STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

PROJECT NO. C 8-3-141

IH 20

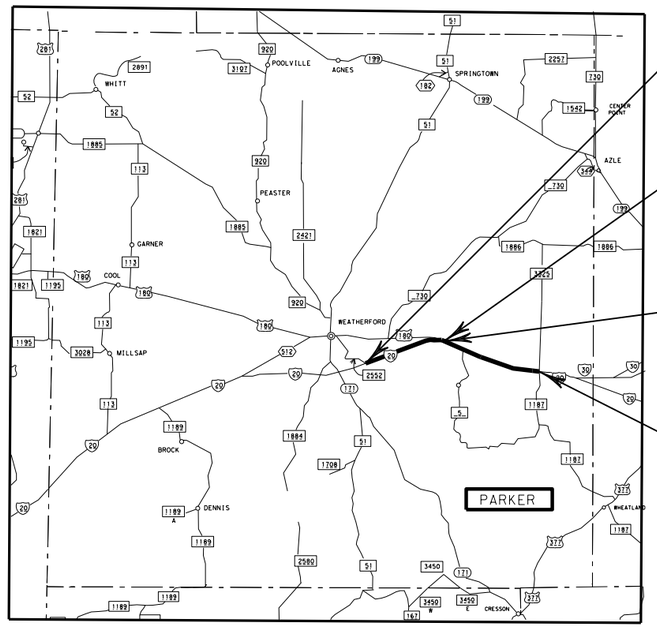
PARKER COUNTY ETC

CSJ	HWY	LIMITS	ROADWAY LENGTH		BRIDGE LENGTH		PROJECT LENGTH	
			FEET	MILES	FEET	MILES	FEET	MILES
0008-03-141	IH 20	US 180 TO FM 1187	32,208.00	6.100	0.00	0.000	32,208.00	6.100
0314-07-082	IH 20	CLEAR LAKE RD TO US 180	32,208.00	6.100	0.00	0.000	32,208.00	6.100

TOTAL PROJECT LENGTH = 12.2 MILES

FOR THE CONSTRUCTION OF SAFETY IMPROVEMENT PROJECTS
CONSISTING OF: INSTALL CONCRETE PORTABLE MEDIAN BARRIER.

INDEX OF SHEETS



BEGIN PROJECT
BEGIN CSJ 0134-07-082
STA 1026+00.00
REF MARKER 408+1.859
BEGIN MP 21.280

END PROJECT
END CSJ 0314-07-082
STA 1272+09.99
REF MARKER 414+0.520
END MP 25.941

BEGIN PROJECT
BEGIN CSJ 0008-03-141
STA 1272+09.99
REF MARKER 414+0.520
BEGIN MP 25.941

END PROJECT
END CSJ 0008-03-141
STA 1562+00.00
REF MARKER 420+0.011
END MP 31.432

PROJECT NO.			
C 8-3-141			
CONT	SECT	JOB	HIGHWAY
0008	03	141	IH 20
DIST	COUNTY		SHEET NO.
FTW	PARKER ETC		1

FUNCTIONAL CLASS: INTERSTATE
DESIGN SPEED: 70 MPH

AADT 2025: 114,500
AADT 2045: 187,700

LETTING DATE: _____
CONTRACTOR: _____
_____
WORK BEGAN: _____
WORK COMPLETED: _____
WORK ACCEPTED: _____
CHANGE ORDERS: _____

STATE OF TEXAS
KOREY D. COBURN
131468
LICENSED
PROFESSIONAL ENGINEER

DocuSigned by:
Korey D Coburn P.E. 7/1/2024
6536CC6BE43A490...

REQUIRED SIGNS SHALL BE IN ACCORDANCE WITH BC (1)- 21 THRU BC (12)- 21 AND THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, SEPTEMBER 1, 2024 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS, SHALL GOVERN ON THIS PROJECT:
REQUIRED CONTRACT PROVISIONS, FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, OCTOBER 23, 2023)

EQUATIONS : NONE
RAILROAD : UPRR
EXCEPTIONS : NONE
NO TDLR REQUIRED

Texas Department of Transportation

SUBMITTED FOR LETTING: 7/1/2024
DocuSigned by:
Korey D Coburn P.E.
6536CC6BE43A490...
AREA ENGINEER

RECOMMENDED FOR LETTING:
DIRECTOR, TP&D

APPROVED FOR LETTING:
DISTRICT ENGINEER

GENERAL

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX SHEET
3-6	TYPICAL SECTIONS
7, 7A-7E	GENERAL NOTES AND SPEC. DATA
8, 8A	ESTIMATE AND QUANTITIES
9-10	QUANTITIES SHEET

TRAFFIC CONTROL PLAN

SHEET NO.	DESCRIPTION
11	CONSTRUCTION SEQUENCE
12	TYPICAL BRIDGE COLUMN PROTECTION TCP
13	TYPICAL OVERHEAD SIGN PROTECTION TCP
14	TCP QUANTITIES
15-26	* BC(1)-21 TO BC(12)-21
27	* TCP(5-1)-18
28	* TCP(6-2)-18
29	* TCP(6-3)-18
30	* TCP(6-5)-18
31	* WZ(BRK)-13
32	* EDGECON-21
33-34	CRASH CUSHION SUMMARY
35	* QGUARD(M10)(N)-20
36	* TUA(M)(N)-19
37-38	* CSB(1)-10

ROADWAY DETAILS

SHEET NO.	DESCRIPTION
39-57	ROADWAY PLAN / SW3P LAYOUT
58	PORTABLE CTB MOWSTRIP
59	RL-T80PP-RF-20 MOD
60-62	* RL-T80PP-RF-20
63	* GF(31)-19
64	* SGT(11S)31-18
65	* SGT(12S)31-18
66	* SGT(15)31-20
67	* GF(31)MS-19
68	* GF(31)DAT-19
69	* CASS(TL4)-14
70-71	* NU-CABLE(TL4)-14

TRAFFIC ITEMS

SHEET NO.	DESCRIPTION
72	* D & OM(1)-20
73	* D & OM(2)-20
74	* D & OM(3)-20
75	* D & OM(6)-20
76	* D & OM(VIA)-20

ENVIRONMENTAL

SHEET NO.	DESCRIPTION
77	* EPIC
78-79	* SW3P
80	* EC(1)-16
81-83	* EC(9)-16

STATE OF TEXAS
KOREY D. COBURN
131468
LICENSED
PROFESSIONAL ENGINEER

* DENOTES STANDARD SHEETS

THE STANDARD SHEETS SPECIFICALLY IDENTIFIED ABOVE HAVE BEEN ISSUED BY ME AND ARE APPLICABLE TO THIS PROJECT.

DocuSigned by:
Korey D Coburn P.E.
6536CC6BE43A490...

8/22/2024

Texas Department of Transportation

INDEX

REVISIONS	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		2
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

ETC

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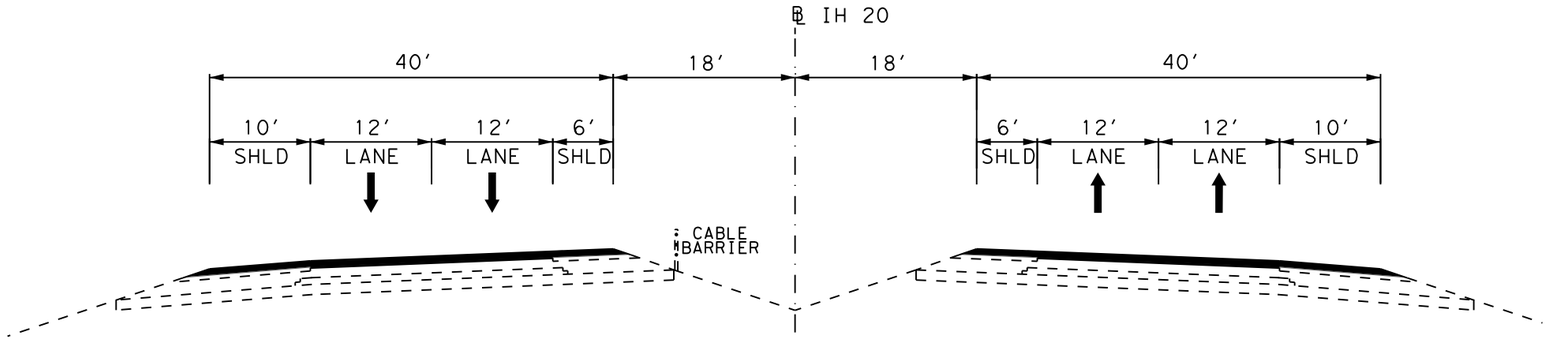
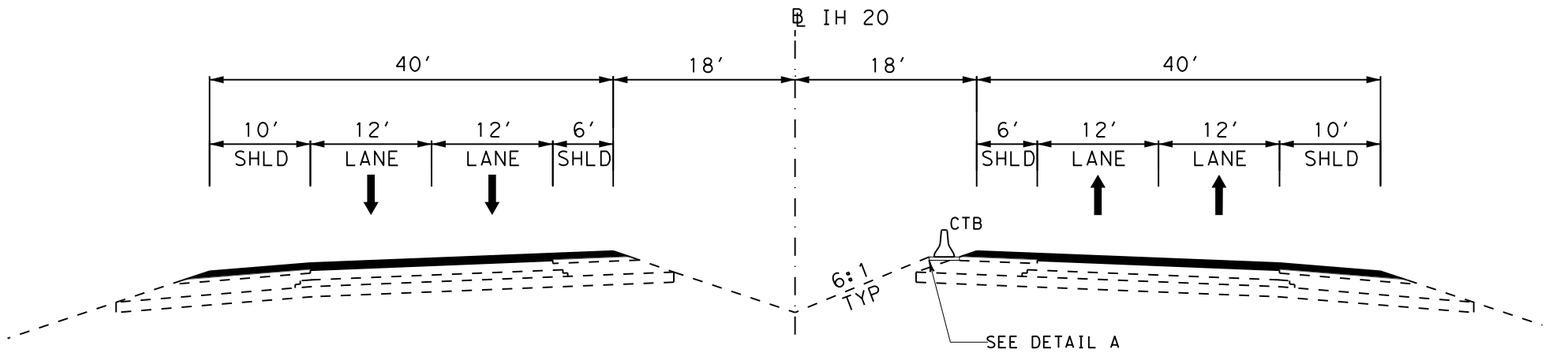


IH-20
EXISTING TYPICAL SECTION

MAIN LANE
STA. 1026+00.00 TO STA. 1285+00.00



IH-20
PROPOSED TYPICAL SECTION

MAIN LANE
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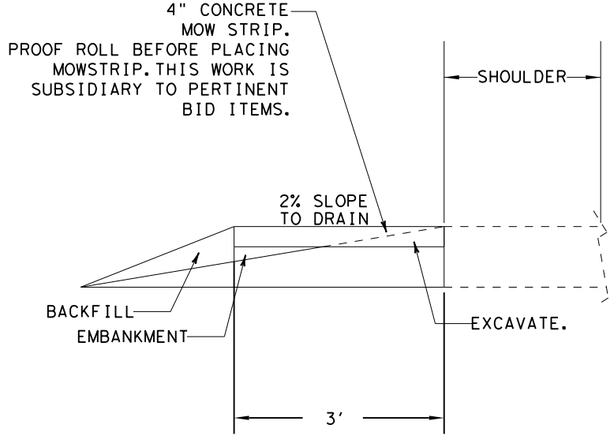


DETAIL A

NOTES:

1. CONTRACTOR TO MATCH EXISTING SLOPES.
2. SAW CUT LINE IS SUBSIDIARY TO OTHER PERTINENT BID ITEMS.
3. BACKFILL: PLACE RECYCLED ASPHALT PAVEMENT (RAP) TY A, FREE FROM OBJECTIONABLE MATERIAL AND IS CAPABLE OF SUSTAINING VEGETATION IN THE AREAS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BACKFILL TO BE SPRAYED WITH CRS-2 OR 2H AT A RATE 0.2 GAL PER SY). CRS-2 OR 2H IS SUBSIDIARY TO PERTINENT BID ITEMS.

STATE OF TEXAS
KOREY D. COBURN
131468
LICENSED PROFESSIONAL ENGINEER

DocuSigned by:
Korey D Coburn P.E.
6636CC6BB43A490...
8/15/2024

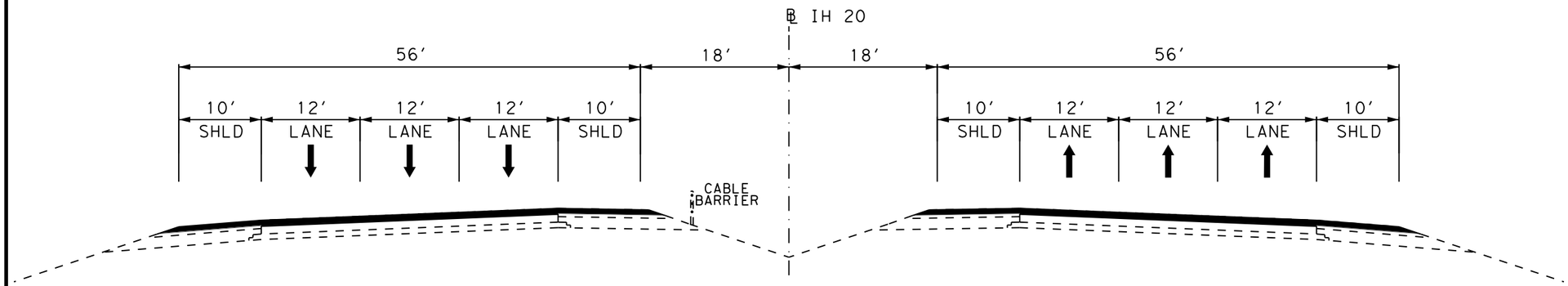
SCALE: NONE SHEET 1 OF 4

Texas Department of Transportation

TYPICAL SECTION

REVISIONS	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		3
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

ETC



IH-20

IH-20 WB **EXISTING TYPICAL SECTION** IH-20 EB

MAIN LANE
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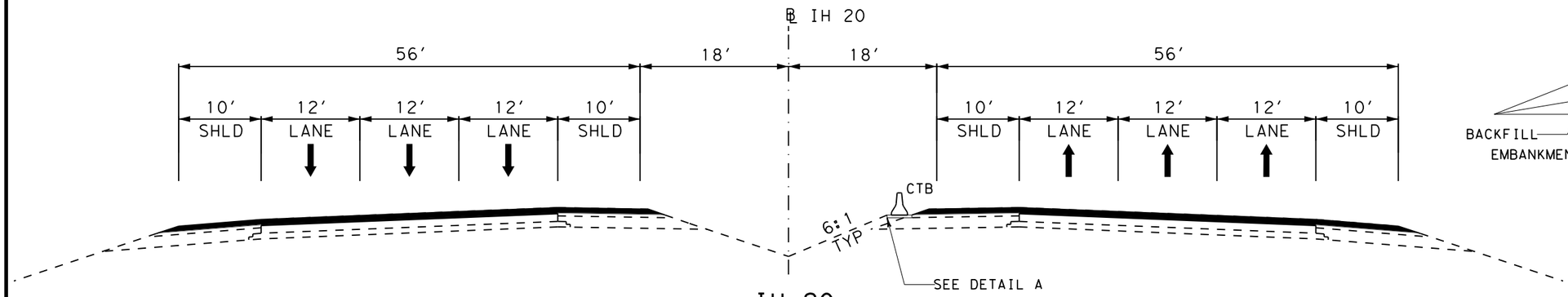

IH-20

IH-20 WB **PROPOSED TYPICAL SECTION** IH-20 EB

MAIN LANE
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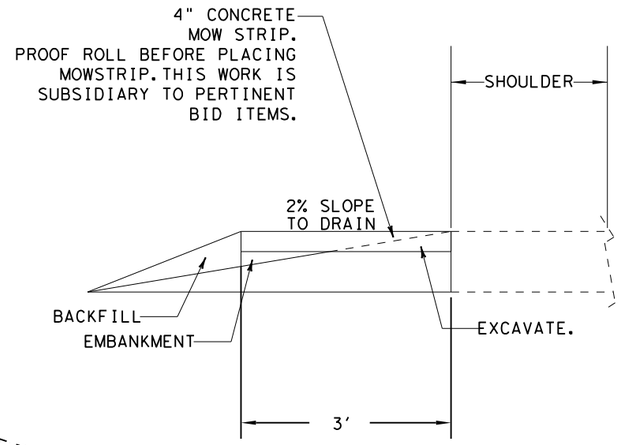

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STATE OF TEXAS
KOREY D. COBURN
131468
LICENSED
PROFESSIONAL ENGINEER

DocuSigned by:
Korey D Coburn P.E.
6536CC6BE43A490...
8/15/2024

SCALE: NONE SHEET 2 OF 4

Texas Department of Transportation

TYPICAL SECTION

REVISIONS	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		4
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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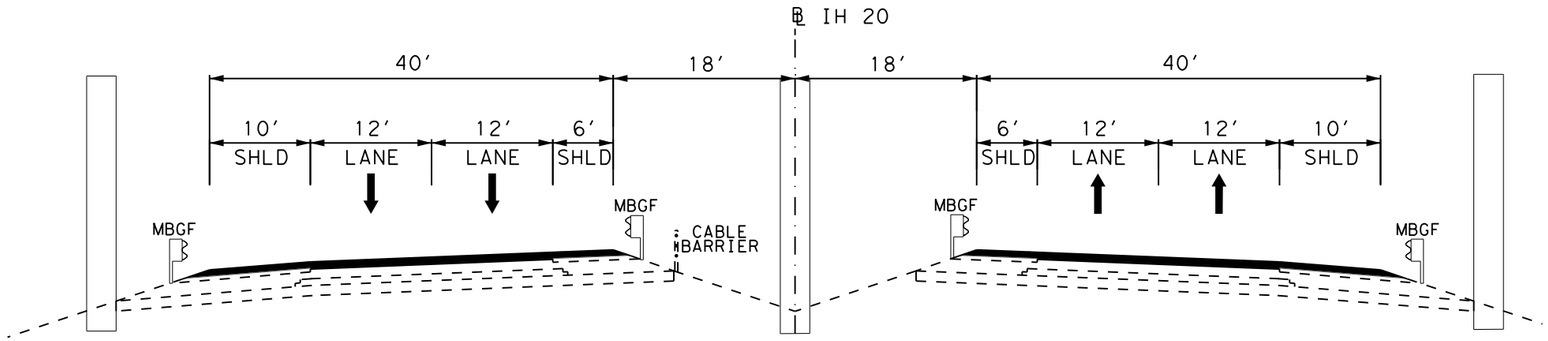
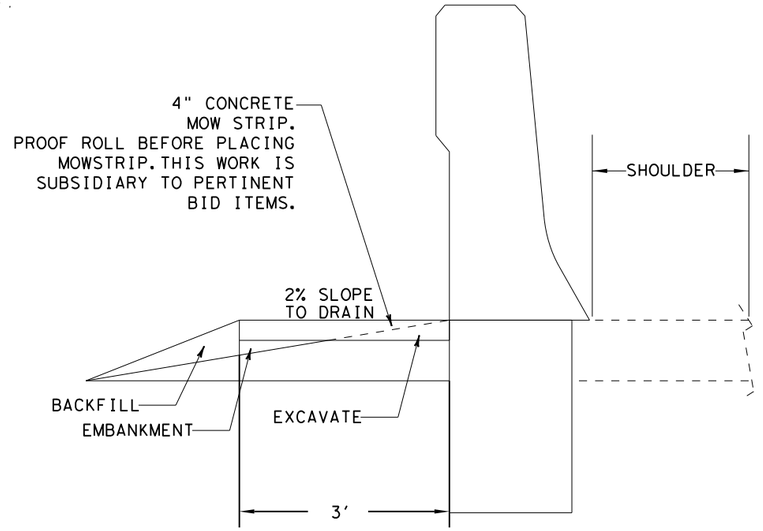


IH-20
EXISTING TYPICAL SECTION AT BRIDGES

MAIN LANE
STA. 1026+00.00 TO STA. 1285+00.00



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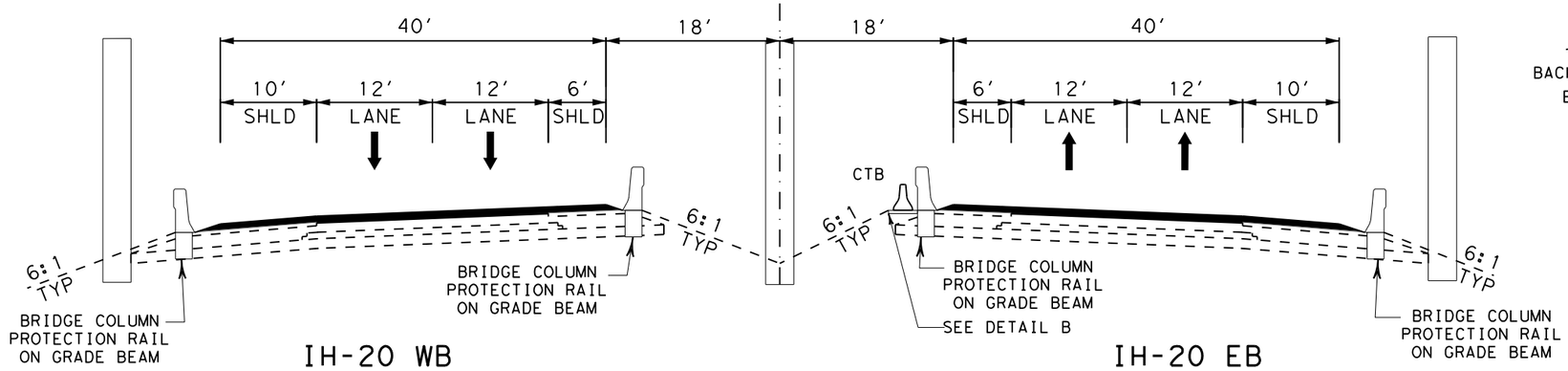

IH-20
PROPOSED TYPICAL SECTION AT BRIDGES

MAIN LANE
STA. 1026+00.00 TO STA. 1285+00.00

NOTES:

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STATE OF TEXAS
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131468
LICENSED PROFESSIONAL ENGINEER

DocuSigned by:
Korey D. Coburn P.E.
8/15/2024

SCALE: NONE SHEET 3 OF 4

Texas Department of Transportation

TYPICAL SECTION

REVISIONS	FED.RD. DIV.NO.	PROJECT NO.		SHEET NO.
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	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
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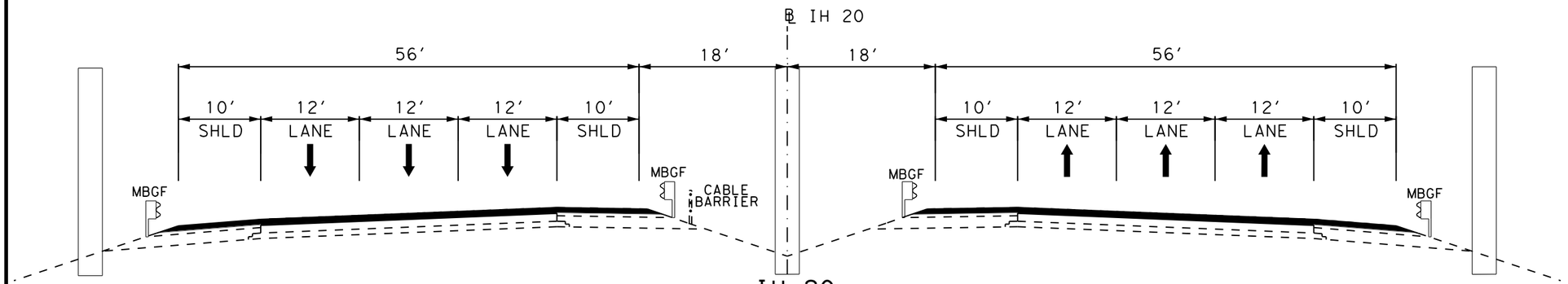
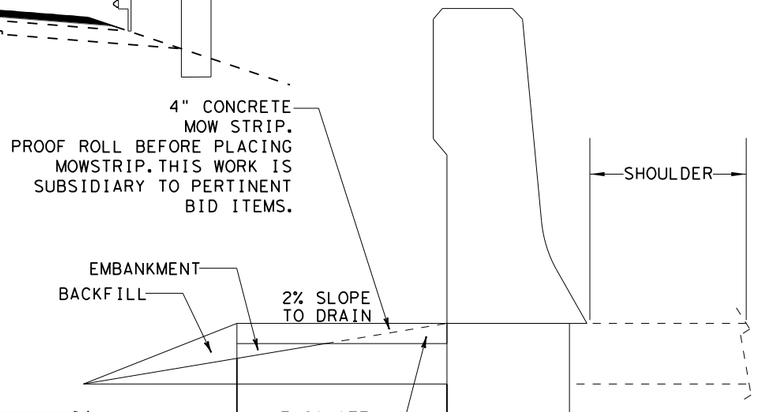


IH-20 WB

IH-20
EXISTING TYPICAL SECTION AT FM 1187 BRIDGE

IH-20 EB



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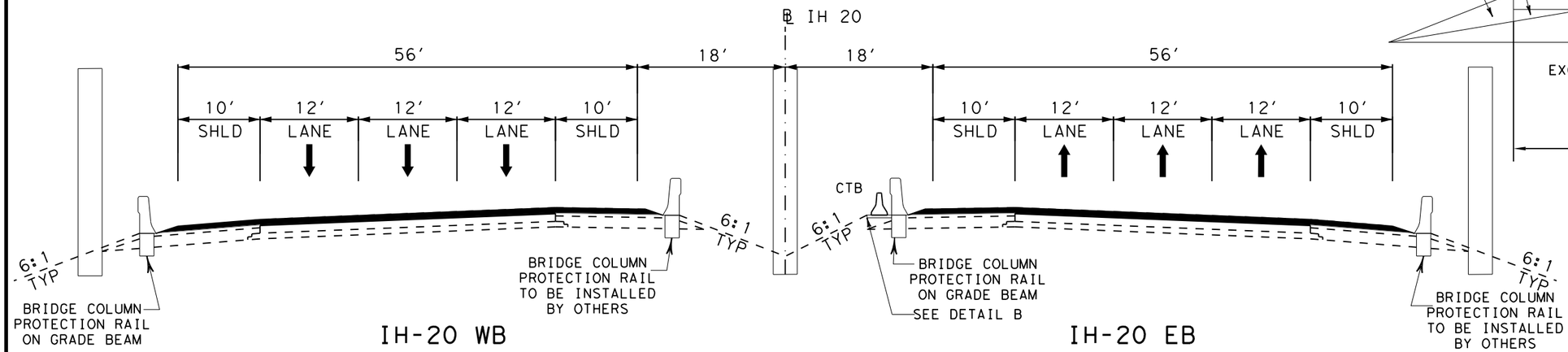

IH-20 WB

IH-20
PROPOSED TYPICAL SECTION AT FM 1187 BRIDGE

IH-20 EB

NOTES:

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STATE OF TEXAS
KOREY D. COBURN
131468
LICENSED PROFESSIONAL ENGINEER

DocuSigned by:
Korey D Coburn, P.E.
8/15/2024
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SCALE: NONE

Texas Department of Transportation

TYPICAL SECTION

REVISIONS	FED.RD. DIV.NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		6
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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Control: 0008-03-141, etc

County: PARKER

Highway: IH 20

Special Notes

Electronic files containing answered pre-letting questions and other project related design information will be placed in the following FTP site periodically.

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

The data located in these files is for non-construction purposes only and can be found at

TxDOT's public FTP site at https://ftp.dot.state.tx.us/pub/txdot-info/Pre-Letting Responses/.

Access is read-only.

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

To obtain a copy of the project plans free of charge, submit a request from the following site: http://www.txdot.gov/business/letting-bids/plans-online.html

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

Area Engineer's Email: Korey.Corburn@txdot.gov
Assistant Area Engineer's Email: Gary.Beck@txdot.gov
Design Manager's Email: Douglas.Bates@txdot.gov

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

All questions submitted that generate a response will be posted through this site. The site is organized by District, Project Type (Construction or Maintenance), Letting Date, CCSJ/Project Name.

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

Control: 0008-03-141, etc

County: PARKER

Highway: IH 20

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

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

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

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

Modifications to Lane Closure / Work Restrictions:

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

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

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

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

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

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

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

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

Control: 0008-03-141, etc

County: PARKER

Highway: IH 20

The following standard detail sheets have been modified: RL-T80PP-RF

Item 4. Scope of Work

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

Item 5. Control of the Work

Standard Operating Procedure for Alternate Precast Proposal Submission" found online at https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/publications/bridge.html#design. Acceptance or denial of an alternate is at the sole discretion of the Engineer. Impacts to the project schedule and any additional costs resulting from the use of alternates are the sole responsibility of the Contractor.

Item 6. Control of Materials

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

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

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

Item 7. Legal Relations and Responsibilities

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

Control: 0008-03-141, etc

County: PARKER

Highway: IH 20

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

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

(1) **Restricted Use of Materials for Previously Evaluated Permit Areas.** Document both the project specific location (PSL) and its authorization. Maintain copies for review by the Department or any regulatory agency. When an area within the project limits has been evaluated by the USACE as part of the permit process for this project:
   a. Suitable excavation of required material in the areas shown on the plans and cross sections as specified in Item 110 is used for permanent or temporary fill (Item 132, Embankment) within a USACE permit area;
   b. Suitable embankment (Item 132) from within the USACE permit area is used as fill within a USACE evaluated area; and,
   c. Unsuitable excavation or excess excavation ["Waste"] (Item 110) that is disposed of at a location approved by the Engineer within a USACE evaluated area.

(2) **Contractor Materials from Areas Other than Previously Evaluated Areas.** Provide the Department with a copy of all USACE coordination or approvals prior to initiating any activities for an area within the project limits that has not been evaluated by the USACE or for any off right of way locations used for the following, but not limited to haul roads, equipment staging areas, borrow and disposal sites:
   a. Item 132, Embankment, used for temporary or permanent fill within a USACE permit area; and,
   b. Unsuitable excavation or excess excavation ["Waste"] (Item 110, Excavation) that is disposed of outside a USACE evaluated area.

The total area disturbed for this project is 4.57 acres. The disturbed area in this project, all project locations in the Contract, and the Contractor project specific locations (PSLs), within 1 mile of the project limits, for the Contract will further establish the authorization requirements for storm water discharges. The Department will obtain an authorization to discharge storm water from the Texas Commission on Environmental Quality (TCEQ) for the construction activities shown on the plans. The Contractor is to obtain required authorization from the TCEQ for Contractor PSLs for construction support activities on or off the right of way. When the total area disturbed in the Contract and PSLs within 1 mile of the project limits exceeds 5 acres, provide a copy of the Contractor NOI for PSLs on the right of way to the Engineer and to the local government that operates a separate storm sewer system.

Control: 0008-03-141, etc

County: PARKER

Highway: IH 20

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

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

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

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

Event Lane Closure Restrictions 3 PM the day before Event to 9 AM the day after the Event
Within one mile radius of major retail traffic generators i.e. malls (Thanksgiving Day through January 2)
Parker County Peach Festival

Item 8. Prosecution and Progress

Each contract awarded by the Department stands on its own, and as such, is separate from other contracts. A Contractor awarded multiple contracts must be capable and sufficiently staffed to concurrently process and/or execute all contracts at the same time.

Control: 0008-03-141, etc

County: PARKER

Highway: IH 20

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

Only nighttime work will be allowed, unless written permission from the Engineer is provided.

The road-user cost liquidated damages is $4,175 per day.

The number of working days for final acceptance will be 299 working days.

Item 8.9 Worker and Equipment

If nighttime work is allowed/required, provide Multi-Directional Lighting Device with the following quality requirements:

Provide a 2000 watt (minimum) SIROCCO lighting balloon, Airstar lighting or equivalent.

It is the intent of the MDLD lighting to supplement the Portable Road Light and Power Unit used to illuminate work hours.

Provide MDLD units which can self-inflate and capable of illuminating approximately 15,000 sq ft.

Provide MDLD units of 1.1 meter horizontal diameter and capable of withstanding 60 mph winds when fully inflated and operating.

Provide MDLD units with two (2) 1,000 watt halogen bulbs recommended by the manufacture.

Night Time Work Safety Clothing. Department approved safety hats and safety vests (Class 3 with retro-reflective striping) shall be worn by all workers and visitors at all times when at the work sites. When work is approved by the Engineer to be performed at night, night pants (Class 3 with retro-reflective striping) shall be worn by all workers and visitors when at the work sites.

Item 100. Preparing Right of Way

Measurement for this item will be along the centerline of the project with the limits of measurements as shown on the plans.

Removal of existing concrete pavement will be in accordance with Item 104, "Removing Concrete" except that this work will not be paid for directly, but will be subsidiary to Item 100, "Preparing Right of Way."

Item 110. Excavation

Cross-sections for pay quantity determination of earthwork may be developed photogrammetrically.

Review proposed waste sites to determine if any site is located in a “Base Floodplain” or “Floodway” as defined by the Federal Emergency Management Agency (FEMA).

If waste material from this project is placed in a base floodplain as defined by FEMA, obtain a permit from the local community responsible for enforcing National Flood Insurance Program (NFIP) regulations. Ensure that the owner of the property receiving the waste has obtained the necessary permit.

Item 432. Riprap

The quantities for riprap at the location indicated may be varied to the extent necessary to ensure proper functioning for the purpose intended.

All concrete riprap must be reinforced.

When synthetic fiber reinforcement concrete option is chosen, provide the following:

- At all construction joints (vertical or horizontal) provide #3 bars 24 in. long and placed on 18 in. centers along joint length. Bars should be centered in concrete cross section.

Item 502. Barricades, Signs, and Traffic Handling

The contractor force account ‘safety contingency’ that has been established for this project is intended to be utilized for work zone enhancements to improve the effectiveness of the traffic control plan that could typically not be foreseen in the project planning and design stage. These enhancements will be mutually agreed upon by the Engineer and the Contractor’s responsible person based on weekly or more frequent traffic management reviews on the project. The Engineer may choose to use existing bid items if it does not slow the implementation of enhancement.

Maintenance of roadways, not paid as Item 508, "Constructing Detours," and designated in the traffic control plan to carry traffic, will be the responsibility of the Contractor and will be paid for by "Contractor Force Account or Agreed Unit Price".

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

Control: 0008-03-141, etc

County: PARKER

Highway: IH 20

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

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

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

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

Item 503. Portable Changeable Message Signs

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

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

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

1. Exit Closed Ahead
2. Use Other Routes
3. Right Lane
4. Left Lane
5. Closed Ahead
6. Two Lane
7. Detour Ahead
8. Thru Traffic
9. Prepare To Stop
10. Merging Traffic
11. Expect 15 Minute Delay
12. Max Speed ** MPH
13. Merge Right
14. Merge Left
15. No Exit Next ** Miles

Item 504. Field Office and Laboratory

Control: 0008-03-141, etc

County: PARKER

Highway: IH 20

Furnish the following structures for this project:

Type	No.
Field Lab (Ty. A)	1
Field Office (Ty. C)	1

Field office will require at least a 3' by 3' landing on the outside of each exit door and a concrete landing at the bottom of exit stairs. The concrete landing will be the width of the stairs and extend at least 4’ in front of the bottom step.

Furnish the following for the Field Office structure:

Item	No.
Laptop Computer	1
Printer	1
Internet Service	1

Provide Laptop computers with an Intel i5 (2.8 GHz) processor, or greater.

Integrated printer/copier/scanner/fax units will be permitted.

Item 505. Truck Mounted Attenuator (TMA) and Trailer Attenuator (TA)

In addition to the shadow vehicles with truck mounted attenuator (TMA) that are specified as being required on the traffic control plan for this project, provide 1 additional shadow vehicle(s) with TMA for TCP (5-1)-18, TCP (6-2)-12, TCP (6-3)-12, and TCP (6-5)-12, as detailed on General Note of this standard sheet.

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

Item 506. Temporary Erosion, Sedimentation, and Environmental Controls

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

- Temporary sediment control fence
- Erosion control logs

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

Item 512. Portable Concrete Traffic Barrier

Traffic Barrier is in the stockpile at FM 1189 and IH 20.

Control: 0008-03-141, etc

County: PARKER

Highway: IH 20

Weatherford Maintenance Office must be contacted at least 48 hours prior to removal of PCTB from stockpile by calling (682)229-2800.

Used barrier will be inspected and approved by the Engineer prior to using.

“*Furnish and Install*” barrier in compliance with Concrete Safety Barrier (CSB), Single-Slope Concrete Barrier (SSCB), or Low Profile Concrete Barrier (LPCB) standards as shown on the plans.

Furnish Class H Concrete with a minimum 28 day compressive strength of 3,600 psi.

Provide the hardware assemblies to join barrier sections, including barrier from stockpile.

Provide welded tie bar assembly at the assembly joints when using slotted-end PCTB as shown on Fort Worth Standard PCTB(1)-03(FW) joint tie details.

Delineate all barriers in accordance with Barricade and Construction (BC) Standard sheets. Barrier delineation will not be paid for directly, but will be subsidiary to Item 512,”Portable Concrete Traffic Barrier”.

Remove and replace traffic barrier damaged by the traveling public and no longer serviceable as directed. Replace traffic barrier with Contractor furnished barrier or Department-furnished barrier from designated stockpile as directed. Additional payment will be provided as compensation to remove, replace and dispose of the traffic barrier damaged by the traveling public in accordance with Item 512.

Item 540. Metal Beam Guard Fence

The locations and lengths of guard fence shown on the plans are approximate. Actual lengths and locations are to be determined in the field.

The tops of timber posts will be domed. Beveled tops will not be permitted for timber or steel posts.

When holes for timber posts are drilled below bottom of proposed grade, backfill the excessive depth with an acceptable sand. The furnishing and installation of the sand backfill will not be paid for directly but will be subsidiary to this Item.

When guardrail posts are placed in a finished surface, backfill the top 4 inches with an asphaltic material, domed to carry water away from the posts or as shown on the plans. The furnishing and installation of the asphaltic material backfill will not be paid for directly but will be subsidiary to this Item.

Control: 0008-03-141, etc

County: PARKER

Highway: IH 20

When connecting a Thrie-Beam to a concrete wingwall, bridge rail, CTB, etc., drill the holes for bolt placement using rotary or core type equipment. Use a core type drill when reinforcing steel is encountered. Do not use percussion or impact drilling. Repair damage to the concrete and spalls exceeding ½" from the edge of the hole.

Item 542. Removing Metal Beam Guard Fence

Remove existing metal beam guard fence only when authorized.

Item 543. Cable Barrier System

Driven posts will not be permitted.

Item 658. Reflectorized Pavement Markings with Retroreflective Requirements

Guard Fence Delineator Post: Provide a flat mount delineator for guard fence attachment meeting the following requirements. 33 in. in length and be flattened and sealed on each end enabling mounting height to be consistent without the use of a tape measure. Post will be a minimum of 2-3/8 in. outside diameter composed of recycled tire rubber and post-consumer materials. Post will be permanently sealed at the top and be a minimum of 3 in. wide and capable of displaying a 3 in. wide by 12 in. long piece of reflective sheeting.

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0008-03-141 **DISTRICT** Fort Worth **COUNTY** Parker
HIGHWAY IH 20

				CONTROL SECTION JOB	0008-03-141		0314-07-082		TOTAL EST.	TOTAL FINAL
				PROJECT ID	A00199005		A00199007			
				COUNTY	Parker		Parker			
				HIGHWAY	IH 20		IH 20			
ALT	BID CODE	DESCRIPTION	UNIT		EST.	FINAL	EST.	FINAL		
	100-7002	PREPARING ROW	STA		287.000		269.000		556.000	
	104-7005	REMOV CONC (MOWSTRIP)	LF		27,834.000		30,986.000		58,820.000	
	110-7001	EXCAV (ROADWAY)	CY		250.000		250.000		500.000	
	132-7003	EMBANK (FNL)(OC)(TY B)	CY		750.000		650.000		1,400.000	
	134-7001	BACKFILL (TY A)	STA		574.000		538.000		1,112.000	
	305-7001	SALV, HAUL & STKPL RECLM ASPH PAV	CY		2.000		17.000		19.000	
	420-7052	CL C CONC (RAIL FOUNDATION)	CY		59.000		703.000		762.000	
	432-7013	RIPRAP (MOW STRIP)(4 IN)	CY		1,032.000		951.000		1,983.000	
	450-7051	RAIL (TY T80PP)	LF		331.000		3,951.000		4,282.000	
	500-7001	MOBILIZATION	LS		0.500		0.500		1.000	
	502-7001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO		7.000		7.000		14.000	
	503-7001	PORTABLE CHANGEABLE MESSAGE SIGN	DAY		348.000		349.000		697.000	
	505-7001	TMA (STATIONARY)	DAY		292.000		292.000		584.000	
	506-7039	TEMP SEDMT CONT FENCE (INSTALL)	LF		60.000		120.000		180.000	
	506-7041	TEMP SEDMT CONT FENCE (REMOVE)	LF		60.000		120.000		180.000	
	506-7044	BIODEG EROSN CONT LOGS (INSTL) (12")	LF		335.000		125.000		460.000	
	506-7046	BIODEG EROSN CONT LOGS (REMOVE)	LF		335.000		125.000		460.000	
	512-7005	PORT CTB (FUR & INST)(F-SHAPE)(TY 1)	LF		27,330.000		25,380.000		52,710.000	
	512-7017	PORT CTB (DES SOURCE)(F-SHAPE)(TY 1)	LF		1,290.000		1,170.000		2,460.000	
	512-7029	PORT CTB (MOVE)(F-SHAPE)(TY 1)	LF		1,470.000		10,590.000		12,060.000	
	512-7041	PORT CTB (STKPL)(F-SHAPE)(TY 1)	LF		2,460.000		840.000		3,300.000	
	540-7001	MTL W-BEAM GD FEN (TIM POST)	LF		262.500		112.500		375.000	
	540-7015	DOWNSTREAM ANCHOR TERMINAL SECTION	EA		2.000		1.000		3.000	
	542-7001	REMOVE METAL BEAM GUARD FENCE	LF		325.000		4,276.000		4,601.000	
	542-7003	REMOVE DOWNSTREAM ANCHOR TERMINAL	EA		4.000		15.000		19.000	
	543-7018	CABLE BARRIER TERM SEC (INSTL)(TL-4)	EA		1.000		1.000		2.000	
	543-7037	CABLE BARRIER (REMOVE)	LF		27,326.000		25,625.000		52,951.000	
	543-7038	CABLE BARRIER TERMINAL SECTION (REMOVE)	EA		6.000		8.000		14.000	
	544-7001	GUARDRAIL END TREATMENT (INSTALL)	EA		1.000		1.000		2.000	
	544-7003	GUARDRAIL END TREATMENT (REMOVE)	EA		3.000		15.000		18.000	
	545-7002	CRASH CUSH ATTEN (MOVE & RESET)	EA		3.000		18.000		21.000	
	545-7004	CRASH CUSH ATTEN (REMOVE)	EA		4.000				4.000	
	545-7010	CRASH CUSH ATTEN (INSTL)(R)(N)(TL3)	EA		4.000		20.000		24.000	
	658-7013	INSTL DEL ASSM (D-SW)SZ 1(BRF)CTB (BI)	EA		3.000		24.000		27.000	
	658-7026	INSTL DEL ASSM (D-SY)SZ 1(YFLX)SRF(BI)	EA		9.000				9.000	
	658-7032	INSTL DEL ASSM (D-SY)SZ 1(BRF)CTB (BI)	EA		290.000		295.000		585.000	
	18	LAW ENFORCEMENT: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS		1.000		1.000		2.000	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0008-03-141 **DISTRICT** Fort Worth **COUNTY** Parker
HIGHWAY IH 20

								TOTAL EST.	TOTAL FINAL
		CONTROL SECTION JOB		**0008-03-141**		**0314-07-082**			
		PROJECT ID		**A00199005**		**A00199007**			
		COUNTY		**Parker**		**Parker**			
		HIGHWAY		**IH 20**		**IH 20**			
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL		
	18	SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000		1.000		2.000	
		EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000		1.000		2.000	

SUMMARY OF MOBILIZATION ITEMS		
LOCATION	500-7001	502-7001
	MOBILIZATION	BARRICADES, SIGNS AND TRAFFIC HANDLING
ALL SHEETS	1	14.00
PROJECT TOTALS	**1**	**14**

SUMMARY OF WORKZONE TRAFFIC CONTROL ITEMS								
LOCATION	503-7001	505-7001	512-7017	512-7029	512-7041	545-7002	545-7004	545-7010
	PORTABLE CHANGEABLE MESSAGE SIGN	TMA (STATIONARY)	PORT CTB (DES SOURCE)(F-SHAPE)(TY 1)	PORT CTB (MOVE)(F-SHAPE)(TY 1)	PORT CTB (STKPL)(F-SHAPE)(TY 1)	CRASH CUSH ATTEN (MOVE & RESET)	CRASH CUSH ATTEN (REMOVE)	CRASH CUSH ATTEN (INSTL)(R)(N) (TL3)
ALL SHEETS	697	584	2460	12060	3300	21	4	4
PROJECT TOTALS	**697**	**584**	**2460**	**12060**	**3300**	**21**	**4**	**4**

SUMMARY OF REMOVAL ITEMS							
LOCATION	104-7005	305-7001	542-7001	542-7003	543-7037	543-7038	544-7003
	REMOV CONC (MOWSTRIP)	SALV, HAUL & STKPL RECLM ASPH PAV	REMOVE METAL BEAM GUARD FENCE	REMOVE DOWNSTREAM ANCHOR TERMINAL	CABLE BARRIER (REMOVE)	CABLE BARRIER TERMINAL SECTION (REMOVE	GUARDRAIL END TREATMENT (REMOVE)
PROJECT LAYOUT SHEET 1	3761	5	1163	4	2228	2	4
PROJECT LAYOUT SHEET 2	2802	0	0	0	2802	1	0
PROJECT LAYOUT SHEET 3	4233	5	862	4	3000	1	4
PROJECT LAYOUT SHEET 4	3847	2	1050	2	2661	2	2
PROJECT LAYOUT SHEET 5	3000	0	0	0	3000	0	0
PROJECT LAYOUT SHEET 6	3000	0	0	0	3000	0	0
PROJECT LAYOUT SHEET 7	3000	0	0	0	3000	0	0
PROJECT LAYOUT SHEET 8	4343	5	1038	4	2934	2	4
PROJECT LAYOUT SHEET 9	3000	0	163	1	3000	0	1
PROJECT LAYOUT SHEET 10	2783	0	0	1	2783	1	0
PROJECT LAYOUT SHEET 11	3124	0	150	1	2884	1	1
PROJECT LAYOUT SHEET 12	3000	0	0	0	3000	0	0
PROJECT LAYOUT SHEET 13	2589	0	0	0	2589	2	0
PROJECT LAYOUT SHEET 14	3000	0	0	0	3000	0	0
PROJECT LAYOUT SHEET 15	2843	0	0	0	2843	1	0
PROJECT LAYOUT SHEET 16	2898	0	0	0	2898	1	0
PROJECT LAYOUT SHEET 17	3000	0	0	0	3000	0	0
PROJECT LAYOUT SHEET 18	3000	0	0	0	3000	0	0
PROJECT LAYOUT SHEET 19	1597	2	175	2	1329	0	2
PROJECT TOTALS	**58820**	**19**	**4601**	**19**	**52951**	**14**	**18**

SCALE: NONE

SHEET 1 OF 2

Texas Department of Transportation

QUANTITIES SHEET

REVISIONS	FED.RD. DIV.NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		9
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

ETC

SUMMARY OF ROADWAY ITEMS

LOCATION	100-7002	110-7001	132-7003	134-7001	420-7052	432-7013	450-7051	512-7005	540-7001	540-7015	543-7018	544-7001	545-7010	658-7013	658-7026	658-7032
	PREPARING ROW	EXCAV (ROADWAY)	EMBANK (FNL)(OC)(TY B)	BACKFILL (TY A)	CL C CONC (RAIL FOUNDATION)	RIPRAP (MOW STRIP)(4 IN)	RAIL (TY T80PP)	PORT CTB (FUR & INST)(F-SHAPE)(TY 1)	MTL W-BEAM GD FEN (TIM POST)	DOWNSTREAM ANCHOR TERMINAL SECTION	CABLE BARRIER TERM SEC (INSTL)(TL-4)	GUARDRAIL END TREATMENT (INSTALL)	CRASH CUSH ATTEN (INSTL)(R)(N)(TL3)	INSTL DEL ASSM (D-SW)SZ 1(BRF)CTB (BI)	INSTL DEL ASSM (D-SY)SZ 1(YFLX)SRF(BI)	INSTL DEL ASSM (D-SY)SZ 1(BRF)CTB (BI)
	STA	CY	CY	STA	CY	CY	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA
PROJECT LAYOUT SHEET 1	29	26	74	58	176	78	987	2100	0	0	1	0	4	6	0	28
PROJECT LAYOUT SHEET 2	30	26	74	60	0	99	0	2670	0	0	0	0	0	0	0	28
PROJECT LAYOUT SHEET 3	30	26	74	60	122	111	690	3000	0	0	0	0	4	6	0	37
PROJECT LAYOUT SHEET 4	30	26	74	60	116	97	654	2610	0	0	0	0	2	0	0	35
PROJECT LAYOUT SHEET 5	30	26	74	60	0	111	0	3000	0	0	0	0	0	0	0	31
PROJECT LAYOUT SHEET 6	30	26	74	60	0	111	0	3000	0	0	0	0	0	0	0	31
PROJECT LAYOUT SHEET 7	30	26	74	60	0	111	0	3000	0	0	0	0	0	0	0	31
PROJECT LAYOUT SHEET 8	30	26	74	60	289	111	1620	3000	0	0	0	0	8	12	0	43
PROJECT LAYOUT SHEET 9	30	32	68	60	0	122	0	3000	112.5	1	0	1	0	0	3	31
PROJECT LAYOUT SHEET 10	30	26	74	60	0	116	0	2820	125	1	0	0	0	0	3	29
PROJECT LAYOUT SHEET 11	30	26	74	60	0	118	0	2850	137.5	1	0	1	0	0	3	30
PROJECT LAYOUT SHEET 12	30	26	74	60	0	111	0	3000	0	0	0	0	0	0	0	31
PROJECT LAYOUT SHEET 13	30	26	74	60	0	91	0	2580	0	0	0	0	0	0	0	27
PROJECT LAYOUT SHEET 14	30	26	74	60	0	111	0	3000	0	0	0	0	0	0	0	31
PROJECT LAYOUT SHEET 15	30	26	74	60	0	105	0	2820	0	0	0	0	0	0	0	29
PROJECT LAYOUT SHEET 16	30	26	74	60	0	107	0	2880	0	0	0	0	0	0	0	30
PROJECT LAYOUT SHEET 17	30	26	74	60	0	111	0	3000	0	0	0	0	0	0	0	31
PROJECT LAYOUT SHEET 18	30	26	74	60	0	111	0	3000	0	0	0	0	0	0	0	31
PROJECT LAYOUT SHEET 19	17	26	74	34	59	51	331	1380	0	0	1	0	2	3	0	21
PROJECT TOTALS	**556**	**500**	**1400**	**1112**	**762**	**1983**	**4282**	**52710**	**375**	**3**	**2**	**2**	**20**	**27**	**9**	**585**

SUMMARY OF EROSION CONTROL ITEMS

LOCATION	506-7039	506-7041	506-7044	506-7046
	TEMP SEDMT CONT FENCE (INSTALL)	TEMP SEDMT CONT FENCE (REMOVE)	BIODEG EROSN CONT LOGS (INSTL) (12")	BIODEG EROSN CONT LOGS (REMOVE)
	LF	LF	LF	LF
ALL SHEETS	180	180	460	460
PROJECT TOTALS	**180**	**180**	**460**	**460**

SCALE: NONE

Texas Department of Transportation

QUANTITIES SHEET

REVISIONS	FED.RD. DIV.NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		10
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

ETC

CONSTRUCTION SEQUENCE:

NOTES:

1. THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE AREA OFFICE PRIOR TO COMMENCING WORK.
2. THE CONTRACTOR SHALL USE APPLICABLE TRAFFIC CONTROL STANDARDS AND DETOUR LAYOUT(S) AS DIRECTED BY ENGINEER.
3. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AT ALL TIMES.
4. ALL WORK REQUIRING A LANE CLOSURE SHALL BE COMPLETED AS NIGHTTIME WORK ONLY.
5. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) ARE TO BE COORDIANTED WITH THE ENGINEER, SET UP, AND IN OPERATION 7 DAYS PRIOR TO COMMENCEMENT OF WORK.

IH 20

PHASE 1:

1. INSTALL TRAFFIC CONTROL PLAN.
2. INSTALL SW3P DEVICES.
3. INSTALL MOWSTRIP FOR PORTABLE BARRIER. INSTALL OVERHEAD SIGN TCP BEFORE REMOVING ANY EASTBOUND MBGF. DO NOT REMOVE MBGF WITHOUT APPROVAL BY THE ENGINEER.
4. INSTALL PORTABLE BARIER.
5. INSTALL TCP FOR CLEAR LAKE RD BRIDGE COLUMN PROTECTION.
6. REMOVE EXISTING MBGF AND/ OR PORTABLE CTB FOR CLEAR LAKE RD BRIDGE COLUMN PROTECTION. DO NOT REMOVE MBGF AND/ OR CTB WITHOUT APPROVAL BY THE ENGINEER.
7. INSTALL BRIDGE COLUMN PROTECTION RAIL AND CRASH CUSHIONS AT CLEAR LAKE RD.
8. REPEAT STEPS 5, 6, AND 7 FOR BANKHEAD HWY, HUDSON OAKS DR, US 180, CENTER POINT RD, AND FM 1187.
9. INSTALL TCP FOR WESTBOUND SIGN BRIDGES.
10. REMOVE CABLE BARRIER SYSTEM AND MBGF FOR WESTBOUND DIRECTION. DO NOT REMOVE ANY CABLE BARRIER OR MBGF WITHOUT APPROVAL FROM ENGINEER.
11. INSTALL MBGF AND MOWSTRIP AS DIRECTED BY THE ENGINEER.
12. BACKFILL PAVEMENT EDGES.
13. REMOVE SW3P DEVICES AND TRAFFIC CONTROL PLAN.

STATE OF TEXAS
KOREY D. COBURN
131468
LICENSED
PROFESSIONAL ENGINEER

DocuSigned by:
Korey D Coburn P.E.
6536CC8BE43A490...
7/1/2024

Texas Department of Transportation

CONSTRUCTION SEQUENCE

REVISIONS	FED.RD. DIV.NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		11
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

ETC

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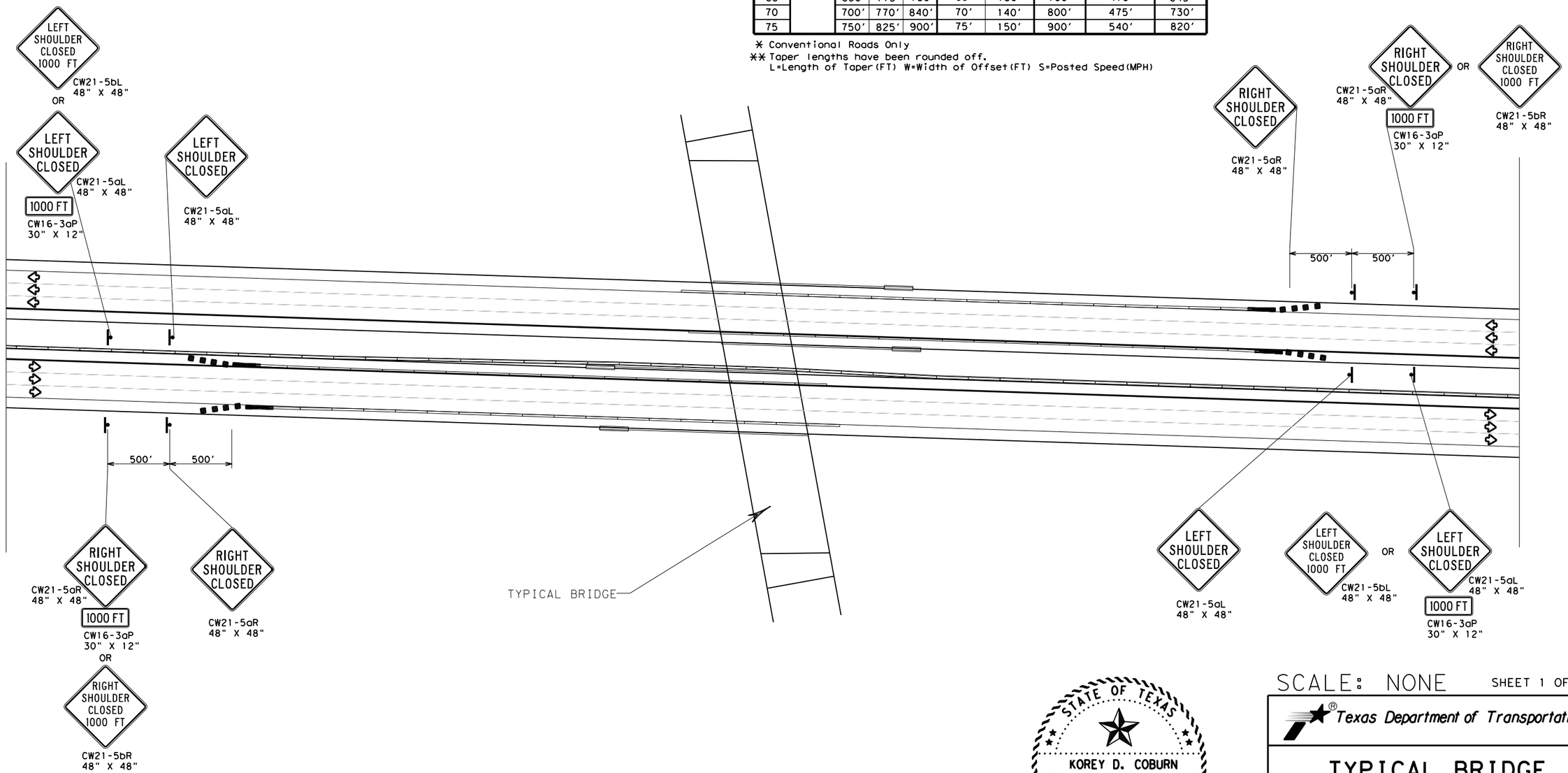
Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L=WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	770'	840'	70'	140'	800'	475'	730'
75		750'	825'	900'	75'	150'	900'	540'	820'

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

LEGEND			
	Type 3 Barricade		Channelizing Devices (CDs)
	Heavy Work Vehicle		Traffic Flow
	Truck Mounted Attenuator (TMA)		Temporary or Portable Traffic Signal
	Sign		Flag
	Portable CTB		Crash Cushion



NOTES:
1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED.
3. Delineate CTB and end treatments in accordance with BC(7)-21. This work is subsidiary to pertinent bid items.
4. All signs may be repeated if the visibility of the work zone is less than 1500'.
5. Place Temp Sedmt Cont Fence and Biodeg Erosn Control logs as necessary and as directed by the Engineer.
6. See all BC sheets, TCP(5-1)-18, TCP(6-2)-12, TCP(6-3)-12, and TCP(6-5)-12 for additional information and signage.
7. Typical 3 lane section may also be used for 2 lane sections as directed by the Engineer.

STATE OF TEXAS
KOREY D. COBURN
131468
LICENSED PROFESSIONAL ENGINEER

DocuSigned by:
Korey D Coburn P.E.
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7/1/2024

SCALE: NONE SHEET 1 OF 3

Texas Department of Transportation

TYPICAL BRIDGE COLUMN PROTECTION TCP

	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		12
REVISIONS	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

ETC

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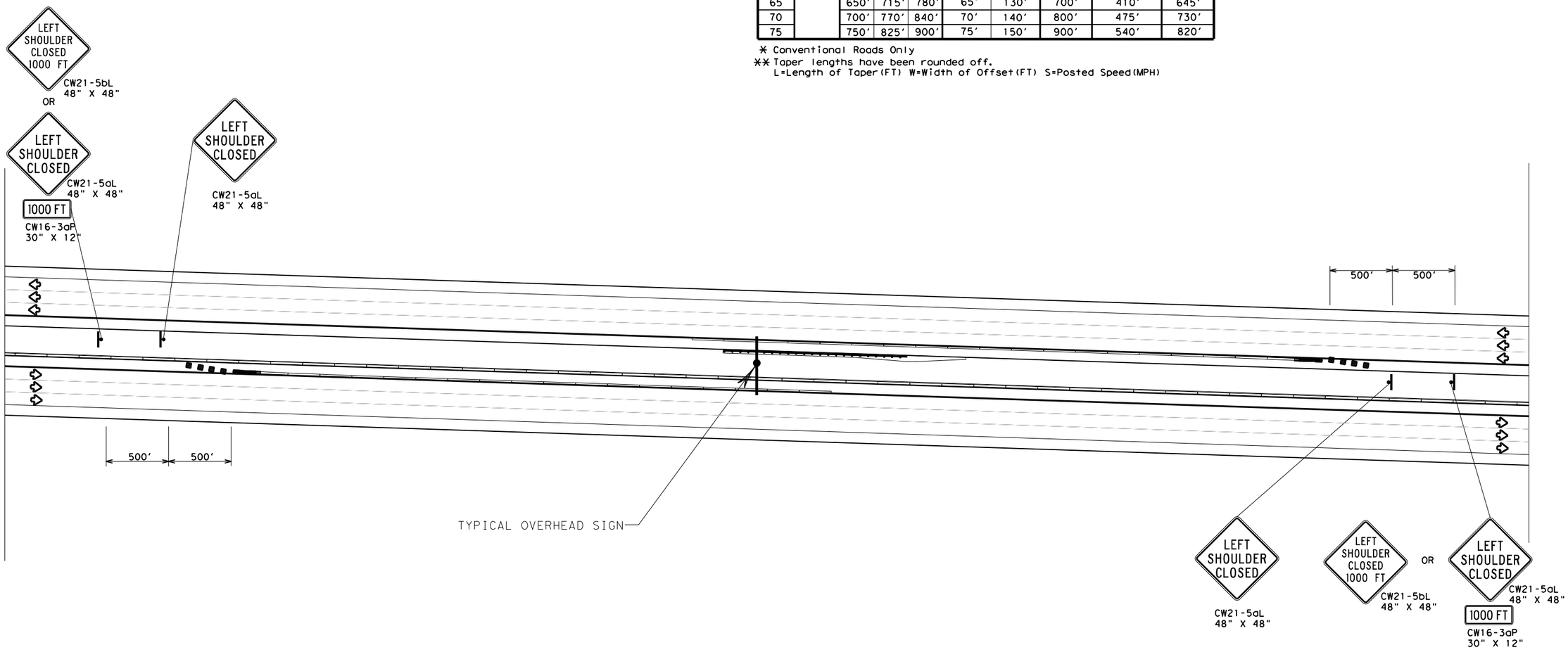
Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L=WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	770'	840'	70'	140'	800'	475'	730'
75		750'	825'	900'	75'	150'	900'	540'	820'

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

LEGEND			
	Type 3 Barricade		Channelizing Devices (CDs)
	Heavy Work Vehicle		Traffic Flow
	Truck Mounted Attenuator (TMA)		Temporary or Portable Traffic Signal
	Sign		Flag
	Portable CTB		Crash Cushion



NOTES:
1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED.
3. Delineate CTB and end treatments in accordance with BC(7)-21. This work is subsidiary to pertinent bid items.
4. All signs may be repeated if the visibility of the work zone is less than 1500'.
5. Place Temp Sedmt Cont Fence and Biodeg Erosn Control logs as necessary and as directed by the Engineer.
6. See BC and TCP Sheets for additional information.
7. Typical 3 lane section may also be used for 2 lane sections as directed by the Engineer.

STATE OF TEXAS
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PROFESSIONAL ENGINEER

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SCALE: NONE SHEET 2 OF 3

Texas Department of Transportation

TYPICAL OVERHEAD SIGN PROTECTION TCP

	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		13
REVISIONS	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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SUMMARY OF TCP ITEMS

LOCATION	512-7017	512-7029	512-7041	545-7002	545-7004	545-7010
	PORT CTB (DES SOURCE)(F-SHAPE)(TY 1)	PORT CTB (MOVE)(F-SHAPE)(TY 1)	PORT CTB (STKPL)(F-SHAPE)(TY 1)	CRASH CUSH ATTEN (MOVE & RESET)	CRASH CUSH ATTEN (REMOVE)	CRASH CUSH ATTEN (INSTL)(R)(N)(TL3)
	LF	LF	LF	EA	EA	EA
OH SIGN EB NEAR STA. 1275+00.00	600	600	0	1	0	1
OH SIGN EB NEAR STA. 1330+00.00	570	570	0	1	0	1
CLEAR LAKE EB OUTSIDE	570	570	0	1	0	1
CLEAR LAKE EB INSIDE	660	660	0	1	0	1
CLEAR LAKE WB INSIDE	60	660	0	1	0	0
CLEAR LAKE WB OUTSIDE	0	570	0	1	0	0
BANKHEAD EB OUTSIDE	0	480	0	1	0	0
BANKHEAD EB INSIDE	0	600	0	1	0	0
BANKHEAD WB INSIDE	0	600	0	1	0	0
BANKHEAD WB OUTSIDE	0	480	0	1	0	0
HUDSON OAKS DR EB OUTSIDE	0	510	0	1	0	0
HUDSON OAKS DR EB INSIDE	0	630	0	1	0	0
HUDSON OAKS DR WB INSIDE	0	630	0	1	0	0
HUDSON OAKS DR WB OUTSIDE	0	480	0	1	0	0
US 180 EB OUTSIDE	0	540	0	1	0	0
US 180 EB INSIDE	0	630	420	1	0	0
US 180 WB INSIDE	0	630	420	1	0	0
US 180 WB OUTSIDE	0	540	0	1	0	0
CENTER POINT EB INSIDE	0	690	0	1	0	0
CENTER POINT WB INSIDE	0	690	0	1	0	0
FM 1187 EB INSIDE	0	300	240	1	0	0
FM 1187 WB OUTSIDE	0	0	540	0	1	0
OH SIGN WB NEAR STA. 1275+00.00	0	0	570	0	1	0
OH SIGN WB NEAR STA. 1317+00.00	0	0	510	0	1	0
OH SIGN WB NEAR STA. 1330+00.00	0	0	600	0	1	0
PROJECT TOTALS	**2460**	**12060**	**3300**	**21**	**4**	**4**

NOTES:
1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED.
3. Delineate CTB and end treatments in accordance with BC(7)-21. This work is subsidiary to pertinent bid items.
4. All signs may be repeated if the visibility of the work zone is less than 1500'.
5. Place Temp Sedmt Cont Fence and Biodeg Erosn Control logs as necessary and as directed by the Engineer.
6. See BC and TCP Sheets for additional information.
7. Typical 3 lane section may also be used for 2 lane sections as directed by the Engineer.

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SCALE: NONE SHEET 3 OF 3

Texas Department of Transportation

TCP QUANTITIES

REVISIONS	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		14
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

1. The Barricade and Construction Standard Sheets (BC sheets) are intended to show typical examples for placement of temporary traffic control devices, construction pavement markings, and typical work zone signs. The information contained in these sheets meet or exceed the requirements shown in the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).

2. The development and design of the Traffic Control Plan (TCP)is the responsibility of the Engineer.

3. The Contractor may propose changes to the TCP that are signed and sealed by a licensed professional engineer for approval. The Engineer may develop, sign and seal Contractor proposed changes.

4. The Contractor is responsible for installing and maintaining the traffic control devices as shown in the plans. The Contractor may not move or change the approximate location of any device without the approval of the Engineer.

5. Geometric design of lane shifts and detours should, when possible, meet the applicable design criteria contained in manuals such as the American Association of State Highway and Transportation Officials (AASHTO), "A Policy on Geometric Design of Highways and Streets," the TxDOT "Roadway Design Manual" or engineering judgment.

6. When projects abut, the Engineer(s) may omit the END ROAD WORK, TRAFFIC FINES DOUBLE, and other advance warning signs if the signing would be redundant and the work areas appear continuous to the motorists. If the adjacent project is completed first, the Contractor shall erect the necessary warning signs as shown on these sheets, the TCP sheets or as directed by the Engineer. The BEGIN ROAD WORK NEXT X MILES sign shall be revised to show appropriate work zone distance.

7. The Engineer may require duplicate warning signs on the median side of divided highways where median width will permit and traffic volumes justify the signing.

8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.

9. The temporary traffic control devices shown in the illustrations of the BC sheets are examples. As necessary, the Engineer will determine the most appropriate traffic control devices to be used.

10. Where highway construction or maintenance work is being undertaken, other than mobile operations as defined by the Texas Manual on Uniform Traffic Control Devices, CSJ limit signs are required. CSJ limit signs are shown on BC(2). The OBEY WARNING SIGNS STATE LAW sign, STAY ALERT TALK OR TEXT LATER and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. The BEGIN ROAD WORK NEXT X MILES, CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits. For mobile operations, CSJ limit signs are not required.

11. Traffic control devices should be in place only while work is actually in progress or a definite need exists.

12. The Engineer has the final decision on the location of all traffic control devices.

13. Inactive equipment and work vehicles, including workers' private vehicles must be parked away from travel lanes. They should be as close to the right-of-way line as possible, or located behind a barrier or guardrail, or as approved by the Engineer.

WORKER SAFETY NOTES:

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

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

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

1. Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources.

2. Work zone traffic control devices shall be compliant with the Manual for Assessing safety Hardware (MASH).

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
4-03 7-13	DIST	COUNTY		SHEET NO.
9-07 8-14	FTW	PARKER		15
5-10 5-21		ETC		

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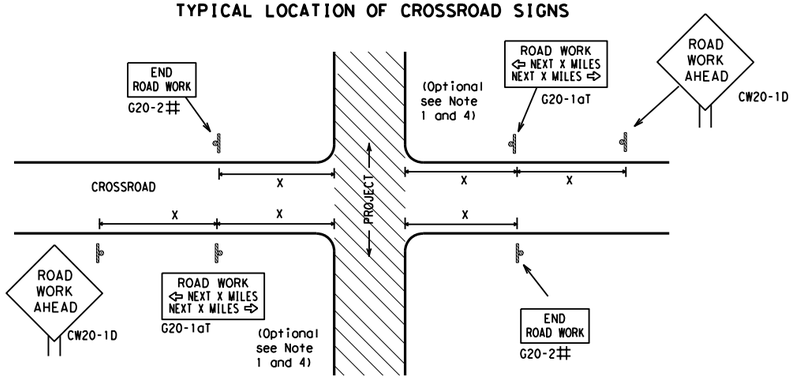
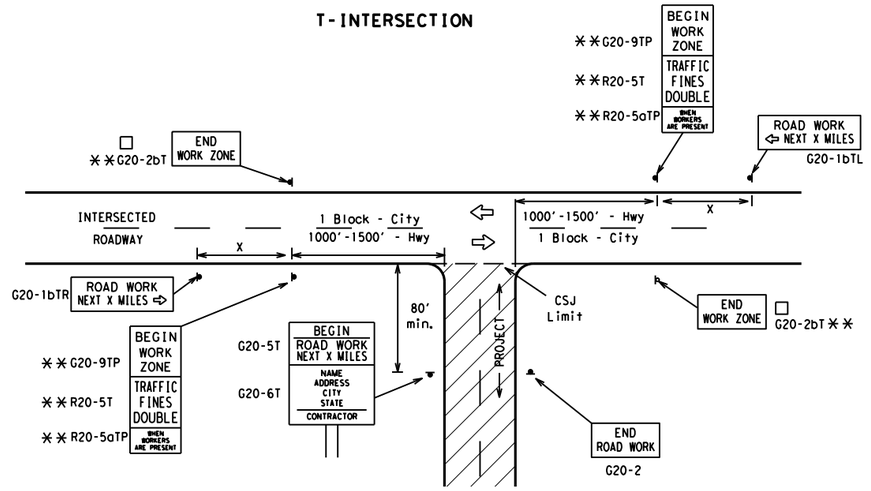
TYPICAL LOCATION OF CROSSROAD SIGNS



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

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

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

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

SIZE

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

SPACING

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

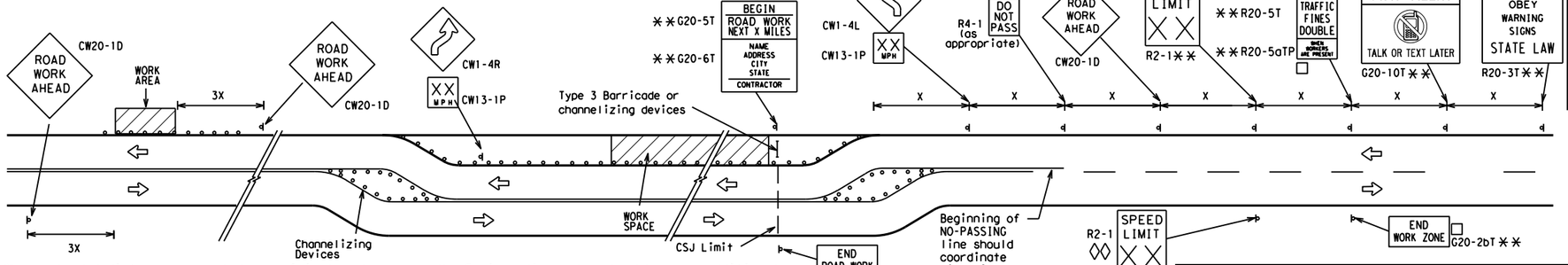
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

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

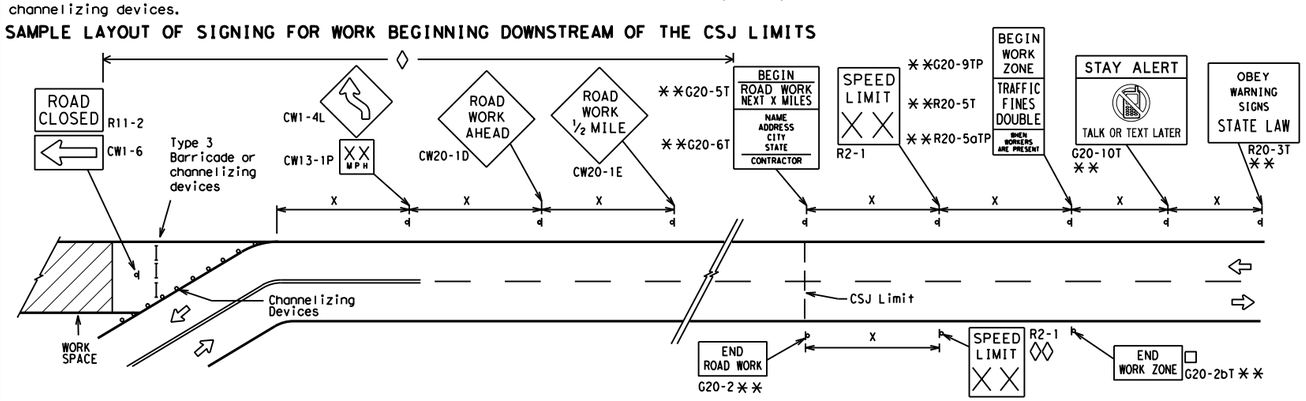
WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS



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

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS

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



NOTES

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

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

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

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

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

LEGEND

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	FTW	PARKER		16
		ETC		

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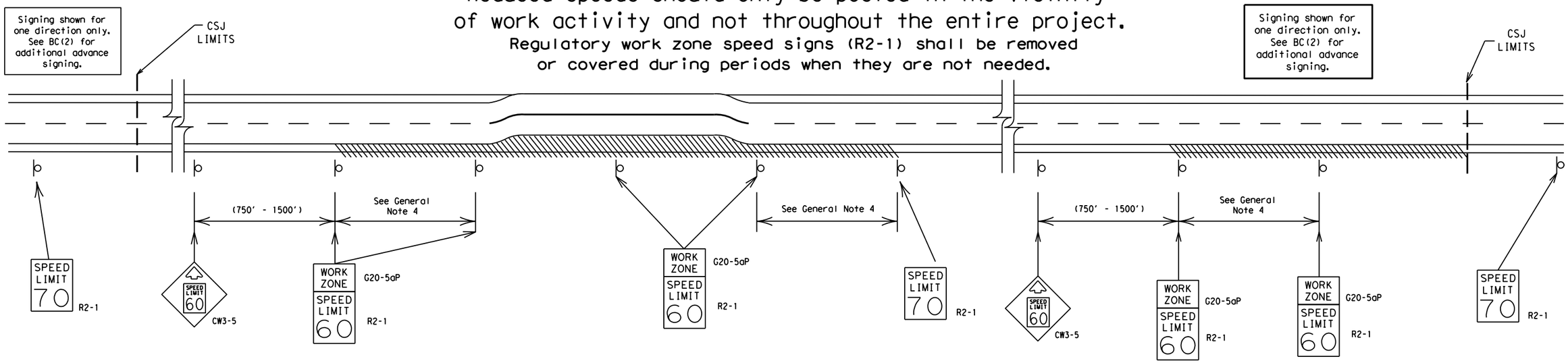
TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

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

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



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

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

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

SHORT TERM WORK ZONE SPEED LIMITS

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

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

GENERAL NOTES

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC(3)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	FTW	PARKER		17
		ETC		

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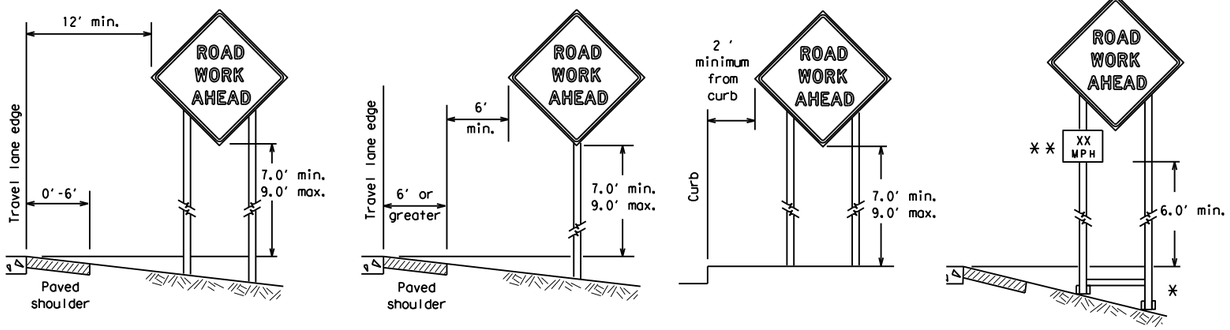
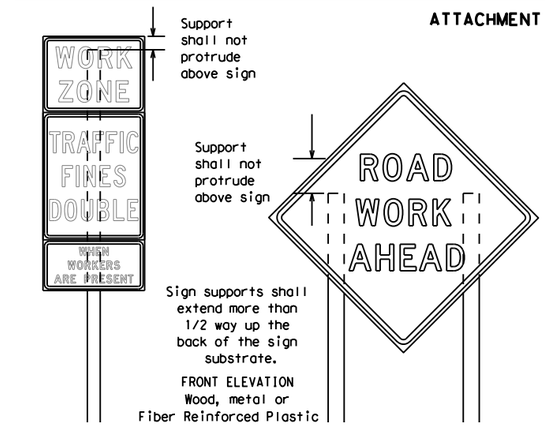
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS

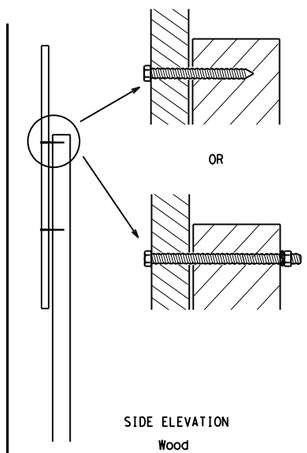


* When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

** When plaques are placed on dual-leg supports, they should be attached to the upright nearest the travel lane. Supplemental plaques (advisory or distance) should not cover the surface of the parent sign.

ATTACHMENT FOR SIGN SUPPORTS





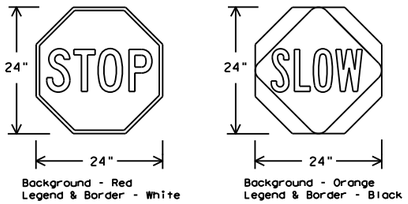
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

Nails shall NOT be allowed. Each sign shall be attached directly to the sign support. Multiple signs shall not be joined or spliced by any means. Wood supports shall not be extended or repaired by splicing or other means.

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

STOP/SLOW PADDLES

1. STOP/SLOW paddles are the primary method to control traffic by flaggers. The STOP/SLOW paddle size should be 24" x 24".
2. STOP/SLOW paddles shall be retroreflectorized when used at night.
3. STOP/SLOW paddles may be attached to a staff with a minimum length of 6' to the bottom of the sign.
4. Any lights incorporated into the STOP or SLOW paddle faces shall only be as specifically described in Section 6E.03 Hand Signaling Devices in the TMUTCD.



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

CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

1. Permanent signs are used to give notice of traffic laws or regulations, call attention to conditions that are potentially hazardous to traffic operations, show route designations, destinations, directions, distances, services, points of interest, and other geographical, recreational, specific service (LOGO), or cultural information. Drivers proceeding through a work zone need the same, if not better route guidance as normally installed on a roadway without construction.
2. When permanent regulatory or warning signs conflict with work zone conditions, remove or cover the permanent signs until the permanent sign message matches the roadway condition. For details for covering large guide signs see the TS-CD standard.
3. When existing permanent signs are moved and relocated due to construction purposes, they shall be visible to motorists at all times.
4. If existing signs are to be relocated on their original supports, they shall be installed on crashworthy bases as shown on the SMD Standard sheets. The signs shall meet the required mounting heights shown on the BC Sheets or the SMD Standards. This work should be paid for under the appropriate pay item for relocating existing signs.
5. If permanent signs are to be removed and relocated using temporary supports, the Contractor shall use crashworthy supports as shown on the BC standard sheets, TLRS standard sheets or the CWZTCD list. The signs shall meet the required mounting heights shown on the BC, or the SMD standard sheets during construction. This work should be paid for under the appropriate pay item for relocating existing signs.
6. Any sign or traffic control device that is struck or damaged by the Contractor or his/her construction equipment shall be replaced as soon as possible by the Contractor to ensure proper guidance for the motorists. This will be subsidiary to Item 502.

GENERAL NOTES FOR WORK ZONE SIGNS

1. Contractor shall install and maintain signs in a straight and plumb condition and/or as directed by the Engineer.
2. Wooden sign posts shall be painted white.
3. Barricades shall NOT be used as sign supports.
4. All signs shall be installed in accordance with the plans or as directed by the Engineer. Signs shall be used to regulate, warn, and guide the traveling public safely through the work zone.
5. The Contractor may furnish either the sign design shown in the plans or in the "Standard Highway Sign Designs for Texas" (SHSD). The Engineer/Inspector may require the Contractor to furnish other work zone signs that are shown in the TMUTCD but may have been omitted from the plans. Any variation in the plans shall be documented by written agreement between the Engineer and the Contractor's Responsible Person. All changes must be documented in writing before being implemented. This can include documenting the changes in the Inspector's TxDOT diary and having both the Inspector and Contractor initial and date the agreed upon changes.
6. The Contractor shall furnish sign supports listed in the "Compliant Work Zone Traffic Control Device List" (CWZTCD) for small roadside signs. Supports for temporary large roadside signs shall meet the requirements detailed on the Temporary Large Roadside Signs (TLRS) standard sheets. The Contractor shall install the sign support in accordance with the manufacturer's recommendations. If there is a question regarding installation procedures, the Contractor shall furnish the Engineer a copy of the manufacturer's installation recommendations so the Engineer can verify the correct procedures are being followed.
7. The Contractor is responsible for installing signs on approved supports and replacing signs with damaged or cracked substrates and/or damaged or marred reflective sheeting as directed by the Engineer/Inspector.
8. Identification markings may be shown only on the back of the sign substrate. The maximum height of letters and/or company logos used for identification shall be 1 inch.
9. The Contractor shall replace damaged wood posts. New or damaged wood sign posts shall not be spliced.

DURATION OF WORK (as defined by the "Texas Manual on Uniform Traffic Control Devices" Part 6)

1. The types of sign supports, sign mounting height, the size of signs, and the type of sign substrates can vary based on the type of work being performed. The Engineer is responsible for selecting the appropriate size sign for the type of work being performed. The Contractor is responsible for ensuring the sign support, sign mounting height and substrate meets manufacturer's recommendations in regard to crashworthiness and duration of work requirements.
   a. Long-term stationary - work that occupies a location more than 3 days.
   b. Intermediate-term stationary - work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than one hour.
   c. Short-term stationary - daytime work that occupies a location for more than 1 hour in a single daylight period.
   d. Short, duration - work that occupies a location up to 1 hour.
   e. Mobile - work that moves continuously or intermittently (stopping for up to approximately 15 minutes.)

SIGN MOUNTING HEIGHT

1. The bottom of Long-term/Intermediate-term signs shall be at least 7 feet, but not more than 9 feet, above the paved surface, except as shown for supplemental plaques mounted below other signs.
2. The bottom of Short-term/Short Duration signs shall be a minimum of 1 foot above the pavement surface but no more than 2 feet above the ground.
3. Long-term/Intermediate-term Signs may be used in lieu of Short-term/Short Duration signing.
4. Short-term/Short Duration signs shall be used only during daylight and shall be removed at the end of the workday or raised to appropriate Long-term/Intermediate sign height.
5. Regulatory signs shall be mounted at least 7 feet, but not more than 9 feet, above the paved surface regardless of work duration.

SIZE OF SIGNS

1. The Contractor shall furnish the sign sizes shown on BC (2) unless otherwise shown in the plans or as directed by the Engineer.

SIGN SUBSTRATES

1. The Contractor shall ensure the sign substrate is installed in accordance with the manufacturer's recommendations for the type of sign support that is being used. The CWZTCD lists each substrate that can be used on the different types and models of sign supports.
2. "Mesh" type materials are NOT an approved sign substrate, regardless of the tightness of the weave.
3. All wooden individual sign panels fabricated from 2 or more pieces shall have one or more plywood cleat, 1/2" thick by 6" wide, fastened to the back of the sign and extending fully across the sign. The cleat shall be attached to the back of the sign using wood screws that do not penetrate the face of the sign panel. The screws shall be placed on both sides of the splice and spaced at 6" centers. The Engineer may approve other methods of splicing the sign face.

REFLECTIVE SHEETING

1. All signs shall be retroreflective and constructed of sheeting meeting the color and retro-reflectivity requirements of DMS-8300 for rigid signs or DMS-8310 for roll-up signs. The web address for DMS specifications is shown on BC(1).
2. White sheeting, meeting the requirements of DMS-8300 Type A, shall be used for signs with a white background.
3. Orange sheeting, meeting the requirements of DMS-8300 Type B_{FL} or Type C_{FL}, shall be used for rigid signs with orange backgrounds.

SIGN LETTERS

1. All sign letters and numbers shall be clear, and open rounded type uppercase alphabet letters as approved by the Federal Highway Administration (FHWA) and as published in the "Standard Highway Sign Design for Texas" manual. Signs, letters and numbers shall be of first class workmanship in accordance with Department Standards and Specifications.

REMOVING OR COVERING

1. When sign messages may be confusing or do not apply, the signs shall be removed or completely covered.
2. Long-term stationary or intermediate stationary signs installed on square metal tubing may be turned away from traffic 90 degrees when the sign message is not applicable. This technique may not be used for signs installed in the median of divided highways or near any intersections where the sign may be seen from approaching traffic.
3. Signs installed on wooden skids shall not be turned at 90 degree angles to the roadway. These signs should be removed or completely covered when not required.
4. When signs are covered, the material used shall be opaque, such as heavy mil black plastic, or other materials which will cover the entire sign face and maintain their opaque properties under automobile headlights at night, without damaging the sign sheeting.
5. Burlap shall NOT be used to cover signs.
6. Duct tape or other adhesive material shall NOT be affixed to a sign face.
7. Signs and anchor stubs shall be removed and holes backfilled upon completion of work.

SIGN SUPPORT WEIGHTS

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

FLAGS ON SIGNS

1. Flags may be used to draw attention to warning signs. When used, the flag shall be 16 inches square or larger and shall be orange or fluorescent red-orange in color. Flags shall not be allowed to cover any portion of the sign face.

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC(4)-21

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©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
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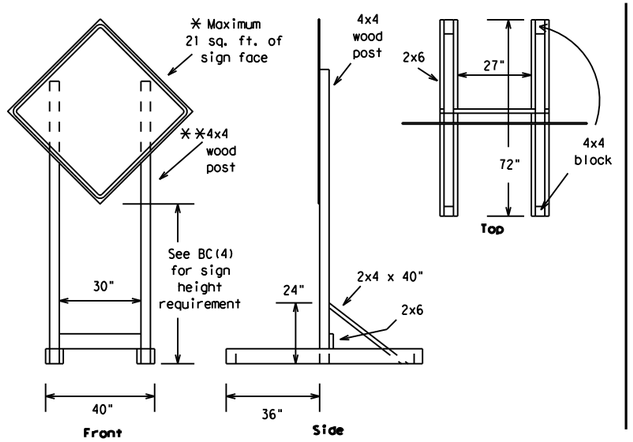
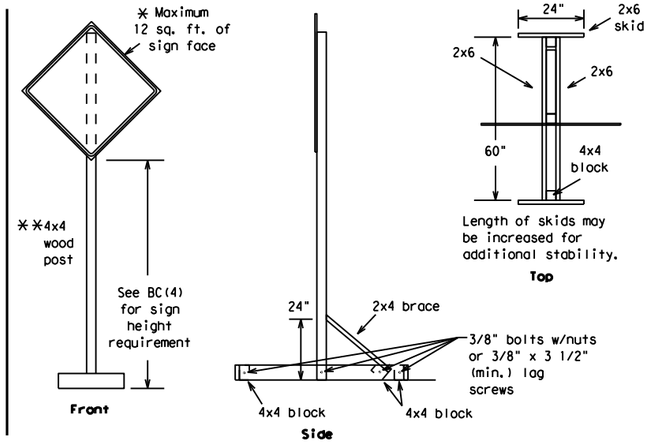
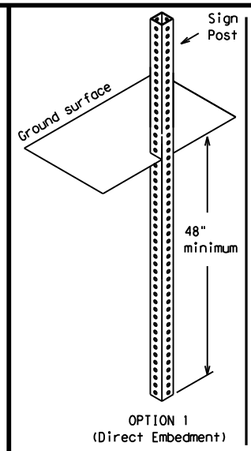


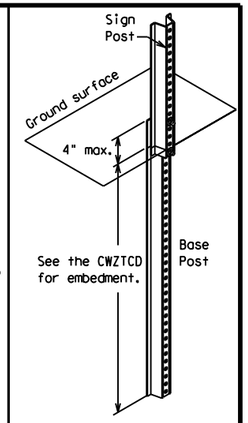


SKID MOUNTED WOOD SIGN SUPPORTS

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



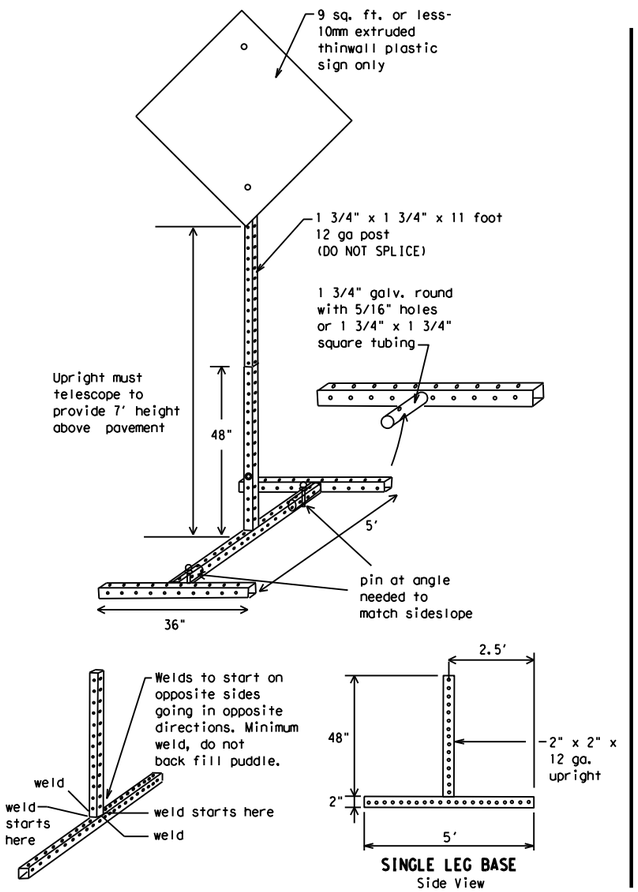
PERFORATED SQUARE METAL TUBING

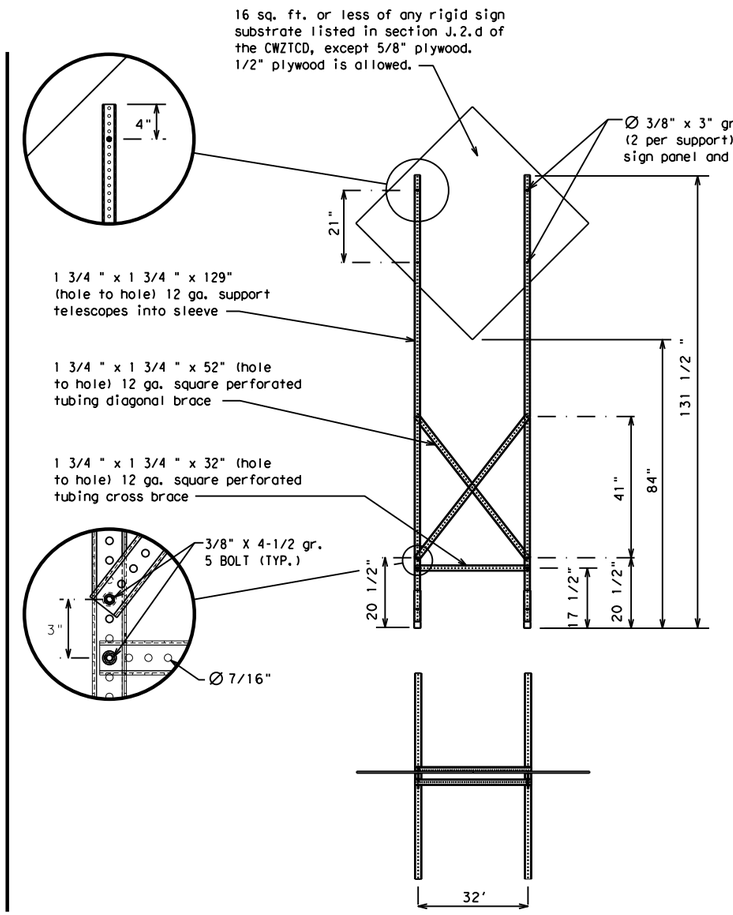


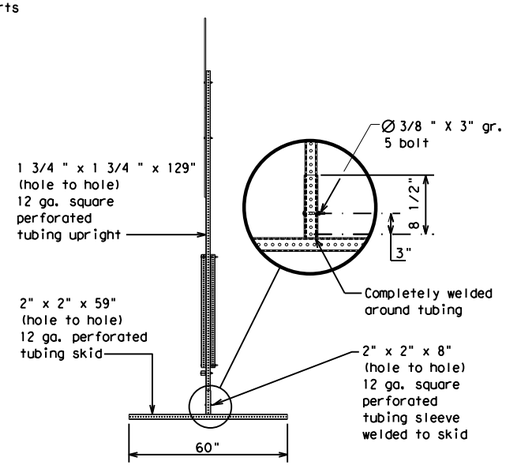
WING CHANNEL
Lap-splice/base bolted anchor

GROUND MOUNTED SIGN SUPPORTS

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







SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

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

WEDGE ANCHORS

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

OTHER DESIGNS

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

GENERAL NOTES

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

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

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

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

SHEET 5 OF 12

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-21

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7-13 5-21	FTW	PARKER		19

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

PORTABLE CHANGEABLE MESSAGE SIGNS

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

WORD OR PHRASE	ABBREVIATION
Access Road	ACCS RD
Alternate	ALT
Avenue	AVE
Best Route	BEST RTE
Boulevard	BLVD
Bridge	BRDG
Cannot	CANT
Center	CTR
Construction Ahead	CONST AHD
CROSSING	XING
Detour Route	DETOUR RTE
Do Not	DONT
East	E
Eastbound	(route) E
Emergency	EMER
Emergency Vehicle	EMER VEH
Entrance, Enter	ENT
Express Lane	EXP LN
Expressway	EXPWY
XXXX Feet	XXXX FT
Fog Ahead	FOG AHD
Freeway	FRWY, FWY
Freeway Blocked	FWY BLKD
Friday	FRI
Hazardous Driving	HAZ DRIVING
Hazardous Material	HAZMAT
High-Occupancy	HOV
Vehicle Highway	HWY
Hour(s)	HR, HRS
Information	INFO
It Is	ITS
Junction	JCT
Left	LFT
Left Lane	LFT LN
Lane Closed	LN CLOSED
Lower Level	LWR LEVEL
Maintenance	MAINT

WORD OR PHRASE	ABBREVIATION
Major	MAJ
Miles	MI
Miles Per Hour	MPH
Minor	MNR
Monday	MON
Normal	NORM
North	N
Northbound	(route) N
Parking	PKING
Road	RD
Right Lane	RT LN
Saturday	SAT
Service Road	SERV RD
Shoulder	SHLDR
Slippery	SLIP
South	S
Southbound	(route) S
Speed	SPD
Street	ST
Sunday	SUN
Telephone	PHONE
Temporary	TEMP
Thursday	THURS
To Downtown	TO DWNTN
Traffic	TRAF
Travelers	TRVLRS
Tuesday	TUES
Time Minutes	TIME MIN
Upper Level	UPR LEVEL
Vehicles (s)	VEH, VEHS
Warning	WARN
Wednesday	WED
Weight Limit	WT LIMIT
West	W
Westbound	(route) W
Wet Pavement	WET PVMT
Will Not	WONT

Roadway designation # IH-number, US-number, SH-number, FM-number

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

Phase 1: Condition Lists

Road/Lane/Ramp Closure List		Other Condition List	
FREEWAY CLOSED X MILE	FRONTAGE ROAD CLOSED	ROADWORK XXX FT	ROAD REPAIRS XXXX FT
ROAD CLOSED AT SH XXX	SHOULDER CLOSED XXX FT	FLAGGER XXXX FT	LANE NARROWS XXXX FT
ROAD CLSD AT FM XXXX	RIGHT LN CLOSED XXX FT	RIGHT LN NARROWS XXXX FT	TWO-WAY TRAFFIC XX MILE
RIGHT X LANES CLOSED	RIGHT X LANES OPEN	MERGING TRAFFIC XXXX FT	CONST TRAFFIC XXX FT
CENTER LANE CLOSED	DAYTIME LANE CLOSURES	LOOSE GRAVEL XXXX FT	UNEVEN LANES XXXX FT
NIGHT LANE CLOSURES	I-XX SOUTH EXIT CLOSED	DETOUR X MILE	ROUGH ROAD XXXX FT
VARIOUS LANES CLOSED	EXIT XXX CLOSED X MILE	ROADWORK PAST SH XXXX	ROADWORK NEXT FRI-SUN
EXIT CLOSED	RIGHT LN TO BE CLOSED	BUMP XXXX FT	US XXX EXIT X MILES
MALL DRIVEWAY CLOSED	X LANES CLOSED TUE - FRI	TRAFFIC SIGNAL XXXX FT	LANES SHIFT *
XXXXXXXX BLVD CLOSED			

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

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List		Location List	Warning List	** Advance Notice List
MERGE RIGHT	FORM X LINES RIGHT	AT FM XXXX	SPEED LIMIT XX MPH	TUE-FRI XX AM- X PM
DETOUR NEXT X EXITS	USE XXXXX RD EXIT	BEFORE RAILROAD CROSSING	MAXIMUM SPEED XX MPH	APR XX-XX X PM-X AM
USE EXIT XXX	USE EXIT I-XX NORTH	NEXT X MILES	MINIMUM SPEED XX MPH	BEGINS MONDAY
STAY ON US XXX SOUTH	USE I-XX E TO I-XX N	PAST US XXX EXIT	ADVISORY SPEED XX MPH	BEGINS MAY XX
TRUCKS USE US XXX N	WATCH FOR TRUCKS	XXXXXXX TO XXXXXXX	RIGHT LANE EXIT	MAY X-X XX PM - XX AM
WATCH FOR TRUCKS	EXPECT DELAYS	US XXX TO FM XXXX	USE CAUTION	NEXT FRI-SUN
EXPECT DELAYS	PREPARE TO STOP		DRIVE SAFELY	XX AM TO XX PM
REDUCE SPEED XXX FT	END SHOULDER USE		DRIVE WITH CARE	NEXT TUE AUG XX
USE OTHER ROUTES	WATCH FOR WORKERS			TONIGHT XX PM- XX AM
STAY IN LANE *				

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

** See Application Guidelines Note 6.

APPLICATION GUIDELINES

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

WORDING ALTERNATIVES

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

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

FULL MATRIX PCMS SIGNS

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

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC(6)-21

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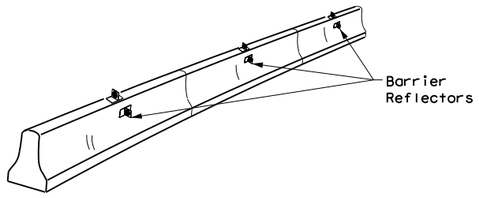
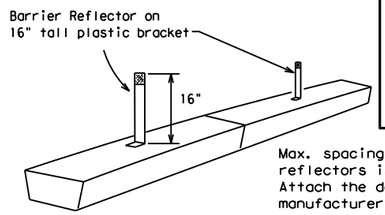
1. Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
2. Color of Barrier Reflectors shall be as specified in the TMUTCD. The cost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



CONCRETE TRAFFIC BARRIER (CTB)

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

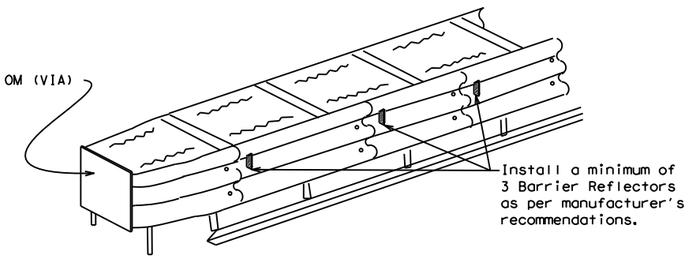


Max. spacing of barrier reflectors is 20 feet. Attach the delineators as per manufacturer's recommendations.

LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES

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

LOW PROFILE CONCRETE BARRIER (LPCB)

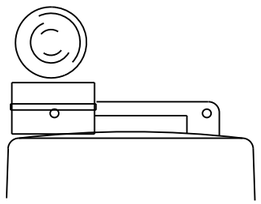


DELINEATION OF END TREATMENTS

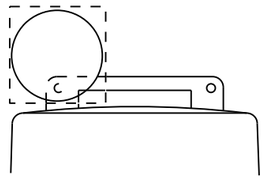
END TREATMENTS FOR CTB'S USED IN WORK ZONES

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

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS



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



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

WARNING LIGHTS

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

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

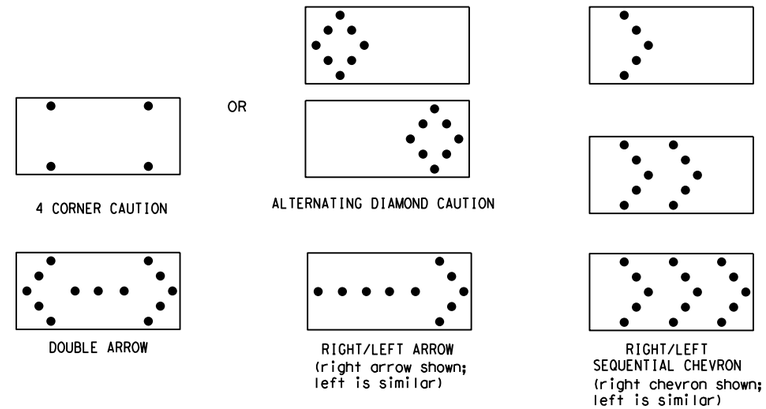
1. Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
2. Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
3. A series of sequential flashing warning lights placed on channelizing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

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

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

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

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



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

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

ATTENTION

Flashing Arrow Boards shall be equipped with automatic dimming devices.

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

FLASHING ARROW BOARDS

TRUCK-MOUNTED ATTENUATORS

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

Texas Department of Transportation — Traffic Safety Division Standard

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

BC(7)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	FTW	PARKER		21

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GENERAL NOTES

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

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

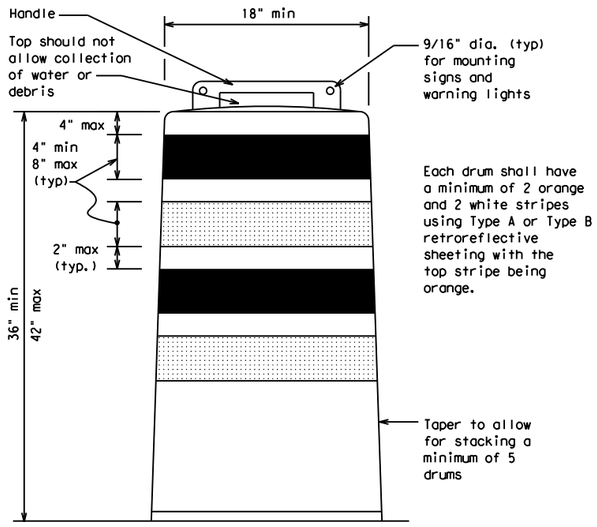
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

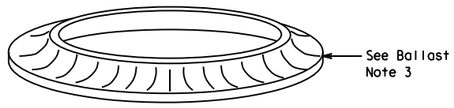
RETROREFLECTIVE SHEETING

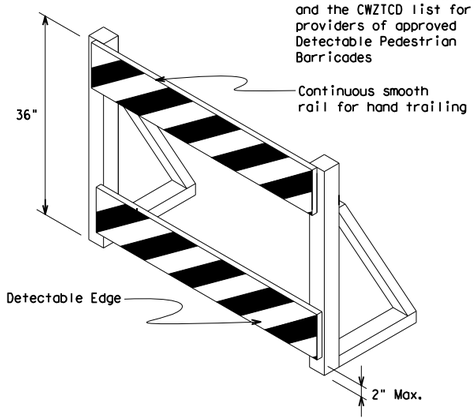
1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials." Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall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

BALLAST

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

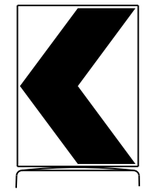




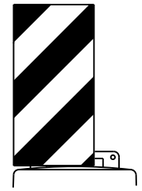


DETECTABLE PEDESTRIAN BARRICADES

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



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



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

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

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

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

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-21

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©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
4-03 8-14	DIST	COUNTY		SHEET NO.
9-07 5-21	FTW	PARKER		22
7-13		ETC		

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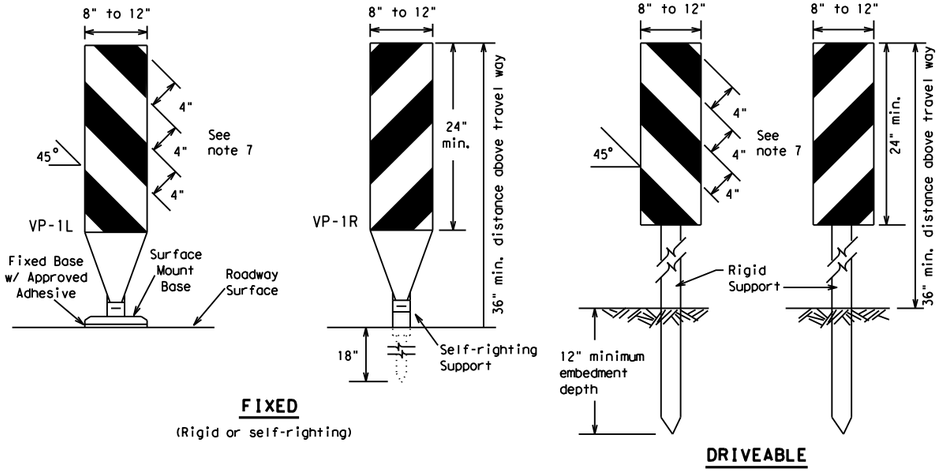
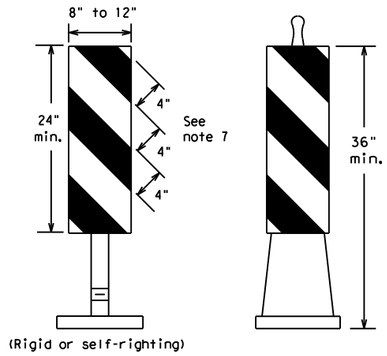


FIXED
(Rigid or self-righting)

DRIVEABLE

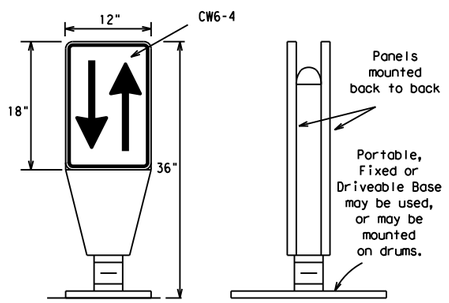


(Rigid or self-righting)

PORTABLE

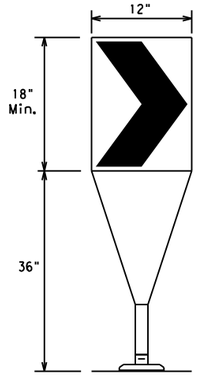
1. Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
2. VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is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

VERTICAL PANELS (VPs)



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

OPPOSING TRAFFIC LANE DIVIDERS (OTLD)



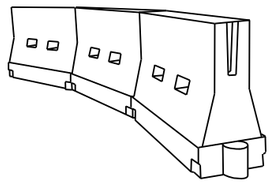
Fixed Base w/ Approved Adhesive (Driveable Base, or Flexible Support can be used)

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

CHEVRONS

GENERAL NOTES

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



LONGITUDINAL CHANNELIZING DEVICES (LCD)

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

WATER BALLASTED SYSTEMS USED AS BARRIERS

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

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

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

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

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

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

SHEET 9 OF 12

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(9)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	FTW	PARKER		23

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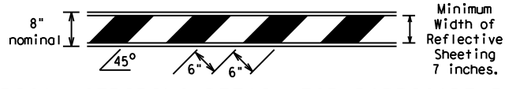
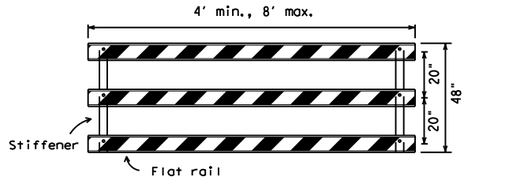
TYPE 3 BARRICADES

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

Barricades shall NOT be used as a sign support.



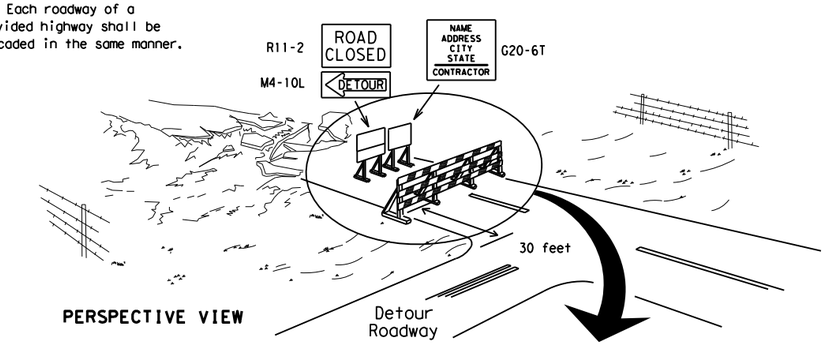
TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



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

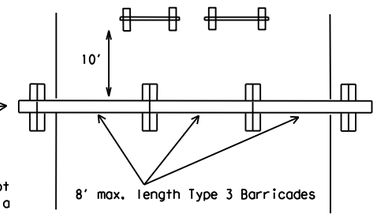
TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES

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



PERSPECTIVE VIEW

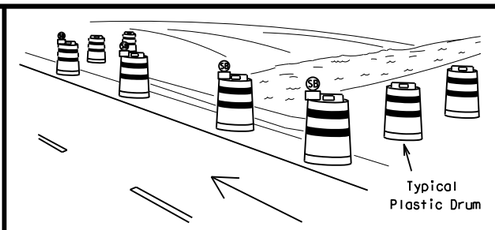
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic.
Barricade striping should slant downward in the direction of detour.



PLAN VIEW

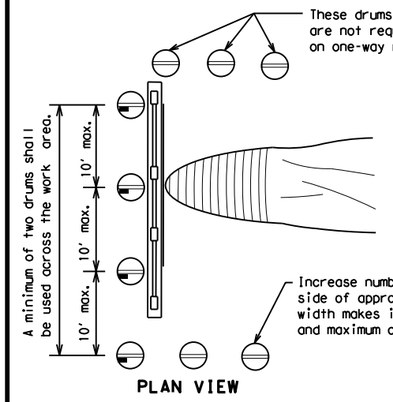
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

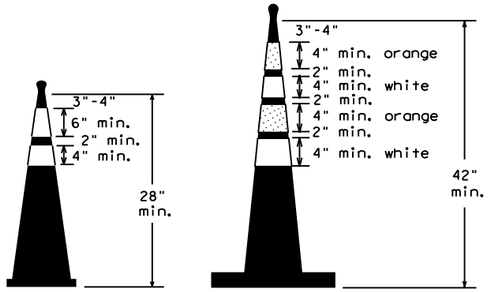
1. Where positive redirectional capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder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



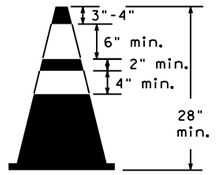
LEGEND	
	Plastic drum
	Plastic drum with steady burn light or yellow warning reflector
SB	Steady burn warning light or yellow warning reflector

PLAN VIEW

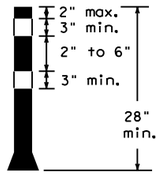
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



Two-Piece cones



One-Piece cones

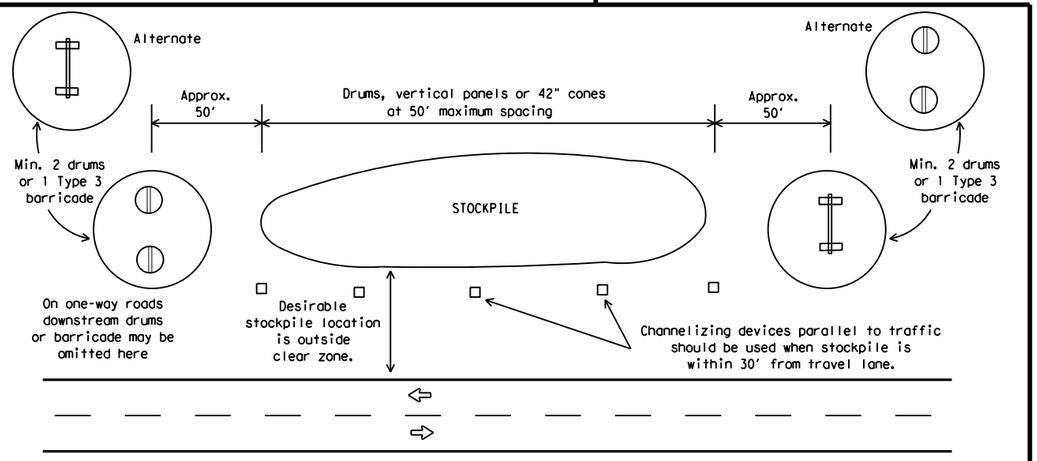


Tubular Marker

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

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

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



TRAFFIC CONTROL FOR MATERIAL STOCKPILES

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(10)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	FTW	PARKER		24

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WORK ZONE PAVEMENT MARKINGS

GENERAL

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

RAISED PAVEMENT MARKERS

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

PREFABRICATED PAVEMENT MARKINGS

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

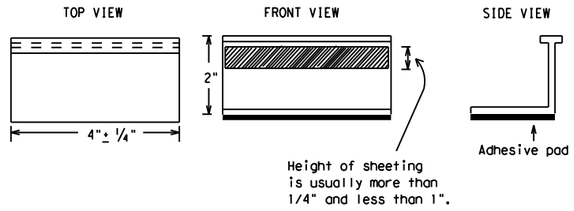
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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

REMOVAL OF PAVEMENT MARKINGS

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

Temporary Flexible-Reflective Roadway Marker Tabs



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

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

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

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

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS	0008	03	141	IH 20
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1-02 7-13	FTW	PARKER		25
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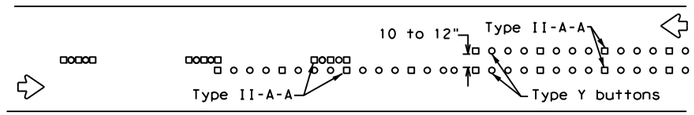
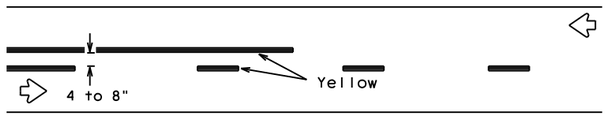
PAVEMENT MARKING PATTERNS

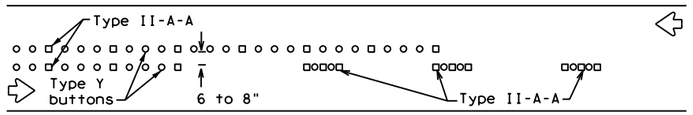
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



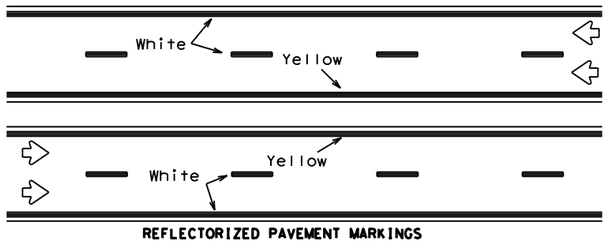
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



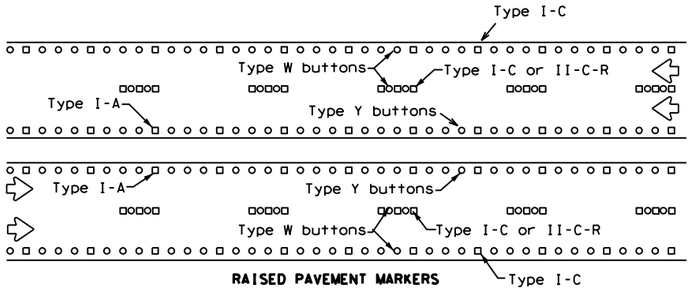
RAISED PAVEMENT MARKERS - PATTERN B

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

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



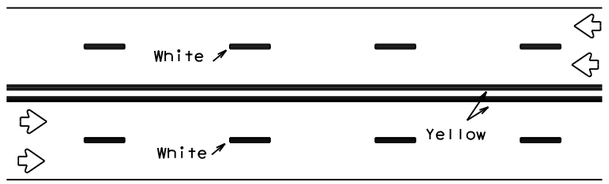
REFLECTORIZED PAVEMENT MARKINGS



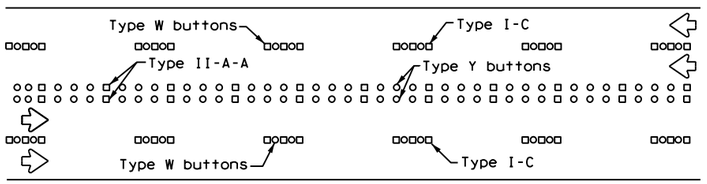
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



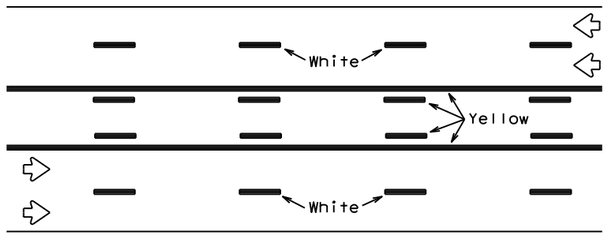
REFLECTORIZED PAVEMENT MARKINGS



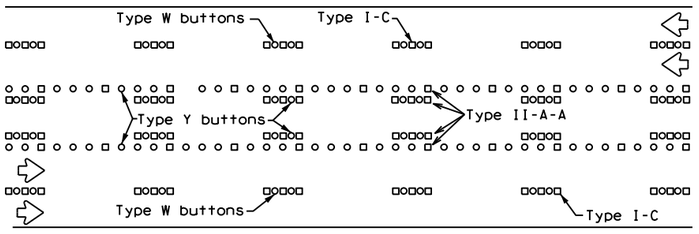
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS



RAISED PAVEMENT MARKERS

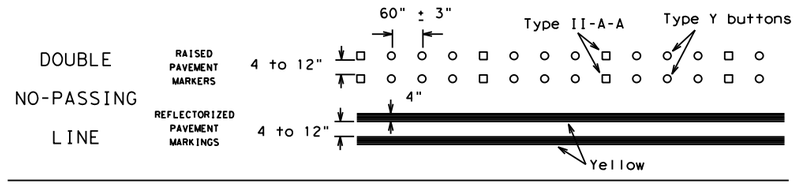
Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

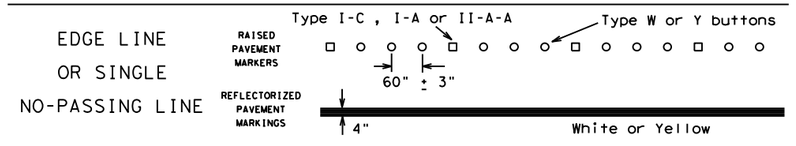
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

SOLID LINES

DOUBLE NO-PASSING LINE

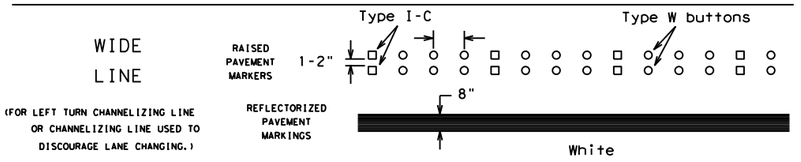


EDGE LINE OR SINGLE NO-PASSING LINE



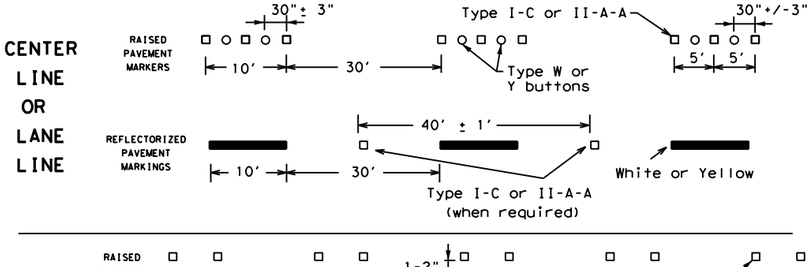
WIDE LINE

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

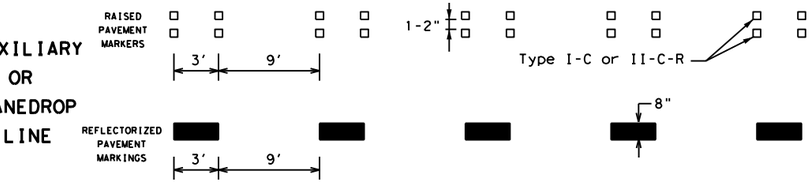


BROKEN LINES

CENTER LINE OR LANE LINE

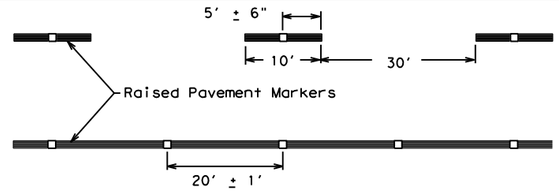


AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



Centerline only - not to be used on edge lines

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

SHEET 12 OF 12

Texas Department of Transportation

Traffic Safety Division Standard

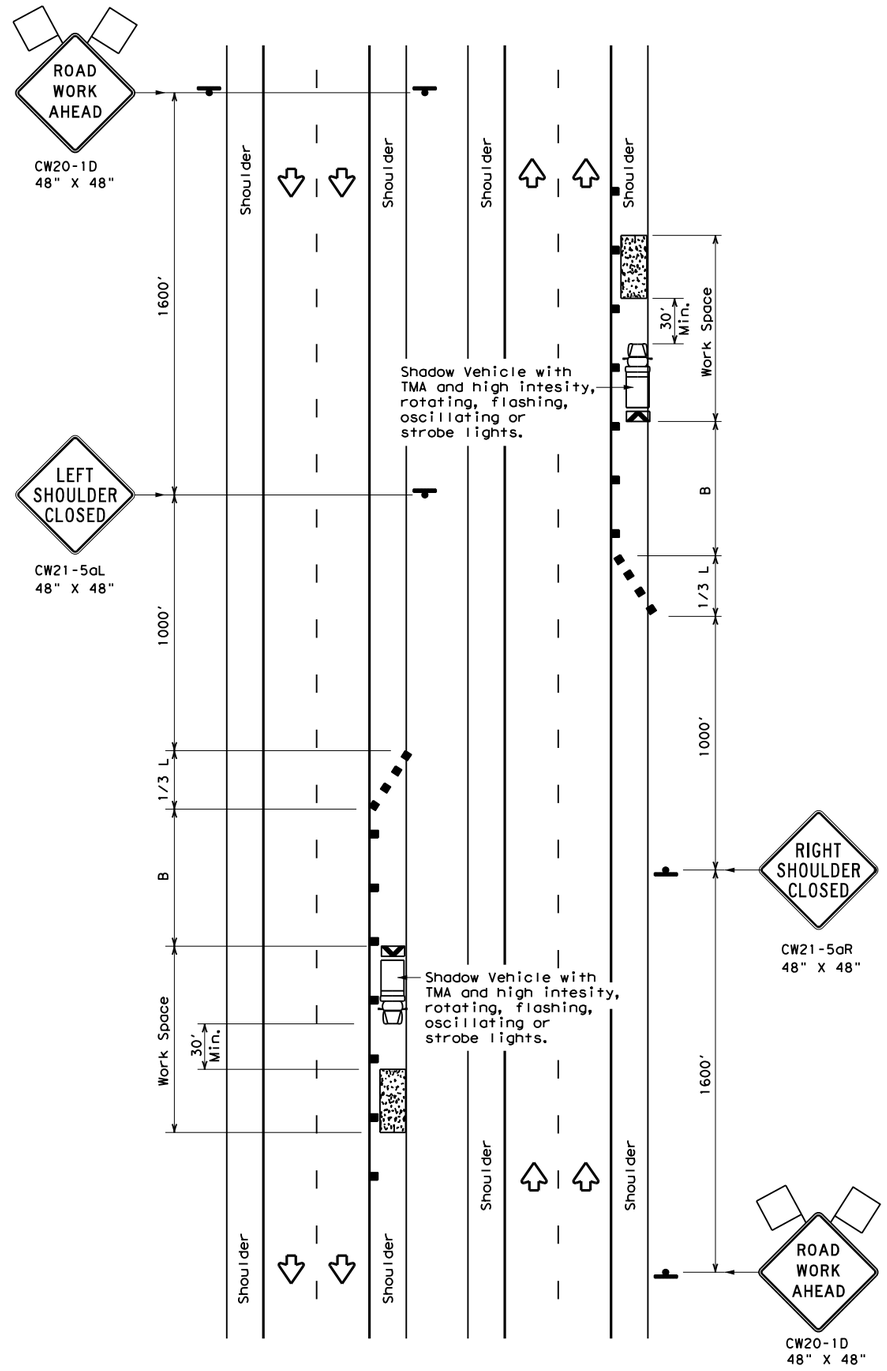
BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS 1-97 9-07 5-21 2-98 7-13 11-02 8-14	0008	03	141	IH 20
	DIST	COUNTY		SHEET NO.
	FTW	PARKER		26

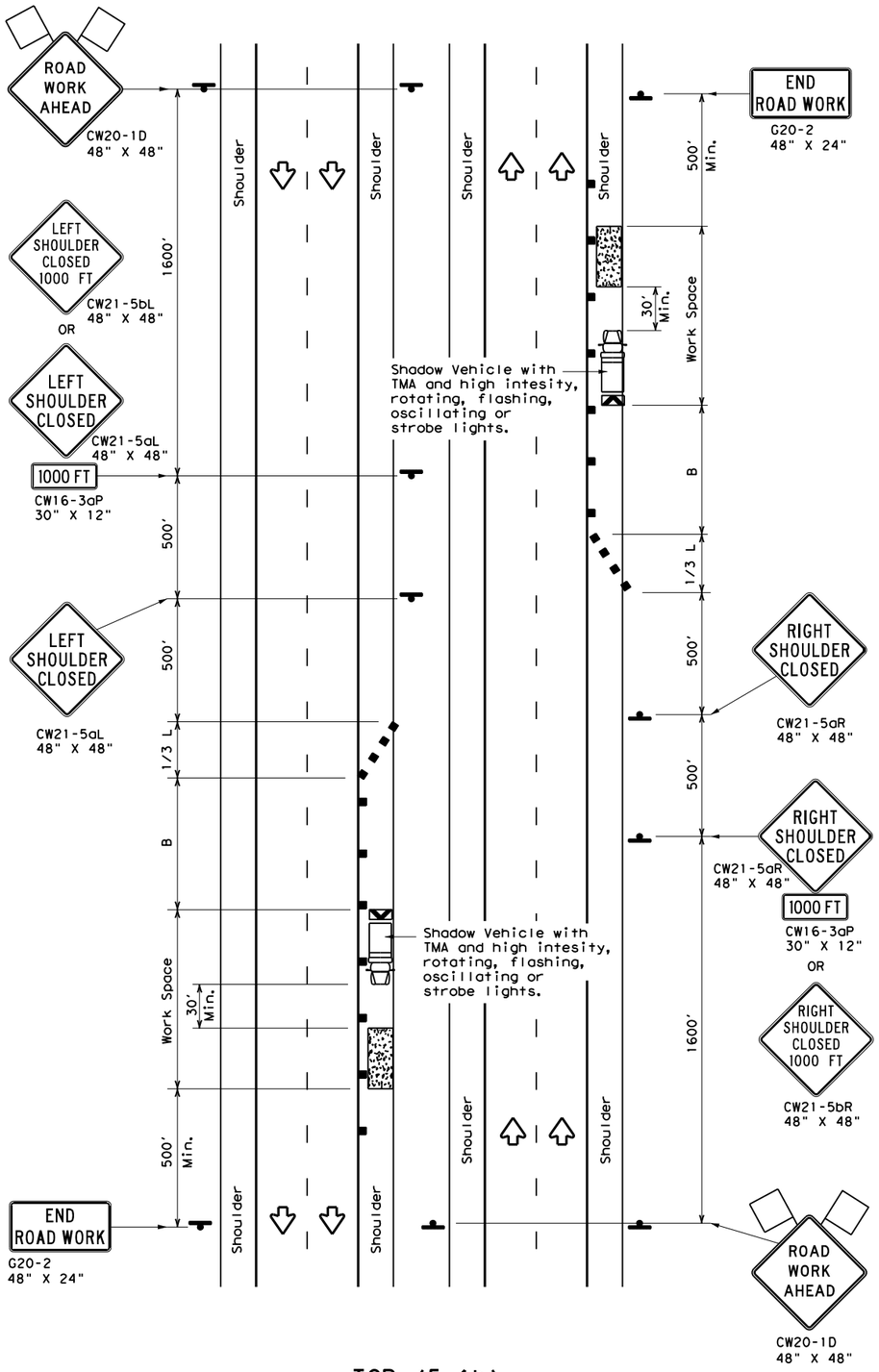
106

ETC



TCP (5-1a)

WORK AREA ON SHOULDER



TCP (5-1b)

WORK AREA ON SHOULDER

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices: On a Taper	On a Tangent	Suggested Longitudinal Buffer Space "B"
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'	90'
35		205'	225'	245'	35'	70'	120'
40		265'	295'	320'	40'	80'	155'
45	L=WS	450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'

* Conventional Roads Only

** Taper lengths have been rounded off.

L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	TCP(5-1a)	TCP(5-1b)	TCP(5-1b)	

GENERAL NOTES

1. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30' to 100' in advance of the area of crew exposure without adversely effecting the performance or quality of the work. Type 3 barricades or drums may be substituted when workers on foot are no longer present when approved by the Engineer.
2. 28" tall or taller one-piece cones will be allowed only for Short Duration or Short Term stationary operations when workers are present to maintain the devices upright and in proper location. Intermediate Term stationary work areas should use Drums, Vertical Panels or 42" tall two-piece cones.

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN SHOULDER WORK FOR FREEWAYS / EXPRESSWAYS

TCP(5-1)-18

FILE: tcp5-1-18.dgn	DN:TxDOT	CK:TxDOT	DW:TxDOT	CK:TxDOT
©TxDOT February 2012	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
2-18	DIST	COUNTY		SHEET NO.
	FTW	PARKER		27

ETC

DATE: 6/17/2024 12:36:43 PM
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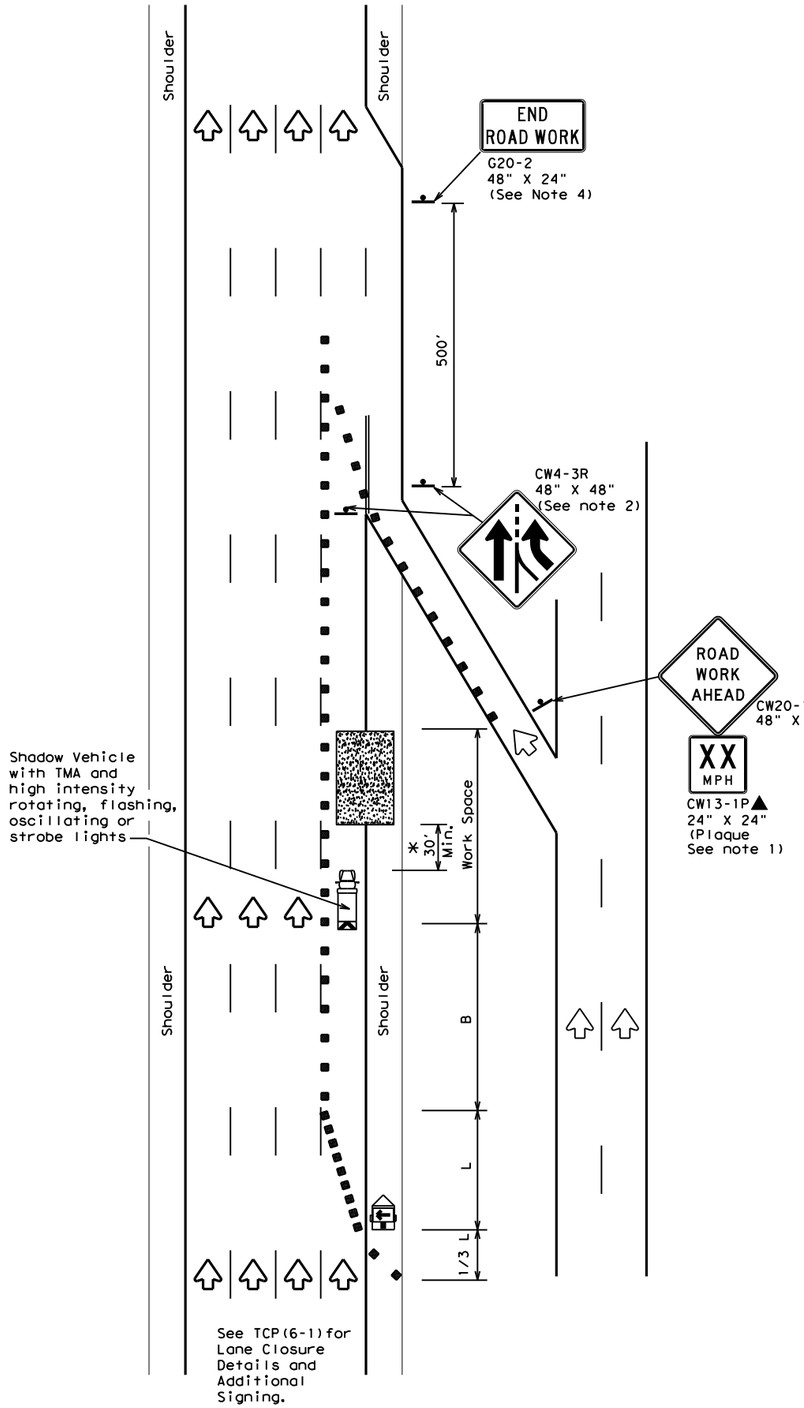
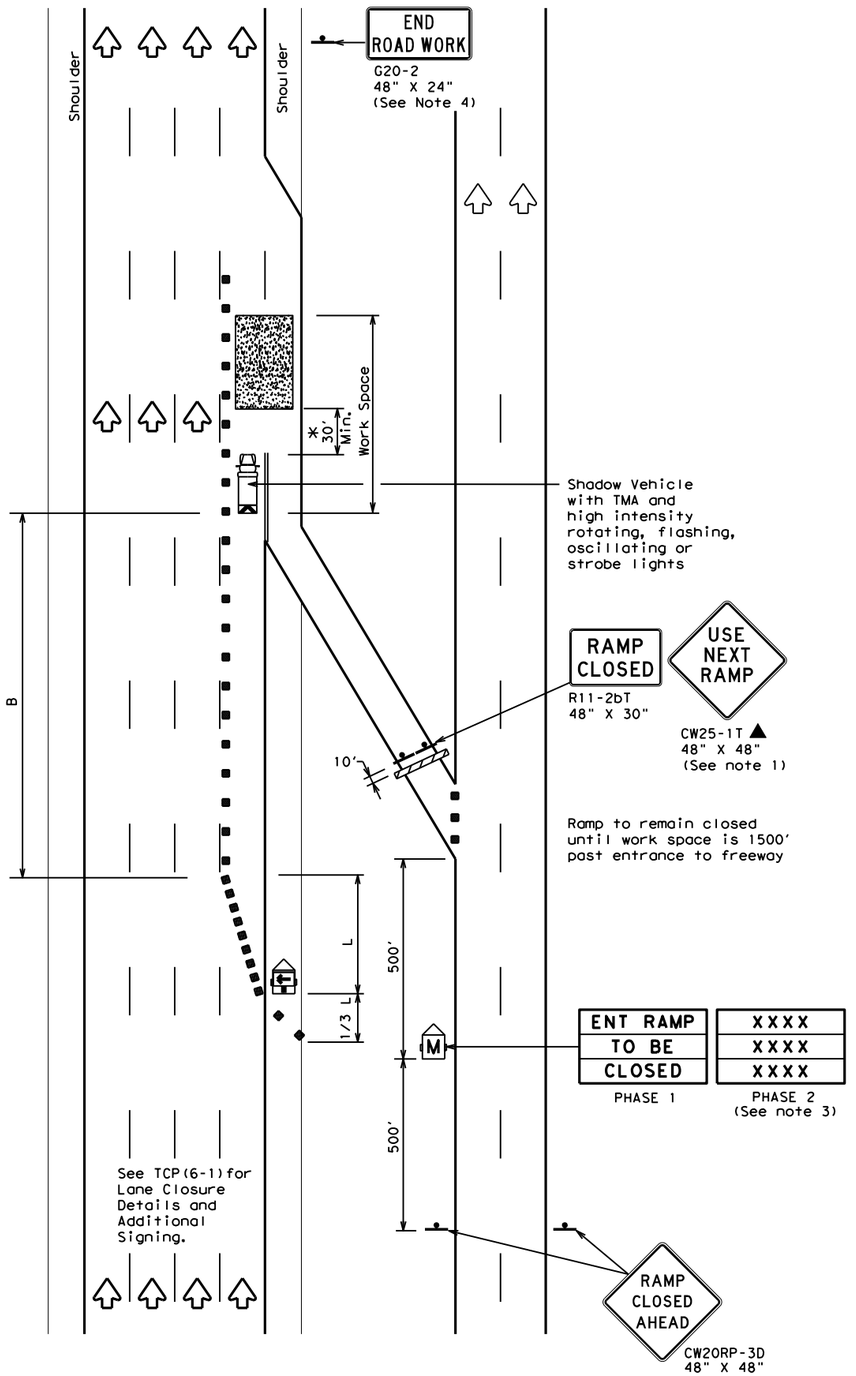


TCP (6-2a)

ENTRANCE RAMP OPEN
WORK WITHIN 500' OF RAMP



TCP (6-2b)

ENTRANCE RAMP CLOSED

LEGEND

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

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

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

TYPICAL USAGE

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

GENERAL NOTES

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

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

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

Texas Department of Transportation
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
WORK AREA NEAR RAMP

TCP(6-2)-12

FILE: tcp6-2.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 1994	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
1-97 8-98	DIST	COUNTY		SHEET NO.
4-98 8-12	FTW	PARKER		28

202 ETC

DATE: 6/17/2024 12:36:44 PM
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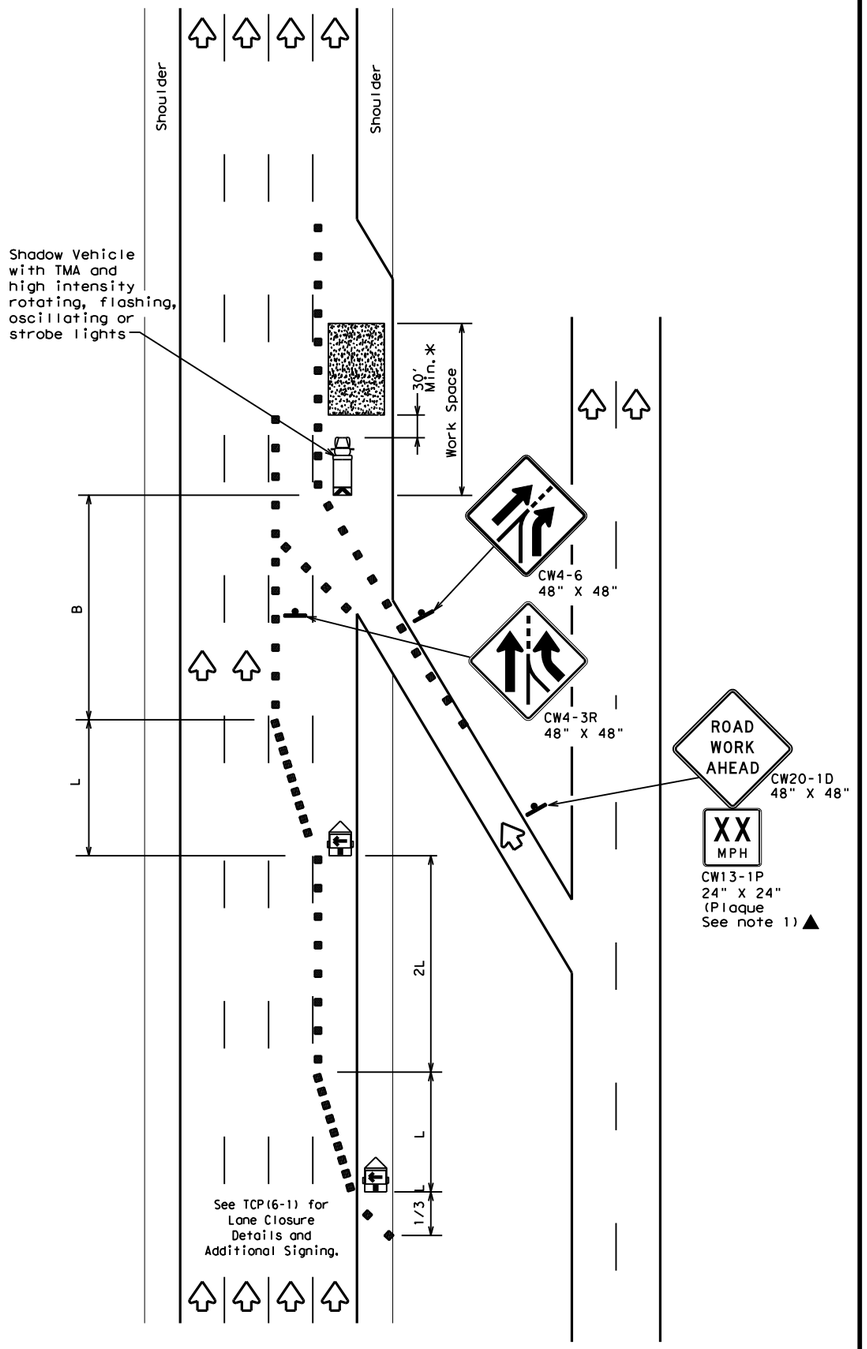
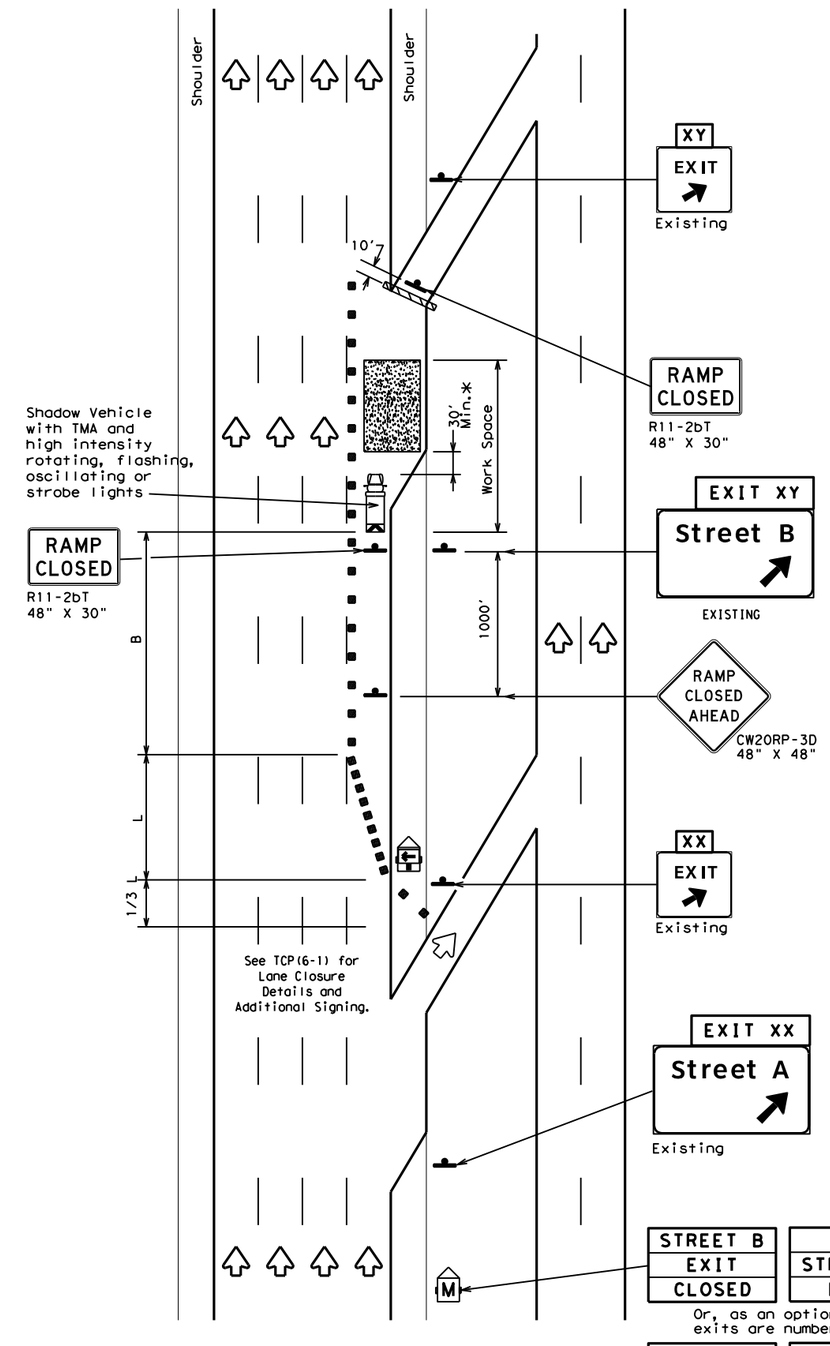


TCP (6-3a)

ENTRANCE RAMP OPEN



TCP (6-3b)

EXIT RAMP CLOSED
TRAFFIC EXITS PRIOR TO CLOSED RAMP

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

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

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

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

GENERAL NOTES:

1. All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.

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

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

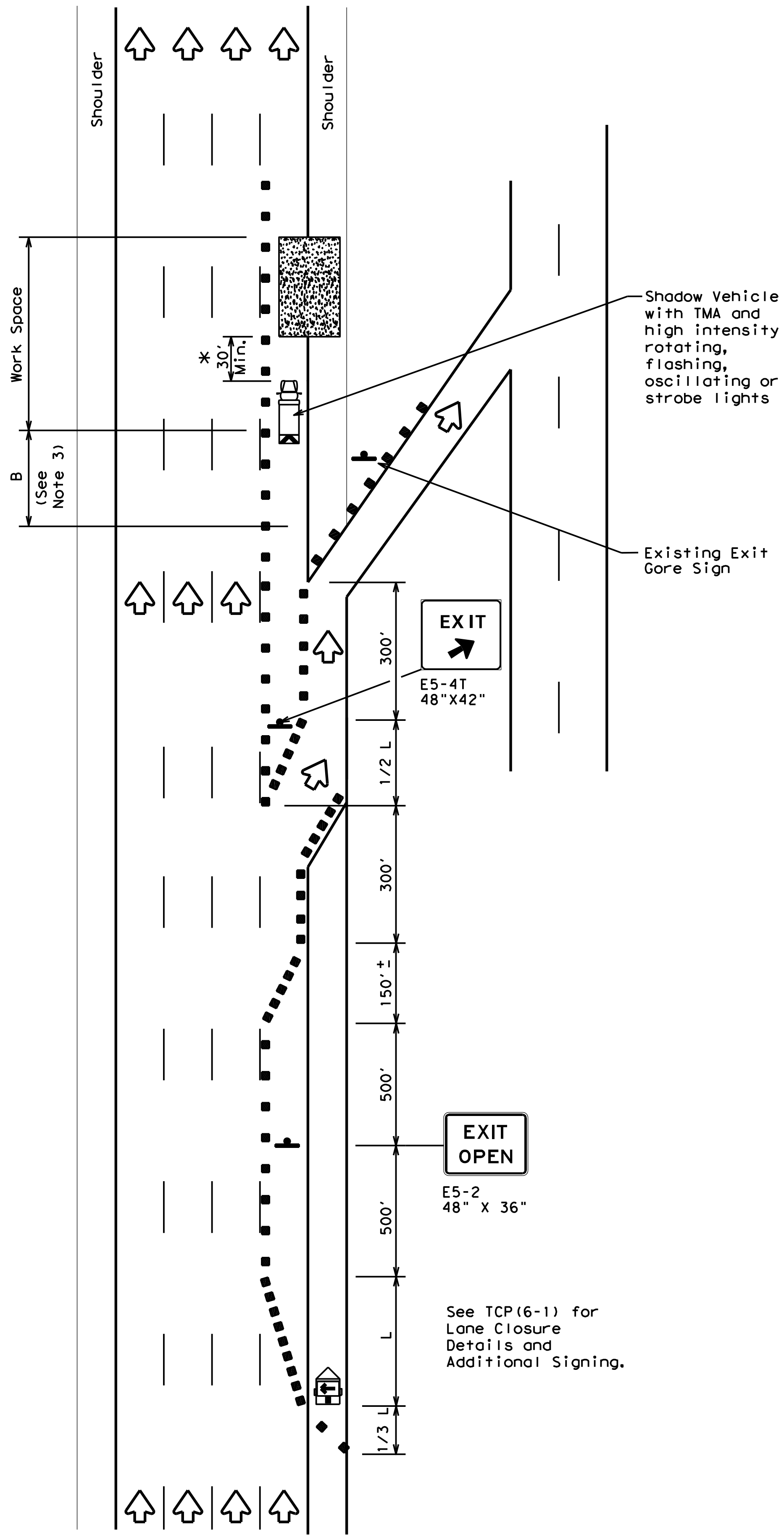
Texas Department of Transportation
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
WORK AREA BEYOND RAMP

TCP(6-3)-12

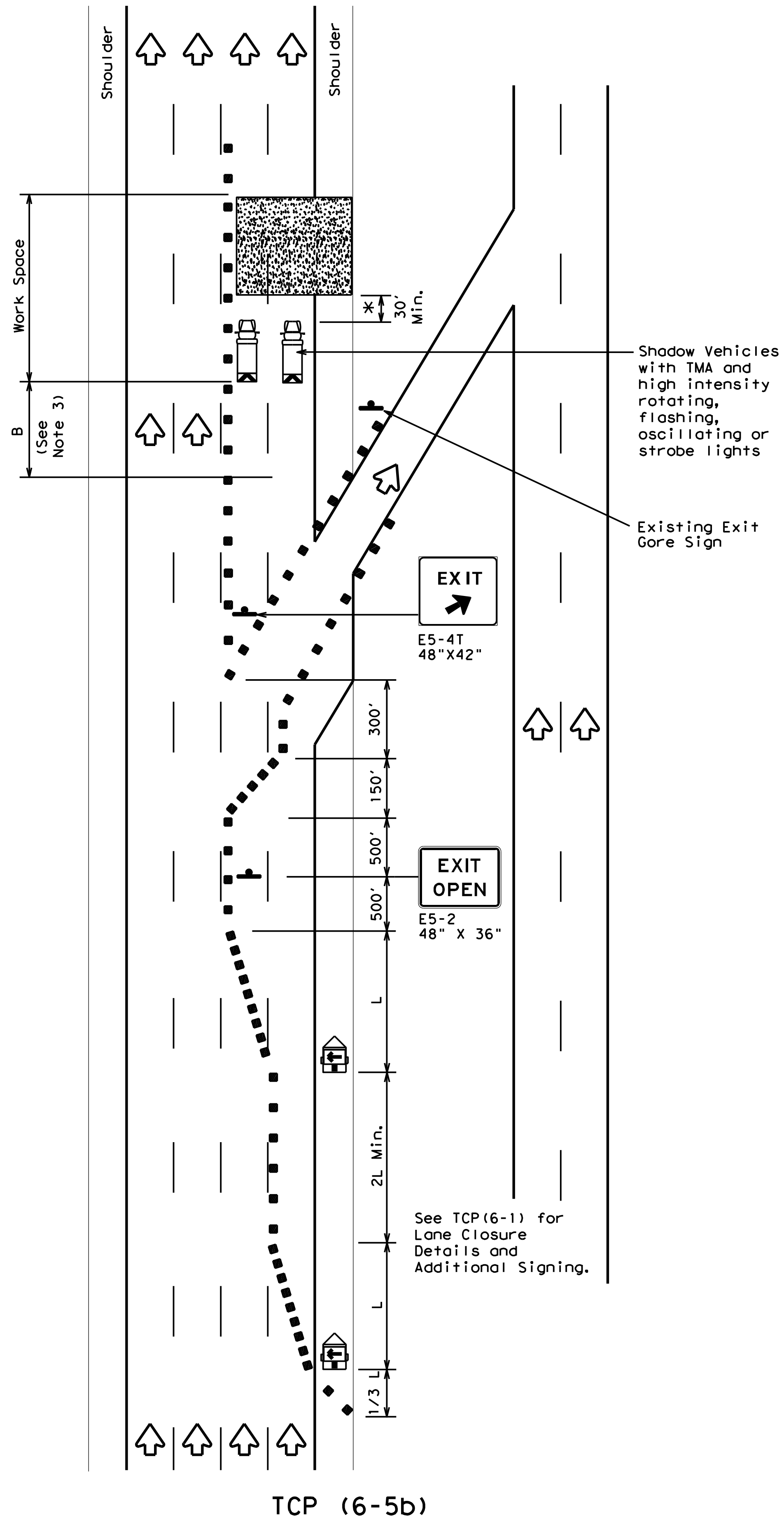
FILE: tcp6-3.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 1994	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
1-97 8-98	DIST	COUNTY		SHEET NO.
4-98 8-12	FTW	PARKER		29

203 ETC



TCP (6-5a)

EXIT RAMP OPEN



TCP (6-5b)

EXIT RAMP OPEN
TWO LANE CLOSURE WITHIN 1500' PAST EXIT RAMP

LEGEND

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

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

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

TYPICAL USAGE

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

GENERAL NOTES

1. All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
2. See BC standards for sign details.
3. If adequate longitudinal buffer length "B" does not exist between the work space and the exit ramp, consideration should be given to closing the ramp.

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

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

Texas Department of Transportation
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
WORK AREA BEYOND EXIT RAMP

TCP(6-5)-12

FILE: tcp6-5.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT Feburary 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
1-97 8-98 / 4-98 8-12	DIST		COUNTY	SHEET NO.
	FTW		PARKER ETC	30

205

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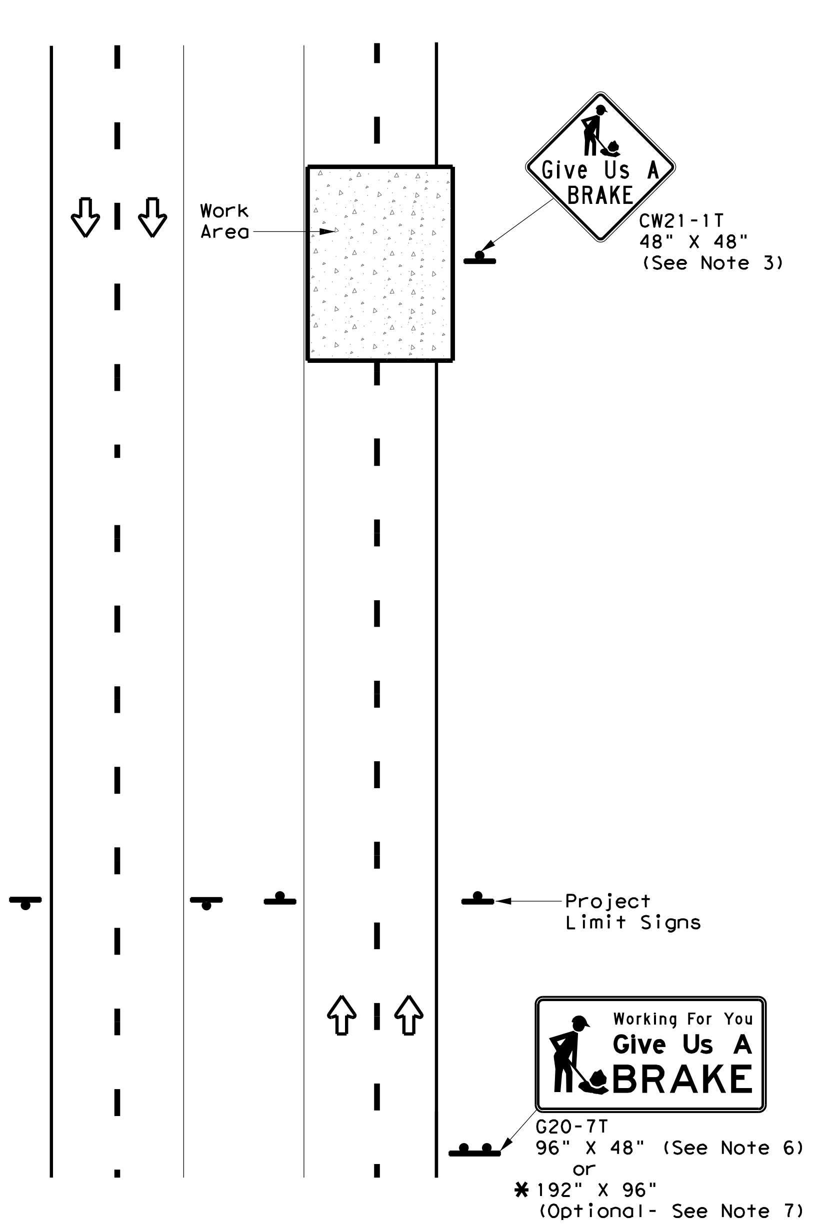
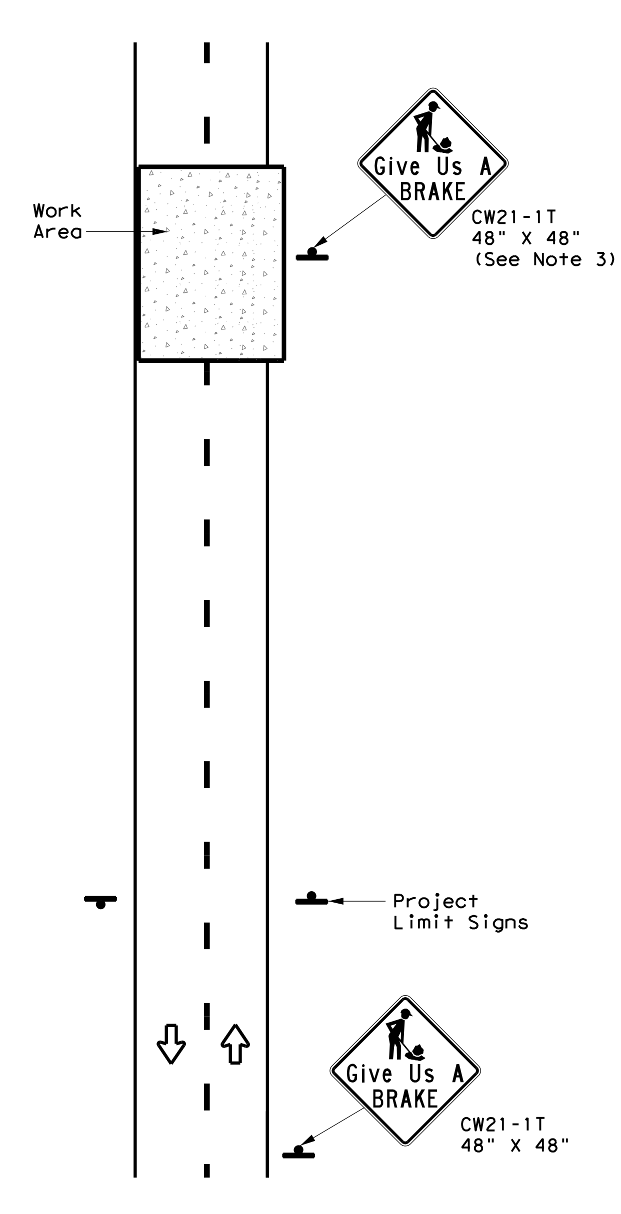


DIVIDED HIGHWAY



UNDIVIDED HIGHWAY

SIGNS ARE SHOWN FOR ONE DIRECTION OF TRAVEL

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

SUMMARY OF LARGE SIGNS

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

▲ See Note 6 Below

LEGEND

(symbol)	Sign
(symbol)	Large Sign
(symbol)	Traffic Flow

DEPARTMENTAL MATERIAL SPECIFICATIONS

PLYWOOD SIGN BLANKS	DMS-7100
ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

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

GENERAL NOTES

1. See BC and SMD sheets for additional sign support details.
2. Sign locations shall be approved by the Engineer.
3. For projects more than two miles in length, Give Us a BRAKE signs should be repeated halfway through the project. The Give Us a Brake (CW21-1T) may be used for this purpose.
4. Work zone speed limits are sometimes used in conjunction with GIVE US A BRAKE signing. See BC(3) for location and spacing of construction speed zone signing when required.
5. Give Us a Brake (CW21-1T) signs and supports shall be considered subsidiary to Item 502, "Barricades, Signs and Traffic Handling."
6. The 96" X 48" Working For You Give Us A BRAKE (G20-7T) may use a 1/2" or 5/8" plywood substrate or 0.125" aluminum sheeting substrate and may be supported by two 4" x 6" wood posts with drilled holes for breakaway as per BC(5) and will be subsidiary to Item 502.
7. The Working For You Give Us A BRAKE (G20-7T) 192" X 96" sign shall be paid for under the following specification items:
   - Item 636 - Aluminum Signs
   - Item 647 - Large Roadside Sign Supports and Assemblies.
   - Item 416 - Drilled Shaft Foundations
8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.

Texas Department of Transportation

Traffic Operations Division Standard

WORK ZONE "GIVE US A BRAKE" SIGNS

WZ(BRK)-13

FILE: wzbrk-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT August 1995	CONT 0008	SECT 03	JOB 141	HIGHWAY IH 20
REVISIONS 6-96 5-98 7-13 8-96 3-03	DIST FTW		COUNTY PARKER ETC	SHEET NO. 31

116

DATE: 6/17/2024 12:36:45 PM
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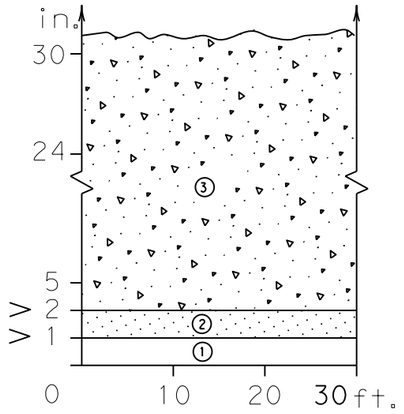
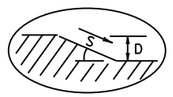
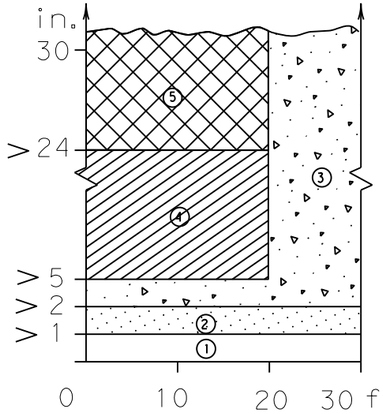
DEFINITION OF TREATMENT ZONES FOR VARIOUS EDGE CONDITIONS

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

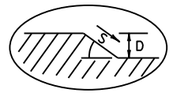


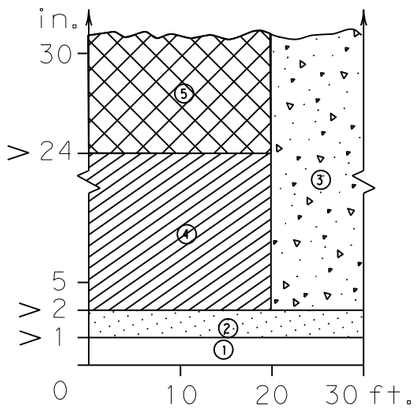
Edge Condition I
S = (3:1) (or flatter)



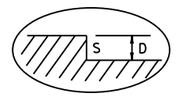


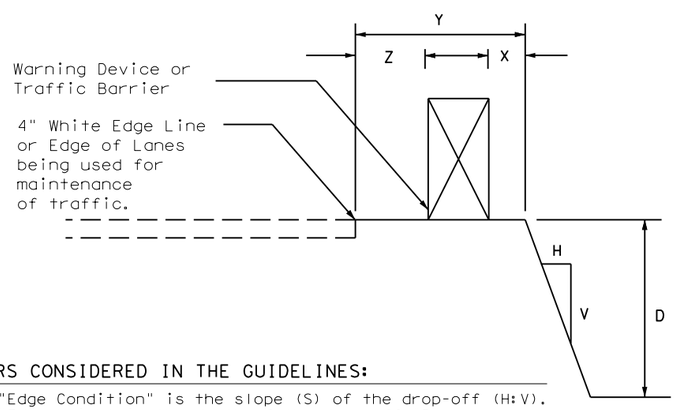
Edge Condition II
S = ((2.99):1) to (1:1)





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





FACTORS CONSIDERED IN THE GUIDELINES:

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

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

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

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

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

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

Edge Condition Notes:

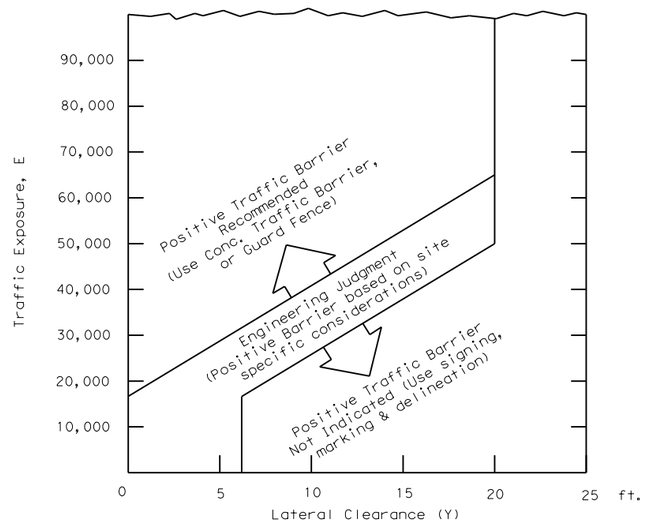
1. Edge Condition I: Most vehicles are able to traverse an edge condition with a slope rate of (3 to 1) or flatter. The slope must be constructed with a compacted material capable of supporting vehicles.

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

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

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

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



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

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

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

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

Engineer's Seal

STATE OF TEXAS
KOREY D. COBURN
131468
LICENSED
PROFESSIONAL ENGINEER
8/6/2024

DocuSigned by:
Korey D Coburn P.E.
6536CC6BF543A490...

Texas Department of Transportation

Traffic Safety Division Standard

TREATMENT FOR VARIOUS EDGE CONDITIONS

FILE: edgecon.dgn	DN:	CK:	DW:	CK:
©TxDOT August 2000	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
03-01 08-01 9-21	DIST	COUNTY		SHEET NO.
	FTW	PARKER ETC		32

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LOC NO.	TCP PHASE	PLAN SHEET NUMBER	LOCATION	STA	TEST LEVEL	DIRECTION OF TRAFFIC (UNI/BI)	FOUNDATION PAD		BACKUP SUPPORT			AVAILABLE SITE LENGTH	CRASH CUSHION								
															MOVE / RESET		L	L	R	R	S	S
							PROPOSED MATERIAL	PROPOSED THICKNESS	DESCRIPTION	WIDTH	HEIGHT		INSTALL	REMOVE	MOVE/ RESET	FROM LOC.#	N	W	N	W	N	W
1	1	9 OF 19	OH SIGN EB	NEAR 1275+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"		1						X			
2	1	11 OF 19	OH SIGN EB	NEAR 1330+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"		1						X			
3	1	1 OF 19	CLEAR LAKE EB OUTSIDE	NEAR 1026+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"		1						X			
4	1	1 OF 19	CLEAR LAKE EB INSIDE	NEAR 1025+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"		1						X			
5	1	1 OF 19	CLEAR LAKE WB INSIDE	NEAR 1035+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	1			X			
6	1	1 OF 19	CLEAR LAKE WB OUTSIDE	NEAR 1034+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	2			X			
7	1	1 OF 19	CLEAR LAKE EB OUTSIDE	NEAR 1029+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
8	1	1 OF 19	CLEAR LAKE EB INSIDE	NEAR 1028+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
9	1	1 OF 19	CLEAR LAKE WB INSIDE	NEAR 1032+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
10	1	1 OF 19	CLEAR LAKE WB OUTSIDE	NEAR 1031+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
11	1	3 OF 19	BANKHEAD EB OUTSIDE	NEAR 1083+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	3			X			
12	1	2 OF 19	BANKHEAD EB INSIDE	NEAR 1081+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	4			X			
13	1	3 OF 19	BANKHEAD WB INSIDE	NEAR 1091+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	5			X			
14	1	3 OF 19	BANKHEAD WB OUTSIDE	NEAR 1091+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	6			X			
15	1	3 OF 19	BANKHEAD EB OUTSIDE	NEAR 1086+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
16	1	2 OF 19	BANKHEAD EB INSIDE	NEAR 1084+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
17	1	3 OF 19	BANKHEAD WB INSIDE	NEAR 1088+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
18	1	3 OF 19	BANKHEAD WB OUTSIDE	NEAR 1088+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
19	1	8 OF 19	HUDSON OAKS DR EB OUTSIDE	NEAR 1233+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	11			X			
20	1	7 OF 19	HUDSON OAKS DR EB INSIDE	NEAR 1232+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	12			X			
21	1	8 OF 19	HUDSON OAKS DR WB INSIDE	NEAR 1242+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	13			X			
22	1	8 OF 19	HUDSON OAKS DR WB OUTSIDE	NEAR 1242+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	14			X			
23	1	8 OF 19	HUDSON OAKS DR EB OUTSIDE	NEAR 1236+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
24	1	8 OF 19	HUDSON OAKS DR EB INSIDE	NEAR 1235+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
25	1	8 OF 19	HUDSON OAKS DR WB INSIDE	NEAR 1239+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
26	1	8 OF 19	HUDSON OAKS DR WB OUTSIDE	NEAR 1239+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
27	1	8 OF 19	US 180 EB OUTSIDE	NEAR 1244+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	19			X			
28	1	8 OF 19	US 180 EB INSIDE	NEAR 1242+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	20			X			
29	1	8 OF 19	US 180 WB INSIDE	NEAR 1252+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	21			X			

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

CRASH CUSHION SUMMARY SHEET

FILE: ccss.dgn	DN: TxDOT	CK:		CK:
© TxDOT	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
	DIST	COUNTY		
	FTW	PARKER		
	PROJECT NUMBER			SHEET NO.
	SEE SHEET 1			33

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LOC NO.	TCP PHASE	PLAN SHEET NUMBER	LOCATION	STA	TEST LEVEL	DIRECTION OF TRAFFIC (UNI/BI)	FOUNDATION PAD		BACKUP SUPPORT			AVAILABLE SITE LENGTH	CRASH CUSHION									
															MOVE / RESET		L	L	R	R	S	S
							PROPOSED MATERIAL	PROPOSED THICKNESS	DESCRIPTION	WIDTH	HEIGHT		INSTALL	REMOVE	MOVE/ RESET	FROM LOC.#	N	W	N	W	N	W
30	1	8 OF 19	US 180 WB OUTSIDE	NEAR 1251+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	22			X			
31	1	8 OF 19	US 180 EB OUTSIDE	NEAR 1247+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
32	1	8 OF 19	US 180 EB INSIDE	NEAR 1245+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
33	1	8 OF 19	US 180 WB INSIDE	NEAR 1249+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
34	1	8 OF 19	US 180 WB OUTSIDE	NEAR 1248+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
35	1	4 OF 19	CENTER POINT EB INSIDE	NEAR 1136+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	27			X			
36	1	5 OF 19	CENTER POINT WB INSIDE	NEAR 1148+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	28			X			
37	1	19 OF 19	FM 1187 EB INSIDE	NEAR 1554+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"				1	29			X			
38	1	19 OF 19	FM 1187 WB OUTSIDE	NEAR 1563+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"			1	1	30			X			
39	1	4 OF 19	CENTER POINT EB INSIDE	NEAR 1139+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
40	1	4 OF 19	CENTER POINT WB INSIDE	NEAR 1145+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
41	1	19 OF 19	FM 1187 EB INSIDE	NEAR 1557+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
42	1	19 OF 19	FM 1187 WB OUTSIDE	NEAR 1560+00.00	TL-3	BI	CONCRETE	6"	T80PP TRAFFIC RAIL	24"	54"		1						X			
43	1	9 OF 19	OH SIGN WB	NEAR 1278+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"			1	1	35			X			
44	1	10 OF 19	OH SIGN WB	NEAR 1317+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"			1	1	36			X			
45	1	11 OF 19	OH SIGN WB	NEAR 1333+00.00	TL-3	BI	ASPHALT	6"	F-SHAPE TY 1 CONCRETE BARRIER	24"	42"			1	1	37			X			
												TOTALS	24	4	21							

LEGEND:
L=LOW MAINTENANCE
R=REUSABLE
S=SACRIFICIAL
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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

CRASH CUSHION SUMMARY SHEET

FILE: ccss.dgn	DN: TxDOT	CK:		CK:
© TxDOT	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
	DIST	COUNTY		
	FTW	PARKER		
	PROJECT NUMBER			SHEET NO.
	SEE SHEET 1			34

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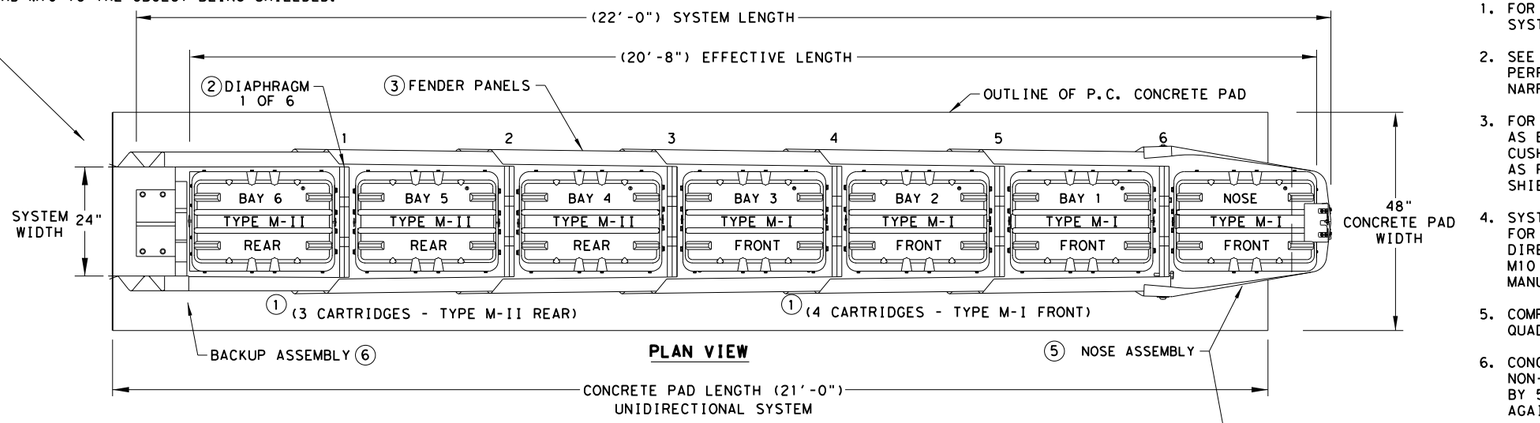
DATE: 6/17/2024
FILE: T:\areaoff\Design\Projects\IH 20 0008-03-141 Median Barrier Safety Project\Graphics\Standards\QGUARD(M10) (N)-20.dgn

NOTE:
A TRANSITION MAY BE REQUIRED TO INSTALL THE QUADGUARD M10 TO THE OBJECT BEING SHIELDED.

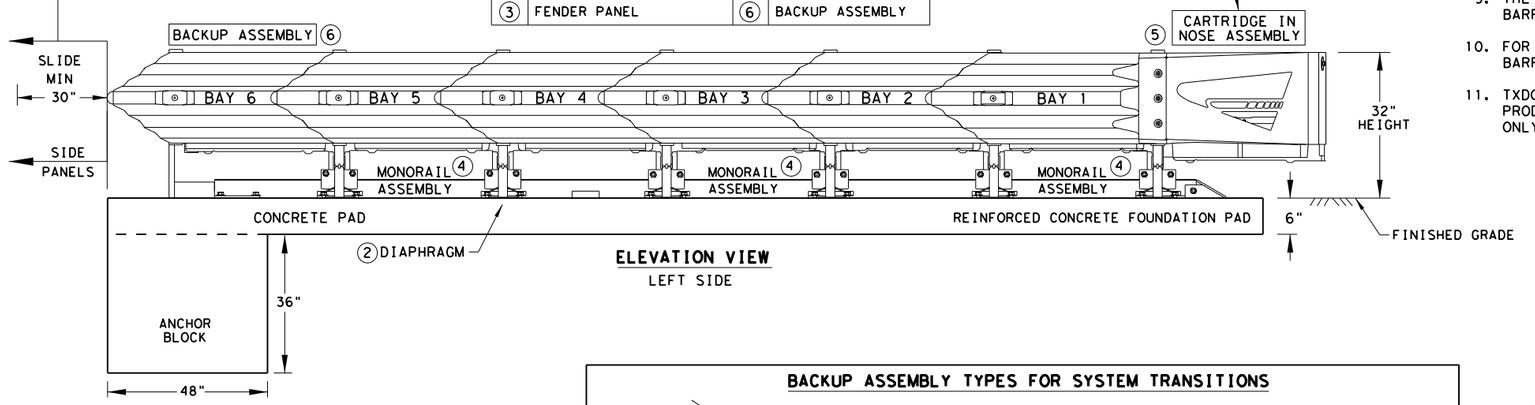
QUADGUARD M10 24" WIDE 6-BAY SYSTEM



PLAN VIEW

KEY		KEY	
(1)	QUADGUARD CARTRIDGE	(4)	MONORAILS
(2)	DIAPHRAGM	(5)	NOSE ASSEMBLY
(3)	FENDER PANEL	(6)	BACKUP ASSEMBLY

NOTE:
PROVISION SHALL BE MADE FOR REAR FENDER SIDE PANELS TO SLIDE REARWARD UPON IMPACT, 30" MIN.



ELEVATION VIEW
LEFT SIDE

NOTES:
CONTACT THE MANUFACTURER WITH SITE SPECIFIC DATA (SSD) FOR CONCRETE PAD AND ANCHOR BLOCK INSTALLATION REQUIREMENTS.

A MANUFACTURER'S DRAWING PACKAGE UNIQUE AND SPECIFIC FOR THE QUADGUARD M10 (N) INSTALATION AND DETAILED INFORMATION REGARDING THE TYPE OF BACKUP ASSEMBLY FOR THE REQUIRED TRANSITION WILL BE PROVIDED TO THE ENGINEER AND INSTALLER.

6" REINFORCED CONCRETE PAD REQUIRES THE INSTALLATION OF AN ANCHOR BLOCK AS SHOWN ON THE MANUFACTURER'S DRAWING PACKAGE.

8" NON-REINFORCED CONCRETE PAD MAY NOT REQUIRE AN ANCHOR BLOCK, IF THE PAD IS INSTALLED AGAINST AN IMMOVABLE CONCRETE BACKUP.

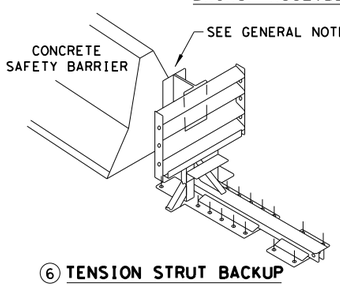
CONCRETE PAD AND ANCHOR BLOCK COMBINATIONS SHALL BE CONFIRMED WITH THE MANUFACTURER BASED UPON SITE SPECIFIC DATA (SSD).

NOTE:
THE QUADGUARD M10 24" WIDE 6-BAY - NARROW SYSTEM HAS BEEN TESTED TO MASH TEST LEVEL 3.

TL-3 MODEL #	QM10024	CARTRIDGE TYPES IN BAYS		
BAYS	6	TYPE-MII	TYPE-MI	TYPE-MI
DIAPHRAGMS	6	3	3	1
WIDTH	24"	REAR	FRONT	NOSE

TL-2 MODEL #	QM7024	CARTRIDGE TYPES IN BAYS		
BAYS	3	TYPE-MII	TYPE-MI	TYPE-MI
DIAPHRAGMS	3	1	2	1
WIDTH	24"	REAR	FRONT	NOSE

BACKUP ASSEMBLY TYPES FOR SYSTEM TRANSITIONS



(6) TENSION STRUT BACKUP

SYSTEM TRANSITIONS TYPES	
1	QUAD-BEAM TO CONCRETE SAFETY BARRIER
2	QUAD-BEAM TO CONCRETE BRIDGE RAIL
3	QUAD-BEAM TO CONCRETE END SHOE
4	QUAD-BEAM TO THRIE-BEAM RAIL
5	QUAD-BEAM TO W-BEAM RAIL

NOTE:
TRANSITION ASSEMBLIES FOR THE QUADGUARD M10 TO THRIE-BEAM OR W-BEAM FENCE REQUIRES I-BEAM POSTS:

ALL POSTS W6X8.5/9 I-BEAMS (78" LONG).

NOTES:
CONTACT THE MANUFACTURER WITH SITE SPECIFIC DATA (SSD) FOR THE CORRECT BACKUP ASSEMBLY AND TRANSITION PANELS OR SIDE PANELS USED FOR STANDARD AND BI-DIRECTIONAL INSTALLATIONS: AT DIVIDED-HIGHWAY MEDIANS OR UNDIVIDED ROADWAYS WHERE THE SYSTEM IS EXPOSED TO IMPACTS FROM ONE OR TWO DIFFERENT DIRECTIONS OF TRAFFIC FLOW.

GENERAL NOTES

1. FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: TRINITY HIGHWAY - ENERGY ABSORPTION INC. AT 1(888)323-6374.
2. SEE THE RECENT QUADGUARD M10 PRODUCT DESCRIPTION ASSEMBLY MANAUAL FOR IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITIONS AND THE DRAWING PACKAGE FOR THE NARROW 24" SYSTEM BEFORE INSTALLING THE QUADGUARD M10 SYSTEM AT ANY GIVEN LOCATION.
3. FOR BI-DIRECTIONAL TRAFFIC: THE PLACEMENT OF THE QUADGUARD M10 IS RESTRICTED. AS BI-DIRECTIONAL TRAFFIC APPROACHES THE REAR OF THE QUADGUARD M10 THE CRASH CUSHION MUST BE PLACED SUCH THAT THE TRAFFIC SIDE OF CRASH CUSHION IS AT LEAST AS FAR FROM ADJACENT TRAVEL LANE LINE AS THE TRAFFIC SIDE OF BARRIER/OBJECT BEING SHIELDED.
4. SYSTEM TRANSITION: APPROPRIATE TRANSITION PANELS OR SIDE PANELS WILL BE REQUIRED FOR PROPER IMPACT PERFORMANCE. THE CORRECT PANEL(S) TO USE WILL DEPEND ON THE DIRECTION OF TRAFFIC FLOW AND WHAT TYPE OF BARRIER OR ROAD FEATURE THE QUADGUARD M10 SYSTEM IS SHIELDING. SEE THE QUADGUARD M10 PRODUCT DESCRIPTION & ASSEMBLY MANUAL FOR FURTHER DETAILS.
5. COMPONENTS FOR THE QUADGUARD M10 BACKUP AND REINFORCING DETAILS ARE SHOWN ON THE QUADGUARD M10 PRODUCT DESCRIPTION & ASSEMBLY MANUAL.
6. CONCRETE PAD SHALL BE 6" MIN. REINFORCED 28MPa [4,000 PSI] (P.C.) OR 8" MIN. NON-REINFORCED 28MPa [4,000 PSI] CONCRETE ROADWAY MEASURING AT LEAST 12'-0" WIDE BY 50'-0" LONG. ANCHOR BLOCK IS NOT REQUIRED WHEN USING 8" CONCRETE PAD INSTALLED AGAINST AN IMMOVABLE STRUCTURE, E.G. CONCRETE WALL.
7. IF THE CROSS-SLOPE VARIES MORE THAN 2% OVER THE LENGTH OF THE SYSTEM, THE CONCRETE PAD WILL REQUIRE LEVELING. MAXIMUM PERMISSIBLE CROSS-SLOPE IS 8%.
8. THE INSTALLATION AREA SHOULD BE FREE OF CURBS, ELEVATED OBJECTS,OR DEPRESSIONS.
9. THE QUADGUARD M10 SYSTEM SHOULD BE INSTALLED APPROXIMATELY PARALLEL WITH THE BARRIER.
10. FOR THE TENSION STRUT BACKUP THE DISTANCE BETWEEN THE BACK OF BACKUP AND THE BARRIER WALL SHOULD NOT EXCEED 7" IN ANY CASE.
11. TXDOT HAS ONLY APPROVED THE 24" WIDE QUADGUARD M10 SYSTEM. THE QUADGUARD M10 PRODUCT DESCRIPTION AND ASSEMBLEY MANUAL INCLUDES SYSTEM WIDTH OF 24". ONLY THE 24" SYSTEM IS ALLOWED TO BE INSTALLED ON TEXAS ROADWAYS.

FOUNDATION & ANCHORING REQUIREMENTS FOUNDATION TYPES: A, B, C, & D	
FOUNDATION TYPE: A	REINFORCED CONCRETE PAD OR ROADWAY
FOUNDATION:	6" MINIMUM DEPTH (P.C.C.)
ANCHORAGE:	7" STUDS EMBEDDED 5 ½" - APPROVED ADHESIVE
FOUNDATION TYPE: B	ASPHALT OVER P.C.C.
FOUNDATION:	3" MIN. (A.C.) OVER 3" MIN. (P.C.C.)
ANCHORAGE:	18" THREADED ROD EMBEDDED 16 ½" - APPROVED ADHESIVE
FOUNDATION TYPE: C	ASPHALT OVER SUBBASE
FOUNDATION:	6" MIN. (A.C.) OVER 6" MIN. (C.S.)
ANCHORAGE:	18" THREADED ROD EMBEDDED 16 ½" - APPROVED ADHESIVE
FOUNDATION TYPE: D	ASPHALT ONLY
FOUNDATION:	8" MIN. (A.C.)
ANCHORAGE:	18" THREADED ROD EMBEDDED 16 ½" - APPROVED ADHESIVE

KEY:
ASPHALT CONCRETE (A.C.)
COMPACTED SUBBASE (C.S.)
PORTLAND CEMENT CONCRETE (P.C.C.)

NOTE: SEE TRINITY'S PRODUCT DESCRIPTION ASSEMBLY MANUAL FOR THE APPROVED ADHESIVE.

IF THE UNIT IS ANCHORED TO ASPHALTIC CONCRETE, IT SHOULD BE RELOCATED TO FRESH, UNDISTURBED ASPHALT AND RE-ANCHORED AFTER EACH IMPACT TO ENSURE ADEQUATE FUTURE PERFORMANCE.

TENSION STRUT BACKUP MAY BE USED IN CONSTRUCTION ZONES ON ASPHALT CONCRETE (A.C.) FOR TEMPORARY USE ONLY.

NOTE:
THIS STANDARD IS A BASIC REPRESENTATION OF THE QUADGUARD M10 SYSTEM AND IS NOT INTENDED TO REPLACE THE PRODUCT DESCRIPTION ASSEMBLY MANUAL.

REUSABLE

Texas Department of Transportation — Design Division Standard

TRINITY HIGHWAY ENERGY ABSORPTION QUADGUARD M10 (MASH TL-3 & TL-2 NARROW-24"ONLY)

QGUARD(M10)(N)-20

FILE: qguardm10n20.dgn	DN: TxDOT	CK: KM	DW: VP	CK: AG
© TxDOT: NOVEMBER 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
	DIST	COUNTY		SHEET NO.
	FTW	PARKER		35

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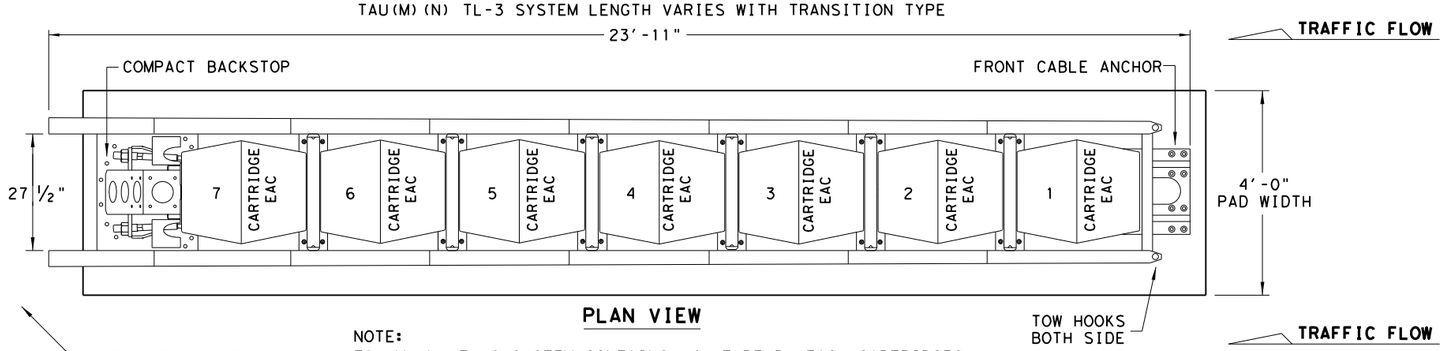
DATE: 6/17/2024
FILE: T:\roadoff\Design\Projects\IH 20 0008-03-141 Median Barrier Safety Project\Graphics\Standards\TAU(M) (N)-19.dgn

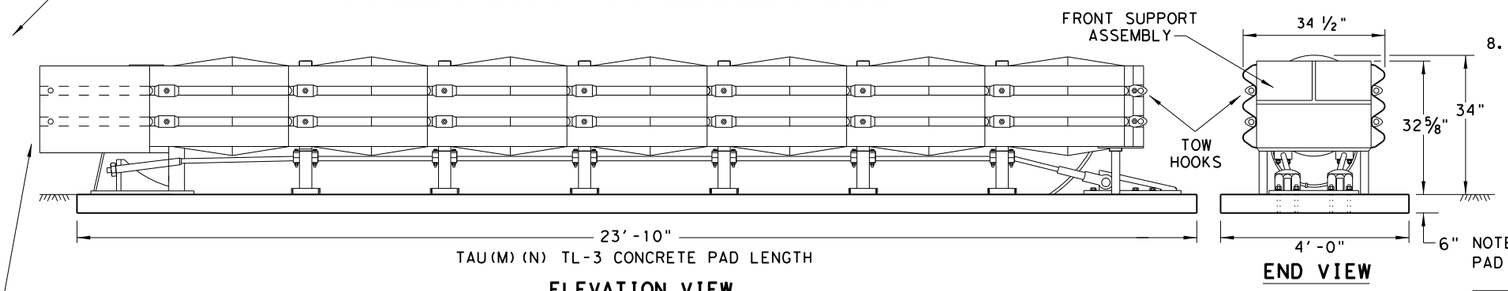
TAU(M)(N) TL-3 SYSTEM LENGTH VARIES WITH TRANSITION TYPE



PLAN VIEW

PROTECTS HAZARDS UP TO 30" WIDTH

NOTE:
TAU(M)(N) TL-2 SYSTEM CONTAINS (4) TYPE B (EAC) CARTRIDGES. INSTALLED ON ROADWAYS WITH MAXIMUM SPEEDS OF 45 MPH.



ELEVATION VIEW

END VIEW

NOTE:
PAD THICKNESS VARIES - SEE FOUNDATION OPTIONS

NOTES:
TRANSITIONS AND ATTACHMENTS TO VARIOUS BARRIER SHAPES, RAILINGS AND BI-DIRECTIONAL TRAFFIC FLOWS ARE AVAILABLE. SEE MANUFACTURER'S INSTALLATION INSTRUCTIONS MANUAL FOR ADDITIONAL TRANSITION DETAILS.

NOTE:
CONCRETE FOUNDATION PAD LENGTH VARIES WITH TL-3 AND TL-2 SYSTEMS, SEE SYSTEM & FOUNDATION LENGTH TABLE.

FOUNDATION OPTIONS	
6" REINFORCED CONCRETE	
8" UNREINFORCED CONCRETE	
ASPHALT OVER CONCRETE WITH MINIMUM 6" EMBEDMENT IN CONCRETE	
* 6" ASPHALT OVER 6" COMPACT SUBBASE	
8" MINIMUM ASPHALT	

SYSTEM & FOUNDATION LENGTH TABLE	
SYSTEM LENGTH	FOUNDATION LENGTH
TL-2 = 15'-5"	TL-2 = 15'-4"
TL-3 = 23'-11"	TL-3 = 23'-10"

* NOTE:
REQUIRES AN ASPHALT ANCHORAGE PACKAGE: INCLUDES ADDITIONAL BRACES FOR THE FRONT CABLE ANCHOR AND THE COMPACT BACKSTOP, AND ASPHALT HARDWARE KIT. THE TL-3 ASPHALT CONFIGURATION ALSO REQUIRES NESTED SLIDER PANELS AND SHIMS AT THE LAST TWO BAYS. SEE MANUFACTURER'S INSTALLATION INSTRUCTION MANUAL FOR DETAILS.

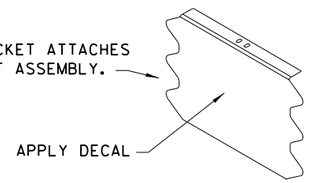
NOTE:
SEE MANUFACTURER'S INSTALLATION INSTRUCTION MANUAL FOR FOUNDATION SPECIFICATIONS THAT INCLUDE, STONE AGGREGATE MIX, COMPRESSION STRENGTH, STEEL SIZE, ANCHOR SIZE, AND EMBEDMENT DEPTH.

TRANSITION OPTIONS	
USE THE COMPACT BACKSTOP	VERTICAL WALL
	CONCRETE TRAFFIC BARRIERS
	W-BEAM GUARDRAIL
	THRIE BEAM GUARDRAIL

NOTE:
FOR BI-DIRECTIONAL TRANSITION PANELS AND BRIDGE RAIL END SHOE DETAILS. SEE MANUFACTURER'S INSTALLATION INSTRUCTIONS MANUAL.

** NOTE:
ENGINEER OR CONTRACTOR SHALL COORDINATE WITH THE MANUFACTURER FOR THE CORRECT DECAL PER TRAFFIC FLOW, LEFT, RIGHT OR BOTH-SIDES.

NOTE:
DELINEATION BRACKET ATTACHES TO FRONT SUPPORT ASSEMBLY.



DELINEATION BRACKET

NOTE:
APPLY A HIGH REFLECTIVE DECAL TO THE DELINEATION BRACKET. DELINEATION DECAL ORIENTATION IS SHOWN ON THE CONSTRUCTION PLAN SET AND SHALL BE IN ACCORDANCE WITH THE TEXAS MUTCD FOR (TRAFFIC CONTROL DEVICES). DECALs ARE AVAILABLE FOR TRAFFIC FLOW ON THE LEFT-SIDE, BOTH -SIDES AND RIGHT-SIDE.

GENERAL NOTES

1. FOR SPECIFIC INFORMATION REGARDING THE INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: LINDSAY TRANSPORTATION SOLUTIONS (LTS) - BARRIER SYSTEMS, INC. AT (707) 374-6800. 180 RIVER ROAD, RIO VISTA, CA 94571
2. REFER TO THE LATEST (LTS) INSTALLATION INSTRUCTION MANUAL FOR IMPORATANT SAFETY MESSAGES, COMPLETE SYSTEM ASSEMBLY, AND ANCHOR INSTALLATION REQUIREMENTS FOR THE NINE (9) DIFFERENT SITE TRANSITIONS.
3. INSTALLATION DETAILS FOR THE COMPACT BACKSTOP, FRONT CABLE ANCHOR AND FOUNDATION OPTIONS ARE SHOWN ON THE INSTALLATION INSTRUCTION MANUAL FURNISHED TO THE ENGINEER.
4. CONCRETE SHALL BE CLASS "S" WITH A MINIMUM COMPRESSIVE STRENGTH OF 4,000 P.S.I.
5. IF THE CROSS-SLOPES VARIES MORE THAN 2% OVER THE LENGTH OF THE SYSTEM, THE CONCRETE PAD WILL REQUIRE LEVELING. MAXIMUM PERMISSIBLE CROSS-SLOPE IS 8%
6. THE INSTALLATION AREA SHOULD BE FREE FROM CURBS, ELEVATED OBJECTS, OR DEPRESSIONS.
7. THE TAU(M)(N) SYSTEM SHOULD BE APPROXIMATELY PARALLEL WITH THE BARRIER OR CENTER LINE OF MERGING BARRIERS.
8. THIS DRAWING REPRESENTS THE UNIVERSAL TAU(M)(N) TL-3 SYSTEM, A RE-DIRECTIVE NON-GATING CRASH CUSHION THAT CAN PROTECT HAZARDS UP TO 30-INCHES IN WIDTH. ALSO AVAILABLE IN TL-2 CONFIGURATION.

BILL OF MATERIALS FOR TAU(M)(N) TL-3 & TL-2 SYSTEMS		QUANTITIES	
PART NUMBER	PART DESCRIPTION	TL-3 SYSTEM	TL-2 SYSTEM
BSI-1708019-00	SLIDING PANEL GALVANIZED TAU(M)(N)	14	8
BSI-1708030-00	END PANEL, THRIE BEAM, GALV, TAU(M)(N)	2	2
BSI-1706001-00	CABLE ASSEMBLY, 7 BAY, TAU(M)(N)	2	-
BSI-1805036-00	CABLE ASSEMBLY, 4 BAY, TAU(M)(N)	-	2
BSI-1708018-00	FRONT CABLE ANCHOR	1	1
BSI-1707034-00	COMPACT BACKSTOP	1	1
B030703	MIDDLE SUPPORT ASSEMBLY	6	3
B030704	FRONT SUPPORT	1	1
B010722	ENERGY ABSORBING CARTRIDGE, TYPE B	7	4
K001005	TAU-II FRONT SUPPORT LEG KIT	1	1
BSI-1709083-KT	TETHER KIT (INCLUDES ALL HARDWARE)	1	1
BSI-1809041-KT	SLIDER KIT (INCLUDES ALL HARDWARE)	7	4
BSI-1808033-KT	CABLE GUIDE KIT (INCLUDES ALL HARDWARE)	6	3
BSI-1809040-KT	TOW HOOK KIT (INCLUDES ALL HARDWARE)	1	1
BSI-1808034-KT	DELINEATION BRACKET KIT(INCLUDES ALL HARDWARE)	1	1
BSI-1808035-KT	END PANEL MOUNT KIT (INCLUDES ALL HARDWARE)	1	1
BSI-1808036-KT	CONCRETE ANCHORING KIT	1	1
** SEE NOTE	HIGH REFLECTIVE DECAL	1	1
ECN 3883	INSTALLATION AND INSTRUCTIONS MANUAL	1	1

NOTES:
UPGRADE KITS ARE AVAILABLE TO RETROFIT EXISTING NCHRP 350 TAU-II SYSTEMS TO MASH COMPLIANT SYSTEMS. SEE MANUFACTURER'S PRODUCT INFORMATION.

THE TAU(M)(N) UNIDIRECTIONAL SYSTEM IS FREE STANDING AND IS NOT REQUIRED TO BE CONNECTED TO THE HAZARD.

TRANSITIONS TO GUARD FENCE, BRIDGE RAILS AND ROADSIDE BARRIERS SHALL BE IN ACCORDANCE WITH TxDOT'S POLICY.

NOTE:
THIS STANDARD IS A BASIC REPRESENTATION OF THE UNIVERSAL TAU(M)(N) SYSTEM, IT IS NOT INTENDED TO REPLACE THE INSTALLATION INSTRUCTION MANUAL.

REUSABLE

Texas Department of Transportation — Design Division Standard

LINDSAY TRANSPORTATION SOLUTIONS

UNIVERSAL CRASH CUSHION (MASH TL-3 & TL-2)

TAU(M)(N)-19

FILE: taumn19.dgn	DN: TxDOT	CK: KM	DW: VP	CK:
©TxDOT: APRIL 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
	DIST	COUNTY		SHEET NO.
	FTW	PARKER		36

ETC

DATE: 6/17/2024 12:36:48 PM
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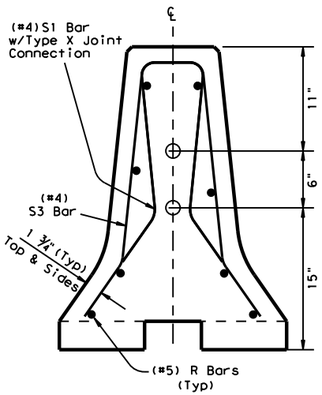
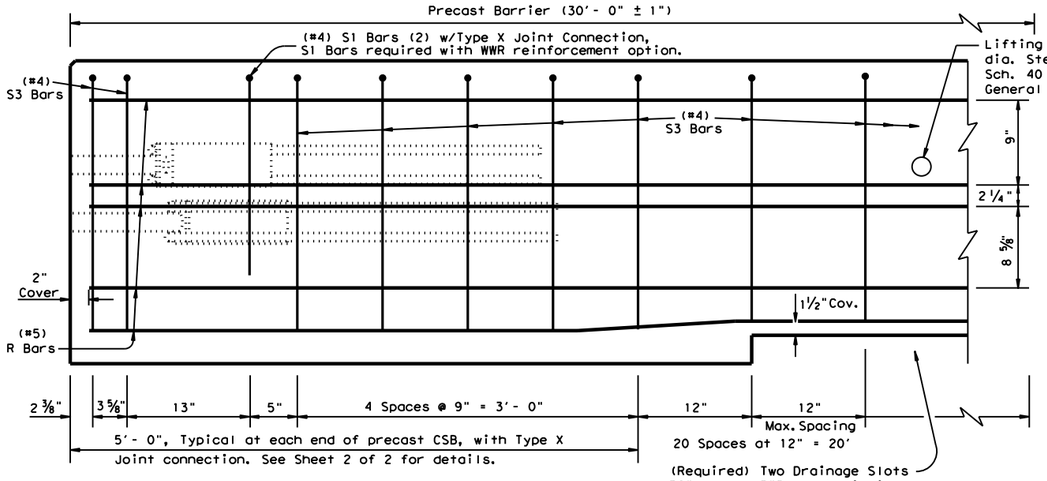


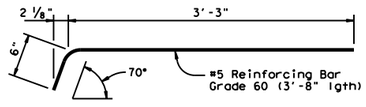
End View Precast Barrier

See sheet 2 of 3 for Joint connection Type X



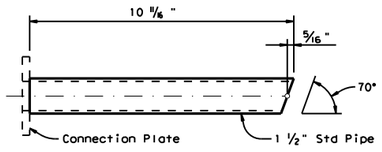
Reinforcement for Precast (CSB) Concrete Safety Barrier (Type 1)

Showing reinforcement for Joint Type X



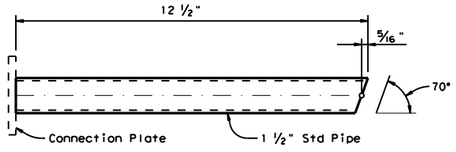
DEFORMED BAR ANCHOR DETAILS

Two (2) Bars required per assembly.
Eight (8) required per Joint.



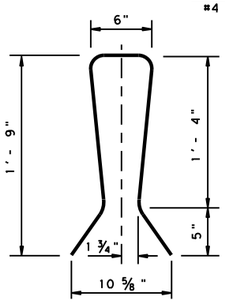
UPPER CONNECTION PIPE DETAILS

One (1) Steel Pipe required per Upper Assembly.
Two (2) required per Joint.



LOWER CONNECTION PIPE DETAILS

One (1) Steel Pipe required per Lower Assembly.
Two (2) required per Joint.

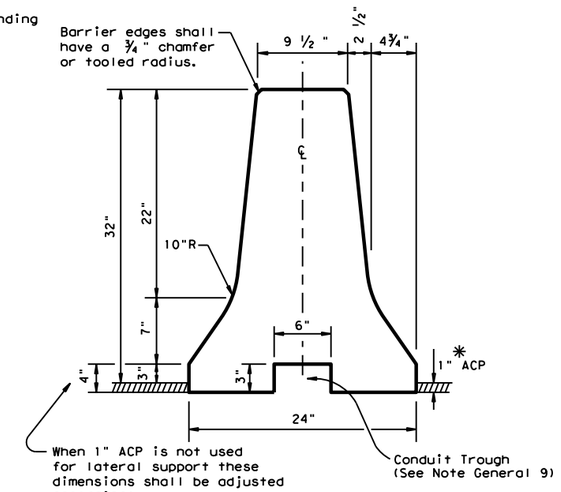


S3 Bar

#4 Bar

S1 Bar

#4 Bar (2)
(Joint Type X)

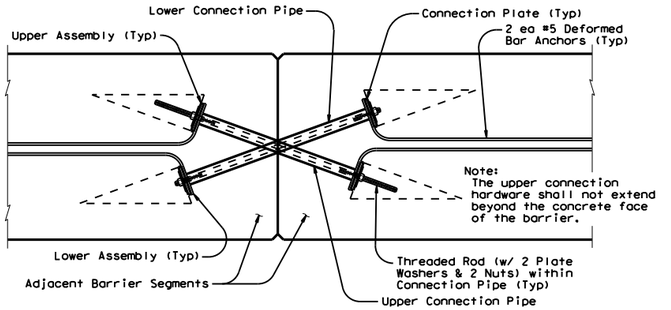


Concrete Safety Barrier

✱ When 1" ACP is "not" used as lateral support for permanent barrier placement. A permissible method of attaining the equivalent lateral support may be used, See CSB(6) sheet.

GENERAL NOTES

1. Concrete shall be Class H with a minimum compressive strength of 3,600 psi.
2. Where used, rebar reinforcement shall be Grade 60 and conform to ASTM A615.
3. Precast barrier length shall be 30 ft. unless otherwise specified on the plans.
4. All precast barrier edges shall have a ¾" chamfer or tooled radius.
5. All concrete, reinforcement, joint connection systems, grout etc. as shown, are considered as part of the barrier payment.
6. All steel assemblies for joint shall be galvanized after fabrication in accordance with Item 445, "Galvanizing."
7. Regardless of the method of handling, barrier lifting points shall be approx. 7.5 feet from the ends of the barrier. Lifting devices and attachments to barrier sections shall be approved by the Engineer.
8. Surface finishing and grouting (where required) shall be two parts sand one part cement with enough water to make the mixture plastic. Grouting shall be done in a manner that will assure a smooth surface. Surface finishing shall be considered subsidiary to the various bid items involved.
9. Conduit trough when required shall be shown elsewhere on the plans, or as directed by the Engineer.



TYPE X JOINT INSTALLATION DETAIL

Barrier reinforcing and Type X Joint Leave-Out dimensions not shown for clarity.

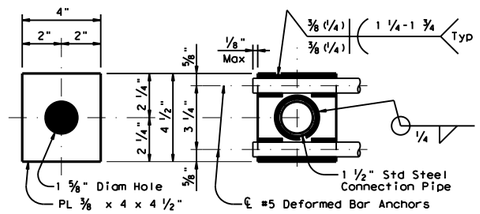
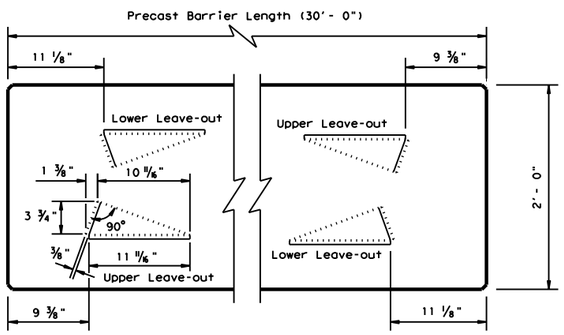


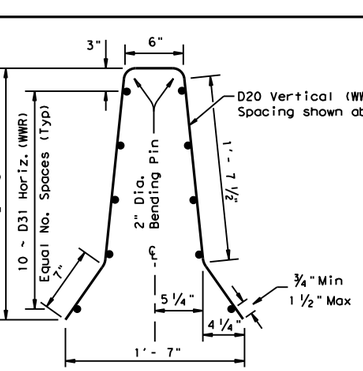
PLATE DIMENSIONS WELDING DETAILS

CONNECTION PLATE DETAILS

One (1) Plate required per assembly.
Four (4) required per Joint. All steel fittings for joint Type X shall be galvanized after fabrication in accordance with Item 445.



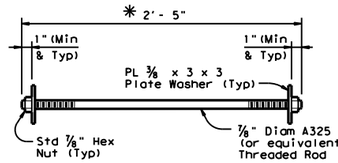
BARRIER PLAN AT END JOINTS



Welded Wire Reinforcement (WWR) Option for Bars R and S3

(WWR) General Notes

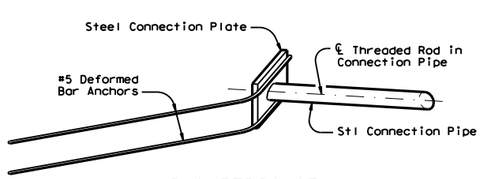
1. Deformed Welded Wire Reinforcement (WWR) shall conform to ASTM A497.
2. Welded wire cage may be cut or bent to accommodate the Type X joint connection and drainage slots, as directed by the Engineer.
3. All reinforcement shall comply with Item 440, "Reinforcing Steel."
4. Combinations of reinforcing steel and WWR will be permitted, as directed by the Engineer. The dimension from the end of the barrier section to the first wire shall not exceed 3".



CONNECTION BOLT OR THREADED ROD DETAIL

Two (2) Threaded Rods (Or Equivalent Hex Hd. Bolts) (w/ Two (2) PL ⅜ x 3 x 3 Plate Washers & Two (2) Std Hex Nuts) required per Joint.

✱ The connection hardware shall not extend beyond the concrete face of the barrier. Hex head bolts may be provided. The proper length of all hardware should be verified.



ISOMETRIC OF TYPICAL WELDED ASSEMBLY

Four (4) [2 Upper & 2 Lower] Assemblies required per Joint.

Weight of one Precast 30 ft. (CSB) segment = Approx. 6.5 Tons or 440 lbs per ft.

SHEET 1 OF 2

Texas Department of Transportation — Design Division Standard

CONCRETE SAFETY BARRIER (F-SHAPE)

PRECAST BARRIER (TYPE 1)

CSB(1)-10

FILE: csb110.dgn	DN: TxDOT	CK: AM	DW: BD	CK: VP
© TxDOT December 2010 REVISIONS	CONT	SECT	JOB	HIGHWAY
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	FTW	PARKER ETC		37

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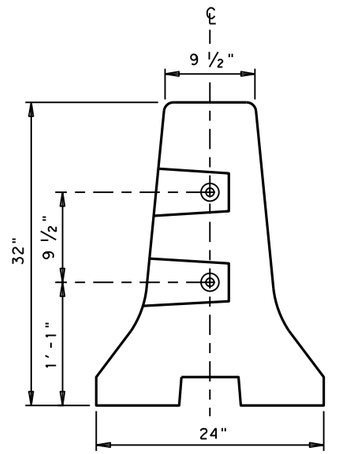
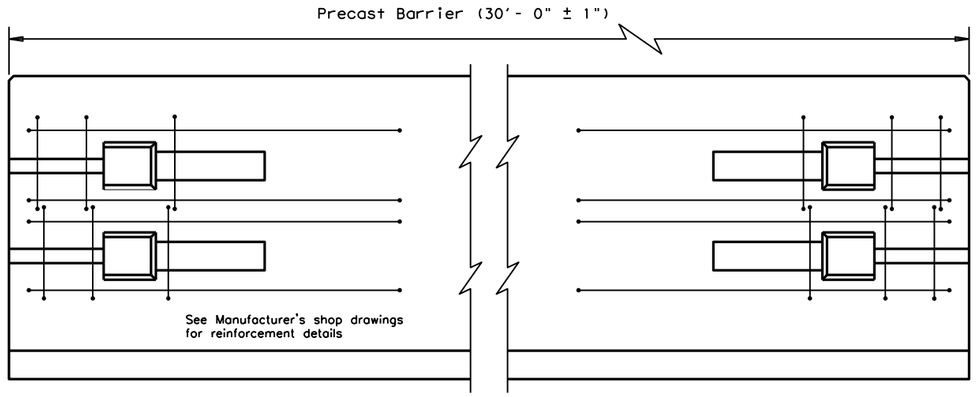
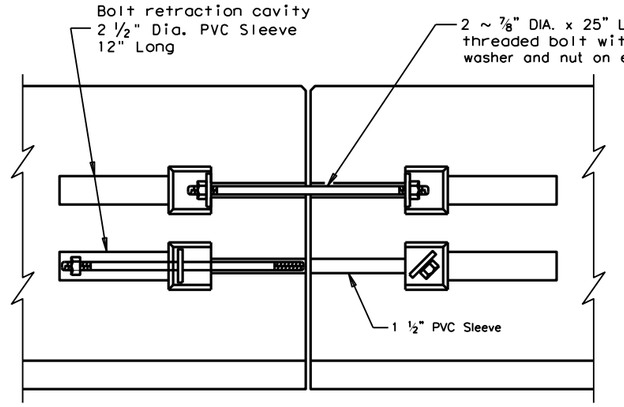


END VIEW (CSB) QUICK-BOLT
QUICK-BOLT POCKET LOCATIONS

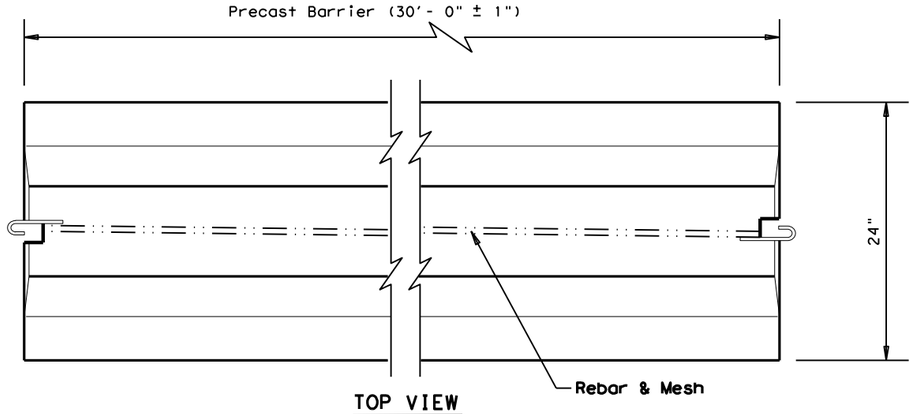


ELEVATION (CSB) QUICK-BOLT
See Manufacturer's shop drawing for additional details

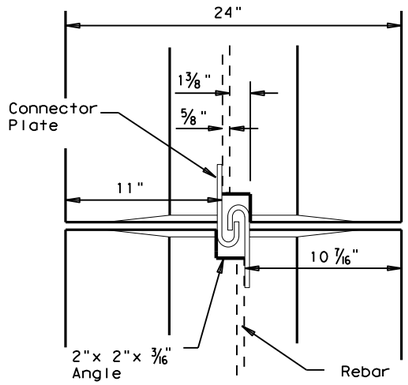


ELEVATION VIEW SHOWING JOINT CONNECTION
"QUICK-BOLT"

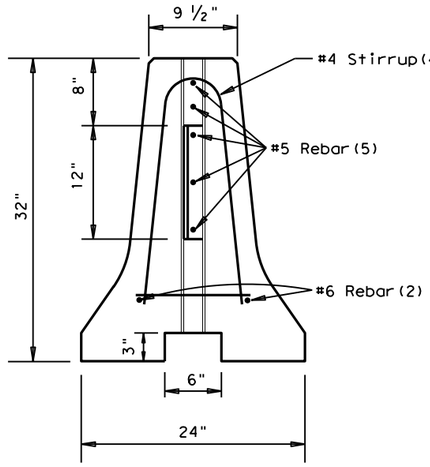
Joint Connection (Type Q)



TOP VIEW
PRECAST (CSB) WITH J-J HOOKS
See Manufacturer's shop drawing for additional details



VIEW FROM ABOVE
J-J HOOK CONNECTION



END VIEW
J-J HOOK CONNECTION

Joint Connection (Type J)

Proprietary Joint Connections (CSB)

Two proprietary joint connections are acceptable as alternates to the (Type X) connection shown, here on. These joint connections types are:

J-J Hooks by Easi-Set Industries, (800)547-4045
Quick-Bolt by Bexar Concrete, (210)497-3773

If one of these connection systems are exclusively specified in the plans, prior approval for sole source use must be obtained. Details of the connection components and barrier reinforcement for these systems, will be shown on the manufacturer's shop drawing(s) furnished to the Engineer.

Texas Department of Transportation
Design Division Standard

CONCRETE SAFETY BARRIER (F-SHAPE)

PRECAST BARRIER
(TYPE 1)

CSB(1)-10

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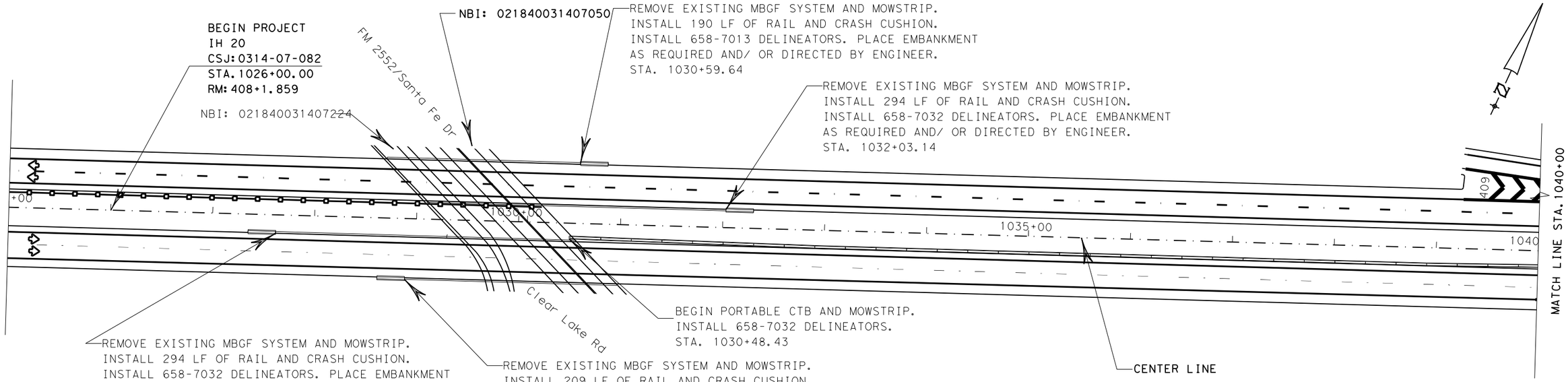
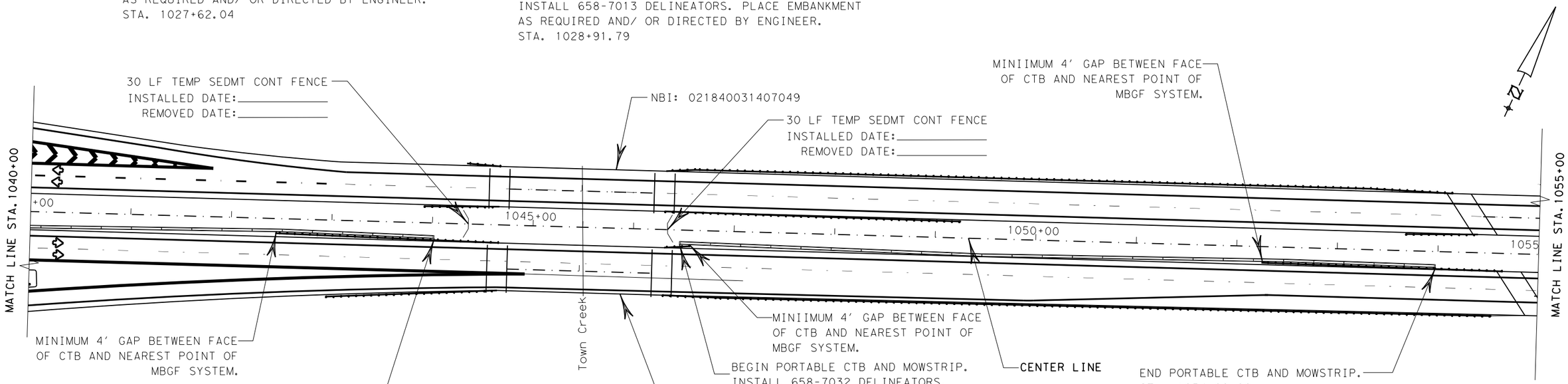
		ETC		





IH 20
0314-07-082

SCALE: 1"=100' SHEET 1 OF 19

NOTES:

1. Prep ROW in the limits of the project.
2. Reference Mow Strip Detail for portable CTB mow strip.

STATE OF TEXAS
KOREY D. COBURN
131468
LICENSED
PROFESSIONAL ENGINEER

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Korey D Coburn PE
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8/15/2024

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

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REVISIONS	STATE	DISTRICT	COUNTY	
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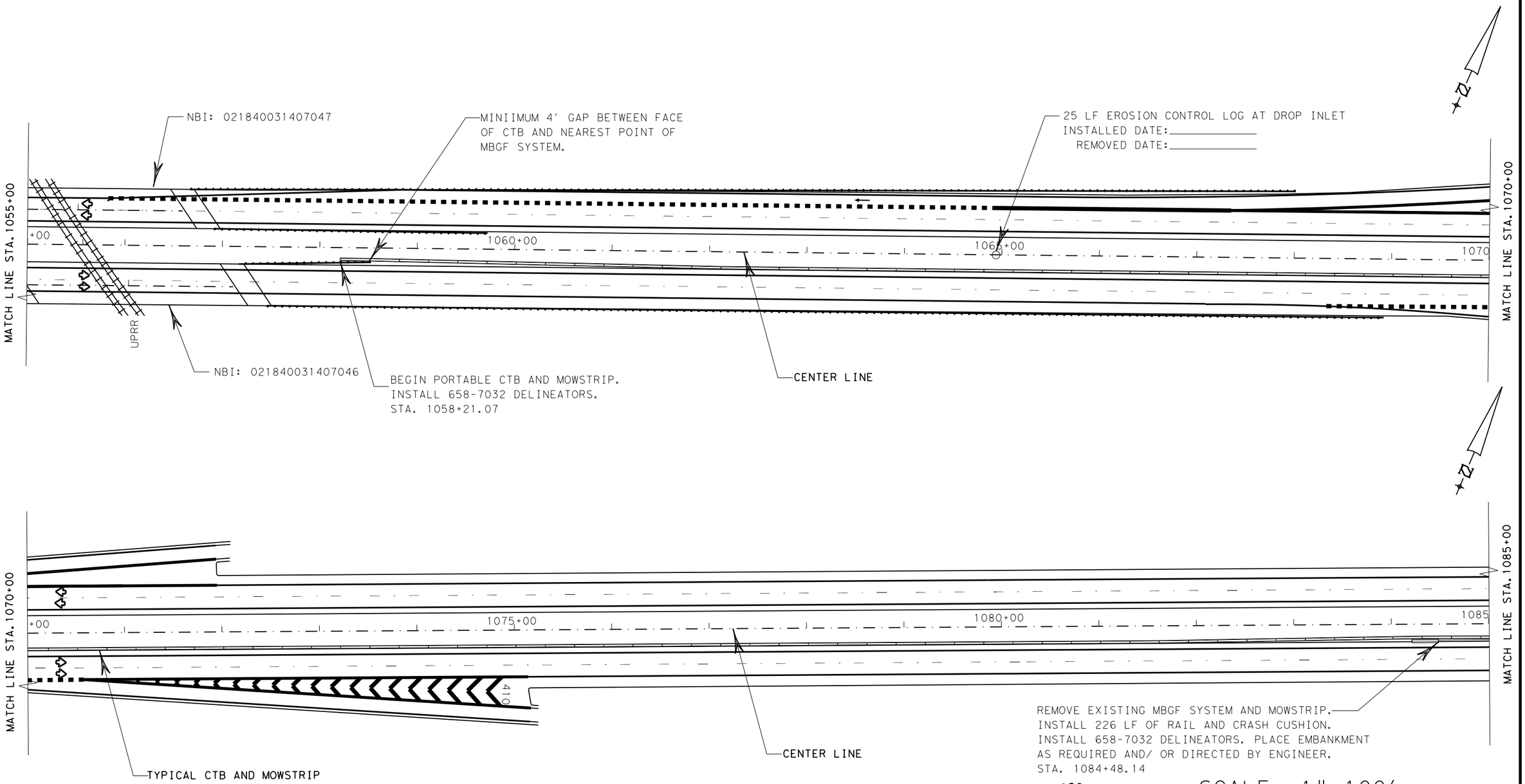

SCALE: 1"=100' SHEET 2 OF 19

IH 20
0314-07-082

NOTES:

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8/15/2024

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ROADWAY PLAN/ SW3P LAYOUT

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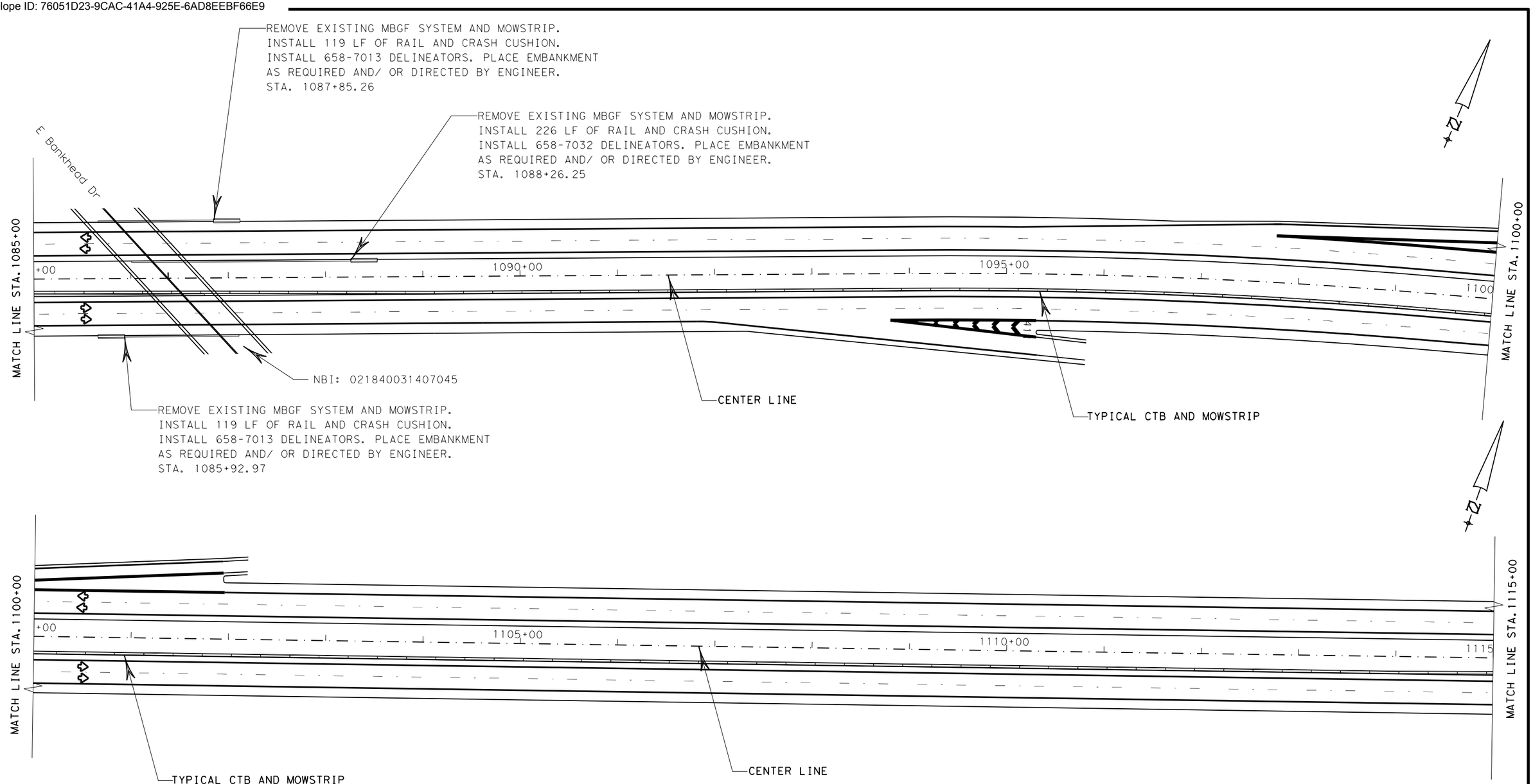

SCALE: 1"=100' SHEET 3 OF 19

IH 20
0314-07-082

NOTES:

1. Prep ROW in the limits of the project.
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KOREY D. COBURN
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7/1/2024

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

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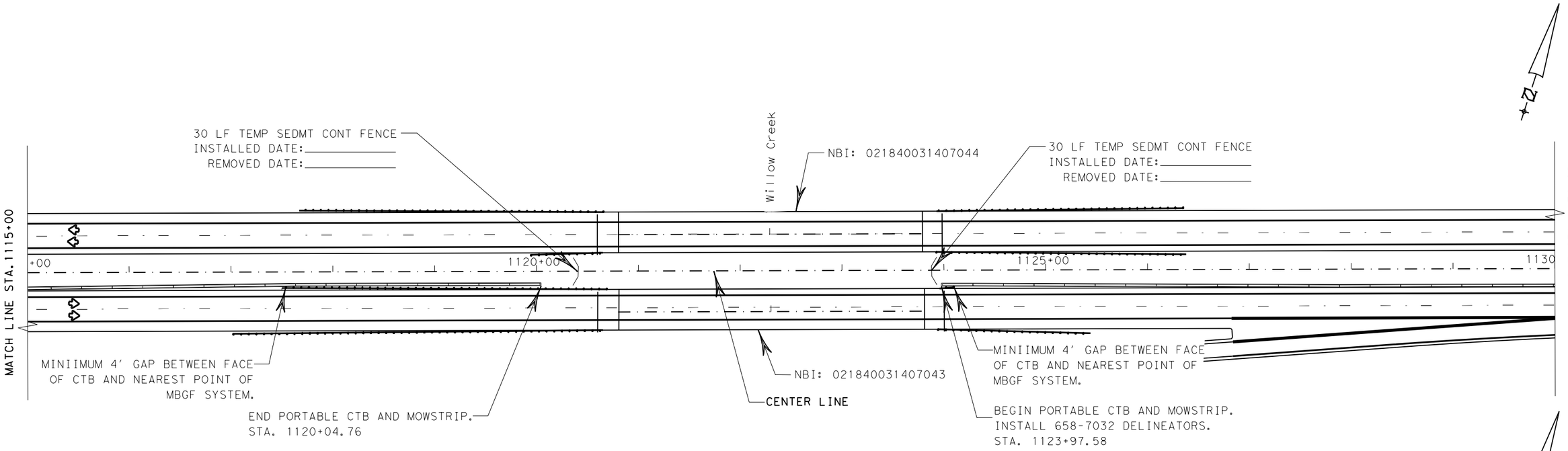

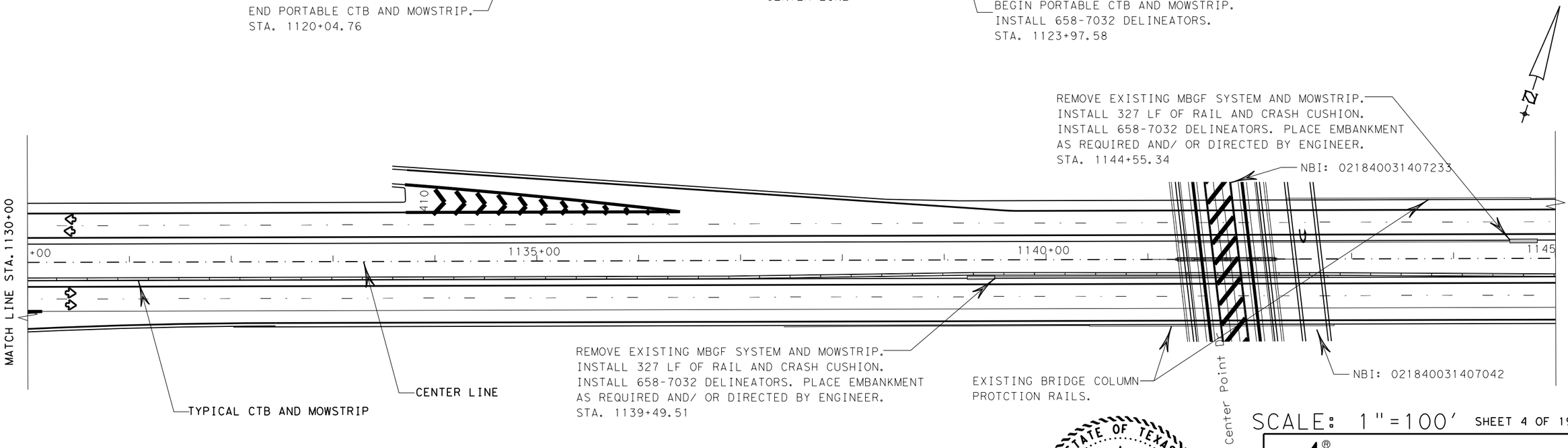

SCALE: 1"=100' SHEET 4 OF 19

IH 20
0314-07-082

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8/15/2024

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ROADWAY PLAN/ SW3P LAYOUT

REVISIONS	FED.RD. DIV.NO.	PROJECT NO.		SHEET NO.
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	TEXAS	FTW	PARKER	
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	0008	03	141	IH 20

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NOTES:

1. Prep ROW in the limits of the project.
2. Reference Mow Strip Detail for portable CTB mow strip.

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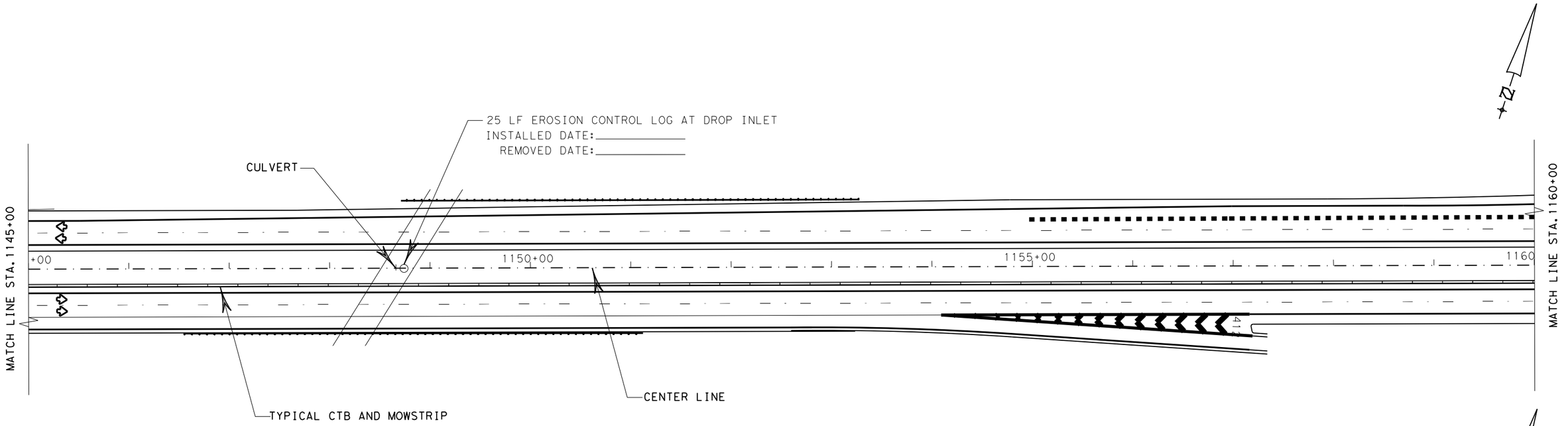

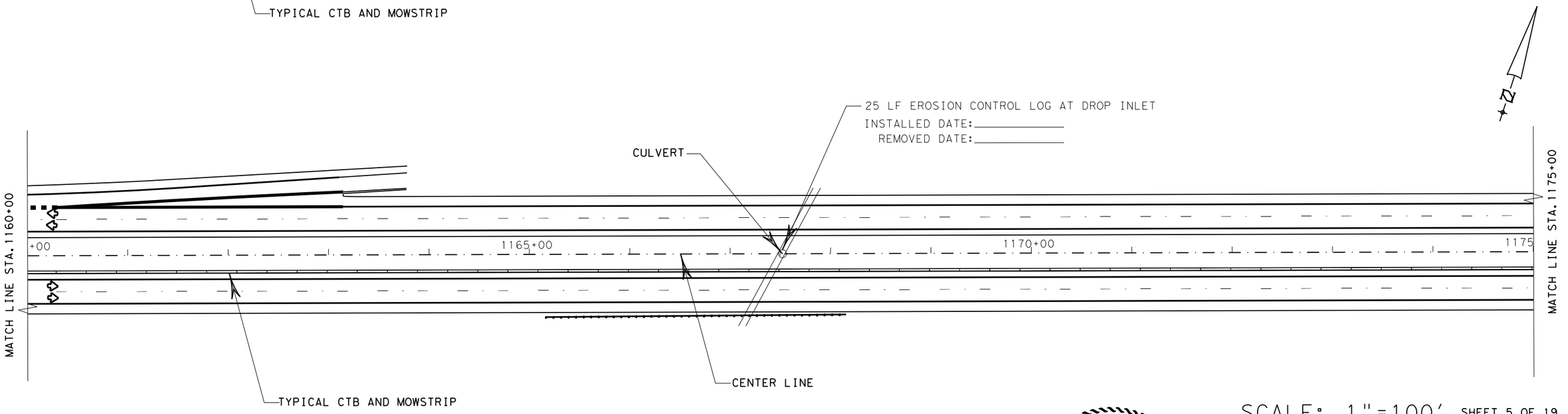

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PROFESSIONAL ENGINEER

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7/1/2024

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Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

REVISIONS	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		43
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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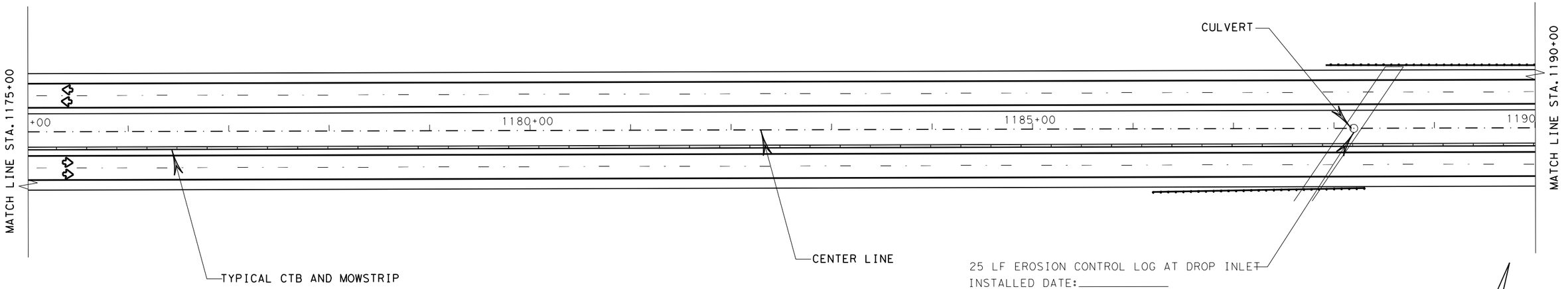

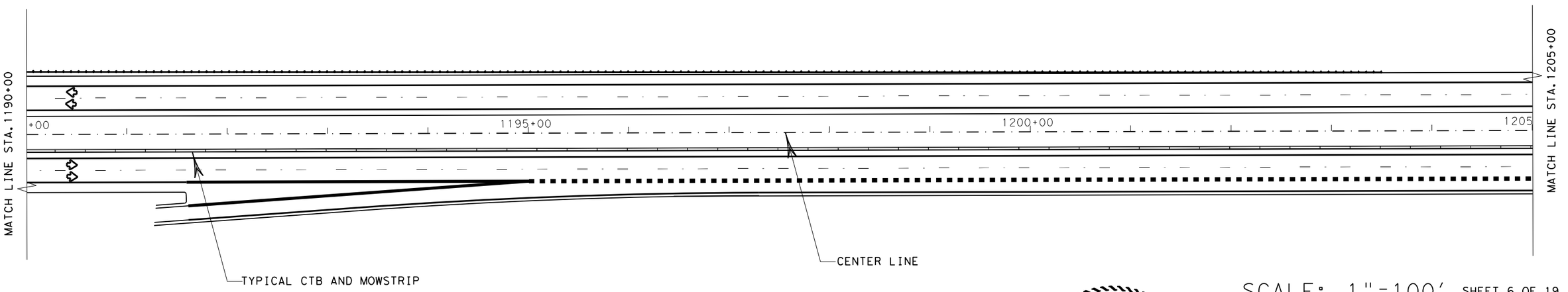

IH 20
0314-07-082

NOTES:

1. Prep ROW in the limits of the project.
2. Reference Mow Strip Detail for portable CTB mow strip.

STATE OF TEXAS
KOREY D. COBURN
131468
LICENSED PROFESSIONAL ENGINEER

DocuSigned by:
Korey D Coburn P.E.
6598CC6BE13A490...
7/1/2024

SCALE: 1"=100' SHEET 6 OF 19

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

REVISIONS	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		44
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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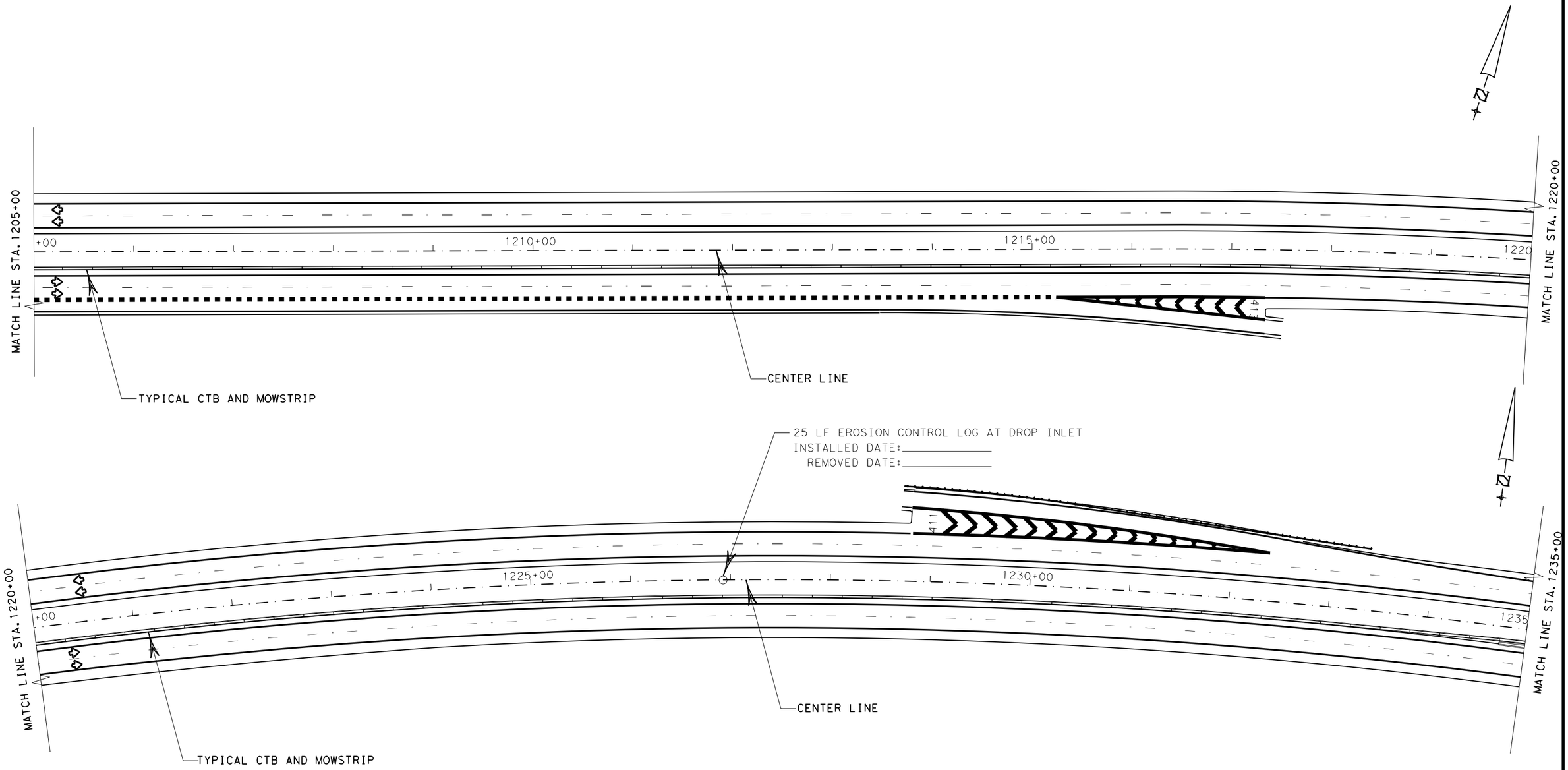

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SCALE: 1"=100' SHEET 7 OF 19

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

REVISIONS	FED.RD. DIV.NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		45
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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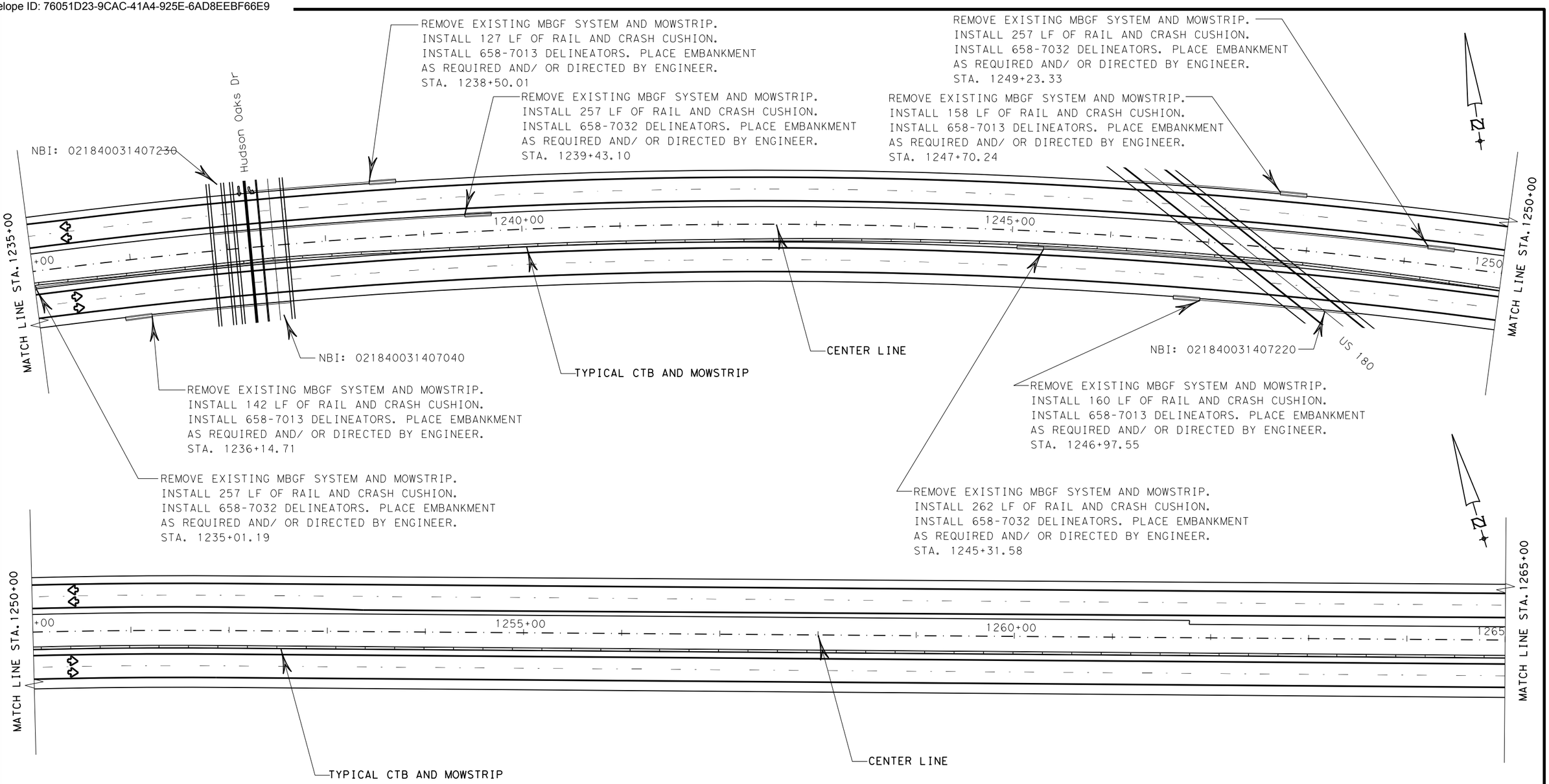

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6536CC6BE43A490...
7/1/2024

SCALE: 1"=100' SHEET 8 OF 19

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		46
REVISIONS	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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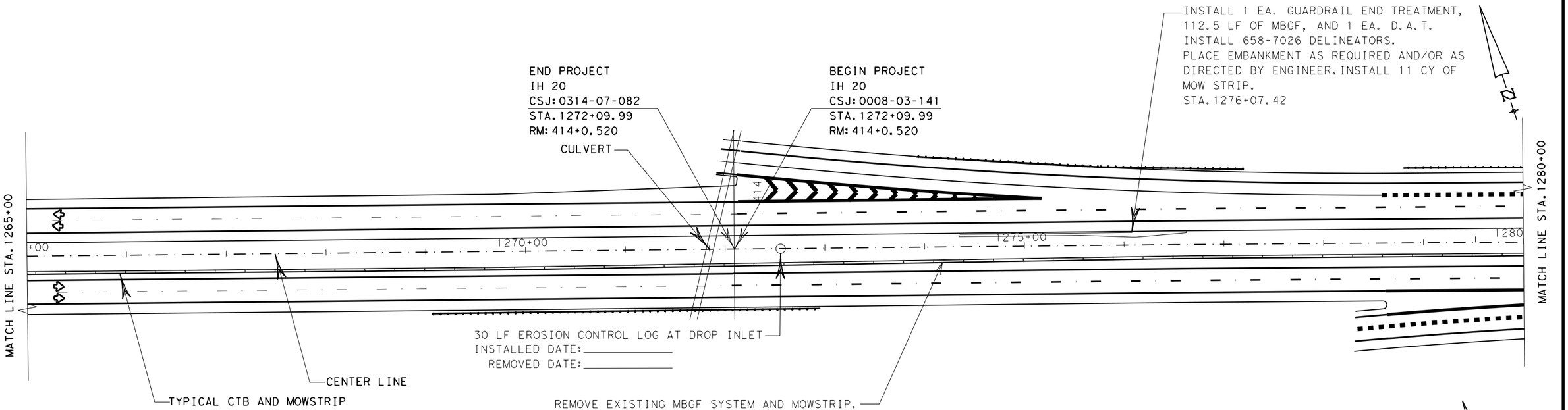

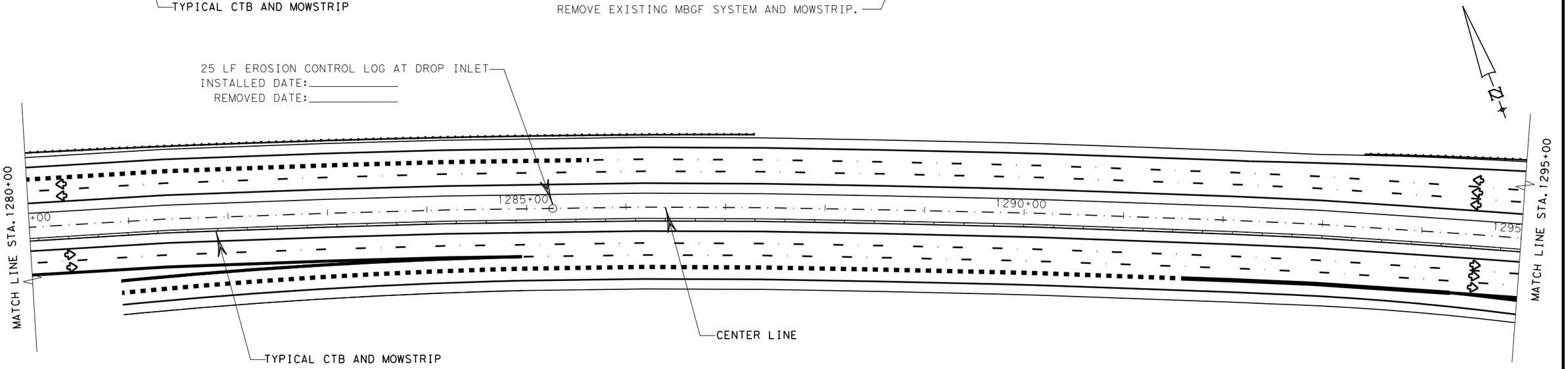

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SCALE: 1"=100' SHEET 9 OF 19

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		47
REVISIONS	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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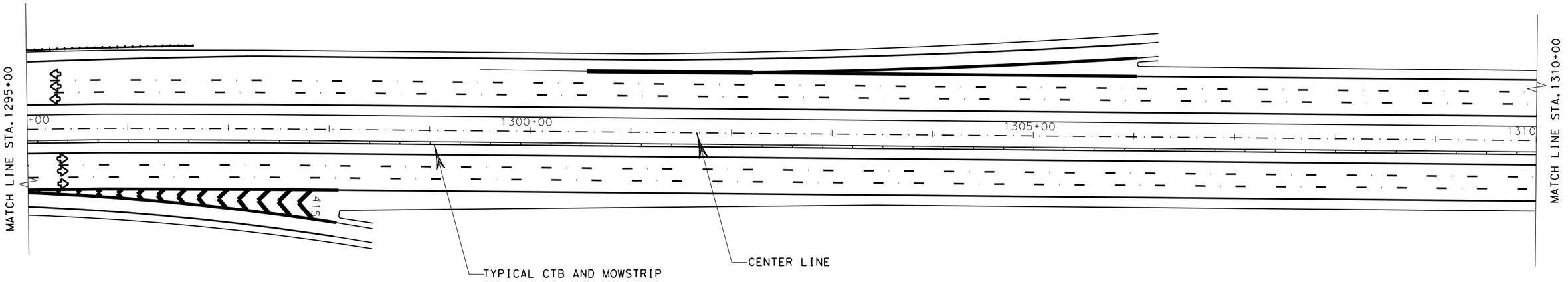

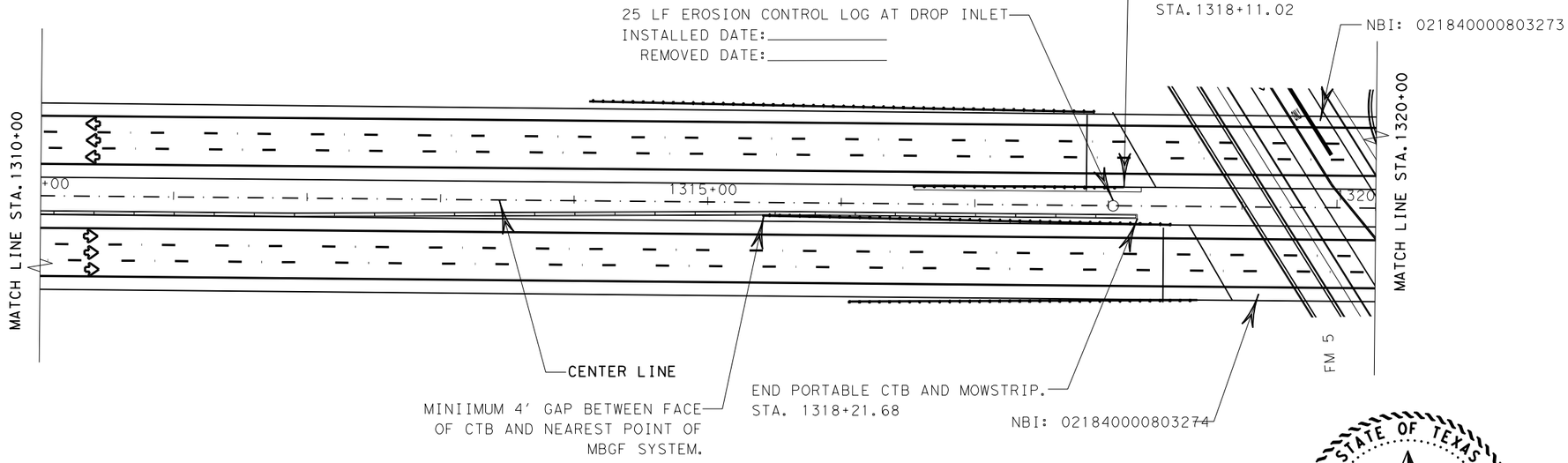

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8/15/2024

SCALE: 1"=100' SHEET 10 OF 19

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

REVISIONS	FED.RD. DIV.NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		48
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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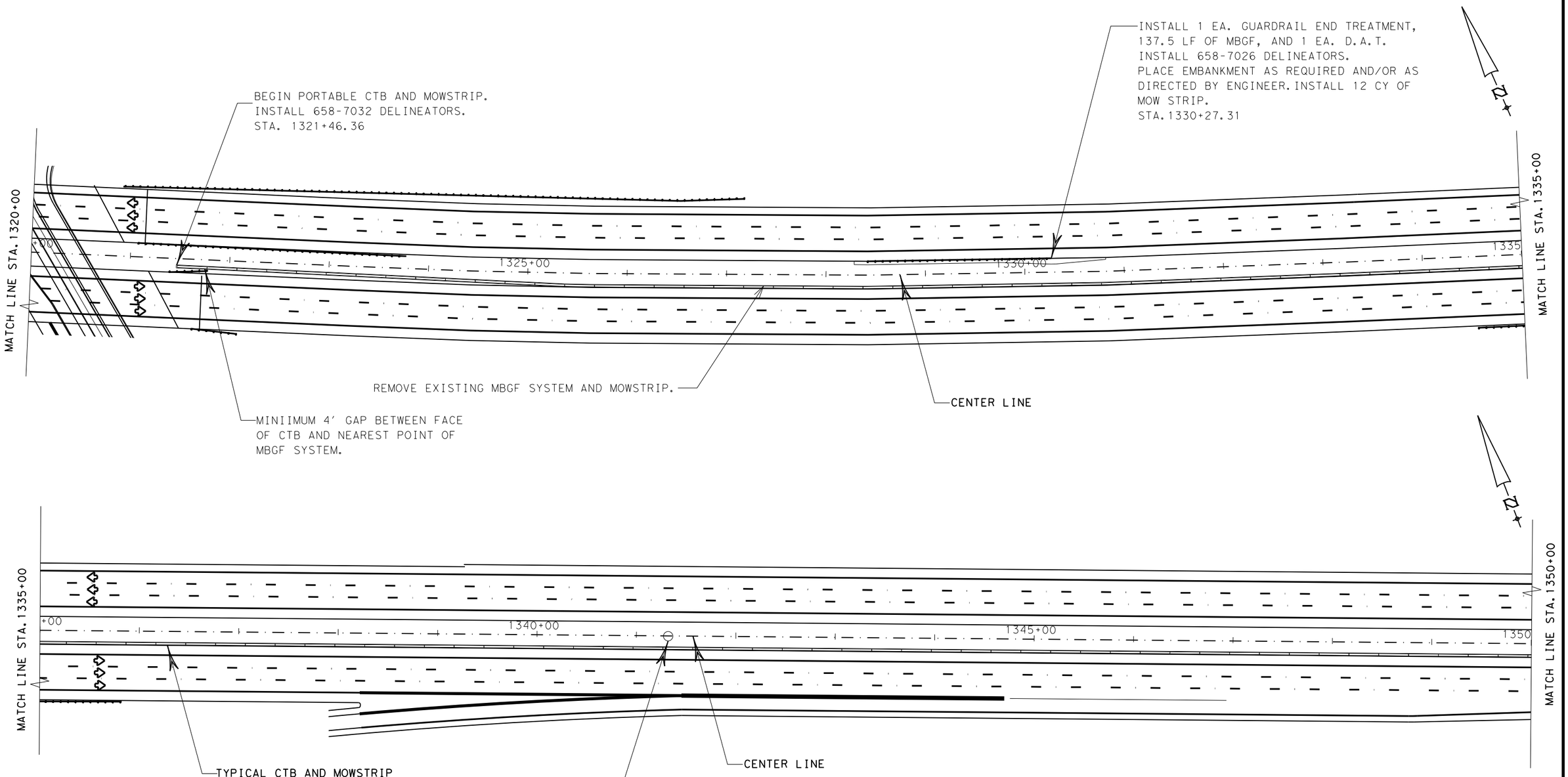

30 LF EROSION CONTROL LOG AT DROP INLET
INSTALLED DATE:_____
REMOVED DATE:_____

SCALE: 1"=100' SHEET 11 OF 19

IH 20
0008-03-141

NOTES:

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STATE OF TEXAS
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ROADWAY PLAN/ SW3P LAYOUT

REVISIONS	FED.RD. DIV.NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		49
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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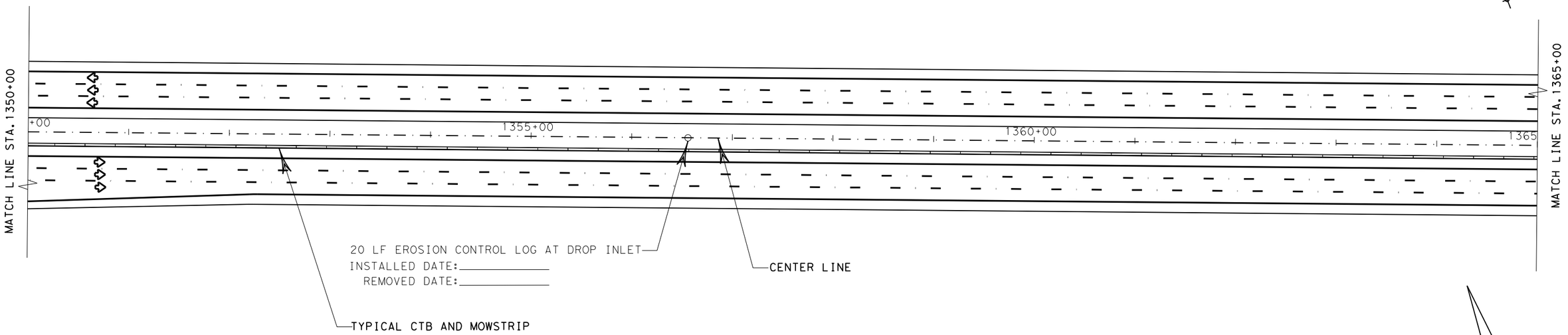

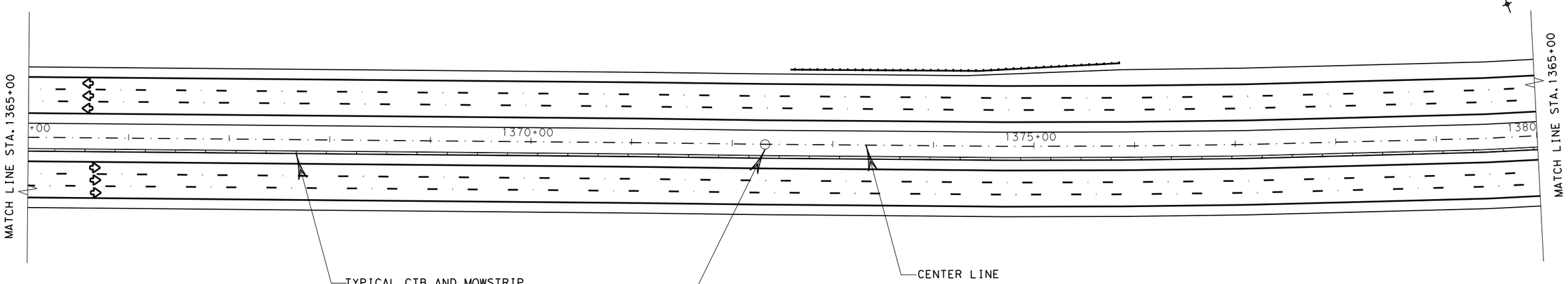

IH 20
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6536CC6BE43A490...
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SCALE: 1"=100' SHEET 12 OF 19

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

REVISIONS	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		50
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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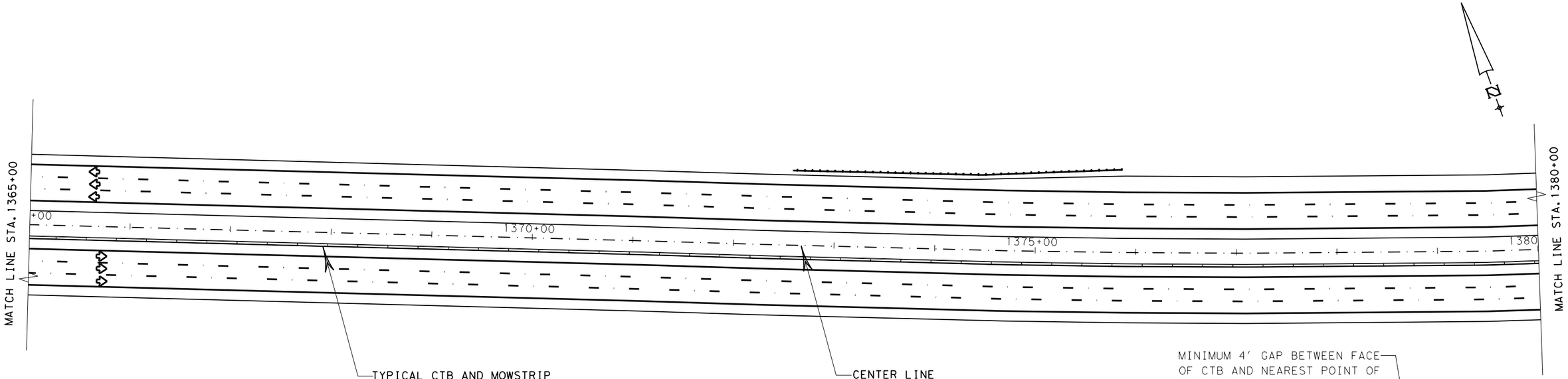

SCALE: 1"=100' SHEET 13 OF 19

IH 20
0008-03-141

NOTES:

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Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

REVISIONS	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		51
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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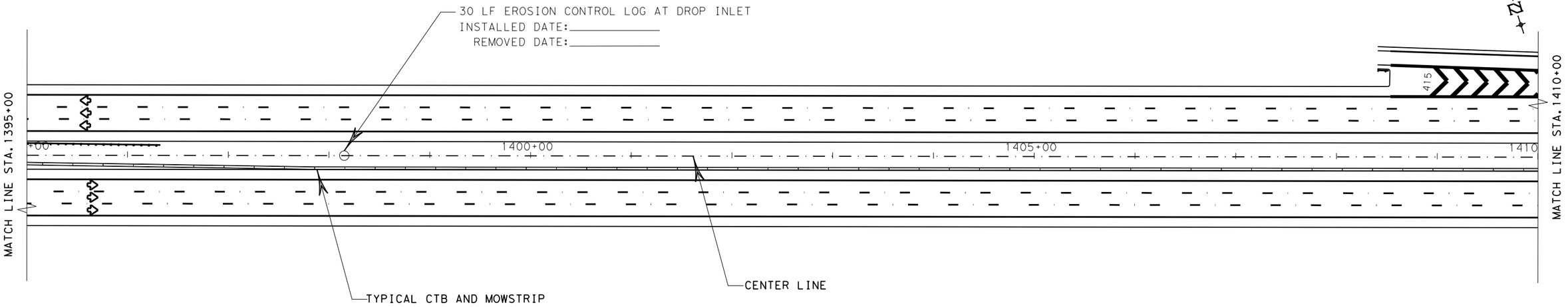

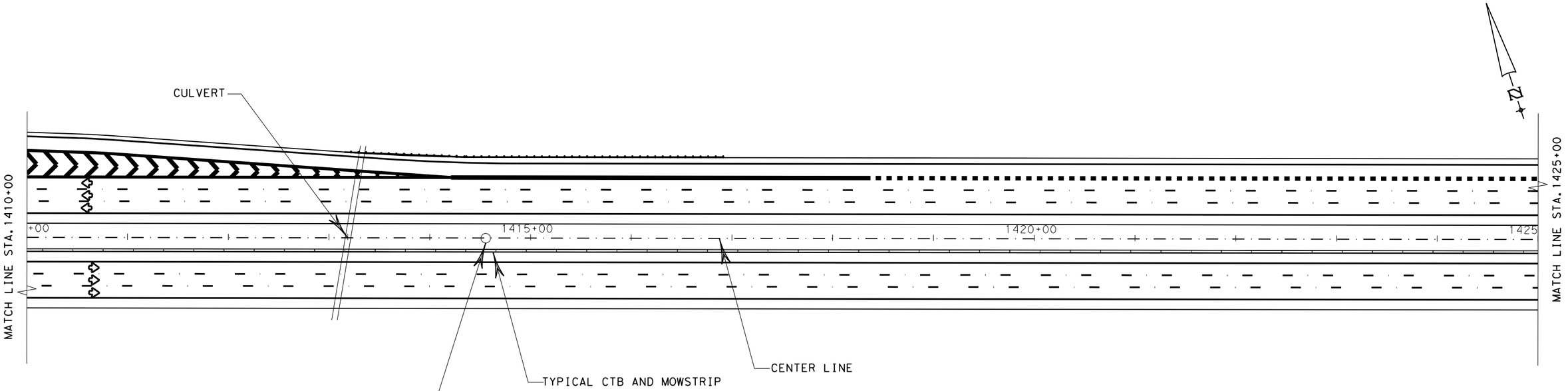

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6526CC6BE43A490...
7/1/2024

SCALE: 1"=100' SHEET 14 OF 19

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

	FED.RD. DIV.NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		52
REVISIONS	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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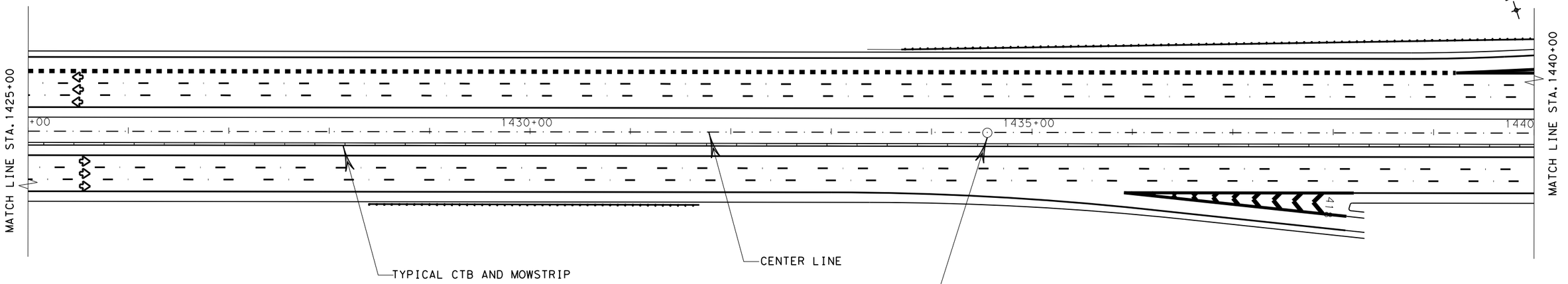

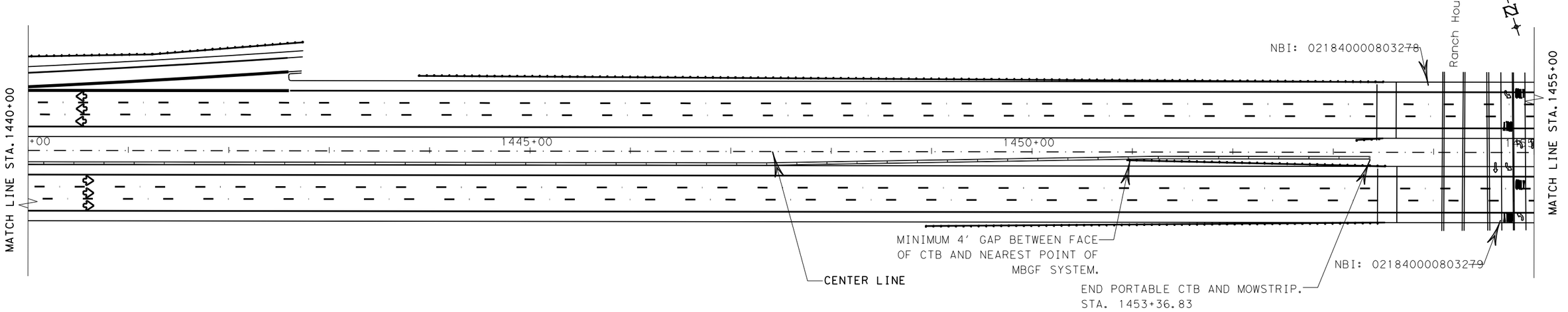

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6536CC6BE43A490...
8/15/2024

SCALE: 1"=100' SHEET 15 OF 19

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

REVISIONS	FED.RD. DIV.NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		53
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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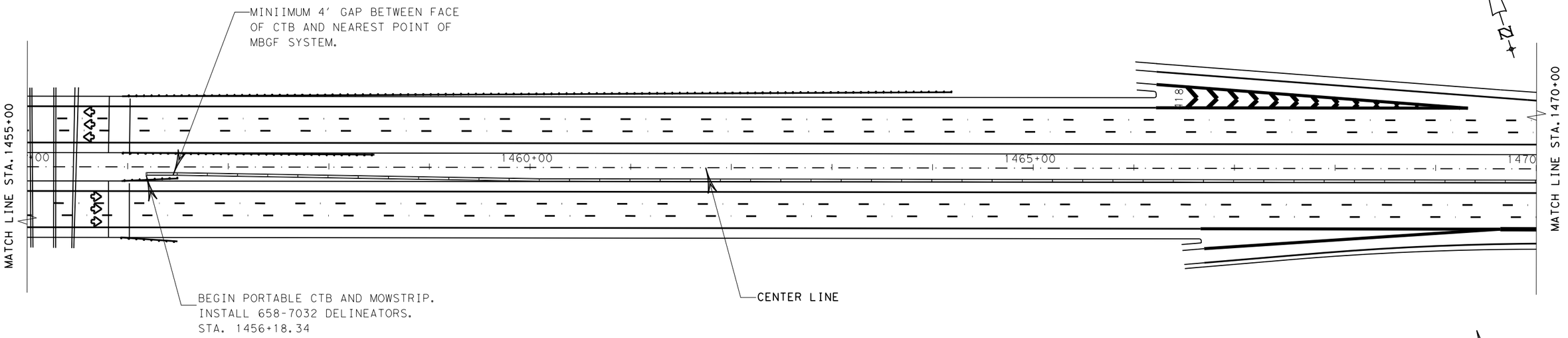

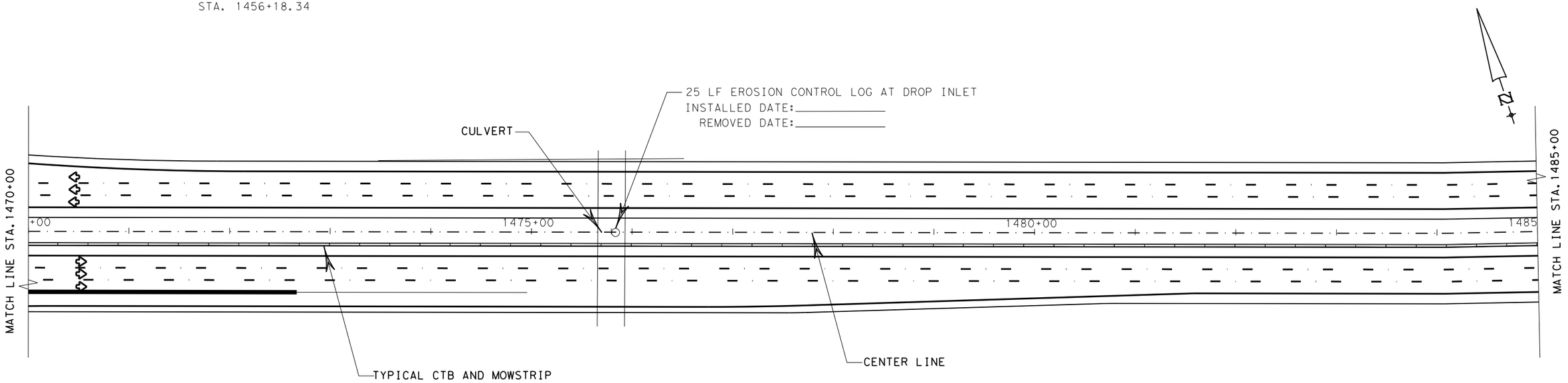

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SCALE: 1"=100' SHEET 16 OF 19

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

REVISIONS	FED.RD. DIV.NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		54
	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
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	0008	03	141	IH 20

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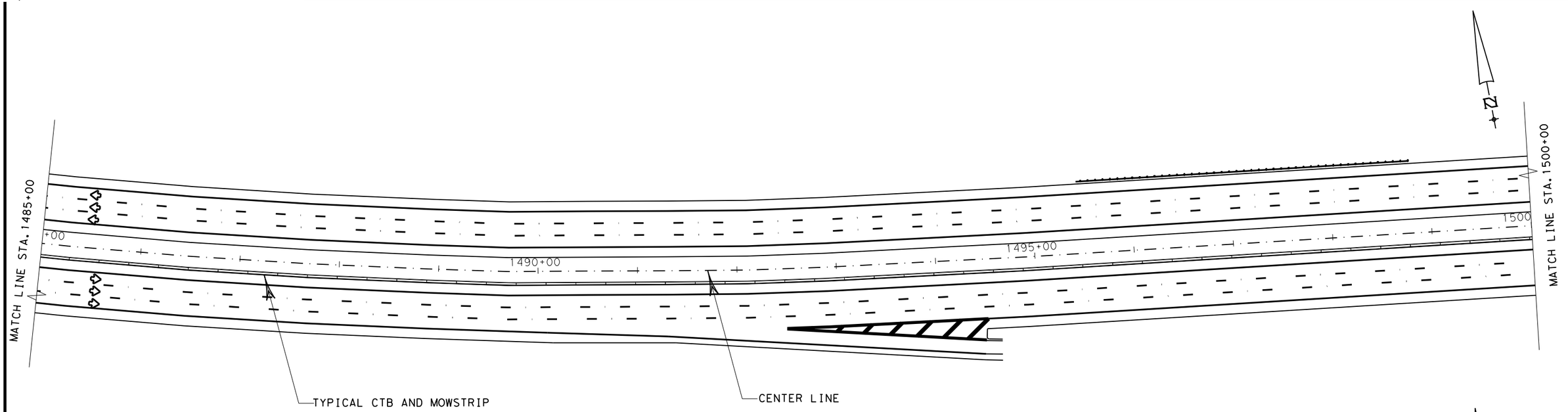

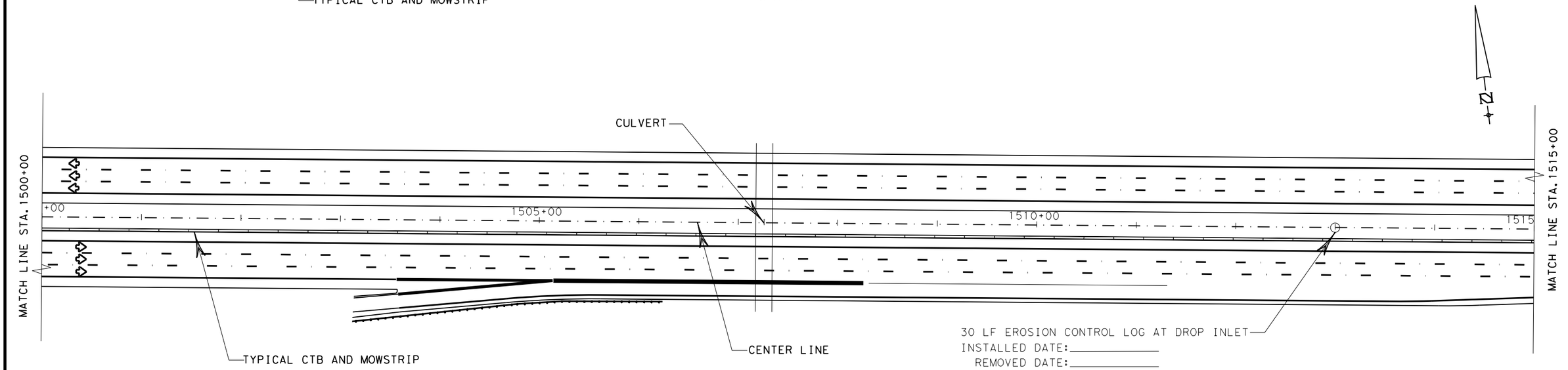

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SCALE: 1"=100' SHEET 17 OF 19

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		55
REVISIONS	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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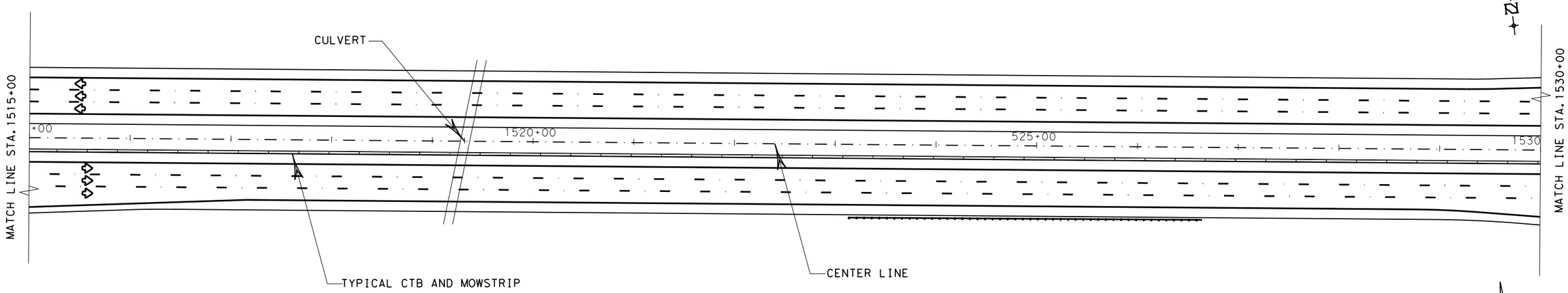

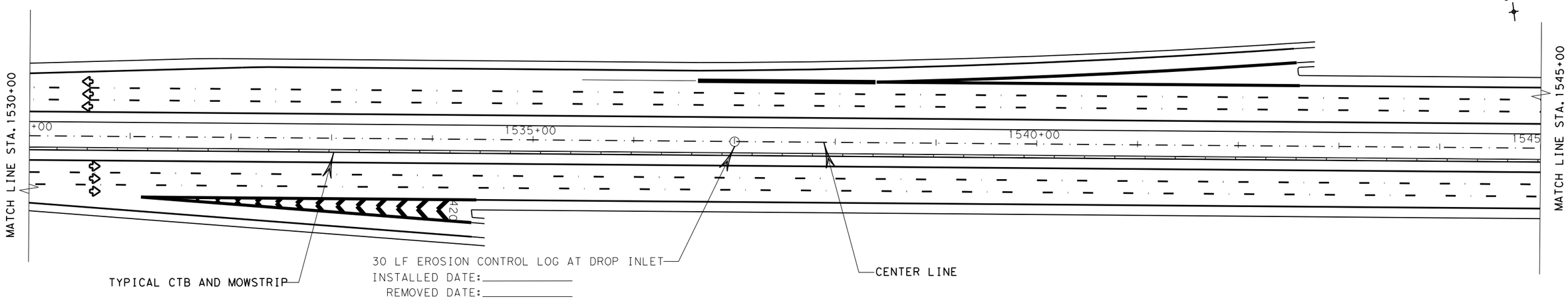

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SCALE: 1"=100' SHEET 18 OF 19

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		56
REVISIONS	STATE	DISTRICT	COUNTY	
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	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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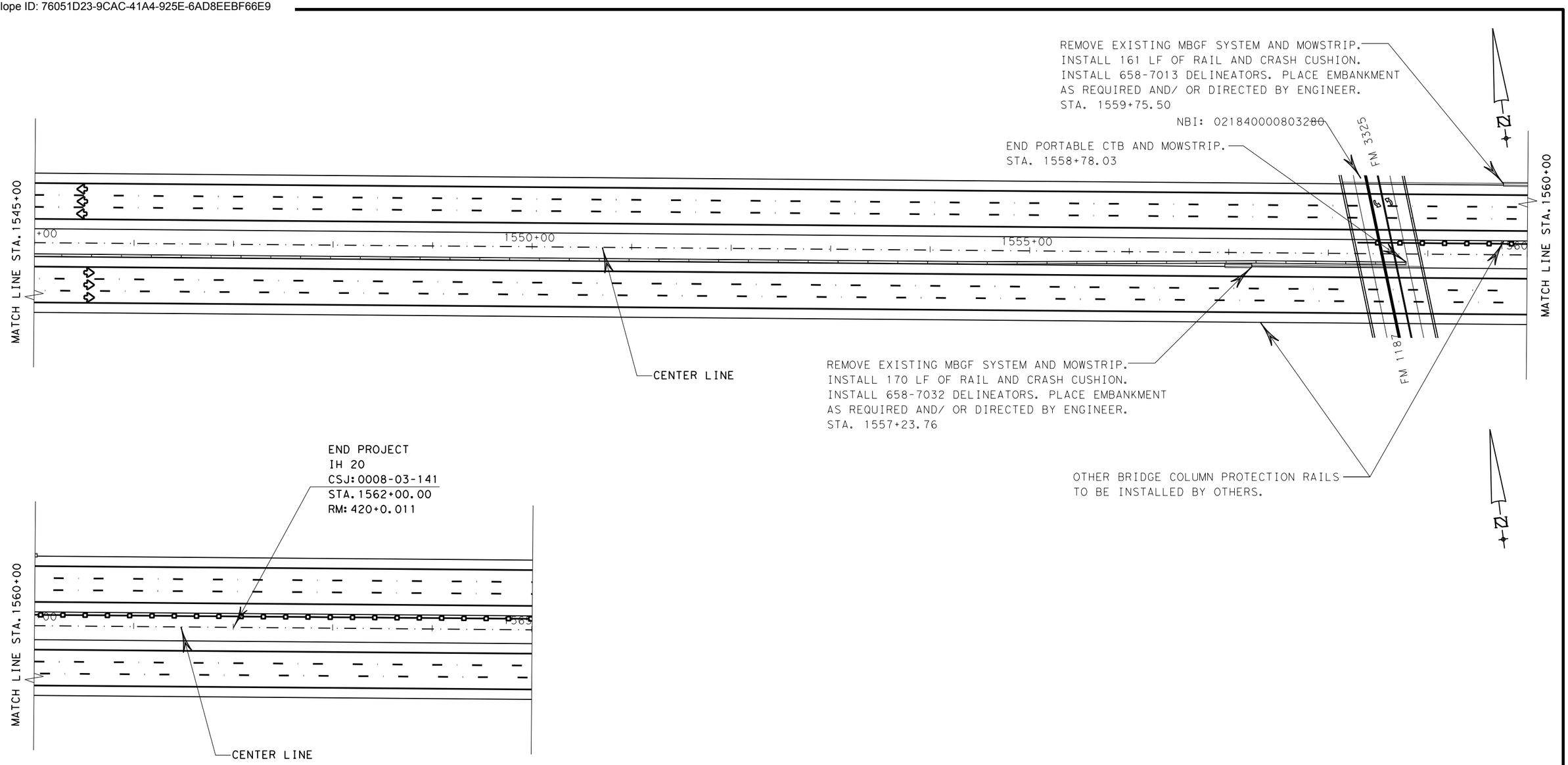

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SCALE: 1"=100' SHEET 19 OF 19

Texas Department of Transportation

ROADWAY PLAN/ SW3P LAYOUT

	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		57
REVISIONS	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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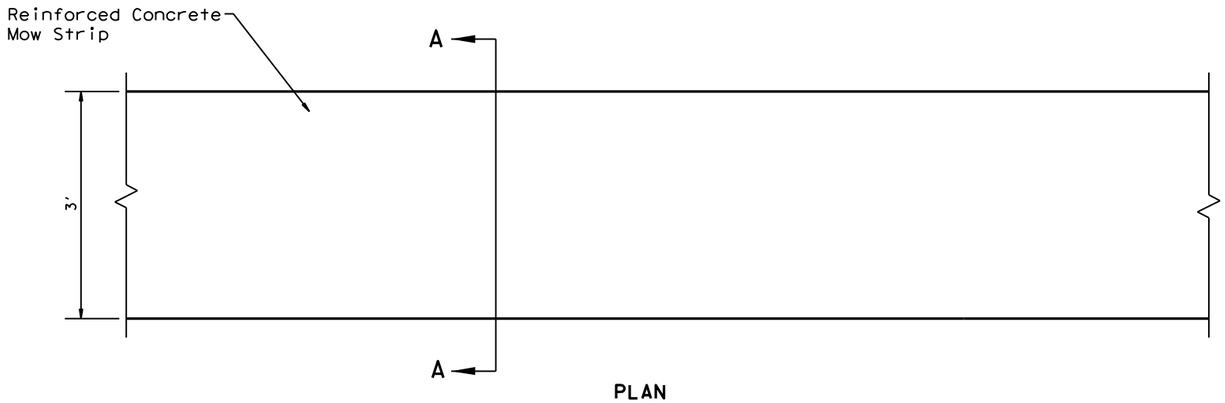
GENERAL NOTES

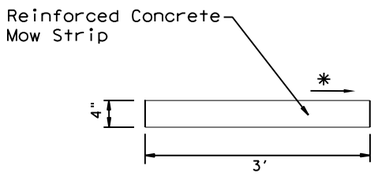
1. Mow strips shall be reinforced concrete with (wire mesh or synthetic fiber), as shown on the plans and will be paid for under the pertinent bid item. Reinforced concrete shall be placed in accordance with Item 432, "Riprap." The use of the synthetic fiber in lieu of steel reinforcing is acceptable with written approval from the engineer, provided the fiber producer is on the Department Material Producer List (MPL), maintained by TxDOT, Construction Division.

2. Thickness of the mow strip will be 4".

MOW STRIP FOR PORTABLE CTB



PLAN



MOW STRIP DETAIL

* 2% Slope to drain

SECTION A-A
Typical

SCALE: NONE

Texas Department of Transportation

PORTABLE CTB MOWSTRIP DETAIL

	FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
	6	SEE SHEET 1		58
REVISIONS	STATE	DISTRICT	COUNTY	
	TEXAS	FTW	PARKER	
	CONTROL	SECTION	JOB	HIGHWAY NO.
	0008	03	141	IH 20

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7/1/2024

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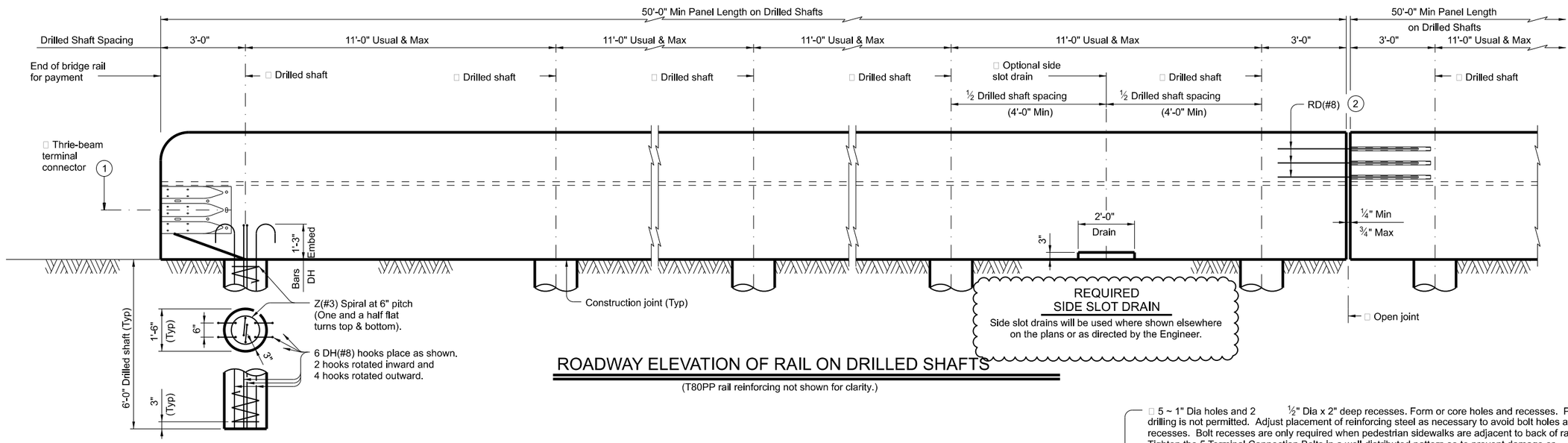


ROADWAY ELEVATION OF RAIL ON DRILLED SHAFTS

(T80PP rail reinforcing not shown for clarity.)

(1) Terminal Connectors and associated hardware are to be paid for under the Item "Metal Beam Guard fence". Attach Metal Beam Guard Fence Transitions to the bridge rail and extend along the embankment unless otherwise shown in the plans.

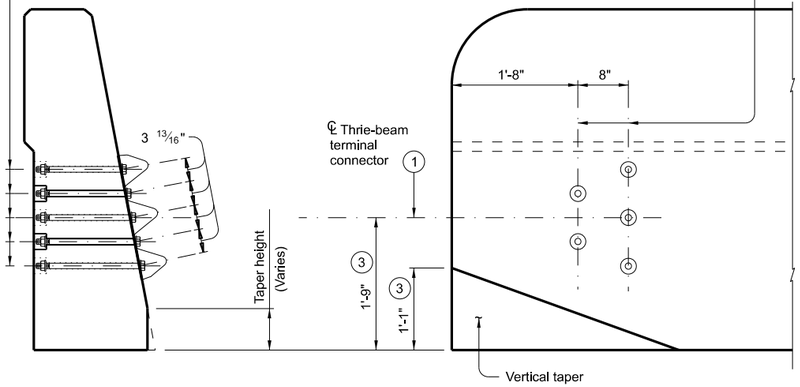
(2) Located at rail joints. For placement and assembly of Bar RD(#8), see "Section Thru Rail On Drilled Shafts" and "Bar RD(#8) Assembly Detail".

(3) Increase 2" for structures with overlay.

(4) Adjust bottom bars R(#6) as required to maintain 1 ½" cover over slots.

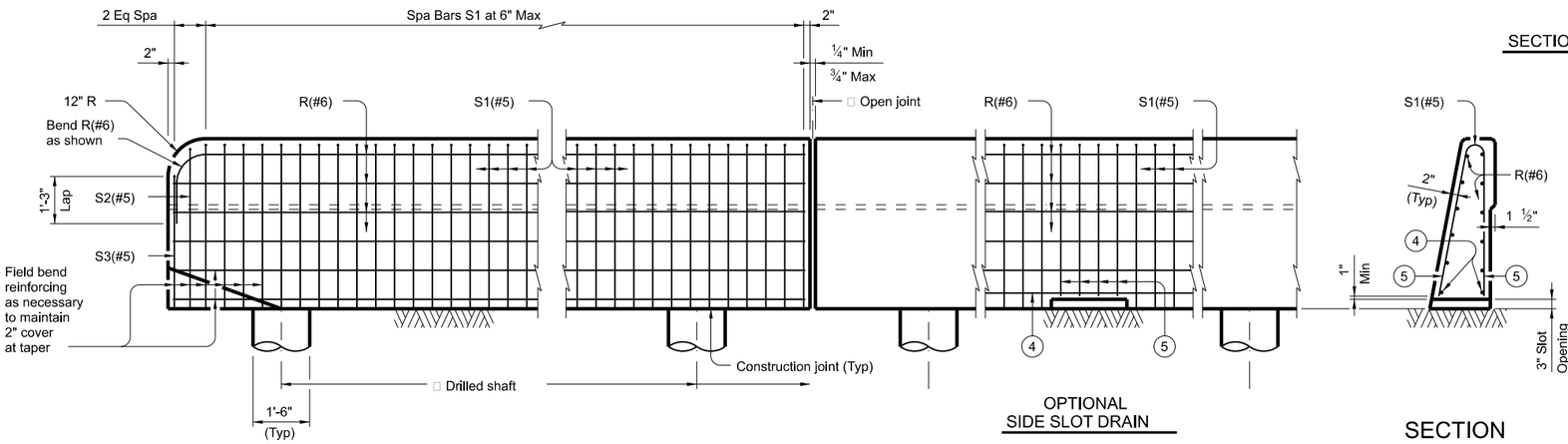
(5) Cut Bars S1(#5) as required to maintain 1" end cover over drain slot.

□ 5 ~ 1" Dia holes and 2 ½" Dia x 2" deep recesses. Form or core holes and recesses. Percussion drilling is not permitted. Adjust placement of reinforcing steel as necessary to avoid bolt holes and recesses. Bolt recesses are only required when pedestrian sidewalks are adjacent to back of rail. Tighten the 5 Terminal Connection Bolts in a well distributed pattern so to prevent damage or distortion of the Thrie-Beam Connection and the MBGF Transition. Cut bolts off after installation so as to extend no more than ¾" beyond nut. Paint ends of cut-off bolts with zinc-rich paint.



SECTION ELEVATION

TERMINAL CONNECTION DETAILS



ELEVATION SHOWING RAIL REINFORCING ON DRILLED SHAFT FOUNDATIONS

(Drilled shaft reinforcing and RD(#8) bars not shown for clarity.)

SECTION THRU OPTIONAL SIDE SLOT DRAIN

KOREY D. COBURN
131468
LICENSED PROFESSIONAL ENGINEER
8/6/2024

DocuSigned by:
Korey D Coburn P.E.
6536CC6BE43A490...

SHEET 1 OF 4

Texas Department of Transportation

Bridge Division Standard

T80PP TRAFFIC RAIL AND TRAFFIC RAIL FOUNDATION

FOR MASH TL-5 PIER PROTECTION

T80PP-RF MOD

FILE:	DN: TxDOT	CK: TAR	DW: JTR	CK: TAR
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	FTW	PARKER		59

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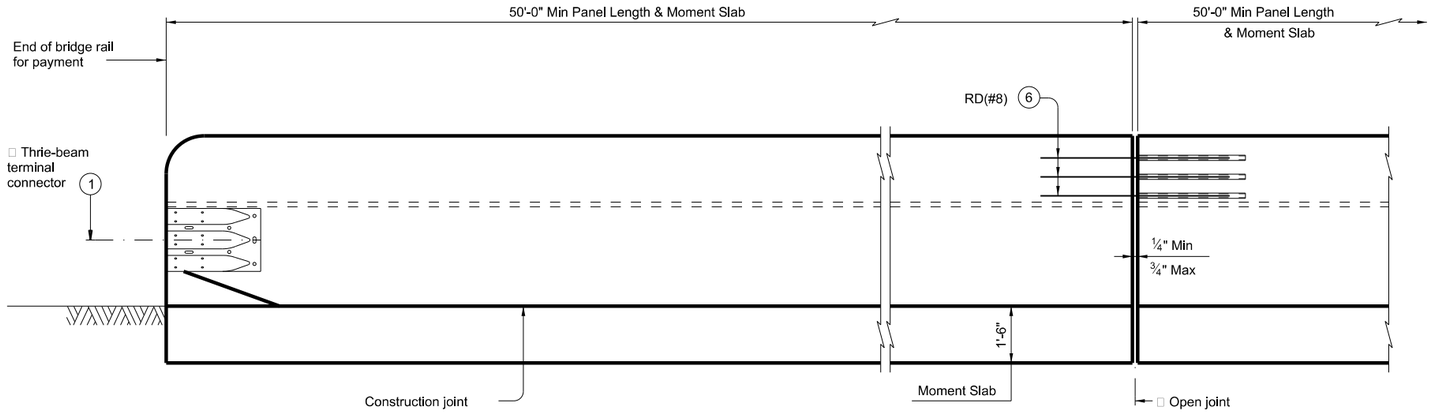
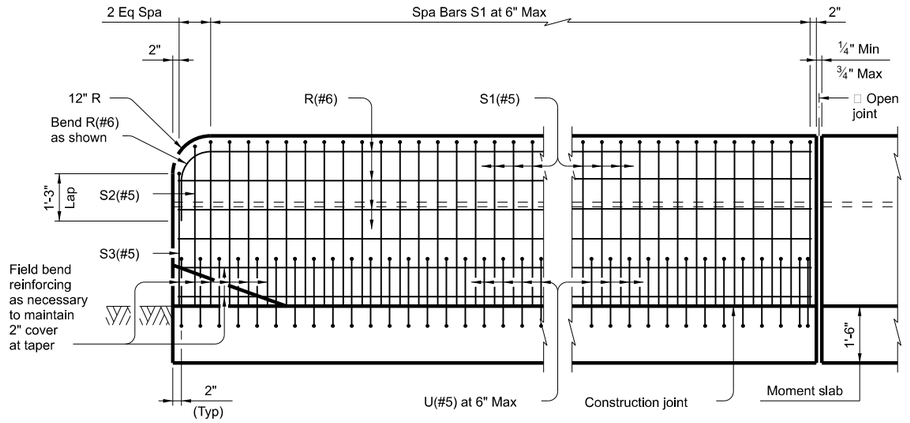
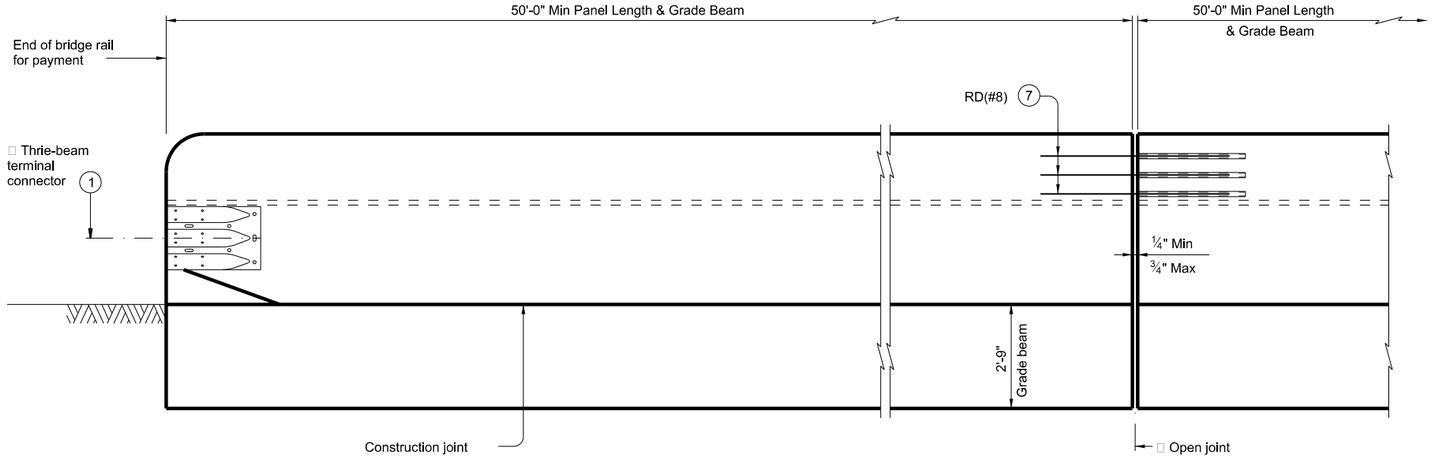


ROADWAY ELEVATION OF RAIL ON MOMENT SLAB

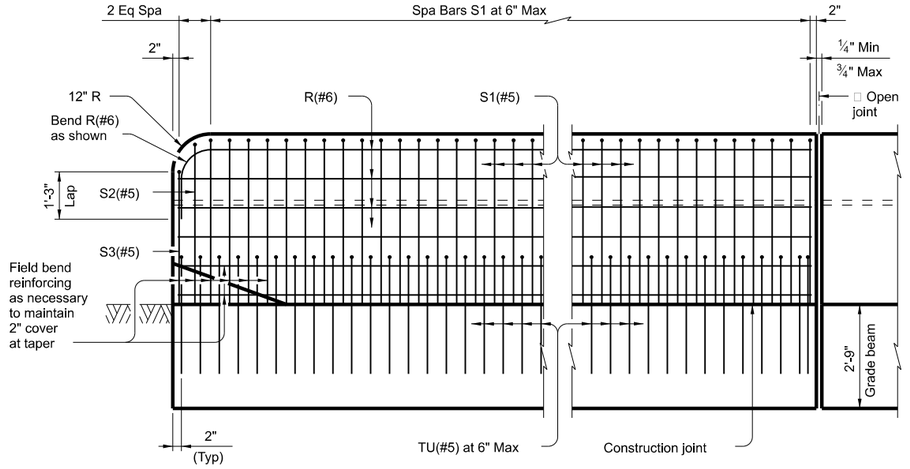


ELEVATION SHOWING RAIL REINFORCING ON MOMENT SLAB

(Moment slab reinforcing and Bars RD(#8) not shown for clarity.)

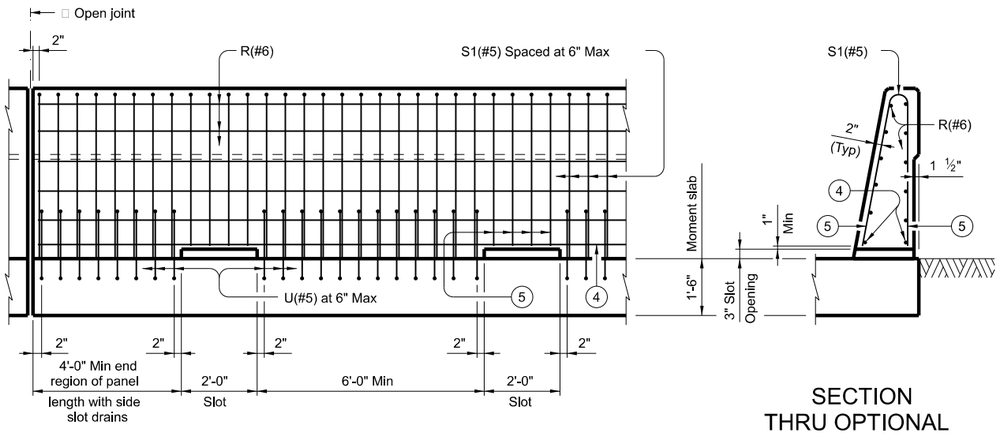


ROADWAY ELEVATION OF RAIL ON GRADE BEAM



ELEVATION SHOWING RAIL REINFORCING ON GRADE BEAM

(Grade beam reinforcing and Bars RD(#8) not shown for clarity.)



OPTIONAL SIDE SLOT DRAIN DETAIL

Side slot drains may be used where shown elsewhere on the plans or as directed by the Engineer. (Showing T80PP rail on moment slab, rail on grade beam is similar. Moment slab reinforcing and RD(#8) bars are not shown for clarity.)

SECTION THRU OPTIONAL SIDE SLOT DRAIN

(1) Terminal Connectors and associated hardware are to be paid for under the Item "Metal Beam Guard fence". Attach Metal Beam Guard Fence Transitions to the bridge rail and extend along the embankment unless otherwise shown in the plans.

(4) Adjust bottom bars R(#6) as required to maintain 1 ½" cover over slots.

(5) Cut Bars S1(#5) as required to maintain 1" end cover over drain slot.

(6) Located at rail joints. For placement and assembly of RD(#8) bar, see "Section Thru Rail On Moment Slab" and "Bar RD(#8) Assembly Detail".

(7) Located at rail joints. For placement and assembly of RD(#8) bar, see "Section Thru Rail On Grade Beam" and "Bar RD(#8) Assembly Detail".

Texas Department of Transportation

Bridge Division Standard

T80PP TRAFFIC RAIL AND TRAFFIC RAIL FOUNDATION

FOR MASH TL-5 PIER PROTECTION

T80PP-RF

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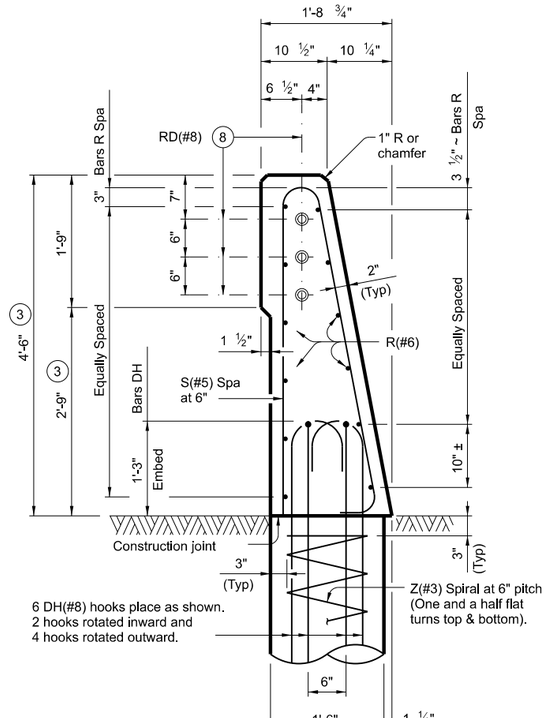
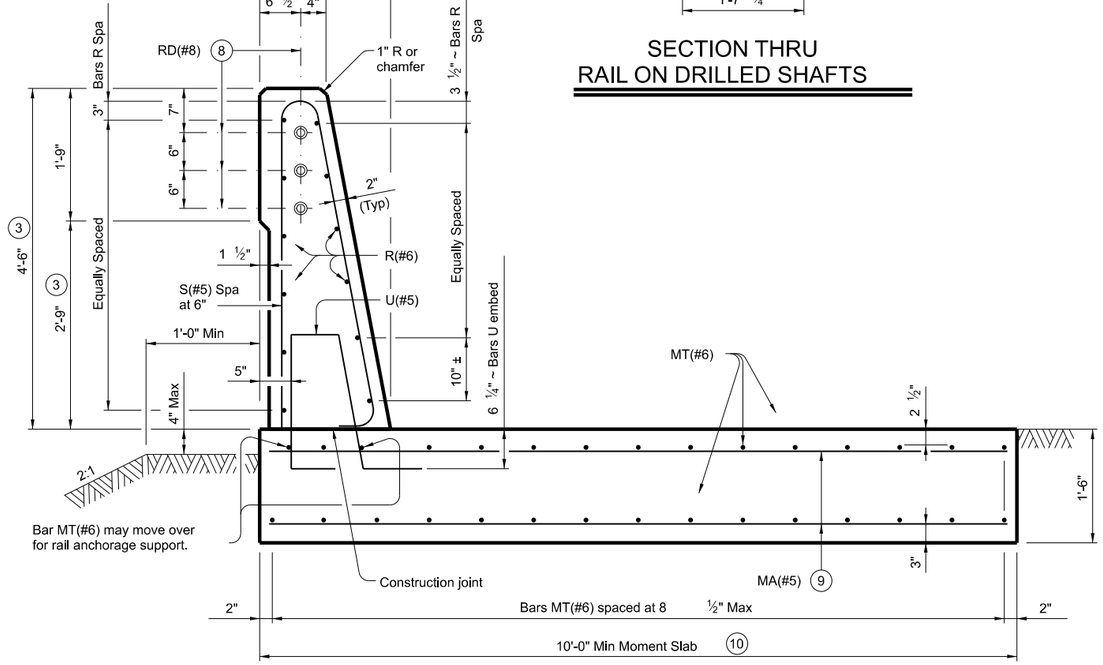


SECTION THRU
RAIL ON DRILLED SHAFTS



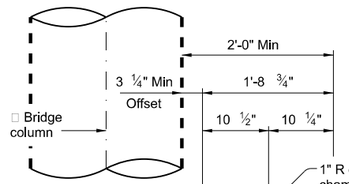
SECTION THRU RAIL ON MOMENT SLAB

3 Increase 2" for structures with overlay.

8 □ 3 Bars RD(#8) placed as shown at each joint. Center Bar RD(#8) at joint locations with 1 ¼" PVC pipe Sch 80 sleeve on one side of joint. See "Bar RD(#8) Assembly Detail".

9 MA(#5) space longitudinally along moment slab at 12" Max (Spaced 2" longitudinally from outside edge of moment slab).

10 Approximate moment slab concrete = 0.56 CY/LF and reinforcement = 65.4 LB/LF.



SECTION THRU
RAIL ON DRILLED SHAFT
FOR PIER PROTECTION
(Reinforcing not shown for clarity.)

SECTION THRU
RAIL ON MOMENT SLAB
FOR PIER PROTECTION
(Reinforcing not shown for clarity.)

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Texas Department of Transportation

Bridge Division Standard

T80PP TRAFFIC RAIL AND TRAFFIC RAIL FOUNDATION
FOR MASH TL-5 PIER PROTECTION

T80PP-RF

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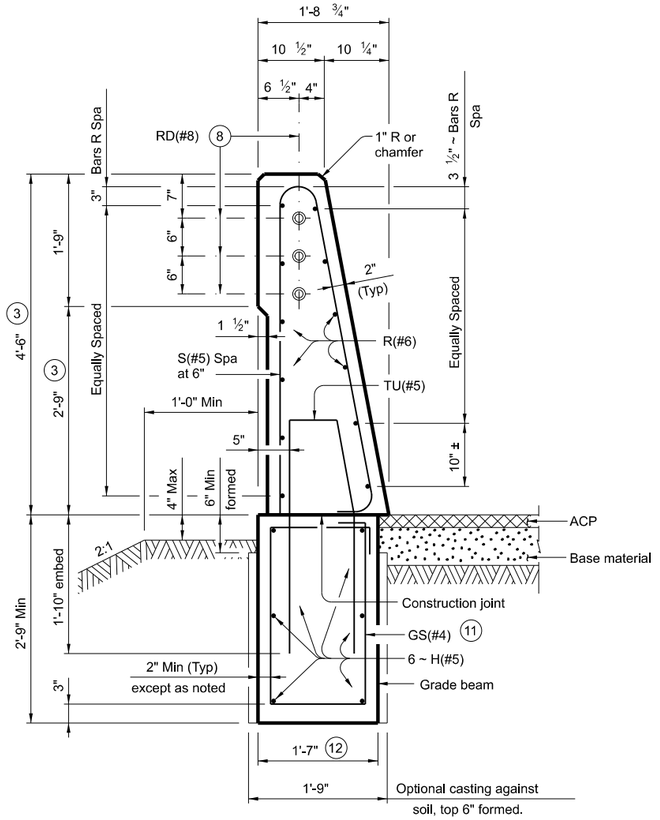
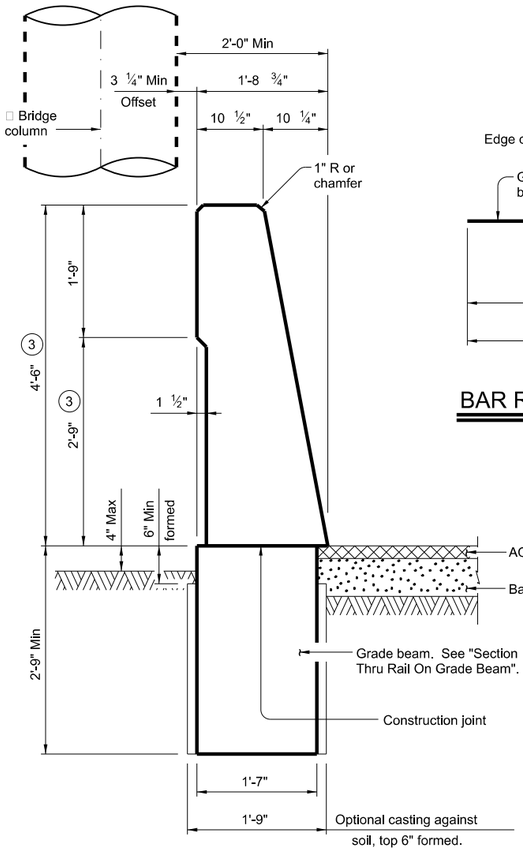
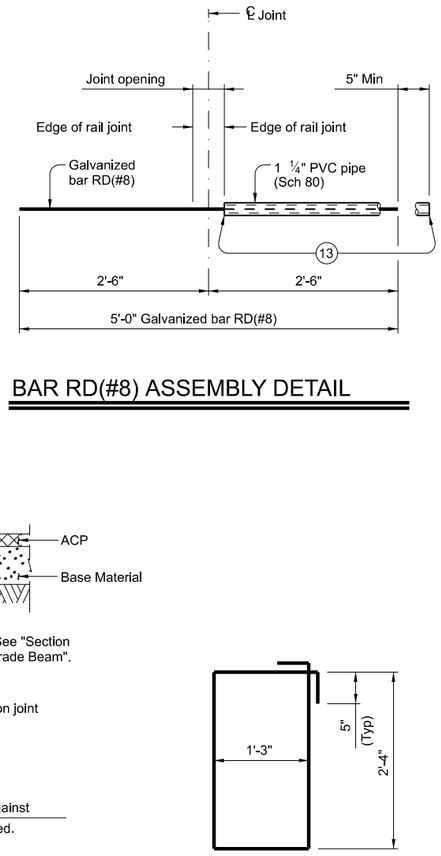


SECTION THRU RAIL ON GRADE BEAM



SECTION THRU RAIL ON GRADE BEAM FOR PIER PROTECTION

(Reinforcing not shown for clarity.)



BAR RD(#8) ASSEMBLY DETAIL

(3) Increase 2" for structures with overlay.

(8) □ 3 Bars RD(#8) placed as shown at each joint. Center RD(#8) bar at joint locations with 1 ¼" PVC pipe Sch 80 sleeve on one side of joint. See "Bar RD(#8) Assembly Detail".

(11) GS(#4) space longitudinally along grade beam at 8" Max. (Spaced 2 ½" longitudinally from outside edge of grade beam).

(12) Approximate grade beam concrete = 0.16 CY/LF and reinforcement = 14.2 LB/LF.

(13) Tape ends of 1 ¼" PVC Sch 80 to prevent concrete or mortar from seeping in.

CONSTRUCTION NOTES:

Align moment slab or grade beam open joints with rail open joints maintaining no less than the minimum rail length. Provide moment slab or grade beam with open joints at no greater than 105' spacing unless shown on the plans or approved by the Engineer.

The back of railing must be vertical unless otherwise shown on the plans or approved by the Engineer.

MATERIAL NOTES:

Galvanize RD(#8) bar as shown.

Provide Class "C" concrete. Provide Class "C" (HPC) if required elsewhere.

Provide Grade 60 reinforcing steel.

Epoxy coat or galvanize all reinforcing steel if required elsewhere.

Deformed Welded Wire Reinforcement (WWR) (ASTM A1064) of equal size and spacing may be substituted for Bars GS(#4), H(#5), U(#5) and TU(#5) unless noted otherwise. Provide the same laps as required for reinforcing bars.

Provide bar laps, where required, as follows:

Uncoated or galvanized ~ #5 = 2'-4"
Epoxy coated ~ #5 = 3'-6"
Uncoated or galvanized ~ #6 = 2'-5"
Epoxy coated ~ #6 = 3'-7"

GENERAL NOTES:

This rail has been successfully evaluated by full-scale crash test to meet MASH TL-5 criteria. This rail can be used for speeds of 50 mph and greater when a TL-3 rated guard fence transition is used. When a TL-2 rated guard fence transition is used, this rail can only be used for speeds of 45 mph and less.

The foundation design resistance is based on the current AASHTO bridge railing requirements with the assumption of fair to good soil support conditions. Poor soil conditions will require suitably deeper and/or wider foundations.

This detail is intended for use as a guide to unusual railing anchorage situations but may be included in the plans, modified as necessary to apply to specific installations required on the project.

Payment for drilled shafts, moment slab and grade beam will be by Class "C" concrete or Class "C" (HPC) concrete for rail foundation.

Payment for railing will be as per Item 450, "Railing" (Ty T80PP).

Excavation will be subsidiary to other Items.

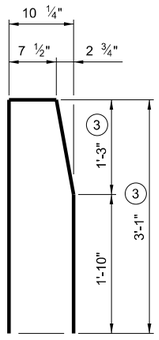
See elsewhere in the plans for foundation type.

Shop drawings are not required for this rail.

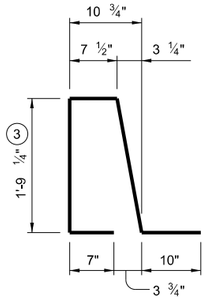
Average weight of railing without rail foundation and no overlay is 828 plf.

Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing bar dimensions shown are out-to-out of bar.

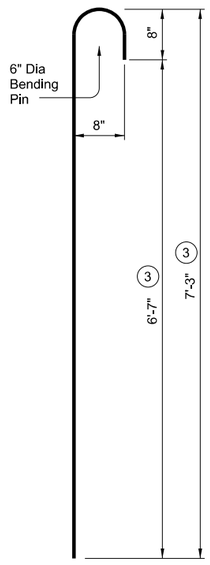
BARS GS(#4)



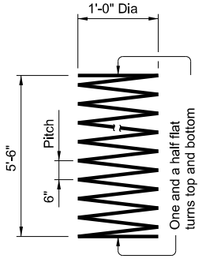
BARS TU(#5)



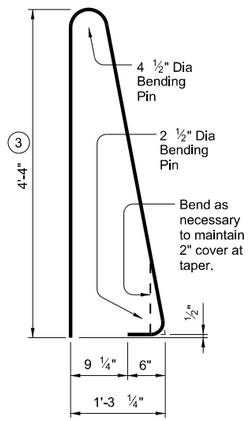
BARS U(#5)



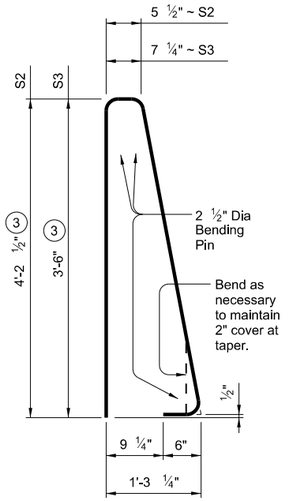
BARS DH(#8)



BARS Z(#3)



BARS S1(#5)



BARS S2-3(#5)

SHEET 4 OF 4

Texas Department of Transportation

Bridge Division Standard

T80PP TRAFFIC RAIL AND TRAFFIC RAIL FOUNDATION FOR MASH TL-5 PIER PROTECTION

T80PP-RF

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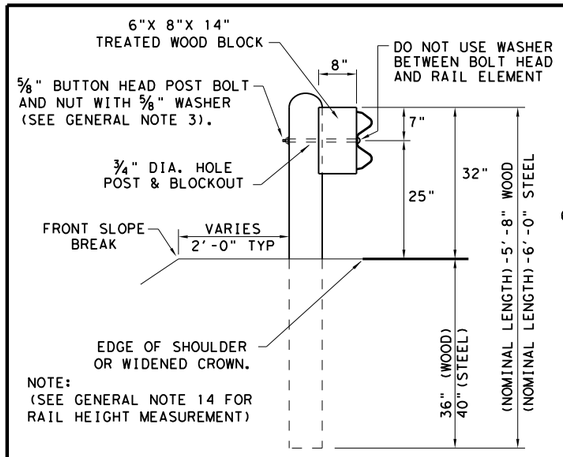
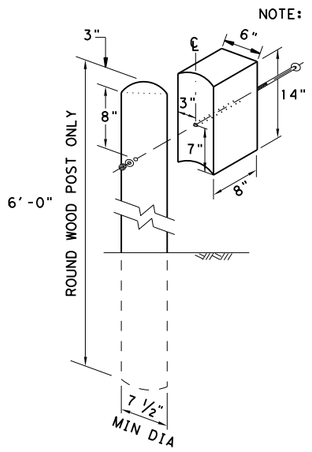
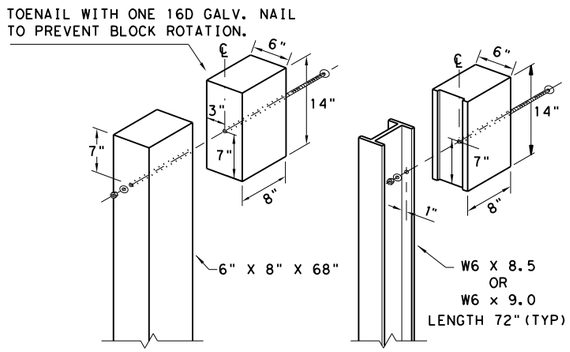


TYPICAL POST PLACEMENT



WOOD BLOCK TO ROUND WOOD POST

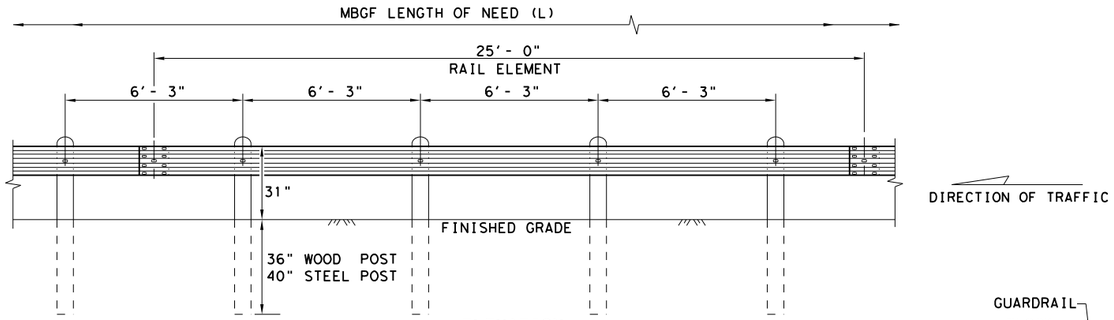
NOTE: TOENAIL WITH ONE 16D GALV. NAIL TO PREVENT BLOCK ROTATION.



WOOD BLOCK TO RECTANGULAR WOOD POST

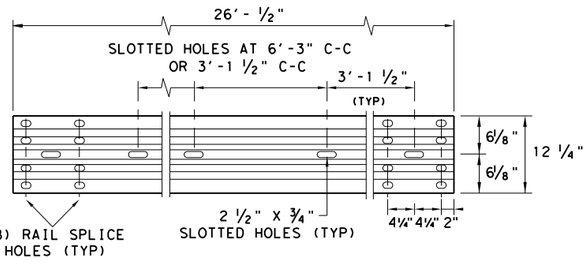
ROUTED WOOD BLOCK TO I-BEAM STEEL POST

NOTE: ** "WOOD" INDICATES DIMENSIONS FOR BOTH ROUND AND RECTANGULAR WOOD POST SYSTEMS.



ELEVATION
MID-SPAN RAIL SPLICE

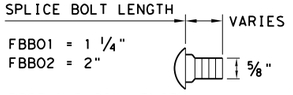
SHOWING A 25'- 0" SECTION OF W-BEAM RAIL. (SEE GENERAL NOTE 2)



ELEVATION 25'- 0" (NOM.) W-BEAM SECTION

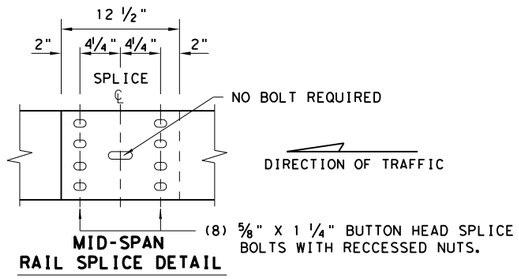
NOTES: SEE GENERAL NOTE 2 FOR ALLOWABLE RAIL TYPES.
SEE RAIL SPLICE DETAIL FOR REQUIRED HARDWARE.

NOTE:
FOUR TYPES OF BUTTON-HEAD GUARD RAIL BOLTS COME WITH A RECCESSED NUT.



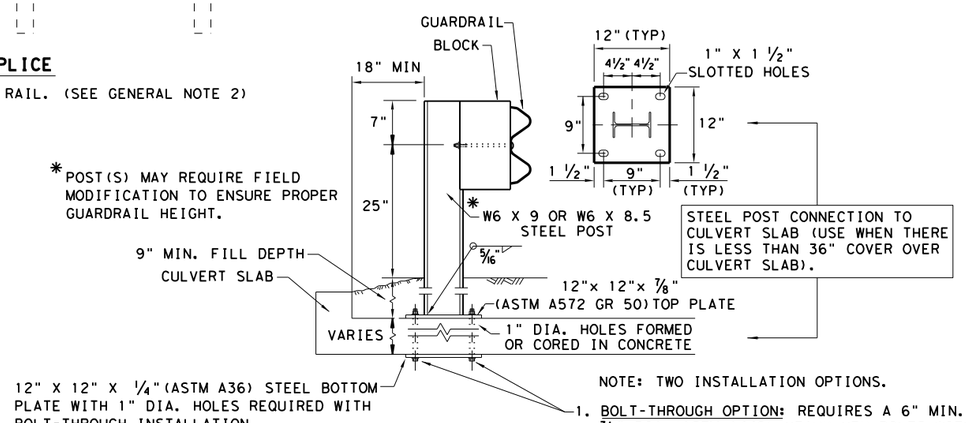
BUTTON HEAD BOLT

NOTE: SEE GENERAL NOTE 3 FOR SPLICE & POST BOLT DETAILS.



MID-SPAN RAIL SPLICE DETAIL

NOTE: GF(31), MID-SPAN RAIL SPLICES ARE REQUIRED WITH 6'-3" POST SPACINGS.



* POST(S) MAY REQUIRE FIELD MODIFICATION TO ENSURE PROPER GUARDRAIL HEIGHT.

STEEL POST CONNECTION TO CULVERT SLAB (USE WHEN THERE IS LESS THAN 36" COVER OVER CULVERT SLAB).

12" X 12" X ¼" (ASTM A36) STEEL BOTTOM PLATE WITH 1" DIA. HOLES REQUIRED WITH BOLT-THROUGH INSTALLATION.

LOW FILL CULVERT POST

NOTE: TWO INSTALLATION OPTIONS.

1. BOLT-THROUGH OPTION: REQUIRES A 6" MIN. SLAB THICKNESS. ⅞" DIA (ASTM A449) HEAVY HEX BOLTS WITH TWO HARDENED WASHER EACH AND HEAVY HEX NUTS.
   NOTE: BOLT LENGTH = SLAB PLUS 2 ¼" MIN.

2. EPOXY ANCHOR OPTION: THIS OPTION MAY ONLY BE USED IF THE CULVERT SLAB IS 9" MIN. THICK. THREADED ANCHOR RODS MUST BE ⅞" DIA. ASTM A449 OR A193 GRADE B7 WITH HEAVY HEX NUT, AND ONE HARDENED WASHER EACH. EMBED ANCHOR RODS 6" WITH HILTI HIT RE 500 EPOXY ADHESIVE. OTHER TYPE III CLASS C EPOXY ADHESIVES MEETING THE REQUIREMENTS OF DMS-6100, "EPOXIES AND ADHESIVES", MAY BE USED IF IT CAN BE DEMONSTRATED THAT THEY MEET OR EXCEED THE STRENGTH OF HILTI HIT RE 500 WITH THE SAME EMBEDMENT DEPTH AND THREADED ROD DIA. FOLLOW THE MANUFACTURER'S REQUIREMENTS FOR INSTALLING EPOXIED THREADED RODS. EXTEND RODS ¼" MIN. BEYOND NUT.

NOTE: CULVERTS OF 25 FT. OR LESS, SEE GF(31)LS STANDARD FOR "LONG SPAN" OPTION.

NOTE: TRANSISTIONS TO BRIDGE RAILS OR TRAFFIC BARRIERS.
SEE GF(31)TL3 TR STANDARD FOR HIGH-SPEED TL-3 TRANSITIONS.
SEE GF(31)TL2 TR STANDARD FOR LOW-SPEED TL-2 TRANSITIONS.

GENERAL NOTES

1. THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST, OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. THE EXACT POSITION OF MBGF SHALL BE SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. STEEL POSTS TO BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING."
2. RAIL ELEMENTS SHALL MEET THE REQUIREMENTS OF ITEM 540,"METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED IN THE PLANS. THE CONTRACTOR MAY FURNISH RAIL ELEMENTS OF 25'- 0", OR 12'- 6" (NOM.) LENGTHS. RAIL ELEMENTS MAY HAVE SLOTTED HOLES AT 3'-1 ½" C-C OR 6'-3" C-C. A SPECIAL LENGTH OF RAIL MAY BE MANUFACTURED TO ACCOMMODATE THE DOWNSTREAM ANCHOR TERMINAL (DAT) AND THE TRANSITION SECTIONS OF GUARDRAIL.
3. BUTTON HEAD "POST BOLTS & NUTS" SHALL MEET THE REQUIREMENTS OF (ASTM A307), AND SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND ⅝" WASHER (FWC16a) AND NOT MORE THAN 1" BEYOND IT. TRIM REMAINING BOLT LENGTH TO MEET REQUIRED LENGTH.
4. FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445,"GALVANIZING." FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
5. CROWN SHALL BE WIDENED TO ACCOMMODATE THE METAL BEAM GUARD FENCE.
6. THE LATERAL APPROACH TO THE GUARD FENCE, SHALL HAVE A MAXIMUM SLOPE OF 1V:10H.
7. IF SHOWN ELSEWHERE IN THE PLANS OR AS DIRECTED BY THE ENGINEER, THE GUARD FENCE MAY BE FLARED AT A RATE OF 25:1 OR FLATTER.
8. UNLESS OTHERWISE SHOWN IN THE PLANS, GUARD FENCE PLACED IN THE VICINITY OF CURBS SHALL BE POSITIONED SO THAT THE FACE OF CURB IS LOCATED DIRECTLY BELOW OR BEHIND THE FACE OF THE RAIL. RAIL PLACED OVER CURBS SHALL BE INSTALLED SO THAT THE POST BOLT IS LOCATED APPROXIMATELY 25 INCHES ABOVE THE GUTTER PAN OR EDGE OF SHOULDER.
9. APPLICATIONS IN SOLID ROCK ARE ONLY ALLOWED WITH STEEL POSTS. IF SOLID ROCK IS ENCOUNTERED WITHIN 0 TO 18" OF THE FINISHED GRADE, DRILL A 24" DIA. HOLE, 24" INTO THE ROCK. IF SOLID ROCK IS ENCOUNTERED BELOW 18", DRILL A 12" DIA. HOLE, 12" INTO THE ROCK OR TO THE STANDARD EMBEDMENT DEPTH, WHICHEVER MAYBE LESS. ANY EXCESS POST LENGTH, AFTER MEETING THESE DEPTHS, MAY BE FIELD CUT TO ENSURE PROPER GUARDRAIL MOUNTING HEIGHT. BACKFILL WITH COARSE AGGREGATE MATERIAL.
10. POSTS SHALL NOT BE SET IN CONCRETE, OF ANY DEPTH.
11. SPECIAL FABRICATION WILL BE REQUIRED AT INSTALLATION LOCATIONS HAVING A CURVATURE OF LESS THAN 150 FT. RADIUS.
12. UNLESS OTHERWISE SHOWN IN THE PLANS, A COMPOSITE MATERIAL BLOCK THAT MEETS THE REQUIREMENTS OF DMS-7210,"COMPOSITE MATERIAL POSTS AND BLOCKS FOR METAL BEAM GUARD FENCE" MAY BE SUBSTITUTED FOR BLOCKS OF SIMILAR DIMENSIONS. THE CONSTRUCTION DIVISION, TXDOT MAINTAINS A MATERIAL PRODUCER LIST (MPL) FOR PRODUCERS OF MATERIALS CONFORMING TO DMS-7210 ONLY PRODUCERS ON THE MPL MAY FURNISH COMPOSITE MATERIAL BLOCKS.
13.

Texas Department of Transportation — Design Division Standard

METAL BEAM GUARD FENCE
TL-3 MASH COMPLIANT
GF(31)-19

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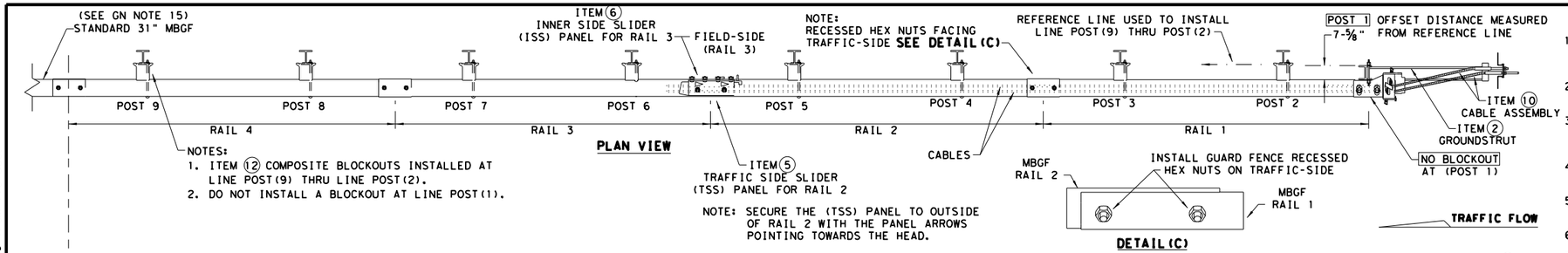

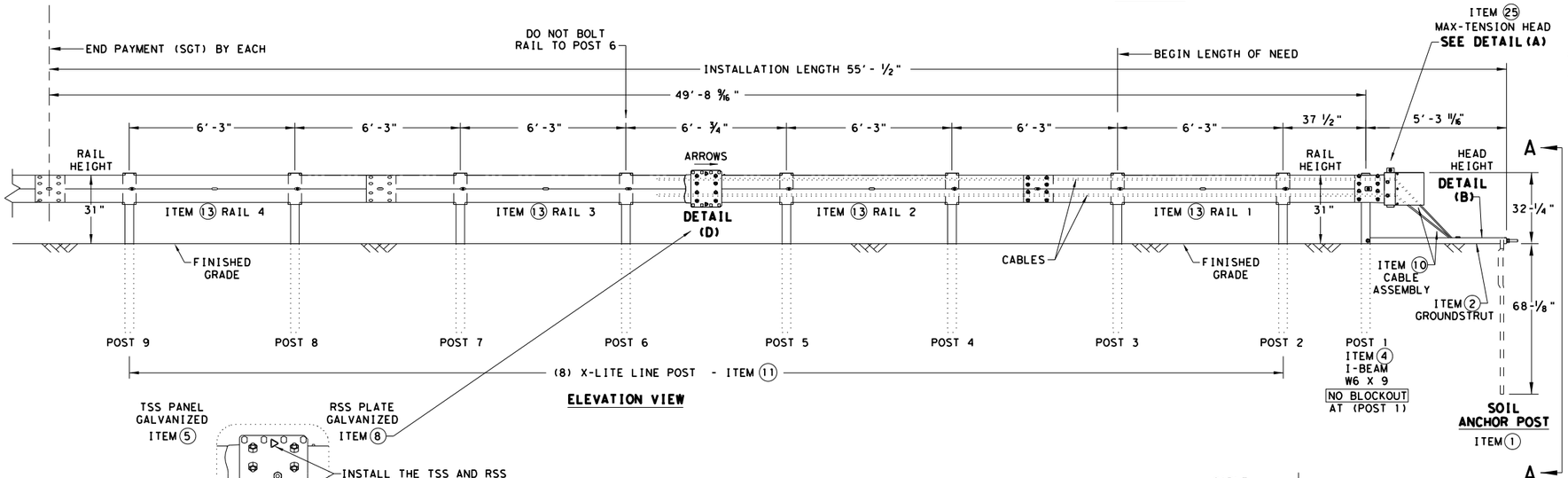

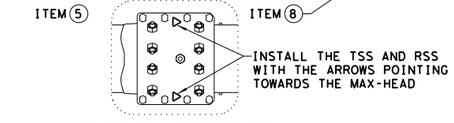

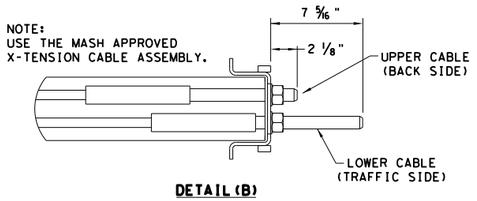

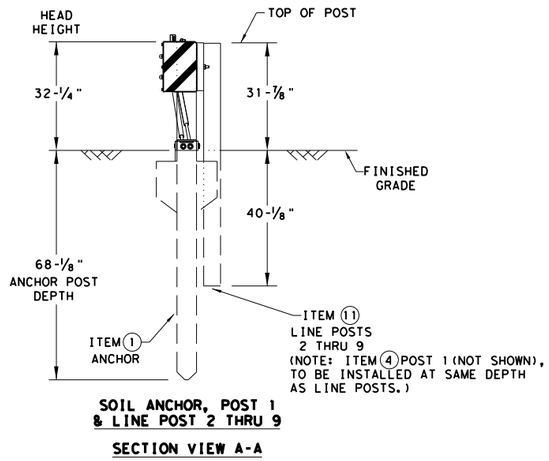

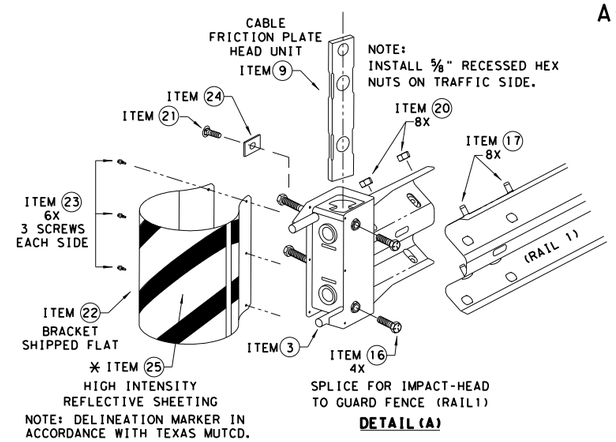

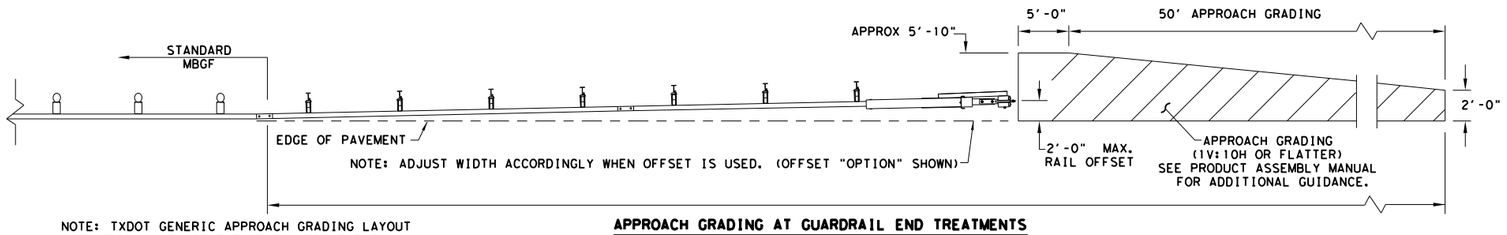

GENERAL NOTES

1. FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: LINDSAY TRANSPORTATION SOLUTIONS (LTS) - BARRIER SYSTEMS, INC. AT (707) 374-6800
2. FOR INSTALLATION, REPAIR, & MAINTENANCE REFER TO THE; MAX-TENSION INSTALLATION INSTRUCTION MANUAL. P/N MANMAX REV D (ECN 3516).
3. APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" ON THE FRONT FACE OF THE DEVICE PER MANUFACTURE'S RECOMMENDATIONS. OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
4. FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
5. ALL STEEL COMPONENTS ARE GALVANIZED PER ASTM A123 OR EQUIVALENT UNLESS OTHERWISE STATED.
6. SYSTEM SHOWN USING STEEL WIDE FLANGE POST WITH COMPOSITE BLOCKOUTS.
7. COMPOSITE MATERIAL BLOCKOUT THAT MEETS THE REQUIREMENTS OF DMS-7210, MAY BE SUBSTITUTED FOR BLOCKOUTS SIMILAR DIMENSIONS. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST(MPL)FOR CERTIFIED PRODUCERS.
8. REFER TO INSTALLATION MANUAL FOR SPECIFIC PANEL LAPPING GUIDANCE.
9. IF SOLID ROCK IS ENCOUNTERED SEE THE MANUFACTURER'S INSTALLATION MANUAL FOR INSTALLATION GUIDANCE.
10. POSTS SHALL NOT BE SET IN CONCRETE.
11. A DRIVING CAP WITH A TIMBER OR PLASTIC INSERT SHALL BE USED WHEN DRIVING POST TO PREVENT DAMAGE TO THE GALVANIZING ON TOP OF THE POST.
12. MAX-TENSION SYSTEM SHALL NEVER BE INSTALLED WITHIN A CURVED SECTION OF GUARDRAIL.
13. IF A DELINEATION MARKER IS REQUIRED, MARKER SHALL BE IN ACCORDANCE WITH TEXAS MUTCD.
14. THE SYSTEM IS SHOWN WITH 12'-6" MBGF PANELS, 25'-0" MBGF PANELS ARE ALSO ALLOWED.
15. A MINIMUM OF 12'-6" OF 12GA. MBGF IS REQUIRED IMMEDIATELY DOWNSTREAM OF THE MAX-TENSION SYSTEM.

ITEM #	PART NUMBER	DESCRIPTION	QTY
1	BSI-1610060-00	SOIL ANCHOR - GALVANIZED	1
2	BSI-1610061-00	GROUND STRUT - GALVANIZED	1
3	BSI-1610062-00	MAX-TENSION IMPACT HEAD	1
4	BSI-1610063-00	W6x9 I-BEAM POST 6FT.-GALVANIZED	1
5	BSI-1610064-00	TSS PANEL - TRAFFIC SIDE SLIDER	1
6	BSI-1610065-00	ISS PANEL - INNER SIDE SLIDER	1
7	BSI-1610066-00	TOOTH - GEOMET	1
8	BSI-1610067-00	RSS PLATE - REAR SIDE SLIDER	1
9	B061058	CABLE FRICTION PLATE - HEAD UNIT	1
10	BSI-1610069-00	CABLE ASSEMBLY - MASH X-TENSION	2
11	BSI-1012078-00	X-LITE LINE POST-GALVANIZED	8
12	B090534	8" W-BEAM COMPOSITE-BLOCKOUT XT110	8
13	BSI-4004386	12'-6" W-BEAM GUARD FENCE PANELS 12GA.	4
14	BSI-1102027-00	X-LITE SQUARE WASHER	1
15	BSI-2001886	⅝" X 7" THREAD BOLT HH (GR.5)GEOMET	1
16	BSI-2001885	¾" X 3" ALL-THREAD BOLT HH (GR.5)GEOMET	4
17	4001115	⅝" X 1 ¼" GUARD FENCE BOLTS (GR.2)MGAL	48
18	2001840	⅝" X 10" GUARD FENCE BOLTS MGAL	8
19	2001636	⅝" WASHER F436 STRUCTURAL MGAL	2
20	4001116	⅝" RECESSED GUARD FENCE NUT (GR.2)MGAL	59
21	BSI-2001888	⅝" X 2" ALL THREAD BOLT (GR.5)GEOMET	1
22	BSI-1701063-00	DELINEATION MOUNTING (BRACKET)	1
23	BSI-2001887	¼" X ¾" SCREW SD HH 410SS	7
24	4002051	GUARDRAIL WASHER RECT AASHTO FWR03	1
* 25	SEE NOTE BELOW	HIGH INTENSITY REFLECTIVE SHEETING	1
** 26	4002337	8" W-BEAM TIMBER-BLOCKOUT, PDB01B	8
** 27	BSI-4004431	25' W-BEAM GUARDRAIL PANEL,8-SPACE,12GA.	2
28	MANMAX Rev-(D)	MAX-TENSION INSTALLATION INSTRUCTIONS	1

* TO BE PROVIDED BY DISTRIBUTOR OR CONTRACTOR.

** ALTERNATIVE ITEMS NOT SHOWN.
ITEM(26) 8" WOOD-BLOCKOUTS
ITEM(27) 25'GUARD FENCE PANELS

NOTE:
THIS STANDARD IS A BASIC REPRESENTATION OF THE MAX-TENSION END TERMINAL, IT IS NOT INTENDED TO REPLACE THE PRODUCT DESCRIPTION ASSEMBLY MANUAL.

Texas Department of Transportation

Design Division Standard

MAX-TENSION END TERMINAL
MASH - TL-3
SGT(11S)31-18

FILE: sgt11s3118.dgn	DN: TxDOT	CK: KM	DW: TxDOT	CK: CL
© TxDOT: FEBRUARY 2018	CONT	SECT	JOB	HIGHWAY
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	FTW	PARKER ETC		64

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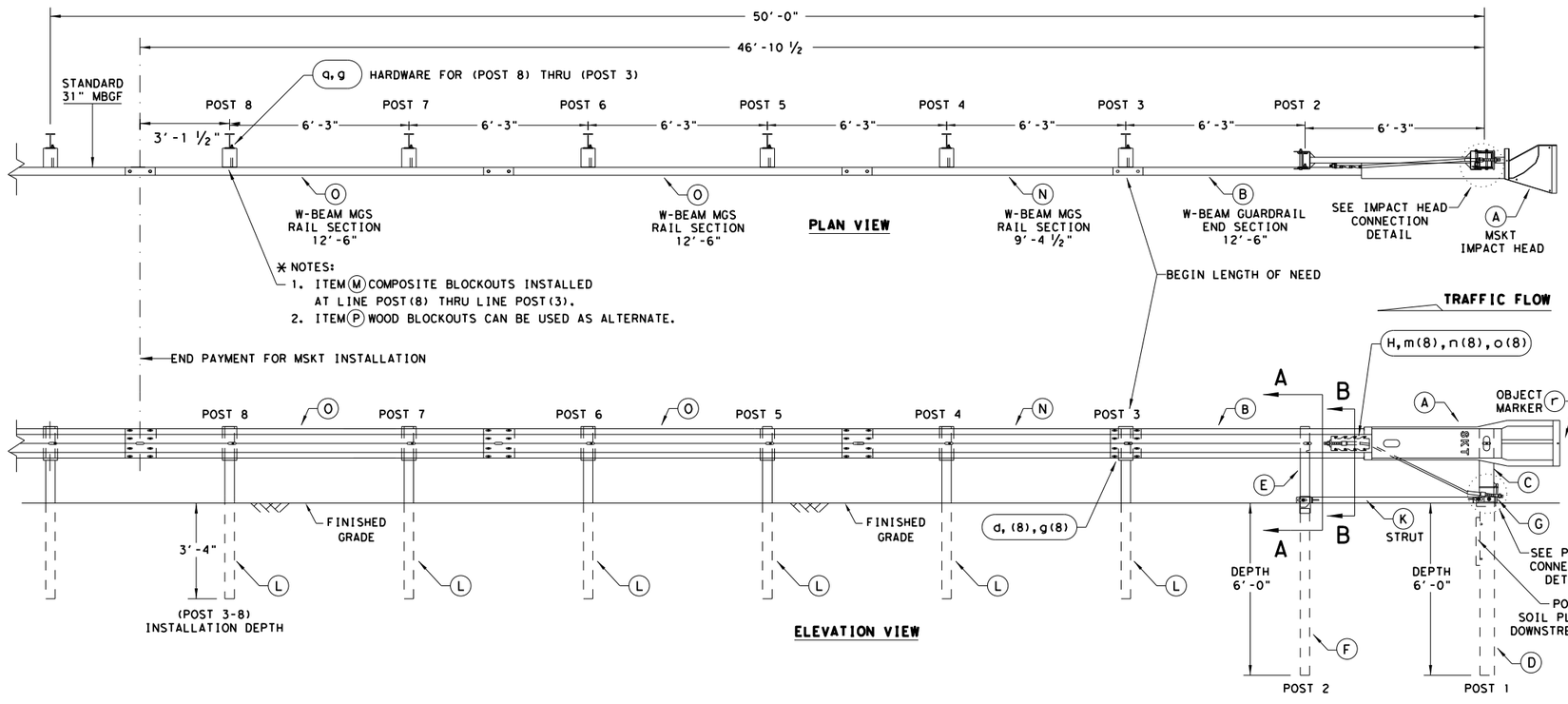
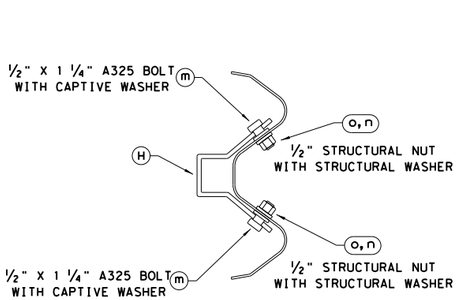
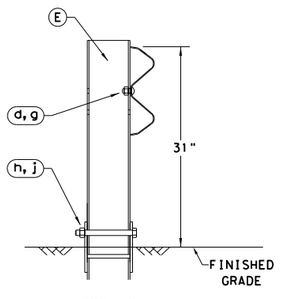
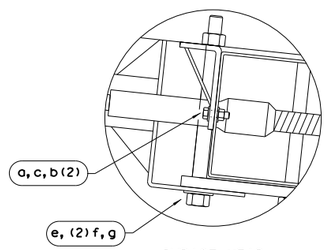
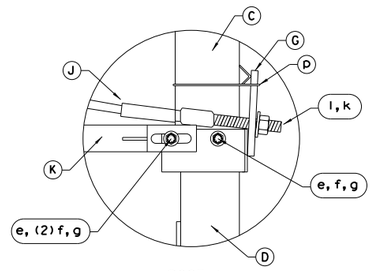


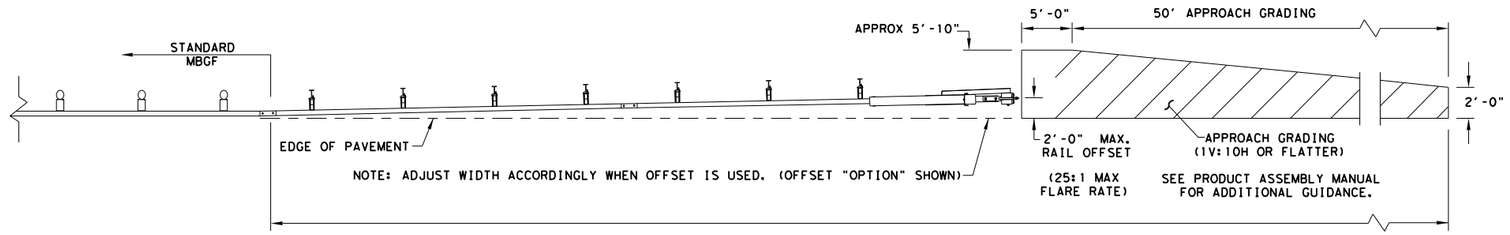
NOTE: SEE (GENERAL NOTE 14) FOR DRIVING CAP INFORMATION.











NOTE: TXDOT GENERIC APPROACH GRADING LAYOUT USED FOR ALL TANGENT TYPE END TREATMENTS.

APPROACH GRADING AT GUARDRAIL END TREATMENTS

NOTE: THIS STANDARD IS A BASIC REPRESENTATION OF THE MSKT END TERMINAL, IT IS NOT INTENDED TO REPLACE THE PRODUCT DESCRIPTION ASSEMBLY MANUAL.

GENERAL NOTES

1. FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: ROAD SYSTEMS, INC. (432)263-2435. 3616 OLD HOWARD COUNTY AIRPORT, BIG SPRING, TX 79720
2. FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE; MSKT END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL (PUBLICATION~062717).
3. APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" ON THE FRONT FACE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
4. FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
5. HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
6. SYSTEM SHOWN USING STEEL WIDE FLANGE POSTS WITH COMPOSITE BLOCKOUTS.
7. A COMPOSITE MATERIAL BLOCKOUTS THAT MEETS THE REQUIREMENTS OF DMS-7210, MAY BE SUBSTITUTED FOR BLOCKOUTS OF SIMILAR DIMENSIONS. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
8. IF SOLID ROCK IS ENCOUNTERED IN THE AREA OF (POST 1) AND / OR (POST 2) CONTACT THE MANUFACTURER, & REFER TO THE LATEST ROADWAY MBGF STANDARD FOR INSTALLATION GUIDANCE.
9. POSTS SHALL NOT BE SET IN CONCRETE.
10. SYSTEM MUST BE ATTACHED TO STANDARD 31" MBGF.
11. UNDER NO CIRCUMSTANCES SHALL THE GUARDRAIL WITHIN THE MSKT SYSTEM BE CURVED.
12. A FLARE RATE OF UP TO 25:1 MAY BE USED TO PREVENT THE TERMINAL HEAD FROM ENCROACHING ON THE SHOULDER. THE FLARE MAY BE DECREASED OR ELIMINATED FOR SPECIFIC INSTALLATIONS, IF DIRECTED BY THE ENGINEER.
13. THE SYSTEM IS SHOWN WITH TWO 12'-6" MBGF PANELS, ONE 25'-0" MBGF PANEL IS ALSO ALLOWED IN THEIR PLACE.
14. A DRIVING CAP WITH A TIMBER OR PLASTIC INSERT SHALL BE USED WHEN DRIVING POSTS 3-8 TO PREVENT DAMAGE TO THE GALVANIZING ON TOP OF THE POST. SPECIAL DRIVING CAP TO BE USED ON LOWER POSTS 1 & 2 TO PREVENT DAMAGE TO THE WELDED PLATES.

ITEM	QTY	MAIN SYSTEM COMPONENTS	ITEM NUMBERS
A	1	MSKT IMPACT HEAD	MS3000
B	1	W-BEAM GUARDRAIL END SECTION, 12 Ga.	SF1303
C	1	POST 1 - TOP (6" X 6" X ⅛" TUBE)	MTPHP1A
D	1	POST 1 - BOTTOM (6' W6X15)	MTPHP1B
E	1	POST 2 - ASSEMBLY TOP	UHP2A
F	1	POST 2 - ASSEMBLY BOTTOM (6' W6X9)	HP2B
G	1	BEARING PLATE	E750
H	1	CABLE ANCHOR BOX	S760
J	1	BCT CABLE ANCHOR ASSEMBLY	E770
K	1	GROUND STRUT	MS785
L	6	W6x9 OR W6x8.5 STEEL POST	P621
M	6	COMPOSITE BLOCKOUTS	CBSP-14
N	1	W-BEAM MGS RAIL SECTION (9'-4 ½")	G12025
O	2	W-BEAM MGS RAIL SECTION (12'-6")	G1203A
P	6	WOOD BLOCKOUT 6" X 8" X 14"	P675
Q	1	W-BEAM MGS RAIL SECTION (25'-0")	G1209
		SMALL HARDWARE	
a	2	⅝" x 1" HEX BOLT (GRD 5)	B5160104A
b	4	⅝" WASHER	W0516
c	2	⅝" HEX NUT	N0516
d	25	⅝" Dia. x 1 ¼" SPLICE BOLT (POST 2)	B580122
e	2	⅝" Dia. x 9" HEX BOLT (GRD A449)	B580904A
f	3	⅝" WASHER	W050
g	33	⅝" Dia. H.G.R NUT	N050
h	1	¾" Dia. x 8 ½" HEX BOLT (GRD A449)	B340854A
j	1	¾" Dia. HEX NUT	N030
k	2	1 ANCHOR CABLE HEX NUT	N100
l	2	1 ANCHOR CABLE WASHER	W100
m	8	½" x 1 ¼" A325 BOLT WITH CAPTIVE WASHER	SB12A
n	8	½" STRUCTURAL NUTS	N012A
o	8	1 1/16" O.D. x 9/16" I.D. STRUCTURAL WASHERS	W012A
p	1	BEARING PLATE RETAINER TIE	CT-100ST
q	6	⅝" x 10" H.G.R. BOLT	B581002
r	1	OBJECT MARKER 18" X 18"	E3151

SEE NOTES: *

ALTERNATIVE ITEMS NOT SHOWN. **
* ITEM(P) 8" WOOD-BLOCKOUT
** ITEM(Q) 25'GUARD FENCE PANEL

Texas Department of Transportation

Design Division Standard

SINGLE GUARDRAIL TERMINAL
MSKT-MASH-TL-3
SGT(12S)31-18

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ETC

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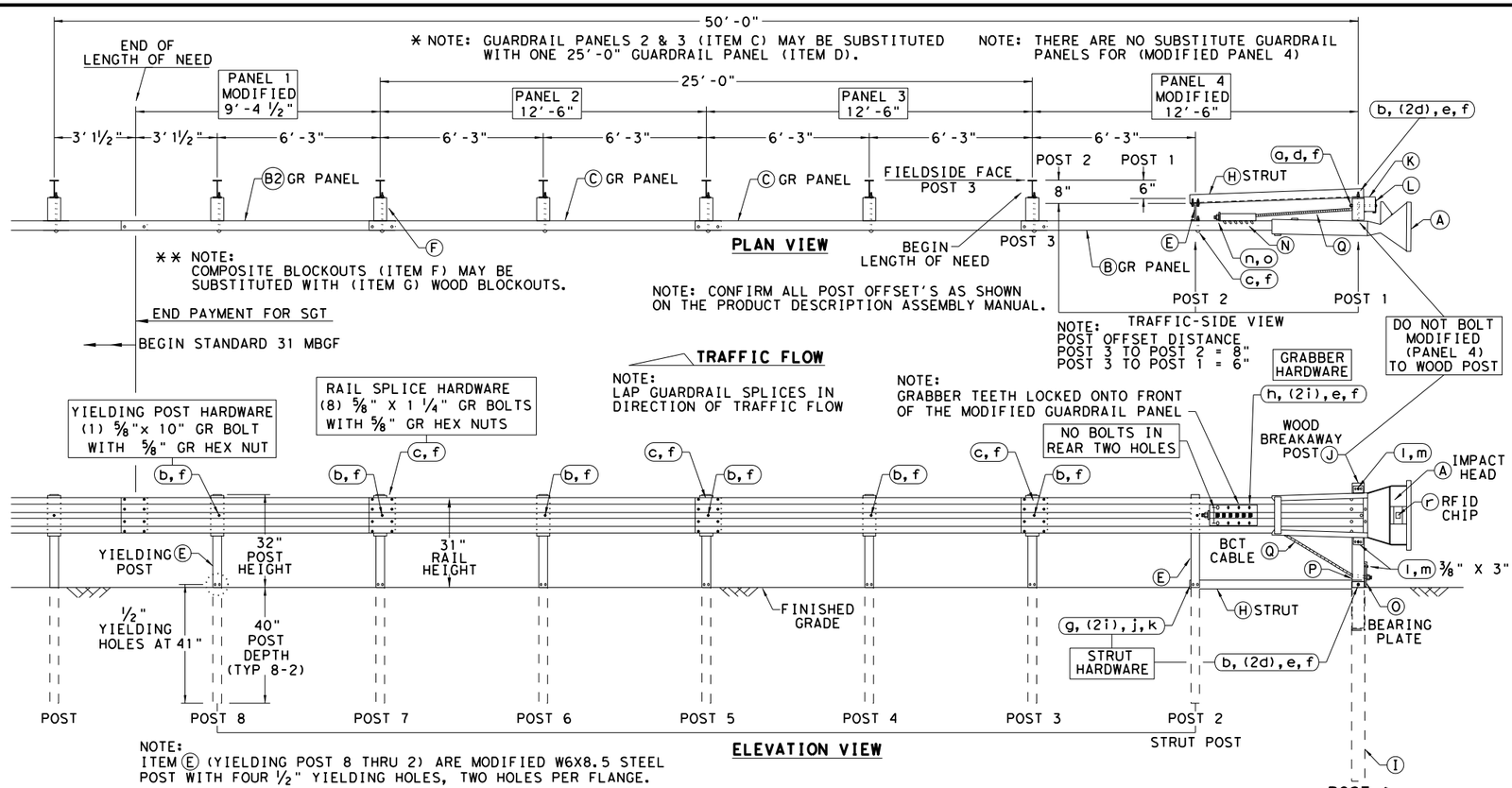
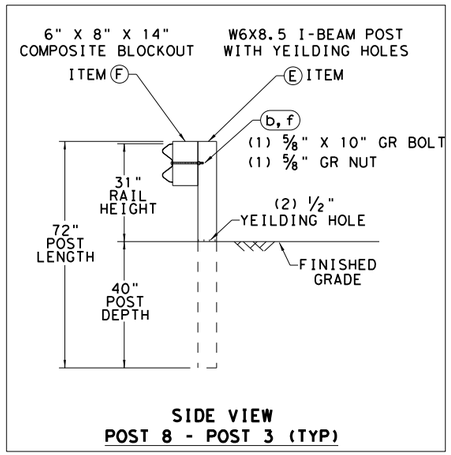


GENERAL NOTES

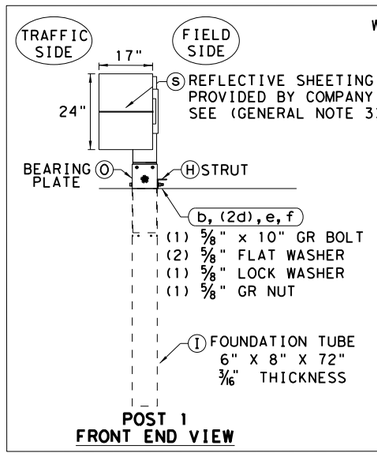
1. FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: SPIG INDUSTRY, INC. AT 1(267) 644-9510. 14675 INDUSTRIAL PARK RD; BRISTOL, VA 24202
2. FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE MANUFACTURER'S; SGET END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL.
3. MANUFACTURER WILL APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" TO THE FACE PLATE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. THE OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
4. THE NOMINAL HEIGHT OF THE GUARDRAIL BEAM IS 31 INCHES WITH A TOLERANCE OF +/- ONE INCH.
5. FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
6. (POST 2 THROUGH POST 8) ARE MODIFIED STEEL-YIELDING POSTS WITH YIELDING HOLES AT GROUND LEVEL. THERE ARE NO SUBSTITUTE POSTS.
7. POSTS SHALL NOT BE SET IN CONCRETE.
8. IF SOLID ROCK IS ENCOUNTERED FOR ANY OF THE POSTS IN THE SYSTEM, CONTACT THE MANUFACTURER FOR SPECIFIC INSTALLATION GUIDANCE.
9. HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445,"GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
10. A COMPOSITE MATERIAL BLOCKOUT THAT MEETS DMS-7210 REQUIREMENTS MAY BE SUBSTITUTED FOR AN APPROVED WOOD BLOCKOUT. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
11. THE ENTIRE SYSTEM MUST BE INSTALLED IN A STRAIGHT LINE WITHOUT ANY CURVE. HOWEVER, THE SYSTEM CAN BE OFFSET BY TWO FEET AS SHOWN ON THE APPROACH GRADING DETAIL TO HELP OFF-SET THE IMPACT HEAD FROM SHOULDER OF THE ROAD.

ITEM	QTY	MAIN SYSTEM COMPONENTS	ITEM #
A	1	SGET IMPACT HEAD	SIH1A
B	1	MODIFIED GUARDRAIL PANEL 12'-6" 12GA	126SPZGP
B2	1	MODIFIED GUARDRAIL PANEL 9'-4 1/2" 12GA	GP94
C	2	STANDARD GUARDRAIL PANEL 12'-6" 12GA	GP126
D *	1	STANDARD GUARDRAIL PANEL 25'-0" 12GA	GP25
E	7	MODIFIED YIELDING I-BEAM POST W6x8.5	YP6MOD
F	6	COMPOSITE BLOCKOUT 6" X 8" X 14"	CBO8
G **	6	WOOD BLOCKOUT 6" X 8" X 14"	WBO8
H	1	STRUT 3" X 3" X 80" x 1/4" A36 ANGLE	STR80
I	1	FOUNDATION TUBE 6" X 8" X 72" x 3/16"	FNDT6
J	1	WOOD BREAKAWAY POST 5 1/2" x 7 1/2" x 50"	WBRK50
K	1	WOOD STRIKE BLOCK	WSBLK14
L	1	STRIKE PLATE 1/4" A36 BENT PLATE	SPLT8
M	1	REINFORCEMENT PLATE 12 GA. GR55	REPLT17
N	1	GUARDRAIL GRABBER 2 1/2" X 2 1/2" X 16 1/2"	GGR17
O	1	BEARING PLATE 8" X 8 5/8" X 5/8" A36	BPLT8
P	1	PIPE SLEEVE 4 1/4" X 2 3/8" O.D. (2 1/8" I.D.)	PSLV4
Q	1	BCT CABLE 3/4" X 81" LENGTH	CBL81
		SMALL HARDWARE	
a	1	5/8" X 12" GUARDRAIL BOLT 307A HDG	12GRBLT
b	7	5/8" X 10" GUARDRAIL BOLT 307A HDG	10GRBLT
c	33	5/8" X 1 1/4" GR SPLICE BOLTS 307A HDG	1GRBLT
d	3	5/8" FLAT WASHER F436 A325 HDG	58FW436
e	1	5/8" LOCK WASHER HDG	58LW
f	39	5/8" GUARDRAIL HEX NUT HDG	58HN563
g	2	1/2" X 2" STRUT BOLT A325 HDG	2BLT
h	6	1/2" X 1 1/4" PLATE BOLT A325 HDG	125BLT
i	16	1/2" FLAT WASHER F436 A325 HDG	12FWF436
j	8	1/2" LOCK WASHER HDG	12LW
k	8	1/2" HEX NUT A563 HDG	12HN563
l	4	3/8" X 3" HEX LAG SCREW GR5 HDG	38LS
m	4	3/8" FLAT WASHER F436 A325 HDG	38FW844
n	2	1" FLAT WASHER F436 A325 HDG	1FWF436
o	2	1" HEX NUT A563DH HDG	1HN563
p	1	18" TO 24" LONG ZIP TIE RATED 175-200LB	ZPT18
q	1	1 1/2" X 4" SCH-40 PVC PIPE	PSPCR4
r	1	RFID CHIP RATED MIL-STD-810F	RFID810F
s	1	IMPACT HEAD REFLECTIVE SHEETING	RS30M

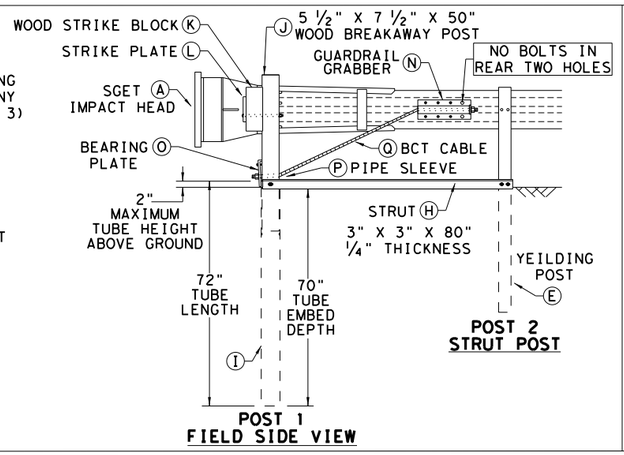
* ALTERNATIVE ITEMS
** NOTE: SEE PLAN VIEW



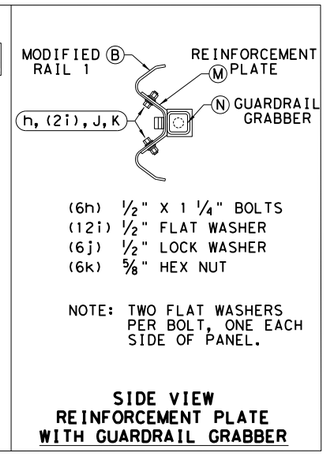
SIDE VIEW
POST 8 - POST 3 (TYP)



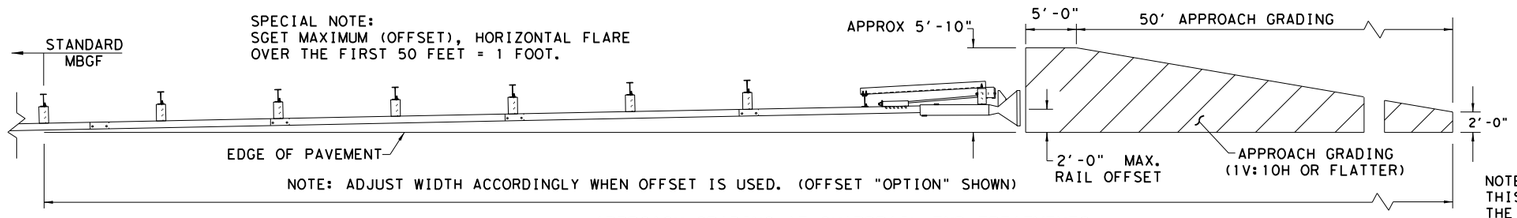
POST 1
FRONT END VIEW



POST 1
FIELD SIDE VIEW



SIDE VIEW
REINFORCEMENT PLATE
WITH GUARDRAIL GRABBER



APPROACH GRADING AT GUARDRAIL END TREATMENTS

NOTE:
THIS STANDARD IS A BASIC REPRESENTATION OF THE SGET TERMINAL SYSTEM AND IS NOT INTENDED TO REPLACE THE MANUFACTURER'S ASSEMBLY MANUAL.

Texas Department of Transportation
Design Division Standard

SPIG INDUSTRY, LLC
SINGLE GUARDRAIL TERMINAL
SGET - TL-3 - MASH
SGT(15)31-20

FILE: sgt153120.dgn	DN: TxDOT	CK: KM	DW: VP	CK: VP	
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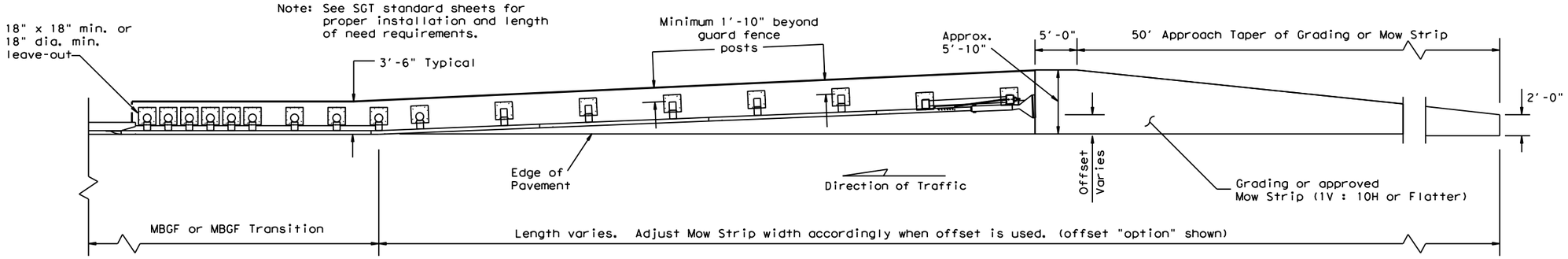
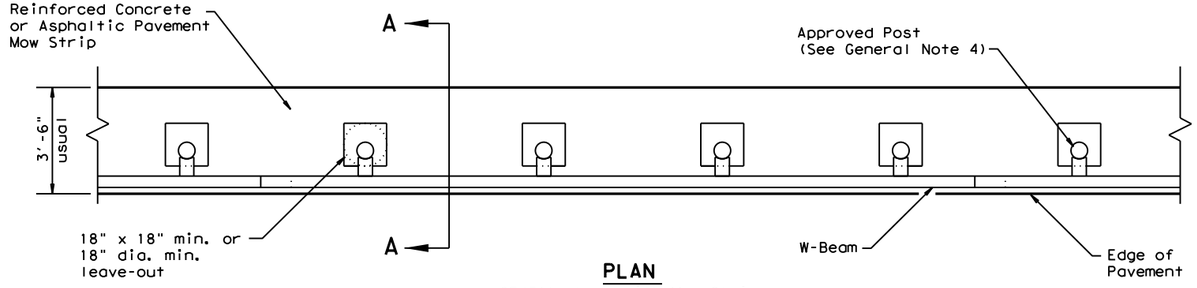
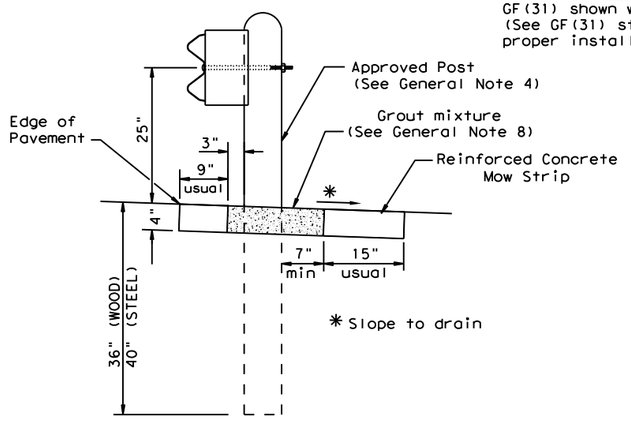


GRADING AND MOW STRIP AT GUARDRAIL END TREATMENTS



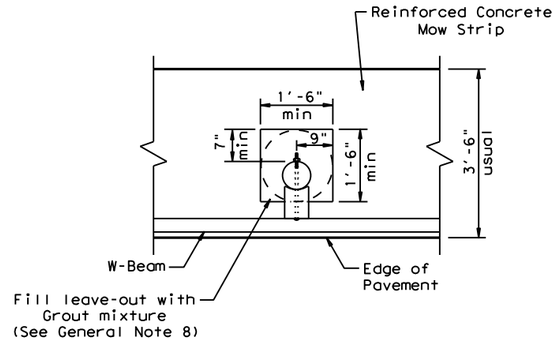
PLAN

GF(31) shown with Mow Strip
(See GF(31) standard sheet for proper installation)



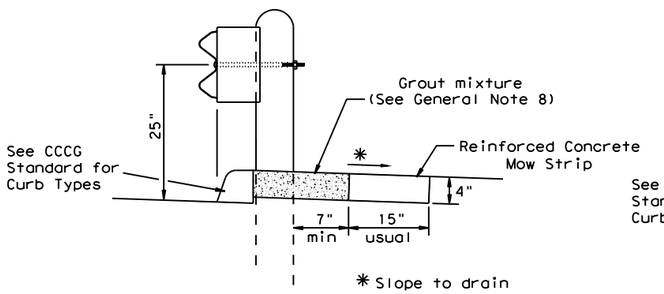
SECTION A-A

Typical



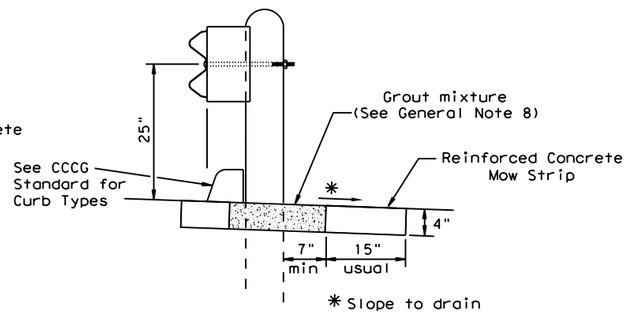
MOW STRIP DETAIL

Reinforced Concrete Mow Strip
with 18" x 18" Square or
18" Dia. minimum leave-out.



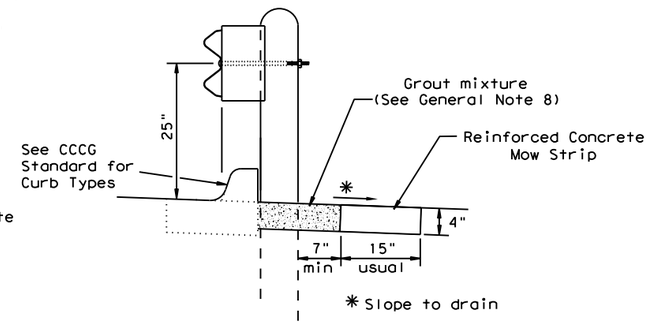
CURB OPTION (1)

This option will increase the post embedment throughout the system.



CURB OPTION (2)

Curb shown on top of mow strip



CURB OPTION (3)

Note: Site Condition(s)

Site conditions may exist where grading is required for the proper installation of metal guard fence and end treatments.

Approach grading or mow strip may be decreased or eliminated, as directed by the Engineer.

GENERAL NOTES

1. This mow strip design is for use with metal beam guard fence, guard fence transitions, and guard fence end treatments. See applicable GF(31) MBGF or GF(31) Transition Standard sheet for additional information.
2. Mow strips shall be reinforced concrete with (wire mesh or synthetic fiber), as shown on the plans and will be paid for under the pertinent bid item. Reinforced concrete shall be placed in accordance with Item 432, "Riprap." The use of the synthetic fiber in lieu of steel reinforcing is acceptable, provided the fiber producer is on the Department Material Producer List (MPL), maintained by TxDOT, Construction Division.
3. The leave-out behind the post shall be a minimum of 7".
4. Only steel (W6 x 8.5 or W6 x 9.0), or 7 ½" Dia. round wood posts are acceptable for use in the mow strip. See GF(31) Standard for additional details.
5. Other curb placement options may be used. Curbs are not considered part of the mow strip and will be paid for under other pertinent bid item.
6. Thickness of the mow strip will be 4".
7. The limits of payment for reinforced concrete will include leave-outs for the posts.
8. The leave-outs shall be filled with a Grout mixture consisting of: 2719 pounds sand, 188 pounds Type 1 or II cement, and 550 pounds of water per cubic yard, with a 28-day compressive strength of approximately 230 psi or less. Provide grout with a consistency that will flow into and completely fill all voids. Due to auger size, larger leave-out dimensions are acceptable from both an impact performance and maintenance repair standpoint (Suggested Maximum leave-out of 20"). Payment for furnishing and placing the grout mixture will be subsidiary to the pay item of riprap mow strip.

Texas Department of Transportation — Design Division Standard

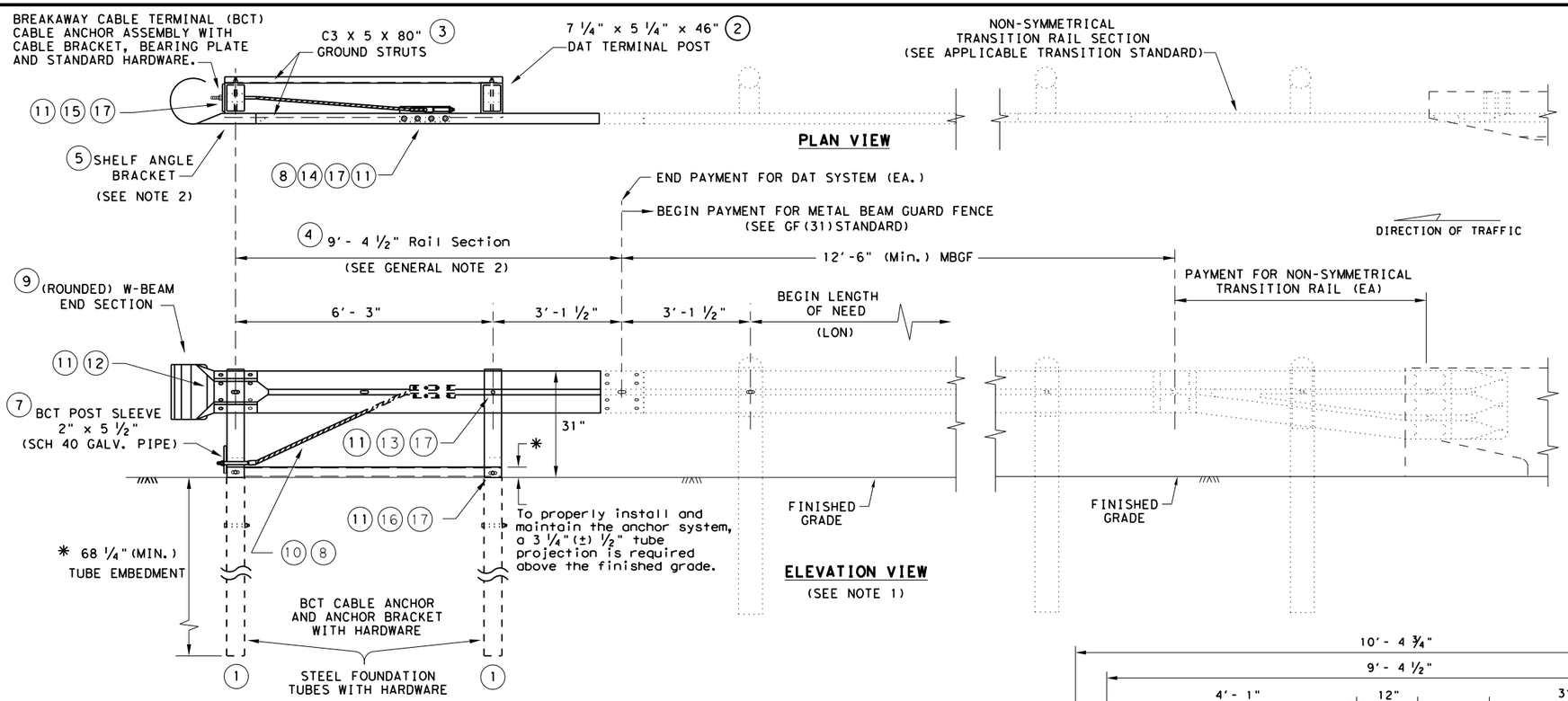
METAL BEAM GUARD FENCE (MOW STRIP) TL-3 MASH COMPLIANT

GF(31)MS-19

FILE: gf31ms19.dgn	DN: TxDOT	CK: KM	DW: VP	CK: CGL/AG
©TxDOT: NOVEMBER 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
	DIST	COUNTY		SHEET NO.
	FTW	PARKER		67

ETC

DATE: 6/17/2024
FILE: T:\roadoff\Design\Projects\IH 20 0008-03-141 Median Barrier Safety Project\Graphics\Standards\GF(31)DAT-19.dgn



DOWNSTREAM ANCHOR TERMINAL (DAT)

NOTE: ONLY FOR DOWNSTREAM USE, WHEN LOCATED OUTSIDE THE HORIZONTAL CLEARANCE AREA OF OPPOSING TRAFFIC.

GENERAL NOTES

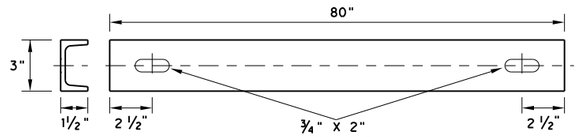
1. THE DETAIL SHOWN IS THE MINIMUM LENGTH OF NEED (LON) FOR A DOWNSTREAM ANCHOR TERMINAL (DAT) CONNECTED TO A CONCRETE RAIL.
2. THE RAIL SECTION AT THE END POST IS SUPPORTED BY THE SHELF ANGLE BRACKET. THE RAIL ELEMENT IS NOT ATTACHED TO THE END POST.
3. THE FOUNDATION TUBES SHALL NOT PROJECT MORE THAN 3 3/4" ABOVE THE FINISHED GRADE.
4. ALL HARDWARE FOR DAT SHALL BE ASTM A307 UNLESS OTHERWISE SHOWN.
5. REFER TO GF(31) SHEET FOR TERMINAL CONNECTION DETAILS.

MOW STRIP INSTALLATION

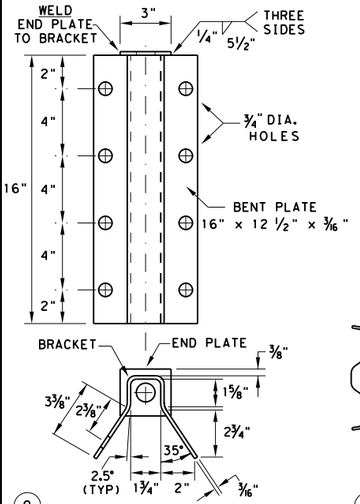
IF A MOW STRIP IS REQUIRED WITH THE DAT INSTALLATION THE LEAVE-OUT AREA AROUND THE STEEL FOUNDATION TUBES AND THE TWO CHANNEL STRUTS MAY BE OMITTED. THIS WILL REQUIRE A FULL POUR AT THE FOUNDATION TUBES.

#	(DAT) PARTS LIST	QTY
(1)	STEEL FOUNDATION TUBE	2
(2)	DAT TERMINAL POST	2
(3)	CHANNEL STRUT	2
(4)	TERMINAL RAIL ELEMENT	1
(5)	SHELF ANGLE BRACKET	1
(6)	BCT BEARING PLATE	1
(7)	BCT POST SLEEVE	1
(8)	GUARDRAIL ANCHOR BRACKET	1
(9)	(ROUNDED) W-BEAM END SECTION	1
(10)	BCT CABLE ANCHOR	1
(11)	RECESSED NUT, GUARDRAIL	20
(12)	1 1/4" BUTTON HEAD BOLT	4
(13)	10" BUTTON HEAD BOLT	2
(14)	5/8" X 2" HEX HEAD BOLT	8
(15)	5/8" X 8" HEX HEAD BOLT	4
(16)	5/8" X 10" HEX HEAD BOLT	2
(17)	5/8" FLAT WASHER	18

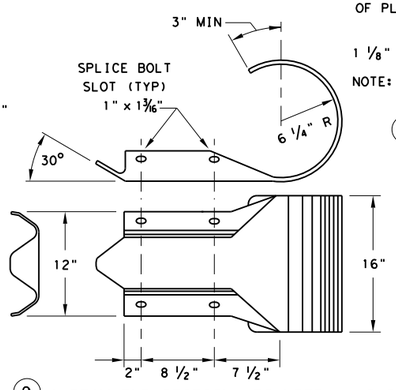
(4) TERMINAL RAIL ELEMENT FOR DAT



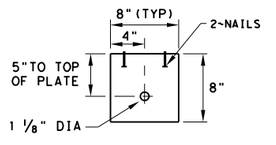
(3) CHANNEL STRUT
C3 X 5 X 80", GRADE A36



(8) GUARDRAIL ANCHOR BRACKET

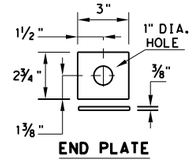


(9) W-BEAM END SECTION (ROUNDED) (12 GA.)

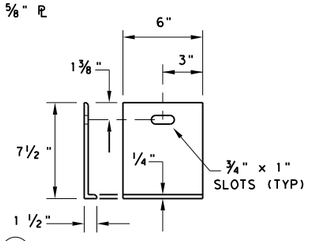


NOTE: DRIVE NAILS AND BEND OVER TO PREVENT PLATE ROTATION

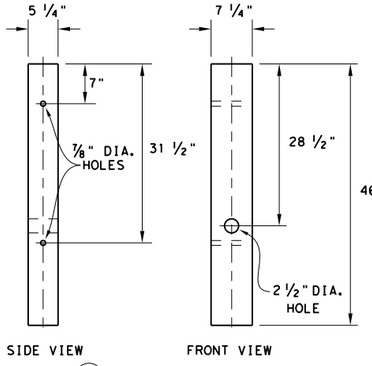
(6) BEARING PLATE
8"x 8"x 5/8" PL



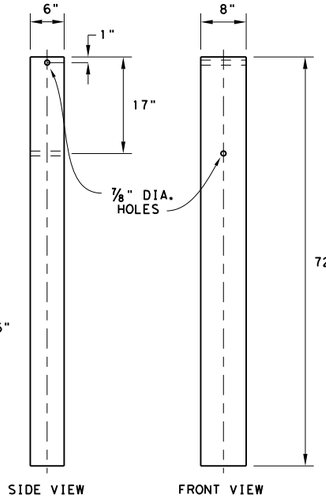
END PLATE



(5) SHELF ANGLE BRACKET



(2) TERMINAL POST
7 1/4"x 5 1/4"x 46" WOOD POST



(1) STEEL FOUNDATION TUBE
6"x 8"x 1/8" x 72" STEEL TUBE

Texas Department of Transportation

Design Division Standard

METAL BEAM GUARD FENCE
(DOWNSTREAM ANCHOR TERMINAL)
TL-3 MASH COMPLIANT

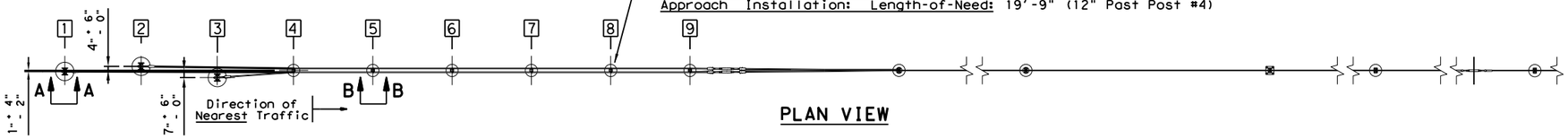
GF(31)DAT-19

FILE: gf31dat19.dgn	DN: TxDOT	CK: KM	DW: VP	CK: CGL/AG	
©TxDOT: NOVEMBER 2019	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0008	03	141	IH 20	
	DIST	COUNTY		SHEET NO.	
	FTW	PARKER		68	
	ETC				

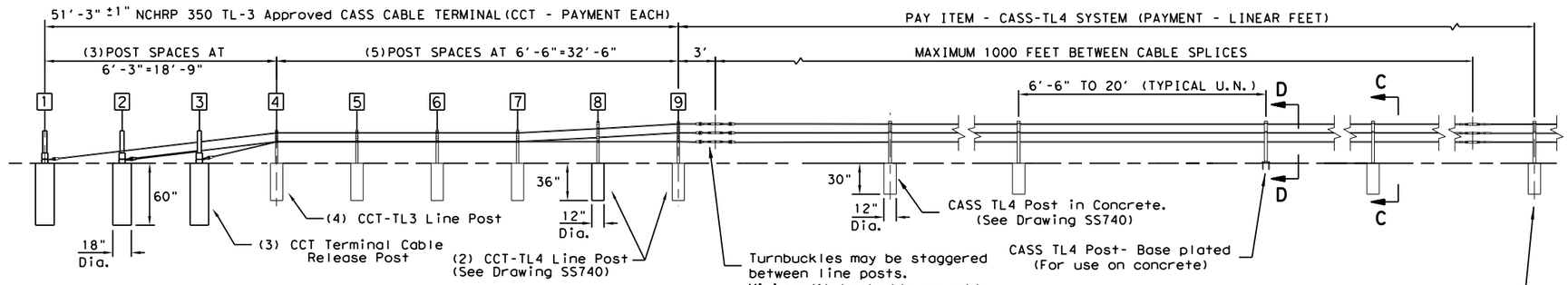
DATE: 6/17/2024
FILE: T:\areaoff\Design\Projects\IH 20 0008-03-141 Median Barrier Safety Project\Graphics\Standards\CASS(TL4)-14.dgn

Preferred Installation: Locate post #2 away from nearest traffic.
System has been succesfully tested with opposite installation.

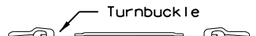
Length-of-Need Cass Cable Terminal (CCT):
Departure Installation: Length-of-Need: 44'-9" (At Post #8)
Approach Installation: Length-of-Need: 19'-9" (12" Past Post #4)



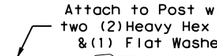
PLAN VIEW



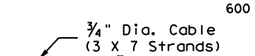
ELEVATION VIEW
(TYPICAL LAY-OUT)



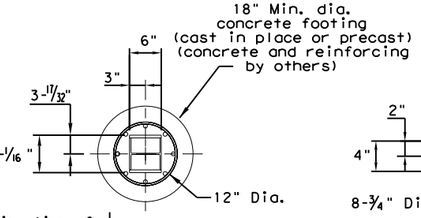
CABLE SPLICE WITH TURNBUCKLE
(OPEN BODY STYLE)



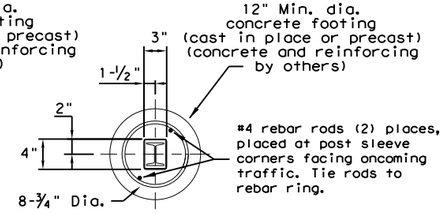
CABLE STUD ASSEMBLY



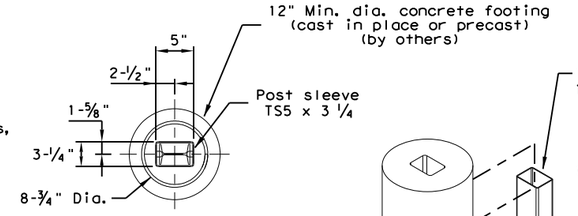
TORPEDO CABLE SPLICE



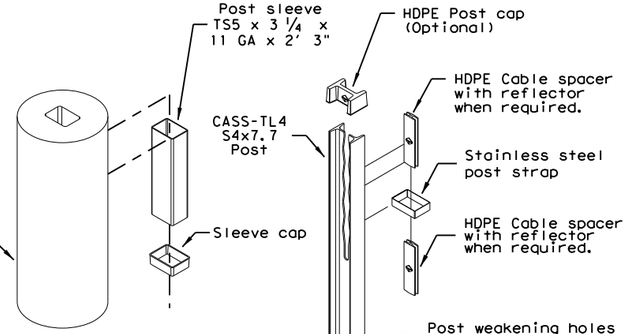
SECTION E-E



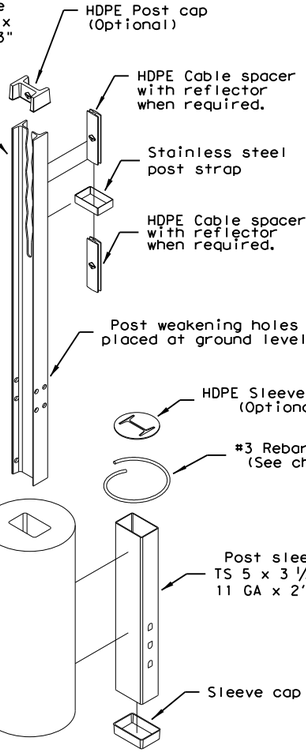
SECTION F-F



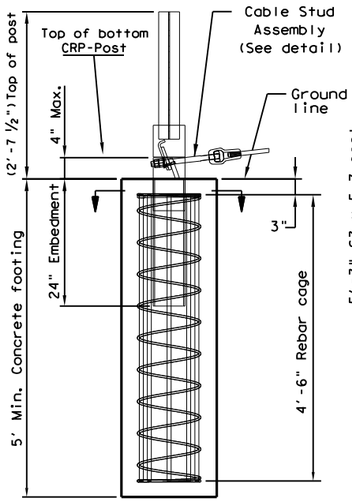
SECTION G-G



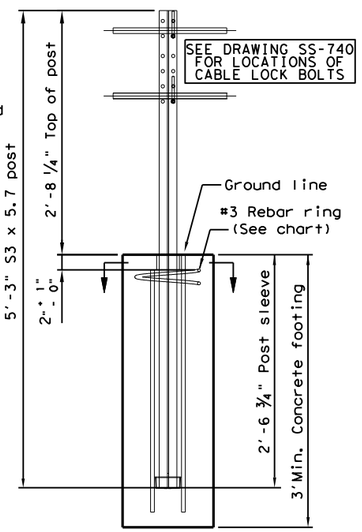
CONCRETE FOOTING
(IN QUALIFYING MOW STRIP SEE CHART)



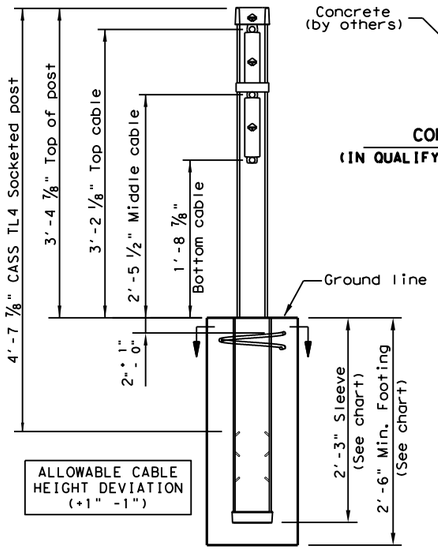
STANDARD POST & CONCRETE FOOTING
(SOCKETED POST)



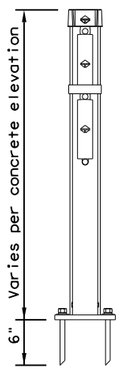
VIEW A-A
(CABLE RELEASE POST 1-3)



VIEW B-B
(TERMINAL LINE POST 4-7)



SECTION C-C
(SOCKETED POST)



SECTION D-D
(BASE PLATED POST)

GENERAL NOTES

1. This drawing is a general overview of CASS TL-4 Barrier System. See SS-740 (latest version) for specific details of CASS cable terminal (CCT) and cable safety system (CASS) requirements, proper installation, options and specification.
2. CASS is designed for bi-directional traffic flows and can be installed on either side of the median. Contact Trinity (800-527-6050) or consult the design, installation, or repair manual(s) for additional information.
3. All concrete for CASS footings shall be TxDOT class A. If class A or stronger concrete is utilized for the mowstrip, please see chart below for allowable footing depth and sleeve deviations.
4. All posts shall be socketed unless otherwise specified. All cables shall be pre-stretched unless otherwise specified.
5. For payment see Special Specification "Cable Barrier System".
6. CASS-TL4 shall be installed on shoulders or medians with slopes of 6:1 or flatter without obstructions, depressions, etc. That may significantly affect the stability of an errant vehicle. Grading of site and/or appropriate fill materials may be required. The designer/installer shall "Flatten" or "Round" various topographical inconsistencies that could interfere with the ability of the installer to consistently maintain the design height (in relation to the terrain) of the cables. Please consult manual(s) and / or TxDOT Memo(s) for installations in "Ditch Sections".
7. CASS TL-4 post spacing may be modified to avoid obstacles that conflict with the installation of cass-tl4 line posts or to reduce deflection on radiuses. No post space can exceed the maximum post TxDOT space limit of 20'. Reducing or increasing post spacing affects deflection. CASS TL-4 may be laterally transferred at a rate not to exceed 30:1.
8. Post foundations may be drilled through existing pavement. Please see line post foundation chart for minimum footing requirements in various applications.
9. For aesthetic purposes Trinity recommends all sleeves, driven posts, and lower cable release posts to be installed reasonably plumb (approximately 1/8" per foot).
10. CASS TL-4 shall be installed in well-drained, compacted, NCHRP Report 350 Standard soil. If soil does not meet this classification, if solid rock/concrete is encountered below grade or if soil is susceptable to severe freeze/thaw cycles, please contact Trinity about alternate footing design(s). Trinity suggests the use of "Mow strips" for erosion prevention and ease of maintenance / installation.
11. See the Texas MUTCD for proper "Barrier" Delineation.

MOW STRIP DETAIL*			CONCRETE FOOTING CHART		
MOW STRIP	DEPTH	WIDTH	FOOTING	TUBE SLEEVE	REBAR RING
NONE			30" Min.	27" Min.	YES
HMA	6" Min.	3' Min.	27" Min.	15" Min.	NO
HMA	8" Min.	3' Min.	24" Min.	15" Min.	NO
RC	3" Min.	3' Min.	24" Min.	15" Min.	NO

Chart does not apply to Terminal Posts 1 thru 9.
* Mow strip or pavement.
HMA = Hot Mix Asphalt (Not Recycled Asphalt Pavement).
RC = Reinforced Concrete (TxDOT Class A Minimum).

CABLE TENSION CHART	
FAHRENHEIT	PRE-STRETCHED
DEGREES	LB / FORCE
-10	7300
0	7000
10	6600
20	6300
30	6000
40	5600
50	5300
60	5000
70	4600
80	4300
90	4000
100	3600
110	3300
120	3000
130	2700
140	2500
150	2300

Allowable deviation from chart in tangent sections: +800, -200 pounds/force. Cable tension readings are typically higher in curved cable sections.

Trinity Highway Products, LLC.
2525 Stemmons Freeway
Dallas, TX 75207
Phone: (800) 644-7976

Product.INFO@TRIN.NET

Texas Department of Transportation — Design Division Standard

TRINITY CABLE SAFETY SYSTEM (TL-4)

CASS(TL4)-14

FILE: casstl414.dgn	DN: TxDOT	CK: RM	DW: VP	CK:	
©TxDOT: March 2014	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0008	03	141	IH 20	
	DIST	COUNTY		SHEET NO.	
	FTW	PARKER		69	

ETC

DATE: 6/17/2024 12:37:03 PM
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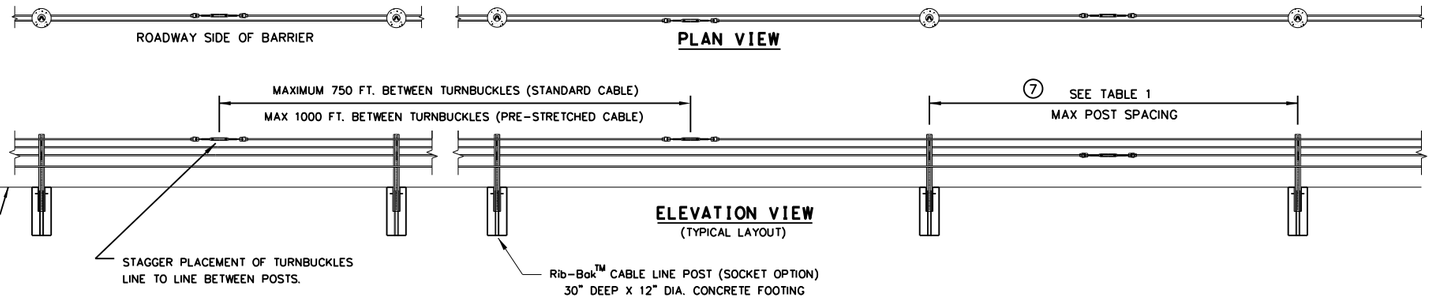
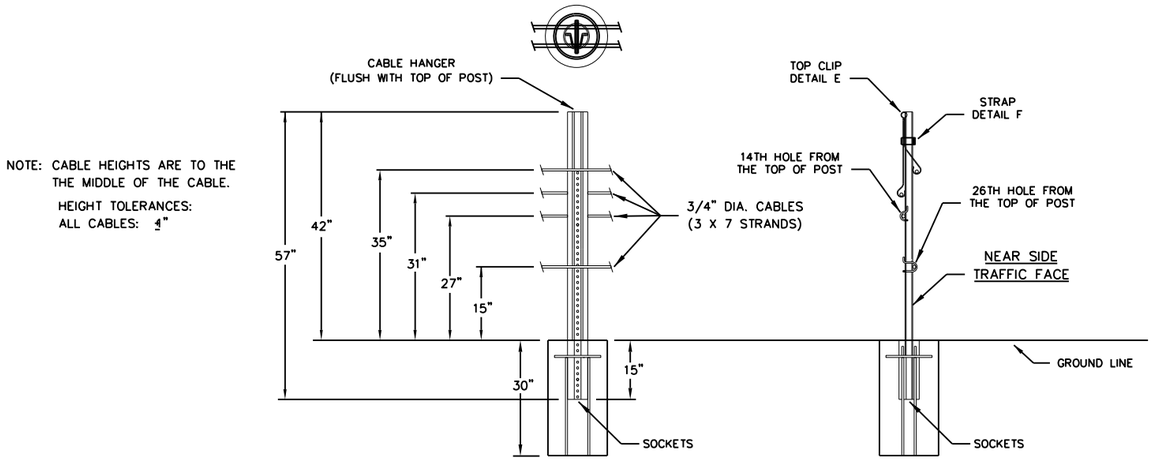
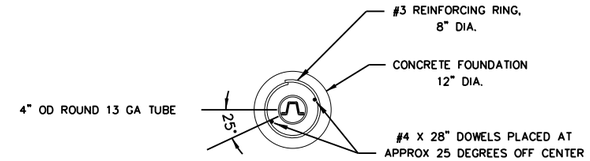
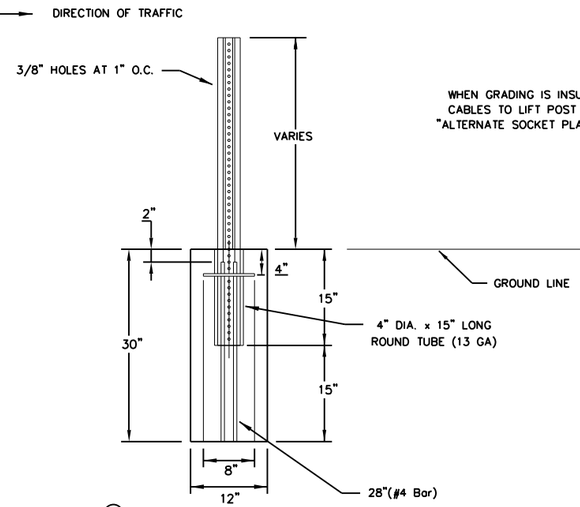




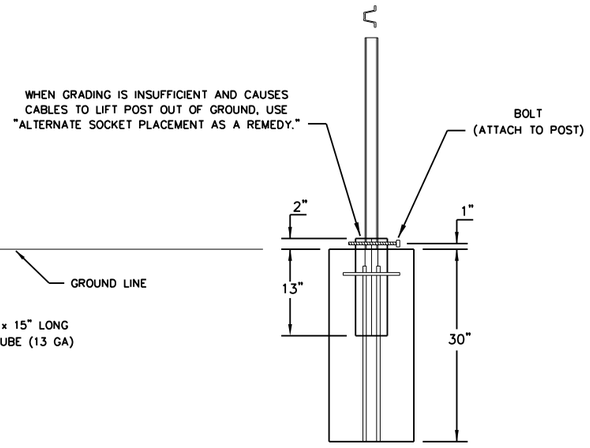
LENGTH OF NEED POSTS
MEDIAN CONFIGURATION

INSTALLATION DETAIL
4 CABLE 6:1

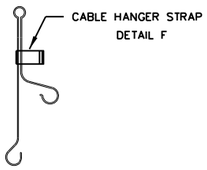




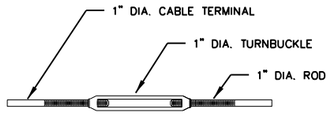
⑪ **SOCKETED POST OPTION**
(TYPE S POST)



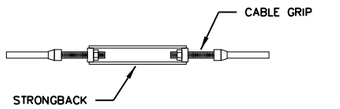
ALTERNATE SOCKET PLACEMENT
(TYPE S POST)



CABLE HANGER BRACKET
DETAIL E
(SUBJECT TO MANUFACTURER'S TOLERANCES)



WEDGED FITTING
TURNBUCKLE DETAIL
(TYPICAL)



STRONGBACK (SELF-SWAGING)
TURNBUCKLE DETAIL
(OPTIONAL)

GENERAL NOTES

1. FOR ADDITIONAL INFORMATION CONTACT YOUR DISTRIBUTOR OR NUCOR STEEL MARION, INC. AT (740) 383-4011.
2. FOR PAYMENT SEE SPECIAL SPECIFICATION "CABLE BARRIER SYSTEM".
3. FOR ADDITIONAL INFORMATION SEE THE MANUFACTURER'S PRODUCT MANUAL.
4. THE NU-CABLE SYSTEM IS DESIGNED FOR BI-DIRECTIONAL TRAFFIC FLOWS. SEE THE MANUFACTURER'S PRODUCT MANUAL FOR PLACEMENT ADJACENT TO GUARDRAIL END TREATMENTS.
5. THE NU-CABLE SYSTEM SHALL BE INSTALLED ON MEDIANS WITH SLOPES OF 6:1 OR FLATTER WITHOUT OBSTRUCTIONS, DEPRESSIONS, ETC; THAT MAY SIGNIFICANTLY AFFECT THE STABILITY OF AN ERRANT VEHICLE.
6. THE NU-CABLE SYSTEM MAY BE INSTALLED ON EITHER SIDE OF THE ROADWAY. Rib-Bak™ CABLE LINE POSTS MAY BE SOCKETED OR DRIVEN DESIGN.
7. THE TL-4 FOR 6:1 SLOPES CAN USE 4# / LF POST. SEE TABLE #1 FOR POST SIZE PER SPACING.
8. SEE (TABLE 2) FOR TENSION AMOUNT AT SPECIFIC CABLE TEMPERATURE FOR INITIAL INSTALLATION.
9. SEE (TABLE 3) FOR TENSION AMOUNT AT SPECIFIC CABLE TEMPERATURE FOR MAINTENANCE.
10. FOURTH (LOWEST) CABLE IS NOT OPTIONAL ON THE TL-4 SYSTEM.
11. CONSULT YOUR PROJECT PLAN SHEETS AND CABLE BARRIER SPECIFICATIONS FOR DESIRED SOCKET MATERIAL.
12. ALL FOUNDATION DESIGNS ARE BASED ON NCHRP 350 STRONG (S1) SOIL. CONSULT THE MANUFACTURER FOR SPECIFIC FOUNDATION DESIGN IF SOIL TYPES DIFFER.

⑦ TABLE 1

POST SIZE TABLE	
POST SPACING	POST SIZE
0' - 17'-6"	4# / LF X 4' OR 6' POST
17'-6" - 20'	5# / LF X 4' POST

POST SPACING IS PER 8 FOOT DEFLECTION REQUIRMENTS.
CONSULT PRODUCT MANUAL IF GREATER DEFLECTION IS PERMISSIBLE.

⑧ TABLE 2

CABLE TENSION CHART	
INITIAL INSTALL	
F	LBF
120	4624
110	4986
100	5350
90	5713
80	6077
70	6440
60	7167
50	7894
40	8619
30	9346
20	10073
10	10800
0	11525
-10	12252
-20	12979
-30	13706

⑨ TABLE 3

CABLE TENSION CHART	
MAINTENANCE	
F	LBF
120	4021
110	4336
100	4652
90	4968
80	5284
70	5600
60	6232
50	6864
40	7495
30	8127
20	8759
10	9391
0	10022
-10	10654
-20	11286
-30	11918

Texas Department of Transportation
Design Division Standard

NU-CABLE BARRIER SYSTEM (TL-4) (4 CABLE)

NU-CABLE(TL4)-14

FILE:	DN:	CK:	DW:	CK:
© TxDOT:	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
	DIST	COUNTY		SHEET NO.
	FTW	PARKER		70

ETC

DATE: 6/17/2024 12:37:03 PM
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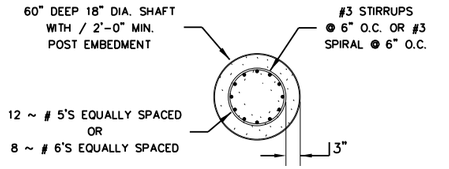
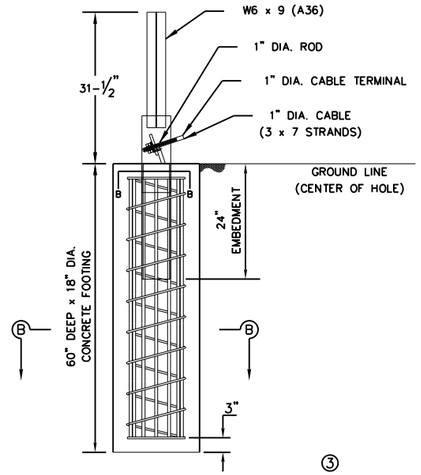
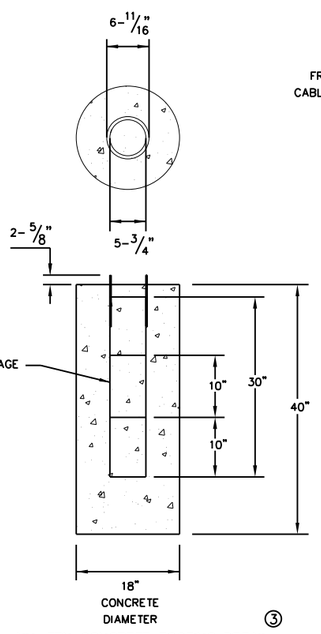


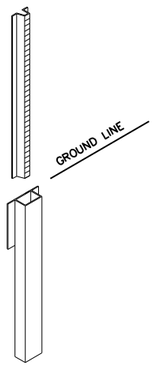
SECTION B-B
(CABLE RELEASE POST)



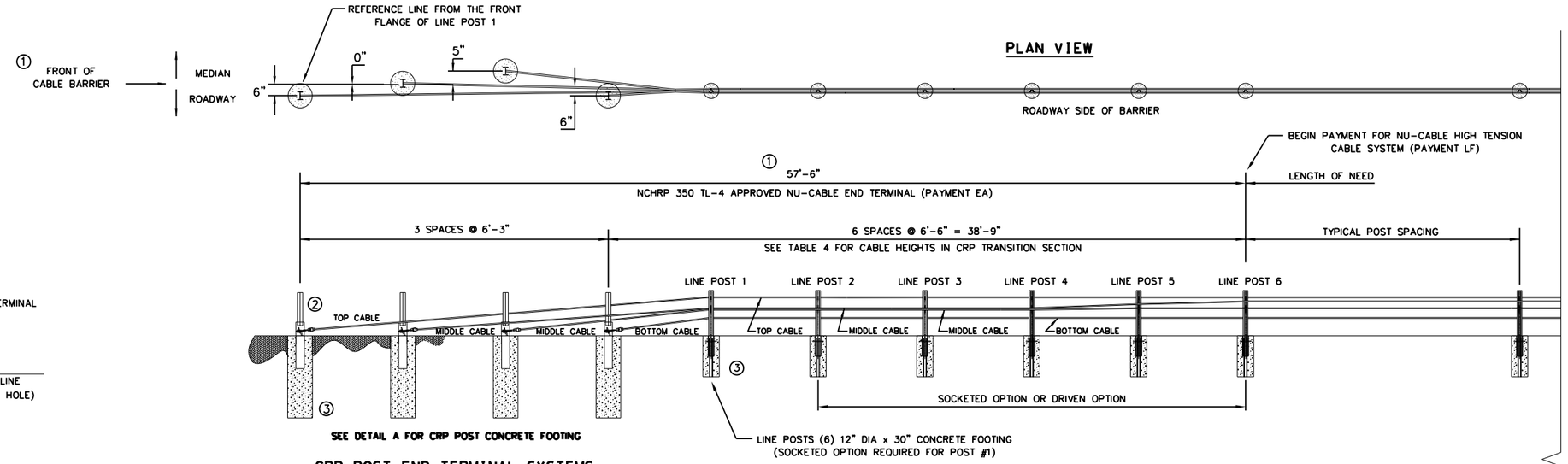
DETAIL A – CRP IN CONCRETE FOOTING ③
(3000 PSI MIN CONCRETE)



③ **NU-TEN CONCRETE FOOTING DETAIL**



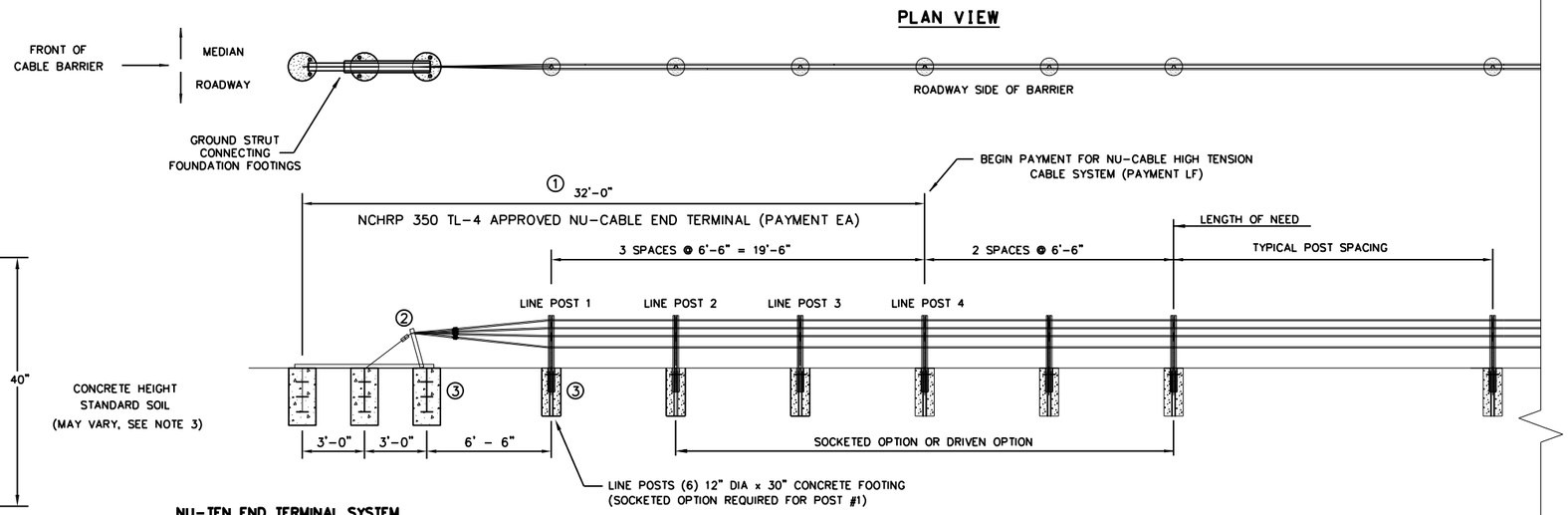
DRIVEN SOCKET OPTION



CRP POST END TERMINAL SYSTEMS

ELEVATION VIEW

① THE OPPOSING END TREATMENTS ON A PARTICULAR RUN ARE MIRRORED IN THEIR LAYOUT.



NU-TEN END TERMINAL SYSTEM

ELEVATION VIEW

④ **TABLE 4**

CRP END TERMINAL CABLE HEIGHTS - TL-4						
	LP 1	LP 2	LP 3	LP 4	LP 5	LP 6
TOP CABLE	34"	34"	34"	34"	34"	34"
UPPER-MIDDLE CABLE	27"	27"	27"	27"	28"	31"
BOTTOM-MIDDLE CABLE	24"	24"	24"	24"	24"	24"
BOTTOM CABLE	15"	15"	15"	15"	15"	15"

NOTES

1. THE OPPOSING END TREATMENTS ON A PARTICULAR RUN ARE MIRRORED IN THEIR LAYOUT. SYSTEM PAYMENT IS PER EACH (EA). REFER TO PROJECT SPECIFICATIONS FOR ADDITIONAL PAYMENT INFORMATION
2. REFER TO INSTALLATION MANUAL FOR CABLE END ASSEMBLY DETAIL.
3. ALL FOUNDATION DESIGNS ARE BASED ON NCHRP 350 STRONG (S1) SOIL. CONSULT THE MANUFACTURER FOR SPECIFIC FOUNDATION DESIGNS IF SOIL TYPES DIFFER.
4. SEE TABLE 4 CABLE HEIGHTS IN CRP TRANSITION SECTION.

Texas Department of Transportation
Design Division Standard

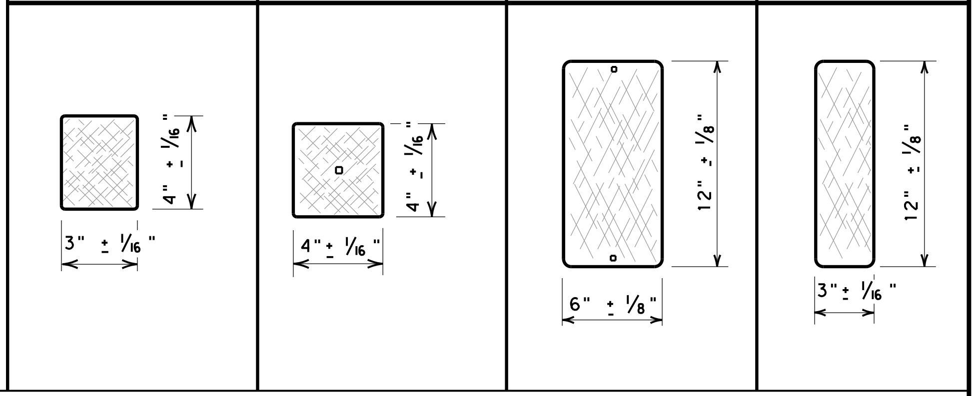
NU-CABLE BARRIER SYSTEM (TL-4) (4 CABLE)

NU-CABLE(TL4)-14

FILE:	DN:	CK:	DW:	CK:
© TxDOT:	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
	DIST	COUNTY		SHEET NO.
	FTW	PARKER		71

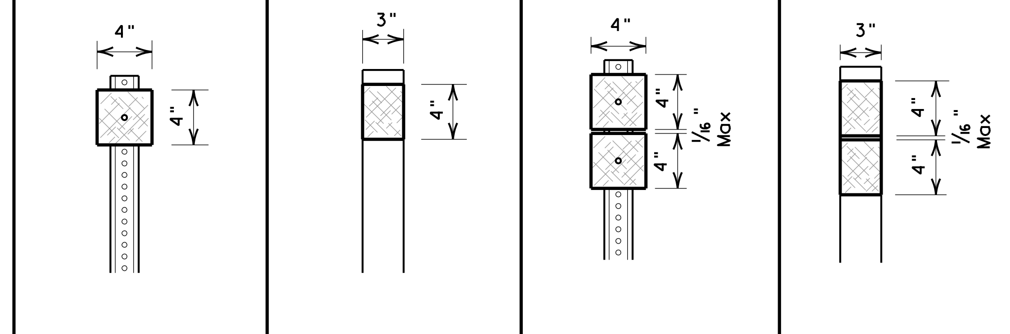
ETC

REFLECTOR UNIT SIZES FOR DELINEATORS AND OBJECT MARKERS



	SIZE 1	SIZE 2	SIZE 3	SIZE 4
DEVICE	(see drawing)	(see drawing)	(see drawing)	(see drawing)
SHEETING	Yellow, White or Red Type B or C reflective sheeting			
NOTE	1. Size 1 and 4 - Direct applied reflective sheeting for use on flexible post (flx). 2. Size 2 and 3 - For use on wing channel (wc) post only. Use approved metal, plastic or fiberglass backplate with 17/64" mounting holes.			

DELINEATORS



	SINGLE		DOUBLE	
DEVICE	1-Size 2 reflector unit	1-Size 1 reflector unit	2-Size 2 reflector units	2-Size 1 reflector units
SHEETING	Yellow, White or Red Type B or C Reflective Sheeting			
POST TYPE	WC	YFLX, WFLX	WC	YFLX, WFLX
MOUNT TYPE	GND	GND, SRF	GND	GND, SRF

D & OM DESCRIPTIVE CODES

INSTL DEL ASSM (D-XX)SZ X (XXXX)XXX(XX)

NUMBER OF REFLECTORS
S = Single
D = Double

COLOR OF REFLECTORS
W = White
Y = Yellow
R = Red

REFLECTOR UNIT SIZE
1 or 2

TYPE OF POST OR DELINEATOR
WC = Wing Channel Post
YFLX = Yellow Flexible Post
WFLX = White Flexible Post
BRF = Barrier Reflector

TYPE OF MOUNT
GND = Embedded (drivable or set in concrete)
CTB = Concrete Barrier Mount
GF1 or GF2 = Guard Fence Attachment
SRF = Surface Mount

DIRECTION
If Required
BI = Bi-Directional
BR = Bi-Directional with red on back

INSTL OM ASSM (OM-XX) (XXXX)XXX(XX)

TYPE OF OBJECT MARKER
1, 2, 3, or 4

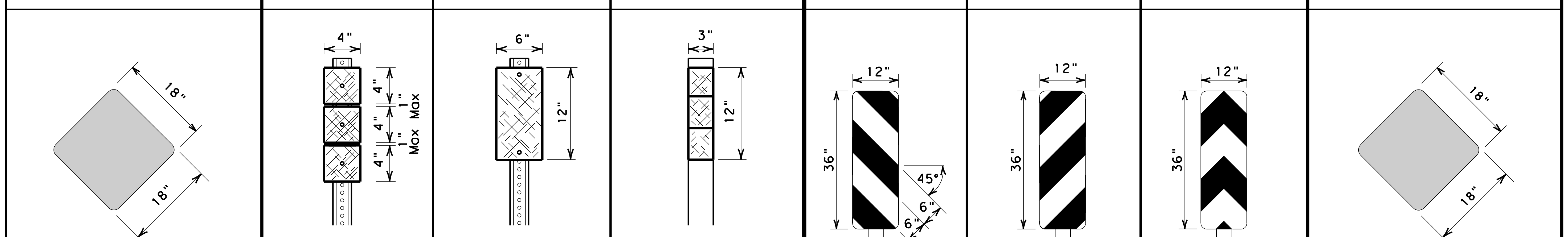
NUMBER OF REFLECTORS OR DIRECTION
X = 3-Size 2 reflector units (Type 2 only)
Y = 1-Size 3 reflector unit (Type 2 only)
Z = 3-Size 1 or 1-Size 4 reflector unit(s)(Type 2 only)
L = Left Side (Type 3 Object Marker only)
R = Right Side (Type 3 Object Marker only)
C = Center (Type 3 Object Marker only)

TYPE OF POST
WC = Wing Channel Post
WFLX = White Flexible Post
TWT = Thin Walled Tubing

TYPE OF MOUNT
GND = Embedded (drivable)
SRF = Surface Mount
WAS = Wedge Anchor Steel
WAP = Wedge Anchor Plastic

DIRECTION
If Required
BI = Bi-Directional

OBJECT MARKERS

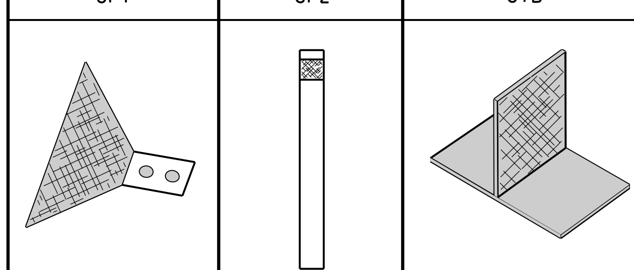


	Type 1 (OM-1)	Type 2 (OM-2)			Type 3 (OM-3)			Type 4 (OM-4)
	OM-1	OM-2X	OM-2Y	OM-2Z	OM-3L	OM-3R	OM-3C	OM-4
DEVICE		3-Size 2 reflector units	1-Size 3 reflector unit	3-Size 1 reflector units or 1-Size 4 reflector unit				
SHEETING	Yellow-Type B_{FL} or C_{FL} Sheeting	Yellow - Type B or C Sheeting			Alternating acrylic black and retroflective yellow - Type B_{FL} or C_{FL} Sheeting			Red -Type B_{FL} or C_{FL} Sheeting
POST TYPE	TWT	WC	WC	WFLX	TWT			TWT
MOUNT TYPE	WAS, WAP	GND	GND	GND, SRF	WAS, WAP			WAS, WAP

DEPARTMENTAL MATERIAL SPECIFICATIONS

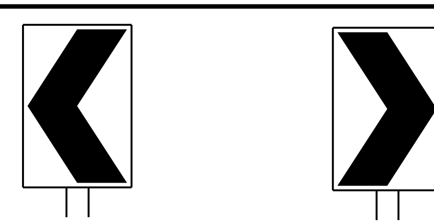
FLEXIBLE DELINEATOR & OBJECT MARKER POSTS (EMBEDDED & SURFACE MOUNT TYPES)	DMS-4400
SIGN FACE MATERIALS	DMS-8300
DELINEATORS, OBJECT MARKERS AND BARRIER REFLECTORS	DMS-8600

BARRIER REFLECTORS (BRF)



	GF1	GF2	CTB
DEVICE	(see drawing)	(see drawing)	(see drawing)
	1. Barrier reflectors shall meet the requirements of DMS 8600. 2. Approved Barrier Reflectors are listed on the "Barrier Reflectors" Material Producer List at: www.txdot.gov.		
SHEETING	Yellow, White, Red		
NOTE	1. Reflective sheeting shall have a minimum dimension of 3 inches and minimum surface area of 9 square inches.		

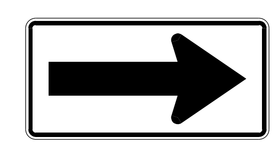
CHEVRONS



W1-8

DEVICE	W1-8			
SIZE (W x L)	18"x 24" (Conventional)	24"x 30" (Conventional Oversize)	30"x 36" (Expressway)	36" x 48" (Freeway)
MOUNTING HEIGHT	4'-0" or 7'-0"		7'-0" Only	

ONE DIRECTION LARGE ARROW



W1-6

DEVICE	W1-6	
SIZE (W x L)	48" x 24" (Conventional)	60" x 30" (Expressway & Freeway)
MOUNTING HEIGHT	7'-0"	

NOTE

1. CHEVRON (W1-8) signs and ONE DIRECTION LARGE ARROW (W1-6) Signs shall be installed per Sign Mounting Details (SMD) Standard Sheets and paid under Item 644 (Small Roadside Sign Assemblies).
2. When there is a need to increase conspicuity, the Texas version of the ONE DIRECTION LARGE ARROW sign (W1-9T) may be used instead of the ONE DIRECTION LARGE ARROW (W1-6).

NOTE:

Delineator and object marker substrates and sign substrates shall be 0.080" Aluminum sign blank to conform to ASTM B-209 Alloy 6061-T6 or approved alternative.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER MATERIAL DESCRIPTION

D & OM(1)-20

FILE: dom1-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT		
© TxDOT August 2004	CONT	SECT	JOB	HIGHWAY		
REVISIONS	0008	03	141	IH 20		
10-09 3-15 4-10 7-20	DIST	COUNTY	SHEET NO.			
	FTW	PARKER	72			

ETC

20A

DATE: 6/17/2024 12:37:03 PM
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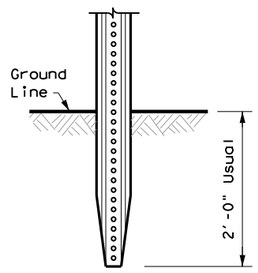
POST TYPE AND SUPPORT FOUNDATION DETAILS

WING CHANNEL (WC)

GND

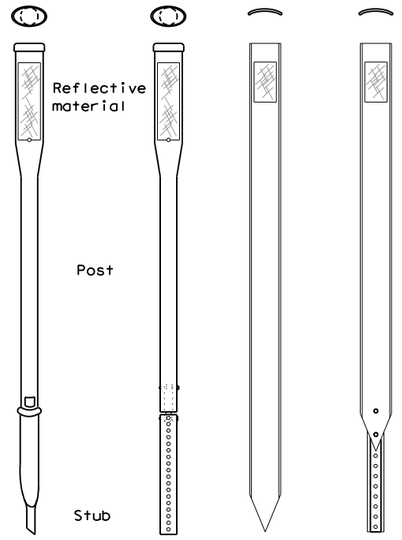


NOTES

1. Embedded Wing Channel (WC) post option may be used for Type 2 Object Markers and Delineators only.
2. 1.12 lbs/ft steel per ASTM A 1011 SS Gr. 50, or ASTM A499.

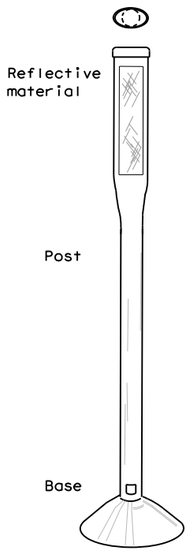
FLEXIBLE POSTS (YFLX, WFLX)

GND



EMBEDDED

SRF



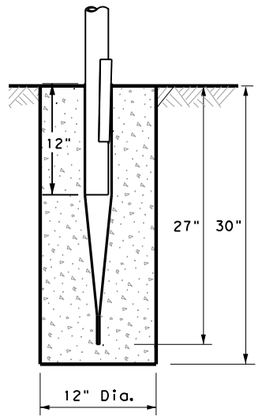
SURFACE MOUNT

NOTES

1. See "Flexible Delineator and Object Marker Posts" Material Producer List for approved devices.
2. Install per manufacturer's recommendations.
3. Post length may vary to meet field conditions.
4. When using yellow delineators with flexible posts to separate opposing direction of travel, such as centerline or median use, the flexible posts shall be yellow.

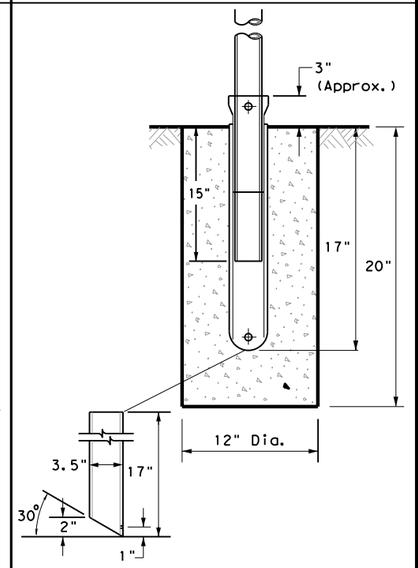
WEDGE ANCHOR SYSTEMS

WAS



STEEL

WAP



PLASTIC

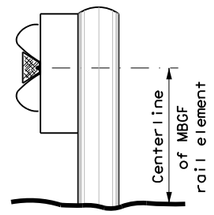
NOTE

1. Install per manufacturer's recommendations.

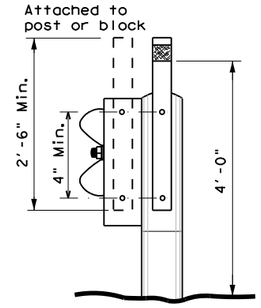
TYPE OF BARRIER MOUNTS

GUARD FENCE ATTACHMENT

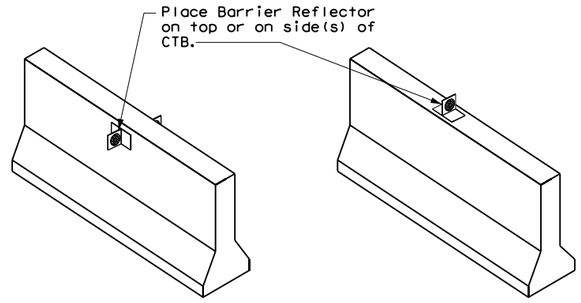
GF1



GF2



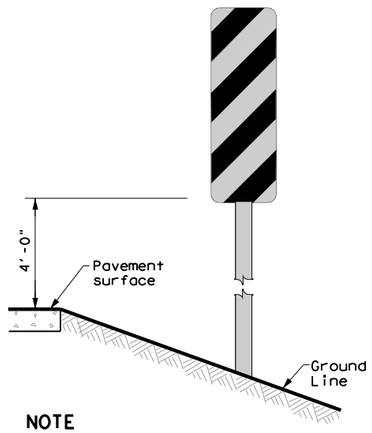
CONCRETE TRAFFIC BARRIER (CTB)



GENERAL NOTES

1. Place delineators on a section of roadway at a consistent distance from the edge of pavement.
2. Where a restriction prevents consistent placement from the pavement edge, place the affected object markers in line with the innermost edge of the obstruction.
3. When Type 2 object markers and delineators are more than 8'-0" from the edge of the pavement, it may not be possible to maintain a height of approximately 4'-0". If this is the case, place the object marker or delineator as close to the desired height as possible.
4. Install all delineators, object markers and barrier reflectors in accordance with the manufacturer's recommendation.
5. Barrier reflectors should be installed a minimum of 18 inches above the edge of the pavement surface.
6. Diagonal stripes on Type 3 object markers shall slope down toward the intended travel lane.

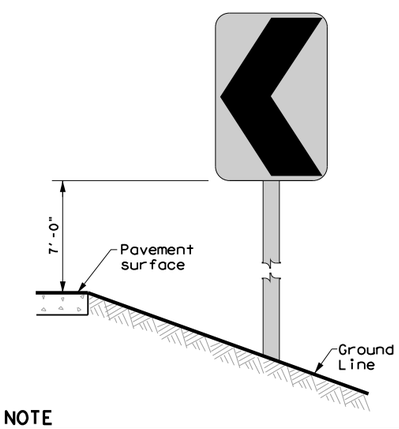
TYPES 1, 3, AND 4 OBJECT MARKERS AND CHEVRONS



NOTE

Mounting at 4 feet to the bottom of the chevron is permitted for chevrons that will not exceed a height of 6'-6" to the top of the chevron (sizes 24" x 30" and smaller)

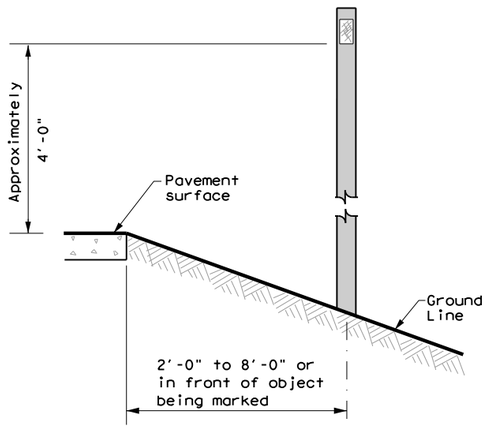
CHEVRONS AND ONE DIRECTION LARGE ARROW SIGN



NOTE

Chevrons 30" x 36" and larger shall be mounted at a height of 7' to the bottom of the chevron. Chevron sign and ONE DIRECTION LARGE ARROW sign (W1-9T) shall be installed per SMD standard sheets and paid under item 644.

DELINEATORS AND TYPE 2 OBJECT MARKERS



See general notes 1, 2 and 3.

Texas Department of Transportation — Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER INSTALLATION

D & OM(2)-20

FILE: dom2-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
© TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	FTW	PARKER		73

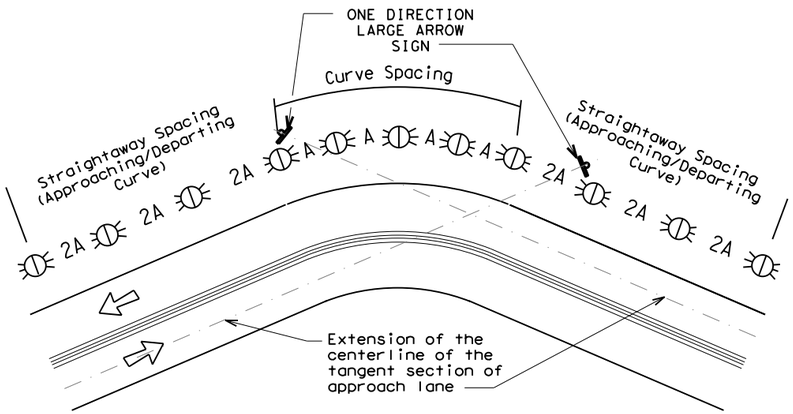
20B ETC

DATE: DATE/TIME 12:37:06 PM
FILE: DOCUMENT NAME C:\Design\Projects\IH 20 0008-03-141 Median Barrier Safety Projects\dom3-20.dgn

MINIMUM WARNING DEVICES AT CURVES WITH ADVISORY SPEEDS

Amount by which Advisory Speed is less than Posted Speed	Curve Advisory Speed	
	Turn (30 MPH or less)	Curve (35 MPH or more)
5 MPH & 10 MPH	• RPMs	• RPMs
15 MPH & 20 MPH	• RPMs and One Direction Large Arrow sign	• RPMs and Chevrons; or • RPMs and One Direction Large Arrow sign where geometric conditions or roadside obstacles prevent the installation of chevrons.
25 MPH & more	• RPMs and Chevrons; or • RPMs and One Direction Large Arrow sign where geometric conditions or roadside obstacles prevent the installation of chevrons	• RPMs and Chevrons

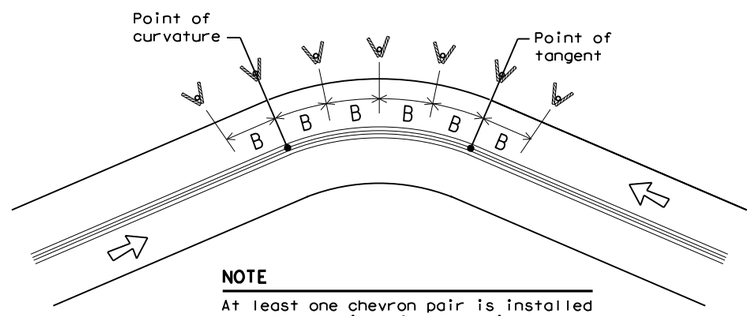
SUGGESTED SPACING FOR DELINEATORS ON HORIZONTAL CURVES



NOTE

ONE DIRECTION LARGE ARROW (W1-6) sign should be located at approximately and perpendicular to the extension of the centerline of the tangent section of approach lane.

SUGGESTED SPACING FOR CHEVRONS ON HORIZONTAL CURVES



NOTE

At least one chevron pair is installed beyond the point of tangent in tangent section.

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS KNOWN

Degree of Curve	FEET			
	Radius of Curve	Spacing in Curve	Spacing in Straightaway	Chevron Spacing in Curve
		A	2A	B
1	5730	225	450	——
2	2865	160	320	——
3	1910	130	260	200
4	1433	110	220	160
5	1146	100	200	160
6	955	90	180	160
7	819	85	170	160
8	716	75	150	160
9	637	75	150	120
10	573	70	140	120
11	521	65	130	120
12	478	60	120	120
13	441	60	120	120
14	409	55	110	80
15	382	55	110	80
16	358	55	110	80
19	302	50	100	80
23	249	40	80	80
29	198	35	70	40
38	151	30	60	40
57	101	20	40	40

Curve delineator approach and departure spacing should include 3 delineators spaced at 2A. This spacing should be used during design preparation or when the degree of curve is known.

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS NOT KNOWN

Advisory Speed (MPH)	Spacing in Curve	Spacing in Straightaway	Chevron Spacing in Curve
	A	2xA	B
65	130	260	200
60	110	220	160
55	100	200	160
50	85	170	160
45	75	150	120
40	70	140	120
35	60	120	120
30	55	110	80
25	50	100	80
20	40	80	80
15	35	70	40

If the degree of curve is not known, delineator spacing may be determined based on the Advisory Speed of the curve. Use the delineator curve spacing for each Advisory Speed (MPH).

DELINEATOR AND OBJECT MARKER APPLICATION AND SPACING

CONDITION	REQUIRED TREATMENT	MINIMUM SPACING
Frwy./Exp. Tangent	RPMs	See PM-series and FPM-series standard sheets
Frwy./Exp. Curve	Single delineators on right side	See delineator spacing table
Frwy/Exp.Ramp	Single delineators on at least one side of ramp (should be on outside of curves) (see Detail 3 on D&OM(4))	100 feet on ramp tangents Use delineator spacing table for ramp curves ("straightway spacing" does not apply to ramp curves)
Acceleration/Deceleration Lane	Double delineators (see Detail 3 on D&OM(4))	100 feet (See Detail 3 on D & OM (4))
Truck Escape Ramp	Single red delineators on both sides	50 feet
Bridge Rail (steel or concrete)and Metal Beam Guard Fence	Bi-Directional Delineators when undivided with one lane each direction Single Delineators when multiple lanes each direction	Equal spacing (100'max) but not less than 3 delineators
Concrete Traffic Barrier (CTB) or Steel Traffic Barrier	Barrier reflectors matching the color of the edge line	Equal spacing 100' max
Cable Barrier	Reflectors matching the color of the edge line	Every 5th cable barrier post (up to 100'max)
Guard Rail Terminus/Impact Head	Divided highway - Object marker on approach end Undivided 2-lane highways - Object marker on approach and departure end	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM (5) and D & OM (6)
Bridges with no Approach Rail	Type 3 Object Marker (OM-3) at end of rail and 3 single delineators approaching rail	See D & OM(5)
Reduced Width Approaches to Bridge Rail	Type 2 and Type 3 Object Markers (OM-3) and 3 single delineators approaching bridge	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM (5)
Culverts without MBGF	Type 2 Object Markers	See Detail 2 on D & OM(4)
Crossovers	Double yellow delineators and RPMs	See Detail 1 on D & OM (4)
Pavement Narrowing (lane merge) on Freeways/Expressway	Single delineators adjacent to affected lane for full length of transition	100 feet

NOTES

1. Unless indicated otherwise, the delineator or barrier reflector color shall conform to the color of the pavement edge line on the side of the road where the delineators or barrier reflectors are placed.
2. Barrier reflectors may be used to replace required delineators.
3. Single red delineators may be mounted on the back side of delineator posts for wrong way driver applications

LEGEND	
	Bi-directional Delineator
	Delineator
	Sign

Texas Department of Transportation — Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(3)-20

FILE: dom3-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
© TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
3-15 8-15 8-15 7-20	DIST	COUNTY		SHEET NO.
	FTW	PARKER		74

20C ETC

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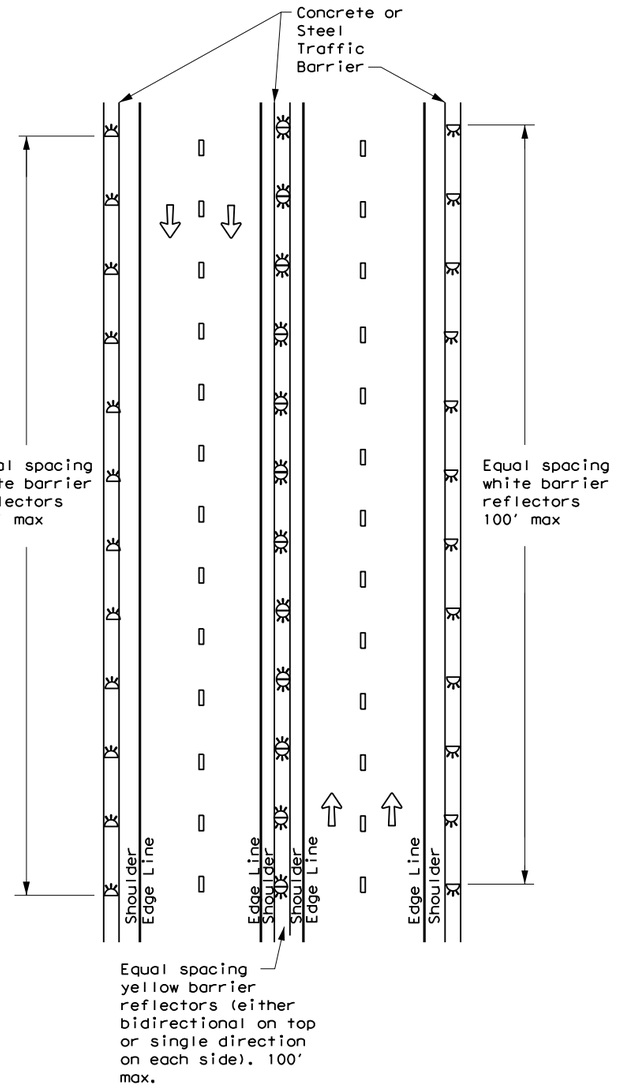
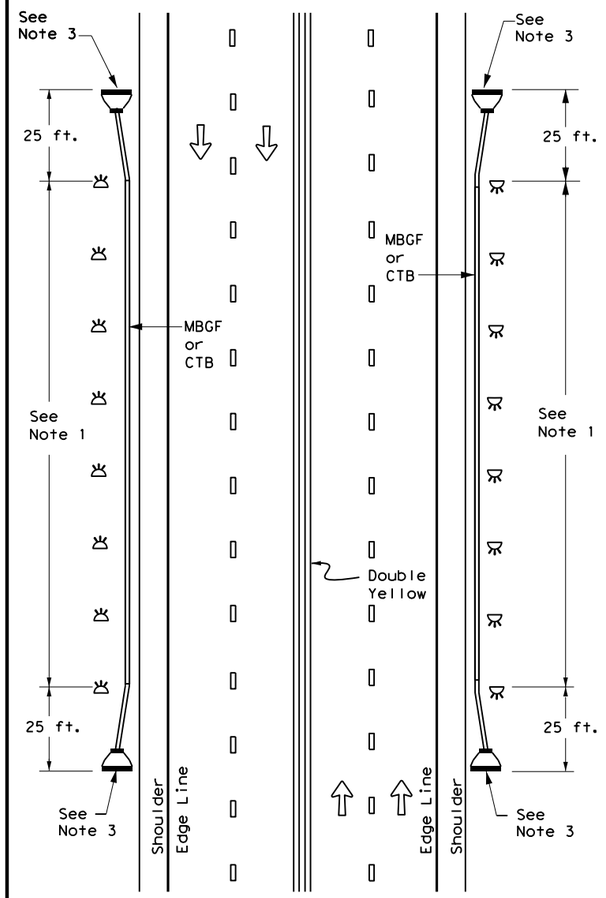
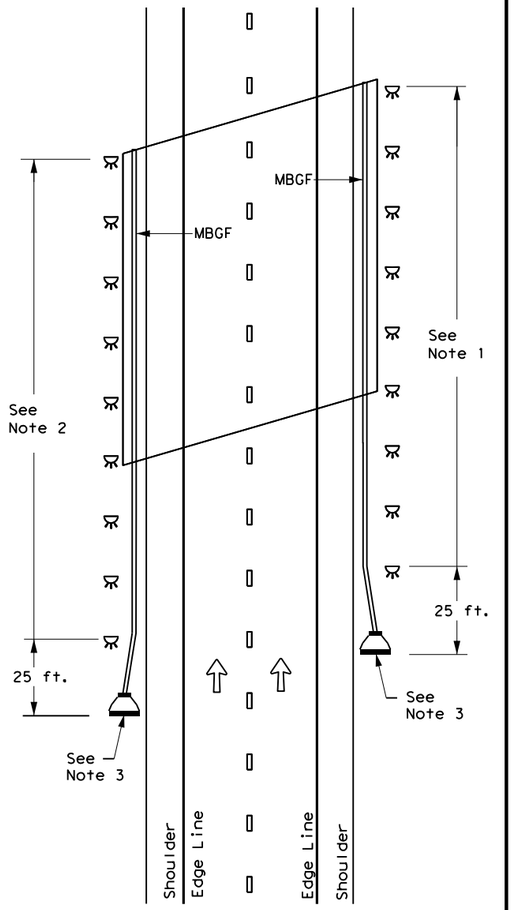
CONTINUOUS CONCRETE OR STEEL BARRIER



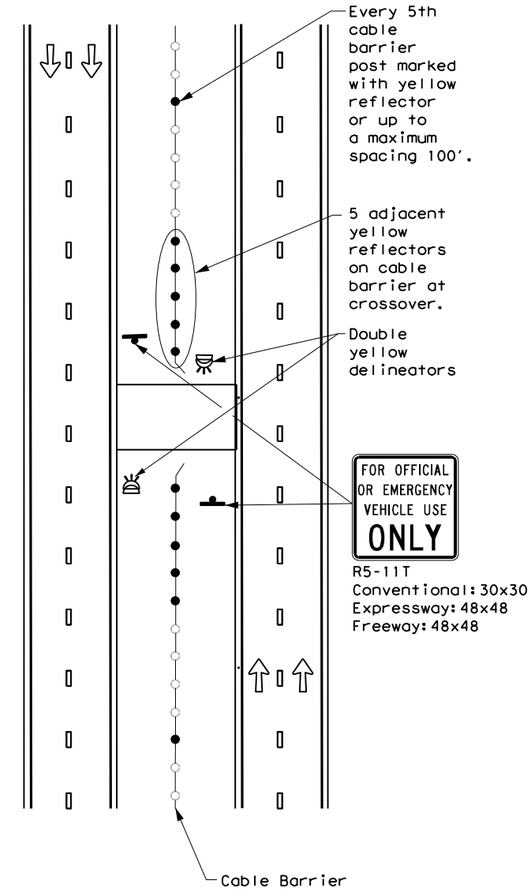
MULTI-LANE UNDIVIDED, TWO-WAY ROADWAY WITH METAL BEAM GUARD FENCE (MBGF)



DIVIDED ROADWAY WITH METAL BEAM GUARD FENCE (MBGF)



EMERGENCY CROSSOVER



NOTES

1. Equal spacing (100' max), but not less than 3 single directional white barrier reflectors or delineators. On Continuos Barrier, equal spacing (100' max.)
2. Equal spacing (100' max), but not less than 3 single directional yellow barrier reflectors or delineators.
3. Terminal ends require reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3)in front of the terminal end.

LEGEND

	Bidirectional Delineator
	Delineator
	OM-3
	OM-2
	Terminal End
	Traffic Flow

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(6)-20

FILE: dom6-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT August 2015	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
7-20	DIST	COUNTY		SHEET NO.
	FTW	PARKER		75

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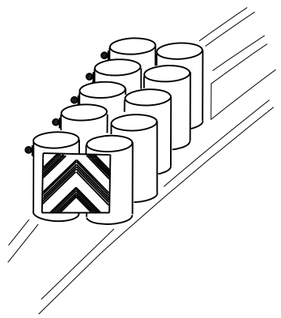
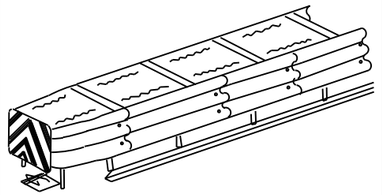
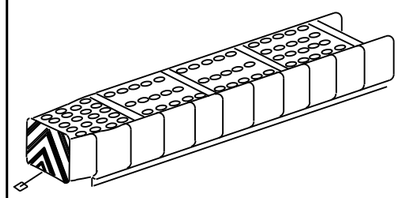
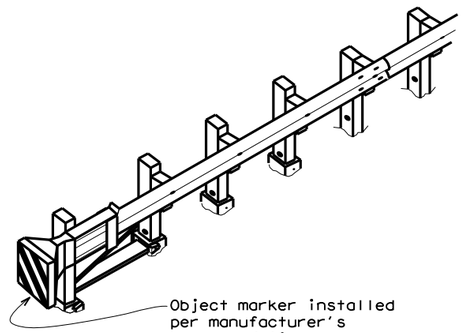
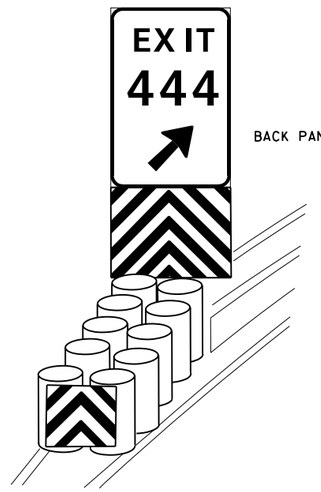
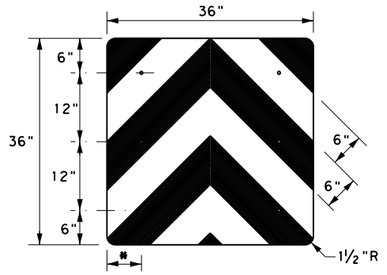


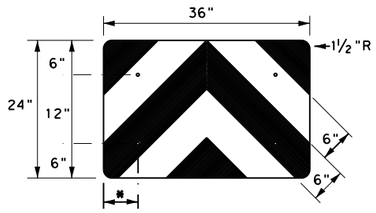




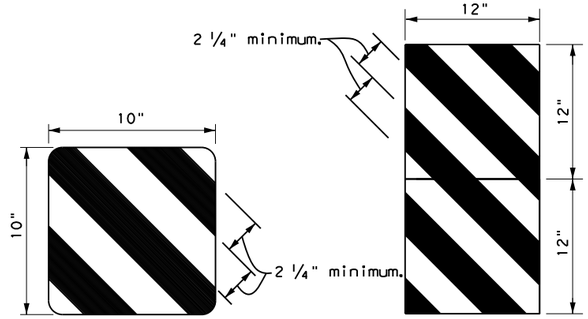




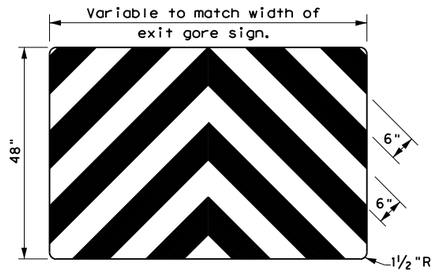


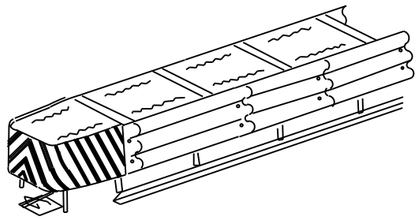


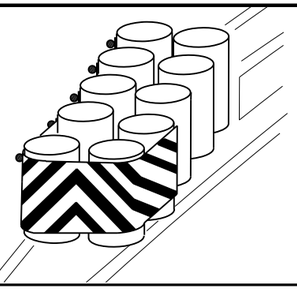
* Adjust to fit attenuator per manufacturer's recommendation, or as directed by the Engineer

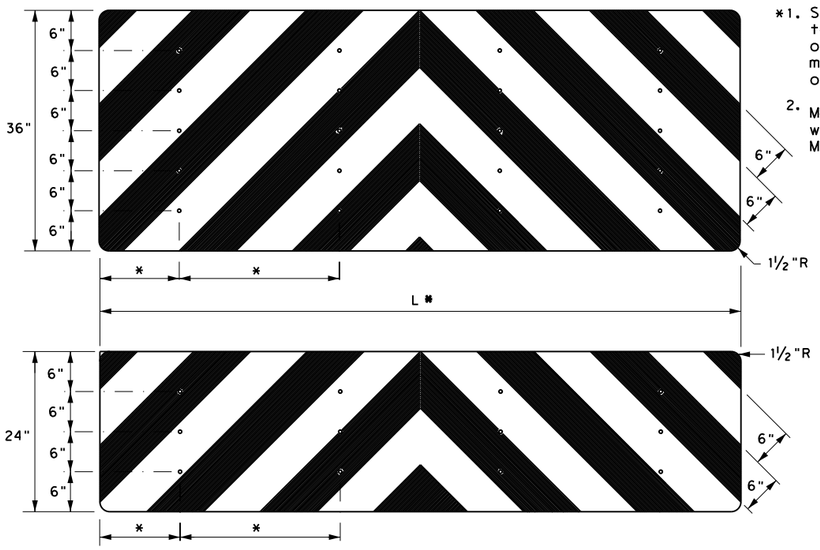


OBJECT MARKERS SMALLER THAN 3 FT^2









NOTES

*1. Spacing should be adjusted to attach through centerline of drum, per attenuator manufacturers recommendation, or as directed by the Engineer.

2. Mounting should be flush with top of attenuator. Minimum size 96" x 24".

NOTES

1. Object Markers shall conform to the Texas MUTCD and meet the color and reflectivity requirement of Department Material Specification DMS 8300. Background shall be yellow reflective sheeting (Type B or C) and Chevron shall be black.

2. Object Markers may be fabricated from adhesive backed reflective sheeting applied directly to guardrail end treatment, or applied directly to an "end cap" as per the manufacturer's recommendation. Direct applied sheeting shall provide a smooth surface and have no wrinkles, air bubbles, cuts or tears. A radius at the corners is not required for direct applied sheeting.

3. Object Marker size may be reduced to fit smaller devices. Width of alternating black and yellow stripes are typically 6". Object Markers smaller than 3ft may have reduced width stripes of a minimum of 2 ¼".

4. Pop rivets, screws, or nuts and bolts may be used to attach object markers and reflectors. Holes, slots or other openings may be cut or drilled through object markers to allow cable or other attachments.

5. Object Marker at nose of attenuator is subsidiary to the attenuator.

6. See D & OM (1-4) for required barrier reflectors.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER FOR VEHICLE IMPACT ATTENUATORS

D & OM(VIA)-20

FILE: domvia20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
© TxDOT December 1989	CONT	SECT	JOB	HIGHWAY
REVISIONS	0008	03	141	IH 20
4-92 8-04	DIST	COUNTY		SHEET NO.
8-95 3-15	FTW	PARKER		76
4-98 7-20				

20G ETC

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FILE: T:\areaoff\Design\Projects\IH 20 0008-03-141 Median Barrier Safety Projects\SW3P\ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS.dgn

I. STORMWATER POLLUTION PREVENTION-CLEAN WATER ACT SECTION 402

TPDES TXR 150000: Stormwater Discharge Permit or Construction General Permit required for projects with 1 or more acres disturbed soil. Projects with any disturbed soil must protect for erosion and sedimentation in accordance with Item 506.

List MS4 Operator(s) that may receive discharges from this project. They may need to be notified prior to construction activities.

1.

2.

☐ No Action Required ☒ Required Action

Action No.

1. Prevent stormwater pollution by controlling erosion and sedimentation in accordance with TPDES Permit TXR 150000
2. Comply with the SW3P and revise when necessary to control pollution or required by the Engineer.
3. Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and TCEQ, EPA or other inspectors.
4. When Contractor project specific locations (PSL's) increase disturbed soil area to 5 acres or more, submit NOI to TCEQ and the Engineer.

II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS CLEAN WATER ACT SECTIONS 401 AND 404

USACE Permit required for filling, dredging, excavating or other work in any water bodies, rivers, creeks, streams, wetlands or wet areas.

The Contractor must adhere to all of the terms and conditions associated with the following permit(s):

☒ No Permit Required

☐ Nationwide Permit 14 - PCN not Required (less than 1/10th acre waters or wetlands affected)

☐ Nationwide Permit 14 - PCN Required (1/10 to <1/2 acre, 1/3 in tidal waters)

☐ Individual 404 Permit Required

☐ Other Nationwide Permit Required: NWP# _____

Required Actions: List waters of the US permit applies to, location in project and check Best Management Practices planned to control erosion, sedimentation and post-project TSS.

1.

2.

3.

4.

The elevation of the ordinary high water marks of any areas requiring work to be performed in the waters of the US requiring the use of a nationwide permit can be found on the Bridge Layouts.

Best Management Practices:

Erosion	Sedimentation	Post-Construction TSS
☐ Temporary Vegetation	☒ Silt Fence	☐ Vegetative Filter Strips
☐ Blankets/Matting	☐ Rock Berm	☐ Retention/Irrigation Systems
☐ Mulch	☐ Triangular Filter Dike	☐ Extended Detention Basin
☐ Sodding	☐ Sand Bag Berm	☐ Constructed Wetlands
☐ Interceptor Swale	☐ Straw Bale Dike	☐ Wet Basin
☐ Diversion Dike	☐ Brush Berms	☐ Erosion Control Compost
☐ Erosion Control Compost	☐ Erosion Control Logs	☐ Mulch Filter Berm and Socks
☐ Mulch Filter Berm and Socks	☐ Mulch Filter Berm and Socks	☐ Compost Filter Berm and Socks
☐ Compost Filter Berm and Socks	☐ Compost Filter Berm and Socks	☐ Vegetation Lined Ditches
	☐ Stone Outlet Sediment Traps	☐ Sand Filter Systems
	☐ Sediment Basins	☐ Grassy Swales

III. CULTURAL RESOURCES

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

☒ No Action Required ☐ Required Action

Action No.
1.

IV. VEGETATION RESOURCES

Preserve native vegetation to the extent practical.
Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751, 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

☐ No Action Required ☒ Required Action

Action No.

1. During construction, efforts would be taken to avoid and minimize disturbance of vegetation and soils. Areas within the existing ROW, but outside the limits of construction, would not be disturbed. Every effort would be made to preserve trees where they would neither compromise safety nor substantially interfere with the proposed projects.
2. No landscaping would be a part of the proposed project activities. Re-vegetation of disturbed areas would be in compliance with the Executive Memorandum on Beneficial Landscaping (26Apr94) and the Executive Order on Invasive Species (EO 13112). Regionally native and non-invasive plants would be used to the extent practicable in landscaping and re-vegetation.

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

☐ No Action Required ☒ Required Action

Action No.

1. Between October 1 and February 15, the contractor would remove all old migratory bird nests from any structure that would be affected by the proposed project, and complete any bridge work/demolition and/or vegetation clearing. In addition, the contractor would be prepared to prevent migratory birds from building nests by utilizing nest prevention methods, such as bird-deterrent netting and bird-repelling sprays and/or gels, between February 15 and October 1. In the event that migratory birds are encountered on-site during project construction, adverse impacts on protected birds, active nests, eggs, and/or young would be avoided.
2. The contractor and/or TxDOT personnel would be advised of the potential for Whooping Cranes to occur within the project limits. Construction personnel would be advised to avoid adverse impacts to this species and to report any sightings to TxDOT District Environmental staff. Drainage modifications would be limited to the extent practical to accommodate the additional paved surface needed to bring the roadway up to current TxDOT safety standards. The construction personnel would report all sightings to TxDOT Fort Worth District Environmental staff. Reports should include the time, date and location and any available photos.
3. No disturbing, destroying, or removing active nests of Bald Eagles, including ground nesting birds, during the nesting season. Avoid the removal of unoccupied, inactive nests as practicable. Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair. No collecting, capturing, relocating or transporting birds, eggs, young or active nests without a permit. The Eagle Protection Act prohibits the taking or possession of and commerce in eagles, parts, feathers, nests, or eggs with limited exceptions. The definition of take includes pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb. Eagles may not be taken for any purpose unless a permit is issued prior to the taking.

If any of the listed species are observed, cease work in the immediate area, do not disturb species or habitat and contact the Engineer immediately. The work may not remove active nests from bridges and other structures during nesting season of the birds associated with the nests. If caves or sinkholes are discovered, cease work in the immediate area, and contact the Engineer immediately.

LIST OF ABBREVIATIONS

BMP:	Best Management Practice	SPCC:	Spill Prevention Control and Countermeasure
CGP:	Construction General Permit	SW3P:	Storm Water Pollution Prevention Plan
DSHS:	Texas Department of State Health Services	PCN:	Pre-Construction Notification
FHWA:	Federal Highway Administration	PSL:	Project Specific Location
MOA:	Memorandum of Agreement	TCEQ:	Texas Commission on Environmental Quality
MOU:	Memorandum of Understanding	TPDES:	Texas Pollutant Discharge Elimination System
MS4:	Municipal Separate Stormwater Sewer System	TPWD:	Texas Parks and Wildlife Department
MBTA:	Migratory Bird Treaty Act	TxDOT:	Texas Department of Transportation
NOT:	Notice of Termination	T&E:	Threatened and Endangered Species
NWP:	Nationwide Permit	USACE:	U.S. Army Corps of Engineers
NOI:	Notice of Intent	USFWS:	U.S. Fish and Wildlife Service

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

General (applies to all projects):

Comply with the Hazard Communication Act (the Act) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropriate for any hazardous materials used.

Obtain and keep on-site Material Safety Data Sheets (MSDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: Paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bare ground and covered, for products which may be hazardous. Maintain product labelling as required by the Act.

Maintain an adequate supply of on-site spill response materials, as indicated in the MSDS. In the event of a spill, take actions to mitigate the spill as indicated in the MSDS, in accordance with safe work practices, and contact the District Spill Coordinator immediately. The Contractor shall be responsible for the proper containment and cleanup of all product spills.

Contact the Engineer if any of the following are detected:

* Dead or distressed vegetation (not identified as normal)
* Trash piles, drums, canister, barrels, etc.
* Undesirable smells or odors
* Evidence of leaching or seepage of substances

Does the project involve any bridge class structure rehabilitation or replacements (bridge class structures not including box culverts)?

☐ Yes ☒ No

If "No", then no further action is required.
If "Yes", then TxDOT is responsible for completing asbestos assessment/inspection.

Are the results of the asbestos inspection positive (is asbestos present)?

☐ Yes ☐ No

If "Yes", then TxDOT must retain a DSHS licensed asbestos consultant to assist with the notification, develop abatement/mitigation procedures, and perform management activities as necessary. The notification form to DSHS must be postmarked at least 15 working days prior to scheduled demolition.

If "No", then TxDOT is still required to notify DSHS 15 working days prior to any scheduled demolition.

In either case, the Contractor is responsible for providing the date(s) for abatement activities and/or demolition with careful coordination between the Engineer and asbestos consultant in order to minimize construction delays and subsequent claims.

Any other evidence indicating possible hazardous materials or contamination discovered on site. Hazardous Materials or Contamination Issues Specific to this Project:

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

VII. OTHER ENVIRONMENTAL ISSUES

(includes regional issues such as Edwards Aquifer District, etc.)

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

Texas Department of Transportation

Design Division Standard

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

EPIC

FILE: epic.dgn	DN: TxDOT	CK: RG	DW: VP	CK: AR
©TxDOT: February 2015	CONT	SECT	JOB	HIGHWAY
REVISIONS 12-12-2011 (DS)	0008	03	141	IH 20
05-07-14 ADDED NOTE SECTION IV.	DIST	COUNTY		SHEET NO.
01-23-2015 SECTION I (CHANGED ITEM 1122 TO ITEM 506, ADDED GRASSY SWALES.	FTW	PARKER		77

ETC

STORMWATER POLLUTION PREVENTION PLAN (SWP3):

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

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

1.0 SITE/PROJECT DESCRIPTION

1.1 PROJECT CONTROL SECTION JOB (CSJ):
0008-03-141, 0314-07-082

1.2 PROJECT LIMITS:
From: Clear Lake Rd

To: FM 1187

1.3 PROJECT COORDINATES:
BEGIN: (Lat) 32.7372201 ,(Long) -97.7628459

END: (Lat) 32.7289006 ,(Long) -97.5998593

1.4 TOTAL PROJECT AREA (Acres): 464

1.5 TOTAL AREA TO BE DISTURBED (Acres): 4.57

1.6 NATURE OF CONSTRUCTION ACTIVITY:
Portable traffic barrier installed in median and bridge column protection.

1.7 MAJOR SOIL TYPES:

Soil Type	Description
Aledo-Bolar	Clay Loam
Brackett-Maloterre	Clay Loam
Denton Clay	Clay

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

☐ PSLs determined during preconstruction meeting
☐ PSLs determined during construction
☒ No PSLs planned for construction

Type	Sheet #s

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

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

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

1.10 POTENTIAL POLLUTANTS AND SOURCES:

☒ Sediment laden stormwater from stormwater conveyance over disturbed area
☒ Fuels, oils, and lubricants from construction vehicles, equipment, and storage
☐ Solvents, paints, adhesives, etc. from various construction activities
☐ Transported soils from offsite vehicle tracking
☒ Construction debris and waste from various construction activities
☐ Contaminated water from excavation or dewatering pump-out water
☐ Sanitary waste from onsite restroom facilities
☐ Trash from various construction activities/receptacles
☐ Long-term stockpiles of material and waste
☒
☐ Other: _____
☐ Other: _____
☐ Other: _____

1.11 RECEIVING WATERS:
Receiving waters must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. Include Segment # for receiving waters.

Tributaries	Classified Waterbody
Town Creek	Unclassified
Underwood Branch	Unclassified
Clear Fork Trinity River	Classified - Fresh Water Stream

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

1.12 ROLES AND RESPONSIBILITIES: TxDOT

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

1.13 ROLES AND RESPONSIBILITIES: CONTRACTOR

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

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

MS4 Entity
NOT APPLICABLE

STATE OF TEXAS
KOREY D. COBURN
131468
LICENSED
PROFESSIONAL ENGINEER
8/6/2024

DocuSigned by:
Korey D Coburn PE
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STORMWATER POLLUTION PREVENTION PLAN (SWP3)

July 2023 Sheet 1 of 2

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	SEE SHEET 1		78
STATE	STATE DIST.	COUNTY	
TEXAS	FTW	PARKER	
CONT.	SECT.	JOB	HIGHWAY NO.
0008	03	141	IH 20

ETC

STORMWATER POLLUTION PREVENTION PLAN (SWP3):

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

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

2.1 EROSION CONTROL AND SOIL STABILIZATION BMPs:

T / P

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

2.2 SEDIMENT CONTROL BMPs:

T / P

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

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

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

T / P

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

2.3 PERMANENT CONTROLS:

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

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To
NOT APPLICABLE		

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

2.4 OFFSITE VEHICLE TRACKING CONTROLS:

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

2.5 POLLUTION PREVENTION MEASURES:

- ☐ Chemical Management
- ☐ Concrete and Materials Waste Management
- ☐ Debris and Trash Management
- ☐ Dust Control
- ☐ Sanitary Facilities
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

2.6 VEGETATED BUFFER ZONES:

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

Type	Stationing	
	From	To
NOT APPLICABLE		

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

2.7 ALLOWABLE NON-STORMWATER DISCHARGES:

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

2.8 DEWATERING:

2.9 INSPECTIONS:

2.10 MAINTENANCE:

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

STATE OF TEXAS
KOREY D. COBURN
131468
LICENSED
PROFESSIONAL ENGINEER

8/6/2024

DocuSigned by:
Korey D Coburn PE
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STORMWATER POLLUTION PREVENTION PLAN (SWP3)

July 2023 Sheet 2 of 2

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	SEE SHEET 1		79
STATE	STATE DIST.	COUNTY	
TEXAS	FTW	PARKER	
CONT.	SECT.	JOB	HIGHWAY NO.
0008	03	141	IH 20

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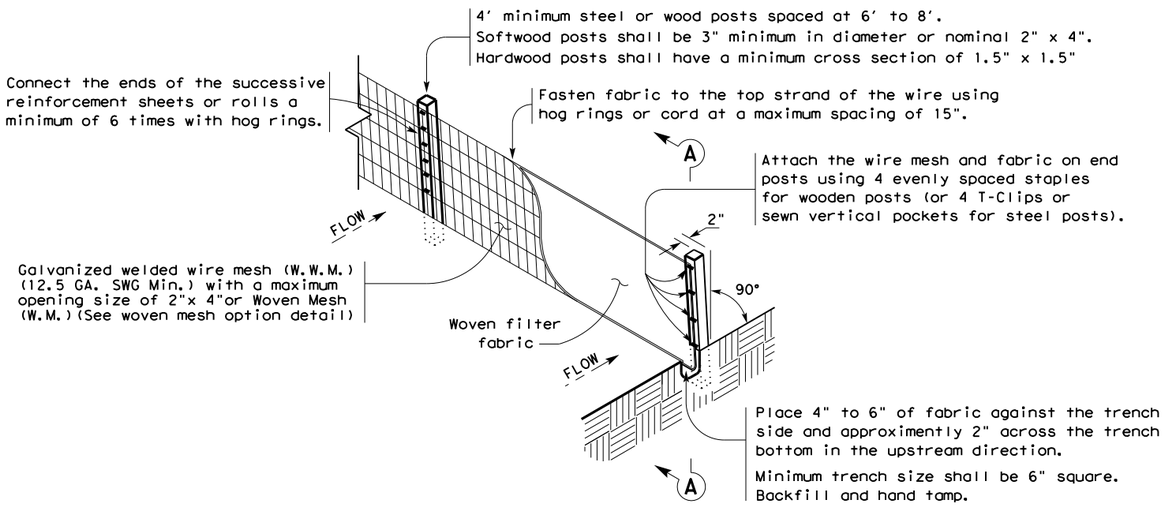
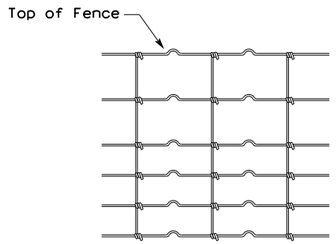
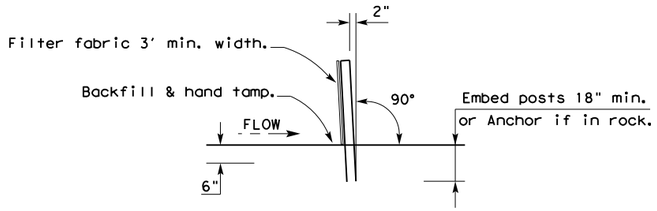


TEMPORARY SEDIMENT CONTROL FENCE

SCF





SECTION A-A

HINGE JOINT KNOT WOVEN MESH (OPTION) DETAIL

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

SEDIMENT CONTROL FENCE USAGE GUIDELINES

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

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

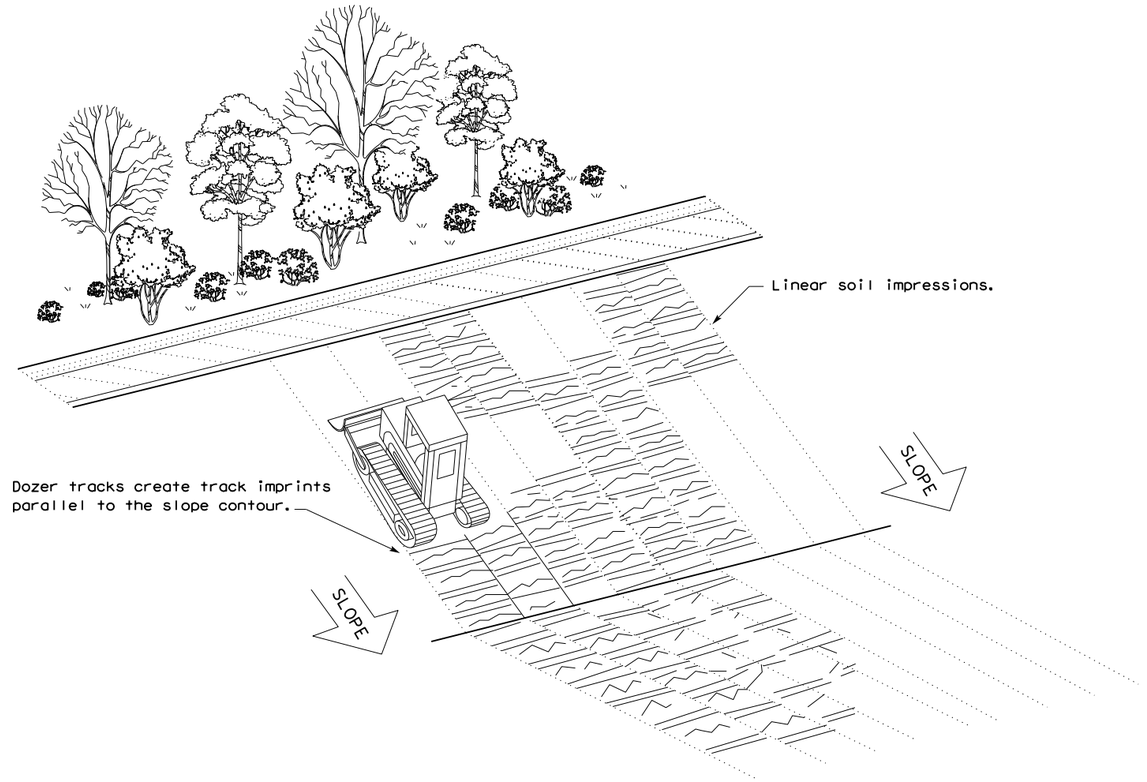
LEGEND

Sediment Control Fence

SCF

GENERAL NOTES

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



VERTICAL TRACKING

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

FENCE & VERTICAL TRACKING

EC(1)-16

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© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY		
REVISIONS	0008	03	141		IH 20		
	DIST	COUNTY					SHEET NO.
	FTW	PARKER					80

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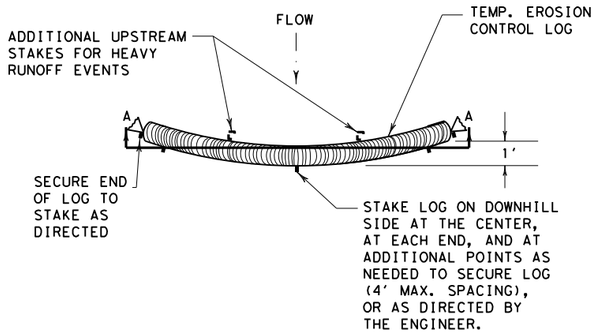
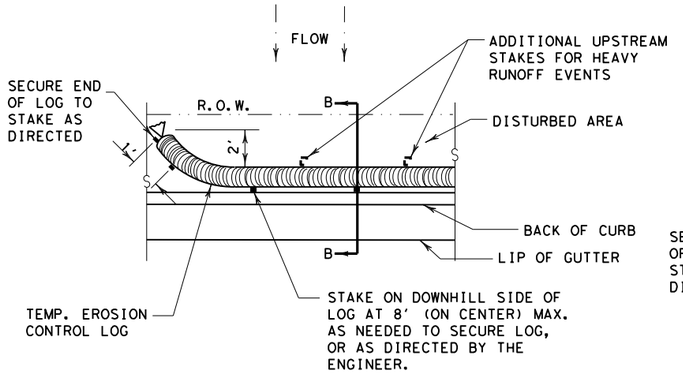
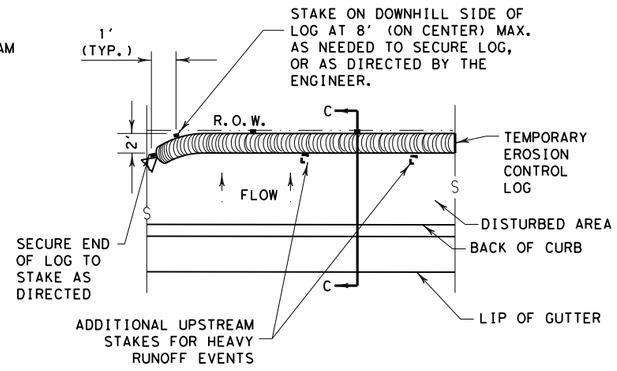


PLAN VIEW



PLAN VIEW



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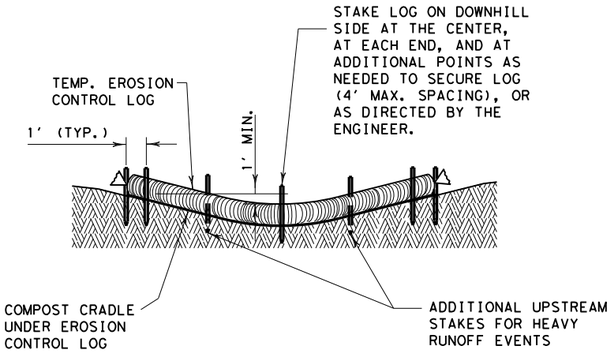
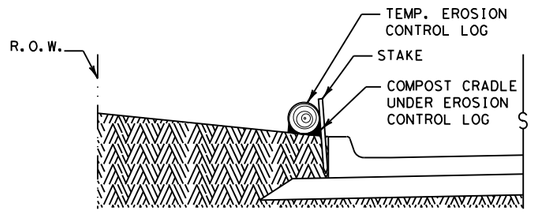


SECTION A-A

EROSION CONTROL LOG DAM

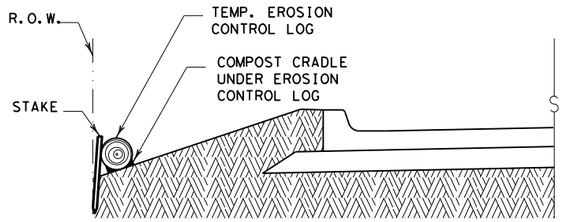
CL-D



SECTION B-B

EROSION CONTROL LOG AT BACK OF CURB

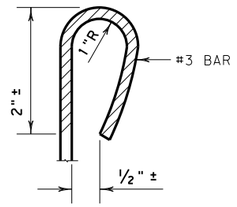
CL-BOC



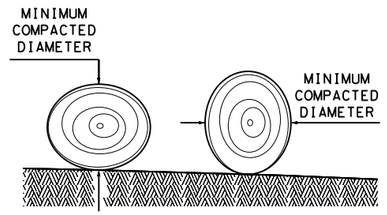
SECTION C-C

EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW



REBAR STAKE DETAIL



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

GENERAL NOTES:

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

LEGEND

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

SEDIMENT BASIN & TRAP USAGE GUIDELINES

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

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

Control logs should be placed in the following locations:

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

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

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

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

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© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
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	DIST	COUNTY		SHEET NO.
	FTW	PARKER		81

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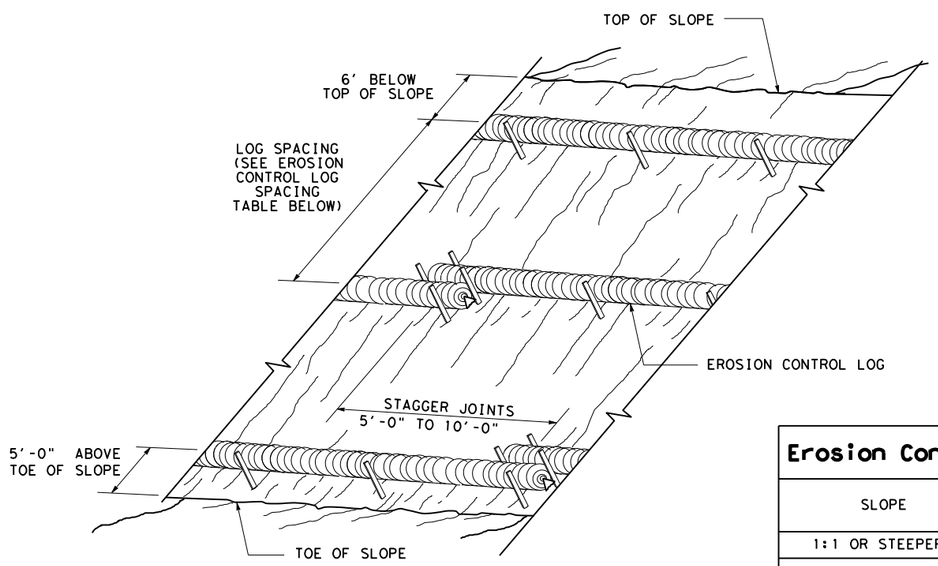
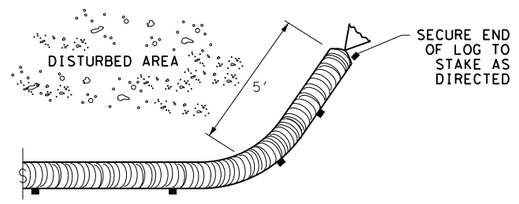


EROSION CONTROL LOGS ON SLOPES
STAKE AND TRENCHING ANCHORING

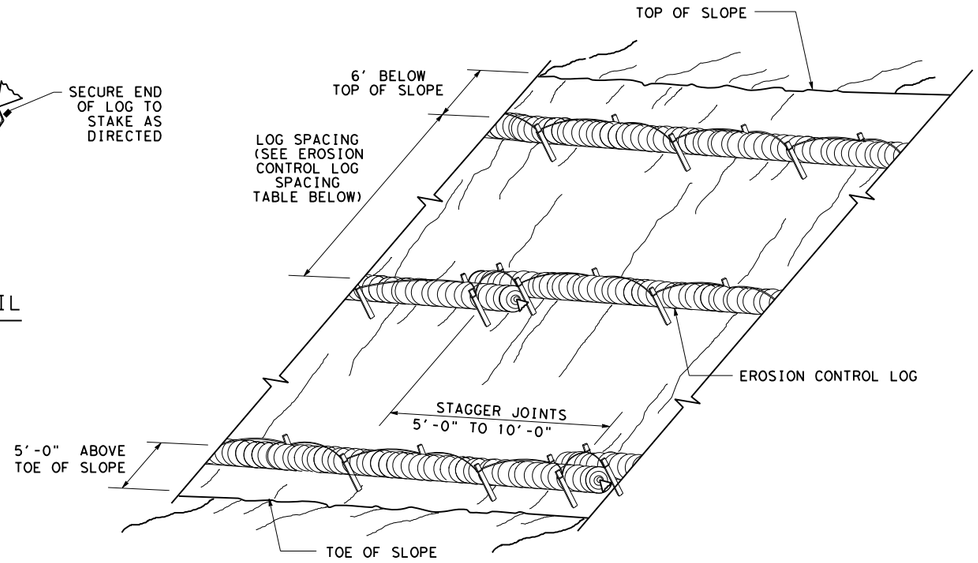
CL-SST



END SECTION RAP DETAIL

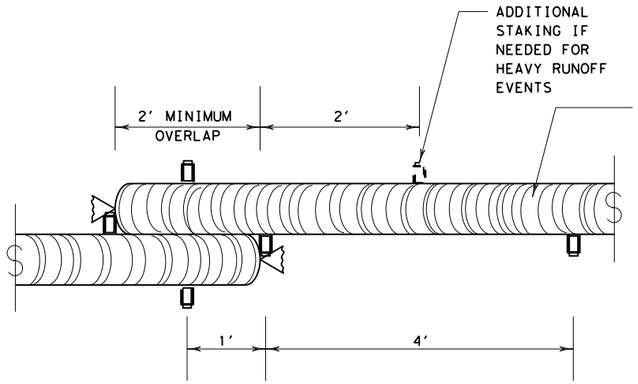
Erosion Control Log Spacing Table				
SLOPE	LOG DIAMETER			
	6"	8"	12"	18"
1:1 OR STEEPER	5'	10'	15'	20'
2:1	10'	20'	30'	40'
3:1	15'	30'	45'	60'
4:1 OR FLATTER	20'	40'	60'	80'

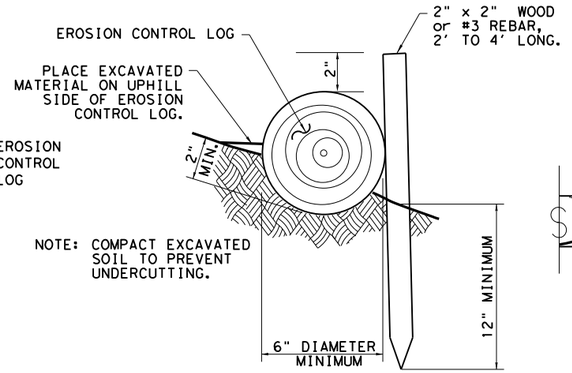
* ADJUSTMENTS CAN BE MADE FOR SOIL TYPE:
SOFT, LOAMY SOILS-ADJUST ROWS CLOSER TOGETHER;
HARD, ROCKY SOILS- ADJUST ROWS FARTHER APART



EROSION CONTROL LOGS ON SLOPES
STAKE AND LASHING ANCHORING

CL-SSL

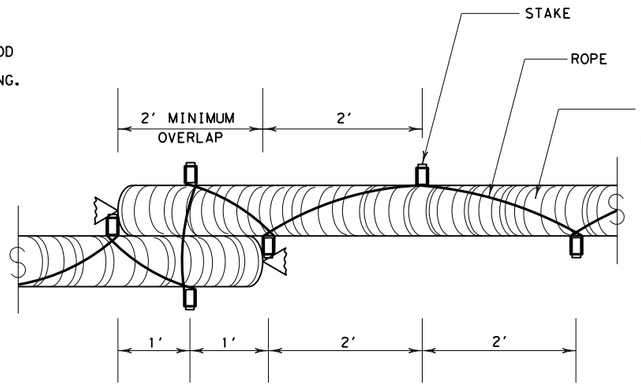


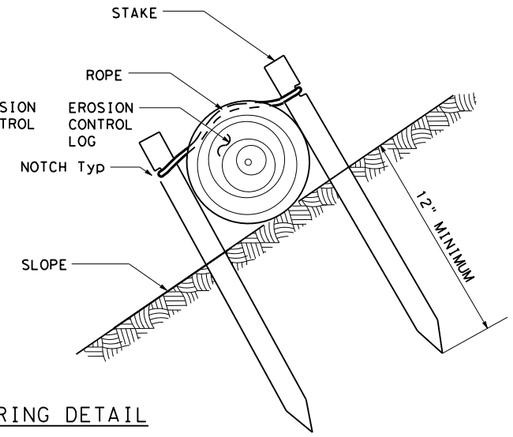


STAKE AND TRENCHING ANCHORING DETAIL

CL-SST

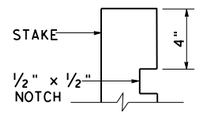
TRENCH DEPTH TABLE	
LOG DIAMETER	DEPTH
6"	2"
8"	3"
12"	4"
18"	5"





STAKE AND LASHING ANCHORING DETAIL

CL-SSL



STAKE NOTCH DETAIL

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

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© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
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	DIST	COUNTY		SHEET NO.
	FTW	PARKER		82

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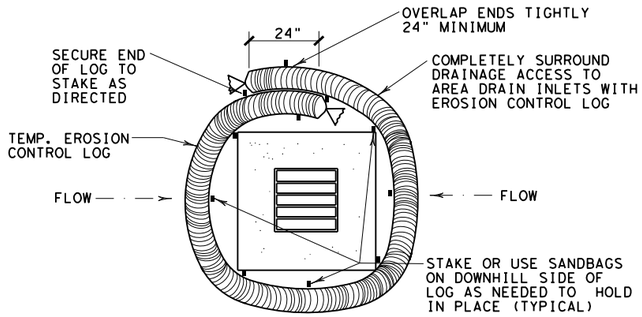
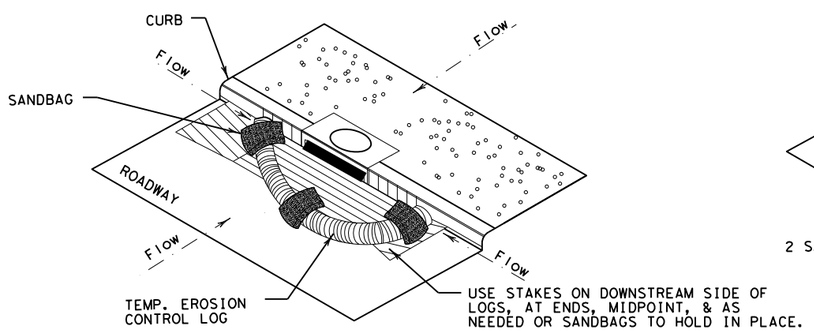


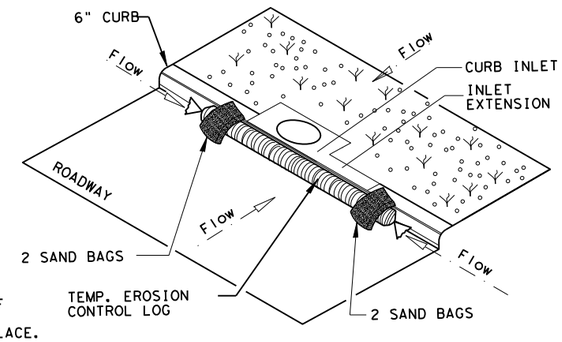
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

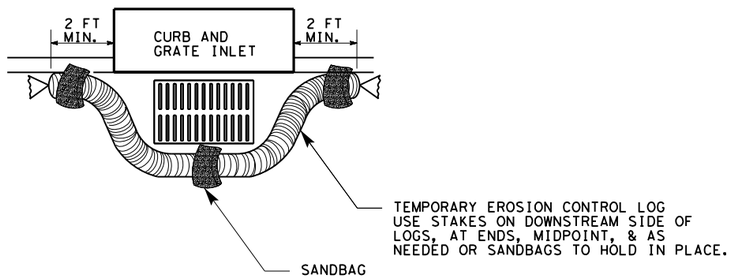
CL-CI



EROSION CONTROL LOG AT CURB INLET

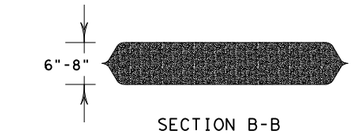
CL-CI

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

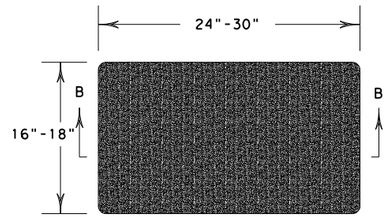


EROSION CONTROL LOG AT CURB & GRADE INLET

CL-GI



SECTION B-B



SANDBAG DETAIL

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Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec916	DN: TxDOT	CK: KM	DW: LS/PT	CK: LS
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REVISIONS	0008	03	141	IH 20
	DIST	COUNTY		SHEET NO.
	FTW	PARKER		83

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