

FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.	
6	BR 2B23 (039)	1	
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	GONZALES	
CONTROL	SECTION	JOB	HIGHWAY NO.
0913	22	058	CR

INDEX OF SHEETS

SEE SHEET 2

# STATE OF TEXAS TEXAS DEPARTMENT OF TRANSPORTATION

## PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

① PROJECT NO.: BR 2B23 (039)  
 COUNTY: GONZALES  
 CSJ: 0913-22-058  
 HIGHWAY: CR 462  
 LIMITS: CR 462 AT SANDY FORK  
 FUNCTIONAL CLASS: RURAL LOCAL ROAD  
 DESIGN SPEED: MEETS OR IMPROVES EXISTING  
 ADT: 44 (2022), 44 (2042)  
 ROADWAY = 601.00 LF = 0.113 MI  
 BRIDGE = 95.00 LF = 0.018 MI  
 TOTAL = 696.00 LF = 0.131 MI

CONTRACTOR: \_\_\_\_\_  
 DATE OF LETTING: \_\_\_\_\_  
 DATE WORK BEGAN: \_\_\_\_\_  
 DATE WORK COMPLETED: \_\_\_\_\_  
 DATE WORK ACCEPTED: \_\_\_\_\_  
 FINAL CONTRACT COST: \$ \_\_\_\_\_

FEDERAL PROJECT NO. BR 2B23 (039)

VOLUME: 4  
 CCSJ: 0913-22-055

FOR THE CONSTRUCTION OF BRIDGE REPLACEMENT  
 CONSISTING OF REPLACE BRIDGE AND APPROACHES

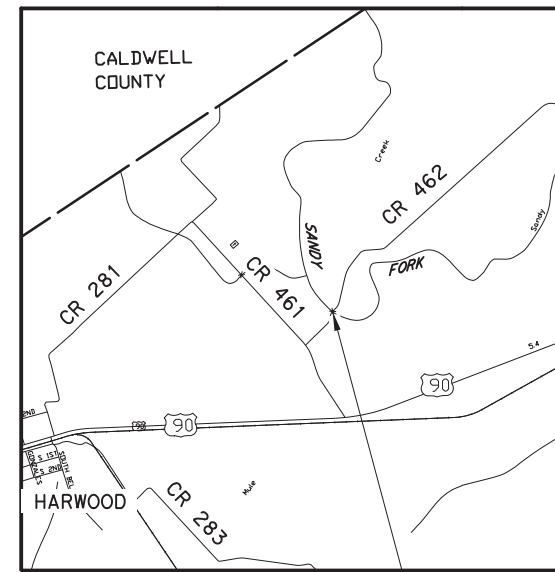
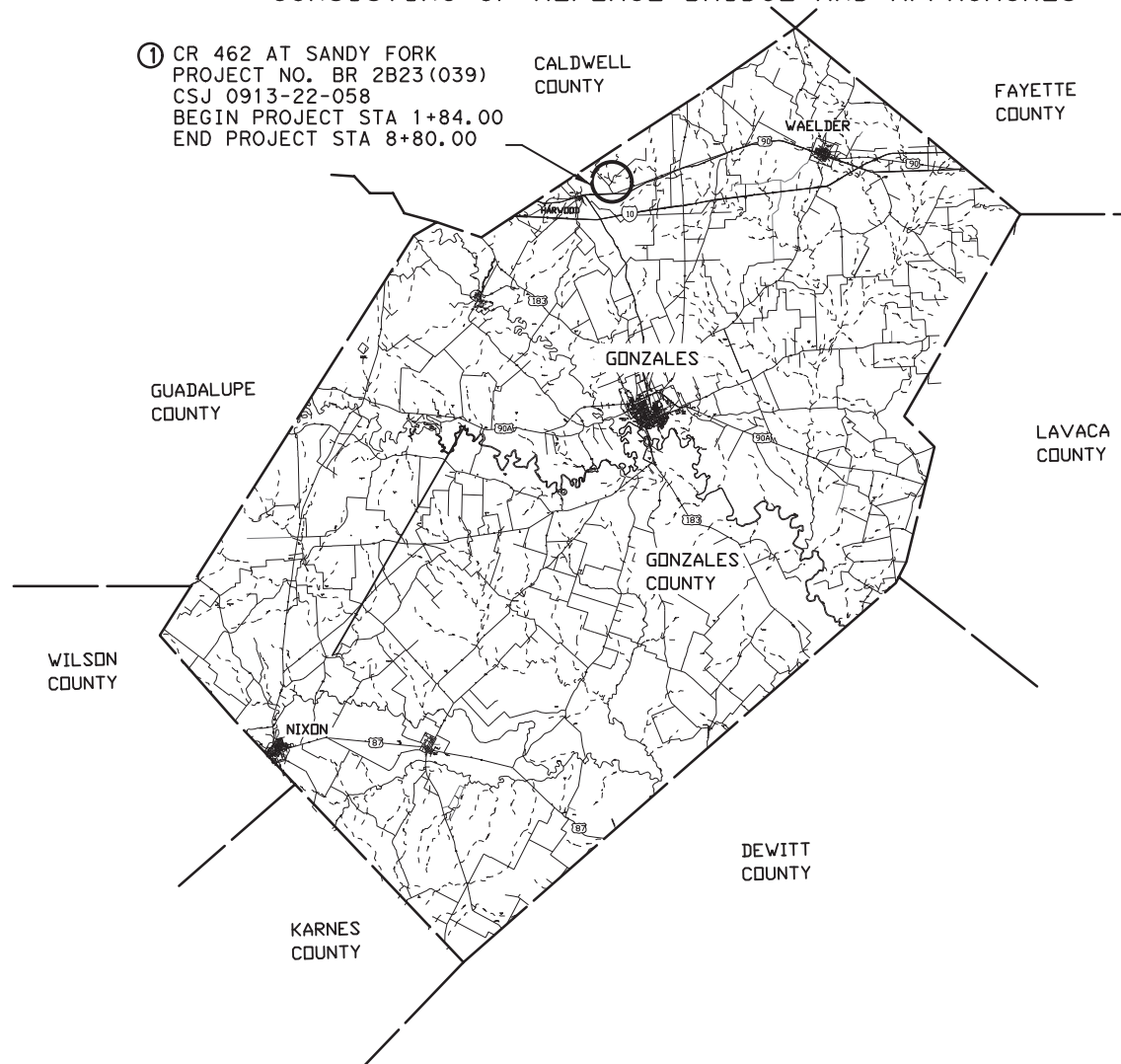
LIST OF APPROVED FIELD CHANGES:

THIS IS TO CERTIFY THAT THE CONSTRUCTION WORK WAS  
 PERFORMED IN ACCORDANCE WITH THE PLANS, CONTRACT,  
 AND LISTED FIELD CHANGES.

AREA ENGINEER \_\_\_\_\_ P. E. \_\_\_\_\_ DATE \_\_\_\_\_



① CR 462 AT SANDY FORK  
 PROJECT NO. BR 2B23 (039)  
 CSJ 0913-22-058  
 BEGIN PROJECT STA 1+84.00  
 END PROJECT STA 8+80.00



INSET MAP CR 462 AT SANDY FORK

GONZALES COUNTY  
 YOAKUM DISTRICT

EXCEPTIONS: NONE  
 RAILROAD CROSSINGS: NONE  
 EQUATIONS: NONE



RECOMMENDED FOR LETTING 9/30/2024

DocuSigned by:  
 Clayton N. Harris P.E.  
 DIRECTOR OF TRANSPORTATION  
 PLANNING & DEVELOPMENT

SUBMITTED FOR LETTING 9/13/2024

Thomas G. Ashcraft  
 PROJECT MANAGER  
 STV, INC.

CONCURRENCE 9/30/2024

DocuSigned by:  
 Patricia C. Davis  
 COUNTY JUDGE, GONZALES COUNTY

APPROVED FOR LETTING 9/30/2024

Signed by:  
 Giffany Vinklerak, P.E.  
 DISTRICT ENGINEER

9/13/2024 4:47:54 PM HoK

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

SHEET NO.	DESCRIPTION
<b>GENERAL</b>	
1	TITLE SHEET
2	INDEX OF SHEETS
3	TYPICAL SECTIONS
4,4A-4C	GENERAL NOTES
5,5A	ESTIMATE & QUANTITY SHEET
6	SUMMARY OF QUANTITIES
<b>TRAFFIC CONTROL PLAN</b>	
7	TRAFFIC CONTROL NARRATIVE AND SEQUENCE OF WORK
8	TRAFFIC CONTROL PLAN TYPICAL SECTIONS
9	TRAFFIC CONTROL PLAN TYPICAL SECTIONS
10 - 11	TRAFFIC CONTROL PLAN PHASE 1
12 - 13	TRAFFIC CONTROL PLAN PHASE 2
14 - 15	TRAFFIC CONTROL PLAN PHASE 3
<b>STANDARD SHEETS</b>	
16 - 27	* BC(1)-21 TO BC(12)-21
28	* TCP(2-1)-18
29	* TCP(2-2)-18
30 - 37	* TCP(SC-1)-22 TO TCP(SC-8)-22
<b>ROADWAY DETAILS</b>	
38	HORIZONTAL AND VERTICAL CONTROL INDEX SHEET
39	HORIZONTAL AND VERTICAL CONTROL SHEET
40 - 41	PLAN AND PROFILE
42	WIRE FENCE DETAILS
43	CATTLE GUARD DETAILS (24' RECOVERY ZONE)
<b>STANDARD SHEETS</b>	
44	* GF(31)-19
45 - 46	* GF(31)TRTL3-20
47	* SGT(12S)31-18
48	* SGT(15)-31-20
49	* WF(2)-10
<b>DRAINAGE</b>	
50	DRAINAGE AREA MAP
51	HYDRAULIC DATA SHEET
52	SCOUR DATA SHEET
<b>BRIDGES</b>	
53	BRIDGE LAYOUT
54	BORING LOGS
55	ESTIMATED QUANTITIES AND CAP ELEVATIONS
<b>STANDARD SHEETS</b>	
56	# APSB-24-15
57	# BPSB-24-15
58	# SPSB-24-15
59	# AJ
60 - 61	# CSAB
62 - 63	# FD
64	# NBIS
65	# PSB-5SB15
66	# PSBEB
67	# PSBRA
68	# PSBSD
69 - 70	# SRR
71 - 72	# TYPE SSTR
<b>TRAFFIC ITEMS</b>	
<b>STANDARD SHEETS</b>	
73	* D & OM(1)-20
74	* D & OM(2)-20
75	* D & OM(3)-20
76	* D & OM(4)-20
77	* D & OM(5)-20
78	* D & OM(VIA)-20
<b>SWPPP</b>	
79 - 80	TXDOT STORM WATER POLLUTION PREVENTION PLAN (SWP3)
81	SWP3 LAYOUT
82	ENVIRONMENTAL PERMITS, ISSUES & COMMITMENTS
<b>STANDARD SHEETS</b>	
83	* EC(1)-16



THE STANDARD SHEETS SPECIFICALLY IDENTIFIED ABOVE BY "\*" HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

*Mario Rivera*  
MARIO R. RIVERA, P.E. 08/21/2024

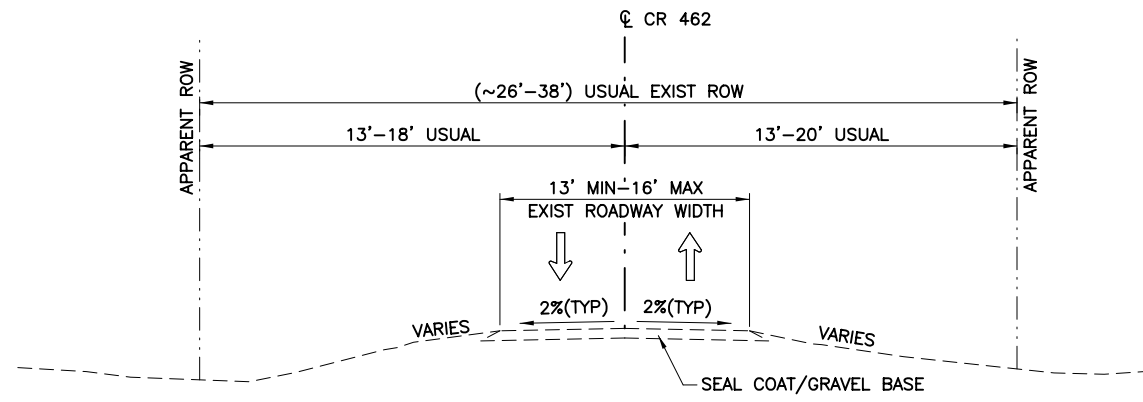


THE STANDARD SHEETS SPECIFICALLY IDENTIFIED ABOVE BY "#" HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

*Kelly Ho*  
KELLY HO, P.E. 08/21/2024

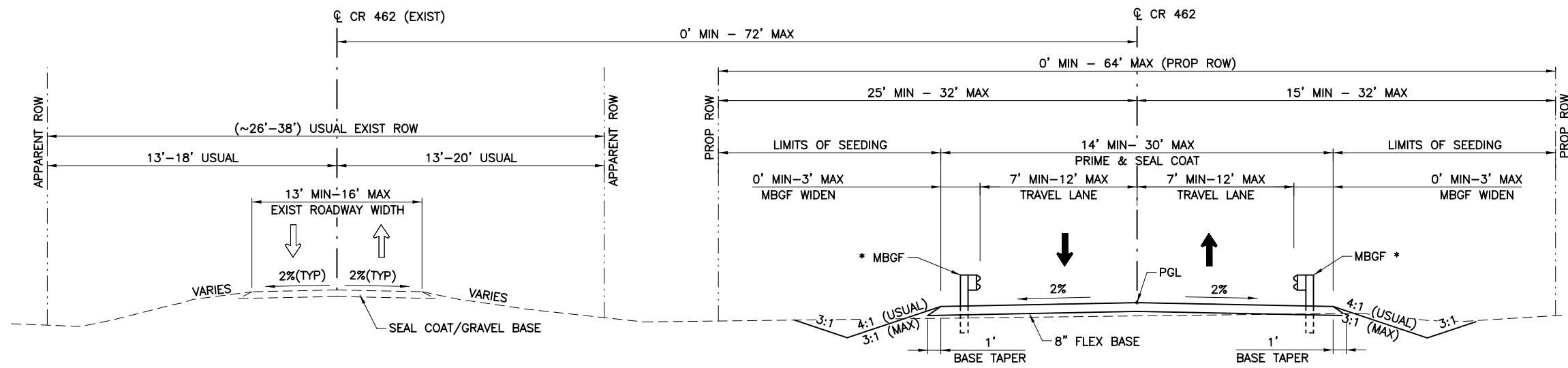
NO.	REVISION	BY	DATE
<span style="float: right; font-size: small;">TEXAS REGISTERED ENGINEERING FIRM F-204</span>			
CR 462 AT SANDY FORK			
<b>INDEX OF SHEETS</b>			
<b>CSJ 0913-22-058 SHEET 1 OF 1</b>			
Designed:	MKS	FED. RD. DIV. NO. 6	STATE TEXAS
Checked:	MRR	FEDERAL AID PROJECT NO. CR	
Drawn:	MKS	DIST. YKM	COUNTY GONZALES
Checked:	MRR	CONTROL NO. 0913	SECTION NO. 22
		JOB NO. 058	SHEET NO. 2

8/21/2024 12:30:56 PM SowderMK



CR 462  
EXISTING ROADWAY TYPICAL SECTION  
NOT TO SCALE

STA 01+84.00 TO STA 05+31.77  
EXIST STRUCTURE: STA 05+31.77 TO STA 05+93.58  
STA 05+93.58 TO STA 08+80.00



CR 462  
PROPOSED ROADWAY TYPICAL SECTION  
NOT TO SCALE

STA 01+84.00 TO STA 02+35.00 14'-24'  
STA 02+35.00 TO STA 03+97.00 24'  
STA 03+97.00 TO STA 04+47.00 24'-30'  
STA 04+47.00 TO STA 05+42.00 30'  
STA 05+42.00 TO STA 06+37.00 BRIDGE  
STA 06+37.00 TO STA 08+80.00 30'-16'

\* SEE PLAN AND PROFILE FOR LIMITS OF MBGF



*Mario Rivera*  
05/20/2024

NO.	REVISION	BY	DATE

<b>stv</b>		TEXAS REGISTERED ENGINEERING FIRM F-204					
©2024 Texas Department of Transportation							
CR 462 AT SANDY FORK							
TYPICAL SECTIONS							
CSJ 0913-22-058 SHEET 1 OF 1							
Designed:	MKS	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.		
Checked:	MRR	6	TEXAS		CR		
Drawn:	MKS	DIST.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	SHEET NO.
Checked:	MRR	YKM	GONZALES	0913	22	05B	3

5/17/2024 3:30:41 PM SowderMK

**Project Number:**

**Sheet:4**

**County: Gonzales**

**Control: 0913-22-058**

**Highway: CR**

**GENERAL NOTES:**

**GENERAL:**

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

Covey Morrow IV [Covey.Morrow@txdot.gov](mailto:Covey.Morrow@txdot.gov)

Chase Hermes [Chase.Hermes@txdot.gov](mailto:Chase.Hermes@txdot.gov)

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

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

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

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

The Contractor may need to make necessary accommodations to facilitate the delivery of materials and equipment to the project due to tight horizontal curves. This work is subsidiary to the pertinent bid items.

Remove and replace right-of-way fences at particular work sites, where necessary, at contractor's entire expense except as shown on plans. Replace fences in a condition comparable to that at removal.

Do not work on the roadway before sunrise or after sunset unless otherwise approved.  
Leave all traffic lanes open to traffic during non-working hours unless otherwise approved.

Unless otherwise approved, maintain a minimum safety clearance from the edge of the travelway for material stockpiled in proximity of traffic lanes based on the current average traffic count of the particular highway as follows:

0 - 1500 = 16 feet

Over 1500 = 30 feet

In the event the above requirements cannot be met, make arrangements to stockpile material off the right of way.

**Project Number:**

**Sheet:4**

**County: Gonzales**

**Control: 0913-22-058**

**Highway: CR**

The Department will provide the cylinder testing machine for this project. Deliver the test specimens to the engineer's curing facilities as directed.

Do not clean out concrete trucks within the right of way.

**ITEM 5: CONTROL OF THE WORK**

Where a precast or cast-in-place concrete bridge element is shown in the plans, Contractor may submit a precast concrete alternate in accordance with "Standard Operating Procedure for Alternate Precast Proposal Submission" found online at <https://www.txdot.gov/business/resources/highway/bridge/bridge-publications.html#design>. Acceptance or denial of an alternate is at the sole discretion of the Department. Contractor is responsible for impacts to the project schedule and cost resulting from the denial or use of alternates.

**ITEM 6: CONTROL OF MATERIALS**

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

**ITEM 7: LEGAL RELATIONS AND RESPONSIBILITIES**

The Contractor's attention is directed to the fact that discharge of permanent or temporary fill material into the waters of the United States (U.S.) including jurisdictional wetlands, as necessary for construction, will require specific approval of the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. The Department will obtain the appropriate permit(s), Nationwide or Individual, when necessary as dictated by the proposed actions for the project and its potential to affect USACE jurisdictional areas. The Contractor may review the permitted plans at the office of the Area Engineer in charge of construction. The Department will hold the Contractor responsible for following all conditions of the approved permit. If the Contractor cannot work within the limits of this permit(s), then it becomes the Contractor's entire responsibility to consult with the USACE pertaining to the need for changes or amendments to the conditions of the existing permit(s) as originally obtained by the Department.

**Project Number:**

**Sheet:4A**

**County: Gonzales**

**Control: 0913-22-058**

**Highway: CR**

Particular importance is stressed on the fact that any impacts to USACE jurisdictional waters of the U.S., including jurisdictional wetlands, be the minimum necessary to complete the proposed work. The Contractor shall maintain near normal flow of any jurisdictional waters of the U.S. at all times during construction. If the Contractor needs further explanation of the conditions of the permit, including means of compliance, they may contact the TXDOT Yoakum District Environmental Coordinator.

If the Contractor elects to work on a structure when the stream is flowing, near normal flow shall be maintained by a method approved by the Engineer. Labor and materials involved in this work will not be paid for directly, but will be considered subsidiary to the various bid items of the contract.

No significant traffic generator events identified.

If the contractor proposes work beyond the TxDOT obtained permit limitations, the contractor is responsible for additional costs, delays, and obtaining new or revised permits prior to construction.

All temporary construction access work and materials will not be measured or paid for directly but will be subsidiary to pertinent items. Prior to the scheduling of a Pre-Construction Meeting, submit a Temporary Construction Access Plan to the Area Engineer and to District Environmental Staff for their approval. The Construction Plan should contain a description of the equipment, such as barges, structures, etc., which may occupy waters of the US including jurisdictional wetlands, and a detailed work schedule. No work of any kind will be allowed until the pre-construction meeting has been held.

Temporary construction waterway crossings have been environmental cleared/permited within Right of Way. Restrict construction operations in any water body to the necessary areas as shown on the plans or applicable permit, or as directed. Use temporary bridges, timber mats, or other structurally sound and non-eroding material for stream crossings. All temporary construction access materials shall be completely removed as soon as possible once temporary access is no longer required and affected areas shall be returned to preconstruction elevations and contours and revegetated in accordance with the SWP3. All work must comply with the General Conditions of the appropriate USACE permit.

#### **ITEM 8: PROSECUTION AND PROGRESS**

The 90 day convenience delayed start special provision is for allowing the contractor additional time for mobilizing crews and equipment to start this project.

Provide progress schedule as a Bar Chart.

**Project Number:**

**Sheet:4A**

**County: Gonzales**

**Control: 0913-22-058**

**Highway: CR**

#### **ITEM 100: PREPARING RIGHT-OF-WAY**

Dispose of trees from the right-of-way within 24 hours of removal.

Treat cuts on trees designated for preservation in accordance with Item 100, "Preparing Right of Way".

#### **ITEM 110: EXCAVATION**

Remove existing vegetation, including roots and topsoil, within the grading limits to a depth of approximately two inches immediately before grading operations begin within any section. Place the material in a windrow on each side of the roadbed, and replace as directed on the completed slopes as soon as practicable. All topsoil excavation and the work involved in replacing the topsoil will not be paid for directly but will be subsidiary to the pertinent items.

#### **ITEMS 110 & 132: EXCAVATION AND EMBANKMENT**

Furnish Type C embankment consisting of suitable earth material such as loam, clay or other such material that will form a stable embankment and has a plasticity index of at least 15 but not more than 40. Requirements may vary for material excavated under Item 110, "Excavation", as directed.

Removal of existing pavement is included in the excavation and embankment items.

#### **ITEM 247: FLEXIBLE BASE**

Unless otherwise approved, the delivered material's moisture content at most will be two percent above optimum moisture content, determined by TEX-113-E.

Limit the depth of any course to eight inches unless otherwise approved. Compact each course to the required density before subsequent courses are placed.

For Type E material, furnish crushed limestone produced and graded from oversize quarried aggregate that originates from a single, naturally occurring source. Do not use caliche, iron ore, gravel, or multiple sources.

Compact the Type E flex base by ordinary compaction.

Project Number:

Sheet:4B

County: Gonzales

Control: 0913-22-058

Highway: CR

#### ITEM 302: AGGREGATES FOR SURFACE TREATMENTS

Furnish Type PE and Type E aggregate consisting of crushed slag, crushed stone or natural limestone rock asphalt.

Furnish precoated aggregate that has a residual bitumen coating target value of 1.0% by weight.

#### ITEM 316: SEAL COAT

As approved use an Emulsion instead of an Asphalt Cement when the surface treatment is placed between September 15 and May 1.

The asphalt application rate shown in the plans is an average between an Asphalt Cement and an Emulsion. The type of asphalt and application rate to be used will be as directed. The approximate application rate for Asphalt Cement with a Grade 3 aggregate is 0.32 Gal/SY and with a Grade 4 aggregate is 0.27 Gal/SY. The approximate application rate for an Emulsion with a Grade 3 aggregate is 0.48 Gal/SY and with a Grade 4 aggregate is 0.40 Gal/SY.

Cure the RC-250 a minimum of seven days prior to placement of the one course surface treatment. Place one course surface treatment no later than (14) days after placement of the RC-250, unless otherwise directed.

In lieu of the final seal coat or prime coat & final seal coat, the contractor may place 2" ACP (meeting TxDOT specifications). There will be no additional compensation for related material costs, excavation/embankment adjustments, etc. The flexible base depth shall be maintained as shown on the proposed typical section.

#### ITEM 400: EXCAVATION AND BACKFILL FOR STRUCTURES

Flexible base (Ty D) may be used for cement stabilized backfill aggregate, as approved.

#### ITEM 427: SURFACE FINISHES FOR CONCRETE

Provide Surface Area II, railing, culvert headwalls, and wingwalls with a Slurry Coat Finish per 427.4.3.2 for cast-in-place concrete surfaces.

Project Number:

Sheet:4B

County: Gonzales

Control: 0913-22-058

Highway: CR

#### ITEM 432: RIPRAP

Broken concrete removed under this contract may be used for the stone riprap item in areas as approved.

The dimension as shown in the stone protection bid item description is the stone size as described in the specification. The required thickness will be as shown elsewhere in the plans.

#### ITEM 496: REMOVING STRUCTURES

The removal of the existing stone riprap protecting the existing bridge, is subsidiary to Item 496 Removing Structures, except as shown in the plans.

#### ITEM 502: BARRICADES, SIGNS, AND TRAFFIC HANDLING

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

Provide suitable warning lights mounted high enough to be visible from all directions on all construction equipment, including pilot vehicles, and operate warning lights when the equipment is within the right of way. Equip other equipment such as trucks, trailers, autos, etc., with emergency flashers and use emergency flashers while within the work area.

No additional payment will be made for relocating existing sign assemblies to temporary mounts.

#### ITEM 506: TEMPORARY EROSION, SEDIMENTATION, AND ENVIRONMENTAL CONTROLS

1. See SWP3 plan sheet for total disturbed acreage.

2. The disturbed area in this project, all project locations in the contract, and contractor project specific locations (PSLs), within one (1) mile of the project limits, for the contract will further establish the authorization requirements for storm water discharges.

**Project Number:**

**Sheet:4C**

**County: Gonzales**

**Control: 0913-22-058**

**Highway: CR**

3. 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.
4. Obtain any required authorization from the TCEQ for any contractor PSLs for construction activities on or off right-of-way (ROW).
5. When the total disturbed area for all projects in the contract and PSLs within one (1) mile of the project limits exceeds five (5) acres, provide a copy of the contractor NOI.
6. Provide a signed sketch detailing the location of any contractor's PSLs on ROW or within one (1) mile of the project.
7. The State is to retain possession of unused rock as part of rock filter dam construction. Contractor to stockpile unused rock for rock filter dams at a location determined by the Engineer. Cost for transport of unused rock included in the price bid for rock filter dams.
8. The State is to retain possession of sandbags. Contractor to stockpile sandbags at a location determined by the Engineer. Cost for removal and transport of sandbags to stockpile location included in the price bid for sandbags.

**ITEM 540: METAL BEAM GUARD FENCE**

Furnish and install only one type of timber post at each location.

Furnish Type II rail elements at all locations.

**ITEMS 540 & 544: METAL BEAM GUARD FENCE AND  
GUARDRAIL END TREATMENTS**

No exposed bridge rail ends or guard fence ends will be allowed after normal working hours.

Complete all work at each location during the normal working day.

**ITEM 552: WIRE FENCE**

The fencing twisted stays as shown on the applicable Wire Fence standards (WF) shall be replaced with standard line posts. The required fencing material shall be attached to these additional line posts as described for a typical line post. This work and materials are subsidiary to the pertinent bid items.



CONTROLLING PROJECT ID 0913-22-055

DISTRICT Yoakum COUNTY Gonzales  
 HIGHWAY COUNTY ROAD 189, COUNTY ROAD 278, COUNTY ROAD 302, COUNTY ROAD 462

# Estimate & Quantity Sheet

CONTROL SECTION JOB				0913-22-055		0913-22-056		0913-22-057		0913-22-058		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00188283		A00188284		A00188285		A00188296			
COUNTY				Gonzales		Gonzales		Gonzales		Gonzales			
HIGHWAY				COUNTY ROAD 189		COUNTY ROAD 278		COUNTY ROAD 302		COUNTY ROAD 462			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL		
	100-7002	PREPARING ROW	STA	2.900		3.750		3.000		7.000		16.650	
	110-7001	EXCAV (ROADWAY)	CY	1,475.000		311.000		81.000		725.000		2,592.000	
	110-7002	EXCAV (CHANNEL)	CY	507.000		700.000		36.000		740.000		1,983.000	
	132-7005	EMBANK (FNL)(OC)(TY C)	CY	11.000		17.000		399.000		510.000		937.000	
	150-7002	BLADING	HR	16.000		16.000		16.000		16.000		64.000	
	164-7002	BROADCAST SEED (PERM_RURAL_CLAY)	SY	2,871.000		1,723.000		1,432.000		2,271.000		8,297.000	
	164-7005	BROADCAST SEED (TEMP_WARM)	SY	718.000		431.000		358.000		568.000		2,075.000	
	164-7006	BROADCAST SEED (TEMP_COOL)	SY	718.000		431.000		358.000		568.000		2,075.000	
	168-7001	VEGETATIVE WATERING	TGL	24.200		14.600		12.000		38.400		89.200	
	169-7009	SOIL RET BLKT(SL_MOD_CLAY_SHORT_ROLL)	SY					1,025.000				1,025.000	
	247-7196	FL BS (CMP IN PLC)(TY E GR 5)(FNAL POS)	CY	252.000		218.000		228.000		400.000		1,098.000	
	316-7016	ASPH (RC-250)	GAL	227.000		185.000		205.000		361.000		978.000	
	316-7194	AGGR (TY-E, GR-5)(SAC-B)	CY	9.000		8.000		10.000		13.000		40.000	
	316-7232	AGGR (TY-PE, GR-4)(SAC-B)	CY	10.000		8.000		8.000		13.000		39.000	
	316-7264	ASPH (AC 20-5TR OR AC-20XP OR CRS-2P)	GAL	385.000		316.000		348.000		614.000		1,663.000	
	400-7010	CEM STABIL BKFL	CY	30.000		71.000		26.000		25.000		152.000	
	416-7004	DRILL SHAFT (24 IN)	LF	444.000				336.000		486.000		1,266.000	
	416-7006	DRILL SHAFT (36 IN)	LF			240.000						240.000	
	420-7012	CL C CONC (ABUT)	CY	23.600		38.000		20.400		21.000		103.000	
	420-7022	CL C CONC (CAP)	CY	15.400				13.200		13.800		42.400	
	420-7038	CL C CONC (COLUMN)	CY	4.500				8.400		4.200		17.100	
	422-7001	REINF CONC SLAB	SF			1,820.000						1,820.000	
	422-7007	REINF CONC SLAB (SLAB BEAM)	SF	3,900.000				3,120.000		2,470.000		9,490.000	
	425-7001	PRESTR CONC GIRDER (TX28)	LF			278.000						278.000	
	425-7019	PRESTR CONC SLAB BEAM (5SB15)	LF	742.120				592.500		467.420		1,802.040	
	432-7043	RIPRAP (STONE PROTECTION)(18 IN)	CY	225.000		306.000		842.000		465.000		1,838.000	
	450-7024	RAIL (TY SSTR)	LF	328.000		188.000		264.000		214.000		994.000	
	454-7002	ARMOR JOINT	LF			44.000						44.000	
	454-7003	ARMOR JOINT (SEALED)	LF	52.000				44.000		46.000		142.000	
	496-7009	REMOV STR (BRIDGE 0 - 99 FT LENGTH)	EA	1.000		1.000		1.000		1.000		4.000	
	496-7029	REMOV STR (CATTLE GUARD)	EA							1.000		1.000	
	500-7001	MOBILIZATION	LS	1.000								1.000	
	502-7001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	7.000		6.000		6.000		6.000		25.000	
	505-7001	TMA (STATIONARY)	DAY	20.000						15.000		35.000	
	505-7003	TMA (MOBILE OPERATION)	DAY	8.000						5.000		13.000	
	506-7006	ROCK FILTER DAMS (INSTALL) (TY 1)	CY	2.000		4.000		6.000		4.000		16.000	
	506-7035	SANDBAGS FOR EROSION CONTROL	EA	160.000		60.000		92.000		86.000		398.000	



DISTRICT	COUNTY	CCSJ	SHEET
Yoakum	Gonzales	0913-22-058	5





# Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0913-22-055

DISTRICT Yoakum

COUNTY Gonzales

HIGHWAY COUNTY ROAD 189, COUNTY ROAD 278, COUNTY ROAD 302, COUNTY ROAD 462

CONTROL SECTION JOB				0913-22-055		0913-22-056		0913-22-057		0913-22-058		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00188283		A00188284		A00188285		A00188296			
COUNTY				Gonzales		Gonzales		Gonzales		Gonzales			
HIGHWAY				COUNTY ROAD 189		COUNTY ROAD 278		COUNTY ROAD 302		COUNTY ROAD 462			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL		
	506-7039	TEMP SEDMT CONT FENCE (INSTALL)	LF	1,060.000		394.000		615.000		571.000		2,640.000	
	506-7041	TEMP SEDMT CONT FENCE (REMOVE)	LF	1,060.000		394.000		615.000		571.000		2,640.000	
	540-7001	MTL W-BEAM GD FEN (TIM POST)	LF			50.000		100.000		50.000		200.000	
	540-7005	MTL BEAM GD FEN TRANS (THRIE-BEAM)	EA			4.000		4.000		4.000		12.000	
	540-7006	MTL BEAM GD FEN TRANS (TL2)	EA	4.000								4.000	
	544-7001	GUARDRAIL END TREATMENT (INSTALL)	EA	4.000		4.000		4.000		4.000		16.000	
	552-7001	WIRE FENCE (TY A)	LF			750.000		308.000		177.000		1,235.000	
	552-7003	WIRE FENCE (TY C)	LF	710.000		767.000		510.000		750.000		2,737.000	
	552-7010	WIRE FENCE (WATER GAP)	LF			38.000		132.000				170.000	
	552-7011	WIRE FENCE (REMOVE)	LF			767.000				750.000		1,517.000	
	644-7057	IN SM RD SN SUP&AM TYTWT(1)WS(P)	EA	6.000								6.000	
	658-7013	INSTL DEL ASSM (D-SW)SZ 1(BRF)CTB (BI)	EA	6.000		2.000		4.000		6.000		18.000	
	658-7019	INSTL DEL ASSM (D-SW)SZ 1(BRF)GF2(BI)	EA	6.000		8.000		12.000		12.000		38.000	
	4009-7001	CATTLE GUARD(24')	EA							1.000		1.000	
	18	SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000								1.000	
		EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000								1.000	

**SUMMARY OF ROADWAY QUANTITIES**

LOCATION	LENGTH	FLEX BASE			0100	0150	0247	SURFACE		0316				0496	0496	0552	0552	0552	4009
		BEGIN WIDTH	END WIDTH	AVG. DEPTH	PREPARING ROW	BLADING	FL BS (CMP IN PLC) (TY E GR 5) (FNAL POS)	BEGIN WIDTH	END WIDTH	PRIME COAT		SEAL COAT		REMOV STR (BRIDGE 0 - 99 FT LENGTH)	REMOV STR (CATTLE GUARD)	WIRE FENCE (REMOVE)	WIRE FENCE (TY A)	WIRE FENCE (TY C)	CATTLE GUARD
										0.20 GAL/SY	1 CY/140 SY	1 CY/130 SY	0.34 GAL/SY						
<b>CSJ: 0913-22-058</b>																			
STA 01+84.00 TO STA 02+35.00	51.0	15.0	25.0	8	0.5	23	14.0	24.0	21	1	1	36					94		
STA 02+35.00 TO STA 03+97.00	162.0	25.0	25.0	8	1.6	97	24.0	24.0	87	3	3	148		1			49	1	
STA 03+97.00 TO STA 04+47.00	50.0	25.0	31.0	8	0.5	33	24.0	30.0	30	1	1	51							
STA 04+47.00 TO STA 05+42.00	95.0	31.0	31.0	8	1.0	69	30.0	30.0	63	2	2	106	1						
BRIDGE	95.0				1.0													34	
STA 06+37.00 TO STA 08+80.00	243.0	31.0	17.0	8	2.4	178	30.0	16.0	160	6	6	273							
<b>PROJECT TOTAL</b>					<b>7.0</b>	<b>16</b>			<b>361</b>	<b>13</b>	<b>13</b>	<b>614</b>	<b>1</b>	<b>1</b>	<b>750</b>	<b>177</b>	<b>750</b>	<b>1</b>	

\* TREE REMOVAL AND EXISTING FENCE REMOVAL SUBSIDIARY TO PREP ROW  
 \*\* ESTIMATED QUANTITY  
 \*\*\* TEMPORARY TYPE C FENCE REMOVAL WILL BE IN ACCORDANCE WITH ITEM 552 WIRE FENCE (REMOVE)  
 \*\*\*\*PRIOR TO CONSTRUCTION, COORDINATE WITH THE COUNTY COMMISSIONER AND LANDOWNER CONCERNING LIVESTOCK AND LOCATION OF TEMPORARY FENCING

**SUMMARY OF SW3P QUANTITIES**

LOCATION	0164	0164	0164	0166	0168	0432	0506	0506	0506	0506
	BROADCAST SEED (PERM RURAL CLAY)	BROADCAST SEED (TEMP WARM)	BROADCAST SEED (TEMP COOL)	FERTILIZER	VEGETATIVE WATERING	RIPRAP (STONE PROTECTION) (18 IN)	ROCK FILTER DAMS (INSTALL) (TY 1)	SANDBAGS FOR EROSION CONTROL	TEMP SEDMT CONT FENCE (INSTALL)	TEMP SEDMT CONT FENCE (REMOVE)
	SY	SY	SY	500 LBS/AC TON	13.6 TGL/AC/MO TGL	CY	CY	EA	LF	LF
<b>CSJ: 0913-22-058</b>										
STA 01+84.00 TO STA 02+35.00	148	37	37	0.01	2.5					
STA 02+35.00 TO STA 03+97.00	699	175	175	0.04	11.8					
STA 03+97.00 TO STA 04+47.00	254	64	64	0.01	4.3					
STA 04+47.00 TO STA 05+42.00	396	99	99	0.02	6.7		2	43		
BRIDGE						465				
STA 06+37.00 TO STA 08+80.00	774	194	194	0.04	13.1		2	43	289	289
BMP #1									282	282
BMP #2										
<b>PROJECT TOTAL</b>	<b>2271</b>	<b>568</b>	<b>568</b>	<b>0.12</b>	<b>38.4</b>	<b>465</b>	<b>4</b>	<b>86</b>	<b>571</b>	<b>571</b>

\*\*\* FOR CONTRACTORS INFORMATION ONLY  
 ! TO BE PLACED AS NEEDED AT DIRECTION OF THE ENGINEER. TxDOT TO RETAIN ITEMS AFTER COMPLETION OF PROJECT. COST FOR TRANSPORT OF UNUSED ROCK INCLUDED IN THE PRICE BID FOR ROCK FILTER DAMS.

**SUMMARY OF EARTHWORK QUANTITIES**

LOCATION	0110	0110	0132
	EXCAV (ROADWAY)	EXCAV (CHANNEL)	EMBANK (FNL)(OC)(TY C)
	CY	CY	CY
<b>CSJ: 0913-22-058</b>			
STA 01+84.00	0		0
STA 02+34.00	62		0
STA 02+84.00	75		0
STA 03+34.00	86		0
STA 03+84.00	52		0
STA 04+34.00	40		7
STA 04+84.00	46		61
STA 05+34.00	5		163
STA 05+42.00	25		47
BRIDGE		740	
STA 06+37.00	72		34
STA 06+87.00	37		148
STA 07+37.00	21		48
STA 07+87.00	73		2
STA 08+37.00	87		0
STA 08+80.00	45		0
<b>PROJECT TOTAL</b>	<b>725</b>	<b>740</b>	<b>510</b>

**SUMMARY OF PAVEMENT MARKINGS, DELINEATOR AND OBJECT MARKER QUANTITIES**

LOCATION	0658	0658
	INSTL DEL ASSM (D-SW)SZ 1 (BRF)CTB (BI)	INSTL DEL ASSM (D-SW)SZ 1 (BRF)GF2(BI)
	EA	EA
<b>CSJ: 0913-22-058</b>		
STA 01+84.00 TO STA 02+35.00		
STA 02+35.00 TO STA 03+97.00		
STA 03+97.00 TO STA 04+47.00		
STA 04+47.00 TO STA 05+42.00		6
BRIDGE	6	
STA 06+37.00 TO STA 08+80.00		6
<b>PROJECT TOTAL</b>	<b>6</b>	<b>12</b>

**SUMMARY OF GUARDRAIL QUANTITIES**

LOCATION	0540	0540	0544
	MTL W-BEAM GD FEN (TIM POST)	MTL BEAM GD FEN TRANS (THRIE-BEAM)	GUARDRAIL END TREATMENT (INSTALL)
	LF	EA	EA
<b>CSJ: 0913-22-058</b>			
STA 01+84.00 TO STA 02+35.00			
STA 02+35.00 TO STA 03+97.00			
STA 03+97.00 TO STA 04+47.00			
STA 04+47.00 TO STA 05+42.00	25	2	2
BRIDGE			
STA 06+37.00 TO STA 08+80.00	25	2	2
<b>PROJECT TOTAL</b>	<b>50</b>	<b>4</b>	<b>4</b>

**SUMMARY OF TRAFFIC CONTROL**

LOCATION	0505	0505
	TMA (STATIONARY)	TMA (MOBILE OPERATION)
	DAY	DAY
<b>CSJ: 0913-22-058</b>		
	15	5
<b>PROJECT TOTAL</b>	<b>15</b>	<b>5</b>

NO.	REVISION	BY	DATE
		TEXAS REGISTERED ENGINEERING FIRM F-204	
©2024  Texas Department of Transportation			
CR 462 AT SANDY FORK			
<b>SUMMARY OF QUANTITIES</b>			
<b>CSJ 0913-22-058 SHEET 1 OF 1</b>			
Designed:	MKS	FED. RD. DIV. NO.	STATE
Checked:	MRR	6	TEXAS
Drawn:	MKS	DIST.	COUNTY
Checked:	MRR	YKM	GONZALES
		CONTROL NO.	SECTION NO.
		0913	22
		JOB NO.	SHEET NO.
		058	6

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**TRAFFIC CONTROL PLAN NARRATIVE**

THIS NARRATIVE IS A SUPPLEMENT TO THE TRAFFIC CONTROL PLAN (TCP) SHEETS. THE TCP SHEETS DETAIL A GENERAL PLAN FOR CONSTRUCTION PHASING AND TRAFFIC MANAGEMENT.

THE GENERAL CRITERIA FOR TRAFFIC MANAGEMENT FOR CR 462 IS TO MAINTAIN TWO OPEN LANES AT ALL TIMES. PHASE 2 WILL REQUIRE ALTERNATING ONE-LANE OPERATION DURING DAY TIME OPERATIONS WITH TRAFFIC RETURNED TO TWO-LANE OPERATION DURING NON-WORKING HOURS.

CONTRACTOR SHALL PROVIDE ALL ADVANCE WARNING SIGNS PER TXDOT BC STANDARDS, TXDOT TCP STANDARDS, AND AS SHOWN IN TRAFFIC CONTROL PLANS FOR THE PROJECT LIMITS.

CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AT ALL TIMES.

CONTRACTOR SHALL FIELD VERIFY EXISTING UTILITIES AND NOTIFY THE ENGINEER OF ANY CONFLICTS DISCOVERED.

PERFORM TEMPORARY OR PERMANENT SEEDING AS SOON AS GRADING IS COMPLETE FOR THE AREA OR PHASE. MULTIPLE MOVE-INS WILL BE REQUIRED.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT THERE ARE CERTAIN TREES WITHIN THE RIGHT-OF-WAY THAT ARE DESIGNATED FOR PRESERVATION. PROTECT THESE TREES FROM ABUSE, MARRING, OR DAMAGE DURING CONSTRUCTION OPERATIONS. CONTINUAL PARKING AND/OR SERVICING OF EQUIPMENT UNDER THE BRANCHES OF TRESS DESIGNATED FOR PRESERVATION WILL NOT BE PERMITTED.

**TRAFFIC CONTROL SEQUENCE OF WORK:**

TRAFFIC CONTROL SHALL FOLLOW THIS SEQUENCE UNLESS OTHERWISE APPROVED BY THE ENGINEER.

**PHASE 1**

TRAFFIC: CR 462 OPERATES ON EXISTING LANES WITH ONE LANE TWO-WAY OPERATION.

CONSTRUCTION:

1. PLACE ADVANCE WARNING SIGNS IN ACCORDANCE WITH TMUTCD, TXDOT STANDARDS, TCP PLANS, AND AS DIRECTED BY ENGINEER.
2. INSTALL BMP'S FOR PHASE 1 SWP3.
3. INSTALL TRAFFIC CHANNELIZATION DEVICES FOR PHASE 1.
4. CONSTRUCT PROPOSED CR 462 BRIDGE OVER SANDY FORK TO LIMITS SHOWN IN TCP PHASE 1 PLANS AND CONSTRUCT RIPRAP TO THE EXTENT PRACTICAL.
5. CONSTRUCT EMBANKMENT, AND INSTALL FLEX BASE TO NEAR THE EDGE OF EXISTING PAVEMENT
6. INSTALL APPROACH RAIL.

**PHASE 2**

TRAFFIC: CR 462 OPERATES WITH ALTERNATING ONE-LANE TWO-WAY TRAFFIC USING FLAGGERS DURING DAYTIME CONSTRUCTION WORK. RETURN OPERATION TO TWO-LANE TRAFFIC DURING NON-WORKING HOURS.

CONSTRUCTION:

1. DO NOT BEGIN UNTIL PHASE 1 IS COMPLETE.
2. INSTALL BMP'S FOR PHASE 2 SWP3.
3. ADJUST ADVANCE WARNING SIGNS IN ACCORDANCE WITH TMUTCD, TXDOT STANDARD TCP PLANS, AND AS DIRECTED BY ENGINEER.
4. CONSTRUCT PROPOSED CR 462 PHASE 2 ROADWAY FLEX BASE TIE-INS TO EXISTING ROADWAY.
  - 4A. CONSTRUCT ENTIRE SOUTHERN TIE-IN WITH CATTLE GUARD AND NORTHBOUND LANE AT NORTHERN TIE-IN UTILIZING ONE-WAY TRAFFIC CONTROL
  - 4B. CONSTRUCT SOUTHBOUND LANE AT NORTHERN TIE-IN AND DRIVEWAY UTILIZING ONE-WAY TRAFFIC CONTROL
5. PLACE PRIME COAT AND ONE COURSE SURFACE TREATMENT ON FULL LIMITS OF PROPOSED PAVEMENT.
6. PLACE DRUMS AND SIGNAGE AS SHOWN IN PLANS AND AS DIRECTED BY THE ENGINEER.

**PHASE 3**

TRAFFIC: CR 462 OPERATES WITH TWO-LANE TWO-WAY TRAFFIC ALONG PROPOSED ALIGNMENT.

CONSTRUCTION:

1. DO NOT BEGIN UNTIL PHASE 2 IS COMPLETE.
2. MAINTAIN BMP'S PER SWP3 UNTIL PERMANENT VEGETATION IS ESTABLISHED.
3. ADJUST ADVANCE WARNING SIGN IN ACCORDANCE WITH TMUTCD, BC STANDARDS, AND AS DIRECTED BY ENGINEER. ADJUST TRAFFIC CHANNELIZING DEVICES FOR PHASE 3, AS NEEDED.
4. OBLITERATE EXISTING ROADWAY AND REMOVE EXISTING BRIDGE AS SHOWN IN THE PLANS.
5. COMPLETE FINAL GRADING AND RIPRAP PLACEMENT.
6. REMOVE ADVANCE WARNING SIGNAGE AND DEVICES.

NOTE:

1. TEMPORARY GRADING AND MATERIAL MANIPULATION REQUIRED FOR MAINTAINING TRAFFIC DURING PHASING WILL BE SUBSIDIARY TO VARIOUS BID ITEMS.



*Mario Rivera*

05/20/2024

NO.	REVISION	BY	DATE
<span style="float: right; font-size: small;">TEXAS REGISTERED ENGINEERING FIRM F-204</span>			
CR 462 AT SANDY FORK			
<b>TRAFFIC CONTROL PLAN NARRATIVE &amp; SEQUENCE OF WORK</b>			
CSJ 0913-22-058 SHEET 1 OF 1			
Designed:	MKS	FED. RD. DIV. NO. 6	STATE TEXAS
Checked:	MRR		
Drawn:	MKS	DIST. YKM	COUNTY GONZALES
Checked:	MRR	CONTROL NO. 0913	SECTION NO. 22
		JOB NO. 058	SHEET NO. 7

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TCP LEGEND



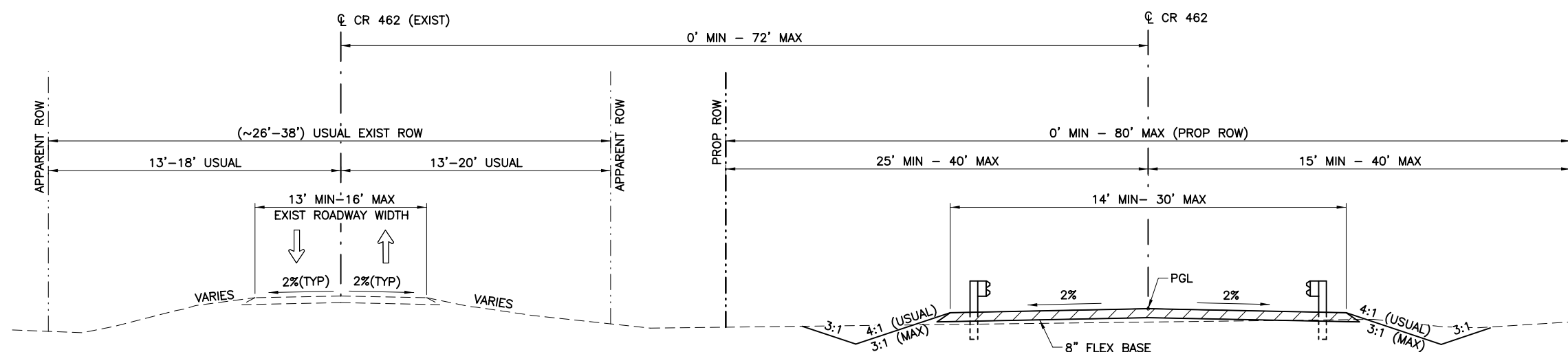
CONSTRUCTION THIS PHASE



CONSTRUCTION PREVIOUS PHASE

NOTES:

1. ALL WARNING SIGNS AND CHANNELIZING DEVICES SHALL BE PLACED IN ACCORDANCE WITH THE TCP STANDARDS, BC STANDARDS AND TEXAS MUTCD. RELOCATION OF EXISTING SIGNS IS SUBSIDIARY TO ITEM 502.
2. SEE TRAFFIC CONTROL PLAN TYPICAL SECTION FOR ADDITIONAL INFORMATION.



CR 462  
PHASE 1 TYPICAL SECTION  
NOT TO SCALE



*Mario Rivera*

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TEXAS REGISTERED  
ENGINEERING FIRM  
F-204

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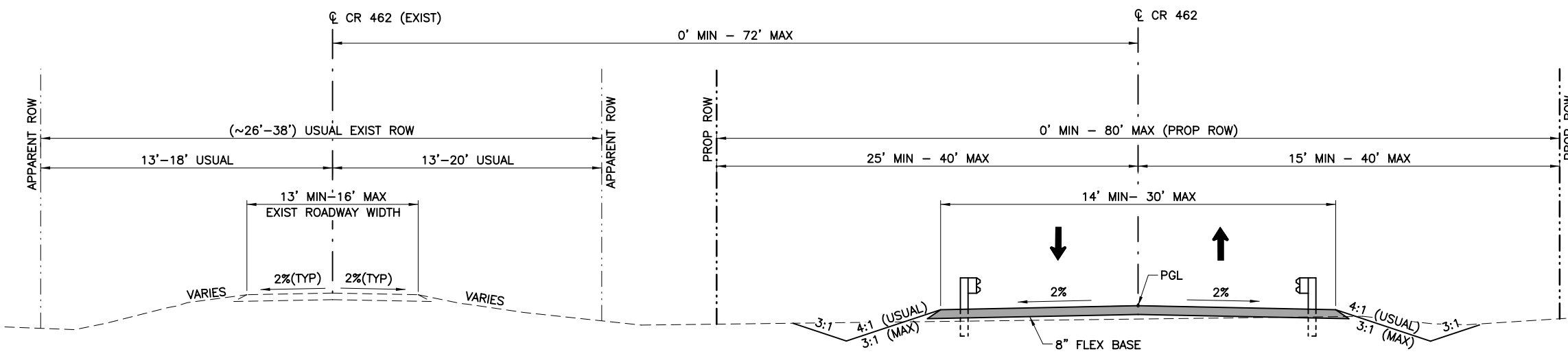
CR 462 AT SANDY FORK

**TRAFFIC CONTROL PLAN  
TYPICAL SECTIONS**

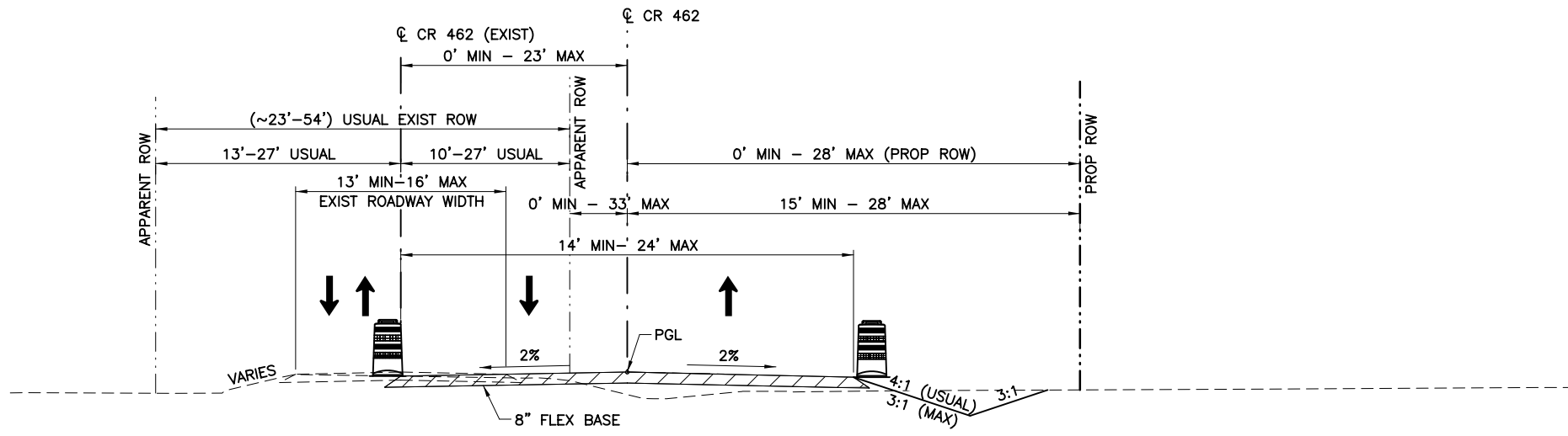
CSJ 0913-22-058 SHEET 1 OF 2

Designed:	MKS	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.
Checked:	MRR	6	TEXAS		CR
Drawn:	MKS	DIST.	COUNTY	CONTROL NO.	SECTION NO.
Checked:	MRR	YKM	GONZALES	0913	22
				058	
					SHEET NO.
					8

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CR 462  
PHASE 2 TYPICAL SECTION  
NOT TO SCALE  
STA 2+75.00 TO STA 8+00.00

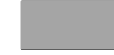


CR 462  
PHASE 2 TYPICAL SECTION  
NOT TO SCALE  
STA 1+84.00 TO STA 2+75.00  
STA 8+00.00 TO STA 8+80.00

TCP LEGEND



CONSTRUCTION THIS PHASE



CONSTRUCTION PREVIOUS PHASE

NOTES:

1. ALL WARNING SIGNS AND CHANNELIZING DEVICES SHALL BE PLACED IN ACCORDANCE WITH THE TCP STANDARDS, BC STANDARDS AND TEXAS MUTCD. RELOCATION OF EXISTING SIGNS IS SUBSIDIARY TO ITEM 502.
2. SEE TRAFFIC CONTROL PLAN TYPICAL SECTION FOR ADDITIONAL INFORMATION.



*Mario Rivera*

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TEXAS REGISTERED  
ENGINEERING FIRM  
F-204

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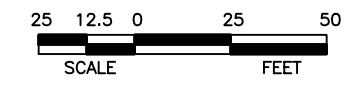
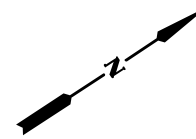
CR 462 AT SANDY FORK

TRAFFIC CONTROL PLAN  
TYPICAL SECTIONS

CSJ 0913-22-058 SHEET 2 OF 2

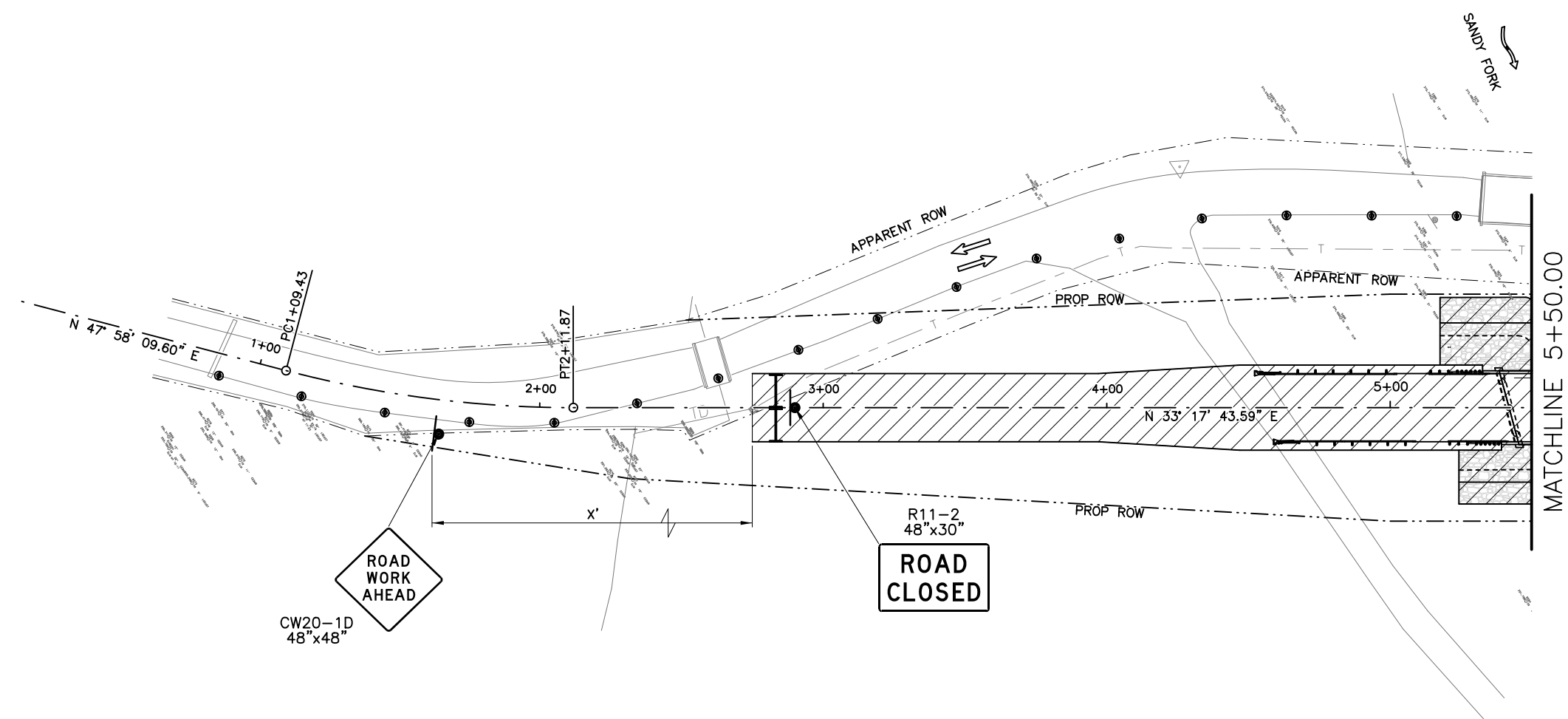
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Checked:	MRR	6	TEXAS		CR		
Drawn:	MKS	DIST.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	SHEET NO.
Checked:	MRR	YKM	GONZALES	0913	22	058	9

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- TCP LEGEND**
- TYPE 3 BARRICADE
  - DRUMS
  - SIGN
  - CONSTRUCTION THIS PHASE
  - CONSTRUCTION PREVIOUS PHASE
  - LANE DIRECTION

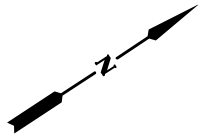
- NOTES:**
- SEE CURRENT STANDARDS FOR LAYOUT OF WARNING SIGN SPACING & SPACING OF CHANNELIZING DEVICES.
  - ALL WARNING SIGNS AND CHANNELIZING DEVICES SHALL BE PLACED IN ACCORDANCE WITH THE TCP STANDARDS, BC STANDARDS AND TEXAS MUTCD. RELOCATION OF EXISTING SIGNS IS SUBSIDIARY TO ITEM 502.
  - SEE TRAFFIC CONTROL PLAN TYPICAL SECTION FOR ADDITIONAL INFORMATION.









*Mario Rivera*  
09/12/2024

NO.	REVISION	BY	DATE
<span style="float: right; font-size: small;">TEXAS REGISTERED ENGINEERING FIRM F-204</span>			
CR 462 AT SANDY FORK  <b>TRAFFIC CONTROL PLAN</b> <b>PHASE 1</b> <b>CSJ 0913-22-058</b> SHEET 1 OF 2			
Designed:	MKS	FED. RD. DIV. NO.	STATE
Checked:	MRR	6	TEXAS
Drawn:	MKS	DIST.	COUNTY
Checked:	MRR	YKM	GONZALES
			CONTROL NO.
			SECTION NO.
			JOB NO.
			SHEET NO.
			10

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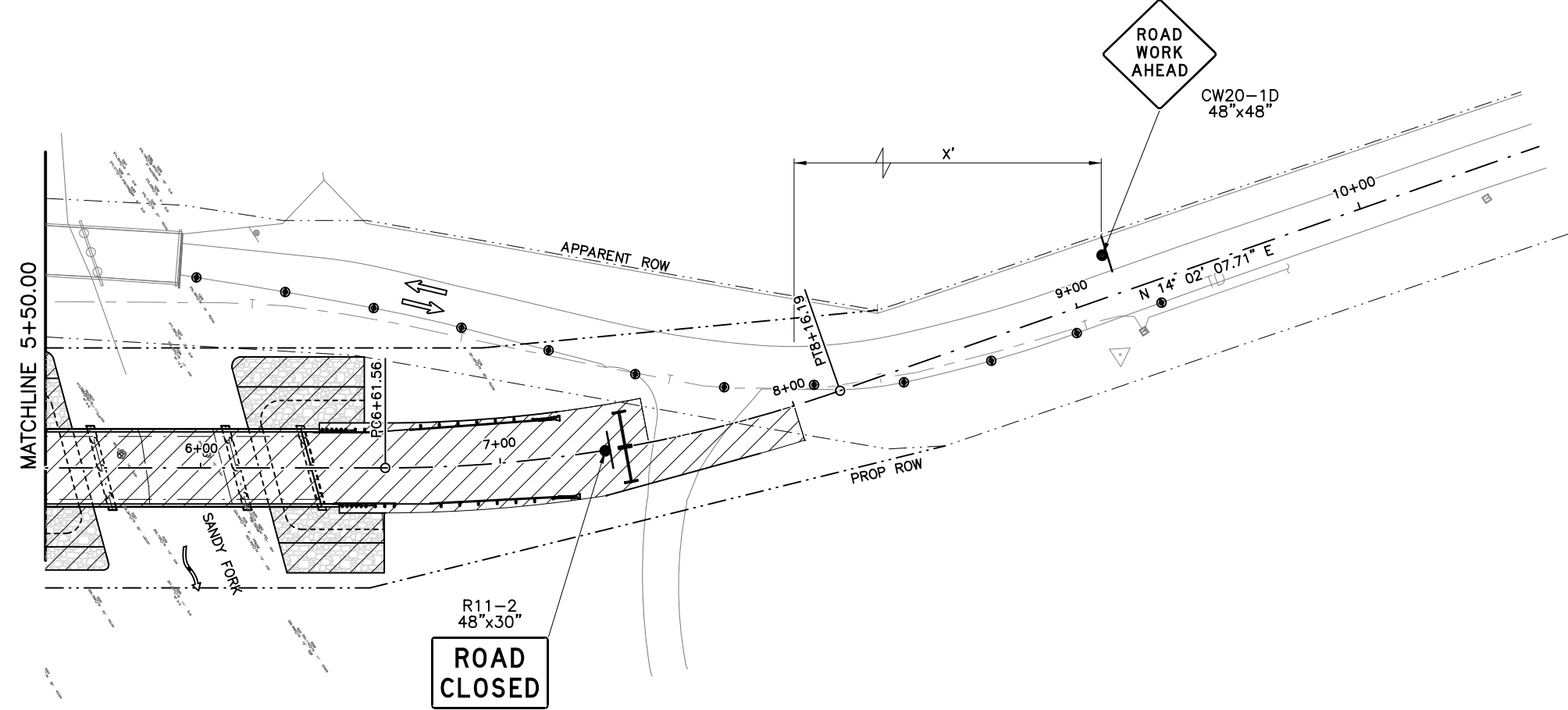


TCP LEGEND

-  TYPE 3 BARRICADE
-  DRUMS
-  SIGN
-  CONSTRUCTION THIS PHASE
-  CONSTRUCTION PREVIOUS PHASE
-  LANE DIRECTION

NOTES:

1. SEE CURRENT STANDARDS FOR LAYOUT OF WARNING SIGN SPACING & SPACING OF CHANNELIZING DEVICES.
2. ALL WARNING SIGNS AND CHANNELIZING DEVICES SHALL BE PLACED IN ACCORDANCE WITH THE TCP STANDARDS, BC STANDARDS AND TEXAS MUTCD. RELOCATION OF EXISTING SIGNS IS SUBSIDIARY TO ITEM 502.
3. SEE TRAFFIC CONTROL PLAN TYPICAL SECTION FOR ADDITIONAL INFORMATION.



*Mario Rivera*

09/12/2024

NO.	REVISION	BY	DATE

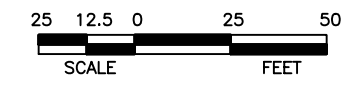
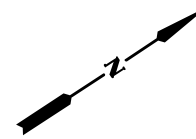


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CR 462 AT SANDY FORK

TRAFFIC CONTROL PLAN  
PHASE 1  
CSJ 0913-22-058 SHEET 2 OF 2

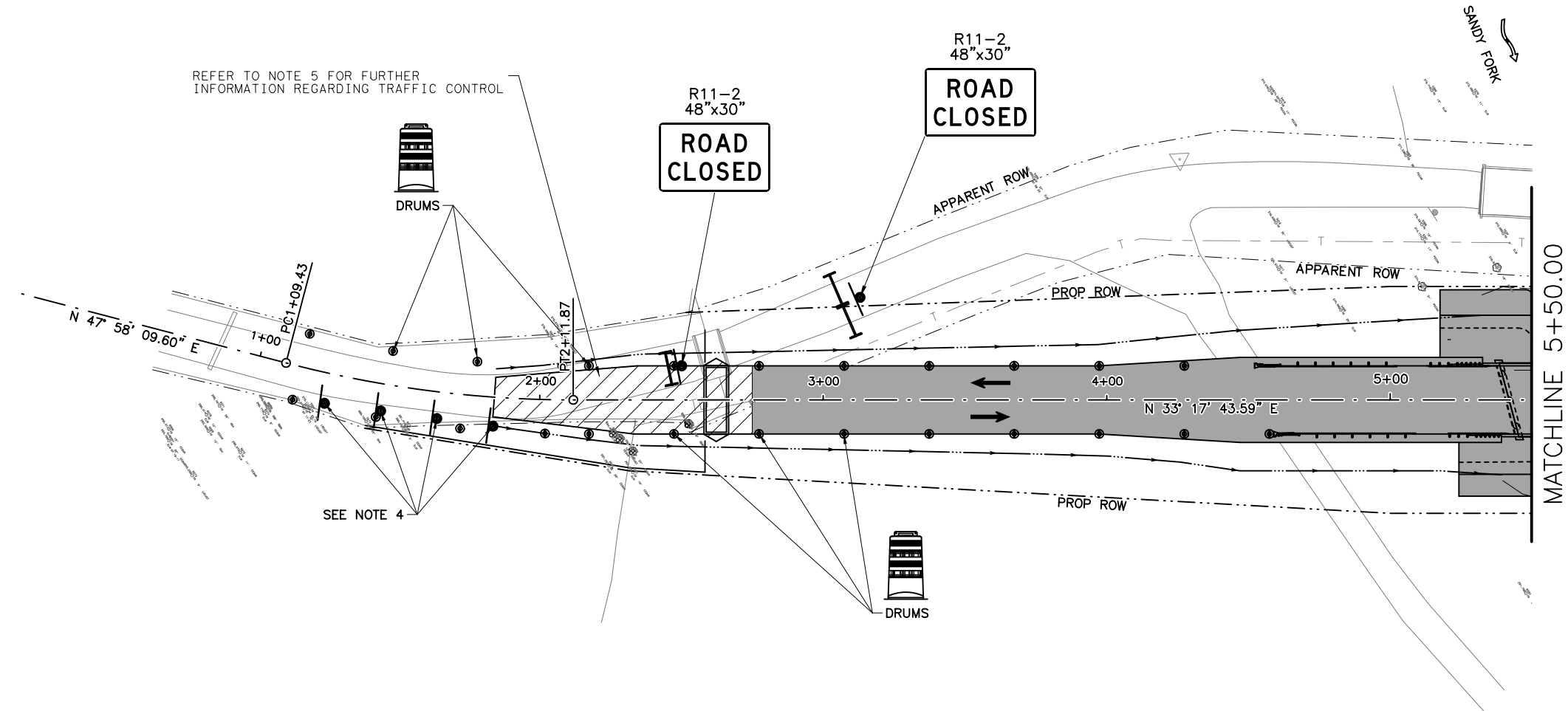
Designed:	MKS	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.
Checked:	MRR	6	TEXAS		CR
Drawn:	MKS	DIST.	COUNTY	CONTROL NO.	SECTION NO.
Checked:	MRR	YKM	GONZALES	0913	22
				JOB NO.	SHEET NO.
				058	11

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- TCP LEGEND**
- TYPE 3 BARRICADE
  - DRUMS
  - SIGN
  - CONSTRUCTION THIS PHASE
  - CONSTRUCTION PREVIOUS PHASE
  - LANE DIRECTION

- NOTES:**
1. SEE CURRENT STANDARDS FOR LAYOUT OF WARNING SIGN SPACING & SPACING OF CHANNELIZING DEVICES.
  2. ALL WARNING SIGNS AND CHANNELIZING DEVICES SHALL BE PLACED IN ACCORDANCE WITH THE TCP STANDARDS, BC STANDARDS AND TEXAS MUTCD. RELOCATION OF EXISTING SIGNS IS SUBSIDIARY TO ITEM 502.
  3. SEE TRAFFIC CONTROL PLAN TYPICAL SECTION FOR ADDITIONAL INFORMATION.
  4. SEE STANDARD DRAWING TCP(2-2) FOR APPROACH SIGN.
  5. REFER TO TCP NARRATIVE PHASE 2 STEP 4



*Mario Rivera*

09/12/2024

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TEXAS REGISTERED  
ENGINEERING FIRM  
F-204

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CR 462 AT SANDY FORK

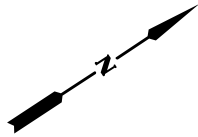
**TRAFFIC CONTROL PLAN  
PHASE 2**

CSJ 0913-22-058 SHEET 1 OF 2







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Checked:	MRR	6	TEXAS		CR		
Drawn:	MKS	DIST.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	SHEET NO.
Checked:	MRR	YKM	GONZALES	0913	22	058	12

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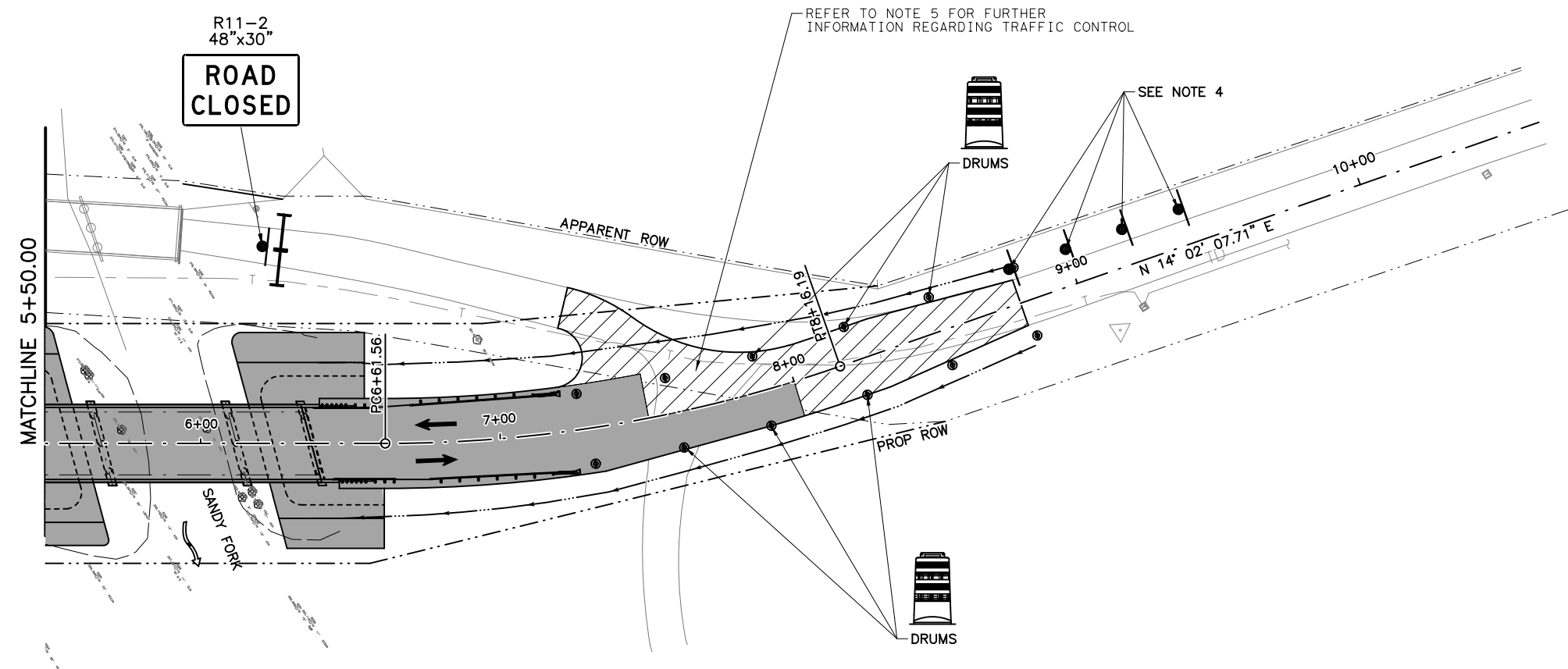




TCP LEGEND

-  TYPE 3 BARRICADE
-  DRUMS
-  SIGN
-  CONSTRUCTION THIS PHASE
-  CONSTRUCTION PREVIOUS PHASE
-  LANE DIRECTION

- NOTES:
- SEE CURRENT STANDARDS FOR LAYOUT OF WARNING SIGN SPACING & SPACING OF CHANNELIZING DEVICES.
  - ALL WARNING SIGNS AND CHANNELIZING DEVICES SHALL BE PLACED IN ACCORDANCE WITH THE TCP STANDARDS, BC STANDARDS AND TEXAS MUTCD. RELOCATION OF EXISTING SIGNS IS SUBSIDIARY TO ITEM 502.
  - SEE TRAFFIC CONTROL PLAN TYPICAL SECTION FOR ADDITIONAL INFORMATION.
  - SEE STANDARD DRAWING TCP(2-2) FOR APPROACH SIGN.
  - REFER TO TCP NARRATIVE PHASE 2 STEP 4



*Mario Rivera*

09/12/2024

NO.	REVISION	BY	DATE

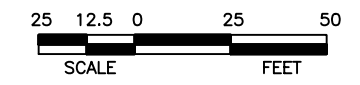
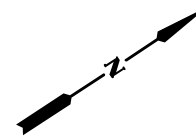


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TRAFFIC CONTROL PLAN  
PHASE 2  
CSJ 0913-22-058 SHEET 2 OF 2

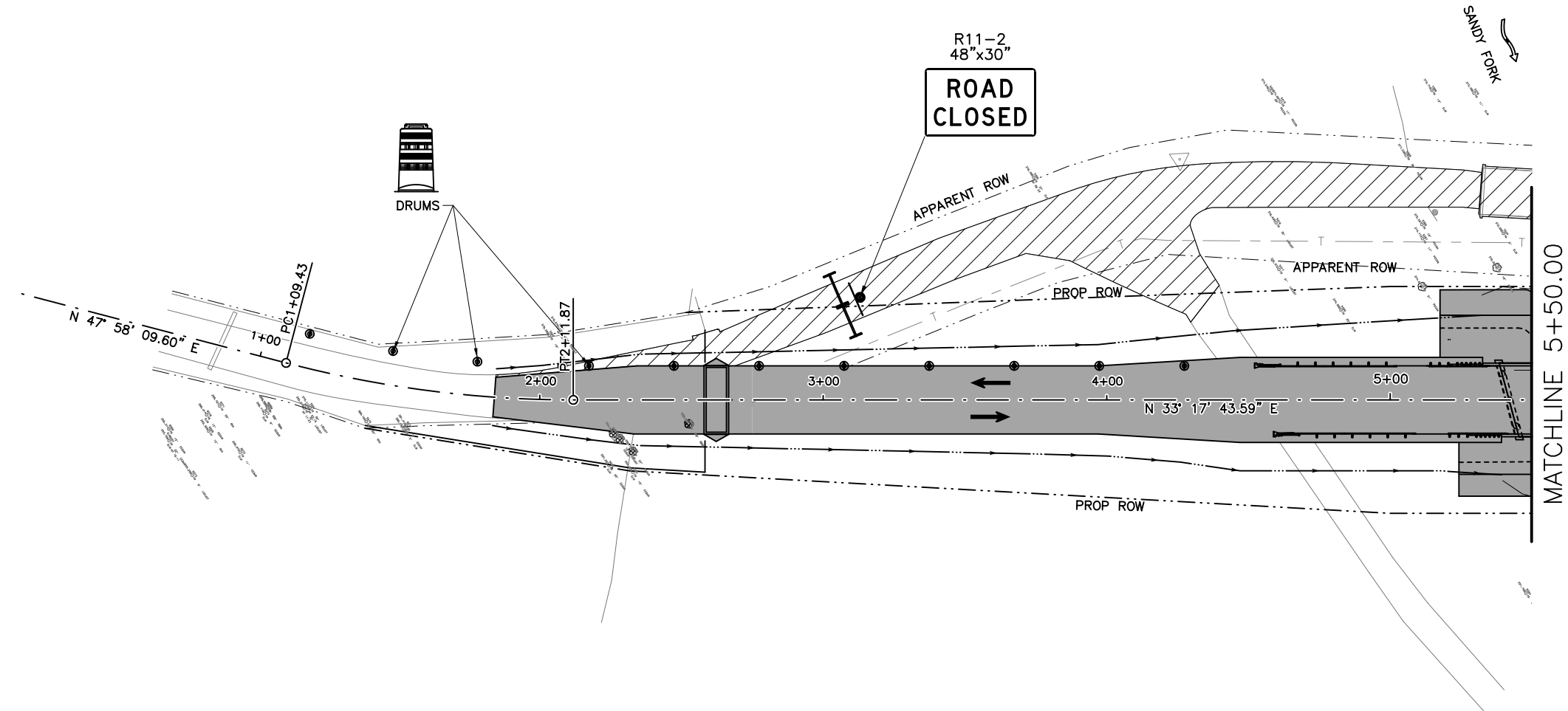
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Checked:	MRR	YKM	GONZALES	0913	22
				JOB NO.	SHEET NO.
				058	13

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- TCP LEGEND**
- TYPE 3 BARRICADE
  - DRUMS
  - SIGN
  - CONSTRUCTION THIS PHASE
  - CONSTRUCTION PREVIOUS PHASE
  - LANE DIRECTION

- NOTES:**
- SEE CURRENT STANDARDS FOR LAYOUT OF WARNING SIGN SPACING & SPACING OF CHANNELIZING DEVICES.
  - ALL WARNING SIGNS AND CHANNELIZING DEVICES SHALL BE PLACED IN ACCORDANCE WITH THE TCP STANDARDS, BC STANDARDS AND TEXAS MUTCD. RELOCATION OF EXISTING SIGNS IS SUBSIDIARY TO ITEM 502.
  - SEE TRAFFIC CONTROL PLAN TYPICAL SECTION FOR ADDITIONAL INFORMATION.



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F-204

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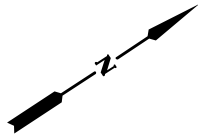
CR 462 AT SANDY FORK

**TRAFFIC CONTROL PLAN  
PHASE 3**







CSJ 0913-22-058 SHEET 1 OF 2

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Drawn:	MKS	DIST.	COUNTY	CONTROL NO.	SECTION NO.
Checked:	MRR	YKM	GONZALES	0913	22
				JOB NO.	SHEET NO.
				058	14

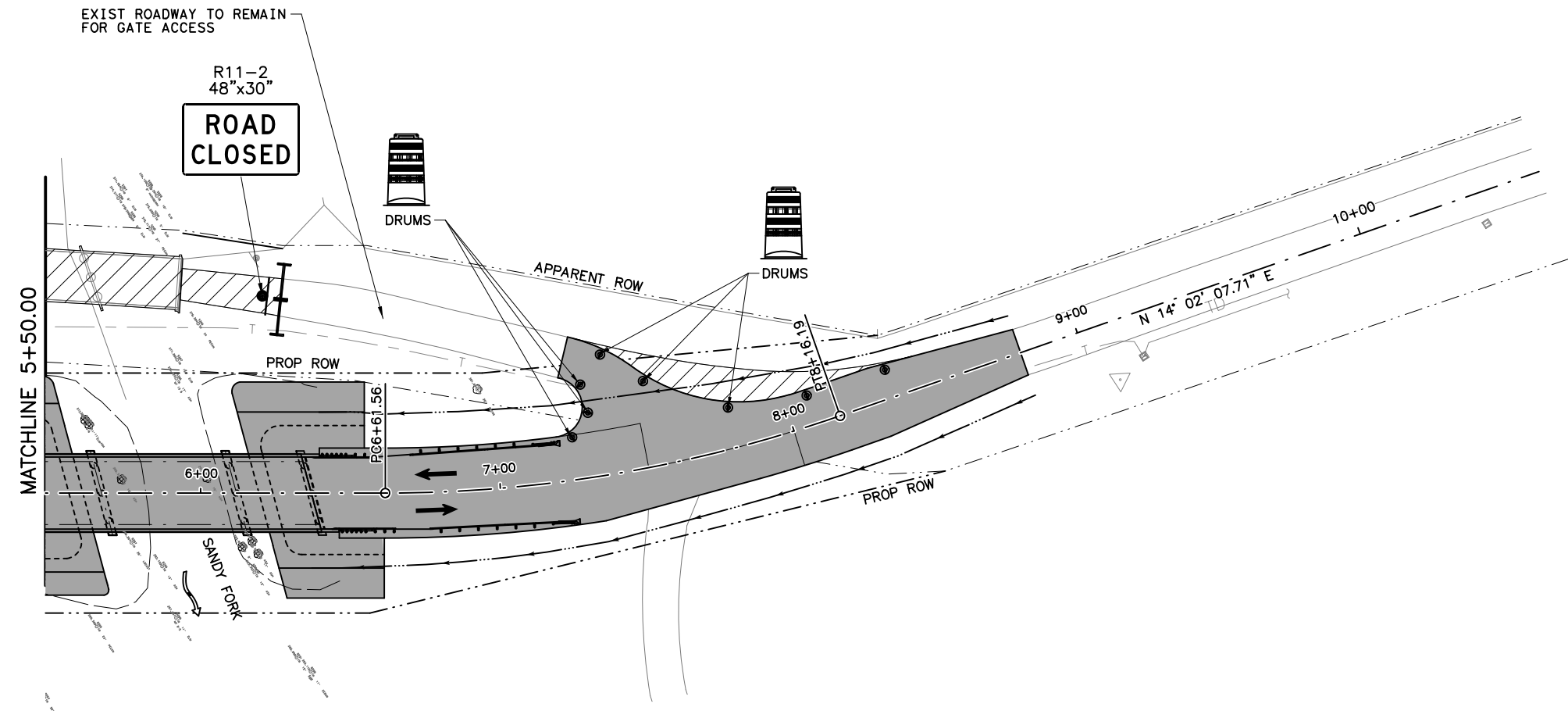
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TCP LEGEND

-  TYPE 3 BARRICADE
-  DRUMS
-  SIGN
-  CONSTRUCTION THIS PHASE
-  CONSTRUCTION PREVIOUS PHASE
-  LANE DIRECTION

- NOTES:
- SEE CURRENT STANDARDS FOR LAYOUT OF WARNING SIGN SPACING & SPACING OF CHANNELIZING DEVICES.
  - ALL WARNING SIGNS AND CHANNELIZING DEVICES SHALL BE PLACED IN ACCORDANCE WITH THE TCP STANDARDS, BC STANDARDS AND TEXAS MUTCD. RELOCATION OF EXISTING SIGNS IS SUBSIDIARY TO ITEM 502.
  - SEE TRAFFIC CONTROL PLAN TYPICAL SECTION FOR ADDITIONAL INFORMATION.



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TRAFFIC CONTROL PLAN  
PHASE 3  
CSJ 0913-22-058 SHEET 2 OF 2

Designed:	MKS	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.
Checked:	MRR	6	TEXAS		CR
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				058	15

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

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

**WORKER SAFETY NOTES:**



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

**COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES**

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

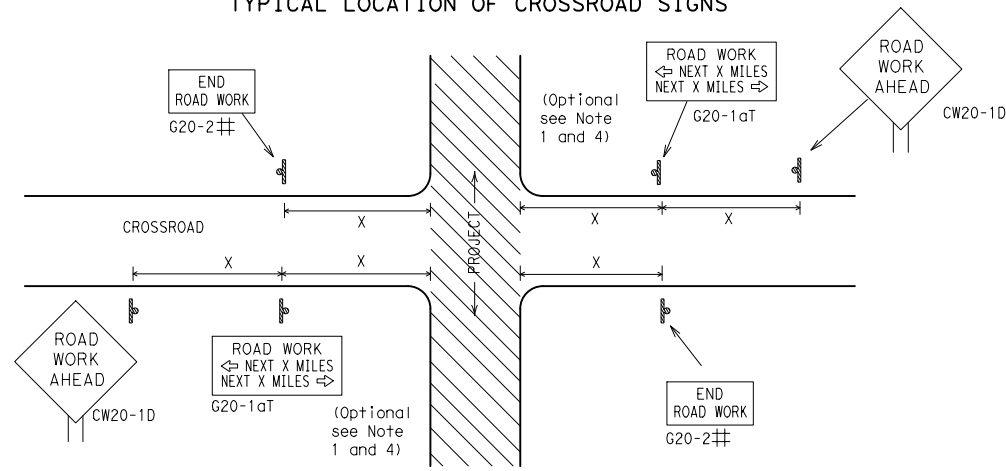
<p>THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT  <a href="http://www.txdot.gov">http://www.txdot.gov</a></p>
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)
MATERIAL PRODUCER LIST (MPL)
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"
STANDARD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

SHEET 1 OF 12

			
<p><b>BARRICADE AND CONSTRUCTION          GENERAL NOTES          AND REQUIREMENTS</b></p> <p><b>BC (1) - 21</b></p>			
FILE:	bc-21.dgn	DN:	TxDOT
© TxDOT	November 2002	CK:	TxDOT
REVISIONS	0913	DW:	TxDOT
4-03	7-13	CONT	SECT
9-07	8-14	JOB	HIGHWAY
5-10	5-21	DIST	COUNTY
		YKM	SHEET NO.
		GONZALES	16
95			

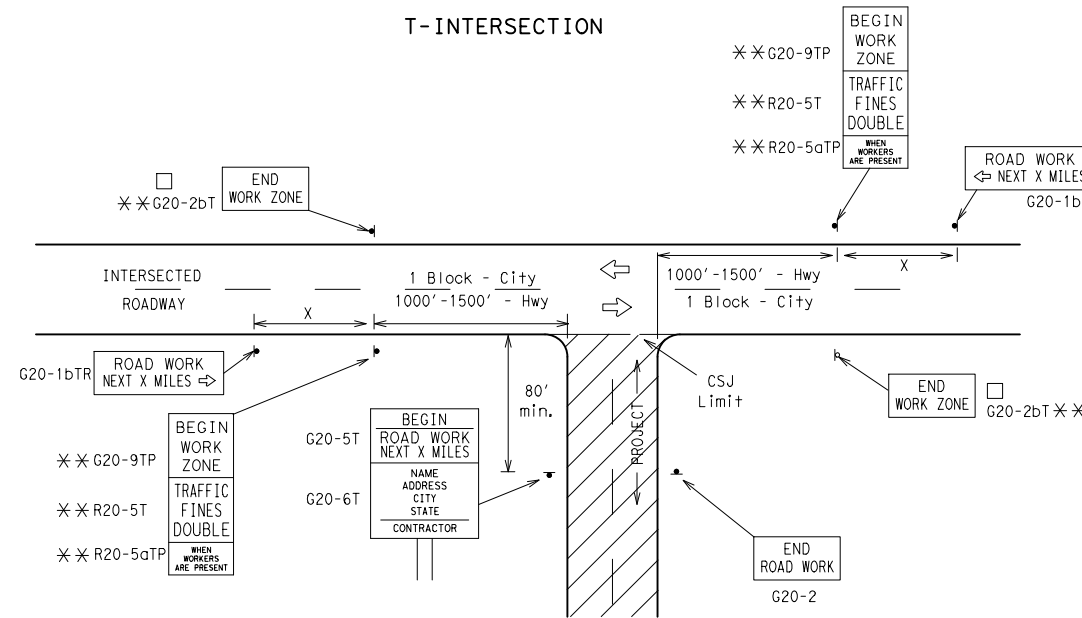
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TYPICAL LOCATION OF CROSSROAD SIGNS



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

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

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

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

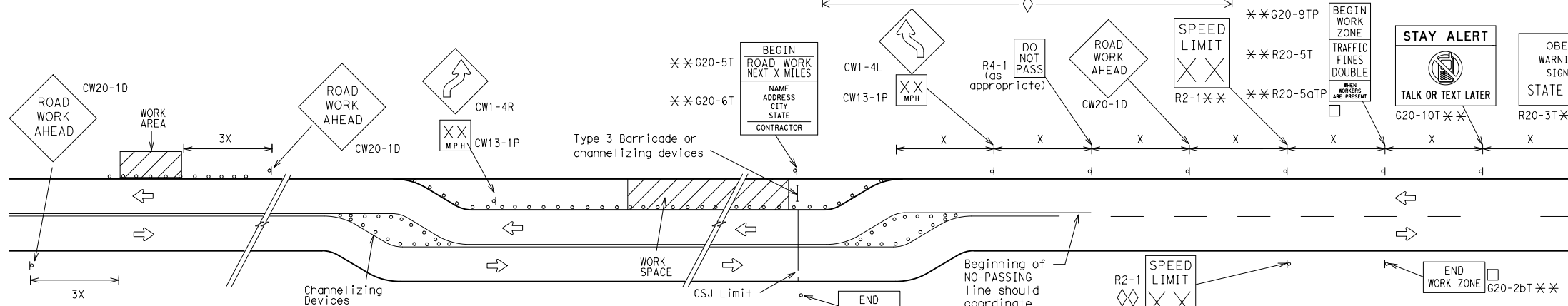
\* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

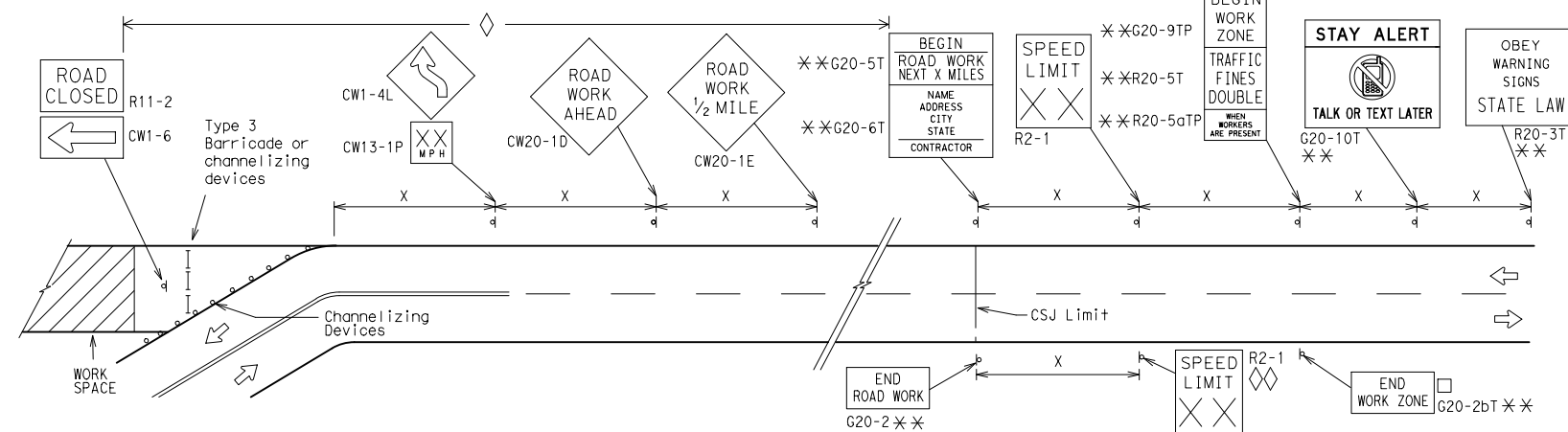
- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be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

WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS



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

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



NOTES

- The Contractor shall determine the appropriate distance to be placed on the G20-1 series signs and "BEGIN ROAD WORK NEXT X MILES" (G20-5T) sign for each specific project. This distance shall replace the "X" and shall be rounded to the nearest whole mile with the approval of the Engineer. No decimals shall be used.
- The "BEGIN WORK ZONE" (G20-9TP) and "END WORK ZONE" (G20-2bT) shall be used as shown on the sample layout when advance signs are required outside the CSJ Limits. They inform the motorist of entering or leaving a part of the work zone lying outside the CSJ Limits where traffic fines may double if workers are present.
  - CSJ limit signing is required for highway construction and maintenance work, with the exception of mobile operations.
  - Area for placement of "ROAD WORK AHEAD" (CW20-1D) sign and other signs or devices as called for on the Traffic Control Plan.
  - Contractor will install a regulatory speed limit sign at the end of the work zone.

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

SHEET 2 OF 12



BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

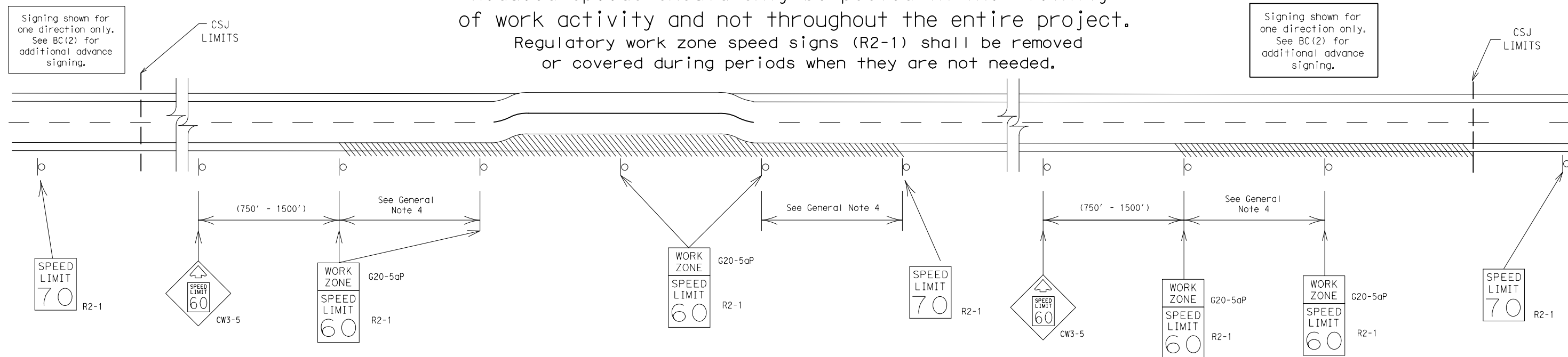
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© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13 5-21	YKM	GONZALES	17	

DATE: FILE:

# TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

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



## GUIDANCE FOR USE:

### LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

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

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

### SHORT TERM WORK ZONE SPEED LIMITS

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

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

## GENERAL NOTES

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

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

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SHEET 3 OF 12



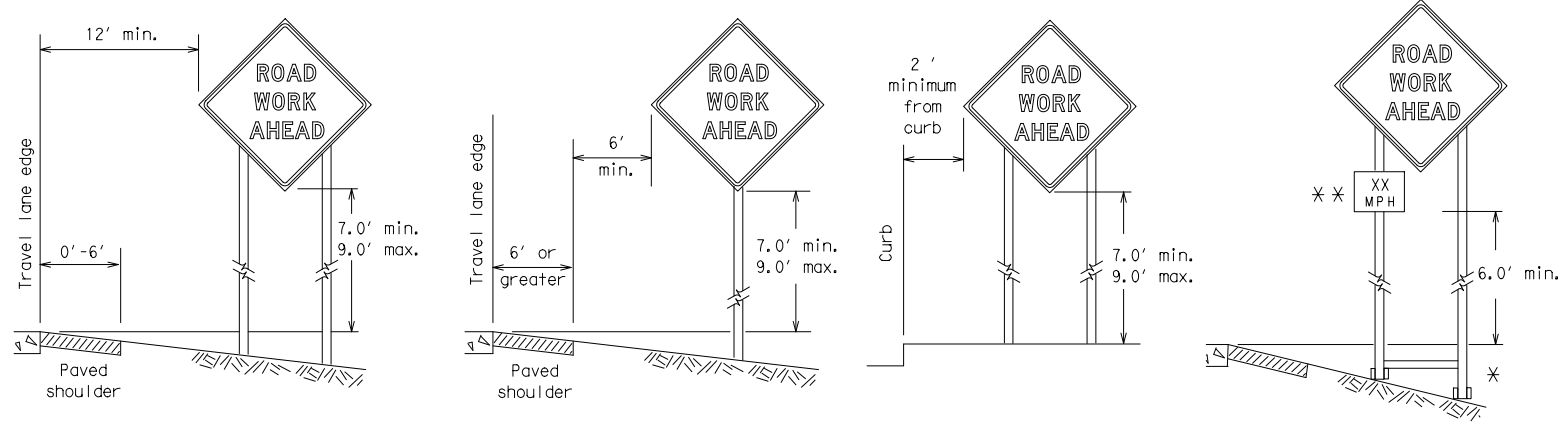
## BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC (3) -21

FILE:	bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT	November 2002	CONT	SECT	JOB	HIGHWAY
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9-07	8-14	DIST	COUNTY		SHEET NO.
7-13	5-21	YKM	GONZALES		18

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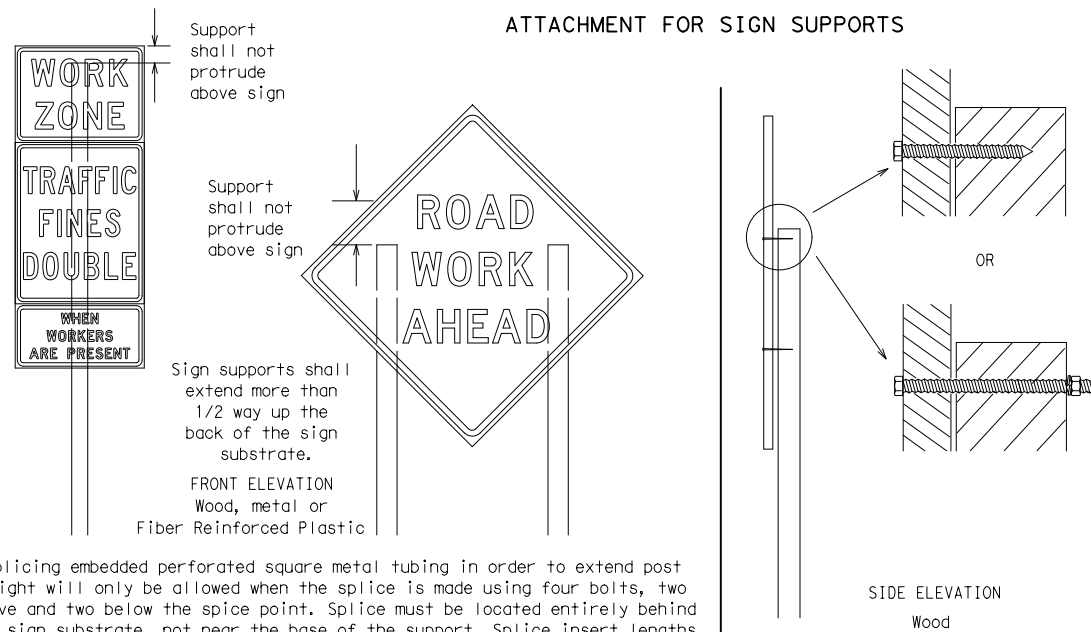
**TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS**



\* 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 splice point. Splice must be located entirely behind the sign substrate, not near the base of the support. Splice insert lengths should be at least 5 times nominal post size, centered on the splice and of at least the same gauge material.

**GENERAL NOTES FOR WORK ZONE SIGNS**

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

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

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

**SIGN MOUNTING HEIGHT**

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

**SIZE OF SIGNS**

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

**SIGN SUBSTRATES**

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

**REFLECTIVE SHEETING**

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

**SIGN LETTERS**

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

**REMOVING OR COVERING**

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

**SIGN SUPPORT WEIGHTS**

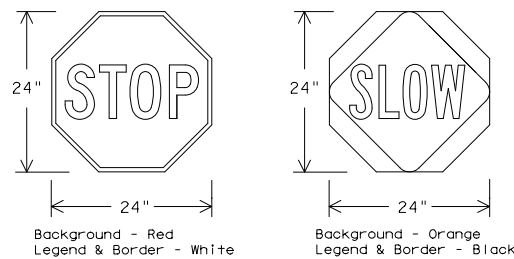
- Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand should be used.
- The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
- Rock, concrete, iron, steel or other solid objects shall not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

**FLAGS ON SIGNS**

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

**STOP/SLOW PADDLES**

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



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

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

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

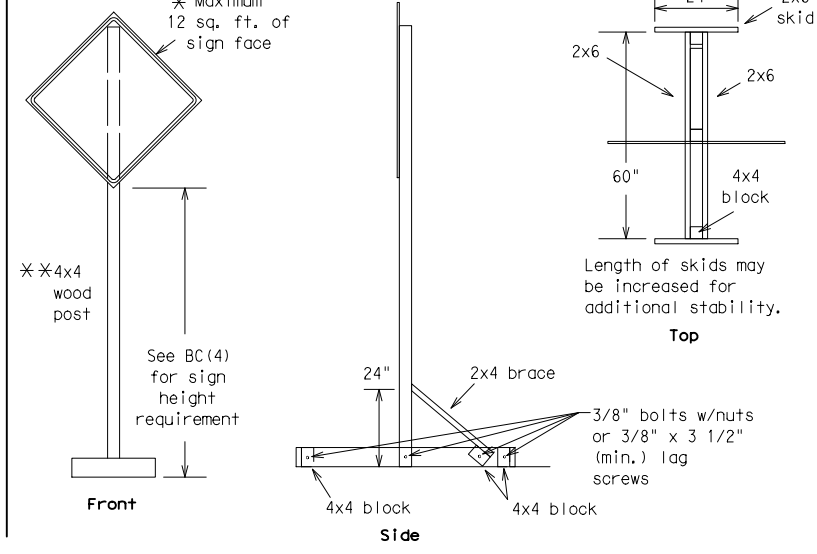
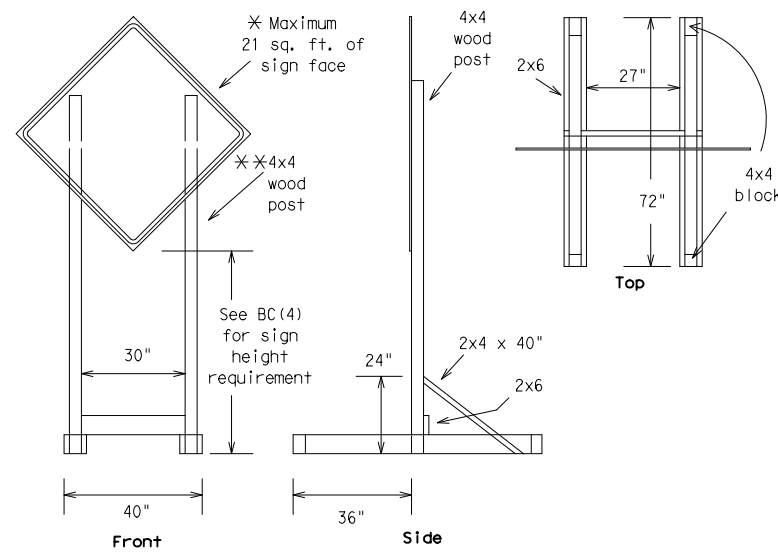


**BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES**

**BC (4) -21**

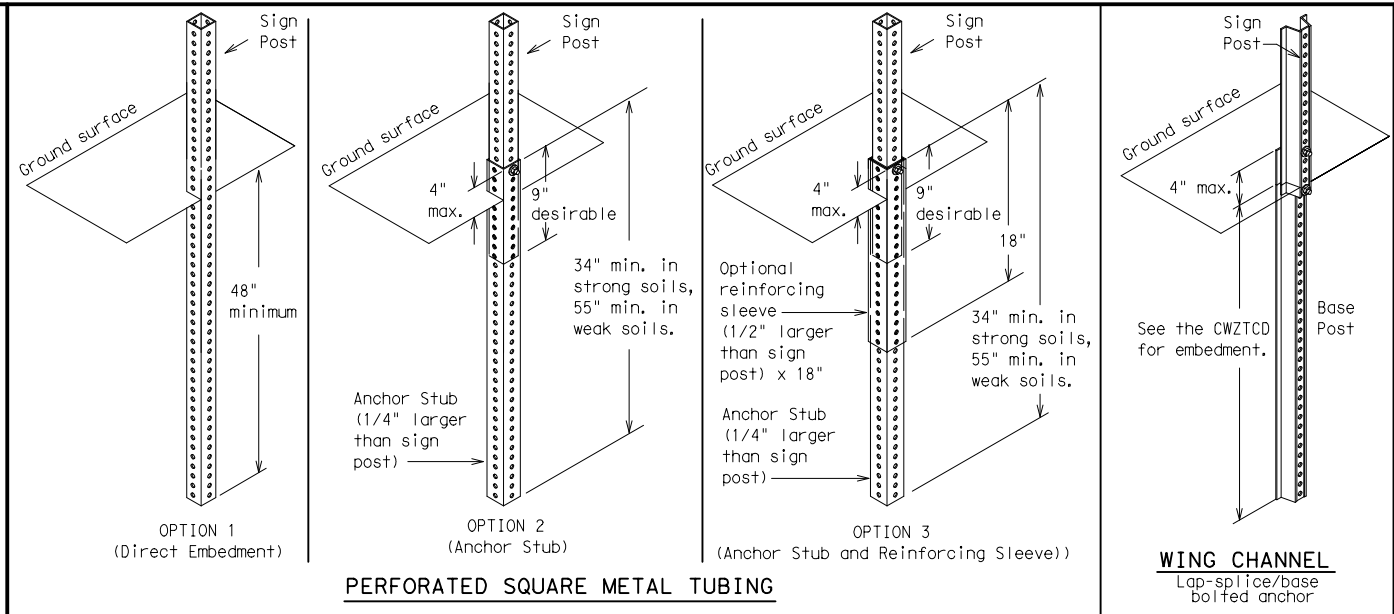
FILE:	bc-21.dgn	DN:	TxDOT	CK:	TxDOT	DW:	TxDOT	CK:	TxDOT
© TxDOT	November 2002	CONT	SECT	JOB	HIGHWAY				
REVISIONS		0913	22	058	CR				
9-07	8-14	DIST	COUNTY		SHEET NO.				
7-13	5-21	YKM	GONZALES		19				

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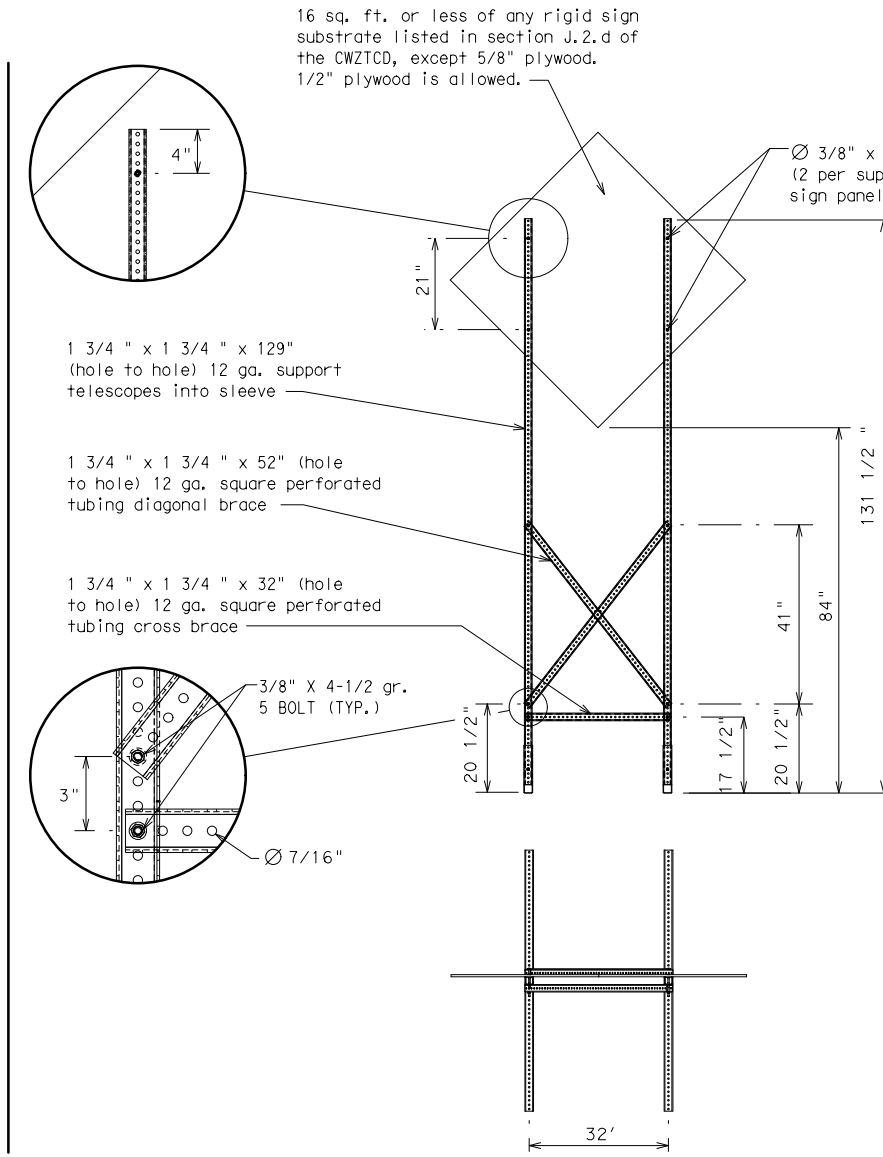
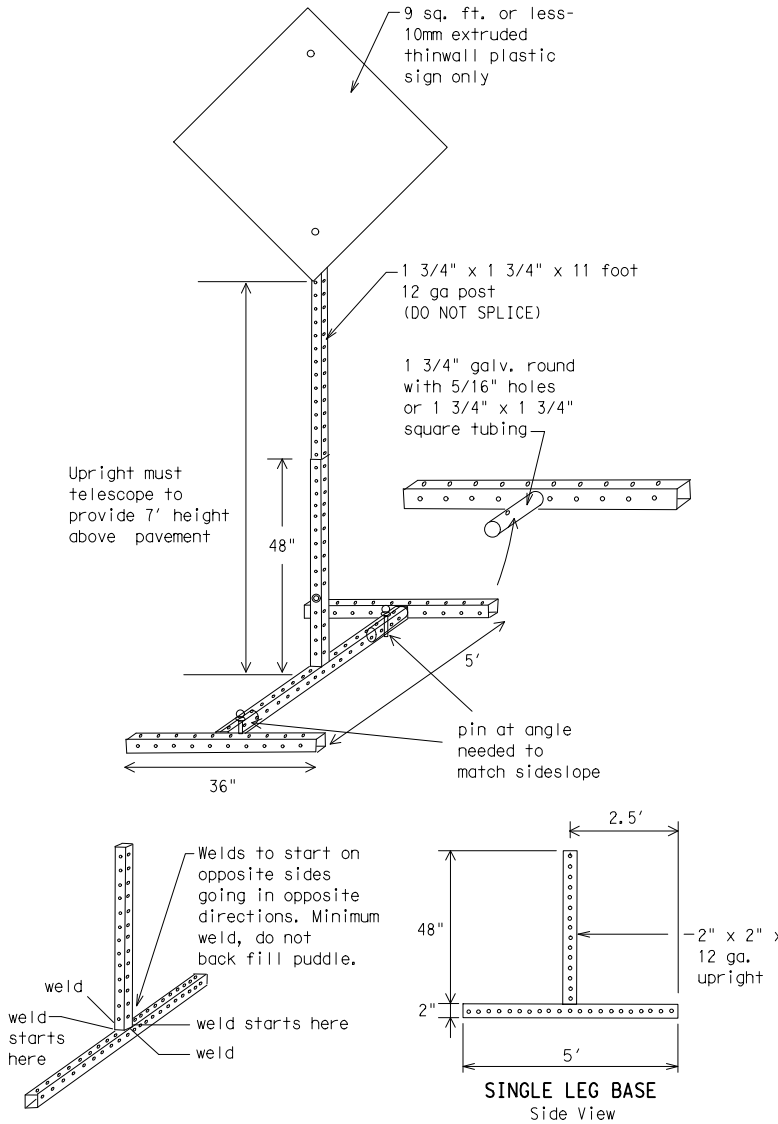
### SKID MOUNTED WOOD SIGN SUPPORTS

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



### GROUND MOUNTED SIGN SUPPORTS

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



### SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

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

### WEDGE ANCHORS

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

### OTHER DESIGNS

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

### GENERAL NOTES

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

- \* See BC(4) for definition of "Work Duration."
- \*\* Wood sign posts MUST be one piece. Splicing will NOT be allowed. Posts shall be painted white.
- See the CWZTCD for the type of sign substrate that can be used for each approved sign support.

SHEET 5 OF 12



## BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-21

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

# RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

## PORTABLE CHANGEABLE MESSAGE SIGNS

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

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

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

## Phase 1: Condition Lists

### Road/Lane/Ramp Closure List

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

### Other Condition List

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

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

## Phase 2: Possible Component Lists

### Action to Take/Effect on Travel List

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

### Location List

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

### Warning List

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

### \*\* Advance Notice List

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

\*\* See Application Guidelines Note 6.

## APPLICATION GUIDELINES

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

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

## FULL MATRIX PCMS SIGNS

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

## WORDING ALTERNATIVES

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

SHEET 6 OF 12



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

BC (6) - 21

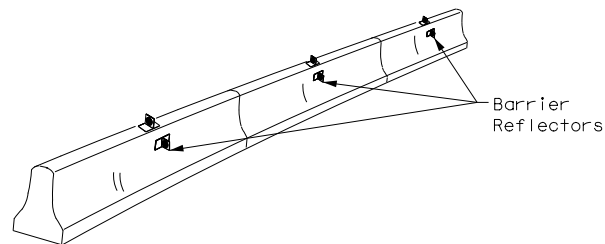
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© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13 5-21	YKM	GONZALES	21	

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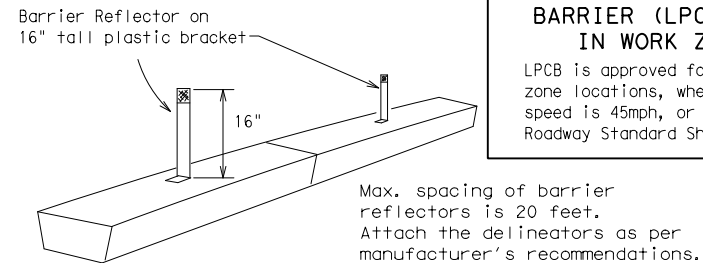
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- Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
- Color of Barrier Reflectors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



**CONCRETE TRAFFIC BARRIER (CTB)**

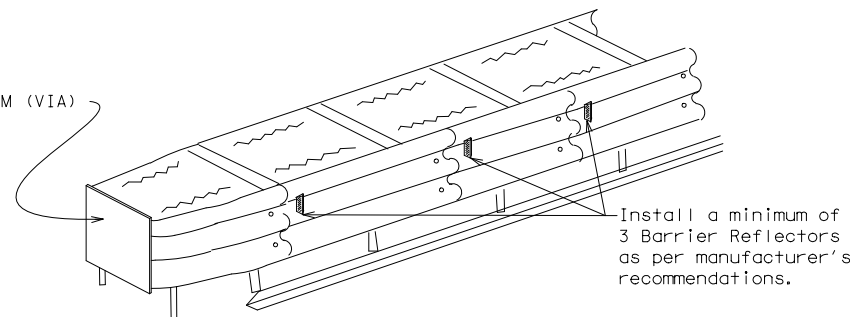
- Where traffic is on one side of the CTB, two (2) Barrier Reflectors shall be mounted in approximately the midsection of each section of CTB. An alternate mounting location is uniformly spaced at one end of each CTB. This will allow for attachment of a barrier grapple without damaging the reflector.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



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

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

**LOW PROFILE CONCRETE BARRIER (LPCB)**



**DELINEATION OF END TREATMENTS**

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

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

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

**WARNING LIGHTS**

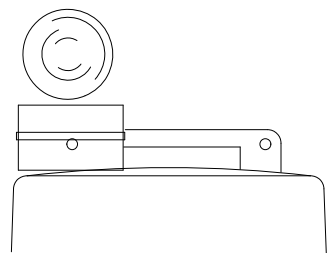
- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet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

**WARNING LIGHTS MOUNTED ON PLASTIC DRUMS**

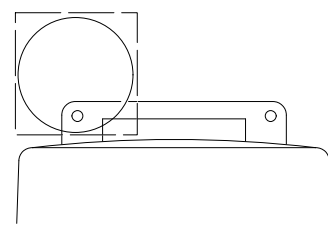
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing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

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

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



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

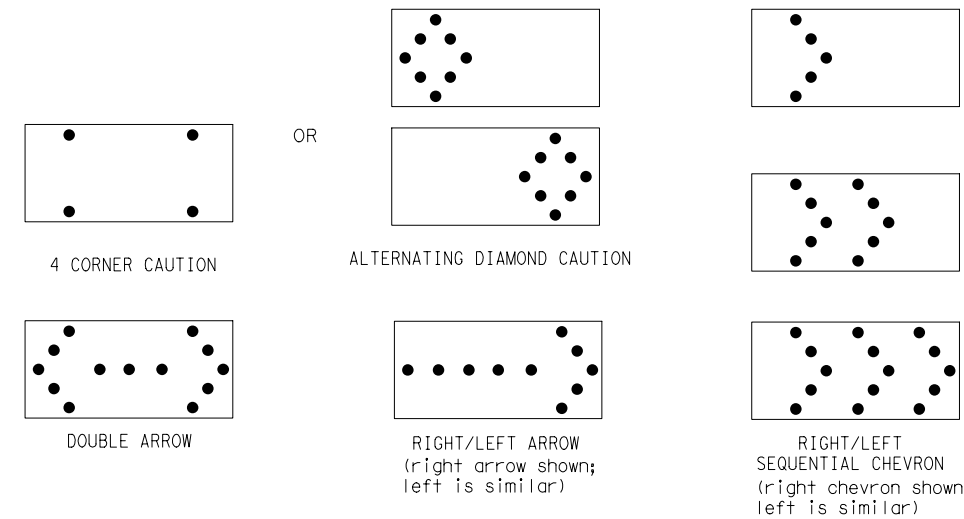


Warning reflector may be round or square. Must have a yellow reflective surface area of at least 30 square inches

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

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



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

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

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

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

**FLASHING ARROW BOARDS**

SHEET 7 OF 12

**TRUCK-MOUNTED ATTENUATORS**

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



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

**BC (7) -21**

FILE:	bc-21.dgn	DN:	TxDOT	CK:	TxDOT	DW:	TxDOT	CK:	TxDOT
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REVISIONS		0913	22	058	CR				
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## GENERAL NOTES

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

## GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

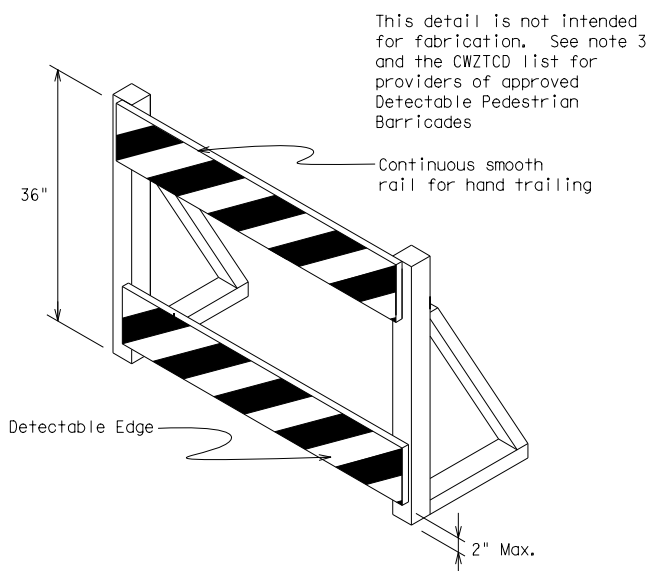
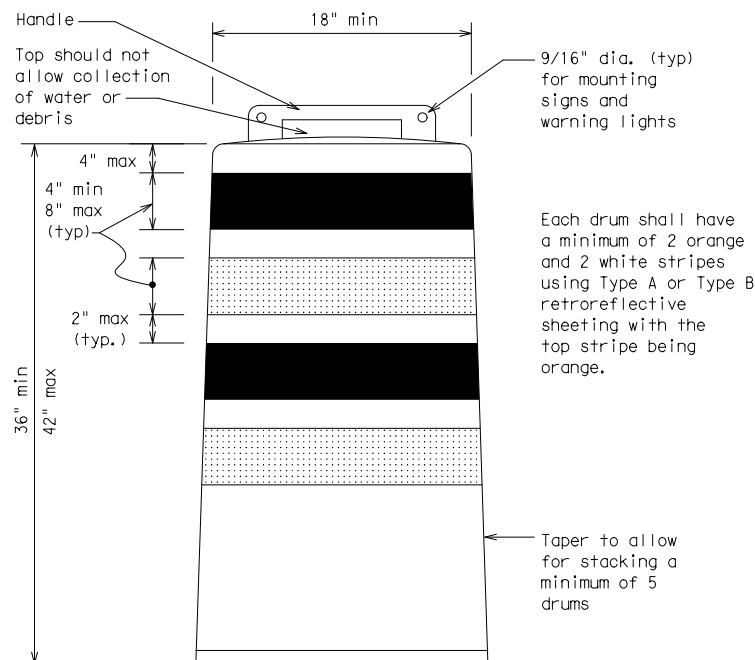
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
- The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

## RETROREFLECTIVE SHEETING

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

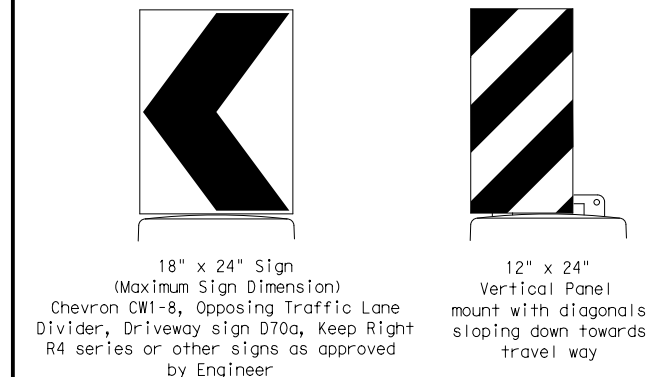
## BALLAST

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



## DETECTABLE PEDESTRIAN BARRICADES

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



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

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

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

SHEET 8 OF 12



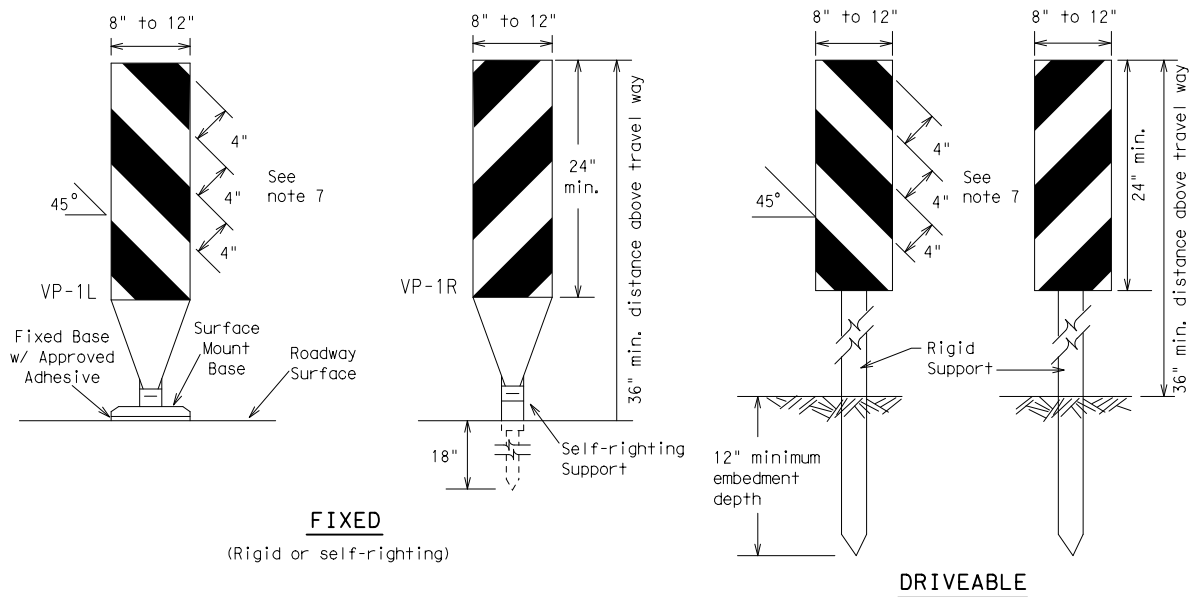
## BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-21

FILE:	bc-21.dgn	DN:	TxDOT	CK:	TxDOT	DW:	TxDOT	CK:	TxDOT
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REVISIONS		0913	22	058	CR				
4-03	8-14	DIST	COUNTY	SHEET NO.					
9-07	5-21	YKM	GONZALES	23					
7-13									

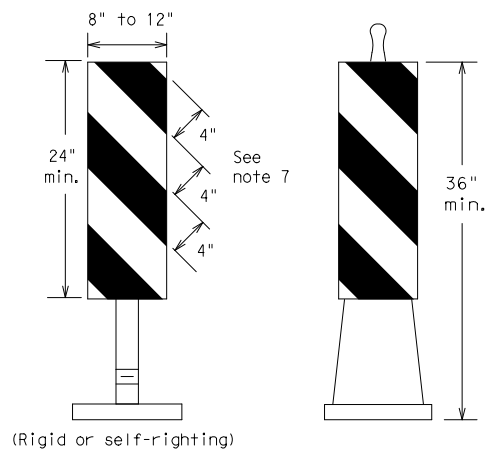
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**FIXED**  
(Rigid or self-righting)

**DRIVEABLE**

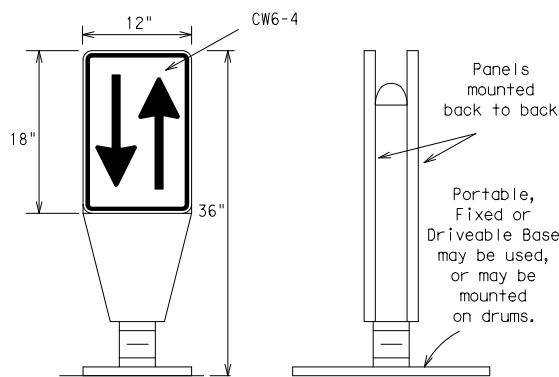


(Rigid or self-righting)

**PORTABLE**

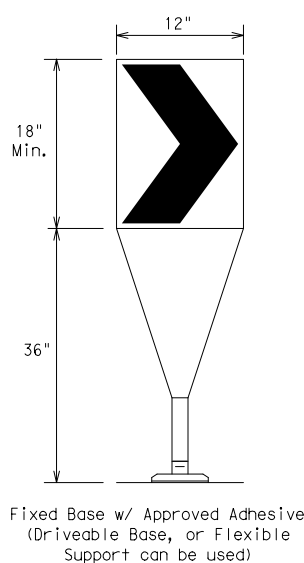
**VERTICAL PANELS (VPs)**

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



**OPPOSING TRAFFIC LANE DIVIDERS (OTLD)**

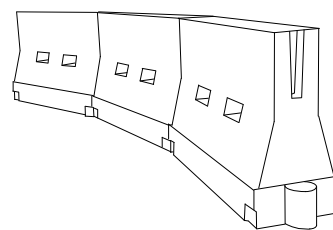
- Opposing Traffic Lane Dividers (OTLD) are delineation devices designed to convert a normal one-way roadway section to two-way operation. OTLD's are used on temporary centerlines. The upward and downward arrows on the sign's face indicate the direction of traffic on either side of the divider. The base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



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

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

**CHEVRONS**



**LONGITUDINAL CHANNELIZING DEVICES (LCD)**

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

**WATER BALLASTED SYSTEMS USED AS BARRIERS**

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

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

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

**GENERAL NOTES**

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

Posted Speed	Formula	Minimum Desirable Taper Lengths * X			Suggested Maximum Spacing of Channelizing Devices	
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent
30	L = WS <sup>2</sup> / 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'	

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

**SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS**

SHEET 9 OF 12



**BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES**

**BC (9) - 21**

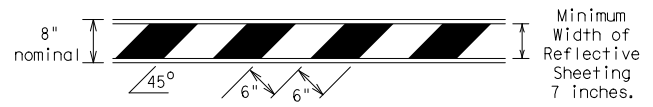
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© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
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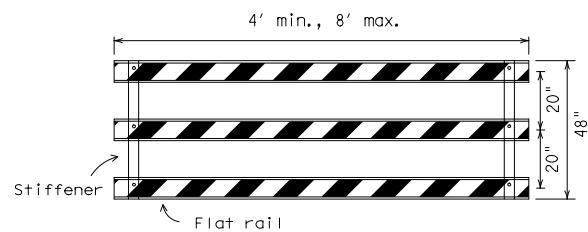
**TYPE 3 BARRICADES**

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.



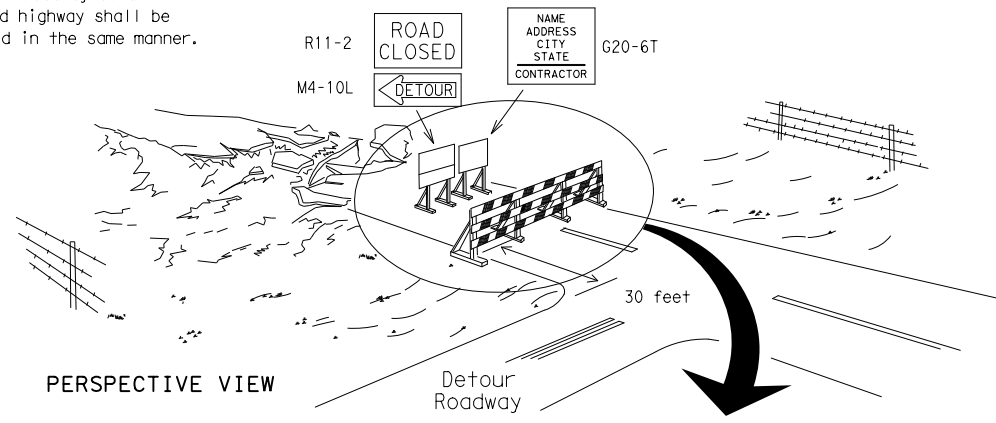
**TYPICAL STRIPING DETAIL FOR BARRICADE RAIL**



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

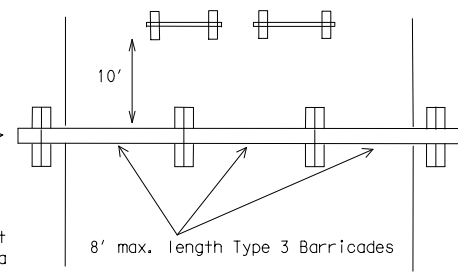
**TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES**

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



PERSPECTIVE VIEW

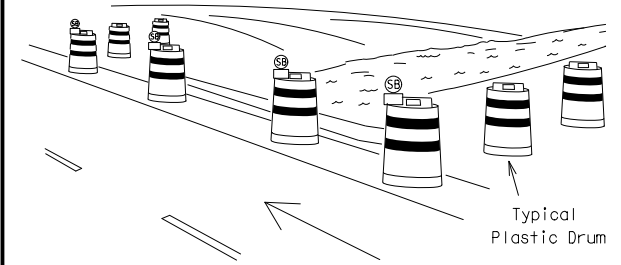
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.



PLAN VIEW

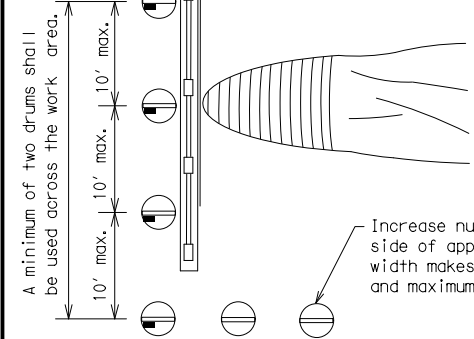
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

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



PERSPECTIVE VIEW

These drums are not required on one-way roadway



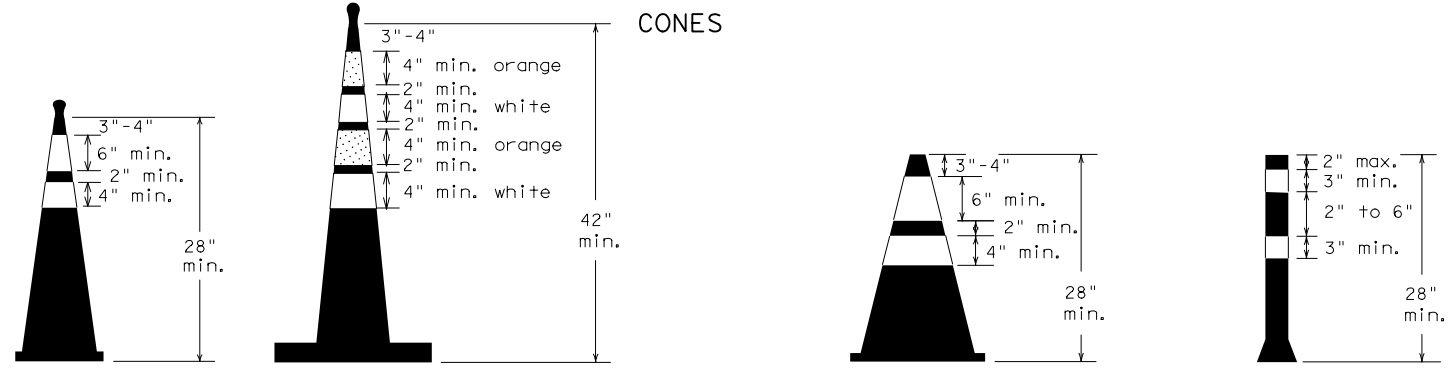
PLAN VIEW

A minimum of two drums shall be used across the work area.

Increase number of plastic drums on the side of approaching traffic if the crown width makes it necessary. (minimum of 2 and maximum of 4 drums)

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

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



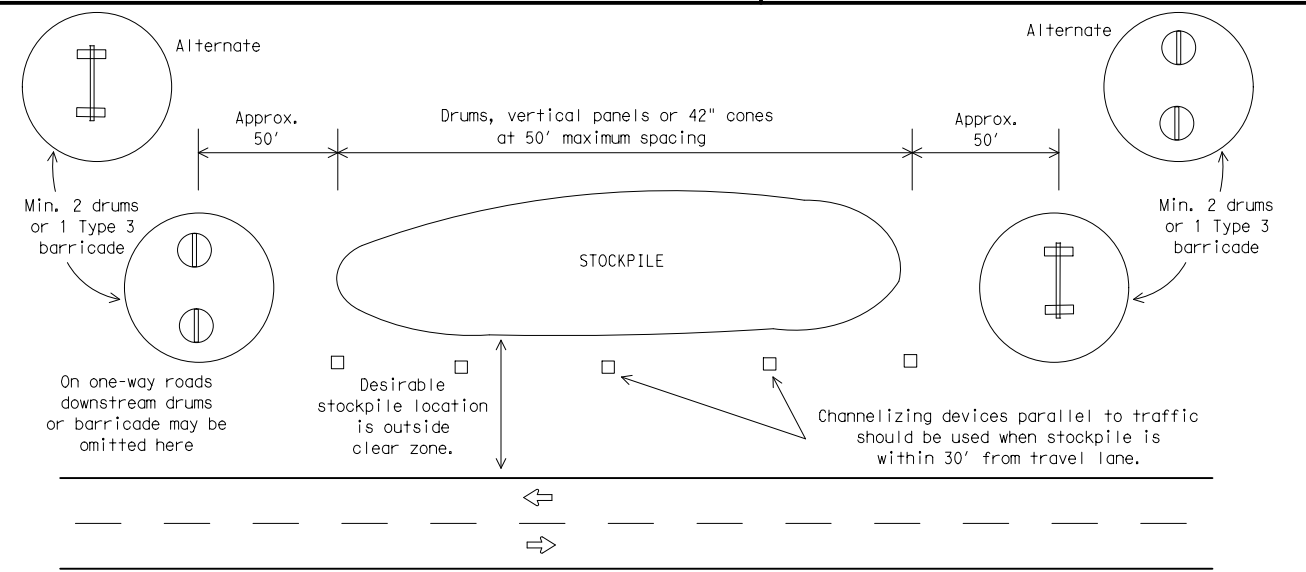
Two-Piece cones

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**



**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	0913	22	058	CR
9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13 5-21	YKM	GONZALES	25	

DATE: FILE:

## WORK ZONE PAVEMENT MARKINGS

### GENERAL

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

### RAISED PAVEMENT MARKERS

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

### PREFABRICATED PAVEMENT MARKINGS

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

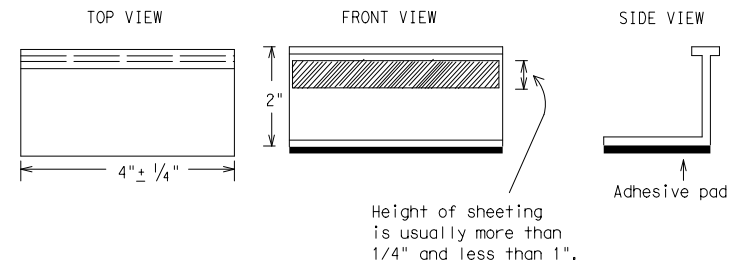
### MAINTAINING WORK ZONE PAVEMENT MARKINGS

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

### REMOVAL OF PAVEMENT MARKINGS

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

## Temporary Flexible-Reflective Roadway Marker Tabs



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

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

### RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

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

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

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

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

SHEET 11 OF 12



## BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

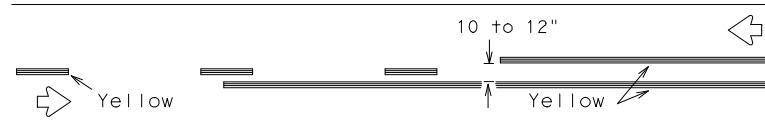
**BC(11)-21**

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© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
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1-02 7-13				
11-02 8-14				

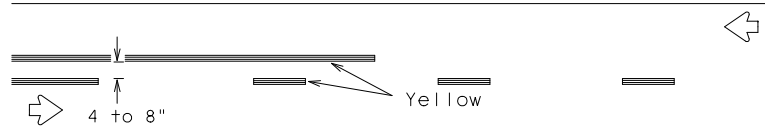
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

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## PAVEMENT MARKING PATTERNS

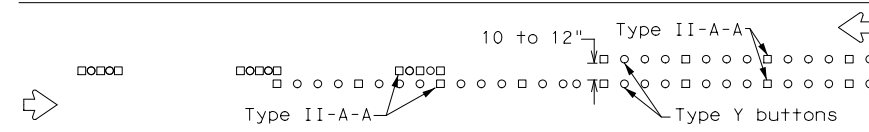


REFLECTORIZED PAVEMENT MARKINGS - PATTERN A

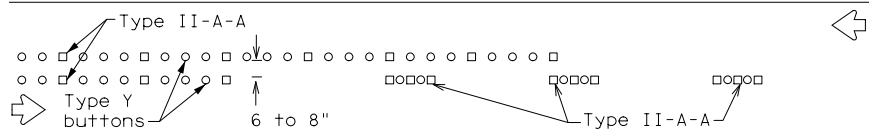


REFLECTORIZED PAVEMENT MARKINGS - PATTERN B

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

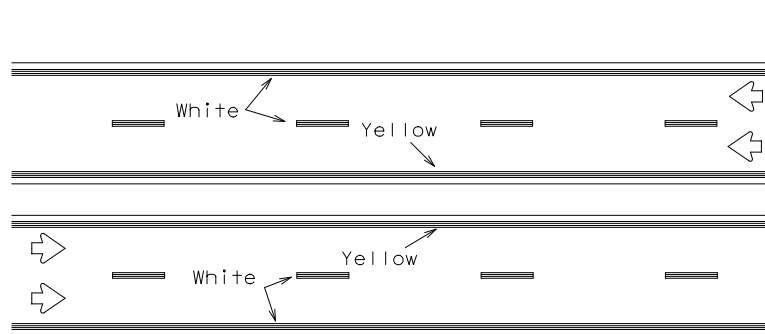


RAISED PAVEMENT MARKERS - PATTERN A



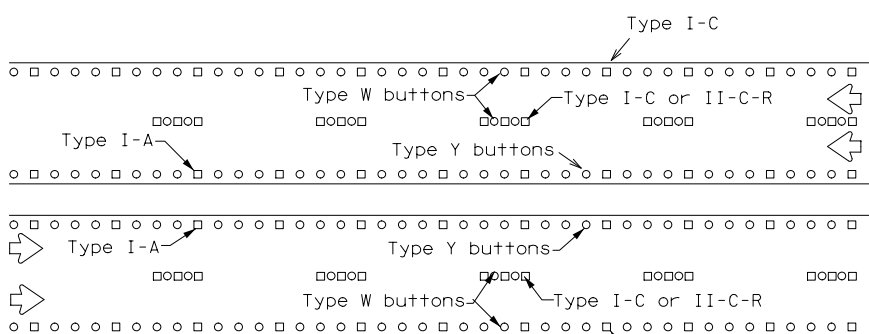
RAISED PAVEMENT MARKERS - PATTERN B

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



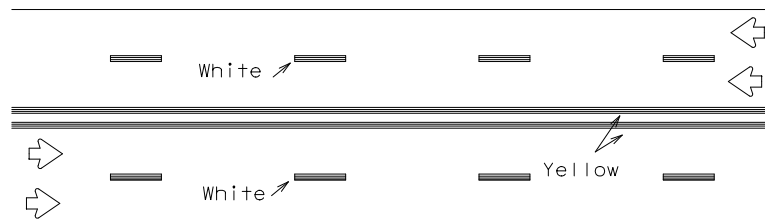
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



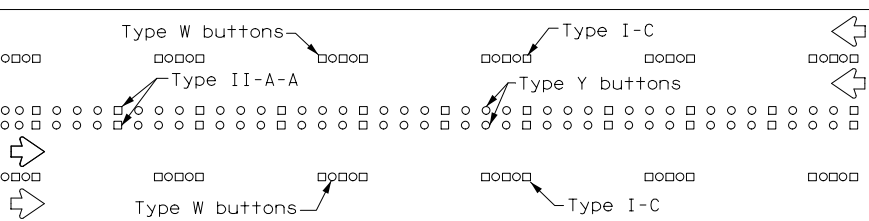
RAISED PAVEMENT MARKERS

## EDGE & LANE LINES FOR DIVIDED HIGHWAY



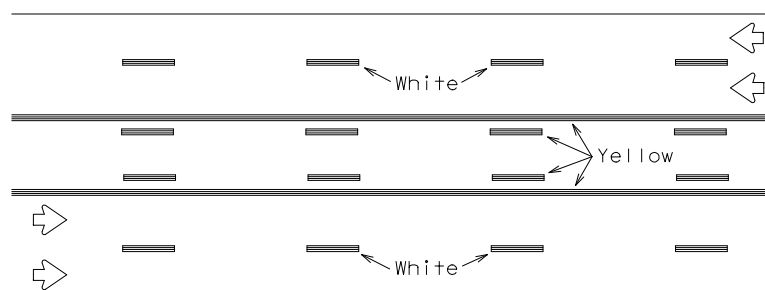
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



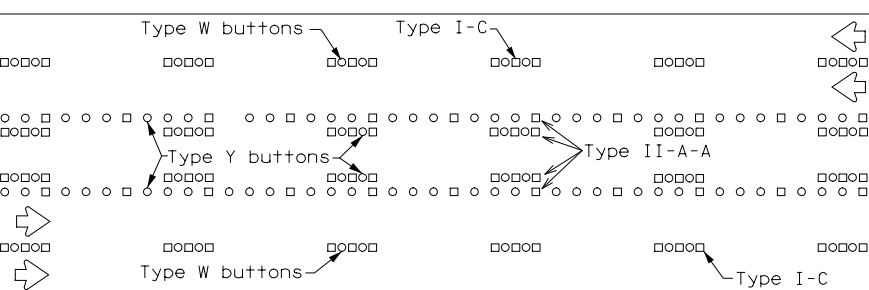
RAISED PAVEMENT MARKERS

## LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS

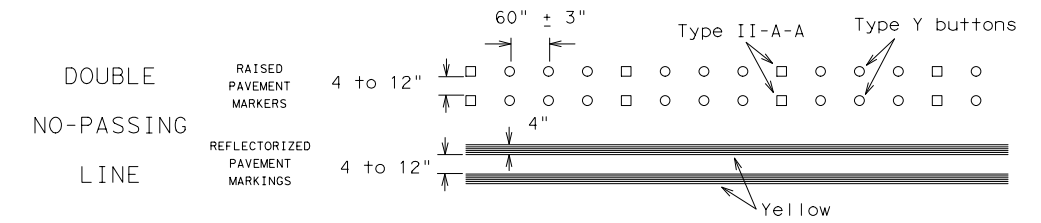
Prefabricated markings may be substituted for reflectORIZED pavement markings.



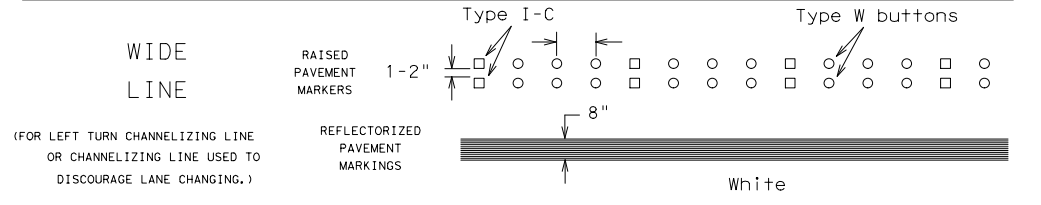
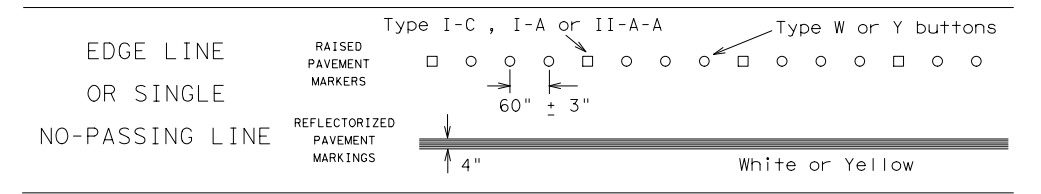
RAISED PAVEMENT MARKERS

## TWO-WAY LEFT TURN LANE

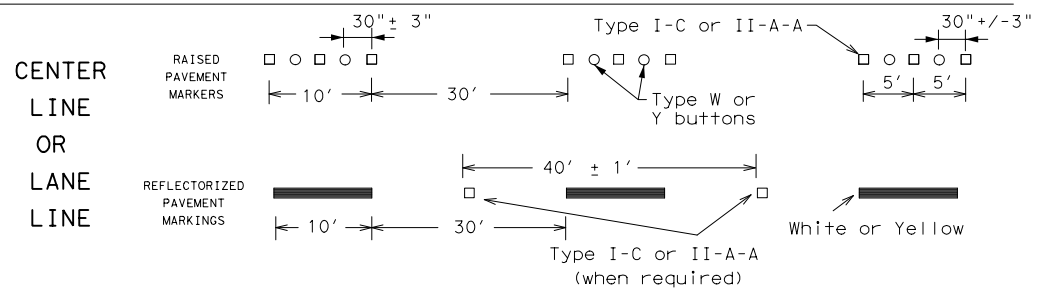
## STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



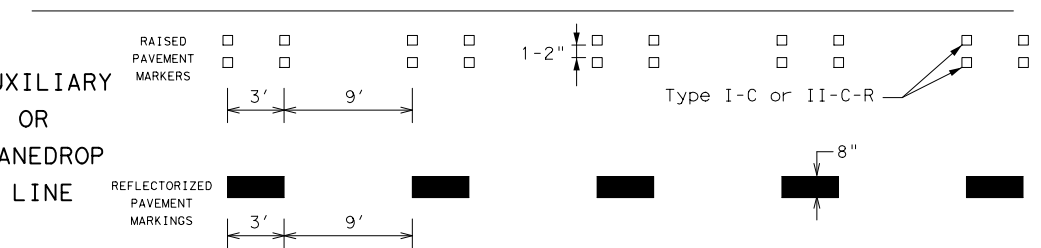
### SOLID LINES



### BROKEN LINES

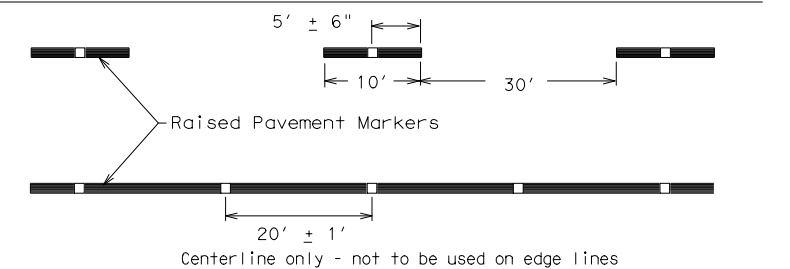


### AUXILIARY OR LANEDROP LINE



### REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



SHEET 12 OF 12



## BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
1-97 9-07 5-21				
2-98 7-13	DIST	COUNTY	SHEET NO.	
11-02 8-14	YKM	GONZALES	27	

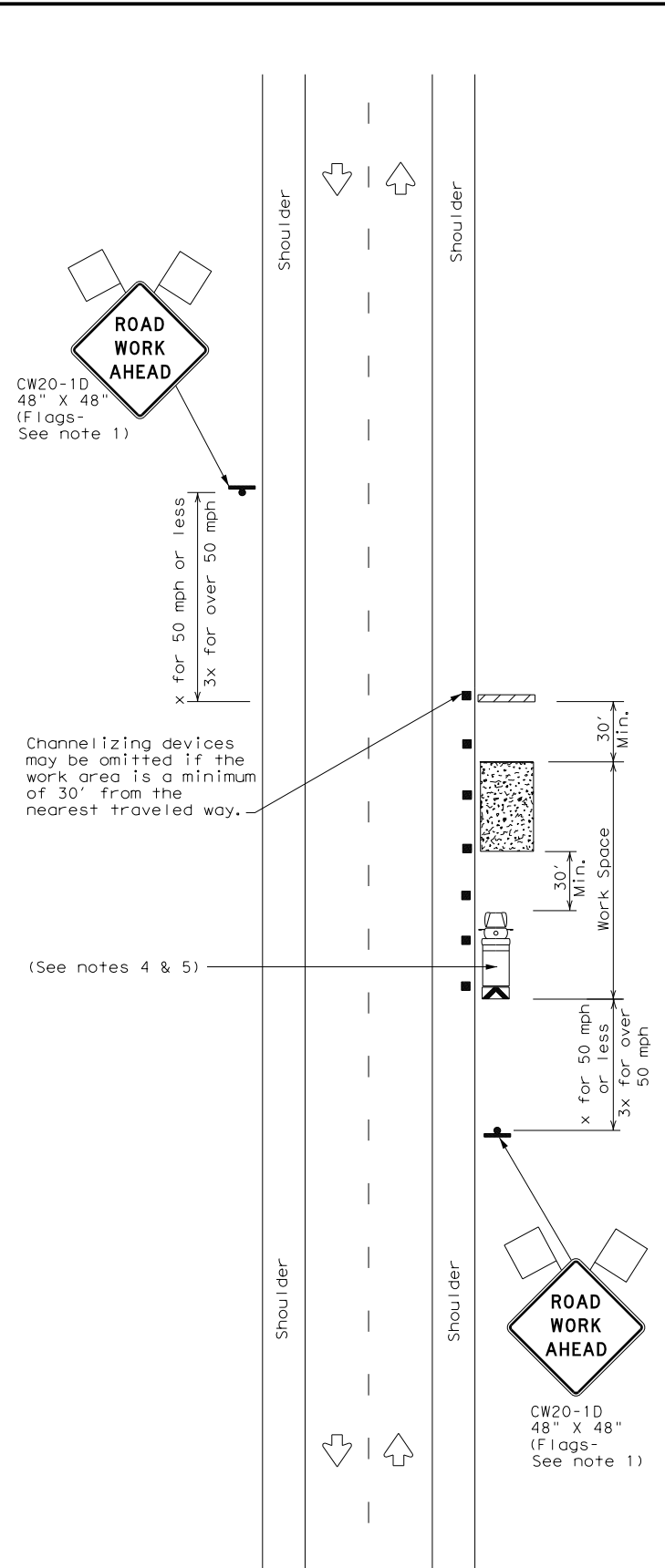
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DATE:  
FILE:

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

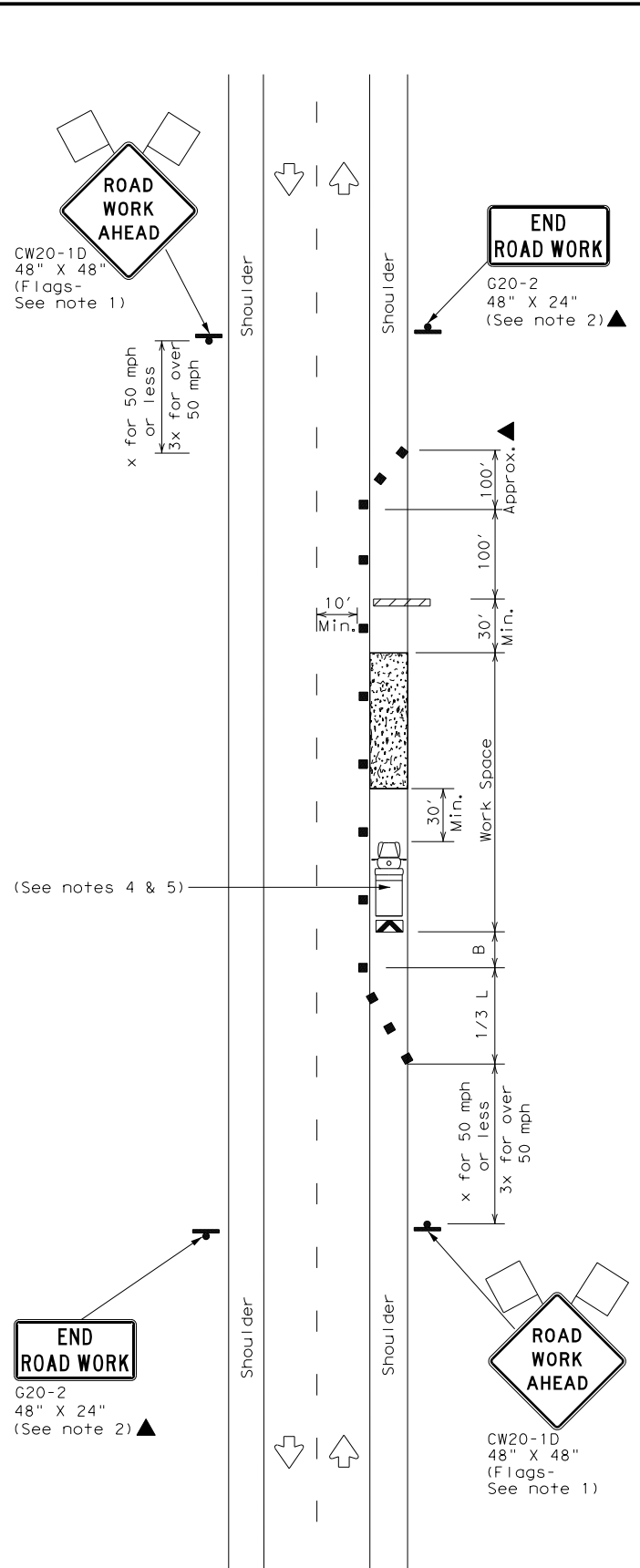
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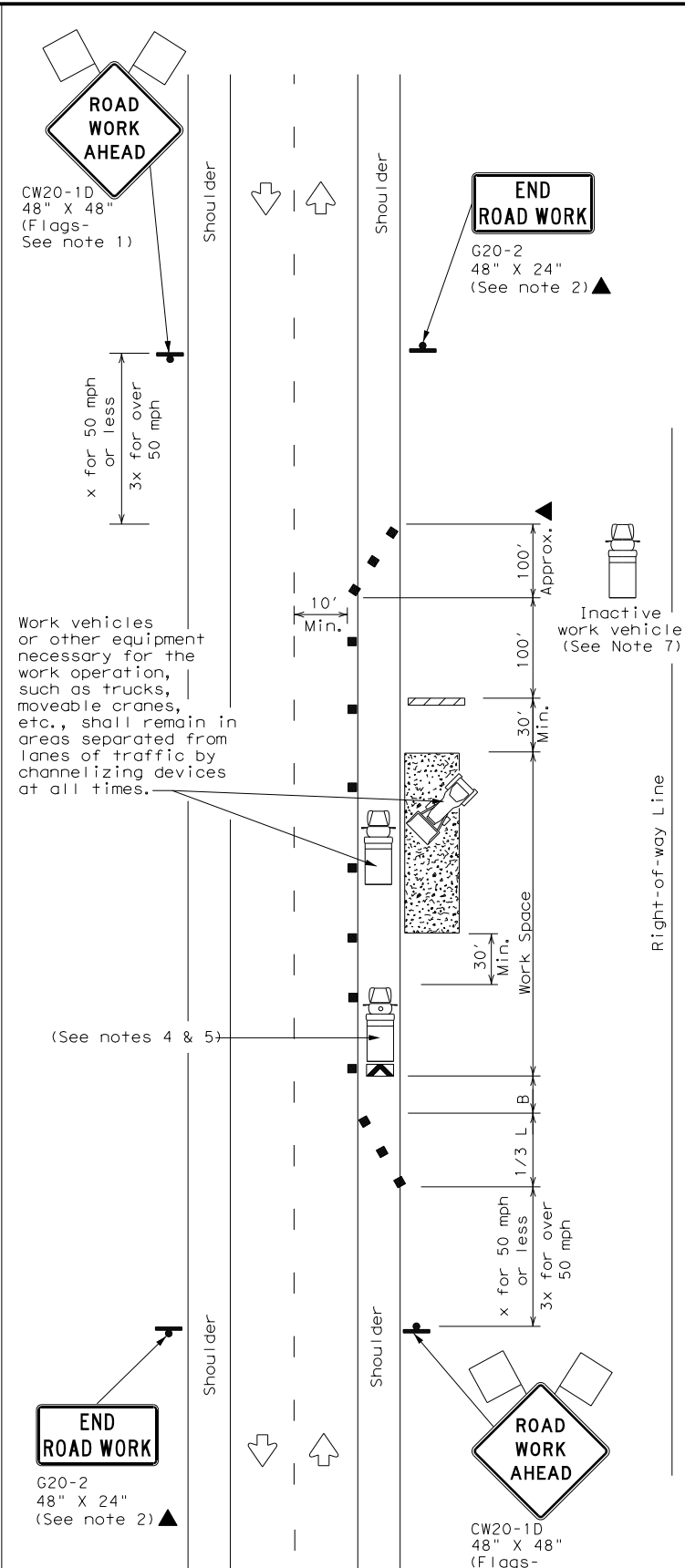
TCP (2-1a)

WORK SPACE NEAR SHOULDER  
Conventional Roads



TCP (2-1b)

WORK SPACE ON SHOULDER  
Conventional Roads



TCP (2-1c)

WORK VEHICLES ON SHOULDER  
Conventional Roads

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

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

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

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

GENERAL NOTES

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



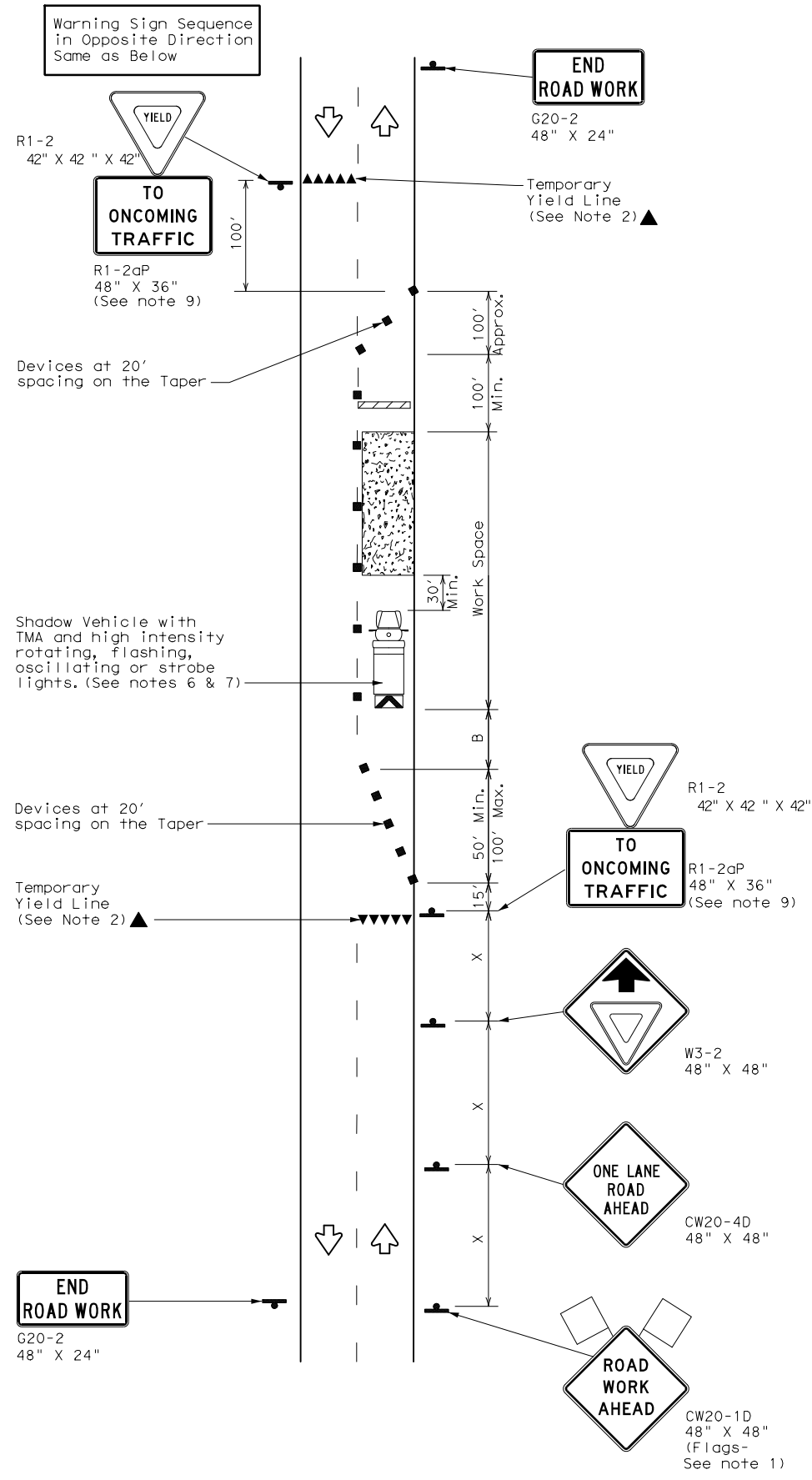
TRAFFIC CONTROL PLAN  
CONVENTIONAL ROAD  
SHOULDER WORK

TCP (2-1) - 18

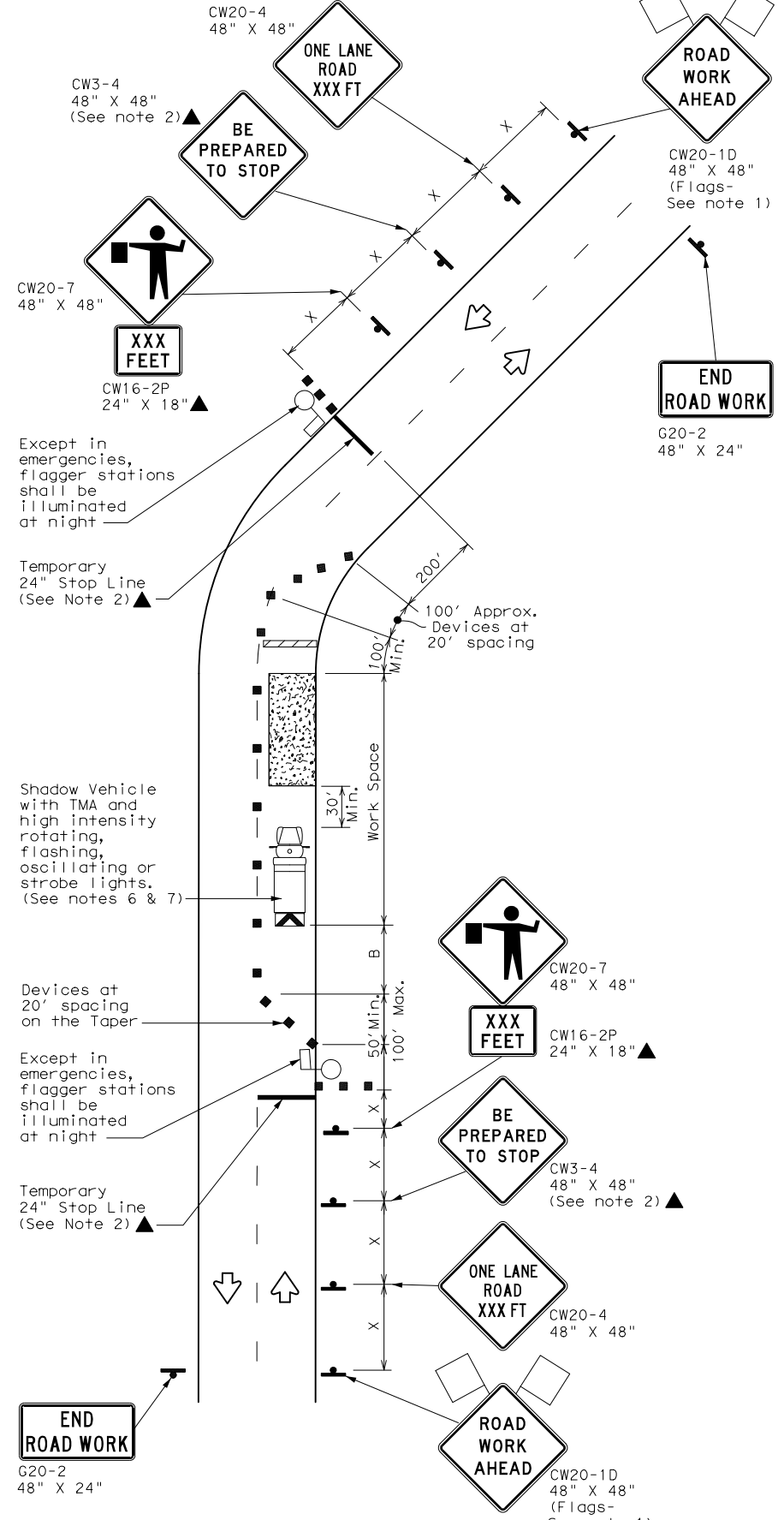
FILE: tcp2-1-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CON:	SECT:	JOB:	HIGHWAY:
REVISIONS	0913	22	058	CR
2-94 4-98	DIST:	COUNTY:	SHEET NO.	
8-95 2-12	YKM	GONZALES	28	
1-97 2-18				



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TCP (2-2a)  
2-LANE ROADWAY WITHOUT PAVED SHOULDERS  
ONE LANE TWO-WAY  
CONTROL WITH YIELD SIGNS  
(Less than 2000 ADT - See Note 9)



TCP (2-2b)  
2-LANE ROADWAY WITHOUT PAVED SHOULDERS  
ONE LANE TWO-WAY  
CONTROL WITH FLAGGERS

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	L = WS <sup>2</sup> / 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'	575'
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)

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

GENERAL NOTES

- Flags attached to signs where shown, are REQUIRED.
  - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
  - The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4 "ONE LANE ROAD XXX FT" sign, but proper sign spacing shall be maintained.
  - Flaggers should use two-way radios or other methods of communication to control traffic.
  - Length of work space should be based on the ability of flaggers to communicate.
  - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
  - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
- TCP (2-2a)
- The R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work space should be no longer than one half city block. In rural areas, roadways with less than 2000 ADT, work space should be no longer than 400 feet.
  - The R1-2aP "YIELD TO ONCOMING TRAFFIC" sign shall be placed on a support at a 7 foot minimum mounting height.
- TCP (2-2b)
- Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
  - If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain stopping sight distance to the flagger and a queue of stopped vehicles. (See table above).
  - Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.



TRAFFIC CONTROL PLAN  
ONE-LANE TWO-WAY  
TRAFFIC CONTROL

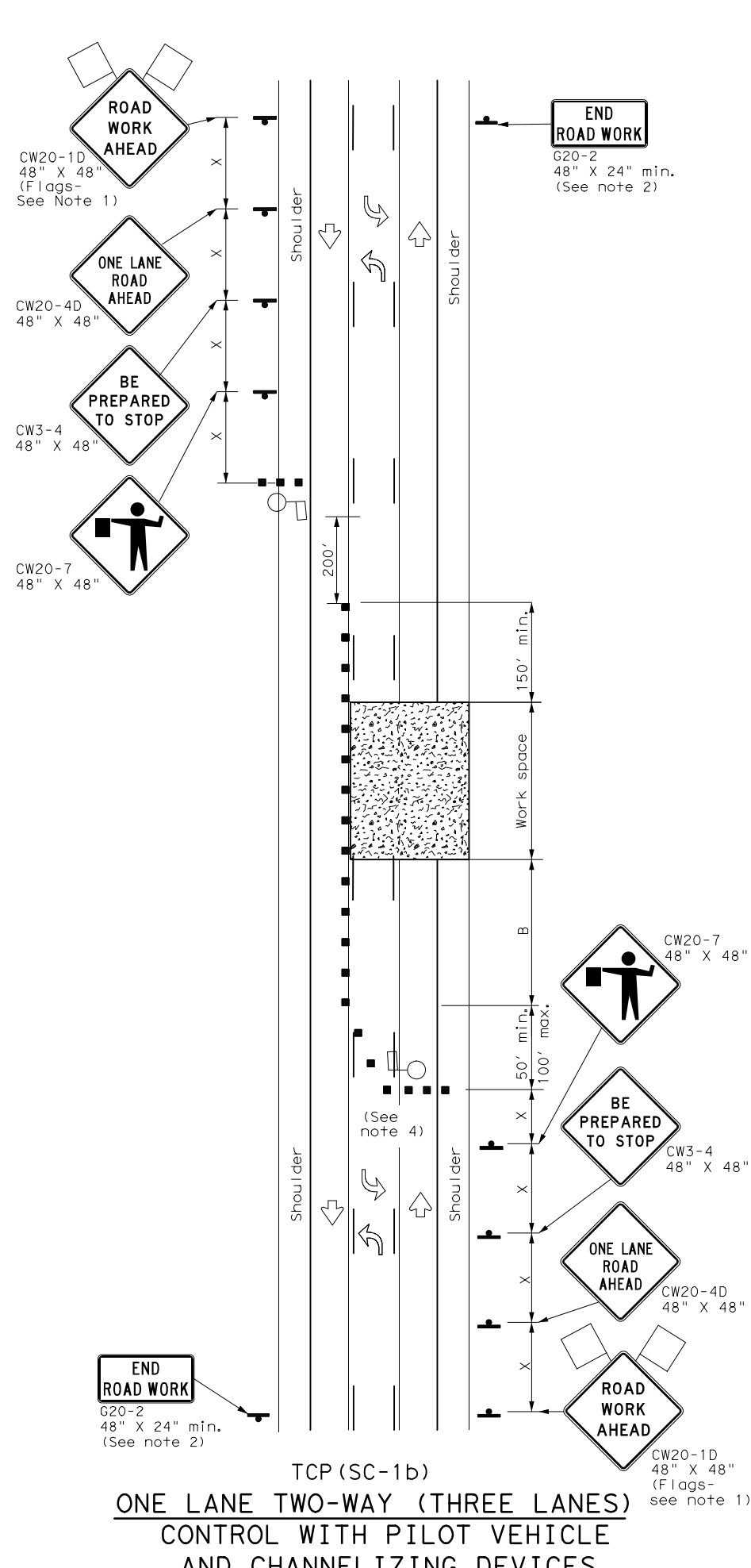
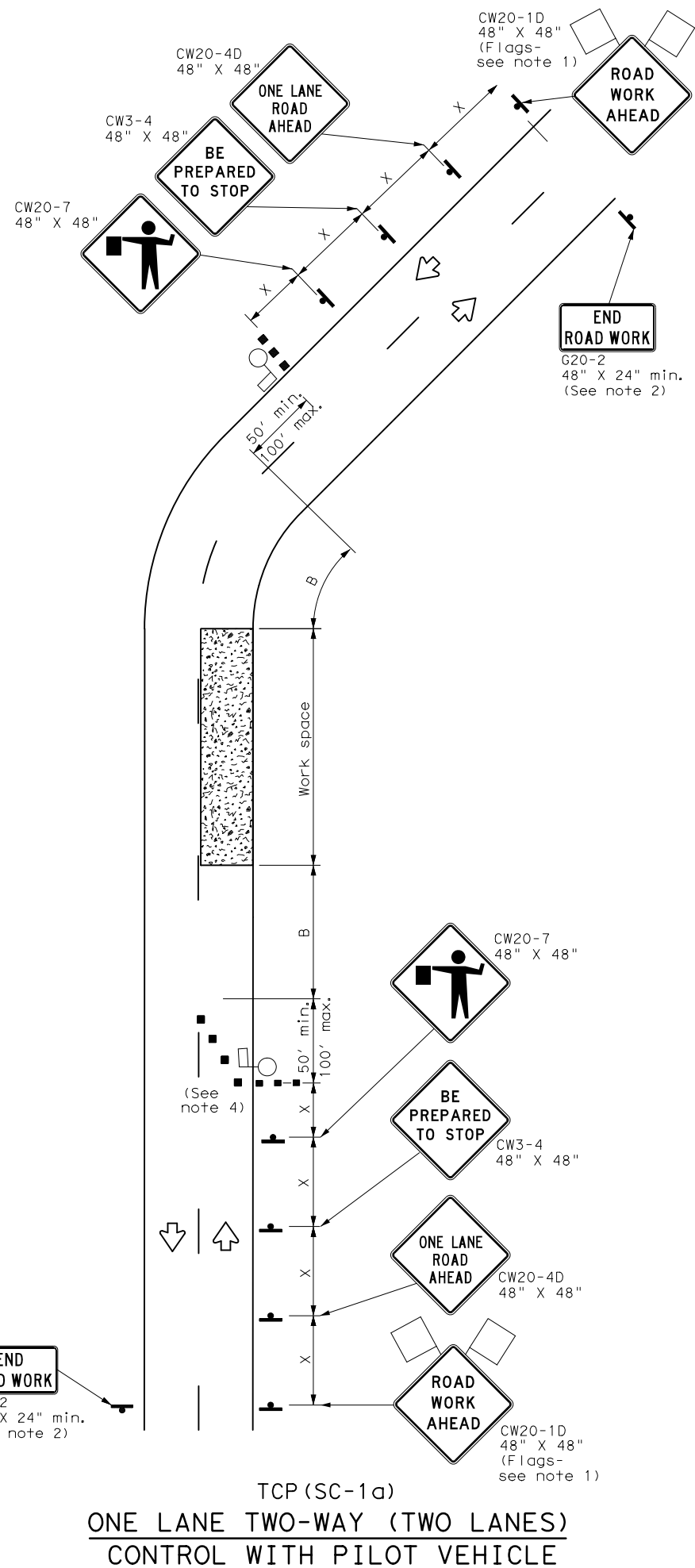
TCP (2-2) - 18

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© TxDOT December 1985	CON:	SECT:	JOB:	HIGHWAY:
REVISIONS	0913	22	058	CR
8-95 3-03	DIST:	COUNTY:	SHEET NO.	
1-97 2-12	YKM	GONZALES	29	
4-98 2-18				

DATE:  
FILE:

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DATE: FILE:



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

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing Distance "x"	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'	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)

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

**GENERAL NOTES**

- Flags attached to signs where shown are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except: if project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
- Sign spacing may be increased or an additional ROAD WORK AHEAD (CW20-1D) sign may be used if advance warning ahead of the flagger is less than 1500 feet.
- Flaggers should use two-way radios or other methods of communication at all times for traffic control coordination.
- Flaggers should use 24" STOP (CW20-8) / SLOW (CW20-8aT) paddles to control traffic. Flags should be limited to emergency situations.
- If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
- If the seal coat operation crosses intersections, traffic in these areas must be controlled. Care must be taken to prevent vehicles from crossing the asphalt before the aggregate is placed. This may require positioning additional traffic control personnel (flaggers) at the intersection.
- Temporary rumble strips are not required on seal coat operations.
- The pilot car is used to guide vehicles through traffic control zone. The pilot car shall have an identification name displayed and PILOT CAR, FOLLOW ME (G20-4) sign or message board mounted in a conspicuous position on rear.

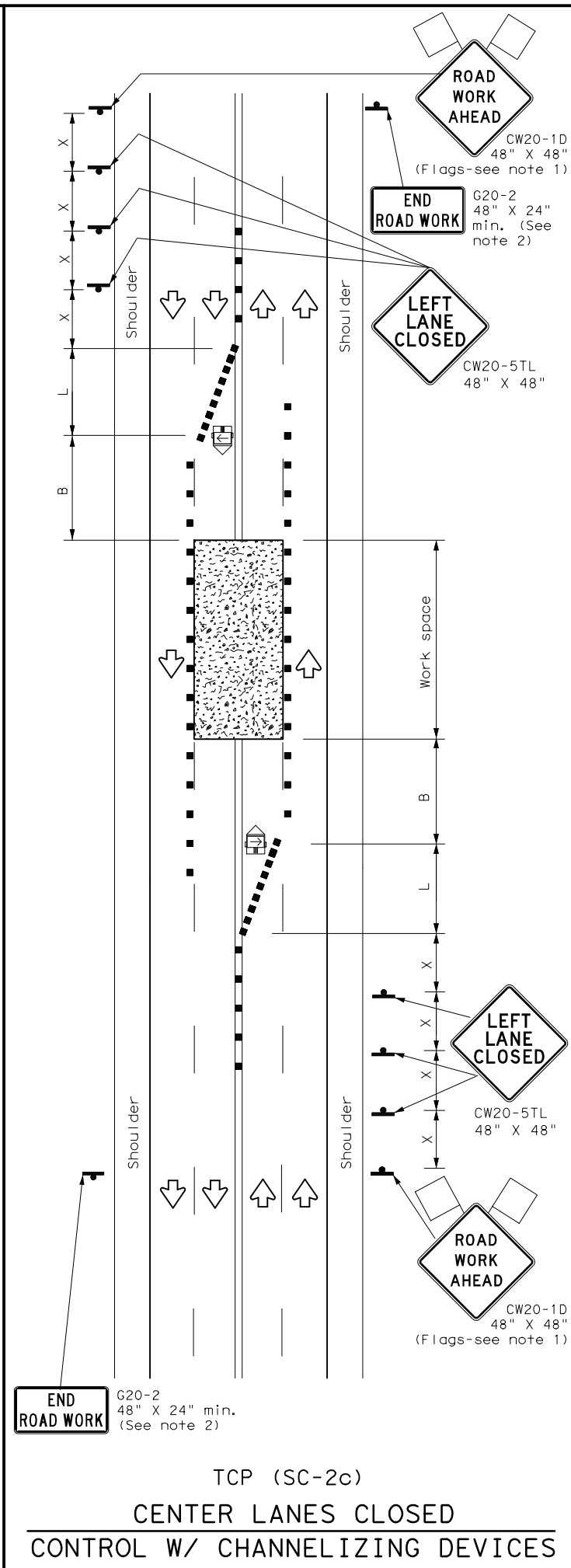
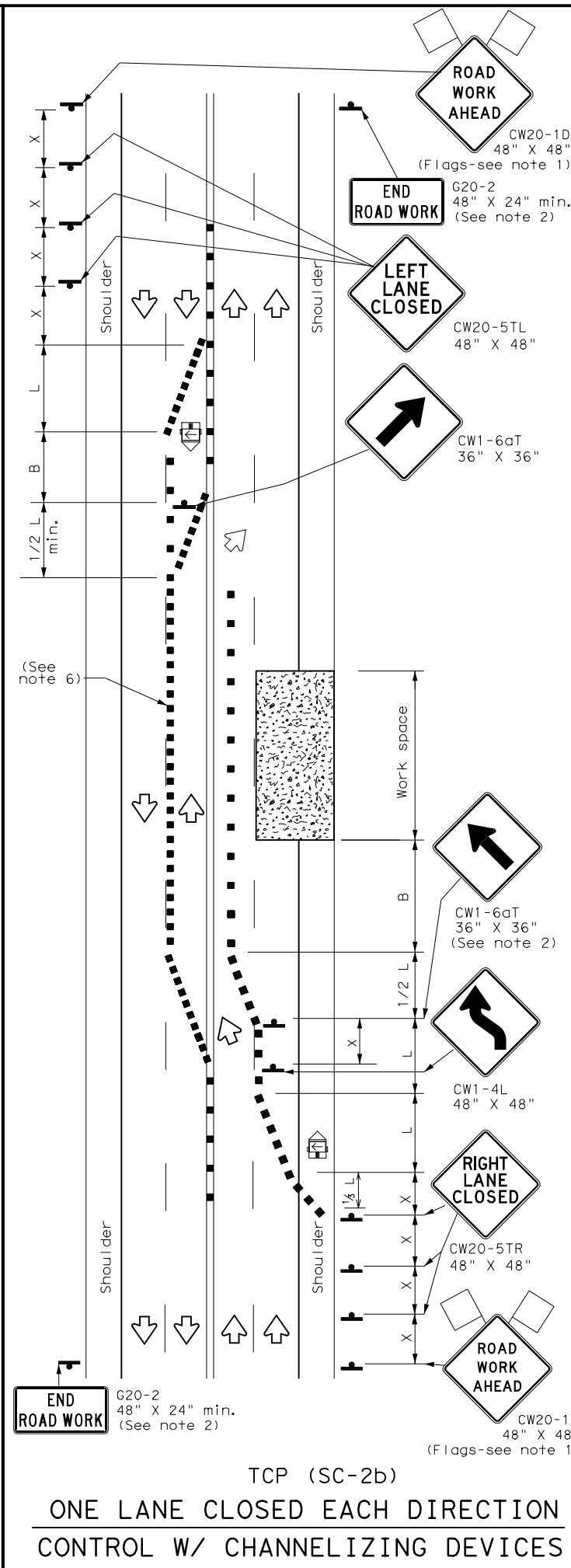
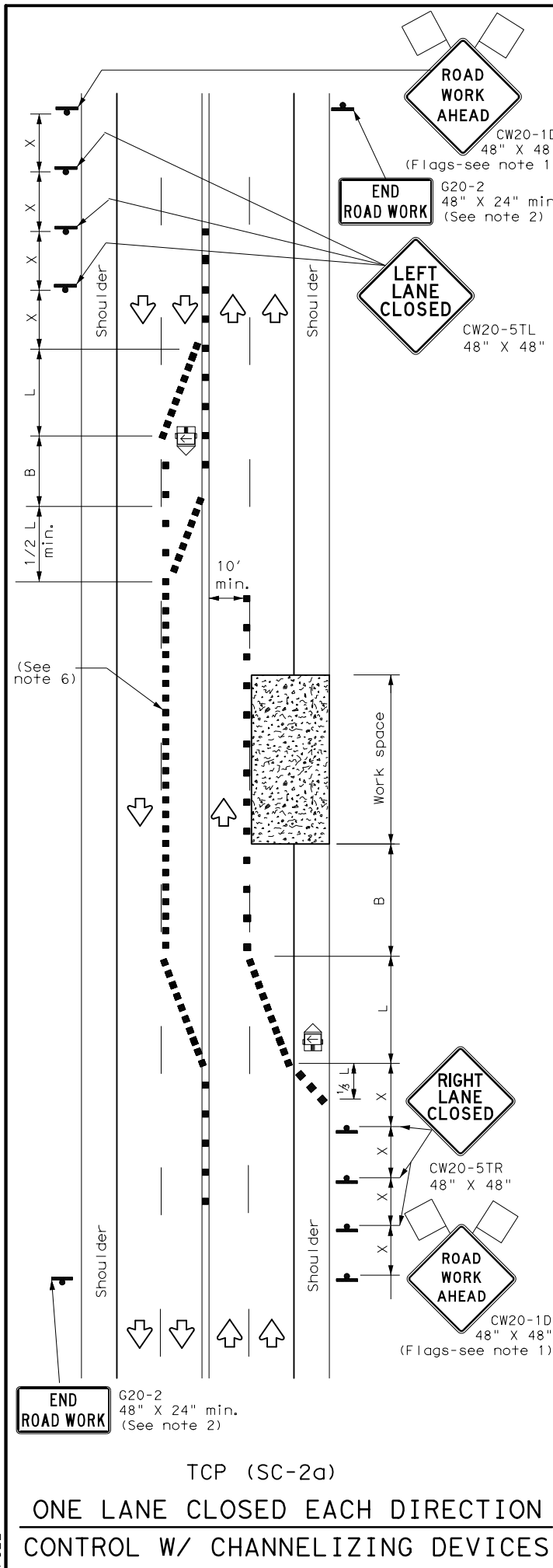
**TCP (SC-1a)**

- Channelizing devices on the centerline are not required when a pilot car is leading traffic, unless directed by the Engineer.

SHEET 1 OF 8

		Traffic Safety Division Standard	
<b>TRAFFIC CONTROL PLAN SEAL COAT OPERATIONS ONE-LANE TWO-WAY</b>			
<b>TCP (SC-1) - 22</b>			
FILE: tcpsc-1-22.dgn	DN:	CK:	DW:
© TxDOT October 2022	CON:	SECT:	JOB:
REVISIONS	0913	22	058
4-21	DIST:	COUNTY:	SHEET NO.
10-22	YKM:	GONZALES	30

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**LEGEND**

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

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

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

**TYPICAL USAGE**

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

- GENERAL NOTES**
- Flags attached to signs where shown are REQUIRED.
  - All traffic control devices illustrated are REQUIRED, except: if project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
  - The ROAD WORK AHEAD (CW20-1D) sign may be repeated if the visibility of the work zone is less than 1500 feet.
  - If the seal coat operation crosses intersections, traffic in these areas must be controlled. Care must be taken to prevent vehicles from crossing the asphalt before the aggregate is placed. This may require positioning additional traffic control personnel (flaggers) at the intersection.
  - Temporary rumble strips are not required on seal coat operations.
- TCP (SC-2a) and (SC-2b)**
- Channelizing devices which separate two-way traffic shall be spaced on tapers at:
    - 20 feet;
    - 15 feet when posted speeds are 35 mph or slower; or
    - at 1/2(S) for tangent sections.
 This tighter device spacing is intended for the areas of conflicting markings, not the entire work zone.

SHEET 2 OF 8

**Texas Department of Transportation** Traffic Safety Division Standard

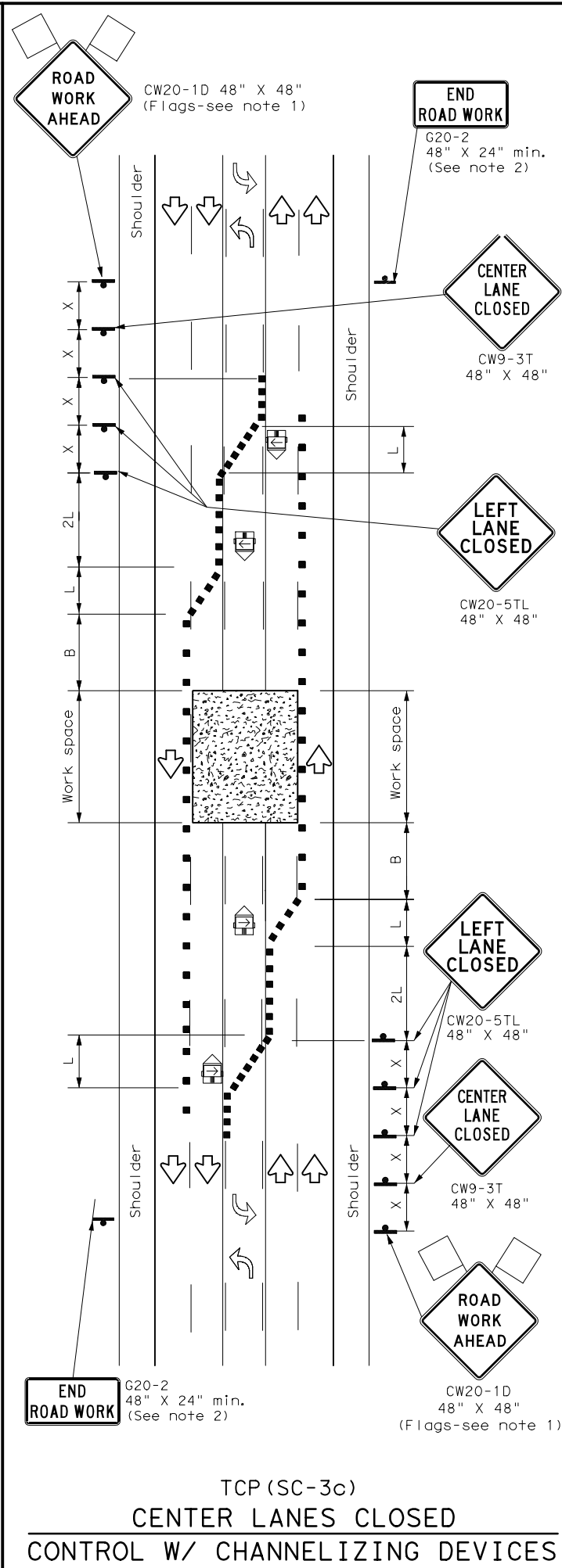
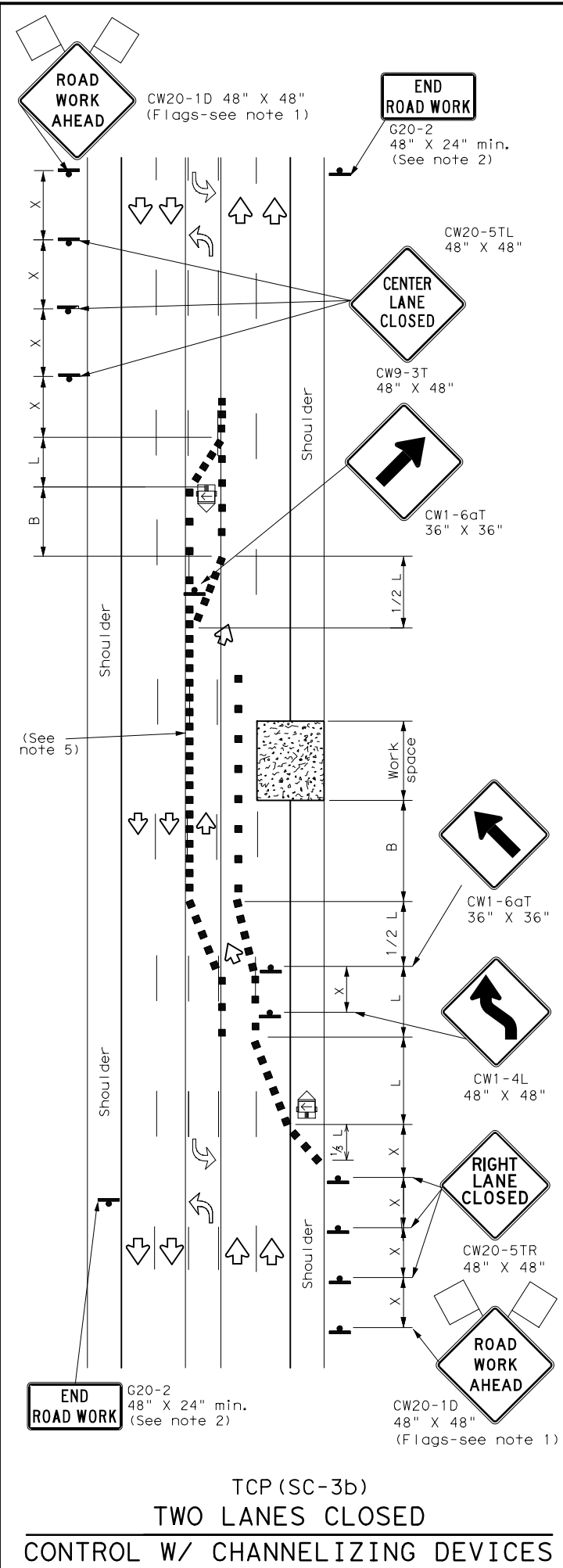
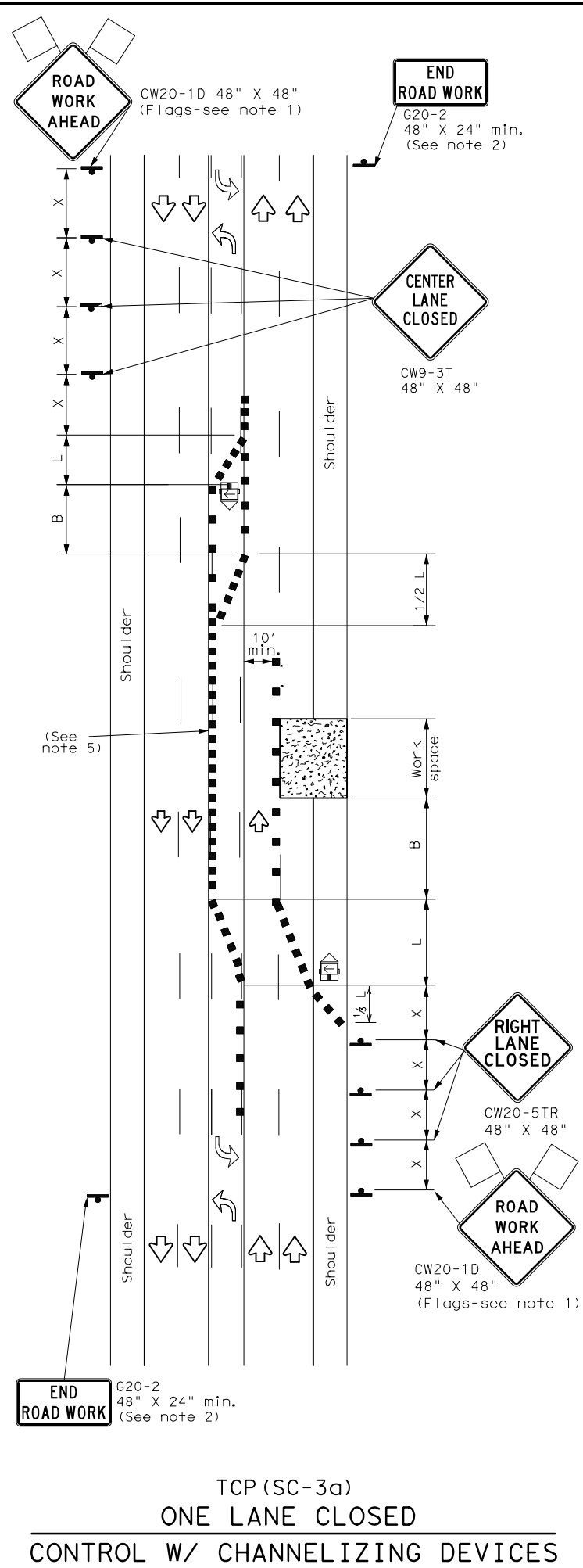
**TRAFFIC CONTROL PLAN  
SEALCOAT OPERATIONS  
MULTILANE ROADS  
(UNDIVIDED)  
TCP (SC-2) -22**

FILE: tcpsc-2-22.dgn	DN:	CK:	DW:	CK:
© TxDOT October 2022	CON:	SECT:	JOB:	HIGHWAY:
REVISIONS	0913	22	058	CR
4-21	DIST:	COUNTY:	SHEET NO.	
10-22	YKM:	GONZALES	31	

DATE:  
FILE:

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DATE: FILE:



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

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

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

GENERAL NOTES

- Flags attached to signs where shown are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except: if project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
- If the seal coat operation crosses intersections, traffic in these areas must be controlled. Care must be taken to prevent vehicles from crossing the asphalt before the aggregate is placed. This may require positioning additional traffic control personal (flaggers) at the intersection.
- Temporary rumble strips are not required on seal coat operations.

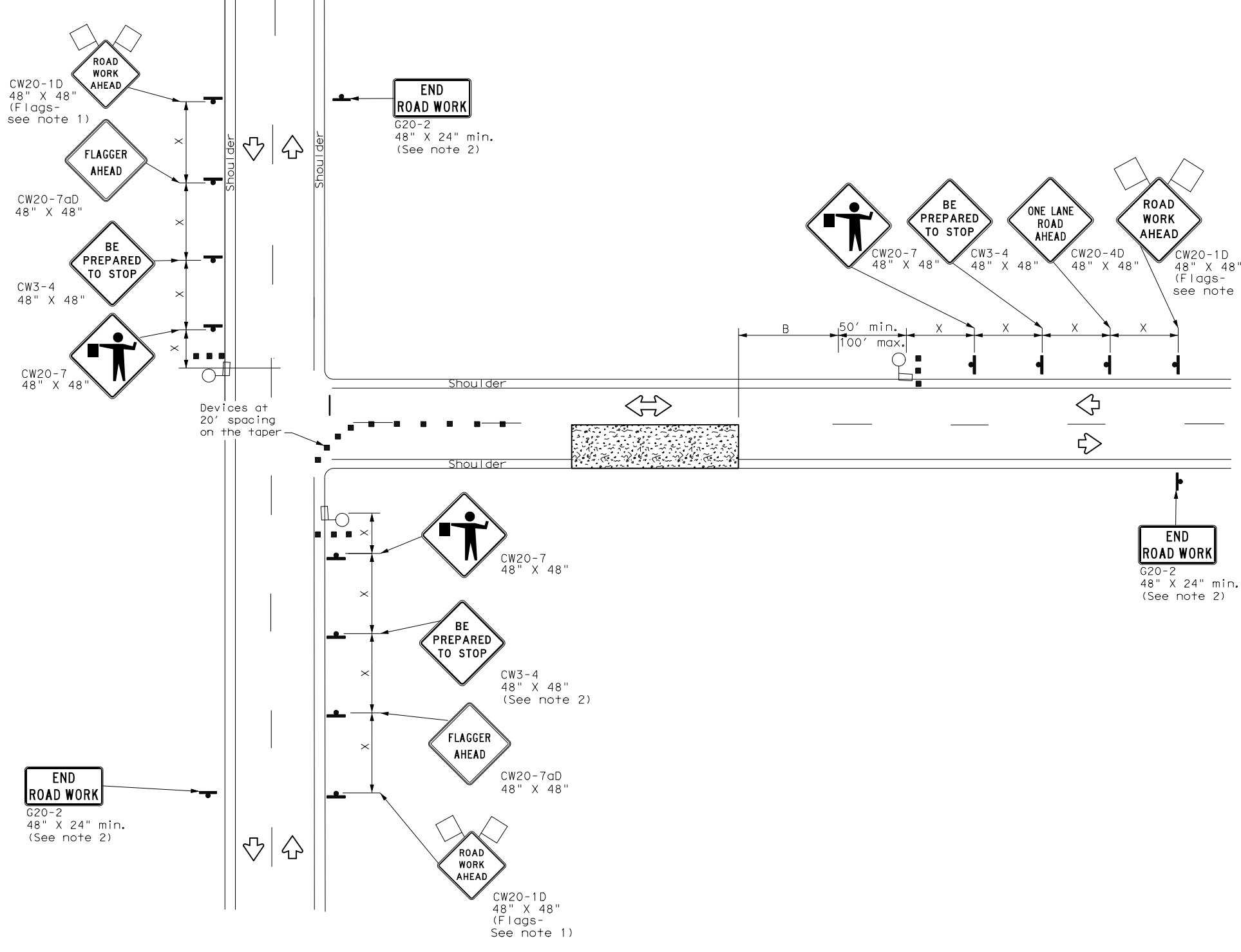
TCP (SC-3a) and (SC-3b)

- Channelizing devices which separate two-way traffic shall be spaced on tapers at:
  - 20 feet;
  - 15 feet when posted speeds are 35 mph or slower; or
  - at 1/2(S) for tangent sections.
 This tighter device spacing is intended for the areas of conflicting markings, not the entire work zone.

		Traffic Safety Division Standard	
<b>TRAFFIC CONTROL PLAN          SEAL COAT OPERATIONS          MULTILANE ROADS          (W/ CENTER LEFT TURN LANE)          TCP (SC-3) - 22</b>			
FILE: tcpsc-3-22.dgn	DN:	CK:	DW:
© TxDOT October 2022	CON: 0913	SECT: 22	JOB: 058
REVISIONS			HIGHWAY: CR
4-21		DIST: YKM	COUNTY: GONZALES
10-22			SHEET NO.: 32

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DATE: FILE:



**ONE LANE TWO-WAY (T-INTERSECTION)  
CONTROL WITH PILOT VEHICLE**

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 X	Formula	Minimum Desirable Taper Lengths X X			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing Distance "X"	Suggested Longitudinal Buffer Space "g"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'	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)

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

**GENERAL NOTES**

- Flags attached to signs where shown are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except: if project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
- Flaggers should use two-way radios or other methods of communication at all times for traffic control coordination.
- Flaggers should use 24" STOP (CW20-8) / SLOW (CW20-8aT) paddles to control traffic. Flags should be limited to emergency situations.
- If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
- Temporary rumble strips are not required on seal coat operations.
- The pilot car is used to guide vehicles through traffic control zone. The pilot car shall have an identification name displayed and PILOT CAR, FOLLOW ME (G20-4) sign or message board mounted in a conspicuous position on rear.



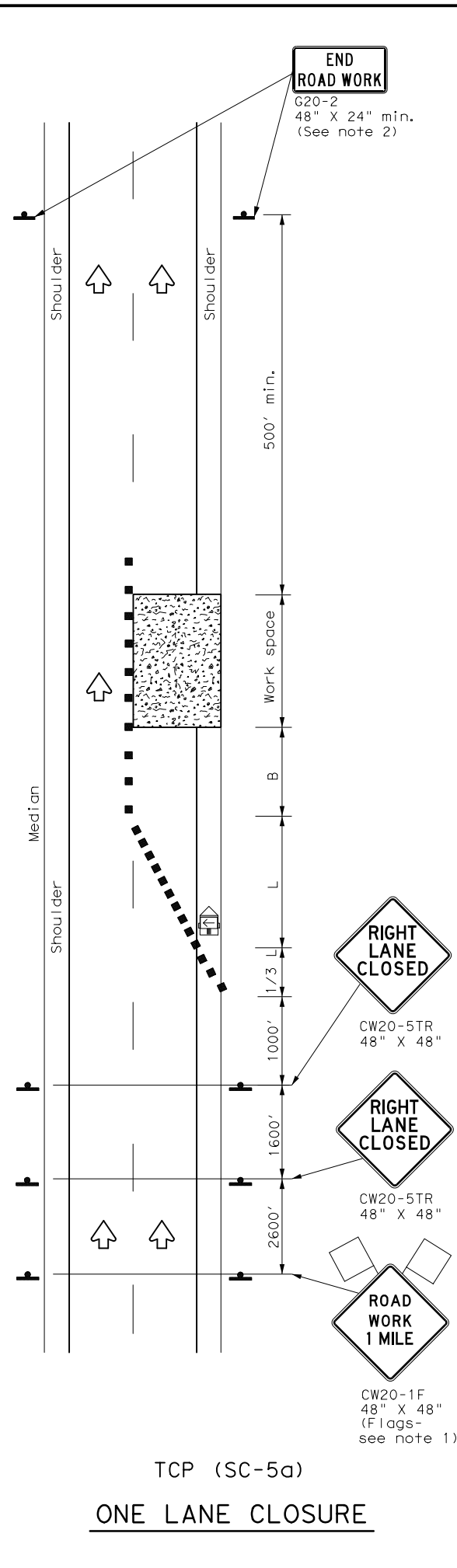
**TRAFFIC CONTROL PLAN  
SEAL COAT OPERATIONS  
NEAR INTERSECTION**

**TCP (SC-4) - 22**

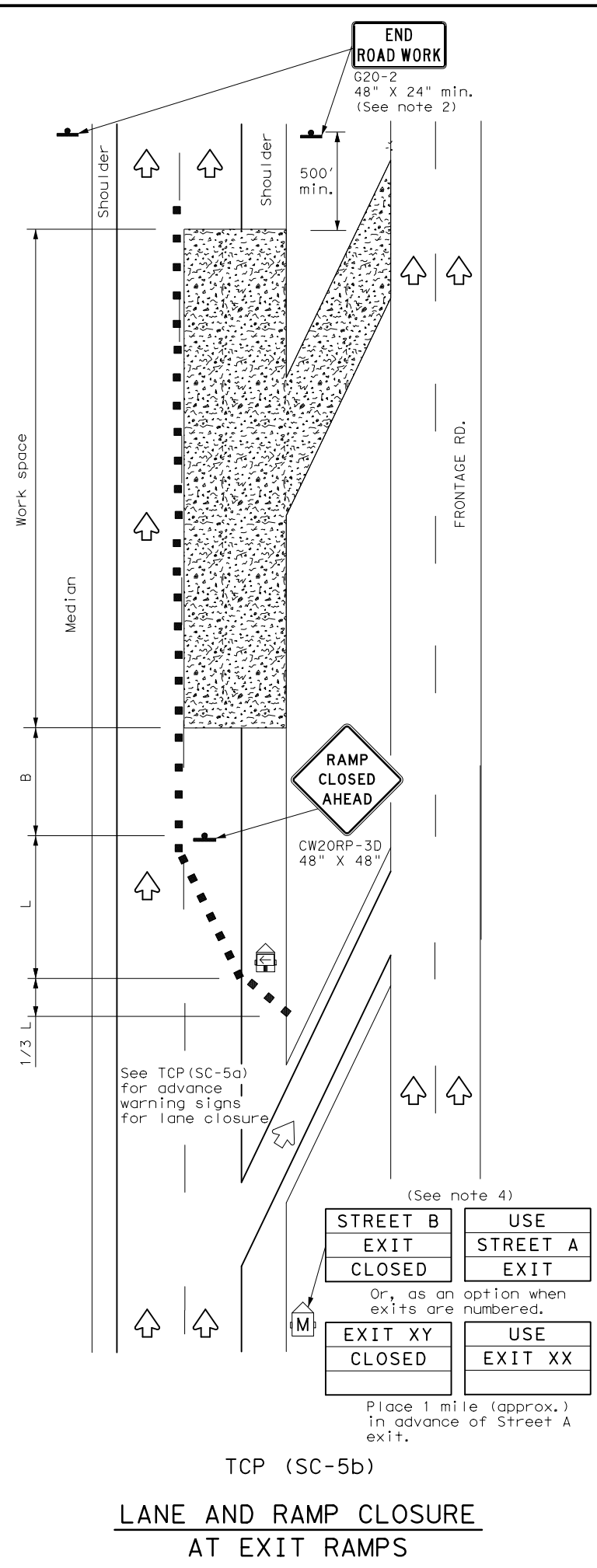
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© TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
4-21	DIST	COUNTY	SHEET NO.	
10-22	YKM	GONZALES	33	

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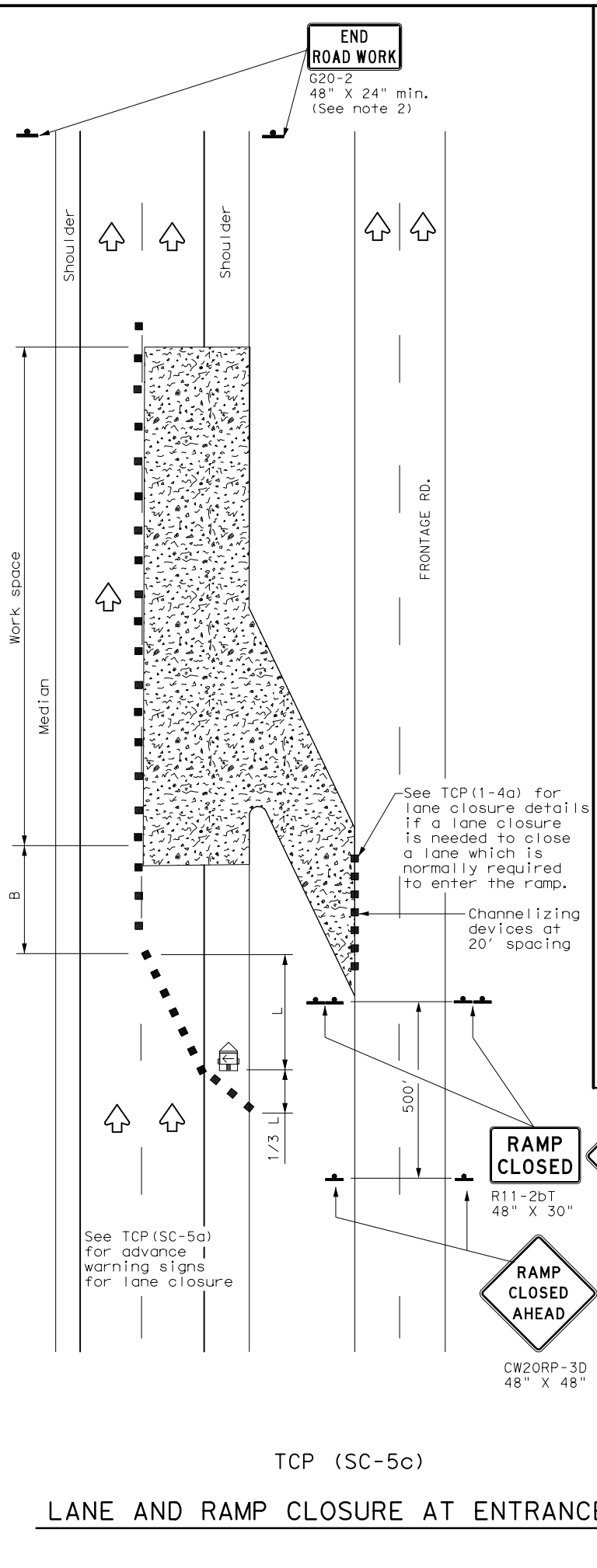
DATE: FILE:



TCP (SC-5a)  
ONE LANE CLOSURE



TCP (SC-5b)  
LANE AND RAMP CLOSURE  
AT EXIT RAMP



TCP (SC-5c)  
LANE AND RAMP CLOSURE AT ENTRANCE 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 **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing Distance "X"	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L = WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

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

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

- GENERAL NOTES**
- Flags attached to signs where shown, are REQUIRED.
  - All traffic control devices illustrated are REQUIRED, except:
    - If project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
    - USE NEXT RAMP (CW25-1T) sign is optional with approval by the Engineer.
  - Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
  - The PCMS may be omitted if: it is replaced with a RAMP CLOSED AHEAD (CW20RP-3D) sign or when a permanent Dynamic Message Sign (DMS) is available in the appropriate location to display a similar message as called for on the PCMS.
  - Temporary rumble strips are not required on seal coat operations.



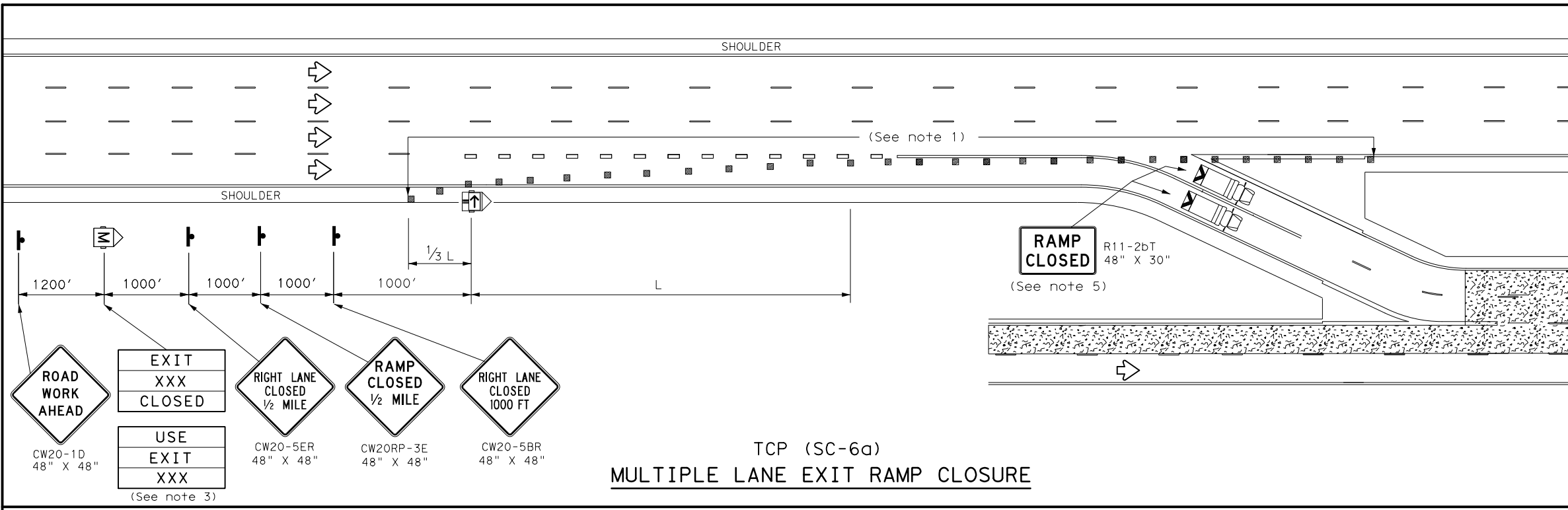
TRAFFIC CONTROL PLAN  
SEAL COAT OPERATIONS  
DIVIDED HIGHWAYS

TCP (SC-5) -22

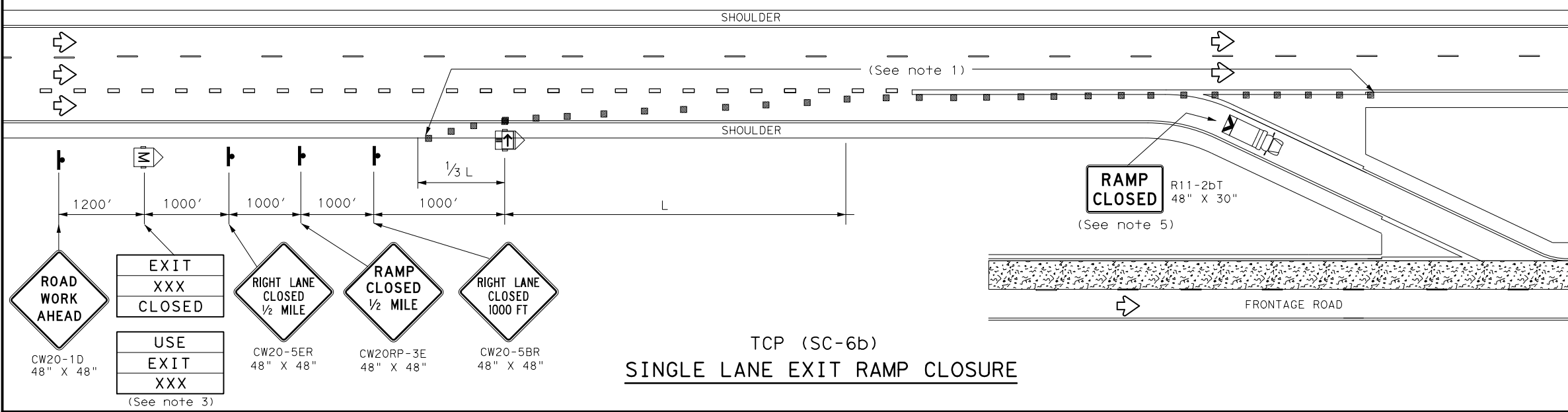
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© TxDOT October 2022	CON:	SECT:	JOB:	HIGHWAY:
REVISIONS	0913	22	058	CR
4-21	DIST:	COUNTY:	SHEET NO.	
10-22	YKM:	GONZALES	34	

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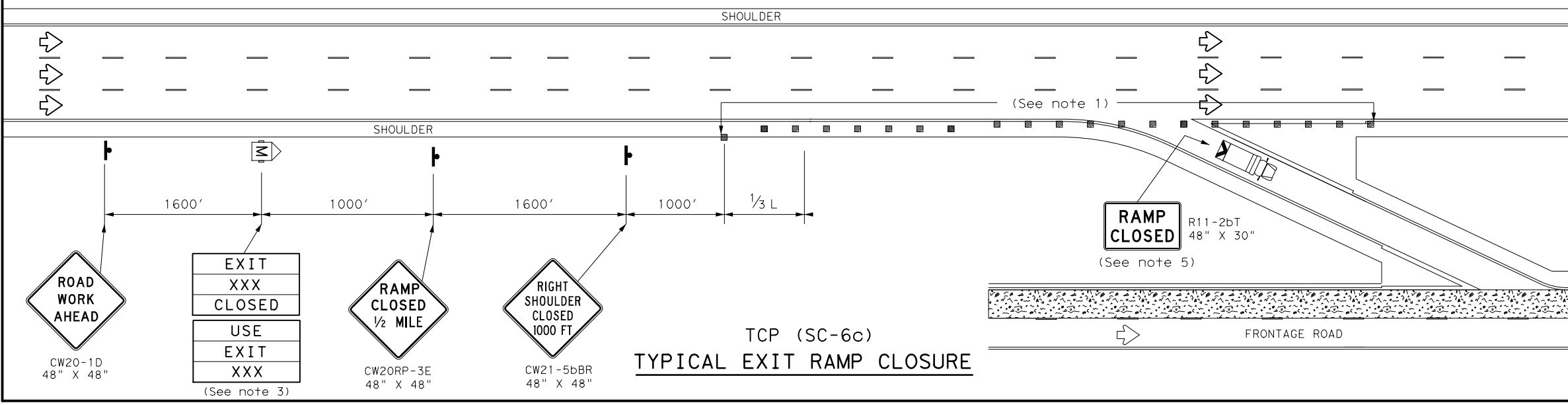
DATE: FILE:



TCP (SC-6a)  
MULTIPLE LANE EXIT RAMP CLOSURE



TCP (SC-6b)  
SINGLE LANE EXIT RAMP CLOSURE



TCP (SC-6c)  
TYPICAL EXIT RAMP CLOSURE

LEGEND			
	Type 3 Barricade		Channelizing Devices (CDs)
	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'
85		850'	935'	1020'	85'	170'	695'

\*\* 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**
- Place channelizing devices at 20' spacings. Tighter spacing allowed as necessary to address field conditions or observed driver behavior.
  - See the Standard Highway Sign Design for Texas (SHSD) for sign details.
  - The PCMS may be omitted if replaced with a RAMP CLOSED AHEAD (CW20RP-3D) sign or when a permanent Dynamic Message Sign (DMS) is available in an appropriate location to display a similar message as called for on the PCMS.
  - When it is determined that a through lane should be closed in addition to the exit ramp, refer to TCP(6-4) for traffic control details.
  - A Truck Mounted Attenuator (TMA), where shown, is REQUIRED and shall have a RAMP CLOSED (R11-2bT) sign mounted on the rear of the truck.

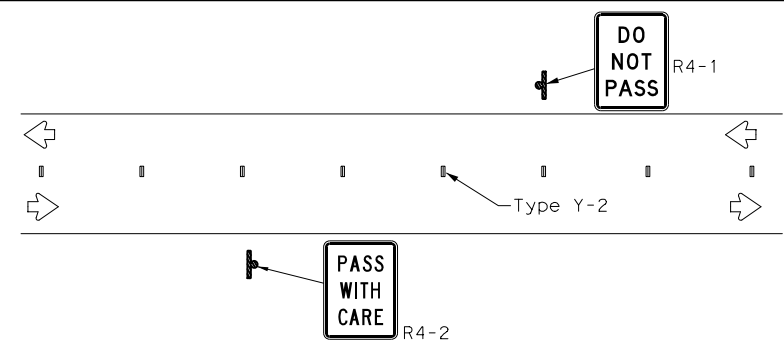
TRAFFIC CONTROL PLAN  
SEAL COAT OPERATIONS  
DIVIDED HIGHWAYS

TCP (SC-6) - 22

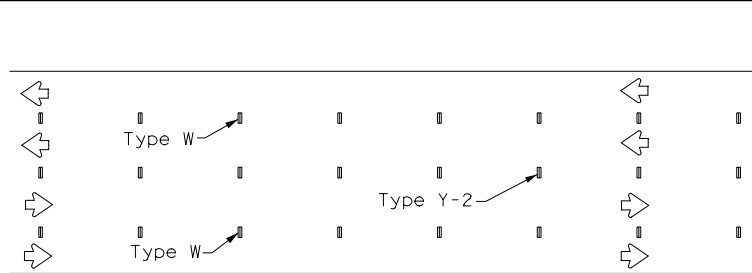
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© TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
10-22	0913	22	058	CR
	DIST	COUNTY	SHEET NO.	
	YKM	GONZALES	35	

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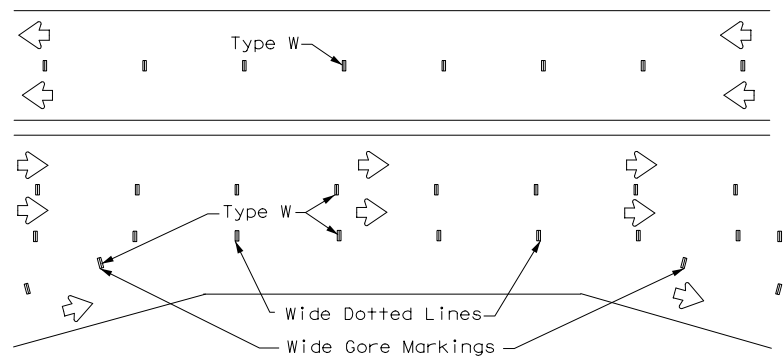
### WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS (TABS)



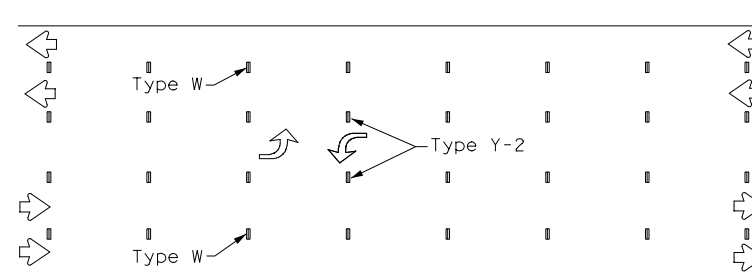
CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO LANE TWO-WAY HIGHWAYS



LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



LANE LINES FOR DIVIDED HIGHWAY

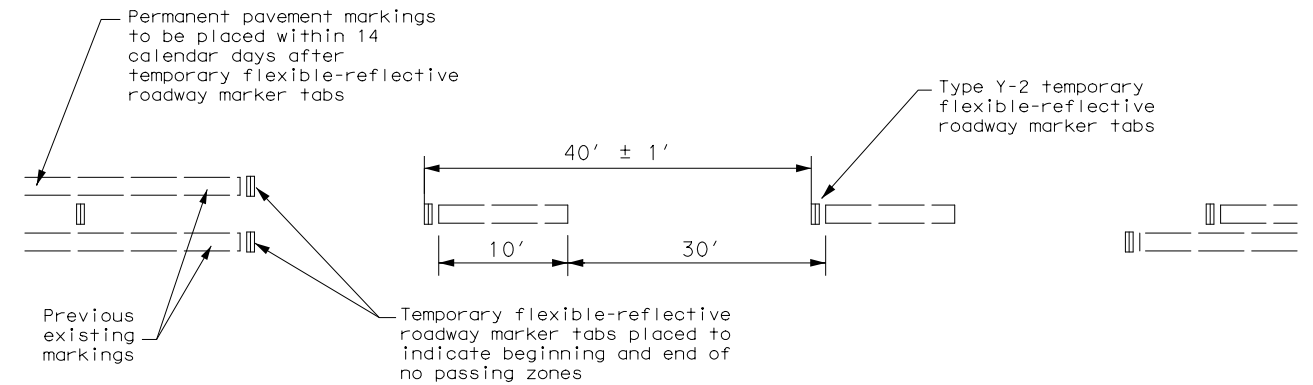


TWO-WAY LEFT TURN LANE

### WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS (TABS)

SOLID LINES	DOUBLE NO-PASSING LINE	
	SINGLE NO-PASSING LINE or CHANNELIZATION LINE	
	8" WIDE SOLID LINE	
BROKEN LINES (FOR CENTER LINE OR LANE LINE)		
WIDE DOTTED LINES (FOR LANE DROP LINES)		
WIDE GORE MARKINGS		

### TABS ON CENTERLINES OF TWO-LANE TWO-WAY ROADS



### TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS

- Temporary markings for surfacing projects shall be Temporary Flexible-Reflective Roadway Marker Tabs with protective cover unless otherwise approved by the Engineer. Tabs are to be installed to provide true alignment for striping crews or as directed by the Engineer. Tabs will be placed at the spacing indicated. Tabs should be applied to the pavement no more than two days before the surfacing is applied. After the surfacing is rolled and swept, the protective cover over the reflective strip shall be removed.
- Temporary Flexible-Reflective Roadway Marker Tabs detailed on this sheet will be designated Type Y-2 (two amber reflective surfaces with a yellow body); Type Y (one amber reflective surface with yellow body); and Type W (one white or silver reflective surface with white body). Additional details may be found on BC(11).
- Temporary Flexible-Reflective Roadway Marker Tabs will require normal maintenance replacement when used on roadways with an Average Daily Traffic (ADT) per lane of up to 7500 vehicles with no more than 10% truck mix. When roadway volumes exceed these values, additional maintenance replacement of these devices should be planned for.
- When dry, tabs shall be visible for a minimum distance of 200 feet during normal daylight hours and when illuminated by automobile low-beam head light at night, unless sight distance is restricted by roadway geometrics.
- No two consecutive tabs nor four tabs per 1000 feet of line shall be missing or fail to meet the visual performance requirements of Note 4.
- Tabs shall meet requirements of Departmental Material Specification DMS-8242.
- Tabs shall NOT be used to simulate edge lines.

### NOTES:

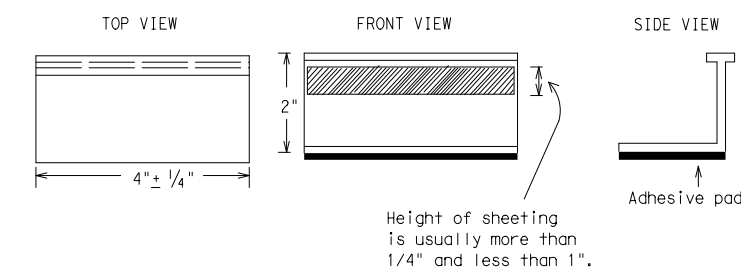
- The Contractor will be responsible for maintaining short term pavement markings until permanent pavement markings are in place. When the Contractor is responsible for placement of permanent pavement markings, no segment of roadway shall remain without permanent pavement markings for a period greater than 14 calendar days unless weather conditions prohibit placement. Permanent pavement markings shall be placed as soon as weather permits.
- For exit gores where a lane is being dropped, place wide gore markings or retroreflective channelizing devices to guide motorist through the exit. If channelizing devices are to be used it should be noted elsewhere in the plans. One piece cones are NOT acceptable.
- Dimensions indicated on this sheet are typical and approximate. Variations in size and height may occur between markers or devices made by manufacturers, by as much as 1/4 inch, unless otherwise noted.

### DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS) & MATERIAL PRODUCER LISTS (MPL)

- DMSs referenced above may be found along with embedded links to their respective MPLs at the following website: <http://www.txdot.gov>

SHEET 7 OF 8

### TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS



### TEMPORARY PAVEMENT MARKINGS FOR SEAL COAT OPERATIONS

### TCP (SC-7) -22

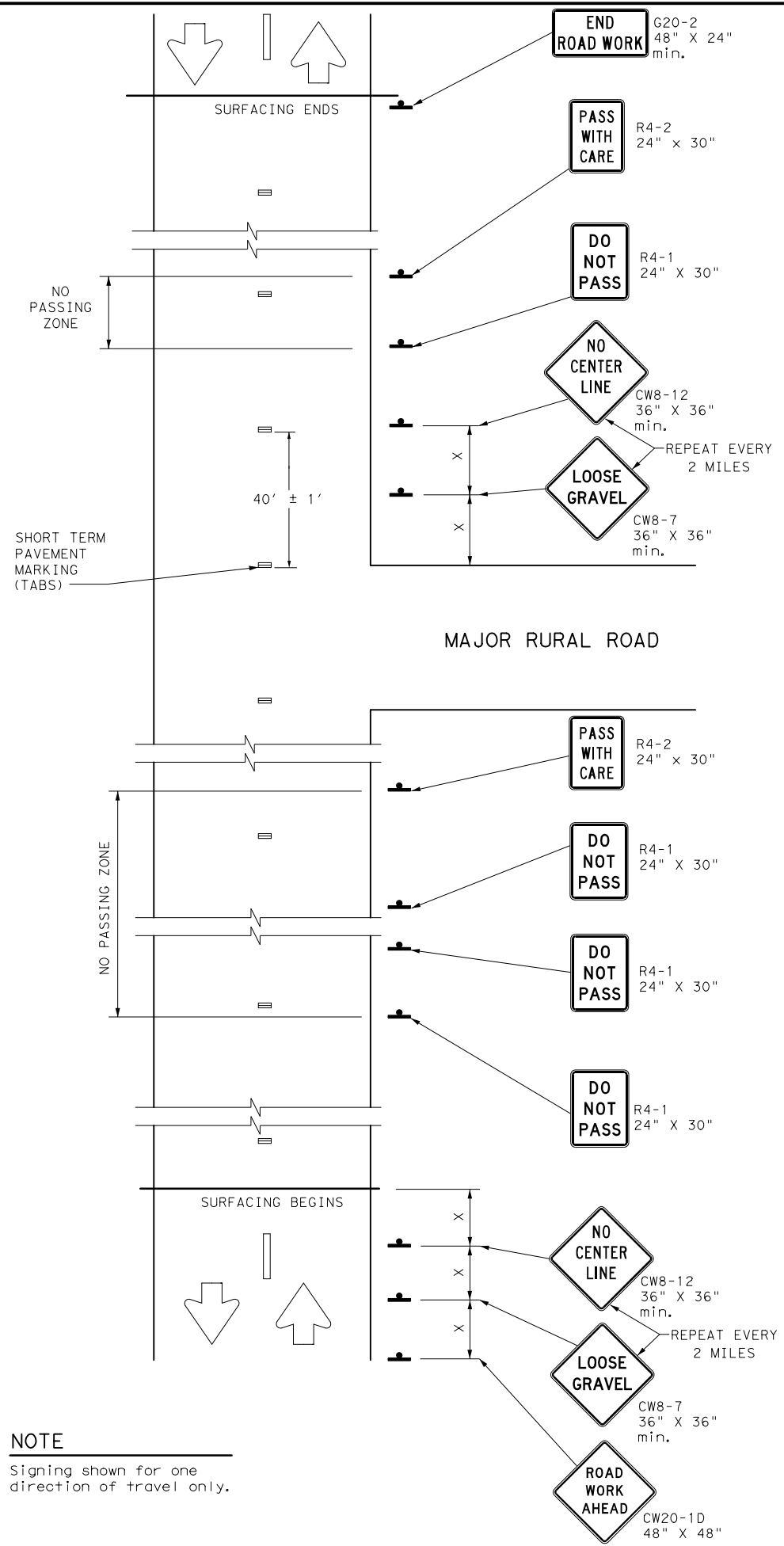
FILE:	tcp-sc-7-22.dgn	DN:	TxDOT	CK:	TxDOT	DW:	TxDOT	CK:	TxDOT
© TxDOT	October 2022	CONT	0913	SECT	22	JOB	058	HIGHWAY	CR
REVISIONS		DIST	YKM	COUNTY	GONZALES	SHEET NO.	36		

DATE:  
FILE:



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

DATE: FILE:



**NOTE**  
 Signing shown for one direction of travel only.

**NO PASSING ZONES ON TWO-LANE TWO-WAY ROADS**

**DO NOT PASS (R4-1) SIGN and NO-PASSING ZONES**

- A. Prior to the beginning of construction, all currently striped no-passing zones shall be signed with the DO NOT PASS (R4-1) signs and PASS WITH CARE (R4-2) signs placed at the beginning and end of each zone for each direction of travel, except as otherwise provided herein. Signs marking these individual no-passing zones need not be covered prior to construction if the signs supplement the existing pavement markings.
- B. At the discretion of the Engineer, in areas of numerous no-passing zones, several zones may be combined as a single zone. If passing is to be prohibited over one or more lengthy sections, a DO NOT PASS sign and a NEXT XX MILES (R20-1TP) plaque may be used at the beginning of such zones. The DO NOT PASS sign and the NEXT XX MILES plaque should be repeated every mile to the end of the no-passing zone. In areas where there is a considerable distance between no-passing zones, the end of the no-passing zone may be signed with a PASS WITH CARE sign and a NEXT XX MILES plaque.
- C. Depending on traffic volumes and length of sections, it may be desirable to prohibit passing throughout the project to prevent damage to windshields and lights. The DO NOT PASS sign and NEXT XX MILES plaque should be used and repeated as often as necessary for this purpose. Where several existing zones are to be combined into one individual no-passing zone, the sign at the beginning of the zone should be covered until the surfacing operation has passed this location so as not to have the DO NOT PASS sign conflict with the existing pavement markings. Also, unless one day of operation completes the entire length of such combined zones, appropriate DO NOT PASS and PASS WITH CARE signs should be placed at the beginning and end of the no-passing zones where the surfacing operation has stopped for the day.
- D. DO NOT PASS and PASS WITH CARE signs are to remain in place until permanent pavement markings are installed.

**NO CENTER LINE (CW8-12) SIGN**

- A. Center line markings are yellow pavement markings that delineate the separation between lanes that have opposite directions of travel on a roadway. Divided highways do not typically have center line markings.
- B. At the time construction activity obliterates the existing center line markings (low volume roads may not have an existing center line), a NO CENTER LINE (CW8-12) sign should be erected at the beginning of the work area, at approximately two mile intervals within the work area, beyond major intersections, and other locations deemed necessary by the Engineer.
- C. The NO CENTER LINE signs are to remain in place until permanent pavement markings are installed.

**LOOSE GRAVEL (CW8-7) SIGN**

- A. When construction begins, a LOOSE GRAVEL (CW8-7) sign should be erected at each end of the work area and repeated at intervals of approximately two miles in rural areas and closer in urban areas.
- B. The LOOSE GRAVEL signs are to remain in place until the condition no longer exists.

**COORDINATION OF SIGN LOCATIONS**

- A. The location of warning signs at the beginning and end of a work area are to be coordinated with other signing typically shown on the Barricade and Construction Standards for project limits to ensure adequate sign spacing.
- B. Where possible, the ROAD WORK AHEAD (CW20-1D), LOOSE GRAVEL (CW8-7), and NO CENTER LINE (CW8-12) signs should be placed:
  - a.) In the sequence shown following the OBEY WARNING SIGNS STATE LAW (R20-3T) sign and the TRAFFIC FINES DOUBLE (R20-5T) sign; and
  - b.) One "X" sign spacing prior to the CONTRACTOR (G20-6T) sign typically located at or near the limits of surfacing.
 LOOSE GRAVEL and NO CENTER LINE sign placements will then be repeated as described above.

Posted Speed *	Minimum Sign Spacing Distance "X"
30	120'
35	160'
40	240'
45	320'
50	400'
55	500'
60	600'
65	700'
70	800'
75	900'

\* Conventional Roads Only

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

**GENERAL NOTES**

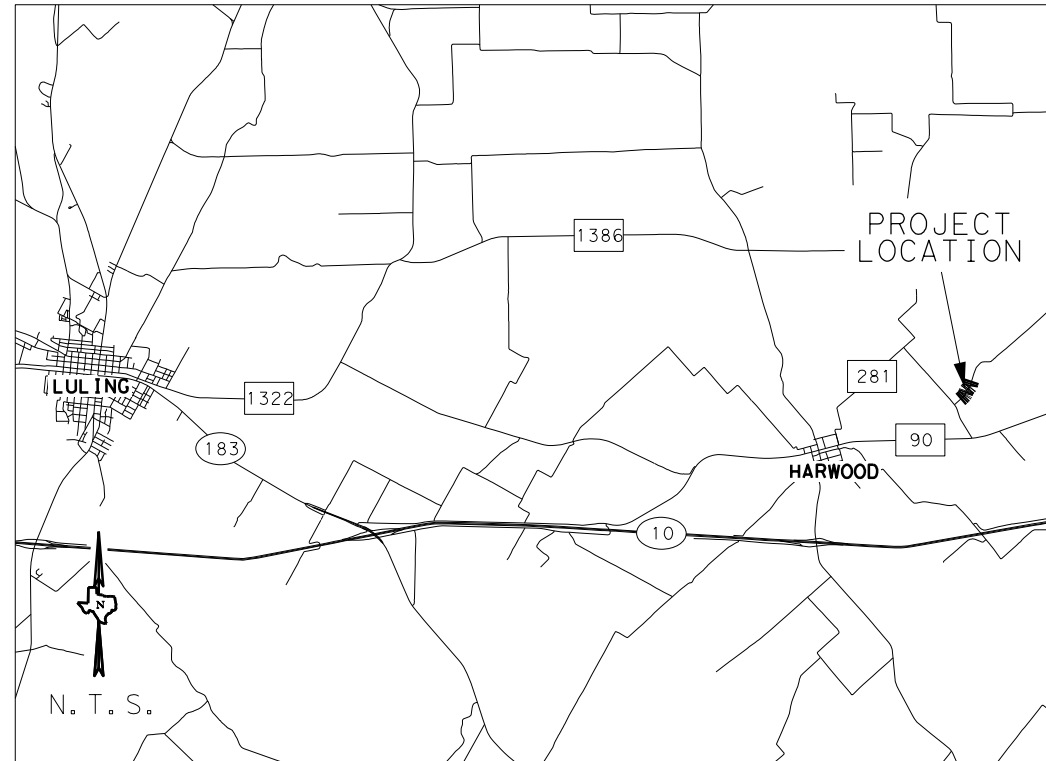
1. Surfacing operations that cover or obliterate existing pavement markings must first have the passing zones clearly marked with tabs as well as having any of the traffic control devices detailed on this sheet furnished and erected as directed by the Engineer.
2. The devices shown on this sheet are to be used to supplement those required by the BC Standards or others required elsewhere in the plans.
3. Signs shall be erected as detailed on the BC Standards or the Compliant Work Zone Traffic Control Devices List (CWZTCD) on supports approved for Short Duration / Short Term Stationary Work Zone Sign Supports.
4. When surfacing operations take place on divided highways, freeways or expressways, the size of diamond shaped construction warning signs shall be 48" x 48".
5. Signs on divided highways, freeways and expressways should be placed on both right and left sides of the roadway based on roadway conditions as directed by the Engineer.

SHEET 8 OF 8



**TRAFFIC CONTROL DETAILS FOR SEAL COAT OPERATIONS**  
**TCP (SC-8) -22**

FILE: tcpsc-8-22.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
4-21	DIST	COUNTY	SHEET NO.	
10-22	YKM	GONZALES	37	



LOCATION MAP

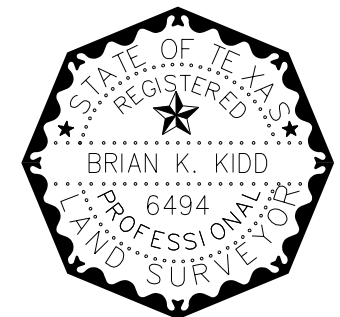
NOTES:  
 HORIZONTAL COORDINATES SHOWN ARE IN U.S. SURVEY FEET, AND ARE BASED UPON THE TEXAS COORDINATE SYSTEM OF NAD '83 (HARN '93) TEXAS SOUTH CENTRAL ZONE 4204, WITH A SURFACE ADJUSTMENT FACTOR OF 1.00013. VALUES WERE DERIVED UTILIZING THE TXDOT STATE VIRTUAL REFERENCE STATION NETWORK IN MAY, 2023.

ELEVATIONS ARE BASED UPON NAVD '88 DATUM (GEOID 2018) DERIVED FROM UTILIZING THE TXDOT STATE VIRTUAL REFERENCE STATION NETWORK IN MAY, 2023.

**LEGEND**

△ 5/8" IRON ROD W/ RED PLASTIC CAP SET "CP&Y TRAV. POINT"

THE CONTROL POINTS SHOWN HEREIN WERE DETERMINED BY A SURVEY MADE ON THE GROUND UNDER MY SUPERVISION.

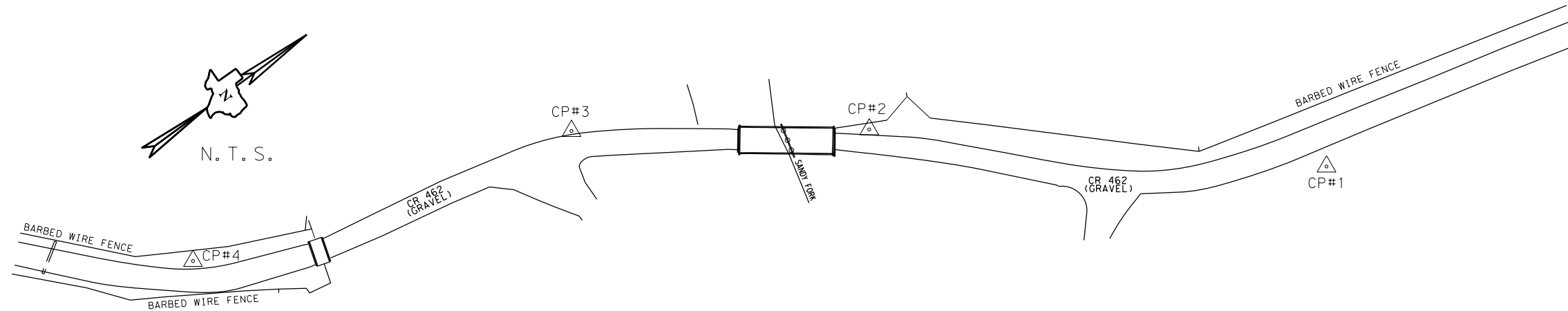


*Brian Kidd*

BRIAN K. KIDD  
 RPLS NO. 6494

5/21/2024  
 DATE

NO.	REVISION	BY	DATE



CONTROL POINT	SURFACE COORDINATES		NAVD 88 ELEVATION	GRID COORDINATES		DESCRIPTION
	NORTHING	EASTING		NORTHING	EASTING	
CP#1	13,798,823.785	2,453,548.269	379.770	13,797,030.171	2,453,229.349	5/8-IR W/ RED CAP STAMPED "CP&Y TRAV. POINT"
CP#2	13,798,601.798	2,453,356.432	378.077	13,796,808.213	2,453,037.537	5/8-IR W/ RED CAP STAMPED "CP&Y TRAV. POINT"
CP#3	13,798,447.527	2,453,244.832	376.981	13,796,653.962	2,452,925.952	5/8-IR W/ RED CAP STAMPED "CP&Y TRAV. POINT"
CP#4	13,798,203.153	2,453,169.008	379.436	13,796,409.620	2,452,850.137	5/8-IR W/ RED CAP STAMPED "CP&Y TRAV. POINT"

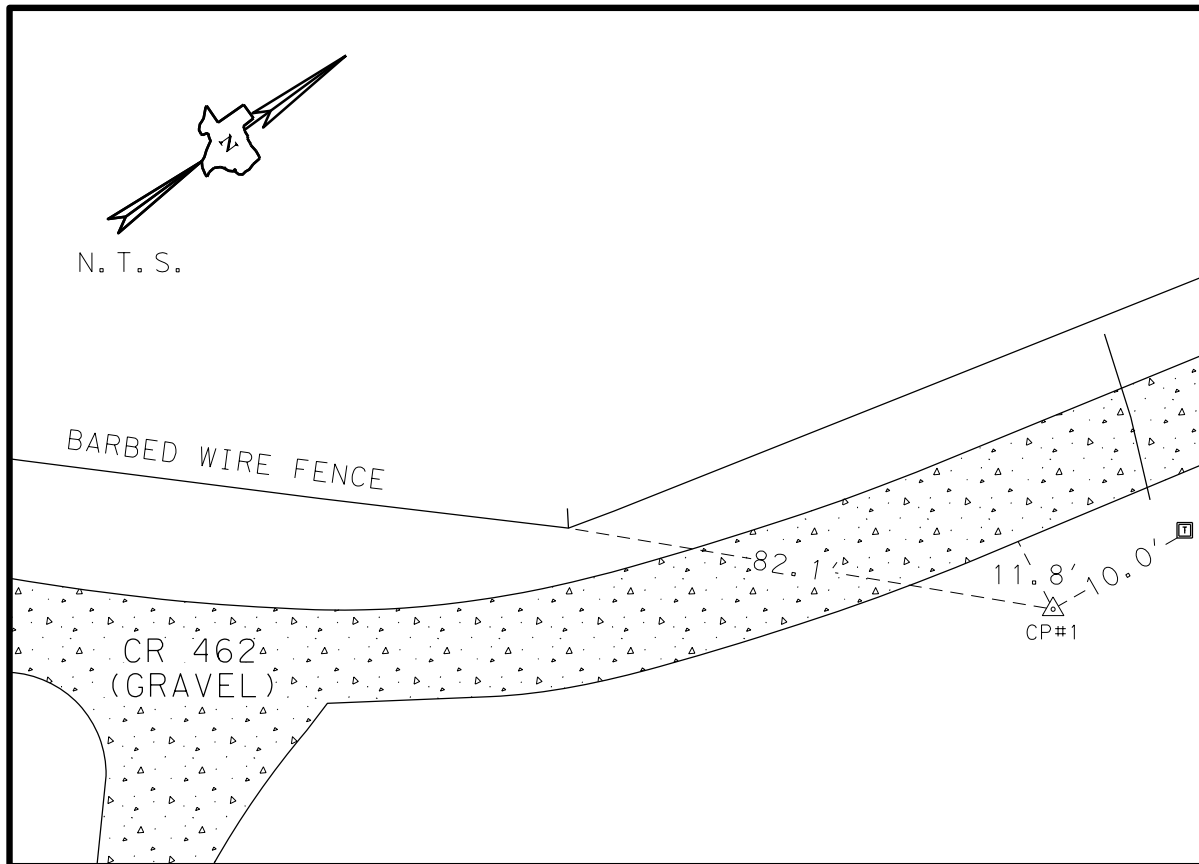


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**HORIZONTAL AND VERTICAL CONTROL INDEX SHEET**

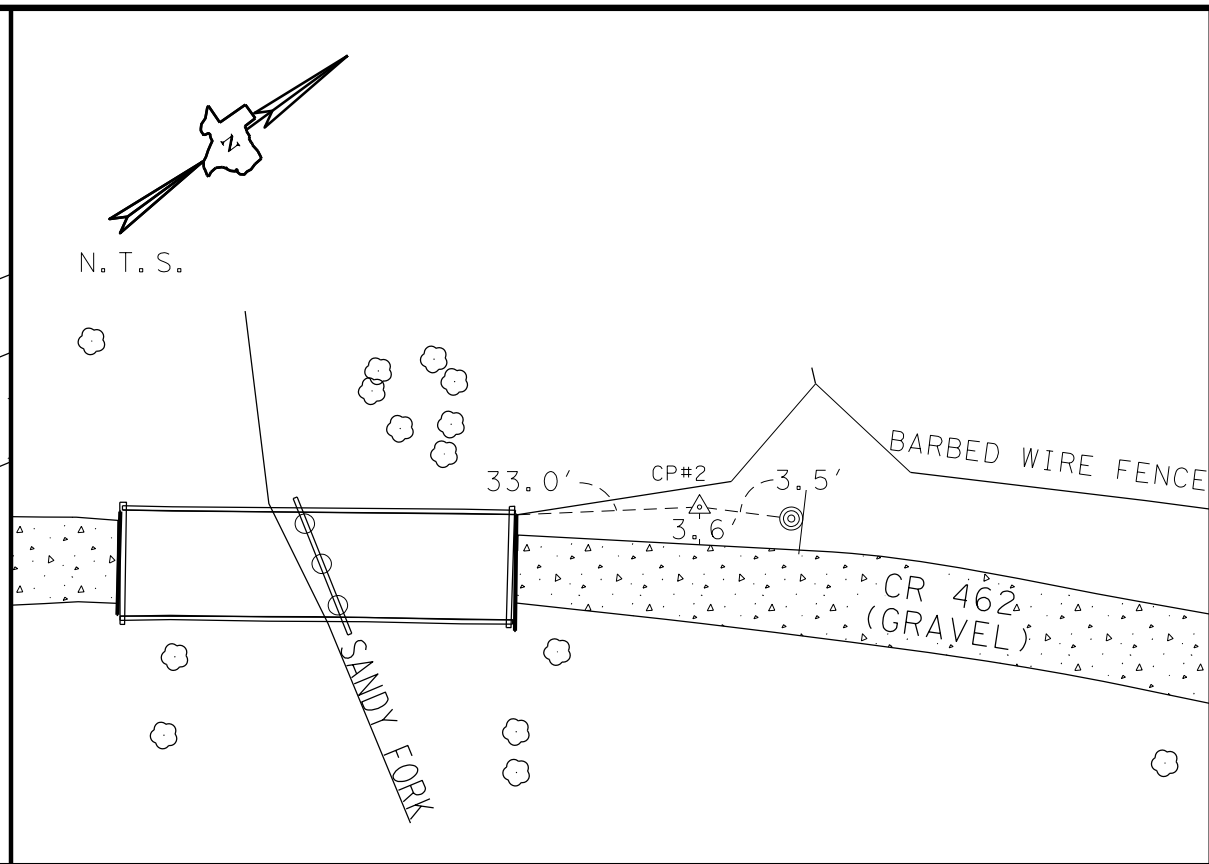
CSJ 0913-22-058 SHEET 1 OF 1

DESIGNED: CP&Y	FED. NO. STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.
CHECKED: CP&Y	TEXAS		CR
DRAFTED: CP&Y	DIST. COUNTY	CONTROL NO. SECTION NO.	JOB NO. SHEET NO.
CHECKED: CP&Y	YKM GONZALES	0913 22	058 38



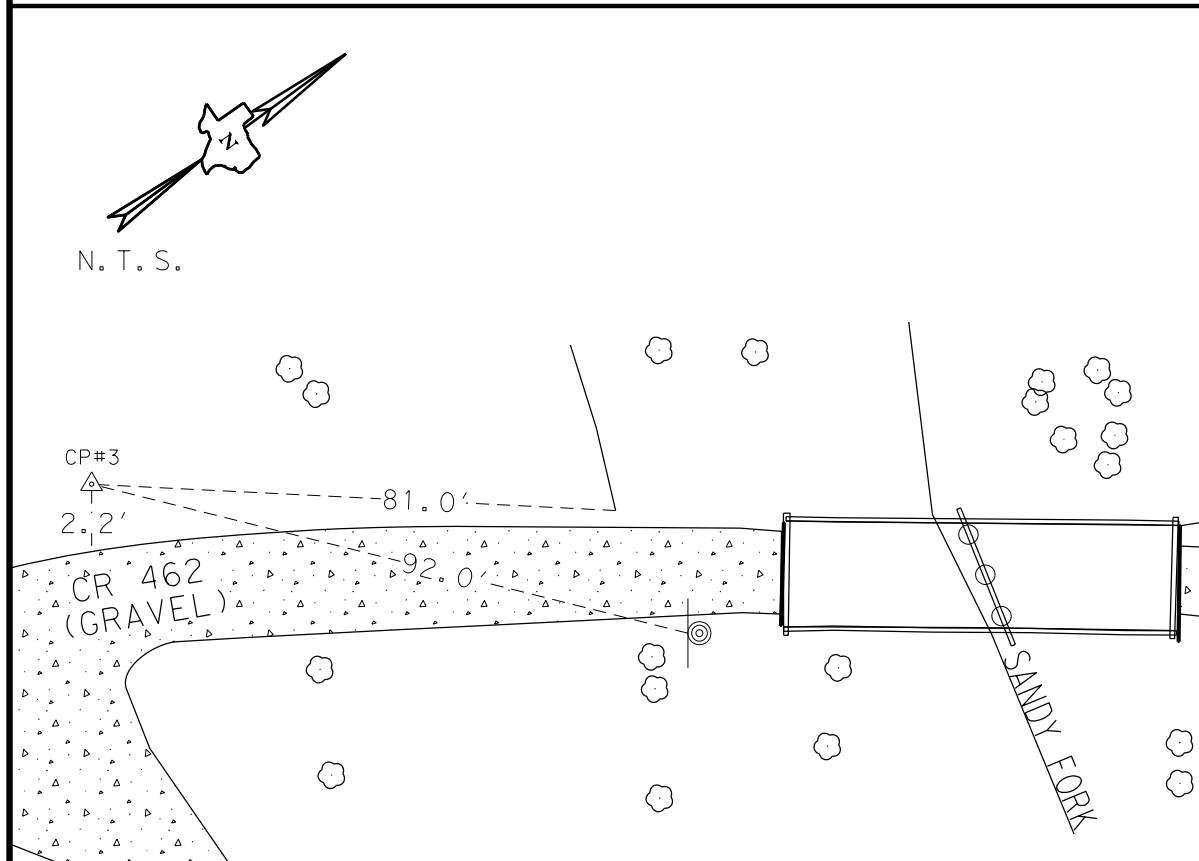
CP# 1 IS A 5/8-INCH IRON ROD WITH RED PLASTIC CAP STAMPED "CP&Y TRAV. POINT" LOCATED IN GONZALES COUNTY, TX., LOCATED ON THE EAST SIDE OF CR 462, +/- 82.1' NORTHEAST OF A FENCE CORNER LOCATED ON THE WEST SIDE OF CR 462, +/- 10.0' SOUTH OF A TPOD LOCATED ON THE EAST SIDE OF CR 462, AND +/- 11.8' EAST OF THE EAST EDGE OF PAVEMENT OF CR 462.

US SURVEY FEET  
DATA SET: MAY 2023  
MONUMENT: 5/8"-IR W/ RED PLASTIC CAP STAMPED "CP&Y TRAV. POINT"  
SURFACE ADJUSTMENT FACTOR 1.00013  
ELEVATIONS ARE NAVD 88 BASED UPON GEOID 2018  
TXDOT VRS NETWORK



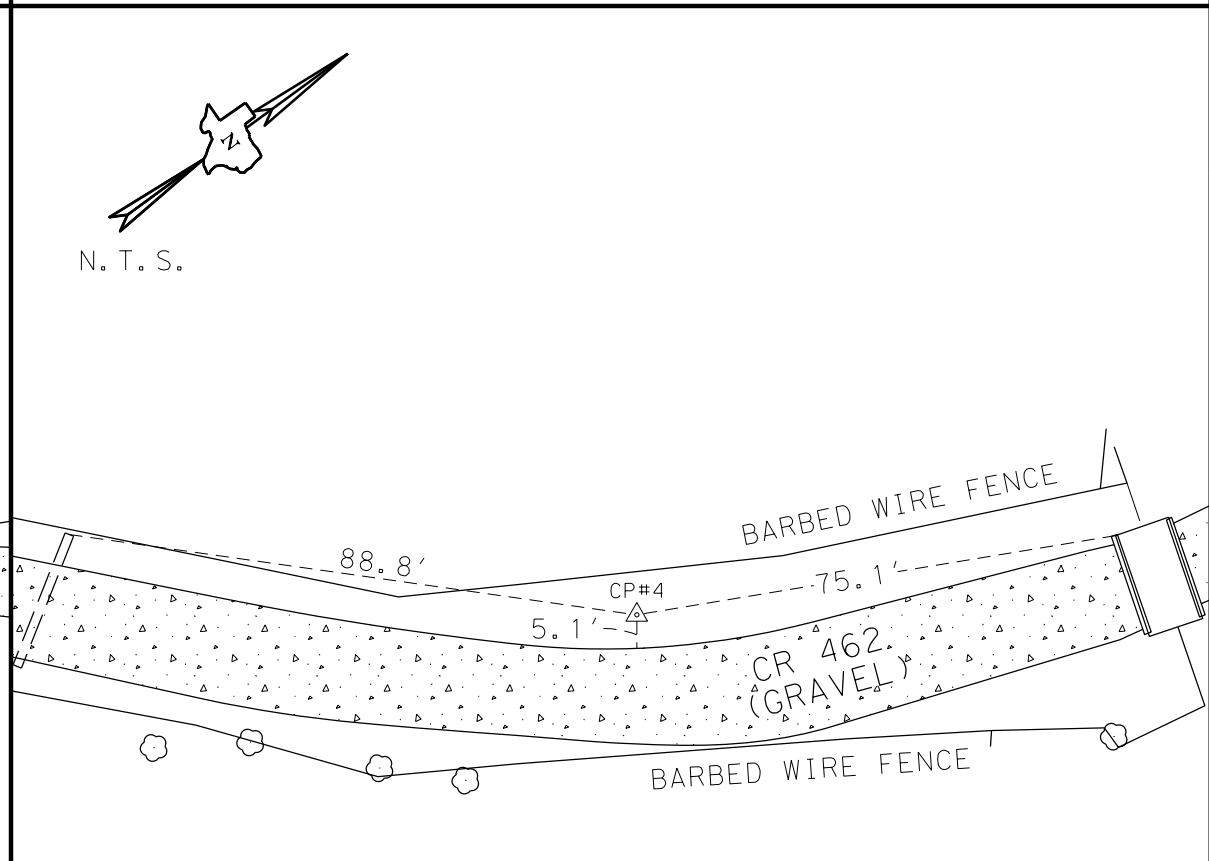
CP# 2 IS A 5/8-INCH IRON ROD WITH RED PLASTIC CAP STAMPED "CP&Y TRAV. POINT" LOCATED IN GONZALES COUNTY, TX., LOCATED ON THE WEST SIDE OF CR 462, +/- 33.0' NORTH OF THE NORTHWEST CORNER OF A BRIDGE OVER SANDY FORK, +/- 3.5' SOUTH OF A 10000 LB WEIGHT LIMIT SIGN, AND +/- 3.6' NORTHWEST OF THE WEST EDGE OF PAVEMENT OF CR 462.

US SURVEY FEET  
DATA SET: MAY 2023  
MONUMENT: 5/8"-IR W/ RED PLASTIC CAP STAMPED "CP&Y TRAV. POINT"  
SURFACE ADJUSTMENT FACTOR 1.00013  
ELEVATIONS ARE NAVD 88 BASED UPON GEOID 2018  
TXDOT VRS NETWORK



CP# 3 IS A 5/8-INCH IRON ROD WITH RED PLASTIC CAP STAMPED "CP&Y TRAV. POINT" LOCATED IN GONZALES COUNTY, TX., LOCATED ON THE WEST SIDE OF CR 462, +/- 92.0' SOUTHWEST OF A 10000 LB WEIGHT LIMIT SIGN LOCATED ON THE EAST SIDE OF CR 462, +/- 81.0' SOUTHWEST OF A FENCE CORNER LOCATED ON THE WEST SIDE OF CR 462, AND +/- 2.2' WEST OF THE WEST EDGE OF PAVEMENT OF CR 462.

US SURVEY FEET  
DATA SET: MAY 2023  
MONUMENT: 5/8"-IR W/ RED PLASTIC CAP STAMPED "CP&Y TRAV. POINT"  
SURFACE ADJUSTMENT FACTOR 1.00013  
ELEVATIONS ARE NAVD 88 BASED UPON GEOID 2018  
TXDOT VRS NETWORK



CP# 4 IS A 5/8-INCH IRON ROD WITH RED PLASTIC CAP STAMPED "CP&Y TRAV. POINT" LOCATED IN GONZALES COUNTY, TX., LOCATED ON THE WEST SIDE OF CR 462, +/- 88.8' NORTHEAST OF A 15" STEEL PIPE LOCATED ON THE WEST SIDE OF CR 462, +/- 75.1' SOUTHWEST OF THE SOUTHWEST CORNER OF A CATTLE GAURD ALONG CR 462, AND +/- 5.1' WEST OF THE WEST EDGE OF PAVEMENT OF CR 462.

US SURVEY FEET  
DATA SET: MAY 2023  
MONUMENT: 5/8"-IR W/ RED PLASTIC CAP STAMPED "CP&Y TRAV. POINT"  
SURFACE ADJUSTMENT FACTOR 1.00013  
ELEVATIONS ARE NAVD 88 BASED UPON GEOID 2018  
TXDOT VRS NETWORK

NOTES:  
HORIZONTAL COORDINATES SHOWN ARE IN U.S. SURVEY FEET, AND ARE BASED UPON THE TEXAS COORDINATE SYSTEM OF NAD '83 (HARN '93) TEXAS SOUTH CENTRAL ZONE 4204, WITH A SURFACE ADJUSTMENT FACTOR OF 1.00013. VALUES WERE DERIVED UTILIZING THE TXDOT STATE VIRTUAL REFERENCE STATION NETWORK IN MAY, 2023.

ELEVATIONS ARE BASED UPON NAVD '88 DATUM (GEOID 2018) DERIVED FROM UTILIZING THE TXDOT STATE VIRTUAL REFERENCE STATION NETWORK IN MAY, 2023.

- LEGEND**
- TREE
  - SIGN
  - 5/8" IRON ROD W/ RED PLASTIC CAP SET "CP&Y TRAV. POINT"

THE CONTROL POINTS SHOWN HEREIN WERE DETERMINED BY A SURVEY MADE ON THE GROUND UNDER MY SUPERVISION.



*Brian Kidd*  
BRIAN K. KIDD  
RPLS NO. 6494  
5/21/2024  
DATE

NO.	REVISION	BY	DATE

**stv** TBPELS FIRM  
REGISTRATION NUMBER  
10194305

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CR 462 AT SANDY FORK

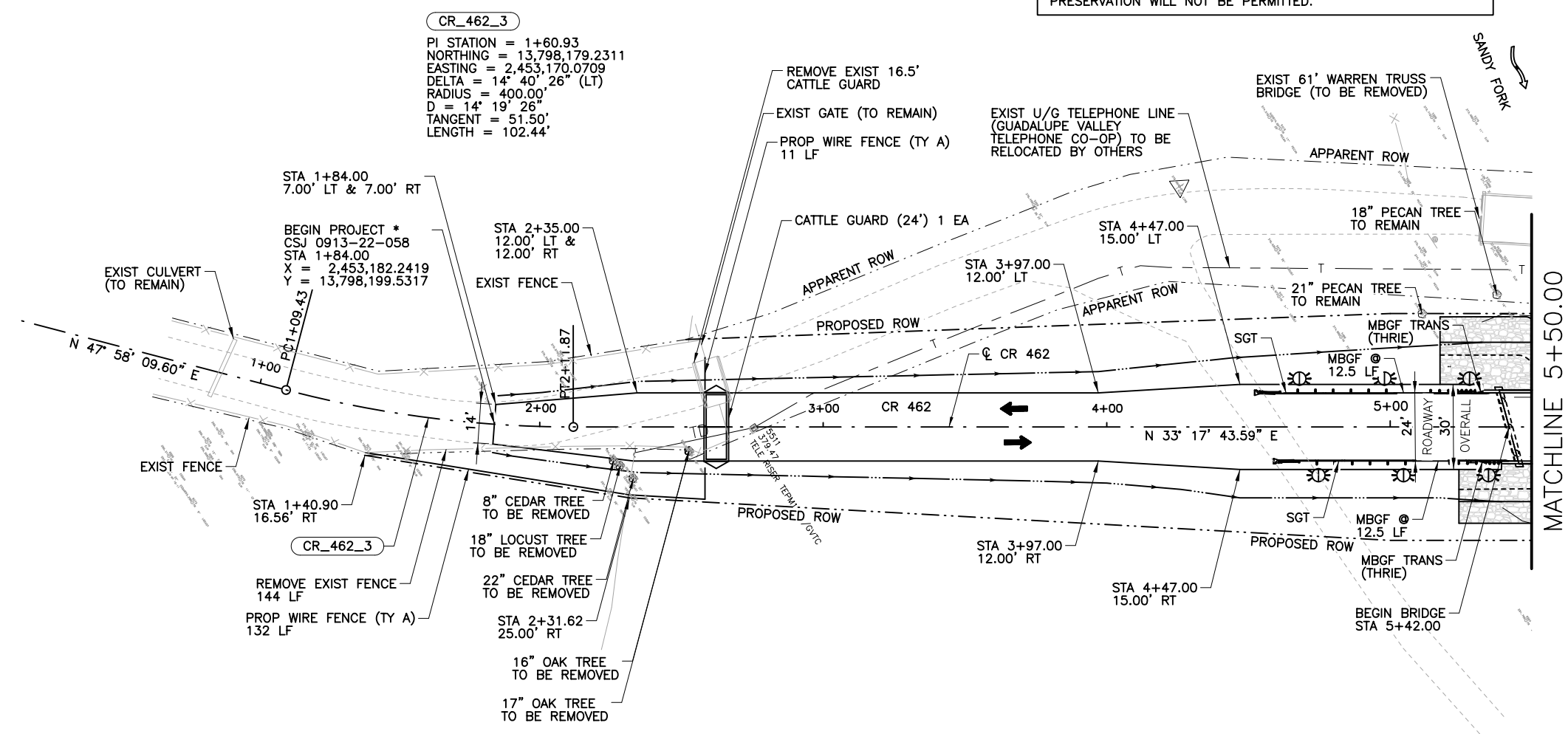
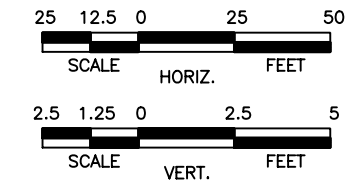
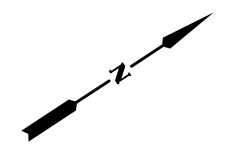
**HORIZONTAL AND VERTICAL CONTROL SHEET**

CSJ 0913-22-058 SHEET 1 OF 1

DESIGNED: CP&Y	DIV. NO. 6	STATE TEXAS	FEDERAL AID PROJECT NO.	HIGHWAY NO. CR
CHECKED: CP&Y	DIST. YKM	COUNTY GONZALES	CONTROL NO. 0913	SECTION NO. 22
DRAFTED: CP&Y			JOB NO. 058	SHEET NO. 39

TEMPORARY WIRE FENCE (TY C) TO BE INSTALLED AND REMOVED ALONG THE PROPOSED RIGHT OF WAY. EXISTING FENCE REMOVAL WILL BE CONSIDERED SUBSIDIARY TO ITEM 100 PREP ROW. TEMPORARY FENCE REMOVAL WILL BE PAID FOR IN ACCORDANCE WITH ITEM 552 WIRE FENCE (REMOVE).

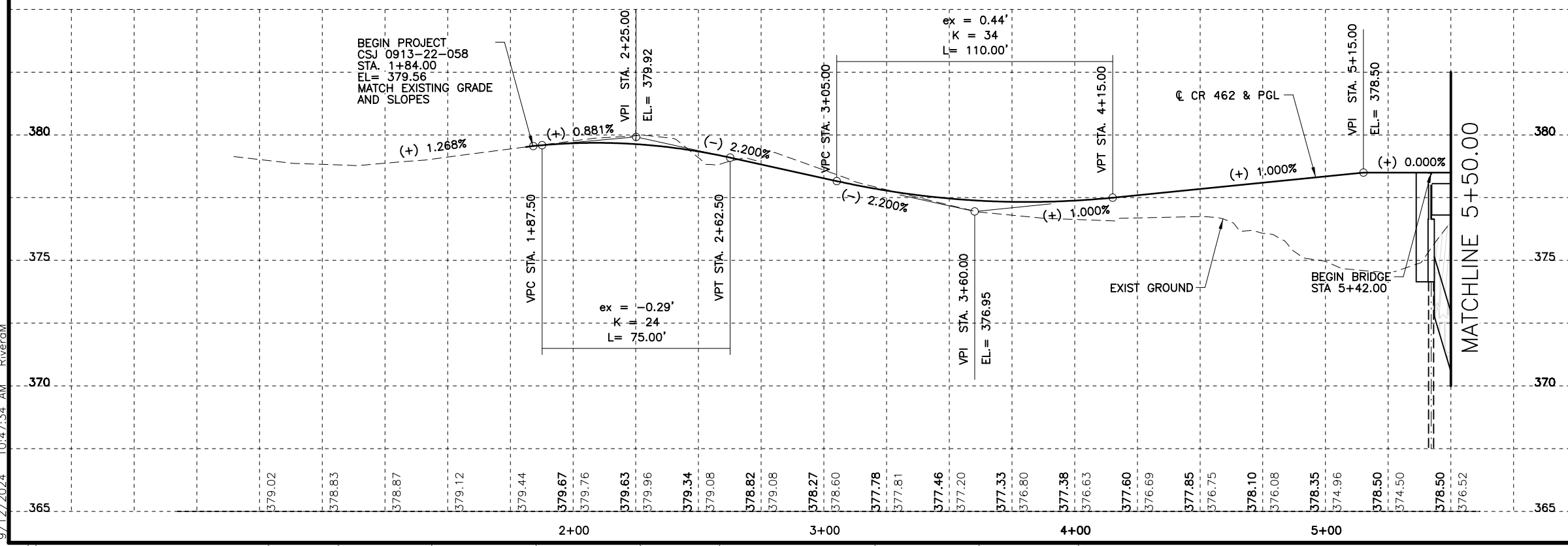
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT THERE ARE CERTAIN TREES WITHIN THE RIGHT-OF-WAY THAT ARE DESIGNATED FOR PRESERVATION. PROTECT THESE TREES FROM ABUSE, MARRING, OR DAMAGE DURING CONSTRUCTION OPERATIONS. CONTINUAL PARKING AND/OR SERVICING OF EQUIPMENT UNDER THE BRANCHES OF TREES DESIGNATED FOR PRESERVATION WILL NOT BE PERMITTED.



- LEGEND**
- ← DIRECTION OF TRAFFIC
  - FLOW DIRECTION
  - - - APPARENT ROW
  - · - · - PROPOSED ROW
  - x - x - EXISTING FENCE
  - \* - \* - PROPOSED FENCE
  - T - UNDERGROUND TELE UTILITY
  - ⊕ BI-DIRECTIONAL DELINEATORS

**NOTES**

1. THE LOCATION OF ALL UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION BEFORE COMMENCING WORK.
- \* MATCH EXISTING GRADE AND ROADWAY CROSS SLOPE.



*Mario Rivera*  
09/12/2024

NO.	REVISION	BY	DATE

TEXAS REGISTERED ENGINEERING FIRM  
F-204

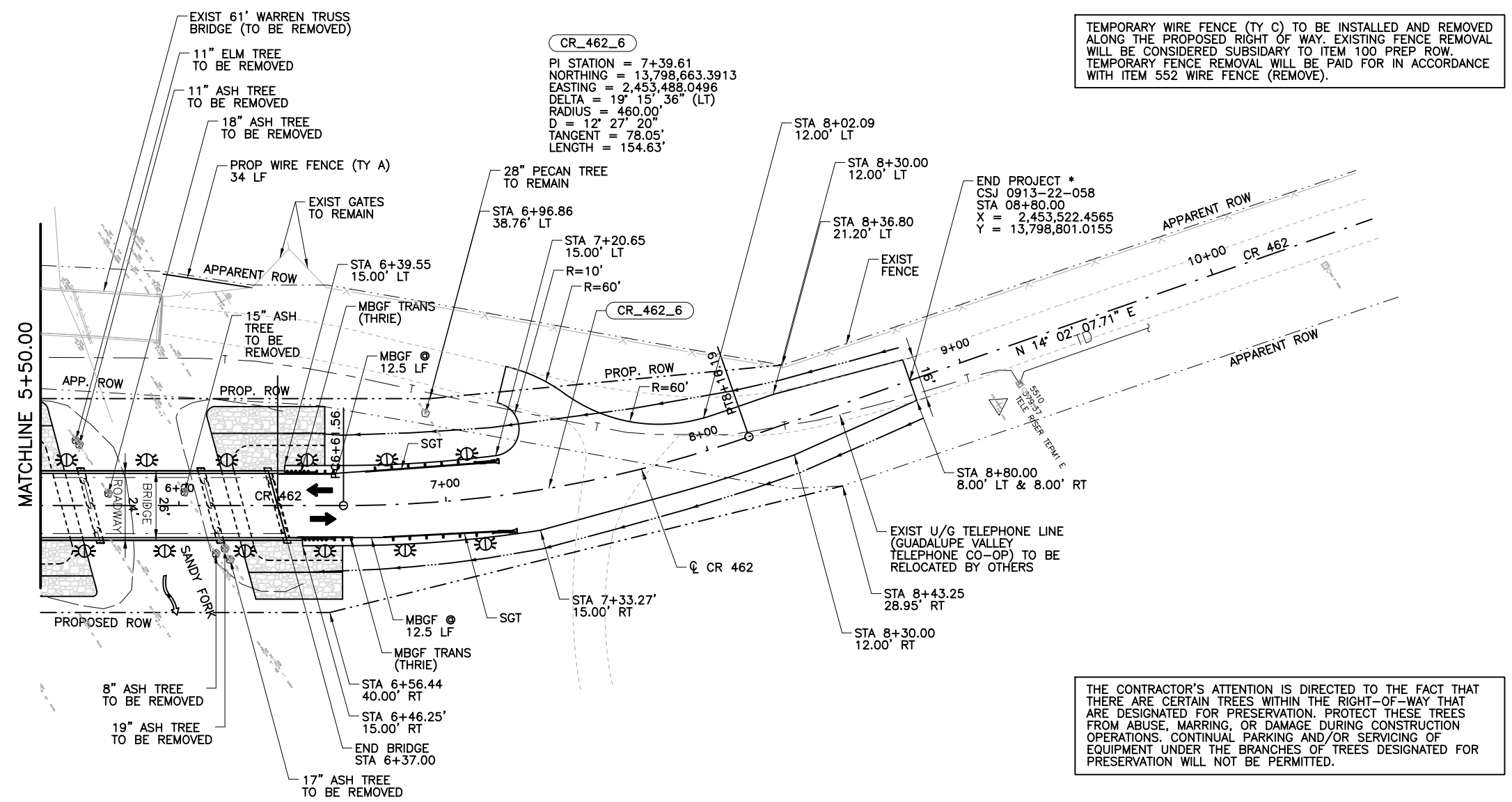
©2024 Texas Department of Transportation  
CR 462 AT SANDY FORK

**PLAN & PROFILE**

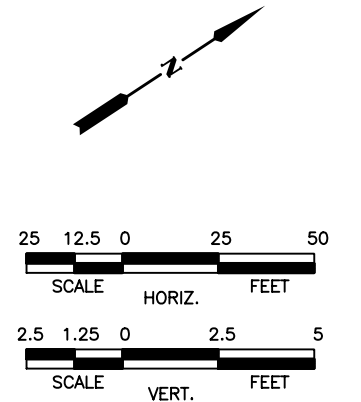
CSJ 0913-22-058 SHEET 1 OF 2

Designed: MKS	FED. RD. DIST. NO. 6	STATE TEXAS	FEDERAL AID PROJECT NO.	HIGHWAY NO. CR
Checked: MRR	DIST. GONZALES	COUNTY GONZALES	CONTROL NO. 0913	SECTION NO. 22
Drawn: MKS	JOB NO. 058	SHEET NO. 40		

9/12/2024 10:47:34 AM RiveraM



TEMPORARY WIRE FENCE (TY C) TO BE INSTALLED AND REMOVED ALONG THE PROPOSED RIGHT OF WAY. EXISTING FENCE REMOVAL WILL BE CONSIDERED SUBSIDIARY TO ITEM 100 PREP ROW. TEMPORARY FENCE REMOVAL WILL BE PAID FOR IN ACCORDANCE WITH ITEM 552 WIRE FENCE (REMOVE).

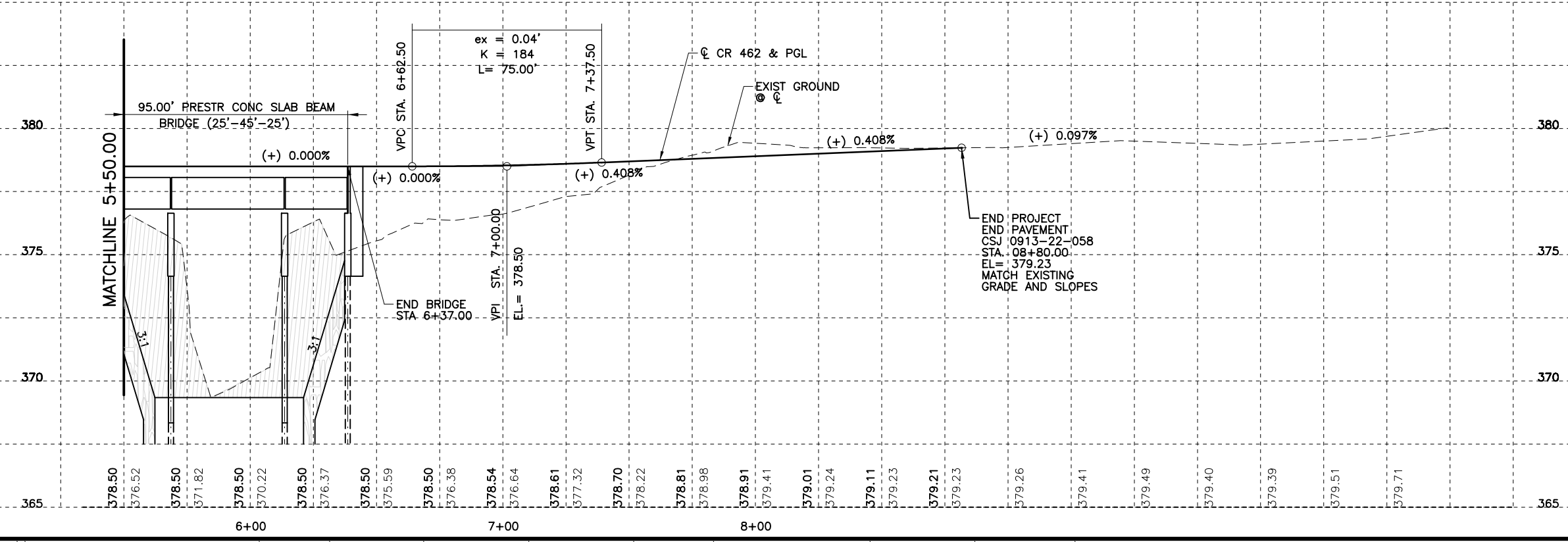


- LEGEND**
- ← DIRECTION OF TRAFFIC
  - FLOW DIRECTION
  - APPARENT ROW
  - - - PROPOSED ROW
  - x - x - EXISTING FENCE
  - \* - \* - PROPOSED FENCE
  - T - UNDERGROUND TELE UTILITY
  - ⊕ BI-DIRECTIONAL DELINEATORS

**NOTES**

1. THE LOCATION OF ALL UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION BEFORE COMMENCING WORK.
- \* MATCH EXISTING GRADE AND ROADWAY CROSS SLOPE.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT THERE ARE CERTAIN TREES WITHIN THE RIGHT-OF-WAY THAT ARE DESIGNATED FOR PRESERVATION. PROTECT THESE TREES FROM ABUSE, MARRING, OR DAMAGE DURING CONSTRUCTION OPERATIONS. CONTINUAL PARKING AND/OR SERVICING OF EQUIPMENT UNDER THE BRANCHES OF TREES DESIGNATED FOR PRESERVATION WILL NOT BE PERMITTED.



*Mario Rivera*  
 09/12/2024

NO.	REVISION	BY	DATE

**stv** TEXAS REGISTERED ENGINEERING FIRM F-204

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 CR 462 AT SANDY FORK

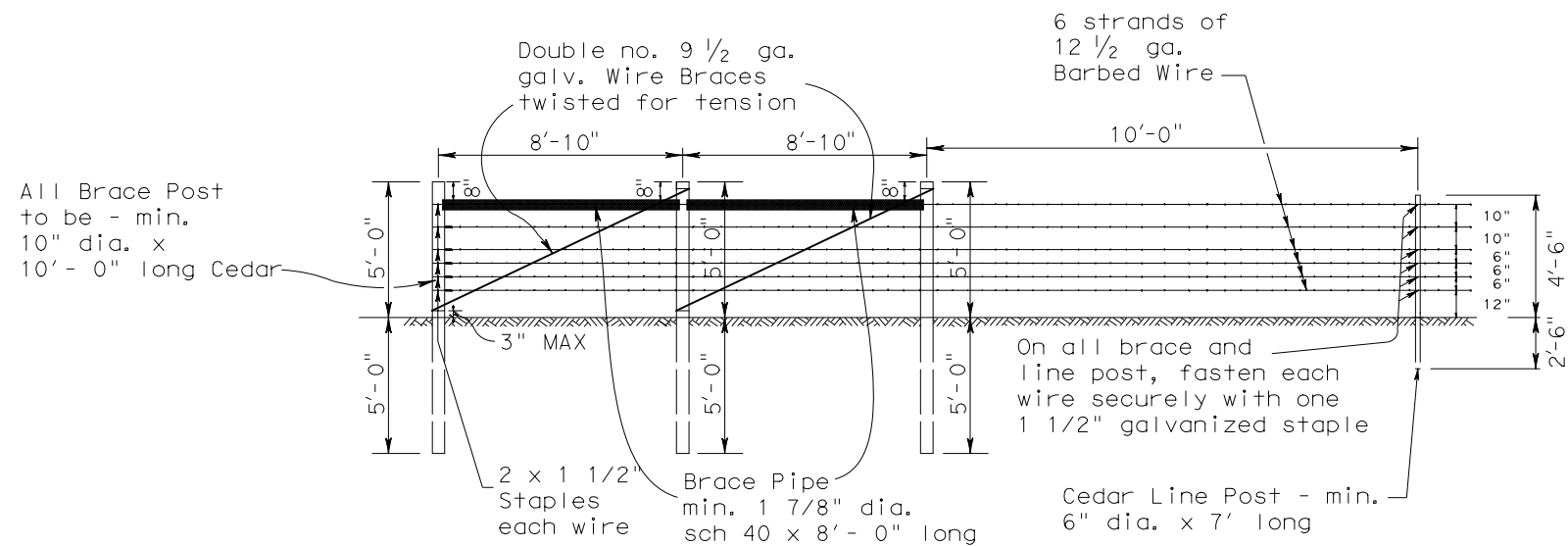
**PLAN & PROFILE**

CSJ 0913-22-058 SHEET 2 OF 2

Designed: MKS	FED. RD. DIV. NO. 6	STATE TEXAS	FEDERAL AID PROJECT NO.	HIGHWAY NO. CR
Checked: MRR	DIST. GONZALES	COUNTY	CONTROL NO. 0913	SECTION NO. 22
Drawn: MKS	JOB NO. 058	SHEET NO. 41		
Checked: MRR				

9/12/2024 10:48:03 AM RiveraM

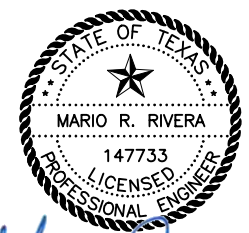
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 FILE: FENCEDETAIL.DGN 2013  
 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48  
 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63



**TYPE "A" FENCE**

**NOTES:**

1. Twisted brace wire to be double wrapped around the bottom and top of each brace post.
2. Drive 3 - 16 penny dipped galv nails half way into each brace post on a 1 1/4" dia. to hold the 1 7/8" brace pipe in place.
3. Barbed Wire shall be mechanically stretched.
4. Braced Post and Line Post to be backfilled and tamped in 6" lifts.
5. Excess dirt to be piled up around base of each post after tamping.
6. Second brace is needed when the length of fence between PIs is greater than or equal to 200'.
7. The Type "A" Fence will be paid for, under Item 552 Wire Fence (Ty A).
8. Barbed Wire shall be in accordance with ASTM A 121 (Class 1) Design designation 12-2-4-1 or 12-2-5-1 4R, or as approved by the Engineer.
9. Barbed Wire shall be placed on the side of the post toward livestock.

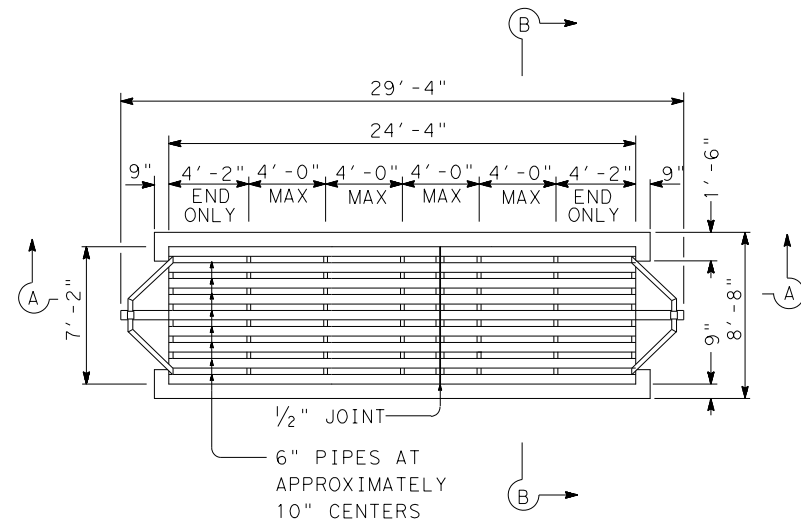


*Mario Rivera*  
 05/20/2024

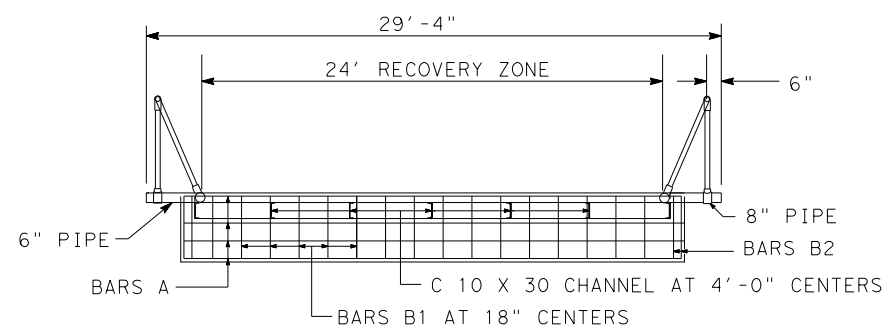
**WIRE FENCE  
 DETAILS**

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FED. RD. DIV. NO. 6	PROJECT NO.			SHEET NO. 42
STATE TEXAS	DIST. YKM	COUNTY GONZALES		
CONT. 0913	SECT. 22	JOB 058	HIGHWAY NO. CR	



PLAN VIEW

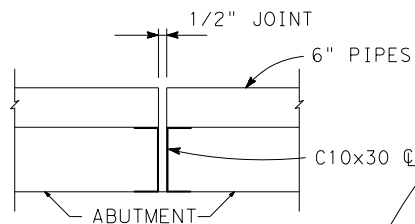


SECTION A-A

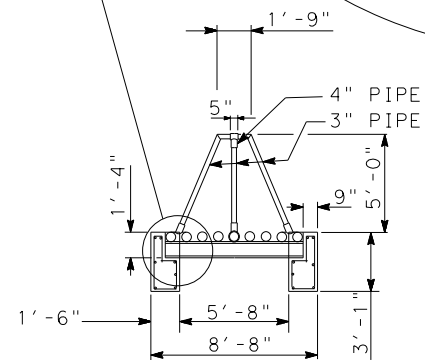
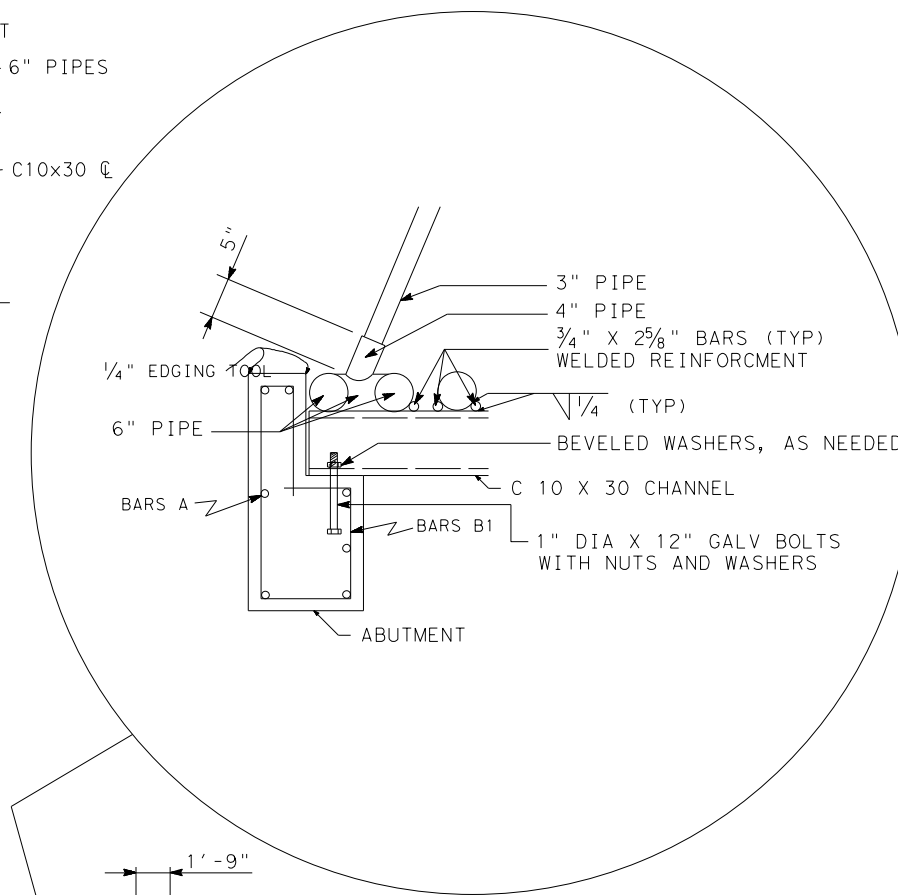
BILL OF MATERIALS ①

NO.	DESCRIPTION	SIZE	LENGTH	WEIGHT (LB)
1	STEEL PIPE	6"	29'-4"	557
8	STEEL PIPE	6"	24'-3"	3,694
2	STEEL PIPE	3"	12'-7"	191
2	STEEL PIPE	3"	5'-0"	76
4	STEEL PIPE	6"	4"	25
8	STEEL PIPE	4"	5"	36
2	STEEL PIPE	8"	5"	24
124	RODS	3/4"	25/8"	41
7	CHANNELS	C10 X 30	7'-1"	1,487
32	REINF. STEEL (BARS B1)	#3	8'-0"	96
8	REINF. STEEL (BARS B2)	#3	8'-6"	26
14	REINF. STEEL (BARS A)	#5	25'-6"	372
14	BOLTS	1" DIA	12"	37
	CLASS A CONCRETE		7.14 CY	-

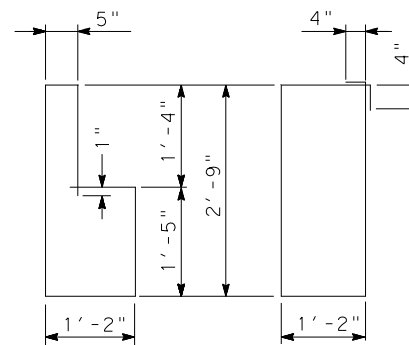
① FOR CONTRACTOR'S INFORMATION ONLY.



JOINT DETAIL



SECTION B-B



BARS B1 BARS B2

GENERAL NOTES:

- DESIGNED IN ACCORDANCE WITH AISC SPECIFICATIONS.
- QUANTITIES SHOWN ARE FOR CONTRACTORS INFORMATION ONLY.
- ALL DIMENSIONS RELATED TO REINFORCING STEEL ARE TO THE CENTERLINE OF BARS.
- PROVIDE PIPE IN CONVENIENT LENGTHS (10'-0" MIN.) AND BUTT WELD IN ACCORDANCE WITH ITEM 448. AS AN ALTERNATIVE, PROVIDE OPTIONAL 1/2" JOINT AS SHOWN.
- IF ROCK IS ENCOUNTERED, DEPTH OF FOUNDATION MAY BE VARIED AS DIRECTED.
- PROVIDE NEW PIPE CONFORMING TO ASTM A501 OR ASTM A53 TYPES E OR S, GRADE B, STANDARD WEIGHT.
- HOT DIP GALVANIZE CATTLE GUARD IN ACCORDANCE WITH ASTM A123 AND A153.

HL93 LOADING



NO.	REVISION	BY	DATE



TEXAS REGISTERED ENGINEERING FIRM F-204

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CR 462 AT SANDY FORK

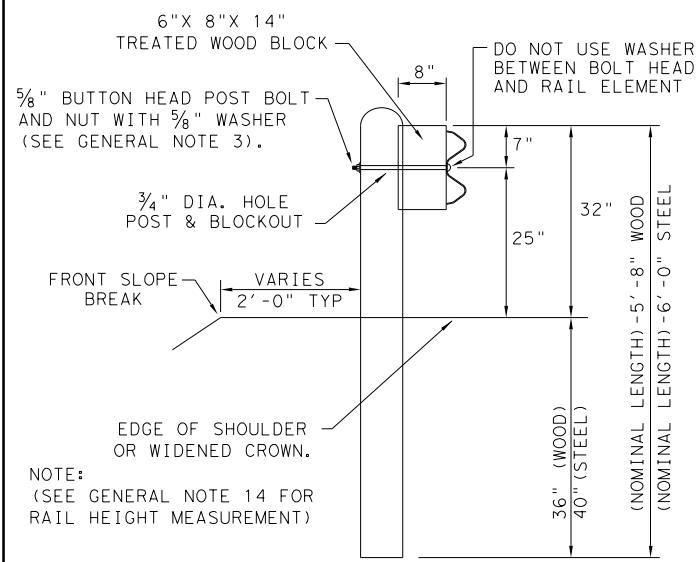
CATTLE GUARD DETAILS (24' RECOVERY ZONE)

CSJ 0913-22-058 SHEET 1 OF 1

Designed:	KAD	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.
Checked:	KH	6	TEXAS		CR
Drawn:	BT	DIST.	COUNTY	CONTROL NO.	SECTION NO.
Checked:	KAD	YKM	GONZALES	0913	22
				058	43

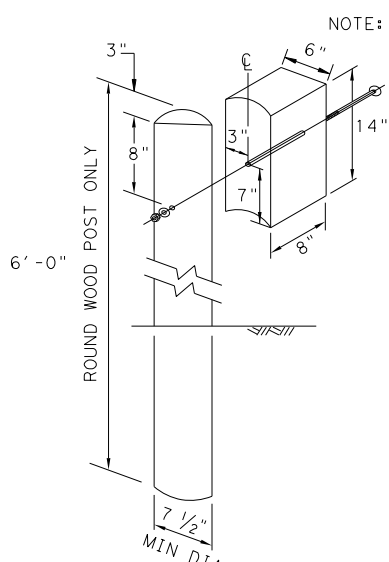
5/17/2024 1:58:03 PM HoK

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TYPICAL POST PLACEMENT

NOTE: (SEE GENERAL NOTE 14 FOR RAIL HEIGHT MEASUREMENT)



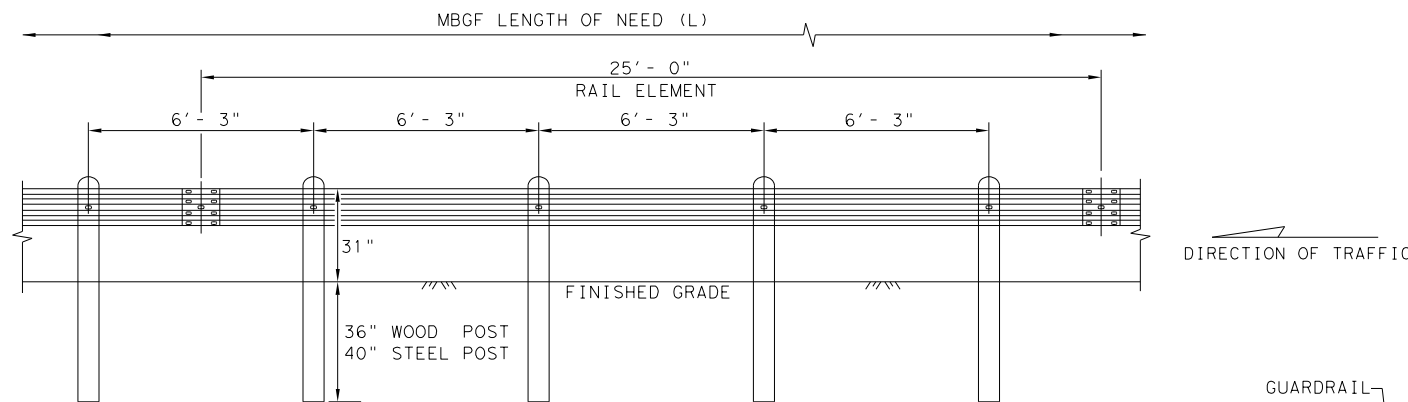
WOOD BLOCK TO RECTANGULAR WOOD POST

ROUTED WOOD BLOCK TO I-BEAM STEEL POST

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

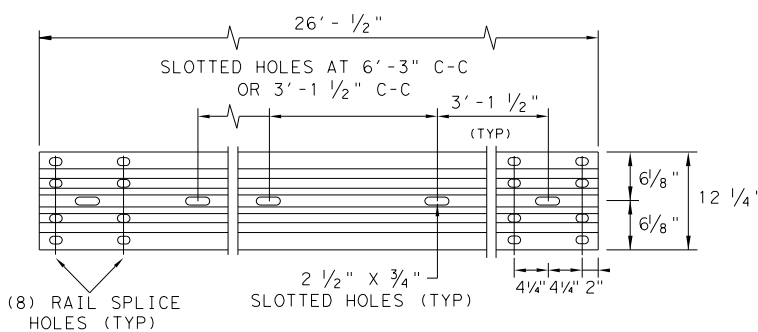
- GENERAL NOTES**
1. THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST, OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. THE EXACT POSITION OF MBGF SHALL BE SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. STEEL POSTS TO BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING."
  2. RAIL ELEMENTS 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 1/2" 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 3/8" WASHER (FWC16g) 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. FOR THE LOW FILL CULVERT OPTION, POSTS LOCATED PARTIALLY OR WHOLLY BETWEEN PRECAST BOX CULVERT UNITS, THE USE OF A CAST-IN-PLACE CONCRETE CLOSURE BETWEEN BOXES IS REQUIRED. THE LENGTH OF THE CAST-IN-PLACE CONCRETE CLOSURE SHALL ACCOMMODATE THE PLACEMENT OF THE LOW FILL CULVERT OPTION. SEE CONCRETE CLOSURE DETAILS ON BRIDGE STANDARD SCP-MD.
  14. GUARDRAIL HEIGHT MEASUREMENT: WHEN THE GUARDRAIL IS LOCATED ABOVE PAVEMENT, MEASURE THE HEIGHT FROM THE PAVEMENT TO THE TOP OF THE W-BEAM RAIL. WHEN THE GUARDRAIL IS LOCATED UP TO 2 FT. OFF OF THE EDGE OF PAVEMENT OR FOR A PAVEMENT OVERLAY, USE A 10-FOOT STRAIGHTEDGE TO EXTEND THE PAVEMENT/SHOULDER SLOPE TO THE BACK OF RAIL, MEASURE FROM THE BOTTOM OF STRAIGHTEDGE TO THE TOP OF RAIL. FOR GUARDRAIL LOCATED DOWN A 10:1 SLOPE, MEASURE FROM THE NOMINAL TERRAIN.

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



ELEVATION MID-SPAN RAIL SPLICE

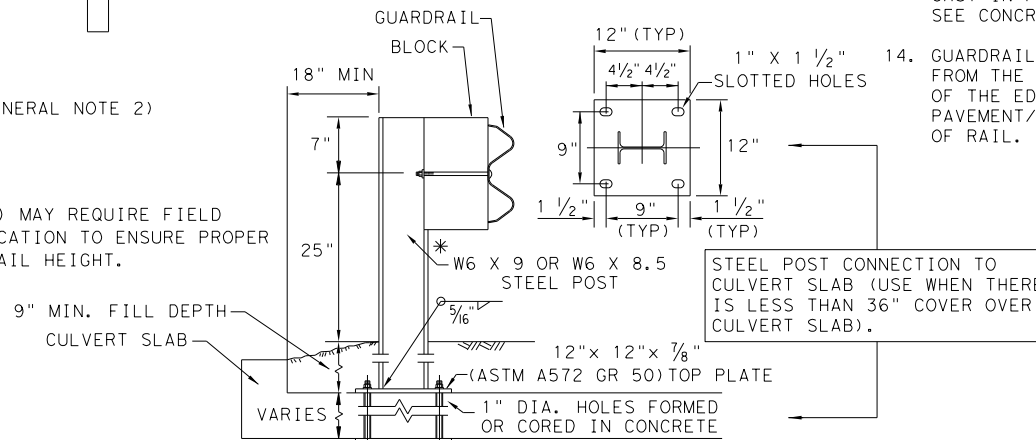
SHOWING A 25'-0" SECTION OF W-BEAM RAIL. (SEE GENERAL NOTE 2)



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

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

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



LOW FILL CULVERT POST

NOTE: TRANSITIONS 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.

NOTE: TWO INSTALLATION OPTIONS.

1. **BOLT-THROUGH OPTION:** REQUIRES A 6" MIN. SLAB THICKNESS. 7/8" DIA (ASTM A449) HEAVY HEX BOLTS WITH TWO HARDENED WASHER EACH AND HEAVY HEX NUTS. NOTE: BOLT LENGTH = SLAB PLUS 2 1/4" MIN.
2. **EPOXY ANCHOR OPTION:** THIS OPTION MAY ONLY BE USED IF THE CULVERT SLAB IS 9" MIN. THICK. THREADED ANCHOR RODS MUST BE 7/8" 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 1/4" MIN. BEYOND NUT.

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

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

SPLICE BOLT LENGTH VARIES

FBB01 = 1 1/4"

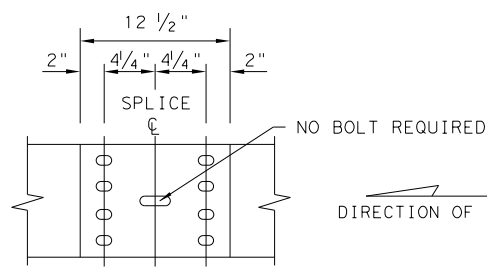
FBB02 = 2"

POST & BLOCK LENGTH

FBB03 = 10"

FBB04 = 18"

BUTTON HEAD BOLT



MID-SPAN RAIL SPLICE DETAIL

(8) 5/8" X 1 1/4" BUTTON HEAD SPLICE BOLTS WITH RECESSED NUTS.

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

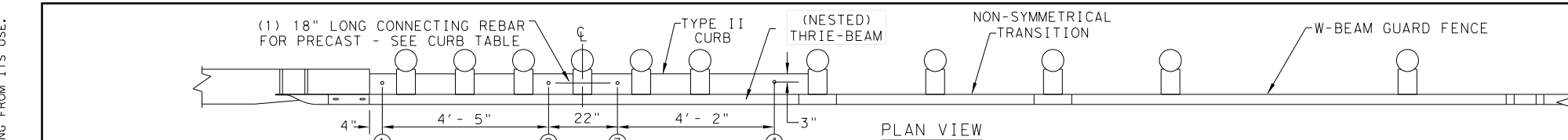
NOTE: SEE GENERAL NOTE 3 FOR SPLICE & POST BOLT DETAILS.

				<b>Design Division Standard</b>	
<h2>METAL BEAM GUARD FENCE</h2> <h3>TL-3 MASH COMPLIANT</h3> <h3>GF(31)-19</h3>					
FILE: gf3119.dgn	DN: TXDOT	CK: KM	DW: VP	CK: CGL/AG	
© TXDOT: NOVEMBER 2019	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0913	22	058	CR	
	DIST	COUNTY	SHEET NO.		
	YKM	GONZALES	44		

DATE: FILE:



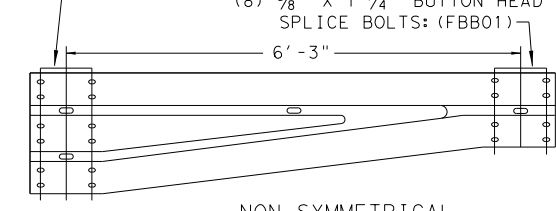
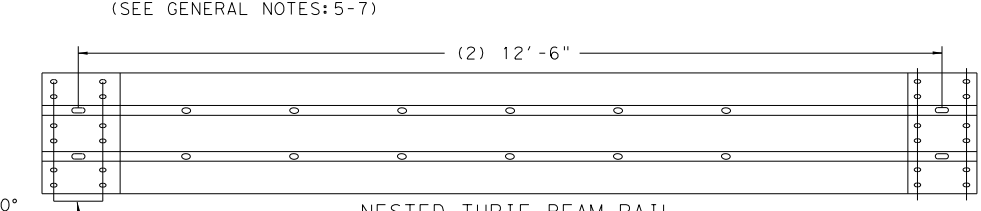
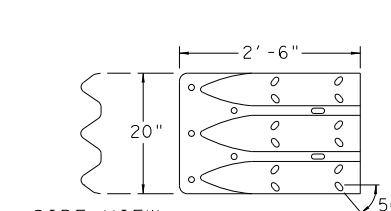
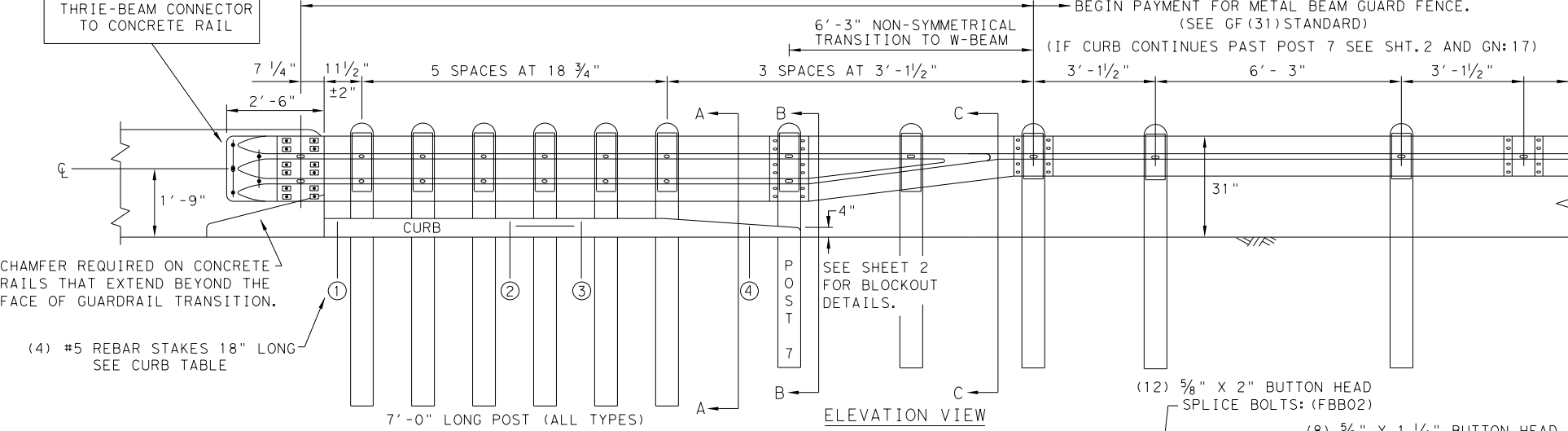
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- (5) 1" DIA. HOLES.
- (5) 7/8" DIA. HEAVY HEX HEAD BOLTS (FACING TRAFFIC SIDE) (ASTM F3125 GR A325 OR A449).
- (10) 1 3/4" O.D. WASHER UNDER EACH HEX BOLT HEAD AND NUT.
- (5) 7/8" DIA. HEAVY HEX NUTS (ASTM A194 OR A563).

NOTE:  
HEAVY HEX BOLT LENGTH WILL VARY DEPENDING ON WIDTH CONCRETE RAIL, LEAVE 1" OF BOLT LENGTH PAST THE 7/8" HEX NUT. TRIM AS REQUIRED.

NOTE:  
CURB IS A REQUIRED COMPONENT FOR THE TRANSITION TO FUNCTION PROPERLY. SEE GENERAL NOTES: 2-4 AND 16-17.

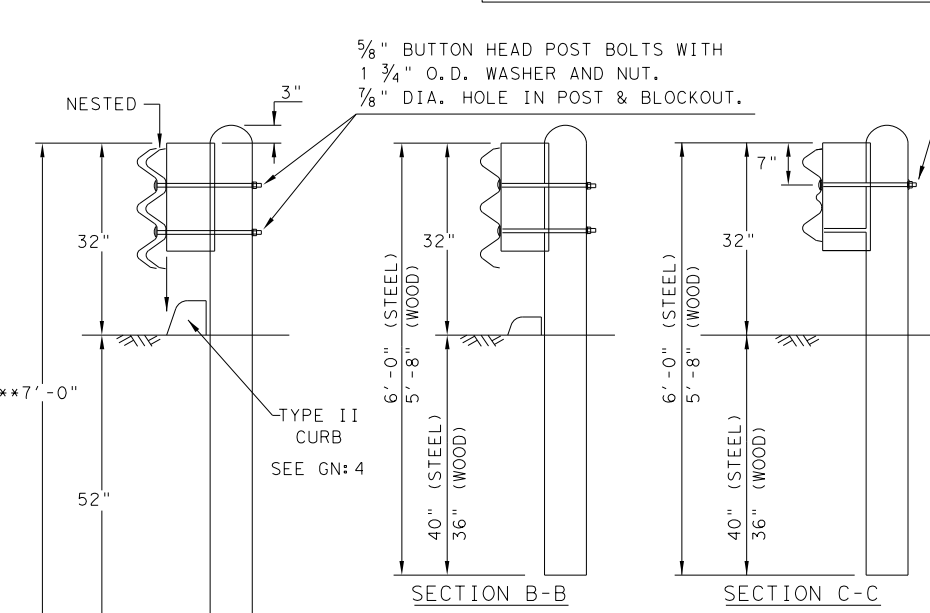


THRIE-BEAM TERMINAL CONNECTOR 10GA.  
PART DESIGNATOR RTE01D  
NOTE: SEE GENERAL NOTE: 9

NESTED THRIE-BEAM RAIL  
PART DESIGNATOR RTM10a  
(12) 5/8" X 2" BUTTON HEAD SPLICE BOLTS WITH RECESSED NUTS: (FBB02)  
(12) RECTANGULAR GUARDRAIL PLATE WASHERS: (FWR03)

NON-SYMMETRICAL W-BEAM TO THRIE-BEAM TRANSITION 10GA.  
PART DESIGNATOR RWT02a OR RWT02b

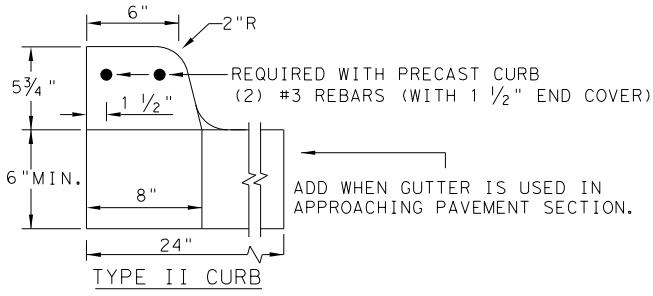
BRIDGE APPROACH - UPSTREAM: THE NESTED RAIL LAPS OVER THE TERMINAL CONNECTOR. PLATE WASHERS ARE INSTALLED UNDER THE SPLICE NUTS AGAINST INSIDE OF CONNECTOR.  
BRIDGE EXIT - DOWNSTREAM: THE TERMINAL CONNECTOR LAPS OVER THE NESTED RAIL. PLATE WASHERS ARE INSTALLED UNDER THE BOLT HEAD AGAINST OUTSIDE OF CONNECTOR.



NOTE: ONLY (1) 5/8" BOLT REQUIRED AT THIS POST LOCATION.

THRIE-BEAM TERMINAL - CURB TABLE	
PRECAST CURB FULL LENGTH EQUALS 12'- 2"	
THE PRECAST CURB MAY BE FORMED INTO TWO SECTIONS.	
CURB (1) LENGTH 5'- 8"	
CURB (2) LENGTH 6'- 6"	
TAPER CURB (2) TO A HEIGHT OF 4" AT POST 7	
CONNECTING PRECAST CURB SECTIONS (1) & (2):	
FORM OR CORE 1" DIA. HOLE 9" LONG INTO EACH CURB END.	
USE (1) #5 GR.60 REBAR 18" LONG TO CONNECT BOTH CURBS.	
SECURING PRECAST OR CAST-IN-PLACE TO FINISHED GRADE *:	
FORM OR CORE (4) 1" DIA. HOLES, SEE PLAN AND ELEVATION VIEWS FOR HOLE LOCATIONS. DRIVE (4) #5 GR.60 REBAR STAKES 18" LONG INTO THE GROUND AND 1/2" BELOW TOP OF CURB.	
FILL HOLES WITH APPROVED GROUT MIXTURE.	

\* NOTES: NOT NEEDED FOR CAST-IN-PLACE. SEE TYPE II CURB DETAIL FOR REBAR AND COVER REQUIREMENTS. PERCUSSION DRILLING IS NOT PERMITTED WITH: TYPE II CURB, BRIDGE RAIL OR CONCRETE TRAFFIC RAIL.



NOTE: OPTIONS FOR TYPE II CURB:  
1. PRECAST  
2. CAST-IN-PLACE

GENERAL NOTES

1. CONTACT THE DESIGN DIVISION FOR DRAINAGE CUT OUT OPTIONS NEEDED WITHIN THE CURB SECTION OF THE THRIE-BEAM TRANSITION. (512) 416-2678
2. CONCRETE CURB MAY BE CAST-IN-PLACE OR PRECAST AS SHOWN ON THIS SHEET. WHEN USED IN CONJUNCTION WITH THE THRIE-BEAM TRANSITIONS, CURB SHALL BE TYPE II (5- 3/4" HEIGHT); SEE CURRENT CCG STANDARD SHEET FOR FURTHER DETAILS. IF OTHER CURB HEIGHTS ARE SHOWN IN THE PLANS IN CONJUNCTION WITH THE TRANSITION, THE CURB HEIGHT MAY BE FROM 4" TO 8" WITH A RELATIVELY VERTICAL FACE. CONCRETE CURB SHALL BE CONTINUOUS TO THE SEVENTH POST UNLESS OTHERWISE SHOWN IN THE PLANS. SEE GENERAL NOTE: 17 FOR CIRCUMSTANCES WHERE CURB CONTINUES PAST POST 7.
3. CONCRETE CURB TYPE II SUBSIDIARY TO "METAL BEAM GUARD FENCE TRANSITION". IF NO ADDITIONAL CURB IS INDICATED BEYOND THE TRANSITION, THEN ANY CURB HEIGHT GREATER THAN 4" WILL BE TAPERED DOWN BEGINNING AT THE LAST 7 FT. POST TO A MAXIMUM HEIGHT OF 4" AT POST 7. IF SHOWN ELSEWHERE IN THE PLANS, ADDITIONAL CURB UNDERNEATH GUARDRAIL WILL BE PAID FOR BY THE LINEAR FOOT.
4. UNLESS OTHERWISE SHOWN IN THE PLANS, TRANSITIONS SHALL BE PLACED WITH THE BLOCKOUT FACE IN FRONT OF OR DIRECTLY ABOVE THE CURB FACE. SEE SECTION A-A.
5. FOR ROUND WOOD POST SYSTEMS, ALL ROUND WOOD POSTS SHALL BE 7 1/2" DIA. MINIMUM THROUGHOUT THE THRIE-BEAM TRANSITION.
6. THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. REFER TO GF (31) STANDARD SHEET.
7. THE POST LENGTH SHALL BE MARKED ON ALL 7'- 0" LONG POSTS BY THE MANUFACTURER. THE MARK SHALL BE LOCATED WITHIN THE TOP 1 FT. REGION OF THE POST, AT LEAST 5/8" IN HEIGHT, AND VISIBLE AFTER INSTALLATION. WOODEN POSTS SHALL BE MARKED WITH A BRAND, AND STEEL POSTS WITH A STENCIL BEFORE GALVANIZING.
8. POSTS SHALL NOT BE SET IN CONCRETE, OF ANY DEPTH.
9. RAIL ELEMENTS SHALL MEET THE REQUIREMENTS OF ITEM 540, "METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED ON THE PLANS. THE THRIE-BEAM TERMINAL CONNECTOR AND THE THRIE-BEAM TRANSITION TO W-BEAM SHALL BE OF THE SAME MATERIAL, BUT SHALL NOT BE LESS THAN 10 GAUGE. CONTRACTOR SHALL VERIFY THAT THE LOCATIONS OF BOLT HOLES MATCH THOSE IN THE THRIE-BEAM TERMINAL CONNECTOR PRIOR TO ORDERING MATERIALS.
10. 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 5/8" WASHER (FWC16a) AND NOT MORE THAN 1" BEYOND IT. TRIM REMAINING BOLT LENGTH TO MEET REQUIRED LENGTH.
11. FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
12. CROWN SHALL BE WIDENED TO ACCOMMODATE TRANSITIONS.
13. WHERE SOLID ROCK IS ENCOUNTERED, CONTACT THE DESIGN DIVISION FOR ADDITIONAL GUIDANCE. (512) 416-2678
14. 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. TXDOT'S MATERIALS AND TESTS DIVISION MAINTAINS A MATERIAL PRODUCER LIST (MPL) FOR PRODUCERS OF MATERIALS CONFORMING TO DMS-7210. ONLY PRODUCERS ON THE MPL CAN FURNISH COMPOSITE MATERIAL BLOCKS.
15. REFER TO GF (31) STANDARD SHEET & BRIDGE RAILING DETAILS FOR ADDITIONAL DETAILS.
16. THE INSTALLATION OF THE TYPE II CURB IS CRITICAL FOR THE PERFORMANCE OF THE THRIE-BEAM TRANSITION SYSTEM. THE CURB PREVENTS (VEHICLE WHEEL SNAGGING) AT THE CONCRETE RAIL AND IS REQUIRED TO MEET MASH CRASH TEST CRITERIA.
17. IF CURB EXTENDS BEYOND POST 7, 25' OF NESTED W-BEAM GUARDRAIL SHALL BE INSTALLED BEYOND THE PAY LIMITS OF THRIE-BEAM TRANSITION SECTION, (SEE SHT.2). PAYMENT FOR THIS 25' SECTION WILL BE BY LINEAR FOOT, PAY ITEM "0540 6XXX MTL W-BEAM GD FEN (NESTED) (TIM POST)" OR "540 6XXX MTL W-BEAM GD FEN (NESTED) (STEEL POST)" AS APPLICABLE FOR POST TYPE. SEE SHT.2 FOR ADDITIONAL INFORMATION.

HIGH-SPEED TRANSITION

SHEET 1 OF 2



METAL BEAM GUARD FENCE  
THRIE-BEAM TRANSITION  
TL-3 MASH COMPLIANT  
GF (31) TR TL3-20

FILE: gf31tr+1320.dgn	DN: TXDOT	CK: KM	DW: VP	CK: CGL/AG
© TXDOT: NOVEMBER 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
	DIST	COUNTY	SHEET NO.	
	YKM	GONZALES	45	

DATE:  
FILE:

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

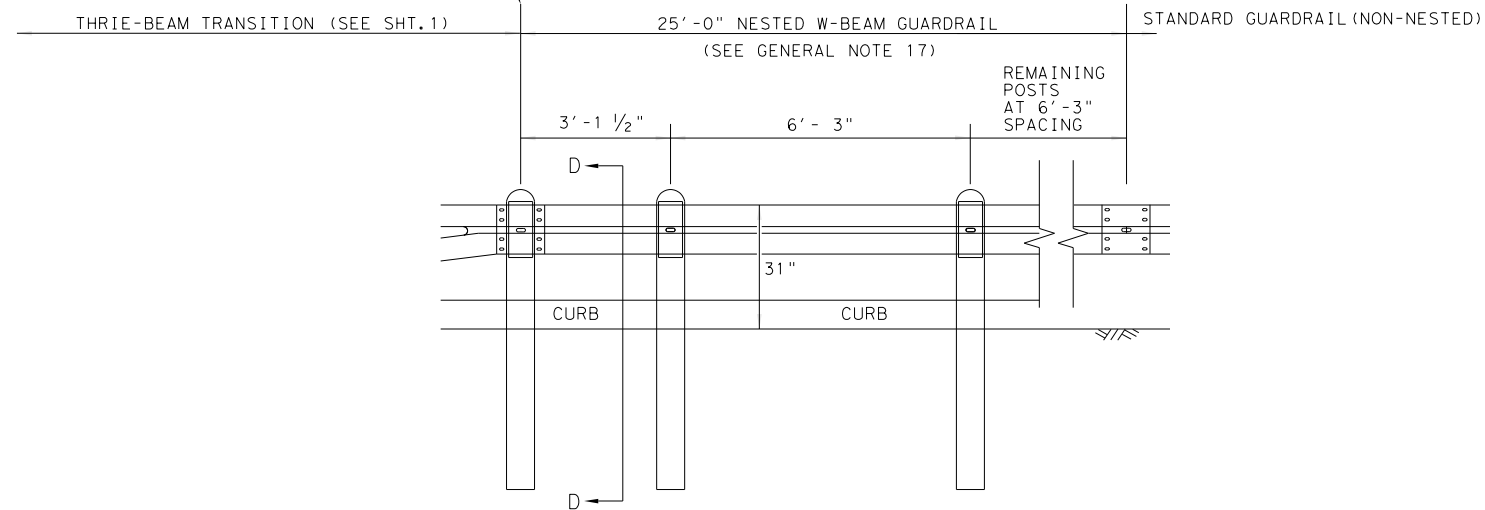
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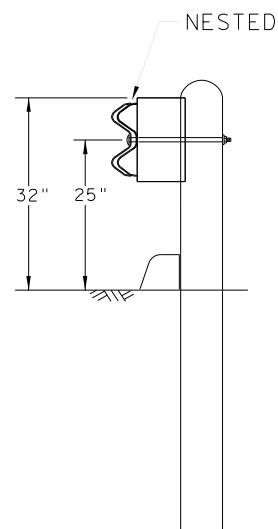
REQUIRED ALTERNATIVE FOR CONTINUOUS CURB EXTENDING PAST POST 7 (SEE SHT. 1 GENERAL NOTE 17)

END PAYMENT FOR METAL BEAM GUARD FENCE TRANSITION.  
BEGIN PAYMENT FOR METAL BEAM GUARD FENCE.

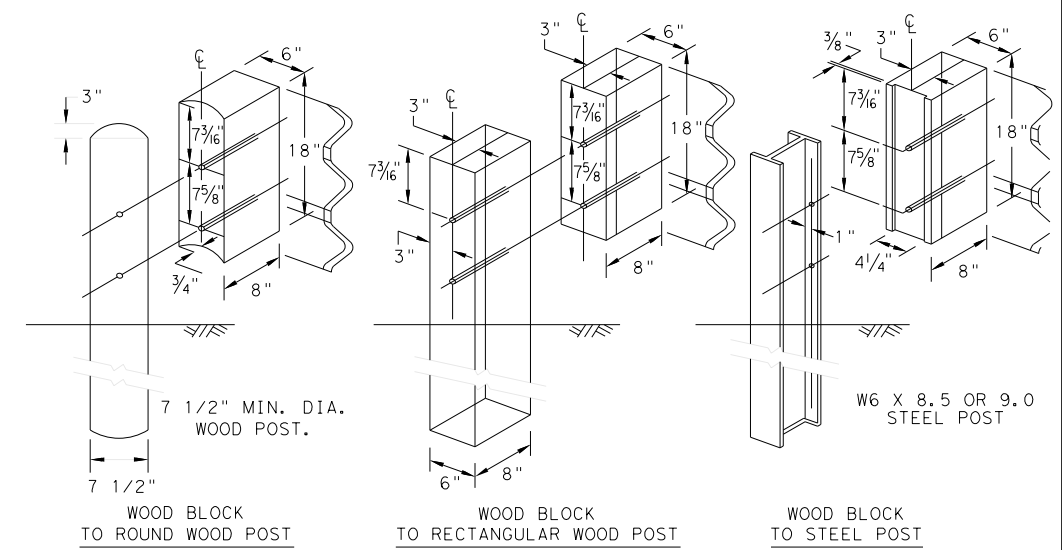
(SEE GF (31) STANDARD SHEET)



ELEVATION VIEW



SECTION D-D



THREE BEAM TRANSITION BLOCKOUT DETAILS

HIGH-SPEED TRANSITION

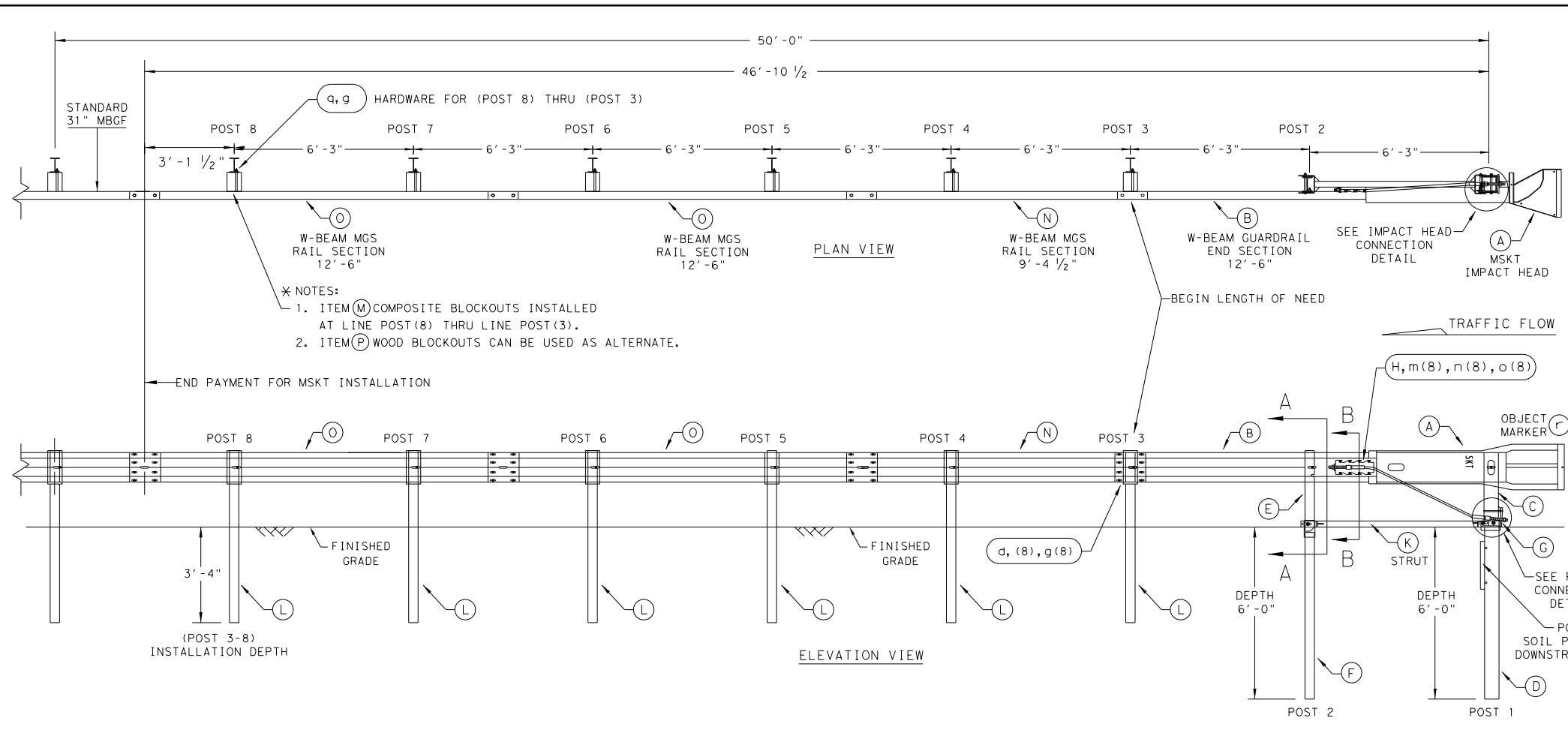
SHEET 2 OF 2



METAL BEAM GUARD FENCE  
THREE-BEAM TRANSITION  
TL-3 MASH COMPLIANT  
GF (31) TR TL3-20

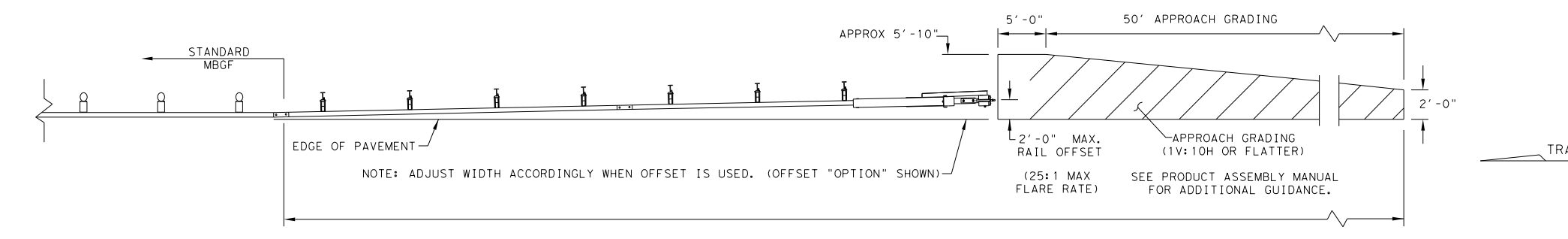
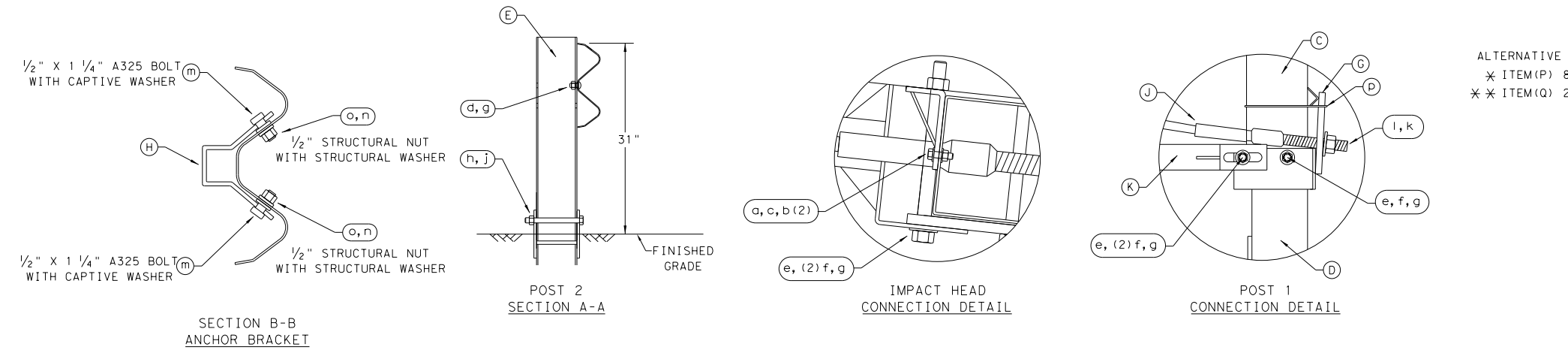
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©TXDOT: NOVEMBER 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
	DIST	COUNTY	SHEET NO.	
	YKM	GONZALES	46	

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- GENERAL NOTES**
- 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
  - FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE: MSKT END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL (PUBLICATION-062717).
  - 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.
  - FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
  - HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
  - SYSTEM SHOWN USING STEEL WIDE FLANGE POSTS WITH COMPOSITE BLOCKOUTS.
  - 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.
  - 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.
  - POSTS SHALL NOT BE SET IN CONCRETE.
  - SYSTEM MUST BE ATTACHED TO STANDARD 31" MBGF.
  - UNDER NO CIRCUMSTANCES SHALL THE GUARDRAIL WITHIN THE MSKT SYSTEM BE CURVED.
  - 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.
  - THE SYSTEM IS SHOWN WITH TWO 12'-6" MBGF PANELS, ONE 25'-0" MBGF PANEL IS ALSO ALLOWED IN ITS PLACE.
  - 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 1/8" 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 1/2")	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	5/8" X 1" HEX BOLT (GRD 5)	B5160104A
b	4	5/8" WASHER	W0516
c	2	5/8" HEX NUT	N0516
d	25	5/8" Dia. X 1 1/4" SPLICE BOLT (POST 2)	B580122
e	2	5/8" Dia. X 9" HEX BOLT (GRD A449)	B580904A
f	3	5/8" WASHER	W050
g	33	5/8" Dia. H.G.R NUT	N050
h	1	3/4" Dia. X 8 1/2" HEX BOLT (GRD A449)	B340854A
j	1	3/4" Dia. HEX NUT	N030
k	2	1 ANCHOR CABLE HEX NUT	N100
l	2	1 ANCHOR CABLE WASHER	W100
m	8	1/2" X 1 1/4" A325 BOLT WITH CAPTIVE WASHER	SB12A
n	8	1/2" STRUCTURAL NUTS	N012A
o	8	1 1/8" O.D. X 3/8" I.D. STRUCTURAL WASHERS	W012A
p	1	BEARING PLATE RETAINER TIE	CT-100ST
q	6	5/8" X 10" H.G.R. BOLT	B581002
r	1	OBJECT MARKER 18" X 18"	E3151



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

**Texas Department of Transportation**

**Design Division Standard**

## SINGLE GUARDRAIL TERMINAL

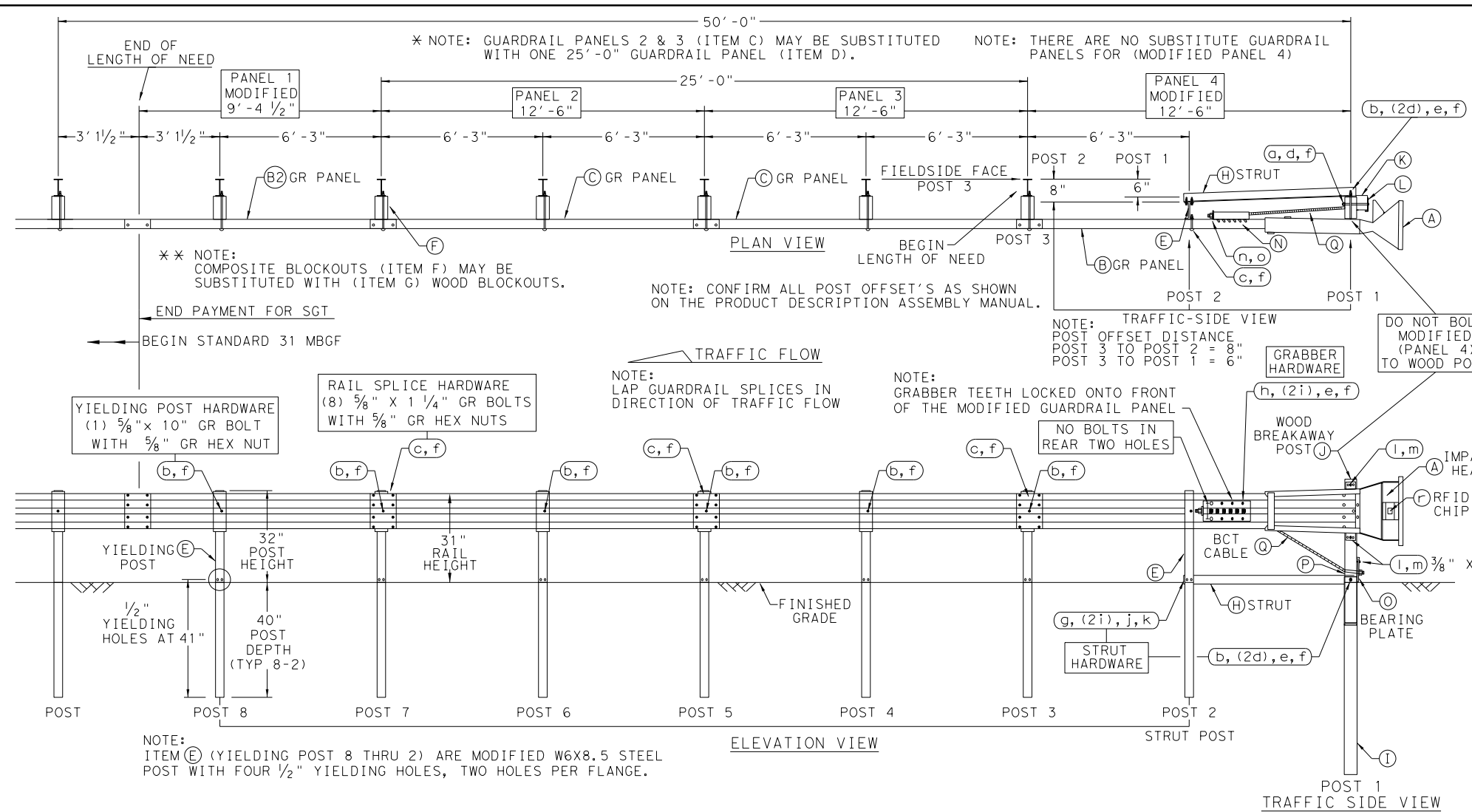
### MSKT-MASH-TL-3

### SGT (12S) 31-18

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© TxDOT: APRIL 2018	CONT SECT	JOB	HIGHWAY	
REVISIONS		0913 22	058	CR
DIST	COUNTY	SHEET NO.		
YKM	GONZALES	47		

DATE:  
FILE:

DISCLAIMER: THE USE OF THIS STANDARD IS GOVERNED BY THE "TEXAS ENGINEERING PRACTICE ACT". NO WARRANTY OF ANY KIND IS MADE BY TXDOT FOR ANY PURPOSE WHATSOEVER. TXDOT ASSUMES NO RESPONSIBILITY FOR THE CONVERSION OF THIS STANDARD TO OTHER FORMATS OR FOR INCORRECT RESULTS OR DAMAGES RESULTING FROM ITS USE.

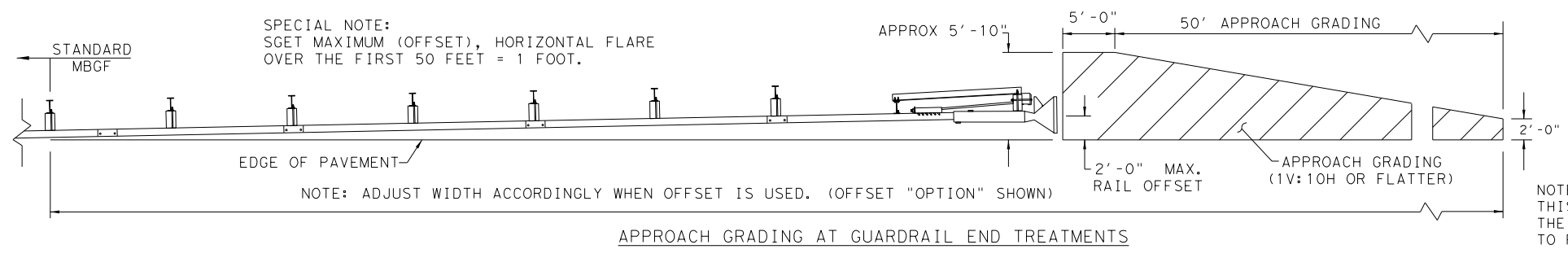
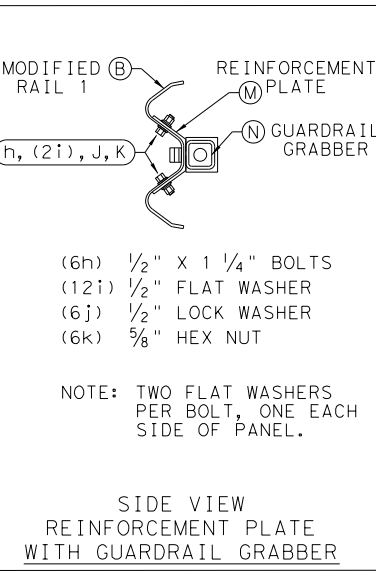
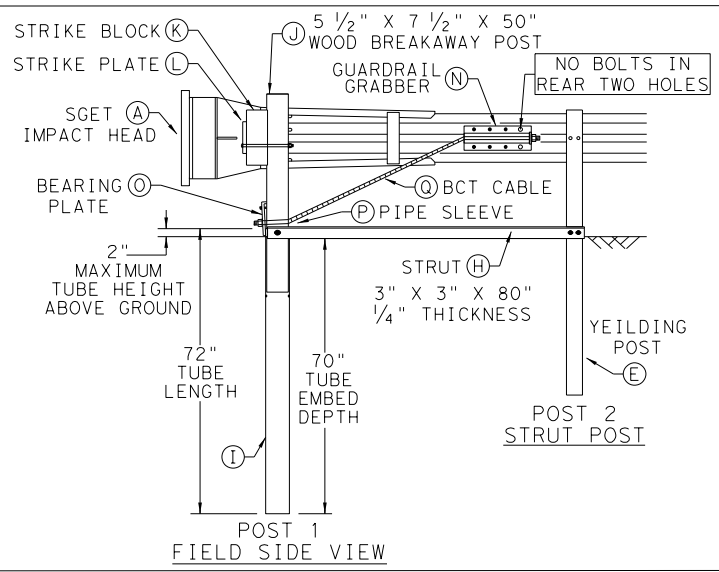
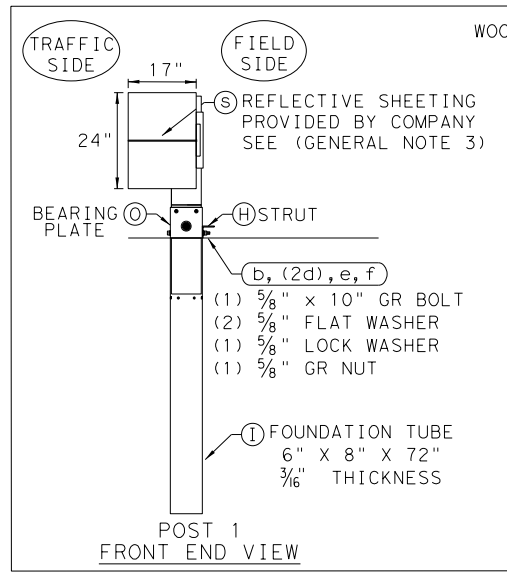
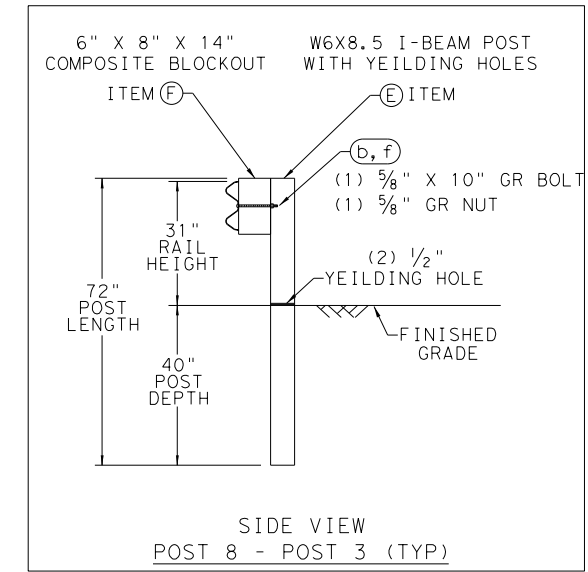


- GENERAL NOTES**
- FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: SPIG INDUSTRY, INC. AT 1(267) 644-9510. 14675 INDUSTRIAL PARK RD; BRISTOL, VA 24202
  - FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE MANUFACTURER'S; SGET END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL.
  - 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.
  - THE NOMINAL HEIGHT OF THE GUARDRAIL BEAM IS 31 INCHES WITH A TOLERANCE OF +/- ONE INCH.
  - FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
  - (POST 2 THROUGH POST 8) ARE MODIFIED STEEL-YIELDING POSTS WITH YIELDING HOLES AT GROUND LEVEL. THERE ARE NO SUBSTITUTE POSTS.
  - POSTS SHALL NOT BE SET IN CONCRETE.
  - IF SOLID ROCK IS ENCOUNTERED FOR ANY OF THE POSTS IN THE SYSTEM, CONTACT THE MANUFACTURER FOR SPECIFIC INSTALLATION GUIDANCE.
  - HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
  - 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.
  - 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"	WB08
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"	GR17
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			
g	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 A563HD 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



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**

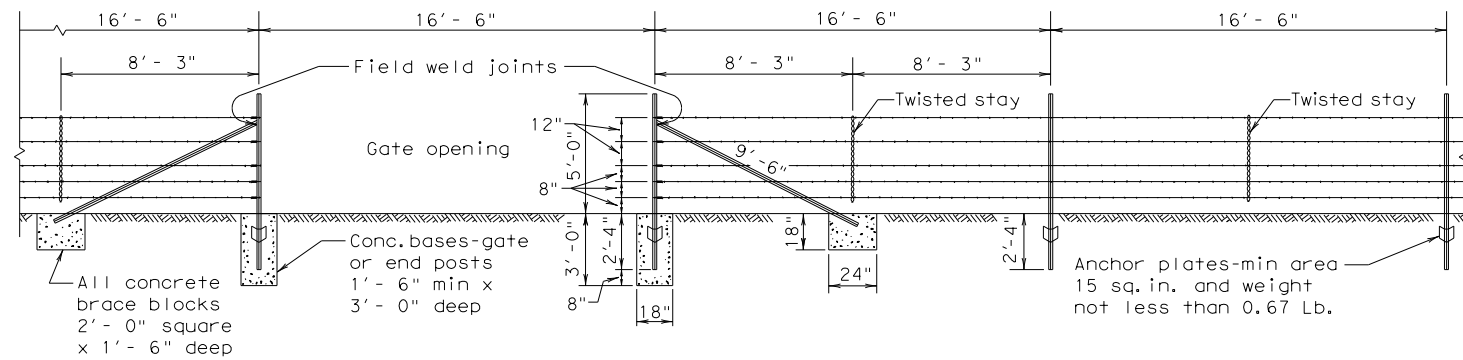
Design Division Standard

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

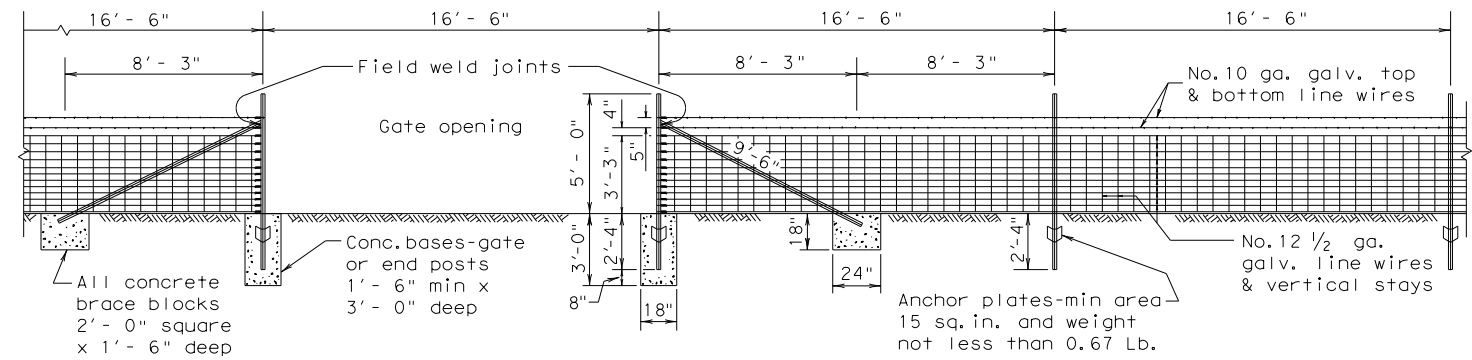
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© TXDOT: APRIL 2020	CONT: 0913	SECT: 22	JOB: 058	HIGHWAY: CR
REVISIONS	DIST: YKM	COUNTY: GONZALES	SHEET NO. 48	

DATE: FILE:

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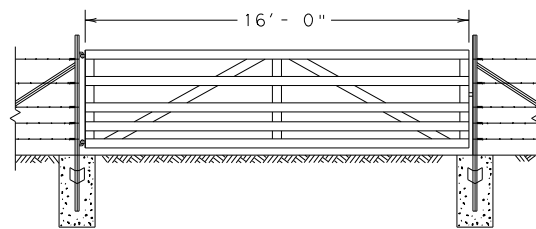
SECTION GALVANIZED BARBED WIRE FENCE WITH METAL POSTS  
BRACING DETAIL USED AT ENDS AND GATES  
TYPE "C" FENCE  
(See General Note 8)



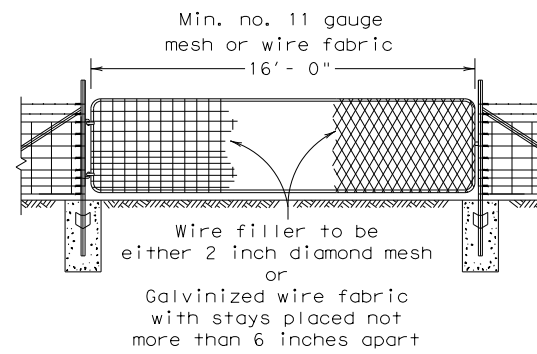
SECTION GALVANIZED WOVEN WIRE FENCE WITH METAL POSTS  
BRACING DETAIL USED AT ENDS AND GATES  
TYPE "D" FENCE  
(See General Note 8)

Note:  
For Steel pipe and  
T-Post requirements.  
(See General Notes 6 & 7)

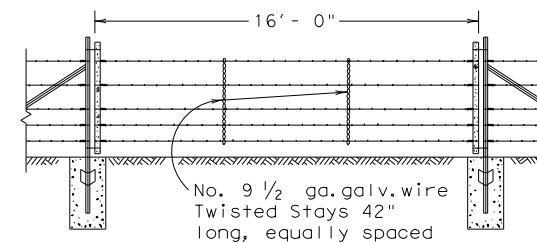
Metal gate shall consist of 5 panels not less than 4'-4" high and shall be aluminum or galvanized metal and of good quality. Gate and hardware shall meet the approval of the engineer.



DETAIL TYPE 1 GATE



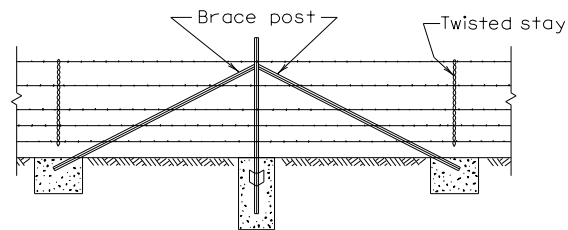
DETAIL TYPE 2 GATE



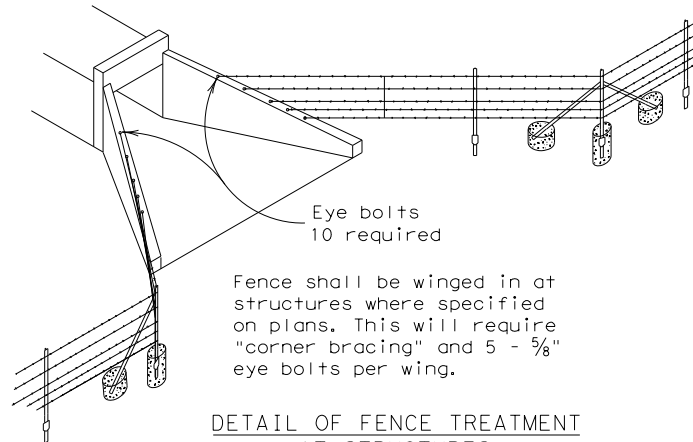
DETAIL TYPE 3 GATE

GENERAL NOTES

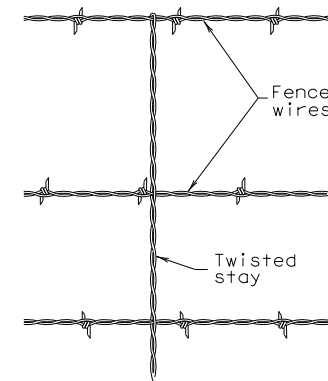
- Any high point which interferes with the placing of wire mesh shall be excavated to provide a 2 inch clearance.
  - Latches for Type 1 and Type 2 gates shall be good commercial quality and design latch of the spring, fork or chain type. All latches shall be suitable to the gate and shall be approved by the Engineer.
  - Hinges for Type 2 gates shall be a commercial design approved by the Engineer suitable for post and gate.
  - Concrete shall be of the design and consistency approved by the Engineer and shall contain not less than 4 sacks of cement per cubic yard. Concrete footings are to be crowned at the top to shed water.
  - Steel anchor plates shall be of a design and thickness sufficient to prevent turning of the post in firm soil.
  - Steel pipe end posts, corner and pull posts shall be a minimum of 2" Std. pipe (2.375" O.D., 0.154" wall thickness) with a 1/4" Std. pipe brace (1.660" O.D., 0.140" wall thickness), with a 2"x2"x1/4" angle, or other as approved by the Engineer. Fasteners for securing barbed wire or woven wire fence to metal posts shall be a minimum of 11 gauge galvanized steel wire. Tubular posts shall be fitted with water malleable iron caps.
  - If Steel pipe is used for posts and braces, use standard pipe in accordance with ASTM A 53, Class B or A 501. For T-Posts use steel that meets ASTM A 702. Metal line posts shall be not less than 6'-6" in length and shall weigh not less than (1.33 lbs./lin. ft.). These items shall be in accordance with Item 552, "Wire Fence."
  - Barbed Wire shall be in accordance with ASTM A 121, Class 1 Design designation 12-2-4-1 4R or 12-2-5-1 4R, or as approved by the Engineer.
- Woven Wire Fence (Type D) shall be in accordance with ASTM A 116, Class 1 No. 12-1/2 Grade 60 (See Table 1 ASTM A 116) to the height and design shown on the plans, or as approved by the Engineer.
- The location of gates and corner posts will be as indicated elsewhere in these plans.



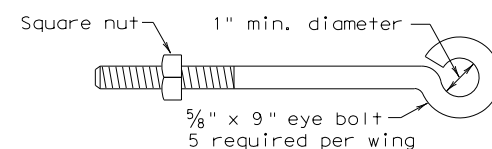
CORNER OR PULL POST ASSEMBLY



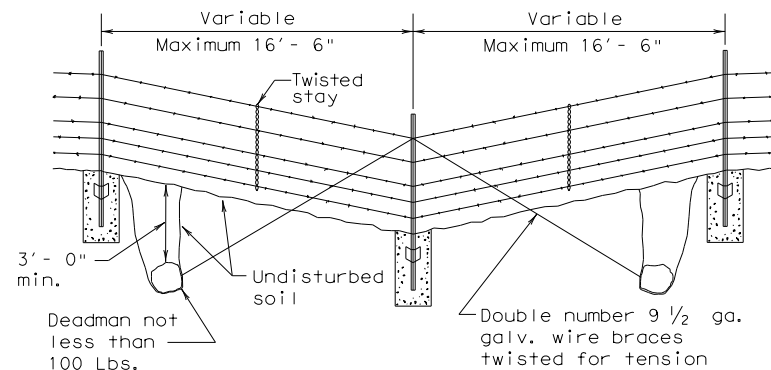
DETAIL OF FENCE TREATMENT AT STRUCTURES



DETAIL OF STAY (Barbed Wire Fence)



DETAIL OF EYE BOLT



DETAIL OF FENCE SAG

DATE:  
FILE:

				<b>Design Division Standard</b>	
<b>BARBED WIRE AND WOVEN WIRE FENCE (STEEL POSTS)</b> <b>WF (2) - 10</b>					
FILE:	wf210.dgn	DN: TxDOT	CK: AM	DW: VP	CK:
© TxDOT 1996		CONT	SECT	JOB	HIGHWAY
REVISIONS		0913	22	058	CR
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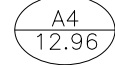



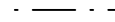
**Parameters Table – Sandy Fork**

PARAMETERS	INPUT	UNIT
Drainage Area =	61.17	sq.mi.
Main Channel Slope=	0.003	ft/ft
P =	38	in
$\phi$ =	0.14	-

**Regression Flows Summary Table – Sandy Fork**


PEAK FLOW	RESULT	UNIT
Q2 =	3232	cfs
Q5 =	7245	cfs
Q10 =	10386	cfs
Q25 =	15596	cfs
Q50 =	20279	cfs
Q100 =	25867	cfs
Q500 =	42110	cfs

**LEGEND**

-  AREA I.D.
-  AREA IN SQUARE MILES
-  DIRECTION OF FLOW
-  DRAINAGE AREA BOUNDARY
-  TIME OF CONCENTRATION FLOW PATH

**NOTES:**


- OFF-SITE CONTOURS OBTAINED FROM TNRS DATA HUB (2019 HURRICANE 70 CM LIDAR HYPSOGRAPHY).
- CONTOURS ARE SHOWN AT 10-FOOT INTERVALS.
- HYDROLOGIC COMPUTATIONS WERE COMPUTED USING OMEGA EM REGRESSION EQUATIONS.
- DESIGN STORM EVENT: 2-YEAR (50%-AEP)  
CHECK STORM EVENT: 100-YEAR (1%-AEP)




5/20/2024

*Andres M. Cardenas*

NO.	REVISION	BY	DATE



**RODRIGUEZ TRANSPORTATION GROUP**  
FIRM #587



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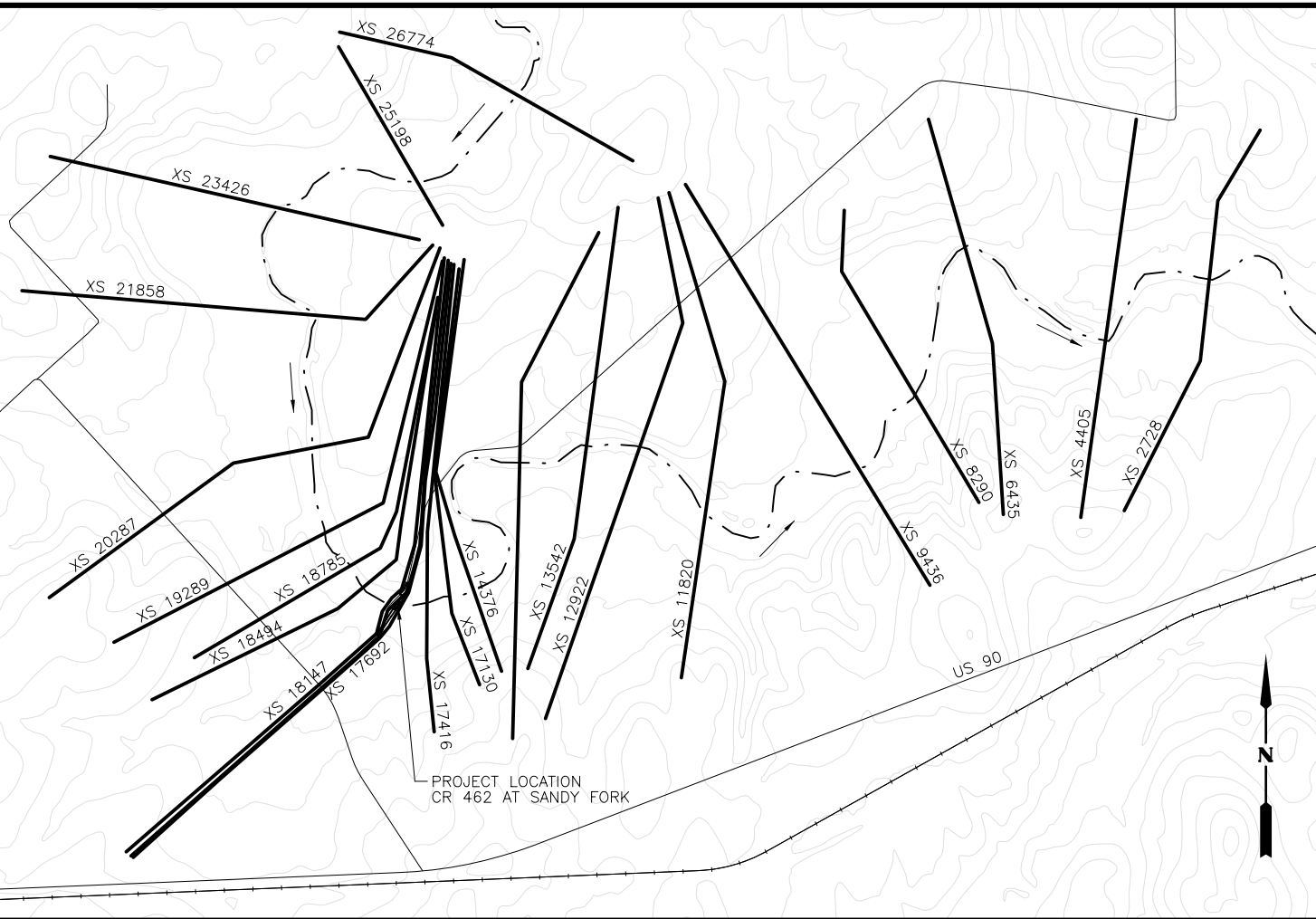
CR 462 AT SANDY FORK

**DRAINAGE AREA MAP**

CSJ 0913-22-058 SHEET 1 OF 1

Designed:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.
Checked:	6	TEXAS		CR
Drawn:	DIST.	COUNTY	CONTROL NO.	SECTION NO.
Checked:	YKM	GONZALES	0913	22
				JOB NO.
				058
				SHEET NO.
				50

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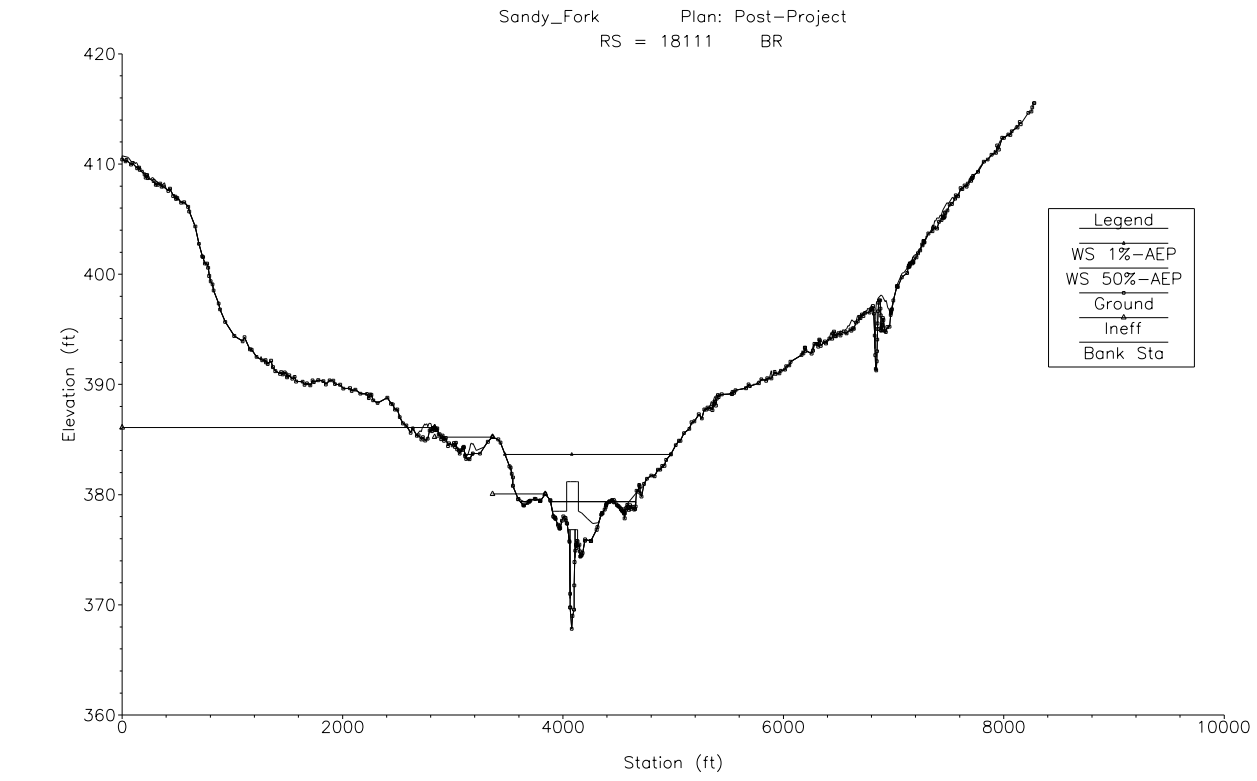


HEC-RAS CROSS SECTION LAYOUT  
SCALE: 1" = 2000'

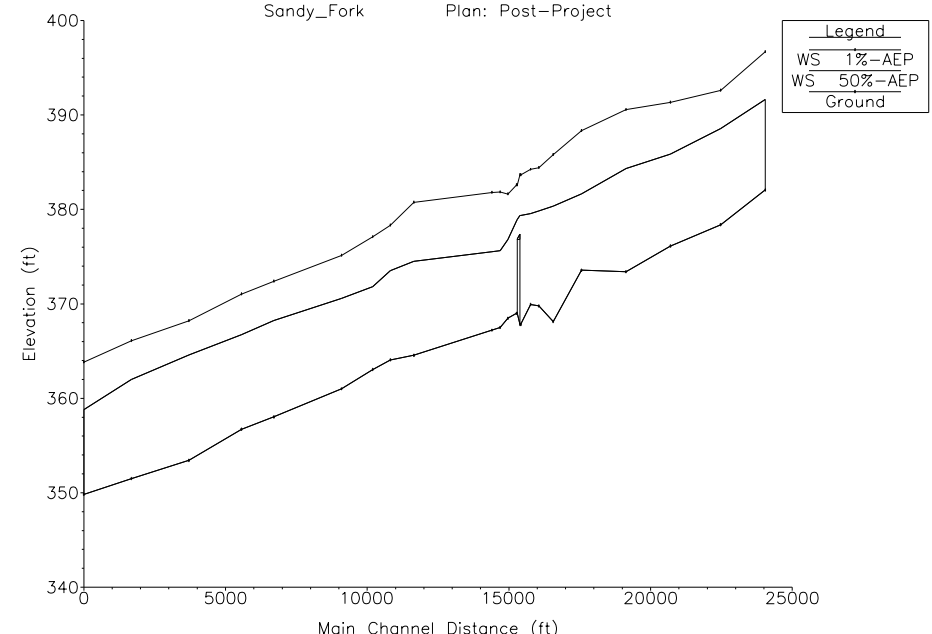
### HEC-RAS OUTPUT SUMMARY TABLE

River Sta	Profile	Q Total (cfs)	Pre-Project		Post-Project		WSE Difference (ft)
			W.S. Elev (ft)	Vel Chnl (ft/s)	W.S. Elev (ft)	Vel Chnl (ft/s)	
26774	50%-AEP (2-YR)	3232	391.64	5.16	391.64	5.16	0.00
	1%-AEP (100-YR)	25867	396.68	6.49	396.68	6.49	0.00
25198	50%-AEP (2-YR)	3232	388.56	5.25	388.56	5.25	0.00
	1%-AEP (100-YR)	25867	392.60	11.86	392.60	11.86	0.00
23426	50%-AEP (2-YR)	3232	385.85	4.61	385.85	4.61	0.00
	1%-AEP (100-YR)	25867	391.33	4.17	391.33	4.17	0.00
21858	50%-AEP (2-YR)	3232	384.33	4.36	384.33	4.36	0.00
	1%-AEP (100-YR)	25867	390.56	5.68	390.55	5.68	-0.01
20287	50%-AEP (2-YR)	3232	381.64	6.32	381.64	6.31	0.00
	1%-AEP (100-YR)	25867	388.35	9.14	388.35	9.15	0.00
19289	50%-AEP (2-YR)	3232	380.21	4.04	380.28	3.94	0.07
	1%-AEP (100-YR)	25867	385.83	9.89	385.81	9.92	-0.02
18785	50%-AEP (2-YR)	3232	379.56	4.48	379.71	4.23	0.15
	1%-AEP (100-YR)	25867	384.48	10.22	384.43	10.29	-0.05
18494	50%-AEP (2-YR)	3232	379.19	5.06	379.40	4.75	0.21
	1%-AEP (100-YR)	25867	384.33	8.18	384.27	8.34	-0.06
18147	50%-AEP (2-YR)	3232	378.89	3.81	379.16	3.47	0.27
	1%-AEP (100-YR)	25867	363.74	7.27	363.64	7.44	-0.10
18111 CR 462	Bridge						0.00
17994	50%-AEP (2-YR)	3232	378.65	4.84	378.78	4.77	0.13
	1%-AEP (100-YR)	25867	382.48	12.37	382.57	12.63	0.09
17692	50%-AEP (2-YR)	3232	376.81	8.44	376.81	8.44	0.00
	1%-AEP (100-YR)	25867	381.62	9.79	381.62	9.79	0.00
17416	50%-AEP (2-YR)	3232	375.62	2.44	375.62	2.44	0.00
	1%-AEP (100-YR)	25867	381.83	3.43	381.83	3.43	0.00
17130	50%-AEP (2-YR)	3232	375.52	2.41	375.52	2.41	0.00
	1%-AEP (100-YR)	25867	381.80	2.66	381.80	2.66	0.00
14376	50%-AEP (2-YR)	3232	374.49	3.49	374.49	3.49	0.00
	1%-AEP (100-YR)	25867	380.75	7.90	380.75	7.90	0.00
13542	50%-AEP (2-YR)	3232	373.51	4.04	373.51	4.04	0.00
	1%-AEP (100-YR)	25867	378.31	9.41	378.31	9.41	0.00
12922	50%-AEP (2-YR)	3232	371.81	6.43	371.81	6.43	0.00
	1%-AEP (100-YR)	25867	377.09	8.68	377.09	8.68	0.00
11820	50%-AEP (2-YR)	3232	370.58	3.66	370.58	3.66	0.00
	1%-AEP (100-YR)	25867	375.13	8.13	375.13	8.13	0.00
9436	50%-AEP (2-YR)	3232	368.24	4.54	368.24	4.54	0.00
	1%-AEP (100-YR)	25867	372.38	6.98	372.38	6.98	0.00
8290	50%-AEP (2-YR)	3232	366.74	4.55	366.74	4.55	0.00
	1%-AEP (100-YR)	25867	371.04	6.18	371.04	6.18	0.00
6435	50%-AEP (2-YR)	3232	364.60	4.22	364.60	4.22	0.00
	1%-AEP (100-YR)	25867	368.20	8.40	368.20	8.40	0.00
4405	50%-AEP (2-YR)	3232	361.99	5.77	361.99	5.77	0.00
	1%-AEP (100-YR)	25867	366.09	5.44	366.09	5.44	0.00
2728	50%-AEP (2-YR)	3232	358.81	6.92	358.81	6.92	0.00
	1%-AEP (100-YR)	25867	363.82	10.64	363.82	10.64	0.00

- NOTES:
- HEC-RAS VERSION 6.4.1 WAS USED FOR THE HYDRAULIC ANALYSIS. A SLOPE OF 0.003 FT/FT WAS USED TO CALCULATE THE NORMAL DEPTH AS A DOWNSTREAM BOUNDARY CONDITIONS FOR BOTH EXISTING AND PROPOSED CONDITIONS.
  - PEAK FLOW RATES CALCULATED USING OMEGA EM REGRESSION EQUATIONS WERE UTILIZED FOR THE HYDRAULIC ANALYSIS.
  - THE PROJECT IS LOCATED WITHIN A ZONE A SPECIAL FLOOD HAZARD AREA FOR SANDY FORK PER FEMA FIRM PANEL 48177C0125D DATED DECEMBER 3, 2010.
  - FINAL COORDINATION WITH THE GONZALES COUNTY FLOODPLAIN ADMINISTRATOR OCCURRED ON 05/20/2024.
  - HORIZONTAL DATUM: NAD 83 (FEET)(TEXAS SOUTH CENTRAL)  
VERTICAL DATUM: NAVD 88 (FEET)



HEC-RAS CROSS SECTION  
UPSTREAM OF CR 462



HEC-RAS PROFILE

8/22/2024

NO.	REVISION	BY	DATE

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CR 462 AT SANDY FORK

### HYDRAULIC DATA SHEET

CSJ 0913-22-058 SHEET 1 OF 1

Designed:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.
Checked:	6	TEXAS		CR
Drawn:	DIST.	COUNTY	CONTROL NO.	SECTION NO.
Checked:	YKM	GONZALES	0913	22
				JOB NO.
				058
				SHEET NO.
				51

8/22/2024 1:43:31 PM acardenas cpycolor\_ANSIB.tbl cpypdf\_ANSIB.plt cfw pw:\stvw-sw-pw-bentley.com:stvw-sw-pw-01\Documents\Active Projects\TXD01800958.00\TXD01800958.04\Plan Set 19\8.00 Plans and Drawings\8.30 Cut Sheets\8.3.06 Drain

SCOUR CALCULATIONS						
	SCOUR DESIGN FLOOD			SCOUR DESIGN CHECK FLOOD		
	Left Overbank	Main Channel	Right Overbank	Left Overbank	Main Channel	Right Overbank
PRESSURE FLOW CONTRACTION SCOUR						
D50(ft.)	0.00066	0.00066	0.00066	0.00066	0.00066	0.00066
Que(cfs)	1533	3760	2357	1482	3748	2265
hu(ft.)	2.5	12.36	2.86	3.09	13.06	3.41
hue(ft.)	0.9	10.7	1.2	0.8	10.7	1.1
Q1(cfs)	5055.07	4415.27	6125.67	7252.56	4687.02	8339.43
Q2(cfs)	2563.3	2336.18	10696.33	3216.2	2837.8	14242
S1(ft./ft.)	0.00157	0.00157	0.00157	0.00147	0.00147	0.00147
V* (ft./s)	0.21	0.74	0.25	0.19	0.71	0.23
k1(-)	0.69	0.69	0.69	0.69	0.69	0.69
W1(ft.)	838.5	43.12	814.75	872.36	87.2	805.25
W (ft.)	510.7	87.2	761.7	538.01	87.2	805.25
W2(ft.)	511	81	762	538	81	805
y2(ft.)	1.93	4.61	4.75	2.09	5.47	5.48
hb(ft.)	1.05	7.83	1.05	1.05	7.83	1.05
ht(ft.)	5.5	5.5	5.5	6.1	6.1	6.1
hu(ft.)	2.5	12.4	2.9	3.1	13.1	3.4
T (ft.)	4.35	4.35	4.35	4.35	4.35	4.35
hw(ft.)	1.1	1.17	1.1	1.75	1.79	1.75
t (ft.)	0.5	3.1	0.5	0.5	3.1	0.5
ys(ft.)	1.5	0.00	4.5	2	1.00	5
PIER SCOUR						
V1(ft./sec.)		6.00			6.63	
y1(ft.)		9.72			10.34	
g (ft./sec^2)		32.2			32.2	
Fr(-)		0.34			0.36	
a (ft.)		2.0			2.0	
L (ft.)		6.0			6.0	
0 (degrees)		0.0			0.0	
K1(-)		1.0			1.0	
K2(-)		1.0			1.0	
K3(-)		1.1			1.1	
Red. Factor (-)		0.5			0.5	
ys(ft.)		2.5			2.5	

SUMMARY OF CALCULATED SCOUR DEPTHS (ft.)						
	SCOUR DESIGN FLOOD			SCOUR DESIGN CHECK FLOOD		
	Contraction Scour	Pier Scour	Total Scour	Contraction Scour	Pier Scour	Total Scour
Abut #1	1.5	0.0	1.5	2.0	0.0	2.0
Bent #2	0.0	2.5	2.5	1.0	2.5	3.5
Bent #3	0.0	2.5	2.5	1.0	2.5	3.5
Abut #4	4.5	0.0	4.5	5.0	0.0	5.0

SCOUR DESIGN FLOOD						
	Upstream Approach River Station 18494			Contracted Section at Bridge River Station 18111		
	Left Overbank	Main Channel	Right Overbank	Left Overbank	Main Channel	Right Overbank
A (sq. ft.)	2098.44	533.07	2327.71	1476.46	452.6	2165.7
WP (ft.)	838.83	48.73	814.92	514.03	258.37	783.20
n (-)	0.045	0.035	0.045	0.045	0.035	0.045
Q (cfs)	5055.07	4415.27	6125.67	2563.3	2336.18	10696.33
V (ft./sec.)	2.41	8.28	2.63	1.74	5.16	4.94
y (ft.)	2.5	12.36	2.86	2.89	5.19	2.84
W (ft.)	838.5	43.12	814.75	510.71	87.20	761.73
WSEL (ft.)	382.79			382.34		
Vavg(ft./sec.)	3.14			3.81		

SCOUR DESIGN CHECK FLOOD						
	Upstream Approach River Station 18494			Contracted Section at Bridge River Station 18111		
	Left Overbank	Main Channel	Right Overbank	Left Overbank	Main Channel	Right Overbank
A (sq. ft.)	2698.12	563.09	2907.51	1804.44	507.11	2657.22
WP (ft.)	872.72	48.73	853.2	541.33	258.37	826.72
n (-)	0.045	0.035	0.045	0.045	0.035	0.045
Q (cfs)	7252.56	4687.02	8339.43	3216.17	28737.78	14241.53
V (ft./sec.)	2.69	8.32	2.87	1.78	5.6	5.36
y (ft.)	3.09	13.06	3.41	3.35	5.82	3.3
W (ft.)	872.36	43.12	853.03	538.01	87.20	805.25
WSEL (ft.)	383.49			382.96		
Vavg(ft./sec.)	3.29			4.08		


CHANNEL MATERIAL	
Channel Bed Material Description	Channel underlain by clay layer to depth of 8', then a silty loose sand layer to a depth of 14', followed by clay to a depth of 50'.
D50	0.00066 ft. (0.2 mm)
Basis of Channel Bed Material Description	Laboratory test on soil boring samples
Non-Erodible Strata	None found at maximum depth of soil boring

SUMMARY OF RETURN PERIODS *	
DESIGN FLOOD	2-YEAR
SCOUR DESIGN FLOOD	25-YEAR
SCOUR DESIGN CHECK FLOOD	50-YEAR

\* The return period for the Design Flood was obtained from the TxDOT Hydraulic Design Manual. The return periods for the Scour Design Flood and the Scour Design Check Flood were obtained from the TxDOT Scour Evaluation Guide.


NOTES:

- THIS SCOUR EVALUATION WAS CONDUCTED USING THE PRESSURE FLOW METHODOLOGY IN ACCORDANCE WITH THE TXDOT SCOUR ANALYSIS GUIDE.
- REFER TO THE BORING LOGS SHEET FOR ADDITIONAL SUBSURFACE INFORMATION.
- REFER TO THE DRAINAGE AREA MAP SHEET AND THE HYDRAULIC DATA SHEET FOR ADDITIONAL HYDROLOGIC AND HYDRAULIC INFORMATION.
- THE MEDIAN GRAIN SIZE OF THE CHANNEL MATERIAL IS LESS THAN 0.00066 FT. PER THE TXDOT SCOUR ANALYSIS GUIDE, D50 WAS ASSUMED = 0.00066 FT.
- THE CHANNEL MATERIAL CONTAINS MORE THAN 12% FINES BY WEIGHT. PER THE SCOUR ANALYSIS GUIDE, A REDUCTION FACTOR OF 0.5 WAS APPLIED TO THE CALCULATED PIER SCOUR.
- THE TOTAL CALCULATED SCOUR AT EITHER ABUTMENT IS EQUAL TO THE CALCULATED CONTRACTION SCOUR AT THAT LOCATION. THE TOTAL CALCULATED SCOUR AT INTERIOR BENTS IS EQUAL TO THE SUM OF THE CALCULATED CONTRACTION AND PIER SCOUR DEPTHS.
- ABUTMENT #1 IS LOCATED IN THE LEFT OVERBANK. BENT #2 IS LOCATED IN THE MAIN CHANNEL. BENT #3 IS LOCATED IN THE MAIN CHANNEL. ABUTMENT #4 IS LOCATED IN THE RIGHT OVERBANK.




8/22/2024

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RTG RODRIGUEZ TRANSPORTATION GROUP FIRM #587



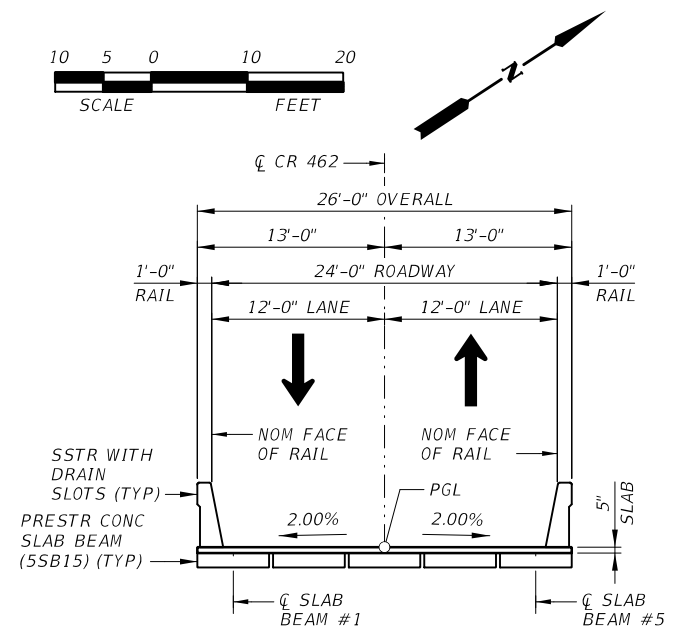
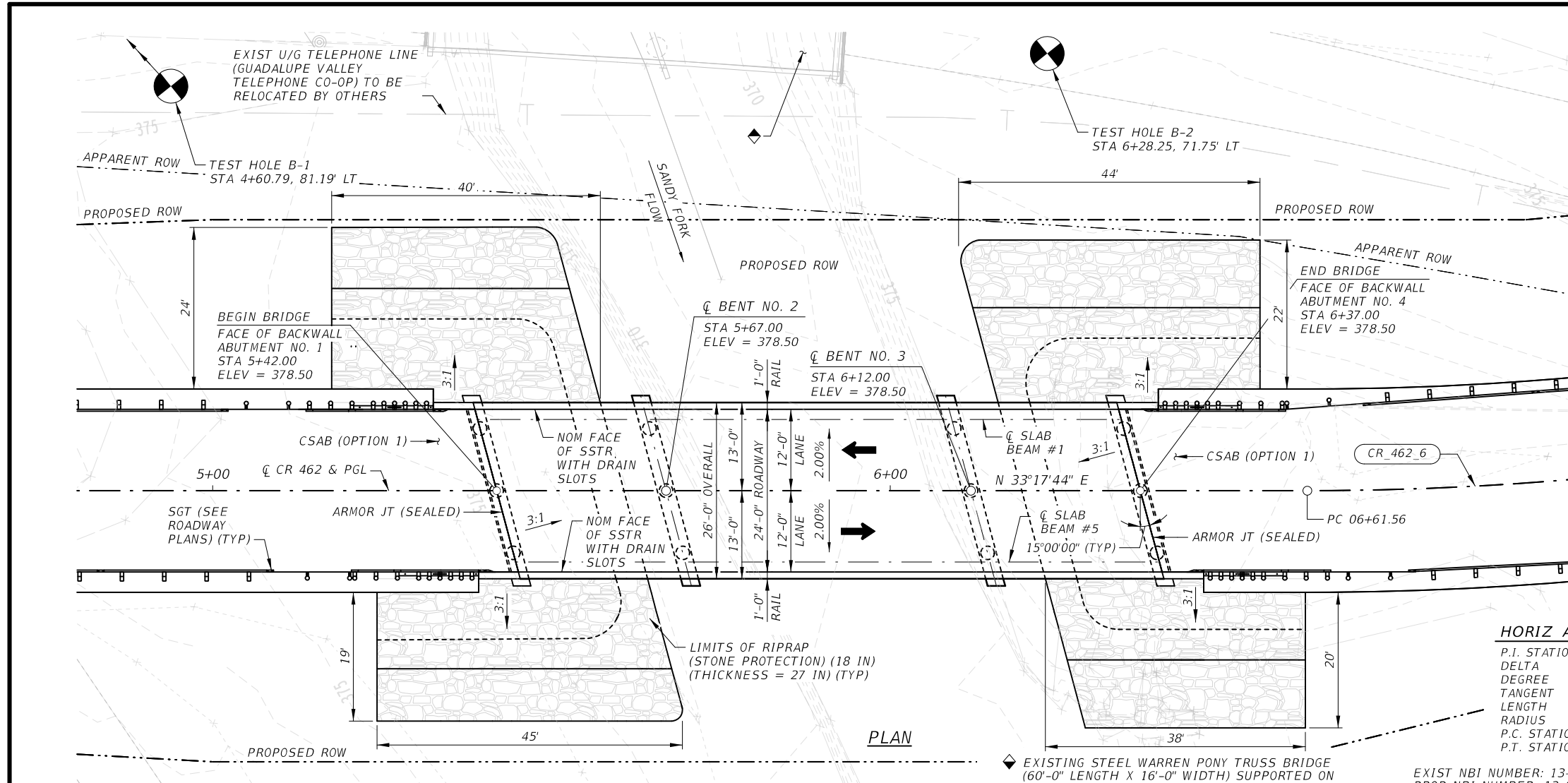
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CR 462 AT SANDY FORK

**SCOUR DATA SHEET**

**CSJ 0913-22-058 SHEET 1 OF 1**

Designed:	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.		HIGHWAY NO.
Checked:	6	TEXAS			CR
Drawn:	DIST.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.
Checked:	YKM	GONZALES	0913	22	058
					SHEET NO. 52





**HORIZ ALIGN DATA**

P.I. STATION	= 7+39.61
DELTA	= 19°15'36" (LT)
DEGREE	= 12°27'20"
TANGENT	= 78.05'
LENGTH	= 154.63'
RADIUS	= 460.00'
P.C. STATION	= 6+61.56
P.T. STATION	= 8+16.19

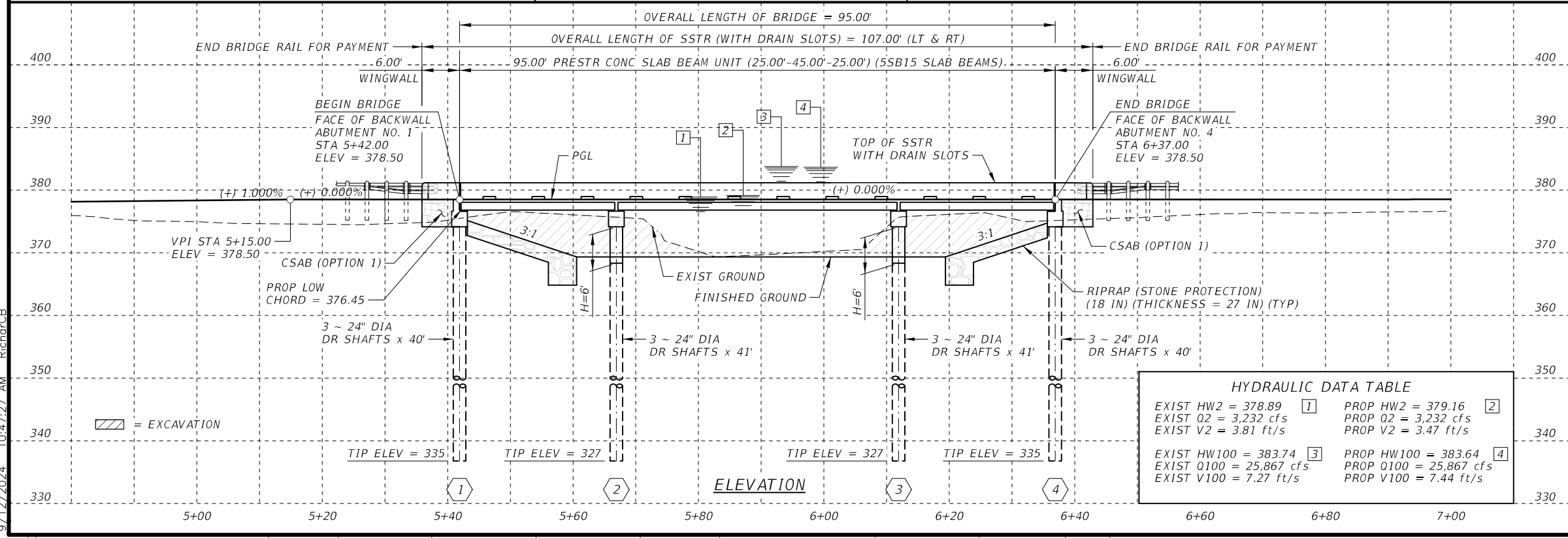
- GENERAL NOTES:**
- DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION (2020) AND TXDOT BRIDGE DESIGN MANUAL (JAN 2023).
  - USE OPTION 1 FOR CONFIGURATION OF CEMENT STABILIZED BACKFILL BEHIND ABUTMENTS. SEE CSAB STANDARD FOR DETAILS.
  - SEE BRIDGE BORING LOGS SHEET FOR GEOTECHNICAL INFORMATION.
  - SEE PSBEB STANDARD FOR BEAM END AND BEARING DETAILS.
  - THE "H" VALUES SHOWN ARE ESTIMATED COLUMN HEIGHTS. CONTRACTOR IS RESPONSIBLE FOR CALCULATING ACTUAL COLUMN HEIGHTS BASED ON FIELD CONDITIONS.

ALL ABUTMENTS AND INTERIOR BENTS ON BEARING N 71°42'16" W SUPERSTRUCTURE INV/OPR RATINGS: 1.08/1.73

EXISTING STEEL WARREN PONY TRUSS BRIDGE (60'-0" LENGTH X 16'-0" WIDTH) SUPPORTED ON STEEL ABUTMENTS AND INTERIOR BENT WITH TIMBER DECK TO BE REMOVED. EXISTING FOUNDATIONS TO BE REMOVED 2'-0" MINIMUM BELOW FINISHED GROUND.

EXIST NBI NUMBER: 13-090-0-AA04-62-001  
 PROP NBI NUMBER: 13-090-0-AA04-62-002  
 FUNCTIONAL CLASSIFICATION: RURAL LOCAL ROAD  
 DESIGN SPEED: MEETS OR IMPROVES EXISTING  
 ADT: 44 VPD (2022), 44 VPD (2042)

**HL93 LOADING**



09/12/2024

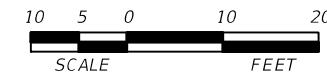
NO.	REVISION	BY	DATE

**stv** TEXAS REGISTERED ENGINEERING FIRM F-204

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 CR 462 AT SANDY FORK  
**BRIDGE LAYOUT  
 SANDY FORK BRIDGE**  
 CSJ 0913-22-058 SHEET 1 OF 1

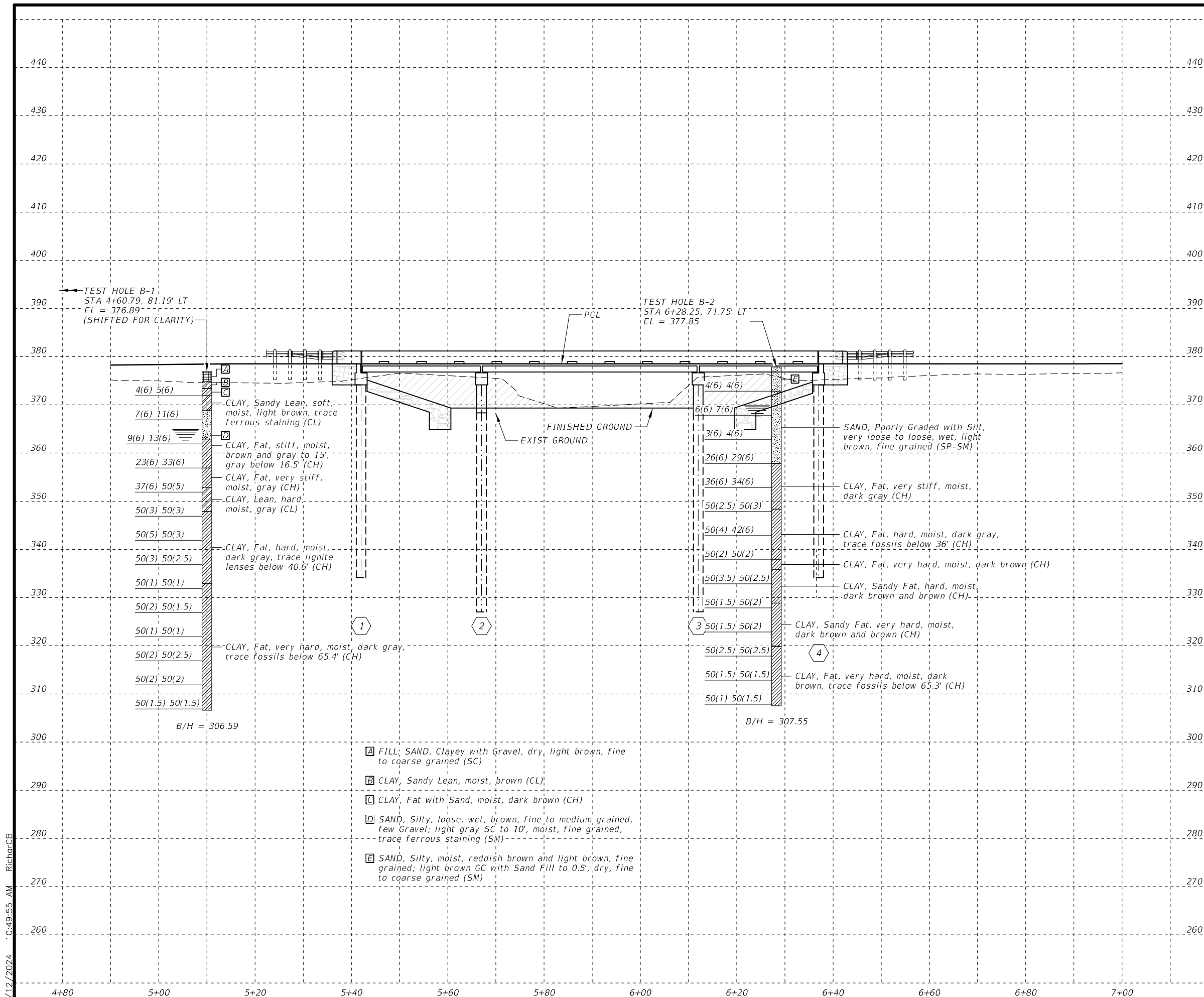
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Checked:	KH	DIST.		COUNTY		CONTROL NO.		SECTION NO.	
Drawn:	CBR	DIST.		COUNTY		CONTROL NO.		JOB NO.	
Checked:	KAD	YKM	GONZALES	0913	22	058		SHEET NO.	53

9/12/2024 10:47:27 AM RicherCB



**GENERAL NOTES:**

- BORING LOGS REPLICATED FROM CORSAIR CONSULTING, LLC. BORINGS TAKEN ON JUNE 1, 2023 - JUNE 2, 2023.
- GROUND WATER ENCOUNTERED AT DEPTHS OF 12.00 FEET AND 8.00 FEET FOR B-1 AND B-2 RESPECTIVELY.
- ANY GROUND WATER ELEVATION INFORMATION IS REPRESENTATIVE OF CONDITIONS EXISTING ON THE DAY AND FOR THE SPECIFIC LOCATION WHERE THIS INFORMATION WAS COLLECTED.  
ACTUAL GROUND WATER ELEVATION MAY FLUCTUATE DUE TO TIME, CLIMATE CONDITIONS, AND/OR CONSTRUCTION ACTIVITY.
- CONTRACTOR'S ATTENTION IS BROUGHT TO WATER BEARING SANDY SOILS SHOWN IN BORING LOGS. THE USE OF TEMPORARY CASING AND/OR DRILLING SLURRY MAY BE NECESSARY TO INSTALL DRILLED SHAFT TO REQUIRED LENGTH AS SHOWN.



≡ = GROUND WATER

**HL93 LOADING**



NO.	REVISION	BY	DATE



TEXAS REGISTERED ENGINEERING FIRM F-204

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CR 462 AT SANDY FORK

**BORING LOGS  
SANDY FORK BRIDGE**

CSJ 0913-22-058 SHEET 1 OF 1

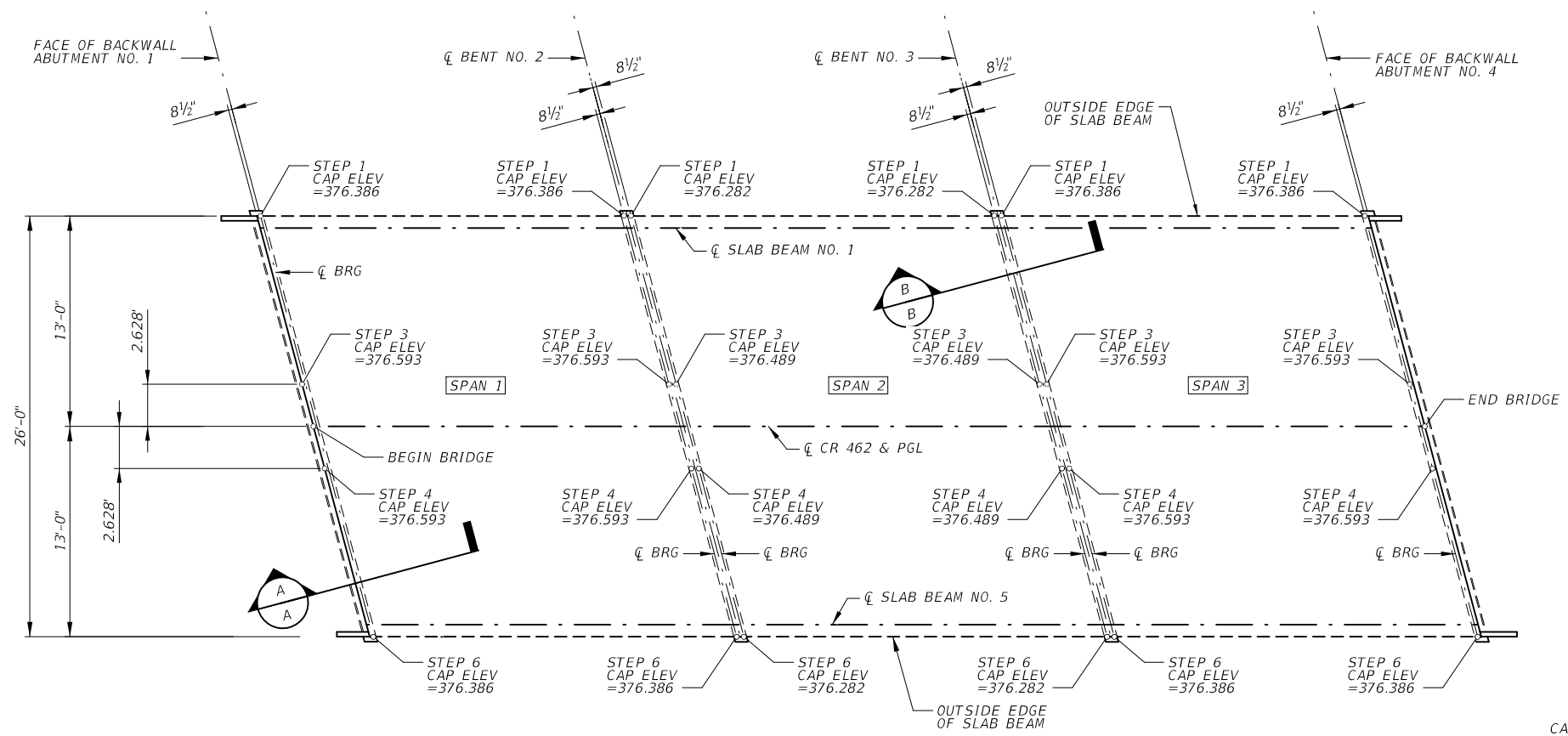
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Checked:	KH	6	TEXAS		CR
Drawn:	BT	DIST.	COUNTY	CONTROL NO.	SECTION NO.
Checked:	KAD	YKM	GONZALES	0913	22
				058	54

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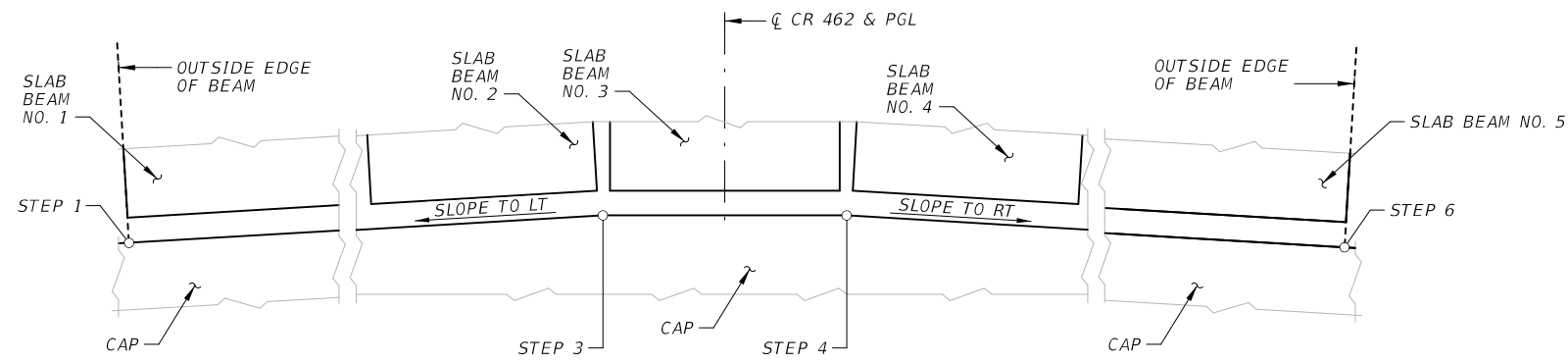
**SUMMARY OF ESTIMATED QUANTITIES - SANDY FORK BRIDGE**

BID ITEM	400 7010	416 7004	420 7012	420 7022	420 7038	422 7007	425 7019	450 7024	454 7003
BRIDGE ELEMENT	CEM STABIL BKFL	DRILL SHAFT (24 IN)	CL C CONC (ABUT)	CL C CONC (CAP)	CL C CONC (COLUMN)	REINF CONC SLAB (SLAB BEAM)	PRESTR CONC SLAB BEAM (5SB15)	RAIL (TY SSTR) ①	ARMOR JOINT (SEALED)
	CY	LF	CY	CY	CY	SF	LF	LF	LF
2 - ABUTMENTS	25	240	21.0					24.0	46
2 - INTERIOR BENTS		246		13.8	4.2				
1 - 95.00' PRESTRESSED CONCRETE SLAB BEAM UNIT						2,470	467.42	190.0	
<b>TOTAL</b>	<b>25</b>	<b>486</b>	<b>21.0</b>	<b>13.8</b>	<b>4.2</b>	<b>2,470</b>	<b>467.42</b>	<b>214.0</b>	<b>46</b>

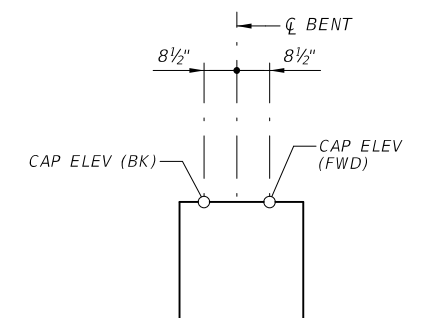
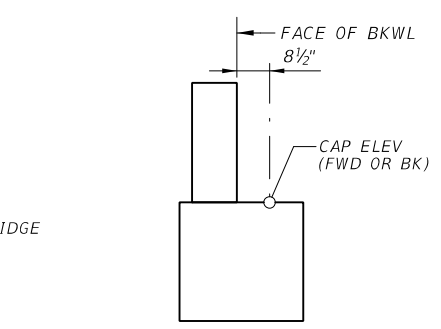
① SSTR WITH DRAIN SLOTS



**PLAN OF STEP LOCATIONS**



**COMMON TRANSVERSE SECTIONS AT STEP LOCATIONS**



**SECTION A-A**

**SECTION B-B**

HL93 LOADING



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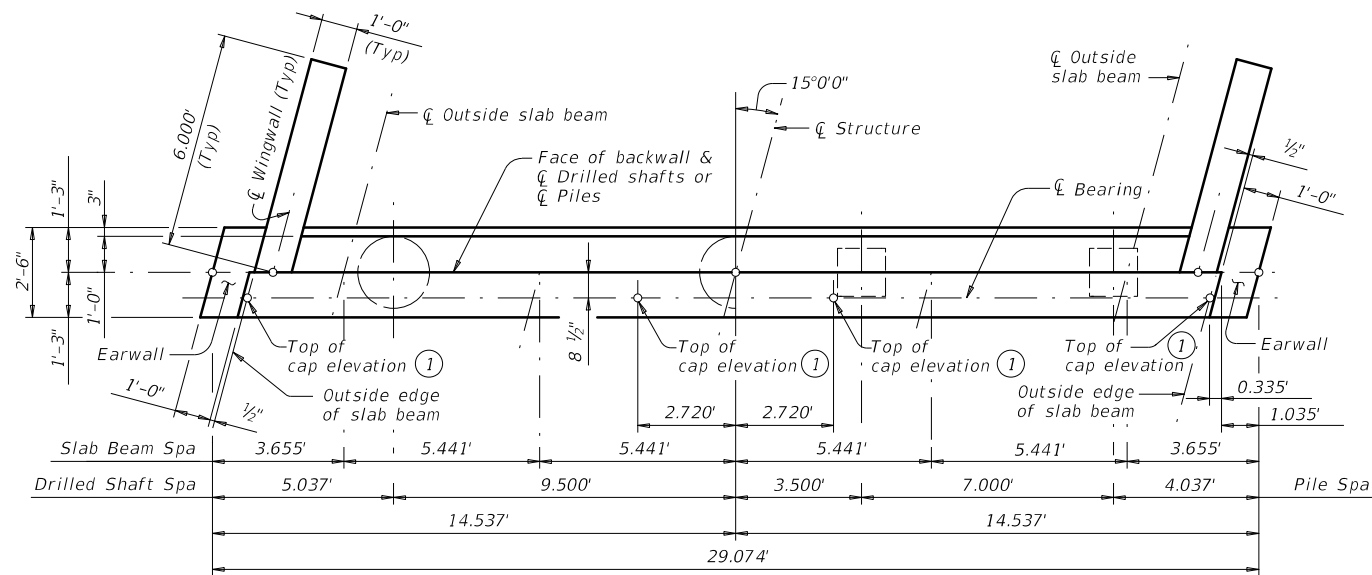
CR 462 AT SANDY FORK  
ESTIMATED QUANTITIES  
& CAP ELEVATIONS  
SANDY FORK BRIDGE  
CSJ 0913-22-058 SHEET 1 OF 1

Designed:	KMM	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.
Checked:	KAD	6	TEXAS		CR
Drawn:	CBR	DIST.	COUNTY	CONTROL NO.	SECTION NO.
Checked:	KAD	YKM	GONZALES	0913	22
				058	55

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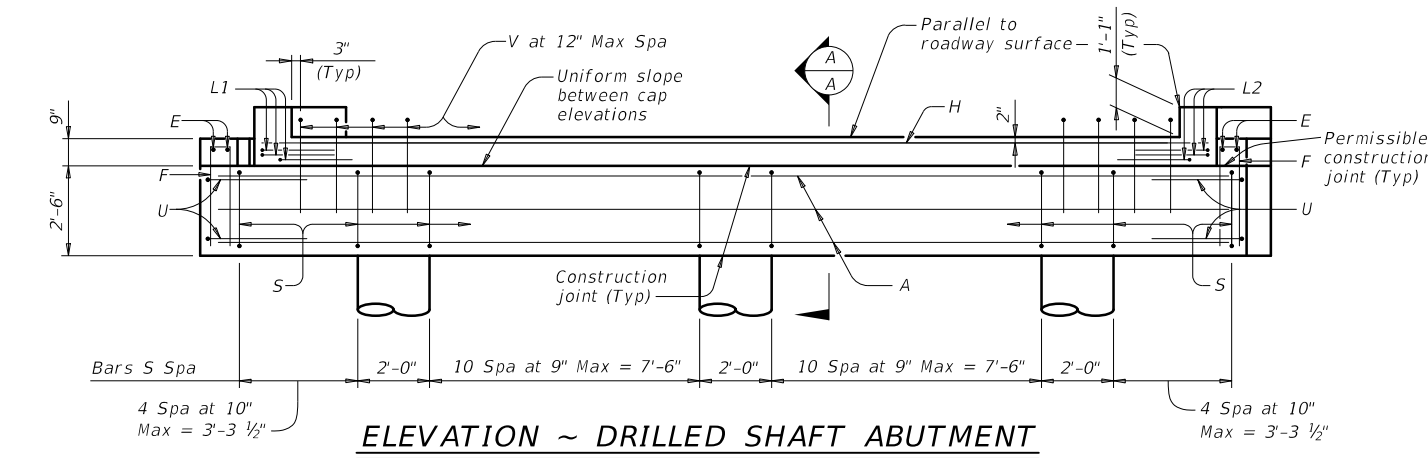
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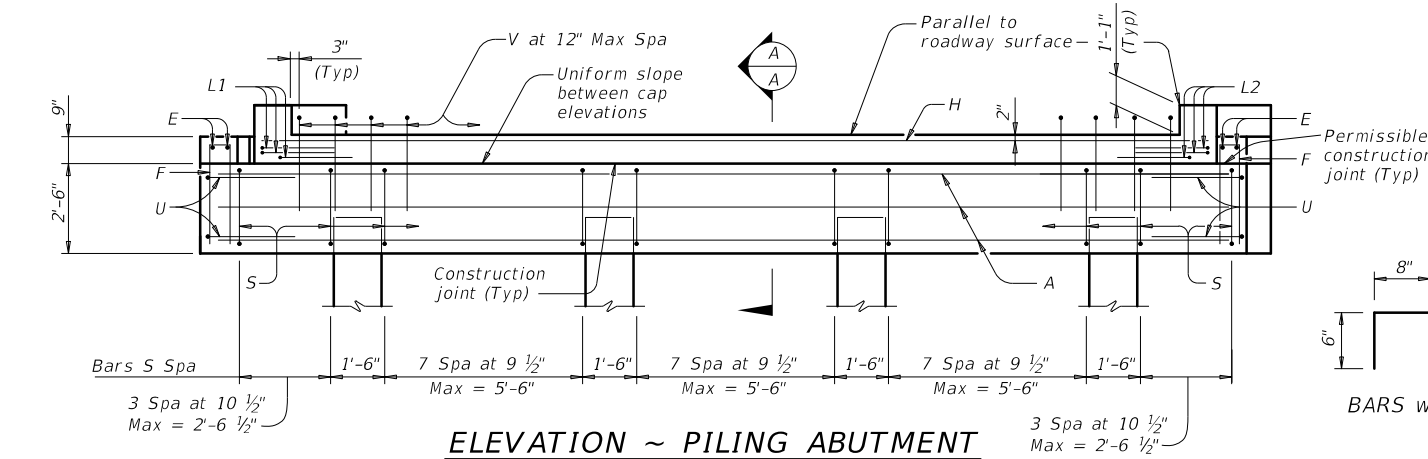
SHOWING DRILLED SHAFTS

SHOWING PILES

PLAN

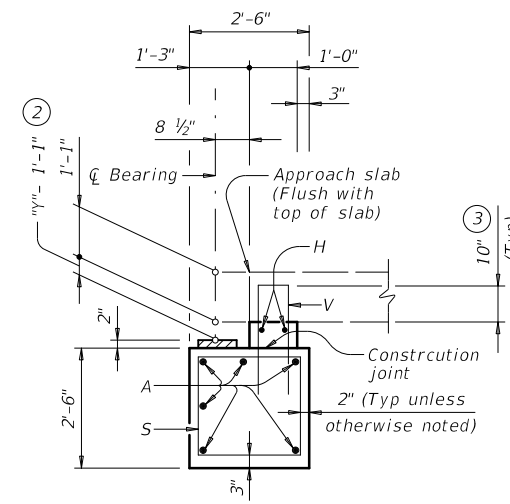
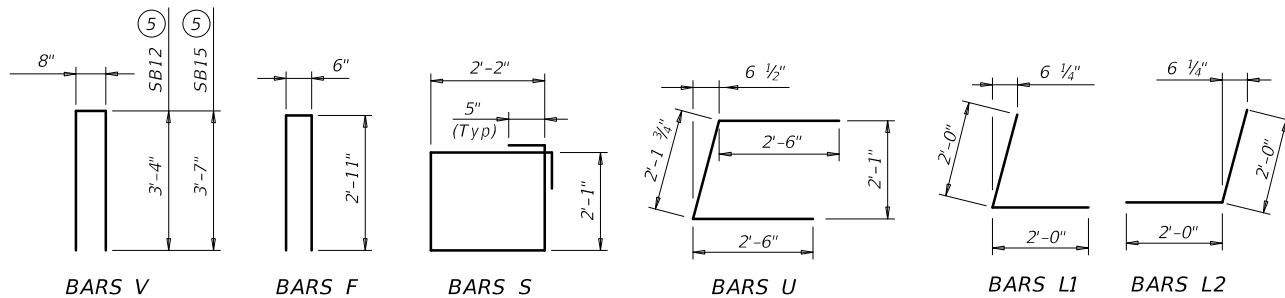


ELEVATION ~ DRILLED SHAFT ABUTMENT



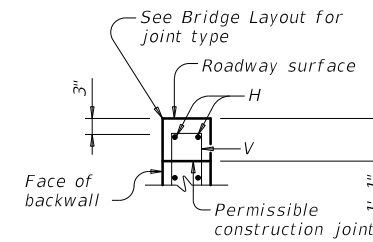
ELEVATION ~ PILING ABUTMENT

Note: For piles larger than 16", adjust Bars S spacing as required to avoid piles.



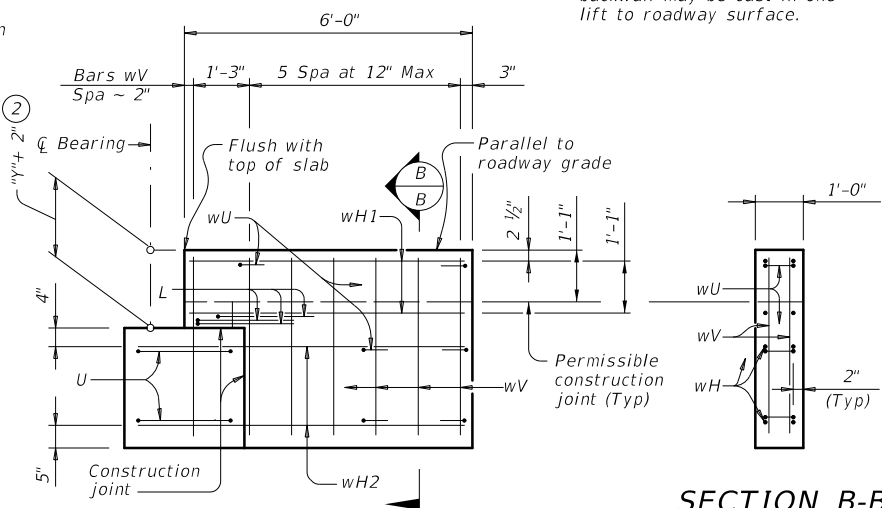
SECTION A-A

(With approach slab)  
Note: At Contractor's option, backwall may be cast with approach slab.



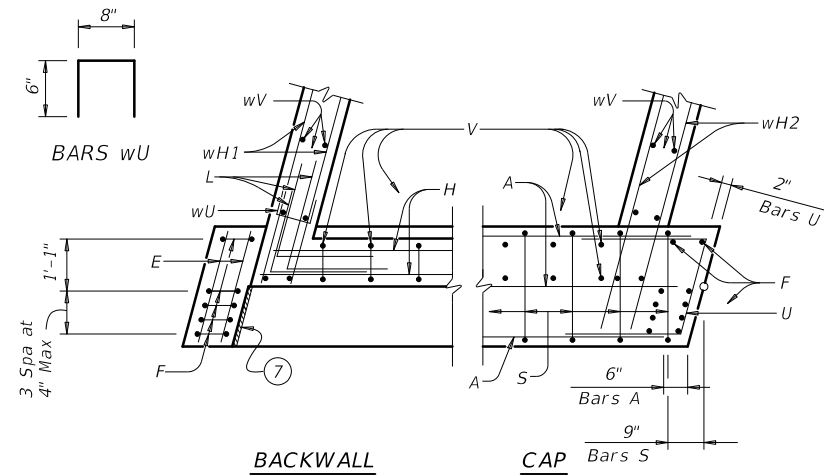
BACKWALL DETAIL

(Without approach slab)  
Note: At Contractor's option, backwall may be cast in one lift to roadway surface.



WINGWALL ELEVATION

(Earwall not shown for clarity.)



BACKWALL

CAP

CORNER DETAILS

FOUNDATION LOADS

Span Length	Drilled Shaft Loads		Vertical Pile Loads	
	5SB12	5SB15	5SB12	5SB15
Ft	Tons/DS	Tons/DS	Tons/Pile	Tons/Pile
25	39	41	29	31
30	44	46	33	35
35	48	51	36	38
40	52	55	39	41
45		59		45
50		63		48

TABLE OF ESTIMATED QUANTITIES

Bar	No.	Size	Length (5)		Weight (5)	
			5SB12	5SB15	5SB12	5SB15
A	6	#11	28'-1"	28'-1"	895	895
E	4	#4	2'-3"	2'-3"	6	6
F	10	#4	6'-4"	6'-4"	43	43
H	2	#5	26'-7"	26'-7"	56	56
L1	3	#6	4'-0"	4'-0"	18	18
L2	3	#6	4'-0"	4'-0"	18	18
S	32	#4	9'-4"	9'-4"	200	200
U	4	#6	7'-2"	7'-2"	43	43
V	26	#5	7'-4"	7'-10"	199	212
wH1	8	#6	5'-8"	5'-8"	68	68
wH2	8	#6	6'-11"	6'-11"	83	83
wU	12	#4	1'-8"	1'-8"	14	14
wV	28	#5	3'-10"	4'-1"	112	119
Reinforcing Steel				Lb	1,755	1,775
Cl "C" Conc (Abut)				CY	9.1	9.5

- Top of cap elevations are based on section depths shown on Span Details.
- See Span Details for "γ".
- Increase as required to maintain 3" from finished grade.
- See Bridge Layout to determine if approach slab is present.
- See Bridge Layout for beam type used in the superstructure.
- Quantities shown are for one abutment only (with approach slab). Without approach slab, add 1.0 CY Class "C" concrete and 56 Lb reinforcing steel for 2 additional Bars H.
- 1/2" preformed bituminous fiber material between slab beam and earwall. Bond to earwall with an approved adhesive. Cast inside face of earwall perpendicular to cap. (Typ)

**GENERAL NOTES:**  
Designed according to AASHTO LRFD Bridge Design Specifications.  
Designed for a normal embankment header slope of 3:1 and a maximum span length of 50 feet.  
See Bridge Layout for header slope and foundation type, size, and length.  
See Common Foundation Details (FD) standard sheet for all foundation details and notes.  
See Concrete Riprap (CRR) standard sheet or Stone Riprap (SRR) standard sheet for riprap attachment details, if applicable.  
See applicable rail details for rail anchorage in wingwalls.  
Details are drawn showing right forward skew. See Bridge Layout for actual skew direction.  
These abutment details may be used with standard SPSB-24-15 only.

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

**MATERIAL NOTES:**  
Provide Class C concrete (f'c = 3,600 psi).  
Provide Class C (HPC) concrete if shown elsewhere in the plans.  
Provide Grade 60 reinforcing steel.

HL93 LOADING

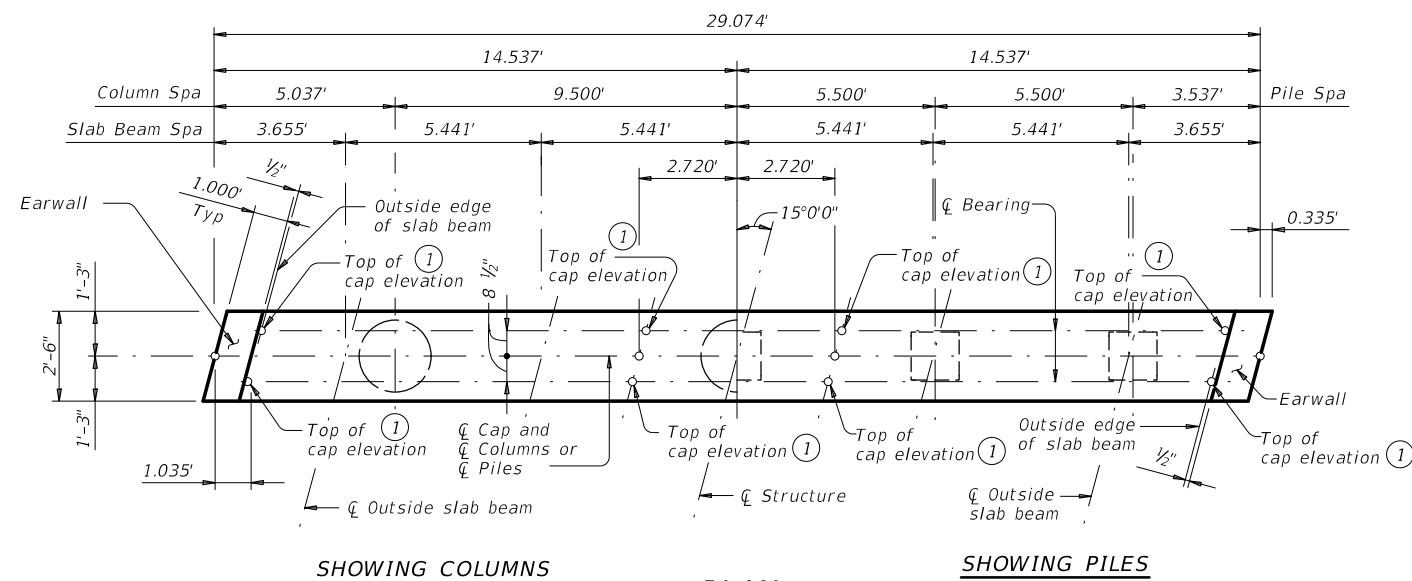
Texas Department of Transportation  
Bridge Division Standard

**ABUTMENTS  
PRESTR CONC SLAB BEAM  
24' ROADWAY 15° SKEW**

**APSB-24-15**

FILE:	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT January 2017	CONV	SECT	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
	DIST	COUNTY	SHEET NO.	
	YKM	GONZALES	56	

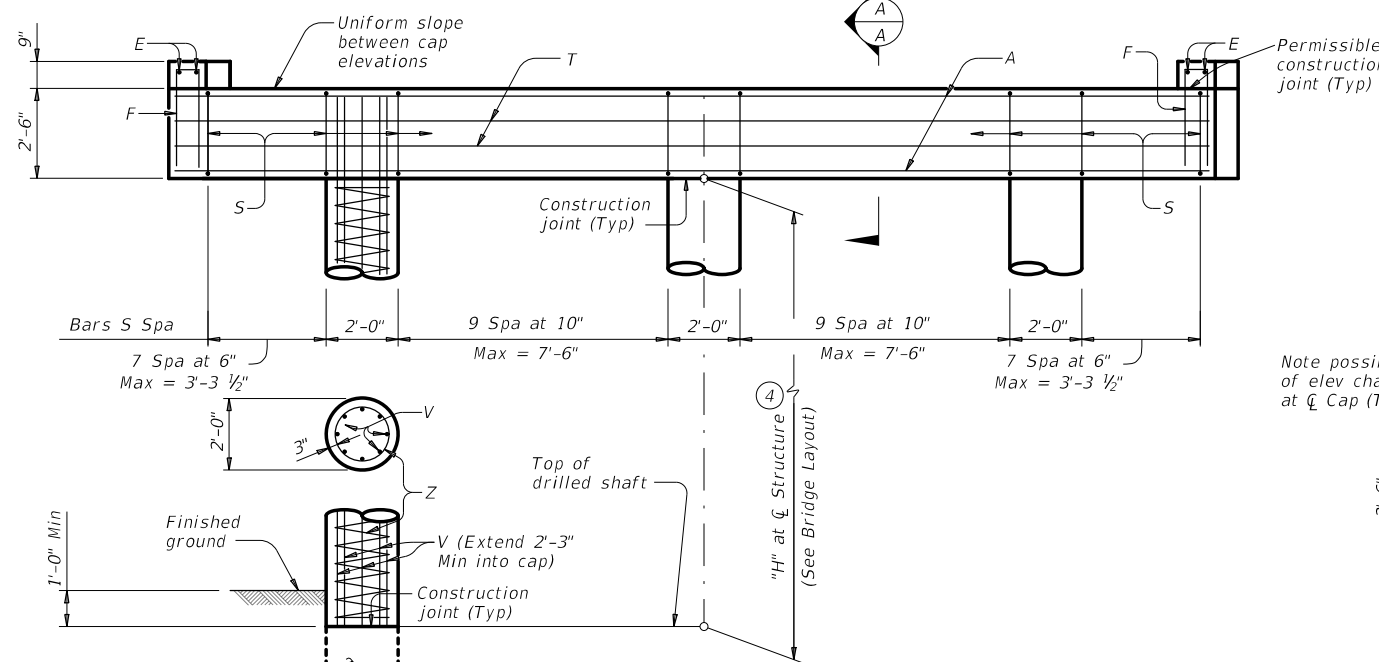
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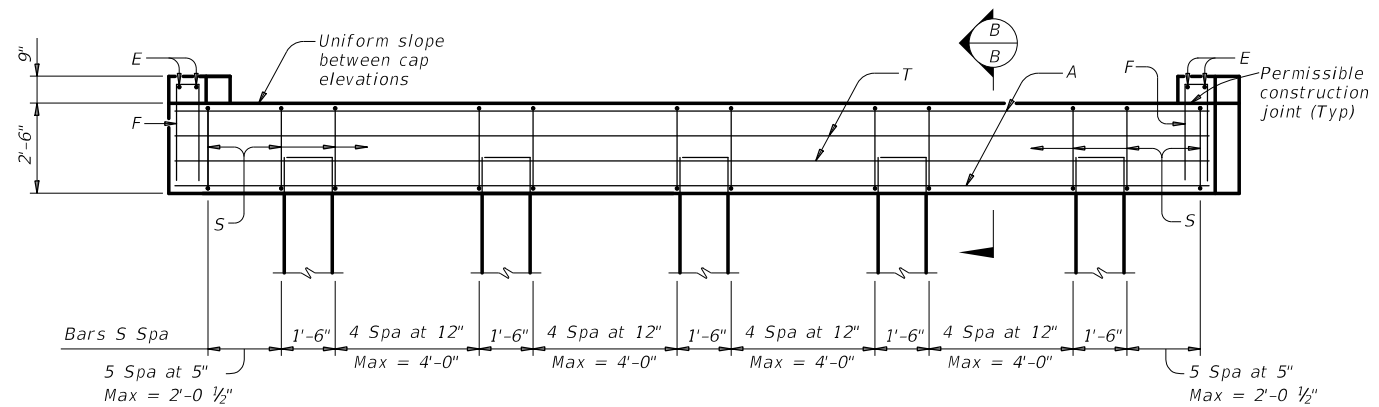
SHOWING COLUMNS

SHOWING PILES

PLAN



ELEVATION ~ 3 COLUMN BENT



ELEVATION ~ 5 PILE BENT

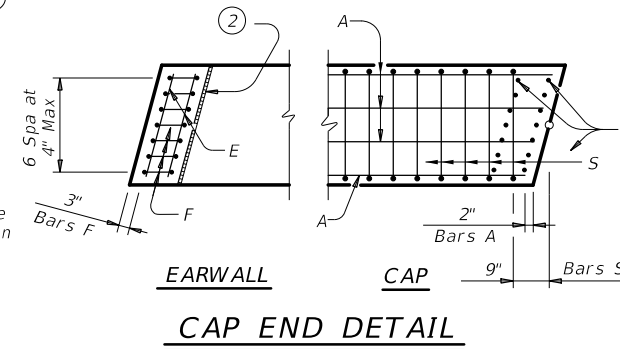
Note: For piles larger than 16", adjust Bars S spacing as required to avoid piles.

FOUNDATION LOADS				
Average Span Length	Drilled Shaft Loads (5)		Vertical Pile Loads	
	5SB12	5SB15	5SB12	5SB15
Ft				
25	58	61	35	37
30	66	71	40	43
35	74	79	44	47
40	81	87	48	52
45		94		57
50		102		61

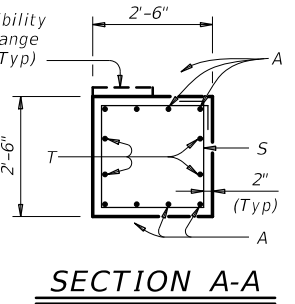
TABLE OF ESTIMATED QUANTITIES (3)					
3 COLUMN BENT					
Bar	No.	Size	Length	Weight	
A	8	#11	28'-9"	1,222	
E	4	#4	2'-3"	6	
F	14	#4	6'-4"	61	
S	36	#5	9'-8"	363	
T	4	#5	28'-9"	120	
V	24	#7	26'-3"	1,288	
Z	3	#3	242'-2"	273	
Reinforcing Steel				Lb	3,333
CI "C" Conc (Cap)				CY	6.9
CI "C" Conc (Column)				CY	8.4

TABLE OF ESTIMATED QUANTITIES					
5 PILE BENT					
Bar	No.	Size	Length	Weight	
A	5	#11	28'-9"	764	
E	4	#4	2'-3"	6	
F	14	#4	6'-6"	61	
S	32	#5	9'-8"	323	
T	4	#5	28'-9"	120	
Reinforcing Steel				Lb	1,274
CI "C" Conc (Cap)				CY	6.9

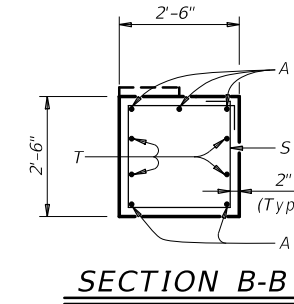
TABLE OF MAXIMUM ALLOWABLE EXPOSED PILE HEIGHTS AND PILE LOADS (4)			
Pile Type		Max Ht	Max Load
Concrete	Steel	Ft	Tons/Pile
16" Sq	HP14x73	16	75
18" Sq	HP14x117 (6)	20	90



CAP END DETAIL



SECTION A-A



SECTION B-B

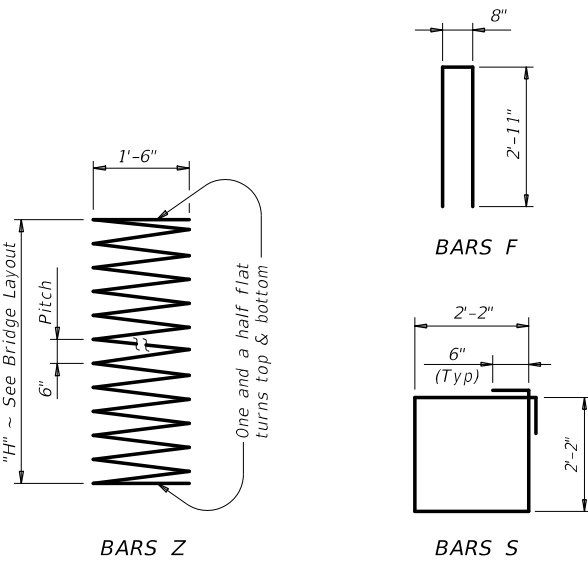
Note possibility of elev change at Cap (Typ)

- Top of cap elevations are based on section depths shown on Span Details.
- 1/2" preformed bituminous fiber material between slab beam and earwall. Bond to earwall with an approved adhesive. Cast inside face of earwall perpendicular to cap. (Typ)
- Quantities shown are based on an "H" value of 24 feet. For each linear foot variation in "H" value, make the following adjustments:  
 Bars V length, 1'-0"  
 Bars Z length, 9'-6"  
 Reinforcing Steel, 60 Lb  
 Class "C" conc (column), 0.35 CY
- This standard may not be used for "H" heights exceeding 24 feet or exposed pile heights exceeding the values shown in the table. In areas of very soft soil or where scour is anticipated, allowable "H" heights or exposed pile heights must be evaluated by the Engineer prior to the use of this standard.
- Foundation Loads based on "H" = 24 feet.
- When HP14x117 steel piling is specified in the plans, the Contractor has the option of furnishing either HP14x117 or HP16x101 steel piling.

**GENERAL NOTES:**  
 Designed according to AASHTO LRFD Bridge Design Specifications. Bent selected must be based on the average span length rounded up to the next 5-foot increment. For pile bents supporting unequal spans, the shorter span cannot be less than 80 percent of the longer span. See Bridge Layout for foundation type, size, and length. See Common Foundation Details (FD) standard sheet for all foundation details and notes. These bent details do not support the use of multi-pile footings shown on the FD standard. Details are drawn showing right forward skew. See Bridge Layout for actual skew direction. These bent details may be used with standard SPSB-24-15 only.

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

**MATERIAL NOTES:**  
 Provide Class C concrete (f'c = 3,600 psi). Provide Class C (HPC) concrete if shown elsewhere in the plans. Provide Grade 60 reinforcing steel.



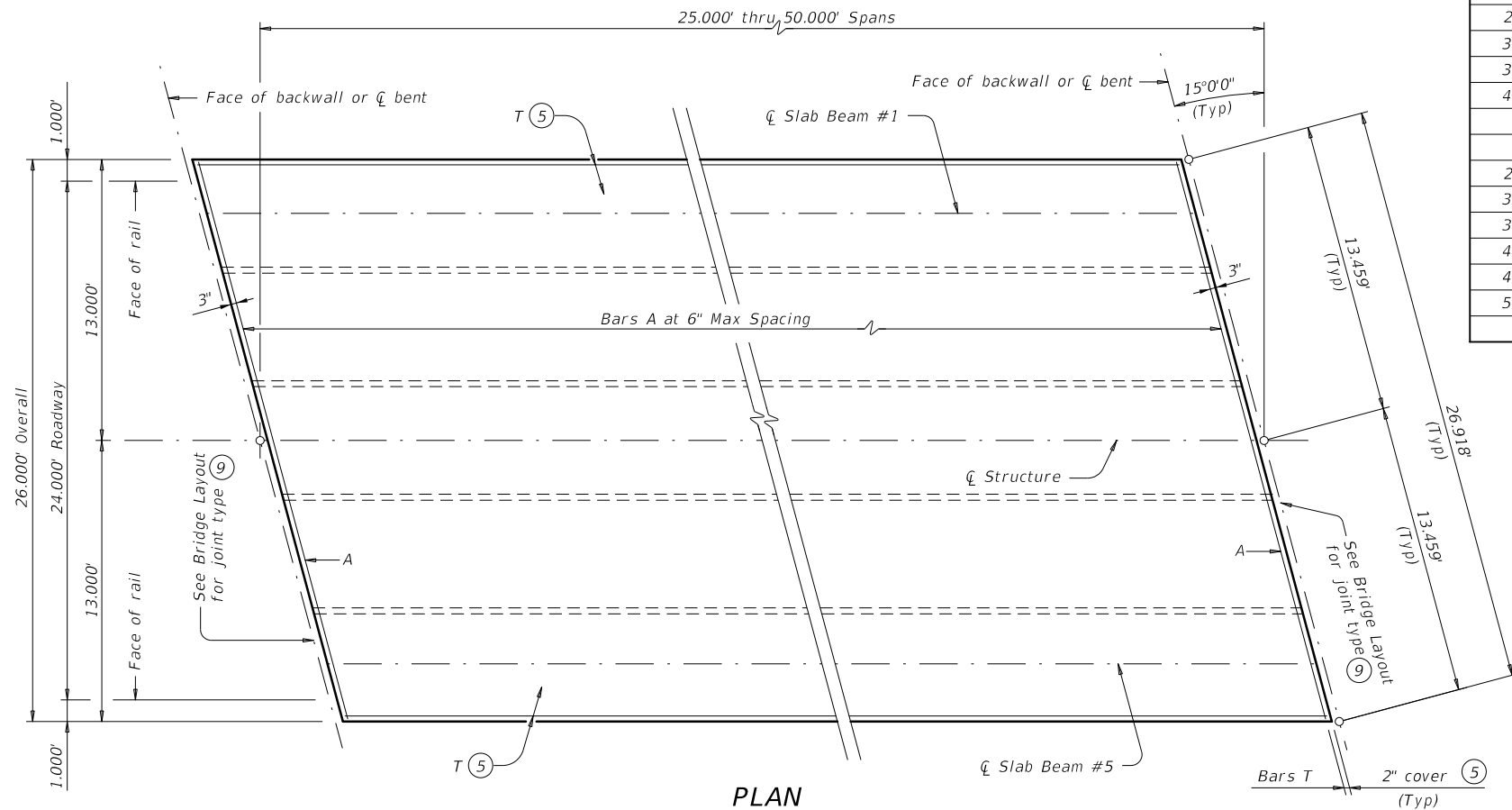
HL93 LOADING

Texas Department of Transportation		Bridge Division Standard	
<b>INTERIOR BENTS PRESTR CONC SLAB BEAM 24' ROADWAY 15° SKEW</b>			
<b>BPSB-24-15</b>			
FILE:	DN: TxDOT	CK: TxDOT	OW: TxDOT
©TxDOT	January 2017	CONTRACT	SECT
REVISIONS	0913	22	058
DIST	COUNTY	SHEET NO.	
YKM	GONZALES	57	

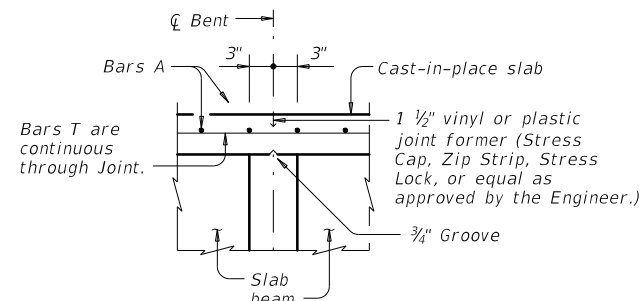
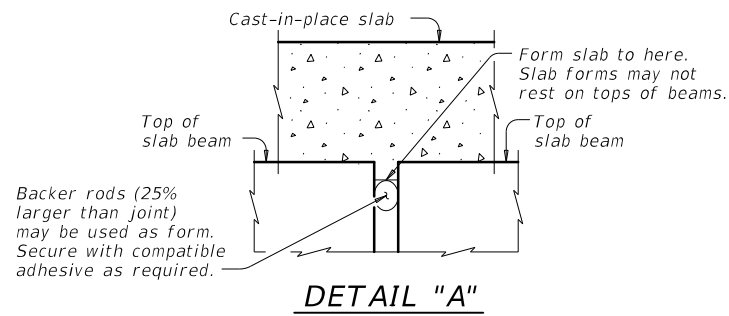
DATE: FILE:

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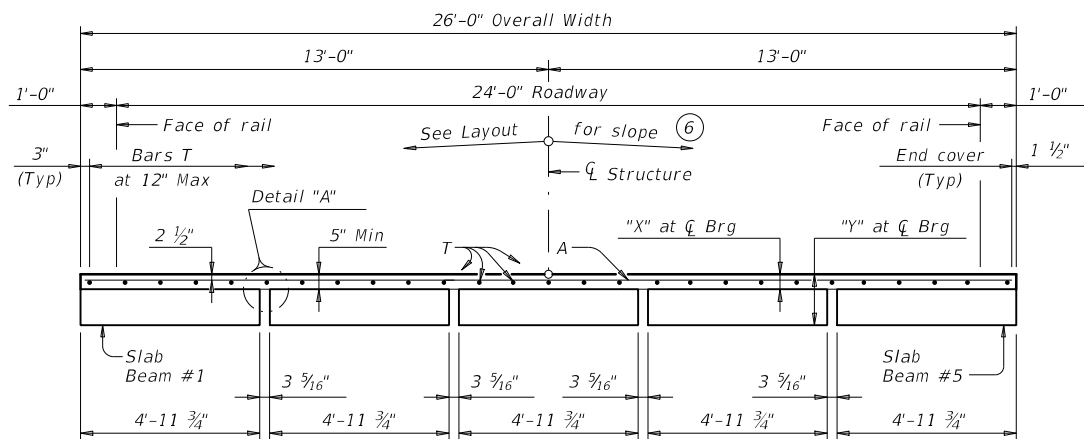
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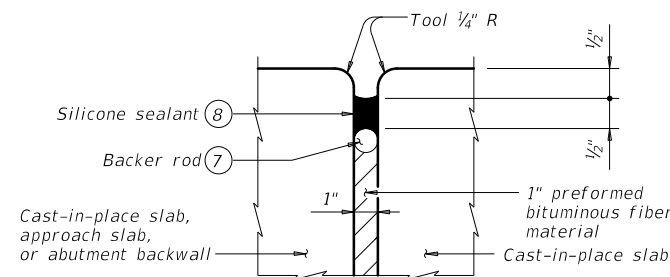
PLAN



CONTINUOUS SLAB DETAIL



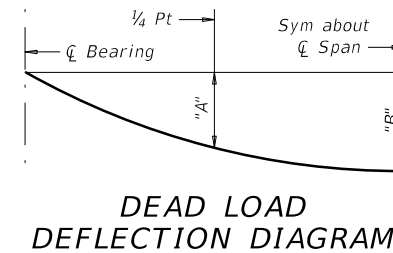
TYPICAL TRANSVERSE SECTION



TYPE A JOINT DETAIL (9)

TABLE OF VARIABLE VALUES

Span Length	Beam Type	Dead Load Deflection		Section Depths (3)	
		"A"	"B"	"X"	"Y"
Ft	(1)	Ft	Ft	In	Ft/In
25	5SB12	0.004	0.005	5 1/4"	1'-5 1/4"
30	5SB12	0.008	0.011	5 1/2"	1'-5 1/2"
35	5SB12	0.015	0.021	6"	1'-6"
40	5SB12	0.026	0.036	6 1/2"	1'-6 1/2"
25	5SB15	0.002	0.003	5 1/4"	1'-8 1/4"
30	5SB15	0.004	0.006	5 1/2"	1'-8 1/2"
35	5SB15	0.008	0.011	5 1/2"	1'-8 1/2"
40	5SB15	0.013	0.019	5 3/4"	1'-8 3/4"
45	5SB15	0.022	0.030	6 1/2"	1'-9 1/2"
50	5SB15	0.034	0.047	7"	1'-10"



NOTE: Deflections shown are due to concrete slab only ( $E_c = 5,000$  ksi). Calculated deflections shown are theoretical and actual dimensions may vary. Adjust based on field verification.

BAR TABLE

BAR	SIZE
A	#5
T	#4

TABLE OF ESTIMATED QUANTITIES

SPAN LENGTH	REINF CONCRETE SLAB (SLAB BEAM)	PRESTR CONC SLAB BEAM (5SB12 OR 5SB15) (1)			TOTAL REINF STEEL (2)
		ABUT TO INT BT	INT BT TO INT BT	ABUT TO ABUT	
Ft	SF	LF (4)	LF (4)	LF (4)	Lb
25	650	122.46	122.50	122.41	1,820
30	780	147.46	147.50	147.41	2,180
35	910	172.46	172.50	172.41	2,550
40	1,040	197.46	197.50	197.41	2,910
45	1,170	222.46	222.50	222.41	3,280
50	1,300	247.46	247.50	247.41	3,640

- See Bridge Layout for beam type used in the superstructure. These standards do not provide for the use of both SB12 and SB15 beams within the same structure.
- Reinforcing steel weight is calculated using an approximate factor of 2.8 Lbs/SF.
- Based on theoretical beam camber, dead load deflections of 5" cast-in-place concrete slab and a constant grade.
- Fabricator will adjust beam lengths for beam slopes as required.
- Where slab is continuous over Interior Bents, Bars T are continuous through Joint. See "Continuous Slab Detail".
- This standard does not provide for changes in roadway cross-slopes within the structure.
- 1 1/4" backer rod must be compatible with joint sealant. Use of multiple pieces to create a backer rod cross section is not permitted. Top of backer rod must be convex as shown.
- Class 7 silicone sealant that conforms to DMS-6310. Install when ambient temperature is between 55°F and 85°F and rising. Engineer to determine allowable hours for sealant application.
- See Bridge Layout for expansion joint locations. If using Type A expansion joints, the maximum distance between joints is 100 feet. Type A joints are subsidiary to Item 422, "Concrete Superstructures".

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications. This standard does not provide for vertical curves in roadway grade within the structure. Two- or three-span units, with slab continuous over interior bents, may be formed with the details shown on this sheet. See applicable rail details for rail anchorage in slab. Details are drawn showing right forward skew. See Bridge Layout for actual skew direction. This standard does not support the use of transition bents.

Cover dimensions are clear dimensions, unless noted otherwise.

MATERIAL NOTES:

Provide Class 5 concrete ( $f'_c = 4,000$  psi). Provide Class 5 (HPC) concrete if shown elsewhere in the plans. Provide Grade 60 reinforcing steel. Provide bar laps, where required, as follows:  
 Uncoated ~ #4 = 1'-7"  
 ~ #5 = 2'-0"  
 Epoxy coated ~ #4 = 2'-5"  
 ~ #5 = 3'-0"  
 Deformed welded wire reinforcement (WWR) (ASTM A1064) of equal size and spacing may be substituted for Bars A or T unless noted otherwise.

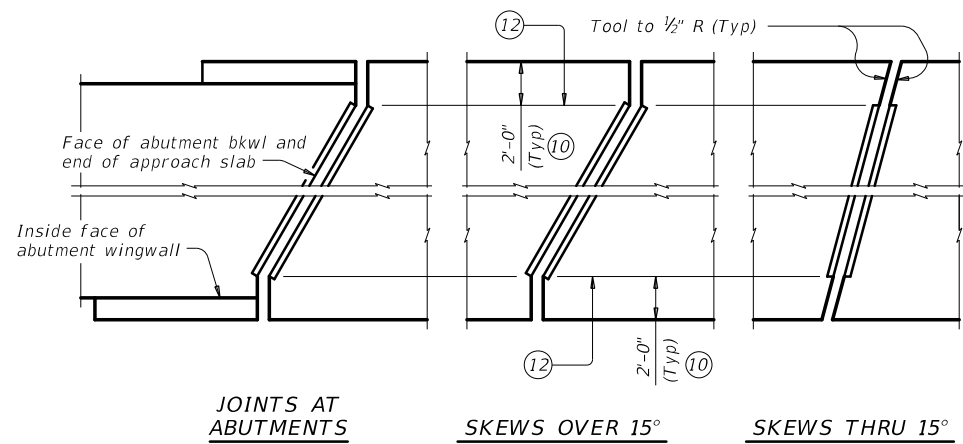
HL93 LOADING

Texas Department of Transportation  
 Bridge Division Standard

**PRESTRESSED CONCRETE SLAB BEAM SPANS (TYPE SB12 OR SB15)**  
 24' ROADWAY 15° SKEW  
 SPSB-24-15

FILE:	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT January 2017	CONTRACT	SECTION	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
DIST	COUNTY		SHEET NO.	
YKM	GONZALES		58	

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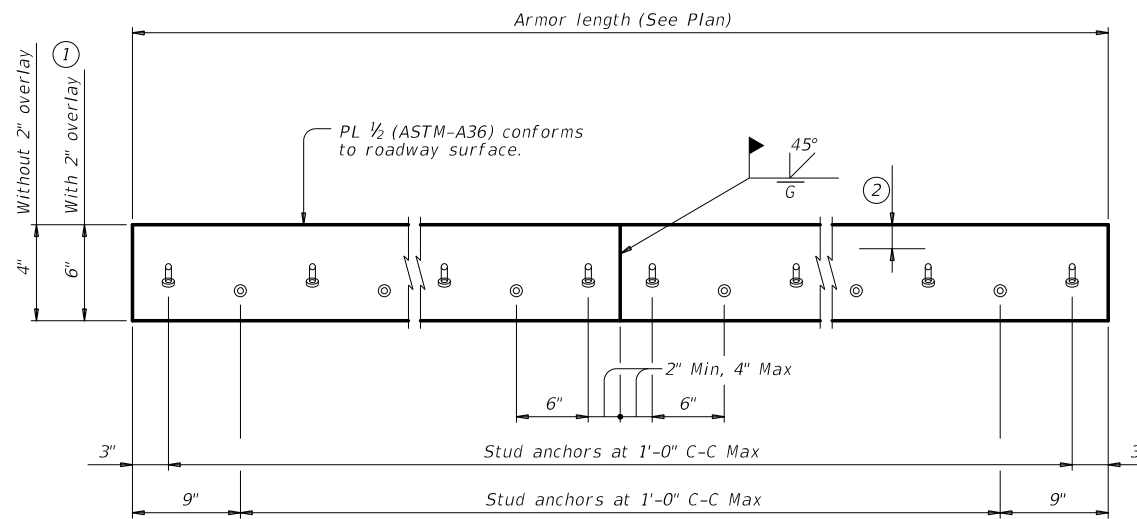


JOINTS AT ABUTMENTS

SKEWS OVER 15°

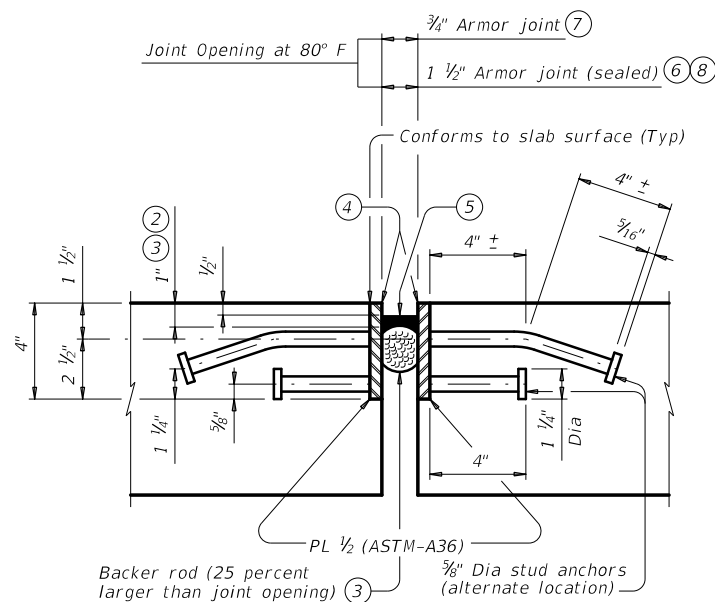
SKEWS THRU 15°

**PLANS OF ARMOR PLATES**

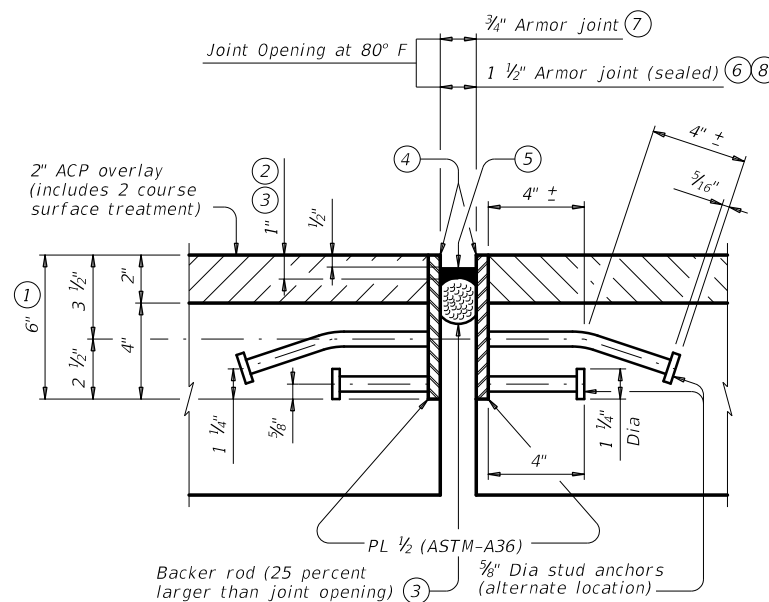


**ELEVATION OF BASIC ARMOR PLATE**

- ① Adjust 6" plate height for overlay thicknesses other than the 2" shown. Adjust weight by 1.70 plf for each 1/2" variation in thickness.
- ② Do not paint top 1/2" of plate if using sealed armor joint.
- ③ Set top of backer rod 1" below top of armor plate. Backer rod must be compatible with joint sealant. Use of multiple pieces to create a backer rod cross section is not permitted. Top of backer rod must be convex as shown.
- ④ Blast clean entire contact area between sealant and plate (SSPC-SP10) before installing sealant. Light brush blast and thoroughly clean all dust and debris from concrete surfaces in contact with joint sealant before application of silicone seal.
- ⑤ Use Class 7 joint sealant that conforms to DMS-6310.
- ⑥ Place sealant while ambient temperature is between 55°F and 80°F and is rising.
- ⑦ Armor joint does not include joint sealant or backer rod.
- ⑧ Armor joint (sealed) includes Class 7 joint sealant and backer rod.
- ⑨ Form vertical leg of seal as per the Manufacturer's recommendations. Use Class 4 joint sealant if Class 7 cannot be installed correctly. Install according to Manufacturer's recommendations.
- ⑩ Unless shown otherwise, terminate armor plate at slab break point if break is more than 2'-0" from slab edge.
- ⑪ See "Plans of Armor Plates".
- ⑫ At Fabricator's option, armor plate may extend up to 6" beyond this point for skews through 15°.
- ⑬ Align shipping angle perpendicular to joint.



SHOWN WITHOUT 2" OVERLAY AT JOINT LOCATION



SHOWN WITH 2" OVERLAY AT JOINT LOCATION ①

**ARMOR JOINT SECTIONS**

Showing Armor Joint (Sealed)

**FABRICATION NOTES:**

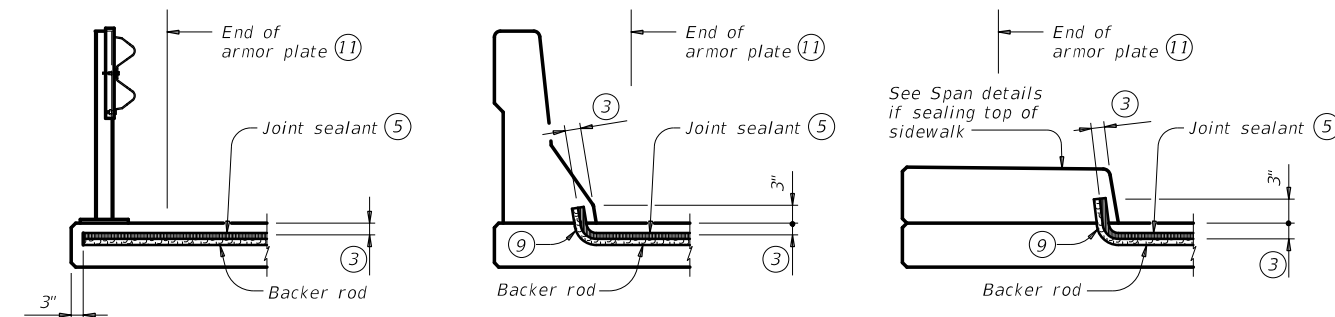
Match mark corresponding plate sections and secure together for shipment with shipping angle. Do not use erection bolts. Ship armor joints in convenient lengths of 10'-0" Min and 24'-0" Max unless necessary for stage construction or widenings. One shop splice is permitted in each shipping length provided no piece is less than 2'-0" long and sufficient studs are added to limit the stud to shop splice distance to 2" Min and 4" Max. Weld studs in accordance with AWS D1.1. Use groove welds for all shop and field butt splices. Grind smooth areas in contact with seal. Make all necessary field splice joint preparations in the shop. Paint the entire steel section, except as stated in Note 2, with System II or IV primer in accordance with Item 446 "Field Cleaning and Painting Steel." Provide paints in accordance with Item 446.2. Prepare steel and apply paint in accordance with Items 446.4.7.3 and 446.4.7.4. Shop drawings for the fabrication of armor joints will not require the Engineer's approval if fabrication is in accordance with the details shown on this standard.

**CONSTRUCTION NOTES:**

Secure armor joints in position and place to proper grade and alignment by welding braces to adjacent reinforcing steel, to prestressed beam stirrups, or to anchors cast in concrete diaphragms. Include cost of temporary bracing in the price bid for Armor Joint. Remove shipping angle immediately after each joint half is secured in place. Grind smooth, and touch up with organic zinc-rich paint.

**GENERAL NOTES:**

Provide armor joints at locations shown on the plans. Provide the seal when "Armor Joint (Sealed)" is noted on the plans. These joint details accommodate a joint movement range of 1 3/8" ( 3/4" opening movement and 5/8" closure movement). Payment for armor joint, with or without seal, is based on length of armor plate.



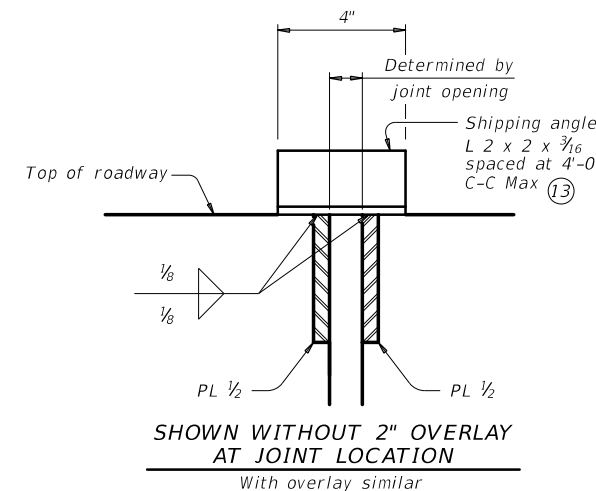
AT STEEL POST BRIDGE RAIL

AT CONCRETE BRIDGE RAIL

AT SIDEWALK

**JOINT SEALANT TERMINATION DETAILS**

Armor joint (sealed) only. Armor plate is not shown for clarity.



SHOWN WITHOUT 2" OVERLAY AT JOINT LOCATION

With overlay similar

**SHIPPING ANGLE**

An alternate method of securing joint sections may be used if approved by the Bridge Division. Erection bolts are not allowed.

WEIGHTS FOR ONE ARMOR JOINT (2 PLATES)	
WITHOUT OVERLAY	16.10 plf
WITH 2" OVERLAY ①	22.90 plf

**Texas Department of Transportation** Bridge Division Standard

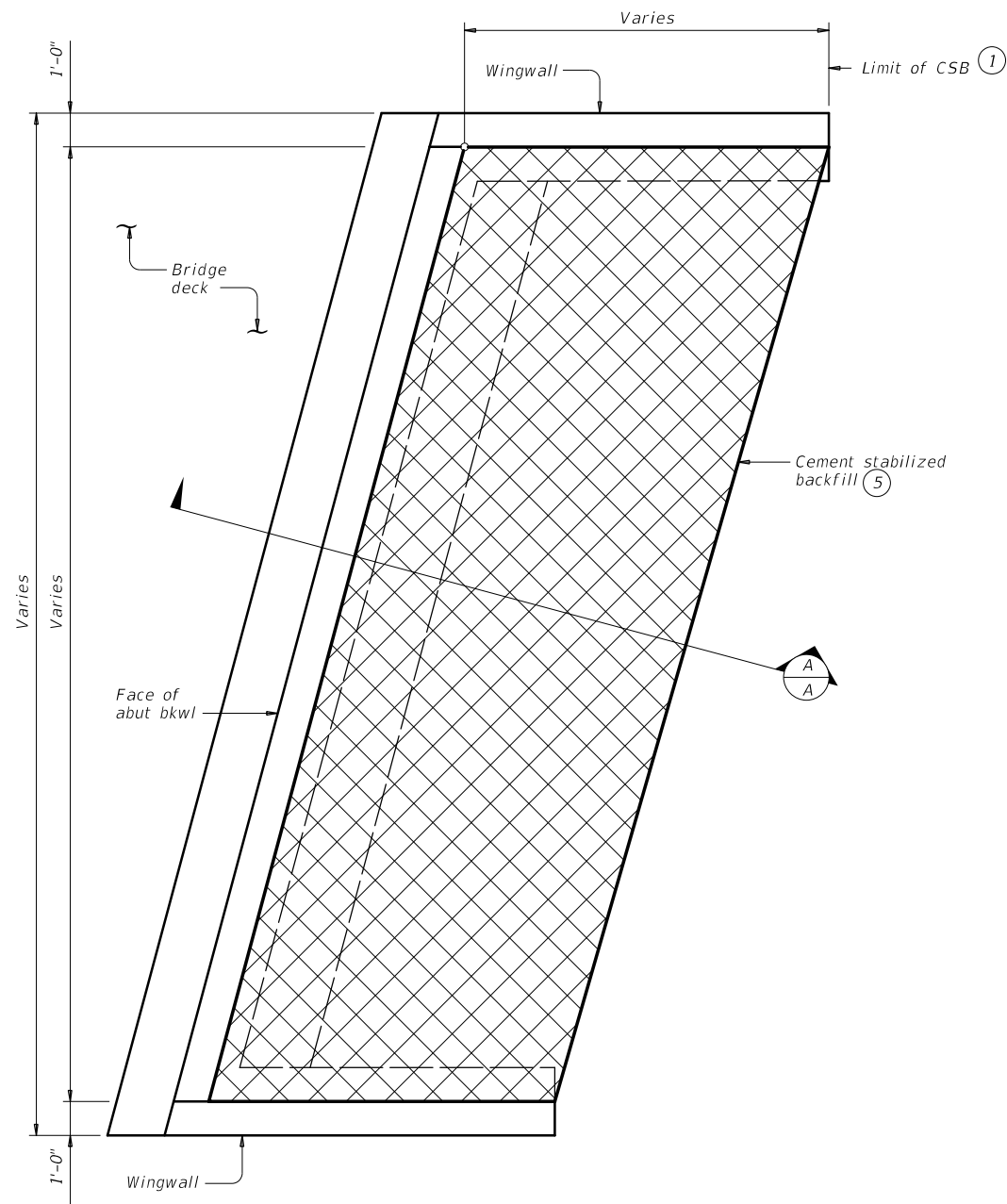
## ARMOR JOINT DETAILS

AJ

FILE: 0913	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
REV: April 2019	CONTRACT: 0913	SECTION: 22	JOB: 058	HIGHWAY: CR
DIST: YKM	COUNTY: GONZALES	SHEET NO. 59		

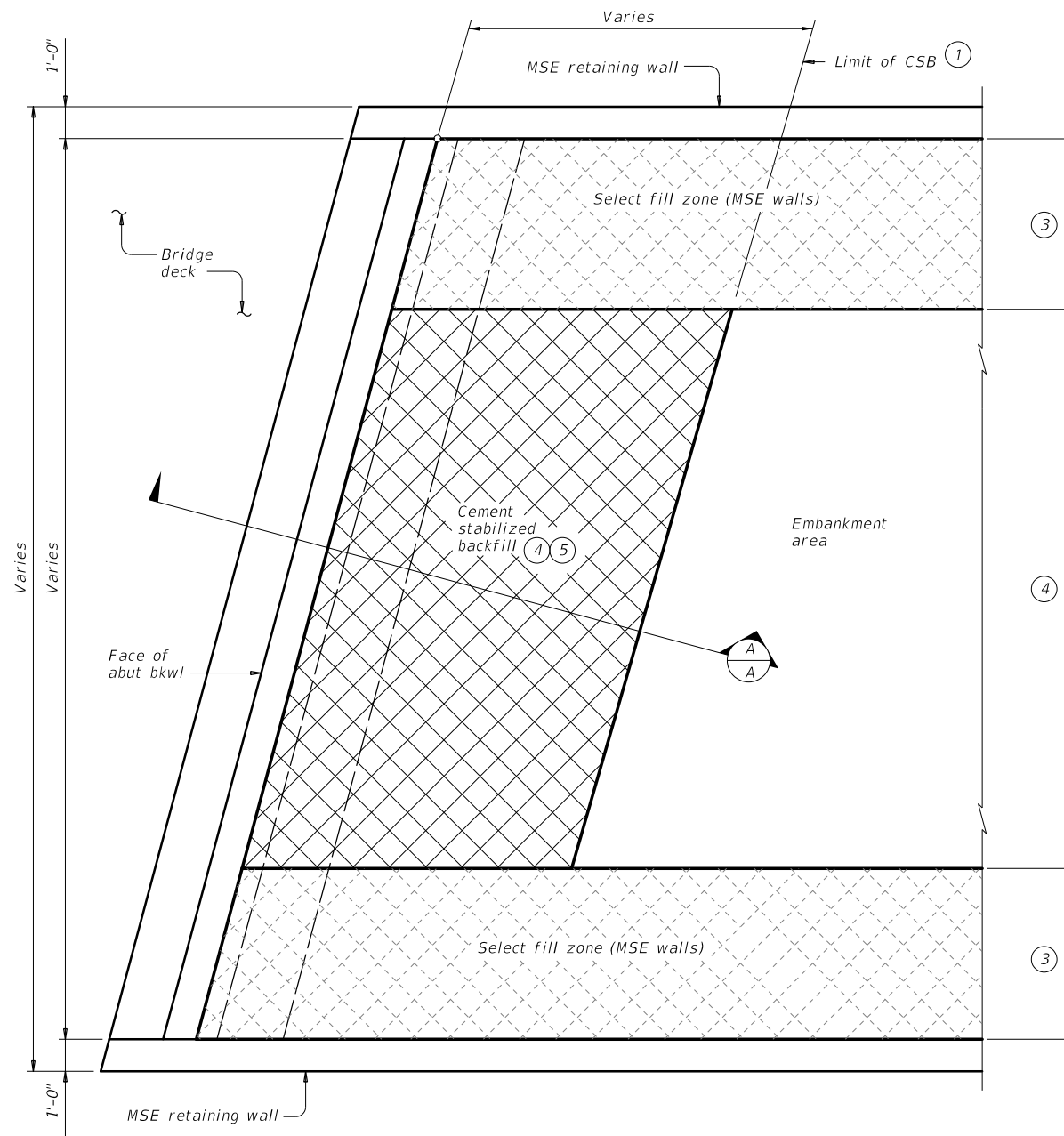
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**OPTION 1 ~ PLAN WITH WINGWALLS**

Cast-in-place retaining walls similar.



**OPTION 1 ~ PLAN WITH MSE RETAINING WALLS**

- 1 Usual limit of Cement Stabilized Backfill is at end of wingwall. Extend CSB limits as required to maintain a slope no steeper than 1:1 at bottom of backfill.
- 2 Bench backfill as shown with 12" (approximate) bench depths.
- 3 Where MSE retaining walls are present, adjust CSB limits to accommodate the select fill zone. See retaining wall details for additional information.
- 4 When distance between select fill zones is less than 5'-0", MSE select fill may be substituted for cement stabilized backfill with approval from the Engineer.
- 5 If shown in the plans, flowable backfill can be used as a substitute for cement stabilized backfill with the following constraints:
  - a) If flowable backfill is to be placed over MSE backfill, then a filter fabric will be placed over the MSE backfill prior to placement of the flowable fill; and
  - b) Place flowable fill in lifts not exceeding 2 feet in height. Place each successive lift when the previous lift has stiffened/hardened (i.e. has lost its flowability).

**GENERAL NOTES:**

See the Bridge Layout for selected Option. Option 1 is intended for construction only requiring plasticity index (PI) controlled embankment fill or excavation in competent soils/rocks in order to construct the abutment. Option 2 is intended for new construction requiring high plasticity embankment fill with a PI greater than 30 or pavement built in poor native soil. Poor soils are defined as high plasticity clays or expansive clays.

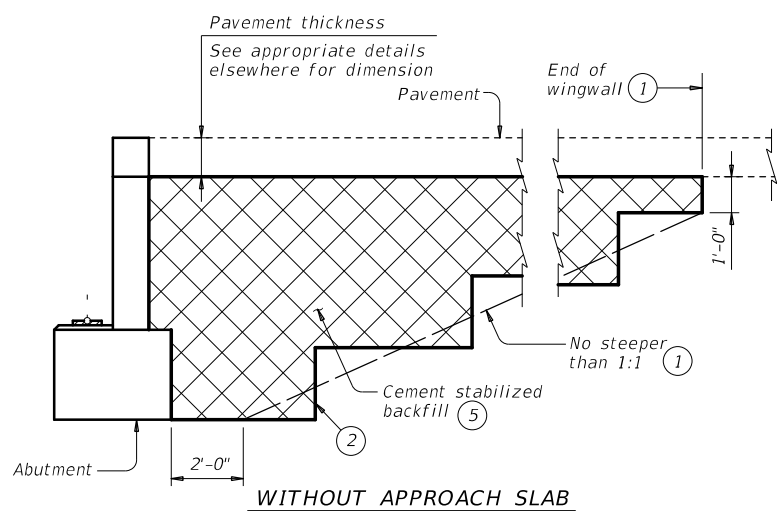
Construct abutment backfill in accordance with Item 400, "Excavation and Backfill for Structures".

Provide Cement Stabilized Backfill (CSB) meeting the requirements of Item 400, "Excavation and Backfill for Structures", to the limits shown at bridge abutments.

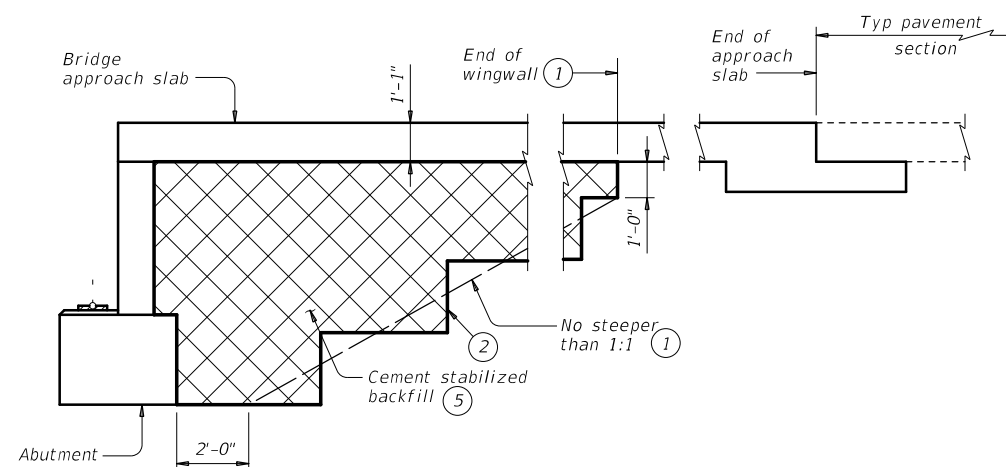
If required elsewhere in the plans, provide Flowable Backfill meeting the requirements of Item 401, "Flowable Backfill", to the limits shown at bridge abutments.

Details are drawn showing left forward skew. See Bridge Layout for actual skew direction.

These details do not apply when Concrete Block retaining walls are used in lieu of wingwalls.



**WITHOUT APPROACH SLAB**



**WITH APPROACH SLAB**  
(Showing BAS-C, BAS-A similar.)

**SECTION A-A**

SHEET 1 OF 2



**CEMENT STABILIZED ABUTMENT BACKFILL BRIDGE ABUTMENT**

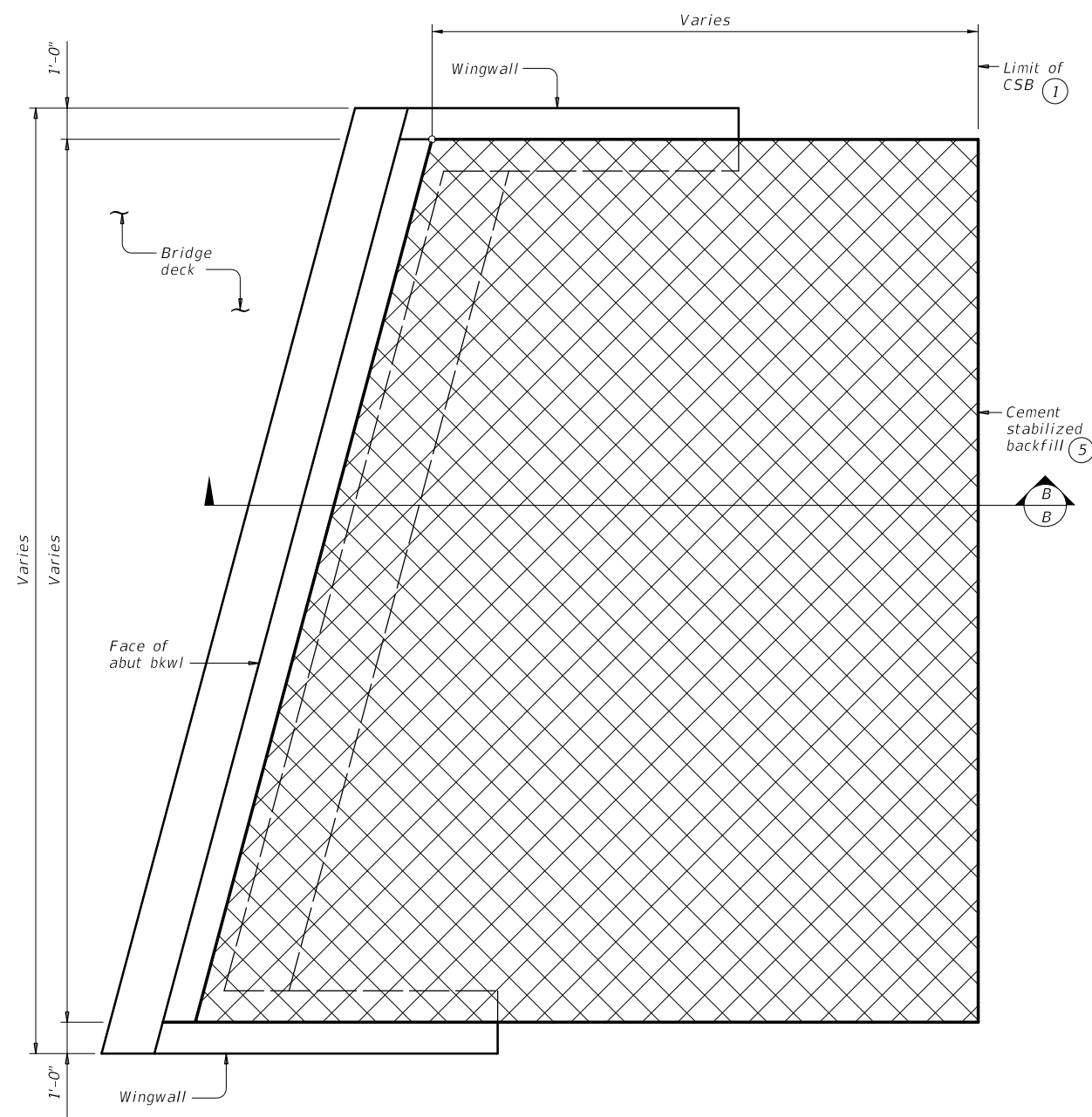
**CSAB**

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©TxDOT	April 2019	CONV	SECT	HIGHWAY
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02-20: Added Option 2.	DIST	COUNTY	SHEET NO.	
03-23: Updated General Notes.	YKM	GONZALES	60	

DATE:  
FILE:

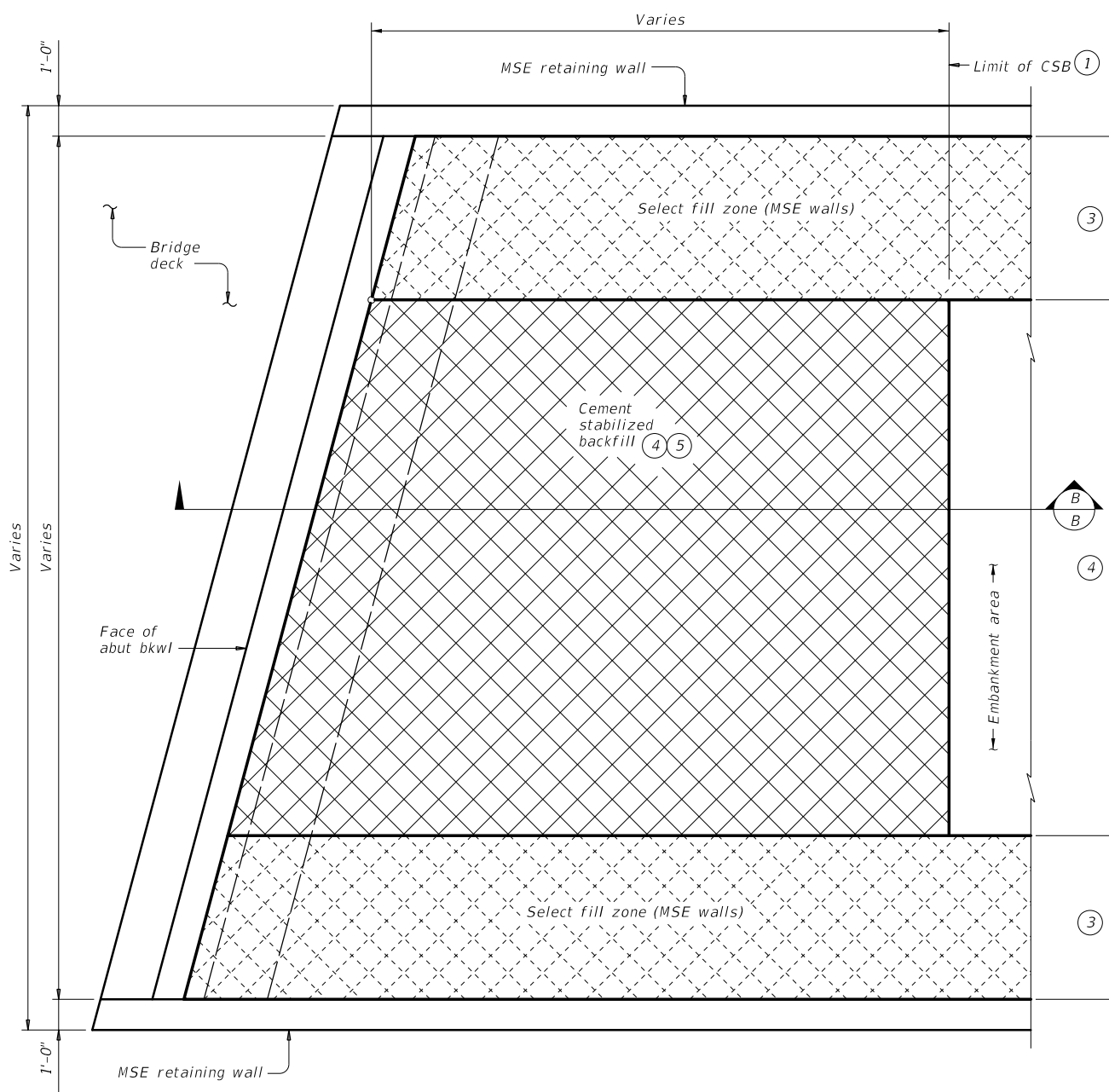


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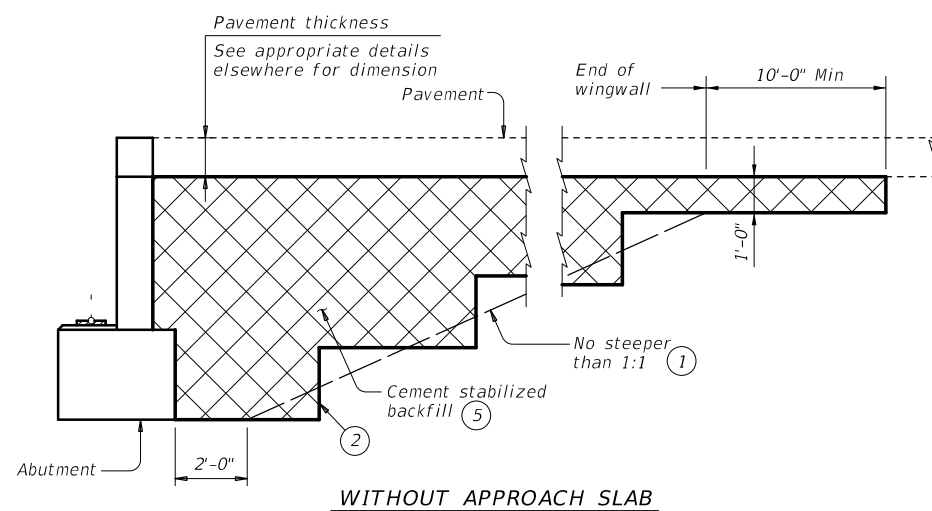
**OPTION 2 ~ PLAN WITH WINGWALLS**

Cast-in-place retaining walls similar.

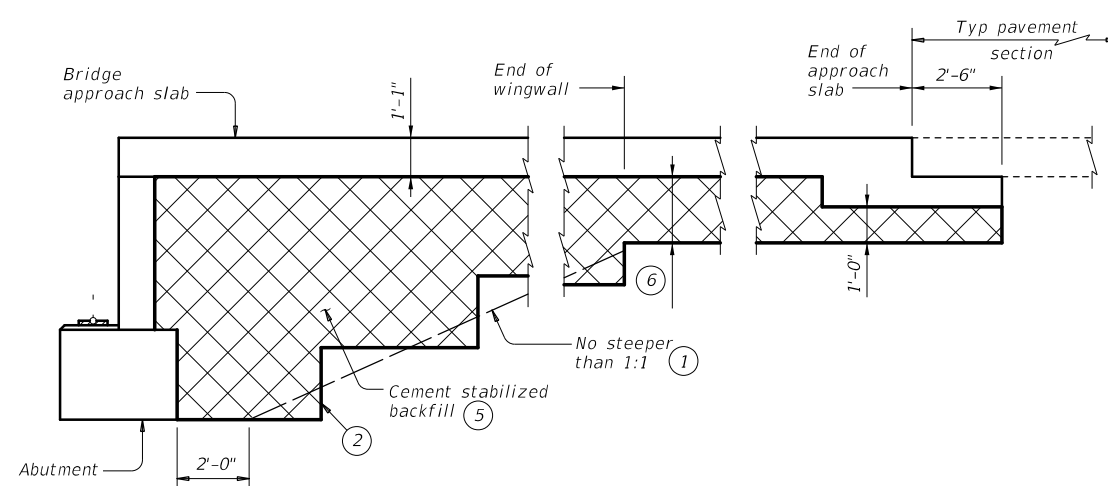


**OPTION 2 ~ PLAN WITH MSE RETAINING WALLS**

- ① Usual limit of Cement Stabilized Backfill is at end of wingwall. Extend CSB limits as required to maintain a slope no steeper than 1:1 at bottom of backfill.
- ② Bench backfill as shown with 12" (approximate) bench depths.
- ③ Where MSE retaining walls are present, adjust CSB limits to accommodate the select fill zone. See retaining wall details for additional information.
- ④ When distance between select fill zones is less than 5'-0", MSE select fill may be substituted for cement stabilized backfill with approval from the Engineer.
- ⑤ If shown in the plans, flowable backfill can be used as a substitute for cement stabilized backfill with the following constraints:
  - a). If flowable backfill is to be placed over MSE backfill, then a filter fabric will be placed over the MSE backfill prior to placement of the flowable fill; and
  - b). Place flowable fill in lifts not exceeding 2 feet in height. Place each successive lift when the previous lift has stiffened/hardened (i.e. has lost its flowability).
- ⑥ 1'-0" for BAS-A  
1'-10" for BAS-C



**WITHOUT APPROACH SLAB**



**SECTION B-B**

**WITH APPROACH SLAB**  
(Showing BAS-C, BAS-A similar.)

SHEET 2 OF 2



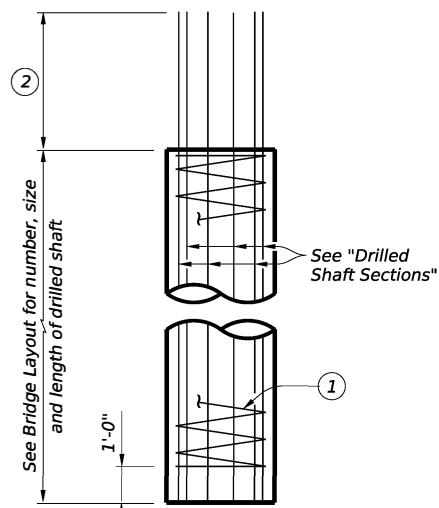
**CEMENT STABILIZED  
ABUTMENT BACKFILL  
BRIDGE ABUTMENT**

**CSAB**

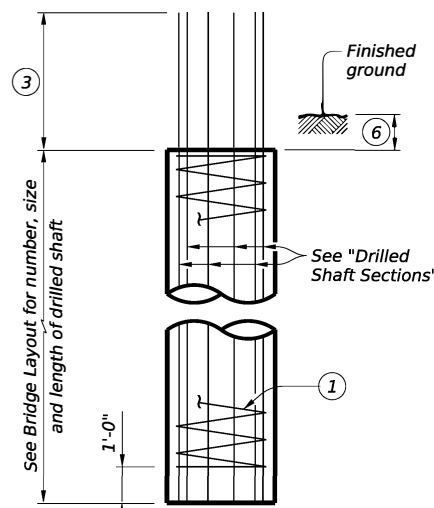
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©TxDOT	April 2019	CONTRACT	SECTION	JOB
	REVISIONS	0913	22	058
02-20: Added Option 2.		DIST	COUNTY	SHEET NO.
03-23: Updated General Notes.		YKM	GONZALES	61

DATE:  
FILE:

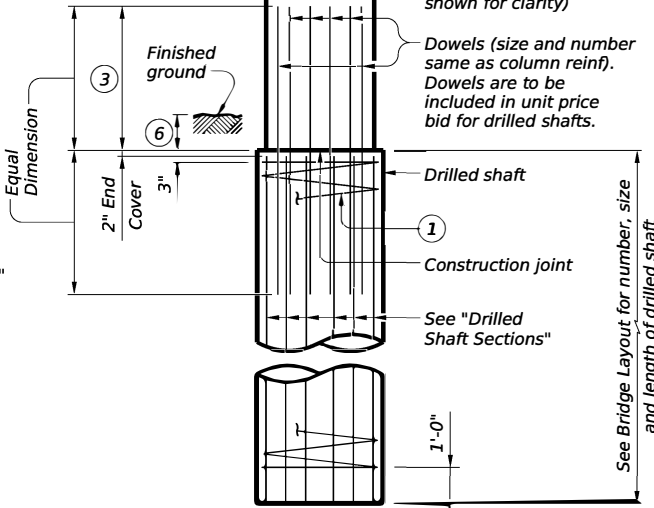
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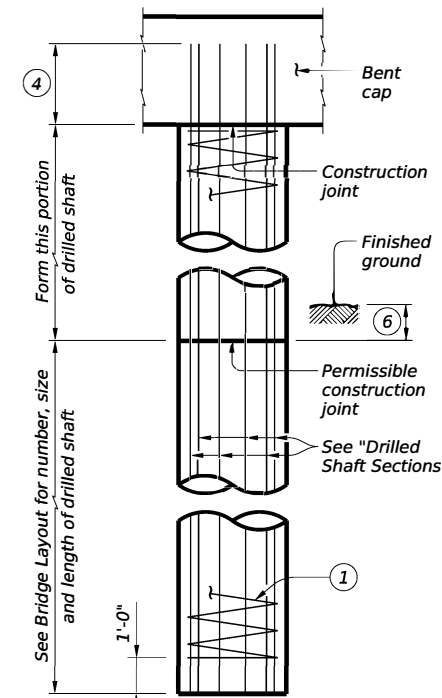
**ABUTMENTS, WINGWALLS AND MULTI-DRILLED SHAFT FOOTINGS**



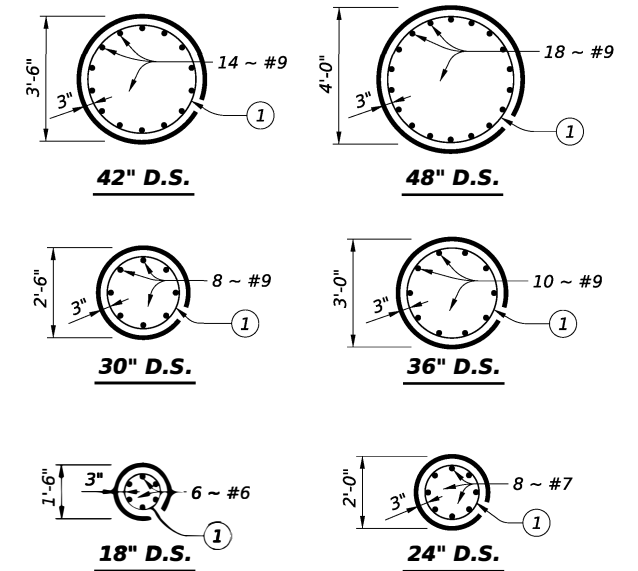
**INTERIOR BENTS DRILLED SHAFT DIA EQUAL TO COLUMN DIA**



**INTERIOR BENTS DRILLED SHAFT DIA GREATER THAN COLUMN DIA**



**OPTIONAL INTERIOR BENT DRILLED SHAFT DETAIL**

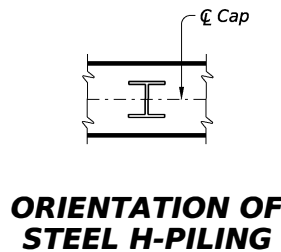


**DRILLED SHAFT SECTIONS**

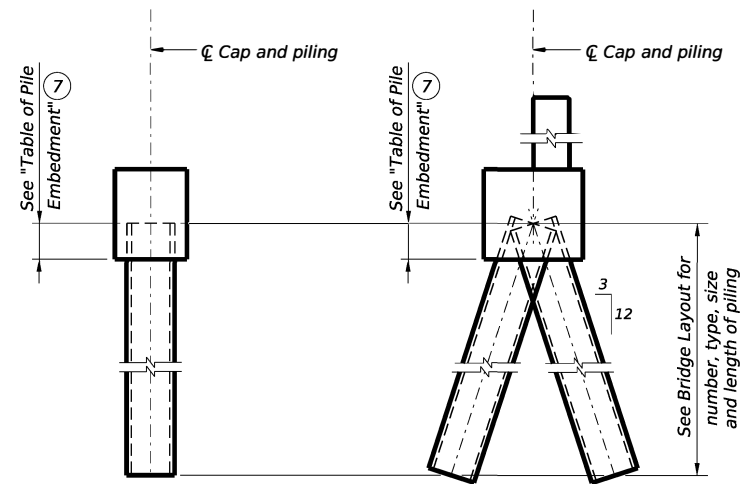
**DRILLED SHAFT DETAILS**

TABLE OF PILE EMBEDMENT	
Pile Type	Embedment Depth (Ft)
16" Sq Concrete 18" Sq Concrete HP14 Steel HP16 Steel	1'-0"
20" Sq Concrete 24" Sq Concrete HP18 Steel	1'-6"

See Prestressed Concrete Piling (CP) standard for additional details on concrete pile embedment.



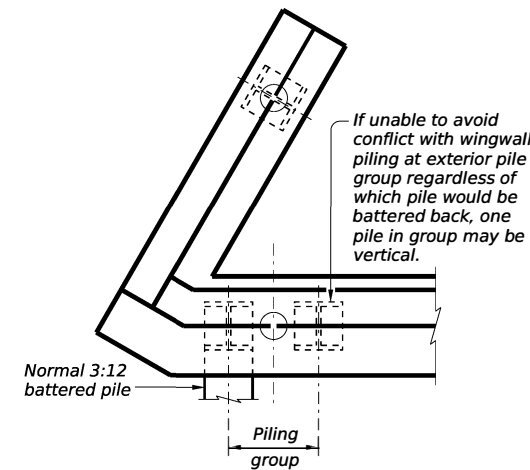
**ORIENTATION OF STEEL H-PILING**



**VERTICAL PILE BATTERED PILE**

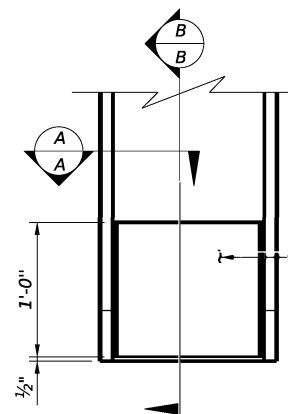
**PILING DETAILS**

(Concrete or steel H)

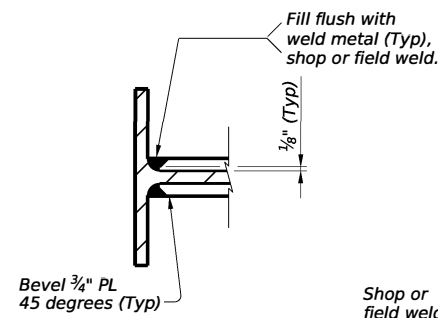


**DETAIL A**

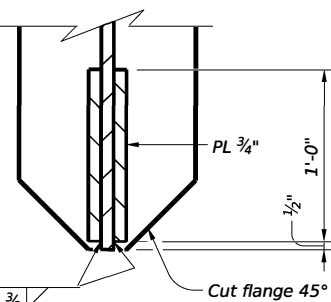
(Showing plan view of a 30° skewed abutment)



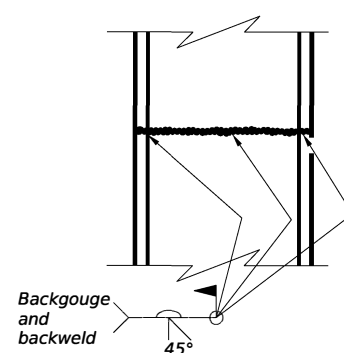
**ELEVATION**



**SECTION A-A**

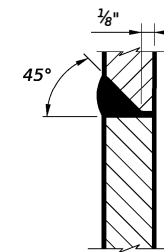


**SECTION B-B**



**STEEL H-PILE SPLICE DETAIL**

Use when required.



**SECTION THRU FLANGE OR WEB**

- ① #3 spiral at 6" pitch (one and a half flat turns top and bottom).
- ② Min extension into supported element:  
#6 Bars = 1'-11"  
#7 Bars = 2'-0"  
#9 Bars = 2'-3"
- ③ Min lap with column reinf:  
#7 Bars = 2'-11"  
#9 Bars = 3'-9"  
#11 Bars = 4'-8"
- ④ Min extension into supported element:  
#6 Bars = 1'-11"  
#7 Bars = 2'-3"  
#9 Bars = 2'-9"
- ⑤ Drilled shafts may extend to the bottom of bent caps for "H" heights of 6 ft and less (as shown on the Bridge Layout), if approved. This option can only be used when the drilled shaft diameter equals the column diameter. Obtain approval of the forming method above the ground line prior to construction. No adjustments in payment will be made if this option is used.
- ⑥ 1'-0" Min, unless shown otherwise on plans.
- ⑦ Or as shown on plans.

SHEET 1 OF 2



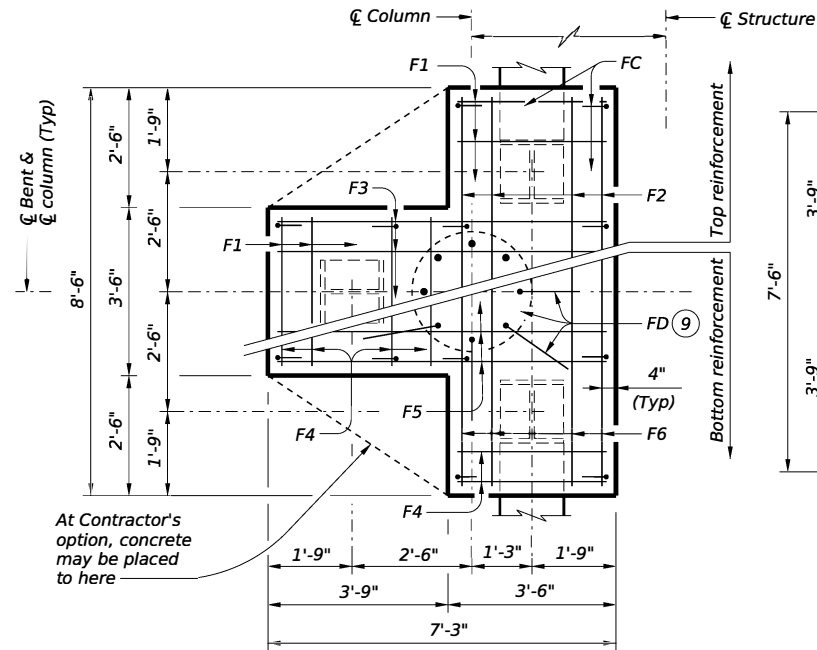
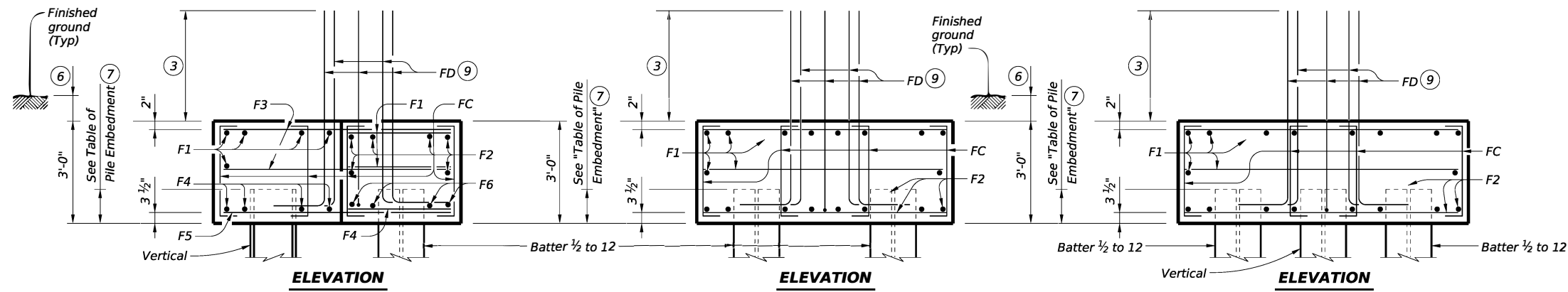
**COMMON FOUNDATION DETAILS**

**FD**

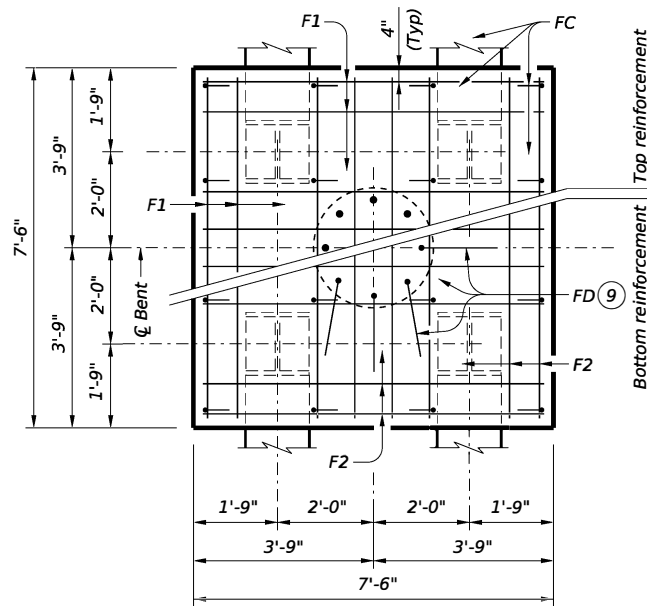
FILE: MS-FD-24.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
©TxDOT October 2024	CONT	SECT	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
DIST	COUNTY	SHEET NO.		
YKM	GONZALES	62		

DATE: FILE:

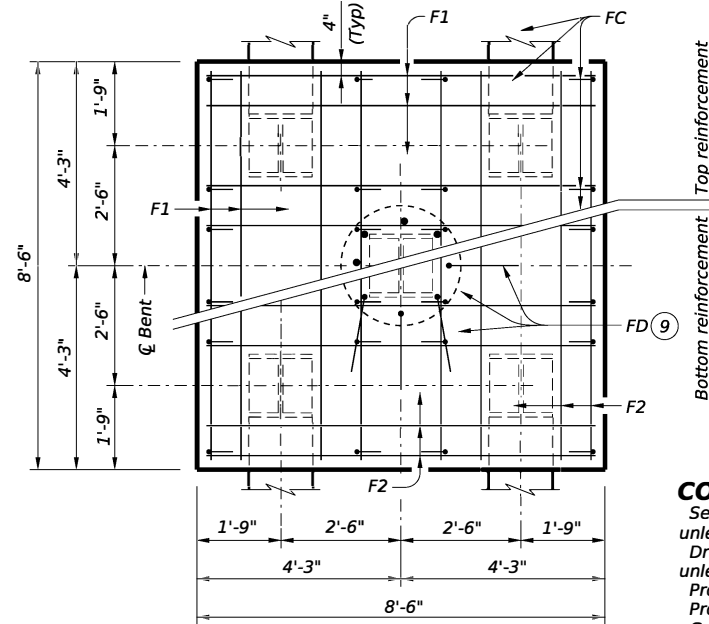
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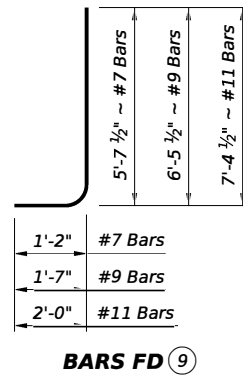
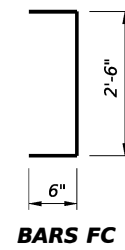
**THREE PILE FOOTING** ⑧  
For 36" Dia and smaller columns.



**FOUR PILE FOOTING** ⑧  
For 42" Dia and smaller columns.



**FIVE PILE FOOTING** ⑧  
For 42" Dia and smaller columns.



- ③ Min lap with column reinforcing:  
#7 Bars = 2'-11"  
#9 Bars = 3'-9"  
#11 Bars = 4'-8"
- ⑥ 1'-0" Min, unless shown otherwise on plans.
- ⑦ Or as shown on plans.
- ⑧ See Bridge Layout for type, size and length of piling.
- ⑨ Number and size of FD bars must match column reinforcing. Tie FD bars to the top of the bottom reinforcing mat.
- ⑩ Adjust FD quantity, size and weight as needed to match column reinforcing.

**TABLE OF FOOTING QUANTITIES FOR 30" COLUMNS**

ONE 3 PILE FOOTING					
Bar	No.	Size	Length	Weight	
F1	11	#4	3'-2"	23	
F2	6	#4	8'-2"	33	
F3	6	#4	6'-11"	28	
F4	8	#9	3'-2"	86	
F5	4	#9	6'-11"	94	
F6	4	#9	8'-2"	111	
FC	12	#4	3'-2"	28	
FD ⑩	8	#9	8'-1"	220	
Reinforcing Steel				Lb	623
Class "C" Concrete				CY	4.8
ONE 4 PILE FOOTING					
Bar	No.	Size	Length	Weight	
F1	20	#4	7'-2"	96	
F2	16	#8	7'-2"	306	
FC	16	#4	3'-6"	37	
FD ⑩	8	#9	8'-1"	220	
Reinforcing Steel				Lb	659
Class "C" Concrete				CY	6.3
ONE 5 PILE FOOTING					
Bar	No.	Size	Length	Weight	
F1	20	#4	8'-2"	109	
F2	16	#9	8'-2"	444	
FC	24	#4	3'-6"	56	
FD ⑩	8	#9	8'-1"	220	
Reinforcing Steel				Lb	829
Class "C" Concrete				CY	8.0

**CONSTRUCTION NOTES:**

See Bridge Layout for foundation type required. Use these foundation details unless shown otherwise.  
 Drive piling under abutment wingwalls to a minimum resistance of 10 Tons/Pile unless shown otherwise.  
 Provide Class C Concrete ( $f_c = 3,600$  psi), unless shown otherwise.  
 Provide Grade 60 reinforcing steel.  
 Galvanize reinforcing if shown elsewhere in the plans.  
 Provide bar laps for drilled shaft reinforcing, where required, as follows:  
 Uncoated or galvanized (#6) ~ 2'-6"  
 Uncoated or galvanized (#7) ~ 2'-11"  
 Uncoated or galvanized (#9) ~ 3'-9"

**GENERAL NOTES:**

Designed according to AASHTO LRFD Bridge Design Specifications.

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

**DESIGNER NOTES:**

Do not use the drilled shaft details shown on this standard for retaining wall, noise wall, barrier, or sign foundations without structural evaluation.  
 Do not use the footings shown on this standard in direct contact with salt water or exposed to salt water spray.  
 Maximum allowable pile loads for the footings shown are:  
 72 Tons/Pile with 24" Dia Columns  
 80 Tons/Pile with 30" Dia Columns  
 100 Tons/Pile with 36" Dia Columns  
 120 Tons/Pile with 42" Dia Columns

SHEET 2 OF 2



**COMMON FOUNDATION DETAILS**

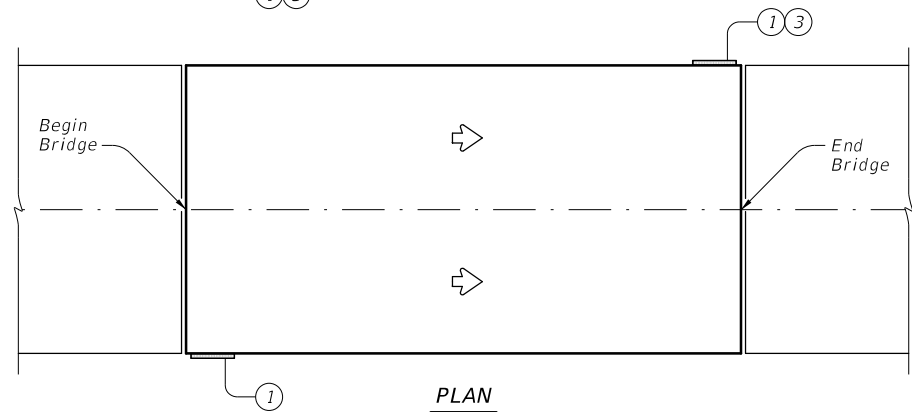
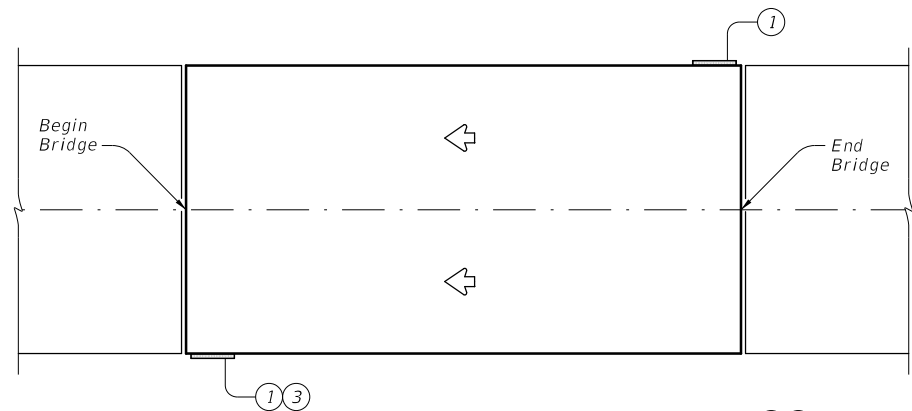
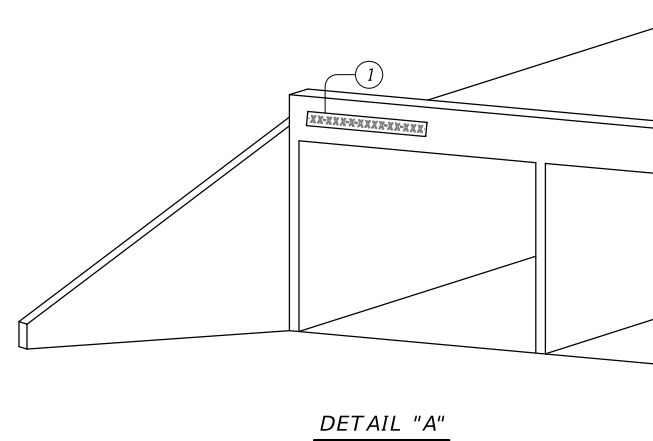
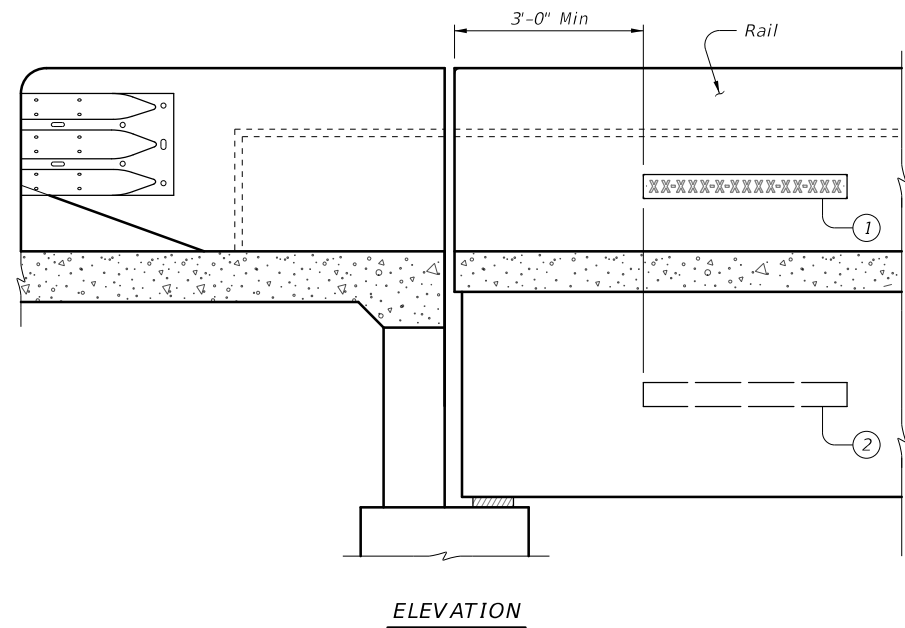
**FD**

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©TxDOT October 2024	CONT	SECT	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
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	YKM	GONZALES	63	

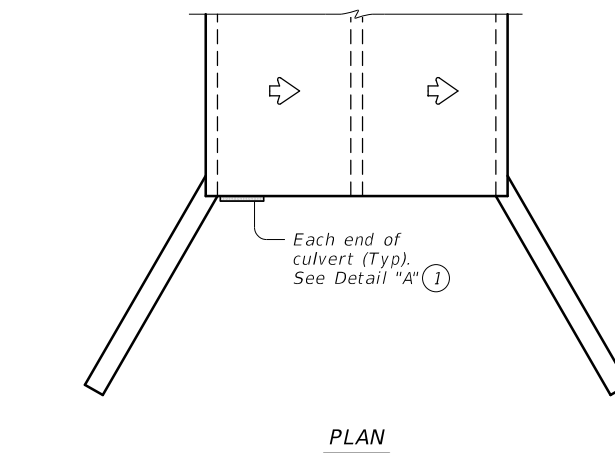
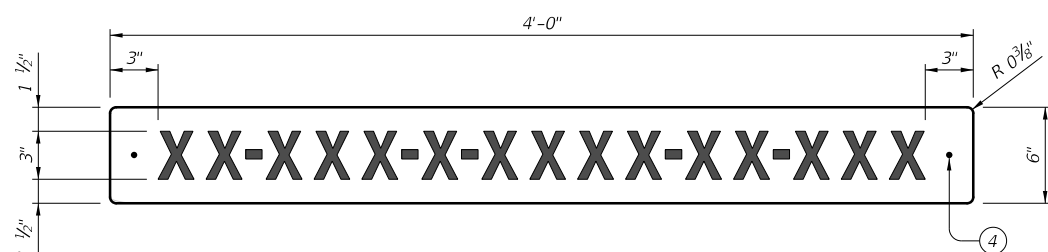
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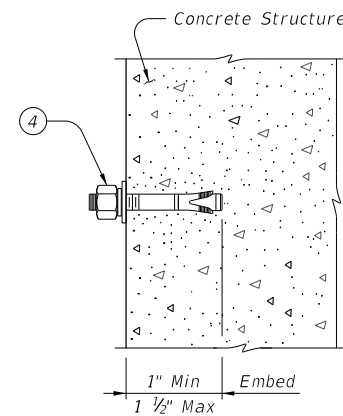
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**BRIDGE SIGN LOCATIONS**



**BRIDGE CLASS CULVERT SIGN PLACEMENT**



**SHEETING REQUIREMENTS**

Usage	Color	Sign Face Material
Background	White	Type B or C Sheeting
Letters and Symbols	Black	Type B or C Sheeting

- ① Bridge identification sign location
- ② Alternate sign placement location for exterior concrete beams.
- ③ If adjacent bridges are less than 2 feet apart, these signs may be omitted.
- ④ 1/4" Diameter stainless steel expansion anchor with hex nut, washer, and spring-lock washer.

**SIGN NOTES:**

Standard sign designs can be found in the Standard Highway Sign Designs for Texas (SHSD).

Use the Clearview Alphabet CV-2W for the letters and symbols.

**MATERIAL NOTES:**

Provide lateral spacing between letters and numerals conforming with the SHSD, and any approved changes thereto. Provide a balanced appearance when spacing is not shown.

Provide aluminum sign blanks with a minimum thickness of 0.080" that meet the requirements of DMS-7110.

Provide sign face materials that meet the requirements of DMS-8300 and the sheeting requirements shown in the table.

Provide 1/4" diameter stainless steel expansion anchors with one hex head nut, one flat washer, and one helical spring-lock washer each.

Use torque controlled mechanical expansion anchors that are approved for use in cracked concrete by the International Code Council, Evaluation Service (ICC-ES). Provide anchor products that have a designated ICC-ES Evaluation Report number. The approval status must be maintained on the ICC-ES website under Division 031600 for Concrete Anchors.

Unless otherwise approved by the Engineer: do not use adhesive anchors; do not use expansion anchors that are not included in the ICC-ES approval list; and do not use expansion anchors that are only approved for use in uncracked concrete.

Use anchors manufactured with stainless steel expansion wedges. Anchors manufactured with carbon steel expansion wedges are not allowed. Anchor bodies can be either zinc-plated carbon steel or stainless steel. For application in marine environments, provide both stainless steel anchor bodies and expansion wedges.

**GENERAL NOTES:**

Prior to hole drilling, locate rebar to ensure clearing of existing reinforcement and/or strands.

Prior to installation, obtain approval of sign locations from the Engineer. Avoid placement of sign over travel lanes and pedestrian walkways. Submit proposed installation method to Engineer prior to beginning work. Install anchors as shown on plans and in accordance with the anchor manufacturer's published installation instructions.

Do not install anchors sections of members under tension.

For new construction, the signs and anchors are subsidiary to the bridge. For installations on existing structures, the signs and anchors are paid under Item 442, "Metal for Structures." Each sign weighs 28 lbs.



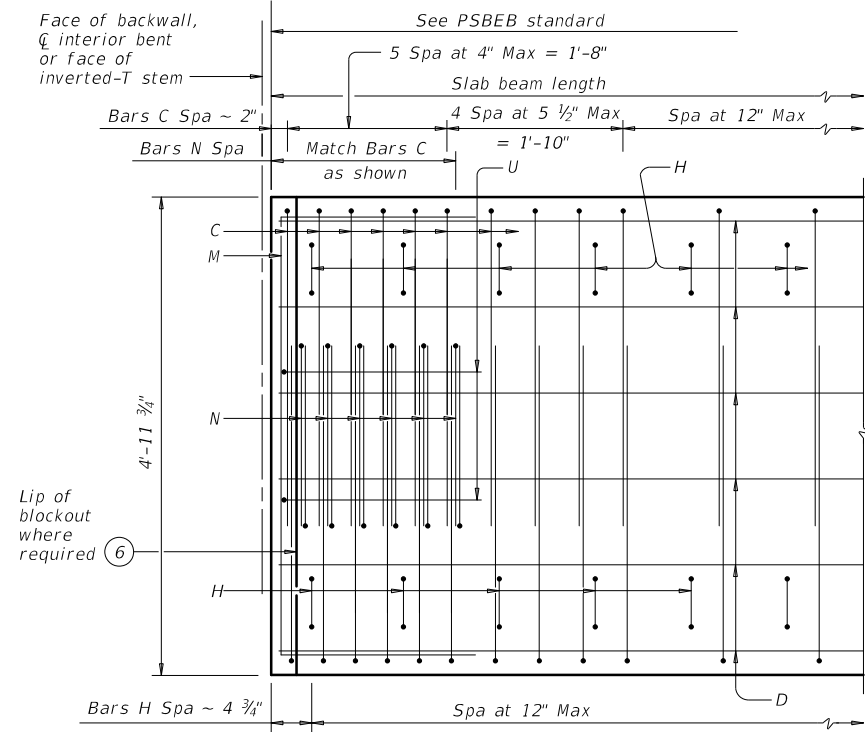
Bridge  
Division  
Standard

**NBIS  
BRIDGE IDENTIFICATION  
SIGN STANDARD**

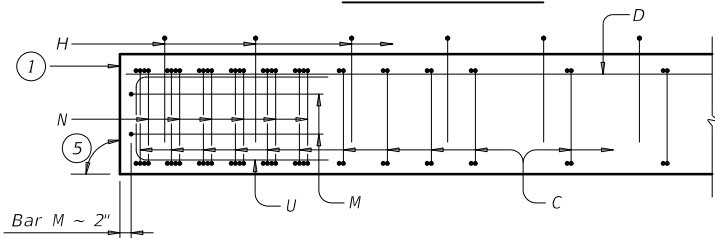
**NBIS**

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©TxDOT March 2023	CONV	SECT	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
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YKM	GONZALES		64	

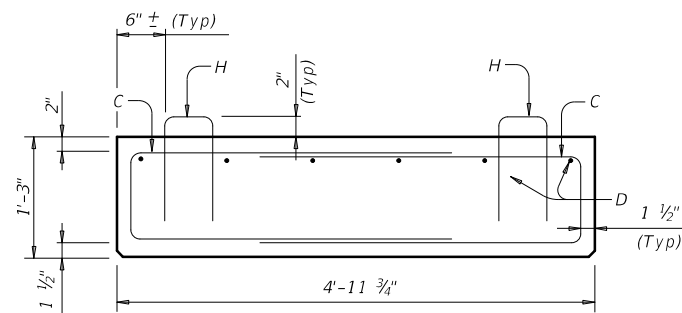
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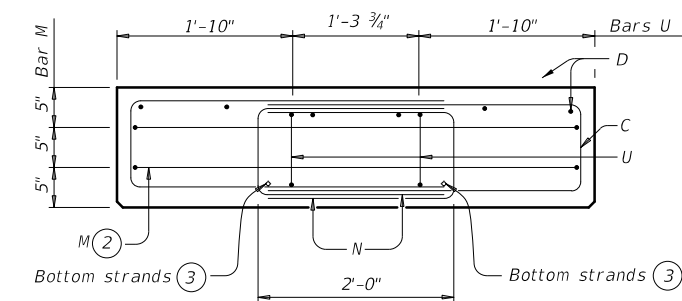
**PART PLAN**



**ELEVATION**

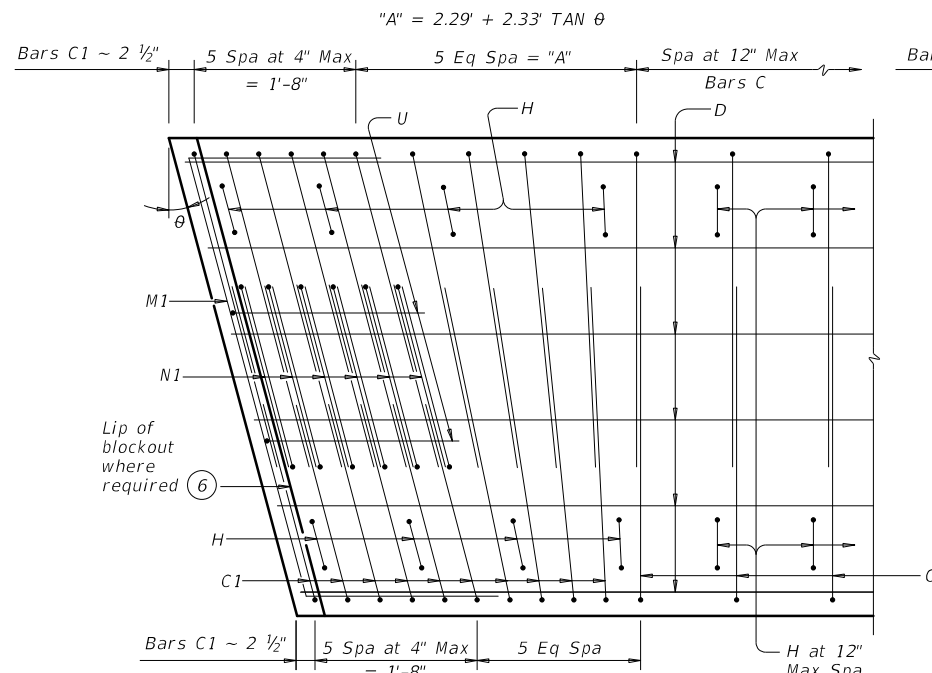


**SECTION**



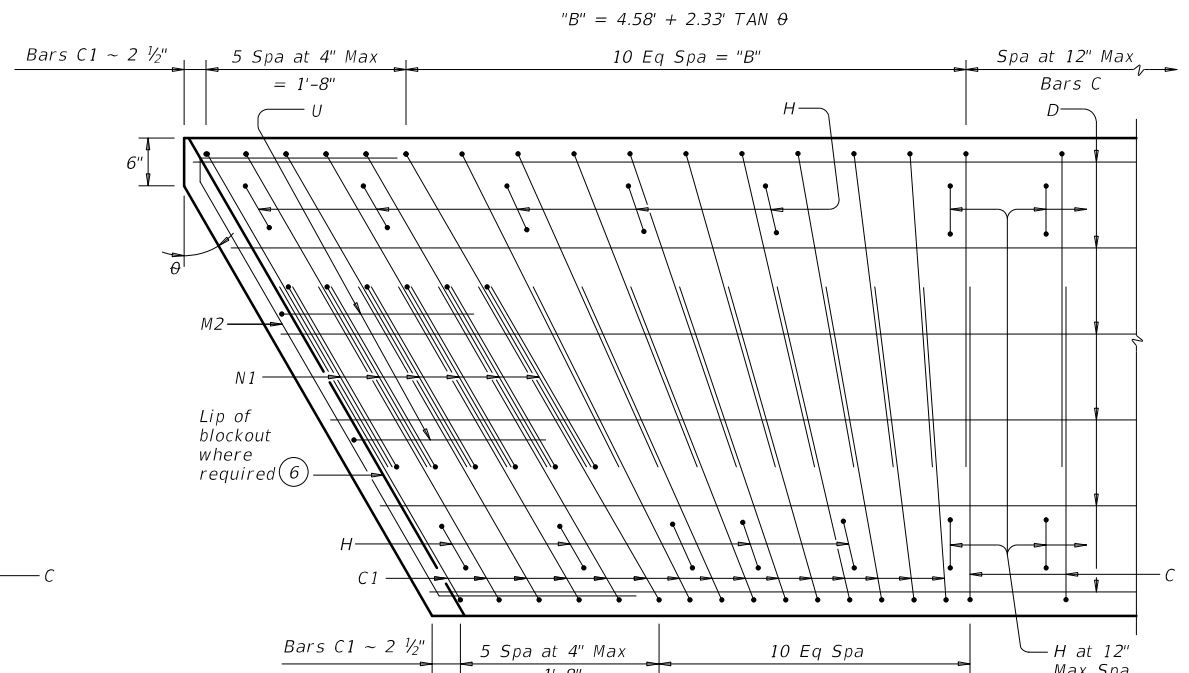
**END MAT REINFORCING**

Bars H not shown for clarity.



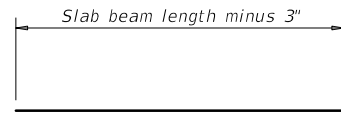
**PART SKEW PLAN**

(Showing  $\theta$  over  $0^\circ$  to  $15^\circ$  skew)

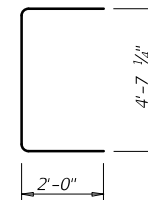


**PART SKEW PLAN**

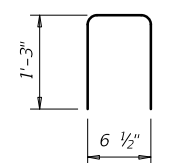
(Showing  $\theta$  over  $15^\circ$  to  $30^\circ$  skew)



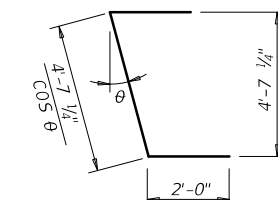
**BARS D(#6)**



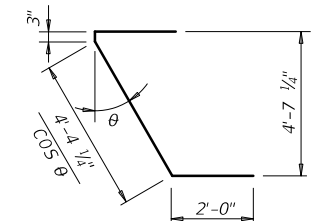
**BARS M(#4)**



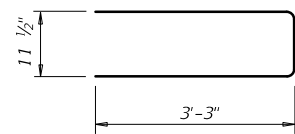
**BARS H(#4)**



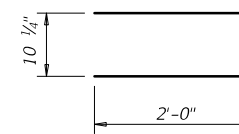
**BARS M1(#4)**



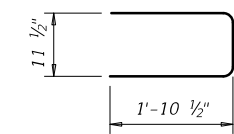
**BARS M2(#4)**



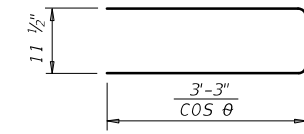
**BARS C(#4)**



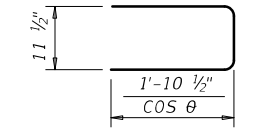
**BARS U(#5)**



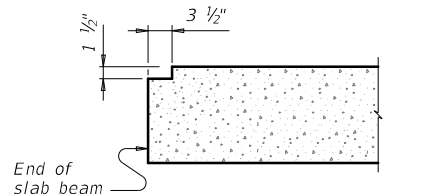
**BARS N(#4)**



**BARS C1(#4)**



**BARS N1(#4)**



**ELEVATION OF BLOCKOUT (6)**

BEAM PROPERTIES		
Area	in <sup>2</sup>	896.2
Y top	in	7.50
Y bott	in	7.50
I	in <sup>4</sup>	16,805
Weight (4)	lb/ft	934

**GENERAL NOTES:**

- Designed according to AASHTO LRFD Bridge Design Specifications. Provide Class H concrete. Provide Class H (HPC) if shown elsewhere in the plans.
- Provide Grade 60 reinforcing steel.
- An equal area of welded wire reinforcement (WWR) (ASTM 1064) may be substituted for bars C and D if approved by the Engineer.
- These details can be used for any skew angle up to a maximum of 30 degrees.
- Chamfer all exposed corners 3/4" or round to a 3/4" radius.
- Details are drawn showing right forward skew. See Bridge Layout for actual direction.

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

- (1) See End Mat Reinforcing detail.
- (2) Adjust bars M vertically to avoid strands.
- (3) See sheet PSBND or PSBSD for strand locations.
- (4) Assumes 150 pcf weight density of concrete.
- (5) 90° at conventional interior bents. End of beam must be vertical at abutment backwall and inverted-T stem.
- (6) Blockout required at armor joint (AJ) and sealed expansion joint (SEJ) locations to accommodate joint anchorage.

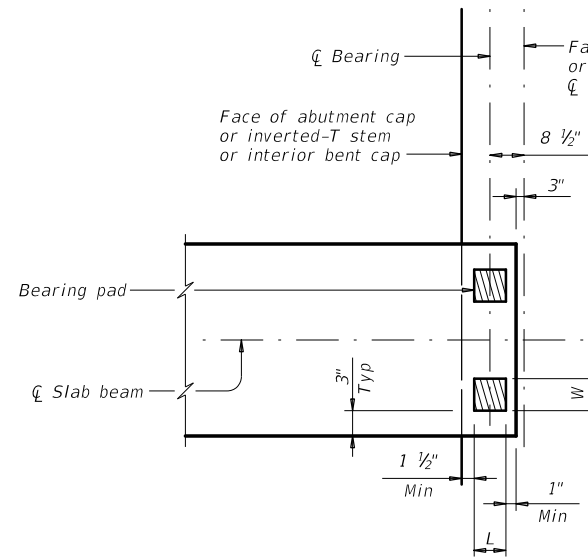
HL93 LOADING

Texas Department of Transportation  
**PRESTRESSED CONCRETE SLAB BEAM DETAILS (TYPE 5SB15)**  
**PSB-5SB15**

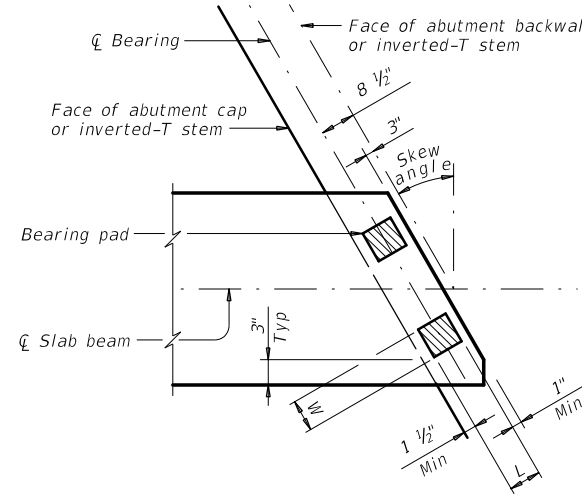
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©TxDOT January 2017	CONT	SECT	JOB	HIGHWAY
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YKM	GONZALES		65	

DATE: FILE:

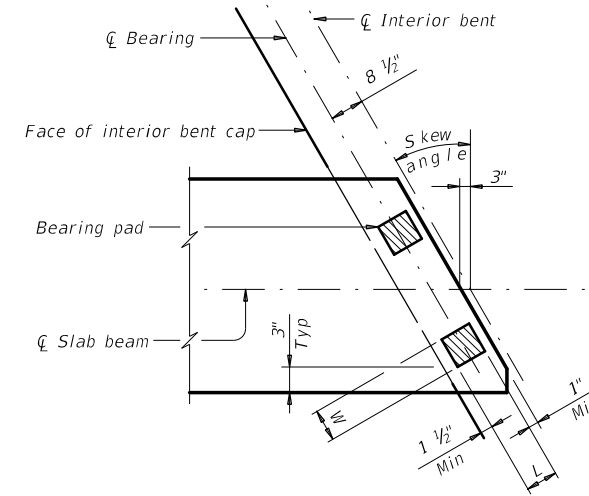
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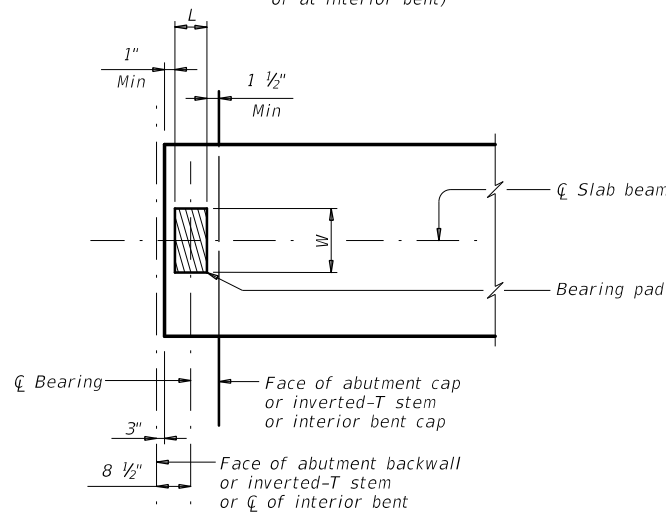
**TWO-PAD DETAIL PLAN**  
(At abutment or inverted-T cap or at interior bent)



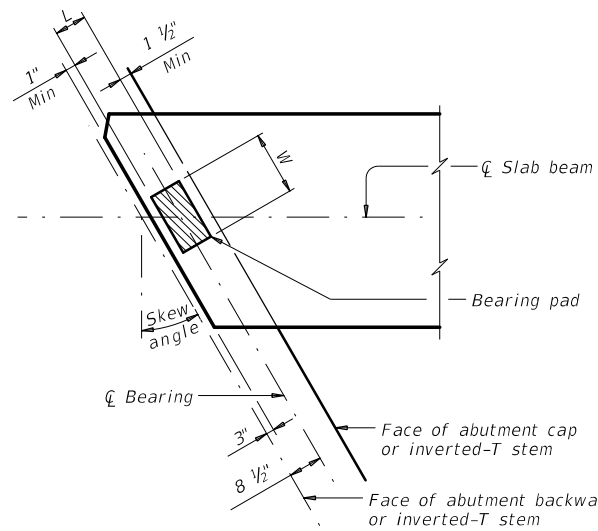
**TWO-PAD DETAIL SKEW PLAN**  
(At abutment or inverted-T cap)



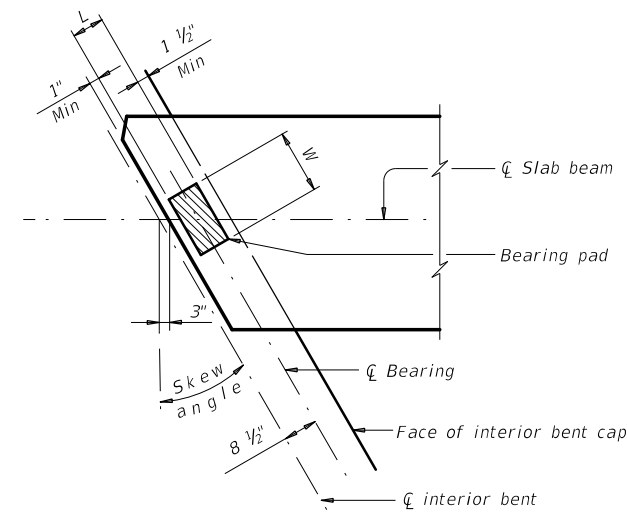
**TWO-PAD DETAIL SKEW PLAN**  
(At interior bent)



**ONE-PAD DETAIL PLAN**  
(At abutment or inverted-T cap or at interior bent)



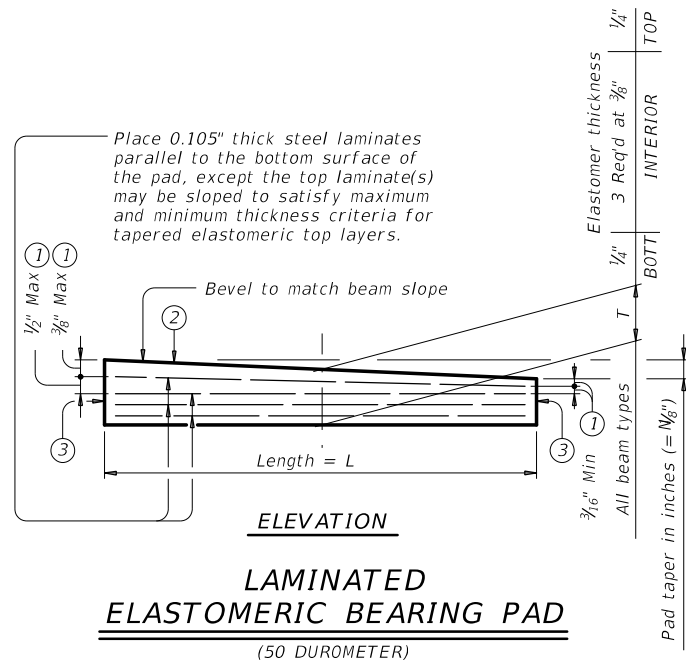
**ONE-PAD DETAIL SKEW PLAN**  
(At abutment or inverted-T cap)



**ONE-PAD DETAIL SKEW PLAN**  
(At interior bent)

**ELASTOMERIC BEARING PAD PLACEMENT AND BEAM END DIAGRAMS**

Place one bearing pad at forward station beam end.  
Place two bearing pads at back station beam end.



**LAMINATED ELASTOMERIC BEARING PAD**  
(50 DUROMETER)

- Maximum and minimum layer thicknesses shown are for elastomer only, on tapered layers.
- Indicate BEARING TYPE on all pads. For tapered pads, locate BEARING TYPE on the high side. The Fabricator must include the value of "N" (amount of taper in 1/8" increments) in this mark.  
Examples: N=0, (for 0" taper)  
N=1, (for 1/8" taper)  
N=2, (for 1/4" taper)  
(etc.)  
Fabricated pad top surface slope must not vary from plan beam slope by more than  $(\frac{0.0625}{\text{Length}})$  IN/IN.
- Locate permanent mark here.

**TABLE OF BEARING PAD DIMENSIONS (ALL PRESTR CONC SLAB BM TYPES)**

One-Pad (Ty SB1-"N") ②			Two-Pad (Ty SB2-"N") ②		
W	L	T	W	L	T
14"	7"	2"	7"	7"	2"

Pad sizes shown are applicable for the following conditions:

- All one, two and three span units where the minimum span length is not less than 25' and the maximum span is not more than 50'.
- Skews less than or equal to 30°.

**GENERAL NOTES:**

These details accommodate skew angles up to 30°. Shop drawings for approval are required. A bearing layout which identifies location and orientation of all bearings must be developed by the bearing fabricator. Permanently mark each bearing in accordance with the bearing layout. A copy of the bearing layout is to be provided to the Engineer. Cost of furnishing and installing elastomeric bearings must be included in unit price bid for "Prestressed Concrete Slab Beams".

HL93 LOADING

**Texas Department of Transportation** Bridge Division Standard

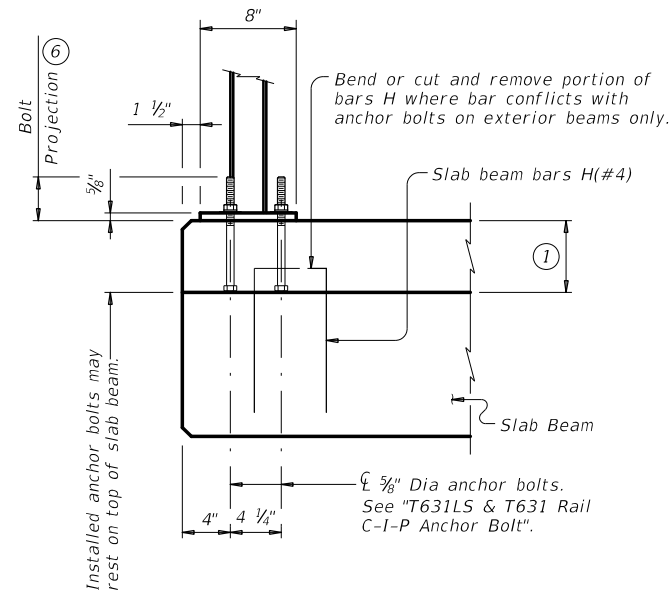
**ELASTOMERIC BEARING AND BEAM END DETAILS PRESTR CONCRETE SLAB BEAM**

**PSBEB**

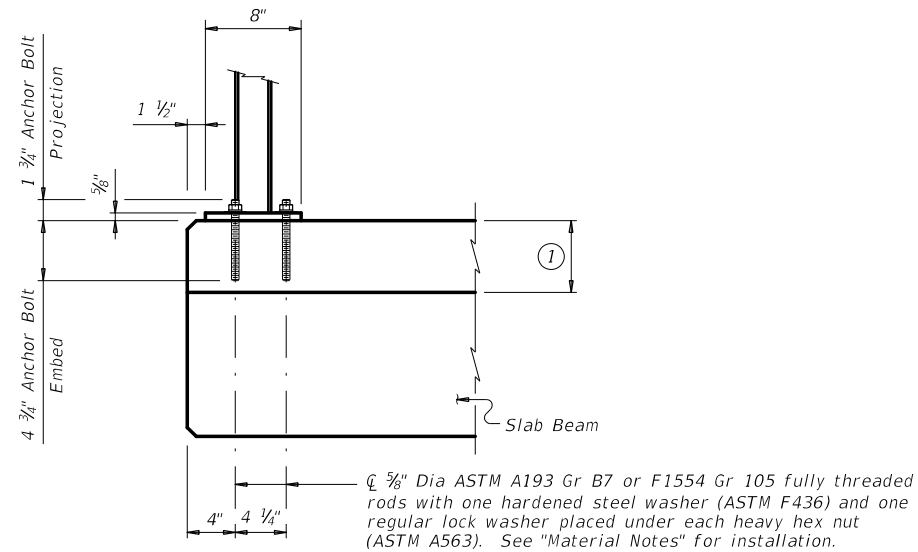
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©TxDOT January 2017	CONTRACT	SECTION	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
DIST	COUNTY		SHEET NO.	
YKM	GONZALES		66	

DATE:  
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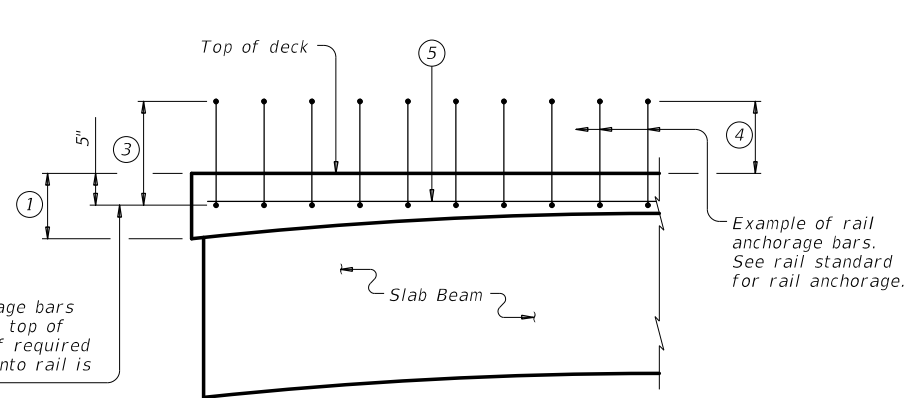


**CAST-IN-PLACE ANCHORAGE OPTION**

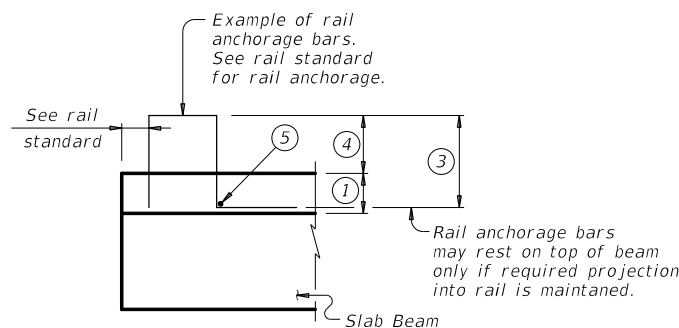


**ADHESIVE ANCHORAGE OPTION**

**T631LS & T631 RAIL ANCHORAGE PLACEMENT** (2)(7)



**PART SPAN ELEVATION**

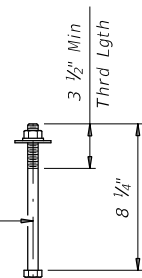


**SECTION**

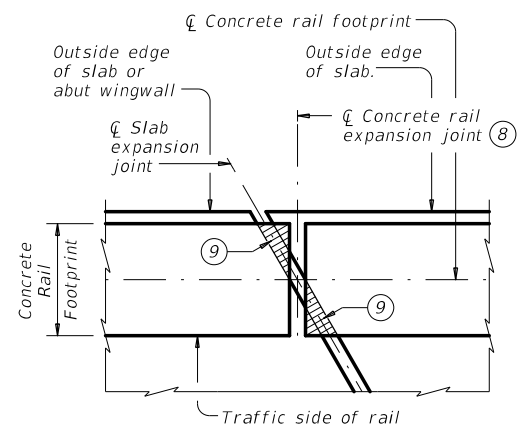
**TYPICAL CONCRETE RAIL ANCHORAGE**

(Showing typical concrete rail anchorage)

5/8" Dia heavy hex head anchor bolt (ASTM F3125 Gr A325 or A449) with one hardened steel washer (ASTM F436) and one regular lock washer placed under heavy hex nut (ASTM A563).



**T631LS & T631 RAIL C-I-P ANCHOR BOLT**



**PLAN OF CONCRETE RAILS AT EXPANSION JOINTS**

- ① Cast-in-place slab thickness varies due to beam camber (5" minimum).
- ② Replace cast-in-place anchor bolts shown on T631LS and T631 Rail standard with an adhesive anchor system or cast-in-place anchor bolts shown on this sheet.
- ③ Bar length shown on rail standard, minus 1 1/4". Adjust bar length for a raised sidewalk.
- ④ See rail standard for projection from finished grade or top of sidewalk.
- ⑤ Place additional (#5) longitudinal bar.
- ⑥ Excess bolt length has been provided to accommodate a variable slab thickness due to beam camber. If slab thickness on span details exceed 7", bolt length must be increased accordingly. After posts have been set and bolts tightened, bolt projection above nuts of more than 1/2" must be cut off and painted with two coats of zinc-rich paint conforming to the Item 445 "Galvanizing".
- ⑦ Distance from end of top outside edge of slab to center of first bolt group can not be less than 9", except: 15° Skew: 1'-0" (acute corner only) 30° Skew: 1'-3" (acute corner only)
- ⑧ Location of rail expansion joint must be at the intersection of the slab expansion joint, the rail footprint and perpendicular to slab outside edge.
- ⑨ Cross-hatched area must have 1/2" preformed bituminous fiber material under concrete rail, as shown.

**CONSTRUCTION NOTES:**

Rail anchorage bars may be field bent as required to clear rail reinforcing or provide minimum cover shown on standard rail detail sheets. Test adhesive anchors in accordance with Item 450.3.3, "Tests". Test 3 anchors per 100 anchors installed. Perform corrective measures to provide adequate capacity if any of the tests do not meet the required test load. Repair damage from testing as directed.

**MATERIAL NOTES:**

Galvanize all steel components of steel rail system. Provide Grade 60 reinforcing steel. Cast-in-place anchorage system for T631LS and T631 Rail must be 5/8" Dia heavy hex head anchor bolts (ASTM F3125 Gr 325 or A449) with one hardened steel washer (ASTM F436) and one regular lock washer placed under heavy hex nut. Nuts must conform to ASTM A563 requirements. Embed anchor bolts 4 1/2" minimum. Adhesive anchors for T631LS and T631 Rail must be 5/8" Dia ASTM A193 Gr B7 or F1554 Gr 105 fully threaded rods with one hardened steel washer (ASTM F436) and one regular lock washer placed under each heavy hex nut. Nuts must conform to ASTM A563 requirements. Embed fully threaded rod into slab and/or abutment wingwall using a Type III, Class C, D, E, or F anchor adhesive. Minimum adhesive anchor embedment depth is 4 3/4". Anchor adhesive chosen must be able to achieve a nominal bond strength in tension of a single anchor, Na, of 8 kips (edge distance must be accounted for). Submit signed and sealed calculations or the manufacturer's published literature showing the proposed anchor adhesive's ability to develop this load to the Engineer for approval prior to use. Anchor installation, including hole size, drilling, and clean out, must be in accordance with Item 450, "Railing." Epoxy coat or galvanize reinforcing steel shown on this standard if rail reinforcement is epoxy coated or galvanized.

**GENERAL NOTES:**

Designed in accordance with AASHTO LRFD Bridge Design Specifications. This standard is for use with structures with a 5" minimum cast-in-place concrete slab. This standard may require modification for interior rails. This standard does not apply to median barriers. This standard does not provide details for Type T221P, T224, T80HT, T80SS, C412, PR11, PR22 and PR3 rails on slab beam bridges. See rail standards for approved speed restrictions, notes and details not shown.

Cover dimensions are clear dimensions, unless noted otherwise.

		<b>Bridge Division Standard</b>	
<b>RAIL ANCHORAGE DETAILS</b> <b>PRESTR CONCRETE SLAB BEAMS</b>			
<b>PSBRA</b>			
FILE:	DN: TxDOT	CK: TxDOT	DW: JTR
0913	January 2017	CONTRACT	SECTION
0913	REVISIONS	22	058
03-18: Updated adhesive anchor notes.	DIST	COUNTY	SHEET NO.
YKM	GONZALES		67

DATE:  
FILE:

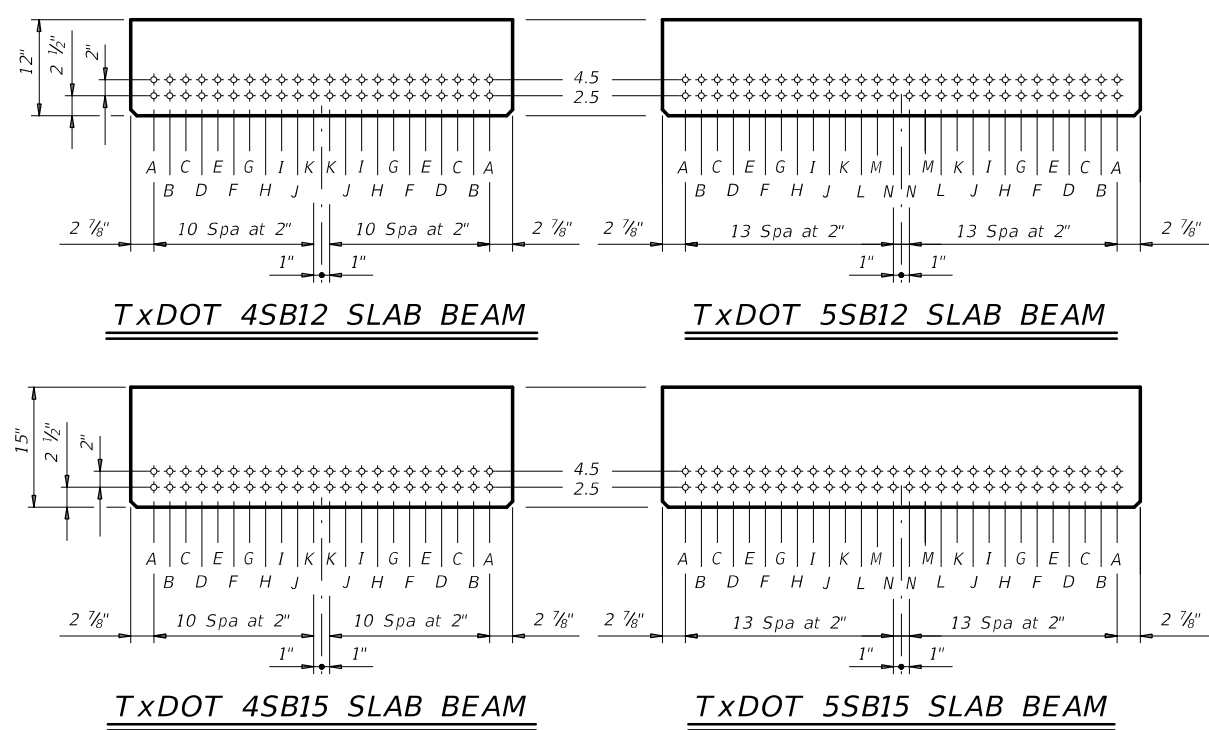
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STRUCTURE	DESIGNED BEAMS (STRAIGHT STRANDS)																			OPTIONAL DESIGN					LOAD RATING FACTORS			
	SPAN LENGTH (ft)	BEAM NO.	BEAM TYPE	PRESTRESSING STRANDS							DEBONDED STRANDS PER ROW					CONCRETE		DESIGN LOAD COMP STRESS (TOP $\epsilon$ ) (SERVICE I) fct (ksi)	DESIGN LOAD TENSILE STRESS (BOTTOM $\epsilon$ ) (SERVICE III) fcb (ksi)	REQUIRED MINIMUM ULTIMATE MOMENT CAPACITY (STRENGTH I) (kip-ft)	LIVE LOAD DISTRIBUTION FACTOR (2)		STRENGTH I			SERVICE III		
				NON-STD STRAND PATTERN	TOTAL NO.	SIZE (in)	STRGTH fpu (ksi)	"e" $\bar{c}$ (in)	"e" END (in)	TOT NO. DEB	DIST FROM BOTTOM (in)	NO. OF STRANDS		NUMBER OF STRANDS DEBONDED TO (ft from end)							RELEASE STRGTH (1) f'ci (ksi)	MINIMUM 28 DAY COMP STRGTH f'c (ksi)	Moment	Shear	Inv	Opr	Inv	
												TOTAL	DE-BONDED	3	6	9	12											15
24' ROADWAY SB12 BEAM	25	ALL	5SB12		8	0.6	270	3.50	3.50	0	2.5	8	0	0	0	0	0	4.000	5.000	0.914	-1.217	448	0.450	0.450	1.40	1.82	1.71	
	30	ALL	5SB12		10	0.6	270	3.50	3.50	0	2.5	10	0	0	0	0	0	4.000	5.000	1.292	-1.685	530	0.450	0.450	1.25	1.62	1.29	
	35	ALL	5SB12		14	0.6	270	3.50	3.50	0	2.5	14	0	0	0	0	0	4.000	5.000	1.730	-2.219	675	0.450	0.450	1.33	1.73	1.23	
	40	ALL	5SB12		18	0.6	270	3.50	3.50	0	2.5	18	0	0	0	0	0	4.000	5.000	2.218	-2.796	820	0.440	0.440	1.34	1.74	1.12	
24' ROADWAY SB15 BEAM	25	ALL	5SB15		8	0.6	270	5.00	5.00	0	2.5	8	0	0	0	0	0	4.000	5.000	0.725	-0.897	551	0.450	0.450	1.77	2.29	2.41	
	30	ALL	5SB15		8	0.6	270	5.00	5.00	0	2.5	8	0	0	0	0	0	4.000	5.000	1.020	-1.244	574	0.450	0.450	1.23	1.59	1.45	
	35	ALL	5SB15		10	0.6	270	5.00	5.00	0	2.5	10	0	0	0	0	0	4.000	5.000	1.361	-1.640	708	0.450	0.450	1.15	1.49	1.14	
	40	ALL	5SB15		14	0.6	270	5.00	5.00	0	2.5	14	0	0	0	0	0	4.000	5.000	1.739	-2.068	864	0.440	0.440	1.32	1.71	1.19	
	45	ALL	5SB15		18	0.6	270	5.00	5.00	2	2.5	18	2	2	0	0	0	4.000	5.000	2.179	-2.574	1054	0.440	0.440	1.34	1.73	1.08	
28' ROADWAY SB12 BEAM	25	ALL	5SB12		8	0.6	270	3.50	3.50	0	2.5	8	0	0	0	0	0	4.000	5.000	0.903	-1.184	444	0.430	0.430	1.47	1.91	1.80	
	30	ALL	5SB12		10	0.6	270	3.50	3.50	0	2.5	10	0	0	0	0	0	4.000	5.000	1.276	-1.639	508	0.430	0.430	1.32	1.71	1.37	
	35	ALL	5SB12		12	0.6	270	3.50	3.50	0	2.5	12	0	0	0	0	0	4.000	5.000	1.708	-2.159	647	0.430	0.430	1.18	1.53	1.02	
	40	ALL	5SB12		18	0.6	270	3.50	3.50	0	2.5	18	0	0	0	0	0	4.000	5.000	2.200	-2.744	799	0.430	0.430	1.37	1.78	1.17	
28' ROADWAY SB15 BEAM	25	ALL	5SB15		8	0.6	270	5.00	5.00	0	2.5	8	0	0	0	0	0	4.000	5.000	0.716	-0.874	529	0.430	0.430	1.85	2.40	2.53	
	30	ALL	5SB15		8	0.6	270	5.00	5.00	0	2.5	8	0	0	0	0	0	4.000	5.000	1.007	-1.212	570	0.430	0.430	1.29	1.67	1.53	
	35	ALL	5SB15		10	0.6	270	5.00	5.00	0	2.5	10	0	0	0	0	0	4.000	5.000	1.343	-1.598	680	0.430	0.430	1.21	1.57	1.22	
	40	ALL	5SB15		14	0.6	270	5.00	5.00	0	2.5	14	0	0	0	0	0	4.000	5.000	1.725	-2.032	842	0.430	0.430	1.36	1.76	1.24	
	45	ALL	5SB15		18	0.6	270	5.00	5.00	2	2.5	18	2	2	0	0	0	4.000	5.000	2.149	-2.508	1013	0.420	0.420	1.41	1.82	1.16	
30' ROADWAY SB12 BEAM	25	ALL	4SB12		6	0.6	270	3.50	3.50	0	2.5	6	0	0	0	0	0	4.000	5.000	0.904	-1.187	341	0.340	0.340	1.38	1.79	1.67	
	30	ALL	4SB12		8	0.6	270	3.50	3.50	0	2.5	8	0	0	0	0	0	4.000	5.000	1.277	-1.646	407	0.340	0.340	1.32	1.71	1.37	
	35	ALL	4SB12		10	0.6	270	3.50	3.50	0	2.5	10	0	0	0	0	0	4.000	5.000	1.711	-2.169	518	0.340	0.340	1.24	1.60	1.08	
	40	ALL	4SB12		14	0.6	270	3.50	3.50	0	2.5	14	0	0	0	0	0	4.000	5.000	2.205	-2.758	640	0.340	0.340	1.34	1.73	1.11	
30' ROADWAY SB15 BEAM	25	ALL	4SB15		6	0.6	270	5.00	5.00	0	2.5	6	0	0	0	0	0	4.000	5.000	0.723	-0.888	431	0.350	0.350	1.69	2.19	2.32	
	30	ALL	4SB15		6	0.6	270	5.00	5.00	0	2.5	6	0	0	0	0	0	4.000	5.000	1.017	-1.231	438	0.350	0.350	1.16	1.50	1.37	
	35	ALL	4SB15		8	0.6	270	5.00	5.00	0	2.5	8	0	0	0	0	0	4.000	5.000	1.346	-1.605	545	0.340	0.340	1.21	1.57	1.21	
	40	ALL	4SB15		12	0.6	270	5.00	5.00	0	2.5	12	0	0	0	0	0	4.000	5.000	1.729	-2.043	675	0.340	0.340	1.47	1.91	1.38	
	45	ALL	4SB15		14	0.6	270	5.00	5.00	2	2.5	14	2	2	0	0	0	4.000	5.000	2.166	-2.542	823	0.340	0.340	1.33	1.73	1.06	
50	ALL	4SB15		18	0.6	270	5.00	5.00	4	2.5	18	4	2	2	0	0	4.000	5.000	2.665	-3.115	998	0.340	0.340	1.32	1.71	1.02		

(1) Based on the following allowable stresses (ksi):  
 Compression = 0.65 f'ci  
 Tension = 0.24  $\sqrt{f'ci}$   
 Optional designs must likewise conform.  
 (2) Portion of full HL93.

**DESIGN NOTES:**  
 Designed according to AASHTO LRFD Bridge Design Specifications. Load rated using Load and Resistance Factor Rating according to AASHTO Manual for Bridge Evaluation. Prestress losses for the designed beams have been calculated for a relative humidity of 60 percent. Optional designs must likewise conform.

**FABRICATION NOTES:**  
 Provide Class H concrete. Provide Grade 60 reinforcing steel. Use low relaxation strands, each pretensioned to 75 percent of fpu. Full-length debonded strands are not permitted in positions "A" and "B". Strand debonding must comply with Item 424.4.2.2.4. When shown on this sheet, the Fabricator has the option of furnishing either the designed beam or an approved optional beam design. All optional design submittals and shop drawings must be signed, sealed and dated by a Professional Engineer registered in the State of Texas. Locate strands for the designed beam as low as possible on the 2" grid system unless a non-standard strand pattern is indicated. Fill row "2.5", then row "4.5". Place strands within a row as follows:  
 1) Locate a strand in each "A" position.  
 2) Place strand symmetrically about vertical centerline of beam.  
 3) Space strands as equally as possible across the entire width. Do not debond strands in position "A". Distribute debonded strands symmetrically about the vertical centerline. Increase debonded lengths working outward, with debonding staggered in each row.



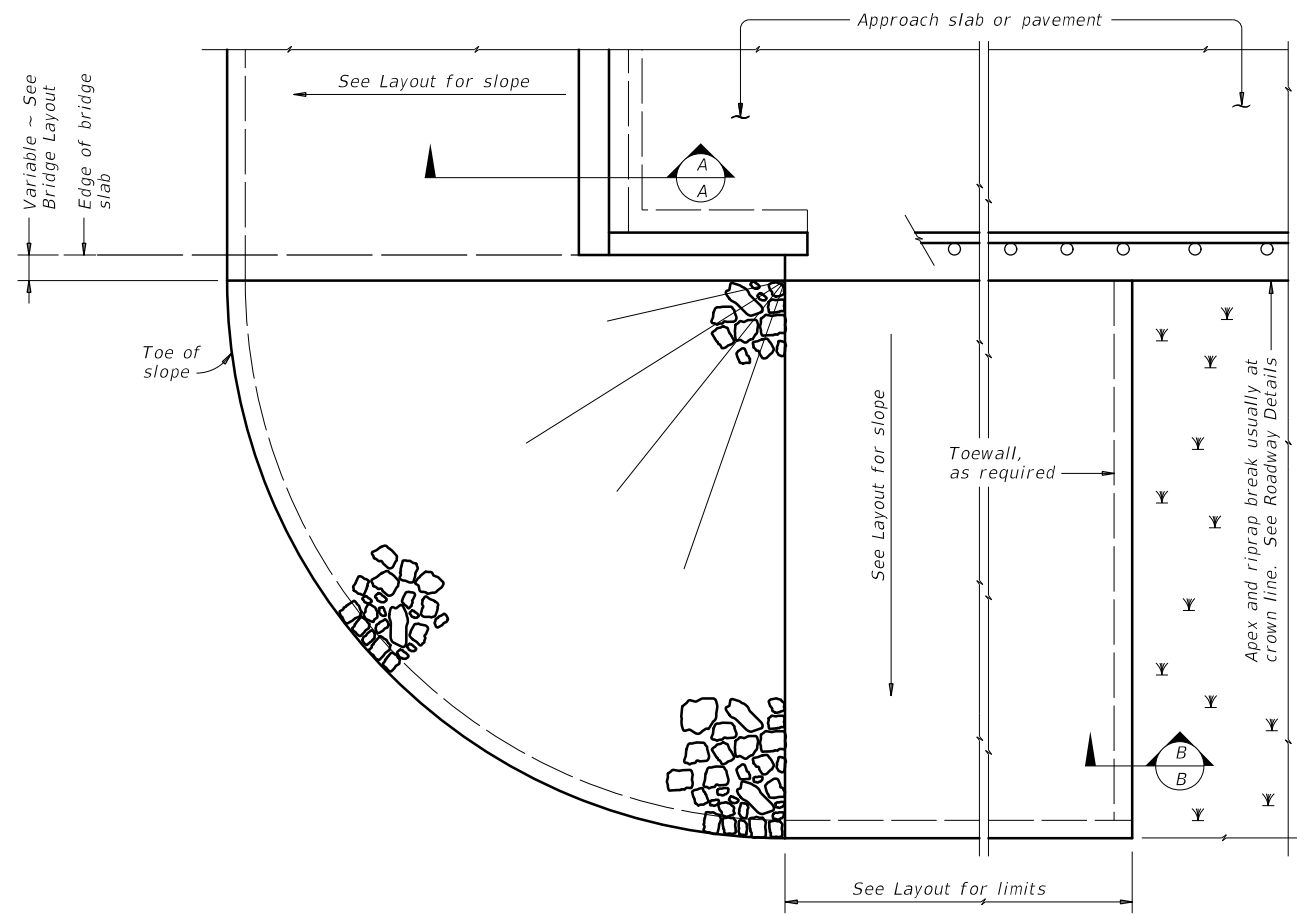
HL93 LOADING

		<b>Bridge Division Standard</b>	
<b>PRESTRESSED CONCRETE SLAB BEAM STD DESIGNS (TYPE SB12 OR SB15) 24', 28' &amp; 30' ROADWAY PSBSD</b>			
FILE:	DN: SRW	CK: BMP	DW: SFS
©TxDOT January 2017	CONTRACT: 0913	SECTION: 22	JOB: 058
REVISIONS: 1-21: Added load rating.	DIST: YKM	COUNTY: GONZALES	SHEET NO.: 68

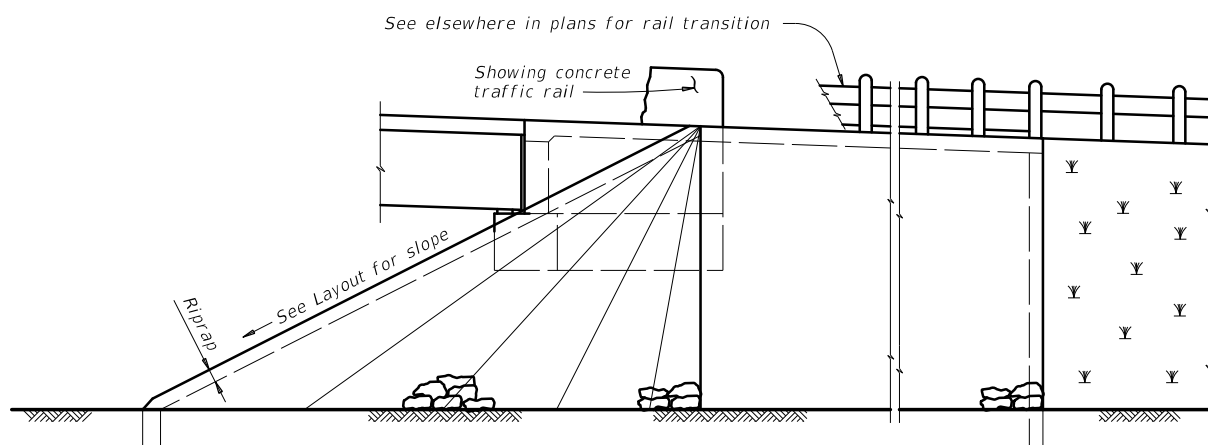
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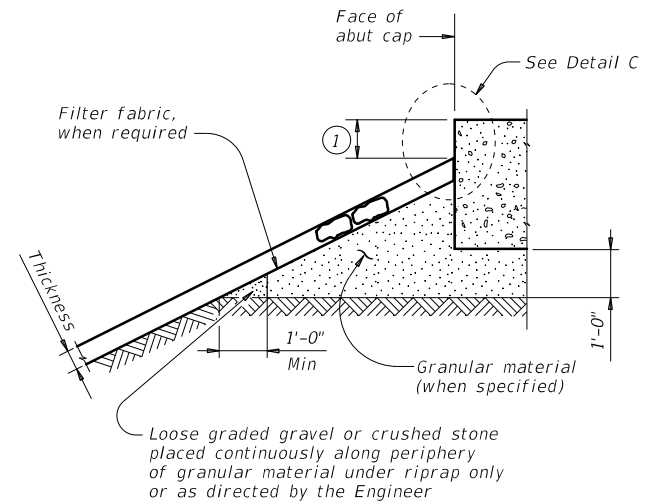
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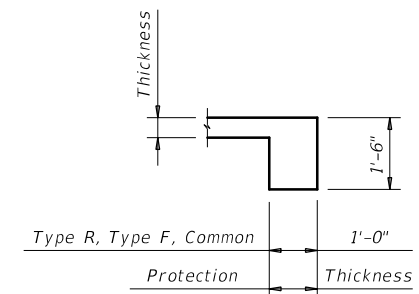
**PLAN**



**ELEVATION**

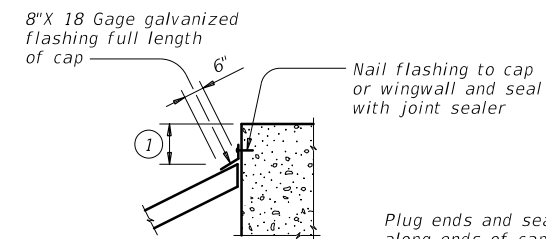


**SECTION A-A AT CAP**

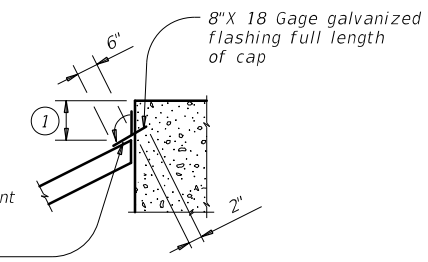


**SECTION B-B**

Provide toewall when shoulder drain is located adjacent to limits of stone riprap. Omit toewall when thickness of protection riprap is greater than 18".



**CAP OPTION A**



**CAP OPTION B**

**DETAIL C**

① Top of cap to top of riprap dimension varies as directed by the Engineer. Provide 9" Min for beam/slab type bridges and 1'-6" for slab span, box beam, or slab beam bridges.

**GENERAL NOTES:**

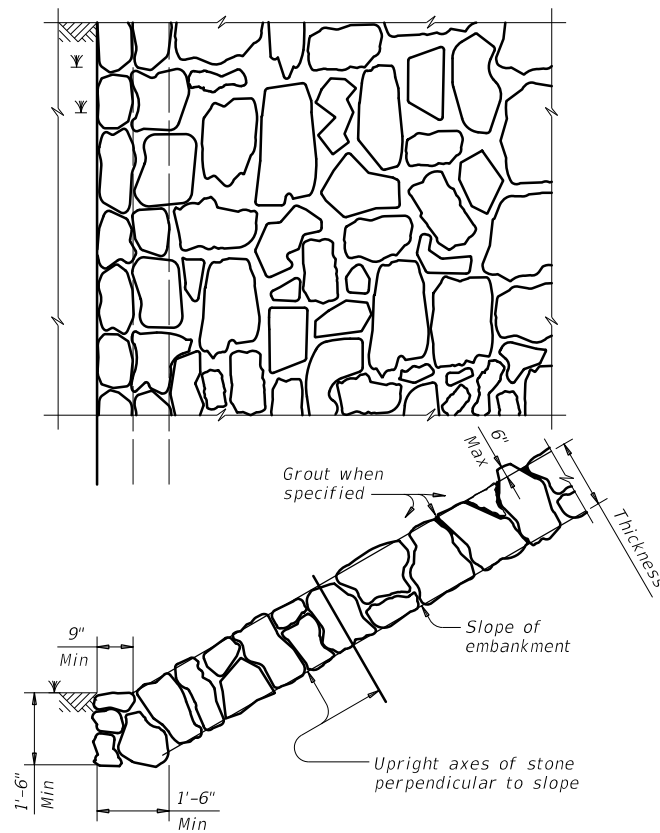
Refer to Item 432, "Riprap" for stone size and gradation, and construction details. See Layout for limits and thickness of riprap specified.  
See elsewhere in plans for locations and details of shoulder drains.

SHEET 1 OF 2

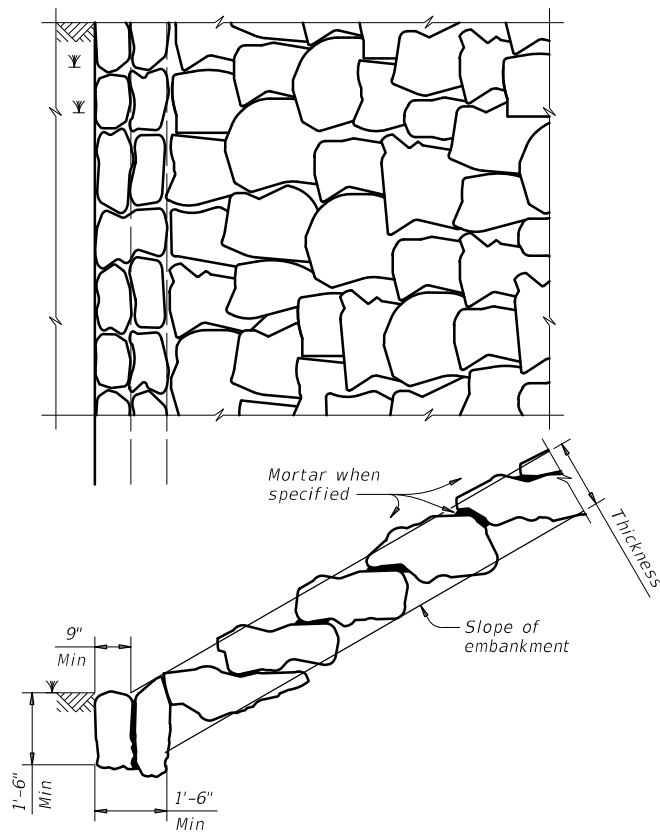
				<b>Bridge Division Standard</b>	
<h2>STONE RIPRAP</h2>					
<h3>SRR</h3>					
FILE:	DN: AES	CK: JGD	DW: BWH	CK: AES	
©TxDOT	April 2019	CONT	SECT	JOB	HIGHWAY
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		DIST	COUNTY	SHEET NO.	
		YKM	GONZALES	69	

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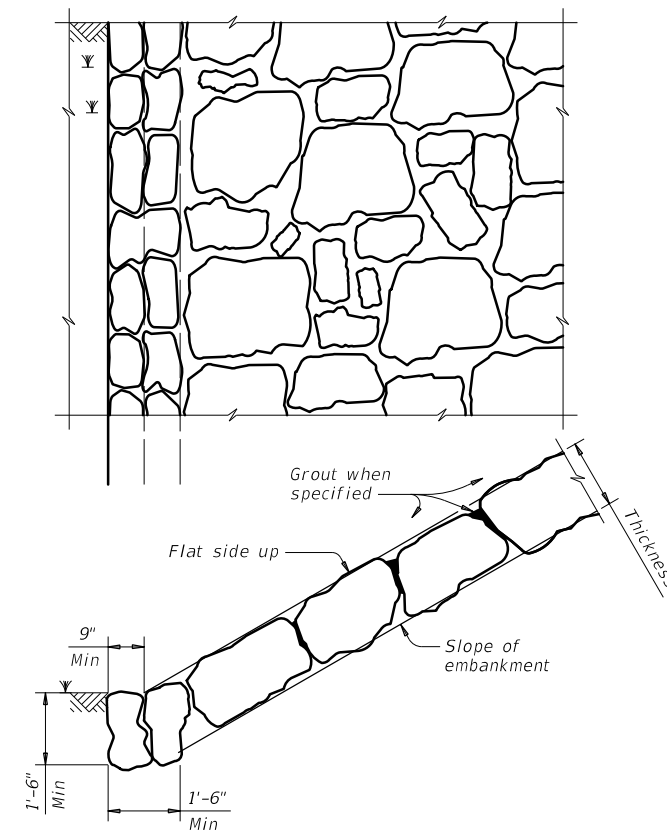
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**FIGURE 1 ~ TYPE R STONE RIPRAP**  
dry or grouted

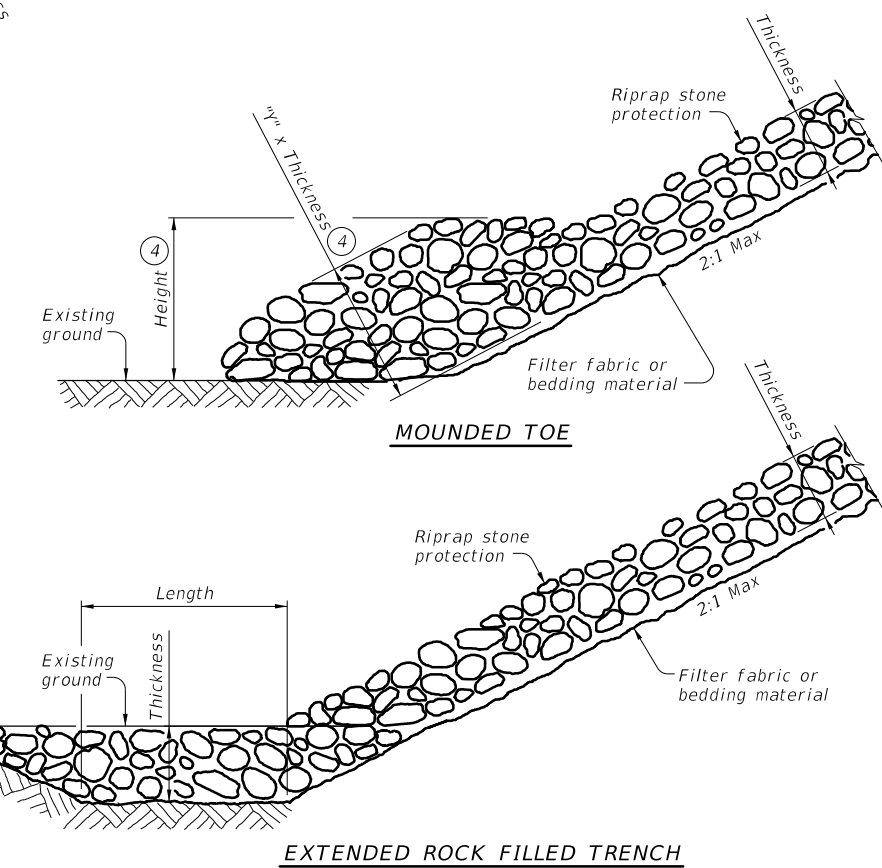


**FIGURE 2 ~ TYPE F STONE RIPRAP**  
dry or mortared

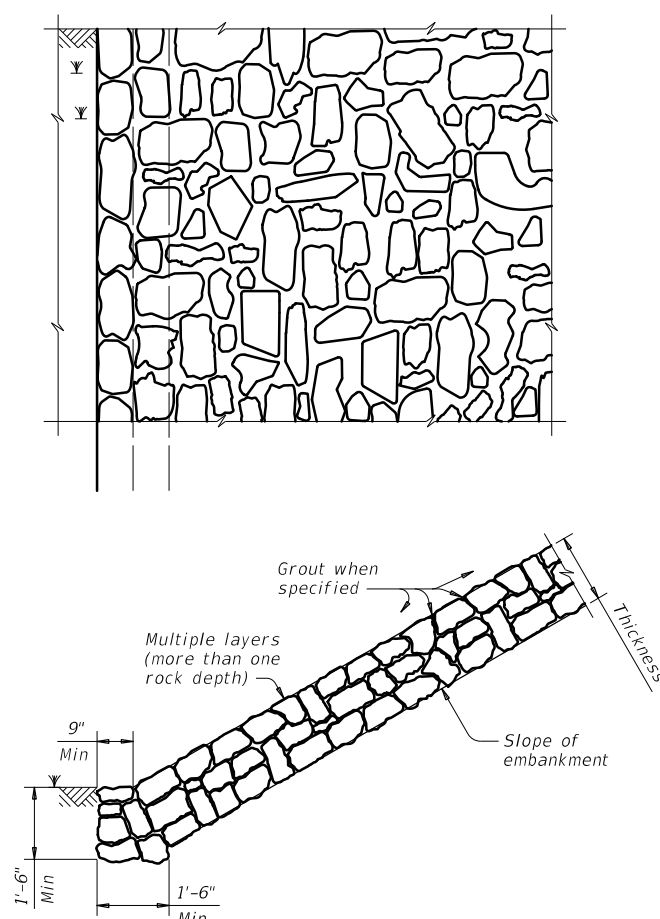


**FIGURE 3 ~ TYPE F STONE RIPRAP**  
grouted

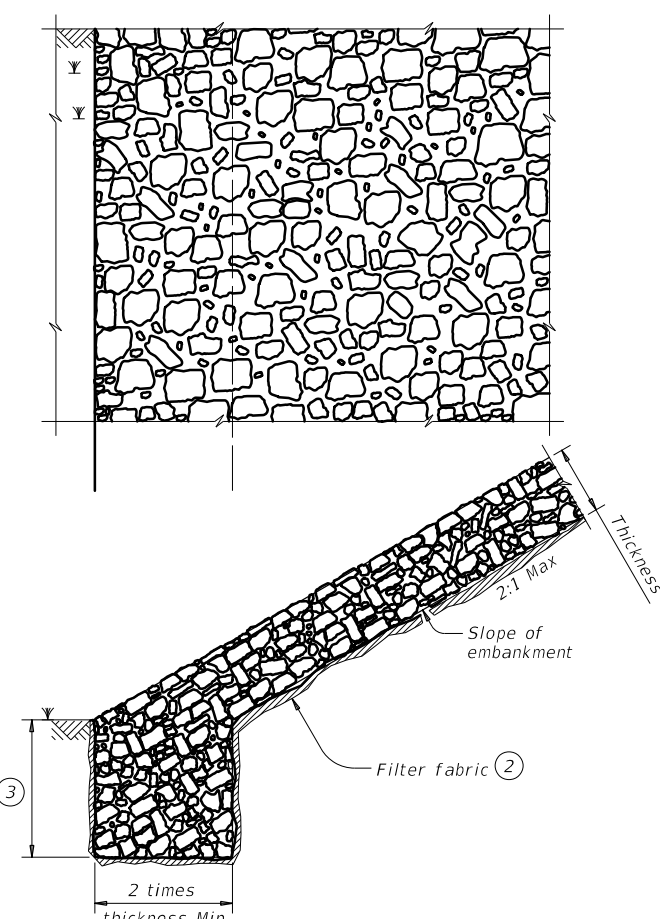
- ② Provide bedding material instead of filter fabric if shown elsewhere in plans. See Layout for thickness of bedding material.
- ③ Minimum toe depth is the larger of the maximum scour depth or 2 times the riprap thickness.
- ④ "Y" and Height need to be defined. See layout or detail sheet for values if this option is used.
- ⑤ List Stone Protection as size (XX inch) and thickness (YY inch) on the layout.  
Example: Riprap (Stone Protection) XX inch, Thickness = YY inch.



**PROTECTION STONE RIPRAP TOE OPTIONS ⑤**



**FIGURE 4 ~ COMMON STONE RIPRAP**  
dry or grouted



**FIGURE 5 ~ PROTECTION STONE RIPRAP ⑤**

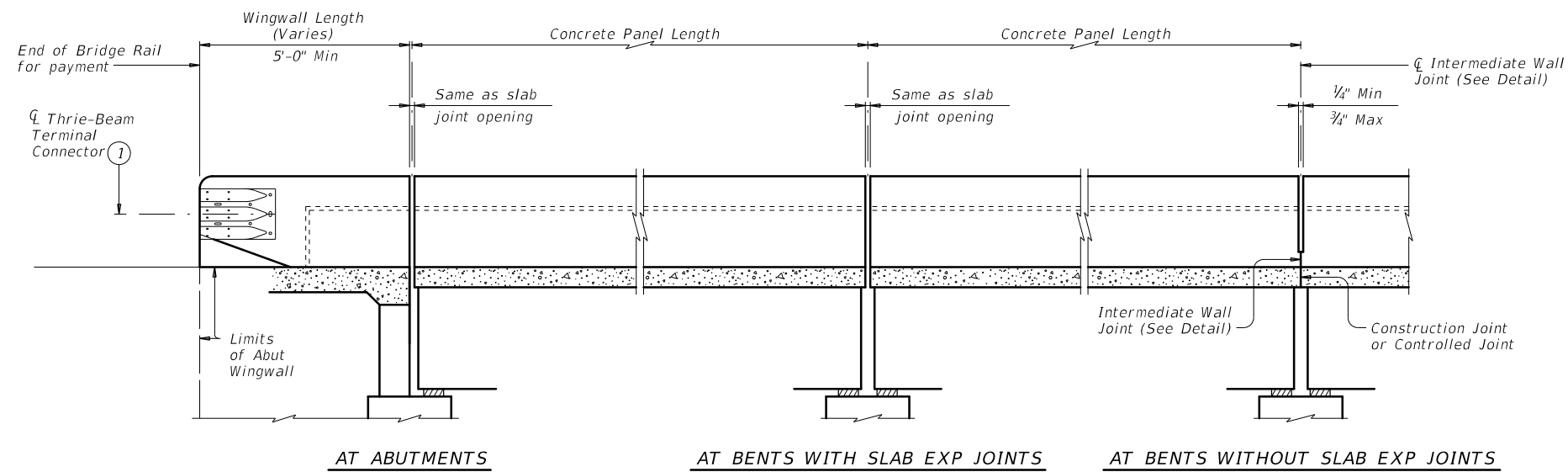
**STONE RIPRAP**

**SRR**

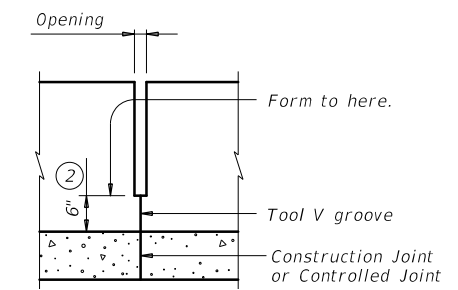
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©TxDOT	April 2019	CONTRACT	SECTION	HIGHWAY
REVISIONS	0913	22	058	CR
DIST	COUNTY	SHEET NO.		
YKM	GONZALES	70		

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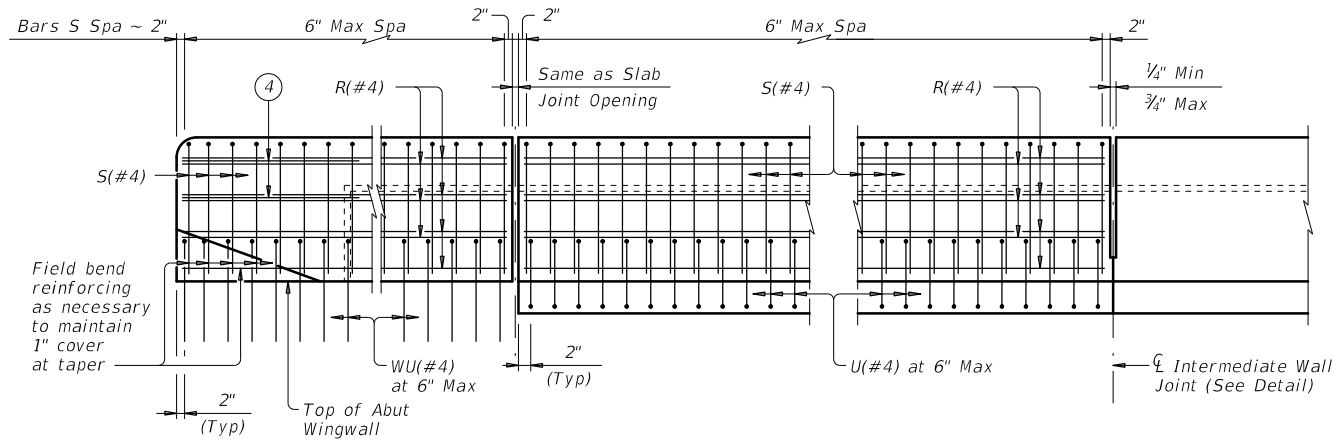


**ROADWAY ELEVATION OF RAIL**

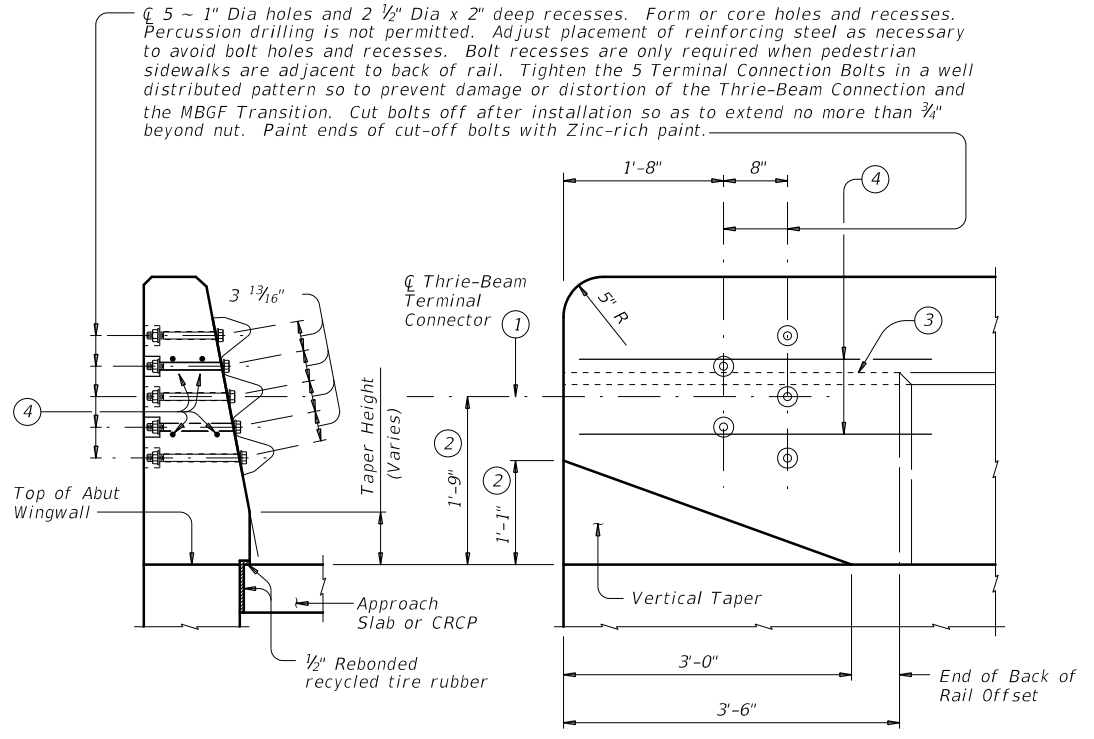


**INTERMEDIATE WALL JOINT DETAIL**

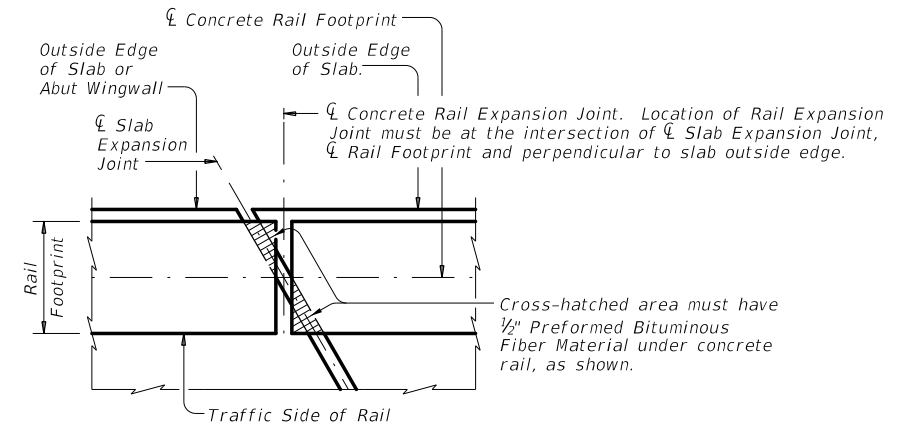
Provide at all interior bents without slab expansion joints.



**ELEVATION SHOWING TYPICAL REINFORCING PLACEMENT**



**SECTION**  
**ELEVATION**  
**TERMINAL CONNECTION DETAILS**



**PLAN OF RAIL AT EXPANSION JOINTS**

Example showing Slab Expansion Joints without breakbacks.

- 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 Increase 2" for structures with Overlay.
- 3 Back of rail offset may, with Engineer's approval, be continued to the end of the railing.
- 4 Place 4 additional Bars R(#4) 3'-8" in length inside Bars S(#4) and centered 2'-0" from end of rail when Terminal Connections are required.

SHEET 1 OF 2

Texas Department of Transportation  
Bridge Division Standard

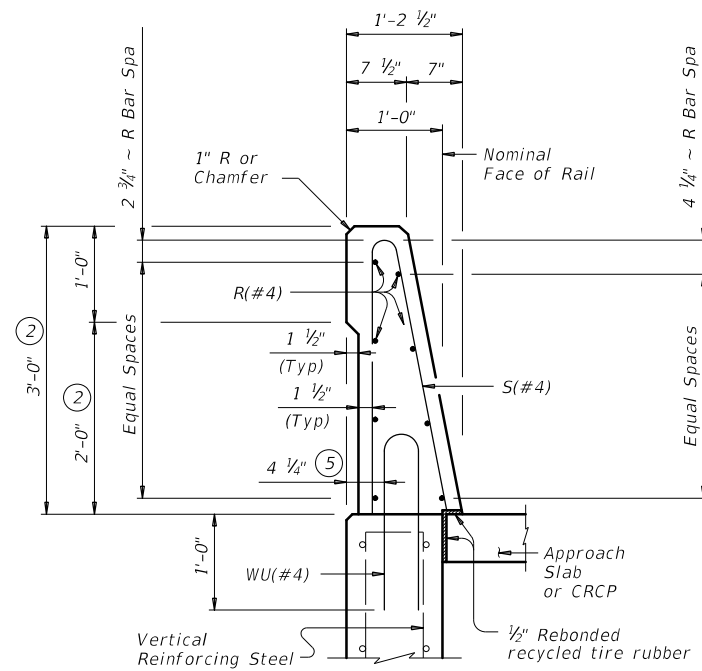
**TRAFFIC RAIL  
SINGLE SLOPE**

**TYPE SSTR**

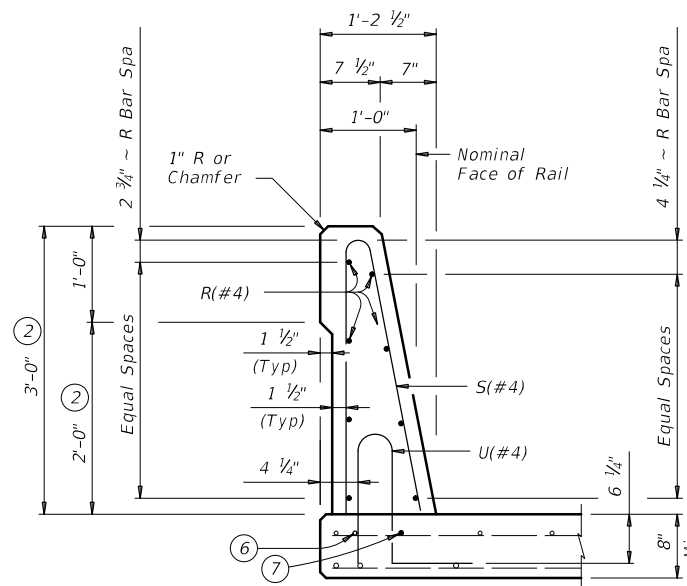
FILE:	DN: TxDOT	CK: TxDOT	DW: JTR	CK: TxDOT	
©TxDOT	September 2019	CONTRACT	SECTION	JOB	HIGHWAY
	REVISIONS	0913	22	058	CR
	DIST	COUNTY		SHEET NO.	
	YKM	GONZALES		71	

DATE:  
FILE:

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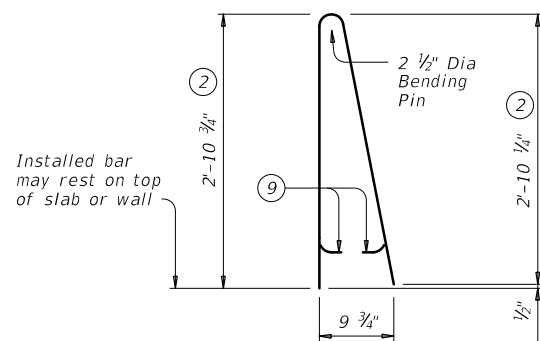


ON ABUTMENT WINGWALLS  
OR CIP RETAINING WALLS

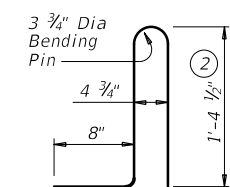


ON BRIDGE SLAB

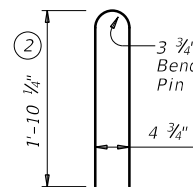
**SECTIONS THRU RAIL**



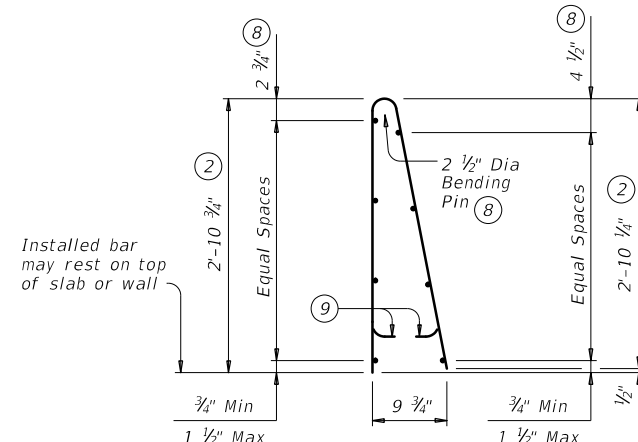
BARS S (#4)



BARS U (#4)



BARS WU (#4)



OPTIONAL WELDED WIRE  
REINFORCEMENT (WWR)

- ② Increase 2" for structures with Overlay.
- ⑤ 5 1/4" when vertical reinforcing has closer clear cover over horizontal reinforcing in abutment wingwalls or retaining walls on traffic side of wall.
- ⑥ As an aid in supporting reinforcement, additional longitudinal bars may be used in the slab with the approval of the Engineer. Such bars must be furnished at the Contractor's expense.
- ⑦ Top longitudinal slab bar may be adjusted laterally 3" plus or minus to tie reinforcing.
- ⑧ No longitudinal wires may be within upper bend.
- ⑨ Bend or cut as required to clear drain slots.
- ⑩ Space U(#4) bars at 4" Max when end region of panel length is less than 6'-0" to side slot drain. Space U(#4) bars at 6" Max when end region of panel length is 6'-0" and greater to side slot drain.

**CONSTRUCTION NOTES:**

This railing may be constructed by the slipform process when approved by the Engineer, with equipment approved by the Engineer. Provide sensor control for both line and grade. Tack welding to provide bracing for slipform operations is acceptable. Welding may be performed at a minimum spacing of 3 ft between the cage and the anchorage. It is permissible to weld to bars U, WU and S at any location on the cage. If increased bracing is needed, provide additional anchorage devices and weld in the upper two thirds of the cage. Paint welded areas on epoxy coated and/or galvanized reinforcing with an organic zinc rich paint in accordance with Item 445 "Galvanizing".  
If rail is slipformed, apply an heavy epoxy bead 1" behind toe of traffic side of rail to concrete deck just prior to slip forming. Provide a 3/8" width x 1/4" tall heavy epoxy bead with Type III, Class C or a Type V epoxy.  
The back of railing must be vertical unless otherwise shown in the plans or approved by the Engineer.

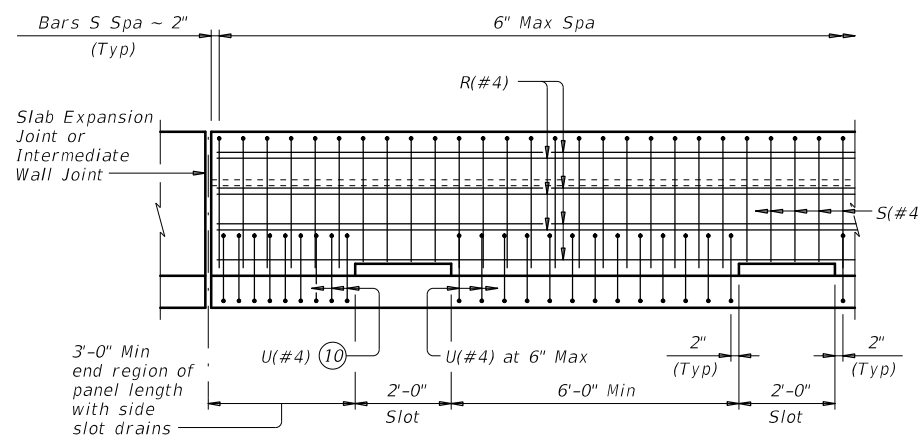
**MATERIAL NOTES:**

Provide Class "C" concrete. Provide Class "C" (HPC) if required elsewhere.  
Provide Grade 60 reinforcing steel.  
Epoxy coat or galvanize all reinforcing steel if slab bars are epoxy coated or galvanized.  
Deformed Welded Wire Reinforcement (WWR) (ASTM A1064) of equal size and spacing may be substituted for Bars U and WU unless noted otherwise. Deformed WWR (ASTM A1064) may be substituted for Bars R and S, as shown. Combinations of reinforcing steel and WWR or configurations of WWR other than shown are permitted if conditions in the table are satisfied. Provide the same laps as required for reinforcing bars.  
Provide bar laps, where required, as follows:  
Uncoated or galvanized ~ #4 = 1'-7"  
Epoxy coated ~ #4 = 2'-5"

**GENERAL NOTES:**

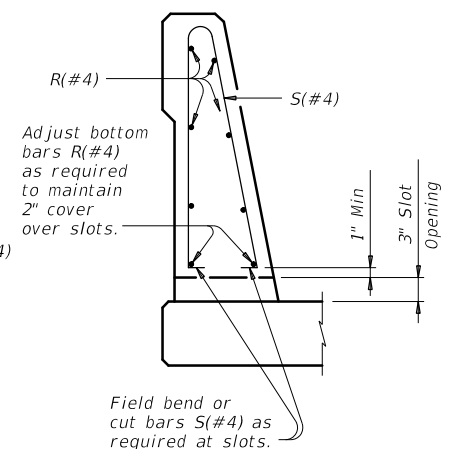
This rail has been successfully evaluated by full-scale crash test to meet MASH TL-4 criteria. This rail can be used for speeds of 50 mph and greater when a TL-3 rated guard fence transition is used. When a TL-2 rated guard fence transition is used, this rail can only be used for speeds of 45 mph and less.  
Do not use this railing on bridges with expansion joints providing more than 5" movement.  
Rail anchorage details shown on this standard may require modification for select structure types. See appropriate details elsewhere in plans for these modifications.  
Shop drawings will not be required for this rail.  
Average weight of railing with no overlay is 376 pcf.

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



**OPTIONAL SIDE SLOT DRAIN DETAIL**

Note: Side Slot Drains may be used where shown elsewhere on the plans or as directed by the Engineer. Drains should not be placed over railroad tracks, lower roadways, or sidewalks. When this rail is used as a separator between a roadway surface and a sidewalk surface, side drain slots will not be permitted.



**SECTION THRU  
OPTIONAL SIDE SLOT DRAIN**

DESCRIPTION	LONGITUDINAL WIRES	VERTICAL WIRES
Minimum (Cumulative Total) Wire Area	1.067 Sq In.	0.267 Sq In. per Ft
Minimum	No. of Wires	Spacing
Maximum	8	4"
Maximum Wire Size Differential	10	8"
	The smaller wire must have an area of 40% or more of the larger wire.	

**Texas Department of Transportation** Bridge Division Standard

## TRAFFIC RAIL SINGLE SLOPE

### TYPE SSTR

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	REVISIONS	0913	22	058
	DIST	COUNTY	SHEET NO.	
	YKM	GONZALES	72	

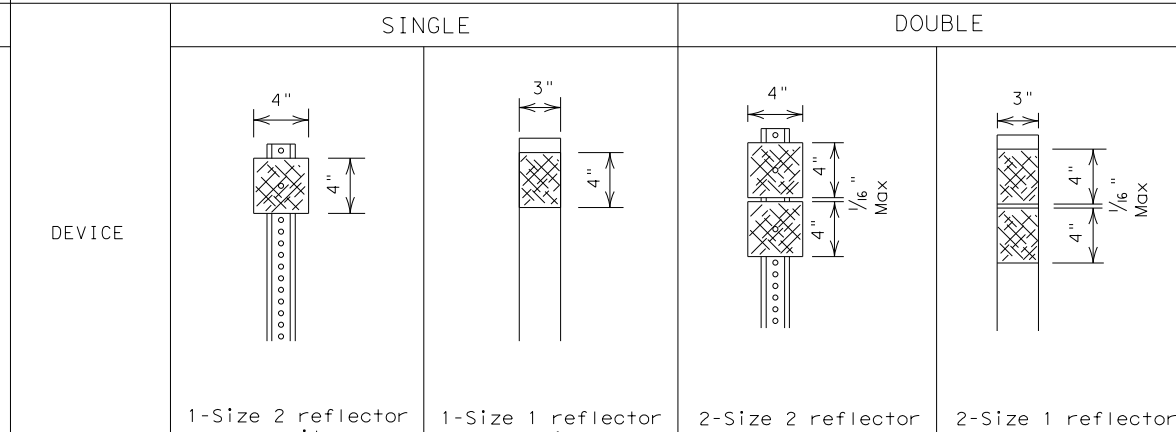
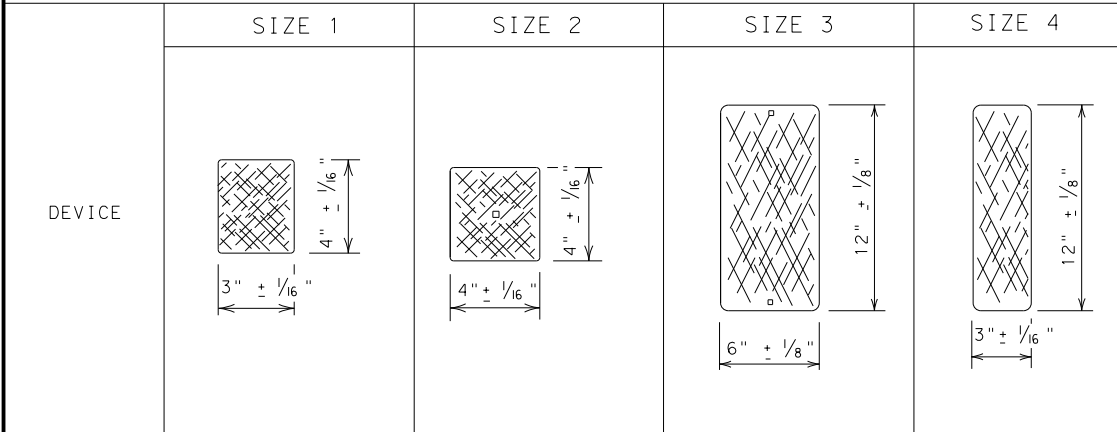
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### REFLECTOR UNIT SIZES FOR DELINEATORS AND OBJECT MARKERS

### DELINEATORS

### D & OM DESCRIPTIVE CODES



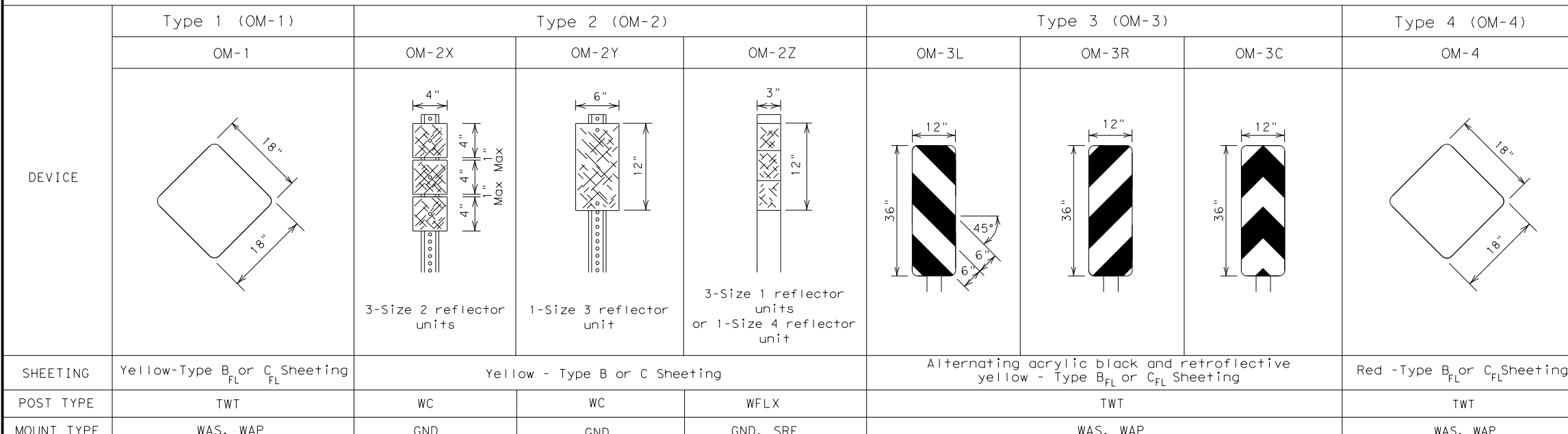
**INSTL DEL ASSM** (D-XX)SZ X (XXXX)XXX (XX)  
 NUMBER OF REFLECTORS  
 S = Single  
 D = Double  
 COLOR OF REFLECTORS  
 W = White  
 Y = Yellow  
 R = Red  
 REFLECTOR UNIT SIZE  
 1 or 2  
 TYPE OF POST OR DELINEATOR  
 WC = Wing Channel Post  
 YFLX = Yellow Flexible Post  
 WFLX = White Flexible Post  
 BRFL = 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

**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.

**SHEETING** Yellow, White or Red Type B or C Reflective Sheeting  
**POST TYPE** WC, YFLX, WFLX  
**MOUNT TYPE** GND, GND, SRF, GND, SRF

**DIRECTION**  
 If Required  
 BI = Bi-Directional  
 BR = Bi-Directional with red on back  
**INSTL OM ASSM** (OM-XX) (XXXX)XXX (XX)

### OBJECT MARKERS



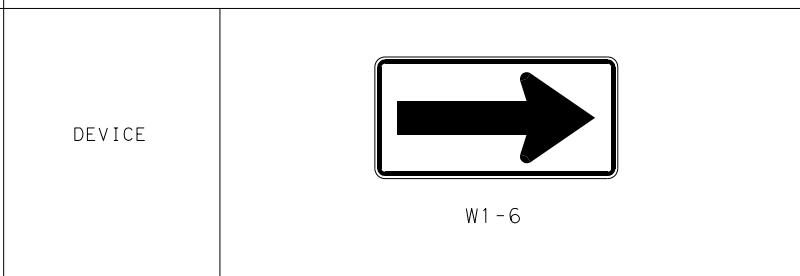
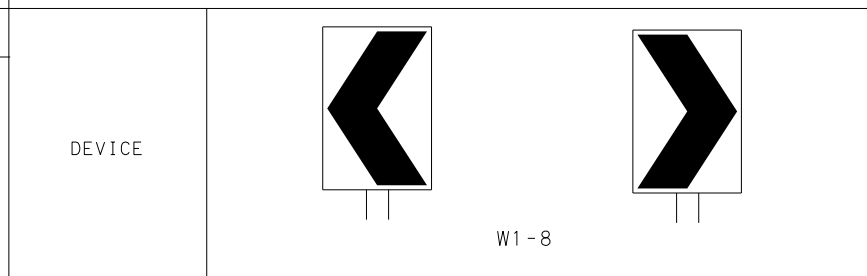
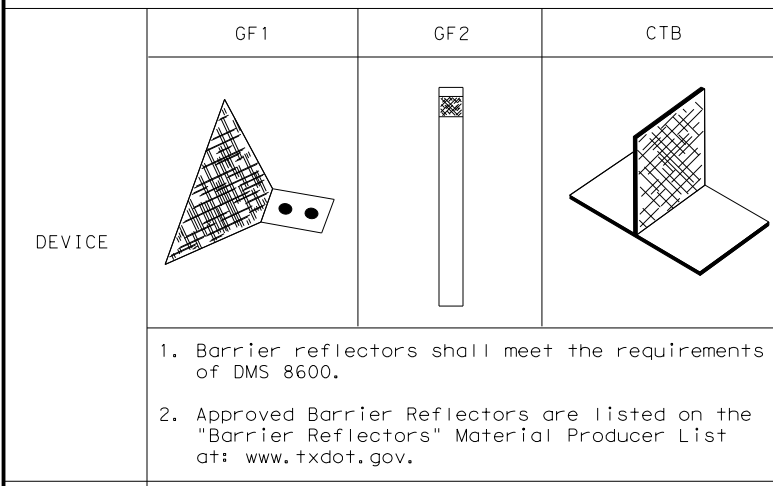
**TYPE OF OBJECT MARKER**  
 1, 2, 3, or 4  
**NUMBER OF REFLECTORS OR DIRECTION**  
 X = 3-Size 2 reflector unit (Type 2 only)  
 Y = 1-Size 3 reflector unit (Type 2 only)  
 Z = 3-Size 1 or 1-Size 4 reflector unit(s) (Type 2 only)  
 L = Left Side (Type 3 Object Marker only)  
 R = Right Side (Type 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

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)

### CHEVRONS

### ONE DIRECTION LARGE ARROW



**SHEETING** Yellow, White, Red  
**NOTE**  
 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.

**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  
**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).

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

**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.

## DELINEATOR & OBJECT MARKER MATERIAL DESCRIPTION

### D & OM(1)-20

FILE: dom1-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
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4-10 7-20	YKM	GONZALES	73	

20A

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**POST TYPE AND SUPPORT FOUNDATION DETAILS**

**TYPE OF BARRIER MOUNTS**

**WING CHANNEL (WC)**

**FLEXIBLE POSTS (YFLX, WFLX)**

**WEDGE ANCHOR SYSTEMS**

**GUARD FENCE ATTACHMENT**

GND

GND

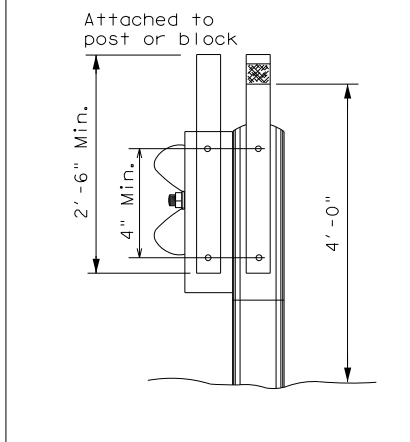
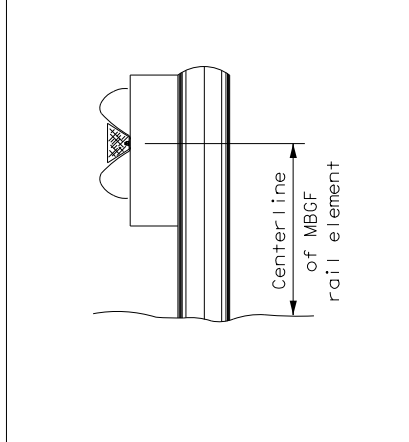
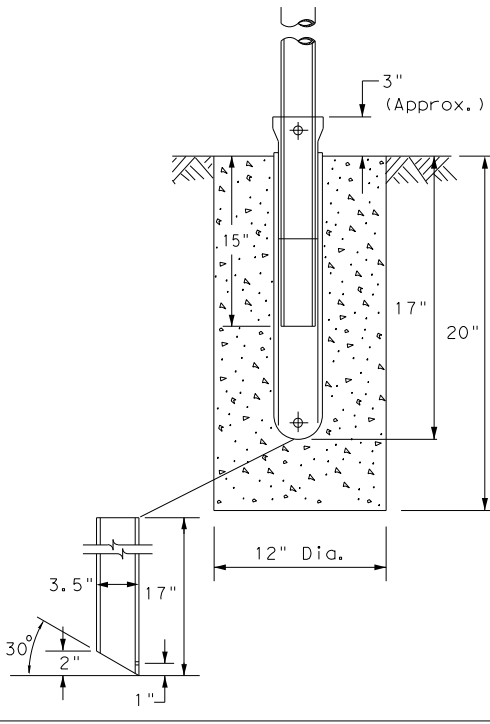
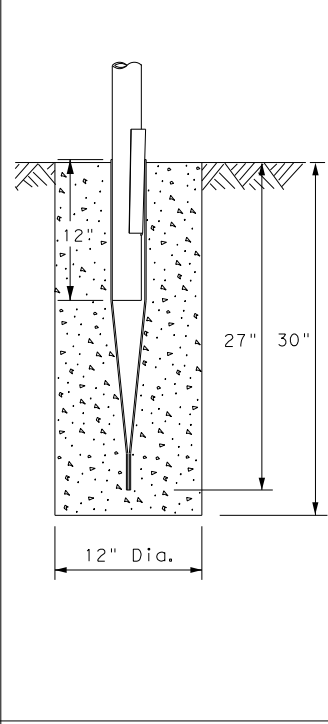
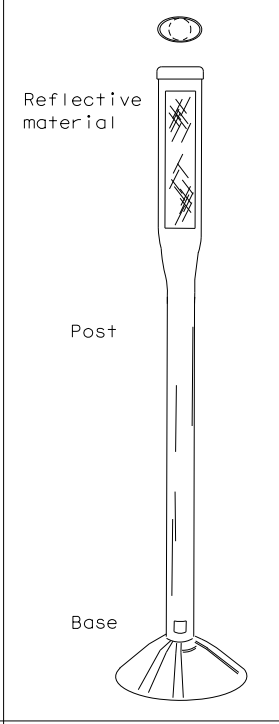
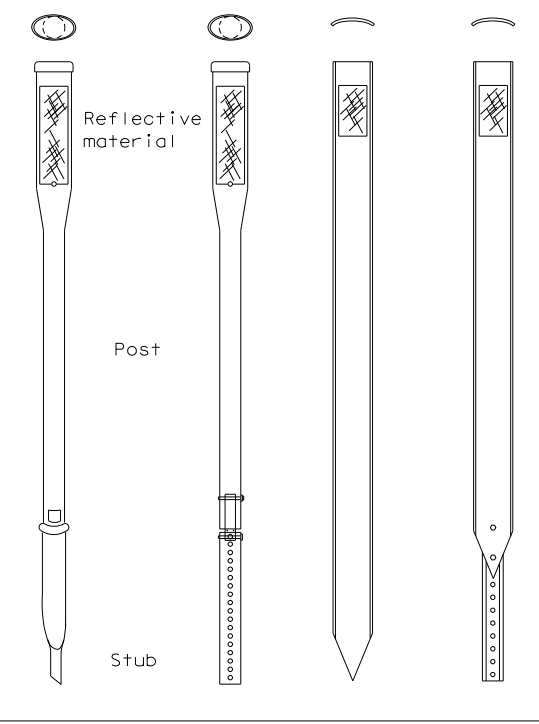
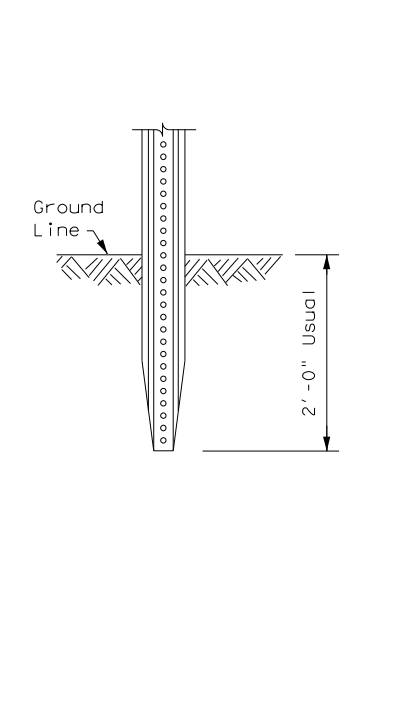
SRF

WAS

WAP

GF1

GF2



**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.

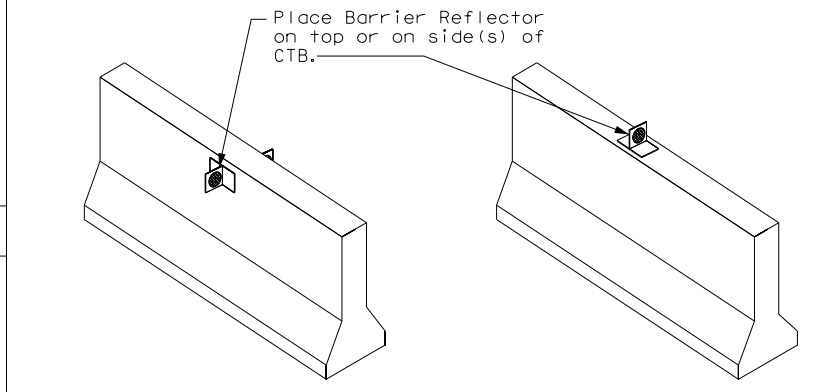
**NOTES**

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.

**NOTE**

1. Install per manufacturer's recommendations.

**CONCRETE TRAFFIC BARRIER (CTB)**



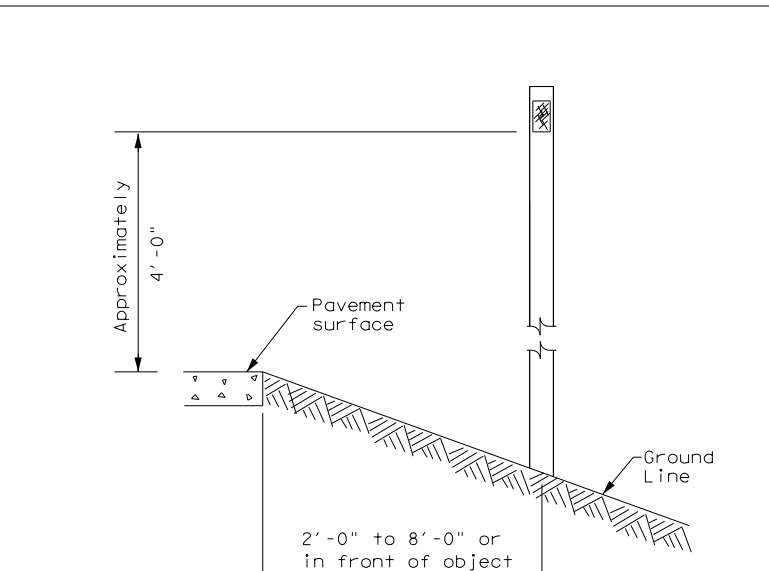
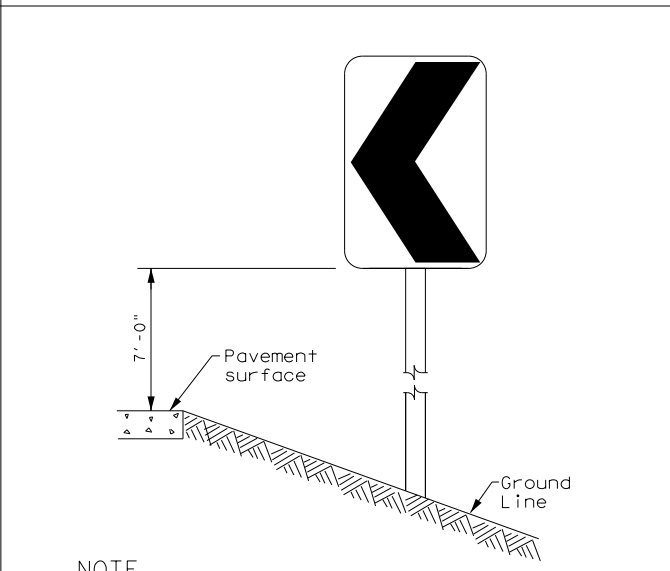
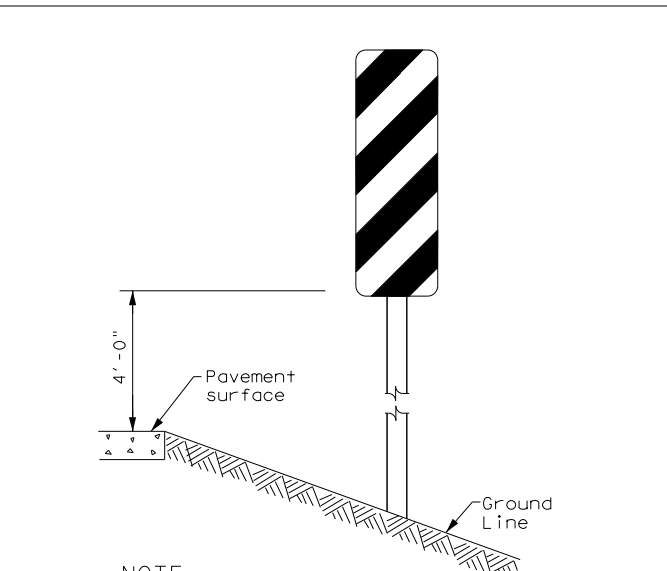
**GENERAL NOTES**

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**

**CHEVRONS AND ONE DIRECTION LARGE ARROW SIGN**

**DELINEATORS AND TYPE 2 OBJECT MARKERS**



**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)

**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.

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
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20B

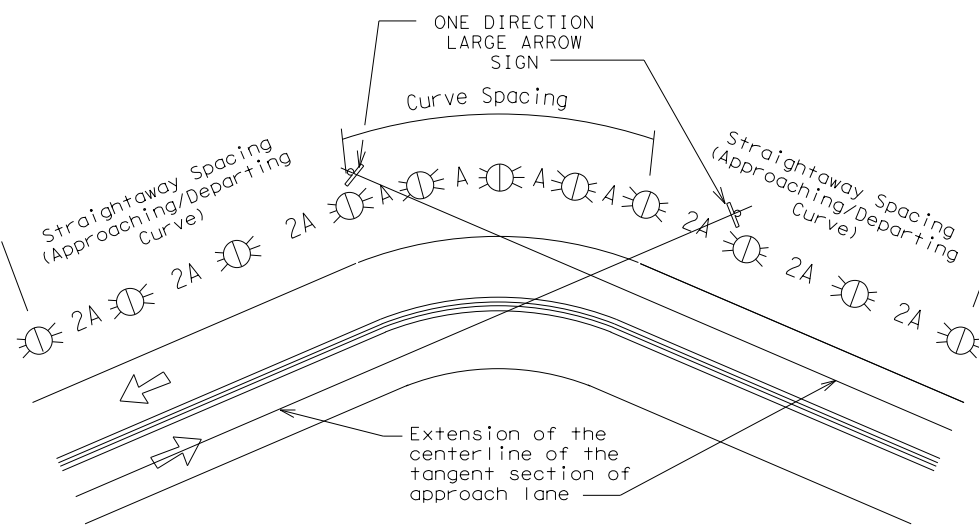
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### MINIMUM WARNING DEVICES AT CURVES WITH ADVISORY SPEEDS

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

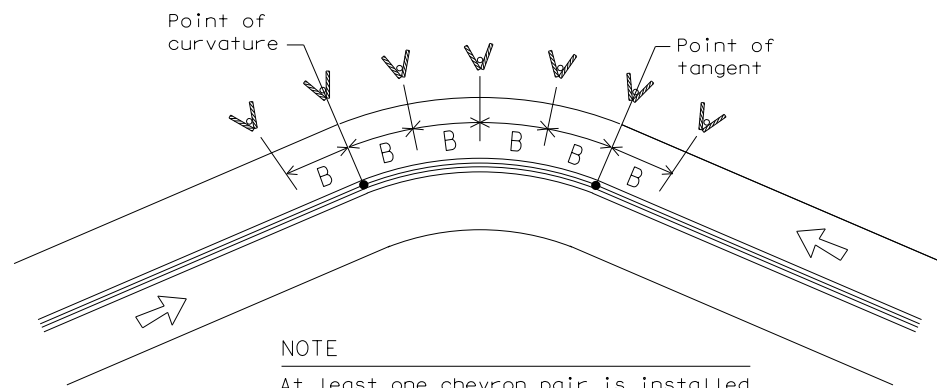
### SUGGESTED SPACING FOR DELINEATORS ON HORIZONTAL CURVES



**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**

- 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.
- Barrier reflectors may be used to replace required delineators.
- Single red delineators may be mounted on the back side of delineator posts for wrong way driver applications

**LEGEND**

	Bi-directional Delineator
	Delineator
	Sign



### DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

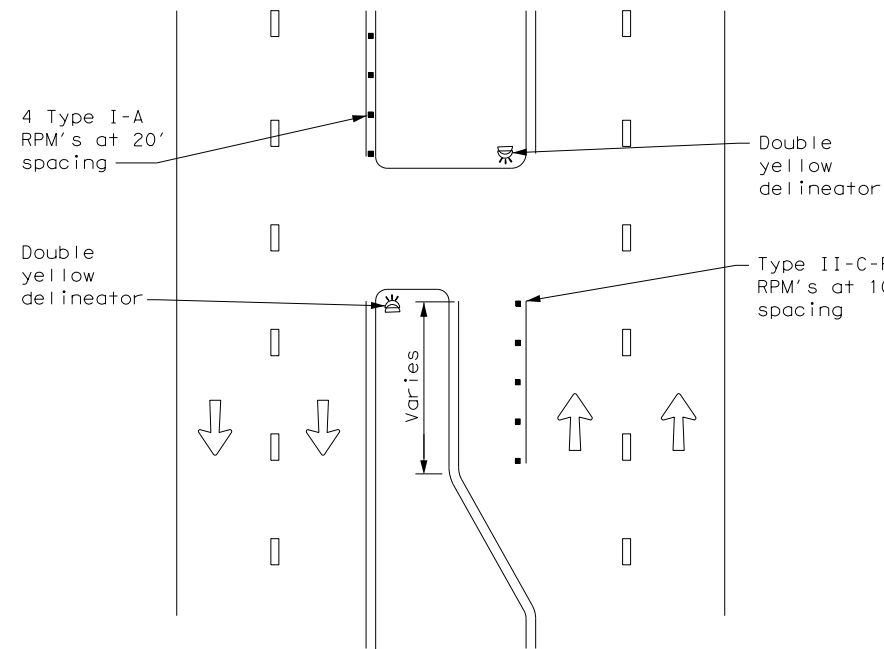
D & OM(3)-20

FILE: dom3-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
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3-15 8-15	DIST	COUNTY	SHEET NO.	
8-15 7-20	YKM	GONZALES	75	

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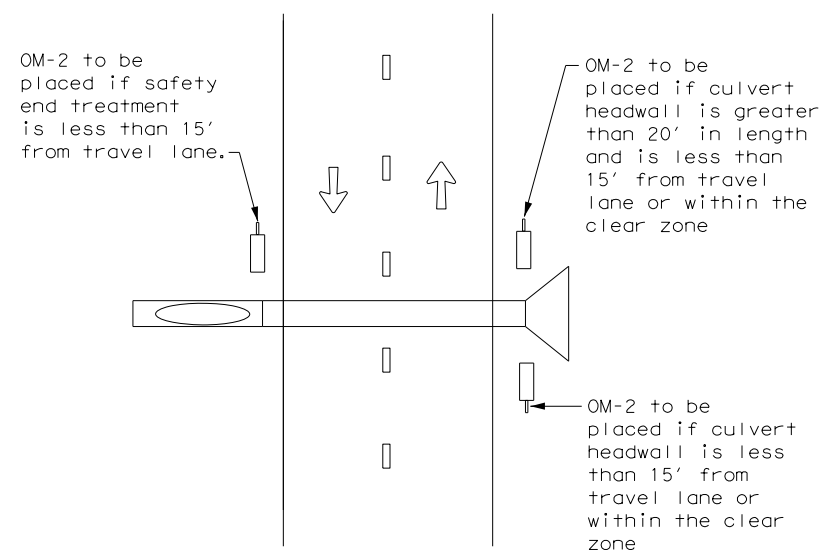
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FILE:

**CROSSOVERS**



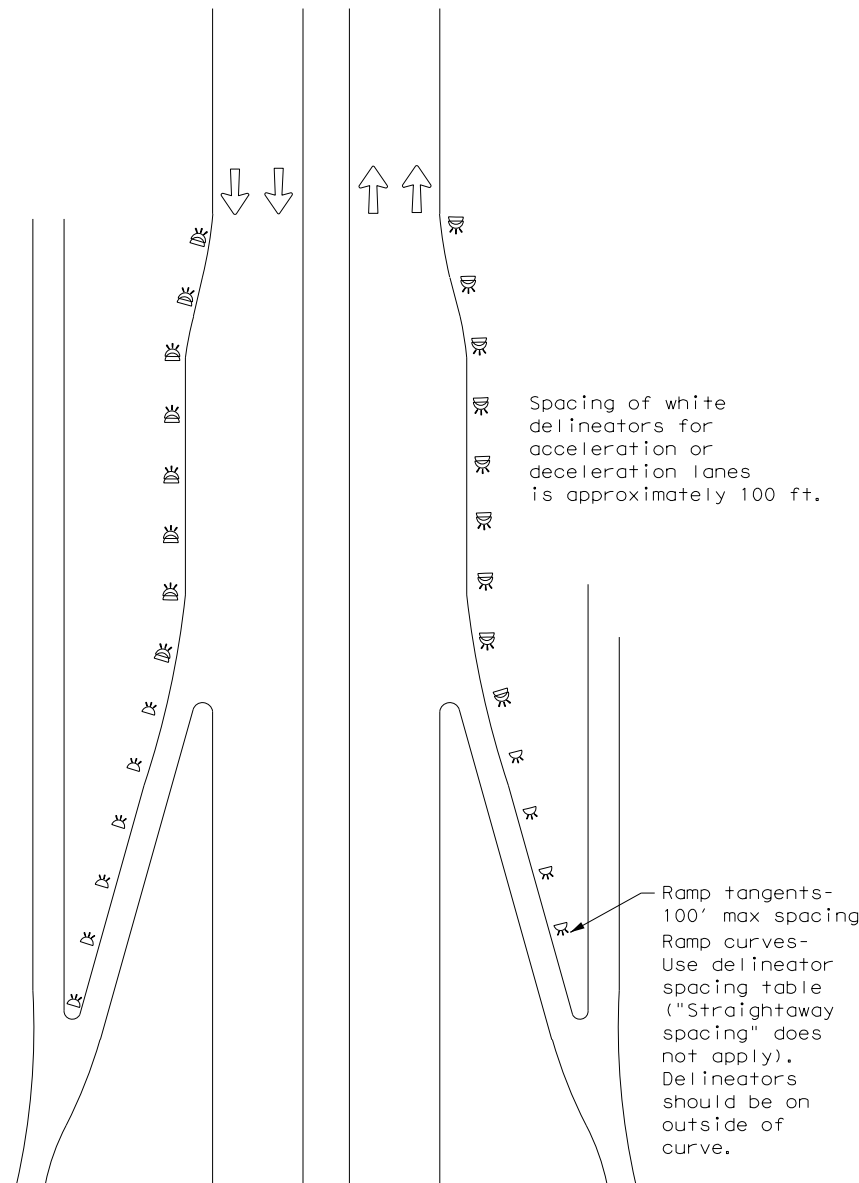
**DETAIL 1**

**FOR CULVERTS WITHOUT MBGF**



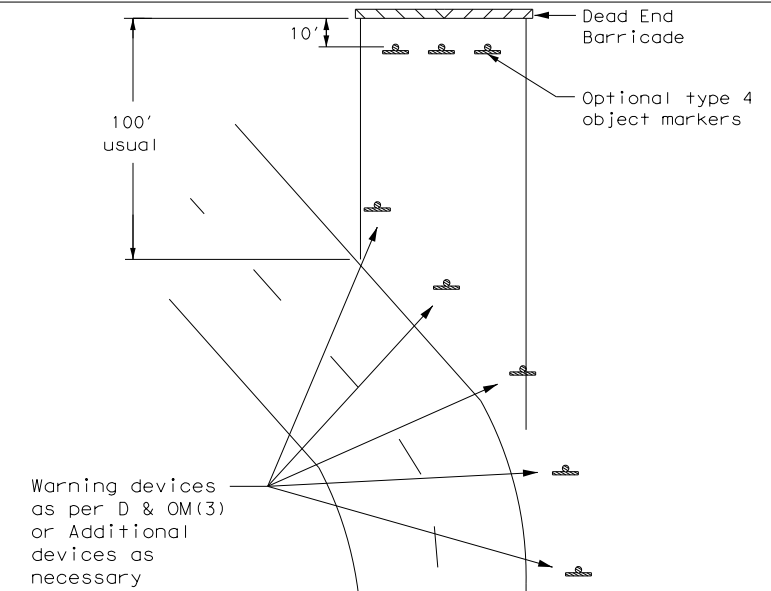
**DETAIL 2**

**FREEWAY DELINEATION FOR RAMPS AND ACCELERATION/DECELERATION LANES**



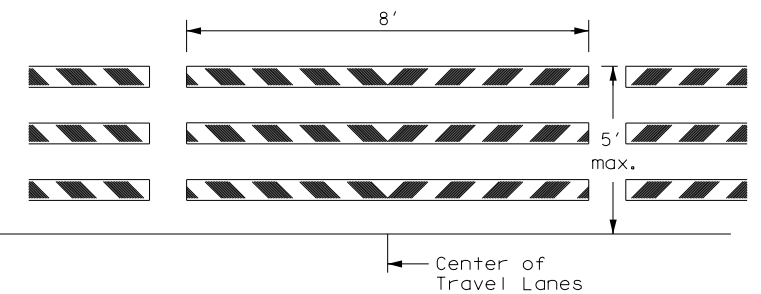
**DETAIL 3**

**TYPICAL APPLICATION OF DEAD END BARRICADE**



**DETAIL 4**

**TYPICAL DEAD END BARRICADE INSTALLATION**



**NOTES**

- Barricade striping shall be red and white reflective sheeting for all permanent road closures.
- Barricade striping is red and white sloping toward the center of the roadway.
- Type 3 Barricade Supports should be anchored to soil or pavement as described in compliant Work Zone Traffic Control Devices List, section D.2.f and D.2.g.

**DETAIL 5**

LEGEND	
	Bidirectional Delineator
	Delineator
	OM-3
	Barricade
	Sign
	OM-2
	Double Delineator



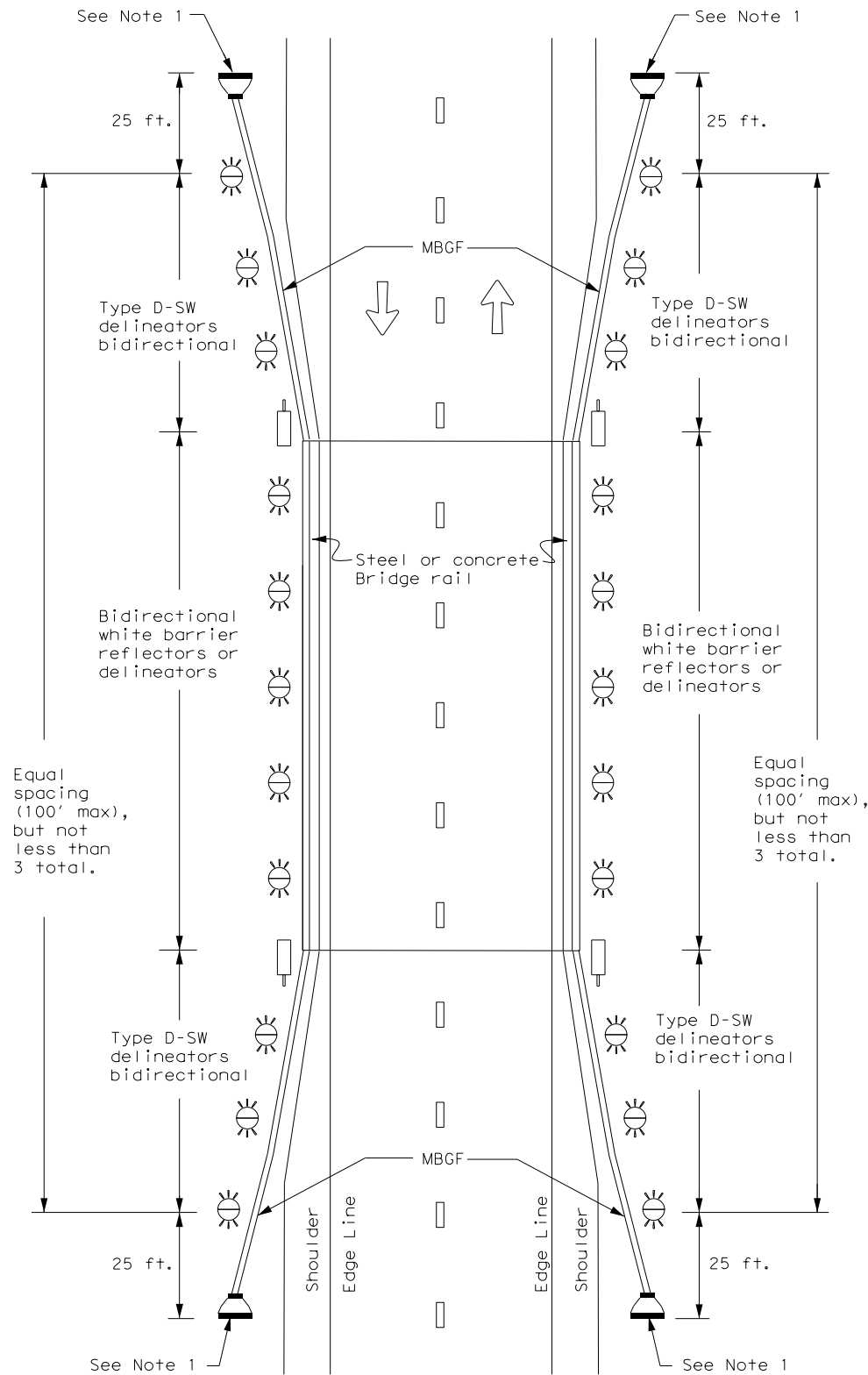
**DELINEATOR & OBJECT MARKER PLACEMENT DETAILS**

D & OM(4)-20

FILE: dom4-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CR: TXDOT
© TXDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0913	22	058	CR
3-15	DIST	COUNTY	SHEET NO.	
7-20	YKM	GONZALES	76	



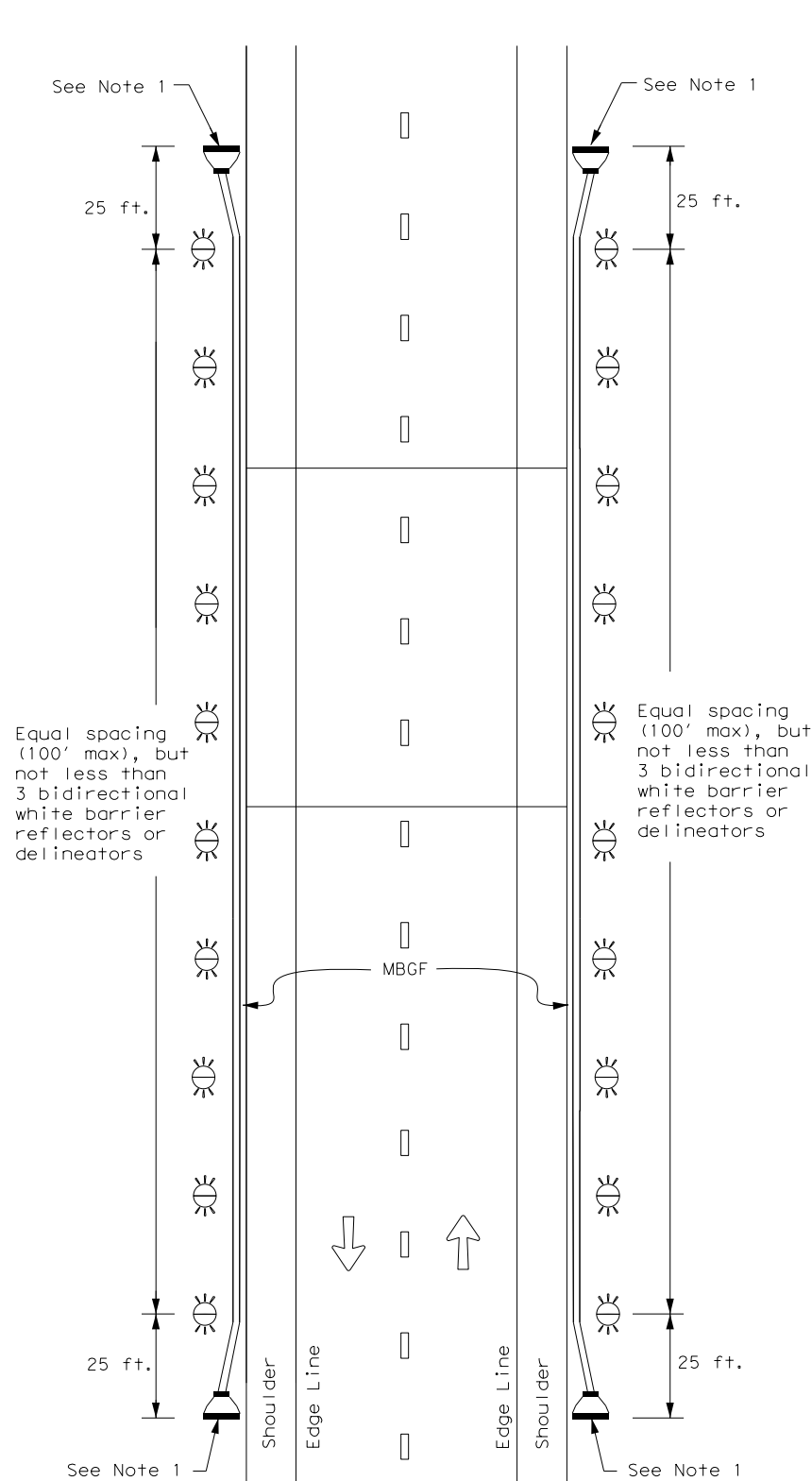
**TWO-WAY, TWO LANE ROADWAY  
WITH REDUCED WIDTH APPROACH RAIL**



**NOTE:**

1. 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.

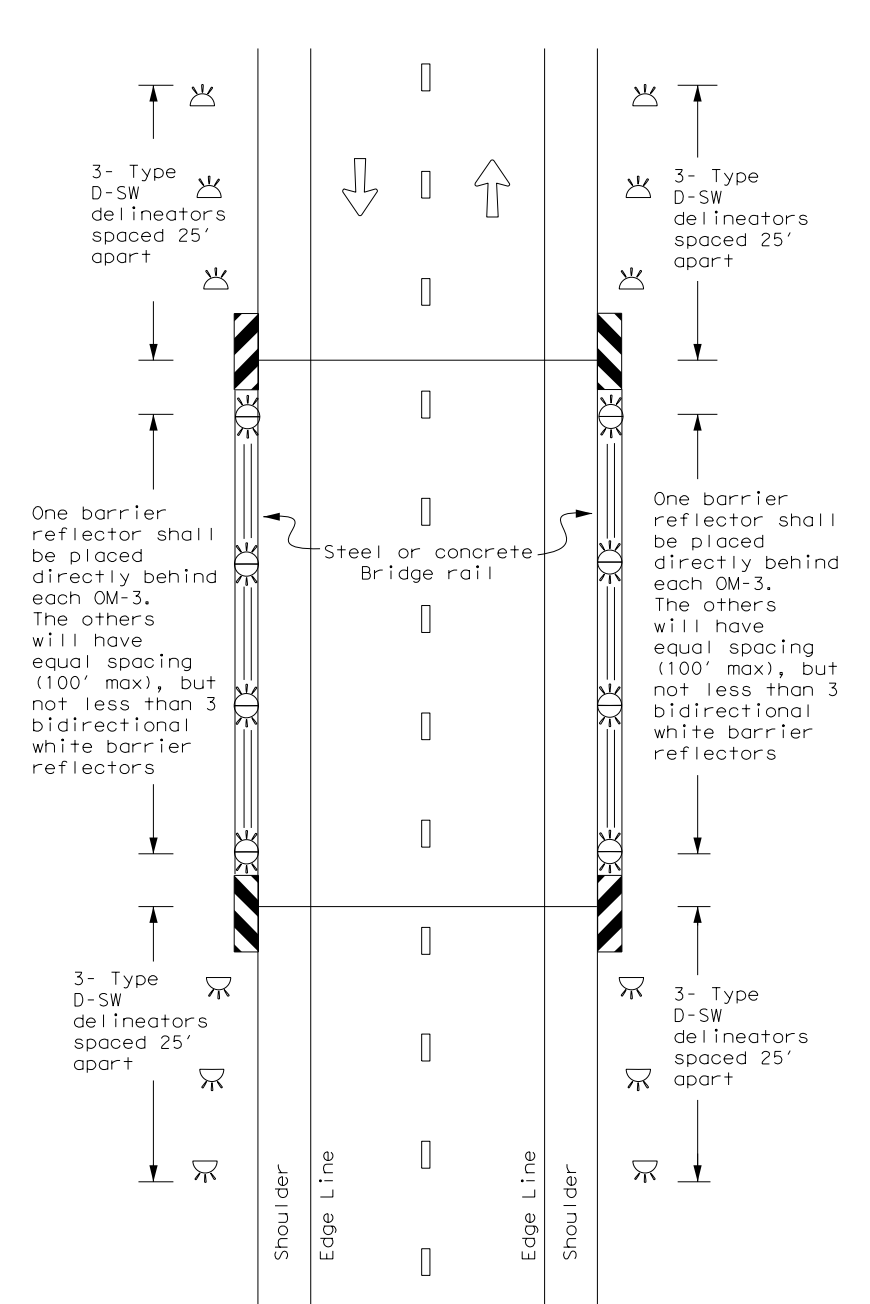
**TWO-WAY, TWO LANE ROADWAY  
WITH METAL BEAM GUARD FENCE (MBGF)**



**NOTE:**

1. 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.

**TWO-WAY, TWO LANE ROADWAY  
BRIDGE WITH NO APPROACH RAIL**



**LEGEND**

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



Traffic Safety Division Standard

**DELINEATOR &  
OBJECT MARKER  
PLACEMENT DETAILS**

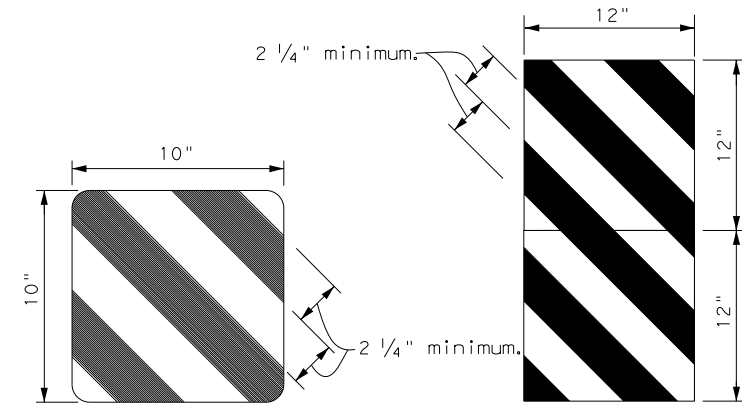
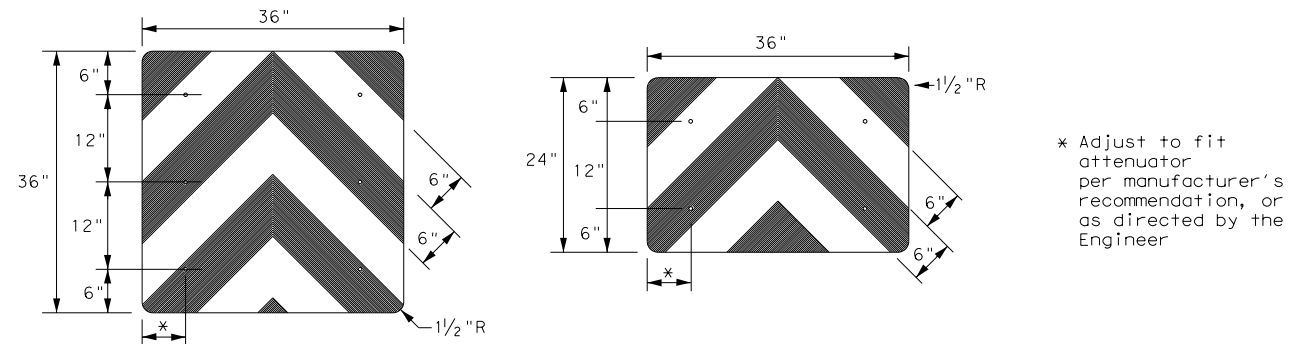
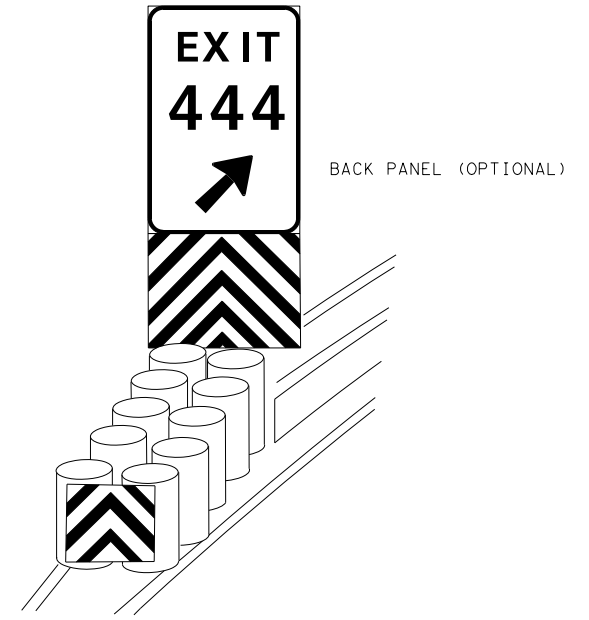
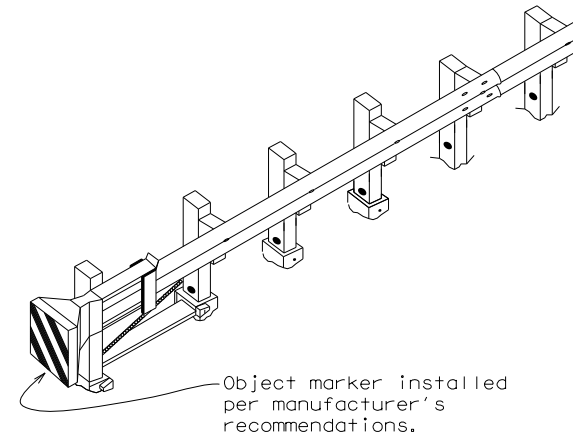
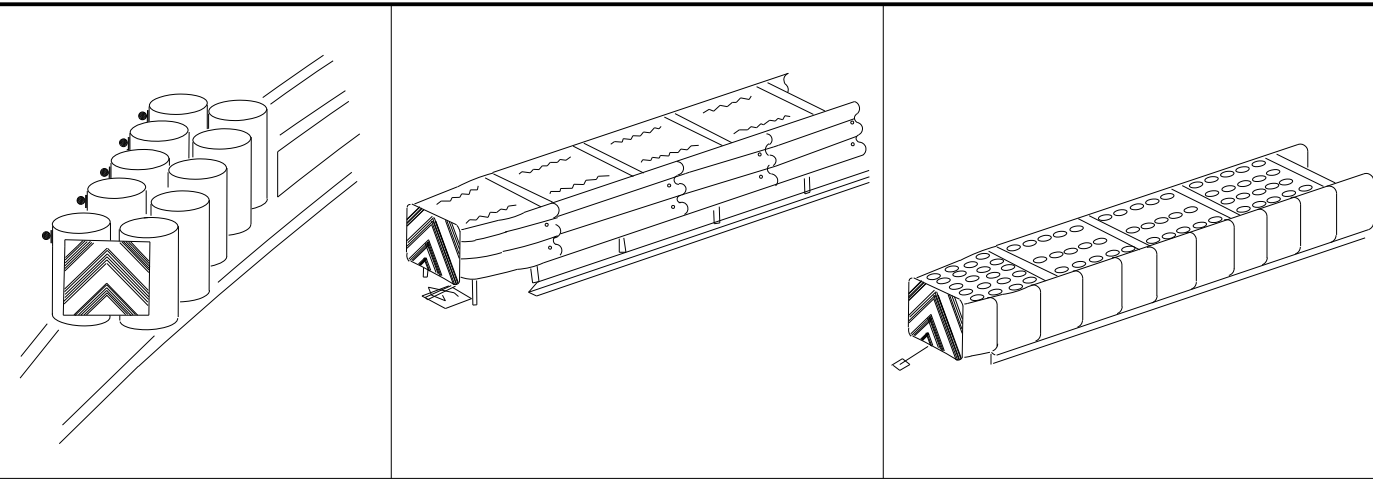
**D & OM(5) - 20**

FILE: dom5-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT August 2015	CON: 0913	SECT: 22	JOB: 058	HIGHWAY: CR
7-20	DIST: YKM	COUNTY: GONZALES	SHEET NO. 77	

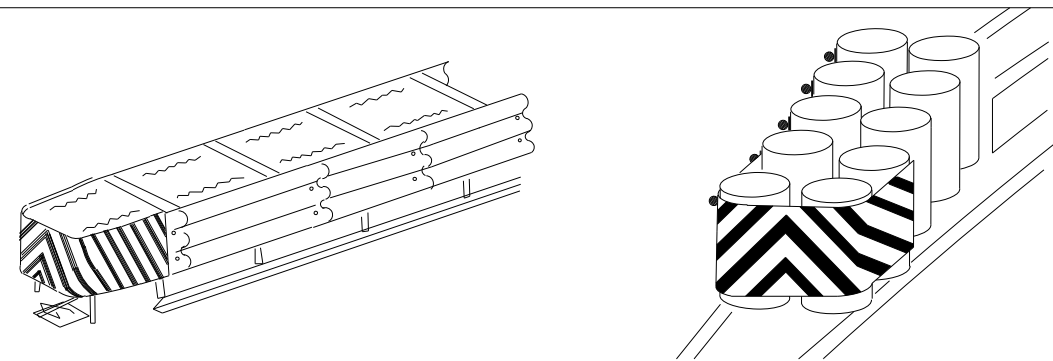
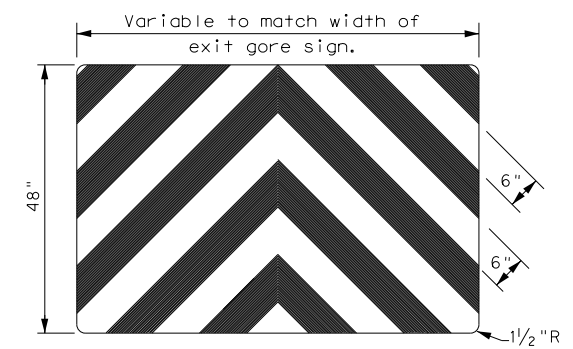
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

DATE:  
FILE:

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



OBJECT MARKERS SMALLER THAN 3 FT<sup>2</sup>

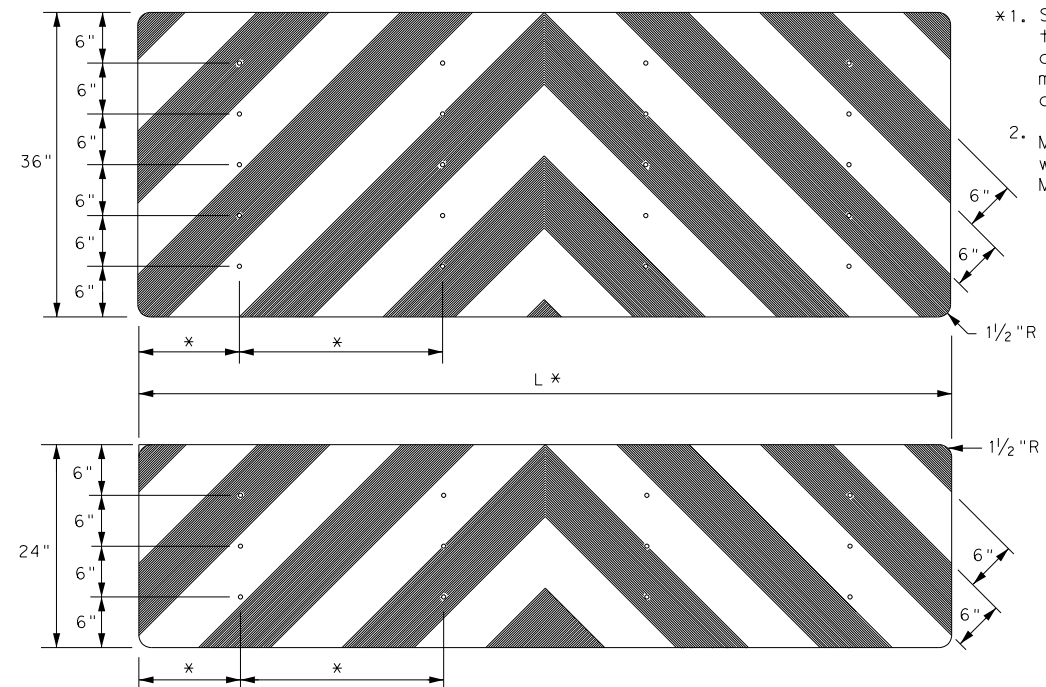


NOTES

- 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.
- 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.
- 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 1/4".
- 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.
- Object Marker at nose of attenuator is subsidiary to the attenuator.
- See D & OM (1-4) for required barrier reflectors.

NOTES

- Spacing should be adjusted to attach through centerline of drum, per attenuator manufacturer's recommendation, or as directed by the Engineer.
- Mounting should be flush with top of attenuator. Minimum size 96" x 24".



DATE:  
FILE:

				<b>Traffic Safety Division Standard</b>	
<b>DELINEATOR &amp; OBJECT MARKER FOR VEHICLE IMPACT ATTENUATORS</b> <b>D &amp; OM(VIA) - 20</b>					
FILE: domvia20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT	
© TxDOT December 1989	CONT	SECT	JOB	HIGHWAY	
REVISIONS			0913 22	058	CR
4-92 8-04					
8-95 3-15					
4-98 7-20	DIST	COUNTY	SHEET NO.		
	YKM	GONZALES	78		
20G					

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

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

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

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

**1.0 SITE/PROJECT DESCRIPTION**

**1.1 PROJECT CONTROL SECTION JOB (CSJ):**  
CSJ 0913-22-058

**1.2 PROJECT LIMITS:**

From: AT SANDY FORK  
To: STR# AA04-62-001

**1.3 PROJECT COORDINATES:**

BEGIN: (Lat) 86.8785° (N), (Long) 2.9694° (W)  
END: (Lat) 86.8789° (N), (Long) 2.9386° (W)

**1.4 TOTAL PROJECT AREA (Acres):** 1.84

**1.5 TOTAL AREA TO BE DISTURBED (Acres):** 1.06

**1.6 NATURE OF CONSTRUCTION ACTIVITY:**

CONSTRUCTION OF BRIDGE REPLACEMENT  
CONSISTING OF REPLACE BRIDGE AND APPROACHES

**1.7 MAJOR SOIL TYPES:**

Soil Type	Description
DEGOLA LOAM, 0 TO 1% SLOPES	STA 1+84.00 TO STA 4+00.00; 90% DEGOLA, WELL DRAINED, NEGLIGIBLE RUNOFF RATE
PADINA LOAMY FINE SAND, 1 TO 5% SLOPES	STA 4+00.00 TO STA 7+00.00; 85% PADINA, WELL DRAINED, NEGLIGIBLE RUNOFF RATE
WAELEDER LOAM FINE SAND, 0 TO 1% SLOPES	STA 7+00.00 TO STA 8+80.00; 85% WAELEDER, WELL DRAINED, NEGLIGIBLE RUNOFF RATE

**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
SANDY FORK	SANDY FORK (1803G); NOT IMPAIRED
NO TMDLs OR I-PLANS WERE IDENTIFIED	

\* 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
NO MS4s RECEIVE STORMWATER DISCHARGE FROM THE SITE

**STORMWATER POLLUTION PREVENTION PLAN (SWP3)**



July 2023 Sheet 1 of 2

FED. RD. DIV. NO.	PROJECT NO.			SHEET NO.
6				79
STATE	STATE DESG.	COUNTY		
TEXAS	YKM	GONZALES		
CONT.	SECT.	JOB	HIGHWAY NO.	
0913	22	058	CR 462	

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

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

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

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

**T / P**

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

**2.2 SEDIMENT CONTROL BMPs:**

**T / P**

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

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

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

**T / P**

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

**2.3 PERMANENT CONTROLS:**

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

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To
NO PERMANENT CONTROLS ARE PLANNED		

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

**2.4 OFFSITE VEHICLE TRACKING CONTROLS:**

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

**2.5 POLLUTION PREVENTION MEASURES:**

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

**2.6 VEGETATED BUFFER ZONES:**

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

Type	Stationing	
	From	To
NO SURFACE WATERS PRESENT, VEGETATED BUFFER ZONES ARE NOT PLANNED		

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

**2.7 ALLOWABLE NON-STORMWATER DISCHARGES:**

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

**2.8 DEWATERING:**

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

**2.9 INSPECTIONS:**

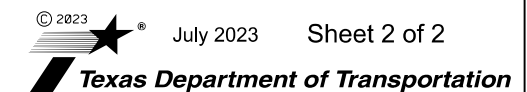
All disturbed areas and erosion and sediment control devices shall be inspected at least once every seven (7) days. Inspections shall be performed by TxDOT as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.5 of this SWP3.

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

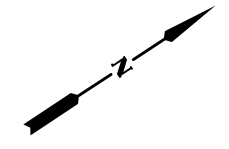
**2.10 MAINTENANCE:**

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

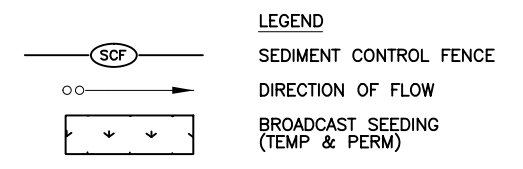
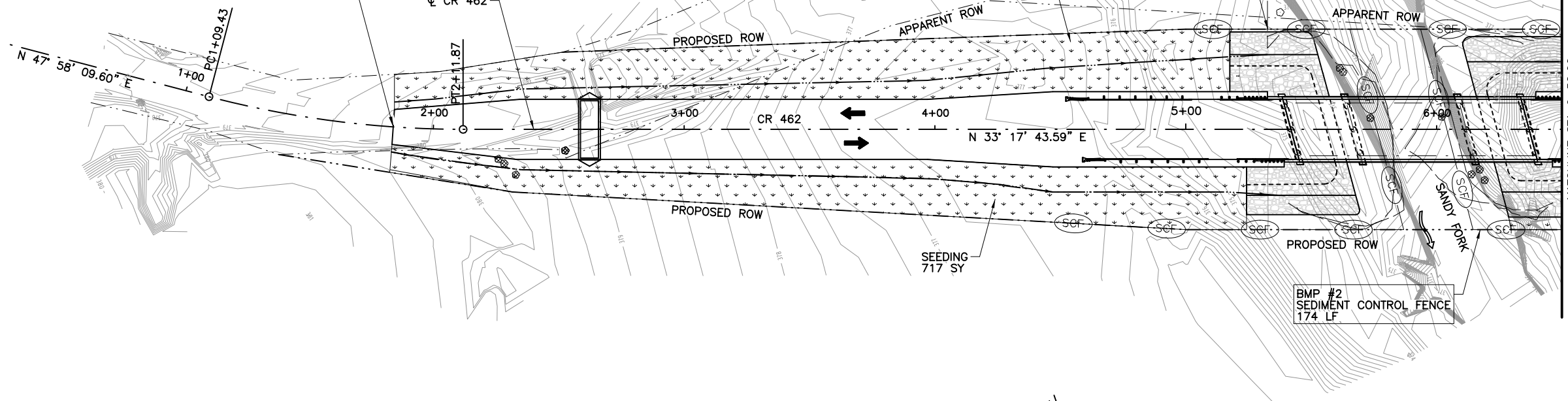
**STORMWATER POLLUTION PREVENTION PLAN (SWP3)**



FED. RD. DIV. NO.	PROJECT NO.			SHEET NO.
6				80
STATE	STATE DIST.	COUNTY		
TEXAS	YKM	GONZALES		
CONT.	SECT.	JOB	HIGHWAY NO.	
0913	22	058	CR 462	

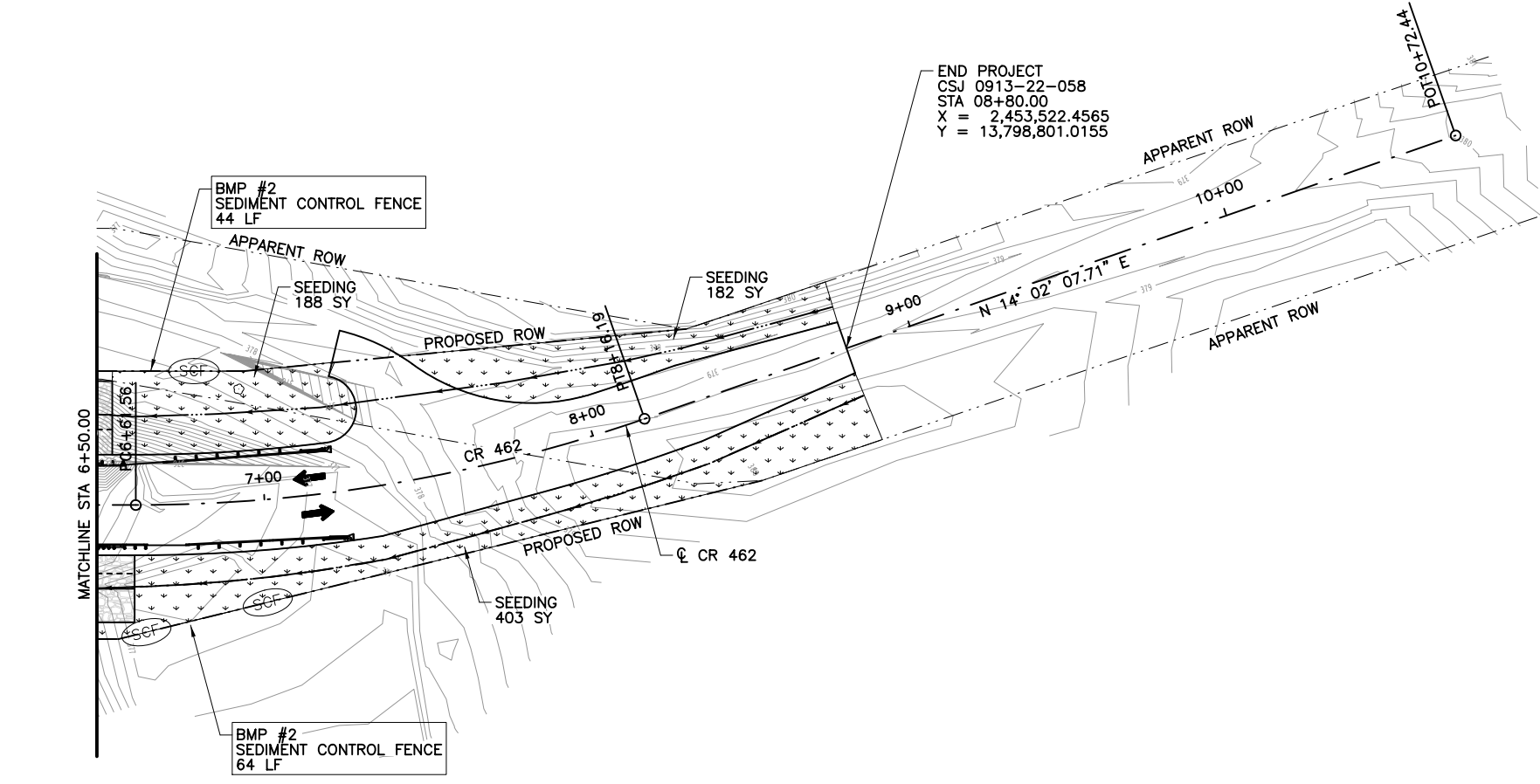


BEGIN PROJECT  
CSJ 0913-22-058  
STA 1+84.00  
X = 2,453,182.2419  
Y = 13,798,199.5317



- NOTES:
1. ACTUAL BMP LOCATIONS AND LENGTHS MAY VARY TO MEET FIELD CONDITIONS, AS APPROVED OR AS DIRECTED BY THE ENGINEER.

END PROJECT  
CSJ 0913-22-058  
STA 08+80.00  
X = 2,453,522.4565  
Y = 13,798,801.0155



*Mario Rivera*

09/25/2024

NO.	REVISION	BY	DATE



TEXAS REGISTERED  
ENGINEERING FIRM  
F-204

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CR 462 AT SANDY FORK

SWP3 LAYOUT

CSJ 0913-22-058 SHEET 1 OF 1

Designed:	MKS	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.		
Checked:	MRR	6	TEXAS		CR		
Drawn:	MKS	DIST.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	SHEET NO.
Checked:	MRR	YKM	GONZALES	0913	22	058	81

9/25/2024 6:21:20 PM RiveraM

**I. STORMWATER POLLUTION PREVENTION**

Texas Pollutant Discharge Elimination System (TPDES) TXR 150000: Stormwater Discharge Permit or Construction General Permit is required for projects with 1 or more acres disturbed soil. Projects with any disturbed soil must protect for erosion and sedimentation in accordance with Item 506. If applicable list MS4 operator that may receive discharges from this project. MS4 operator should be notified prior to construction activities.

Prevent stormwater pollution erosion and sedimentation in accordance with TPDES Permit TXR 150000.

Comply with the SW3P and revise when necessary to control pollution or as required by the Engineer.

Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and TCEQ, EPA, or other inspectors.

When Contractor project specific locations (PSL) increase disturbed soil area to 5 acres or more, submit Notice of Intent (NOI) to TCEQ and Engineer.

MS4 Operator(s):

No Additional Comments

**II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS**

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

No USACE Permit Required

Work is authorized by the USACE under a Nationwide Permit 14 without a Pre-Construction Notification (PCN). Project specific permit was not issued by USACE, therefore is not in the plan set.

Work is authorized by the USACE under a Nationwide Permit \_\_\_\_\_ with a Pre-Construction Notification (PCN). The project specific permit issued by the USACE is included in the plan set.

Work is authorized by the USACE under a Individual Permit (IP). The project specific permit issued by the USACE is included in the plan set.

Work would be authorized by the USACE. The project specific permit issued by the USACE or Nationwide Permit will be provided to the contractor.

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

No United States Coast Guard (USCG) Coordination Required

United States Coast Guard (USCG) Permit

United States Coast Guard (USCG) Exemption

Best Management Practices

<b>Erosion</b>	<b>Sedimentation</b>	<b>Post Construction TSS</b>
<input checked="" type="checkbox"/> Temporary Vegetation	<input checked="" type="checkbox"/> Silt Fence	<input checked="" type="checkbox"/> Vegetative Filter Strips
<input type="checkbox"/> Vegetation Lined Ditches	<input type="checkbox"/> Rock Filter Dam	<input type="checkbox"/> Vegetation Lined Ditches
<input type="checkbox"/> Sodding	<input type="checkbox"/> Sand Bag Berm	<input type="checkbox"/> Grassy Swales

No Additional Comments

**III. CULTURAL RESOURCES**

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

No Additional Comments

**IV. VEGETATION RESOURCES**

Preserve native vegetation to the extent practical. Refer to TxDOT Standard Specifications 162, 164, 192, 193, 506, 730, 751, and 752 in order to comply with requirements for invasive species, beneficial landscaping and tree/brush removal.

No Additional Comments

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

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

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

No Additional Comments

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

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

**VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES**

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

Does the project involve any bridge class structure rehabilitation or replacements (bridge class structures not including box culverts)? Yes  No

Are results of the asbestos inspection positive (is asbestos present)? Yes  No

TxDOT is still required to notify DSHS 14 working days prior to any scheduled demolition.

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.


No Additional Comments

**VII. GENERAL NOTES**

The contractor's attention is directed to the fact that discharges of permanent or temporary fill material into the waters of the United States, including jurisdictional wetlands, as necessary for construction, will require specific approval of the USACE under Section 404 of the Clean Water Act.

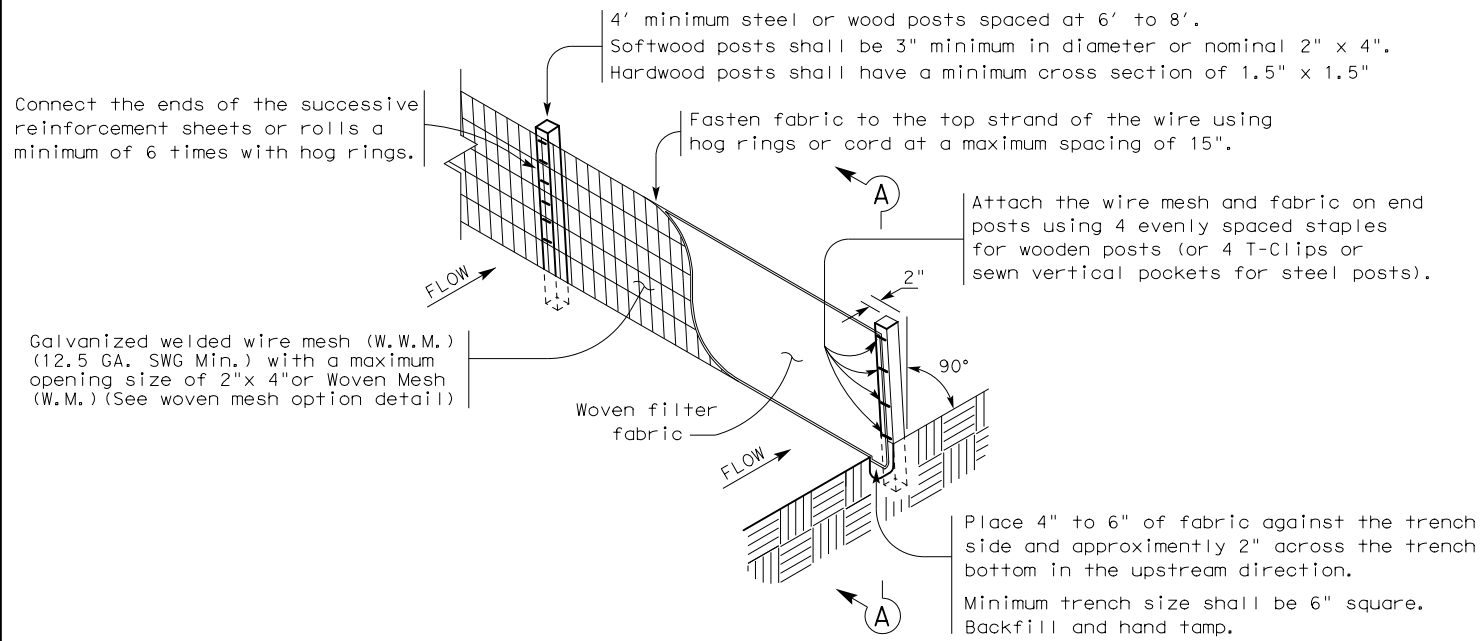
TxDOT will obtain the appropriate permit(s), Nationwide or Individual, when necessary as dictated by the proposed actions for the project and it's potential to affect USACE jurisdictional areas. The contractor may review the permitted plans at the office of the Area Engineer in charge of construction. TxDOT will hold the contractor responsible for following all conditions of the approved permit. If the contractor cannot work within the limits of the permit(s), then it becomes the contractor's entire responsibility to consult with the USACE pertaining to the need for changes or amendments to the conditions of the exiting permit(s) as originally obtained by the department.

Particular importance is stressed on the fact that any impacts to USACE jurisdictional waters of the United States, including jurisdictional wetlands, be the minimum necessary to complete the proposed work. The contractor shall maintain near normal flow of any jurisdictional waters of the United States at all times during construction. If the contractor needs further explanation of the conditions of the permit, including means of compliance, they may contact the Yoakum District Environmental Coordinator.

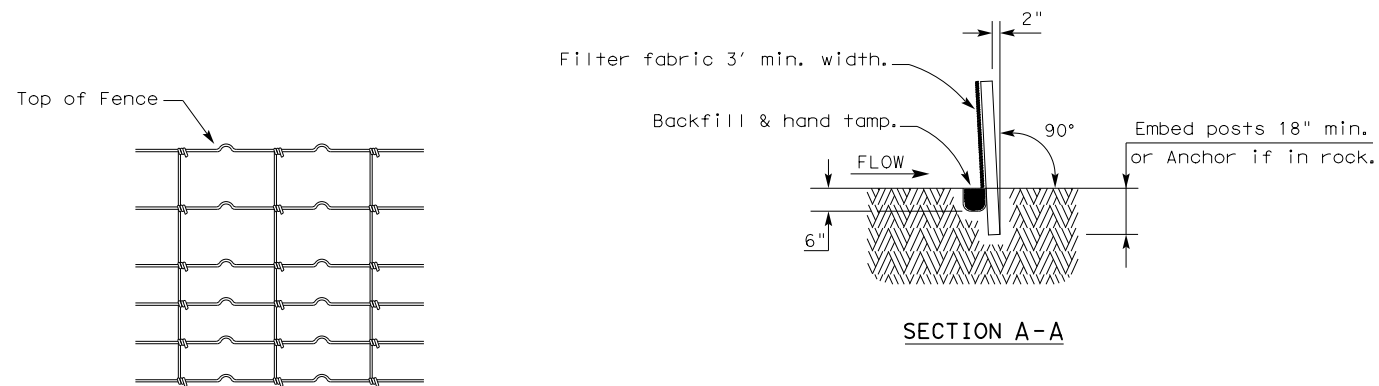
				TxDOT Yoakum District
<b>ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS</b>				
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YKM	GONZALES		82	

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**TEMPORARY SEDIMENT CONTROL FENCE**



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

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

**SEDIMENT CONTROL FENCE USAGE GUIDELINES**

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

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

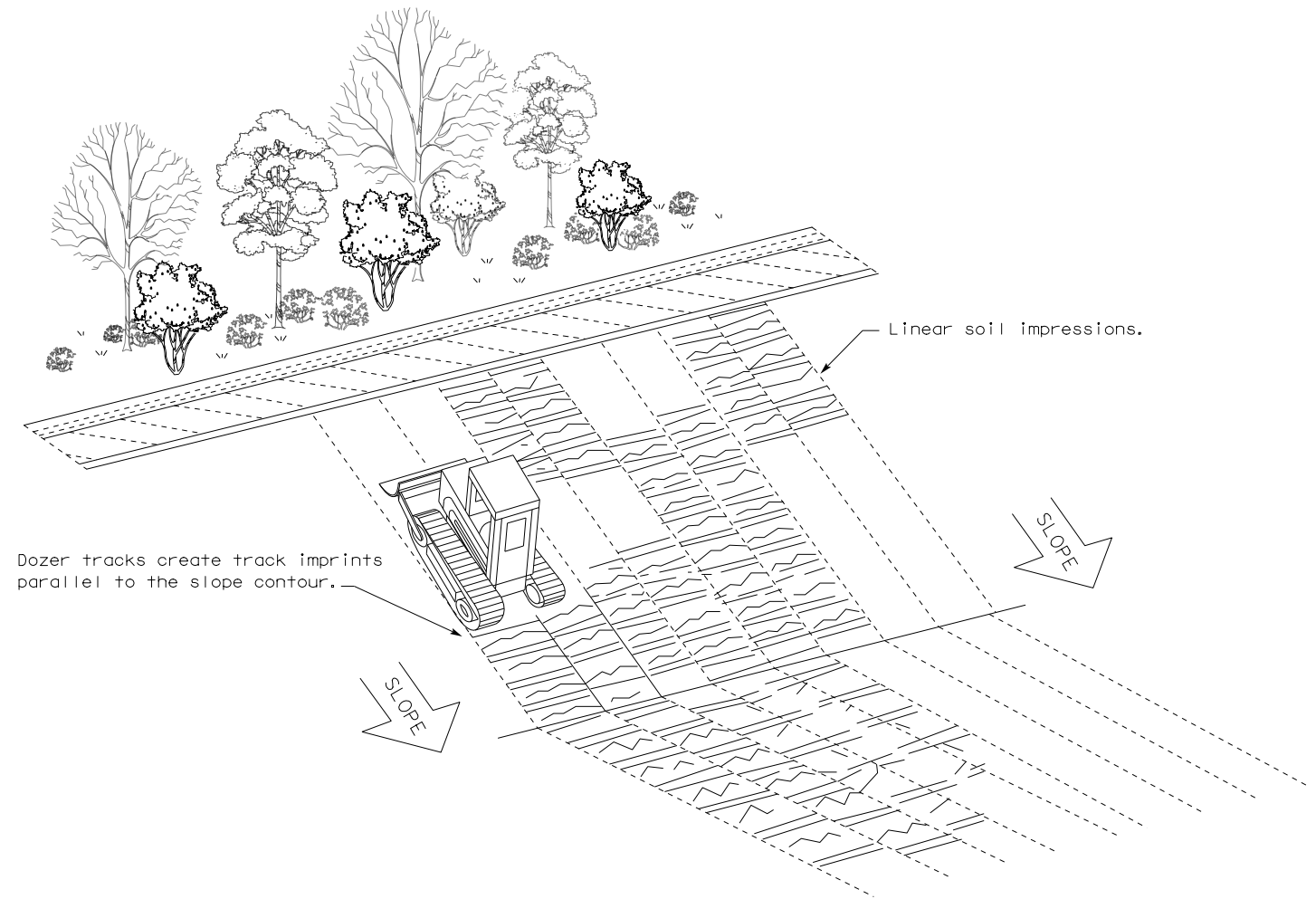
**LEGEND**

Sediment Control Fence



**GENERAL NOTES**

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



**VERTICAL TRACKING**

				<b>Design Division Standard</b>	
<b>TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES FENCE &amp; VERTICAL TRACKING</b>					
<b>EC(1)-16</b>					
FILE: ec116	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS	
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	DIST	COUNTY		SHEET NO.	
	YKM	GONZALES		83	