REMOV (W) 6" SLD
- (B) WK ZN PAV MRK REMOV (Y) 6" SLD
- (C) WK ZN PAV MRK REMOV (Y) 6" SLD DBL
- (D) WK ZN PAV MRK NON-REMOV (Y) 6" SLD
- (E) WK ZN PAV MRK REMOV (W) 8" SLD
- (F) WK ZN PAV MRK REMOV (W) 24" SLD
- (G) WK ZN PAV MRK REMOV (W) 6" BRK
- MESSAGE BOARD
- TEMPORARY SHORING

NOTES:

1. STATION-OFFSETS FROM ℄ US 175 UNLESS STATED OTHERWISE
2. TRAFFIC UTILIZES EXISTING PAVEMENT MARKINGS EXCEPT WHERE SHOWN
3. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ADEQUATE DRAINAGE DURING CONSTRUCTION.
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5. REFER TO TCP MISC. DETAILS FOR DRIVEWAY & CROSS STREET CONSTRUCTION
6. REFER TO TCP STD'S FOR WZ SIGN PLACEMENT, CHANNELIZATION DEVICE SPACING, ETC.
7. BARRICADE STATION OFFSET TO ℄ OF BARRICADE
8. DETOUR PAVEMENT CONSISTS OF 10" SP-B WITH A SURFACE COURSE OF 2" SP-C

STATE OF TEXAS
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Neal Frisinger, P.E. 2/23/2024

Texas Department of Transportation

US 175

TRAFFIC CONTROL PLAN PHASE 2 STAGE 2

SCALE: 1"=100' SHEET 3 OF 4

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		51

1 ADDENDUM #1 2/20/2024

DATE: 2024/02/20
FILE: pw:\txdot.projectwiseonline.com:TXDOT5\Documents_DAL\Design Projects\0197021351_ DesignPlan Set_ TCP\Phase 2\P2S2\US 175 TCP P2S2 PLAN SHEET-3.dgn

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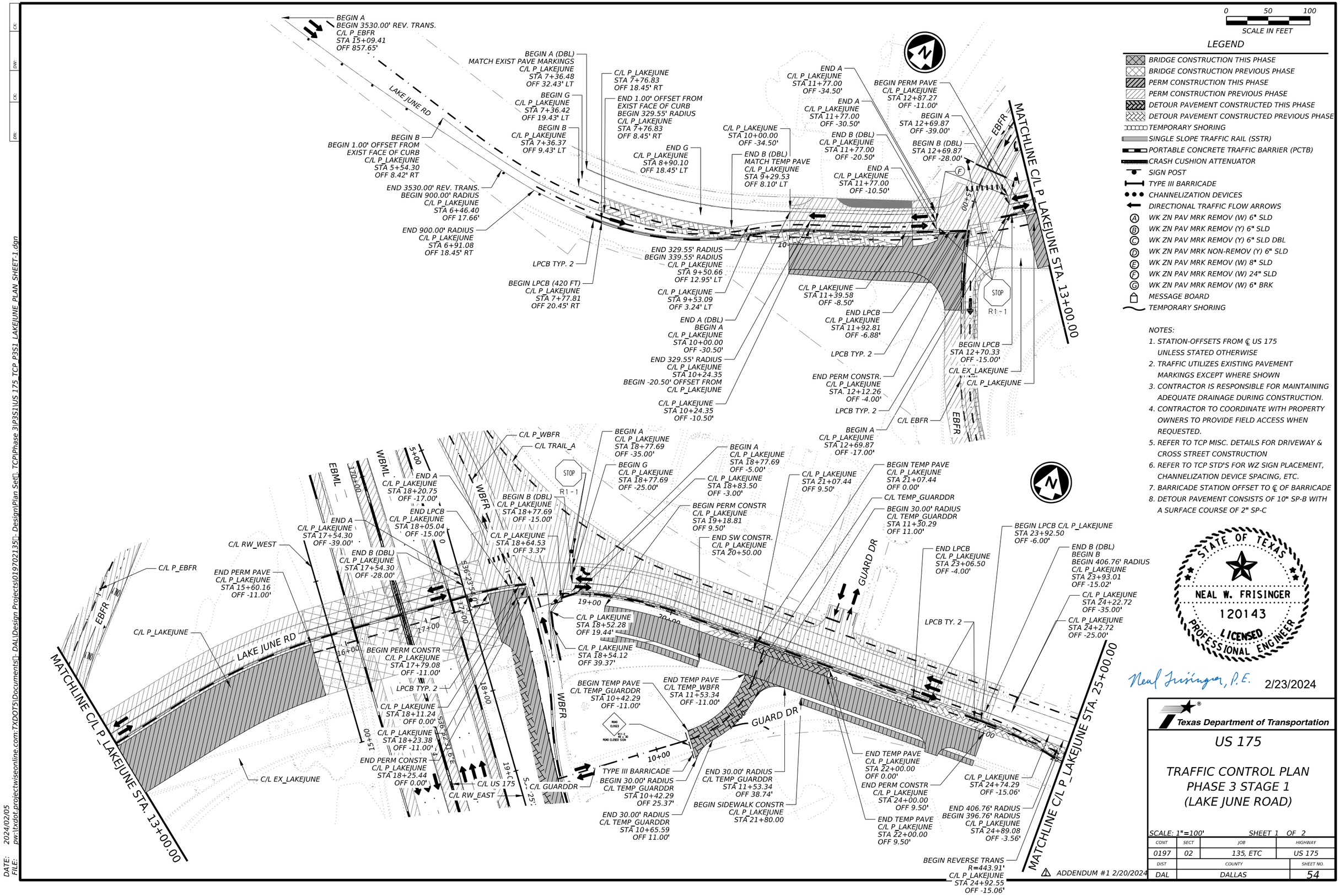
BEGIN A
BEGIN 3530.00' REV. TRANS.
C/L P_EBFR
STA 15+09.41
OFF 857.65'
LAKE JUNE RD
BEGIN A (DBL)
MATCH EXIST PAVE MARKINGS
C/L P_LAKEJUNE
STA 7+36.48
OFF 32.43' LT
BEGIN G
C/L P_LAKEJUNE
STA 7+36.42
OFF 19.43' LT
BEGIN B
C/L P_LAKEJUNE
STA 7+36.37
OFF 9.43' LT
BEGIN B
BEGIN 1.00' OFFSET FROM
EXIST FACE OF CURB
C/L P_LAKEJUNE
STA 5+54.30
OFF 8.42' RT
END 3530.00' REV. TRANS.
BEGIN 900.00' RADIUS
C/L P_LAKEJUNE
STA 6+46.40
OFF 17.66'
END 900.00' RADIUS
C/L P_LAKEJUNE
STA 6+91.08
OFF 18.45' RT
LPCB TYP. 2
BEGIN LPCB (420 FT)
C/L P_LAKEJUNE
STA 7+77.81
OFF 20.45' RT
C/L P_LAKEJUNE
STA 7+76.83
OFF 18.45' RT
END 1.00' OFFSET FROM
EXIST FACE OF CURB
BEGIN 329.55' RADIUS
C/L P_LAKEJUNE
STA 7+76.83
OFF 8.45' RT
END G
C/L P_LAKEJUNE
STA 8+90.10
OFF 18.45' LT
END 329.55' RADIUS
BEGIN 339.55' RADIUS
C/L P_LAKEJUNE
STA 9+50.66
OFF 12.95' LT
C/L P_LAKEJUNE
STA 9+53.09
OFF 3.24' LT
END A (DBL)
BEGIN A
C/L P_LAKEJUNE
STA 10+00.00
OFF -30.50'
END 329.55' RADIUS
C/L P_LAKEJUNE
STA 10+24.35
BEGIN -20.50' OFFSET FROM
C/L P_LAKEJUNE
C/L P_LAKEJUNE
STA 10+24.35
OFF -10.50'
C/L P_LAKEJUNE
STA 10+00.00
OFF -34.50'
END B (DBL)
MATCH TEMP PAVE
C/L P_LAKEJUNE
STA 9+29.53
OFF 8.10' LT
END A
C/L P_LAKEJUNE
STA 11+77.00
OFF -34.50'
END A
C/L P_LAKEJUNE
STA 11+77.00
OFF -30.50'
END B (DBL)
C/L P_LAKEJUNE
STA 11+77.00
OFF -20.50'
END A
C/L P_LAKEJUNE
STA 11+77.00
OFF -10.50'
C/L P_LAKEJUNE
STA 11+39.58
OFF -8.50'
END LPCB
C/L P_LAKEJUNE
STA 11+92.81
OFF -6.88'
LPCB TYP. 2
END PERM CONSTR.
C/L P_LAKEJUNE
STA. 12+12.26
OFF -4.00'
LPCB TYP. 2
BEGIN A
C/L P_LAKEJUNE
STA 12+69.87
OFF -17.00'
C/L EBFR
BEGIN PERM PAVE
C/L P_LAKEJUNE
STA 12+87.27
OFF -11.00'
BEGIN A
STA 12+69.87
OFF -39.00'
BEGIN B (DBL)
STA 12+69.87
OFF -28.00'
EBFR
MATCHLINE C/L P_LAKEJUNE STA. 13+00.00
STOP
R1 - 1
BEGIN LPCB
STA 12+70.33
OFF -15.00'
C/L EX_LAKEJUNE
C/L P_LAKEJUNE
EBFR
C/L P_WBFR
C/L TRAIL_A
WBFR
WBML
EBML
STOP
R1 - 1
END A
C/L P_LAKEJUNE
STA 18+20.75
OFF -17.00'
END LPCB
C/L P_LAKEJUNE
STA 18+05.04
OFF -15.00'
BEGIN B (DBL)
C/L P_LAKEJUNE
STA 18+77.69
OFF -15.00'
C/L P_LAKEJUNE
STA 18+64.53
OFF 3.37'
END A
C/L P_LAKEJUNE
STA 17+54.30
OFF -39.00'
END B (DBL)
C/L P_LAKEJUNE
STA 17+54.30
OFF -28.00'
C/L RW_WEST
C/L P_EBFR
END PERM PAVE
C/L P_LAKEJUNE
STA 15+60.16
OFF -11.00'
C/L P_LAKEJUNE
LAKE JUNE RD
MATCHLINE C/L P_LAKEJUNE STA. 13+00.00
BEGIN PERM CONSTR
C/L P_LAKEJUNE
STA 17+79.08
OFF -11.00'
LPCB TYP. 2
C/L P_LAKEJUNE
STA 18+11.24
OFF 0.00'
C/L P_LAKEJUNE
STA 18+23.38
OFF -11.00'
END PERM CONSTR
C/L P_LAKEJUNE
STA 18+25.44
OFF 0.00'
C/L EX_LAKEJUNE
C/L US 175
C/L RW_EAST
C/L GUARDDR
BEGIN A
C/L P_LAKEJUNE
STA 18+77.69
OFF -35.00'
BEGIN G
C/L P_LAKEJUNE
STA 18+77.69
OFF -25.00'
BEGIN A
C/L P_LAKEJUNE
STA 18+77.69
OFF -5.00'
C/L P_LAKEJUNE
STA 18+83.50
OFF -3.00'
BEGIN PERM CONSTR
C/L P_LAKEJUNE
STA 19+18.81
OFF 9.50'
END SW CONSTR.
C/L P_LAKEJUNE
STA 20+50.00
C/L P_LAKEJUNE
STA 21+07.44
OFF 9.50'
BEGIN TEMP PAVE
C/L P_LAKEJUNE
STA 21+07.44
OFF 0.00'
C/L TEMP_GUARDDR
BEGIN 30.00' RADIUS
C/L TEMP_GUARDDR
STA 11+30.29
OFF 11.00'
GUARD DR
C/L P_LAKEJUNE
STA 18+52.28
OFF 19.44'
C/L P_LAKEJUNE
STA 18+54.12
OFF 39.37'
BEGIN TEMP PAVE
C/L TEMP_GUARDDR
STA 10+42.29
OFF -11.00'
END TEMP PAVE
C/L TEMP_WBFR
STA 11+53.34
OFF -11.00'
ROAD CLOSED
R11-2
48" x 30"
ROAD CLOSED SIGN
TYPE III BARRICADE
BEGIN 30.00' RADIUS
C/L TEMP_GUARDDR
STA 10+42.29
OFF 25.37'
END 30.00' RADIUS
C/L TEMP_GUARDDR
STA 10+65.59
OFF 11.00'
END 30.00' RADIUS
C/L TEMP_GUARDDR
STA 11+53.34
OFF 38.74'
BEGIN SIDEWALK CONSTR
C/L P_LAKEJUNE
STA 21+80.00
END TEMP PAVE
C/L P_LAKEJUNE
STA 22+00.00
OFF 0.00'
END PERM CONSTR
C/L P_LAKEJUNE
STA 24+00.00
OFF 9.50'
END TEMP PAVE
C/L P_LAKEJUNE
STA 22+00.00
OFF 9.50'
BEGIN REVERSE TRANS
R=443.91'
C/L P_LAKEJUNE
STA 24+92.55
OFF -15.06'
LPCB TY. 2
BEGIN LPCB C/L P_LAKEJUNE
STA 23+92.50
OFF -6.00'
END LPCB
C/L P_LAKEJUNE
STA 23+06.50
OFF -4.00'
END B (DBL)
BEGIN B
BEGIN 406.76' RADIUS
C/L P_LAKEJUNE
STA 23+93.01
OFF -15.02'
C/L P_LAKEJUNE
STA 24+22.72
OFF -35.00'
C/L P_LAKEJUNE
STA 24+2.72
OFF -25.00'
C/L P_LAKEJUNE
STA 24+74.29
OFF -15.06'
END 406.76' RADIUS
BEGIN 396.76' RADIUS
C/L P_LAKEJUNE
STA 24+89.08
OFF -3.56'
MATCHLINE C/L P_LAKEJUNE STA. 25+00.00
0
50
100
SCALE IN FEET
LEGEND
BRIDGE CONSTRUCTION THIS PHASE
BRIDGE CONSTRUCTION PREVIOUS PHASE
PERM CONSTRUCTION THIS PHASE
PERM CONSTRUCTION PREVIOUS PHASE
DETOUR PAVEMENT CONSTRUCTED THIS PHASE
DETOUR PAVEMENT CONSTRUCTED PREVIOUS PHASE
TEMPORARY SHORING
SINGLE SLOPE TRAFFIC RAIL (SSTR)
PORTABLE CONCRETE TRAFFIC BARRIER (PCTB)
CRASH CUSHION ATTENUATOR
SIGN POST
TYPE III BARRICADE
CHANNELIZATION DEVICES
DIRECTIONAL TRAFFIC FLOW ARROWS
(A) WK ZN PAV MRK REMOV (W) 6" SLD
(B) WK ZN PAV MRK REMOV (Y) 6" SLD
(C) WK ZN PAV MRK REMOV (Y) 6" SLD DBL
(D) WK ZN PAV MRK NON-REMOV (Y) 6" SLD
(E) WK ZN PAV MRK REMOV (W) 8" SLD
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(G) WK ZN PAV MRK REMOV (W) 6" BRK
MESSAGE BOARD
TEMPORARY SHORING
NOTES:
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6. REFER TO TCP STD'S FOR WZ SIGN PLACEMENT, CHANNELIZATION DEVICE SPACING, ETC.
7. BARRICADE STATION OFFSET TO ℄ OF BARRICADE
8. DETOUR PAVEMENT CONSISTS OF 10" SP-B WITH A SURFACE COURSE OF 2" SP-C
STATE OF TEXAS
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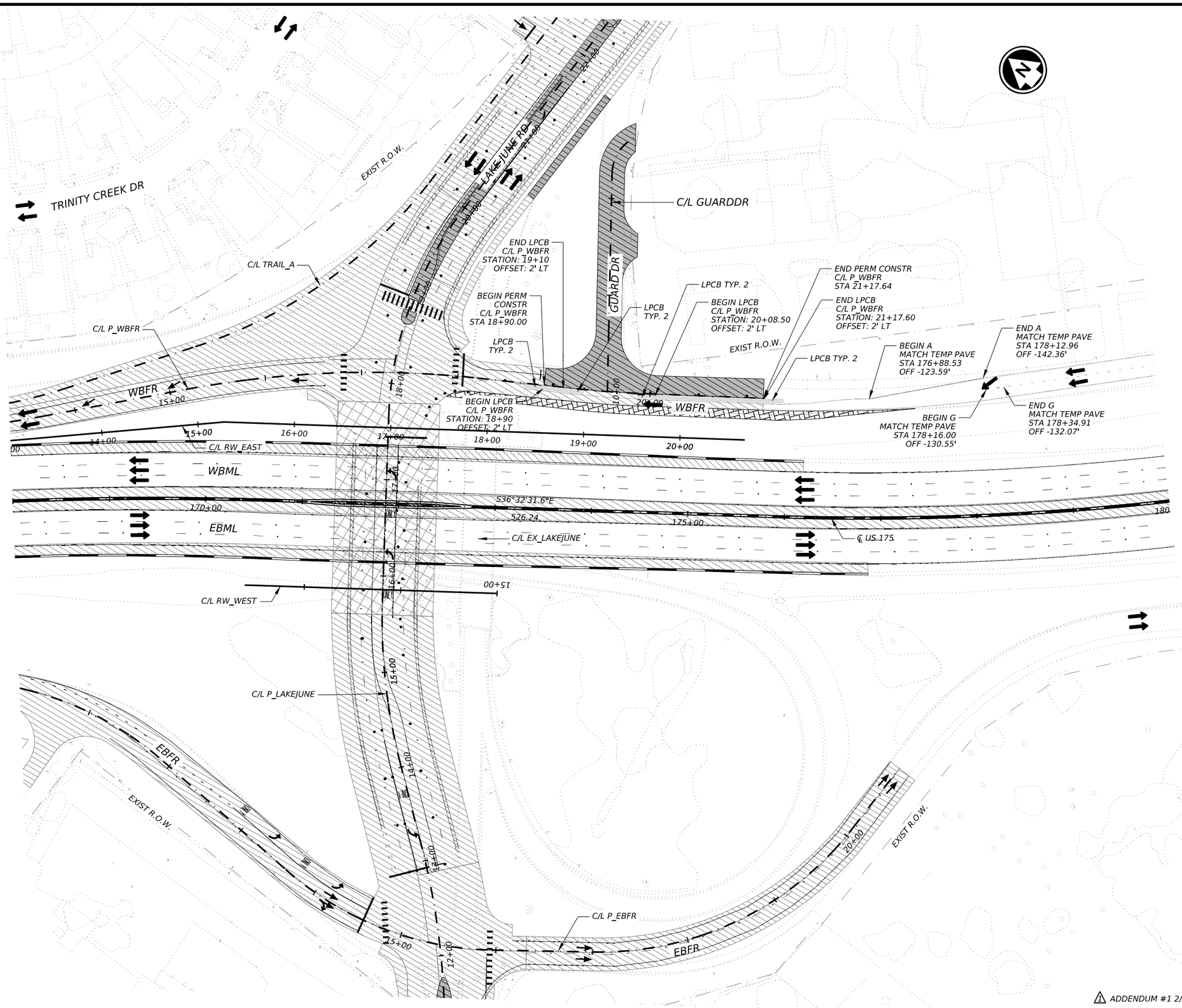
PROFESSIONAL ENGINEER
Neal Frisinger, P.E.
2/23/2024
Texas Department of Transportation
US 175
TRAFFIC CONTROL PLAN
PHASE 3 STAGE 1
(LAKE JUNE ROAD)
SCALE: 1"=100'
SHEET 1 OF 2
CONT 0197
SECT 02
JOB 135, ETC
HIGHWAY US 175
DIST DAL
COUNTY DALLAS
SHEET NO. 54
ADDENDUM #1 2/20/2024
DATE: 2024/02/05
FILE: pw:\txdot.projectwiseonline.com:TXDOT5\Documents_DAL\Design Projects\0197021351_Design\Plan Set_TCP\Phase 3\P3S1\US 175 TCP P3S1 LAKEJUNE PLAN SHEET 1.dgn
CK:
DW:
CK:
DW:



0 50 100

SCALE IN FEET

LEGEND

- BRIDGE CONSTRUCTION THIS PHASE
- BRIDGE CONSTRUCTION PREVIOUS PHASE
- PERM CONSTRUCTION THIS PHASE
- PERM CONSTRUCTION PREVIOUS PHASE
- DETOUR PAVEMENT CONSTRUCTED THIS PHASE
- DETOUR PAVEMENT CONSTRUCTED PREVIOUS PHASE
- TEMPORARY SHORING
- SINGLE SLOPE TRAFFIC RAIL (SSTR)
- PORTABLE CONCRETE TRAFFIC BARRIER (PCTB)
- CRASH CUSHION ATTENUATOR
- SIGN POST
- TYPE III BARRICADE
- CHANNELIZATION DEVICES
- DIRECTIONAL TRAFFIC FLOW ARROWS
- (A) WK ZN PAV MRK REMOV (W) 6" SLD
- (B) WK ZN PAV MRK REMOV (Y) 6" SLD
- (C) WK ZN PAV MRK REMOV (Y) 6" SLD DBL
- (D) WK ZN PAV MRK NON-REMOV (Y) 6" SLD
- (E) WK ZN PAV MRK REMOV (W) 8" SLD
- (F) WK ZN PAV MRK REMOV (W) 24" SLD
- (G) WK ZN PAV MRK REMOV (W) 6" BRK
- MESSAGE BOARD
- TEMPORARY SHORING

NOTES:

1. STATION-OFFSETS FROM ℄ US 175 UNLESS STATED OTHERWISE
2. TRAFFIC UTILIZES EXISTING PAVEMENT MARKINGS EXCEPT WHERE SHOWN
3. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ADEQUATE DRAINAGE DURING CONSTRUCTION.
4. CONTRACTOR TO COORDINATE WITH PROPERTY OWNERS TO PROVIDE FIELD ACCESS WHEN REQUESTED.
5. REFER TO TCP MISC. DETAILS FOR DRIVEWAY & CROSS STREET CONSTRUCTION
6. REFER TO TCP STD'S FOR WZ SIGN PLACEMENT, CHANNELIZATION DEVICE SPACING, ETC.
7. BARRICADE STATION OFFSET TO ℄ OF BARRICADE
8. DETOUR PAVEMENT CONSISTS OF 10" SP-B WITH A SURFACE COURSE OF 2" SP-C

STATE OF TEXAS
NEAL W. FRISINGER
120143
LICENSED
PROFESSIONAL ENGINEER

Neal Frisinger, P.E.

2/23/2024

Texas Department of Transportation

US 175

TRAFFIC CONTROL PLAN PHASE 4

SCALE: 1"=100' SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		62

⚠1 ADDENDUM #1 2/20/2024

DATE: 2024/02/22
FILE: pw:\txdot.projectwiseonline.com:TXDOT5\Documents_DALLDesign Projects\0197021351_DesignPlan Set_TCP\Phase 4\US 175_TCP_P4_PLAN_SHEET-1.dgn

CK: DW: CK: DW:

WORKZONE CRASH CUSHIONS

LOCATION NUMBER	TCP PHASE	LOCATION	STA.	TEST LEVEL	DIRECTION OF TRAFFIC (UNI/BI)	FOUNDATION PAD		BACKUP SUPPORT			AVAILABLE SITE LENGTH	CRASH CUSHION ATTENUATOR CLASS									
														MOVE / RESET		L	L	R	R	S	S
						MATERIAL	THICKNESS	DESCRIPTION	WIDTH	HEIGHT		INSTALL	REMOVE	MOVE/ RESET	FROM LOC. #	N	W	N	W	N	W
1	Phase 0	US 175	176+19, 45' LT	TL-3	UNI	SEE STD		PRECAST TRAFFIC BARRIER	24"	32"	35'	1									
2	PH 1	US 175	162+26, 16' RT	TL-3	UNI	SEE STD		PRECAST TRAFFIC BARRIER	24"	32"	35'			1	1					X	
3	PH 1	US 175	162+26, 47' RT	TL-3	UNI	SEE STD		PRECAST TRAFFIC BARRIER	24"	32"	35'	1	1							X	
4	PH 1	US 175	184+18, 11' LT	TL-3	UNI	SEE STD		PRECAST TRAFFIC BARRIER	24"	32"	35'	1	1							X	
5	PH 2, ST 1	US 175	164+00 41.50' RT	TL-3	UNI	SEE STD		PRECAST TRAFFIC BARRIER	24"	32"	35'		1	1	2					X	
											TOTAL	3	3	2							

PERMANENT CRASH CUSHIONS

LOCATION NUMBER	TCP PHASE	LOCATION	STA.	TEST LEVEL	DIRECTION OF TRAFFIC (UNI/BI)	FOUNDATION PAD		BACKUP SUPPORT			AVAILABLE SITE LENGTH	CRASH CUSHION ATTENUATOR CLASS									
														MOVE / RESET		L	L	R	R	S	S
						MATERIAL	THICKNESS	DESCRIPTION	WIDTH	HEIGHT		INSTALL	REMOVE	MOVE/ RESET	FROM LOC. #	N	W	N	W	N	W
1	PHASE 0	WB US 175	176+19 57' RT	TL-3	UNI	SEE STD		PRECAST TRAFFIC BARRIER	24"	32"	35'	1				X					
2	P2, S1	EB US 175	164+31 57' RT	TL-3	UNI	SEE STD		PRECAST TRAFFIC BARRIER	24"	32"	35'	1				X					
											TOTAL	2	0	0							

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

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

1 ADDENDUM #1 2/20/2024

CRASH CUSHION SUMMARY SHEET

FILE: ccss.dgn	DN: TxDOT	CK:		CK:
© TxDOT	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	02	135,ETC	US 175
	DIST	COUNTY		
	DAL	DALLAS		
	FEDERAL AID PROJECT			SHEET NO.
	SEE TITLE SHEET			77

DW: DW: CK: CK:

DATE: 2024/01/26
FILE: pw:\txdot.projectwiseonline.com:TxDOT5\Documents\[...DAL\Design Projects\0197021351...DesignIPlan Set\...Roadway\Horizontal Alignment Data\US175_HORIZONTAL ALIGNMENT DATA_SHEET 4.dgn

HORIZONTAL ALIGNMENT REPORT- GUARD DRIVE

HORIZONTAL ALIGNMENT REPORT

Alignment name: GUARD DRIVE
Alignment description:
Report Created: Thursday, January 5, 2023
Time: 1:05:41 PM

	STATION	X	Y
POT	9+99.98 R1	2518462.069	6955501.595
PI	10+62.27 R1	2518511.717	6955539.220
Tangential Direction:	N52°50'38.625"E		
Tangential Length:	62.29		
PI	10+62.27 R1	2518511.717	6955539.220
PC	12+26.06 R1	2518642.255	6955638.145
Tangential Direction:	N52°50'38.625"E		
Tangential Length:	163.79		
PC	12+26.06 R1	2518642.255	6955638.145
PI	12+55.84 R1	2518665.986	6955656.130
CC		2518668.226	6955603.874
PT	12+78.15 R1	2518691.170	6955640.241
Radius:	43.00		
Delta:	69°24'12.862" Right		
Degree of Curvature(Arc):	133°14'45.596"		
Length:	52.09		
Tangent:	29.78		
Chord:	48.96		
Middle Ordinate:	7.65		
External:	9.30		
Tangent Back Direction:	N52°50'38.625"E		
Radial Direction:	S37°09'21.375"E		
Chord Direction:	N87°32'45.056"E		
Radial Direction:	S32°14'51.487"W		
Tangent Ahead Direction:	S57°45'08.513"E		

HORIZONTAL ALIGNMENT REPORT- WBFR DETOUR A

HORIZONTAL ALIGNMENT REPORT

Alignment name: WBFR DETOUR A
Alignment description:
Report Created: Friday, January 26, 2024
Time: 1:07:36 PM

	STATION	X	Y
POT	10+00.00 R1	2518407.583	6955636.585
PC	10+48.16 R1	2518388.463	6955680.792
Tangential Direction:	N23°23'20.365"W		
Tangential Length:	48.16		
PC	10+48.16 R1	2518388.463	6955680.792
PI	11+21.08 R1	2518359.517	6955747.718
CC		2518067.222	6955541.852
PT	11+91.94 R1	2518306.254	6955797.516
Radius:	350.00		
Delta:	23°32'11.993" Left		
Degree of Curvature(Arc):	16°22'12.802"		
Length:	143.78		
Tangent:	72.92		
Chord:	142.77		
Middle Ordinate:	7.36		
External:	7.51		
Tangent Back Direction:	N23°23'20.365"W		
Radial Direction:	N66°36'39.635"E		
Chord Direction:	N35°09'26.362"W		
Radial Direction:	N43°04'27.642"E		
Tangent Ahead Direction:	N46°55'32.358"W		
PT	11+91.94 R1	2518306.254	6955797.516
PC	12+90.58 R1	2518234.202	6955864.880
Tangential Direction:	N46°55'32.358"W		
Tangential Length:	98.64		
PC	12+90.58 R1	2518234.202	6955864.880
PI	13+08.69 R1	2518220.972	6955877.250
CC		2518754.608	6956421.497
PT	13+26.80 R1	2518208.344	6955890.234
Radius:	762.00		
Delta:	02°43'23.732" Right		
Degree of Curvature(Arc):	07°31'08.872"		
Length:	36.22		
Tangent:	18.11		
Chord:	36.21		
Middle Ordinate:	0.22		
External:	0.22		
Tangent Back Direction:	N46°55'32.358"W		
Radial Direction:	N43°04'27.642"E		
Chord Direction:	N45°33'50.492"W		
Radial Direction:	N45°47'51.374"E		
Tangent Ahead Direction:	N44°12'08.626"W		

HORIZONTAL ALIGNMENT REPORT- WBFR DETOUR A

PT	13+26.80 R1	2518208.344	6955890.234
PC	14+86.93 R1	2518096.699	6956005.032
Tangential Direction:	N44°12'08.626"W		
Tangential Length:	160.13		
PC	14+86.93 R1	2518096.699	6956005.032
PI	15+72.99 R1	2518036.697	6956066.728
CC		2517507.781	6955432.286
PT	16+58.43 R1	2517965.211	6956114.649
Radius:	821.50		
Delta:	11°57'40.372" Left		
Degree of Curvature(Arc):	06°58'28.315"		
Length:	171.50		
Tangent:	86.06		
Chord:	171.19		
Middle Ordinate:	4.47		
External:	4.50		
Tangent Back Direction:	N44°12'08.626"W		
Radial Direction:	N45°47'51.374"E		
Chord Direction:	N50°10'58.813"W		
Radial Direction:	N33°50'11.001"E		
Tangent Ahead Direction:	N56°09'48.999"W		
PT	16+58.43 R1	2517965.211	6956114.649
PC	17+46.30 R1	2517892.221	6956163.579
Tangential Direction:	N56°09'48.999"W		
Tangential Length:	87.87		
PC	17+46.30 R1	2517892.221	6956163.579
PI	18+58.09 R1	2517799.367	6956225.825
CC		2518716.319	6957392.913
PT	19+69.45 R1	2517716.917	6956301.311
Radius:	1480.00		
Delta:	08°38'19.991" Right		
Degree of Curvature(Arc):	03°52'16.811"		
Length:	223.15		
Tangent:	111.79		
Chord:	222.94		
Middle Ordinate:	4.20		
External:	4.22		
Tangent Back Direction:	N56°09'48.999"W		
Radial Direction:	N33°50'11.001"E		
Chord Direction:	N51°50'39.003"W		
Radial Direction:	N42°28'30.992"E		
Tangent Ahead Direction:	N47°31'29.008"W		
PT	19+69.45 R1	2517716.917	6956301.311
POT	24+53.07 R1	2517360.217	6956627.883
Tangential Direction:	N47°31'29.008"W		
Tangential Length:	483.62		

HORIZONTAL ALIGNMENT REPORT- PHASE 1 TEMPORARY SHORING

HORIZONTAL ALIGNMENT REPORT

Alignment name: PHASE 1 TEMPORARY SHORING
Alignment description:
Report Created: Tuesday, February 20, 2024
Time: 9:02:30 PM

	STATION	X	Y
POT	10+00.00 R1	2518347.6495	6955621.1716
POT	10+41.24 R1	2518314.4568	6955596.6913
Tangential Direction:	S53°35'25.9522"W		
Tangential Length:	41.244		

STATE OF TEXAS
NEAL W. FRISINGER
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Neal Frisinger, P.E. 2/23/2024

Texas Department of Transportation

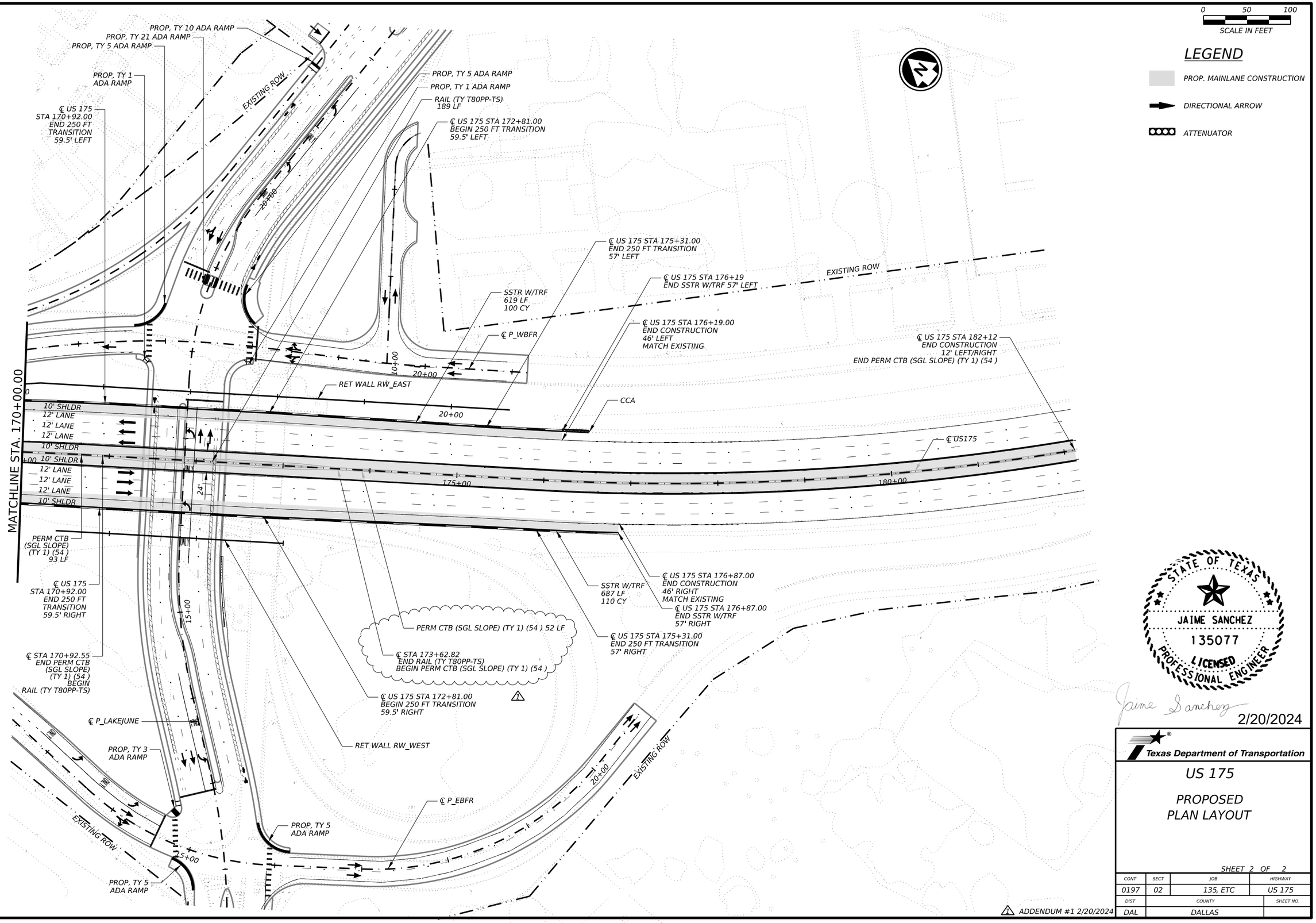
US 175

HORIZONTAL ALIGNMENT DATA

SHEET 4 OF 4

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		109

⚠1 ADDENDUM #1 2/20/2024



DATE: 2024/02/22
FILE: pw:\txdot.projectwiseonline.com:TxDOT5\Documents_DAL\Design Projects\0197021351_Design\Plan Set_Roadway\Plan Sheets\US175 PROPOSED PLAN LAYOUT SHEET 2.dgn

STATE OF TEXAS
JAIME SANCHEZ
135077
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PROFESSIONAL ENGINEER

Jaime Sanchez
2/20/2024

Texas Department of Transportation

US 175

PROPOSED PLAN LAYOUT

SHEET 2 OF 2

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		

⚠1 ADDENDUM #1 2/20/2024

DATE: 2/22/2024 8:25:03 AM
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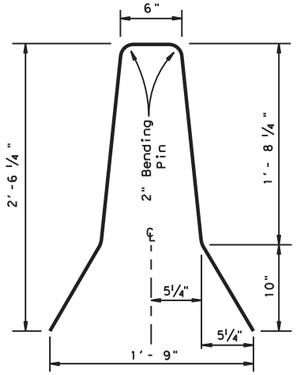
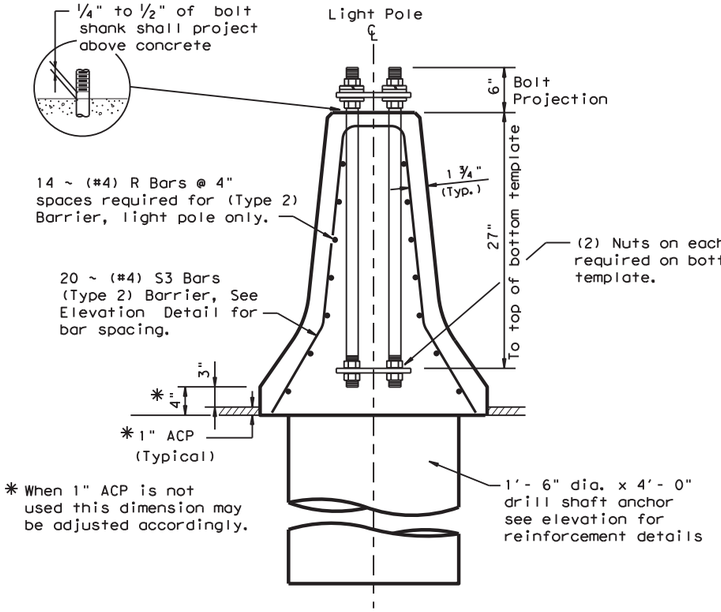


S3 BAR (#4)

(20) At each light pole section of barrier

Note:
The reinforcement cage may rest on top of the finished grade.



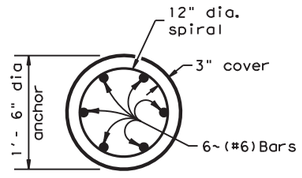
(ROADWAY) SECTION AT LIGHT POLE

Symmetrical about center line

Schedule of reinforcement for each 10 foot cast-in-place section at light poles (excluding anchorage)

BAR	SIZE	QUANTITY
S3	#4	20
R	#4	14

Welded Wire Reinforcement (WWR): IS NOT APPROVED FOR USE WITH (TYPE 2) BARRIER.

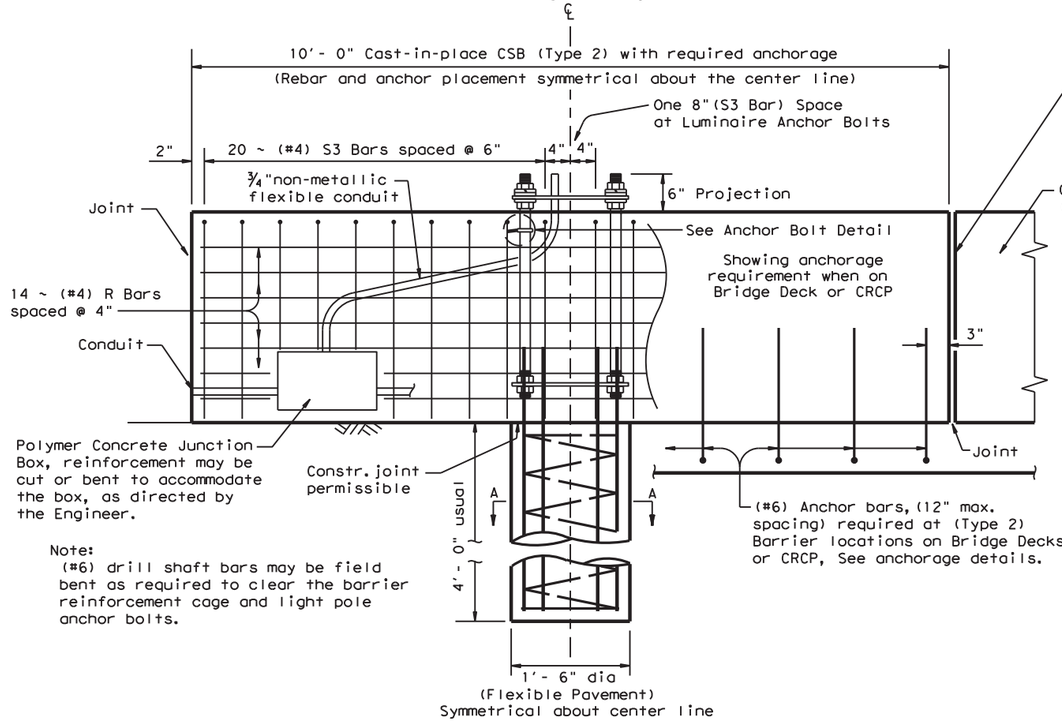


No.3 spiral at 6" pitch (one flat turn top and bottom)

SECTION A-A

GENERAL NOTES

1. All concrete shall be Class C, unless otherwise specified in the plans.
2. Anchor bolts, junction box, non-metallic flexible conduit, and bonding to steel shall not be paid for directly, but will be subsidiary to the various bid items.
3. For proper installation and material requirements for the anchor bolts and light pole, see Traffic Engineering RIP standard sheets.
4. Junction boxes shall be polymer concrete, and shall be mounted flush (+0, - 1/2") with concrete surface. For details and material requirements on barrier junction box, see DMS-11030.
5. Install 12 AWG stranded conductors from load side of fused breakaway connector to luminaire. Fused breakaway connectors shall be installed as required on Traffic Engineering RID Sheets. Typically fused breakaway connectors are installed in the barrier junction box adjacent to each light pole. If fused breakaway connectors are installed in the pole's handhole, increase the size of the 3/4" flexible non-metallic conduit according to the NEC as needed to accomodate the branch circuit conductors.
6. Anchor bolts and their assemblies shall be in accordance with Item 449, "Anchor Bolts" High-Strength Steel or Alloy Steel. Galvanization requirements for anchor bolts are shown on RIP sheets.
7. The required anchorage for Type 2 barrier (drill shaft, standard or optional concrete anchorage) shall not be paid for directly, but is subsidiary to Item 514, "Permanent Concrete Traffic Barrier."
8. Bond anchor bolt to rebar cage with #6 bare stranded copper conductor. Use listed mechanical connectors rated for embedment in concrete. The bonded steel in the foundation creates a concrete encased grounding electrode which replaces the ground rod.

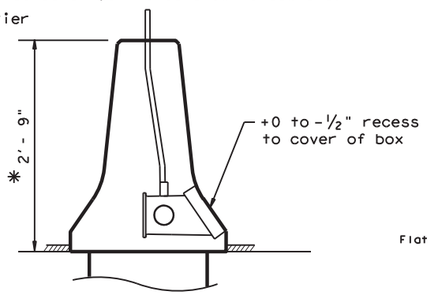


Note:
(#6) drill shaft bars may be field bent as required to clear the barrier reinforcement cage and light pole anchor bolts.

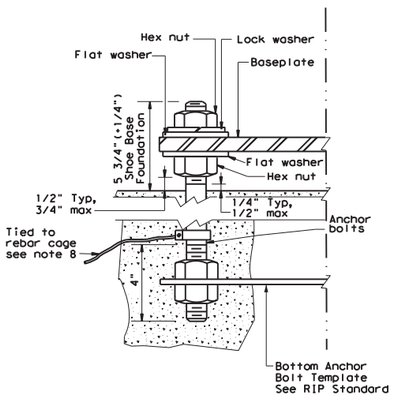
ELEVATION SHOWING THE REQUIRED REINFORCEMENT AND ANCHORAGE OF (TYPE 2) BARRIER

The "Drilled Shaft Anchor" is the required anchorage for (Type 2) barrier on roadways with Flexible Pavement.
The #6 Anchor Bars (Shown) is the required anchorage for (Type 2) barrier on Bridge Decks and CRCP.

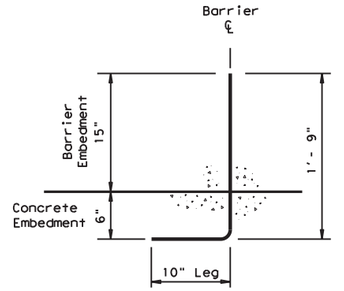
Each end of cast-in-place light pole section shall be formed to mate with the adjacent precast (Type 1) roadway barrier. The cast-in-place section shall be connected at each end to the precast sections in the same manner that precast sections are connected at joints as shown elsewhere.



SECTION SHOWING JUNCTION BOX CONCRETE SAFETY BARRIER (TYPE 2)



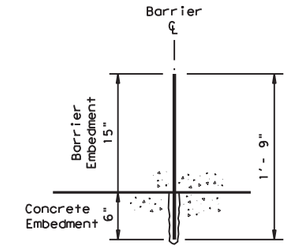
ANCHOR BOLT DETAIL



STANDARD "CONCRETE" ANCHORAGE

(#6) Bar
Concrete Pavement / Bridge Deck Anchorage: Cast-in-Place or Slip-Formed Barrier

Standard Anchorage Note:
10" leg may be oriented 90 degrees in any direction about the barrier ℄.



"OPTIONAL" EPOXY ANCHORAGE

(#6) Bar
Type III, Class C Epoxy

Concrete Pavement / Bridge Deck Anchorage: Cast-in-Place or Slip-Formed Barrier

Epoxy Note:
If epoxy coated anchor bars are required, the lower 6" of the bars must not be epoxy coated.

⚠ ADDENDUM #1 2/20/2024

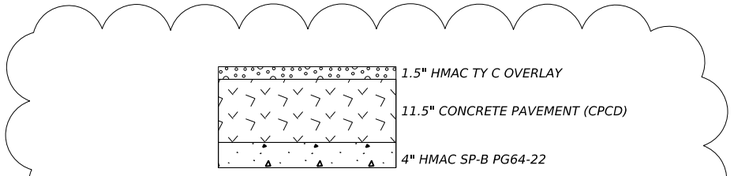
Texas Department of Transportation

Design Division Standard

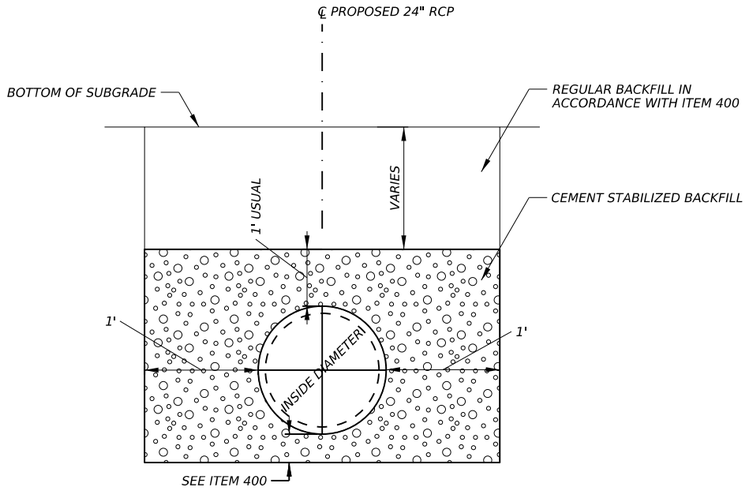
CONCRETE SAFETY BARRIER (F-SHAPE) CAST-IN-PLACE (TYPE 2) AT LIGHT POLE TL-3 MASH COMPLIANT

CSB(4)-19

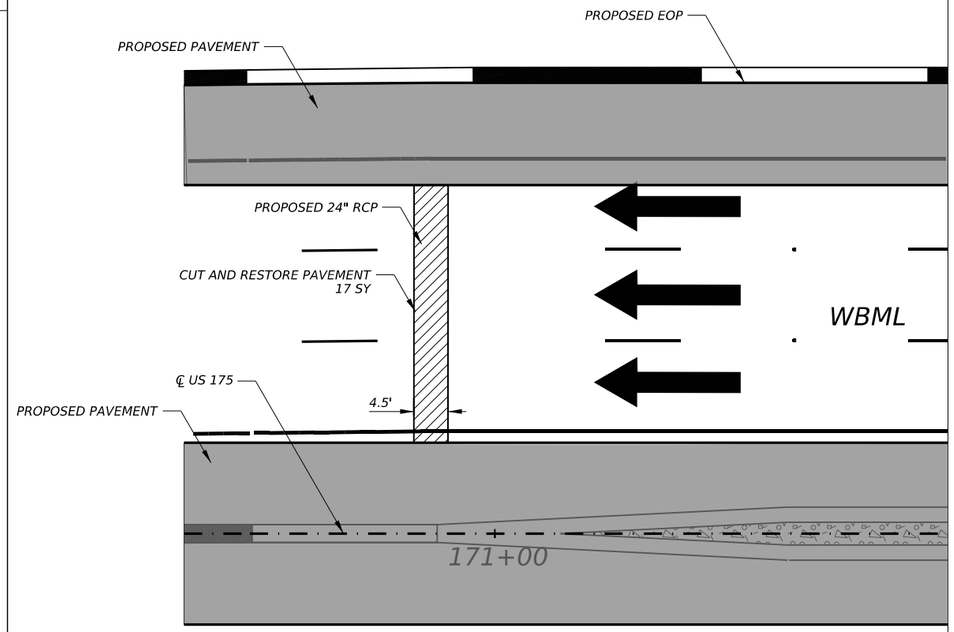
FILE: csb419.dgn	DN: TxDOT	CK: KM	DW: BD	CK:
©TxDOT December 2010	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	02	135,ETC	US 175
	DIST	COUNTY		SHEET NO.
	DAL	DALLAS		162A



CUT & RESTORE PAVEMENT DETAIL



CUT & RESTORE DETAIL SIDE VIEW



CUT & RESTORE DETAIL PLAN VIEW

NOTES:
1. SEE BARRICADE AND CONSTRUCTION AND TRAFFIC CONTROL PLAN STANDARDS FOR ADDITIONAL INFORMATION.
2. SEE STORM SEWER LAYOUTS FOR ADDITIONAL INFORMATION.
3. MAINTAIN POSITIVE DRAINAGE DURING RCP PIPE CONSTRUCTION.

STATE OF TEXAS
JAIME SANCHEZ
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Jaime Sanchez 2/20/2024

Texas Department of Transportation

US 175

MISCELLANEOUS DRAINAGE DETAILS

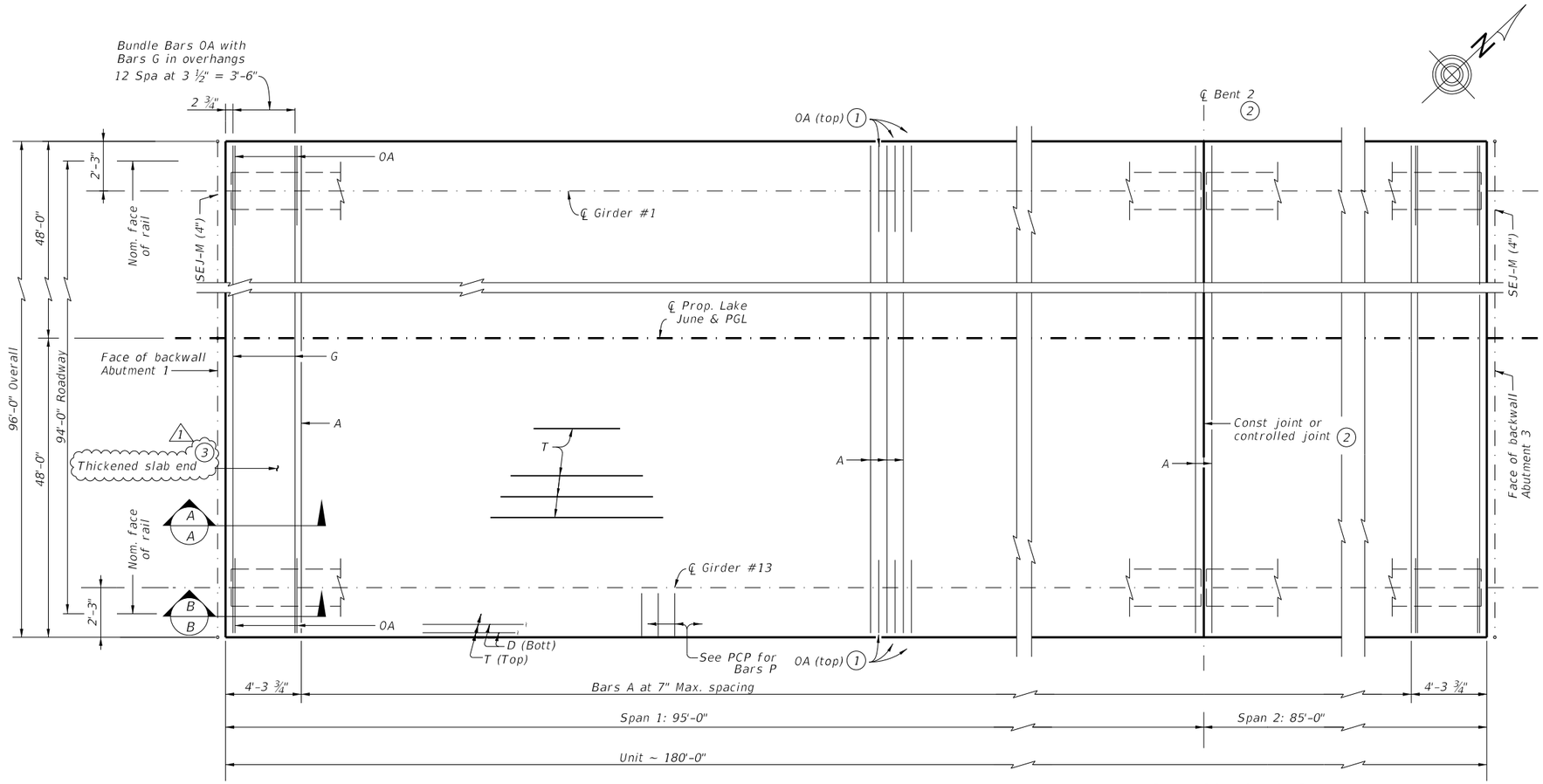
N.T.S SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		201

1 ADDENDUM #1 2/20/2024

CK: DW: CK: DW:

DATE: 2024/02/20
FILE: pw:\txdot.projectwiseonline.com:TxDOT5\Documents\- DAL\Design Projects\0197021351\- Design\Plan Set\- Drainage\Interior Drainage\US175_CUT_RESTORE_DETAIL.dgn



AT THICKENED SLAB END

PLAN

Scale: ⅛" = 1'-0"

AT SLAB CONTINUOUS OVER INTERIOR BENTS

(1) Place Bars 0A midway between Bars A at overhang.

(2) Bars are continuous through joint.

(3) Thickened slab end dimensioned perpendicular to face of bkwl, or centerline interior bent.

BAR TABLE

BAR	SIZE
A	#5
D	#5
G	#5
H	#5
J	#5
0A	#5
P	#5
T	#5

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications and AASHTO LRFD Bridge Design Guide Specifications for GFRP-Reinforced Concrete, 2nd Edition.

These details are to be used in conjunction with the Span Details and PCP Standard (if prestressed concrete panels are used). /1

See IGFRP (MOD) Standard for details, not shown here.

The Contractor may provide an alternate GFRP slab design with calculations signed and sealed by a Professional Engineer.

For rail details not shown, see Traffic Rail Type C402.

For bridge sidewalk and median details, not shown, see BRSM Standard. /1

MATERIAL NOTES:

Provide Class S concrete (f'c = 4,000 psi). /1

Provide GFRP bars, conforming to ASTM D7957/7957M, except provide a minimum modulus of elasticity of 7,500 ksi.

Provide bar laps, where required, as follows:

#5 GFRP bar = 2'-9"

Cover dimensions are clear dimensions, unless noted otherwise.

Reinforcing bar dimensions shown are out-to-out of bar.

ESTIMATED QUANTITIES

ITEM	UNIT	SPAN 1	SPAN 2	UNIT~1
REINF CONC SLAB (HPC)	SF	9120	8160	17280
PRESTR CONC GIRDER (TX 40)	LF	1134.08	1014.02	2148.10
BRIDGE SIDEWALK (HPC)	SF	1140	1020	2160
BRIDGE MEDIAN (HPC)	SF	665	454	1119
◇∓ GFRP STL	LB	20976	18768	39744

∓ ~ For contractor's information only

◇~ GFRP Steel Weight is calculated using an approximate factor of 2.3 Lb/SF for slab.

/1 ADDENDUM #1 2/23/2024

STATE OF TEXAS
ZAHEERUL AREFEEN
101922
LICENSED PROFESSIONAL ENGINEER

2/23/2024

Sheet 13 of 165 Sheets

Texas Department of Transportation

Dallas District Bridge

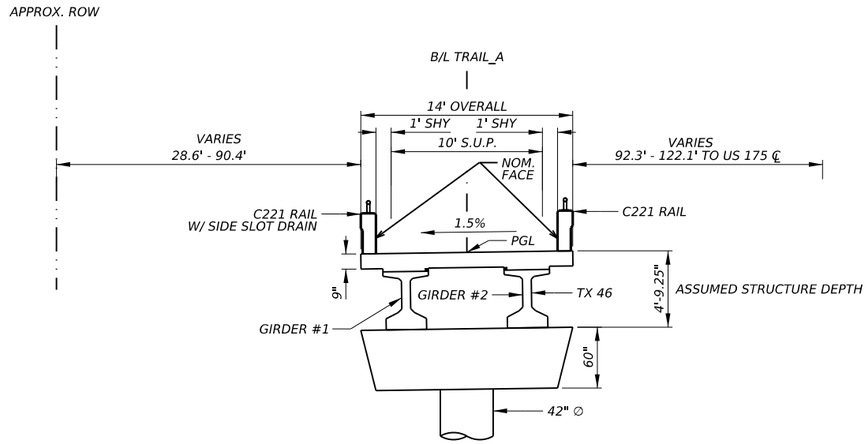
US 175 UNDERPASS AT LAKE JUNE BRIDGE

GFRP SLAB TOP & BOTT REINF. w/PCP

SLAB DETAILS

Sheet 1 of 2

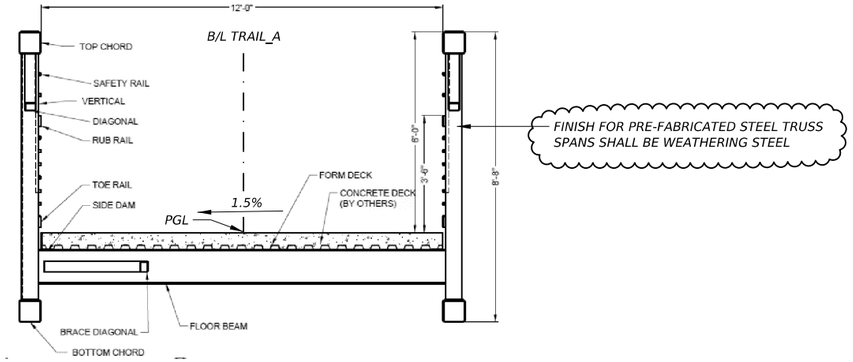
FILE: .SEE PATH.	DN: ZA	CK: AE	DW: ZA	CK: AE
©TxDOT NOV 2023	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	02	135	US 175
	DIST	COUNTY		SHEET NO.
	DAL	DALLAS		243



PROPOSED BRIDGE TRAIL TYPICAL SECTION

N.T.S

STA. 18+76.00 TO STA. 28+36.00
STA. 29+56.00 TO STA. 36+96.00
STA. 38+16.00 TO STA. 39+36.00
STA. 40+56.00 TO STA. 46+76.00
STA. 47+96.00 TO STA. 54+16.00
STA. 55+36.00 TO STA. 58+96.00



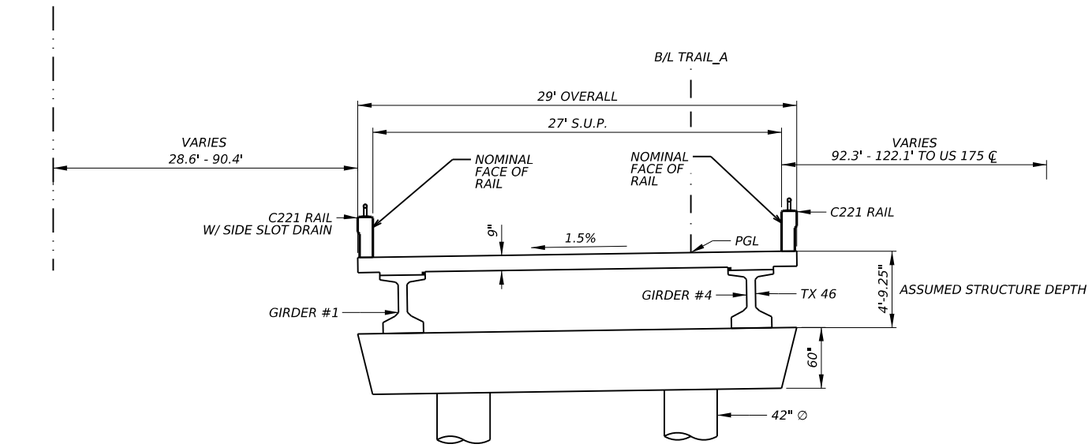
PROPOSED BRIDGE TRAIL TYPICAL SECTION

N.T.S

STA. 28+36.00 TO STA. 29+56.00
STA. 36+96.00 TO STA. 38+16.00
STA. 46+76.00 TO STA. 47+96.00

NOTE: BRIDGE STRUCTURES TO BE CONSTRUCTED IN ONE PHASE.

ALL STATIONS ARE IN REFERENCE TO B/L TRAIL_A UNLESS OTHERWISE STATED.



PROPOSED BRIDGE TRAIL TYPICAL SECTION

N.T.S

STA. 39+36.00 TO STA. 40+56.00
STA. 54+16.00 TO STA. 55+36.00

STATE OF TEXAS
NEAL W. FRISINGER
120143
LICENSED
PROFESSIONAL ENGINEER

Neal Frisinger, P.E. 2/23/2024

Sheet 28 of 165 Sheets

Texas Department of Transportation

BRIDGE TRAIL 'A' TYPICAL SECTION

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		258

1 ADDENDUM #1 2/20/2024

DATE:
FILE:

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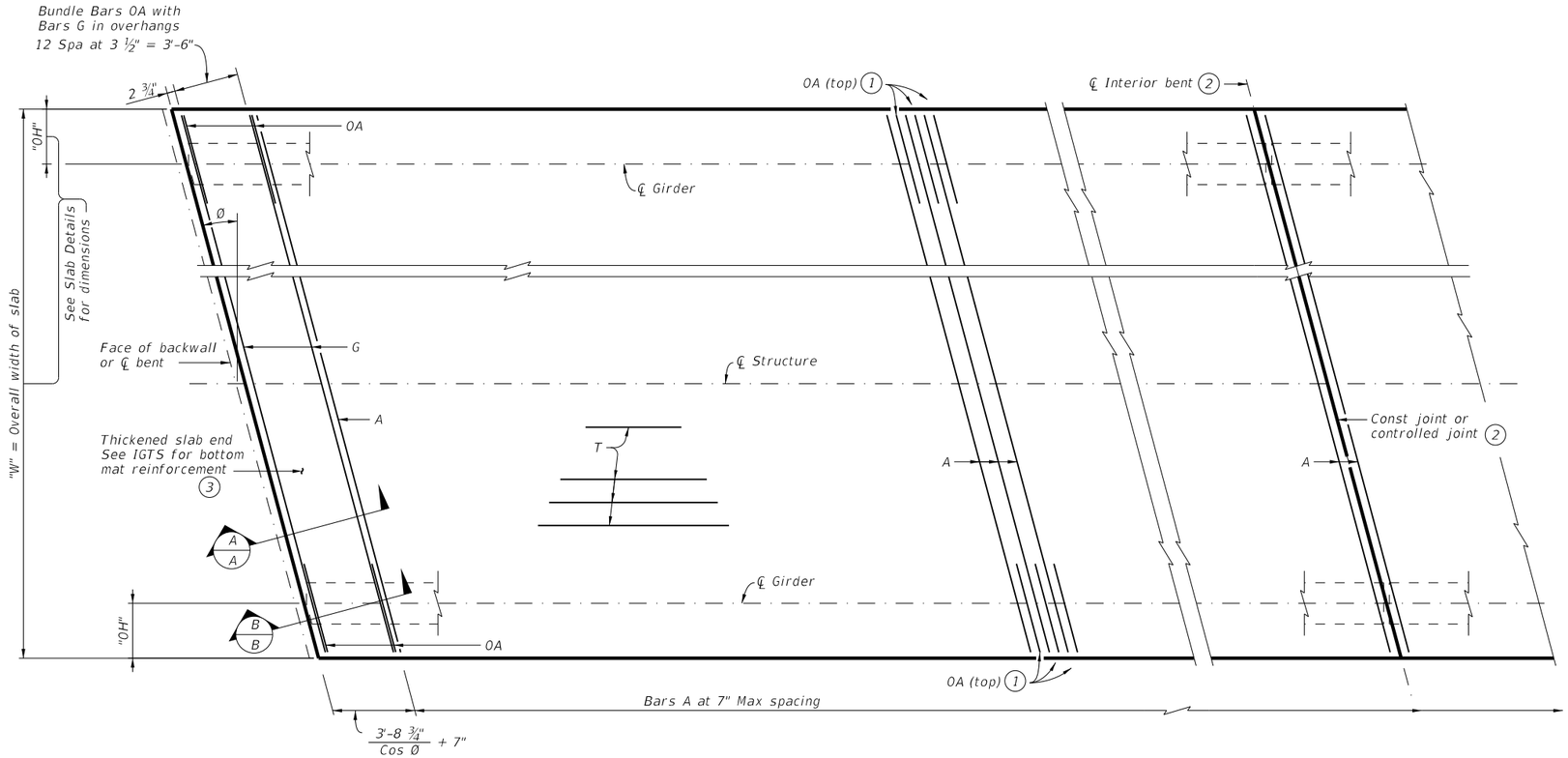
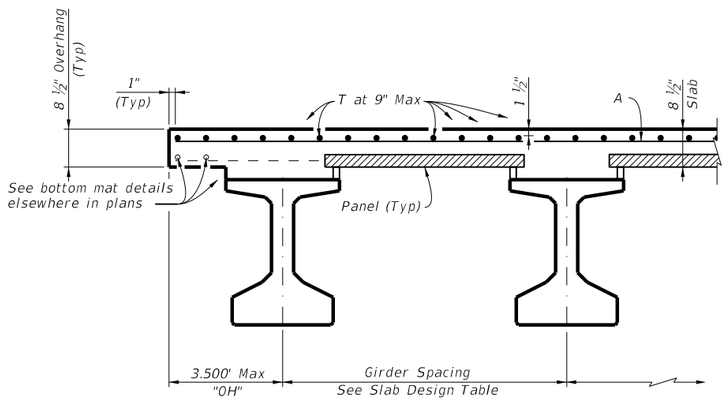


AT THICKENED SLAB END

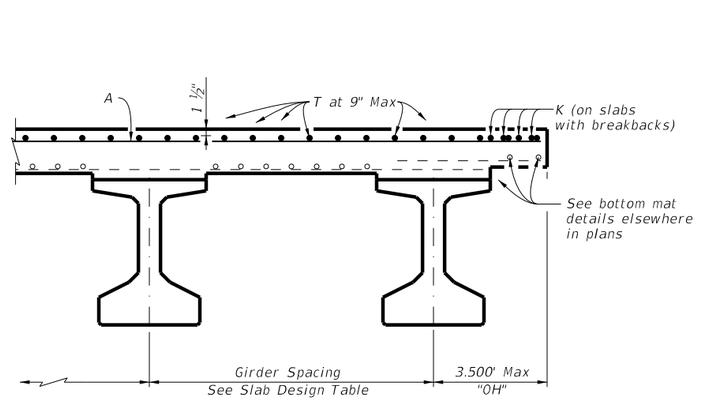
AT SLAB CONTINUOUS OVER INTERIOR BENTS

PLAN FOR SLABS WITHOUT BREAKBACKS

Showing top mat reinforcement only.



PARTIAL TYPICAL TRANSVERSE SECTION



SECTION OF THICKENED SLAB END

Showing PCP Option 1. Option 2 similar.

1. Place Bars 0A midway between Bars A at overhang.
2. Bars are continuous through joint.
3. Thickened slab end dimensioned perpendicular to face of bkwl, centerline interior bent or face of inverted-T stem.

⚠ ADDENDUM #1 2/23/2024
Revision: Removed "Section A-A" & "Section B-B"

STATE OF TEXAS
ZAHEERUL AREFEEN
101922
LICENSED PROFESSIONAL ENGINEER
2/23/2024

Sheet 139 of 165 Sheets HL93 LOADING

Texas Department of Transportation | Bridge Division Standard

GFRP SLAB TOP MAT REINFORCEMENT
PRESTRESSED CONC I-GIRDER SPANS

SHEET 1 OF 2 IGFRP (MOD)

FILE: igfrp001-19.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS 10-19: Updated to latest design specification.	0197	02	135	US 175
	DIST	COUNTY		SHEET NO.
	DAL	DALLAS		369

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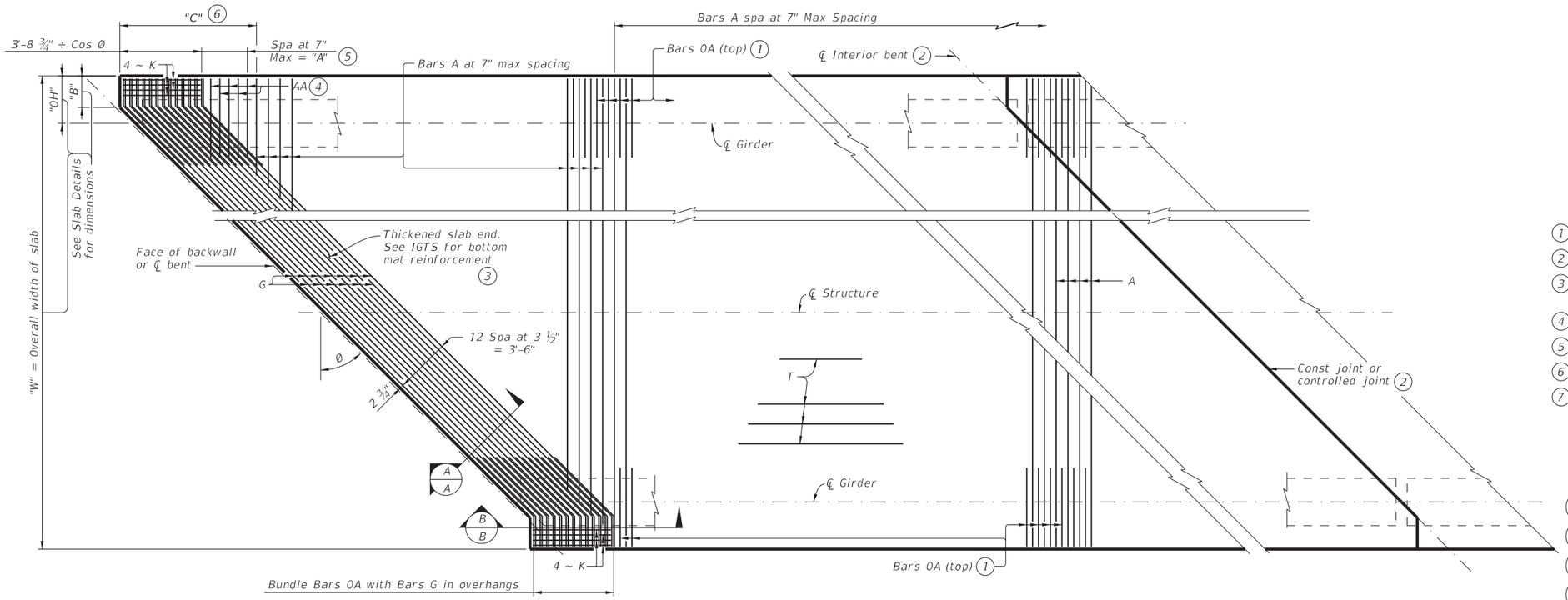


AT THICKENED SLAB END

PLAN FOR SLABS WITH BREAKBACKS

Showing top mat reinforcement only.

AT SLAB CONTINUOUS OVER INTERIOR BENTS

BAR TABLE	
BAR	SIZE
A	#5
AA	#5
G	#5
K	#5
0A	#5
T	#5

(1) Place Bars 0A midway between Bars A at overhang.

(2) Bars are continuous through joint.

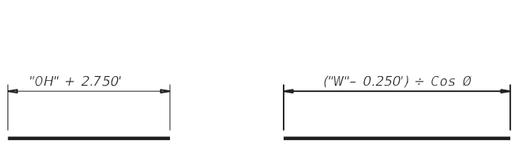
(3) Thickened slab end dimensioned perpendicular to face of bkwl, centerline interior bent or face of inverted-T stem.

(4) Tie Bars AA to bottom of Bars G in this location.

(5) A = ("0H" + 2.333' - "B") x Tan Ø

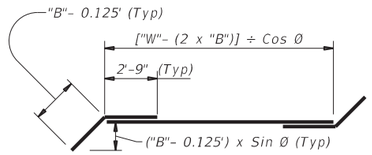
(6) C = $\frac{3.729'}{\text{Cos Ø}}$ + "A" + Bar A spacing

(7) Only required on slabs with breakbacks.

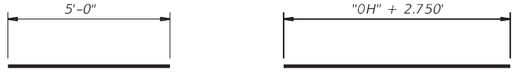


BARS AA (#5) (7)

BARS G (#5)
(For slabs without breakbacks)

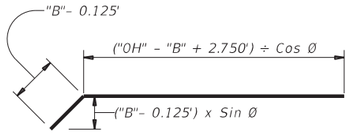


BARS G (#5)
(For slabs with breakbacks)



BARS K (#5) (7)

BARS OA (#5)



BARS OA (#5)
(For slabs with breakbacks)

Revision: Removed "Section A-A" & "Section B-B"

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications and AASHTO LRFD Bridge Design Guide Specifications for GFRP-Reinforced Concrete, 2nd Edition.

These details are restricted to Prestressed Concrete I-Girder spans with an 8 1/2" slab and up to a 10'-0" girder spacing.

These details are to be used in conjunction with the Span Details and PCP Standard (if prestressed concrete panels are used).

This standard provides Glass Fiber Reinforced Polymer (GFRP) reinforcement details for the top mat of slab reinforcement. The bottom mat reinforcement and other slab details are as shown elsewhere in the plans.

The Contractor may provide an alternate GFRP slab design with calculations signed and sealed by a Professional Engineer.

Cover dimensions are clear dimensions, unless noted otherwise.

Reinforcing bar dimensions shown are out-to-out of bar.

MATERIAL NOTES:

Provide GFRP bars, conforming to ASTM D7957/7957M, except provide a minimum modulus of elasticity of 7,500 ksi.

Provide bar laps, where required, as follows:

#5 GFRP bar = 2'-9"

⚠ ADDENDUM #1 2/23/2024
Revision: Modified General Notes and Material Notes

STATE OF TEXAS
ZAHEERUL AREFEEN
101922
LICENSED PROFESSIONAL ENGINEER
2/23/2024

Texas Department of Transportation
Bridge Division Standard

GFRP SLAB TOP MAT REINFORCEMENT
PRESTRESSED CONC I-GIRDER SPANS

SHEET 2 OF 2 IGFRP (MOD)

FILE: igfrp001-19.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0197	02	135	US 175
10-19: Updated to latest design specification.	DIST	COUNTY		SHEET NO.
	DAL	DALLAS		370

DATE: 2/22/2024 8:39:20 AM
FILE: pw://txdot.projectwiseonline.com:TxDOT5/Documents/18 - DAL/Design Projects/Program Set/drawings/rip119.dgn

SHIPPING PARTS LIST - POLES AND LUMINAIRE ARMS

Nominal Mounting Ht. (ft)	Shoe Base Designation				Quantity	T-Base Designation				Quantity	CSB/SSCB Mounted Designation				Quantity
	Pole	A1	A2	Luminaire		Pole	A1	A2	Luminaire		Pole	A1	A2	Luminaire	
20	(Type SA 20 S - 4)			(150W EQ) LED		(Type SA 20 T - 4)			(150W EQ) LED						
	(Type SA 20 S - 4 - 4)			(150W EQ) LED		(Type SA 20 T - 4 - 4)			(150W EQ) LED						
30	(Type SA 30 S - 4)			(250W EQ) LED		(Type SA 30 T - 4)			(250W EQ) LED		(Type SP 28 S - 4)			(250W EQ) LED	
	(Type SA 30 S - 4 - 4)			(250W EQ) LED		(Type SA 30 T - 4 - 4)			(250W EQ) LED		(Type SP 28 S - 4 - 4)			(250W EQ) LED	
	(Type SA 30 S - 8)			(250W EQ) LED		(Type SA 30 T - 8)			(250W EQ) LED		(Type SP 28 S - 8)			(250W EQ) LED	
	(Type SA 30 S - 8 - 8)			(250W EQ) LED		(Type SA 30 T - 8 - 8)			(250W EQ) LED		(Type SP 28 S - 8 - 8)			(250W EQ) LED	
40	(Type SA 40 S - 4)			(250W EQ) LED		(Type SA 40 T - 4)			(250W EQ) LED		(Type SP 38 S - 4)			(250W EQ) LED	
	(Type SA 40 S - 4 - 4)			(250W EQ) LED		(Type SA 40 T - 4 - 4)			(250W EQ) LED		(Type SP 38 S - 4 - 4)			(250W EQ) LED	
	(Type SA 40 S - 8)			(250W EQ) LED		(Type SA 40 T - 8)			(250W EQ) LED		(Type SP 38 S - 8)			(250W EQ) LED	
	(Type SA 40 S - 8 - 8)			(250W EQ) LED		(Type SA 40 T - 8 - 8)			(250W EQ) LED		(Type SP 38 S - 8 - 8)			(250W EQ) LED	
	(Type SA 40 S - 10)			(250W EQ) LED		(Type SA 40 T - 10)			(250W EQ) LED		(Type SP 38 S - 10)			(250W EQ) LED	
	(Type SA 40 S - 10 - 10)			(250W EQ) LED		(Type SA 40 T - 10 - 10)			(250W EQ) LED		(Type SP 38 S - 10 - 10)			(250W EQ) LED	
	(Type SA 40 S - 12)			(250W EQ) LED		(Type SA 40 T - 12)			(250W EQ) LED		(Type SP 38 S - 12)			(250W EQ) LED	
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50	(Type SA 50 S - 4)			(400W EQ) LED		(Type SA 50 T - 4)			(400W EQ) LED		(Type SP 48 S - 4)			(400W EQ) LED	
	(Type SA 50 S - 4 - 4)			(400W EQ) LED		(Type SA 50 T - 4 - 4)			(400W EQ) LED		(Type SP 48 S - 4 - 4)			(400W EQ) LED	
	(Type SA 50 S - 8)			(400W EQ) LED		(Type SA 50 T - 8)			(400W EQ) LED		(Type SP 48 S - 8)			(400W EQ) LED	
	(Type SA 50 S - 8 - 8)			(400W EQ) LED		(Type SA 50 T - 8 - 8)			(400W EQ) LED		(Type SP 48 S - 8 - 8)			(400W EQ) LED	
	(Type SA 50 S - 10)			(400W EQ) LED		(Type SA 50 T - 10)			(400W EQ) LED		(Type SP 48 S - 10)			(400W EQ) LED	
	(Type SA 50 S - 10 - 10)			(400W EQ) LED		(Type SA 50 T - 10 - 10)			(400W EQ) LED		(Type SP 48 S - 10 - 10)			(400W EQ) LED	
	(Type SA 50 S - 12)			(400W EQ) LED		(Type SA 50 T - 12)			(400W EQ) LED		(Type SP 48 S - 12)			(400W EQ) LED	
	(Type SA 50 S - 12 - 12)			(400W EQ) LED		(Type SA 50 T - 12 - 12)			(400W EQ) LED		(Type SP 48 S - 12 - 12)			(400W EQ) LED	

OTHER Designation				Quantity
Pole	A1	A2	Luminaire	

GENERAL NOTES:

1. All work, materials and services not shown on the plans which may be necessary for complete and proper construction shall be performed, furnished and installed by the Contractor. Faulty fabrication or poor workmanship in any material, equipment or installation will be considered justification for rejection. Where manufacturers provide warranties or guarantees as a customary trade practice, furnish to the Department such warranties or guarantees.

2. The location of poles and fixtures are diagrammatic only and may be shifted by the Engineer to accommodate local conditions. Install or remove poles and luminaires located near overhead electrical lines using established industry and utility safety practices and in accordance with laws governing such work. Consult with the appropriate utility company prior to beginning such work.

3. Standard Steel Pole Designs. Steel poles fabricated in accordance with the details and dimensions shown herein, shall be considered standard designs. Submission of shop drawings and design calculations for standard designs is not required.

4. Optional Steel Pole Designs. Multi-sided steel poles may be allowed as optional designs, if steel poles are permitted or required, pending approval by the Department as outlined below.

   a. Shop Drawings. Optional designs require submission of shop drawings and design calculations bearing the seal of an engineer licensed in the State of Texas, in accordance with Item 441, "Steel Structures." The Department may elect to pre-approve some shop drawings for optionally designed poles. Submission of shop drawings and design calculations is not required for structures fabricated in accordance with the details of shop drawings on the pre-approved list maintained by the TxDOT Traffic Operations Division. Any deviation from the pre-approved shop drawings will require submission of shop drawings of the complete assembly and design calculations as described above.
   b. Structural Support Design for Luminaires. Lighting support structures shall be designed for a 25 year design life in accordance with the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 6th Edition (2013) and Interim Revisions thereto. All poles shall be designed for 110 mph 3-second gust wind speeds. The Gust Factor, G, and Wind Importance Factor, Ir, shall be applied as per the AASHTO Specifications assuming a 25-year design life. The design wind pressure for hurricane wind velocities greater than 100 mph shall not be less than the design wind pressure using 100 mph with the non-hurricane Wind Importance Factor, Ir, value. For transformer base poles, fabricator shall include transformer base and connecting hardware in design calculations and shop drawing submittals. All transformer bases shall have been structurally tested to resist the theoretical plastic moment capacity of the pole. Certification of the plastic moment load test and FHWA breakaway requirement test of the model of base being furnished shall be submitted with the shop drawings. Shop drawings shall show breakaway base model number, and manufacturer's name and logo. Manufacturer's shop drawings shall include the ASTM designations for all materials to be used.
   c. Mast Arm Attachments. All poles and attachments shall be structurally designed to support two 12-foot mast arms and luminaires. Poles shall be supplied with mast arm combinations as shown in the plans. All mast arms shall be designed for a 60-pound luminaire having an effective projected area of 1.6 square feet.
   d. Anchor Bolt Assembly. Anchor bolt assemblies for optionally designed poles shall be the same as those shown herein.

5. Aluminum Pole Designs. Aluminum pole designs may be allowed, if aluminum poles are permitted or required, pending approval by the Department as outlined below.

   a. Meet all of the requirements stated above for optional steel pole designs and the following:
      1. Aluminum poles shall be fabricated in accordance with "Structural Welding Code-Aluminum" AWS D1.2.
      2. Aluminum pole designs shall use the same anchor bolt assembly and be subject to the same geometric restraints and other requirements for steel poles specified herein.
      3. Aluminum poles shall be equipped with vibration mitigation devices, as approved by the engineer.
      4. Pole components shall be constructed using the following material:
         Shaft: ASTM B221 or B241 Alloy 6063-T6, ASTM B209 Alloy 5086-H34, ASTM B221 Alloy 6005-T5.
         Base Flange: ASTM B26 Alloy 356.0-T6 or ASTM B108 Alloy 356.0-T6 (Yield strength test required).
         Mast Arm Fitting: ASTM B209 Alloy 6061-T6 or ASTM B221 Alloy 6005-T5.
         Mast Arms: ASTM B241 Alloy 6061-T6 or Alloy 6063-T6.
         Pole Cap: ASTM B209 Alloy 5086-H32 or ASTM B108 or B26 Alloy 356.0-T6.
         Bolts: Stainless Steel AISI 300 series. Bolts threading into aluminum threads shall be treated with anti-seize compound, Never-Seez Compound, Permatex 133K or equal.

6. Special Designs. Poles with architectural treatments shall meet the requirements shown elsewhere in the plans.

7. Luminaire Mounting Height. Actual luminaire mounting height shall be the nominal mounting height given on RIP(2) for all pole-arm combinations except for poles with 4 ft. luminaire arms, which shall be 3'-0" lower than the nominal height, unless otherwise shown or directed.

EXPLANATION OF ROADWAY ILLUMINATION ASSEMBLY DESIGNATIONS

(TYPE SA 50 T - X - X) (400W EQ) LED

- SA: Pole and mast arm may be steel or aluminum.
- ST: Pole and mast arm must be steel.
- AL: Pole and mast arm must be aluminum.
- SP: Special (ovalized) steel or aluminum pole for installing on CSB or SSCB. See standard sheet CSB (4), or SSCB (4).

Two numerical digits denote nominal mounting height in feet.

Next letter denotes type of base, (S-Shoe Base, T-Transformer Base, or B-Bridge/Ret.Wall Mount)

First number denotes length of mast arm in feet.

Use of second mast arm is indicated by second dashed number which denotes length in feet.

Luminaire rating in watts (i.e. 400W). Equivalent wattage LED fixtures will include EQ (i.e. 400W EQ)

Last letters indicate light source (S - High Pressure Sodium; LED - LED luminaire)

ADDENDUM #1 2/20/2024

SHEET 1 OF 4

Texas Department of Transportation

Traffic Safety Division Standard

ROADWAY ILLUMINATION POLES

RIP(1)-19

FILE: rip-19.dgn	DN:	CK:	DW:	CK:
© TxDOT January 2007	CONT	SECT	JOB	HIGHWAY
REVISIONS 7-17 12-19	0197	02	135, ETC	US 175
	DIST	COUNTY		SHEET NO.
	DAL	DALLAS		495A

73A

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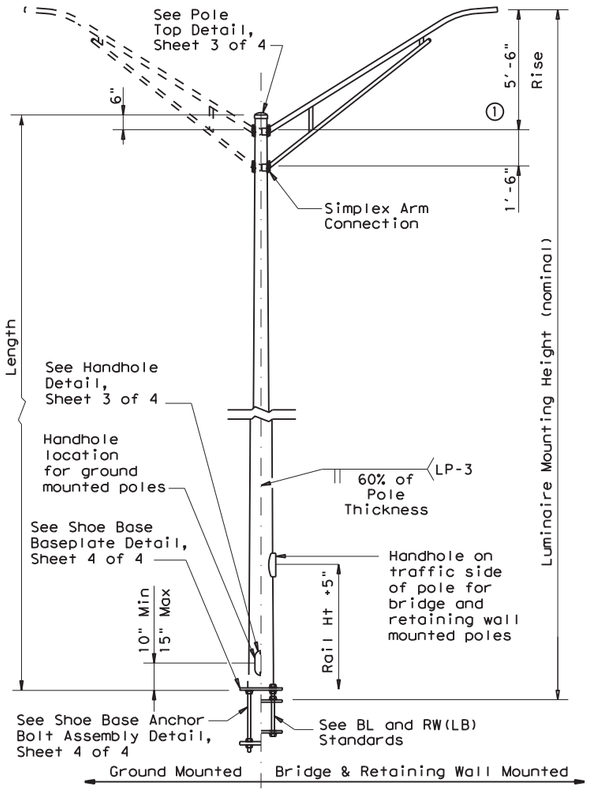
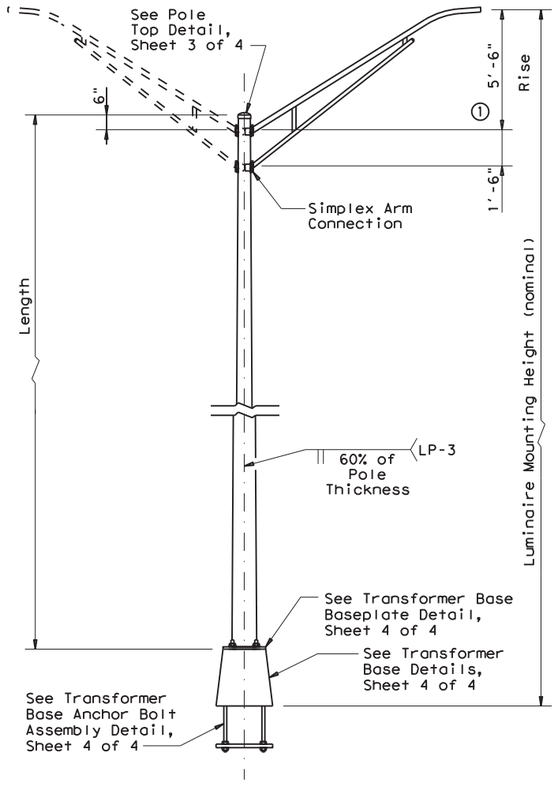


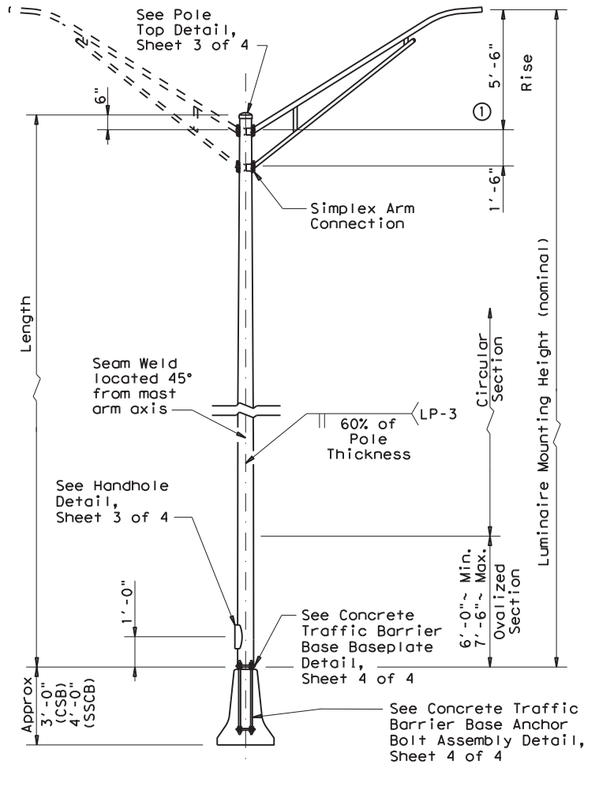
SHOE BASE POLE

SHOE BASE POLE					
Luminaire Mounting Height (Nominal) (ft)	Base Diameter (in)	Top Diameter (in)	Length (ft)	Pole Thickness (in)	Design Moment (K-ft)
20.00	7.00	4.90	15.00	0.1196	7.1
30.00	7.50	4.00	25.00	0.1196	13.2
31.00-39.00	8.00	4.36-3.24	26.00-34.00	0.1196	20.7
40.00	8.50	3.60	35.00	0.1196	20.7
50.00	10.50	4.20	45.00	0.1196	30.3



TRANSFORMER BASE POLE

TRANSFORMER BASE POLE					
Luminaire Mounting Height (Nominal) (ft)	Base Diameter (in)	Top Diameter (in)	Length (ft)	Pole Thickness (in)	Design Moment (K-ft)
20.00	7.00	5.11	13.50	0.1196	7.1
30.00	7.50	4.21	23.50	0.1196	13.2
31.00-39.00	8.00	4.57-3.45	24.50-32.50	0.1196	20.7
40.00	8.50	3.81	33.50	0.1196	20.7
50.00	10.00	3.91	43.50	0.1196	30.3



CONCRETE TRAFFIC BARRIER BASE POLE

CONCRETE TRAFFIC BARRIER BASE POLE (CSB/SSCB)						
Luminaire Mounting Height (Nominal) (ft)	Base ② Diameter (in)	Top Diameter (in)	Length (ft)	Pole Thickness (in)	Design Moment (K-ft)	
					About ℄ of Rail	Perp. to Rail
28.00	9.00	5.78	23.00	0.1196	10.3	13.2
38.00	9.00	4.38	33.00	0.1196	16.6	20.8
48.00	10.50	4.48	43.00	0.1345	25.1	30.5

MATERIAL DATA		
COMPONENT	ASTM DESIGNATION	MIN. YIELD (ksi)
Pole Shaft (0.14"/ft. Taper)	A572 Gr 50, A595 Gr A, A1011 HSLAS Gr 50 Cl 2 ③, or A1008 HSLAS Gr 50 Cl 2	50
Base Plate and Handhole Frame	A572 Gr.50, or A36	36
T-Base Connecting Bolts	F3125 Gr A325	92
Anchor Bolts	F1554 Gr 55, A193-B7 or A321	55 105
Anchor Bolt Templates	A36	36
Heavy Hex (H.H.) Nuts	A194 Gr 2H, or A563 Gr DH	
Flat Washers	F436	

NOTES:

① 2'-6" rise for 4 ft. luminaire arms.

② Before ovalized as shown on Concrete Traffic Barrier Base Baseplate details, Sheet 4 of 4.

③ A1011 SS Gr 50 may be used instead of HSLAS, provided the material meets the elongation requirements for HSLAS.

POLE ASSEMBLY FABRICATION TOLERANCES TABLE	
DIMENSION	TOLERANCE
Shaft length	+1"
I.D. of outside piece of slip fitting pieces	+1/8", -1/16"
O.D. of inside piece of slip fitting pieces	+1/32", -1/8"
Shaft diameter: other	+3/16"
Out of "round"	1/4"
Straightness of shaft	±1/4" in 10 ft
Twist in multi-sided shaft	4° in 50 ft
Perpendicular to baseplate	1/8" in 24"
Pole centered on baseplate	±1/4"
Location of Attachments	±1/4"
Bolt hole spacing	±1/16"

GENERAL NOTES:

1. Designs conform to AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals , 6th Edition (2013) and Interim Revisions thereto. Design 3-Second Gust Wind Speed equals 110 mph with a 1.14 gust factor. A wind importance factor of 0.80 is applied to adjust the wind speed to a 25 year recurrence interval. Design moments listed in tables assume base of pole is 25' above natural ground level.
2. Structures are designed to support two 12' luminaire mast arms and luminaires. Mast arms are designed to support a 60-pound luminaire having an effective projected area of 1.6 square feet.
3. Fabrication shall be in accordance with the Specifications and with the details, dimensions, and weld procedures shown herein. Do not submit shop drawings for roadway illumination pole assemblies fabricated in accordance 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 these sheets and the Specifications. In the absence of specified fabrication tolerances, dimensions shall be within the tolerances generally obtainable in normal fabrication practice.
4. For mounting heights between values shown in the tables, use base diameter and thickness values for the larger height.
5. Unless otherwise noted, all steel parts shall be galvanized in accordance with Item 445, "Galvanizing."
6. Steel poles shall be fabricated in accordance with Item 441, "Steel Structures." Longitudinal seam welds for pole sections shall have 60% minimum penetration. All welding shall be in accordance with AWS D1.1, Structural Welding Code-Steel.
7. Two-section poles joined by circumferential welds will not be permitted, unless otherwise shown on the plans. Poles may be fabricated in two sections and field-assembled by the lap-joint method. The two sections shall telescope together with a lap length of not less than 1-1/2 times the shaft diameter at the lap joint.
8. Alternate material equal to or better than material specified may be substituted with the approval of the Engineer.
9. Lubricate and tighten anchor bolts, when erecting shoe base poles and concrete traffic barrier base poles, in accordance with Item 449, "Anchor Bolts."
10. All poles, except Transformer Base Poles, shall have hand holes with reinforcing frames and covers. For ground mounted shoe base poles, hand holes shall be placed 90 degrees to mast arm unless otherwise noted on the plans. For poles mounted on a concrete traffic barrier with one luminaire arm, hand holes shall be located 180 degrees from luminaire arm. For poles mounted on a concrete traffic barrier with two luminaire arms, all hand holes shall be on the same side of the barrier. For poles mounted on a bridge lighting bracket or a retaining wall lighting bracket, hand hole shall be on traffic side of the pole, at a height that will clear the barrier.
11. The finished pole shall have a smooth, uniform finish free of pits, blisters, or other defects. Scratched, chipped, and other damaged galvanized areas on poles and mast arms shall be repaired in accordance with Item 445, "Galvanizing."
12. Pole length is based on a 5'-6" luminaire arm rise. 4 ft. luminaire arms have a 2'-6" rise. A pole with 4 ft. luminaire arms will have an actual mounting height 3'-0" less than the nominal mounting height. Increasing the pole length to meet the nominal mounting height is allowed, but unnecessary unless otherwise directed by the engineer.
13. Erect transformer base poles in accordance with sheet RID(1).

Texas Department of Transportation

Traffic Safety Division Standard

ROADWAY ILLUMINATION POLES

RIP(2)-19

FILE: rip-19.dgn	DN:	CK:	DW:	CK:
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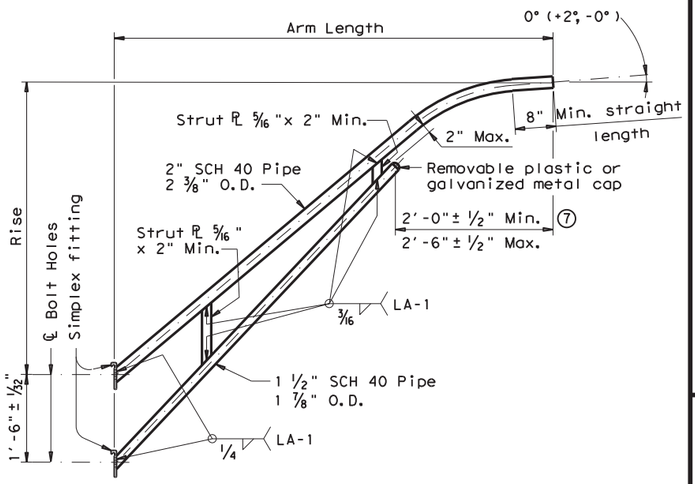
7-17	DIST	COUNTY		SHEET NO.
12-19	DAL	DALLAS		495B

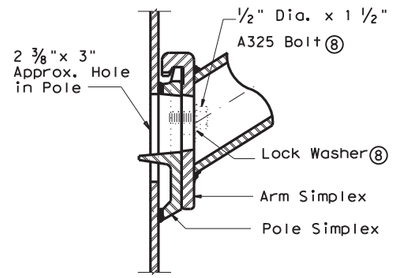
73B



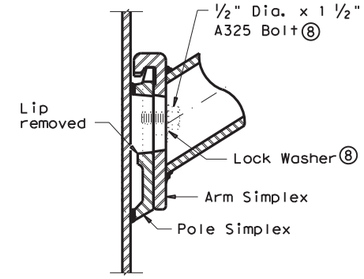
LUMINAIRE ARM

LUMINAIRE ARM DIMENSIONS		
Nominal Arm Length	Arm Length	Rise
4'-0"	3'-6"	2'-6"
6'-0"	5'-6"	5'-6"
8'-0"	7'-6"	5'-6"
10'-0"	9'-6"	5'-6"
12'-0"	11'-6"	5'-6"

ARM ASSEMBLY FABRICATION TOLERANCES TABLE	
DIMENSION	TOLERANCE
Arm Length	±1"
Arm Rise	±1"
Deviation from flat	1/8" in 12"
Spacing between holes	±1/32"

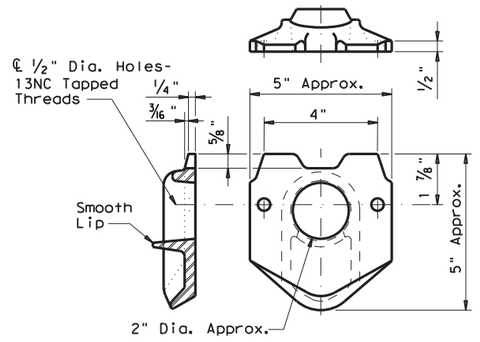


UPPER SIMPLEX FITTING
(Gusset not shown for clarity)

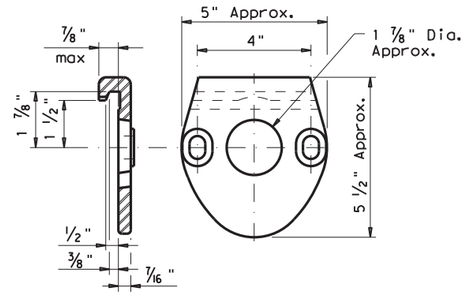


LOWER SIMPLEX FITTING
(Gusset not shown for clarity)

SECTION B-B



POLE SIMPLEX DETAIL ⑨



ARM SIMPLEX DETAIL ⑨

NOTES:

④ Any of the materials listed for plates may be used where the drawings do not specify a particular ASTM designation.

⑤ 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.

⑥ A572, A1008 HSLAS-F, and A1011 HSLAS-F materials may have higher yield strengths but shall not have less elongation than the grade indicated.

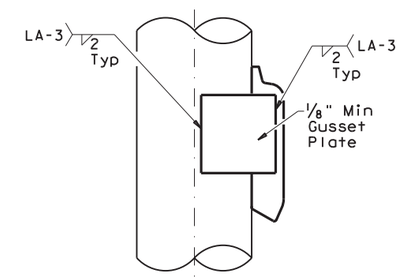
⑦ Dimensional limits are given to show acceptable variation in design. All of a Fabricator's production of a particular arm length shall have the same dimensions within specified tolerances.

⑧ Each pole simplex fitting shall be supplied with 2 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.

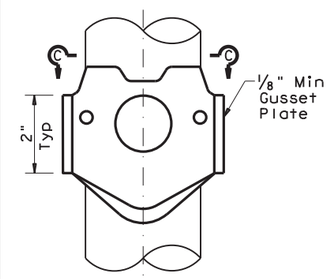
⑨ Proposed deviations in arm simplex dimensions or materials must be submitted to the Department for approval.

⑩ A welded handhole frame is permissible. Maximum of two (2) CJP weld splices is allowed.

MATERIALS	
Pole or Arm Simplex	ASTM A27 Gr 65-35 or Gr 70-36, A148 Gr 80-50, A576 Gr 1021 ⑤, or A36 (Arm only)
Arm Pipes	ASTM A53 Gr A or B, A500 Gr B, A501, A 1008 HSLAS-F Gr 50 ⑥, or A1011 HSLAS-F Gr 50 ⑥
Arm Struts and Gusset Plates ④	ASTM A36, A572 Gr 50 ⑥, or A588
Misc.	ASTM designations as noted



SIDE



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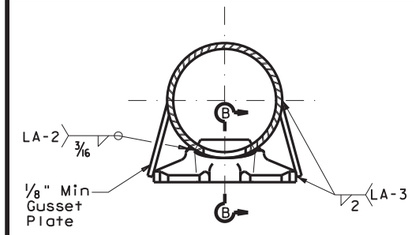
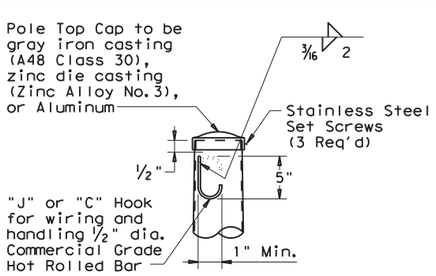
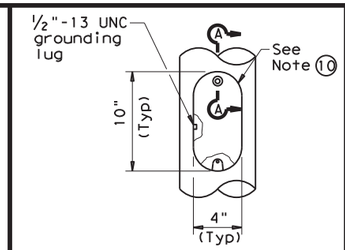


SECTION C-C

SIMPLEX ATTACHMENT DETAIL



POLE TOP



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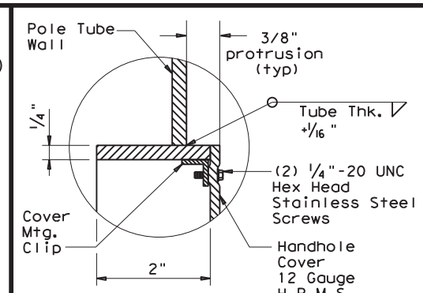

SECTION A-A

HANDHOLE

⚠1 ADDENDUM #1 2/20/2024

Texas Department of Transportation

Traffic Safety Division Standard

ROADWAY ILLUMINATION POLES

RIP(3)-19

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REVISIONS	0197	02	135,ETC	US 175
7-17	DIST	COUNTY		SHEET NO.
12-19	DAL	DALLAS		495-C

73C

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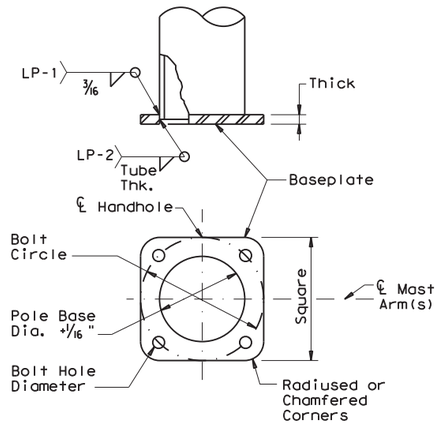
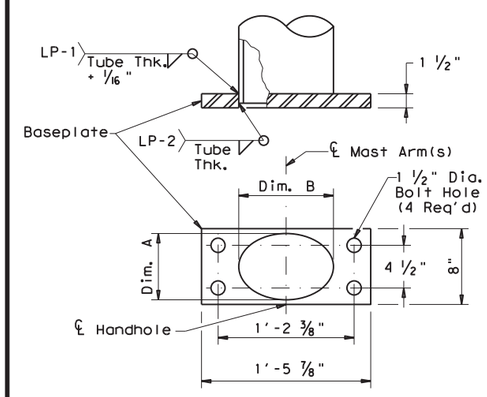


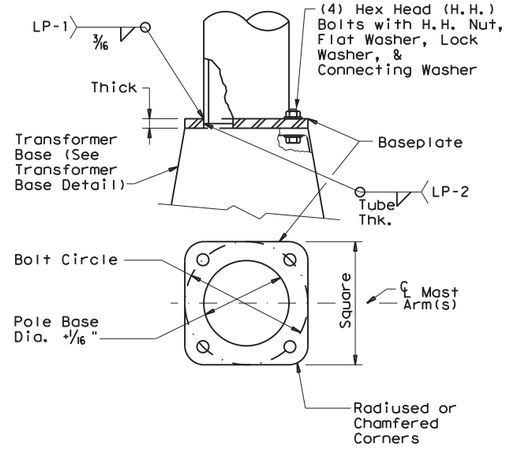
SHOE BASE BASEPLATE

SHOE BASE BASEPLATE TABLE				
MOUNTING HEIGHTS (nominal)	BOLT CIRCLE	SQUARE	THICK	BOLT HOLE DIAMETER
20' - 39'	13"	13"	1 1/4"	1 1/4"
40'	15"	15"	1 1/4"	1 1/2"
50'	15"	15"	1 1/2"	1 1/2"



CONCRETE TRAFFIC BARRIER BASE BASEPLATE

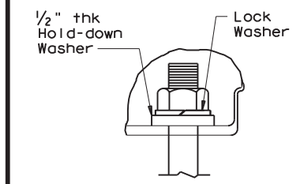
CONCRETE TRAFFIC BARRIER BASE BASEPLATE TABLE			
MOUNTING HEIGHTS (nominal)	POLE DIA.(12)	DIM. A	DIM. B
28' - 38'	9"	7" ± 1/4"	10" ± 1/4"
48'	10 1/2"	7" ± 1/4"	13" ± 1/4"



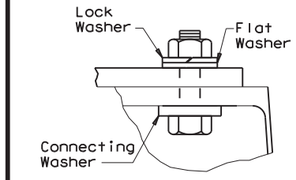
TRANSFORMER BASE BASEPLATE

TRANSFORMER BASE BASEPLATE TABLE						
MOUNTING HEIGHTS (nominal)	BOLT CIRCLE	SQUARE	THICK	CONNECTING BOLT DIA.	BOLT HOLE DIAMETER	TRANSFOMER BASE TYPE
20' - 39'	13"	13"	1 1/4"	1"	1 1/4"	A
40'	15"	15"	1 1/4"	1 1/4"	1 1/2"	B
50'	15"	15"	1 1/2"	1 1/4"	1 1/2"	B

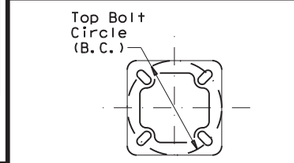
TRANSFORMER BASE TABLE		
TYPE	TOP B.C.	BTM. B.C.
A	13"	14"
B	15"	17 1/4"



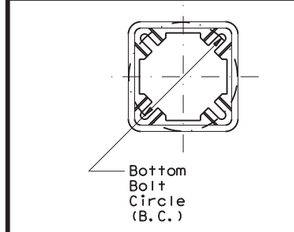
DETAIL A



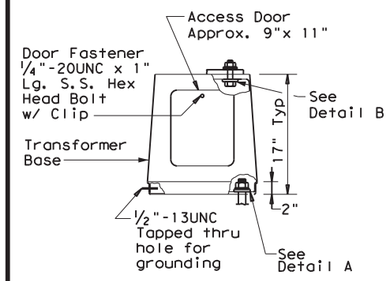
DETAIL B



TOP PLAN



BOTTOM PLAN



ELEVATION

TRANSFORMER BASE DETAILS

GENERAL NOTES:

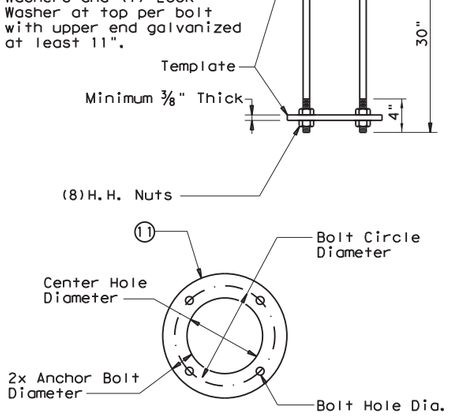
1. For mounting heights between those shown in the table, use the values in the table for the larger mounting height.
2. All breakaway bases shall meet the breakaway requirements of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 6th Edition (2013) and Interim Revisions thereto, and shall have been tested by FHWA-approved methods. All bases shall have been structurally tested to resist 150% of the design moment.
3. Transformer bases shall be cast from aluminum, ASTM B108 or B26 Alloy 356.0-T6, or other material approved by the Engineer. Four Hex Head (H.H.) bolts with four H.H. nuts, four lock washers, four flat washers, and connecting and hold-down washers as recommended by the manufacturer, galvanized to ASTM A153 Class C or D, or B695 Class 50, shall be provided with each transformer base for connecting the pole. Bolts shall be ASTM A325 or approved equal. Nuts shall be ASTM A563 grade DH galvanized.
4. Bases shall be stamped, incised or by other approved permanent means, marked to show fabricator's name or logo, and model number. Such information shall be placed in a readily seen location, inside or outside the base, but shall not be placed on the door.
5. Doors for transformer bases shall be made of plastic, fiberglass or other non-metallic material approved by the Engineer and shall be attached with stainless steel screws or bolts. Transformer bases shall be cleaned by grit blast cleaning after heat treatment. Certification by the manufacturer of heat treatment shall be furnished with transformer bases. The certification shall show the metal alloy and temper and that the base meets those requirements, chemical and physical. The certification shall also show the material ASTM specification. Transformer bases shall be cast with a removable tab bar for material testing. Some bars may have been removed by the manufacturer for testing.

NOTES:

(11) Anchor Bolt Templates do not need to be galvanized.

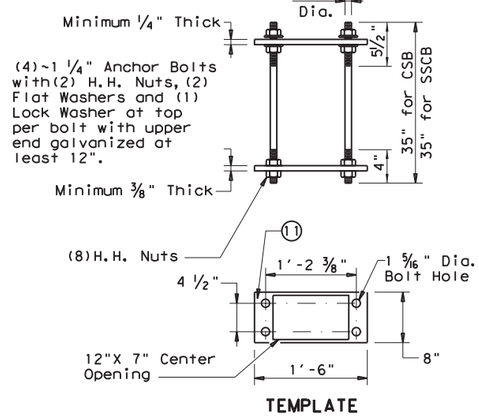
(12) Pole diameter before ovalized.

ANCHOR BOLT FABRICATION TOLERANCES TABLE	
DIMENSION	TOLERANCE
Length	± 1/2"
Threaded length	± 1/2"
Galvanized length (if required)	- 1/4"



SHOE BASE ANCHOR BOLT ASSEMBLY

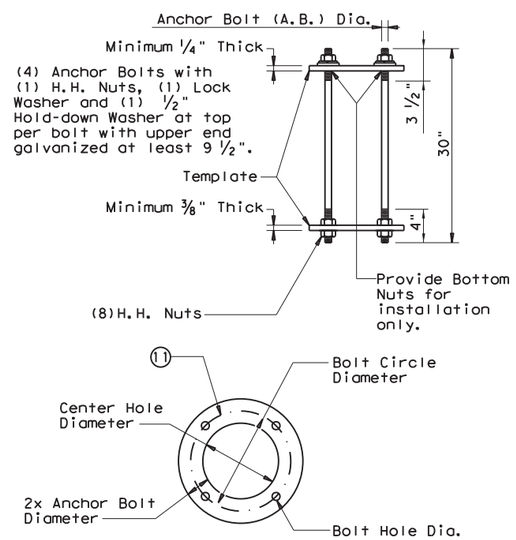
SHOE BASE ANCHOR BOLT ASSEMBLY TABLE				
MOUNTING HEIGHTS (nominal)	A.B. Dia.	BOLT CIRCLE DIAMETER	CTR. HOLE DIAMETER	BOLT HOLE DIAMETER
20'-39'	1"	13"	11"	1 1/16"
40'-50'	1 1/4"	15"	12 1/2"	1 5/16"



TEMPLATE

CONCRETE TRAFFIC BARRIER BASE ANCHOR BOLT ASSEMBLY

TRANSFORMER BASE ANCHOR BOLT ASSEMBLY TABLE				
MOUNTING HEIGHTS (nominal)	A.B. Dia.	BOLT CIRCLE DIAMETER	CTR. HOLE DIAMETER	BOLT HOLE DIAMETER
20' - 39'	1"	14"	12"	1 1/16"
40' - 50'	1 1/4"	17 1/4"	14 3/4"	1 5/16"



TRANSFORMER BASE ANCHOR BOLT ASSEMBLY

1 ADDENDUM #1 2/20/2024

SHEET 4 OF 4

Texas Department of Transportation

Traffic Safety Division Standard

ROADWAY ILLUMINATION POLES

RIP(4)-19

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REVISIONS 7-17 12-19	0197	02	135,ETC	US 175
	DIST	COUNTY		SHEET NO.
	DAL	DALLAS		495D

73D

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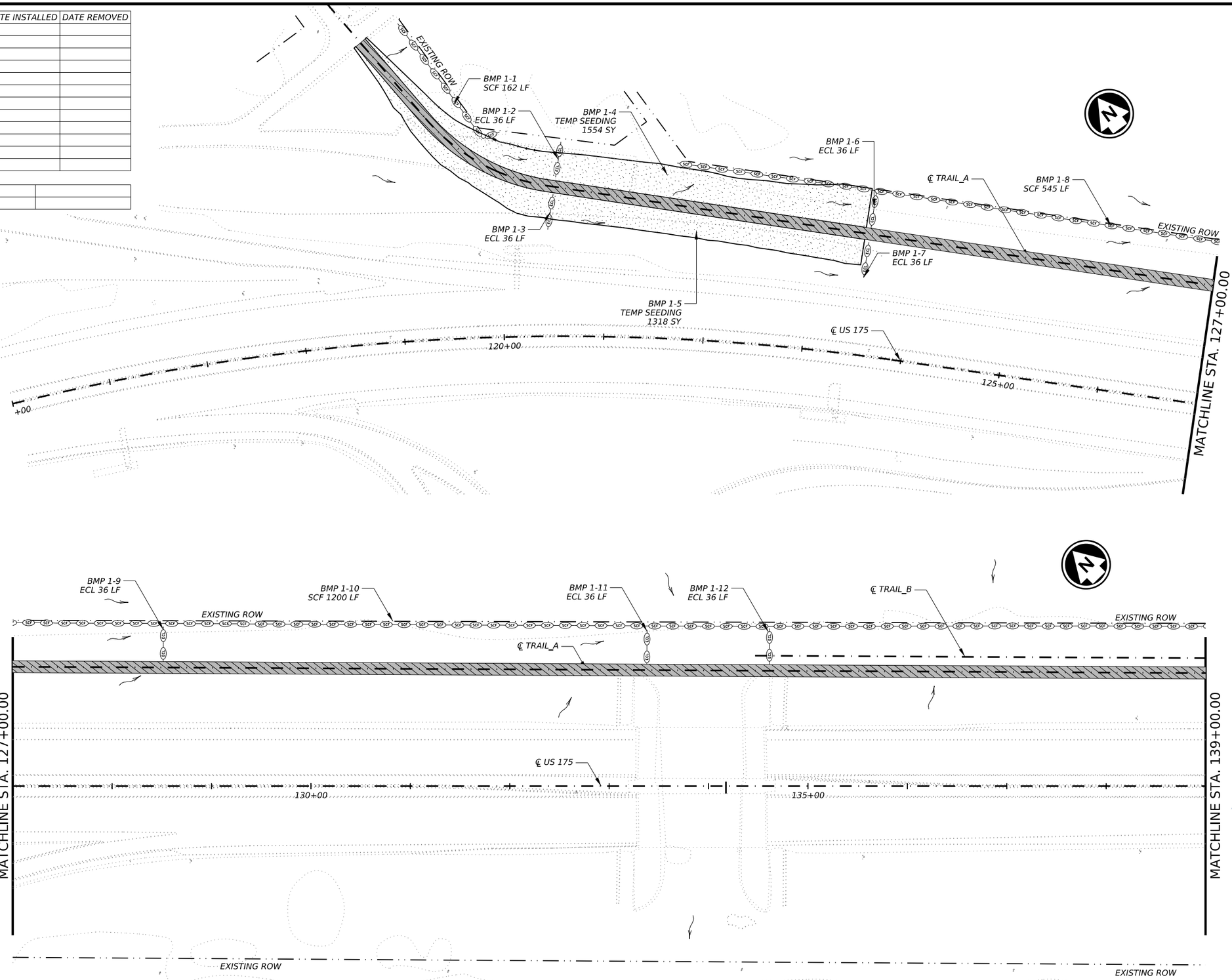
DATE DISTURBED	
DATE STABILIZED	



LEGEND

- TEMPORARY SEEDING
- FINAL SEEDING
- SCF — SEDIMENT CONTROL FENCE
- ECL — EROSION CONTROL LOGS
- FLOW ARROWS
- CONSTRUCTION AREA THIS PHASE
- CONTRUCTION COMPLETED

NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EROSION CONTROL DEVICES FROM PREVIOUS PHASE (S) THROUGHOUT DURATION OF PROJECT.
2. THE ACTUAL LOCATIONS OF THE BEST MANAGEMENT PRACTICES (BMPS) WILL BE DETERMINED BY THE PROJECT ENGINEER (ALL SHEETS).
3. GENERALLY, BMPS AT CULVERTS AND DITCHES ARE TO BE INSTALLED PRIOR TO STARTING EACH CONSTRUCTION STAGE: THE BMPS AT OTHER LOCATIONS ARE TO BE INSTALLED AFTER CONSTRUCTION OF EACH STAGE.
4. LOCATE CONSTRUCTION EXITS BASED ON FIELD CONDITIONS OR AS DIRECTED.
5. BMPS SHALL NOT BE INSTALLED ANY SOONER THAN TWO WEEKS PRIOR TO SOIL-DISTURBANCE OR POTENTIAL POLLUTANT-GENERATING ACTIVITIES IN THEIR CONTROL AREA.
6. SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIMEFRAMES.

⚠1 ADDENDUM #1 2/20/2024

STATE OF TEXAS
NEAL W. FRINSINGER
120143
LICENSED
PROFESSIONAL ENGINEER

Neal Frinsinger, P.E. 2/23/2024

Texas Department of Transportation

US 175

SW3P LAYOUT
TRINITY FOREST TRAIL
PHASE 2 STAGE 2

SHEET 1 OF 2

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		504A

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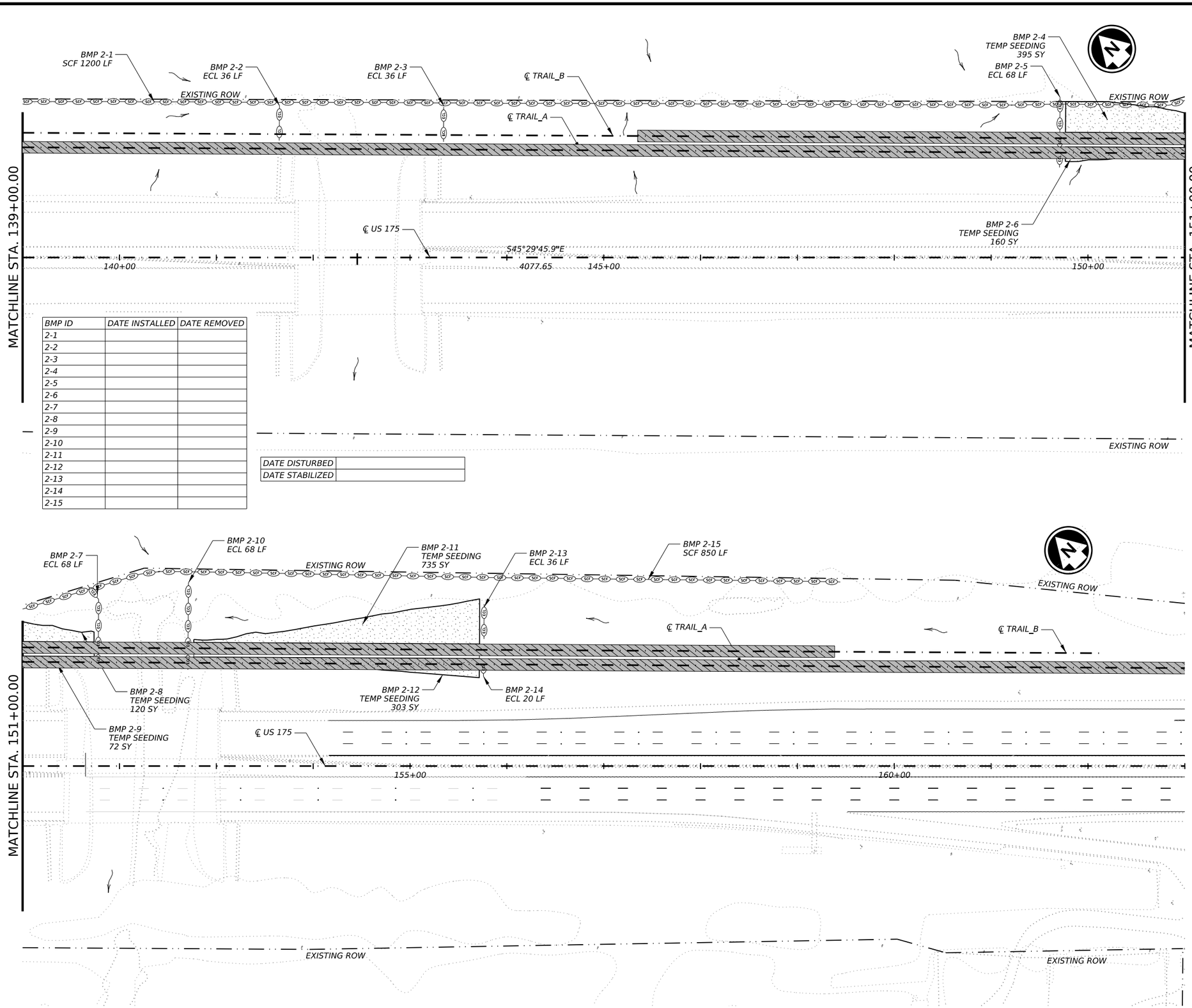

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2-12		
2-13		
2-14		
2-15		

DATE DISTURBED	
DATE STABILIZED	

LEGEND

- TEMPORARY SEEDING
- FINAL SEEDING
- SCF — SEDIMENT CONTROL FENCE
- ECL — EROSION CONTROL LOGS
- FLOW ARROWS
- CONSTRUCTION AREA THIS PHASE
- CONTRUCTION COMPLETED

NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EROSION CONTROL DEVICES FROM PREVIOUS PHASE (S) THROUGHOUT DURATION OF PROJECT.
2. THE ACTUAL LOCATIONS OF THE BEST MANAGEMENT PRACTICES (BMPS) WILL BE DETERMINED BY THE PROJECT ENGINEER (ALL SHEETS).
3. GENERALLY, BMPS AT CULVERTS AND DITCHES ARE TO BE INSTALLED PRIOR TO STARTING EACH CONSTRUCTION STAGE: THE BMPS AT OTHER LOCATIONS ARE TO BE INSTALLED AFTER CONSTRUCTION OF EACH STAGE.
4. LOCATE CONSTRUCTION EXITS BASED ON FIELD CONDITIONS OR AS DIRECTED.
5. BMPS SHALL NOT BE INSTALLED ANY SOONER THAN TWO WEEKS PRIOR TO SOIL-DISTURBANCE OR POTENTIAL POLLUTANT-GENERATING ACTIVITIES IN THEIR CONTROL AREA.
6. SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIMEFRAMES.

⚠1 ADDENDUM #1 2/20/2024

STATE OF TEXAS
NEAL W. FRINSINGER
120143
LICENSED
PROFESSIONAL ENGINEER

Neal Frinsinger, P.E. 2/23/2024

Texas Department of Transportation

US 175

SW3P LAYOUT
TRINITY FOREST TRAIL
PHASE 2 STAGE 2

SHEET 2 OF 2

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		504B

CK: DW: CK: DW:

DATE: 2024/02/23
FILE: pw:\txdot.projectwiseonline.com:TxDOT5\Documents\- DAL\Design Projects\0197021351- Design\Plan Set\- Environmental\US175_SW3P_P2S2_SHEET_2.dgn

BMP ID	DATE INSTALLED	DATE REMOVED
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*1-2		
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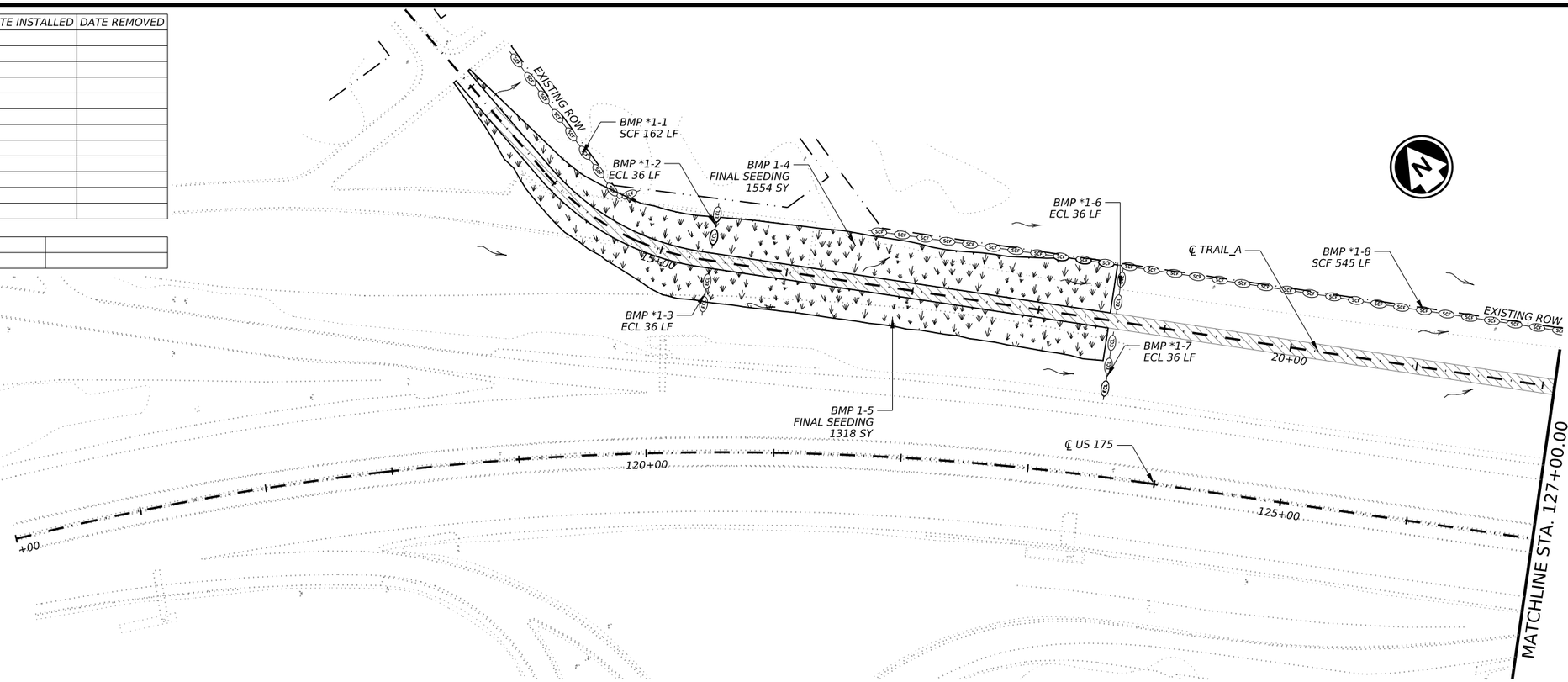
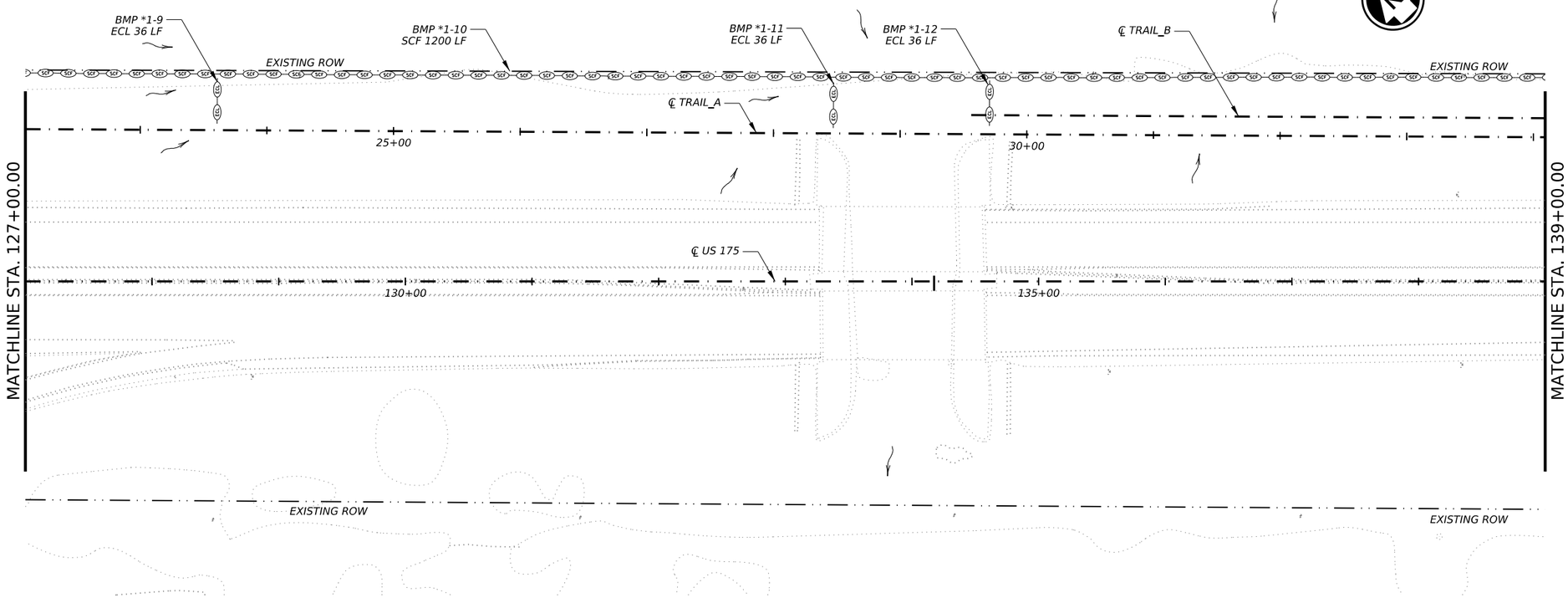
*1-10		
*1-11		
*1-12		

DATE DISTURBED	
DATE STABILIZED	





LEGEND

- TEMPORARY SEEDING
- FINAL SEEDING
- SCF — SEDIMENT CONTROL FENCE
- ECL — EROSION CONTROL LOGS
- FLOW ARROWS
- CONSTRUCTION AREA THIS PHASE
- CONTRUCTION COMPLETED

NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EROSION CONTROL DEVICES FROM PREVIOUS PHASE (S) THROUGHOUT DURATION OF PROJECT.
2. THE ACTUAL LOCATIONS OF THE BEST MANAGEMENT PRACTICES (BMPS) WILL BE DETERMINED BY THE PROJECT ENGINEER (ALL SHEETS).
3. GENERALLY, BMPS AT CULVERTS AND DITCHES ARE TO BE INSTALLED PRIOR TO STARTING EACH CONSTRUCTION STAGE: THE BMPS AT OTHER LOCATIONS ARE TO BE INSTALLED AFTER CONSTRUCTION OF EACH STAGE.
4. LOCATE CONSTRUCTION EXITS BASED ON FIELD CONDITIONS OR AS DIRECTED.
5. BMPS SHALL NOT BE INSTALLED ANY SOONER THAN TWO WEEKS PRIOR TO SOIL-DISTURBANCE OR POTENTIAL POLLUTANT-GENERATING ACTIVITIES IN THEIR CONTROL AREA.
6. SEE DAILY WORK REPORTS FOR INITIAL STABILIZATION TIMEFRAMES.

* BMP TO REMAIN FROM PREVIOUS PHASE.

⚠1 ADDENDUM #1 2/20/2024

STATE OF TEXAS
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Neal Frinsinger, P.E. 2/23/2024

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US 175

SW3P LAYOUT
TRINITY FOREST TRAIL
PHASE 3 STAGE 1

SHEET 1 OF 2

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		504C

CK: DW: CK: DW:

DATE: 2024/02/23
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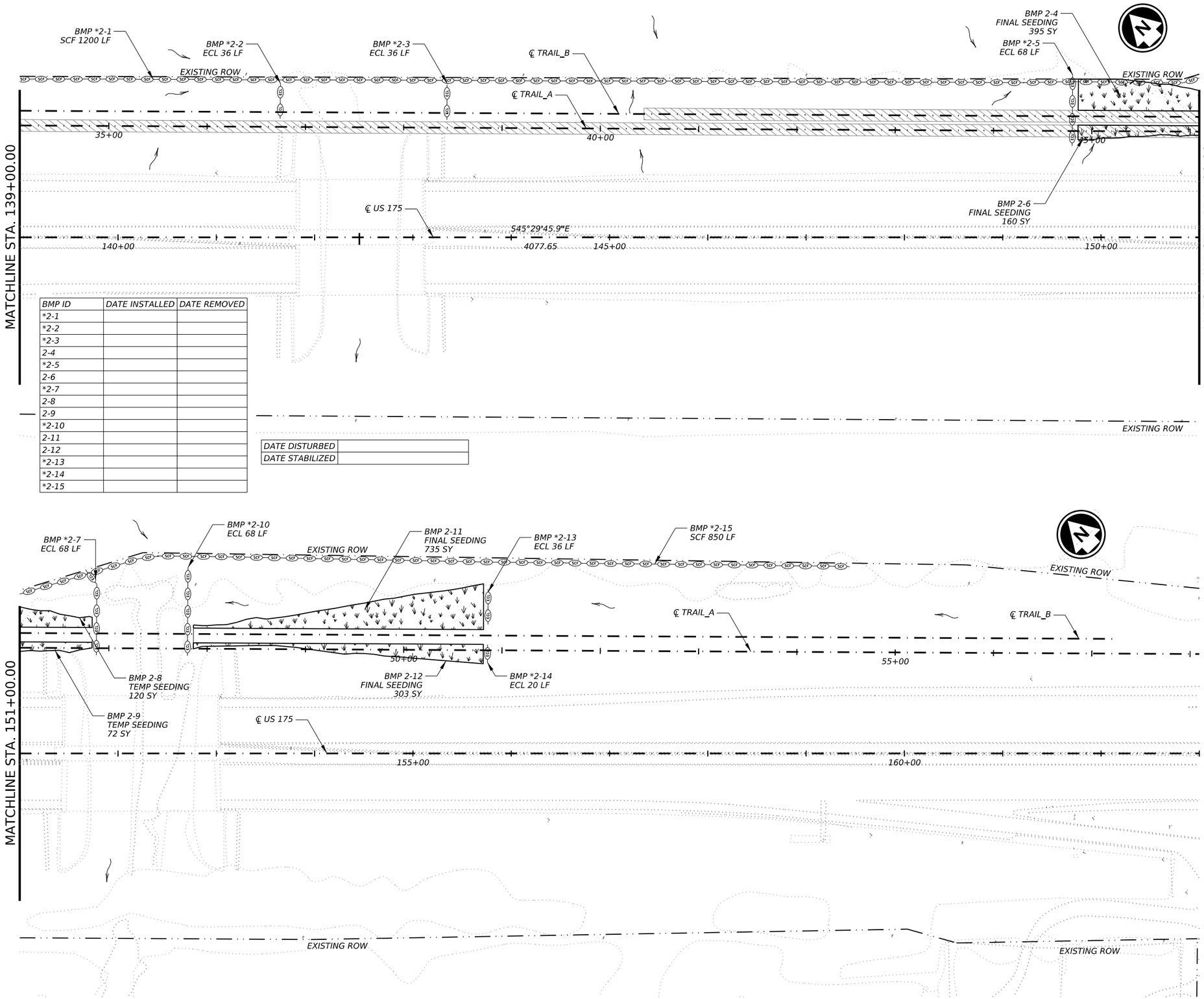

BMP ID	DATE INSTALLED	DATE REMOVED
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2-11		
2-12		
*2-13		
*2-14		
*2-15		

DATE DISTURBED	
DATE STABILIZED	

LEGEND

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Texas Department of Transportation

US 175

SW3P LAYOUT
TRINITY FOREST TRAIL
PHASE 3 STAGE 1

SHEET 2 OF 2

CONT	SECT	JOB	HIGHWAY
0197	02	135, ETC	US 175
DIST	COUNTY		SHEET NO.
DAL	DALLAS		504D

DATE: 2024/02/23
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DW: CK: DW: CK: