INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS

FINAL PLANS

PROJECT LETTING DATE:
CONTRACTOR:
DATE CONTRACTOR BEGAN WORK:
DATE WORK WAS COMPLETED & ACCEPTED:
FINAL CONTRACT COST:

STATE OF TEXAS
CHUN-HOI WONG
87943
LICENSED PROFESSIONAL ENGINEER

10/2/2024

VOLUME 2

CONTRACT CSJ: 0923-23-032

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

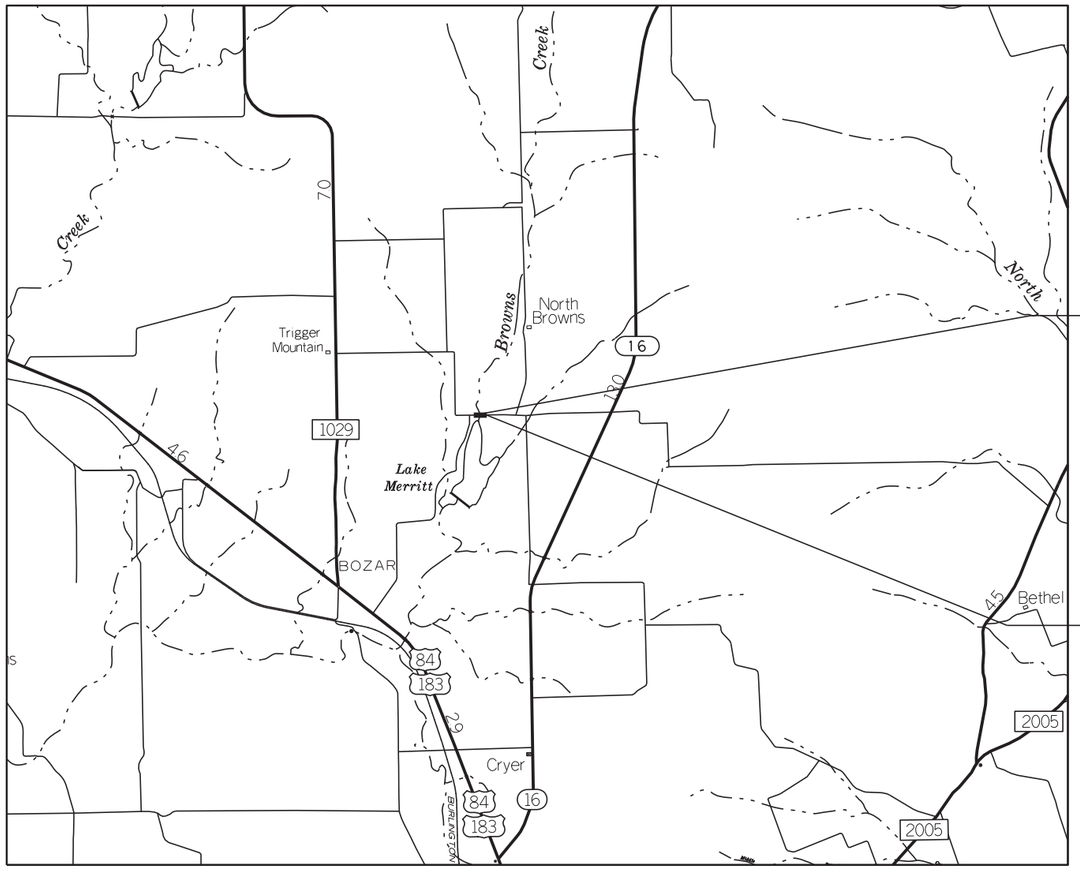
PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT NO. BR 2024 (751)

CR 112 AT BROWNS CREEK
MILLS COUNTY

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

LIMITS: ON CR 112 AT BROWNS CREEK



SCALE IN MILES
0 0.5 1 1.5 2

THE CONSTRUCTION WORK WAS PERFORMED IN ACCORDANCE WITH THE PLANS AND CONTRACT.

_____ _____ 20____
AREA ENGINEER

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, SEPTEMBER 1, 2014 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS, SHALL GOVERN ON THIS PROJECT: REQUIRED CONTRACT PROVISIONS FOR ALL FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, OCTOBER 23, 2023).

EQUATIONS: NONE
EXCEPTIONS: NONE
NO RAILROAD CROSSINGS - NONE ELIMINATED

FEDERAL AID PROJECT NO.			
BR 2025 (133), ETC			
CONT	SECT	JOB	HIGHWAY
0923	23	032, ETC	CR 508, ETC
DIST	COUNTY		SHEET NO.
BWD	MILLS, ETC		1

DESIGN SPEED = MEETS OR EXCEEDS EXISTING
ADT (2013) = 50
ADT (2033) = 50
RURAL LOCAL

0921-23-033 LENGTH OF PROJECT

ROADWAY	= 530 FT =	0.10 MI.
BRIDGE	= 65 FT =	0.01 MI.
TOTAL	= 595 FT =	0.11 MI.

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

TDLR INSPECTION NOT REQUIRED

PROJECT CR 112
CSJ: 0923-23-033
BEGIN STA 13+05.00

PROJECT CR 112
CSJ: 0923-23-033
END STA 19+00.00

CONCURRENCE: 9/19/2024

Signed by: Jeff Johnson
40FD4A5CF3534... MILLS COUNTY JUDGE

Texas Department of Transportation

SUBMITTED FOR LETTING: 10/2/2024

CONSULTANT ENGINEER

RECOMMENDED FOR LETTING: 10/2/2024

DocuSigned by:
77D14777834646F... DISTRICT DIRECTOR OF TRANSPORTATION
PLANNING AND DEVELOPMENT

RECOMMENDED FOR LETTING: 10/3/2024

DocuSigned by:
Gregory W. Cedillo, P.E.
58E2D01C26B344F...

INDEX OF SHEETS

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

SIGNATURE 9/27/2024 DATE

STATE OF TEXAS
CHUN-HOI WONG
87943
LICENSED PROFESSIONAL ENGINEER

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

William Osthoff
SIGNATURE 9/27/2024 DATE

STATE OF TEXAS
WILLIAM THOMAS OSTHOFF
145844
LICENSED PROFESSIONAL ENGINEER

NO.	DATE	REVISION	APPROV.

IEA
13501 KATY FREEWAY
SUITE 3425
HOUSTON, TEXAS 77079
(832) 494-3800
FIRM REGISTRATION No. F-10161

Texas Department of Transportation
Bryan District

CR 112 AT BROWNS CREEK

INDEX OF SHEETS

SHEET 1 OF 1

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112
STATE	DISTRICT	COUNTY
TEXAS	BWD	MILLS
CONTROL	SECTION	JOB / SHEET NO.
0923	23	033 / 2

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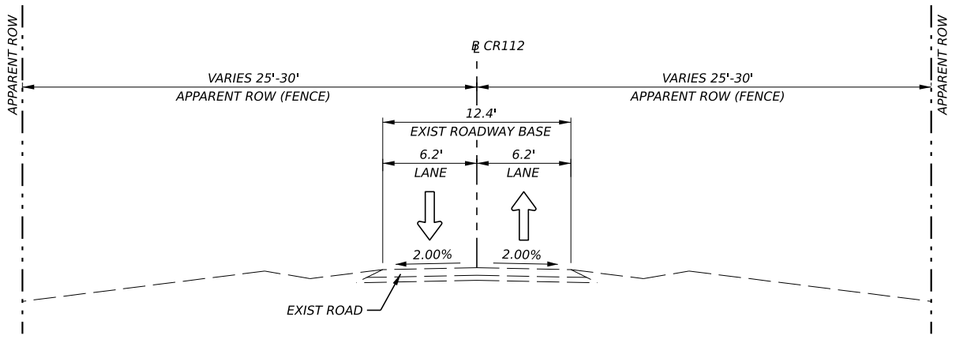
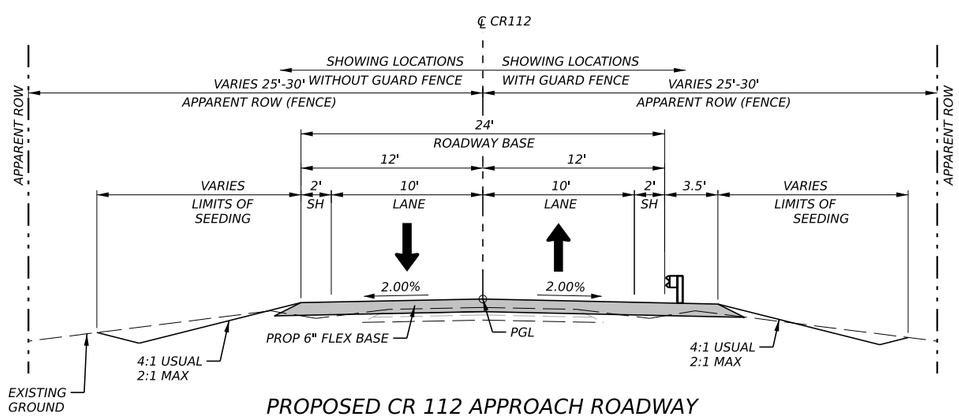
REV DATE: $SAVED$
CSJ: 0923-23-033



EXISTING CR 112 APPROACH ROADWAY



PROPOSED CR 112 APPROACH ROADWAY

FROM STA 14+40.00 TO STA 15+97.50
FROM STA 16+62.50 TO STA 18+10.00

PROPOSED BRIDGE STA 15+97.50 TO STA 16+62.50

TRANSITION FROM EXISTING WIDTH TO PROPOSED WIDTH:
STA 13+05.00 TO STA 14+40.00
STA 18+10.00 TO STA 19+00.00

ITEM	CODE	DESCRIPTION	UNIT	QUANTITY
247	7178	FL BS (CMP IN PLC) (TY A GR 4)(FINAL POS)	CY	276

FL BS (CMP IN PLC) (TY A GR 4)(FINAL POS) EST @ 46.4 CY/STA AVG (TOTAL 276 CY)

STATE OF TEXAS
WILLIAM THOMAS OSTHOFF
145844
LICENSED
PROFESSIONAL ENGINEER

10/3/2024

NO.	DATE	REVISION	APPROV.

IEA
13501 KATY FREEWAY
SUITE 3425
HOUSTON, TEXAS 77079
(832) 494-3800
FIRM REGISTRATION No. F-10161

Texas Department of Transportation
Bryan District

BROWNS CREEK BRIDGE AT CR 112

TYPICAL SECTIONS

SHEET 1 OF 1

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112
STATE	DISTRICT	COUNTY
TEXAS	BWD	MILLS
CONTROL	SECTION	JOB / SHEET NO.
0923	23	033 / 3

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REV DATE: $SAVED$
CSJ: 0923-23-033

EROSION CONTROL SUMMARY

164 7002	164 7005	164 7006	SUBSIDIARY	168 7001	169 7022	506 7011	506 7039	506 7041	506 7048
BROADCAST SEED (PERM_RURAL_CLAY)	BROADCAST SEED (TEMP_WARM)	BROADCAST SEED (TEMP_COOL)	FERTILIZER	VEGETATIVE WATERING	SOIL RET BLKT(SL_STEEP_CLAY_LONG_SPRY)	ROCK FILTER DAMS (REMOVE)	TEMP SEDMT CONT FENCE (INSTALL)	TEMP SEDMT CONT FENCE (REMOVE)	ROCK FILTER DAMS (INSTALL) (TY 2) (6:1)
SY	SY	SY	TON	TGL	SY	LF	LF	LF	LF
1699	850	850	0.05	36	1699	80	1220	1220	80

ROADWAY SUMMARY

110 7001	110 7002	132 7005	247 7178	432 7041	540 7002	540 7006	544 7001	658 7013	658 7019
EXCAVATION (ROADWAY)	EXCAVATION (CHANNEL)	EMBANK (FNL)(OC)(TY C)	FL BS (CMP IN PLC)(TY A GR 4)(FNAL POS	RIPRAP (STONE PROTECTION)(12 IN)	MTL W-BEAM GD FEN (STEEL POST)	MTL BEAM GD FEN TRANS (TL2)	GUARDRAIL END TREATMENT (INSTALL)	INSTL DEL ASSM (D-SW)SZ 1(BRF)CTB (BI)	INSTL DEL ASSM (D-SW)SZ 1(BRF)GF2(BI)
CY	CY	CY	CY	CY	LF	EA	EA	EA	EA
250	58	71	276	39	450	4	4	1	9

REMOVAL SUMMARY

100 7002	496 7009	644 7073
PREPARING ROW	REMOV STR (BRIDGE 0 - 99 FT LENGTH)	REMOVE SM RD SN SUP&AM
STA	EA	EA
6	1	1

NO.	DATE	REVISION	APPROV.

IEA
13501 KATY FREEWAY
SUITE 3425
HOUSTON, TEXAS 77079
(832) 494-3800
FIRM REGISTRATION No. F-10161

Texas Department of Transportation
Bryan District

BROWNS CREEK BRIDGE AT CR 112

QUANTITY SUMMARIES

SHEET 1 OF 1

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112
STATE	DISTRICT	COUNTY
TEXAS	BWD	MILLS
CONTROL	SECTION	JOB / SHEET NO.
0923	23	033 / 6

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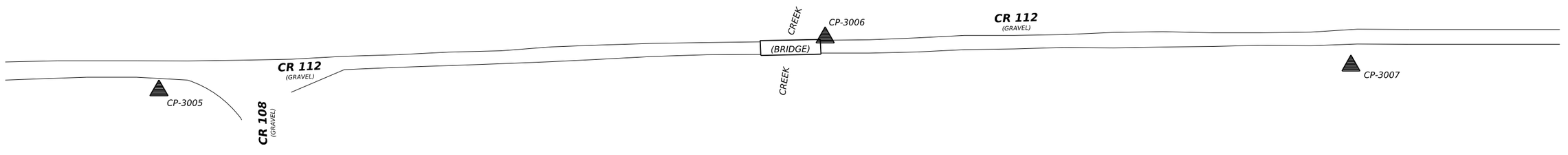
REV DATE: $SAVED$
CSJ: 0923-23-033

CONTROL POINT NUMBER	SURFACE COORDINATES		GRID COORDINATES		LATITUDE (N)	LONGITUDE (W)	ELEVATION	DESCRIPTION
	NORTHING	EASTING	NORTHING	EASTING				
3005	10,530,384.50	2,844,312.16	10,529,121.01	2,843,970.89	31°32'33.49077"	-98°34'34.04094"	1463.90	3-1/4" TxDOT ALUMINUM DISK SET
3006	10,530,435.31	2,844,952.16	10,529,171.81	2,844,610.81	31°32'33.89339"	-98°34'26.63755"	1458.30	3-1/4" TxDOT ALUMINUM DISK SET
3007	10,530,408.36	2,845,457.27	10,529,144.86	2,845,115.86	31°32'33.54763"	-98°34'20.80677"	1473.63	3-1/4" TxDOT ALUMINUM DISK SET



0 100 200
HORIZONTAL SCALE IN FEET

REV DATE: $SAVED$
CSJ: XXXX-XX-XXX
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NOTES:

1. COORDINATES SHOWN HEREON ARE REFERENCED TO THE TEXAS COORDINATE SYSTEM OF 1983, CENTRAL ZONE AND ARE ADJUSTED TO SURFACE USING THE TXDOT MILLS COUNTY SURFACE ADJUSTMENT FACTOR 1.000120 (GRID NORTHING & GRID EASTING * 1.000120 = SURFACE) ORIGIN 0, 0. VALUES WERE DERIVED UTILIZING THE TXDOT REALTIME REFERENCE NETWORK (VRS).

2. VERTICAL IS BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) GEOID 12B. VALUES WERE DERIVED FROM UTILIZING THE TXDOT REALTIME REFERENCE NETWORK (VRS).

3. FIELD SERVICES WERE PERFORMED IN AUGUST OF 2023

STATE OF TEXAS
REGISTERED
JEFFREY L. FANSLER
4348
PROFESSIONAL
LAND SURVEYOR

PRINT DATE	REVISION DATE
5/22/2024	

I HEREBY CERTIFY THAT THE CONTROL INFORMATION SHOWN HEREON WAS ESTABLISHED UNDER MY DIRECT SUPERVISIONAND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Jeffrey L. Fansler 2024-05-22

JEFFREY L. FANSLER DATE
RPLS NO. 4348

CobbFendley
6500 West Freeway, Suite 300
Fort Worth, Texas 76116
817.445.1016 | Fax 817.445.1017
www.cobbfendley.com
TBPELS Land Surveying Firm No. 10046700

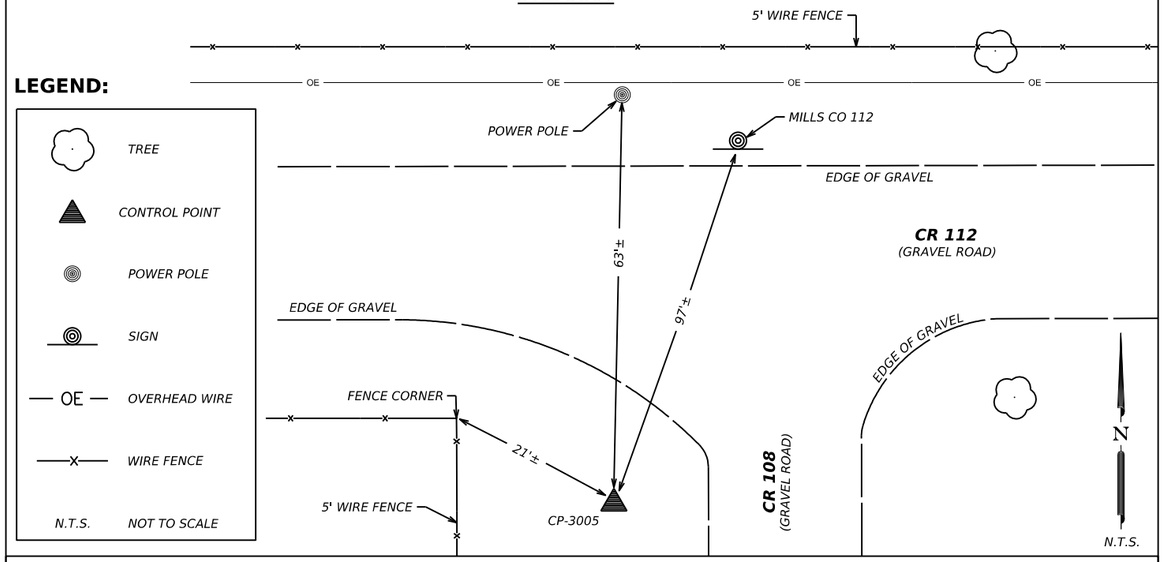
Texas Department of Transportation
Brownwood District
©YR

CONTROL INDEX SHEET

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6		CR508

STATE	DISTRICT	COUNTY	
TEXAS	BWD	MILLS	
CONTROL	SECTION	JOB	SHEET NO.
0923	23	033	7

CP 3005



LEGEND:

- TREE
- CONTROL POINT
- POWER POLE
- SIGN
- OE — OVERHEAD WIRE
- WIRE FENCE
- N.T.S. — NOT TO SCALE

CP-3005
GRID COORDINATES

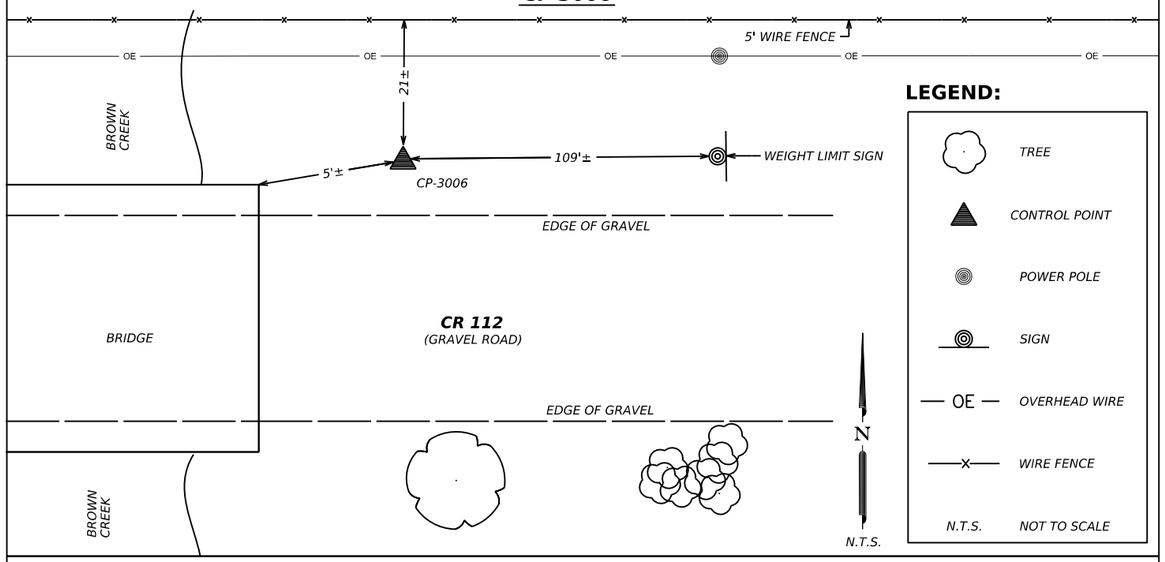
N: 10,529,121.01
E: 2,843,970.89
ELEV.: 1463.90'

COORDINATE ZONE:
TEXAS CENTRAL
NAD83/2011 ADJUSTMENT

LAT.: 31°32'33.49077"
LONG.: -98°34'34.04094"

3-1/4" ALUMINUM DISK W/ REBAR SET FLUSH WITH NATURAL GROUND ON THE SOUTH SIDE OF CR 112 AND ±0.44 MILES WEST OF THE INTERSECTION OF CR 120 & CR 112. ±21.0' SOUTHEAST OF A FENCE CORNER. ±63.0' SOUTH OF A POWER POLE. ±97.0' SOUTHWEST OF A ROAD SIGN ± 6.4 MILES NORTH OF GOLDTHWAITE.

CP 3006



LEGEND:

- TREE
- CONTROL POINT
- POWER POLE
- SIGN
- OE — OVERHEAD WIRE
- WIRE FENCE
- N.T.S. — NOT TO SCALE

CP-3006
GRID COORDINATES

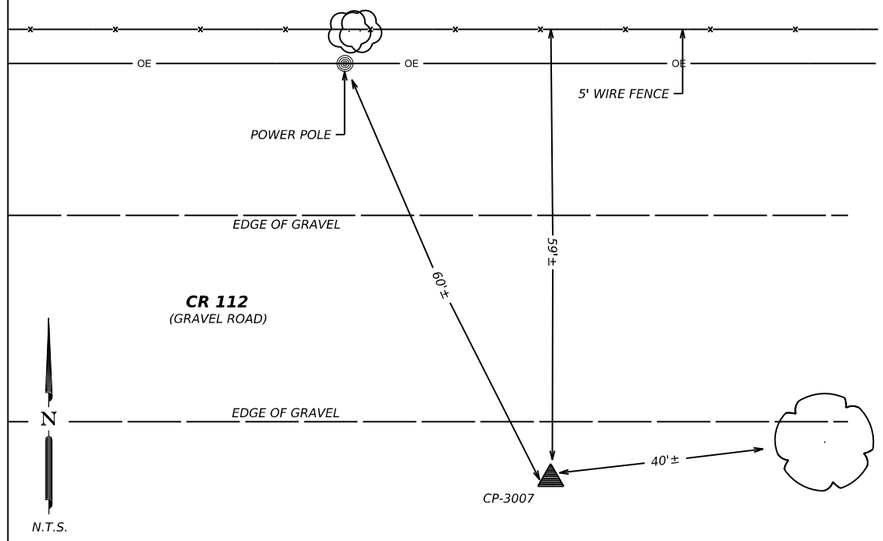
N: 10,529,171.81
E: 2,844,610.81
ELEV.: 1458.30'

COORDINATE ZONE:
TEXAS CENTRAL
NAD83/2011 ADJUSTMENT

LAT.: 31°32'33.89339"
LONG.: -98°34'26.63755"

3-1/4" ALUMINUM DISK W/ REBAR SET FLUSH WITH NATURAL GROUND ON THE NORTH SIDE OF CR 112 AND ±0.31 MILES WEST OF THE INTERSECTION OF CR 120 & CR 112. ±5.0' NORTHEAST OF A FENCE CORNER. ±21.0' SOUTH OF A WIRE FENCE. ±109.0' WEST OF A WEIGHT LIMIT SIGN ± 6.4 MILES NORTH OF GOLDTHWAITE.

CP 3007



LEGEND:

- TREE
- CONTROL POINT
- POWER POLE
- SIGN
- OE — OVERHEAD WIRE
- WIRE FENCE
- N.T.S. — NOT TO SCALE

CP-3007
GRID COORDINATES

N: 10,529,144.86
E: 2,845,115.86
ELEV.: 1473.63'

COORDINATE ZONE:
TEXAS CENTRAL
NAD83/2011 ADJUSTMENT

LAT.: 31°32'33.54763"
LONG.: -98°34'20.80677"

3-1/4" ALUMINUM DISK W/ REBAR SET FLUSH WITH NATURAL GROUND ON THE SOUTH SIDE OF CR 112 AND ±0.42 MILES WEST OF THE INTERSECTION OF CR 120 & CR 112. ±60.0' SOUTHEAST OF A POWER POLE. ±59.0' SOUTH OF A WIRE FENCE. ±40.0' SOUTHWEST OF A TREE ± 6.4 MILES NORTH OF GOLDTHWAITE.

NOTES:

1. COORDINATES SHOWN HEREON ARE REFERENCED TO THE TEXAS COOORDINATE SYSTEM OF 1983, CENTRAL ZONE, AND ARE BASED ON THE AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83 2011).

2. ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN DATUMOF 1988 (NAVD88) GEOID 12B.

3. FIELD SERVICES WERE PERFORMED DURING AUGUST OF 2023.

PRINT DATE	REVISION DATE
5/22/2024	

STATE OF TEXAS REGISTERED JEFFREY L. FANSLER 4348 PROFESSIONAL LAND SURVEYOR

I HEREBY CERTIFY THAT THE CONTROL INFORMATION SHOWN HEREON WAS ESTABLISHED UNDER MY DIRECT SUPERVISIONAND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Jeffrey L. Fansler 2024-05-22

JEFFREY L. FANSLER — DATE
RPLS NO. 4348

CobbFendley
6500 West Freeway, Suite 300
Fort Worth, Texas 76116
817.445.1016 | Fax 817.445.1017
www.cobbfendley.com
TBPELS Land Surveying Firm No.
10046700

Texas Department of Transportation ©YR
Brownwood District

CR 112 HORIZONTAL & VERTICAL CONTROL

FED. RD. DIV. NO.	PROJECT NUMBER		HIGHWAY NUMBER
6			CR508
STATE	DISTRICT	COUNTY	
TEXAS	BWD	MILLS	
CONTROL	SECTION	JOB	SHEET NO.
0923	23	033	8

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W16-8P
30"X18"

M4-9S
30"X24"

1

W16-8P
30"X18"

M4-9L
30"X24"

2

W16-8P
30"X18"

M4-9R
30"X24"

3

W16-8P
30"X18"

M4-8
24"X18"

4

M4-10L
48"X18"

R11-4
60"X30"

5

M4-10R
48"X18"

R11-4
60"X30"

6

CW20-3D
36"X36"

7

CW20-3B
36"X36"

8

CW20-3C
36"X36"

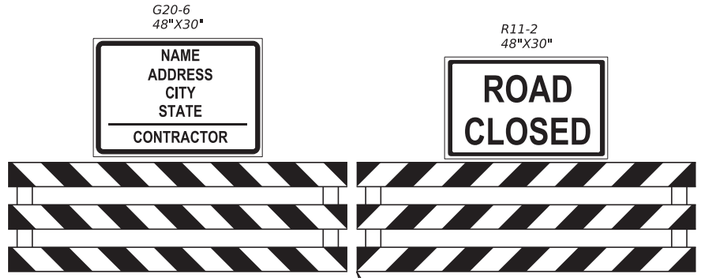
9

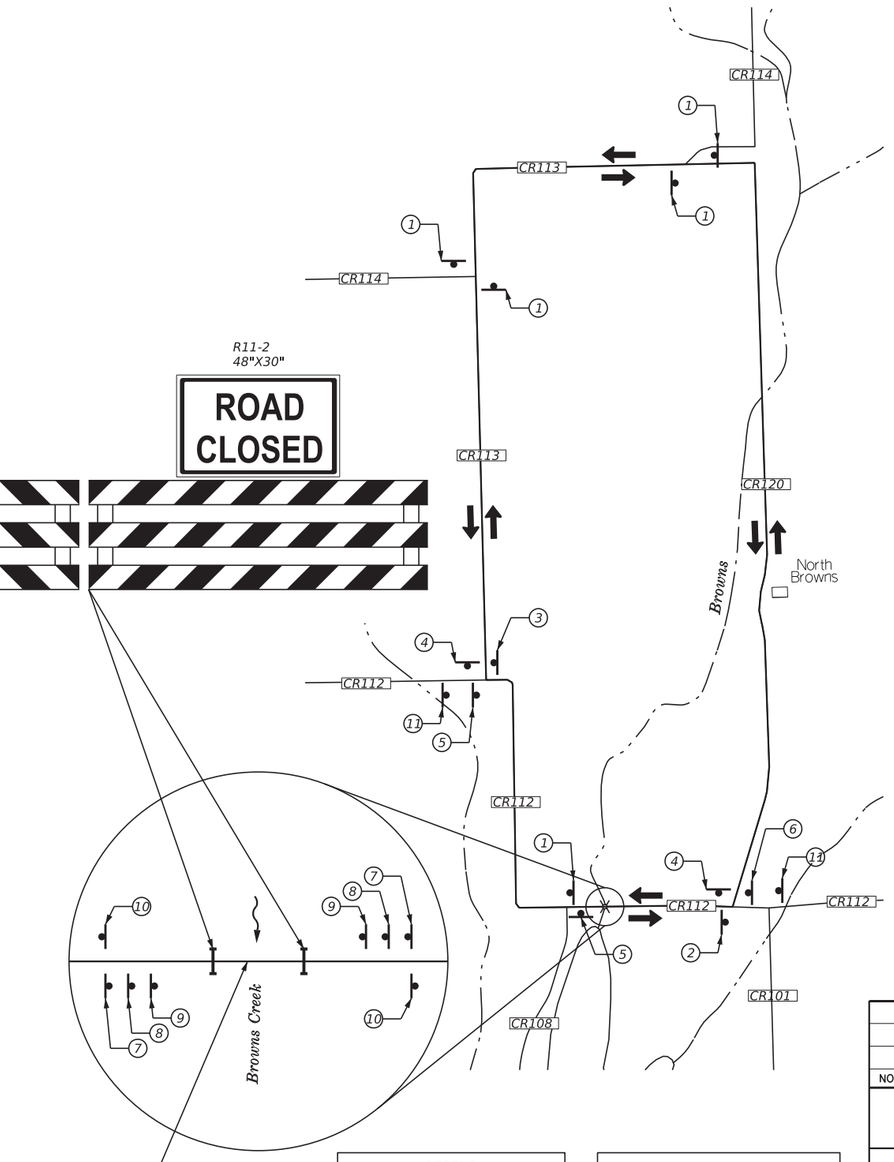
G20-2a
36"X18"

10

R20-3
48"X42"

11





N

LEGEND

SIGN
TY III BARRICADES

DETOUR LENGTH: 5.0 MILES
ADT: 27

GENERAL NOTES:

SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE BARRICADE AND CONSTRUCTION STANDARDS OR AS DIRECTED BY THE ENGINEER.

OTHER SIGNS AS DETAILED IN THE BARRICADE AND CONSTRUCTION STANDARDS AND IN THE TMUTCD MAY BE USED AS REQUIRED BY THE ENGINEER IN ORDER TO PROVIDE FOR THE SAFE PASSAGE OF TRAFFIC THROUGH THE PROJECT. PAYMENT FOR ALL SUCH SIGNS, BARRICADES OR TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED SUBSIDIARY TO ITEM 502 "BARRICADES, SIGNS AND TRAFFIC HANDLING".

PROVIDE ACCESS TO AND FROM DRIVEWAYS AND ALL ADJACENT PROPERTY AT ALL TIMES.

TRAFFIC CONTROL SEQUENCE

THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A DETAILED SCHEDULE OF WORK TO THE AREA ENGINEER PRIOR TO THE BEGINNING OF CONSTRUCTION, WHICH GENERALLY CONFORM TO THE FOLLOWING SEQUENCE:

1. INSTALL PROJECT LIMIT SIGNING AND BARRICADES AND SW3P PRIOR TO BEGINNING ANY OTHER WORK.
2. ALL ROAD CLOSURE SIGNING SHALL BE IN PLACE PRIOR TO ANY ACTIVITIES WHICH WILL PROHIBIT THROUGH TRAFFIC AND SHALL BE PLACED MORE THAN 24 HOURS PRIOR TO SUCH ACTIVITY.
3. COMPLETE THE CONSTRUCTION OF THE BRIDGE AND APPROACHES ACCORDING TO THE PLANS AND SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
4. THE ROADWAY SHALL BE OPEN TO THROUGH TRAFFIC AS SOON AS DETERMINED PRACTICAL BY THE ENGINEER.
5. COMPLETE ALL OTHER WORK AS DIRECTED BY THE ENGINEER.

STATE OF TEXAS
WILLIAM THOMAS OSTHOFF
145844
LICENSED PROFESSIONAL ENGINEER

9/27/2024

NO.	DATE	REVISION	APPROV.

IEA
13501 KATY FREEWAY
SUITE 3425
HOUSTON, TEXAS 77079
(832) 494-3800
FIRM REGISTRATION No. F-10161

Texas Department of Transportation
Bryan District

BROWNS CREEK BRIDGE AT CR 112

TRAFFIC CONTROL PLAN

SHEET 1 OF 1

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112

STATE	DISTRICT	COUNTY	
TEXAS	BWD	MILLS	
CONTROL	SECTION	JOB	SHEET NO.
0923	23	033	9

PLOT SCALE: 24000.0000 ' / ft.
9/27/2024 8:20:27 AM USER: wosthoff MODEL: TxDOT Design
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REV DATE: $SAVED$
CSJ: 0923-23-033

DATE:
FILE:

BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

WORKER SAFETY NOTES:

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

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

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-21

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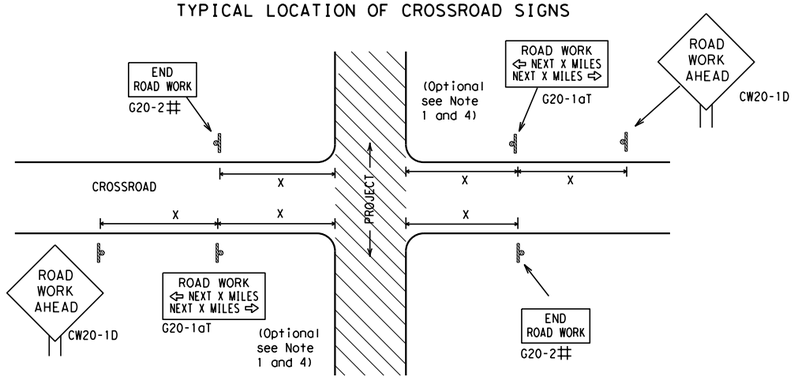
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		10

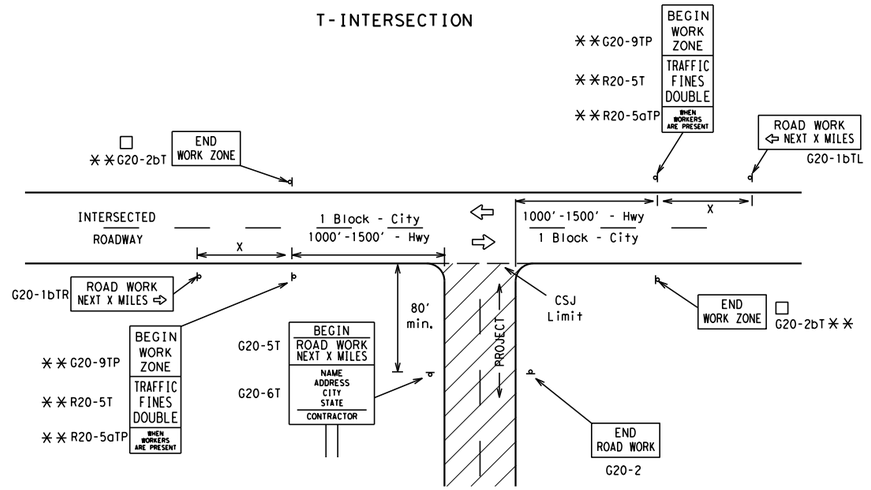
TYPICAL LOCATION OF CROSSROAD SIGNS



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

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

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

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

SIZE

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

SPACING

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

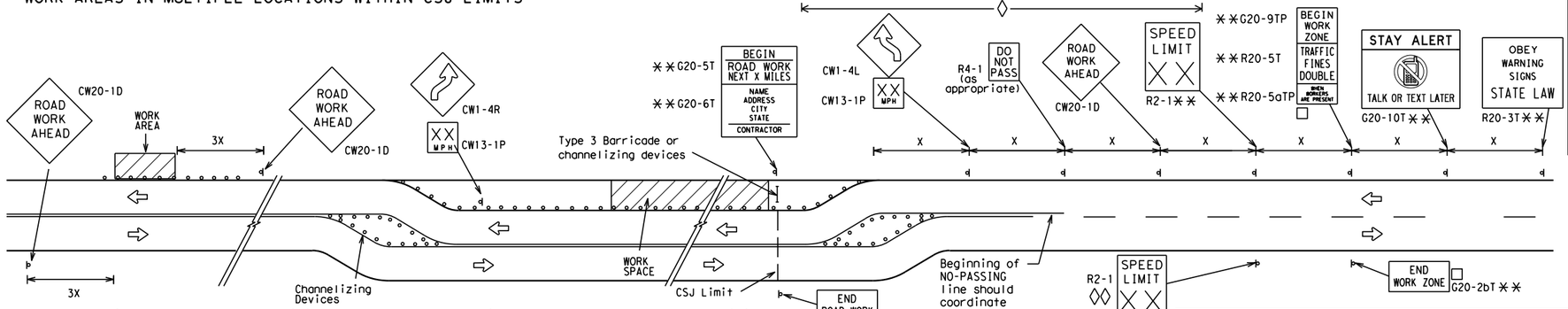
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

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

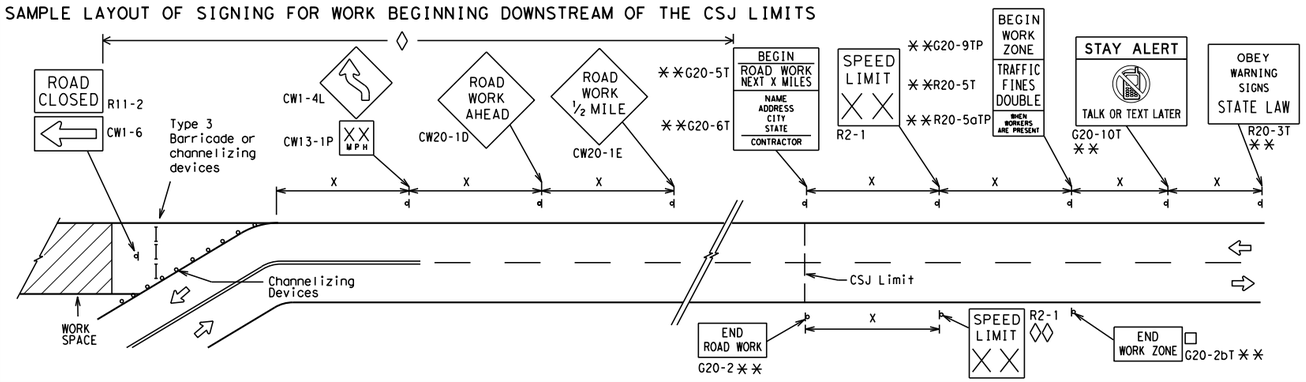
WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS



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

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS

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



NOTES

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

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

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

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

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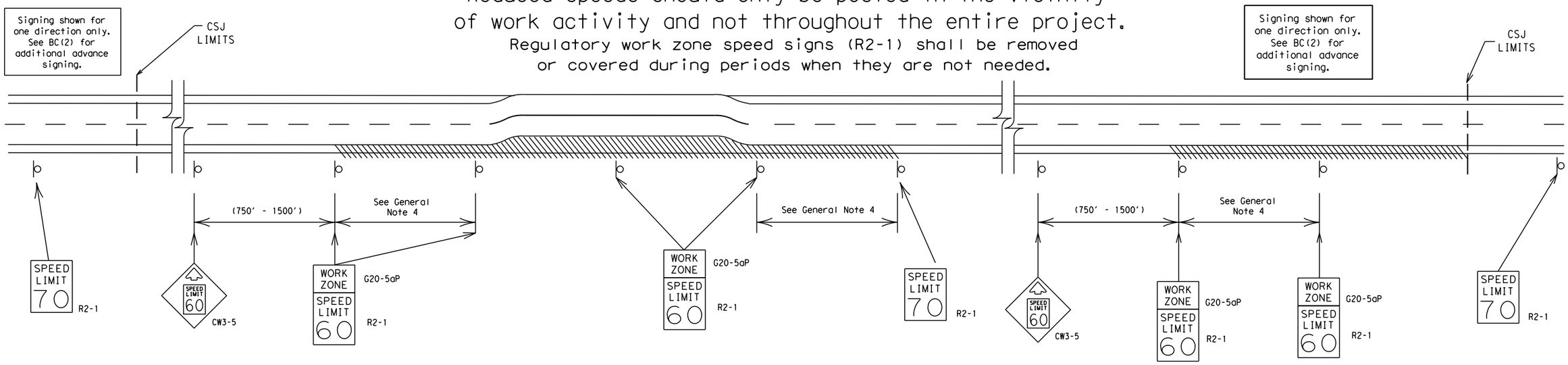
TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

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

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



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

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

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

SHORT TERM WORK ZONE SPEED LIMITS

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

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

GENERAL NOTES

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC(3)-21

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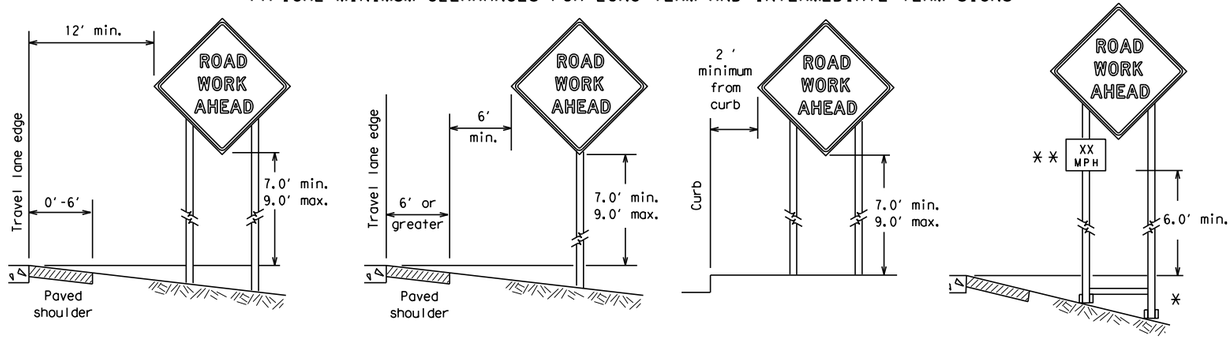
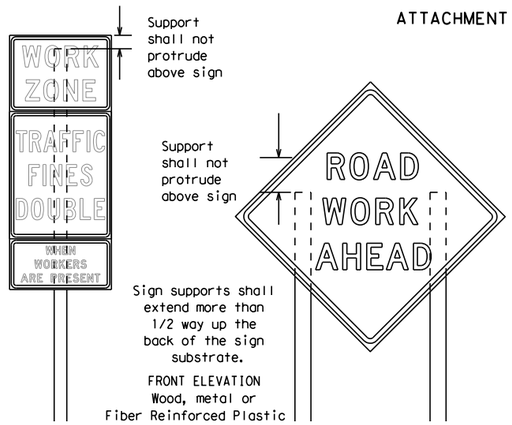
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS

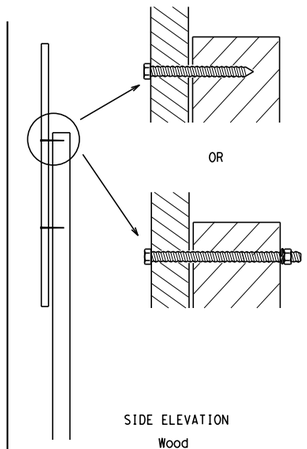


⁎ When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

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

ATTACHMENT FOR SIGN SUPPORTS





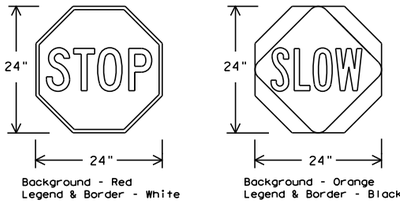
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

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

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

STOP/SLOW PADDLES

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



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

CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

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

GENERAL NOTES FOR WORK ZONE SIGNS

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

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

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

SIGN MOUNTING HEIGHT

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

SIZE OF SIGNS

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

SIGN SUBSTRATES

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

REFLECTIVE SHEETING

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

SIGN LETTERS

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

REMOVING OR COVERING

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

SIGN SUPPORT WEIGHTS

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

FLAGS ON SIGNS

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC(4)-21

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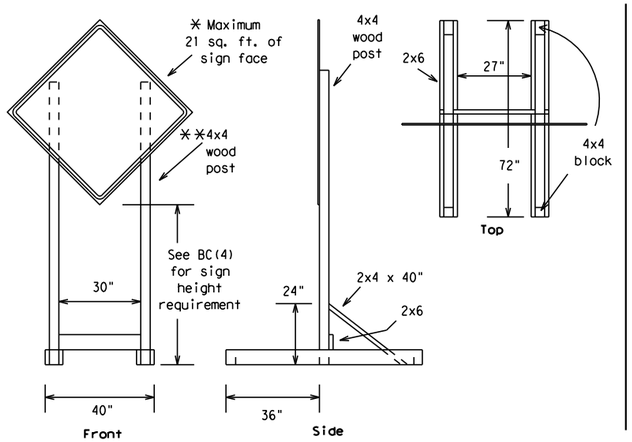
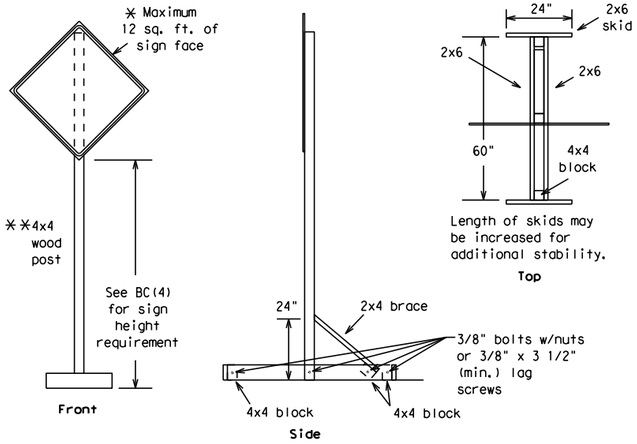
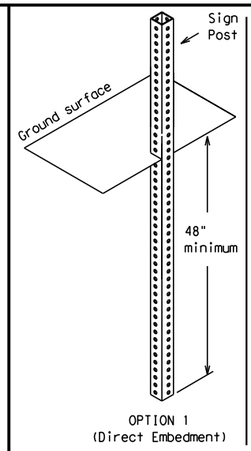
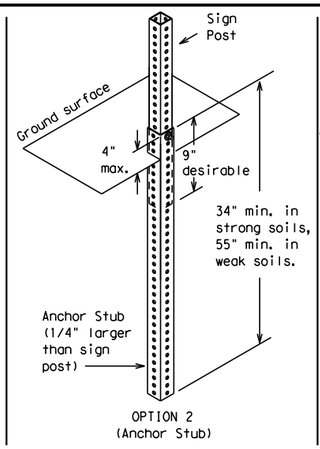


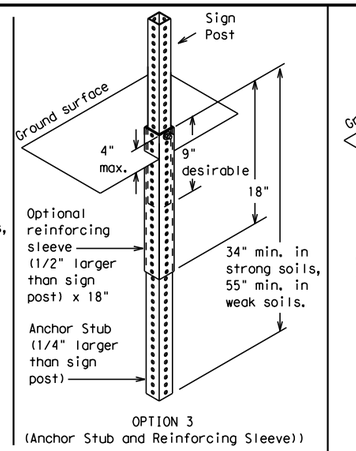


SKID MOUNTED WOOD SIGN SUPPORTS

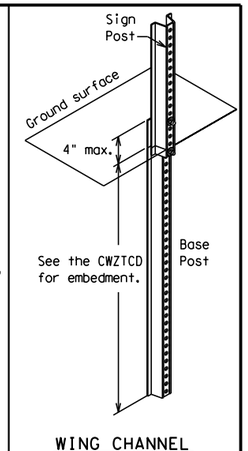
* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS







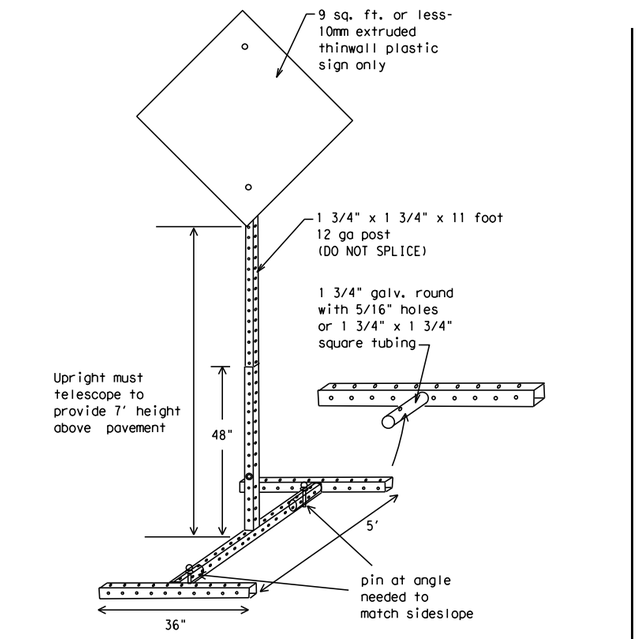
PERFORATED SQUARE METAL TUBING

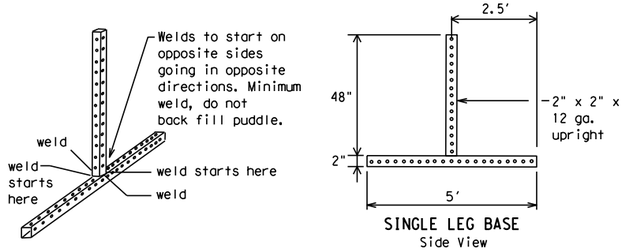


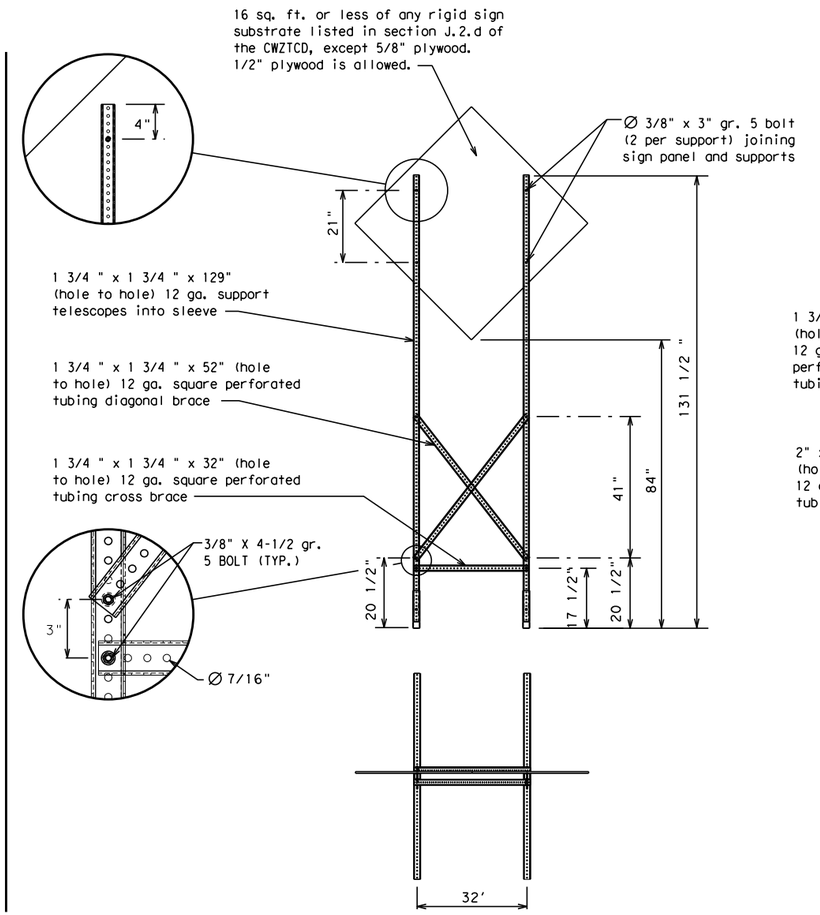
WING CHANNEL
Lap-splice/base bolted anchor

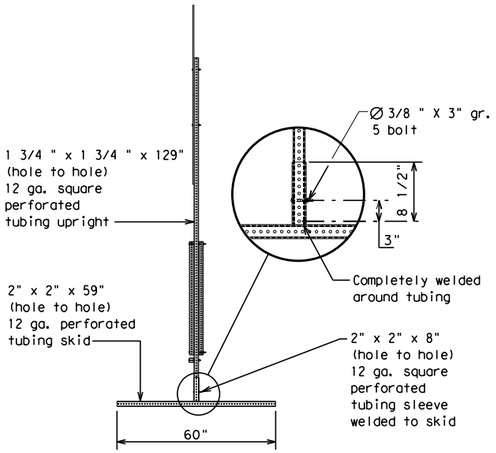
GROUND MOUNTED SIGN SUPPORTS

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









SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

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

WEDGE ANCHORS

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

OTHER DESIGNS

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

GENERAL NOTES

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

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

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

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

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	BWD	MILLS		14

DATE:
FILE:

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

PORTABLE CHANGEABLE MESSAGE SIGNS

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

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

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

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

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

Phase 1: Condition Lists

Road/Lane/Ramp Closure List

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

Other Condition List

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

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

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

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

Location List

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

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

** See Application Guidelines Note 6.

APPLICATION GUIDELINES

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

WORDING ALTERNATIVES

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

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

FULL MATRIX PCMS SIGNS

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC(6)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
9-07 8-14	DIST	COUNTY		SHEET NO.
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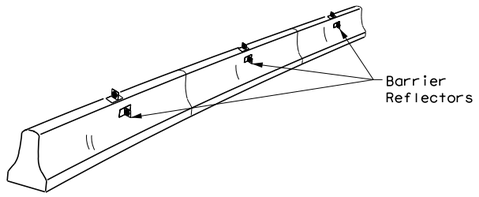
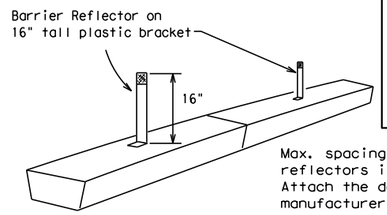
DATE:
FILE:

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



CONCRETE TRAFFIC BARRIER (CTB)

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

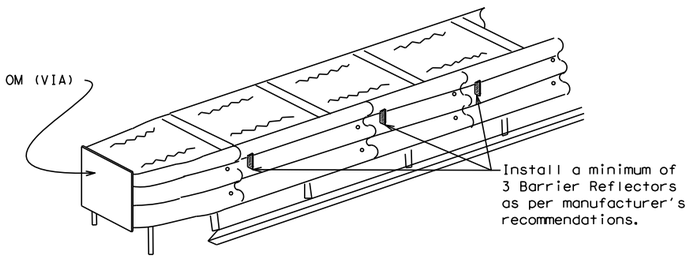


Max. spacing of barrier reflectors is 20 feet. Attach the delineators as per manufacturer's recommendations.

LOW PROFILE CONCRETE BARRIER (LPCB)

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.

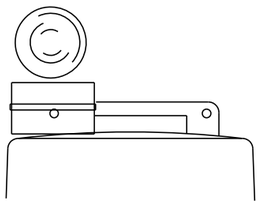


DELINEATION OF END TREATMENTS

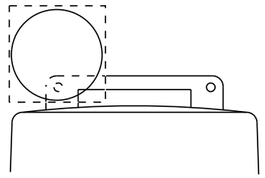
END TREATMENTS FOR CTB'S USED IN WORK ZONES

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

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS



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



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

WARNING LIGHTS

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

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

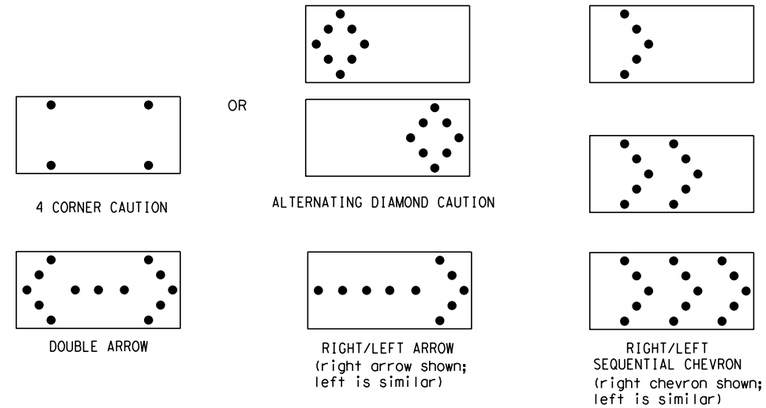
1. Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
2. Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
3. A series of sequential flashing warning lights placed on channelizing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

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

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

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

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



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

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

ATTENTION

Flashing Arrow Boards shall be equipped with automatic dimming devices.

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

FLASHING ARROW BOARDS

TRUCK-MOUNTED ATTENUATORS

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

Texas Department of Transportation

Traffic Safety Division Standard

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

BC(7)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	BWD	MILLS		16

101

DATE:
FILE:

GENERAL NOTES

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

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

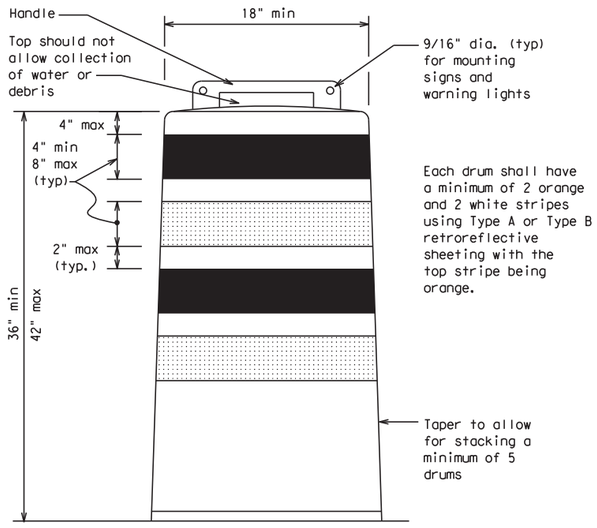
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

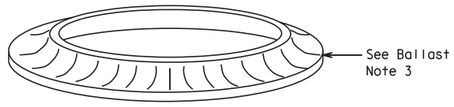
RETROREFLECTIVE SHEETING

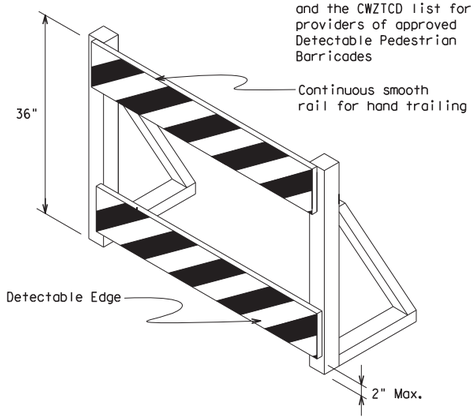
1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials," Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall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

BALLAST

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



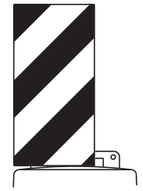




DETECTABLE PEDESTRIAN BARRICADES

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

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



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

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

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

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

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BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-21

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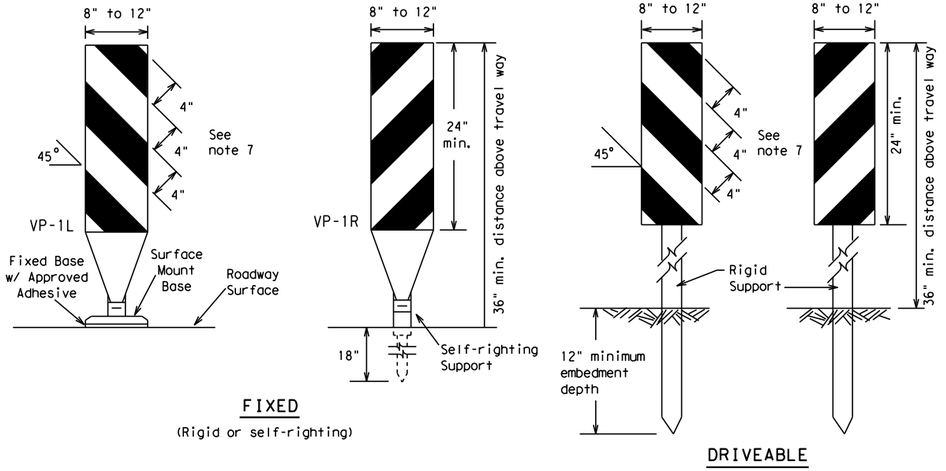
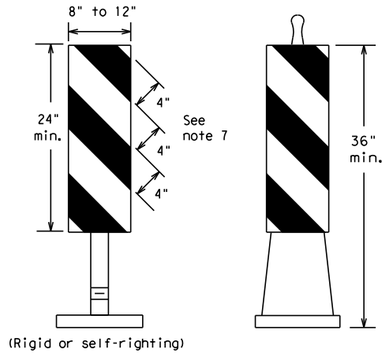


FIXED
(Rigid or self-righting)

DRIVEABLE

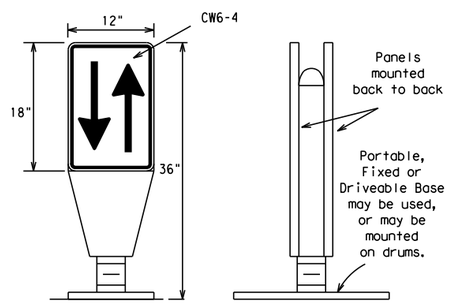


(Rigid or self-righting)

PORTABLE

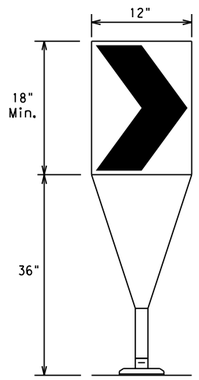
1. Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
2. VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is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

VERTICAL PANELS (VPs)



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

OPPOSING TRAFFIC LANE DIVIDERS (OTLD)



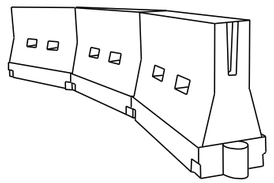
Fixed Base w/ Approved Adhesive (Driveable Base, or Flexible Support can be used)

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

CHEVRONS

GENERAL NOTES

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



LONGITUDINAL CHANNELIZING DEVICES (LCD)

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

WATER BALLASTED SYSTEMS USED AS BARRIERS

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

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

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

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

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

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

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BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

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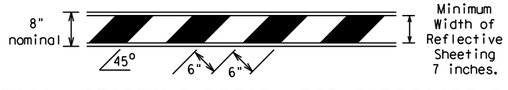
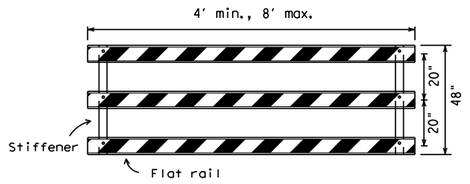
TYPE 3 BARRICADES

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

Barricades shall NOT be used as a sign support.



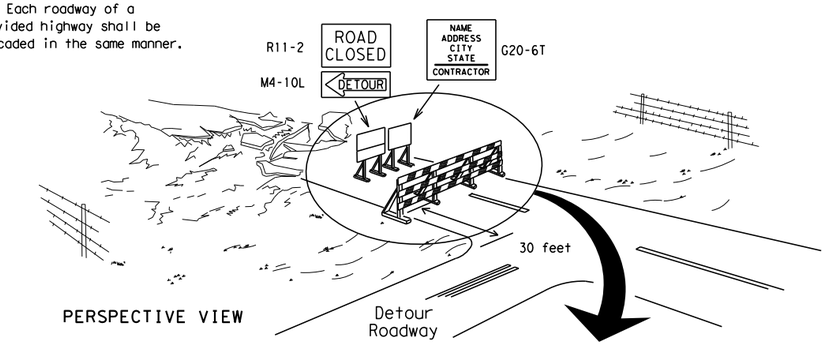
TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



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

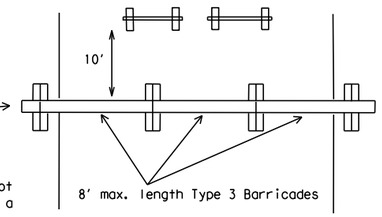
TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES

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



PERSPECTIVE VIEW

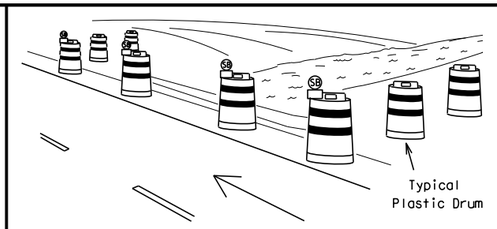
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic.
Barricade striping should slant downward in the direction of detour.



PLAN VIEW

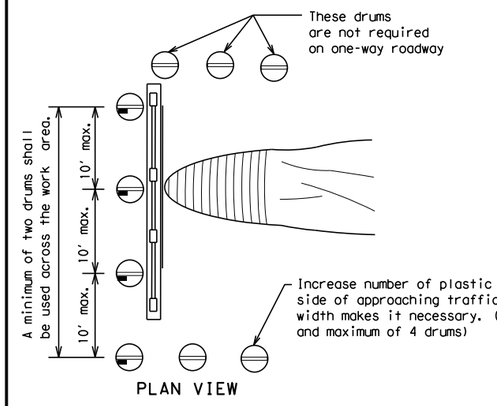
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

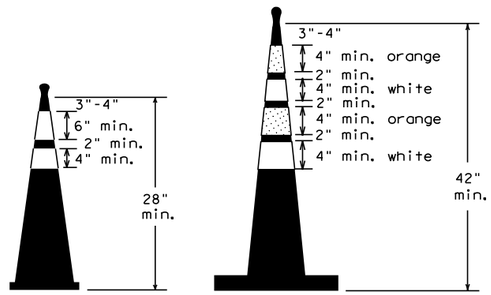
1. Where positive redirectional capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder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



PLAN VIEW

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

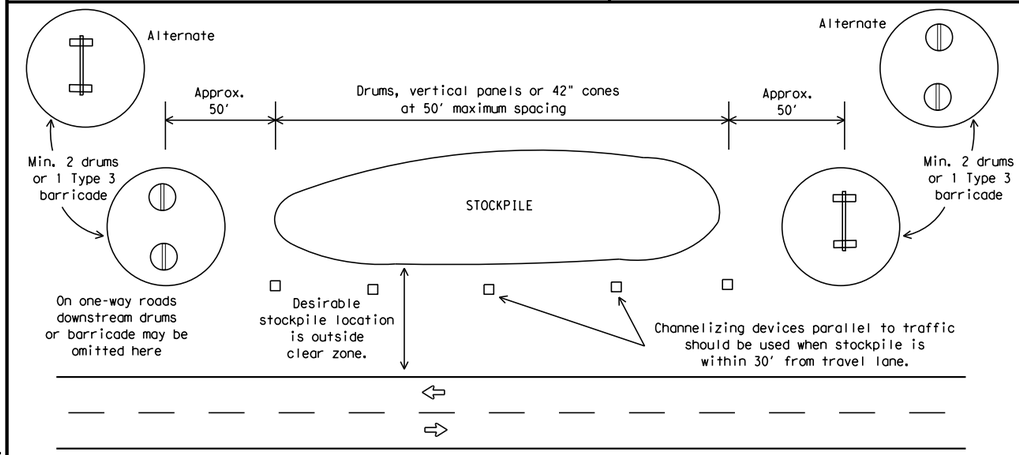
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



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

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WORK ZONE PAVEMENT MARKINGS

GENERAL

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

RAISED PAVEMENT MARKERS

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

PREFABRICATED PAVEMENT MARKINGS

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

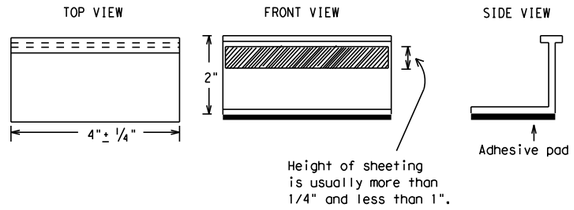
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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

REMOVAL OF PAVEMENT MARKINGS

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

Temporary Flexible-Reflective Roadway Marker Tabs



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

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

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

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

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

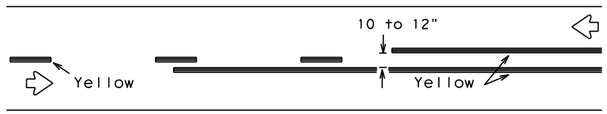
BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-21

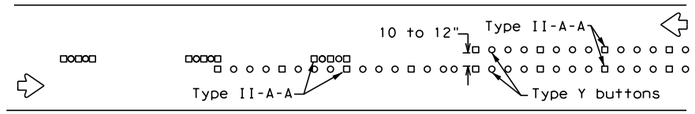
FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
2-98 9-07 5-21	DIST	COUNTY		SHEET NO.
1-02 7-13	BWD	MILLS		20
11-02 8-14				

DATE:
FILE:

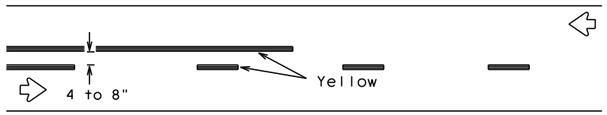
PAVEMENT MARKING PATTERNS



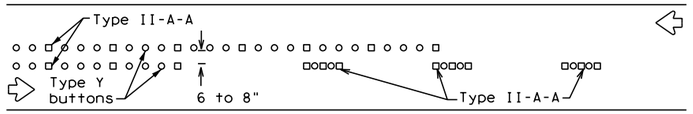
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



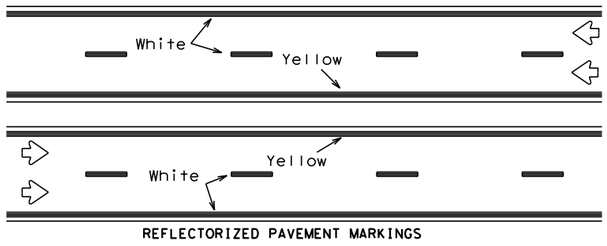
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



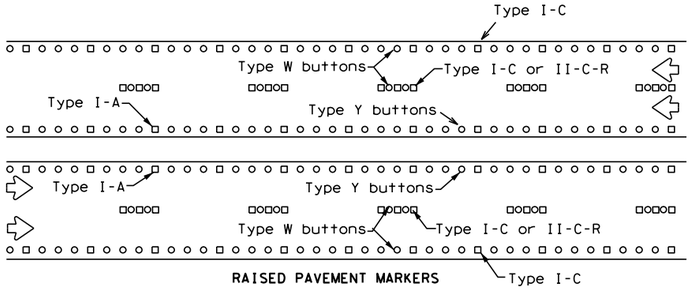
RAISED PAVEMENT MARKERS - PATTERN B

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

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



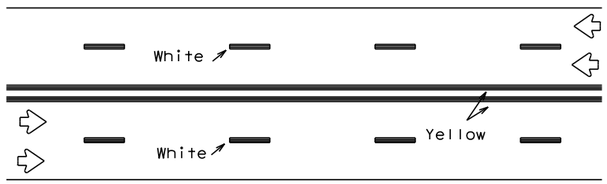
REFLECTORIZED PAVEMENT MARKINGS



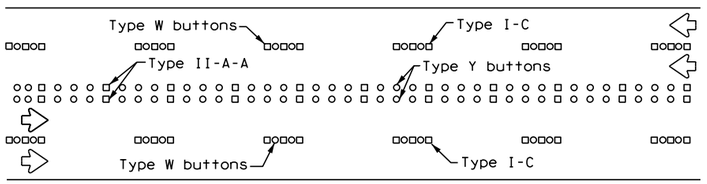
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



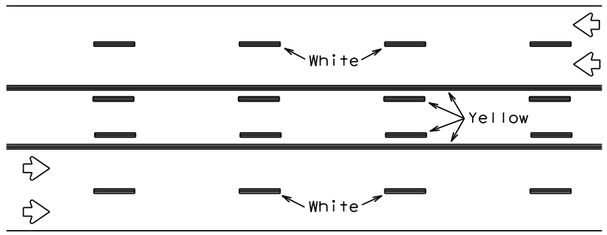
REFLECTORIZED PAVEMENT MARKINGS



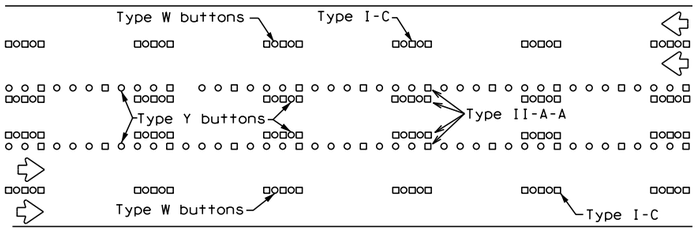
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS



RAISED PAVEMENT MARKERS

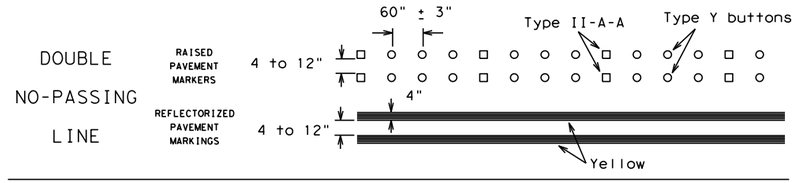
Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

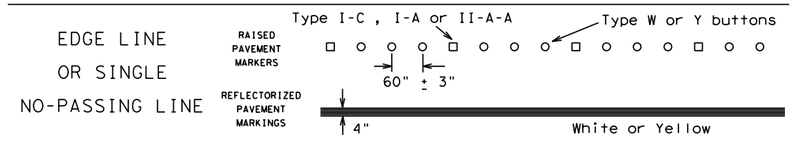
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

SOLID LINES

DOUBLE NO-PASSING LINE

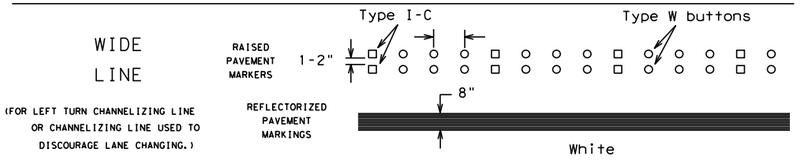


EDGE LINE OR SINGLE NO-PASSING LINE



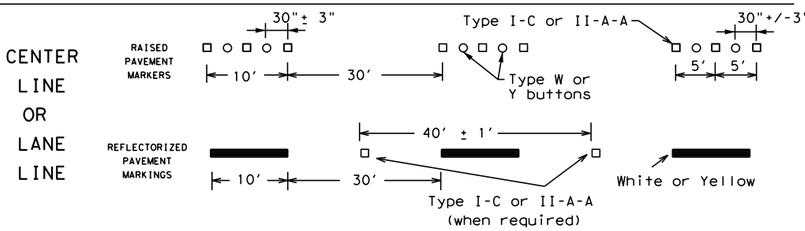
WIDE LINE

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

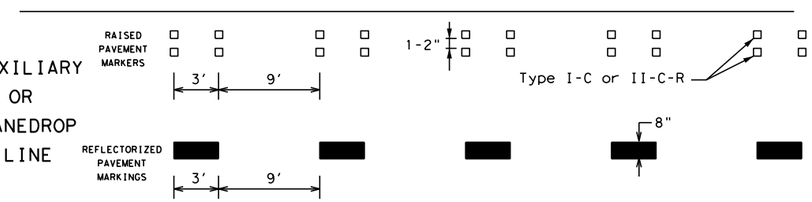


BROKEN LINES

CENTER LINE OR LANE LINE

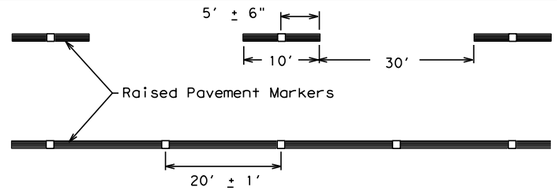


AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



Centerline only - not to be used on edge lines

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS 1-97 9-07 5-21 2-98 7-13 11-02 8-14	0923	23	033	CR 112
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		21

Alignment Name: BL CR112
Alignment Description:
Alignment Style: Alignment\Baseline

		Station	Northing	Easting
Element: Linear				
POT	( )	1000.000 R1	10530405.78	2844290.666
PC	( )	1260.498 R1	10530412.93	2844551.066
Tangential Direction:		N88.427°E		
Tangential Length:		260.498		
Element: Circular				
PC	( )	1260.498 R1	10530412.93	2844551.066
PI	( )	1299.981 R1	10530414.02	2844590.534
CC	( )		10533541.75	2844465.154
PT	( )	1339.459 R1	10530416.1	2844629.962
Radius:		3130		
Delta:		1.445° Left		
Degree of Curvature (Arc):		1.831°		
Length:		78.962		
Tangent:		39.483		
Chord:		78.96		
Middle Ordinate:		0.249		
External:		0.249		
Back Tangent Direction:		N88.427°E		
Back Radial Direction:		S1.573°E		
Chord Direction:		N87.704°E		
Ahead Radial Direction:		S3.018°E		
Ahead Tangent Direction:		N86.982°E		
Element: Linear				
PT	( )	1339.459 R1	10530416.1	2844629.962
PC	( )	1373.655 R1	10530417.9	2844664.11
Tangential Direction:		N86.982°E		
Tangential Length:		34.195		
Element: Circular				
PC	( )	1373.655 R1	10530417.9	2844664.11
PI	( )	1399.284 R1	10530419.25	2844689.704
CC	( )		10527292.24	2844828.919
PT	( )	1424.913 R1	10530420.18	2844715.317
Radius:		3130		
Delta:		0.938° Right		
Degree of Curvature (Arc):		1.831°		
Length:		51.258		
Tangent:		25.63		
Chord:		51.257		
Middle Ordinate:		0.105		
External:		0.105		
Back Tangent Direction:		N86.982°E		
Back Radial Direction:		S3.018°E		
Chord Direction:		N87.451°E		
Ahead Radial Direction:		S2.080°E		
Ahead Tangent Direction:		N87.920°E		
Element: Linear				
PT	( )	1424.913 R1	10530420.18	2844715.317
PC	( )	1517.596 R1	10530423.54	2844807.939
Tangential Direction:		N87.920°E		
Tangential Length:		92.683		
Element: Circular				
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PI	( )	1548.231 R1	10530424.65	2844838.554
CC	( )		10527295.6	2844921.54
PT	( )	1578.865 R1	10530425.16	2844869.185
Radius:		3130		
Delta:		1.122° Right		
Degree of Curvature (Arc):		1.831°		
Length:		61.269		
Tangent:		30.636		
Chord:		61.268		
Middle Ordinate:		0.15		
External:		0.15		
Back Tangent Direction:		N87.920°E		
Back Radial Direction:		S2.080°E		
Chord Direction:		N88.481°E		
Ahead Radial Direction:		S0.958°E		
Ahead Tangent Direction:		N89.042°E		
Element: Linear				
PT	( )	1578.865 R1	10530425.16	2844869.185
POT	( )	2097.050 R1	10530433.83	2845387.298
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Tangential Length:		518.185		

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REV DATE: $SAVED$
CSJ: 0315-06-047

STATE OF TEXAS
WILLIAM THOMAS OSTHOFF
145844
LICENSED PROFESSIONAL ENGINEER

6/1/2024

NO.	DATE	REVISION	APPROV.

IEA
13501 KATY FREEWAY
SUITE 3425
HOUSTON, TEXAS 77079
(832) 494-3800
FIRM REGISTRATION No. F-10161

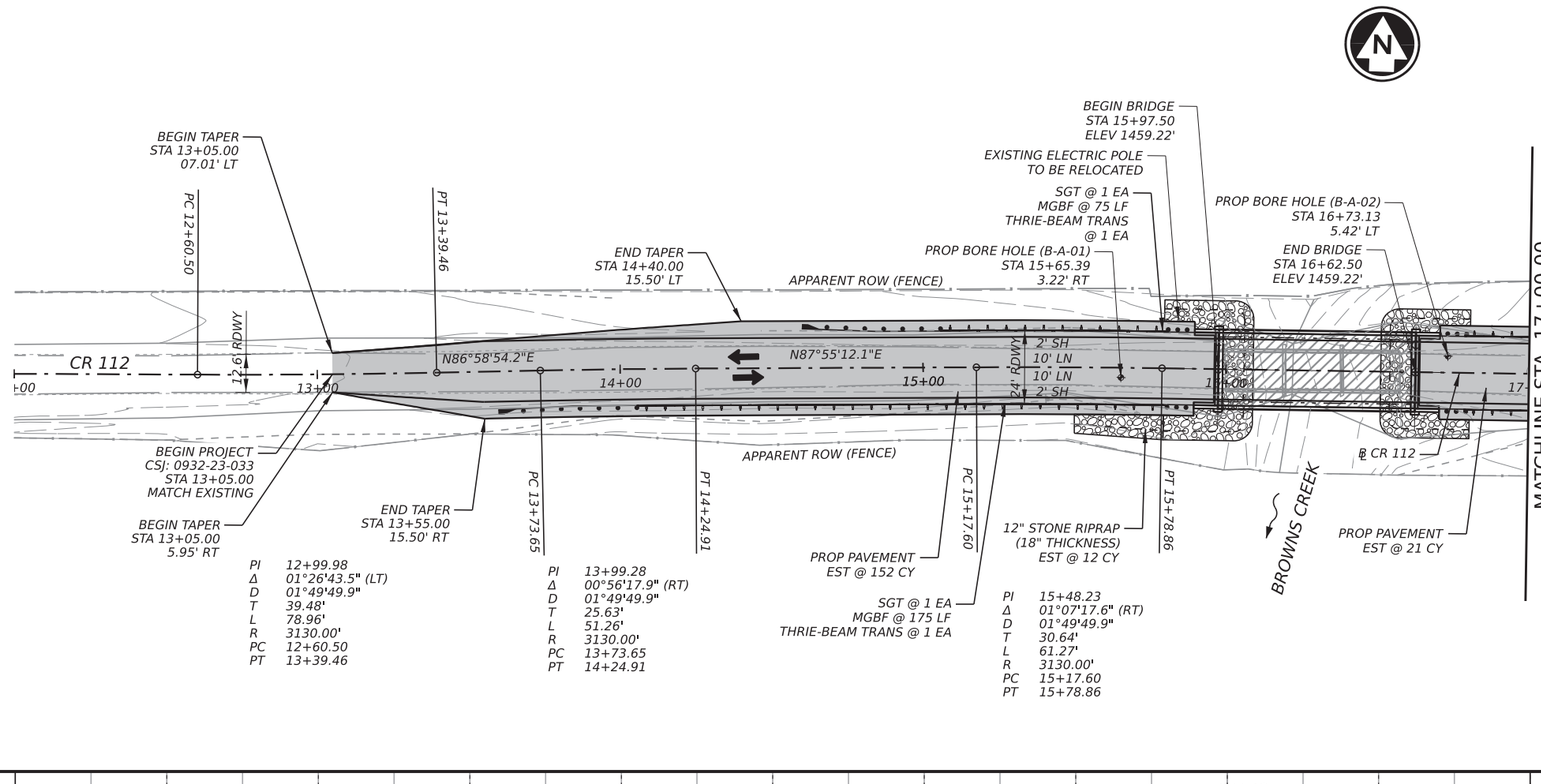
Texas Department of Transportation
Bryan District

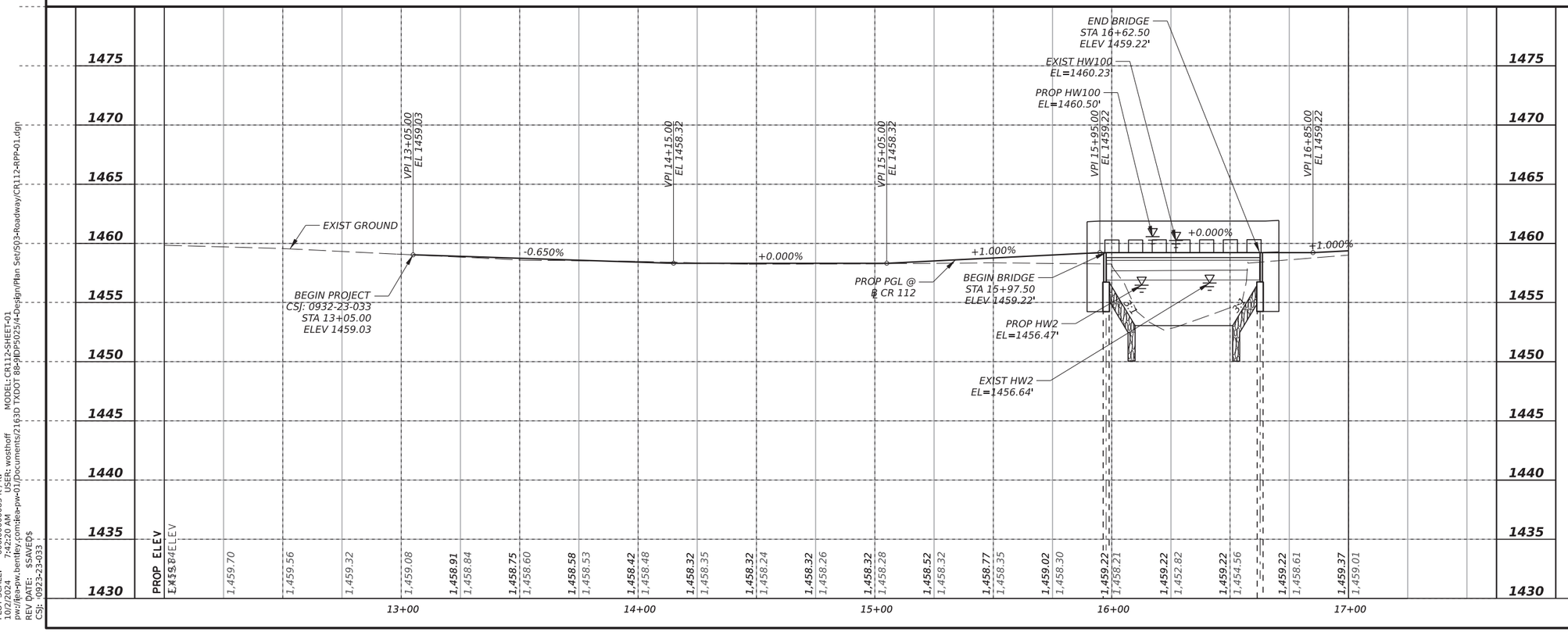
BROWNS CREEK BRIDGE AT CR 112

HORIZONTAL ALIGNMENT DATA

SHEET 1 OF 1

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112
STATE	DISTRICT	COUNTY
TEXAS	BWD	MILLS
CONTROL	SECTION	JOB / SHEET NO.
0923	23	033 / 22





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REV DATE: $SAVED$
CSJ: 0923-23-033

LEGEND

- PROPOSED LANE
- EXISTING LANE
- PROPOSED PAVEMENT
- STONE RIPRAP

NOTES:

1. SEE BRIDGE LAYOUT FOR BRIDGE TYPICAL SECTIONS.
2. STOCKPILE AND REUSE EXISTING TOPSOIL INSIDE RIGHT OF WAY.
3. EXISTING UTILITIES ARE BASED ON THE BEST AVAILABLE INFORMATION. CONTRACTOR TO FIELD VERIFY UTILITY LOCATIONS PRIOR TO BEGINNING CONSTRUCTION.

HORIZONTAL
0 25 50 100 FT
0 5 10 20 FT
VERTICAL

STATE OF TEXAS
WILLIAM THOMAS OSTHOFF
145844
LICENSED PROFESSIONAL ENGINEER
10/2/2024

NO.	DATE	REVISION	APPROV.

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SUITE 3425
HOUSTON, TEXAS 77079
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FIRM REGISTRATION No. F-10161

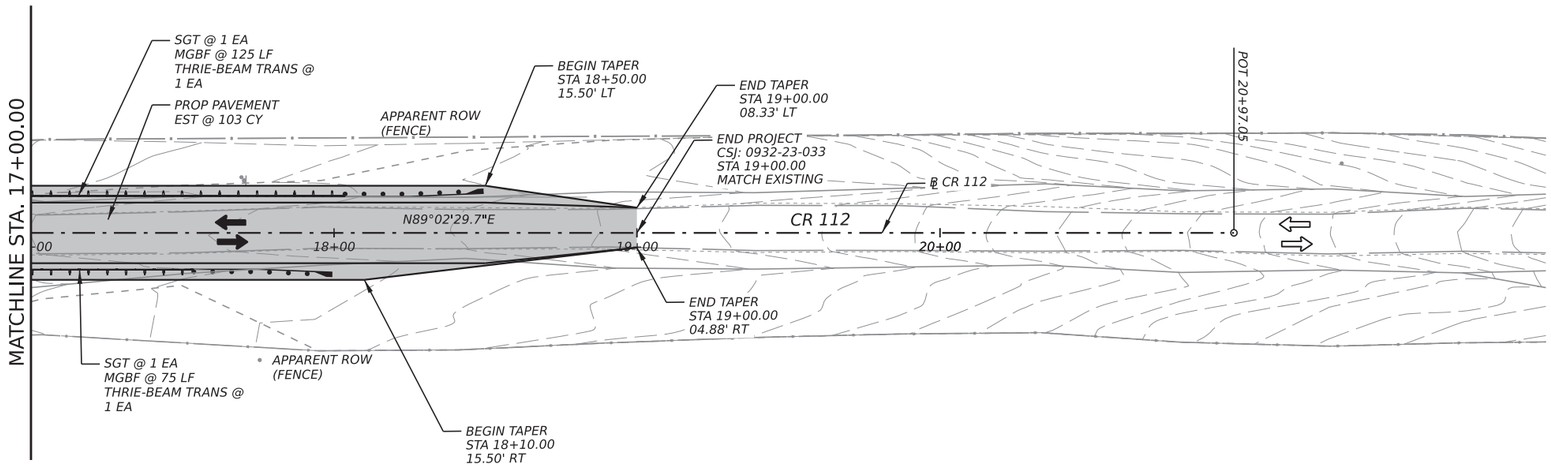
Texas Department of Transportation
Bryan District

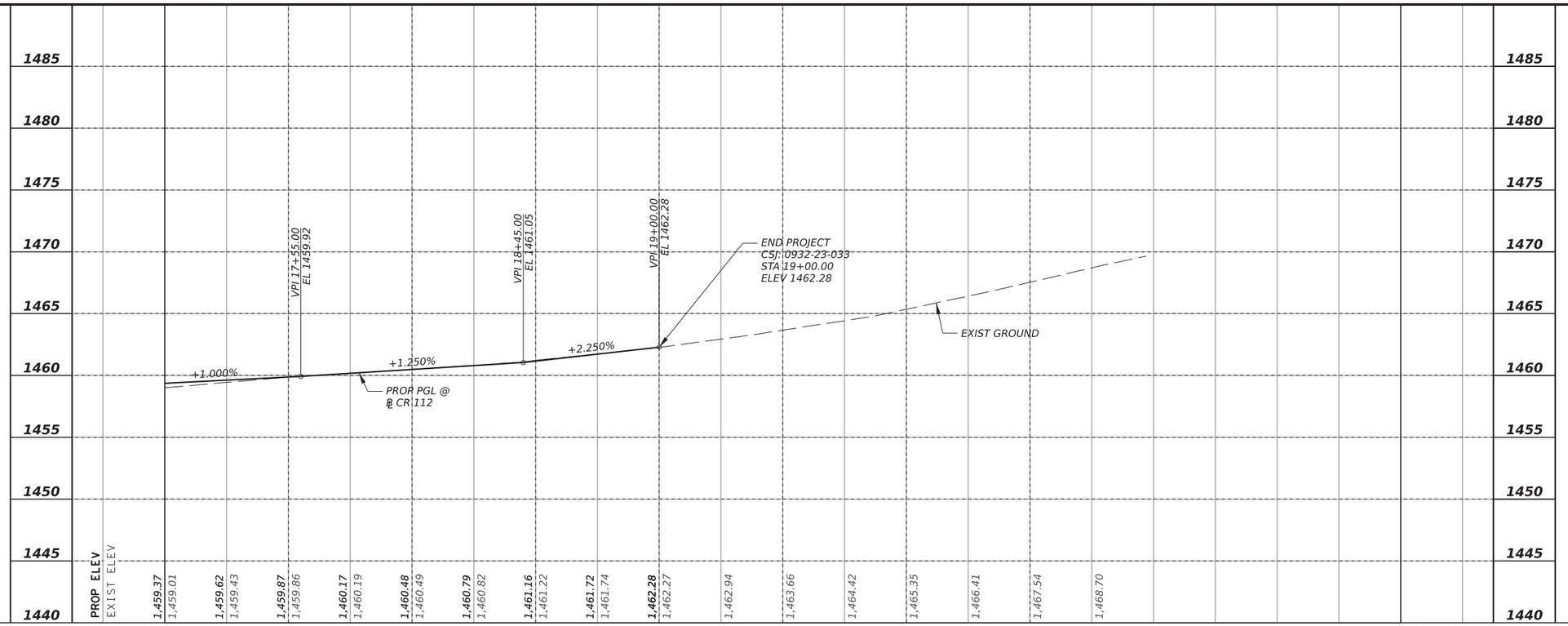
BROWNS CREEK BRIDGE AT CR 112

PLAN AND PROFILE

SHEET 1 OF 2

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112
STATE	DISTRICT	COUNTY
TEXAS	BWD	MILLS
CONTROL	SECTION	JOB / SHEET NO.
0923	23	033 / 23





LEGEND

- PROPOSED LANE
- EXISTING LANE
- PROPOSED PAVEMENT
- STONE RIPRAP

NOTES:

1. SEE BRIDGE LAYOUT FOR BRIDGE TYPICAL SECTIONS.
2. STOCKPILE AND REUSE EXISTING TOPSOIL INSIDE RIGHT OF WAY.
3. EXISTING UTILITIES ARE BASED ON THE BEST AVAILABLE INFORMATION. CONTRACTOR TO FIELD VERIFY UTILITY LOCATIONS PRIOR TO BEGINNING CONSTRUCTION.

HORIZONTAL
0 25 50 100 FT
0 5 10 20 FT
VERTICAL

STATE OF TEXAS
WILLIAM THOMAS OSTHOFF
145844
LICENSED PROFESSIONAL ENGINEER

6/6/2024

NO.	DATE	REVISION	APPROV.

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(832) 494-3800
FIRM REGISTRATION No. F-10161

Texas Department of Transportation
Bryan District

BROWNS CREEK BRIDGE AT CR 112

PLAN AND PROFILE

SHEET 2 OF 2

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112
STATE	DISTRICT	COUNTY
TEXAS	BWD	MILLS
CONTROL	SECTION	JOB / SHEET NO.
0923	23	033 / 24

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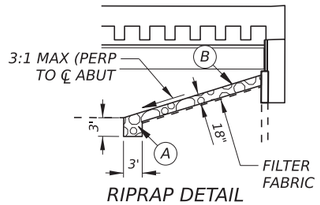
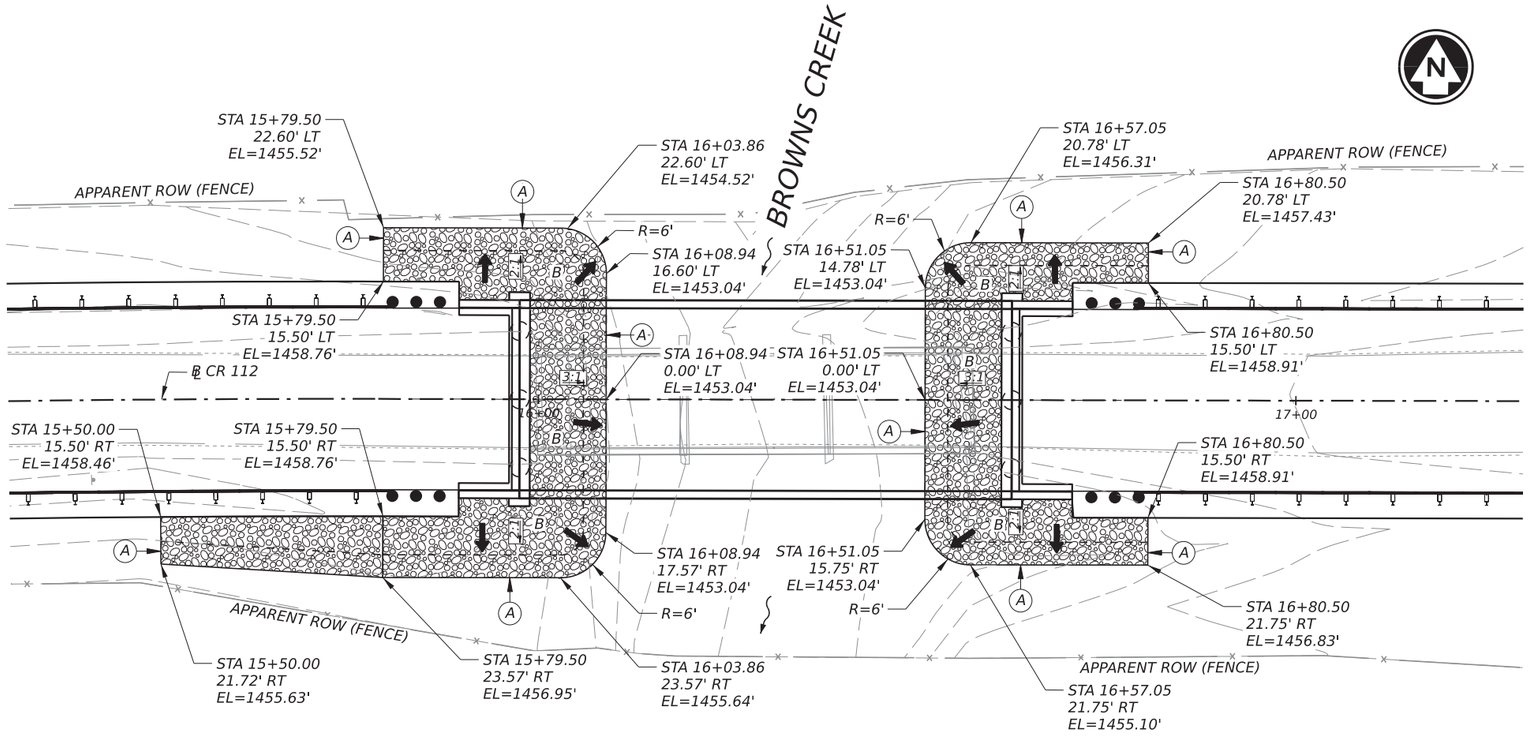
REV DATE: $SAVED$
CSJ: 0923-23-033



RIPRAP DETAIL
AT BRIDGE HEADER

ADJUSTMENT MAY BE NECESSARY
AS DIRECTED BY THE ENGINEER
NTS



(A) 3'X3' TOE

(B) RIPRAP (STONE PROTECTION(12IN) PLACED AT 18" THICKNESS

NOTES:

1. RIPRAP LIMITS SHOWN ARE APPROXIMATE AND BASED ON BEST AVAILABLE INFORMATION. LIMITS, SHAPES AND GRADING MAY BE ADJUSTED TO FIT SITE CONDITIONS AS DIRECTED.
2. CONSTRUCT 3' X 3' TOE WALL ALONG BOTTOM AND SIDE EDGES OF RIPRAP AT ABUTMENTS 1 & 2.
3. SEE SRR STANDARD FOR ADDITIONAL STONE RIPRAP DETAILS.

0 10 20
HORIZONTAL SCALE IN FEET

STATE OF TEXAS
WILLIAM THOMAS OSTHOFF
145844
LICENSED
PROFESSIONAL ENGINEER

6/6/2024

NO.	DATE	REVISION	APPROV.

IEA
13501 KATY FREEWAY
SUITE 3425
HOUSTON, TEXAS 77079
(832) 494-3800
FIRM REGISTRATION No.
F-10161

Texas Department of Transportation
Bryan District

BROWNS CREEK BRIDGE AT CR 112

RIPRAP LAYOUT

SHEET 1 OF 1

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112
STATE	DISTRICT	COUNTY
TEXAS	BWD	MILLS
CONTROL	SECTION	JOB / SHEET NO.
0923	23	033 / 25

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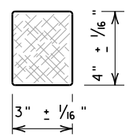
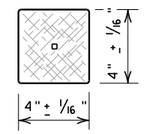
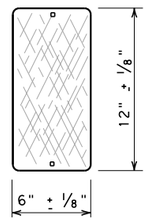
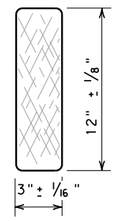
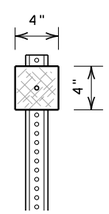
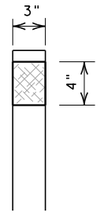
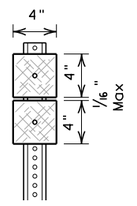
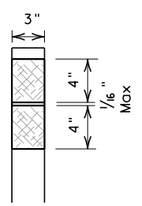
REV DATE: $$SAVED$$
CSJ: 0923-23-033

REFLECTOR UNIT SIZES FOR DELINEATORS AND OBJECT MARKERS

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

DELINEATORS

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

D & OM DESCRIPTIVE CODES

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

NUMBER OF REFLECTORS
- S = Single
- D = Double

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

REFLECTOR UNIT SIZE
- 1 or 2

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

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

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

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

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

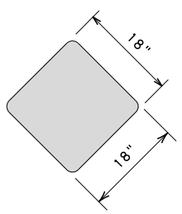
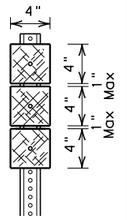
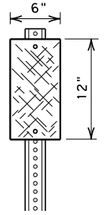
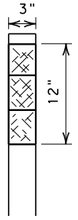
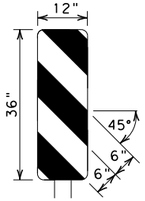
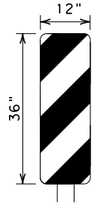
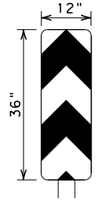
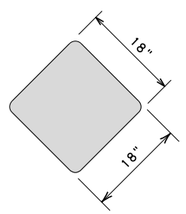
NUMBER OF REFLECTORS OR DIRECTION
- X = 3-Size 2 reflector units (Type 2 only)
- Y = 1-Size 3 reflector unit (Type 2 only)
- Z = 3-Size 1 or 1-Size 4 reflector unit(s)(Type 2 only)
- L = Left Side (Type 3 Object Marker only)
- R = Right Side (Type 3 Object Marker only)
- C = Center (Type 3 Object Marker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

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

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

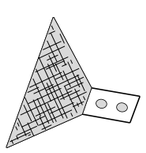
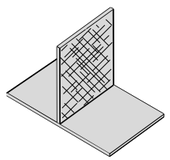
DIRECTION
If Required
- BI = Bi-Directional

OBJECT MARKERS

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

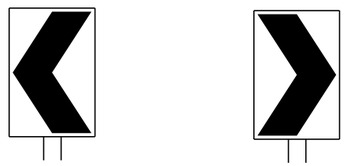
DEPARTMENTAL MATERIAL SPECIFICATIONS	
FLEXIBLE DELINEATOR & OBJECT MARKER POSTS (EMBEDDED & SURFACE MOUNT TYPES)	DMS-4400
SIGN FACE MATERIALS	DMS-8300
DELINEATORS, OBJECT MARKERS AND BARRIER REFLECTORS	DMS-8600

BARRIER REFLECTORS (BRF)

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

CHEVRONS

DEVICE



W1-8

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

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).

ONE DIRECTION LARGE ARROW

DEVICE

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.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER MATERIAL DESCRIPTION

D & OM(1)-20

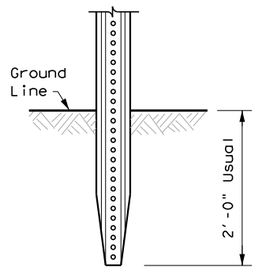
FILE: dom1-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
©TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	BWD	MILLS		26

DATE:
FILE:

POST TYPE AND SUPPORT FOUNDATION DETAILS

WING CHANNEL (WC)

GND

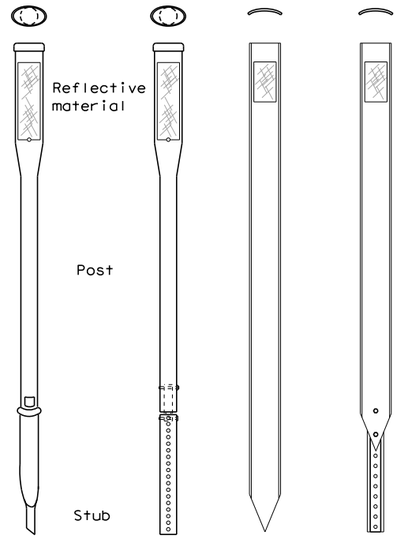


NOTES

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

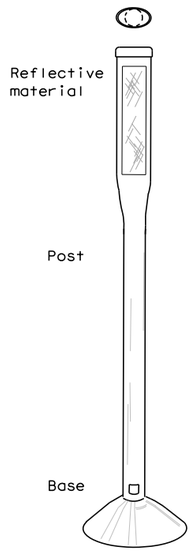
FLEXIBLE POSTS (YFLX, WFLX)

GND



EMBEDDED

SRF



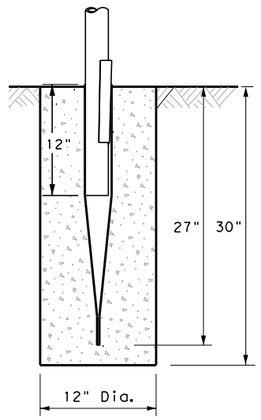
SURFACE MOUNT

NOTES

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

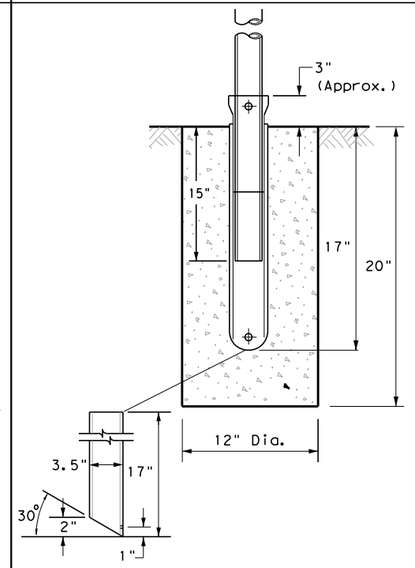
WEDGE ANCHOR SYSTEMS

WAS



STEEL

WAP



PLASTIC

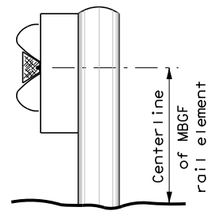
NOTE

1. Install per manufacturer's recommendations.

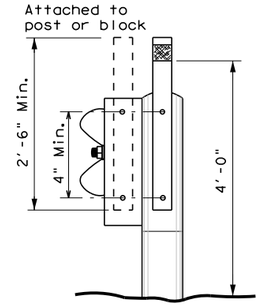
TYPE OF BARRIER MOUNTS

GUARD FENCE ATTACHMENT

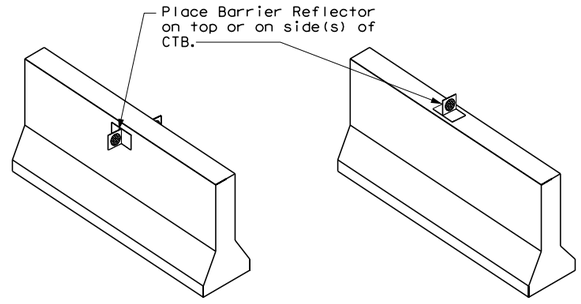
GF1



GF2



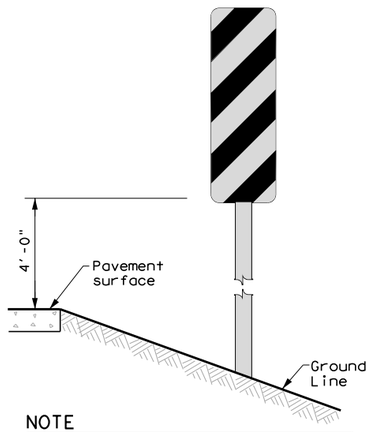
CONCRETE TRAFFIC BARRIER (CTB)



GENERAL NOTES

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

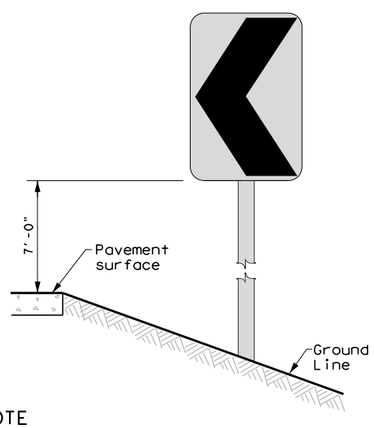
TYPES 1, 3, AND 4 OBJECT MARKERS AND CHEVRONS



NOTE

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

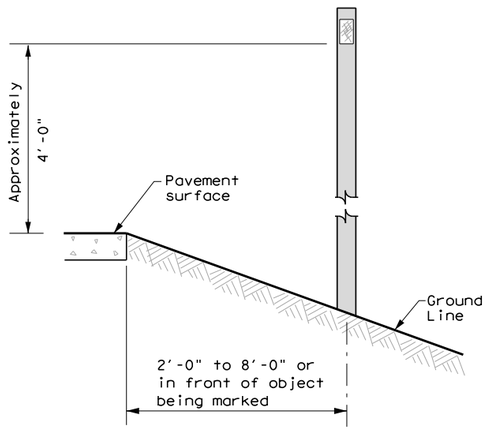
CHEVRONS AND ONE DIRECTION LARGE ARROW SIGN



NOTE

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

DELINEATORS AND TYPE 2 OBJECT MARKERS



See general notes 1, 2 and 3.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER INSTALLATION

D & OM(2)-20

FILE: dom2-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
© TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	BWD	MILLS		27

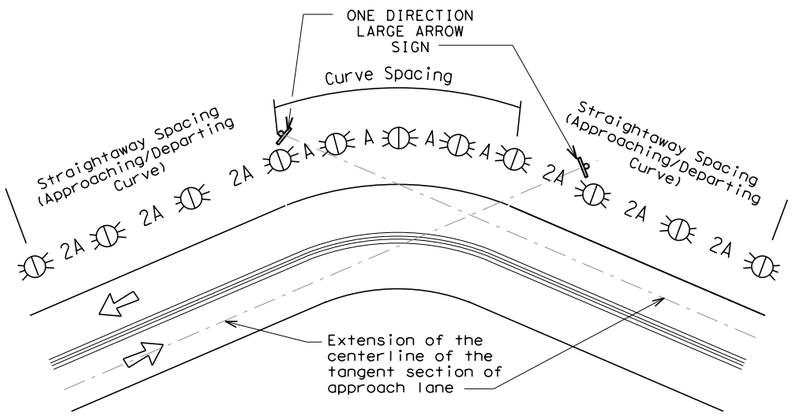
20B

DATE:
FILE:

MINIMUM WARNING DEVICES AT CURVES WITH ADVISORY SPEEDS

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

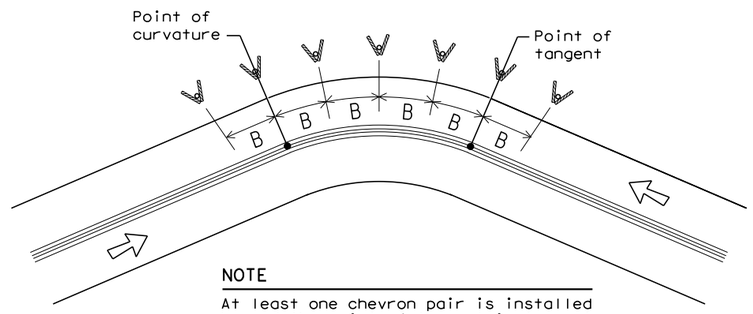
SUGGESTED SPACING FOR DELINEATORS ON HORIZONTAL CURVES



NOTE

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

SUGGESTED SPACING FOR CHEVRONS ON HORIZONTAL CURVES



NOTE

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

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS KNOWN

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

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

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS NOT KNOWN

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

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

DELINEATOR AND OBJECT MARKER APPLICATION AND SPACING

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

NOTES

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

LEGEND	
	Bi-directional Delineator
	Delineator
	Sign

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(3)-20

FILE: dom3-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
© TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
3-15 8-15	DIST	COUNTY		SHEET NO.
8-15 7-20	BWD	MILLS		28

DATE:
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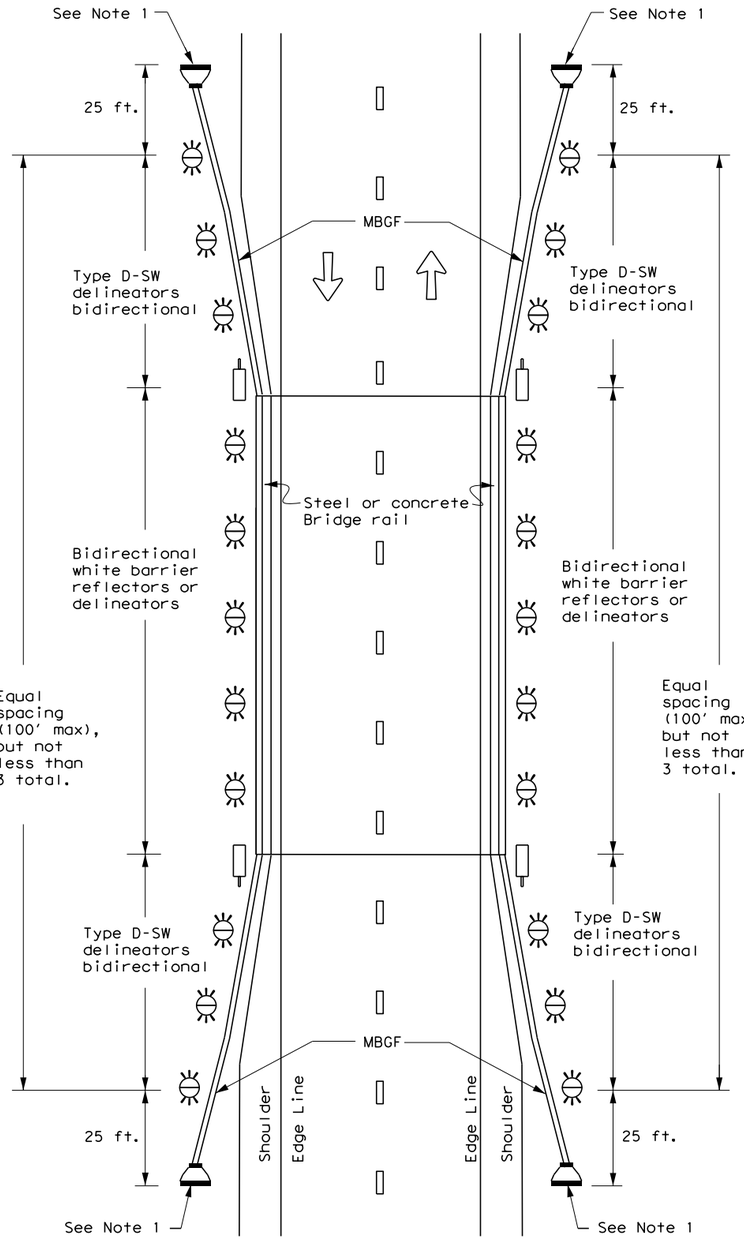
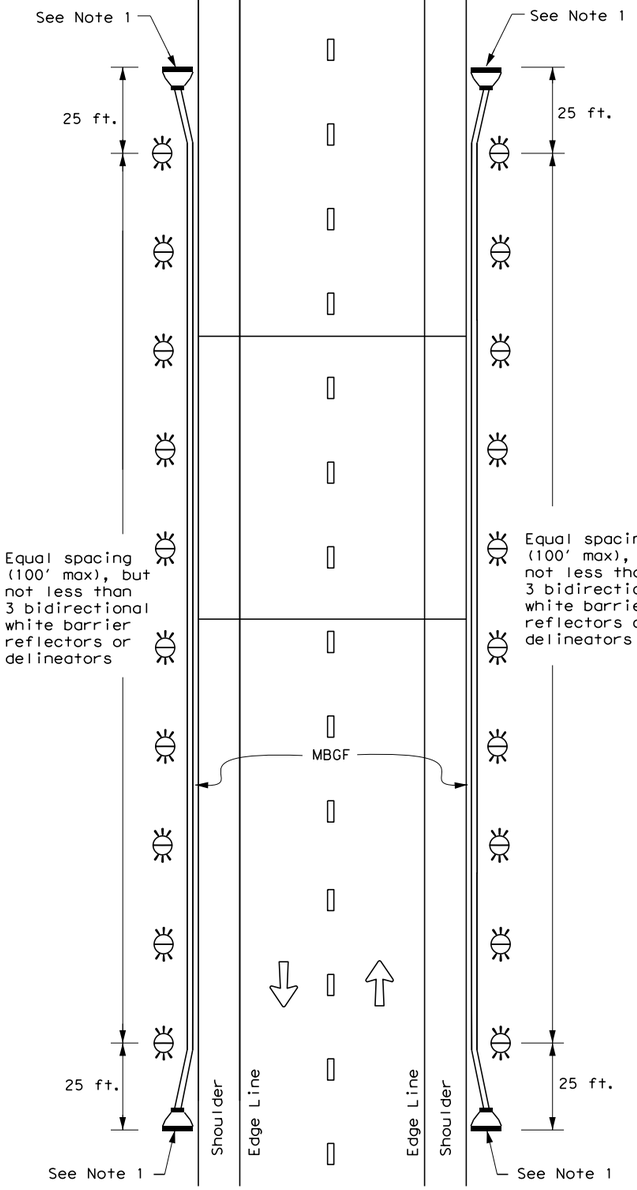
TWO-WAY, TWO LANE ROADWAY WITH REDUCED WIDTH APPROACH RAIL



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.

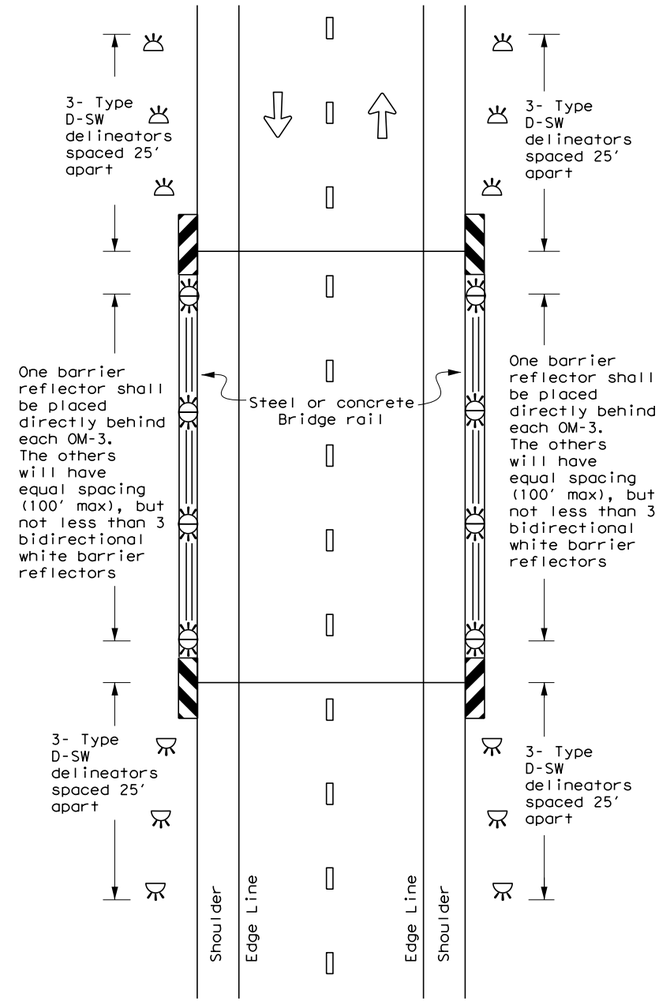
TWO-WAY, TWO LANE ROADWAY WITH METAL BEAM GUARD FENCE (MBGF)



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

Texas Department of Transportation

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	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
7-20	DIST	COUNTY		SHEET NO.
	BWD	MILLS		29

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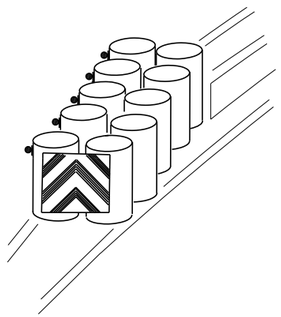
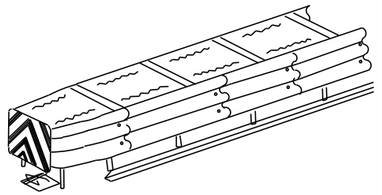
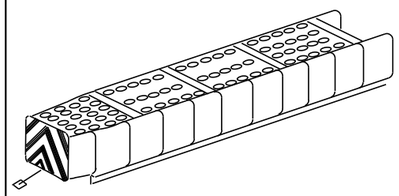
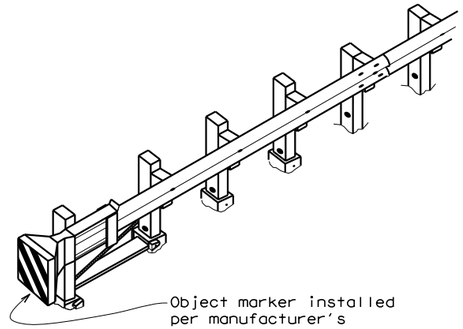
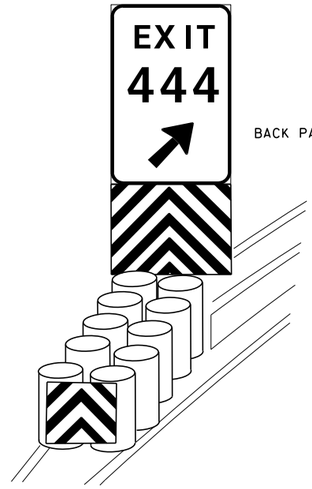




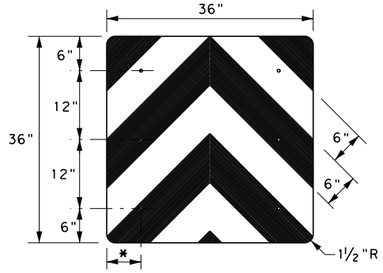


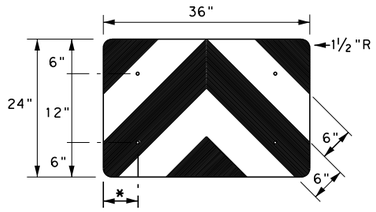


Object marker installed per manufacturer's recommendations.

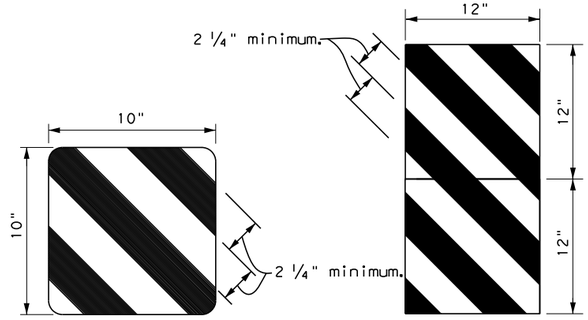


BACK PANEL (OPTIONAL)

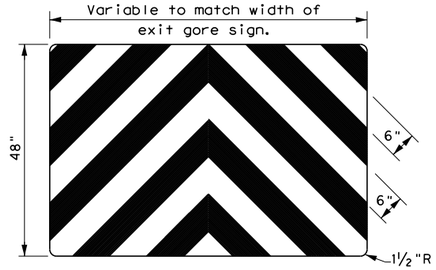


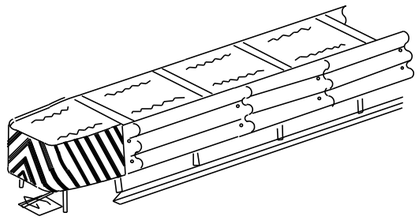


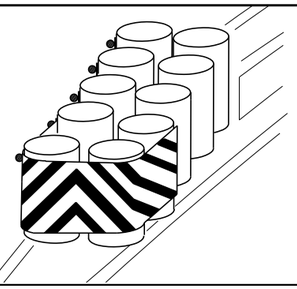
* Adjust to fit attenuator per manufacturer's recommendation, or as directed by the Engineer

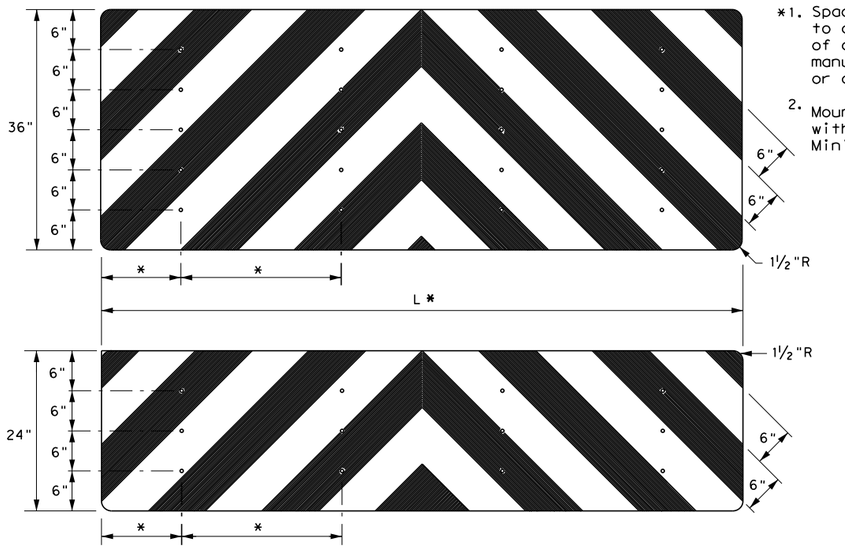


OBJECT MARKERS SMALLER THAN 3 FT^2









NOTES

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

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

NOTES

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

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

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

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER FOR VEHICLE IMPACT ATTENUATORS

D & OM(VIA)-20

FILE: domvia20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
©TxDOT December 1989	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
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8-95 3-15	BWD	MILLS		30
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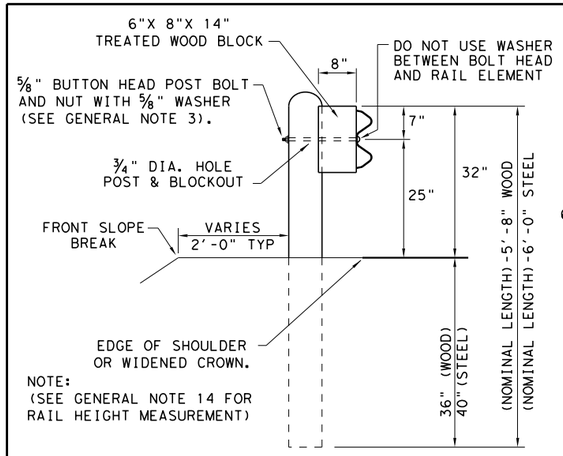
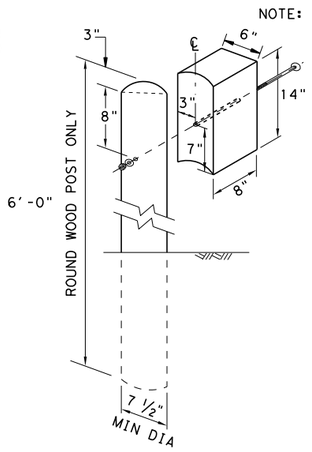
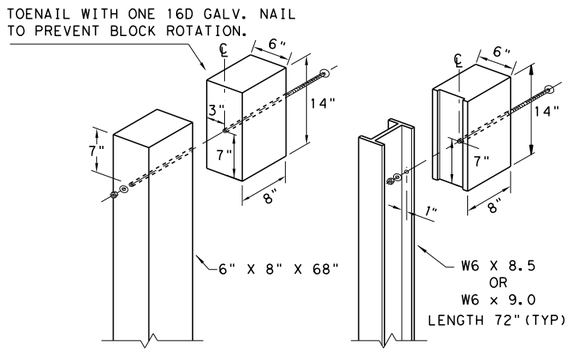


TYPICAL POST PLACEMENT



WOOD BLOCK TO ROUND WOOD POST

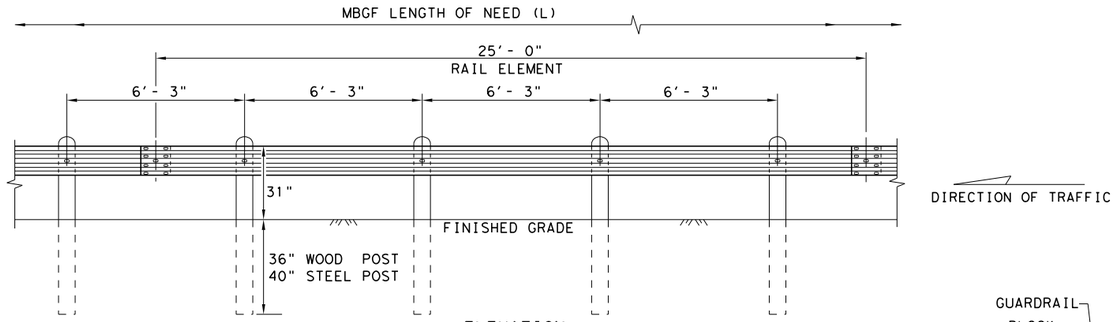
NOTE: TOENAIL WITH ONE 16D GALV. NAIL TO PREVENT BLOCK ROTATION.



WOOD BLOCK TO RECTANGULAR WOOD POST

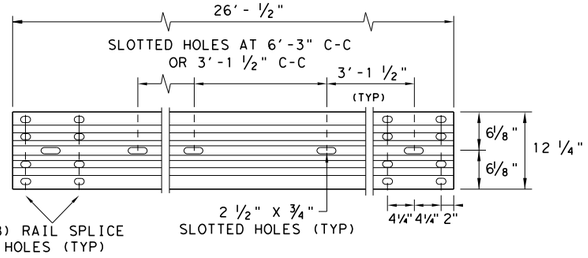
ROUTED WOOD BLOCK TO I-BEAM STEEL POST

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



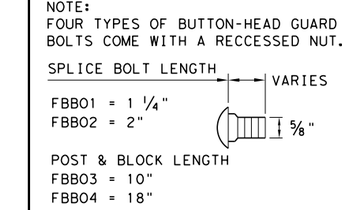
ELEVATION MID-SPAN RAIL SPLICE

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



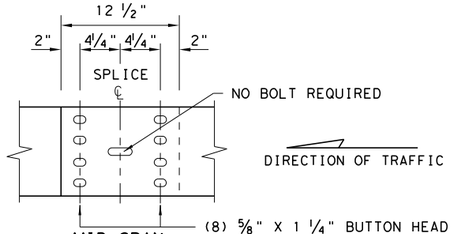
ELEVATION 25'- 0"(NOM.) W-BEAM SECTION

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



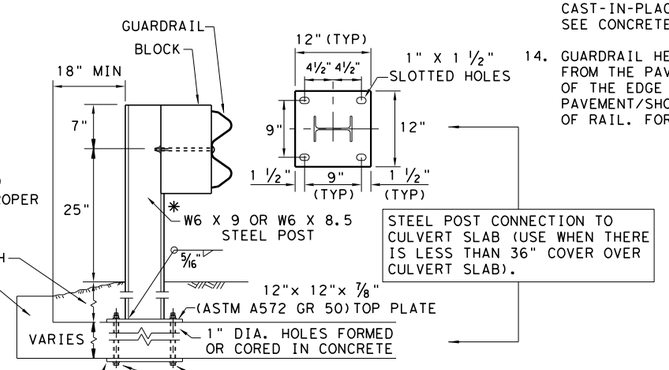
BUTTON HEAD BOLT

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



MID-SPAN RAIL SPLICE DETAIL

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



LOW FILL CULVERT POST

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

GENERAL NOTES

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

Texas Department of Transportation

Design Division Standard

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

FILE: gf3119.dgn	DN: TxDOT	CK: KM	DW: VP	CK: CGL/AG		
©TxDOT: NOVEMBER 2019	CONT	SECT	JOB		HIGHWAY	
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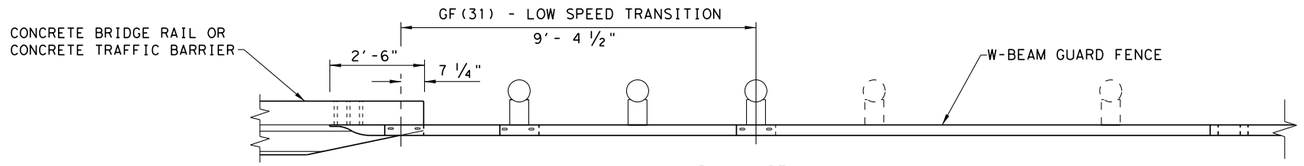
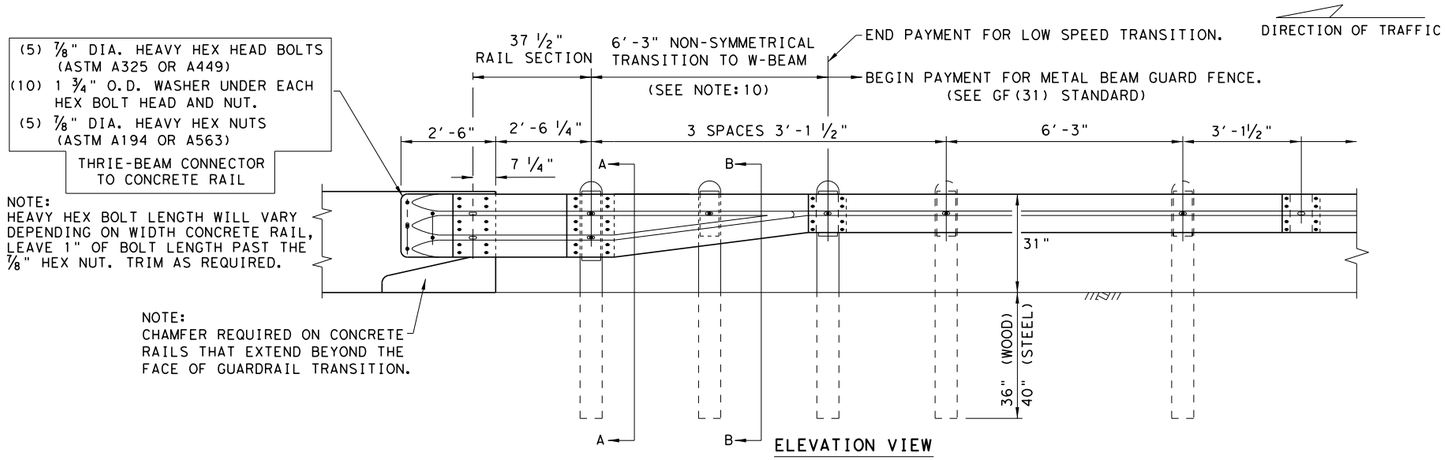


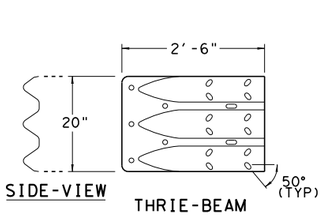
PLAN VIEW



ELEVATION VIEW

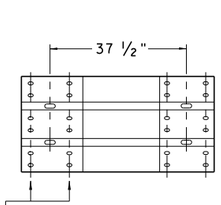
GENERAL NOTES

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 TRANSITIONS SHALL BE AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. REFER TO GF(31)STANDARD SHEET.
2. RAIL ELEMENT SHALL MEET THE REQUIREMENTS OF ITEM 540, "METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED IN THE PLANS.
3. FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING." FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM REQUIRING CONSTRUCTION OF THE TRANSITION.
4. BUTTON HEAD "POST BOLTS & NUTS" SHALL MEET THE REQUIREMENTS OF (ASTM A307), AND SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND ⅝" WASHER (FWC16a) AND NOT MORE THAN 1" BEYOND IT. TRIM BOLT LENGTH TO MEET REQUIRED LENGTH.
5. POSTS SHALL NOT BE SET IN CONCRETE, OF ANY DEPTH.
6. CROWN SHALL BE WIDENED TO ACCOMMODATE TRANSITIONS.
7. WHERE SOLID ROCK IS ENCOUNTERED, CONTACT THE DESIGN DIVISION FOR ADDITIONAL GUIDANCE. (512) 416-2678
8. 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 CAN FURNISH COMPOSITE MATERIAL BLOCKS.
9. REFER TO GF(31)STANDARD SHEET & BRIDGE RAILING DETAILS FOR ADDITIONAL DETAILS.
10. FOR ROUND WOOD POSTS SYSTEMS, ALL ROUND WOOD POSTS SHALL BE 7 ½" DIA. MINIMUM THROUGHOUT THE TRANSITION.

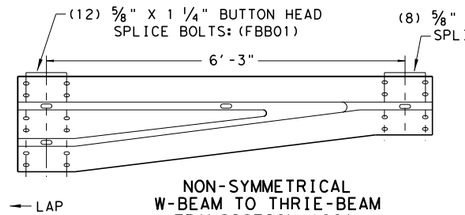


SIDE-VIEW

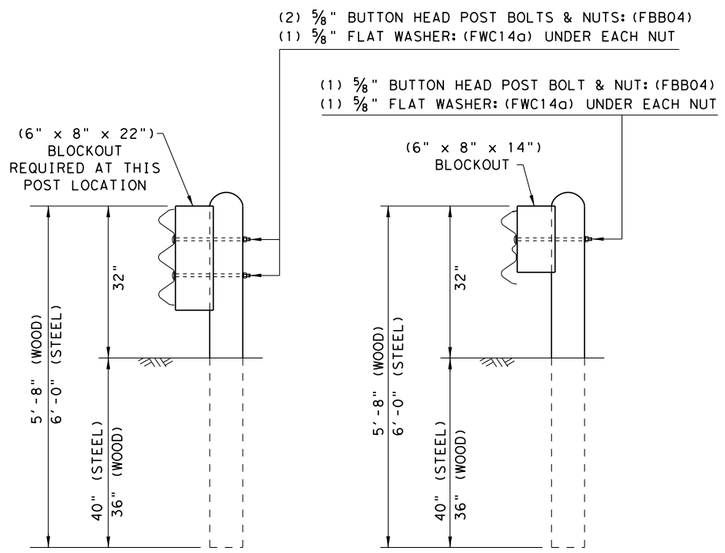
THRIE-BEAM TERMINAL CONNECTOR 10GA.
PART DESIGNATOR RTE01b



THRIE-BEAM RAIL SHORT SECTION 10GA.
PART DESIGNATOR RTM01a



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

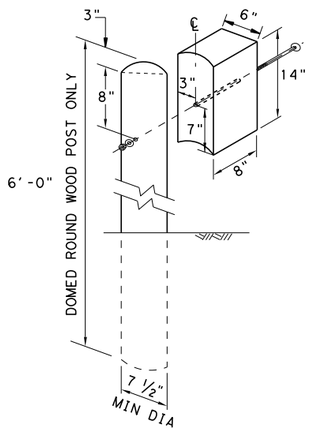


SECTION A-A

SECTION B-B

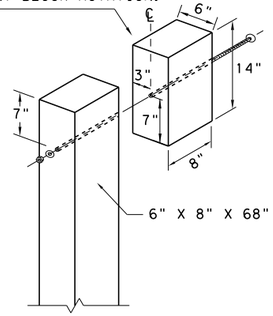
PLATE WASHER INSTRUCTIONS

BRIDGE APPROACH - UPSTREAM: THE SHORT 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.

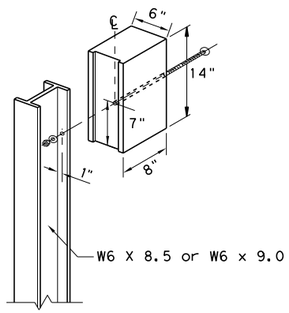


WOOD BLOCK TO ROUND WOOD POST

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



WOOD BLOCK TO RECTANGULAR WOOD POST



ROUTED WOOD BLOCK TO I-BEAM STEEL POST

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

LOW-SPEED TRANSITION

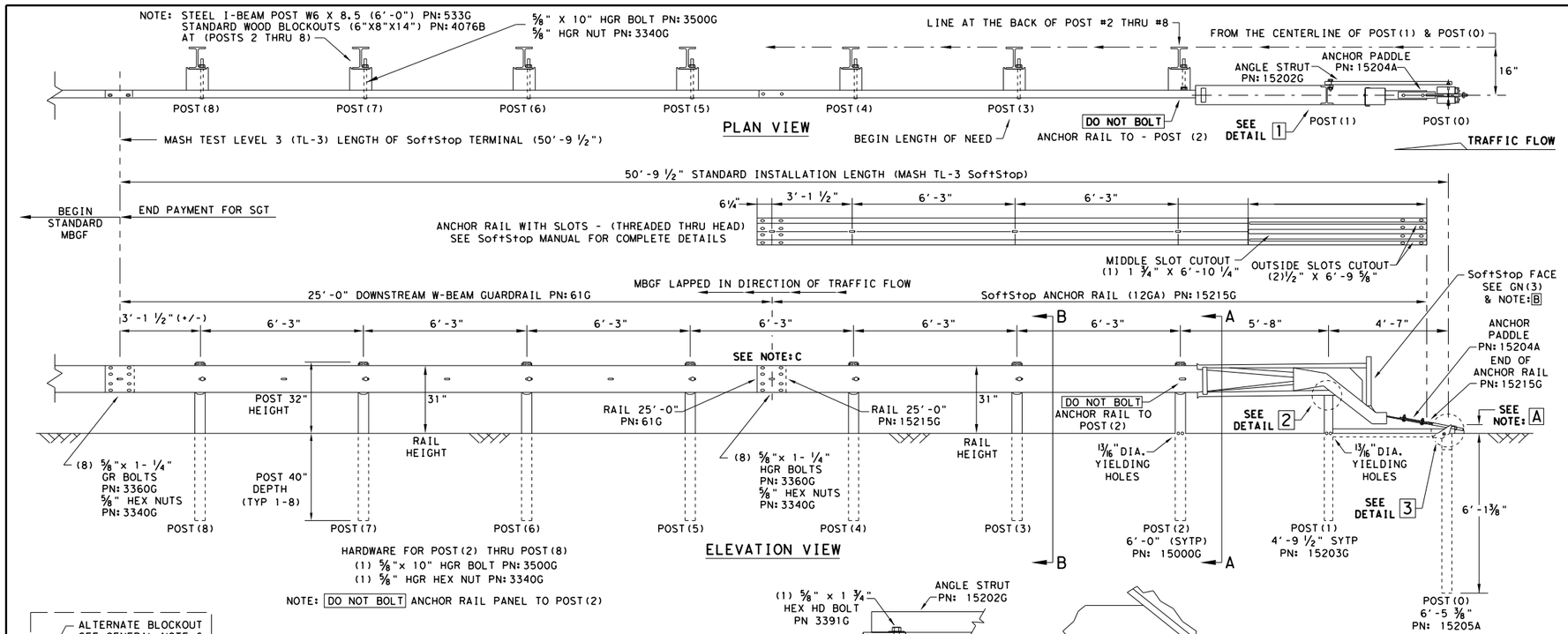
Texas Department of Transportation

Design Division Standard

METAL BEAM GUARD FENCE THRIE-BEAM TRANSITION TL-2 MASH COMPLIANT

GF(31)TR TL2-19

FILE: gf31tr1219.dgn	DN: TxDOT	CK: KM	DW: VP	CK: CGL/AG
	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		32



GENERAL NOTES

1. FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: TRINITY HIGHWAY AT 1(888)323-6374. 2525 N. STEMMONS FREEWAY, DALLAS, TX 75207
2. FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE; SoftStop END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL. PN: 620237B
3. APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" ON THE FRONT FACE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
4. FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
5. HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
6. A COMPOSITE MATERIAL BLOCKOUT 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.
7. IF SOLID ROCK IS ENCOUNTERED SEE THE MANUFACTURER'S INSTALLATION MANUAL AND REFER TO THE LATEST ROADWAY MBGF STANDARD FOR INSTALLATION GUIDANCE.
8. POSTS SHALL NOT BE SET IN CONCRETE.
9. IT IS ACCEPTABLE TO INSTALL THE SoftStop IMPACT HEAD PARALLEL TO THE GRADE LINE OR WITH AN UPWARD TILT.
10. DO NOT ATTACH THE SoftStop SYSTEM DIRECTLY TO A RIGID BARRIER.
11. UNDER NO CIRCUMSTANCES SHALL THE GUARDRAIL WITHIN THE SoftStop SYSTEM BE CURVED.
12. A FLARE RATE OF UP TO 25:1 MAY BE USED TO PREVENT THE TERMINAL HEAD FROM ENCROACHING ON THE SHOULDER. THE FLARE MAY BE DECREASED OR ELIMINATED FOR SPECIFIC INSTALLATIONS, IF DIRECTED BY THE ENGINEER.

NOTE: A	THE INSTALLATION HEIGHT OF FULLY ASSEMBLED ANCHOR POST WILL VARY FROM 3-3/4" MIN. TO 4" MAX. ABOVE FINISHED GRADE.
NOTE: B	PART PN: 5852B RIGHT-SIDE (HIGH INTENSITY REFLECTIVE SHEETING) PART PN: 5851B LEFT-SIDE (HIGH INTENSITY REFLECTIVE SHEETING)
NOTE: C	W-BEAM SPLICE LOCATED BETWEEN LINE POST(4) AND LINE POST(5) GUARDRAIL PANEL 25'-0" PN: 61G ANCHOR RAIL 25'-0" PN: 15215G LAP GUARDRAIL IN DIRECTION OF TRAFFIC FLOW.

PART	QTY	MAIN SYSTEM COMPONENTS
620237B	1	PRODUCT DESCRIPTION ASSEMBLY MANUAL (LATEST REV.)
15208A	1	SoftStop HEAD (SEE MANUAL FOR RIGHT-LEFT APPROACH)
15215G	1	SoftStop ANCHOR RAIL (12GA) WITH CUTOUT SLOTS
61G	1	SoftStop DOWNSTREAM W-BEAM RAIL (12GA) (25'- 0")
15205A	1	POST #0 - ANCHOR POST (6'- 5 3/8")
15203G	1	POST #1 - (SYTP) (4'- 9 1/2")
15000G	1	POST #2 - (SYTP) (6'- 0")
533G	6	POST #3 THRU #8 - I-BEAM (W6 x 8.5) (6'- 0")
4076B	7	BLOCKOUT - WOOD (ROUTED) (6" x 8" x 14")
6777B	7	BLOCKOUT - COMPOSITE (4" x 7 1/2" x 14")
15204A	1	ANCHOR PADDLE
15207G	1	ANCHOR KEEPER PLATE (24 GA)
15206G	1	ANCHOR PLATE WASHER (1/2" THICK)
15201G	2	ANCHOR POST ANGLE (10" LONG)
15202G	1	ANGLE STRUT
		HARDWARE
4902G	1	1" ROUND WASHER F436
3908G	1	1" HEAVY HEX NUT A563 GR.DH
3717G	2	3/4" x 2 1/2" HEX BOLT A325
3701G	4	3/4" ROUND WASHER F436
3704G	2	3/4" HEAVY HEX NUT A563 GR.DH
3360G	16	5/8" x 1 1/4" W-BEAM RAIL SPLICE BOLTS HGR
3340G	25	5/8" W-BEAM RAIL SPLICE NUTS HGR
3500G	7	5/8" x 10" HGR POST BOLT A307
3391G	1	5/8" x 1 3/4" HEX HD BOLT A325
4489G	1	5/8" x 9" HEX HD BOLT A325
4372G	4	5/8" WASHER F436
105285G	2	5/8" x 2 1/2" HEX HD BOLT GR-5
105286G	1	5/8" x 1 1/2" HEX HD BOLT GR-5
3240G	6	5/8" ROUND WASHER (WIDE)
3245G	3	5/8" HEX NUT A563 GR.DH
5852B	1	HIGH INTENSITY REFLECTIVE SHEETING - SEE NOTE:B

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

Texas Department of Transportation

Design Division Standard

TRINITY HIGHWAY
SOFTSTOP END TERMINAL
MASH - TL-3
SGT(10S)31-16

FILE: sgt10s3116	DN: TxDOT		CK: KM	DW: VP		CK: MB/VP
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY	
REVISIONS	0923	23	033		CR 112	
	DIST	COUNTY			SHEET NO.	
	BWD	MILLS			33	

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(SEE GN NOTE 15)
STANDARD 31" MBGF

ITEM (6)
INNER SIDE SLIDER
(ISS) PANEL FOR RAIL 3

FIELD-SIDE
(RAIL 3)

NOTE:
RECESSED HEX NUTS FACING
TRAFFIC-SIDE SEE DETAIL (C)

REFERENCE LINE USED TO INSTALL
LINE POST(9) THRU POST(2)

POST 1 OFFSET DISTANCE MEASURED
7-⅝" FROM REFERENCE LINE

ITEM (10)
CABLE ASSEMBLY

ITEM (2)
GROUNDSTRUT

NO BLOCKOUT
AT (POST 1)

POST 9 | POST 8 | POST 7 | POST 6 | POST 5 | POST 4 | POST 3 | POST 2

RAIL 4 | RAIL 3 | RAIL 2 | RAIL 1

CABLES

ITEM (5)
TRAFFIC SIDE SLIDER
(TSS) PANEL FOR RAIL 2

NOTE: SECURE THE (TSS) PANEL TO OUTSIDE
OF RAIL 2 WITH THE PANEL ARROWS
POINTING TOWARDS THE HEAD.

NOTES:
1. ITEM (12) COMPOSITE BLOCKOUTS INSTALLED AT LINE POST(9) THRU LINE POST(2).
2. DO NOT INSTALL A BLOCKOUT AT LINE POST(1).

PLAN VIEW

MBGF RAIL 2 | INSTALL GUARD FENCE RECESSED HEX NUTS ON TRAFFIC-SIDE | MBGF RAIL 1

DETAIL (C)

TRAFFIC FLOW

END PAYMENT (SGT) BY EACH

DO NOT BOLT
RAIL TO POST 6

BEGIN LENGTH OF NEED

ITEM (25)
MAX-TENSION HEAD
SEE DETAIL (A)

INSTALLATION LENGTH 55'- ½"

49'-8 9/16"

6'-3" | 6'-3" | 6'-3" | 6'- ¾" | 6'-3" | 6'-3" | 6'-3" | 37 ½" | 5'-3 11/16"

RAIL HEIGHT 31" | ARROWS | RAIL HEIGHT 31" | HEAD HEIGHT

ITEM (13) RAIL 4 | ITEM (13) RAIL 3 | ITEM (13) RAIL 2 | ITEM (13) RAIL 1

DETAIL (D)

DETAIL (B)

CABLES

FINISHED GRADE | FINISHED GRADE

ITEM (10)
CABLE ASSEMBLY

ITEM (2)
GROUNDSTRUT

POST 9 | POST 8 | POST 7 | POST 6 | POST 5 | POST 4 | POST 3 | POST 2 | POST 1
ITEM (4)
I-BEAM
W6 X 9
NO BLOCKOUT
AT (POST 1)

(8) X-LITE LINE POST - ITEM (11)

ELEVATION VIEW

32-¼"

68-⅛"

SOIL
ANCHOR POST
ITEM (1)

A

A

TSS PANEL
GALVANIZED
ITEM (5)

RSS PLATE
GALVANIZED
ITEM (8)

INSTALL THE TSS AND RSS
WITH THE ARROWS POINTING
TOWARDS THE MAX-HEAD

TSS PANEL AND RSS PLATE

DETAIL (D)

HEAD HEIGHT 32-¼" | TOP OF POST | 31-⅞" | FINISHED GRADE | 40-⅛" | 68-⅛" ANCHOR POST DEPTH

ITEM (1)
ANCHOR

ITEM (11)
LINE POSTS
2 THRU 9
(NOTE: ITEM (4) POST 1 (NOT SHOWN),
TO BE INSTALLED AT SAME DEPTH
AS LINE POSTS.)

SOIL ANCHOR, POST 1
& LINE POST 2 THRU 9

SECTION VIEW A-A

NOTE:
USE THE MASH APPROVED
X-TENSION CABLE ASSEMBLY.

7 5/16" | 2 1/8" | UPPER CABLE (BACK SIDE) | LOWER CABLE (TRAFFIC SIDE)

DETAIL (B)

CABLE
FRICTION PLATE
HEAD UNIT
ITEM (9)

NOTE:
INSTALL ⅝" RECESSED HEX
NUTS ON TRAFFIC SIDE.

ITEM (24)
ITEM (21)
ITEM (20) 8X
ITEM (17) 8X
(RAIL 1)
ITEM (23) 6X 3 SCREWS EACH SIDE
ITEM (22) BRACKET SHIPPED FLAT
ITEM (3)
ITEM (16) 4X
* ITEM (25) HIGH INTENSITY REFLECTIVE SHEETING

NOTE: DELINEATION MARKER IN
ACCORDANCE WITH TEXAS MUTCD.

SPLICE FOR IMPACT-HEAD
TO GUARD FENCE (RAIL1)

DETAIL (A)

* TO BE PROVIDED BY DISTRIBUTOR OR CONTRACTOR.

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

APPROX 5'-10" | 5'-0" | 50' APPROACH GRADING | 2'-0"

STANDARD MBGF

EDGE OF PAVEMENT

NOTE: ADJUST WIDTH ACCORDINGLY WHEN OFFSET IS USED. (OFFSET "OPTION" SHOWN)

2'-0" MAX. RAIL OFFSET

APPROACH GRADING
(1V:10H OR FLATTER)
SEE PRODUCT ASSEMBLY MANUAL
FOR ADDITIONAL GUIDANCE.

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

APPROACH GRADING AT GUARDRAIL END TREATMENTS

TRAFFIC FLOW

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

GENERAL NOTES

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

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

Texas Department of Transportation

Design Division Standard

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

FILE: sgt11s3118.dgn	DN: TxDOT	CK: KM	DW: TxDOT	CK: CL
© TxDOT: FEBRUARY 2018	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		34

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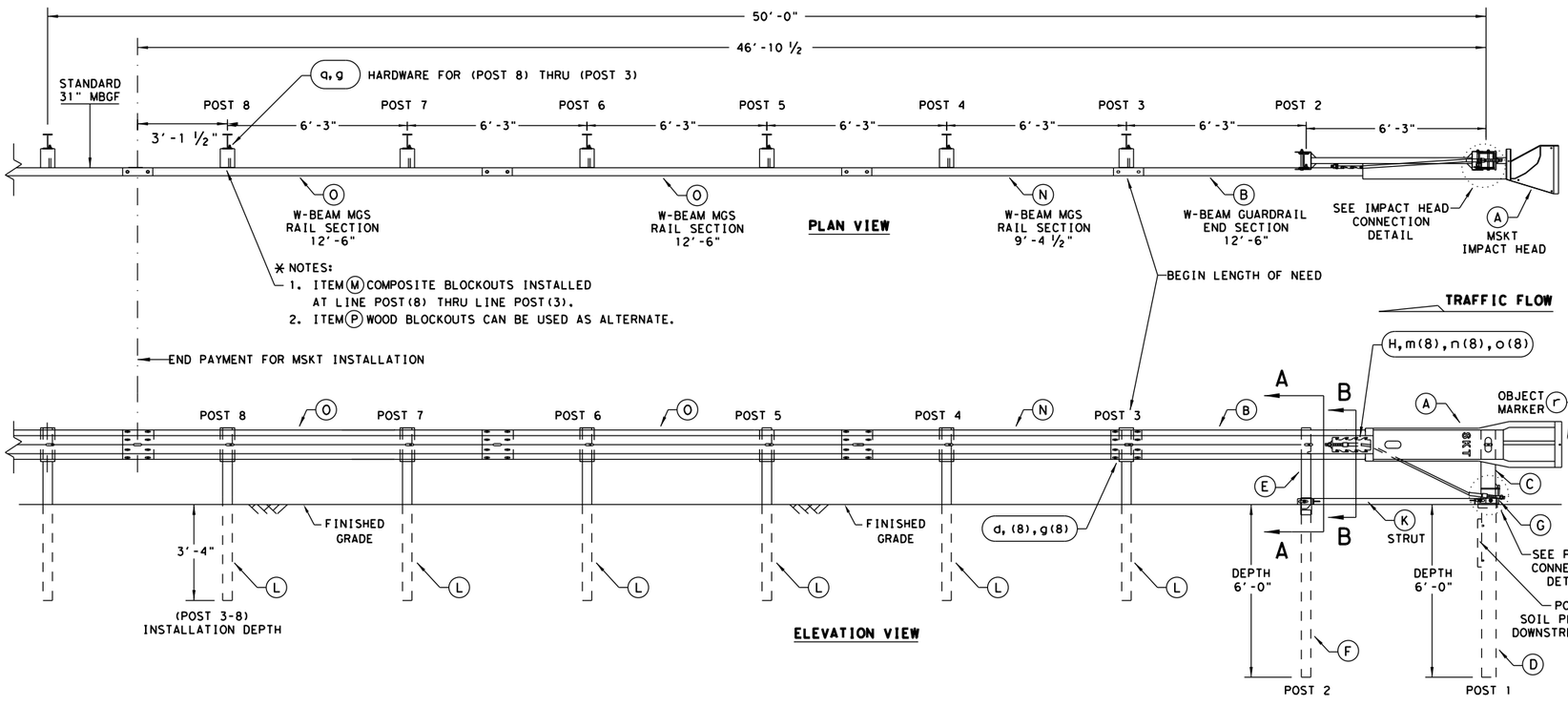
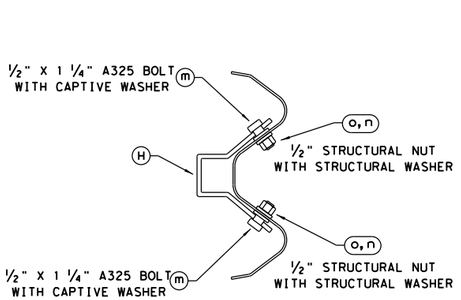
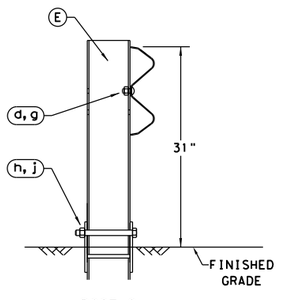
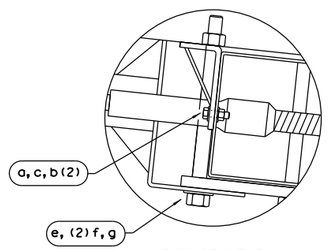
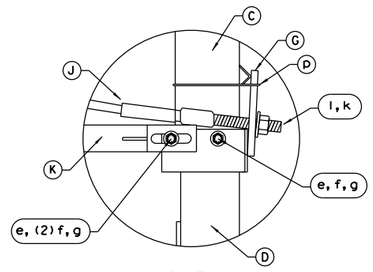


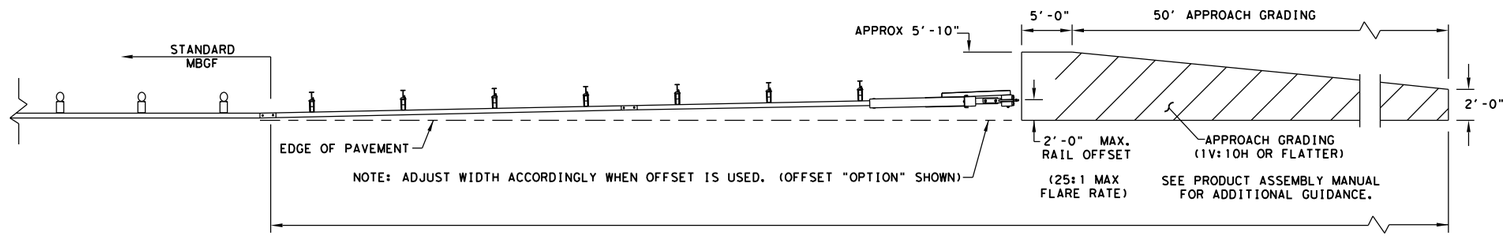
NOTE: SEE (GENERAL NOTE 14) FOR DRIVING CAP INFORMATION.











APPROACH GRADING AT GUARDRAIL END TREATMENTS

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.

GENERAL NOTES

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

ITEM	QTY	MAIN SYSTEM COMPONENTS	ITEM NUMBERS
A	1	MSKT IMPACT HEAD	MS3000
B	1	W-BEAM GUARDRAIL END SECTION, 12 Ga.	SF1303
C	1	POST 1 - TOP (6" X 6" X 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	5/16" x 1" HEX BOLT (GRD 5)	B5160104A
b	4	5/16" WASHER	W0516
c	2	5/16" 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 1/16" O.D. x 9/16" 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

SEE NOTES: *

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

Texas Department of Transportation

Design Division Standard

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

FILE: sgt12s3118.dgn	DN: TxDOT	CK: KM	DW: VP	CK: CL	
© TxDOT: APRIL 2018	CONT	SECT	JOB	HIGHWAY	
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	DIST	COUNTY		SHEET NO.	
	BWD	MILLS		35	

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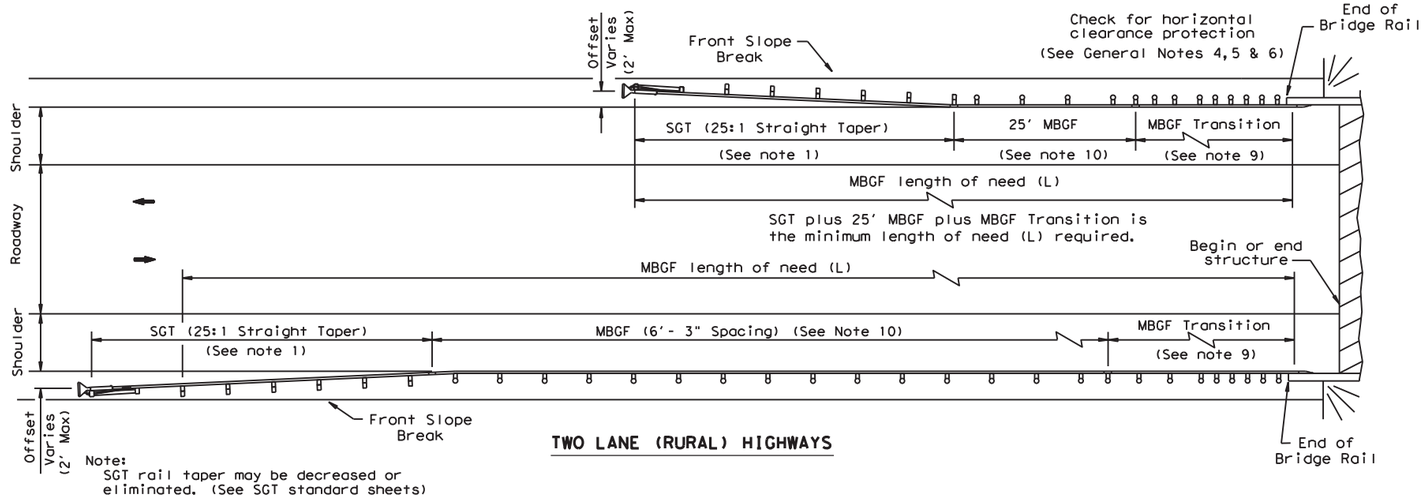
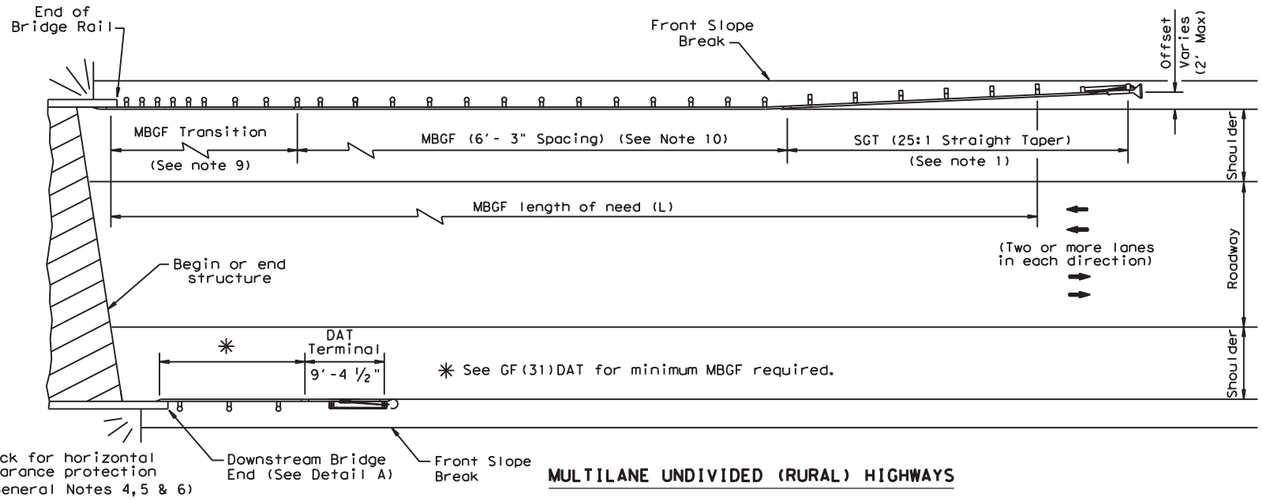
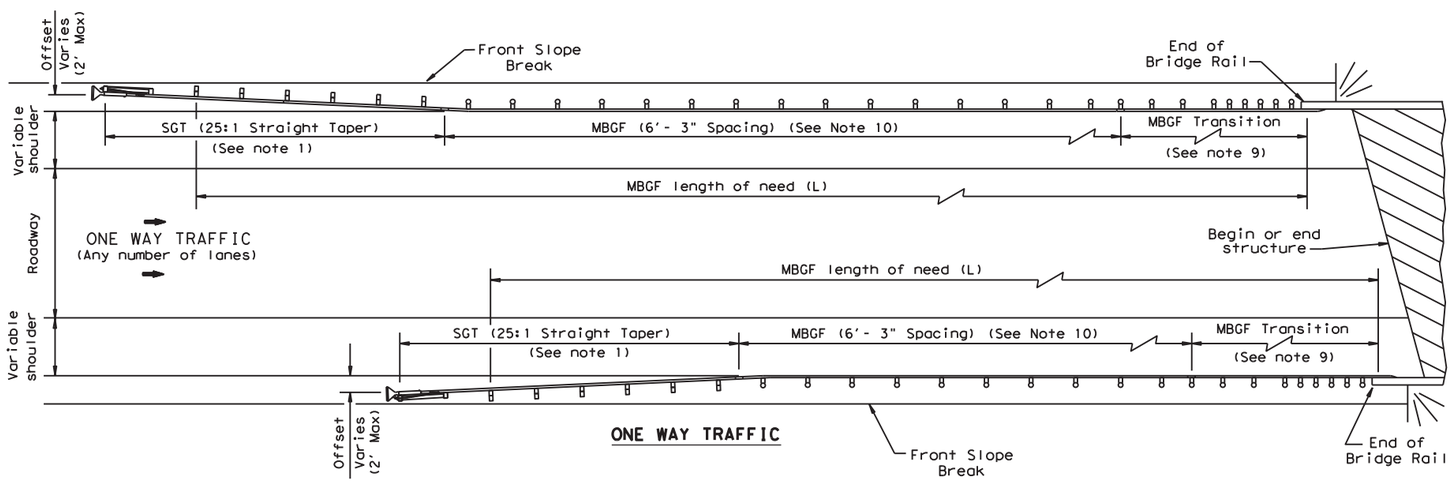


TWO LANE (RURAL) HIGHWAYS

Note:
SGT rail taper may be decreased or eliminated. (See SGT standard sheets)



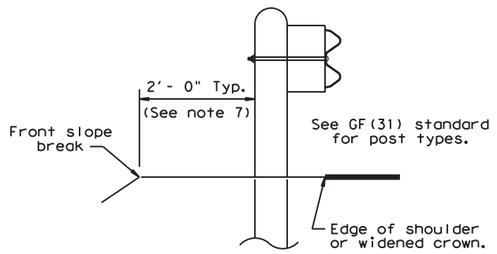
MULTILANE UNDIVIDED (RURAL) HIGHWAYS



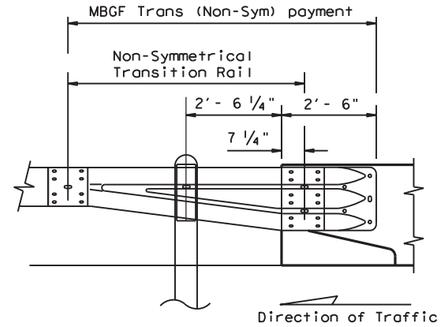
ONE WAY TRAFFIC

GENERAL NOTES

1. For more detail: See GF(31), SGT( )31, GF(31)TR, and GF(31)TL2 standard sheets.
2. Quantities of metal beam guard fence (MBGF) at individual bridge ends are as shown in the plans.
3. Use average daily traffic (ADT) for the current year to determine MBGF length of need in accordance with the Roadway Design Manual unless otherwise specified. Where significant traffic volume growth is anticipated on low volume (0-750 ADT) highways, use length determinations for the higher volume category.
4. MBGF may not be required to shield departure end of bridge unless other obstacles within the horizontal clearance limits or opposing traffic indicate a MBGF consideration.
5. Downstream anchor terminals (DAT) are only for downstream end anchorage use, outside the horizontal clearance area of opposing traffic.
6. Direct connection of MBGF to concrete rails are only for downstream rail connections outside the horizontal clearance area of opposing traffic. (This requires a minimum of three standard line posts plus the DAT terminal, See Detail A)
7. The crown shall be widened to accommodate MBGF. Typically the "front slope" break should be 2'- 0" from the back of the MBGF post. This applies to new construction on new alignment or where existing roadway cross section is to be widened to increase roadway width. This does not apply to rehabilitation work where existing roadway crown width is to be retained (See Typical Cross Section at MBGF).
8. For restrictive bridge widths: The MBGF should be properly transitioned from the existing bridge rail to the adjoining MBGF (See MBGF Transition Standards). Metal beam guard fence at these bridge location(s) shall be flared at the rate of 25:1 or flatter, and be of the length necessary to locate the terminal end at the 2 ft."maximum" offset from the shoulder edge in the approach direction.
9. Transition length and post spacing will vary depending on the transition type. Transition type will be shown elsewhere in the plans.
10. A minimum 25' length of MBGF will be required.



TYPICAL CROSS SECTION AT MBGF



Note:
All rail elements shall be lapped in the direction of adjacent traffic.

DETAIL A

Showing Downstream Rail Attachment

Texas Department of Transportation

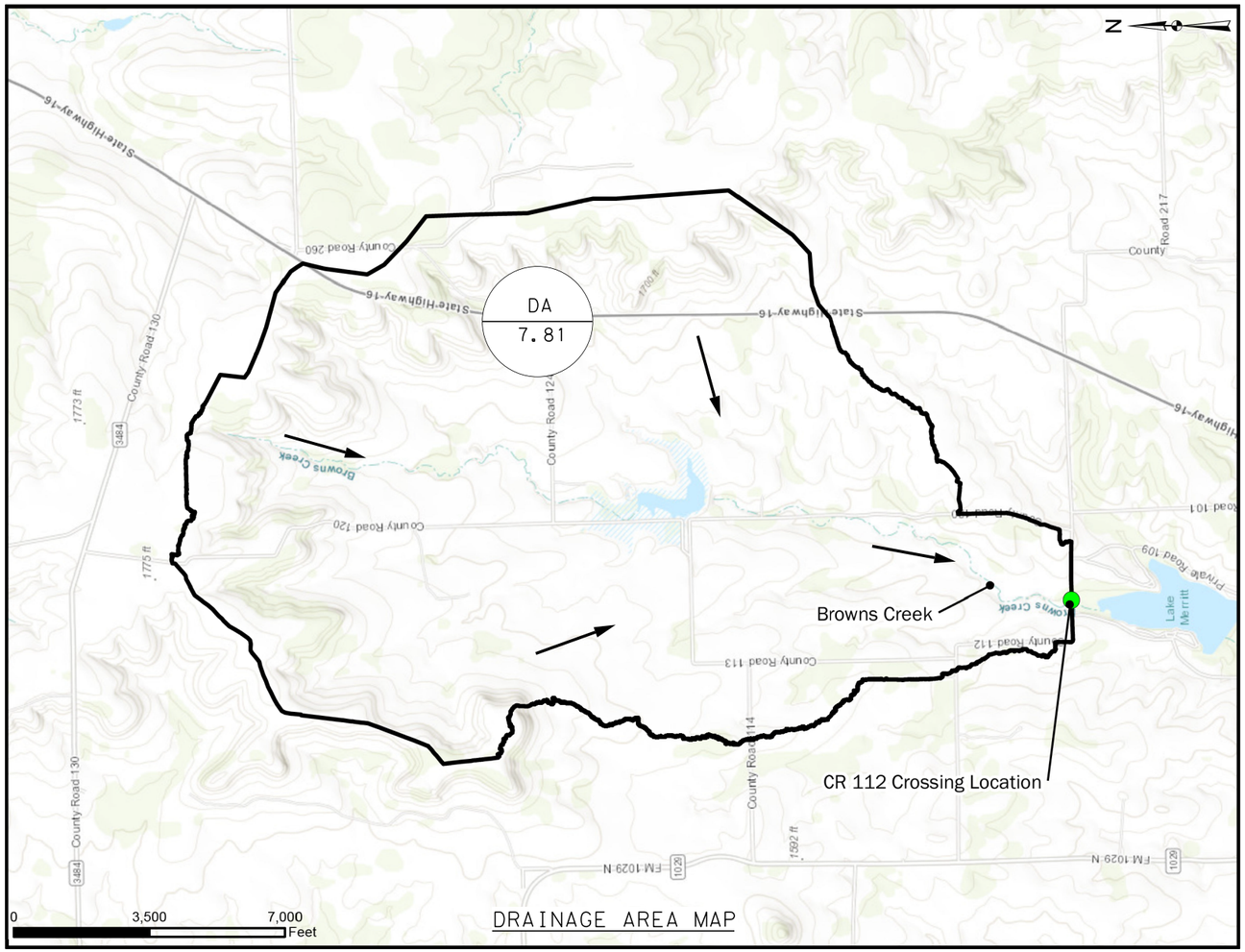
Design Division Standard

BRIDGE END DETAILS

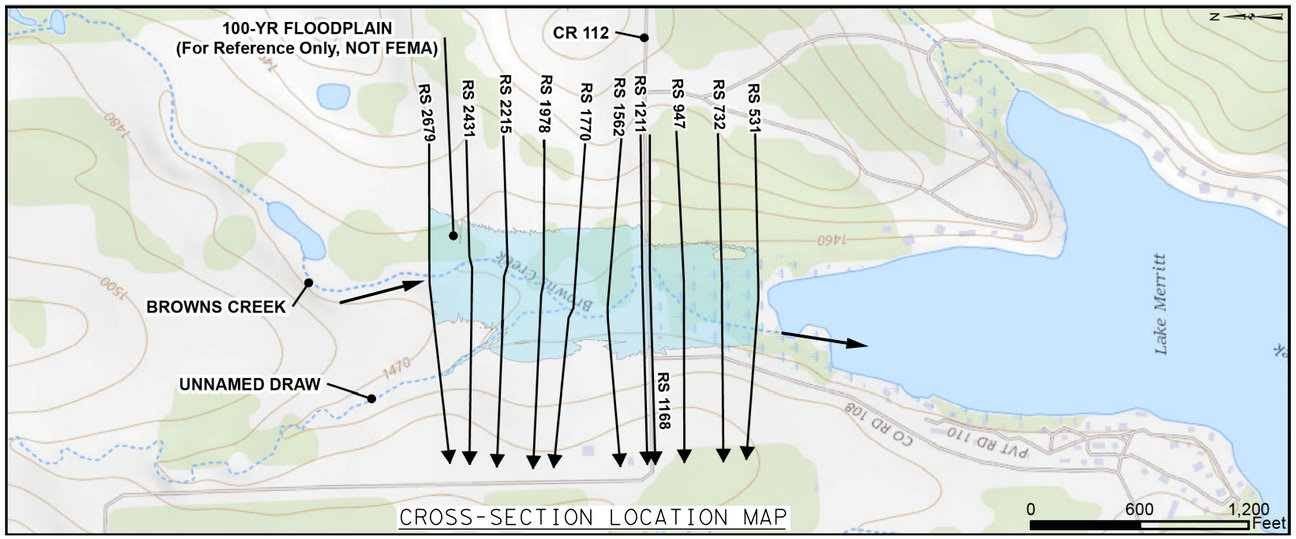
(METAL BEAM GUARD FENCE APPLICATIONS TO RIGID RAILS)

BED-14

FILE: bed14.dgn	DN: TxDOT	CK: AM	DW: BD/VP	CK: CGL
©TxDOT: December 2011	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
REVISED APRIL 2014 SEE (MEMO 0414)	DIST	COUNTY		SHEET NO.
	BWD	MILLS		35A



DRAINAGE AREA MAP



CROSS-SECTION LOCATION MAP

HYDROLOGIC COMPUTATIONS

CR 112	
OMEGA EM REGRESSION EQUATIONS (Equation 4-12 and Table 4-4 of TxDOT HDM)	
CONTRIBUTING DRAINAGE AREA, (SQ.MI.)	7.81
MEAN ANNUAL PRECIPITATION (IN) (FIGURE 4-6)	31
MAIN CHANNEL SLOPE, (FT/FT)	0.0092
OMEGA EM (FIGURE 4-5)	-0.106
PEAK FLOWRATE (2-YR), (CFS)	536
PEAK FLOWRATE (5-YR), (CFS)	1,153
PEAK FLOWRATE (10-YR), (CFS)	1,646
PEAK FLOWRATE (25-YR), (CFS)	2,451
PEAK FLOWRATE (50-YR), (CFS)	3,168
PEAK FLOWRATE (100-YR), (CFS)	4,049

Regression equation

$$Q_2 = P^{1.398} S^{0.270} \times 10^{[0.776\Omega + 50.98 - 50.30A^{-0.0058}]}$$
$$Q_5 = P^{1.308} S^{0.372} \times 10^{[0.885\Omega + 16.62 - 15.32A^{-0.0215}]}$$
$$Q_{10} = P^{1.203} S^{0.403} \times 10^{[0.918\Omega + 13.62 - 11.97A^{-0.0289}]}$$
$$Q_{25} = P^{1.140} S^{0.446} \times 10^{[0.945\Omega + 11.79 - 9.819A^{-0.0374}]}$$
$$Q_{50} = P^{1.105} S^{0.476} \times 10^{[0.961\Omega + 11.17 - 8.997A^{-0.0424}]}$$
$$Q_{100} = P^{1.071} S^{0.507} \times 10^{[0.969\Omega + 10.82 - 8.448A^{-0.0467}]}$$

NOTES:

1. DRAINAGE AREA DELINEATED USING LIDAR DATA.
2. DESIGN AND CHECK STORM EVENTS ARE 2-YR AND 100-YR.
3. THE OFF-SYSTEM PROJECT DESIGN STORM WAS DETERMINED BASED ON FHWA POLICY 'SAME OR SLIGHTLY BETTER' THAN EXISTING.
4. DISCHARGES WERE CALCULATED FOLLOWING THE OMEGA EM REGRESSION EQUATIONS AS PROVIDED IN TxDOT HYDRAULIC DESIGN MANUAL.
5. NO HYDROLOGY CHECK WAS PERFORMED IN ADDITION TO THE REGRESSION METHOD GIVEN NATURE OF CROSSING (OFF-SYSTEM).
6. THE SCS RESERVOIR IDENTIFIED WITHIN THE WATERSHED WAS CONSIDERED TO BE FULL FOR HYDROLOGY CALCULATIONS OF OFF-SYSTEM CROSSING.
7. THIS SITE IS NOT INCLUDED IN A FEMA FLOOD INSURANCE STUDY AND NO FLOODPLAINS HAVE BEEN IDENTIFIED.
8. USACE HEC-RAS VERSION 6.4.1 UTILIZED FOR THE HYDRAULIC ANALYSIS.
9. ALL ELEVATIONS BASED ON THE NAVD88 VERTICAL DATUM.
10. THE DOWNSTREAM BOUNDARY CONDITION WAS ESTABLISHED USING NORMAL DEPTH WITH A DOWNSTREAM SLOPE OF 0.004 FT/FT.
11. AS SHOWN ON THE VELOCITY CURVE, INCREASE IN VELOCITY AT LOWER WATER SURFACE ELEVATION IS DUE TO THE IRREGULAR CHANNEL SHAPE AT BOUNDING CROSS-SECTION AND AT STRUCTURE.

LEGEND

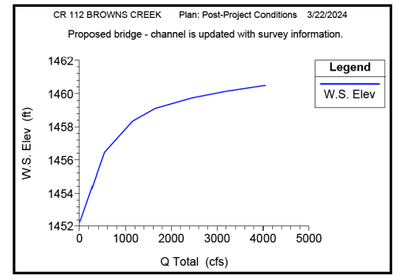
ID / XX — DRAINAGE AREA ID / DRAINAGE AREA SQ.MI.

DRAINAGE AREA BOUNDARY

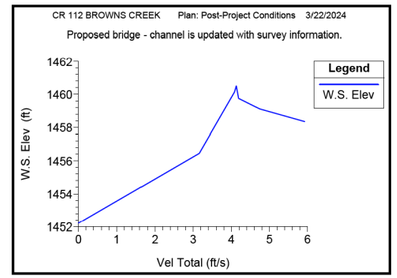
DRAINAGE FLOW ARROW

REFERENCES:

1. TXDOT'S HYDRAULIC DESIGN MANUAL (SEPTEMBER 2019).
2. MULTIPLE TOPOGRAPHIC DATA SOURCES:
   BRAZOS RIVER BASIN LIDAR 2016-70CM RESOLUTION
   HURRICANE LIDAR 2019-70CM RESOLUTION



CONVEYANCE CURVE



VELOCITY CURVE

STATE OF TEXAS
ALBERTO J. DORANTES
140788
LICENSED
PROFESSIONAL ENGINEER

5/24/2024

NO.	DATE	REVISION	APPROV.

IEA
13501 KATY FREEWAY
SUITE 3425
HOUSTON, TEXAS 77079
(832) 494-3800
FIRM REGISTRATION No. F-10161

Texas Department of Transportation
Brownwood District

CR 112
HYDRAULIC DATA SHEET
STA 16+30
BRIDGE AT BROWNS CREEK

SHEET 1 OF 3

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112
STATE	DISTRICT	COUNTY
TEXAS	BWD	MILLS
CONTROL	SECTION	JOB / SHEET NO.
0923	23	033 / 36

PLOT SCALE: 0.08712796 ft / in.
3/22/2024 6:12:29 PM USER: ehernandez MODEL: BDR_PLAN 1
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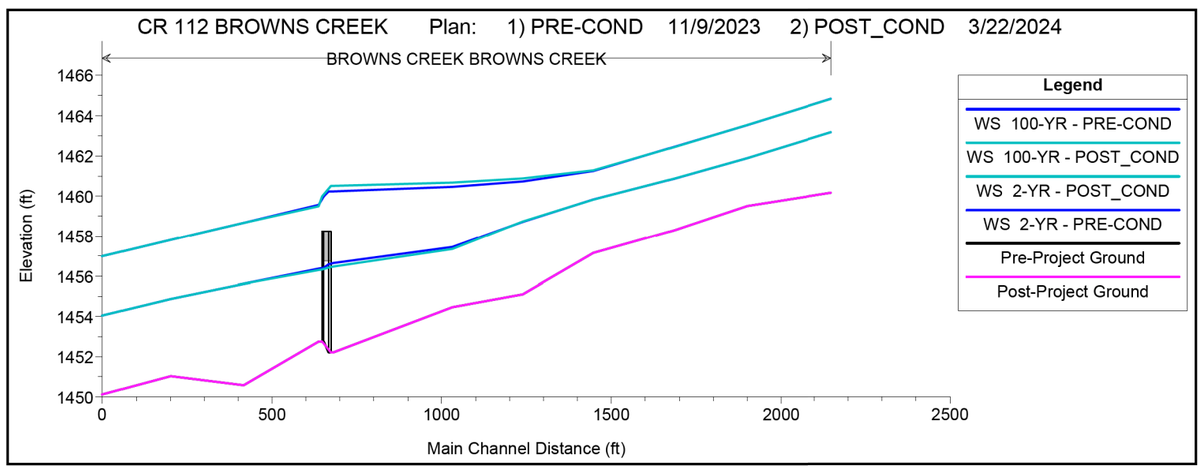
REV DATE: $$SAVED$$
CSJ: 0315-06-047

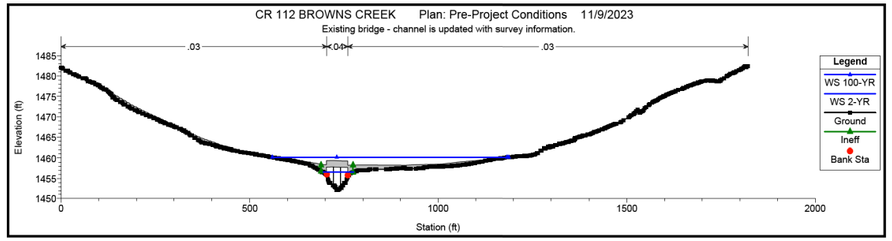
HYDRAULIC COMPUTATIONS

HEC-RAS River: BROWNS CREEK Reach: BROWNS CREEK

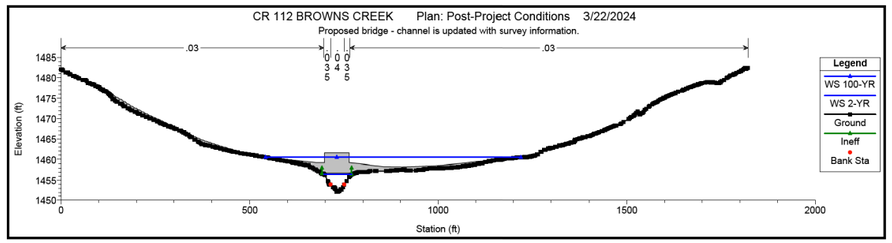
Reach	River Sta	Profile	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
				(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)	
BROWNS CREEK	2431	2-YR	PRE-COND	535.76	1459.50	1461.89	1461.75	1462.06	0.008901	3.49	167.23	257.93	0.62
BROWNS CREEK	2431	2-YR	POST_COND	535.76	1459.50	1461.89	1461.75	1462.06	0.008964	3.50	166.79	257.65	0.62
BROWNS CREEK	2431	100-YR	PRE-COND	4049.25	1459.50	1463.54	1463.23	1463.96	0.006242	5.45	804.86	567.61	0.60
BROWNS CREEK	2431	100-YR	POST_COND	4049.25	1459.50	1463.54	1463.23	1463.96	0.006205	5.44	806.50	567.81	0.60
BROWNS CREEK	2215	2-YR	PRE-COND	535.76	1458.28	1460.86	1460.46	1460.95	0.003421	2.60	223.10	272.49	0.40
BROWNS CREEK	2215	2-YR	POST_COND	535.76	1458.28	1460.86	1460.46	1460.96	0.003389	2.59	223.80	272.72	0.40
BROWNS CREEK	2215	100-YR	PRE-COND	4049.25	1458.28	1462.45	1461.99	1462.80	0.004999	5.34	878.18	678.23	0.55
BROWNS CREEK	2215	100-YR	POST_COND	4049.25	1458.28	1462.44	1461.99	1462.80	0.005124	5.39	870.15	673.07	0.56
BROWNS CREEK	1978	2-YR	PRE-COND	535.76	1457.15	1459.83	1459.61	1459.97	0.005654	3.20	193.86	302.32	0.51
BROWNS CREEK	1978	2-YR	POST_COND	535.76	1457.15	1459.82	1459.61	1459.96	0.005826	3.24	191.65	301.31	0.52
BROWNS CREEK	1978	100-YR	PRE-COND	4049.25	1457.15	1461.25	1460.92	1461.59	0.006201	5.59	899.01	702.65	0.61
BROWNS CREEK	1978	100-YR	POST_COND	4049.25	1457.15	1461.28	1460.92	1461.61	0.005712	5.42	923.97	708.31	0.58
BROWNS CREEK	1770	2-YR	PRE-COND	535.76	1455.10	1458.71	1458.48	1458.86	0.005506	3.37	183.05	246.59	0.51
BROWNS CREEK	1770	2-YR	POST_COND	535.76	1455.10	1458.73	1458.48	1458.87	0.005205	3.30	187.08	253.37	0.50
BROWNS CREEK	1770	100-YR	PRE-COND	4049.25	1455.10	1460.73	1459.88	1460.91	0.002142	3.85	1231.34	697.81	0.37
BROWNS CREEK	1770	100-YR	POST_COND	4049.25	1455.10	1460.88	1459.88	1461.03	0.001670	3.50	1337.97	711.04	0.33
BROWNS CREEK	1562	2-YR	PRE-COND	535.76	1454.46	1457.44	1456.58	1457.72	0.005127	4.21	132.28	123.41	0.52
BROWNS CREEK	1562	2-YR	POST_COND	535.76	1454.46	1457.35	1456.58	1457.65	0.006123	4.46	122.02	88.85	0.57
BROWNS CREEK	1562	100-YR	PRE-COND	4049.25	1454.46	1460.46	1459.03	1460.59	0.000981	3.39	1463.10	614.32	0.27
BROWNS CREEK	1562	100-YR	POST_COND	4049.25	1454.46	1460.67	1459.03	1460.78	0.000773	3.10	1593.52	659.94	0.24
BROWNS CREEK	1211	2-YR	PRE-COND	535.76	1452.21	1456.64	1454.82	1456.78	0.001453	3.00	185.49	85.82	0.30
BROWNS CREEK	1211	2-YR	POST_COND	535.76	1452.21	1456.47	1454.88	1456.63	0.001608	3.42	174.85	76.42	0.32
BROWNS CREEK	1211	100-YR	PRE-COND	4049.25	1452.21	1460.23	1458.48	1460.36	0.000782	3.66	1551.05	628.68	0.25
BROWNS CREEK	1211	100-YR	POST_COND	4049.25	1452.21	1460.50	1458.59	1460.60	0.000581	3.43	1733.29	678.75	0.22
BROWNS CREEK	1190			Bridge									
BROWNS CREEK	1168	2-YR	PRE-COND	535.76	1452.75	1456.36	1455.30	1456.59	0.003458	3.81	140.98	69.25	0.44
BROWNS CREEK	1168	2-YR	POST_COND	535.76	1452.75	1456.30	1455.28	1456.51	0.002759	4.02	149.97	75.57	0.41
BROWNS CREEK	1168	100-YR	PRE-COND	4049.25	1452.75	1459.56	1459.09	1460.23	0.004852	8.02	1243.74	579.27	0.60
BROWNS CREEK	1168	100-YR	POST_COND	4049.25	1452.75	1459.49	1458.28	1459.68	0.001502	4.83	1218.41	573.63	0.34
BROWNS CREEK	947	2-YR	PRE-COND	535.76	1450.58	1455.62		1455.86	0.003113	4.23	207.07	192.19	0.43
BROWNS CREEK	947	2-YR	POST_COND	535.76	1450.58	1455.62		1455.86	0.003113	4.23	207.07	192.19	0.43
BROWNS CREEK	947	100-YR	PRE-COND	4049.25	1450.58	1458.66		1459.08	0.004330	7.71	1532.65	574.50	0.56
BROWNS CREEK	947	100-YR	POST_COND	4049.25	1450.58	1458.66		1459.08	0.004330	7.71	1532.65	574.50	0.56
BROWNS CREEK	732	2-YR	PRE-COND	535.76	1451.03	1454.87		1455.10	0.003993	4.11	227.85	308.69	0.47
BROWNS CREEK	732	2-YR	POST_COND	535.76	1451.03	1454.87		1455.10	0.003993	4.11	227.85	308.69	0.47
BROWNS CREEK	732	100-YR	PRE-COND	4049.25	1451.03	1457.81		1458.18	0.003962	7.04	1474.02	516.65	0.54
BROWNS CREEK	732	100-YR	POST_COND	4049.25	1451.03	1457.81		1458.18	0.003962	7.04	1474.02	516.65	0.54



STREAM PROFILE



EXISTING STREAM CROSS-SECTION @ STRUCTURE



PROPOSED STREAM CROSS-SECTION @ STRUCTURE

WEIR FLOW DATA						
	2-YR	5-YR	10-YR	25-YR	50-YR	100-YR
Q (CFS)	536	1,153	1,646	2,451	3,168	4,049
EXIST	0	17	329	1,142	1,912	2,874
PROP	0	12	372	1,181	1,935	2,869

NOTES:

1. DESIGN AND CHECK STORM EVENTS ARE 2-YR AND 100-YR.
2. THE OFF-SYSTEM PROJECT DESIGN STORM WAS DETERMINED BASED ON FHWA 'SAME OR SLIGHTLY BETTER' THAN EXISTING.
3. DISCHARGES WERE CALCULATED FOLLOWING THE OMEGA EM REGRESSION EQUATIONS AS PROVIDED IN TxDOT HYDRAULIC DESIGN MANUAL.
4. THIS SITE IS NOT INCLUDED IN A FEMA FLOOD INSURANCE STUDY AND NO FLOODPLAINS HAVE BEEN IDENTIFIED.
5. USACE HEC-RAS VERSION 6.4.1 UTILIZED FOR THE HYDRAULIC ANALYSIS.
6. ALL ELEVATIONS BASED ON THE NAVD88 VERTICAL DATUM.
7. THE DOWNSTREAM BOUNDARY CONDITION WAS ESTABLISHED USING NORMAL DEPTH WITH A DOWNSTREAM SLOPE OF 0.004 FT/FT
8. THE MODEL CONVERGENCE (PROPOSED WSE = EXISTING WSE) IS ACHIEVED AT RS 2431.
9. BASED ON THE WSE DATA, PROPOSED WSE DURING 2-YR DESIGN STORM IS LESS THAN THE EXISTING WSE.
10. DURING THE 100-YR STORM EVENT, A SLIGHT INCREASE OF 0.27-FT WAS OBSERVED OUTSIDE OF THE RIGHT OF WAY IN PROPOSED CONDITIONS. NO HABITABLE STRUCTURES WERE OBSERVED BASED ON THE AERIAL IMAGERY AND 100-YR INUNDATION BOUNDARY.

REFERENCES:

1. TxDOT'S HYDRAULIC DESIGN MANUAL (SEPTEMBER 2019).
2. MULTIPLE TOPOGRAPHIC DATA SOURCES:
   BRAZOS RIVER BASIN LIDAR 2016-70CM RESOLUTION
   HURRICANE LIDAR 2019-70CM RESOLUTION

STATE OF TEXAS
ALBERTO J. DORANTES
140788
LICENSED
PROFESSIONAL ENGINEER
5/24/2024

NO.	DATE	REVISION	APPROV.

IEA
13501 KATY FREEWAY
SUITE 3425
HOUSTON, TEXAS 77079
(832) 494-3800
FIRM REGISTRATION No. F-10161

Texas Department of Transportation
Brownwood District

CR 112
HYDRAULIC DATA SHEET
STA 16+30
BRIDGE AT BROWNS CREEK

SHEET 2 OF 3

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112
STATE	DISTRICT	COUNTY
TEXAS	BWD	MILLS
CONTROL	SECTION	JOB / SHEET NO.
0923	23	033 / 37

PLOT SCALE: 0.08712796 ft / in.
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pw://tea-pw.bentley.com:tea-pw-01/Documents/2163D TXDOT 88-9IDP5025/4-Design/Drainage/Hydraulic Data Sheets/CR 112/CR_112_HDS_02.dgn
REV DATE: $SAVED$
CSJ: 0315-06-047

PRE-PROJECT CONDITIONS - 2YR BRIDGE OUTPUT

Plan: PRE-COND BROWNS CREEK BROWNS CREEK RS: 1190 Profile: 2-YR

E.G. US. (ft)	1456.78	Element	Inside BR US	Inside BR DS
W.S. US. (ft)	1456.64	E.G. Elev (ft)	1456.75	1456.67
Q Total (cfs)	535.76	W.S. Elev (ft)	1456.58	1456.41
Q Bridge (cfs)	535.76	Crit W.S. (ft)	1454.89	1455.35
Q Weir (cfs)		Max Chl Dpth (ft)	4.37	3.66
Weir Sta Lft (ft)		Vel Total (ft/s)	3.26	4.12
Weir Sta Rgt (ft)		Flow Area (sq ft)	164.58	129.99
Weir Submerg		Froude # Chl	0.27	0.46
Weir Max Depth (ft)		Specif Force (cu ft)	328.87	249.09
Min El Weir Flow (ft)	1458.25	Hydr Depth (ft)	3.01	2.44
Min El Prs (ft)	1457.85	W.P. Total (ft)	71.39	66.26
Delta EG (ft)	0.19	Conv. Total (cfs)	10799.9	7667.7
Delta WS (ft)	0.28	Top Width (ft)	54.67	53.32
BR Open Area (sq ft)	205.23	Frctn Loss (ft)	0.05	0.06
BR Open Vel (ft/s)	4.12	C & E Loss (ft)	0.03	0.02
BR Sluice Coef		Shear Total (lb/sq ft)	0.35	0.60
BR Sel Method	Energy only	Power Total (lb/ft s)	1.15	2.46

POST-PROJECT CONDITIONS - 2YR BRIDGE OUTPUT

Plan: POST_COND BROWNS CREEK BROWNS CREEK RS: 1190 Profile: 2-YR

E.G. US. (ft)	1456.63	Element	Inside BR US	Inside BR DS
W.S. US. (ft)	1456.47	E.G. Elev (ft)	1456.62	1456.54
Q Total (cfs)	535.76	W.S. Elev (ft)	1456.45	1456.32
Q Bridge (cfs)	535.76	Crit W.S. (ft)	1454.88	1455.25
Q Weir (cfs)		Max Chl Dpth (ft)	4.24	3.57
Weir Sta Lft (ft)		Vel Total (ft/s)	3.16	3.67
Weir Sta Rgt (ft)		Flow Area (sq ft)	169.63	145.93
Weir Submerg		Froude # Chl	0.33	0.41
Weir Max Depth (ft)		Specif Force (cu ft)	320.04	254.76
Min El Weir Flow (ft)	1458.25	Hydr Depth (ft)	2.62	2.28
Min El Prs (ft)	1456.76	W.P. Total (ft)	65.44	64.53
Delta EG (ft)	0.12	Conv. Total (cfs)	13142.0	10225.0
Delta WS (ft)	0.17	Top Width (ft)	64.63	63.87
BR Open Area (sq ft)	174.29	Frctn Loss (ft)	0.05	0.03
BR Open Vel (ft/s)	3.67	C & E Loss (ft)	0.02	0.00
BR Sluice Coef		Shear Total (lb/sq ft)	0.27	0.39
BR Sel Method	Energy only	Power Total (lb/ft s)	0.85	1.42

PRE-PROJECT CONDITIONS - 100YR BRIDGE OUTPUT

Plan: PRE-COND BROWNS CREEK BROWNS CREEK RS: 1190 Profile: 100-YR

E.G. US. (ft)	1460.36	Element	Inside BR US	Inside BR DS
W.S. US. (ft)	1460.23	E.G. Elev (ft)	1460.36	1460.36
Q Total (cfs)	4049.25	W.S. Elev (ft)	1460.23	1459.98
Q Bridge (cfs)	1175.30	Crit W.S. (ft)	1459.53	1459.98
Q Weir (cfs)	2873.96	Max Chl Dpth (ft)	8.02	7.23
Weir Sta Lft (ft)	566.25	Vel Total (ft/s)	3.98	4.78
Weir Sta Rgt (ft)	1197.39	Flow Area (sq ft)	1016.19	847.24
Weir Submerg	0.51	Froude # Chl	0.25	0.43
Weir Max Depth (ft)	2.11	Specif Force (cu ft)	2210.31	2070.58
Min El Weir Flow (ft)	1458.25	Hydr Depth (ft)	1.66	1.49
Min El Prs (ft)	1457.85	W.P. Total (ft)	745.79	702.99
Delta EG (ft)	0.12	Conv. Total (cfs)		
Delta WS (ft)	0.67	Top Width (ft)	610.46	569.02
BR Open Area (sq ft)	205.23	Frctn Loss (ft)		
BR Open Vel (ft/s)	5.73	C & E Loss (ft)		
BR Sluice Coef		Shear Total (lb/sq ft)		
BR Sel Method	Press/Weir	Power Total (lb/ft s)		

POST-PROJECT CONDITIONS - 100YR BRIDGE OUTPUT

Plan: POST_COND BROWNS CREEK BROWNS CREEK RS: 1190 Profile: 100-YR

E.G. US. (ft)	1460.60	Element	Inside BR US	Inside BR DS
W.S. US. (ft)	1460.50	E.G. Elev (ft)	1460.60	1460.54
Q Total (cfs)	4049.25	W.S. Elev (ft)	1460.50	1459.99
Q Bridge (cfs)	1179.99	Crit W.S. (ft)	1459.87	1459.89
Q Weir (cfs)	2869.26	Max Chl Dpth (ft)	8.29	7.24
Weir Sta Lft (ft)	550.67	Vel Total (ft/s)	4.13	5.91
Weir Sta Rgt (ft)	1211.31	Flow Area (sq ft)	980.50	685.54
Weir Submerg	0.36	Froude # Chl	0.26	0.39
Weir Max Depth (ft)	2.36	Specif Force (cu ft)	2227.95	1909.46
Min El Weir Flow (ft)	1458.25	Hydr Depth (ft)	1.68	1.36
Min El Prs (ft)	1456.76	W.P. Total (ft)	718.30	637.96
Delta EG (ft)	0.92	Conv. Total (cfs)		
Delta WS (ft)	1.02	Top Width (ft)	584.37	505.19
BR Open Area (sq ft)	174.29	Frctn Loss (ft)		
BR Open Vel (ft/s)	6.77	C & E Loss (ft)		
BR Sluice Coef		Shear Total (lb/sq ft)		
BR Sel Method	Press/Weir	Power Total (lb/ft s)		

NOTES:

1. DESIGN AND CHECK STORM EVENTS ARE 2-YR AND 100-YR.
2. USACE HEC-RAS VERSION 6.4.1 UTILIZED FOR THE HYDRAULIC ANALYSIS.
3. ALL ELEVATIONS BASED ON THE NAVD88 VERTICAL DATUM.
4. THE DOWNSTREAM BOUNDARY CONDITION WAS ESTABLISHED USING NORMAL DEPTH WITH A DOWNSTREAM SLOPE OF 0.004 FT/FT

STATE OF TEXAS
ALBERTO J. DORANTES
140788
LICENSED
PROFESSIONAL ENGINEER
5/24/2024

NO.	DATE	REVISION	APPROV.

IEA
13501 KATY FREEWAY
SUITE 3425
HOUSTON, TEXAS 77079
(832) 494-3800
FIRM REGISTRATION No. F-10161

Texas Department of Transportation
Brownwood District

CR 112
HYDRAULIC DATA SHEET
STA 16+30
BRIDGE AT BROWNS CREEK

SHEET 3 OF 3

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112
STATE	DISTRICT	COUNTY
TEXAS	BWD	MILLS
CONTROL	SECTION	JOB / SHEET NO.
0923	23	033 / 38

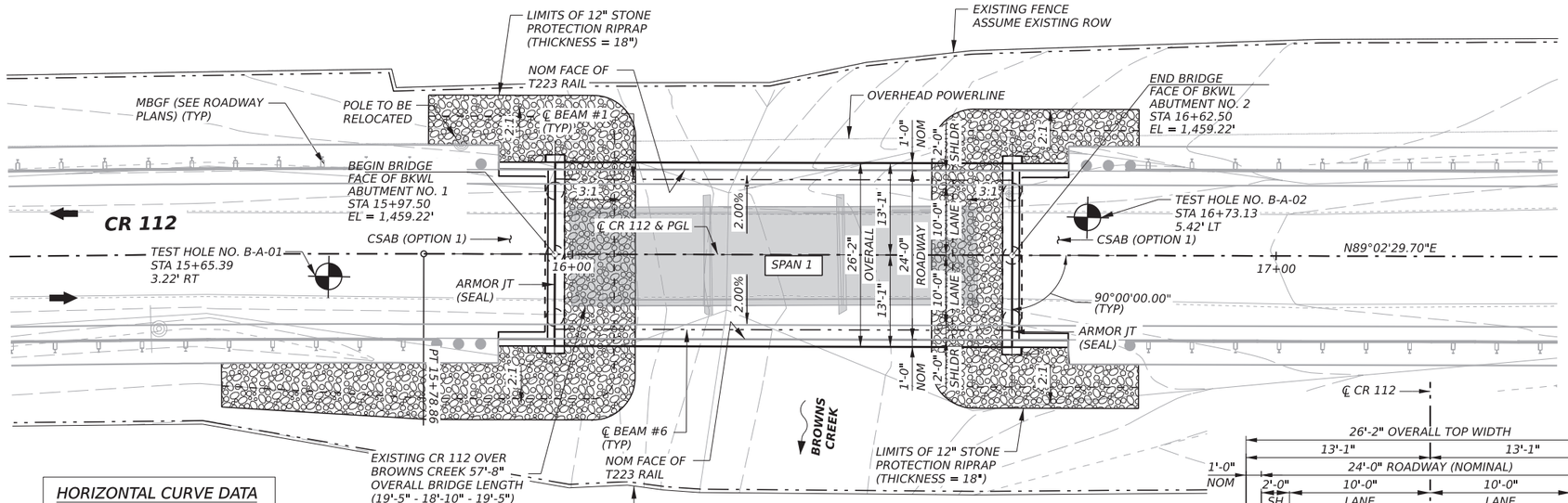
PLOT SCALE: 0.08712796 ft / in.
3/22/2024 6:13:03 PM USER: ehernandez MODEL: BDR_PLAN 1
pw://ea-pw.bentley.com:ea-pw-01/Documents/2163D TXDOT 88-9IDP5025/4-Design/Drainage/Hydraulic Data Sheets/CR 112/CR_112_HDS_03.dgn
REV DATE: $SAVED$
CSJ: 0315-06-047

CK: RP
DW: FP
CK: WW
DN: RP

LEGEND

- EXISTING STRUCTURE TO BE REMOVED

GENERAL NOTES:
1. DESIGN ACCORDING TO 2020 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS WITH THE LATEST INTERIMS (9TH ED) (HL93 LOADING).
2. SEE BORING SHEETS FOR DRILLING LOG INFORMATION.
3. CONTRACTOR TO VERIFY ALL ELEVATIONS AND DIMENSIONS TO EXISTING STRUCTURES IN THE FIELD PRIOR TO WORK OR ORDERING MATERIALS.
4. EXISTING SUBSTRUCTURES TO BE REMOVED UP TO 2 FEET BELOW FINISHED GROUND.

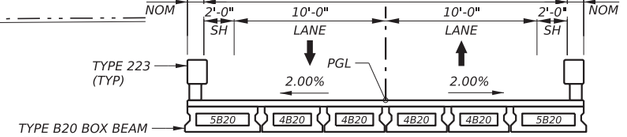


FUNCTION CLASS: RURAL LOCAL
DESIGN SPEED: MEETS OR EXCEED EXISTING
AADT (2013) = 50
AADT (2033) = 50
EXISTING NBI: 231670AA0212001
PROPOSED NBI: 231670AA0212002

ALL ABUTMENTS ARE AT A BEARING OF N90°57'30.3"W

HORIZONTAL CURVE DATA

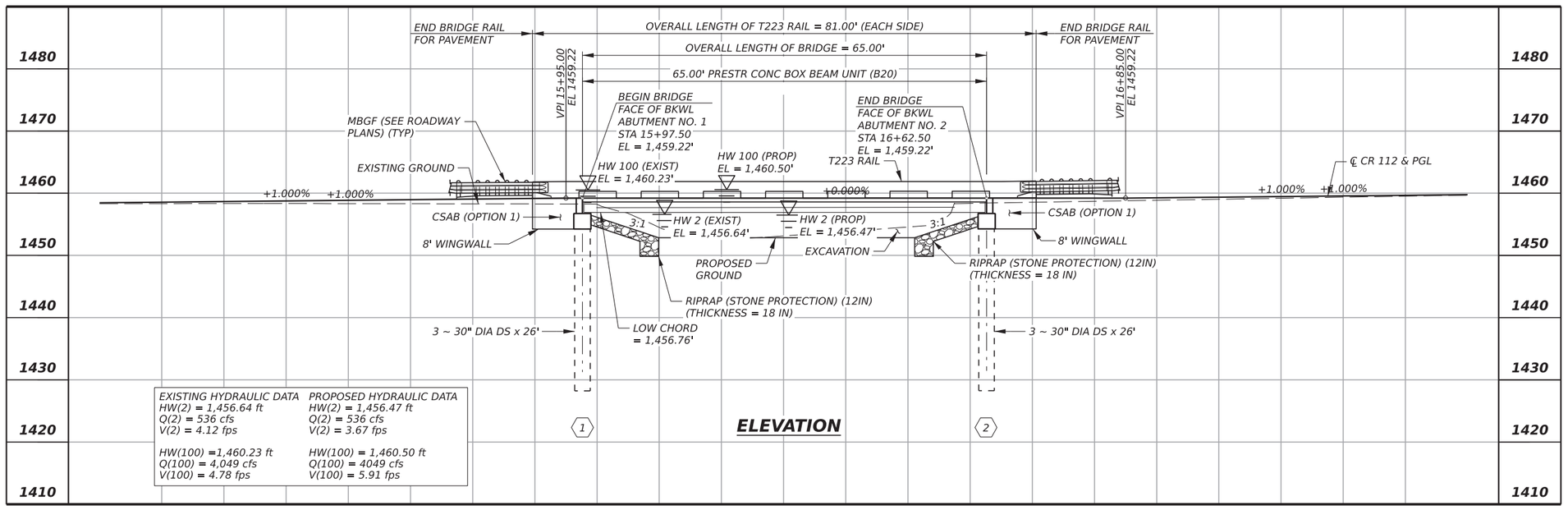
P.I. STATION 15+48.23
DELTA = 01°07'17.60" (RT)
DEGREE = 01°49'49.90"
TANGENT = 30.64'
LENGTH = 61.27'
RADIUS = 3,130.00
P.C. STATION 15+17.60
P.T. STATION 15+78.86



TYPICAL SECTION

HORIZONTAL
0 10 20 40 FT

PLAN



EXISTING HYDRAULIC DATA	PROPOSED HYDRAULIC DATA
HW(2) = 1,456.64 ft	HW(2) = 1,456.47 ft
Q(2) = 536 cfs	Q(2) = 536 cfs
V(2) = 4.12 fps	V(2) = 3.67 fps
HW(100) =1,460.23 ft	HW(100) = 1,460.50 ft
Q(100) = 4,049 cfs	Q(100) = 4049 cfs
V(100) = 4.78 fps	V(100) = 5.91 fps

ELEVATION

STATE OF TEXAS
CHUN-HOI WONG
87943
LICENSED PROFESSIONAL ENGINEER
10/2/2024

NO.	DATE	REVISION	APPROV.

IEA
13501 KATY FREEWAY
SUITE 3425
HOUSTON, TEXAS 77079
(832) 494-3800
FIRM REGISTRATION No. F-10161

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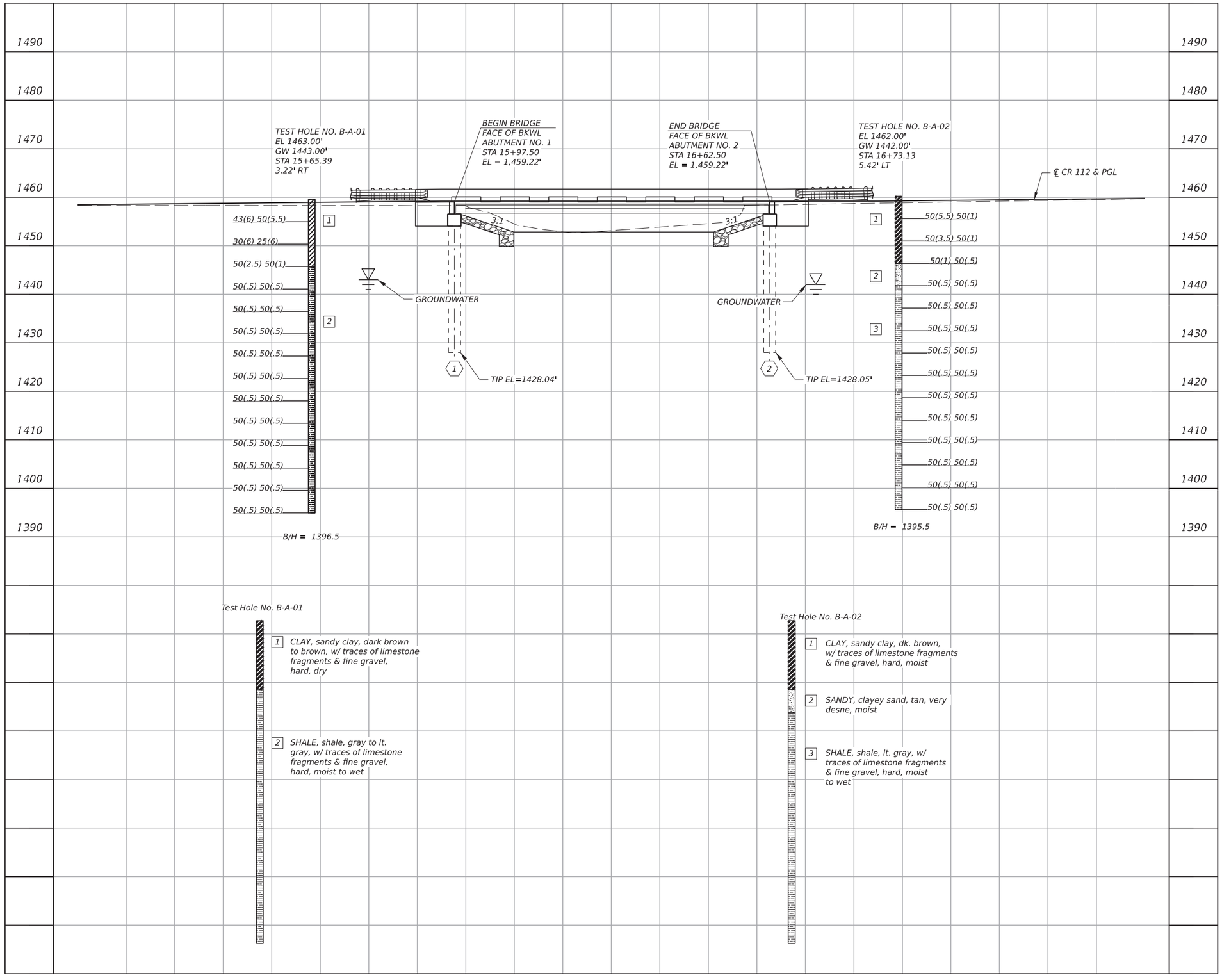
BROWNS CREEK BRIDGE AT CR 112 BRIDGE LAYOUT

SHEET 1 OF 1

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112
STATE	DISTRICT	COUNTY
TEXAS	BWD	MILLS
CONTROL	SECTION	JOB / SHEET NO.
0923	23	033 / 39

PLOT SCALE: 0.08333333 ft / in.
10/2/2024 9:30:48 AM USER: fpasket MODEL: 112_BR_BL01
pw://iea-pw.bentley.com:iea-pw-01/Documents/2163D TXDOT 88-9IDP5025/4-Design/Plan Set/S07-Bridge/S7-CR-112/112_BR_BL01.dgn
REV DATE: $$SAVED$$ FILENAME:
CSJ: 0923-23 -033

CK: RP
DW: FP
CK: WW
DN: RP



Test Hole No. B-A-01

1 CLAY, sandy clay, dark brown to brown, w/ traces of limestone fragments & fine gravel, hard, dry

2 SHALE, shale, gray to lt. gray, w/ traces of limestone fragments & fine gravel, hard, moist to wet

Test Hole No. B-A-02

1 CLAY, sandy clay, dk. brown, w/ traces of limestone fragments & fine gravel, hard, moist

2 SANDY, clayey sand, tan, very desne, moist

3 SHALE, shale, lt. gray, w/ traces of limestone fragments & fine gravel, hard, moist to wet

FOUNDATION NOTES:
1. ALL DRILLED SHAFTS AT ABUTMENTS ARE DESIGNED FOR COMBINED SKIN FRICTION AND POINT BEARING.
2. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO STABILIZE THE DRILLED SHAFT HOLES WHEN GROUND WATER OR CAVING OF THE SOILS IS ENCOUNTERED AT EL. 1443.00'(B-A-01) & 1442.00'(B-A-02).
3. TEST HOLE DATA PROVIDED BY B2Z ENGINEERING, PROJECT No. 6285a, FEBRUARY, 2024.

HORIZONTAL
0 10 20 40 FT

STATE OF TEXAS
CHUN-HOI WONG
87943
LICENSED
PROFESSIONAL ENGINEER

10/2/2024

NO.	DATE	REVISION	APPROV.

IEA
13501 KATY FREEWAY
SUITE 3425
HOUSTON, TEXAS 77079
(832) 494-3800
FIRM REGISTRATION No. F-10161

Texas Department of Transportation

BROWNS CREEK BRIDGE AT CR 112

SOIL BORINGS

SHEET 1 OF 1

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112

STATE	DISTRICT	COUNTY	
TEXAS	BWD	MILLS	
CONTROL	SECTION	JOB	SHEET NO.
0923	23	033	40

PLOT SCALE: 0.08333333 ft / in.
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pw://iea-pw.bentley.com:iea-pw-01/Documents/2163D TXDOT 88-9IDP5025/4-DesignPlan Set/S07-Bridge/S7-CR-112/112_BR_BBL

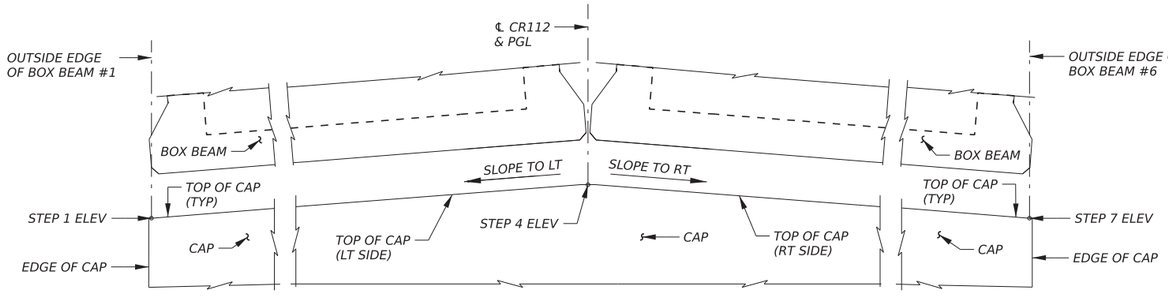
CK: RP
DW: FP
CK: WW
DN: RP

CR 112 @ BROWNS CREEK

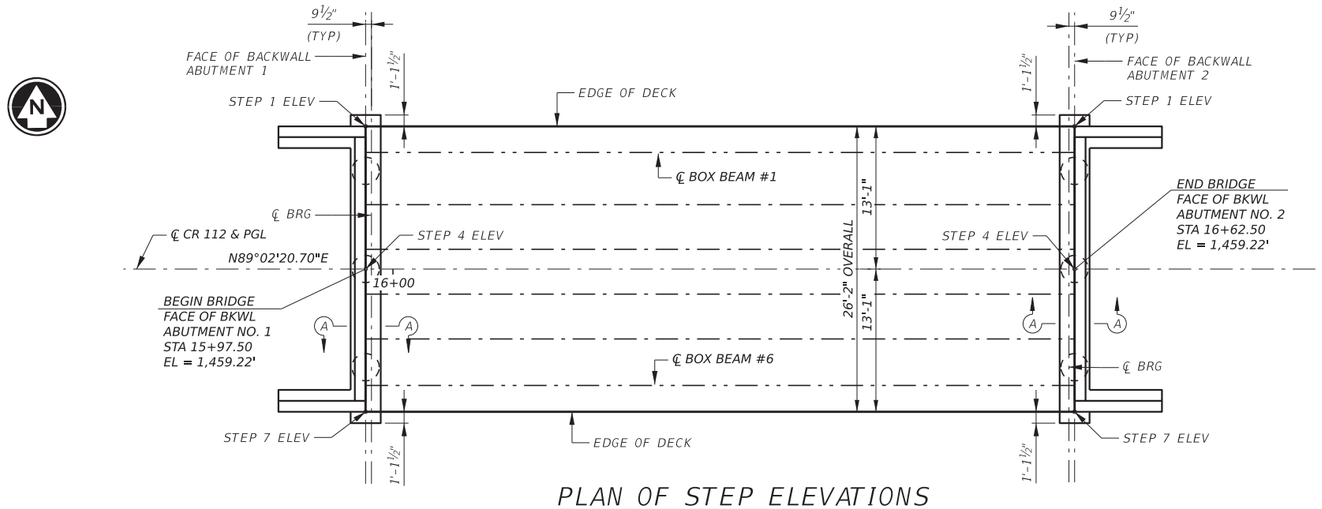
SUMMARY OF ESTIMATED QUANTITIES

BID ITEM NUMBER	400 7010	416 7005	420 7012	422 7005	422 7020	425 7026	425 7027	432 7041	450 7008	454 7003	496 7009	4003 7001
BID ITEM DESCRIPTION	CEM STABIL BKFL	DRILL SHAFT (30 IN)	CL C CONC (ABUT)	REINF CONC SLAB (BOX BEAM)	SHEAR KEY	PRESTR CONC BOX BEAM (4B20)	PRESTR CONC BOX BEAM (5B20)	RIPRAP (STONE PROTECTION)(12 IN)	RAIL (TY T223)	ARMOR JOINT (SEALED)	REMOV STR (BRIDGE 0 – 99 FT LENGTH)	* TIP TESTING(DRILL SHAFT)
	CY	LF	CY	SF	CY	LF	LF	CY	LF	LF	EA	EA
2 – ABUTMENTS	41	156	27.2		8.6							
1 – 65.00' PRESTR CONC BOX BEAM UNIT				1,701		258.00	129.00	124	162.0	50	1	1
OVERALL TOTALS:	41	156	27.2	1,701	8.6	258.00	129.00	124	162.0	50	1	1

* DRILLED SHAFT TESTING NOTES:
THERMAL INTEGREITY PROFILER (TIP) TESTING OF DRILLED SHAFT (SS 4003-7001) PERFORM THE NONDESTRUCTIVE TESTING (NDT) METHOD TERMED TIP TESTING TO CHECK THE INTEGRITY OF DESIGNATED PRODUCTION DRILLED SHAFTS AS SHOWN ON PLANS.
COORDINATE TESTING WITH THE ENGINEER A MINIMUM OF ONE WEEK PRIOR TO THE DESITED TESTING DATE.

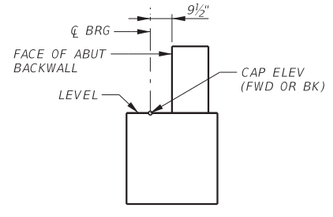


TYPICAL TRANSVERSE SECTIONS AT STEP ELEVATIONS



PLAN OF STEP ELEVATIONS

ALL ABUTMENTS ARE AT A
BEARING OF N90°57'30.3"W



SECTION A-A

STEP ELEVATIONS

		STEP 1	STEP 4	STEP 7
ABUT 1	(FWD)	1456.476	1456.741	1456.476
ABUT 2	(BK)	1456.476	1456.741	1456.476

10/3/2024

NO.	DATE	REVISION	APPROV.

IEA
13501 KATY FREEWAY
SUITE 3425
HOUSTON, TEXAS 77079
(832) 494-3800
FIRM REGISTRATION No. F-10161

Texas Department of Transportation

BROWNS CREEK BRIDGE AT CR 112

ESTIMATED QUANTITIES & STEP ELEVATIONS

SHEET 1 OF 1

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112
STATE	DISTRICT	COUNTY
TEXAS	BWD	MILLS
CONTROL	SECTION	JOB / SHEET NO.
0923	23	033 / 41

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MODEL: BRIDGE
REV DATE: $SAVED$
CSJ: 0923-23 -033
FILENAME:

DATE: 6/27/2024 12:44:17 PM
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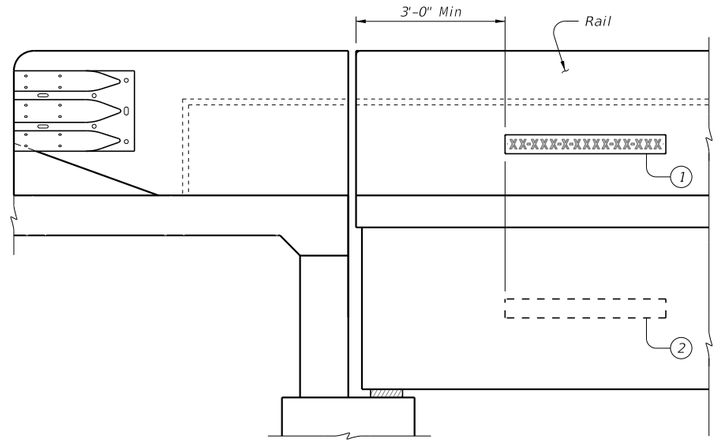
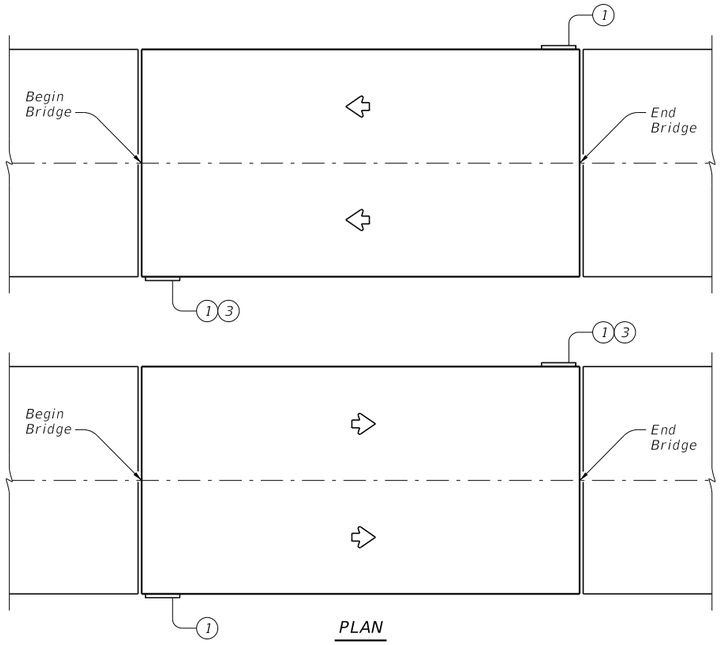
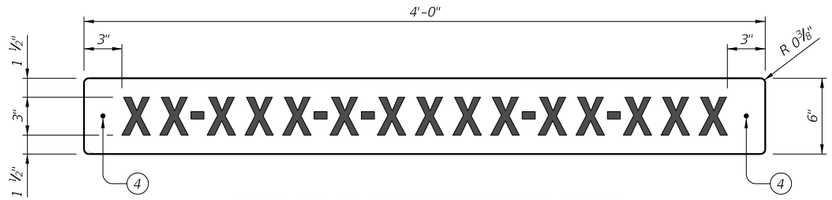


ELEVATION

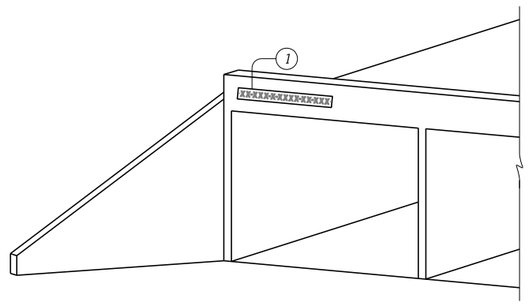


PLAN

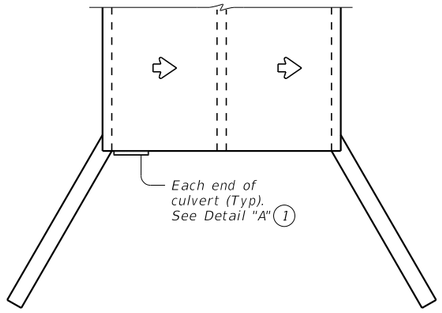
BRIDGE SIGN LOCATIONS



BRIDGE IDENTIFICATION SIGN

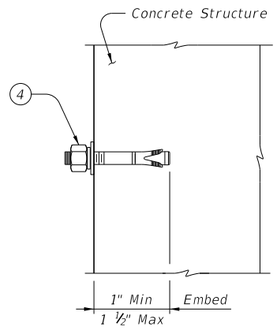


DETAIL "A"



PLAN

BRIDGE CLASS CULVERT SIGN PLACEMENT



ANCHOR DETAIL

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) ¼" Diameter stainless steel expansion anchor with hex nut, washer, and 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 ¼" diameter stainless steel expansion anchors with one hex head nut, one flat washer, and one 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.

Texas Department of Transportation

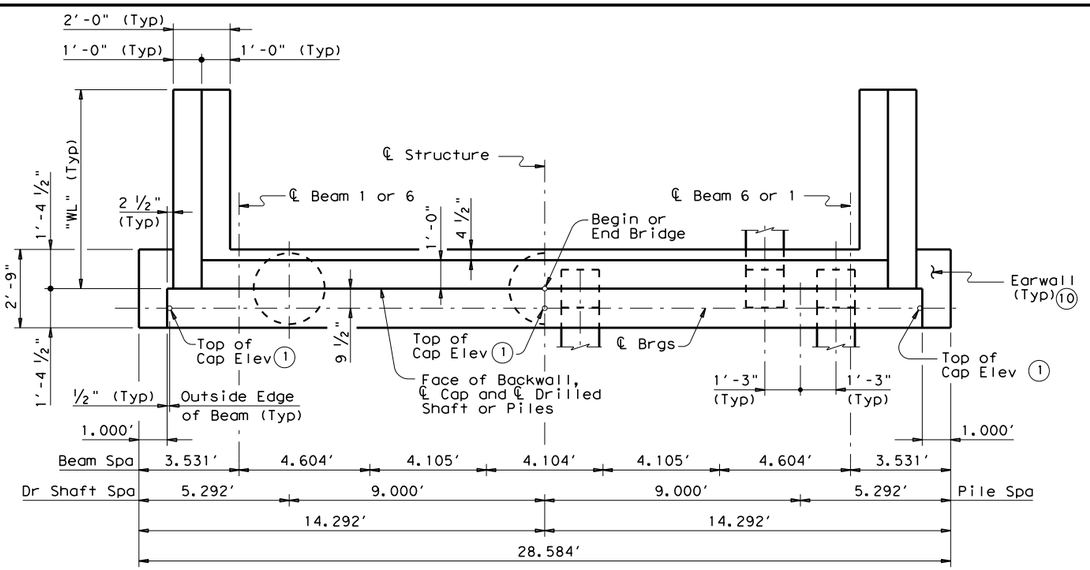
Bridge Division Standard

NBIS BRIDGE IDENTIFICATION SIGN STANDARD

NBIS

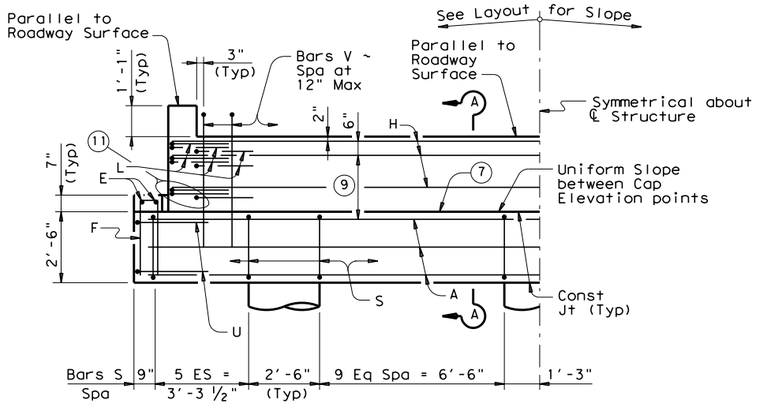
FILE:	DN: TAR	CK: TxDOT	DW: JER	CK: TAR
©TxDOT March 2023 REVISIONS	CONT	SECT	JOB	HIGHWAY
	0923	23	033	CR 112
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		42

DATE:
FILE:

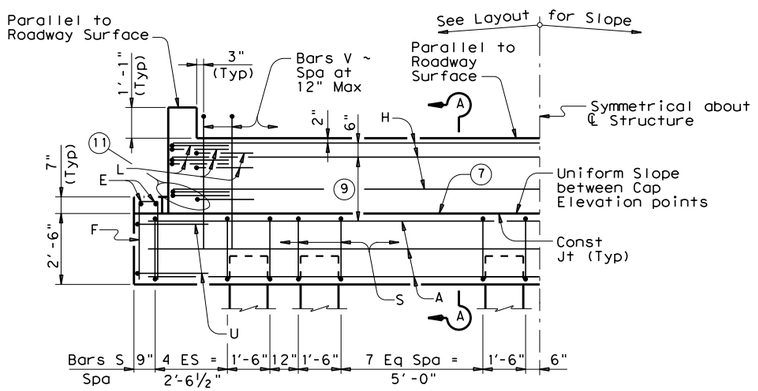


SHOWING DRILLED SHAFTS SHOWING BATTERED PILES

PLAN

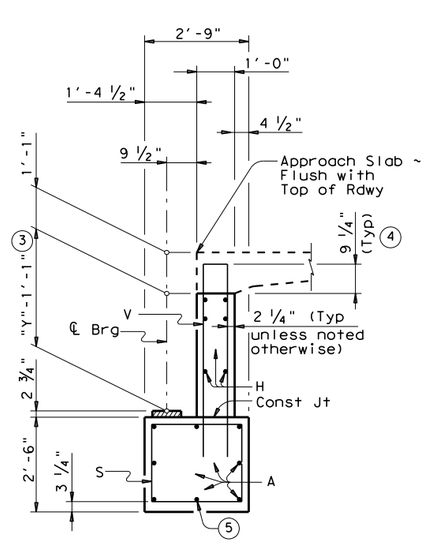


HALF ELEVATION ~ DRILLED SHAFT ABUTMENT



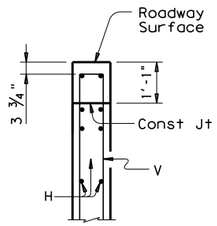
HALF ELEVATION ~ PILE ABUTMENT

(Showing 16" Piles ~ for Piles larger than 16", adjust Bars S spacing as required to avoid Piling)



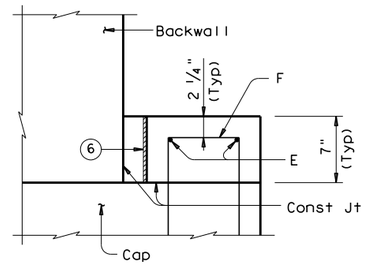
SECTION A-A

(Showing Approach Slab) (2)



BACKWALL DETAIL

(Without Approach Slab) (2)



EARWALL ELEVATION DETAIL (10)

(Slope top of earwall away from beams)

TABLE OF WINGWALL LENGTHS "WL"

Beam Type	"WL"
B20	8.000'
B28	10.000'
B34	11.000'

TABLE OF FOUNDATION LOADS (8)

Span Length	Drilled Shaft Load	Battered Pile Load
Ft	Tons/DS	Tons/Pile
30	50	38
35	55	41
40	60	43
45	64	45
50	68	47
55	73	50
60	77	52
65	81	54
70	85	56
75	89	58
80	93	60
85	97	62
90	101	64
95	105	66

(1) Top of Cap Elevations are based on section depths shown on Span Details.

(2) See Bridge Layout for Joint type and to determine if Approach Slab is present.

(3) See Span details for "Y" value.

(4) Increase as required to maintain 3 ¾" from Finished Grade.

(5) With pile foundations, replace Bar A, located at bottom centerline of cap with 2 ~ #11 x 5'-0" bars placed between pile groups. Deduct 93 Lbs from reinforcing steel total.

(6) ½" Preformed Bituminous Fiber material between beam and earwall. Bond to beam with an approved adhesive. Inside face of earwall to be cast with vertical side of beam.

(7) Surface finish for the top of Cap will be a textured wood float finish. The surface must be level in the direction of the centerline of Beams.

(8) Foundation loads are based on B34 beams.

(9) Use 2 Eq Spa for B28 and B34 beams. Use 1 space for B20 beams.

(10) Do not cast earwalls until beams are erected in their final position.

(11) This set of Bars L only required for B28 and B34 beams.

GENERAL NOTES:
Designed according to AASHTO LRFD Specifications.
Concrete strength f'c = 3,600 psi.
All reinforcing must be Grade 60.
Designed for normal embankment header slope of 3:1 or 2:1.
See Bridge Layout for beam type and foundation type, size and length.
See standard FD for all foundation details and notes.
See applicable rail details for rail anchorage cast in wingwalls.
See standard CRR for riprap attachment details, if applicable.
These abutment details may be used only with the following standards:
SBBS-B20-24 or SBBO-B20-24
SBBS-B28-24 or SBBO-B28-24
SBBS-B34-24 or SBBO-B34-24

HL93 LOADING

Texas Department of Transportation

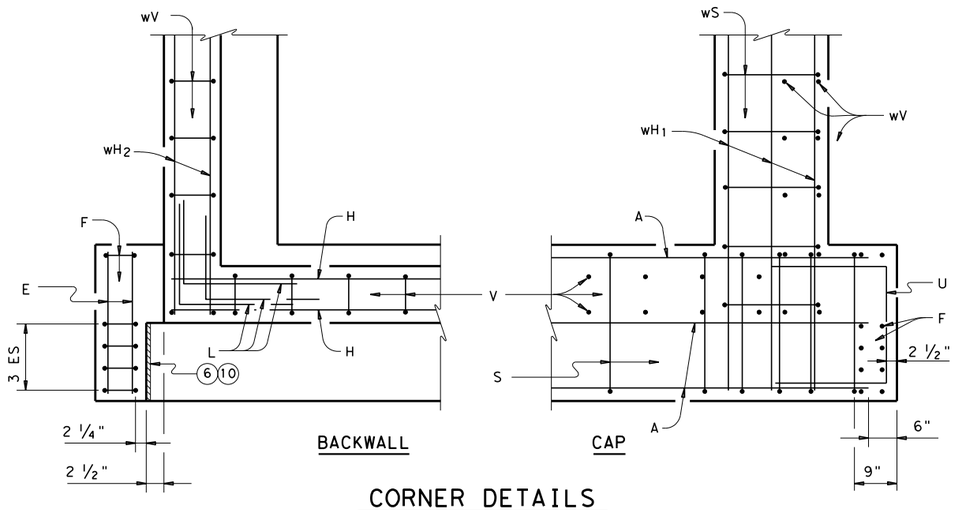
Bridge Division Standard

ABUTMENTS
PRESTR CONC BOX BEAMS
24' RDWY

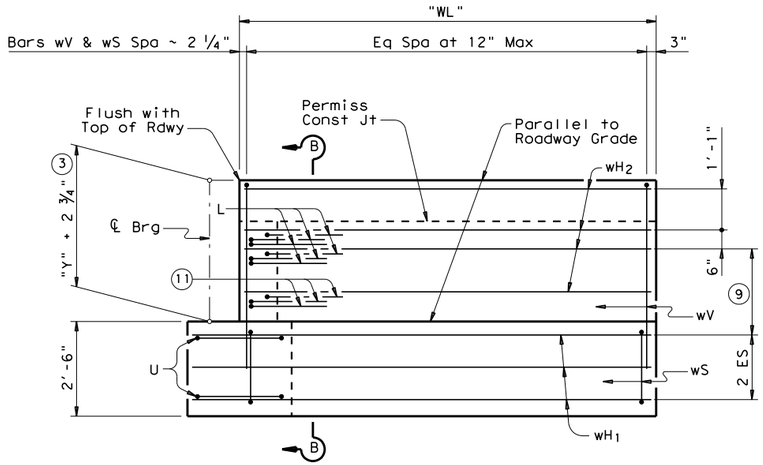
ABB-24

FILE: BB-ABB24-11.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT December, 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
04-11: Span length.	DIST	COUNTY		SHEET NO.
	BWD	MILLS		43

DATE:
FILE:



CORNER DETAILS



WINGWALL ELEVATION

(Earwall omitted for clarity)

SECTION B-B

TABLE OF ESTIMATED QUANTITIES (TYPE B20 BEAMS)⑫				
BAR	NO.	SIZE	LENGTH	WEIGHT
A ⑤	8	#11	27'- 7"	1,172
E	4	# 5	2'- 5"	10
F	10	# 5	6'- 1"	63
H	4	# 6	25'-10"	155
L	12	# 6	4'- 0"	72
S	32	# 4	9'- 8"	207
U	4	# 6	7'- 3"	44
V	25	# 5	7'- 6"	191
wH1	14	# 6	9'- 0"	189
wH2	12	# 6	7'- 8"	138
wS	18	# 4	7'- 9"	93
wV	18	# 5	7'- 9"	145
Reinforcing Steel			Lb	2,479
Class "C" Concrete (w/Slab)			CY	12.6
Class "C" Concrete (w/ACP)			CY	12.3

TABLE OF ESTIMATED QUANTITIES (TYPE B28 BEAMS)⑫				
BAR	NO.	SIZE	LENGTH	WEIGHT
A ⑤	8	#11	27'- 7"	1,172
E	4	# 5	2'- 5"	10
F	10	# 5	6'- 1"	63
H	6	# 6	25'-10"	233
L	18	# 6	4'- 0"	108
S	32	# 4	9'- 8"	207
U	4	# 6	7'- 3"	44
V	25	# 5	8'- 9"	226
wH1	14	# 6	11'- 0"	231
wH2	16	# 6	9'- 8"	232
wS	22	# 4	7'- 9"	114
wV	22	# 5	9'- 0"	207
Reinforcing Steel			Lb	2,847
Class "C" Concrete (w/Slab)			CY	14.7
Class "C" Concrete (w/ACP)			CY	14.4

TABLE OF ESTIMATED QUANTITIES (TYPE B34 BEAMS)⑫				
BAR	NO.	SIZE	LENGTH	WEIGHT
A ⑤	8	#11	27'- 7"	1,172
E	4	# 5	2'- 5"	10
F	10	# 5	6'- 1"	63
H	6	# 6	25'-10"	233
L	18	# 6	4'- 0"	108
S	32	# 4	9'- 8"	207
U	4	# 6	7'- 3"	44
V	25	# 5	9'-10"	254
wH1	14	# 6	12'- 0"	252
wH2	16	# 6	10'- 8"	256
wS	24	# 4	7'- 9"	124
wV	24	# 5	10'- 1"	252
Reinforcing Steel			Lb	2,975
Class "C" Concrete (w/Slab)			CY	16.2
Class "C" Concrete (w/ACP)			CY	15.9

③ See Span details for "Y" value.

⑤ With pile foundations, replace Bar A, located at bottom centerline of cap, with 2 ~ #11 x 5'-0" bars placed between pile groups. Deduct 93 Lbs from reinforcing steel total.

⑥ ½" Preformed Bituminous Fiber material between beam and earwall. Bond to beam with an approved adhesive. Inside face of earwall to be cast with vertical side of beam.

⑨ Use 2 Eq Spa for B28 and B34 beams and 1 space for B20 beams.

⑩ Do not cast earwalls until beams are erected in their final position.

⑪ This set of Bars L only required for B28 and B34 beams.

⑫ Quantities shown are for one Abutment only (with Approach Slab). With no Approach Slab, add 1.0 CY Class "C" concrete and 78 Lb reinforcing steel for 2 additional Bars H.

HL93 LOADING

SHEET 2 OF 2

Texas Department of Transportation

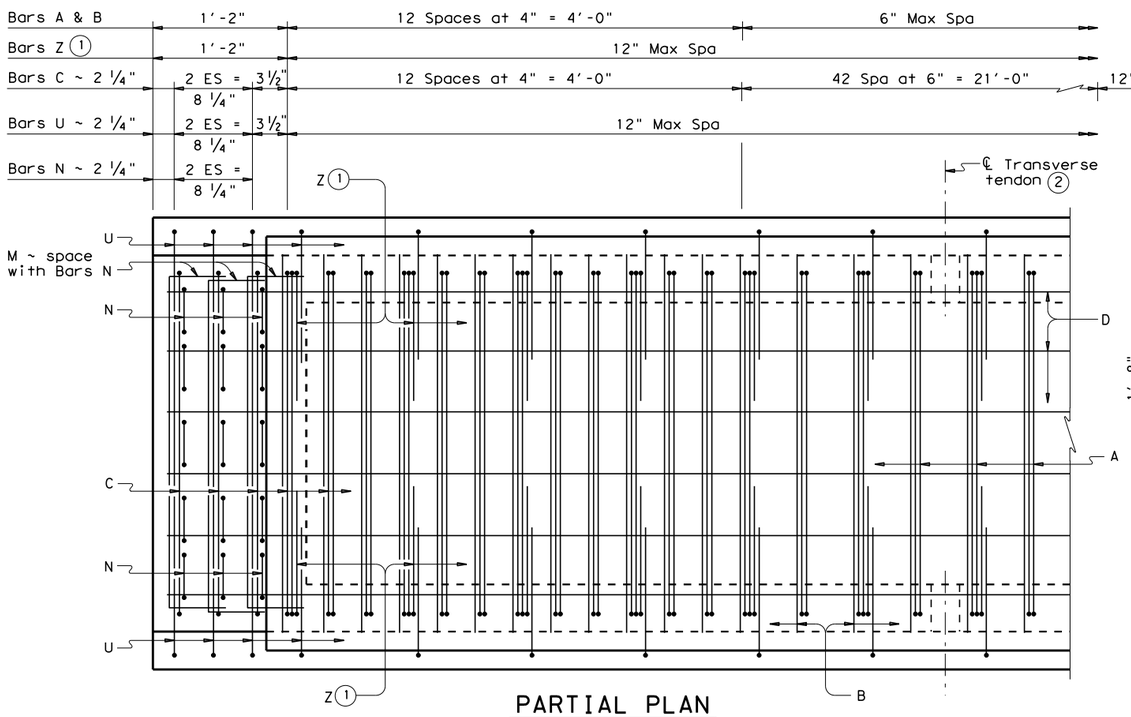
Bridge Division Standard

ABUTMENTS
PRESTR CONC BOX BEAMS
24' RDWY

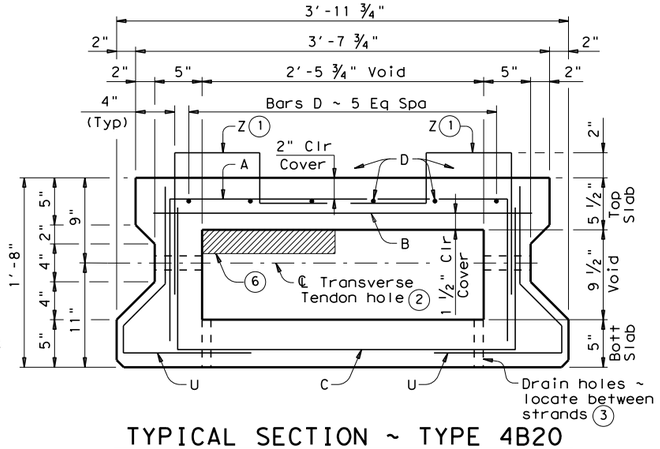
ABB-24

FILE: BB-ABB24-11.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT December, 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
04-11: Span length.	DIST	COUNTY		SHEET NO.
	BWD	MILLS		44

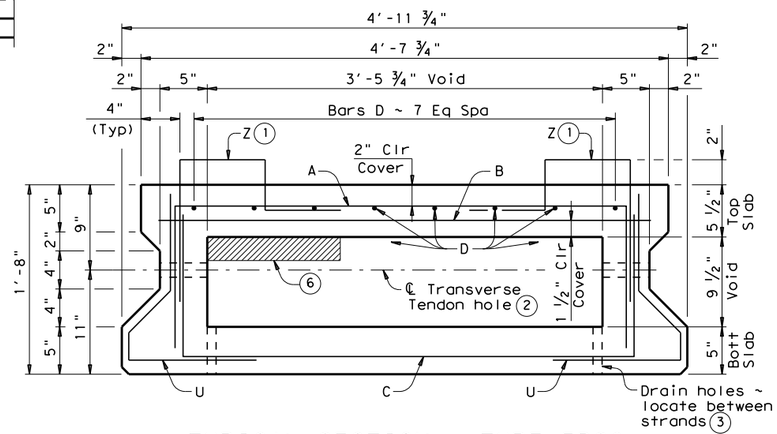
DATE:
FILE:



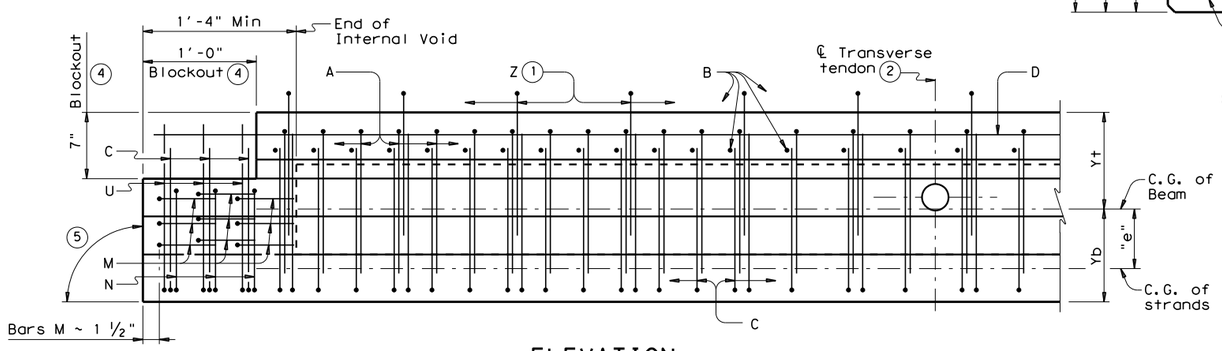
PARTIAL PLAN
(Showing Type 4B20)



TYPICAL SECTION ~ TYPE 4B20



TYPICAL SECTION ~ TYPE 5B20



ELEVATION

BEAM PROPERTIES			
		Type 4B20	Type 5B20
Area	in^2	591.8	717.8
Y top	in	10.19	10.12
Y bott	in	9.81	9.88
I	in^4	28,086	35,234
Weight (7)	lb/ft	616	748

(1) Bars Z are required for beams topped with a cast-in-place concrete slab only.

(2) Post-tensioning tendons are required for beams not topped with a Min 5" cast-in-place concrete slab. See span details for number and spacing of transverse tendons. Cast interior diaphragms in exterior beams and beams that serve temporarily as exterior beams in staged constructed bridges. See "Blockout, Interior Diaphragm, and Drain Details". Form 3" Dia holes in interior beams. See standard BBPT for details.

(3) Place drain holes (1" Dia PVC Sch 40 Pipe) as shown in all beam void corners including each side of interior diaphragms. See "Blockout, Interior Diaphragm, and Drain Details".

(4) Blockouts required at ends of all beams. Extend beam reinforcement into blockouts.

(5) 90° at conventional Interior Bents. Ends of beams shall be vertical at Abutment backwall and Inverted Tee Bent Stems.

(6) Showing void modification required in exterior beams not topped with a Min 5" cast-in-place concrete slab. See standard BBRAO for void modification dimensions.

(7) Based on 150 pcf weight density of concrete. Weight of end blocks and interior diaphragms is not included.

GENERAL NOTES:

Designed according to AASHTO LRFD Specifications.

Use Class H concrete. Use Class H (HPC) if required elsewhere in plans. All reinforcing steel must be Grade 60.

Two-stage monolithic casting is required. The concrete in the first stage cast (bottom beam flange) must remain plastic until the second stage cast (webs and top beam flange) is placed. Vibrate as required to ensure consolidation between the two casts.

1 1/4" clear cover to reinforcement is required unless noted otherwise.

See standard BBRAS or BBRAO for railing anchorage at bridge edges to be cast in beams.

An equal area of welded wire reinforcement (WWR) meeting the requirements of ASTM A1064 may be substituted for Bars A, B, C, and D.

These details are applicable for skews up to 30 degrees only.

Chamfer bottom beam corners 3/4" or round to a 3/4" radius.

HL93 LOADING

SHEET 1 OF 3

Texas Department of Transportation

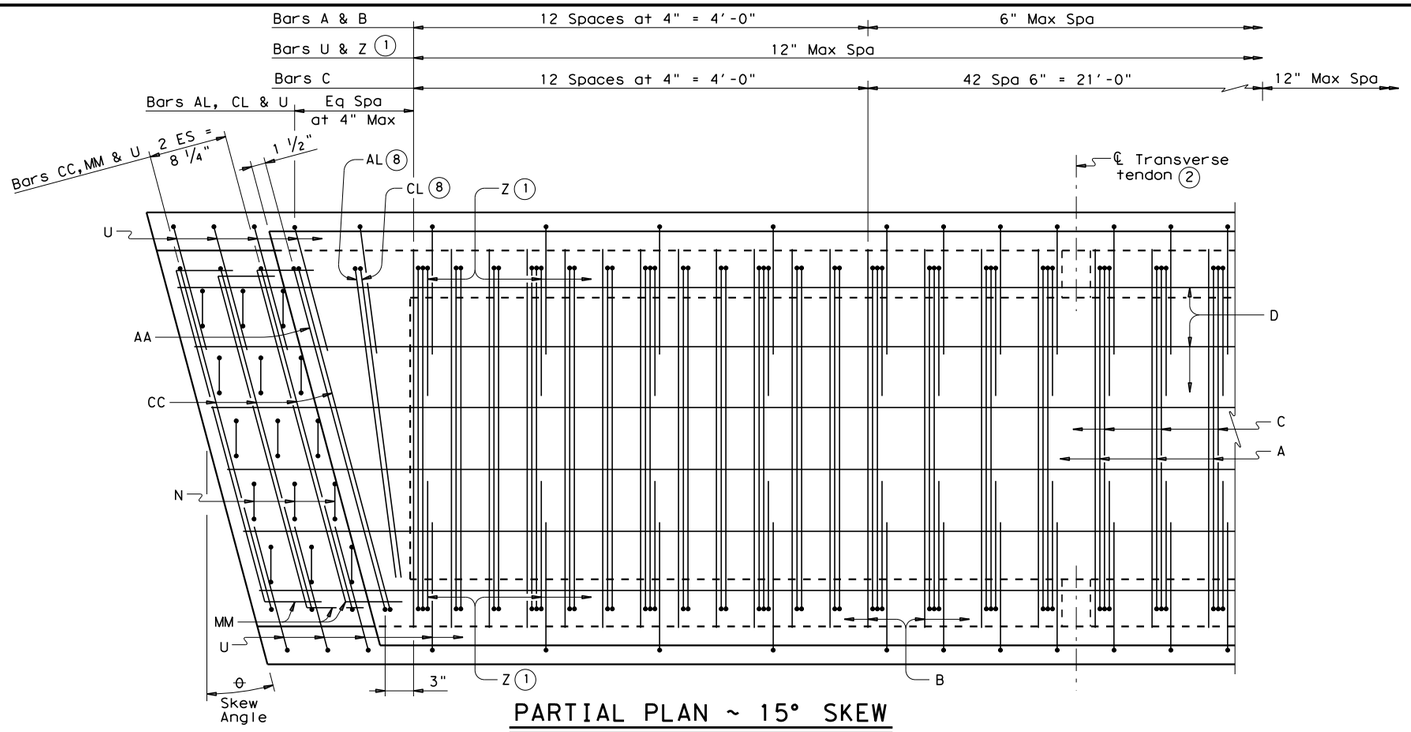
Bridge Division Standard

PRESTRESSED CONCRETE BOX BEAM DETAILS (TYPE B20)

BB-B20

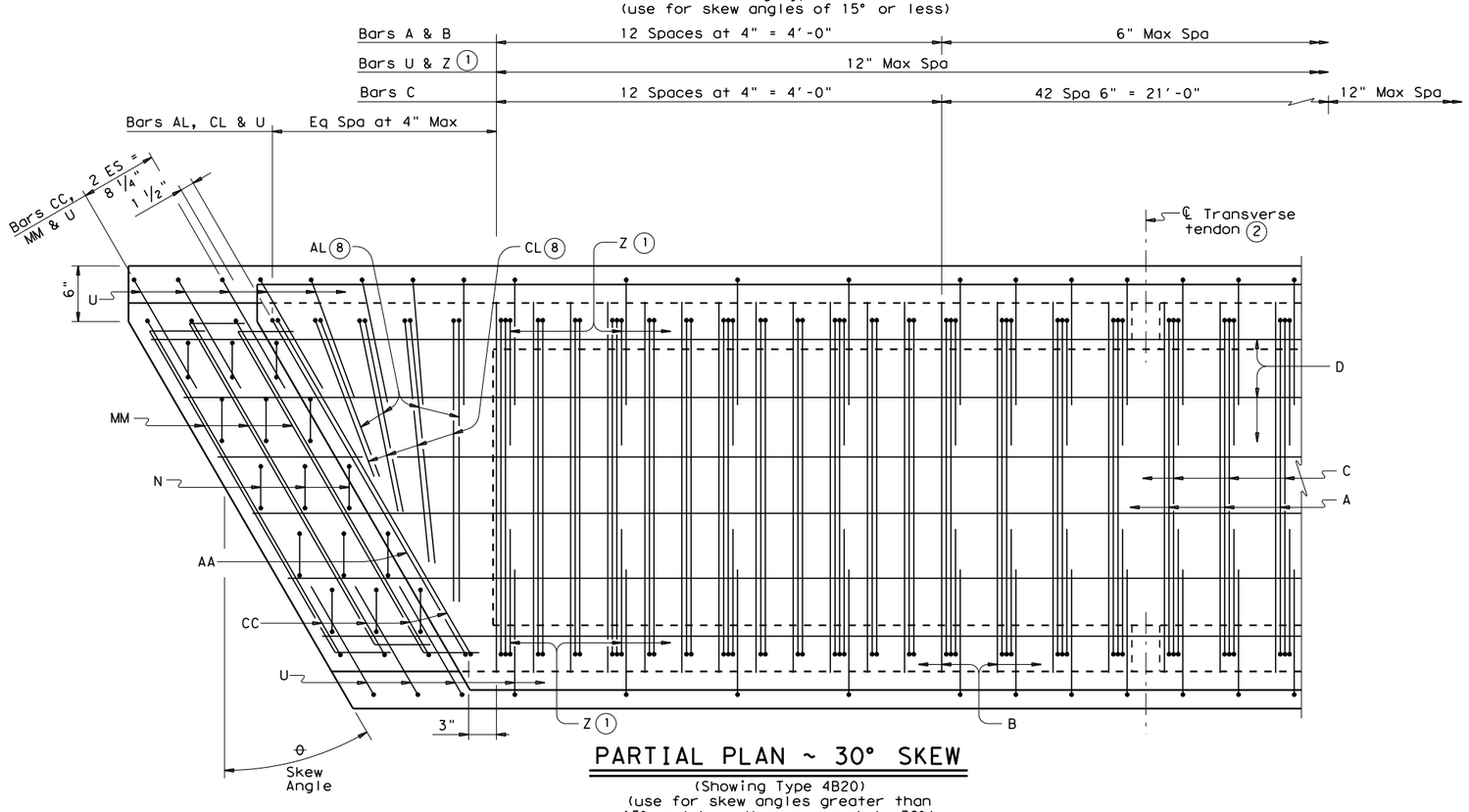
FILE: BB-B20-12.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT December, 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
01-12: Bars Z.	DIST	COUNTY		SHEET NO.
	BWD	MILLS		45

DATE:
FILE:



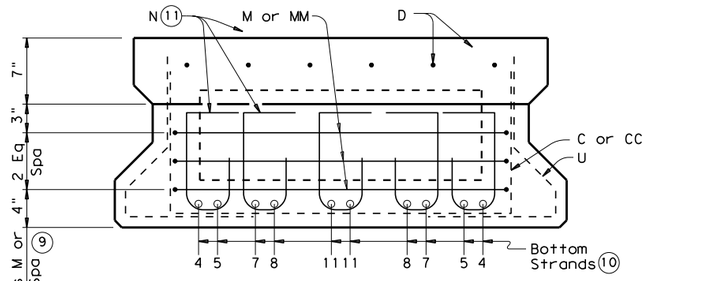
PARTIAL PLAN ~ 15° SKEW

(Showing Type 4B20)
(use for skew angles of 15° or less)



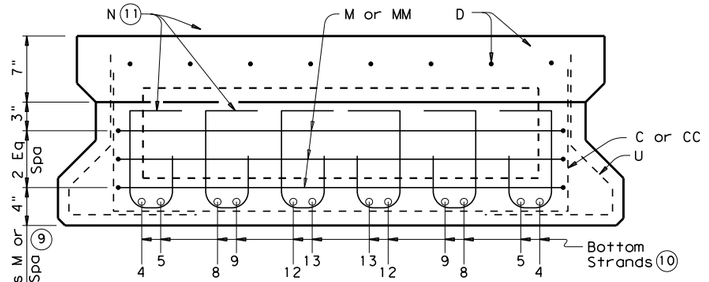
PARTIAL PLAN ~ 30° SKEW

(Showing Type 4B20)
(use for skew angles greater than 15° and less than or equal to 30°)



SECTION THRU BLOCKOUT ~ TYPE 4B20

(Showing End Mat Reinforcing)



SECTION THRU BLOCKOUT ~ TYPE 5B20

(Showing End Mat Reinforcing)

(1) Bars Z are required for beams topped with a cast-in-place concrete slab only.

(2) Post-tensioning tendons are required for beams not topped with a Min 5" cast-in-place concrete slab. See span details for number and spacing of transverse tendons. Cast interior diaphragms in exterior beams and beams that serve temporarily as exterior beams in staged constructed bridges. See "Blockout, Interior Diaphragm, and Drain Details". Form 3" Dia hole in interior beams. See standard BBPT for details.

(8) Cut as required to maintain one inch clear between bars.

(9) Bars M may be adjusted vertically as required to avoid pretensioning strands in web.

(10) See standard BBND or appropriate Prestressed Concrete Box Beam Standard Designs sheet for locations of pretensioning strands.

(11) For Type 4B20 Box Beams: Bars N may be reduced to 4 bars per row when beam design contains fewer than 22 strands. In this case, place Bars N at the 5-6 and 8-9 strand locations.

For Type 5B20 Box Beams: Bars N may be reduced to 5 bars per row when beam design contains fewer than 28 strands. In this case, place Bars N at the 4-5, 9-10 and 14-14 strand locations.

HL93 LOADING

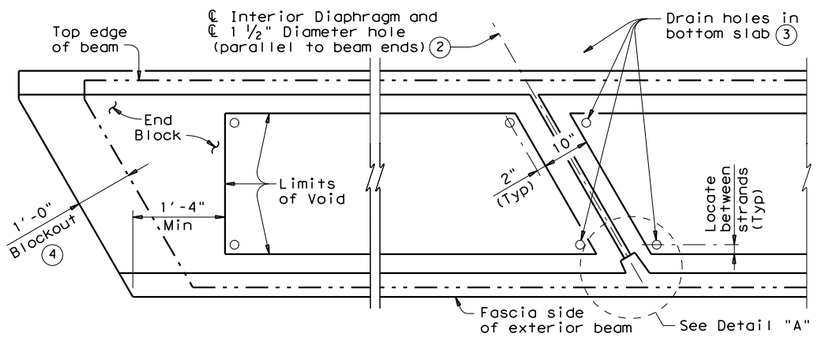
Texas Department of Transportation

Bridge Division Standard

PRESTRESSED CONCRETE BOX BEAM DETAILS (TYPE B20)

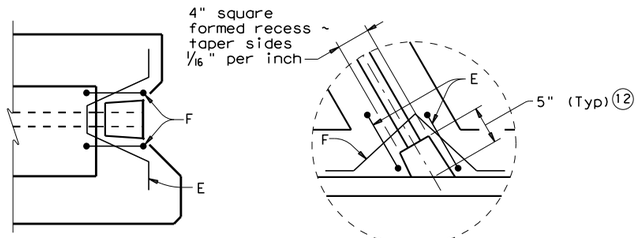
BB-B20

FILE: BB-B20-12.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT December, 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
01-12: Bars Z.	DIST	COUNTY		SHEET NO.
	BWD	MILLS		46



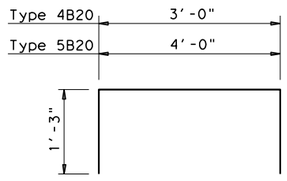
BLOCKOUT, INTERIOR DIAPHRAGM AND DRAIN DETAILS

(Showing 30° skew)

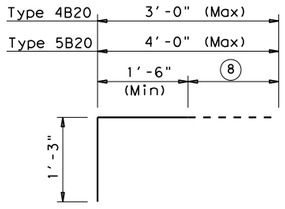


POST-TENSION ANCHORAGE DETAIL

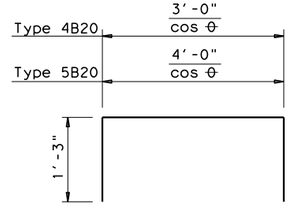
DETAIL A



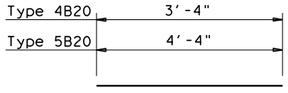
BARS A & C (#4)



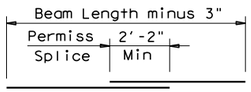
BARS AL & CL (#4)



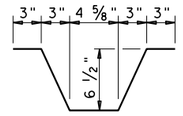
BARS AA & CC (#4)



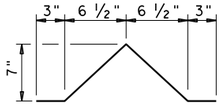
BARS B (#4)



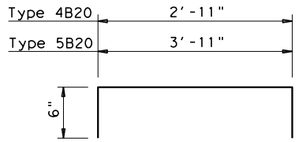
BARS D (#5)
Permissible splices to be placed in middle third of span



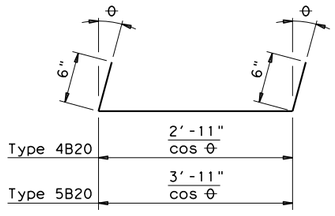
BARS E (#4)



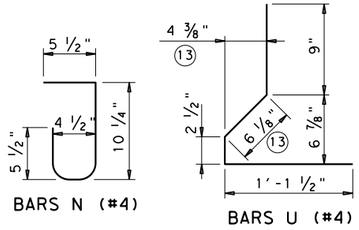
BARS F (#4)



BARS M (#4)

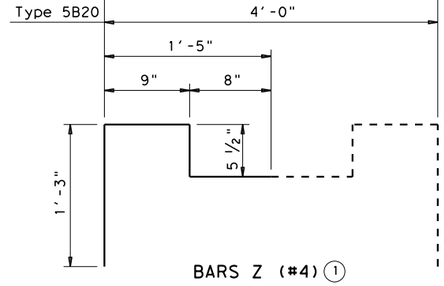


BARS MM (#4)



BARS N (#4)

BARS U (#4)



BARS Z (#4) (1)

At fabricator's option, Bars Z pairs may be fabricated using one continuous bar. If this option is used, Bars B at Bar Z locations (only) may be omitted.

(1) Bars Z are required for beams topped with a cast-in-place concrete slab only.

(2) Post-tensioning tendons are required for beams not topped with a Min 5" cast-in-place concrete slab. See span details for number and spacing of transverse tendons. Cast interior diaphragms in exterior beams and beams that serve temporarily as exterior beams in staged constructed bridges. Form 3" Dia holes in interior beams. See "Blockout, Interior Diaphragm, and Drain Details". See standard BBPT for details.

(3) Place drain holes (1" Dia PVC Sch 40 Pipe) as shown in all beam void corners including each side of interior diaphragms. See "Blockout, Interior Diaphragm, and Drain Details".

(4) Blockouts required at ends of all beams. Extend beam reinforcement into blockouts.

(8) Cut as required to maintain one inch clear between bars.

(12) 5" (Typ) or sufficient depth to provide 1" Cover on cut-off tendon. See BBPT for details.

(13) Dimension will vary slightly with skew. Adjust as necessary.

HL93 LOADING

SHEET 3 OF 3

Texas Department of Transportation

Bridge Division Standard

PRESTRESSED CONCRETE BOX BEAM DETAILS (TYPE B20)

BB-B20

FILE: BB-B20-12.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT December, 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
01-12: Bars Z.	DIST	COUNTY		SHEET NO.
	BWD	MILLS		47

DATE:
FILE:

DATE: 5/24/2024 10:04:12 AM
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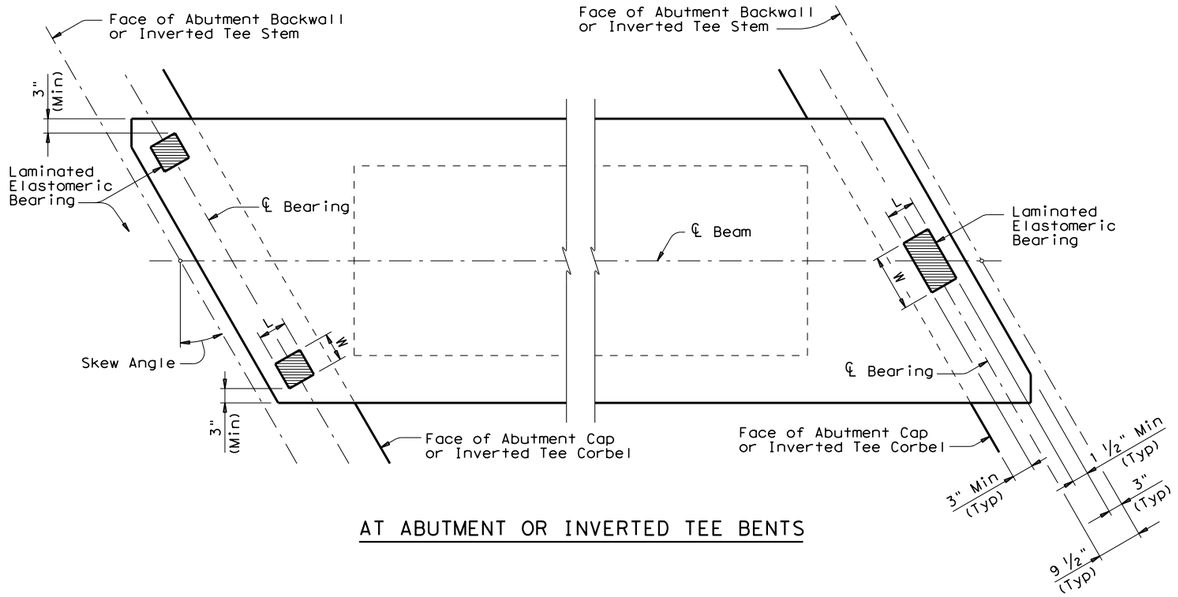
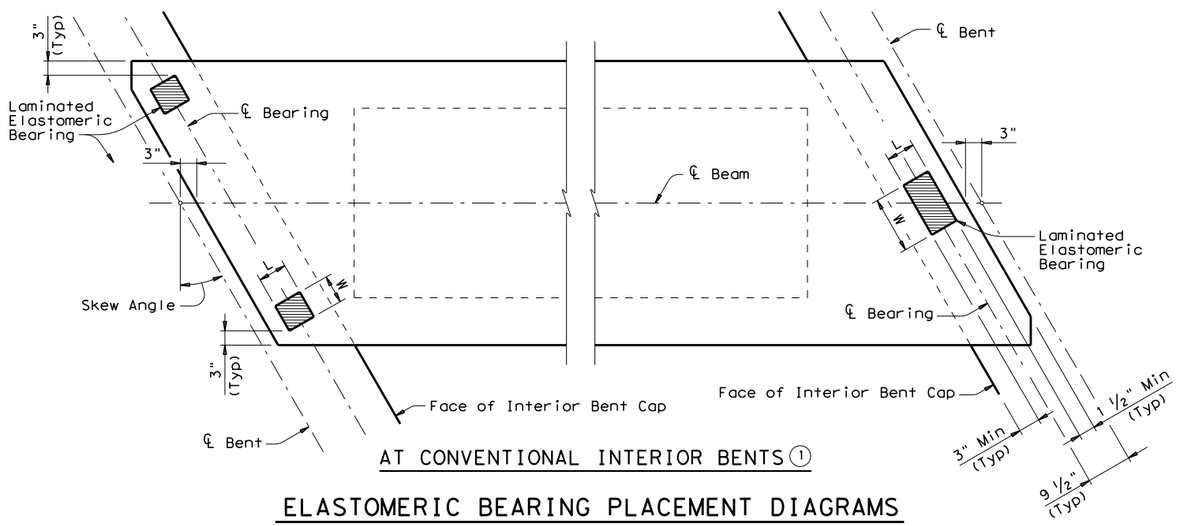


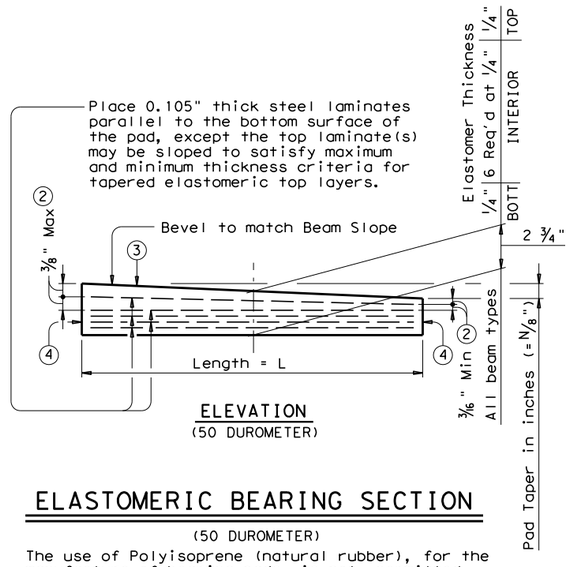
AT ABUTMENT OR INVERTED TEE BENTS



AT CONVENTIONAL INTERIOR BENTS ①

ELASTOMERIC BEARING PLACEMENT DIAGRAMS

The Forward Station Beam End will have one bearing and the Back Station Beam End will have two bearings.



ELEVATION
(50 DUROMETER)

ELASTOMERIC BEARING SECTION

(50 DUROMETER)

The use of Polyisoprene (natural rubber), for the manufacture of bearing pads, is not permitted.

ELASTOMETRIC BEARING DIMENSIONS					
BEARING TYPE	BEAM TYPE	ONE BEARING		TWO BEARINGS	
		L	W	L	W
B20-"N"	4B20	6"	12"	6"	6"
	5B20	6"	12"	6"	6"
B28-"N"	4B28	6"	14"	6"	7"
	5B28	6"	14"	6"	7"
B34-"N"	4B34	6"	16"	6"	8"
	5B34	6"	16"	6"	8"
B40-"N"	4B40	6"	20"	6"	10"
	5B40	6"	20"	6"	10"

① For Transition Bents with backwall, beams and elastomeric bearings will receive the same treatment as shown for Abutment Bents.

② Maximum and minimum layer thicknesses shown are for elastomer only, on tapered layers.

③ Indicate BEARING TYPE on all pads.
For tapered pads, BEARING TYPE will be located on the high side. The Fabricator will include the value of "N" (amount of taper in ⅛" increments) in this mark.
Examples: N=0, (for 0" taper)
N=1, (for ⅛" taper)
N=2, (for ¼" taper)
(etc.)
Fabricated pad top surface slope must not vary from plan beam slope by more than $\left(\frac{0.0625"}{\text{Length}}\right)$ IN/IN.

④ Locate Permanent Mark here.

GENERAL NOTES:

Set beams on elastomeric bearings of the dimensions shown. Center bearings as near nominal ℄ bearing as possible within limits shown.

Constant thickness bearings may be used for moderate beam slopes up to 0.0113 ft/ft.

For skewed supports, Bearings beveled for beam slope may not provide uniform contact. However, predicted contact is considered within allowable tolerances.

Shop drawings for approval are required.

A bearing layout which identifies location and orientation of all bearings will 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 is to be included in unit price bid for "Prestressed Concrete Box Beams".

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

These details are applicable for skews up to 30 degrees only.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

ELASTOMERIC BEARING DETAILS

PRESTR CONC BOX BEAMS

BBEB

FILE:	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT December, 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		48

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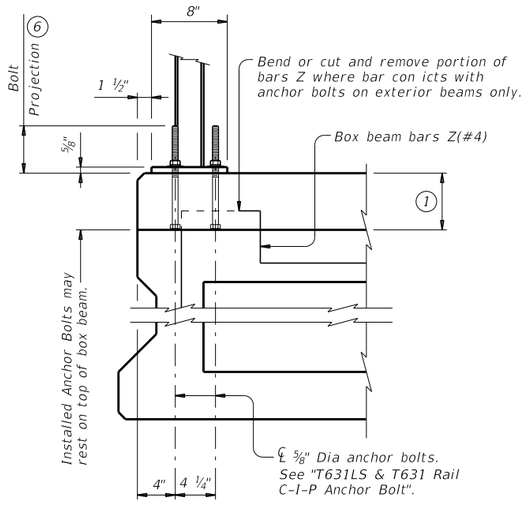
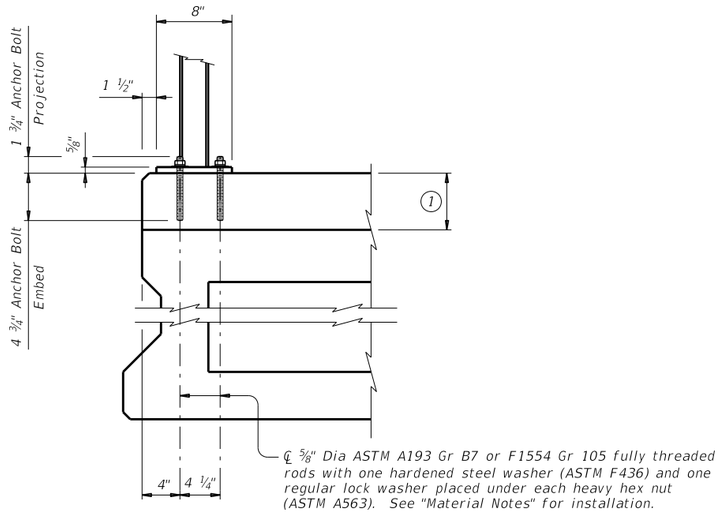


CAST-IN-PLACE ANCHORAGE OPTION



ADHESIVE ANCHORAGE OPTION

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

(1) Cast-in-place slab thickness varies due to beam camber (5" minimum).

(2) Replace cast-in-place anchor bolts shown on T631LS or 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 ¼". Adjust bar length for a raised sidewalk.

(4) See Rail standard for projection from nished grade or top of sidewalk.

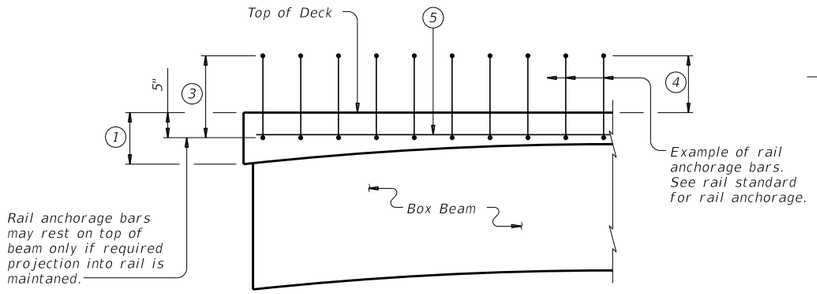
(5) Place additional (#5) longitudinal bar.

(6) Excess bolt length has been provided to accommodate a variable slab thickness due to beam camber. If slab thickness on span details exceed 10", bolt length must be increased accordingly. After posts have been set and bolts tightened, bolt projection above nuts of more than ½" must be cut o and painted with two coats of zinc-rich paint conforming to the Item 445 "Galvanizing".

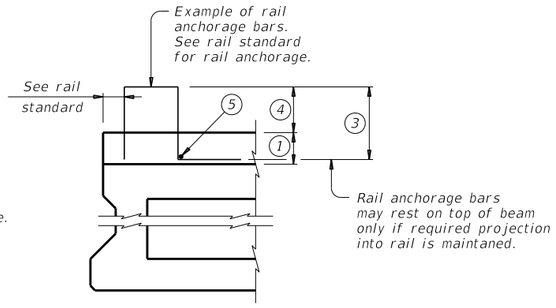
(7) Distance from end of top outside edge of slab to center of rst bolt group can not be less than 9", except: 15° Skew: 1'-0" (acute corner only)
30° Skew: 1'-3" (acute corner only)

(8) Location of Rail Expansion Joint must be at the intersection of ℄ Slab Expansion Joint, ℄ Rail Footprint and perpendicular to slab outside edge.

(9) Cross-hatched area must have ½" Preformed Bitumuminous Fiber Material under concrete rail, as shown.



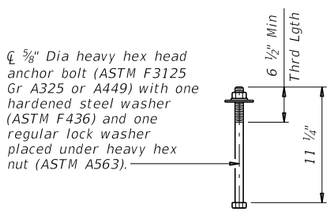
PART SPAN ELEVATION



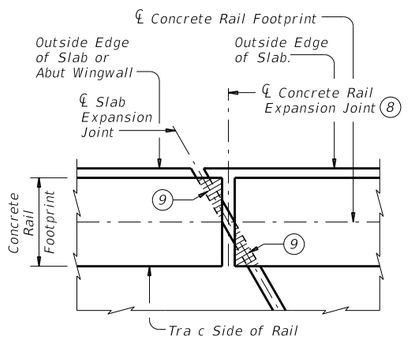
SECTION

TYPICAL CONCRETE RAIL ANCHORAGE

(Showing typical concrete rail anchorage)



T631LS & T631 RAIL C-I-P ANCHOR BOLT



PLAN OF CONCRETE RAILS AT EXPANSION JOINTS

CONSTRUCTION NOTES:

Rail anchorage bars may be eld 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 ⅝" 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 ½" minimum.

Adhesive anchors for T631LS and T631 Rail must be ⅝" 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 ¾". 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 Speci cations.

This standard is for use with structures with a 5" minimum cast-in-place concrete slab.

This standard may require modi cation 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 box beam bridges.

See rail standards for approved speed restrictions, notes and details not shown.

Cover dimensions are clear dimensions, unless noted otherwise.

Texas Department of Transportation

Bridge Division Standard

RAIL ANCHORAGE DETAILS

PRESTR CONC BOX BEAMS (WITH SLAB)

BBRAS

FILE:	DN: TxDOT	CK: TxDOT	DW: JTR	CK: JMH
©TxDOT December 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS 04-90: Updated for new rails. 01-12: rails anchor bars. 07-14: Removed T101 & T6. Added T631. 03-16: Class D, E, or F epoxy in material notes. T221P & T224 in general notes. 03-18: Updated adhesive anchor notes.	0923	23	033	CR 112
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		49

DATE: 5/24/2024 10:04:29 AM
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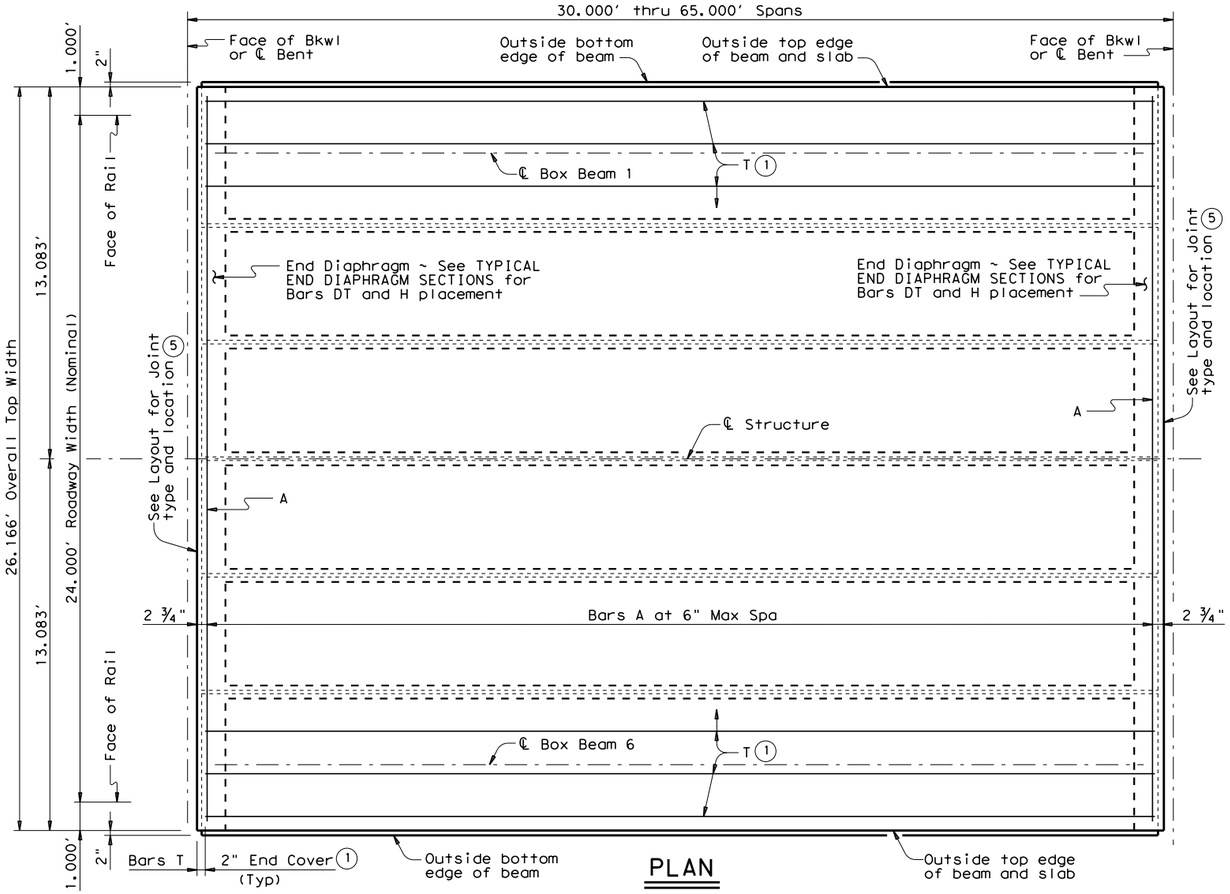
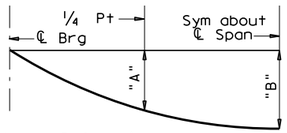


PLAN



Note: Deflections shown are due to shear key and concrete slab only, ($E_c = 5 \times 10^3$ ksi). Calculated deflections shown are theoretical and actual dimension may be less. Deflections may be adjusted based on field observation.

DEAD LOAD DEFLECTION DIAGRAM

TABLE OF DEFLECTIONS AND SECTION DEPTHS

SPAN LENGTH (FT)	BEAM NO.	POINT	DEAD LOAD DEFLECTIONS (FT) SHEAR KEY	SLAB	TOTAL	SECTION DEPTHS "X" AT ℄ BRG (2)	"Y" AT ℄ BRG (2)
30	ALL	"A"	0.000	0.002	0.002	5 ¼"	2'-1 ¼"
		"B"	0.001	0.002	0.003		
35	ALL	"A"	0.001	0.003	0.004	5 ¼"	2'-1 ¼"
		"B"	0.001	0.004	0.005		
40	ALL	"A"	0.002	0.005	0.007	5 ¼"	2'-1 ¼"
		"B"	0.003	0.007	0.010		
45	ALL	"A"	0.003	0.009	0.012	5 ½"	2'-1 ½"
		"B"	0.004	0.012	0.016		
50	ALL	"A"	0.005	0.013	0.018	5 ¾"	2'-1 ¾"
		"B"	0.006	0.019	0.025		
55	ALL	"A"	0.007	0.019	0.026	6 ¼"	2'-2 ¼"
		"B"	0.010	0.027	0.037		
60	ALL	"A"	0.010	0.028	0.038	6 ¾"	2'-2 ¾"
		"B"	0.014	0.039	0.053		
65	ALL	"A"	0.013	0.039	0.052	7"	2'-3"
		"B"	0.019	0.054	0.073		

(1) If multi-span units (with slab continuous over Interior Bents) are indicated on the Bridge Layout, Bars T must be continuous through joint. See Continuous Slab Detail.

(2) Based on theoretical beam camber, dead load deflections of 5" Cast-in-place slab, shear key dead load and a constant grade. The contractor must adjust these values for any vertical curve.

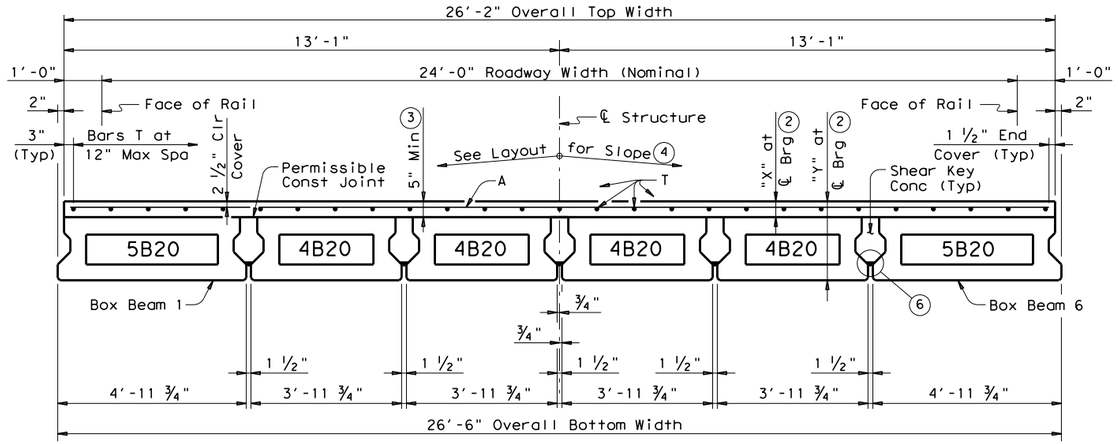
(3) Slab thickness at midspan of Beams may not exceed 7 inches.

(4) This standard does not provide for changes in roadway cross slopes within the structure.

(5) If using Type A expansion joints, the maximum distance between joints is 100 feet.

(6) Form bottom of shear keys with foam backer rod or other material acceptable to the Engineer.

BAR TABLE	
BAR	SIZE
A	#4
DT	#4
H	#5
T	#4



TYPICAL TRANSVERSE SECTION

GENERAL NOTES:

Designed according to AASHTO LRFD Specifications.

Provide Class S concrete (f'c = 4,000 psi) for slab and shear key. Provide Class S (HPC) concrete if shown elsewhere in the plans.

All reinforcing must be Grade 60.

Two-span or three-span units, with the slab continuous over Interior Bents, may be formed with the details on this standard. Unit Length cannot exceed 3.5 times length of the shortest end span.

Bar laps, where required, will be as follows:
- Uncoated ~ #4 = 1'-5"
- Epoxy coated ~ #4 = 2'-1"

It is recommended, with crown cross-slope, to erect beams adjacent to crown point first. For structures without a crown point, it is recommended to erect beams on the high side of cross-slope first and progress to the low side.

This sheet does not support the use of Transition Bents.

See railing details and standard BBRAS for rail anchorage.

HL93 LOADING SHEET 1 OF 2

Texas Department of Transportation — Bridge Division Standard

PRESTRESSED CONCRETE BOX BEAM SPANS

TYPE B20 24' RDWY (WITH SLAB)

SBBS-B20-24

FILE:	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT December, 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS 01-12: Cover. 10-15: Table of Est Quantities, Notes.	0923	23	033	CR 112
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		50

DATE: 5/24/2024 10:04:29 AM
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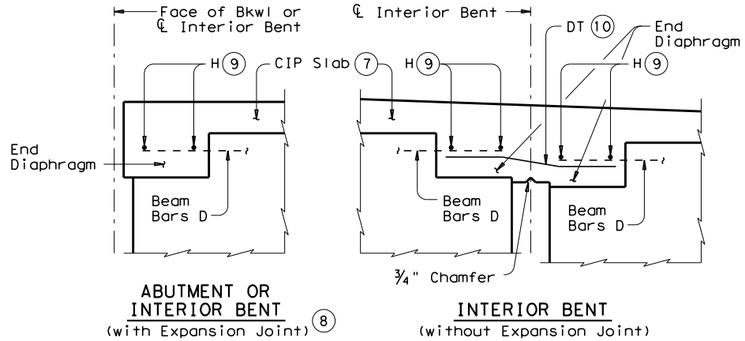
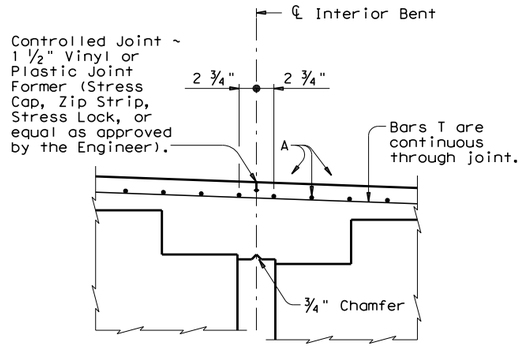


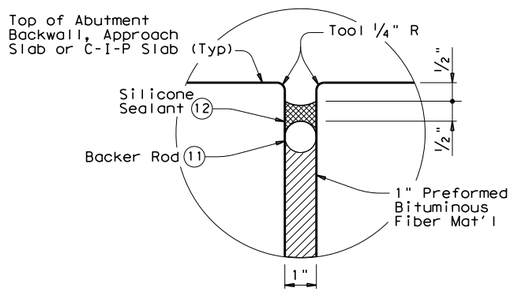
TYPICAL END DIAPHRAGM SECTIONS

(along centerline of Box Beam)



CONTINUOUS SLAB DETAIL

(Diaphragm reinforcing not shown for clarity)



TYPE A JOINT DETAIL (5)

TABLE OF ESTIMATED QUANTITIES

SPAN LENGTH	SHEAR KEY	REINF CONC SLAB (BOX BEAM)	PRESTR CONCRETE BOX BEAMS (TY 4B20) (13)	PRESTR CONCRETE BOX BEAMS (TY 5B20) (13)	TOTAL REINF STEEL (14)
FT	CY	SF	LF	LF	Lb
30	4.0	785	118.00	59.00	1,570
35	4.6	916	138.00	69.00	1,832
40	5.3	1,047	158.00	79.00	2,094
45	6.0	1,177	178.00	89.00	2,354
50	6.6	1,308	198.00	99.00	2,616
55	7.3	1,439	218.00	109.00	2,878
60	8.0	1,570	238.00	119.00	3,140
65	8.6	1,701	258.00	129.00	3,402

(5) If using Type A expansion joints, the maximum distance between joints is 100 ft.

(7) Slab reinforcing omitted for clarity.

(8) See Bridge Layout for Joint type.

(9) Provide 1 ½" end cover to Bars H. After all beams have been placed, weld one Bar H to two Bars D at each end of all beams.

(10) Lap Bars DT 9" Min with each Beam Bar D at Interior Bents without Expansion Joints. Bars DT shown bent for clarity only.

(11) Backer rod must be 25% larger than joint opening and must be compatible with the sealant.

(12) Use Class 7 silicone sealant. Prepare joint and seal in accordance with Item 438 "Cleaning and Sealing Joints".

(13) Fabricator must adjust beam lengths for beam slopes as required.

(14) Reinforcing steel weight is based on an approximate factor of 2.0 lbs per square foot of slab.

HL93 LOADING SHEET 2 OF 2

Texas Department of Transportation — Bridge Division Standard

PRESTRESSED CONCRETE BOX BEAM SPANS

TYPE B20 24' RDWY (WITH SLAB)

SBBS-B20-24

FILE:	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT December, 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
01-12: Cover. 10-15: Table of Est Quantities, Notes.	DIST	COUNTY		SHEET NO.
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STANDARD SBBS-B20-24

DESIGNED BEAMS (STRAIGHT STRANDS)

SPAN LENGTH (ft)	BEAM NO.	BEAM TYPE	PRESTRESSING STRANDS: NON-STD STRAND PATTERN	TOTAL NO.	SIZE (in)	STRGTH fpu (ksi)	"e" ℄ (in)	"e" END (in)	TOT NO. DEB	DEBONDED STRAND PATTERN PER ROW: DIST FROM BOTTOM (in)	NO.OF STRANDS: TOTAL	DE-BONDED	NUMBER OF STRANDS DEBONDED TO (ft from end): 3	6	9	12	15	CONCRETE: RELEASE STRGTH ① f'ci (ksi)	MINIMUM 28 DAY COMP STRGTH f'c (ksi)
30	1&6	5B20		8	0.6	270	7.38	7.38	0	2.50	8	0	0	0	0	0	0	4.000	5.000
30	2-5	4B20		6	0.6	270	7.31	7.31	0	2.50	6	0	0	0	0	0	0	4.000	5.000
35	1&6	5B20		8	0.6	270	7.38	7.38	0	2.50	8	0	0	0	0	0	0	4.000	5.000
35	2-5	4B20		6	0.6	270	7.31	7.31	0	2.50	6	0	0	0	0	0	0	4.000	5.000
40	1&6	5B20		10	0.6	270	7.38	7.38	0	2.50	10	0	0	0	0	0	0	4.000	5.000
40	2-5	4B20		8	0.6	270	7.31	7.31	0	2.50	8	0	0	0	0	0	0	4.000	5.000
45	1&6	5B20		10	0.6	270	7.38	7.38	0	2.50	10	0	0	0	0	0	0	4.000	5.000
45	2-5	4B20		10	0.6	270	7.31	7.31	0	2.50	10	0	0	0	0	0	0	4.000	5.000
50	1&6	5B20		12	0.6	270	7.38	7.38	0	2.50	12	0	0	0	0	0	0	4.000	5.000
50	2-5	4B20		12	0.6	270	7.31	7.31	0	2.50	12	0	0	0	0	0	0	4.000	5.000
55	1&6	5B20		16	0.6	270	7.38	7.38	0	2.50	16	0	0	0	0	0	0	4.000	5.000
55	2-5	4B20		14	0.6	270	7.31	7.31	0	2.50	14	0	0	0	0	0	0	4.000	5.000
60	1&6	5B20		18	0.6	270	7.38	7.38	0	2.50	18	0	0	0	0	0	0	4.000	5.000
60	2-5	4B20		18	0.6	270	7.31	7.31	2	2.50	18	2	0	2	0	0	0	4.000	5.000
65	1&6	5B20		24	0.6	270	7.38	7.38	6	2.50	24	6	2	2	0	2	0	4.000	5.000
65	2-5	4B20		20	0.6	270	7.31	7.31	4	2.50	20	4	0	2	0	2	0	4.000	5.800

24' Roadway
5" Slab

OPTIONAL DESIGN

DESIGN LOAD COMP STRESS (TOP ℄) (SERVICE I) fct(ksi)	DESIGN LOAD TENSILE STRESS (BOTT ℄) (SERVICE III) fcb(ksi)	REQUIRED MINIMUM ULTIMATE MOMENT CAPACITY (STRENGTH I) (ft-kips)	LIVE LOAD DISTRIBUTION FACTOR ②: Moment	Shear
0.640	-0.808	704	0.454	0.691
0.693	-0.860	601	0.379	0.511
0.838	-1.041	795	0.440	0.680
0.911	-1.111	615	0.367	0.498
1.061	-1.297	889	0.427	0.671
1.156	-1.388	712	0.356	0.488
1.316	-1.590	960	0.417	0.663
1.437	-1.706	824	0.348	0.481
1.606	-1.927	1147	0.408	0.655
1.755	-2.070	985	0.340	0.476
1.921	-2.289	1344	0.400	0.649
2.104	-2.464	1157	0.334	0.471
2.262	-2.677	1551	0.393	0.643
2.487	-2.899	1347	0.333	0.467
2.627	-3.091	1769	0.387	0.638
2.903	-3.368	1551	0.333	0.463

DESIGN NOTES:

Designed in accordance with AASHTO LRFD Bridge Design Specifications.

Prestress losses for the designed beams have been calculated for a relative humidity of 60 percent. Optional designs must likewise conform.

Beam designs are applicable for 5" concrete slabs without overlay and 0 degree skew.

FABRICATION NOTES:

Provide Class H concrete.

Provide Grade 60 reinforcing steel bars.

Use low relaxation strands, each pretensioned to 75 percent of fpu.

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.

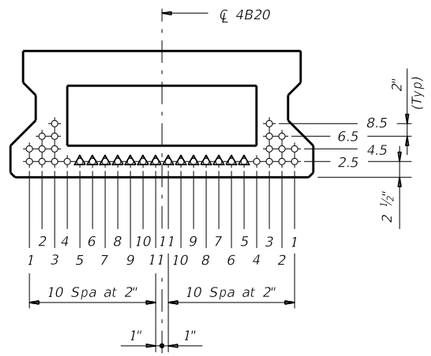
Locate strands for the designed beam as low as possible on the 2" grid system unless a non-standard stand pattern is indicated. Fill row "2.5", then row "4.5", then row "6.5", etc. Place strands within a row as follows:

1) Locate a strand in each "1" position.
2) Place strand symmetrically about vertical centerline of box.
3) Space strands as equally as possible across the entire width.

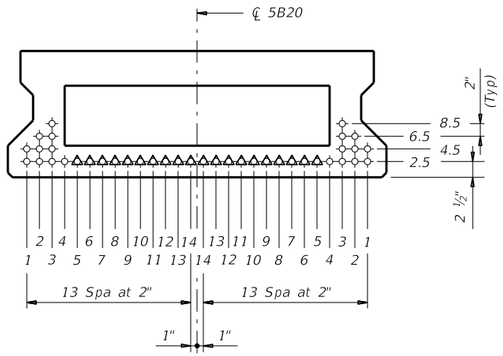
Strand debonding must comply with Item 424.4.2.2.2.4.

Do not debond strands in position "1". Distribute debonded strands equally about the vertical centerline. Decrease debonded lengths working inward, with debonding staggered in each row.

Full-length debonded strands are only permitted in positions marked △.



TxDOT 4B20 BOX BEAM



TxDOT 5B20 BOX BEAM

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.

HL93 LOADING

Texas Department of Transportation — Bridge Division Standard

PRESTR CONC BOX BEAM STANDARD DESIGNS
TYPE B20 24' RDWY (WITH SLAB)

BBSDS-B20-24

FILE:	DN: SRW	CK: BMP	DW: SFS	CK: SDB
©TxDOT December 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
04-11: f'ci and LLDF. 01-16: Notes, 0.6" strand designs.	DIST	COUNTY		SHEET NO.
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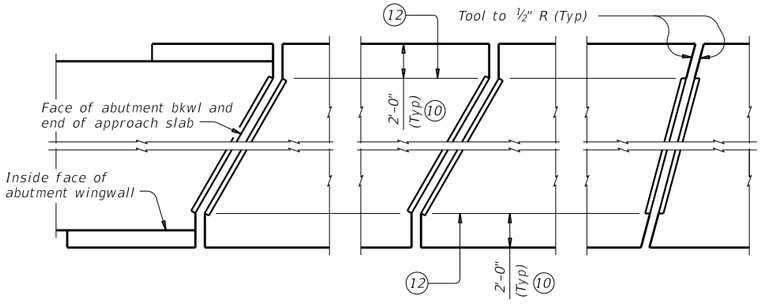
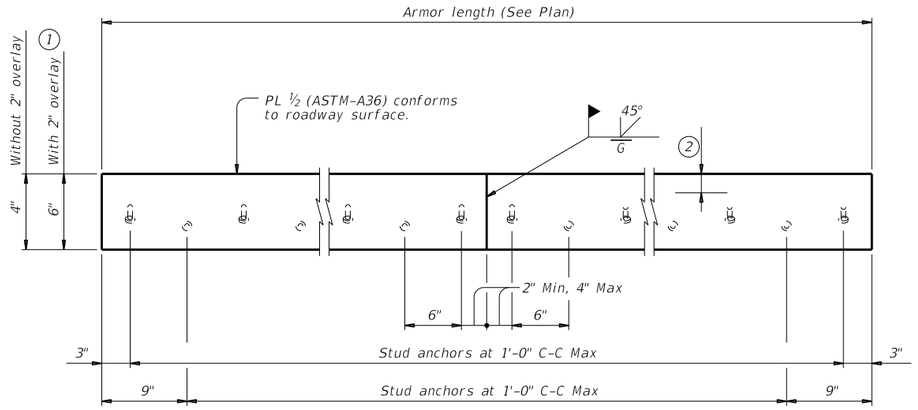


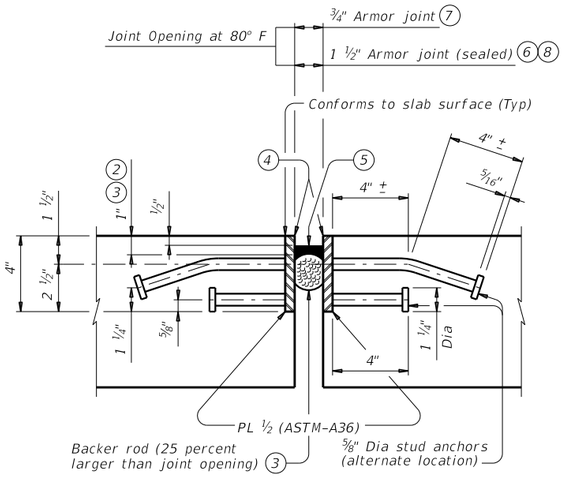
JOINTS AT ABUTMENTS | SKEWS OVER 15° | SKEWS THRU 15°

PLANS OF ARMOR PLATES

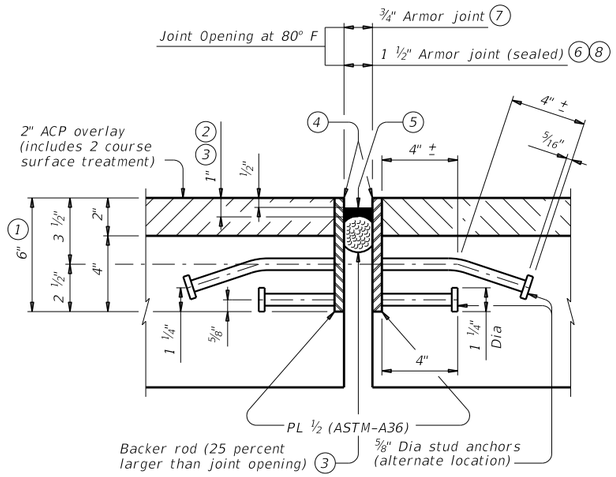


ELEVATION OF BASIC ARMOR PLATE

1. Adjust 6" plate height for overlay thicknesses other than the 2" shown. Adjust weight by 1.70 plf for each ½" variation in thickness.
2. Do not paint top 1 ½" 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 su cient 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 eld butt splices. Grind smooth areas in contact with seal. Make all necessary eld 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.

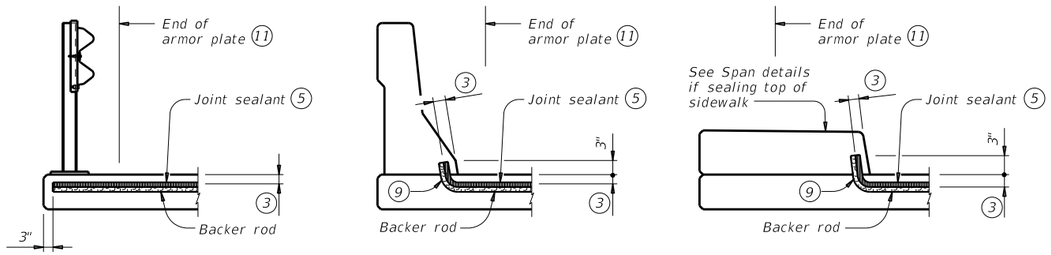
Remove shipping angle immediately after each joint half is secured in place. Grind smooth, and touch up with organic zinc-rich paint.

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 ⅜" (¾" opening movement and ⅜" closure movement).

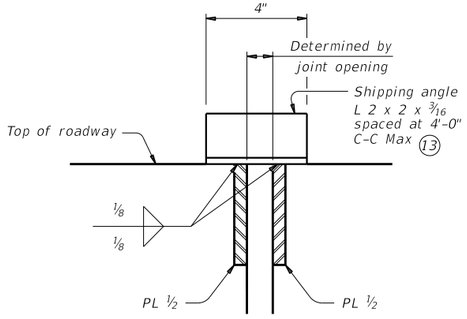
Payment for armor joint, with or without seal, is based on length of armor plate.



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

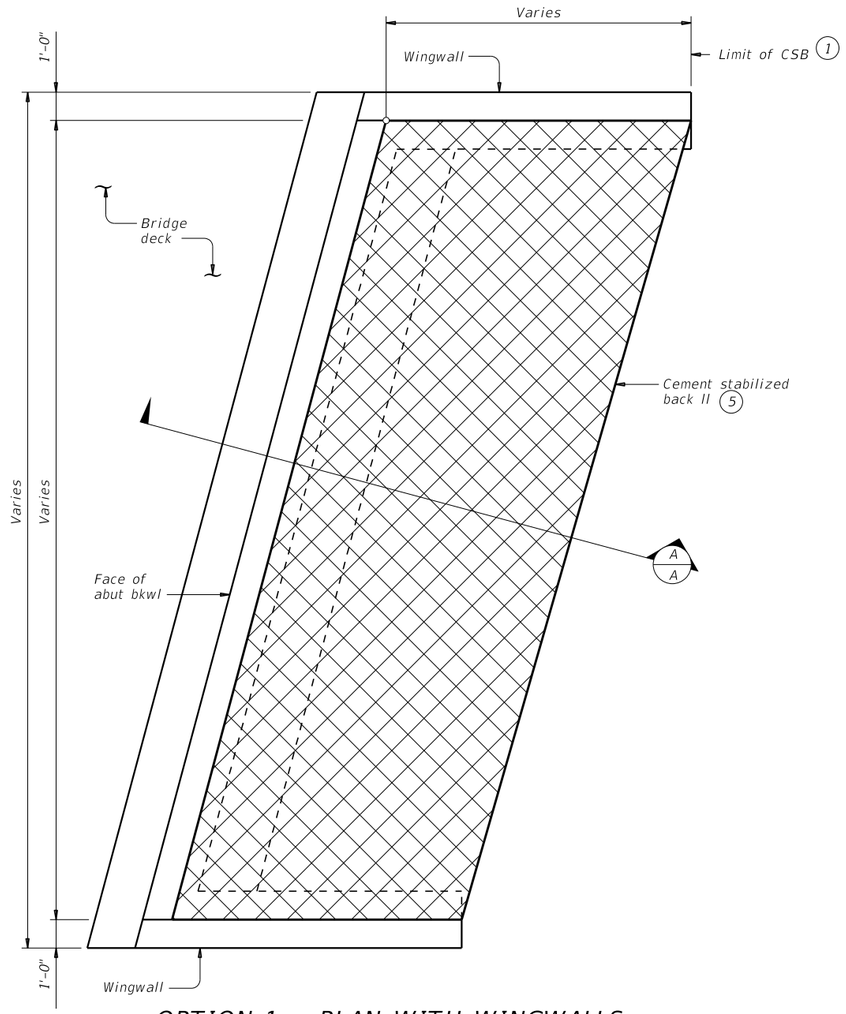
Bridge Division Standard

ARMOR JOINT DETAILS

AJ

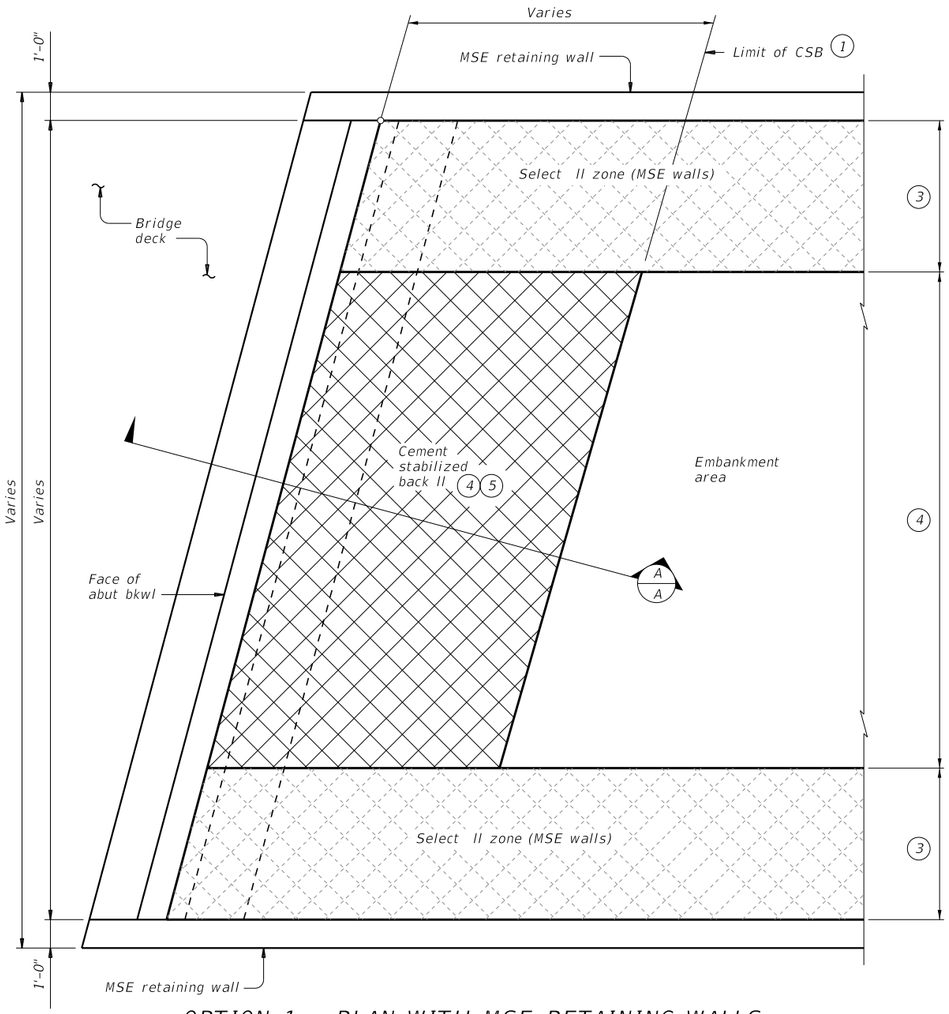
FILE:	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		53

DATE:
FILE:

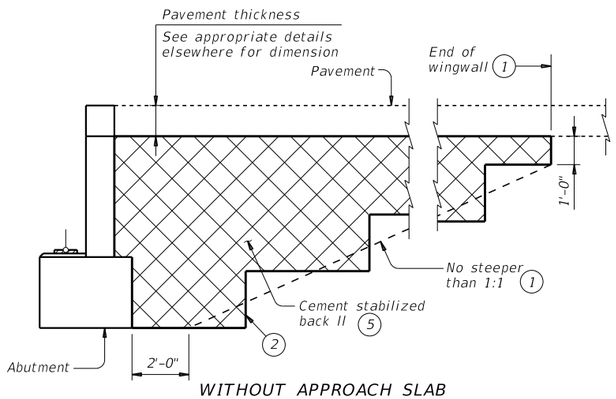


OPTION 1 ~ PLAN WITH WINGWALLS

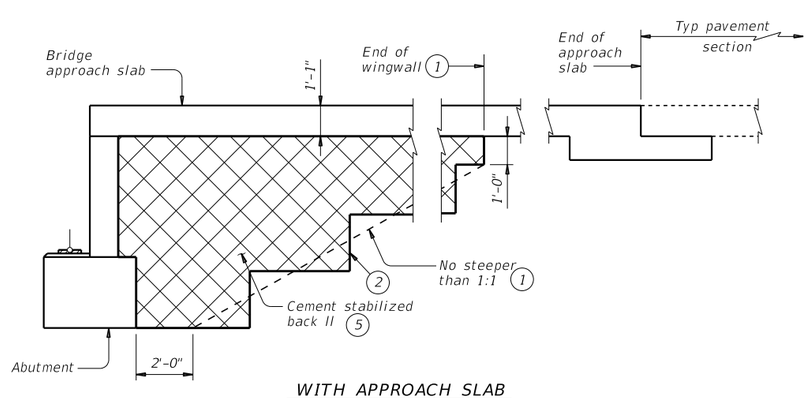
Cast-in-place retaining walls similar.



OPTION 1 ~ PLAN WITH MSE RETAINING WALLS



WITHOUT APPROACH SLAB



WITH APPROACH SLAB

(Showing BAS-C, BAS-A similar.)

SECTION A-A

(1) Usual limit of Cement Stabilized Back II is at end of wingwall. Extend CSB limits as required to maintain a slope no steeper than 1:1 at bottom of back II.

(2) Bench back II as shown with 12" (approximate) bench depths.

(3) Where MSE retaining walls are present, adjust CSB limits to accommodate the select II zone. See retaining wall details for additional information.

(4) When distance between select II zones is less than 5'-0", MSE select II may be substituted for cement stabilized back II with approval from the Engineer.

(5) If shown in the plans, owable back II can be used as a substitute for cement stabilized back II with the following constraints:
a). If owable back II is to be placed over MSE back II, then a lter fabric will be placed over the MSE back II prior to placement of the owable II; and
b). Place owable II in lifts not exceeding 2 feet in height. Place each successive lift when the previous lift has sti ened/hardened (i.e. has lost its owability).

GENERAL NOTES:

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

Construct abutment back II in accordance with Item 400, "Excavation and Back II for Structures".

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

If required elsewhere in the plans, provide Flowable Back II meeting the requirements of Item 401, "Flowable Back II", 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.

Texas Department of Transportation

Bridge Division Standard

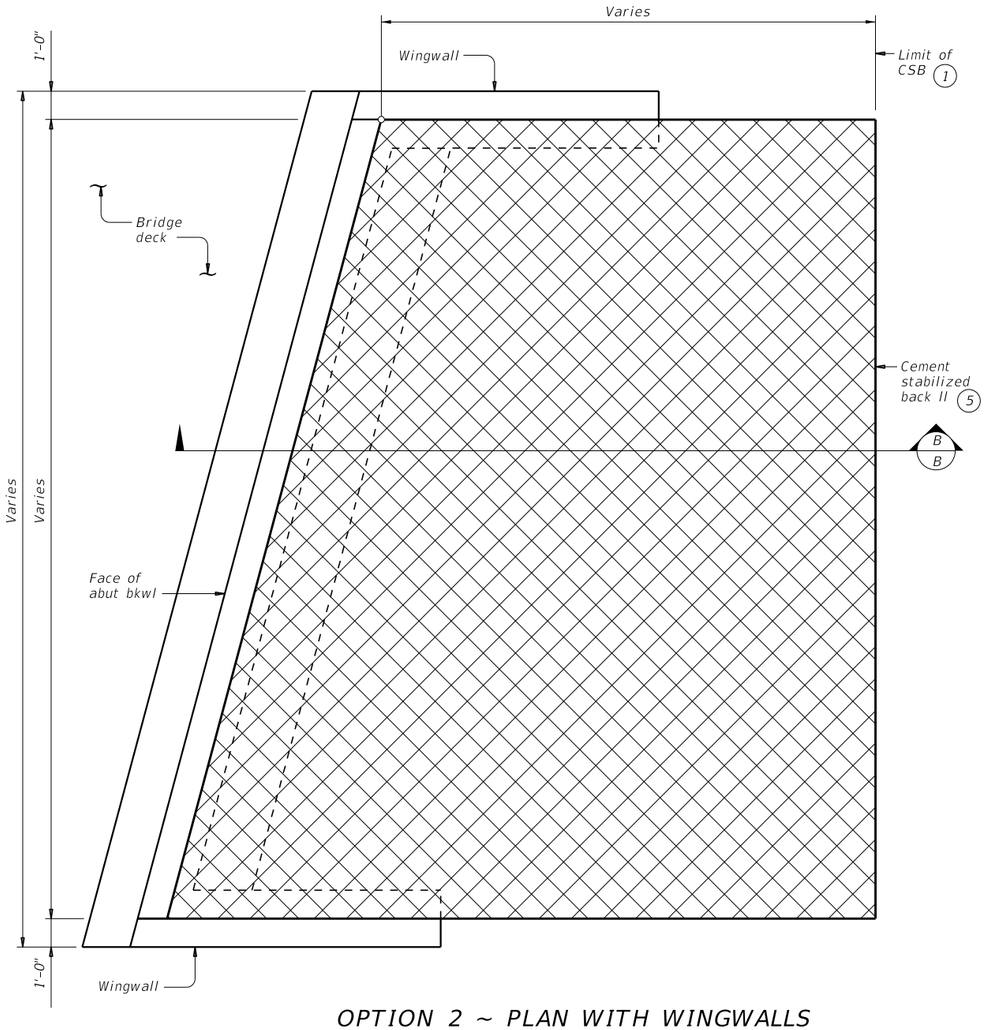
CEMENT STABILIZED ABUTMENT BACKFILL

BRIDGE ABUTMENT

CSAB

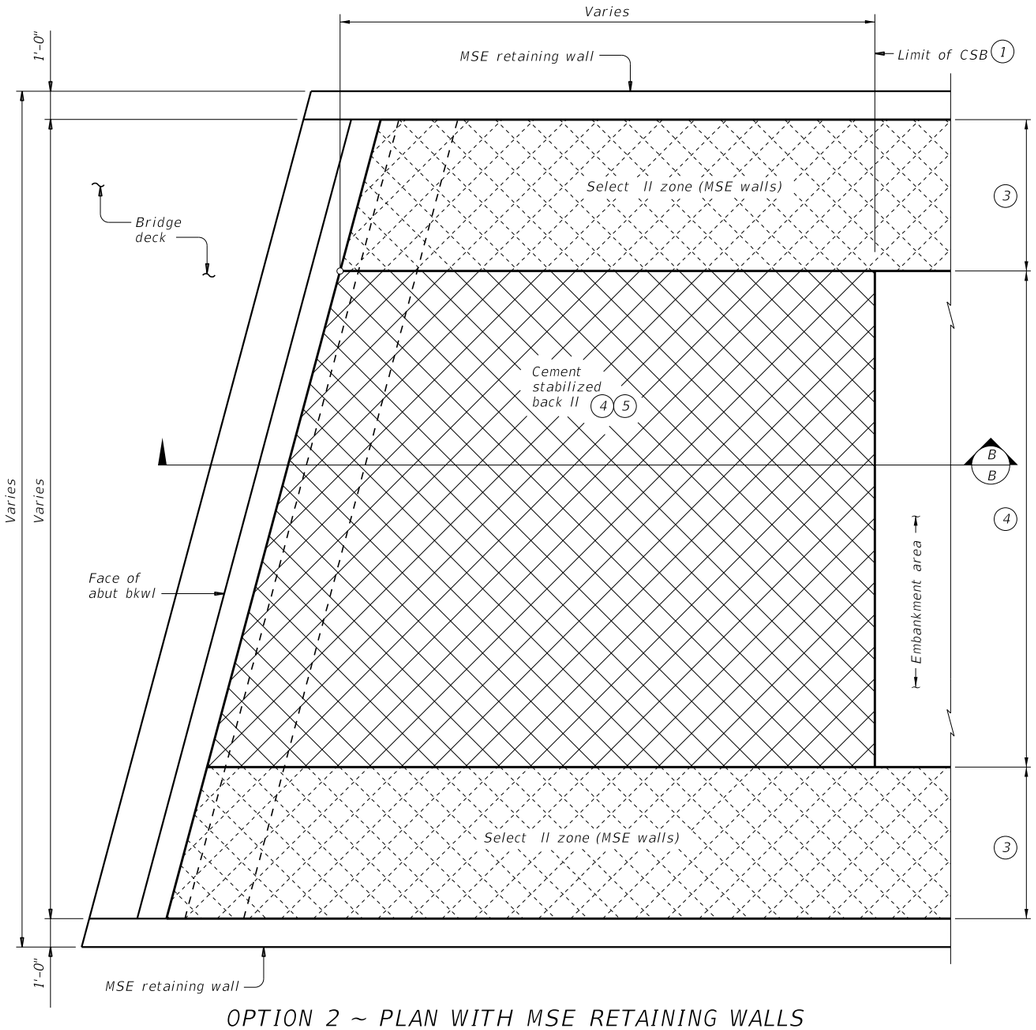
FILE: MS-CSAB-23.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
02-20: Added Option 2. 03-23: Updated General Notes.	DIST	COUNTY		SHEET NO.
	BWD	MILLS		54

DATE:
FILE:



OPTION 2 ~ PLAN WITH WINGWALLS

Cast-in-place retaining walls similar.



OPTION 2 ~ PLAN WITH MSE RETAINING WALLS

(1) Usual limit of Cement Stabilized Back II is at end of wingwall. Extend CSB limits as required to maintain a slope no steeper than 1:1 at bottom of back II.

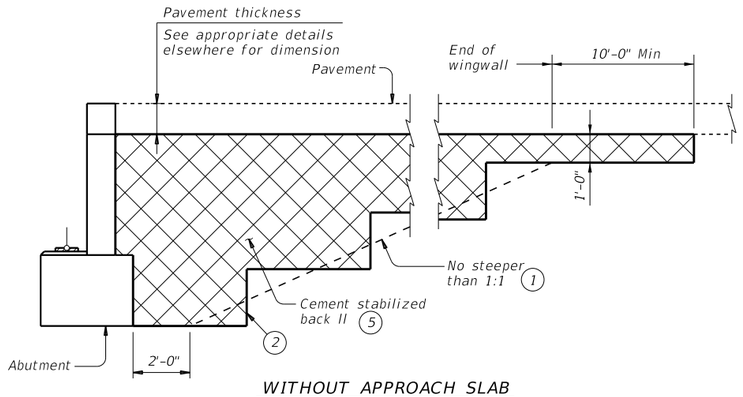
(2) Bench back II as shown with 12" (approximate) bench depths.

(3) Where MSE retaining walls are present, adjust CSB limits to accommodate the select II zone. See retaining wall details for additional information.

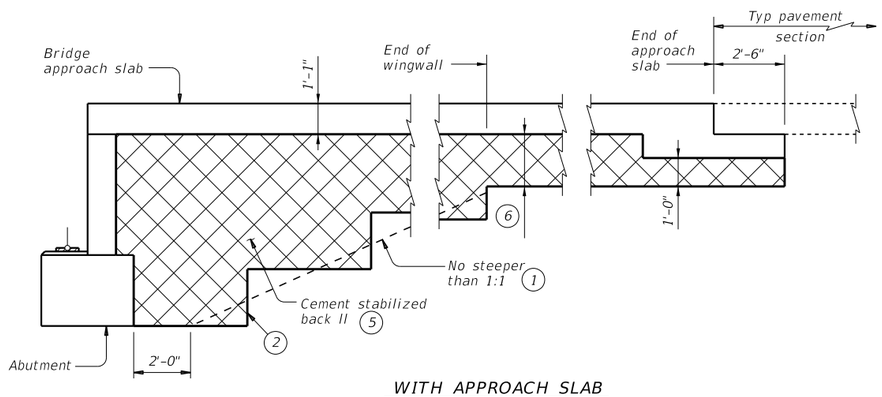
(4) When distance between select II zones is less than 5'-0", MSE select II may be substituted for cement stabilized back II with approval from the Engineer.

(5) If shown in the plans, owable back II can be used as a substitute for cement stabilized back II with the following constraints:
a). If owable back II is to be placed over MSE back II, then a lter fabric will be placed over the MSE back II prior to placement of the owable II; and
b). Place owable II in lifts not exceeding 2 feet in height. Place each successive lift when the previous lift has sti ened/hardened (i.e. has lost its owability).

(6) 1'-0" for BAS-A
1'-10" for BAS-C



WITHOUT APPROACH SLAB



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

SECTION B-B

SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

CEMENT STABILIZED ABUTMENT BACKFILL

BRIDGE ABUTMENT

CSAB

FILE: MS-CSAB-23.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS	0923	23	033	CR 112
02-20: Added Option 2. 03-23: Updated General Notes.	DIST	COUNTY		SHEET NO.
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DATE:
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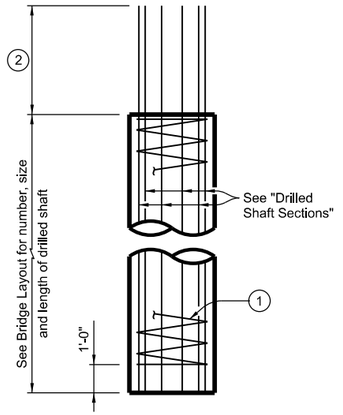
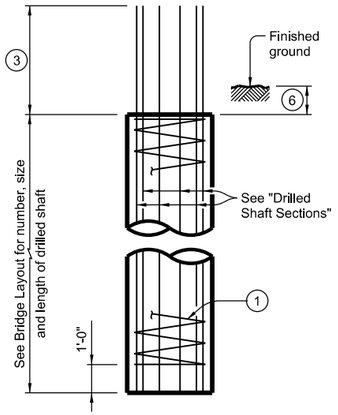
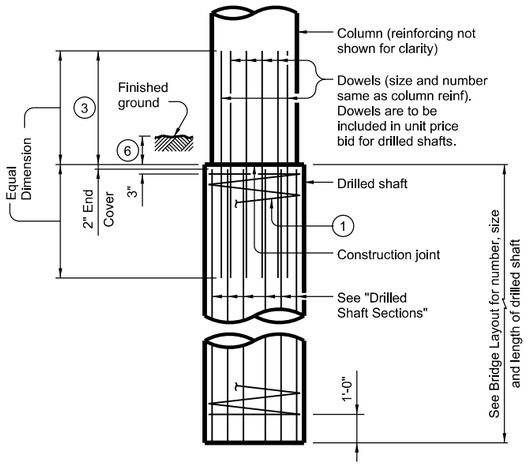


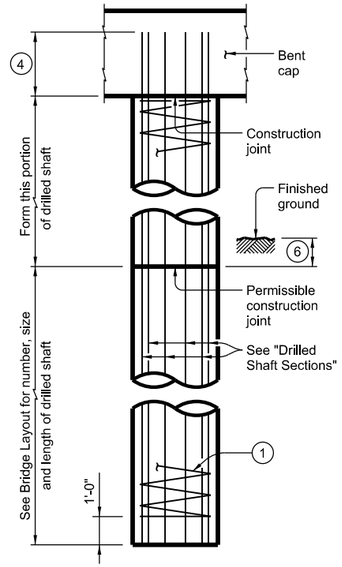
ABUTMENTS, WINGWALLS AND MULTI-DRILLED SHAFT FOOTINGS



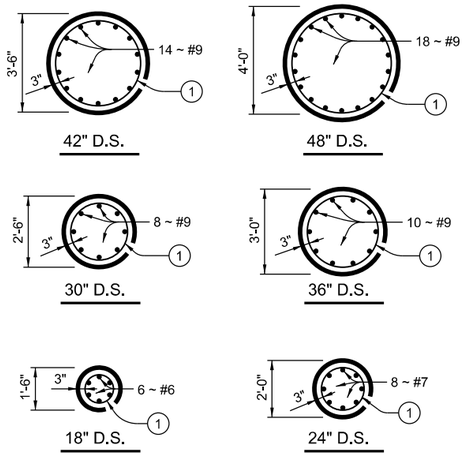
INTERIOR BENTS DRILLED SHAFT DIA EQUAL TO COLUMN DIA



INTERIOR BENTS DRILLED SHAFT DIA GREATER THAN COLUMN DIA



OPTIONAL INTERIOR BENT DRILLED SHAFT DETAIL (5)

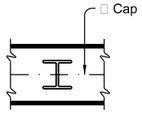


DRILLED SHAFT SECTIONS

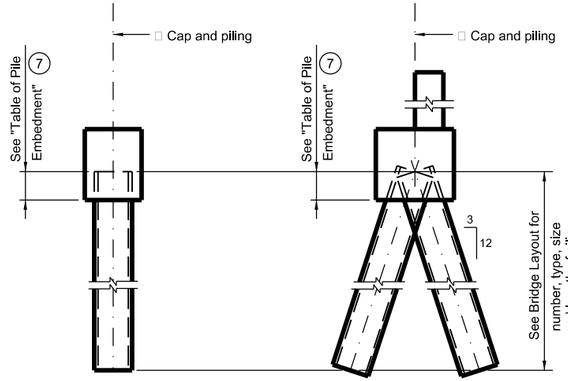
DRILLED SHAFT DETAILS

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.



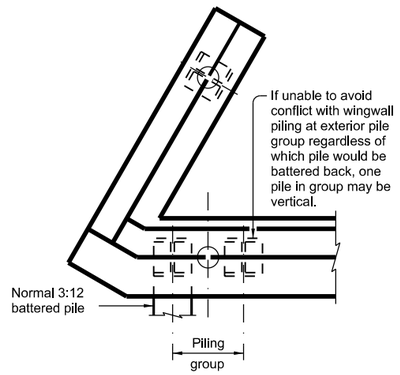
ORIENTATION OF STEEL H-PILING



VERTICAL PILE BATTERED PILE

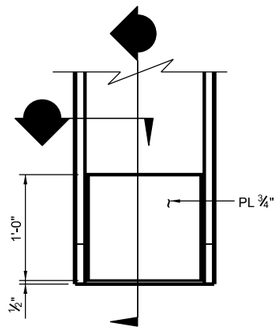
PILING DETAILS

(Concrete or steel H)

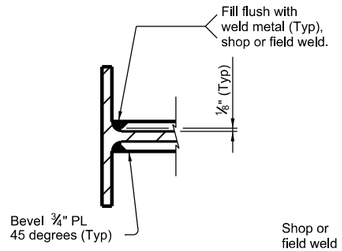


DETAIL A

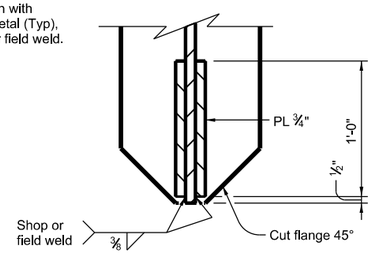
(Showing plan view of a 30° skewed abutment)



ELEVATION



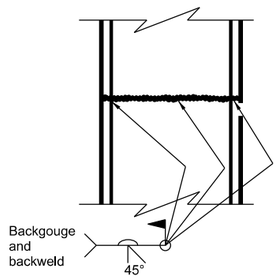
SECTION A-A

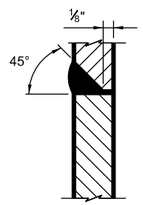


SECTION B-B

STEEL H-PILE TIP REINFORCEMENT

See Item 407, "Steel Piling" to determine when tip reinforcement is required and for options to the details shown.





SECTION THRU FLANGE OR WEB

STEEL H-PILE SPLICE DETAIL

Use when required.

(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.

Texas Department of Transportation

Bridge Division Standard

COMMON FOUNDATION DETAILS

FD

FILE:	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS	0923	23	033	CR 112
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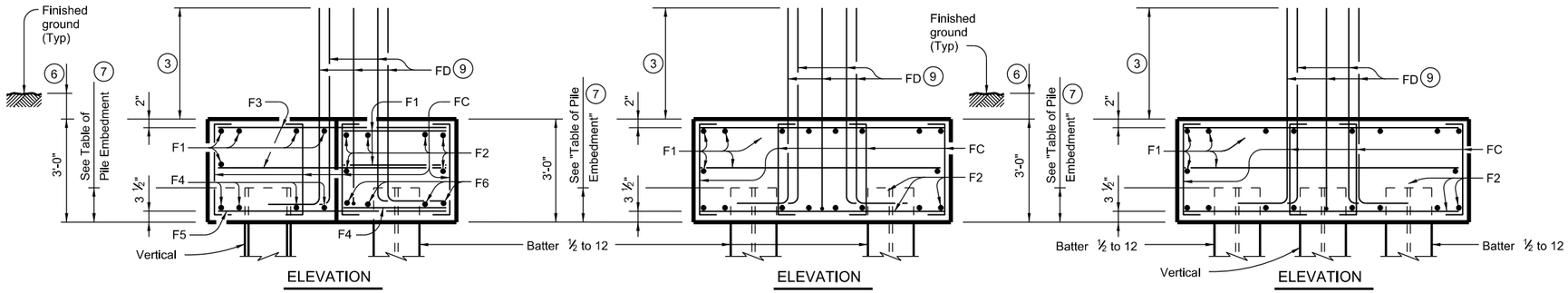
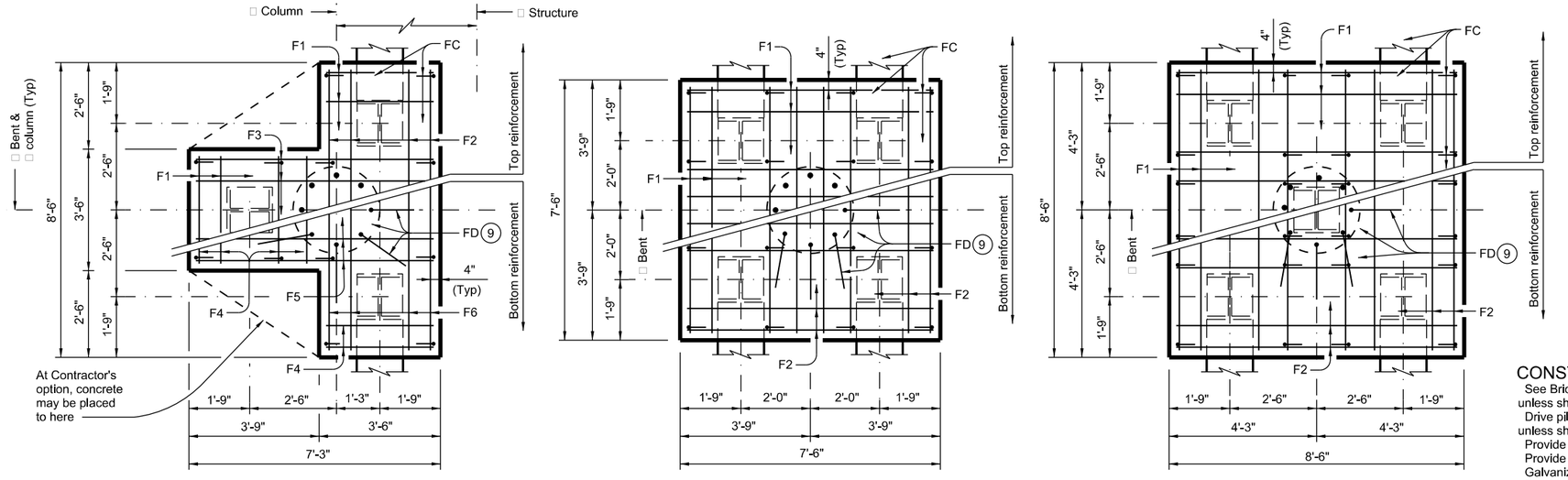




THREE PILE FOOTING (8)

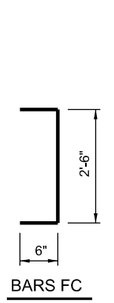
For 36" Dia and smaller columns.

FOUR PILE FOOTING (8)

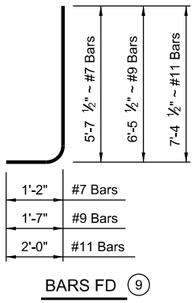
For 42" Dia and smaller columns.

FIVE PILE FOOTING (8)

For 42" Dia and smaller columns.



BARS FC



BARS FD (9)

(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'- 6"	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

Texas Department of Transportation

Bridge Division Standard

COMMON FOUNDATION DETAILS

FD

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REVISIONS	0923	23	033	CR 112
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	BWD	MILLS		57

DATE:
FILE:

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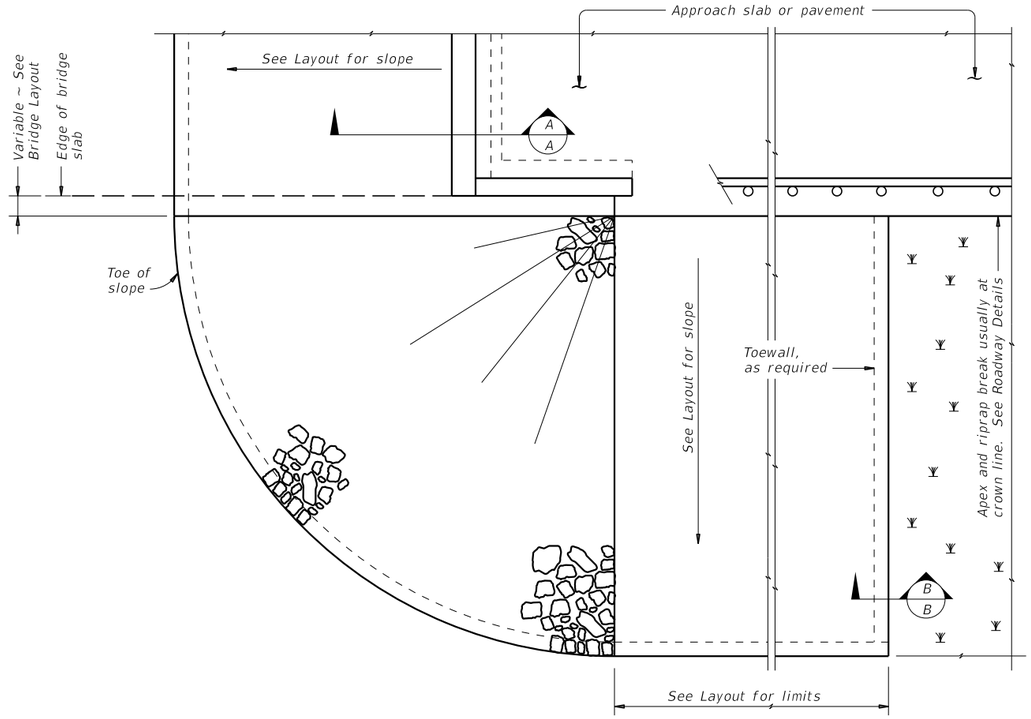
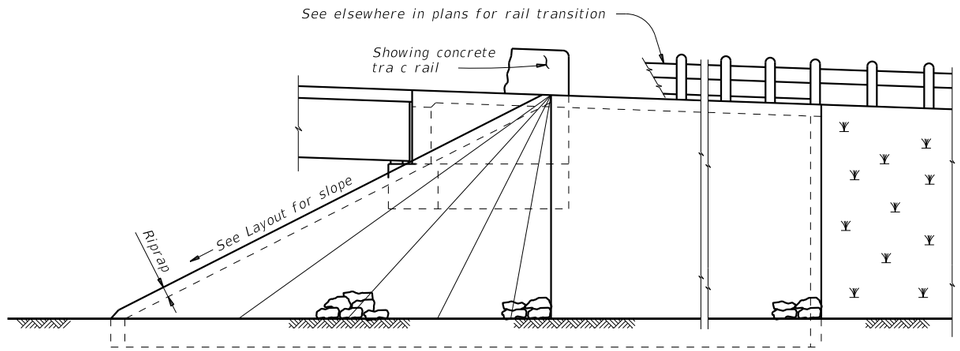


PLAN



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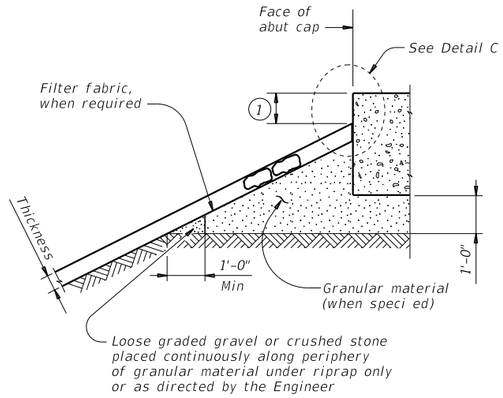
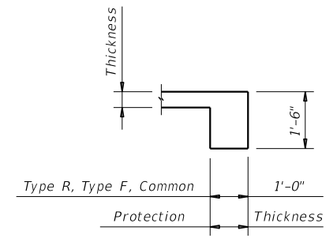
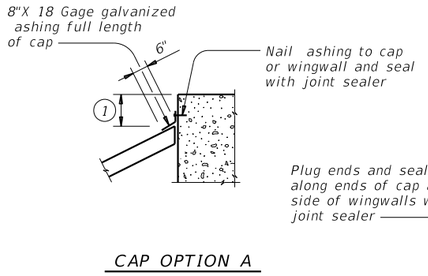


SECTION A-A AT CAP

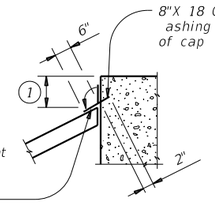


SECTION B-B

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 speci ed.
See elsewhere in plans for locations and details of shoulder drains.

Texas Department of Transportation

Bridge Division Standard

STONE RIPRAP

SRR

FILE:	DN: AES	CK: JGD	DW: BWH	CK: AES
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	BWD	MILLS		58

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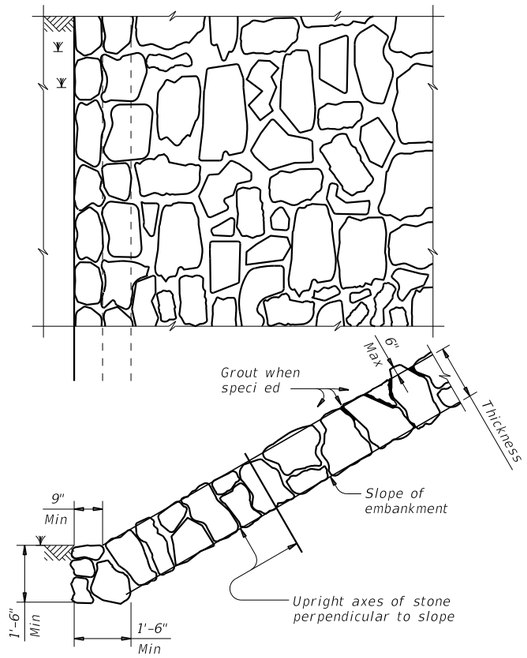


FIGURE 1 ~ TYPE R STONE RIPRAP

dry or grouted

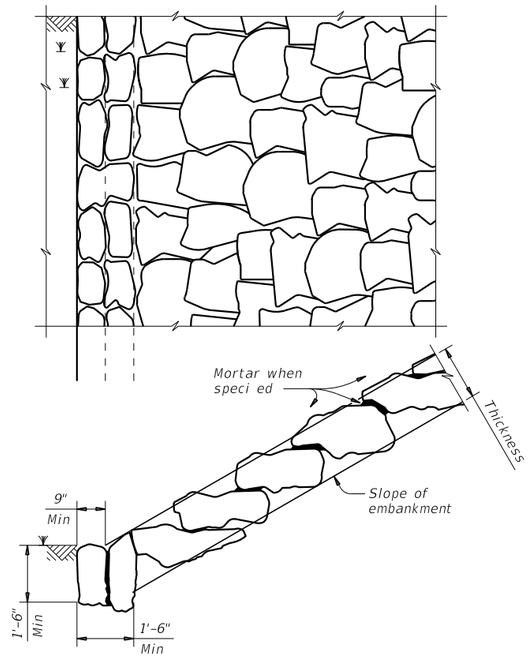


FIGURE 2 ~ TYPE F STONE RIPRAP

dry or mortared

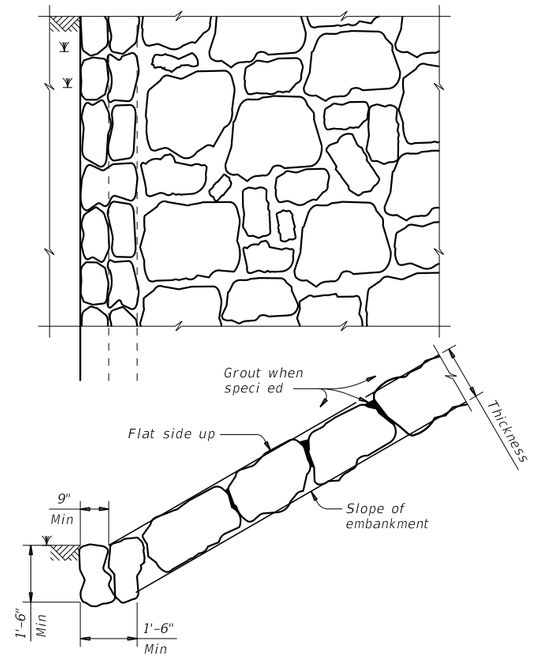


FIGURE 3 ~ TYPE F STONE RIPRAP

grouted

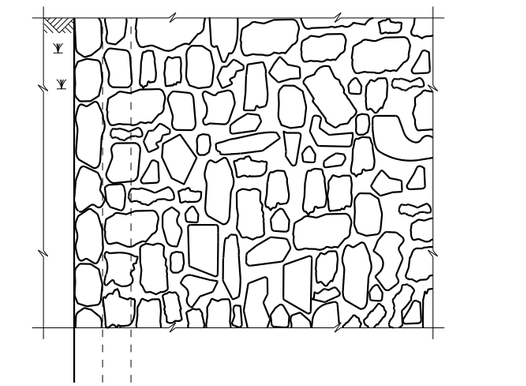


FIGURE 4 ~ COMMON STONE RIPRAP

dry or grouted

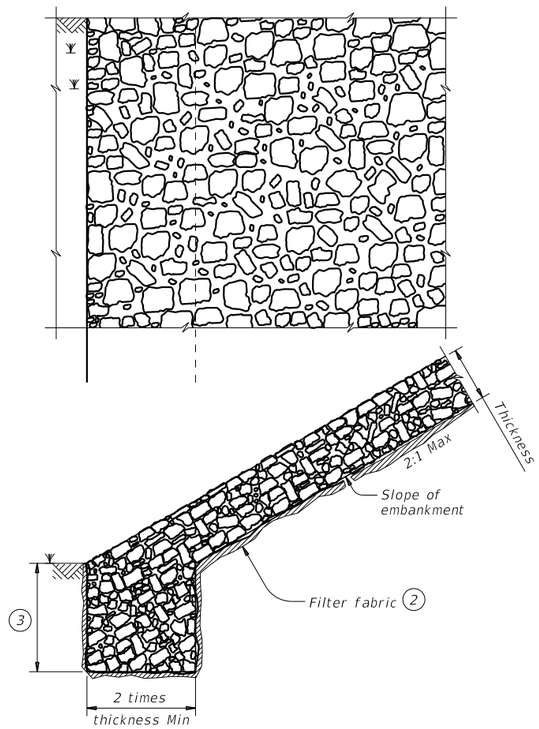


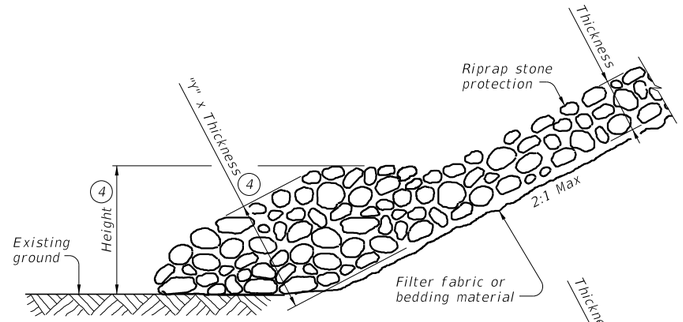
FIGURE 5 ~ PROTECTION STONE RIPRAP (5)

(2) Provide bedding material instead of lter fabric if shown elsewhere in plans. See Layout for thickness of bedding material.

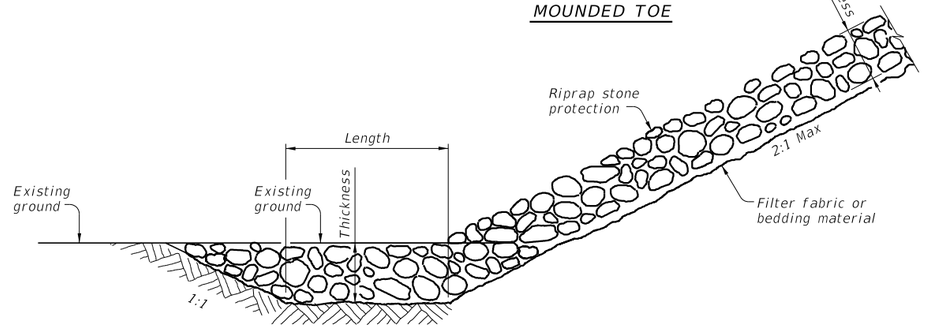
(3) Minimum toe depth is the larger of the maximum scour depth or 2 times the riprap thickness.

(4) "Y" and Height need to be de ned. 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.



MOUNDED TOE



EXTENDED ROCK FILLED TRENCH

PROTECTION STONE RIPRAP TOE OPTIONS (5)

Texas Department of Transportation

Bridge Division Standard

STONE RIPRAP

SRR

FILE:	DN: AES	CK: JGD	DW: BWH	CK: AES
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		59

DATE: 5/24/2024 10:05:28 AM
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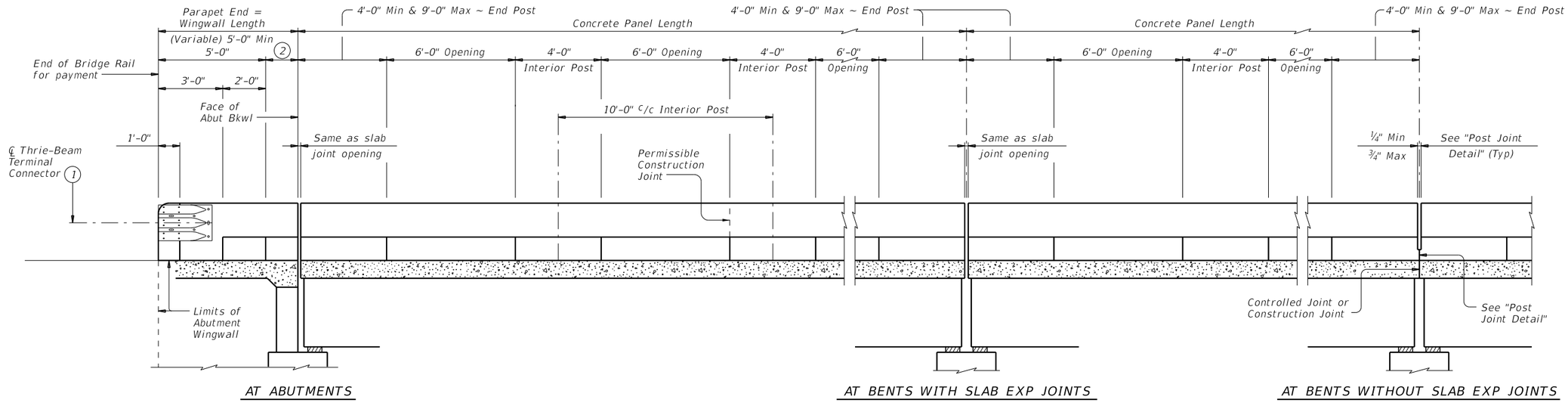
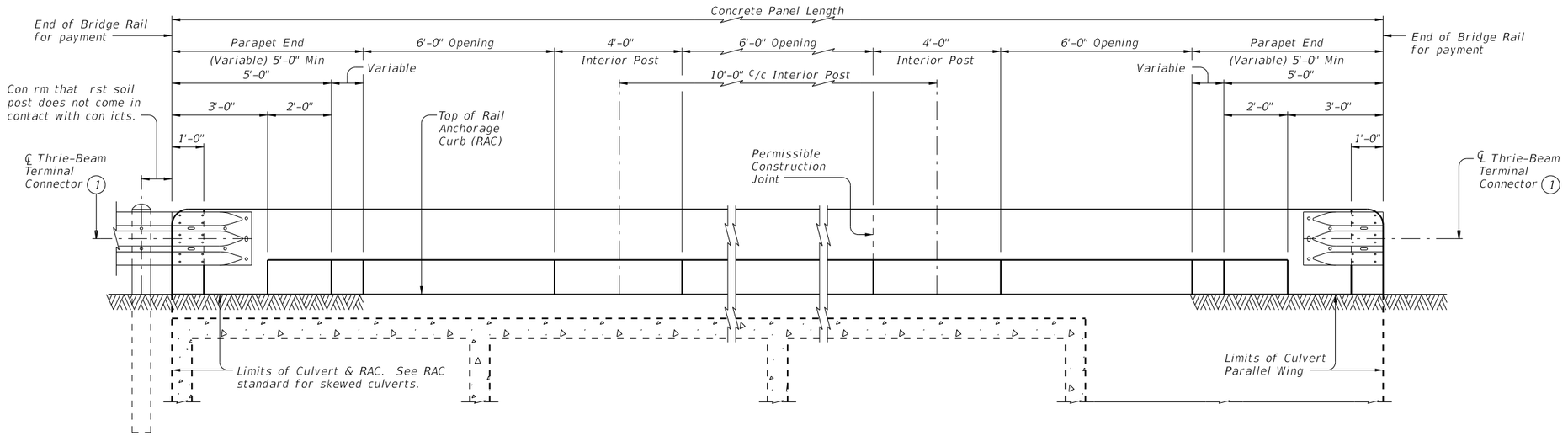


AT ABUTMENTS | AT BENTS WITH SLAB EXP JOINTS | AT BENTS WITHOUT SLAB EXP JOINTS

ROADWAY ELEVATION OF RAIL ON BRIDGE



AT STRAIGHT OR FLARED WINGS | AT PARALLEL WINGS

ROADWAY ELEVATION OF RAIL ON BOX CULVERTS

Showing 0° skew culvert. Skewed culverts similar. See RAC standard for details not shown. Vertical joints in concrete rail are not required, unless shown elsewhere.

(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) Wingwall Length minus 5'-0" (Varies)

Texas Department of Transportation | Bridge Division Standard

TRAFFIC RAIL

TYPE T223

FILE:	DN: TxDOT	CK: TxDOT	DW: JTR	CK: AES
©TxDOT September 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		60

DATE: 5/24/2024 10:05:28 AM
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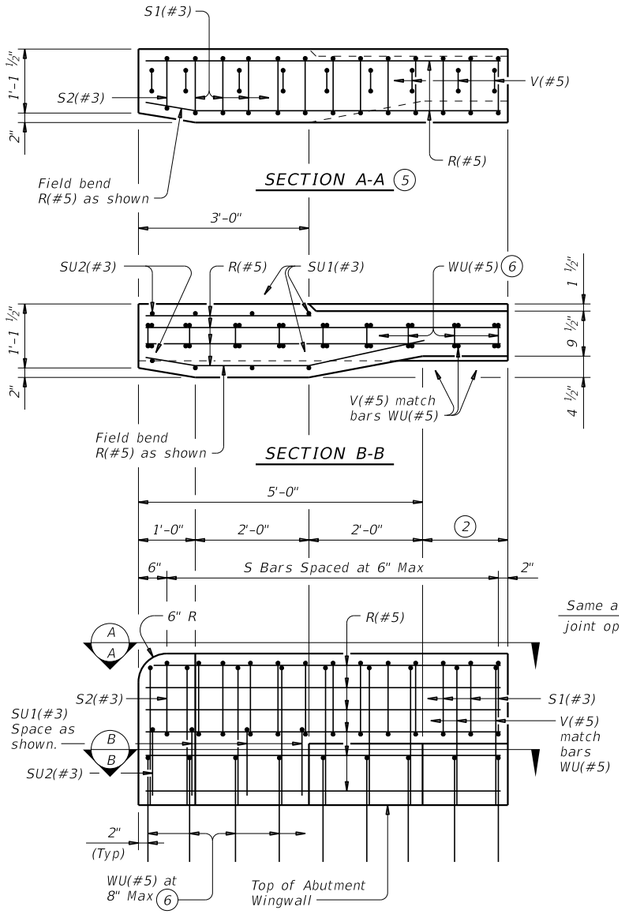
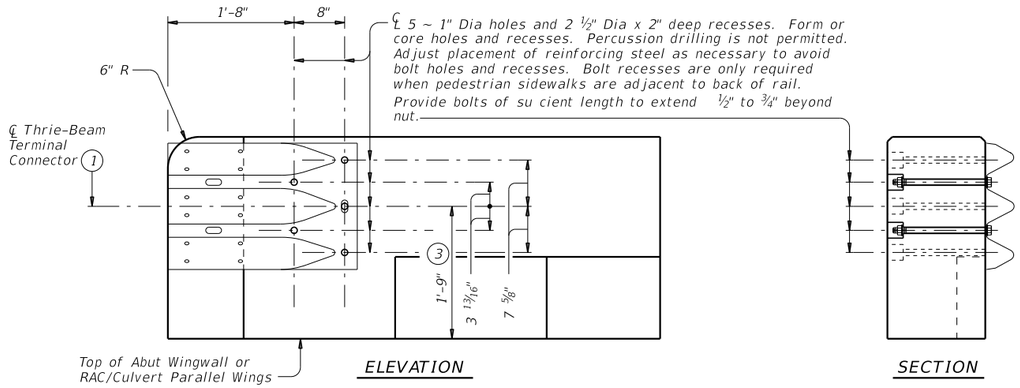
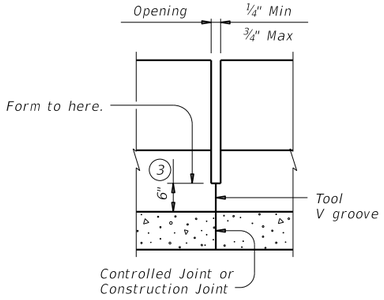


PARAPET END AT ABUT WINGWALL (6)

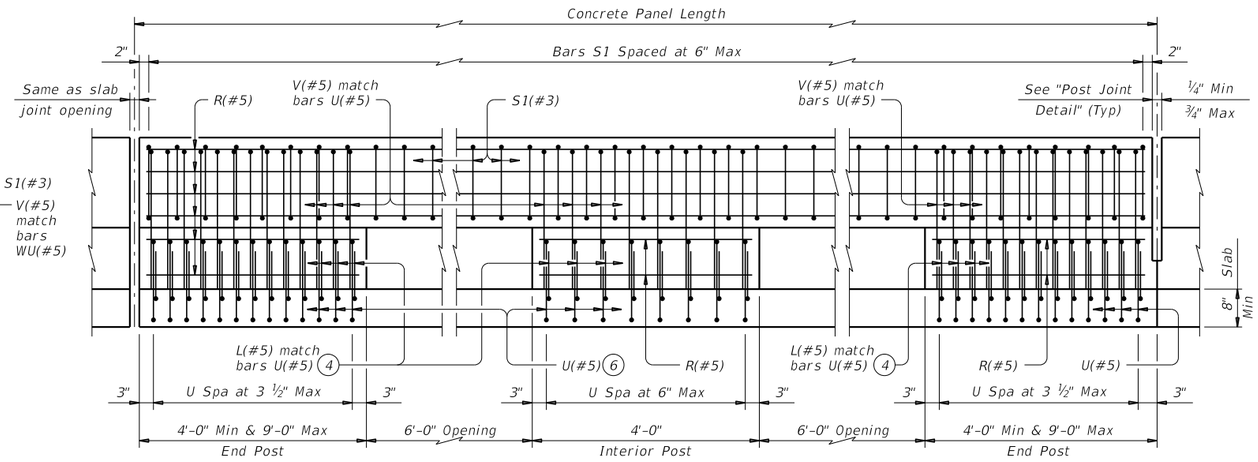


TERMINAL CONNECTION DETAILS



POST JOINT DETAIL

Provide at all interior bents without slab expansion joints.



AT SLAB EXPANSION JOINTS

AT 4' INTERIOR POST

AT BENTS WITHOUT SLAB EXPANSION JOINTS

ELEVATION SHOWING TYPICAL REINFORCING PLACEMENT

Showing rail on slab. Rail on box culvert similar.

(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) Wingwall Length minus 5'-0" (Varies)

(3) Increase 2" for structures with overlay.

(4) Bars L(#5) are part of rail reinforcing and are included in unit price bid for railing. Space with Bars U. Bars L match slab bar cover. Bars L may be bundled with top slab reinforcing if spacing is equivalent.

(5) Bars SU1(#3), SU2(#3) and WU(#5) not shown for clarity.

(6) Substitute Bars U(#5) for Bars WU(#5) when parapet end is located on anchorage curb over culvert top slab. Use Bars WU(#5) in culvert parallel wings.

Texas Department of Transportation

Bridge Division Standard

TRAFFIC RAIL

TYPE T223

FILE:	DN: TxDOT	CK: TxDOT	DW: JTR	CK: AES
©TxDOT September 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		61

DATE: 5/24/2024 10:05:28 AM
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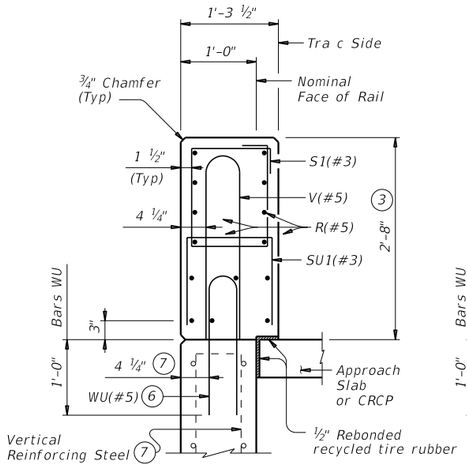
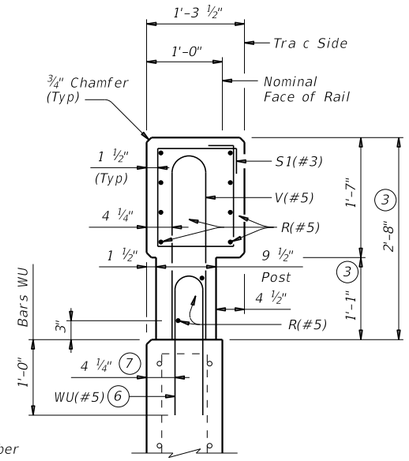
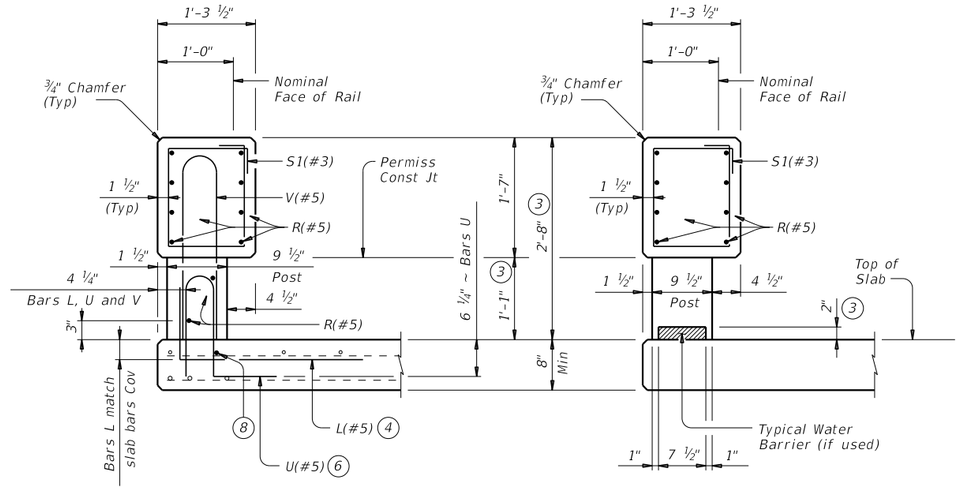


SECTION C-C
ON ABUTMENT WINGWALLS
OR CIP RETAINING WALLS



SECTION D-D
ON ABUTMENT WINGWALLS
OR CIP RETAINING WALLS

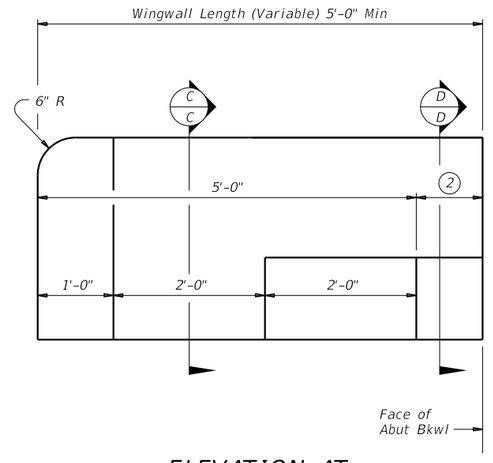


AT POST
ON BRIDGE SLAB

AT OPENING
ON BRIDGE SLAB

SECTIONS THRU RAIL

Sections on box culverts similar.



ELEVATION AT ABUTMENT WINGWALL

Box culvert parallel wings or rail anchorage curb similar.

(2) *Wingwall Length minus 5'-0" (Varies)*

(3) *Increase 2" for structures with overlay.*

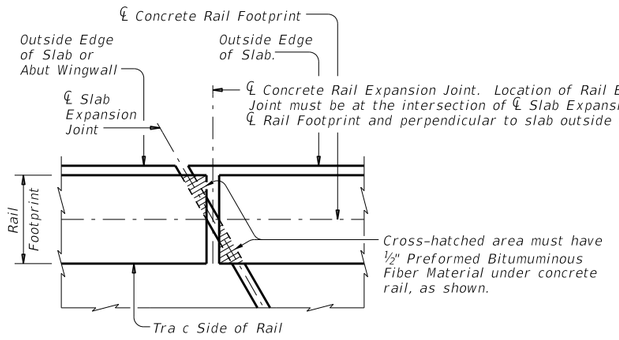
(4) *Bars L(#5) are part of rail reinforcing and are included in unit price bid for railing. Space with Bars U. Bars L match slab bar cover. Bars L may be bundled with top slab reinforcing if spacing is equivalent.*

(6) *Substitute Bars U(#5) for Bars WU(#5) when parapet end is located on anchorage curb over culvert top slab. Use Bars WU(#5) in culvert parallel wings.*

(7) *When vertical reinforcing has closer clear cover over horizontal reinforcing in abutment wingwalls on tra c side of wall, move the horizontal wingwall/retaining wall reinforcing to the inside of Bars WU where bars con ict.*

(8) *Top longitudinal slab bar may be adjusted laterally 3" plus or minus to tie reinforcing.*

(9) *At the Contractor's option, Bars V may be replaced by extending Bars U to 2'-5 ¼" above the roadway surface without overlay.*



PLAN OF RAIL AT EXPANSION JOINTS

Example showing Slab Expansion Joints without breakbacks.

CONSTRUCTION NOTES:

Face of rail and parapet must be vertical transversely unless otherwise shown in the plans or approved by the Engineer.

Provide water barriers at openings draining onto undercrossing roadways and sidewalks. They may be cast-in-place or precast in convenient lengths and bonded to the bridge deck with an approved epoxy cement.

Chamfer all exposed corners.

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 Reinforcing (WWR) (ASTM A1064) of equal size and spacing may be substituted for Bars U, V, and WU unless noted otherwise. Provide the same laps as required for reinforcing bars.

Provide bar laps, where required, as follows:

Uncoated or galvanized ~ #5 = 2'-0"
Epoxy coated ~ #5 = 3'-0"

GENERAL NOTES:

This rail has been evaluated by full-scale crash test to meet MASH TL-3 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.

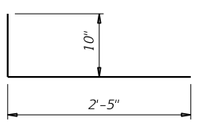
Do not use this railing on bridges with expansion joints providing more than 5" movement.

Rail anchorage details shown on this standard may require modi cation for select structure types. See appropriate details elsewhere in plans for these modi cations.

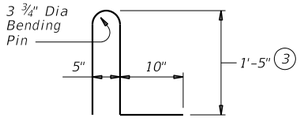
Shop drawings are not required for this rail.

Average weight of railing with no overlay is 358 plf.

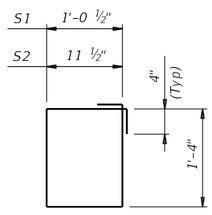
Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing bar dimensions shown are out-to-out of bar.



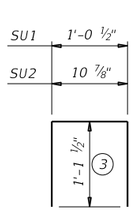
BARS L (#5)



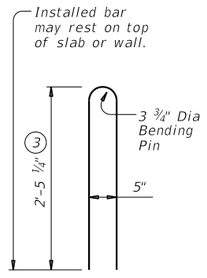
BARS U (#5) (9)



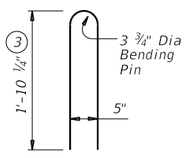
BARS S (#3)



BARS SU (#3)



BARS V (#5) (9)



BARS WU (#5)

SHEET 3 OF 3

Texas Department of Transportation

Bridge Division Standard

TRAFFIC RAIL

TYPE T223

FILE:	DN: TxDOT	CK: TxDOT	DW: JTR	CK: AES
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REVISIONS	0923	23	033	CR 112
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		62

During the planning phase of project development the following environmental permits, issues, and commitments have been developed during coordination with resource agencies, local governmental entities, and the general public. Any change orders and/or deviations from the final design must be reported to the Engineer prior to the commencement of construction activities, as additional environmental clearances may be required.

I. Clean Water Act, Sec. 402 Texas Pollutant Discharge Elimination System

(Addresses CGP and MS4 Storm Water requirements for the project.)

(In the event that the Contractor implements a PSL on or within one mile of the project, a Site Notice and/or a NOI will apply.)

☐ No Action Required ☑ Required Action

Action No. 1

The project disturbs less than one acre of surface area. The contractor is responsible for the PSL as defined in the Standard Specifications for construction and Maintenance of Highways, Street, and Bridges (2014 Edition, Section 7.7.6, Page 42). The total disturbed acreage is the combined acreage to be disturbed on the project and the contractor's PSL.

The EPIC must be updated if the disturbed area increases to one or more acres during the course of construction (refer to following sections). It may become necessary to post a site notice and/or NOI for the project and/or PSL.

Commitment No. 1

Refer to the SW3P Plan Sheet, BMPs and Detail. It will address sweeping, chemical storage, sanitary waste, and all other management practices.

MS4 operators that receives discharge from the project: -N/A-

II. Clean Water Act, Section 401 and 404 Compliance

(Addresses Nationwide Permits, Individual Permits, and Wetlands.)

(Filling, dredging, or excavating in any water bodies, rivers, creeks, streams, wetlands, or wet area is prohibited unless specified in the USACE permit and approved by the Engineer.)

(When temporary fill is implemented, only stated TxDOT standards will be used unless written authorization for an alternative is obtained from the Engineer. No equipment is allowed in any stream channel below the Ordinary High Water Mark except on temporary stream crossings or drill pads.)

☐ No Action Required ☑ 404 Permit and 401 Certification Required

Permit	Required Action	Waters of the US	App. Plan Sheet(s)
NWP #14	Adher to permit and general/regional conditions	Browns Creek	See Bridge Layout

Best Management Practices for applicable 401 General Conditions:

General Condition 12 - Categories I and II BMPs required

Category I (Erosion Control)

- ☑ Temporary Vegetation
- ☐ Mulch
- ☐ Interceptor Swale
- ☐ Erosion Control Compost
- ☐ Compost Filter Berms and Socks
- ☑ Blankets, Matting
- ☐ Sod
- ☐ Diversion Dike
- ☐ Mulch Filter Berms and Socks
- ☐ Compost Blankets

Category II (Sedimentation Control)

- ☐ Sand Bag Berm
- ☑ Silt Fence
- ☐ Triangular Filter Dike
- ☐ Stone Outlet Sediment Traps
- ☐ Erosion Control Compost
- ☐ Compost Filter Berms and Socks
- ☑ Rock Berm
- ☐ Hay Bale Dike
- ☐ Brush Berms
- ☐ Sediment Basins
- ☐ Mulch Filter Berms and Socks

General Condition 25 - Category III BMPs required

Category III (Post-Construction TSS Control)

- ☐ Retention/Irrigation
- ☐ Extended Detention Basin
- ☑ Vegetative Filter Strips
- ☐ Grassy Swales
- ☐ Erosion Control Compost
- ☐ Compost Filter Berms and Socks
- ☐ Constructed Wetlands
- ☐ Wet Basins
- ☐ Vegetation-Lined Ditches
- ☐ Sand Filter Systems
- ☐ Mulch filter Berms and Socks
- ☐ Sedimentation Chambers

III. Cultural Resources

(Addresses any special circumstances associated with cultural resources, such as archeological or historic sites.)

(Upon discovery of archeological artifacts (bones, burnt rock, flint, pottery, etc.;cease work in the immediate area and contact the Engineer immediately.)

☑ No Action Required ☐ Required Action

Action No.	Station (Rt/Lt)	Commitment
1.	---	---

IV. Vegetation Resources

(Addresses any special circumstances associated with vegetation, such as large trees to be avoided, or mitigation that will occur as part of the project.)

☐ No Action Required ☑ Required Action

Action No.	Station (Rt/Lt)	Commitment
1.	All	Avoid non-mow locations for stockpiles and equipment parking/storage.
2.	Project Limits	Preserve native vegetation to the extent practical. Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751, 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

V. Federal Listed, Proposed, Threatened, Endangered Species, Critical Habitat, State Listed Species, Candidate Species, and Migratory Bird Treaty Act (MBTA)

(Addresses any special habitat that may need to be avoided, lists any threatened or endangered species where habitat was observed and might be impacted within the project area, and lists any precautions such as nesting seasons for migratory birds.)

☐ No Action Required ☑ Required Action

Species Potentially within Project Area & Description — Habitat Description

The contractor should be aware that there could be various species in the project area including the Texas Horned Lizard. Avoid placing Project Specific Locations (PSLs) n areas with harvester ants. If there are large nests observed in trees to be removed contact District Environmental Coordinator prior to cutting down. Other species may also be in the area and harm to any species should be avoided.Contact the District Environmental Coordinator, Andrew Chisholm (325) 643-0442 with any questions.

The Migratory Bird Treaty Act of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a federal permit issued in accordance within the Act's policies and regulations. Migration patterns would not be affected by the proposed project. The contractor will remove all old migratory bird nests from any structure where work would be done from September 1 through the end of February. In addition, the contractor will be prepared to prevent migratory birds from building nests between March 1 and August 31, per the Environmental Permits, Issues, and Commitments (EPIC) plans. In the event that migratory birds are encountered on-site during project construction, adverse impacts on protected birds, active nests, eggs, and/or young shall be avoided.

VI. Hazardous Material or Contamination Issues

(Addresses any previously identified high risk sites associated with hazardous materials that may be encountered during construction.)

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

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

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

Contractor will follow all applicable storage and management requirements for liquid oil products, liquid petroleum products, and other chemical liquids as per 40 CFR 112 (a.k.a. SPCC) and/or TCEQ Construction General Permit for storm water management.

Contact the Engineer if any of the following are detected:
- Dead or distressed vegetation (not identified as normal)
- Trash piles, drums, canisters, barrels, etc.
- Undesirable smells/odors
- Underground storage tanks
- Evidence of leaching or seepage of substances
- Any other evidence indicating possible hazardous materials or contamination discovered on-site

---

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

☑ Yes ☐ No

If "No", then no further action is required.
If "Yes", then TxDOT is responsible for completing an asbestos assessment/inspection.
Are the results of the asbestos inspection positive (is asbestos present)?

☐ Yes ☐ No

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

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

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

Bridges on this project may contain Lead-Containing Paint (LCP) or other items that contain lead. The location of (LCP) is identified in the General Notes. Item 6.10.1.2 in the 2014 TxDOT Standard Specifications shall be utilized for this project.

VII. Other Environmental Issues

(Addresses any other environmental issues that may not have been covered in other sections.)

☑ No Action Required ☐ Required Action

Action No.	Station (Rt/Lt)	Commitment

LIST OF ABBREVIATIONS

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

CR 112 ENVIRONMENTAL PERMITS, ISSUES, AND COMMITMENTS (EPIC)

Texas Department of Transportation
BROWNWOOD DISTRICT

CONT	SECT	JOB	HIGHWAY
0923	23	033	CR 112
DIST	COUNTY		SHEET NO.
BWD	MILLS		63

UPDATED 6/1/2017

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

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

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

This SWP3 is consistent with requirements specified in applicable stormwater plans, and the project's environmental permits, issues, and commitments (EPICs).

1.0 SITE/PROJECT DESCRIPTION

1.1 PROJECT CONTROL SECTION JOB (CSJ):
0923-23-033

1.2 PROJECT LIMITS:
From: CR 112 at Browns Creek

To:

1.3 PROJECT COORDINATES:
BEGIN: (Lat) 31°32'33.83"N ,(Long) 98°34'29.36"W

END: (Lat) 31°32'33.80"N ,(Long) 98°34'25.07"W

1.4 TOTAL PROJECT AREA (Acres): 0.47

1.5 TOTAL AREA TO BE DISTURBED (Acres): 0.42

1.6 NATURE OF CONSTRUCTION ACTIVITY:
Construction of bridge replacement consisting of replacing bridge and approaches.

1.7 MAJOR SOIL TYPES:

Soil Type	Description
Frio silty clay loam, 0 to 1% slopes, occasionally flooded	STA 13+05 to 17+85; 85% Frio, occasionally flooded, and similar soils; well drained, low rate of runoff, and moderately high erosion potential
Sunev Clay Loam, 1% to 3% slopes	STA 17+85 to 19+00; 90% sunev, cool, and similar soils; well drained, low rate of runoff, and moderately high to high erosion potential

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:

- [x] 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 2.3.)

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

1.10 POTENTIAL POLLUTANTS AND SOURCES:

- [x] Sediment laden stormwater from stormwater conveyance over disturbed area
- [x] Fuels, oils, and lubricants from construction vehicles, equipment, and storage
- [x] Solvents, paints, adhesives, etc. from various construction activities
- [x] Transported soils from offsite vehicle tracking
- [x] Construction debris and waste from various construction activities
- [x] Contaminated water from excavation or dewatering pump-out water
- [x] Sanitary waste from onsite restroom facilities
- [x] Trash from various construction activities/receptacles
- [ ] Long-term stockpiles of material and waste
- [x] Discharges from concrete washout activities, runoff from concrete cutting activities, and other concrete related activities
- [ ] 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
Browns Creek	Lake Merritt

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

1.12 ROLES AND RESPONSIBILITIES: TxDOT

- [x] Development of plans and specifications
- [x] Perform SWP3 inspections
- [x] Maintain SWP3 records and update to reflect daily operations
- [ ] Other: _____
- [ ] Other: _____

1.13 ROLES AND RESPONSIBILITIES: CONTRACTOR

- [x] Day To Day Operational Control
- [x] Maintain schedule of major construction activities
- [x] Install, maintain and modify BMPs
- [ ] Other: _____
- [ ] Other: _____

STATE OF TEXAS
WILLIAM THOMAS OSTHOFF
145844
LICENSED PROFESSIONAL ENGINEER
William Osthoff
9/27/2024

CR 112 at Browns Creek

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

July 2023 Sheet 1 of 2

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	SEE TITLE SHEET		64
STATE	STATE DIST.	COUNTY	
TEXAS	BWD	MILLS	
CONT.	SECT.	JOB	HIGHWAY NO.
0923	23	033	CR 112

STORMWATER POLLUTION PRVENTION 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: Preservation of natural resources
- ☐ ☒ Other: Vegetation lined ditches
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____

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

2.3 PERMANENT CONTROLS:

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

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To
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: Dampen disturbed soil areas as needed for dust control.
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

2.5 POLLUTION PREVENTION MEASURES:

- ☒ Chemical Management
- ☒ Concrete and Materials Waste Management
- ☒ Debris and Trash Management
- ☒ Dust Control
- ☒ Sanitary Facilities
- ☒ Other: Avoid storing portable sanitary units, concrete washouts or chemicals within 50-ft upgradient of a receiving water without adequate pollution controls.
- ☒ Other: Capture saw cutting debris and concrete slurry for proper disposal.
- ☐ 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 vegetative buffer for stream. Sediment fence, rock filter dams, & erosion control logs in lieu of.		

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

2.7 ALLOWABLE NON-STORMWATER DISCHARGES:

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

2.8 DEWATERING:

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

2.9 INSPECTIONS:

All disturbed areas and erosion and sediment control devices shall be inspected at least once every seven (7) days. Inspections shall be performed by TxDOT as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3 .

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 2.3 of this SWP3.

STATE OF TEXAS
WILLIAM THOMAS OSTHOFF
145844
LICENSED PROFESSIONAL ENGINEER

William Osthoff
9/27/2024

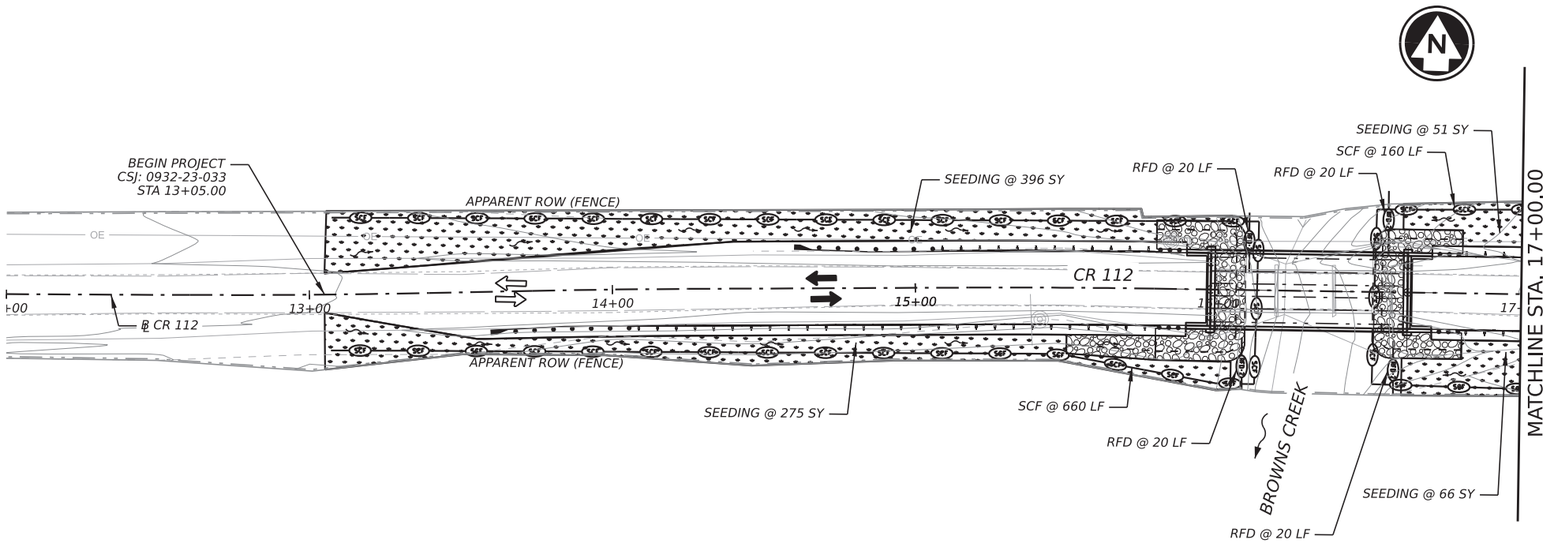
CR 112 at Browns Creek

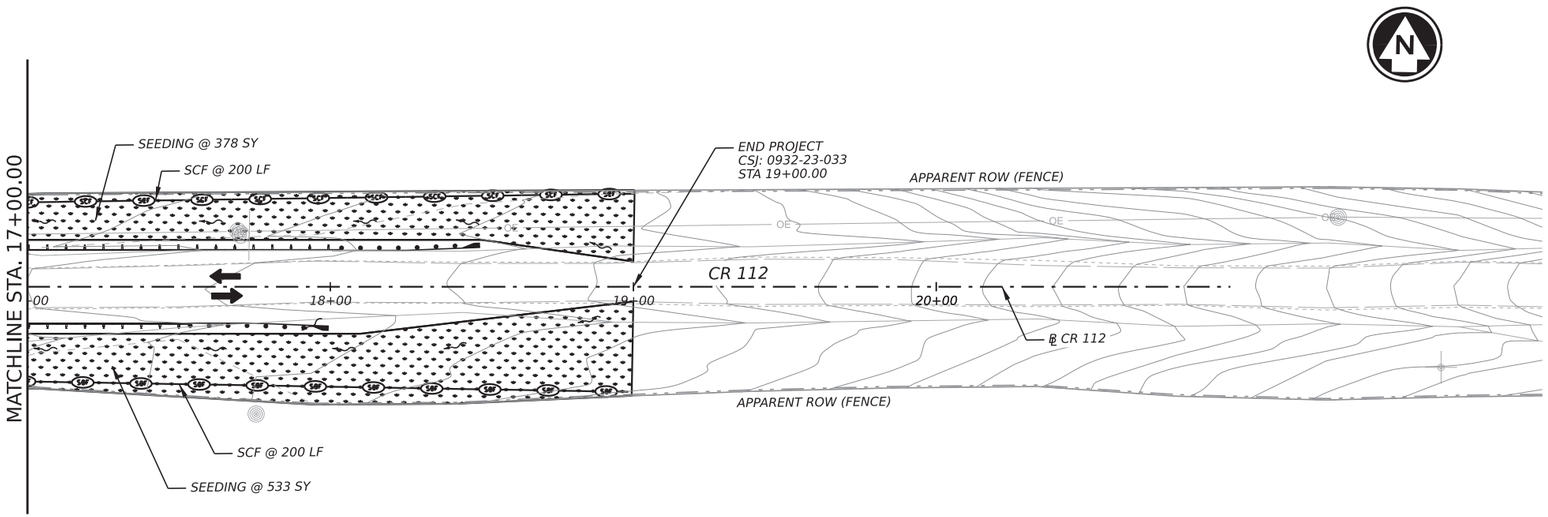
STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

July 2023 Sheet 2 of 2

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	SEE TITLE SHEET		65
STATE	STATE DIST.	COUNTY	
TEXAS	BWD	MILLS	
CONT.	SECT.	JOB	HIGHWAY NO.
0923	23	033	CR 112





ITEM	DESCRIPTION	UNIT	QUANTITY
164-7002	BROADCAST SEED (PERM_RURAL_CLAY)	SY	1699
164-7005	BROADCAST SEED (TEMP_WARM)	SY	850
164-7006	BROADCAST SEED (TEMP_COOL)	SY	850
SUBSIDIARY	FERTILIZER	TON	0.05
168-7001	VEGETATIVE WATERING	TGL	36
169-7022	SOIL RET BLKT(SL_STEEP_CLAY_LONG_SPRY)	SY	1699
506-7011	ROCK FILTER DAMS (REMOVE)	LF	80
506-7039	TEMP SEDMT CONT FENCE (INSTALL)	LF	1220
506-7041	TEMP SEDMT CONT FENCE (REMOVE)	LF	1220
506-7048	ROCK FILTER DAMS (INSTALL) (TY 2) (6:1)	LF	80

LEGEND

- PROPOSED LANE
- EXISTING LANE
- STONE RIPRAP
- SEEDING
- SCF — SEDIMENT CONTROL FENCE
- RFD — ROCK FILTER DAM
- DIRECTION OF FLOW

HORIZONTAL
0 25 50 100

STATE OF TEXAS
WILLIAM THOMAS OSTHOFF
145844
LICENSED
PROFESSIONAL ENGINEER
9/27/2024

NO.	DATE	REVISION	APPROV.

IEA
13501 KATY FREEWAY
SUITE 3425
HOUSTON, TEXAS 77079
(832) 494-3800
FIRM REGISTRATION No. F-10161

Texas Department of Transportation
Bryan District

BROWNS CREEK BRIDGE AT CR 112

SW3P LAYOUT

SHEET 1 OF 1

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	SEE TITLE SHEET	CR 112

STATE	DISTRICT	COUNTY	
TEXAS	BWD	MILLS	
CONTROL	SECTION	JOB	SHEET NO.
0923	23	033	66

PLOT SCALE: 1.00000000 ft / ft.
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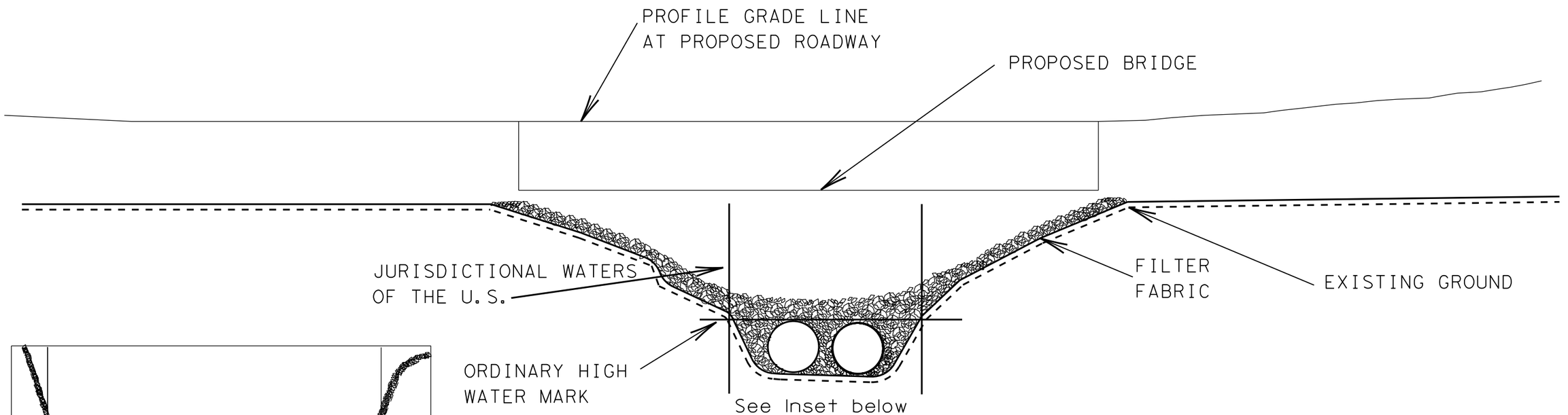
pw:\\fea-pw.bentley.com:fea-pw-01\Documents\21630 TXDOT 88-9IDP5025\44-Design\Plan Set\509-Environmental\CR112_SW3P_01.dgn
REV DATE: $SAVED$
CSJ: 0923-23-033

TEMPORARY CROSSING

FOR CONSTRUCTION TRAFFIC ONLY

DRAWING NOT TO SCALE



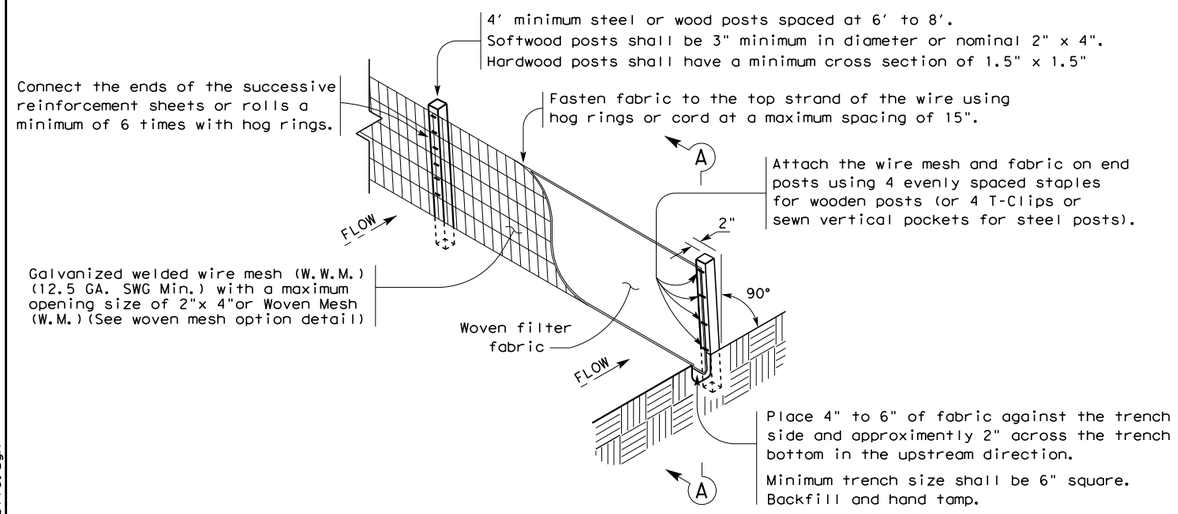
Inset

Note: Temporary crossing will not be paid for directly but will be considered subsidiary to pertinent items.

DATE: $DATE$ $TIME$
FILE: $FILE$

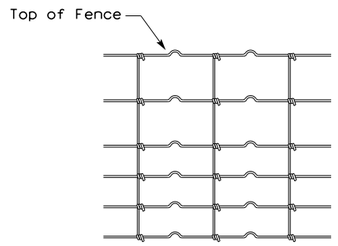
TEMPORARY CROSSING DETAIL

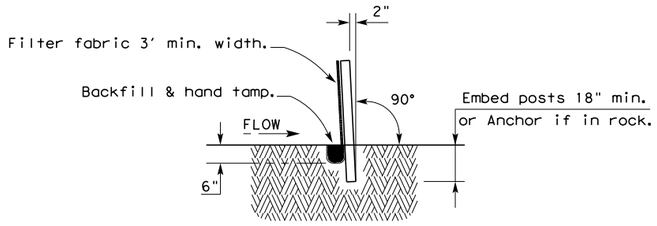
CONT	SECT	JOB	HIGHWAY
0923	23	033	CR 112
DIST	COUNTY		SHEET NO.
23	MILLS		66A



TEMPORARY SEDIMENT CONTROL FENCE

SCF





SECTION A-A

HINGE JOINT KNOT WOVEN MESH (OPTION) DETAIL

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

SEDIMENT CONTROL FENCE USAGE GUIDELINES

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

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

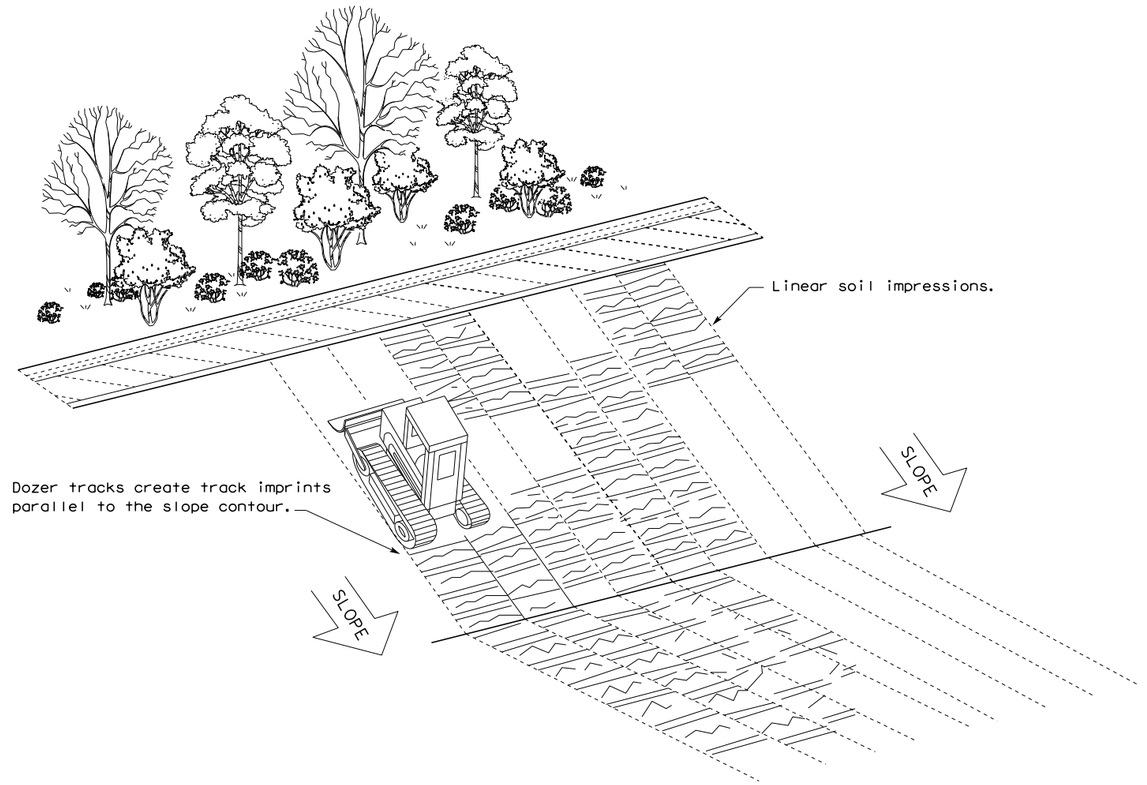
LEGEND

Sediment Control Fence

SCF

GENERAL NOTES

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



VERTICAL TRACKING

Texas Department of Transportation

Design Division Standard

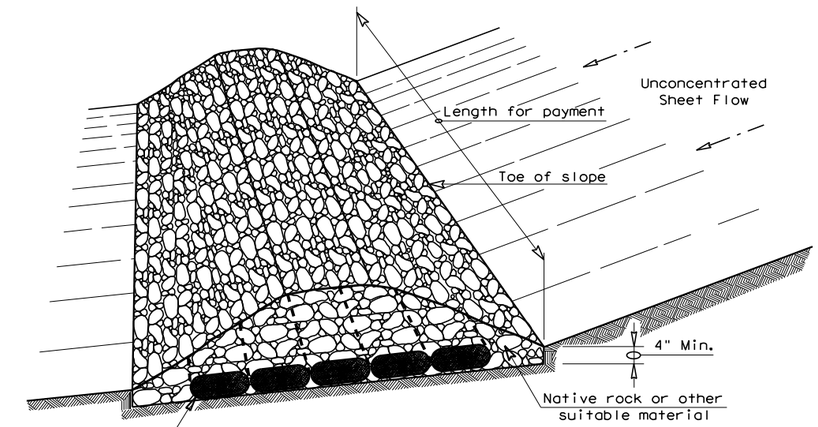
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

FENCE & VERTICAL TRACKING

EC(1)-16

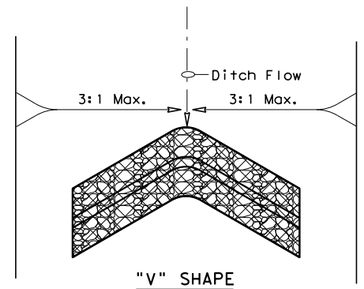
FILE: ec116	DN: TxDOT		CK: KM		DW: VP		DN/CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY		
REVISIONS	0923	23	033		CR 112		
	DIST	COUNTY					SHEET NO.
	BWD	MILLS					67

DATE: 6/1/2024
FILE: pw://ieg-pw.bentley.com:ieg-pw-01/Documents/21630 TXDOT 88-9IDP5025/4-Design/Plan Set/S09-Environmental/9-Standards/ec216.dgn

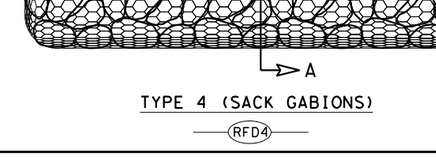


FILTER DAM AT TOE OF SLOPE

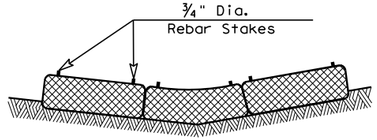
RFD1



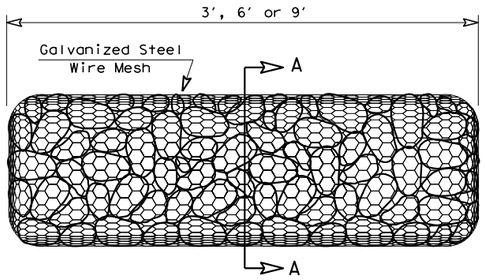
"V" SHAPE
PLAN VIEW



PLAN VIEW

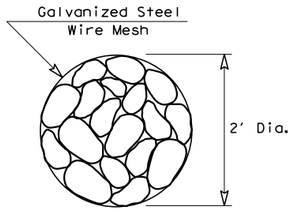


SECTION B-B

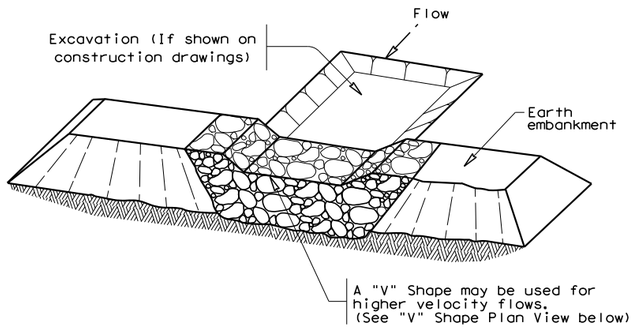


TYPE 4 (SACK GABIONS)

RFD4

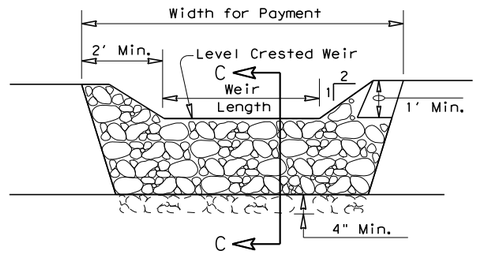


SECTION A-A

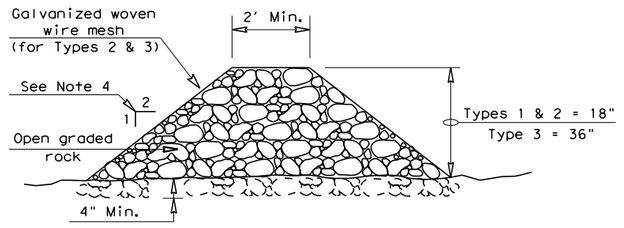


FILTER DAM AT SEDIMENT TRAP

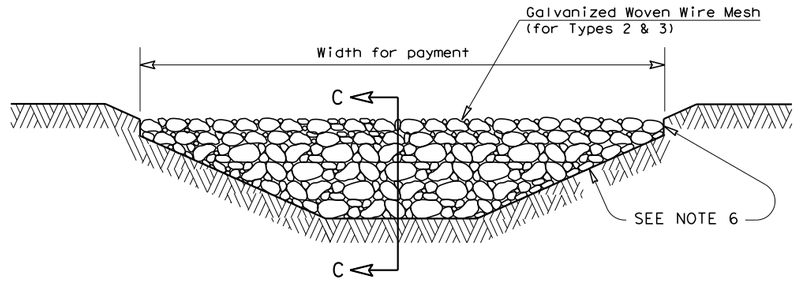
RFD1 OR RFD2



PROFILE



SECTION C-C



FILTER DAM AT CHANNEL SECTIONS

RFD1 OR RFD2 OR RFD3

ROCK FILTER DAM USAGE GUIDELINES

Rock Filter Dams should be constructed downstream from disturbed areas to intercept sediment from overland runoff and/or concentrated flow. The dams should be sized to filter a maximum flow through rate of 60 GPM/FT^2 of cross sectional area. A 2 year storm frequency may be used to calculate the flow rate.

Type 1 (18" high with no wire mesh) (3" to 6" aggregate): Type 1 may be used at the toe of slopes, around inlets, in small ditches, and at dike or swale outlets. This type of dam is recommended to control erosion from a drainage area of 5 acres or less. Type 1 may not be used in concentrated high velocity flows (approximently 8 Ft/Sec or more) in which aggregate wash out may occur. Sandbags may be used at the embedded foundation (4" deep min.) for better filtering efficiency of low flows if called for on the plans or directed by the Engineer.

Type 2 (18" high with wire mesh) (3" to 6" aggregate): Type 2 may be used in ditches and at dike or swale outlets.

Type 3 (36" high with wire mesh) (4" to 8" aggregate): Type 3 may be used in stream flow and should be secured to the stream bed.

Type 4 (Sack gabions) (3" to 6" aggregate): Type 4 May be used in ditches and smaller channels to form an erosion control dam.

Type 5: Provide rock filter dams as shown on plans.

GENERAL NOTES

1. If shown on the plans or directed by the Engineer, filter dams should be placed near the toe of slopes where erosion is anticipated, upstream and/or downstream at drainage structures, and in roadway ditches and channels to collect sediment.
2. Materials (aggregate, wire mesh, sandbags, etc.) shall be as indicated by the specification for "Rock Filter Dams for Erosion and Sedimentation Control".
3. The rock filter dam dimensions shall be as indicated on the SW3P plans.
4. Side slopes should be 2:1 or flatter. Dams within the safety zone shall have sideslopes of 6:1 or flatter.
5. Maintain a minimum of 1' between top of rock filter dam weir and top of embankment for filter dams at sediment traps.
6. Filter dams should be embedded a minimum of 4" into existing ground.
7. The sediment trap for ponding of sediment laden runoff shall be of the dimensions shown on the plans.
8. Rock filter dam types 2 & 3 shall be secured with 20 gauge galvanized woven wire mesh with 1" diameter hexagonal openings. The aggregate shall be placed on the mesh to the height & slopes specified. The mesh shall be folded at the upstream side over the aggregate and tightly secured to itself on the downstream side using wire ties or hog rings. For in stream use, the mesh should be secured or staked to the stream bed prior to aggregate placement.
9. Sack Gabions should be staked down with ¾" dia. rebar stakes, and have a double-twisted hexagonal weave with a nominal mesh opening of 2 ½" x 3 ¼"
10. Flow outlet should be onto a stabilized area (vegetation, rock, etc.).
11. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

PLAN SHEET LEGEND

Type 1 Rock Filter Dam	RFD1
Type 2 Rock Filter Dam	RFD2
Type 3 Rock Filter Dam	RFD3
Type 4 Rock Filter Dam	RFD4

Texas Department of Transportation — Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

ROCK FILTER DAMS

EC(2)-16

FILE: ec216	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	23	033	CR 112
	DIST	COUNTY		SHEET NO.
	BWD	MILLS		68