

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	SHEET NO.
6	N/A	001
STATE	STATE DIST. NO.	COUNTY
TEXAS	21	CAMERON
CONT.	SECT.	JOB HIGHWAY NO.
N/A	N/A	PR 100

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
ROADWAY AND PEDESTRIAN FACILITIES IMPROVEMENT

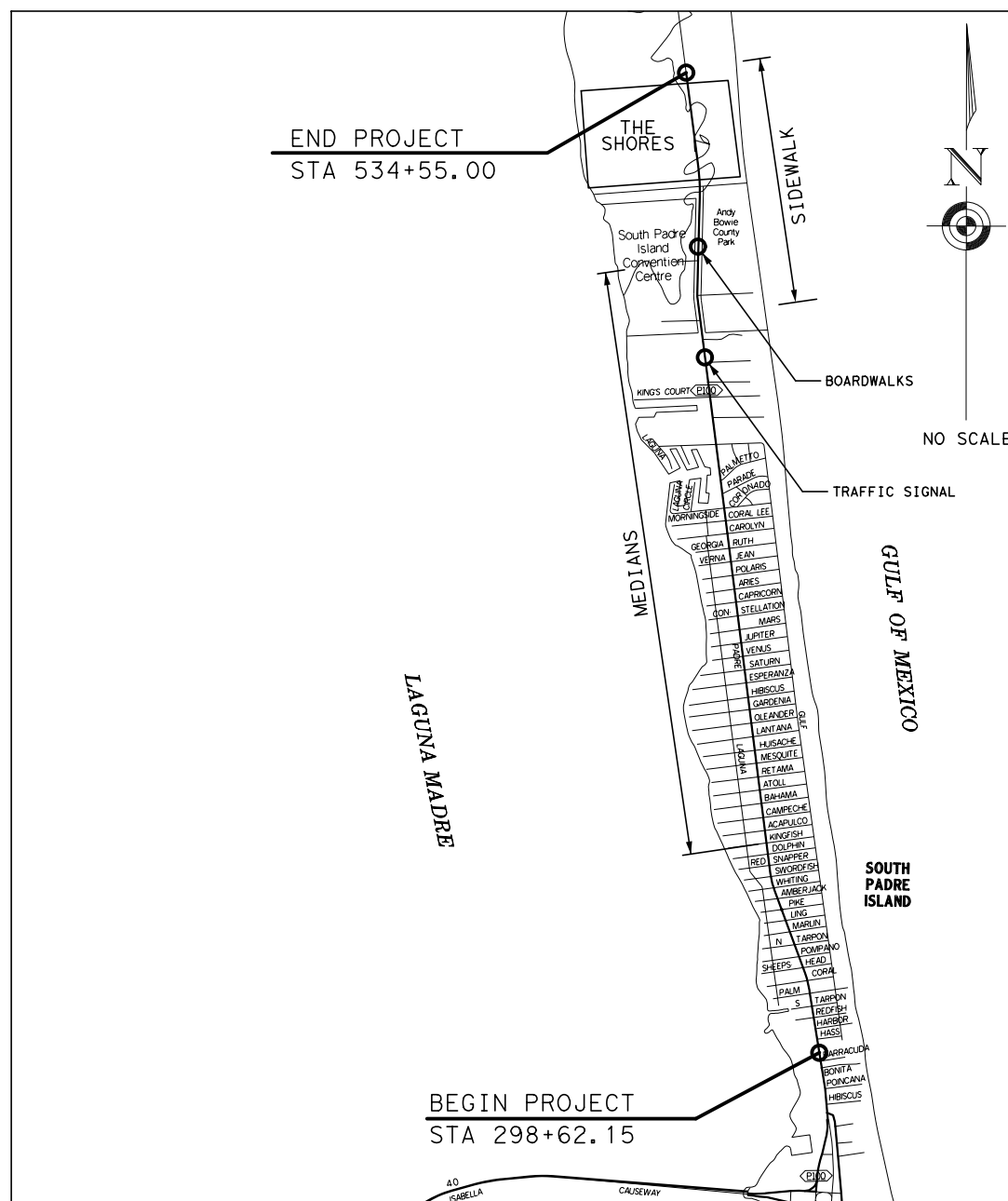
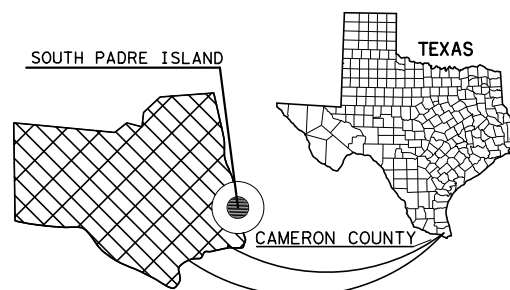
TOTAL LENGTH OF PROJECT ROAD = 23,593 FT. - 4.47 MILES

CAMERON COUNTY

PR 100 MEDIAN, BOARDWALK, AND
SIDEWALK IMPROVEMENTS

LIMITS: FROM 100' SOUTH OF PALM ST TO THE SOUTH PADRE ISLAND EQUESTRIAN AND EVENTS CENTRE
WITHIN THE CITY OF SOUTH PADRE ISLAND, TEXAS
FOR THE CONSTRUCTION OF RAISED MEDIANS, FLUSH MEDIANS, BOARDWALK, SIDEWALK AND LANDSCAPE IMPROVEMENTS
VEGETATION PLANTINGS WITH IRRIGATION, LIGHTING FIXTURES, PAVEMENT MARKINGS, SIGNING, AND A TRAFFIC SIGNAL.

90%
SUBMITTAL



Know what's below.
Call before you dig.

PRELIMINARY

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or permit purposes.
Kimley»Horn
Engineer THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

CONSULTANT

KIMLEY-HORN AND ASSOCIATES, INC.
CONSULTANT DESIGN ENGINEER DATE :

NAME	TITLE

Kimley»Horn

TBPE REGISTERED ENGINEERING FIRM F-928

PROJECT DATA	
POSTED SPEED:	PR 100 = VARIES SEE KEY MAP
ADT:	ADT 2016: 12,677 ADT 2036: 22,896
FUNCTIONAL CLASS:	URBAN PRINCIPAL ARTERIAL
EXCEPTION:	NONE
EQUATION:	NONE
RAILROAD CROSSING:	NONE

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SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF
TRANSPORTATION ON NOVEMBER 1, 2014 AND SPECIFICATION
ITEMS LISTED AND DATED AS FOLLOWS, SHALL GOVERN
ON THIS PROJECT:

REGISTERED ACCESSIBILITY SPECIALIST (RAS) INSPECTION REQUIRED.
TDLR NO. EABPRJ: _____

FINAL PLAN DATA :

FINAL CONTRACT PRICE: _____
CONTRACTORS NAME: _____
CONTRACTORS ADDRESS: _____
LETTING DATE: _____
(LET BY CITY OF SOUTH PADRE ISLAND)
DATE WORK BEGAN: _____
DATE WORK COMPLETED: _____
DATE OF ACCEPTANCE: _____

CHANGE ORDERS & SUPP. AGREEMENTS :

LOCAL LET

WORK WAS COMPLETED ACCORDING
TO THE PLANS AND CONTRACT.

CITY OF SOUTH PADRE ISLAND

LOCAL ENTITIES

CITY OF SOUTH PADRE ISLAND
CONCURRENCE DATE :

NAME

TITLE



APPROVED FOR LETTING :

SAN BENITO AREA ENGINEER

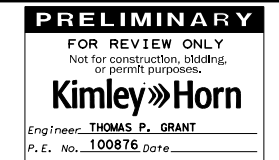
COUNTY CAMERON PROJ. NO. N/A PR 100 MEDIAN, BOARDWALK, AND SIDEWALK IMPROVEMENTS
HWY. NO. PR 100 LETTING DATE XXXX 2018 (LET BY CITY OF SOUTH PADRE ISLAND)
DATE ACCEPTED

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THOMAS P. GRANT, P.E. 11/6/2018

No.	Revision	By	Date



PR 100 ROADWAY IMPROVEMENTS

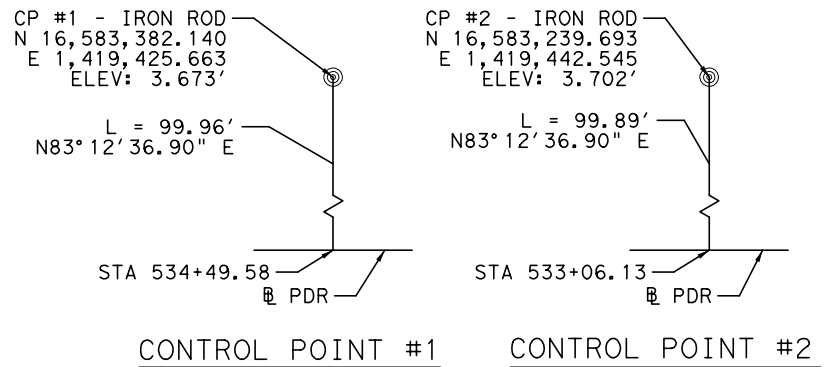
INDEX OF SHEETS

MEDIAN, BOARDWALK, AND SIDEWALK IMPROVEMENTS

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	002
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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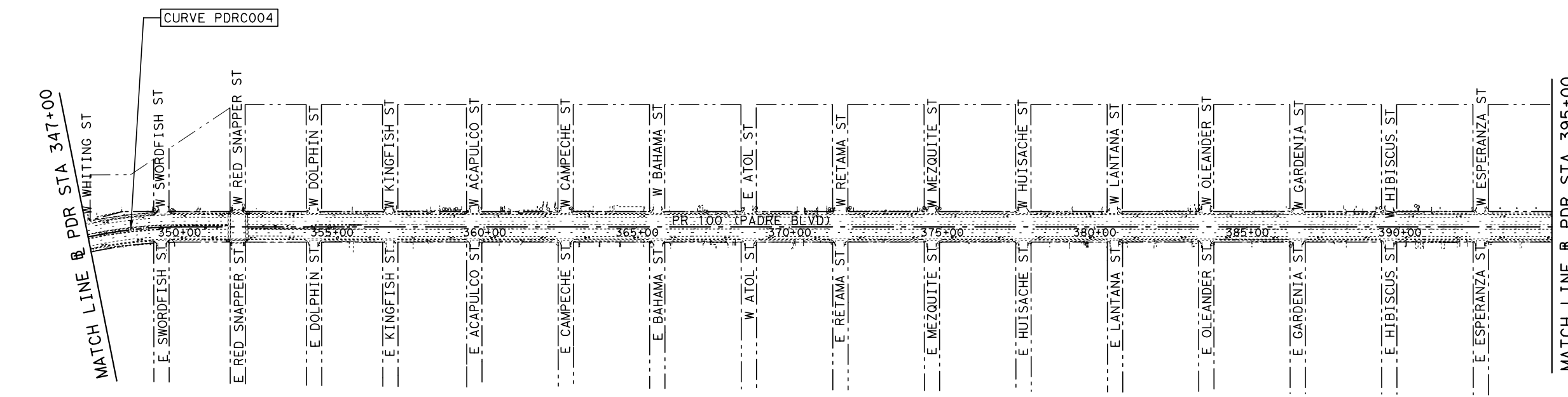
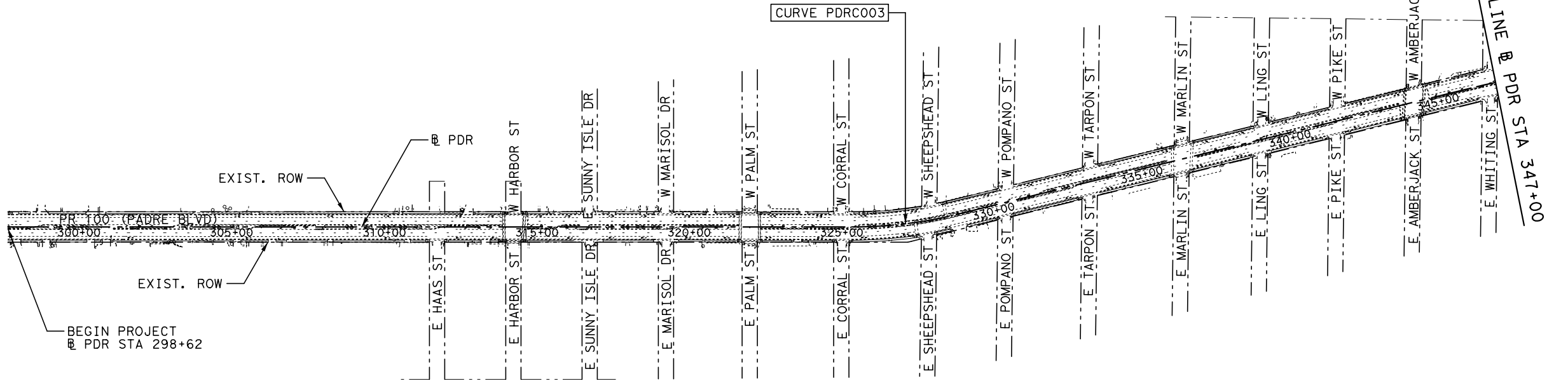
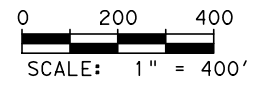
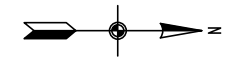


CURVE PDR001 AND PDR002 ARE LOCATED SOUTH OF THE PROPOSED IMPROVEMENTS OF THESE PLANS. REFERENCE PR 100 IMPROVEMENT PLANS FROM CSJ 0331-04-067 AND CSJ 0921-06-299 FOR CURVE LOCATIONS.

COORDINATES ARE US SURVEY FEET DISPLAYED IN SURFACE VALUES USING A SCALE FACTOR OF 0.999960000.

HORIZONTAL CONTROL IS BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD83 (2011) (EPOCH2010.00) SOUTH ZONE (4205).

ALL ELEVATIONS ARE BASED ON GPS DERIVED ELLIPSOID HEIGHTS UTILIZING NAVD 88, GEOID 12A, ADJUSTED TO NGS MONUMENT THM SPICC 1.



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Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

TPBE REGISTERED ENGINEERING FIRM F-928

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PR 100 ROADWAY IMPROVEMENTS

CONTROL DATA AND
PROJECT LAYOUT

PDR
BEGIN PROJECT TO STA 395+00

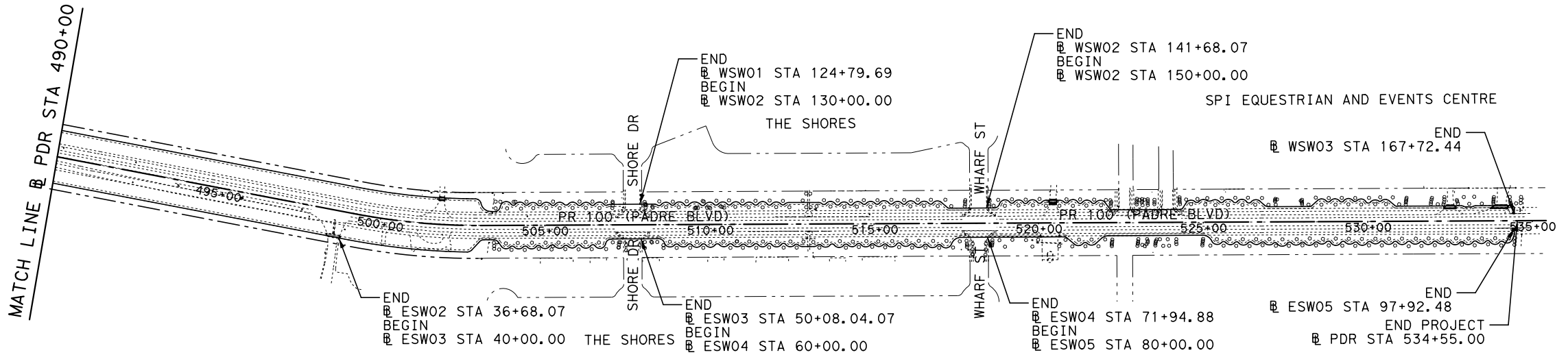
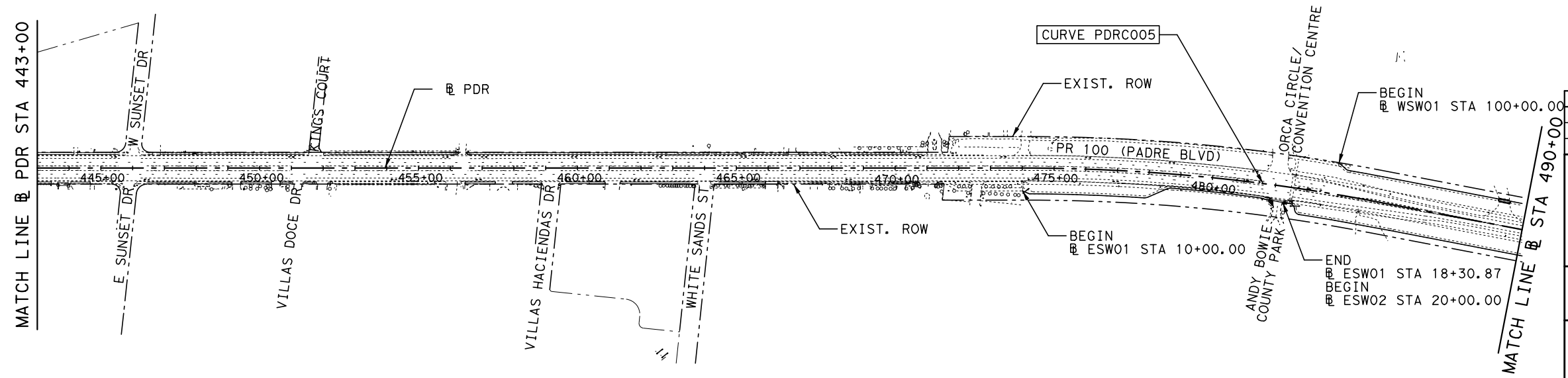
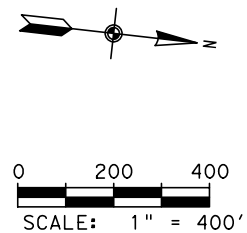
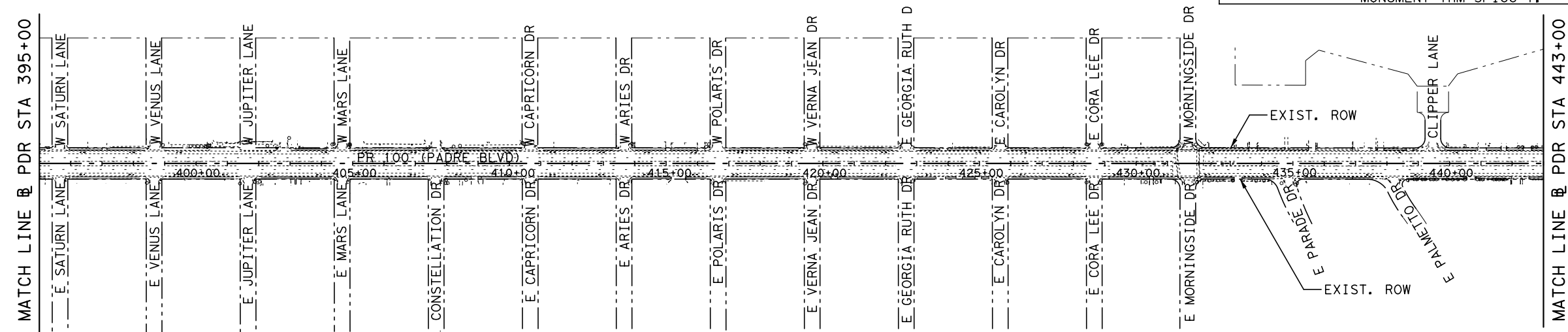
SHEET 1 OF 2

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STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
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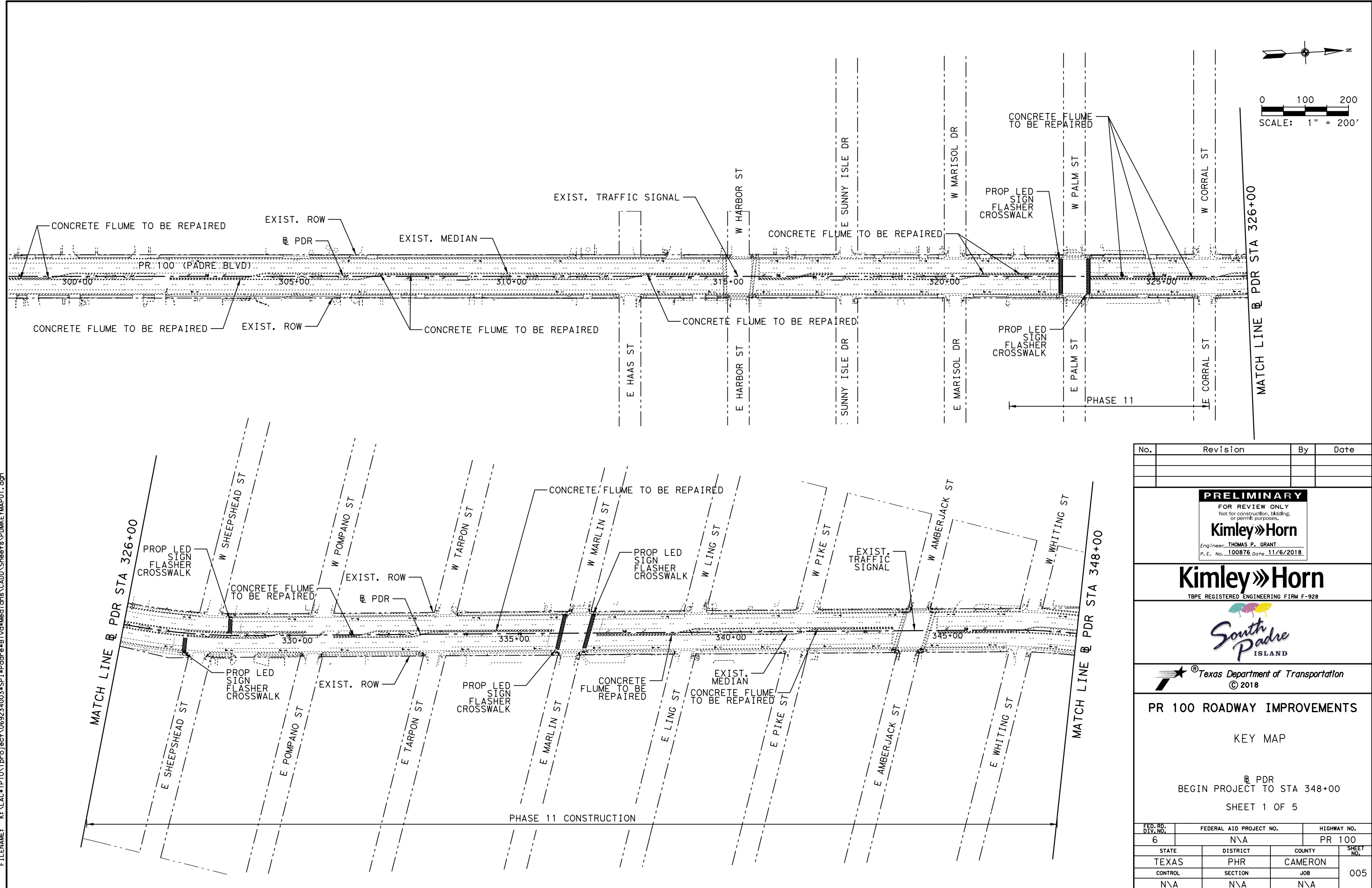
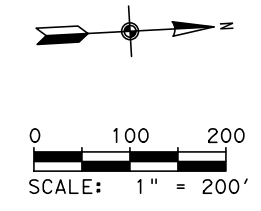
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PR 100 ROADWAY IMPROVEMENTS
 CONTROL DATA AND PROJECT LAYOUT
 @ PDR
 STA 395+00 TO END PROJECT
 SHEET 2 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	004
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	004

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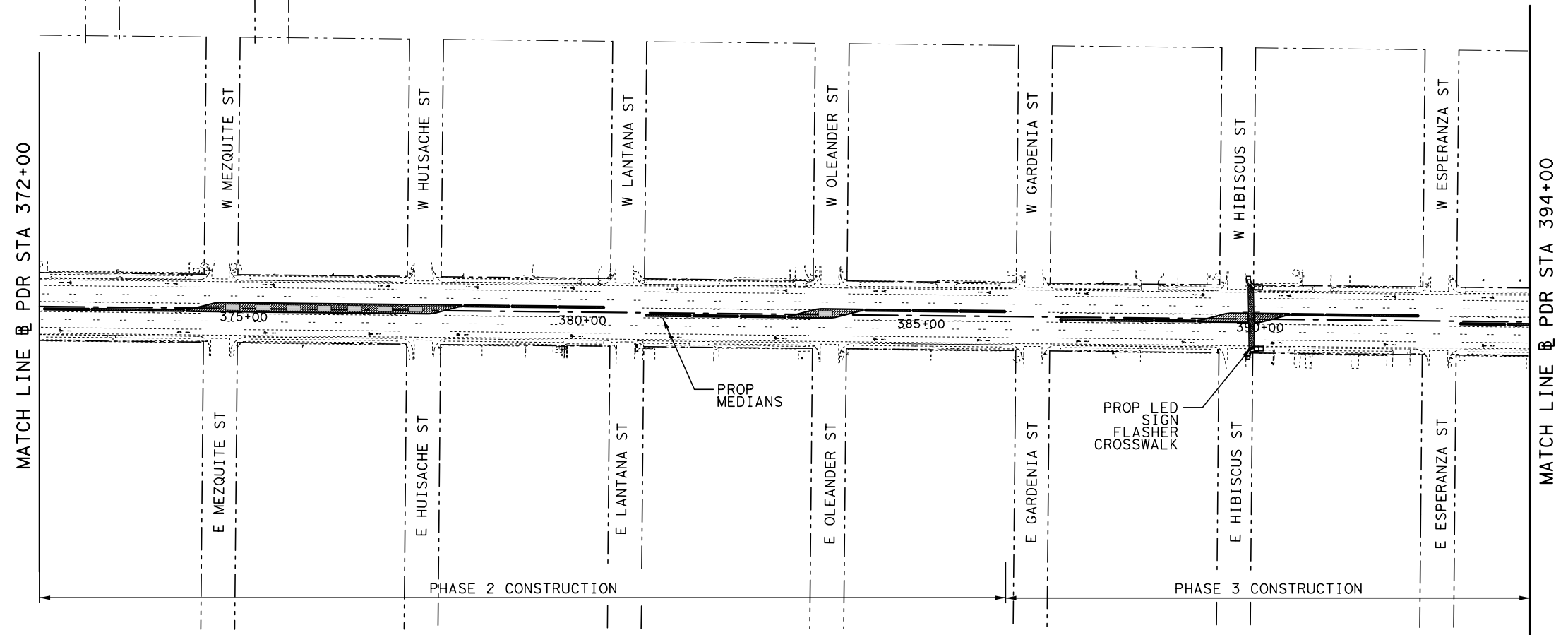
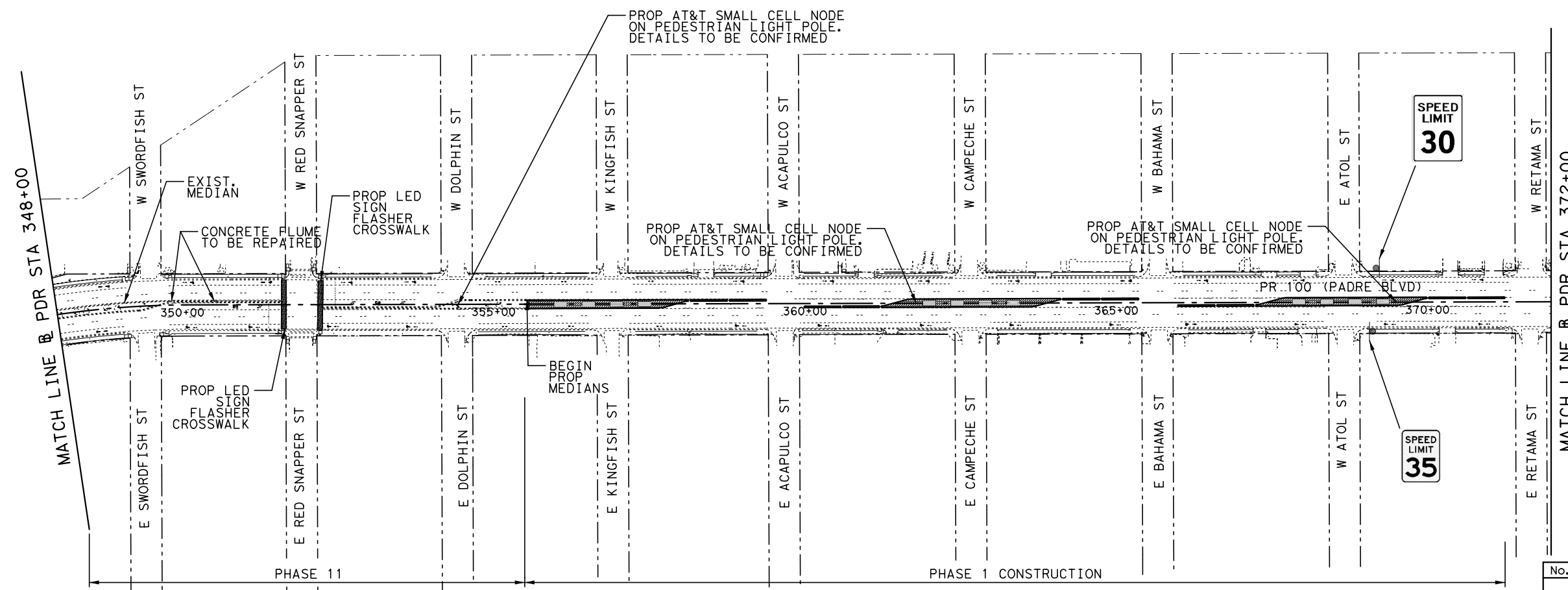
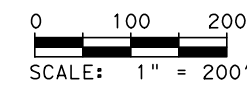
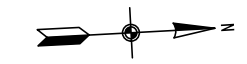
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PR 100 ROADWAY IMPROVEMENTS
 KEY MAP
 @ PDR
 BEGIN PROJECT TO STA 348+00
 SHEET 1 OF 5

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
		SHEET NO.
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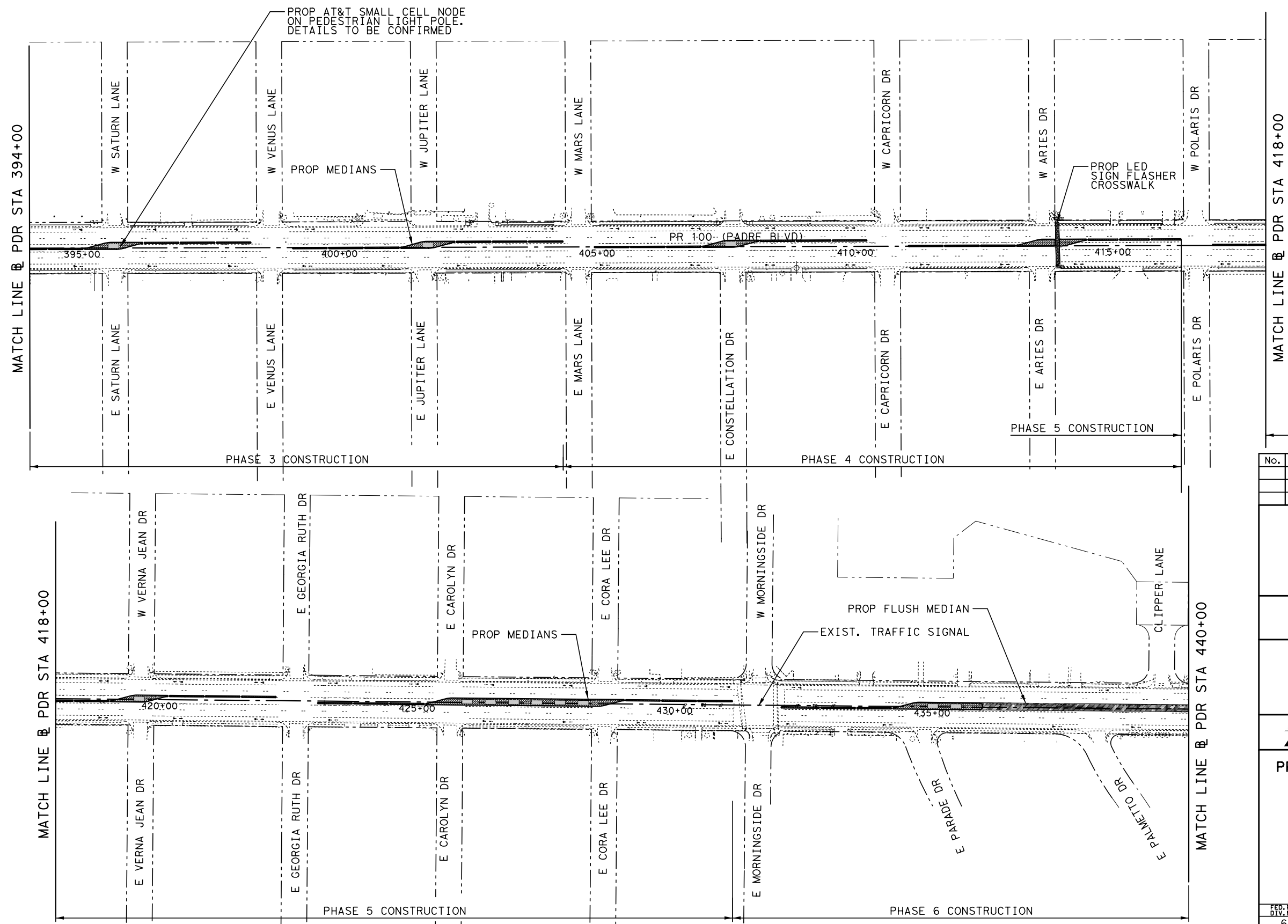
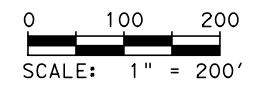
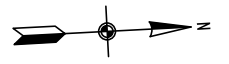
PR 100 ROADWAY IMPROVEMENTS

KEY MAP

@ PDR
STA 348+00 TO STA 394+00
SHEET 2 OF 5

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	006
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
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PR 100 ROADWAY IMPROVEMENTS

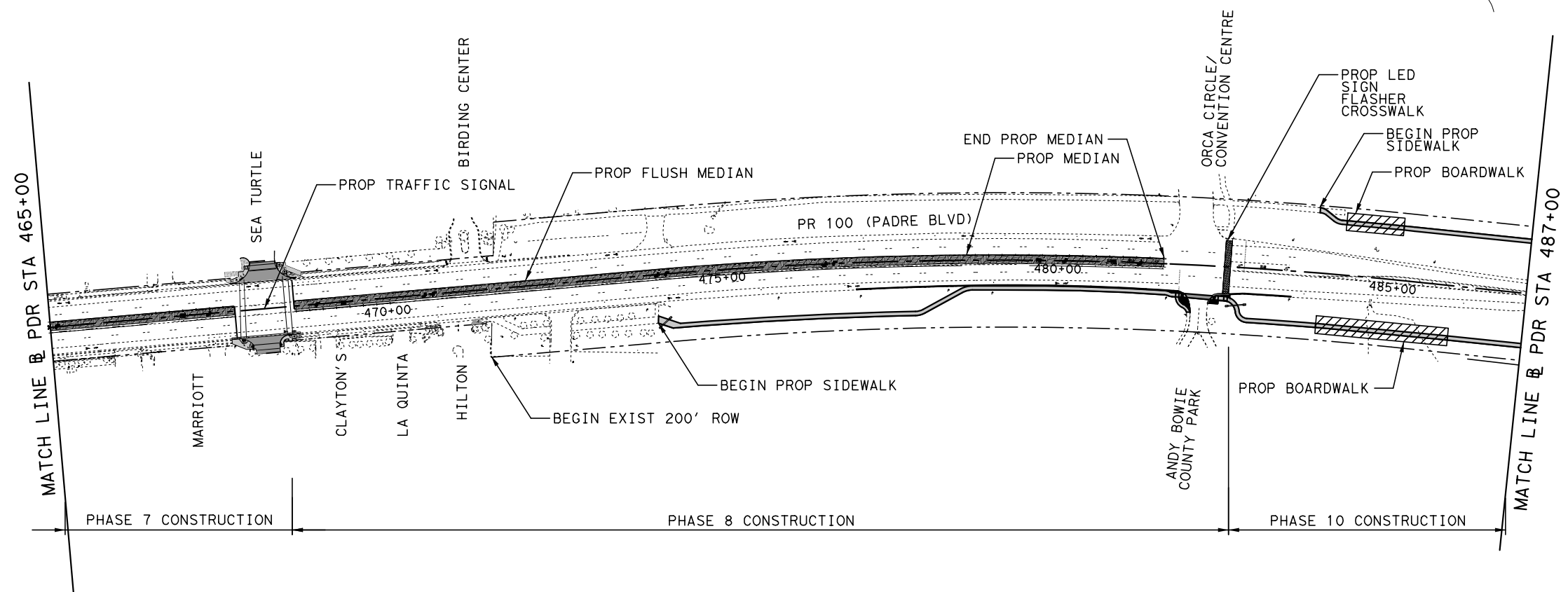
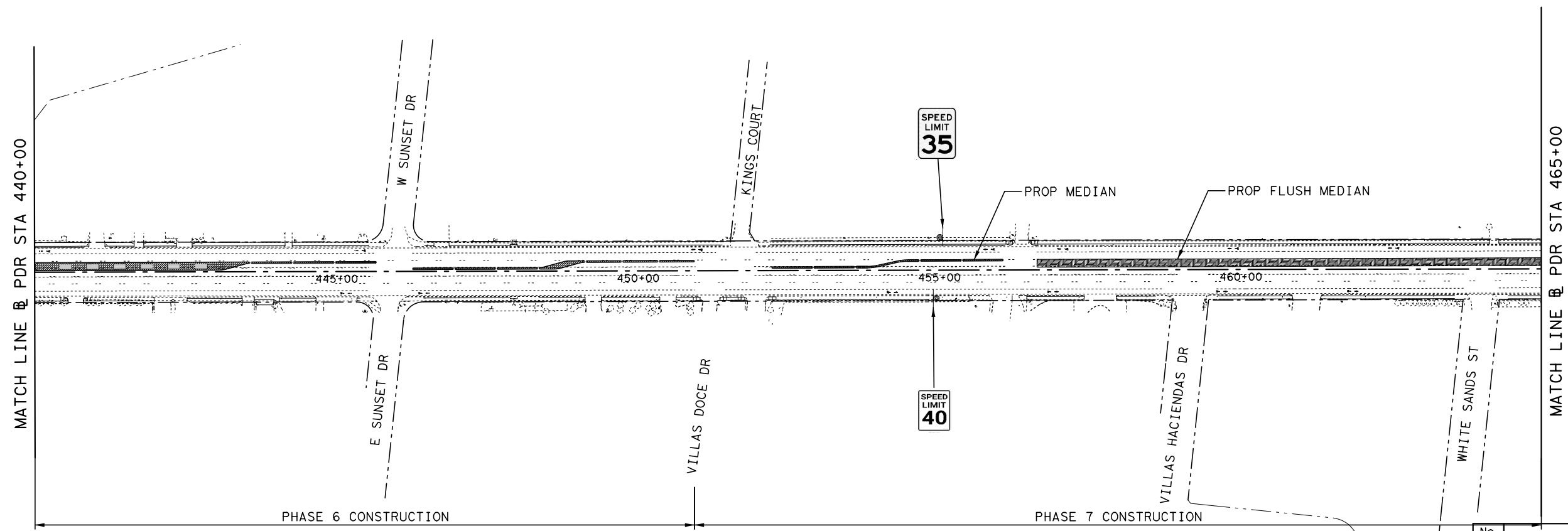
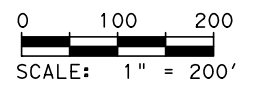
KEY MAP

Ⓟ PDR
 STA 394+00 TO STA 440+00

SHEET 3 OF 5

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
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		SHEET NO.
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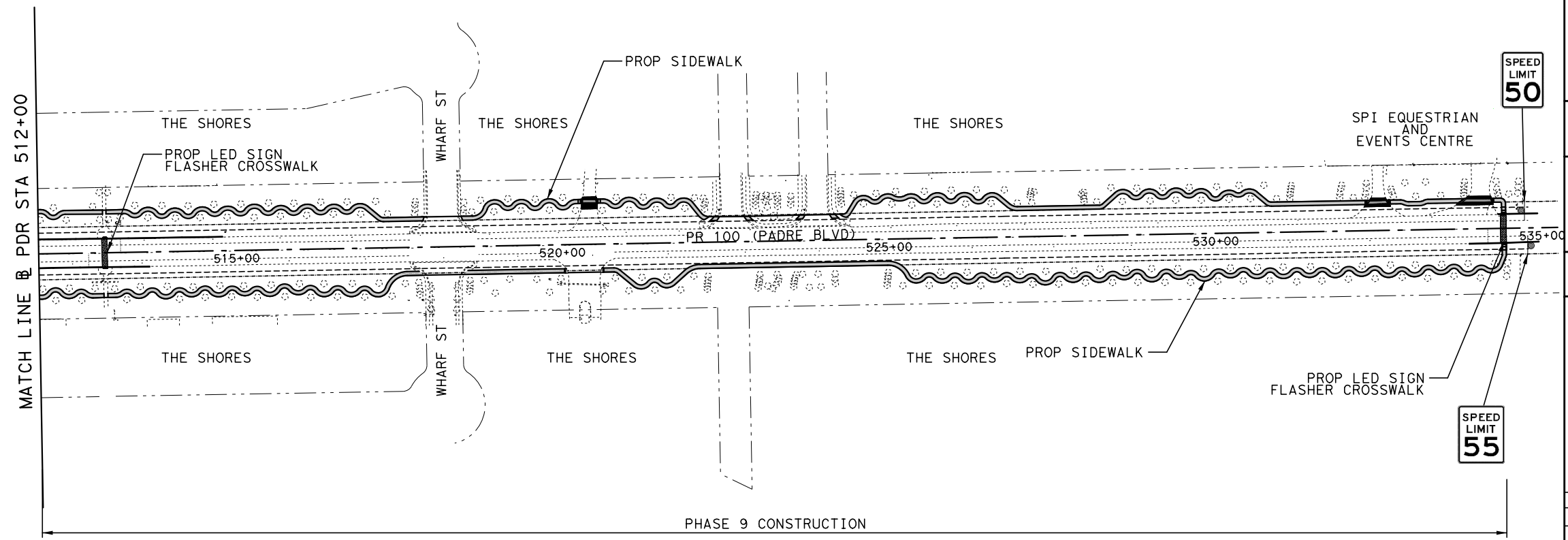
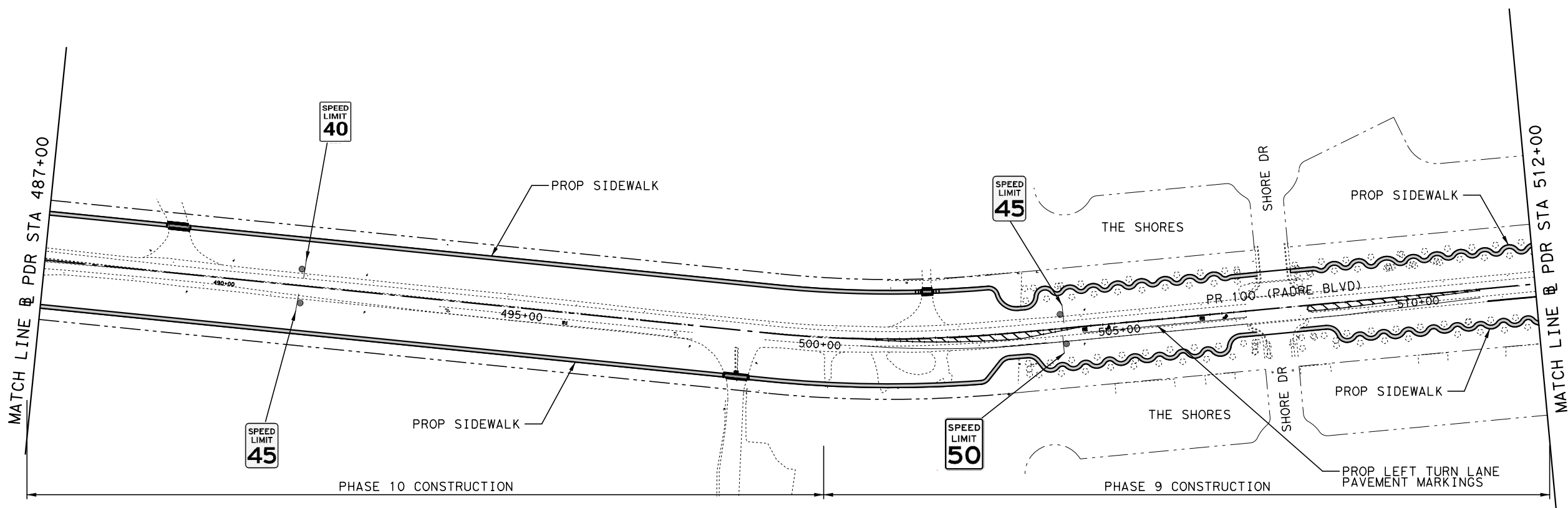
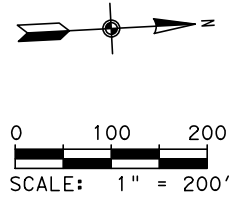
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PR 100 ROADWAY IMPROVEMENTS
 KEY MAP
 @ PDR
 STA 440+00 TO STA 487+00
 SHEET 4 OF 5

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
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SHEET NO.		008

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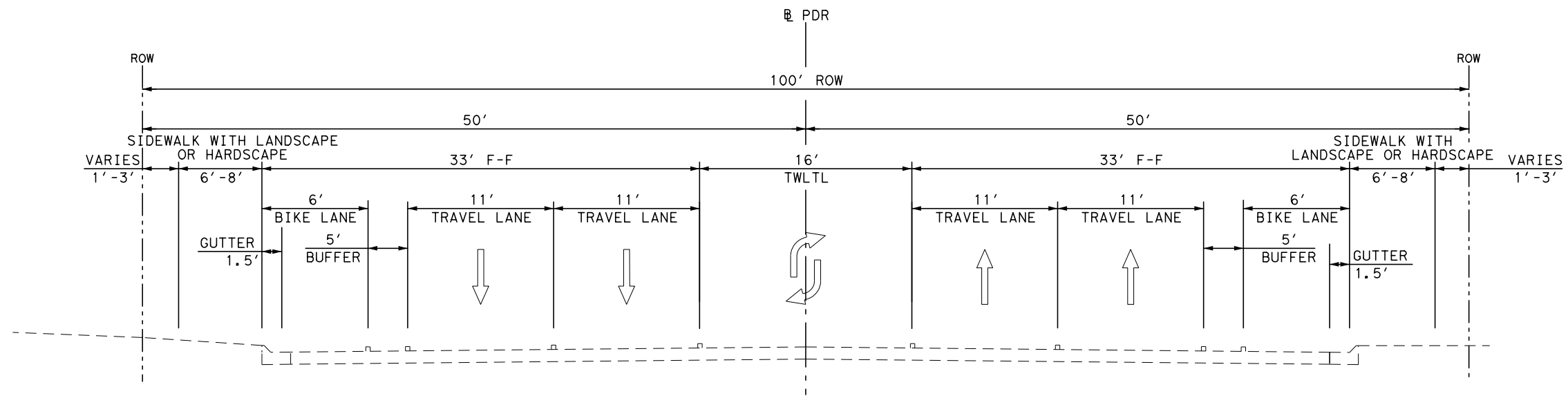
PR 100 ROADWAY IMPROVEMENTS

KEY MAP

⊕ PDR
 STA 487+00 TO END OF PROJECT
 SHEET 5 OF 5

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	009
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
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EXISTING TYPICAL SECTION(1)
100' ROW, FOUR LANES WITH TWO WAY LEFT TURN LANE

ℳ PDR STA 355+56 TO 471+65
 (SCALE: N.T.S.)

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 P. E. No. 100876, Date 11/6/2018

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PR 100 ROADWAY IMPROVEMENTS

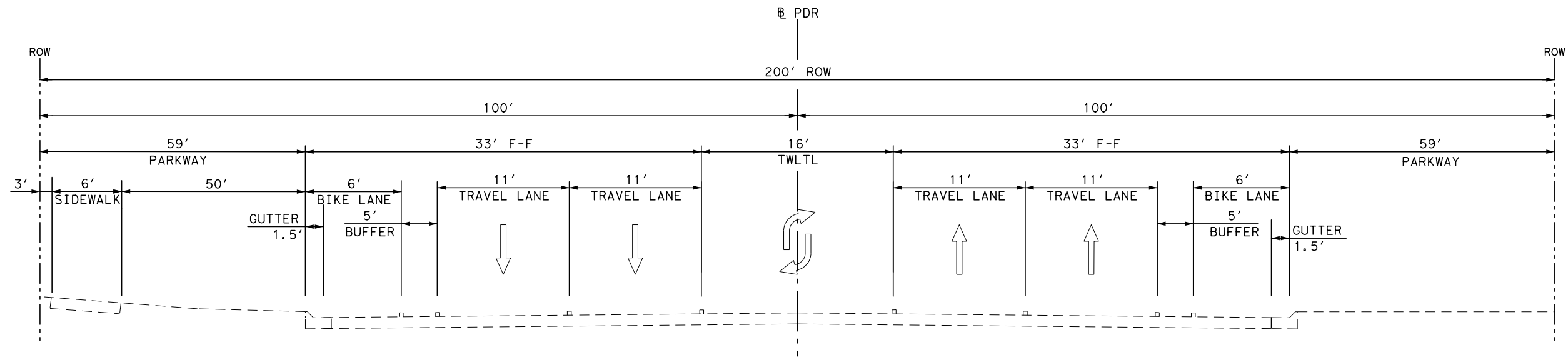
EXISTING
 TYPICAL SECTIONS

PR 100 (PADRE BLVD)

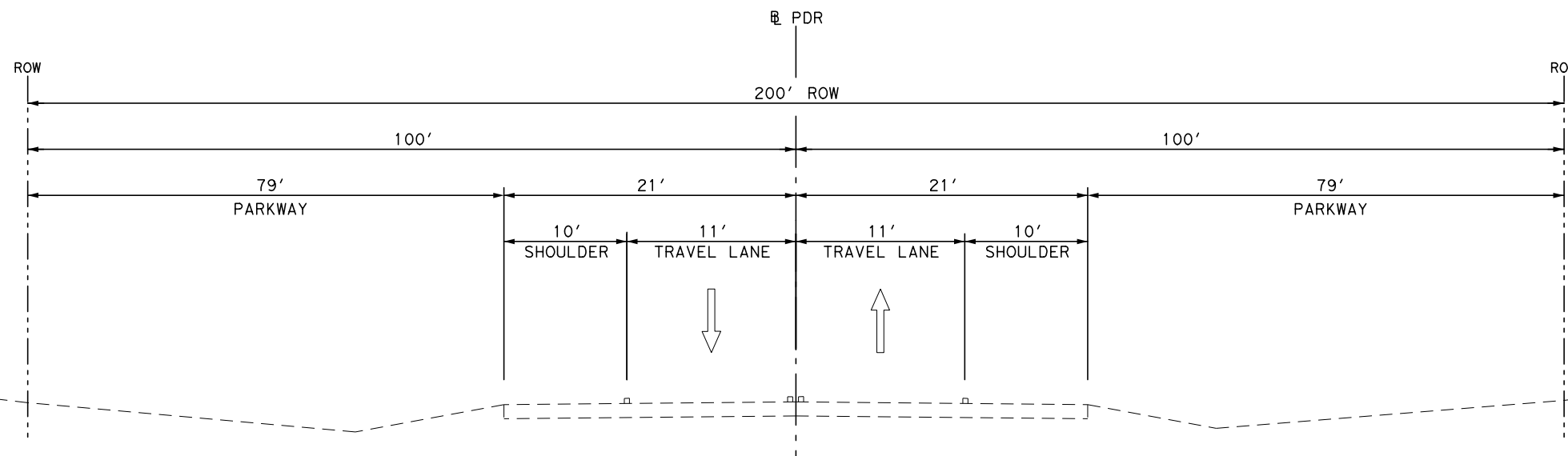
SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	010
CONTROL	SECTION	JOB	
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EXISTING TYPICAL SECTION (2)
200' ROW, FOUR LANE WITH TWO WAY LEFT TURN LANE
 PDR STA 471+65 TO 481+61
 (SCALE: N. T. S.)



EXISTING TYPICAL SECTION (3)
200' ROW, TWO LANE UNDIVIDED ROADWAY
 PDR STA 481+61 TO END OF THE PROJECT
 (SCALE: N. T. S.)

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PR 100 ROADWAY IMPROVEMENTS

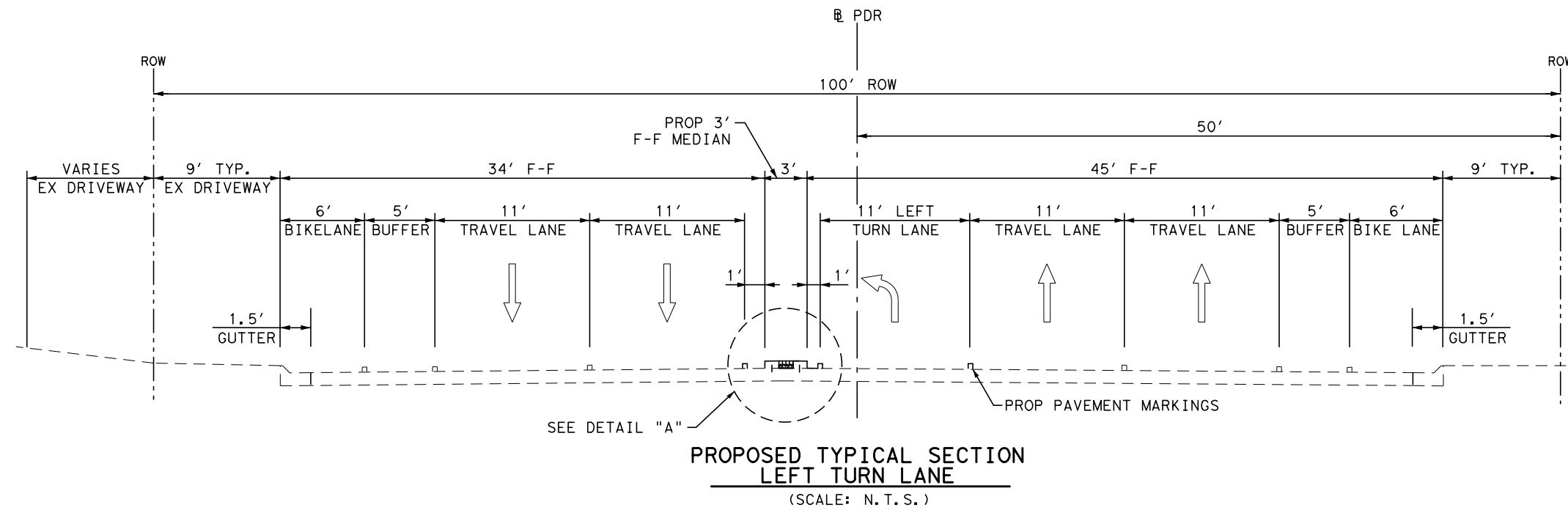
EXISTING
 TYPICAL SECTIONS

PR 100 (PADRE BLVD)

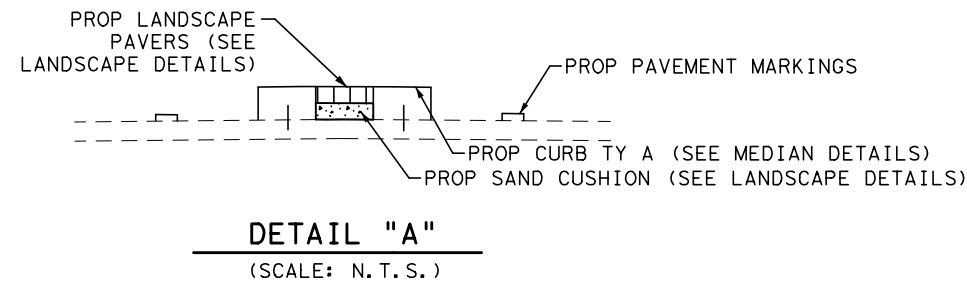
SHEET 2 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	011
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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**PROPOSED TYPICAL SECTION
LEFT TURN LANE**
(SCALE: N. T. S.)



DETAIL "A"
(SCALE: N. T. S.)

**STATION LIMITS OF
PROPOSED TYPICAL SECTION**

STA. 358+17.00	TO	STA. 359+40.00
STA. 360+00.00	TO	STA. 361+21.50
STA. 364+15.00	TO	STA. 365+38.00
STA. 366+00.00	TO	STA. 367+23.00
STA. 370+03.00	TO	STA. 371+26.00
STA. 372+04.00	TO	STA. 374+14.00
STA. 378+26.00	TO	STA. 380+34.00
STA. 380+94.00	TO	STA. 383+02.00
STA. 384+18.00	TO	STA. 386+26.00
STA. 387+06.00	TO	STA. 389+06.50
STA. 390+45.50	TO	STA. 392+36.00
STA. 392+96.00	TO	STA. 395+04.00
STA. 396+22.00	TO	STA. 398+30.00
STA. 399+10.00	TO	STA. 401+18.00
STA. 402+28.00	TO	STA. 404+36.00
STA. 404+96.00	TO	STA. 407+04.00
STA. 408+18.00	TO	STA. 410+26.00
STA. 411+06.00	TO	STA. 413+14.00
STA. 414+54.50	TO	STA. 416+36.00
STA. 416+96.00	TO	STA. 419+04.00
STA. 420+20.00	TO	STA. 422+28.00
STA. 423+08.00	TO	STA. 425+16.00
STA. 429+06.00	TO	STA. 431+14.00
STA. 432+07.80	TO	STA. 434+23.00
STA. 443+59.00	TO	STA. 445+67.00
STA. 446+27.00	TO	STA. 448+35.00
STA. 449+15.00	TO	STA. 450+95.00
STA. 452+24.50	TO	STA. 456+06.00

STATION LIMITS DO NOT INCLUDE TRANSITION.

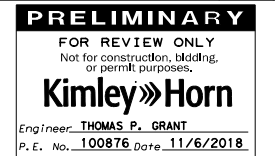
*

NOTES:

1. PROPOSED MEDIAN SHALL HAVE CONC. FLUMES FOR POSITIVE DRAINAGE (SEE CONCRETE MEDIAN LAYOUT SHEETS FOR WIDTHS AND LOCATIONS).

2. SEE GEOTECHNICAL REPORT #88175108 BY TERRACON DATED 2/26/2018 FOR LOCATIONS AND DETAILS OF BORINGS. FOR ESTIMATED ROADWAY PAVEMENT THICKNESS FOR REMOVAL.

No.	Revision	By	Date



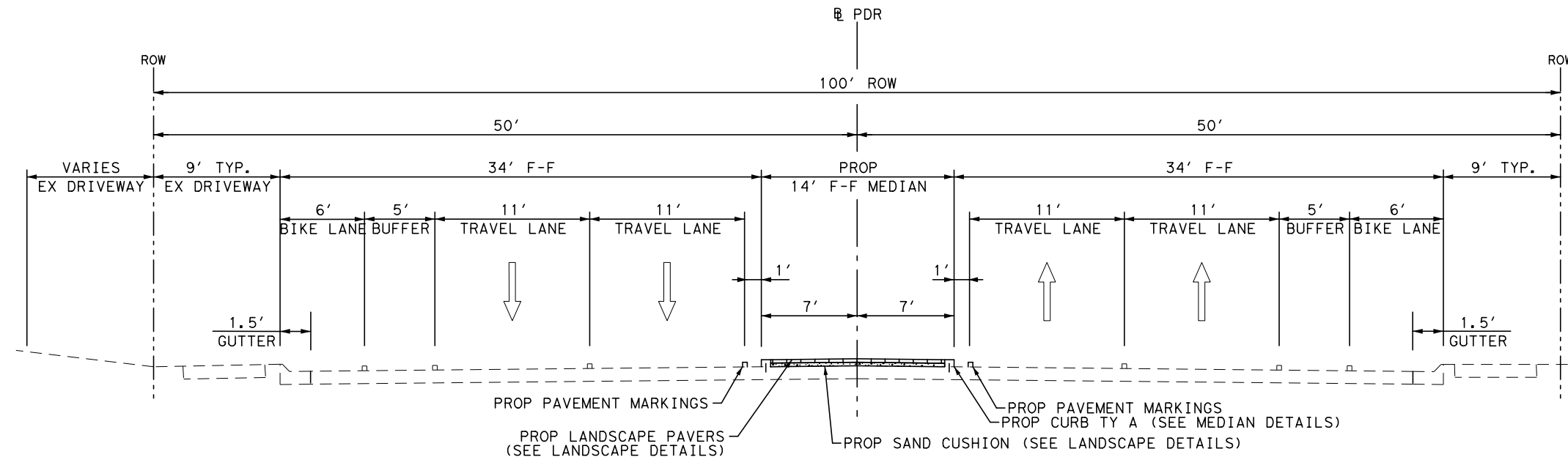
PR 100 ROADWAY IMPROVEMENTS

PROPOSED
TYPICAL SECTION
LEFT TURN LANE

PR 100 (PADRE BLVD)

SHEET 1 OF 5

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	012
CONTROL	SECTION	JOB	
N\A	N\A	N\A	



**PROPOSED TYPICAL SECTION
100' ROW FULL MEDIAN**

(SCALE: N. T. S.)

**STATION LIMITS OF
PROPOSED TYPICAL SECTION**

STA. 355+56.32	TO	STA. 357+63.50
STA. 361+75.00	TO	STA. 363+61.50
STA. 367+76.50	TO	STA. 369+49.50
STA. 374+67.50	TO	STA. 377+72.50
STA. 383+55.50	TO	STA. 383+64.50
STA. 389+60.60	TO	STA. 389+82.10
STA. 395+57.50	TO	STA. 395+68.50
STA. 401+71.50	TO	STA. 401+74.50
STA. 407+57.50	TO	STA. 407+64.50
STA. 413+67.50	TO	STA. 413+89.00
STA. 419+57.50	TO	STA. 419+66.50
STA. 425+69.50	TO	STA. 428+52.50
STA. 434+76.50	TO	STA. 435+92.72
STA. 440+07.28	TO	STA. 443+05.50

STATION LIMITS DO NOT INCLUDE TRANSITION.

NOTES:

1. ALL EXCAVATED MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR. NO STOCKPILING WILL BE PERMITTED. DISPOSAL TO BE DONE IN LEGAL MANNER AND OUTSIDE OF SOUTH PADRE ISLAND CITY LIMITS. HAULING & DISPOSING SHALL BE SUBSIDIARY TO ITEM 110.
2. CONTRACTOR TO LOCATE EXISTING UTILITIES AND COORDINATE WITH UTILITY COMPANIES AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF WORK.
3. SEE GEOTECHNICAL REPORT #88175108 BY TERRACON DATED 2/26/2018 FOR LOCATIONS AND DETAILS OF BORINGS. FOR ESTIMATED ROADWAY PAVEMENT THICKNESS FOR REMOVAL.
4. SEE MEDIAN LANDSCAPE AND HARDSCAPE DETAILS FOR ADDITIONAL INFORMATION.

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
Not for construction, bidding,
or permit purposes.
Kimley»Horn
Engineer THOMAS P. GRANT
P. E. No. 100876 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

PROPOSED
TYPICAL SECTION
FULL MEDIAN

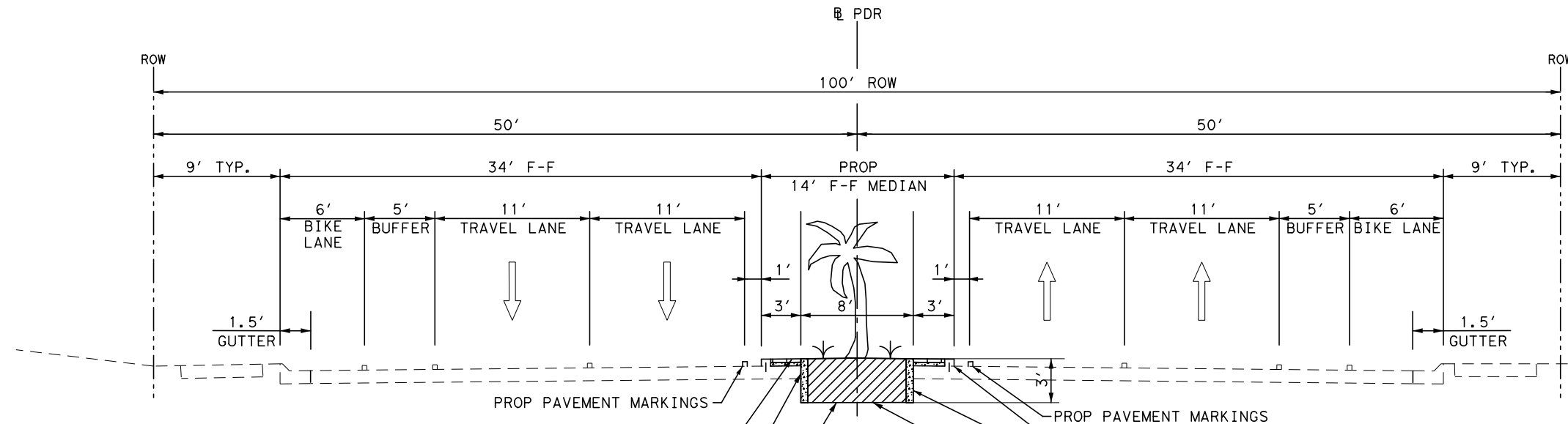
PR 100 (PADRE BLVD)

SHEET 2 OF 5

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 013

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STATION LIMITS OF PROPOSED TYPICAL SECTION

STA. 355+99.00	TO	STA. 356+19.00
STA. 356+44.00	TO	STA. 356+64.00
STA. 356+89.00	TO	STA. 357+09.00
STA. 357+34.00	TO	STA. 357+54.00
STA. 361+91.00	TO	STA. 362+11.00
STA. 362+36.00	TO	STA. 362+56.00
STA. 362+81.00	TO	STA. 363+01.00
STA. 363+26.00	TO	STA. 363+46.00
STA. 367+85.00	TO	STA. 368+05.00
STA. 368+30.00	TO	STA. 368+50.00
STA. 368+75.00	TO	STA. 368+95.00
STA. 369+20.00	TO	STA. 369+40.00
STA. 374+75.00	TO	STA. 374+95.00
STA. 375+20.00	TO	STA. 375+40.00
STA. 375+65.00	TO	STA. 375+85.00
STA. 376+10.00	TO	STA. 376+30.00
STA. 376+55.00	TO	STA. 376+75.00
STA. 377+00.00	TO	STA. 377+20.00
STA. 377+45.00	TO	STA. 377+65.00
STA. 383+50.00	TO	STA. 383+70.00
STA. 395+53.00	TO	STA. 395+73.00
STA. 401+63.00	TO	STA. 401+83.00
STA. 407+51.00	TO	STA. 407+71.00
STA. 419+52.00	TO	STA. 419+72.00
STA. 425+89.00	TO	STA. 426+09.00
STA. 426+34.00	TO	STA. 426+54.00
STA. 426+79.00	TO	STA. 426+99.00
STA. 427+24.00	TO	STA. 427+44.00
STA. 427+69.00	TO	STA. 427+89.00
STA. 428+14.00	TO	STA. 428+34.00
STA. 434+93.00	TO	STA. 435+13.00
STA. 435+38.00	TO	STA. 435+58.00
STA. 440+41.00	TO	STA. 440+61.00
STA. 440+86.00	TO	STA. 441+06.00
STA. 441+31.00	TO	STA. 441+51.00
STA. 441+76.00	TO	STA. 441+96.00
STA. 442+21.00	TO	STA. 442+41.00
STA. 442+66.00	TO	STA. 442+86.00

PROPOSED MEDIAN LANDSCAPING PLANTER TYPICAL SECTION
(SCALE: N. T. S.)

- PROP PAVEMENT MARKINGS
- PROP LANDSCAPE PAVERS
- PROP SAW CUT (TYP)
- PROP PLANTER BED
- PROP CURB TY A
- PROP 3" CONCRETE PLANTER BED BORDER (ALL SIDES) PAID VIA PAY ITEM 0420 6003 (CL A CONC (MISC))
- EXCAVATION LIMITS OF 8' X 20' MEDIAN LANDSCAPING PLANTERS FOR PROPOSED TREE WELLS. REMOVE MIN 3' DEPTH OF EXISTING ROADWAY SECTION (ITEM 110.6001) AND REPLACE WITH TOP SOIL UP TO TOP OF PROPOSED CONC PLANTER BED BORDER (ITEM 160.6005) COMPACT TO 95% PROCTOR

- NOTES:**
- ALL EXCAVATED MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR. NO STOCKPILING WILL BE PERMITTED. DISPOSAL TO BE DONE IN LEGAL MANNER AND OUTSIDE OF SOUTH PADRE ISLAND CITY LIMITS. HAULING & DISPOSING SHALL BE SUBSIDIARY TO ITEM 110.
 - CONTRACTOR TO LOCATE EXISTING UTILITIES AND COORDINATE WITH UTILITY COMPANIES AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF WORK.
 - SEE GEOTECHNICAL REPORT #88175108 BY TERRACON DATED 2/26/2018 FOR LOCATIONS AND DETAILS OF BORINGS. FOR ESTIMATED ROADWAY PAVEMENT THICKNESS FOR REMOVAL.
 - SEE MEDIAN LANDSCAPE AND HARDSCAPE DETAILS FOR ADDITIONAL INFORMATION.

No.	Revision	By	Date

PRELIMINARY
FOR REVIEW ONLY
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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928

South Padre Island

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

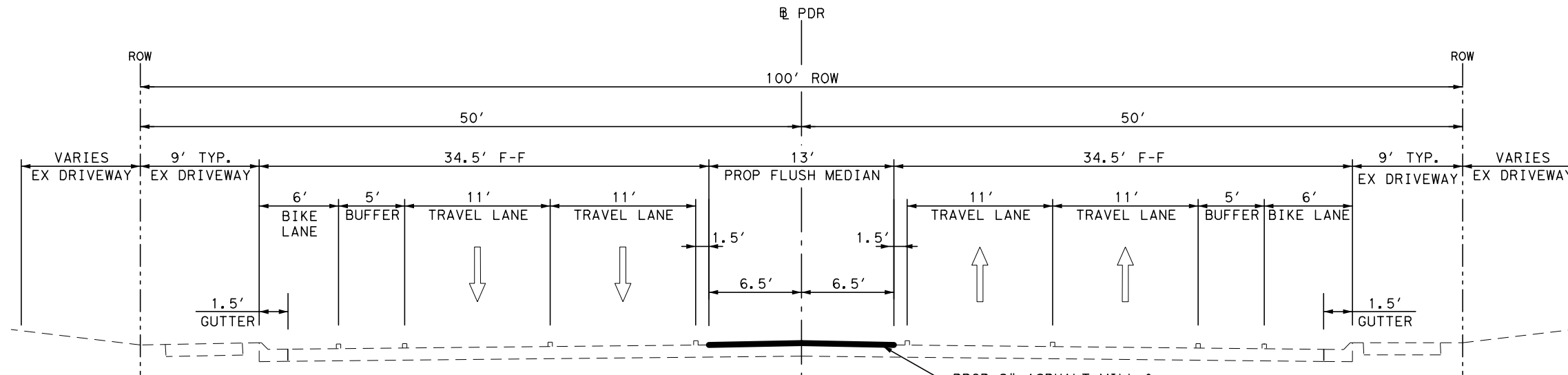
PROPOSED TYPICAL SECTION
FULL MEDIAN WITH PLANTER BED

PR 100 (PADRE BLVD)

SHEET 3 OF 5

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO. 014		

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**PROPOSED TYPICAL SECTION
FLUSH MEDIAN**
(SCALE: N.T.S.)

PROP 2" ASPHALT MILL &
OVERLAY WITH "TRAFFIC PATTERNS XD"
SEE PAVEMENT MARKINGS DETAILS

**STATION LIMITS OF
PROPOSED TYPICAL SECTION**

STA. 436+00.00 TO STA. 440+00.00
STA. 456+63.50 TO STA. 467+82.50
STA. 468+60.50 TO STA. 471+71.50

NOTES:

1. ALL EXCAVATED MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR. NO STOCKPILING WILL BE PERMITTED. DISPOSAL TO BE DONE IN LEGAL MANNER AND OUTSIDE OF SOUTH PADRE ISLAND CITY LIMITS. HAULING & DISPOSING SHALL BE SUBSIDIARY TO ITEM 110.
2. CONTRACTOR TO LOCATE EXISTING UTILITIES AND COORDINATE WITH UTILITY COMPANIES AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF WORK.
3. SEE GEOTECHNICAL REPORT #88175108 BY TERRACON DATED 2/26/2018 FOR LOCATIONS AND DETAILS OF BORINGS. FOR ESTIMATED ROADWAY PAVEMENT THICKNESS FOR REMOVAL.
4. SEE MEDIAN LANDSCAPE AND HARDSCAPE DETAILS FOR ADDITIONAL INFORMATION.

No.	Revision	By	Date

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
T&PE REGISTERED ENGINEERING FIRM F-928



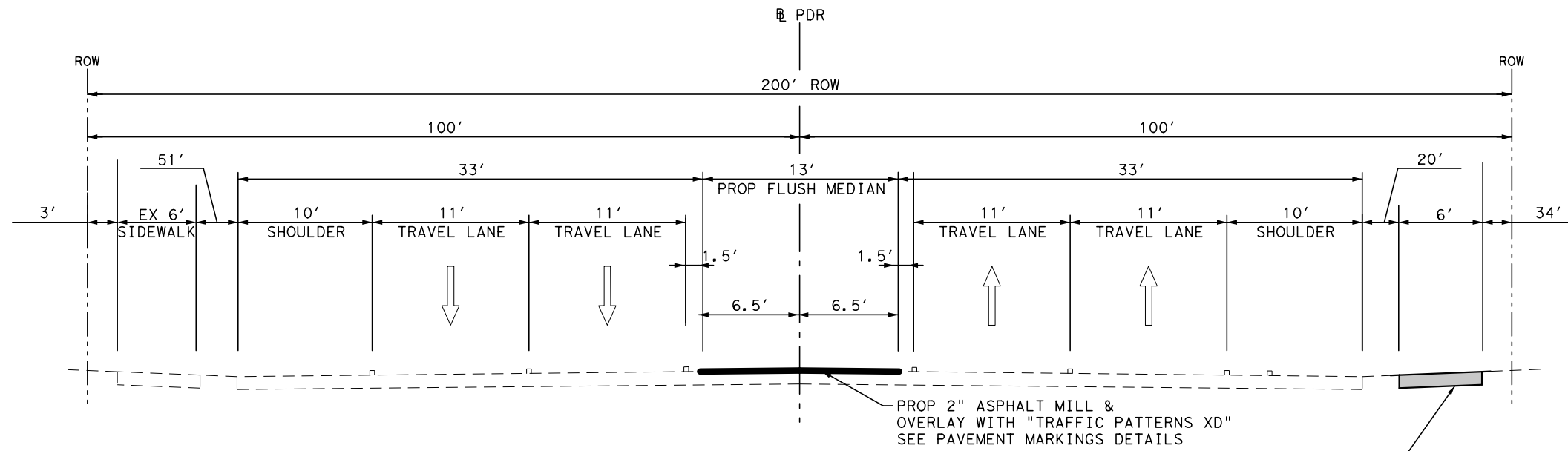
PR 100 ROADWAY IMPROVEMENTS

**PROPOSED
TYPICAL SECTION
FLUSH MEDIAN**

PR 100 (PADRE BLVD)
SHEET 4 OF 5

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	015
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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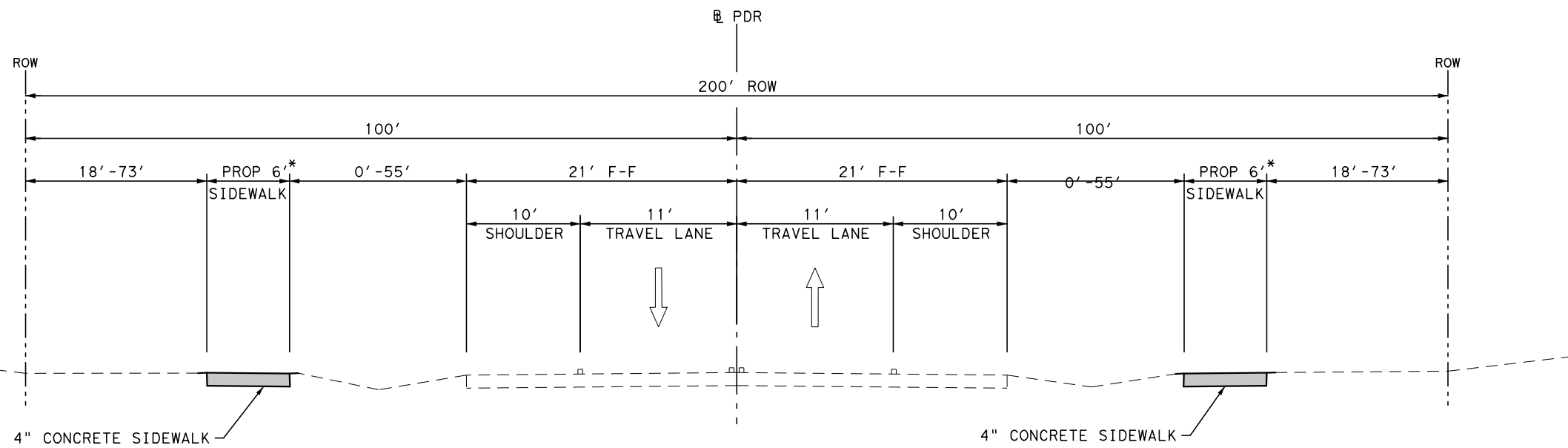
**PROPOSED TYPICAL SECTION
200' ROW FLUSH MEDIAN**

Ⓜ PDR STA. 471+71.50 TO STA. 482+50
(SCALE: N.T.S.)

4" CONCRETE SIDEWALK*
*SIDEWALK BEGINS AT STA 474+00.00

NOTES:

1. ALL EXCAVATED MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR. NO STOCKPILING WILL BE PERMITTED. DISPOSAL TO BE DONE IN LEGAL MANNER AND OUTSIDE OF SOUTH PADRE ISLAND CITY LIMITS. HAULING & DISPOSING SHALL BE SUBSIDIARY TO ITEM 110.
2. CONTRACTOR TO LOCATE EXISTING UTILITIES AND COORDINATE WITH UTILITY COMPANIES AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF WORK.
3. SEE GEOTECHNICAL REPORT #88175108 BY TERRACON DATED 2/26/2018 FOR LOCATIONS AND DETAILS OF BORINGS. FOR ESTIMATED ROADWAY PAVEMENT THICKNESS FOR REMOVAL.
4. SEE MEDIAN LANDSCAPE AND HARDSCAPE DETAILS FOR ADDITIONAL INFORMATION.



**PROPOSED TYPICAL SECTION
2 LANE WITH SIDEWALK**

Ⓜ PDR STA 482+50 TO END OF THE PROJECT
(SCALE: N.T.S.)

* FROM STA 483+85 TO STA 485+90 FOR THE EAST SIDEWALK AND FROM STA 484+25 TO STA 485+10 FOR THE WEST SIDEWALK, PROPOSED BOARDWALK INSTEAD OF SIDEWALK. SEE BOARDWALK DETAILS FOR MORE INFORMATION.

No.	Revision	By	Date

PRELIMINARY
FOR REVIEW ONLY
Not for construction, bidding,
or permit purposes.
Kimley»Horn
Engineer THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

PROPOSED
TYPICAL SECTIONS
200' ROW

PR 100 (PADRE BLVD)
SHEET 5 OF 5

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	016
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

REMOVAL

SPEC ITEM #	0100 6002	0104 6017	0104 6021	0104 6036	0110 6001	0354 6045	0658 6060	0677 6001	0677 6003	0677 6007	0677 6008	0677 6012
ITEM DESCRIPTION	PREPARING ROW	REMOVING CONC (DRIVEWAYS)	REMOVING CONC (CURB)	REMOVING CONC (SIDEWALK OR RAMP)	EXCAVATION (ROADWAY)	PLANE ASPH CONC PAV (2")	REMOVE DELIN & OBJECT MARKER ASSMS	ELIM EXT PAV MRK & MRKS (4")	ELIM EXT PAV MRK & MRKS (8")	ELIM EXT PAV MRK & MRKS (24")	ELIM EXT PAV MRK & MRKS (ARROW)	ELIM EXT PAV MRK & MRKS (WORD)
	STA	SY	LF	SY	CY	SY	EA	LF	LF	LF	EA	EA
BID QUANTITY	75+00.00	499	42	75	1012	5994	14	26192	305	13	6	3
TOTAL	0	499	42	75	1012	5994	14	26192	305	13	6	3

TRAFFIC CONTROL

SPEC ITEM #	0500 6001	0502 6001
ITEM DESCRIPTION	MOBILIZATION	BARRICADES, SIGNS AND TRAFFIC HANDLING
	LS	MO
BID QUANTITY	1	11
TOTAL	1	11

ROADWAY

SPEC ITEM #	0110 6003	0134 6002	0247 6061	0275 6001	0275 6019	0340 6138	0420 6002	0420 6003	0529 6006	0529 6008	0529 6035	0530 6004	05316001	05316002	05316003
ITEM DESCRIPTION	EXCAVATION (SIDEWALK)	BACKFILL (TY B) (SIDEWALK)	FL BS (CMP IN PLC)(TYA GR1-2) (4")	CEMENT	CEMENT TREAT (SUBGRADE)(6")	D-GR HMA(SQ) TY-D PG76-22	CL A CONC (FLUMES)	CL A CONC (PLANTER BED)	CONC CURB (MONO) (TY A)	CONC CURB & GUTTER (TY II)	CONC CURB (MONO) (TY B)	DRIVEWAYS (CONC)	CONC SIDEWALKS (4")	CONC SIDEWALKS (4")	CONC SIDEWALKS (6")
	CY	STA	SY	TON	SY	TON	CY	CY	LF	LF	LF	SY	SY	SY	SY
BID QUANTITY	1292	295	4390	59	4390	74	43	80	15960	130	740	270	4987	2433	290
TOTAL	1292	295	4390	59	4390	74	43	80	15960	130	740	270	4987	2433	290

ROADWAY CONTINUED

SPEC ITEM #	05316004	05316009	05316010	05316014	05316036
ITEM DESCRIPTION	CURB RAMPS (TY 1)	CURB RAMPS (TY 6)	CURB RAMPS (TY 7)	CURB RAMPS (TY 11)(MOD)	CURB RAMPS (TY 2)(MOD)
	EA	EA	EA	EA	EA
BID QUANTITY	2	1	6	1	1
TOTAL	2	1	6	1	1

LANDSCAPING & IRRIGATION

SPEC ITEM #	0160 6005	0164 6001	0168 6001	0169 6002	0170 6001	0192 6013
ITEM DESCRIPTION	FURNISHING AND PLACING TOPSOIL	BROADCAST SEED (PERM) (RURAL) (SANDY)	VEGETATIVE WATERING	SOIL RETENTION BLANKETS (CL 1) (TY B)	IRRIGATION SYSTEM	MULCH
	CY	SY	LS	SY	LS	SY
BID QUANTITY	798	6987	1	6987	1	680
TOTAL	798	6987	1	6987	1	680

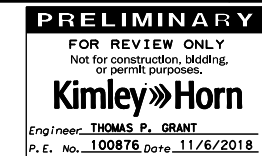
LANDSCAPING & IRRIGATION CONTINUED

SPEC ITEM #	0192 6016	0192 6030	0192 6049	0192 6050	0193 6001	0193 6007	0528 6004	0618 6034	1004 6001	SPI001
ITEM DESCRIPTION	PLANT BED PREPARATION	PLANT MATERIAL (3 GAL) (SHRUB)	PLANT MATERIAL (MIN 4' TRNK HT) (PALM)	PLANT MATERIAL (MIN 6' TRNK HT) (PALM)	PLANT MAINTENANCE	IRRIGATION SYSTEM OPER AND MAINT	LANDSCAPE PAVERS	CONDT (PVC) (SCH 40) (4") (BORE)	TREE PROTECTION	PALM TREE RELOCATE
	SY	EA	EA	EA	MO	MO	SY	LF	EA	EA
BID QUANTITY	680	759	76	76	12	12	3880	1645	403	6
TOTAL	680	759	76	76	12	12	3880	1645	403	6

NOTES:

- SPEC ITEM NUMBERS REFER TO TXDOT SPECS UNLESS PREFACED WITH "SPI". SPEC ITEM NUMBERS LABELED SPI # ARE NOT ASSOCIATED WITH TXDOT SPECIFICATIONS BUT SHALL REFER TO SPI SPECIFICATIONS.
- EXCAVATION (ROADWAY) ITEM 110 6001 INCLUDES REMOVAL OF ALL ROADWAY EXCAVATION EXCEPT FOR ITEMS 104 6017, 104 6021, 104 6036, AND 354 6045. THIS ITEM ALSO INCLUDES GRAVEL AND ASPHALT DRIVEWAY REMOVALS.
- VEGETATIVE WATERING ITEM NUMBER 168 6001 CALLS FOR A MEASUREMENT BY 1000 GALLONS OF WATER. THESE PLANS USE LUMP SUM MEASUREMENT INSTEAD.
- IRRIGATION SYSTEM IS A LUMP SUM ITEM. SEE IRRIGATION SCHEDULE FOR ADDITIONAL DETAILS.
- SAND FOR CONCRETE PAVERS IS SUBSIDIARY TO LANDSCAPE PAVERS.
- CUT/FILL QUANTITIES, EXCEPT FOR ESW CHAIN 01 AND ESW CHAIN 02, ARE SUBSIDIARY TO ITEM 0531 6001.

No.	Revision	By	Date



PR 100 ROADWAY IMPROVEMENTS

ITEM SUMMARIES

SHEET 1 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	017
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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TRAFFIC SIGNAL

SPEC ITEM#	0416 6030	0416 6032	0618 6016	0618 6023	0618 6024	0618 6033	0618 6034	0620 6007	0621 6005	0624 6007	0624 6008	0625 6002	0625 6004	0628 6151	0636 6001	0680 6002
ITEM DESCRIPTION	DRILL SHAFT (TRF SIG POLE) (24 IN)	DRILL SHAFT (TRF SIG POLE) (36B IN)	CONDT (PVC) (SCH 40) (1")	CONDT (PVC) (SCH 40) (2")	CONDT (PVC) (SCH 40) (2") (BORE)	CONDT (PVC) (SCH 40) (4")	CONDT (PVC) (SCH 40) (4") (BORE)	ELEC CONDR (NO.8) BARE	TRAY CABLE (4 CONDR) (12 AWG)	GROUND BOX TY C (162911)	GROUND BOX TY C (162911)W/A PRON	ZINC-COAT STL WIRE STRAND (3/16")	ZINC-COAT STL WIRE STRAND (5/16")	ELC SRV TY D 120/240 060(NS)SS(N) PS(U)	ALUMINUM SIGNS (TY A)	INSTALL HWY TRF SIG (ISOLATED)
	LF	LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	LF	LF	EA	SF	EA
BID QUANTITY	24	60	90	530	225	170	225	697	495	9	4	362	1028	1	30	1
TOTAL	24	60	90	530	225	170	225	697	495	9	4	362	1028	1	30	1

TRAFFIC SIGNAL CONT.

SPEC ITEM#	0682 6001	0682 6002	0682 6003	0682 6004	0682 6005	0682 6006	0682 6018	0682 6035	0682 6036	0682 6037	0684 6007	0684 6028	0684 6062	0684 6064	0687 6001	0688 6001
ITEM DESCRIPTION	VEH SIG SEC (12")LED(GRN)	VEH SIG SEC (12")LED(GRN ARW)	VEH SIG SEC (12")LED(YEL)	VEH SIG SEC (12")LED(YEL ARW)	VEH SIG SEC (12")LED(RED)	VEH SIG SEC (12")LED(RED ARW)	PED SIG SEC (LED)(COUN TDOWN)	BACK PLATE (12")(3 SEC)(VENTE D)ALUM	BACK PLATE (12")(4 SEC)(VENTE D)ALUM	BACK PLATE (12")(5 SEC)(VENTE D)ALUM	TRF SIG CBL (TY A)(12 AWG)(2 CONDR)	TRF SIG CBL (TY A)(14 AWG)(2 CONDR)	TRF SIG CBL (TY B)(12 AWG)(5 CONDR)	TRF SIG CBL (TY B)(12 AWG)(7 CONDR)	PED POLE ASSEMBLY	PED DETECT PUSH BUTTON (APS)
	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	LF	LF	LF	LF	EA	EA
BID QUANTITY	9	5	9	4	9	1	8	6	1	3	940	1715	1521	685	4	8
TOTAL	9	5	9	4	9	1	8	6	1	3	940	1715	1521	685	4	8

TRAFFIC SIGNAL CONT.

PAVEMENT MARKINGS AND SIGNAGE

SPEC ITEM#	0688 6003	0688 6004	0688 6005	6119 6032
ITEM DESCRIPTION	PED DETECTOR CONTROLLER UNIT	VEH LP DETECT (SAWCUT)	VEH LP DETECT (SAWCUT)(14 AWG)(BLK)	LED RDWY LUMINAIRE (.25KW EQ)
	EA	LF	LF	EA
BID QUANTITY	1	1415	3010	2
TOTAL	1	1415	3010	2

SPEC ITEM#	0644 6027	0644 6039	0644 6076	0666 6006	0666 6036	0666 6042	0666 6048
ITEM DESCRIPTION	IN SM RD SN SUP&AM TYS80(1)SA(P)	IN SM RD SN SUP&AM TYS80(1)SB(P)	REMOVE SM RD SN SUP&AM	REFL PAV MRK TY I (W)4"(DOT)(1 00MIL)	REFL PAV MRK TY I (W)8"(SLD)(10 0MIL)	REFL PAV MRK TY I (W)12"(SLD)(100MIL)	REFL PAV MRK TY I (W)24"(SLD)(100MIL)
	EA	EA	EA	LF	LF	LF	LF
BID QUANTITY	0	2	9	48	7067	2491	259
TOTAL	0	2	9	48	7067	2491	259


PAVEMENT MARKINGS AND SIGNAGE (CONT.)

SPEC ITEM#	0666 6054	0666 6078	0666 6099	0666 6123	0666 6141	0666 6156	0666 6224	0666 6226	0666 6228	0666 6230	0666 6231	0666 6232	0666 6243
ITEM DESCRIPTION	REFL PAV MRK TY I (W)(ARROW)(100MIL)	REFL PAV MRK TY I (W)(WORD)(1 00MIL)	REF PAV MRK TY I(W)18"(YLD TRI)(100MIL)	REFL PAV MRK TY I (Y)4"(DOT)(10 0MIL)	REFL PAV MRK TY I (Y)12"(SLD)(1 00MIL)	REFL PAV MRK TY I(Y)(MED NOSE)(100MIL)	PAVEMENT SEALER 4"	PAVEMENT SEALER 8"	PAVEMENT SEALER 12"	PAVEMENT SEALER 24"	PAVEMENT SEALER (ARROW)	PAVEMENT SEALER (WORD)	PAVEMENT SEALER (YLD TRI)
	EA	EA	EA	LF	LF	EA	LF	LF	LF	LF	EA	EA	EA
BID QUANTITY	74	55	332	1100	165	28010	7067	2775	259	74	55	332	26862
TOTAL	74	55	332	1100	165	28010	7067	2775	259	74	55	332	26862


No.	Revision	By	Date

PRELIMINARY
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 or permit purposes.
Kimley»Horn
 Engineer THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018.

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



South Padre ISLAND



Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

ITEM SUMMARIES

SHEET 2 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 018

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PAVEMENT MARKINGS AND SIGNAGE (CONT.)

SPEC ITEM#	0666 6315	0672 6009	0672 6010	0678 6001	0678 6004	0678 6006	0678 6008	0678 6009	0678 6016	0678 6022	SPI 002	SPI 003	SPI 004	SPI 005	SPI 006
ITEM DESCRIPTION	RE PM W/RET REQ TY I (Y)4"(SLD)(10 OMIL)	REFL PAV MRKR TY II-A-A	REFL PAV MRKR TY II-C-R	PAV SURF PREP FOR MRK (4")	PAV SURF PREP FOR MRK (8")	PAV SURF PREP FOR MRK (12")	PAV SURF PREP FOR MRK (24")	PAV SURF PREP FOR MRK (ARROW)	PAV SURF PREP FOR MRK (WORD)	PAV SURF PREP FOR MRK (18")(YLD TRI)	DOUBLE SIDED SOLAR POWERED LED WARNING SYSTEM	SINGLE SIDED SOLAR POWERED LED WARNING SYSTEM	TRAFFIC PATTERNS XD (FLUSH MEDIAN)	TRAFFIC PATTERNS XD (CROSSWALK)	YIELD TO PEDESTRIAN S SIGN AND ASSEMBLY
	LF	EA	EA	LF	LF	LF	LF	EA	EA	EA	EA	SF	SF	SF	EA
BID QUANTITY	525	230	525	28010	7067	2775	259	74	55	332	8	20	37364	7109	6
TOTAL	525	230	525	28010	7067	2775	259	74	55	332	8	20	37364	7109	6

ILLUMINATION

SPEC ITEM#	0416 6002	0618 6013	0618 6023	0618 6024	0620 6007	0620 6008	0624 6002	0628 6008	SPI 007	SPI 008	SPI 009
ITEM DESCRIPTION	DRILL SHAFT (24 IN)	CONDT (PVC) (SCH 40) (1/2")	CONDT (PVC) (SCH 40) (2")	CONDT (PVC) (SCH 40) (2") (BORE)	ELEC CONDR (NO.8) BARE	ELEC CONDR (NO.8) INSULATED	GROUND BOX TY A (122311)W/A PRON	ELC SRV TY A 120/240 060(NS)SS(E) PS(U)	PEDESTRIAN LIGHTING ASSEMBLY	ABOVE GRADE LED LANDSCAPE SPOTLIGHT	WEATHERPR OOF OUTLET SYSTEM
	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA
BID QUANTITY	108	1990	1480	640	3980	14540	59	13	18	76	38
TOTAL	108	1990	1480	640	3980	14540	59	13	18	76	38

EROSION CONTROL

SPEC ITEM#	0506 6038	0506 6039	0506 6041	0506 6043
ITEM DESCRIPTION	TEMP SEDMT CONT FENCE (INSTALL)	TEMP SEDMT CONT FENCE (REMOVE)	BIODEG EROSN CONT LOGS (INSTL) (12")	BIODEG EROSN CONT LOGS (REMOVE)
	LF	LF	LF	LF
BID QUANTITY	10872	10872	657	657
TOTAL	10872	10872	657	657

BOARDWALK

SPEC ITEM#	0406 6001	0420 6074	7032 6175	SPI 010	SPI 011
ITEM DESCRIPTION	TREATED TIMBER PILING	CL C CONC (MISC)	SITE RESTORATIO N & REVEGETATI ON	BOARDWALK DECKING	BOARDWALK HANDRAIL
	LF	CY	LS	SF	LF
BID QUANTITY	2660	27	1	2038	555
TOTAL	2660	27	1	2038	555

ALTERNATE BID

ADD

SPEC ITEM#	0528 6035
ITEM DESCRIPTION	LANDSCAPE PAVER SIDEWALK
	SY
BID QUANTITY	4,175
TOTAL	4,175

DEDUCT

SPEC ITEM#	0531 6001
ITEM DESCRIPTION	CONC SIDEWALKS (4")
	SY
BID QUANTITY	-4,175
TOTAL	-4,175

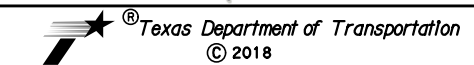
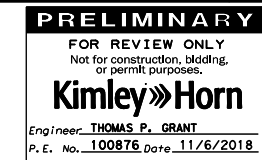
ALTERNATE BID STATIONS

ESW03 STA 44+73.56 TO STA 49+45.96
 WSW01 STA 119+65.63 TO STA 124+23.90
 ESW04 STA 60+00.00 TO STA 65+70.77
 WSW02 STA 130+00.00 TO STA 135+62.82
 STA 65+76.55 TO STA 71+32.08
 STA 135+68.16 TO STA 141+14.85
 ESW05 STA 80+00.00 TO STA 81+58.62
 WSW03 STA 150+00.00 TO STA 152+16.53
 STA 82+09.21 TO STA 97+92.48
 STA 152+37.33 TO STA 154+40.47
 STA 154+48.49 TO STA 154+56.47
 STA 154+94.52 TO STA 155+02.58
 STA 155+79.56 TO STA 155+87.49
 STA 156+25.21 TO STA 156+33.67
 STA 156+41.13 TO STA 165+38.96
 STA 165+64.04 TO STA 166+87.19
 STA 167+25.29 TO STA 167+68.71

NOTES:

1. SPEC ITEM NUMBERS REFER TO TXDOT SPECS UNLESS PREFACED WITH "SPI". SPEC ITEM NUMBERS LABELED SPI # ARE NOT ASSOCIATED WITH TXDOT SPECIFICATIONS BUT SHALL REFER TO SPI SPECIFICATIONS.

No.	Revision	By	Date



PR 100 ROADWAY IMPROVEMENTS

ITEM SUMMARIES

SHEET 3 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	019
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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GENERAL NOTES:

1. THE CONSTRUCTION SEQUENCE AND SCHEDULE SHALL ADDRESS MEASURES TO BE TAKEN IN THE EVENT OF HEAVY RAIN OR WET WEATHER DURING THE CONSTRUCTION. IF, IN THE OPINION OF THE ENGINEER, CITY, OR INSPECTOR, WET WEATHER RENDERS UNPAVED STREETS OR DRIVEWAYS IMPASSABLE TO TRAFFIC OR PREVENTS ACCESS TO ADJACENT PROPERTY BY RESIDENTS, THE CONTRACTOR SHALL PLACE GRAVEL OR CRUSHED STONE ON THE UNPAVED AREAS. THE COST OF FURNISHING OR PLACING SUCH MATERIALS SHALL BE INCIDENTAL TO THE UNIT COST OF THE VARIOUS PAY ITEMS FOR PAVING. CONTRACTOR'S PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY TO HANDLE WET WEATHER PROBLEMS.
2. ALL EXCAVATION IS UNCLASSIFIED AND SHALL INCLUDE ALL MATERIALS ENCOUNTERED. UNUSABLE EXCAVATED MATERIAL AND ALL WASTE RESULTING FROM SITE CLEARING AND GRUBBING SHALL BE DISPOSED OF AT A LEGAL DISPOSAL FACILITY OFF SITE BY THE CONTRACTOR AT HIS EXPENSE UNLESS OTHERWISE SPECIFIED OR AGREED TO BY THE OWNER.
3. BRACING OF UTILITY POLES MAY BE REQUIRED BY UTILITY COMPANIES WHEN TRENCHING OR EXCAVATION IS IN CLOSE PROXIMITY TO THE POLES. THE COST OF BRACING POLES WILL BE BORNE BY THE CONTRACTOR. THERE IS NO SEPARATE PAY ITEM FOR THIS WORK. THE COST SHALL BE CONSIDERED INCIDENTAL WORK INCLUDED IN THE CONTRACT UNIT PRICE BID FOR APPLICABLE PIPE OR STRUCTURE INSTALLATION.
4. THE LOCATIONS, ELEVATIONS AND DIMENSIONS OF ALL EXISTING UTILITIES SHOWN ON THE PLANS WERE OBTAINED FROM AVAILABLE UTILITY COMPANY RECORDS AND PLANS AND ARE CONSIDERED APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH UTILITY COMPANIES TO VERIFY LOCATIONS, ELEVATIONS, AND DIMENSIONS OF ADJACENT AND/OR CONFLICTING UTILITIES SUFFICIENTLY IN ADVANCE OF CONSTRUCTION IN ORDER THAT ADJUSTMENTS CAN BE MADE TO PROVIDE ADEQUATE CLEARANCES. THE CONTRACTOR SHALL PRESERVE AND PROTECT PUBLIC UTILITIES AT ALL TIMES DURING CONSTRUCTION. ANY DAMAGE TO UTILITIES RESULTING FROM CONTRACTOR'S OPERATIONS SHALL BE RESTORED AT HIS EXPENSE. THE ENGINEER SHALL BE NOTIFIED WHEN PROPOSED FACILITY GRADES CONFLICT WITH EXISTING GRADES. UTILITY COMPANIES SHALL BE NOTIFIED AT LEAST TEN (10) DAYS IN ADVANCE OF CONSTRUCTION.
5. THE CONTRACTOR SHALL REMOVE ALL SURPLUS MATERIAL FROM THE PROJECT AREA. THIS WORK SHALL BE SUBSIDIARY TO THE CONTRACT AND IS NOT A SEPARATE PAY ITEM.
6. NO ONSITE MATERIALS SHALL BE USED AS TOPSOIL UNLESS THEY MEET TOPSOIL SPECIFICATION. ALL TOPSOIL SHALL BE IMPORTED FROM A COMMERCIAL SOURCE FOR TOPSOIL AND MUST MEET SPECIFICATIONS FOR IMPORTED TOPSOIL.
7. ALL PROPOSED SOD SHALL MATCH EXISTING SURROUNDING SOD.

LANDSCAPE & HARDSCAPE NOTES:

1. FULL DEPTH EXCAVATION REQUIRED AT PROPOSED MEDIAN PLANTING BEDS TO A MINIMUM OF 3'. EXISTING ASPHALT PAVEMENT AND BASE DEPTH VARIES. ALL EXISTING PAVEMENT AND BASE SHALL BE REMOVED WITHIN LIMITS OF PROPOSED MEDIAN PLANTING BEDS BEFORE BACKFILLING. SEE GEOTECHNICAL REPORT WHICH INCLUDES BORINGS TO HELP ESTIMATE REMOVAL QUANTITIES. SEE TYPICAL SECTION FOR MORE INFORMATION.
2. ADDITIONAL EXCAVATION SHALL BE BACKFILLED WITH EMBANKMENT (FINAL) (DENS CNTL) TY B OR APPROVED EQUAL.
3. EXCAVATE EST. 18CY PER TREE WELL AND REPLACE WITH EST. 21 CY OF TOP SOIL.
4. PROPOSED PLANTS ARE IDENTIFIED IN THE LANDSCAPE DETAIL SHEETS.
5. THE CONTRACTOR SHALL PROVIDE TOPSOIL, SOD AND FERTILIZER TO MATCH ADJACENT MATERIAL TO ALL VEGETATED AREAS DISTURBED BY CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE WHATEVER MEASURES ARE NEEDED, INCLUDING TEMPORARY IRRIGATION AND MOWING, TO ENSURE ESTABLISHMENT OF GRASS AND LANDSCAPE. ALL AREAS WHERE SOD IS PLACED SHALL RECEIVE FOUR (4) INCHES OF TOPSOIL. ALL GRASS SHALL BE FERTILIZED AT THE RATE OF 400 LBS. PER ACRE.
6. WATERING IS TO BE PROVIDED VIA WATER TRUCK FOR THE PROPOSED SOD AND LANDSCAPE PLANTS. THE PROPOSED IRRIGATION SYSTEM SHALL BE INSTALLED PRIOR TO THE LANDSCAPING PLANTS.
7. SEE IRRIGATION SCHEDULE AND IRRIGATION DETAIL SHEETS FOR IRRIGATION NOTES.

PAVING NOTES:

1. ALL REINFORCING STEEL AND DOWEL BARS IN PAVEMENT SHALL BE SUPPORTED AND MAINTAINED AT THE CORRECT CLEARANCES BY THE USE OF BAR CHAIRS OR OTHER APPROVED SUPPORT.
2. CONTROL JOINTS SHALL BE SAWED IN THE PAVEMENT ON THIS PROJECT. ALL CONTROL JOINTS SHALL BE SAWED NO LATER THAN 12 HOURS AFTER THE PLACEMENT OF THE PAVEMENT, OR AS DIRECTED BY THE ENGINEER. SEE THE PAVING DETAILS FOR ADDITIONAL INFORMATION. PLACE CONTROL JOINTS EVERY 10' WITH EVERY THIRD CONTROL JOINT BEING AN EXPANSION JOINT.
3. WHERE APPLICABLE, THE CONTRACTOR SHALL PROTECT NEW AND EXISTING PAVEMENT BY PLACING RUBBER MATS OR EARTH ON THE PAVEMENT TO PROTECT IT FROM TRACK MARKS AND/OR CRACKING DURING CONSTRUCTION. THE COST OF FURNISHING OR PLACING SUCH MATERIALS SHALL BE INCIDENTAL TO THE UNIT COST OF THE VARIOUS PAY ITEMS FOR PAVING.
4. SEE DRAINAGE AREA MAP FOR MORE DETAILS ON DRAINAGE.
5. CONTRACTOR SHALL CLEAN AND PREPARE ALL SURFACES FOR TRAFFIC PATTERNS XD PER MANUFACTURERS RECOMMENDATIONS.

TREE PROTECTION:

1. TREE PROTECTION SHALL BEGIN DURING THE PREPARE ROW PHASE AND CONTINUE UNTIL ALL CONSTRUCTION IN THE AREA IS COMPLETE.

No.	Revision	By	Date

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 or permit purposes.
Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876 Date

Kimley»Horn
 T&PE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

PROJECT NOTES

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	020
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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GENERAL NOTES AND SPECIFICATIONS DATA:

USE A POWER-BROOM WHEN CLEANING THE ROADWAY AS NEEDED.

REMOVE & DISPOSE ALL MATERIAL NOT DEEMED SALVAGEABLE BY THE ENGINEER, UNLESS OTHERWISE SHOWN ON THE PLANS.

ON EXISTING PAVEMENT THAT WILL REMAIN IN PLACE, SAND BLAST (NO WATERBLASTING) IN ORDER TO REMOVE EXISTING STRIPING.

DO NOT BLOCK DRAINAGE WHEN HANDLING & STOCKPILING EXCAVATED MATERIAL.

MAINTAIN ACCESS TO DRIVEWAYS AND INTERSECTIONS THROUGH ALL PHASES OF CONSTRUCTION.

MAINTAIN POSITIVE DRAINAGE DURING ALL PHASES OF CONSTRUCTION.

ALWAYS COMPLETE THE PROPOSED DRIVEWAYS DURING THEIR TCP PHASE BEFORE SWITCHING TRAFFIC TO A NEW PHASE UNLESS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL DEVICES:

AT THE COMMENCEMENT OF THE PROJECT, ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCEPTABLE CONDITION, AND MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT, AS PER GUIDELINES FOR TEMPORARY TRAFFIC CONTROL DEVICES AND FEATURES.

CONTRACTOR SHALL NOTIFY THE CITY AND TXDOT AREA ENGINEER(AE) IN WRITING(E-MAIL IS ACCEPTABLE) AT LEAST 5 DAYS IN ADVANCE OF PROPOSED TRAFFIC CONTROL PLANS(TCP) AND 2 DAYS IN ADVANCE OF INSTALLING ALL TRAFFIC CONTROL DEVICES PER PLANS ON THE PROJECT SO THAT TXDOT, CITY, AND CONTRACTOR CAN SCHEDULE AN INSPECTION ON THE SAID TCP AND TRAFFIC CONTROL DEVICES. COMMENCEMENT OF WORK WILL NOT BE AUTHORIZED NOR ALLOWED UNTIL CITY AND TXDOT NOTIFIES THE CONTRACTOR TO PROCEED WITH THE WORK.

CONTRACTOR SHALL HAVE A SUFFICIENT AMOUNT OF TRAFFIC CONTROL DEVICES IN ACCEPTABLE CONDITION TO REPLACE ANY DAMAGED TRAFFIC CONTROL DEVICE WITHIN 24 HOURS OF NOTIFICATION.

PROVIDE ADDITIONAL SIGNS AND BARRICADES AS NECESSARY TO ADDRESS FIELD CONSTRUCTIBILITY & VISIBILITY. THESE ADDITIONAL SIGNS WILL BE CONSIDERED SUBSIDIARY TO ITEM 502 6001.

REMOVE OR COMPLETELY COVER ALL EXISTING SIGNS WHICH ARE IN CONFLICT WITH THE TRAFFIC CONTROL PLAN.

ADJUST STOP SIGNS AS NEEDED ON INTERSECTING STREETS DURING THE VARIOUS CONSTRUCTION PHASES. DO NOT REMOVE ANY EXISTING STOP SIGNS UNTIL TEMPORARY SIGNS ARE IN PLACE.

COORDINATE THE TRAFFIC CONTROL PLAN AND THE VARIOUS SEQUENCES OF CONSTRUCTION WITH ADJACENT CONSTRUCTION PROJECTS IF APPLICABLE, TO ENSURE THE UNINTERRUPTED AND SAFE FLOW OF TRAFFIC.

NOTIFY THE CITY AND ENGINEER IN WRITING WHEN MAJOR TRAFFIC CHANGES ARE TO BE MADE. NOTIFICATIONS MUST BE GIVEN A MINIMUM OF THREE WORKING DAYS PRIOR TO THE CHANGE.

ALL WORK ZONE PAVEMENT MARKINGS FOR THIS PROJECT SHALL BE 0.100 INCHES (100 MIL) THICK THERMOPLASTIC.

SAFETY:

PROTECT EXPOSED PITS THAT MUST REMAIN OPEN DURING NON-WORKING HOURS AS PER OSHA REQUIREMENTS.

PROJECT SPECIFIC NOTES:

MAINTAIN ACCESS TO ALL PROPERTIES AT ALL TIMES. FOR PROPERTIES WITH A SINGLE DRIVE, DRIVEWAYS SHALL BE CONSTRUCTED SO THAT ONE HALF OF THE DRIVE IS OPEN AT ALL TIMES. FOR PROPERTIES WITH TWO DRIVES, DRIVEWAY CONSTRUCTION SHALL BE PHASED SO THAT ONE DRIVE IS OPEN AT ALL TIMES. FOR NARROW SINGLE DRIVES, IF CONSTRUCTING THE DRIVE IN TWO HALVES WILL NOT ALLOW ACCESS TO THE PROPERTY, TEMPORARY ALL-WEATHER ACCESS SHALL BE PROVIDED. NO PORTION OF ANY DRIVE SHALL BE CLOSED FOR A PERIOD LONGER THAN 14 CALENDAR DAYS. FOR PROPERTIES WITH PARKING ACCESSED DIRECTLY FROM PR 100 (PADRE BOULEVARD), CONSTRUCTION IN ACCESS AREA SHALL BE CONSTRUCTED SO THAT ONE HALF OF THE ACCESS AREA IS OPEN AT ALL TIMES. TEMPORARY, ALL-WEATHER DRIVE AND PARKING ACCESS IS ALLOWED. WORKING HOURS IS DEFINED AS MONDAY-FRIDAY 8:00 AM-4:00PM EXCLUDING DAYS IDENTIFIED IN THE SEQUENCE OF CONSTRUCTION.

PR 100 (PADRE BLVD) SHALL BE OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES. WEEKDAY CLOSURES OF THE INSIDE TRAVELING LANE ARE ALLOWED DURING WORKING HOURS. NO LANE CLOSURES ARE ALLOWED OVERNIGHT. NO VEHICLE OR BICYCLE LANE CLOSURES ARE ALLOWED ON PR 100 (PADRE BOULEVARD) FROM FRIDAY AT 7:00PM THROUGH MONDAY AT 7:00AM. CONTRACTOR SHALL ENSURE A SAFE EDGE CONDITION ADJACENT TO THE ROADWAY AT ALL TIMES. ANY DEVIATION FROM THESE GUIDELINES SHALL REQUIRE WRITTEN APPROVAL FROM THE ENGINEER. WORKING HOURS IDENTIFIED AS MONDAY-FRIDAY 8:00AM-4:00PM EXCLUDING DAYS IDENTIFIED IN THE SEQUENCE OF CONSTRUCTION.

AT NO TIME SHALL EXISTING PEDESTRIAN ROUTES BE CLOSED IN BOTH THE NORTHBOUND AND SOUTHBOUND DIRECTION WITHIN A SINGLE PHASE OF WORK. ANY WORK THAT REQUIRES CLOSURE OF SIDEWALKS SHALL REQUIRE PEDESTRIAN DETOURS, WHICH MUST BE PROVIDED AT ALL TIMES UNLESS OTHERWISE NOTED.

CONTRACTOR SHALL SAWCUT AT PROPOSED IMPROVEMENT LOCATIONS ADJACENT TO EXISTING CONCRETE PAVED AREA TO PRESERVE THE EXISTING CONDITION. CONTRACTOR SHALL PROTECT ALL EXISTING IMPROVEMENTS ADJACENT TO THE WORK AREA. ALL SAWCUTS SHALL BE SUBSIDIARY TO ITEM 100 6002.

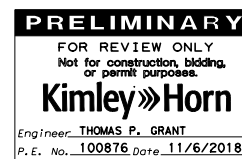
CONTRACTOR SHALL PROVIDE TEMPORARY FENCING TO PROTECT PEDESTRIANS FROM ANY ACTIVE WORK SITE AREA SUBSIDIARY TO ITEM 502 6001.

CONTRACTOR SHALL PROVIDE BARRICADES AND SIGNAGE TO PREVENT VEHICULAR TRAFFIC ON FROM ENTERING ANY ACTIVE WORK SITE AREA SUBSIDIARY TO ITEM 502 6001.

ALL BARRICADES, WARNING SIGNS, LIGHT DEVICES, ETC. FOR THE GUIDANCE AND PROTECTION OF TRAFFIC AND PEDESTRIANS MUST CONFORM TO THE INSTALLATION OF SAID DEVICES AS SHOWN IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, AS CURRENTLY AMENDED, AND AS PUBLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.

ALL TEMPORARY SIGNS, BARRICADES AND OTHER MISCELLANEOUS TRAFFIC CONTROL MEASURES SHALL BE REMOVED AT THE END OF THE CONTRACTOR'S CONSTRUCTION OPERATIONS.

ALL ADVANCE WARNING SIGNS SHALL BE PLACED IN ACCORDANCE WITH TXDOT STANDARD BC (2)-14. PLACE TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH TXDOT STANDARD TCP (2-4)-18. PAVEMENT MARKINGS ARE TO BE INSTALLED IN ACCORDANCE WITH TXDOT STANDARD BLPM-10 AND PM (1-3)-12. TRAFFIC SIGNS TO BE CONSTRUCTED IN ACCORDANCE WITH TXDOT STANDARDS TSR(3)-13, TSR(4)-13, TSR (5)-13, BLPM-10, PM(1)-12, PM(2)-12, PM(3)-12, SMD(GEN)-08, SMD(SLIP-1)-08, SMD(SLIP-2)-08 AND SMD(SLIP-3)-08.



**TRAFFIC CONTROL
PLAN GENERAL NOTES (MOD)
SHEET 1 OF 1 SHEETS**

PHARR DISTRICT STANDARD

		©TxDOT 2017 Rev 03/22/2017			
		STATE	FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	SHEET NO.
TEXAS	6			021	
DIST.	COUNTY	CONT.	SECT.	JOB	HIGHWAY NO.
PHR	CAMERON	N\A	N\A	N\A	PR 100

SUMMARY OF PHASE CONSTRUCTION

CONSTRUCTION PHASES CAN BE WORKED IN ANY ORDER. EXISTING PEDESTRIAN PATHS MUST BE MAINTAINED OR DETOURED AT ALL TIMES. CLOSURE OF INTERIOR LANES AND EXTERIOR LANES IN THE SAME PHASE IS NOT PERMITTED. TWO PHASES CAN BE WORKED ON AT THE SAME TIME AS LONG AS THE PHASES ARE NOT ADJACENT.

CONSTRUCTION PHASE 1 PR 100 CL STA 355+51 TO STA 371+25 (DOLPHIN TO RETAMA) - RAISED MEDIANS

1. PLACE ADVANCED WARNING SIGNS AND EROSION CONTROL MEASURES.
2. PLACE CONSTRUCTION WARNING SIGNS, CHANNELIZING DEVICES TO ACCOMMODATE MEDIAN CONSTRUCTION IN THIS PHASE. REFER TO TCP (2-1)-18 FOR ADDITIONAL INFORMATION.
3. MAINTAIN ACCESS TO SIDE STREETS AND DRIVEWAYS AT ALL TIMES. U-TURNS ARE ACCEPTABLE FOR SIDE STREET ACCESS.
4. CONSTRUCT PROPOSED MEDIAN IMPROVEMENTS FROM DOLPHIN STREET TO RETAMA STREET.
5. INSTALL FINAL PAVEMENT MARKINGS WITHIN PROPOSED PHASE 1 CONSTRUCTION LIMITS. REFER TO TCP (3-3)-14 FOR PLACEMENT OF PAVEMENT MARKINGS.

CONSTRUCTION PHASE 2 PR 100 CL STA 371+25 TO STA 386+25 (RETAMA TO GARDENIA - RAISED MEDIANS

1. PLACE ADVANCED WARNING SIGNS AND EROSION CONTROL MEASURES.
2. PLACE CONSTRUCTION WARNING SIGNS, CHANNELIZING DEVICES TO ACCOMMODATE MEDIAN CONSTRUCTION IN THIS PHASE. REFER TO TCP (2-1)-18 FOR ADDITIONAL INFORMATION.
3. MAINTAIN ACCESS TO SIDE STREETS AND DRIVEWAYS AT ALL TIMES. U-TURNS ARE ACCEPTABLE FOR SIDE STREET ACCESS.
4. CONSTRUCT PROPOSED MEDIAN IMPROVEMENTS FROM RETAMA STREET TO GARDENIA STREET.
5. INSTALL FINAL PAVEMENT MARKINGS WITHIN PROPOSED PHASE 2 CONSTRUCTION LIMITS. REFER TO TCP (3-3)-14 FOR PLACEMENT OF PAVEMENT MARKINGS.

CONSTRUCTION PHASE 3 PR 100 CL STA 386+25 TO STA 404+35 (GARDENIA TO MARS) - RAISED MEDIANS

1. PLACE ADVANCED WARNING SIGNS AND EROSION CONTROL MEASURES.
2. PLACE CONSTRUCTION WARNING SIGNS, CHANNELIZING DEVICES TO ACCOMMODATE MEDIAN CONSTRUCTION IN THIS PHASE. REFER TO TCP (2-1)-18 FOR ADDITIONAL INFORMATION.
3. MAINTAIN ACCESS TO SIDE STREETS AND DRIVEWAYS AT ALL TIMES. U-TURNS ARE ACCEPTABLE FOR SIDE STREET ACCESS.
4. CONSTRUCT PROPOSED MEDIAN IMPROVEMENTS FROM GARDENIA STREET TO MARS LANE.
5. INSTALL FINAL PAVEMENT MARKINGS WITHIN PROPOSED PHASE 3 CONSTRUCTION LIMITS. REFER TO TCP (3-3)-14 FOR PLACEMENT OF PAVEMENT MARKINGS.
6. OPEN INTERIOR LANES TO TRAFFIC AND INSTALL/ADJUST WARNING SIGNS AND EROSION CONTROL MEASURES FOR PROPOSED CROSSWALK CONSTRUCTION FROM GARDENIA STREET TO MARS LANE.
7. CONSTRUCT PROPOSED CROSSWALK IMPROVEMENTS.

CONSTRUCTION PHASE 4 PR 100 CL STA 404+35 TO STA 416+35 (MARS TO POLARIS) - RAISED MEDIANS

1. PLACE ADVANCED WARNING SIGNS AND EROSION CONTROL MEASURES.
2. PLACE CONSTRUCTION WARNING SIGNS, CHANNELIZING DEVICES TO ACCOMMODATE MEDIAN CONSTRUCTION IN THIS PHASE. REFER TO TCP (2-1)-18 FOR ADDITIONAL INFORMATION.
3. MAINTAIN ACCESS TO SIDE STREETS AND DRIVEWAYS AT ALL TIMES. U-TURNS ARE ACCEPTABLE FOR SIDE STREET ACCESS.
4. CONSTRUCT PROPOSED MEDIAN IMPROVEMENTS FROM MARS LANE TO POLARIS DRIVE.
5. INSTALL FINAL PAVEMENT MARKINGS WITHIN PROPOSED PHASE 4 CONSTRUCTION LIMITS. REFER TO TCP (3-3)-14 FOR PLACEMENT OF PAVEMENT MARKINGS.
6. OPEN INTERIOR LANES TO TRAFFIC AND INSTALL/ADJUST WARNING SIGNS AND EROSION CONTROL MEASURES FOR PROPOSED CROSSWALK CONSTRUCTION FROM MARS LANE TO POLARIS DRIVE.
7. CONSTRUCT PROPOSED CROSSWALK IMPROVEMENTS.

CONSTRUCTION PHASE 5 PR 100 CL STA 416+35 TO STA 431+13 (POLARIS TO MORNINGSIDE) - RAISED MEDIANS

1. PLACE ADVANCED WARNING SIGNS AND EROSION CONTROL MEASURES.
2. PLACE CONSTRUCTION WARNING SIGNS, CHANNELIZING DEVICES TO ACCOMMODATE MEDIAN CONSTRUCTION IN THIS PHASE. REFER TO TCP (2-1)-18 FOR ADDITIONAL INFORMATION.
3. MAINTAIN ACCESS TO SIDE STREETS AND DRIVEWAYS AT ALL TIMES. U-TURNS ARE ACCEPTABLE FOR SIDE STREET ACCESS.
4. CONSTRUCT PROPOSED MEDIAN IMPROVEMENTS FROM POLARIS DRIVE TO MORNINGSIDE DRIVE.
5. INSTALL FINAL PAVEMENT MARKINGS WITHIN PROPOSED PHASE 5 CONSTRUCTION LIMITS. REFER TO TCP (3-3)-14 FOR PLACEMENT OF PAVEMENT MARKINGS.

CONSTRUCTION PHASE 6 PR 100 CL STA 431+13 TO STA 450+94 (MORNINGSIDE TO KINGS COURT) - RAISED MEDIANS AND FLUSH MEDIANS

1. PLACE ADVANCED WARNING SIGNS AND EROSION CONTROL MEASURES.
2. PLACE CONSTRUCTION WARNING SIGNS, CHANNELIZING DEVICES TO ACCOMMODATE MEDIAN CONSTRUCTION IN THIS PHASE. REFER TO TCP (2-1)-18 FOR ADDITIONAL INFORMATION.
3. MAINTAIN ACCESS TO SIDE STREETS AND DRIVEWAYS AT ALL TIMES. U-TURNS ARE ACCEPTABLE FOR SIDE STREET ACCESS.
4. CONSTRUCT PROPOSED MEDIAN IMPROVEMENTS FROM MORNINGSIDE DRIVE TO KINGS COURT.
5. INSTALL FINAL PAVEMENT MARKINGS WITHIN PROPOSED PHASE 6 CONSTRUCTION LIMITS. REFER TO TCP (3-3)-14 FOR PLACEMENT OF PAVEMENT MARKINGS.

CONSTRUCTION PHASE 7 PR 100 CL STA 450+94 TO STA 468+60 (KINGS COURT TO SEA TURTLE) - RAISED MEDIANS, FLUSH MEDIANS, AND TRAFFIC SIGNAL

1. PLACE ADVANCED WARNING SIGNS AND EROSION CONTROL MEASURES.
2. PLACE CONSTRUCTION WARNING SIGNS, CHANNELIZING DEVICES TO ACCOMMODATE MEDIAN CONSTRUCTION IN THIS PHASE. REFER TO TCP (2-1)-18 FOR ADDITIONAL INFORMATION.
3. MAINTAIN ACCESS TO SIDE STREETS AND DRIVEWAYS AT ALL TIMES. U-TURNS ARE ACCEPTABLE FOR SIDE STREET ACCESS.
4. CONSTRUCT PROPOSED MEDIAN IMPROVEMENTS FROM KINGS COURT TO SEA TURTLE.
5. INSTALL FINAL PAVEMENT MARKINGS WITHIN PROPOSED PHASE 7 CONSTRUCTION LIMITS. REFER TO TCP (3-3)-14 FOR PLACEMENT OF PAVEMENT MARKINGS.
6. OPEN INTERIOR LANES TO TRAFFIC AND INSTALL/ADJUST WARNING SIGNS AND EROSION CONTROL MEASURES FOR PROPOSED PARKWAY IMPROVEMENTS FROM KINGS COURT TO SEA TURTLE.
7. CONSTRUCT PROPOSED PARKWAY IMPROVEMENTS.
8. CONSTRUCT PROPOSED TRAFFIC SIGNAL IMPROVEMENTS.

CONSTRUCTION PHASE 8 PR 100 CL STA 468+60 TO 482+60 (SEA TURTLE TO ORCA CIRCLE) - FLUSH MEDIANS

1. PLACE ADVANCED WARNING SIGNS AND EROSION CONTROL MEASURES.
2. PLACE CONSTRUCTION WARNING SIGNS, CHANNELIZING DEVICES TO ACCOMMODATE MEDIAN CONSTRUCTION IN THIS PHASE. REFER TO TCP (2-1)-18 FOR ADDITIONAL INFORMATION.
3. MAINTAIN ACCESS TO SIDE STREETS AND DRIVEWAYS AT ALL TIMES. U-TURNS ARE ACCEPTABLE FOR SIDE STREET ACCESS.
4. CONSTRUCT PROPOSED MEDIAN IMPROVEMENTS FROM SEA TURTLE TO ORCA CIRCLE.
5. INSTALL FINAL PAVEMENT MARKINGS WITHIN PROPOSED PHASE 8 CONSTRUCTION LIMITS. REFER TO TCP (3-3)-14 FOR PLACEMENT OF PAVEMENT MARKINGS.
6. OPEN INTERIOR LANES TO TRAFFIC AND INSTALL/ADJUST WARNING SIGNS AND EROSION CONTROL MEASURES FOR PROPOSED SIDEWALK IMPROVEMENTS FROM SEA TURTLE TO ORCA CIRCLE.
7. CONSTRUCT PROPOSED CROSSWALK IMPROVEMENTS
8. CONSTRUCT PROPOSED SIDEWALK IMPROVEMENTS.

CONSTRUCTION PHASE 9 PR 100 CL STA 500+00 TO NORTH END OF PROJECT - SIDEWALK THROUGH THE SHORES

1. PLACE ADVANCED WARNING SIGNS AND EROSION CONTROL MEASURES.
2. PLACE CONSTRUCTION WARNING SIGNS, CHANNELIZING DEVICES TO ACCOMMODATE CONSTRUCTION IN THIS PHASE. REFER TO TCP (2-1)-18 FOR ADDITIONAL INFORMATION.
3. MAINTAIN ACCESS TO SIDE STREETS AND DRIVEWAYS AT ALL TIMES.
4. CONSTRUCT PROPOSED SIDEWALK IMPROVEMENTS.
5. CONSTRUCT TURN LANE AND CROSSWALKS.

CONSTRUCTION PHASE 10 PR 100 CL STA 482+60 TO STA 500+00 - SIDEWALKS AND BOARDWALKS

1. PLACE ADVANCED WARNING SIGNS AND EROSION CONTROL MEASURES.
2. PLACE CONSTRUCTION WARNING SIGNS, CHANNELIZING DEVICES TO ACCOMMODATE CONSTRUCTION IN THIS PHASE. REFER TO TCP (2-1)-18 FOR ADDITIONAL INFORMATION.
3. MAINTAIN ACCESS TO SIDE STREETS AND DRIVEWAYS AT ALL TIMES.
4. CONSTRUCT PROPOSED SIDEWALK AND BOARDWALK IMPROVEMENTS.
5. INSTALL/ADJUST WARNING SIGNS AND EROSION CONTROL MEASURES FOR PROPOSED TURN LANES AND CROSSWALKS.
6. INSTALL FINAL PAVEMENT MARKINGS WITHIN PHASE 10 CONSTRUCTION LIMITS.

CONSTRUCTION PHASE 11 SOUTH END OF THE PROJECT TO PR 100 CL STA 355+51 - CROSSWALKS AND CONCRETE FLUMES NEAR ENTERTAINMENT DISTRICT

1. PLACE ADVANCED WARNING SIGNS.
2. PLACE CONSTRUCTION WARNING SIGNS, CHANNELIZING DEVICES TO ACCOMMODATE CONSTRUCTION IN THIS PHASE. REFER TO TCP (2-1)-18 FOR ADDITIONAL INFORMATION.
3. MAINTAIN ACCESS TO SIDE STREETS AND DRIVEWAYS AT ALL TIMES.
4. CONSTRUCT PROPOSED CROSSWALK IMPROVEMENTS AND EXISTING MEDIAN REPAIRS FROM THE SOUTH END OF THE PROJECT TO DOLPHIN STREET. CONTRACTOR SHALL NOT CLOSE ADJACENT SIDEWALKS AT THE SAME TIME.

NOTES:

- A. ESTABLISH SEEDING IN DISTURBED AREAS PRIOR TO REMOVAL OF EROSION CONTROL MEASURES.
- B. CONTRACTOR, AT HIS OPTION, MAY SUBMIT ALTERNATE PHASING FOR CONSIDERATION. ALL ALTERNATE PHASING AND TEMPORARY TRAFFIC CONTROL SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER AND SHALL REQUIRE APPROVAL BY SAN BENITO AREA OFFICE ENGINEER AND CITY OF SOUTH PADRE ISLAND. ANY ALTERNATE PHASING AND TEMPORARY TRAFFIC CONTROL SHALL CONSIDER BOTH VEHICULAR AND PEDESTRIAN TRAFFIC. TEMPORARY CROSS WALKS ARE ACCEPTABLE.
- C. CONTRACTOR HAS THE OPTION TO WORK ON TWO PHASES AS DESCRIBED IN THIS NARRATIVE CONCURRENTLY PROVIDED THE PHASES ARE NOT ADJACENT ALONG THE LENGTH OF THE PROJECT. CONTRACTOR SHALL SUBMIT ANY COMPRESSING OF PHASING FOR REVIEW AND APPROVAL PRIOR TO BEGINNING WORK ON THE PROJECT.
- D. CONSTRUCTION SHALL NOT BE ALLOWED DURING THE TIME PERIODS OF:
 MARCH 1ST - MARCH 31ST (ANY DAY)
 APRIL 14TH - APRIL 21ST (ANY DAY)
 JULY 1ST - JULY 31ST (ANY DAY)
 MAY 31ST - JUNE 30TH (FRIDAY - SUNDAY)
 AUGUST 1ST - AUGUST 31ST (FRIDAY-SUNDAY)
 WITHOUT WRITTEN PERMISSION FROM CITY OF SOUTH PADRE ISLAND DUE TO PEAK TOURIST SEASON VEHICLE AND PEDESTRIAN ACTIVITY.
- E. THERE SHALL BE NO LANE CLOSURES FOR SIDEWALK AND BOARDWALK CONSTRUCTION DURING PHASES 9 AND 10. SHOULDER CLOSURES ARE PERMITTED DURING PHASES 9 AND 10.
- F. CONTRACTOR MAY REQUEST ADDITIONAL DAY LANE CLOSURES.

No.	Revision	By	Date

PRELIMINARY

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or permit purposes.

Kimley»Horn

Engineer: THOMAS P. GRANT
P. E. No. 100876 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



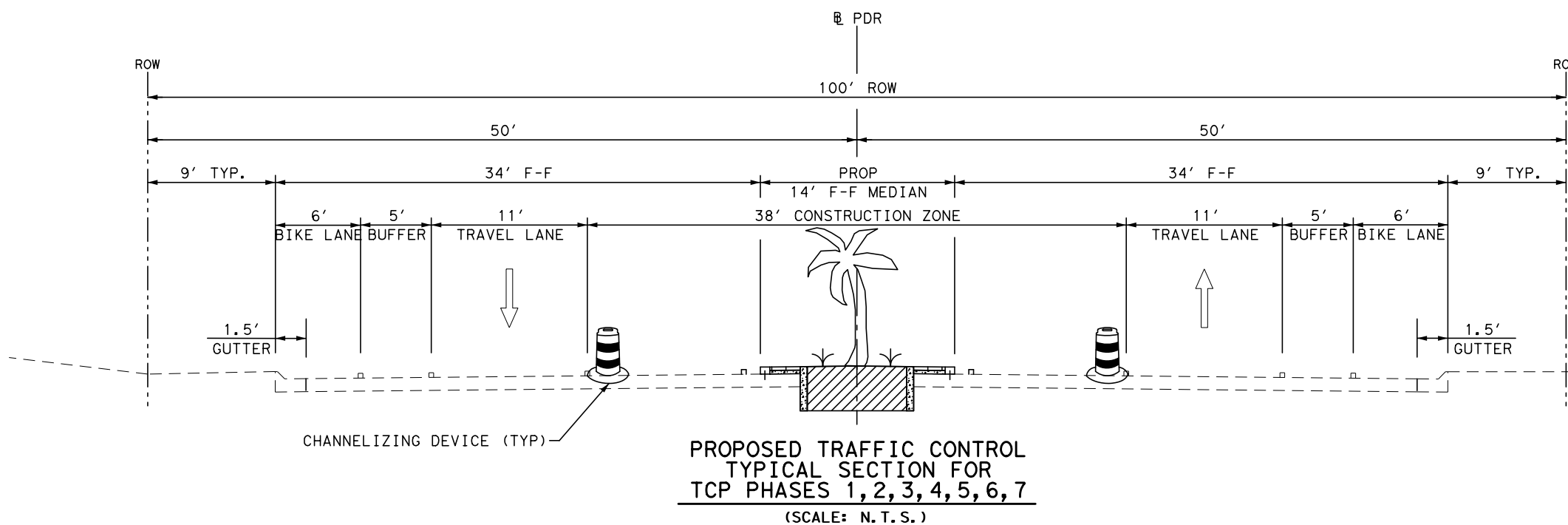
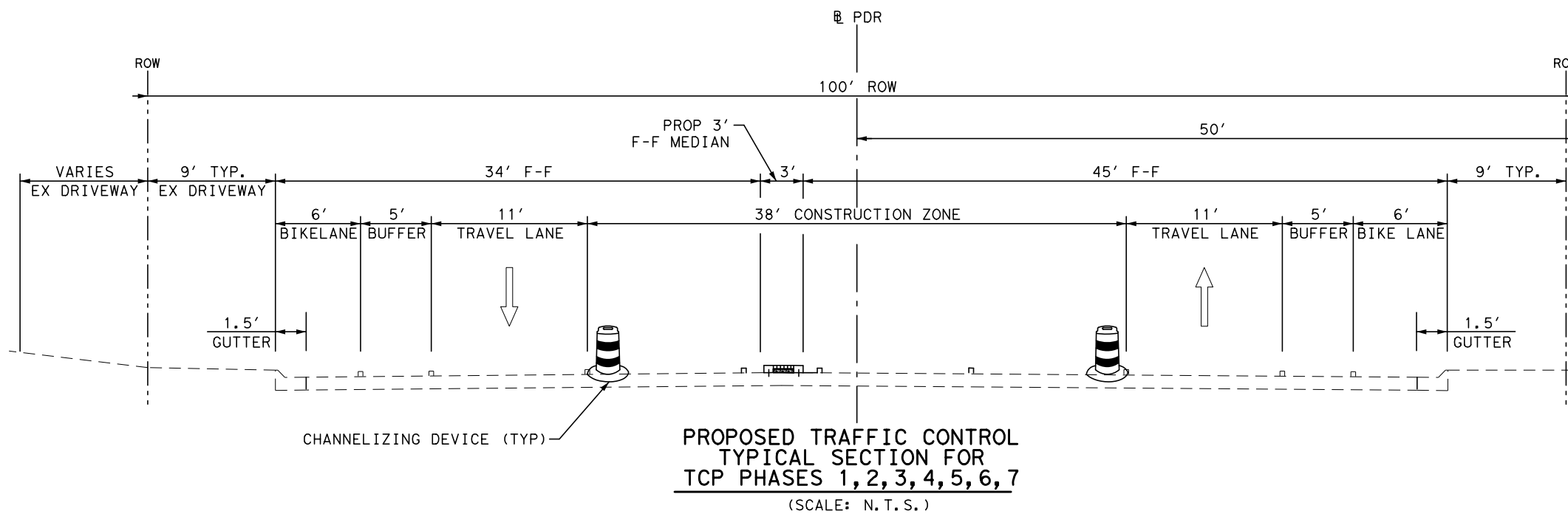
PR 100 ROADWAY IMPROVEMENTS

SEQUENCE OF CONSTRUCTION

SHEET 1 OF 1

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STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	022
CONTROL	SECTION	JOB	
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NOTES:

1. CONTRACTOR SHALL FOLLOW ALL TCP REQUIREMENTS AS WRITTEN IN THESE PLANS AND ASSOCIATED DETAILS AND SPECIFICATIONS (INCLUDING THE LATEST VERSION OF THE TMUTCD).
2. SEE ALL NOTES ON SEQUENCE OF CONSTRUCTION.

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Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
T&E REGISTERED ENGINEERING FIRM F-928



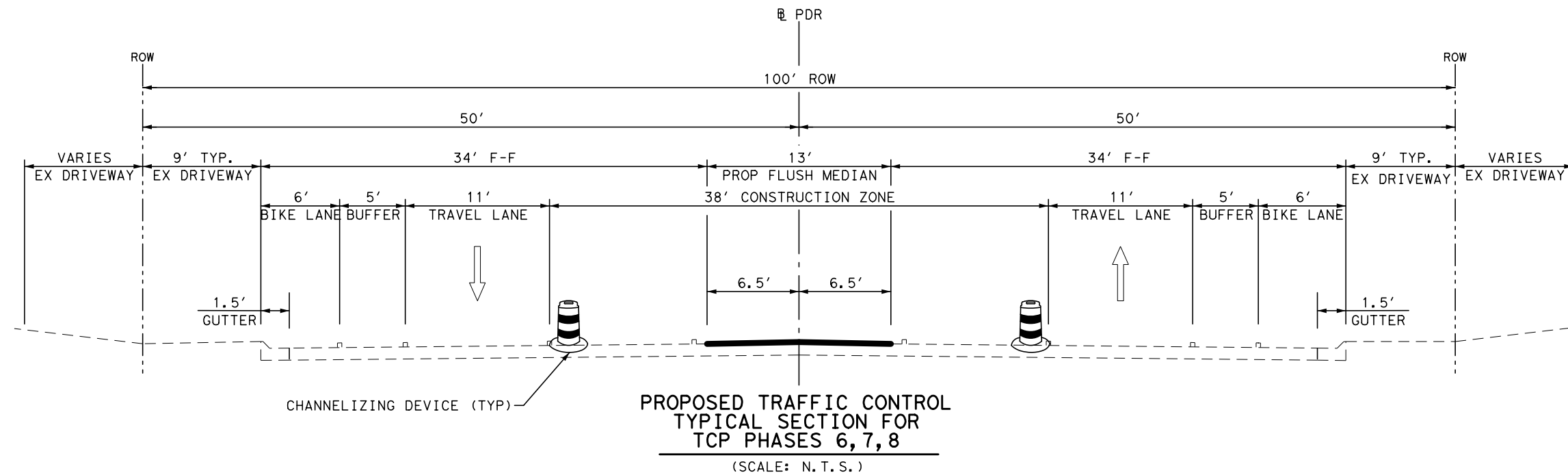
PR 100 ROADWAY IMPROVEMENTS

PROPOSED
TRAFFIC CONTROL
TYPICAL SECTION

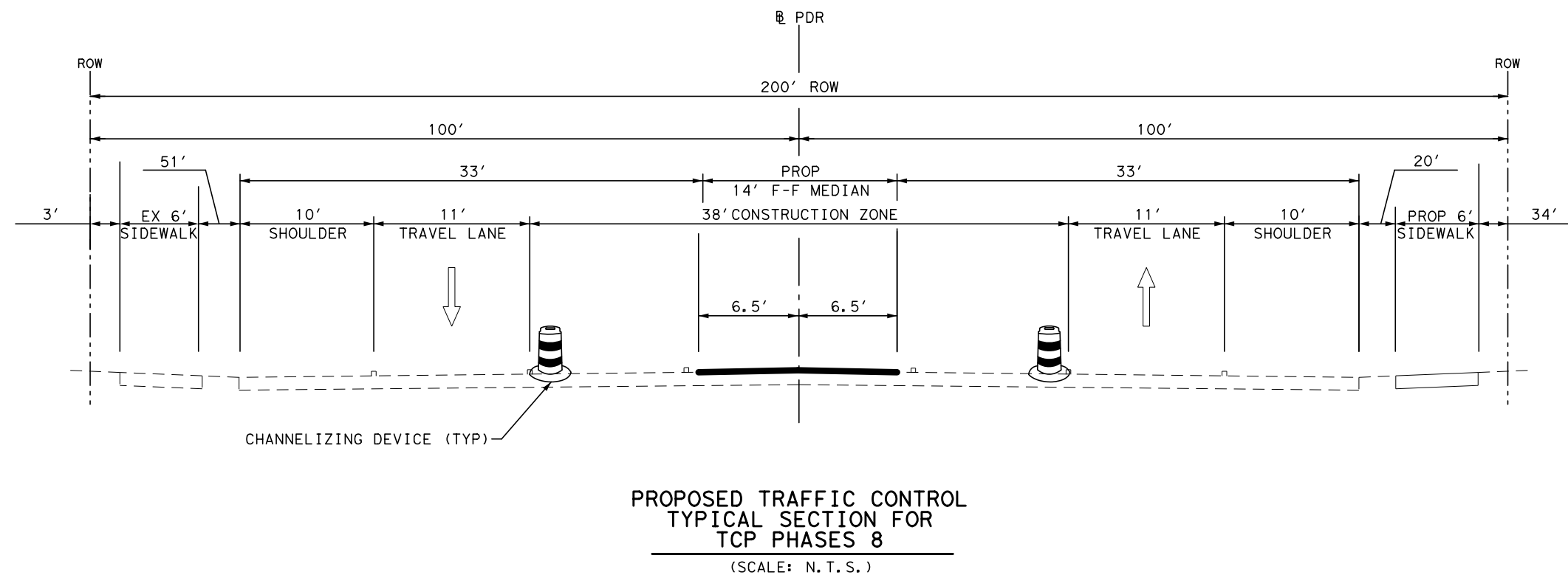
PR 100 (PADRE BLVD)

SHEET 1 OF 4

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
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STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	023
CONTROL	SECTION	JOB	
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- NOTES:
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 - SEE ALL NOTES ON SEQUENCE OF CONSTRUCTION.



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Engineer THOMAS P. GRANT
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Kimley»Horn
T&PE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

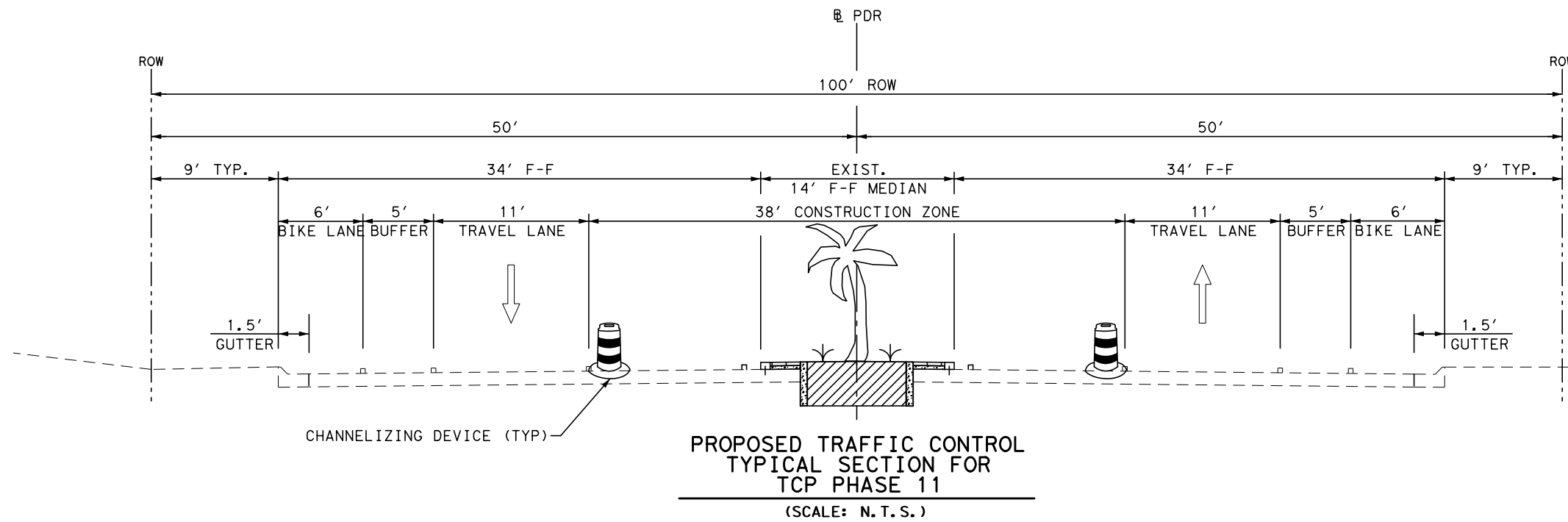
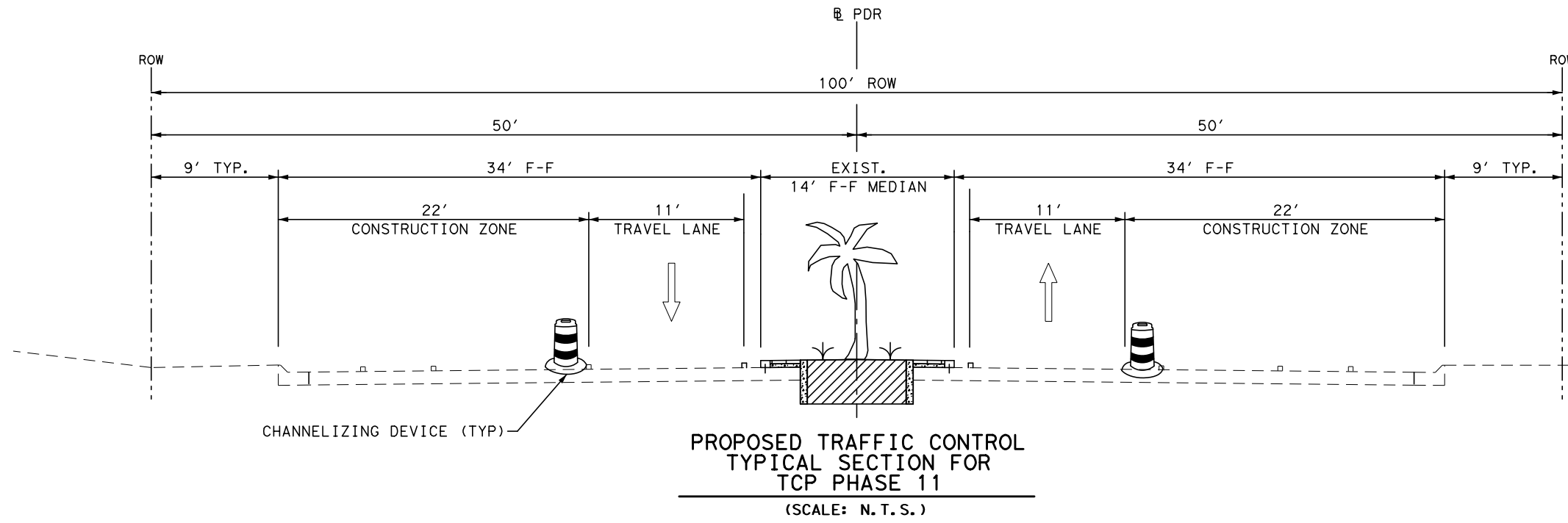
**PROPOSED
TRAFFIC CONTROL
TYPICAL SECTIONS**

PR 100 (PADRE BLVD)
SHEET 2 OF 4

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6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	024
CONTROL	SECTION	JOB	
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NOTES:

1. CONTRACTOR SHALL FOLLOW ALL TCP REQUIREMENTS AS WRITTEN IN THESE PLANS AND ASSOCIATED DETAILS AND SPECIFICATIONS (INCLUDING THE LATEST VERSION OF THE TMUTCD).
2. SEE ALL NOTES ON SEQUENCE OF CONSTRUCTION.

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 P. E. No. 100876, Date 11/6/2018

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PR 100 ROADWAY IMPROVEMENTS

 PROPOSED
 TRAFFIC CONTROL
 TYPICAL SECTIONS

 PR 100 (PADRE BLVD)
 SHEET 4 OF 4

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	026
CONTROL	SECTION	JOB	
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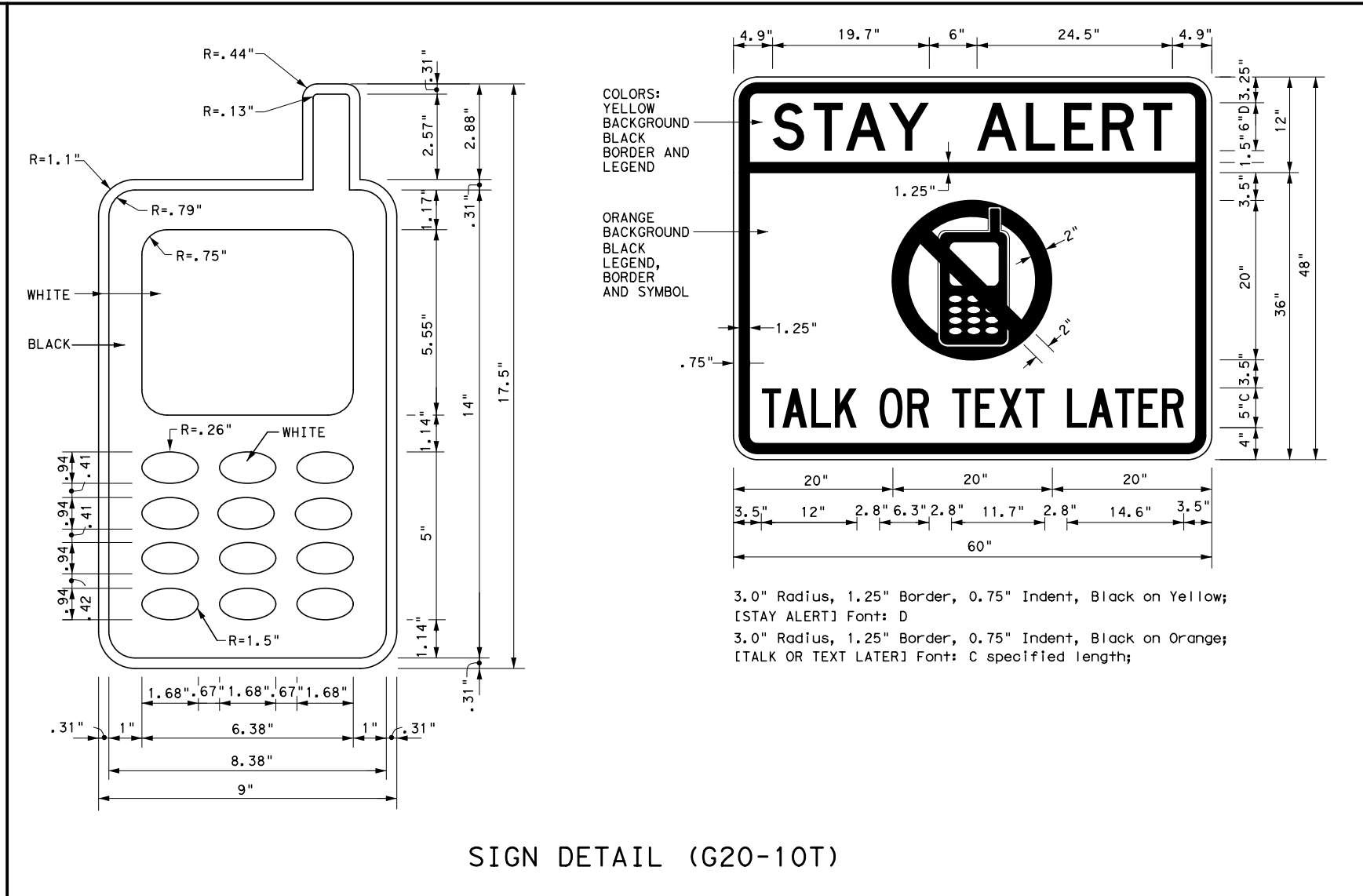
BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

- 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).
- The development and design of the Traffic Control Plan (TCP) is the responsibility of the Engineer.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- As shown on BC(2), the OBEY WARNING SIGNS STATE LAW sign, STAY ALERT TALK OR TEXT LATER (see Sign Detail G20-10T) and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. However, the TRAFFIC FINES DOUBLE sign will not be required on projects consisting solely of mobile operation work, such as striping or milling edgeline rumble strips. The BEGIN ROAD WORK NEXT X MILES, CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits.
- Except for devices required by Note 10, traffic control devices should be in place only while work is actually in progress or a definite need exists.
- The Engineer has the final decision on the location of all traffic control devices.
- 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 APPAREL NOTES:

- 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.

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



Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources and may be found on-line at the web address given below or by contacting:

Texas Department of Transportation
 Traffic Operations Division - TE
 Phone (512) 416-3118

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

SHEET 1 OF 12

Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

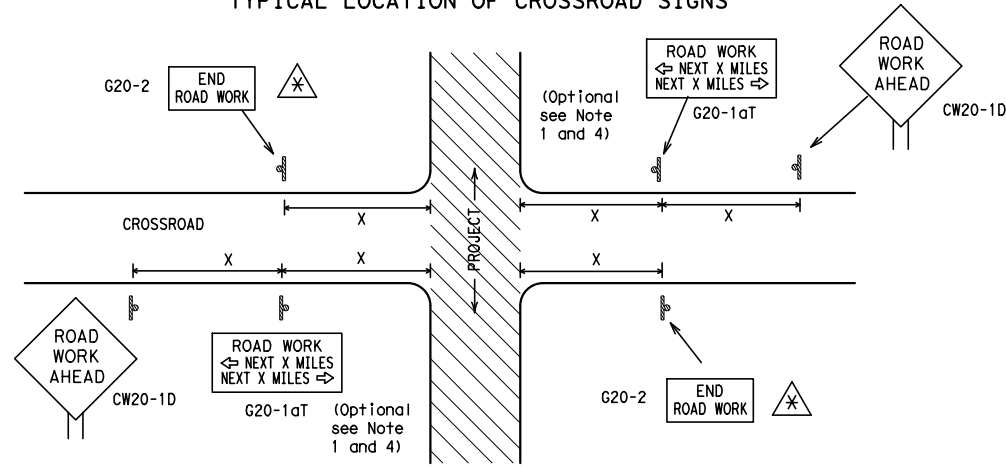
BC(1)-14

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9-07 7-13	PHR	CAMERON	027	

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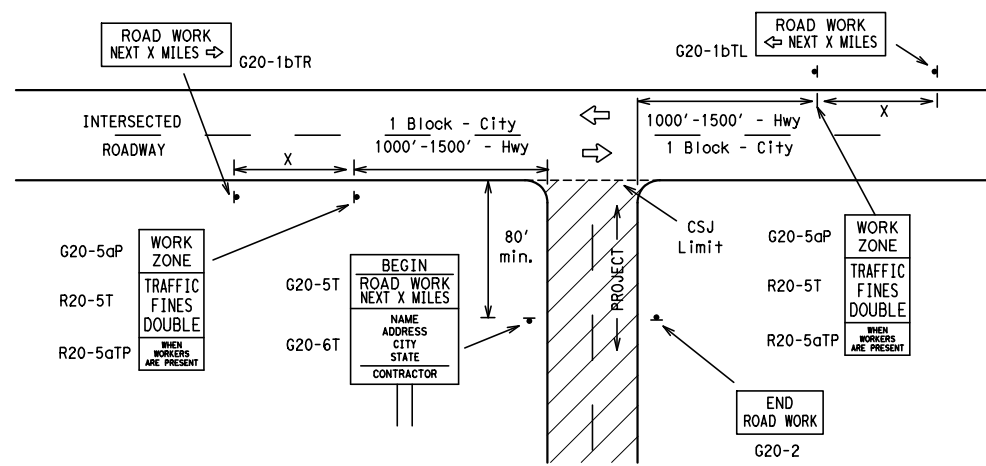
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TYPICAL LOCATION OF CROSSROAD SIGNS



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

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

TYPICAL CONSTRUCTION WARNING SIGN SIZE AND SPACING^{1,5,6}

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

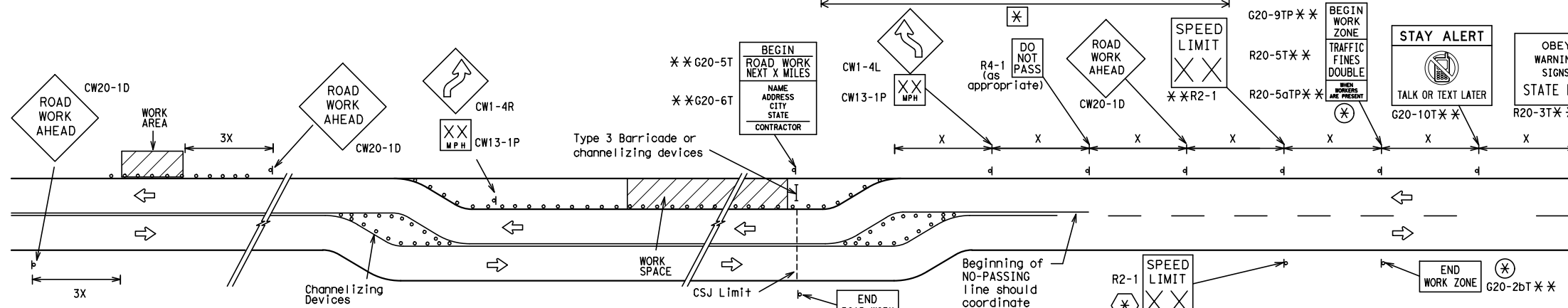
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

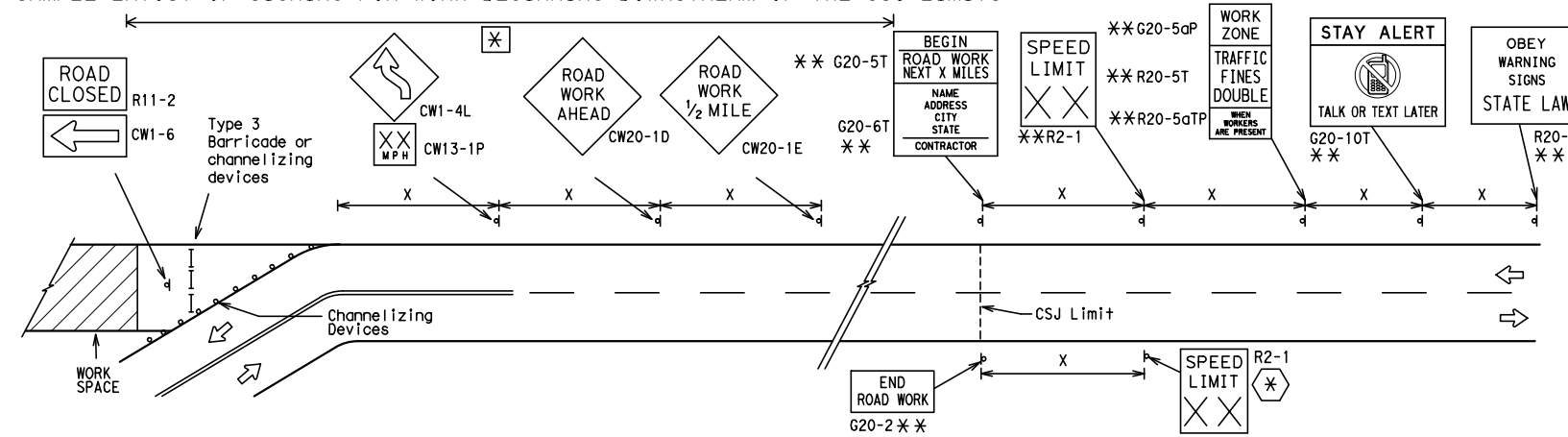
- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be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

WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS

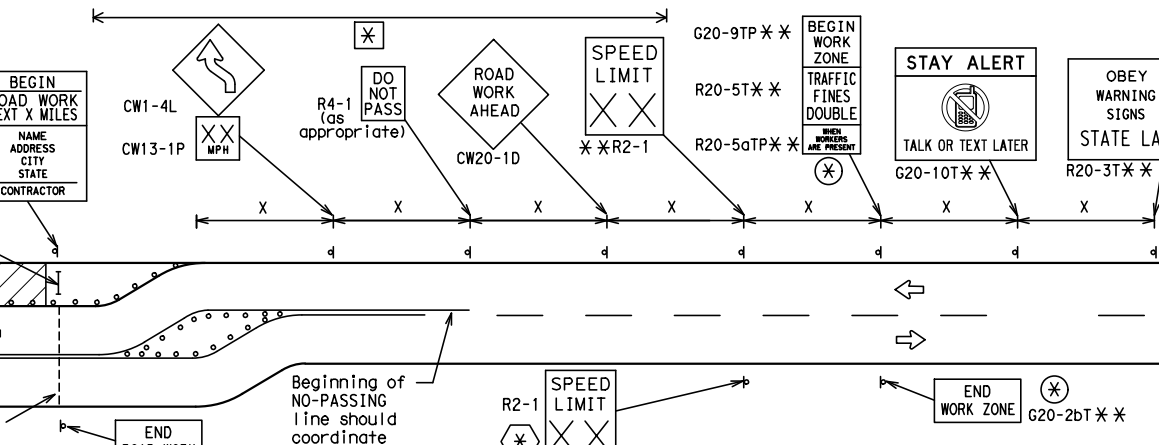


When extended distances occur between minimal work spaces, the Engineer/Inspector should ensure additional "ROAD WORK AHEAD" (CW20-1D) signs are placed in advance of these work areas to remind drivers they are still within the project limits. See the applicable TCP sheets for exact location and spacing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

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



SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT 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.
- ** Required CSJ Limit signing. See Note 10 on BC(1). TRAFFIC FINES DOUBLE signs will not be required on projects consisting solely of mobile operations work.
- ⊗ Area for placement of "ROAD WORK AHEAD" (CW20-1D) sign and other signs or devices as called for on the Traffic Control Plan.
- ⊗ Contractor will install a regulatory speed limit sign at the end of the work zone.

LEGEND

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

SHEET 2 OF 12



BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-14

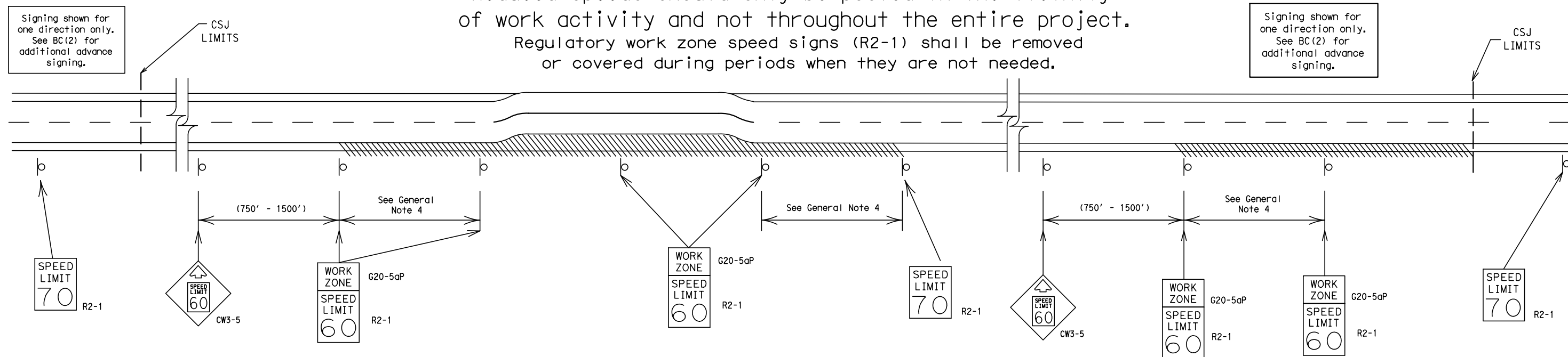
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9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13	PHR	CAMERON	028	

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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:

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

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

SHORT TERM WORK ZONE SPEED LIMITS

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

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

GENERAL NOTES

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

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

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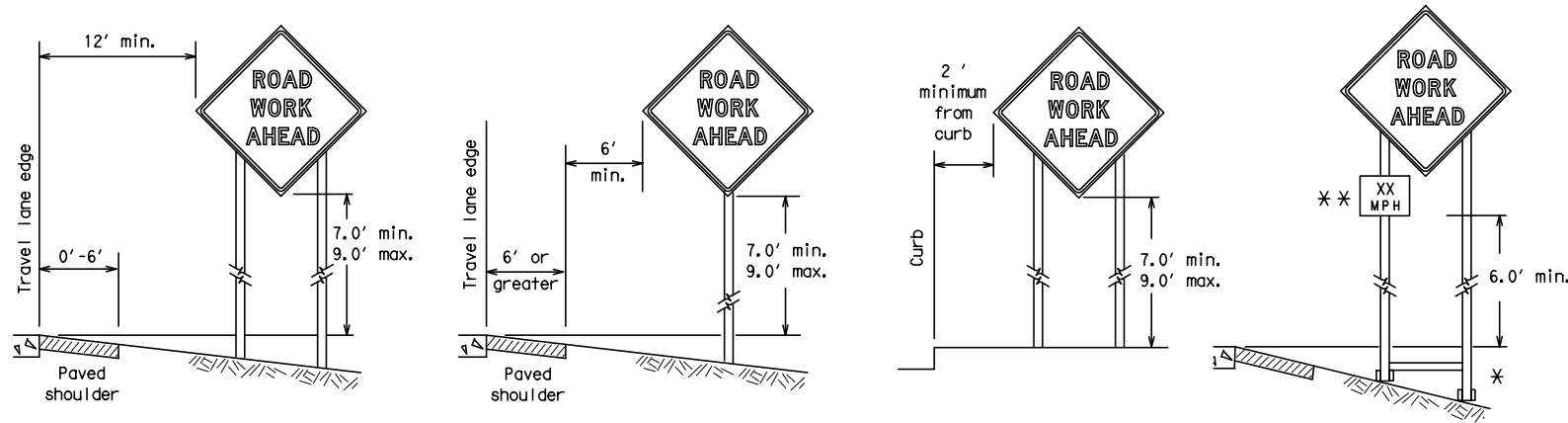


BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC (3) - 14

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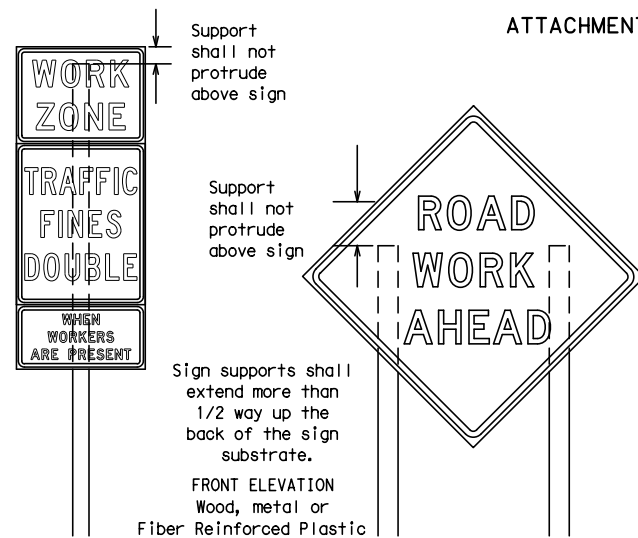
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



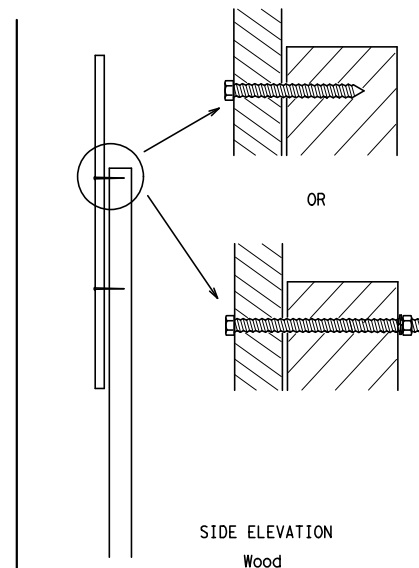
* When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

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

ATTACHMENT FOR SIGN SUPPORTS



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

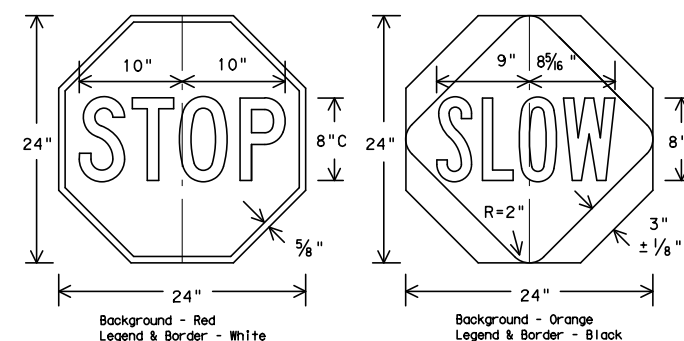


Nails shall NOT be allowed. Each sign shall be attached directly to the sign support. Multiple signs shall not be joined or spliced by any means. Wood supports shall not be extended or repaired by splicing or other means.

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

STOP/SLOW PADDLES

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



CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

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

GENERAL NOTES FOR WORK ZONE SIGNS

- Contractor shall install and maintain signs in a straight and plumb condition and/or as directed by the Engineer.
 - Wooden sign posts shall be painted white.
 - Barricades shall NOT be used as sign supports.
 - All signs shall be installed in accordance with the plans or as directed by the Engineer. Signs shall be used to regulate, warn, and guide the traveling public safely through the work zone.
 - The Contractor may furnish either the sign design shown in the plans or in the "Standard Highway Sign Designs for Texas" (SHSD). The Engineer/Inspector may require the Contractor to furnish other work zone signs that are shown in the TMUTCD but may have been omitted from the plans. Any variation in the plans shall be documented by written agreement between the Engineer and the Contractor's Responsible Person. All changes must be documented in writing before being implemented. This can include documenting the changes in the Inspector's TxDOT diary and having both the Inspector and Contractor initial and date the agreed upon changes.
 - The Contractor shall furnish sign supports listed in the "Compliant Work Zone Traffic Control Device List" (CWZTCD). The Contractor shall install the sign support in accordance with the manufacturer's recommendations. If there is a question regarding installation procedures, the Contractor shall furnish the Engineer a copy of the manufacturer's installation recommendations so the Engineer can verify the correct procedures are being followed.
 - The Contractor is responsible for installing signs on approved supports and replacing signs with damaged or cracked substrates and/or damaged or marred reflective sheeting as directed by the Engineer/Inspector.
 - Identification markings may be shown only on the back of the sign substrate. The maximum height of letters and/or company logos used for identification shall be 1 inch.
 - The Contractor shall replace damaged wood posts. New or damaged wood sign posts shall not be spliced.
- DURATION OF WORK (as defined by the "Texas Manual on Uniform Traffic Control Devices" Part 6)**
- The types of sign supports, sign mounting height, the size of signs, and the type of sign substrates can vary based on the type of work being performed. The Engineer is responsible for selecting the appropriate size sign for the type of work being performed. The Contractor is responsible for ensuring the sign support, sign mounting height and substrate meets manufacturer's recommendations in regard to crashworthiness and duration of work requirements.
 - Long-term stationary - work that occupies a location more than 3 days.
 - Intermediate-term stationary - work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than one hour.
 - Short-term stationary - daytime work that occupies a location for more than 1 hour in a single daylight period.
 - Short, duration - work that occupies a location up to 1 hour.
 - Mobile - work that moves continuously or intermittently (stopping for up to approximately 15 minutes.)

SIGN MOUNTING HEIGHT

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

SIZE OF SIGNS

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

SIGN SUBSTRATES

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

REFLECTIVE SHEETING

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

SIGN LETTERS

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

REMOVING OR COVERING

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

SIGN SUPPORT WEIGHTS

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

FLAGS ON SIGNS

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

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BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

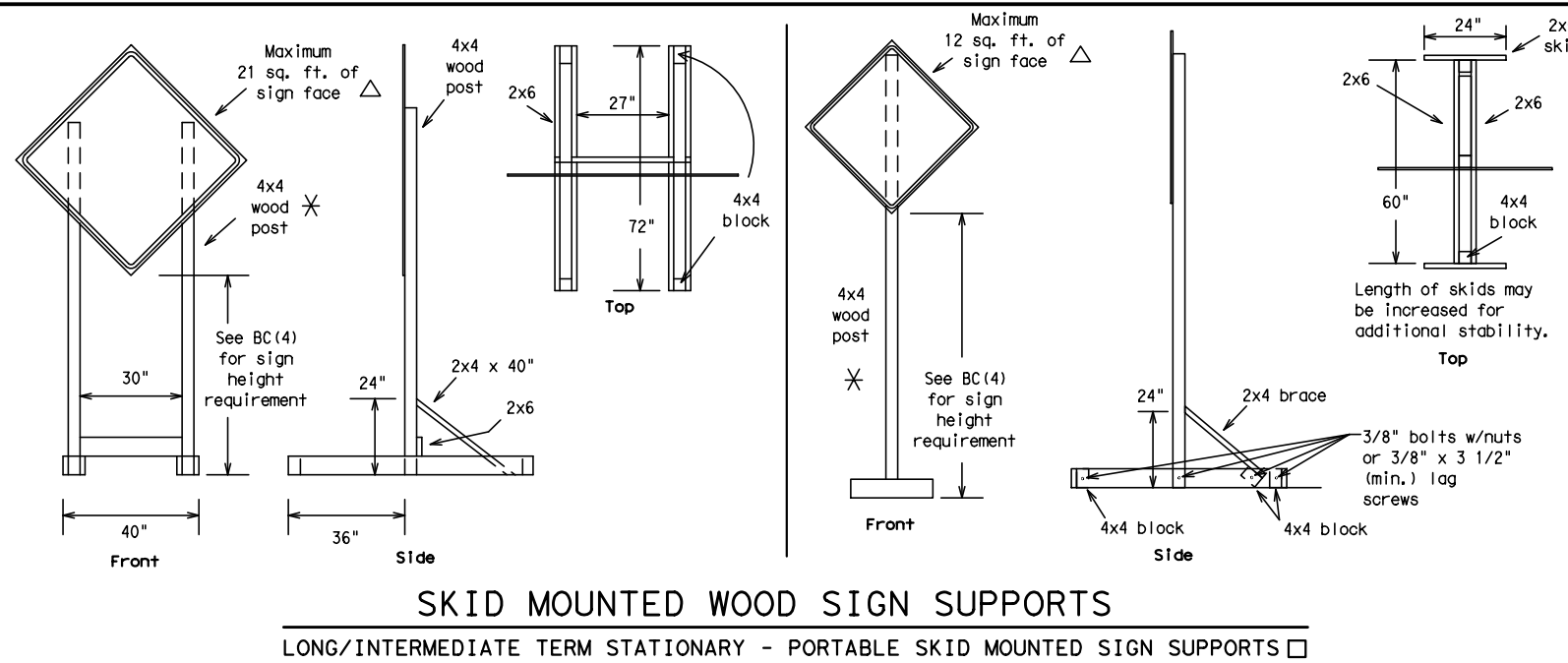
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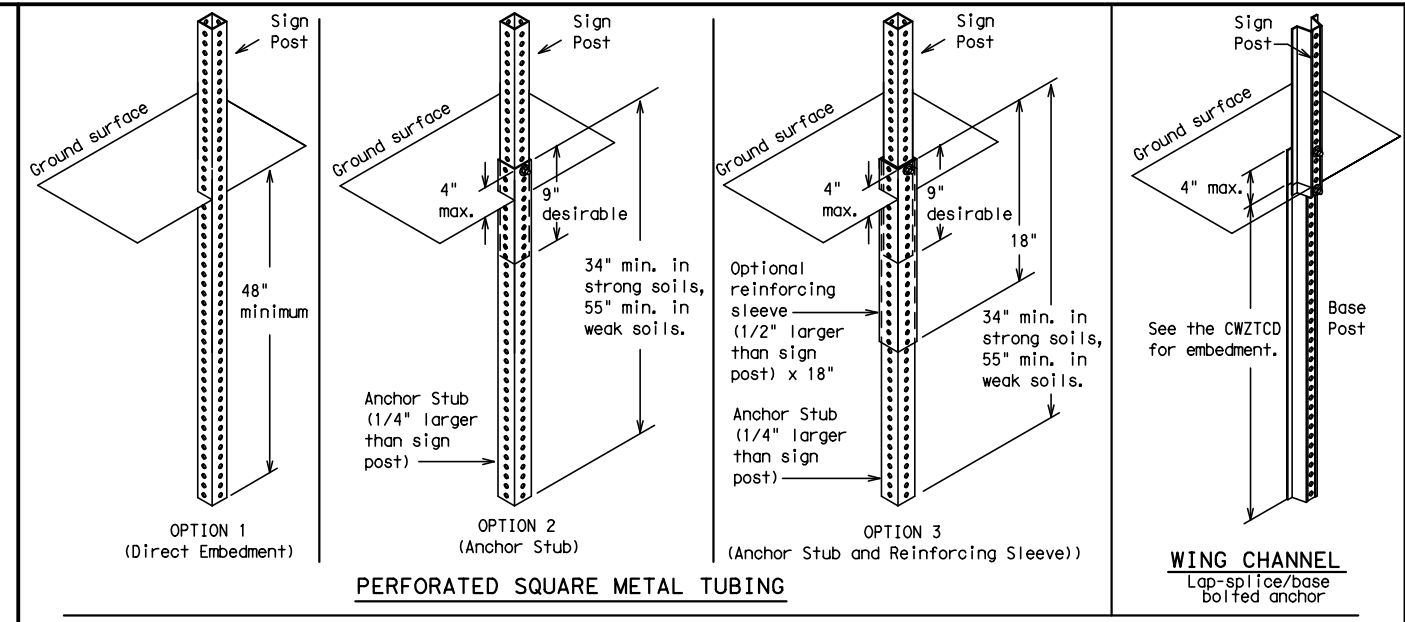
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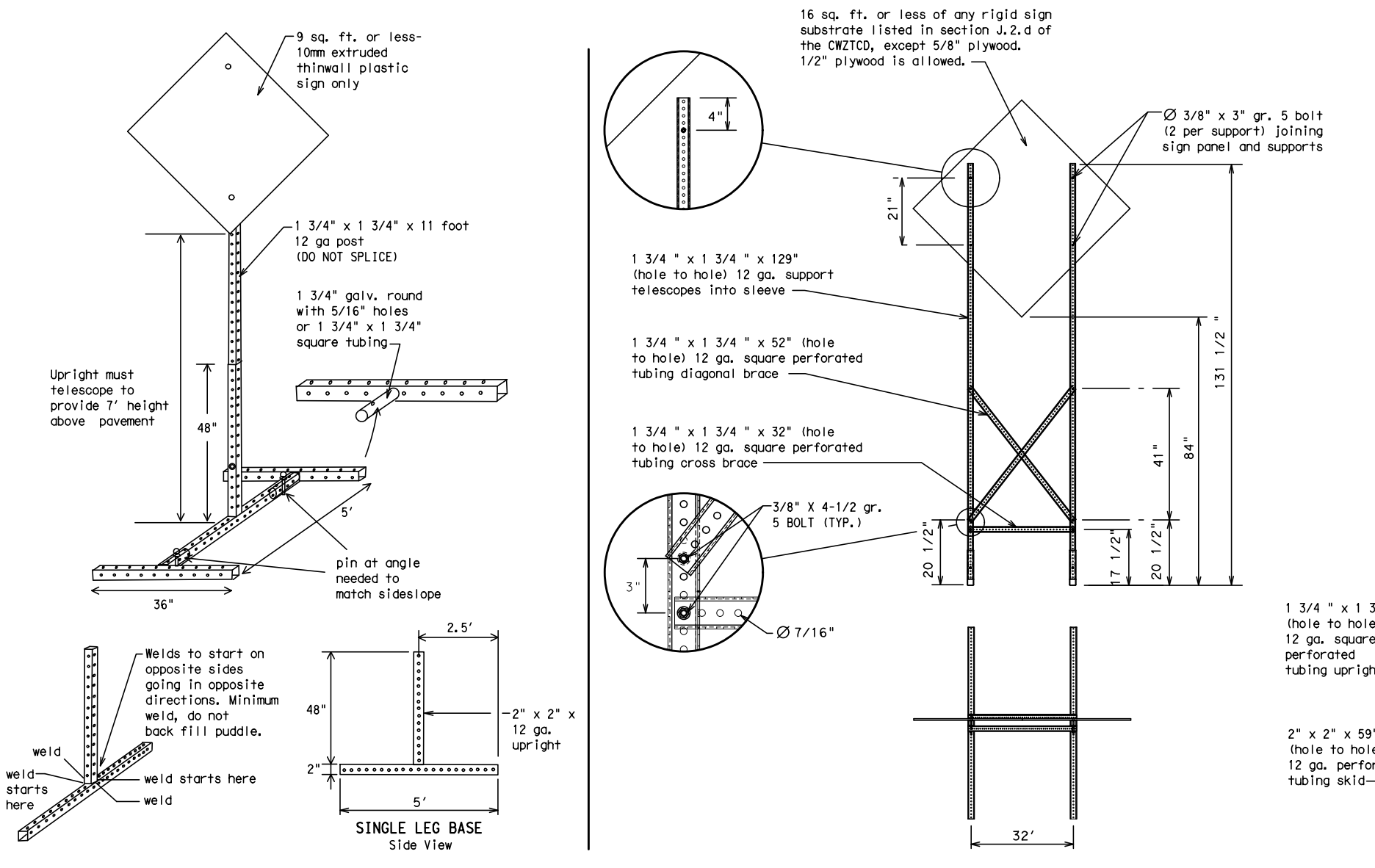
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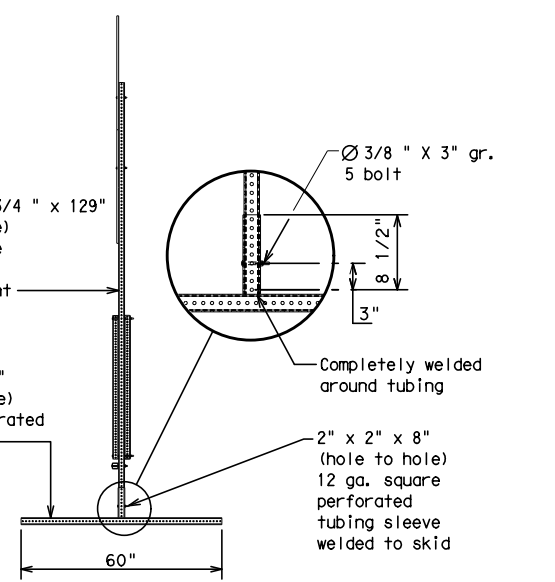
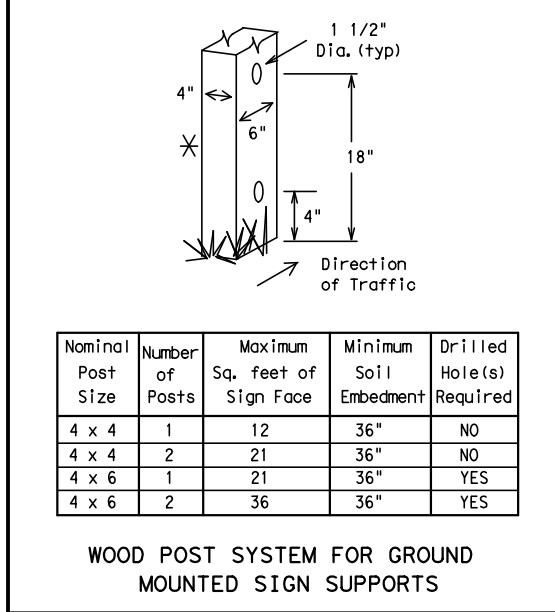
SKID MOUNTED WOOD SIGN SUPPORTS
LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS □



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



SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS



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

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

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

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

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BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5) - 14

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

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

PORTABLE CHANGEABLE MESSAGE SIGNS

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

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

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

Phase 1: Condition Lists

Road/Lane/Ramp Closure List

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

Other Condition List

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

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

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

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

Location List

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

Warning List

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

** Advance Notice List

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

** See Application Guidelines Note 6.

APPLICATION GUIDELINES

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

WORDING ALTERNATIVES

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

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

FULL MATRIX PCMS SIGNS

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

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BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC (6) - 14

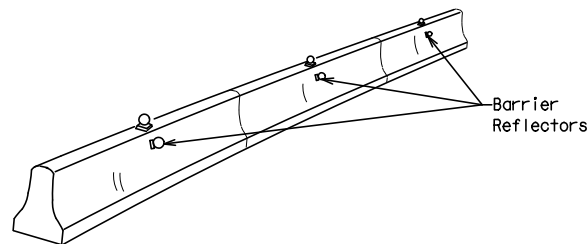
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© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	N/A	N/A	N/A	PR 100
9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13	PHR	CAMERON	032	

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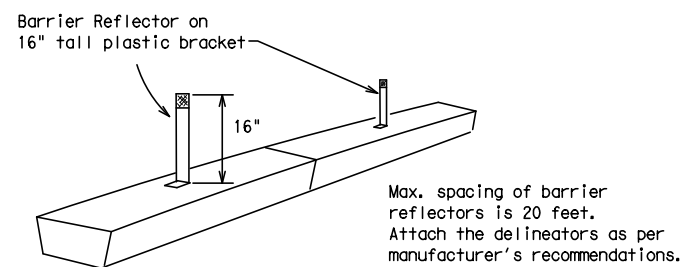
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- Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
- Color of Barrier Reflectors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

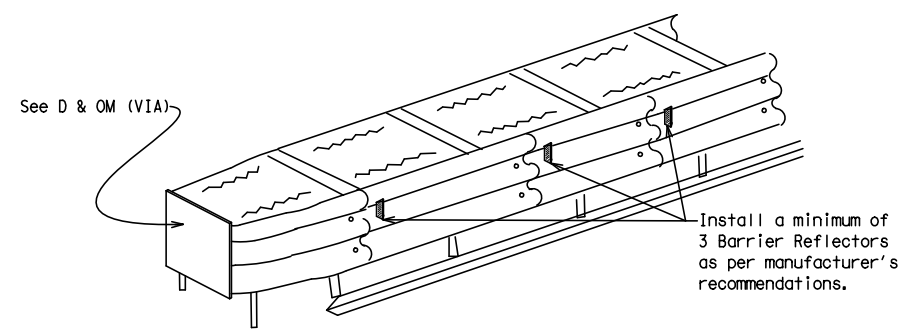


CONCRETE TRAFFIC BARRIER (CTB)

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



LOW PROFILE CONCRETE BARRIER (LPCB)



DELINEATION OF END TREATMENTS

END TREATMENTS FOR CTB'S USED IN WORK ZONES

End treatments used on CTB's in work zones shall meet crashworthy standards as defined in the National Cooperative Highway Research Report 350. Refer to the CWZTCD List for approved end treatments and manufacturers.

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS

WARNING LIGHTS

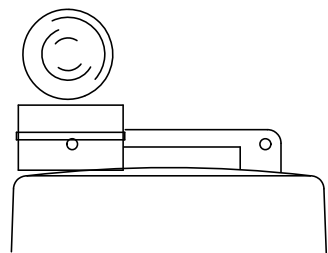
- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet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

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

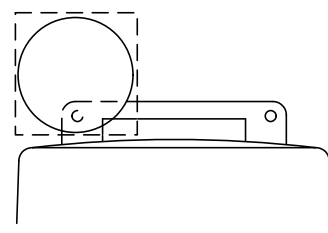
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing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

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

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



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

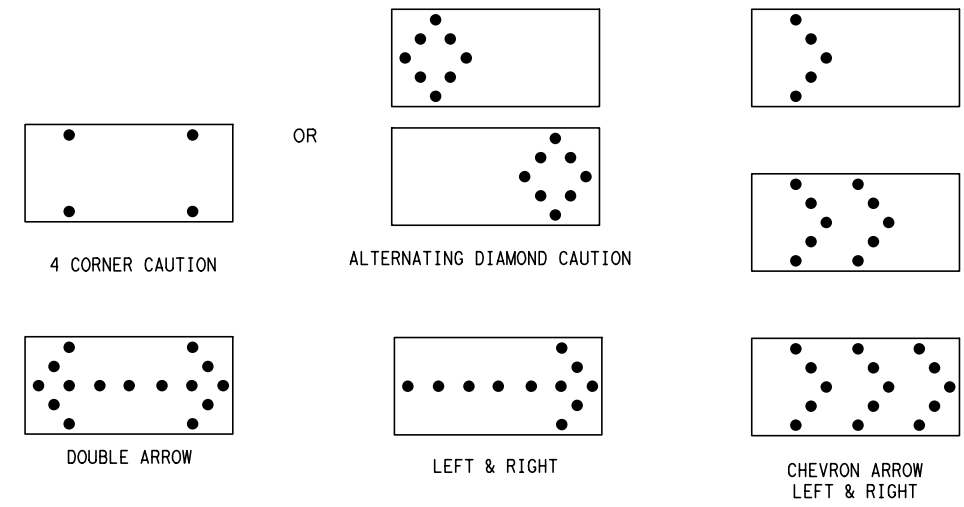


Warning reflector may be round or square. Must have a yellow reflective surface area of at least 30 square inches

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

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



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

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

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

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

FLASHING ARROW BOARDS

SHEET 7 OF 12

TRUCK-MOUNTED ATTENUATORS

- Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the National Cooperative Highway Research Report No. 350 (NCHRP 350) or the Manual for Assessing Safety Hardware (MASH).
- Refer to the CWZTCD for the requirements of Level 2 or Level 3 TMAs.
- Refer to the CWZTCD for a list of approved TMAs.
- TMAs are required on freeways unless otherwise noted in the plans.
- A TMA should be used anytime that it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the work performance.
- The only reason a TMA should not be required is when a work area is spread down the roadway and the work crew is an extended distance from the TMA.



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

BC(7)-14

FILE: bc-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13	PHR	CAMERON	033	

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GENERAL NOTES

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

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

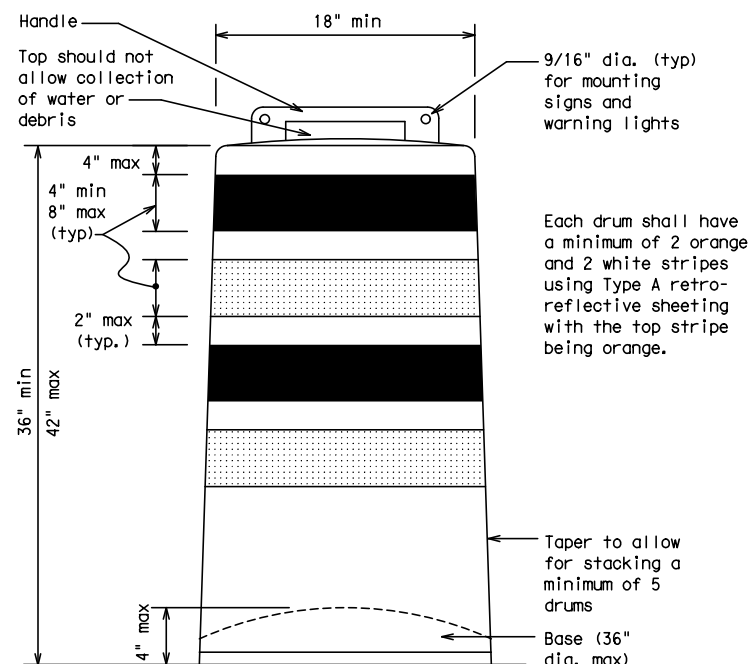
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
- The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

RETROREFLECTIVE SHEETING

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

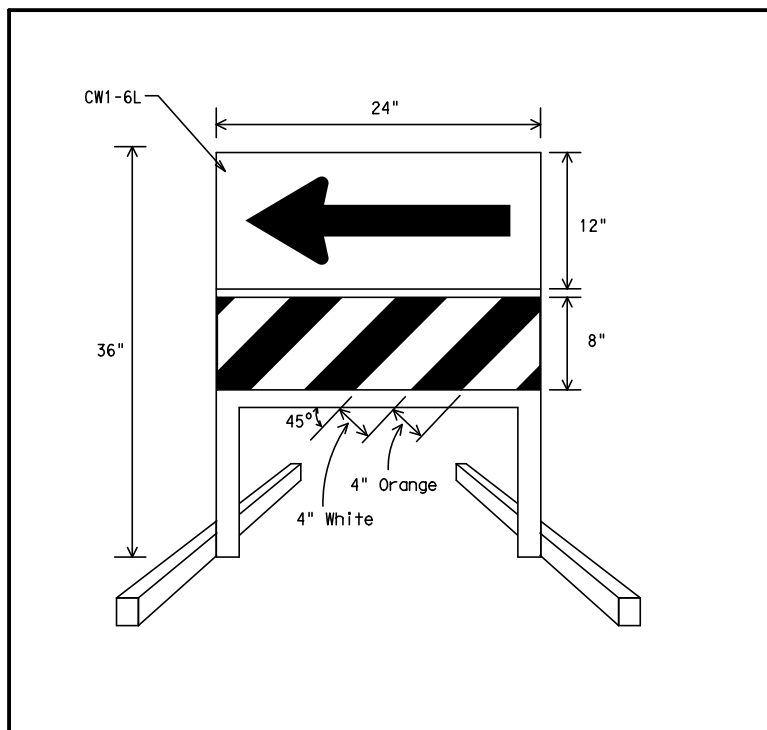
BALLAST

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



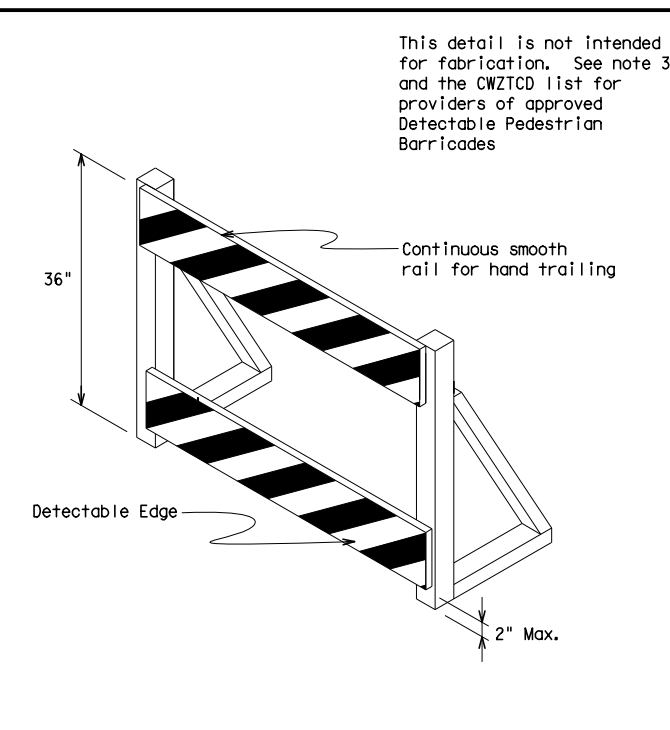
Each drum shall have a minimum of 2 orange and 2 white stripes using Type A retro-reflective sheeting with the top stripe being orange.

Taper to allow for stacking a minimum of 5 drums



DIRECTION INDICATOR BARRICADE

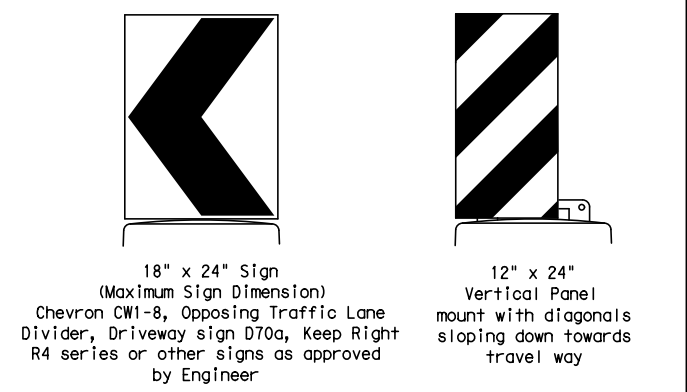
- The Direction Indicator Barricade may be used in tapers, transitions, and other areas where specific directional guidance to drivers is necessary.
- If used, the Direction Indicator Barricade should be used in series to direct the driver through the transition and into the intended travel lane.
- The Direction Indicator Barricade shall consist of One-Direction Large Arrow (CW1-6) sign in the size shown with a black arrow on a background of Type B_{FL} or Type C_{FL} Orange retroreflective sheeting above a rail with Type A retroreflective sheeting in alternating 4" white and orange stripes sloping downward at an angle of 45 degrees in the direction road users are to pass. Sheetting types shall be as per DMS 8300.
- Double arrows on the Direction Indicator Barricade will not be allowed.
- Approved manufacturers are shown on the CWZTCD List. Ballast shall be as approved by the manufacturers instructions.



DETECTABLE PEDESTRIAN BARRICADES

- When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.
- Where pedestrians with visual disabilities normally use the closed sidewalk, a device that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.
- Detectable pedestrian barricades similar to the one pictured above, longitudinal channelizing devices, some concrete barriers, and wood or chain link fencing with a continuous detectable edging can satisfactorily delineate a pedestrian path.
- Tape, rope, or plastic chain strung between devices are not detectable, do not comply with the design standards in the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" and should not be used as a control for pedestrian movements.
- Warning lights shall not be attached to detectable pedestrian barricades.
- Detectable pedestrian barricades may 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.

This detail is not intended for fabrication. See note 3 and the CWZTCD list for providers of approved Detectable Pedestrian Barricades



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

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

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



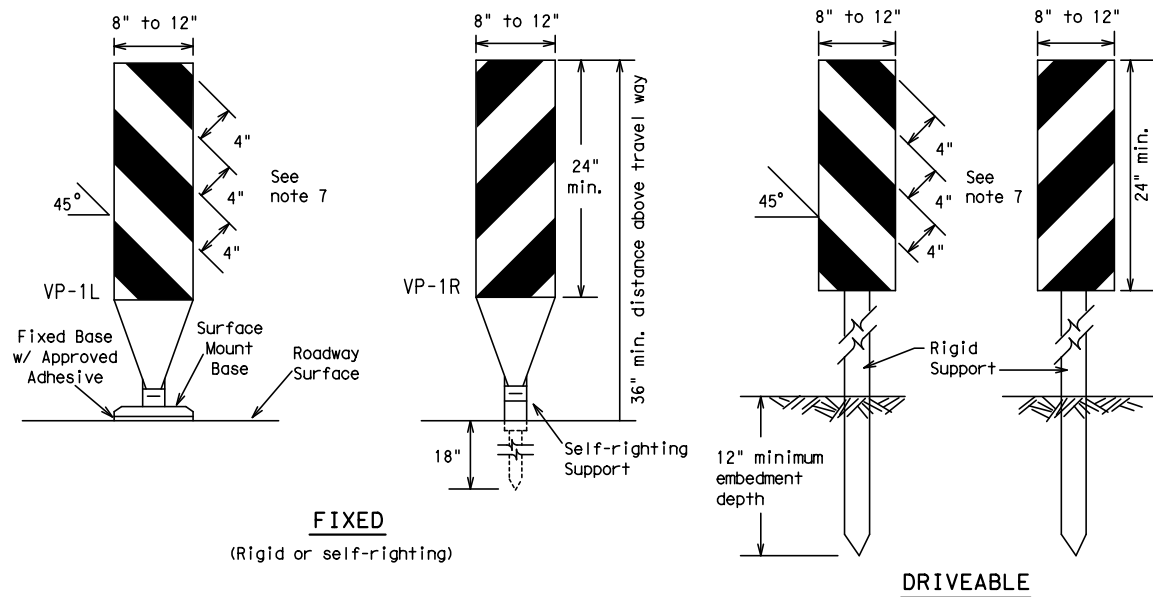
BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (8) - 14

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© TxDOT	November 2002	CONT	SECT	JOB	HIGHWAY				
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4-03	7-13	DIST	COUNTY	SHEET NO.					
9-07	8-14	PHR	CAMERON	034					

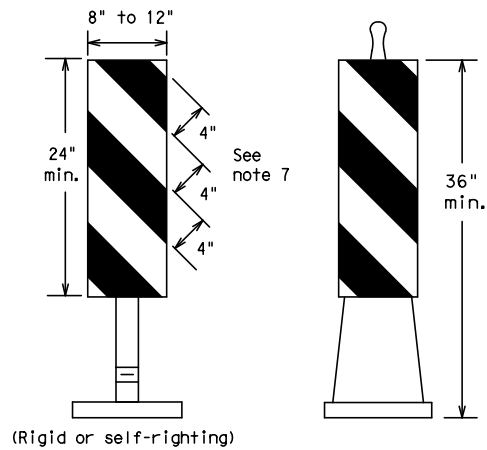
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FIXED
(Rigid or self-righting)

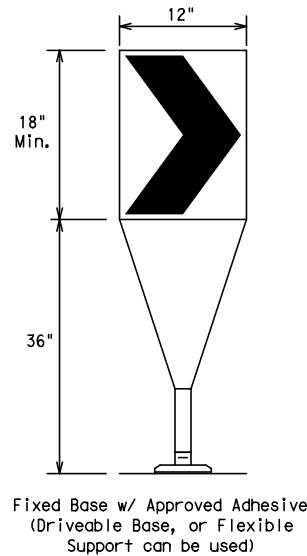
DRIVEABLE



PORTABLE

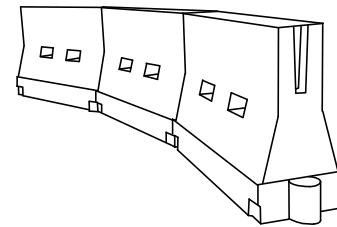
VERTICAL PANELS (VPs)

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



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

CHEVRONS



LONGITUDINAL CHANNELIZING DEVICES (LCD)

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

WATER BALLASTED SYSTEMS USED AS BARRIERS

- Water ballasted systems used as barriers shall not be used solely to channelize road users, but also to protect the work space per the appropriate NCHRP 350 crashworthiness requirements based on roadway speed and barrier application.
- Water ballasted systems used to channelize vehicular traffic shall be supplemented with retroreflective delineation or channelizing devices to improve daytime/nighttime visibility. They may also be supplemented with pavement markings.
- Water ballasted systems used as barriers shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
- Water ballasted systems used as barriers should not be used for a merging taper except in low speed (less than 45 MPH) urban areas. When used on a taper in a low speed urban area, the taper shall be delineated and the taper length should be designed to optimize road user operations considering the available geometric conditions.
- When water ballasted systems used as barriers have blunt ends exposed to traffic, they should be attenuated as per manufacturer recommendations or flared to a point outside the clear zone.

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

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

GENERAL NOTES

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

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

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

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

SHEET 9 OF 12



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (9) - 14

FILE: bc-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS	N/A	N/A	N/A	PR 100
9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13	PHR	CAMERON	035	

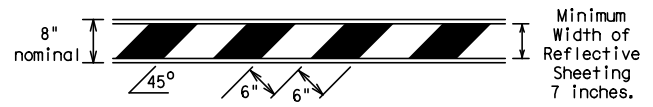
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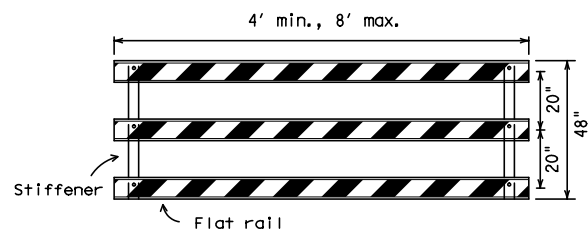
TYPE 3 BARRICADES

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 conforming to Departmental Material Specification DMS-8300 unless otherwise noted.

Barricades shall NOT be used as a sign support.

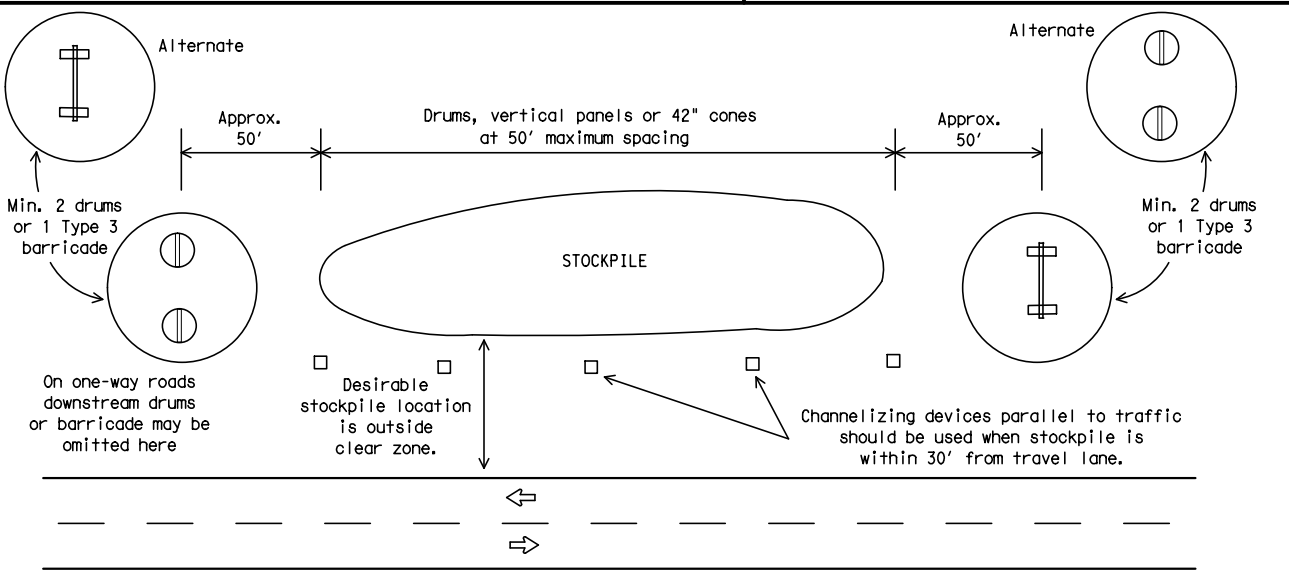


TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



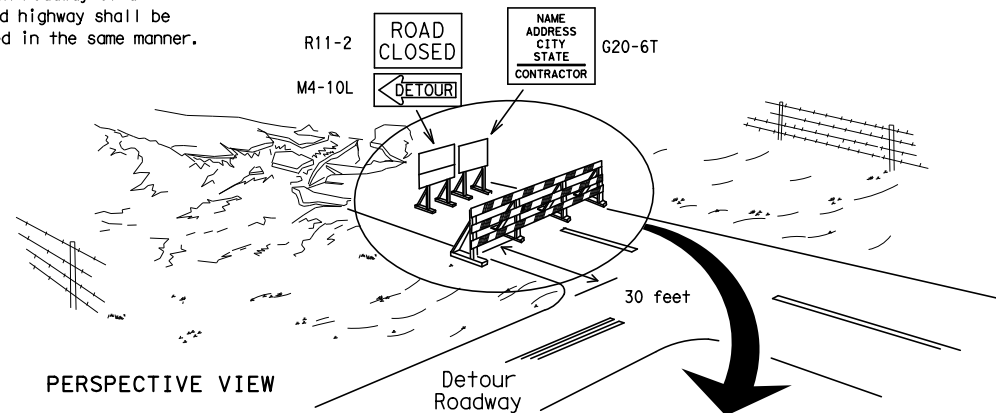
Stiffener may be inside or outside of support, but no more than 2 stiffeners shall be allowed on one barricade.

TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES



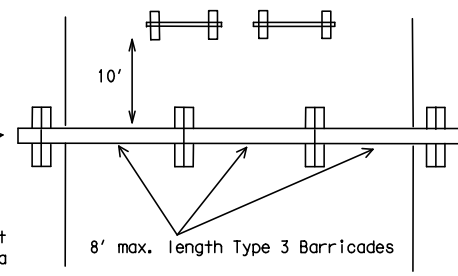
TRAFFIC CONTROL FOR MATERIAL STOCKPILES

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



PERSPECTIVE VIEW

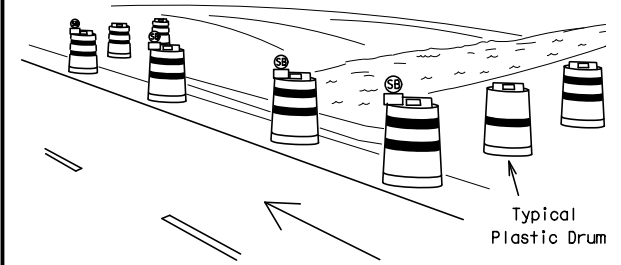
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.



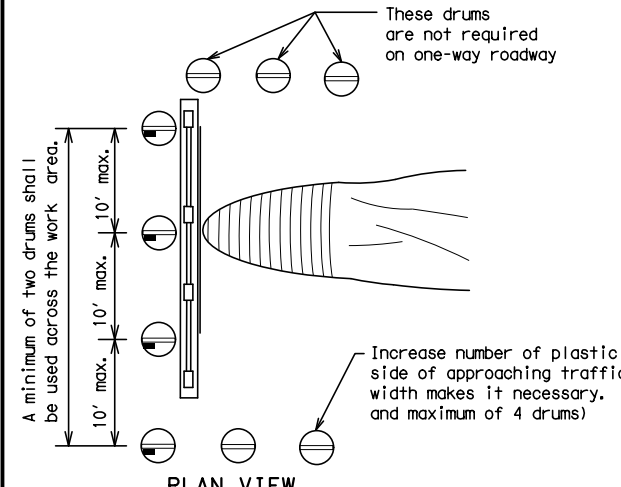
PLAN VIEW

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

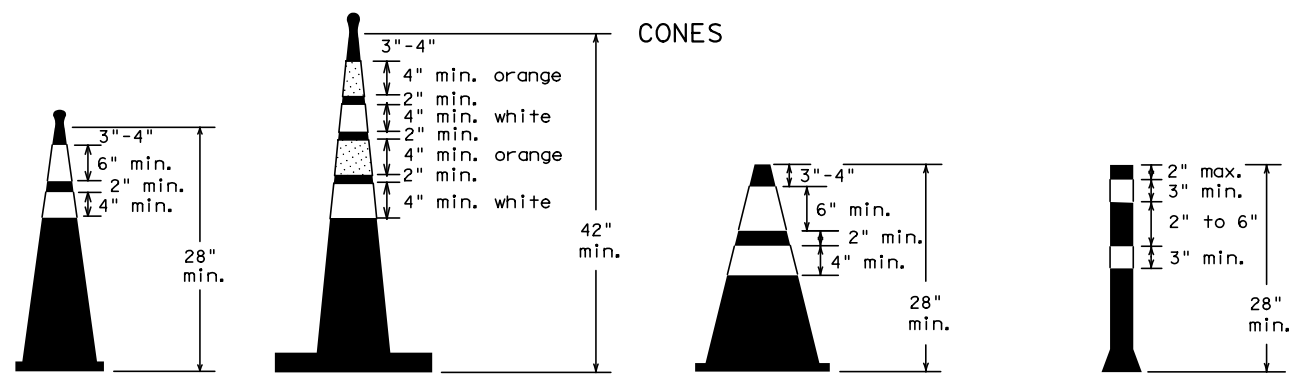


PLAN VIEW

CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS

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

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



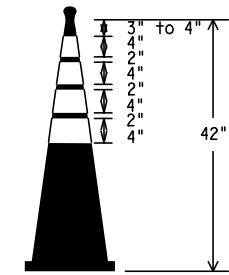
Two-Piece cones

One-Piece cones

Tubular Marker

28" Cones shall have a minimum weight of 9 1/2 lbs.
42" 2-piece cones shall have a minimum weight of 30 lbs. including base.

THIS DEVICE SHALL NOT BE USED ON PROJECTS LET AFTER MARCH 2014.



EDGE LINE CHANNELIZER

1. This device is intended only for use in place of a vertical panel to channelize traffic by indicating the edge of the travel lane. It is not intended to be used in transitions or tapers.
2. This device shall not be used to separate lanes of traffic (opposing or otherwise) or warn of objects.
3. This device is based on a 42 inch, two-piece cone with an alternate striping pattern: four 4 inch retroreflective bands, with an approximate 2 inch gap between bands. The color of the band should correspond to the color of the edgeline (yellow for left edgeline, white for right edgeline) for which the device is substituted or for which it supplements. The reflectorized bands shall be retroreflective Type A conforming to Departmental Material Specification DMS-8300, unless otherwise noted.
4. The base must weigh a minimum of 30 lbs.

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(10)-14

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REVISIONS	N/A	N/A	N/A	PR 100
9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13	PHR	CAMERON	036	

DATE: \$DATE\$ FILE: \$FILE\$

WORK ZONE PAVEMENT MARKINGS

GENERAL

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

RAISED PAVEMENT MARKERS

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

PREFABRICATED PAVEMENT MARKINGS

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

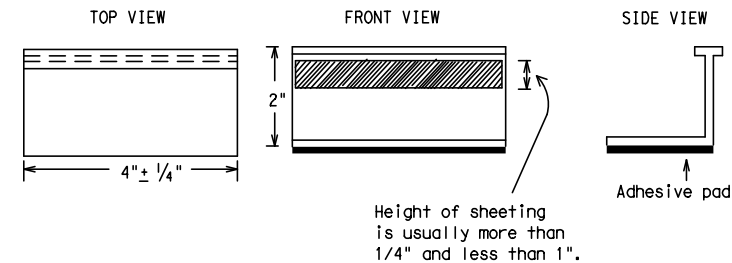
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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

REMOVAL OF PAVEMENT MARKINGS

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

Temporary Flexible-Reflective Roadway Marker Tabs



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

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

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

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

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

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

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

SHEET 11 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

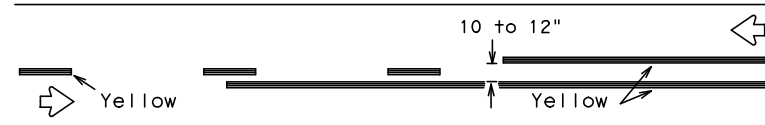
BC(11) - 14

FILE: bc-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS				
2-98 9-07	N/A	N/A	N/A	PR 100
1-02 7-13	DIST	COUNTY	SHEET NO.	
11-02 8-14	PHR	CAMERON	037	

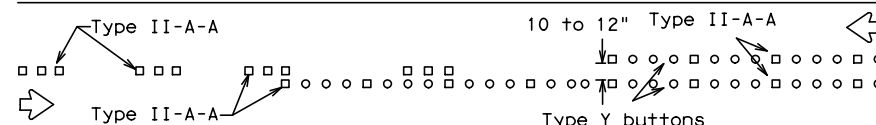
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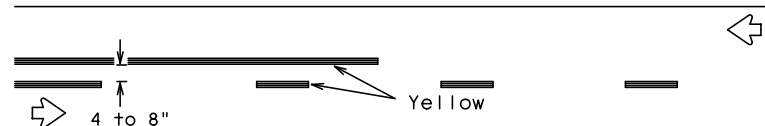
PAVEMENT MARKING PATTERNS



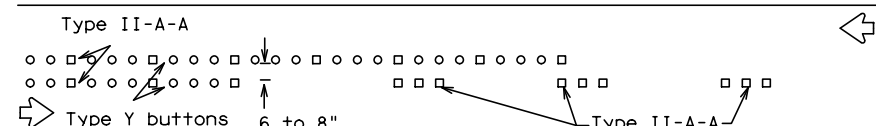
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



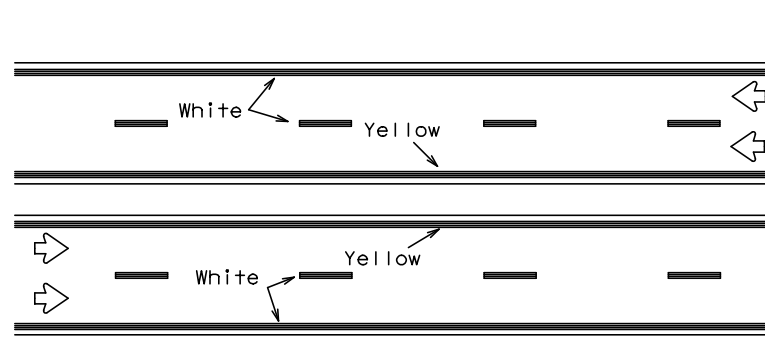
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



RAISED PAVEMENT MARKERS - PATTERN B

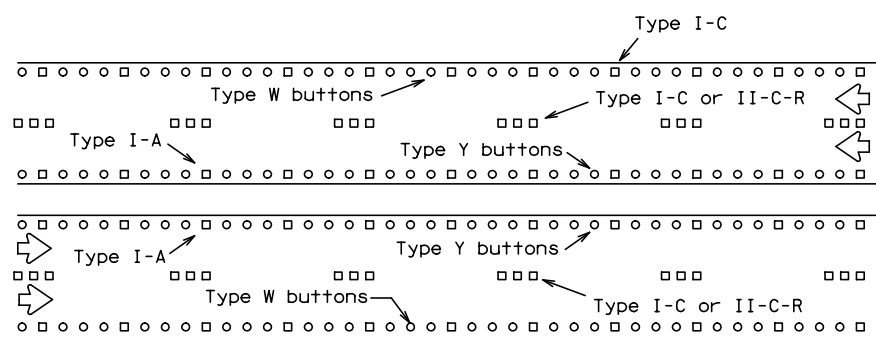
Pattern A is the TXDOT Standard, however Pattern B may be used if approved by the Engineer. Prefabricated markings may be substituted for reflectORIZED pavement markings.

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



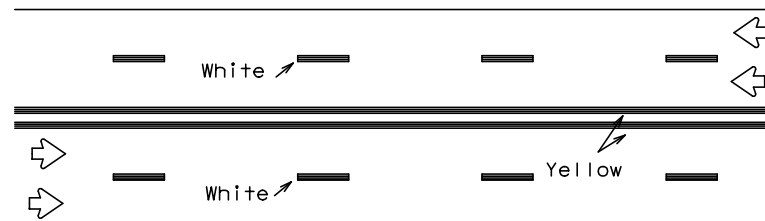
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



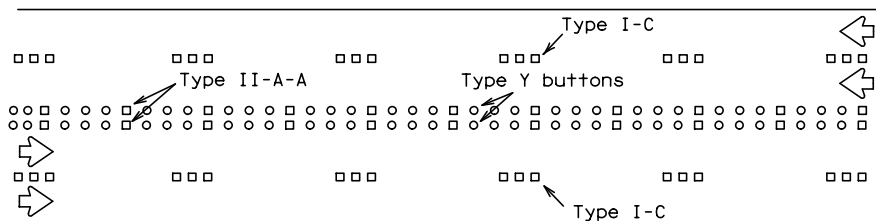
RAISED PAVEMENT MARKERS

EDGE & LANE LINES FOR DIVIDED HIGHWAY



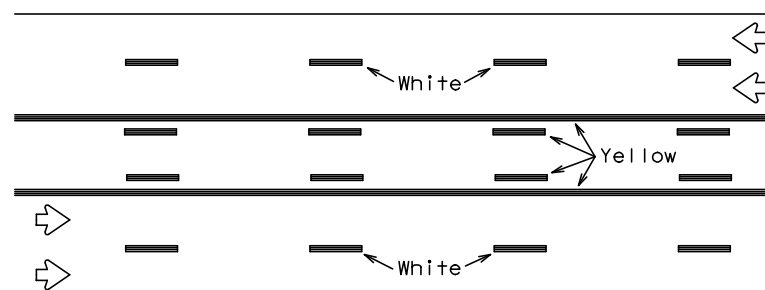
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



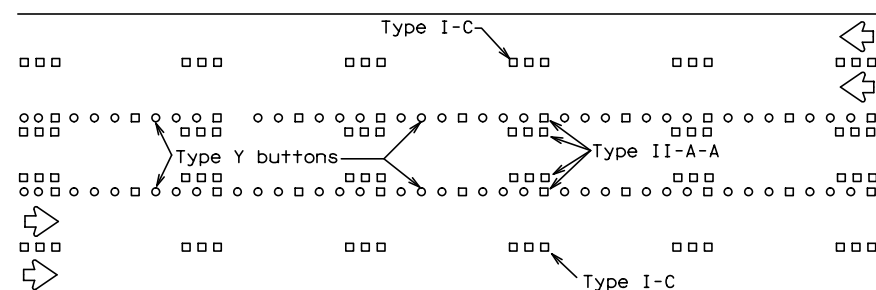
RAISED PAVEMENT MARKERS

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS

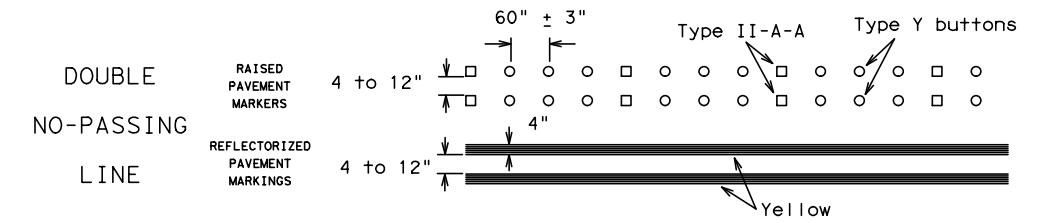
Prefabricated markings may be substituted for reflectORIZED pavement markings.



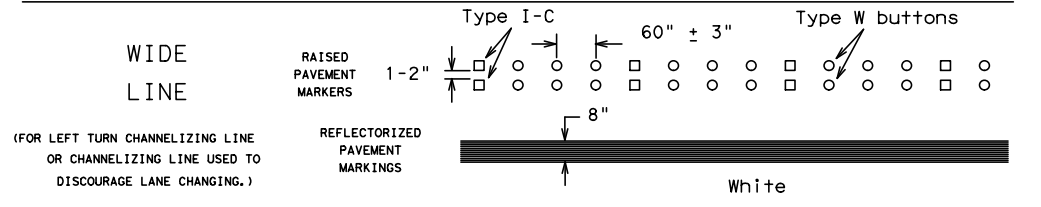
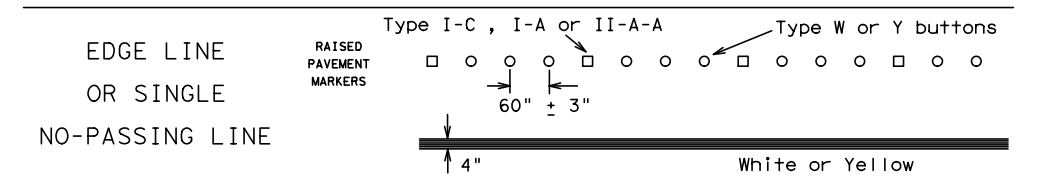
RAISED PAVEMENT MARKERS

TWO-WAY LEFT TURN LANE

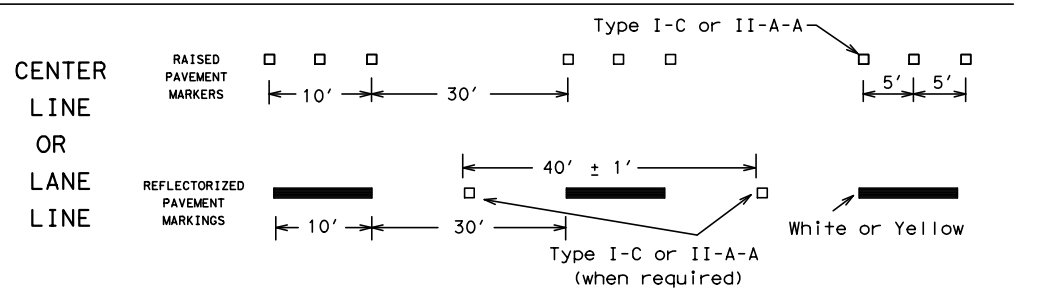
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



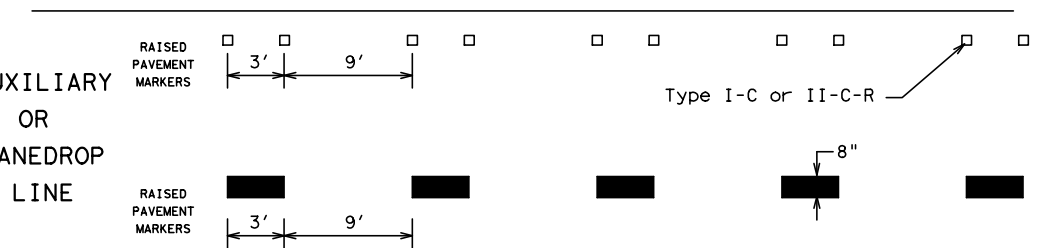
SOLID LINES



BROKEN LINES

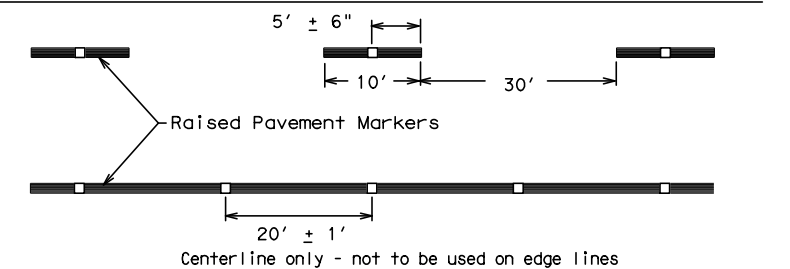


AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



SHEET 12 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-14

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2-98 7-13	DIST	COUNTY	SHEET NO.	
11-02 8-14	PHR	CAMERON	038	

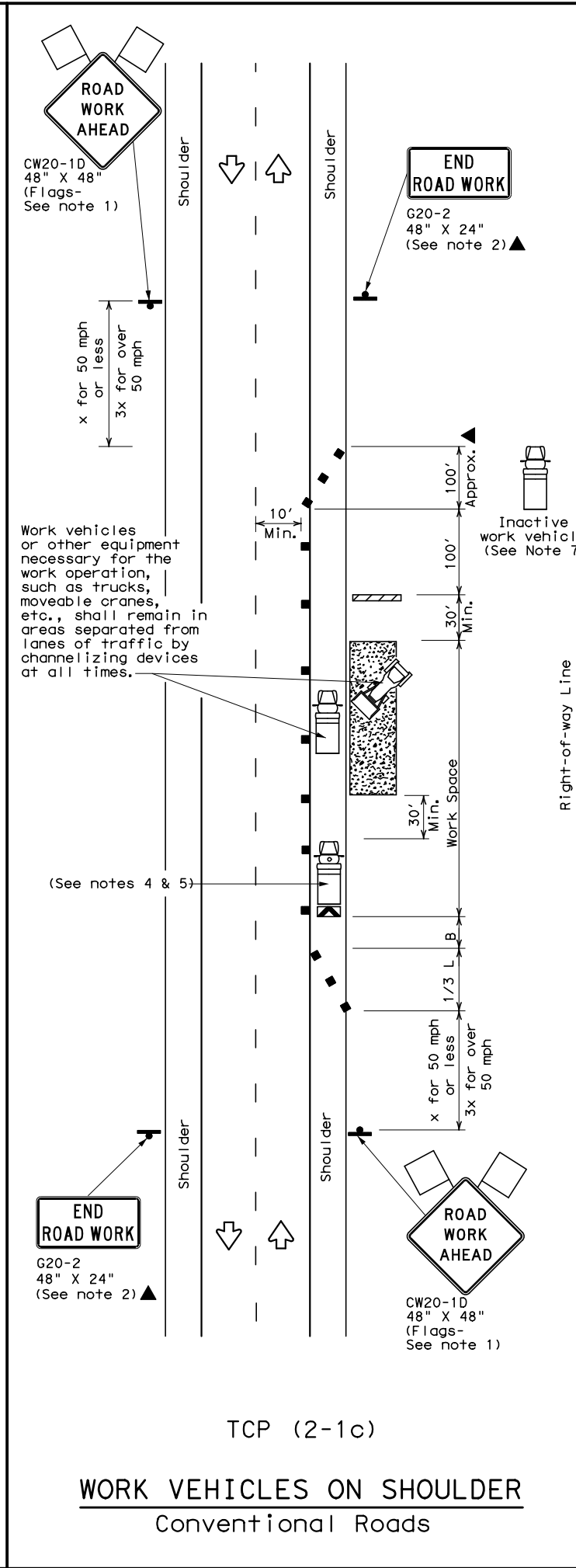
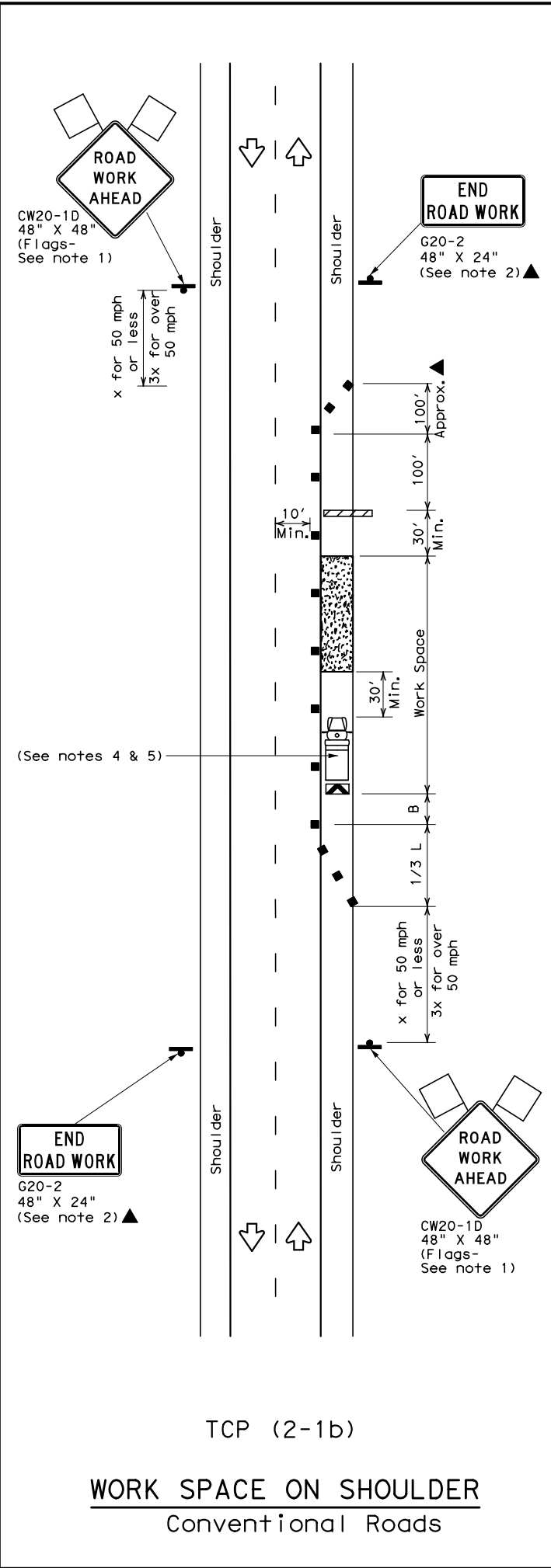
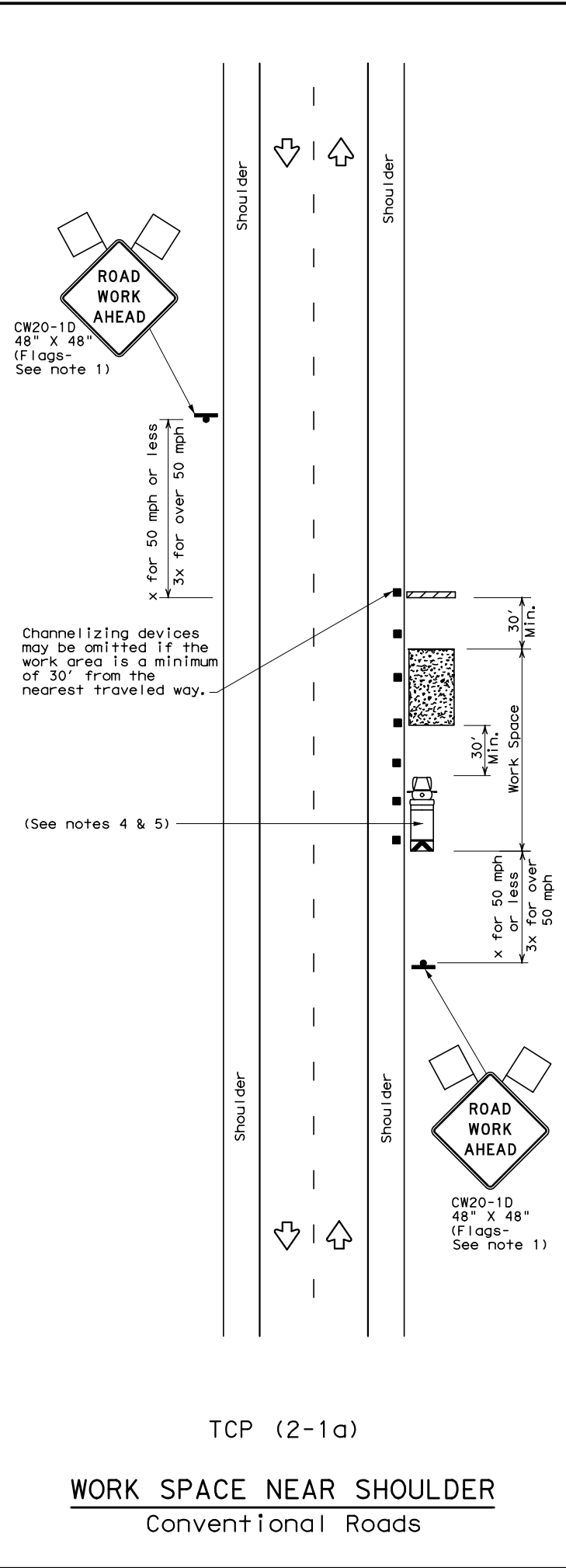
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Raised pavement markers used as standard pavement markings shall be from the approved products list and meet the requirements of Item 672 "RAISED PAVEMENT MARKERS."

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

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

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

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

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

Texas Department of Transportation
 Traffic Operations Division Standard

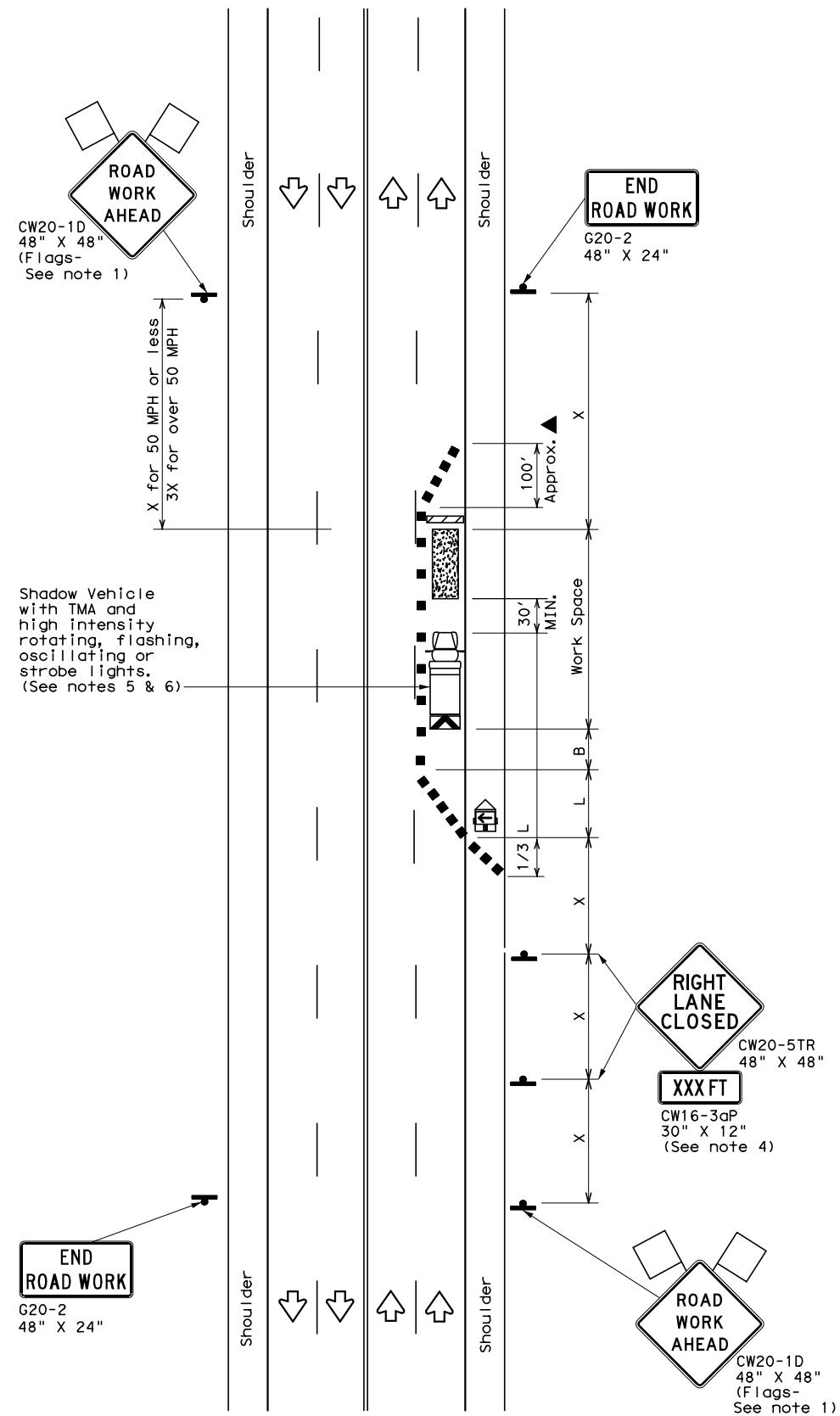
TRAFFIC CONTROL PLAN
 CONVENTIONAL ROAD
 SHOULDER WORK

TCP (2-1) - 18

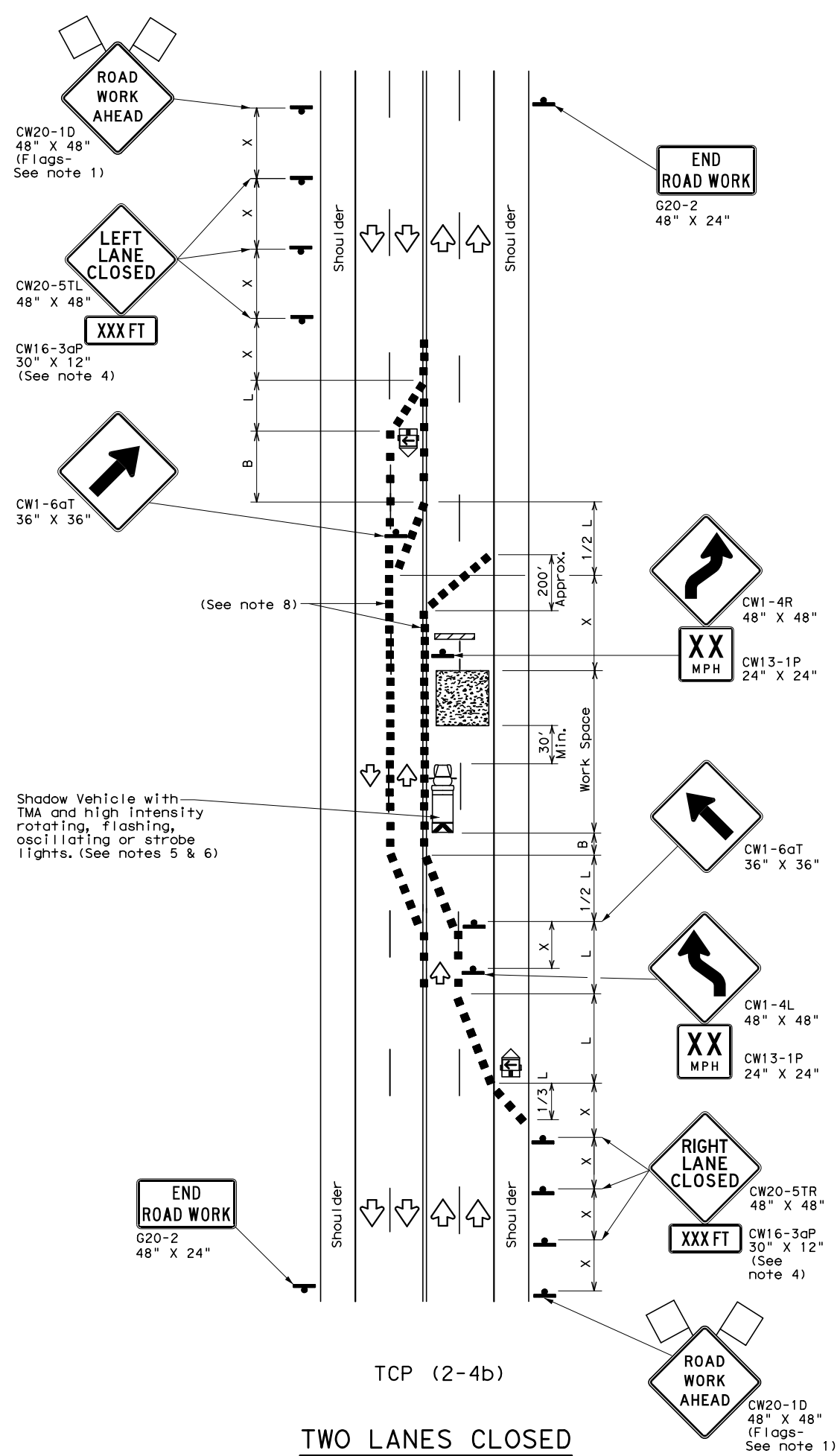
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2-94 4-98	DIST:	COUNTY:	SHEET NO.:	
8-95 2-12	PHR	CAMERON	039	
1-97 2-18				

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TCP (2-4a)
ONE LANE CLOSED



TCP (2-4b)
TWO LANES CLOSED

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

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

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

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

- GENERAL NOTES**
- Flags attached to signs where shown, are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - The downstream taper is optional. When used, it should be 100 feet minimum length per lane.
 - For short term applications, when post mounted signs are not used, the distance legend may be shown on the sign face rather than on a CW16-3aP supplemental plaque.
 - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
 - Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.
- TCP (2-4a)**
- If this TCP is used for a left lane closure, CW20-5TL "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the centerline to protect the work space from opposing traffic with the arrow board placed in the closed lane near the end of the merging taper.
- TCP (2-4b)**
- For shorter durations where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20' or 15' if posted speeds are 35 mph or slower, and for tangent sections, at 1/2(S) where S is the speed in mph. This tighter devices spacing is intended for the area of conflicting markings, not the entire work zone.

Texas Department of Transportation
 Traffic Operations Division Standard

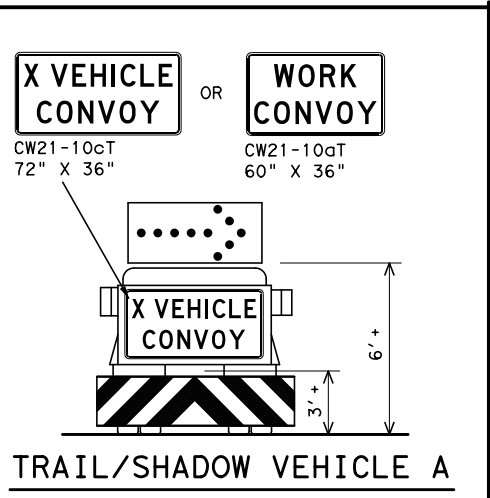
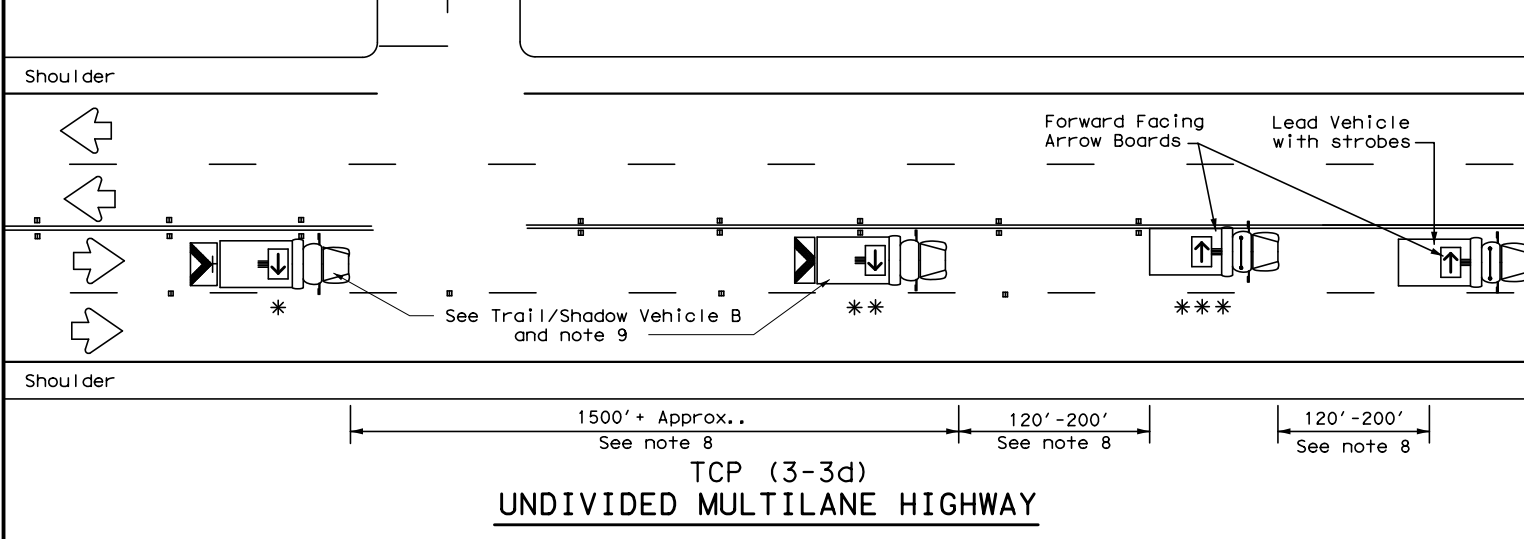
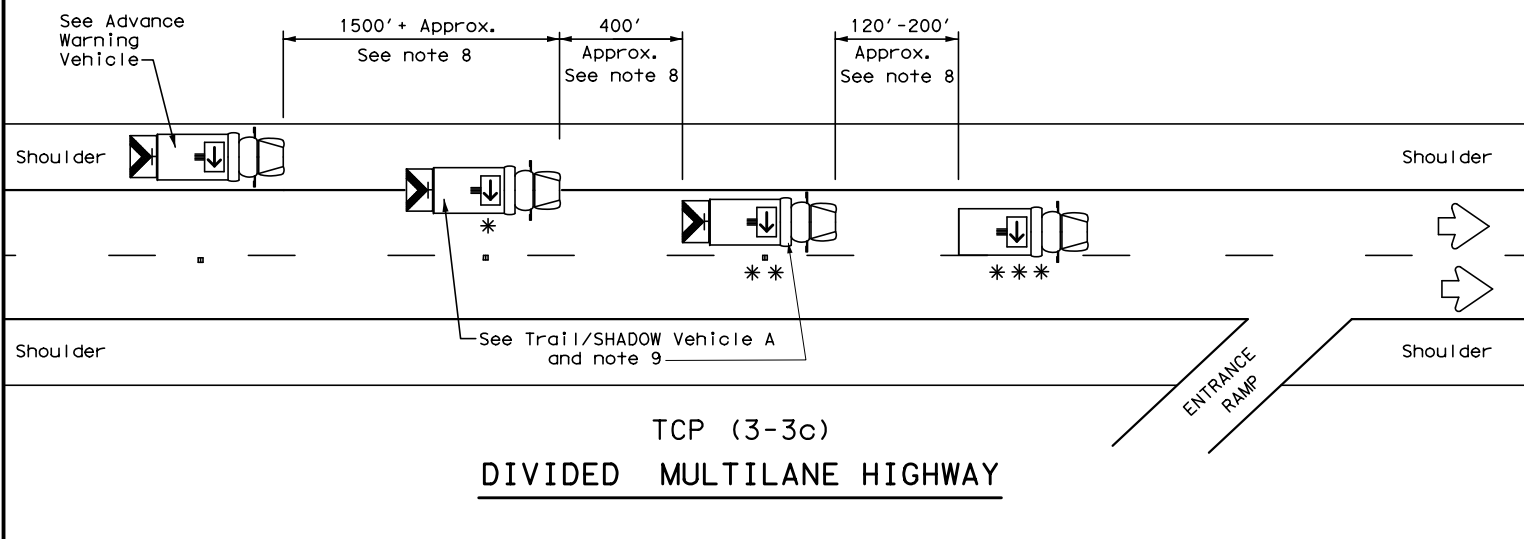
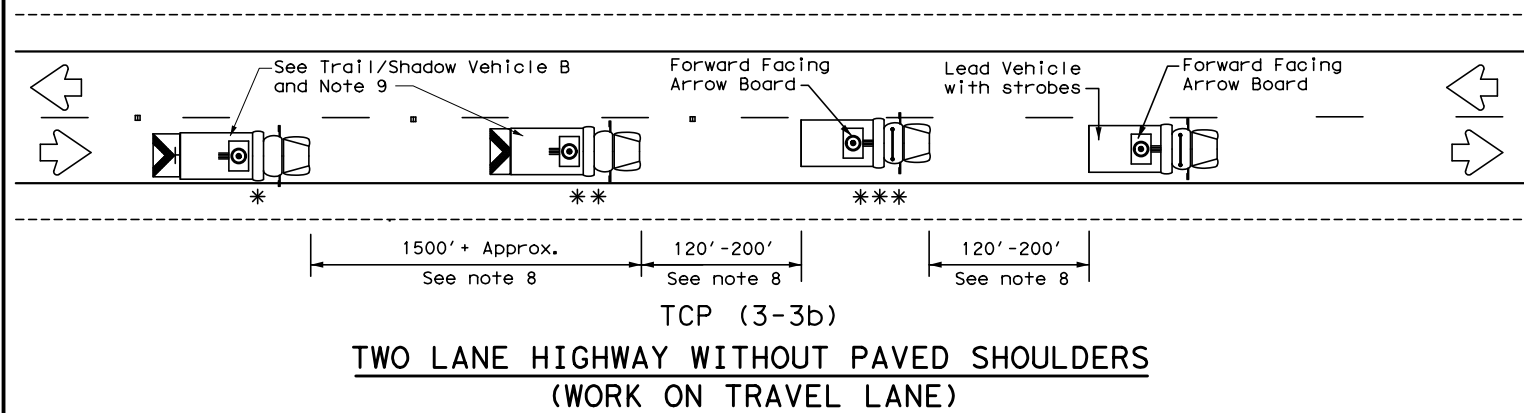
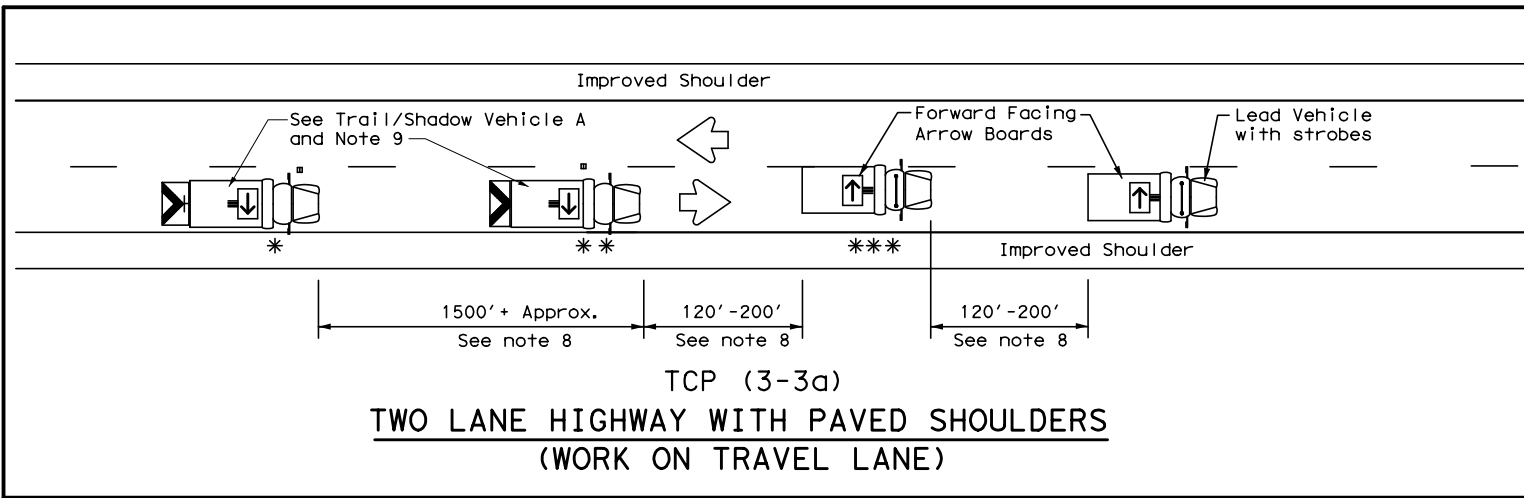
TRAFFIC CONTROL PLAN
LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS
TCP (2-4) - 18

FILE: tcp2-4-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	N/A	N/A	N/A	PR 100
8-95 3-03	DIST	COUNTY	SHEET NO.	
1-97 2-12	PHR	CAMERON	040	
4-98 2-18				

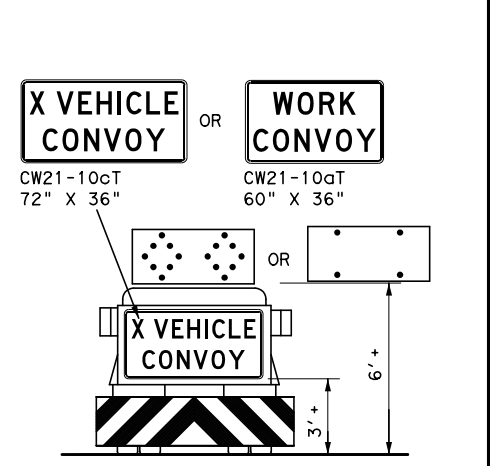
164

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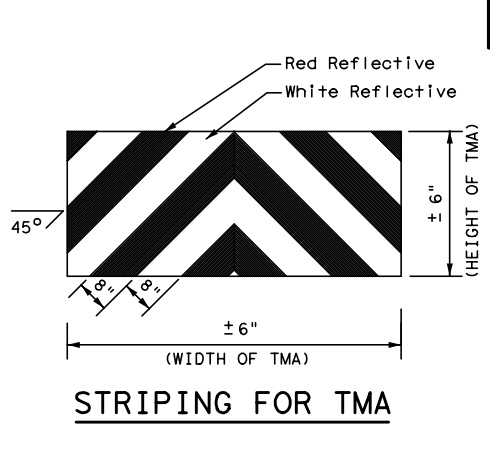
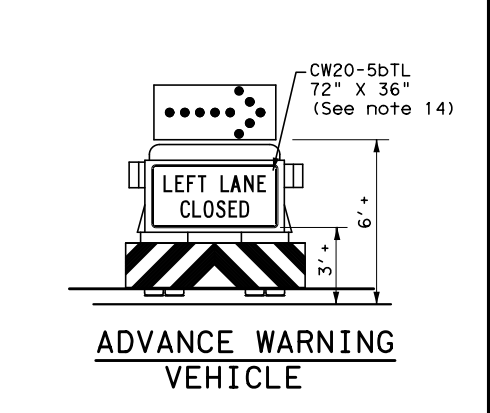
DATE: \$DATE\$
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 \$TIME\$



with RIGHT Directional display
 Flashing Arrow Board



with Flashing Arrow Board
 in Caution Mode



LEGEND		
* Trail Vehicle		ARROW BOARD DISPLAY
** Shadow Vehicle		
*** Work Vehicle		RIGHT Directional
		LEFT Directional
		Double Arrow
		CAUTION (Alternating Diamond or 4 Corner Flash)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

GENERAL NOTES

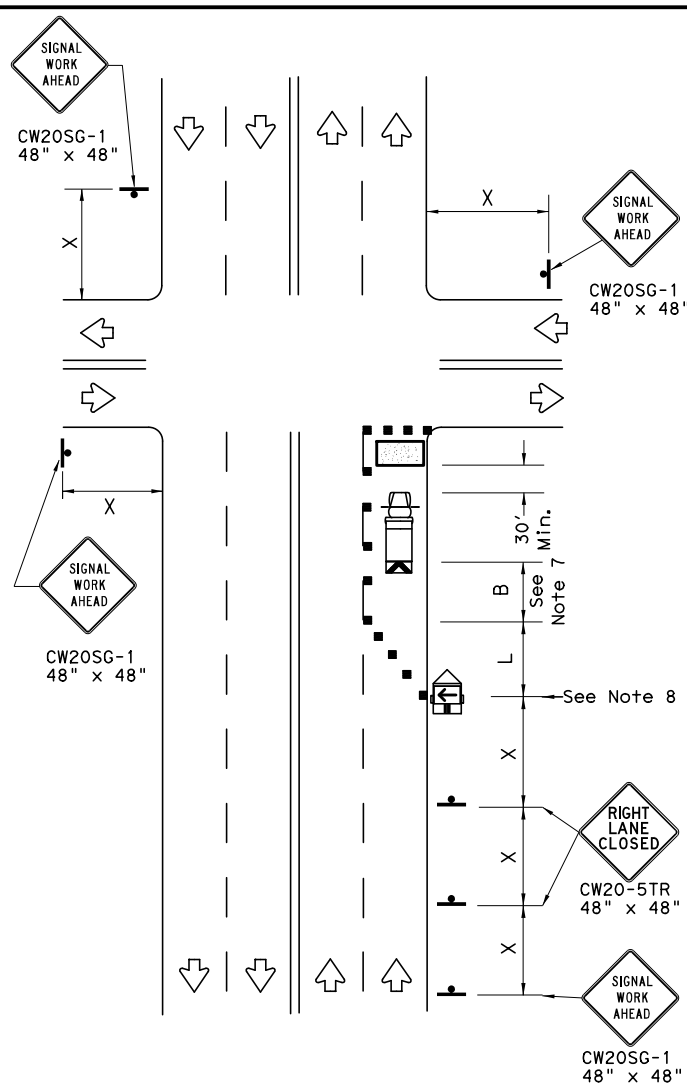
1. TRAIL, SHADOW, and LEAD vehicles shall be equipped with arrow boards as illustrated. When a LEAD vehicle is not used on two way roads the WORK vehicle must have an arrow board. For divided roadways, the arrow board on the WORK vehicle is optional based on the type of work being performed. The Engineer will determine if the LEAD vehicle and/or TRAIL vehicle are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
2. The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating, or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
3. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE, ADVANCE WARNING and TRAIL VEHICLE are required.
4. Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION DMS 8300, Type A.
5. Flashing arrow boards shall be Type B or Type C as per the Barricade and Construction (BC) standards. The board shall be controlled from inside the vehicle.
6. Each vehicle shall have two-way radio communication capability.
7. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
8. Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE and vehicle spacing between WORK VEHICLE and LEAD VEHICLE may vary according to terrain, work activity and other factors.
9. X VEHICLE CONVOY (CW21-10cT) or WORK CONVOY (CW21-10aT) signs shall be used on TRAIL VEHICLES and SHADOW VEHICLES as shown. As an option 48" x 48" diamond shaped WORK CONVOY (CW21-10T) or X VEHICLE CONVOY (CW21-10bT) signs may be used where adequate mounting space exists. When used, the X VEHICLE CONVOY sign shall have the number of the convoy vehicles displayed on the sign in the number designation "X" location. The X VEHICLE CONVOY sign shall not be used on the SHADOW VEHICLE if a TRAIL VEHICLE is used.
10. For divided highways with two or three lanes in one direction, the appropriate LEFT LANE CLOSED (CW20-5bTL), RIGHT LANE CLOSED (CW20-5bTR), or CENTER LANE CLOSED (CW20-5dT) sign should be used on the Advance Warning Vehicle. As an option, a portable changeable message sign (PCMS) or truck mounted changeable message sign (TMCMS) with a minimum character height of 12", and displaying the same legend may be substituted for these signs. An appropriate directional arrow display, simulating the size and legibility of the flashing arrow board may be used in the second phase of the PCMS/TMCMS message. When this is done, the arrow board will not be required on the Advance Warning Vehicle.
11. A double arrow shall not be displayed on the arrow board on the Advance Warning Vehicle.
12. For divided highways with three or four lanes in each direction, use TCP(3-2).
13. Standard diamond shape versions of the CW20-5 series signs may be used as an option if the rectangular signs shown are not available.
14. The Advance Warning Vehicle may straddle the edgeline when Shoulder width makes it necessary.
15. On two-lane two-way roadways, the work and protection vehicles should pull over periodically to allow motor vehicle traffic to pass. If motorists are not allowed to pass the work convoy, a DO NOT PASS (R4-1) sign should be placed on the back of the rearmost protection vehicle.

Texas Department of Transportation

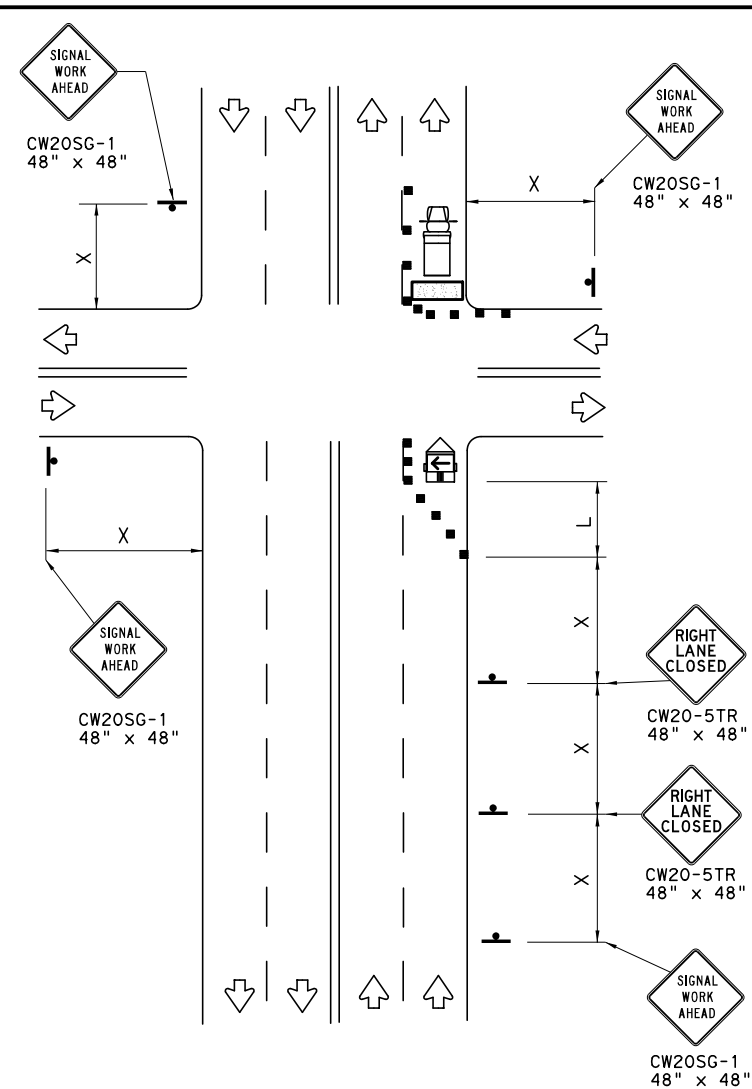
**TRAFFIC CONTROL PLAN
 MOBILE OPERATIONS
 RAISED PAVEMENT
 MARKER INSTALLATION/
 REMOVAL
 TCP (3-3) - 14**

FILE: tcp3-3.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT September 1987	CONT	SECT	JOB	HIGHWAY
2-94 4-98	N/A	N/A	N/A	PR 100
8-95 7-13	DIST	COUNTY	SHEET NO.	
1-97 7-14	PHR	CAMERON	041	

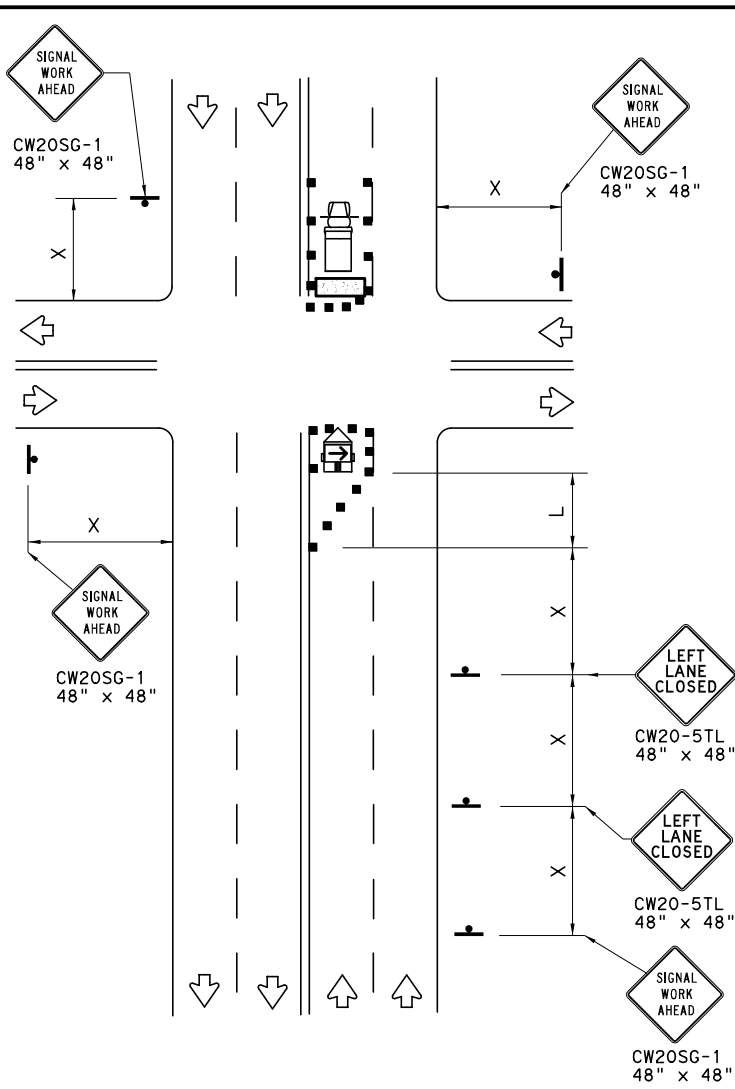
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NEAR SIDE LANE CLOSURE
SHORT DURATION OR SHORT TERM STATIONARY



FAR SIDE RIGHT LANE CLOSURE
SHORT DURATION OR SHORT TERM STATIONARY



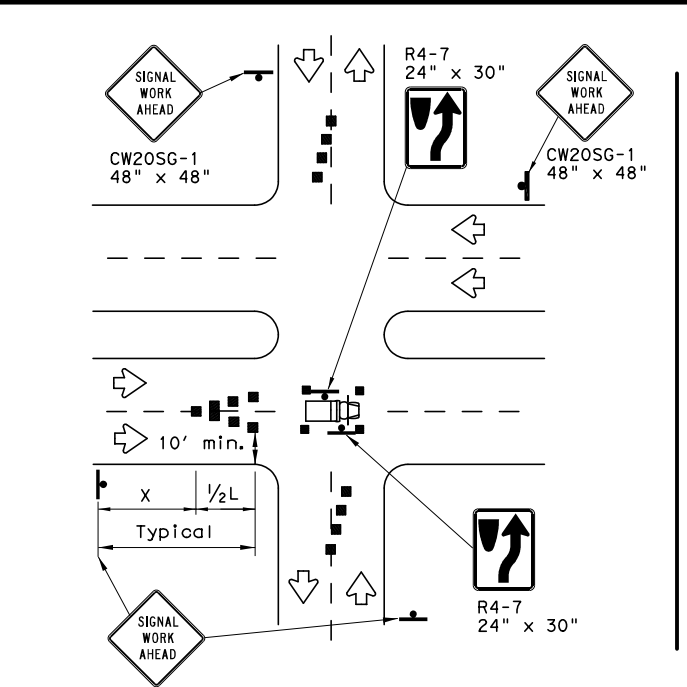
FAR SIDE LEFT LANE CLOSURE
SHORT DURATION OR SHORT TERM STATIONARY

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

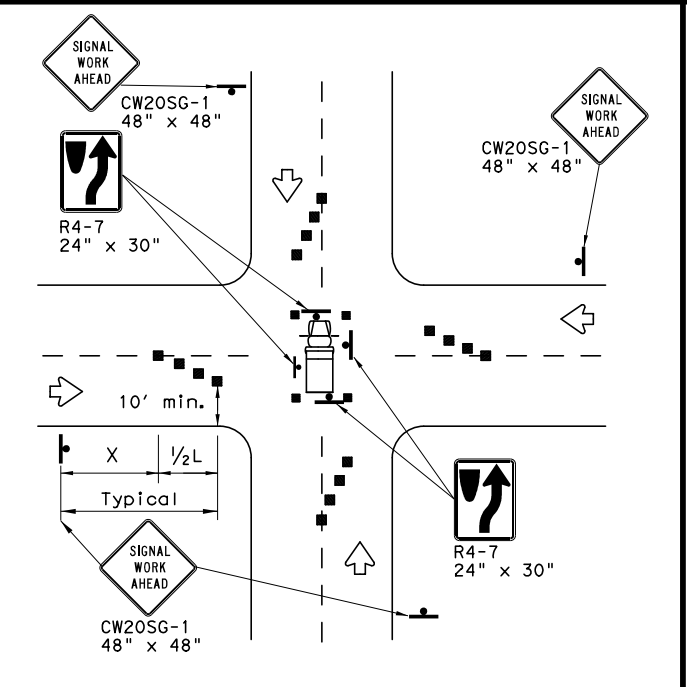
Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x" Distance	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'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

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

WORKERS IN BUCKET TRUCKS SHALL NOT WORK ABOVE OPEN LANES OF TRAFFIC.



OPERATIONS IN THE INTERSECTION
SHORT DURATION



GENERAL NOTES

- The minimum size channelizing device is the 28" cone. 42" Two-piece cones, drums, vertical panels or barricades will be required when the device must be left unattended at night.
- Obstructions or hazards at the work area shall be clearly marked and delineated at all times.
- Flaggers and Flagger Symbol (CW20-7) signs may be required according to field conditions.
- Vehicles parked in roadway shall be equipped with at least two high intensity rotating, flashing, oscillating or strobe type lights.
- High level warning devices (flag trees) may be used at corners of the vehicle.
- When work operations are performed on existing signals, the signals may be placed in flashing red mode when approved by the engineer. If existing signals do not have power, All-Way Stop (R1-1 and R1-3P) signs may be implemented when approved by the engineer.
- For Short-Term Stationary work the buffer space "B" from the above table should be used if field conditions permit. For Short Duration (less than 1 hour) any buffer space provided will enhance the safety of the setup.
- The arrow board at this location may be omitted for Short Duration work if the work vehicle has an arrow board in operation. As an option, the arrow board may be placed at the end of the taper in the closed lane if space is not available at the beginning of the taper.
- Signs and devices for the NEAR SIDE LANE CLOSURE may be altered for a left lane closure by using a LEFT LANE CLOSED (CW20-5TL) and adding channelizing devices on the centerline to protect the work space from opposing traffic.

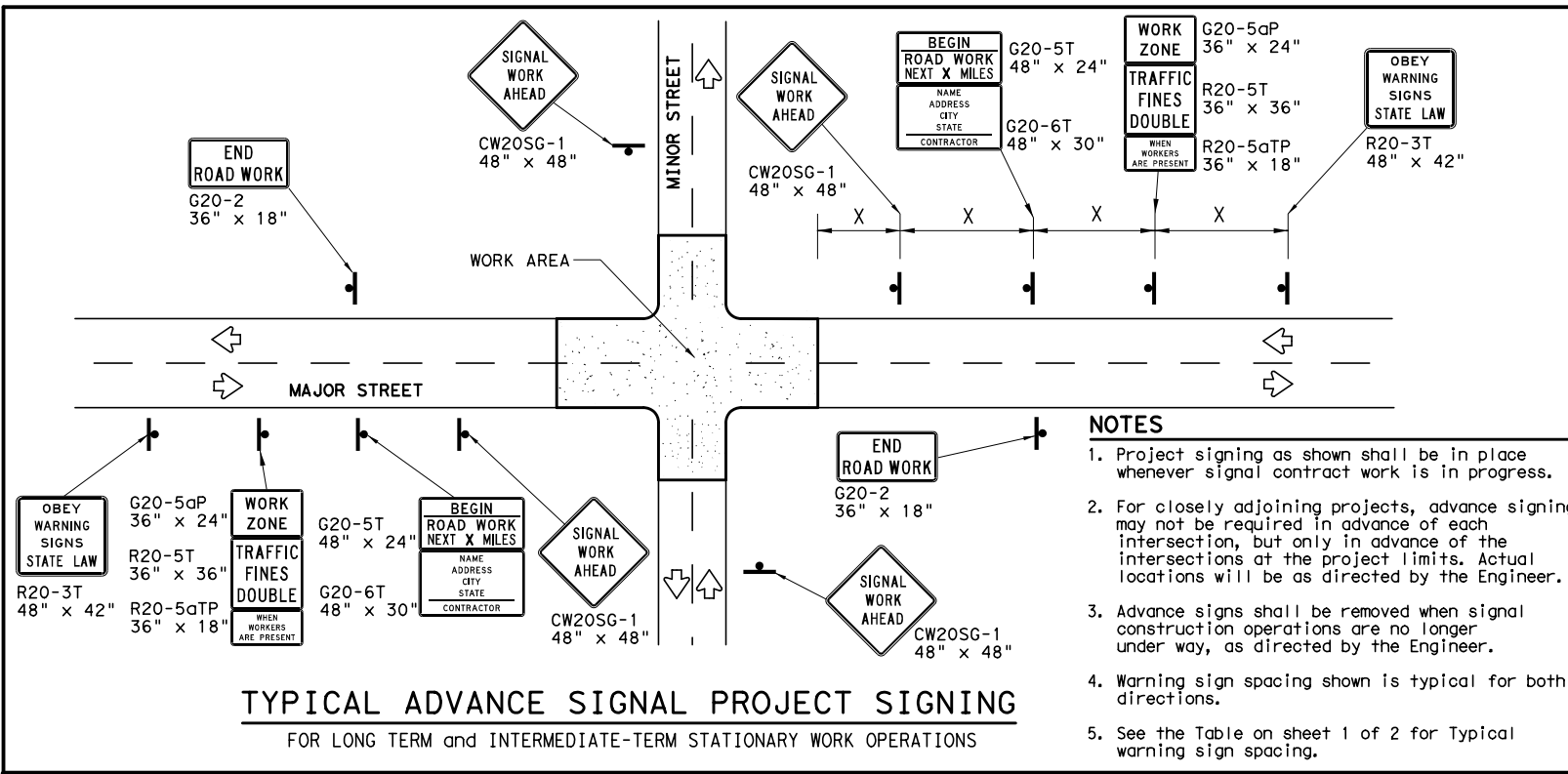
TRAFFIC SIGNAL WORK TYPICAL DETAILS

WZ (BTS-1) - 13

FILE: wzbts-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT April 1992	CONT	SECT	JOB	HIGHWAY
REVISIONS	N/A	N/A	N/A	PR 100
2-98 10-99 7-13	DIST	COUNTY	SHEET NO.	
4-98 3-03	PHR	CAMERON	042	

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

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TYPICAL ADVANCE SIGNAL PROJECT SIGNING
FOR LONG TERM and INTERMEDIATE-TERM STATIONARY WORK OPERATIONS

- NOTES**
1. Project signing as shown shall be in place whenever signal contract work is in progress.
 2. For closely adjoining projects, advance signing may not be required in advance of each intersection, but only in advance of the intersections at the project limits. Actual locations will be as directed by the Engineer.
 3. Advance signs shall be removed when signal construction operations are no longer under way, as directed by the Engineer.
 4. Warning sign spacing shown is typical for both directions.
 5. See the Table on sheet 1 of 2 for Typical warning sign spacing.

GENERAL NOTES FOR WORK ZONE SIGNS

1. Signs shall be installed and maintained in a straight and plumb condition.
2. Wooden sign posts shall be painted white.
3. Barricades shall NOT be used as sign supports.
4. Nails shall NOT be used to attach signs to any support.
5. All signs shall be installed in accordance with the plans or as directed by the Engineer.
6. The Contractor shall furnish the sign design shown in the plans or in the "Standard Highway Sign Designs for Texas" (SHSD).
7. The Contractor shall furnish sign supports and substrates listed in the "Compliant Work Zone Traffic Control Device List" (CWZTCD), installed as per the manufacturer's recommendations.
8. Temporary signs that have damaged or cracked substrates and/or damaged or marred reflective sheeting shall be replaced as directed by the Engineer.
9. 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".
10. Damaged wood posts shall be replaced. Splicing wood posts will not be allowed.

DURATION OF WORK

1. Work zone durations are defined in Part 6, Section 66.02 of the Texas Manual on Uniform Traffic Control Devices (TMUTCD).

SIGN MOUNTING HEIGHT

1. Sign height of Long-term/Intermediate-term warning signs shall be as shown on Figure 6F-1 of the TMUTCD.
2. Sign height of Short-term/Short Duration warning signs shall be as shown on Figure 6F-2 of the TMUTCD.
3. Regulatory signs shall be mounted at least 7 feet, but not more than 9 feet, above the paved surface regardless of work duration.

REMOVING OR COVERING

1. When sign messages may be confusing or do not apply, the signs shall be removed or completely covered, unless otherwise approved by the Engineer.
2. When signs are covered, the material used shall be opaque, such as heavy mil black plastic, or other materials which will cover the entire sign face and maintain their opaque properties under automobile headlights at night without damaging the sign sheeting. Burlap, or heavy materials such as plywood or aluminum shall not be used to cover signs.
3. Duct tape or other adhesive material shall NOT be affixed to a sign face.
4. Signs and anchor stubs shall be removed and holes back filled upon completion of the work.

REFLECTIVE SHEETING

1. All signs shall be retroreflective and constructed of sheeting meeting the requirements of the DMS and color usage table shown on this sheet.

SIGN SUPPORT WEIGHTS

1. Weights used to keep signs from turning over should be sandbags filled with dry, cohesionless material.
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 will 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.

LEGEND

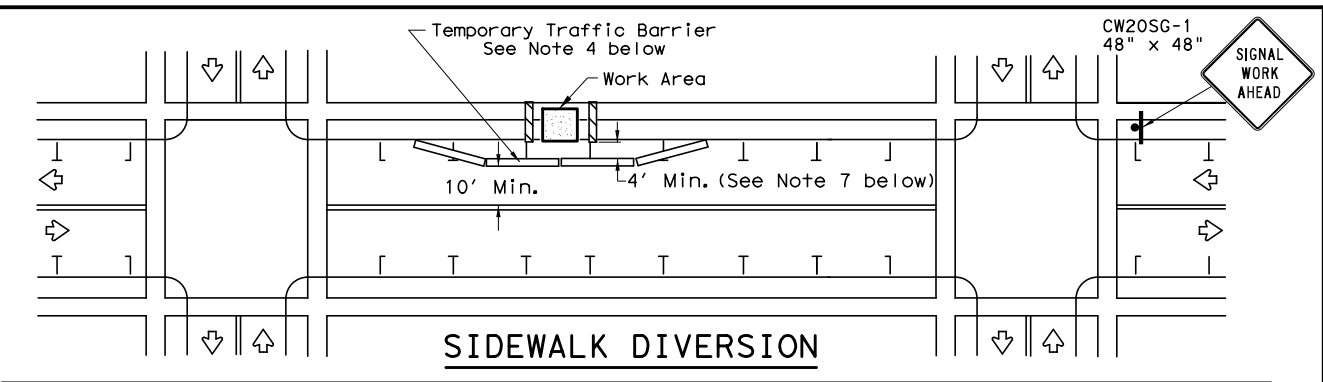
	Sign
	Channelizing Devices
	Type 3 Barricade

DEPARTMENTAL MATERIAL SPECIFICATIONS

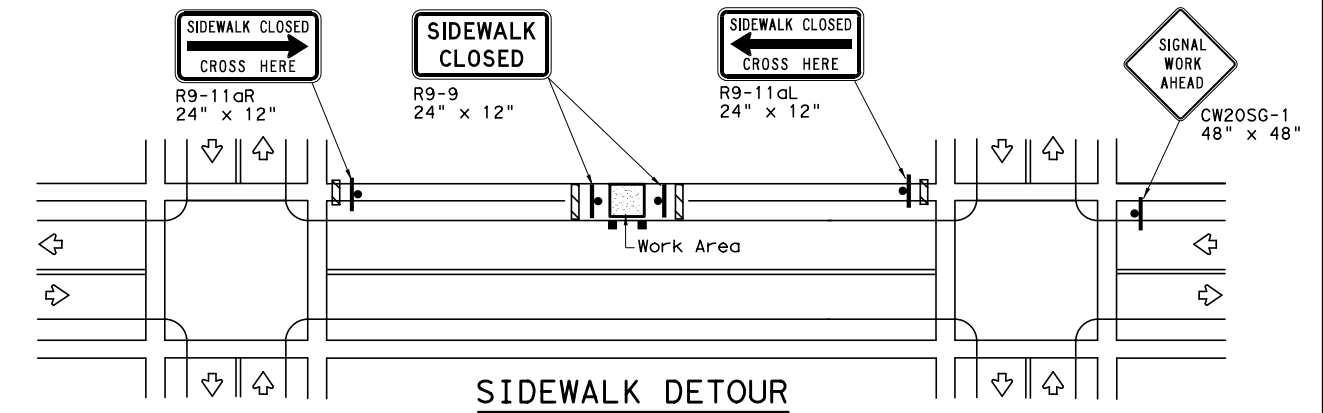
SIGN FACE MATERIALS	DMS-8300
FLEXIBLE ROLL-UP REFLECTIVE SIGNS	DMS-8310

COLOR	USAGE	SHEETING MATERIAL
ORANGE	BACKGROUND	TYPE B _{FL} OR TYPE C _{FL} SHEETING
WHITE	BACKGROUND	TYPE A SHEETING
BLACK	LEGEND & BORDERS	ACRYLIC NON-REFLECTIVE SHEETING

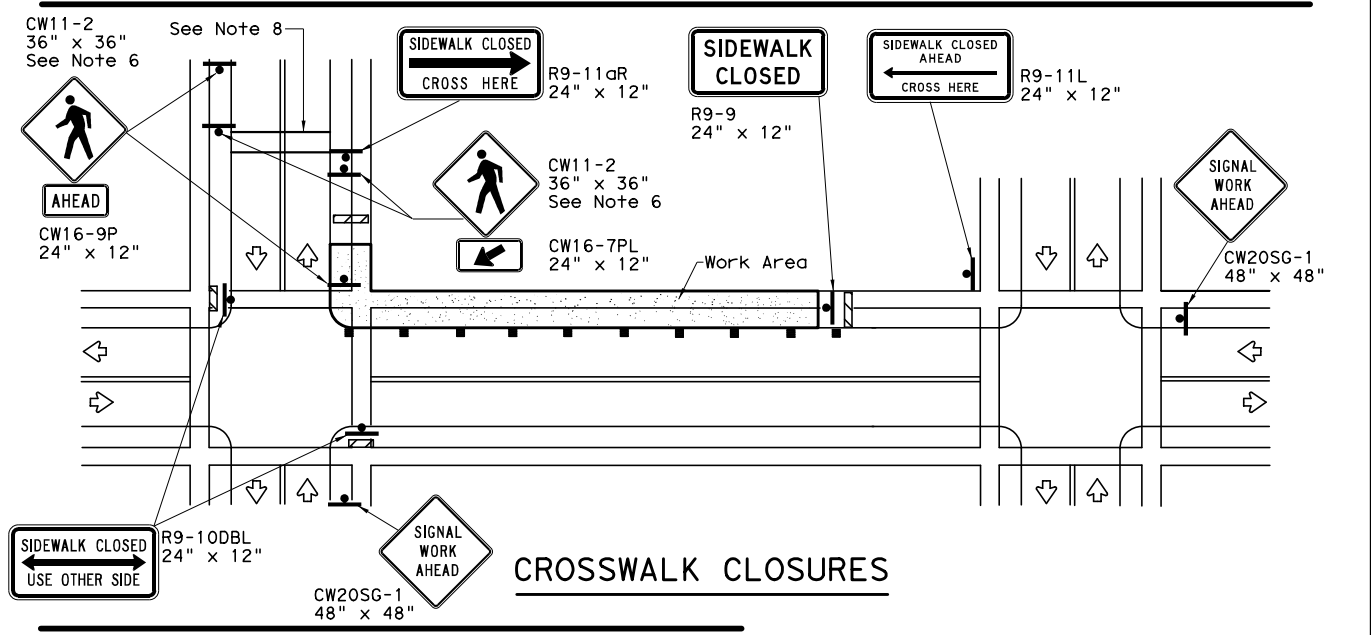
Only pre-qualified products shall be used. A copy of the "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources and may be found at the following web address:
http://www.txdot.gov/txdot_library/publications/construction.htm



SIDEWALK DIVERSION



SIDEWALK DETOUR



CROSSWALK CLOSURES

PEDESTRIAN CONTROL

1. Holes, trenches or other hazards shall be adequately protected by covering, delineating or surrounding the hazard with orange plastic pedestrian fencing or longitudinal channelizing devices, or as directed by the Engineer.
2. "CROSSWALK CLOSURES" as detailed above will require the Engineer's approval prior to installation.
3. R9 series signs shown may be placed on supports detailed on the BC standards or CWZTCD list, or when fabricated from approved lightweight plastic substrates, they may be mounted on top of a plastic drum at or near the location shown.
4. For speeds less than 45 mph longitudinal channelizing devices may be used instead of traffic barriers when approved by the Engineer. Attenuation of blunt ends and installation of water filled devices shall be as per BC(9) and manufacturer's recommendations.
5. Location of devices are for general guidance. Actual device spacing and location must be field adjusted to meet actual conditions.
6. Where pedestrians with visual disabilities normally use the closed sidewalk Detectable Pedestrian Barricades should be used instead of the Type 3 Barricades shown.
7. The width of existing sidewalk should be maintained if practical.
8. Pavement markings for mid-block crosswalks shall be paid for under the appropriate bid items.
9. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.

SHEET 2 OF 2



TRAFFIC SIGNAL WORK BARRICADES AND SIGNS

WZ (BTS-2) - 13

FILE:	wzbt5-13.dgn	DN:	TxDOT	CK:	TxDOT	DW:	TxDOT	CK:	TxDOT
© TxDOT	April 1992	CONT:		SECT:		JOB:		HIGHWAY:	
REVISIONS		N/A	N/A	N/A	N/A	PR	100		
2-98	10-99	7-13	DIST:		COUNTY:	SHEET NO.			
4-98	3-03	PHR:		CAMERON	043				

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

EXISTING PADRE BLVD (@ PDR)
Beginning chain PDR description

Point PDR001 N 16,554,428.9813 E 1,423,061.9282 Sta 239+00.00

Course from PDR001 to PC PDR001 N 38° 59' 17.43" W Dist 966.1132

Curve Data

Curve PDR001
P.I. Station = 254+58.34 N 16,555,640.2435 E 1,422,081.4812
Delta = 44° 26' 00.83" (RT)
Degree = 3° 57' 05.16"
Tangent = 592.2295
Length = 1,124.4924
Radius = 1,450.0000
External = 116.2809
Long Chord = 1,096.5247
Mid. Ord. = 107.6482
P.C. Station = 248+66.11 N 16,555,179.9178 E 1,422,454.0884
P.T. Station = 259+90.61 N 16,556,229.8003 E 1,422,137.6820
C.C. = N 16,556,092.1998 E 1,423,581.1383
Back = N 38° 59' 17.43" W
Ahead = N 5° 26' 43.39" E
Chord Bear = N 16° 46' 17.02" W

Course from PT PDR001 to PC PDR002 N 5° 26' 43.39" E Dist 3,244.4420

Curve Data

Curve PDR002
P.I. Station = 293+83.25 N 16,559,607.1324 E 1,422,459.6333
Delta = 13° 00' 26.44" (LT)
Degree = 4° 24' 26.52"
Tangent = 148.2007
Length = 295.1273
Radius = 1,300.0000
External = 8.4202
Long Chord = 294.4939
Mid. Ord. = 8.3660
P.C. Station = 292+35.05 N 16,559,459.6005 E 1,422,445.5695
P.T. Station = 295+30.17 N 16,559,754.0442 E 1,422,440.1304
C.C. = N 16,559,582.9665 E 1,421,151.4363
Back = N 5° 26' 43.39" E
Ahead = N 7° 33' 43.05" W
Chord Bear = N 1° 03' 29.83" W

Course from PT PDR002 to PC PDR003 N 7° 33' 43.05" W Dist 3,008.1068

Curve Data

Curve PDR003
P.I. Station = 327+11.83 N 16,562,908.0324 E 1,422,021.4298
Delta = 13° 48' 59.95" (LT)
Degree = 3° 59' 59.84"
Tangent = 173.5519
Length = 345.4201
Radius = 1,432.4100
External = 10.4755
Long Chord = 344.5838
Mid. Ord. = 10.3995
P.C. Station = 325+38.28 N 16,562,735.9899 E 1,422,044.2689
P.T. Station = 328+83.70 N 16,563,069.6425 E 1,421,958.1650
C.C. = N 16,562,547.4873 E 1,420,624.3164
Back = N 7° 33' 43.05" W
Ahead = N 21° 22' 43.00" W
Chord Bear = N 14° 28' 13.02" W

Course from PT PDR003 to PC PDR004 N 21° 22' 43.00" W Dist 1,753.1514

Curve Data

Curve PDR004
P.I. Station = 348+23.52 N 16,564,875.9892 E 1,421,251.0433
Delta = 14° 51' 00.02" (RT)
Degree = 4° 00' 00.05"
Tangent = 186.6706
Length = 371.2490
Radius = 1,432.3900
External = 12.1123
Long Chord = 370.2107
Mid. Ord. = 12.0108
P.C. Station = 346+36.85 N 16,564,702.1630 E 1,421,319.0902
P.T. Station = 350+08.10 N 16,565,061.4493 E 1,421,229.8190
C.C. = N 16,565,224.3110 E 1,422,652.9202
Back = N 21° 22' 43.00" W
Ahead = N 6° 31' 42.98" W
Chord Bear = N 13° 57' 12.99" W

Course from PT PDR004 to PC PDR005 N 6° 31' 42.98" W Dist 12,388.7135

Curve Data

Curve PDR005
P.I. Station = 479+62.65 N 16,577,931.9866 E 1,419,756.8967
Delta = 10° 51' 52.99" (RT)
Degree = 0° 57' 46.64"
Tangent = 565.8313
Length = 1,128.2696
Radius = 5,950.0000
External = 26.8441
Long Chord = 1,126.5799
Mid. Ord. = 26.7235
P.C. Station = 473+96.82 N 16,577,369.8246 E 1,419,821.2313
P.T. Station = 485+25.09 N 16,578,496.1984 E 1,419,799.6777
C.C. = N 16,578,046.3353 E 1,425,732.6468
Back = N 6° 31' 42.98" W
Ahead = N 4° 20' 10.01" E
Chord Bear = N 1° 05' 46.49" W

Course from PT PDR005 to PC PDR006 N 4° 20' 10.01" E Dist 1,392.6916

Curve Data

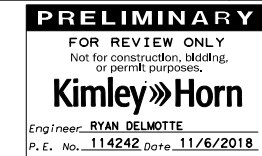
Curve PDR006
P.I. Station = 501+11.60 N 16,580,078.1703 E 1,419,919.6295
Delta = 11° 07' 33.11" (LT)
Degree = 2° 52' 45.07"
Tangent = 193.8215
Length = 386.4241
Radius = 1,990.0000
External = 9.4166
Long Chord = 385.8173
Mid. Ord. = 9.3723
P.C. Station = 499+17.78 N 16,579,884.9036 E 1,419,904.9752
P.T. Station = 503+04.20 N 16,580,270.6325 E 1,419,896.7147
C.C. = N 16,580,035.3620 E 1,417,920.6712
Back = N 4° 20' 10.01" E
Ahead = N 6° 47' 23.11" W
Chord Bear = N 1° 13' 36.55" W

Course from PT PDR006 to PDR014 N 6° 47' 23.10" W Dist 3,257.3024

Point PDR014 N 16,583,505.0903 E 1,419,511.6157 Sta 535+61.50

Ending chain PDR description

No.	Revision	By	Date



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL CONTROL DATA

PR 100 (PADRE BLVD)
@ PDR

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A
		SHEET NO.
		044

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 FILENAME: K:\LAC_TPTO\project\069234003_SPI_Padre_Blv_Medians\CADD\Sheets\PDMGE001.dgn

Chain ESW01 contains:
 ESW001 ESW002 CUR ESW001 CUR ESW002 CUR ESW003 ESW007 ESW008 ESW009 ESW010 CUR-
 ESW004 CUR ESW005 ESW014 ESW015

Beginning chain ESW01 description

Point ESW001 N 16,577,382.2013 E 1,419,892.2264 Sta 10+00.00
 Course from ESW001 to ESW002 N 16° 50' 08.85" E Dist 22.9783
 Point ESW002 N 16,577,404.1948 E 1,419,898.8816 Sta 10+22.98

Curve Data

Curve ESW001
 P.I. Station = 12+03.50 N 16,577,583.6293 E 1,419,879.1307
 Delta = 3° 31' 24.56" (RT)
 Degree = 0° 58' 34.48"
 Tangent = 180.5183
 Length = 360.9228
 Radius = 5,869.0000
 External = 2.7755
 Long Chord = 360.8659
 Mid. Ord. = 2.7742
 P.C. Station = 10+22.98 N 16,577,404.1948 E 1,419,898.8816
 P.T. Station = 13+83.90 N 16,577,763.9385 E 1,419,870.4448
 C.C. = N 16,578,046.3353 E 1,425,732.6468
 Back = N 6° 16' 53.17" W
 Ahead = N 2° 45' 28.61" W
 Chord Bear = N 4° 31' 10.89" W

Curve Data

Curve ESW002
 P.I. Station = 13+91.20 N 16,577,771.2309 E 1,419,870.0935
 Delta = 27° 21' 19.63" (LT)
 Degree = 190° 59' 09.35"
 Tangent = 7.3009
 Length = 14.3233
 Radius = 30.0000
 External = 0.8756
 Long Chord = 14.1876
 Mid. Ord. = 0.8508
 P.C. Station = 13+83.90 N 16,577,763.9385 E 1,419,870.4448
 P.T. Station = 13+98.22 N 16,577,777.5464 E 1,419,866.4305
 C.C. = N 16,577,762.4950 E 1,419,840.4795
 Back = N 2° 45' 28.61" W
 Ahead = N 30° 06' 48.25" W
 Chord Bear = N 16° 26' 08.43" W

Course from PT ESW002 to PC ESW003 N 30° 06' 48.25" W Dist 64.2338

Curve Data

Curve ESW003
 P.I. Station = 14+70.12 N 16,577,839.7372 E 1,419,830.3603
 Delta = 28° 38' 52.40" (RT)
 Degree = 190° 59' 09.35"
 Tangent = 7.6603
 Length = 15.0000
 Radius = 30.0000
 External = 0.9626
 Long Chord = 14.8442
 Mid. Ord. = 0.9326
 P.C. Station = 14+62.46 N 16,577,833.1108 E 1,419,834.2036
 P.T. Station = 14+77.46 N 16,577,847.3949 E 1,419,830.1644
 C.C. = N 16,577,848.1622 E 1,419,860.1546
 Back = N 30° 06' 48.25" W
 Ahead = N 1° 27' 55.84" W
 Chord Bear = N 15° 47' 22.05" W

Course from PT ESW003 to ESW007 N 1° 27' 55.84" W Dist 107.6876

Point ESW007 N 16,577,955.0474 E 1,419,827.4103 Sta 15+85.15

Course from ESW007 to ESW008 N 0° 31' 24.92" W Dist 52.3931

Point ESW008 N 16,578,007.4382 E 1,419,826.9315 Sta 16+37.54

Course from ESW008 to ESW009 N 0° 35' 46.53" E Dist 67.4484

Point ESW009 N 16,578,074.8830 E 1,419,827.6334 Sta 17+04.99

Course from ESW009 to ESW010 N 1° 38' 19.88" E Dist 45.0865

Point ESW010 N 16,578,119.9510 E 1,419,828.9229 Sta 17+50.07

Course from ESW010 to PC ESW004 N 2° 27' 18.18" E Dist 12.8682

Curve Data

Curve ESW004
 P.I. Station = 17+65.98 N 16,578,135.8472 E 1,419,829.6044
 Delta = 19° 11' 17.62" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 3.0426
 Length = 6.0282
 Radius = 18.0000
 External = 0.2553
 Long Chord = 6.0000
 Mid. Ord. = 0.2518
 P.C. Station = 17+62.94 N 16,578,132.8074 E 1,419,829.4741
 P.T. Station = 17+68.97 N 16,578,138.6752 E 1,419,830.7266
 C.C. = N 16,578,132.0364 E 1,419,847.4576
 Back = N 2° 27' 18.18" E
 Ahead = N 21° 38' 35.81" E
 Chord Bear = N 12° 02' 56.99" E

Curve Data

Curve ESW005
 P.I. Station = 17+72.00 N 16,578,141.4908 E 1,419,831.8438
 Delta = 19° 06' 18.37" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 3.0291
 Length = 6.0020
 Radius = 18.0000
 External = 0.2531
 Long Chord = 5.9743
 Mid. Ord. = 0.2496
 P.C. Station = 17+68.97 N 16,578,138.6752 E 1,419,830.7266
 P.T. Station = 17+74.97 N 16,578,144.5170 E 1,419,831.9780
 C.C. = N 16,578,145.3141 E 1,419,813.9956
 Back = N 21° 38' 35.80" E
 Ahead = N 2° 32' 17.43" E
 Chord Bear = N 12° 05' 26.62" E

Course from PT ESW005 to ESW014 N 2° 27' 18.18" E Dist 21.9335

Point ESW014 N 16,578,166.4303 E 1,419,832.9175 Sta 17+96.91

Course from ESW014 to ESW015 N 3° 20' 17.89" E Dist 33.9691

Equation: Sta 18+30.87 (BK) = Sta 20+00.00 (AH) End Region 1
Begin Region 2

Point ESW015 N 16,578,200.3418 E 1,419,834.8956 Sta 20+00.00

Ending chain ESW01 description

<* 2 Describe Chain ESW02

Chain ESW02 contains:
 ESW015 CUR ESW006 CUR ESW007 CUR ESW008 ESW020 ESW021 ESW022

Beginning chain ESW02 description

Point ESW015 N 16,578,200.3418 E 1,419,834.8956 Sta 20+00.00

Course from ESW015 to PC ESW006 N 2° 27' 18.18" E Dist 21.4231

Curve Data

Curve ESW006
 P.I. Station = 20+36.67 N 16,578,236.9804 E 1,419,836.4665
 Delta = 80° 32' 26.55" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 15.2491
 Length = 25.3026
 Radius = 18.0000
 External = 5.5910
 Long Chord = 23.2702
 Mid. Ord. = 4.2659
 P.C. Station = 20+21.42 N 16,578,221.7452 E 1,419,835.8132
 P.T. Station = 20+46.73 N 16,578,238.8399 E 1,419,851.6018
 C.C. = N 16,578,220.9742 E 1,419,853.7967
 Back = N 2° 27' 18.19" E
 Ahead = N 82° 59' 44.74" E
 Chord Bear = N 42° 43' 31.46" E

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No.	Revision	By	Date
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<p>TPPE REGISTERED ENGINEERING FIRM F-928</p>			
<p>© 2018</p>			
<p>PR 100 ROADWAY IMPROVEMENTS</p>			
<p>HORIZONTAL CONTROL DATA</p>			
<p>EAST SIDEWALK BASELINE</p>			
<p>SHEET 1 OF 17</p>			
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	045
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

Curve Data

Curve ESW007
P.I. Station = 20+62.09 N 16,578,240.7128 E 1,419,866.8464
Delta = 80° 56' 52.36" (LT)
Degree = 318° 18' 35.59"
Tangent = 15.3593
Length = 25.4305
Radius = 18.0000
External = 5.6624
Long Chord = 23.3677
Mid. Ord. = 4.3074
P.C. Station = 20+46.73 N 16,578,238.8399 E 1,419,851.6018
P.T. Station = 20+72.16 N 16,578,256.0623 E 1,419,867.3953
C.C. = N 16,578,256.7055 E 1,419,849.4068
Back = N 82° 59' 44.74" E
Ahead = N 2° 02' 52.38" E
Chord Bear = N 42° 31' 18.56" E

Curve Data

Curve ESW008
P.I. Station = 21+29.13 N 16,578,312.9968 E 1,419,869.4311
Delta = 1° 06' 44.34" (RT)
Degree = 0° 58' 34.48"
Tangent = 56.9709
Length = 113.9382
Radius = 5,869.0000
External = 0.2765
Long Chord = 113.9364
Mid. Ord. = 0.2765
P.C. Station = 20+72.16 N 16,578,256.0623 E 1,419,867.3953
P.T. Station = 21+86.09 N 16,578,369.8811 E 1,419,872.5718
C.C. = N 16,578,046.3353 E 1,425,732.6468
Back = N 2° 02' 52.38" E
Ahead = N 3° 09' 36.72" E
Chord Bear = N 2° 36' 14.55" E

Course from PT ESW008 to ESW020 N 3° 55' 40.29" E Dist 173.4675
Point ESW020 N 16,578,542.9412 E 1,419,884.4544 Sta 23+59.56
Course from ESW020 to ESW021 N 4° 20' 10.01" E Dist 1,272.9966
Point ESW021 N 16,579,812.2940 E 1,419,980.7022 Sta 36+32.56
Course from ESW021 to ESW022 N 4° 20' 10.01" E Dist 35.5159
Equation: Sta 36+68.07 (BK) = Sta 40+00.00 (AH) End Region 1

Begin Region 2
Point ESW022 N 16,579,847.7083 E 1,419,983.3874 Sta 40+00.00

Ending chain ESW02 description

<* 3 Describe Chain ESW03

Chain ESW03 contains:
ESW022 CUR ESW009 CUR ESW010 CUR ESW011 CUR ESW012 CUR ESW013 CUR ESW014 CUR ESW015 CUR ESW016 CUR ESW017 CUR ESW018 CUR ESW019 CUR ESW020 CUR ESW021 CUR ESW022 CUR ESW023 CUR ESW024 CUR ESW025 CUR ESW026 CUR ESW027 CUR ESW028 ESW047 ESW048

Beginning chain ESW03 description

Point ESW022 N 16,579,847.7083 E 1,419,983.3874 Sta 40+00.00
Course from ESW022 to PC ESW009 N 4° 20' 10.01" E Dist 31.1603

Curve Data

Curve ESW009
P.I. Station = 42+12.38 N 16,580,059.4825 E 1,419,999.4450
Delta = 10° 00' 06.48" (LT)
Degree = 2° 45' 59.67"
Tangent = 181.2218
Length = 361.5227
Radius = 2,071.0000
External = 7.9137
Long Chord = 361.0639
Mid. Ord. = 7.8836
P.C. Station = 40+31.16 N 16,579,878.7794 E 1,419,985.7434
P.T. Station = 43+92.68 N 16,580,239.8190 E 1,419,981.5541
C.C. = N 16,580,035.3620 E 1,417,920.6712
Back = N 4° 20' 10.01" E
Ahead = N 5° 39' 56.47" W
Chord Bear = N 0° 39' 53.23" W

Curve Data

Curve ESW010
P.I. Station = 44+00.53 N 16,580,247.6213 E 1,419,980.7244
Delta = 47° 06' 18.11" (LT)
Degree = 318° 18' 35.59"
Tangent = 7.8462
Length = 14.7985
Radius = 18.0000
External = 1.6358
Long Chord = 14.3852
Mid. Ord. = 1.4995
P.C. Station = 43+92.68 N 16,580,239.8190 E 1,419,981.5541
P.T. Station = 44+07.48 N 16,580,252.3240 E 1,419,974.4437
C.C. = N 16,580,237.9155 E 1,419,963.6551
Back = N 6° 04' 13.33" W
Ahead = N 53° 10' 31.44" W
Chord Bear = N 29° 37' 22.38" W

Course from PT ESW010 to PC ESW011 N 53° 10' 31.43" W Dist 35.7452

Curve Data

Curve ESW011
P.I. Station = 44+51.07 N 16,580,278.4513 E 1,419,939.5499
Delta = 47° 06' 18.11" (RT)
Degree = 318° 18' 35.59"
Tangent = 7.8462
Length = 14.7985
Radius = 18.0000
External = 1.6358
Long Chord = 14.3852
Mid. Ord. = 1.4995
P.C. Station = 44+43.23 N 16,580,273.7485 E 1,419,945.8306
P.T. Station = 44+58.03 N 16,580,286.2536 E 1,419,938.7201
C.C. = N 16,580,288.1571 E 1,419,956.6192
Back = N 53° 10' 31.44" W
Ahead = N 6° 04' 13.33" W
Chord Bear = N 29° 37' 22.39" W

Course from PT ESW011 to PC ESW012 N 6° 04' 13.33" W Dist 29.8638


Curve Data

Curve ESW012
P.I. Station = 44+97.40 N 16,580,325.4120 E 1,419,934.5558
Delta = 55° 43' 30.87" (RT)
Degree = 318° 18' 35.59"
Tangent = 9.5155
Length = 17.5066
Radius = 18.0000
External = 2.3604
Long Chord = 16.8247
Mid. Ord. = 2.0867
P.C. Station = 44+87.89 N 16,580,315.9499 E 1,419,935.5621
P.T. Station = 45+05.40 N 16,580,331.5722 E 1,419,941.8081
C.C. = N 16,580,317.8534 E 1,419,953.4611
Back = N 6° 04' 13.33" W
Ahead = N 49° 39' 17.54" E
Chord Bear = N 21° 47' 32.10" E



Course from PT ESW012 to PC ESW013 N 49° 39' 17.54" E Dist 13.5978

No.	Revision	By	Date

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Kimley»Horn
Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018



TPPE REGISTERED ENGINEERING FIRM F-928

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PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
CONTROL DATA

EAST SIDEWALK BASELINE

SHEET 2 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 046

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Curve Data

Curve ESW013
 P.I. Station = 45+41.56 N 16,580,354.9841 E 1,419,969.3704
 Delta = 102° 50' 35.24" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 22.5656
 Length = 32.3091
 Radius = 18.0000
 External = 10.8653
 Long Chord = 28.1432
 Mid. Ord. = 6.7755
 P.C. Station = 45+18.99 N 16,580,340.3753 E 1,419,952.1718
 P.T. Station = 45+51.30 N 16,580,368.5051 E 1,419,951.3042
 C.C. = N 16,580,354.0942 E 1,419,940.5188
 Back = N 49° 39' 17.54" E
 Ahead = N 53° 11' 17.70" W
 Chord Bear = N 1° 46' 00.08" W

Curve Data

Curve ESW014
 P.I. Station = 45+59.92 N 16,580,373.6677 E 1,419,944.4062
 Delta = 94° 14' 43.13" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 8.6159
 Length = 13.1591
 Radius = 8.0000
 External = 3.7573
 Long Chord = 11.7250
 Mid. Ord. = 2.5566
 P.C. Station = 45+51.30 N 16,580,368.5051 E 1,419,951.3042
 P.T. Station = 45+64.46 N 16,580,380.1645 E 1,419,950.0652
 C.C. = N 16,580,374.9100 E 1,419,956.0977
 Back = N 53° 11' 17.70" W
 Ahead = N 41° 03' 25.43" E
 Chord Bear = N 6° 03' 56.14" W

Curve Data

Curve ESW015
 P.I. Station = 45+85.07 N 16,580,395.4051 E 1,419,963.9363
 Delta = 97° 43' 43.09" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 20.6079
 Length = 30.7024
 Radius = 18.0000
 External = 9.3621
 Long Chord = 27.1135
 Mid. Ord. = 6.1588
 P.C. Station = 45+64.46 N 16,580,380.1645 E 1,419,950.0652
 P.T. Station = 45+95.16 N 16,580,407.1006 E 1,419,946.9687
 C.C. = N 16,580,392.2802 E 1,419,936.7532
 Back = N 42° 18' 23.65" E
 Ahead = N 55° 25' 19.44" W
 Chord Bear = N 6° 33' 27.90" W

Curve Data

Curve ESW016
 P.I. Station = 46+04.20 N 16,580,412.2302 E 1,419,939.5269
 Delta = 96° 58' 31.56" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 9.0384
 Length = 13.5403
 Radius = 8.0000
 External = 4.0704
 Long Chord = 11.9810
 Mid. Ord. = 2.6978
 P.C. Station = 45+95.16 N 16,580,407.1006 E 1,419,946.9687
 P.T. Station = 46+08.70 N 16,580,418.9940 E 1,419,945.5222
 C.C. = N 16,580,413.6875 E 1,419,951.5089
 Back = N 55° 25' 19.44" W
 Ahead = N 41° 33' 12.13" E
 Chord Bear = N 6° 56' 03.65" W

Curve Data

Curve ESW017
 P.I. Station = 46+30.73 N 16,580,435.4794 E 1,419,960.1347
 Delta = 101° 29' 45.92" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 22.0294
 Length = 31.8859
 Radius = 18.0000
 External = 10.4481
 Long Chord = 27.8774
 Mid. Ord. = 6.6108
 P.C. Station = 46+08.70 N 16,580,418.9940 E 1,419,945.5222
 P.T. Station = 46+40.59 N 16,580,446.5132 E 1,419,941.0677
 C.C. = N 16,580,430.9337 E 1,419,932.0521
 Back = N 41° 33' 12.14" E
 Ahead = N 59° 56' 33.78" W
 Chord Bear = N 9° 11' 40.82" W

Curve Data

Curve ESW018
 P.I. Station = 46+50.81 N 16,580,451.6343 E 1,419,932.2181
 Delta = 103° 55' 08.33" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 10.2246
 Length = 14.5098
 Radius = 8.0000
 External = 4.9824
 Long Chord = 12.6012
 Mid. Ord. = 3.0703
 P.C. Station = 46+40.59 N 16,580,446.5132 E 1,419,941.0677
 P.T. Station = 46+55.10 N 16,580,458.9923 E 1,419,939.3176
 C.C. = N 16,580,453.4374 E 1,419,945.0746
 Back = N 59° 56' 33.78" W
 Ahead = N 43° 58' 34.55" E
 Chord Bear = N 7° 58' 59.62" W

Curve Data

Curve ESW019
 P.I. Station = 46+77.88 N 16,580,475.3881 E 1,419,955.1377
 Delta = 103° 22' 47.55" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 22.7837
 Length = 32.4777
 Radius = 18.0000
 External = 11.0362
 Long Chord = 28.2480
 Mid. Ord. = 6.8415
 P.C. Station = 46+55.10 N 16,580,458.9923 E 1,419,939.3176
 P.T. Station = 46+87.58 N 16,580,486.9847 E 1,419,935.5261
 C.C. = N 16,580,471.4907 E 1,419,926.3643
 Back = N 43° 58' 34.53" E
 Ahead = N 59° 24' 13.01" W
 Chord Bear = N 7° 42' 49.24" W


Curve Data

Curve ESW020
 P.I. Station = 47+00.31 N 16,580,493.4660 E 1,419,924.5652
 Delta = 103° 42' 50.25" (RT)
 Degree = 572° 57' 28.06"
 Tangent = 12.7338
 Length = 18.1015
 Radius = 10.0000
 External = 6.1910
 Long Chord = 15.7294
 Mid. Ord. = 3.8237
 P.C. Station = 46+87.58 N 16,580,486.9847 E 1,419,935.5261
 P.T. Station = 47+05.68 N 16,580,502.5779 E 1,419,933.4603
 C.C. = N 16,580,495.5924 E 1,419,940.6160
 Back = N 59° 24' 13.02" W
 Ahead = N 44° 18' 37.23" E
 Chord Bear = N 7° 32' 47.90" W


No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



South Padre ISLAND



Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL CONTROL DATA

EAST SIDEWALK BASELINE

SHEET 3 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO.
047

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Curve Data

Curve ESW021
 P.I. Station = 47+27.17 N 16,580,517.9548 E 1,419,948.4714
 Delta = 100° 05' 55.37" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 21.4891
 Length = 31.4469
 Radius = 18.0000
 External = 10.0318
 Long Chord = 27.5975
 Mid. Ord. = 6.4417
 P.C. Station = 47+05.68 N 16,580,502.5779 E 1,419,933.4603
 P.T. Station = 47+37.13 N 16,580,530.0371 E 1,419,930.7006
 C.C. = N 16,580,515.1517 E 1,419,920.5801
 Back = N 44° 18' 37.22" E
 Ahead = N 55° 47' 18.15" W
 Chord Bear = N 5° 44' 20.47" W

Curve Data

Curve ESW022
 P.I. Station = 47+45.92 N 16,580,534.9803 E 1,419,923.4253
 Delta = 95° 25' 30.95" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 8.7958
 Length = 13.3239
 Radius = 8.0000
 External = 3.8897
 Long Chord = 11.8365
 Mid. Ord. = 2.6172
 P.C. Station = 47+37.13 N 16,580,530.0371 E 1,419,930.7006
 P.T. Station = 47+50.45 N 16,580,541.7556 E 1,419,929.0342
 C.C. = N 16,580,536.6542 E 1,419,935.1966
 Back = N 55° 48' 21.56" W
 Ahead = N 39° 37' 09.39" E
 Chord Bear = N 8° 05' 36.09" W

Curve Data

Curve ESW023
 P.I. Station = 47+71.15 N 16,580,557.7020 E 1,419,942.2379
 Delta = 97° 59' 26.26" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 20.7032
 Length = 30.7847
 Radius = 18.0000
 External = 9.4340
 Long Chord = 27.1676
 Mid. Ord. = 6.1898
 P.C. Station = 47+50.45 N 16,580,541.7556 E 1,419,929.0342
 P.T. Station = 47+81.23 N 16,580,568.5608 E 1,419,924.6110
 C.C. = N 16,580,553.2353 E 1,419,915.1700
 Back = N 39° 37' 30.23" E
 Ahead = N 58° 21' 56.03" W
 Chord Bear = N 9° 22' 12.90" W

Curve Data

Curve ESW024
 P.I. Station = 47+91.89 N 16,580,574.1475 E 1,419,915.5420
 Delta = 106° 10' 58.24" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 10.6517
 Length = 14.8259
 Radius = 8.0000
 External = 5.3213
 Long Chord = 12.7935
 Mid. Ord. = 3.1957
 P.C. Station = 47+81.23 N 16,580,568.5608 E 1,419,924.6110
 P.T. Station = 47+96.06 N 16,580,581.3001 E 1,419,923.4350
 C.C. = N 16,580,575.3721 E 1,419,928.8069
 Back = N 58° 21' 56.05" W
 Ahead = N 47° 49' 02.19" E
 Chord Bear = N 5° 16' 26.93" W

Curve Data

Curve ESW025
 P.I. Station = 48+21.19 N 16,580,598.1772 E 1,419,942.0590
 Delta = 108° 46' 52.83" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 25.1335
 Length = 34.1747
 Radius = 18.0000
 External = 12.9143
 Long Chord = 29.2682
 Mid. Ord. = 7.5194
 P.C. Station = 47+96.06 N 16,580,581.3001 E 1,419,923.4350
 P.T. Station = 48+30.24 N 16,580,610.3759 E 1,419,920.0844
 C.C. = N 16,580,594.6382 E 1,419,911.3480
 Back = N 47° 49' 02.18" E
 Ahead = N 60° 57' 50.65" W
 Chord Bear = N 6° 34' 24.24" W

Curve Data

Curve ESW026
 P.I. Station = 48+41.72 N 16,580,615.9520 E 1,419,910.0398
 Delta = 110° 17' 50.66" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 11.4885
 Length = 15.4004
 Radius = 8.0000
 External = 5.9995
 Long Chord = 13.1302
 Mid. Ord. = 3.4284
 P.C. Station = 48+30.24 N 16,580,610.3759 E 1,419,920.0844
 P.T. Station = 48+45.64 N 16,580,623.4385 E 1,419,918.7541
 C.C. = N 16,580,617.3704 E 1,419,923.9673
 Back = N 60° 57' 50.67" W
 Ahead = N 49° 20' 00.00" E
 Chord Bear = N 5° 48' 55.33" W

Curve Data

Curve ESW027
 P.I. Station = 48+88.25 N 16,580,651.2068 E 1,419,951.0757
 Delta = 134° 11' 59.37" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 42.6118
 Length = 42.1601
 Radius = 18.0000
 External = 28.2576
 Long Chord = 33.1627
 Mid. Ord. = 10.9957
 P.C. Station = 48+45.64 N 16,580,623.4385 E 1,419,918.7541
 P.T. Station = 48+87.80 N 16,580,655.0196 E 1,419,908.6348
 C.C. = N 16,580,637.0918 E 1,419,907.0242
 Back = N 49° 19' 59.98" E
 Ahead = N 84° 51' 59.39" W
 Chord Bear = N 17° 45' 59.70" W

Curve Data

Curve ESW028
 P.I. Station = 49+02.39 N 16,580,656.3256 E 1,419,894.0973
 Delta = 78° 04' 36.28" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 14.5961
 Length = 24.5285
 Radius = 18.0000
 External = 5.1742
 Long Chord = 22.6743
 Mid. Ord. = 4.0190
 P.C. Station = 48+87.80 N 16,580,655.0196 E 1,419,908.6348
 P.T. Station = 49+12.32 N 16,580,670.8193 E 1,419,892.3716
 C.C. = N 16,580,672.9474 E 1,419,910.2454
 Back = N 84° 51' 59.39" W
 Ahead = N 6° 47' 23.11" W
 Chord Bear = N 45° 49' 41.25" W

Course from PT ESW028 to ESW047 N 6° 47' 23.11" W Dist 33.6394
 Point ESW047 N 16,580,704.2228 E 1,419,888.3946 Sta 49+45.96
 Course from ESW047 to ESW048 N 6° 47' 23.10" W Dist 62.0777

Equation: Sta 50+08.04 (BK) = Sta 60+00.00 (AH) End Region 1

Begin Region 2

Point ESW048 N 16,580,765.8652 E 1,419,881.0553 Sta 60+00.00

=====
 Ending chain ESW03 description

No.	Revision	By	Date

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 or permit purposes.
Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928

South Padre ISLAND

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
CONTROL DATA

EAST SIDEWALK BASELINE

SHEET 4 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO.
048

<* 4 Describe Chain ESW04

Chain ESW04 contains:
 ESW048 CUR ESW029 CUR ESW030 CUR ESW031 CUR ESW032 CUR ESW033 CUR ESW034 CUR ESW035 CUR ESW036 CUR ESW037 CUR ESW038 CUR ESW039 CUR ESW040 CUR ESW041 CUR ESW042 CUR ESW043 CUR ESW044 CUR ESW045 CUR ESW046 CUR ESW047 CUR ESW048 CUR ESW049 CUR ESW050 CUR ESW051 CUR ESW052 CUR ESW053 CUR ESW054 CUR ESW055 CUR ESW056 CUR ESW057 CUR ESW058 CUR ESW059 CUR ESW060 CUR ESW061 CUR ESW062 CUR ESW063 CUR ESW064 CUR ESW065 CUR ESW066 CUR ESW067 CUR ESW068 CUR ESW069 CUR ESW070 CUR ESW071 CUR ESW072 ESW097 ESW098

Beginning chain ESW04 description
 =====
 Point ESW048 N 16,580,765.8652 E 1,419,881.0553 Sta 60+00.00
 Course from ESW048 to PC ESW029 N 6° 47' 23.10" W Dist 48.0015

Curve Data

Curve ESW029
 P.I. Station = 60+61.24 N 16,580,826.6725 E 1,419,873.8155
 Delta = 72° 39' 14.01" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 13.2354
 Length = 22.8249
 Radius = 18.0000
 External = 4.3422
 Long Chord = 21.3261
 Mid. Ord. = 3.4983
 P.C. Station = 60+48.00 N 16,580,813.5300 E 1,419,875.3803
 P.T. Station = 60+70.83 N 16,580,832.0845 E 1,419,885.8938
 C.C. = N 16,580,815.6580 E 1,419,893.2541
 Back = N 6° 47' 23.10" W
 Ahead = N 65° 51' 50.90" E
 Chord Bear = N 29° 32' 13.90" E

Curve Data

Curve ESW030
 P.I. Station = 61+03.57 N 16,580,845.4731 E 1,419,915.7758
 Delta = 122° 24' 12.68" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 32.7443
 Length = 38.4542
 Radius = 18.0000
 External = 19.3656
 Long Chord = 31.5476
 Mid. Ord. = 9.3289
 P.C. Station = 60+70.83 N 16,580,832.0845 E 1,419,885.8938
 P.T. Station = 61+09.28 N 16,580,863.5276 E 1,419,888.4587
 C.C. = N 16,580,848.5110 E 1,419,878.5339
 Back = N 65° 51' 54.41" E
 Ahead = N 56° 32' 18.26" W
 Chord Bear = N 4° 39' 48.08" E

Curve Data

Curve ESW031
 P.I. Station = 61+18.72 N 16,580,868.7350 E 1,419,880.5802
 Delta = 99° 27' 48.84" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 9.4439
 Length = 13.8877
 Radius = 8.0000
 External = 4.3769
 Long Chord = 12.2084
 Mid. Ord. = 2.8291
 P.C. Station = 61+09.28 N 16,580,863.5276 E 1,419,888.4587
 P.T. Station = 61+23.17 N 16,580,875.6500 E 1,419,887.0121
 C.C. = N 16,580,870.2015 E 1,419,892.8699
 Back = N 56° 32' 12.53" W
 Ahead = N 42° 55' 36.31" E
 Chord Bear = N 6° 48' 18.11" W

Curve Data

Curve ESW032
 P.I. Station = 61+44.71 N 16,580,891.4269 E 1,419,901.6866
 Delta = 100° 14' 56.99" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 21.5465
 Length = 31.4942
 Radius = 18.0000
 External = 10.0758
 Long Chord = 27.6279
 Mid. Ord. = 6.4598
 P.C. Station = 61+23.17 N 16,580,875.6500 E 1,419,887.0121
 P.T. Station = 61+54.66 N 16,580,903.0601 E 1,419,883.5504
 C.C. = N 16,580,887.9091 E 1,419,873.8320
 Back = N 42° 55' 36.33" E
 Ahead = N 57° 19' 20.67" W
 Chord Bear = N 7° 11' 52.17" W

Curve Data

Curve ESW033
 P.I. Station = 61+64.95 N 16,580,908.6169 E 1,419,874.8875
 Delta = 104° 17' 01.95" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 10.2920
 Length = 14.5608
 Radius = 8.0000
 External = 5.0355
 Long Chord = 12.6325
 Mid. Ord. = 3.0903
 P.C. Station = 61+54.66 N 16,580,903.0601 E 1,419,883.5504
 P.T. Station = 61+69.22 N 16,580,915.6411 E 1,419,882.4099
 C.C. = N 16,580,909.7939 E 1,419,887.8698
 Back = N 57° 19' 19.75" W
 Ahead = N 46° 57' 42.20" E
 Chord Bear = N 5° 10' 48.77" W

Curve Data

Curve ESW034
 P.I. Station = 61+93.70 N 16,580,932.3484 E 1,419,900.3023
 Delta = 107° 20' 47.22" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 24.4800
 Length = 33.7239
 Radius = 18.0000
 External = 12.3854
 Long Chord = 29.0035
 Mid. Ord. = 7.3370
 P.C. Station = 61+69.22 N 16,580,915.6411 E 1,419,882.4099
 P.T. Station = 62+02.95 N 16,580,944.4458 E 1,419,879.0202
 C.C. = N 16,580,928.7972 E 1,419,870.1251
 Back = N 46° 57' 42.21" E
 Ahead = N 60° 23' 05.01" W
 Chord Bear = N 6° 42' 41.40" W


Curve Data

Curve ESW035
 P.I. Station = 62+13.82 N 16,580,949.8208 E 1,419,869.5644
 Delta = 107° 19' 47.72" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 10.8767
 Length = 14.9861
 Radius = 8.0000
 External = 5.5020
 Long Chord = 12.8891
 Mid. Ord. = 3.2600
 P.C. Station = 62+02.95 N 16,580,944.4458 E 1,419,879.0202
 P.T. Station = 62+17.93 N 16,580,957.2463 E 1,419,877.5120
 C.C. = N 16,580,951.4007 E 1,419,882.9736
 Back = N 60° 23' 05.01" W
 Ahead = N 46° 56' 42.71" E
 Chord Bear = N 6° 43' 11.15" W



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No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018



TPPE REGISTERED ENGINEERING FIRM F-928

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PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL CONTROL DATA

EAST SIDEWALK BASELINE

SHEET 5 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

049

Curve Data

Curve ESW036
P.I. Station = 62+43.01 N 16,580,974.3691 E 1,419,895.8389
Delta = 108° 40' 05.57" (LT)
Degree = 318° 18' 35.59"
Tangent = 25.0811
Length = 34.1391
Radius = 18.0000
External = 12.8717
Long Chord = 29.2475
Mid. Ord. = 7.5050
P.C. Station = 62+17.93 N 16,580,957.2463 E 1,419,877.5120
P.T. Station = 62+52.07 N 16,580,986.2509 E 1,419,873.7507
C.C. = N 16,580,970.3989 E 1,419,865.2235
Back = N 46° 56' 42.71" E
Ahead = N 61° 43' 22.87" W
Chord Bear = N 7° 23' 20.08" W

Curve Data

Curve ESW037
P.I. Station = 62+61.97 N 16,580,991.4914 E 1,419,865.3506
Delta = 102° 07' 19.06" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.9007
Length = 14.2589
Radius = 8.0000
External = 4.7289
Long Chord = 12.4450
Mid. Ord. = 2.9721
P.C. Station = 62+52.07 N 16,580,986.2509 E 1,419,873.7507
P.T. Station = 62+66.33 N 16,580,998.6037 E 1,419,872.2382
C.C. = N 16,580,993.0384 E 1,419,877.9851
Back = N 58° 02' 29.18" W
Ahead = N 44° 04' 49.88" E
Chord Bear = N 6° 58' 49.65" W

Curve Data

Curve ESW038
P.I. Station = 62+88.00 N 16,581,014.4809 E 1,419,886.9775
Delta = 100° 33' 20.06" (LT)
Degree = 318° 18' 35.59"
Tangent = 21.6640
Length = 31.5905
Radius = 18.0000
External = 10.1661
Long Chord = 27.6895
Mid. Ord. = 6.4968
P.C. Station = 62+66.33 N 16,580,998.6037 E 1,419,872.2382
P.T. Station = 62+97.92 N 16,581,026.0622 E 1,419,868.6689
C.C. = N 16,581,010.8501 E 1,419,859.0464
Back = N 42° 52' 17.18" E
Ahead = N 57° 41' 02.88" W
Chord Bear = N 7° 24' 22.85" W

Curve Data

Curve ESW039
P.I. Station = 63+07.60 N 16,581,031.6354 E 1,419,860.7563
Delta = 100° 50' 47.57" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.6783
Length = 14.0808
Radius = 8.0000
External = 4.5567
Long Chord = 12.3324
Mid. Ord. = 2.9031
P.C. Station = 62+97.92 N 16,581,026.0622 E 1,419,868.6689
P.T. Station = 63+12.00 N 16,581,038.3579 E 1,419,867.7189
C.C. = N 16,581,032.6027 E 1,419,873.2756
Back = N 54° 50' 29.31" W
Ahead = N 46° 00' 18.26" E
Chord Bear = N 4° 25' 05.52" W

Curve Data

Curve ESW040
P.I. Station = 63+32.15 N 16,581,052.9390 E 1,419,881.6213
Delta = 96° 26' 29.83" (LT)
Degree = 318° 18' 35.59"
Tangent = 20.1466
Length = 30.2980
Radius = 18.0000
External = 9.0164
Long Chord = 26.8458
Mid. Ord. = 6.0073
P.C. Station = 63+12.00 N 16,581,038.3579 E 1,419,867.7189
P.T. Station = 63+42.30 N 16,581,065.1178 E 1,419,865.5725
C.C. = N 16,581,050.7790 E 1,419,854.6914
Back = N 43° 38' 06.31" E
Ahead = N 52° 48' 23.52" W
Chord Bear = N 4° 35' 08.60" W

Curve Data

Curve ESW041
P.I. Station = 63+50.53 N 16,581,070.0909 E 1,419,859.0135
Delta = 91° 37' 55.07" (RT)
Degree = 716° 11' 50.08"
Tangent = 8.2312
Length = 12.7942
Radius = 8.0000
External = 3.4783
Long Chord = 11.4737
Mid. Ord. = 2.4243
P.C. Station = 63+42.30 N 16,581,065.1178 E 1,419,865.5725
P.T. Station = 63+55.09 N 16,581,076.5056 E 1,419,864.1714
C.C. = N 16,581,071.4926 E 1,419,870.4059
Back = N 52° 49' 49.96" W
Ahead = N 38° 48' 05.11" E
Chord Bear = N 7° 00' 52.42" W

Curve Data

Curve ESW042
P.I. Station = 63+74.95 N 16,581,091.9756 E 1,419,876.6129
Delta = 95° 36' 10.21" (LT)
Degree = 318° 18' 35.59"
Tangent = 19.8522
Length = 30.0345
Radius = 18.0000
External = 8.7976
Long Chord = 26.6696
Mid. Ord. = 5.9094
P.C. Station = 63+55.09 N 16,581,076.5056 E 1,419,864.1714
P.T. Station = 63+85.13 N 16,581,102.8473 E 1,419,860.0021
C.C. = N 16,581,087.7863 E 1,419,850.1448
Back = N 38° 48' 27.00" E
Ahead = N 56° 47' 43.21" W
Chord Bear = N 8° 59' 38.11" W


Curve Data

Curve ESW043
P.I. Station = 63+94.94 N 16,581,108.2191 E 1,419,851.7949
Delta = 101° 35' 59.27" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.8089
Length = 14.1860
Radius = 8.0000
External = 4.6576
Long Chord = 12.3991
Mid. Ord. = 2.9438
P.C. Station = 63+85.13 N 16,581,102.8473 E 1,419,860.0021
P.T. Station = 63+99.32 N 16,581,115.1786 E 1,419,858.7072
C.C. = N 16,581,109.5410 E 1,419,864.3833
Back = N 56° 47' 40.45" W
Ahead = N 44° 48' 18.82" E
Chord Bear = N 5° 59' 40.81" W



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No.	Revision	By	Date

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Kimley»Horn
Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018



TPPE REGISTERED ENGINEERING FIRM F-928

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PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
CONTROL DATA

EAST SIDEWALK BASELINE

SHEET 6 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 050

Curve Data

Curve ESW044
P.I. Station = 64+22.70 N 16,581,131.7682 E 1,419,875.1845
Delta = 104° 49' 12.55" (LT)
Degree = 318° 18' 35.59"
Tangent = 23.3820
Length = 32.9302
Radius = 18.0000
External = 11.5079
Long Chord = 28.5263
Mid. Ord. = 7.0199
P.C. Station = 63+99.32 N 16,581,115.1786 E 1,419,858.7072
P.T. Station = 64+32.25 N 16,581,143.4539 E 1,419,854.9321
C.C. = N 16,581,127.8632 E 1,419,845.9361
Back = N 44° 48' 19.41" E
Ahead = N 60° 00' 53.14" W
Chord Bear = N 7° 36' 16.87" W

Curve Data

Curve ESW045
P.I. Station = 64+43.31 N 16,581,148.9818 E 1,419,845.3522
Delta = 108° 14' 35.84" (RT)
Degree = 716° 11' 50.08"
Tangent = 11.0604
Length = 15.1136
Radius = 8.0000
External = 5.6503
Long Chord = 12.9642
Mid. Ord. = 3.3115
P.C. Station = 64+32.25 N 16,581,143.4539 E 1,419,854.9321
P.T. Station = 64+47.36 N 16,581,156.3497 E 1,419,853.6012
C.C. = N 16,581,150.3831 E 1,419,858.9304
Back = N 60° 00' 50.94" W
Ahead = N 48° 13' 44.90" E
Chord Bear = N 5° 53' 33.02" W

Curve Data

Curve ESW046
P.I. Station = 64+72.85 N 16,581,173.3306 E 1,419,872.6128
Delta = 109° 32' 44.82" (LT)
Degree = 318° 18' 35.59"
Tangent = 25.4910
Length = 34.4148
Radius = 18.0000
External = 13.2056
Long Chord = 29.4074
Mid. Ord. = 7.6173
P.C. Station = 64+47.36 N 16,581,156.3497 E 1,419,853.6012
P.T. Station = 64+81.77 N 16,581,185.5655 E 1,419,850.2499
C.C. = N 16,581,169.7743 E 1,419,841.6104
Back = N 48° 13' 44.88" E
Ahead = N 61° 18' 59.94" W
Chord Bear = N 6° 32' 37.53" W

Curve Data

Curve ESW047
P.I. Station = 64+92.76 N 16,581,190.8371 E 1,419,840.6144
Delta = 107° 51' 44.54" (RT)
Degree = 716° 11' 50.08"
Tangent = 10.9833
Length = 15.0604
Radius = 8.0000
External = 5.5880
Long Chord = 12.9330
Mid. Ord. = 3.2899
P.C. Station = 64+81.77 N 16,581,185.5655 E 1,419,850.2499
P.T. Station = 64+96.83 N 16,581,198.3911 E 1,419,848.5874
C.C. = N 16,581,192.5838 E 1,419,854.0896
Back = N 61° 18' 59.94" W
Ahead = N 46° 32' 44.60" E
Chord Bear = N 7° 23' 07.67" W

Curve Data

Curve ESW048
P.I. Station = 65+17.56 N 16,581,212.6428 E 1,419,863.6295
Delta = 98° 02' 25.46" (LT)
Degree = 318° 18' 35.59"
Tangent = 20.7214
Length = 30.8003
Radius = 18.0000
External = 9.4477
Long Chord = 27.1779
Mid. Ord. = 6.1957
P.C. Station = 64+96.83 N 16,581,198.3911 E 1,419,848.5874
P.T. Station = 65+27.63 N 16,581,225.5437 E 1,419,847.4140
C.C. = N 16,581,211.4578 E 1,419,836.2074
Back = N 46° 32' 44.60" E
Ahead = N 51° 29' 40.85" W
Chord Bear = N 2° 28' 28.13" W

Curve Data

Curve ESW049
P.I. Station = 65+35.40 N 16,581,230.3788 E 1,419,841.3365
Delta = 88° 18' 04.37" (RT)
Degree = 716° 11' 50.08"
Tangent = 7.7663
Length = 12.3292
Radius = 8.0000
External = 3.1496
Long Chord = 11.1447
Mid. Ord. = 2.2599
P.C. Station = 65+27.63 N 16,581,225.5437 E 1,419,847.4140
P.T. Station = 65+39.96 N 16,581,236.5970 E 1,419,845.9894
C.C. = N 16,581,231.8041 E 1,419,852.3947
Back = N 51° 29' 40.87" W
Ahead = N 36° 48' 23.50" E
Chord Bear = N 7° 20' 38.68" W

Curve Data

Curve ESW050
P.I. Station = 65+47.21 N 16,581,242.3971 E 1,419,850.3295
Delta = 43° 50' 41.50" (LT)
Degree = 318° 18' 35.59"
Tangent = 7.2441
Length = 13.7743
Radius = 18.0000
External = 1.4030
Long Chord = 13.4406
Mid. Ord. = 1.3016
P.C. Station = 65+39.96 N 16,581,236.5970 E 1,419,845.9894
P.T. Station = 65+53.74 N 16,581,249.5867 E 1,419,849.4418
C.C. = N 16,581,247.3811 E 1,419,831.5775
Back = N 36° 48' 23.49" E
Ahead = N 7° 02' 18.02" W
Chord Bear = N 14° 53' 02.74" E

Course from PT ESW050 to ESW072 N 6° 55' 06.05" W Dist 17.0282
Point ESW072 N 16,581,266.4909 E 1,419,847.3907 Sta 65+70.77
Course from ESW072 to ESW073 N 6° 56' 02.21" W Dist 5.7869
Point ESW073 N 16,581,272.2355 E 1,419,846.6921 Sta 65+76.55
Course from ESW073 to PC ESW051 N 6° 57' 12.23" W Dist 12.2395

No.	Revision	By	Date

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Kimley»Horn
Engineer: RYAN DELMOTTE
P.E. No. 114242, Date 11/6/2018

Kimley»Horn
TBE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
CONTROL DATA

EAST SIDEWALK BASELINE

SHEET 7 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 051

Curve Data

Curve ESW051
P.I. Station = 65+95.46 N 16,581,291.0192 E 1,419,844.5073
Delta = 40° 40' 22.30" (LT)
Degree = 318° 18' 35.59"
Tangent = 6.6714
Length = 12.7778
Radius = 18.0000
External = 1.1966
Long Chord = 12.5111
Mid. Ord. = 1.1220
P.C. Station = 65+88.79 N 16,581,284.3850 E 1,419,845.2103
P.T. Station = 66+01.57 N 16,581,295.5928 E 1,419,839.6503
C.C. = N 16,581,282.4882 E 1,419,827.3105
Back = N 6° 02' 56.01" W
Ahead = N 46° 43' 18.30" W
Chord Bear = N 26° 23' 07.15" W

Curve Data

Curve ESW052
P.I. Station = 66+09.09 N 16,581,300.7489 E 1,419,834.1727
Delta = 86° 28' 36.60" (RT)
Degree = 716° 11' 50.08"
Tangent = 7.5226
Length = 12.0744
Radius = 8.0000
External = 2.9813
Long Chord = 10.9606
Mid. Ord. = 2.1719
P.C. Station = 66+01.57 N 16,581,295.5928 E 1,419,839.6503
P.T. Station = 66+13.65 N 16,581,306.5330 E 1,419,838.9825
C.C. = N 16,581,301.4180 E 1,419,845.1336
Back = N 46° 43' 54.24" W
Ahead = N 39° 44' 42.36" E
Chord Bear = N 3° 29' 35.94" W

Curve Data

Curve ESW053
P.I. Station = 66+33.94 N 16,581,322.1375 E 1,419,851.9583
Delta = 96° 51' 29.88" (LT)
Degree = 318° 18' 35.59"
Tangent = 20.2947
Length = 30.4289
Radius = 18.0000
External = 9.1270
Long Chord = 26.9329
Mid. Ord. = 6.0562
P.C. Station = 66+13.65 N 16,581,306.5330 E 1,419,838.9825
P.T. Station = 66+44.07 N 16,581,333.1571 E 1,419,834.9160
C.C. = N 16,581,318.0417 E 1,419,825.1423
Back = N 39° 44' 42.35" E
Ahead = N 57° 06' 47.52" W
Chord Bear = N 8° 41' 02.59" W

Curve Data

Curve ESW054
P.I. Station = 66+54.38 N 16,581,338.7521 E 1,419,826.2631
Delta = 104° 20' 58.34" (RT)
Degree = 716° 11' 50.08"
Tangent = 10.3042
Length = 14.5699
Radius = 8.0000
External = 5.0451
Long Chord = 12.6382
Mid. Ord. = 3.0940
P.C. Station = 66+44.07 N 16,581,333.1571 E 1,419,834.9160
P.T. Station = 66+58.64 N 16,581,345.7484 E 1,419,833.8280
C.C. = N 16,581,339.8751 E 1,419,839.2598
Back = N 57° 06' 47.54" W
Ahead = N 47° 14' 10.81" E
Chord Bear = N 4° 56' 18.37" W

Curve Data

Curve ESW055
P.I. Station = 66+82.85 N 16,581,362.1842 E 1,419,851.5997
Delta = 106° 43' 53.66" (LT)
Degree = 318° 18' 35.59"
Tangent = 24.2068
Length = 33.5307
Radius = 18.0000
External = 12.1657
Long Chord = 28.8886
Mid. Ord. = 7.2593
P.C. Station = 66+58.64 N 16,581,345.7484 E 1,419,833.8280
P.T. Station = 66+92.17 N 16,581,374.4718 E 1,419,830.7434
C.C. = N 16,581,358.9632 E 1,419,821.6064
Back = N 47° 14' 10.79" E
Ahead = N 59° 29' 42.87" W
Chord Bear = N 6° 07' 46.04" W

Curve Data

Curve ESW056
P.I. Station = 67+01.48 N 16,581,379.1961 E 1,419,822.7246
Delta = 98° 38' 14.27" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.3070
Length = 13.7724
Radius = 8.0000
External = 4.2727
Long Chord = 12.1335
Mid. Ord. = 2.7852
P.C. Station = 66+92.17 N 16,581,374.4718 E 1,419,830.7434
P.T. Station = 67+05.95 N 16,581,386.4145 E 1,419,828.5996
C.C. = N 16,581,381.3645 E 1,419,834.8043
Back = N 59° 29' 42.87" W
Ahead = N 39° 08' 31.39" E
Chord Bear = N 10° 10' 35.74" W

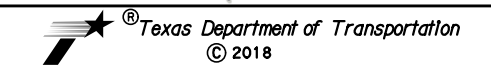
Curve Data

Curve ESW057
P.I. Station = 67+26.45 N 16,581,402.3130 E 1,419,841.5394
Delta = 97° 25' 38.30" (LT)
Degree = 318° 18' 35.59"
Tangent = 20.4988
Length = 30.6077
Radius = 18.0000
External = 9.2801
Long Chord = 27.0512
Mid. Ord. = 6.1232
P.C. Station = 67+05.95 N 16,581,386.4145 E 1,419,828.5996
P.T. Station = 67+36.55 N 16,581,413.0890 E 1,419,824.1016
C.C. = N 16,581,397.7769 E 1,419,814.6391
Back = N 39° 08' 31.38" E
Ahead = N 58° 17' 06.92" W
Chord Bear = N 9° 34' 17.77" W

No.	Revision	By	Date

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Kimley»Horn
Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018

Kimley»Horn
TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
CONTROL DATA

EAST SIDEWALK BASELINE

SHEET 8 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

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Curve Data

Curve ESW058
P.I. Station = 67+47.09 N 16,581,418.6259 E 1,419,815.1418
Delta = 105° 33' 47.15" (RT)
Degree = 716° 11' 50.08"
Tangent = 10.5326
Length = 14.7394
Radius = 8.0000
External = 5.2263
Long Chord = 12.7414
Mid. Ord. = 3.1612
P.C. Station = 67+36.55 N 16,581,413.0890 E 1,419,824.1016
P.T. Station = 67+51.29 N 16,581,425.7717 E 1,419,822.8795
C.C. = N 16,581,419.8945 E 1,419,828.3071
Back = N 58° 17' 06.92" W
Ahead = N 47° 16' 40.23" E
Chord Bear = N 5° 30' 13.35" W

Curve Data

Curve ESW059
P.I. Station = 67+75.22 N 16,581,442.0053 E 1,419,840.4581
Delta = 106° 05' 39.01" (LT)
Degree = 318° 18' 35.59"
Tangent = 23.9277
Length = 33.3305
Radius = 18.0000
External = 11.9422
Long Chord = 28.7687
Mid. Ord. = 7.1791
P.C. Station = 67+51.29 N 16,581,425.7717 E 1,419,822.8795
P.T. Station = 67+84.62 N 16,581,454.3946 E 1,419,819.9877
C.C. = N 16,581,438.9954 E 1,419,810.6676
Back = N 47° 16' 40.22" E
Ahead = N 58° 48' 58.78" W
Chord Bear = N 5° 46' 09.28" W

Curve Data

Curve ESW060
P.I. Station = 67+94.26 N 16,581,459.3855 E 1,419,811.7414
Delta = 100° 37' 02.36" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.6390
Length = 14.0488
Radius = 8.0000
External = 4.5264
Long Chord = 12.3119
Mid. Ord. = 2.8908
P.C. Station = 67+84.62 N 16,581,454.3946 E 1,419,819.9877
P.T. Station = 67+98.67 N 16,581,466.5711 E 1,419,818.1662
C.C. = N 16,581,461.2387 E 1,419,824.1299
Back = N 58° 48' 58.79" W
Ahead = N 41° 48' 03.57" E
Chord Bear = N 8° 30' 27.61" W

Curve Data

Curve ESW061
P.I. Station = 68+17.93 N 16,581,480.9283 E 1,419,831.0035
Delta = 93° 52' 18.75" (LT)
Degree = 318° 18' 35.59"
Tangent = 19.2594
Length = 29.4907
Radius = 18.0000
External = 8.3614
Long Chord = 26.3013
Mid. Ord. = 5.7093
P.C. Station = 67+98.67 N 16,581,466.5711 E 1,419,818.1662
P.T. Station = 68+28.16 N 16,581,492.7668 E 1,419,815.8122
C.C. = N 16,581,478.5689 E 1,419,804.7478
Back = N 41° 48' 03.55" E
Ahead = N 52° 04' 15.19" W
Chord Bear = N 5° 08' 05.82" W

Curve Data

Curve ESW062
P.I. Station = 68+36.99 N 16,581,498.1926 E 1,419,808.8497
Delta = 95° 37' 37.95" (RT)
Degree = 716° 11' 50.08"
Tangent = 8.8270
Length = 13.3521
Radius = 8.0000
External = 3.9128
Long Chord = 11.8554
Mid. Ord. = 2.6276
P.C. Station = 68+28.16 N 16,581,492.7668 E 1,419,815.8122
P.T. Station = 68+41.52 N 16,581,504.5895 E 1,419,814.9321
C.C. = N 16,581,499.0770 E 1,419,820.7297
Back = N 52° 04' 15.20" W
Ahead = N 43° 33' 22.74" E
Chord Bear = N 4° 15' 26.23" W

Curve Data

Curve ESW063
P.I. Station = 68+66.70 N 16,581,522.8379 E 1,419,832.2833
Delta = 108° 52' 59.67" (LT)
Degree = 318° 18' 35.59"
Tangent = 25.1808
Length = 34.2067
Radius = 18.0000
External = 12.9527
Long Chord = 29.2868
Mid. Ord. = 7.5324
P.C. Station = 68+41.52 N 16,581,504.5895 E 1,419,814.9321
P.T. Station = 68+75.72 N 16,581,533.3494 E 1,419,809.4015
C.C. = N 16,581,516.9927 E 1,419,801.8875
Back = N 43° 33' 22.73" E
Ahead = N 65° 19' 36.94" W
Chord Bear = N 10° 53' 07.10" W

Curve Data

Curve ESW064
P.I. Station = 68+87.74 N 16,581,538.3650 E 1,419,798.4832
Delta = 112° 41' 12.54" (RT)
Degree = 716° 11' 50.08"
Tangent = 12.0152
Length = 15.7340
Radius = 8.0000
External = 6.4349
Long Chord = 13.3180
Mid. Ord. = 3.5663
P.C. Station = 68+75.72 N 16,581,533.3494 E 1,419,809.4015
P.T. Station = 68+91.46 N 16,581,546.5040 E 1,419,807.3219
C.C. = N 16,581,540.6190 E 1,419,812.7410
Back = N 65° 19' 36.94" W
Ahead = N 47° 21' 35.60" E
Chord Bear = N 8° 59' 00.67" W

Curve Data

Curve ESW065
P.I. Station = 69+12.62 N 16,581,560.8426 E 1,419,822.8930
Delta = 99° 14' 47.41" (LT)
Degree = 318° 18' 35.59"
Tangent = 21.1673
Length = 31.1792
Radius = 18.0000
External = 9.7859
Long Chord = 27.4248
Mid. Ord. = 6.3394
P.C. Station = 68+91.46 N 16,581,546.5040 E 1,419,807.3219
P.T. Station = 69+22.64 N 16,581,573.9075 E 1,419,806.2388
C.C. = N 16,581,559.7452 E 1,419,795.1288
Back = N 47° 21' 35.59" E
Ahead = N 51° 53' 11.82" W
Chord Bear = N 2° 15' 48.12" W

No.	Revision	By	Date

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or permit purposes.
Kimley»Horn
Engineer: RYAN DELMOTTE
P.E. No. 114242, Date 11/6/2018

Kimley»Horn
TBP REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL CONTROL DATA

EAST SIDEWALK BASELINE

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

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Curve Data

Curve ESW066
P.I. Station = 69+32.23 N 16,581,579.8318 E 1,419,798.6868
Delta = 100° 22' 46.19" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.5984
Length = 14.0156
Radius = 8.0000
External = 4.4952
Long Chord = 12.2907
Mid. Ord. = 2.8780
P.C. Station = 69+22.64 N 16,581,573.9075 E 1,419,806.2388
P.T. Station = 69+36.65 N 16,581,586.1928 E 1,419,805.8748
C.C. = N 16,581,580.2018 E 1,419,811.1765
Back = N 51° 53' 11.82" W
Ahead = N 48° 29' 34.37" E
Chord Bear = N 1° 41' 48.73" W

Curve Data

Curve ESW067
P.I. Station = 69+61.15 N 16,581,602.4291 E 1,419,824.2220
Delta = 107° 23' 25.73" (LT)
Degree = 318° 18' 35.59"
Tangent = 24.4998
Length = 33.7377
Radius = 18.0000
External = 12.4013
Long Chord = 29.0116
Mid. Ord. = 7.3426
P.C. Station = 69+36.65 N 16,581,586.1928 E 1,419,805.8748
P.T. Station = 69+70.39 N 16,581,615.0849 E 1,419,803.2442
C.C. = N 16,581,599.6725 E 1,419,793.9460
Back = N 48° 29' 34.38" E
Ahead = N 58° 53' 51.35" W
Chord Bear = N 5° 12' 08.48" W

Curve Data

Curve ESW068
P.I. Station = 69+81.04 N 16,581,620.5845 E 1,419,794.1283
Delta = 106° 09' 20.46" (RT)
Degree = 716° 11' 50.08"
Tangent = 10.6464
Length = 14.8221
Radius = 8.0000
External = 5.3171
Long Chord = 12.7912
Mid. Ord. = 3.1942
P.C. Station = 69+70.39 N 16,581,615.0849 E 1,419,803.2442
P.T. Station = 69+85.21 N 16,581,627.8102 E 1,419,801.9472
C.C. = N 16,581,621.9349 E 1,419,807.3768
Back = N 58° 53' 51.33" W
Ahead = N 47° 15' 29.13" E
Chord Bear = N 5° 49' 11.10" W

Curve Data

Curve ESW069
P.I. Station = 70+08.34 N 16,581,643.5101 E 1,419,818.9360
Delta = 104° 13' 28.94" (LT)
Degree = 318° 18' 35.59"
Tangent = 23.1323
Length = 32.7432
Radius = 18.0000
External = 11.3105
Long Chord = 28.4118
Mid. Ord. = 6.9459
P.C. Station = 69+85.21 N 16,581,627.8102 E 1,419,801.9472
P.T. Station = 70+17.95 N 16,581,656.1201 E 1,419,799.5430
C.C. = N 16,581,641.0298 E 1,419,789.7307
Back = N 47° 15' 29.15" E
Ahead = N 56° 57' 59.79" W
Chord Bear = N 4° 51' 15.32" W

Curve Data

Curve ESW070
P.I. Station = 70+28.05 N 16,581,661.6218 E 1,419,791.0819
Delta = 103° 11' 40.88" (RT)
Degree = 716° 11' 50.08"
Tangent = 10.0925
Length = 14.4087
Radius = 8.0000
External = 4.8786
Long Chord = 12.5386
Mid. Ord. = 3.0305
P.C. Station = 70+17.95 N 16,581,656.1201 E 1,419,799.5430
P.T. Station = 70+32.36 N 16,581,668.6037 E 1,419,798.3697
C.C. = N 16,581,662.8269 E 1,419,803.9040
Back = N 56° 57' 59.78" W
Ahead = N 46° 13' 41.10" E
Chord Bear = N 5° 22' 09.34" W

Curve Data

Curve ESW071
P.I. Station = 70+65.72 N 16,581,691.6799 E 1,419,822.4568
Delta = 123° 17' 46.02" (LT)
Degree = 318° 18' 35.59"
Tangent = 33.3571
Length = 38.7346
Radius = 18.0000
External = 19.9038
Long Chord = 31.6817
Mid. Ord. = 9.4520
P.C. Station = 70+32.36 N 16,581,668.6037 E 1,419,798.3697
P.T. Station = 70+71.10 N 16,581,699.1450 E 1,419,789.9458
C.C. = N 16,581,681.6015 E 1,419,785.9175
Back = N 46° 13' 41.10" E
Ahead = N 77° 04' 04.92" W
Chord Bear = N 15° 25' 11.91" W

Curve Data

Curve ESW072
P.I. Station = 70+92.21 N 16,581,703.8704 E 1,419,769.3663
Delta = 70° 16' 41.81" (RT)
Degree = 190° 59' 09.35"
Tangent = 21.1150
Length = 36.7976
Radius = 30.0000
External = 6.6857
Long Chord = 34.5338
Mid. Ord. = 5.4673
P.C. Station = 70+71.10 N 16,581,699.1450 E 1,419,789.9458
P.T. Station = 71+07.90 N 16,581,724.8373 E 1,419,766.8700
C.C. = N 16,581,728.3841 E 1,419,796.6596
Back = N 77° 04' 04.92" W
Ahead = N 6° 47' 23.10" W
Chord Bear = N 41° 55' 44.01" W


Course from PT ESW072 to ESW097 N 6° 47' 23.10" W Dist 24.1805
Point ESW097 N 16,581,748.8481 E 1,419,764.0112 Sta 71+32.08
Course from ESW097 to ESW098 N 6° 46' 54.31" W Dist 62.8082
Equation: Sta 71+94.88 (BK) = Sta 80+00.00 (AH) End Region 1
Begin Region 2
Point ESW098 N 16,581,811.2169 E 1,419,756.5943 Sta 80+00.00
=====

Ending chain ESW04 description



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No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242, Date 11/6/2018



TPPE REGISTERED ENGINEERING FIRM F-928

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PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL CONTROL DATA

EAST SIDEWALK BASELINE

SHEET 10 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO.	054
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<* 5 Describe Chain ESW05

Chain ESW05 contains:
 ESW098 ESW099 ESW100 CUR ESW073 CUR ESW074 CUR ESW075 CUR ESW076 CUR ESW077 CUR
 ESW078 CUR ESW079 CUR ESW080 CUR ESW081 CUR ESW082 CUR ESW083 CUR ESW084 CUR -
 ESW085 CUR ESW086 CUR ESW087 CUR ESW088 CUR ESW089 CUR ESW090 CUR ESW091 CUR ES-
 W092 CUR ESW093 CUR ESW094 CUR ESW095 CUR ESW096 CUR ESW097 CUR ESW098 CUR ESW0-
 99 CUR ESW100 CUR ESW101 CUR ESW102 CUR ESW103 CUR ESW104 CUR ESW105 CUR ESW106-
 CUR ESW107 CUR ESW108 CUR ESW109 CUR ESW110 CUR ESW111 CUR ESW112 CUR ESW113 C-
 UR ESW114 CUR ESW115 CUR ESW116 CUR ESW117 CUR ESW118 CUR ESW119 CUR ESW120 CUR-
 ESW121 CUR ESW122 CUR ESW123 CUR ESW124 ESW158

Beginning chain ESW05 description

Point ESW098 N 16,581,811.2169 E 1,419,756.5943 Sta 80+00.00
 Course from ESW098 to ESW099 N 6° 47' 23.11" W Dist 158.6202
 Point ESW099 N 16,581,968.7246 E 1,419,737.8412 Sta 81+58.62
 Course from ESW099 to ESW100 N 6° 47' 23.10" W Dist 50.5907
 Point ESW100 N 16,582,018.9605 E 1,419,731.8601 Sta 82+09.21
 Course from ESW100 to PC ESW073 N 6° 47' 23.10" W Dist 20.1249

Curve Data

Curve ESW073
 P.I. Station = 82+32.27 N 16,582,041.8609 E 1,419,729.1335
 Delta = 40° 19' 21.06" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 2.9373
 Length = 5.6301
 Radius = 8.0000
 External = 0.5222
 Long Chord = 5.5146
 Mid. Ord. = 0.4902
 P.C. Station = 82+29.34 N 16,582,038.9443 E 1,419,729.4808
 P.T. Station = 82+34.97 N 16,582,044.3094 E 1,419,730.7561
 C.C. = N 16,582,039.8901 E 1,419,737.4247
 Back = N 6° 47' 23.11" W
 Ahead = N 33° 31' 57.95" E
 Chord Bear = N 13° 22' 17.42" E

Course from PT ESW073 to PC ESW074 N 33° 31' 57.95" E Dist 31.9035

Curve Data

Curve ESW074
 P.I. Station = 82+85.45 N 16,582,086.3912 E 1,419,758.6441
 Delta = 91° 49' 04.87" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 18.5804
 Length = 28.8455
 Radius = 18.0000
 External = 7.8695
 Long Chord = 25.8565
 Mid. Ord. = 5.4756
 P.C. Station = 82+66.87 N 16,582,070.9032 E 1,419,748.3801
 P.T. Station = 82+95.71 N 16,582,096.1588 E 1,419,742.8382
 C.C. = N 16,582,080.8466 E 1,419,733.3758
 Back = N 33° 31' 57.95" E
 Ahead = N 58° 17' 06.92" W
 Chord Bear = N 12° 22' 34.48" W

Curve Data

Curve ESW075
 P.I. Station = 83+05.13 N 16,582,101.1104 E 1,419,734.8254
 Delta = 99° 18' 59.51" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 9.4194
 Length = 13.8672
 Radius = 8.0000
 External = 4.3582
 Long Chord = 12.1952
 Mid. Ord. = 2.8212
 P.C. Station = 82+95.71 N 16,582,096.1588 E 1,419,742.8382
 P.T. Station = 83+09.58 N 16,582,108.2159 E 1,419,741.0089
 C.C. = N 16,582,102.9642 E 1,419,747.0437
 Back = N 58° 17' 06.92" W
 Ahead = N 41° 01' 52.59" E
 Chord Bear = N 8° 37' 37.16" W

Curve Data

Curve ESW076
 P.I. Station = 83+27.21 N 16,582,121.5128 E 1,419,752.5805
 Delta = 88° 48' 00.14" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 17.6269
 Length = 27.8974
 Radius = 18.0000
 External = 7.1934
 Long Chord = 25.1879
 Mid. Ord. = 5.1395
 P.C. Station = 83+09.58 N 16,582,108.2159 E 1,419,741.0089
 P.T. Station = 83+37.48 N 16,582,133.3603 E 1,419,739.5288
 C.C. = N 16,582,120.0324 E 1,419,727.4306
 Back = N 41° 01' 52.59" E
 Ahead = N 47° 46' 07.55" W
 Chord Bear = N 3° 22' 07.48" W

Course from PT ESW076 to PC ESW077 N 47° 46' 07.54" W Dist 25.6008

Curve Data

Curve ESW077
 P.I. Station = 83+74.29 N 16,582,158.1019 E 1,419,712.2725
 Delta = 40° 58' 44.44" (RT)
 Degree = 190° 59' 09.35"
 Tangent = 11.2103
 Length = 21.4566
 Radius = 30.0000
 External = 2.0261
 Long Chord = 21.0021
 Mid. Ord. = 1.8979
 P.C. Station = 83+63.08 N 16,582,150.5672 E 1,419,720.5731
 P.T. Station = 83+84.54 N 16,582,169.2336 E 1,419,710.9472
 C.C. = N 16,582,172.7804 E 1,419,740.7368
 Back = N 47° 46' 07.55" W
 Ahead = N 6° 47' 23.11" W
 Chord Bear = N 27° 16' 45.33" W

Course from PT ESW077 to PC ESW078 N 6° 47' 23.10" W Dist 287.3567

Curve Data

Curve ESW078
 P.I. Station = 86+91.13 N 16,582,473.6762 E 1,419,674.6998
 Delta = 65° 20' 10.90" (RT)
 Degree = 190° 59' 09.35"
 Tangent = 19.2361
 Length = 34.2100
 Radius = 30.0000
 External = 5.6375
 Long Chord = 32.3864
 Mid. Ord. = 4.7457
 P.C. Station = 86+71.89 N 16,582,454.5749 E 1,419,676.9740
 P.T. Station = 87+06.10 N 16,582,483.7137 E 1,419,691.1095
 C.C. = N 16,582,458.1217 E 1,419,706.7636
 Back = N 6° 47' 23.11" W
 Ahead = N 58° 32' 47.79" E
 Chord Bear = N 25° 52' 42.34" E

Curve Data

Curve ESW079
 P.I. Station = 87+33.77 N 16,582,498.1518 E 1,419,714.7144
 Delta = 113° 54' 38.61" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 27.6704
 Length = 35.7861
 Radius = 18.0000
 External = 15.0098
 Long Chord = 30.1769
 Mid. Ord. = 8.1847
 P.C. Station = 87+06.10 N 16,582,483.7137 E 1,419,691.1095
 P.T. Station = 87+41.89 N 16,582,513.8789 E 1,419,691.9481
 C.C. = N 16,582,499.0690 E 1,419,681.7173
 Back = N 58° 32' 51.74" E
 Ahead = N 55° 21' 46.87" W
 Chord Bear = N 1° 35' 32.44" E

No.	Revision	By	Date

PRELIMINARY
 FOR REVIEW ONLY
 Not for construction, bidding,
 or permit purposes.
Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL CONTROL DATA

EAST SIDEWALK BASELINE

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	055
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

PLOTTED: 11/6/2018 2:51:14 PM 20,000 ft / in.
 FILENAME: K:\LAC_TPTO\project\069234003_SPI_Padre_Bld_Medians\CADD\Sheets\PDMGE012.dgn

Curve Data

Curve ESW080
P.I. Station = 87+51.35 N 16,582,519.2573 E 1,419,684.1624
Delta = 99° 34' 33.79" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.4627
Length = 13.9034
Radius = 8.0000
External = 4.3912
Long Chord = 12.2186
Mid. Ord. = 2.8351
P.C. Station = 87+41.89 N 16,582,513.8789 E 1,419,691.9481
P.T. Station = 87+55.79 N 16,582,526.0397 E 1,419,690.7610
C.C. = N 16,582,520.4610 E 1,419,696.4951
Back = N 55° 21' 46.86" W
Ahead = N 44° 12' 46.93" E
Chord Bear = N 5° 34' 29.97" W

Curve Data

Curve ESW081
P.I. Station = 87+76.89 N 16,582,541.1586 E 1,419,705.4702
Delta = 99° 02' 57.26" (LT)
Degree = 318° 18' 35.59"
Tangent = 21.0936
Length = 31.1172
Radius = 18.0000
External = 9.7298
Long Chord = 27.3847
Mid. Ord. = 6.3158
P.C. Station = 87+55.79 N 16,582,526.0397 E 1,419,690.7610
P.T. Station = 87+86.91 N 16,582,553.3067 E 1,419,688.2260
C.C. = N 16,582,538.5916 E 1,419,677.8595
Back = N 44° 12' 46.95" E
Ahead = N 54° 50' 10.31" W
Chord Bear = N 5° 18' 41.68" W

Curve Data

Curve ESW082
P.I. Station = 87+96.60 N 16,582,558.8871 E 1,419,680.3047
Delta = 100° 54' 41.64" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.6895
Length = 14.0899
Radius = 8.0000
External = 4.5653
Long Chord = 12.3381
Mid. Ord. = 2.9066
P.C. Station = 87+86.91 N 16,582,553.3067 E 1,419,688.2260
P.T. Station = 88+01.00 N 16,582,565.6088 E 1,419,687.2836
C.C. = N 16,582,559.8468 E 1,419,692.8333
Back = N 54° 50' 10.32" W
Ahead = N 46° 04' 31.33" E
Chord Bear = N 4° 22' 49.49" W

Curve Data

Curve ESW083
P.I. Station = 88+24.51 N 16,582,581.9193 E 1,419,704.2182
Delta = 105° 07' 36.79" (LT)
Degree = 318° 18' 35.59"
Tangent = 23.5119
Length = 33.0266
Radius = 18.0000
External = 11.6110
Long Chord = 28.5850
Mid. Ord. = 7.0581
P.C. Station = 88+01.00 N 16,582,565.6088 E 1,419,687.2836
P.T. Station = 88+34.03 N 16,582,594.0107 E 1,419,684.0536
C.C. = N 16,582,578.5734 E 1,419,674.7968
Back = N 46° 04' 31.32" E
Ahead = N 59° 03' 05.47" W
Chord Bear = N 6° 29' 17.08" W

Curve Data

Curve ESW084
P.I. Station = 88+43.49 N 16,582,598.8749 E 1,419,675.9418
Delta = 99° 33' 02.76" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.4585
Length = 13.8999
Radius = 8.0000
External = 4.3880
Long Chord = 12.2163
Mid. Ord. = 2.8337
P.C. Station = 88+34.03 N 16,582,594.0107 E 1,419,684.0536
P.T. Station = 88+47.93 N 16,582,606.0673 E 1,419,682.0845
C.C. = N 16,582,600.8718 E 1,419,688.1678
Back = N 59° 03' 05.47" W
Ahead = N 40° 29' 57.29" E
Chord Bear = N 9° 16' 34.09" W

Curve Data

Curve ESW085
P.I. Station = 88+67.02 N 16,582,620.5842 E 1,419,694.4828
Delta = 93° 22' 09.31" (LT)
Degree = 318° 18' 35.59"
Tangent = 19.0909
Length = 29.3328
Radius = 18.0000
External = 8.2385
Long Chord = 26.1932
Mid. Ord. = 5.6518
P.C. Station = 88+47.93 N 16,582,606.0673 E 1,419,682.0845
P.T. Station = 88+77.26 N 16,582,632.1080 E 1,419,679.2623
C.C. = N 16,582,617.7572 E 1,419,668.3970
Back = N 40° 29' 57.30" E
Ahead = N 52° 52' 12.02" W
Chord Bear = N 6° 11' 07.36" W

Curve Data

Curve ESW086
P.I. Station = 88+86.24 N 16,582,637.5284 E 1,419,672.1030
Delta = 96° 36' 17.35" (RT)
Degree = 716° 11' 50.08"
Tangent = 8.9798
Length = 13.4886
Radius = 8.0000
External = 4.0265
Long Chord = 11.9467
Mid. Ord. = 2.6784
P.C. Station = 88+77.26 N 16,582,632.1080 E 1,419,679.2623
P.T. Station = 88+90.75 N 16,582,644.0167 E 1,419,678.3109
C.C. = N 16,582,638.4861 E 1,419,684.0913
Back = N 52° 52' 12.01" W
Ahead = N 43° 44' 05.34" E
Chord Bear = N 4° 34' 03.34" W

Curve Data

Curve ESW087
P.I. Station = 89+09.99 N 16,582,657.9212 E 1,419,691.6145
Delta = 93° 49' 30.85" (LT)
Degree = 318° 18' 35.59"
Tangent = 19.2437
Length = 29.4761
Radius = 18.0000
External = 8.3500
Long Chord = 26.2913
Mid. Ord. = 5.7040
P.C. Station = 88+90.75 N 16,582,644.0167 E 1,419,678.3109
P.T. Station = 89+20.22 N 16,582,670.2675 E 1,419,676.8534
C.C. = N 16,582,656.4605 E 1,419,665.3050
Back = N 43° 44' 05.35" E
Ahead = N 50° 05' 25.51" W
Chord Bear = N 3° 10' 40.08" W

No.	Revision	By	Date

PRELIMINARY
FOR REVIEW ONLY
Not for construction, bidding,
or permit purposes.
Kimley»Horn
Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018

Kimley»Horn
TXPE REGISTERED ENGINEERING FIRM F-928

South Padre
ISLAND

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
CONTROL DATA

EAST SIDEWALK BASELINE

SHEET 12 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 056

PLOTTED: 11/6/2018 2:51:16 PM 20,000 ft / in.
 FILENAME: K:\LAC_TPTO\project\069234003_SPI_Padre_Blv_Medians\CADD\Sheets\PDMGE013.dgn

Curve Data

Curve ESW088
P.I. Station = 89+29.54 N 16,582,676.2461 E 1,419,669.7056
Delta = 98° 42' 27.02" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.3185
Length = 13.7822
Radius = 8.0000
External = 4.2815
Long Chord = 12.1399
Mid. Ord. = 2.7889
P.C. Station = 89+20.22 N 16,582,670.2675 E 1,419,676.8534
P.T. Station = 89+34.01 N 16,582,682.4065 E 1,419,676.6973
C.C. = N 16,582,676.4040 E 1,419,681.9861
Back = N 50° 05' 25.51" W
Ahead = N 48° 37' 01.51" E
Chord Bear = N 0° 44' 12.00" W

Curve Data

Curve ESW089
P.I. Station = 89+61.76 N 16,582,700.7520 E 1,419,697.5188
Delta = 114° 03' 43.65" (LT)
Degree = 318° 18' 35.59"
Tangent = 27.7505
Length = 35.8337
Radius = 18.0000
External = 15.0770
Long Chord = 30.2028
Mid. Ord. = 8.2047
P.C. Station = 89+34.01 N 16,582,682.4065 E 1,419,676.6973
P.T. Station = 89+69.84 N 16,582,712.2841 E 1,419,672.2779
C.C. = N 16,582,695.9120 E 1,419,664.7978
Back = N 48° 37' 01.50" E
Ahead = N 65° 26' 42.15" W
Chord Bear = N 8° 24' 50.33" W

Curve Data

Curve ESW090
P.I. Station = 89+80.93 N 16,582,716.8947 E 1,419,662.1867
Delta = 108° 24' 41.85" (RT)
Degree = 716° 11' 50.08"
Tangent = 11.0946
Length = 15.1371
Radius = 8.0000
External = 5.6781
Long Chord = 12.9780
Mid. Ord. = 3.3210
P.C. Station = 89+69.84 N 16,582,712.2841 E 1,419,672.2779
P.T. Station = 89+84.98 N 16,582,725.0132 E 1,419,669.7485
C.C. = N 16,582,719.5606 E 1,419,675.6025
Back = N 65° 26' 42.16" W
Ahead = N 42° 57' 59.69" E
Chord Bear = N 11° 14' 21.23" W

Curve Data

Curve ESW091
P.I. Station = 90+06.31 N 16,582,740.6207 E 1,419,684.2857
Delta = 99° 40' 35.02" (LT)
Degree = 318° 18' 35.59"
Tangent = 21.3290
Length = 31.3143
Radius = 18.0000
External = 9.9092
Long Chord = 27.5121
Mid. Ord. = 6.3909
P.C. Station = 89+84.98 N 16,582,725.0132 E 1,419,669.7485
P.T. Station = 90+16.29 N 16,582,752.3277 E 1,419,666.4568
C.C. = N 16,582,737.2815 E 1,419,656.5769
Back = N 42° 57' 59.68" E
Ahead = N 56° 42' 35.34" W
Chord Bear = N 6° 52' 17.83" W

Curve Data

Curve ESW092
P.I. Station = 90+26.18 N 16,582,757.7547 E 1,419,658.1919
Delta = 102° 02' 47.81" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.8874
Length = 14.2484
Radius = 8.0000
External = 4.7185
Long Chord = 12.4384
Mid. Ord. = 2.9680
P.C. Station = 90+16.29 N 16,582,752.3277 E 1,419,666.4568
P.T. Station = 90+30.54 N 16,582,764.7050 E 1,419,665.2243
C.C. = N 16,582,759.0149 E 1,419,670.8478
Back = N 56° 42' 35.33" W
Ahead = N 45° 20' 12.48" E
Chord Bear = N 5° 41' 11.42" W

Curve Data

Curve ESW093
P.I. Station = 90+53.87 N 16,582,781.1076 E 1,419,681.8209
Delta = 104° 42' 26.39" (LT)
Degree = 318° 18' 35.59"
Tangent = 23.3344
Length = 32.8948
Radius = 18.0000
External = 11.4702
Long Chord = 28.5047
Mid. Ord. = 7.0059
P.C. Station = 90+30.54 N 16,582,764.7050 E 1,419,665.2243
P.T. Station = 90+63.43 N 16,582,792.9961 E 1,419,661.7421
C.C. = N 16,582,777.5075 E 1,419,652.5714
Back = N 45° 20' 12.50" E
Ahead = N 59° 22' 13.90" W
Chord Bear = N 7° 01' 00.70" W

Curve Data

Curve ESW094
P.I. Station = 90+72.11 N 16,582,797.4180 E 1,419,654.2739
Delta = 94° 39' 47.34" (RT)
Degree = 716° 11' 50.08"
Tangent = 8.6791
Length = 13.2175
Radius = 8.0000
External = 3.8037
Long Chord = 11.7646
Mid. Ord. = 2.5780
P.C. Station = 90+63.43 N 16,582,792.9961 E 1,419,661.7421
P.T. Station = 90+76.65 N 16,582,804.5020 E 1,419,659.2883
C.C. = N 16,582,799.8800 E 1,419,665.8180
Back = N 59° 22' 13.89" W
Ahead = N 35° 17' 33.45" E
Chord Bear = N 12° 02' 20.22" W

Curve Data

Curve ESW095
P.I. Station = 90+95.21 N 16,582,819.6531 E 1,419,670.0130
Delta = 91° 45' 49.06" (LT)
Degree = 318° 18' 35.59"
Tangent = 18.5628
Length = 28.8284
Radius = 18.0000
External = 7.8568
Long Chord = 25.8446
Mid. Ord. = 5.4695
P.C. Station = 90+76.65 N 16,582,804.5020 E 1,419,659.2883
P.T. Station = 91+05.48 N 16,582,829.9064 E 1,419,654.5390
C.C. = N 16,582,814.9015 E 1,419,644.5965
Back = N 35° 17' 33.45" E
Ahead = N 56° 28' 15.61" W
Chord Bear = N 10° 35' 21.08" W

No.	Revision	By	Date

PRELIMINARY
FOR REVIEW ONLY
Not for construction, bidding,
or permit purposes.
Kimley»Horn
Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018

Kimley»Horn
TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
CONTROL DATA

EAST SIDEWALK BASELINE

SHEET 13 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A
SHEET NO.		057

PLOTTED: 11/6/2018 2:51:18 PM 20,000 ft / in.
 FILENAME: K:\LAC_TPTO\project\069234003_SPI_Padre_Bld_Medians\CADD\Sheets\PDMGE014.dgn

Curve Data

Curve ESW096
P.I. Station = 91+16.94 N 16,582,836.2351 E 1,419,644.9878
Delta = 110° 09' 08.58" (RT)
Degree = 716° 11' 50.08"
Tangent = 11.4576
Length = 15.3802
Radius = 8.0000
External = 5.9741
Long Chord = 13.1186
Mid. Ord. = 3.4201
P.C. Station = 91+05.48 N 16,582,829.9064 E 1,419,654.5390
P.T. Station = 91+20.86 N 16,582,843.0212 E 1,419,654.2196
C.C. = N 16,582,836.5753 E 1,419,658.9578
Back = N 56° 28' 15.60" W
Ahead = N 53° 40' 52.99" E
Chord Bear = N 1° 23' 41.30" W

Curve Data

Curve ESW097
P.I. Station = 91+51.47 N 16,582,861.1508 E 1,419,678.8833
Delta = 119° 05' 07.84" (LT)
Degree = 318° 18' 35.59"
Tangent = 30.6101
Length = 37.4118
Radius = 18.0000
External = 17.5103
Long Chord = 31.0323
Mid. Ord. = 8.8759
P.C. Station = 91+20.86 N 16,582,843.0212 E 1,419,654.2196
P.T. Station = 91+58.27 N 16,582,873.8912 E 1,419,651.0506
C.C. = N 16,582,857.5244 E 1,419,643.5587
Back = N 53° 40' 53.00" E
Ahead = N 65° 24' 14.84" W
Chord Bear = N 5° 51' 40.92" W

Curve Data

Curve ESW098
P.I. Station = 91+69.37 N 16,582,878.5086 E 1,419,640.9629
Delta = 108° 24' 34.64" (RT)
Degree = 716° 11' 50.08"
Tangent = 11.0942
Length = 15.1368
Radius = 8.0000
External = 5.6778
Long Chord = 12.9778
Mid. Ord. = 3.3209
P.C. Station = 91+58.27 N 16,582,873.8912 E 1,419,651.0506
P.T. Station = 91+73.41 N 16,582,886.6219 E 1,419,648.5298
C.C. = N 16,582,881.1654 E 1,419,654.3802
Back = N 65° 24' 18.26" W
Ahead = N 43° 00' 16.37" E
Chord Bear = N 11° 12' 00.94" W

Curve Data

Curve ESW099
P.I. Station = 91+92.14 N 16,582,900.3208 E 1,419,661.3062
Delta = 92° 17' 03.05" (LT)
Degree = 318° 18' 35.59"
Tangent = 18.7323
Length = 28.9919
Radius = 18.0000
External = 7.9788
Long Chord = 25.9582
Mid. Ord. = 5.5283
P.C. Station = 91+73.41 N 16,582,886.6219 E 1,419,648.5298
P.T. Station = 92+02.40 N 16,582,912.5411 E 1,419,647.1090
C.C. = N 16,582,898.8989 E 1,419,635.3664
Back = N 43° 00' 16.37" E
Ahead = N 49° 16' 46.68" W
Chord Bear = N 3° 08' 15.15" W

Curve Data

Curve ESW100
P.I. Station = 92+11.17 N 16,582,918.2598 E 1,419,640.4652
Delta = 95° 13' 55.75" (RT)
Degree = 716° 11' 50.08"
Tangent = 8.7661
Length = 13.2969
Radius = 8.0000
External = 3.8678
Long Chord = 11.8183
Mid. Ord. = 2.6072
P.C. Station = 92+02.40 N 16,582,912.5411 E 1,419,647.1090
P.T. Station = 92+15.70 N 16,582,924.3544 E 1,419,646.7659
C.C. = N 16,582,918.6043 E 1,419,652.3279
Back = N 49° 16' 46.69" W
Ahead = N 45° 57' 09.06" E
Chord Bear = N 1° 39' 48.81" W

Curve Data

Curve ESW101
P.I. Station = 92+41.12 N 16,582,942.0271 E 1,419,665.0361
Delta = 109° 23' 34.46" (LT)
Degree = 318° 18' 35.59"
Tangent = 25.4190
Length = 34.3668
Radius = 18.0000
External = 13.1468
Long Chord = 29.3797
Mid. Ord. = 7.5977
P.C. Station = 92+15.70 N 16,582,924.3544 E 1,419,646.7659
P.T. Station = 92+50.06 N 16,582,953.3926 E 1,419,642.2996
C.C. = N 16,582,937.2922 E 1,419,634.2513
Back = N 45° 57' 09.04" E
Ahead = N 63° 26' 25.42" W
Chord Bear = N 8° 44' 38.19" W

Curve Data

Curve ESW102
P.I. Station = 92+59.80 N 16,582,957.7439 E 1,419,633.5951
Delta = 101° 09' 16.89" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.7315
Length = 14.1239
Radius = 8.0000
External = 4.5977
Long Chord = 12.3597
Mid. Ord. = 2.9197
P.C. Station = 92+50.06 N 16,582,953.3926 E 1,419,642.2996
P.T. Station = 92+64.19 N 16,582,965.4422 E 1,419,639.5481
C.C. = N 16,582,960.5484 E 1,419,645.8767
Back = N 63° 26' 25.44" W
Ahead = N 37° 42' 51.45" E
Chord Bear = N 12° 51' 46.99" W

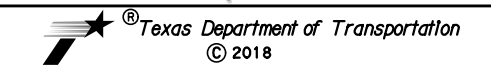
Curve Data

Curve ESW103
P.I. Station = 92+83.21 N 16,582,980.4867 E 1,419,651.1818
Delta = 93° 09' 00.48" (LT)
Degree = 318° 18' 35.59"
Tangent = 19.0179
Length = 29.2640
Radius = 18.0000
External = 8.1855
Long Chord = 26.1459
Mid. Ord. = 5.6267
P.C. Station = 92+64.19 N 16,582,965.4422 E 1,419,639.5481
P.T. Station = 92+93.45 N 16,582,991.2761 E 1,419,635.5207
C.C. = N 16,582,976.4532 E 1,419,625.3088
Back = N 37° 42' 51.43" E
Ahead = N 55° 26' 09.04" W
Chord Bear = N 8° 51' 38.80" W

No.	Revision	By	Date

PRELIMINARY
FOR REVIEW ONLY
Not for construction, bidding,
or permit purposes.
Kimley»Horn
Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018

Kimley»Horn
TBP REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
CONTROL DATA

EAST SIDEWALK BASELINE

SHEET 14 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	058
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

Curve Data

Curve ESW104
P.I. Station = 93+03.56 N 16,582,997.0110 E 1,419,627.1940
Delta = 103° 17' 39.31" (RT)
Degree = 716° 11' 50.08"
Tangent = 10.1106
Length = 14.4226
Radius = 8.0000
External = 4.8928
Long Chord = 12.5473
Mid. Ord. = 3.0360
P.C. Station = 92+93.45 N 16,582,991.2761 E 1,419,635.5207
P.T. Station = 93+07.88 N 16,583,003.7958 E 1,419,634.6900
C.C. = N 16,582,997.8646 E 1,419,640.0585
Back = N 55° 26' 36.72" W
Ahead = N 47° 51' 02.59" E
Chord Bear = N 3° 47' 47.06" W

Curve Data

Curve ESW105
P.I. Station = 93+30.79 N 16,583,019.5005 E 1,419,651.3765
Delta = 103° 41' 56.20" (LT)
Degree = 318° 18' 35.59"
Tangent = 22.9146
Length = 32.5780
Radius = 18.0000
External = 11.1390
Long Chord = 28.3101
Mid. Ord. = 6.8809
P.C. Station = 93+07.88 N 16,583,003.7958 E 1,419,634.6900
P.T. Station = 93+40.45 N 16,583,031.9932 E 1,419,632.1668
C.C. = N 16,583,016.9035 E 1,419,622.3535
Back = N 46° 44' 10.32" E
Ahead = N 56° 57' 45.88" W
Chord Bear = N 5° 06' 47.78" W

Curve Data

Curve ESW106
P.I. Station = 93+50.46 N 16,583,037.4203 E 1,419,623.7612
Delta = 102° 42' 38.04" (RT)
Degree = 716° 11' 50.08"
Tangent = 10.0054
Length = 14.3411
Radius = 8.0000
External = 4.8105
Long Chord = 12.4965
Mid. Ord. = 3.0041
P.C. Station = 93+40.45 N 16,583,031.9932 E 1,419,632.1668
P.T. Station = 93+54.79 N 16,583,044.4259 E 1,419,630.9048
C.C. = N 16,583,038.7141 E 1,419,636.5062
Back = N 57° 09' 06.08" W
Ahead = N 45° 33' 31.96" E
Chord Bear = N 5° 47' 47.06" W

Curve Data

Curve ESW107
P.I. Station = 93+77.78 N 16,583,060.5216 E 1,419,647.3175
Delta = 103° 52' 37.73" (LT)
Degree = 318° 18' 35.59"
Tangent = 22.9881
Length = 32.6340
Radius = 18.0000
External = 11.1968
Long Chord = 28.3446
Mid. Ord. = 6.9029
P.C. Station = 93+54.79 N 16,583,044.4259 E 1,419,630.9048
P.T. Station = 93+87.43 N 16,583,072.5949 E 1,419,627.7551
C.C. = N 16,583,057.2773 E 1,419,618.3015
Back = N 45° 33' 31.17" E
Ahead = N 58° 19' 06.55" W
Chord Bear = N 6° 22' 47.69" W

Curve Data

Curve ESW108
P.I. Station = 93+97.13 N 16,583,077.6242 E 1,419,619.4615
Delta = 100° 58' 07.33" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.6994
Length = 14.0979
Radius = 8.0000
External = 4.5729
Long Chord = 12.3432
Mid. Ord. = 2.9097
P.C. Station = 93+87.43 N 16,583,072.5949 E 1,419,627.7551
P.T. Station = 94+01.53 N 16,583,084.8094 E 1,419,625.9769
C.C. = N 16,583,079.4355 E 1,419,631.9032
Back = N 58° 46' 02.01" W
Ahead = N 42° 12' 05.32" E
Chord Bear = N 8° 16' 58.34" W

Curve Data

Curve ESW109
P.I. Station = 94+21.76 N 16,583,099.8022 E 1,419,639.5717
Delta = 96° 42' 03.85" (LT)
Degree = 318° 18' 35.59"
Tangent = 20.2387
Length = 30.3795
Radius = 18.0000
External = 9.0851
Long Chord = 26.9001
Mid. Ord. = 6.0377
P.C. Station = 94+01.53 N 16,583,084.8094 E 1,419,625.9769
P.T. Station = 94+31.91 N 16,583,111.5546 E 1,419,623.0949
C.C. = N 16,583,096.9004 E 1,419,612.6425
Back = N 42° 12' 00.87" E
Ahead = N 54° 30' 02.97" W
Chord Bear = N 6° 09' 01.05" W

Curve Data

Curve ESW110
P.I. Station = 94+41.10 N 16,583,116.8945 E 1,419,615.6084
Delta = 97° 57' 20.75" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.1958
Length = 13.6772
Radius = 8.0000
External = 4.1886
Long Chord = 12.0713
Mid. Ord. = 2.7492
P.C. Station = 94+31.91 N 16,583,111.5546 E 1,419,623.0949
P.T. Station = 94+45.58 N 16,583,123.5699 E 1,419,621.9331
C.C. = N 16,583,118.0676 E 1,419,627.7405
Back = N 54° 30' 02.97" W
Ahead = N 43° 27' 17.77" E
Chord Bear = N 5° 31' 22.60" W

Curve Data

Curve ESW111
P.I. Station = 94+68.32 N 16,583,140.0753 E 1,419,637.5715
Delta = 103° 15' 58.65" (LT)
Degree = 318° 18' 35.59"
Tangent = 22.7374
Length = 32.4421
Radius = 18.0000
External = 10.9998
Long Chord = 28.2259
Mid. Ord. = 6.8275
P.C. Station = 94+45.58 N 16,583,123.5699 E 1,419,621.9331
P.T. Station = 94+78.03 N 16,583,151.5087 E 1,419,617.9179
C.C. = N 16,583,135.9500 E 1,419,608.8667
Back = N 43° 27' 17.78" E
Ahead = N 59° 48' 40.86" W
Chord Bear = N 8° 10' 41.54" W

No.	Revision	By	Date

PRELIMINARY
FOR REVIEW ONLY
Not for construction, bidding,
or permit purposes.
Kimley»Horn
Engineer: RYAN DELMOTTE
P.E. No. 114242, Date 11/6/2018

Kimley»Horn
TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
CONTROL DATA

EAST SIDEWALK BASELINE

SHEET 15 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	059
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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Curve Data

Curve ESW112
P.I. Station = 94+87.98 N 16,583,156.5163 E 1,419,609.3102
Delta = 102° 26' 49.26" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.9584
Length = 14.3043
Radius = 8.0000
External = 4.7738
Long Chord = 12.4735
Mid. Ord. = 2.9897
P.C. Station = 94+78.03 N 16,583,151.5087 E 1,419,617.9179
P.T. Station = 94+92.33 N 16,583,163.8424 E 1,419,616.0553
C.C. = N 16,583,158.4237 E 1,419,621.9407
Back = N 59° 48' 40.84" W
Ahead = N 42° 38' 08.42" E
Chord Bear = N 8° 35' 16.21" W

Curve Data

Curve ESW113
P.I. Station = 95+13.23 N 16,583,179.2201 E 1,419,630.2135
Delta = 98° 32' 04.40" (LT)
Degree = 318° 18' 35.59"
Tangent = 20.9028
Length = 30.9555
Radius = 18.0000
External = 9.5849
Long Chord = 27.2794
Mid. Ord. = 6.2544
P.C. Station = 94+92.33 N 16,583,163.8424 E 1,419,616.0553
P.T. Station = 95+23.28 N 16,583,190.9393 E 1,419,612.9050
C.C. = N 16,583,176.0344 E 1,419,602.8132
Back = N 42° 38' 08.44" E
Ahead = N 55° 53' 55.96" W
Chord Bear = N 6° 37' 53.76" W

Curve Data

Curve ESW114
P.I. Station = 95+33.89 N 16,583,196.8145 E 1,419,604.0713
Delta = 105° 57' 41.64" (RT)
Degree = 716° 11' 50.08"
Tangent = 10.6090
Length = 14.7950
Radius = 8.0000
External = 5.2872
Long Chord = 12.7749
Mid. Ord. = 3.1833
P.C. Station = 95+23.28 N 16,583,190.9393 E 1,419,612.9050
P.T. Station = 95+38.08 N 16,583,203.6919 E 1,419,612.1491
C.C. = N 16,583,197.6006 E 1,419,617.3353
Back = N 56° 22' 21.31" W
Ahead = N 49° 35' 20.33" E
Chord Bear = N 3° 23' 30.49" W

Curve Data

Curve ESW115
P.I. Station = 95+62.27 N 16,583,219.3710 E 1,419,630.5640
Delta = 106° 41' 00.26" (LT)
Degree = 318° 18' 35.59"
Tangent = 24.1856
Length = 33.5156
Radius = 18.0000
External = 12.1487
Long Chord = 28.8796
Mid. Ord. = 7.2533
P.C. Station = 95+38.08 N 16,583,203.6919 E 1,419,612.1491
P.T. Station = 95+71.60 N 16,583,232.5095 E 1,419,610.2583
C.C. = N 16,583,217.3970 E 1,419,600.4800
Back = N 49° 35' 15.26" E
Ahead = N 57° 05' 45.00" W
Chord Bear = N 3° 45' 14.87" W

Curve Data

Curve ESW116
P.I. Station = 95+81.03 N 16,583,237.6366 E 1,419,602.3342
Delta = 99° 25' 43.48" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.4381
Length = 13.8829
Radius = 8.0000
External = 4.3724
Long Chord = 12.2053
Mid. Ord. = 2.8272
P.C. Station = 95+71.60 N 16,583,232.5095 E 1,419,610.2583
P.T. Station = 95+85.48 N 16,583,244.6136 E 1,419,608.6902
C.C. = N 16,583,239.2261 E 1,419,614.6041
Back = N 57° 05' 44.99" W
Ahead = N 42° 19' 58.49" E
Chord Bear = N 7° 22' 53.25" W

Curve Data

Curve ESW117
P.I. Station = 96+08.51 N 16,583,261.6370 E 1,419,624.1981
Delta = 103° 58' 25.18" (LT)
Degree = 318° 18' 35.59"
Tangent = 23.0280
Length = 32.6643
Radius = 18.0000
External = 11.2282
Long Chord = 28.3633
Mid. Ord. = 6.9148
P.C. Station = 95+85.48 N 16,583,244.6136 E 1,419,608.6902
P.T. Station = 96+18.14 N 16,583,272.5753 E 1,419,603.9338
C.C. = N 16,583,256.7355 E 1,419,595.3838
Back = N 42° 19' 58.50" E
Ahead = N 61° 38' 26.68" W
Chord Bear = N 9° 39' 14.09" W

Curve Data



Curve ESW118
P.I. Station = 96+27.98 N 16,583,277.2494 E 1,419,595.2744
Delta = 101° 46' 44.83" (RT)
Degree = 716° 11' 50.08"
Tangent = 9.8403
Length = 14.2110
Radius = 8.0000
External = 4.6820
Long Chord = 12.4149
Mid. Ord. = 2.9535
P.C. Station = 96+18.14 N 16,583,272.5753 E 1,419,603.9338
P.T. Station = 96+32.35 N 16,583,284.7722 E 1,419,601.6178
C.C. = N 16,583,279.6151 E 1,419,607.7337
Back = N 61° 38' 26.68" W
Ahead = N 40° 08' 18.14" E
Chord Bear = N 10° 45' 04.27" W

Curve Data

Curve ESW119
P.I. Station = 96+52.39 N 16,583,300.0924 E 1,419,614.5362
Delta = 96° 08' 19.43" (LT)
Degree = 318° 18' 35.59"
Tangent = 20.0398
Length = 30.2029
Radius = 18.0000
External = 8.9368
Long Chord = 26.7824
Mid. Ord. = 5.9719
P.C. Station = 96+32.35 N 16,583,284.7722 E 1,419,601.6178
P.T. Station = 96+62.56 N 16,583,311.2984 E 1,419,597.9224
C.C. = N 16,583,296.3757 E 1,419,587.8570
Back = N 40° 08' 18.14" E
Ahead = N 56° 00' 01.29" W
Chord Bear = N 7° 55' 51.57" W

Curve Data

Curve ESW120
P.I. Station = 96+73.12 N 16,583,317.2057 E 1,419,589.1643
Delta = 105° 43' 40.97" (RT)
Degree = 716° 11' 50.08"
Tangent = 10.5641
Length = 14.7624
Radius = 8.0000
External = 5.2514
Long Chord = 12.7553
Mid. Ord. = 3.1703
P.C. Station = 96+62.56 N 16,583,311.2984 E 1,419,597.9224
P.T. Station = 96+77.32 N 16,583,324.0346 E 1,419,597.2245
C.C. = N 16,583,317.9307 E 1,419,602.3959
Back = N 56° 00' 01.29" W
Ahead = N 49° 43' 39.68" E
Chord Bear = N 3° 08' 10.81" W

No.	Revision	By	Date
<p>PRELIMINARY</p> <p>FOR REVIEW ONLY Not for construction, bidding, or permit purposes.</p> <p>Kimley»Horn</p> <p>Engineer: RYAN DELMOTTE P. E. No. 114242, Date 11/6/2018</p>			
<p>Kimley»Horn</p> <p>TBPE REGISTERED ENGINEERING FIRM F-928</p>			
 <p>South Padre ISLAND</p>			
 <p>Texas Department of Transportation © 2018</p>			
<p>PR 100 ROADWAY IMPROVEMENTS</p> <p>HORIZONTAL CONTROL DATA</p> <p>EAST SIDEWALK BASELINE</p> <p>SHEET 16 OF 17</p>			
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	060
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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Curve Data

Curve ESW116
 P.I. Station = 95+81.03 N 16,583,237.6366 E 1,419,602.3342
 Delta = 99° 25' 43.48" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 9.4381
 Length = 13.8829
 Radius = 8.0000
 External = 4.3724
 Long Chord = 12.2053
 Mid. Ord. = 2.8272
 P.C. Station = 95+71.60 N 16,583,232.5095 E 1,419,610.2583
 P.T. Station = 95+85.48 N 16,583,244.6136 E 1,419,608.6902
 C.C. = N 16,583,239.2261 E 1,419,614.6041
 Back = N 57° 05' 44.99" W
 Ahead = N 42° 19' 58.49" E
 Chord Bear = N 7° 22' 53.25" W

Curve Data

Curve ESW117
 P.I. Station = 96+08.51 N 16,583,261.6370 E 1,419,624.1981
 Delta = 103° 58' 25.18" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 23.0280
 Length = 32.6643
 Radius = 18.0000
 External = 11.2282
 Long Chord = 28.3633
 Mid. Ord. = 6.9148
 P.C. Station = 95+85.48 N 16,583,244.6136 E 1,419,608.6902
 P.T. Station = 96+18.14 N 16,583,272.5753 E 1,419,603.9338
 C.C. = N 16,583,256.7355 E 1,419,595.3838
 Back = N 42° 19' 58.50" E
 Ahead = N 61° 38' 26.68" W
 Chord Bear = N 9° 39' 14.09" W

Curve Data

Curve ESW118
 P.I. Station = 96+27.98 N 16,583,277.2494 E 1,419,595.2744
 Delta = 101° 46' 44.83" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 9.8403
 Length = 14.2110
 Radius = 8.0000
 External = 4.6820
 Long Chord = 12.4149
 Mid. Ord. = 2.9535
 P.C. Station = 96+18.14 N 16,583,272.5753 E 1,419,603.9338
 P.T. Station = 96+32.35 N 16,583,284.7722 E 1,419,601.6178
 C.C. = N 16,583,279.6151 E 1,419,607.7337
 Back = N 61° 38' 26.68" W
 Ahead = N 40° 08' 18.14" E
 Chord Bear = N 10° 45' 04.27" W

Curve Data

Curve ESW119
 P.I. Station = 96+52.39 N 16,583,300.0924 E 1,419,614.5362
 Delta = 96° 08' 19.43" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 20.0398
 Length = 30.2029
 Radius = 18.0000
 External = 8.9368
 Long Chord = 26.7824
 Mid. Ord. = 5.9719
 P.C. Station = 96+32.35 N 16,583,284.7722 E 1,419,601.6178
 P.T. Station = 96+62.56 N 16,583,311.2984 E 1,419,597.9224
 C.C. = N 16,583,296.3757 E 1,419,587.8570
 Back = N 40° 08' 18.14" E
 Ahead = N 56° 00' 01.29" W
 Chord Bear = N 7° 55' 51.57" W

Curve Data

Curve ESW120
 P.I. Station = 96+73.12 N 16,583,317.2057 E 1,419,589.1643
 Delta = 105° 43' 40.97" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 10.5641
 Length = 14.7624
 Radius = 8.0000
 External = 5.2514
 Long Chord = 12.7553
 Mid. Ord. = 3.1703
 P.C. Station = 96+62.56 N 16,583,311.2984 E 1,419,597.9224
 P.T. Station = 96+77.32 N 16,583,324.0346 E 1,419,597.2245
 C.C. = N 16,583,317.9307 E 1,419,602.3959
 Back = N 56° 00' 01.29" W
 Ahead = N 49° 43' 39.68" E
 Chord Bear = N 3° 08' 10.81" W

Curve Data

Curve ESW121
 P.I. Station = 97+01.75 N 16,583,339.8288 E 1,419,615.8667
 Delta = 107° 14' 31.33" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 24.4334
 Length = 33.6911
 Radius = 18.0000
 External = 12.3478
 Long Chord = 28.9840
 Mid. Ord. = 7.3238
 P.C. Station = 96+77.32 N 16,583,324.0346 E 1,419,597.2245
 P.T. Station = 97+11.01 N 16,583,352.9517 E 1,419,595.2565
 C.C. = N 16,583,337.7682 E 1,419,585.5889
 Back = N 49° 43' 39.67" E
 Ahead = N 57° 30' 51.66" W
 Chord Bear = N 3° 53' 35.99" W

Curve Data

Curve ESW122
 P.I. Station = 97+18.97 N 16,583,357.2273 E 1,419,588.5408
 Delta = 89° 43' 19.60" (RT)
 Degree = 716° 11' 50.08"
 Tangent = 7.9613
 Length = 12.5276
 Radius = 8.0000
 External = 3.2864
 Long Chord = 11.2862
 Mid. Ord. = 2.3294
 P.C. Station = 97+11.01 N 16,583,352.9517 E 1,419,595.2565
 P.T. Station = 97+23.54 N 16,583,363.9637 E 1,419,592.7838
 C.C. = N 16,583,359.7001 E 1,419,599.5529
 Back = N 57° 31' 00.75" W
 Ahead = N 32° 12' 18.84" E
 Chord Bear = N 12° 39' 20.96" W

Curve Data

Curve ESW123
 P.I. Station = 97+47.18 N 16,583,384.1096 E 1,419,605.1575
 Delta = 105° 25' 58.43" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 23.6425
 Length = 33.1227
 Radius = 18.0000
 External = 11.7147
 Long Chord = 28.6433
 Mid. Ord. = 7.0963
 P.C. Station = 97+23.54 N 16,583,363.9637 E 1,419,592.7838
 P.T. Station = 97+56.66 N 16,583,390.6762 E 1,419,582.4453
 C.C. = N 16,583,373.3844 E 1,419,577.4459
 Back = N 31° 33' 30.66" E
 Ahead = N 73° 52' 27.77" W
 Chord Bear = N 21° 09' 28.55" W

Course from PT ESW123 to PC ESW124 N 73° 52' 27.78" W Dist 14.2792

Curve Data

Curve ESW124
 P.I. Station = 97+72.50 N 16,583,395.0521 E 1,419,567.2238
 Delta = 22° 03' 12.50" (LT)
 Degree = 716° 11' 50.08"
 Tangent = 1.5589
 Length = 3.0792
 Radius = 8.0000
 External = 0.1505
 Long Chord = 3.0603
 Mid. Ord. = 0.1477
 P.C. Station = 97+70.94 N 16,583,394.6422 E 1,419,568.7279
 P.T. Station = 97+74.02 N 16,583,394.8673 E 1,419,565.6759
 C.C. = N 16,583,386.9237 E 1,419,566.6241
 Back = N 74° 45' 12.91" W
 Ahead = S 83° 11' 34.59" W
 Chord Bear = N 85° 46' 49.16" W


Course from PT ESW124 to ESW158 S 83° 12' 38.22" W Dist 18.4588

Point ESW158 N 16,583,392.6851 E 1,419,547.3465 Sta 97+92.48



Ending chain ESW05 description

No.	Revision	By	Date

PRELIMINARY
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 Not for construction, bidding,
 or permit purposes.
Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242 Date 11/6/2018



TPPE REGISTERED ENGINEERING FIRM F-928

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PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL CONTROL DATA

EAST SIDEWALK BASELINE

SHEET 17 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 061

Chain WSW01 contains:
 CUR WSW001 CUR WSW002 CUR WSW003 WSW006 WSW007 CUR WSW004 CUR WSW005 CUR WSW00-
 6 CUR WSW007 CUR WSW008 CUR WSW009 CUR WSW010 CUR WSW011 CUR WSW012 CUR WSW013 -
 CUR WSW014 CUR WSW015 CUR WSW016 CUR WSW017 CUR WSW018 CUR WSW019 CUR WSW020 CUR
 R WSW021 CUR WSW022 CUR WSW023 CUR WSW024 CUR WSW025 WSW033 WSW034

Beginning chain WSW01 description

Curve Data

 Curve WSW001
 P.I. Station = 100+05.32 N 16,578,366.7849 E 1,419,694.2738
 Delta = 32° 54' 29.60" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 5.3162
 Length = 10.3384
 Radius = 18.0000
 External = 0.7686
 Long Chord = 10.1969
 Mid. Ord. = 0.7372
 P.C. Station = 100+00.00 N 16,578,361.4814 E 1,419,693.9081
 P.T. Station = 100+10.34 N 16,578,371.0388 E 1,419,697.4623
 C.C. = N 16,578,360.2430 E 1,419,711.8654
 Back = N 3° 56' 41.96" E
 Ahead = N 36° 51' 11.55" E
 Chord Bear = N 20° 23' 56.75" E

Course from PT WSW001 to PC WSW002 N 36° 51' 11.55" E Dist 17.8561

Curve Data

 Curve WSW002
 P.I. Station = 100+33.62 N 16,578,389.6669 E 1,419,711.4249
 Delta = 33° 32' 17.49" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 5.4239
 Length = 10.5363
 Radius = 18.0000
 External = 0.7994
 Long Chord = 10.3866
 Mid. Ord. = 0.7654
 P.C. Station = 100+28.19 N 16,578,385.3268 E 1,419,708.1718
 P.T. Station = 100+38.73 N 16,578,395.0818 E 1,419,711.7385
 C.C. = N 16,578,396.1226 E 1,419,693.7686
 Back = N 36° 51' 11.56" E
 Ahead = N 3° 18' 54.06" E
 Chord Bear = N 20° 05' 02.81" E

Curve Data

 Curve WSW003
 P.I. Station = 100+92.47 N 16,578,448.7341 E 1,419,714.8462
 Delta = 1° 01' 15.96" (RT)
 Degree = 0° 57' 00.08"
 Tangent = 53.7423
 Length = 107.4817
 Radius = 6,031.0000
 External = 0.2394
 Long Chord = 107.4802
 Mid. Ord. = 0.2394
 P.C. Station = 100+38.73 N 16,578,395.0818 E 1,419,711.7385
 P.T. Station = 101+46.21 N 16,578,502.3225 E 1,419,718.9095
 C.C. = N 16,578,046.3553 E 1,425,732.6468
 Back = N 3° 18' 54.05" E
 Ahead = N 4° 20' 10.01" E
 Chord Bear = N 3° 49' 32.03" E

Course from PT WSW003 to WSW006 N 4° 20' 10.01" E Dist 373.9971

Point WSW006 N 16,578,875.2491 E 1,419,747.1864 Sta 105+20.21

Course from WSW006 to WSW007 N 4° 20' 10.01" E Dist 33.6290

Point WSW007 N 16,578,908.7818 E 1,419,749.7290 Sta 105+53.84

Course from WSW007 to PC WSW004 N 4° 20' 10.01" E Dist 985.0656

Curve Data

 Curve WSW004
 P.I. Station = 116+62.40 N 16,580,014.1740 E 1,419,833.5445
 Delta = 7° 24' 10.80" (LT)
 Degree = 3° 00' 04.86"
 Tangent = 123.4997
 Length = 246.6556
 Radius = 1,909.0000
 External = 3.9906
 Long Chord = 246.4841
 Mid. Ord. = 3.9823
 P.C. Station = 115+38.90 N 16,579,891.0278 E 1,419,824.2071
 P.T. Station = 117+85.56 N 16,580,137.4968 E 1,419,826.9371
 C.C. = N 16,580,035.3620 E 1,417,920.6712
 Back = N 4° 20' 10.01" E
 Ahead = N 3° 04' 00.79" W
 Chord Bear = N 0° 38' 04.61" E

Course from PT WSW004 to PC WSW005 N 3° 18' 14.08" W Dist 15.7945

Curve Data

 Curve WSW005
 P.I. Station = 118+48.03 N 16,580,199.8489 E 1,419,823.1442
 Delta = 2° 48' 03.90" (LT)
 Degree = 3° 00' 04.86"
 Tangent = 46.6730
 Length = 93.3274
 Radius = 1,909.0000
 External = 0.5705
 Long Chord = 93.3181
 Mid. Ord. = 0.5703
 P.C. Station = 118+01.35 N 16,580,153.2650 E 1,419,826.0268
 P.T. Station = 118+94.68 N 16,580,246.2363 E 1,419,817.9886
 C.C. = N 16,580,035.3620 E 1,417,920.6712
 Back = N 3° 32' 27.37" W
 Ahead = N 6° 20' 31.27" W
 Chord Bear = N 4° 56' 29.32" W

Curve Data

 Curve WSW006
 P.I. Station = 119+09.26 N 16,580,260.7397 E 1,419,816.5310
 Delta = 78° 00' 04.56" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 14.5764
 Length = 24.5048
 Radius = 18.0000
 External = 5.1619
 Long Chord = 22.6558
 Mid. Ord. = 4.0115
 P.C. Station = 118+94.68 N 16,580,246.2363 E 1,419,817.9886
 P.T. Station = 119+19.19 N 16,580,265.1805 E 1,419,830.4145
 C.C. = N 16,580,248.0362 E 1,419,835.8983
 Back = N 5° 44' 19.76" W
 Ahead = N 72° 15' 44.81" E
 Chord Bear = N 33° 15' 42.52" E

Curve Data

 Curve WSW007
 P.I. Station = 119+43.62 N 16,580,272.6258 E 1,419,853.6909
 Delta = 78° 19' 58.13" (LT)
 Degree = 190° 59' 09.35"
 Tangent = 24.4381
 Length = 41.0150
 Radius = 30.0000
 External = 8.6940
 Long Chord = 37.8945
 Mid. Ord. = 6.7406
 P.C. Station = 119+19.19 N 16,580,265.1805 E 1,419,830.4145
 P.T. Station = 119+60.20 N 16,580,296.9269 E 1,419,851.1066
 C.C. = N 16,580,293.7544 E 1,419,821.2748
 Back = N 72° 15' 44.81" E
 Ahead = N 6° 04' 13.32" W
 Chord Bear = N 33° 05' 45.74" E

Course from PT WSW007 to PC WSW008 N 6° 04' 13.32" W Dist 11.4791

Curve Data

 Curve WSW008
 P.I. Station = 119+87.12 N 16,580,323.6926 E 1,419,848.2601
 Delta = 81° 14' 08.41" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 15.4376
 Length = 25.5209
 Radius = 18.0000
 External = 5.7133
 Long Chord = 23.4364
 Mid. Ord. = 4.3368
 P.C. Station = 119+71.68 N 16,580,308.3416 E 1,419,849.8927
 P.T. Station = 119+97.20 N 16,580,324.4182 E 1,419,832.8396
 C.C. = N 16,580,306.4381 E 1,419,831.9936
 Back = N 6° 04' 13.33" W
 Ahead = N 87° 18' 21.74" W
 Chord Bear = N 46° 41' 17.54" W

No.	Revision	By	Date

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 or permit purposes.
Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
 CONTROL DATA

WEST SIDEWALK BASELINE

SHEET 1 OF 14

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	062
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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Curve Data

Curve WSW009
P.I. Station = 120+42.31 N (RT) 16,580,326.5382 E 1,419,787.7848
Delta = 136° 29' 19.97"
Degree = 318° 18' 35.59"
Tangent = 45.1046
Length = 42.8792
Radius = 18.0000
External = 30.5637
Long Chord = 33.4358
Mid. Ord. = 11.3283
P.C. Station = 119+97.20 N 16,580,324.4182 E 1,419,832.8396
P.T. Station = 120+40.08 N 16,580,356.0207 E 1,419,821.9200
C.C. = N 16,580,342.3983 E 1,419,833.6856
Back = N 87° 18' 21.74" W
Ahead = N 49° 10' 58.23" E
Chord Bear = N 19° 03' 41.76" W

Curve Data

Curve WSW010
P.I. Station = 120+50.86 N (LT) 16,580,363.0666 E 1,419,830.0778
Delta = 106° 50' 14.02"
Degree = 716° 11' 50.08"
Tangent = 10.7793
Length = 14.9173
Radius = 8.0000
External = 5.4236
Long Chord = 12.8482
Mid. Ord. = 3.2323
P.C. Station = 120+40.08 N 16,580,356.0207 E 1,419,821.9200
P.T. Station = 120+55.00 N 16,580,362.0751 E 1,419,816.6908
C.C. = N 16,580,368.8338 E 1,419,820.9200
Back = N 49° 10' 58.21" E
Ahead = N 57° 39' 15.81" W
Chord Bear = N 4° 14' 08.80" W

Curve Data

Curve WSW011
P.I. Station = 120+77.01 N (RT) 16,580,380.6085 E 1,419,802.3781
Delta = 101° 26' 27.22"
Degree = 318° 18' 35.59"
Tangent = 22.0077
Length = 31.8686
Radius = 18.0000
External = 10.4313
Long Chord = 27.8664
Mid. Ord. = 6.6041
P.C. Station = 120+55.00 N 16,580,368.8338 E 1,419,820.9200
P.T. Station = 120+86.87 N 16,580,396.4964 E 1,419,817.6068
C.C. = N 16,580,384.0409 E 1,419,830.6015
Back = N 57° 39' 15.83" W
Ahead = N 43° 47' 11.40" E
Chord Bear = N 6° 56' 02.21" W

Curve Data

Curve WSW012
P.I. Station = 120+96.03 N (LT) 16,580,403.1140 E 1,419,823.9499
Delta = 97° 46' 33.04"
Degree = 716° 11' 50.08"
Tangent = 9.1667
Length = 13.6521
Radius = 8.0000
External = 4.1667
Long Chord = 12.0548
Mid. Ord. = 2.7397
P.C. Station = 120+86.87 N 16,580,396.4964 E 1,419,817.6068
P.T. Station = 121+00.52 N 16,580,408.5034 E 1,419,816.5349
C.C. = N 16,580,402.0322 E 1,419,811.8314
Back = N 43° 47' 11.40" E
Ahead = N 53° 59' 21.64" W
Chord Bear = N 5° 06' 05.12" W

Curve Data

Curve WSW013
P.I. Station = 121+21.70 N (RT) 16,580,420.9595 E 1,419,799.3974
Delta = 99° 17' 47.47"
Degree = 318° 18' 35.59"
Tangent = 21.0861
Length = 31.1949
Radius = 18.0000
External = 9.8002
Long Chord = 27.4350
Mid. Ord. = 6.3454
P.C. Station = 121+00.52 N 16,580,408.5034 E 1,419,816.5349
P.T. Station = 121+31.71 N 16,580,435.8597 E 1,419,814.4583
C.C. = N 16,580,423.0638 E 1,419,827.1178
Back = N 53° 59' 21.63" W
Ahead = N 45° 18' 25.84" E
Chord Bear = N 4° 20' 27.90" W

Curve Data

Curve WSW014
P.I. Station = 121+42.09 N (LT) 16,580,443.1551 E 1,419,821.8325
Delta = 104° 43' 10.78"
Degree = 716° 11' 50.08"
Tangent = 10.3732
Length = 14.6216
Radius = 8.0000
External = 5.0997
Long Chord = 12.6698
Mid. Ord. = 3.1144
P.C. Station = 121+31.71 N 16,580,435.8597 E 1,419,814.4583
P.T. Station = 121+46.34 N 16,580,448.4337 E 1,419,812.9029
C.C. = N 16,580,441.5469 E 1,419,808.8319
Back = N 45° 18' 29.03" E
Ahead = N 59° 24' 41.75" W
Chord Bear = N 7° 03' 06.36" W

Curve Data

Curve WSW015
P.I. Station = 121+68.90 N (RT) 16,580,459.9186 E 1,419,793.4740
Delta = 102° 51' 09.85"
Degree = 318° 18' 35.59"
Tangent = 22.5695
Length = 32.3121
Radius = 18.0000
External = 10.8684
Long Chord = 28.1451
Mid. Ord. = 6.7766
P.C. Station = 121+46.34 N 16,580,448.4337 E 1,419,812.9029
P.T. Station = 121+78.65 N 16,580,476.3059 E 1,419,808.9930
C.C. = N 16,580,463.9289 E 1,419,822.0625
Back = N 59° 24' 41.76" W
Ahead = N 43° 26' 28.09" E
Chord Bear = N 7° 59' 06.83" W

Curve Data

Curve WSW016
P.I. Station = 121+88.34 N (LT) 16,580,483.3457 E 1,419,815.6598
Delta = 100° 56' 49.27"
Degree = 716° 11' 50.08"
Tangent = 9.6956
Length = 14.0949
Radius = 8.0000
External = 4.5700
Long Chord = 12.3413
Mid. Ord. = 2.9085
P.C. Station = 121+78.65 N 16,580,476.3059 E 1,419,808.9930
P.T. Station = 121+92.74 N 16,580,488.5543 E 1,419,807.4821
C.C. = N 16,580,481.8067 E 1,419,803.1844
Back = N 43° 26' 28.11" E
Ahead = N 57° 30' 21.17" W
Chord Bear = N 7° 01' 56.53" W

Curve Data

Curve WSW017
P.I. Station = 122+14.25 N (RT) 16,580,500.1065 E 1,419,789.3447
Delta = 100° 08' 15.05"
Degree = 318° 18' 35.59"
Tangent = 21.5039
Length = 31.4591
Radius = 18.0000
External = 10.0432
Long Chord = 27.6053
Mid. Ord. = 6.4464
P.C. Station = 121+92.74 N 16,580,488.5543 E 1,419,807.4821
P.T. Station = 122+24.20 N 16,580,515.9274 E 1,419,803.9089
C.C. = N 16,580,503.7363 E 1,419,817.1519
Back = N 57° 30' 21.15" W
Ahead = N 42° 37' 53.90" E
Chord Bear = N 7° 26' 13.62" W

Curve Data

Curve WSW018
P.I. Station = 122+33.51 N (LT) 16,580,522.7782 E 1,419,810.2155
Delta = 98° 39' 55.25"
Degree = 716° 11' 50.08"
Tangent = 9.3116
Length = 13.7763
Radius = 8.0000
External = 4.2762
Long Chord = 12.1361
Mid. Ord. = 2.7867
P.C. Station = 122+24.20 N 16,580,515.9274 E 1,419,803.9089
P.T. Station = 122+37.98 N 16,580,527.9806 E 1,419,802.4927
C.C. = N 16,580,521.3457 E 1,419,798.0231
Back = N 42° 37' 53.91" E
Ahead = N 56° 02' 01.34" W
Chord Bear = N 6° 42' 03.71" W

No.	Revision	By	Date

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Kimley»Horn
Engineer: RYAN DELMOTTE
P.E. No. 114242, Date 11/6/2018

Kimley»Horn
TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL CONTROL DATA

WEST SIDEWALK BASELINE

SHEET 2 OF 14

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	063
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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Curve Data

Curve WSW019
 P.I. Station = 122+60.15 N (RT) 16,580,540.3690 E 1,419,784.1029
 Delta = 101° 51' 42.08"
 Degree = 318° 18' 35.59"
 Tangent = 22.1734
 Length = 32.0008
 Radius = 18.0000
 External = 10.5597
 Long Chord = 27.9499
 Mid. Ord. = 6.5554
 P.C. Station = 122+33.98 N 16,580,527.9806 E 1,419,802.4927
 P.T. Station = 122+69.98 N 16,580,555.8197 E 1,419,800.0068
 C.C. = N 56° 02' 01.34" W
 Back = N 45° 49' 40.74" E
 Ahead = N 5° 06' 10.30" W
 Chord Bear = N

Curve Data

Curve WSW020
 P.I. Station = 122+80.17 N (LT) 16,580,562.9234 E 1,419,807.3188
 Delta = 103° 45' 17.75"
 Degree = 716° 11' 50.08"
 Tangent = 10.1945
 Length = 14.4869
 Radius = 8.0000
 External = 4.9587
 Long Chord = 12.5871
 Mid. Ord. = 3.0612
 P.C. Station = 122+69.98 N 16,580,555.8197 E 1,419,800.0068
 P.T. Station = 122+84.47 N 16,580,561.5577 E 1,419,794.4322
 C.C. = N 45° 49' 40.73" E
 Back = N 57° 55' 37.02" E
 Ahead = N 6° 02' 58.15" W
 Chord Bear = N

Curve Data

Curve WSW021
 P.I. Station = 123+06.69 N (RT) 16,580,580.1369 E 1,419,779.8494
 Delta = 101° 59' 09.61"
 Degree = 318° 18' 35.69"
 Tangent = 22.2226
 Length = 32.0398
 Radius = 18.0000
 External = 10.5980
 Long Chord = 27.9745
 Mid. Ord. = 6.6705
 P.C. Station = 122+84.47 N 16,580,568.3367 E 1,419,798.6802
 P.T. Station = 123+16.51 N 16,580,596.1066 E 1,419,795.3030
 C.C. = N 57° 55' 37.02" W
 Back = N 44° 03' 32.59" E
 Ahead = N 6° 56' 02.22" W
 Chord Bear = N

Curve Data

Curve WSW022
 P.I. Station = 123+26.55 N (LT) 16,580,603.3259 E 1,419,802.2890
 Delta = 102° 56' 13.70"
 Degree = 716° 11' 50.08"
 Tangent = 10.0461
 Length = 14.3727
 Radius = 8.0000
 External = 4.8422
 Long Chord = 12.5163
 Mid. Ord. = 3.0164
 P.C. Station = 123+16.51 N 16,580,596.1066 E 1,419,795.3030
 P.T. Station = 123+30.88 N 16,580,608.5183 E 1,419,793.6889
 C.C. = N 44° 03' 32.61" E
 Back = N 58° 52' 41.09" W
 Ahead = N 7° 24' 34.24" W
 Chord Bear = N

Curve Data

Curve WSW023
 P.I. Station = 123+53.87 N (RT) 16,580,620.4024 E 1,419,774.0056
 Delta = 103° 53' 17.72"
 Degree = 318° 18' 35.59"
 Tangent = 22.9927
 Length = 32.6375
 Radius = 18.0000
 External = 11.2004
 Long Chord = 28.3468
 Mid. Ord. = 6.9043
 P.C. Station = 123+30.88 N 16,580,608.5183 E 1,419,793.6889
 P.T. Station = 123+63.52 N 16,580,636.6578 E 1,419,790.2668
 C.C. = N 58° 52' 41.08" W
 Back = N 45° 00' 36.65" E
 Ahead = N 6° 56' 02.21" W
 Chord Bear = N

Curve Data

Curve WSW024
 P.I. Station = 123+69.87 N (LT) 16,580,641.1493 E 1,419,794.7599
 Delta = 76° 54' 32.67"
 Degree = 716° 11' 50.08"
 Tangent = 6.3531
 Length = 10.7385
 Radius = 8.0000
 External = 2.2158
 Long Chord = 9.9503
 Mid. Ord. = 1.7352
 P.C. Station = 123+63.52 N 16,580,636.6578 E 1,419,790.2668
 P.T. Station = 123+74.25 N 16,580,646.5430 E 1,419,791.4028
 C.C. = N 45° 00' 36.65" E
 Back = N 31° 53' 56.02" W
 Ahead = N 6° 33' 20.32" E
 Chord Bear = N

Curve Data

Curve WSW025
 P.I. Station = 123+78.22 N (RT) 16,580,649.9060 E 1,419,789.3096
 Delta = 24° 49' 20.53"
 Degree = 318° 18' 35.59"
 Tangent = 3.9612
 Length = 7.7982
 Radius = 18.0000
 External = 0.4307
 Long Chord = 7.7373
 Mid. Ord. = 0.4207
 P.C. Station = 123+74.25 N 16,580,646.5430 E 1,419,791.4028
 P.T. Station = 123+82.05 N 16,580,653.8371 E 1,419,788.8215
 C.C. = N 31° 53' 56.01" W
 Back = N 7° 04' 35.49" W
 Ahead = N 19° 29' 15.75" W
 Chord Bear = N

Course from PT WSW025 to WSW033 N 7° 04' 35.48" W Dist 41.8478
 Point WSW033 N 16,580,695.3662 E 1,419,783.6661 Sta 124+23.90
 Course from WSW033 to WSW034 N 6° 59' 38.56" W Dist 55.7855
 Equation: Sta 124+79.69 (BK) = Sta 130+00.00 (AH) End Region 1
Begin Region 2
 Point WSW034 N 16,580,750.7365 E 1,419,776.8733 Sta 130+00.00
 =====
 Ending chain WSW01 description

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
 Not for construction, bidding,
 or permit purposes.

Kimley»Horn

Engineer: RYAN DELMOTTE
 P.E. No. 114242 Date 11/6/2018

Kimley»Horn

TBPE REGISTERED ENGINEERING FIRM F-928

South Padre ISLAND

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL CONTROL DATA

WEST SIDEWALK BASELINE

SHEET 3 OF 14

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO.	064
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<* 2 Describe Chain WSW02

Chain WSW02 contains:
 WSW034 CUR WSW026 CUR WSW027 CUR WSW028 CUR WSW029 CUR WSW030 CUR WSW031 CUR WSW032 CUR WSW033 CUR WSW034 CUR WSW035 CUR WSW036 CUR WSW037 CUR WSW038 CUR WSW039 CUR WSW040 CUR WSW041 CUR WSW042 CUR WSW043 CUR WSW044 CUR WSW045 CUR WSW046 CUR WSW047 CUR WSW048 CUR WSW049 CUR WSW050 CUR WSW051 CUR WSW052 CUR WSW053 CUR WSW054 CUR WSW055 CUR WSW056 CUR WSW057 CUR WSW058 CUR WSW059 CUR WSW060 CUR WSW061 CUR WSW062 CUR WSW063 CUR WSW064 CUR WSW065 CUR WSW066 WSW081 WSW082

Beginning chain WSW02 description

Point WSW034 N 16,580,750.7365 E 1,419,776.8733 Sta 130+00.00
 Course from WSW034 to PC WSW026 N 6° 47' 04.09" W Dist 37.5249

Curve Data

 Curve WSW026
 P.I. Station = 130+43.10 N (RT) 16,580,793.5322 E 1,419,771.7820
 Delta = 34° 24' 12.87"
 Degree = 318° 18' 35.59"
 Tangent = 5.5725
 Length = 10.8082
 Radius = 18.0000
 External = 0.8429
 Long Chord = 10.6466
 Mid. Ord. = 0.8052
 P.C. Station = 130+37.52 N 16,580,787.9987 E 1,419,772.4403
 P.T. Station = 130+48.33 N 16,580,798.4698 E 1,419,774.3654
 C.C. = 130+42.925 N 16,580,790.1251 E 1,419,790.3143
 Back = N 6° 47' 04.09" W
 Ahead = N 27° 37' 08.79" E
 Chord Bear = N 10° 25' 02.35" E

Curve Data

 Curve WSW027
 P.I. Station = 130+55.96 N (LT) 16,580,805.2297 E 1,419,777.9023
 Delta = 87° 16' 57.23"
 Degree = 716° 11' 50.08"
 Tangent = 7.6293
 Length = 12.1869
 Radius = 8.0000
 External = 3.0547
 Long Chord = 11.0423
 Mid. Ord. = 2.2106
 P.C. Station = 130+48.33 N 16,580,798.4698 E 1,419,774.3654
 P.T. Station = 130+60.52 N 16,580,809.0831 E 1,419,771.3176
 C.C. = 130+54.425 N 16,580,802.1785 E 1,419,767.2770
 Back = N 27° 37' 08.79" E
 Ahead = N 59° 39' 48.44" W
 Chord Bear = N 16° 01' 19.82" W

Curve Data

 Curve WSW028
 P.I. Station = 130+83.46 N (RT) 16,580,820.6699 E 1,419,751.5182
 Delta = 103° 45' 43.21"
 Degree = 318° 18' 35.59"
 Tangent = 22.9406
 Length = 32.5978
 Radius = 18.0000
 External = 11.1594
 Long Chord = 28.3223
 Mid. Ord. = 6.8887
 P.C. Station = 130+60.52 N 16,580,809.0831 E 1,419,771.3176
 P.T. Station = 130+93.12 N 16,580,837.1445 E 1,419,767.4824
 C.C. = 130+76.82 N 16,580,824.6184 E 1,419,780.4090
 Back = N 59° 39' 48.44" W
 Ahead = N 44° 05' 34.77" E
 Chord Bear = N 7° 46' 56.83" W

Curve Data

 Curve WSW029
 P.I. Station = 131+03.38 N (LT) 16,580,844.5144 E 1,419,774.6240
 Delta = 104° 07' 26.34"
 Degree = 716° 11' 50.08"
 Tangent = 10.2624
 Length = 14.5385
 Radius = 8.0000
 External = 5.0122
 Long Chord = 12.6188
 Mid. Ord. = 3.0815
 P.C. Station = 130+93.12 N 16,580,837.1445 E 1,419,767.4824
 P.T. Station = 131+07.66 N 16,580,849.6417 E 1,419,765.7342
 C.C. = 130+50.39 N 16,580,842.7117 E 1,419,761.7373
 Back = N 44° 05' 54.78" E
 Ahead = N 60° 01' 31.56" W
 Chord Bear = N 7° 57' 48.33" W

Curve Data

 Curve WSW030
 P.I. Station = 131+33.76 N 16,580,862.6815 E 1,419,743.1254
 Delta = 110° 48' 53.64"
 Degree = 318° 18' 35.59"
 Tangent = 26.0997
 Length = 34.8135
 Radius = 18.0000
 External = 13.7048
 Long Chord = 29.6356
 Mid. Ord. = 7.7807
 P.C. Station = 131+07.66 N 16,580,849.6417 E 1,419,765.7342
 P.T. Station = 131+42.47 N 16,580,879.1810 E 1,419,763.3482
 C.C. = 131+25.065 N 16,580,865.2341 E 1,419,774.7273
 Back = N 60° 01' 31.56" W
 Ahead = N 50° 47' 22.09" E
 Chord Bear = N 4° 37' 04.74" W

Curve Data

 Curve WSW031
 P.I. Station = 131+53.46 N (LT) 16,580,886.1308 E 1,419,771.8662
 Delta = 107° 54' 45.35"
 Degree = 716° 11' 50.08"
 Tangent = 10.9094
 Length = 15.0674
 Radius = 8.0000
 External = 5.5961
 Long Chord = 12.9371
 Mid. Ord. = 3.2928
 P.C. Station = 131+42.47 N 16,580,879.1810 E 1,419,763.3482
 P.T. Station = 131+57.54 N 16,580,892.0984 E 1,419,762.6335
 C.C. = 131+50.005 N 16,580,885.3797 E 1,419,758.2908
 Back = N 50° 47' 22.10" E
 Ahead = N 57° 07' 23.25" W
 Chord Bear = N 3° 10' 00.57" W

Curve Data



 Curve WSW032
 P.I. Station = 131+86.03 N (RT) 16,580,907.5677 E 1,419,738.7004
 Delta = 99° 47' 34.20"
 Degree = 238° 43' 56.69"
 Tangent = 28.4973
 Length = 41.8011
 Radius = 24.0000
 External = 13.2572
 Long Chord = 36.7143
 Mid. Ord. = 8.5399
 P.C. Station = 131+57.54 N 16,580,892.0984 E 1,419,762.6335
 P.T. Station = 131+99.34 N 16,580,928.5210 E 1,419,758.0150
 C.C. = 131+78.44 N 16,580,912.2545 E 1,419,775.6616
 Back = N 57° 07' 23.23" W
 Ahead = N 42° 40' 10.97" E
 Chord Bear = N 7° 13' 36.13" W

Curve Data

 Curve WSW033
 P.I. Station = 132+09.22 N (LT) 16,580,935.7867 E 1,419,764.7125
 Delta = 102° 00' 49.24"
 Degree = 716° 11' 50.08"
 Tangent = 9.8816
 Length = 14.2438
 Radius = 8.0000
 External = 4.7140
 Long Chord = 12.4355
 Mid. Ord. = 2.9662
 P.C. Station = 131+99.34 N 16,580,928.5210 E 1,419,758.0150
 P.T. Station = 132+13.58 N 16,580,940.8251 E 1,419,756.2119
 C.C. = 132+06.46 N 16,580,933.9432 E 1,419,752.1328
 Back = N 42° 40' 10.98" E
 Ahead = N 59° 20' 38.25" W
 Chord Bear = N 8° 20' 13.64" W

Curve Data

 Curve WSW034
 P.I. Station = 132+35.75 N (RT) 16,580,952.1261 E 1,419,737.1457
 Delta = 101° 50' 14.68"
 Degree = 318° 18' 35.59"
 Tangent = 22.1638
 Length = 31.9932
 Radius = 18.0000
 External = 10.5533
 Long Chord = 27.9451
 Mid. Ord. = 6.6524
 P.C. Station = 132+13.58 N 16,580,940.8251 E 1,419,756.2119
 P.T. Station = 132+45.58 N 16,580,968.4686 E 1,419,752.1174
 C.C. = 132+29.58 N 16,580,956.3095 E 1,419,765.3898
 Back = N 59° 20' 38.25" W
 Ahead = N 42° 29' 36.43" E
 Chord Bear = N 8° 25' 30.91" W

No.	Revision	By	Date
PRELIMINARY FOR REVIEW ONLY Not for construction, bidding, or permit purposes. Kimley»Horn Engineer: RYAN DELMOTTE P.E. No. 114242 Date 11/6/2018			
Kimley»Horn TBPE REGISTERED ENGINEERING FIRM F-928			
 South Padre ISLAND			
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PR 100 ROADWAY IMPROVEMENTS			
HORIZONTAL CONTROL DATA			
WEST SIDEWALK BASELINE SHEET 4 OF 14			
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	065
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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Curve Data

Curve WSW035
P.I. Station = 132+55.20 N 16,580,975.5638 E 1,419,758.6174
Delta = 100° 31' 13.07" (LT)
Degree = 716° 11' 50.08"
Tangent = 9.6224
Length = 14.0353
Radius = 8.0000
External = 4.5136
Long Chord = 12.3033
Mid. Ord. = 2.8856
P.C. Station = 132+45.58 N 16,580,968.4686 E 1,419,752.1174
P.T. Station = 132+59.61 N 16,580,980.6590 E 1,419,750.4548
C.C. = N 16,580,973.8727 E 1,419,746.2186
Back = N 42° 29' 36.45" E
Ahead = N 58° 01' 36.62" W
Chord Bear = N 7° 46' 00.09" W

Curve Data

Curve WSW036
P.I. Station = 132+81.69 N 16,580,992.3492 E 1,419,731.7271
Delta = 101° 37' 00.59" (RT)
Degree = 318° 18' 35.59"
Tangent = 22.0768
Length = 31.9239
Radius = 18.0000
External = 10.4848
Long Chord = 27.9013
Mid. Ord. = 6.6255
P.C. Station = 132+59.61 N 16,580,980.6590 E 1,419,750.4548
P.T. Station = 132+91.53 N 16,581,008.3393 E 1,419,746.9489
C.C. = N 16,580,995.9284 E 1,419,759.9862
Back = N 58° 01' 36.61" W
Ahead = N 43° 35' 23.98" E
Chord Bear = N 7° 13' 06.32" W

Curve Data

Curve WSW037
P.I. Station = 133+01.28 N 16,581,015.4008 E 1,419,753.6712
Delta = 101° 15' 32.03" (LT)
Degree = 716° 11' 50.08"
Tangent = 9.7496
Length = 14.1384
Radius = 8.0000
External = 4.6117
Long Chord = 12.3690
Mid. Ord. = 2.9253
P.C. Station = 132+91.53 N 16,581,008.3393 E 1,419,746.9489
P.T. Station = 133+05.67 N 16,581,020.6150 E 1,419,745.4330
C.C. = N 16,581,013.8552 E 1,419,741.1546
Back = N 43° 35' 23.97" E
Ahead = N 57° 40' 08.05" W
Chord Bear = N 7° 02' 22.04" W

Curve Data

Curve WSW038
P.I. Station = 133+28.03 N 16,581,032.5707 E 1,419,726.5436
Delta = 102° 19' 08.79" (RT)
Degree = 318° 18' 35.59"
Tangent = 22.3552
Length = 32.1445
Radius = 18.0000
External = 10.7011
Long Chord = 28.0402
Mid. Ord. = 6.7112
P.C. Station = 133+05.67 N 16,581,020.6150 E 1,419,745.4330
P.T. Station = 133+37.82 N 16,581,048.4744 E 1,419,742.2543
C.C. = N 16,581,035.8245 E 1,419,755.0596
Back = N 57° 40' 08.06" W
Ahead = N 44° 39' 00.73" E
Chord Bear = N 6° 30' 33.67" W

Curve Data

Curve WSW039
P.I. Station = 133+47.39 N 16,581,055.2878 E 1,419,748.9849
Delta = 100° 15' 17.47" (LT)
Degree = 716° 11' 50.08"
Tangent = 9.5772
Length = 13.9982
Radius = 8.0000
External = 4.4789
Long Chord = 12.2796
Mid. Ord. = 2.8713
P.C. Station = 133+37.82 N 16,581,048.4744 E 1,419,742.2543
P.T. Station = 133+51.82 N 16,581,060.6979 E 1,419,741.0822
C.C. = N 16,581,054.0967 E 1,419,736.5630
Back = N 44° 39' 00.73" E
Ahead = N 55° 36' 16.74" W
Chord Bear = N 5° 28' 38.01" W

Curve Data

Curve WSW040
P.I. Station = 133+72.97 N 16,581,072.6504 E 1,419,723.6230
Delta = 99° 13' 22.83" (RT)
Degree = 318° 18' 35.59"
Tangent = 21.1585
Length = 31.1718
Radius = 18.0000
External = 9.7792
Long Chord = 27.4201
Mid. Ord. = 6.3566
P.C. Station = 133+51.82 N 16,581,060.6979 E 1,419,741.0822
P.T. Station = 133+82.99 N 16,581,087.9681 E 1,419,738.2195
C.C. = N 16,581,075.5508 E 1,419,751.2504
Back = N 55° 36' 16.75" W
Ahead = N 43° 37' 06.08" E
Chord Bear = N 5° 59' 35.33" W

Curve Data

Curve WSW041
P.I. Station = 133+93.28 N 16,581,095.4199 E 1,419,745.3200
Delta = 104° 17' 24.38" (LT)
Degree = 716° 11' 50.08"
Tangent = 10.2931
Length = 14.5616
Radius = 8.0000
External = 5.0364
Long Chord = 12.6331
Mid. Ord. = 3.0907
P.C. Station = 133+82.99 N 16,581,087.9681 E 1,419,738.2193
P.T. Station = 133+97.55 N 16,581,100.4616 E 1,419,736.3461
C.C. = N 16,581,093.4869 E 1,419,732.4276
Back = N 43° 37' 06.07" E
Ahead = N 60° 40' 18.31" W
Chord Bear = N 8° 31' 36.12" W

Curve Data

Curve WSW042
P.I. Station = 134+22.64 N 16,581,112.7530 E 1,419,714.4683
Delta = 108° 41' 47.81" (RT)
Degree = 318° 18' 35.59"
Tangent = 25.0943
Length = 32.1480
Radius = 18.0000
External = 12.8824
Long Chord = 29.2527
Mid. Ord. = 7.5086
P.C. Station = 133+97.55 N 16,581,100.4616 E 1,419,736.3461
P.T. Station = 134+31.70 N 16,581,129.5363 E 1,419,733.1242
C.C. = N 16,581,116.1545 E 1,419,745.1628
Back = N 60° 40' 18.31" W
Ahead = N 48° 01' 29.50" E
Chord Bear = N 6° 19' 24.40" W

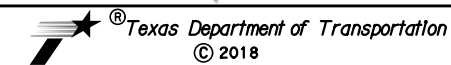
Curve Data

Curve WSW043
P.I. Station = 134+42.46 N 16,581,136.7312 E 1,419,741.1220
Delta = 106° 43' 40.59" (LT)
Degree = 716° 11' 50.08"
Tangent = 10.7579
Length = 14.9020
Radius = 8.0000
External = 5.4064
Long Chord = 12.8391
Mid. Ord. = 3.2262
P.C. Station = 134+31.70 N 16,581,129.5363 E 1,419,733.1242
P.T. Station = 134+46.60 N 16,581,142.3197 E 1,419,731.9295
C.C. = N 16,581,135.4838 E 1,419,727.7738
Back = N 48° 01' 29.52" E
Ahead = N 58° 42' 11.07" W
Chord Bear = N 5° 20' 20.78" W

No.	Revision	By	Date

PRELIMINARY
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or permit purposes.
Kimley»Horn
Engineer: RYAN DELMOTTE
P.E. No. 114242, Date 11/6/2018

Kimley»Horn
TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
CONTROL DATA

WEST SIDEWALK BASELINE

SHEET 5 OF 14

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	066
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

Curve WSW044
 P.I. Station = 134+68.82 N 16,581,153.8620 E 1,419,712.9435
 Delta = 101° 58' 39.38"
 Degree = 318° 18' 35.59"
 Tangent = 22.2193
 Length = 32.0372
 Radius = 18.0000
 External = 10.5954
 Long Chord = 27.9728
 Mid. Ord. = 6.6695
 P.C. Station = 134+46.60 N 16,581,142.3197 E 1,419,731.9295
 P.T. Station = 134+78.64 N 16,581,170.0393 E 1,419,728.1747
 C.C. = N 16,581,157.7004 E 1,419,741.2801
 Back = N 58° 42' 11.06" W
 Ahead = N 43° 16' 28.32" E
 Chord Bear = N 7° 42' 51.37" W

Curve WSW045
 P.I. Station = 134+87.28 N 16,581,176.3356 E 1,419,734.1027
 Delta = 94° 27' 24.96"
 Degree = 716° 11' 50.08"
 Tangent = 8.6478
 Length = 13.1887
 Radius = 8.0000
 External = 3.7807
 Long Chord = 11.7451
 Mid. Ord. = 2.5674
 P.C. Station = 134+78.64 N 16,581,170.0393 E 1,419,728.1747
 P.T. Station = 134+91.83 N 16,581,181.7565 E 1,419,727.3648
 C.C. = N 16,581,175.5233 E 1,419,722.3500
 Back = N 43° 16' 28.33" E
 Ahead = N 51° 10' 56.62" W
 Chord Bear = N 3° 57' 14.14" W

Curve WSW046
 P.I. Station = 134+99.26 N 16,581,186.4190 E 1,419,721.5695
 Delta = 44° 54' 12.21"
 Degree = 318° 18' 35.59"
 Tangent = 7.4381
 Length = 14.1068
 Radius = 18.0000
 External = 1.4763
 Long Chord = 13.7486
 Mid. Ord. = 1.3644
 P.C. Station = 134+91.83 N 16,581,181.7565 E 1,419,727.3648
 P.T. Station = 135+05.93 N 16,581,193.8124 E 1,419,720.7560
 C.C. = N 16,581,195.7811 E 1,419,738.6480
 Back = N 51° 10' 56.62" W
 Ahead = N 6° 16' 44.44" W
 Chord Bear = N 28° 43' 50.51" W

Course from PT WSW046 to WSW057 N 6° 16' 44.40" W Dist 56.8957
 Point WSW057 N 16,581,250.3668 E 1,419,714.5333 Sta 135+62.83
 Course from WSW057 to WSW058 N 6° 47' 23.24" W Dist 5.3331
 Point WSW058 N 16,581,255.6625 E 1,419,713.9027 Sta 135+68.16
 Course from WSW058 to PC WSW047 N 7° 20' 53.12" W Dist 26.9520

Curve WSW047
 P.I. Station = 136+02.04 N 16,581,289.2665 E 1,419,709.5693
 Delta = 42° 06' 51.13"
 Degree = 318° 18' 35.59"
 Tangent = 6.9301
 Length = 13.2306
 Radius = 18.0000
 External = 1.2880
 Long Chord = 12.9347
 Mid. Ord. = 1.2020
 P.C. Station = 135+95.11 N 16,581,282.3932 E 1,419,710.4557
 P.T. Station = 136+08.34 N 16,581,294.9595 E 1,419,713.5211
 C.C. = N 16,581,284.6954 E 1,419,728.3078
 Back = N 7° 20' 53.11" W
 Ahead = N 34° 45' 58.02" E
 Chord Bear = N 13° 42' 52.45" E

Curve WSW048
 P.I. Station = 136+16.55 N 16,581,301.6997 E 1,419,718.1997
 Delta = 91° 26' 54.84"
 Degree = 716° 11' 50.08"
 Tangent = 8.2049
 Length = 12.7686
 Radius = 8.0000
 External = 3.4595
 Long Chord = 11.4558
 Mid. Ord. = 2.4151
 P.C. Station = 136+08.34 N 16,581,294.9595 E 1,419,713.5211
 P.T. Station = 136+21.11 N 16,581,306.2064 E 1,419,711.3434
 C.C. = N 16,581,299.5213 E 1,419,706.9492
 Back = N 34° 45' 58.01" E
 Ahead = N 56° 40' 56.83" W
 Chord Bear = N 10° 57' 29.41" W

Curve WSW049
 P.I. Station = 136+44.48 N 16,581,319.0419 E 1,419,691.8163
 Delta = 104° 47' 11.83"
 Degree = 318° 18' 35.59"
 Tangent = 23.3678
 Length = 32.9197
 Radius = 18.0000
 External = 11.4967
 Long Chord = 29.5199
 Mid. Ord. = 7.0157
 P.C. Station = 136+21.11 N 16,581,306.2064 E 1,419,711.3434
 P.T. Station = 136+54.03 N 16,581,334.6464 E 1,419,709.2104
 C.C. = N 16,581,321.2479 E 1,419,721.2304
 Back = N 56° 40' 56.83" W
 Ahead = N 48° 06' 15.00" E
 Chord Bear = N 4° 17' 20.92" W

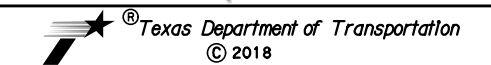
Curve WSW050
 P.I. Station = 136+64.40 N 16,581,341.5725 E 1,419,716.9308
 Delta = 104° 42' 46.25"
 Degree = 716° 11' 50.08"
 Tangent = 10.3719
 Length = 14.6207
 Radius = 8.0000
 External = 5.0987
 Long Chord = 12.6692
 Mid. Ord. = 3.1140
 P.C. Station = 136+54.03 N 16,581,334.6464 E 1,419,709.2104
 P.T. Station = 136+68.65 N 16,581,347.2807 E 1,419,708.2710
 C.C. = N 16,581,340.6013 E 1,419,703.8682
 Back = N 48° 06' 15.01" E
 Ahead = N 56° 36' 31.24" W
 Chord Bear = N 4° 15' 08.12" W

Curve WSW051
 P.I. Station = 136+90.95 N 16,581,359.5541 E 1,419,689.6513
 Delta = 102° 10' 59.06"
 Degree = 318° 18' 35.59"
 Tangent = 22.3009
 Length = 32.1018
 Radius = 18.0000
 External = 10.6589
 Long Chord = 28.0134
 Mid. Ord. = 6.6946
 P.C. Station = 136+68.65 N 16,581,347.2807 E 1,419,708.2710
 P.T. Station = 137+00.75 N 16,581,375.1644 E 1,419,705.5777
 C.C. = N 16,581,362.3095 E 1,419,718.1774
 Back = N 56° 36' 31.23" W
 Ahead = N 45° 34' 27.83" E
 Chord Bear = N 5° 31' 01.70" W

No.	Revision	By	Date

PRELIMINARY
 FOR REVIEW ONLY
 Not for construction, bidding,
 or permit purposes.
Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
 CONTROL DATA

WEST SIDEWALK BASELINE

SHEET 6 OF 14

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	067
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

Curve WSW052
 P.I. Station = 137+11.67 N (LT) 16,581,382.8032 E 1,419,713.3713
 Delta = 107° 30' 41.44"
 Degree = 716° 11' 50.08"
 Tangent = 10.9129
 Length = 15.0114
 Radius = 8.0000
 External = 5.5311
 Long Chord = 12.9041
 Mid. Ord. = 3.2702
 P.C. Station = 137+00.75 N 16,581,375.1644 E 1,419,705.5777
 P.T. Station = 137+15.77 N 16,581,387.9371 E 1,419,703.7414
 C.C. = N 16,581,380.8777 E 1,419,699.9779
 Back = N 45° 34' 27.82" E
 Ahead = N 61° 56' 13.62" W
 Chord Bear = N 8° 10' 52.90" W

Curve WSW053
 P.I. Station = 137+38.44 N (RT) 16,581,398.6028 E 1,419,683.7351
 Delta = 103° 06' 18.27"
 Degree = 318° 18' 35.59"
 Tangent = 22.6717
 Length = 32.3914
 Radius = 18.0000
 External = 10.9484
 Long Chord = 28.1944
 Mid. Ord. = 6.8077
 P.C. Station = 137+15.77 N 16,581,387.9371 E 1,419,703.7414
 P.T. Station = 137+48.16 N 16,581,415.6697 E 1,419,698.6592
 C.C. = N 16,581,403.8209 E 1,419,712.2093
 Back = N 61° 56' 13.62" W
 Ahead = N 41° 10' 04.65" E
 Chord Bear = N 10° 23' 04.49" W

Curve WSW054
 P.I. Station = 137+57.22 N (LT) 16,581,422.4902 E 1,419,704.6233
 Delta = 97° 06' 46.24"
 Degree = 716° 11' 50.08"
 Tangent = 9.0603
 Length = 13.5595
 Radius = 8.0000
 External = 4.0867
 Long Chord = 11.9937
 Mid. Ord. = 2.7049
 P.C. Station = 137+48.16 N 16,581,415.6697 E 1,419,698.6592
 P.T. Station = 137+61.72 N 16,581,427.5639 E 1,419,697.1169
 C.C. = N 16,581,420.9359 E 1,419,692.6369
 Back = N 41° 10' 04.66" E
 Ahead = N 55° 56' 41.58" W
 Chord Bear = N 7° 23' 18.46" W

Curve WSW055
 P.I. Station = 137+82.43 N (RT) 16,581,439.1638 E 1,419,679.9548
 Delta = 98° 01' 18.71"
 Degree = 318° 18' 35.59"
 Tangent = 20.7146
 Length = 30.7945
 Radius = 18.0000
 External = 9.4426
 Long Chord = 27.1741
 Mid. Ord. = 6.1935
 P.C. Station = 137+61.72 N 16,581,427.5639 E 1,419,697.1169
 P.T. Station = 137+92.51 N 16,581,454.5392 E 1,419,693.8363
 C.C. = N 16,581,442.4768 E 1,419,707.1967
 Back = N 55° 56' 41.57" W
 Ahead = N 42° 04' 37.14" E
 Chord Bear = N 6° 56' 02.21" W

Curve WSW056
 P.I. Station = 138+02.75 N (LT) 16,581,462.1424 E 1,419,700.7008
 Delta = 104° 01' 18.20"
 Degree = 716° 11' 50.08"
 Tangent = 10.2435
 Length = 14.5242
 Radius = 8.0000
 External = 4.9973
 Long Chord = 12.6100
 Mid. Ord. = 3.0759
 P.C. Station = 137+92.51 N 16,581,454.5392 E 1,419,693.8363
 P.T. Station = 138+07.04 N 16,581,466.9601 E 1,419,691.6609
 C.C. = N 16,581,459.9002 E 1,419,687.8983
 Back = N 42° 04' 37.13" E
 Ahead = N 61° 56' 41.08" W
 Chord Bear = N 9° 56' 01.98" W

Curve WSW057
 P.I. Station = 138+32.75 N (RT) 16,581,479.0554 E 1,419,668.9658
 Delta = 110° 01' 17.73"
 Degree = 318° 18' 35.59"
 Tangent = 25.7170
 Length = 34.5643
 Radius = 18.0000
 External = 13.3905
 Long Chord = 29.4934
 Mid. Ord. = 7.6784
 P.C. Station = 138+07.04 N 16,581,466.9601 E 1,419,691.6609
 P.T. Station = 138+41.60 N 16,581,496.2378 E 1,419,688.1003
 C.C. = N 16,581,482.8450 E 1,419,700.1267
 Back = N 61° 56' 41.08" W
 Ahead = N 48° 04' 36.65" E
 Chord Bear = N 6° 56' 02.21" W

Curve WSW058
 P.I. Station = 138+51.54 N (LT) 16,581,502.8791 E 1,419,695.4961
 Delta = 102° 20' 38.98"
 Degree = 716° 11' 50.08"
 Tangent = 9.9401
 Length = 14.2899
 Radius = 8.0000
 External = 4.7595
 Long Chord = 12.4645
 Mid. Ord. = 2.9841
 P.C. Station = 138+41.60 N 16,581,496.2378 E 1,419,688.1003
 P.T. Station = 138+55.89 N 16,581,508.6841 E 1,419,687.4273
 C.C. = N 16,581,502.1901 E 1,419,682.7552
 Back = N 48° 04' 36.66" E
 Ahead = N 54° 16' 02.33" W
 Chord Bear = N 3° 05' 42.83" W

Curve WSW059
 P.I. Station = 138+76.19 N (RT) 16,581,520.5402 E 1,419,670.9477
 Delta = 96° 52' 36.48"
 Degree = 318° 18' 35.59"
 Tangent = 20.3013
 Length = 30.4347
 Radius = 18.0000
 External = 9.1319
 Long Chord = 26.9367
 Mid. Ord. = 6.0584
 P.C. Station = 138+55.89 N 16,581,508.6841 E 1,419,687.4273
 P.T. Station = 138+86.32 N 16,581,535.4816 E 1,419,684.6916
 C.C. = N 16,581,523.2956 E 1,419,697.9394
 Back = N 54° 16' 02.33" W
 Ahead = N 42° 36' 34.16" E
 Chord Bear = N 5° 49' 44.09" W

Curve WSW060
 P.I. Station = 138+96.27 N (LT) 16,581,542.8049 E 1,419,691.4280
 Delta = 102° 24' 05.96"
 Degree = 716° 11' 50.08"
 Tangent = 9.9503
 Length = 14.2980
 Radius = 8.0000
 External = 4.7675
 Long Chord = 12.4696
 Mid. Ord. = 2.9873
 P.C. Station = 138+86.32 N 16,581,535.4816 E 1,419,687.4273
 P.T. Station = 139+00.62 N 16,581,547.8112 E 1,419,682.8289
 C.C. = N 16,581,540.8976 E 1,419,678.8037
 Back = N 42° 36' 34.14" E
 Ahead = N 59° 47' 31.82" W
 Chord Bear = N 8° 35' 28.84" W

Curve WSW061
 P.I. Station = 139+24.39 N (RT) 16,581,559.7679 E 1,419,662.2917
 Delta = 105° 42' 59.25"
 Degree = 318° 18' 35.59"
 Tangent = 23.7642
 Length = 33.2118
 Radius = 18.0000
 External = 11.8117
 Long Chord = 28.6972
 Mid. Ord. = 7.1318
 P.C. Station = 139+00.62 N 16,581,547.8112 E 1,419,682.8289
 P.T. Station = 139+33.83 N 16,581,576.2985 E 1,419,679.3644
 C.C. = N 16,581,563.3669 E 1,419,691.8853
 Back = N 59° 47' 31.84" W
 Ahead = N 45° 55' 27.41" E
 Chord Bear = N 6° 56' 02.21" W

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL CONTROL DATA

WEST SIDEWALK BASELINE

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	068
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

PLOTTED: 11/6/2018 2:51:41 PM 20,000 ft / in.
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Curve Data

Curve WSW062
 P.I. Station = 139+43.89 N (LT) 16,581,583.2912 E 1,419,686.5864
 Delta = 102° 58' 24.31"
 Degree = 716° 11' 50.08"
 Tangent = 10.0526
 Length = 14.3778
 Radius = 8.0000
 External = 4.8474
 Long Chord = 12.5194
 Mid. Ord. = 3.0184
 P.C. Station = 139+33.83 N 16,581,576.2985 E 1,419,679.3644
 P.T. Station = 139+48.21 N 16,581,588.7590 E 1,419,678.1509
 C.C. = N 45° 55' 27.41" E 27.41"
 Back = N 57° 02' 56.90" W 56.90"
 Ahead = N 5° 33' 44.75" W 44.75"
 Chord Bear = N

Curve Data

Curve WSW063
 P.I. Station = 139+69.75 N (RT) 16,581,600.4747 E 1,419,660.0764
 Delta = 100° 13' 49.35"
 Degree = 318° 18' 35.59"
 Tangent = 21.5394
 Length = 31.4883
 Radius = 18.0000
 External = 10.0703
 Long Chord = 27.6241
 Mid. Ord. = 6.4576
 P.C. Station = 139+48.21 N 16,581,588.7590 E 1,419,678.1509
 P.T. Station = 139+79.70 N 16,581,616.1810 E 1,419,674.8160
 C.C. = N 57° 02' 56.89" W 56.89"
 Back = N 43° 10' 52.48" E 52.48"
 Ahead = N 6° 56' 02.22" W 56.89"
 Chord Bear = N

Curve Data

Curve WSW064
 P.I. Station = 139+89.45 N (LT) 16,581,623.2884 E 1,419,681.4859
 Delta = 101° 14' 37.45"
 Degree = 716° 11' 50.08"
 Tangent = 9.7469
 Length = 14.1363
 Radius = 8.0000
 External = 4.6096
 Long Chord = 12.3676
 Mid. Ord. = 2.9245
 P.C. Station = 139+79.70 N 16,581,616.1810 E 1,419,674.8160
 P.T. Station = 139+93.84 N 16,581,628.4445 E 1,419,673.2144
 C.C. = N 43° 10' 52.47" E 52.47"
 Back = N 58° 03' 44.99" W 44.99"
 Ahead = N 7° 26' 26.26" W 26.26"
 Chord Bear = N

Curve Data

Curve WSW065
 P.I. Station = 140+12.37 N (RT) 16,581,638.2498 E 1,419,657.4844
 Delta = 91° 40' 49.01"
 Degree = 318° 18' 35.59"
 Tangent = 18.5358
 Length = 28.8022
 Radius = 18.0000
 External = 7.8375
 Long Chord = 25.8264
 Mid. Ord. = 5.4601
 P.C. Station = 139+93.84 N 16,581,628.4445 E 1,419,673.2144
 P.T. Station = 140+22.64 N 16,581,653.6954 E 1,419,667.7468
 C.C. = N 58° 03' 44.99" W 44.99"
 Back = N 33° 37' 04.02" E 44.02"
 Ahead = N 12° 13' 20.48" W 20.48"
 Chord Bear = N

Course from PT WSW065 to PC WSW066 N 33° 37' 04.02" E Dist 24.5911

Curve Data

Curve WSW066
 P.I. Station = 140+50.17 N (LT) 16,581,676.6153 E 1,419,682.9916
 Delta = 40° 24' 27.12"
 Degree = 716° 11' 50.08"
 Tangent = 6.9440
 Length = 8.6420
 Radius = 8.0000
 External = 0.5245
 Long Chord = 7.4932
 Mid. Ord. = 0.5245
 P.C. Station = 140+47.25 N 16,581,674.1637 E 1,419,681.3616
 P.T. Station = 140+52.87 N 16,581,679.5387 E 1,419,682.6435
 C.C. = N 33° 37' 04.02" E 44.02"
 Back = N 6° 47' 23.10" W 23.10"
 Ahead = N 13° 24' 50.46" E 50.46"
 Chord Bear = N

Course from PT WSW066 to WSW081 N 6° 47' 23.11" W Dist 65.5878
 Point WSW081 N 16,581,744.6665 E 1,419,674.8893 Sta 141+18.46
 Course from WSW081 to WSW082 N 6° 47' 23.10" W Dist 49.6130

Equation: Sta 141+68.07 (BK) = Sta 150+00.00 (AH) End Region 1
Begin Region 2

Point WSW082 N 16,581,793.9315 E 1,419,669.0238 Sta 150+00.00
 =====
 Ending chain WSW02 description

<* 3 Describe Chain WSW03
 Chain WSW03 contains:
 WSW082 CUR WSW067 CUR WSW068 CUR WSW069 CUR WSW070 CUR WSW071 CUR WSW072 CUR WSW073 CUR WSW074 CUR WSW092 CUR WSW093 CUR WSW075 CUR WSW076 CUR WSW077 CUR WSW078 CUR WSW079 CUR WSW080 CUR WSW081 CUR WSW082 CUR WSW104 CUR WSW105 CUR WSW106 CUR WSW107 CUR WSW108 CUR WSW109 CUR WSW110 CUR WSW111 CUR WSW112 CUR WSW083 CUR WSW084 CUR WSW085 CUR WSW086 CUR WSW087 CUR WSW088 CUR WSW089 CUR WSW090 CUR WSW091 CUR WSW092 CUR WSW093 CUR WSW094 CUR WSW095 CUR WSW096 CUR WSW097 CUR WSW098 CUR WSW099 CUR WSW100 CUR WSW101 CUR WSW102 CUR WSW103 CUR WSW104 CUR WSW105 CUR WSW106 CUR WSW107 CUR WSW108 CUR WSW145 CUR WSW146 CUR WSW109 CUR WSW110 CUR WSW111 CUR WSW112 CUR WSW153 CUR WSW154 CUR WSW113 CUR WSW157

Beginning chain WSW03 description
 =====
 Point WSW082 N 16,581,793.9315 E 1,419,669.0238 Sta 150+00.00
 Course from WSW082 to PC WSW067 N 6° 47' 23.11" W Dist 20.9106

Curve Data

Curve WSW067
 P.I. Station = 150+33.75 N (LT) 16,581,827.4434 E 1,419,665.0338
 Delta = 70° 59' 40.94"
 Degree = 318° 18' 35.59"
 Tangent = 12.8380
 Length = 22.3036
 Radius = 18.0000
 External = 4.1092
 Long Chord = 20.9040
 Mid. Ord. = 3.3454
 P.C. Station = 150+20.91 N 16,581,814.6954 E 1,419,666.5516
 P.T. Station = 150+43.21 N 16,581,830.1598 E 1,419,652.4864
 C.C. = N 6° 47' 23.11" W 23.11"
 Back = N 77° 47' 04.05" W 44.05"
 Ahead = N 42° 17' 13.58" W 13.58"
 Chord Bear = N

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242 Date 11/6/2018

Kimley»Horn
 TPPE REGISTERED ENGINEERING FIRM F-928

South Padre ISLAND

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL CONTROL DATA

WEST SIDEWALK BASELINE

SHEET 8 OF 14

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO.	069
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Curve WSW068
 P.I. Station = 150+76.82 N 16,581,837.2707 E 1,419,619.6407
 Delta = 123° 39' 08.23" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 33.6067
 Length = 38.8465
 Radius = 18.0000
 External = 20.1236
 Long Chord = 31.7347
 Mid. Ord. = 9.5013
 P.C. Station = 150+43.21 N 16,581,830.1598 E 1,419,652.4864
 P.T. Station = 150+82.06 N 16,581,860.6715 E 1,419,643.7614
 C.C. Station = 150+82.06 N 16,581,847.7523 E 1,419,656.2950
 Back = N 77° 47' 04.05" W
 Ahead = N 45° 52' 04.18" E
 Chord Bear = N 15° 57' 29.94" W

Curve WSW069
 P.I. Station = 150+92.35 N 16,581,867.8367 E 1,419,651.1469
 Delta = 104° 16' 25.00" (LT)
 Degree = 716° 11' 50.08"
 Tangent = 10.2901
 Length = 14.5593
 Radius = 8.0000
 External = 5.0340
 Long Chord = 12.6317
 Mid. Ord. = 3.0898
 P.C. Station = 150+82.06 N 16,581,860.6715 E 1,419,643.7614
 P.T. Station = 150+96.62 N 16,581,873.2276 E 1,419,642.3820
 C.C. Station = 150+96.62 N 16,581,866.4134 E 1,419,638.1908
 Back = N 45° 52' 04.20" E
 Ahead = N 58° 24' 20.80" E
 Chord Bear = N 6° 16' 08.30" W

Curve WSW070
 P.I. Station = 151+20.32 N 16,581,885.6456 E 1,419,622.1924
 Delta = 105° 34' 26.00" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 23.7029
 Length = 33.1670
 Radius = 18.0000
 External = 11.7629
 Long Chord = 28.6701
 Mid. Ord. = 7.1139
 P.C. Station = 150+96.62 N 16,581,873.2276 E 1,419,642.3820
 P.T. Station = 151+29.79 N 16,581,901.7600 E 1,419,639.5749
 C.C. Station = 151+29.79 N 16,581,888.5597 E 1,419,651.8122
 Back = N 58° 24' 20.78" W
 Ahead = N 47° 10' 05.22" E
 Chord Bear = N 5° 37' 07.78" W

Curve WSW071
 P.I. Station = 151+41.05 N 16,581,909.4144 E 1,419,647.8317
 Delta = 109° 12' 32.61" (LT)
 Degree = 716° 11' 50.08"
 Tangent = 11.2590
 Length = 15.2485
 Radius = 8.0000
 External = 5.8118
 Long Chord = 13.0428
 Mid. Ord. = 3.3663
 P.C. Station = 151+29.79 N 16,581,901.7600 E 1,419,639.5749
 P.T. Station = 151+45.04 N 16,581,914.6931 E 1,419,637.8869
 C.C. Station = 151+45.04 N 16,581,907.6268 E 1,419,634.1361
 Back = N 47° 10' 05.22" E
 Ahead = N 62° 02' 27.39" W
 Chord Bear = N 7° 26' 11.08" W

Curve WSW072
 P.I. Station = 151+70.84 N 16,581,926.7934 E 1,419,615.0901
 Delta = 110° 12' 50.35" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 25.8091
 Length = 34.6247
 Radius = 18.0000
 External = 13.4660
 Long Chord = 29.4680
 Mid. Ord. = 7.7032
 P.C. Station = 151+45.04 N 16,581,914.6931 E 1,419,637.8869
 P.T. Station = 151+79.66 N 16,581,944.0051 E 1,419,634.3221
 C.C. Station = 151+79.66 N 16,581,930.5922 E 1,419,646.3260
 Back = N 62° 02' 27.39" W
 Ahead = N 48° 10' 22.99" E
 Chord Bear = N 6° 56' 02.21" W

Curve WSW073
 P.I. Station = 151+90.04 N 16,581,950.9275 E 1,419,642.0571
 Delta = 104° 45' 28.00" (LT)
 Degree = 716° 11' 50.08"
 Tangent = 10.3803
 Length = 14.6269
 Radius = 8.0000
 External = 5.1054
 Long Chord = 12.6730
 Mid. Ord. = 3.1165
 P.C. Station = 151+79.66 N 16,581,944.0051 E 1,419,634.3221
 P.T. Station = 151+94.29 N 16,581,956.6440 E 1,419,633.3927
 C.C. Station = 151+94.29 N 16,581,949.9664 E 1,419,628.9870
 Back = N 48° 10' 22.95" E
 Ahead = N 56° 35' 05.05" W
 Chord Bear = N 4° 12' 21.05" W

Curve WSW074
 P.I. Station = 152+02.61 N 16,581,961.2296 E 1,419,626.4422
 Delta = 49° 39' 02.89" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 8.3269
 Length = 15.5983
 Radius = 18.0000
 External = 1.8327
 Long Chord = 15.1148
 Mid. Ord. = 1.6634
 P.C. Station = 151+94.29 N 16,581,956.6440 E 1,419,633.3927
 P.T. Station = 152+09.89 N 16,581,969.4956 E 1,419,625.4370
 C.C. Station = 152+09.89 N 16,581,971.6686 E 1,419,643.3053
 Back = N 56° 35' 05.05" W
 Ahead = N 6° 56' 02.22" W
 Chord Bear = N 31° 45' 33.63" W


Course from PT WSW074 to WSW092 N 6° 56' 00.85" W Dist 10.3799
 Point WSW092 N 16,581,979.7995 E 1,419,624.1839 Sta 152+20.27
 Course from WSW092 to WSW093 N 6° 56' 02.90" W Dist 20.7935
 Point WSW093 N 16,582,000.4409 E 1,419,621.6736 Sta 152+41.06
 Course from WSW093 to PC WSW075 N 6° 56' 02.21" W Dist 10.2540

Curve WSW075
 P.I. Station = 152+59.25 N 16,582,018.5017 E 1,419,619.4771
 Delta = 47° 36' 17.25" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 7.0598
 Length = 14.9555
 Radius = 18.0000
 External = 1.6734
 Long Chord = 14.5290
 Mid. Ord. = 1.5310
 P.C. Station = 152+51.31 N 16,582,010.6199 E 1,419,620.4357
 P.T. Station = 152+66.27 N 16,582,024.5238 E 1,419,624.6516
 C.C. Station = 152+66.27 N 16,582,012.7930 E 1,419,638.3040
 Back = N 6° 56' 02.21" W
 Ahead = N 40° 40' 15.01" E
 Chord Bear = N 16° 52' 06.40" E


Curve WSW076
 P.I. Station = 152+75.85 N 16,582,031.7930 E 1,419,630.8977
 Delta = 100° 17' 43.09" (LT)
 Degree = 716° 11' 50.08"
 Tangent = 9.5841
 Length = 14.0039
 Radius = 8.0000
 External = 4.4842
 Long Chord = 12.2832
 Mid. Ord. = 2.8735
 P.C. Station = 152+66.27 N 16,582,024.5238 E 1,419,624.6516
 P.T. Station = 152+80.27 N 16,582,036.6393 E 1,419,622.6292
 C.C. Station = 152+80.27 N 16,582,029.7375 E 1,419,618.5839
 Back = N 40° 40' 15.03" E
 Ahead = N 59° 37' 28.06" W
 Chord Bear = N 9° 28' 36.52" W


No.	Revision	By	Date

PRELIMINARY
 FOR REVIEW ONLY
 Not for construction, bidding,
 or permit purposes.
Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242, Date 11/6/2018



TPPE REGISTERED ENGINEERING FIRM F-928





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PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
CONTROL DATA

WEST SIDEWALK BASELINE

SHEET 9 OF 14

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 070

PLOTTED: 11/6/2018 2:51:45 PM 20,000 ft / in.
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Curve WSW077
 P.I. Station = 153+06.28 N 16,582,049.7894 E 1,419,600.1935
 Delta = 110° 37' 15.95" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 26.0055
 Length = 34.7526
 Radius = 18.0000
 External = 13.6273
 Long Chord = 29.6010
 Mid. Ord. = 7.7557
 P.C. Station = 152+80.27 N 16,582,036.6393 E 1,419,622.6292
 P.T. Station = 153+15.02 N 16,582,066.1564 E 1,419,620.4026
 C.C. Station = 153+10.13 N 16,582,052.1684 E 1,419,631.7312
 Back = N 59° 37' 28.04" W
 Ahead = N 50° 59' 47.91" E
 Chord Bear = N 4° 18' 50.07" W

Curve WSW078
 P.I. Station = 153+26.52 N 16,582,073.3918 E 1,419,629.3365
 Delta = 110° 20' 01.36" (LT)
 Degree = 716° 11' 50.08"
 Tangent = 11.4963
 Length = 15.4055
 Radius = 8.0000
 External = 6.0059
 Long Chord = 13.1331
 Mid. Ord. = 3.4305
 P.C. Station = 153+15.02 N 16,582,066.1564 E 1,419,620.4026
 P.T. Station = 153+30.43 N 16,582,079.2547 E 1,419,619.4476
 C.C. Station = 153+30.43 N 16,582,072.3733 E 1,419,615.3677
 Back = N 50° 59' 47.93" E
 Ahead = N 59° 20' 13.43" W
 Chord Bear = N 4° 10' 12.75" W

Curve WSW079
 P.I. Station = 153+53.83 N 16,582,091.1867 E 1,419,599.3222
 Delta = 104° 51' 17.32" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 23.3966
 Length = 32.9411
 Radius = 18.0000
 External = 11.5195
 Long Chord = 28.5329
 Mid. Ord. = 7.0242
 P.C. Station = 153+30.43 N 16,582,079.2547 E 1,419,619.4476
 P.T. Station = 153+63.37 N 16,582,107.5804 E 1,419,616.0149
 C.C. Station = 153+63.37 N 16,582,094.7380 E 1,419,628.6273
 Back = N 59° 20' 13.42" W
 Ahead = N 45° 31' 03.90" E
 Chord Bear = N 6° 54' 34.76" W

Curve WSW080
 P.I. Station = 153+73.43 N 16,582,114.6291 E 1,419,623.1921
 Delta = 103° 00' 44.56" (LT)
 Degree = 716° 11' 50.08"
 Tangent = 10.0596
 Length = 14.3832
 Radius = 8.0000
 External = 4.8528
 Long Chord = 12.5228
 Mid. Ord. = 3.0206
 P.C. Station = 153+63.37 N 16,582,107.5804 E 1,419,616.0149
 P.T. Station = 153+77.75 N 16,582,120.0349 E 1,419,614.7085
 C.C. Station = 153+77.75 N 16,582,113.2882 E 1,419,610.4094
 Back = N 45° 31' 03.90" E
 Ahead = N 57° 29' 40.67" W
 Chord Bear = N 5° 59' 18.39" W

Curve WSW081
 P.I. Station = 154+00.28 N 16,582,132.1412 E 1,419,595.7102
 Delta = 102° 44' 56.98" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 22.5277
 Length = 32.2796
 Radius = 18.0000
 External = 10.8357
 Long Chord = 28.1248
 Mid. Ord. = 6.7639
 P.C. Station = 153+77.75 N 16,582,120.0349 E 1,419,614.7085
 P.T. Station = 154+10.03 N 16,582,147.9995 E 1,419,611.7106
 C.C. Station = 154+10.03 N 16,582,135.2148 E 1,419,624.3816
 Back = N 57° 29' 36.37" W
 Ahead = N 45° 15' 20.61" E
 Chord Bear = N 6° 07' 07.88" W

Course from PT WSW081 to PC WSW082 N 45° 15' 20.61" E Dist 20.9937

Curve WSW082
 P.I. Station = 154+38.07 N 16,582,167.7379 E 1,419,631.6261
 Delta = 50° 19' 22.71" (LT)
 Degree = 381° 58' 18.71"
 Tangent = 7.0462
 Length = 13.1745
 Radius = 15.0000
 External = 1.5725
 Long Chord = 12.7551
 Mid. Ord. = 1.4233
 P.C. Station = 154+31.03 N 16,582,162.7778 E 1,419,626.6215
 P.T. Station = 154+44.20 N 16,582,174.7566 E 1,419,631.0037
 C.C. Station = 154+44.20 N 16,582,173.4317 E 1,419,616.0624
 Back = N 45° 15' 20.61" E
 Ahead = N 5° 04' 02.10" W
 Chord Bear = N 20° 05' 39.25" E

Course from PT WSW082 to WSW104 N 6° 32' 19.41" W Dist 7.9926

Point WSW104 N 16,582,182.6971 E 1,419,630.0936 Sta 154+52.20

Course from WSW104 to WSW105 N 6° 34' 33.62" W Dist 8.0064

Point WSW105 N 16,582,190.6508 E 1,419,629.1767 Sta 154+60.20

Course from WSW105 to WSW106 N 6° 13' 59.47" W Dist 38.0675

Point WSW106 N 16,582,228.4932 E 1,419,625.0435 Sta 154+98.27

Course from WSW106 to WSW107 N 7° 06' 08.24" W Dist 8.0440

Point WSW107 N 16,582,236.4755 E 1,419,624.0489 Sta 155+06.31

Course from WSW107 to WSW108 N 7° 10' 48.04" W Dist 76.9797

Point WSW108 N 16,582,312.8515 E 1,419,614.4275 Sta 155+83.29

Course from WSW108 to WSW109 N 7° 02' 46.71" W Dist 7.9308

Point WSW109 N 16,582,320.7224 E 1,419,613.4546 Sta 155+91.22

Course from WSW109 to WSW110 N 7° 02' 46.71" W Dist 37.7174

Point WSW110 N 16,582,358.1550 E 1,419,608.8277 Sta 156+28.94

Course from WSW110 to WSW111 N 7° 02' 46.71" W Dist 8.4645

Point WSW111 N 16,582,366.5555 E 1,419,607.7894 Sta 156+37.41

Course from WSW111 to WSW112 N 7° 02' 46.71" W Dist 7.4576

Point WSW112 N 16,582,373.9568 E 1,419,606.8745 Sta 156+44.86

Course from WSW112 to PC WSW083 N 7° 02' 46.71" W Dist 4.3899

No.	Revision	By	Date

PRELIMINARY
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 or permit purposes.
Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242, Date 11/6/2018

Kimley»Horn
 TPPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL CONTROL DATA

WEST SIDEWALK BASELINE

SHEET 10 OF 14

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	071
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

Curve Data

Curve WSW083
P.I. Station = 156+53.73 N 16,582,382.7676 E 1,419,605.8624
Delta = 58° 29' 17.50" (LT)
Degree = 716° 11'
Tangent = 4.4791
Length = 8.1665
Radius = 8.0000
External = 1.1686
Long Chord = 7.8165
Mid. Ord. = 1.0196
P.C. Station = 156+49.25 N 16,582,378.3136 E 1,419,606.3360
P.T. Station = 156+57.42 N 16,582,384.6918 E 1,419,601.8176
C.C. = N 16,582,377.4676 E 1,419,598.3809
Back = N 6° 04' 13.34" W
Ahead = N 64° 33' 30.84" W
Chord Bear = N 35° 18' 52.09" W

Course from PT WSW083 to PC WSW084 N 64° 33' 30.83" W Dist 18.4957

Curve Data

Curve WSW084
P.I. Station = 156+97.71 N 16,582,402.0009 E 1,419,565.4326
Delta = 100° 53' 56.79" (RT)
Degree = 318° 18'
Tangent = 21.7966
Length = 31.6984
Radius = 18.0000
External = 10.2682
Long Chord = 27.7583
Mid. Ord. = 6.5384
P.C. Station = 156+73.92 N 16,582,392.6373 E 1,419,585.1155
P.T. Station = 157+07.61 N 16,582,419.8583 E 1,419,578.3489
C.C. = N 16,582,408.8918 E 1,419,592.8481
Back = N 64° 33' 30.83" W
Ahead = N 36° 20' 25.95" E
Chord Bear = N 14° 06' 32.44" W

Curve Data

Curve WSW085
P.I. Station = 157+15.88 N 16,582,426.2189 E 1,419,583.2488
Delta = 91° 53' 35.31" (LT)
Degree = 716° 11'
Tangent = 8.2688
Length = 12.8307
Radius = 8.0000
External = 3.5053
Long Chord = 11.4991
Mid. Ord. = 2.4374
P.C. Station = 157+07.61 N 16,582,419.5583 E 1,419,578.3489
P.T. Station = 157+20.44 N 16,582,430.8961 E 1,419,576.4300
C.C. = N 16,582,424.2989 E 1,419,571.9048
Back = N 36° 20' 25.95" E
Ahead = N 55° 33' 09.36" W
Chord Bear = N 9° 36' 21.70" W

Curve Data

Curve WSW086
P.I. Station = 157+35.37 N 16,582,439.3405 E 1,419,564.1191
Delta = 79° 20' 33.85" (RT)
Degree = 318° 18'
Tangent = 14.9287
Length = 24.9263
Radius = 18.0000
External = 3.3852
Long Chord = 22.9818
Mid. Ord. = 4.1451
P.C. Station = 157+20.44 N 16,582,430.8961 E 1,419,576.4300
P.T. Station = 157+45.37 N 16,582,453.0007 E 1,419,570.1412
C.C. = N 16,582,445.7397 E 1,419,586.6117
Back = N 55° 33' 09.36" W
Ahead = N 23° 47' 24.49" E
Chord Bear = N 15° 52' 52.43" W

Curve Data

Curve WSW087
P.I. Station = 157+55.62 N 16,582,462.3763 E 1,419,574.2744
Delta = 59° 17' 59.27" (LT)
Degree = 318° 18'
Tangent = 10.2462
Length = 18.6296
Radius = 18.0000
External = 2.7119
Long Chord = 17.8092
Mid. Ord. = 2.3568
P.C. Station = 157+45.37 N 16,582,453.0007 E 1,419,570.1412
P.T. Station = 157+64.00 N 16,582,470.7168 E 1,419,568.3230
C.C. = N 16,582,460.2617 E 1,419,553.6707
Back = N 23° 47' 24.49" E
Ahead = N 35° 30' 34.78" W
Chord Bear = N 5° 51' 35.14" W

Curve Data

Curve WSW088
P.I. Station = 157+78.65 N 16,582,482.6403 E 1,419,559.8150
Delta = 78° 16' 29.48" (RT)
Degree = 318° 18'
Tangent = 14.6477
Length = 24.5908
Radius = 18.0000
External = 5.2068
Long Chord = 22.7226
Mid. Ord. = 4.0586
P.C. Station = 157+64.00 N 16,582,470.7168 E 1,419,568.3230
P.T. Station = 157+88.59 N 16,582,493.3939 E 1,419,569.7607
C.C. = N 16,582,481.1719 E 1,419,582.9753
Back = N 35° 30' 34.77" W
Ahead = N 42° 45' 54.70" E
Chord Bear = N 3° 37' 39.96" E

Curve Data

Curve WSW089
P.I. Station = 157+98.41 N 16,582,500.6049 E 1,419,576.4301
Delta = 101° 40' 36.02" (LT)
Degree = 716° 11'
Tangent = 9.8224
Length = 14.1967
Radius = 8.0000
External = 4.6680
Long Chord = 12.4059
Mid. Ord. = 2.9479
P.C. Station = 157+88.59 N 16,582,493.3939 E 1,419,569.7607
P.T. Station = 158+02.79 N 16,582,505.6768 E 1,419,568.0185
C.C. = N 16,582,498.8258 E 1,419,563.8876
Back = N 42° 45' 54.70" E
Ahead = N 58° 54' 41.32" W
Chord Bear = N 8° 04' 23.31" W

Curve Data

Curve WSW090
P.I. Station = 158+26.28 N 16,582,517.8075 E 1,419,547.9000
Delta = 105° 04' 53.95" (RT)
Degree = 318° 18'
Tangent = 23.4937
Length = 33.0124
Radius = 18.0000
External = 11.5957
Long Chord = 28.5763
Mid. Ord. = 7.0525
P.C. Station = 158+02.79 N 16,582,505.6768 E 1,419,568.0185
P.T. Station = 158+35.80 N 16,582,534.0767 E 1,419,564.8477
C.C. = N 16,582,521.0915 E 1,419,577.3130
Back = N 58° 54' 41.32" W
Ahead = N 46° 10' 12.63" E
Chord Bear = N 6° 22' 14.34" W

Curve Data

Curve WSW091
P.I. Station = 158+46.25 N 16,582,541.3122 E 1,419,572.3850
Delta = 105° 07' 06.99" (LT)
Degree = 716° 11'
Tangent = 10.4482
Length = 14.6773
Radius = 8.0000
External = 5.1592
Long Chord = 12.7037
Mid. Ord. = 3.1365
P.C. Station = 158+35.80 N 16,582,534.0767 E 1,419,564.8477
P.T. Station = 158+50.48 N 16,582,546.7015 E 1,419,563.4340
C.C. = N 16,582,539.8479 E 1,419,559.3075
Back = N 46° 10' 12.63" E
Ahead = N 58° 56' 54.36" W
Chord Bear = N 6° 23' 20.86" W

No.	Revision	By	Date

PRELIMINARY

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or permit purposes.
Kimley»Horn
Engineer: RYAN DELMOTTE
P.E. No. 114242, Date 11/6/2018

Kimley»Horn
TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
CONTROL DATA

WEST SIDEWALK BASELINE

SHEET 11 OF 14

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	072
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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Curve WSW092
 P.I. Station = 158+75.41 N 16,582,559.5611 E 1,419,542.0755
 Delta = 108° 20' 31.52" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 24.9310
 Length = 34.0367
 Radius = 18.0000
 External = 12.7499
 Long Chord = 29.1877
 Mid. Ord. = 7.4634
 P.C. Station = 158+50.48 N 16,582,546.7015 E 1,419,563.4340
 P.T. Station = 158+84.51 N 16,582,575.7877 E 1,419,561.0031
 C.C. = N 16,582,562.1221 E 1,419,572.7186
 Back = N 58° 56' 54.36" W
 Ahead = N 49° 23' 37.16" E
 Chord Bear = N 4° 46' 38.60" W

Curve WSW093
 P.I. Station = 158+95.79 N 16,582,583.1277 E 1,419,569.5649
 Delta = 109° 17' 50.15" (LT)
 Degree = 716° 11' 50.08"
 Tangent = 11.2774
 Length = 15.2608
 Radius = 8.0000
 External = 5.8267
 Long Chord = 13.0499
 Mid. Ord. = 3.3713
 P.C. Station = 158+84.51 N 16,582,575.7877 E 1,419,561.0031
 P.T. Station = 158+99.77 N 16,582,588.7828 E 1,419,559.8079
 C.C. = N 16,582,581.8613 E 1,419,555.7962
 Back = N 49° 23' 37.17" E
 Ahead = N 59° 54' 12.98" W
 Chord Bear = N 5° 15' 17.91" W

Curve WSW094
 P.I. Station = 159+19.12 N 16,582,598.4824 E 1,419,543.0728
 Delta = 94° 07' 08.01" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 19.3428
 Length = 29.5683
 Radius = 18.0000
 External = 20.4224
 Long Chord = 20.4224
 Mid. Ord. = 5.3777
 P.C. Station = 158+99.77 N 16,582,588.7828 E 1,419,559.8079
 P.T. Station = 159+29.34 N 16,582,614.4776 E 1,419,553.9493
 C.C. = N 16,582,604.3561 E 1,419,568.8341
 Back = N 59° 54' 12.98" W
 Ahead = N 34° 12' 55.03" E
 Chord Bear = N 12° 50' 38.97" W

Course from PT WSW094 to PC WSW095 N 34° 12' 55.04" E Dist 19.5708

Curve WSW095
 P.I. Station = 159+55.64 N 16,582,636.2272 E 1,419,568.7389
 Delta = 41° 00' 18.14" (LT)
 Degree = 318° 18' 35.59"
 Tangent = 6.7308
 Length = 12.8821
 Radius = 18.0000
 External = 1.2173
 Long Chord = 12.6089
 Mid. Ord. = 1.1402
 P.C. Station = 159+48.91 N 16,582,630.6613 E 1,419,564.9541
 P.T. Station = 159+61.80 N 16,582,642.9108 E 1,419,567.9431
 C.C. = N 16,582,640.7827 E 1,419,550.0694
 Back = N 34° 12' 55.03" E
 Ahead = N 6° 47' 23.10" W
 Chord Bear = N 13° 42' 45.97" E

Course from PT WSW095 to PC WSW096 N 6° 47' 23.10" W Dist 125.3722

Curve WSW096
 P.I. Station = 160+90.16 N 16,582,770.3722 E 1,419,552.7674
 Delta = 40° 59' 47.70" (LT)
 Degree = 716° 11' 50.08"
 Tangent = 5.9895
 Length = 5.7219
 Radius = 8.0000
 External = 0.5403
 Long Chord = 5.6007
 Mid. Ord. = 0.5061
 P.C. Station = 160+87.17 N 16,582,767.4037 E 1,419,553.1208
 P.T. Station = 160+92.89 N 16,582,772.3815 E 1,419,550.5538
 C.C. = N 16,582,766.4579 E 1,419,545.1769
 Back = N 6° 47' 23.12" W
 Ahead = N 47° 46' 10.82" W
 Chord Bear = N 27° 16' 46.97" W

Course from PT WSW096 to PC WSW097 N 47° 46' 10.81" W Dist 25.5244

Curve WSW097
 P.I. Station = 161+37.05 N 16,582,802.0632 E 1,419,517.8543
 Delta = 91° 59' 35.96" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 18.6374
 Length = 28.9006
 Radius = 18.0000
 External = 7.9105
 Long Chord = 25.8948
 Mid. Ord. = 5.4954
 P.C. Station = 161+18.41 N 16,582,789.5368 E 1,419,531.6543
 P.T. Station = 161+47.31 N 16,582,815.4191 E 1,419,530.8531
 C.C. = N 16,582,802.8648 E 1,419,543.7523
 Back = N 47° 46' 10.81" W
 Ahead = N 44° 13' 25.14" E
 Chord Bear = N 1° 46' 22.83" W

Curve WSW098
 P.I. Station = 161+57.25 N 16,582,822.5387 E 1,419,537.7823
 Delta = 102° 18' 54.72" (LT)
 Degree = 716° 11' 50.08"
 Tangent = 9.9349
 Length = 14.2859
 Radius = 8.0000
 External = 4.7555
 Long Chord = 12.4620
 Mid. Ord. = 2.9826
 P.C. Station = 161+47.31 N 16,582,815.4191 E 1,419,530.8531
 P.T. Station = 161+61.60 N 16,582,827.7900 E 1,419,529.3486
 C.C. = N 16,582,820.9988 E 1,419,525.1201
 Back = N 44° 13' 25.15" E
 Ahead = N 58° 05' 29.58" W
 Chord Bear = N 6° 56' 02.21" W

Curve WSW099
 P.I. Station = 161+83.95 N 16,582,839.6053 E 1,419,510.3728
 Delta = 102° 18' 54.72" (RT)
 Degree = 318° 18' 35.59"
 Tangent = 22.3536
 Length = 32.1433
 Radius = 18.0000
 External = 10.6999
 Long Chord = 28.0395
 Mid. Ord. = 6.7108
 P.C. Station = 161+61.60 N 16,582,827.7900 E 1,419,529.3486
 P.T. Station = 161+93.74 N 16,582,855.6244 E 1,419,525.9636
 C.C. = N 16,582,843.0701 E 1,419,538.8628
 Back = N 58° 05' 29.58" W
 Ahead = N 44° 13' 25.15" E
 Chord Bear = N 6° 56' 02.21" W

Course from PT WSW099 to PC WSW100 N 16° 53' 52.72" E Dist 19.5708

Curve WSW100
 P.I. Station = 162+03.96 N 16,582,862.9488 E 1,419,533.0922
 Delta = 103° 53' 52.72" (LT)
 Degree = 716° 11' 50.08"
 Tangent = 10.2208
 Length = 14.5069
 Radius = 8.0000
 External = 4.9794
 Long Chord = 12.5994
 Mid. Ord. = 3.0691
 P.C. Station = 161+93.74 N 16,582,855.6244 E 1,419,525.9636
 P.T. Station = 162+08.25 N 16,582,868.1094 E 1,419,520.2699
 C.C. = N 16,582,861.2041 E 1,419,520.2306
 Back = N 44° 13' 25.16" E
 Ahead = N 59° 40' 27.56" W
 Chord Bear = N 7° 43' 31.20" W

No.	Revision	By	Date

PRELIMINARY
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 or permit purposes.
Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL
 CONTROL DATA

WEST SIDEWALK BASELINE

SHEET 12 OF 14

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	073
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

Curve WSW101
 P.I. Station = 162+30.55
 Delta = 102° 11' 06.49"
 Degree = 318° 18' 35.59"
 Tangent = 22.3017
 Length = 32.1024
 Radius = 18.0000
 External = 10.6595
 Long Chord = 28.0138
 Mid. Ord. = 6.6948
 P.C. Station = 162+08.25
 P.T. Station = 162+40.35
 C.C. =
 Back = N 59° 40' 27.56" W
 Ahead = N 42° 30' 38.94" E
 Chord Bear = N 8° 34' 54.31" W

Curve Data

Curve WSW102
 P.I. Station = 162+48.92
 Delta = 93° 53' 50.96"
 Degree = 716° 11' 50.08"
 Tangent = 8.5636
 Length = 13.1106
 Radius = 8.0000
 External = 3.7190
 Long Chord = 11.6919
 Mid. Ord. = 2.5388
 P.C. Station = 162+40.35
 P.T. Station = 162+53.46
 C.C. =
 Back = N 42° 30' 35.57" E
 Ahead = N 51° 23' 15.39" W
 Chord Bear = N 4° 26' 19.91" W

Curve Data

Curve WSW103
 P.I. Station = 162+76.68
 Delta = 104° 25' 42.34"
 Degree = 318° 18' 35.59"
 Tangent = 23.2174
 Length = 32.8072
 Radius = 18.0000
 External = 11.3776
 Long Chord = 28.4511
 Mid. Ord. = 6.9712
 P.C. Station = 162+53.46
 P.T. Station = 162+86.27
 C.C. =
 Back = N 51° 23' 18.15" W
 Ahead = N 53° 02' 24.19" E
 Chord Bear = N 0° 49' 33.02" E

Curve Data

Curve WSW104
 P.I. Station = 162+98.04
 Delta = 111° 35' 59.69"
 Degree = 716° 11' 50.08"
 Tangent = 11.7716
 Length = 15.5823
 Radius = 8.0000
 External = 4.2327
 Long Chord = 14.0333
 Mid. Ord. = 3.5033
 P.C. Station = 162+86.27
 P.T. Station = 163+01.85
 C.C. =
 Back = N 53° 02' 24.22" E
 Ahead = N 58° 33' 35.48" W
 Chord Bear = N 2° 45' 35.63" W

Curve Data

Curve WSW105
 P.I. Station = 163+18.68
 Delta = 86° 08' 20.80"
 Degree = 318° 18' 35.59"
 Tangent = 16.8262
 Length = 27.0614
 Radius = 18.0000
 External = 6.6398
 Long Chord = 24.5839
 Mid. Ord. = 4.8505
 P.C. Station = 163+01.85
 P.T. Station = 163+28.91
 C.C. =
 Back = N 58° 33' 35.46" W
 Ahead = N 27° 34' 45.34" E
 Chord Bear = N 15° 29' 25.06" W

Curve Data

Curve WSW106
 P.I. Station = 163+34.92
 Delta = 73° 47' 27.19"
 Degree = 716° 11' 50.08"
 Tangent = 6.0056
 Length = 10.3032
 Radius = 8.0000
 External = 2.0033
 Long Chord = 9.6057
 Mid. Ord. = 1.6021
 P.C. Station = 163+28.91
 P.T. Station = 163+39.22
 C.C. =
 Back = N 27° 34' 45.34" E
 Ahead = N 46° 12' 41.84" W
 Chord Bear = N 9° 18' 58.25" W

Curve Data

Curve WSW107
 P.I. Station = 163+54.44
 Delta = 80° 26' 21.23"
 Degree = 318° 18' 35.59"
 Tangent = 15.2217
 Length = 25.2707
 Radius = 18.0000
 External = 5.5733
 Long Chord = 23.2459
 Mid. Ord. = 4.2556
 P.C. Station = 163+39.22
 P.T. Station = 163+64.49
 C.C. =
 Back = N 46° 12' 41.84" W
 Ahead = N 34° 13' 39.39" E
 Chord Bear = N 5° 59' 31.22" W

Curve Data

Curve WSW108
 P.I. Station = 163+89.26
 Delta = 41° 01' 02.51"
 Degree = 716° 11' 50.08"
 Tangent = 5.9925
 Length = 7.7257
 Radius = 8.0000
 External = 0.5414
 Long Chord = 5.6056
 Mid. Ord. = 0.5070
 P.C. Station = 163+86.27
 P.T. Station = 163+91.99
 C.C. =
 Back = N 34° 13' 39.40" E
 Ahead = N 6° 47' 23.11" W
 Chord Bear = N 13° 43' 08.14" E

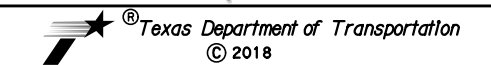
Curve Data

Course from PT WSW107 to PC WSW108 N 34° 13' 39.39" E Dist 21.7787
 Point WSW145 N 16,583,178.5173 E 1,419,504.1731 Sta 165+42.69
 Course from WSW145 to WSW146 N 6° 47' 23.10" W Dist 25.0737
 Point WSW146 N 16,583,203.4151 E 1,419,501.2087 Sta 165+67.77
 Course from WSW146 to PC WSW109 N 6° 47' 23.11" W Dist 21.7552

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

HORIZONTAL CONTROL DATA

WEST SIDEWALK BASELINE

SHEET 13 OF 14

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	074
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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Curve Data

Curve WSW109
P.I. Station = 165+92.94 N 16,583,228.4115 E 1,419,498.2326
Delta = 27° 26' 15.78" (RT)
Degree = 409° 15' 20.04"
Tangent = 3.4177
Length = 6.7043
Radius = 14.0000
External = 0.4111
Long Chord = 6.6404
Mid. Ord. = 0.3994
P.C. Station = 165+89.52 N 16,583,225.0177 E 1,419,498.6367
P.T. Station = 165+96.23 N 16,583,231.6097 E 1,419,499.4378
C.C. = N 16,583,226.6729 E 1,419,512.5385
Back = N 6° 47' 23.11" W
Ahead = N 20° 38' 52.67" E
Chord Bear = N 6° 55' 44.78" E

Curve Data

Curve WSW110
P.I. Station = 165+99.64 N 16,583,234.8066 E 1,419,500.6425
Delta = 27° 25' 37.96" (LT)
Degree = 409° 15' 20.04"
Tangent = 3.4164
Length = 6.7017
Radius = 14.0000
External = 0.4108
Long Chord = 6.6379
Mid. Ord. = 0.3991
P.C. Station = 165+96.23 N 16,583,231.6097 E 1,419,499.4378
P.T. Station = 166+02.93 N 16,583,238.1990 E 1,419,500.2392
C.C. = N 16,583,236.5464 E 1,419,486.3371
Back = N 20° 38' 52.67" E
Ahead = N 6° 46' 45.29" W
Chord Bear = N 6° 56' 03.69" E

Course from PT WSW110 to PC WSW111 N 6° 46' 45.29" W Dist 16.4888

Curve Data

Curve WSW111
P.I. Station = 166+22.84 N 16,583,257.9695 E 1,419,497.8890
Delta = 27° 27' 41.90" (LT)
Degree = 409° 15' 20.04"
Tangent = 3.4208
Length = 6.7101
Radius = 14.0000
External = 0.4119
Long Chord = 6.6461
Mid. Ord. = 0.4001
P.C. Station = 166+19.42 N 16,583,254.5726 E 1,419,498.2928
P.T. Station = 166+26.13 N 16,583,260.7974 E 1,419,495.9642
C.C. = N 16,583,252.9200 E 1,419,484.3907
Back = N 6° 46' 45.29" W
Ahead = N 34° 14' 27.20" W
Chord Bear = N 20° 30' 36.25" W

Curve Data

Curve WSW112
P.I. Station = 166+29.55 N 16,583,263.6242 E 1,419,494.0401
Delta = 27° 27' 04.08" (RT)
Degree = 409° 15' 20.04"
Tangent = 3.4195
Length = 6.7076
Radius = 14.0000
External = 0.4115
Long Chord = 6.6436
Mid. Ord. = 0.3998
P.C. Station = 166+26.13 N 16,583,260.7974 E 1,419,495.9642
P.T. Station = 166+32.84 N 16,583,267.0196 E 1,419,493.6359
C.C. = N 16,583,268.6748 E 1,419,507.5377
Back = N 34° 14' 27.20" W
Ahead = N 6° 47' 23.12" W
Chord Bear = N 20° 30' 55.16" W

Course from PT WSW112 to WSW153 N 6° 47' 23.10" W Dist 58.0860
Point WSW153 N 16,583,324.6983 E 1,419,486.7686 Sta 166+90.92
Course from WSW153 to WSW154 N 6° 47' 23.11" W Dist 38.0943
Point WSW154 N 16,583,362.5254 E 1,419,482.2648 Sta 167+29.02
Course from WSW154 to PC WSW113 N 6° 47' 23.10" W Dist 14.2147

Curve Data

Curve WSW113
P.I. Station = 167+51.21 N 16,583,384.5599 E 1,419,479.6414
Delta = 89° 49' 25.28" (RT)
Degree = 716° 11' 50.08"
Tangent = 7.9754
Length = 12.5418
Radius = 8.0000
External = 3.2963
Long Chord = 11.2963
Mid. Ord. = 2.3344
P.C. Station = 167+43.23 N 16,583,376.6404 E 1,419,480.5843
P.T. Station = 167+55.77 N 16,583,385.5271 E 1,419,487.5579
C.C. = N 16,583,377.5862 E 1,419,488.5282
Back = N 6° 47' 23.10" W
Ahead = N 83° 02' 02.18" E
Chord Bear = N 38° 07' 19.54" E

Course from PT WSW113 to WSW157 N 83° 02' 02.18" E Dist 16.6713

Point WSW157 N 16,583,387.5491 E 1,419,504.1062 Sta 167+72.44

=====
Ending chain WSW03 description
=====

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No.	Revision	By	Date

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Kimley»Horn

Engineer: RYAN DELMOTTE
P. E. No. 114242 Date 11/6/2018



TEXAS REGISTERED ENGINEERING FIRM F-928

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PR 100 ROADWAY IMPROVEMENTS

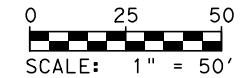
HORIZONTAL
CONTROL DATA

WEST SIDEWALK BASELINE

SHEET 14 OF 14

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

075



NOTES:

1. STATIONS, AND OFFSETS GIVEN AT FACE OF CURB OF @ PDR UNLESS OTHERWISE NOTED.
2. SEE MEDIAN, PAVEMENT MARKING, SIGNING, LANDSCAPE, & HARDSCAPE DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
4. SEE REMOVAL PLANS FOR REMOVAL LIMITS.
5. SEE TYPICAL SECTIONS FOR LIMITS OF LANDSCAPE PLANTERS.
6. IF ANY EXISTING CROSSWALKS AER WIDER THAN 9', CONTRACTOR SHALL CONFIRM WITH CITY OF ACTUAL ASPHALT OVERLAY WIDTH.

LEGEND

- EX ROW
- ▒ PROP LANDSCAPE AREA
- ▤ PROP BRICK PAVER
- ▨ FLUSH MEDIAN
- ▩ PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

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 or permit purposes.
Kimley»Horn
 Engineer: THOMAS P. GRANT
 P.E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 MEDIAN PLAN

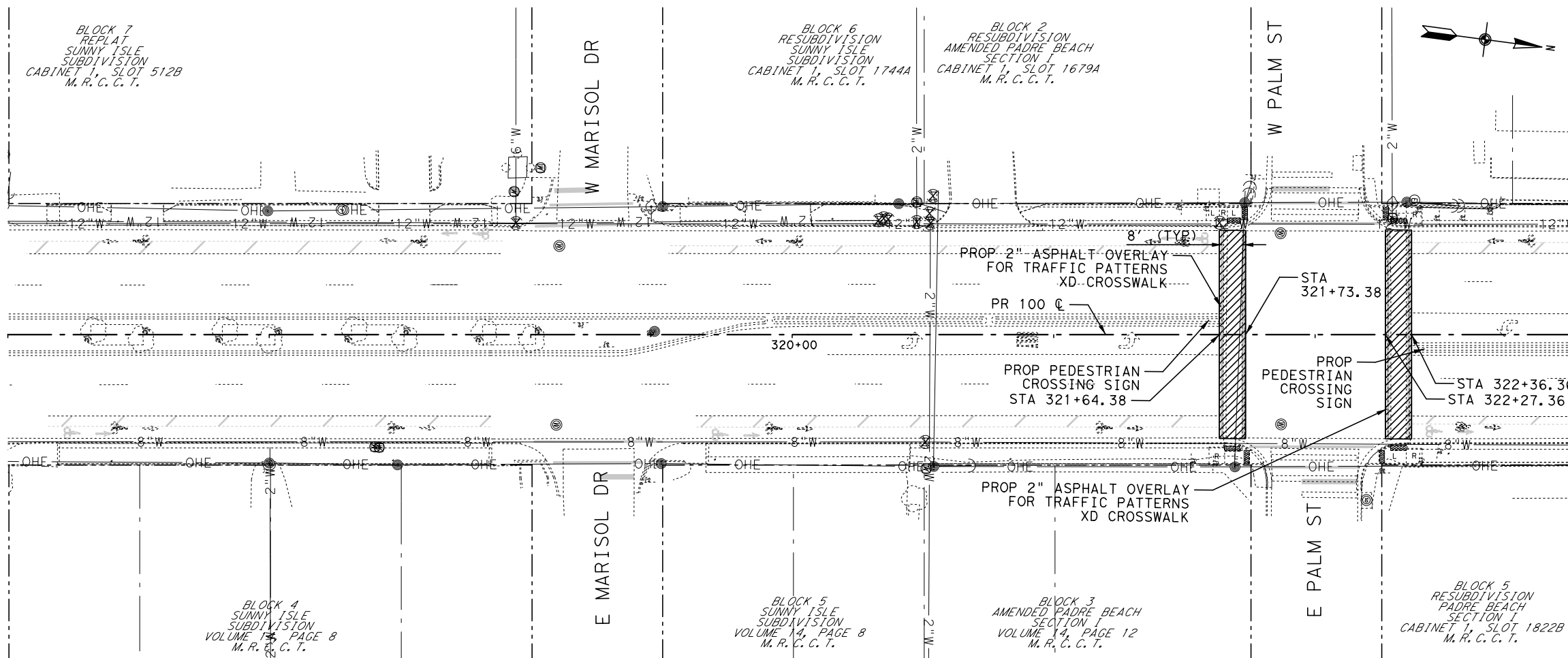
@ PDR
 STA 311+00 TO STA 323+00

SHEET 1 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 076

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MATCH LINE @ PDR STA 323+00

BLOCK 7
 REPLAT
 SUNNY ISLE
 SUBDIVISION
 CABINET 1, SLOT 512B
 M. R. C. C. T.

BLOCK 6
 RESUBDIVISION
 SUNNY ISLE
 SUBDIVISION
 CABINET 1, SLOT 1744A
 M. R. C. C. T.

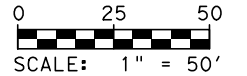
BLOCK 2
 RESUBDIVISION
 AMENDED PADRE BEACH
 SECTION 1
 CABINET 1, SLOT 1679A
 M. R. C. C. T.

BLOCK 4
 SUNNY ISLE
 SUBDIVISION
 VOLUME 14, PAGE 8
 M. R. C. C. T.

BLOCK 5
 SUNNY ISLE
 SUBDIVISION
 VOLUME 14, PAGE 8
 M. R. C. C. T.

BLOCK 3
 AMENDED PADRE BEACH
 SECTION 1
 VOLUME 14, PAGE 12
 M. R. C. C. T.

BLOCK 5
 RESUBDIVISION
 PADRE BEACH
 SECTION 1
 CABINET 1, SLOT 1822B
 M. R. C. C. T.



NOTES:

1. STATIONS, AND OFFSETS GIVEN AT FACE OF CURB OF PDR UNLESS OTHERWISE NOTED.
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4. SEE REMOVAL PLANS FOR REMOVAL LIMITS.
5. SEE TYPICAL SECTIONS FOR LIMITS OF LANDSCAPE PLANTERS.
6. IF ANY EXISTING CROSSWALKS ARE WIDER THAN 9', CONTRACTOR SHALL CONFIRM WITH CITY OF ACTUAL ASPHALT OVERLAY WIDTH.

LEGEND

- EX ROW
- ▒ PROP LANDSCAPE AREA
- ▨ PROP BRICK PAVER
- ▤ FLUSH MEDIAN
- ▩ PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn

Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



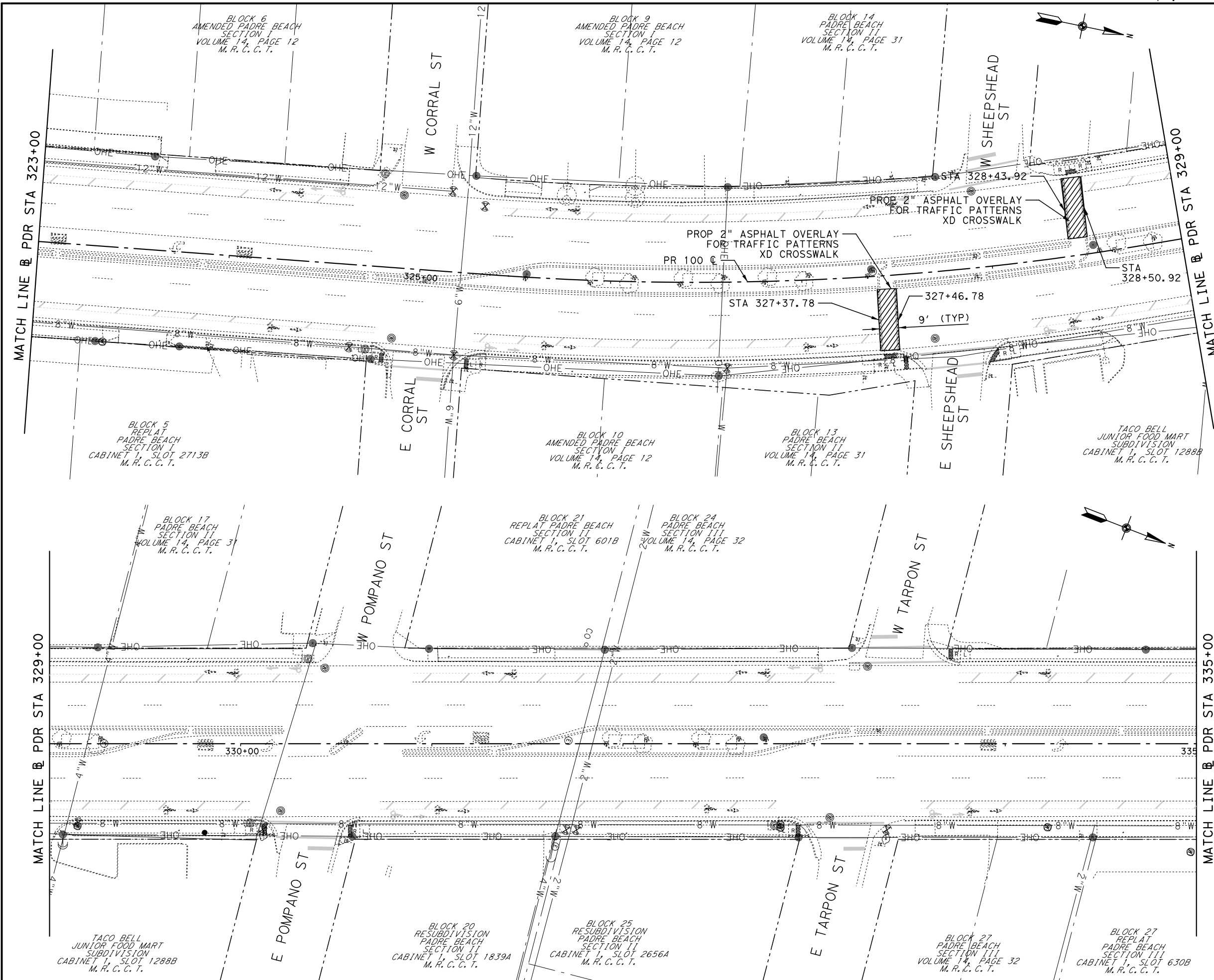
PR 100 ROADWAY IMPROVEMENTS

MEDIAN PLAN

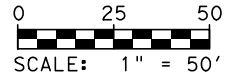
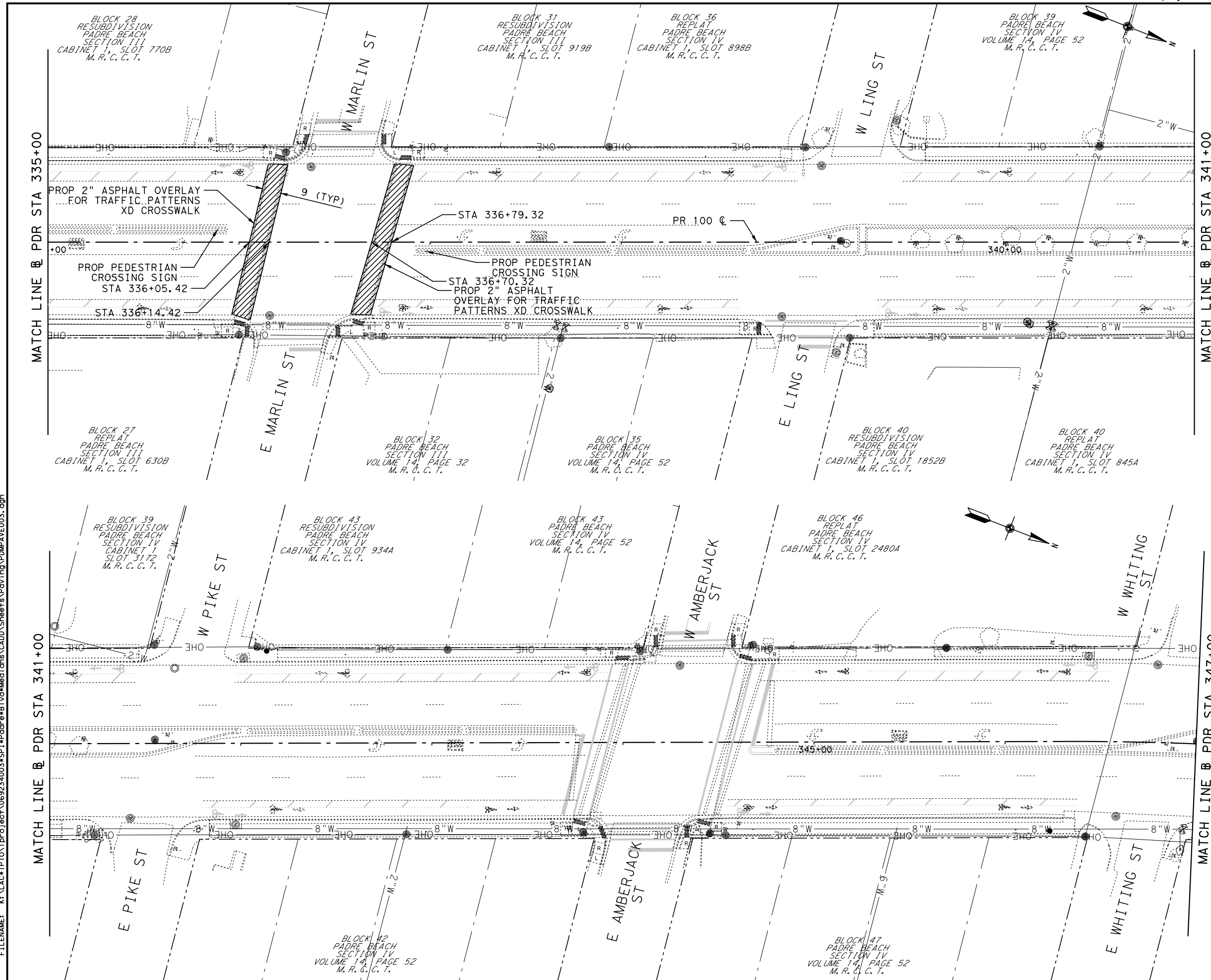
PDR
STA 323+00 TO STA 335+00

SHEET 2 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	077
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
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NOTES:

1. STATIONS, AND OFFSETS GIVEN AT FACE OF CURB OF PDR UNLESS OTHERWISE NOTED.
2. SEE MEDIAN, PAVEMENT MARKING, SIGNING, LANDSCAPE, & HARDSCAPE DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
4. SEE REMOVAL PLANS FOR REMOVAL LIMITS.
5. SEE TYPICAL SECTIONS FOR LIMITS OF LANDSCAPE PLANTERS.
6. IF ANY EXISTING CROSSWALKS ARE WIDER THAN 9', CONTRACTOR SHALL CONFIRM WITH CITY OF ACTUAL ASPHALT OVERLAY WIDTH.

LEGEND

- EX ROW
- ▒ PROP LANDSCAPE AREA
- ▨ PROP BRICK PAVER
- ▤ FLUSH MEDIAN
- ▩ PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn

Engineer: THOMAS P. GRANT
P.E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

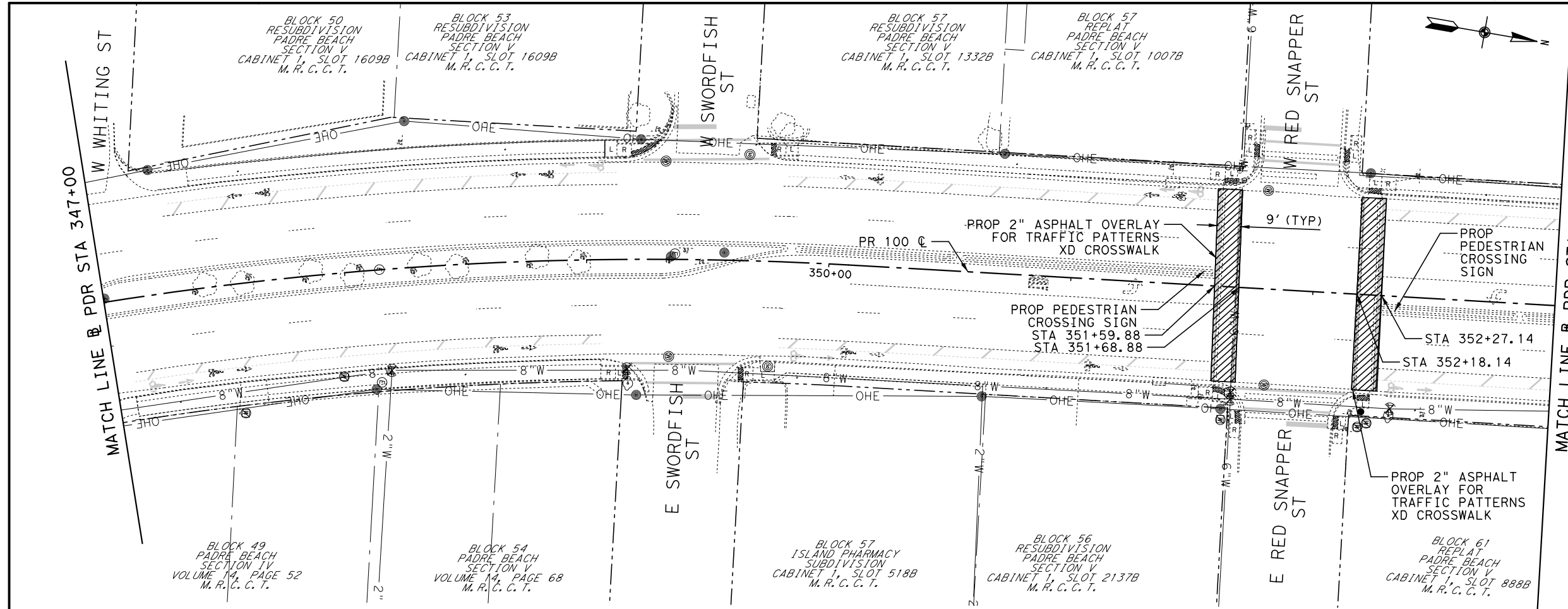
MEDIAN PLAN

PDR
STA 335+00 TO STA 347+00

SHEET 3 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	078
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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- NOTES:
- STATIONS, AND OFFSETS GIVEN AT FACE OF CURB OF PDR UNLESS OTHERWISE NOTED.
 - SEE MEDIAN, PAVEMENT MARKING, SIGNING, LANDSCAPE, & HARDSCAPE DETAILS FOR ADDITIONAL INFORMATION.
 - CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
 - SEE REMOVAL PLANS FOR REMOVAL LIMITS.
 - SEE TYPICAL SECTIONS FOR LIMITS OF LANDSCAPE PLANTERS.
 - IF ANY EXISTING CROSSWALKS ARE WIDER THAN 9', CONTRACTOR SHALL CONFIRM WITH CITY OF ACTUAL ASPHALT OVERLAY WIDTH.



LEGEND

- EX ROW
- PROP LANDSCAPE AREA
- PROP BRICK PAVER
- FLUSH MEDIAN
- PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
Engineer THOMAS P. GRANT
P. E. No. 100876 Date 11/6/2018

Kimley»Horn
T&PE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

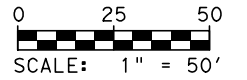
MEDIAN PLAN

Ⓟ PDR
STA 347+00 TO STA 353+00

SHEET 4 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A
SHEET NO.		
079		

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NOTES:

1. STATIONS, AND OFFSETS GIVEN AT FACE OF CURB OF PDR UNLESS OTHERWISE NOTED.
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4. SEE REMOVAL PLANS FOR REMOVAL LIMITS.
5. SEE TYPICAL SECTIONS FOR LIMITS OF LANDSCAPE PLANTERS.
6. IF ANY EXISTING CROSSWALKS ARE WIDER THAN 9', CONTRACTOR SHALL CONFIRM WITH CITY OF ACTUAL ASPHALT OVERLAY WIDTH.

LEGEND

- EX ROW
- PROP LANDSCAPE AREA
- PROP BRICK PAVER
- FLUSH MEDIAN
- PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn

Engineer: THOMAS P. GRANT
P.E. No. 100876, Date 11/6/2018

Kimley»Horn
TBP&E REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

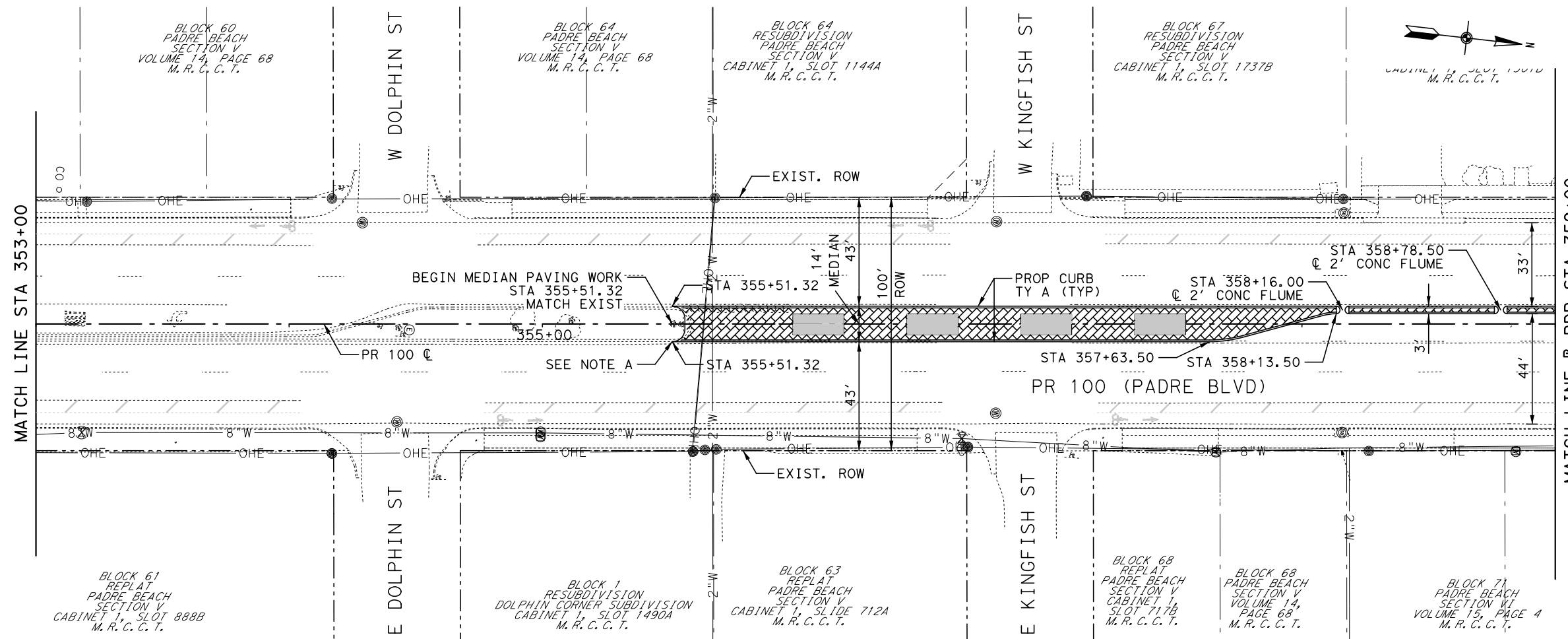
MEDIAN PLAN

PDR
STA 347+00 TO STA 359+00

SHEET 5 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

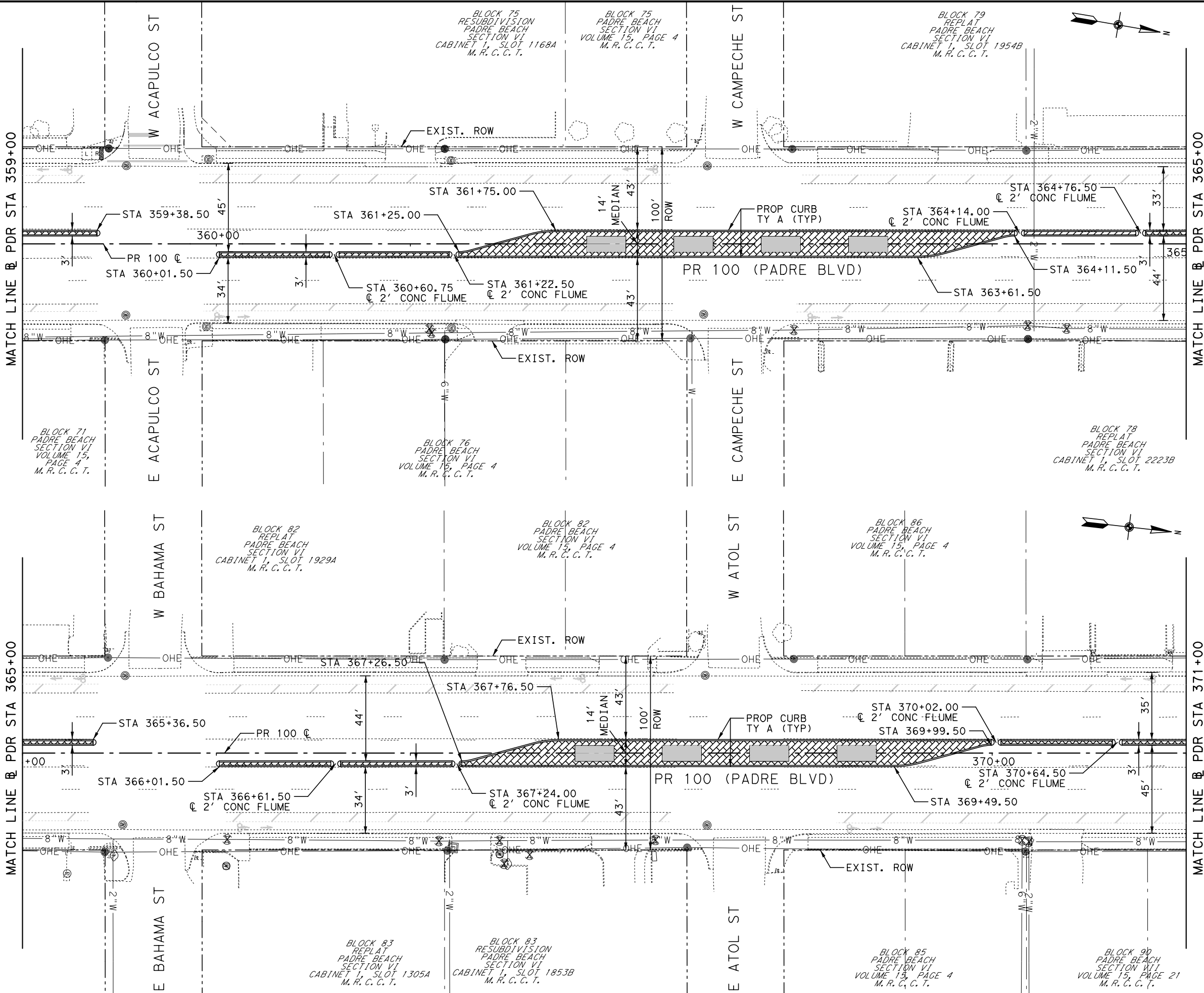
SHEET NO.
080



NOTE A

CONTRACTOR TO BLEND NEW BRICK PAVERS INTO EXISTING BRICK PAVER PATTERN. FADE NEW AND EXISTING PAVERS OVER 10'.

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- NOTES:
1. STATIONS, AND OFFSETS GIVEN AT FACE OF CURB OF PDR UNLESS OTHERWISE NOTED.
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 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
 4. SEE REMOVAL PLANS FOR REMOVAL LIMITS.
 5. SEE TYPICAL SECTIONS FOR LIMITS OF LANDSCAPE PLANTERS.
 6. IF ANY EXISTING CROSSWALKS ARE WIDER THAN 9', CONTRACTOR SHALL CONFIRM WITH CITY OF ACTUAL ASPHALT OVERLAY WIDTH.

LEGEND

- EX ROW
- ▨ PROP LANDSCAPE AREA
- ▩ PROP BRICK PAVER
- ▤ FLUSH MEDIAN
- ▧ PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
Not for construction, bidding, or permit purposes.
Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

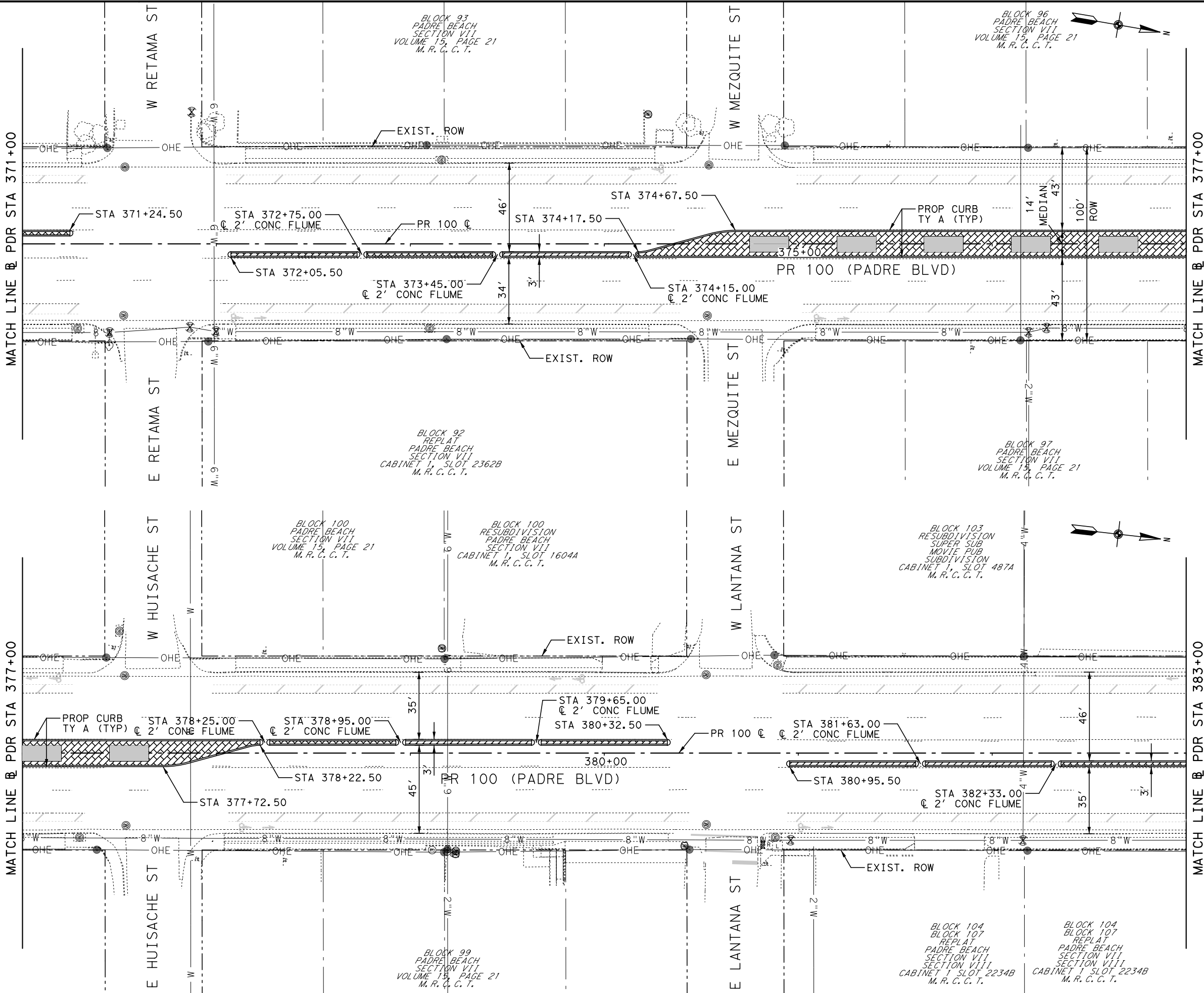
MEDIAN PLAN

PDR
STA 359+00 TO STA 371+00

SHEET 6 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	081
STATE	DISTRICT	COUNTY	081
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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1. STATIONS, AND OFFSETS GIVEN AT FACE OF CURB OF PDR UNLESS OTHERWISE NOTED.
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5. SEE TYPICAL SECTIONS FOR LIMITS OF LANDSCAPE PLANTERS.
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LEGEND

- EX ROW
- ▒ PROP LANDSCAPE AREA
- ▨ PROP BRICK PAVER
- ▤ FLUSH MEDIAN
- ▩ PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
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Kimley»Horn

Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



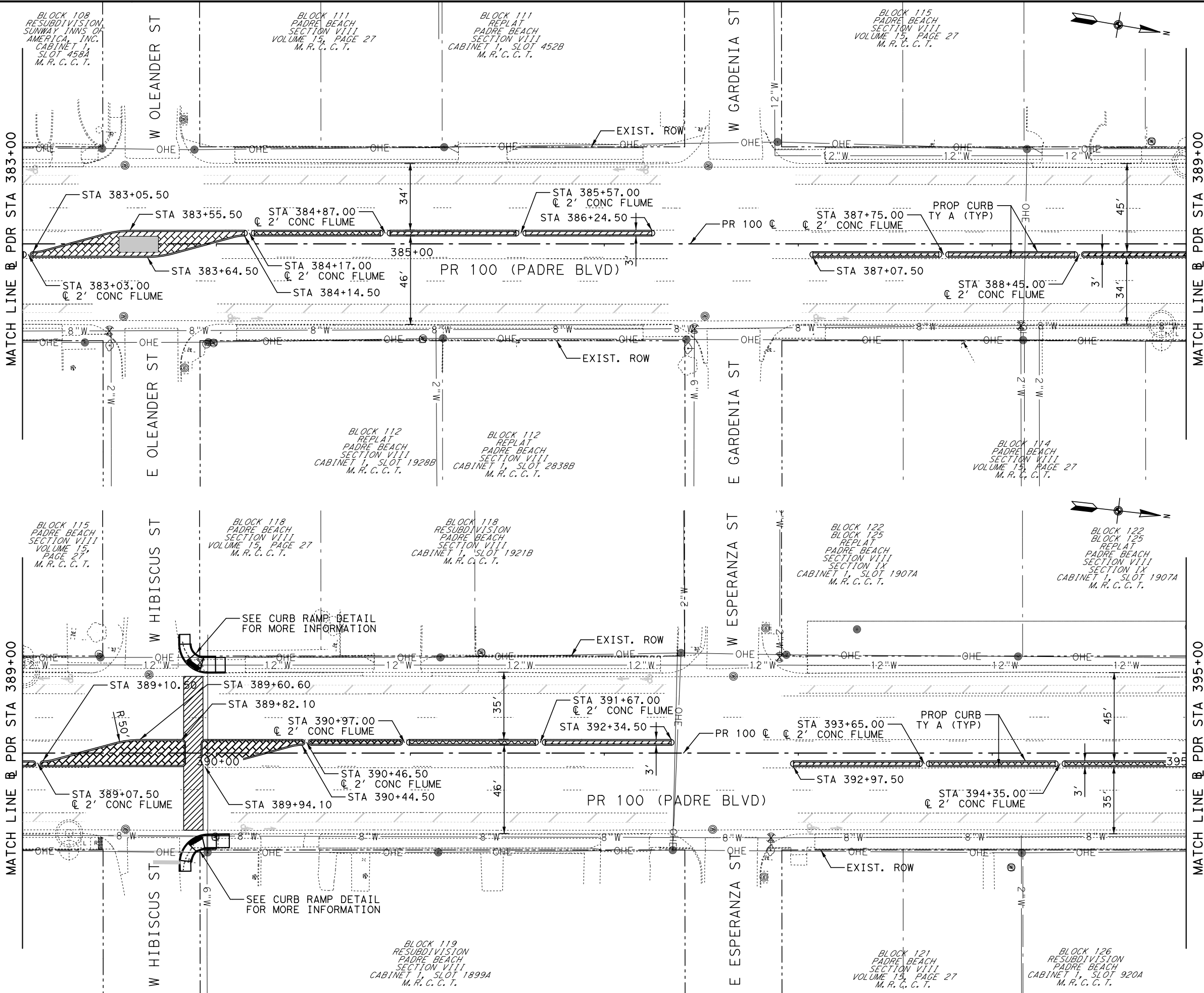
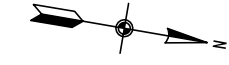
PR 100 ROADWAY IMPROVEMENTS

MEDIAN PLAN

PDR
STA 371+00 TO STA 383+00

SHEET 7 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	082
CONTROL	SECTION	JOB	
N\A	N\A	N\A	



- NOTES:
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 5. SEE TYPICAL SECTIONS FOR LIMITS OF LANDSCAPE PLANTERS.
 6. IF ANY EXISTING CROSSWALKS ARE WIDER THAN 9', CONTRACTOR SHALL CONFIRM WITH CITY OF ACTUAL ASPHALT OVERLAY WIDTH.

LEGEND

- EX ROW
- ▨ PROP LANDSCAPE AREA
- ▩ PROP BRICK PAVER
- ▤ FLUSH MEDIAN
- ▧ PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
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Kimley»Horn

Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

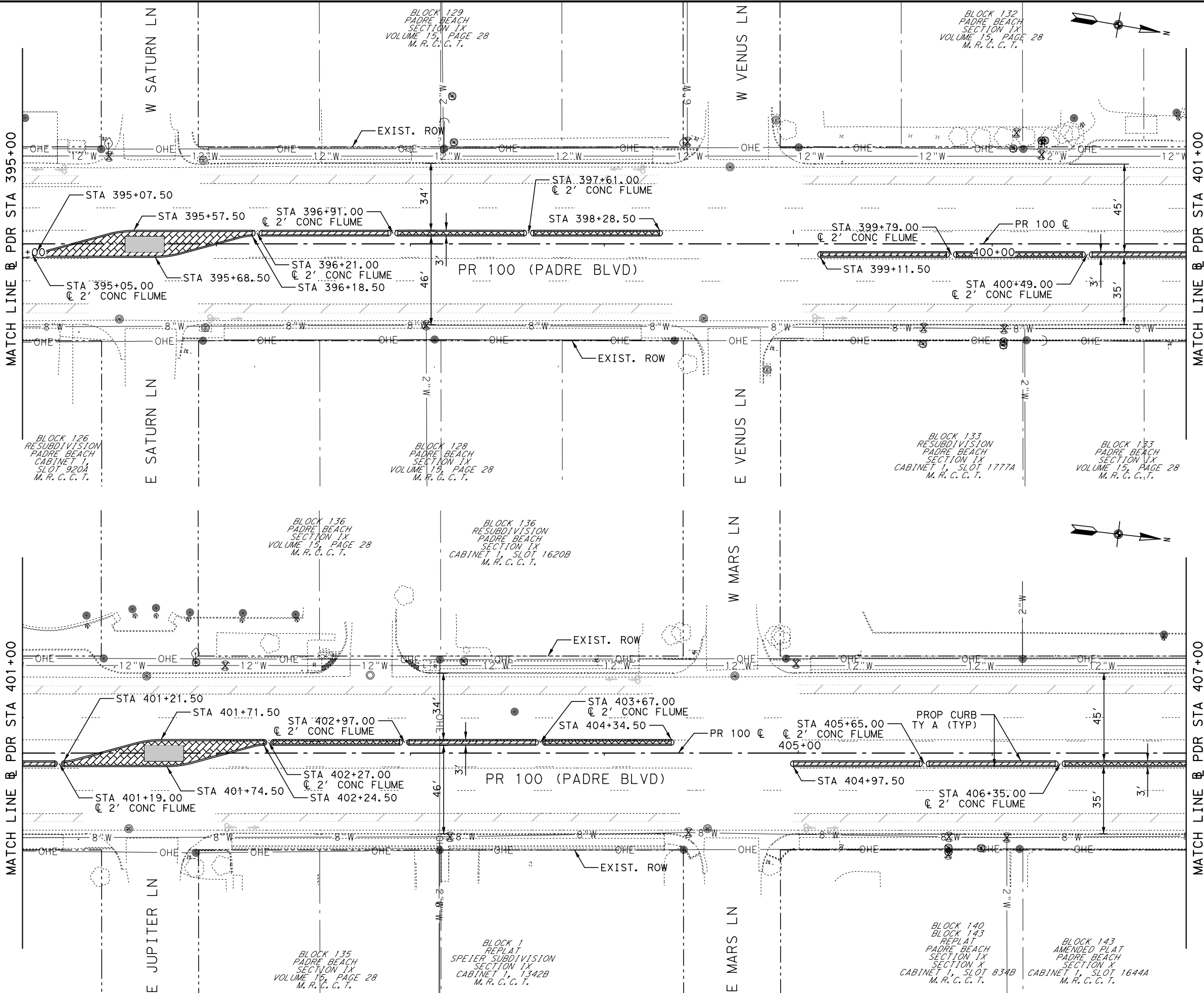
MEDIAN PLAN

PDR
STA 383+00 TO STA 395+00

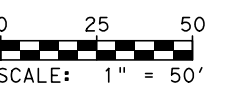
SHEET 8 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	083
CONTROL	SECTION	JOB	
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- NOTES:
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 5. SEE TYPICAL SECTIONS FOR LIMITS OF LANDSCAPE PLANTERS.
 6. IF ANY EXISTING CROSSWALKS AER WIDER THAN 9', CONTRACTOR SHALL CONFIRM WITH CITY OF ACTUAL ASPHALT OVERLAY WIDTH.



LEGEND

- EX ROW
- ▨ PROP LANDSCAPE AREA
- ▩ PROP BRICK PAVER
- ▤ FLUSH MEDIAN
- ▧ PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

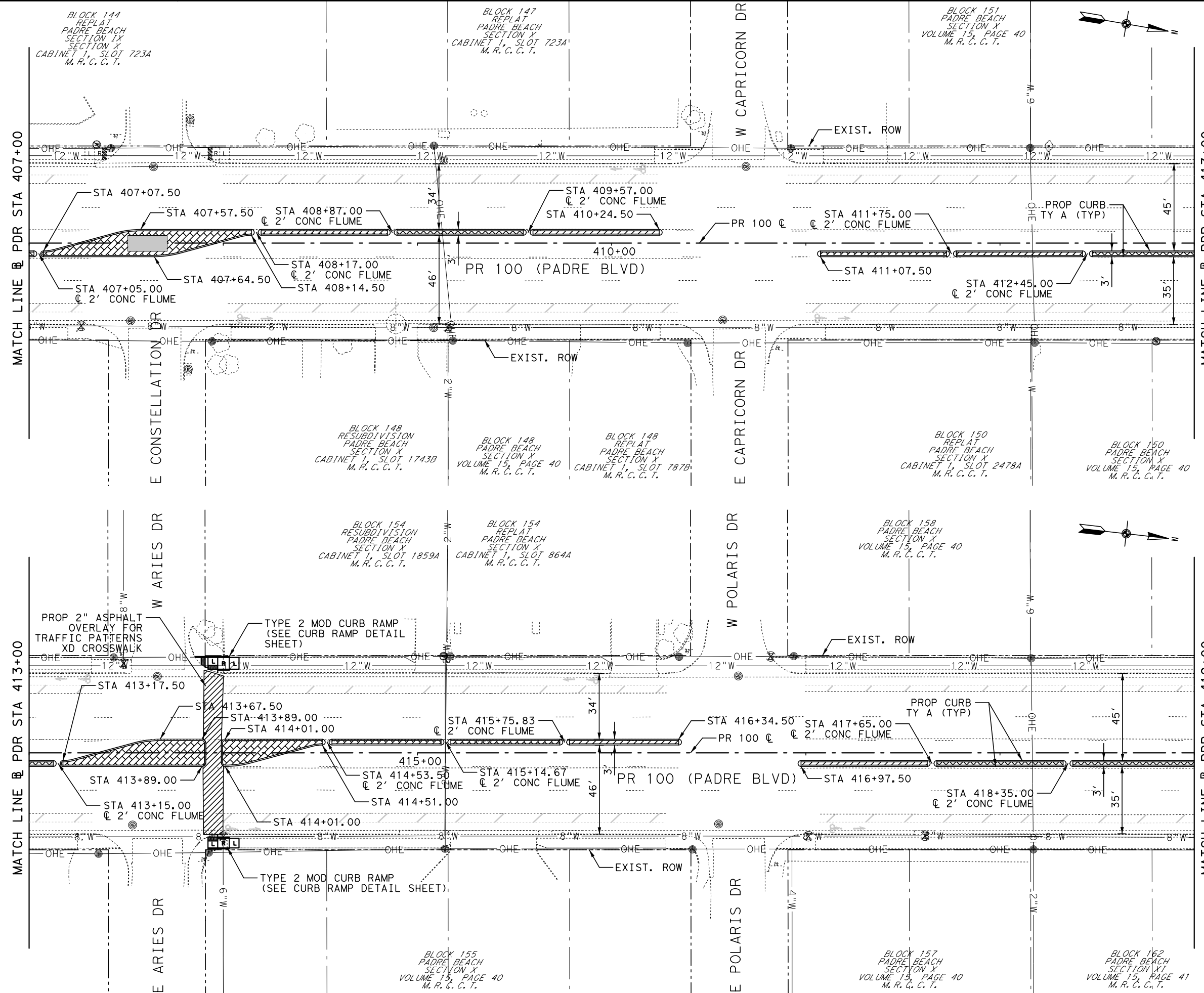
MEDIAN PLAN

PDR
STA 395+00 TO STA 407+00

SHEET 9 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	084
STATE	DISTRICT	COUNTY	084
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	084
N\A	N\A	N\A	

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- STATIONS, AND OFFSETS GIVEN AT FACE OF CURB OF PDR UNLESS OTHERWISE NOTED.
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- SEE REMOVAL PLANS FOR REMOVAL LIMITS.
- SEE TYPICAL SECTIONS FOR LIMITS OF LANDSCAPE PLANTERS.
- IF ANY EXISTING CROSSWALKS ARE WIDER THAN 9', CONTRACTOR SHALL CONFIRM WITH CITY OF ACTUAL ASPHALT OVERLAY WIDTH.

LEGEND

- EX ROW
- PROP LANDSCAPE AREA
- PROP BRICK PAVER
- FLUSH MEDIAN
- PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

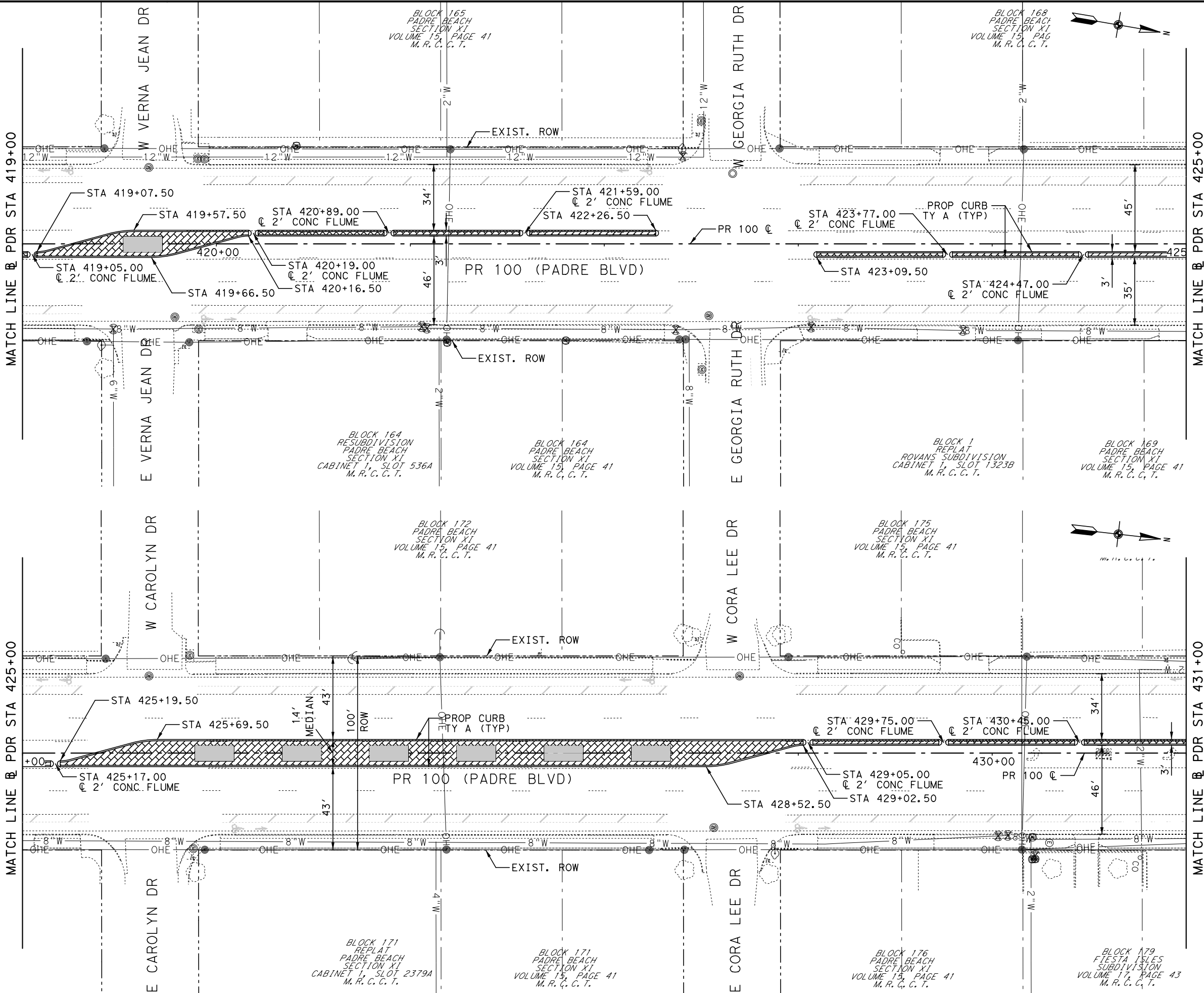
MEDIAN PLAN

PDR
STA 407+00 TO STA 419+00

SHEET 10 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	085
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
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LEGEND

- EX ROW
- ▨ PROP LANDSCAPE AREA
- ▩ PROP BRICK PAVER
- ▤ FLUSH MEDIAN
- ▧ PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

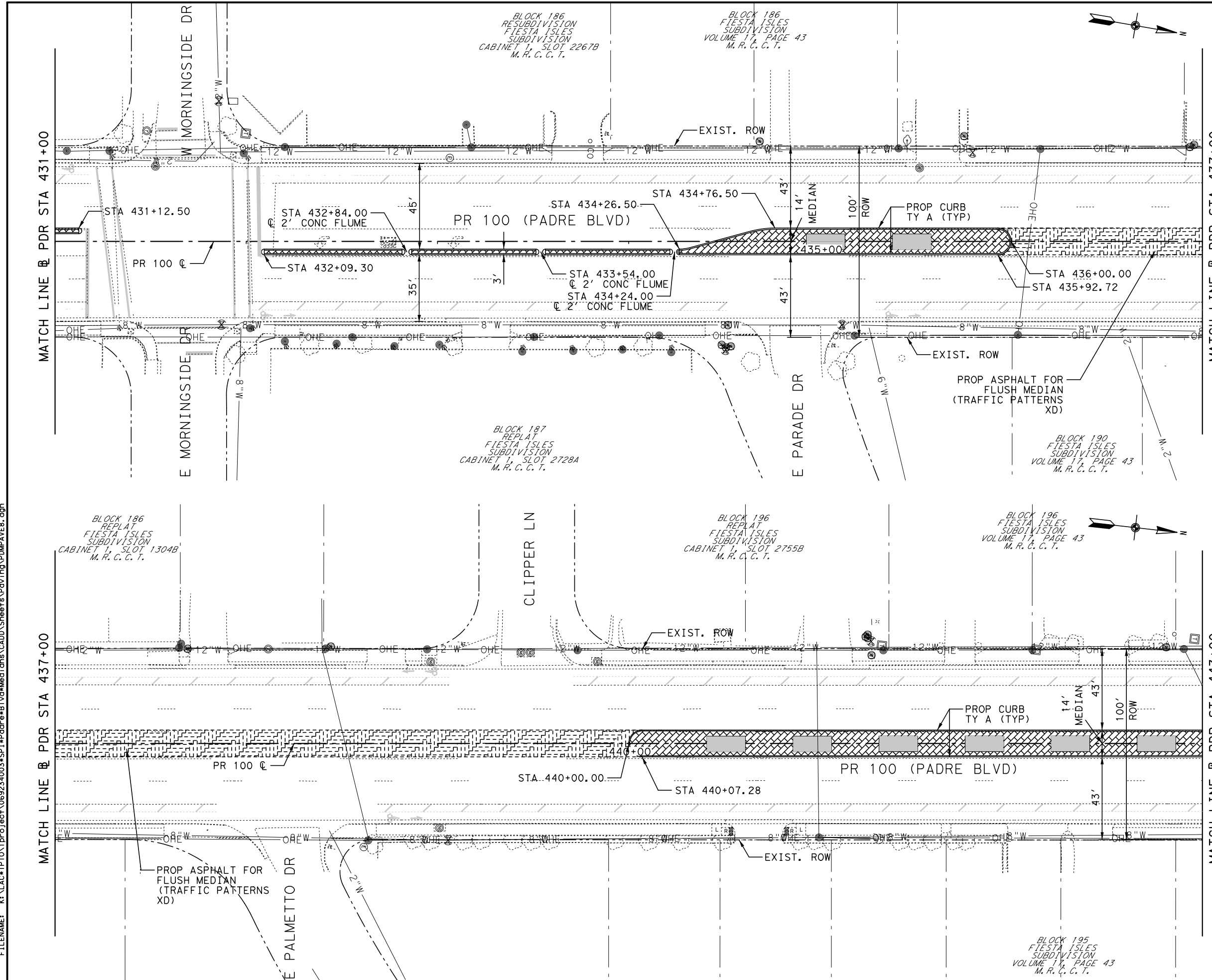
MEDIAN PLAN

PDR
STA 419+00 TO STA 431+00

SHEET 11 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

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NOTES:

1. STATIONS, AND OFFSETS GIVEN AT FACE OF CURB OF PDR UNLESS OTHERWISE NOTED.
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5. SEE TYPICAL SECTIONS FOR LIMITS OF LANDSCAPE PLANTERS.
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LEGEND

- EX ROW
- ▨ PROP LANDSCAPE AREA
- ▩ PROP BRICK PAVER
- ▨ FLUSH MEDIAN
- ▨ PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
Engineer: THOMAS P. GRANT
P.E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928

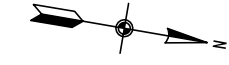
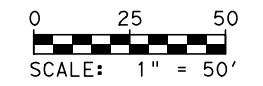


PR 100 ROADWAY IMPROVEMENTS
MEDIAN PLAN

PDR
STA 431+00 TO STA 443+00
SHEET 12 OF 17

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6	N\A	PR 100	087
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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NOTES:

1. STATIONS, AND OFFSETS GIVEN AT FACE OF CURB OF PDR UNLESS OTHERWISE NOTED.
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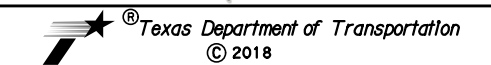
LEGEND

- EX ROW
- PROP LANDSCAPE AREA
- PROP BRICK PAVER
- FLUSH MEDIAN
- PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



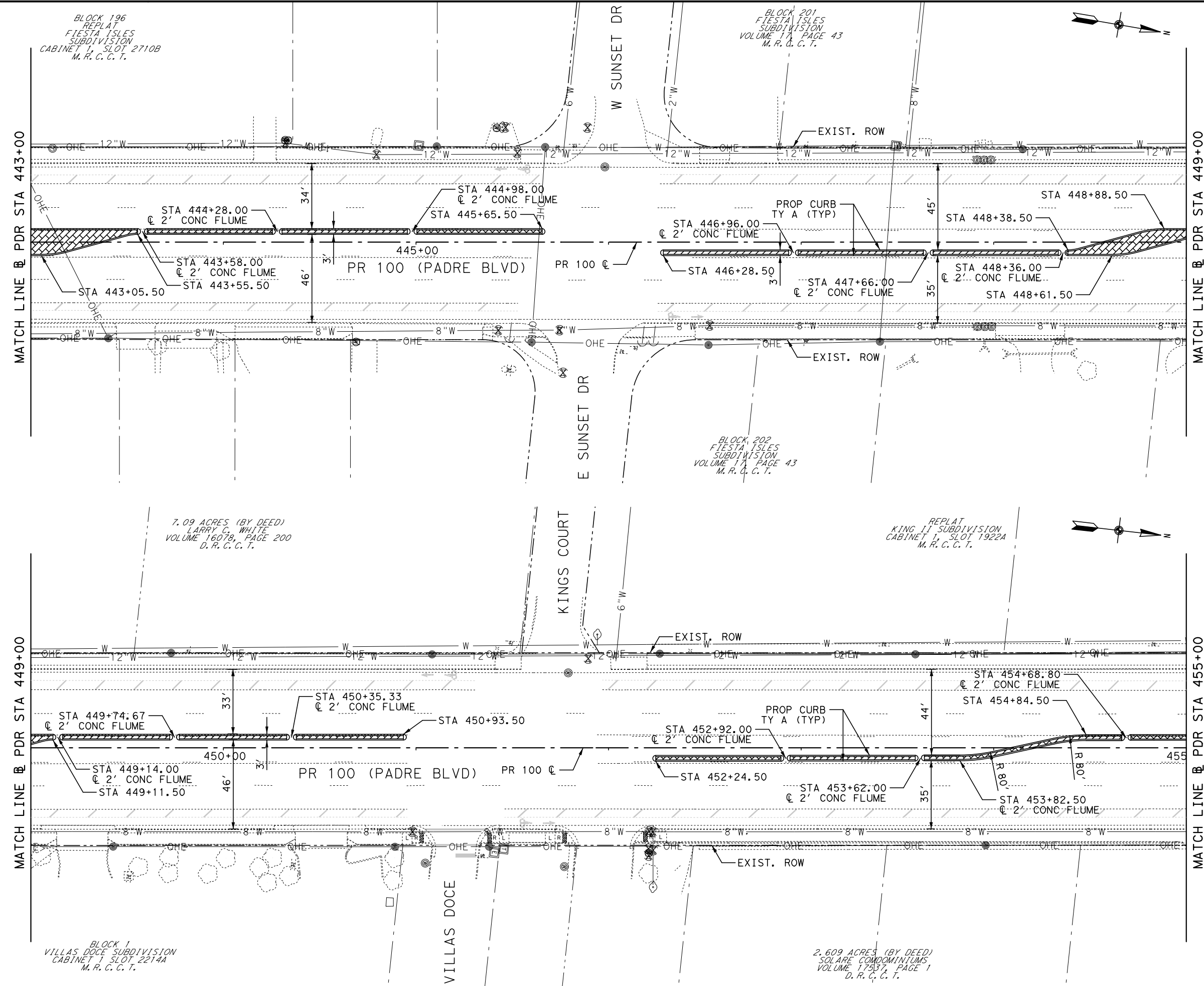
PR 100 ROADWAY IMPROVEMENTS

MEDIAN PLAN

PDR
 STA 443+00 TO STA 455+00

SHEET 13 OF 17

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6	N\A	PR 100	088
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	



BLOCK 196
 REPLAT
 FIESTA ISLES
 SUBDIVISION
 CABINET 1, SLOT 2710B
 M. R. C. C. T.

BLOCK 201
 FIESTA ISLES
 SUBDIVISION
 VOLUME 17, PAGE 43
 M. R. C. C. T.

BLOCK 202
 FIESTA ISLES
 SUBDIVISION
 VOLUME 17, PAGE 43
 M. R. C. C. T.

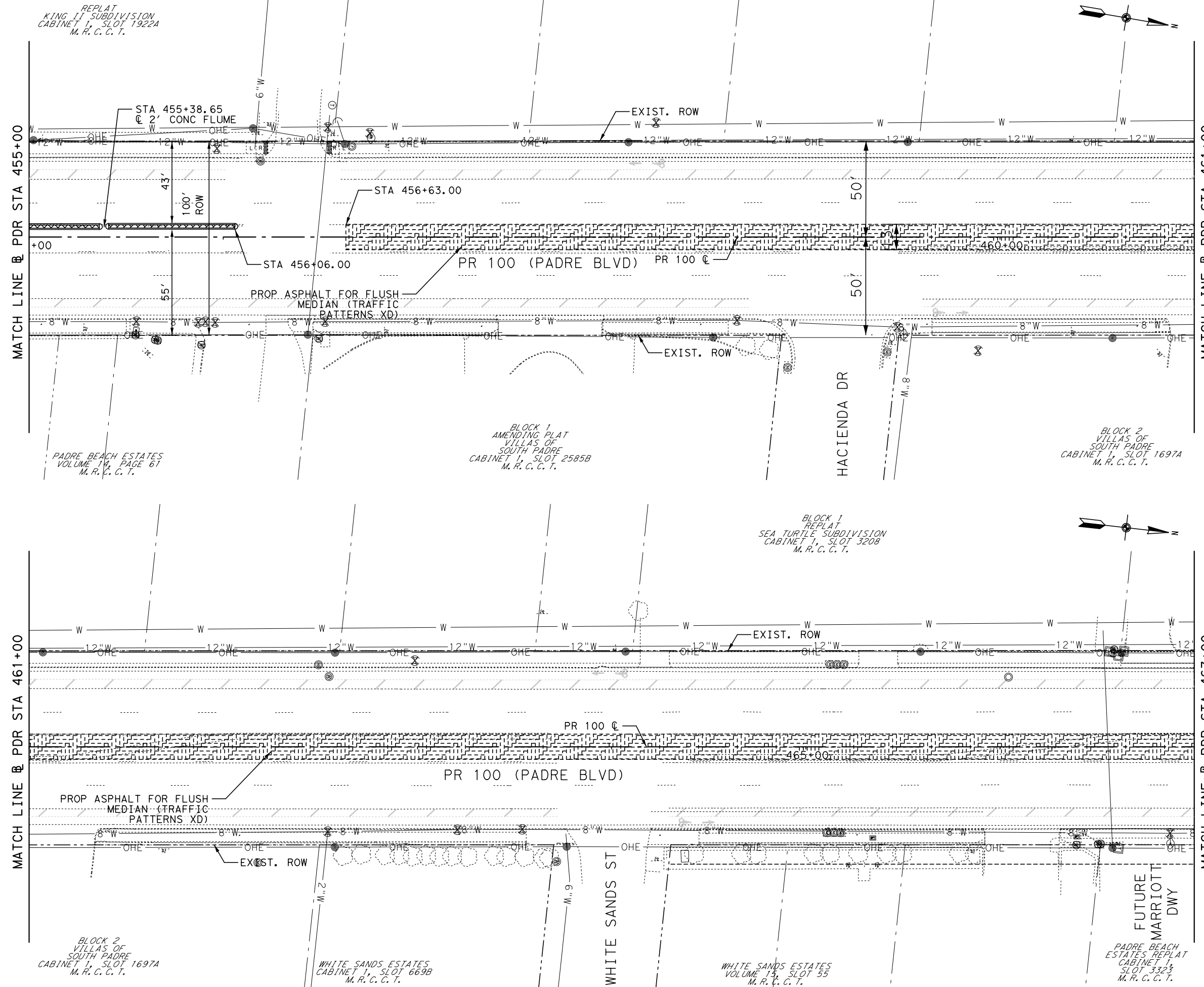
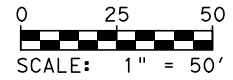
7.09 ACRES (BY DEED)
 LARRY C. WHITE
 VOLUME 16078, PAGE 200
 D. R. C. C. T.

REPLAT
 KING II SUBDIVISION
 CABINET 1, SLOT 1922A
 M. R. C. C. T.

BLOCK 1
 VILLAS DOCE SUBDIVISION
 CABINET 1, SLOT 2214A
 M. R. C. C. T.

2.609 ACRES (BY DEED)
 SOLARE CONDOMINIUMS
 VOLUME 17537, PAGE 1
 D. R. C. C. T.

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NOTES:

1. STATIONS, AND OFFSETS GIVEN AT FACE OF CURB OF PDR UNLESS OTHERWISE NOTED.
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LEGEND

- EX ROW
- ▒ PROP LANDSCAPE AREA
- ▨ PROP BRICK PAVER
- ▤ FLUSH MEDIAN
- ▩ PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
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Kimley»Horn

Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



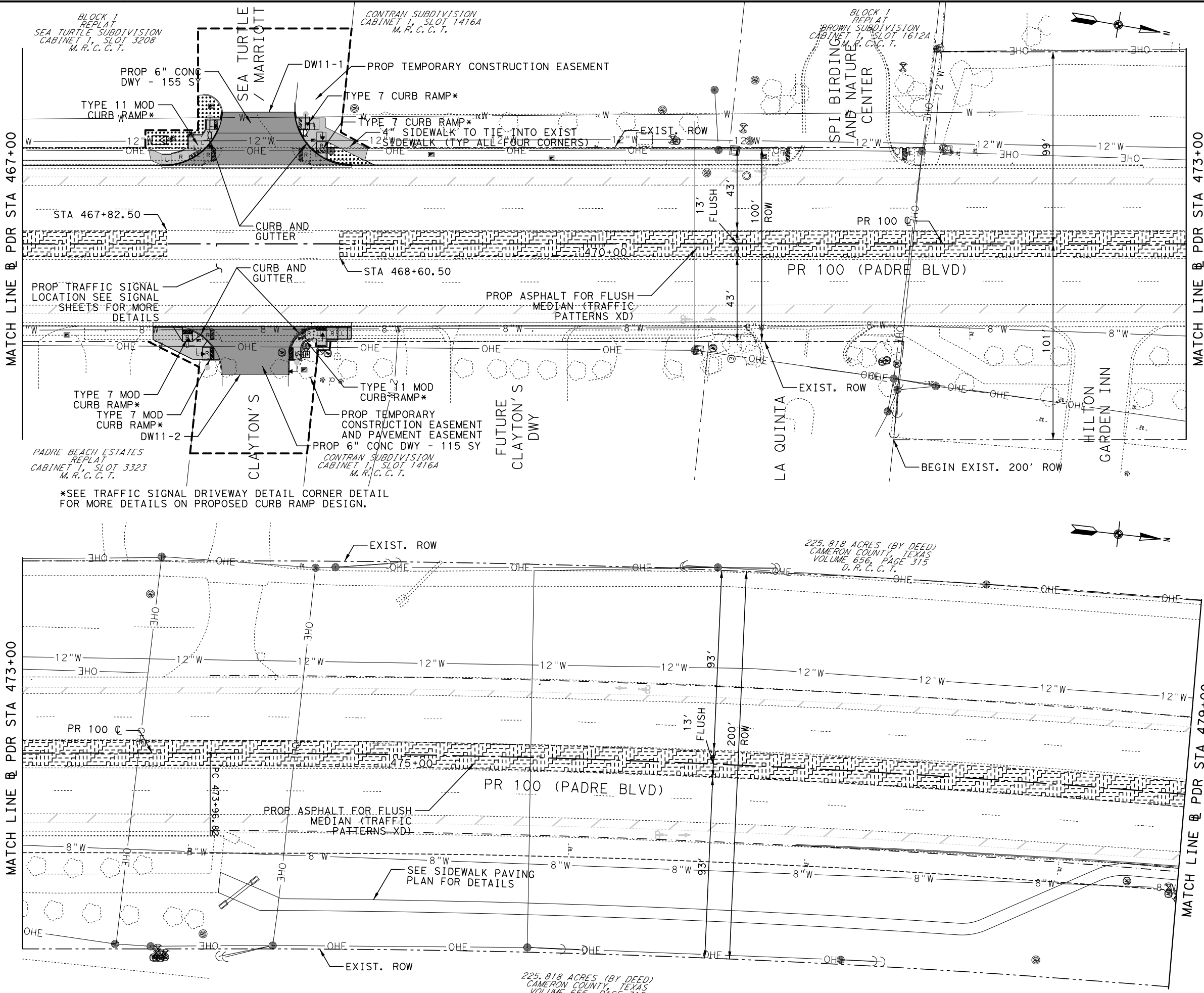
PR 100 ROADWAY IMPROVEMENTS
MEDIAN PLAN

PDR
STA 455+00 TO STA 467+00

SHEET 14 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	089
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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- NOTES:
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LEGEND

---	EX ROW
[Hatched Area]	PROP LANDSCAPE AREA
[Cross-hatched Area]	PROP BRICK PAVER
[Dashed Line]	FLUSH MEDIAN
[Diagonal Hatched Area]	PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P.E. No. 100876 Date 11/6/2018

Kimley»Horn
 T&PE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

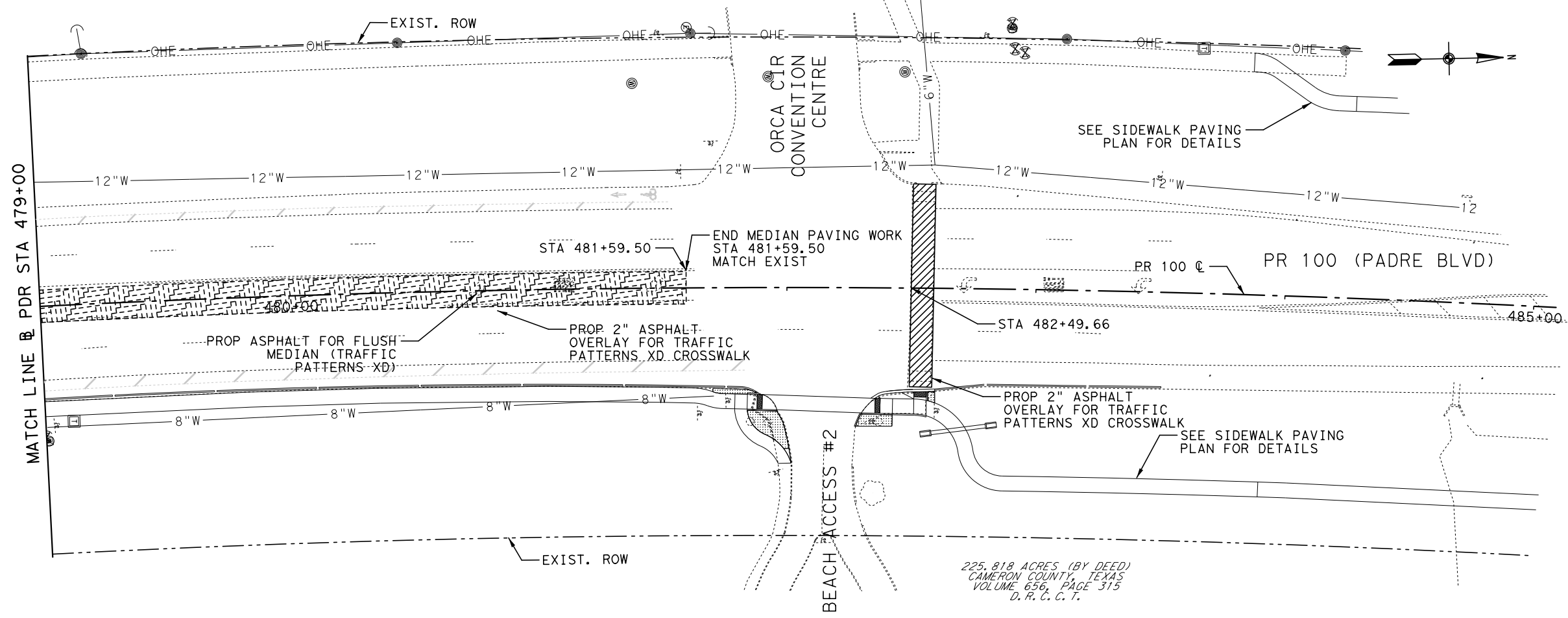
MEDIAN PLAN

PDR
 STA 467+00 TO STA 479+00

SHEET 15 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		090

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- NOTES:
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LEGEND

- EX ROW
- ▒ PROP LANDSCAPE AREA
- ▨ PROP BRICK PAVER
- ▤ FLUSH MEDIAN
- ▩ PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

225.818 ACRES (BY DEED)
CAMERON COUNTY, TEXAS
VOLUME 656, PAGE 315
D. R. C. T.

ANDY BOWIE
COUNTY PARK

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
T&PE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

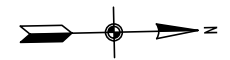
MEDIAN PLAN

PDR
STA 479+00 TO END PROJECT

SHEET 16 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	091
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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NOTES:

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LEGEND

- EX ROW
- PROP LANDSCAPE AREA
- PROP BRICK PAVER
- FLUSH MEDIAN
- PROP ASPHALT FOR TRAFFIC PATTERNS XD CROSSWALK

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
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or permit purposes.
Kimley»Horn
Engineer THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TYPE REGISTERED ENGINEERING FIRM F-928

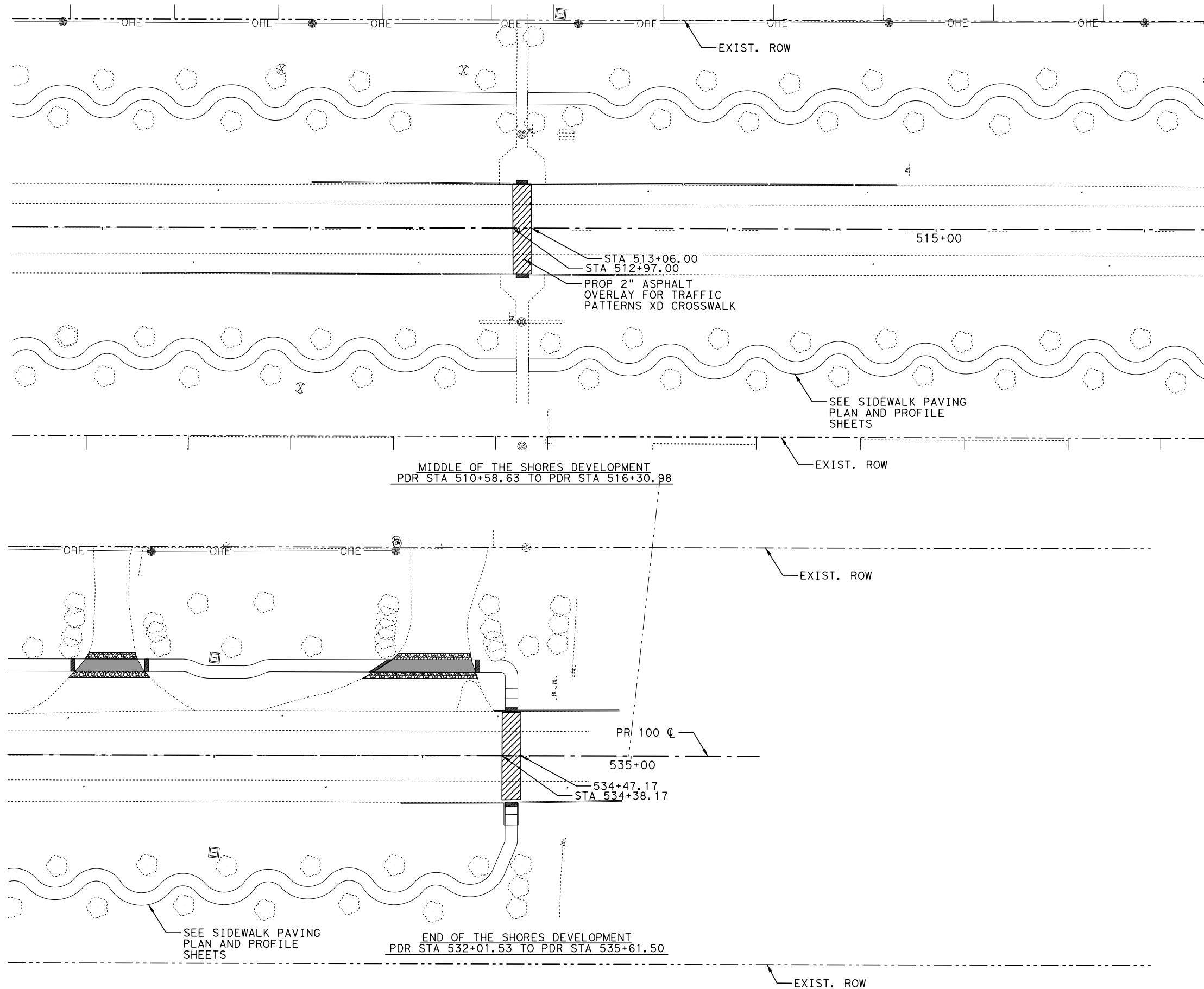


PR 100 ROADWAY IMPROVEMENTS

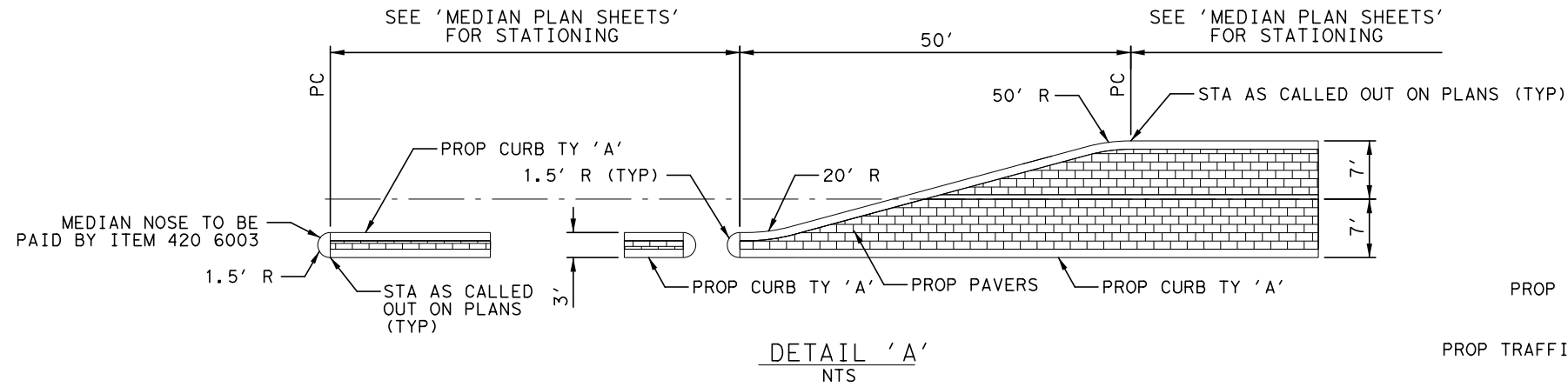
MEDIAN PLAN

SHEET 17 OF 17

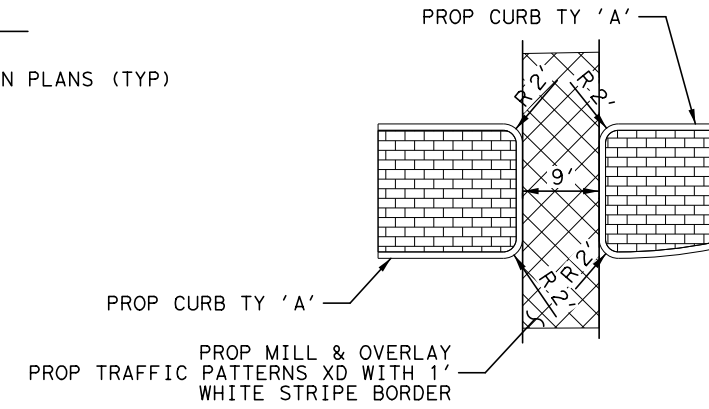
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6	N/A	PR 100	092
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	



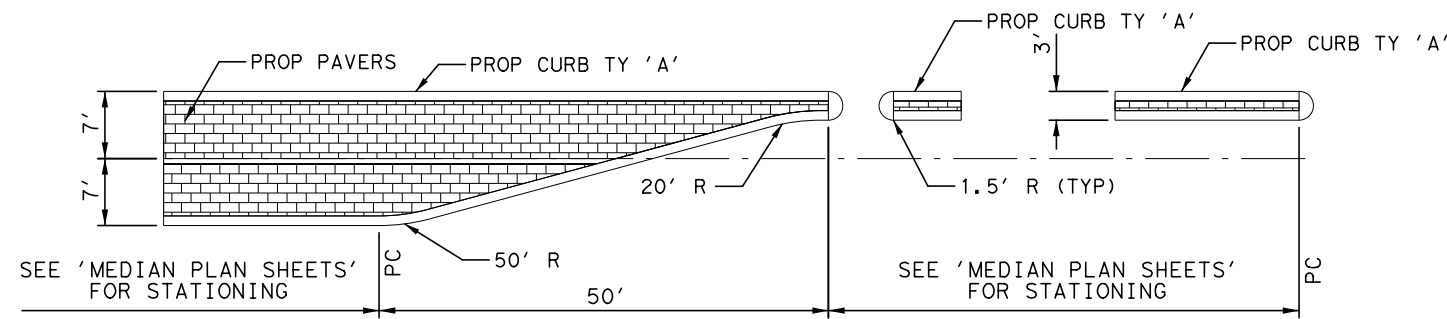
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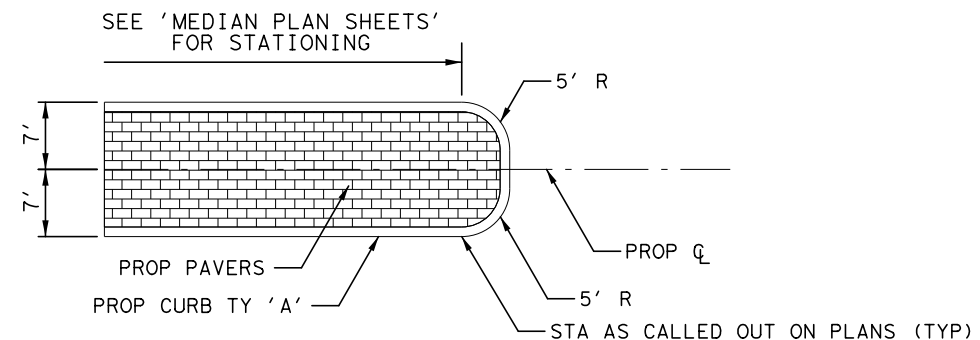
DETAIL 'A'
NTS



DETAIL 'E'
NTS



DETAIL 'B'
NTS



DETAIL 'C'
NTS

No.	Revision	By	Date

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Kimley»Horn
Engineer THOMAS P. GRANT
P. E. No. 100876 Date

Kimley»Horn
T&PE REGISTERED ENGINEERING FIRM F-928

South Padre Island

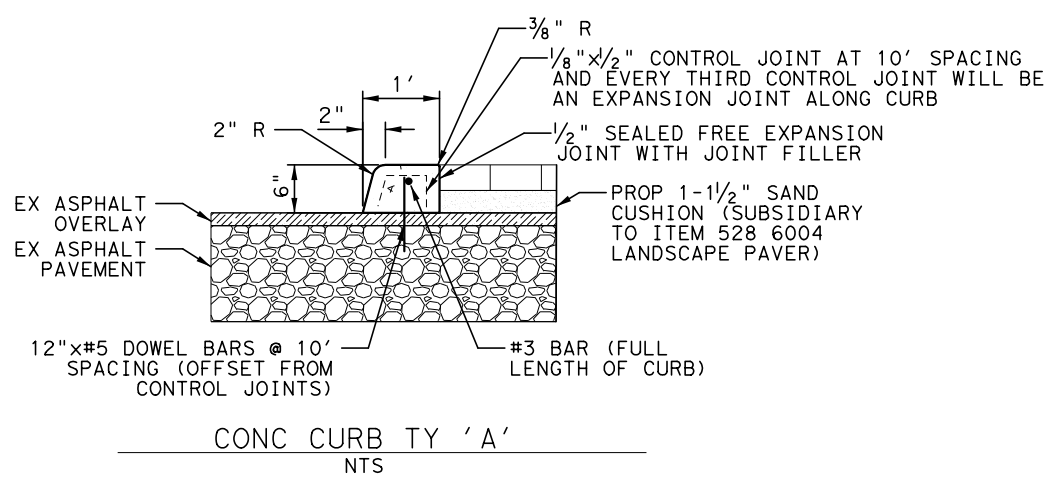
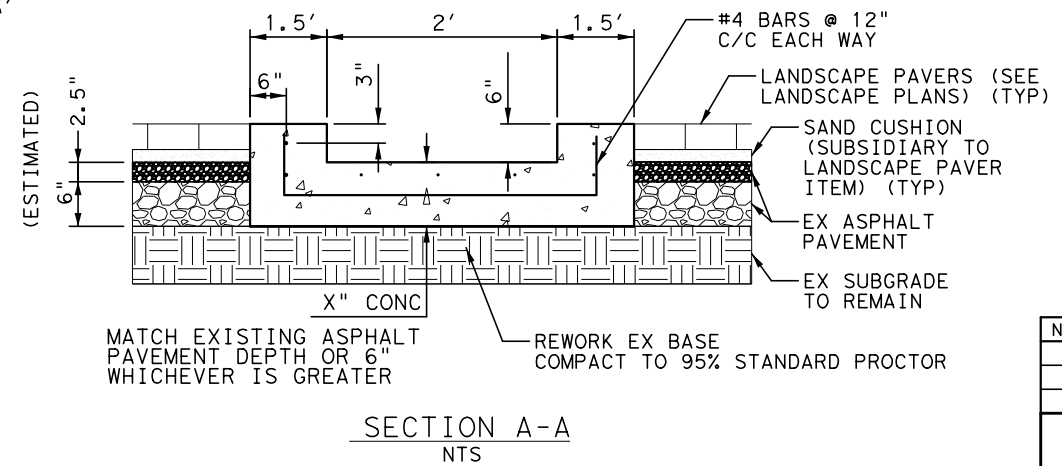
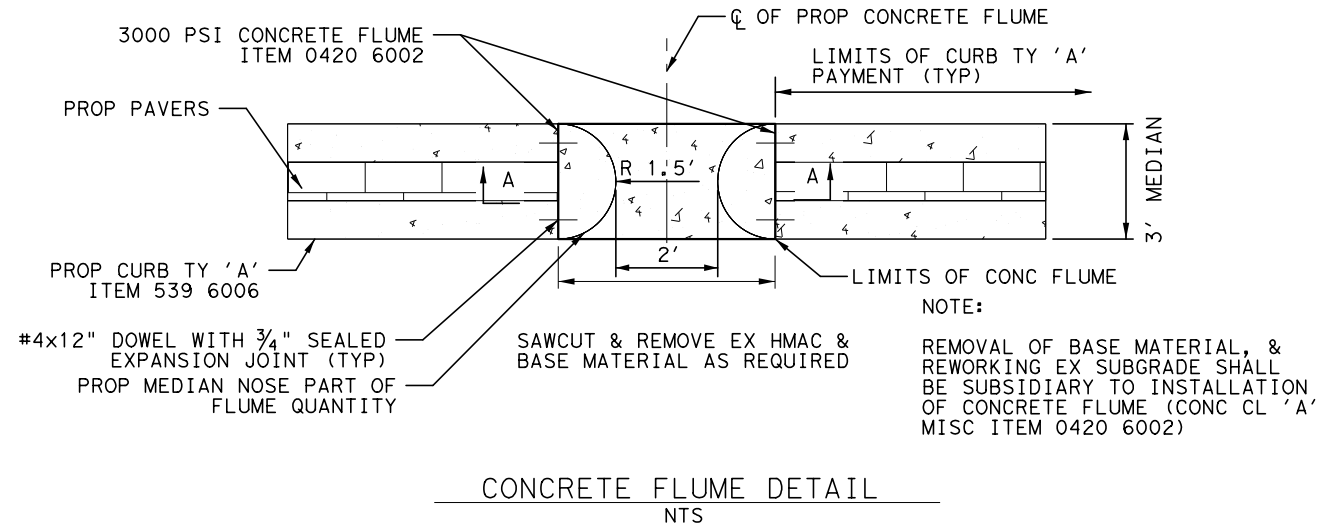
Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS
CONCRETE MEDIAN DETAILS

SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	093
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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Kimley»Horn
Engineer THOMAS P. GRANT
P. E. No. 100876 Date

Kimley»Horn
TBPE REGISTERED ENGINEERING FIRM F-928

South Padre
ISLAND

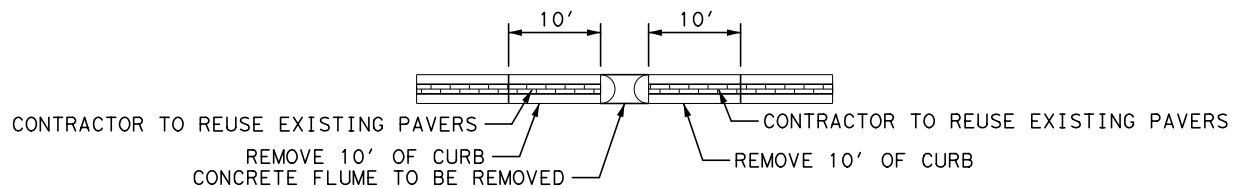
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PR 100 ROADWAY IMPROVEMENTS
CONCRETE MEDIAN DETAILS

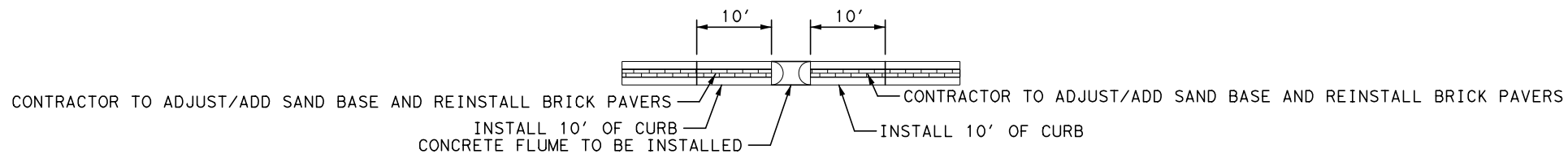
SHEET 2 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	094
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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REMOVAL OF CONCRETE FLUMES TYPICAL
NTS



REMOVAL OF CONCRETE FLUMES TYPICAL
NTS

NOTES:

- ALL WORK FOR EACH CONCRETE FLUME REPLACEMENT SHALL BE PAID VIA ITEM SPI 004 INCLUDING BUT NOT LIMITED TO THE FOLLOWING:
 - *CURB DEMO
 - *FLUME DEMO
 - *ADJUSTING/REWORKING/INSTALLING
 - *SAND BASE AS NEEDED FOR PAVERS
 - *ADJUSTING BRICK PAVERS AS NEEDED
 - *INSTALLING CONCRETE FLUME
 - *INSTALLING CONCRETE CURB
 - *JOINTS

No.	Revision	By	Date

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Kimley»Horn
Engineer THOMAS P. GRANT
P. E. No. 100876 Date

Kimley»Horn
T&PE REGISTERED ENGINEERING FIRM F-928

South Padre
ISLAND

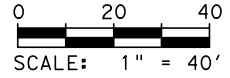
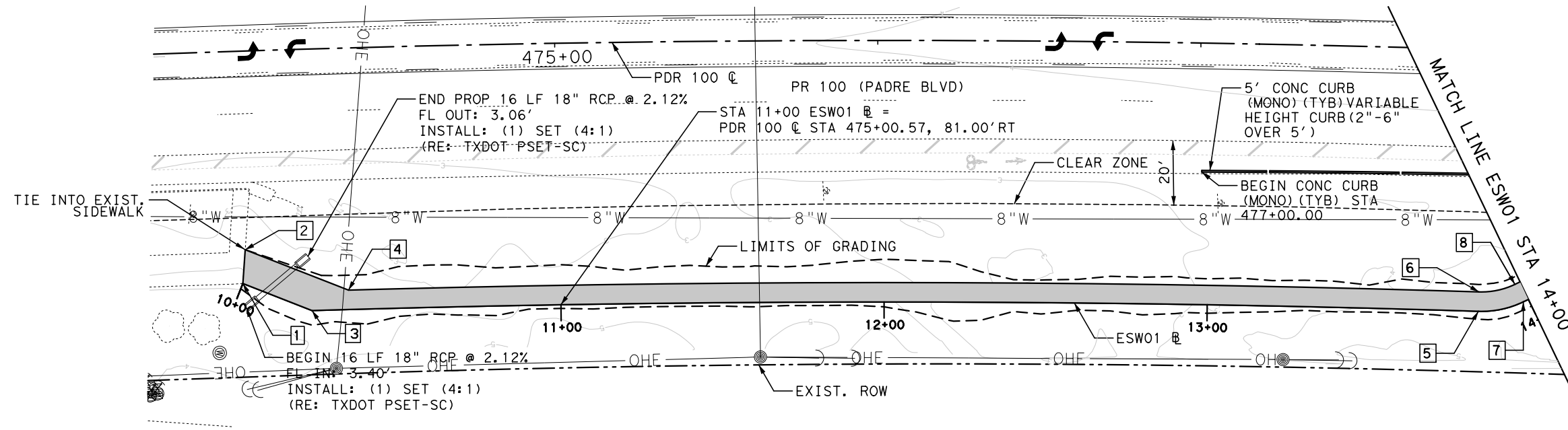
Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

CONCRETE MEDIAN DETAILS

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 095



NOTE:

1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

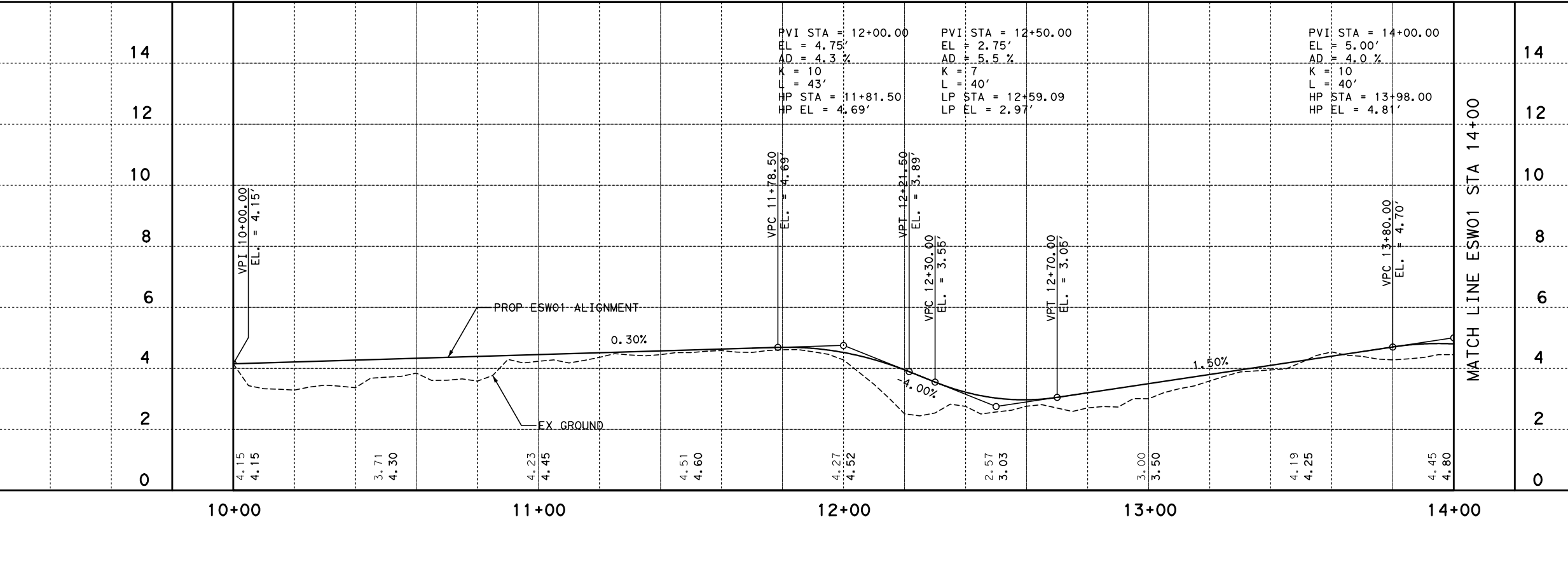
LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV
1	10+00.00	0	TIE-IN	4.15
2	10+00.00	10	TIE-IN	3.96
3	10+22.98	0	PC	4.22
4	10+34.41	6	PC	4.16
5	10+83.90	0	PCC	4.75
6	10+83.90	6	PCC	4.66
7	10+98.22	0	PT	4.81
8	10+98.22	6	PT	4.72

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



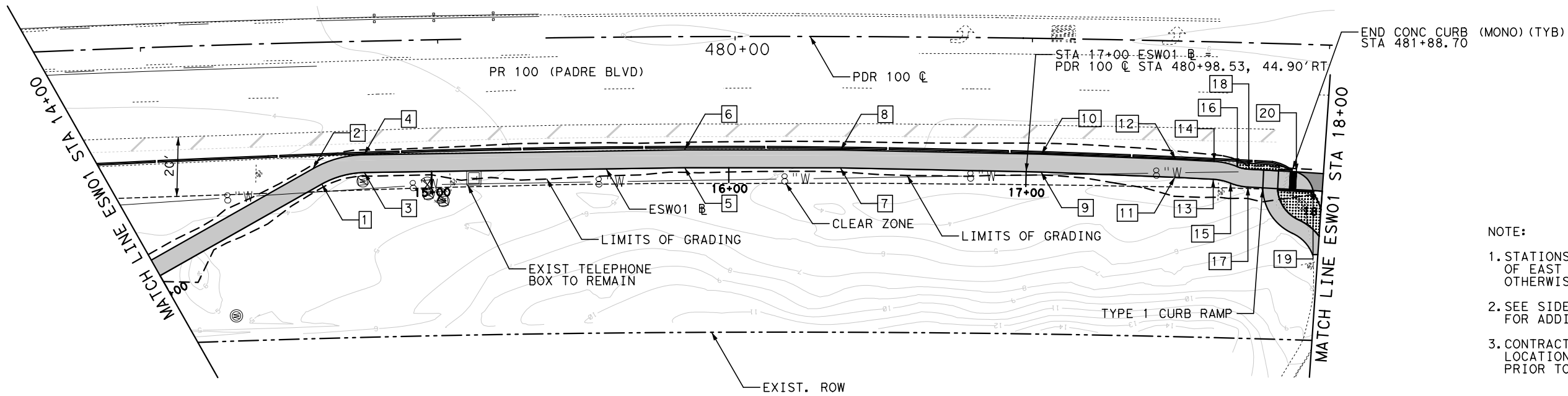
PR 100 ROADWAY IMPROVEMENTS

PAVING
 PLAN AND PROFILE

ESW01 @ EAST SIDEWALK
 STA 10+00 TO STA 14+00

SHEET 1 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		096



- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

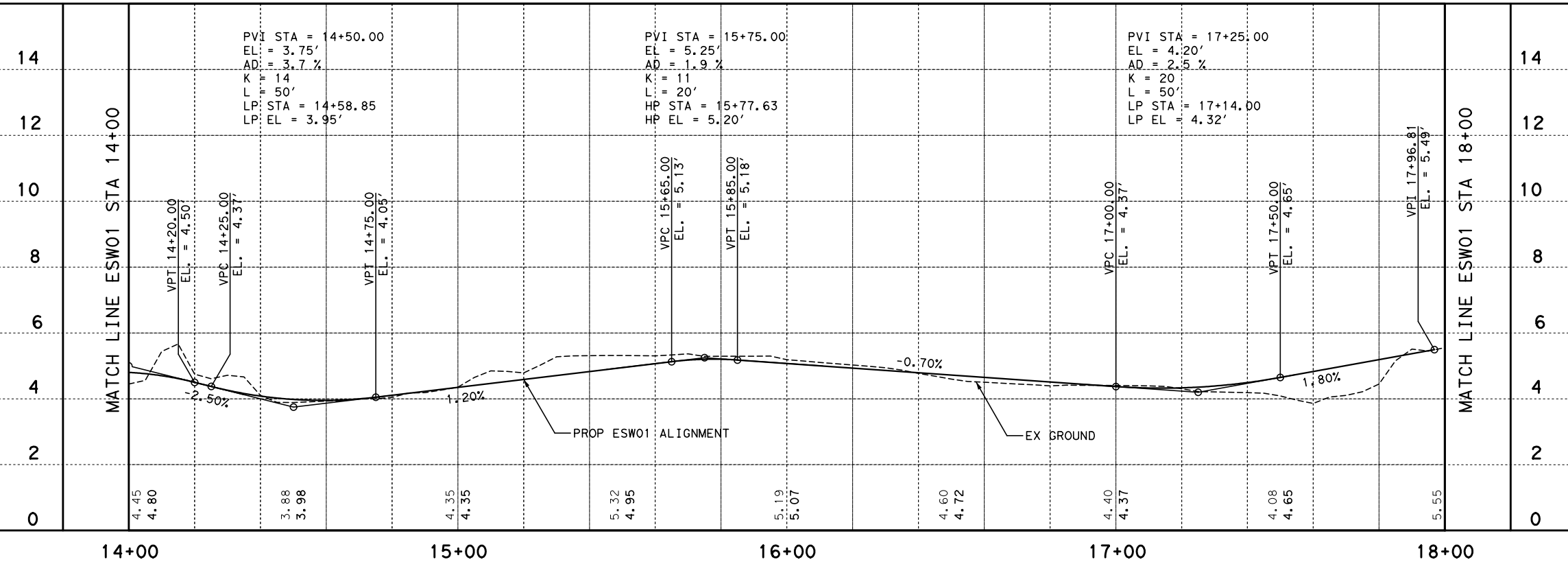
LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV
1	14+62.46	0	PC	3.96
2	14+62.46	6	PC	3.87
3	14+77.46	0	PT	4.08
4	14+77.46	6	PT	3.99
5	15+85.13	0	PI	5.18
6	15+85.13	6	PI	5.09
7	16+37.54	0	PI	5.81
8	16+37.54	6	PI	5.72
9	17+04.99	0	PI	4.34
10	17+04.99	6	P	4.25

NO	STA	OFFSET	DESC	ELEV
11	17+50.07	0	PI	4.65
12	17+50.07	6	PI	4.56
13	17+62.94	0	PC	4.88
14	17+62.94	6	PC	4.79
15	17+68.97	0	PRC	4.99
16	17+68.97	6	PRC	4.9
17	17+74.97	0	PT	5.1
18	17+74.97	6	PT	5.01
19	17+96.81	0	TIE-IN	5.49
20	17+90.97	6	TIE-IN	5.3

No.	Revision	By	Date



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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928

South Padre Island

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PR 100 ROADWAY IMPROVEMENTS

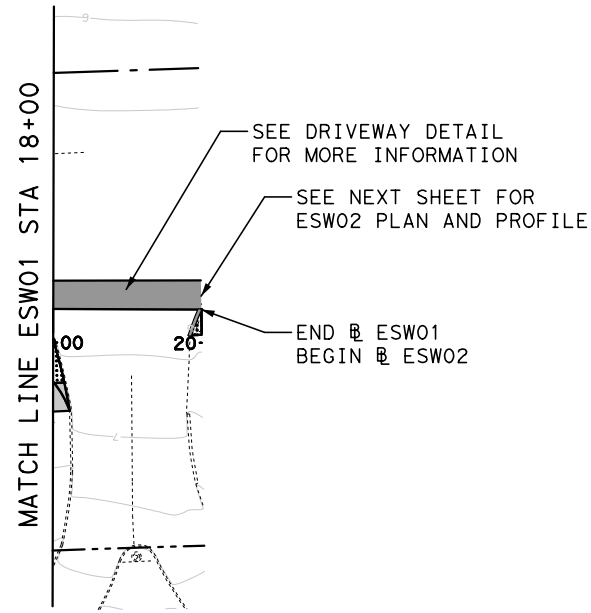
PAVING PLAN AND PROFILE

ESW01 @ EAST SIDEWALK
 STA 14+00 TO 18+00

SHEET 2 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		097

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NOTE:

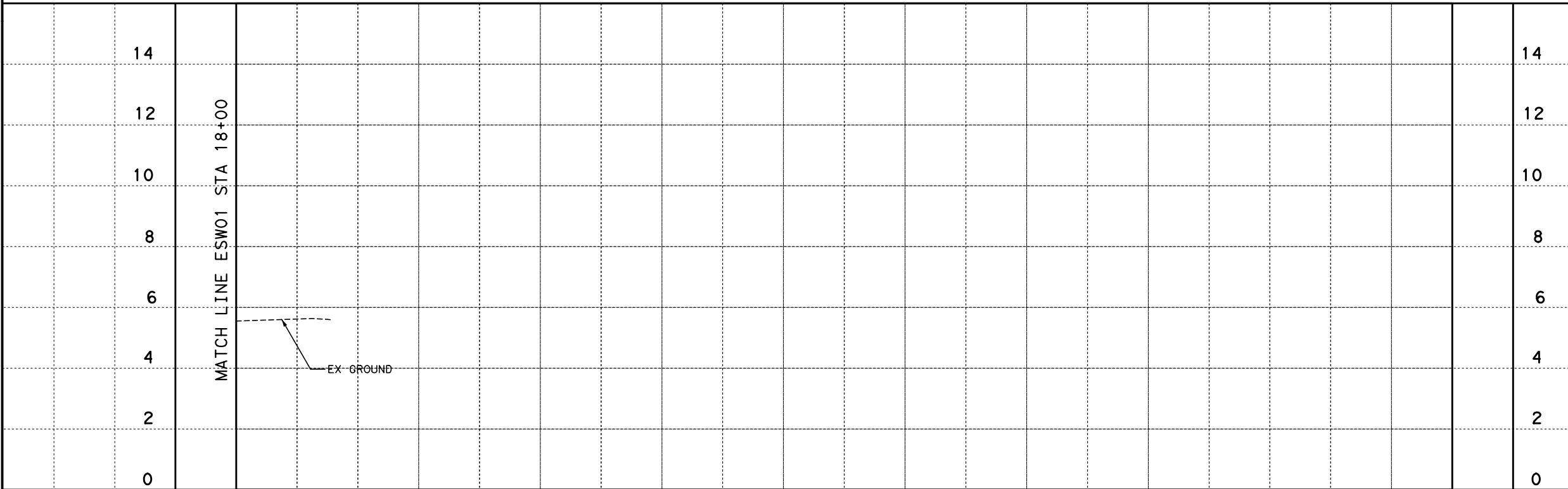
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
TBPE REGISTERED ENGINEERING FIRM F-928



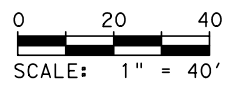
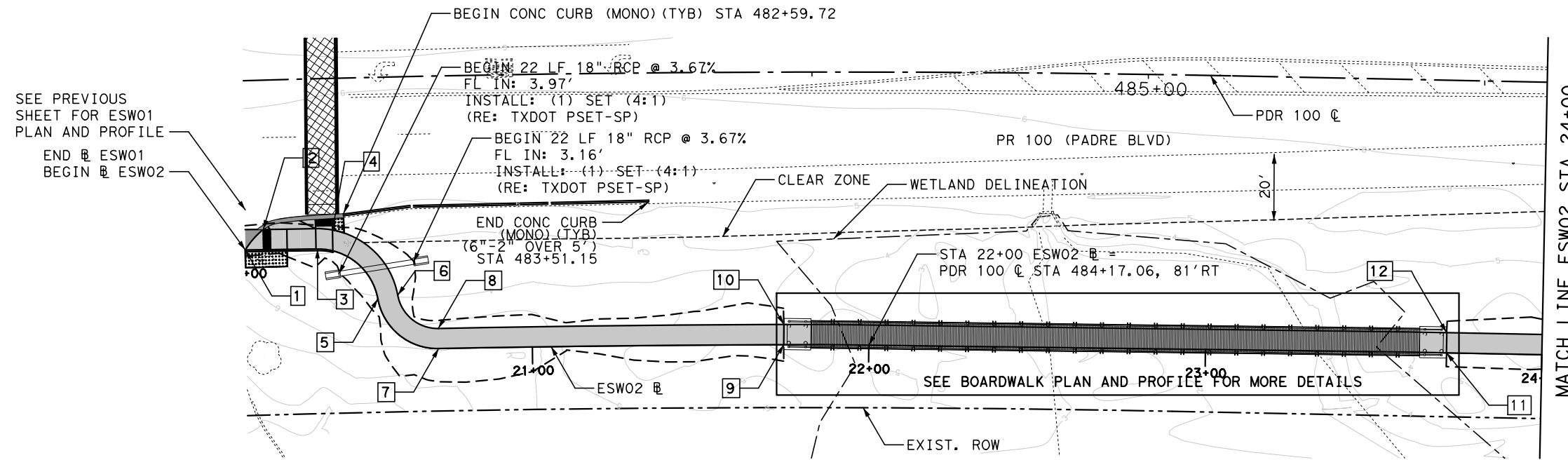
PR 100 ROADWAY IMPROVEMENTS

PAVING
PLAN AND PROFILE

ESW01 @ EAST SIDEWALK
STA 18+00 TO 18+30.87

SHEET 3 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
		SHEET NO.
		098



- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

NO	STA	OFFSET	DESC	ELEV
1	20+00.00	0	TIE-IN-PC	5.60
2	20+05.42	6	TIE-IN-PC	5.43
3	20+21.42	0	PC	5.28
4	20+24.84	6	PC	5.14
5	20+46.73	0	PRC	4.91
6	20+46.73	6	PRC	4.82

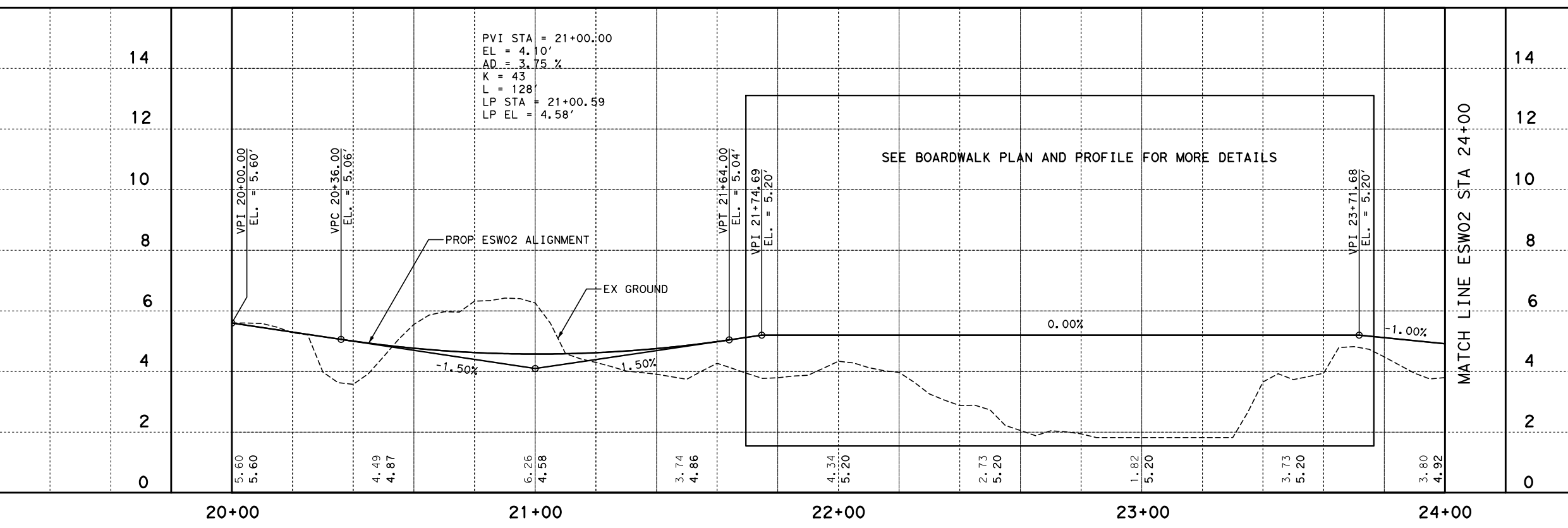
NO	STA	OFFSET	DESC	ELEV
7	20+72.16	0	PRC	4.67
8	20+72.16	6	PRC	4.58
9	20+74.69	0	PT-BEGIN BOARDWA	5.20
10	20+74.69	6	PT-BEGIN BOARDWA	5.20
11	23+71.68	0	END BOARDWAL	5.20
12	23+71.68	6	END BOARDWA	5.20

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

No.	Revision	By	Date

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Kimley»Horn

Engineer: RYAN DELMOTTE
P.E. No. 114242, Date 11/6/2018

TPE REGISTERED ENGINEERING FIRM F-928

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PR 100 ROADWAY IMPROVEMENTS

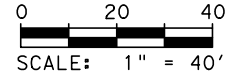
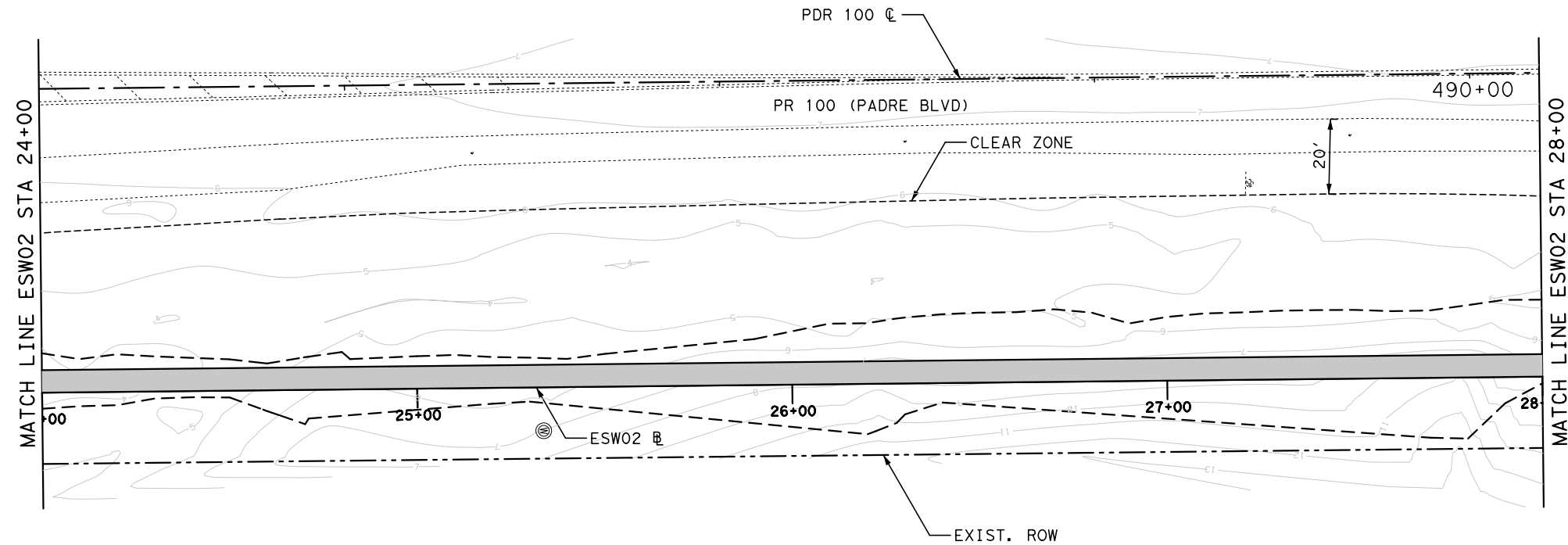
PAVING
PLAN AND PROFILE

ESW2 @ EAST SIDEWALK
STA 20+00 TO 24+00

SHEET 4 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

099



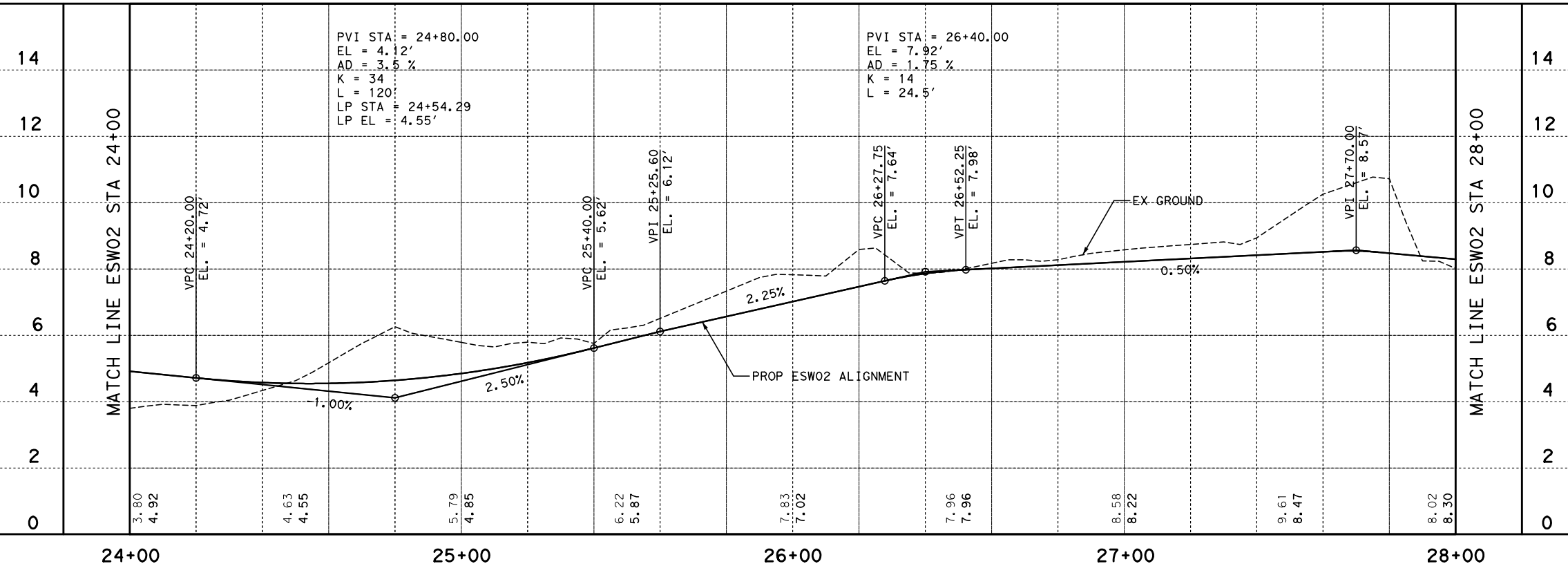
NOTE:

1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

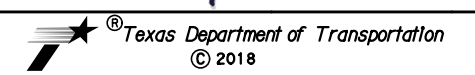
- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

No.	Revision	By	Date



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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



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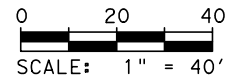
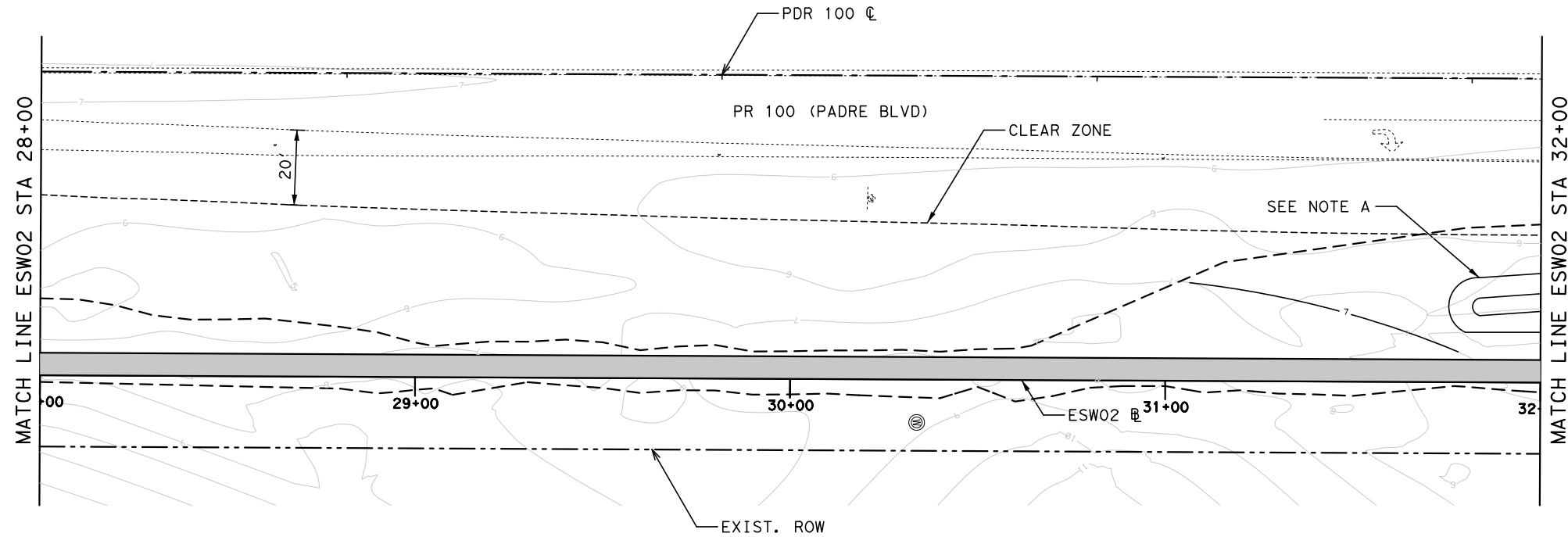
PAVING
 PLAN AND PROFILE

ESW02 @ EAST SIDEWALK
 STA 24+00 TO 28+00

SHEET 5 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		100

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NOTE:

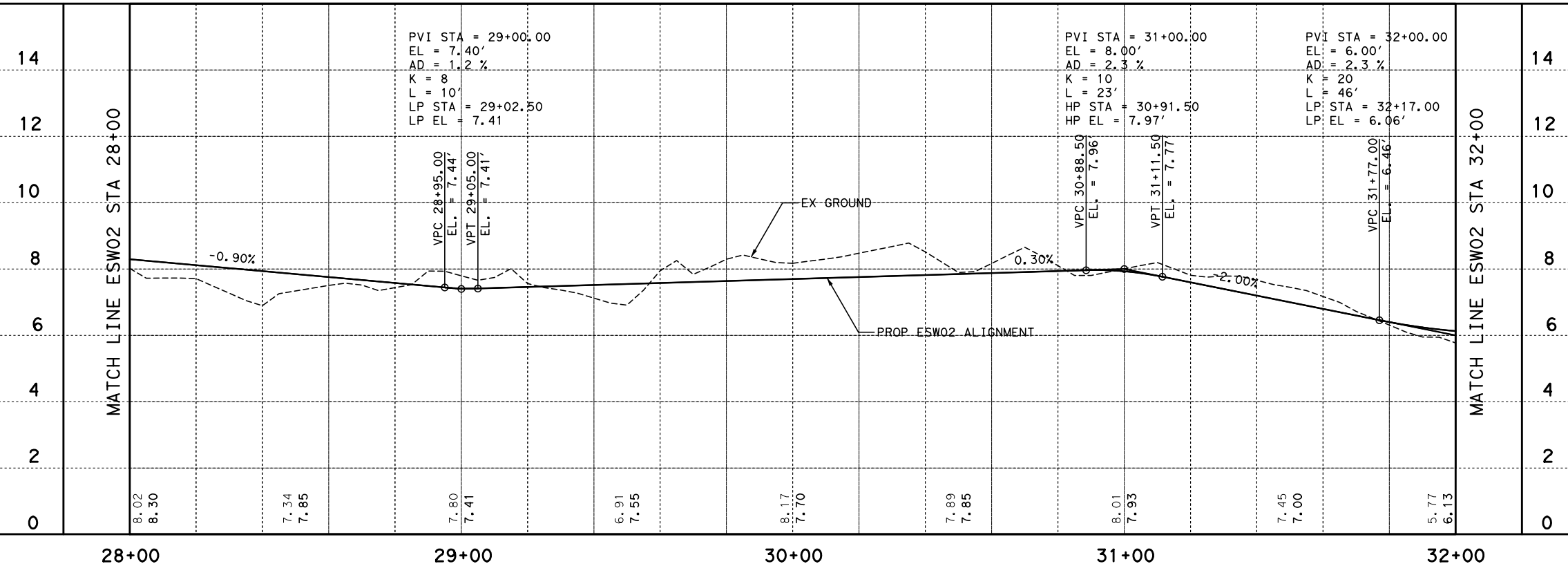
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NOTE A:
GRADE SAND DUNES AS SHOWN.

No.	Revision	By	Date



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Kimley»Horn
Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

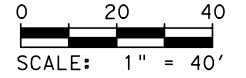
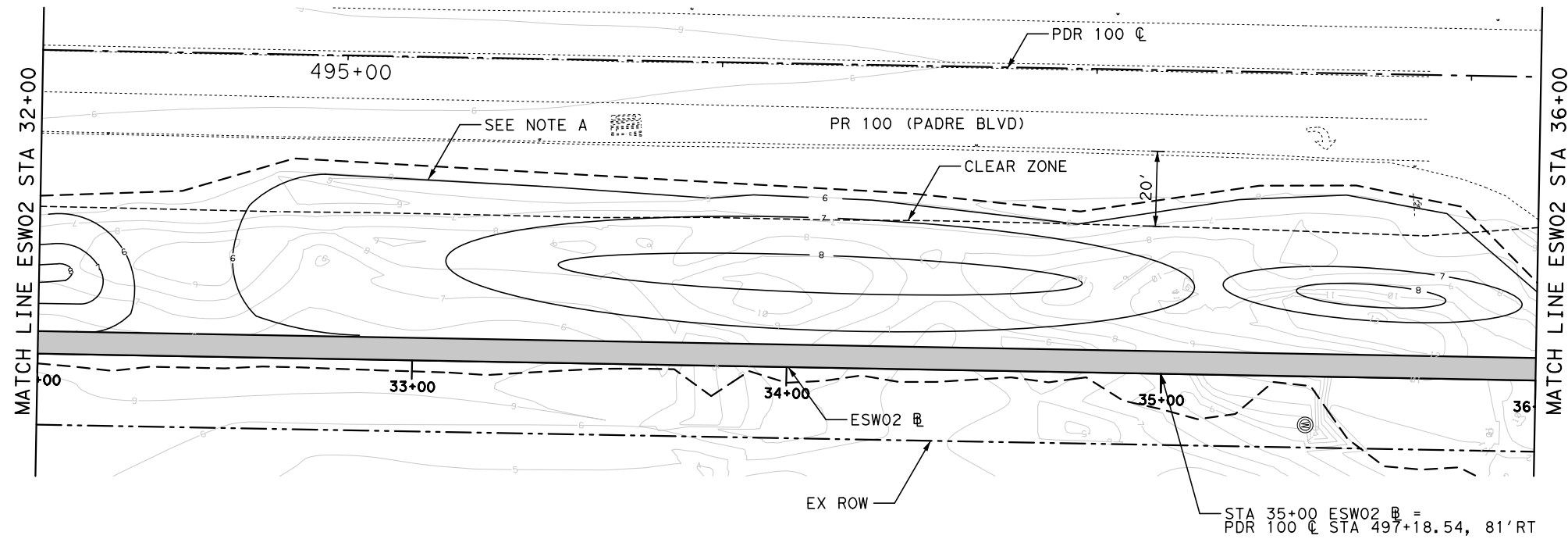
PAVING
PLAN AND PROFILE

ESW2 @ EAST SIDEWALK
STA 28+00 TO 32+00

SHEET 6 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		101

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NOTE:

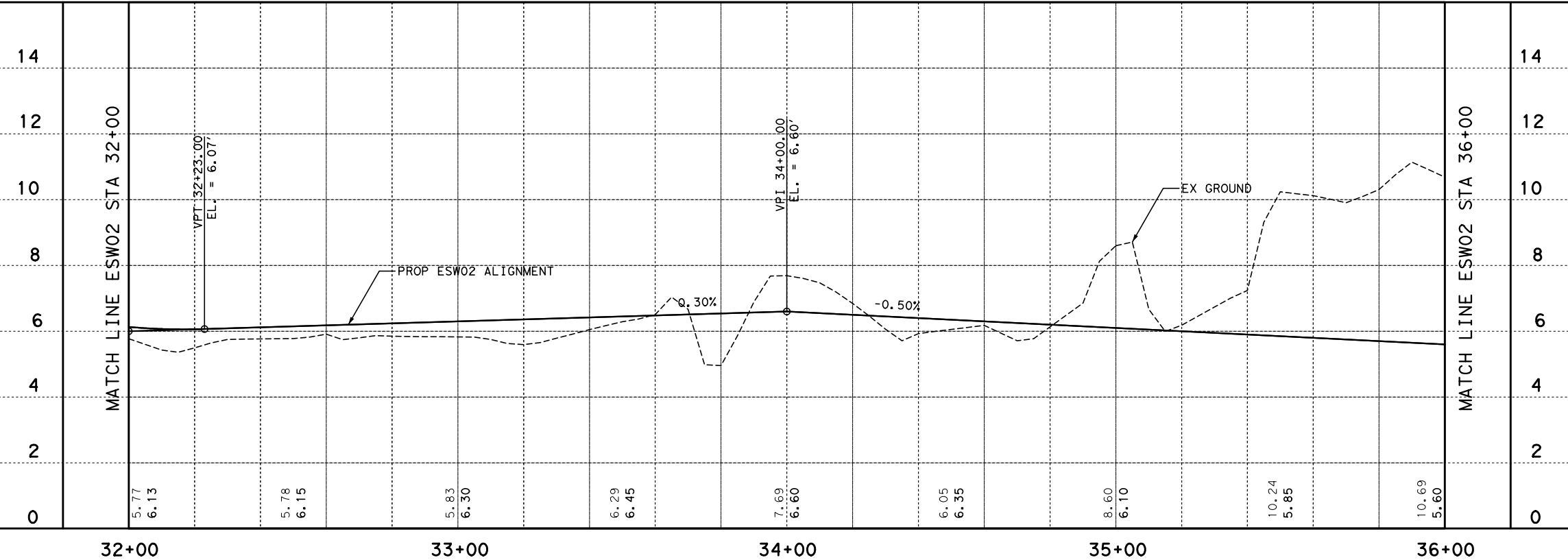
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NOTE A:
GRADE SAND DUNES AS SHOWN.

No.	Revision	By	Date



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Kimley»Horn
Engineer: **RONALD MOORE**
P. E. No. **100878** Date **11/6/2018**

Kimley»Horn
TXPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

PAVING
PLAN AND PROFILE

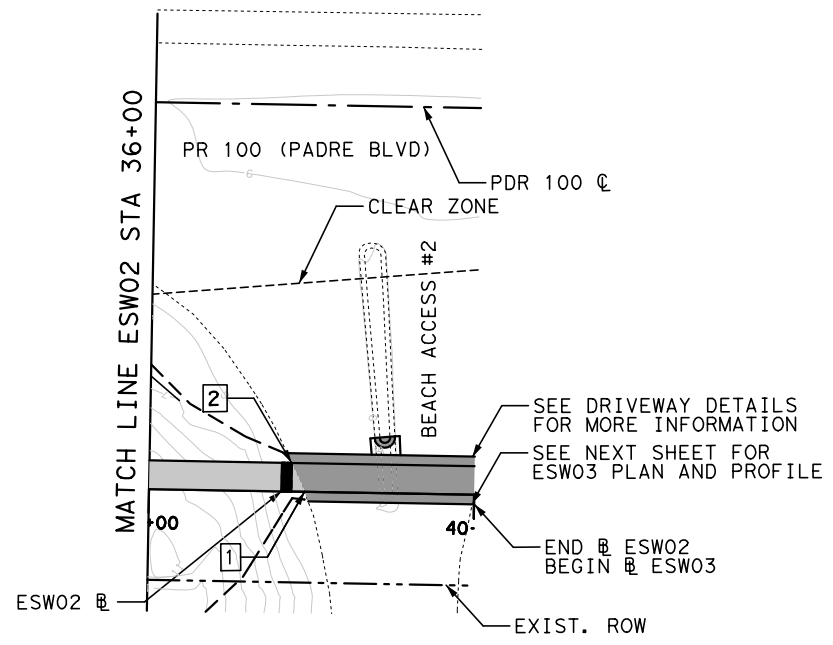
ESW2 @ EAST SIDEWALK
STA 32+00 TO 36+00

SHEET 7 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

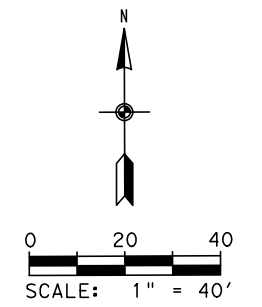
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NO	STA	OFFSET	DESC	ELEV
1	36+32.56	0	TIE-IN	5.43
2	36+29.77	6	TIE-IN	5.36

NOTE A:
GRADE SAND DUNES AS SHOWN.

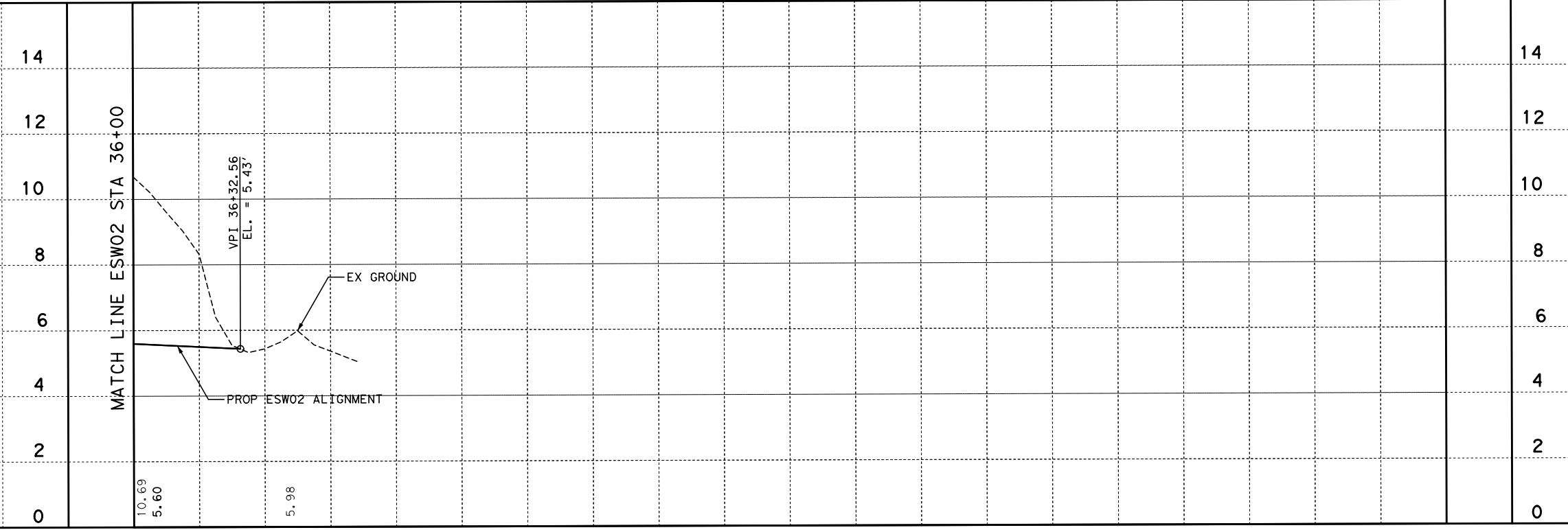


- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

No.	Revision	By	Date



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or permit purposes.
Kimley»Horn
Engineer: RYAN DELMOTTE
P.E. No. 114242, Date: 11/6/2018

Kimley»Horn
TBPB REGISTERED ENGINEERING FIRM F-928

South Padre
ISLAND

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PR 100 ROADWAY IMPROVEMENTS

PAVING
PLAN AND PROFILE

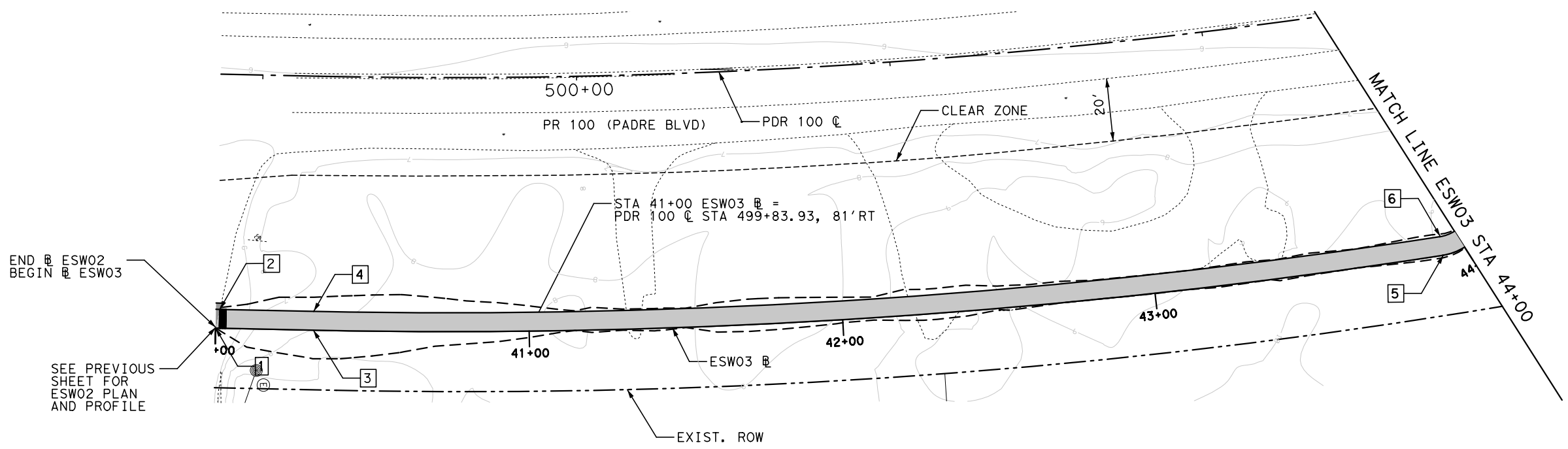
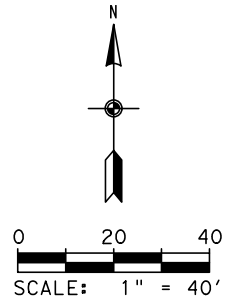
ESW02 @ EAST SIDEWALK
STA 36+00 TO 36+68.07

SHEET 8 OF 19

FED. RD. DIST. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 103

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END @ ESW02
BEGIN @ ESW03

SEE PREVIOUS SHEET FOR ESW02 PLAN AND PROFILE

NO	STA	OFFSET	DESC	ELEV
1	40+00.00	0	TIE-IN	5.40
2	40+01.22	6	TIE-IN	5.31
3	40+31.16	0	PC	5.82
4	40+31.16	6	PC	5.73
5	40+92.68	0	PCC	9.39
6	40+92.68	6	PCC	9.30

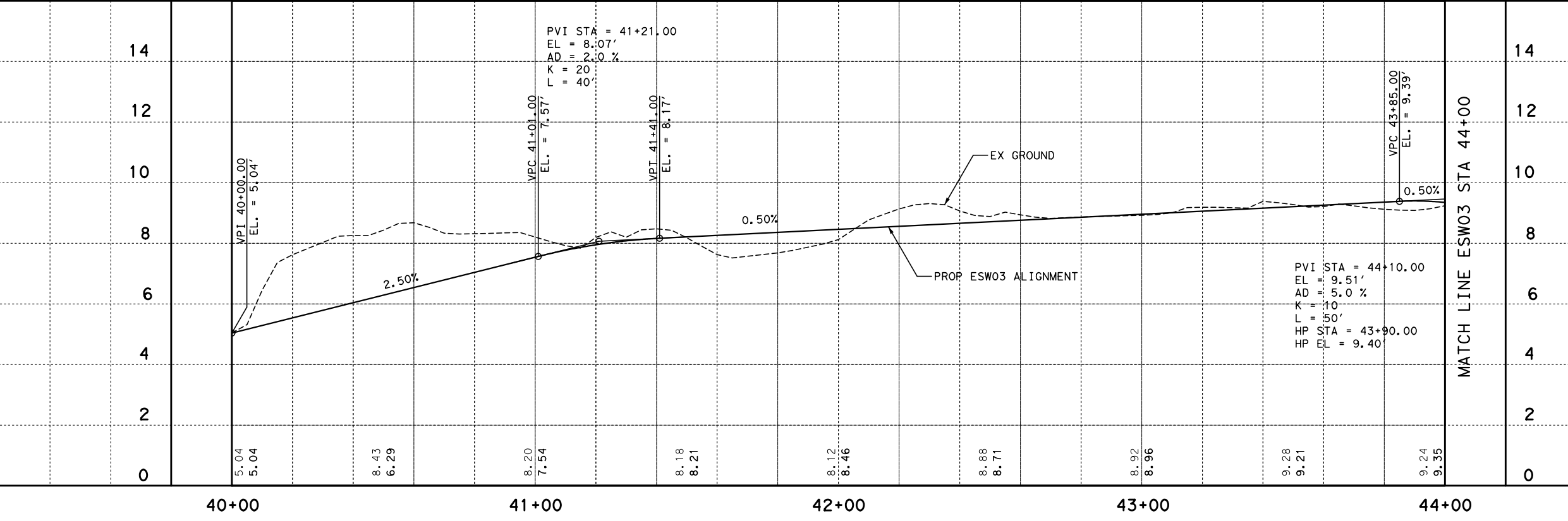
- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

No.	Revision	By	Date

PLOTTED: 11/6/2018 2:53:27 PM 40.0000 ft / in. FILENAME: K:\LAC_TPT01\project\069234003_SPI_Padre_Blv_Medians\CADD\Sheets\Plan & Profile\ESW\PMPP9.dgn



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Kimley»Horn
Engineer: RYAN DELMOTTE
P.E. No. 114242, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



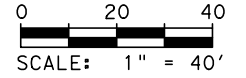
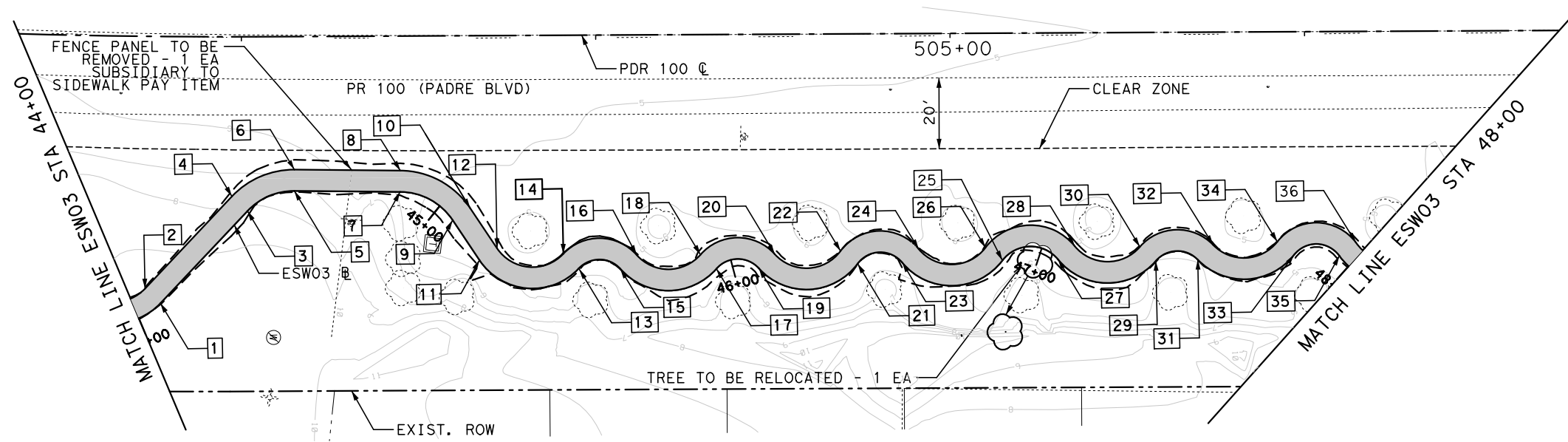
PR 100 ROADWAY IMPROVEMENTS

PAVING
PLAN AND PROFILE

ESW03 @ EAST SIDEWALK
STA 40+00 TO 44+00

SHEET 9 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		
104		



NOTE:

1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV
1	44+07.48	0	PT	9.24
2	44+07.48	6	PT	9.15
3	44+43.23	0	PC	8.01
4	44+43.23	6	PC	7.92
5	44+58.03	0	PT	7.35
6	44+58.03	6	PT	7.26
7	44+87.89	0	PC	6.08
8	44+87.89	6	PC	5.99

NO	STA	OFFSET	DESC	ELEV
9	45+05.40	0	PT	5.53
10	45+05.40	6	PT	5.44
11	45+18.99	0	PC	5.20
12	45+18.99	6	PC	5.11
13	45+51.30	0	PRC	4.79
14	45+51.30	6	PRC	4.70
15	45+64.46	0	PRC	4.77
16	45+64.46	6	PRC	4.68

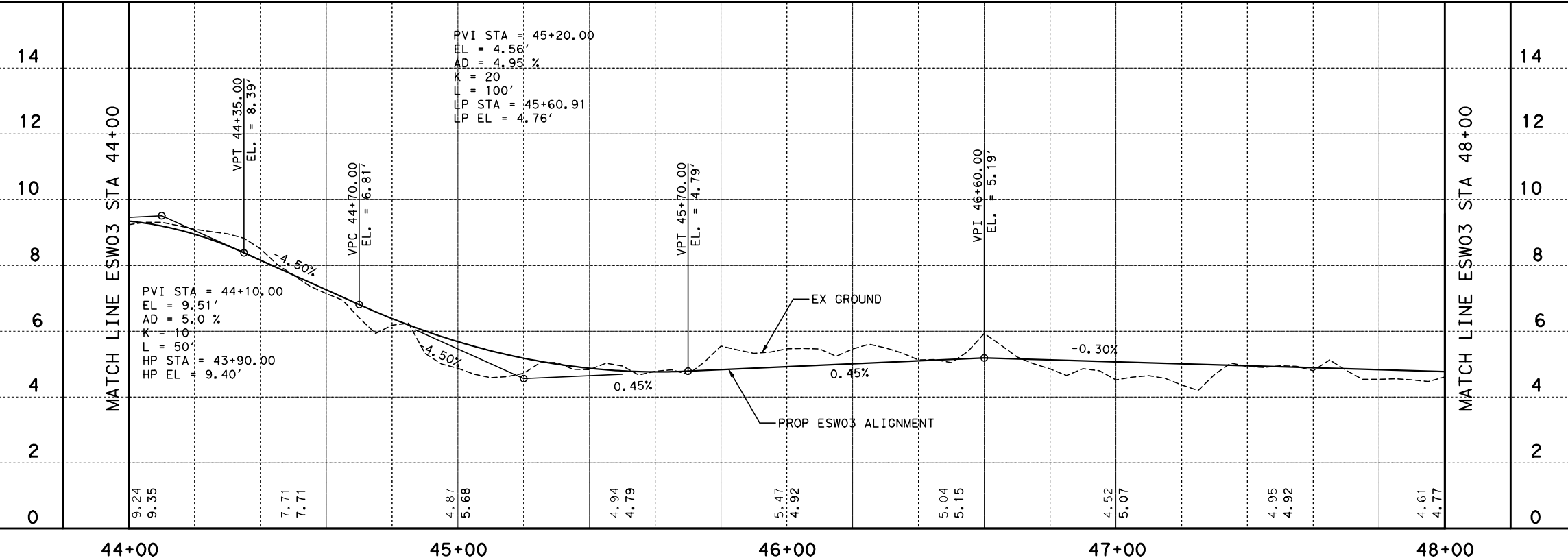
NO	STA	OFFSET	DESC	ELEV
17	45+95.16	0	PRC	4.90
18	45+95.16	6	PRC	4.81
19	46+08.70	0	PRC	4.96
20	46+08.70	6	PRC	4.87
21	46+40.59	0	PRC	5.10
22	46+40.59	6	PRC	5.01
23	46+55.10	0	PRC	5.17
24	46+55.10	6	PRC	5.08

NO	STA	OFFSET	DESC	ELEV
25	46+87.58	0	PRC	5.11
26	46+87.58	6	PRC	5.02
27	47+05.68	0	PRC	5.05
28	47+05.68	6	PRC	4.96
29	47+37.13	0	PRC	4.96
30	47+37.13	6	PRC	4.87
31	47+50.45	0	PRC	4.92
32	47+50.45	6	PRC	4.83

NO	STA	OFFSET	DESC	ELEV
33	47+81.23	0	PRC	4.83
34	47+81.23	6	PRC	4.74
35	47+96.06	0	PRC	4.78
36	47+96.06	6	PRC	4.69

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242, Date 11/6/2018

Kimley»Horn
 T&PE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

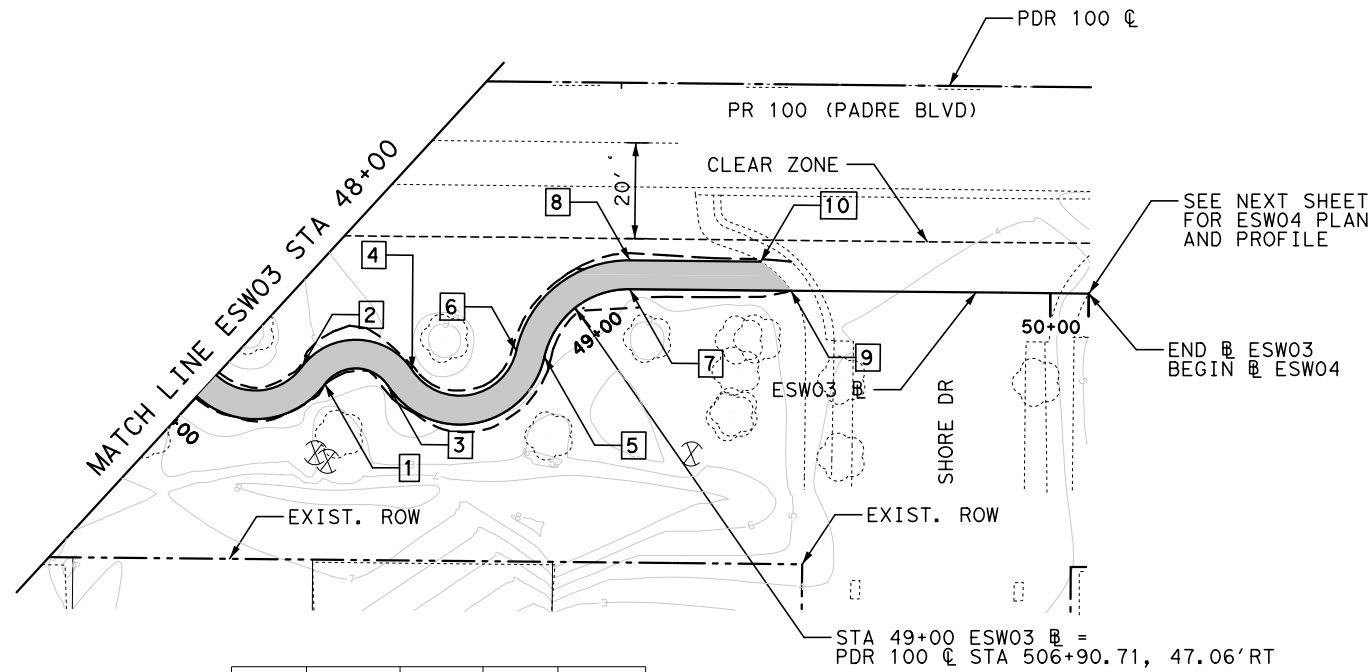
PAVING PLAN AND PROFILE

ESW3 @ EAST SIDEWALK
 STA 44+00 TO 48+00

SHEET 10 OF 19

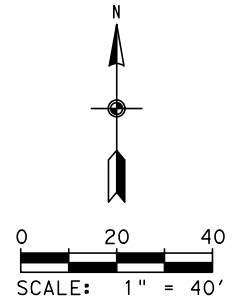
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 105



NO	STA	OFFSET	DESC	ELEV
1	48+30.24	0	PRC	4.68
2	48+30.24	6	PRC	4.59
3	48+45.64	0	PRC	4.63
4	48+45.64	6	PRC	4.54
5	48+87.80	0	PRC	4.51
6	48+87.80	6	PRC	4.42
7	49+12.32	0	PT	4.43
8	49+12.32	6	PT	4.34
9	49+39.60	0	TIE-IN	4.33
10	49+39.60	6	TIE-IN	4.24

STA 49+00 ESW03 @ = PDR 100 @ STA 506+90.71, 47.06' RT



NOTE:

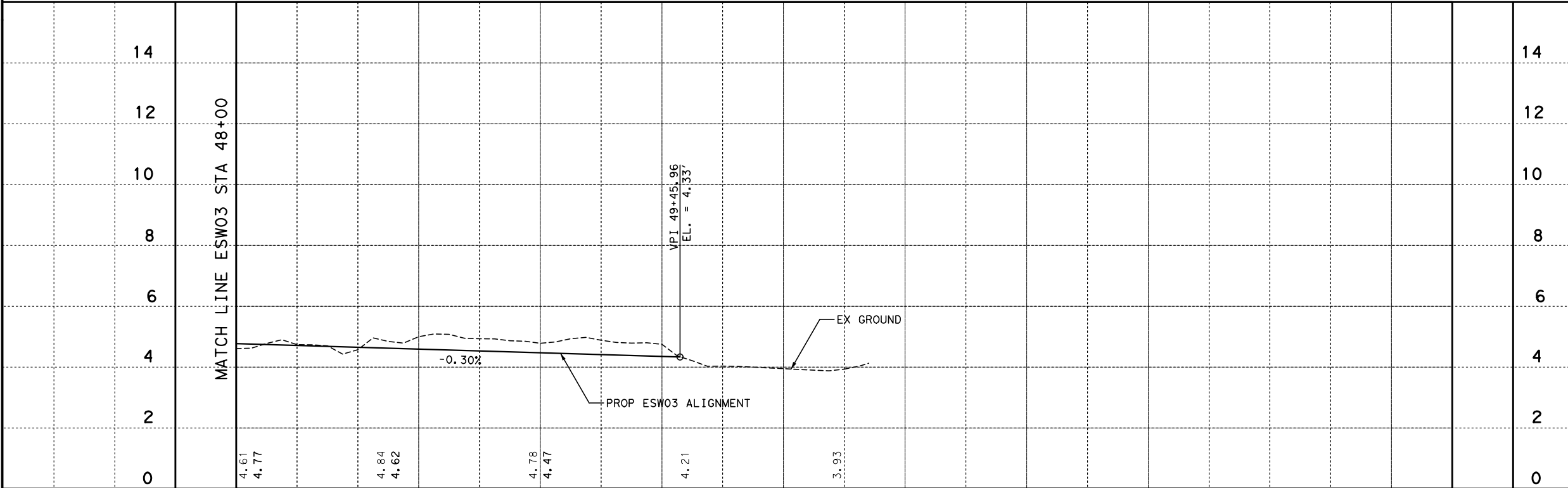
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928

South Padre Island

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PR 100 ROADWAY IMPROVEMENTS

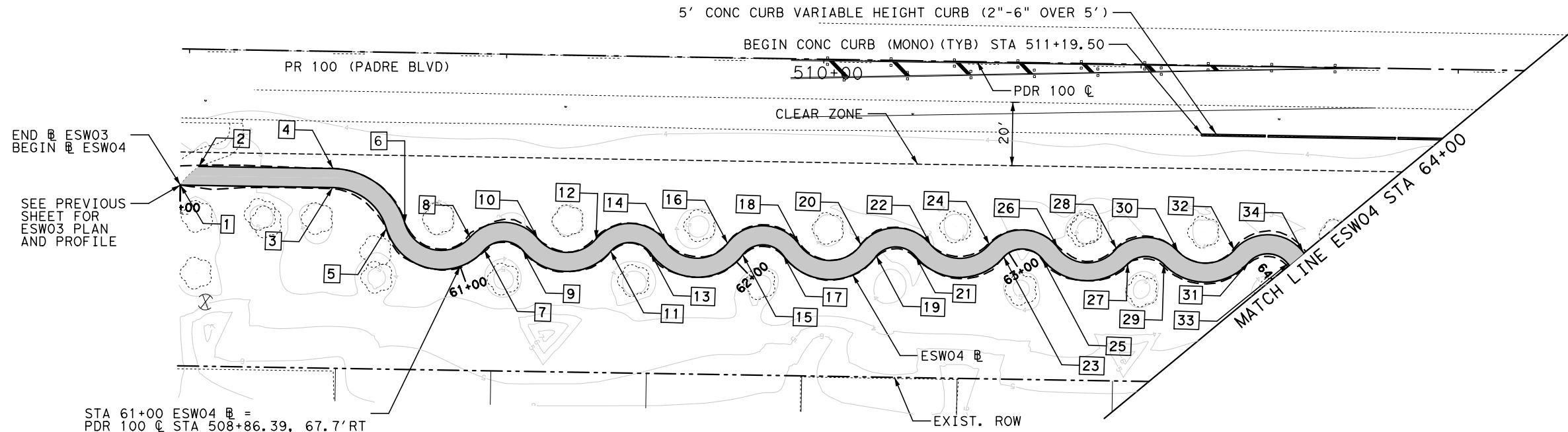
PAVING
 PLAN AND PROFILE

ESW03 @ EAST SIDEWALK
 STA 48+00 TO 50+08.04

SHEET 11 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 106



- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

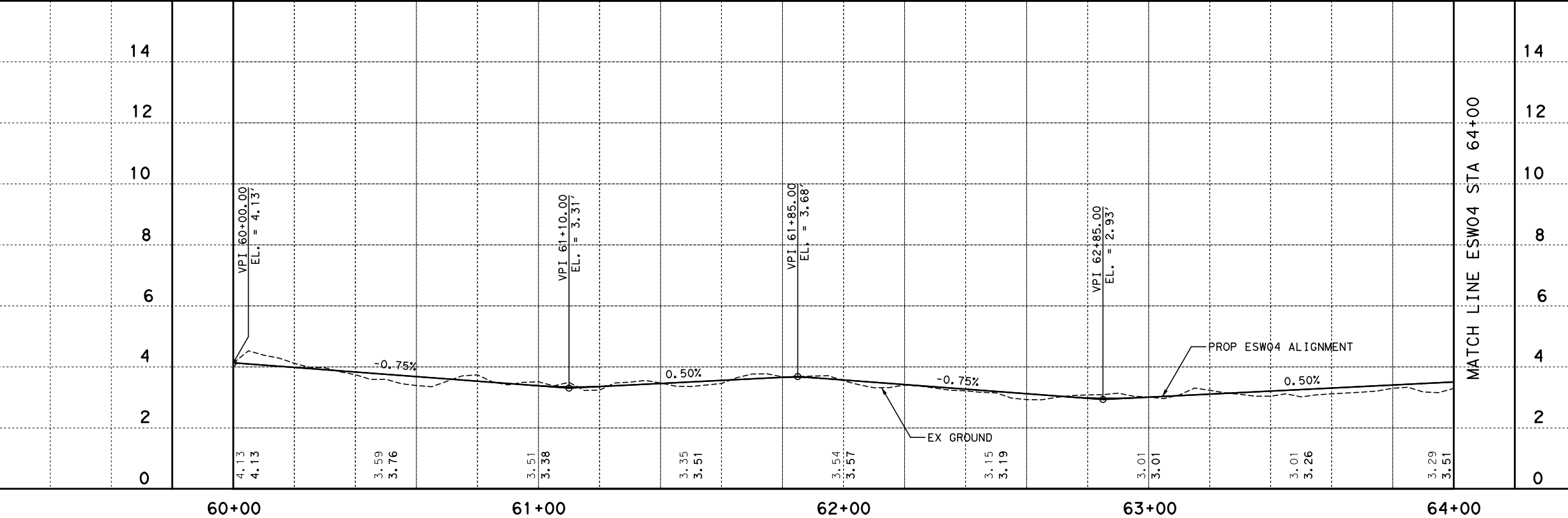
- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

STA 61+00 ESW04 @ =
PDR 100 @ STA 508+86.39, 67.7' RT

NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV
1	60+00.00	0	TIE-IN	4.13	9	61+23.17	0	PRC	3.37	17	62+17.93	0	PRC	3.43	25	63+12.00	0	PRC	3.07
2	60+05.74	6	TIE-IN	4.00	10	61+23.17	6	PRC	3.28	18	62+17.93	6	PRC	3.34	26	63+12.00	6	PRC	2.98
3	60+48.00	0	PC	3.77	11	61+54.66	0	PRC	3.53	19	62+52.07	0	PRC	3.18	27	63+42.30	0	PRC	3.22
4	60+48.00	6	PC	3.68	12	61+54.66	6	PRC	3.44	20	62+52.07	6	PRC	3.09	28	63+42.30	6	PRC	3.13
5	60+70.83	0	PRC	3.60	13	61+69.22	0	PRC	3.60	21	62+66.33	0	PRC	3.07	29	63+55.09	0	PRC	3.28
6	60+70.83	6	PRC	3.51	14	61+69.22	6	PRC	3.51	22	62+66.33	6	PRC	2.98	30	63+55.09	6	PRC	3.19
7	61+09.28	0	PRC	3.31	15	62+02.95	0	PRC	3.55	23	62+97.92	0	PRC	2.99	31	63+85.13	0	PRC	3.43
8	61+09.28	6	PRC	3.22	16	62+02.95	6	PRC	3.46	24	62+97.92	6	PRC	2.90	32	63+85.13	6	PRC	3.34
															33	63+99.32	0	PRC	3.50
															34	63+99.32	6	PRC	3.41

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



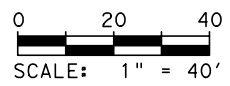
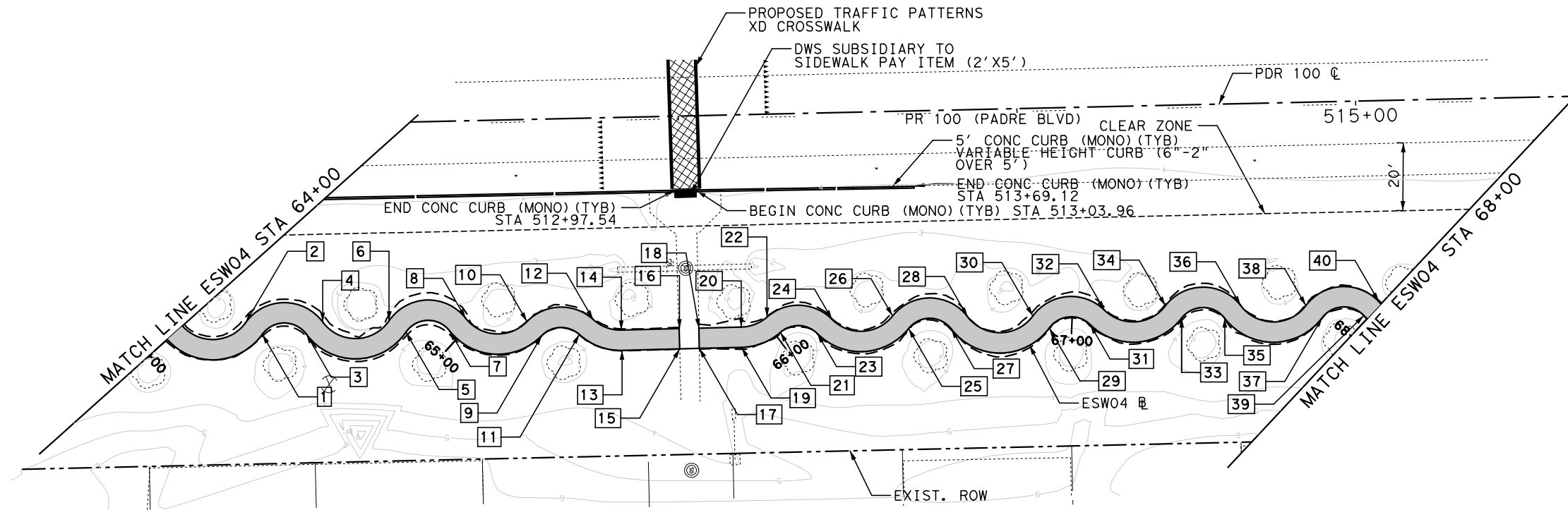
PR 100 ROADWAY IMPROVEMENTS

PAVING
 PLAN AND PROFILE

ESW04 @ EAST SIDEWALK
 STA 60+00 TO 64+00

SHEET 12 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		107



- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

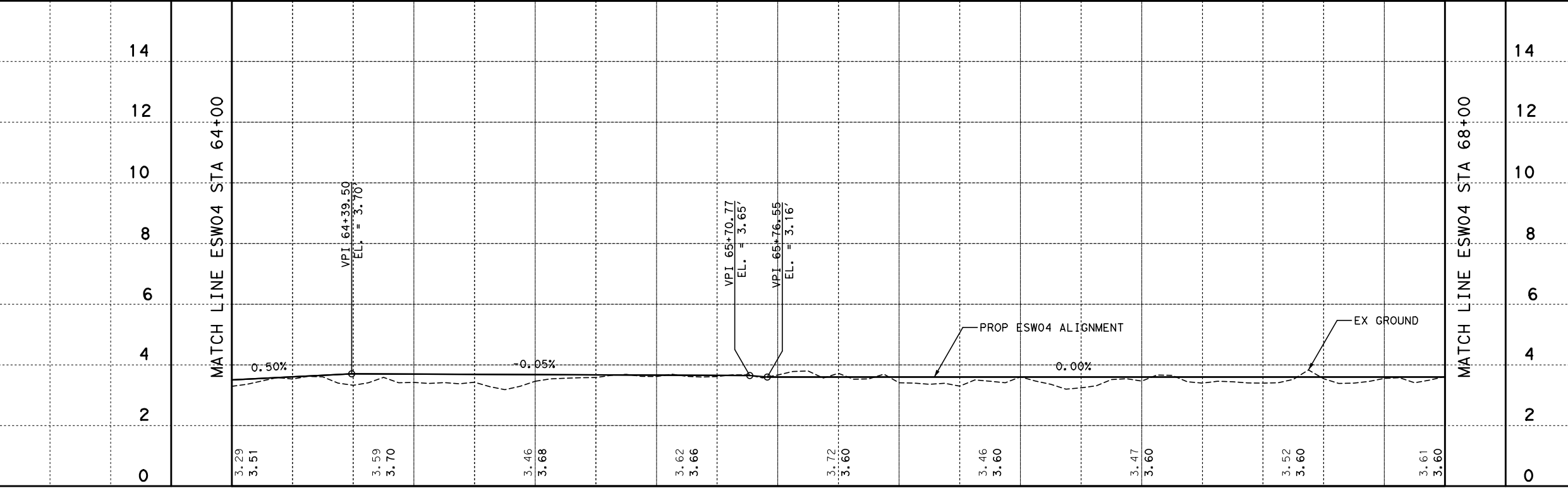
LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV
1	64+32.25	0	PRC	3.67	11	65+39.96	0	PRC	3.66	21	66+01.57	0	PRC	3.60	31	67+05.95	0	PRC	3.60
2	64+32.25	6	PRC	3.58	12	65+39.96	6	PRC	3.57	22	66+01.57	6	PRC	3.51	32	67+05.95	6	PRC	3.51
3	64+47.36	0	PRC	3.70	13	65+53.74	0	PT	3.66	23	66+13.64	0	PRC	3.60	33	67+36.55	0	PRC	3.60
4	64+47.36	6	PRC	3.61	14	65+53.74	6	PT	3.57	24	66+13.64	6	PRC	3.51	34	67+36.55	6	PRC	3.51
5	64+81.77	0	PRC	3.90	15	65+70.77	0	TIE-IN	3.65	25	66+44.07	0	PRC	3.60	35	67+51.29	0	PRC	3.60
6	64+81.77	6	PRC	3.60	16	65+70.77	6	TIE-IN	3.56	26	66+44.07	6	PRC	3.51	36	67+51.29	6	PRC	3.51
7	64+96.83	0	PRC	3.68	17	65+76.55	0	TIE-IN	3.60	27	66+58.64	0	PRC	3.60	37	67+84.62	0	PRC	3.60
8	64+96.83	6	PRC	3.59	18	65+76.55	6	TIE-IN	3.51	28	66+58.64	6	PRC	3.51	38	67+84.62	6	PRC	3.51
9	65+27.63	0	PRC	3.67	19	65+89.07	0	PC	3.60	29	66+92.17	0	PRC	3.60	39	67+82.67	0	PRC	3.60
10	65+27.63	6	PRC	3.58	20	65+89.07	6	PC	3.51	30	66+92.17	6	PRC	3.51	40	67+82.67	6	PRC	3.51

No.	Revision	By	Date

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Kimley»Horn

Engineer: RYAN DELMOTTE
P. E. No. 114242 Date 11/6/2018

Kimley»Horn

TPE REGISTERED ENGINEERING FIRM F-928

South Padre
ISLAND

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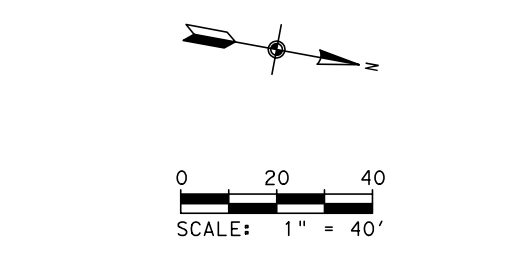
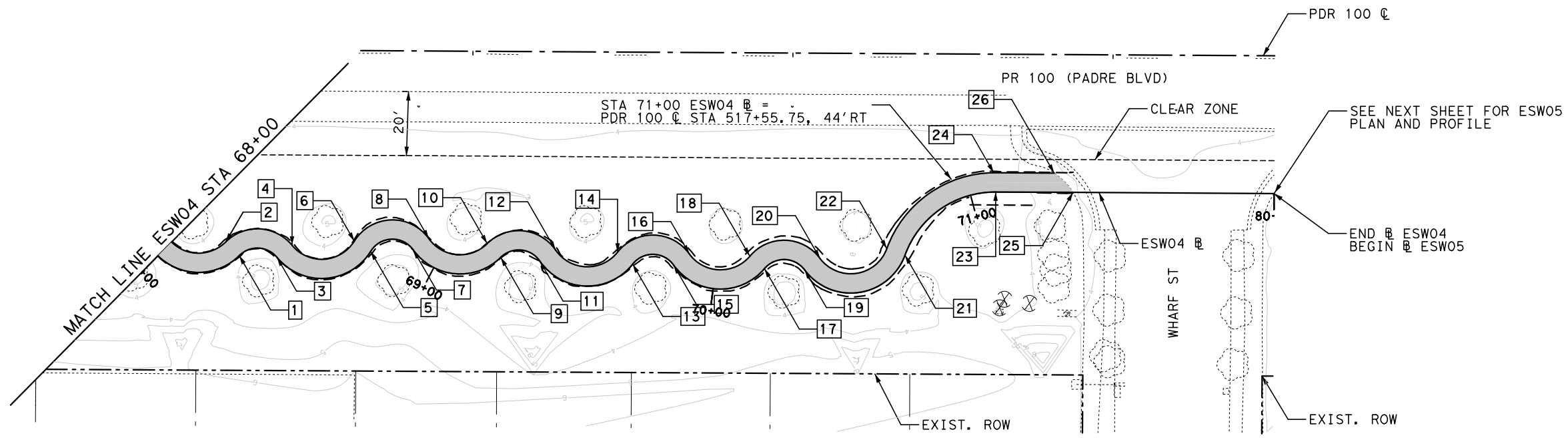
PR 100 ROADWAY IMPROVEMENTS

PAVING
PLAN AND PROFILE

ESW04 @ EAST SIDEWALK
STA 64+00 TO 68+00

SHEET 13 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A



- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

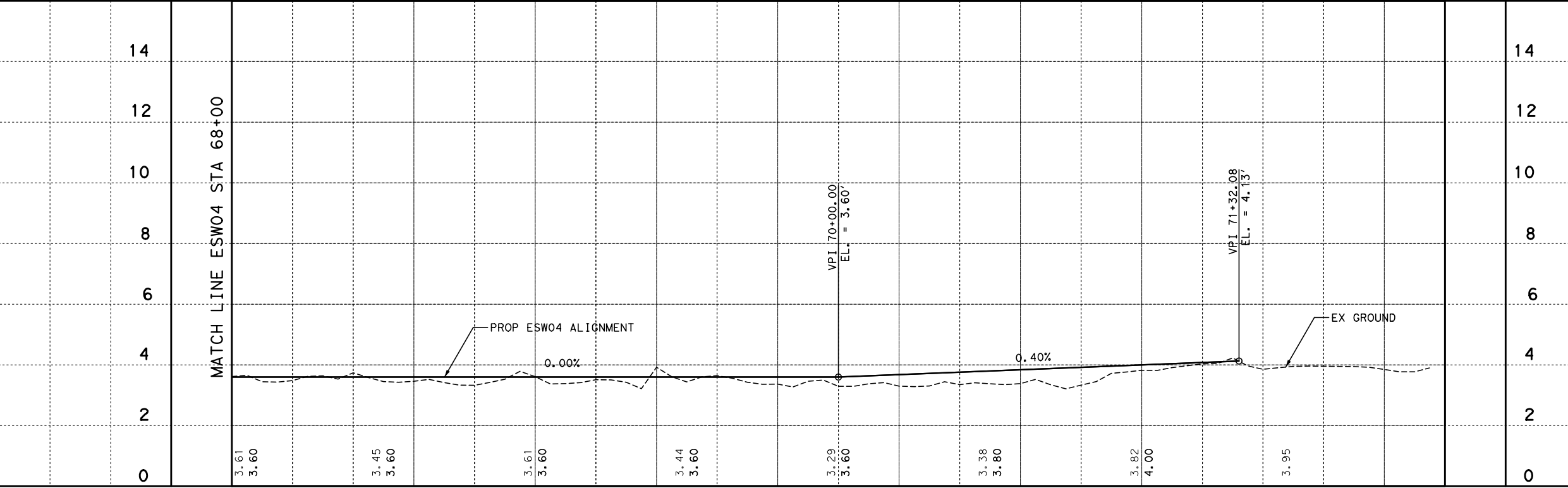
NO	STA	OFFSET	DESC	ELEV
1	68+28.16	0	PRC	3.60
2	68+28.16	6	PRC	3.51
3	68+41.52	0	PRC	3.60
4	68+41.52	6	PRC	3.51
5	68+75.72	0	PRC	3.60
6	68+75.72	6	PRC	3.51
7	68+91.46	0	PRC	3.60
8	68+91.46	6	PRC	3.51

NO	STA	OFFSET	DESC	ELEV
9	69+22.64	0	PRC	3.60
10	69+22.64	6	PRC	3.51
11	69+36.65	0	PRC	3.60
12	69+36.65	6	PRC	3.51
13	69+70.39	0	PRC	3.60
14	69+70.39	6	PRC	3.51
15	69+85.21	0	PRC	3.60
16	69+85.21	6	PRC	3.51

NO	STA	OFFSET	DESC	ELEV
17	70+17.95	0	PRC	3.67
18	70+17.95	6	PRC	3.58
19	70+32.36	0	PRC	3.73
20	70+32.36	6	PRC	3.64
21	70+71.10	0	PRC	3.88
22	70+71.10	6	PRC	3.79
23	71+07.90	0	PT	4.03
24	71+07.90	6	PT	3.94
25	71+32.08	0	TIE-IN	4.13
26	71+26.16	6	TIE-IN	4.01

No.	Revision	By	Date

PLOTTED: 11/6/2018 2:53:42 PM 40,000 ft / in.
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Kimley»Horn

Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018

Kimley»Horn

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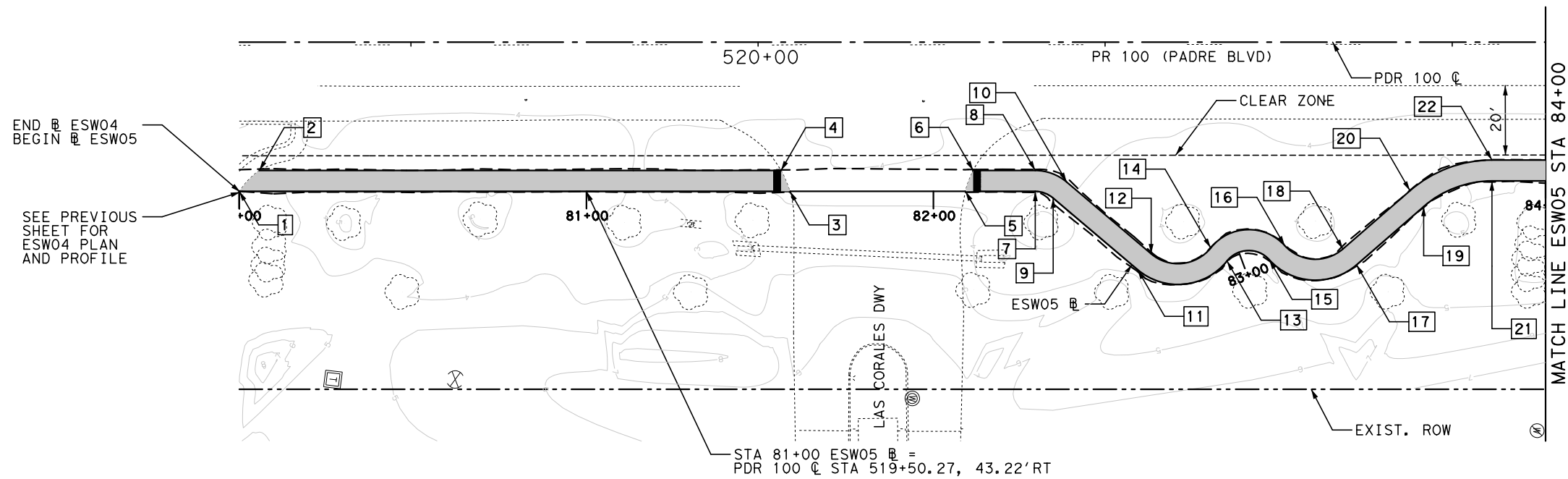
PAVING
PLAN AND PROFILE

ESW04 @ EAST SIDEWALK
STA 68+00 TO 71+94.88

SHEET 14 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 109



END @ ESW04
BEGIN @ ESW05

SEE PREVIOUS SHEET FOR ESW04 PLAN AND PROFILE

- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV
1	80+00.00	0	TIE-IN	3.90
2	80+05.78	6	TIE-IN	3.81
3	81+58.62	0	TIE-IN	3.90
4	81+56.07	6	TIE-IN	3.81
5	82+09.21	0	TIE-IN	3.90
6	82+11.43	6	TIE-IN	3.81
7	82+29.34	0	PC	3.90
8	82+29.34	6	PC	3.81

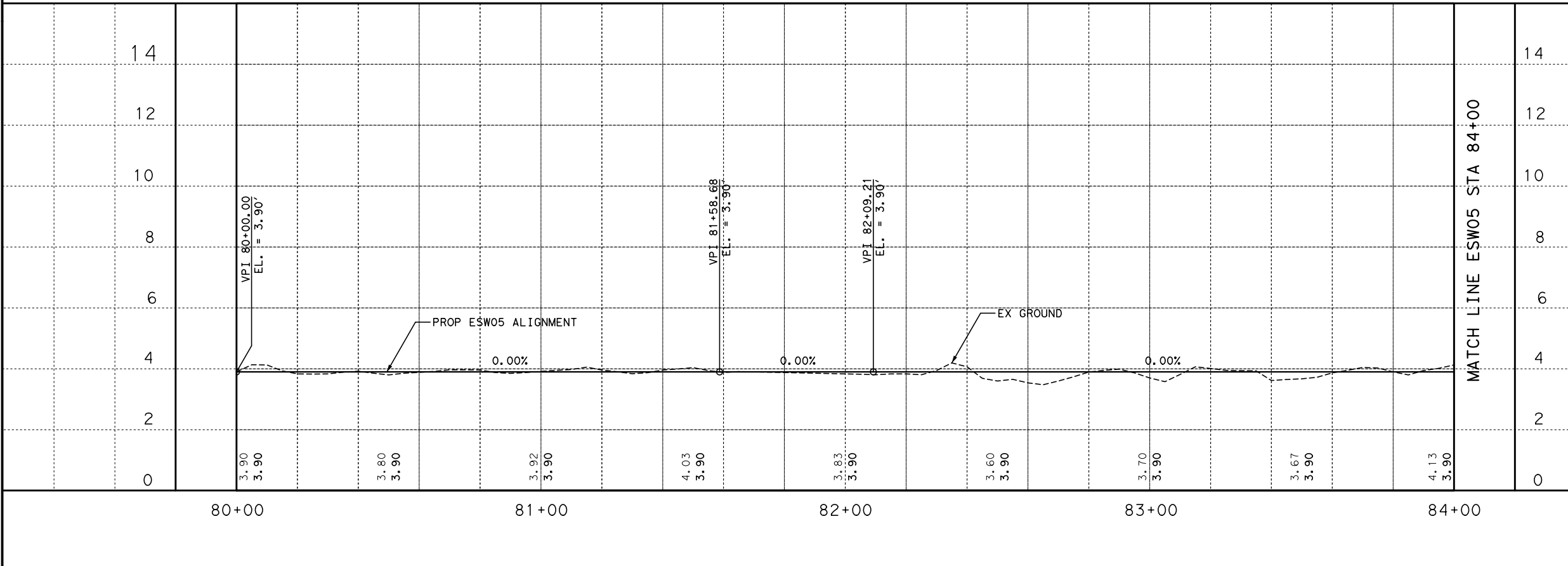
NO	STA	OFFSET	DESC	ELEV
9	82+34.97	0	PT	3.90
10	82+34.97	6	PT	3.81
11	82+66.87	0	PC	3.90
12	82+66.87	6	PC	3.81
13	82+95.71	0	PRC	3.90
14	82+95.71	6	PRC	3.81
15	83+09.58	0	PRC	3.90
16	83+09.58	6	PRC	3.81

NO	STA	OFFSET	DESC	ELEV
17	83+37.48	0	PT	3.90
18	83+37.48	6	PT	3.81
19	83+63.08	0	PC	3.90
20	83+63.08	6	PC	3.81
21	83+84.54	0	PT	3.90
22	83+84.54	6	PT	3.81

STA 81+00 ESW05 @ = PDR 100 @ STA 519+50.27, 43.22' RT

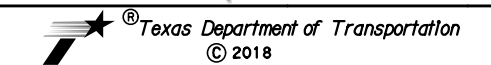
No.	Revision	By	Date

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Kimley»Horn
Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



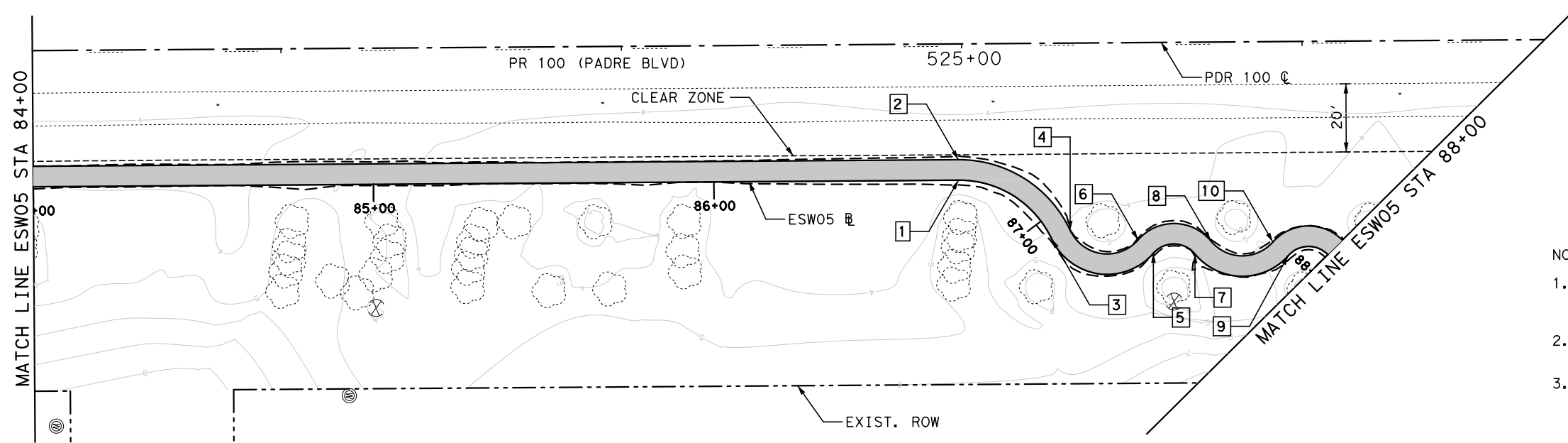
PR 100 ROADWAY IMPROVEMENTS

PAVING PLAN AND PROFILE

ESW05 @ EAST SIDEWALK
STA 80+00 TO 84+00

SHEET 15 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		110



- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

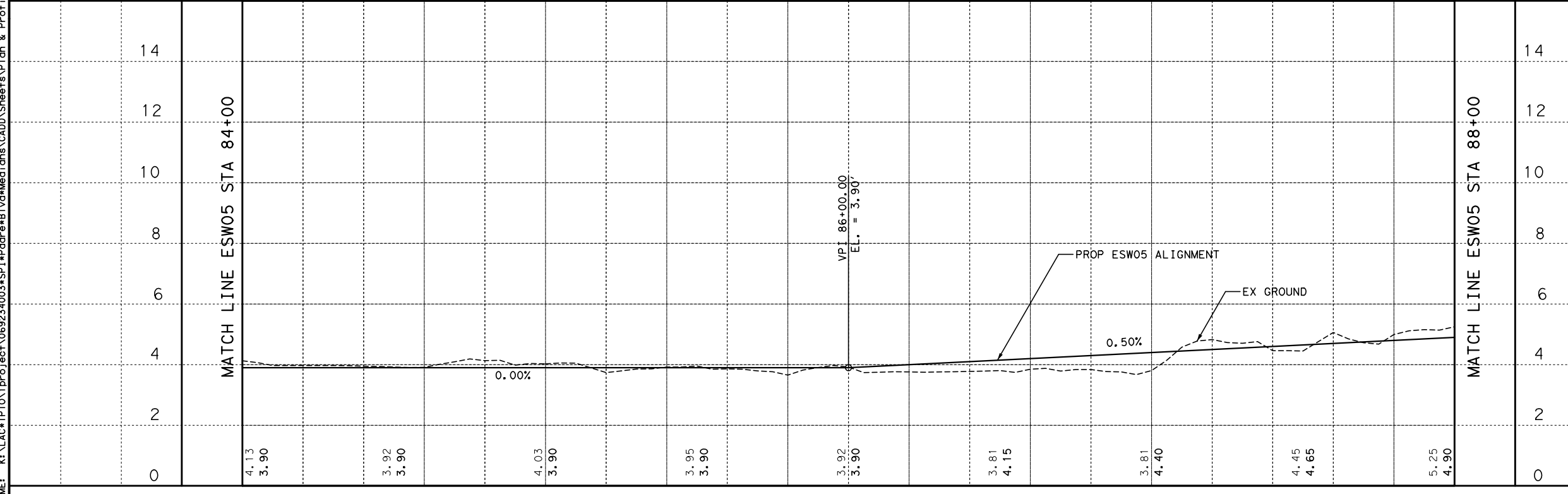
LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV
1	86+71.89	0	PC	4.26
2	86+71.89	6	PC	4.17
3	87+06.10	0	PRC	4.43
4	87+06.10	6	PRC	4.34
5	87+41.89	0	PRC	4.61
6	87+41.89	6	PRC	4.52
7	87+55.79	0	PRC	4.68
8	87+55.79	6	PRC	4.59
9	87+86.91	0	PRC	4.83
10	87+86.91	6	PRC	4.74

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TPPE REGISTERED ENGINEERING FIRM F-928



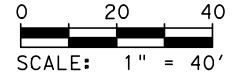
PR 100 ROADWAY IMPROVEMENTS

PAVING
 PLAN AND PROFILE

ESW05 @ EAST SIDEWALK
 STA 84+00 TO 88+00

SHEET 16 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		111



NOTE:

1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

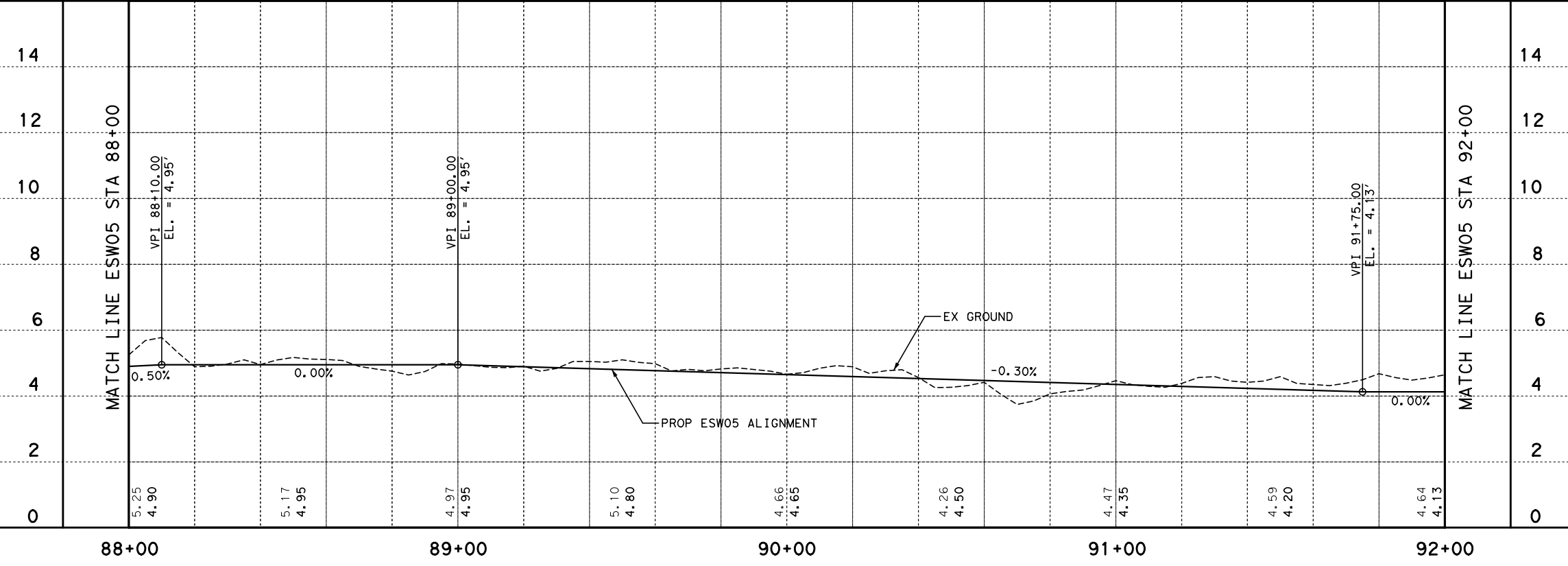
LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

No.	Revision	By	Date

NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV
1	88+01.00	0	PRC	4.91	9	88+90.75	0	PRC	4.95	17	89+84.98	0	PRC	4.70	25	90+76.65	0	PRC	4.42
2	88+01.01	6	PRC	4.82	10	88+90.75	6	PRC	4.86	18	89+84.98	6	PRC	4.61	26	90+76.65	6	PRC	4.33
3	88+34.03	0	PRC	4.95	11	89+20.22	0	PRC	4.89	19	90+16.29	0	PRC	4.60	27	91+05.48	0	PRC	4.33
4	88+34.04	6	PRC	4.86	12	89+20.22	6	PRC	4.80	20	90+16.29	6	PRC	4.51	28	91+05.48	6	PRC	4.24
5	88+47.93	0	PRC	4.95	13	89+34.01	0	PRC	4.85	21	90+30.54	0	PRC	4.56	29	91+20.86	0	PRC	4.29
6	88+47.93	6	PRC	4.86	14	89+34.01	6	PRC	4.76	22	90+30.54	6	PRC	5.47	30	91+20.86	6	PRC	4.20
7	88+77.26	0	PRC	4.95	15	89+69.84	0	PRC	4.74	23	90+63.43	0	PRC	4.46	31	91+58.27	0	PRC	4.18
8	88+77.26	6	PRC	4.86	16	89+69.84	6	PRC	4.65	24	90+63.43	6	PRC	4.37	32	91+58.27	6	PRC	4.09
															33	58+73.41	0	PRC	4.13
															34	58+73.41	6	PRC	4.04

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



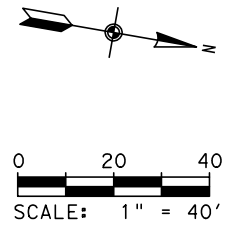
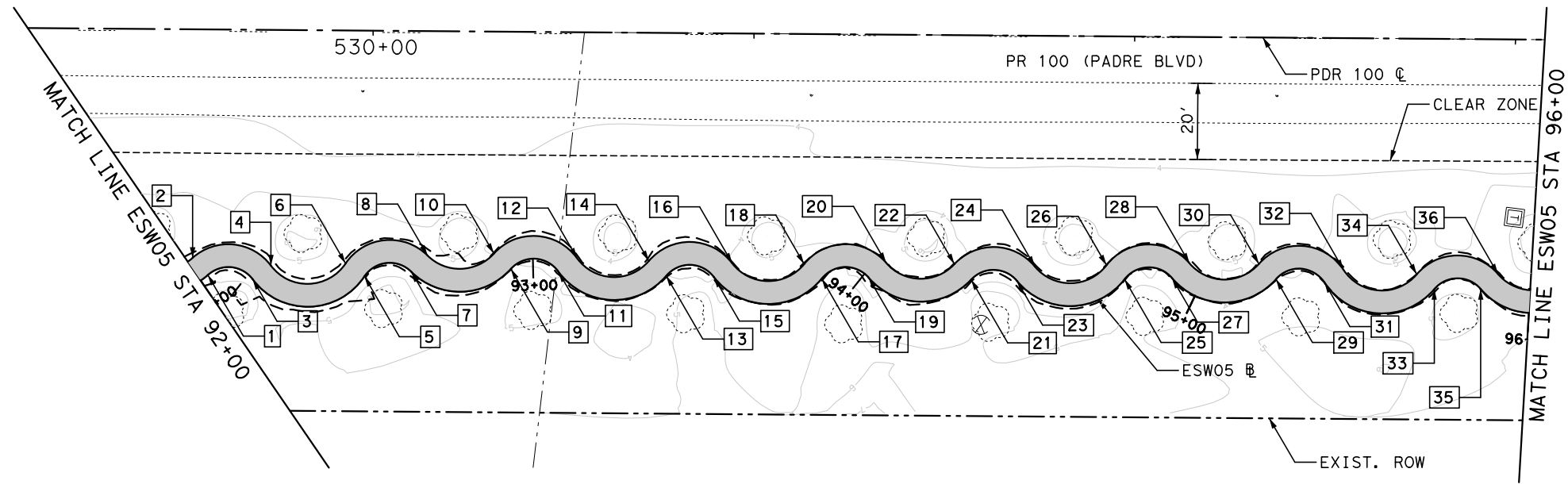
PR 100 ROADWAY IMPROVEMENTS

PAVING PLAN AND PROFILE

ESW05 @ EAST SIDEWALK
 STA 88+00 TO 92+00

SHEET 17 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A



NOTE:

1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

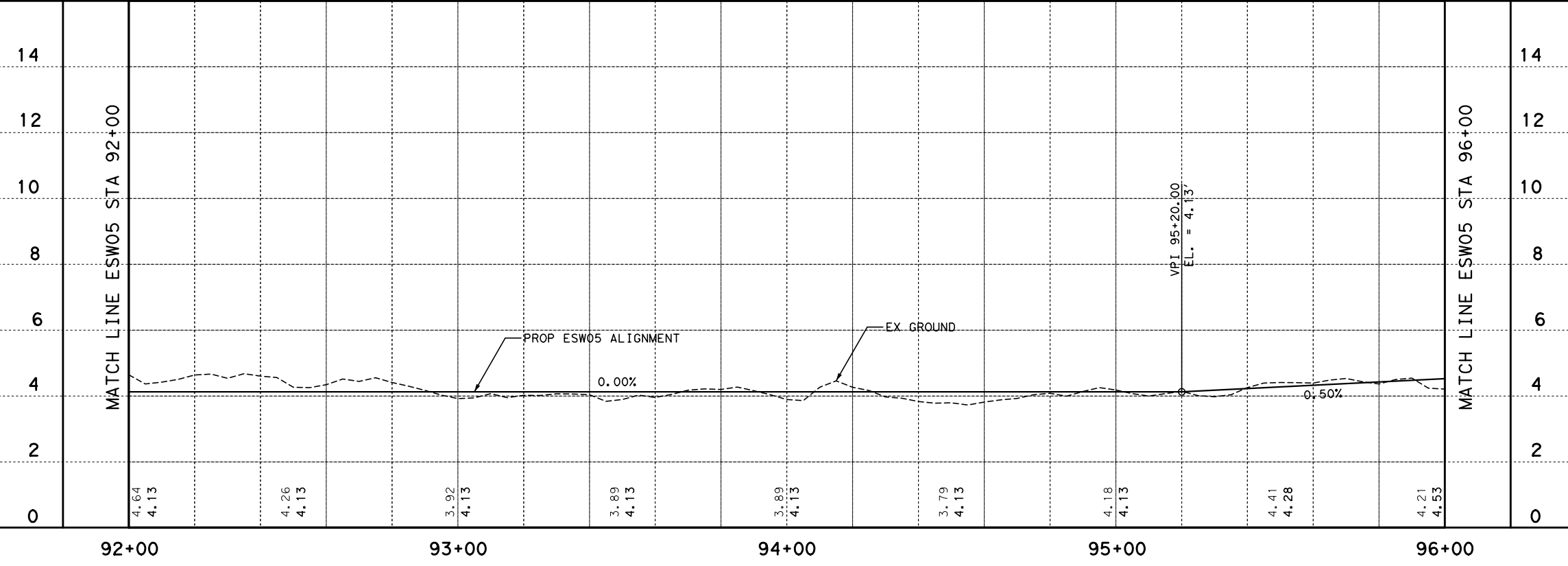
LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV
1	92+02.40	0	PRC	4.13	9	92+93.45	0	PRC	4.13	17	93+87.43	0	PRC	4.13	25	94+78.03	0	PRC	4.13	33	95+71.60	0	PRC	4.38
2	92+02.40	6	PRC	4.04	10	92+93.45	6	PRC	4.04	18	93+87.43	6	PRC	4.04	26	94+78.03	6	PRC	4.04	34	95+71.60	6	PRC	4.29
3	92+15.70	0	PRC	4.13	11	92+07.88	0	PRC	4.13	19	94+01.53	0	PRC	4.13	27	94+92.33	0	PRC	4.13	35	95+85.48	0	PRC	4.45
4	92+15.70	6	PRC	4.04	12	92+07.88	6	PRC	4.04	20	94+01.53	6	PRC	4.04	28	94+92.33	6	PRC	4.04	36	95+85.48	6	PRC	4.36
5	92+50.06	0	PRC	4.13	13	93+40.45	0	PRC	4.13	21	94+31.91	0	PRC	4.13	29	95+23.28	0	PRC	4.14					
6	92+50.06	6	PRC	4.04	14	93+40.45	6	PRC	4.04	22	94+31.91	6	PRC	4.04	30	95+23.28	6	PRC	4.05					
7	92+64.19	0	PRC	4.13	15	93+54.79	0	PRC	4.13	23	94+45.58	0	PRC	4.13	31	95+38.08	0	PRC	4.22					
8	92+64.19	6	PRC	4.04	16	93+54.79	6	PRC	4.04	24	94+45.58	6	PRC	4.04	32	95+38.08	6	PRC	4.13					

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



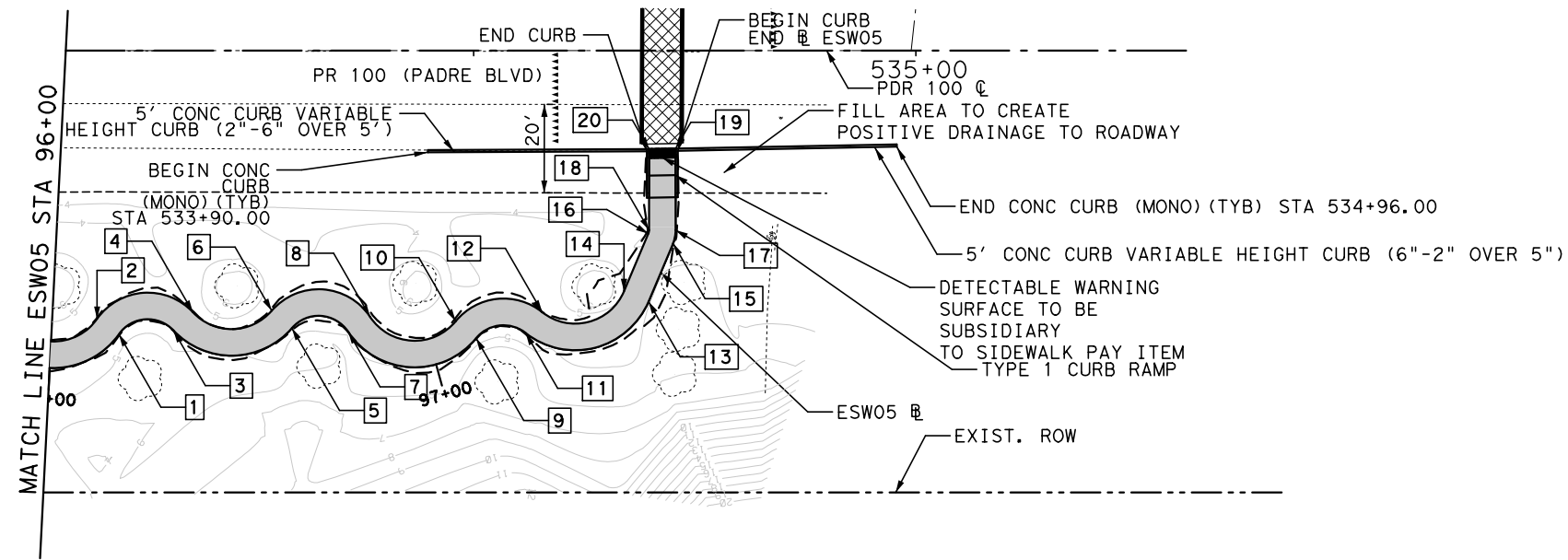
PR 100 ROADWAY IMPROVEMENTS

PAVING
PLAN AND PROFILE

ESW05 @ EAST SIDEWALK
STA 92+00 TO 96+00

SHEET 18 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
		SHEET NO.
		113



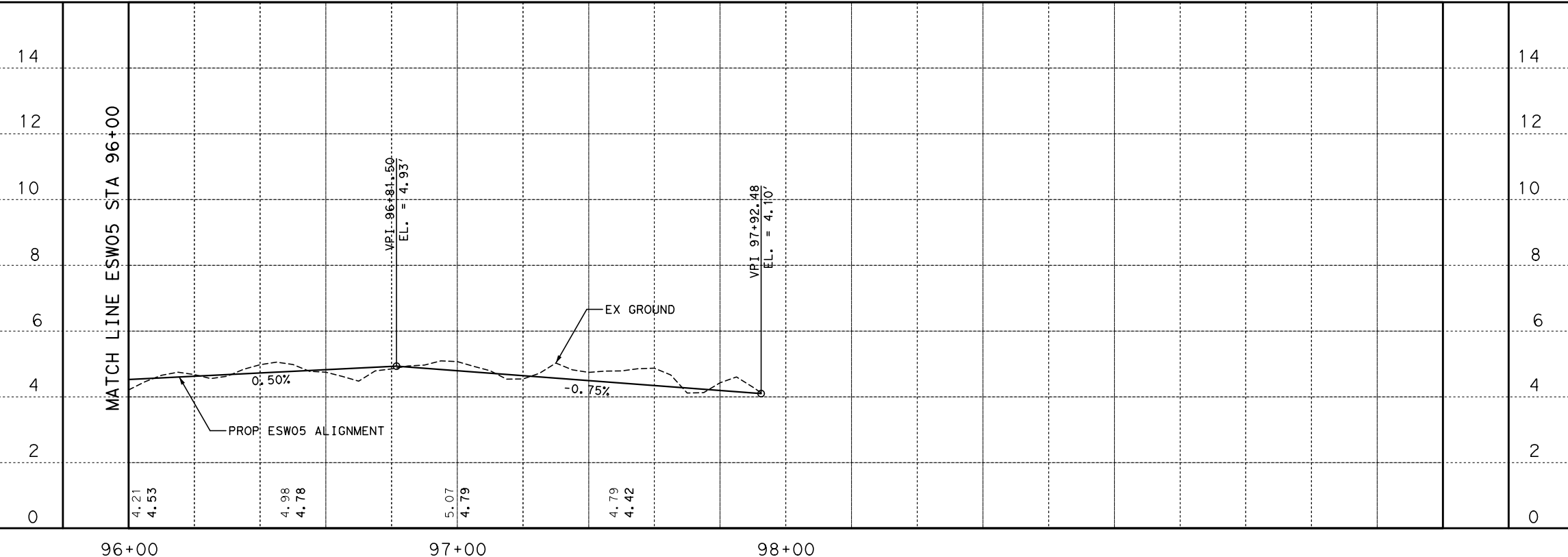
- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF EAST SIDEWALK ESW @ UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV
1	96+18.14	0	PRC	4.62	11	97+23.54	0	PRC	4.62
2	96+18.14	6	PRC	4.53	12	97+23.54	6	PRC	4.53
3	96+32.35	0	PRC	4.69	13	97+56.66	0	PT	4.37
4	96+32.35	6	PRC	4.60	14	97+56.66	6	PT	4.28
5	96+62.56	0	PRC	4.84	15	97+70.94	0	PC	4.26
6	96+62.56	6	PRC	4.75	16	97+70.94	6	PC	4.17
7	96+77.32	0	PRC	4.91	17	97+74.02	0	PT	4.24
8	96+77.32	6	PRC	4.82	18	97+74.02	6	PT	4.15
9	97+11.01	0	PRC	4.71	19	97+92.48	0	TIE-IN	4.10
10	97+11.01	6	PRC	4.62	20	97+92.48	6	TIE-IN	4.01

- LEGEND
- PROP 4" SIDEWALK
 - PROP 6" SIDEWALK
 - PROP GRAVEL BACKFILL
 - LIMITS OF GRADING

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928

South Padre Island

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

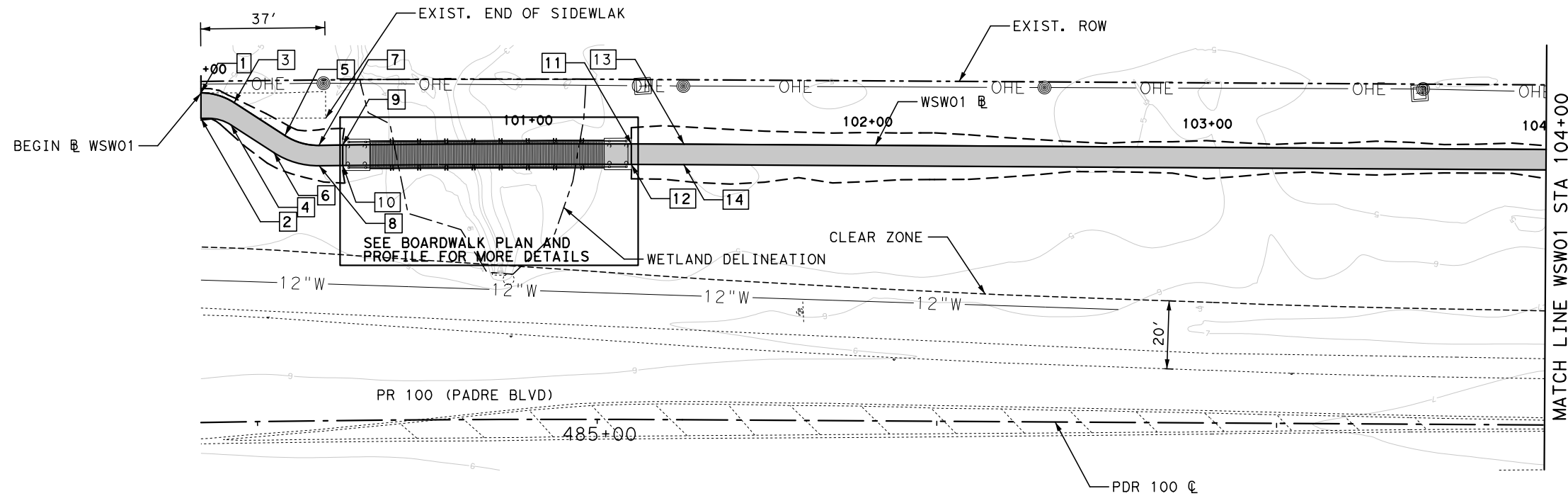
PAVING
 PLAN AND PROFILE

ESW05 @ EAST SIDEWALK
 STA 96+00 TO 97+92.48

SHEET 19 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 114



- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW 01 UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

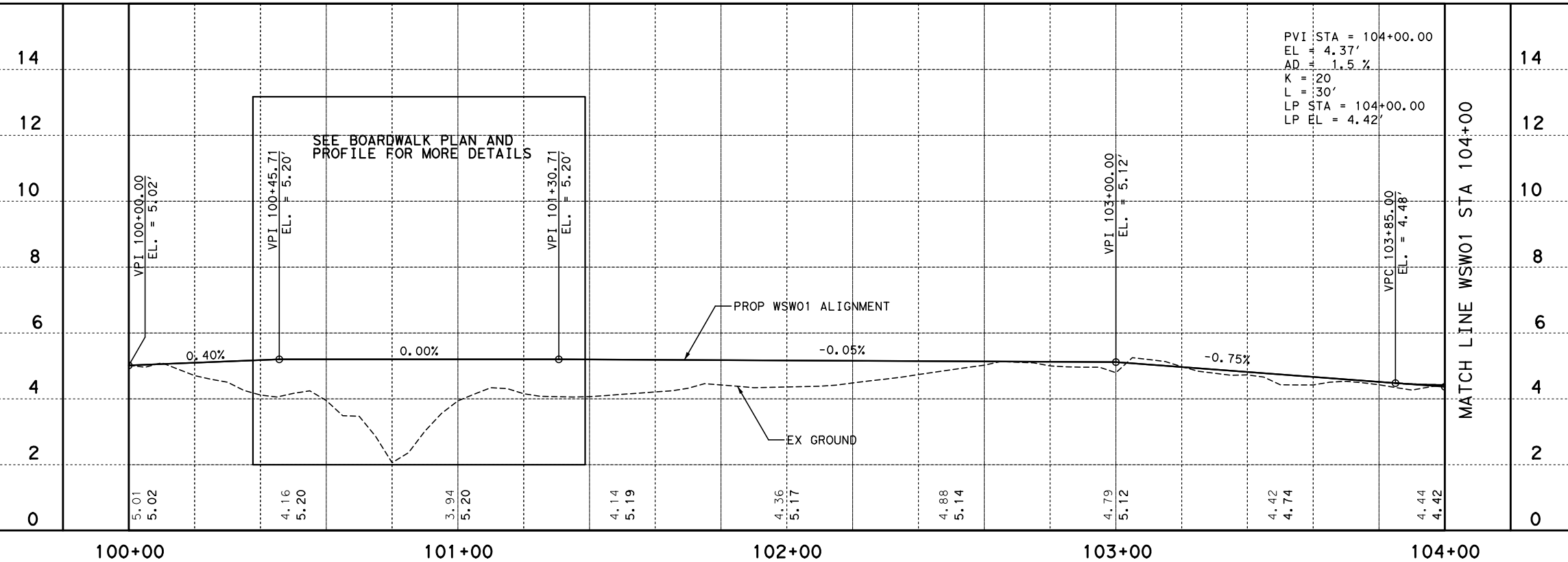
- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV
1	100+00.00	0	TIE-IN-PC	5.02
2	100+00.00	7.5	TIE-IN-PC	4.93
3	100+10.34	0	PT	5.06
4	100+10.34	6	PT	4.97
5	100+28.19	0	PC	5.13
6	100+28.19	6	PC	5.04
7	100+38.73	0	PRC	5.06
8	100+38.73	6	PRC	4.97

NO	STA	OFFSET	DESC	ELEV
9	100+45.71	0	BEGIN BOARDWALK	5.20
10	100+45.71	6	BEGIN BOARDWALK	5.20
11	101+30.71	0	END BOARDWALK	5.20
12	101+30.71	6	END BOARDWALK	5.20
13	101+46.21	0	PT	5.19
14	101+46.21	6	PT	5.10

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

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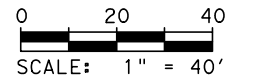
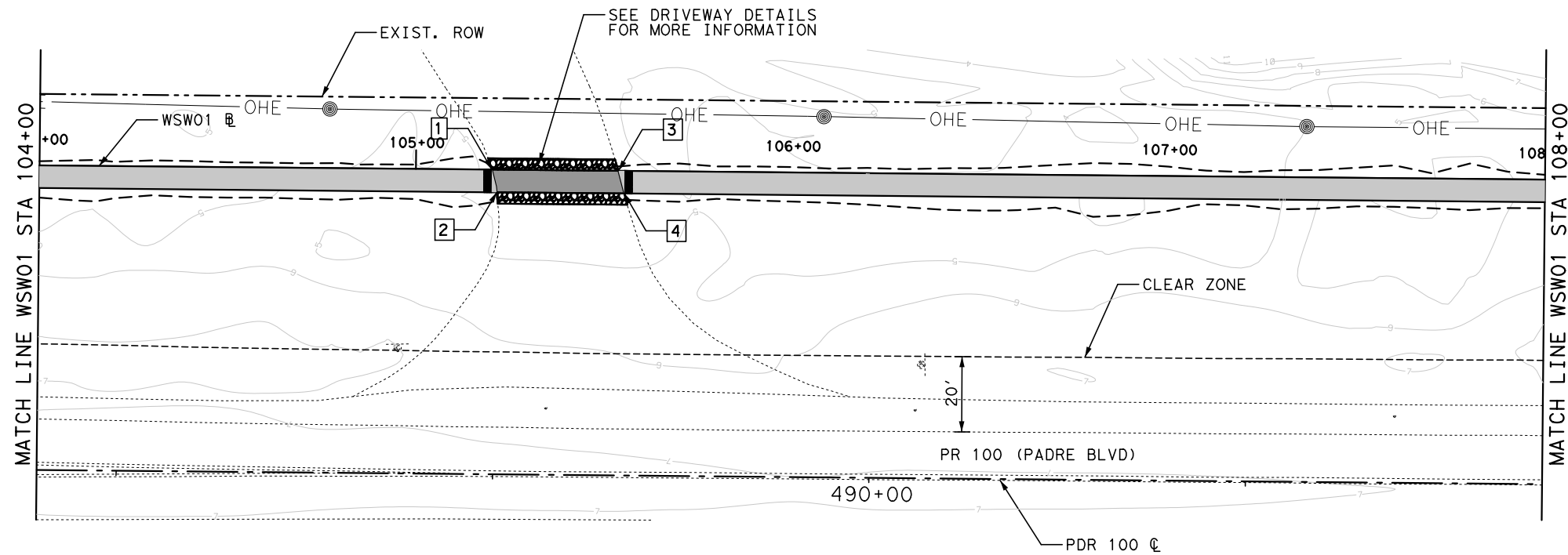
PR 100 ROADWAY IMPROVEMENTS

PAVING PLAN AND PROFILE

WSW01 @ WEST SIDEWALK
 STA 100+00 TO 104+00

SHEET 1 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		115



NOTE:

1. STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

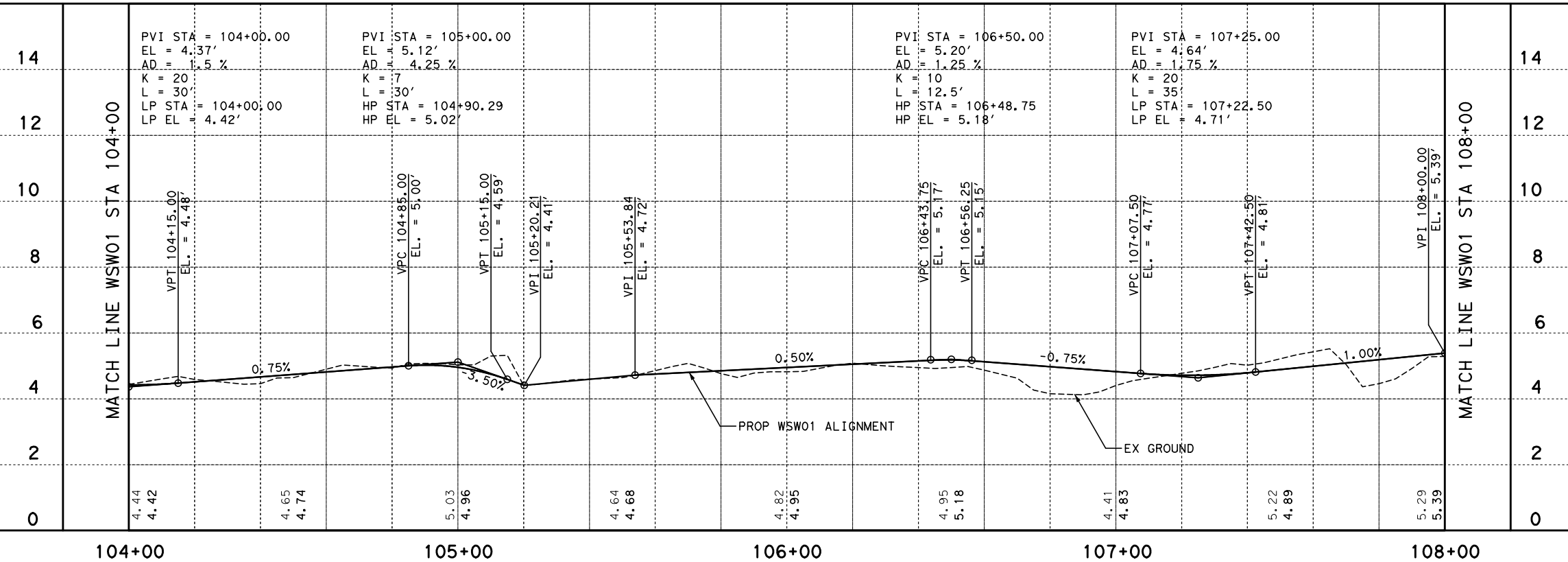
LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV
1	105+20.21	0	TIE-IN	4.41
2	105+21.52	6	TIE-IN	4.33
3	105+53.84	0	TIE-IN	4.72
4	105+55.45	6	TIE-IN	4.64

No.	Revision	By	Date

PLOTTED: 11/6/2018 2:54:10 PM 40,000 ft / in.
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 Engineer: RYAN DELMOTTE
 P.E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



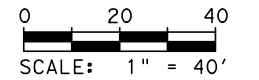
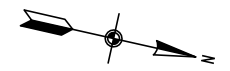
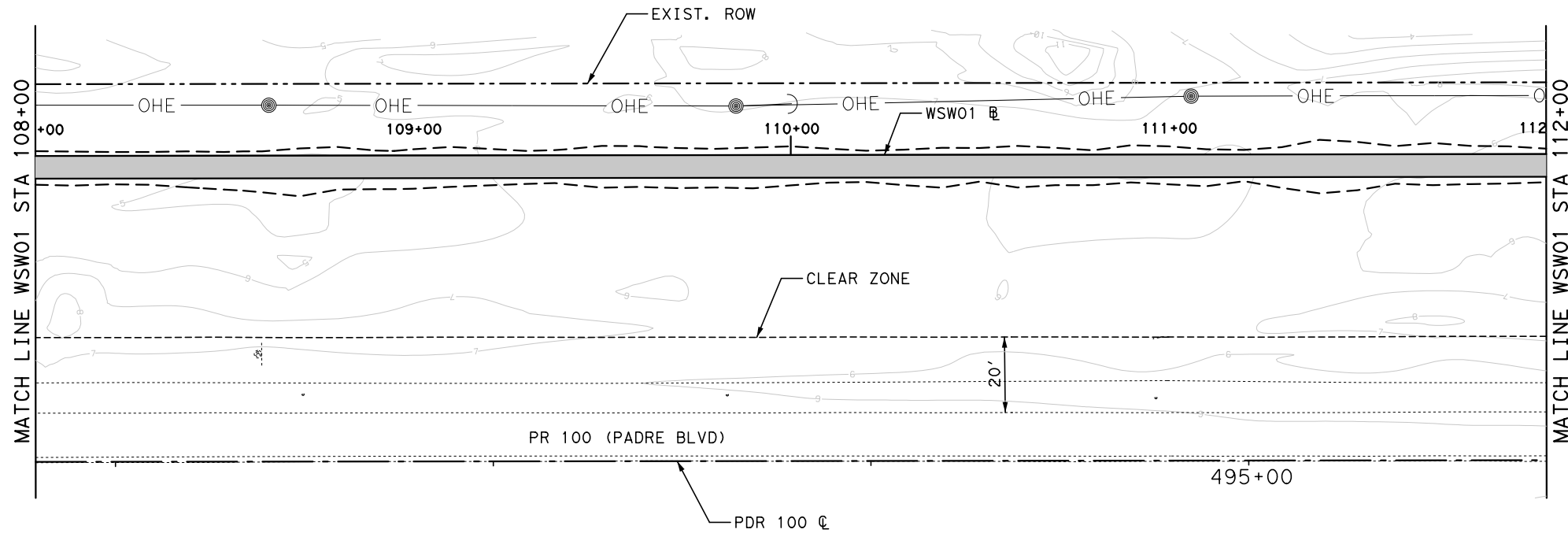
PR 100 ROADWAY IMPROVEMENTS

PAVING
PLAN AND PROFILE

WSW01 @ WEST SIDEWALK
STA 104+00 TO 108+00

SHEET 2 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A



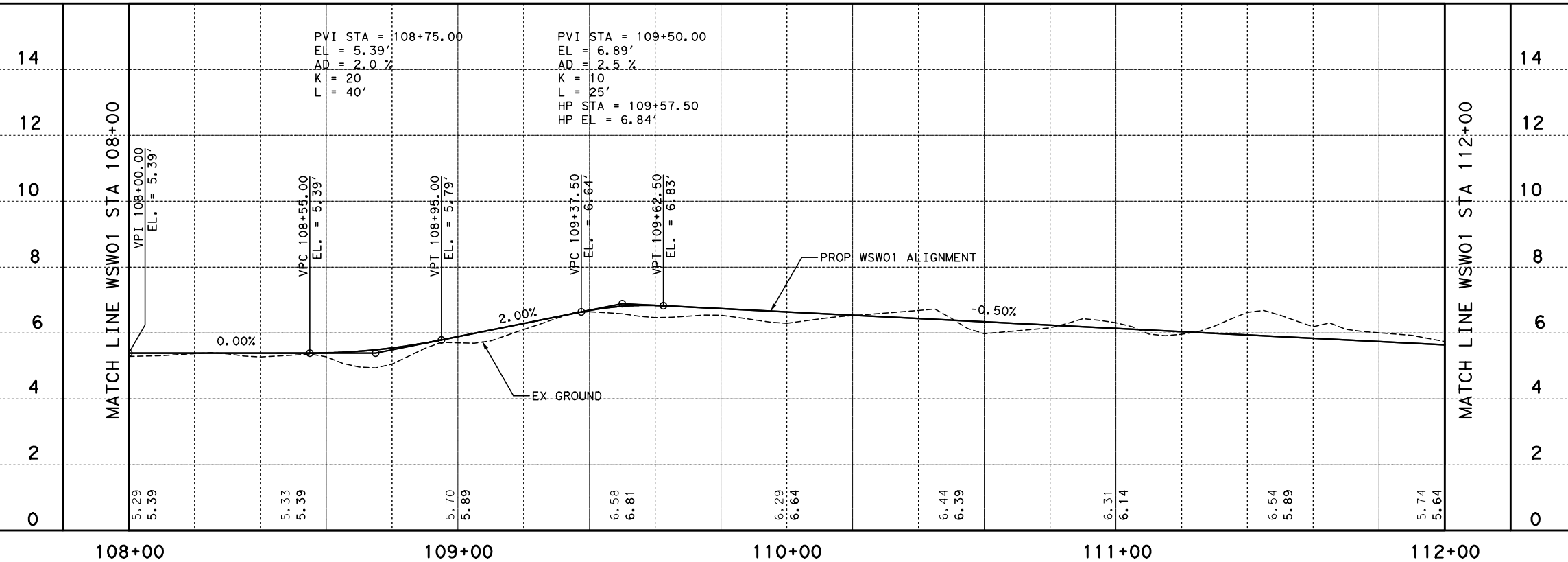
NOTE:

1. STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

No.	Revision	By	Date



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 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

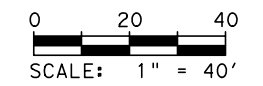
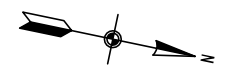
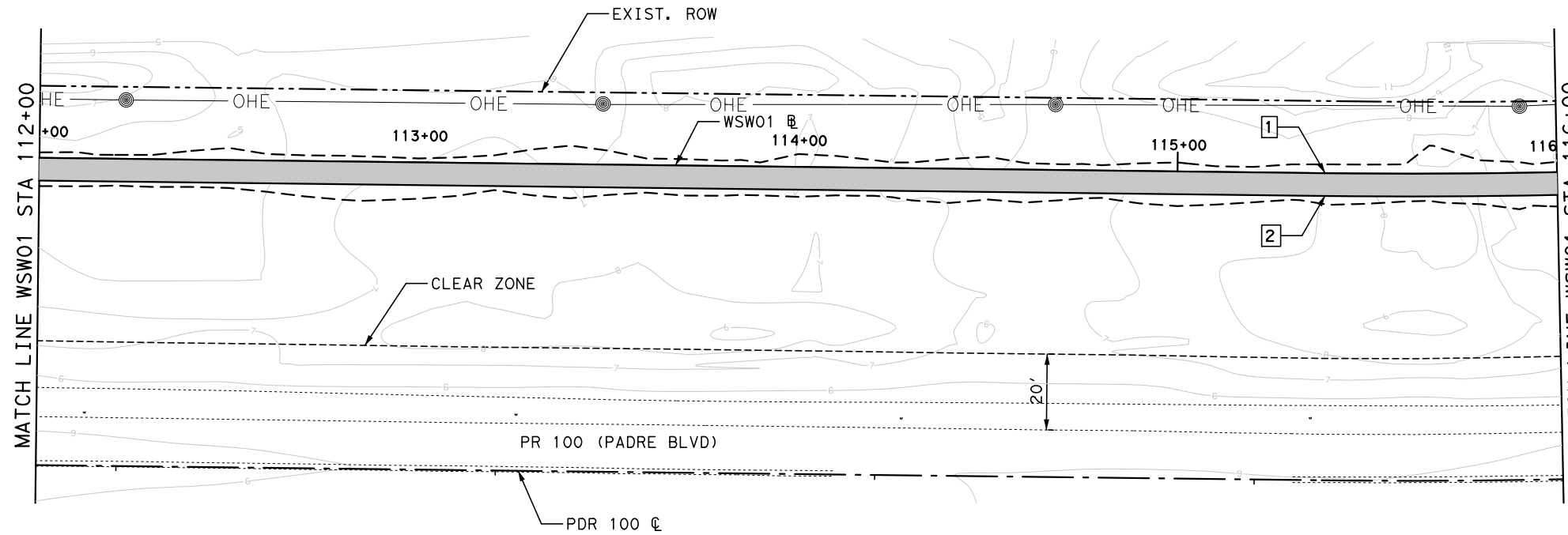
PAVING
 PLAN AND PROFILE

WSW01 @ WEST SIDEWALK
 STA 108+00 TO 112+00

SHEET 3 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A
SHEET NO.		117

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- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW @ UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

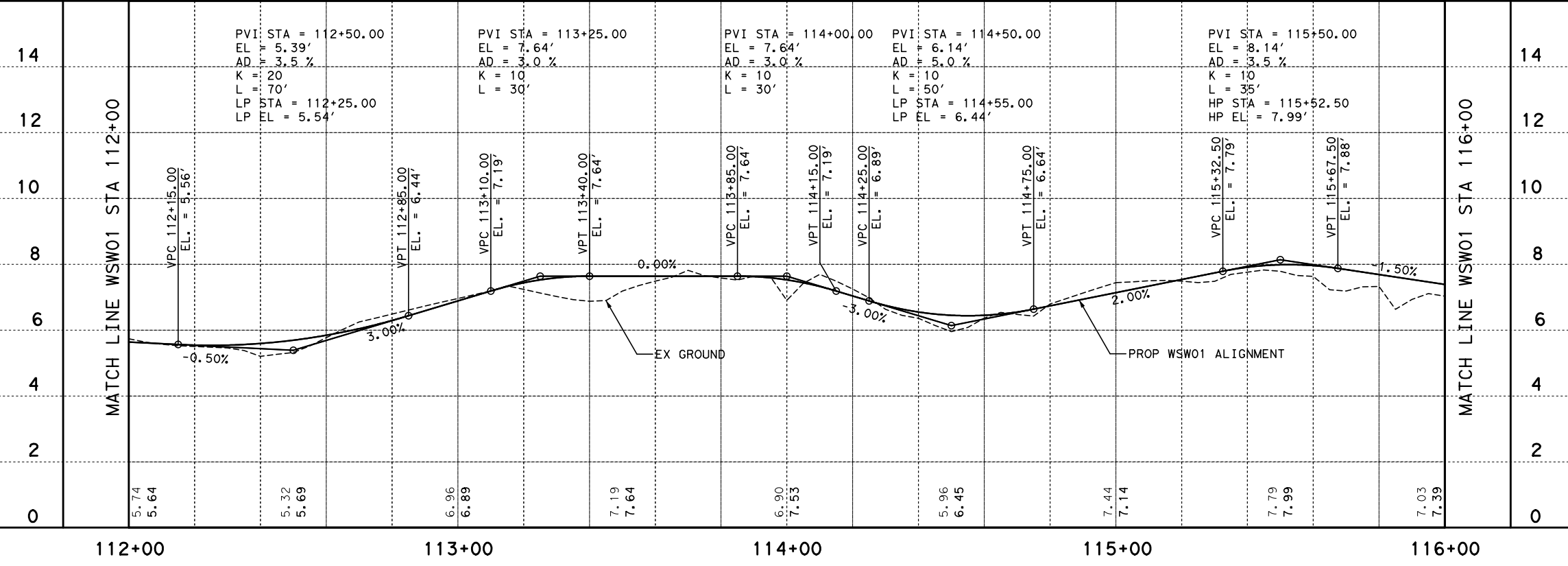
LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV
1	115+38.90	0	PC	7.90
2	115+38.90	6	PC	7.81

No.	Revision	By	Date

PLOTTED: 11/6/2018 2:54:16 PM 40.0011 ft / in.
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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P.E. No. 114242, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



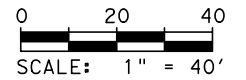
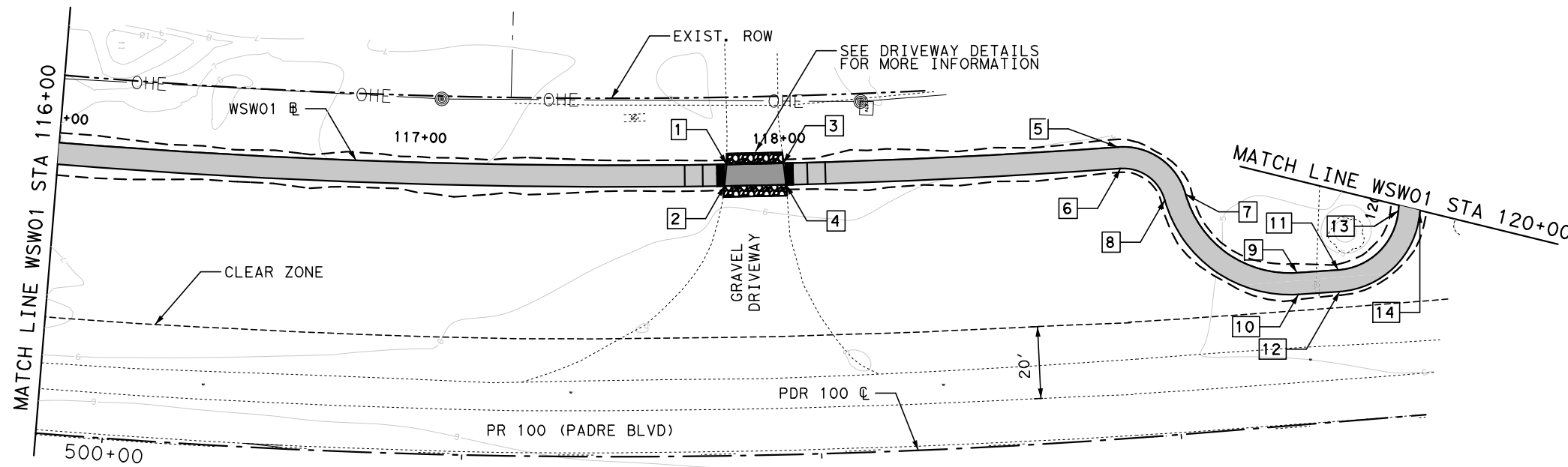
PR 100 ROADWAY IMPROVEMENTS

PAVING
 PLAN AND PROFILE

WSW1 @ WEST SIDEWALK
 STA 112+00 TO 116+00

SHEET 4 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		118



NOTE:

1. STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

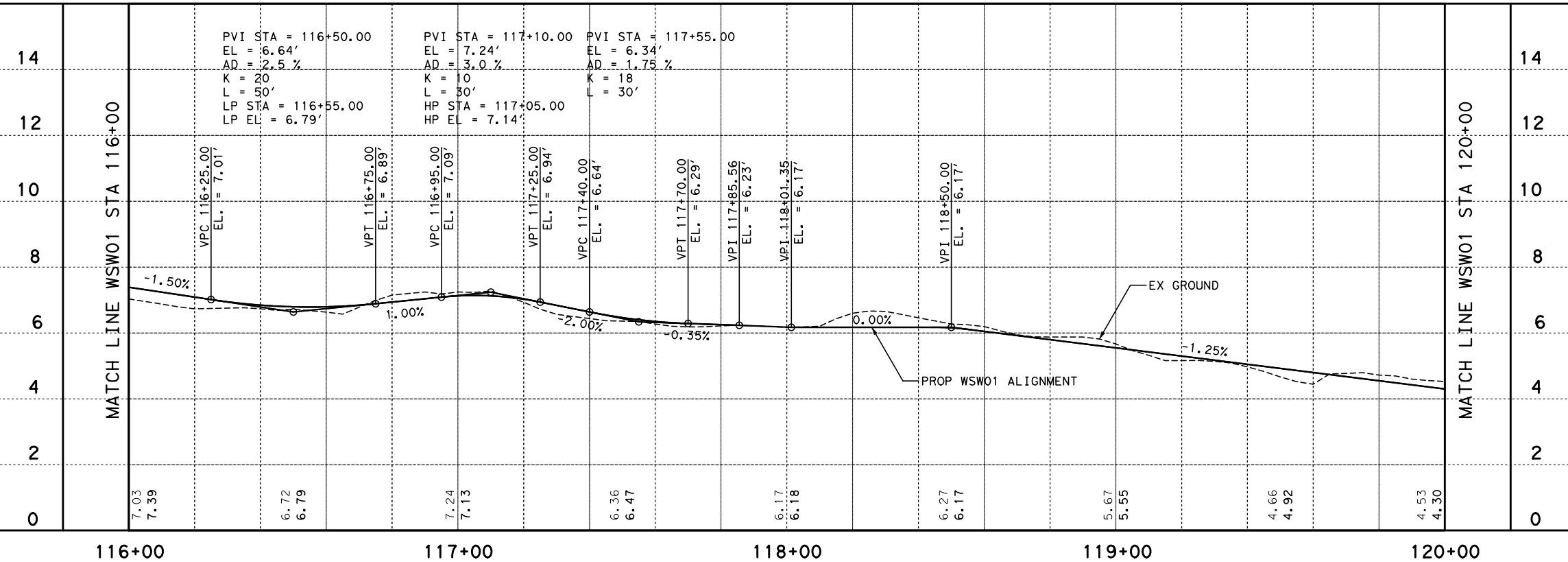
- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV
1	117+85.56	0	TIE-IN-PT	6.23
2	117+84.85	6	TIE-IN-PT	6.14
3	118+01.35	0	TIE-IN-PC	6.17
4	118+01.90	6	TIE-IN-PC	6.08
5	118+94.68	0	PCC	5.61
6	118+94.68	6	PCC	5.52

NO	STA	OFFSET	DESC	ELEV
7	119+19.19	0	PRC	5.31
8	119+19.19	6	PRC	5.22
9	119+60.20	0	PT	4.80
10	119+60.20	6	PT	4.71
11	119+71.68	0	PC	4.65
12	119+71.68	6	PC	4.56
13	119+97.20	0	PRC	4.33
14	119+97.20	6	PRC	4.24

No.	Revision	By	Date

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Kimley»Horn

Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018

Kimley»Horn

TPE REGISTERED ENGINEERING FIRM F-928



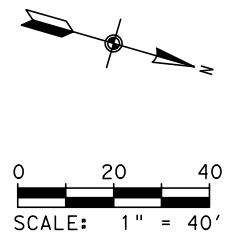
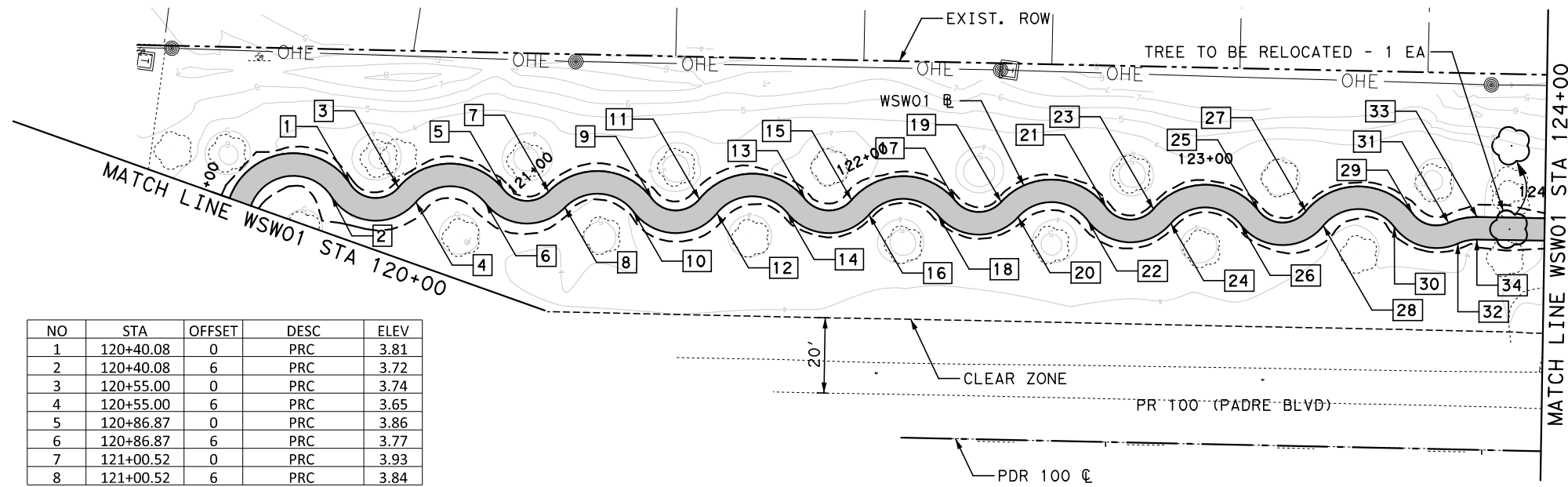
PR 100 ROADWAY IMPROVEMENTS

PAVING
PLAN AND PROFILE

WSW01 @ WEST SIDEWALK
STA 116+00 TO 120+00

SHEET 5 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
		SHEET NO.
		119



NOTE:

1. STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

No.	Revision	By	Date

NO	STA	OFFSET	DESC	ELEV
1	120+40.08	0	PRC	3.81
2	120+40.08	6	PRC	3.72
3	120+55.00	0	PRC	3.74
4	120+55.00	6	PRC	3.65
5	120+86.87	0	PRC	3.86
6	120+86.87	6	PRC	3.77
7	121+00.52	0	PRC	3.93
8	121+00.52	6	PRC	3.84

NO	STA	OFFSET	DESC	ELEV
9	121+31.71	0	PRC	4.08
10	121+31.71	6	PRC	3.99
11	121+46.34	0	PRC	4.15
12	121+46.34	6	PRC	4.06
13	121+78.65	0	PRC	3.96
14	121+78.65	6	PRC	3.87
15	121+92.74	0	PRC	3.85
16	121+92.74	6	PRC	3.76

NO	STA	OFFSET	DESC	ELEV
17	122+24.20	0	PRC	3.62
18	122+24.20	6	PRC	3.53
19	122+37.98	0	PRC	3.51
20	122+37.98	6	PRC	3.42
21	122+69.98	0	PRC	3.42
22	122+69.98	6	PRC	3.33
23	122+84.47	0	PRC	3.42
24	122+84.47	6	PRC	3.33

NO	STA	OFFSET	DESC	ELEV
25	123+16.51	0	PRC	3.42
26	123+16.51	6	PRC	3.33
27	123+30.88	0	PRC	3.49
28	123+30.88	6	PRC	3.40
29	123+63.52	0	PRC	3.87
30	123+63.52	6	PRC	3.78
31	123+74.25	0	PRC	3.99
32	123+74.25	6	PRC	3.90
33	123+82.05	0	PT	4.08
34	123+82.05	6	PT	3.99

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Engineer: RYAN DELMOTTE
P.E. No. 114242, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

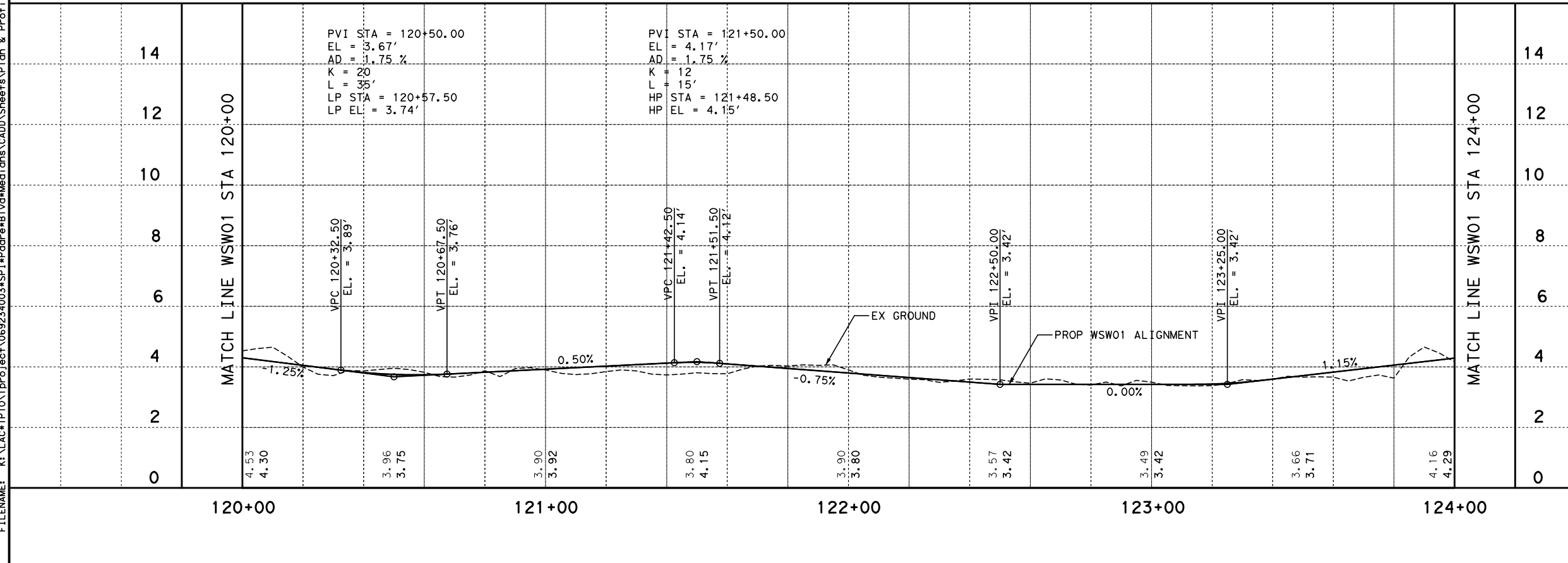
PAVING
PLAN AND PROFILE

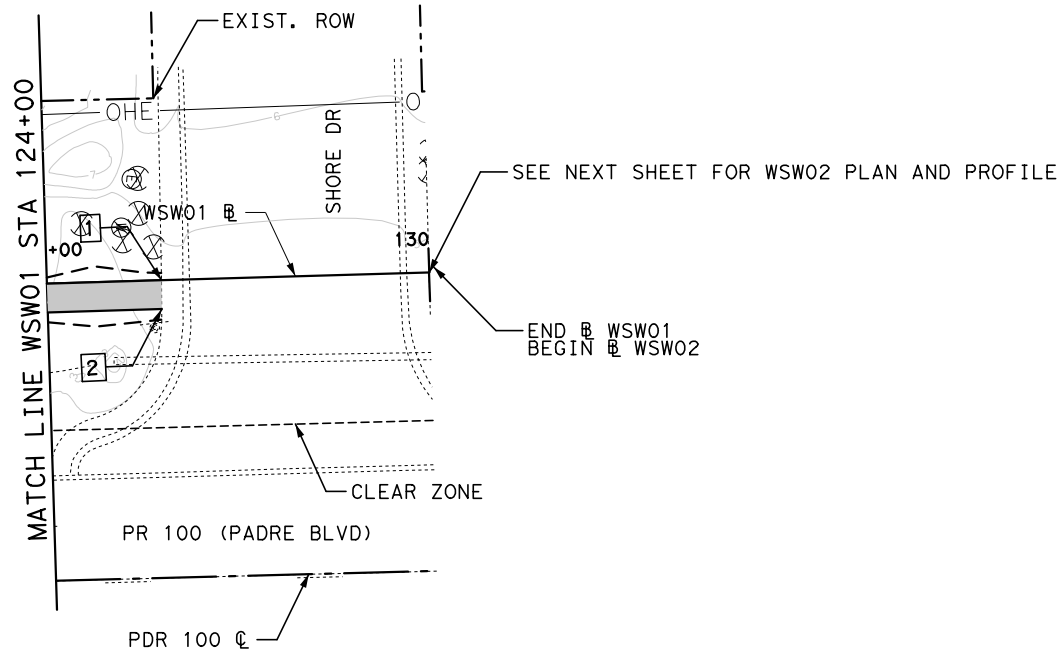
WSW 01 @ WEST SIDEWALK
STA 120+00 TO 124+00

SHEET 6 OF 15

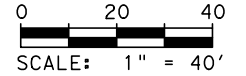
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		120

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NO	STA	OFFSET	DESC	ELEV
1	124+23.90	0	TIE-IN	4.56
2	124+23.76	6	TIE-IN	4.47



NOTE:

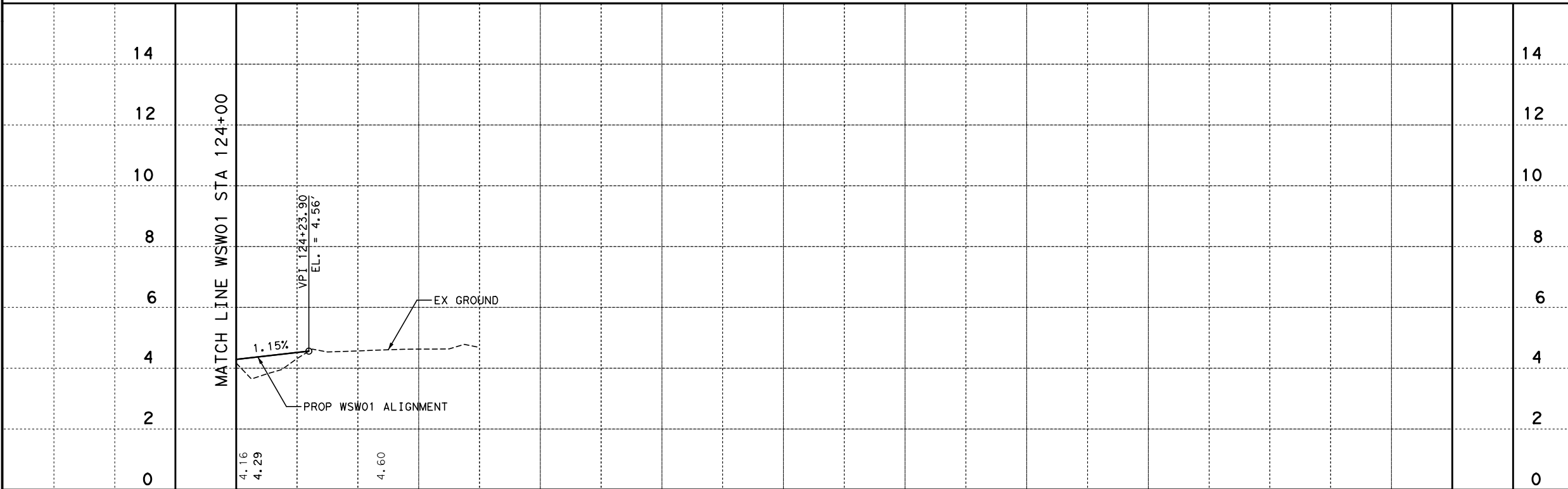
1. STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

No.	Revision	By	Date

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 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



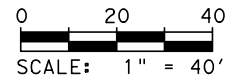
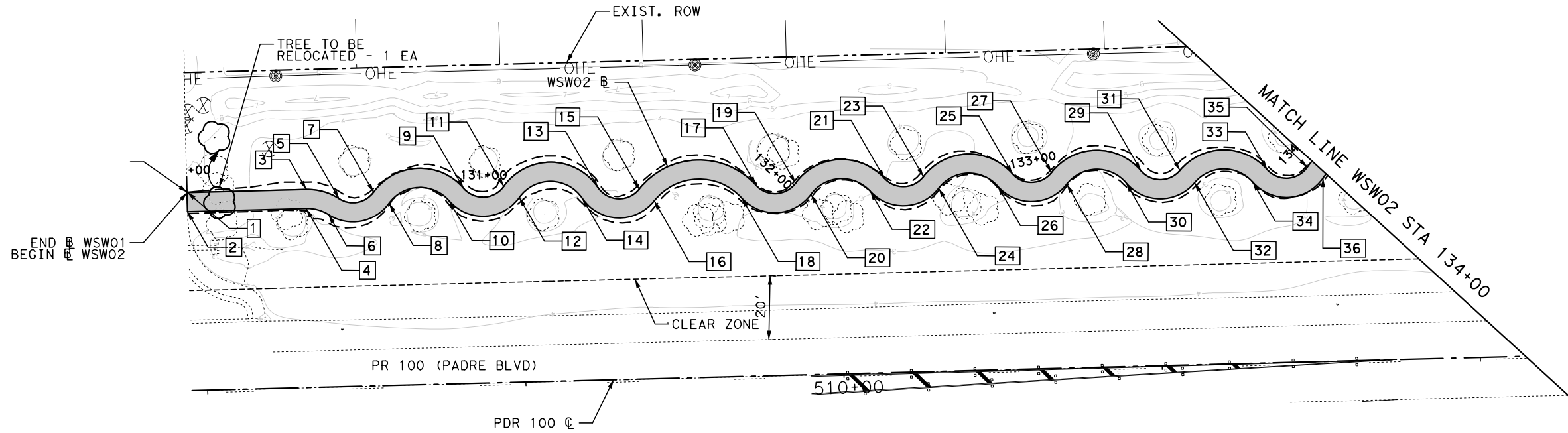
PR 100 ROADWAY IMPROVEMENTS

PAVING
 PLAN AND PROFILE

WSW01 @ WEST SIDEWALK
 STA 124+00 TO 124+79.69

SHEET 7 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A



NOTE:

1. STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV
1	130+00.00	0	TIE-IN	4.67
2	130+00.00	6	TIE-IN	4.58
3	130+37.52	0	PC	3.92
4	130+37.52	6	PC	3.83
5	130+48.33	0	PRC	3.70
6	130+48.33	6	PRC	3.61
7	130+60.52	0	PRC	3.46
8	130+60.52	6	PRC	3.37

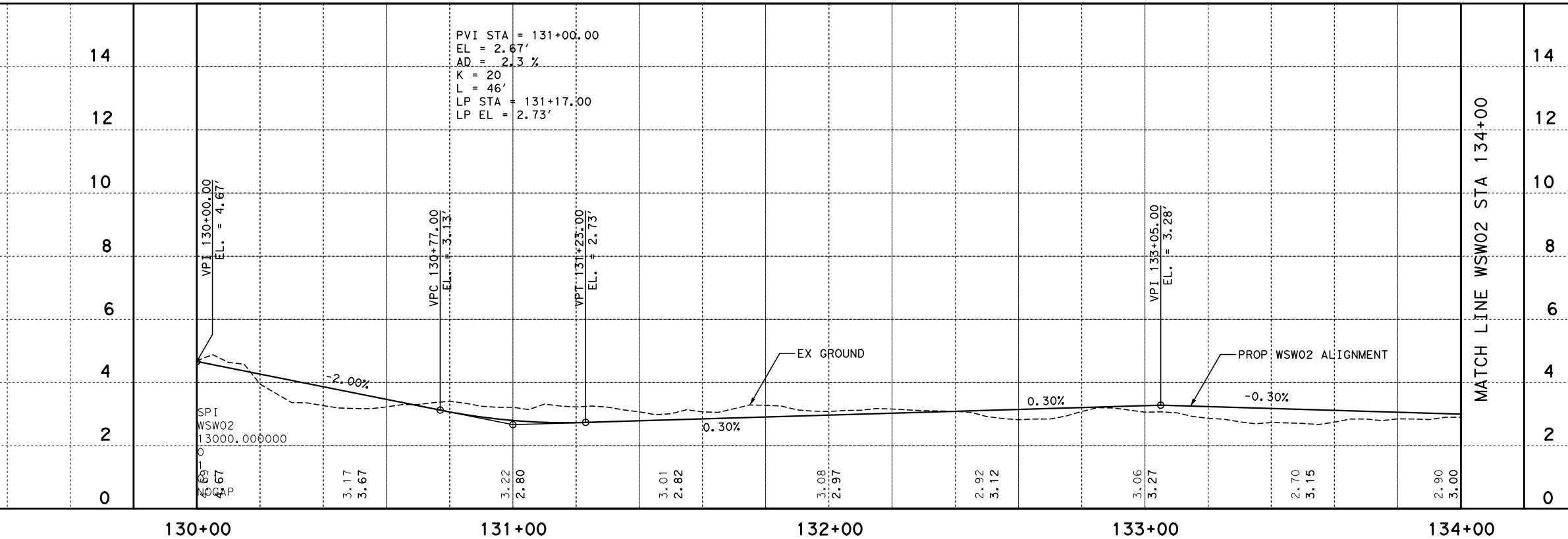
NO	STA	OFFSET	DESC	ELEV
9	130+93.12	0	PRC	2.87
10	130+93.12	6	PRC	2.78
11	131+07.66	0	PRC	2.75
12	131+07.66	6	PRC	2.66
13	131+42.47	0	PRC	2.79
14	131+42.47	6	PRC	2.70
15	131+57.54	0	PRC	2.84
16	131+57.54	6	PRC	2.75

NO	STA	OFFSET	DESC	ELEV
17	131+99.34	0	PRC	2.96
18	131+99.34	6	PRC	2.87
19	132+13.58	0	PRC	3.01
20	132+13.58	6	PRC	2.92
21	132+45.58	0	PRC	3.10
22	132+45.58	6	PRC	3.01
23	132+59.61	0	PRC	3.14
24	132+59.61	6	PRC	3.05

NO	STA	OFFSET	DESC	ELEV
25	132+91.53	0	PRC	3.24
26	132+91.53	6	PRC	3.15
27	133+05.67	0	PRC	3.28
28	133+05.67	6	PRC	3.19
29	133+37.82	0	PRC	3.18
30	133+37.82	6	PRC	3.09
31	133+51.82	0	PRC	3.14
32	133+51.82	6	PRC	3.05
33	133+82.99	0	PRC	3.05
34	133+82.99	6	PRC	2.96
35	133+97.55	0	PRC	3.00
36	133+97.55	6	PRC	2.91

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



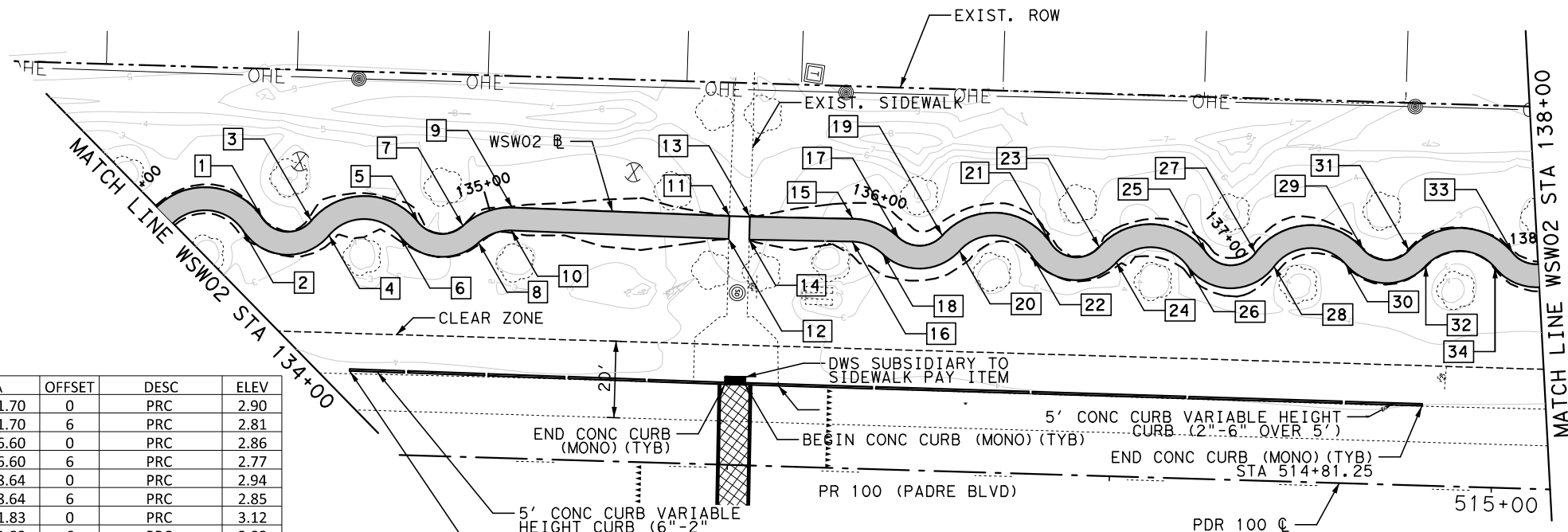
PR 100 ROADWAY IMPROVEMENTS

PAVING
PLAN AND PROFILE

WSW02 @ WEST SIDEWALK
STA 130+00 TO 134+00

SHEET 8 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		122



NO	STA	OFFSET	DESC	ELEV
1	134+31.70	0	PRC	2.90
2	134+31.70	6	PRC	2.81
3	134+46.60	0	PRC	2.86
4	134+46.60	6	PRC	2.77
5	134+78.64	0	PRC	2.94
6	134+78.64	6	PRC	2.85
7	134+91.83	0	PRC	3.12
8	134+91.83	6	PRC	3.03

NO	STA	OFFSET	DESC	ELEV
9	135+05.93	0	PT	3.41
10	135+05.93	6	PT	3.32
11	135+62.83	0	TIE-IN	5.52
12	135+62.83	6	TIE-IN	5.43
13	135+68.16	0	TIE-IN	5.53
14	135+68.16	6	TIE-IN	5.44
15	135+95.11	0	PC	4.72
16	135+95.11	6	PC	4.63

NO	STA	OFFSET	DESC	ELEV
17	136+08.34	0	PRC	4.32
18	136+08.34	6	PRC	4.23
19	136+21.11	0	PRC	3.94
20	136+21.11	6	PRC	3.85
21	136+54.03	0	PRC	3.06
22	136+54.03	6	PRC	2.97
23	136+68.65	0	PRC	2.80
24	136+68.65	6	PRC	2.71

NO	STA	OFFSET	DESC	ELEV
25	137+00.75	0	PRC	2.49
26	137+00.75	6	PRC	2.40
27	137+15.77	0	PRC	2.48
28	137+15.77	6	PRC	2.39
29	137+48.16	0	PRC	2.69
30	137+48.16	6	PRC	2.60
31	137+61.72	0	PRC	2.79
32	137+61.72	6	PRC	2.70
33	137+92.51	0	PRC	3.02
34	137+92.51	6	PRC	2.93

NOTE:

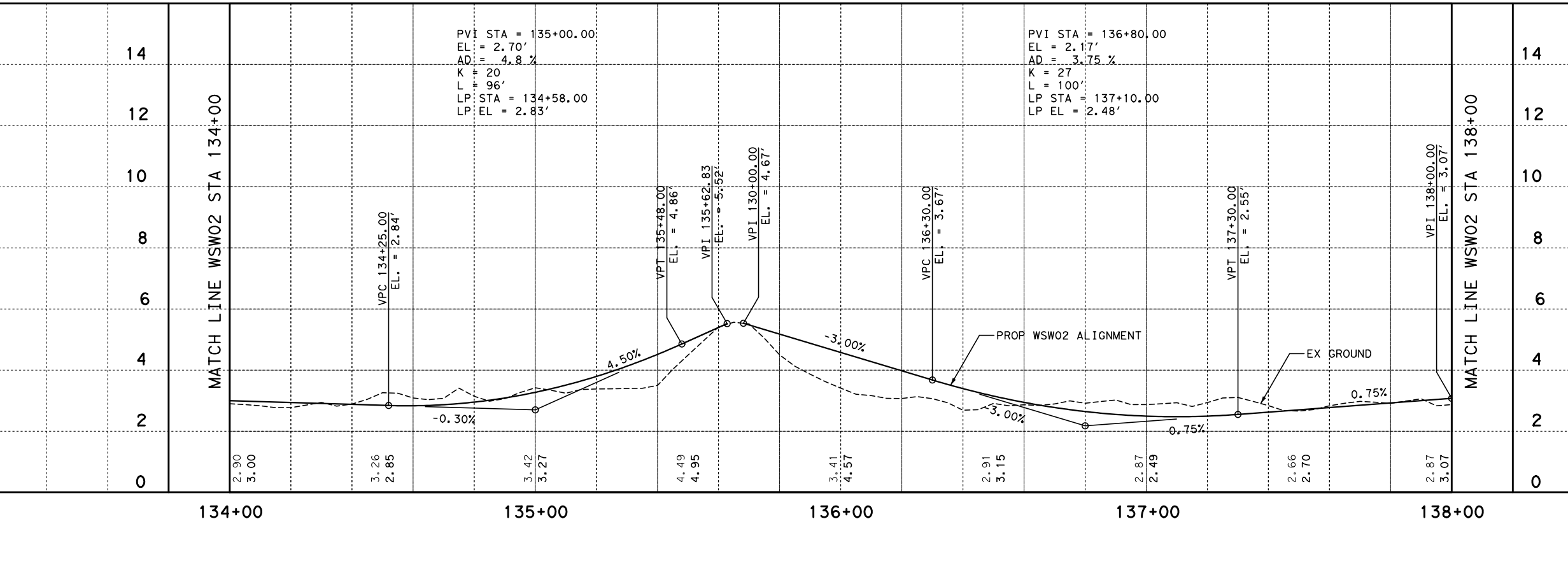
- STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW @ UNLESS OTHERWISE NOTED.
- SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
- CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

No.	Revision	By	Date

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Kimley»Horn
Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928

South Padre Island

Texas Department of Transportation
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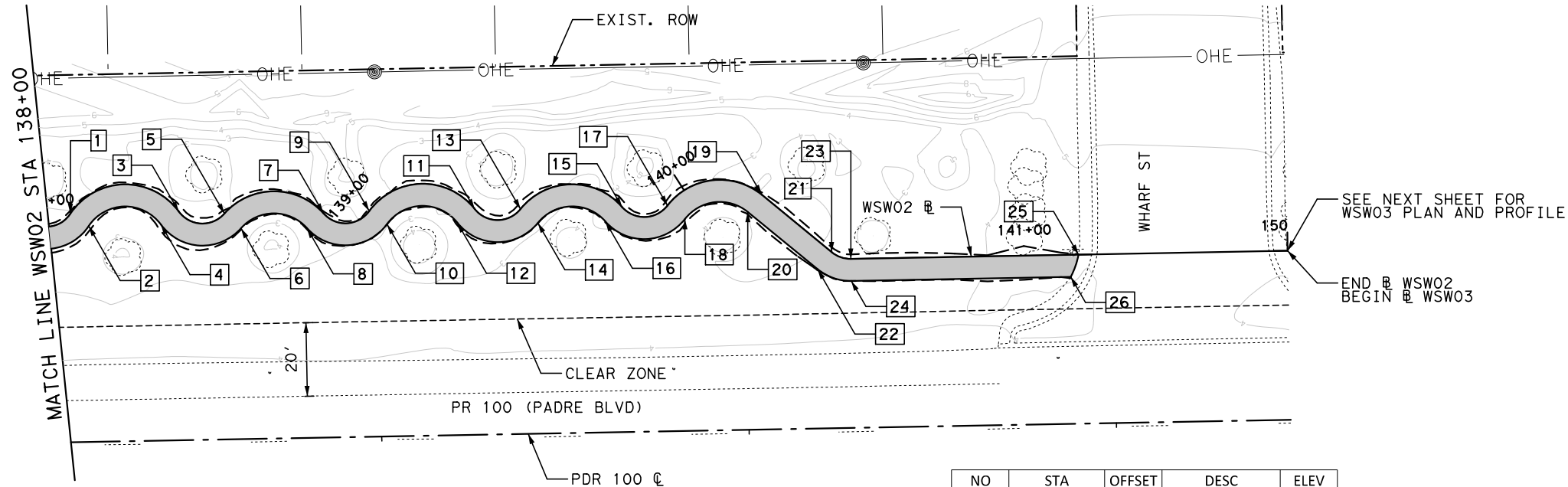
PR 100 ROADWAY IMPROVEMENTS

PAVING
PLAN AND PROFILE

WSW02 @ WEST SIDEWALK
STA 134+00 TO 138+00

SHEET 9 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		123



- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW02 UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

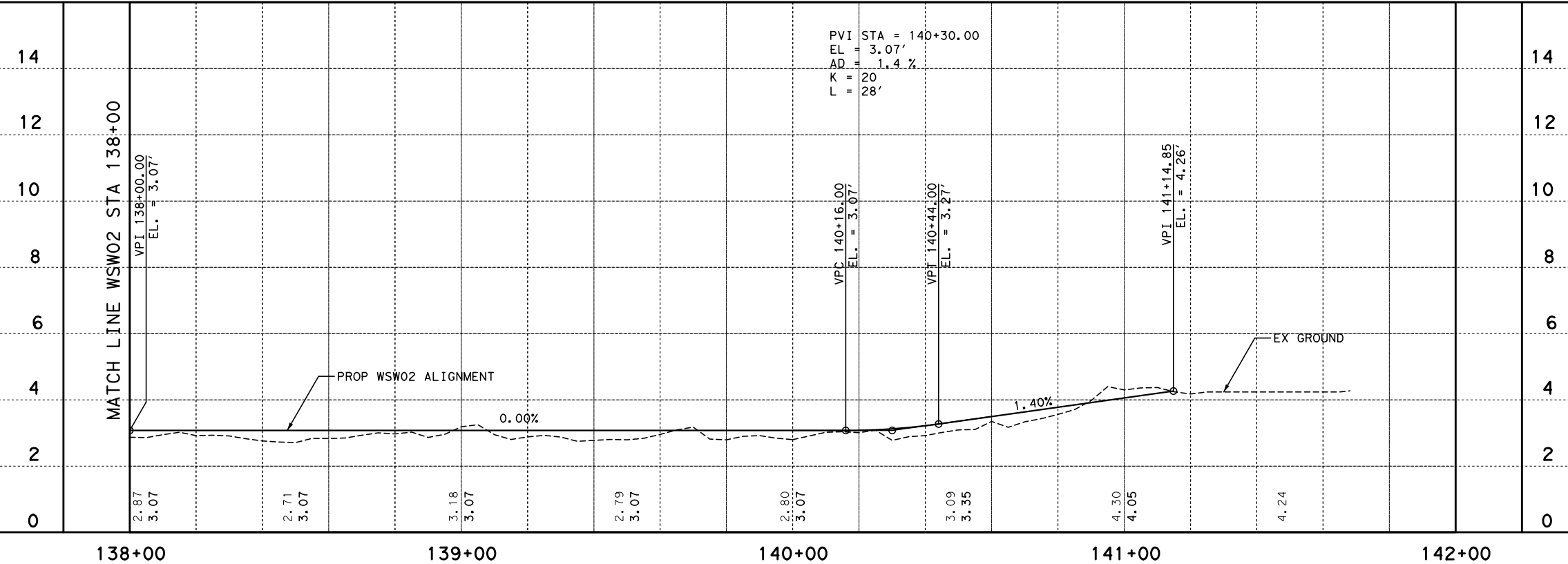
NO	STA	OFFSET	DESC	ELEV
1	138+07.04	0	TIE-IN	3.07
2	138+07.04	6	TIE-IN	2.98
3	138+41.60	0	PC	3.07
4	138+41.60	6	PC	2.98
5	138+55.89	0	PRC	3.07
6	138+55.89	6	PRC	2.98
7	138+86.32	0	PRC	3.07
8	138+86.32	6	PRC	2.98
9	139+00.62	0	PRC	3.07
10	139+00.62	6	PRC	2.98
11	139+33.83	0	PRC	3.07
12	139+33.83	6	PRC	2.98

NO	STA	OFFSET	DESC	ELEV
13	139+48.21	0	TIE-IN	3.07
14	139+48.21	6	TIE-IN	2.98
15	139+79.70	0	PC	3.07
16	139+79.70	6	PC	2.98
17	139+93.84	0	PRC	3.07
18	139+93.84	6	PRC	2.98
19	140+22.64	0	PT	3.09
20	140+22.64	6	PT	3.00
21	140+47.23	0	PC	3.32
22	140+47.23	6	PC	3.23
23	140+52.87	0	PT	3.40
24	140+52.87	6	PT	3.31
25	141+14.85	0	TIE-IN	4.26
26	141+12.61	6	TIE-IN	4.14

- LEGEND
- PROP 4" SIDEWALK
 - PROP 6" SIDEWALK
 - PROP GRAVEL BACKFILL
 - LIMITS OF GRADING

No.	Revision	By	Date

PLOTTED: 11/6/2018 2:55:18 PM 40,000 ft / in.
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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928

South Padre Island

Texas Department of Transportation
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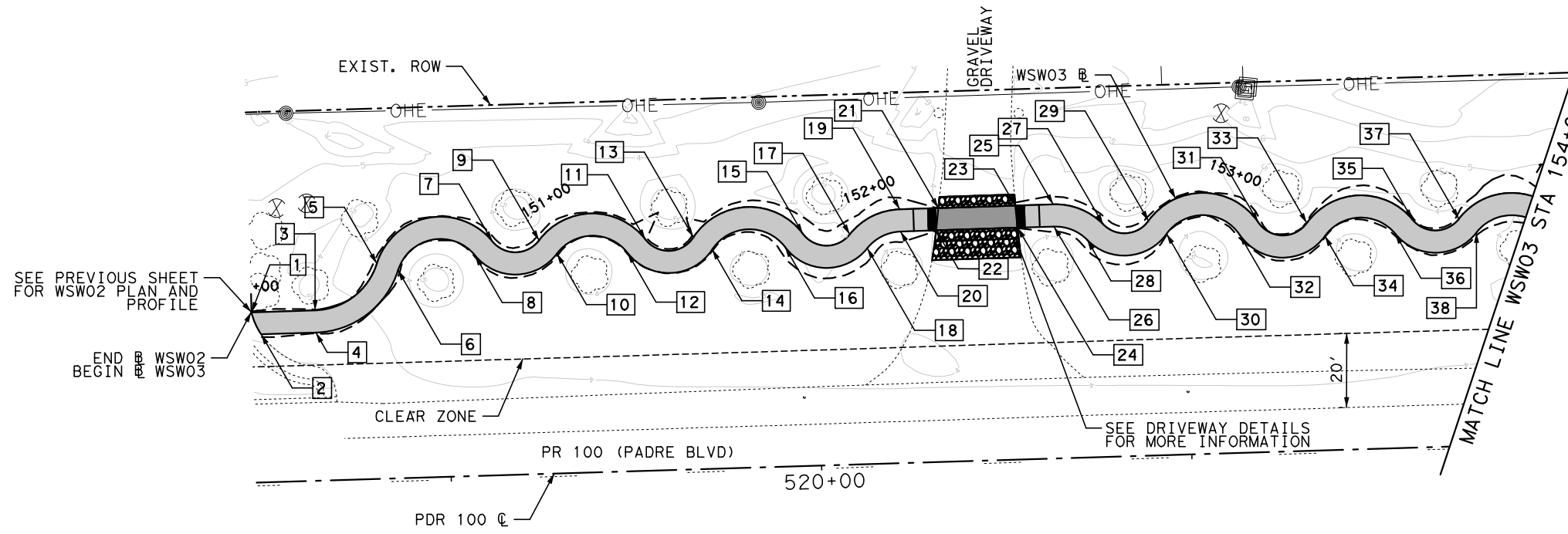
PR 100 ROADWAY IMPROVEMENTS

PAVING PLAN AND PROFILE

WSW02 @ WEST SIDEWALK
 STA 138+00 TO 141+68.07

SHEET 10 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		124



NO	STA	OFFSET	DESC	ELEV
33	153+26.70	0	PRC	3.44
34	153+26.70	6	PRC	3.35
35	153+59.64	0	PRC	3.51
36	153+59.64	6	PRC	3.42
37	153+74.02	0	PRC	3.57
38	153+74.02	6	PRC	3.48

- NOTE:
- STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW @ UNLESS OTHERWISE NOTED.
 - SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 - CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

NO	STA	OFFSET	DESC	ELEV
1	150+00.00	0	TIE-IN	4.24
2	150+02.40	6	TIE-IN	4.01
3	150+17.18	0	PC	4.11
4	150+17.18	6	PC	4.02
5	150+39.48	0	PRC	3.95
6	150+39.48	6	PRC	3.86
7	150+78.33	0	PRC	3.65
8	150+78.33	6	PRC	3.56

NO	STA	OFFSET	DESC	ELEV
9	150+92.89	0	PRC	3.55
10	150+92.89	6	PRC	3.46
11	151+26.06	0	PRC	3.36
12	151+26.06	6	PRC	3.27
13	151+41.30	0	PRC	3.38
14	151+41.30	6	PRC	3.29
15	151+75.93	0	PRC	3.71
16	151+75.93	6	PRC	3.62

NO	STA	OFFSET	DESC	ELEV
17	151+90.56	0	PRC	3.96
18	151+90.56	6	PRC	3.87
19	152+06.15	0	PT	4.25
20	152+06.15	6	PT	4.16
21	152+16.53	0	TIE-IN	4.44
22	152+15.73	6	TIE-IN	4.34
23	152+37.33	0	TIE-IN	4.47
24	152+37.74	6	TIE-IN	4.37

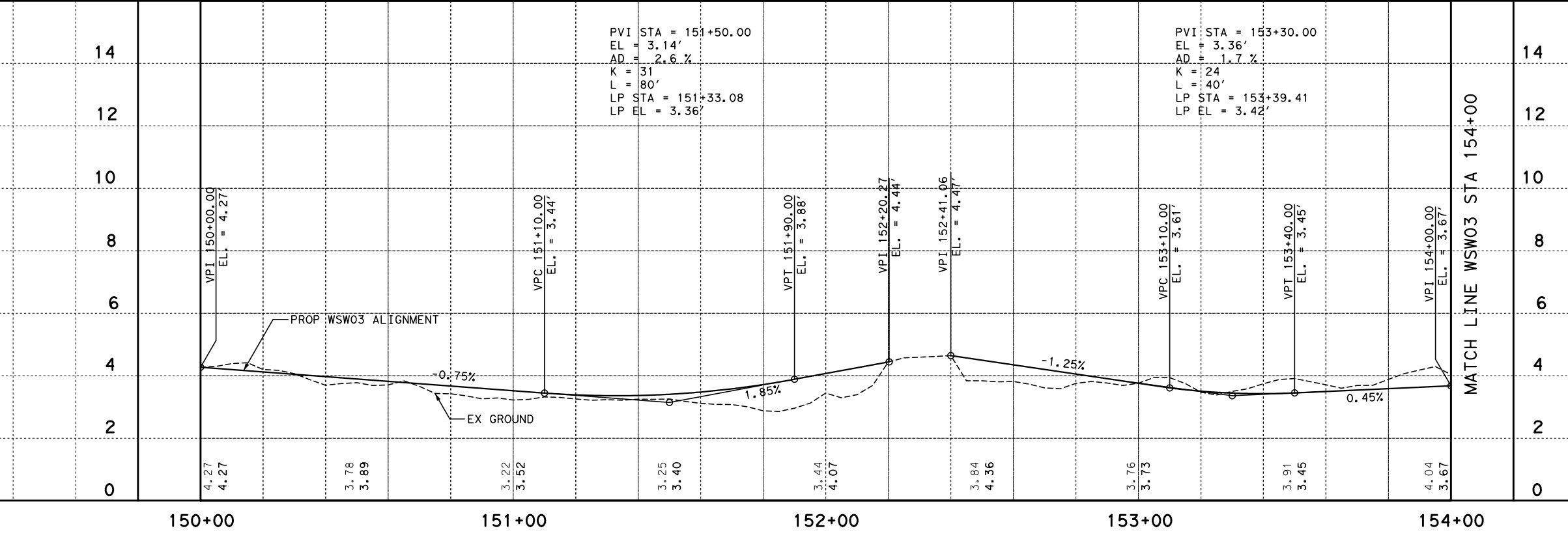
NO	STA	OFFSET	DESC	ELEV
25	152+47.58	0	PC	4.34
26	152+47.58	6	PC	4.25
27	152+62.54	0	PRC	4.15
28	152+62.54	6	PRC	4.06
29	152+76.54	0	PRC	3.98
30	152+76.54	6	PRC	3.89
31	153+11.29	0	PRC	3.55
32	153+11.29	6	PRC	3.46

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

No.	Revision	By	Date

PLOTTED: 11/6/2018 2:55:38 PM 40,000 ft / in.
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Kimley»Horn

Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018

Kimley»Horn

TPE REGISTERED ENGINEERING FIRM F-928

South Padre Island

Texas Department of Transportation
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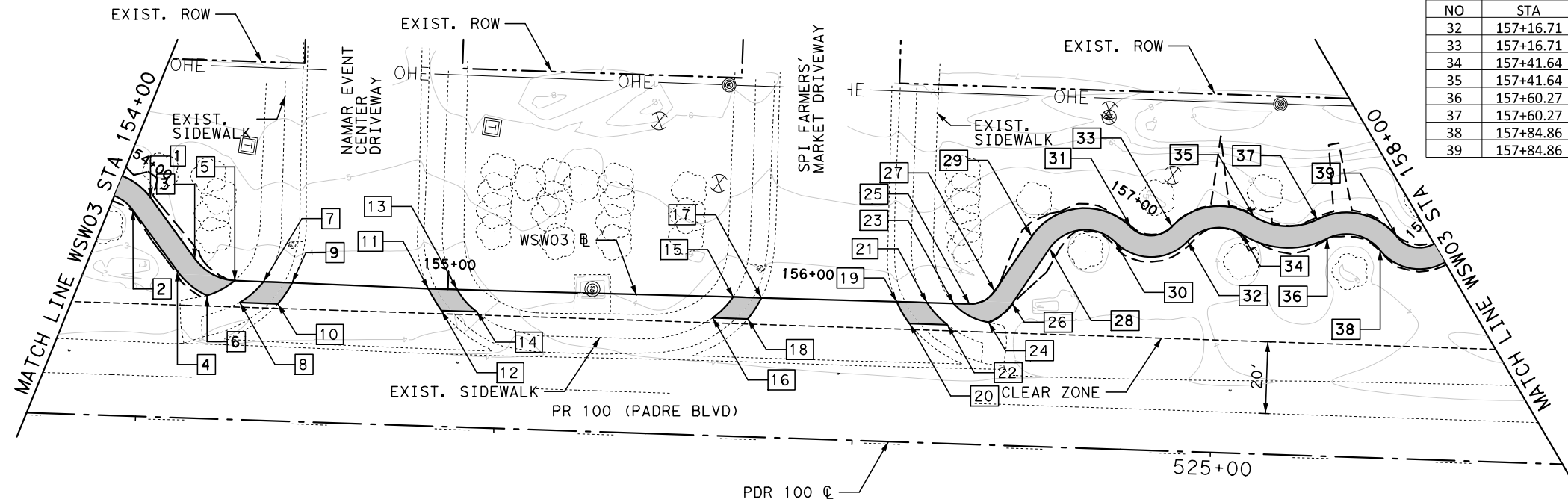
PR 100 ROADWAY IMPROVEMENTS

PAVING
PLAN AND PROFILE

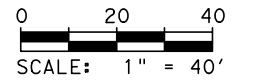
WSW03 @ WEST SIDEWALK
STA 150+00 TO 154+00

SHEET 11 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A



NO	STA	OFFSET	DESC	ELEV
32	157+16.71	6	PRC	4.01
33	157+16.71	0	PRC	4.10
34	157+41.64	6	PRC	3.81
35	157+41.64	0	PRC	3.90
36	157+60.27	6	PRC	3.82
37	157+60.27	0	PRC	3.91
38	157+84.86	6	PRC	3.89
39	157+84.86	0	PRC	3.98



NOTE:

- STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW @ UNLESS OTHERWISE NOTED.
- SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
- CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV
1	154+06.30	0	PT	3.67
2	154+06.30	6	PT	3.58
3	154+27.30	0	PC	3.67
4	154+27.30	6	PC	3.58
5	154+40.47	0	PT-TIE-IN	3.67
6	154+35.02	6	PT-TIE-IN	3.58
7	154+48.46	0	TIE-IN	3.68
8	154+42.10	6	TIE-IN	3.59

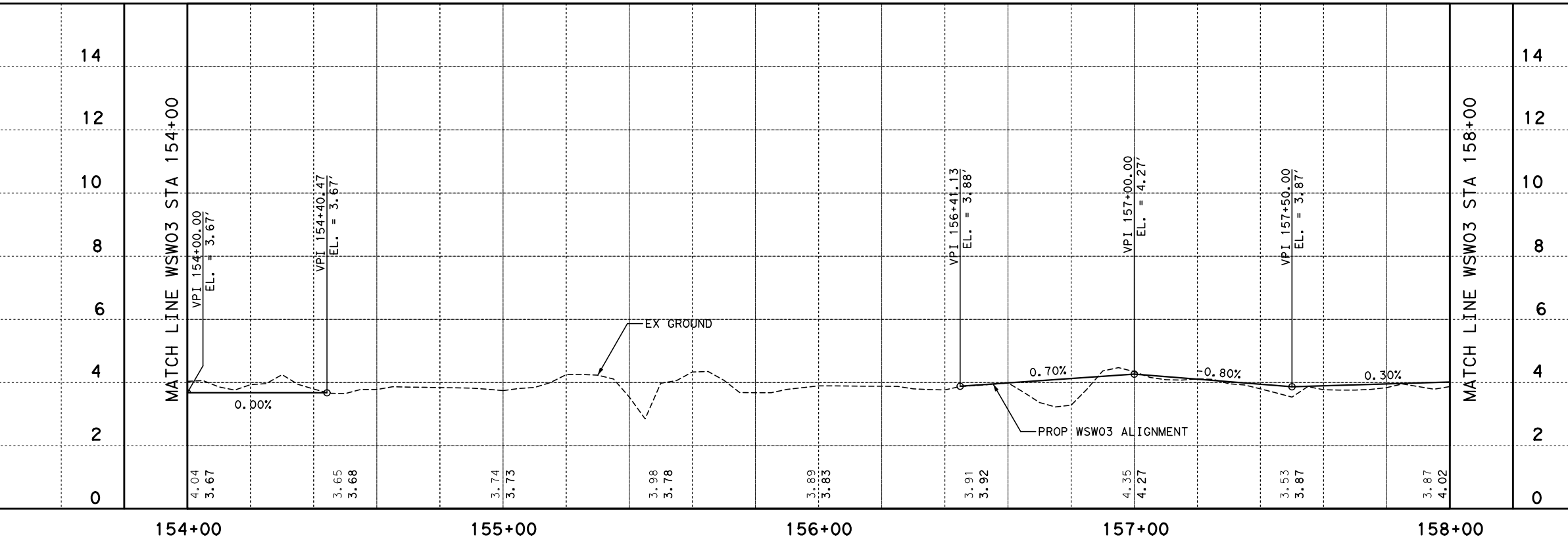
NO	STA	OFFSET	DESC	ELEV
9	154+56.47	0	TIE-IN	3.69
10	154+52.70	6	TIE-IN	3.60
11	154+94.54	0	TIE-IN	3.73
12	154+98.39	6	TIE-IN	3.64
13	155+02.58	0	TIE-IN	3.74
14	155+08.21	6	TIE-IN	3.65
15	155+79.56	0	TIE-IN	3.82
16	155+74.04	6	TIE-IN	3.72

NO	STA	OFFSET	DESC	ELEV
17	155+87.49	0	TIE-IN	3.82
18	155+83.80	6	TIE-IN	3.73
19	156+25.21	0	TIE-IN	3.86
20	156+28.98	6	TIE-IN	3.78
21	156+33.67	0	TIE-IN	3.87
22	156+39.52	6	TIE-IN	3.79
23	156+41.13	0	TIE-IN	3.88
24	156+48.75	6	PC-TIE-IN	3.79

NO	STA	OFFSET	DESC	ELEV
25	156+45.52	0	PC	3.91
26	156+53.69	6	PT	3.88
27	156+53.69	0	PT	3.97
28	156+72.18	6	TIE-IN	4.01
29	156+72.18	0	PC	4.10
30	157+03.88	6	PRC	4.12
31	157+03.88	0	PRC	4.21

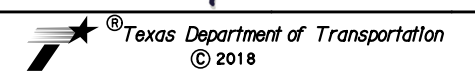
No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

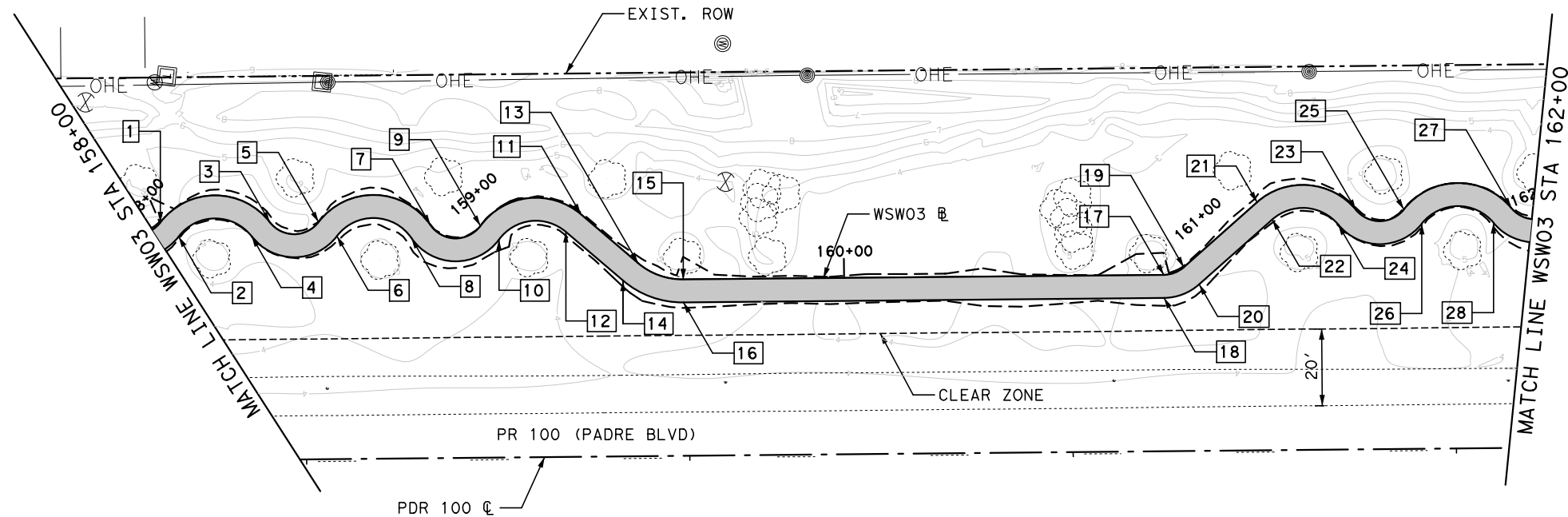
PAVING
 PLAN AND PROFILE

WSW03 @ WEST SIDEWALK
 STA 154+00 TO 158+00

SHEET 12 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 126



NOTE:

1. STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

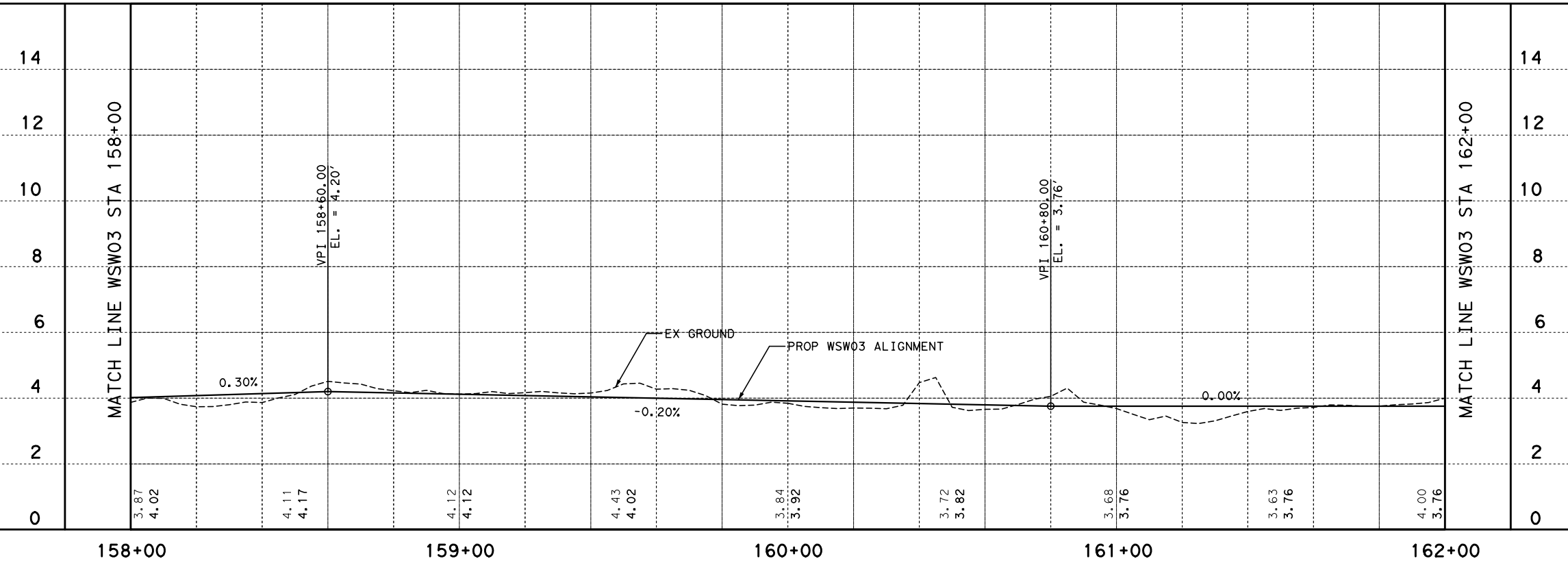
NO	STA	OFFSET	DESC	ELEV
1	157+99.06	0	PRC	4.02
2	157+99.06	6	PRC	3.93
3	158+32.07	0	PRC	4.12
4	158+32.07	6	PRC	4.03
5	158+46.75	0	PRC	4.17
6	158+46.75	6	PRC	4.08
7	158+80.78	0	PRC	4.15
8	158+80.78	6	PRC	4.06

NO	STA	OFFSET	DESC	ELEV
9	158+96.04	0	PRC	4.12
10	158+96.04	6	PRC	4.03
11	159+25.61	0	PT	4.06
12	159+25.61	6	PT	3.97
13	159+45.18	0	PC	4.02
14	159+45.18	6	PC	3.93
15	159+58.06	0	PT	3.99
16	159+58.06	6	PT	3.90
17	160+83.44	0	PC	3.76
18	160+83.44	6	PC	3.67

NO	STA	OFFSET	DESC	ELEV
19	160+89.16	0	PT	3.76
20	160+89.16	6	PT	3.67
21	161+14.68	0	PC	3.76
22	161+14.68	6	PC	3.67
23	161+43.58	0	PRC	3.76
24	161+43.58	6	PRC	3.67
25	161+57.87	0	PRC	3.76
26	161+57.87	6	PRC	3.67
27	161+90.01	0	PRC	3.76
28	161+90.01	6	PRC	3.67

No.	Revision	By	Date

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 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

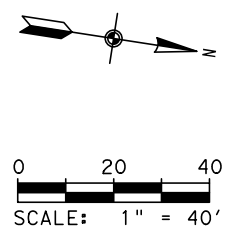
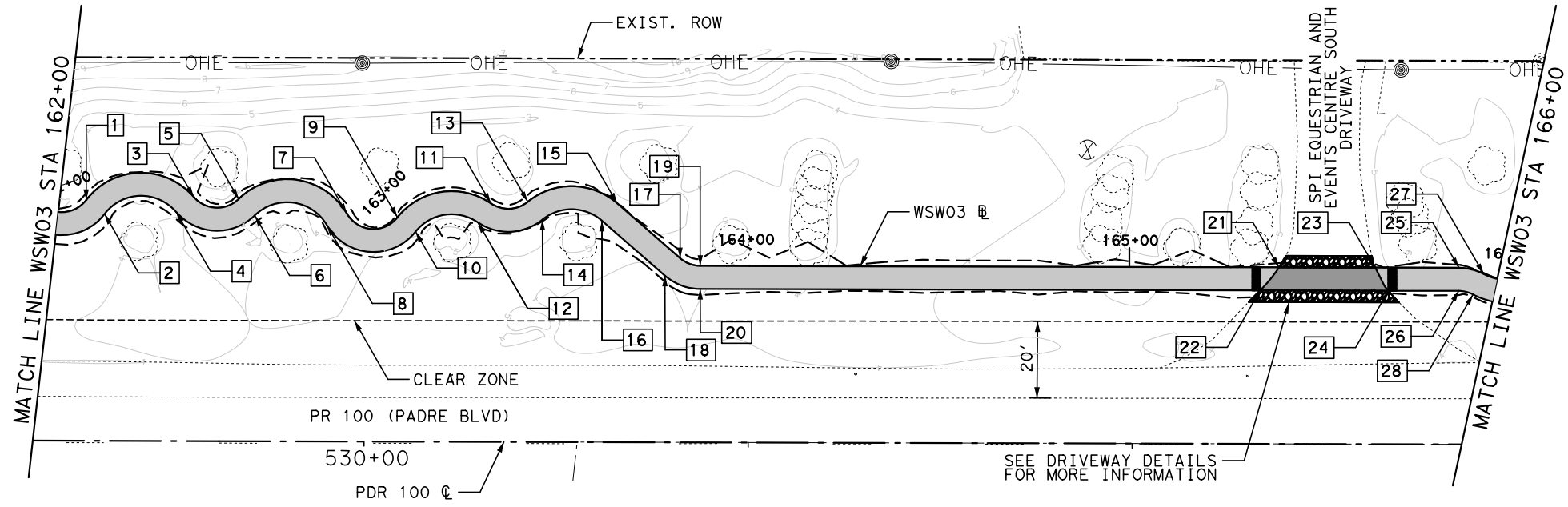
PAVING
 PLAN AND PROFILE

WSW03 @ WEST SIDEWALK
 STA 158+00 TO 162+00

SHEET 13 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

127



- NOTE:
1. STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW @ UNLESS OTHERWISE NOTED.
 2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

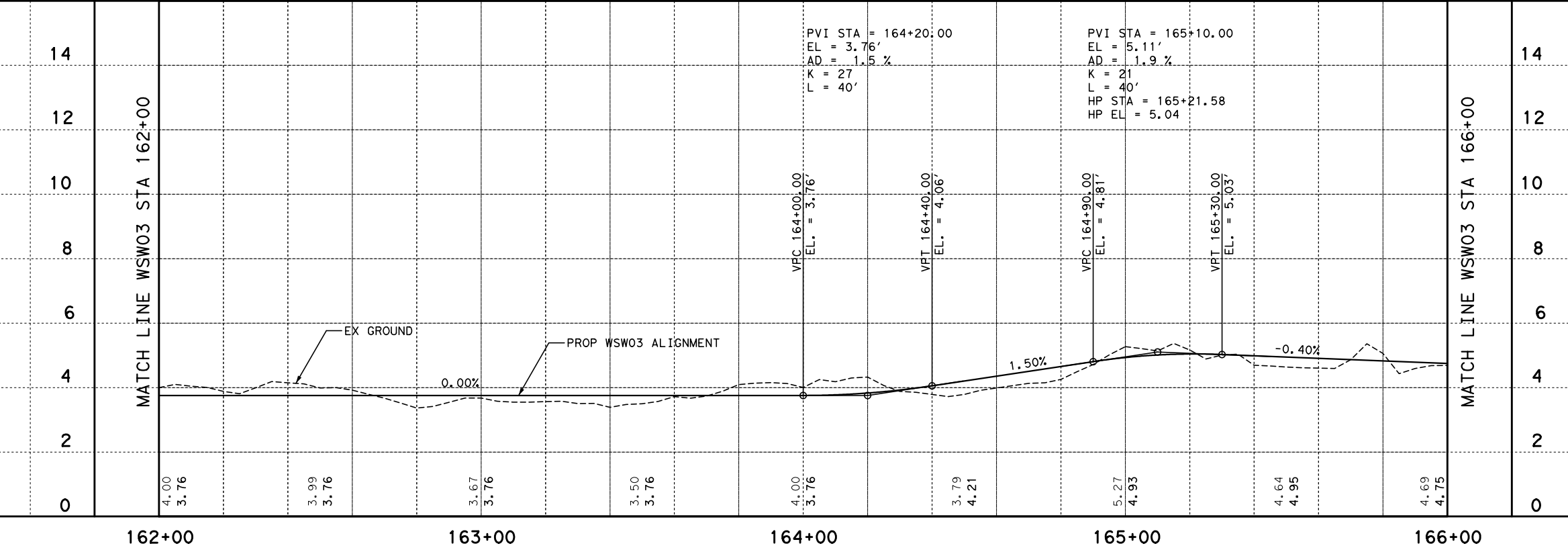
LEGEND

- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV	NO	STA	OFFSET	DESC	ELEV
1	162+04.52	0	PRC	3.76	9	162+98.12	0	PRC	3.76	19	163+88.26	0	PT	3.76
2	162+04.52	6	PRC	3.67	10	162+98.12	6	PRC	3.67	20	163+88.26	6	PT	3.67
3	162+36.62	0	PRC	3.76	11	163+25.18	0	PRC	3.76	21	165+38.96	0	TIE-IN	4.98
4	162+36.62	6	PRC	3.67	12	163+25.18	6	PRC	3.67	22	165+34.07	6	TIE-IN	4.91
5	162+49.73	0	PRC	3.76	13	163+35.49	0	PRC	3.76	23	165+64.04	0	TIE-IN	4.88
6	162+49.73	6	PRC	3.67	14	163+35.49	6	PRC	3.67	24	165+67.50	6	TIE-IN	4.77
7	162+82.54	0	PRC	3.76	15	163+60.76	0	PT	3.76	25	165+85.79	0	PC	4.79
8	162+82.54	6	PRC	3.67	16	163+60.76	6	PT	3.67	26	165+85.79	6	PC	4.70
					17	163+82.54	0	PC	3.76	27	165+92.50	0	PRC	4.76
					18	163+82.54	6	PC	3.67	28	165+92.50	6	PRC	4.67

No.	Revision	By	Date

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Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



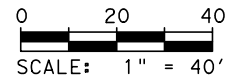
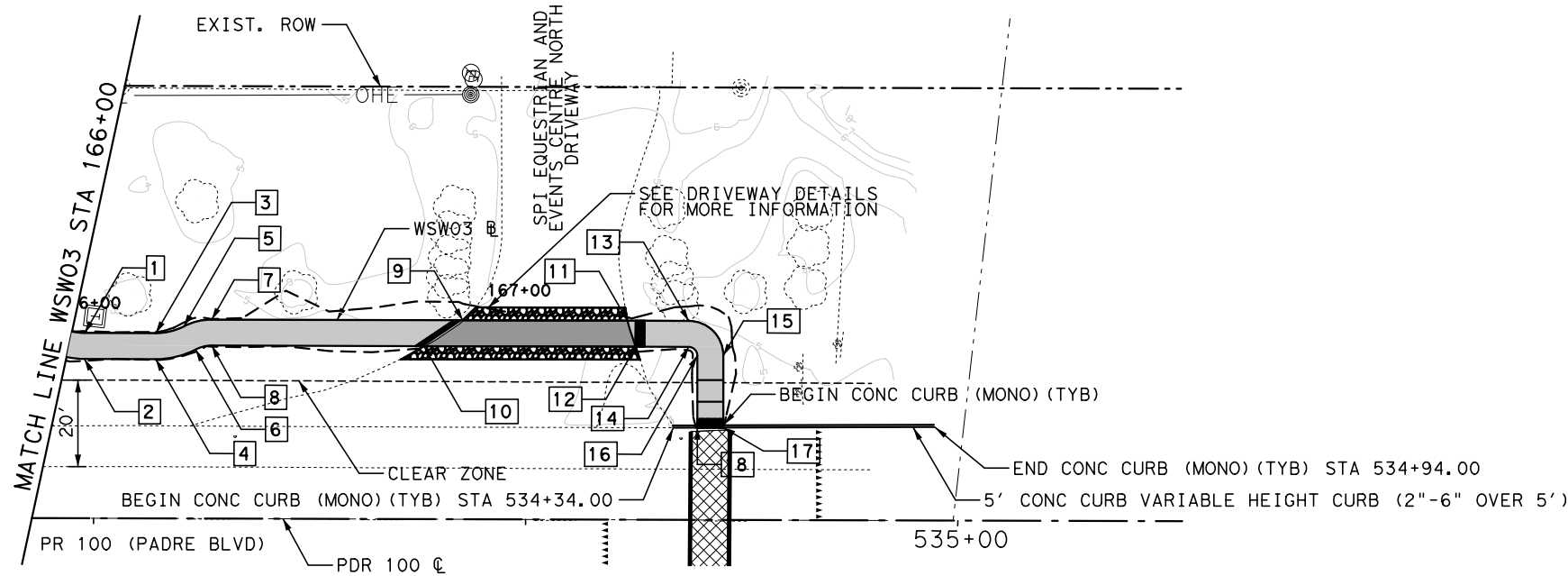
PR 100 ROADWAY IMPROVEMENTS

PAVING PLAN AND PROFILE

WSW03 @ WEST SIDEWALK
STA 162+00 TO 166+00

SHEET 14 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		
128		



NOTE:

1. STATIONS AND OFFSETS GIVEN AT EDGE OF WEST SIDEWALK WSW @ UNLESS OTHERWISE NOTED.
2. SEE SIDEWALK & BOARDWALK DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

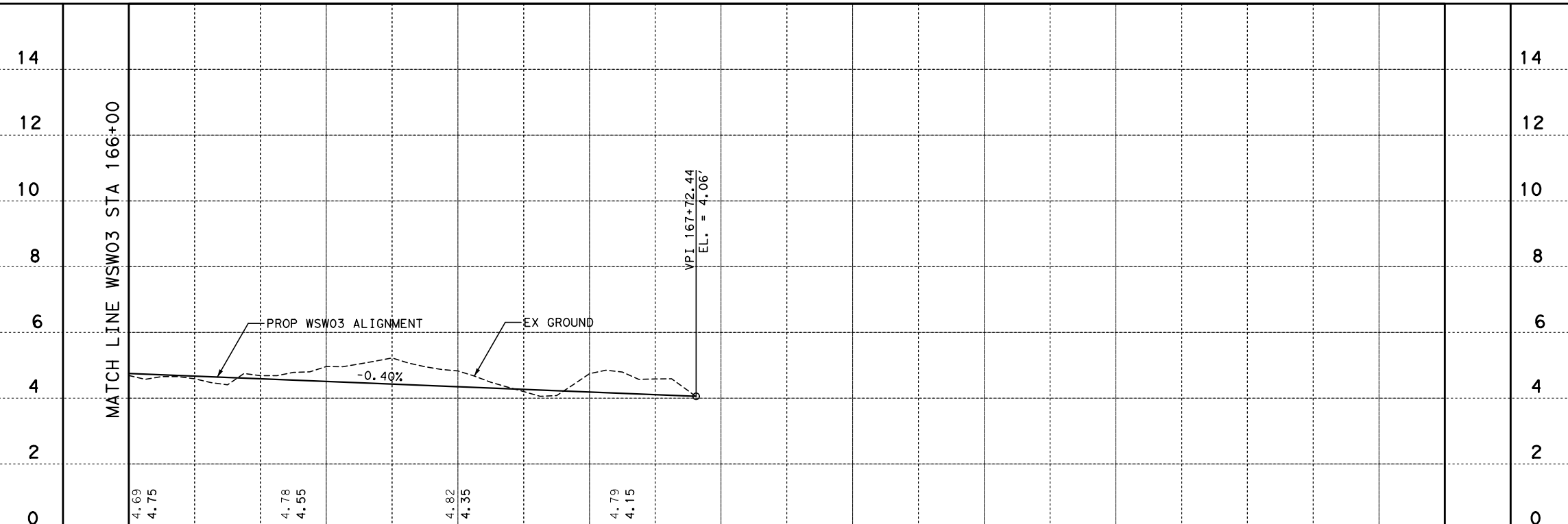
- PROP 4" SIDEWALK
- PROP 6" SIDEWALK
- PROP GRAVEL BACKFILL
- LIMITS OF GRADING

NO	STA	OFFSET	DESC	ELEV
1	165+99.20	0	PT	4.73
2	165+99.20	6	PT	4.64
3	166+15.69	0	PC	4.67
4	166+15.69	6	PC	4.58
5	166+22.40	0	PRC	4.64
6	166+22.40	6	PRC	4.55
7	166+29.11	0	PT	4.61
8	166+29.11	6	PT	4.52
9	166+87.19	7	TIE-IN	4.38
10	166+78.28	8	TIE-IN	4.33

NO	STA	OFFSET	DESC	ELEV
11	167+25.29	0	PT	4.23
12	167+25.29	6	PT	4.14
13	167+39.50	0	PC	4.17
14	167+39.50	6	PC	4.08
15	167+52.04	0	PRC	4.12
16	167+52.04	6	PRC	4.03
17	167+68.71	0	PT	4.06
18	167+68.71	6	PT	3.97

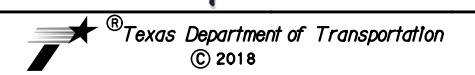
No.	Revision	By	Date

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Kimley»Horn
 Engineer: **RONALD MOORE**
 P. E. No. **100878** Date **11/6/2018**

Kimley»Horn
 TBP&E REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

PAVING
PLAN AND PROFILE

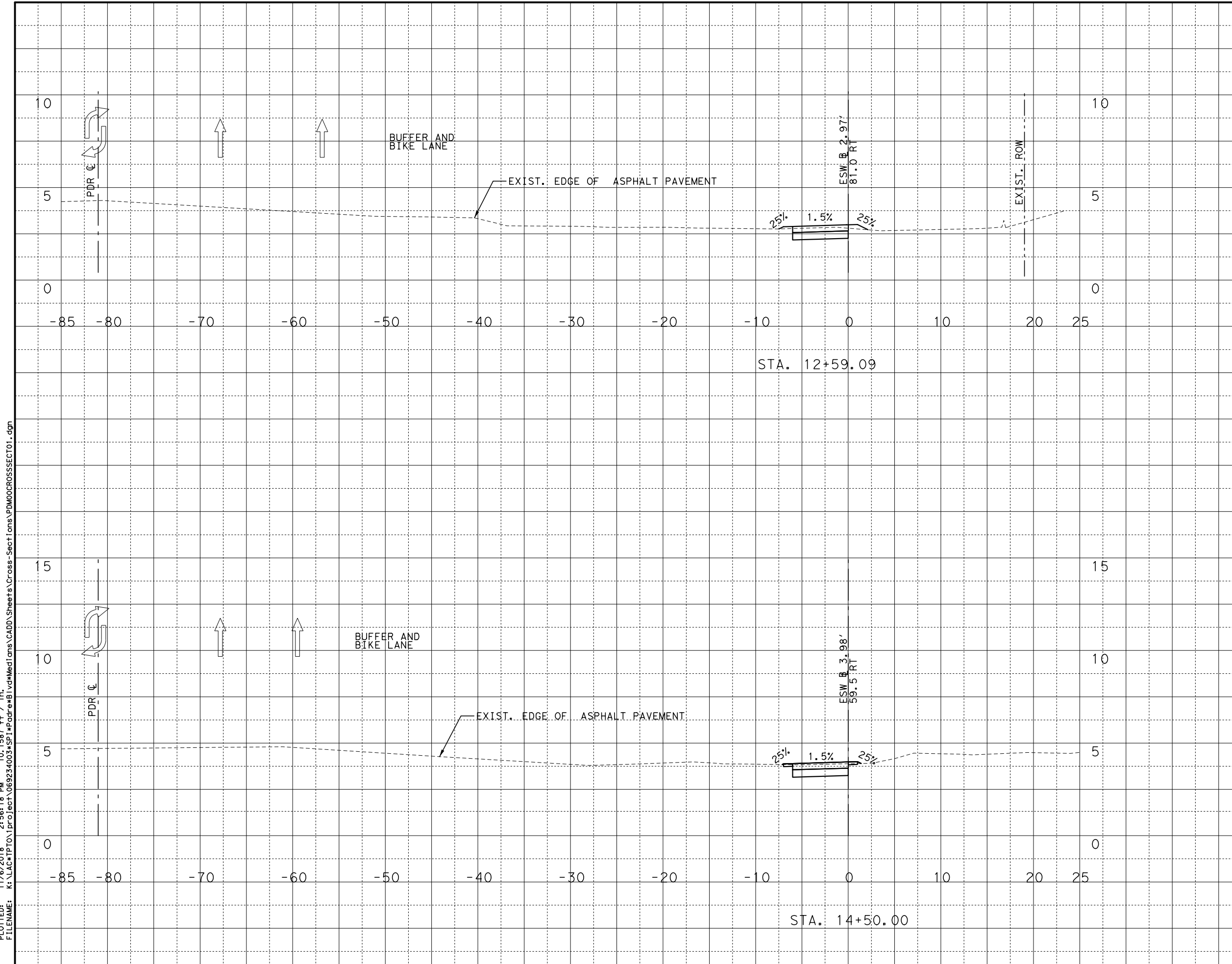
WSW03 @ WEST SIDEWALK
STA 166+00 TO 167+72.44

SHEET 15 OF 15

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
		SHEET NO.
		129

NOTES:

1. SEE SIDEWALK DETAILS AND TYPICAL SECTIONS FOR MORE DETAILS REGARDING SIDEWALK CROSS-SECTION.



No.	Revision	By	Date

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 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

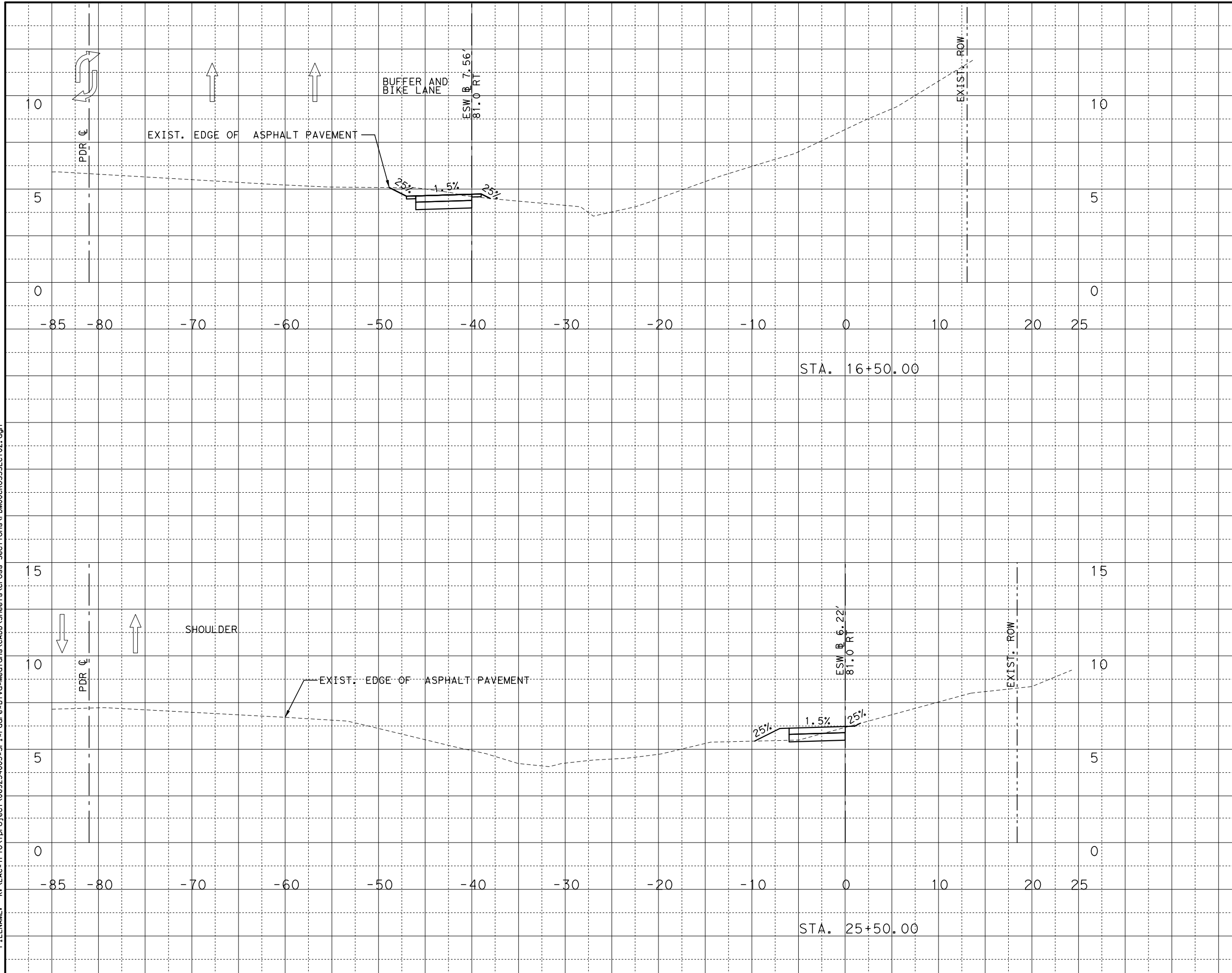
Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 EAST SIDEWALK
 CROSS-SECTIONS
 STA 12+59.09
 STA 14+50.00
 SHEET 1 OF 6

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	130
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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NOTES:
 1. SEE SIDEWALK DETAILS AND TYPICAL SECTIONS FOR MORE DETAILS REGARDING SIDEWALK CROSS-SECTION.

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBP&E REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

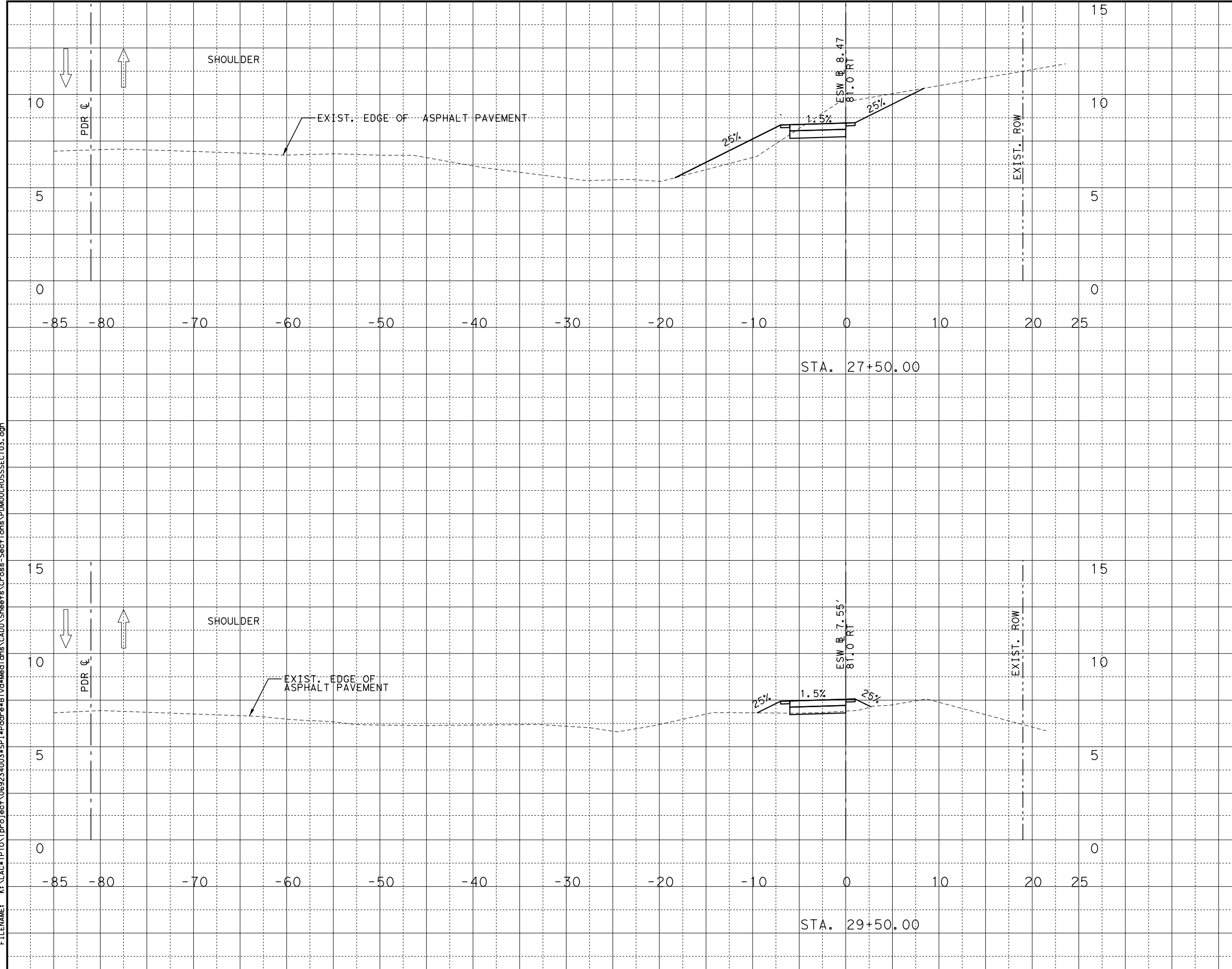
EAST SIDEWALK CROSS-SECTIONS

 STA 16+50.00
 STA 25+50.00

 SHEET 2 OF 6

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		
131		

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NOTES:
 1. SEE SIDEWALK DETAILS AND TYPICAL SECTIONS FOR MORE DETAILS REGARDING SIDEWALK CROSS-SECTION.

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



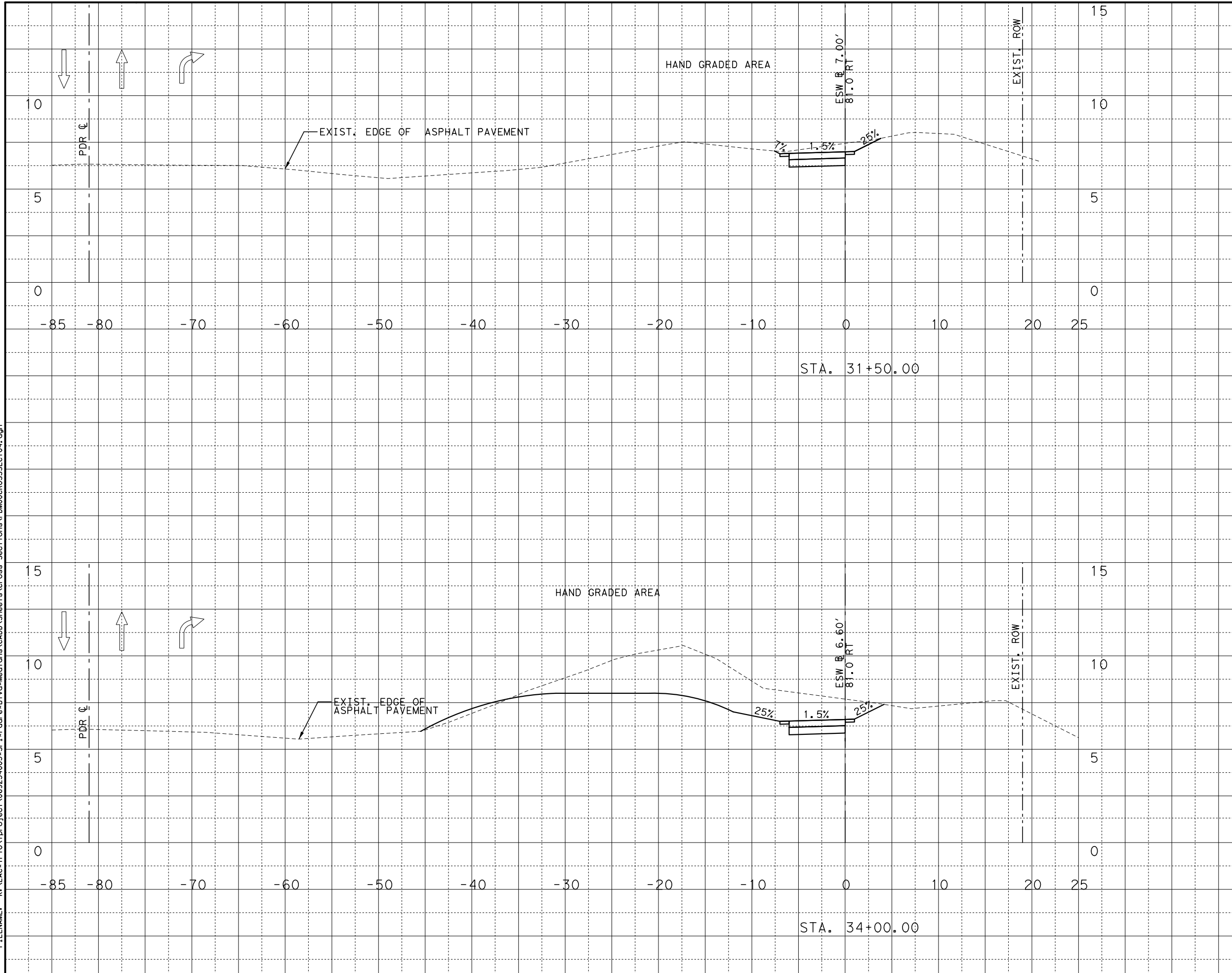
PR 100 ROADWAY IMPROVEMENTS

**EAST SIDEWALK
 CROSS-SECTIONS**

STA 27+50.00
 STA 29+50.00

SHEET 3 OF 6

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A



NOTES:
 1. SEE SIDEWALK DETAILS AND TYPICAL SECTIONS FOR MORE DETAILS REGARDING SIDEWALK CROSS-SECTION.

No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

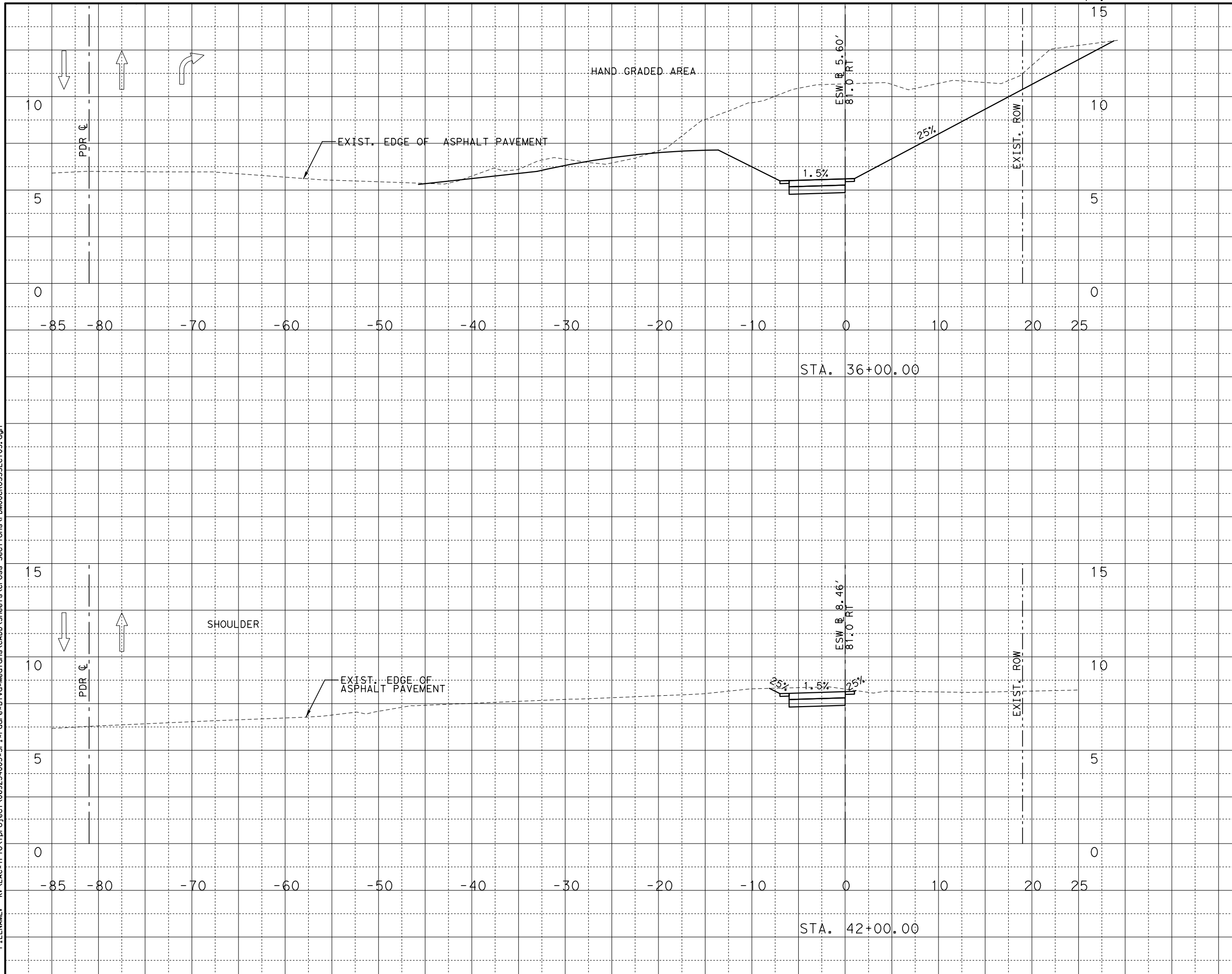
**EAST SIDEWALK
 CROSS-SECTIONS**

STA 31+50.00
 STA 34+00.00

SHEET 4 OF 6

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	133
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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NOTES:
 1. SEE SIDEWALK DETAILS AND TYPICAL SECTIONS FOR MORE DETAILS REGARDING SIDEWALK CROSS-SECTION.

PLOTTED: 11/6/2018 2:56:27 PM 10.1587 ft / in.
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No.	Revision	By	Date

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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



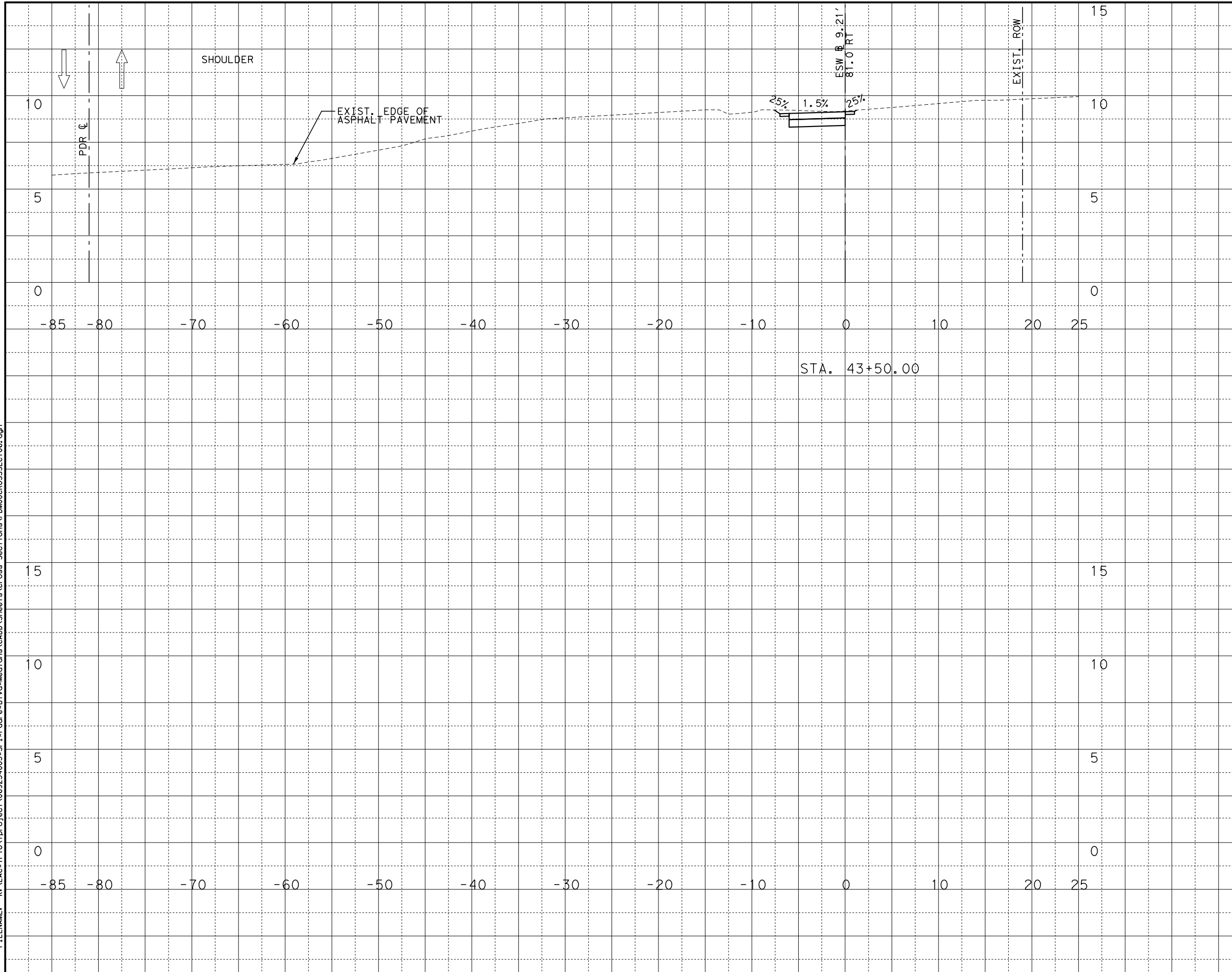
PR 100 ROADWAY IMPROVEMENTS

**EAST SIDEWALK
 CROSS-SECTIONS**

STA 36+00.00
 STA 42+00.00

SHEET 5 OF 6

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	134
CONTROL	SECTION	JOB	
N/A	N/A	N/A	



NOTES:
 1. SEE SIDEWALK DETAILS AND TYPICAL SECTIONS FOR MORE DETAILS REGARDING SIDEWALK CROSS-SECTION.

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 Engineer: RYAN DELMOTTE
 P. E. No. 114242 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

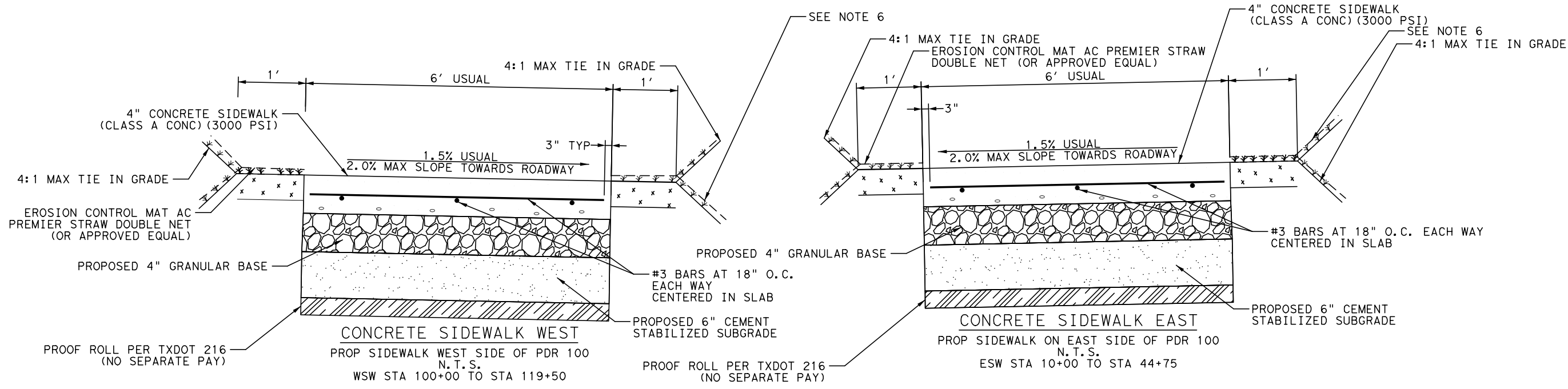
**EAST SIDEWALK
 CROSS-SECTIONS**

STA 43+50.00

SHEET 6 OF 6

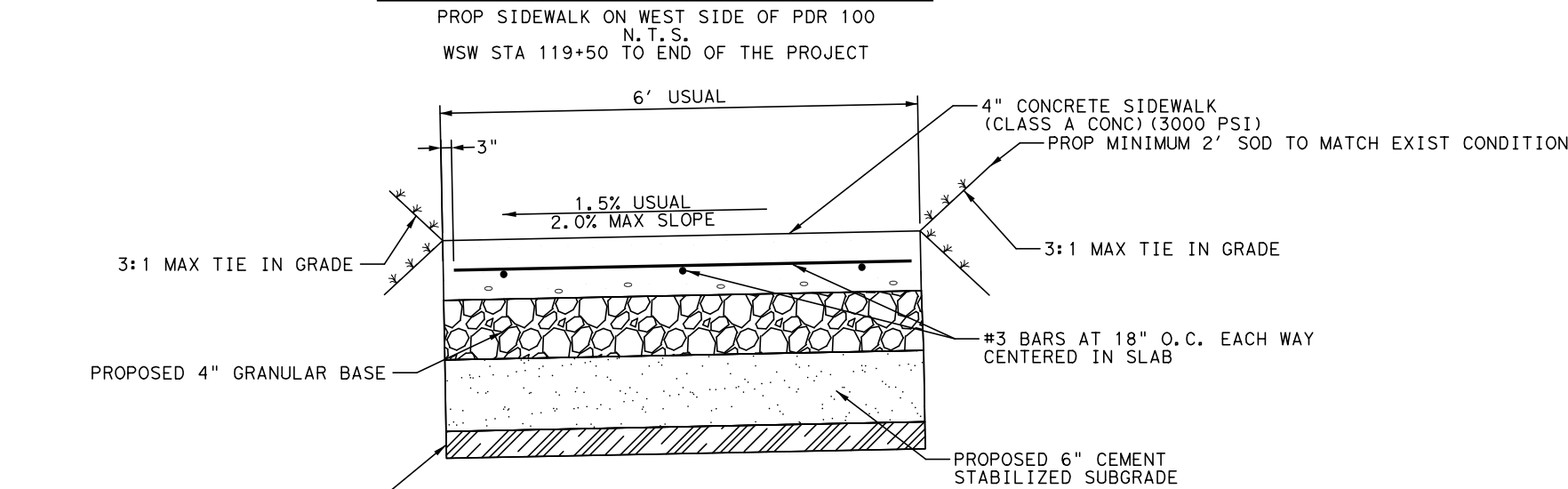
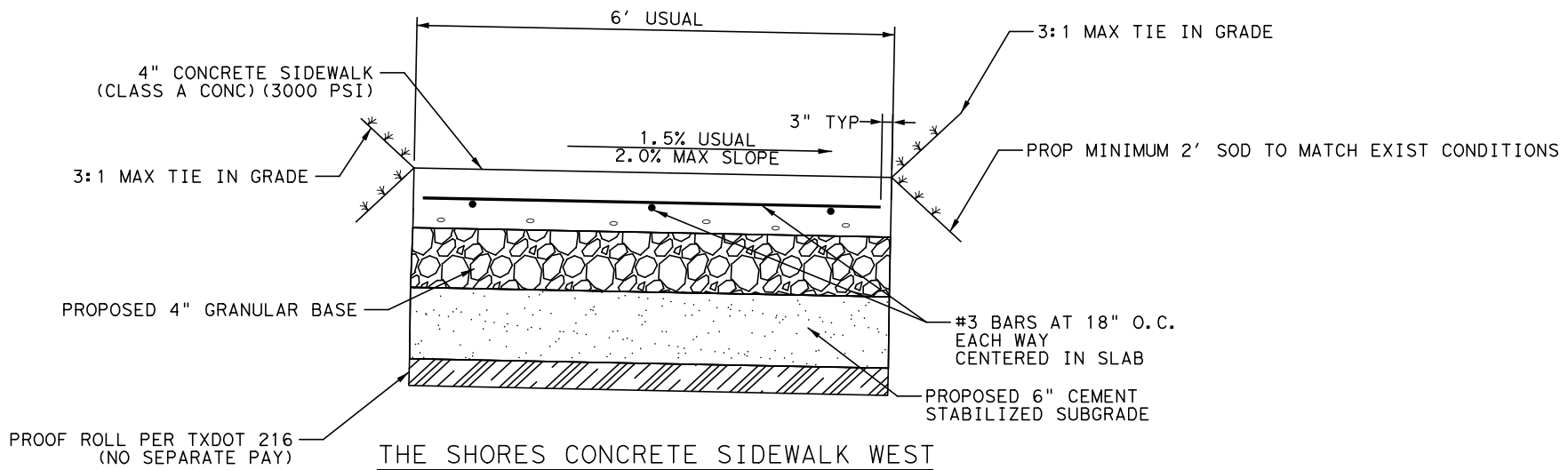
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 135



NOTES:

1. CONCRETE USED FOR SIDEWALK SHALL BE 3000 PSI CLASS A CONCRETE.
2. CONCRETE USED FOR DRIVEWAY SHALL BE 3600 PSI CLASS C CONCRETE.
3. 4" GRANULAR BASE SHALL BE CRUSHED LIMESTONE MEETING ITEM 247 TYPE A OR D, GRADE 1 OR TREATED CALICHE MATERIAL MEETING ITEM 247, TYPE B, GRADE 1 OR 2, COMPACTED TO 95% OF MAX DRY DENSITY WITHIN 2% OF OPTIMUM MOISTURE CONTENT. PAY FOR GRANULAR BASE SHALL BE ITEM 247 6061.
4. CEMENT STABILIZED SUBGRADE SHALL FOLLOW SPECIFICATIONS FOR ITEM 275, PERCENT CEMENT REQUIRED SHALL BE DETERMINED BY TESTING BY CONTRACTOR. 6% IS TO BE USED FOR ESTIMATING PURPOSES.
5. ONCE FINAL SUBGRADE ELEVATION HAS BEEN ACHIEVED, THE EXPOSED SUBGRADE SHOULD BE CAREFULLY PROOFROLLED WITH A 15-TON PNEUMATIC ROLLER OR A FULLY LOADED DUMP TRUCK TO DETECT WEAK ZONES IN THE SUBGRADE.
6. CONTRACTOR SHALL PROVIDE GRASS SEEDING MIX OF 1/3 SEA OATS, 1/3 RAILROAD VINE, AND 1/3 BITTER PANICUM AT A RATE OF 1 LB PER 1,000 SF THROUGHOUT LIMITS OF CONSTRUCTION (LIMITS OF DISTURBANCE) AT LEAST 2' MINIMUM ON EITHER SIDE OF PROPOSED SIDEWALK.



No.	Revision	By	Date

PRELIMINARY
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 Not for construction, bidding,
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Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TP&E REGISTERED ENGINEERING FIRM F-928

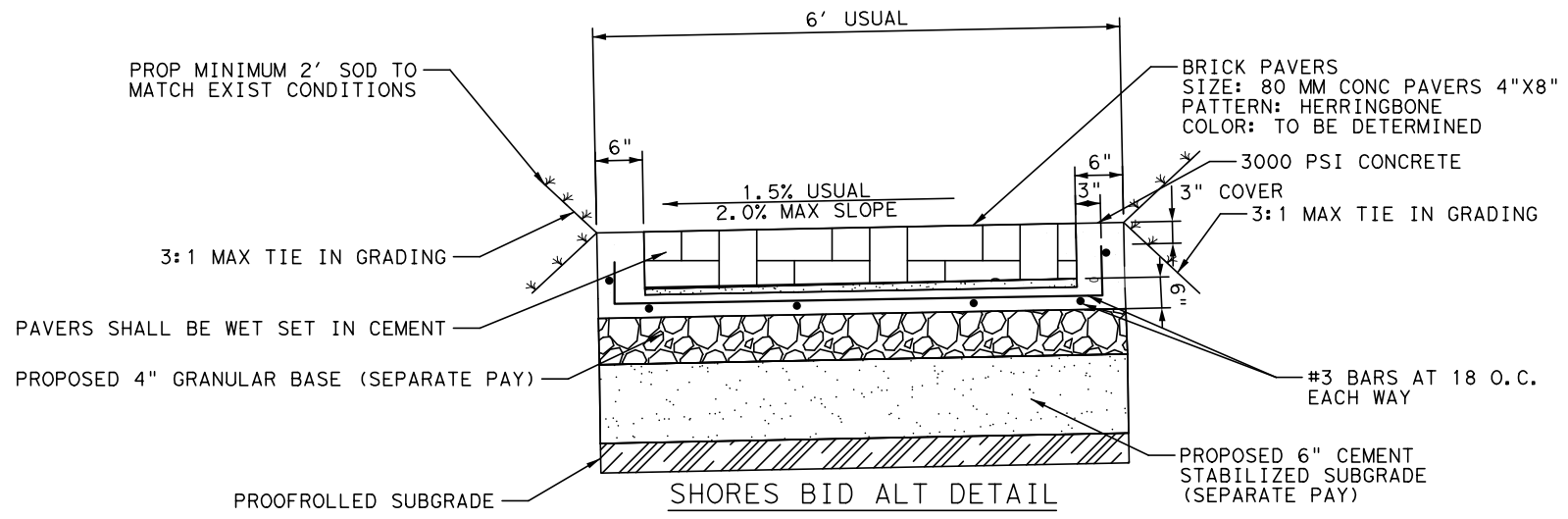


PR 100 ROADWAY IMPROVEMENTS
 SIDEWALK DETAILS

SHEET 1 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

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SHORES BID ALT DETAIL
BID ALTERNATE SHORES SIDEWALK DETAIL

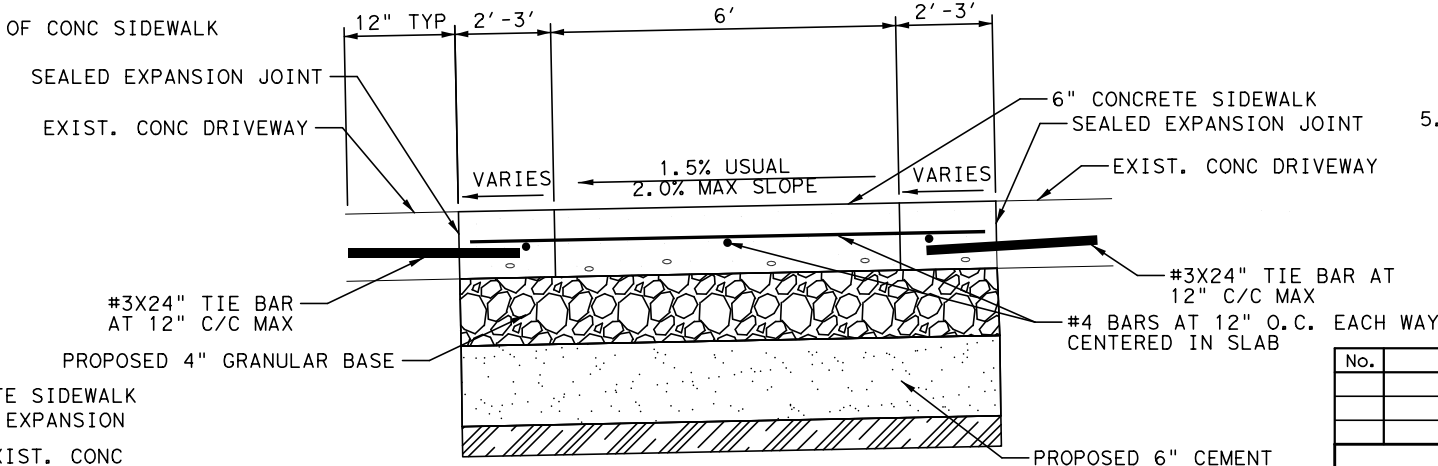
N. T. S.
ESW STA 44+73.56 TO END OF THE PROJECT
WSW STA 119+65.63 TO END OF THE PROJECT
THIS DETAIL MAY BE USED TO PROVIDE BRICK PAVERS INSTEAD OF CONC SIDEWALK AS AN ALTERNATE BID.

*CITY TO CONFIRM WITH CONTRACTOR ONCE UNDER CONTRACT IF BID ALTERNATE IS TO BE CONSTRUCTED

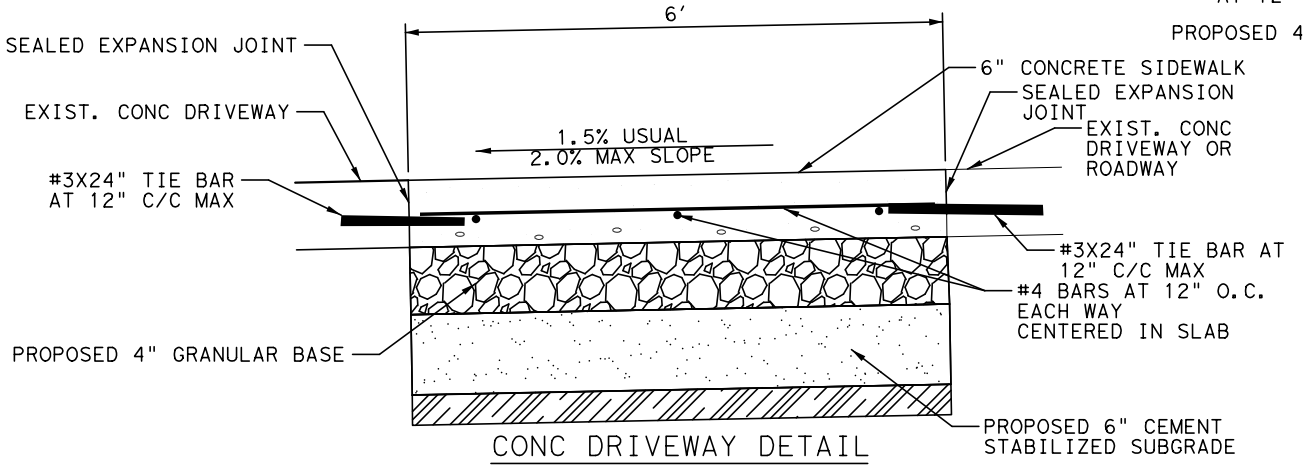
ALTERNATE BID ALT ITEM SPI 012 LANDSCAPE PAVER SIDEWALK SHALL BE PAID BY SY AND SHALL INCLUDE ALL EQUIPMENT, LABOR, MATERIALS, TOOLS AND INCIDENTALS REQUIRED TO INSTALL THE PAVERS, CONC. BASE FOR THE PAVERS AND PROOF ROLLED SUBGRADE AS SHOWN ON DETAIL ON THIS SHEET.

NOTES:

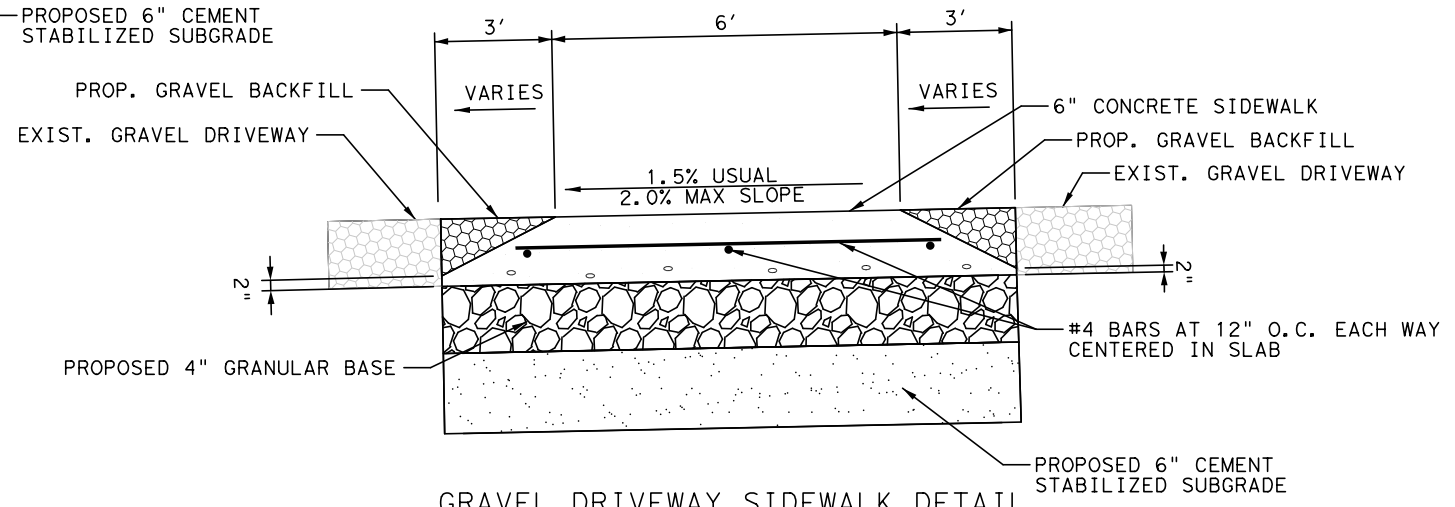
1. CONCRETE USED FOR SIDEWALK SHALL BE 3000 PSI CLASS A CONCRETE.
2. CONCRETE USED FOR DRIVEWAY SHALL BE 3600 PSI CLASS C CONCRETE.
3. 4" GRANULAR BASE SHALL BE CRUSHED LIMESTONE MEETING ITEM 247 TYPE A OR D, GRADE 1 OR TREATED CALICHE MATERIAL MEETING ITEM 247, TYPE B, GRADE 1 OR 2, COMPACTED TO 95% OF MAX DRY DENSITY WITH 2% OF OPTIMUM MOISTURE CONTENT.
4. CEMENT STABILIZED SUBGRADE SHALL FOLLOW SPECIFICATIONS FOR ITEM 275, PERCENT CEMENT REQUIRED SHALL BE DETERMINED BY TESTING BY CONTRACTOR. 3% IS TO BE USED FOR ESTIMATING PURPOSES.
5. ONCE FINAL SUBGRADE ELEVATION HAS BEEN ACHIEVED, THE EXPOSED SUBGRADE SHOULD BE CAREFULLY PROOFROLLED WITH A 15-TON PNEUMATIC ROLLER OR A FULLY LOADED DUMP TRUCK TO DETECT WEAK ZONES IN THE SUBGRADE.



CONC DRIVEWAY SIDEWALK
DETAIL W/ EDGE BUFFER



CONC DRIVEWAY DETAIL
N. T. S.



GRAVEL DRIVEWAY SIDEWALK DETAIL
N. T. S.

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Kimley»Horn
Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018

Kimley»Horn
TYPE REGISTERED ENGINEERING FIRM F-928

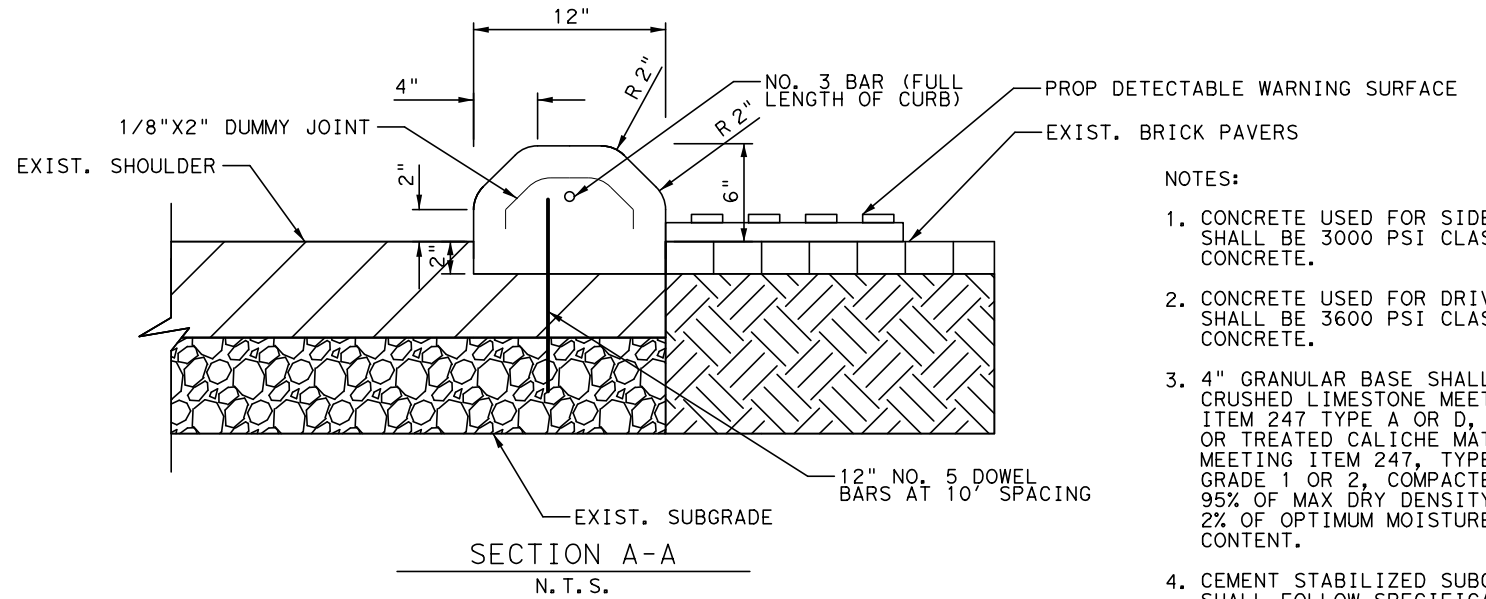
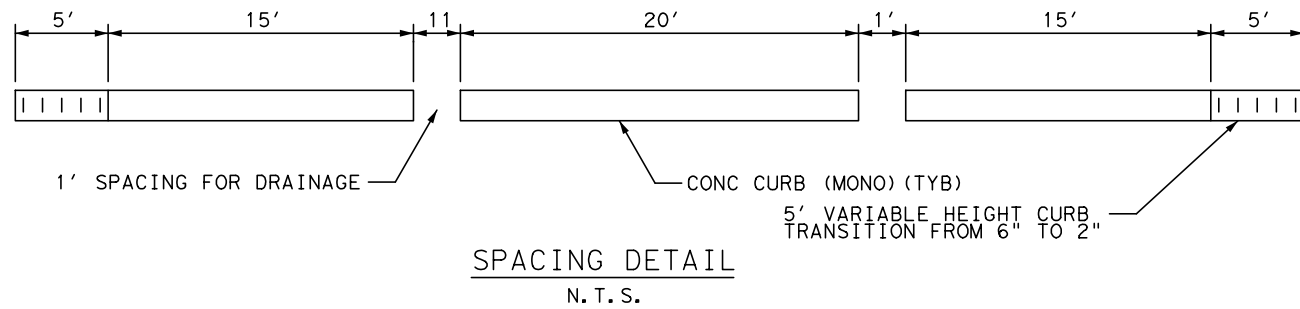


PR 100 ROADWAY IMPROVEMENTS
SIDEWALK DETAILS

SHEET 2 OF 3

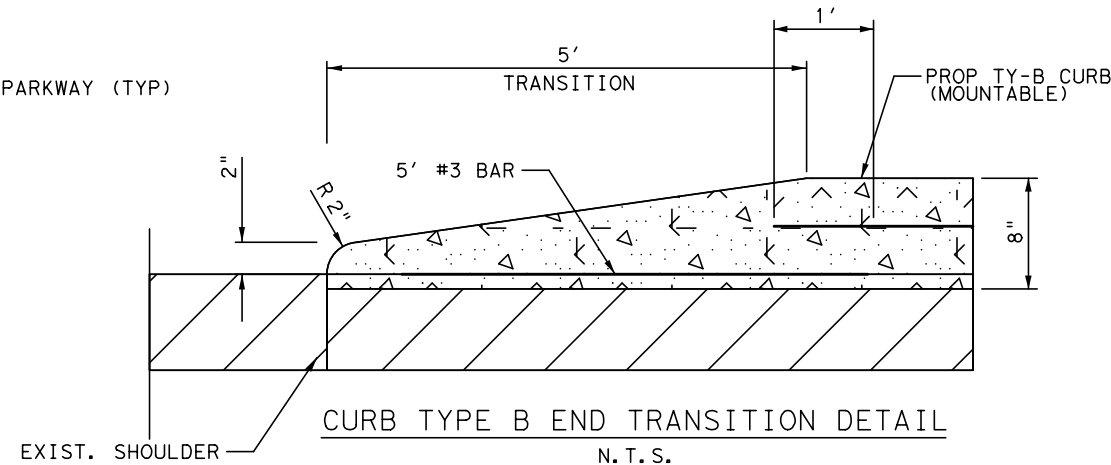
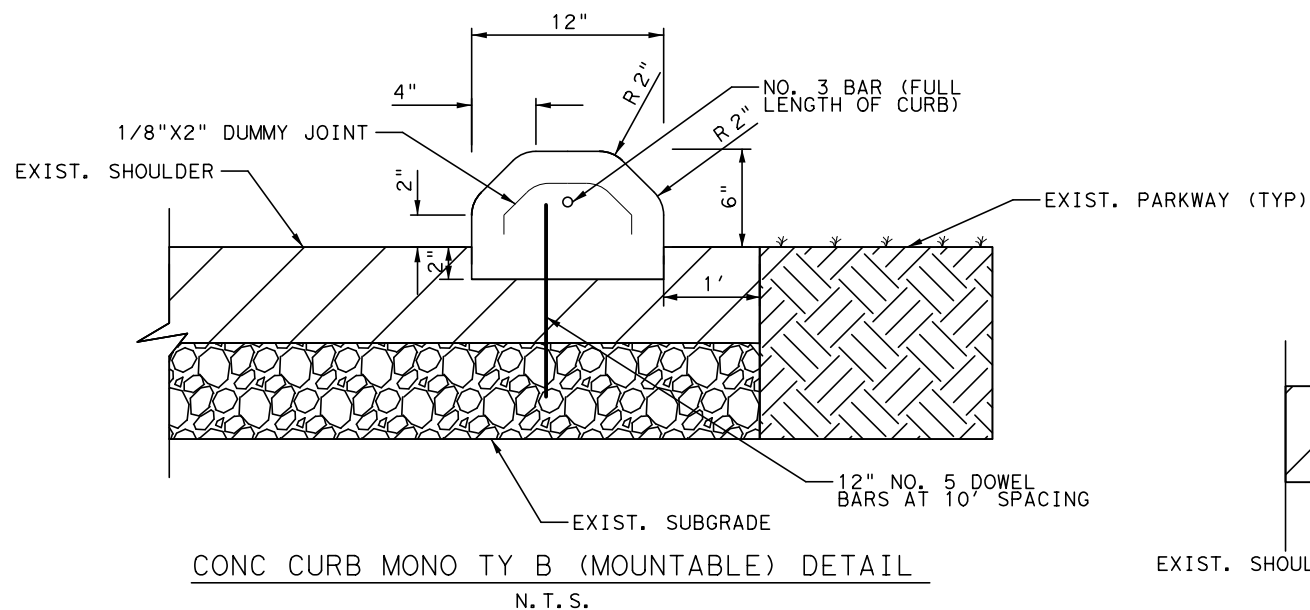
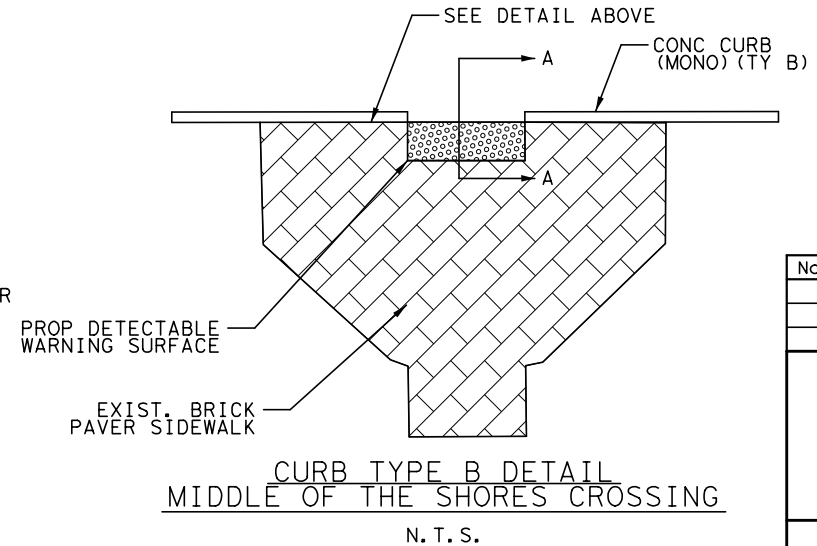
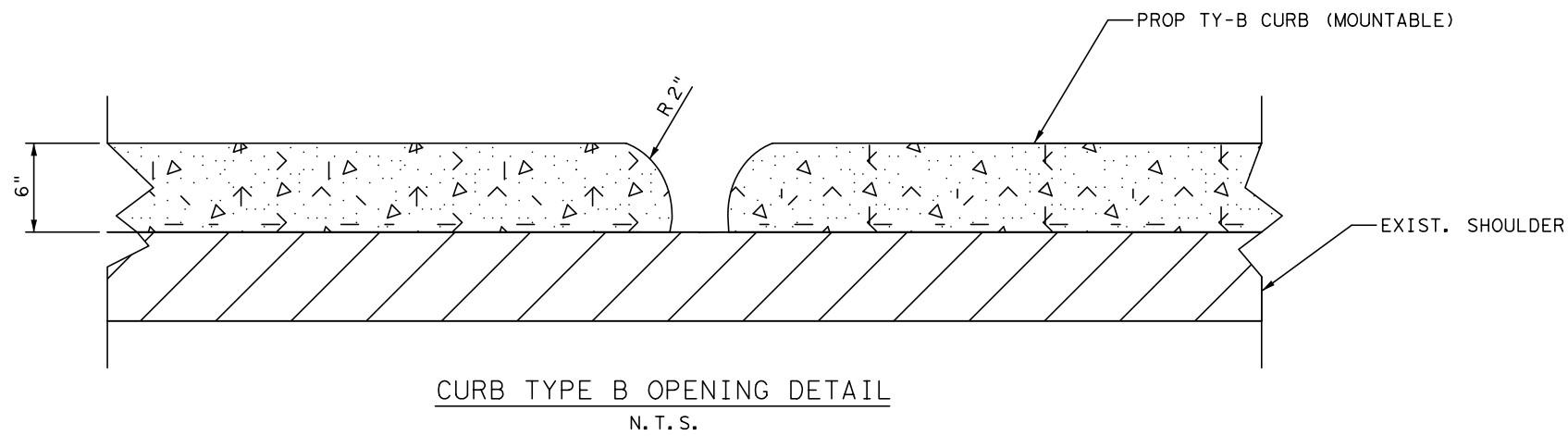
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6	N\A	PR 100	137
STATE	DISTRICT	COUNTY	137
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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NOTES:

1. CONCRETE USED FOR SIDEWALK SHALL BE 3000 PSI CLASS A CONCRETE.
2. CONCRETE USED FOR DRIVEWAY SHALL BE 3600 PSI CLASS C CONCRETE.
3. 4" GRANULAR BASE SHALL BE CRUSHED LIMESTONE MEETING ITEM 247 TYPE A OR D, GRADE 1 OR TREATED CALICHE MATERIAL MEETING ITEM 247, TYPE B, GRADE 1 OR 2, COMPACTED TO 95% OF MAX DRY DENSITY WITH 2% OF OPTIMUM MOISTURE CONTENT.
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5. ONCE FINAL SUBGRADE ELEVATION HAS BEEN ACHIEVED, THE EXPOSED SUBGRADE SHOULD BE CAREFULLY PROOFROLLED WITH A 15-TON PNEUMATIC ROLLER OR A FULLY LOADED DUMP TRUCK TO DETECT WEAK ZONES IN THE SUBGRADE.



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Kimley»Horn
Engineer: RYAN DELMOTTE
P. E. No. 114242, Date 11/6/2018

Kimley»Horn
TYPE REGISTERED ENGINEERING FIRM F-928

South Padre Island

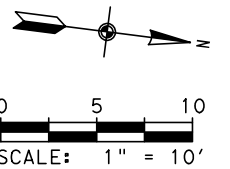
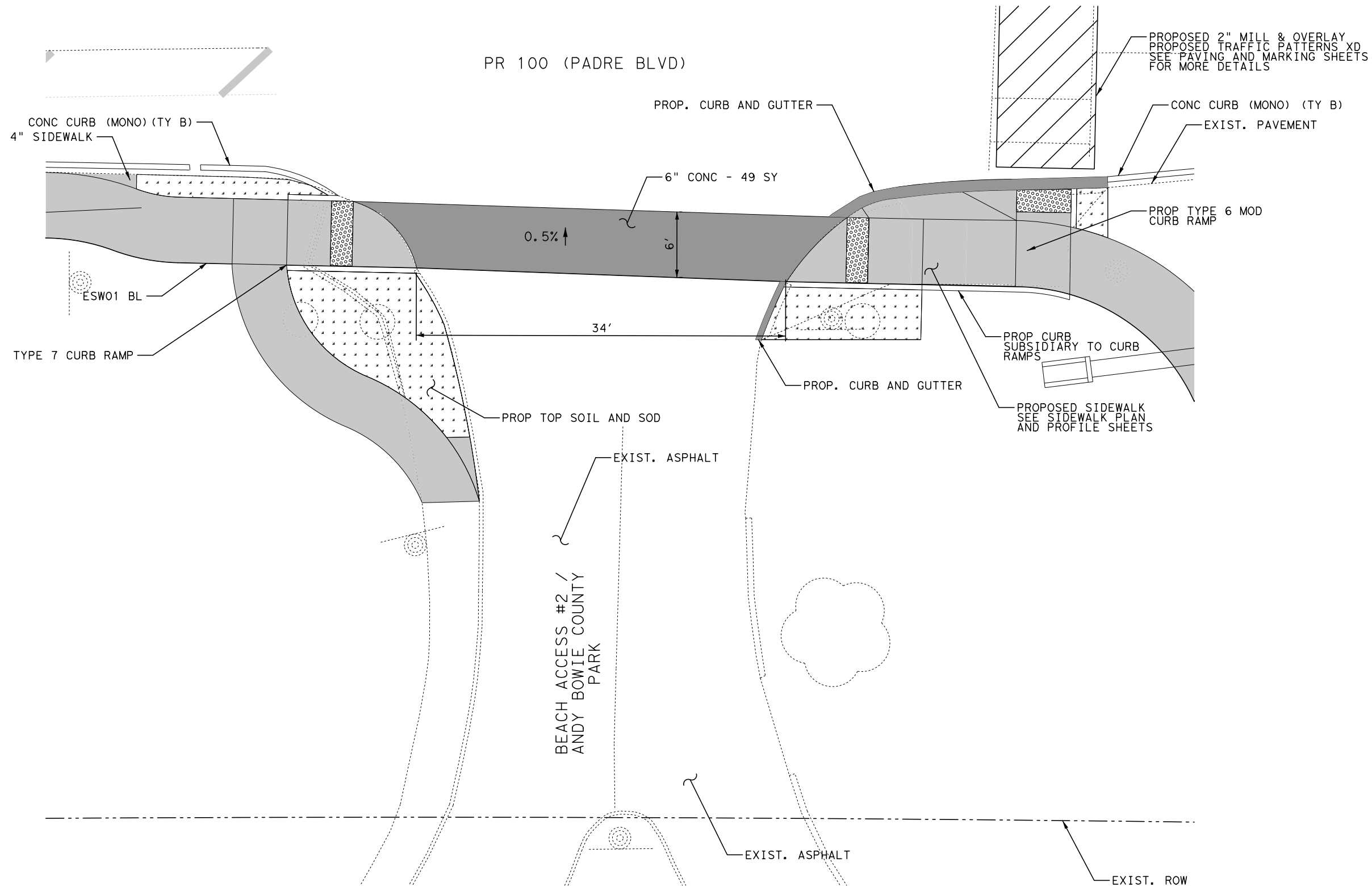
Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS
SIDEWALK DETAILS

SHEET 3 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	138
STATE	DISTRICT	COUNTY	138
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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LEGEND	
	4" CONC SIDEWALK
	6" CONC DRIVEWAY
	TOP SOIL AND SOD
	DETECTABLE WARNING SURFACE
	RAMP (8.33% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	LANDING (2% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	EXISTING PAVEMENT SLOPE
	PROPOSED PAVEMENT SLOPE

No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P.E. No. 100876, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928

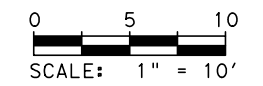


PR 100 ROADWAY IMPROVEMENTS
 DRIVEWAY DETAILS
 PR 100 AT BEACH ACCESS #2 /
 ANDY BOWIE COUNTY PARK

SHEET 1 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	139
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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LEGEND	
	4" CONC SIDEWALK
	6" CONC DRIVEWAY
	DETECTABLE WARNING SURFACE
	RAMP (8.33% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	LANDING (2% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	EXISTING PAVEMENT SLOPE
	PROPOSED PAVEMENT SLOPE

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

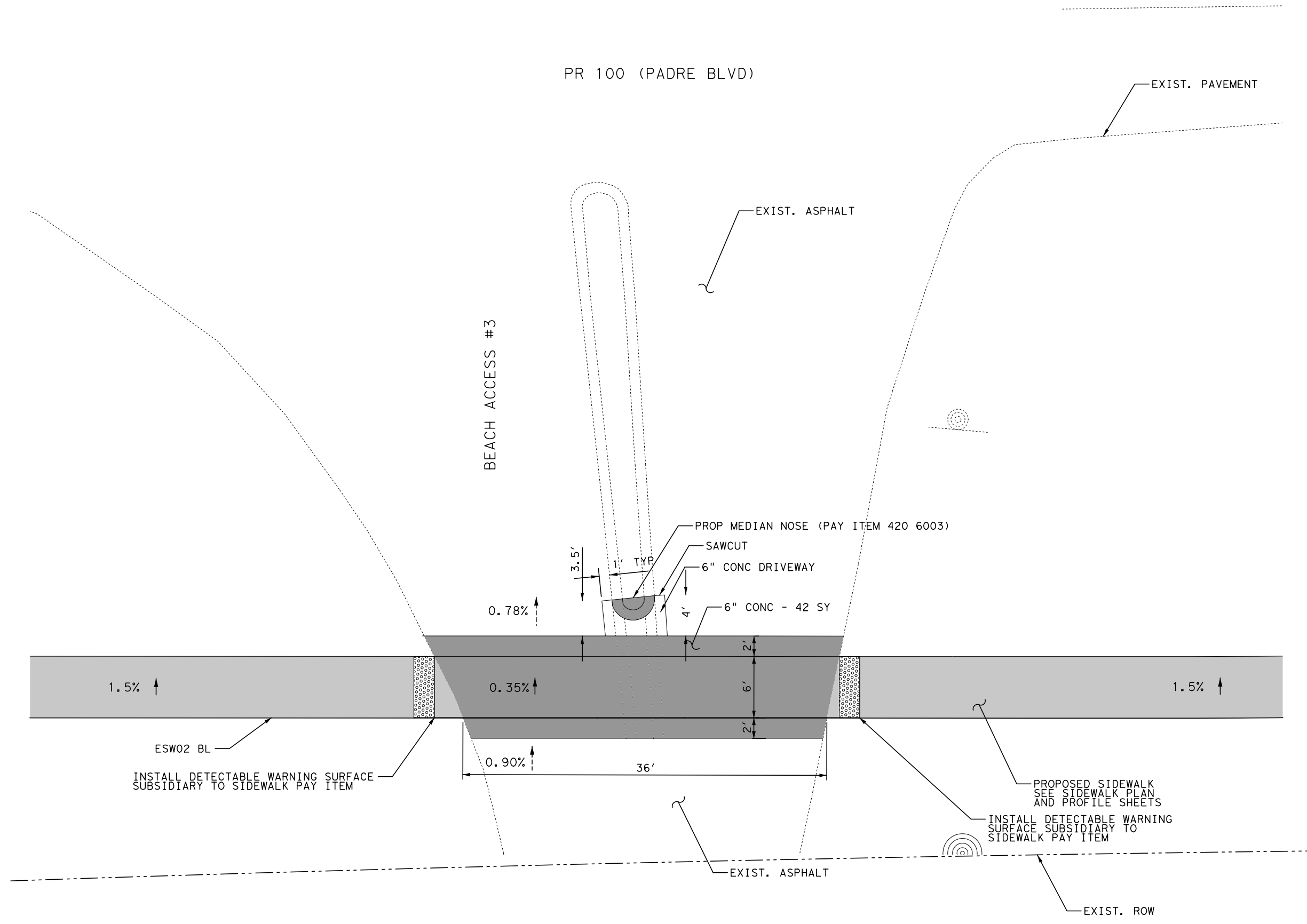
Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928

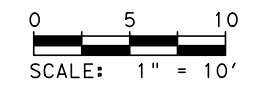
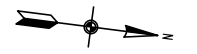
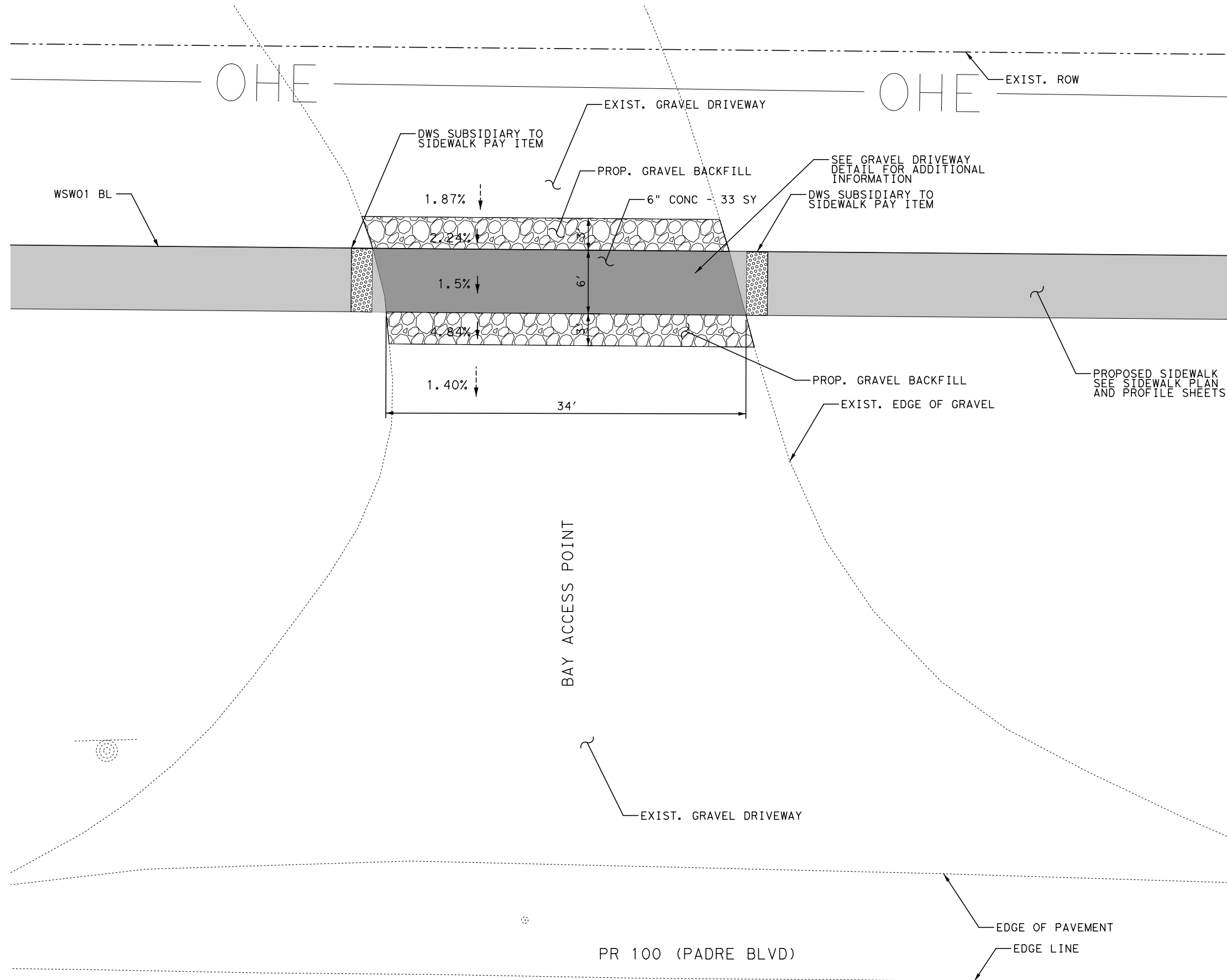


PR 100 ROADWAY IMPROVEMENTS
 DRIVEWAY DETAILS
 PR 100 AT BEACH ACCESS #3
 PDR STA 498+50
 SHEET 2 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	140
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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LEGEND

- 4" CONC SIDEWALK
- 6" CONC DRIVEWAY
- GRAVEL BACKFILL
- DETECTABLE WARNING SURFACE
- RAMP (8.33% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
- LANDING (2% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
- EXISTING PAVEMENT SLOPE
- PROPOSED PAVEMENT SLOPE

No.	Revision	By	Date

PRELIMINARY
 FOR REVIEW ONLY
 Not for construction, bidding,
 or permit purposes.
Kimley»Horn
 Engineer THOMAS P. GRANT
 P. E. No. 100876 Date 11/6/2018

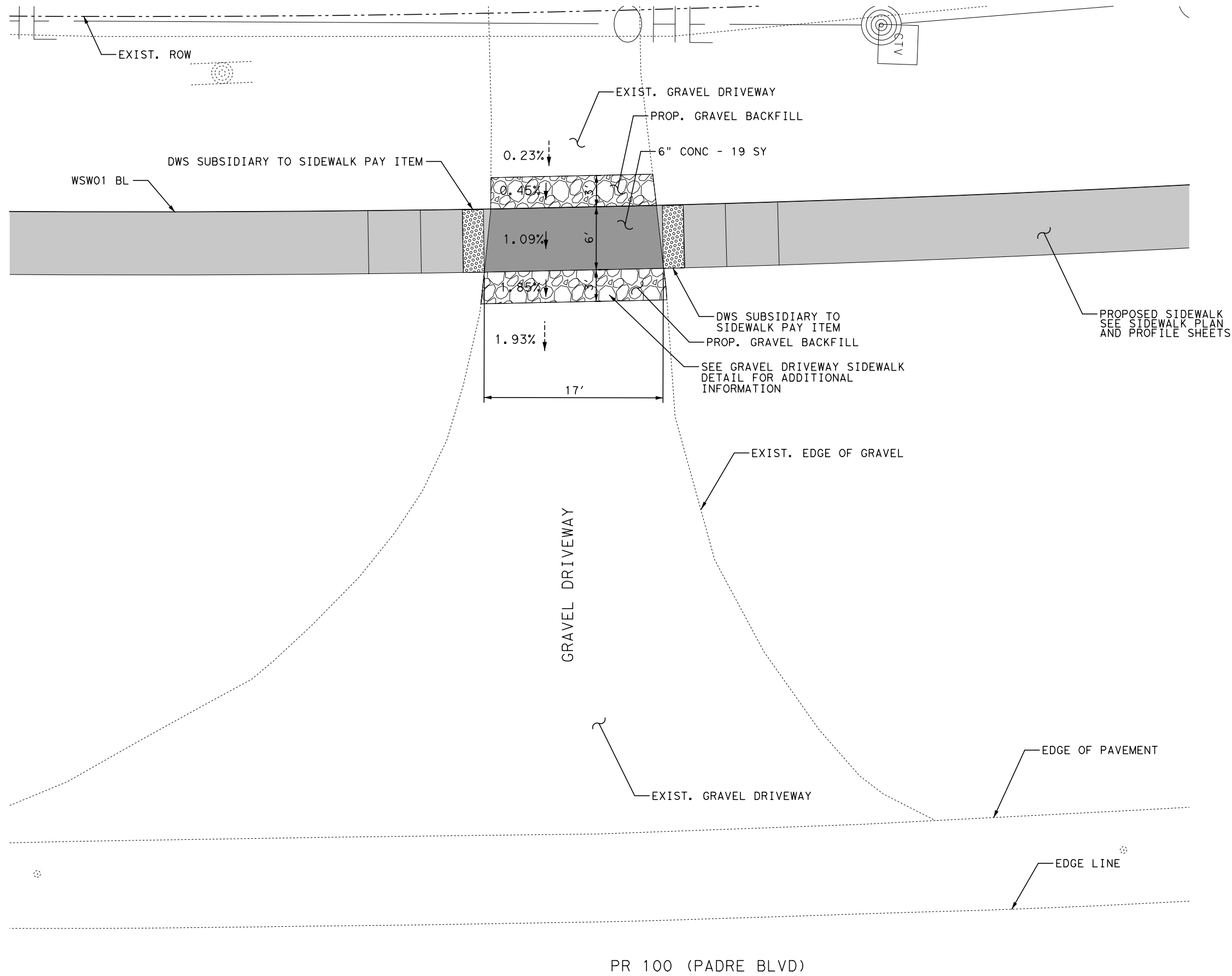
Kimley»Horn
 T&PE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 DRIVEWAY DETAILS
 PR 100 AT BAY ACCESS POINT
 PDR STA 489+00
 SHEET 3 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	141
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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LEGEND	
	4" CONC SIDEWALK
	6" CONC DRIVEWAY
	GRAVEL BACKFILL
	DETECTABLE WARNING SURFACE
	RAMP (8.33% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	LANDING (2% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	EXISTING PAVEMENT SLOPE
	PROPOSED PAVEMENT SLOPE

No.	Revision	By	Date

PRELIMINARY
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 or permit purposes.
Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

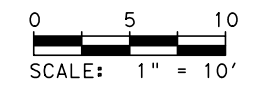
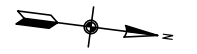
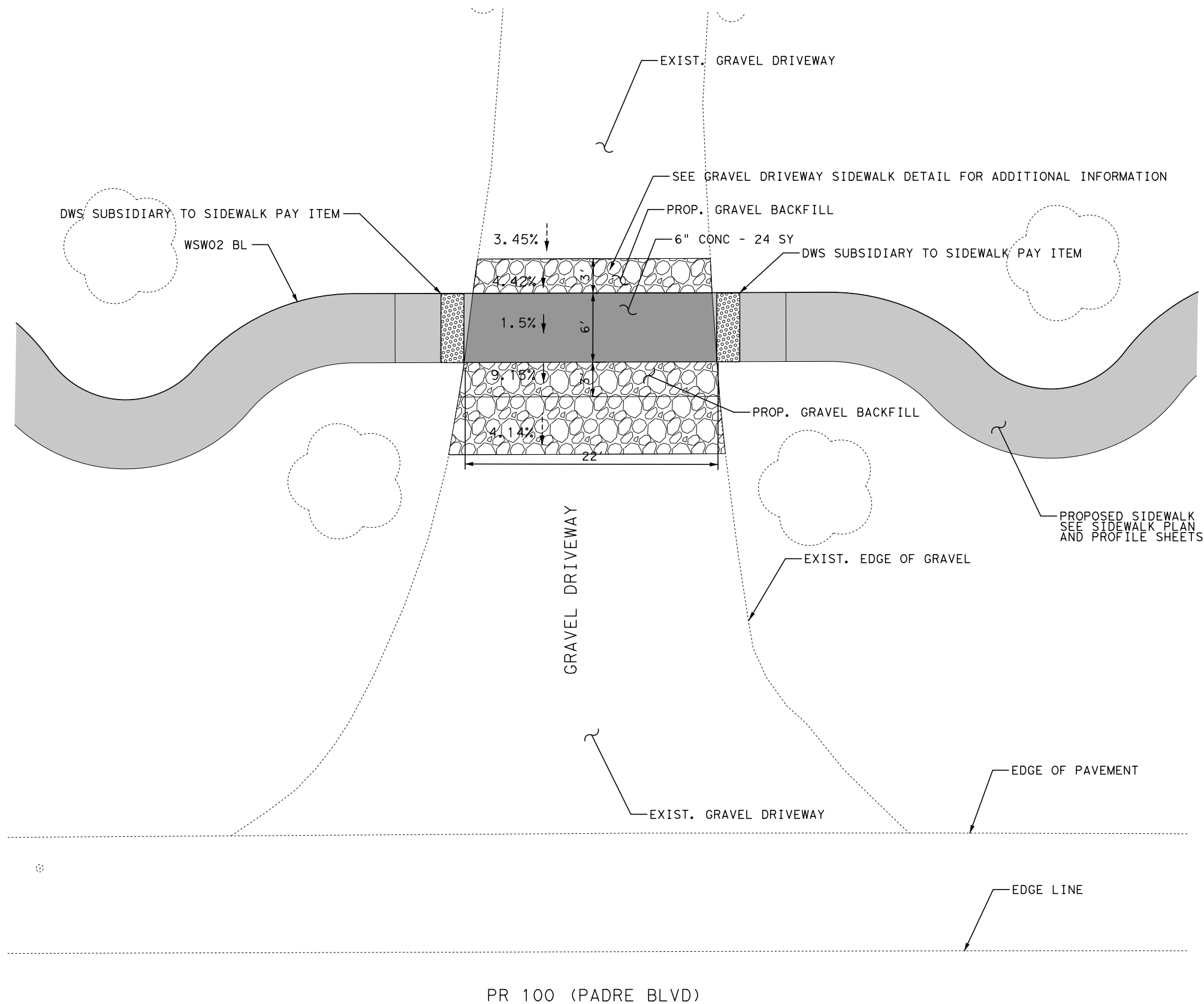
Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 DRIVEWAY DETAILS
 PR 100 AT GRAVEL DRIVEWAY
 PDR STA 502+00
 SHEET 4 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	142
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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LEGEND	
	4" CONC SIDEWALK
	6" CONC DRIVEWAY
	GRAVEL BACKFILL
	DETECTABLE WARNING SURFACE
	RAMP (8.33% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	LANDING (2% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	EXISTING PAVEMENT SLOPE
	PROPOSED PAVEMENT SLOPE

No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

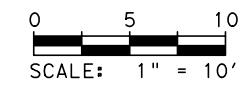
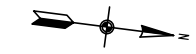
Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 DRIVEWAY DETAILS
 PR 100 AT GRAVEL DRIVEWAY
 PDR STA 520+50
 SHEET 5 OF 9

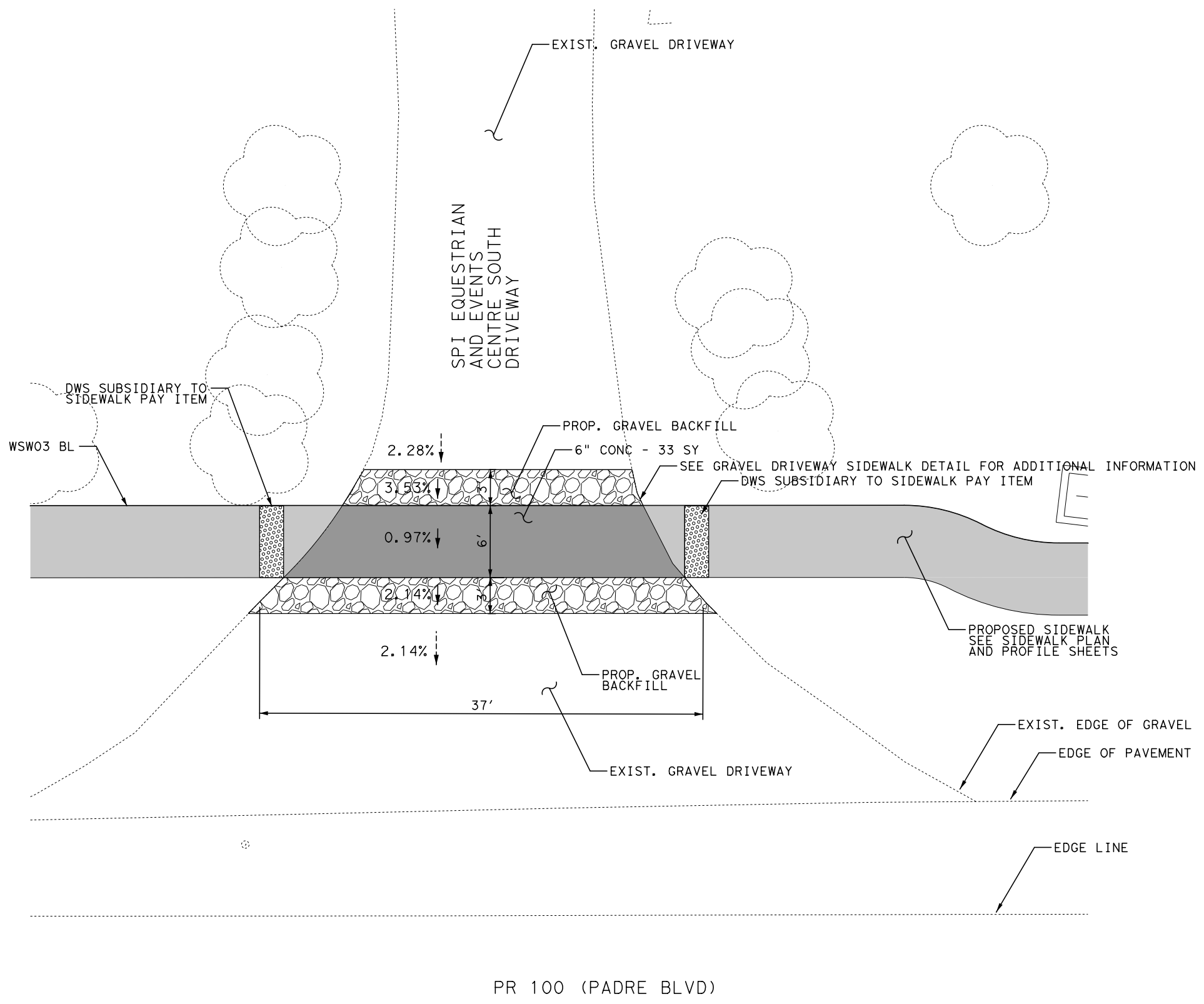
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6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	143
CONTROL	SECTION	JOB	
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LEGEND

- 4" CONC SIDEWALK
- 6" CONC DRIVEWAY
- GRAVEL BACKFILL
- DETECTABLE WARNING SURFACE
- RAMP (8.33% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
- LANDING (2% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
- EXISTING PAVEMENT SLOPE
- PROPOSED PAVEMENT SLOPE



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No.	Revision	By	Date

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Kimley»Horn

Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn

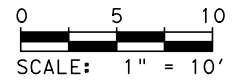
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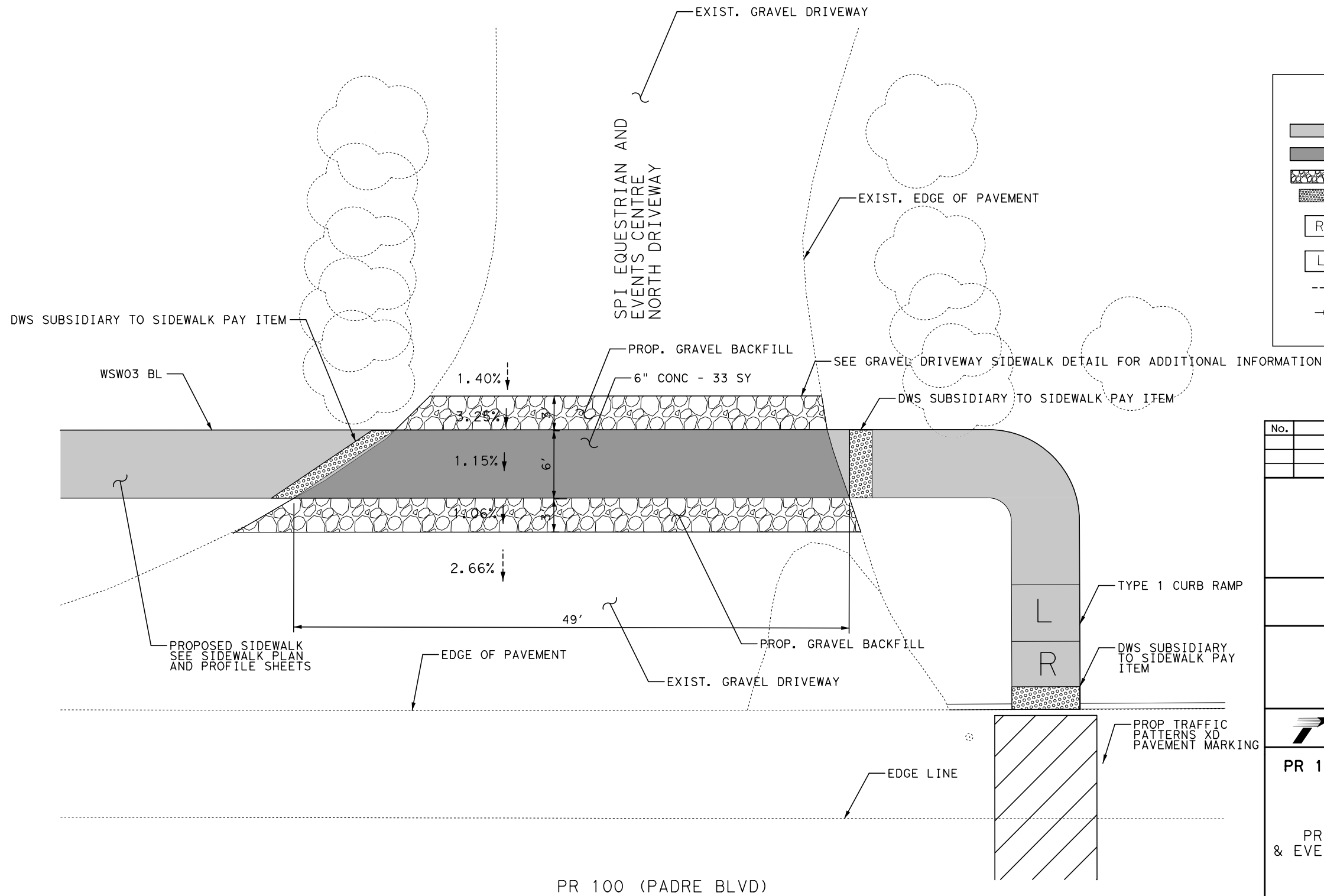
PR 100 ROADWAY IMPROVEMENTS

DRIVEWAY DETAILS
PR 100 AT SPI EQUESTRIAN
& EVENTS CENTRE SOUTH DRIVEWAY
PDR STA 533+50
SHEET 6 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	144
CONTROL	SECTION	JOB	
N/A	N/A	N/A	



LEGEND	
	4" CONC SIDEWALK
	6" CONC DRIVEWAY
	GRAVEL BACKFILL
	DETECTABLE WARNING SURFACE
	RAMP (8.33% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	LANDING (2% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	EXISTING PAVEMENT SLOPE
	PROPOSED PAVEMENT SLOPE



No.	Revision	By	Date

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Kimley»Horn

Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TYPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

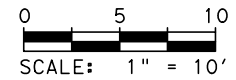
DRIVEWAY DETAILS
PR 100 AT SPI EQUESTRIAN
& EVENTS CENTRE NORTH DRIVEWAY
PDR STA 534+00

SHEET 7 OF 9

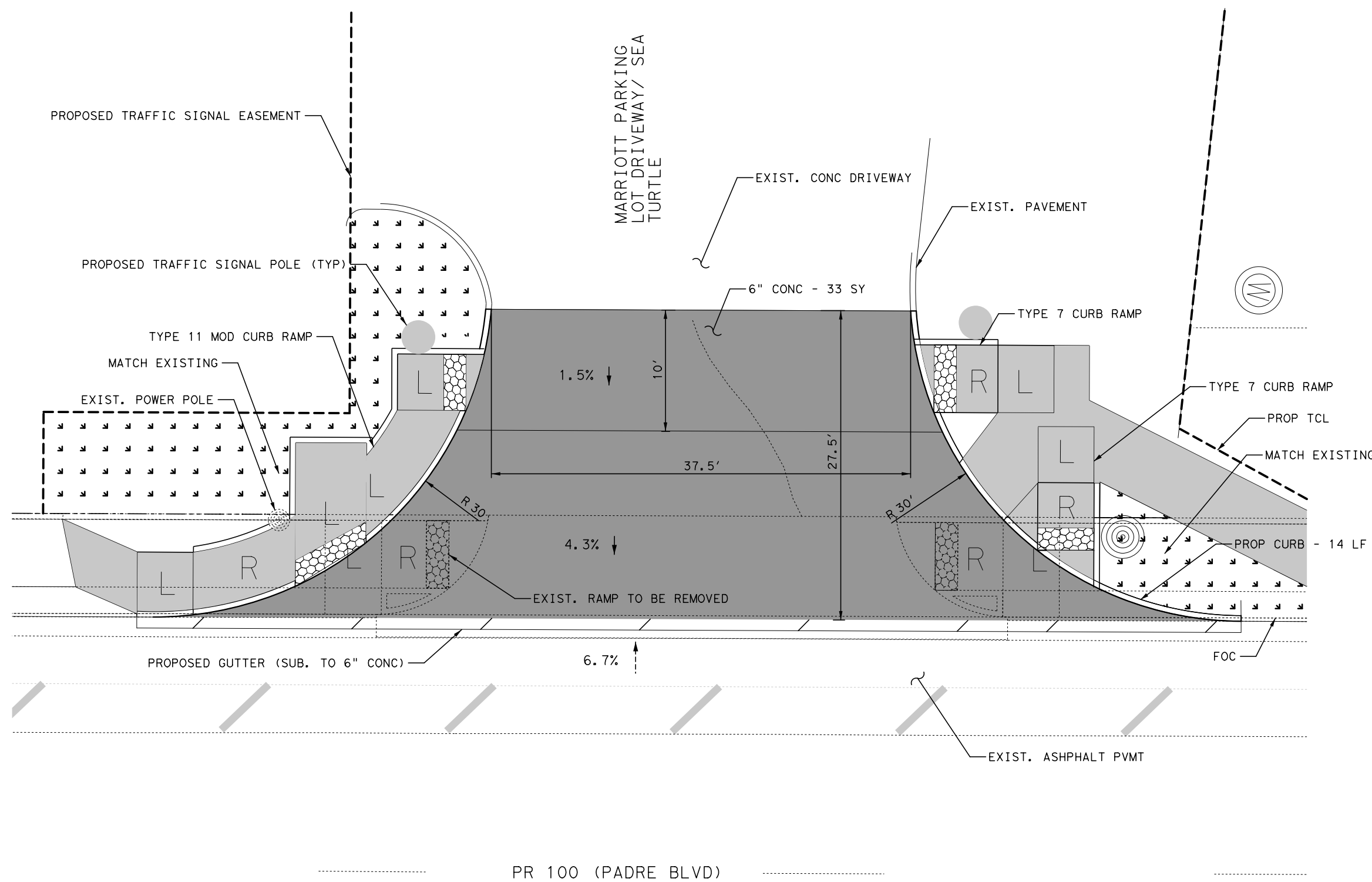
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6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	145
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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PR 100 (PADRE BLVD)



LEGEND	
	4" CONC SIDEWALK
	6" CONC DRIVEWAY
	DETECTABLE WARNING SURFACE
	RAMP (8.33% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	LANDING (2% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	EXISTING PAVEMENT SLOPE
	PROPOSED PAVEMENT SLOPE



No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPBE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

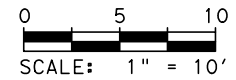
DRIVEWAY DETAILS
 PR 100 AT MARRIOTT PARKING
 LOT DRIVEWAY/ SEA TURTLE
 PDR STA 468+50

SHEET 8 OF 9

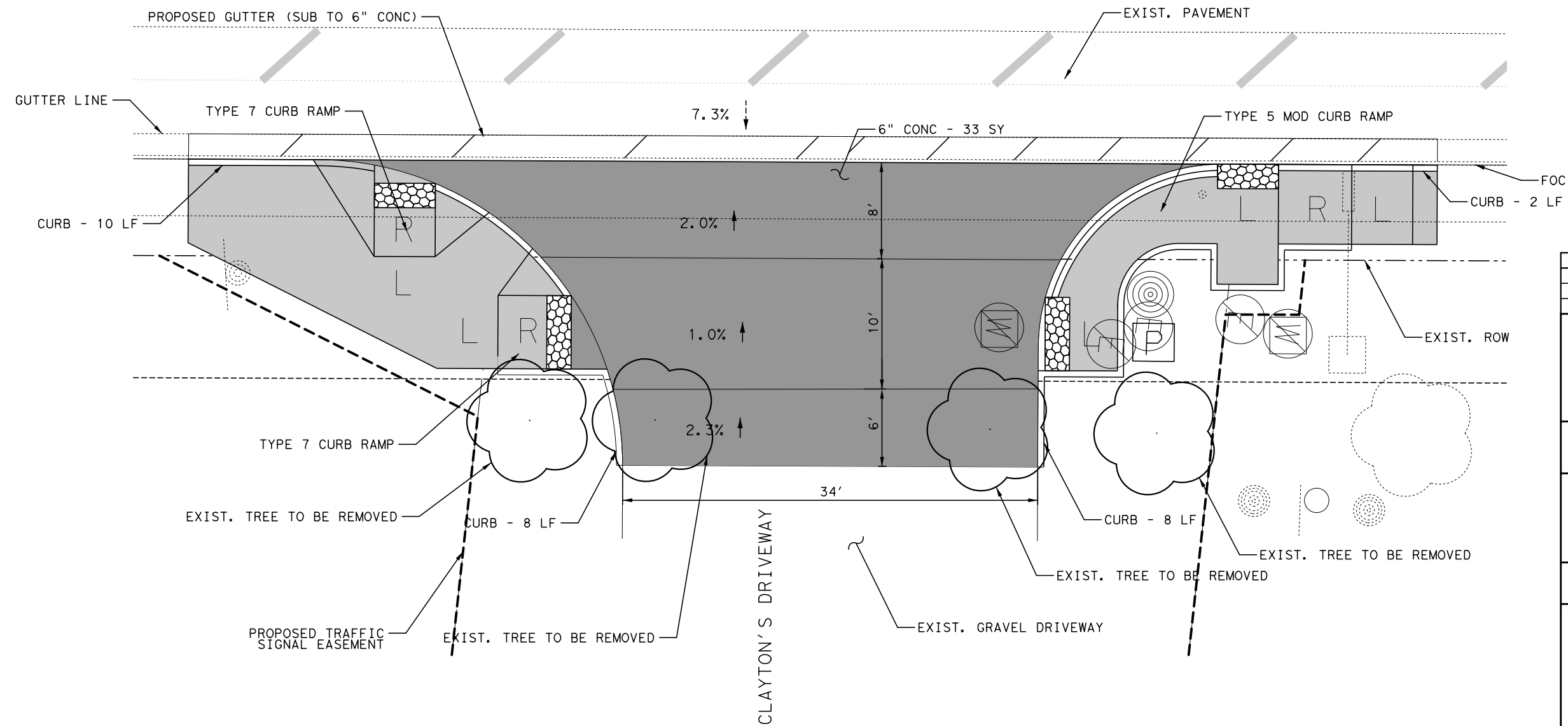
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6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	146
CONTROL	SECTION	JOB	
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PR 100 (PADRE BLVD)



PR 100 (PADRE BLVD)



LEGEND	
	4" CONC SIDEWALK
	6" CONC DRIVEWAY
	DETECTABLE WARNING SURFACE
	RAMP (8.33% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	LANDING (2% MAX RUNNING SLOPE, 2% MAX CROSS SLOPE)
	EXISTING PAVEMENT SLOPE
	PROPOSED PAVEMENT SLOPE

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn

Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TBP&E REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

DRIVEWAY DETAILS

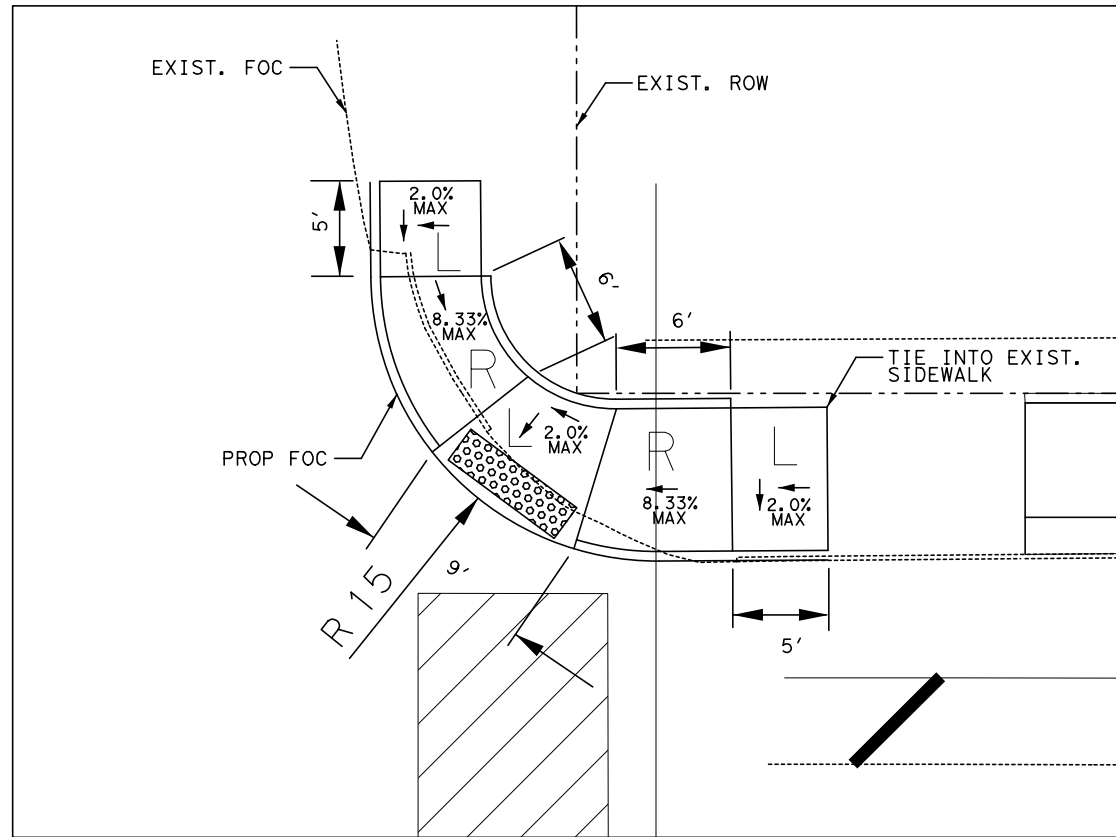
PR 100 AT CLAYTON'S DRIVEWAY

PDR STA 468+50

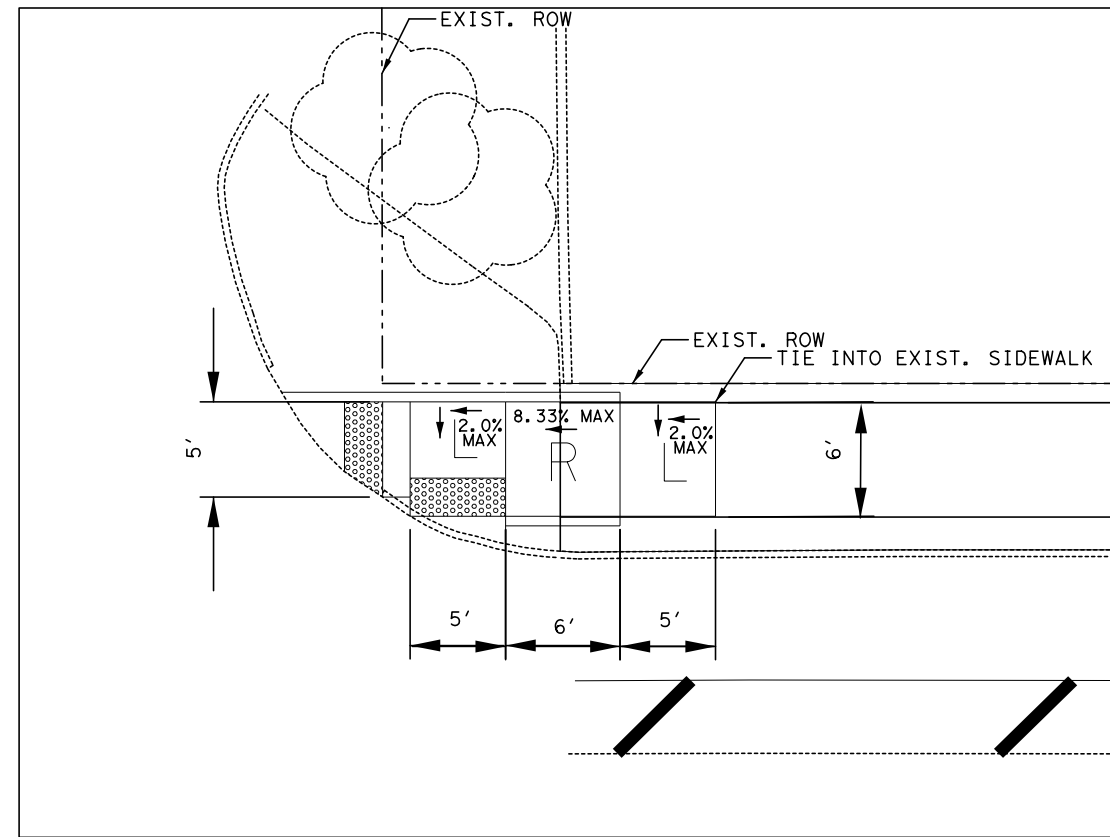
SHEET 9 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
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STATE	DISTRICT	COUNTY	147
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

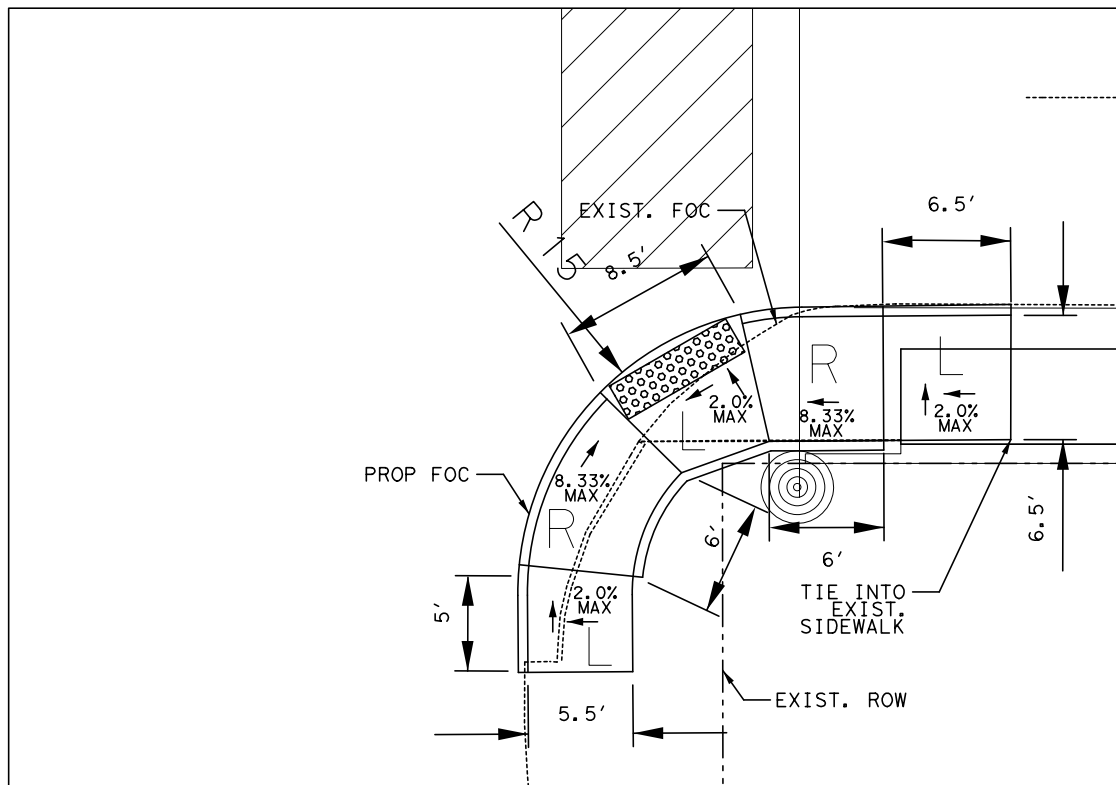
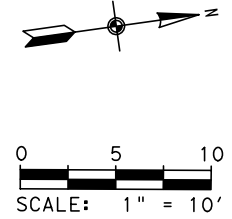
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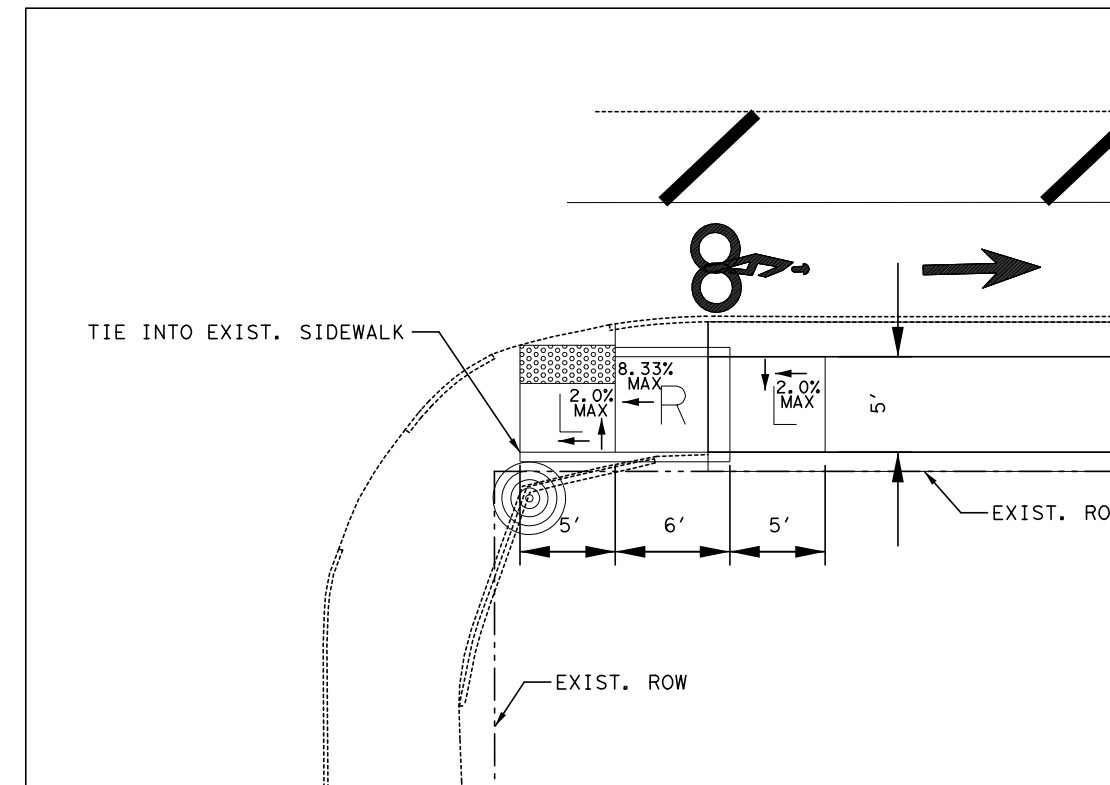
CURB RAMP AT NORTHWEST CORNER OF HIBISCUS



CURB RAMP AT NORTHWEST CORNER OF AIRES



CURB RAMP AT NORTHEAST CORNER OF HIBISCUS



CURB RAMP AT NORTHWEST CORNER OF AIRES

No.	Revision	By	Date

PRELIMINARY
FOR REVIEW ONLY
Not for construction, bidding,
or permit purposes.
Kimley»Horn
Engineer: THOMAS P. GRANT
P.E. No. 100876 Date: _____

Kimley»Horn
TBPE REGISTERED ENGINEERING FIRM F-928

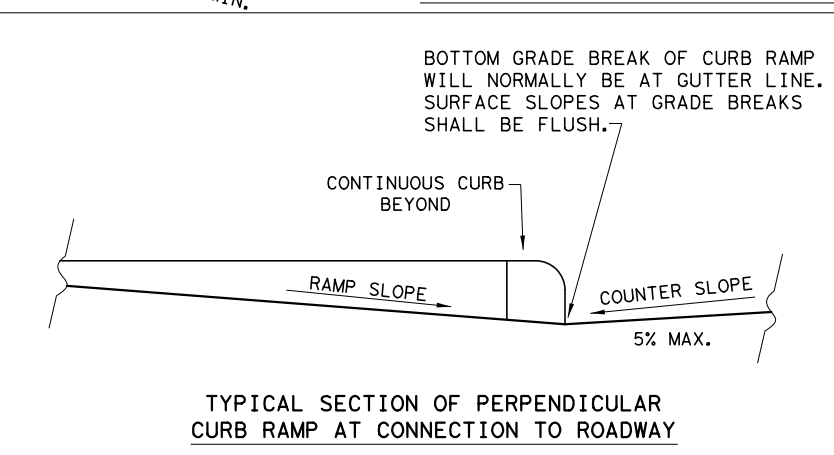
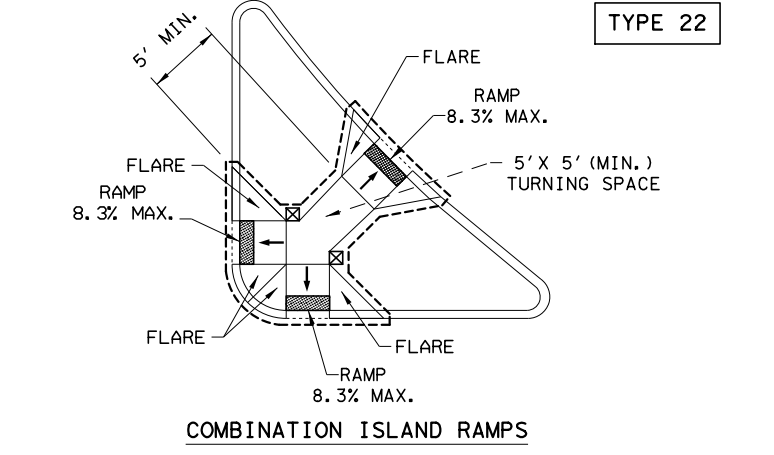
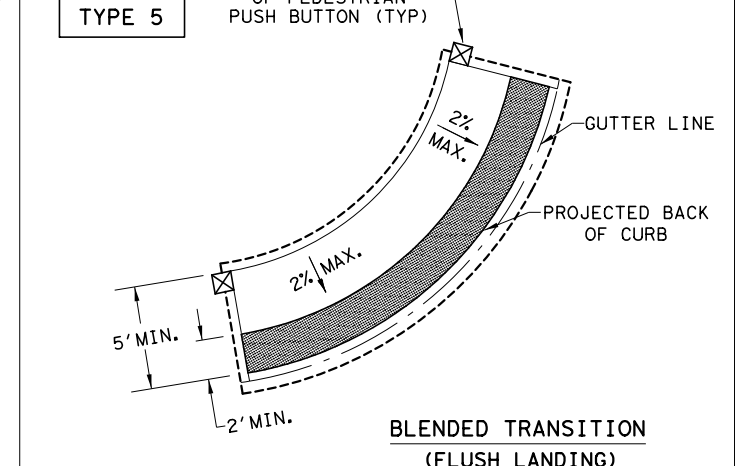
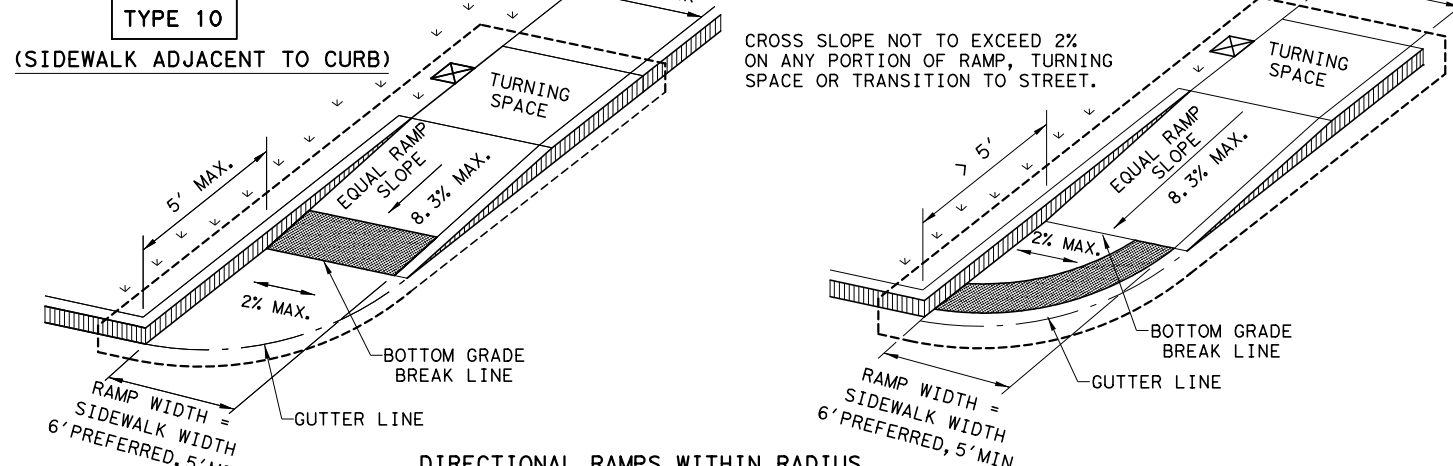
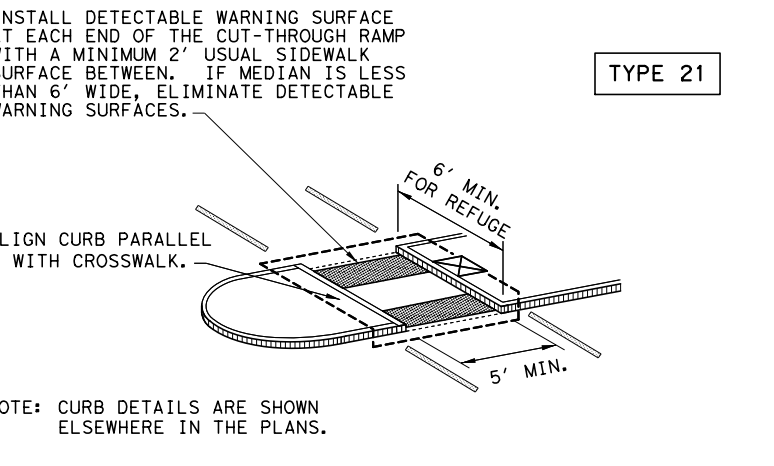
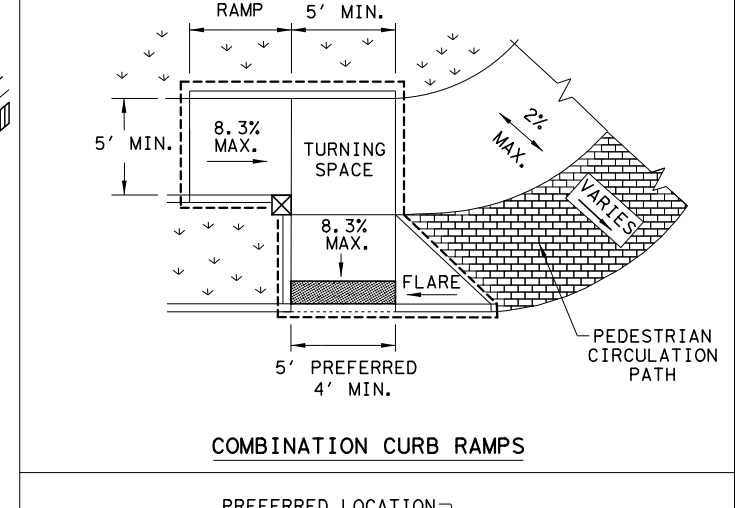
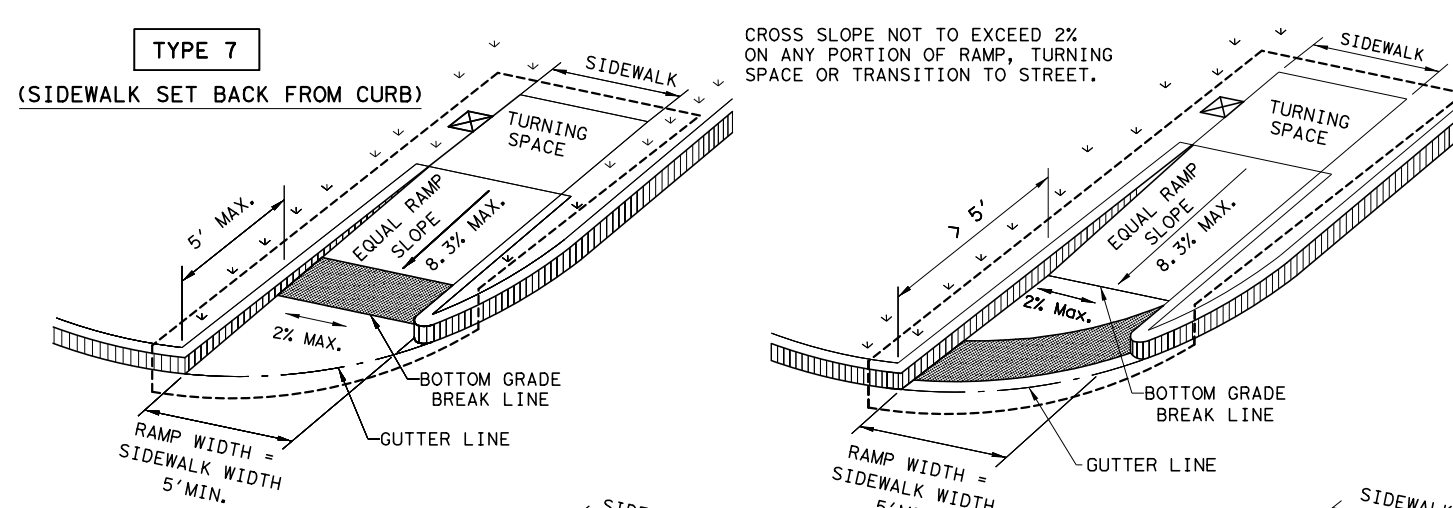
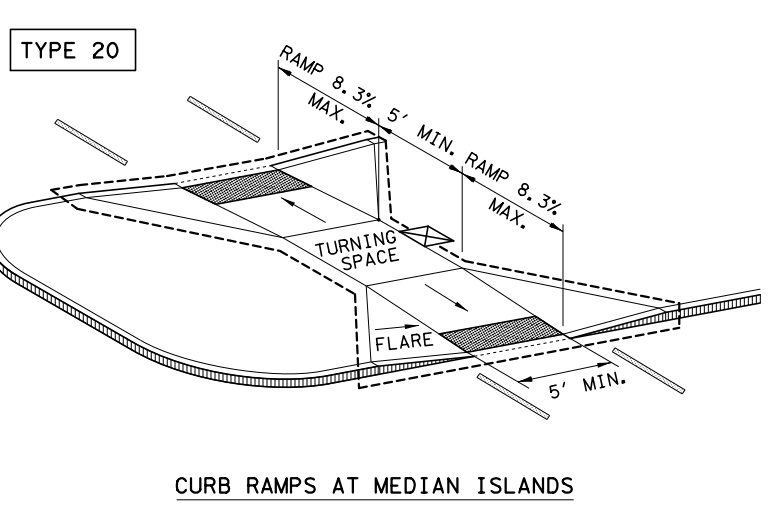
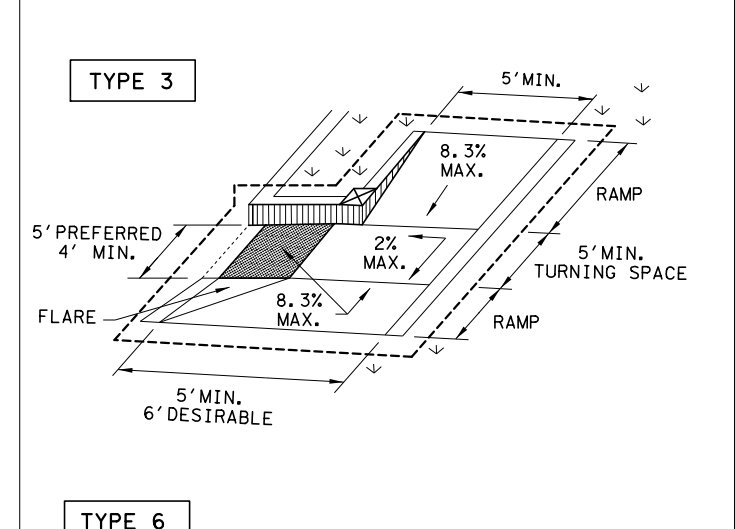
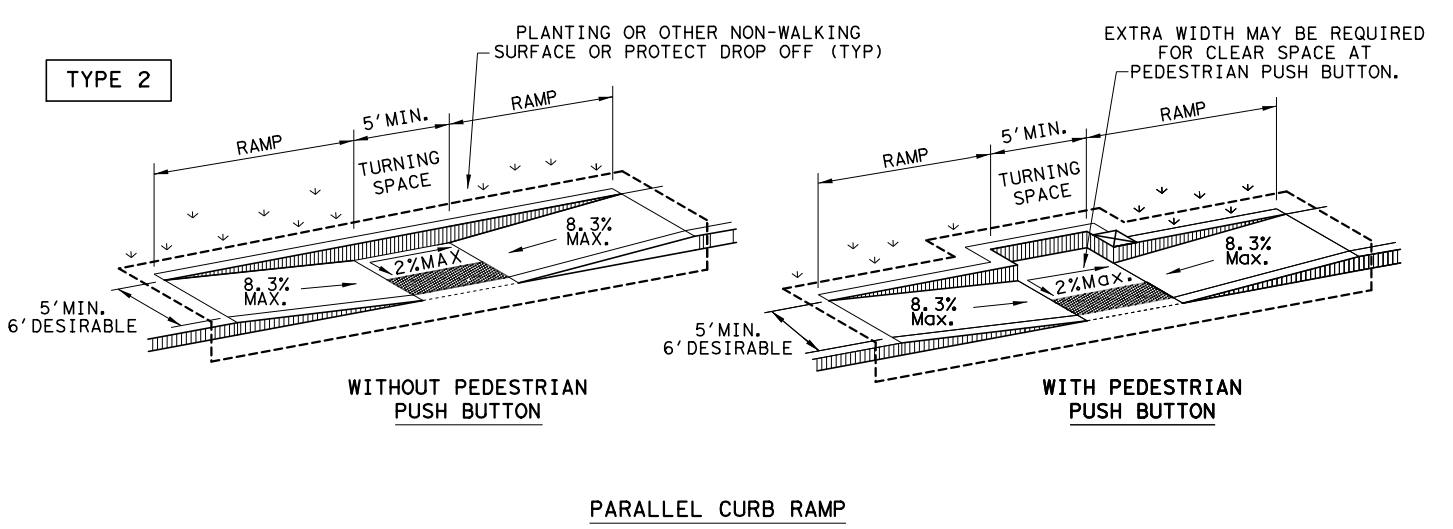
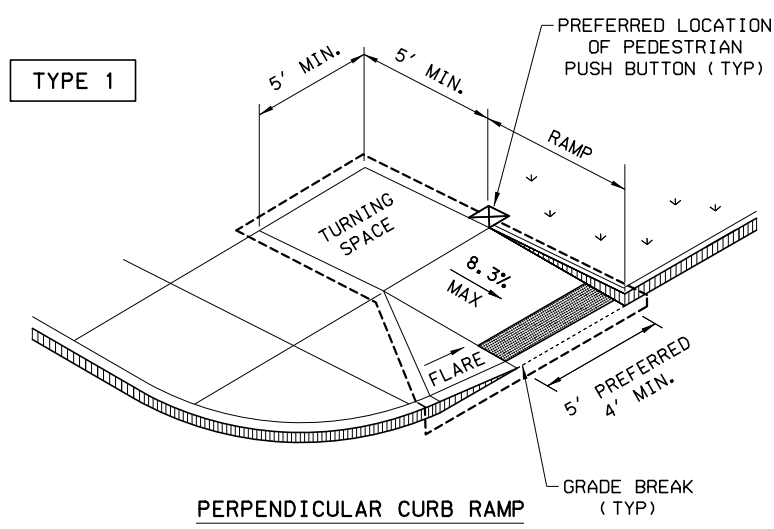


CURB RAMP DETAILS

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO. 148		

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DATE: \$DATE\$
 \$TIME\$
 FILE: \$FILES\$



NOTES / LEGEND:
 SEE GENERAL NOTES ON SHEET 2 OF 4 FOR MORE INFORMATION.

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.

Detectable Warning Surface: [Symbol]

Gutter Line: [Symbol]

Grade Break: [Symbol]

Ramp Limits of Payment: [Symbol]

SHEET 1 OF 4

Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISED 08, 2005	N/A	N/A	N/A	PR 100
REVISED 06, 2012	DIST	COUNTY	SHEET NO.	
REVISED 01, 2018	PHR	CAMERON	149	

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GENERAL NOTES

CURB RAMP

1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. All slopes shown are maximum allowable. Cross slopes of 1.5% and lesser running should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
3. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
4. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. 5' x 5' passing areas at intervals not to exceed 200' are required.
5. Turning Spaces shall be 5' x 5' minimum. Cross slope shall be maximum 2%.
6. Clear space at the bottom of curb ramps shall be a minimum of 4' x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
8. Additional information on curb ramp location, design, light reflective value and texture may be found in the latest draft of the Proposed Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG) as published by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).
9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
10. Small channelization islands, which do not provide a minimum 5' x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
11. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
12. Provide curb ramps to connect the pedestrian access route at each pedestrian street crossing. Handrails are not required on curb ramps.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
15. Furnish and install No. 3 reinforcing steel bars at 18" o.c. both ways, unless otherwise directed.
16. Provide a smooth transition where the curb ramps connect to the street.
17. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
18. Existing features that comply with applicable standards may remain in place unless otherwise shown on the plans.

DETECTABLE WARNING MATERIAL

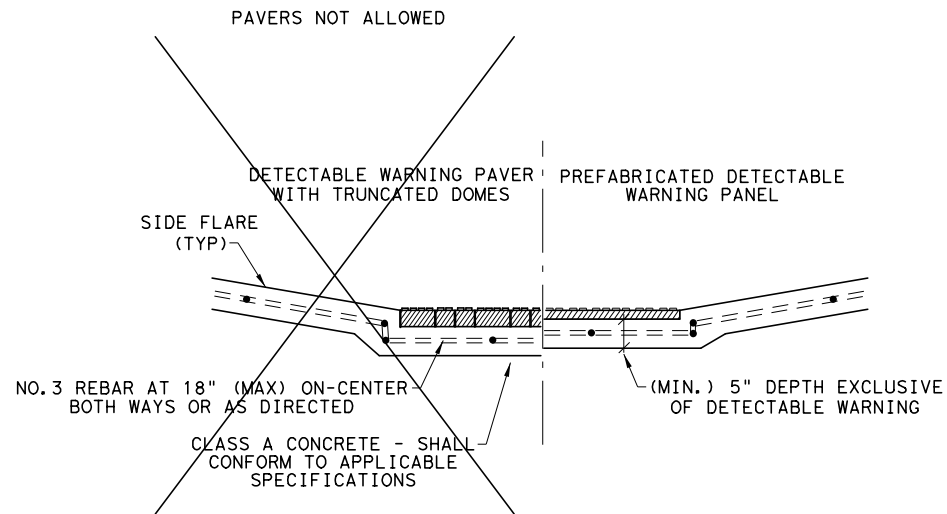
19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
20. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
21. Detectable warning surfaces must be firm, stable and slip resistant.
22. Detectable warning surfaces shall be a minimum of 24 inches in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
23. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb and neither end of that edge is greater than 5 feet from the back of curb. Detectable warning surfaces may be curved along the corner radius.
24. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

DETECTABLE WARNING PAVERS (IF USED)

25. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
26. Lay full-size units first followed by closure units consisting of at least 25 percent (25%) of a full unit. Cut detectable warning paver units using a power saw.

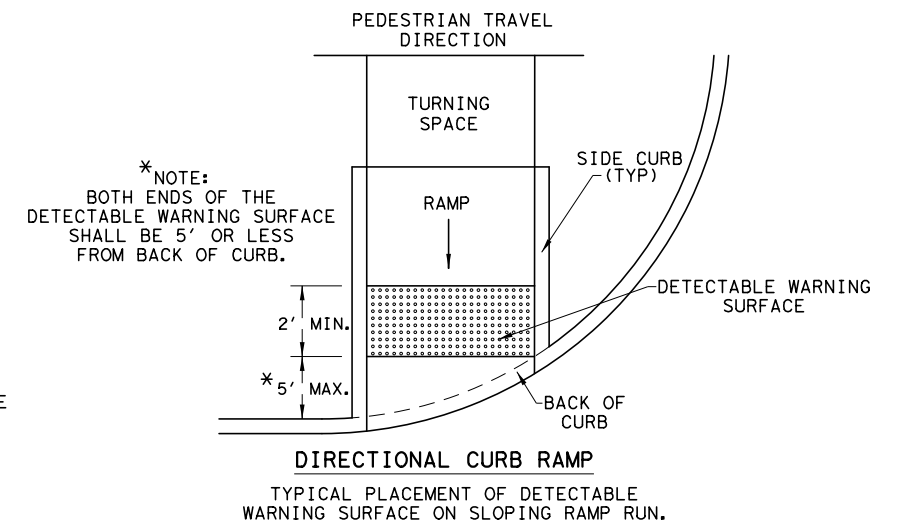
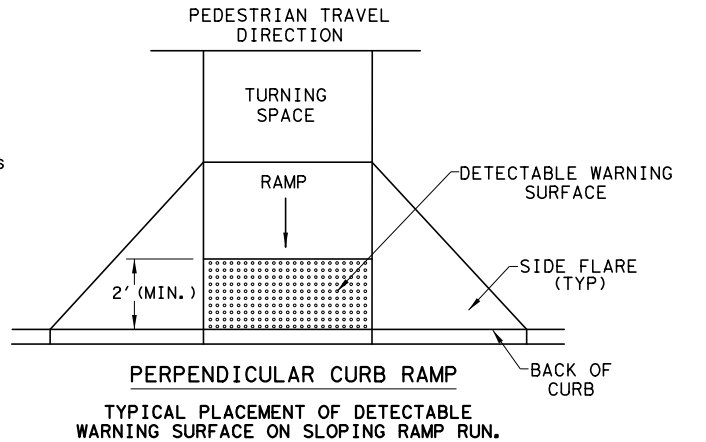
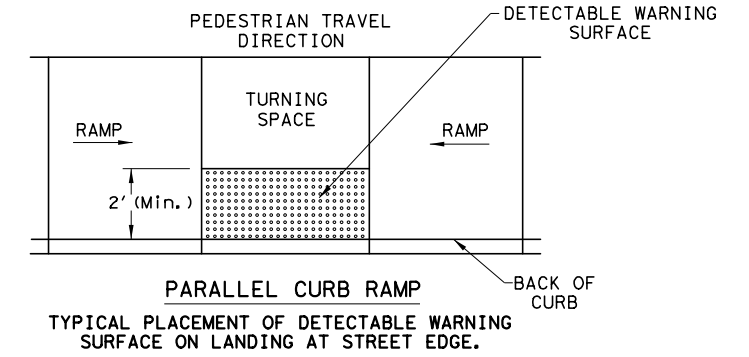
SIDEWALKS

27. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within unobstructed reach range specified in PROWAG section R406.
28. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear ground space.
29. Street grades and cross slopes shall be as shown elsewhere in the plans.
30. Changes in level greater than 1/4 inch are not permitted.
31. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than five percent (5%) must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with PROWAG R409.
32. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
33. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
34. Sidewalk details are shown elsewhere in the plans.



**SECTION VIEW DETAIL
CURB RAMP AT DETECTIBLE WARNINGS**

DETECTABLE WARNING SURFACE DETAILS



SHEET 2 OF 4



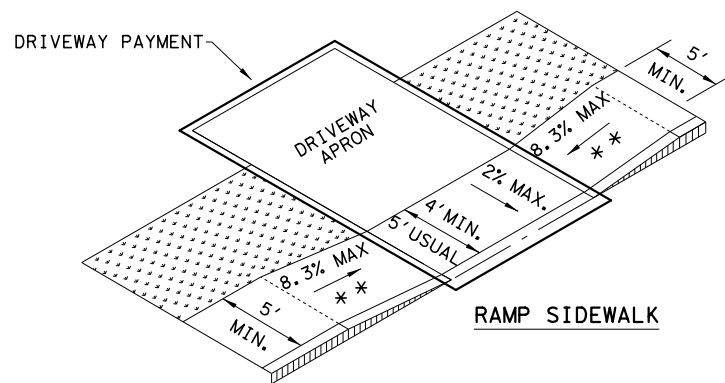
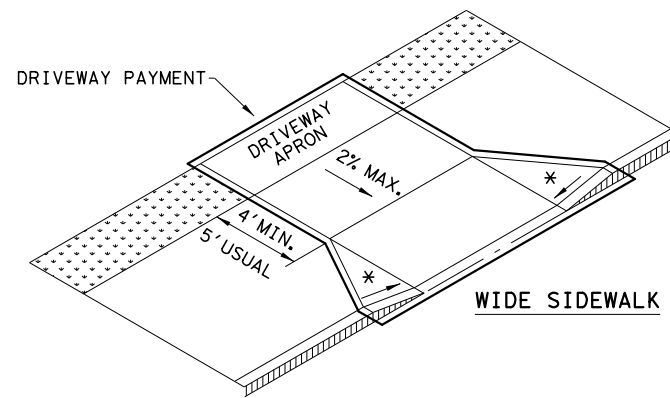
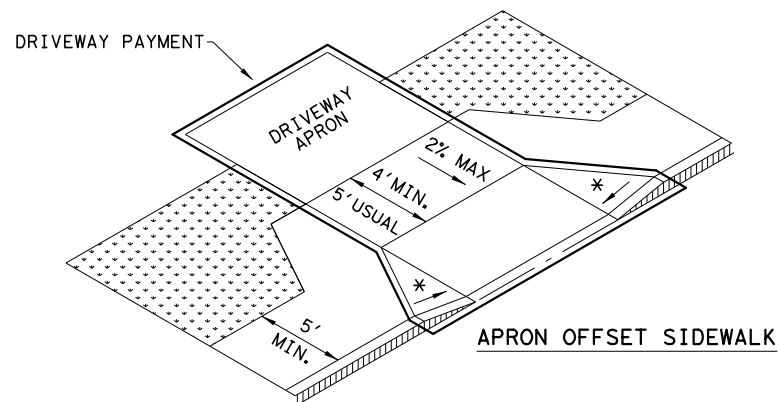
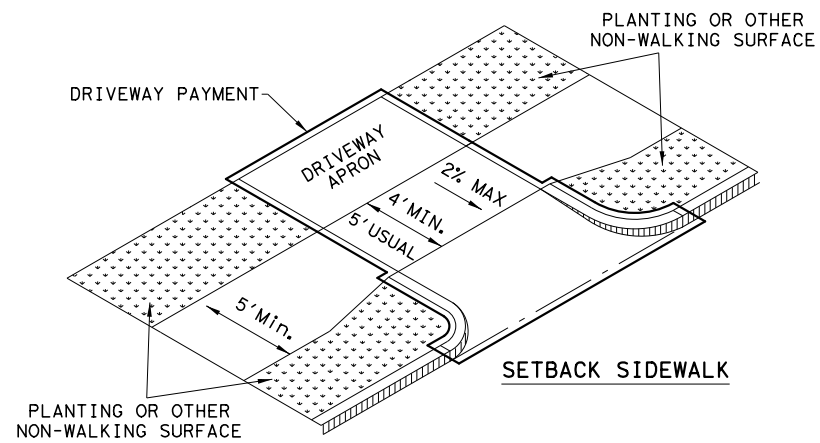
**PEDESTRIAN FACILITIES
CURB RAMP
PED-18**

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	N/A	N/A	N/A	PR 100
REVISED 08, 2005	DIST	COUNTY	SHEET NO.	
REVISED 06, 2012	PHR	CAMERON	150	
REVISED 01, 2018				

DATE: \$DATE\$
FILE: \$FILE\$

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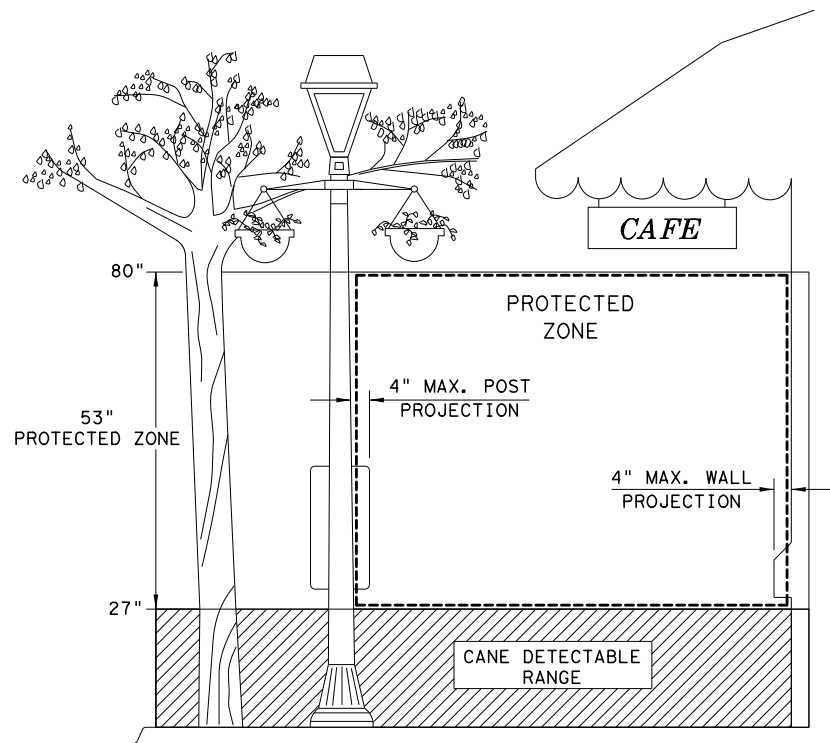
SIDEWALK TREATMENT AT DRIVEWAYS



NOTES:

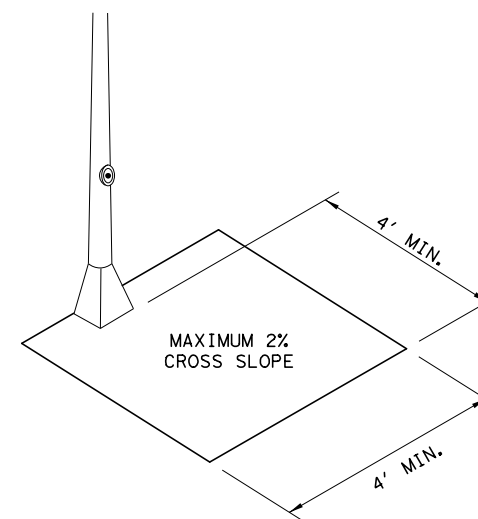
* WHERE DRIVEWAYS CROSS THE PEDESTRIAN ROUTE, SIDES SHALL BE FLARED AT 10% MAX SLOPE.

** IF CURB HEIGHT IS GREATER THAN 6 INCHES, USE GRADE LESS THAN OR EQUAL TO 5%. HANDRAIL AND DETECTABLE WARNING ARE NOT REQUIRED.

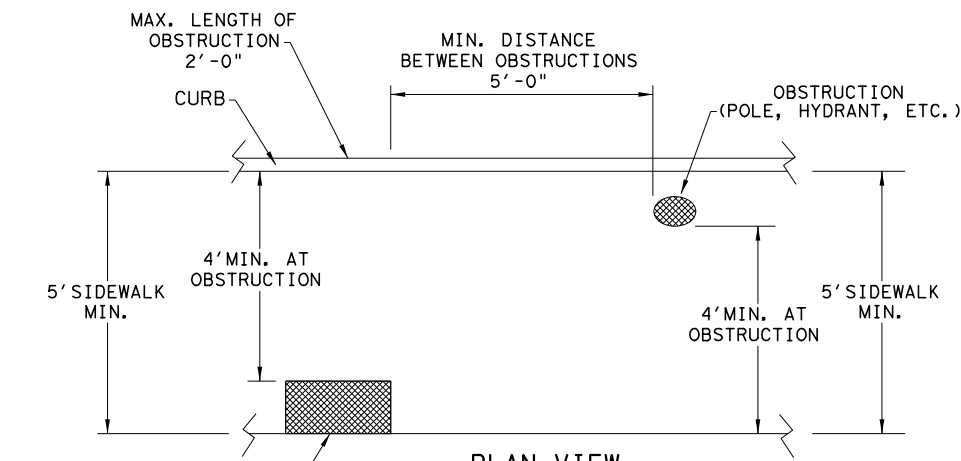


PROTECTED ZONE

NOTE: IN PEDESTRIAN CIRCULATION AREA, MAXIMUM 4" PROJECTION FOR POST OR WALL MOUNTED OBJECTS BETWEEN 27" AND 80" ABOVE THE SURFACE.

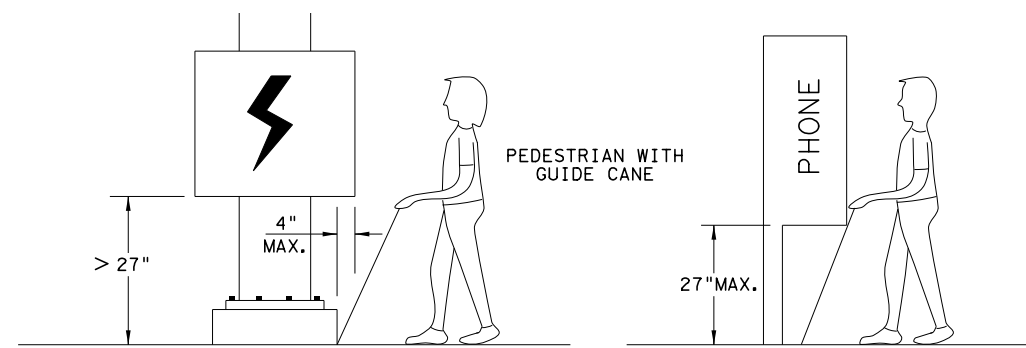


CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



PLACEMENT OF STREET FIXTURES

NOTE: ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' X 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.

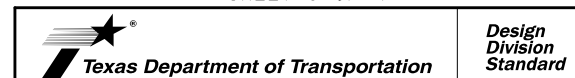


WHEN AN OBSTRUCTION OF A HEIGHT GREATER THAN 27" FROM THE SURFACE WOULD CREATE A PROTRUSION OF MORE THAN 4" INTO THE PEDESTRIAN CIRCULATION AREA, CONSTRUCT ADDITIONAL CURB OR FOUNDATION AT THE BOTTOM TO PROVIDE A MAXIMUM 4" OVERHANG.

PROTRUDING OBJECTS OF A HEIGHT ≤ 27" ARE DETECTABLE BY CANE AND DO NOT REQUIRE ADDITIONAL TREATMENT.

DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

SHEET 3 OF 4



PEDESTRIAN FACILITIES CURB RAMPS

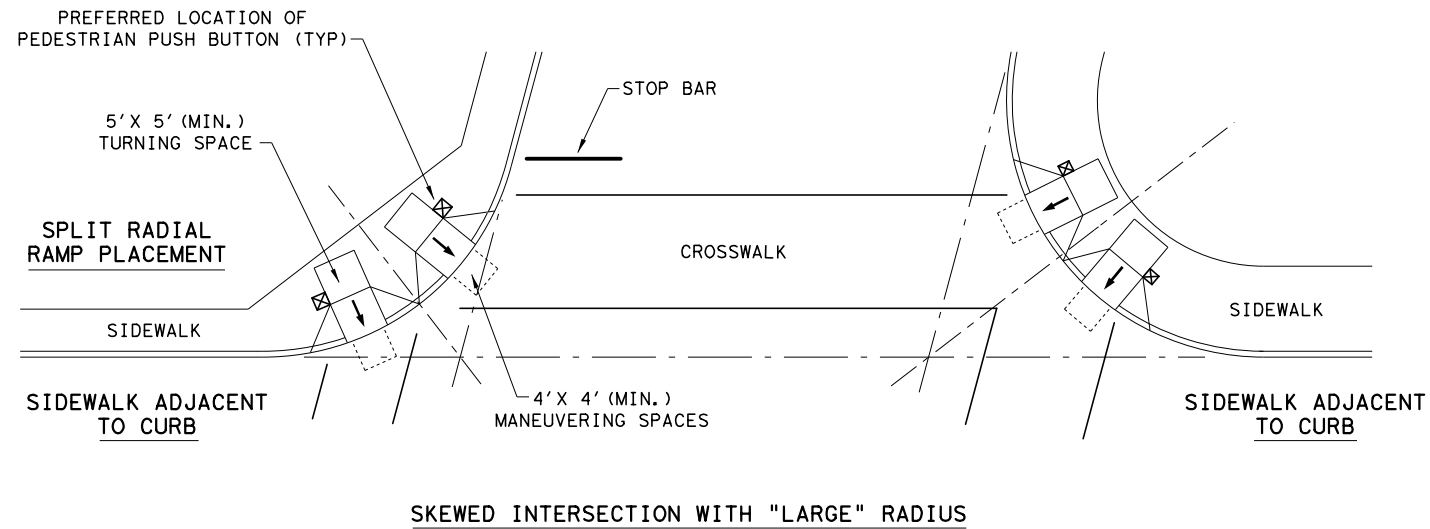
PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	N/A	N/A	N/A	PR 100
REVISED 08, 2005	DIST	COUNTY	SHEET NO.	
REVISED 06, 2012	PHR	CAMERON	151	
REVISED 01, 2018				

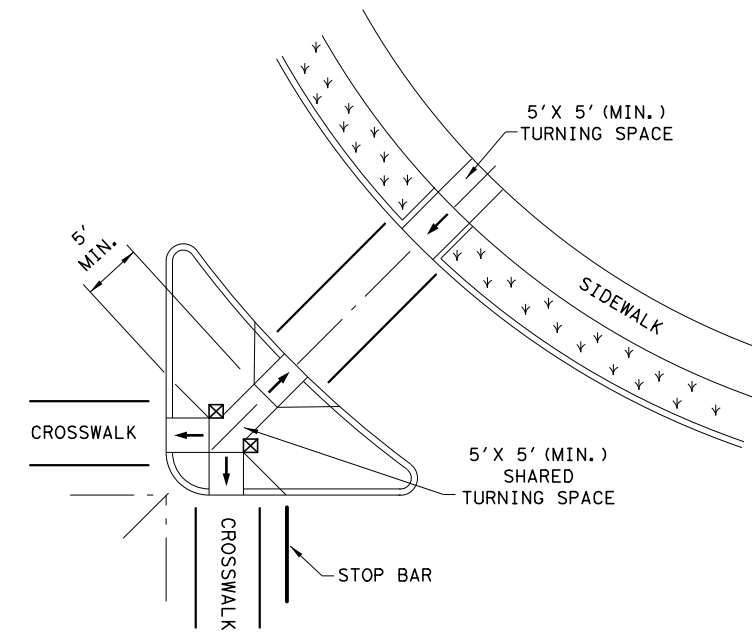
DATE: \$DATE\$
FILE: \$FILE\$

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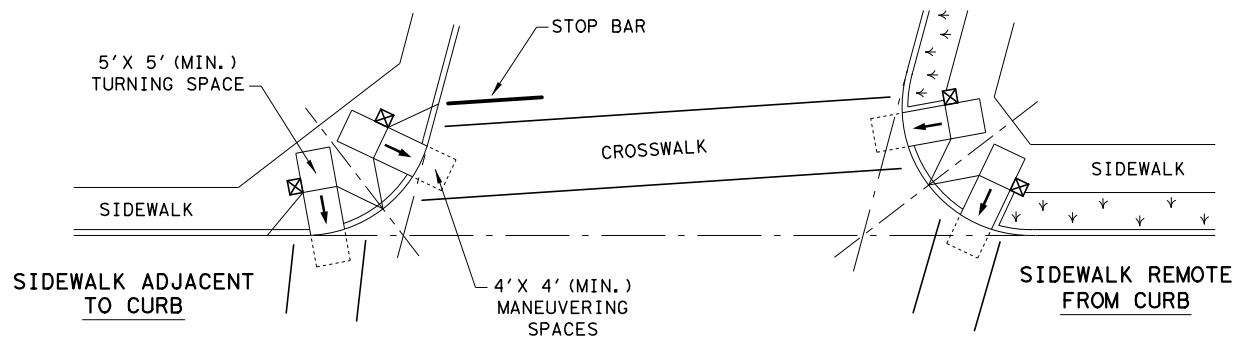
TYPICAL CROSSING LAYOUTS
SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS



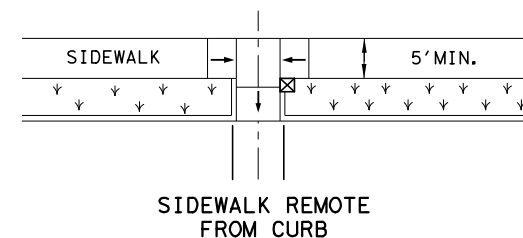
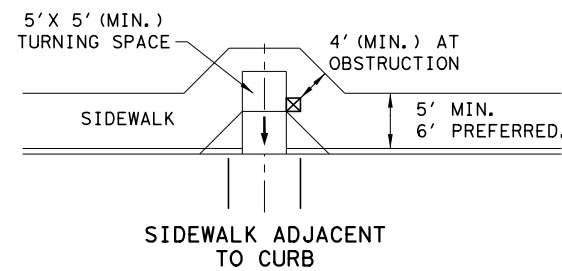
SKewed INTERSECTION WITH "LARGE" RADIUS



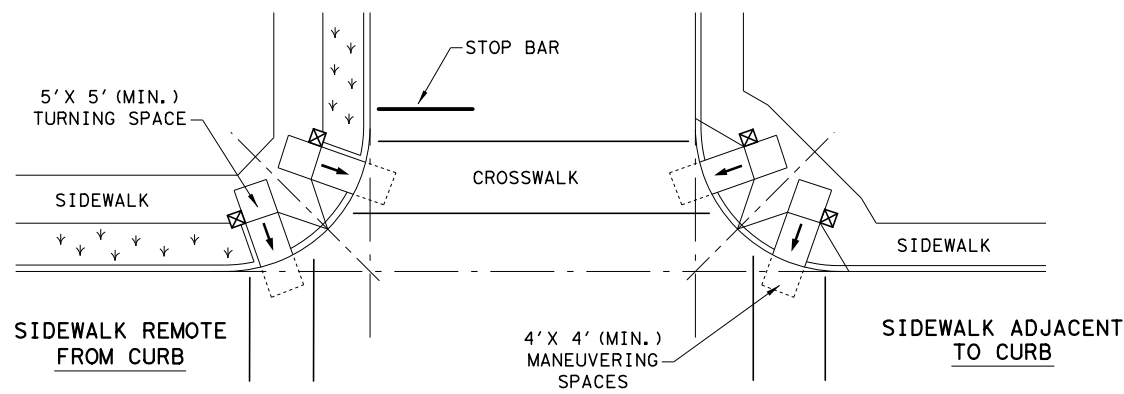
AT INTERSECTION
W/FREE RIGHT TURN & ISLAND



SKewed INTERSECTION WITH "SMALL" RADIUS



MID-BLOCK PLACEMENT
PERPENDICULAR RAMPS



NORMAL INTERSECTION WITH "SMALL" RADIUS

LEGEND:

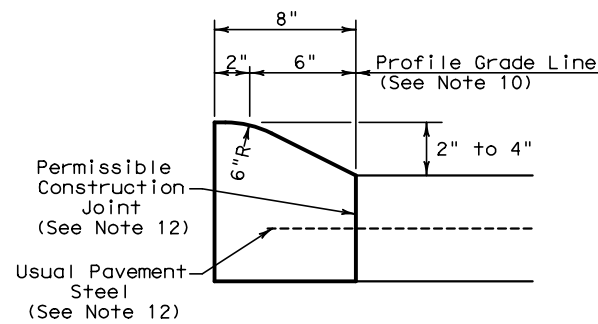
- SHOWS DOWNWARD SLOPE. →
- DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON (IF APPLICABLE). ☒
- DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH. ↙ ↘ ↙ ↘ ↙ ↘

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

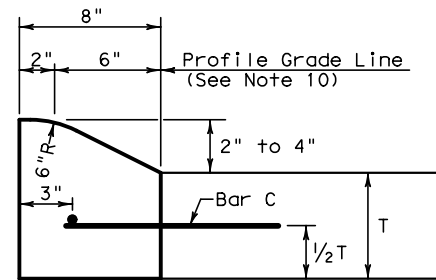
		Design Division Standard	
<h2>PEDESTRIAN FACILITIES</h2> <h3>CURB RAMPS</h3> <h1>PED-18</h1>			
FILE: ped18	DN: TxDOT	DW: VP	CK: KM
© TxDOT: MARCH, 2002	CON: N/A	SECT: N/A	JOB: N/A
REVISIONS	REVISED 08, 2005	REVISED 06, 2012	REVISED 01, 2018
PHR	CAMERON	PR 100	SHEET NO. 152

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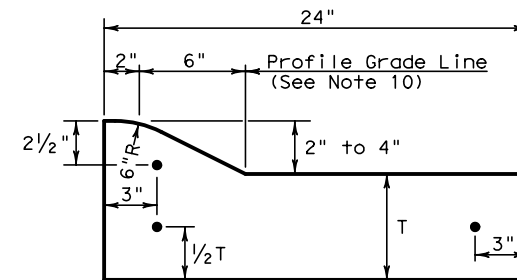
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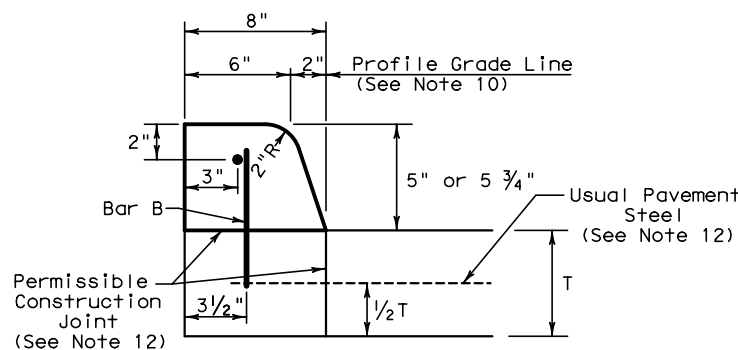
TYPE I CURB (MONOLITHIC)
 2" - 4" HEIGHT



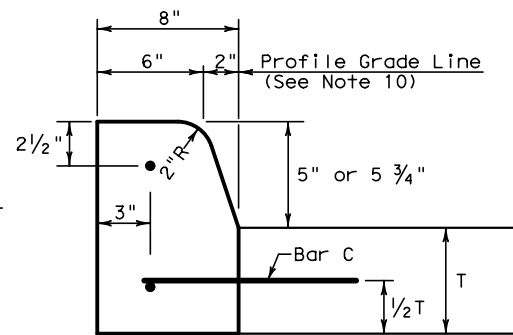
TYPE I CURB AND GUTTER
 2" - 4" HEIGHT



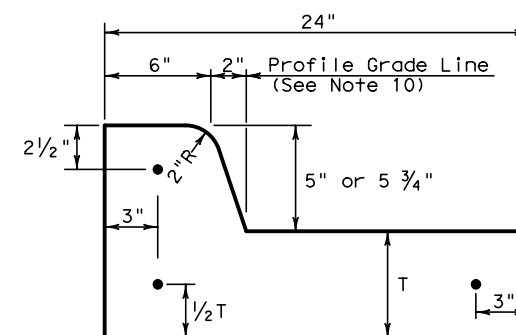
TYPE I CURB AND GUTTER
 2" - 4" HEIGHT



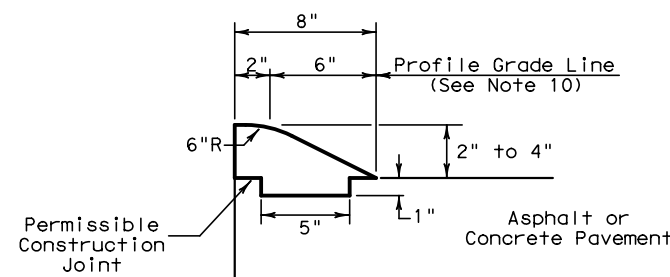
TYPE II CURB (MONOLITHIC)
 5" - 5 3/4" HEIGHT



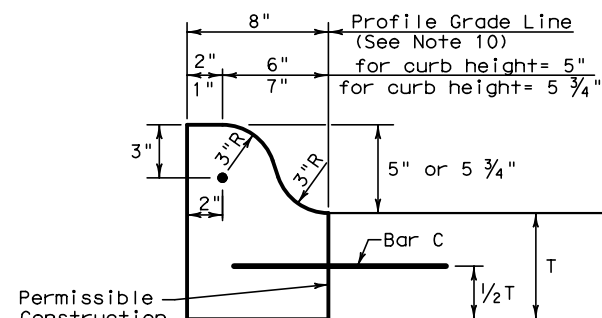
TYPE II CURB AND GUTTER
 5" - 5 3/4" HEIGHT



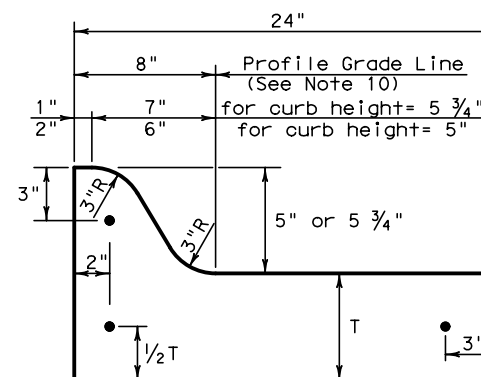
TYPE II CURB AND GUTTER
 5" - 5 3/4" HEIGHT



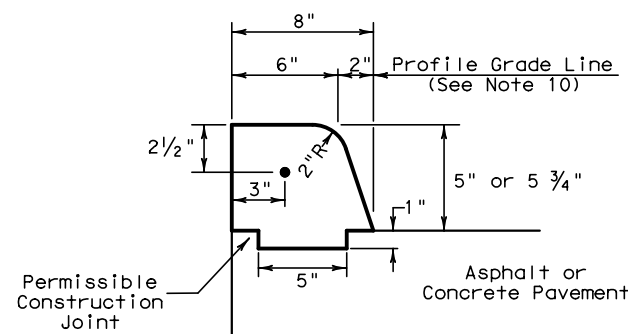
TYPE III CURB (KEYED)
 2" - 4" HEIGHT



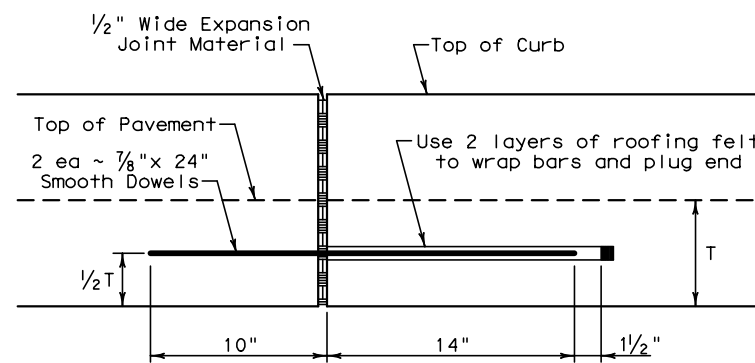
TYPE IIa CURB
 5" - 5 3/4" HEIGHT



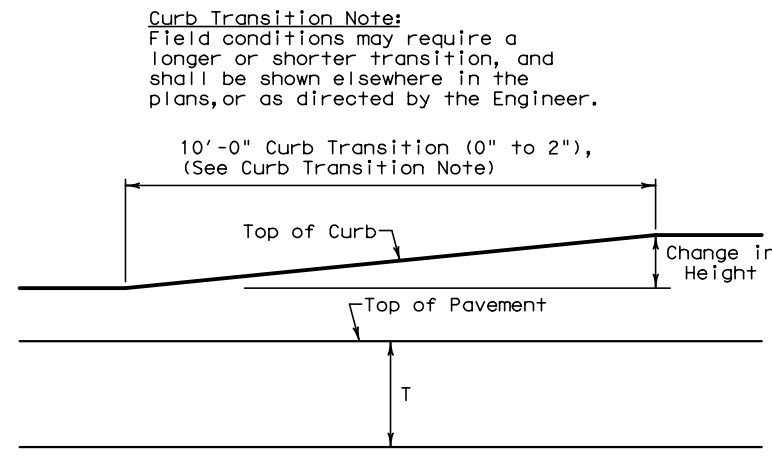
TYPE IIa CURB AND GUTTER
 5" - 5 3/4" HEIGHT



TYPE IV CURB (KEYED)
 5" - 5 3/4" HEIGHT



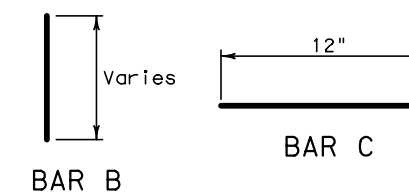
EXPANSION JOINT DETAIL



CURB TRANSITION
 Note: To be paid for as Highest Curb

General Notes

1. All materials and construction shall be in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."
2. Concrete shall be Class A.
3. When reinforcing bars are used, they shall be No.4 unless otherwise shown. The use of synthetic fiber in lieu of steel reinforcing is acceptable, provided the fiber producer is on the Department Producer List (MPL), maintained by TxDOT, Construction Division.
4. Round exposed sharp edges with a rounding tool, to a minimum radius of 1/4 inch.
5. All existing curbs and driveways to be removed shall be sawed or removed at existing joints.
6. Where concrete curb is placed on existing concrete pavement, the pavement shall be drilled and the reinforcing bars grouted in place.
7. Expansion and contraction joints shall be constructed to match pavement joints in all curbs and curb and gutter adjacent to jointed concrete pavement. Where placement of curb or curb and gutter is not adjacent to concrete pavement, expansion joints shall be provided at structures, curb returns at streets, and at locations directed by The Engineer.
8. Vertical and horizontal dowel bars and transverse reinforcing bars shall be placed at four feet C-C.
9. Dimension 'T' shown is the thickness of concrete pavement. When curb is installed adjacent to flexible pavement dimension 'T' is 8" maximum.
10. Usual profile grade line. Refer to typical sections and plan-profile sheets for exact locations.
11. One-half inch expansion joint material shall be provided where curb or curb and gutter is adjacent to sidewalk or riprap.
12. When vertical permissible construction joints are used, resulting in a longitudinal construction joint in the pavement, the longitudinal pavement steel shall be placed in accordance with pavement details shown elsewhere in the plans for longitudinal construction joints. Reinforcing steel for curb section shall then conform to that required for concrete curb.

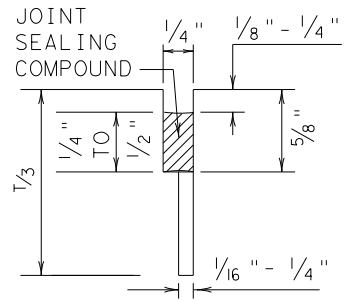


Curb Transition Note:
 Field conditions may require a longer or shorter transition, and shall be shown elsewhere in the plans, or as directed by the Engineer.

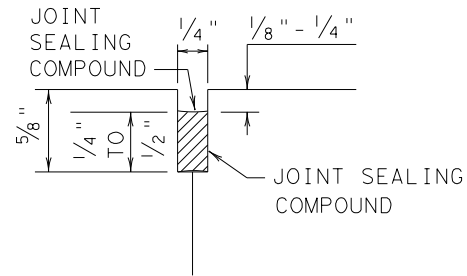
				Design Division Standard
<h2>CONCRETE CURB AND GUTTER</h2> <h3>CCCG-12</h3>				
FILE: cccg12.dgn	DN: TxDOT	CK: AM	DW: VP	CK:
© TxDOT: 1995	CONT	SECT	JOB	HIGHWAY
UPDATED 2012 - VP	REVISIONS	N/A	N/A	PR 100
	DIST	COUNTY	SHEET NO.	
	PHR	CAMERON	153	

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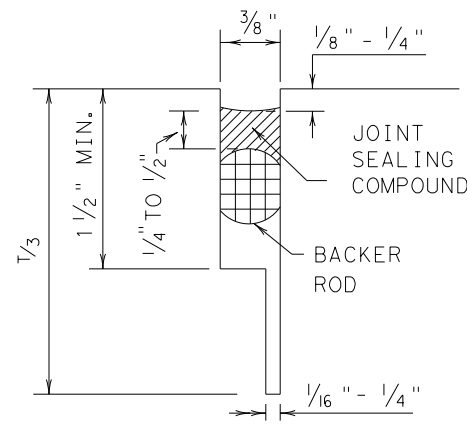
METHOD B: JOINT SEALING COMPOUND



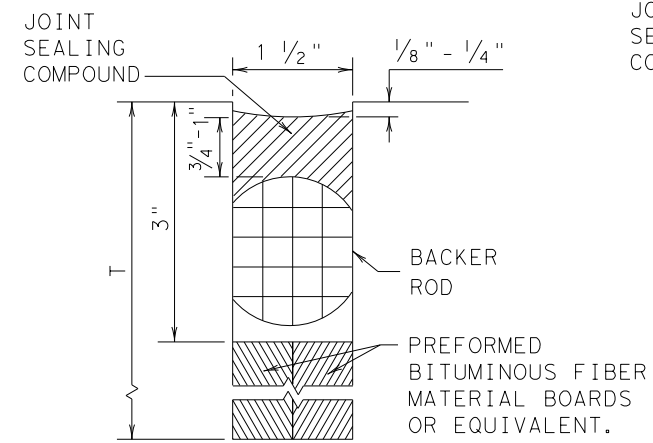
LONGITUDINAL SAWED CONTRACTION JOINT



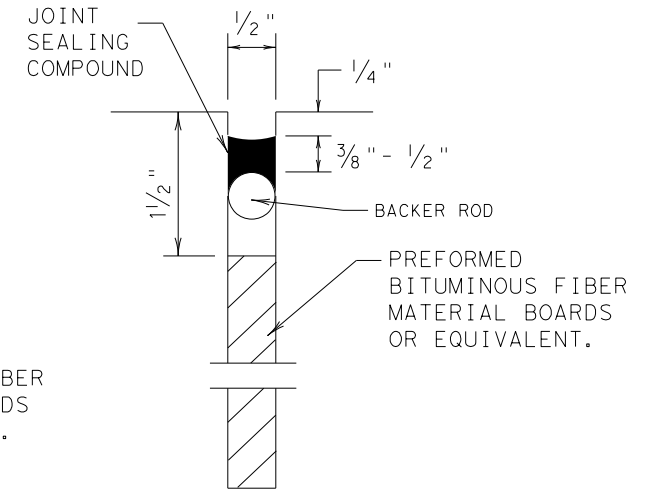
LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT



TRANSVERSE SAWED CONTRACTION JOINT

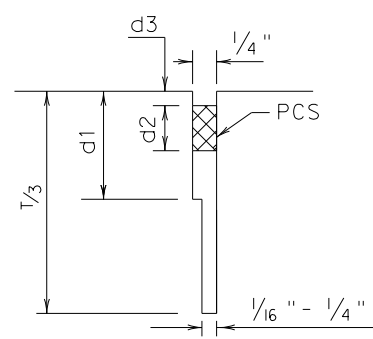


TRANSVERSE FORMED EXPANSION JOINT

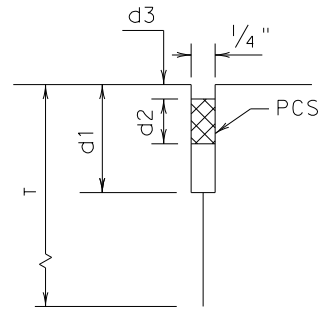


FORMED ISOLATION JOINT

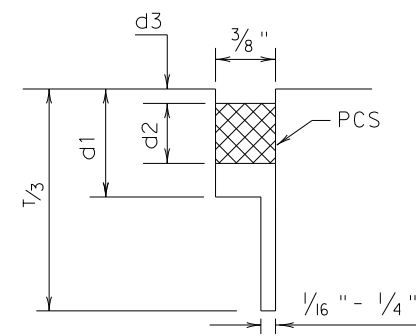
METHOD A: PREFORMED COMPRESSION SEALS (PCS) (DMS-6310 CLASS 6)



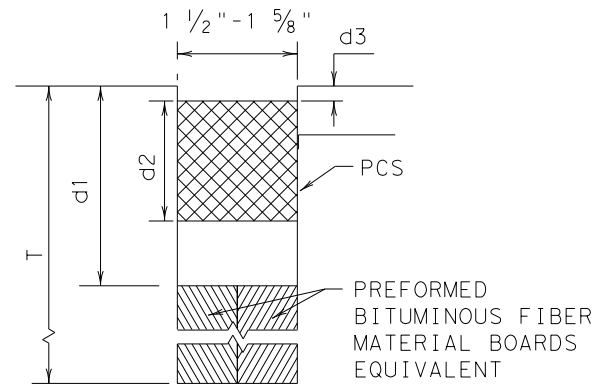
LONGITUDINAL SAWED CONTRACTION JOINT



LONGITUDINAL CONSTRUCTION JOINT



TRANSVERSE SAWED CONTRACTION JOINT



TRANSVERSE FORMED EXPANSION JOINT

GENERAL NOTES

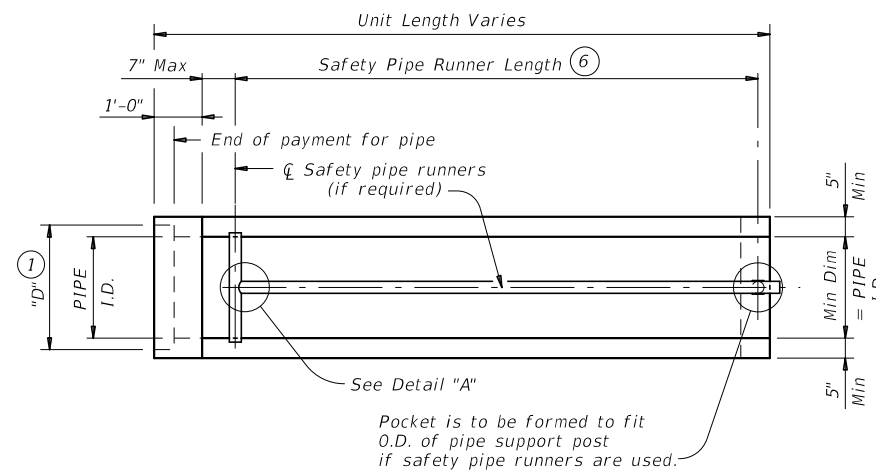
1. UNLESS OTHERWISE SHOWN IN THE PLANS, EITHER METHOD "A" OR METHOD "B" MAY BE USED.
2. THE LOCATION OF JOINTS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
3. THE JOINT RESERVOIR FOR SEALANT OR PCS SHALL BE SAWED UNLESS OTHERWISE SHOWN ON THE PLANS FOR THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS AND THE SAWED JOINTS.
4. DIMENSIONS d1, d2, AND d3 SHOWN IN METHOD A SHALL BE IN ACCORDANCE WITH THE PREFORMED COMPRESSION SEAL MANUFACTURER'S RECOMMENDATION.
5. REFER TO DMS-6310 "JOINT SEALANTS AND FILLERS" FOR THE CLASSIFICATIONS.
6. FOR SAWED LONGITUDINAL JOINT, LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT, USE JOINT SEALANT CLASS 5 OR 8 UNLESS OTHERWISE SHOWN ON THE PLAN OR APPROVED.
7. FOR TRANSVERSE SAWED CONTRACTION, TRANSVERSE FORMED EXPANSION JOINT, AND ISOLATION JOINT USE JOINT SEALANT CLASS 5 OR 8 AT NEW JOINTS. USE JOINT SEALANT CLASS 4, 5, 7, OR 8 FOR MAINTAINING EXISTING JOINTS.
8. THE JOINTS SHALL BE CLEANED IN ACCORDANCE WITH THE ITEM 438 "CLEANING AND SEALING JOINTS" OR ITEM 713 "CLEANING AND SEALING JOINTS AND CRACKS (CONCRETE PAVEMENT)".
9. ISOLATION JOINTS ACCOMMODATE HORIZONTAL AND VERTICAL MOVEMENTS THAT OCCUR BETWEEN A PAVEMENT AND A STRUCTURE. ISOLATION JOINTS MAY BE USED FOR BRIDGE ABUTMENTS, INTERSECTIONS, CURB AND GUTTER, OLD AND NEW PAVEMENTS, OR AROUND DRAINAGE INLETS, MANHOLES, FOOTINGS AND LIGHTING STRUCTURES.

DATE: \$DATE\$
FILE: \$FILE\$

				Design Division Standard	
CONCRETE PAVING DETAILS JOINT SEALS JS-14					
FILE: js14.dgn	DN: TxDOT	DN: HC	DW: HC	CK: AN	
© TxDOT: DECEMBER 2014	CONT	SECT	JOB	HIGHWAY	
REVISIONS	N/A	N/A	N/A	PR 100	
	DIST	COUNTY		SHEET NO.	
	PHR	CAMERON		154	

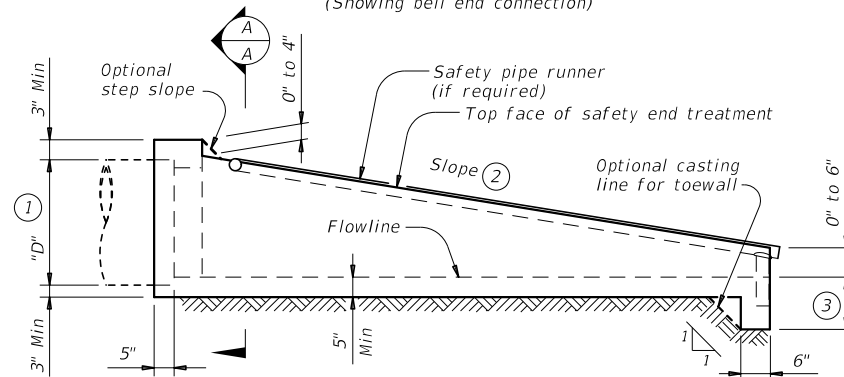
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PIPE I.D.	RCP WALL "B" THICKNESS	TP WALL THICKNESS (8)	"D" (1)	SLOPE	MINIMUM LENGTH OF UNIT	SINGLE PIPE		MULTIPLE PIPE	
						SKEW	PIPE RUNNERS REQUIRED	SKEW	PIPE RUNNERS REQUIRED
12"	2"	1.15"	17"	3:1	2'-11"	<=45 deg	No	<=45 deg	No
				4:1	3'-6"				
				6:1	4'-9"				
15"	2.25"	1.30"	20.50"	3:1	3'-8"	<=45 deg	No	<=45 deg	No
				4:1	4'-7"				
				6:1	6'-5"				
18"	2.50"	1.60"	24"	3:1	4'-6"	<=45 deg	No	<=45 deg	No
				4:1	5'-8"				
				6:1	8'-0"				
24"	3"	1.95"	31"	3:1	6'-2"	<=45 deg	No	<=30 deg	No
				4:1	7'-10"			>30 deg	Yes
				6:1	11'-3"				
30"	3.50"	2.65"	38.50"	3:1	7'-10"	<=15 deg	No	<=15 deg	No
				4:1	10'-1"			>15 deg	Yes
				6:1	14'-8"				
36"	4"	2.75"	45.50"	3:1	9'-5"	=0 deg	No	=>0 deg	Yes
				4:1	12'-3"			>0 deg	Yes
				6:1	17'-11"				
42"	4.50"	N/A	52.50"	3:1	11'-1"	=>0 deg	Yes	=>0 deg	Yes
				4:1	14'-5"				
				6:1	21'-2"				



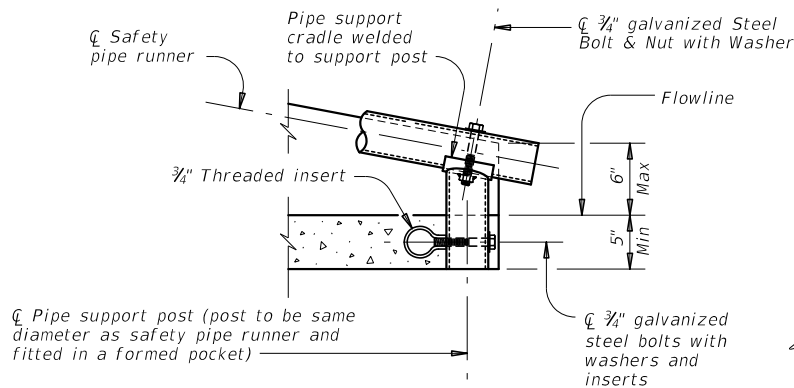
PLAN

(Showing bell end connection)



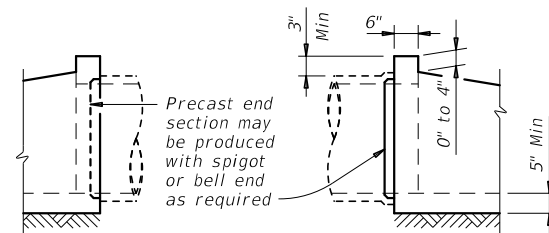
LONGITUDINAL ELEVATION

(Showing bell end connection)



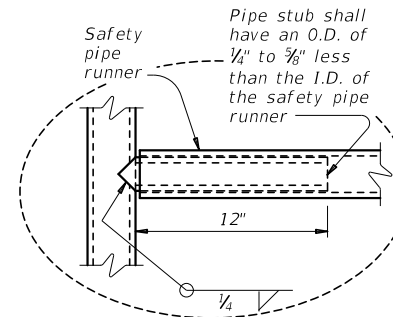
END DETAIL FOR INSTALLATION OF SAFETY PIPE RUNNERS

(If required)

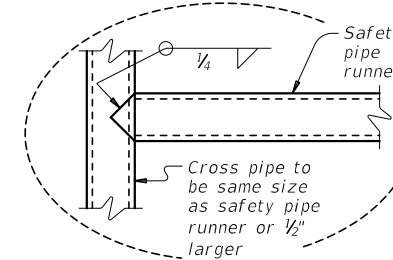


OPTIONAL JOINT FOR RCP

(Showing joint between RCP and precast safety end treatment)



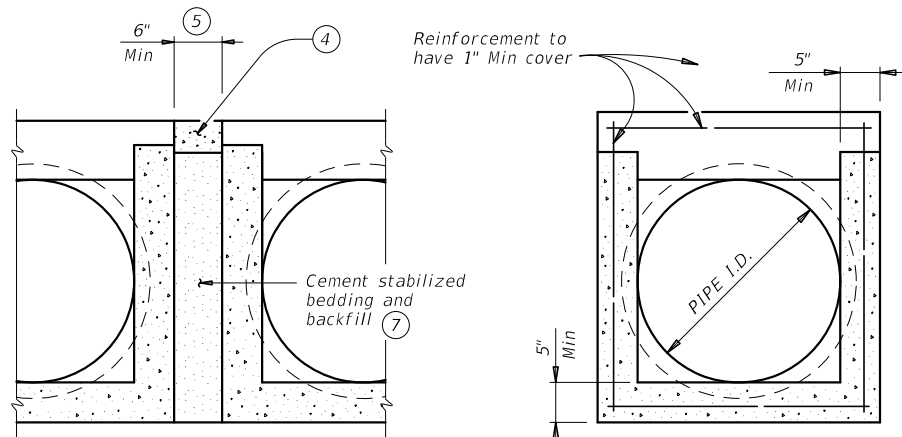
OPTION A



OPTION B

DETAIL A

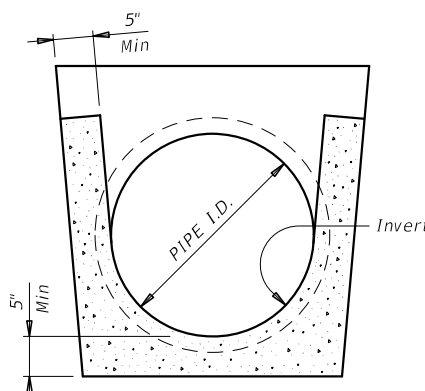
(If required)



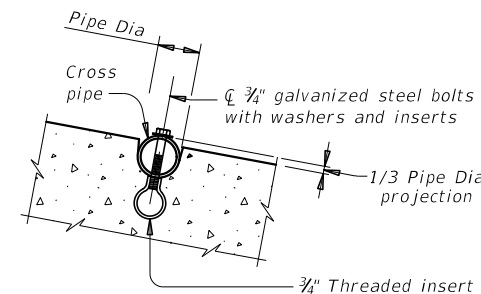
MULTIPLE PIPE INSTALLATION

OPTION WITH SQUARE BOTTOM

SECTION A-A



OPTION WITH INVERT BOTTOM



INSTALLATION DETAIL FOR SAFETY PIPE RUNNERS

(If required)

Maximum Safety Pipe Runner Length	Required Pipe Runner Size		
	Pipe Size	Pipe O.D.	Pipe I.D.
11'- 2"	3" STD	3.500"	3.068"
15'- 6"	3 1/2" STD	4.000"	3.548"
20'-10"	4" STD	4.500"	4.026"
35'- 4"	5" STD	5.563"	5.047"

- Dimension "D" is based on Reinforced Concrete Pipe (RCP) meeting the requirements of ASTM C-76, Class III, (RCP Wall "B" thickness). Adjust "D" for any other wall thickness used. For Thermoplastic Pipe (TP) take into account the annular space requirements for grouted connections.
- Slope as shown elsewhere in plans. Slope of 3:1 or flatter is required for vehicle safety.
- Toewall to be used only when dimension is shown elsewhere in the plans.
- Fill the top 4" of void between precast end treatments with concrete riprap. Concrete riprap is considered subsidiary to the Item "Safety End Treatment".
- Adjust clear distance between pipes to provide for the minimum distance between safety end treatments.
- Measured along slope.
- Provide cement stabilized bedding and backfill in accordance with the Item, "Excavation and Backfill for Structures". Bedding and backfill is considered subsidiary to the Item "Safety End Treatment". When concrete riprap is specified around the safety end treatment, backfill as directed by Engineer.
- Thermoplastic pipe wall thickness may vary. Adjust accordingly. Thermoplastic pipe requires the safety end treatments to have a bell end for grouted connections.

GENERAL NOTES:

Precast safety end treatment for reinforced concrete pipe (RCP), and thermoplastic pipe (TP) may be used for TYPE II end treatment as specified in Item "Safety End Treatment".

When precast safety end treatment is used as a Contractor's alternate to mitered RCP, riprap will not be required unless noted otherwise on the plans.

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Manufacture this product in accordance with Item "Safety End Treatment" except as noted below:

A. Provide minimum reinforcing of #4 at 6" (Grade 40) or #4 at 9" (Grade 60) each way or 6"x6" - D12 x D12 or 5"x5" - D10 x D10 welded wire reinforcement (WWR).

B. For precast (steel formed) sections, provide Class "C" concrete (f'c = 3,600 psi).

At the option and expense of the Contractor the next larger size of safety end treatment may be furnished; as long as the "D" dimension cast is that of the required size of pipe.

Pipe runners are designed for a traversing load of 1,800 Lbs at yield as recommended by Research Report 280-1, "Safety Treatment of Roadside Cross-Drainage Structures", Texas Transportation Institute, March 1981.

Provide safety pipe runners, cross pipes, pipe support posts, and pipe stubs meeting the requirements of ASTM A53 (Type E or S, Grade B), ASTM A500 (Grade B), or API 5LX52.

Galvanize all steel components except reinforcing steel after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

Connect RCP using the Optional Joint for RCP detail shown or in accordance with Item 464 "Reinforced Concrete Pipe". Connect TP by grouting. See PBGC standard for grouted connections with TP and precast safety end treatment.

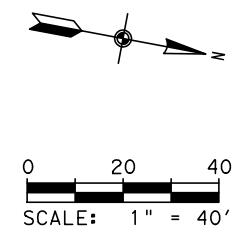
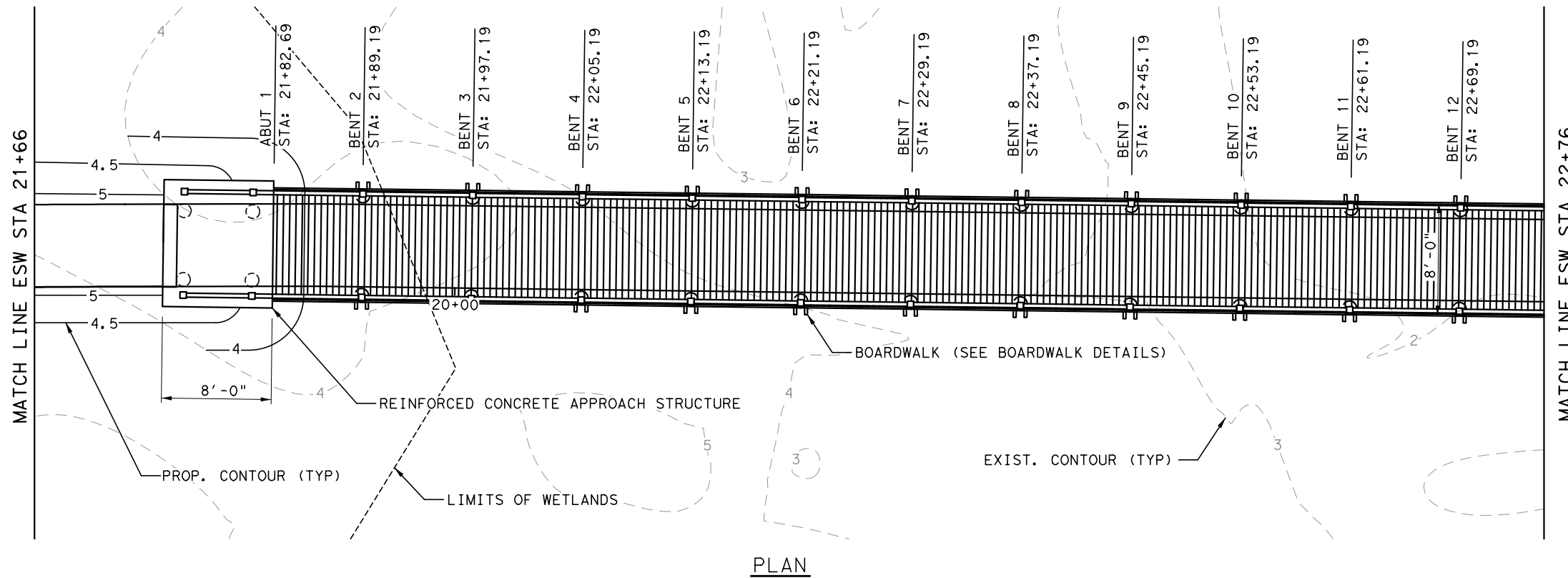
Texas Department of Transportation Bridge Division Standard

PRECAST SAFETY END TREATMENT TYPE II ~ CROSS DRAINAGE

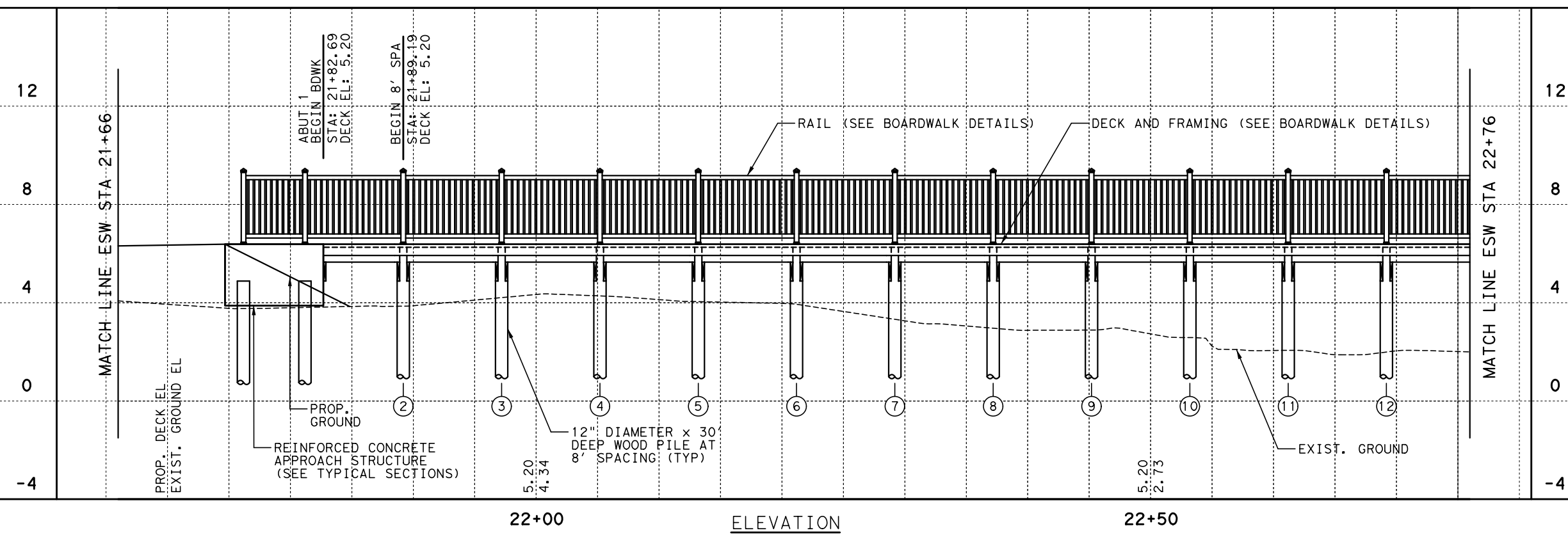
PSET-SC

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©TxDOT February 2010	CONTRACT	SECTION	JOB	HIGHWAY
REVISIONS	N/A	N/A	N/A	PR 100
11-10: Add note for synthetic fibers.	DIST	COUNTY	SHEET NO.	
09-18: Added Thermoplastic Pipe in table.	PHR	CAMERON	155	

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



PLOTTED: 11/6/2018 2:57:32 PM 10,000 ft / in.
 FILENAME: K:\LAC_TPT0\1project\069234003_SPI_Padre_Bldg_Medians\CADD\Sheets\Structural\BW_LAYOUT_EAST_1.dgn



No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 Engineer: BRIAN J. LOFOY
 P.E. No. 89363 Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



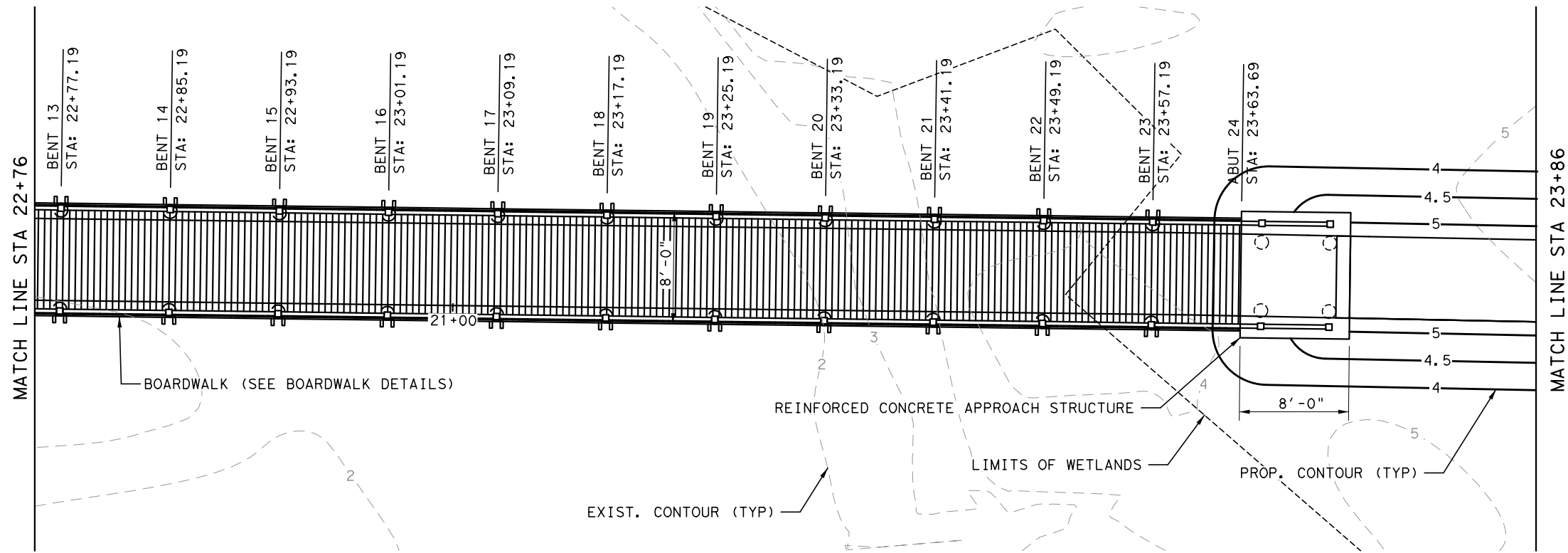
PR 100 ROADWAY IMPROVEMENTS

BOARDWALK LAYOUT

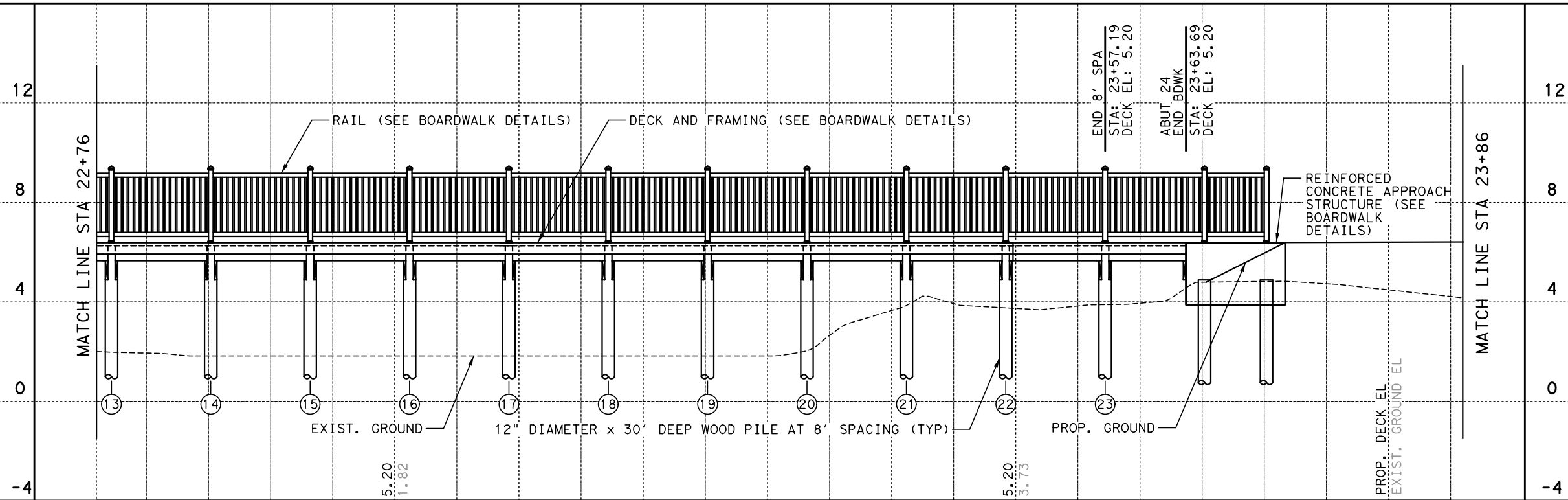
EAST SIDEWALK
 STA 19+70 TO 20+80

SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		156



PLAN

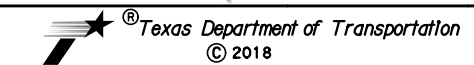


ELEVATION

No.	Revision	By	Date

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Kimley»Horn
 Engineer: BRIAN J. LaFOY
 P. E. No. 89363 Date: 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

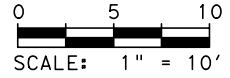
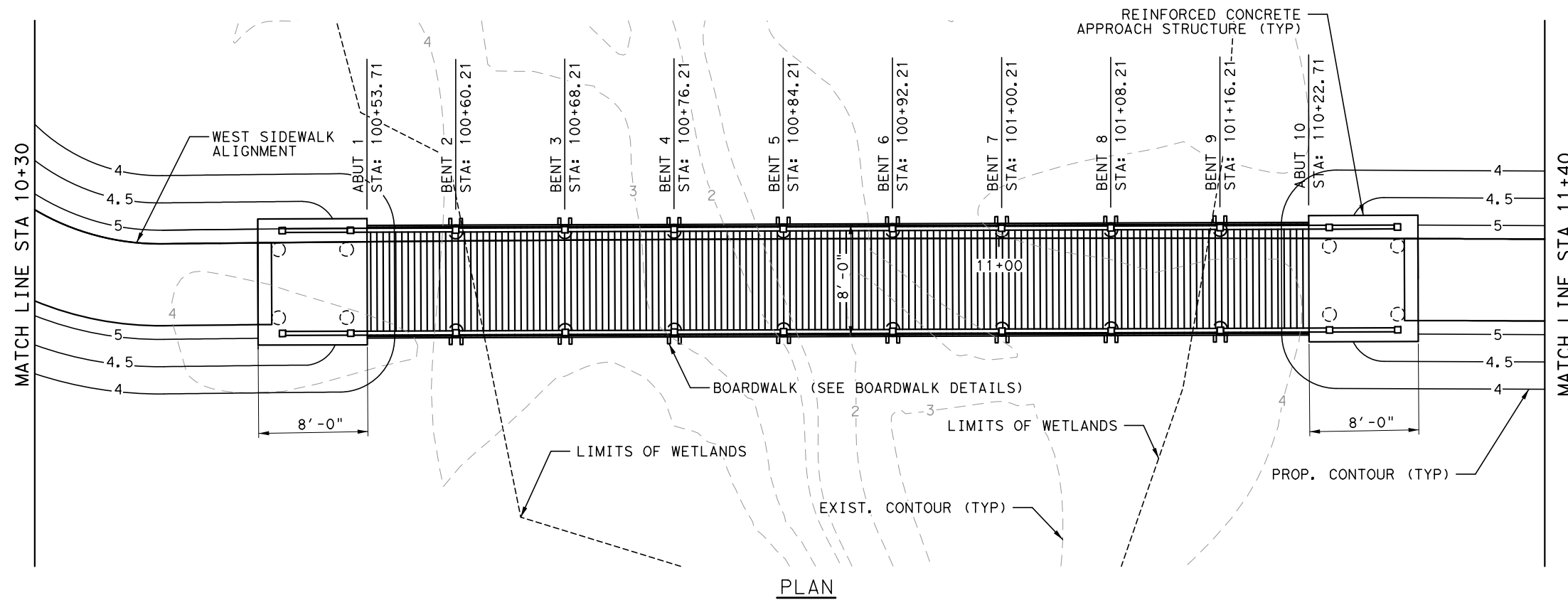
BOARDWALK LAYOUT

EAST SIDEWALK
 STA 20+80 TO 21+90

SHEET 2 OF 2

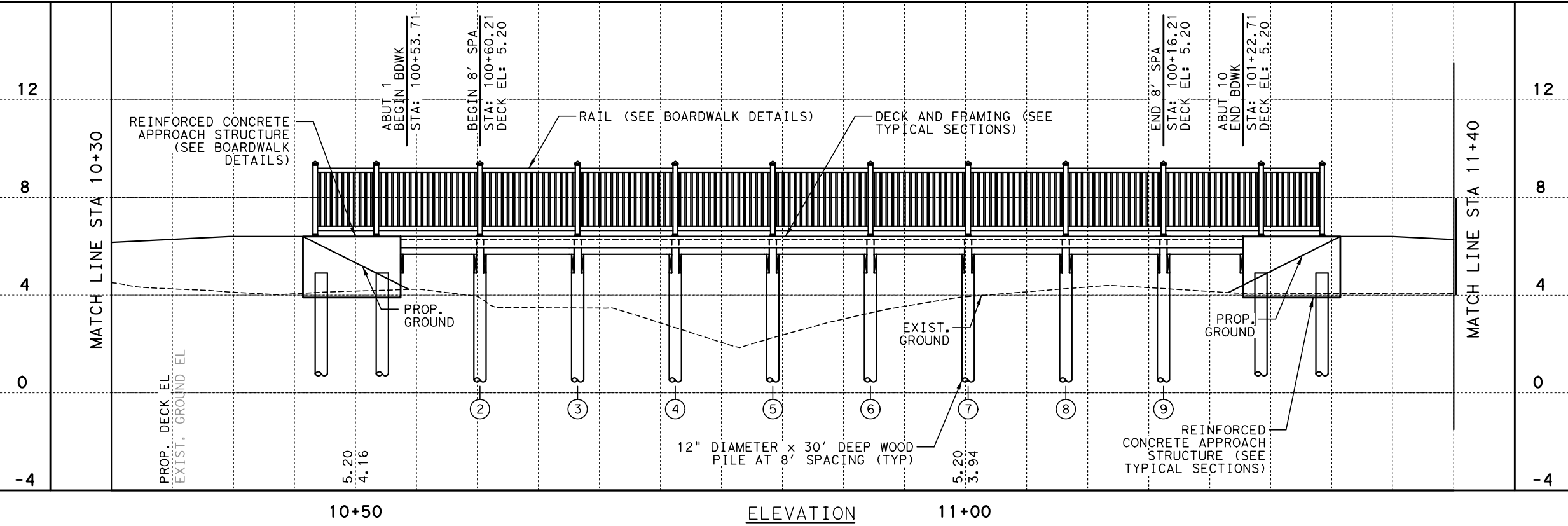
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STATE TEXAS	DISTRICT PHR	COUNTY CAMERON
CONTROL N/A	SECTION N/A	JOB N/A
SHEET NO. 157		

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No.	Revision	By	Date

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Kimley»Horn
 Engineer: BRIAN J. LaFOY
 P.E. No. 89363 Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

BOARDWALK LAYOUT

WEST SIDEWALK
 STA 10+30 TO 11+40

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		158

STRUCTURAL NOTES:

DESIGN CRITERIA

1. LIVE LOAD: 100 PSF
2. WIND LOAD: BASED ON ASCE 7-10 REQUIREMENTS FOR 150 MPH WIND
3. IMPORTANCE FACTOR: 1.00
4. EXPOSURE FACTOR: D
5. SURFACE ROUGHNESS: D
6. DESIGN CODES ARE AS FOLLOWS:
 - INTERNATIONAL BUILDING CODE, IBC 2015
 - ASCE 7-10, MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES WITH SUPPLEMENT NO. 1
 - ACI 318-14, BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE
 - ANSI/AWC NDS 2015, NATIONAL DESIGN SPECIFICATION (NDS) FOR WOOD CONSTRUCTION WITH 2015 NDS SUPPLEMENT
7. REFERENCE STANDARDS ARE AS FOLLOWS:
 - CRSI HANDBOOK, 1990
 - AASHTO 1996 STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SIXTEENTH EDITION

TIMBER NOTES

1. PRIOR TO PILE PLACEMENT, THE CONTRACTOR SHALL PROVIDE THE ENGINEER DATA REGARDING THE PROPOSED HAMMER AND CUSHION SYSTEM.
2. PILES SHALL BE ASTM D-25, CLASS "C" TREATED, PEELED SOUTHERN YELLOW PINE OR DOUGLAS FIR. PILES SHALL BE CREOSOTED ACCORDING TO AWWA MANUAL STANDARDS C-3 WITH A MINIMUM RETENTION OF 12 POUNDS PER CUBIC FOOT.
3. PILES SHALL HAVE A MINIMUM BUTT DIAMETER OF 12 INCHES AND A MINIMUM TIP DIAMETER OF 8 INCHES.
4. AN 8" DIAMETER PILOT HOLE MAY BE DRILLED TO A DEPTH OF 5 FEET ABOVE THE FINAL TIP ELEVATION TO FACILITATE PILE DRIVING. JETTING ALONG SIDE OF PILES IS NOT PERMITTED.
5. ADEQUATE CUSHING MATERIAL SHALL BE PROVIDED BETWEEN PILE DRIVER CAP AND THE PILE HEAD. A SOFTWOOD CUSHION WITH A THICKNESS OF 6 TO 12 INCHES IS PREFERRED.
6. THE PILE DRIVING HELMET OR CAP SHALL BE SUFFICIENTLY LOOSE AROUND THE PILE BUTT SO AS NOT TO DEVELOP TORSIONAL STRESSES IN THE PILE DURING INSTALLATION; HOWEVER, THE HELMET SHOULD BE CAPABLE OF CONTROLLING PILE ALIGNMENT.
7. THE ENTIRE HAMMER-CUSHION-PILE SYSTEM SHOULD BE COMPATIBLE AND CAPABLE OF DRIVING PILES TO THE DESIGN PENETRATIONS WITHOUT DAMAGING PILES. BLOW COUNTS CONSISTENTLY IN EXCESS OF 50 BLOWS/FOOT SHALL NOT BE ALLOWED.
8. PILES SHALL BE PROPERLY ALIGNED PRIOR TO DRIVING AND HELD WITH FIXED LEADS. REALIGNMENT ONCE DRIVING HAS COMMENCED IS NOT PERMITTED.
9. ROUGH CARPENTRY SHALL COMPLY WITH THE PROVISIONS OF THE 2015 EDITION OF THE INTERNATIONAL BUILDING CODE.
10. ALL LUMBER USED FOR LOAD SUPPORTING PURPOSES SHALL BE IDENTIFIED BY THE GRADE MARK OF AN APPROVED LUMBER GRADING OR INSPECTION BUREAU OR AGENCY.
11. ALL LUMBER SHALL BE PRESERVATIVELY TREATED AND SHALL BEAR AN APPROVED AWPB QUALITY MARK. THE QUALITY MARK SHALL BE ON A STAMP OR LABEL AFFIXED TO THE PRESERVATIVE-TREATED WOOD AND SHALL INCLUDE THE FOLLOWING INFORMATION:
 - A. IDENTIFICATION OF TREATING MANUFACTURER
 - B. TYPE OF PRESERVATIVE USED.
 - C. MINIMUM PRESERVATIVE RETENSION (PCF).
 - D. END USE FOR WHICH THE PRODUCT IS TREATED.
 - E. AWWA STANDARD TO WHICH THE PRODUCT WAS TREATED.
 - F. IDENTITY OF THE ACCREDITED INSPECTION AGENCY.
12. FRAMING LUMBER MOISTURE CONTENT SHALL NOT EXCEED 19 PERCENT AT TIME OF INSTALLATION.
13. MATERIALS
 - A. FRAMING LUMBER

USE ITEM	LUMBER SPECIES	MINIMUM GRADE
BEAMS, STRINGERS, DECKING	SOUTHERN PINE 2x6 COMPOSITE DECKING	#2 SEE MANUFACTURER REQUIREMENTS
 - B. FASTENERS

BOLTS AND ALL OTHER FASTENERS SHALL BE STAINLESS STEEL
14. VERTICAL FRAMING MEMBERS SHALL BE CONTINUOUS LENGTH WITHOUT SPLICING. SPLICES IN HORIZONTAL MEMBERS SHALL OCCUR ONLY OVER BEARING POINTS. LAP MEMBERS WHICH BEAR ON PLATES TO PROVIDE FULL BEARING FOR EACH MEMBER.
15. STRUCTURAL MEMBERS HAVING IMPROPER CUTTING, DRILLING, OR EXCESSIVE DEFECTS SHALL BE REPLACED OR REINFORCED IN A MANNER ACCEPTABLE TO THE ENGINEER.
16. PROVIDE SOLID BLOCKING BETWEEN FLOOR JOIST AT BEARING LOCATIONS AND AT MID OPENING OF SPANS GREATER THAN 8'-0" OR AS NOTED. BLOCKING TO MATCH SIZE OF FRAMING MEMBER.
17. ALL METAL HANGERS, ETC., SHALL BE STAINLESS STEEL.
18. ALL TIMBER PRODUCTS SHALL BE SUBMITTED FOR ENGINEER APPROVAL.

FOUNDATION NOTES

1. FOUNDATION SYSTEM: TIMBER PILES
2. TIMBER PILES SHALL HAVE A MINIMUM EMBEDMENT OF 30 FEET BELOW THE PROPOSED SAND DUNE FINISH GRADE.
3. EXCAVATION, COMPACTION, AND BACKFILL SHALL BE IN ACCORDANCE WITH GEOTECHNICAL BY TERRACON REPORT NO. 88175108 DATED FEBRUARY 26, 2018.

CONCRETE NOTES

1. ALL CONCRETE SHALL BE DESIGNED, MIXED, TRANSPORTED, AND PLACED IN ACCORDANCE WITH TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS, AND BRIDGES, 2014, AND THE LATEST EDITION OF ACI 318.
2. CONCRETE MIX DESIGN SHALL BE IN ACCORDANCE WITH TXDOT ITEM 421, HYDRAULIC CEMENT CONCRETE. CONTRACTOR SHALL SUBMIT ALL MIX DESIGNS FOR APPROVAL PRIOR TO CONSTRUCTION. CONCRETE FOR STRUCTURES SHALL BE CLASS S AND HAVE A MINIMUM 28-DAY COMPRESSION STRENGTH OF 4,000 PSI.
3. ALL REINFORCING STEEL SHALL BE ASTM A-615 GRADE 60 IN ACCORDANCE WITH TXDOT ITEM 440, REINFORCING STEEL. CONTRACTOR SHALL SUBMIT CERTIFICATION FOR REINFORCING STEEL. REINFORCING PLACEMENT SHALL BE IN ACCORDANCE WITH ACI 318.
4. CHAMFER ALL EXPOSED CONCRETE EDGES 3/4" UNLESS OTHERWISE NOTED.
5. ALL REINFORCING CLEAR COVER SHALL BE 2" WHEN FORMED AND 3" WHEN CAST AGAINST EARTH UNLESS OTHERWISE NOTED.
6. ALL REINFORCING DIMENSIONS ARE TO OUTSIDE OF BAR UNLESS OTHERWISE NOTED.

COMPOSITE DECKING MATERIAL

1. NOMINAL SIZE OF COMPOSITE DECKING MATERIAL FOR DECKING PLANKS SHALL BE 2"x6" BOARD.
2. COMPOSITE DECKING BOARD MANUFACTURED BY TREX COMPANY, INC., OR EQUIVALENT COMPOSITE DECKING BOARDS MAY BE USED SUBJECT TO REVIEW AND EVALUATION OF THE ENGINEER.
3. COMPOSITE DECKING SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S SPECIFICATIONS, PROCEDURES, AND REQUIREMENTS.
4. BOARDWALK TREX DECKING COLOR SHALL BE GRAVEL PATH. BOARDWALK TREX RAILING COLOR SHALL BE GRAVEL PATH WITH THE RAILING CAP POINTED TYPE.
5. ALL FASTENERS SHALL BE MADE OF STAINLESS STEEL.
6. DECKING SHALL BE DESIGNED AND INSTALLED TO LIMIT BENDING DEFLECTION UNDER TOTAL LOAD TO LESS THAN OR EQUAL TO L/360. DESIGN LIVE LOAD IS 100 PSF.
7. THE CONTRACTOR AND MANUFACTURER SHALL SUBMIT TO THE ENGINEER THE FOLLOWING FOR REVIEW AND EVALUATION"
 - A. PRODUCT DATA INCLUDING SPECIFICATIONS, PRODUCT HANDLING, AND INSTALLATION INSTRUCTION.

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No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
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or permit purposes.

Kimley»Horn

Engineer: BRIAN J. LaFOY
P. E. No. 89363 Date: 11/6/2018

Kimley»Horn

TBPB REGISTERED ENGINEERING FIRM F-928

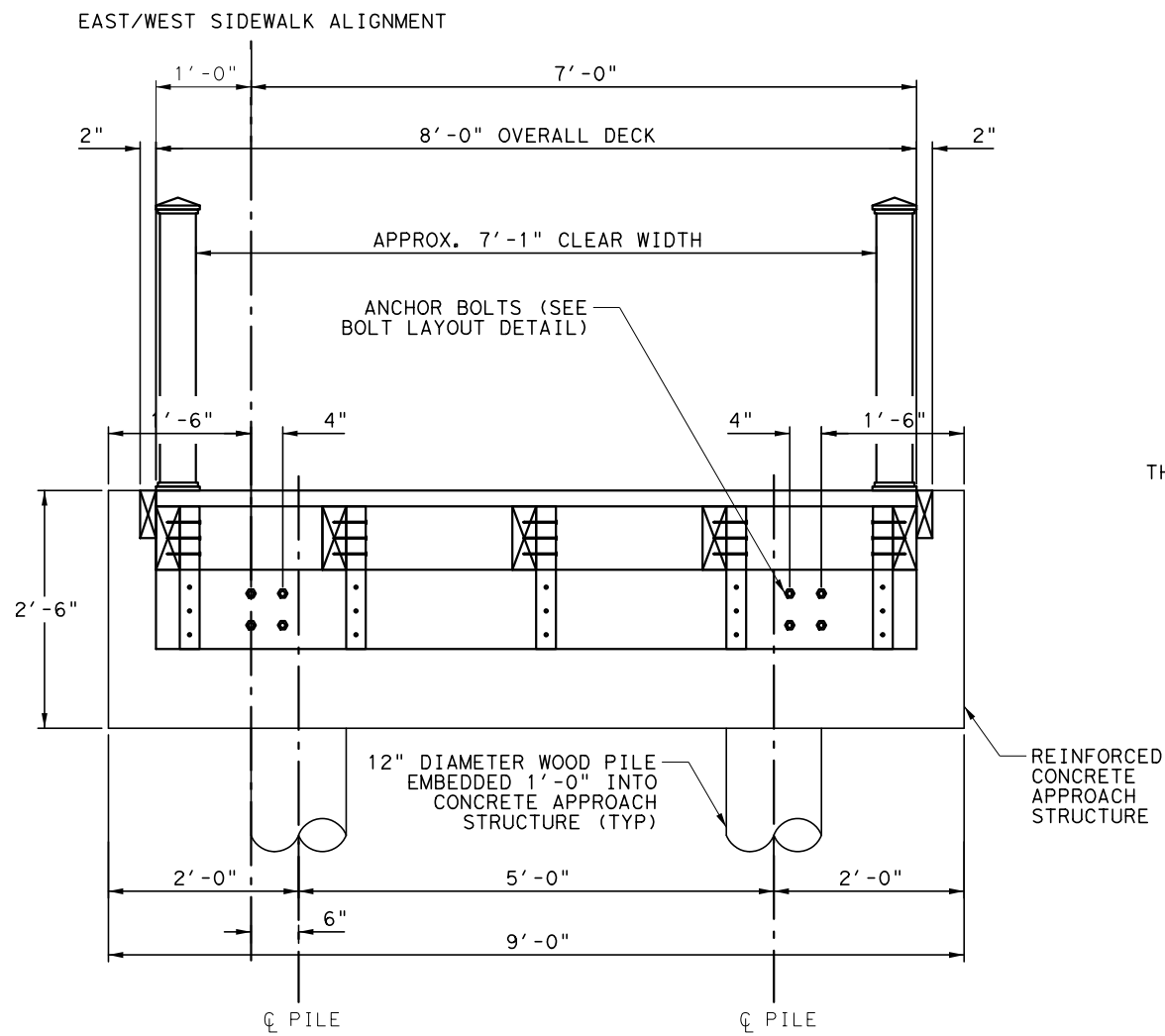


PR 100 ROADWAY IMPROVEMENTS

BOARDWALK NOTES

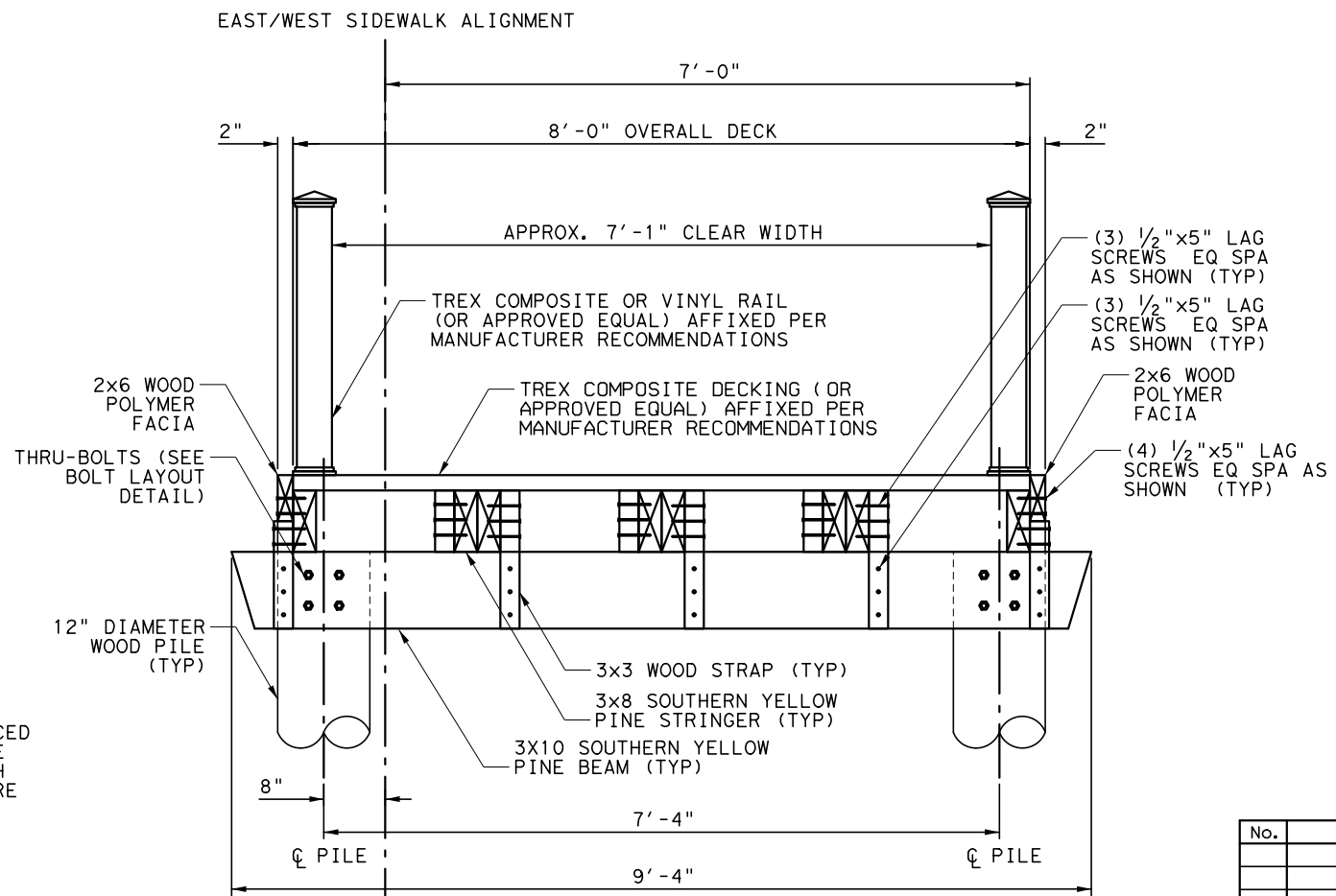
SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	159
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

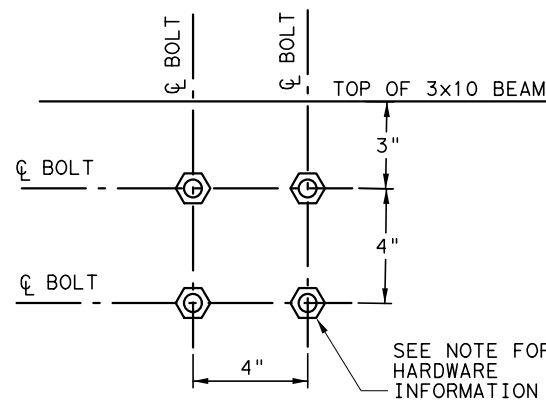


NOTE: SEE BENT TYPICAL SECTION FOR DIMENSIONAL LUMBER AND HARDWARE INFORMATION

BOARDWALK ELEVATION APPROACH STRUCTURE



BOARDWALK BENT TYPICAL SECTION



SEE NOTE FOR HARDWARE INFORMATION

BOLT LAYOUT DETAIL

NOTE: COMPONENTS FOR EACH BOLTED CONNECTION SHALL BE AS FOLLOWS:

- AT CONCRETE ABUTMENTS:
 - (4) 5/8" x 16" STAINLESS STEEL ASTM A193 B8 CLASS I BOLTS (DRILL AND EPOXY 12" INTO ABUTMENT STRUCTURE WITH HILTI HIT RE-500 V3)
 - (4) A194 GRADE 8 NUTS
 - (4) SS304 WASHERS
- AT BENTS:
 - (4) 5#8" x 15" STAINLESS STEEL ASTM A193 B8 CLASS I THRU-BOLTS (DRILLED AND EPOXIED 12" INTO ABUTMENT STRUCTURE WITH HILTI HIT RE-500 V3)
 - (8) A194 GRADE 8 NUTS
 - (8) SS304 WASHERS

No.	Revision	By	Date

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Kimley»Horn

Engineer: BRIAN J. LaFOY
P. E. No. 89363 Date 11/6/2018

Kimley»Horn
T&PE REGISTERED ENGINEERING FIRM F-928

South Padre Island

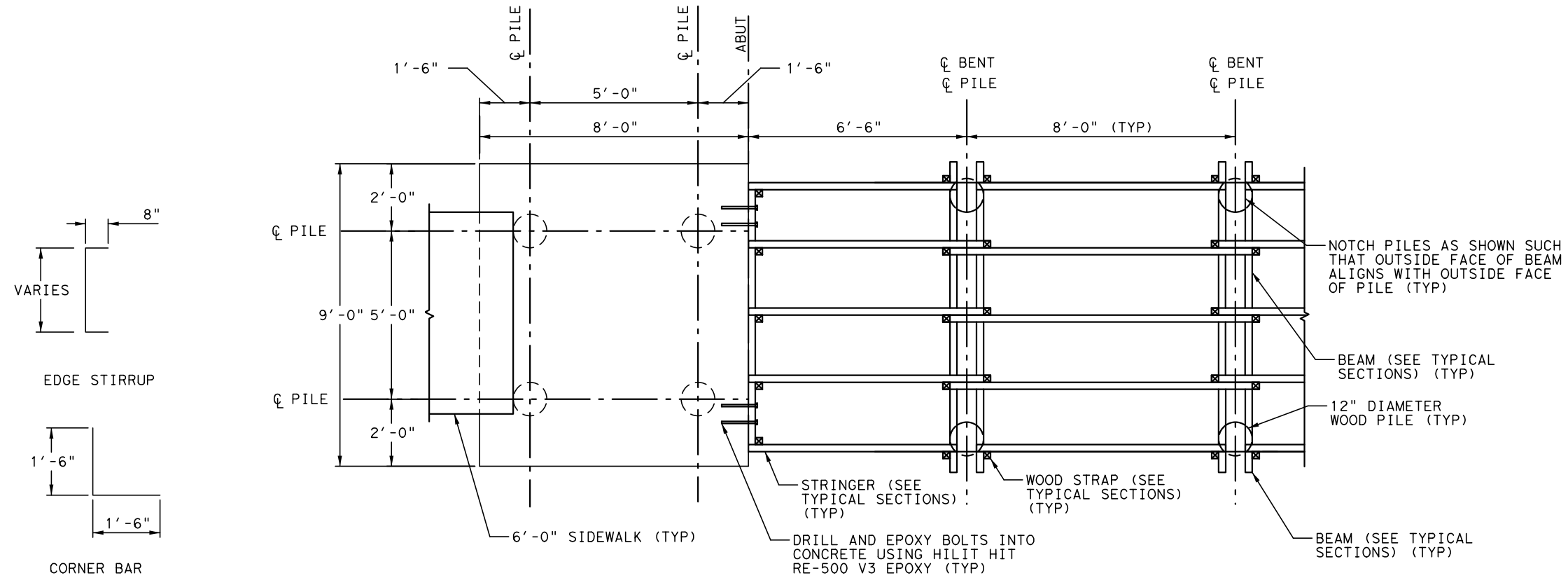
Texas Department of Transportation
© 2018

PR 100 ROADWAY IMPROVEMENTS

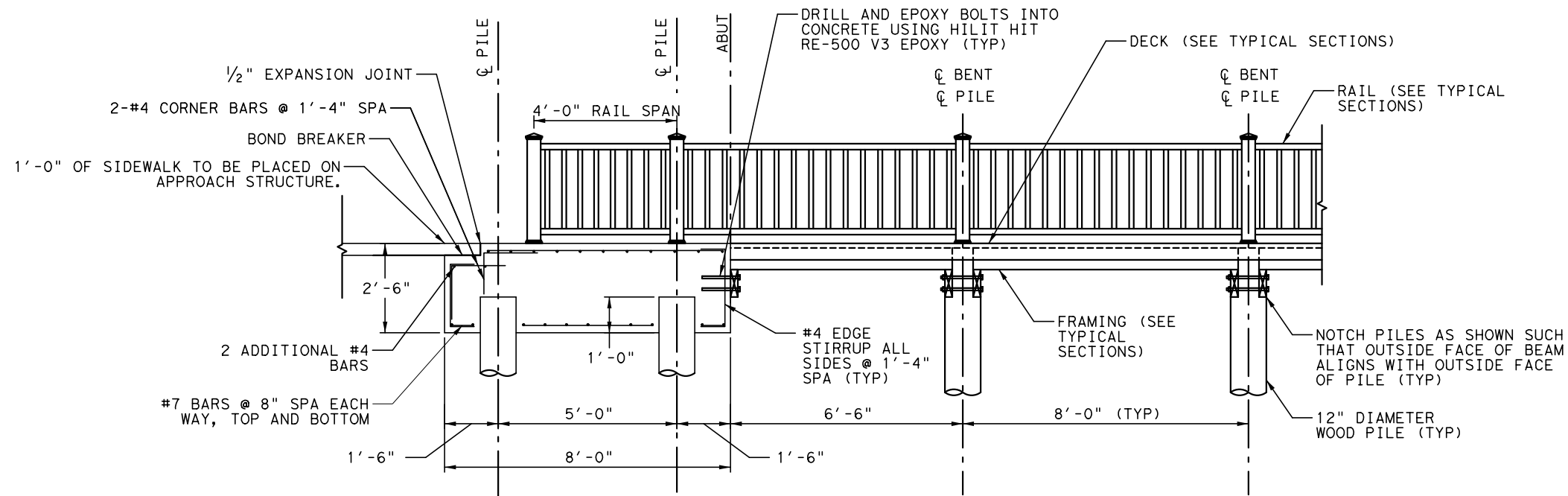
BOARDWALK
DETAILS

SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	160
CONTROL	SECTION	JOB	
N/A	N/A	N/A	



BOARDWALK FRAMING PLAN



BOARDWALK ELEVATION

No.	Revision	By	Date

PRELIMINARY

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or permit purposes.

Kimley»Horn

Engineer: BRIAN J. LOFOY
P. E. No. 89363 Date 11/6/2018

Kimley»Horn
T&PE REGISTERED ENGINEERING FIRM F-928



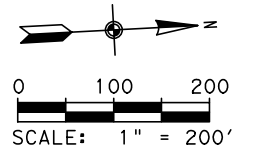
PR 100 ROADWAY IMPROVEMENTS

BOARDWALK
DETAILS

SHEET 2 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	161
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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LEGEND	
	DRAINAGE AREA ID
	FLOW DIRECTION
	DRAINAGE BASIN BOUNDARY
	EXISTING CONTOURS
	PROPOSED CONTOURS

- NOTES:
- DRAINAGE AREA CALCULATIONS ARE BASED ON TXDOT PUBLISHED DATA FOR CAMERON COUNTY.
 - DRAINAGE AREAS HAVE BEEN DETERMINED BASED ON AVAILABLE SURVEY DATA AND PR 100 RECORD DRAWINGS DATED 1986 (STATE PROJECT CSR 331-4-32).
 - CONTOUR INTERVALS SHOWN IS .1'.

No.	Revision	By	Date

PRELIMINARY
 FOR REVIEW ONLY
 Not for construction, bidding,
 or permit purposes.
Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

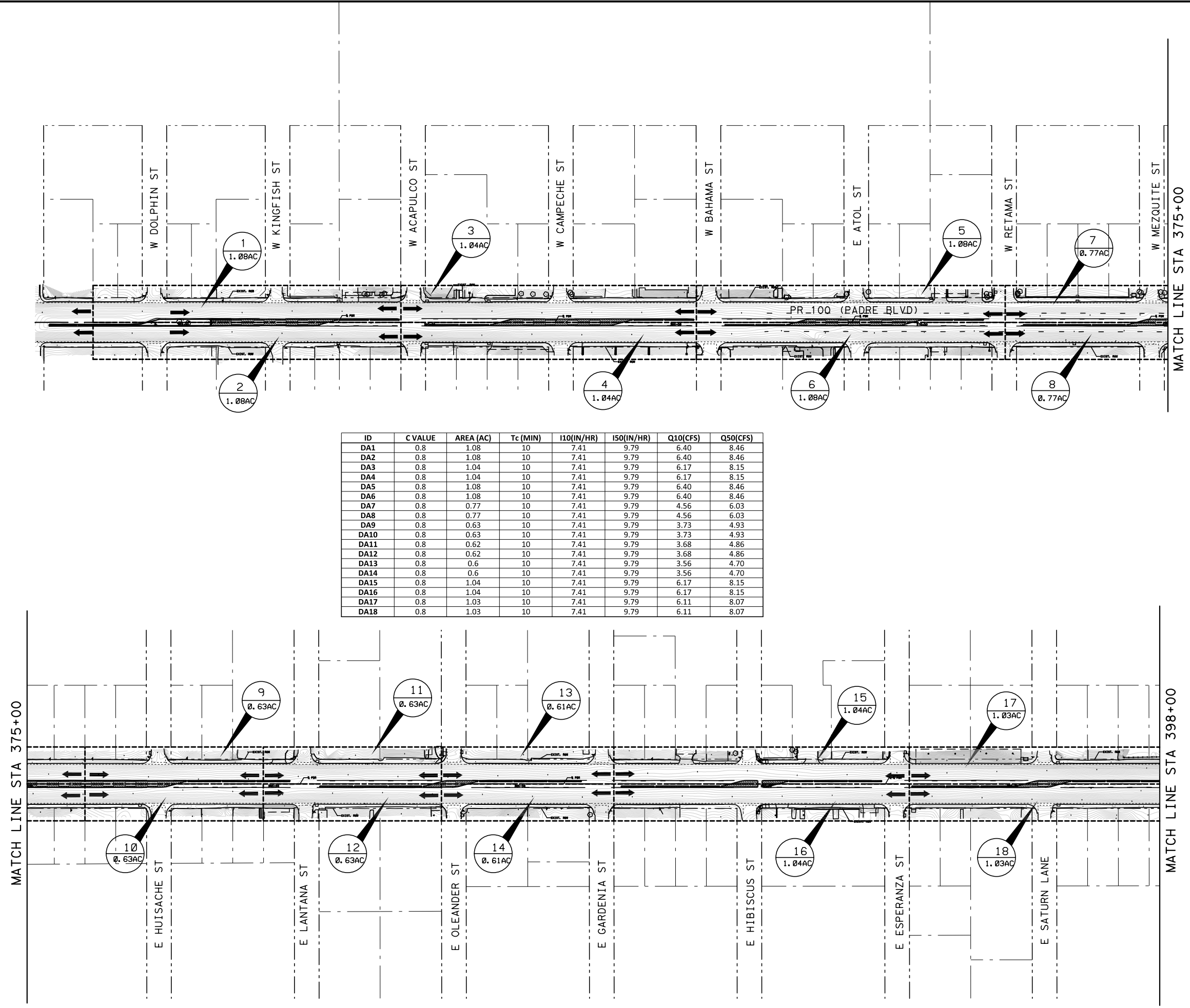
Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 DRAINAGE AREA PLANS

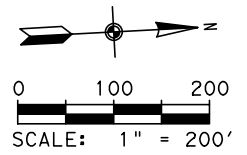
DRAWING TITLE
 STA 352+00 TO STA 398+00
 SHEET 1 OF 4

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
		SHEET NO.
		162



ID	C VALUE	AREA (AC)	Tc (MIN)	I10 (IN/HR)	I50 (IN/HR)	Q10 (CFS)	Q50 (CFS)
DA1	0.8	1.08	10	7.41	9.79	6.40	8.46
DA2	0.8	1.08	10	7.41	9.79	6.40	8.46
DA3	0.8	1.04	10	7.41	9.79	6.17	8.15
DA4	0.8	1.04	10	7.41	9.79	6.17	8.15
DA5	0.8	1.08	10	7.41	9.79	6.40	8.46
DA6	0.8	1.08	10	7.41	9.79	6.40	8.46
DA7	0.8	0.77	10	7.41	9.79	4.56	6.03
DA8	0.8	0.77	10	7.41	9.79	4.56	6.03
DA9	0.8	0.63	10	7.41	9.79	3.73	4.93
DA10	0.8	0.63	10	7.41	9.79	3.73	4.93
DA11	0.8	0.62	10	7.41	9.79	3.68	4.86
DA12	0.8	0.62	10	7.41	9.79	3.68	4.86
DA13	0.8	0.6	10	7.41	9.79	3.56	4.70
DA14	0.8	0.6	10	7.41	9.79	3.56	4.70
DA15	0.8	1.04	10	7.41	9.79	6.17	8.15
DA16	0.8	1.04	10	7.41	9.79	6.17	8.15
DA17	0.8	1.03	10	7.41	9.79	6.11	8.07
DA18	0.8	1.03	10	7.41	9.79	6.11	8.07

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LEGEND	
	DRAINAGE AREA ID
	FLOW DIRECTION
	DRAINAGE BASIN BOUNDARY
	EXISTING CONTOURS
	PROPOSED CONTOURS

- NOTES:**
1. DRAINAGE AREA CALCULATIONS ARE BASED ON TXDOT PUBLISHED DATA FOR CAMERON COUNTY.
 2. DRAINAGE AREAS HAVE BEEN DETERMINED BASED ON AVAILABLE SURVEY DATA AND PR 100 RECORD DRAWINGS DATED 1986 (STATE PROJECT CSR 331-4-32).
 3. CONTOUR INTERVALS SHOWN IS .1'.

No.	Revision	By	Date

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 FOR REVIEW ONLY
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 or permit purposes.
Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

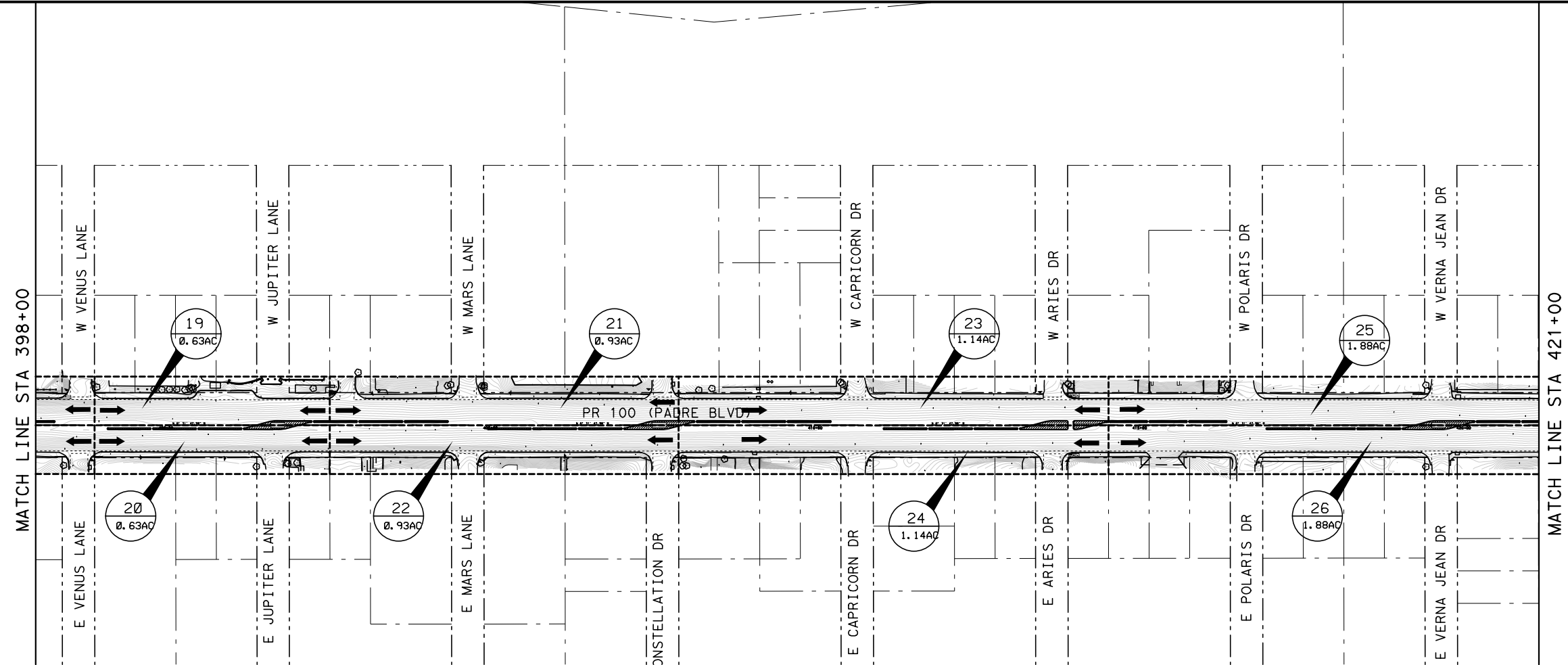
Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



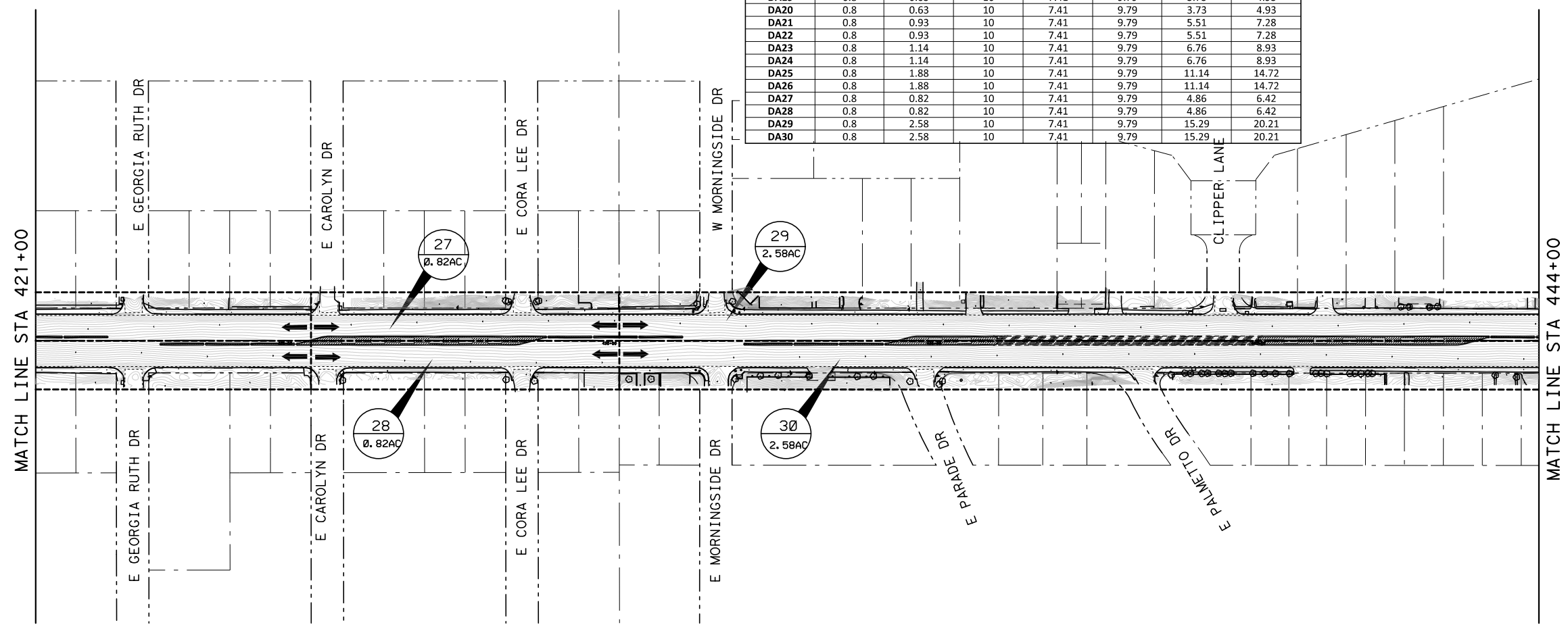
PR 100 ROADWAY IMPROVEMENTS
 DRAINAGE AREA PLANS

DRAWING TITLE
 STA 398+00 TO STA 444+00
 SHEET 2 OF 4

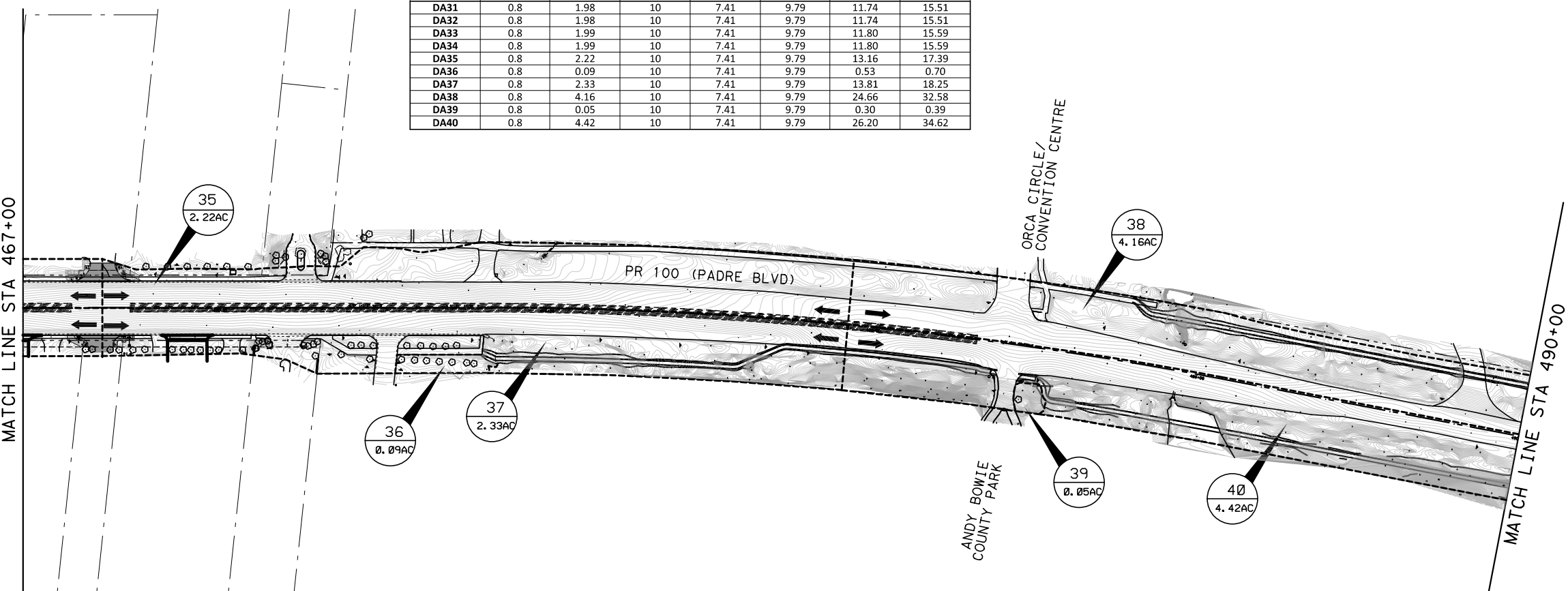
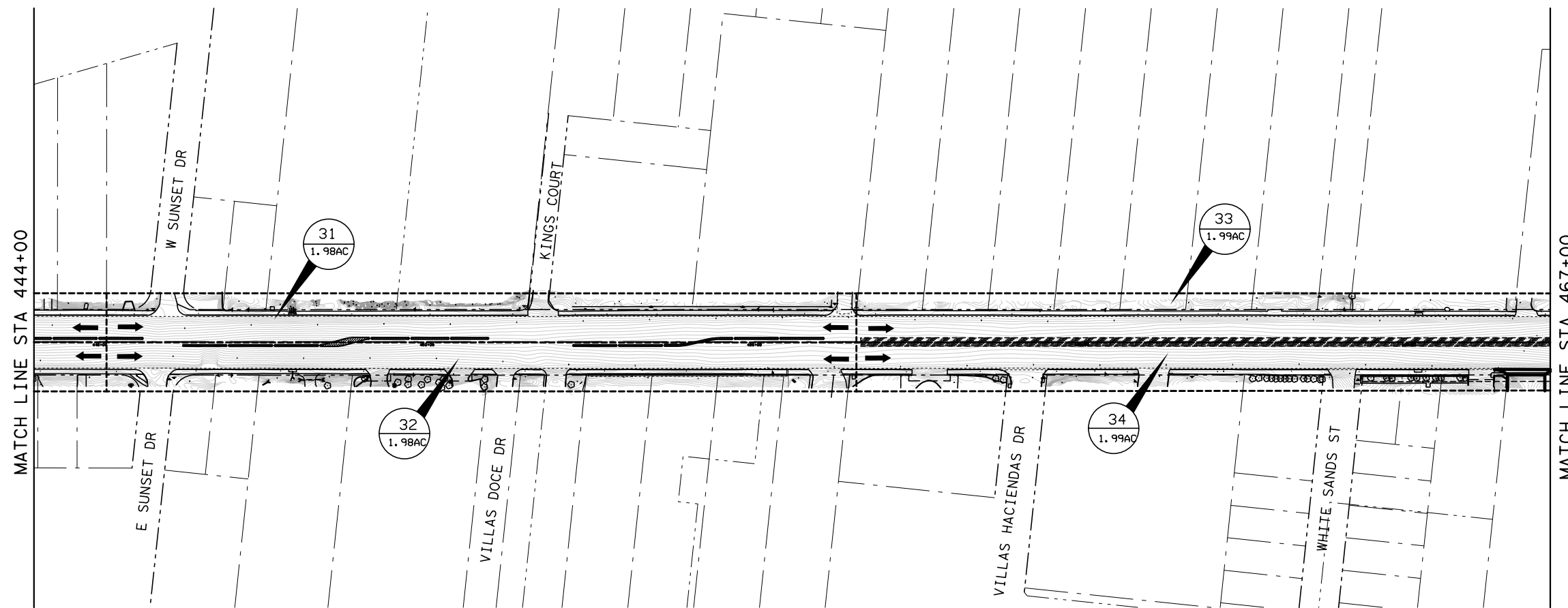
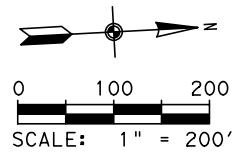
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6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
		SHEET NO.
		163



ID	C VALUE	AREA (AC)	Tc (MIN)	I10 (IN/HR)	I50 (IN/HR)	Q10 (CFS)	Q50 (CFS)
DA19	0.8	0.63	10	7.41	9.79	3.73	4.93
DA20	0.8	0.63	10	7.41	9.79	3.73	4.93
DA21	0.8	0.93	10	7.41	9.79	5.51	7.28
DA22	0.8	0.93	10	7.41	9.79	5.51	7.28
DA23	0.8	1.14	10	7.41	9.79	6.76	8.93
DA24	0.8	1.14	10	7.41	9.79	6.76	8.93
DA25	0.8	1.88	10	7.41	9.79	11.14	14.72
DA26	0.8	1.88	10	7.41	9.79	11.14	14.72
DA27	0.8	0.82	10	7.41	9.79	4.86	6.42
DA28	0.8	0.82	10	7.41	9.79	4.86	6.42
DA29	0.8	2.58	10	7.41	9.79	15.29	20.21
DA30	0.8	2.58	10	7.41	9.79	15.29	20.21



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ID	C VALUE	AREA (AC)	Tc (MIN)	I10(IN/HR)	I50(IN/HR)	Q10(CFS)	Q50(CFS)
DA31	0.8	1.98	10	7.41	9.79	11.74	15.51
DA32	0.8	1.98	10	7.41	9.79	11.74	15.51
DA33	0.8	1.99	10	7.41	9.79	11.80	15.59
DA34	0.8	1.99	10	7.41	9.79	11.80	15.59
DA35	0.8	2.22	10	7.41	9.79	13.16	17.39
DA36	0.8	0.09	10	7.41	9.79	0.53	0.70
DA37	0.8	2.33	10	7.41	9.79	13.81	18.25
DA38	0.8	4.16	10	7.41	9.79	24.66	32.58
DA39	0.8	0.05	10	7.41	9.79	0.30	0.39
DA40	0.8	4.42	10	7.41	9.79	26.20	34.62

LEGEND	
	DRAINAGE AREA ID
	FLOW DIRECTION
	DRAINAGE BASIN BOUNDARY
	EXISTING CONTOURS
	PROPOSED CONTOURS

- NOTES:
1. DRAINAGE AREA CALCULATIONS ARE BASED ON TXDOT PUBLISHED DATA FOR CAMERON COUNTY.
 2. DRAINAGE AREAS HAVE BEEN DETERMINED BASED ON AVAILABLE SURVEY DATA AND PR 100 RECORD DRAWINGS DATED 1986 (STATE PROJECT CSR 331-4-32).
 3. CONTOUR INTERVALS SHOWN IS .1'.

No.	Revision	By	Date

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 or permit purposes.
Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPB REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

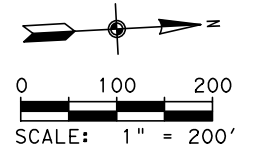
DRAINAGE AREA PLANS

DRAWING TITLE
 STA 444+00 TO STA 490+00

SHEET 3 OF 4

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	164
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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LEGEND	
	DRAINAGE AREA ID
	FLOW DIRECTION
	DRAINAGE BASIN BOUNDARY
	EXISTING CONTOURS
	PROPOSED CONTOURS

- NOTES:**
1. DRAINAGE AREA CALCULATIONS ARE BASED ON TXDOT PUBLISHED DATA FOR CAMERON COUNTY.
 2. DRAINAGE AREAS HAVE BEEN DETERMINED BASED ON AVAILABLE SURVEY DATA AND PR 100 RECORD DRAWINGS DATED 1986 (STATE PROJECT CSR 331-4-32).
 3. CONTOUR INTERVALS SHOWN IS .1'.

No.	Revision	By	Date

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 or permit purposes.
Kimley»Horn
 Engineer: RYAN DELMOTTE
 P. E. No. 114242, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



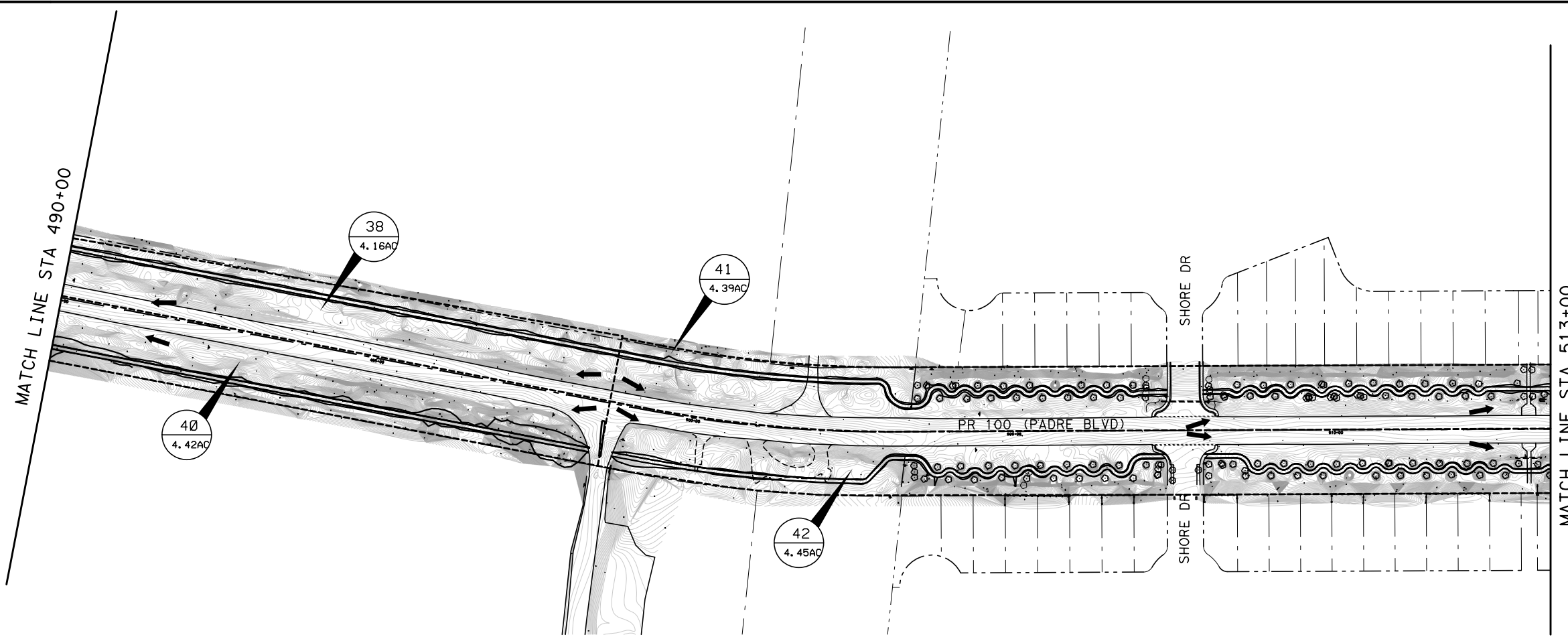
PR 100 ROADWAY IMPROVEMENTS

DRAINAGE AREA PLANS

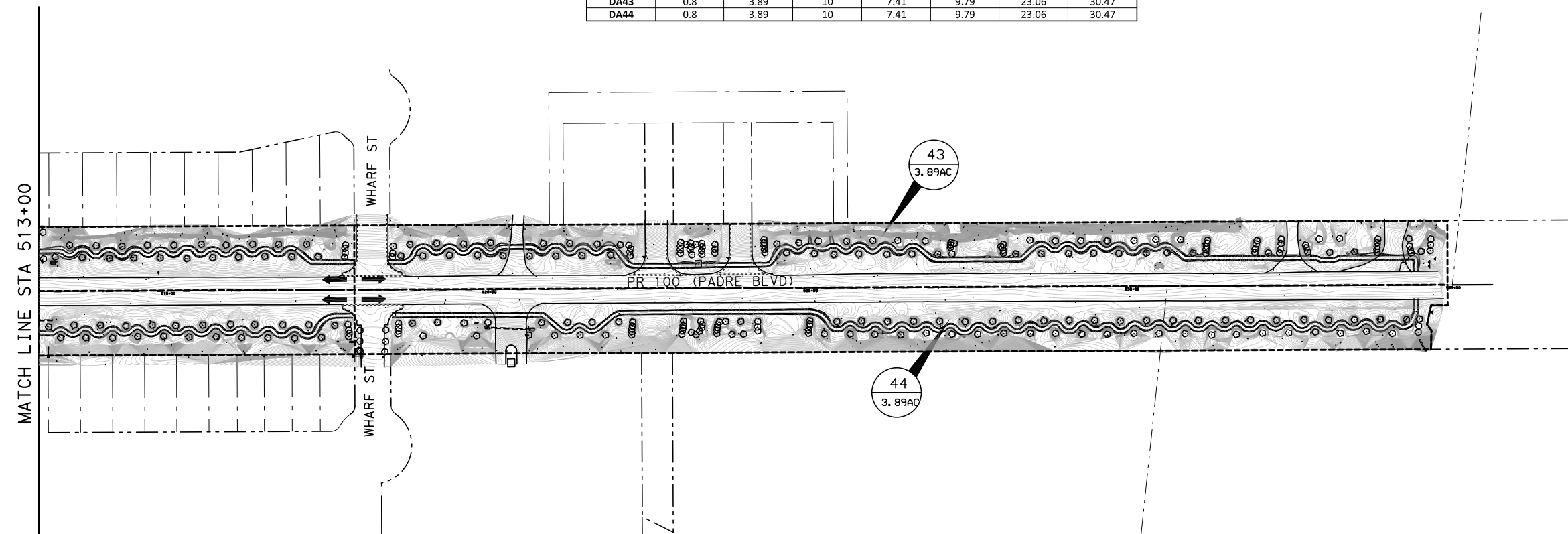
DRAWING TITLE
 STA 490+00 TO END

SHEET 4 OF 4

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	165
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	



ID	C VALUE	AREA (AC)	Tc (MIN)	I10 (IN/HR)	I50 (IN/HR)	Q10 (CFS)	Q50 (CFS)
DA41	0.8	4.39	10	7.41	9.79	26.02	34.38
DA42	0.8	4.45	10	7.41	9.79	26.38	34.85
DA43	0.8	3.89	10	7.41	9.79	23.06	30.47
DA44	0.8	3.89	10	7.41	9.79	23.06	30.47



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SUMMARY OF SMALL SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)	
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION		
										PREFABRICATED		1EXT or 2EXT = # of Ext
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	P = "Plain" T = "T" U = "U"	BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	TY = TYPE TY N TY S
SHEET 1 OF 3												
169	1	R1-6	(DOUBLE SIDED)	12"X36"	✓		N/A*		SEE PEDESTRIAN	SIGN CROSSING	DETAIL	
169	2	R1-6	(DOUBLE SIDED)	12"X36"	✓		N/A*		SEE PEDESTRIAN	SIGN CROSSING	DETAIL	
171	1	R1-6	(DOUBLE SIDED)	12"X36"	✓		N/A*		SEE PEDESTRIAN	SIGN CROSSING	DETAIL	
171	2	R1-6	(DOUBLE SIDED)	12"X36"	✓		N/A*		SEE PEDESTRIAN	SIGN CROSSING	DETAIL	
172	1	R1-6	(DOUBLE SIDED)	12"X36"	✓		N/A*		SEE PEDESTRIAN	SIGN CROSSING	DETAIL	
172	2	R1-6	(DOUBLE SIDED)	12"X36"	✓		N/A*		SEE PEDESTRIAN	SIGN CROSSING	DETAIL	
172	3	R6-1R		36"X12"	✓		S80	1	SA	P		
172	4	R6-1R		36"X12"	✓		S80	1	SA	P		
173	1	R6-1R		36"X12"	✓		S80	1	SA	P		
173	2	R6-1R		36"X12"	✓		S80	1	SA	P		
173	3	R6-1R		36"X12"	✓		S80	1	SA	P		
173	4	R6-1R		36"X12"	✓		S80	1	SA	P		
174	1	R6-1R		36"X12"	✓		S80	1	SA	P		
174	2	R6-1R		36"X12"	✓		S80	1	SA	P		
174	3	R6-1R		36"X12"	✓		S80	1	SA	P		
174	4	R6-1R		36"X12"	✓		S80	1	SA	P		
175	1	R6-1R		36"X12"	✓		S80	1	SA	P		
175	2	R6-1R		36"X12"	✓		S80	1	SA	P		
175	3	R6-1R		36"X12"	✓		S80	1	SA	P		
175	4	R6-1R		36"X12"	✓		S80	1	SA	P		
176	1	R6-1R		36"X12"	✓		S80	1	SA	P		
176	2	R6-1R		36"X12"	✓		S80	1	SA	P		
176	3	R6-1R		36"X12"	✓		S80	1	SA	P		
176	4	R1-1		30"X30"	✓		S80	1	SA	P		
176	4	R3-5R	R3-5R UNDERNEATH R1-1	30"X36"	✓		S80	1	SA	P		
177	1	R6-1R		36"X12"	✓		S80	1	SA	P		
177	2	R6-1R		36"X12"	✓		S80	1	SA	P		
177	3	R6-1R		36"X12"	✓		S80	1	SA	P		
177	4	R6-1R		36"X12"	✓		S80	1	SA	P		
178	1	R6-1R		36"X12"	✓		S80	1	SA	P		
178	2	R6-1R		36"X12"	✓		S80	1	SA	P		
178	3	R6-1R		36"X12"	✓		S80	1	SA	P		
178	4	R6-1R		36"X12"	✓		S80	1	SA	P		
178	5	R6-1R		36"X12"	✓		S80	1	SA	P		
178	6	R6-1R		36"X12"	✓		S80	1	SA	P		

PRELIMINARY
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or permit purposes.
Kimley»Horn
Engineer THOMAS P. GRANT
P.E. No. 100876 Date 11/6/2018

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
Greater than 15	0.125"

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.
<http://www.txdot.gov/>

- NOTE:**
- Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.
 - For installation of bridge mount clearance signs, see Bridge Mounted Clearance Sign Assembly (BMCS) Standard Sheet.
 - For Sign Support Descriptive Codes, SEE Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).
 - SEE TRAFFIC SIGNAL CHARTS SHEET FOR SIGNS MOUNTED ON TRAFFIC SIGNAL
 - SIGNS ON LED WARNING SIGN ASSEMBLIES NOT QUANTIFIED WITH SOSS.
- *SEE SIGN DETAIL IN PLANS FOR MORE INFORMATION ABOUT BASE AND MOUNTING DETAILS.



SUMMARY OF SMALL SIGNS (PROPOSED)

SHEET 1 OF 3

SOSS

FILE: slums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT May 1987	CONT	SECT	JOB	HIGHWAY
REVISIONS	N/A	N/A	N/A	PR 100
4-16	DIST	COUNTY	SHEET NO.	
8-16	PHR	CAMERON	166	

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DATE: 11/6/2018 2:58:31 PM
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SUMMARY OF SMALL SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)	
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION		
										PREFABRICATED		1EXT or 2EXT = # of Ext
SHEET 2 OF 3												
179	1	R6-1R		36"X12"	✓		S80	1	SA	P		
179	2	R4-7 R3-9b	SOUTHBOUND CENTER LANE ONLY NORTHBOUND (BACK-TO-BACK)	24"X30" 24"X36"	✓		S80	1	SA	P		
179	3	R4-7 R3-9b	NORTHBOUND CENTER LANE ONLY SOUTHBOUND (BACK-TO-BACK)	24"X30" 24"X36"	✓		S80	1	SA	P		
181	1	R3-9b		24"X36"	✓		S80	1	SA	P		
181	2	R4-7		24"X30"	✓		S80	1	SA	P		
181	3	R3-8MOD		42"X30"	✓		S80	1	SB	P		
181	4	R3-9b		24"X36"	✓		S80	1	SA	P		
182	1	R3-8MOD		42"X30"	✓		S80	1	SB	P		
182	2	R3-9b		24"X36"	✓		S80	1	SA	P		
182	3	R3-9b		24"X36"	✓		S80	1	SA	P		

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 or permit purposes.
Kimley-Horn
 Engineer THOMAS P. GRANT
 P.E. No. 100876 Date 11/6/2018

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
Greater than 15	0.125"

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.
<http://www.txdot.gov/>

- NOTE:**
- Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.
 - For installation of bridge mount clearance signs, see Bridge Mounted Clearance Sign Assembly (BMCS) Standard Sheet.
 - For Sign Support Descriptive Codes, see Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).
 - SEE TRAFFIC SIGNAL CHARTS SHEET FOR SIGNS MOUNTED ON TRAFFIC SIGNAL

Texas Department of Transportation
 Traffic Operations Division Standard

SUMMARY OF SMALL SIGNS (PROPOSED)

SHEET 2 OF 3
SOSS










FILE: slums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT May 1987	CONT	SECT	JOB	HIGHWAY
REVISIONS	N/A	N/A	N/A	PR 100
4-16	DIST	COUNTY	SHEET NO.	
8-16	PHR	CAMERON	167	

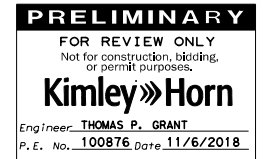
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.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

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DATE: 11/6/2018 2:58:35 PM
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PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)				BRIDGE MOUNT CLEARANCE SIGNS (See Note 2)	
							POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION		
										PREFABRICATED		1EXT or 2EXT = # of Ext
SHEET 3 OF 3												
169	1	W11-2		36"X36"	✓		S80	1	SA	P		
169	2	W16-7P		24"X12"	✓		S80	1	SA	P		
170	1	W11-2		36"X36"	✓		S80	1	SA	P		
170	2	W16-7P		24"X12"	✓		S80	1	SA	P		
171	1	W11-2		36"X36"	✓		S80	1	SA	P		
171	2	W16-7P		24"X12"	✓		S80	1	SA	P		
172	1	W11-2		36"X36"	✓		S80	1	SA	P		
172	2	W16-7P		24"X12"	✓		S80	1	SA	P		
176	1	R1-1		30"X30"	✓		S80	1	SA	P		



ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
Greater than 15	0.125"

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website:
<http://www.txdot.gov/>

- NOTE:**
- Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.
 - For installation of bridge mount clearance signs, see Bridge Mounted Clearance Sign Assembly (BMCS) Standard Sheet.
 - For Sign Support Descriptive Codes, see Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).
 - SEE TRAFFIC SIGNAL CHARTS SHEET FOR SIGNS MOUNTED ON TRAFFIC SIGNAL.

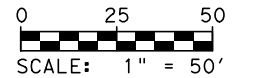


SUMMARY OF SMALL SIGNS (REMOVE)

SHEET 3 OF 3

SOSS

FILE: slums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT May 1987	CONT	SECT	JOB	HIGHWAY
REVISIONS	N/A	N/A	N/A	PR 100
4-16	DIST	COUNTY	SHEET NO.	
8-16	PHR	CAMERON	168	



NOTES:

1. EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
2. SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
3. SIGNS SHALL BE PLACED IN ROW. EDGE OF SIGNS SHALL NOT BE PLACED LESS THAN 2.0' FROM F.O.C. SIGN HEIGHT PLACEMENT SHALL FOLLOW ADA STANDARDS. SIGNS SHALL BE PLACED OUTSIDE OF SIDEWALK WHEN POSSIBLE, AND WHEN NOT POSSIBLE, SHALL BE PLACED IN SUCH A WAY TO MINIMIZE OBSTRUCTION TO PEDESTRIANS.
4. SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

- PROPOSED SIGN
- PROPOSED SIGNS WITH LED ASSEMBLY
- EXISTING SIGN TO BE REMOVED
- SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P.E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



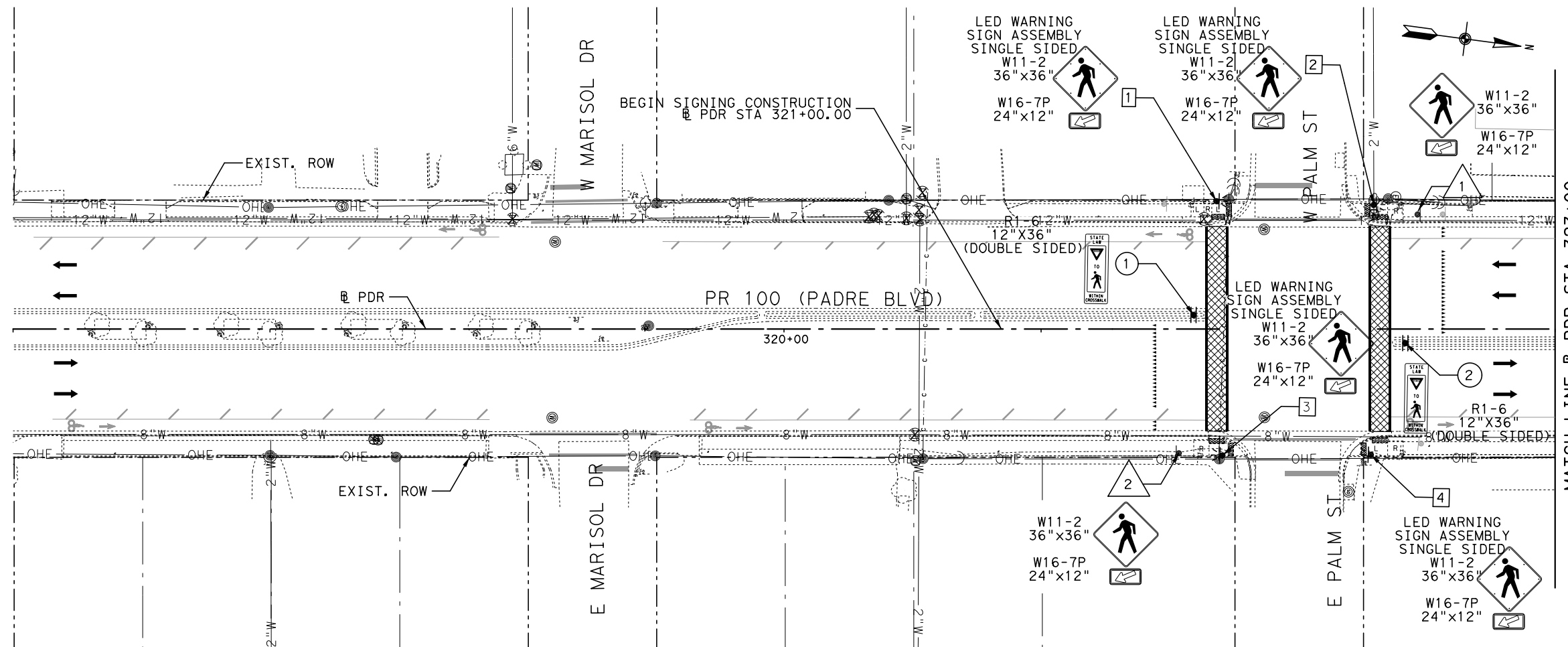
PR 100 ROADWAY IMPROVEMENTS
 SIGNING LAYOUT

PR 100
 STA 311+00 TO STA 323+00

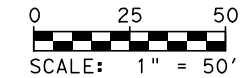
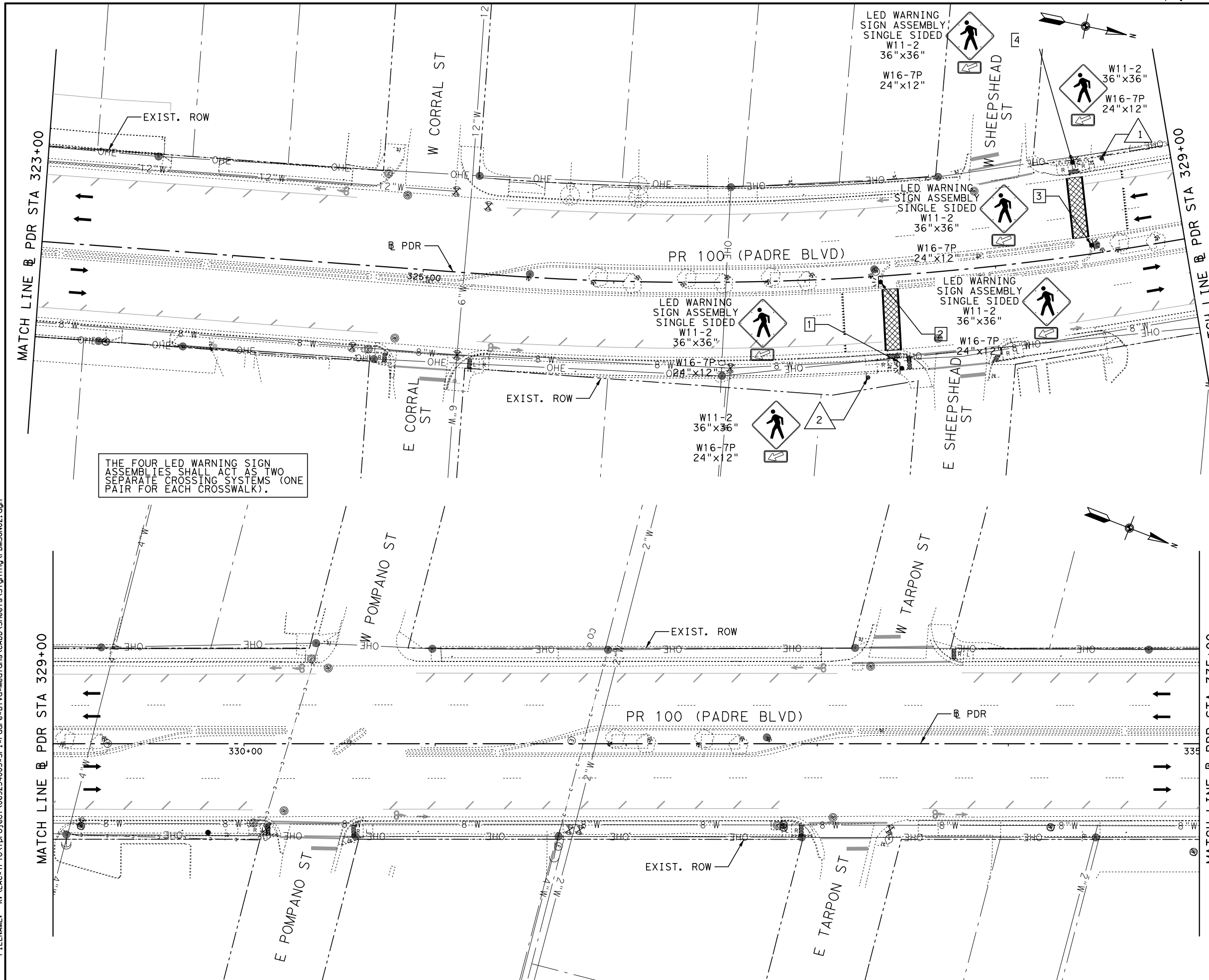
SHEET 1 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	169
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

THE FOUR LED WARNING SIGN ASSEMBLIES SHALL ACT AS TWO SEPARATE CROSSING SYSTEMS (ONE PAIR FOR EACH CROSSWALK).



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NOTES:

- EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
- SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
- SIGNS SHALL BE PLACED IN ROW. EDGE OF SIGNS SHALL NOT BE PLACED LESS THAN 2.0' FROM F.O.C. SIGN HEIGHT PLACEMENT SHALL FOLLOW ADA STANDARDS. SIGNS SHALL BE PLACED OUTSIDE OF SIDEWALK WHEN POSSIBLE, AND WHEN NOT POSSIBLE, SHALL BE PLACED IN SUCH A WAY TO MINIMIZE OBSTRUCTION TO PEDESTRIANS.
- SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

- ⊕ PROPOSED SIGN
- ⊕# PROPOSED SIGNS WITH LED ASSEMBLY
- ⊖ EXISTING SIGN TO BE REMOVED
- ⊕ SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊕ DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊕ SMALL ROADSIDE SIGN ASSEMBLY

THE FOUR LED WARNING SIGN ASSEMBLIES SHALL ACT AS TWO SEPARATE CROSSING SYSTEMS (ONE PAIR FOR EACH CROSSWALK).

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
Engineer: THOMAS P. GRANT
P.E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928

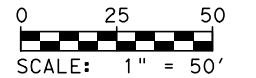
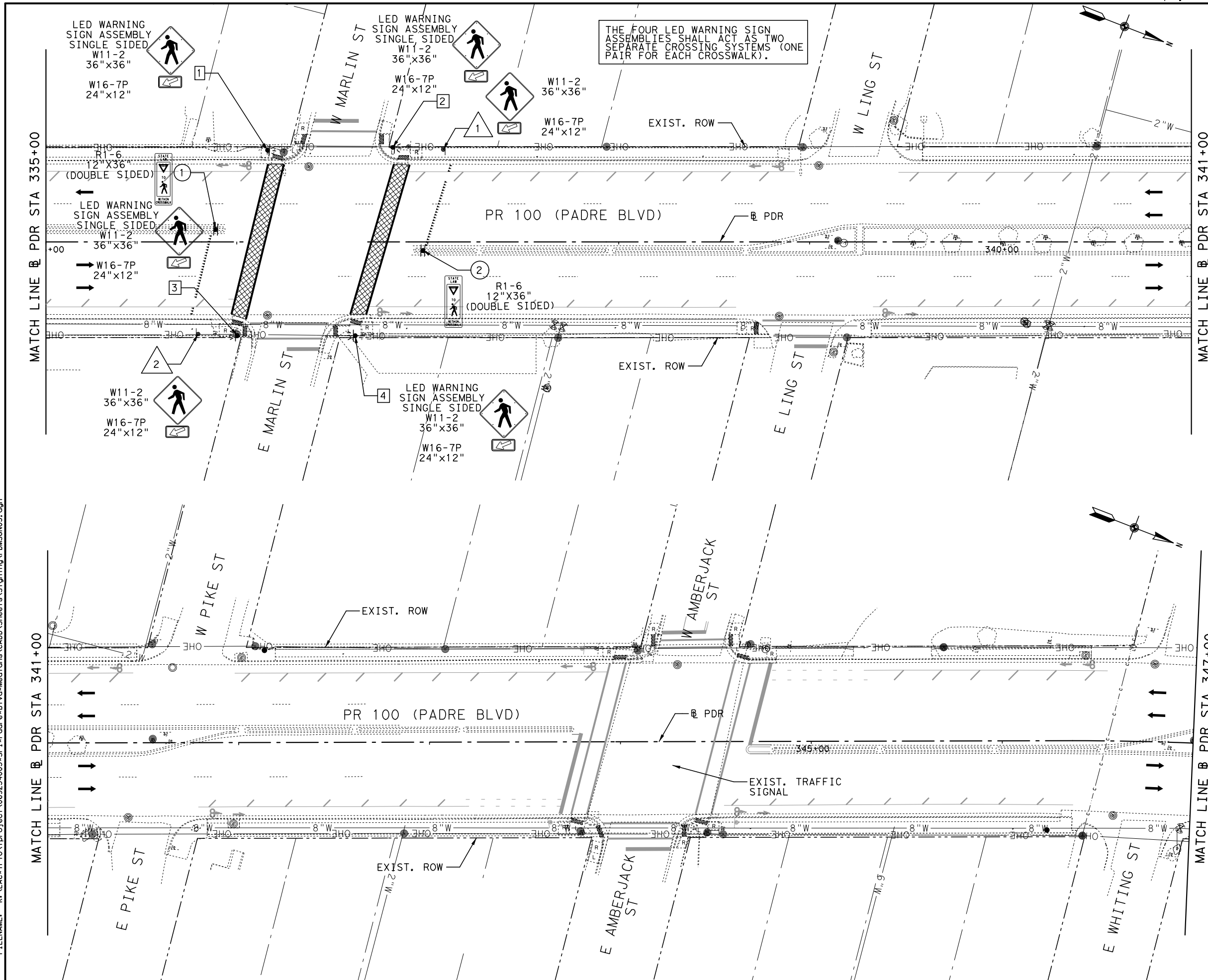


PR 100 ROADWAY IMPROVEMENTS
SIGNING LAYOUT

PR 100
STA 323+00 TO STA 335+00
SHEET 2 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	170
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	170

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NOTES:

- EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
- SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
- SIGNS SHALL BE PLACED IN ROW. EDGE OF SIGNS SHALL NOT BE PLACED LESS THAN 2.0' FROM F.O.C. SIGN HEIGHT PLACEMENT SHALL FOLLOW ADA STANDARDS. SIGNS SHALL BE PLACED OUTSIDE OF SIDEWALK WHEN POSSIBLE, AND WHEN NOT POSSIBLE, SHALL BE PLACED IN SUCH A WAY TO MINIMIZE OBSTRUCTION TO PEDESTRIANS.
- SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

- PROPOSED SIGN
- PROPOSED SIGNS WITH LED ASSEMBLY
- EXISTING SIGN TO BE REMOVED
- SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

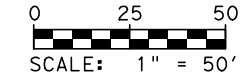
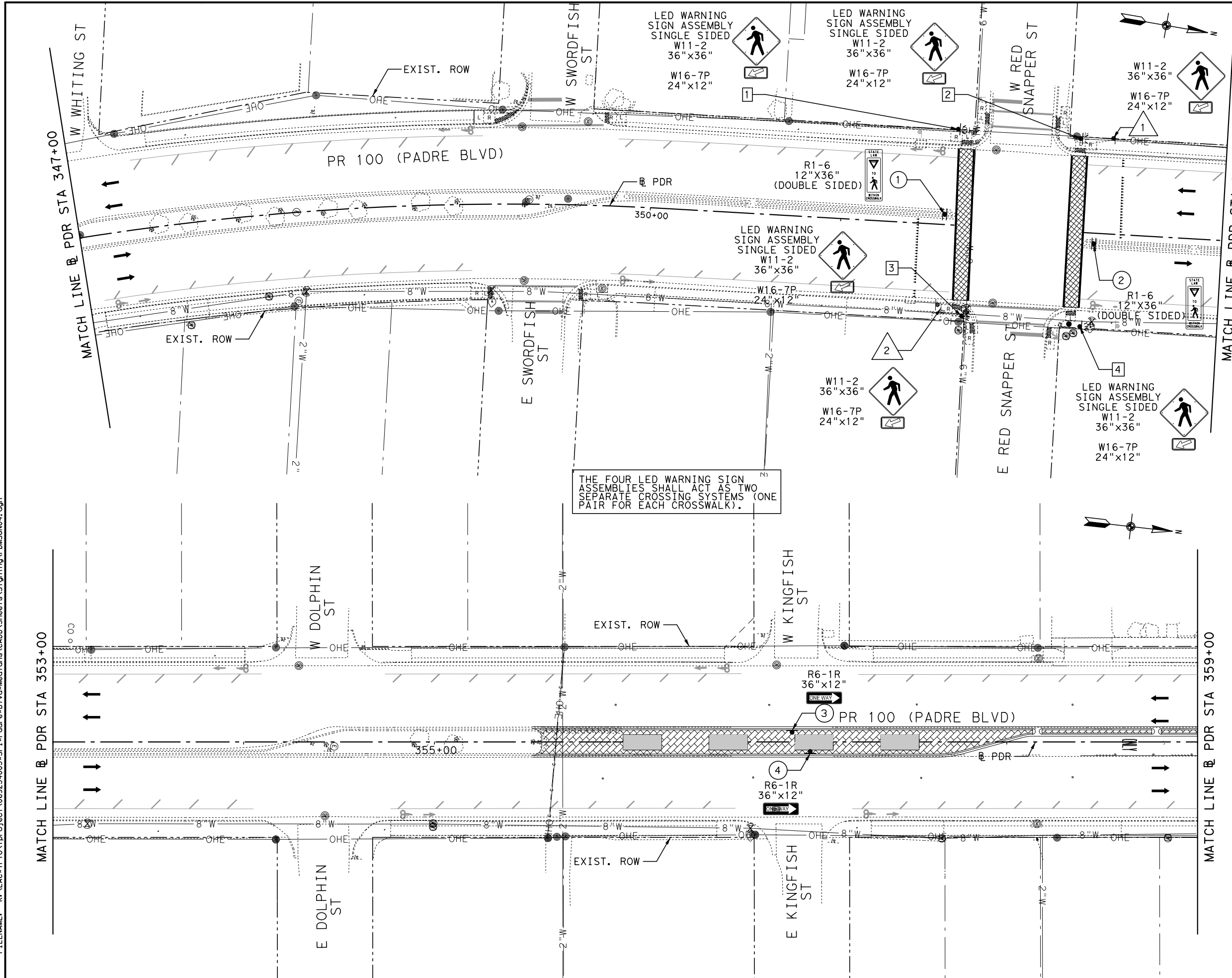
SIGNING LAYOUT

PR 100
STA 335+00 TO STA 347+00

SHEET 3 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	171
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
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- NOTES:
- EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
 - SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
 - SIGNS SHALL BE PLACED IN ROW. EDGE OF SIGNS SHALL NOT BE PLACED LESS THAN 2.0' FROM F.O.C. SIGN HEIGHT PLACEMENT SHALL FOLLOW ADA STANDARDS. SIGNS SHALL BE PLACED OUTSIDE OF SIDEWALK WHEN POSSIBLE, AND WHEN NOT POSSIBLE, SHALL BE PLACED IN SUCH A WAY TO MINIMIZE OBSTRUCTION TO PEDESTRIANS.
 - SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

	PROPOSED SIGN
	PROPOSED SIGNS WITH LED ASSEMBLY
	EXISTING SIGN TO BE REMOVED
	SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
	DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
	SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 SIGNING LAYOUT

PR 100
 STA 347+00 TO STA 359+00
 SHEET 4 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A
		SHEET NO.
		172

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NOTES:

1. EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
2. SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
3. SIGNS SHALL BE PLACED IN ROW. EDGE OF SIGNS SHALL NOT BE PLACED LESS THAN 2.0' FROM F.O.C. SIGN HEIGHT PLACEMENT SHALL FOLLOW ADA STANDARDS. SIGNS SHALL BE PLACED OUTSIDE OF SIDEWALK WHEN POSSIBLE, AND WHEN NOT POSSIBLE, SHALL BE PLACED IN SUCH A WAY TO MINIMIZE OBSTRUCTION TO PEDESTRIANS.
4. SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

- ⊕ PROPOSED SIGN
- ⊞ PROPOSED SIGNS WITH LED ASSEMBLY
- ⊞ EXISTING SIGN TO BE REMOVED
- ⊞ SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊞ DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊞ SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



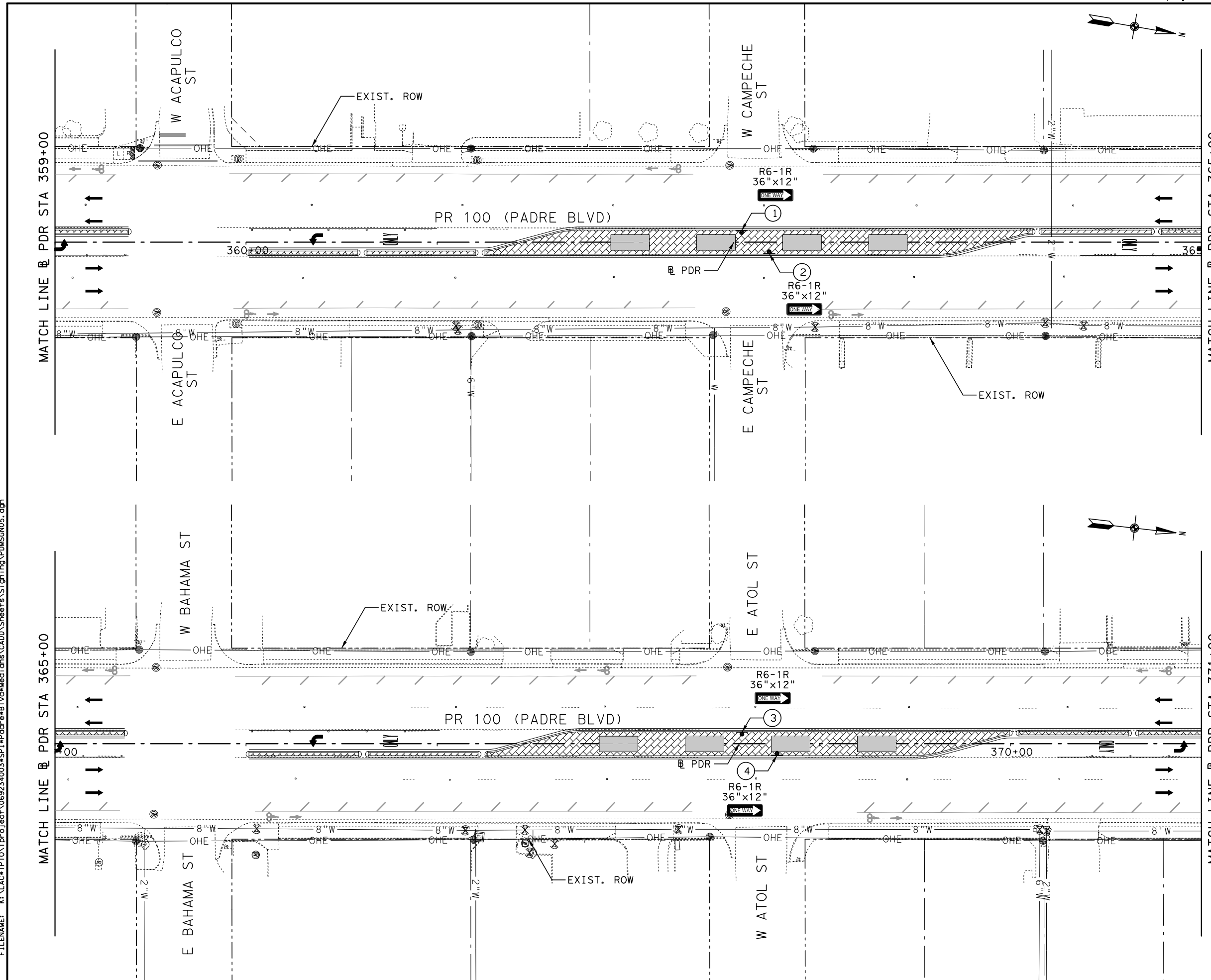
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SIGNING LAYOUT

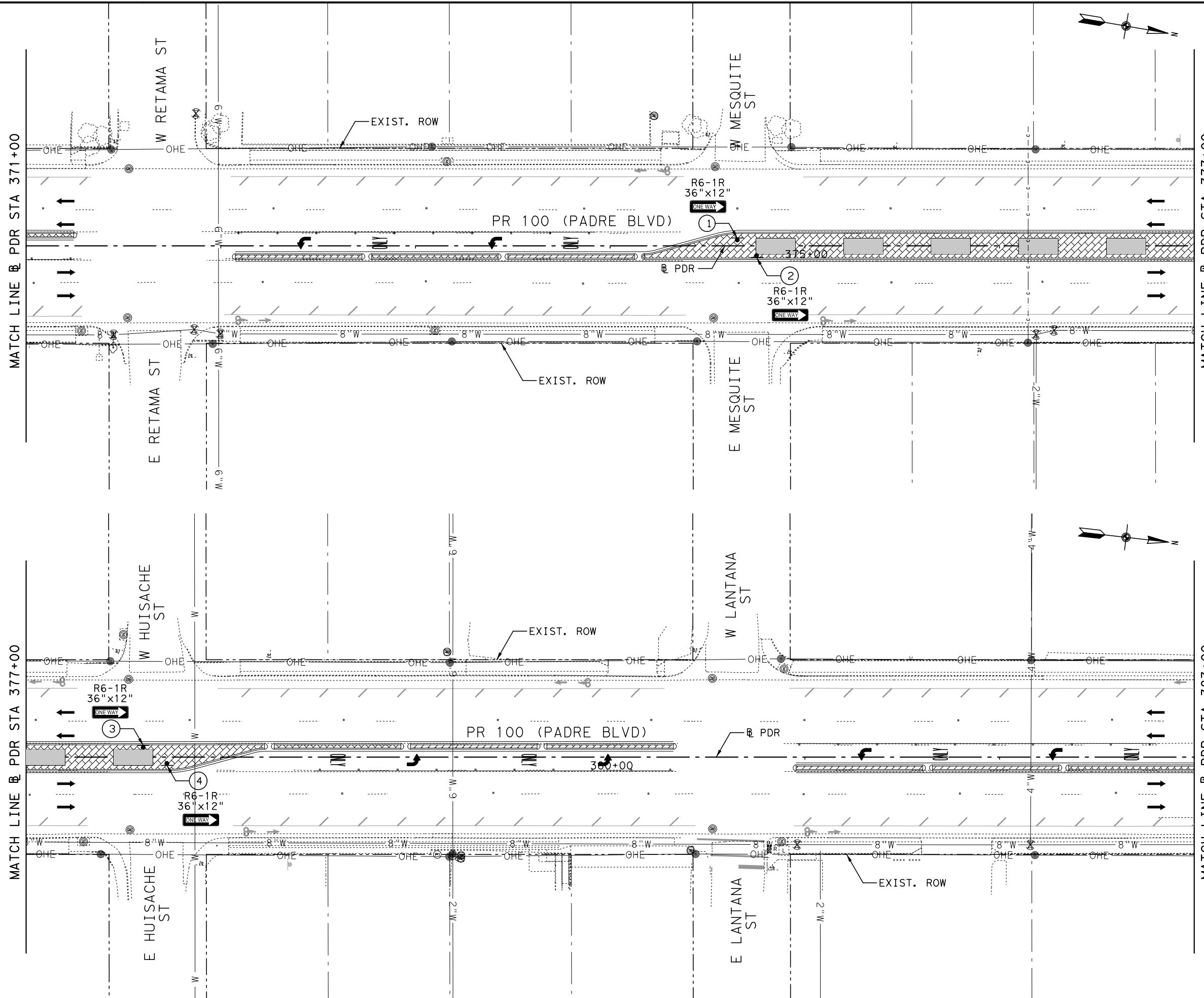
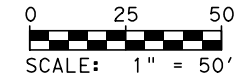
PR 100
STA 359+00 TO STA 371+00

SHEET 5 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	173
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	173

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- NOTES:
- EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
 - SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
 - SIGNS SHALL BE PLACED IN ROW. EDGE OF SIGNS SHALL NOT BE PLACED LESS THAN 2.0' FROM F.O.C. SIGN HEIGHT PLACEMENT SHALL FOLLOW ADA STANDARDS. SIGNS SHALL BE PLACED OUTSIDE OF SIDEWALK WHEN POSSIBLE, AND WHEN NOT POSSIBLE, SHALL BE PLACED IN SUCH A WAY TO MINIMIZE OBSTRUCTION TO PEDESTRIANS.
 - SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

	PROPOSED SIGN
	PROPOSED SIGNS WITH LED ASSEMBLY
	EXISTING SIGN TO BE REMOVED
	SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
	DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
	SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928

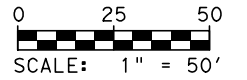
South Padre Island

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS
 SIGNING LAYOUT
 PDR
 STA 371+00 TO STA 383+00
 SHEET 6 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	174
STATE	DISTRICT	COUNTY	174
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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NOTES:

1. EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
2. SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
3. SIGNS SHALL BE PLACED IN ROW. EDGE OF SIGNS SHALL NOT BE PLACED LESS THAN 2.0' FROM F.O.C. SIGN HEIGHT PLACEMENT SHALL FOLLOW ADA STANDARDS. SIGNS SHALL BE PLACED OUTSIDE OF SIDEWALK WHEN POSSIBLE, AND WHEN NOT POSSIBLE, SHALL BE PLACED IN SUCH A WAY TO MINIMIZE OBSTRUCTION TO PEDESTRIANS.
4. SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

- ⊕ PROPOSED SIGN
- ⊞ PROPOSED SIGNS WITH LED ASSEMBLY
- ⊞ (with slash) EXISTING SIGN TO BE REMOVED
- ⊙ SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊙ (with two lines) DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊙ (with dot) SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

PRELIMINARY

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Not for construction, bidding,
or permit purposes.
Kimley»Horn
Engineer THOMAS P. GRANT
P. E. No. 100876 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

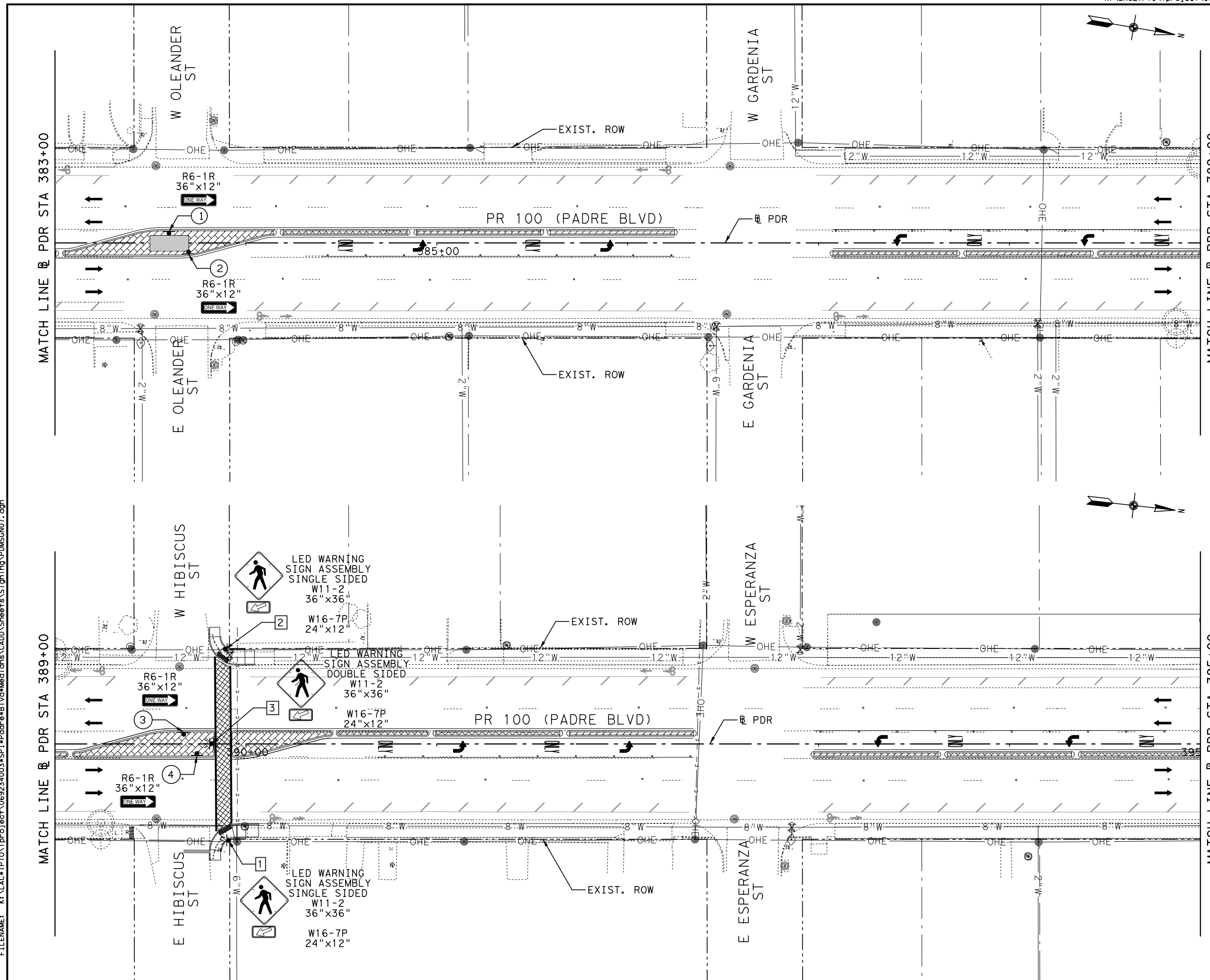
SIGNING LAYOUT

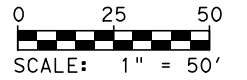
PR 100 (PADRE BLVD)
STA 383+00 TO STA 395+00

SHEET 7 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	175
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	175

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NOTES:

- EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
- SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
- SIGNS SHALL BE PLACED IN ROW. EDGE OF SIGNS SHALL NOT BE PLACED LESS THAN 2.0' FROM F.O.C. SIGN HEIGHT PLACEMENT SHALL FOLLOW ADA STANDARDS. SIGNS SHALL BE PLACED OUTSIDE OF SIDEWALK WHEN POSSIBLE, AND WHEN NOT POSSIBLE, SHALL BE PLACED IN SUCH A WAY TO MINIMIZE OBSTRUCTION TO PEDESTRIANS.
- SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

- ⊕ PROPOSED SIGN
- ⊞ PROPOSED SIGNS WITH LED ASSEMBLY
- ⊠ EXISTING SIGN TO BE REMOVED
- ⊙ SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊚ DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊙ SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
Not for construction, bidding, or permit purposes.
Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



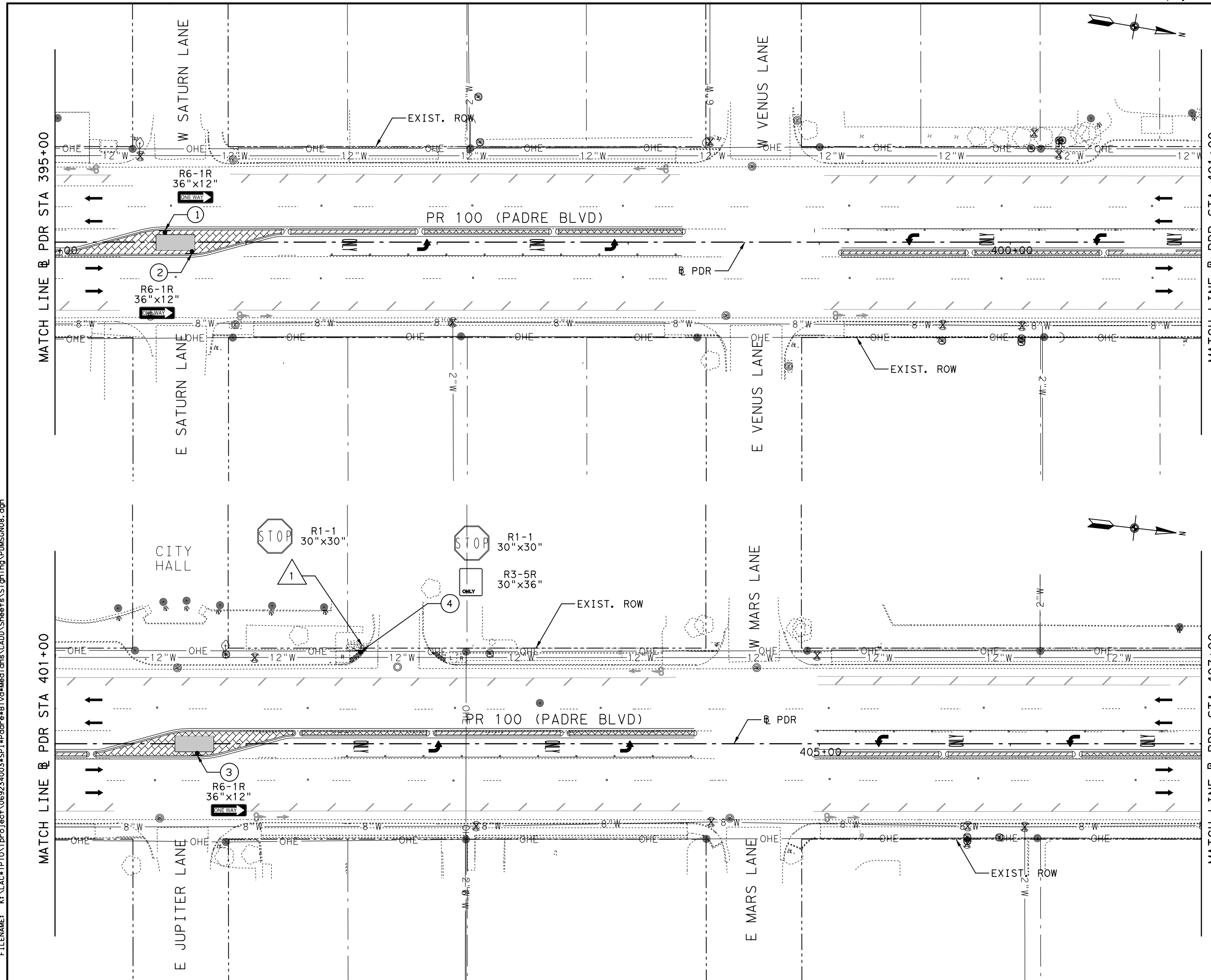
PR 100 ROADWAY IMPROVEMENTS
SIGNING LAYOUT

PR 100 (PADRE BLVD)
STA 395+00 TO STA 407+00

SHEET 8 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	176
STATE	DISTRICT	COUNTY	176
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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- NOTES:
- EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
 - SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
 - SIGNS SHALL BE PLACED IN ROW. EDGE OF SIGNS SHALL NOT BE PLACED LESS THAN 2.0' FROM F.O.C. SIGN HEIGHT PLACEMENT SHALL FOLLOW ADA STANDARDS. SIGNS SHALL BE PLACED OUTSIDE OF SIDEWALK WHEN POSSIBLE, AND WHEN NOT POSSIBLE, SHALL BE PLACED IN SUCH A WAY TO MINIMIZE OBSTRUCTION TO PEDESTRIANS.
 - SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

	PROPOSED SIGN
	PROPOSED SIGNS WITH LED ASSEMBLY
	EXISTING SIGN TO BE REMOVED
	SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
	DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
	SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876 Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928

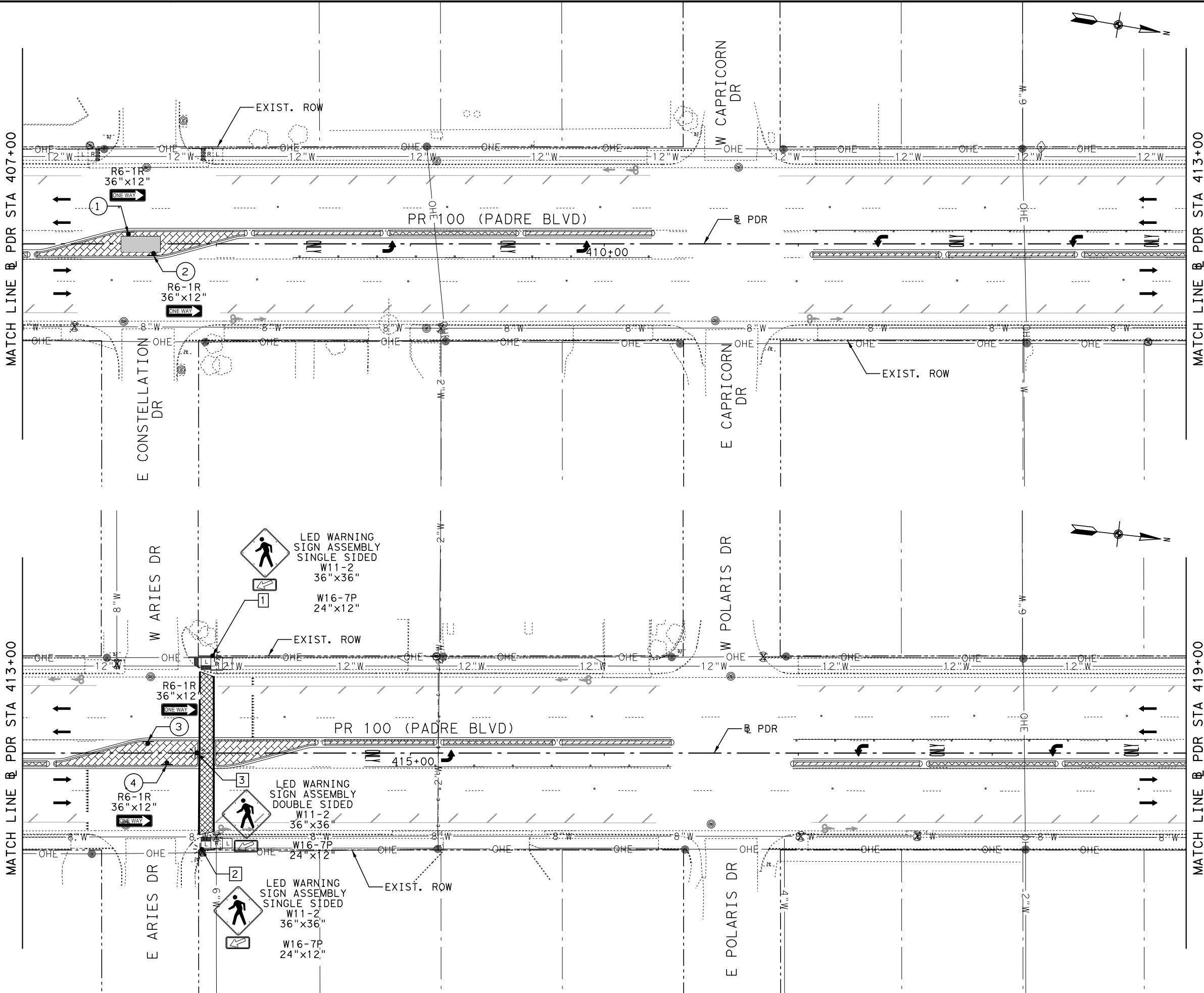


PR 100 ROADWAY IMPROVEMENTS
 SIGNING LAYOUT

PR 100 (PADRE BLVD)
 STA 407+00 TO STA 419+00
 SHEET 9 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
		SHEET NO.
		177

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NOTES:

- EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
- SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
- SIGNS SHALL BE PLACED IN ROW. EDGE OF SIGNS SHALL NOT BE PLACED LESS THAN 2.0' FROM F.O.C. SIGN HEIGHT PLACEMENT SHALL FOLLOW ADA STANDARDS. SIGNS SHALL BE PLACED OUTSIDE OF SIDEWALK WHEN POSSIBLE, AND WHEN NOT POSSIBLE, SHALL BE PLACED IN SUCH A WAY TO MINIMIZE OBSTRUCTION TO PEDESTRIANS.
- SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

- PROPOSED SIGN
- PROPOSED SIGNS WITH LED ASSEMBLY
- EXISTING SIGN TO BE REMOVED
- SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018



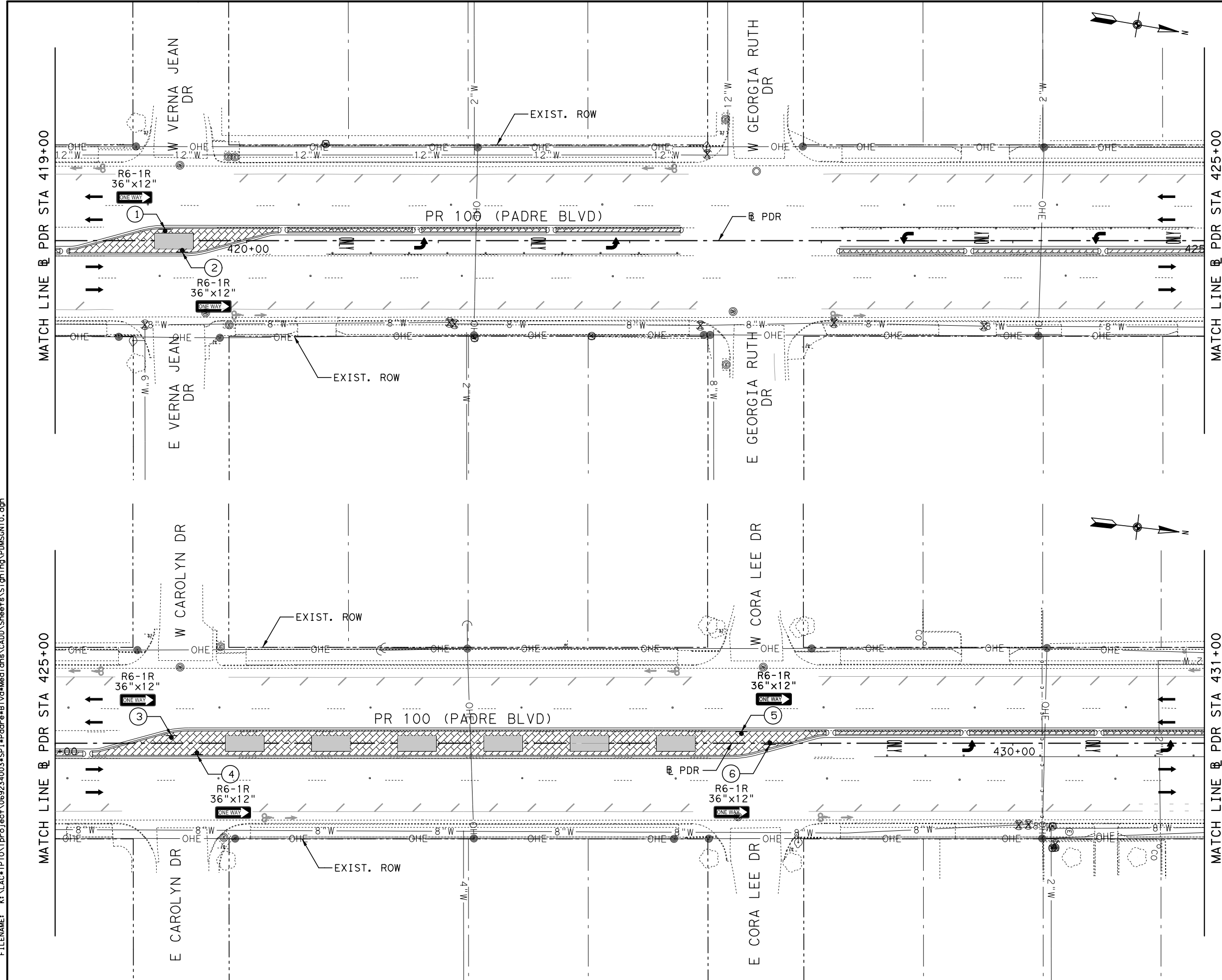
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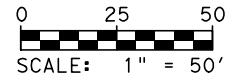
SIGNING LAYOUT

PR 100
STA 419+00 TO STA 431+00
SHEET 10 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	178
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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NOTES:

1. EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
2. SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
3. SIGNS SHALL BE PLACED IN ROW. EDGE OF SIGNS SHALL NOT BE PLACED LESS THAN 2.0' FROM F.O.C. SIGN HEIGHT PLACEMENT SHALL FOLLOW ADA STANDARDS. SIGNS SHALL BE PLACED OUTSIDE OF SIDEWALK WHEN POSSIBLE, AND WHEN NOT POSSIBLE, SHALL BE PLACED IN SUCH A WAY TO MINIMIZE OBSTRUCTION TO PEDESTRIANS.
4. SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

- ⊕ PROPOSED SIGN
- ⊞ PROPOSED SIGNS WITH LED ASSEMBLY
- ⊞ EXISTING SIGN TO BE REMOVED
- ⊙ SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊙ DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊙ SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

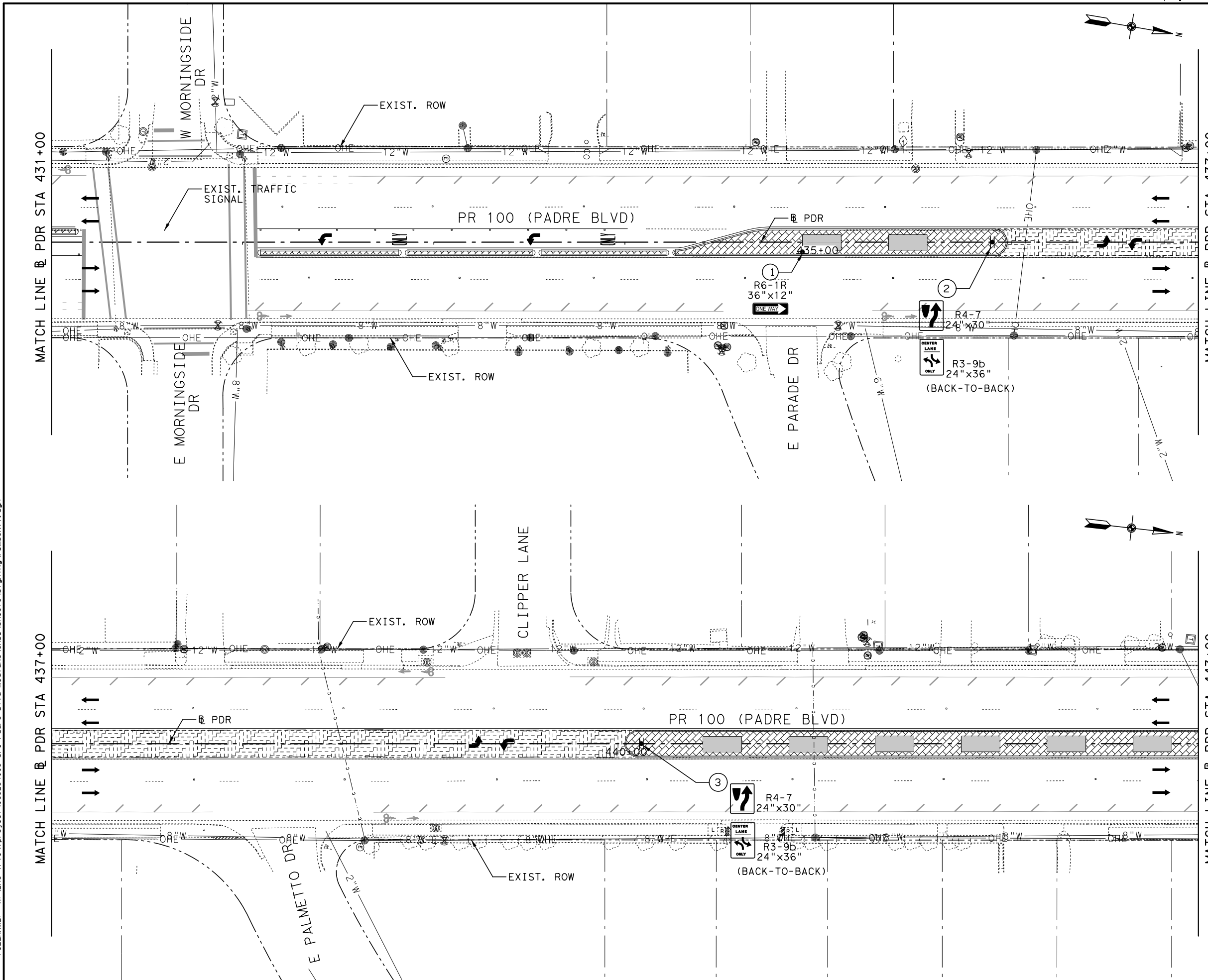
Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928

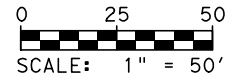


PR 100 ROADWAY IMPROVEMENTS
SIGNING LAYOUT

PR 100 (PADRE BLVD)
STA 431+00 TO STA 443+00
SHEET 11 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	179
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	179





NOTES:

- EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
- SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
- SIGNS SHALL BE PLACED IN ROW. EDGE OF SIGNS SHALL NOT BE PLACED LESS THAN 2.0' FROM F.O.C. SIGN HEIGHT PLACEMENT SHALL FOLLOW ADA STANDARDS. SIGNS SHALL BE PLACED OUTSIDE OF SIDEWALK WHEN POSSIBLE, AND WHEN NOT POSSIBLE, SHALL BE PLACED IN SUCH A WAY TO MINIMIZE OBSTRUCTION TO PEDESTRIANS.
- SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

- PROPOSED SIGN
- PROPOSED SIGNS WITH LED ASSEMBLY
- EXISTING SIGN TO BE REMOVED
- SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928

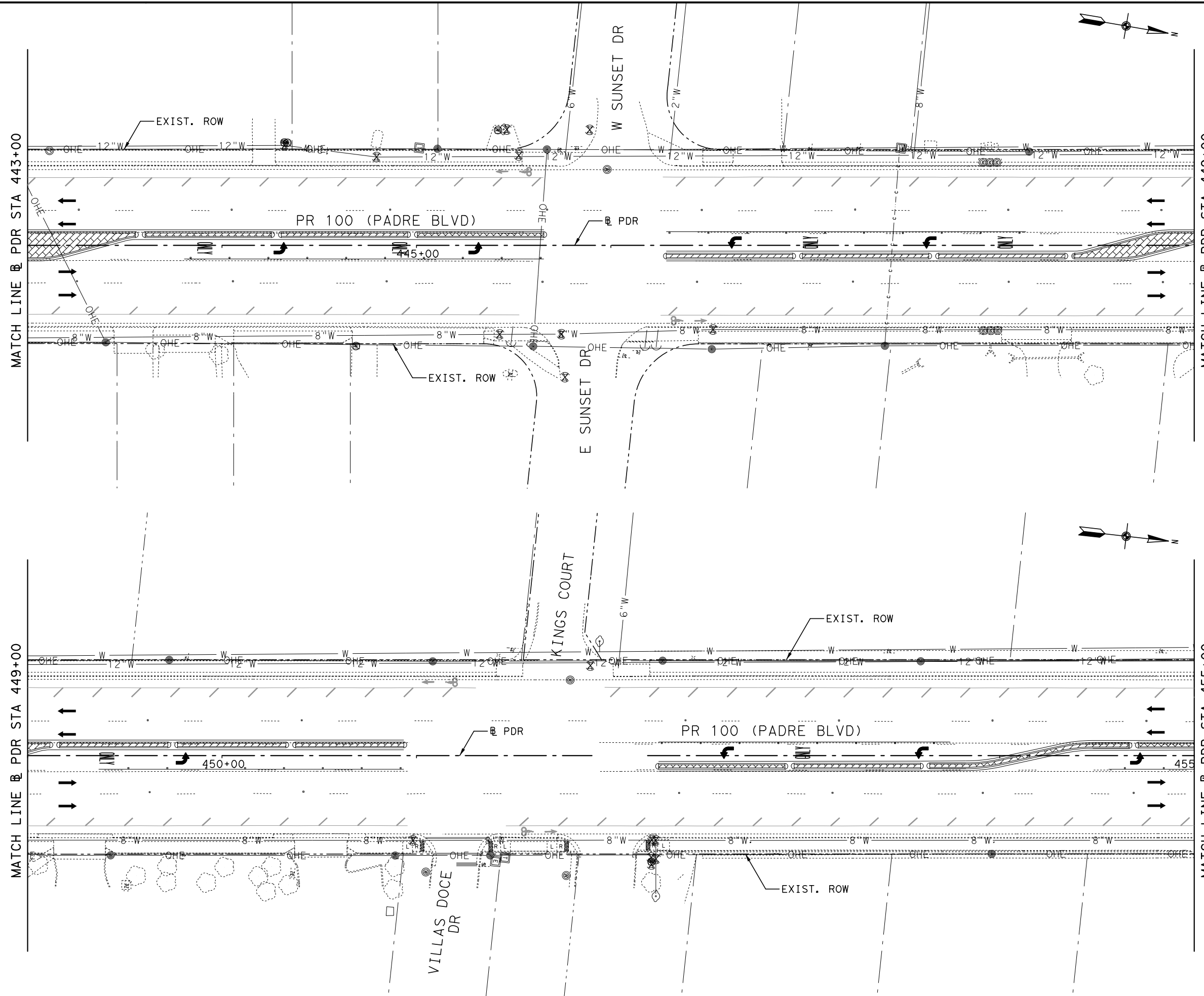


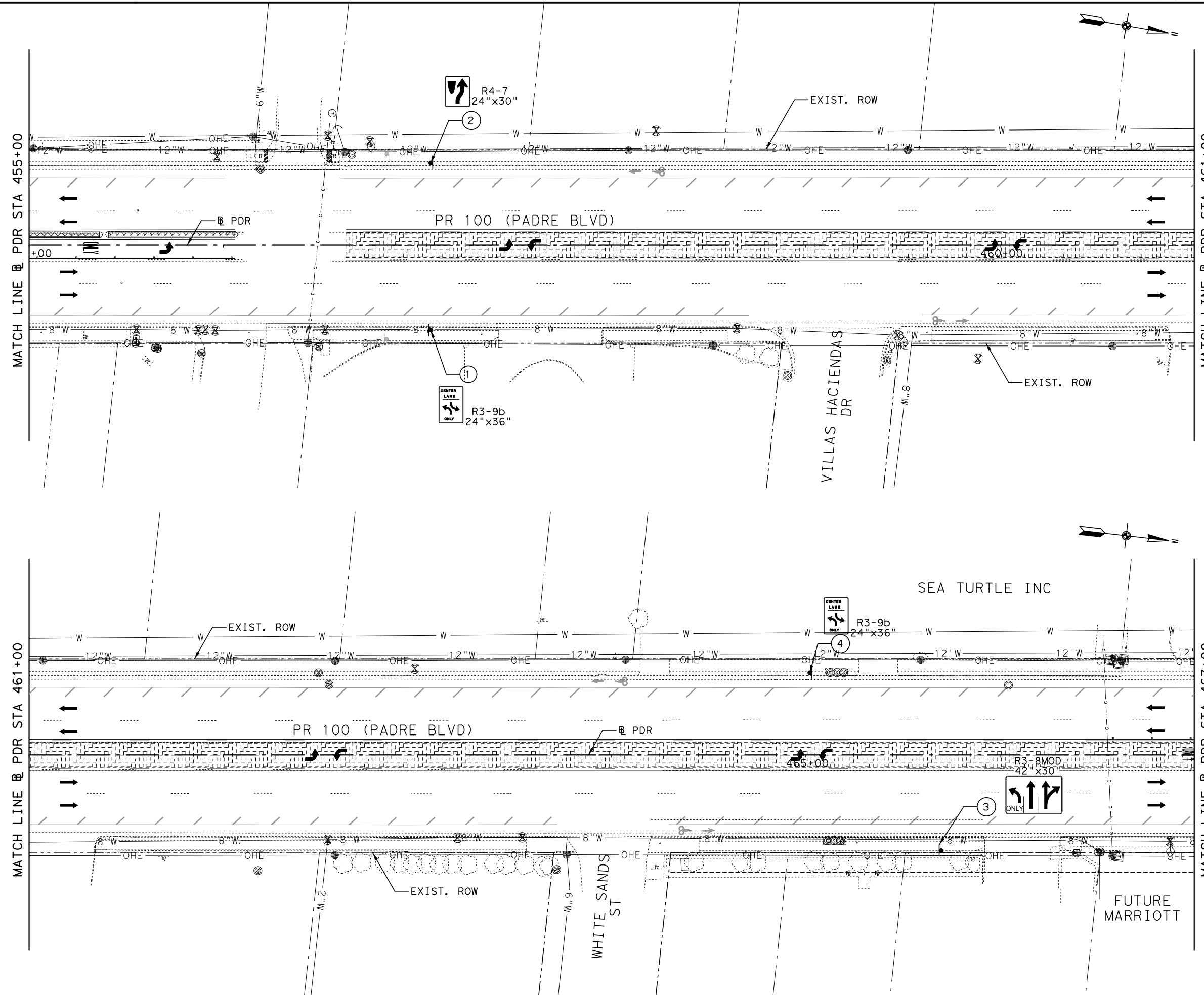
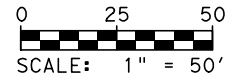
PR 100 ROADWAY IMPROVEMENTS
SIGNING LAYOUT

PR 100
STA 443+00 TO STA 455+00

SHEET 12 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	180
STATE	DISTRICT	COUNTY	180
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	





- NOTES:
- EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
 - SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
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 - SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

	PROPOSED SIGN
	PROPOSED SIGNS WITH LED ASSEMBLY
	EXISTING SIGN TO BE REMOVED
	SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
	DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
	SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P.E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928

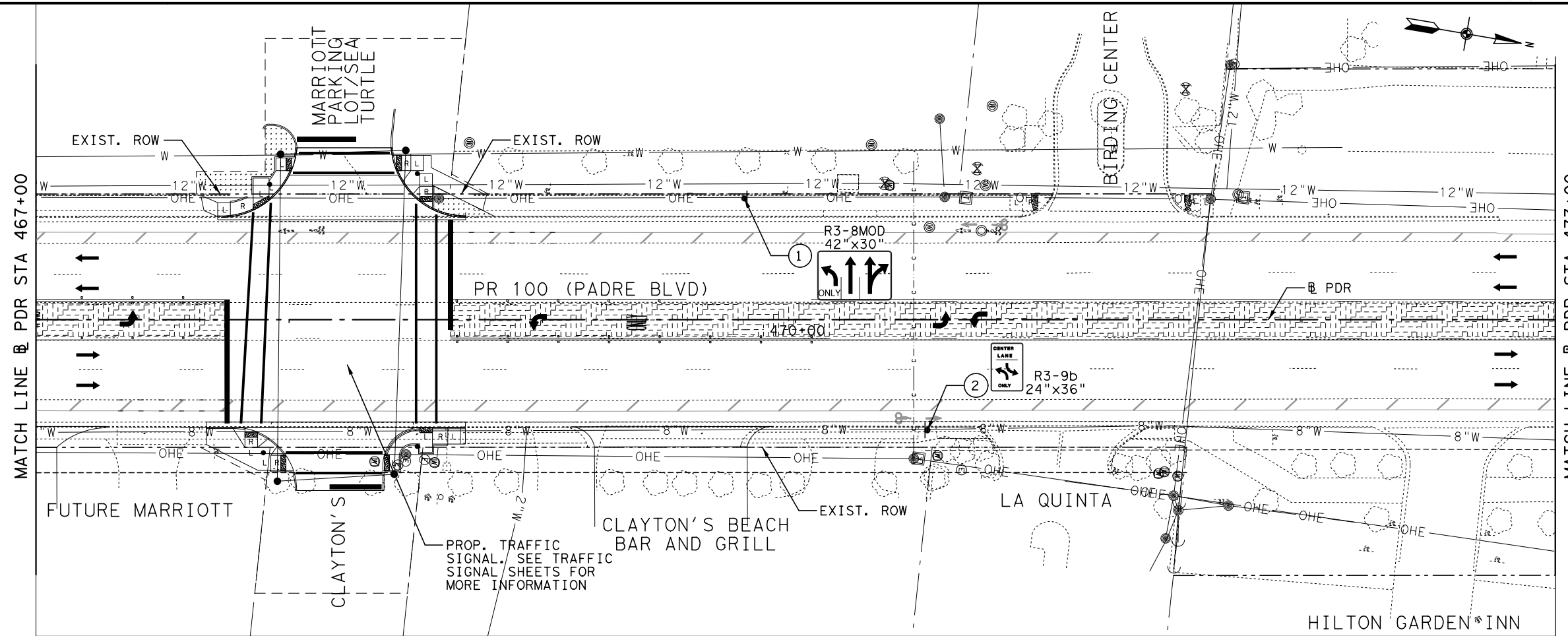


PR 100 ROADWAY IMPROVEMENTS
 SIGNING LAYOUT

PR 100
 STA 455+00 TO STA 467+00
 SHEET 13 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	181
STATE	DISTRICT	COUNTY	181
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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NOTES:

1. EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
2. SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
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4. SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

- ⊕ PROPOSED SIGN
- ⊞ PROPOSED SIGNS WITH LED ASSEMBLY
- ⊞ EXISTING SIGN TO BE REMOVED
- ⊞ SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊞ DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊞ SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TYPE REGISTERED ENGINEERING FIRM F-928



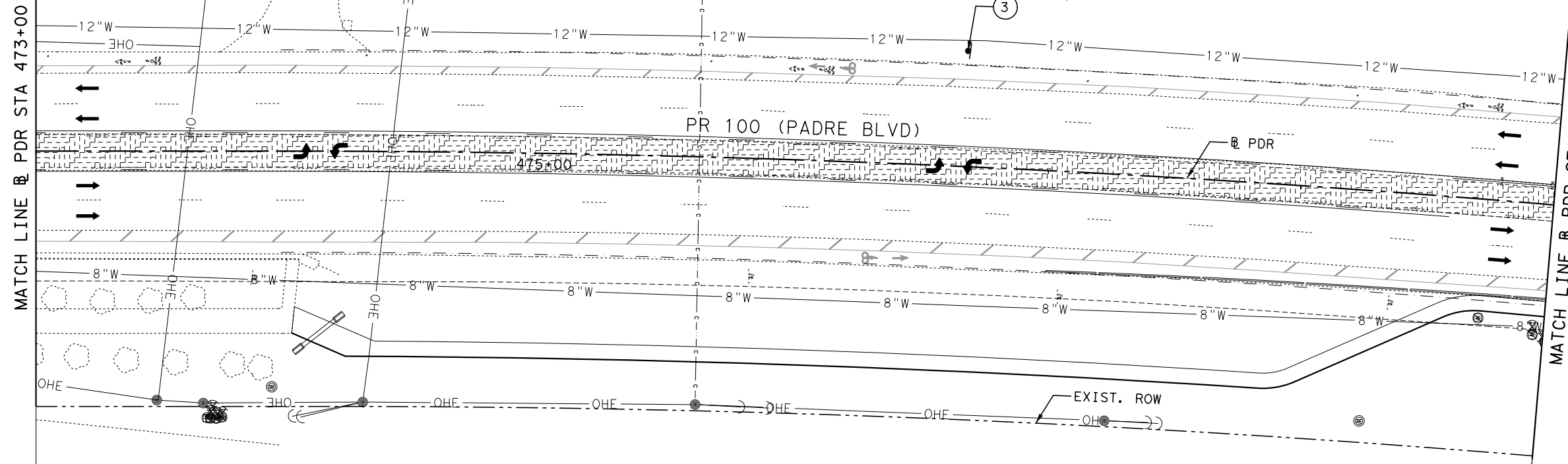
PR 100 ROADWAY IMPROVEMENTS
SIGNING LAYOUT

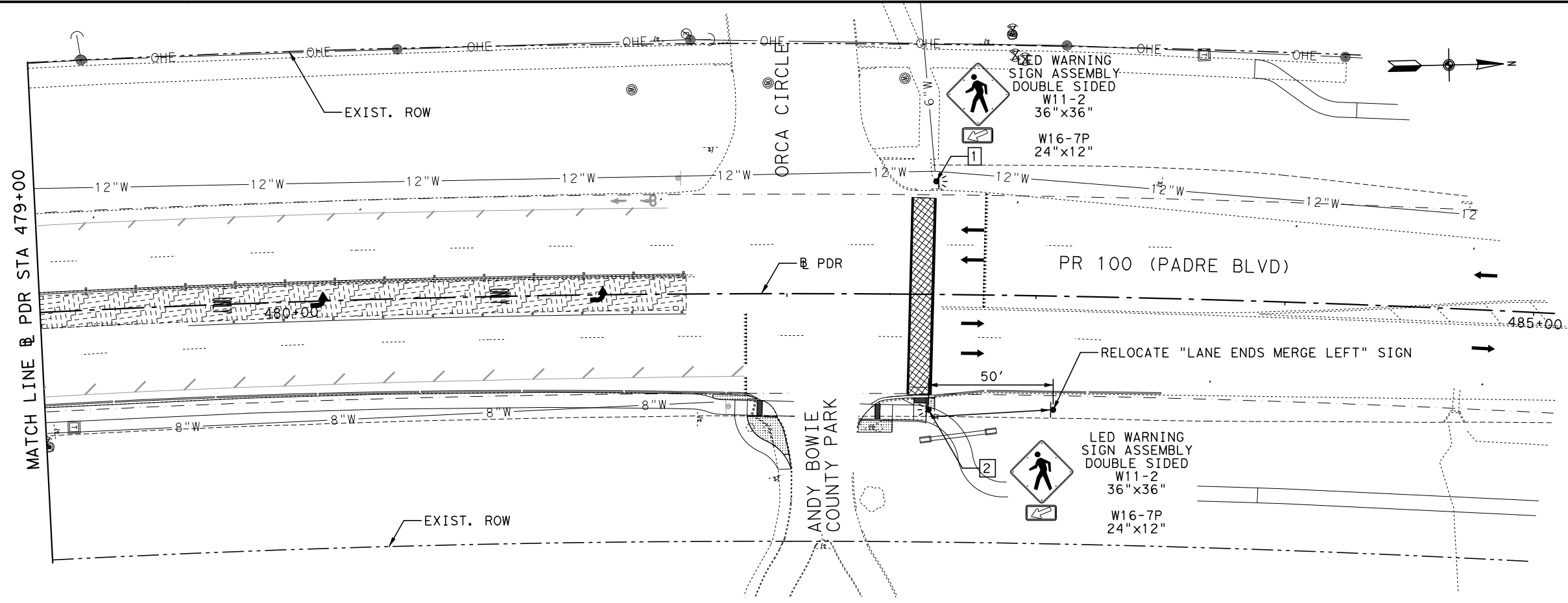
PR 100
STA 467+00 TO STA 479+00

SHEET 14 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	182
STATE	DISTRICT	COUNTY	182
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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- NOTES:
- EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
 - SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
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 - SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

	PROPOSED SIGN
	PROPOSED SIGNS WITH LED ASSEMBLY
	EXISTING SIGN TO BE REMOVED
	SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
	DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
	SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 T&PE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

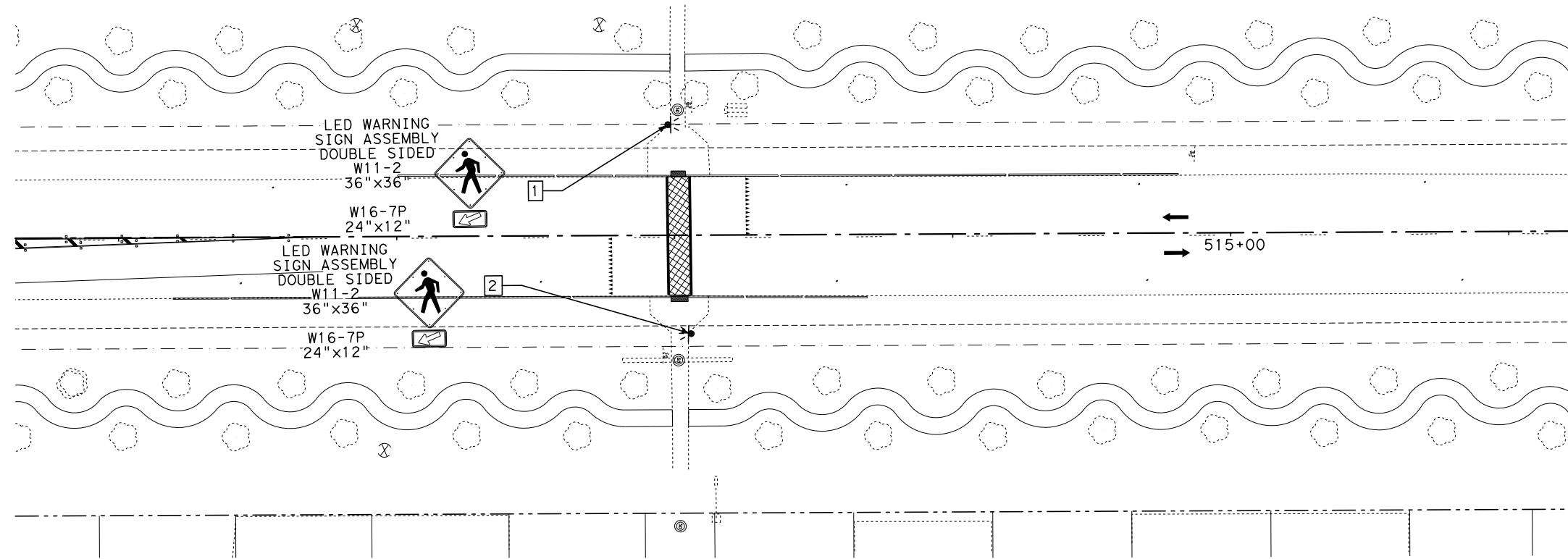
SIGNING LAYOUT

PDR
 STA 479+00 TO 485+00

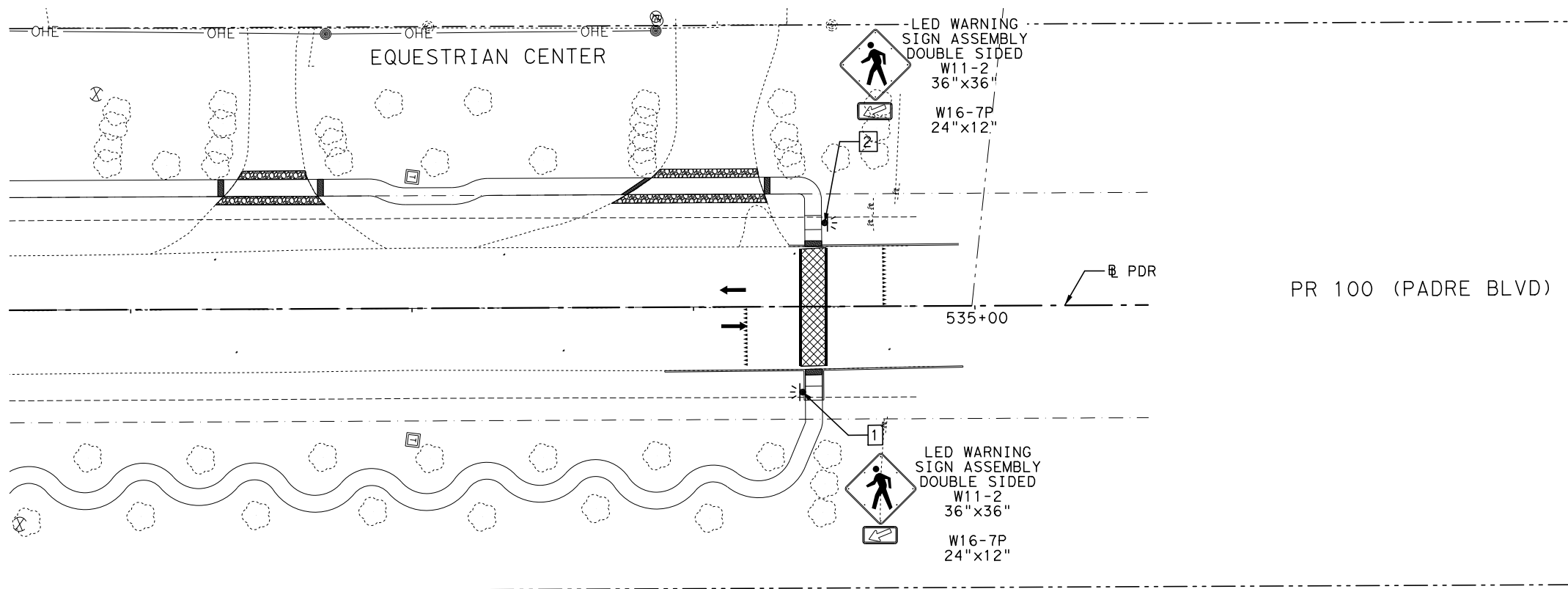
SHEET 15 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		
183		

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MIDDLE OF THE SHORES
PDR STA 510+58.63 TO PDR STA 516+30.98



END OF THE SHORES
PDR STA 532+01.53 TO PDR STA 535+61.50

PR 100 (PADRE BLVD)

NOTES:

- EXISTING SMALL SIGNS AND LARGE GUIDE SIGNS TO REMAIN UNLESS OTHERWISE NOTED IN THE SIGNING PLANS.
- SEE PAVING PLAN, LANDSCAPE PLAN, TYPICAL SECTIONS LAYOUTS, AND PAVEMENT MARKING LAYOUTS FOR ADDITIONAL DETAILS.
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- SEE TxDOT DETAILS FOR FURTHER CLARIFICATION TO SIGN PLACEMENT.

LEGEND

- ⊕ PROPOSED SIGN
- ⊞ PROPOSED SIGNS WITH LED ASSEMBLY
- ⊞# EXISTING SIGN TO BE REMOVED
- ⊞ SINGLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊞ DOUBLE SIDED LED ASSEMBLY W/ PUSHBUTTON
- ⊞ SMALL ROADSIDE SIGN ASSEMBLY

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
Not for construction, bidding,
or permit purposes.
Kimley»Horn
Engineer THOMAS P. GRANT
P. E. No. 100876 Date 11/6/2018

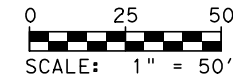
Kimley»Horn
T&PE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
SIGNING LAYOUT

SHEET 16 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	184
CONTROL	SECTION	JOB	
N/A	N/A	N/A	



NOTES:

1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.

LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	0 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	0 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	50 EA
(D) REFL PAV MRK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	0 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	320 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	0 LF
(I) REFL PAV MRKR TY II-C-R	0 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	0 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	1277 SF
TRAFFIC PATTERNS XD MEDIAN	0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	0 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
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or permit purposes.

Kimley»Horn

Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TBP REGISTERED ENGINEERING FIRM F-928



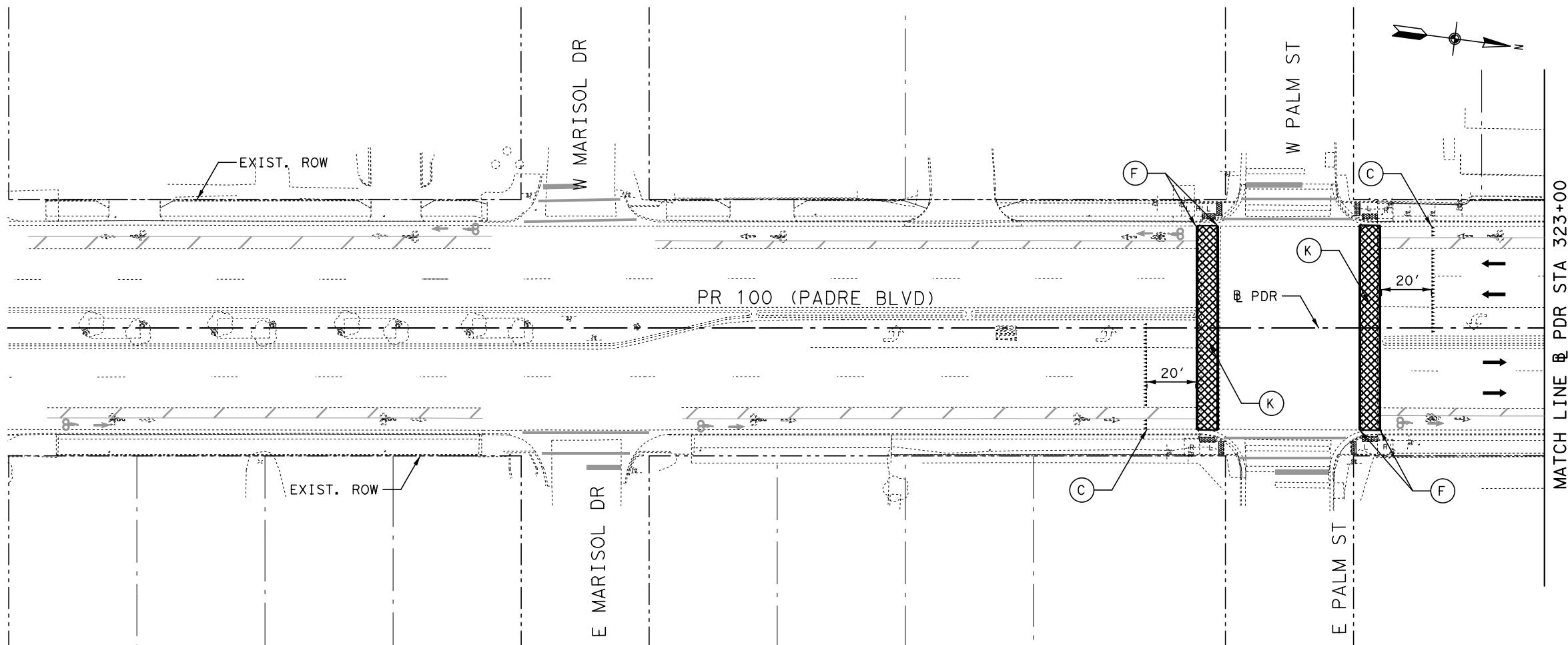
PR 100 ROADWAY IMPROVEMENTS

PAVEMENT MARKINGS LAYOUT

PR 100
STA 311+00 TO STA 323+00

SHEET 1 OF 17

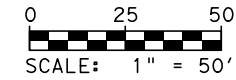
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6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	185
CONTROL	SECTION	JOB	
N/A	N/A	N/A	



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NOTES:

1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.



LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	0 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	0 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	36 EA
(D) REFL PAV MARK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	0 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	130 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	0 LF
(I) REFL PAV MRKR TY II-C-R	0 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	0 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	513 SF
TRAFFIC PATTERNS XD MEDIAN	0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	0 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P.E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



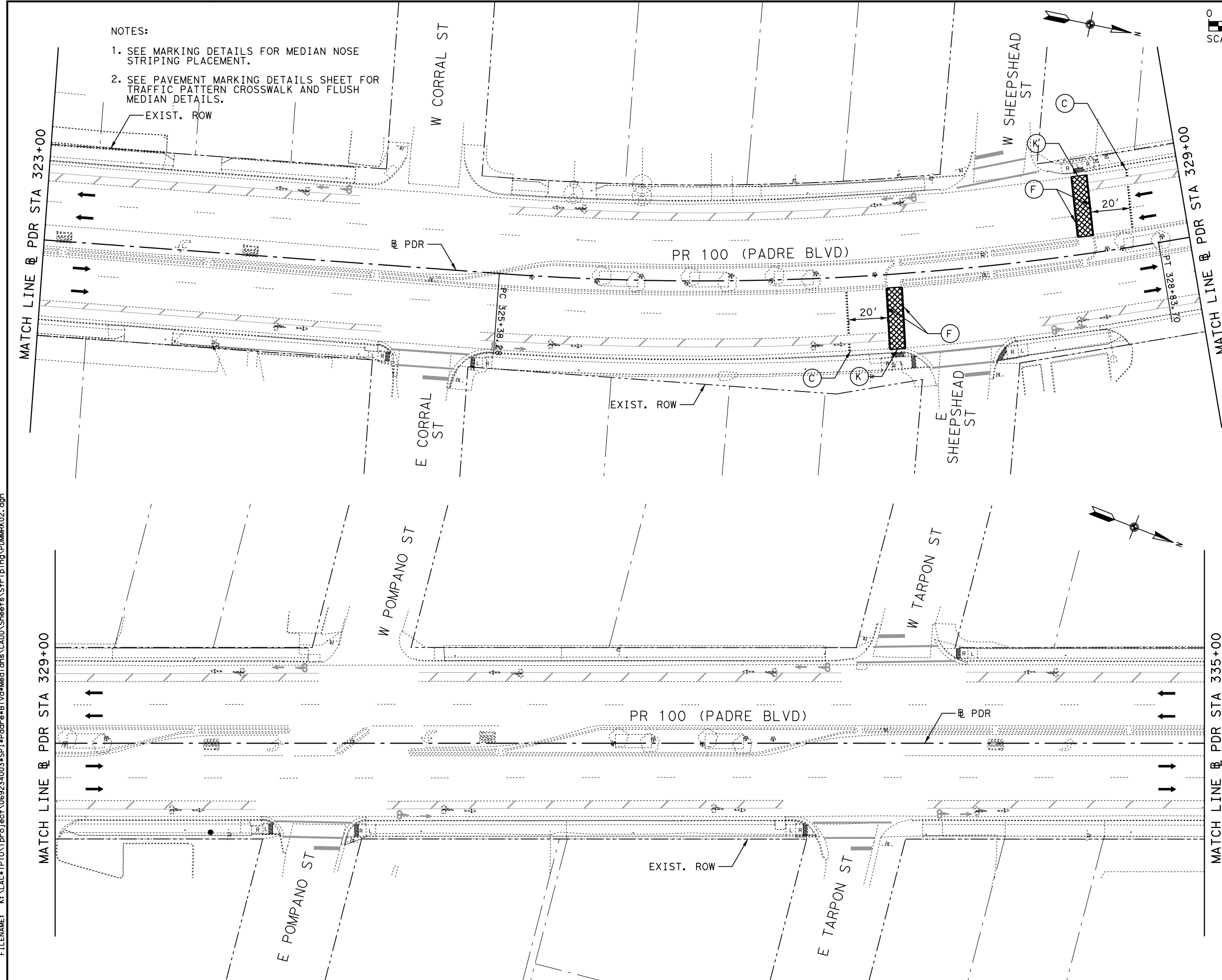
PR 100 ROADWAY IMPROVEMENTS

PAVEMENT MARKINGS LAYOUT

PR 100
 STA 323+00 TO STA 335+00

SHEET 2 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
		SHEET NO.
		186



PLOTTED: 11/6/2018 2:59:38 PM 50,000 ft / in.
 FILENAME: K:\LAC_TPT0\project\069234003_SPL_Padre_Blv_Medians\CADD\Sheets\Striping\PDMRK02.dgn



LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	0 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	0 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	53 EA
(D) REFL PAV MARK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	0 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	319 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	0 LF
(I) REFL PAV MRKR TY II-C-R	0 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	0 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	1316 SF
TRAFFIC PATTERNS XD MEDIAN	0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	0 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF

No.	Revision	By	Date

PRELIMINARY
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 or permit purposes.
Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

PAVEMENT MARKINGS LAYOUT

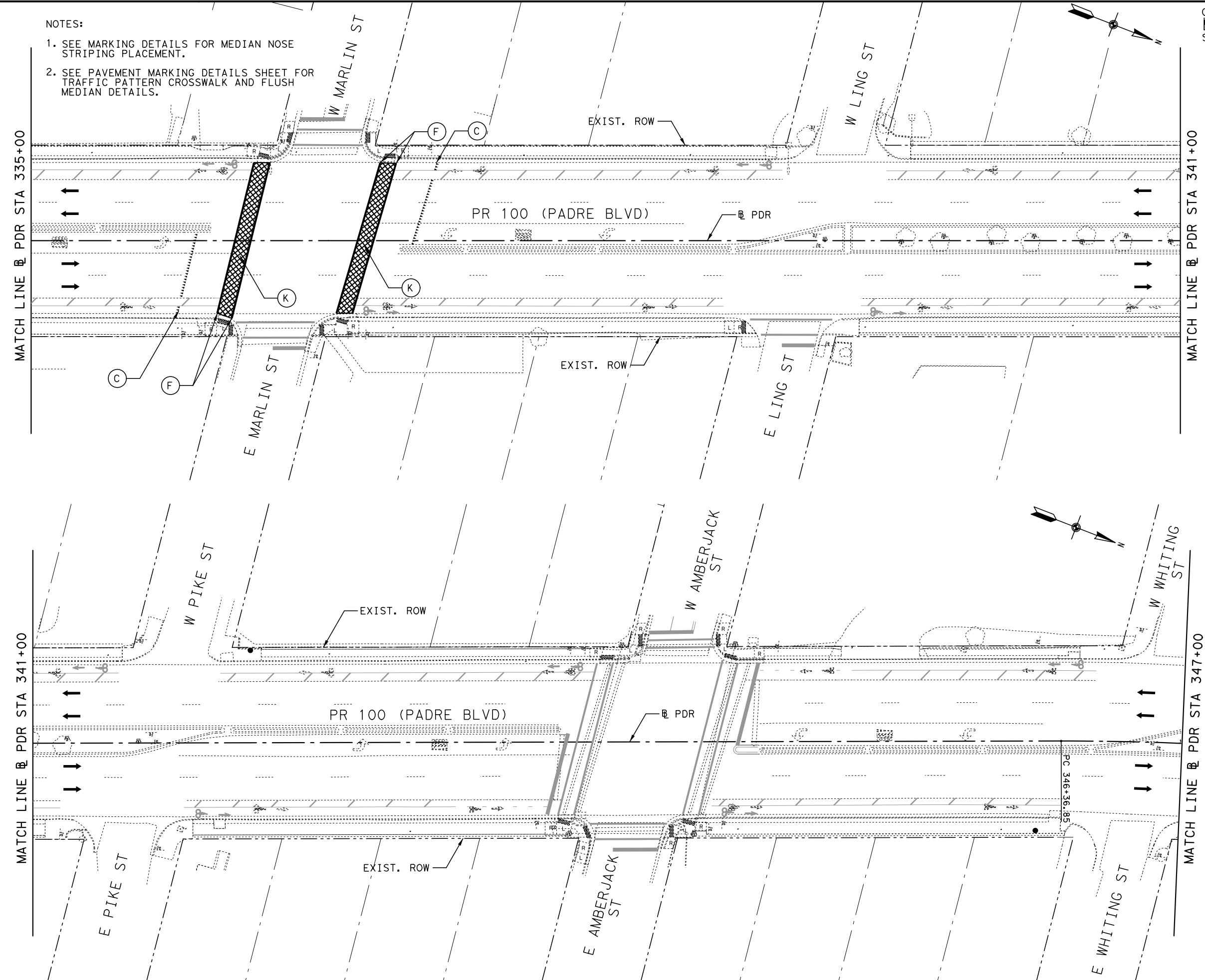
PR 100
 STA 335+00 TO STA 347+00

SHEET 3 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 187

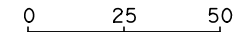
- NOTES:
- SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
 - SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.



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NOTES:

1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.



SCALE: 1" = 50'

LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	0 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	1 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	51 EA
(D) REFL PAV MRK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	62 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	320 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	701 LF
(I) REFL PAV MRKR TY II-C-R	11 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	0 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	1276 SF
TRAFFIC PATTERNS XD MEDIAN	0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	0 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF

No.	Revision	By	Date

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

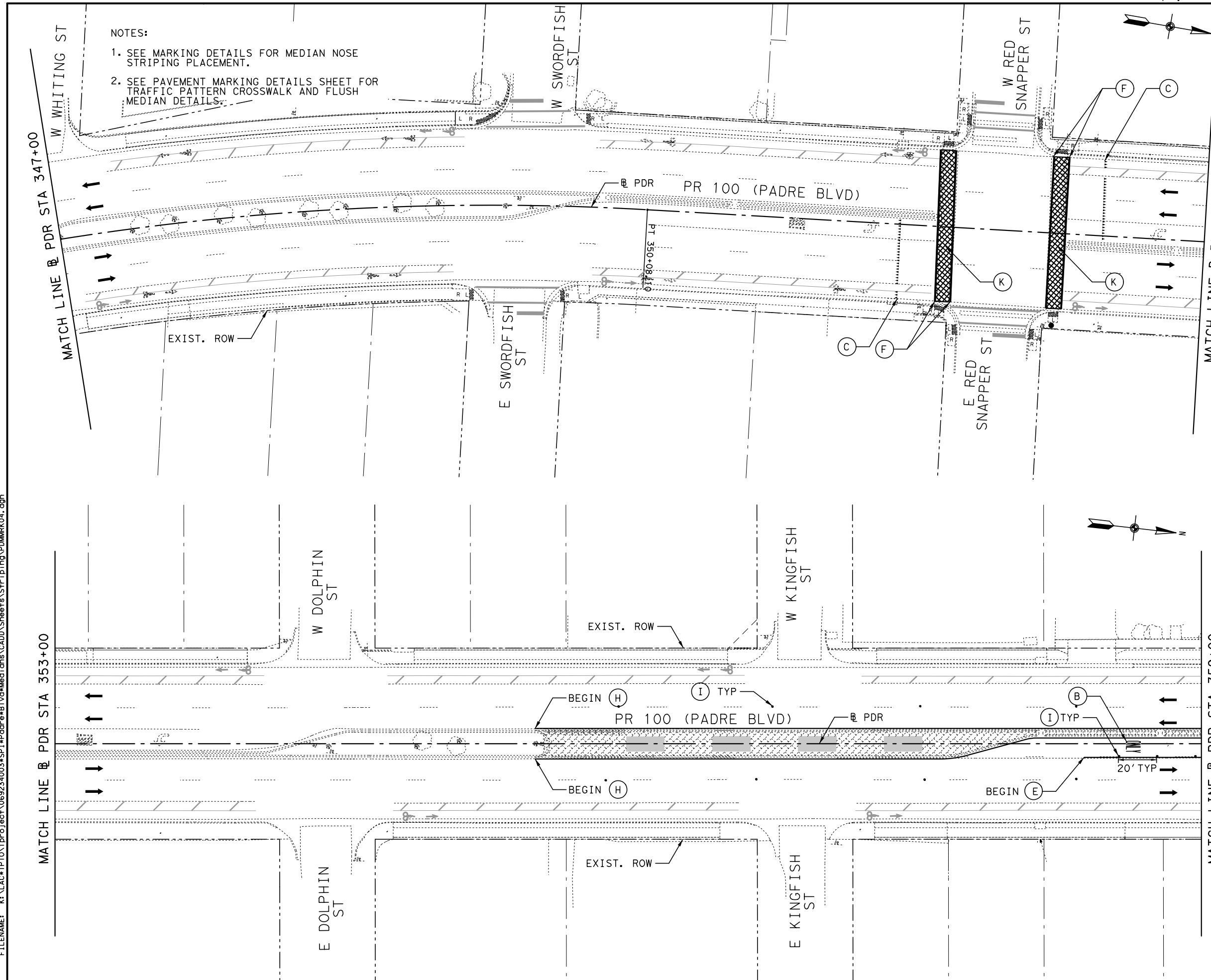
PAVEMENT MARKINGS LAYOUT

PR 100
STA 347+00 TO STA 359+00

SHEET 4 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	188
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	188
N/A	N/A	N/A	

PLOTTED: 11/6/2018 2:59:44 PM 50,000 ft / in.
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NOTES:

1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.



SCALE: 1" = 50'

LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	5 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	4 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	0 EA
(D) REFL PAV MRK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	414 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	0 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	2154 LF
(I) REFL PAV MRKR TY II-C-R	48 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	20 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	0 SF
TRAFFIC PATTERNS XD MEDIAN	0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	0 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn

Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

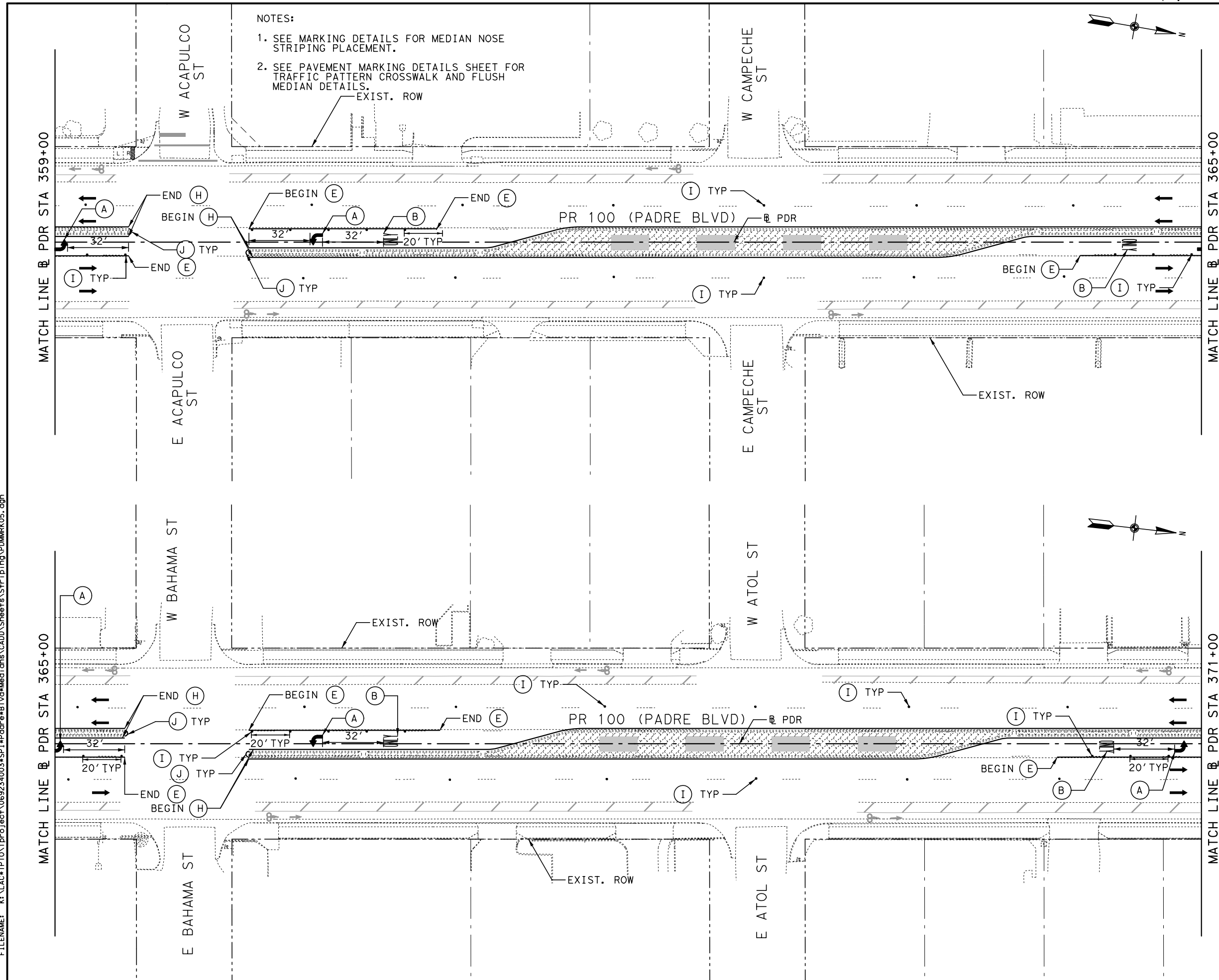
PAVEMENT MARKINGS LAYOUT

PR 100 (PADRE BLVD)
STA 359+00 TO STA 371+00

SHEET 5 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	189
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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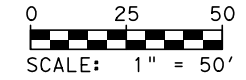


MATCH LINE @ PDR STA 359+00

MATCH LINE @ PDR STA 365+00

MATCH LINE @ PDR STA 365+00

MATCH LINE @ PDR STA 371+00



LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	6 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	6 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	0 EA
(D) REFL PAV MARK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	580 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	0 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	2114 LF
(I) REFL PAV MRKR TY II-C-R	62 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	20 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	0 SF
TRAFFIC PATTERNS XD MEDIAN	0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	0 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF

No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

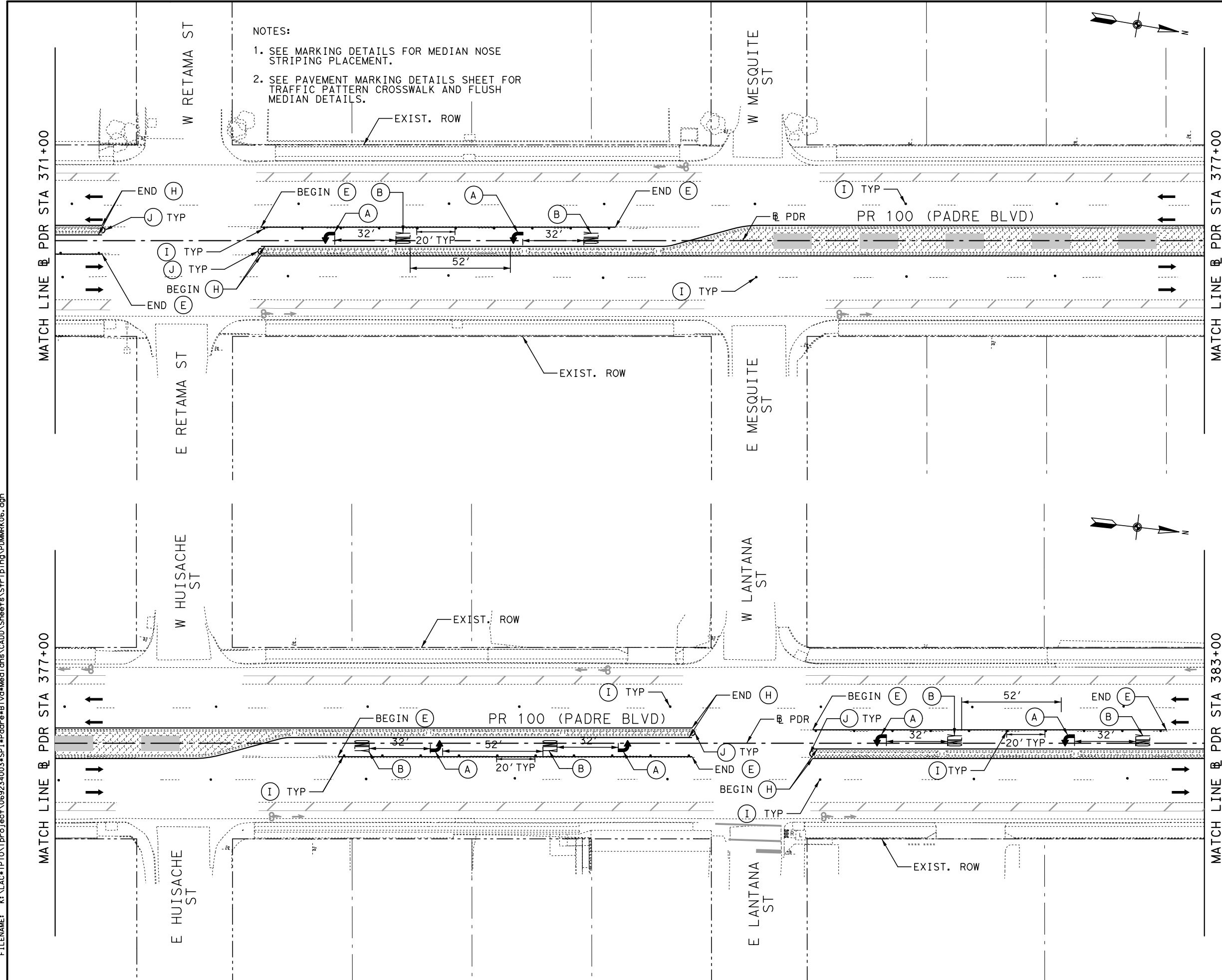
PAVEMENT MARKINGS LAYOUT

PR 100 (PADRE BLVD)
 STA 371+00 TO STA 383+00

SHEET 6 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	190
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

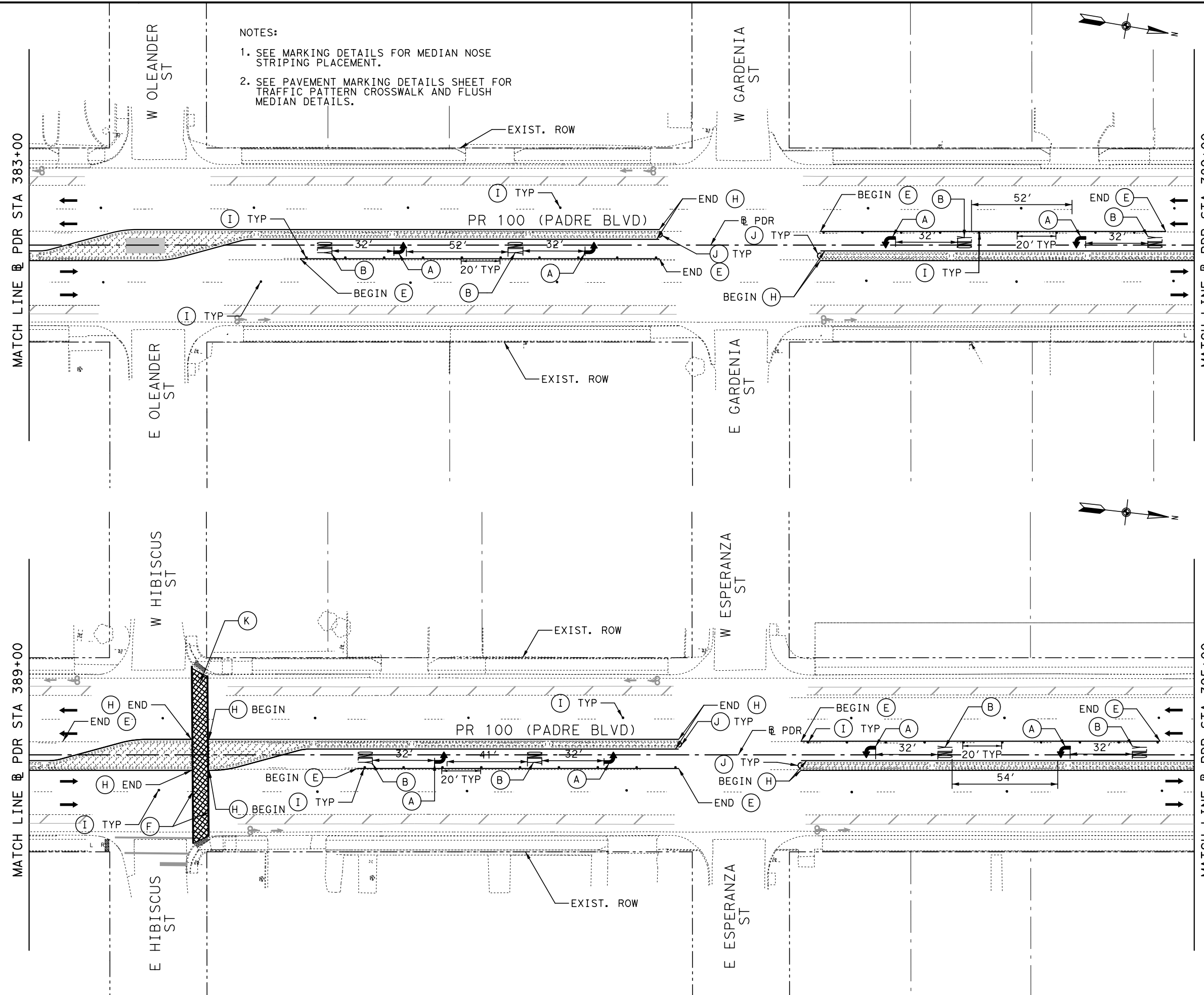
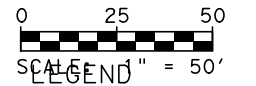
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NOTES:
 1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
 2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.

NOTES:

1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.



	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	8 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	8 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	0 EA
(D) REFL PAV MARK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	715 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	0 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	2115 LF
(I) REFL PAV MRKR TY II-C-R	66 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	20 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	700 SF
TRAFFIC PATTERNS XD MEDIAN	0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	0 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF

No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 PAVEMENT MARKINGS LAYOUT

PR 100
 STA 383+00 TO STA 395+00

SHEET 7 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	191
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

NOTES:

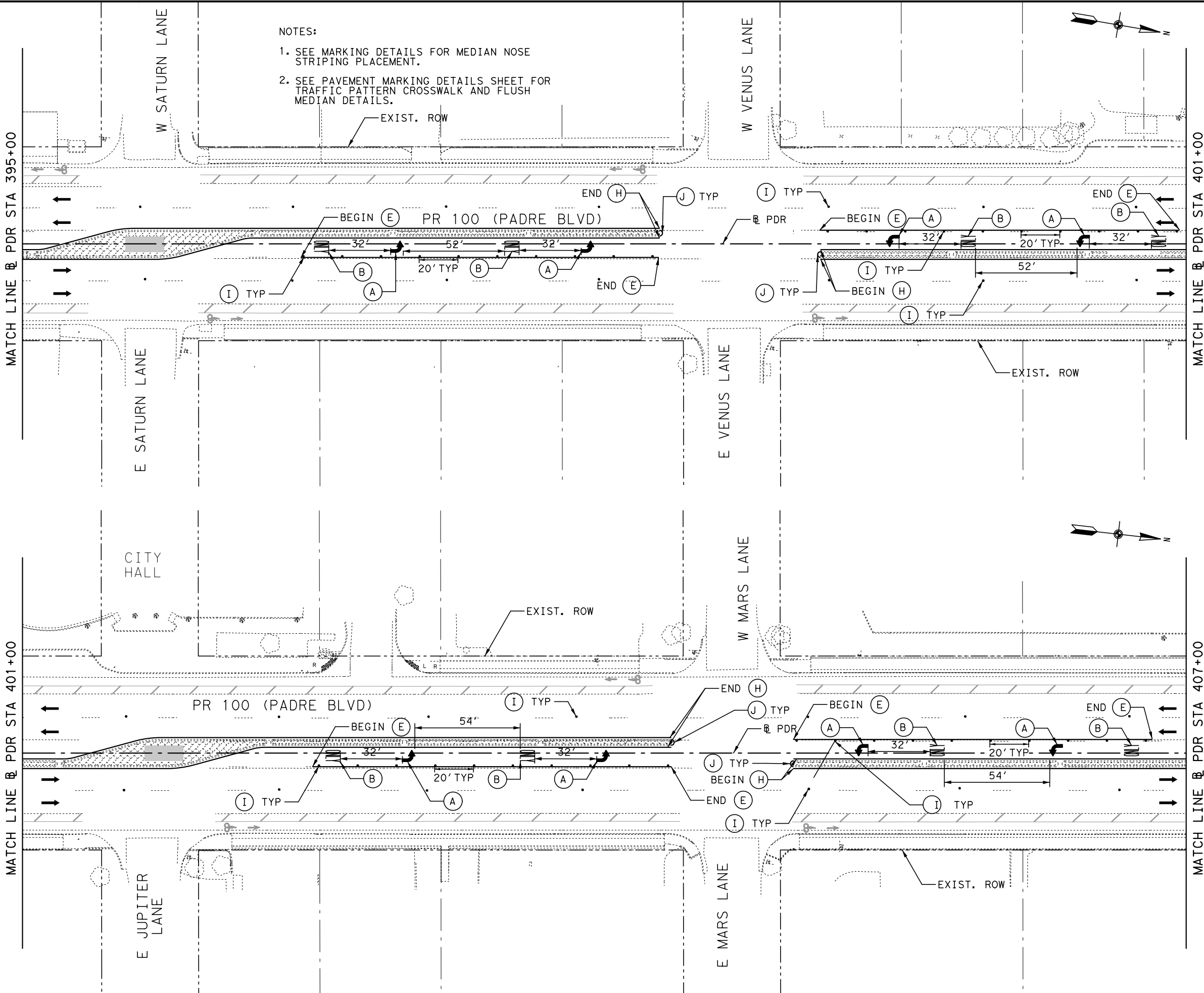
1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.

0 25 50

SCALE: 1" = 50'

LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	8 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	8 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	0 EA
(D) REFL PAV MRK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	740 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	0 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	2116 LF
(I) REFL PAV MRKR TY II-C-R	68 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	20 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	0 SF
TRAFFIC PATTERNS XD MEDIAN	0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	0 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF



No.	Revision	By	Date

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Kimley»Horn

Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

PAVEMENT MARKINGS LAYOUT

PR 100
STA 395+00 TO STA 407+00

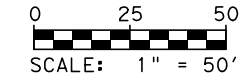
SHEET 8 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		
192		

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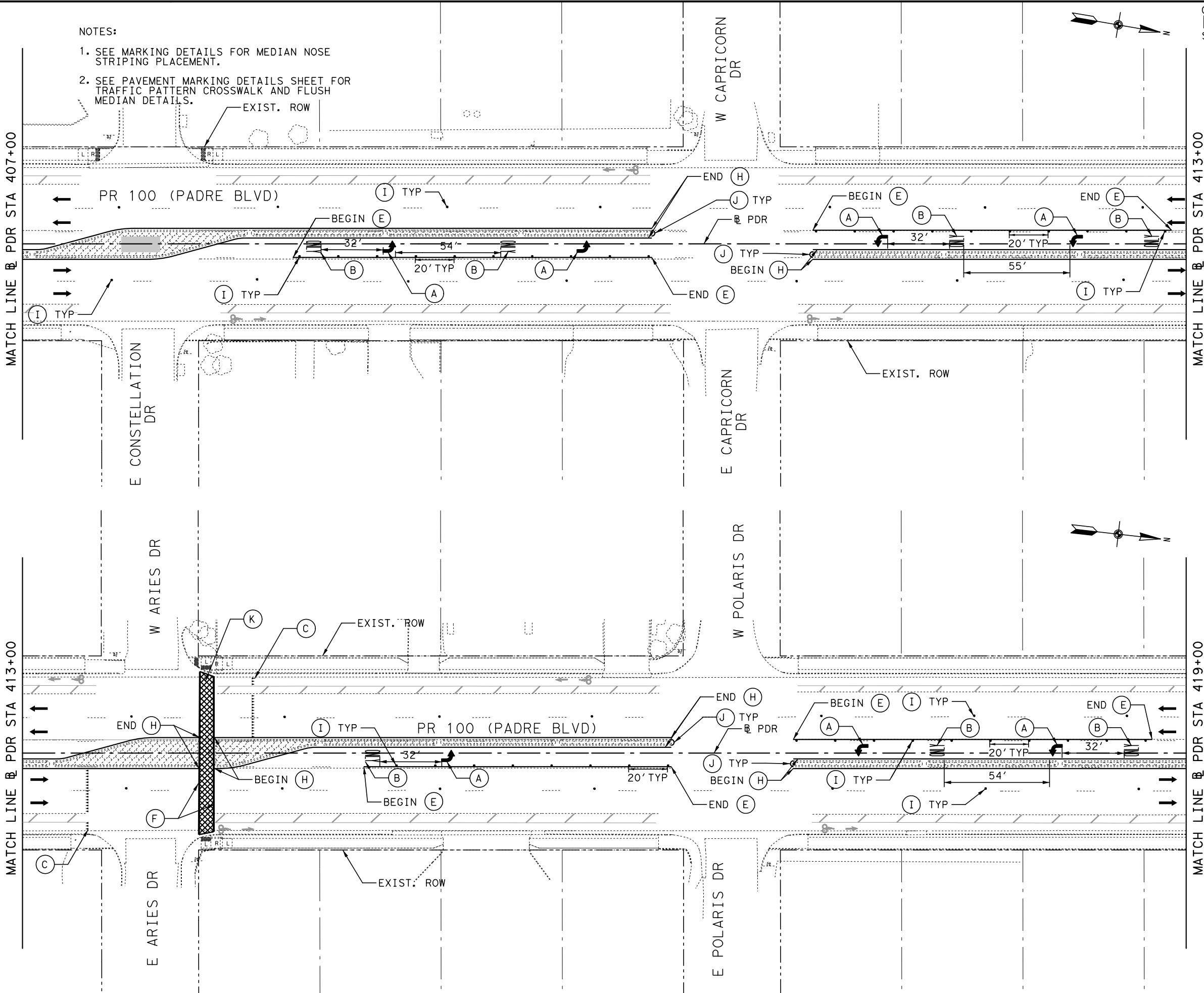
NOTES:

1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.



LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	7 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	7 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	36 EA
(D) REFL PAV MRK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	715 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	160 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	2097 LF
(I) REFL PAV MRKR TY II-C-R	67 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	20 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	575 SF
TRAFFIC PATTERNS XD MEDIAN	0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	0 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF



No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

PAVEMENT MARKINGS LAYOUT

PR 100
 STA 407+00 TO STA 419+00

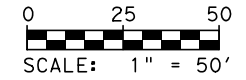
SHEET 9 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

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NOTES:

1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.



LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	6 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	6 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	0 EA
(D) REFL PAV MARK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	543 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	0 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	2242 LF
(I) REFL PAV MRKR TY II-C-R	57 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	10 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	0 SF
TRAFFIC PATTERNS XD MEDIAN	0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	0 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF

No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P.E. No. 100876, Date 11/6/2018

Kimley»Horn
 TP&E REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

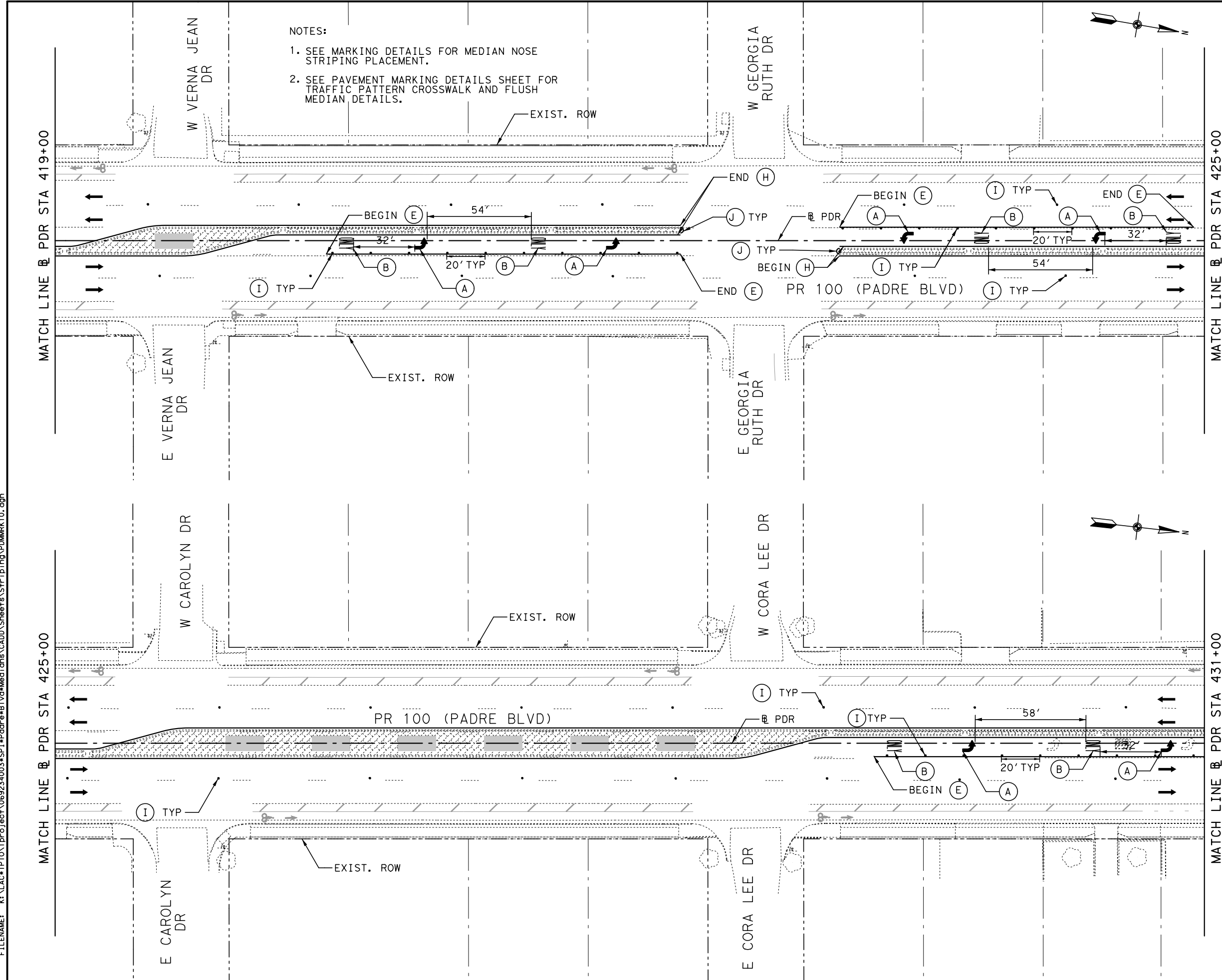
PAVEMENT MARKINGS LAYOUT

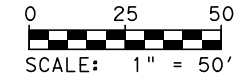
PR 100 (PADRE BLVD)
 STA 419+00 TO STA 431+00

SHEET 10 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

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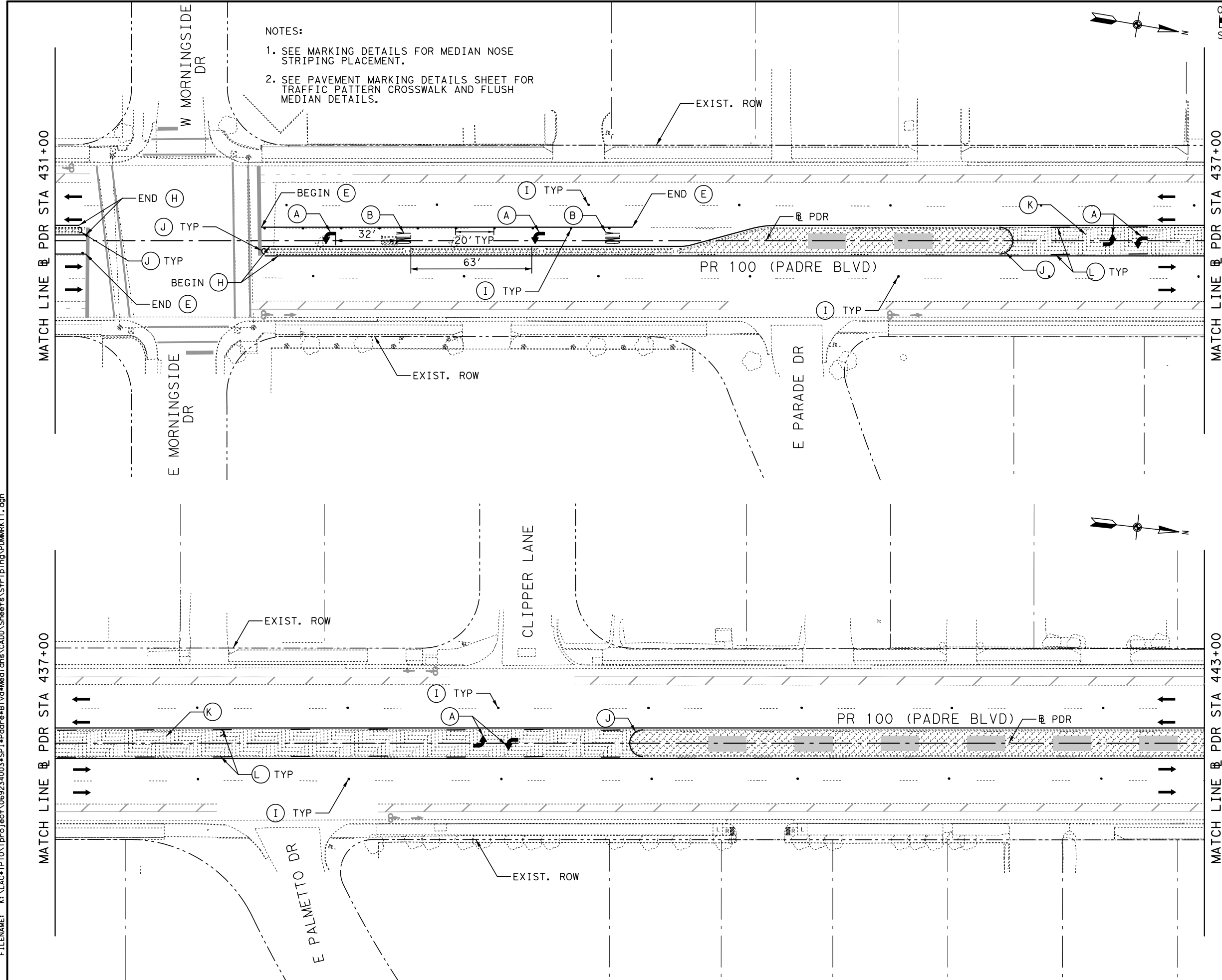




LEGEND

Symbol	Description	Quantity	Unit
(A)	REFL PAV MRK TY I (W) (ARROW) (100MIL)	6	EA
(B)	REFL PAV MRK TY I (W) (ONLY) (100MIL)	2	EA
(C)	REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	0	EA
(D)	REFL PAV MARK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0	LF
(E)	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	209	LF
(F)	REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	0	LF
(G)	REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0	LF
(H)	REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	2214	LF
(I)	REFL PAV MRKR TY II-C-R	39	EA
(J)	REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	30	LF
(K)	TRAFFIC PATTERNS XD CROSSWALK	0	SF
(K)	TRAFFIC PATTERNS XD MEDIAN	5645	SF
(L)	REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	200	LF
(M)	REFL PAV MRKR TY II-A-A	0	EA
(N)	REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0	LF

- NOTES:
- SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
 - SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.



No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

PAVEMENT MARKINGS LAYOUT

PR 100
 STA 431+00 TO STA 443+00

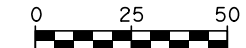
SHEET 11 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	195
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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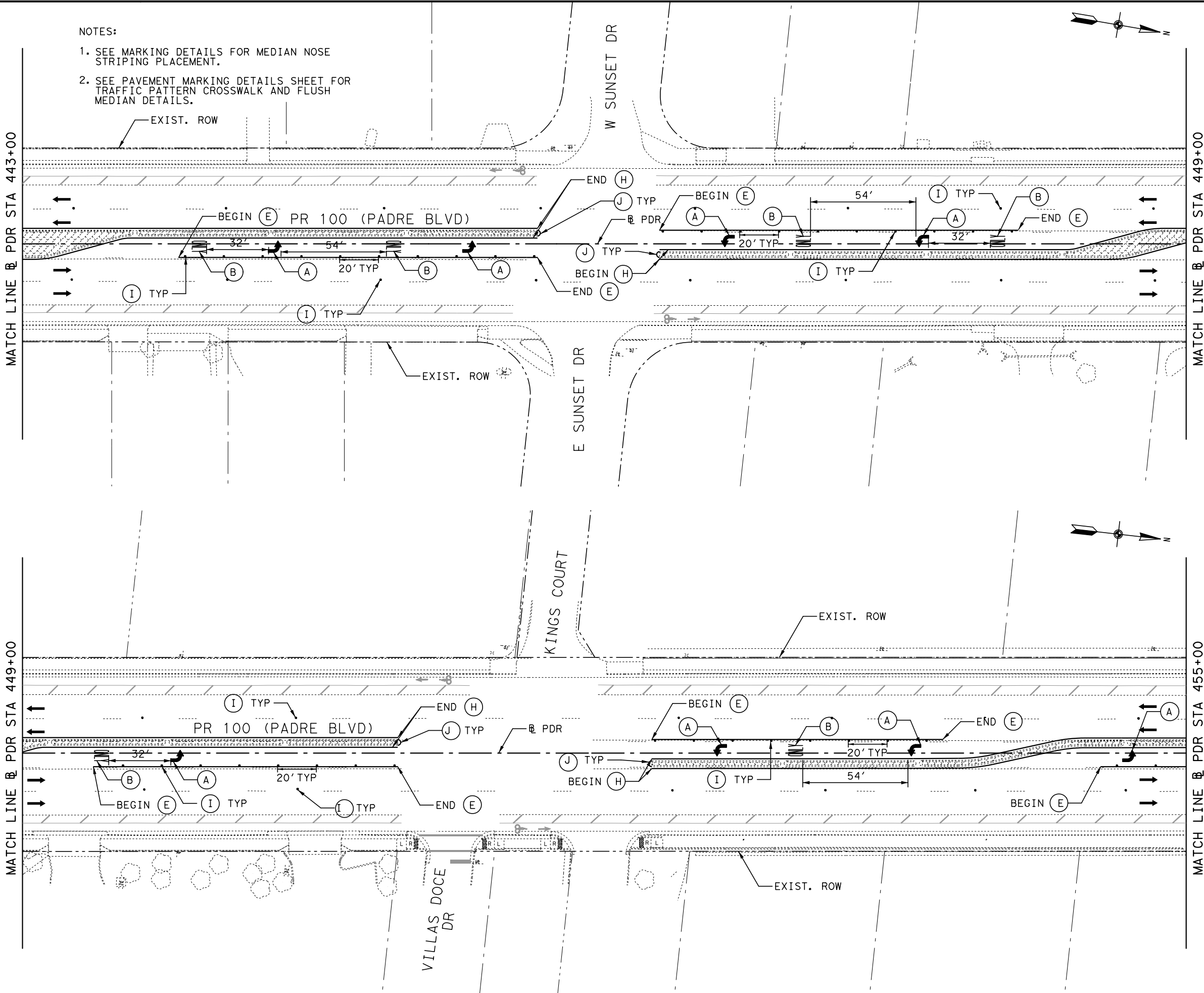
NOTES:

1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.



SCALE: 1" = 50' LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	7 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	6 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	0 EA
(D) REFL PAV MRK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	721 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	0 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	2013 LF
(I) REFL PAV MRKR TY II-C-R	66 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	20 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	0 SF
(K) TRAFFIC PATTERNS XD MEDIAN	0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	0 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF



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 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

PAVEMENT MARKINGS LAYOUT

PR 100 (PADRE BLVD)
 STA 443+00 TO STA 455+00

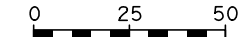
SHEET 12 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO. 196		

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NOTES:

1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.



SCALE: 1" = 50' LEGEND

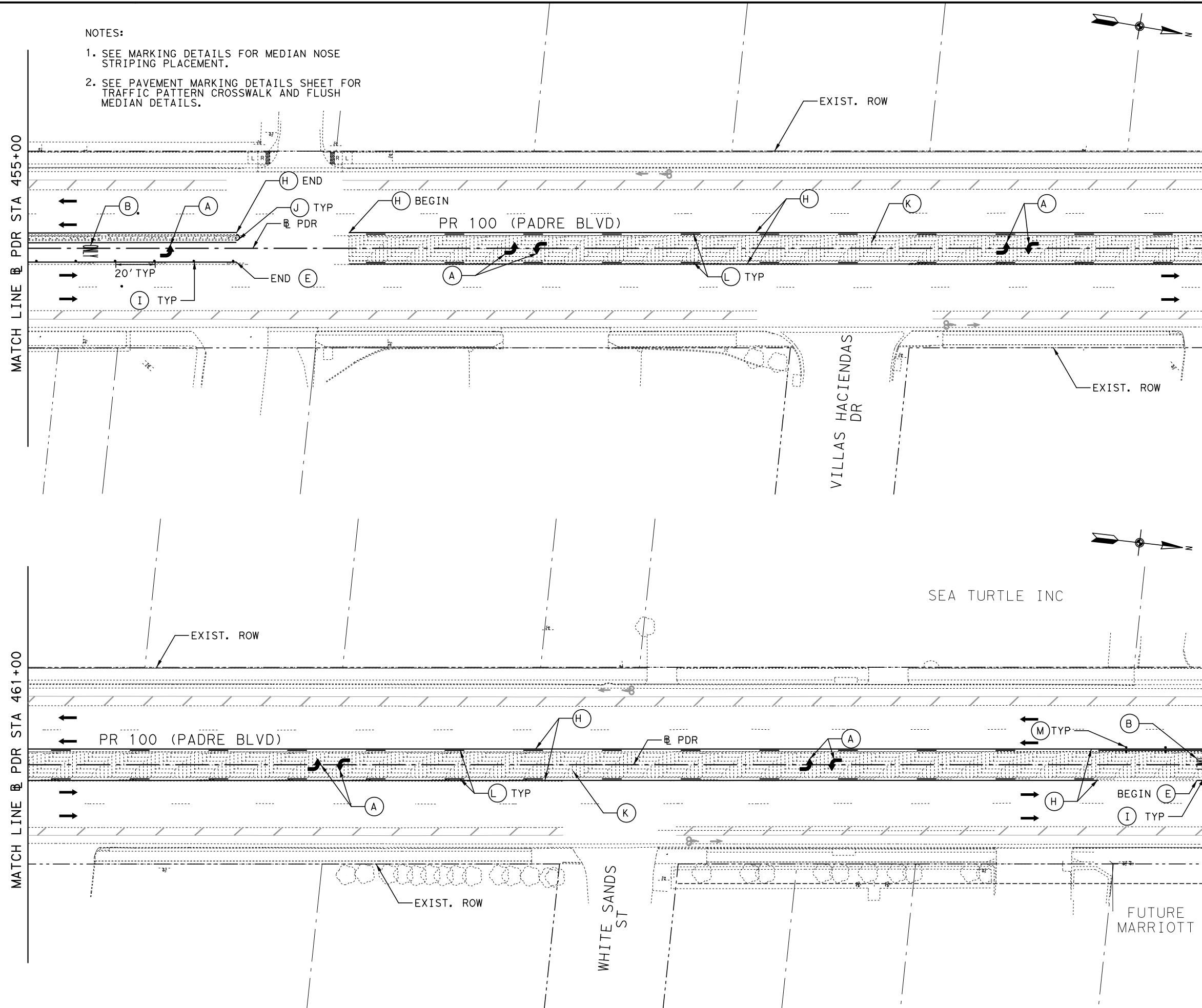
	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	9 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	2 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	0 EA
(D) REFL PAV MARK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	112 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	0 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	2230 LF
(I) REFL PAV MRKR TY II-C-R	9 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	5 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	13340 SF
TRAFFIC PATTERNS XD MEDIAN	0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	490 LF
(M) REFL PAV MRKR TY II-A-A	6 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF

MATCH LINE @ PDR STA 455+00

MATCH LINE @ PDR STA 461+00

MATCH LINE @ PDR STA 461+00

MATCH LINE @ PDR STA 467+00



No.	Revision	By	Date

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Kimley»Horn
Engineer THOMAS P. GRANT
P. E. No. 100876 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

PAVEMENT MARKINGS LAYOUT

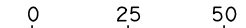
@ PDR
STA 455+00 TO STA 467+00

SHEET 13 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	197
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

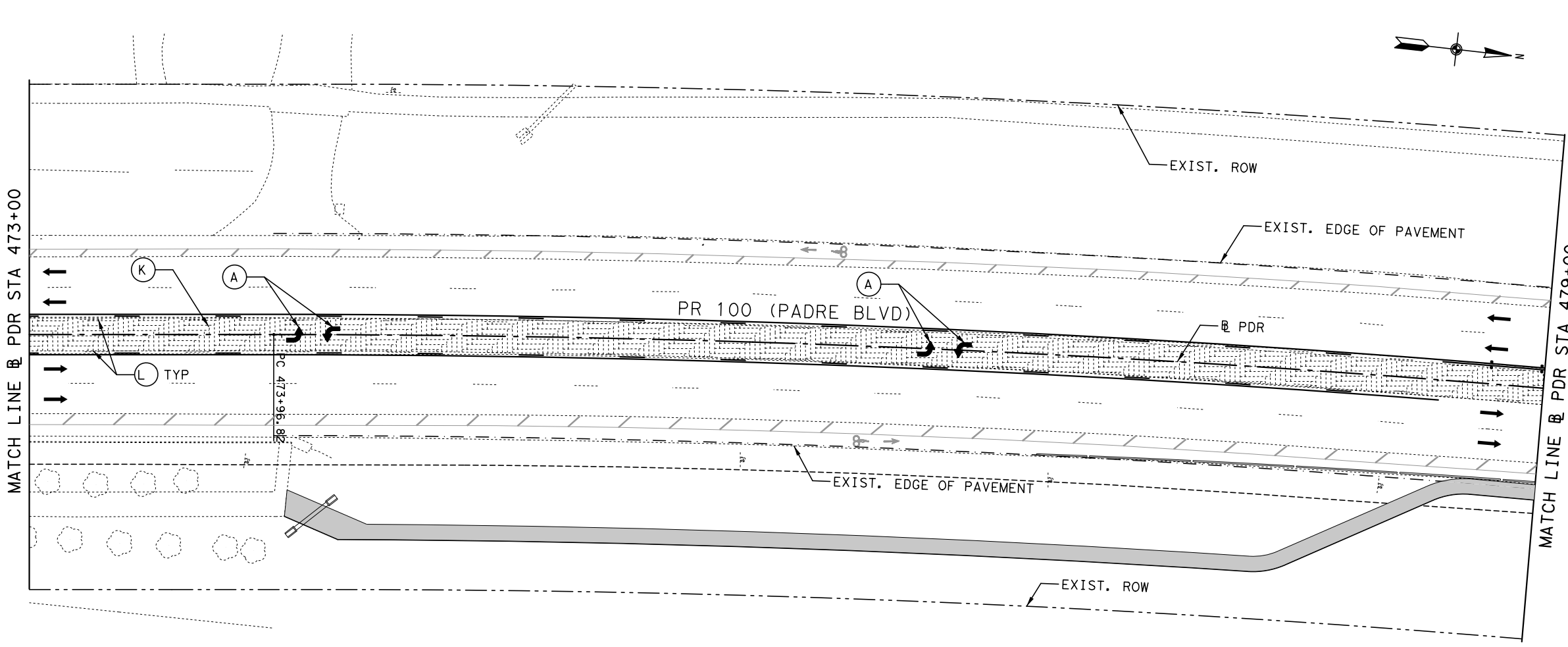
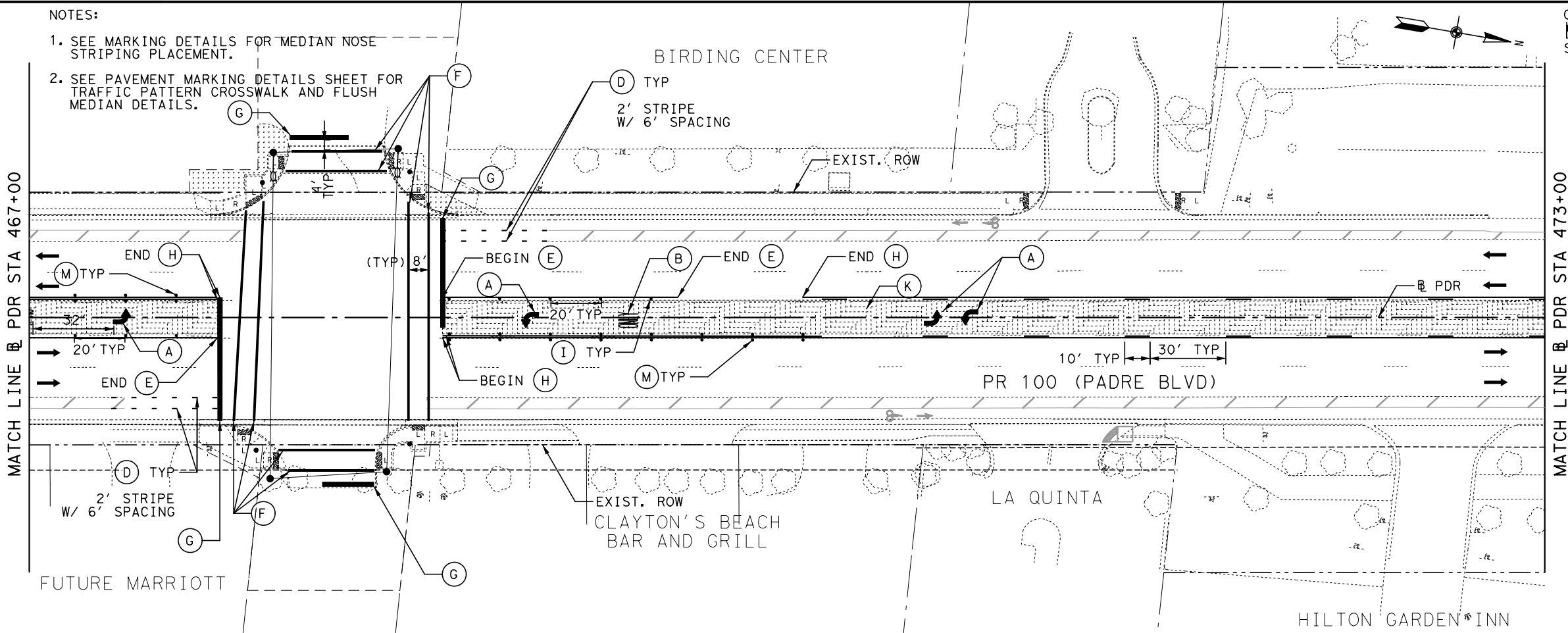
NOTES:

1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.



LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	8 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	1 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	0 EA
(D) REFL PAV MARK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	48 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	170 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	928 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	259 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	2200 LF
(I) REFL PAV MRKR TY II-C-R	8 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	0 LF
(K) TRAFFIC PATTERNS XD CROSSWALK TRAFFIC PATTERNS XD MEDIAN	0 SF 14914SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	410 LF
(M) REFL PAV MRKR TY II-A-A	26 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF



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Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
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PR 100 ROADWAY IMPROVEMENTS

PAVEMENT MARKINGS LAYOUT

PR 100
STA 467+00 TO STA 479+00

SHEET 14 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

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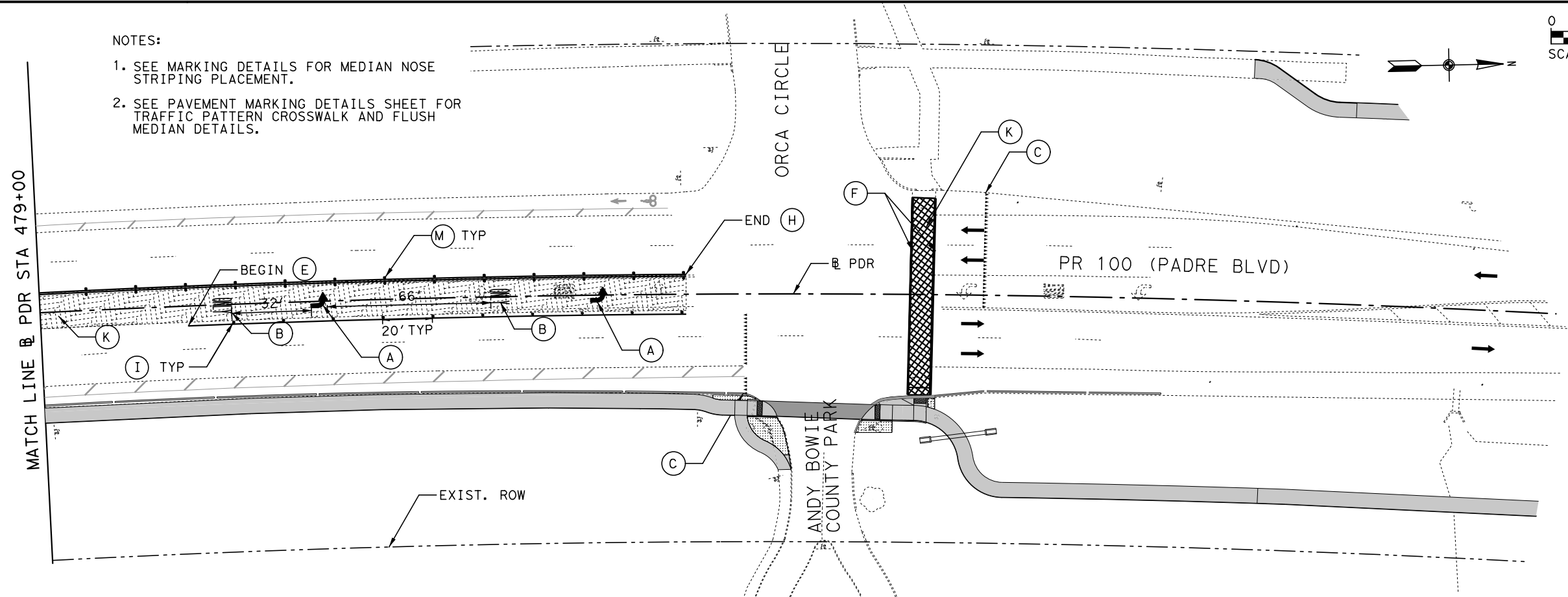
NOTES:

1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.



LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	2 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	2 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	50 EA
(D) REFL PAV MARK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	200 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	144 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	520 LF
(I) REFL PAV MRKR TY II-C-R	10 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	0 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	727 SF
TRAFFIC PATTERNS XD MEDIAN	3465 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	26 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF



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 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
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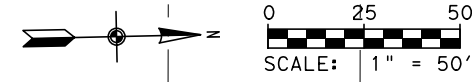
PR 100 ROADWAY IMPROVEMENTS

 PAVEMENT MARKINGS
 LAYOUT

 @ PDR
 STA 479+00 TO STA 485+00

 SHEET 15 OF 17

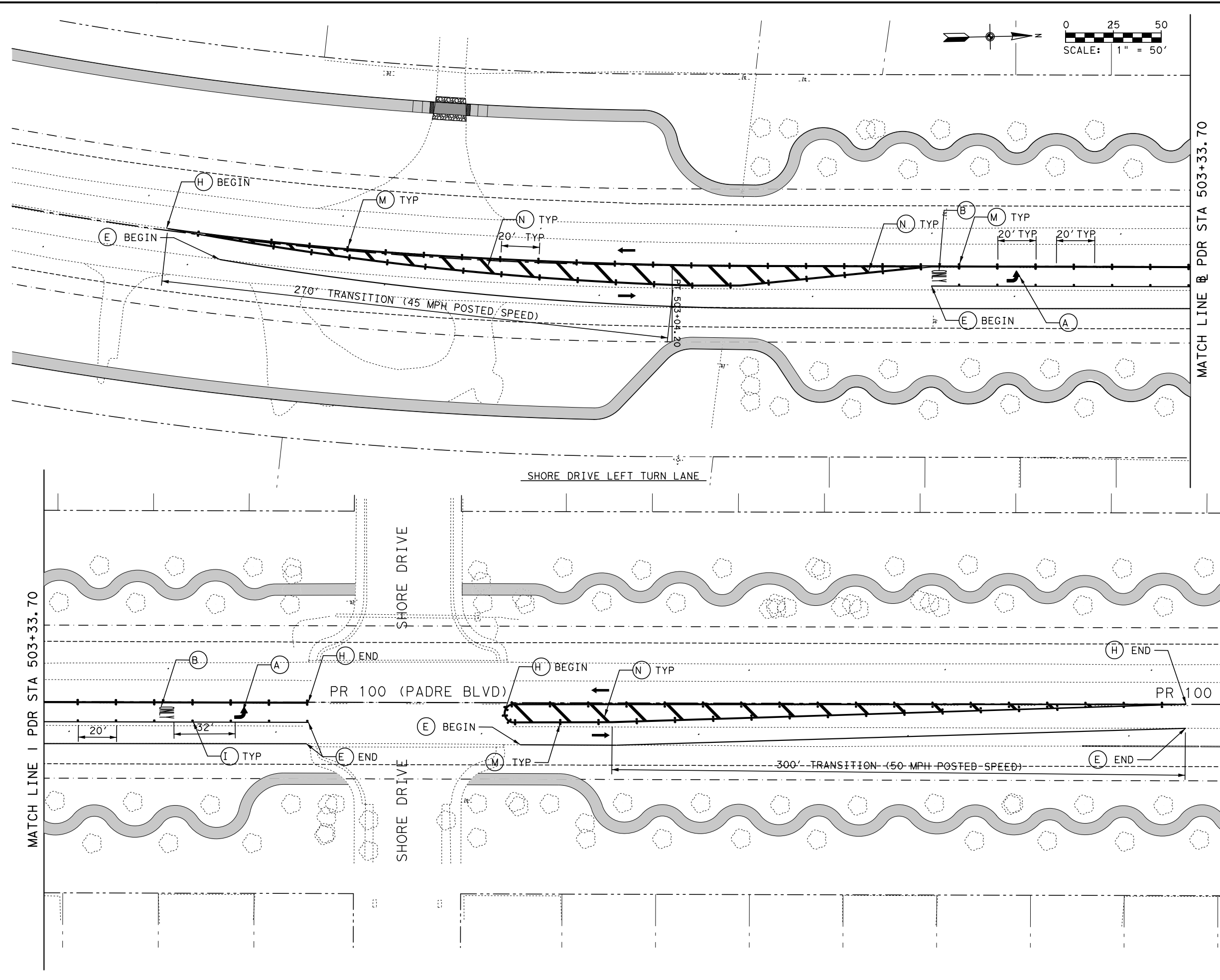
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A



LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	2 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	2 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	0 EA
(D) REFL PAV MRK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	1886 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	0 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	4146 LF
(I) REFL PAV MRKR TY II-C-R	14 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	0 LF
(K) TRAFFIC PATTERNS XD CROSSWALK TRAFFIC PATTERNS XD MEDIAN	0 SF 0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	172 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	284 LF

MATCH LINE @ PDR STA 503+33.70



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Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
PAVEMENT MARKINGS LAYOUT

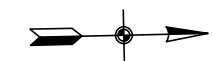
SHEET 16 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO. 200		

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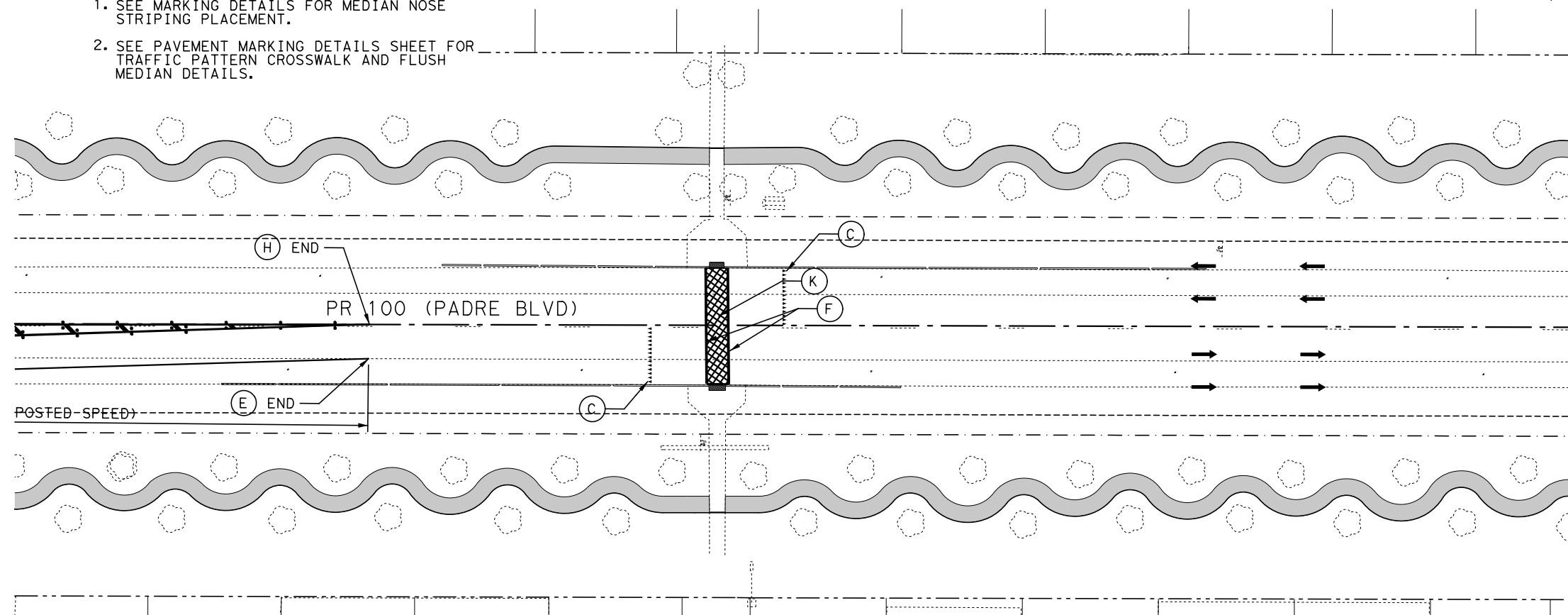
NOTES:

1. SEE MARKING DETAILS FOR MEDIAN NOSE STRIPING PLACEMENT.
2. SEE PAVEMENT MARKING DETAILS SHEET FOR TRAFFIC PATTERN CROSSWALK AND FLUSH MEDIAN DETAILS.

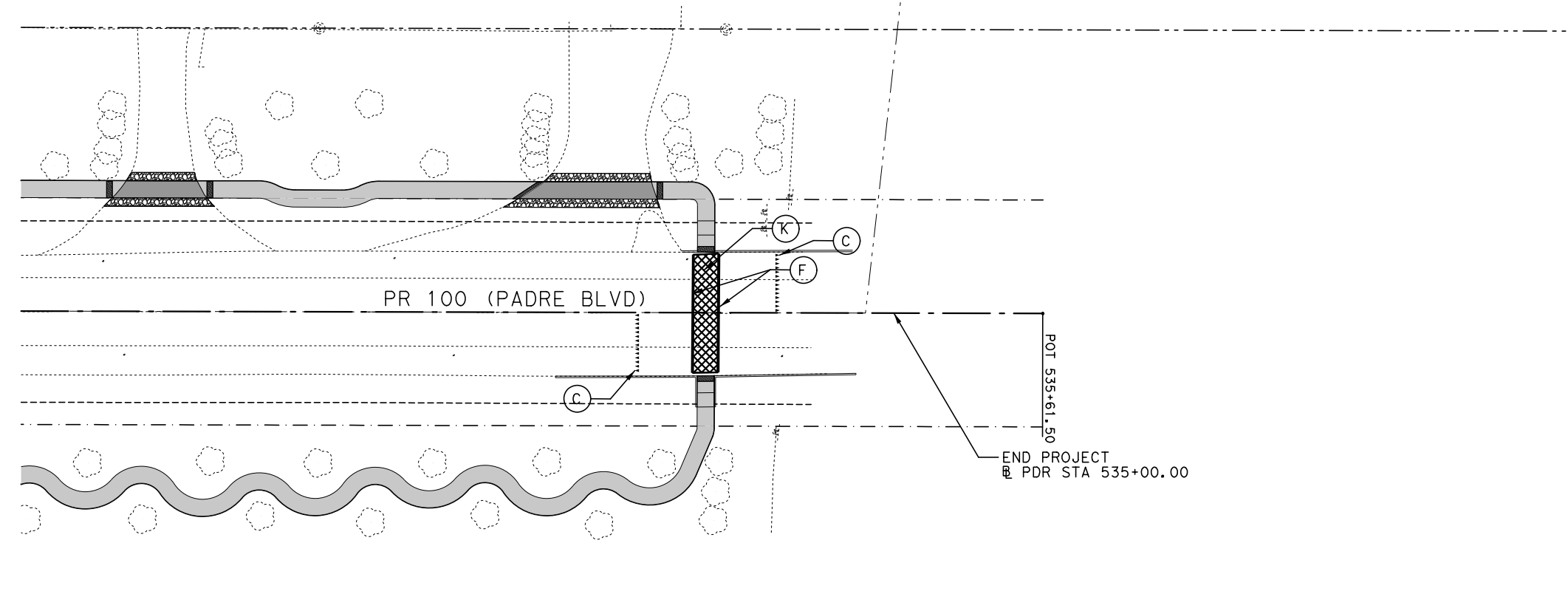


LEGEND

	QTY
(A) REFL PAV MRK TY I (W) (ARROW) (100MIL)	0 EA
(B) REFL PAV MRK TY I (W) (ONLY) (100MIL)	0 EA
(C) REFL PAV MRK TY I (W) 18" (YLD TRI) (100MIL)	56 EA
(D) REFL PAV MRK TY I (W) 4" (DOT) (100MIL) 2' STRIPE - 6' GAP	0 LF
(E) REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	0 LF
(F) REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	170 LF
(G) REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	0 LF
(H) REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	0 LF
(I) REFL PAV MRKR TY II-C-R	0 EA
(J) REFL PAV MRK TY I (Y) 6" (MED NOSE) (100MIL)	0 LF
(K) TRAFFIC PATTERNS XD CROSSWALK	725 SF
TRAFFIC PATTERNS XD MEDIAN	0 SF
(L) REFL PAV MRK TY I (Y) 4" (DOT) 10' STRIPE - 30' GAP	0 LF
(M) REFL PAV MRKR TY II-A-A	0 EA
(N) REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	0 LF



MIDDLE OF SHORES
PDR STA 510+58.63 TO PDR STA 516+30.98



END OF SHORES
PDR STA 532+01.53 TO PDR STA 535+61.50

No.	Revision	By	Date

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
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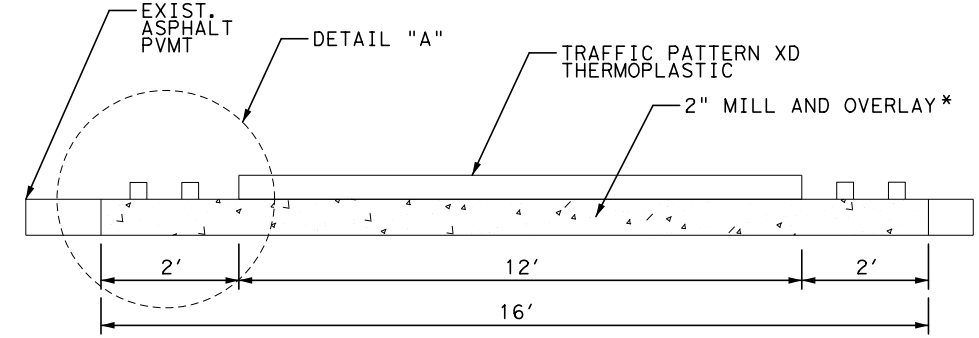
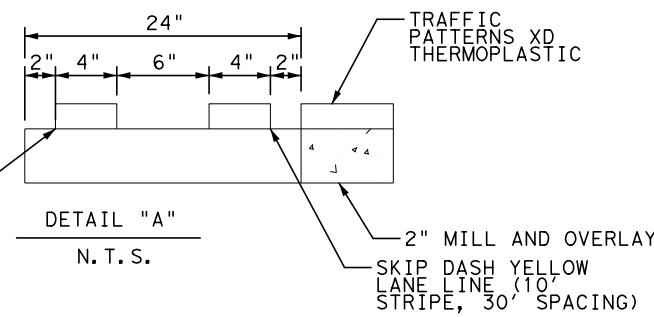
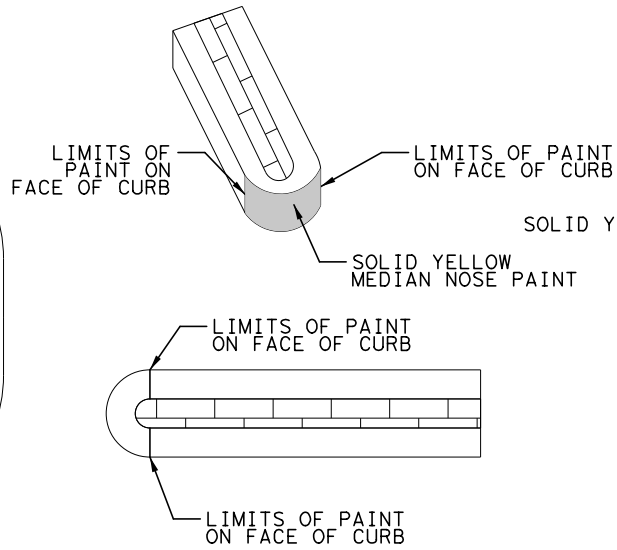
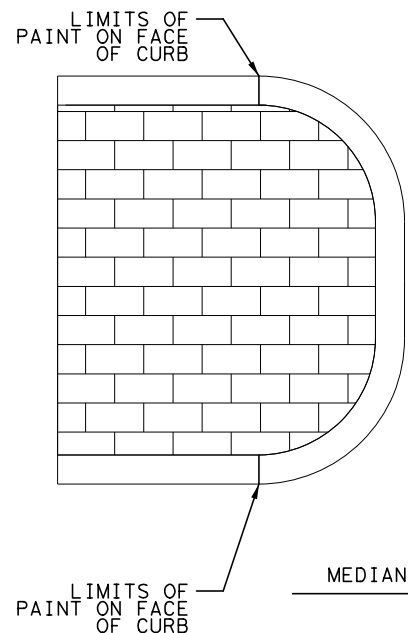
PR 100 ROADWAY IMPROVEMENTS

PAVEMENT MARKINGS
LAYOUT

SHEET 17 OF 17

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO. 201		

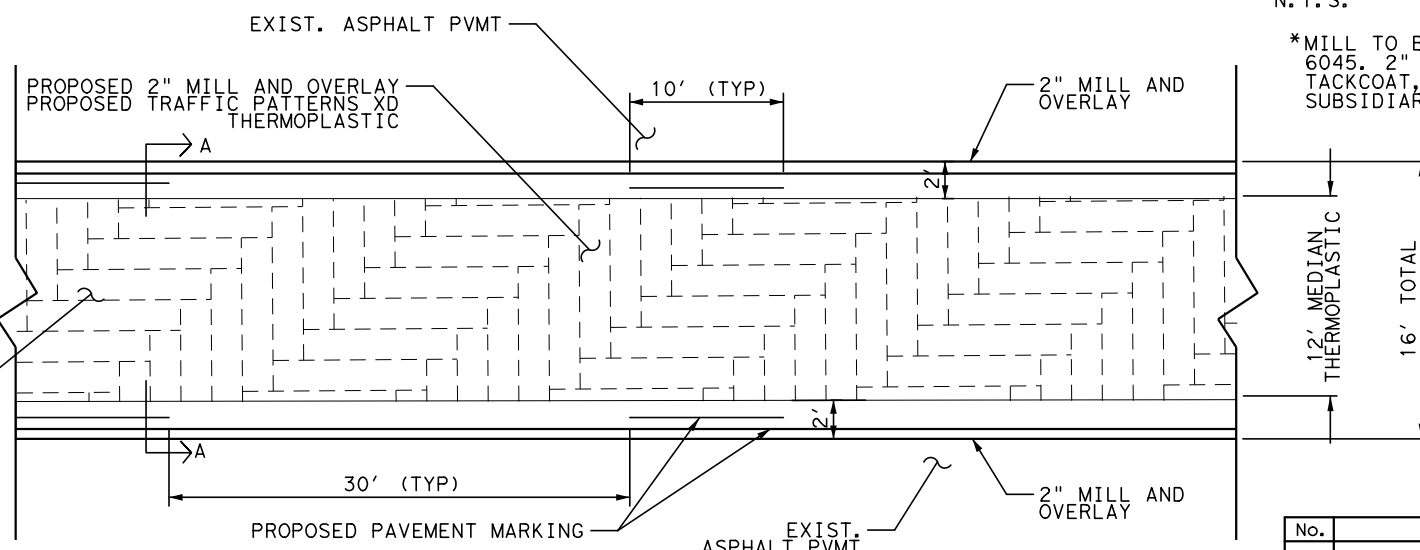
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CROSS-SECTION "A"

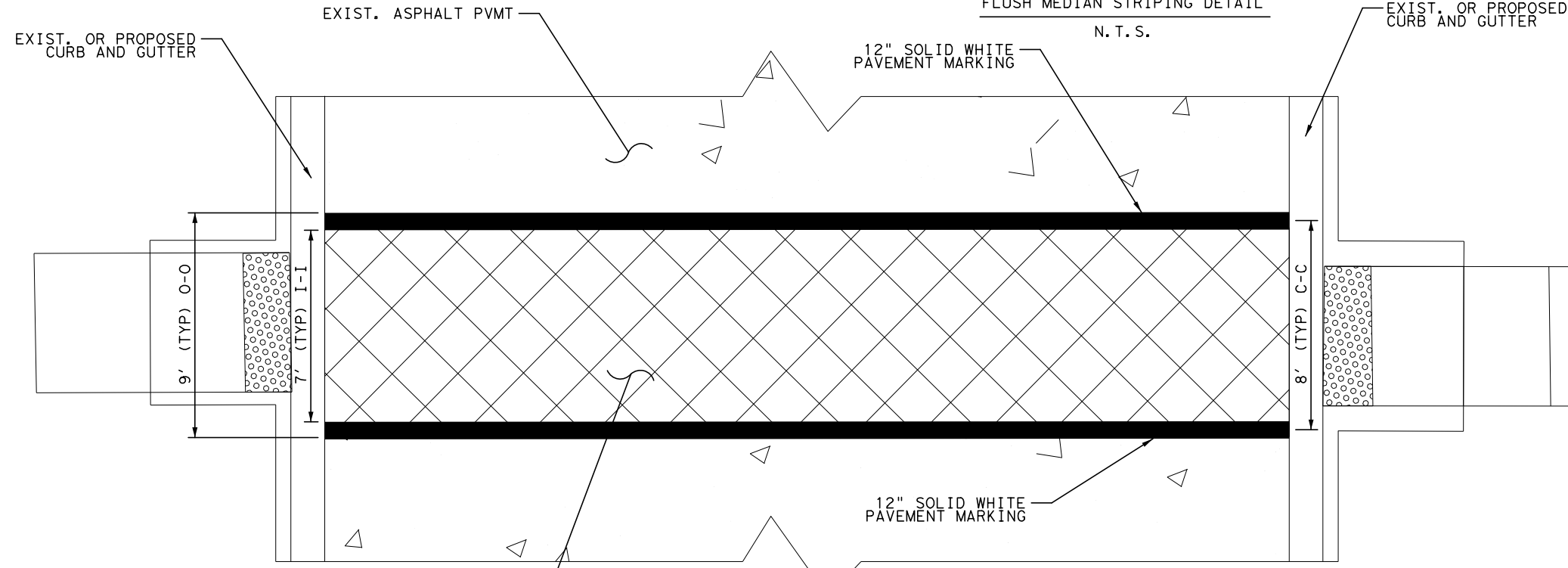
N. T. S.

*MILL TO BE PAID BY PAY ITEM 354 6045. 2" ASPHALT OVERLAY AGGREGATE, TACKCOAT, AND BINDER TO BE SUBSIDIARY TO PAY ITEM 341 6049.



FLUSH MEDIAN STRIPING DETAIL

N. T. S.



TRAFFIC PATTERNS CROSSWALK DETAIL

N. T. S.

PROPOSED TRAFFIC PATTERN XD THERMOPLASTIC CROSSWALK. PATTERN TO BE DETERMINED BY THE CITY. MILL AND OVERLAY CLEAN EXISTING ASPHALT THOROUGHLY. THEN APPLY TRAFFIC PATTERNS XD THERMOPLASTIC MATERIAL PER MANUFACTURERS SPECIFICATIONS.

NOTES:

1. TRAFFIC PATTERNS XD CROSSWALK AND FLUSH MEDIANS SHALL BE STANDARD HERRINGBONE PATTERN. THE COLOR OF THE TRAFFIC PATTERNS XD CROSSWALK AND FLUSH MEDIAN SHALL BE HERITAGE RED.

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
Engineer THOMAS P. GRANT
P. E. No. 100876 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928

South Padre Island

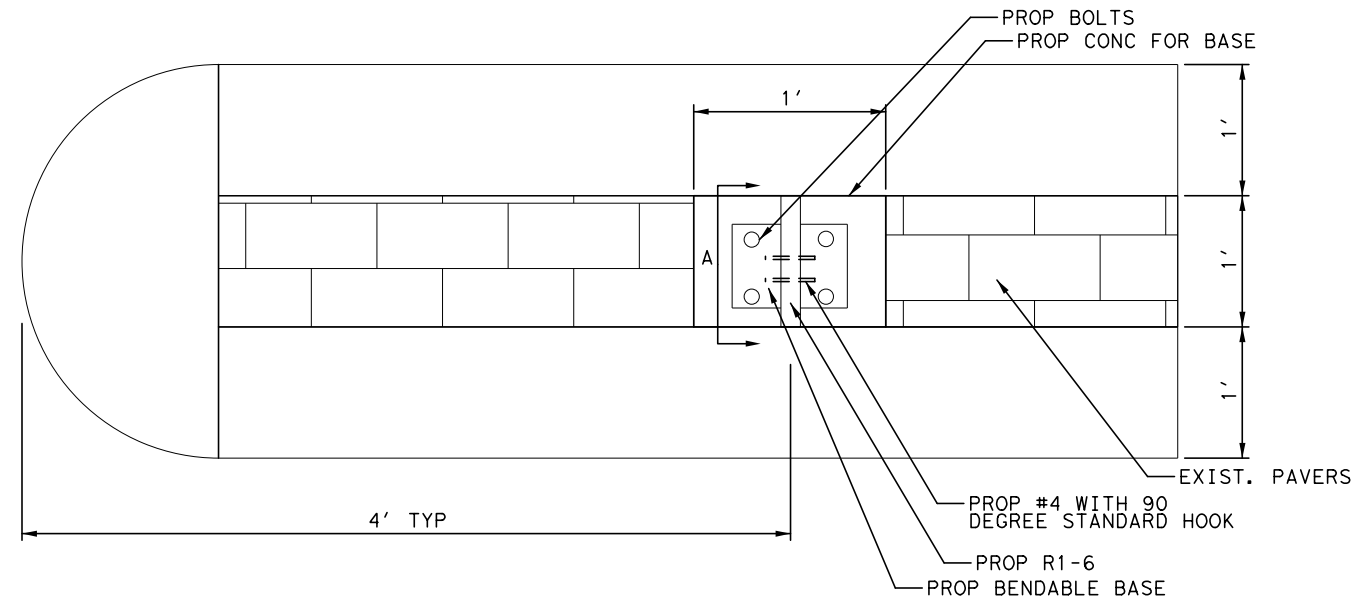
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PR 100 ROADWAY IMPROVEMENTS
PAVEMENT MARKING DETAILS

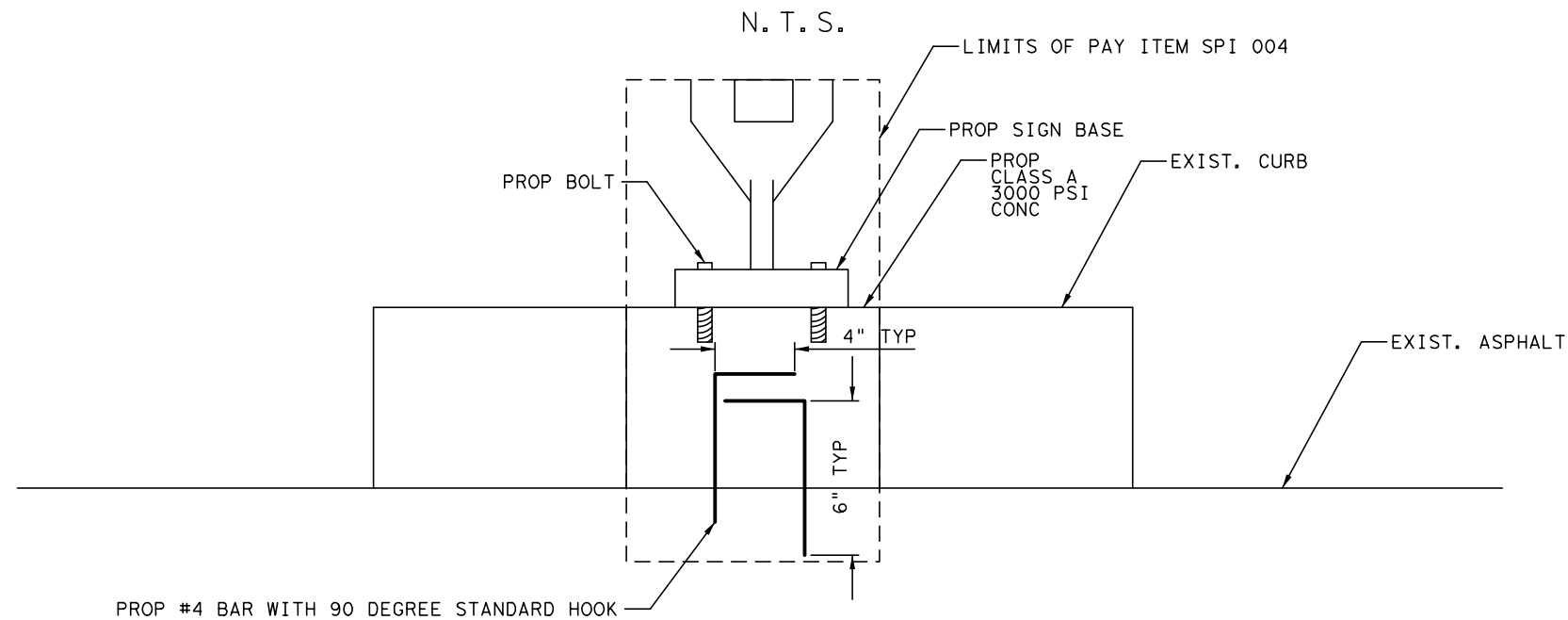
SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A
SHEET NO. 202		

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PEDESTRIAN CROSSING SIGN DETAIL



DETAIL A

N. T. S.

NOTES:

1. THE IN-STREET PEDESTRIAN CROSSING SIGN SHALL HAVE A BLACK LEGEND (EXCEPT FOR THE "YIELD" SIGN SYMBOL) AND BORDER ON WHITE BACKGROUND, SURROUNDED BY AN OUTER FLUORESCENT YELLOW-GREEN BACKGROUND AREA.
2. THE SIGN SUPPORT SHALL BE DESIGNED TO BEND OVER AND THEN BOUNCE BACK TO ITS NORMAL VERTICAL POSITION WHEN STRUCK BY A VEHICLE.
3. THE TOP OF AN IN-STREET PEDESTRIAN CROSSING SIGN SHALL BE A MAXIMUM OF 4 FEET ABOVE THE PAVEMENT SURFACE.
4. SHOP DRAWING TO BE SENT TO CITY AND TXDOT OF SIGN BASE FOR APPROVAL PRIOR TO FABRICATION.

No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

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 ISLAND

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PR 100 ROADWAY IMPROVEMENTS
 PEDESTRIAN CROSSING
 SIGN DETAIL

SHEET 1 OF 1

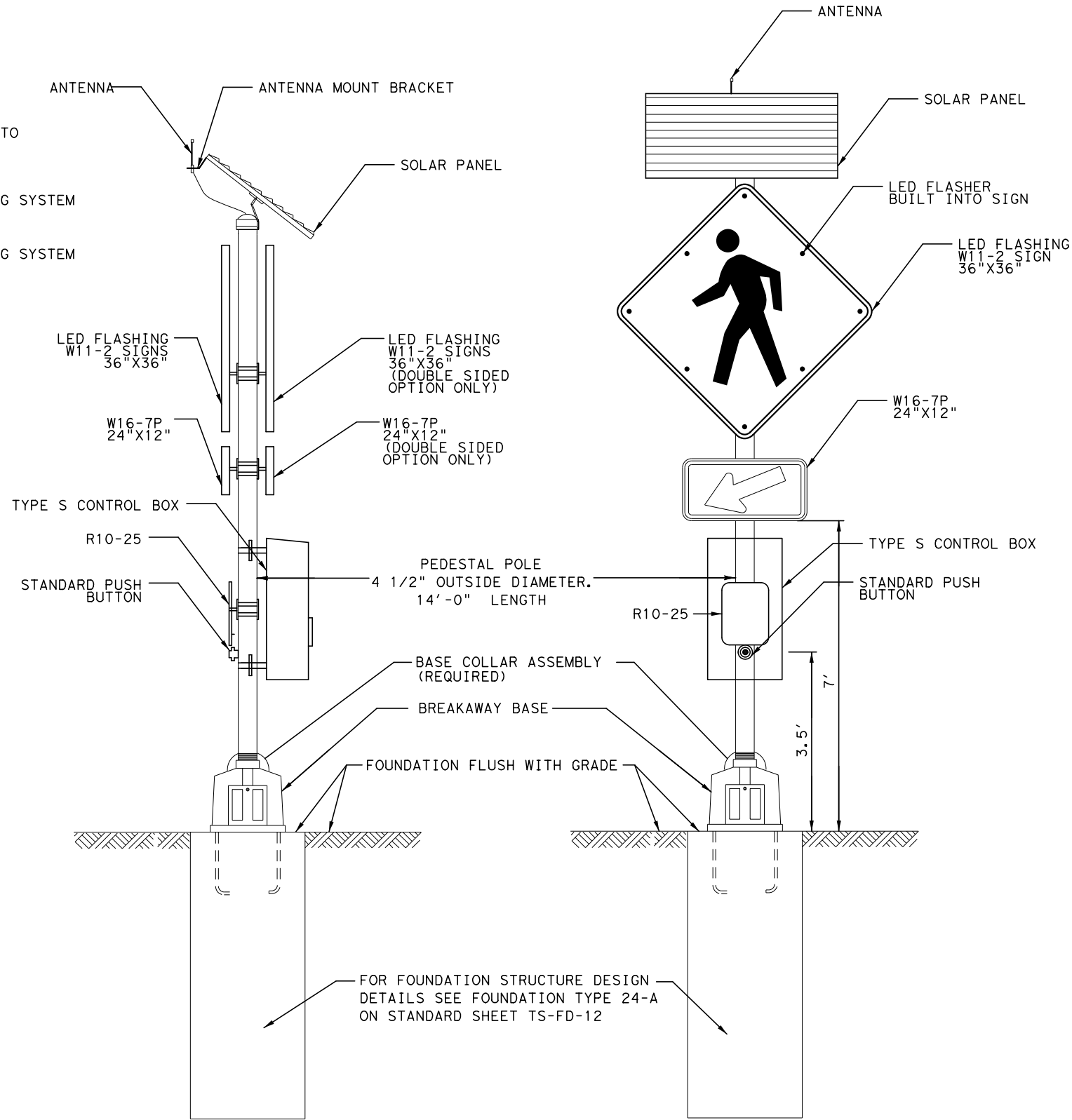
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	203
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

QUANTITIES:

FLASHING LED SIGN ASSEMBLY SHALL BE PAID FOR AND ASSEMBLED USING THE FOLLOWING ITEMS:
 PUSH BUTTON, AND ALL THE OTHER NECESSARY ITEMS TO FULLY ASSEMBLE AND MAKE OPERATIONAL EACH FLASHING LED SIGN ASSEMBLY)

SPI 005 - DOUBLE SIDED SOLAR POWERED LED WARNING SYSTEM (ITEM COVERS PED POLE ASSEMBLY, DRILLED SHAFT, WARNING SIGN)

SPI 006 - SINGLE SIDED SOLAR POWERED LED WARNING SYSTEM (ITEM COVERS PED POLE ASSEMBLY, DRILLED SHAFT, WARNING SIGN)



NOTES:

1. FLASHING LED SIGNS SHALL BE COORDINATED WIRELESSLY SUCH THAT THE LED SIGNS ON BOTH SIDES OF THE CROSSWALK SHALL FLASH WHEN ONE OF THE PUSH BUTTONS IS PRESSED.
2. BATTERIES SHALL BE INSTALLED IN THE CONTROL BOX SO THAT FLASHERS OPERATE THRU THE NIGHT.
3. LED SIGNS WILL FLASH A PRESET AMOUNT OF TIME TO ALLOW PEDESTRIANS TO CROSS THE ENTIRE LENGTH OF THE ROAD BEFORE THE LEDS TERMINATE FLASHING.
4. OTHER UNITS OF DIFFERENT DESIGN/ CONFIGURATION WHICH MEET THE SPECIFICATIONS AND ARE APPROVED BY THE ENGINEER WILL BE DEEMED ACCEPTABLE. SHOP DRAWINGS SHALL BE BE DELIVERED TO CITY FOR APPROVAL PRIOR TO PURCHASE OR INSTALLATION OF FLASHER.

No.	Revision	By	Date

PRELIMINARY
 FOR REVIEW ONLY
 Not for construction, bidding,
 or permit purposes.
Kimley»Horn
 Engineer THOMAS P. GRANT
 P.E. No. 100876 Date 11/6/2018

Kimley»Horn
 TEXAS REGISTERED ENGINEERING FIRM F-928

South Padre ISLAND

Texas Department of Transportation
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PR 100 (PADRE BLVD)

FLASHING LED SIGN DETAIL

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	(SEE TITLE SHEET)	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	204
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

FLASHING LED SIGN
 PEDESTAL POLE AND FOUNDATION DETAIL

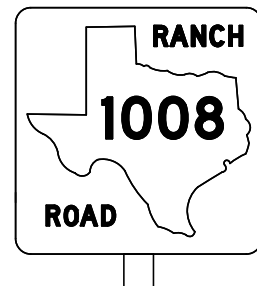
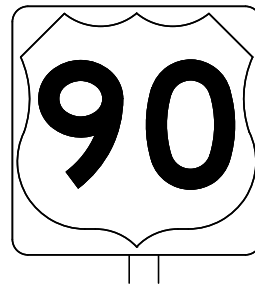
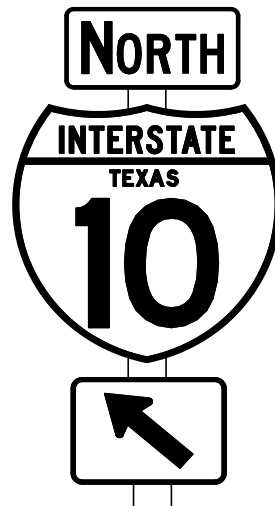
N. T. S.

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

REQUIREMENTS FOR INDEPENDENT MOUNTED ROUTE SIGNS

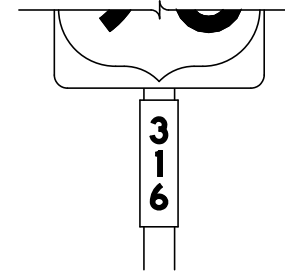
SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	ALL OTHERS	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE A SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & BORDERS	ALL OTHERS	TYPE B or C SHEETING



TYPICAL EXAMPLES

REQUIREMENTS FOR BLUE, BROWN & GREEN D AND I SERIES GUIDE SIGNS

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	ALL	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE D SHEETING
LEGEND, SYMBOLS & BORDERS	ALL OTHERS	TYPE B OR C SHEETING



TYPICAL EXAMPLES

GENERAL NOTES

- Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign tabulation sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).
- White legend shall use the Clearview Alphabet. The following Clearview fonts shall be used to replace the existing white Federal Highway Administration (FHWA) Standard Highway Alphabets, when not specified in the SHSD, or in the plans.

B	CV-1W
C	CV-2W
D	CV-3W
E	CV-4W
Emod	CV-5WR
F	CV-6W

- Route sign legend (ie. IH, US, SH and FM shields) shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets B, C, D, E, Emod or F).
- Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.
- Independent mounted route sign with white or colored legend and borders shall be applied by screening process with transparent color ink, transparent colored overlay film to white background sheeting or cut-out white sheeting to colored background sheeting, or combination thereof. White legend, symbols and borders on all other signs shall be cut-out white sheeting applied to colored background sheeting.
- Information regarding borders and radii for signs is found in the "Standard Highway Sign Designs for Texas". Dimensions shown and described for borders and corner radii on parent sign are nominal. Borders may vary in width as much as 1/2 inch. Corner radii above 3 inches may vary in width as much as 1 inch. Borders and corner radii within a parent sign must be of matching widths. The sign area outside the corner radius should be trimmed or rounded.
- Sign substrate shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative.
- Mounting details of roadside signs are shown in the "SMD series" Standard Plan Sheets.

DEPARTMENTAL MATERIAL SPECIFICATIONS	
ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080
7.5 to 15	0.100
Greater than 15	0.125

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

<http://www.txdot.gov/>



TYPICAL SIGN REQUIREMENTS

TSR(3) - 13

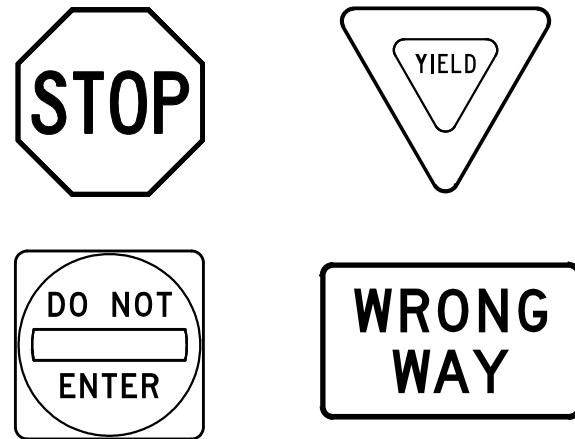
FILE: tsr3-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT October 2003	CONT	SECT	JOB	HIGHWAY
REVISIONS				
N/A	N/A	N/A	N/A	PR 100
12-03 7-13	DIST	COUNTY	SHEET NO.	
9-08	PHR	CAMERON	205	

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 TIME: \$TIME\$
 FILE: \$FILES\$

REQUIREMENTS FOR RED BACKGROUND REGULATORY SIGNS

(STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)



REQUIREMENTS FOR FOUR SPECIFIC SIGNS ONLY

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	RED	TYPE B OR C SHEETING
BACKGROUND	WHITE	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE B OR C SHEETING
LEGEND	RED	TYPE B OR C SHEETING

REQUIREMENTS FOR WHITE BACKGROUND REGULATORY SIGNS

(EXCLUDING STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	ALL OTHERS	TYPE B OR C SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND, BORDERS AND SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

GENERAL NOTES

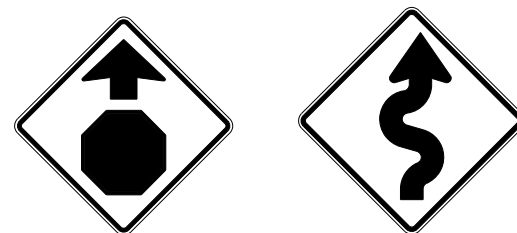
- Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign tabulation sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).
- Sign legend shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets (B, C, D, E, Emod or F).
- Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.
- Black legend and borders shall be applied by screening process or cut-out acrylic non-reflective black film to background sheeting, or combination thereof.
- White legend and borders shall be applied by screening process with transparent colored ink, transparent colored overlay film to white background sheeting or cut-out white sheeting to colored background sheeting, or combination thereof.
- Colored legend shall be applied by screening process with transparent colored ink, transparent colored overlay film or colored sheeting to background sheeting, or combination thereof.
- Sign substrate shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative.
- Mounting details for roadside mounted signs are shown in the "SMD series" Standard Plan Sheets.

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080
7.5 to 15	0.100
Greater than 15	0.125

DEPARTMENTAL MATERIAL SPECIFICATIONS	
ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website:
<http://www.txdot.gov/>

REQUIREMENTS FOR WARNING SIGNS



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	FLOURESCENT YELLOW	TYPE B _{FL} OR C _{FL} SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

REQUIREMENTS FOR SCHOOL SIGNS



TYPICAL EXAMPLES

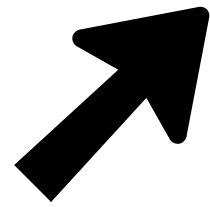
SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	FLOURESCENT YELLOW GREEN	TYPE B _{FL} OR C _{FL} SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
SYMBOLS	RED	TYPE B OR C SHEETING

		<i>Traffic Operations Division Standard</i>	
<h2>TYPICAL SIGN REQUIREMENTS</h2>			
<h3>TSR(4) - 13</h3>			
FILE:	tsr4-13.dgn	DN:	TxDOT
© TxDOT	October 2003	CK:	TxDOT
REVISIONS		DW:	TxDOT
12-03	7-13	CK:	TxDOT
9-08		CONT	SECT
		JOB	HIGHWAY
		PHR	CAMERON
		DIST	COUNTY
		SHEET NO.	206

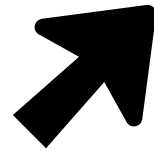
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ARROW DETAILS

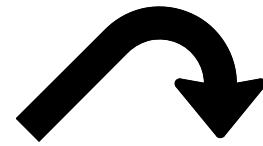
for Large Ground-Mounted and Overhead Guide Signs



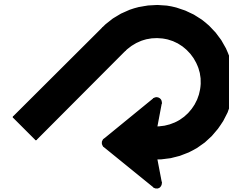
Type A



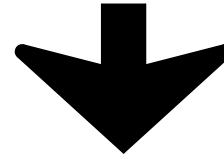
Type B



E-3



E-4



Down Arrow

TYPE	LETTER SIZE	USE
A-1	10.67" U/L and 10" Caps	Single Lane Exits
A-2	13.33" U/L and 12" Caps	
A-3	16" & 20" U/L	
B-1	10.67" U/L and 10" Caps	Multiple Lane Exits
B-2	13.33" U/L and 12" Caps	
B-3	16" & 20" U/L	

CODE	USED ON SIGN NO.
E-3	E5-1aT
E-4	E5-1bT

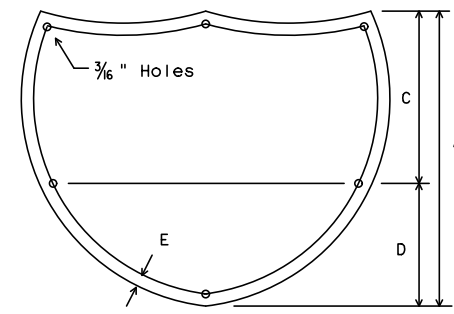
NOTE

Arrow dimensions are shown in the "Standard Highway Sign Designs for Texas" manual.

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

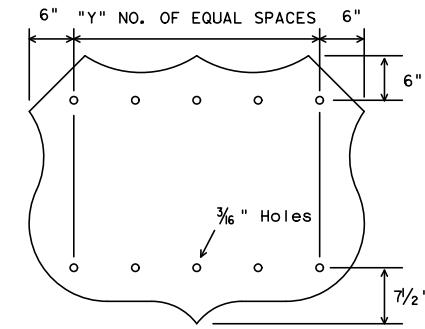
<http://www.txdot.gov/>

SIGN BLANK PUNCHING DETAILS FOR ATTACHMENTS WHEN SPECIFIED TO BE TYPE A ALUMINUM SIGNS (FOR MOUNTING TO GUIDE SIGN FACE)



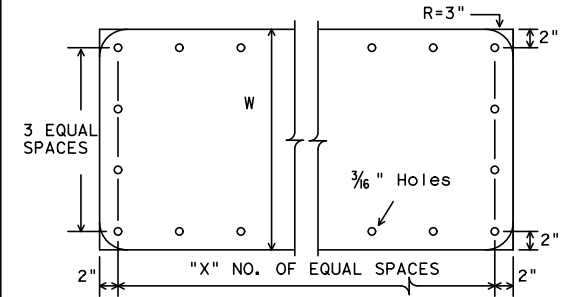
INTERSTATE ROUTE MARKERS

A	C	D	E
36	21	15	1 1/2
48	28	20	1 3/4



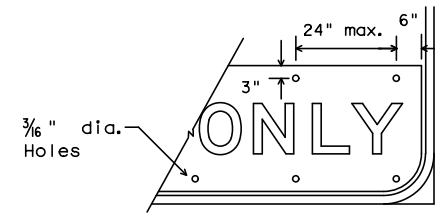
U.S. ROUTE MARKERS

Sign Size	"Y"
24x24	2
30x24	3
36x36	3
45x36	4
48x48	4
60x48	5



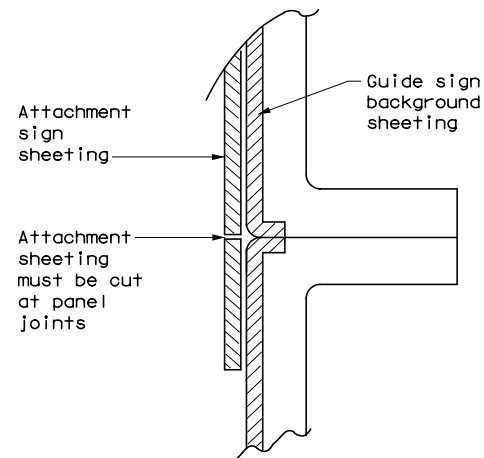
STATE ROUTE MARKERS

No. of Digits	W	X
4	24	4
4	36	5
4	48	6
3	24	3
3	36	4
3	48	5

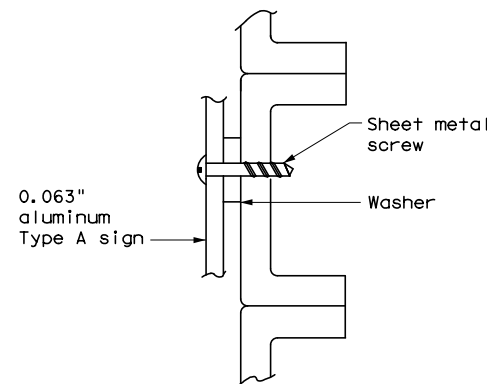


EXIT ONLY PANEL

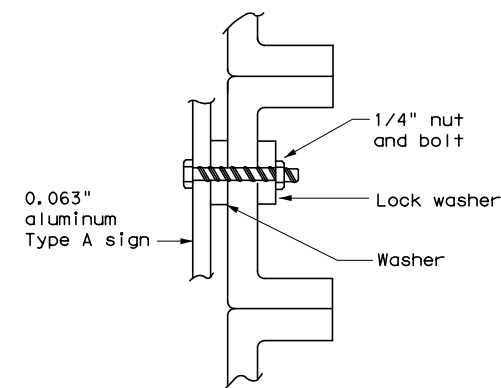
MOUNTING DETAILS OF ATTACHMENTS TO GUIDE SIGN FACE ("EXIT ONLY" AND "LEFT EXIT" PANELS, ROUTE MARKERS AND OTHER ATTACHMENTS)



DIRECT APPLIED ATTACHMENT



SCREW ATTACHMENT

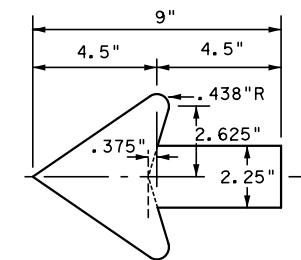


NUT/BOLT ATTACHMENT

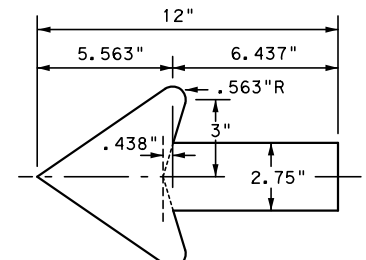
- NOTE:**
- Sheeting for legend, symbols, and borders must be cut at panel joints.
 - Direct applied attachment signs will be subsidiary to "Aluminum Signs" or "Fiberglass Signs".

- NOTE:**
- Furnish Type A aluminum sign attachments only when specified in the plans. These signs will be paid for under "Aluminum Signs".

ARROW DETAILS for Destination Signs (Type D)



Standard arrow to be used with 6 inch letters.



Standard arrow to be used with 8 inch letters.



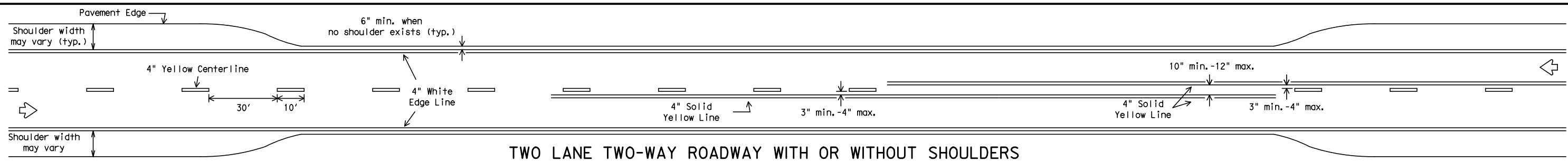
TYPICAL SIGN REQUIREMENTS

TSR (5) - 13

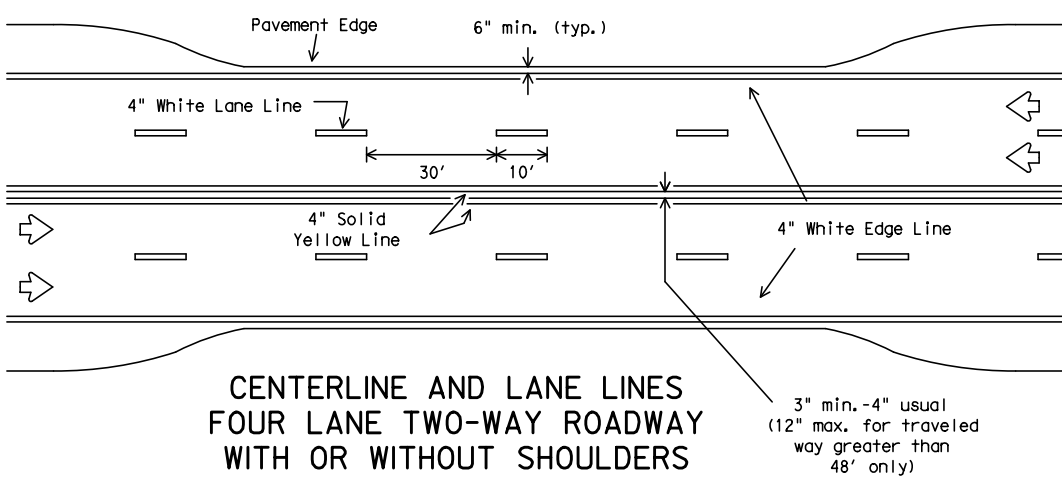
FILE: tsr5-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT October 2003	CONT	SECT	JOB	HIGHWAY
REVISIONS	N/A	N/A	N/A	PR 100
12-03 7-13	DIST	COUNTY	SHEET NO.	
9-08	PHR	CAMERON	207	

DATE: \$DATE\$ \$TIME\$
 FILE: \$FILES\$

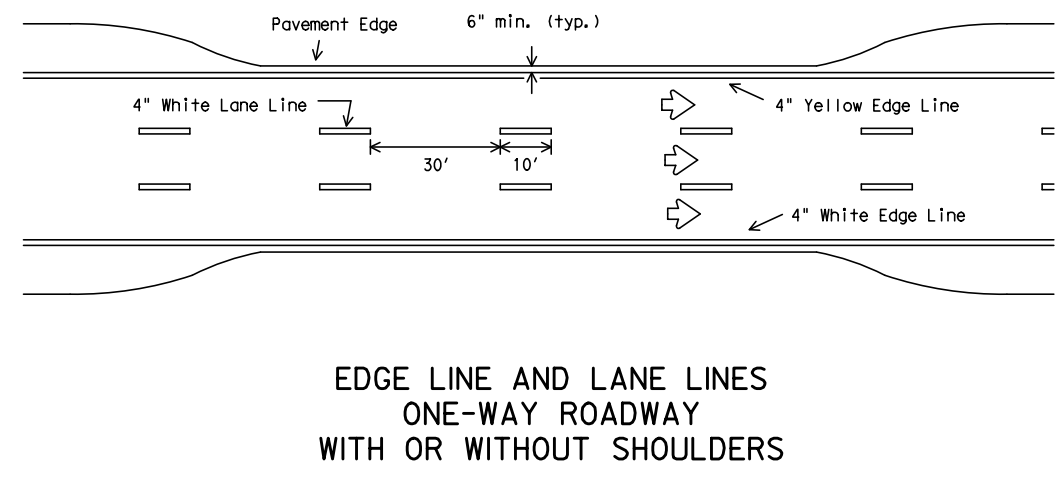
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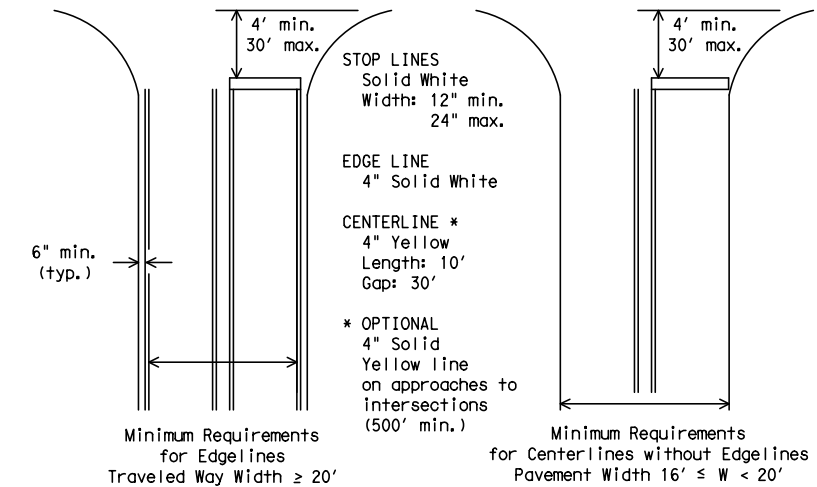
TWO LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS



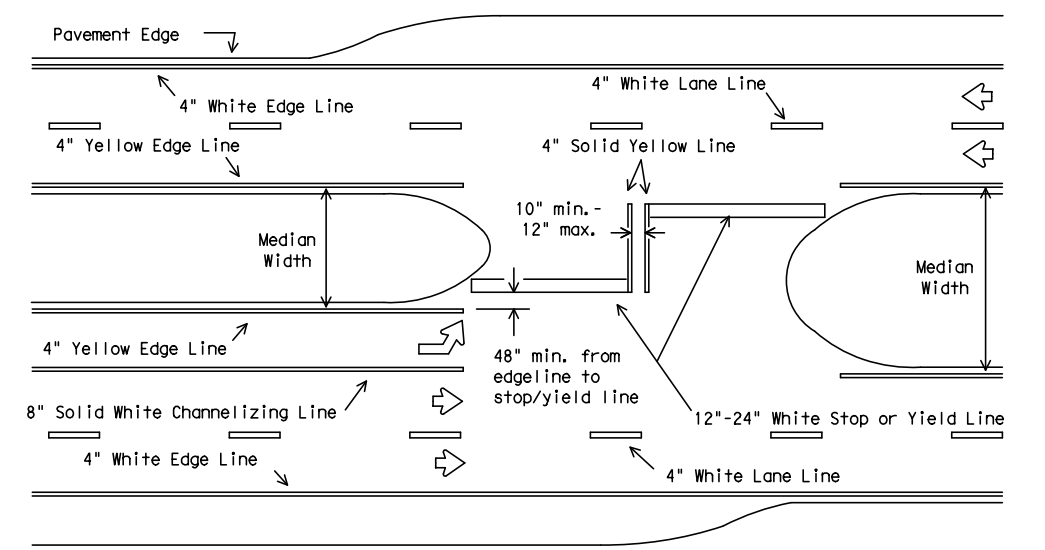
CENTERLINE AND LANE LINES
FOUR LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS



EDGE LINE AND LANE LINES
ONE-WAY ROADWAY
WITH OR WITHOUT SHOULDERS

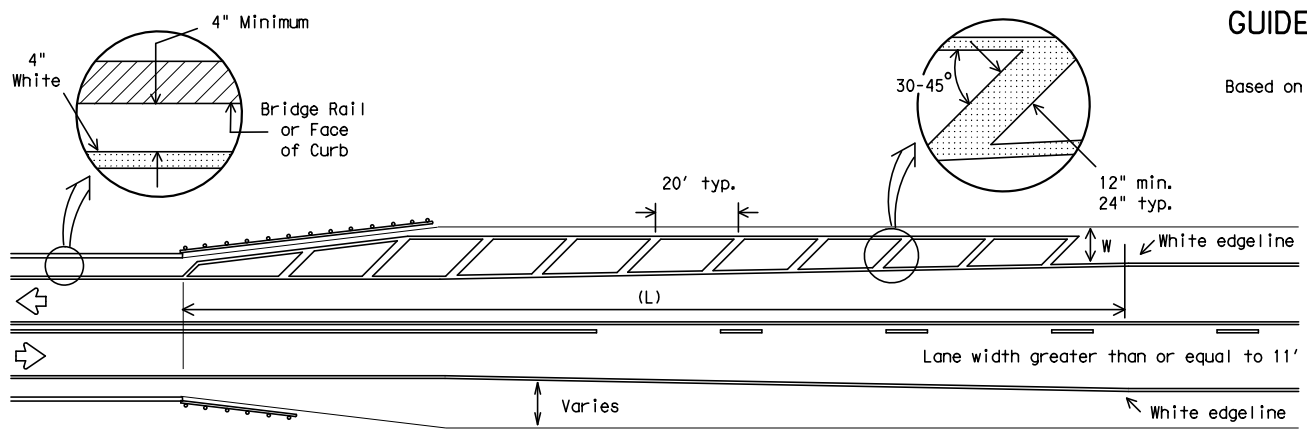


GUIDE FOR PLACEMENT OF STOP LINES,
EDGE LINE & CENTERLINE
Based on Traveled Way and Pavement Widths for Undivided Highways



FOUR LANE DIVIDED ROADWAY INTERSECTIONS

All medians shall be field measured to determine the location of necessary striping. Stop/Yield bars and centerlines shall be placed when the median width is greater than 30 ft. The median width is defined as the area between two roadways of a divided highway measured from edge of traveled way to edge of traveled way. The median excludes turn lanes. The median width might be different between intersections, interchanges and of opposite approaches of the same intersection. The narrow median width will be the controlling width to determine if markings are required.



ROADWAYS WITH REDUCED SHOULDER
WIDTHS ACROSS BRIDGE OR CULVERT

- NOTES:
- No-passing zone on bridge approach is optional but if used, it shall be a minimum 500 feet long.
 - For crosshatching length (L) see Table 1.
 - The width of the offset (W) and the required crosshatching width is the full shoulder width in advance of the bridge.
 - The crosshatching is not required if delineators or barrier reflectors are used along the structure.
 - For guard fence details, refer elsewhere in the plans.

TABLE 1 - TYPICAL LENGTH (L)

Posted Speed *	Formula
≤ 40	$L = \frac{WS^2}{60}$
≥ 45	$L = WS$

* 85th Percentile Speed may be used on roads where traffic speeds normally exceed the posted speed limit. Crosshatching length should be rounded up to nearest 5 foot increment.
L=Length of Crosshatching (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

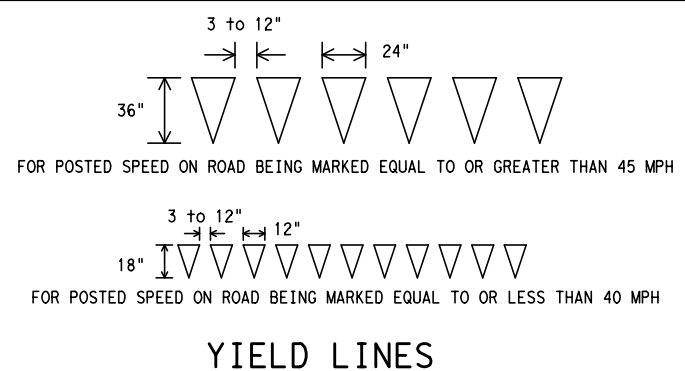
EXAMPLES:
An 8 foot shoulder in advance of a bridge reduces to 4 feet on a 70 MPH roadway. The length of the crosshatching should be:
 $L = 8 \times 70 = 560$ ft.
A 4 foot shoulder in advance of a bridge reduces to 2 feet on a 40 MPH roadway. The length of the crosshatching should be:
 $L = 4(40)^2 / 60 = 106.67$ ft. rounded to 110 ft.

GENERAL NOTES

- Edgeline striping shall be as shown in the plans or as directed by the Engineer. The edgeline should typically be placed a minimum of 6 inches from the edge of pavement. This distance may vary due to pavement raveling or other conditions. Edgelines are not required in curb and gutter sections of roadways.
- The traveled way includes only that portion of the roadway used for vehicular travel and not the parking lanes, sidewalks, berms and shoulders. The traveled ways shall be measured from the inside of edgeline to inside of edgeline of a two lane roadway.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



YIELD LINES

Texas Department of Transportation
Traffic Operations Division

TYPICAL STANDARD
PAVEMENT MARKINGS

PM(1)-12

© TxDOT November 1978	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
REVISIONS	CONT	SECT	JOB	HIGHWAY
8-95 2-12	N/A	N/A	N/A	PR 100
5-00	DIST	COUNTY	SHEET NO.	
8-00	PHR	CAMERON	208	
3-03				

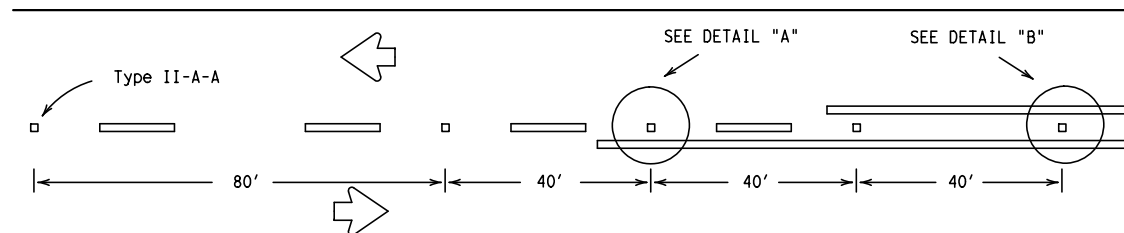
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\$TIME\$

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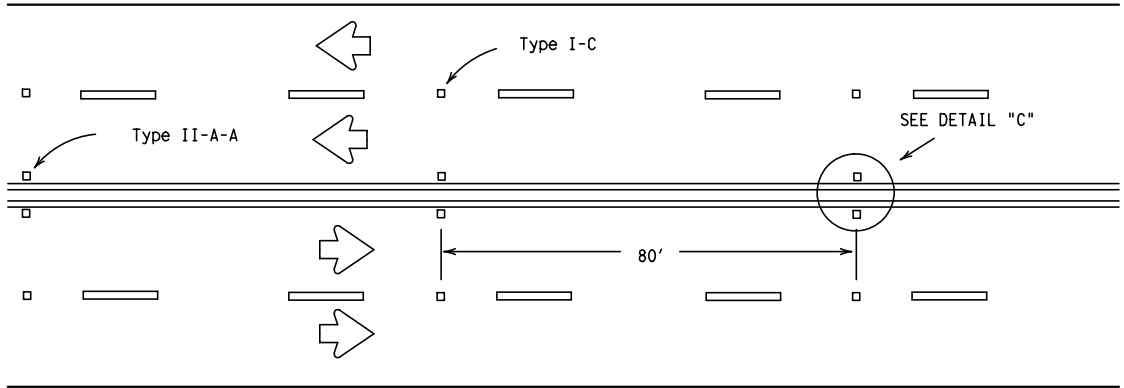
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DATE: \$DATE\$
 \$TIME\$
 FILE: \$FILES\$

REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE

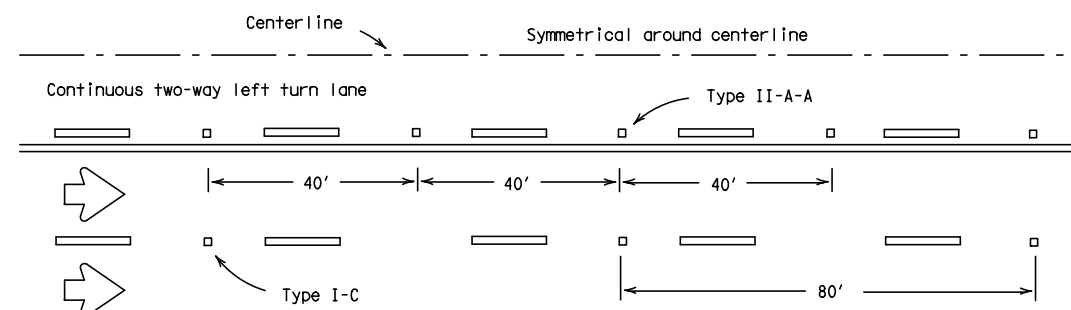
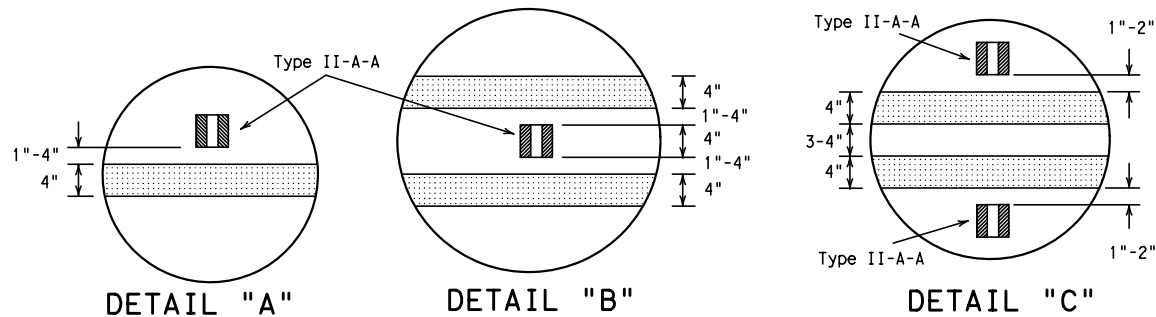


CENTERLINE FOR ALL TWO LANE ROADWAYS

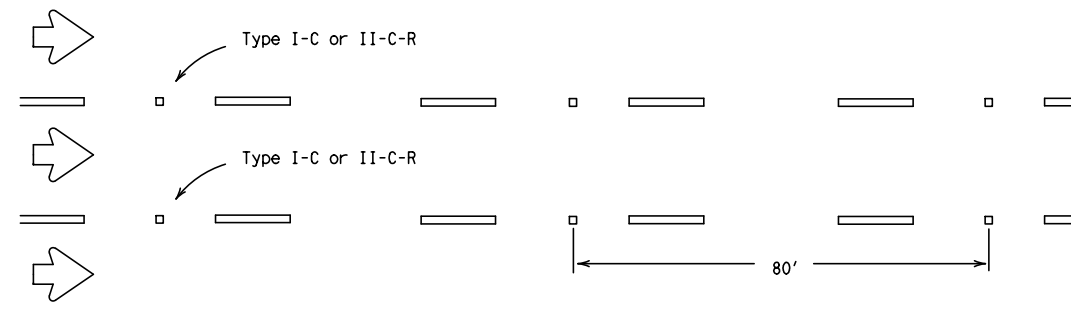


**CENTERLINE & LANE LINES
FOR FOUR LANE TWO-WAY HIGHWAYS**

Raised pavement marker Type I-C, clear face toward normal traffic, shall be placed on 80-foot centers.

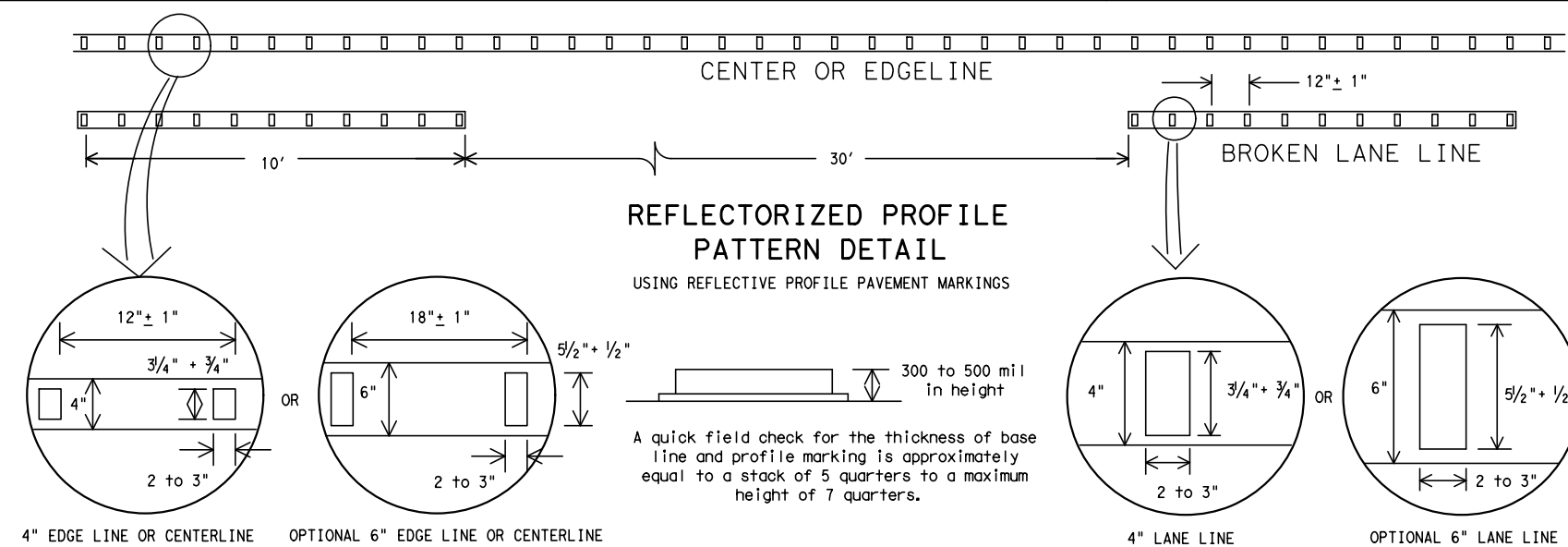


CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

Raised pavement markers Type II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.



**REFLECTORIZED PROFILE
PATTERN DETAIL**
USING REFLECTIVE PROFILE PAVEMENT MARKINGS

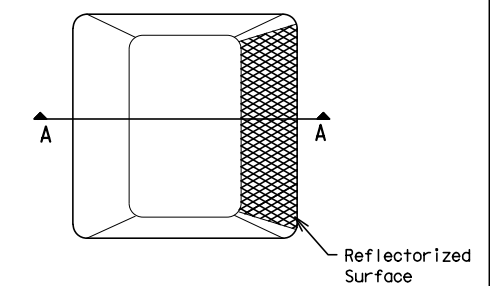
A quick field check for the thickness of base line and profile marking is approximately equal to a stack of 5 quarters to a maximum height of 7 quarters.

NOTE:
Profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.

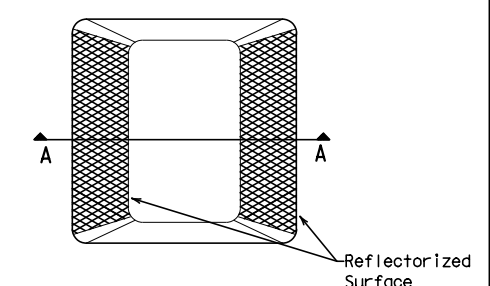
- GENERAL NOTES**
- All raised pavement markers placed in broken lines shall be placed in line with and midway between the stripes.
 - On concrete pavements the raised pavement markers should be placed to one side of the longitudinal joints.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

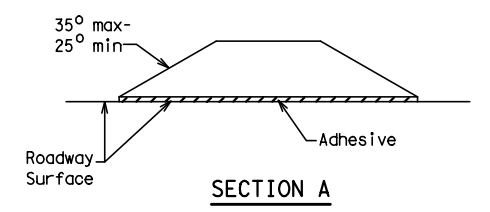
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)



Type II (Top View)



RAISED PAVEMENT MARKERS

Texas Department of Transportation
 Traffic Operations Division

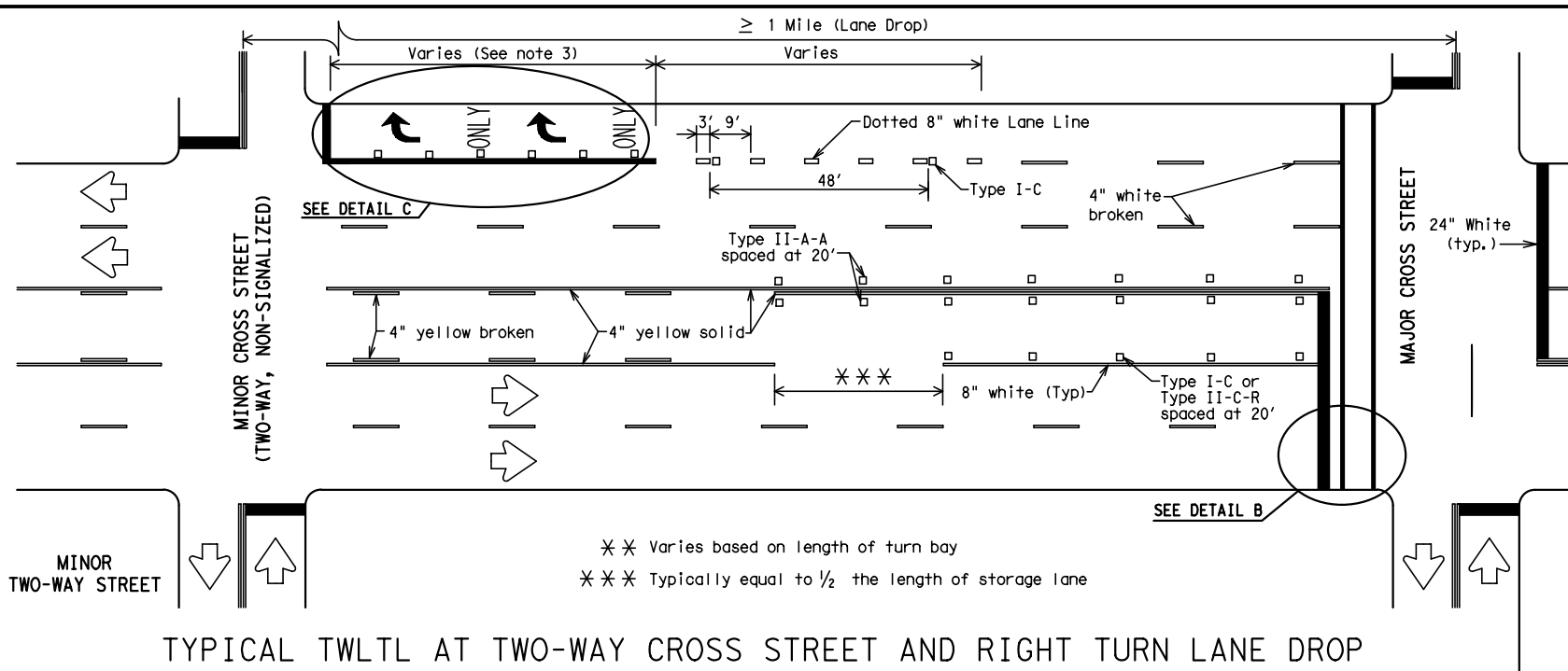
POSITION GUIDANCE USING
 RAISED MARKERS
 REFLECTORIZED PROFILE
 MARKINGS

PM(2) - 12

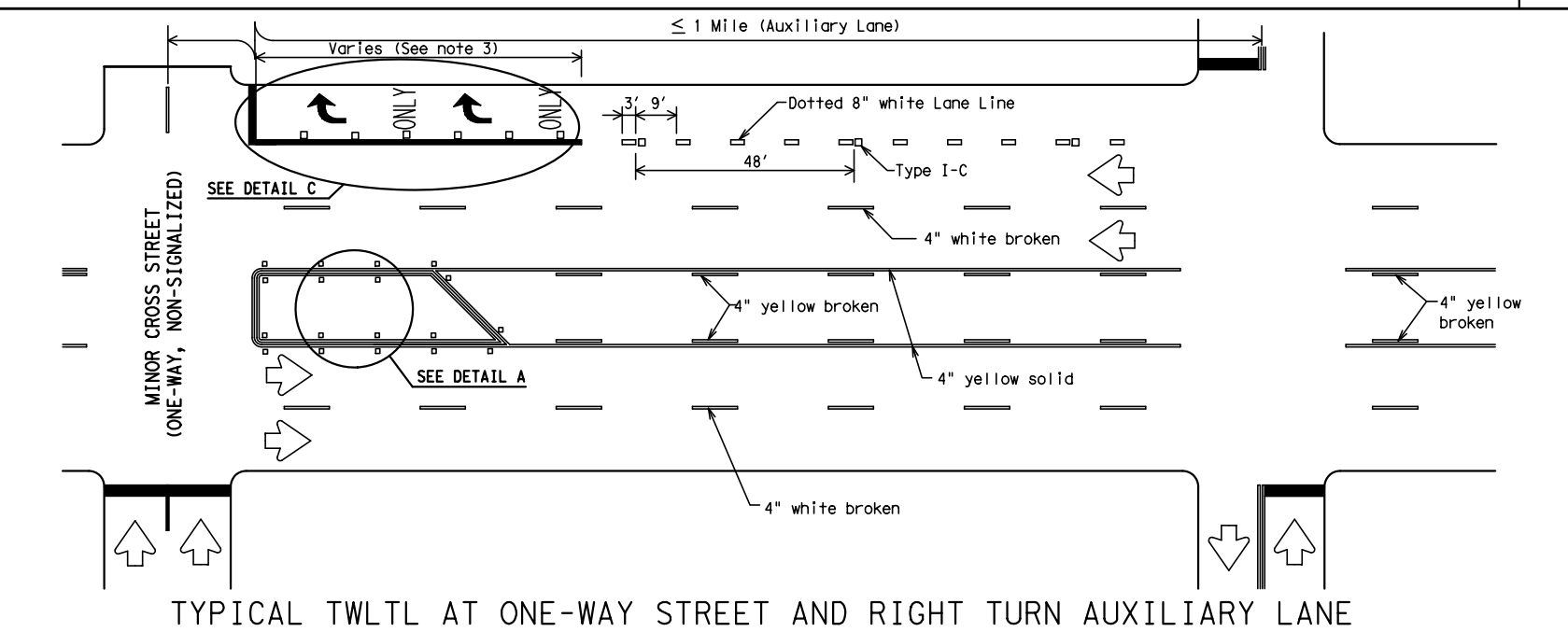
© TxDOT April 1977		DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
REVISIONS					
4-92	2-10	CONT	SECT	JOB	HIGHWAY
5-00	2-12	N/A	N/A	N/A	PR 100
8-00		DIST		COUNTY	SHEET NO.
2-08		PHR		CAMERON	209

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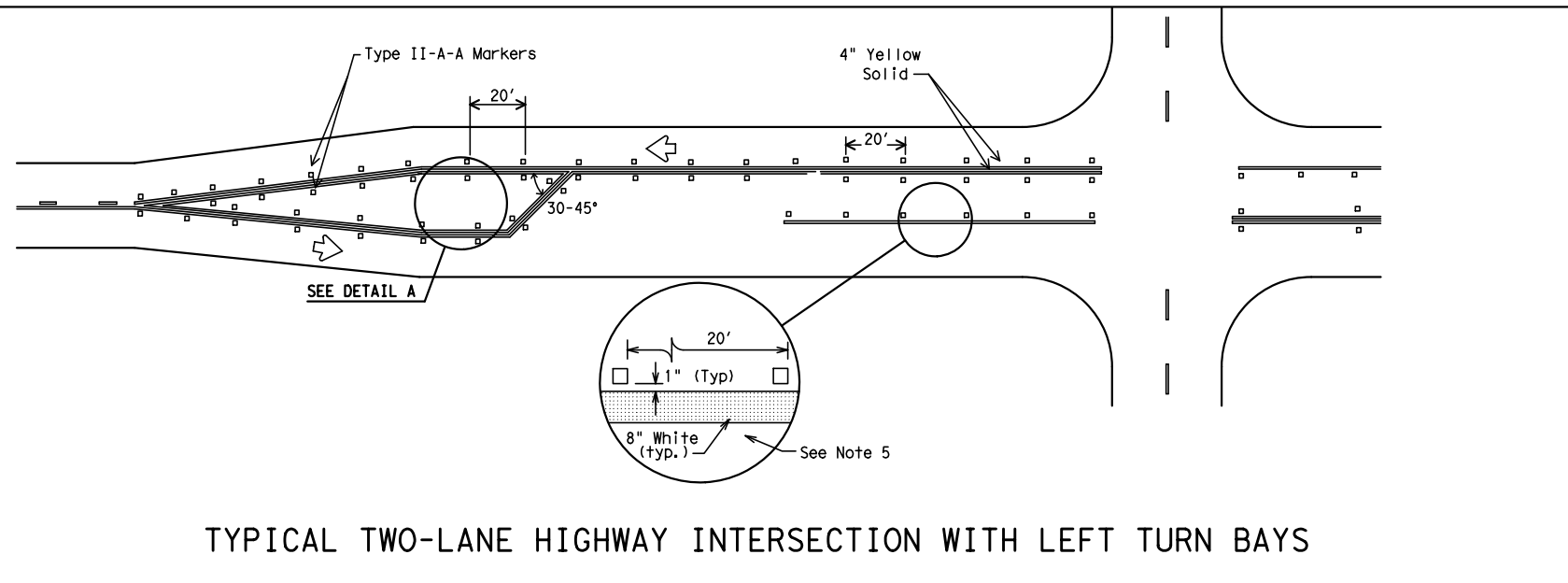
DATE:
FILE:



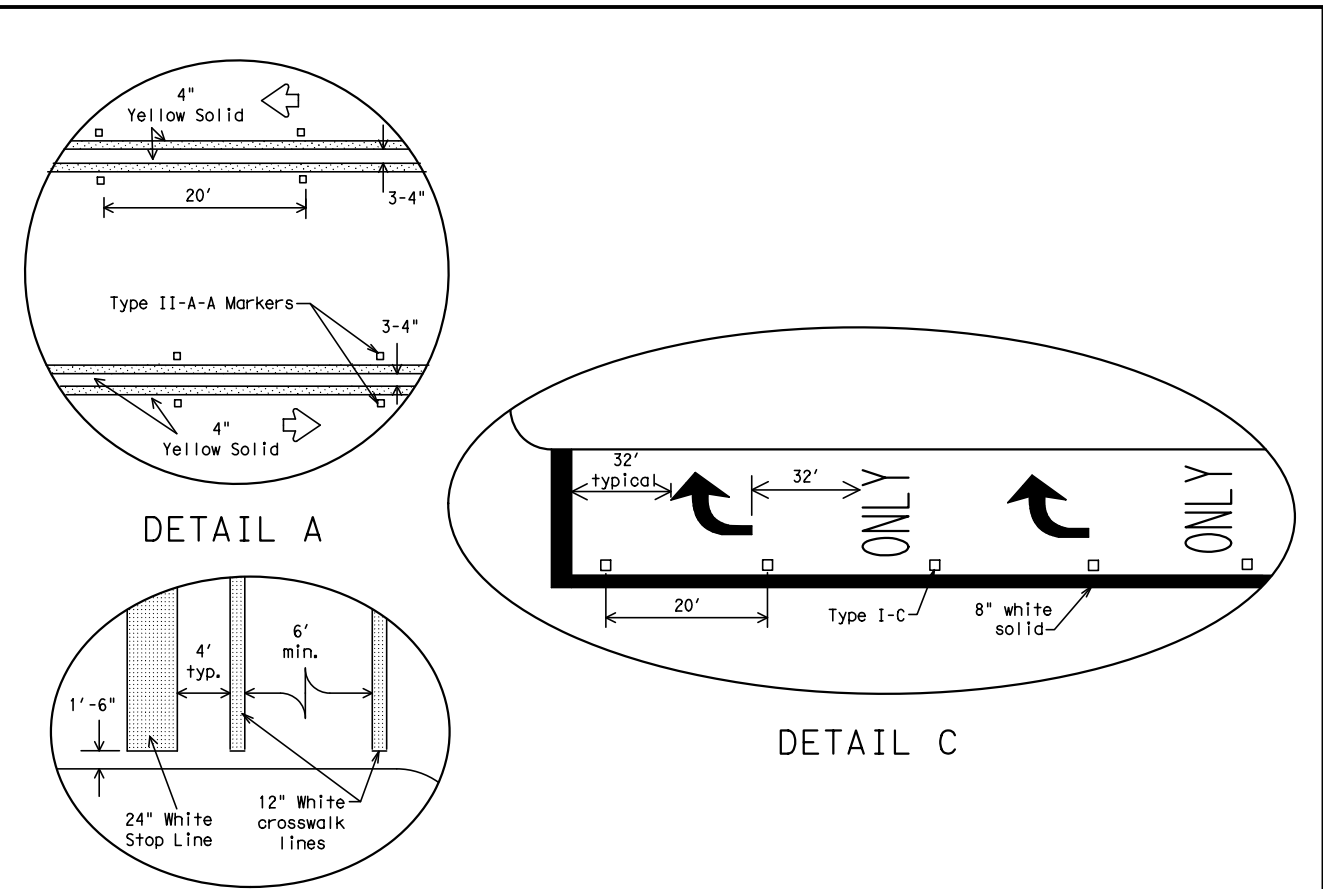
TYPICAL TWLTL AT TWO-WAY CROSS STREET AND RIGHT TURN LANE DROP



TYPICAL TWLTL AT ONE-WAY STREET AND RIGHT TURN AUXILIARY LANE



TYPICAL TWO-LANE HIGHWAY INTERSECTION WITH LEFT TURN BAYS



DETAIL A

DETAIL C

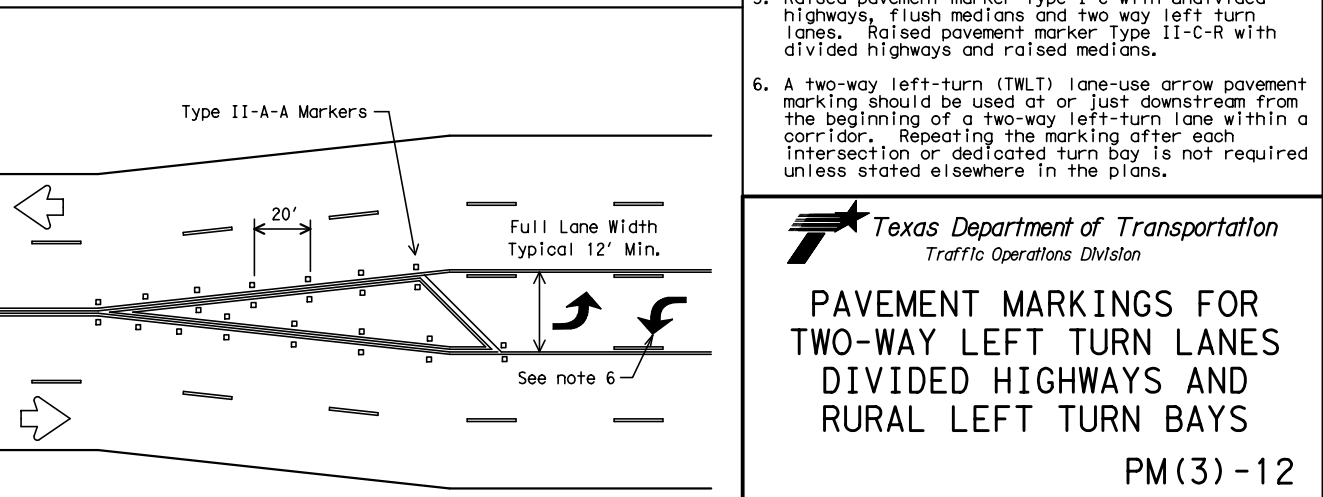
Final placement of Stop Bar and Crosswalk shall be approved by the Engineer in the field.

DETAIL B

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.

- GENERAL NOTES**
- Refer elsewhere in plans for additional RPM placement and details.
 - Lane use word and arrow markings shall be used where through lanes approaching an intersection become mandatory turn lanes. Lane use word and arrow markings should be used in auxiliary lanes of substantial length. Lane use arrow markings or word and arrow markings may be used in other lanes and turn bays for emphasis. Details for words and arrows as shown in the Standard Highway Sign Designs for Texas.
 - When lane used word and arrow markings are used, two sets of arrows should be used if the length of the bay is greater than 180 feet. When a single lane use arrow or word and arrow marking is used for a short turn lane, it should be located at or near the upstream end of the full-width turn lane.
 - Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used.
 - Raised pavement marker Type I-C with undivided highways, flush medians and two way left turn lanes. Raised pavement marker Type II-C-R with divided highways and raised medians.
 - A two-way left-turn (TWLT) lane-use arrow pavement marking should be used at or just downstream from the beginning of a two-way left-turn lane within a corridor. Repeating the marking after each intersection or dedicated turn bay is not required unless stated elsewhere in the plans.



TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY

Texas Department of Transportation
Traffic Operations Division

PAVEMENT MARKINGS FOR
TWO-WAY LEFT TURN LANES
DIVIDED HIGHWAYS AND
RURAL LEFT TURN BAYS

PM(3)-12

© TxDOT April 1998		DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
REVISIONS		CONT	SECT	JOB	HIGHWAY
5-00	2-12	N/A	N/A	N/A	PHR 100
8-00					
3-03		DIST	COUNTY		SHEET NO.
2-10		PHR	CAMERON		210

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LEVELS DISPLAYED
 ACC: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63

SIGN SUPPORT DESCRIPTIVE CODES

(Descriptive Codes correspond to project estimate and quantities sheets)

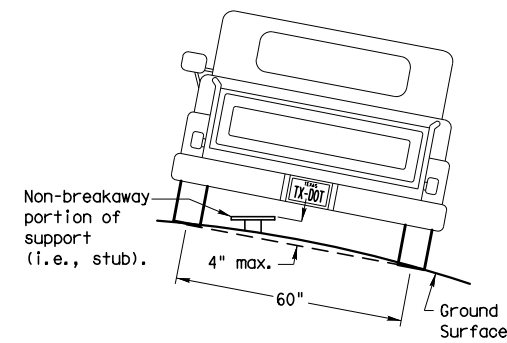
SM RD SGN ASSM TY XXXXX(X)XX(X-XXXX)

Post Type
 FRP = Fiberglass Reinforced Plastic Pipe (see SMD(FRP))
 TWT = Thin-Walled Tubing (see SMD(TWT))
 10BWG = 10 BWG Tubing (see SMD(SLIP-1) to (SLIP-3))
 S80 = Schedule 80 Pipe (see SMD(SLIP-1) to (SLIP-3))

Number of Posts (1 or 2)
Anchor Type
 UA = Universal Anchor - Concreted (see SMD(FRP) and (TWT))
 UB = Universal Anchor - Bolted down (see SMD(FRP) and (TWT))
 WS = Wedge Anchor Steel - (see SMD(TWT))
 WP = Wedge Anchor Plastic (see SMD(TWT))
 SA = Slipbase - Concreted (see SMD(SLIP-1) to (SLIP-3))
 SB = Slipbase - Bolted Down (see SMD(SLIP-1) to (SLIP-3))

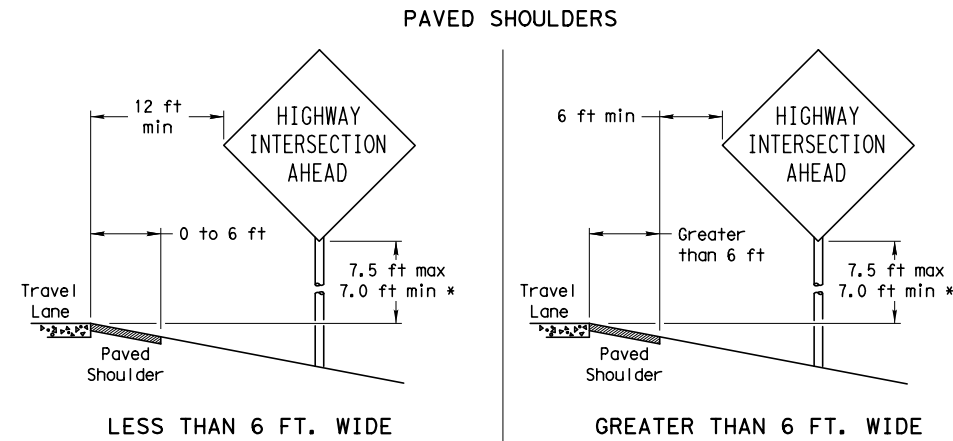
Sign Mounting Designation
 P = Prefab. "Plain" (see SMD(SLIP-1) to (SLIP-3), (TWT), (FRP))
 T = Prefab. "T" (see SMD(SLIP-1) to (SLIP-3), (TWT))
 U = Prefab. "U" (see SMD(SLIP-1) to (SLIP-3))
 IF REQUIRED
 1EXT or 2EXT = Number of Extensions (see SMD(SLIP-1) to (SLIP-3), (TWT))
 BM = Extruded Wind Beam (see SMD(SLIP-1) to (SLIP-3))
 WC = 1.12 #/ft Wing Channel (see SMD(SLIP-1) to (SLIP-3))
 EXAL = Extruded Aluminum Sign Panels (see SMD(SLIP-3))

REQUIRED CLEARANCE FOR BREAKAWAY SUPPORT



To avoid vehicle undercarriage snagging, any substantial remains of a breakaway support, when it is broken away, should not project more than 4 inches above a 60-inch chord (i.e., typical space between wheel paths).

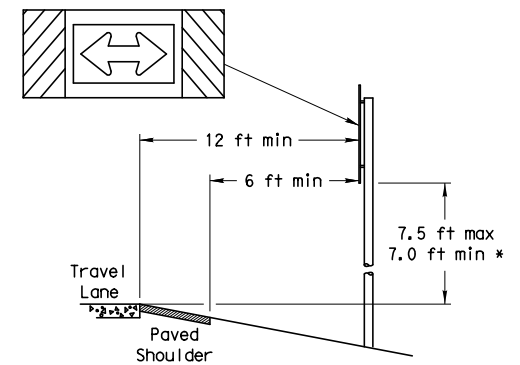
SIGN LOCATION



When the shoulder is 6 ft. or less in width, the sign must be placed at least 12 ft. from the edge of the travel lane.

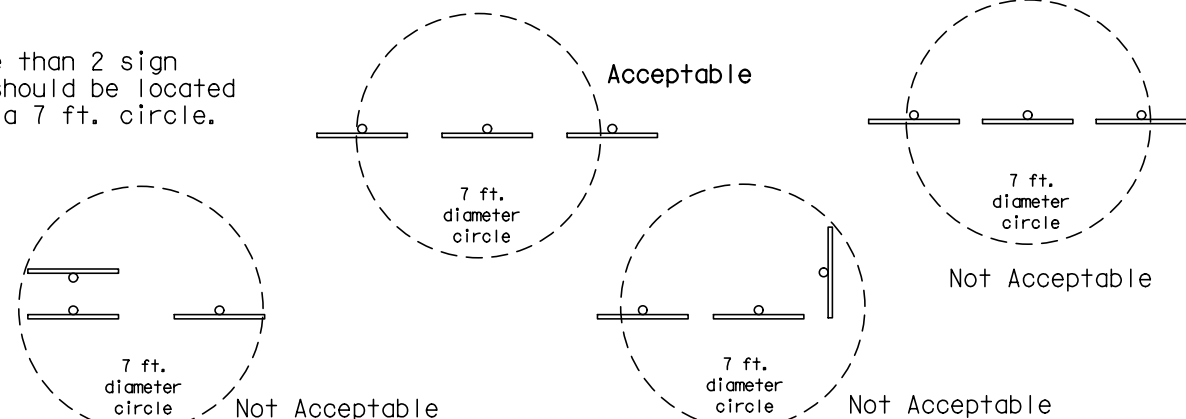
When the shoulder is greater than 6 ft. in width, the sign must be placed at least 6 ft. from the edge of the shoulder.

T-INTERSECTION

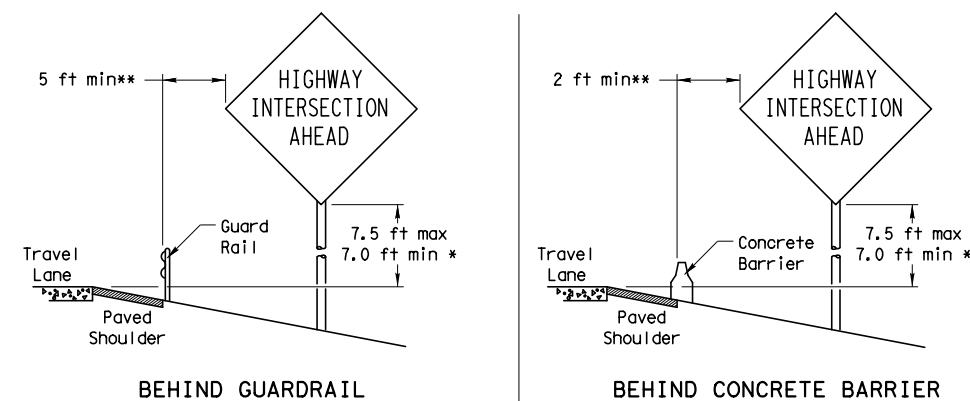


When this sign is needed at the end of a two-lane, two way roadway, the right edge of the sign should be in line with the centerline of the roadway. Place as close to ROW as practical.

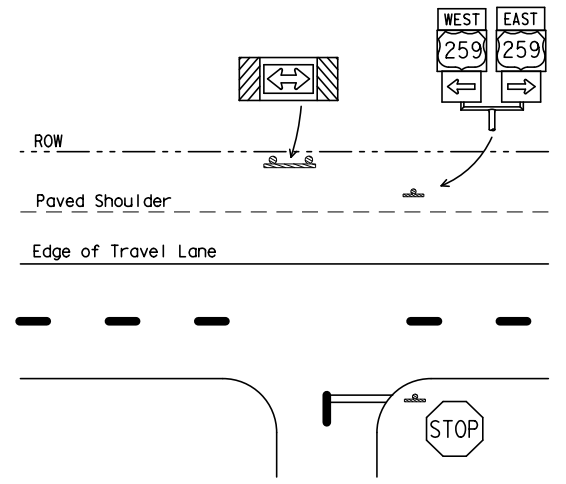
No more than 2 sign posts should be located within a 7 ft. circle.



BEHIND BARRIER



**Sign clearance based on distance required for proper guard rail or concrete barrier performance.



* Signs shall be mounted using the following condition that results in the greatest sign elevation:

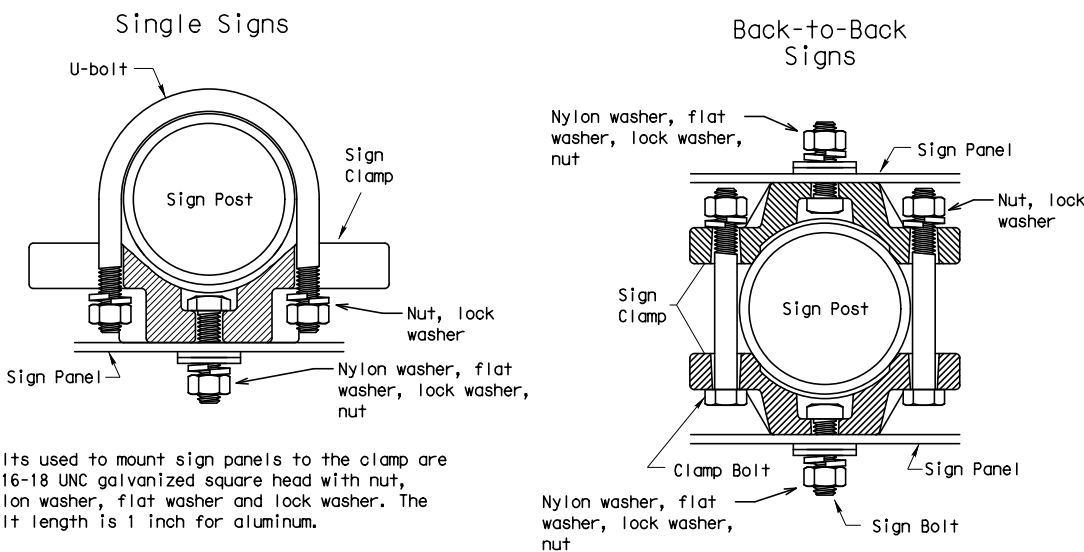
- (1) a minimum of 7 to a maximum of 7.5 feet above the edge of the travel lane or
- (2) a minimum of 7 to a maximum of 7.5 feet above the grade at the base of the support when sign is installed on the backslope.

The maximum values may be increased when directed by the Engineer.

See the Traffic Operations Division website for detailed drawings of sign clamps, Triangular Slipbase System components and Wedge Anchor System components.

The website address is:
<http://www.txdot.gov/publications/traffic.htm>

TYPICAL SIGN ATTACHMENT DETAIL



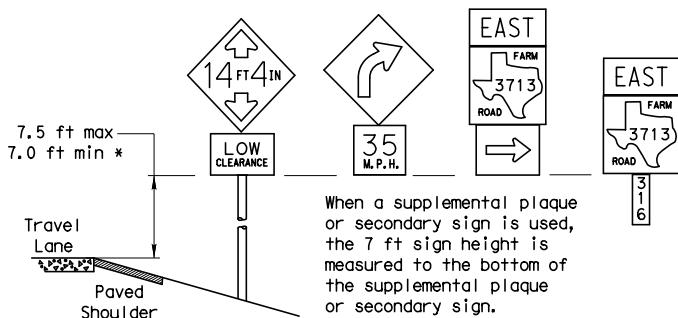
Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

When two sign clamps are used to mount signs back-to-back, use a 5/16-18 UNC galvanized hex head per ASTM A307 with nut and helical-spring lock washer. The approximate bolt lengths for various post sizes and sign clamp types are given in the table at right. The bolt length may need to be adjusted depending upon field conditions.

Sign clamps may be either the specific size clamp or the universal clamp.

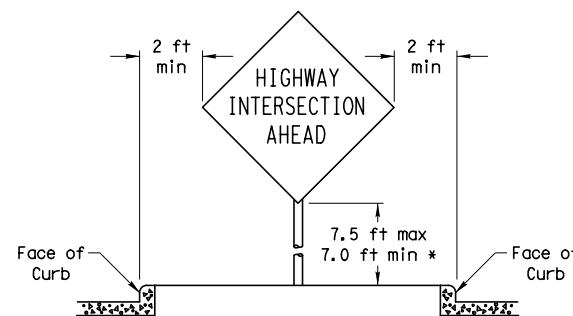
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

SIGNS WITH PLAQUES

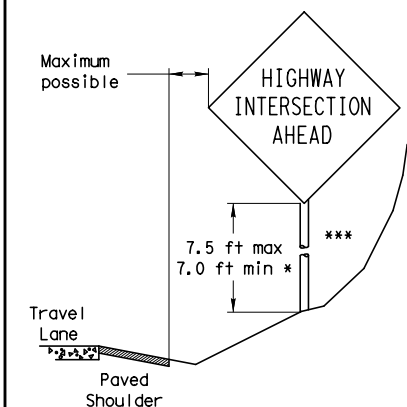


When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

CURB & GUTTER OR RAISED ISLAND



RESTRICTED RIGHT-OF-WAY (When 6 ft min. is not possible.)



Right-of-way restrictions may be created by rocks, water, vegetation, forest, buildings, a narrow island, or other factors.

In situations where a lateral restriction prevents the minimum horizontal clearance from the edge of the travel lane, signs should be placed as far from the travel lane as practical.

*** Post may be shorter if protected by guardrail or if Engineer determines the post could not be hit due to extreme slope.

STANDARD PLANS
 TEXAS DEPARTMENT OF TRANSPORTATION
 Traffic Operations Division

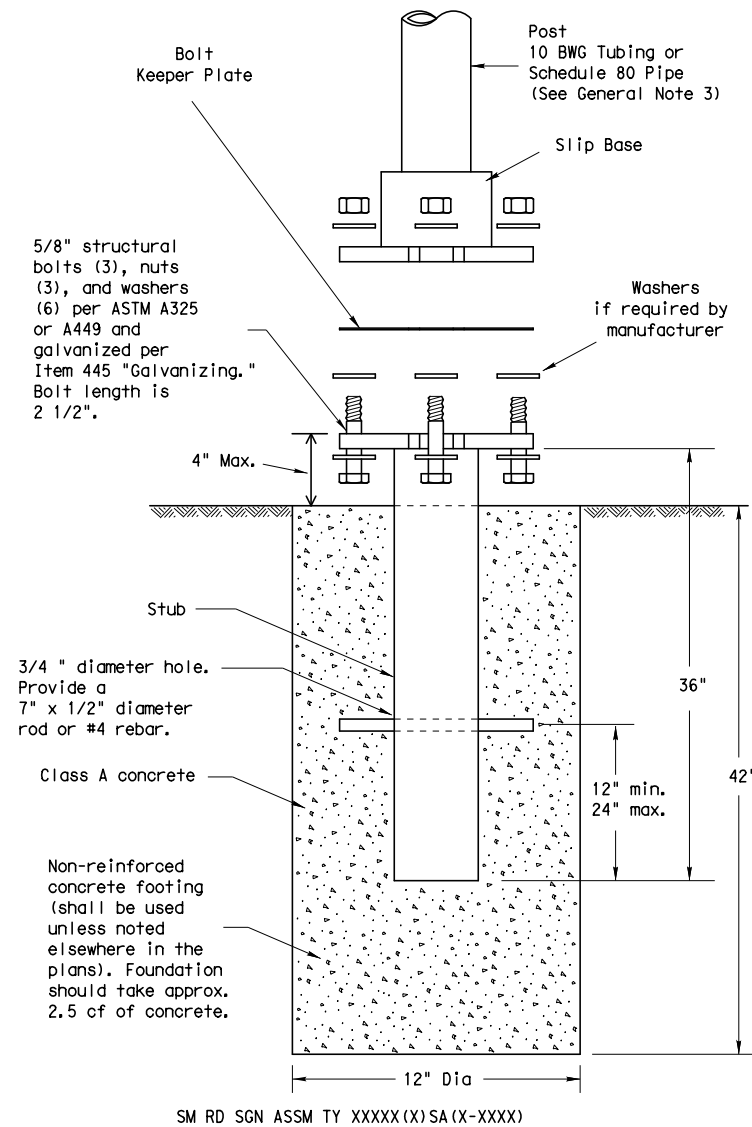
SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS

SMD (GEN) -08

© TxDOT July 2002	REVISED	STATE DISTRICT	FEDERAL SECTION	FEDERAL AID PROJECT	SHEET
9-08	PHR	6	(SEE TITLE SHEET)	211	
COUNTY	CONTROL	SECTION	JOB	HIGHWAY	
CAMERON	N/A	N/A	N/A	PR 100	

TRIANGULAR SLIPBASE INSTALLATION GENERAL REQUIREMENTS

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NOTE

There are various devices approved for the Triangular Slipbase System. Please reference the Material Producer List for approved slip base systems. http://www.txdot.gov/business/producer_list.htm The devices shall be installed per manufacturers' recommendations. Installation procedures shall be provided to the Engineer by Contractor.

GENERAL NOTES:

- Slip base shall be permanently marked to indicate manufacturer. Method, design, and location of marking are subject to approval of the TxDOT Traffic Standards Engineer.
- Material used as post with this system shall conform to the following specifications:
 - 10 BWG Tubing (2.875" outside diameter)
 - 0.134" nominal wall thickness
 - Seamless or electric-resistance welded steel tubing or pipe
 - Steel shall be HSLAS Gr 55 per ASTM A1011 or ASTM A1008
 - Other steels may be used if they meet the following:
 - 55,000 PSI minimum yield strength
 - 70,000 PSI minimum tensile strength
 - 20% minimum elongation in 2"
 - Wall thickness (uncoated) shall be within the range of 0.122" to 0.138"
 - Outside diameter (uncoated) shall be within the range of 2.867" to 2.883"
 - Galvanization per ASTM A123 or ASTM A653 G210. For precoated steel tubing (ASTM A653), recoat tube outside diameter weld seam by metallizing with zinc wire per ASTM B833.
 - Schedule 80 Pipe (2.875" outside diameter)
 - 0.276" nominal wall thickness
 - Steel tubing per ASTM A500 Gr C
 - Other seamless or electric-resistance welded steel tubing or pipe with equivalent outside diameter and wall thickness may be used if they meet the following:
 - 46,000 PSI minimum yield strength
 - 62,000 PSI minimum tensile strength
 - 21% minimum elongation in 2"
 - Wall thickness (uncoated) shall be within the range of 0.248" to 0.304"
 - Outside diameter (uncoated) shall be within the range of 2.855" to 2.895"
 - Galvanization per ASTM A123
- See the Traffic Operations Division website for detailed drawings of sign clamps and Texas Universal Triangular Slipbase System components. The website address is: <http://www.txdot.gov/publications/traffic.htm>
- Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.

ASSEMBLY PROCEDURE

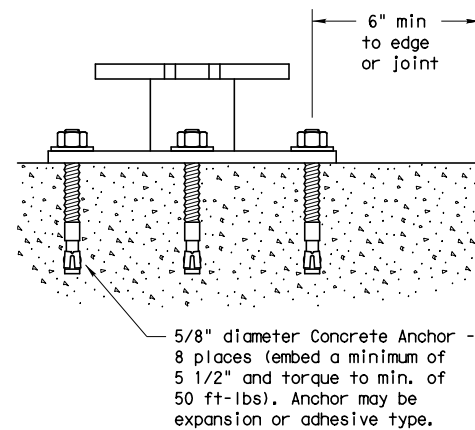
Foundation

- Prepare 12-inch diameter by 42-inch deep hole. If solid rock is encountered, the depth of the foundation may be reduced such that it is embedded a minimum of 18 inches into the solid rock.
- The Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor-driven concrete mixer. For small placements less than 0.5 cubic yards, hand mixing in a suitable container may be allowed by Engineer. Concrete shall be Class A.
- Push the pipe end of the slip base stub into the center of the concrete. Rotate the stub back and forth while pushing it down into the concrete to assure good contact between the concrete and stub. Continue to work the stub into the concrete until it is between 2 to 4 inches above the ground.
- Plumb the stub. Allow a minimum of 4 days to set, unless otherwise directed by the Engineer.
- The triangular slipbase system is multidirectional and is designed to release when struck from any direction.

Support

- Cut support so that the bottom of the sign will be 7 to 7.5 feet above the edge of the travelway (i.e., edge of the closest lane) when slip plate is below the edge of pavement or 7 to 7.5 feet above slip plate when the slip plate is above the edge of the travelway. The cut shall be plumb and straight.
- Attach sign to support using connections shown. When multiple signs are installed on the same support, ensure the minimum clearance between each sign is maintained. See SMD(SLIP-2) for clearances based on sign types.

CONCRETE ANCHOR



Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. Heavy hex nut per ASTM A563, and hardened washer per ASTM F436. The stud bolt shall have a minimum yield and ultimate tensile strength of 50 and 75 KSI, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "Epoxies and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations. Top of bolt shall extend at least flush with top of the nut when installed. The anchor, when installed in 4000 psi normal-weight concrete with a 5 1/2" minimum embedment, shall have a minimum allowable tension and shear of 3900 and 3100 psi, respectively.

SM RD SGN ASSM TY XXXXX(X)SB(X-XXXX)

LEVELS DISPLAYED	ACC:
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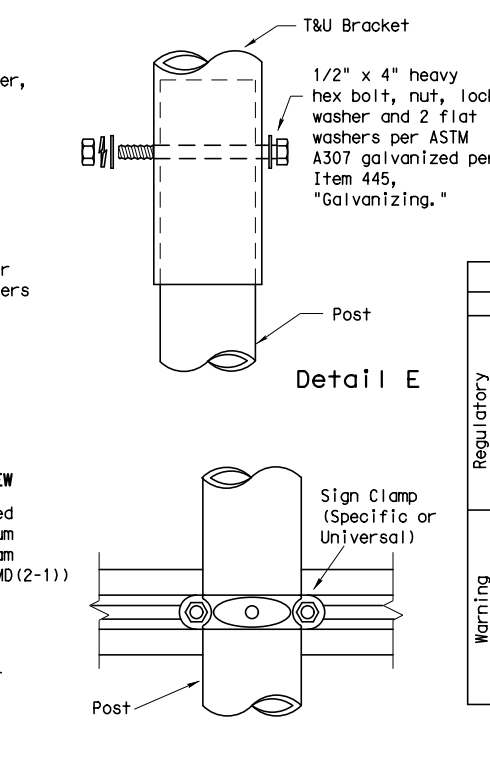
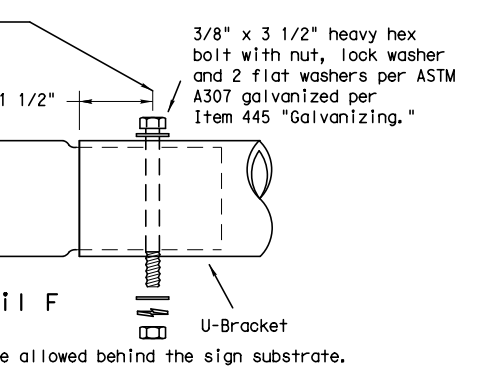
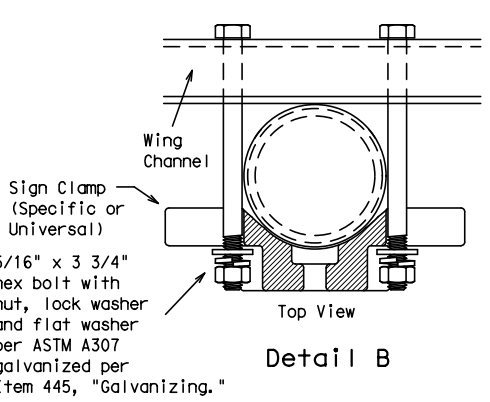
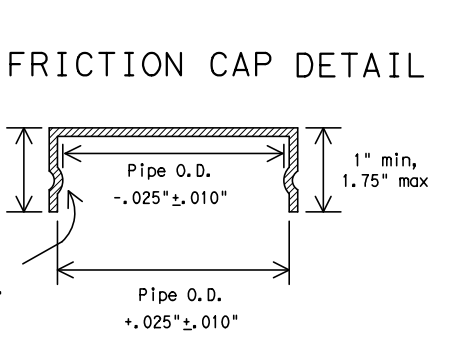
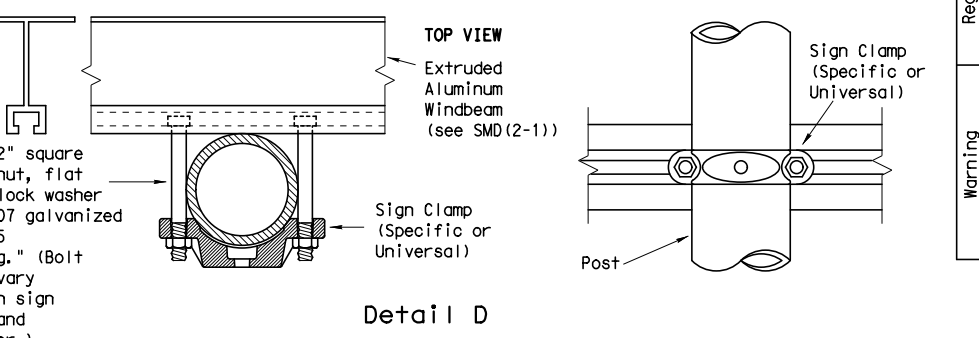
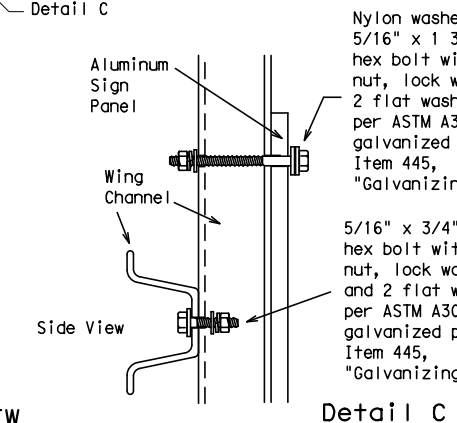
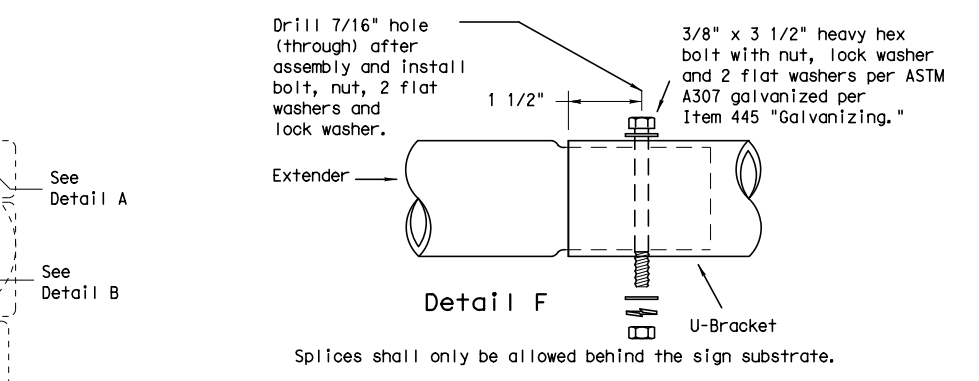
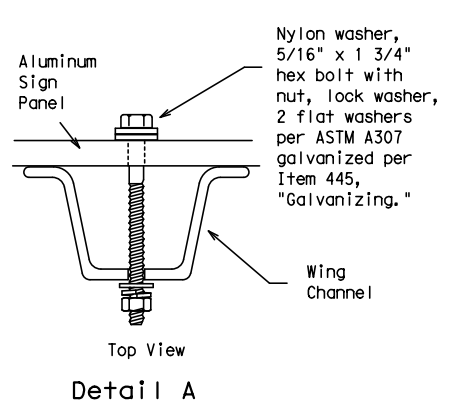
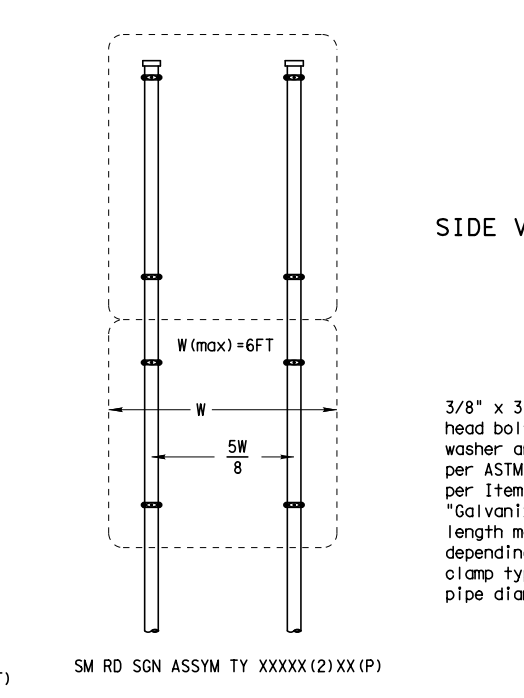
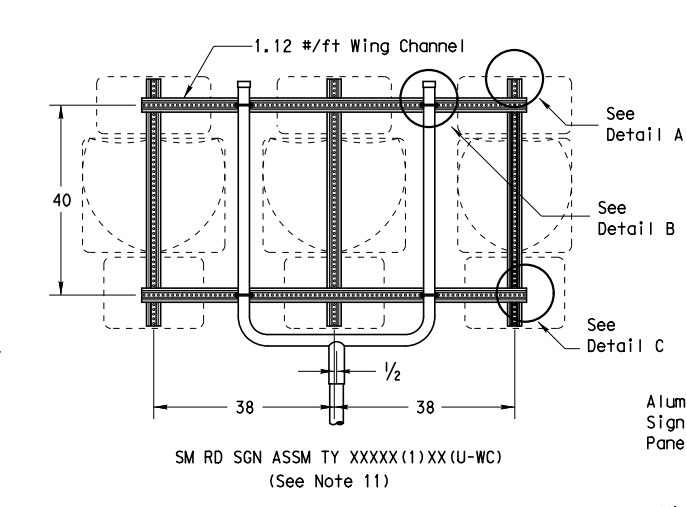
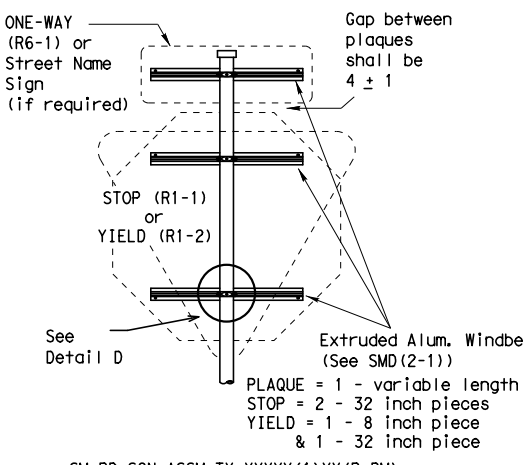
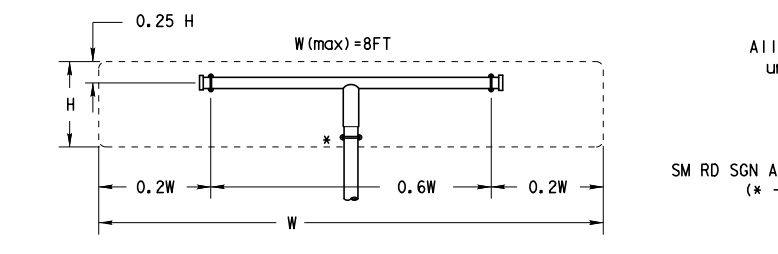
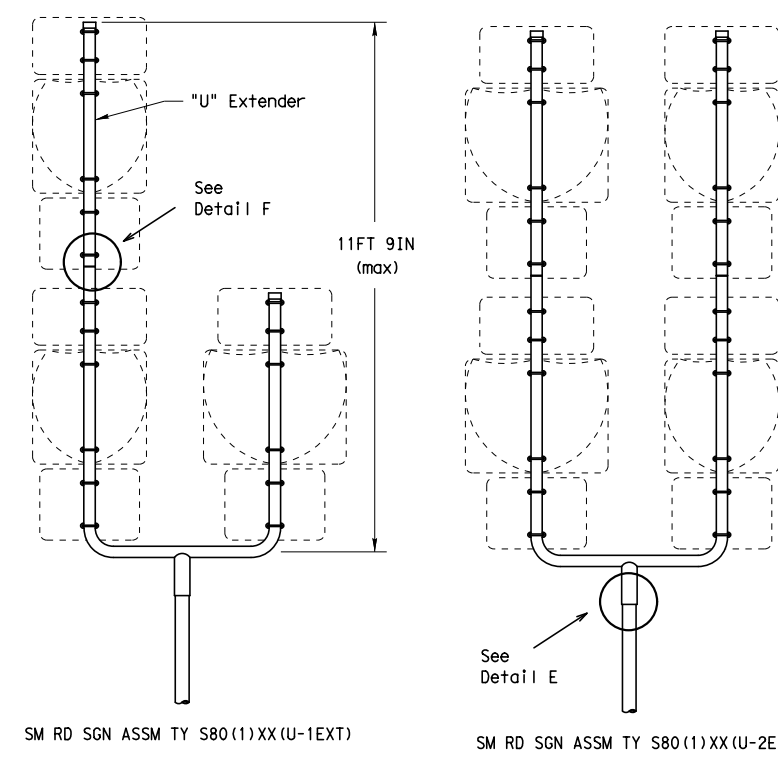
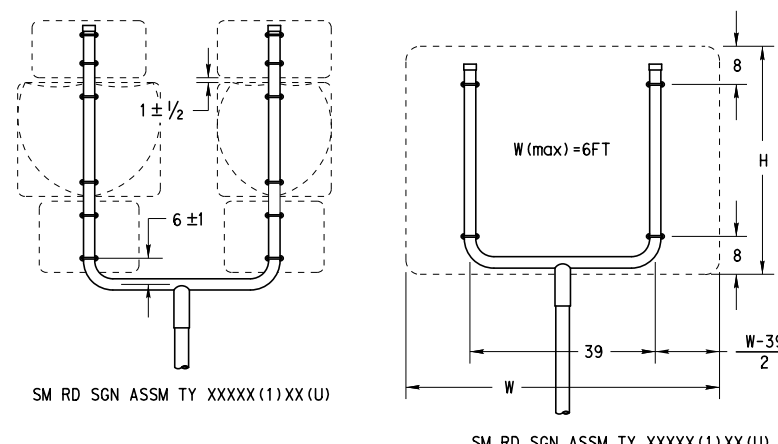
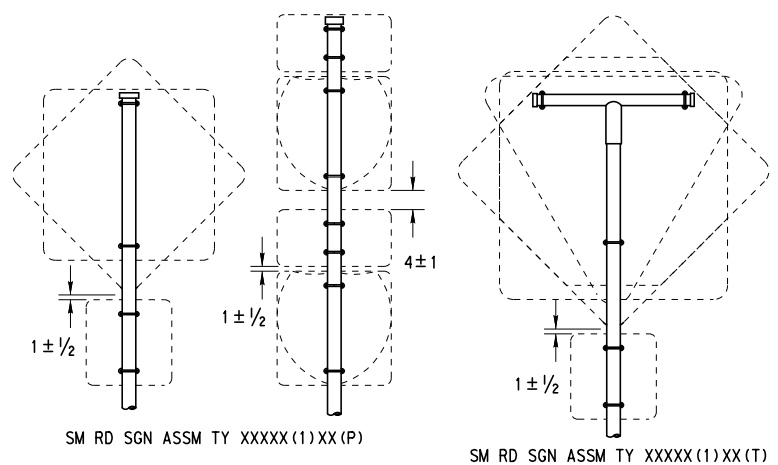
STANDARD PLANS
Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS
SMALL ROADSIDE SIGNS
TRIANGULAR SLIPBASE SYSTEM
SMD(SLIP-1)-08

© TxDOT July 2002		DNV - TxDOT	CKI - TxDOT	DW - TxDOT	CKI - TxDOT
REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT		SHEET
9-08	PHR	6	(SEE TITLE SHEET)		212
COUNTY		CONTROL	SECTION	JOB	HIGHWAY
CAMERON		N/A	N/A	N/A	PR 100

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LEVELS DISPLAYED
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
ACC: 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32
33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48
49 50 51 52 53 54 55 56 57 58 59 60 61 62 63



All dimensions are in english unless detailed otherwise.

SM RD SGN ASSM TY XXXX(1)XX(T) (* - See Note 12)

GENERAL NOTES:

- | SIGN SUPPORT | # OF POSTS | MAX. SIGN AREA |
|--------------|------------|----------------|
| 10 BWG | 1 | 16 SF |
| 10 BWG | 2 | 32 SF |
| Sch 80 | 1 | 32 SF |
| Sch 80 | 2 | 64 SF |
- The Engineer may require that a Schedule 80 post be used in place of a 10 BWG where a sign height is abnormally high due to a fill slope.
- Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
- Aluminum sign blanks shall conform to Departmental Material Specifications DMS-7110 and shall have the following minimum thicknesses: 0.080 for signs less than 7.5 sq. ft., 0.100 for signs 7.5 to 15 sq. ft., and 0.125 for signs greater than 15 sq. ft.
- Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
- For horizontal rectangular signs fabricated from flat aluminum, T-brackets are used for signs 24 inches or less in height. U-brackets are used for signs of greater height.
- When two triangular slipbase supports are used to support a single sign, they shall not be "rigidly" connected to each other except through the sign panel. This will allow each support to act independently when impacted by an errant vehicle.
- Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
- Excess pipe, wing channel, or windbeam shall be cut off so that it does not extend beyond the sign panel (i.e., excess support shall not be visible when the sign is viewed from the front.) Repair galvanized coating at cut support ends per Item 445, "Galvanizing."
- Additional route markers may be added vertically, provided the total sign area does not exceed the maximum allowable amount per Note 1.
- Additional sign clamp required on the "T-bracket" post for 24 inch height signs. Place the clamp 3 inches above bottom of sign when possible.
- Post open ends shall be fitted with Friction Caps.
- Sign blanks shall be the sizes and shapes shown on the plans.

REQUIRED SUPPORT	
SIGN DESCRIPTION	SUPPORT
48-inch STOP sign (R1-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
60-inch YIELD sign (R1-2)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
48x16-inch ONE-WAY sign (R6-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
36x48, 48x36, and 48x48-inch signs	TY 10BWG(1)XX(T)
48x60-inch signs	TY S80(1)XX(T)
48x48-inch signs (diamond or square)	TY 10BWG(1)XX(T)
48x60-inch signs	TY S80(1)XX(T)
48-inch Advance School X-ing sign (S1-1)	TY 10BWG(1)XX(T)
48-inch School X-ing sign (S2-1)	TY 10BWG(1)XX(T)
Large Arrow sign (W1-6 & W1-7)	TY 10BWG(1)XX(T)

Friction caps may be manufactured from hot rolled or cold rolled steel sheets. The minimum sheet metal thickness shall be 24 gauge for all cap sizes. The rim edges shall be reasonably straight and smooth. Caps shall be sized and formed in such a manner as to produce a drive-on friction fit and have no tendency to rock when seated on the pipe. The depth shall be sufficient to give positive protection against entrance of rainwater. They shall be free of sharp creases or indentations and show no evidence of metal fracture. Caps shall have an electrodeposited coating of zinc in accordance with the requirements of ASTM B633 Class FE/ZN 8.

STANDARD PLANS
Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS
SMALL ROADSIDE SIGNS
TRIANGULAR SLIPBASE SYSTEM
SMD(SLIP-2)-08

REVISED	DATE	BY	DESCRIPTION
9-08	PHR	6	(SEE TITLE SHEET)

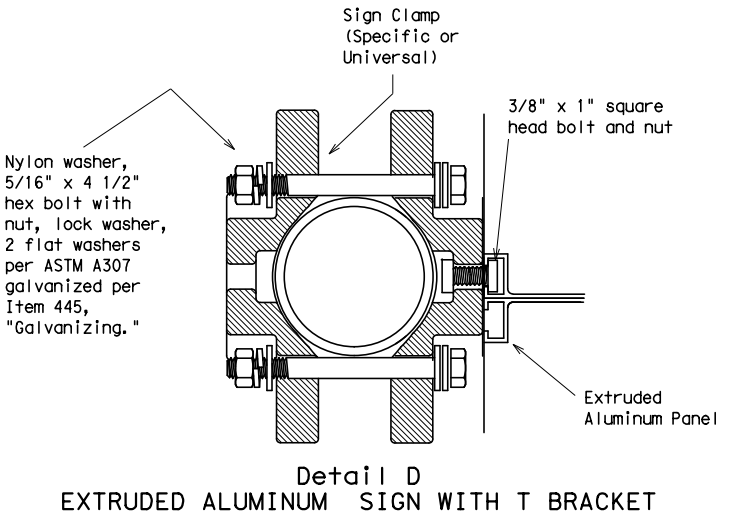
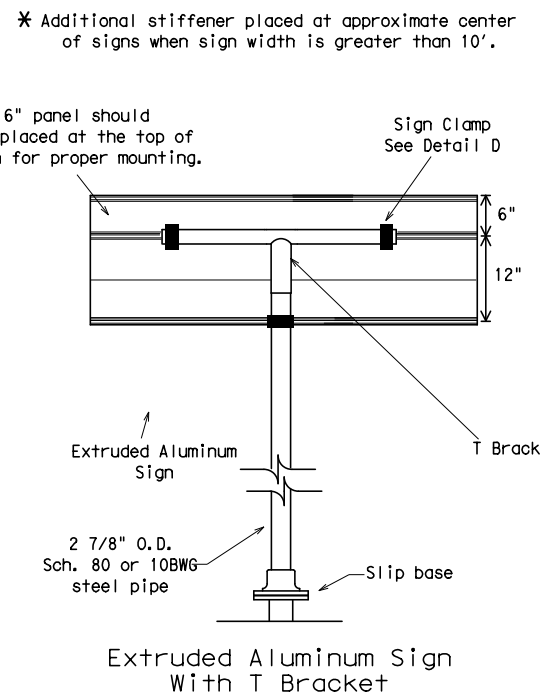
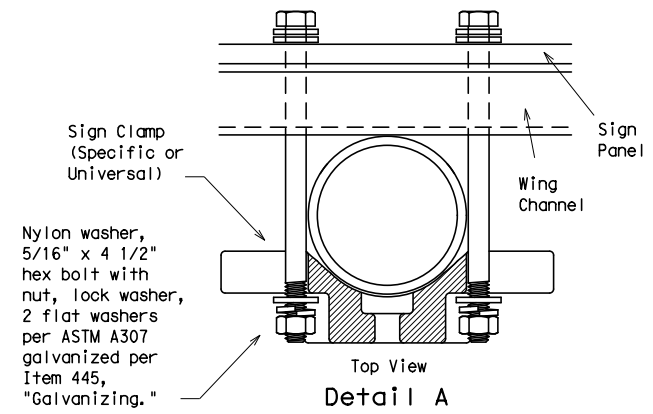
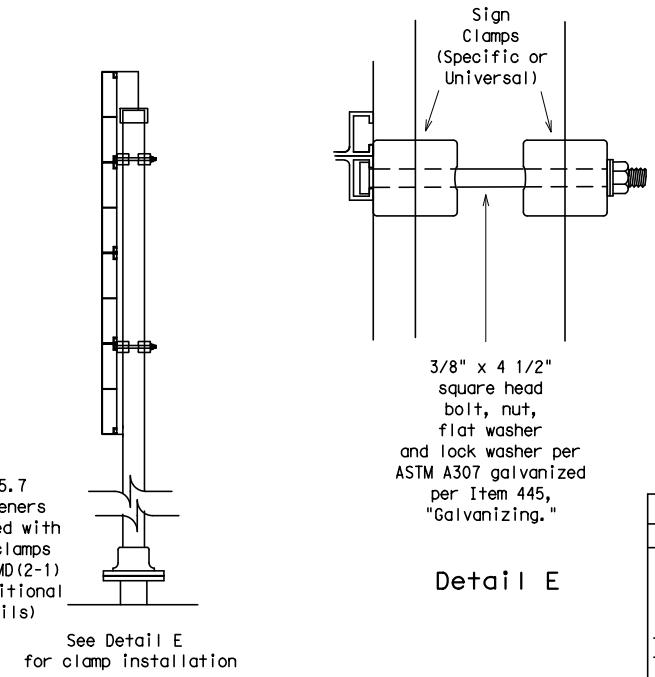
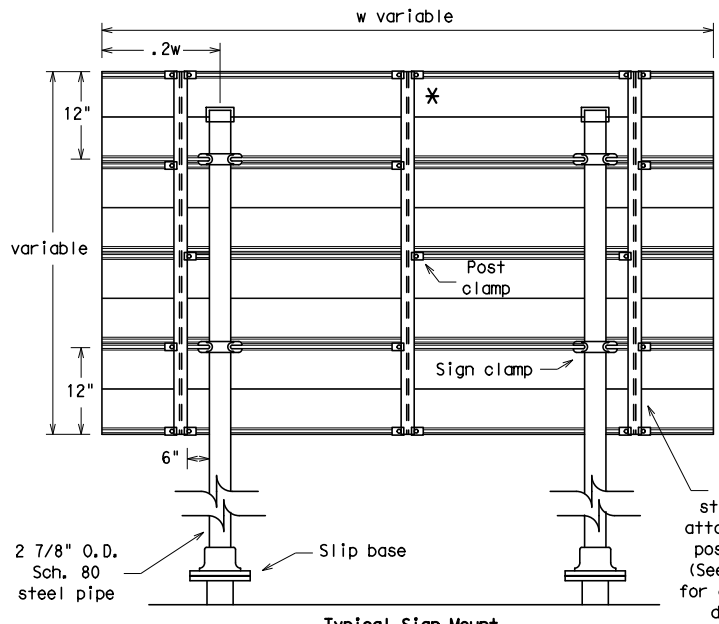
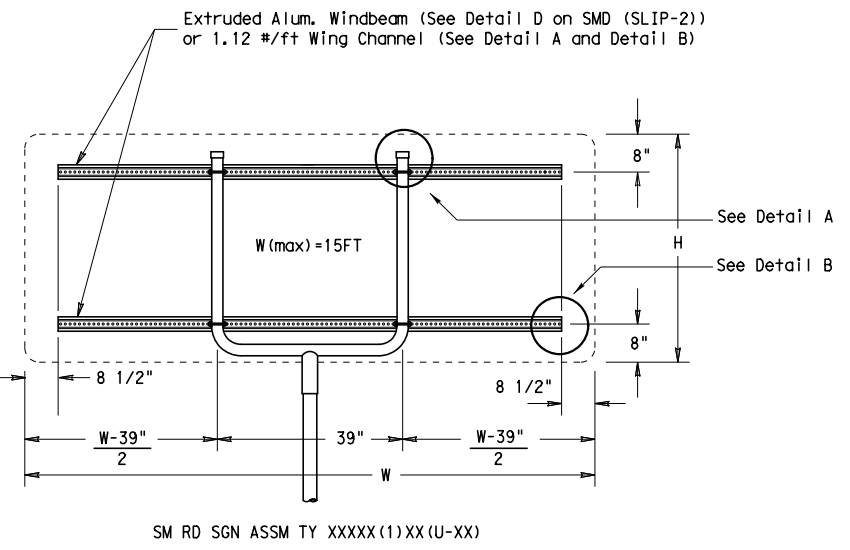
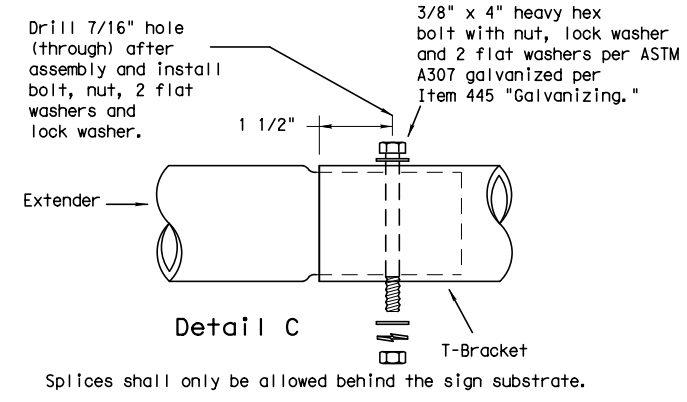
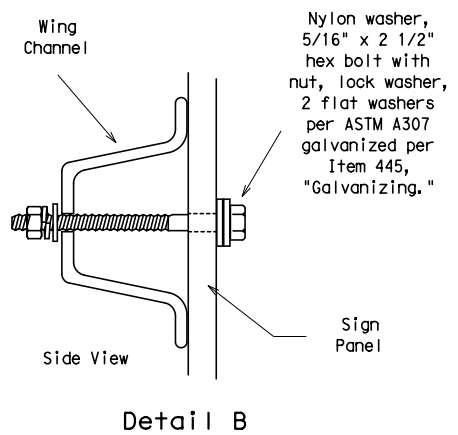
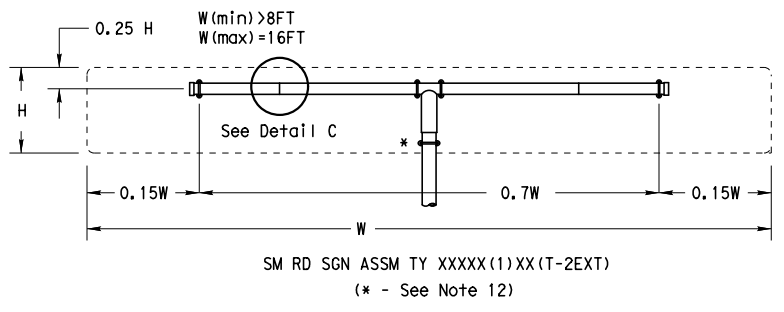
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STATE	FEDERAL	FEDERAL AID PROJECT	SHEET
PHR	6	(SEE TITLE SHEET)	213
COUNTY	CONTROL	SECTION	JOB
CAMERON	N/A	N/A	N/A

PR 100

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

LEVELS DISPLAYED
ACC:
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32
33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48
49 50 51 52 53 54 55 56 57 58 59 60 61 62 63



GENERAL NOTES:

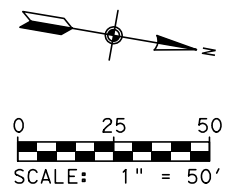
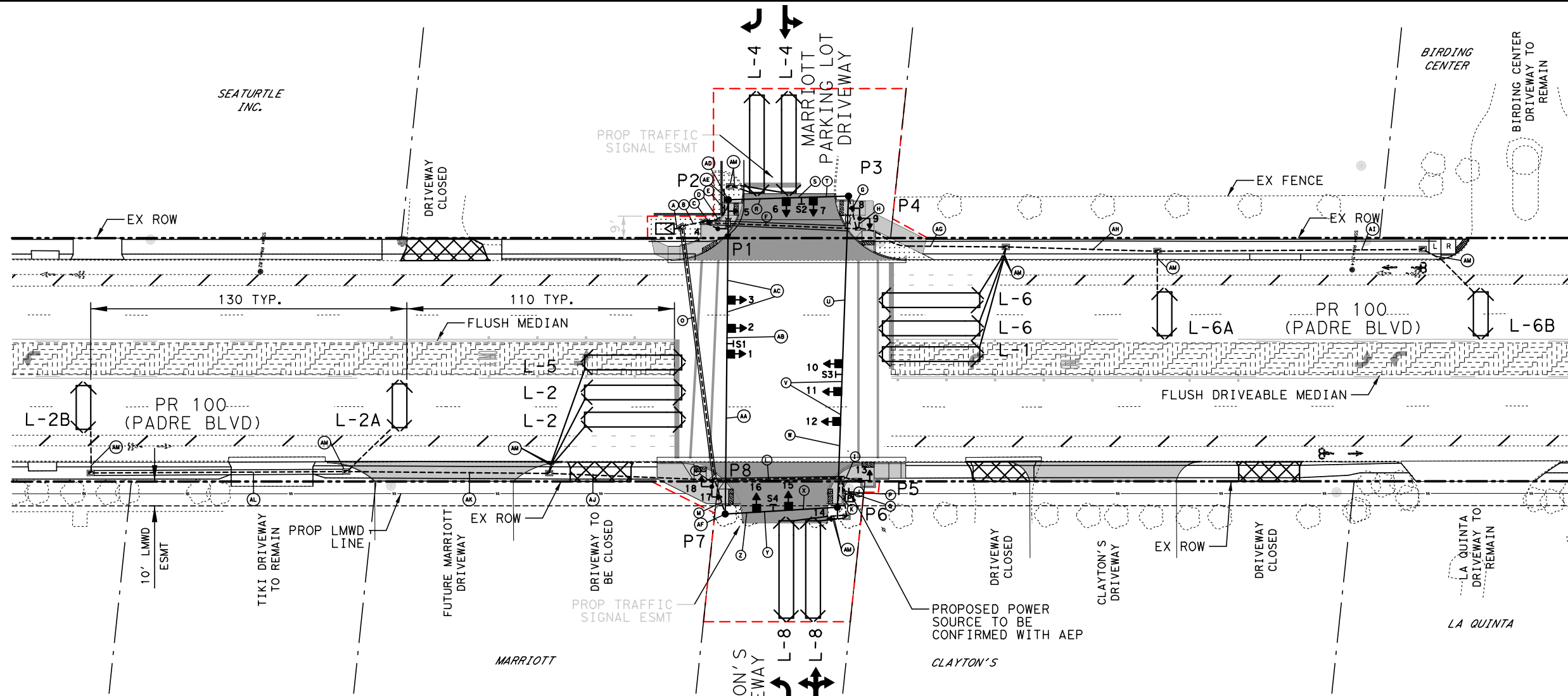
- | SIGN SUPPORT | # OF POSTS | MAX. SIGN AREA |
|--------------|------------|----------------|
| 10 BWG | 1 | 16 SF |
| 10 BWG | 2 | 32 SF |
| Sch 80 | 1 | 32 SF |
| Sch 80 | 2 | 64 SF |
- The Engineer may require that a Schedule 80 post be used in place of a 10 BWG where a sign height is abnormally high due to a fill slope.
- Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
- Aluminum sign blanks shall conform to Departmental Material Specifications DMS-7110 and shall have the following minimum thicknesses: 0.080 for signs less than 7.5 sq. ft., 0.100 for signs 7.5 to 15 sq. ft., and 0.125 for signs greater than 15 sq. ft.
- Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
- For horizontal rectangular signs fabricated from flat aluminum, T-brackets are used for signs 24 inches or less in height. U-brackets are used for signs of greater height.
- When two triangular slipbase supports are used to support a single sign, they shall not be "rigidly" connected to each other except through the sign panel. This will allow each support to act independently when impacted by an errant vehicle.
- Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
- Excess pipe, wing channel, or windbeam shall be cut off so that it does not extend beyond the sign panel (i.e., excess support shall not be visible when the sign is viewed from the front.) Repair galvanized coating at cut support ends per Item 445, "Galvanizing."
- Sign blanks shall be the sizes and shapes shown on the plans.
- Additional sign clamp required on the "T-bracket" post for 24 inch high signs. Place the clamp 3 inches above bottom of sign when possible.
- Post open ends shall be fitted with Friction Caps.

REQUIRED SUPPORT		
	SIGN DESCRIPTION	SUPPORT
Regulatory	48-inch STOP sign (R1-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	60-inch YIELD sign (R1-2)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	48x16-inch ONE-WAY sign (R6-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	36x48, 48x36, and 48x48-inch signs	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
Warning	48x48-inch signs (diamond or square)	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
	48-inch Advance School X-ing sign (S1-1)	TY 10BWG(1)XX(T)
	48-inch School X-ing sign (S2-1)	TY 10BWG(1)XX(T)
	Large Arrow sign (W1-6 & W1-7)	TY 10BWG(1)XX(T)

STANDARD PLANS
Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS
SMALL ROADSIDE SIGNS
TRIANGULAR SLIPBASE SYSTEM
SMD(SLIP-3)-08

© TxDOT July 2002	DN- TxDOT	CK- TxDOT	DN- TxDOT	CK- TxDOT
REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
9-08	PHR	6	(SEE TITLE SHEET)	214
COUNTY	CONTROL	SECTION	JOB	HIGHWAY
CAMERON	N/A	N/A	N/A	PR 100



LEGEND	
	PROP. 12" SPAN WIRE MOUNTED TRAFFIC SIGNAL HEADS & LABEL
	PROP. LOOP DETECTOR
	PROP. FULL TRAFFIC ACTUATED GROUND MOUNTED CONTROLLER
	PROP. BORE CONDUIT & LABEL
	PROP. PVC CONDUIT & LABEL
	PROP. GROUND BOX
	PROP. GROUND BOX W/ APRON
	PROP. PED SIGNAL & LABEL
	PROP. STRAIN POLE, SPAN WIRE & LABEL
	PROP. PED POLE
	PROP. PEDESTAL SERVICE
	PROP. SPAN WIRE/TRAFFIC SIGNAL POLE MOUNTED SIGN & LABEL
	PROP. LUMINAIRE

No.	Revision	By	Date

PRELIMINARY
FOR REVIEW ONLY
Not for construction, bidding,
or permit purposes.
Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

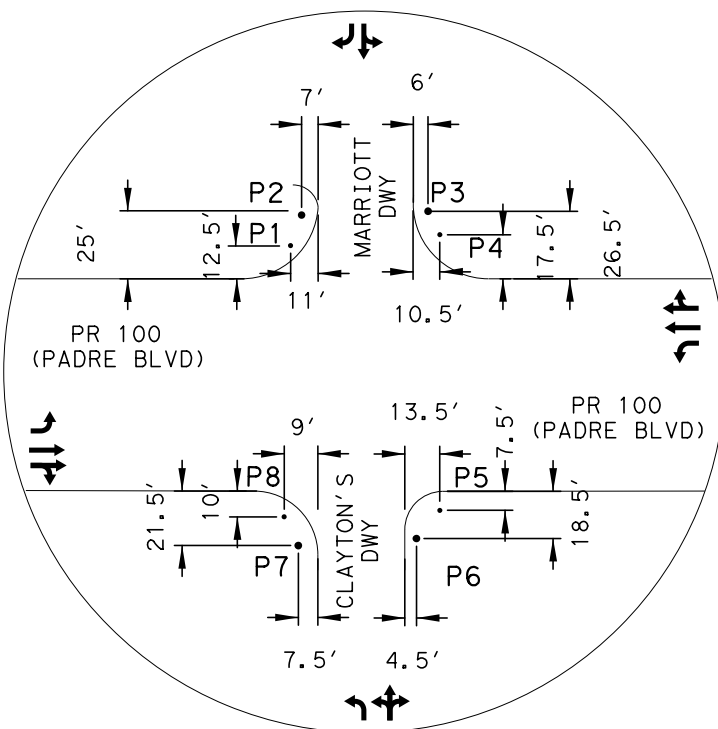
Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928

South Padre Island

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

PROPOSED TRAFFIC SIGNAL LAYOUT

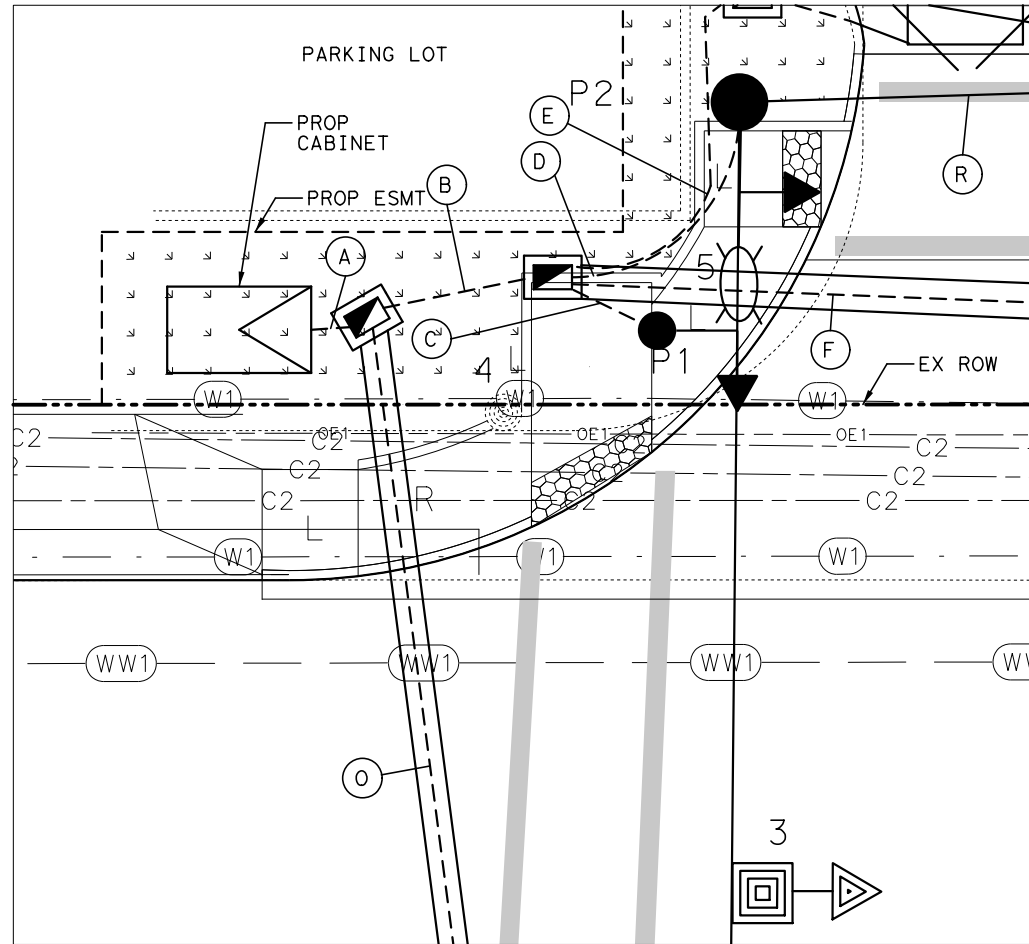


- NOTES:
- SEE PROPOSED TRAFFIC SIGNAL DETAILS FOR CORNER DETAILS.
 - SEVERAL UTILITIES EXIST IN THE AREA. CONTRACTOR SHALL VERIFY LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO BEGINNING TO DIG ANY TRAFFIC SIGNAL POLE FOUNDATIONS.
 - CONTRACTOR SHALL NOT PLACE THE CABINET, ANY TRAFFIC SIGNAL GROUND BOXES, OR POLES DIRECTLY ABOVE ANY UTILITY LINE. IF A CONFLICT IS FOUND, CONTACT THE CITY AND ENGINEER IMMEDIATELY TO RESOLVE THE CONFLICT.
 - CABINET, CABINET FOUNDATION, CONTROLLER, AND ALL OTHER CABINET EQUIPMENT TO BE SUBSIDIARY TO TXDOT PAY ITEM 680 6001.
 - CONTRACTOR TO COORDINATE WITH AEP BEFORE CONNECTING SIGNAL TO POWER SOURCE.

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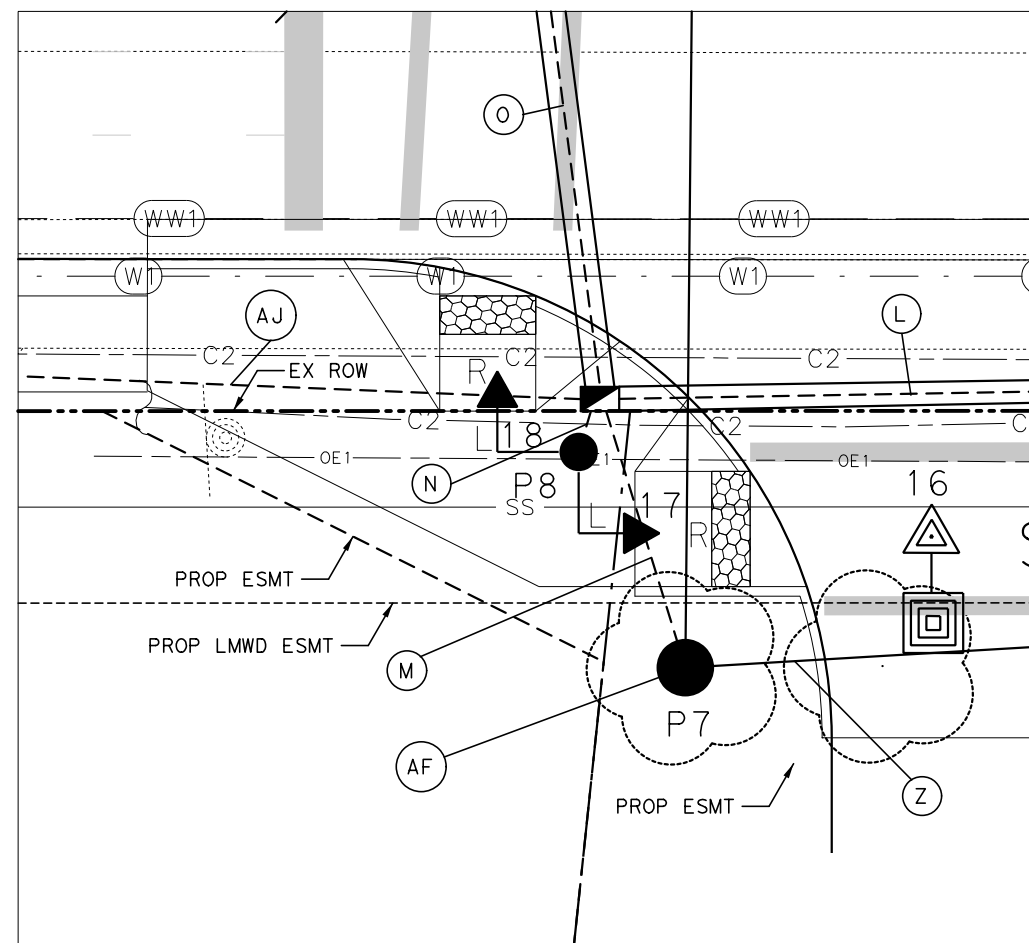
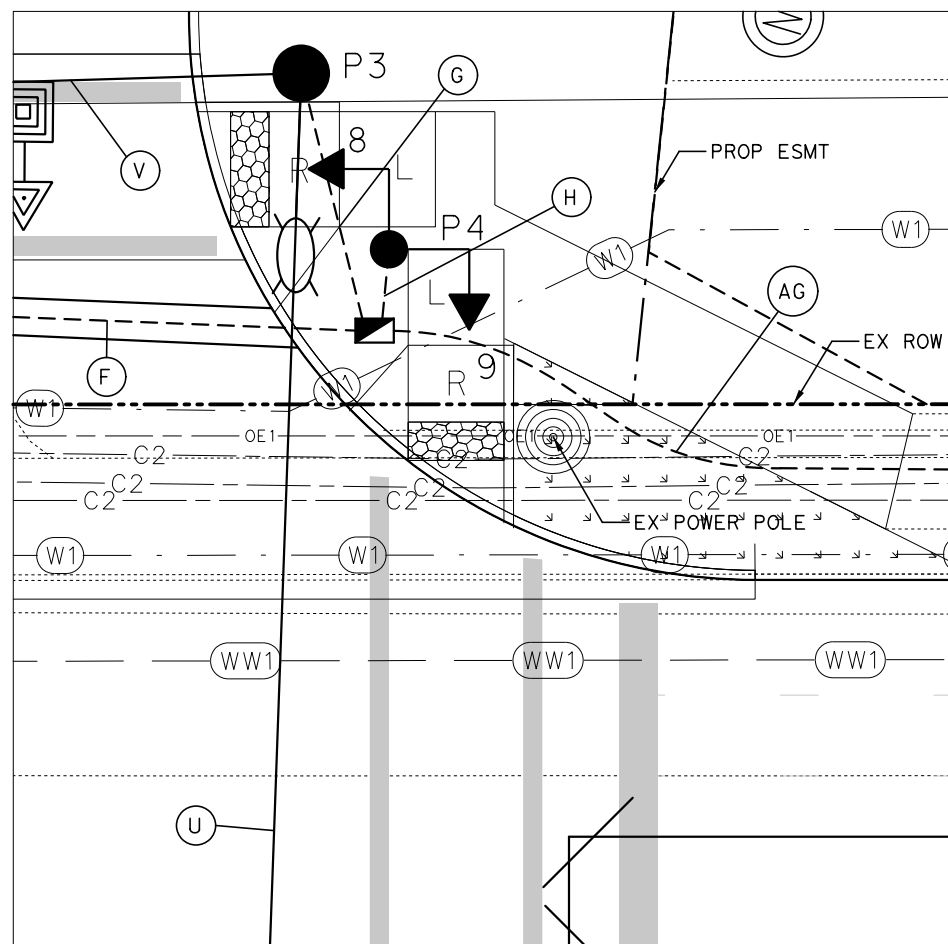
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6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 215



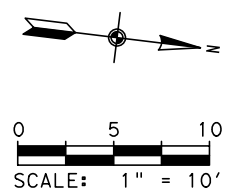
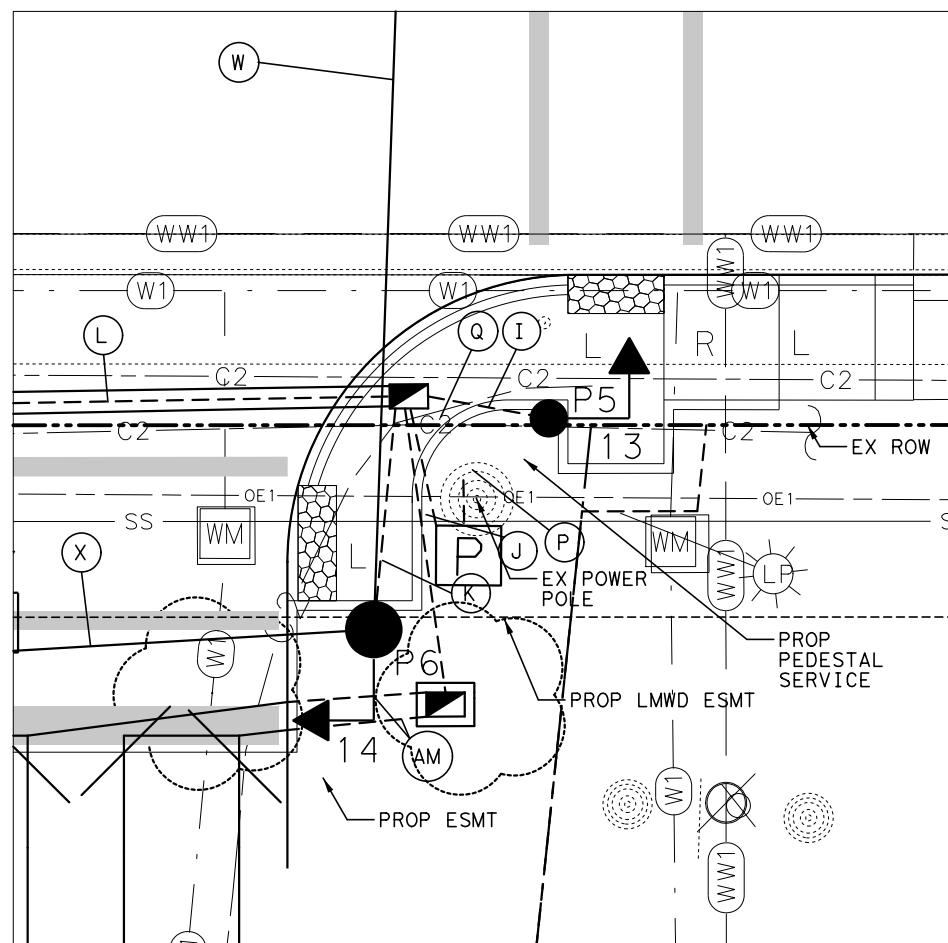
SOUTHWEST CORNER DETAIL

NORTHWEST CORNER DETAIL



SOUTHEAST CORNER DETAIL

NORTHEAST CORNER DETAIL



LEGEND

- PROP. 12" SPAN WIRE MOUNTED TRAFFIC SIGNAL HEADS & LABEL
- PROP. LOOP DETECTOR
- PROP. FULL TRAFFIC ACTUATED GROUND MOUNTED CONTROLLER
- PROP. BORE CONDUIT & LABEL
- PROP. PVC CONDUIT & LABEL
- PROP. GROUND BOX
- PROP. GROUND BOX W/ APRON
- PROP. PED SIGNAL & LABEL
- PROP. STRAIN POLE, SPAN WIRE & LABEL
- PROP. PED POLE
- PROP. PEDESTAL SERVICE
- PROP. SPAN WIRE/TRAFFIC SIGNAL POLE MOUNTED SIGN & LABEL
- PROP. LUMINAIRE

No.	Revision	By	Date

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 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

PROPOSED TRAFFIC SIGNAL CORNER DETAILS

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO.		216

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RUN NUMBER	CONDUIT STATUS	ITEM 618 SIZE/TYPE CONDUIT (FT) SCHEDULE 40					CABLE STATUS	NO. 8 BARE WIRE	NO. 6 XHHW WIRE	TRAY CABLE 4 COND. #12 AWG	LOOP DETECTOR WIRE	ITEM 684 ELECTRICAL CONDUCTORS				LENGTH OF RUN	RUN NUMBER
		1" PVC (TRENCH)	2" PVC (TRENCH)	2" PVC (BORE)	4" PVC (TRENCH)	4" PVC (BORE)						2 COND. #14 AWG	2 COND. #12 AWG	5 COND. #12 AWG	7 COND. #12 AWG		
A-1	I				10		1					8	9	11	4	10	A-1
A-2	I				10		1							4	4	10	A-2
A-3	I		10				1	2								10	A-3
A-4	I		10				1									10	A-4
B	I				10		1		2			4	5	7	4	10	B
C	I				10		1					1	1			10	C
D	I				20		1		1				1	5	4	20	D
E	I				15		1					1				15	E
F-1	I					65	1	1				3	2	2		65	F-1
F-2	I		65				1		1							65	F-2
G	I				15		1		1					2		15	G
H	I				10		1						2			10	H
I	I				10		1						1	1		10	I
J	I				20		1					1				20	J
K	I				15		1						1	1		15	K
L-1	I					55	1	1				1	2	2		55	L-1
L-2	I			55			1	2	2							55	L-2
M	I				15		1									15	M
N	I				10		1						2	2		10	N
O-1	I					105	1					4	4	4		105	O-1
O-2	I			105			1	2	2							105	O-2
P	I		10				1									10	P
Q	I		10				1	2	2							10	Q
R	S						1						2	2		26	R
S	S						1						1	2		11	S
T	S						1						1	1		15	T
U	S						1						1	1		69	U
V	S						1						1			24	V
W	S						1									36	W
X	S						1									21	X
Y	S						1								1	14	Y
Z	S						1						1	1		13	Z
AA	S						1						1	1		66	AA
AB	S						1		2				2			23	AB
AC	S						1		2				2			44	AC
AD	P						1						4	4		20	AD
AE	P						1						1	5	4	5	AE
AF	P						1									5	AF
AG	I		50				1					3				50	AG
AH	I		65				1					2				65	AH
AI	I		115				1					1				115	AI
AJ	I		70				1					3				70	AJ
AK	I		85				1					2				85	AK
AL	I		105				1					1				105	AL
AM	I		90				1									90	AM
CABLE TOTALS (LF)							697	360	460	180	1715	900	1521	685			

NOTES:
 1.) STATUS IS "I" INSTALL, "S" SPAN WIRE, "P" RUN IN POLE
 2.) WIRE QUANTITIES IN THE ABOVE TABLES ARE ROUNDED UP TO THE NEAREST 5' TO ACCOUNT FOR THE STUB UP INTO THE GROUND BOXES.
 3.) RUN AM LENGTH IS THE SUM OF ALL CONDUIT TO LOOP DETECTORS

CONDUIT TOTALS (LF)	
1" TRENCH	90
2" TRENCH	530
2" BORE	225
4" TRENCH	170
4" BORE	225

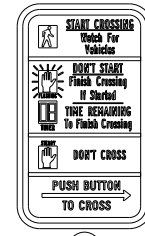
SPAN WIRE QUANTITIES	
3/16" GALVANIZED STEEL SWAY CABLE	362'
5/16" GALVANIZED STEEL SPAN WIRE CABLES	1028'

TRAFFIC SIGNAL POLES				
POLE NUMBER	QUANTITY	SIGNAL POLE DESIGNATION	FOUNDATION TYPE	FOUNDATION DEPTH
2.3	2	SPL-34D-100	36 (TY B)	15'/EA
6.7	2	SP-34D-100	36 (TY B)	15'/EA
1.4,5,8	4	PP-10-100	24 (TY A)	6'/EA

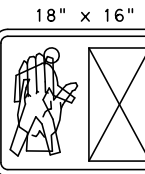
PP = PEDESTRIAN POLE

LOOP DETECTOR CHART							
LOOP	SIZE	WIRE LENGTH (FT)	SAW CUT (FT)	AMPLIFIER NO.	SETTING	FUNCTION	DELAY TIMING
L-1	6' x 40'	260	130	1	PRESENCE	CALL & EXTEND Ø1	
L-2	(2) 6' x 40'	470	235	2	PRESENCE	CALL & EXTEND Ø2	
L-2A	6' x 20'	130	65	9	PRESENCE	CALL & EXTEND Ø2	
L-2B	6' x 20'	130	65	9	PRESENCE	CALL & EXTEND Ø2	
L-4	(2) 6' x 40'	420	210	4	PRESENCE	CALL & EXTEND Ø4	
L-5	6' x 40'	270	135	5	PRESENCE	CALL & EXTEND Ø5	
L-6	(2) 6' x 40'	460	230	6	PRESENCE	CALL & EXTEND Ø6	
L-6A	6' x 20'	130	65	11	PRESENCE	CALL & EXTEND Ø6	
L6-B	6' x 20'	130	65	11	PRESENCE	CALL & EXTEND Ø6	
L-8	(2) 6' x 40'	430	215	8	PRESENCE	CALL & EXTEND Ø8	

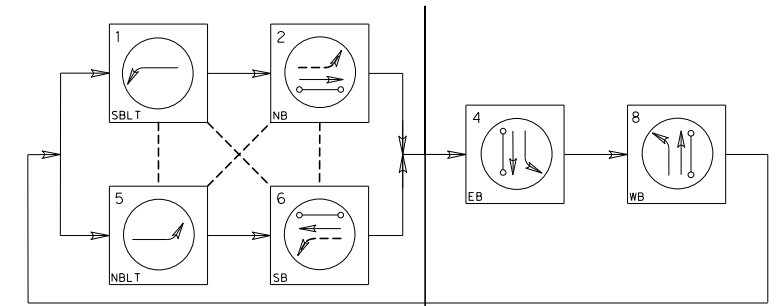
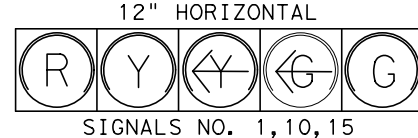
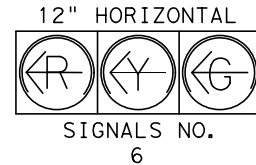
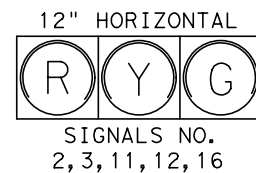
INSTALL 9"x15"



R10-3e SIGN w/ APS PUSH BUTTON STATION



LED PEDESTRIAN SIGNALS w/COUNTDOWN SIGNALS NO. 4, 5, 8, 9, 13, 14, 17, 18

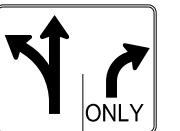


PHASING DIAGRAM

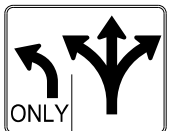
----- COMPATIBLE PHASES
 ○ PEDESTRIAN MOVEMENT



R10-12 (30"x36") S-1, S-3



R3-8MOD (36"x30") S-4



R3-8MOD (36"x30") S-2

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPBE REGISTERED ENGINEERING FIRM F-928



Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS
 PROPOSED TRAFFIC SIGNAL CHARTS

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	217
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

GENERAL NOTES FOR ALL ELECTRICAL WORK

- The location of all conduits, junction boxes, ground boxes, and electrical services is diagrammatic and may be shifted to accommodate field conditions.
- Provide new and unused materials. Ensure that all materials and installations comply with the applicable articles of the National Electrical Code (NEC), TxDOT standards and specifications, National Electrical Manufacturers Association (NEMA), and are listed by Underwriters Laboratories (UL) or a Nationally Recognized Testing Lab (NRTL). NRTLs such as Canadian Standard Association (CSA), Intertek Testing Services NA Inc., or FM Approvals LLC can be considered equivalent to UL. Where reference is made to NEMA listed devices, International Electrotechnical Commission (IEC) listed devices will not be considered an acceptable equal to a NEMA listed device. Acceptable devices may have both a NEMA and IEC listing. Faulty fabrication or poor workmanship in any material, equipment, or installation is justification for rejection. Replace or reinstall rejected material or equipment at no additional cost to the Department.
- Miscellaneous nuts, bolts and hardware, except for high strength bolts, may be stainless steel when plans specify galvanized, provided the bolt size is 1/2 in. or less in diameter.
- Provide the following test equipment as required by the Engineer to confirm compliance with the contract and the NEC: voltmeter, ammeter, megohm meter (1000 volt DC), ground resistance tester, torque wrenches, and torque screwdrivers. Ensure all equipment has been properly calibrated within the last year. Provide calibration certification to the Engineer upon request. Operate test equipment during inspection as requested by the Engineer.
- Install grounding as shown on the plans and in accordance with the NEC. Ensure all metallic conduits; metal poles; luminaires; and metal enclosures are bonded to the equipment grounding conductor. Provide stranded bare copper or green insulated grounding conductors. Ground rods, connectors, and bonding jumpers are subsidiary to the various bid items.
- When required by the Engineer, notify the Department in writing of materials from the Material Producers List (MPL) intended for use on each project. Prequalified materials are listed on the MPL on TxDOT's website under "Roadway Illumination and Electrical Supplies." No substitutions will be allowed for materials on this list.

CONDUIT

A. MATERIALS

- Provide conduit, junction boxes, fittings, and hardware as per TxDOT Departmental Material Specification (DMS) 11030 "Conduit" and Item 618 "Conduit" of TxDOT's "Standard Specifications For Construction And Maintenance Of Highways, Streets, And Bridges," latest edition. Provide conduits listed under Item 618 on the MPL under "Roadway Illumination and Electrical Supplies." Provide conduit types according to the descriptive code or as shown on the plans. Do not substitute other types of conduits for those shown. Provide liquidtight flexible metal conduit (LFMC) when flexible conduit is called for on galvanized steel rigid metallic conduit (RMC) systems. Provide liquidtight flexible nonmetallic conduit (LFNC) when flexible conduit is called for on polyvinyl chloride (PVC) systems.
- Provide galvanized steel RMC for all exposed conduits, unless otherwise shown on the plans. Properly bond all metal conduits.
- Unless otherwise shown on the plans, provide junction boxes with a minimum size as shown in the following table, which applies to the greatest number of conductors entering the box through one conduit with no more than four conduits per box. When a mixture of conductor sizes is present, count the conductors as if all are of the larger size. For situations not applicable to the table, size junction boxes in accordance with NEC.

AWG	3 CONDUCTORS	5 CONDUCTORS	7 CONDUCTORS
#1	10" x 10" x 4"	12" x 12" x 4"	16" x 16" x 4"
#2	8" x 8" x 4"	10" x 10" x 4"	12" x 12" x 4"
#4	8" x 8" x 4"	10" x 10" x 4"	10" x 10" x 4"
#6	8" x 8" x 4"	8" x 8" x 4"	10" x 10" x 4"
#8	8" x 8" x 4"	8" x 8" x 4"	8" x 8" x 4"


- Junction boxes with an internal volume of less than 100 cu. in. and supported by entering raceways must have threaded entries or hubs identified for the intended purpose and supported by connection of two or more rigid metal conduits. Secure conduit within 3 ft. of the enclosure or within 18 in. of the enclosure if all conduit entries are on the same side. Mechanically secure all junction boxes with an internal volume greater than 100 cu. inches.
- Provide hot dipped galvanized cast iron or sand cast aluminum outlet boxes for junction boxes containing only 10 AWG or 12 AWG conductors. Do not use die cast aluminum boxes. Size outlet boxes according to the NEC.
- Do not use intermediate metal conduit (IMC) or electrical metallic tubing (EMT) unless specifically required by the plan sheets. When EMT is called for, provide junction boxes made from galvanized steel sheeting, listed and approved for outdoor use, unless otherwise noted on the plans. Size all galvanized steel junction boxes in accordance with the NEC. Provide junction boxes for IMC conduit systems that meet the same requirements for junction boxes used with RMC systems.
- Provide PVC junction boxes intended for outdoor use on PVC conduit systems, unless otherwise noted on the plans.

- Provide PVC elbows in PVC conduit systems, unless otherwise shown on the plans. Use only a flat, high tensile strength polyester fiber pull tape for pulling conductors through the PVC conduit system. When galvanized steel RMC elbows are specifically called for in the plans and any portion of the RMC elbow is buried less than 18 in., ground the RMC elbow by means of a grounding bushing on a rigid metal extension. Grounding of the rigid metal elbow is not required if the entire RMC elbow is encased in a minimum of 2 in. of concrete. PVC extensions are allowed on these concrete encased rigid metal elbows. RMC or PVC elbows are subsidiary to various bid items.
- When required, provide High-Density Polyethylene (HDPE) conduit with factory installed internal conductors according to Item 622 "Duct Cable." At the Contractor's request and with approval by the Engineer, substitute HDPE conduit with no conductors for bored schedule 40 or schedule 80 PVC conduit bid under Item 618. Ensure bored HDPE substituted for PVC is schedule 40 and of the same size PVC called for in the plans. Ensure the substituted HDPE meets the requirements of Item 622, except that the conduit is supplied without factory-installed conductors. Make the transition of the HDPE conduit to PVC (or RMC elbow when required) at the bore pit. Provide conduit of the size and schedule as shown on the plans. Do not extend substituted conduit into ground boxes or foundations. Provide PVC or galvanized steel RMC elbows as called for at all ground boxes and foundations.
- Use two-hole straps when supporting 2 in. and larger conduits. On electrical service poles, properly sized stainless steel or hot dipped galvanized one-hole standoff straps are allowed on the service riser conduit.

B. CONSTRUCTION METHODS

- Provide and install expansion joint conduit fittings on all structure-mounted conduits at the structure's expansion joints to allow for movement of the conduit. In addition, provide and install expansion joint fittings on all continuous runs of galvanized steel RMC conduit externally exposed on structures such as bridges at maximum intervals of 150 ft. When requested by the project Engineer, supply manufacturer's specification sheet for expansion joint conduit fittings. Repair or replace expansion joint fittings that do not allow for movement at no additional cost to the Department. Provide the method of determining the amount of expansion to the Engineer upon request. Do not use LFMC or LFNC as a substitute for the required expansion conduit fittings.
- Space all conduit supports at maximum intervals of 5 ft. Install conduit spacers when attaching metal conduit to surface of concrete structures. See "Conduit Mounting Options" on ED(2). Install conduit support within 3 ft. of all enclosures and conduit terminations.
- Do not attach conduit supports directly to pre-stressed concrete beams except as shown specifically in the plans or as approved by the Engineer.
- Unless otherwise shown on the plans, jack or bore conduit placed beneath existing roadways, driveways, sidewalks, or after the base or surfacing operation has begun. Backfill and compact the bore pits below the conduit per Item 476 "Jacking, Boring, or Tunneling Pipe or Box" prior to installing conduit or duct cable to prevent bending of the connections.
- When placing conduit in the sub-grade of new roadways, backfill all trenches with excavated material unless otherwise noted on the plans. When placing conduit in the sub-base of new roadways, backfill all trenches with cement-stabilized base as per requirements of Items 110 "Excavation", 400 "Excavation and Backfill for Structures", 401 "Flowable Backfill", 402 "Trench Excavation Protection", and 403 "Temporary Special Shoring."
- Provide and place warning tape approximately 10 in. above all trenched conduit as per Item 618.
- During construction, temporarily cap or plug open ends of all conduit and raceways immediately after installation to prevent entry of dirt, debris and animals. Temporary caps constructed of durable duct tape are allowed. Tightly fix the tape to the conduit opening. Clean out the conduit and prove it clear in accordance with Item 618 prior to installing any conductors.
- Ensure conduit entry into the top of any enclosure is waterproof by installing conduit sealing hubs or using boxes with threaded bosses. This includes surface mounted safety switches, meter cans, service enclosures, auxiliary enclosures and junction boxes. Grounding bushings on water tight sealing hubs are not required.
- Fit the ends of all PVC conduit terminations with bushings or bell end fittings. Provide and install a grounding type bushing on all metal conduit terminations.
- Install a bonding jumper from each grounding bushing to the nearest ground rod, grounding lug, or equipment grounding conductor. Ensure all bonding jumpers are the same size as the equipment grounding conductor. Bonding of conduit used as a casing under roadways for duct cable is not required, if the duct extends the full length through the casing.
- At all electrical services, install a 6 AWG solid copper grounding electrode conductor.
- Place conduits entering ground boxes so that the conduit openings are between 3 in. and 6 in. from the bottom of the box. See the ground box detail on sheet ED(4).
- Seal ends of all conduits with duct seal, expandable foam, or by other methods approved by the Engineer. Seal conduit immediately after completion of conductor installation and pull tests. Do not use duct tape as a permanent conduit sealant. Do not use silicone caulk as a conduit sealant.
- File smooth the cut ends of all mounting strut and conduit. Before installing, paint the field cut ends of all mounting strut and RMC (threaded or non-threaded) with zinc rich paint (94% or more zinc content) to alleviate overspray. Use zinc rich paint to touch up galvanized material as allowed under Item 445 "Galvanizing." Do not paint non-galvanized material with a zinc rich paint as an alternative for materials required to be galvanized.

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		Traffic Operations Division Standard	
<h1>ELECTRICAL DETAILS CONDUITS & NOTES</h1>			
<h2>ED(1)-14</h2>			
FILE:	ed1-14.dgn	DWG:	CK:
© TxDOT	October 2014	CONT:	SECT:
REVISIONS		JOB:	HIGHWAY:
		N/A	PR 100
		DIST:	COUNTY:
		PHR	CAMERON
		SHEET NO.:	218

ELECTRICAL CONDUCTORS

A. MATERIAL INFORMATION

1. Provide Type XHHW insulated conductors in accordance with Departmental Material Specification (DMS)11040 "Conductors" and Item 620 "Electrical Conductors." Provide conductors as listed on the Material Producers List (MPL) on the Department web site under "Roadway Illumination and Electrical Supplies" Item 620. Color code insulated conductors in conformance with the NEC. Identify grounded (neutral) conductors with white insulation. Identify grounding conductors (ground wires) with green insulation or bare conductors. Identify ungrounded (hot) conductors with any color insulation except green, white, or gray. Keep color scheme consistent throughout the wiring system. Identify conductors 6 American Wire Gauge (AWG) and smaller by continuous color jacket. Identify electrical conductors 4 AWG and larger by continuous color jacket or by colored tape. When identifying conductors with colored tape, mark at least 6 in. of the conductor's insulation with half laps of tape.
2. Provide a solid copper 6 AWG grounding electrode conductor to bond the electrical service equipment to the concrete encased grounding electrode or the ground rod at the service location. Connect the grounding electrode conductor to the ground rod with a UL listed connector in accordance with DMS 11040. Connect the grounding electrode conductor to the concrete encased grounding electrode as shown in the plans.
3. Where two or more circuits are present in one conduit or enclosure, permanently identify the conductors of each branch circuit by attaching a non-metallic tag around both circuit conductors at each accessible location. Provide tags with two straps, large enough to indicate circuit number, letter, or other identification as shown in the plans. Print circuit identification on the tag with a permanent marker.
4. Use listed compression or screw type pressure connectors, terminal blocks, or split bolt connectors for splicing as specified in DMS 11040. Use hot melt adhesive tape to fill the gap and seal the ends of heat shrink tubing. Provide UL listed gel-filled insulating splice covers. Splicing materials, insulating materials, breakaway disconnects, splice covers, and fuse holders are subsidiary to various bid items.

B. CONSTRUCTION METHODS

1. Use only a flat, high tensile strength polyester fiber pull tape for pulling conductors through the conduit system. After installing conductors in conduit, perform conductor pull test. If a conductor cannot be freely pulled, make any needed alterations or repairs at no additional cost to the department. Perform insulation resistance tests in accordance with Item 620. Coordinate with the Engineer to witness the tests.
2. Leave 2 ft. minimum, 3 ft. maximum length for each conductor up to the splice in ground boxes. Leave 3 ft. minimum, 4 ft. maximum length of conductor in ground boxes when pulled through with no splice. Leave 1 ft. minimum, 1.5 ft. maximum length of conductor at enclosures, weatherheads and pole bases.
3. Make splices only in junction boxes, ground boxes, pole bases, or electrical enclosures and use only listed compression or screw type pressure connectors, terminal blocks, or split bolt connectors. Insulate splices with heavy wall heat shrink tubing or gel-filled insulating splice covers to provide a watertight splice. Overlap conductor insulation with heat shrink tubing a minimum of 2 in. past both sides of the splice. Where heat shrink tubing may not shrink sufficiently to provide a watertight seal around the individual conductors, prior to heating the tubing, increase the diameter of the conductor insulation using hot melt adhesive tape to provide a watertight seal between the individual conductors and the heat shrink tubing. Ensure the tape extends past the heat shrink tubing. Use hot melt adhesive tape to fill the gap and seal the ends of heat shrink tubing. Heat shrink tubing that appears to have been burned, or overheated, is considered defective and must be replaced.
4. Size and install gel-filled insulating splice covers according to manufacturer's specifications when used in place of heat shrink tubing.
5. Wire nuts with factory applied waterproof sealant may be used for 8 AWG or smaller conductors in above ground junction boxes, but not in pole bases or ground boxes. Install wire nuts in an upright position to prevent the accumulation of water.
6. Support conductors in illumination poles with a J-hook at the top of the pole.
7. When terminating conductors, remove the insulation and jacketing material without nicking the individual strands of the conductor. Conductors with nicked individual conductor strands or removed strands will be considered damaged.
8. Replace conductors and cables that are damaged beyond repair or that fail an insulation resistance test at no additional cost to the department.
9. Do not repair damaged conductors with duct tape, electrical tape, or wire nuts. Use only approved splicing methods.
10. Do not terminate more than one conductor under a single connector, unless the connector is rated for multiple conductors. Do not exceed the pressure connector's listing for maximum number and size of conductors allowed.
11. Install breakaway connectors on conductors bid under Item 620 whenever those conductors pass through a breakaway support device. Follow manufacturer's instructions when terminating conductors to breakaway connectors. Properly torque threaded connections. Proper terminations are critical to the safe operation of breakaway devices. Trim waterproofing boots on breakaway connectors to fit snugly around the conductor to ensure waterproof connection. Only one conductor may enter a single opening in a boot. Provide waterproof boots with the correct number of openings. Leave unused openings factory sealed. Use prequalified breakaway connectors as shown on the MPL.

12. Provide and install a separate stranded equipment grounding conductor (EGC) in all conduits that contain circuit wiring of 50 volts or more. Unless shown elsewhere, size the EGC to be the same size as the largest current carrying conductor contained in the conduit. Ensure all EGCs are bonded together at every accessible location. For traffic signal installations, provide a minimum size 8 AWG EGC. The EGC is paid for under Item 620.

C. TEMPORARY WIRING

1. Install temporary conductors and electrical equipment in accordance with the NEC article "Temporary Installations" and Department standard sheets.
2. Provide a ground fault circuit interrupter (GFCI) for power outlets for portable electrical equipment, power tools, ice machines, ice storage bins and refrigerators located outdoors at grade. GFCI may be any one of the following: molded cord and plug set, receptacle, or circuit breaker type.
3. Use listed wire nuts with factory applied sealant for temporary wiring where approved.
4. Enclose conductor splices within a listed enclosure or ground box, or ensure the splices are more than 10 ft. above grade vertically and more than 5 ft. horizontally from any metal structure. Where installing temporary conductors in areas subject to vehicle traffic or mobile construction equipment, ensure the vertical clearance to ground is at least 18 ft. when measured at the lowest point. Ground messenger wires that support power conductors in conformance with the NEC.
5. Protect and when necessary repair any existing electrical conduits uncovered during the construction process in a timely manner and in conformance with the NEC.

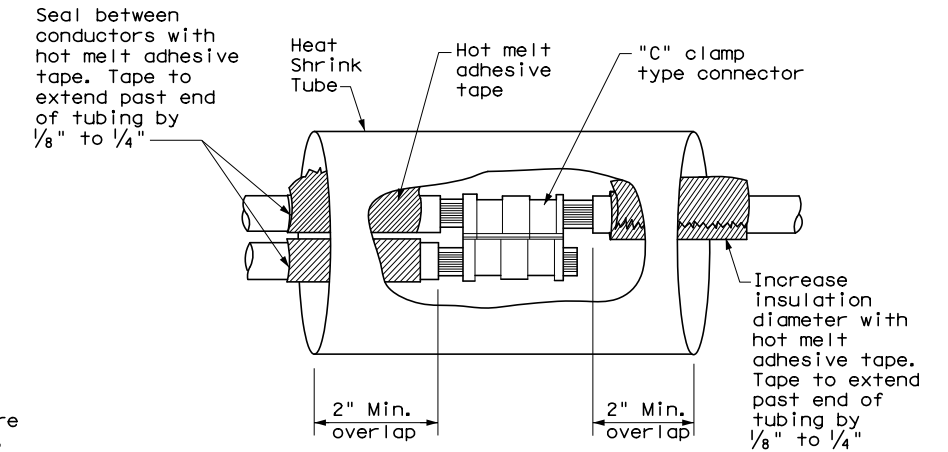
GROUND RODS & GROUNDING ELECTRODES

A. MATERIAL INFORMATION

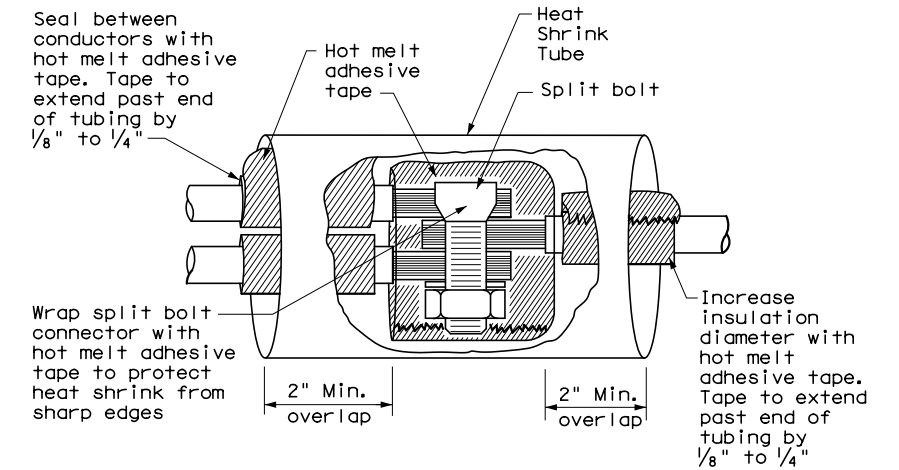
1. Provide and install a grounding electrode at electrical services. Provide ground rods according to DMS 11040 and the plans. Larger diameter or longer length rods may be called for in some specific locations, see the individual plans sheets. Concrete encased grounding electrodes may be called for in specific locations including electrical service, see individual plan sheets.

B. CONSTRUCTION METHODS

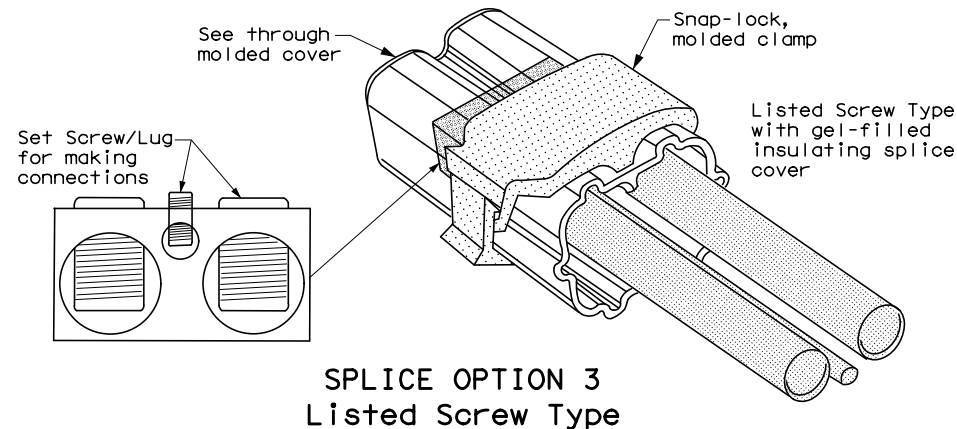
1. Furnish auxiliary ground rods for lightning protection and install in soil, concrete, or both, as called for in the plans. For ground rods installed in concrete, ensure the connection of the conductor to the ground rod is readily accessible for inspection or repairs. For ground rods installed in soil, ensure that the upper end is between 2 to 4 in. below finished grade.
2. Do not place ground rods in the same drilled hole as a timber pole.
3. Install ground rods so the imprinted part number is at the upper end of the rod.
4. Remove all non-conductive coatings such as concrete splatter from the rod at the clamp location.
5. Route all conductors as short and straight as possible for connection to lightning protection ground rods. When a bend is required, ensure a minimum radius bend of four inches for these conductors.
6. Unless otherwise called for in the plans, protect grounding electrode conductors with non-metallic conduit. When protecting grounding electrode conductors with metal conduit, provide and install a grounding type bushing and properly sized bonding jumper on each end of the metal conduit.
7. Written authorization is required before installing a ground rod in a horizontal trench for rocky soil or a solid rock bottom.



**SPLICE OPTION 1
Compression Type**



**SPLICE OPTION 2
Split Bolt Type**

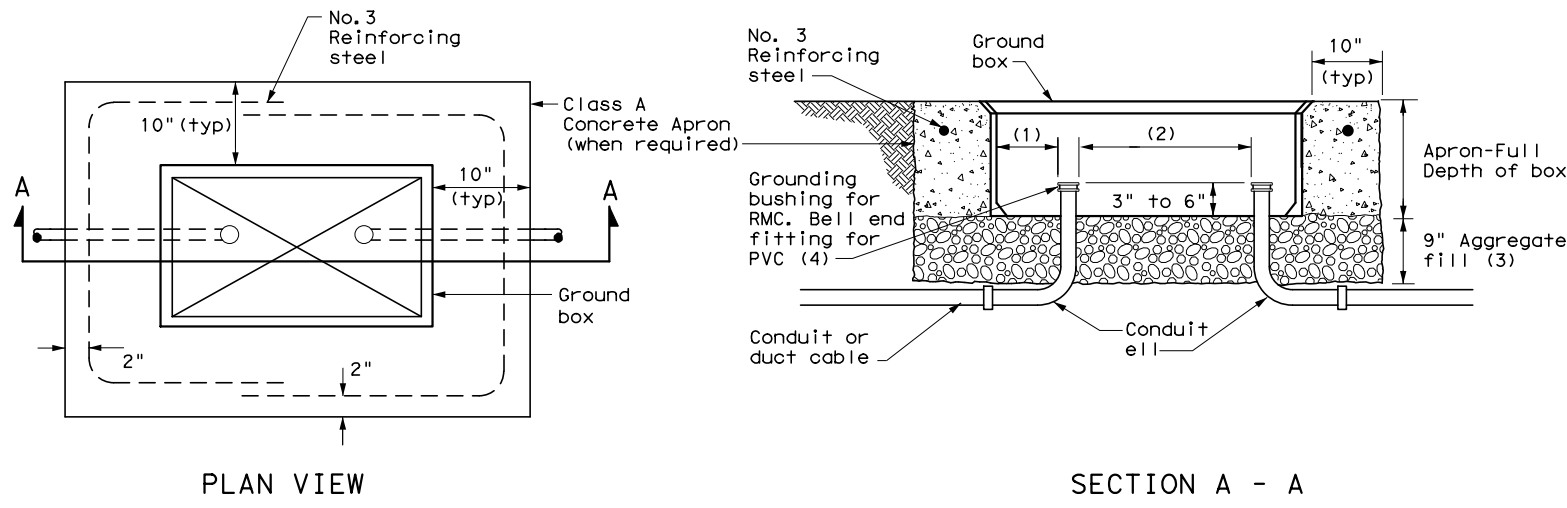


**SPLICE OPTION 3
Listed Screw Type**

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		Traffic Operations Division Standard	
<h2>ELECTRICAL DETAILS CONDUCTORS</h2>			
<h3>ED(3)-14</h3>			
FILE: ed3-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT
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REVISIONS	PR: 100	COUNTY: CAMERON	SHEET NO: 219

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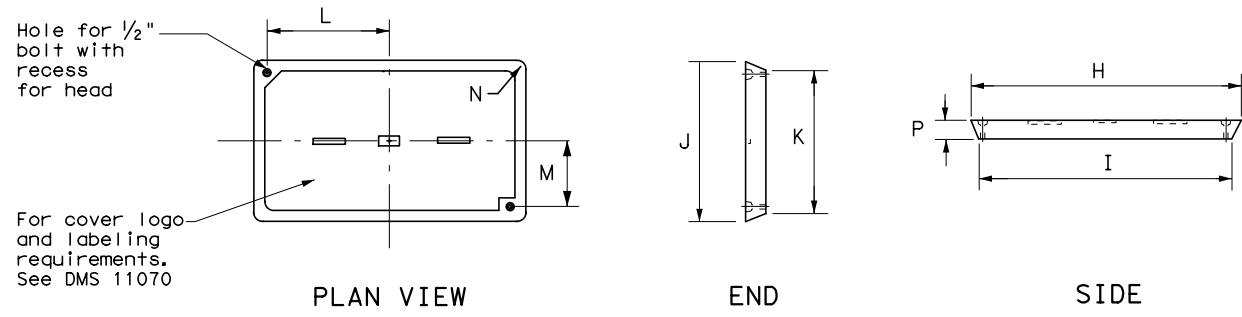


APRON FOR GROUND BOX

- (1) Uniformly space ends of conduits within the ground box. Position ends of conduits so that ground box walls do not interfere with the installation of grounding bushings or bell end fittings.
- (2) Maintain sufficient space between conduits to allow for proper installation of bushings.
- (3) Place aggregate under the box, not in the box. Aggregate should not encroach on the interior volume of the box.
- (4) Install a grounding bushing on the upper end of all RMC terminating in a ground box. Ground RMC elbows when any part of the bottom of the ground box. Install a PVC bushing or bell end fitting on the upper end of all PVC conduits terminating in a ground box.

GROUND BOX DIMENSIONS	
TYPE	OUTSIDE DIMENSIONS (INCHES) (Width x Length X Depth)
A	12 X 23 X 11
B	12 X 23 X 22
C	16 X 29 X 11
D	16 X 29 X 22
E	12 X 23 X 17

GROUND BOX COVER DIMENSIONS								
TYPE	DIMENSIONS (INCHES)							
	H	I	J	K	L	M	N	P
A, B & E	23 1/4	23	13 3/4	13 1/2	9 7/8	5 1/8	1 3/8	2
C & D	30 1/2	30 1/4	17 1/2	17 1/4	13 1/4	6 3/4	1 3/8	2



GROUND BOX COVER

GROUND BOXES

A. MATERIALS

1. Provide polymer concrete ground boxes measuring 16x30x24 in. (WxLxD) or smaller in accordance with Departmental Material Specification (DMS) 11070 "Ground Boxes" and Item 624 "Ground Boxes."
2. Provide Type A, B, C, D, and E ground boxes as shown in the plans, and as listed on the Material Producers List (MPL) on the Department web site under "Roadway Illumination and Electrical Supplies," Item 624.
3. Ensure ground box cover is correctly labeled in accordance with DMS 11070.
4. Provide larger ground boxes in accordance with Item 624 and as shown in the plans.

B. CONSTRUCTION METHODS

1. Remove all gravel and dirt from conduit. Cap all conduits prior to placing aggregate and setting ground box. Provide Grade 3 or 4 coarse aggregate as shown on Table 2 of Item 302 "Aggregates for Surface Treatments." Ensure aggregate bed is in place and at least 9 inches deep, prior to setting the ground box. Install ground box on top of aggregate.
2. Cast ground box aprons in place. Reinforcing steel may be field bent. Ensure the depth of concrete for the apron extends from finished grade to the top of the aggregate bed under the box. Ground box aprons, including concrete and reinforcing steel, are subsidiary to ground boxes when called for by descriptive code.
3. Keep bolt holes in the box clear of dirt. Bolt covers down when not working in ground boxes.
4. Install all conduits and ells in a neat and workmanlike manner. Uniformly space conduits so grounding bushings and bell end fittings can easily be installed.
5. Temporarily seal all conduits in the ground box until conductors are installed.
6. Permanently seal conduits immediately after the completion of conductor installation and pull tests. Permanently seal the ends of all conduits with duct seal, expandable foam, or other method as approved. Do not use duct tape as a permanent conduit sealant. Do not use silicone caulk as a sealant.
7. When a ground rod is present in a ground box, bond all equipment grounding conductors together and to the ground rod with listed connectors.
8. When a type B or D ground box is stacked to meet volume requirements, it is allowable to cut an appropriately sized hole for conduit entry in the side wall at least 18 inches below grade.
9. If an existing ground box in the contract has a metal cover, bond the cover to the equipment grounding conductor with a 3 ft. long stranded bonding jumper the same size as the grounding conductor. The bonding jumper is subsidiary to various bid items. Verify existing ground boxes with metal covers are shown on the plans, with notes fully describing the work required.
10. If other ground boxes with metal covers are within the project limits but are not part of the contract, the Engineer may direct the Contractor to bond the metal covers, identifying the specific boxes in writing. This work will be paid for separately.
11. Bond metal ground box covers to the grounding conductor with a tank ground type lug.

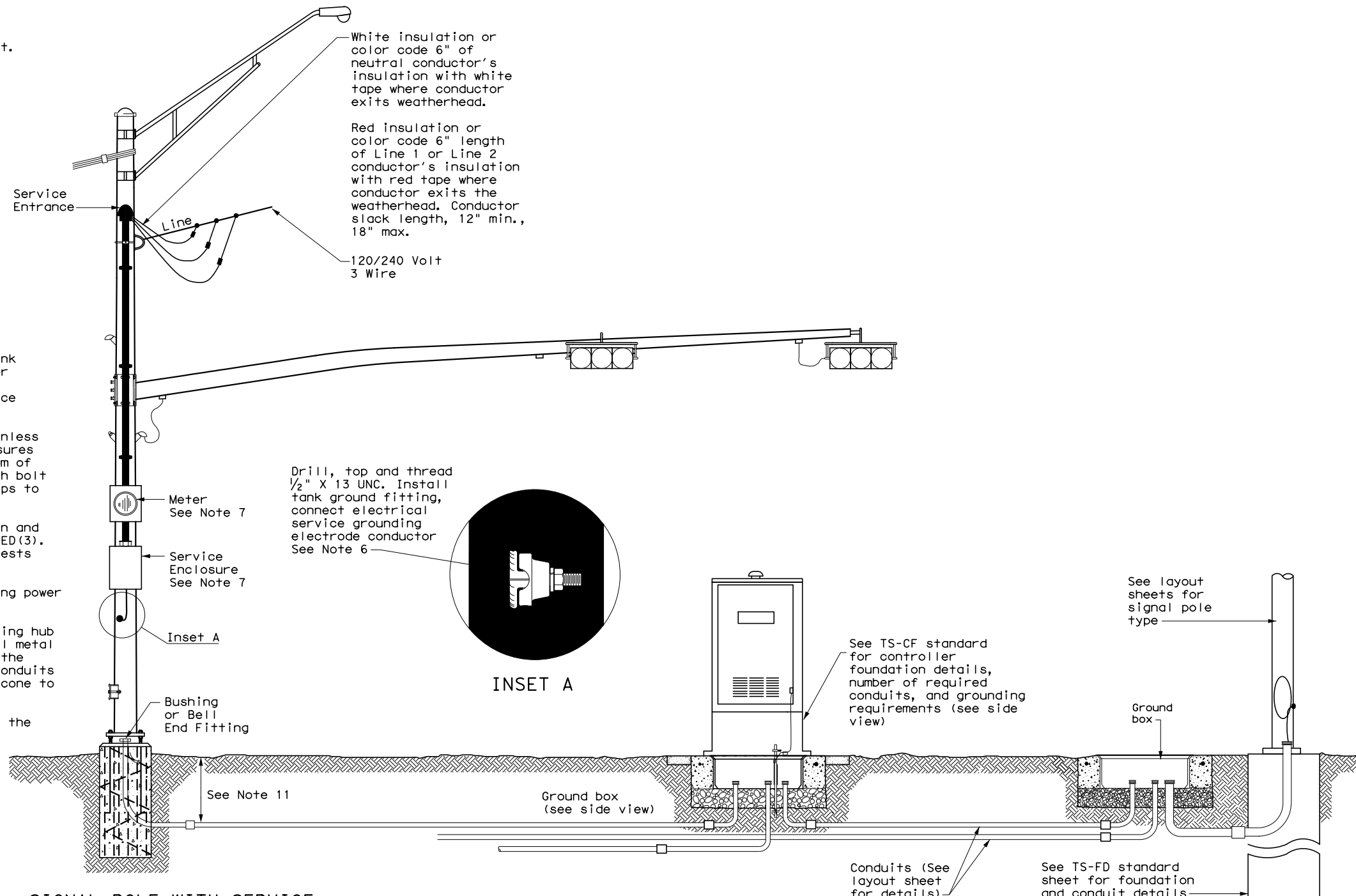
				Traffic Operations Division Standard	
<h2>ELECTRICAL DETAILS</h2> <h3>GROUND BOXES</h3> <h4>ED(4) - 14</h4>					
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TRAFFIC SIGNAL NOTES

1. Do not pass luminaire conductors through the signal controller cabinet.
2. Include an equipment grounding conductor in all conduits throughout the electrical system. Bond all exposed metal parts to the grounding conductor.
3. Provide roadway luminaires, when required, in accordance with the material and construction sections of Item 610, "Roadway Illumination Assemblies," except for performance testing of luminaires. Test installed roadway luminaires for proper operation as a part of the associated traffic signal system test.
4. If internally illuminated street name signs are approved for use, ground the fixture to the pole with a 12 AWG green XHHW conductor.
5. Bond anchor bolts to rebar cage in two locations using #3 bars or 6 AWG stranded copper conductors. Use listed mechanical connectors rated for embedment in concrete. See TxDOT standard TS-FD for further details.
6. Drill and tap signal poles for 1/2 in. X 13 UNC tank ground fitting. Provide and install tank ground fitting 4 in. to 6 in. directly below electrical service enclosure. Provide properly sized hole through the bottom of the enclosure for the service grounding electrode conductor. Connect the electrical service grounding electrode conductor to the tank ground fitting. Ensure electrical service grounding electrode conductor is as short and straight as possible from the enclosure to the tank ground fitting. See Inset A detail for further information. Size service entrance conduit and branch circuit conduit as shown in the plans.
7. Mount electrical service enclosure and meter to signal pole with stainless steel bands. Ensure bands are a minimum width of 3/4 in. Secure enclosures to bands using two-bolt brackets. Install brackets near top and bottom of each enclosure. Install properly sized stainless steel washers on each bolt in the enclosure. Band or drill and tap properly sized stand-off straps to signal pole for attaching conduit.
8. Conduct pull tests and insulation resistance tests on all illumination and power conductors as required in Item 620 "Electrical Conductors" and ED(3). To prevent electronics damage, do not conduct insulation resistance tests on traffic signal cables after termination.
9. Lock all enclosures and bolt down all ground box covers before applying power to the signal installation.
10. Terminate conduits entering the top of enclosures with a conduit-sealing hub or threaded boss such as meter hub. Install a grounding bushing on all metal conduits not connected to conduit-sealing hub or threaded boss. Bond the grounding bushing to the ground bus with a bonding jumper. Seal all conduits entering enclosures with duct seal or expanding foam. Do not use silicone to seal conduit ends.
11. For all conduits, ensure the burial depth is a minimum of 18". Ensure the minimum burial depth for conduit placed under a roadway is 24".

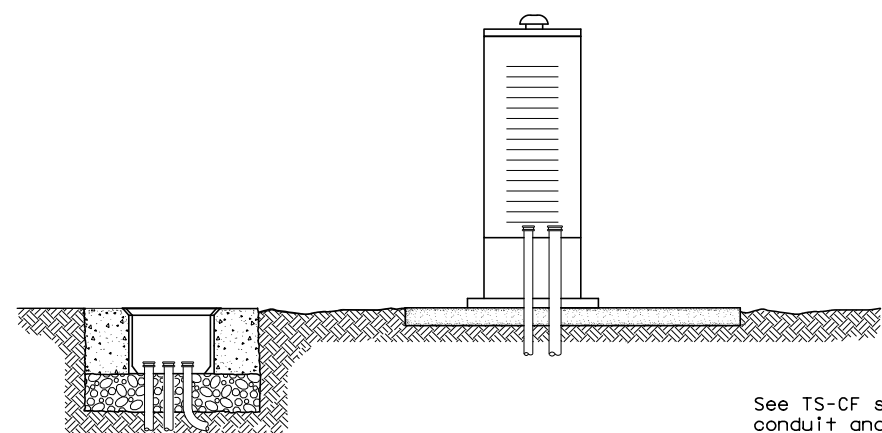


SIGNAL POLE WITH SERVICE

Type T electrical service mounted on signal pole shown as an example. See electrical details, layout sheets, and electrical service data chart for additional details.

SIGNAL CONTROLLER FRONT VIEW

SIGNAL POLE



SIGNAL CONTROLLER SIDE VIEW

See TS-CF standard for conduit and grounding requirements. See layout sheets for ground box locations and any additional conduits that are required.

**ELECTRICAL DETAILS
 TYPICAL TRAFFIC SIGNAL
 SYSTEM DETAILS
 ED(8)-14**

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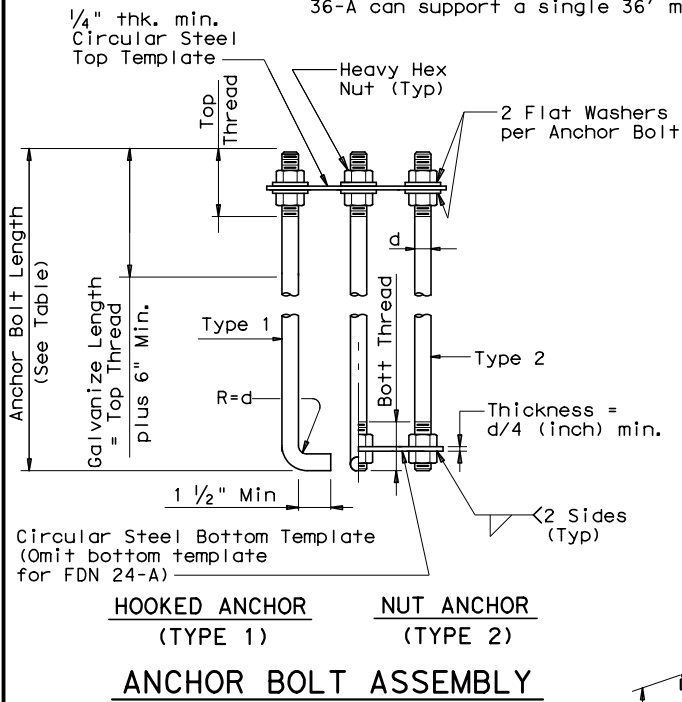
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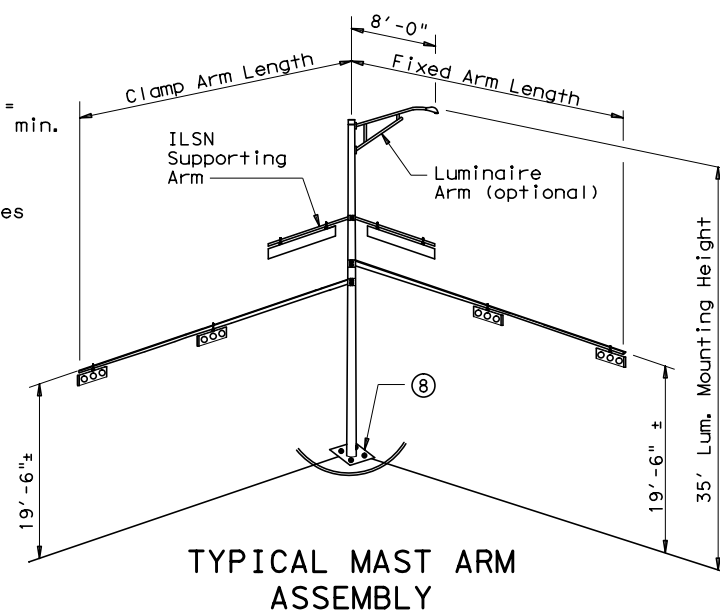
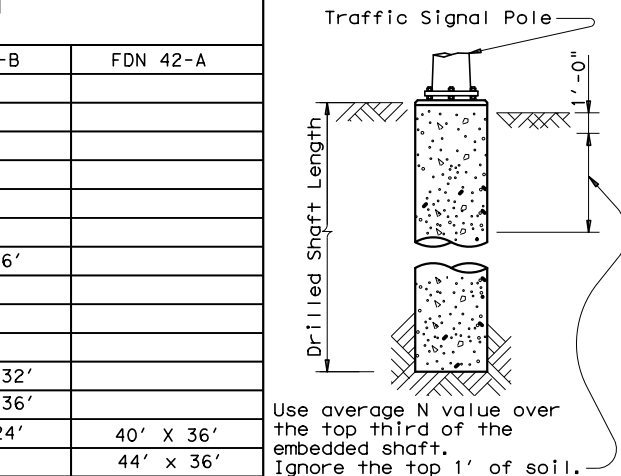
FDN TYPE	DRILLED SHAFT DIA	REINFORCING STEEL		EMBEDDED DRILLED SHAFT LENGTH-ft (4, 5, 6)			ANCHOR BOLT DESIGN			FOUNDATION DESIGN LOAD		TYPICAL APPLICATION	
		VERT BARS	SPIRAL & PITCH	TEXAS CONE PENETROMETER N blows/ft			ANCHOR BOLT DIA	Fy (ksi)	BOLT CIR DIA	ANCHOR TYPE	MOMENT K-ft		SHEAR Kips
				10	15	40							
24-A	24"	4- #5	#2 at 12"	5.7	5.3	4.5	3/4"	36	12 3/4"	1	10	1	Pedestal pole, pedestal mounted controller.
30-A	30"	8- #9	#3 at 6"	11.3	10.3	8.0	1 1/2"	55	17"	2	87	3	Mast arm assembly. (see Selection Table)
36-A	36"	10- #9	#3 at 6"	13.2	12.0	9.4	1 3/4"	55	19"	2	131	5	Mast arm assembly. (see Selection Table) 30' strain pole with or without luminaire.
36-B	36"	12- #9	#3 at 6"	15.2	13.6	10.4	2"	55	21"	2	190	7	Mast arm assembly. (see Selection Table) Strain pole taller than 30' & strain pole with mast arm
42-A	42"	14- #9	#3 at 6"	17.4	15.6	11.9	2 1/4"	55	23"	2	271	9	Mast arm assembly. (see Selection Table)

FOUNDATION SELECTION TABLE FOR STANDARD MAST ARM PLUS ILSN SUPPORT ASSEMBLIES (ft)					
80 MPH DESIGN WIND SPEED	MAX SINGLE ARM LENGTH	FDN 30-A	FDN 36-A	FDN 36-B	FDN 42-A
				24' X 24'	48'
MAXIMUM DOUBLE ARM LENGTH COMBINATIONS		28' X 28'			
		32' X 28'	32' X 32'		
			36' X 36'		
			40' X 36'		
100 MPH DESIGN WIND SPEED	MAX SINGLE ARM LENGTH		36'	44'	
	MAXIMUM DOUBLE ARM LENGTH COMBINATIONS		24' X 24'		
			28' X 28'		
			32' X 24'	32' X 32'	
			36' X 36'		
			40' X 24'	40' X 36'	
				44' X 36'	

EXAMPLE:
 1. For 80mph design wind speed, foundation 30-A can support up to a 32' arm with another arm up to 28'
 2. For 100mph design wind speed, foundation 36-A can support a single 36' mast arm.



⑧ Orient anchor bolts orthogonal with the fixed arm direction to ensure that two bolts are in tension under dead load.

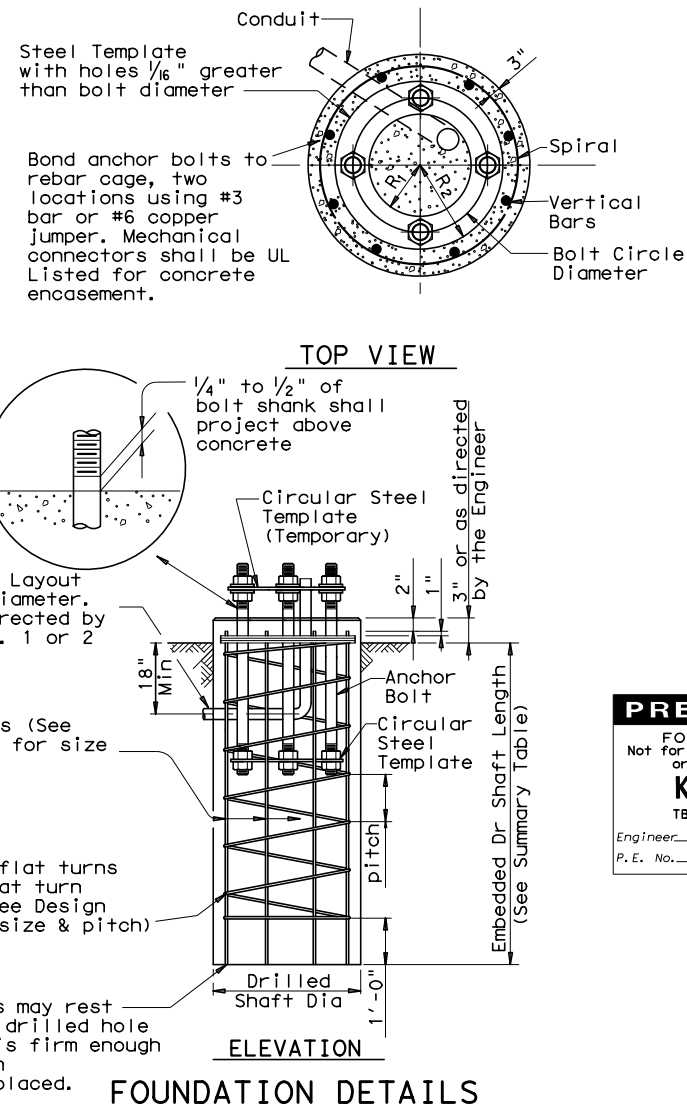


NOTES:

- Anchor bolt design develops the foundation capacity given under Foundation Design Loads.
- Foundation Design Loads are the allowable moments and shears at the base of the structure.
- Foundations may be listed separately or grouped according to similarity of location and type. Quantities are for the Contractor's information only.
- Field Penetrometer readings at a depth of approximately 3 to 5 feet may be used to adjust shaft lengths.
- If rock is encountered, the Drilled Shaft shall extend a minimum of two diameters into solid rock.
- Decimal lengths in Design Table are to allow interpolation for other penetrometer values. Round to nearest foot for entry into Summary Table.

ANCHOR BOLT & TEMPLATE SIZES						
BOLT DIA IN.	⑦ BOLT LENGTH	TOP THREAD	BOTTOM THREAD	BOLT CIRCLE	R2	R1
3/4"	1'-6"	3"	—	12 3/4"	7 1/8"	5 5/8"
1 1/2"	3'-4"	6"	4"	17"	10"	7"
1 3/4"	3'-10"	7"	4 1/2"	19"	11 1/4"	7 3/4"
2"	4'-3"	8"	5"	21"	12 1/2"	8 1/2"
2 1/4"	4'-9"	9"	5 1/2"	23"	13 3/4"	9 1/4"

⑦ Min dimensions given, longer bolts are acceptable.



PRELIMINARY
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 Not for construction, bidding, or permit purposes.
Kimley-Horn
 TBPE FIRM NO. F-928
 Engineer: THOMAS P. GRANT
 P.E. No. 100876 Date 11/6/2018

FOUNDATION SUMMARY TABLE ③

LOCATION IDENTIFICATION	AVG. N BLOW /ft.	FDN TYPE	NO. EA	DRILLED SHAFT LENGTH (FEET) ⑥				
				24-A	30-A	36-A	36-B	42-A
FLASHING LED SIGN FOUNDATIONS								
PDR STA 322+00	10	24-A	4	24				
PDR STA 328+00	10	24-A	4	24				
PDR STA 336+42	10	24-A	4	24				
PDR STA 352+00	10	24-A	4	24				
PDR STA 390+00	10	24-A	3	18				
PDR STA 414+00	10	24-A	3	18				
PDR STA 482+59	10	24-A	2	12				
PDR STA 513+00	10	24-A	2	12				
PDR STA 534+48	10	24-A	2	12				
TOTAL DRILLED SHAFT LENGTHS				24*			60	

*24-A FOUNDATIONS FOR FLASHING LED ASSEMBLIES ARE SUBSIDIARY TO ITEM 687

GENERAL NOTES:

Design conforms to 1994 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals and interim revisions thereto.

Reinforcing steel shall conform to Item 440, "Reinforcing Steel".

Concrete shall be Class "C".

Threads for anchor bolts and nuts shall be rolled or cut threads of 8UN series up to 2" in diameter or UNC series for all sizes. Bolts and nuts shall have Class 2A and 2B fit tolerances. Galvanized nuts shall be tapped after galvanizing.

Anchor bolts that are larger than 1" in diameter shall conform to "alloy steel" or "medium-strength mild steel" per Item 449, "Anchor Bolts". Anchor bolts that are 1" in diameter or less shall conform to ASTM A36. Galvanize a minimum of the top end thread length plus 6" for all anchor bolts unless otherwise noted. Exposed washers and exposed nuts shall be galvanized. All galvanizing shall be in accordance with Item 445, "Galvanizing".

Templates and embedded nuts need not be galvanized. Lubricate and tighten anchor bolts when erecting the structure in accordance with Item 449, "Anchor Bolts".

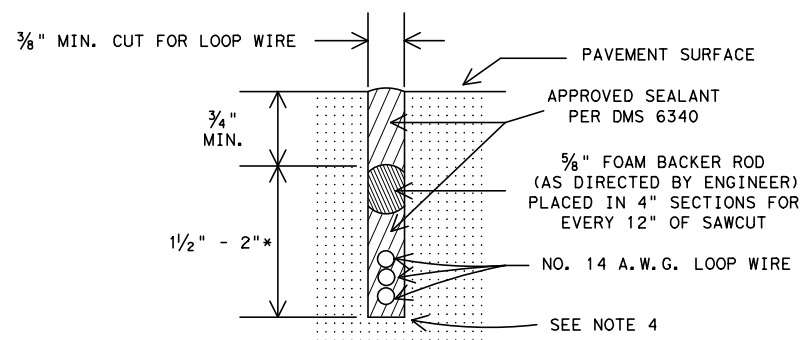
Texas Department of Transportation
 Traffic Operations Division

TRAFFIC SIGNAL POLE FOUNDATION

TS-FD-12

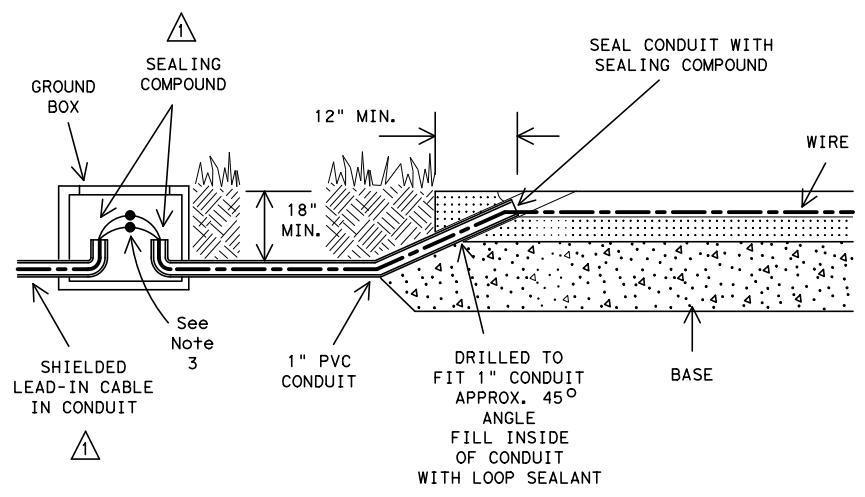
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5-96 11-99 1-12	REVISIONS	CONT	SECT	JOB
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		PHR	CAMERON	SHEET NO. 222

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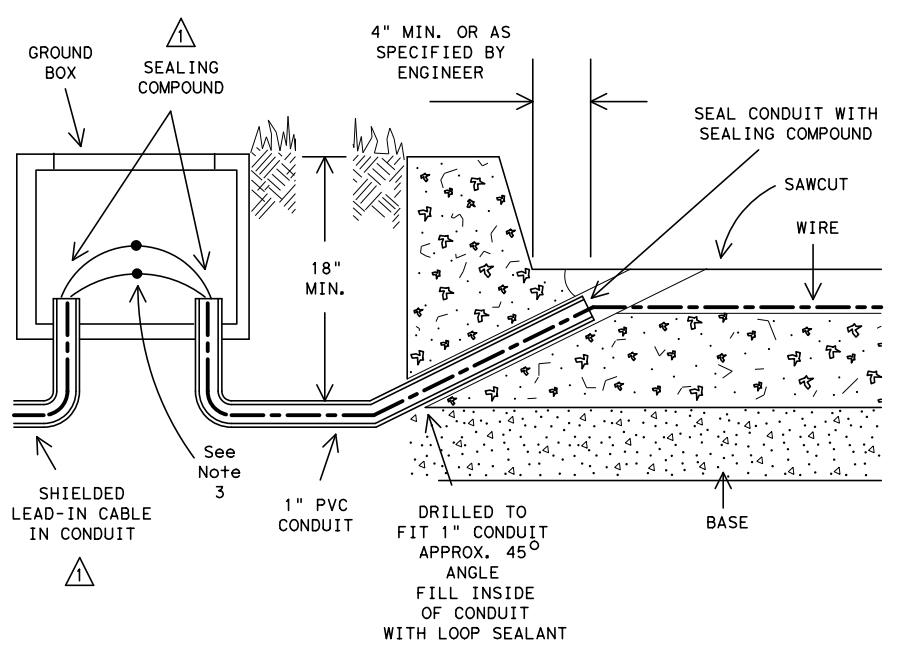


LOOP SAW CUT CROSS-SECTION

* SAWCUTS IN BRIDGE DECKS ARE TYPICALLY 1" DEPTH MAXIMUM
SAWCUTS IN BRIDGE DECKS AND ACROSS EXPANSION JOINTS SHALL BE AS APPROVED BY ENGINEER



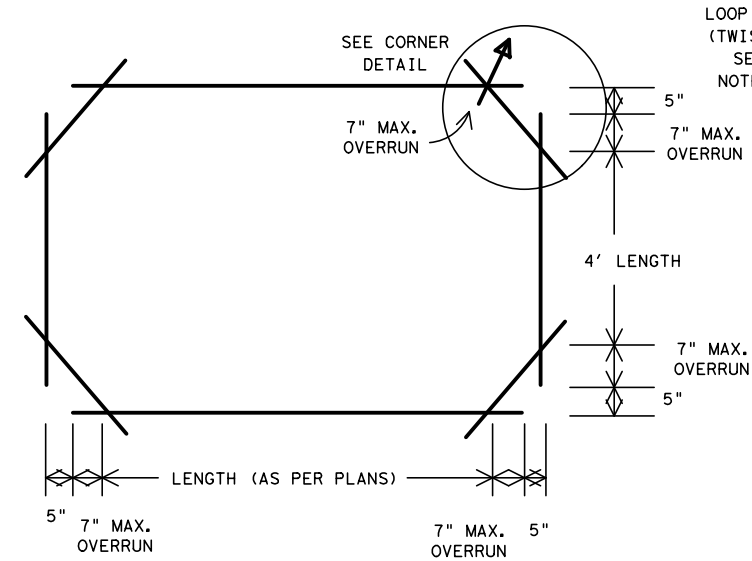
TYPICAL LEAD IN CONFIGURATION (WITHOUT CURBING)



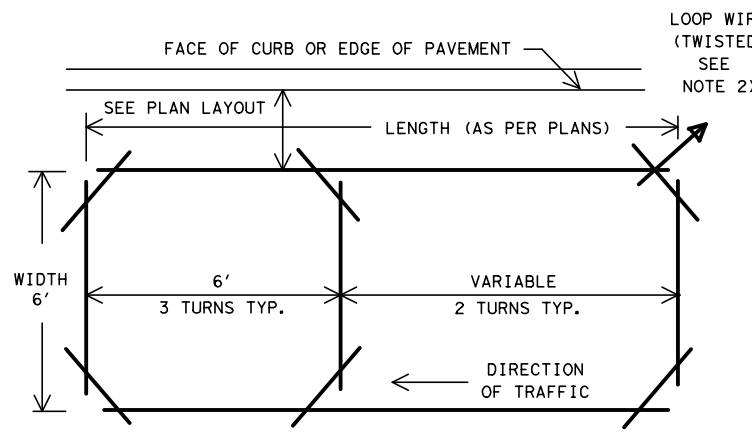
TYPICAL LEAD IN CONFIGURATION (WITH CURBING)

TYPICAL LOOP DETECTOR LAYOUTS

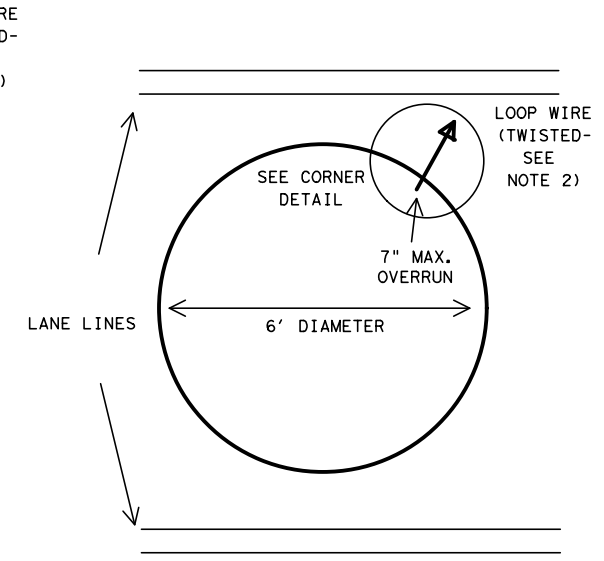
(AS SPECIFIED IN PLANS)



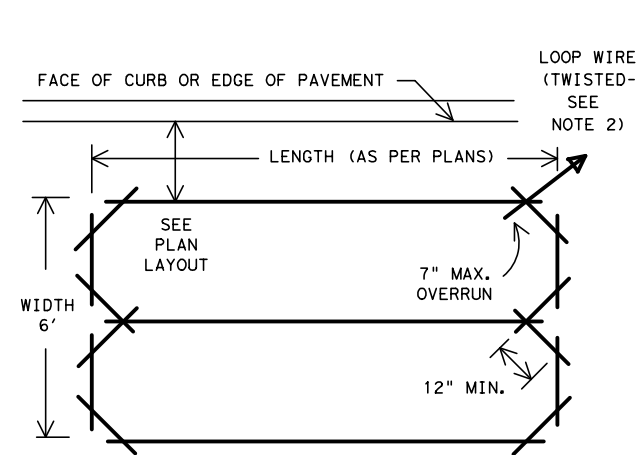
RECTANGULAR



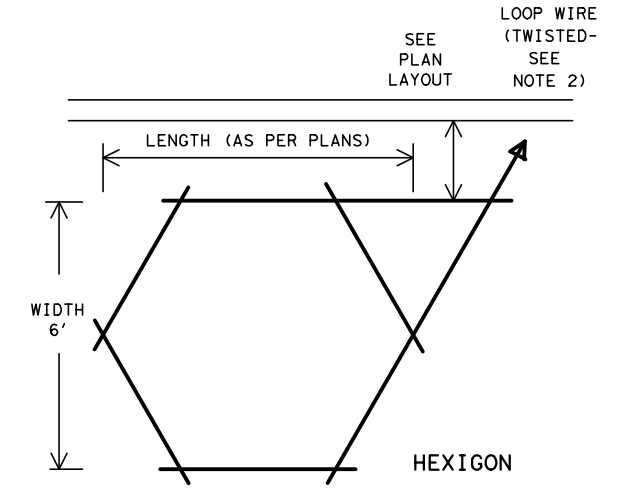
POWER HEADER



CIRCULAR



QUADRAPOLE



HEXIGON

GENERAL NOTES:

- The pavement cut is to be made with a concrete saw to neat lines and loose material removed. The cut shall be clean and dry when the wire and sealing compound is placed.
- Loop wire shall be 14 AWG Stranded Type XHHW. Wire from the loop to the ground box shall be twisted a minimum of 5 turns per foot. No splices shall be permitted in the loop or in the run to the ground box.
- The home run cable from the pull box to the controller shall be IMSA 50-2 shielded cable and shall be soldered to the loop wire. The solder joints shall be sealed with Scotchcast or other method acceptable to the Engineer. The shield shall be grounded only at the controller end. Loop home run cable shall be two conductor 14 AWG shielded, Type XHHW.
- All wire placed in the saw cut shall be sealed by fully encapsulating it in a sealant acceptable to the Engineer. Sealing compound shall be in accordance with DMS 6340.
- The loop location, configuration and number of turns shall be as indicated on the plans or as directed by the Engineer.

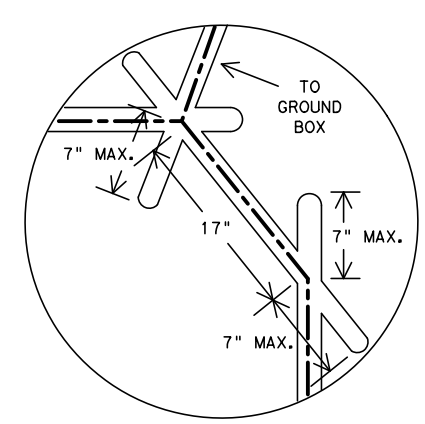
Recommended Number of Turns for Loop Detectors

PERIMETER SIZE (FT.)	NUMBER OF TURNS	APPROXIMATE LOOP SIZES INCLUDED
24' or Less	3 or 4	5' x 5', 6' x 6'
25' - 110'	2 or 3	6' x 10', 6' x 45'
110' or More	1 or 2	6' x 50' or Longer

- A separate saw cut shall be made from each loop to the edge of pavement or as specified by the Engineer.
- Splices between the loop lead-in cable and loop detector shall be made only in the ground box near the loop it is serving.
- Circular loops may use prewound loops encased in continuous pvc tubing. Sawcut width may be adjusted to accommodate tubing.
- The lead-in wire in the circular loop shall be coiled at the 3 inch drilled corner to reduce bending stress.
- Loop duct may be used as specified by Engineer.

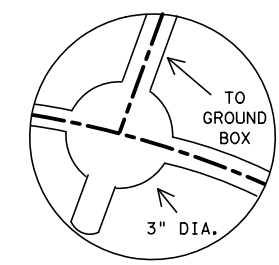
For additional information refer to "Texas Traffic Signal Detector" manual, TTI Report 1163-1.

TYPICAL CORNER DETAILS

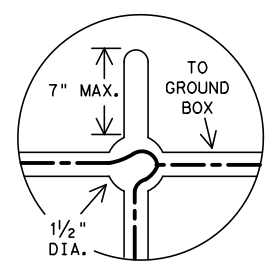


RECTANGULAR & HEXIGON LOOP SAWCUT CORNER DETAIL

7" OVERRUN BASED ON 24" DIAMETER SAW BLADE



CIRCULAR LOOP DRILLED CORNER DETAIL



RECTANGULAR & HEXIGON LOOP (ALT.) DRILLED CORNER DETAIL



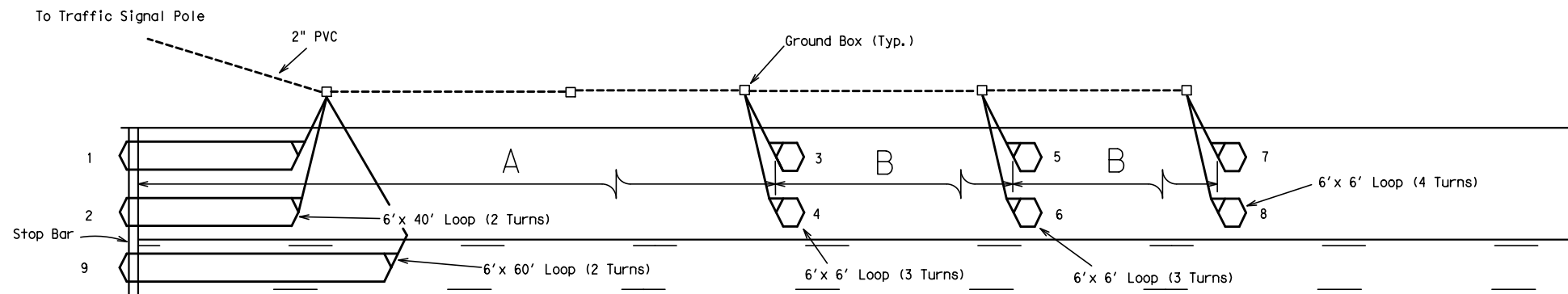
LOOP DETECTOR INSTALLATION DETAILS

LD(1)-03

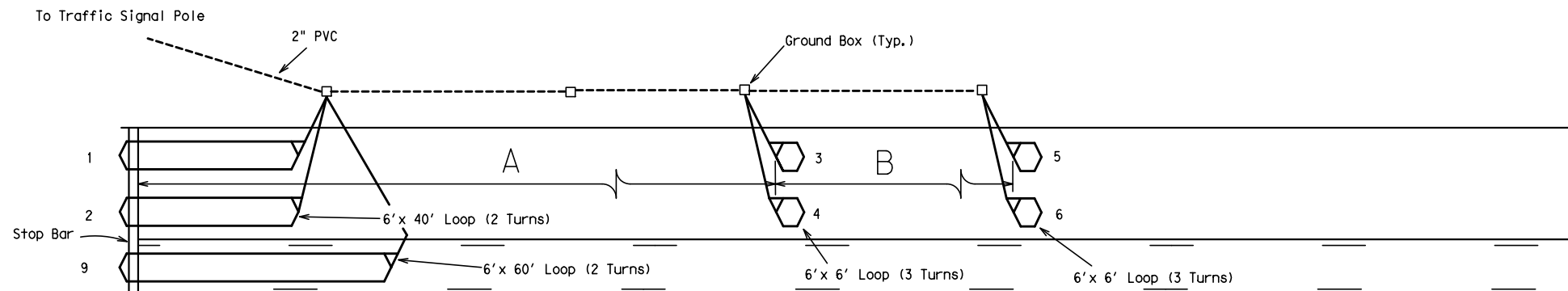
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		PHR	CAMERON	223	

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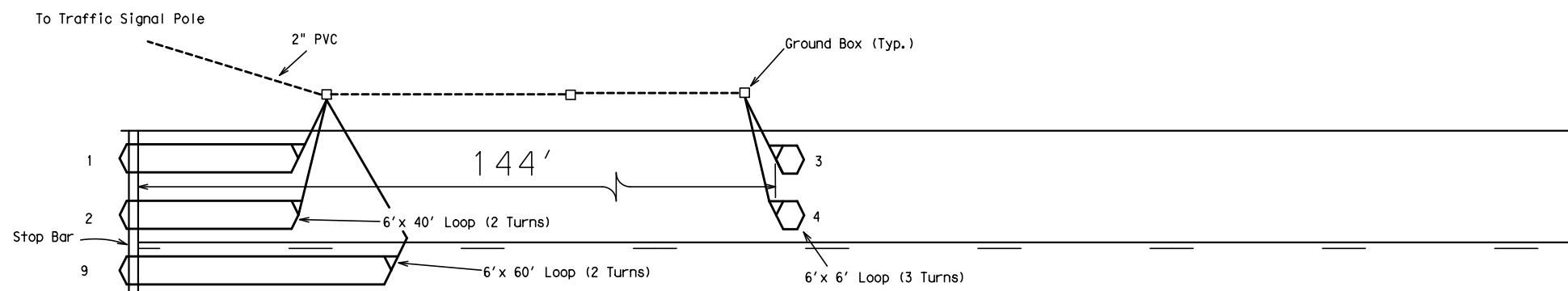
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55 MPH (A=225', B=95') 60 MPH (A=275', B=100')
 65 MPH (A=320', B=110') 70 MPH (A=350', B=125')



35 MPH (A=90', B=100') 40 MPH (A=110', B=130')
 45 MPH (A=175', B=115') 50 MPH (A=220', B=130')

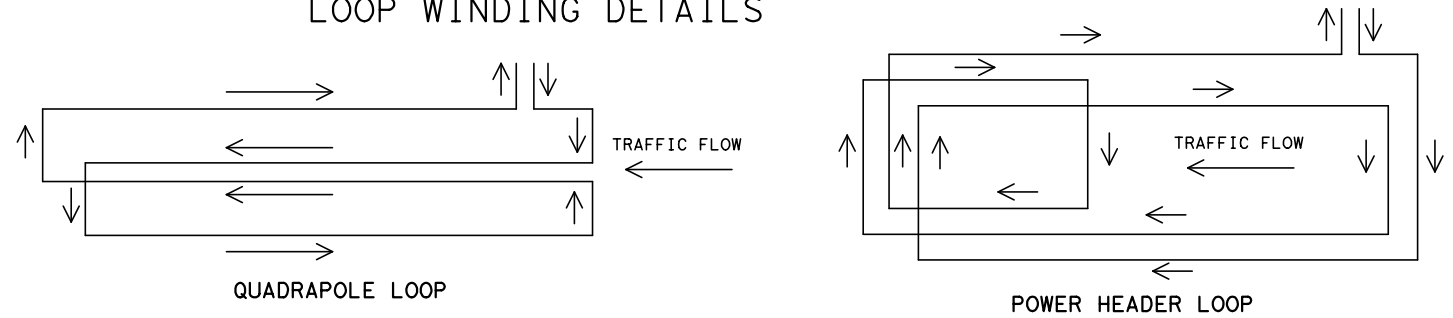


30 MPH

GENERAL NOTES:

- Loops 1 and 2 shall be connected to the controller cabinet by means of the same loop lead-in (2/C #14 AWG).
- Loops 3 thru 6 shall be connected to the controller cabinet by means of the same loop lead-in (2/C #14 AWG).
- Loops 7 and 8 shall be connected to the controller cabinet by means of the same loop lead-in (2/C #14 AWG).
- Loop 9 shall be connected to the controller cabinet by means of a loop lead-in (2/C #14 AWG). Loop 9 shall be placed only when a left turn lane exists.

LOOP WINDING DETAILS



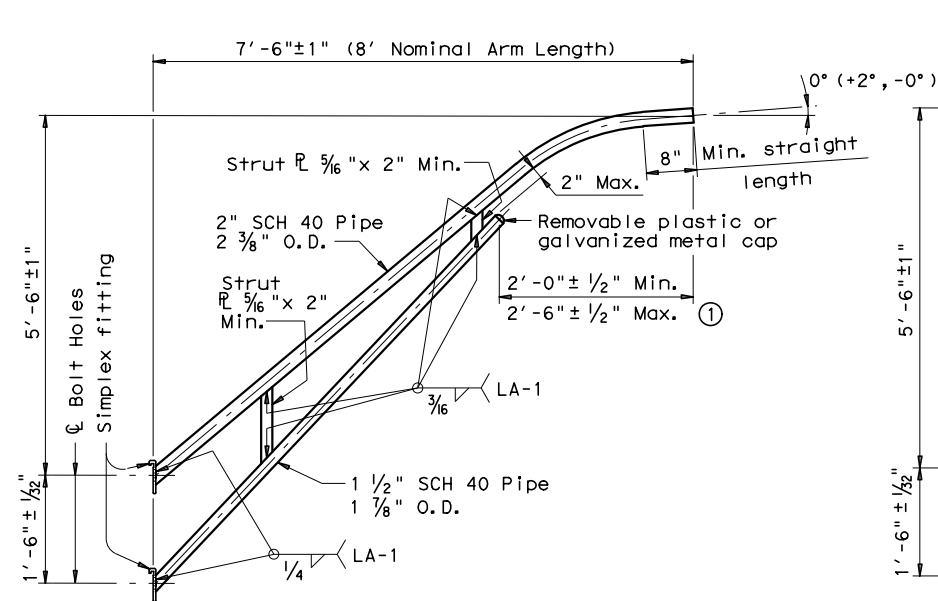
LOOP DETECTOR
 PLACEMENT DETAILS

LD (2) -03

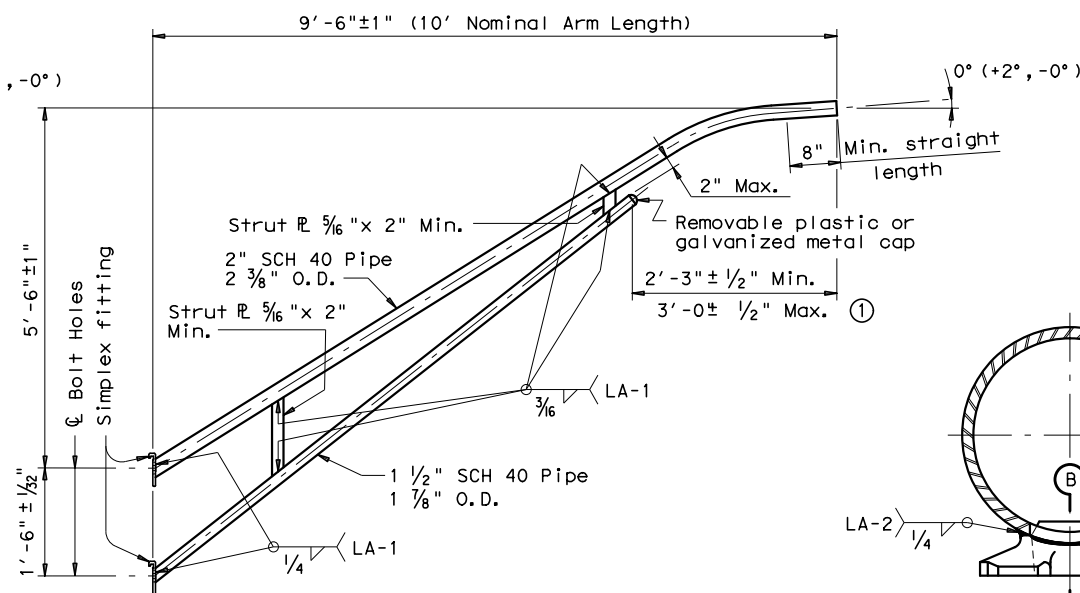
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REVISIONS		CONT	SECT	JOB	HIGHWAY
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		PHR	CAMERON		224

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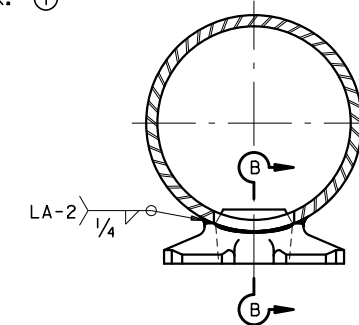
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8-FOOT LUMINAIRE ARM



10-FOOT LUMINAIRE ARM



DIRECT ATTACHMENT DETAIL

MATERIALS	
Pole or Arm Simplex	ASTM A27 Gr. 65-35 or A148 Gr. 80-50, A576 Gr. 1021 (3), or A36 (Arm only)
Arm Pipes	ASTM A53 Gr. B, A501, A1008 HSLAS-F Gr. 50 (4), or A1011 HSLAS-F Gr. 50 (4)
Arm Strut Plates (2)	ASTM A36, A572 Gr. 50 (4), or A588
Misc.	ASTM designations as noted

- Dimensional limits are given to show acceptable variation in design. All of a Fabricator's production of a particular arm length shall have the same dimensions within specified tolerances.
- Any of the materials listed for plates may be used where the drawings do not specify a particular ASTM designation.
- A576 must be suitable for forging and also meet minimum tensile strength of 65 ksi, minimum yield of 35 ksi, and elongation in 2 inches of 22 percent.
- ASTM A572, A1008 HSLAS-F, and A1011 HSLAS-F may have higher yield strengths but shall not have less elongation than the grade indicated.

GENERAL NOTES:

Design conforms to 1994 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals and Interim Revisions thereto. Design Wind Speed equals 90 mph plus a 1.3 gust factor. Arms are designed to support a 60 lb. luminaire having an effective projected area (actual area times drag coefficient) of 1.6 sq. ft.

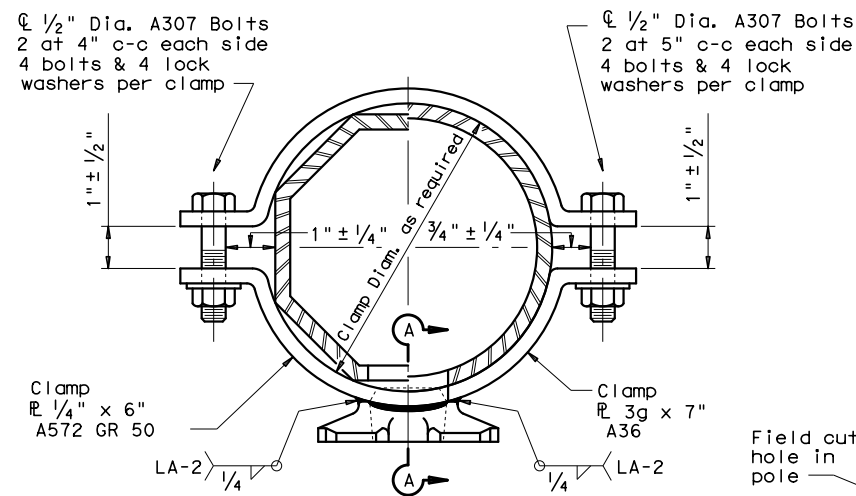
Materials and fabrication shall be in accordance with Item 686, "Traffic Signal Pole Assemblies (Steel)" and with the details, dimensions, and weld procedures shown herein. Weld references call for preapproved weld procedures which the Fabricator must obtain prior to fabrication. In the absence of specified Fabricator tolerances, dimensions shall be within the tolerances generally obtainable in normal fabrication practice.

Unless otherwise noted, all parts shall be galvanized after fabrication in accordance with Item 445, "Galvanizing".

Deviation from the details and dimensions shown herein require submission of shop drawings in accordance with Item 441, "Steel Structures". Alternate designs are not acceptable.

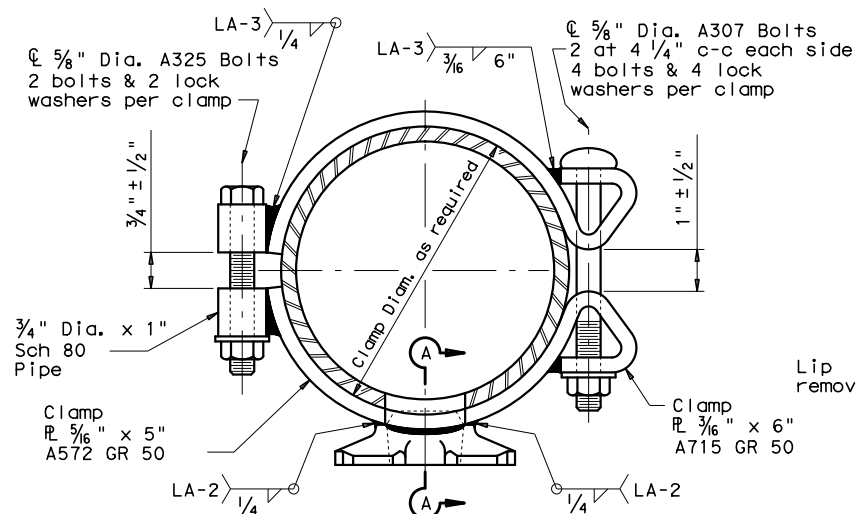
Each pole simplex fitting shall be supplied with 2 ASTM A325 bolts and 2 lock washers of the size specified. The bolts and lock washers shall be secured to the pole with the other hardware items called for in the plans. When clamp attachment is specified, the Fabricator shall ship the clamp assembly securely attached to the pole at the location shown on the plans.

If clamp assemblies are ordered without poles, the Fabricator shall ship one upper and one lower clamp assembly together in a single package, including all nuts and washers required for the clamps and simplex fittings.



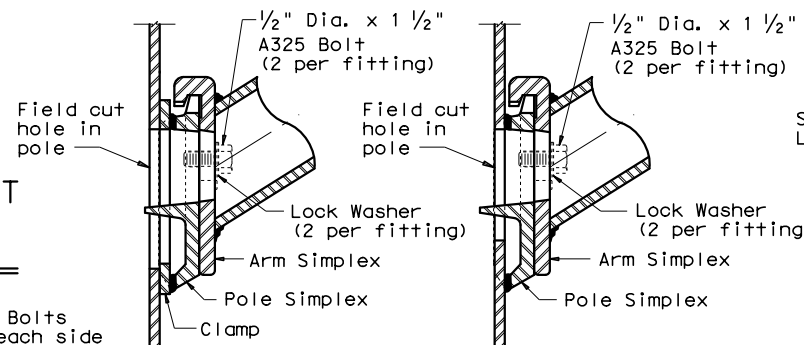
CLAMP ATTACHMENT DETAIL NO. 1 (HALF SECTION)

CLAMP ATTACHMENT DETAIL NO. 2 (HALF SECTION)



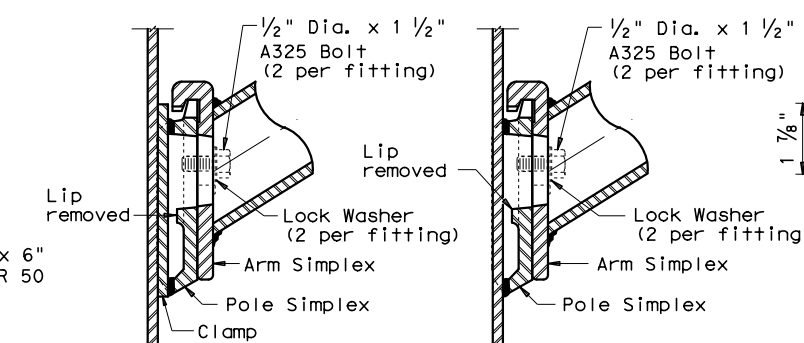
CLAMP ATTACHMENT DETAIL NO. 3 (HALF SECTION)

CLAMP ATTACHMENT DETAIL NO. 4 (HALF SECTION)



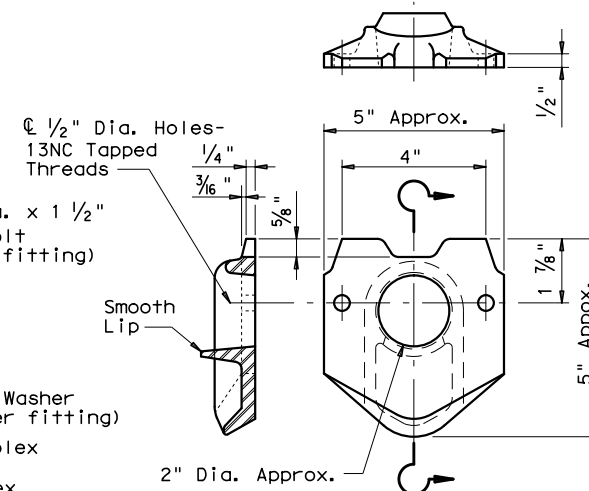
UPPER SIMPLEX FITTING

UPPER SIMPLEX FITTING

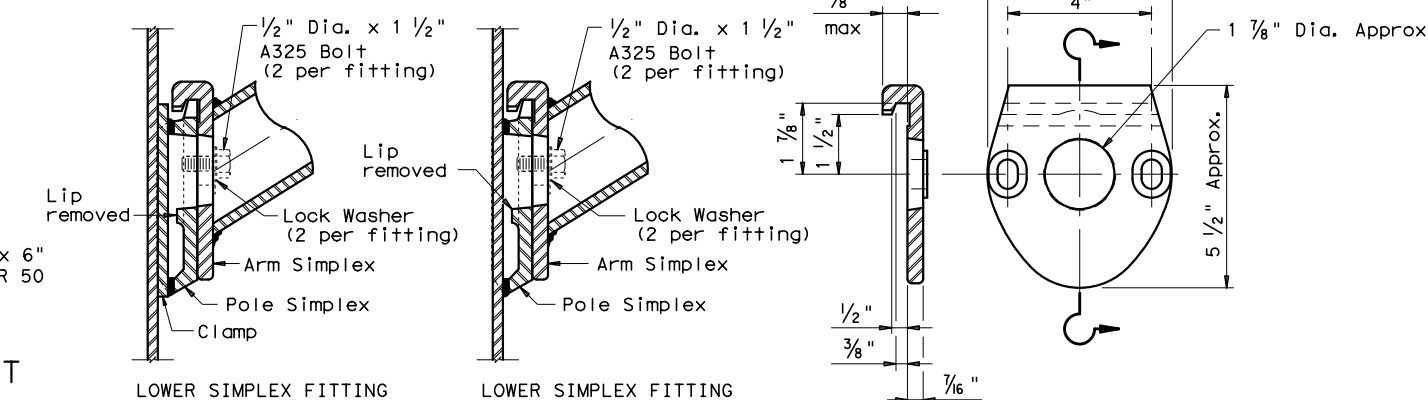


LOWER SIMPLEX FITTING

LOWER SIMPLEX FITTING



POLE SIMPLEX DETAIL



SECTION A-A

SECTION B-B

ARM SIMPLEX DETAIL

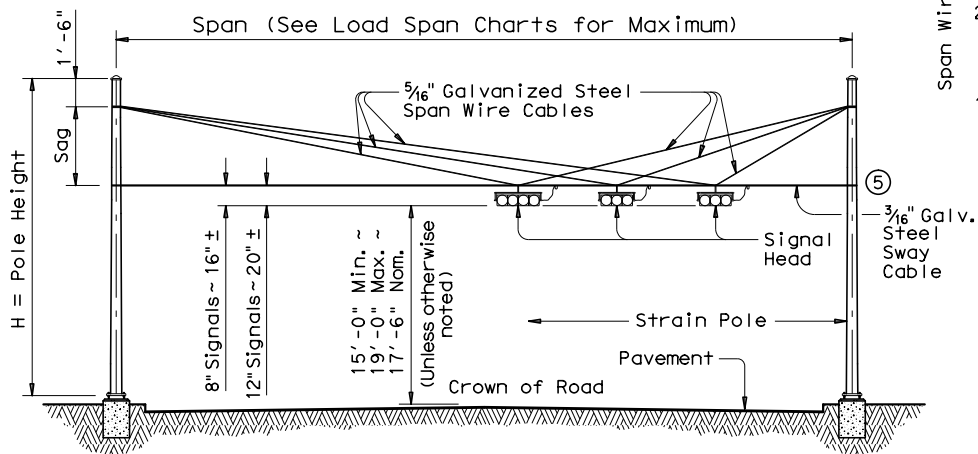
Texas Department of Transportation
 Traffic Operations Division
STANDARD ASSEMBLY DRAWINGS FOR LUMINAIRE SUPPORT STRUCTURES
 ARM DETAILS
LUM-A-12

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		PHR	CAMERON		225

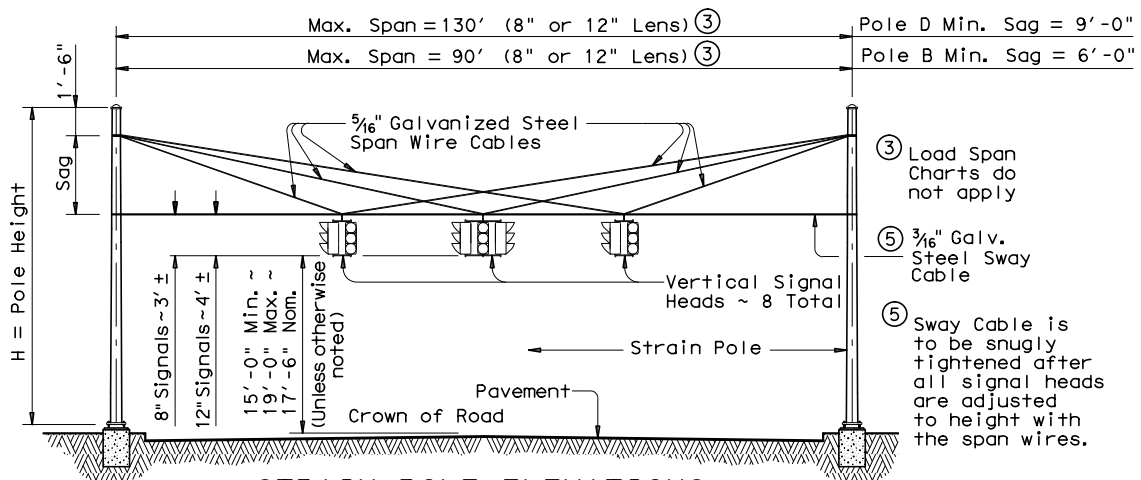
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STRAIN POLE DESCRIPTION	Pole Type	Foundation Type	Maximum Permissible Span Wire Load (lbs.)
26' Pole	A	36-A	4900
30' Pole	B	36-A	4300
30' Pole with Lum.	B	36-A	4000
30' Pole with 20' Mast Arm	C	36-B	4400
30' Pole with 24' Mast Arm	C	36-B	4000
30' Pole with 28' Mast Arm	C	36-B	3600
30' Pole with 32' Mast Arm	C	36-B	3300
30' Pole with 36' Mast Arm	C	36-B	2900
30' Pole with 20' Mast Arm & Lum.	C	36-B	4100
30' Pole with 24' Mast Arm & Lum.	C	36-B	3800
30' Pole with 28' Mast Arm & Lum.	C	36-B	3400
30' Pole with 32' Mast Arm & Lum.	C	36-B	3000
30' Pole with 36' Mast Arm & Lum.	C	36-B	2500
34' Pole	D	36-B	5200
34' Pole with Lum.	D	36-B	4900

② Numbers on Load Span Charts indicate the number of signal heads on the span. The total span wire design load is based on one 5-section head and one or more additional 3-section head(s). Design wind pressures on cables are assumed as 1.6 lb/ft. Weight of span wire cables (one per signal head) is assumed as 0.65 lb/ft which includes an allowance for conductor cables and miscellaneous hardware. The effect of the sway cable on load distribution is ignored as it is assumed to break at design wind conditions. When a pole supports 2 spans, the span wire design loads for both spans should be added vectorially to determine the design load for that pole.

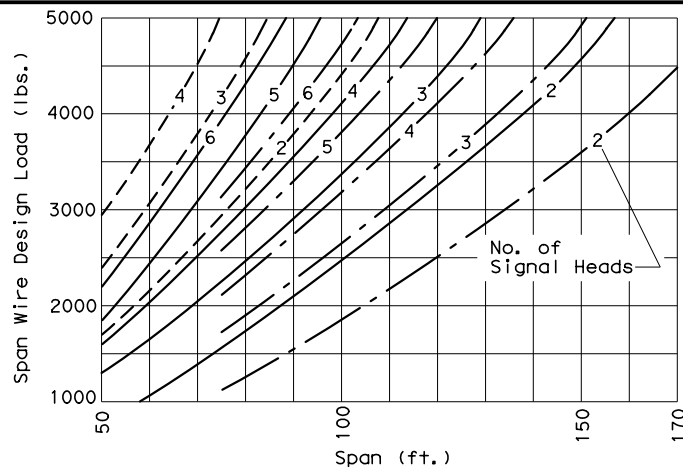


**STRAIN POLE ELEVATIONS
HORIZONTAL SIGNALS**

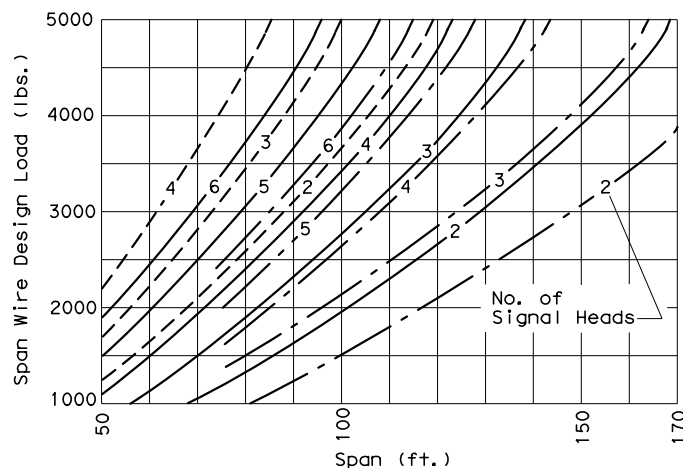


**STRAIN POLE ELEVATIONS
VERTICAL SIGNALS**

(Mast arms are not used with vertical signals)



② **SIGNALS WITH 12-INCH LENS**



② **SIGNALS WITH 8-INCH LENS**

Signal Head Type	Wt. Per Head	Wind Area
5-Section, 12" Lens	125 lbs	9.6 sq. ft.
5-Section, 8" Lens	70 lbs	4.8 sq. ft.
3-Section, 12" Lens	75 lbs	5.64 sq. ft.
3-Section, 8" Lens	45 lbs	3.0 sq. ft.

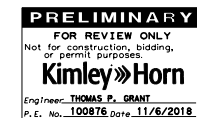
◆ Effective projected design wind area (actual area times drag coefficient)

- Sag = 4'-6" (26' or 30' Pole)
- Sag = 8'-0" (30' or 34' Pole)
- Sag = 11'-6" (34' Pole)

Pole Type	ROUND POLES				POLYGONAL POLES			
	D _B in.	D _T in.	(4)thk in.	H ft.	D _B in.	D _T in.	(4)thk in.	H ft.
A	12.5	8.9	.239	26	13.0	9.0	.239	26
B	13.5	9.3	.239	30	14.0	9.0	.239	30
C	15.5	11.3	.239	30	16.0	11.0	.239	30
D	15.5	10.7	.239	34	16.0	11.0	.239	34

D_B = Pole Base O.D. D_T = Pole Top O.D. H = Pole Height

④ Thickness shown are minimum, thicker materials may be used.



*QUANTITIES ONLY

SHIPPING PARTS LIST

Poles (Without Traffic Signal Arm)						
Pole Type	Strain poles with Luminaire			Strain poles without Luminaire		
	Description	Designation	Quantity	Description	Designation	Quantity
A				26' Strain Pole	SP 26 A-100	
B	30' Strain Pole	SPL 30 B-100		30' Strain Pole	SP 30 B-100	
D	34' Strain Pole	SPL 34 D-100	2	34' Strain Pole	SP 34 D-100	2

Poles (With Traffic Signal Arm)						
Pole Type	Strain poles with Luminaire			Strain poles without Luminaire		
	Description	Designation	Quantity	Description	Designation	Quantity
C	30' SPw/TS Arm	SPL 30 C-100		30' SPw/TS Arm	SP 30 C-100	

Traffic Signal Arms (For Type C poles)						
Nominal Arm Length	Type I Arm (1 Signal)		Type II Arm (2 Signals)		Type III Arm (3 Signals)	
	ft.	Designation	Quantity	Designation	Quantity	Designation
20	20I-100					
24	24I-100			24 II-100		
28	28I-100			28 II-100		
32				32 II-100		32 III-100
36				36 II-100		36 III-100

Anchor Bolt Assemblies (1 per pole)		
Anchor Bolt Diameter	Anchor Bolt Length	Quantity
1 3/4"	3'-10"	
2"	4'-3"	4

Luminaire Arms	
Nominal Arm Length	Quantity
8' Arm	2

Each Anchor Bolt Assembly consists of the following: Top and Bottom templates, 4 anchor bolts, 8 nuts, 8 flat washers, and 4 nut anchor devices (Type 2) per Standard Drawing "TS-FD".

① See Sheet "DMA-100"



**TRAFFIC SIGNAL
SUPPORT STRUCTURES
STRAIN POLE ASSEMBLIES**
(100 MPH WIND ZONE)
SP-100(1)-12

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REVISIONS		CONT	SECT	JOB	HIGHWAY
6-96	1-12	N/A	N/A	N/A	PR 100
PHR		COUNTY	SHEET NO.		
CAMERON		226			

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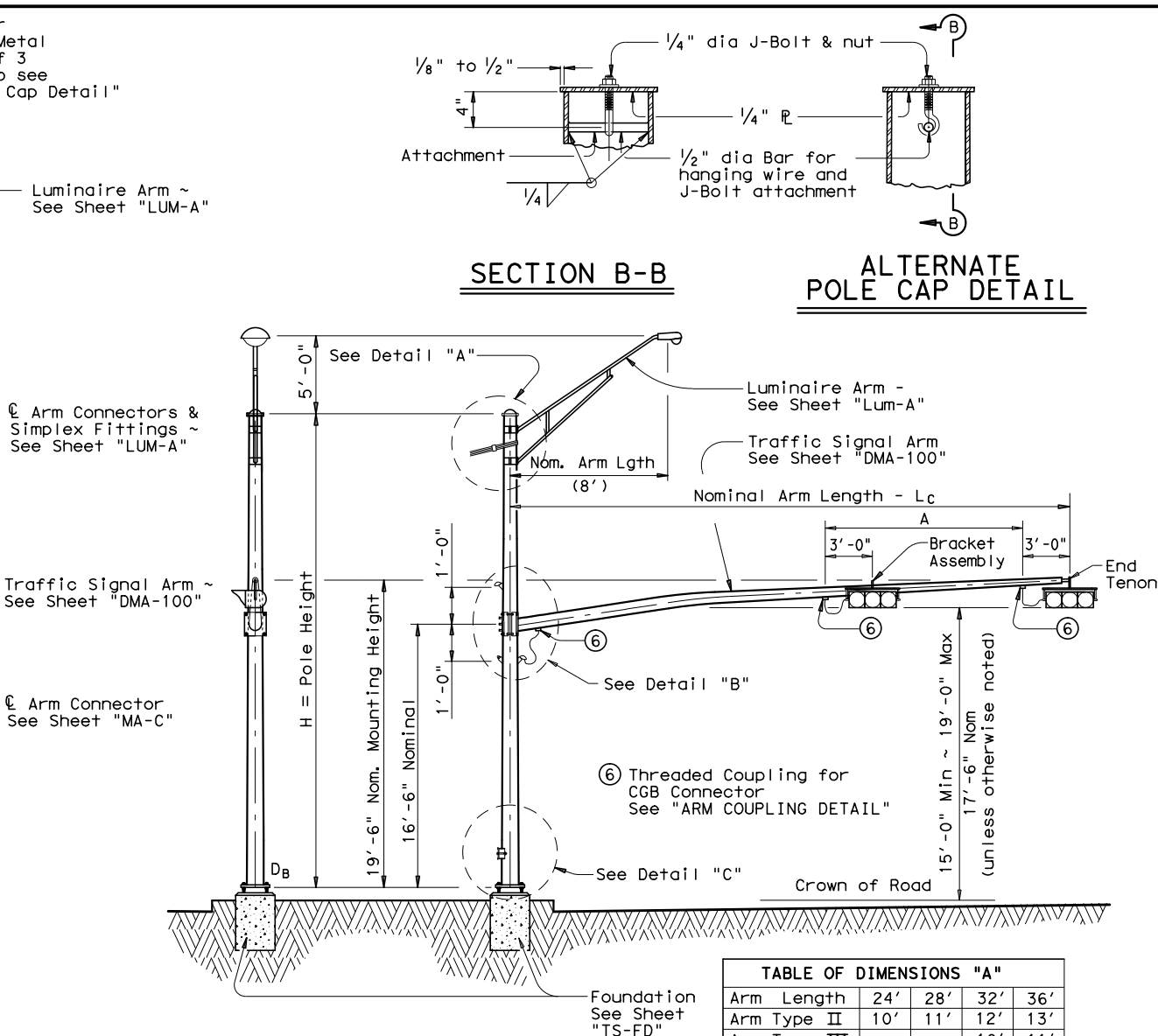
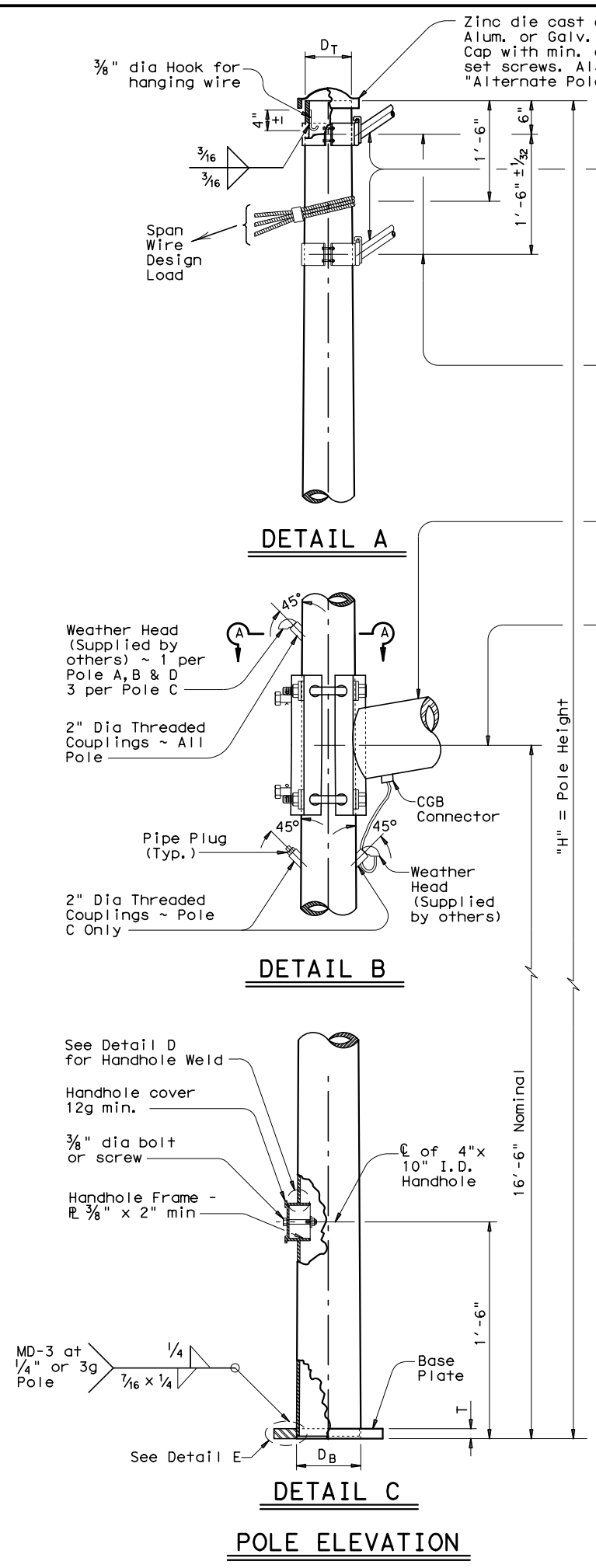


TABLE OF DIMENSIONS "A"

Arm Length	24'	28'	32'	36'
Arm Type II	10'	11'	12'	13'
Arm Type III			10'	11'

MATERIALS

Round Shafts or Polygonal Shafts ⁹	ASTM A595 Gr. A, A588, A1008 HSLAS Gr. 50 Class 2, A1011 HSLAS Gr. 50 Class 2, A572 Gr. 50 or A1011 SS Gr. 50 ¹⁰
Plates ⁹	ASTM A36, A588, or A572 Gr. 50
Connection Bolts	ASTM A325 except where noted
Pin Bolts	ASTM A325
Pipe ⁹	ASTM A53 Gr. B, A501, A1008 HSLAS-F Gr. 50, A1011 HSLAS-F Gr. 50
Steel Cable	ASTM A475, 7 Wire Utilities Grade
Misc. Hardware	Galvanized steel or stainless steel or as noted

⁹ ASTM A572, A1008 HSLAS, A1011 HSLAS, A1008 HSLAS-F, A1011 HSLAS-F, or A1011 SS may have higher yield strengths but shall not have less elongation than the grade indicated.

¹⁰ ASTM A1011 SS Gr. 50 shall also have a minimum elongation of 18 percent in 8 inches or 23 percent in 2 inches. Material thickness in excess of those stipulated under A1011 SS will be acceptable providing the material meets all other A1011 SS requirements and the requirements of this item.

GENERAL NOTES

Design conforms to 1994 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals and Interim Specifications thereto. Design Wind Speed equals 100 mph plus a 1.3 gust factor. The maximum permissible span wire design loads tabulated are calculated at a stress load of 1.4 times the basic allowable stress. A simultaneous wind on the pole, mast arm, and luminaire is also included.

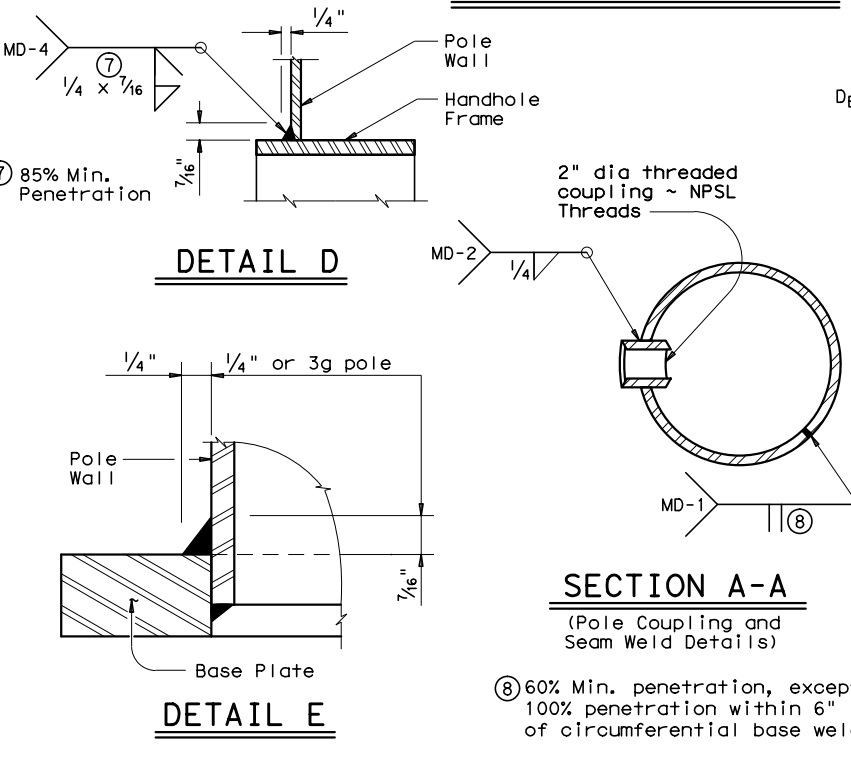
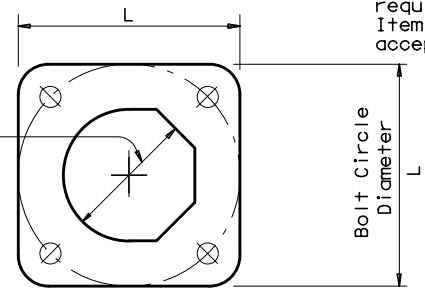
See standard sheet "DMA-100" for details of clamp-on traffic signal arms, sheet "MA-C" for traffic signal arm connection details, sheet "LUM-A" for luminaire arm and connection details, and sheet "TS-FD" for anchor bolt and foundation details.

Fabrication shall be in accordance with Item 686, "Traffic Signal Pole Assemblies (Steel)" and with the details, dimensions, and weld procedures shown herein. Weld references call for preapproved weld procedures which the Fabricator must obtain prior to fabrication. Materials, fabrication tolerances, and shipping practices shall meet the requirements of this sheet and Item 686, "Traffic Signal Pole Assemblies (Steel)".

Unless otherwise noted, all parts shall be galvanized in accordance with Item 445, "Galvanizing", after fabrication.

Deviation from the details and dimensions shown herein require submission of shop drawings in accordance with Item 441, "Steel Structures". Alternate designs are not acceptable.

Foundation Type	Anchor Bolt Diameter	Bolt Hole Diameter	Bolt Circle Diameter	Base R. Dim. L x T
36-A	1 3/4"	2"	19"	19" x 1 3/4"
36-B	2"	2 1/4"	21"	21" x 2"



Texas Department of Transportation
 Traffic Operations Division

TRAFFIC SIGNAL SUPPORT STRUCTURES STRAIN POLE ASSEMBLIES (100 MPH WIND ZONE)

SP-100(2)-12

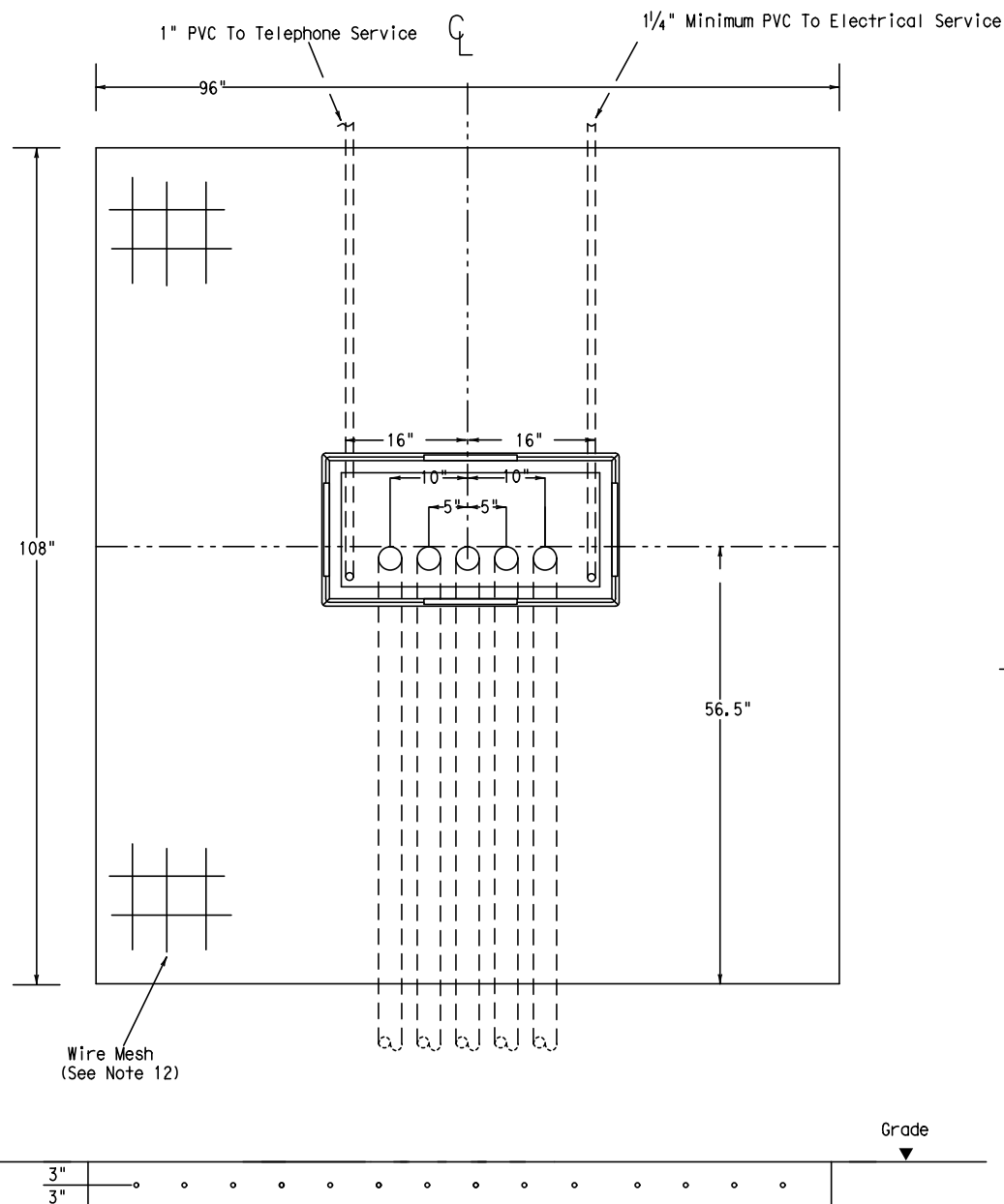
© TxDOT March 1996
 REVISIONS

6-96	1-12	CON	SECT	JOB	PR	100
		DIST	COUNTY	SHEET NO.		
		PHR	CAMERON			227

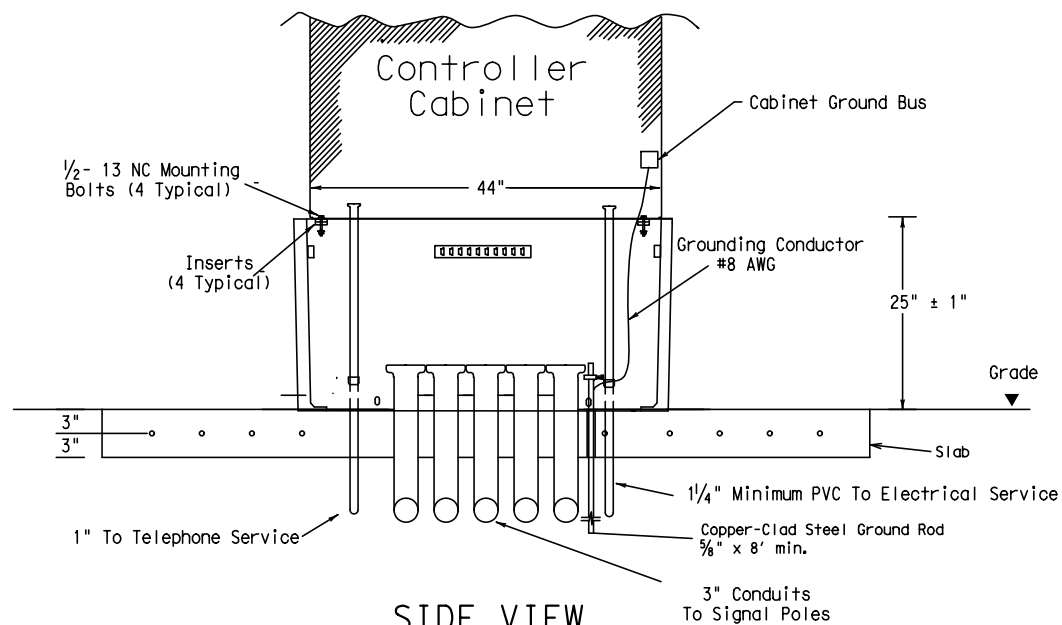
121B

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

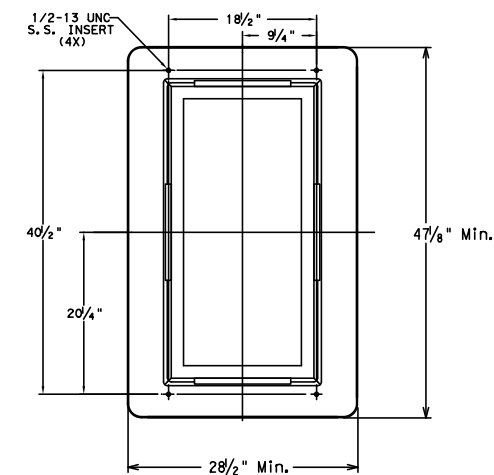
TOP VIEW
(Slab & Base)



SIDE VIEW
(Slab & Base)



CABINET BASE



TRAFFIC SIGNAL CONTROLLER BASE:

- Provide a traffic signal controller base (cabinet base) manufactured of polymer concrete material consisting of calcareous and siliceous stone; glass fibers and thermoset polyester resin. The polymer concrete cabinet base must be reinforced on the inside of the cabinet base with fiberglass matting. Provide one of the following bases: Armocast Part # A6001848X24, Quazite Model # PG3048Z709, or other as approved by TxDOT Traffic Operation Division.
 - The polymer concrete material must have a minimum compressive strength of 10,300 pounds per square inch (psi), minimum flexural strength of 3600 psi, and minimum shear strength of 3600 psi.
 - The polymer concrete cabinet base must conform to the dimensions shown and must accommodate a standard TxDOT basemount cabinet.
 - Supply the cabinet base with four 1/2"-13 UNC stainless steel inserts for attachment of the cabinet to the base. Inserts must withstand a minimum torque of 50 ft-lb and a minimum straight pull out strength of 750 lbs.
 - Provide the cabinet base with 4 cable racks mounted one on each side of the base 2" to 7" from the top edge of the base. Unless approved otherwise, cable racks must be 1-1/2 x 3/8 x 3/8 inch steel channel with eight T-slots spaced at 1-1/2 inches. The cable racks must easily accommodate the insertion of tie wraps to attach field wiring to the racks to serve as strain relief. Secure cable racks to the base using 1/2"-13 UNC stainless steel screws and inserts.
 - The cabinet base, when secured to the concrete slab with controller cabinet attached, must withstand a minimum wind load of 125 mph or a 850 lb force applied at 49" above the bottom of the base without causing the base or cabinet to come out of their anchored position or cause any permanent deformation. The manufacturer must supply certification by an independent testing laboratory or sealed by a Texas Licensed Professional Engineer. Provide the cabinet base with hardware for attachment to a concrete slab.
 - The traffic signal base must be permanently marked either by impress or by permanent ink with the manufacturer's model number and name or logo.
 - Seal the base to the concrete with a silicone caulk bead and fastened to the slab per manufacturer's instructions.
- CONCRETE SLAB:
- Traffic signal controller pad must be a portland cement concrete slab poured in place, must conform to the dimensions shown, and must be level.

- Bond a #8 AWG copper ground wire and an 8 ft ground rod bonded to the reinforcing mesh by a suitable UL Listed clamp and terminated to the cabinet grounding bus for the purpose of providing a local ground for the electrical grounding conductor. The electrical grounding conductor specified in Item 680-3.A.4 is required and must be terminated to the cabinet ground bus.
- Install a PVC sleeve to prevent the ground rod from direct embedment in the slab.
- Provide welded wire mesh 6X6-W2.9 X W2.9 for reinforcement. Provide joints and splices in the mesh with a minimum 6-inch overlap. Center the mesh between top and bottom and provide a minimum 3 inch cover on the edges.
- Provide Class B concrete minimum for the slab in accordance with Item 421. Construct the slab in accordance with Item 531.

CONDUITS:

- Stub up and run 3-inch conduits through the slab to the various traffic signal poles and ground boxes as shown on the layouts. Install the number of conduits as shown on layouts plus two additional 3 inch conduits for future use. Terminate the conduits with a bushing between 2 and 4-inches above the slab.
- Extend conduits for future use at least 18-inches from the edge of the slab, terminate underground with a coupling, and cap and seal so that the seal can be removed without damaging the coupling. This must also apply to unused telephone conduit.
- Stub up two separate conduits through the slab from the electrical and telephone services. Run the conduit for the electrical feed directly to the electrical service enclosure. Run the conduit for the telephone line directly to the telephone service, usually located on the same pole as the electrical service. Telephone must not under any circumstance share a conduit with any other function.
- Terminate electric and telephone conduits above the slab with a coupling. After the base is installed, extend the conduits above the top of the base and secure to the base using a steel one-hole strap or similar suitable substitute.

CONTROLLER CABINET:

- Anchor the controller cabinet to the base using four stainless steel 1/2-13 NC bolts.

- The silicone caulk bead specified in Item 680.3.B must be RTV 133.

PAYMENT:

- Bid TS-CF as subsidiary to Item 680.

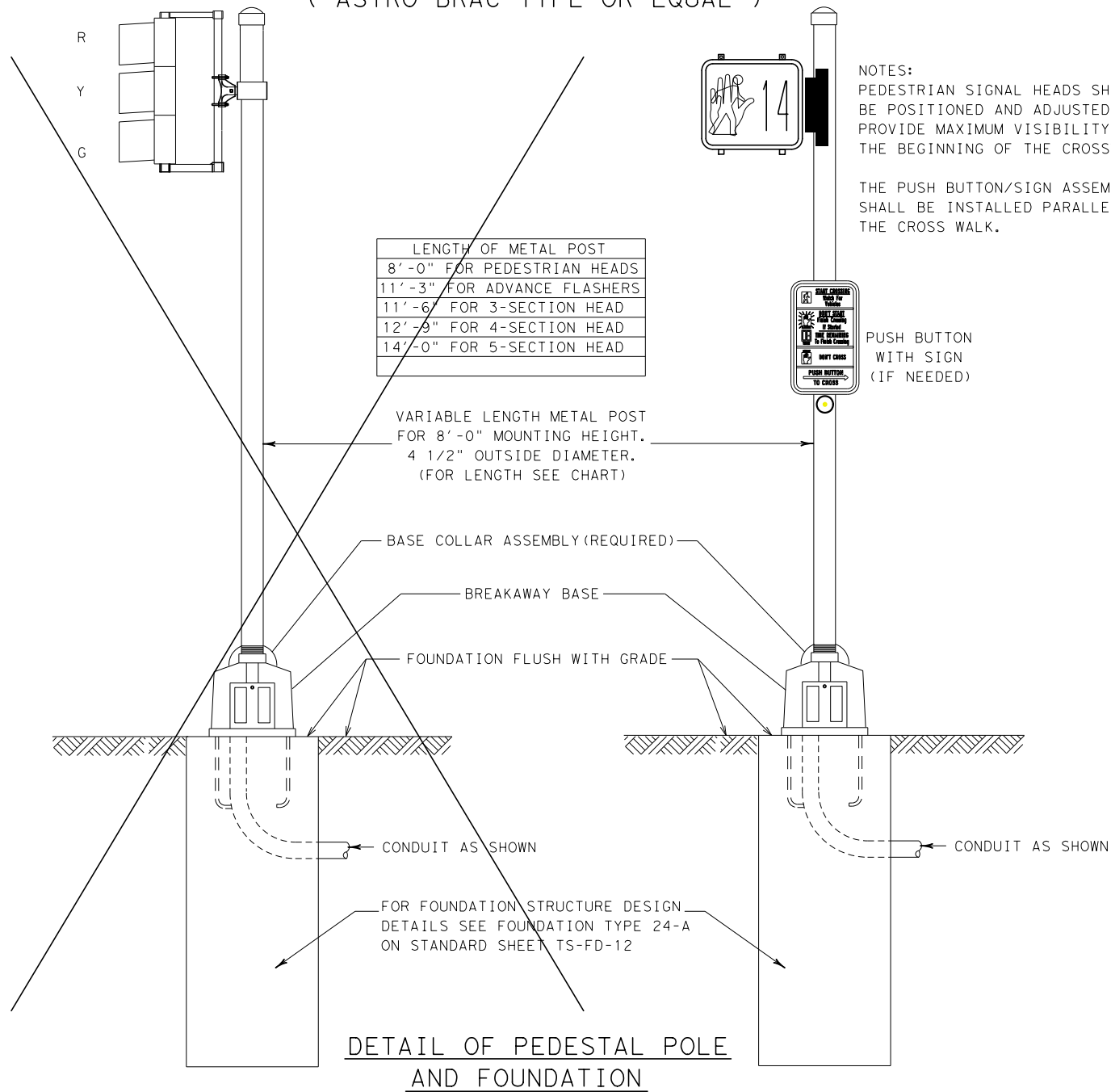
Texas Department of Transportation
Traffic Operations Division

TRAFFIC SIGNAL
CONTROLLER CABINET
BASE AND PAD

TS-CF-04

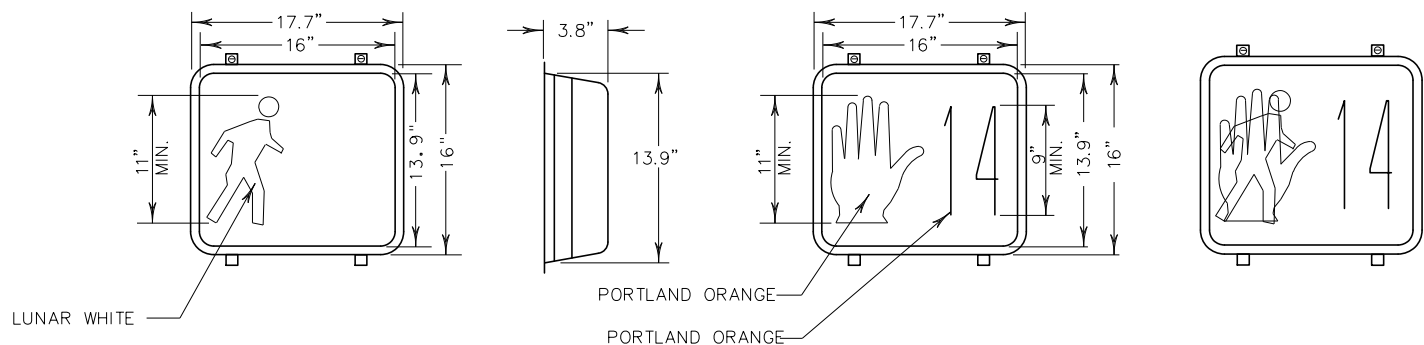
© TxDOT October 2000	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT	
12-04	REVISIONS	CONT	SECT	JOB	HIGHWAY
		N/A	N/A	N/A	PR 100
		DIST	COUNTY	SHEET NO.	
		PHR	CAMERON	228	

**TYPICAL SIGNAL HEADS MOUNTING
(ASTRO-BRAC TYPE OR EQUAL)**

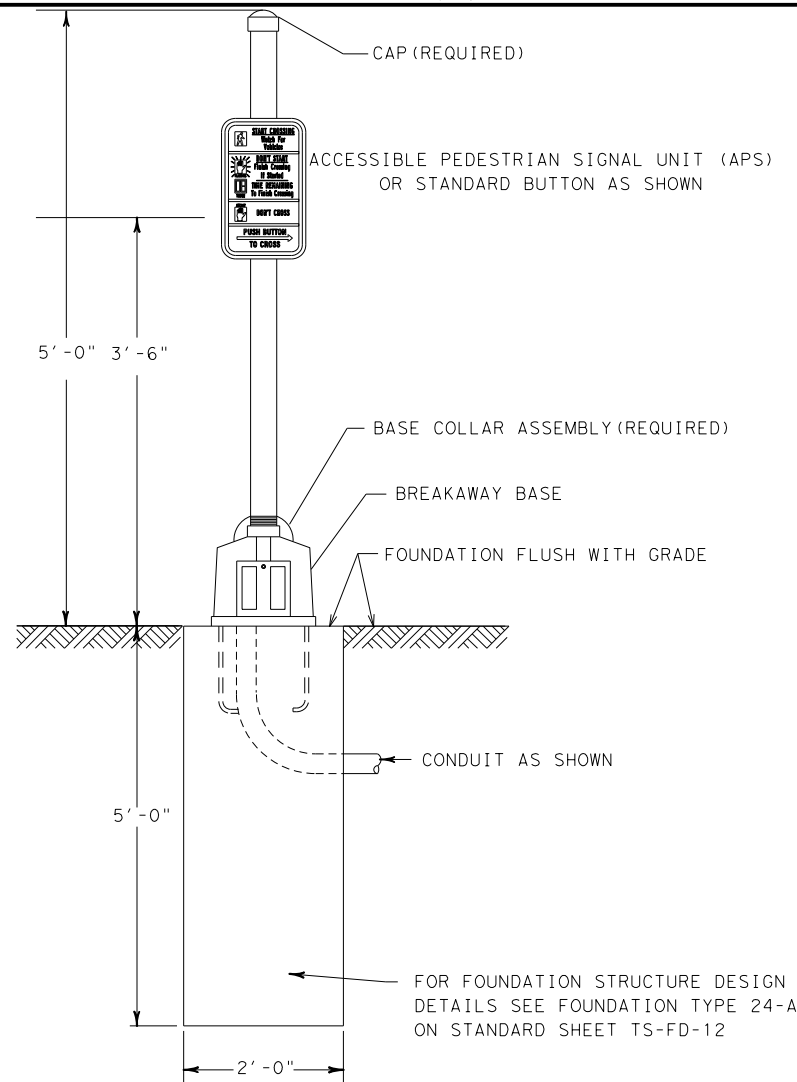


DETAIL OF PEDESTAL POLE AND FOUNDATION

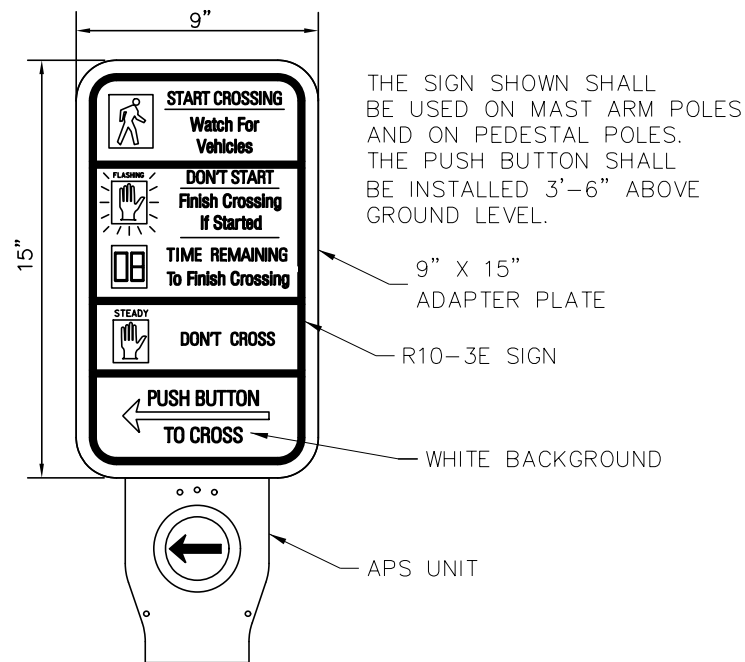
TYPICAL DETAIL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD MODULE



NOTE:
CLAM SHELL MOUNTING HARDWARE MAY BE USED, AS APPROVED BY THE ENGINEER.



DETAIL OF PEDESTRIAN POLE ASSEMBLY WITH ACCESSIBLE PEDESTRIAN SIGNAL UNIT (APS) OR STANDARD BUTTON



NOTES:
1. OTHER UNITS OF DIFFERENT DESIGN/ CONFIGURATION WHICH MEET THE SPECIFICATIONS AND ARE APPROVED BY THE ENGINEER WILL BE DEEMED ACCEPTABLE.

No.	Revision	By	Date

PRELIMINARY
FOR REVIEW ONLY
Not for construction, bidding, or permit purposes.
Kimley»Horn
Engineer THOMAS P. GRANT
P.E. No. 100876 Date 11/6/2018

Kimley»Horn
TEXAS REGISTERED ENGINEERING FIRM F-928

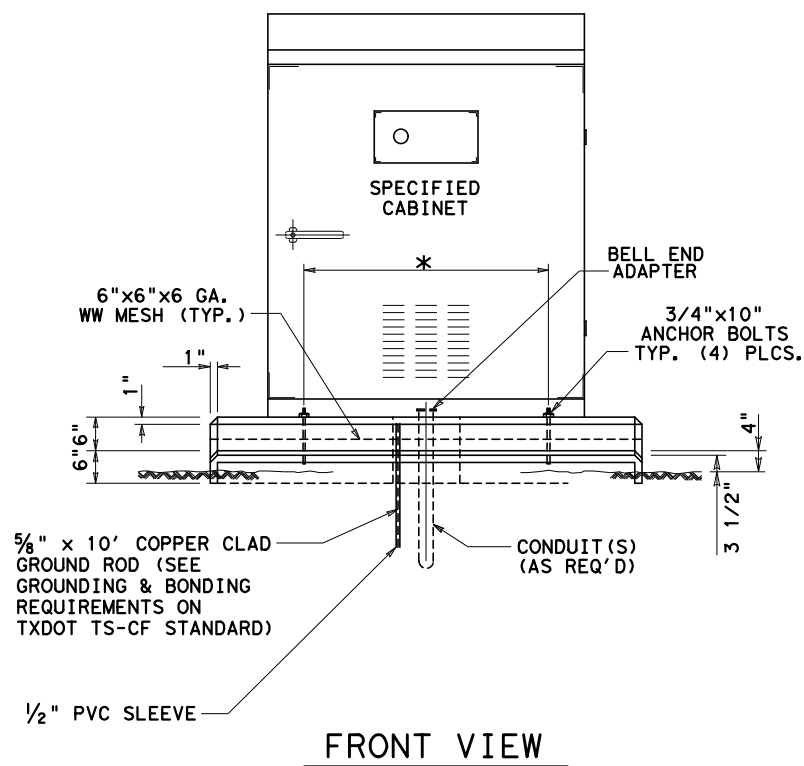
South Padre Island

Texas Department of Transportation
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PR 100 (PADRE BLVD)

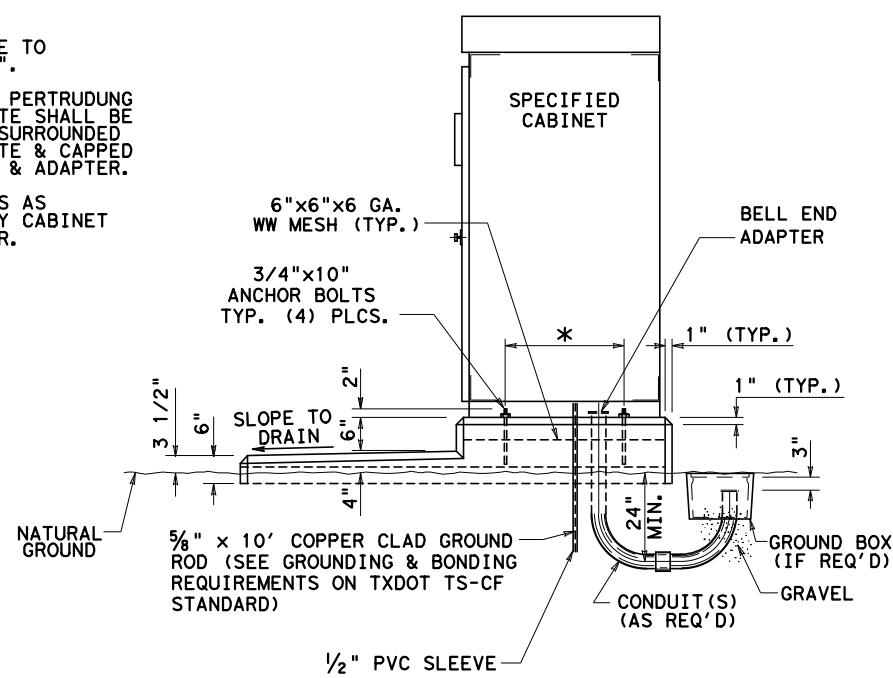
PEDESTRIAN SIGNAL HEAD IDENTIFICATION

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	(SEE TITLE SHEET)	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	229
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

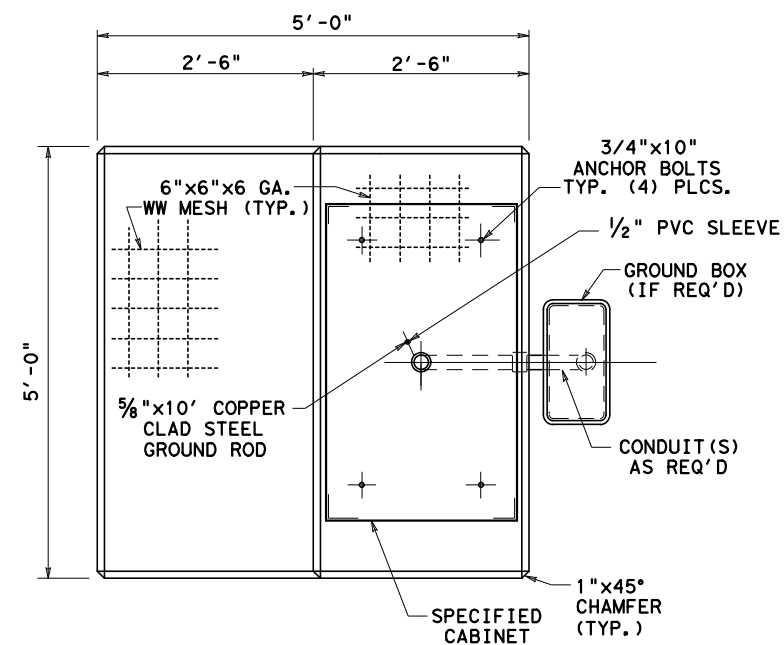


FRONT VIEW

- NOTES:
1. ALL CONCRETE TO BE CLASS "A".
 2. ALL CONDUIT PERTRUDING THRU CONCRETE SHALL BE COMPLETELY SURROUNDED WITH CONCRETE & CAPPED WITH A BELL & ADAPTER.
 - * 3. ANCHOR BOLTS AS SPECIFIED BY CABINET MANUFACTURER.

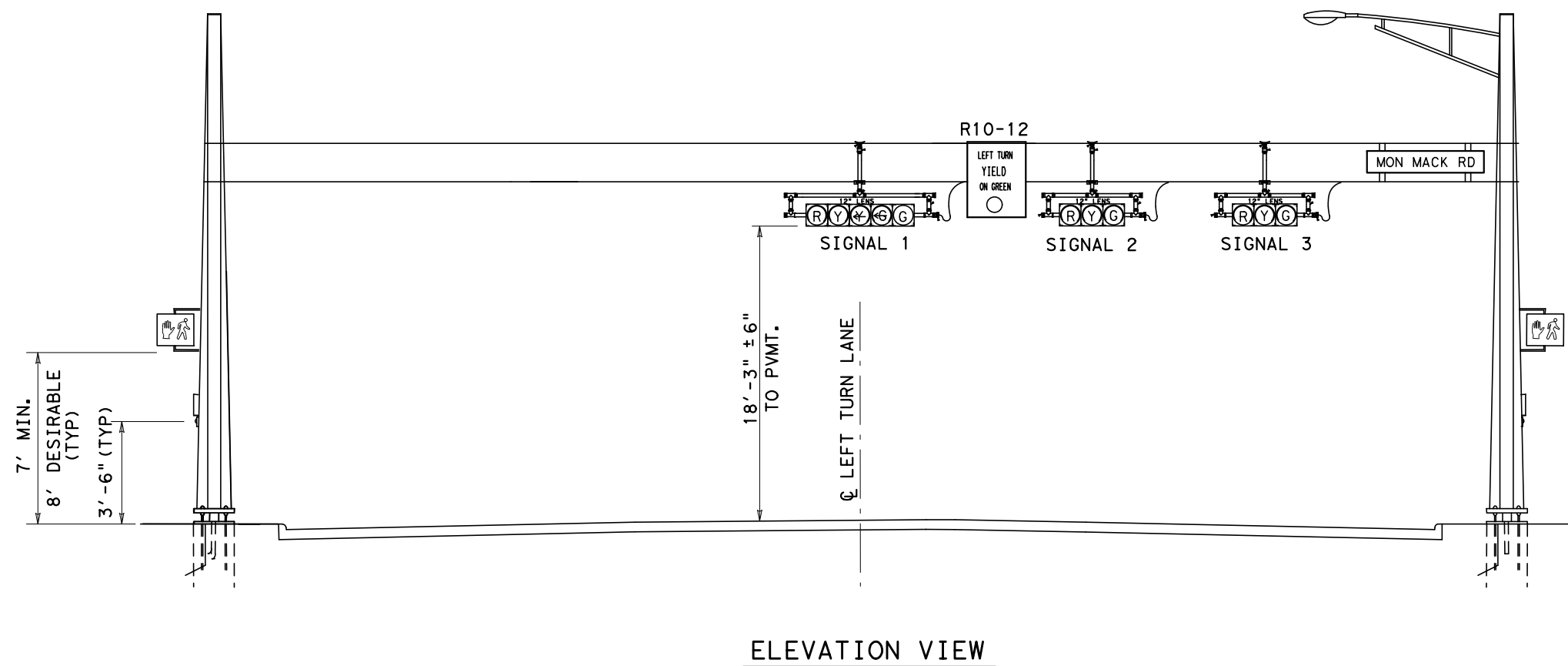


SIDE VIEW



TOP VIEW

DETAIL OF BASE MOUNT CABINET FOUNDATION

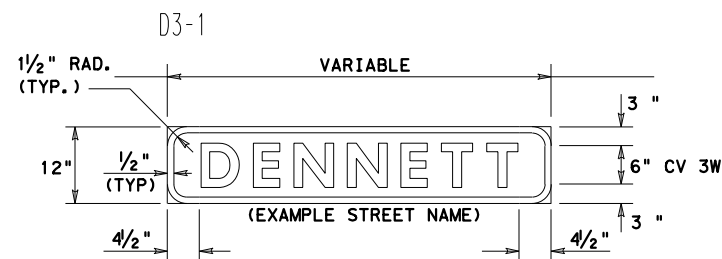


ELEVATION VIEW

DISTRICT STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
 PHARR DISTRICT STANDARD
TRAFFIC SIGNAL
CONSTRUCTION DETAILS
CONTROLLER FOUNDATION &
LOOP DETECTOR INSTALLATION

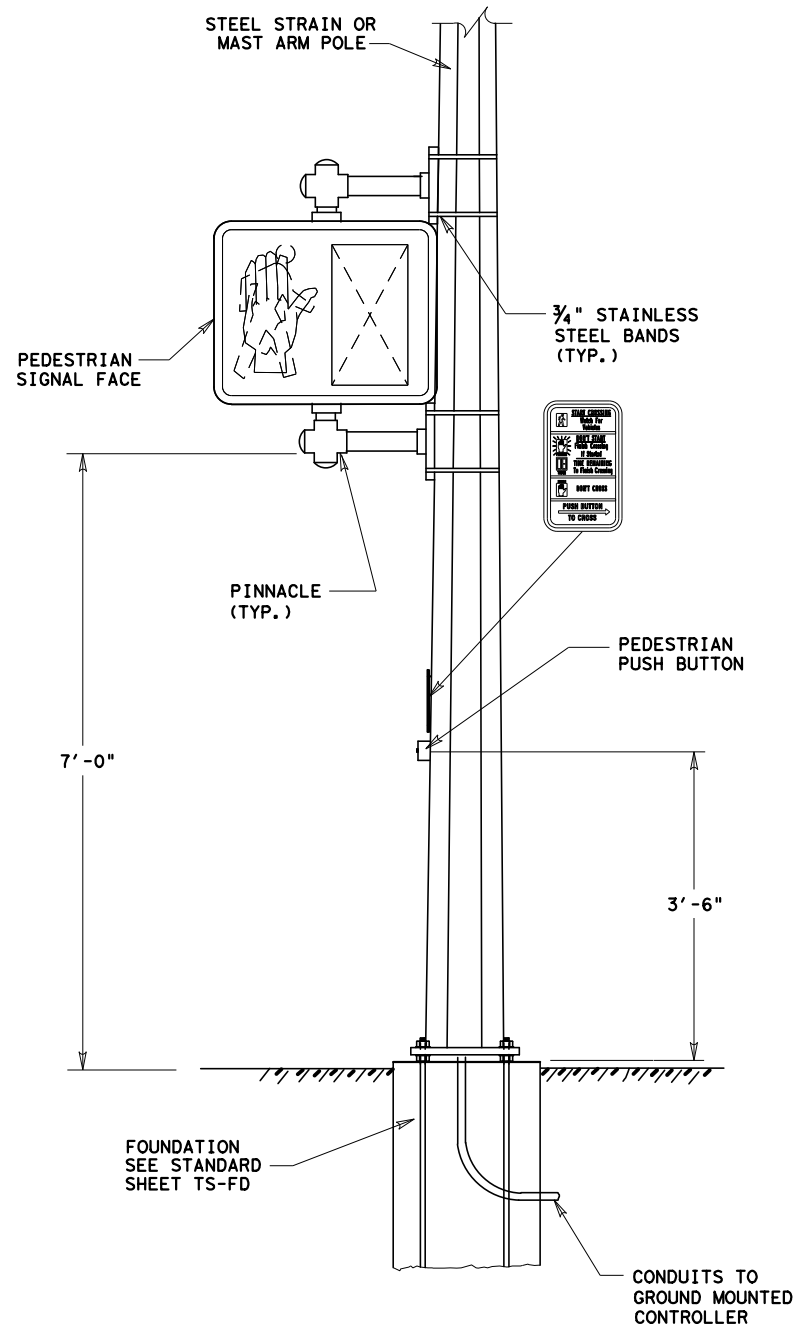
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						JOB NO. N/A
						HIGHWAY NO. PR 100

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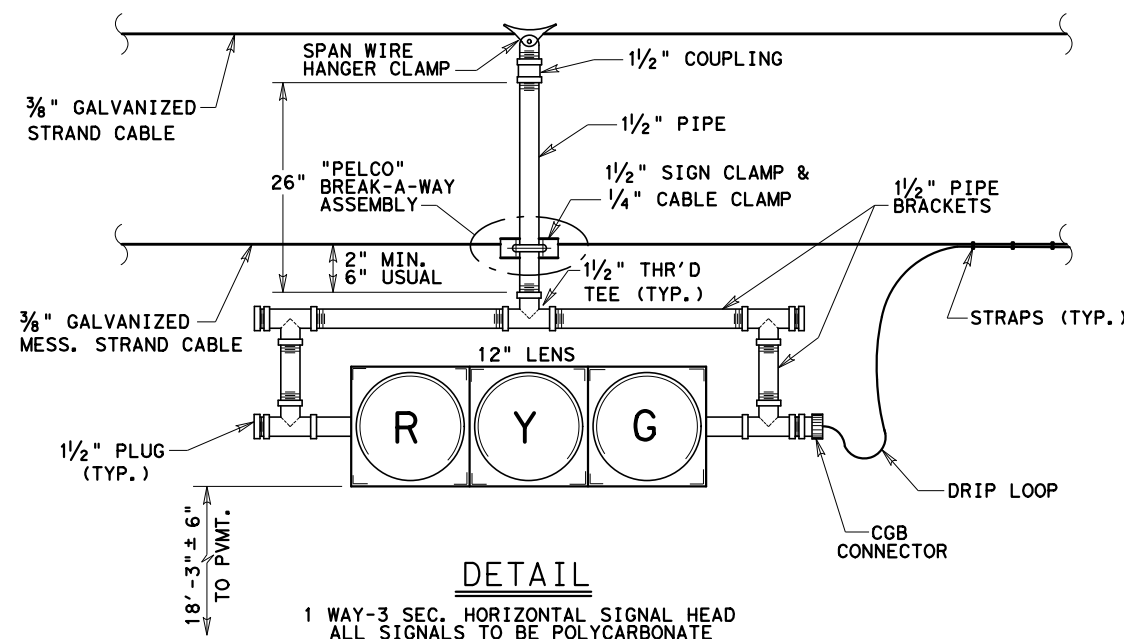


LETTERS & BORDER - WHITE (REFL.)
 BACKGROUND - GREEN (REFL.)
 MOUNT TYPE - SPAN WIRE OR MAST ARM

STREET NAME SIGN

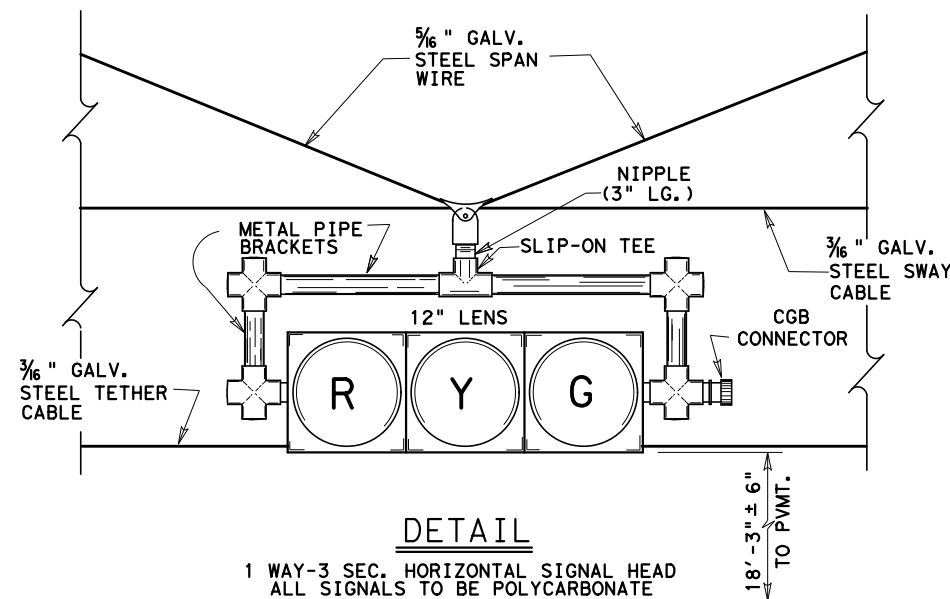


DETAIL-PEDESTRIAN SIGNALS



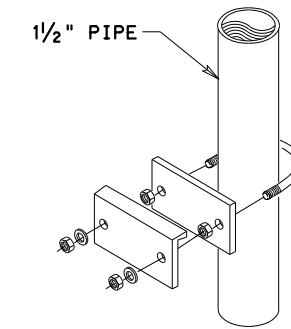
DETAIL

1 WAY-3 SEC. HORIZONTAL SIGNAL HEAD
 ALL SIGNALS TO BE POLYCARBONATE
 (TO BE USED ON SKEWED INTERSECTIONS OR WHEN SIGNAL POLES ARE NOT SQUARED TO EACH OTHER)

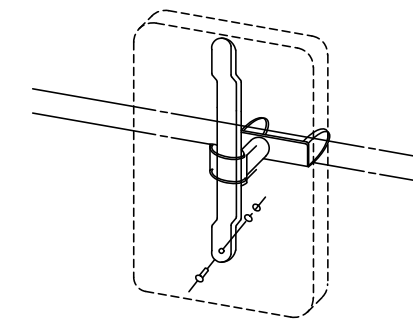


DETAIL

1 WAY-3 SEC. HORIZONTAL SIGNAL HEAD
 ALL SIGNALS TO BE POLYCARBONATE

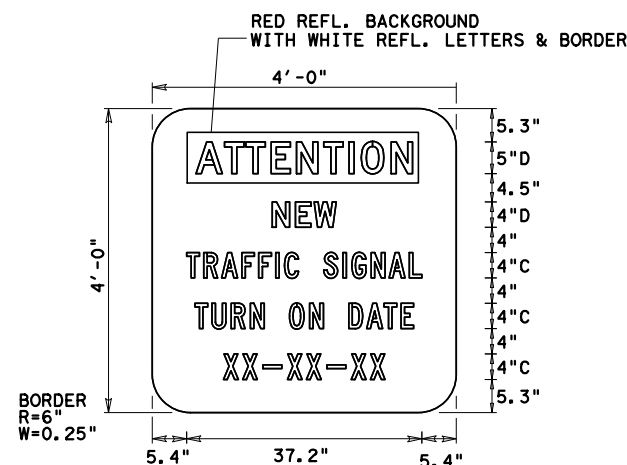


DETAIL-"PELCO" BREAK-A-WAY ASSEMBLY

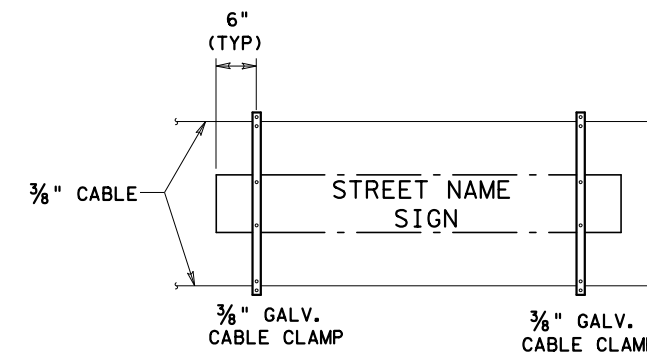


SIGN BRACKET

NOTE: THESE BRACKETS, USED IN PAIRS FOR LONGER SIGN, OR IN SINGLE UNITS FOR SMALLER SIGNS.



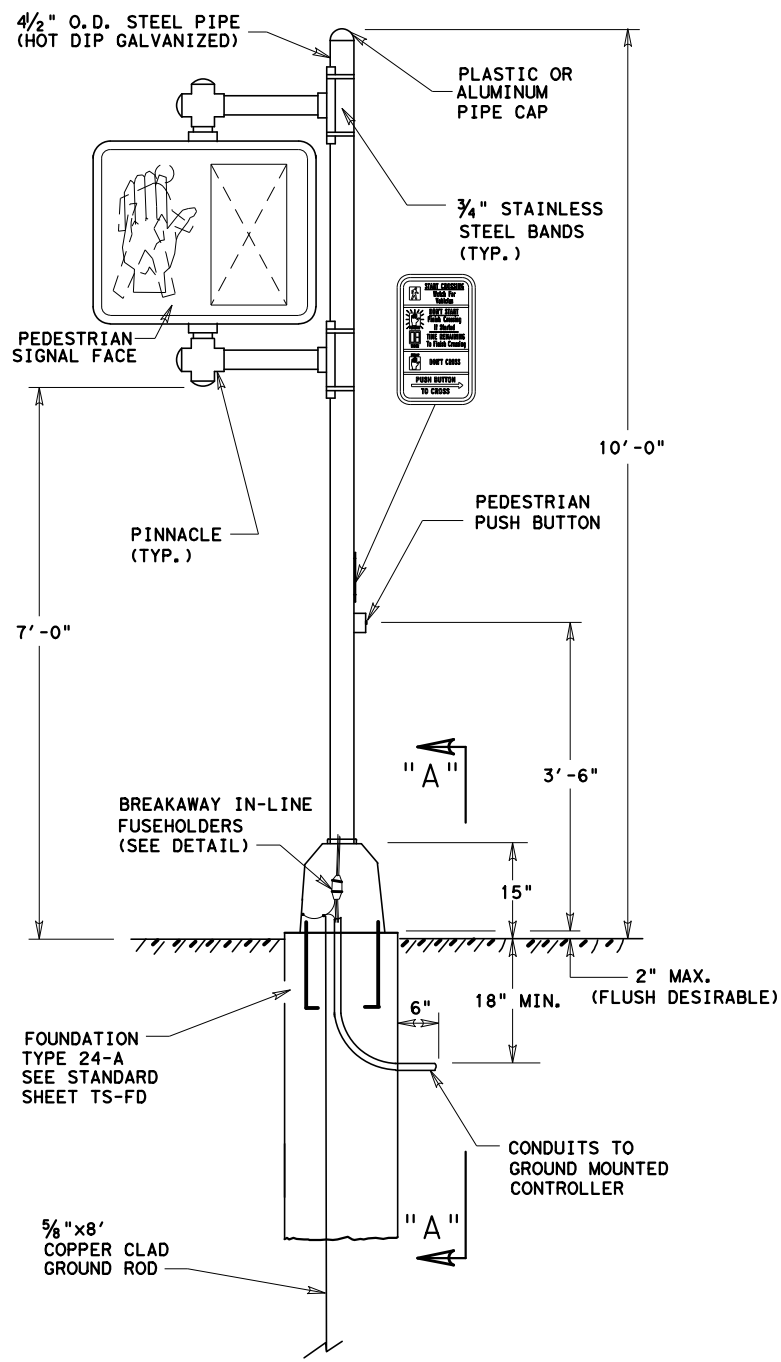
SPECIAL SIGN DETAIL



STREET NAME SIGN MOUNTING DETAIL

DISTRICT STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
 PHARR DISTRICT STANDARD
TRAFFIC SIGNAL CONSTRUCTION DETAILS
 MISCELLANEOUS DETAILS

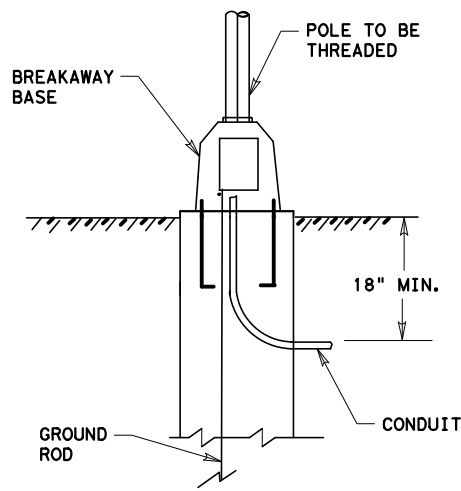
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DN:	OG	ORIGINAL	APR. 2010	6	TEXAS	231
CK DN:	JSL	REV.	MAY 2016			
DW:	OG		AUG 2016			
CK DW:	JSL			PHARR	CAMERON	N/A



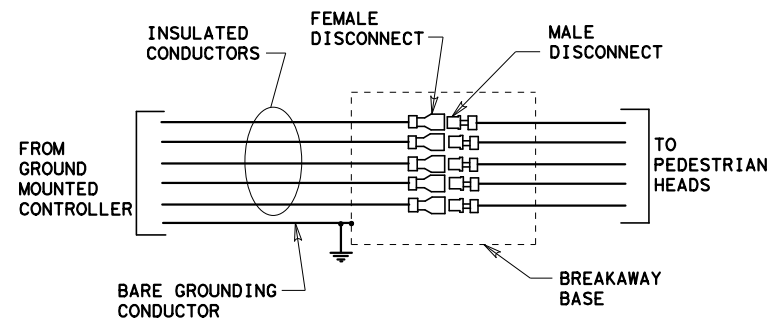
PEDESTAL POLE DETAIL

NOTES:

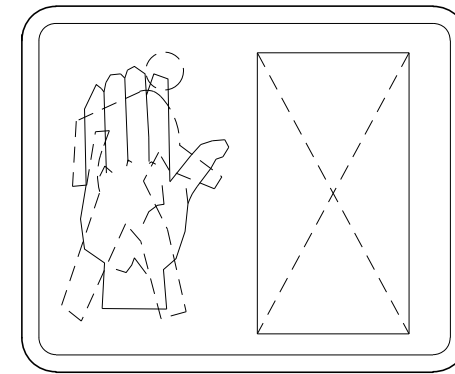
1. BREAKAWAY ELECTRICAL QUICK-DISCONNECTS SHALL BE WATERTIGHT BUSSMANN HEB SERIES OR EQUAL.
2. DRILL POLE FOR WIRE ENTRY. USE BUSHING OR RUBBER GROMMET TO PROTECT CONDUCTORS.
3. POLE SHAFT SHALL BE STEEL PIPE, ASTM A-53 GRADE A OR B, OR SCHEDULE 40 UL APPROVED RIGID STEEL ELECTRICAL CONDUIT. SHAFT MATERIAL SHALL BE HOT-DIPPED GALVANIZED INSIDE AND OUT IN ACCORDANCE WITH ASTM A-123.



SECTION "A A"



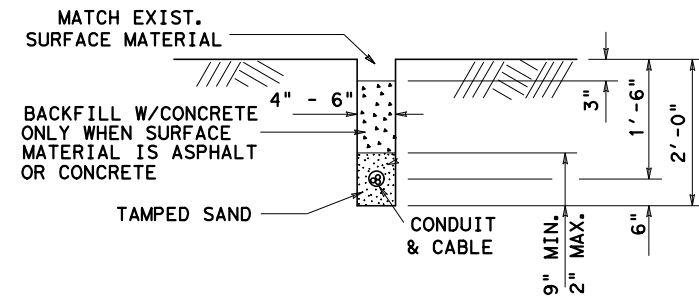
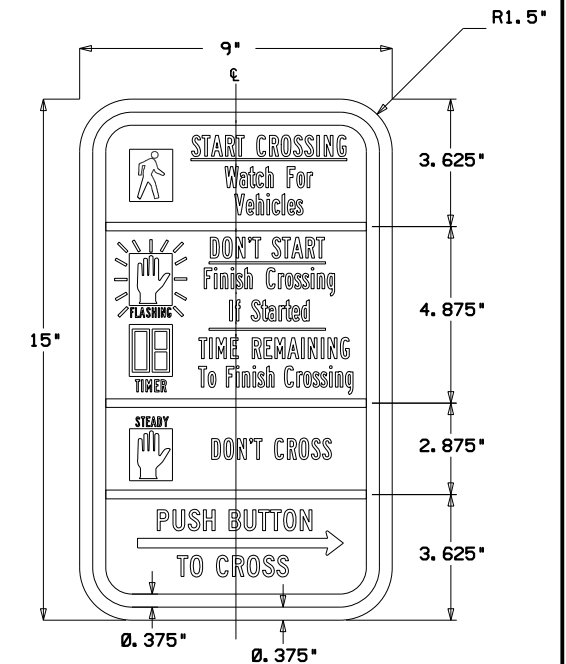
BREAKAWAY IN-LINE FUSEHOLDERS



18"x16" LED PEDESTRIAN SIGNAL HEAD w/COUNTDOWN

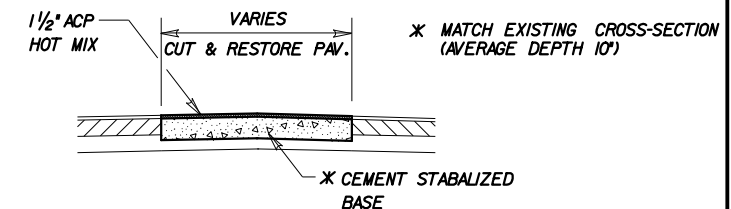
- **LEGEND:**
BLACK
- **BACKGROUND:**
WHITE (RETROREFLECTIVE)
- **OB. HAND SYMBOL:**
ORANGE (RETROREFLECTIVE) ON BLACK
- **PEDESTRIAN SYMBOL:**
WHITE (RETROREFLECTIVE) ON BLACK

NOTE:
REFER TO THE STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD) FOR MORE DETAILS AND DIMENSIONS REGARDING SIGN R10-3e

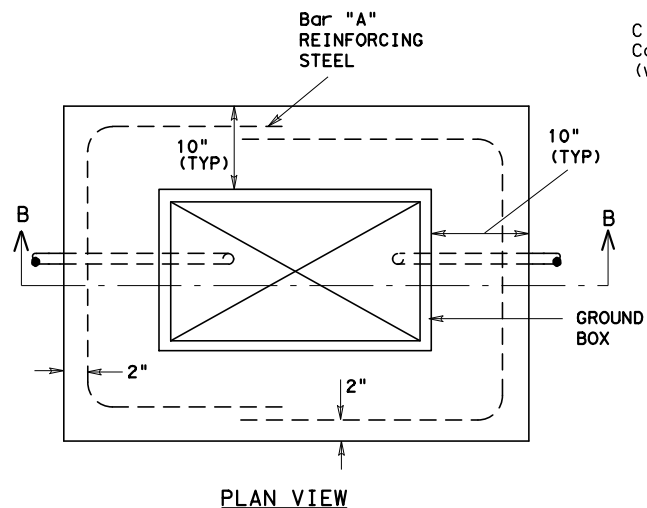


DETAIL - TRENCH LAY CONDUIT

NOTE:
ALL TRENCHES ARE TO BE MADE ONLY PARALLEL TO THE STREET. ALL CONDUIT RUNS CROSSING THE STREET SHALL BE PUSHED AND NO CUTS MADE IN THE SURFACE.



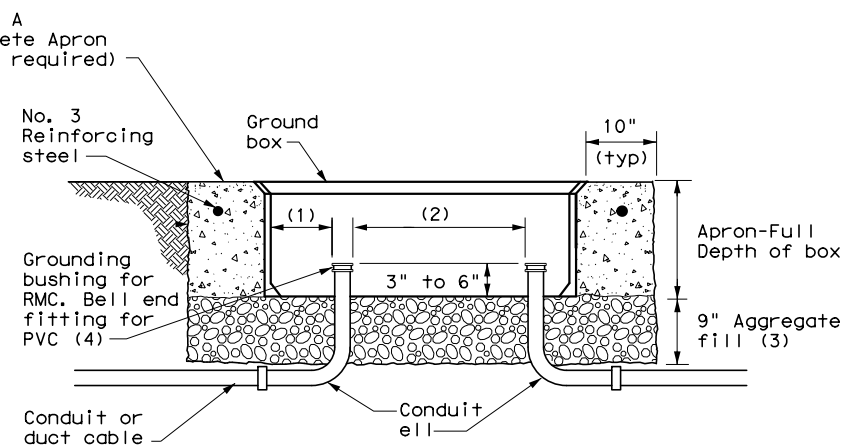
DETAIL - CUT AND RESTORE PAVEMENT



PLAN VIEW

APRON FOR GROUND BOXES

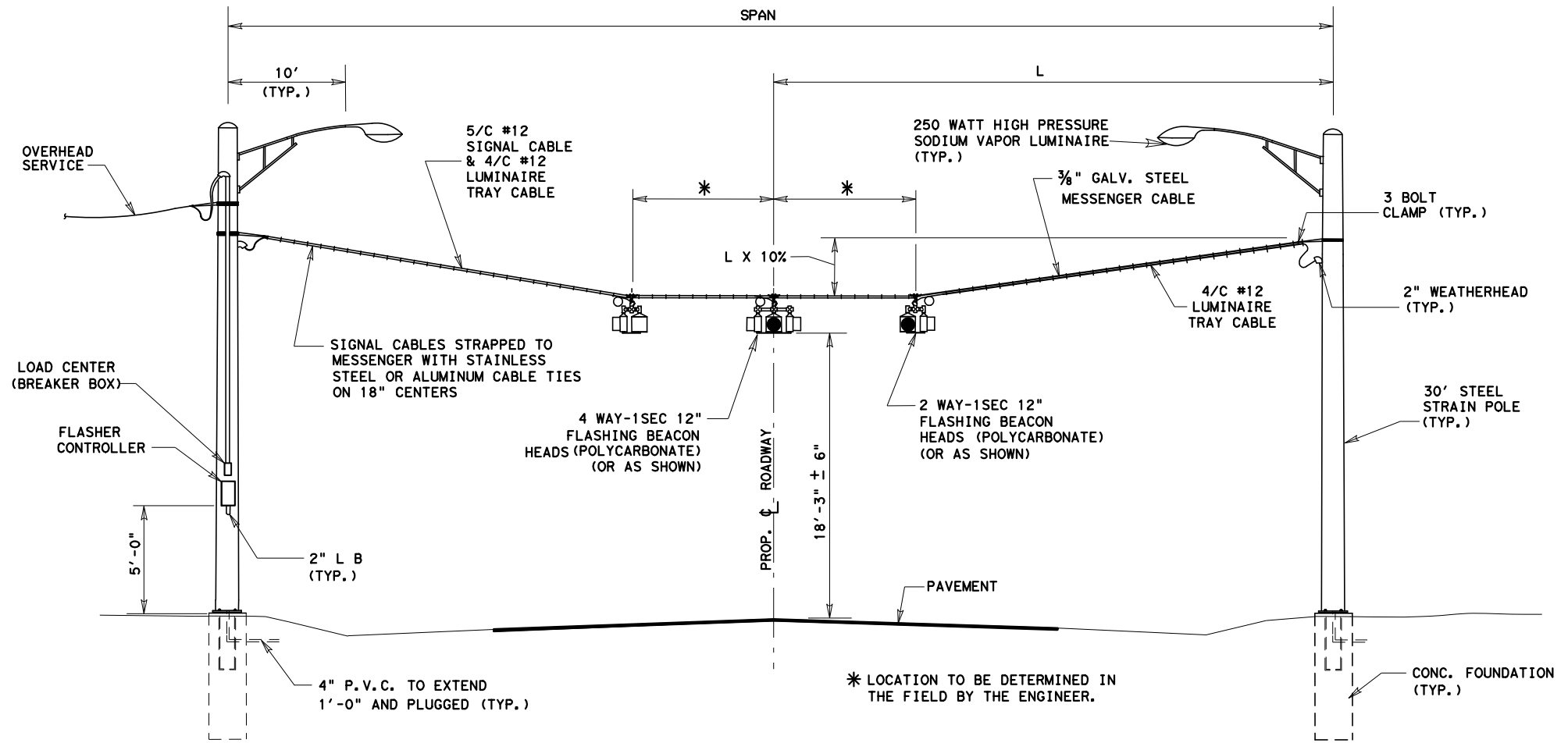
(Where required)



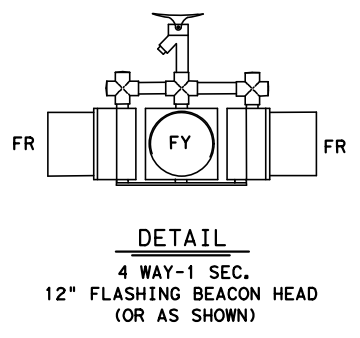
SECTION B-B

DISTRICT STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
 PHARR DISTRICT STANDARD
TRAFFIC SIGNAL CONSTRUCTION DETAILS
 MISCELLANEOUS DETAILS

© 2015 TxDOT		SHEET 2 OF 2	
DN: OG	DRAWING	DATE	STATE
CK DN: JSL	ORIGINAL	APR. 2010	6 TEXAS
DW: OG	REV. JUL. 2015	MAY 2016	STATE DIST. NO.
CK DW: JSL	AUG 2016	PHARR	CAMERON
		CONTROL NO.	SECTION NO.
		N/A	N/A
		JOB NO.	HIGHWAY NO.
		N/A	PR 100



- NOTES:**
- THE CONTRACTOR SHALL INSTALL STEEL STRAIN POLES, LUMINAIRES, FLASHING BEACON HEADS, SIGNAL CABLES AND SPAN WIRE AS SHOWN.
 - THE LOCATIONS SHOWN FOR THE STEEL STRAIN POLES IS APPROXIMATE. THEIR EXACT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER IN COORDINATION WITH THE PHARR DISTRICT SIGNAL SHOP.
 - THE EXACT LOCATION OF ALL KNOWN UNDER-GROUND UTILITIES IS NOT CERTAIN. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ANY UNDERGROUND UTILITIES BEFORE DRILLING FOR STEEL POLE FOUNDATIONS AND SERVICE POLES.
 - SIGNAL CABLE SHALL BE #12 AWG AND SERVICE CABLE SHALL BE #6 AWG.
 - THE CONTRACTOR SHALL FURNISH NEW LED TRAFFIC SIGNAL LAMPS FOR ALL FLASHING BEACON HEADS.
 - THE LUMINAIRES SHALL BE EQUIPPED WITH PHOTO ELECTRIC CELLS FOR THEIR OPERATION.



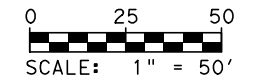
TYPICAL FLASHING BEACON INSTALLATION
NOT TO SCALE

NOTE:
ALL FLASHING BEACONS SHALL FLASH SIMULTANEOUSLY FOR EACH APPROACH.

DISTRICT STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
PHARR DISTRICT STANDARD

**TRAFFIC SIGNAL
CONSTRUCTION DETAILS
MISCELLANEOUS DETAILS**

© 2015 TxDOT		SHEET 4 OF 4				
DN: OG	DRAWING	DATE	FILE NO. REV. NO.	STATE	PROJECT NO.	SHEET NO.
CK DN: GIG	ORIGINAL	Oct. 2015	6	TEXAS	N/A	233
DW: OG			STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.
CK DW: GIG			PHARR	CAMERON	N/A	N/A
					JOB NO.	RIGHTWAY NO.
					N/A	PR 100



NOTES:

1. ALL INDICATED LENGTHS IN CONDUIT/CONDUCTOR RUN SCHEDULES ARE HORIZONTAL ONLY. THE CONTRACTOR SHALL ALLOW FOR SPLICING AND VERTICAL REQUIREMENTS.
2. THE CONTRACTOR SHALL VERIFY WITH THE UTILITY COMPANIES THE EXACT LOCATION OF EXISTING UNDERGROUND UTILITIES, PRIOR TO CONSTRUCTION TO AVOID CONFLICT OR DAMAGE TO THESE UTILITIES. THE CONTRACTOR SHALL SEEK THE APPROVAL OF THE ENGINEER AND ADJUST THE OFFSETS TO AVOID DAMAGE TO UTILITIES.
3. SEE LIGHTING DETAILS FOR PLANTER ELECTRICAL DETAIL.

LEGEND	
	PEDESTRIAN LIGHTING
	ABOVE GRADE LED SPOTLIGHT
	SCH 40 CONDUIT
	SCH 80 CONDUIT BORED
	GROUND BOX W/ APRON
	ELECTRICAL SERVICE
	EXISTING STREET LIGHTING
	OUTDOOR OUTLET

No.	Revision	By	Date

PRELIMINARY
FOR REVIEW ONLY
Not for construction, bidding,
or permit purposes.

Kimley»Horn
Engineer: SCOTT R. ARNOLD
P. E. No. 96782 Date 11/6/2018

Kimley»Horn
TYPE REGISTERED ENGINEERING FIRM F-928

South Padre Island

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

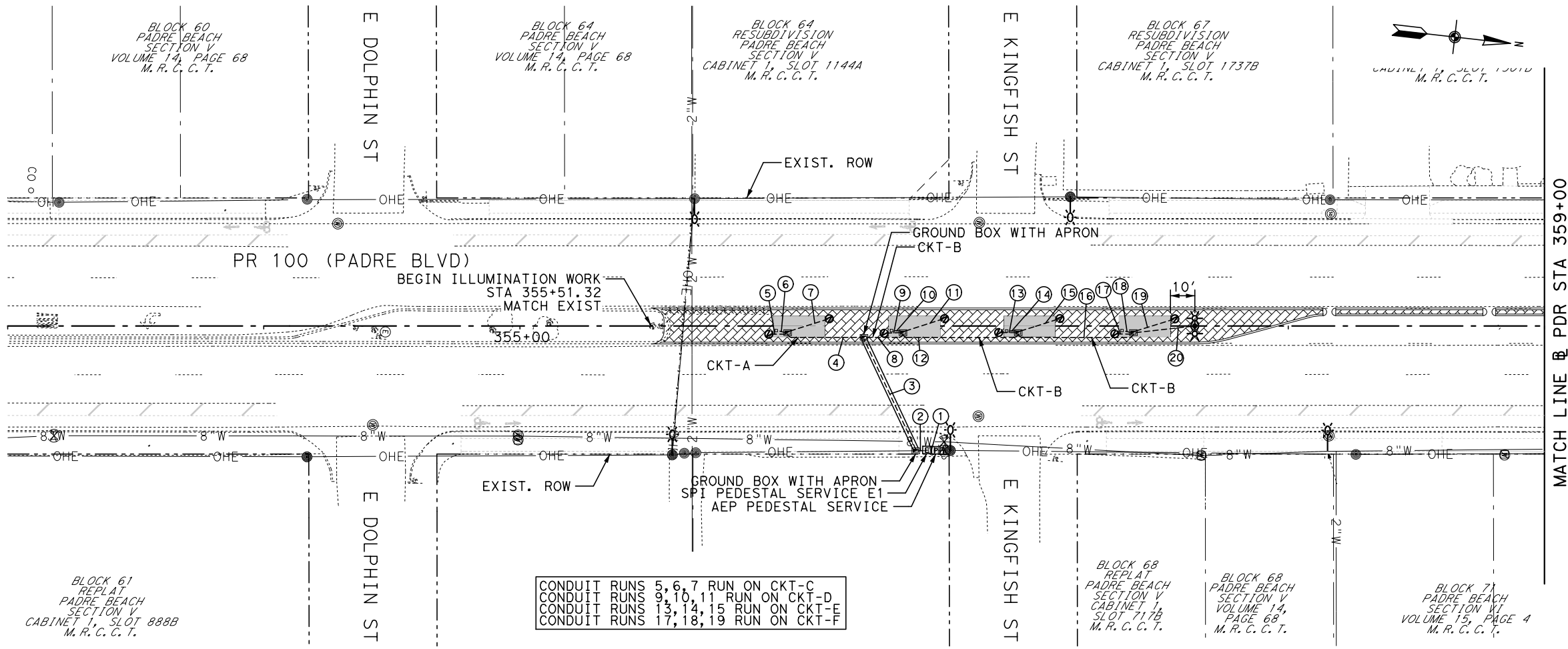
LIGHTING PLAN

PDR
STA 347+00 TO STA 359+00

SHEET 1 OF 12

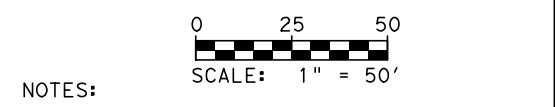
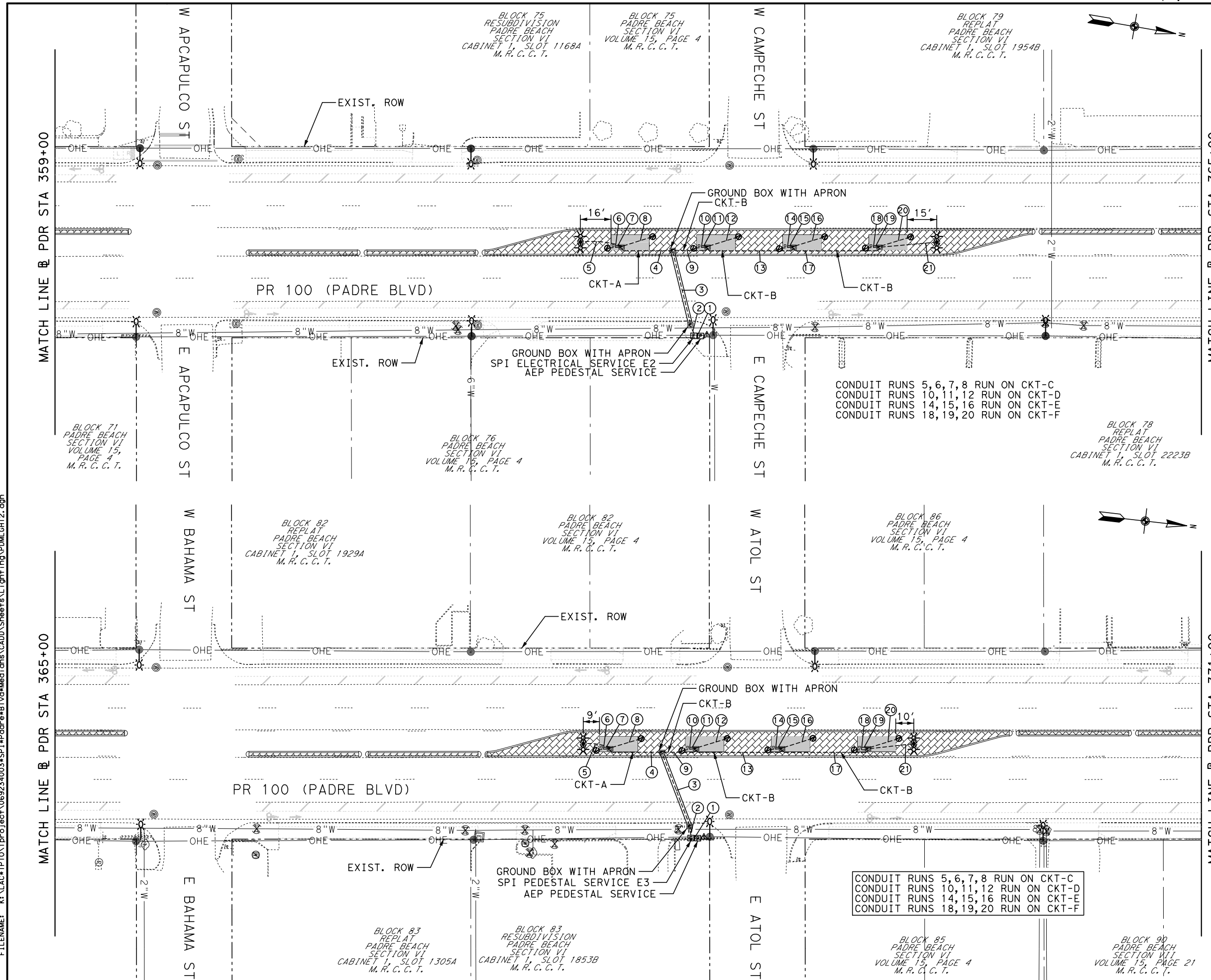
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 234



CONDUIT RUNS 5, 6, 7	RUN ON CKT-C
CONDUIT RUNS 9, 10, 11	RUN ON CKT-D
CONDUIT RUNS 13, 14, 15	RUN ON CKT-E
CONDUIT RUNS 17, 18, 19	RUN ON CKT-F

PLOTTED: 11/6/2018 3:02:01 PM 50.0000 ft / in.
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- NOTES:
1. ALL INDICATED LENGTHS IN CONDUIT/CONDUCTOR RUN SCHEDULES ARE HORIZONTAL ONLY. THE CONTRACTOR SHALL ALLOW FOR SPLICING AND VERTICAL REQUIREMENTS.
 2. THE CONTRACTOR SHALL VERIFY WITH THE UTILITY COMPANIES THE EXACT LOCATION OF EXISTING UNDERGROUND UTILITIES, PRIOR TO CONSTRUCTION TO AVOID CONFLICT OR DAMAGE TO THESE UTILITIES. THE CONTRACTOR SHALL SEEK THE APPROVAL OF THE ENGINEER AND ADJUST THE OFFSETS TO AVOID DAMAGE TO UTILITIES.
 3. SEE LIGHTING DETAILS FOR PLANTER ELECTRICAL DETAIL.

LEGEND	
	PEDESTRIAN LIGHTING
	ABOVE GRADE LED SPOTLIGHT
	SCH 40 CONDUIT
	SCH 80 CONDUIT BORED
	GROUND BOX W/ APRON
	ELECTRICAL SERVICE
	EXISTING STREET LIGHTING
	OUTDOOR OUTLET

No.	Revision	By	Date

PRELIMINARY
 FOR REVIEW ONLY
 Not for construction, bidding, or permit purposes.
Kimley»Horn
 Engineer: SCOTT R. ARNOLD
 P. E. No. 96782 Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928

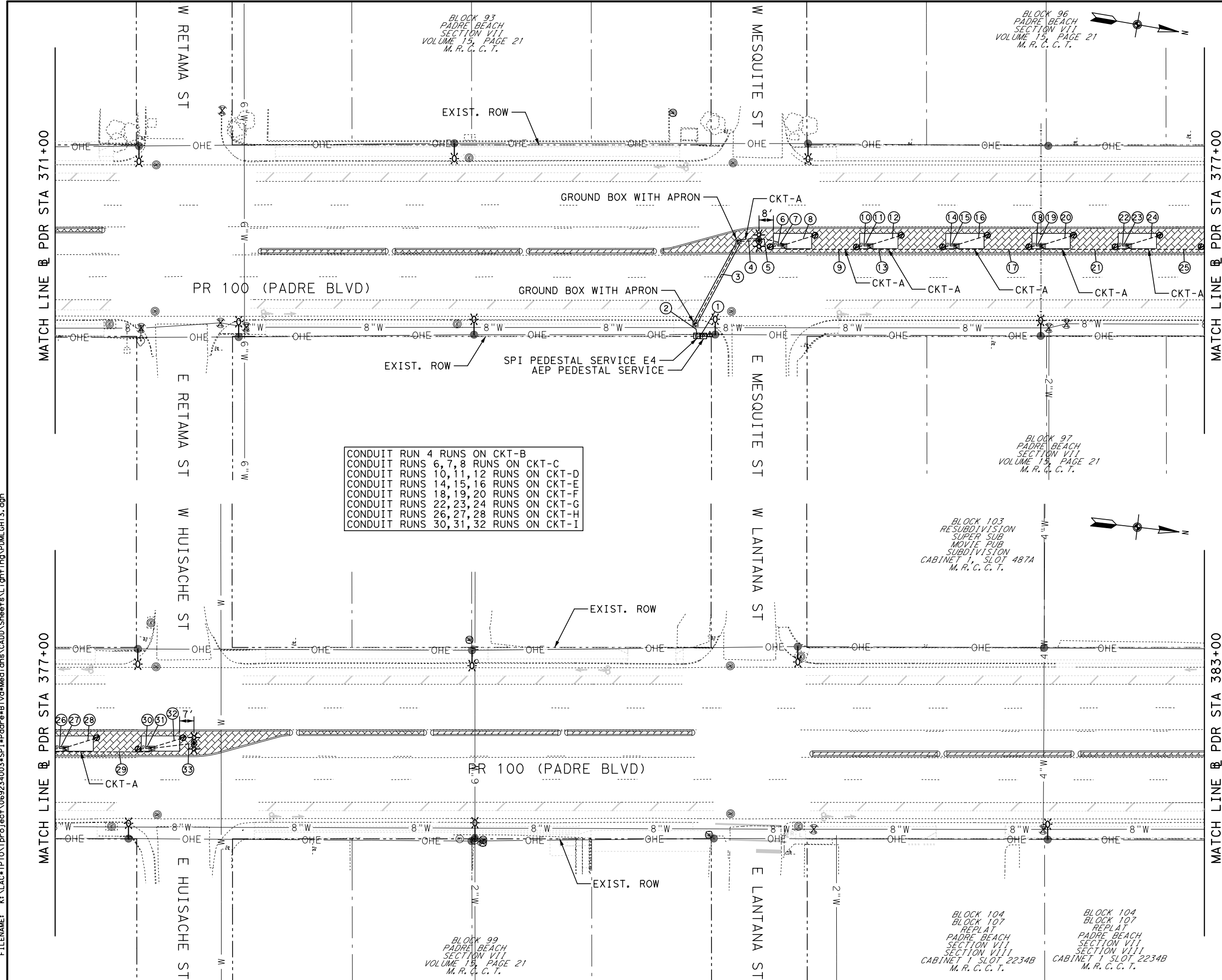
South Padre Island

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS
 LIGHTING PLAN
 PDR
 STA 359+00 TO STA 371+00
 SHEET 2 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	235
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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 - SEE LIGHTING DETAILS FOR PLANTER ELECTRICAL DETAIL.

LEGEND

- PEDESTRIAN LIGHTING
- ABOVE GRADE LED SPOTLIGHT
- SCH 40 CONDUIT
- SCH 80 CONDUIT BORED
- GROUND BOX W/ APRON
- ELECTRICAL SERVICE
- EXISTING STREET LIGHTING
- OUTDOOR OUTLET

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 Engineer: SCOTT R. ARNOLD
 P. E. No. 96782 Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928

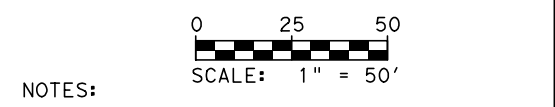
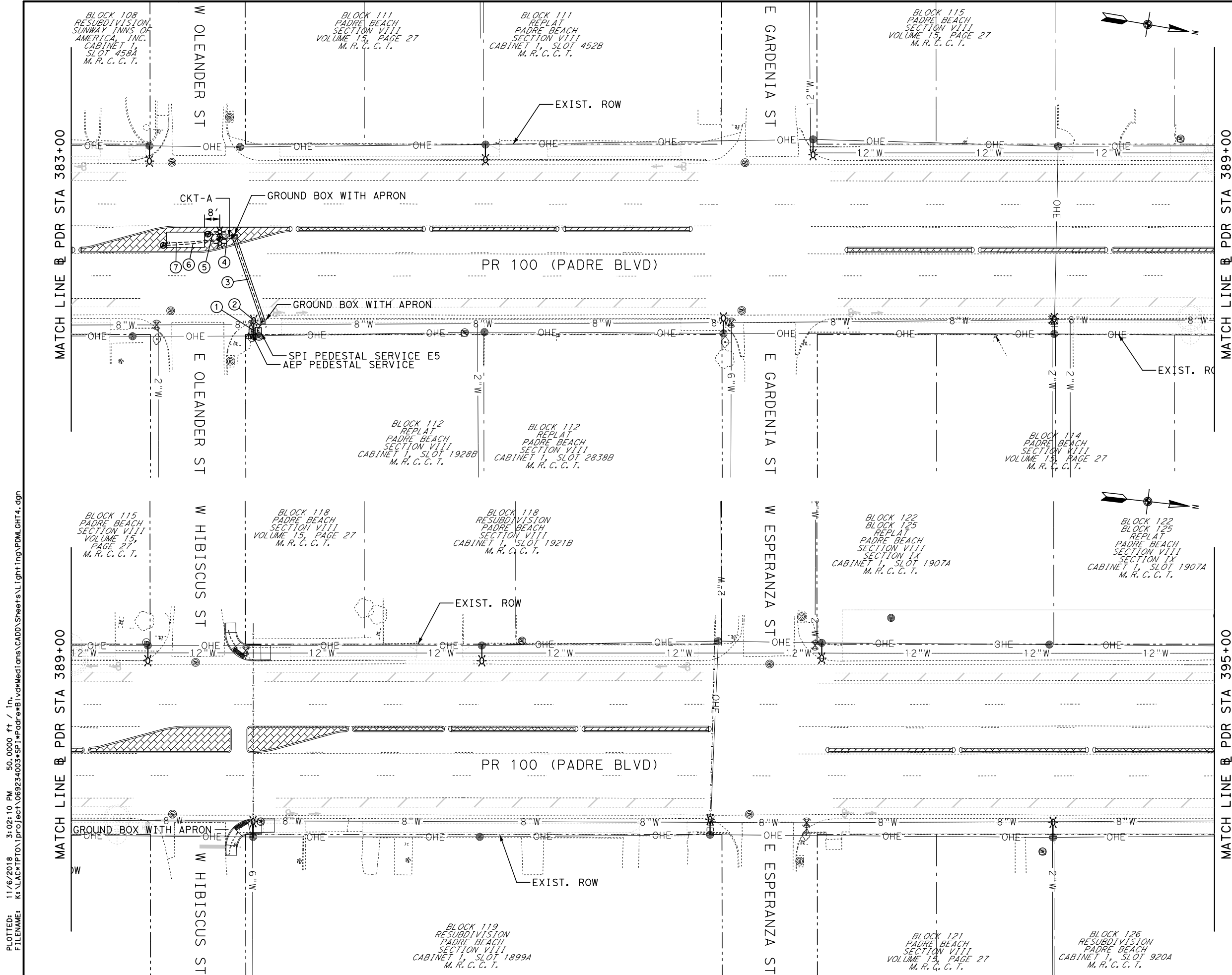
South Padre Island

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS
LIGHTING PLAN
 PDR
 STA 371+00 TO STA 383+00
 SHEET 3 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	236
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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LEGEND	
	PEDESTRIAN LIGHTING
	ABOVE GRADE LED SPOTLIGHT
	SCH 40 CONDUIT
	SCH 80 CONDUIT BORED
	GROUND BOX W/ APRON
	ELECTRICAL SERVICE
	EXISTING STREET LIGHTING
	OUTDOOR OUTLET

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
Engineer: SCOTT R. ARNOLD
P. E. No. 96782 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

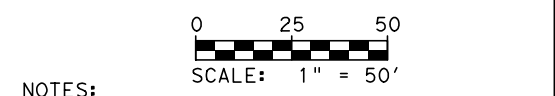
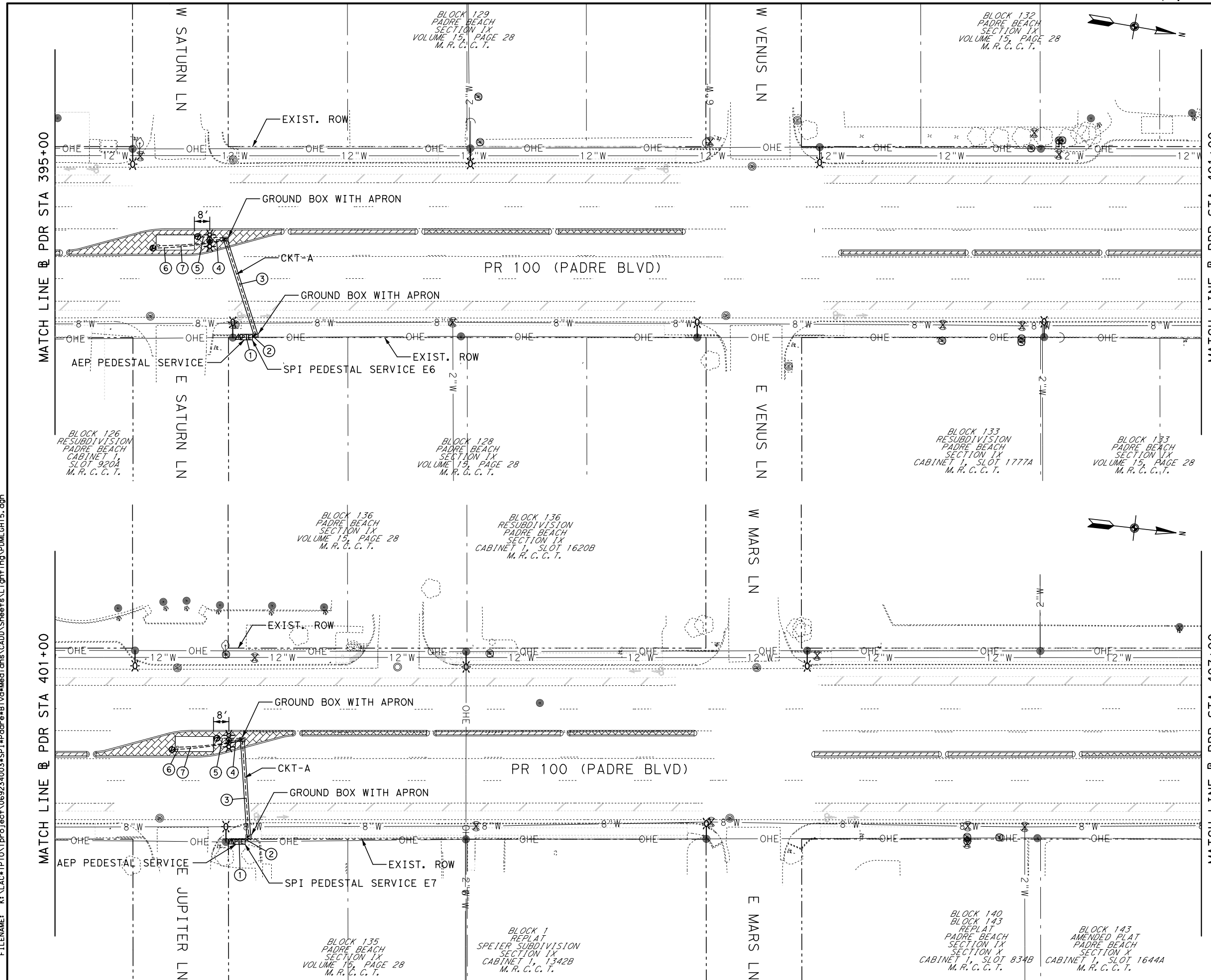
LIGHTING PLAN

PDR
STA 383+00 TO STA 395+00

SHEET 4 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	237
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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- NOTES:
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LEGEND

- PEDESTRIAN LIGHTING
- ABOVE GRADE LED SPOTLIGHT
- SCH 40 CONDUIT
- SCH 80 CONDUIT BORED
- GROUND BOX W/ APRON
- ELECTRICAL SERVICE
- EXISTING STREET LIGHTING
- OUTDOOR OUTLET

No.	Revision	By	Date

PRELIMINARY
FOR REVIEW ONLY
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Kimley»Horn
Engineer: SCOTT R. ARNOLD
P. E. No. 96782 Date 11/6/2018

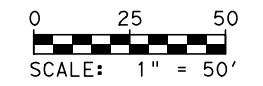
Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
LIGHTING PLAN
PDR
STA 395+00 TO STA 407+00
SHEET 5 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	238
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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LEGEND

- PEDESTRIAN LIGHTING
- ABOVE GRADE LED SPOTLIGHT
- SCH 40 CONDUIT
- SCH 80 CONDUIT BORED
- GROUND BOX W/ APRON
- ELECTRICAL SERVICE
- EXISTING STREET LIGHTING
- OUTDOOR OUTLET

No.	Revision	By	Date

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Kimley»Horn
 Engineer: SCOTT R. ARNOLD
 P. E. No. 96782 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928

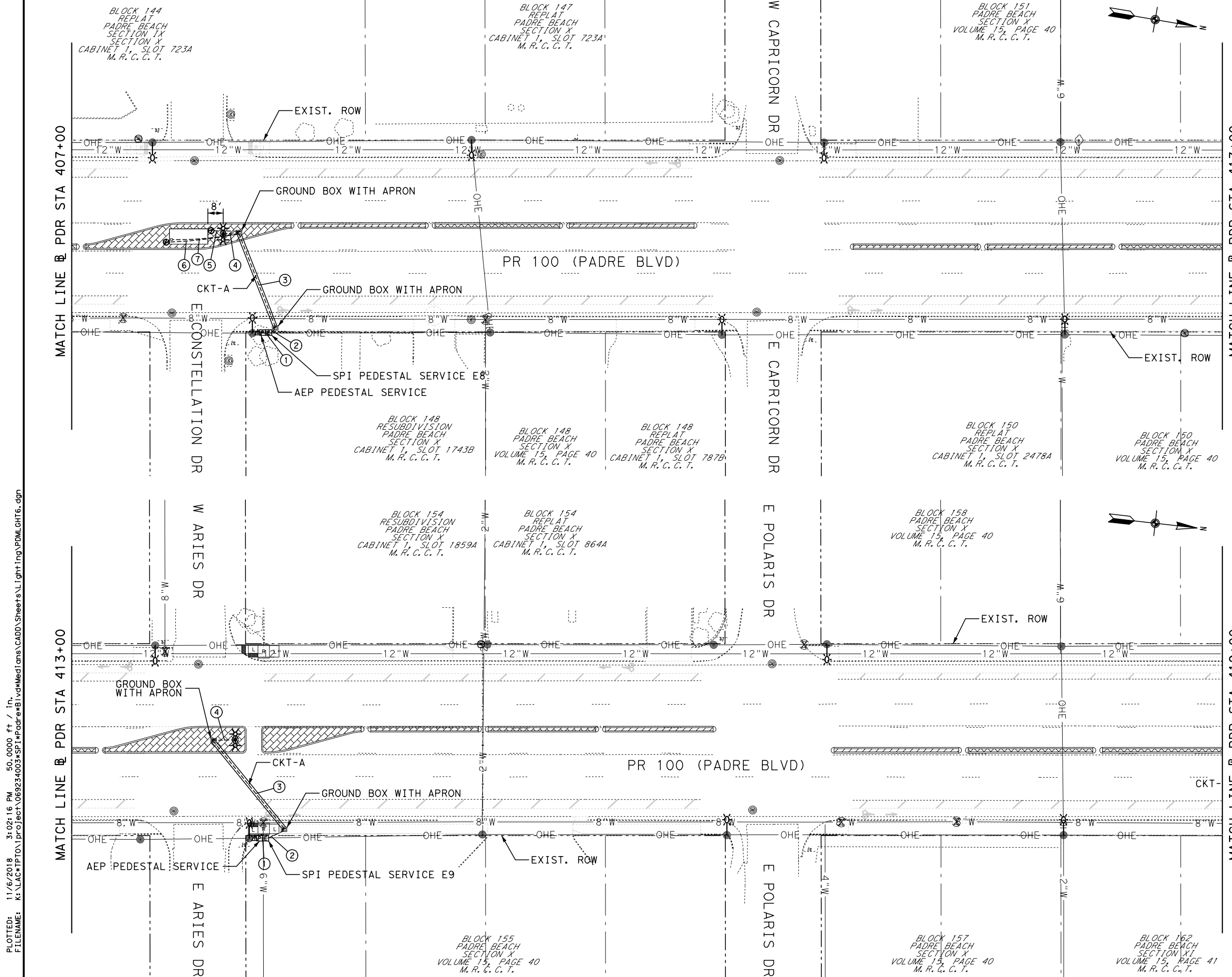


PR 100 ROADWAY IMPROVEMENTS
LIGHTING PLAN

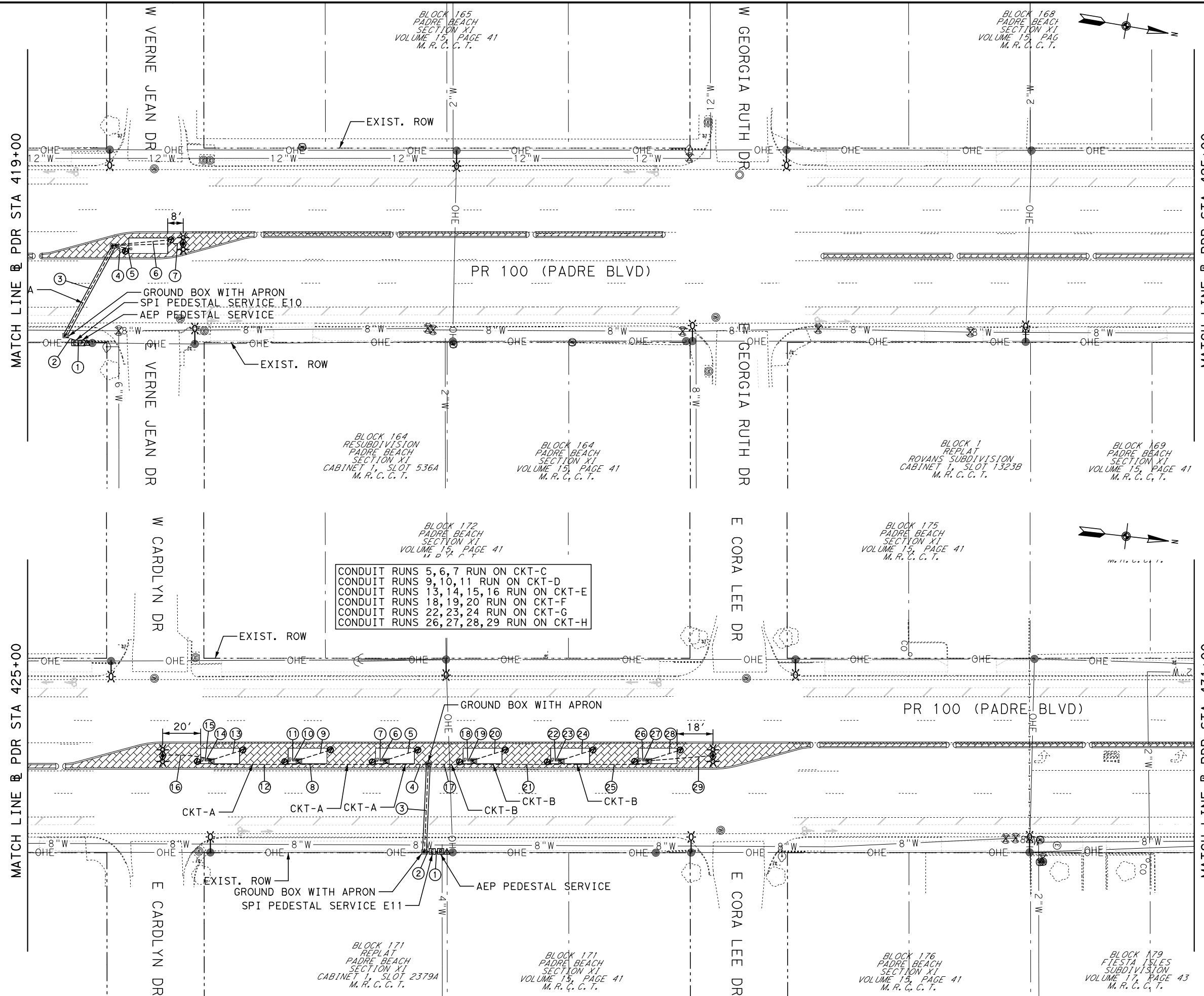
PR 100
 STA 407+00 TO STA 419+00

SHEET 6 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	239
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	



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LEGEND

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- ABOVE GRADE LED SPOTLIGHT
- SCH 40 CONDUIT
- SCH 80 CONDUIT BORED
- GROUND BOX W/ APRON
- ELECTRICAL SERVICE
- EXISTING STREET LIGHTING
- OUTDOOR OUTLET

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn

Engineer: SCOTT R. ARNOLD
P. E. No. 96782 Date 11/6/2018

Kimley»Horn

TBPE REGISTERED ENGINEERING FIRM F-928

South Padre Island

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

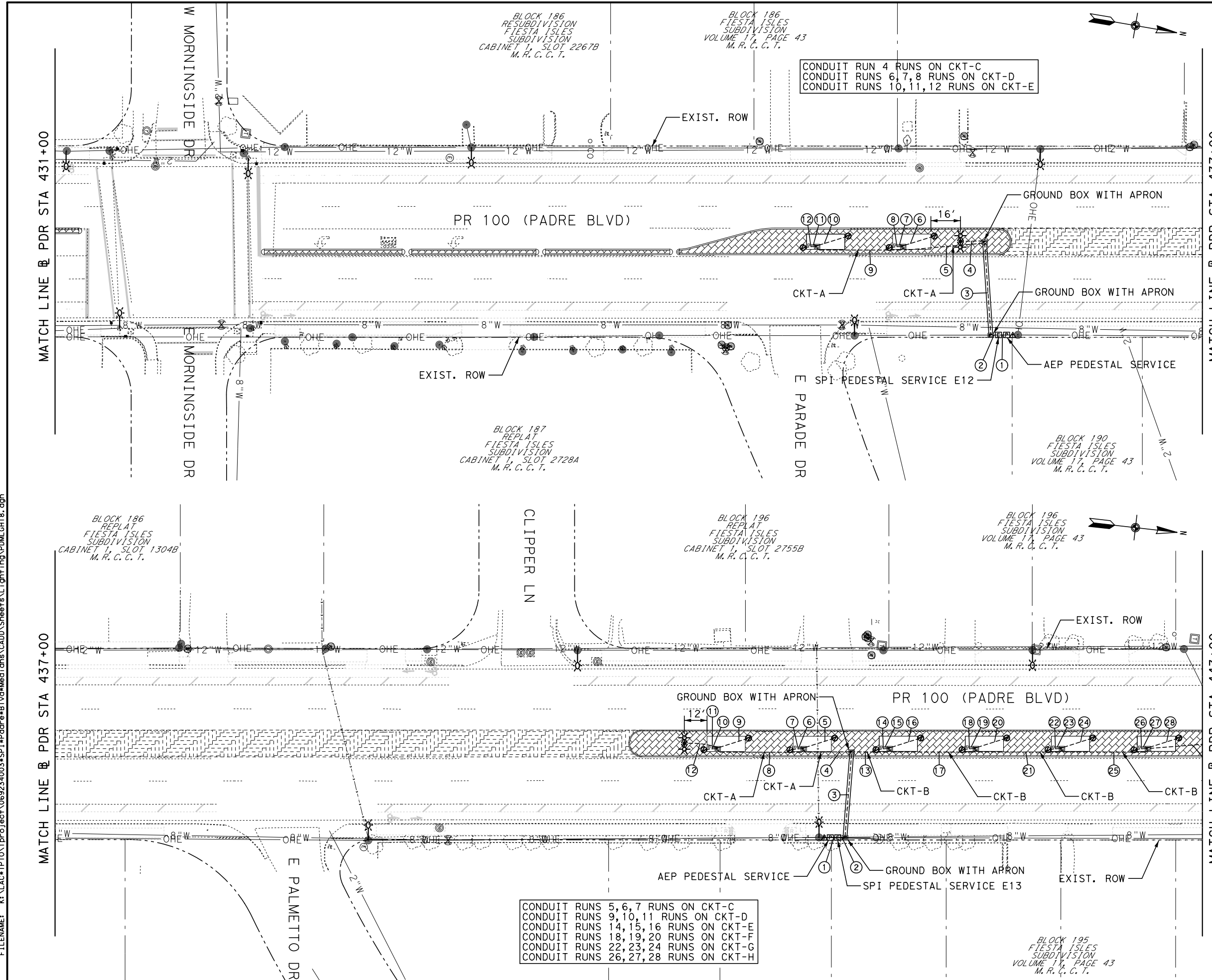
LIGHTING PLAN

PR 100
STA 419+00 TO STA 431+00

SHEET 7 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	240
STATE	DISTRICT	COUNTY	240
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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CONDUIT RUN 4 RUNS ON CKT-C
 CONDUIT RUNS 6, 7, 8 RUNS ON CKT-D
 CONDUIT RUNS 10, 11, 12 RUNS ON CKT-E

CONDUIT RUNS 5, 6, 7 RUNS ON CKT-C
 CONDUIT RUNS 9, 10, 11 RUNS ON CKT-D
 CONDUIT RUNS 14, 15, 16 RUNS ON CKT-E
 CONDUIT RUNS 18, 19, 20 RUNS ON CKT-F
 CONDUIT RUNS 22, 23, 24 RUNS ON CKT-G
 CONDUIT RUNS 26, 27, 28 RUNS ON CKT-H

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LEGEND

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- SCH 40 CONDUIT
- SCH 80 CONDUIT BORED
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- ELECTRICAL SERVICE
- EXISTING STREET LIGHTING
- OUTDOOR OUTLET

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
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PR 100 ROADWAY IMPROVEMENTS

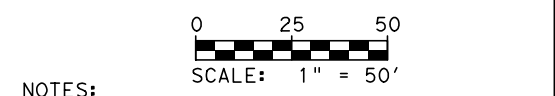
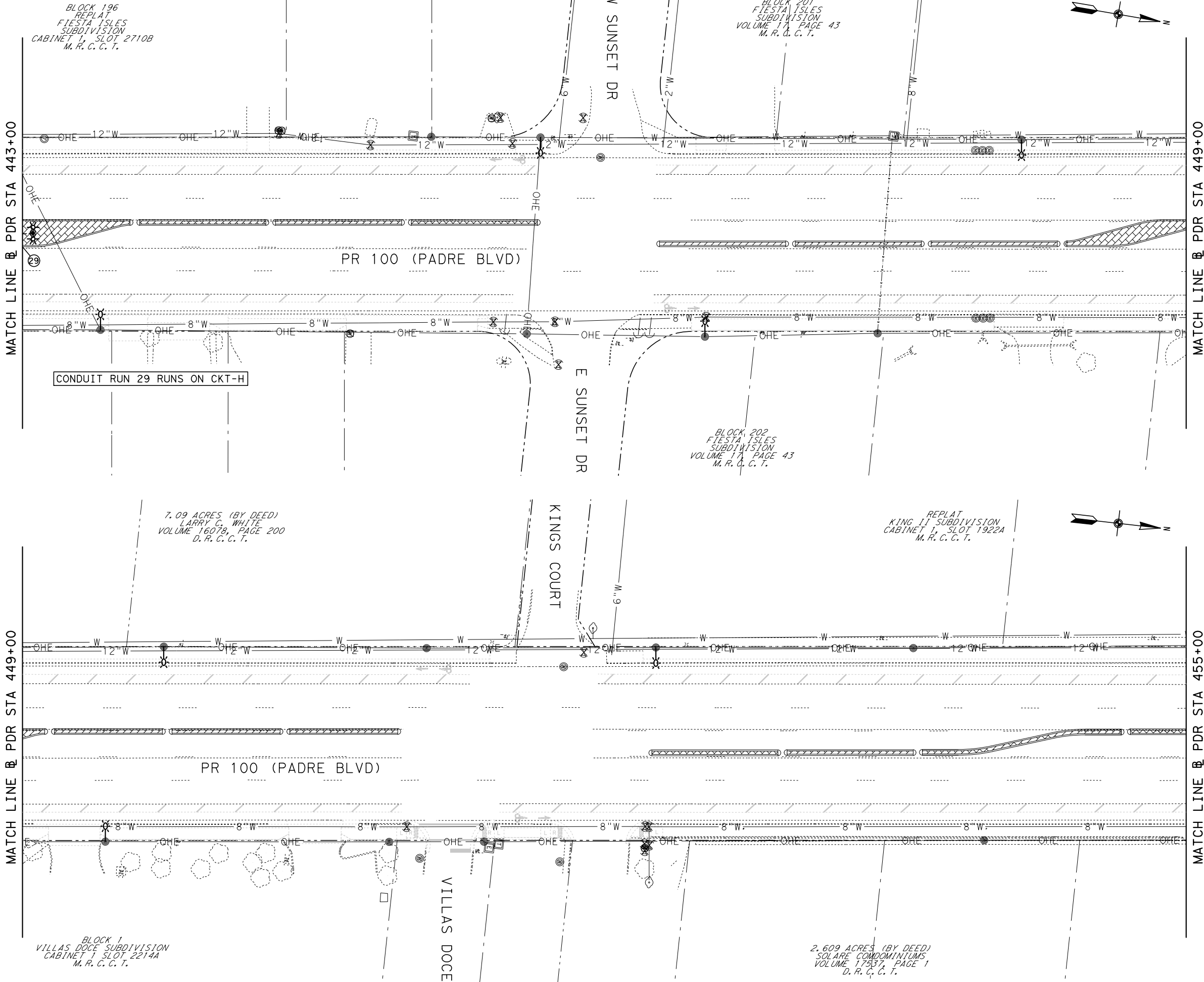
LIGHTING PLAN

PR 100
 STA 431+00 TO STA 443+00

SHEET 8 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	241
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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LEGEND	
	PEDESTRIAN LIGHTING
	ABOVE GRADE LED SPOTLIGHT
	SCH 40 CONDUIT
	SCH 80 CONDUIT BORED
	GROUND BOX W/ APRON
	ELECTRICAL SERVICE
	EXISTING STREET LIGHTING
	OUTDOOR OUTLET

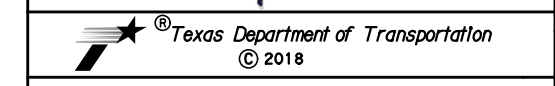
No.	Revision	By	Date

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Kimley»Horn

Engineer: SCOTT R. ARNOLD
P. E. No. 96782 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

LIGHTING PLAN

PDR
STA 443+00 TO STA 455+00

SHEET 9 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 242

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BLOCK 196
REPLAT
FIESTA ISLES
SUBDIVISION
CABINET 1, SLOT 2710B
M. R. C. C. T.

BLOCK 201
FIESTA ISLES
SUBDIVISION
VOLUME 17, PAGE 43
M. R. C. C. T.

BLOCK 202
FIESTA ISLES
SUBDIVISION
VOLUME 17, PAGE 43
M. R. C. C. T.

7.09 ACRES (BY DEED)
LARRY C. WHITE
VOLUME 16078, PAGE 200
D. R. C. C. T.

REPLAT
KING II SUBDIVISION
CABINET 1, SLOT 1922A
M. R. C. C. T.

BLOCK 1
VILLAS DOCE SUBDIVISION
CABINET 1, SLOT 2214A
M. R. C. C. T.

2.609 ACRES (BY DEED)
SOLARE CONDOMINIUMS
VOLUME 17537, PAGE 1
D. R. C. C. T.



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LEGEND

- PEDESTRIAN LIGHTING
- ABOVE GRADE LED SPOTLIGHT
- SCH 40 CONDUIT
- SCH 80 CONDUIT BORED
- GROUND BOX W/ APRON
- ELECTRICAL SERVICE
- EXISTING STREET LIGHTING
- OUTDOOR OUTLET

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
Engineer: SCOTT R. ARNOLD
P. E. No. 96782 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



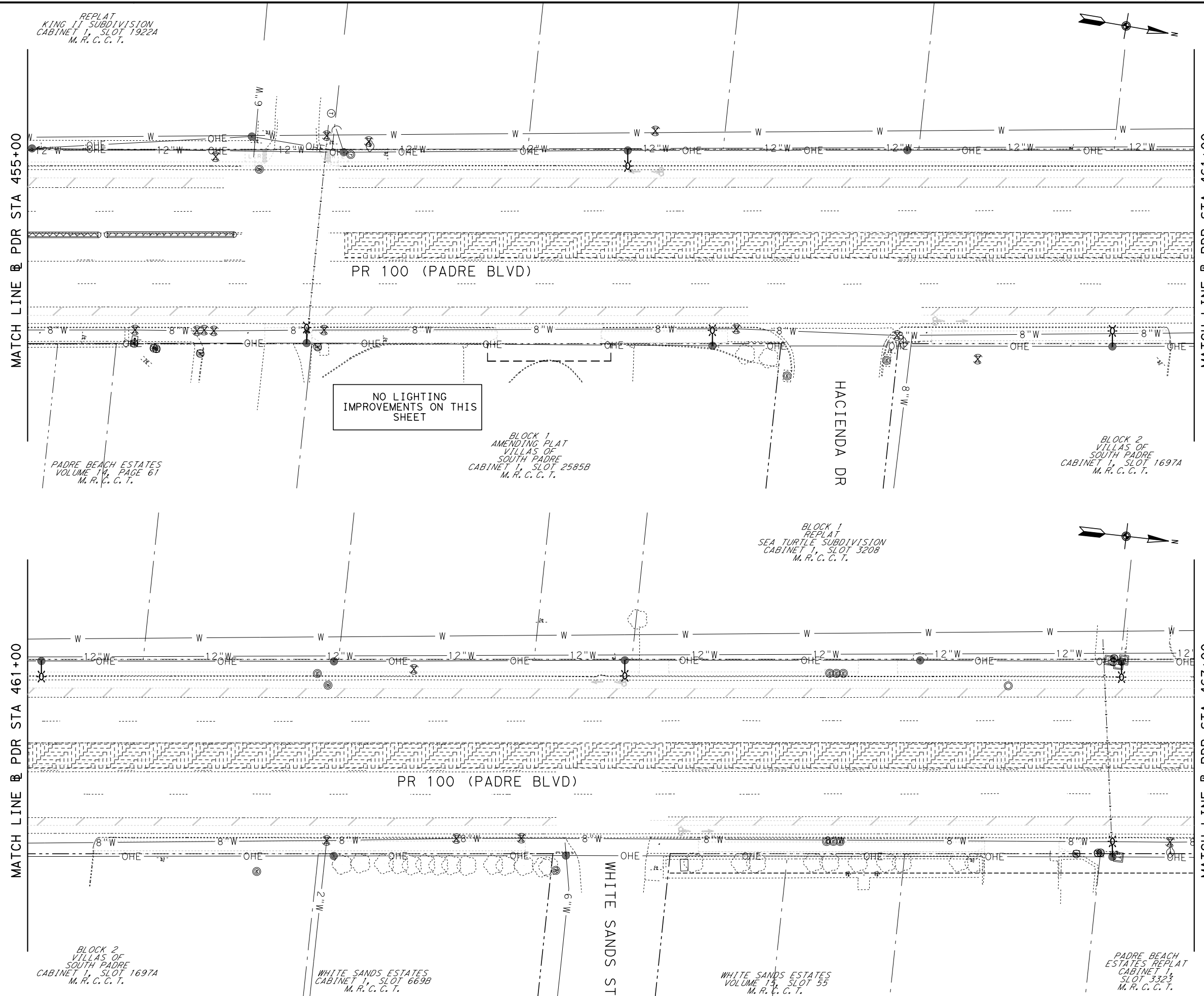
PR 100 ROADWAY IMPROVEMENTS

LIGHTING PLAN

PR 100
STA 455+00 TO STA 467+00

SHEET 10 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	243
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	



NO LIGHTING IMPROVEMENTS ON THIS SHEET

BLOCK 1 AMENDING PLAT VILLAS OF SOUTH PADRE CABINET 1, SLOT 2585B M. R. C. C. T.

BLOCK 1 REPLAT SEA TURTLE SUBDIVISION CABINET 1, SLOT 3208 M. R. C. C. T.

BLOCK 2 VILLAS OF SOUTH PADRE CABINET 1, SLOT 1697A M. R. C. C. T.

REPLAT KING II SUBDIVISION CABINET 1, SLOT 1922A M. R. C. C. T.

PADRE BEACH ESTATES VOLUME 14, PAGE 61 M. R. C. C. T.

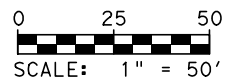
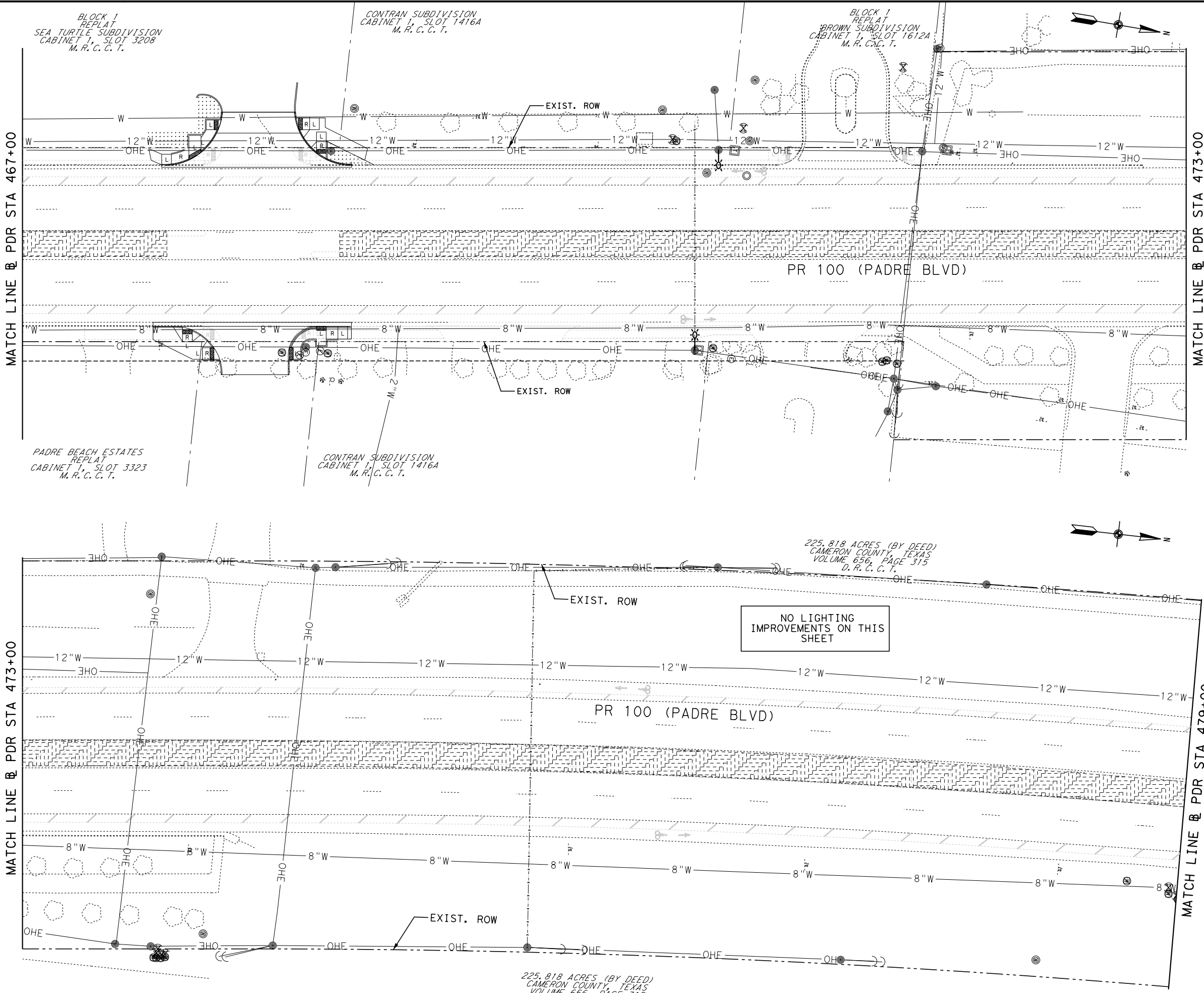
BLOCK 2 VILLAS OF SOUTH PADRE CABINET 1, SLOT 1697A M. R. C. C. T.

WHITE SANDS ESTATES CABINET 1, SLOT 669B M. R. C. C. T.

WHITE SANDS ESTATES VOLUME 13, SLOT 55 M. R. C. C. T.

PADRE BEACH ESTATES REPLAT CABINET 1, SLOT 3323 M. R. C. C. T.

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LEGEND

- PEDESTRIAN LIGHTING
- ABOVE GRADE LED SPOTLIGHT
- SCH 40 CONDUIT
- SCH 80 CONDUIT BORED
- GROUND BOX W/ APRON
- ELECTRICAL SERVICE
- EXISTING STREET LIGHTING
- OUTDOOR OUTLET

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn
Engineer: SCOTT R. ARNOLD
P. E. No. 96782 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

LIGHTING PLAN

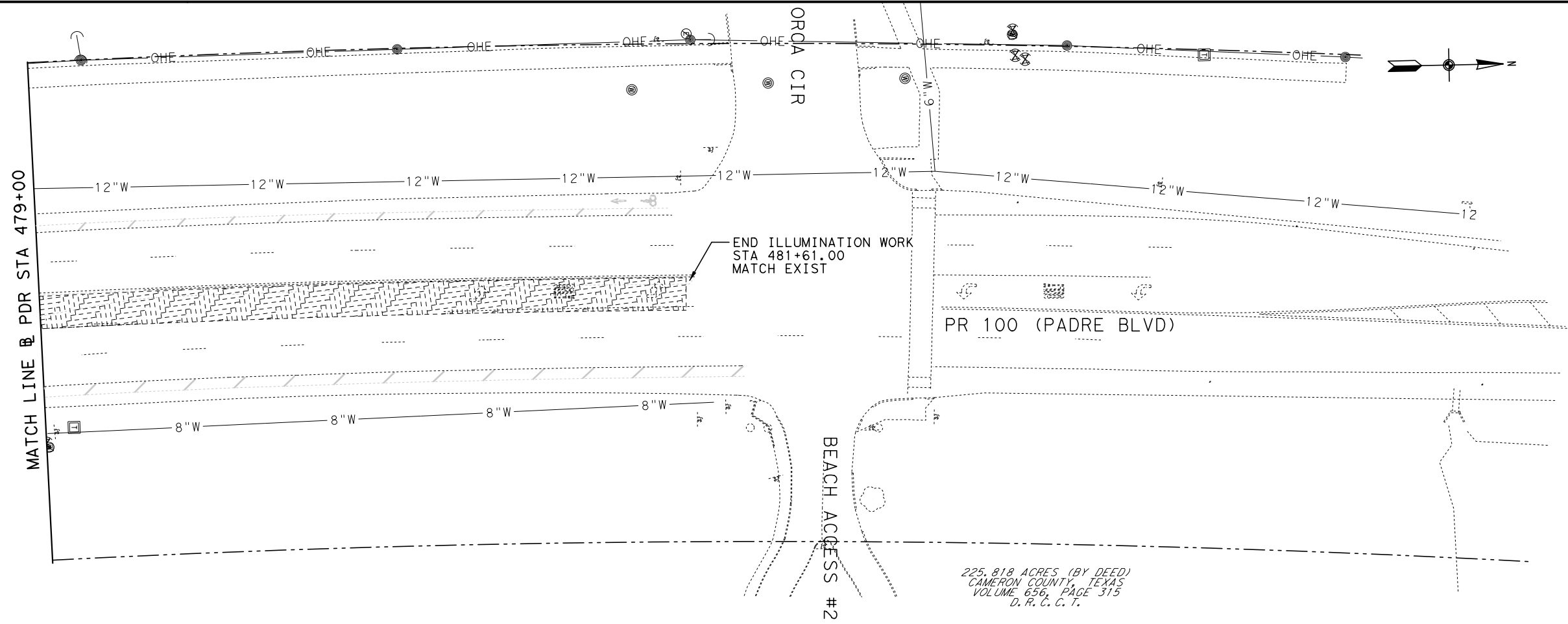
PR 100
STA 467+00 TO STA 479+00

SHEET 11 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 244

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NOTES:

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LEGEND	
	PEDESTRIAN LIGHTING
	ABOVE GRADE LED SPOTLIGHT
	SCH 40 CONDUIT
	SCH 80 CONDUIT BORED
	GROUND BOX W/ APRON
	ELECTRICAL SERVICE
	EXISTING STREET LIGHTING
	OUTDOOR OUTLET

No.	Revision	By	Date

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Kimley»Horn
 Engineer: SCOTT R. ARNOLD
 P. E. No. 96782 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

 LIGHTING PLAN

 PDR
 STA 479+00 TO END PROJECT
 SHEET 12 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A
SHEET NO. 245		

NO LIGHTING IMPROVEMENTS ON THIS SHEET

225.818 ACRES (BY DEED)
 CAMERON COUNTY, TEXAS
 VOLUME 656, PAGE 315
 D. R. C. C. T.

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 FILENAME: K:\LAC_TPTO\1project\069234003_SPI_Padre_Blv_Medians\CADD\Sheets\Lighting\PDMLGHT12.dgn

SUMMARY OF CONDUIT AND CABLES (E1)

RUN NUMBER	1/2" PVC (TRENCH)(SCH 40)	2" PVC (TRENCH)(SCH 40)	2" PVC (BORE)(SCH 80)	GROUND LENGTH (FEET) #8 BARE	ITEM 620 CONDUCTOR NO.		LENGTH OF RUN	RUN NUMBER
					#8 INSULATED			
1		10					10	1
2		10		1		10	10	2
3			50	1		10	50	3
4		35		1		2	35	4
5	10			1		2	10	5
6	5			1		2	5	6
7	20			1		2	20	7
8		15		1		6	15	8
9	10			1		2	10	9
10	5			1		2	5	10
11	20			1		2	20	11
12		45		1		4	45	12
13	10			1		2	10	13
14	5			1		2	5	14
15	20			1		2	20	15
16		45		1		2	45	16
17	10			1		2	10	17
18	5			1		2	5	18
19	20			1		2	20	19
20	25			1		2	25	20
TOTALS (LF)	165	160	50	365		1,360		

SUMMARY OF CONDUIT AND CABLES (E2)

RUN NUMBER	1/2" PVC (TRENCH)(SCH 40)	2" PVC (TRENCH)(SCH 40)	2" PVC (BORE)(SCH 80)	GROUND LENGTH (FEET) #8 BARE	ITEM 620 CONDUCTOR NO.		LENGTH OF RUN	RUN NUMBER
					#8 INSULATED			
1		10					10	1
2		10		1		10	10	2
3			40	1		10	40	3
4		30		1		2	30	4
5	20			1		2	20	5
6	10			1		2	10	6
7	5			1		2	5	7
8	20			1		2	20	8
9		20		1		6	20	9
10	10			1		2	10	10
11	5			1		2	5	11
12	20			1		2	20	12
13		45		1		4	45	13
14	10			1		2	10	14
15	5			1		2	5	15
16	20			1		2	20	16
17		45		1		2	45	17
18	10			1		2	10	18
19	5			1		2	5	19
20	20			1		2	20	20
21	30			1		2	30	21
TOTALS (LF)	190	160	40	380		1,330		

SUMMARY OF CONDUIT AND CABLES (E3)

RUN NUMBER	1/2" PVC (TRENCH)(SCH 40)	2" PVC (TRENCH)(SCH 40)	2" PVC (BORE)(SCH 80)	GROUND LENGTH (FEET) #8 BARE	ITEM 620 CONDUCTOR NO.		LENGTH OF RUN	RUN NUMBER
					#8 INSULATED			
1		10					10	1
2		10		1		10	10	2
3			40	1		10	40	3
4		30		1		2	30	4
5	15			1		2	15	5
6	10			1		2	10	6
7	5			1		2	5	7
8	20			1		2	20	8
9		20		1		6	20	9
10	10			1		2	10	10
11	5			1		2	5	11
12	20			1		2	20	12
13		45		1		4	45	13
14	10			1		2	10	14
15	5			1		2	5	15
16	20			1		2	20	16
17		45		1		2	45	17
18	10			1		2	10	18
19	5			1		2	5	19
20	20			1		2	20	20
21	25			1		2	25	21
TOTALS (LF)	180	160	40	370		1,310		

SUMMARY OF CONDUIT AND CABLES (E4)

RUN NUMBER	1/2" PVC (TRENCH)(SCH 40)	2" PVC (TRENCH)(SCH 40)	2" PVC (BORE)(SCH 80)	GROUND LENGTH (FEET) #8 BARE	ITEM 620 CONDUCTOR NO.		LENGTH OF RUN	RUN NUMBER
					#8 INSULATED			
1		10					10	1
2		10		1		16	10	2
3			45	1		16	45	3
4	10			1		2	10	4
5		30		1		14	30	5
6	10			1		2	10	6
7	5			1		2	5	7
8	20			1		2	20	8
9		45		1		12	45	9
10	10			1		2	10	10
11	5			1		2	5	11
12	20			1		2	20	12
13		45		1		10	45	13
14	10			1		2	10	14
15	5			1		2	5	15
16	20			1		2	20	16
17		45		1		8	45	17
18	10			1		2	10	18
19	5			1		2	5	19
20	20			1		2	20	20
21		45		1		6	45	21
22	10			1		2	10	22
23	5			1		2	5	23
24	20			1		2	20	24
25		45		1		4	45	25
26	10			1		2	10	26
27	5			1		2	5	27
28	20			1		2	20	28
29		45		1		2	45	29
30	10			1		2	10	30
31	5			1		2	5	31
32	20			1		2	20	32
33	25			1		2	25	33
TOTALS (LF)	280	320	45	635		3,750		

SUMMARY OF CONDUIT AND CABLES (E5)

RUN NUMBER	1/2" PVC (TRENCH)(SCH 40)	2" PVC (TRENCH)(SCH 40)	2" PVC (BORE)(SCH 80)	GROUND LENGTH (FEET) #8 BARE	ITEM 620 CONDUCTOR NO.		LENGTH OF RUN	RUN NUMBER
					#8 INSULATED			
1		10					10	1
2		10		1		2	10	2
3			50	1		2	50	3
4	10			1		2	10	4
5	15			1		2	15	5
6	40			1		2	40	6
7	35			1		2	35	7
TOTALS (LF)	100	20	50	160		320		

SUMMARY OF CONDUIT AND CABLES (E6)

RUN NUMBER	1/2" PVC (TRENCH)(SCH 40)	2" PVC (TRENCH)(SCH 40)	2" PVC (BORE)(SCH 80)	GROUND LENGTH (FEET) #8 BARE	ITEM 620 CONDUCTOR NO.		LENGTH OF RUN	RUN NUMBER
					#8 INSULATED			
1		10					10	1
2		10		1		2	10	2
3			55	1		2	55	3
4	10			1		2	10	4
5	15			1		2	15	5
6	40			1		2	40	6
7	35			1		2	35	7
TOTALS (LF)	100	20	55	165		330		

SUMMARY OF CONDUIT AND CABLES (E7)

RUN NUMBER	1/2" PVC (TRENCH)(SCH 40)	2" PVC (TRENCH)(SCH 40)	2" PVC (BORE)(SCH 80)	GROUND LENGTH (FEET) #8 BARE	ITEM 620 CONDUCTOR NO.		LENGTH OF RUN	RUN NUMBER
					#8 INSULATED			
1		10					10	1
2		10		1		2	10	2
3			55	1		2	55	3
4	10			1		2	10	4
5	15			1		2	15	5
6	40			1		2	40	6
7	35			1		2	35	7
TOTALS (LF)	100	20	55	165		330		

SUMMARY OF CONDUIT AND CABLES (E8)

RUN NUMBER	1/2" PVC (TRENCH)(SCH 40)	2" PVC (TRENCH)(SCH 40)	2" PVC (BORE)(SCH 80)	GROUND LENGTH (FEET) #8 BARE	ITEM 620 CONDUCTOR NO.		LENGTH OF RUN	RUN NUMBER
					#8 INSULATED			
1		10					10	1
2		10		1		2	10	2
3			55	1		2	55	3
4	10			1		2	10	4
5	15			1		2	15	5
6	40			1		2	40	6
7	35			1		2	35	7
TOTALS (LF)	100	20	55	165		330		

SUMMARY OF CONDUIT AND CABLES (E9)

RUN NUMBER	1/2" PVC (TRENCH)(SCH 40)	2" PVC (TRENCH)(SCH 40)	2" PVC (BORE)(SCH 80)	GROUND LENGTH (FEET) #8 BARE	ITEM 620 CONDUCTOR NO.		LENGTH OF RUN	RUN NUMBER
					#8 INSULATED			
1		10					10	1
2		15		1		2	15	2
3			50	1		2	50	3
4	15			1		2	15	4
TOTALS (LF)	15	25	50	80		160		

No.	Revision	By	Date

PRELIMINARY


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Kimley»Horn


Engineer: SCOTT R. ARNOLD
P. E. No. 96782 Date 11/6/2018

Kimley»Horn

TXPE REGISTERED ENGINEERING FIRM F-928



South Padre ISLAND



® Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

LIGHTING PLAN

SUMMARY OF CONDUIT CHARTS

SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	246
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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SUMMARY OF CONDUIT AND CABLES (E10)						
RUN NUMBER	1/2" PVC (TRENCH)(SCH 40)	2" PVC (TRENCH)(SCH 40)	2" PVC (BORE)(SCH 80)	GROUND LENGTH (FEET) #8 BARE	ITEM 620 CONDUCTOR NO.	
					#8 INSULATED	LENGTH OF RUN
1		10		1	2	10
2		10		1	2	10
3			50	1	2	50
4	10			1	2	10
5	10			1	2	10
6	30			1	2	30
7	40			1	2	40
TOTALS (LF)	90	20	50	150	300	

SUMMARY OF CONDUIT AND CABLES (E11)						
RUN NUMBER	1/2" PVC (TRENCH)(SCH 40)	2" PVC (TRENCH)(SCH 40)	2" PVC (BORE)(SCH 80)	GROUND LENGTH (FEET) #8 BARE	ITEM 620 CONDUCTOR NO.	
					#8 INSULATED	LENGTH OF RUN
1		10		1	12	10
2		10		1	12	10
3			50	1	12	50
4		20		1	6	20
5	20			1	2	20
6	5			1	2	5
7	10			1	2	10
8		45		1	4	45
9	20			1	2	20
10	5			1	2	5
11	10			1	2	10
12		45		1	2	45
13	20			1	2	20
14	5			1	2	5
15	10			1	2	10
16	30			1	2	30
17		25		1	6	25
18	10			1	2	10
19	5			1	2	5
20	20			1	2	20
21		45		1	4	45
22	10			1	2	10
23	5			1	2	5
24	20			1	2	20
25		45		1	2	45
26	10			1	2	10
27	5			1	2	5
28	20			1	2	20
29	35			1	2	35
TOTALS (LF)	275	245	50	560	2,080	

SUMMARY OF CONDUIT AND CABLES (E12)						
RUN NUMBER	1/2" PVC (TRENCH)(SCH 40)	2" PVC (TRENCH)(SCH 40)	2" PVC (BORE)(SCH 80)	GROUND LENGTH (FEET) #8 BARE	ITEM 620 CONDUCTOR NO.	
					#8 INSULATED	LENGTH OF RUN
1		10		1	6	10
2		10		1	6	10
3			50	1	6	50
4	15			1	2	15
5		45		1	4	45
6	20			1	2	20
7	5			1	2	5
8	10			1	2	10
9	45			1	2	45
10	20			1	2	20
11	5			1	2	5
12	10			1	2	10
TOTALS (LF)	130	65	50	235	800	


SUMMARY OF CONDUIT AND CABLES (E13)						
RUN NUMBER	1/2" PVC (TRENCH)(SCH 40)	2" PVC (TRENCH)(SCH 40)	2" PVC (BORE)(SCH 80)	GROUND LENGTH (FEET) #8 BARE	ITEM 620 CONDUCTOR NO.	
					#8 INSULATED	LENGTH OF RUN
1		10		1	12	10
2		10		1	12	10
3			50	1	12	50
4		25		1	4	25
5	20			1	2	20
6	5			1	2	5
7	10			1	2	10
8		45		1	2	45
9	20			1	2	20
10	5			1	2	5
11	10			1	2	10
12	20			1	2	20
13		20		1	8	20
14	10			1	2	10
15	5			1	2	5
16	20			1	2	20
17		45		1	6	45
18	10			1	2	10
19	5			1	2	5
20	20			1	2	20
21		45		1	4	45
22	10			1	2	10
23	5			1	2	5
24	20			1	2	20
25		45		1	2	45
26	10			1	2	10
27	5			1	2	5
28	20			1	2	20
29	35			1	2	35
TOTALS (LF)	265	245	50	550	2,140	

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No.	Revision	By	Date

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Kimley»Horn
 Engineer: SCOTT R. ARNOLD
 P. E. No. 96782 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



South Padre ISLAND



Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

LIGHTING PLAN

SUMMARY OF CONDUIT CHARTS

SHEET 2 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 247

ILLUMINATION QUANTITIES																	
ITEM NO.	DESCRIPTION	UNIT	SH 234	SH 235			SH 236	SH237	SH 238		SH 239		SH 240		SH 241	SH 242	TOTAL
			E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13		
0416 6001	DRILL SHAFT (24 IN)	LF	6	12	12	12	6	6	6	6	6	6	12	6	12	108	
0618 6013	CONDT (PVC)(SCH 40)(1/2")	LF	165	190	180	280	100	100	100	100	15	90	275	130	265	1,990	
0618 6023	CONDT (PVC)(SCH 40)(2")	LF	160	160	160	320	20	20	20	20	25	20	245	65	245	1,480	
0618 6047	CONDT (PVC)(SCH 80)(2")(BORE)	LF	50	40	40	45	50	55	55	55	50	50	50	50	50	640	
0620 6007	ELEC CONDR (NO. 8) BARE	LF	365	380	370	635	160	165	165	165	80	150	560	235	550	3,980	
0620 6008	ELEC CONDR (NO. 8) INSULATED	LF	1,360	1,330	1,310	3,750	320	330	330	330	160	300	2,080	800	2,140	14,540	
0624 6002	GROUND BOX TY A (122311)W/APRON	EA	6	6	6	9	2	2	2	2	2	2	8	4	8	59	
0628 6008	ELEC SERV TY A(120/240)060(NS)SS(E)PS(U)	EA	1	1	1	1	1	1	1	1	1	1	1	1	1	13	

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No.	Revision	By	Date

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Kimley»Horn
 Engineer: SCOTT R. ARNOLD
 P. E. No. 96782 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



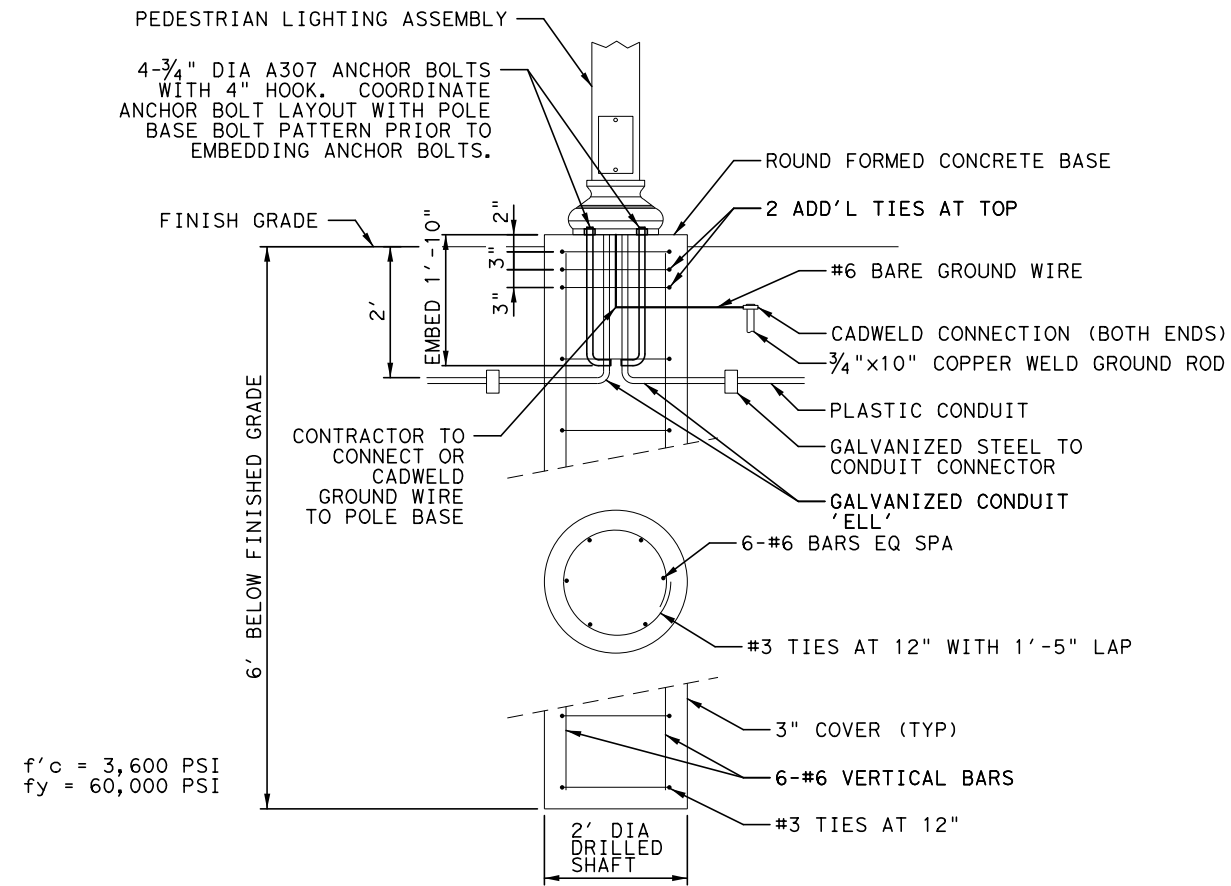
PR 100 ROADWAY IMPROVEMENTS

LIGHTING PLAN

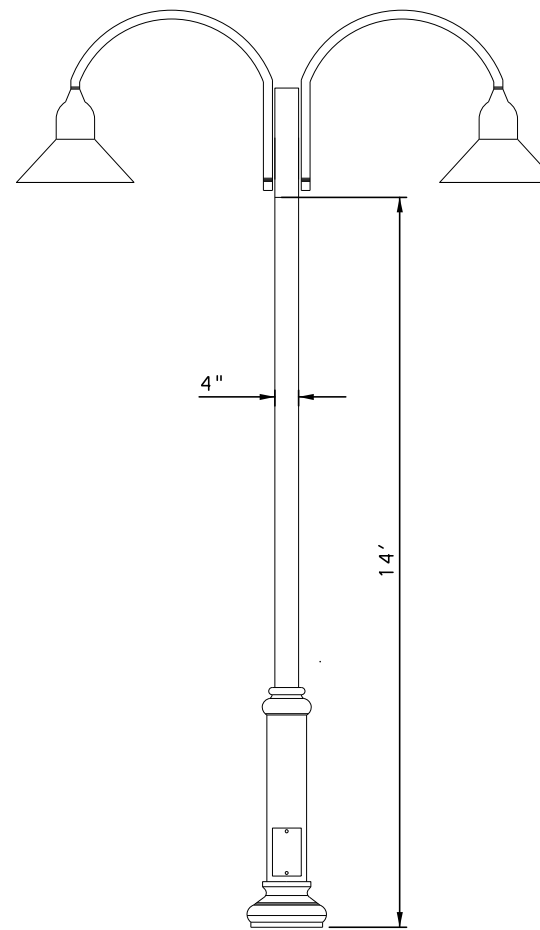
 SUMMARY OF LIGHTING QUANTITIES

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 248



PEDESTRIAN LIGHTING FOUNDATION DETAIL
NTS



PEDESTRIAN LIGHTING ASSEMBLY
NTS

GENERAL:

I. SCOPE

DETAILS HEREIN APPLY TO ROADWAY LIGHTING INSTALLATIONS BID UNDER THE FOLLOWING SPECIFICATION ITEMS: ROADWAY ILLUMINATION ASSEMBLIES, PEDESTRIAN ASSEMBLIES, IN-GRADE TREE ASSEMBLIES, FOUNDATIONS, ROADWAY, STREET AND PEDESTRIAN ILLUMINATION ASSEMBLIES, AND SPECIAL SPECIFICATIONS RELATING TO ROADWAY LIGHTING. ALL WORK, MATERIALS AND SERVICES NOT SHOWN ON THE PLANS WHICH MAY BE NECESSARY FOR COMPLETE AND PROPER CONSTRUCTION SHALL BE PERFORMED, FURNISHED AND INSTALLED BY THE CONTRACTOR. FAULTY FABRICATION OR POOR WORKMANSHIP IN ANY MATERIAL, EQUIPMENT OR INSTALLATION WILL BE CONSIDERED JUSTIFICATION FOR REJECTION. MATERIAL AND INSTALLATION SHALL COMPLY WITH THE APPLICABLE PROVISIONS OF THE NATIONAL ELECTRIC CODE, NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION AND, WHEN REQUIRED, UNDERWRITERS LABORATORIES STANDARDS. WHERE MANUFACTURERS PROVIDE WARRANTIES OR GUARANTEES AS A CUSTOMARY TRADE PRACTICE, CONTRACTOR SHALL FURNISH TO THE STATE SUCH WARRANTIES OR GUARANTEES.

THE LOCATION OF POLES AND FIXTURES ARE DIAGRAMMATIC ONLY AND MAY BE SHIFTED BY THE ENGINEER TO ACCOMMODATE LOCAL CONDITIONS. ERECTION AND/OR REMOVAL OF POLES AND LUMINAIRES LOCATED NEAR OVERHEAD ELECTRICAL LINES SHALL BE ACCOMPLISHED USING ESTABLISHED INDUSTRY AND UTILITY SAFETY PRACTICES AND IN ACCORDANCE WITH LAWS GOVERNING SUCH WORK. THE CONTRACTOR SHALL CONSULT WITH THE APPROPRIATE UTILITY COMPANY PRIOR TO BEGINNING SUCH WORK.

II. ROADWAY ILLUMINATION ASSEMBLIES.

A. GENERAL

1. STRUCTURAL SUPPORT DESIGN FOR LUMINAIRES - LIGHTING STANDARDS SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST ISSUE OF THE AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS." FOR TRANSFORMER BASE POLES, FABRICATOR SHALL INCLUDE TRANSFORMER BASE AND CONNECTING HARDWARE IN DESIGN CALCULATIONS AND SHOP DRAWING SUBMITTALS. MANUFACTURER'S SHOP DRAWINGS SHALL INCLUDE THE ASTM DESIGNATIONS FOR ALL MATERIAL TO BE USED.
2. HAND HOLES - ALL POLES SHALL HAVE HAND HOLES WITH REINFORCING FRAMES AND COVERS. THE OPENINGS ON ALL POLES SHALL BE APPROXIMATELY 4 INCHES x 10 INCHES LOCATED APPROXIMATELY 10 INCHES FROM THE BOTTOM OF THE POLE.
3. J-HOOKS - ALL POLES SHALL BE EQUIPPED WITH A J-HOOK INSIDE THE POLE, NEAR THE TOP FOR SUPPORTING VERICAL CONDUCTORS.
4. ALUMINUM POLES
 - a. ALUMINUM POLES SHALL BE FABRICATED IN ACCORDANCE WITH "STRUCTURAL WELDING, ALUMINUM: ANSI/AWS D1.2.
 - b. POLE COMPONENTS SHALL BE CONSTRUCTED USING THE MATERIALS LISTED IN SPECIFICATIONS
5. ALTERNATE MATERIAL EQUAL TO OR BETTER THAN MATERIAL SPECIFIED MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
6. INSTALLATION OF HIGH STRENGTH BOLTS - THE TIGHTENING OF NUTS ON HIGH STRENGTH BOLTS SHALL BE IN ACCORDANCE WITH THE ITEM "STRUCTURAL BOLTING."
7. ALL POLES SHALL BE ERECTED PLUMB AND TRUE. TOP OF FOUNDATION SHALL BE STRUCK LEVEL SO THE POLE WILL BE PLUMB. SHOE BASE POLES MAY USE LEVELING NUTS TO PLUMB POLE. SHIMS AND LEVELING NUTS SHALL NOT BE USED UNDER TRANSFORMER BASES. GROUT SHALL NOT BE PLACED BETWEEN BASE PLATE OR FLANGE AND THE FOUNDATION.
8. IN EACH POLE, CONTINUOUS COLOR-CODED STRANDED NO. 12 AWG COPPER TYPE XHHW OR OTHER APPROVED XLP CONDUCTORS SHALL BE CONNECTED TO THE LINE SIDE OF EACH BALLAST.
9. ACORN NUTS WILL NOT BE ALLOWED FOR ATTACHING POLE TO TRANSFORMER BASE OR FOUNDATION. NUT COVERS WILL NOT BE ALLOWED.
10. FABRICATION TOLERANCES SHALL BE AS SHOWN ON FABRICATION TOLERANCES TABLE.

No.	Revision	By	Date

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Kimley»Horn
Engineer: SCOTT R. ARNOLD
P. E. No. 96782 Date 11/6/2018

Kimley»Horn
TBP REGISTERED ENGINEERING FIRM F-928

South Padre Island

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

LIGHTING DETAILS

SHEET 1 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N\A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	249
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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II. ROADWAY ILLUMINATION ASSEMBLIES (CONT.)

B. ALL LUMINAIRES

1. THE LUMINAIRES AND POLE ASSEMBLIES SHALL BE AS DESCRIBED IN SPECIFICATIONS FOR PEDESTRIAN AND IN-GRADE LUMINAIRES.
2. UNDERPASS LUMINAIRES SHALL BE FUSED INTERNALLY. FUSES SHALL BE 10 AMP TIME-DELAY TYPE.
3. THE CONTRACTOR MAY BE RESPONSIBLE FOR FIXTURE TESTING COSTS. SEE MATERIALS AND TESTS SECTION TEST METHOD TEX-1110-T.
4. THE CONTRACTOR SHALL FURNISH SIX (6) SETS OF SUBMITTALS OF THE LUMINAIRE FIXTURE TO THE ENGINEER AT THE PROJECT ADDRESS. THESE SUBMITTALS SHALL BE APPROVED BY THE ENGINEER BEFORE THE CONTRACTOR BEGINS WORK.

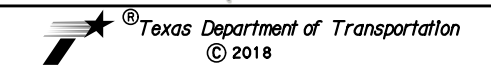
FABRICATION TOLERANCES TABLE		
PART	DIMENSION	TOLERANCE
POLE ASSEMBLY	SHAFT DIAMETER: OTHER	+/- 1"
	I.D. OF OUTSIDE PIECE OF SLIP FITTING PIECES	+1/8" -1/16"
	O.D. OF INSIDE PIECE OF SLIP FITTING PIECES	+1/32" -1/8"
	SHAFT DIAMETER: OTHER	+3/16"
	OUT OF "ROUND"	1/4"
	STRAIGHTNESS OF SHAFT	+/- 1/4" IN 10FT
	TWIST IN SHAFT	4° IN 50FT
	PERPENDICULAR TO BASEPLATE	+1/8" IN 24"
	POLE CENTERED ON BASEPLATE	+/- 1/4"
ARM ASSEMBLY	LOCATION OF ATTACHMENTS	+/- 1/4"
	ARM LENGTH	+/- 3"
	ARM RISE	+/- 1 3/4" IN 10FT
	ARM DIAMETER	+/- 3/16"
	OVERALL LENGTH OR WIDTH	+/- 1/4"
	THICKNESS	+1/4" -1/16"
	DEVIATION FROM FLAT	1/8" IN 12"
	SPACING BETWEEN HOLES	+/- 3/32"
ANCHOR BOLT	ANCHOR BOLT HOLE SIZE	+/- 1/16"
	LENGTH	+1" -1/4"
	THREADED LENGTH	+1 1/2" -1/8"
MISCELLANEOUS	GALVANIZED LENGTH (IF REQUIRED)	+8" -1/4"
	BOLT HOLE SPACING	+/- 1/16"
	STRUT LOCATION IN TRUSS ARMS	+/- 1/16"

- ① POLE BONDING CONNECTOR BLACKBURN TTC3 OR WEAVER TGC3 OR EQUAL.
- ② FUSED CONNECTOR - ALL ELECTRICAL CONNECTORS FOR BREAKAWAY POLES SHALL BE WATERTIGHT AND SHALL BE DESIGNED AS BREAK-AWAY (BUCKANNAN 65U, BUSSMANN HEBW, LITTELFUSE LEB OR EQUAL). ALL FUSES SHALL BE TIME-DELAY TYPES. 10 AMP (LITTELFUSE FLQ, BUSSMAN FNQ OR EQUAL).
- ③ UN-FUSED CONNECTOR - ALL ELECTRICAL CONNECTIONS FOR NEUTRALS SHALL BE WATERTIGHT. FOR BREAKAWAY POLES, CONNECTIONS SHALL BE DESIGNED AS BREAKAWAY, SHALL HAVE A WHITE COLOR MARKING, AND SHALL BE A PERMANENTLY INSTALLED SOLID NEUTRAL (BUCHANNAN 20U, BUSSMAN HET, LITTELFUSE LET OR EQUAL). DUMMY/NEUTRAL FUSE SHALL BE BUSSMAN NTS-R-3 OR EQUAL.
- ④ SPLIT BOLT OR OTHER CONNECTOR.
- ⑤ GROUND ROD CLAMP - BLACKBURN GG58H, BURNDY GKP635, OR EQUAL.
- ⑥ WEATHERPROOF GROUND FAULT RECEPTACLE.

No.	Revision	By	Date

PRELIMINARY
 FOR REVIEW ONLY
 Not for construction, bidding,
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Kimley»Horn
 Engineer: SCOTT R. ARNOLD
 P. E. No. 96782 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

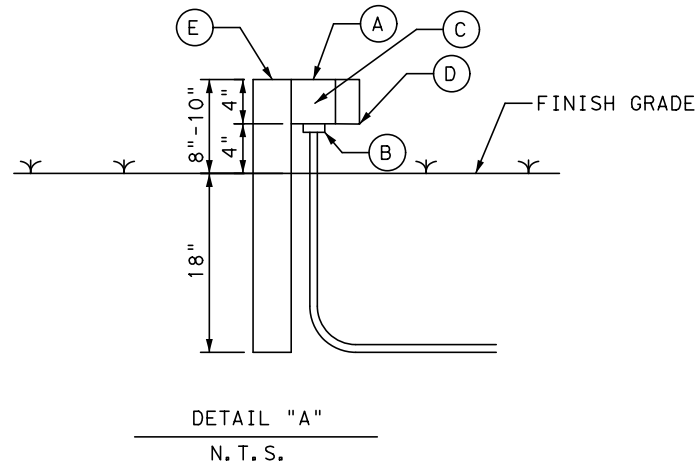
LIGHTING DETAILS

SHEET 2 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

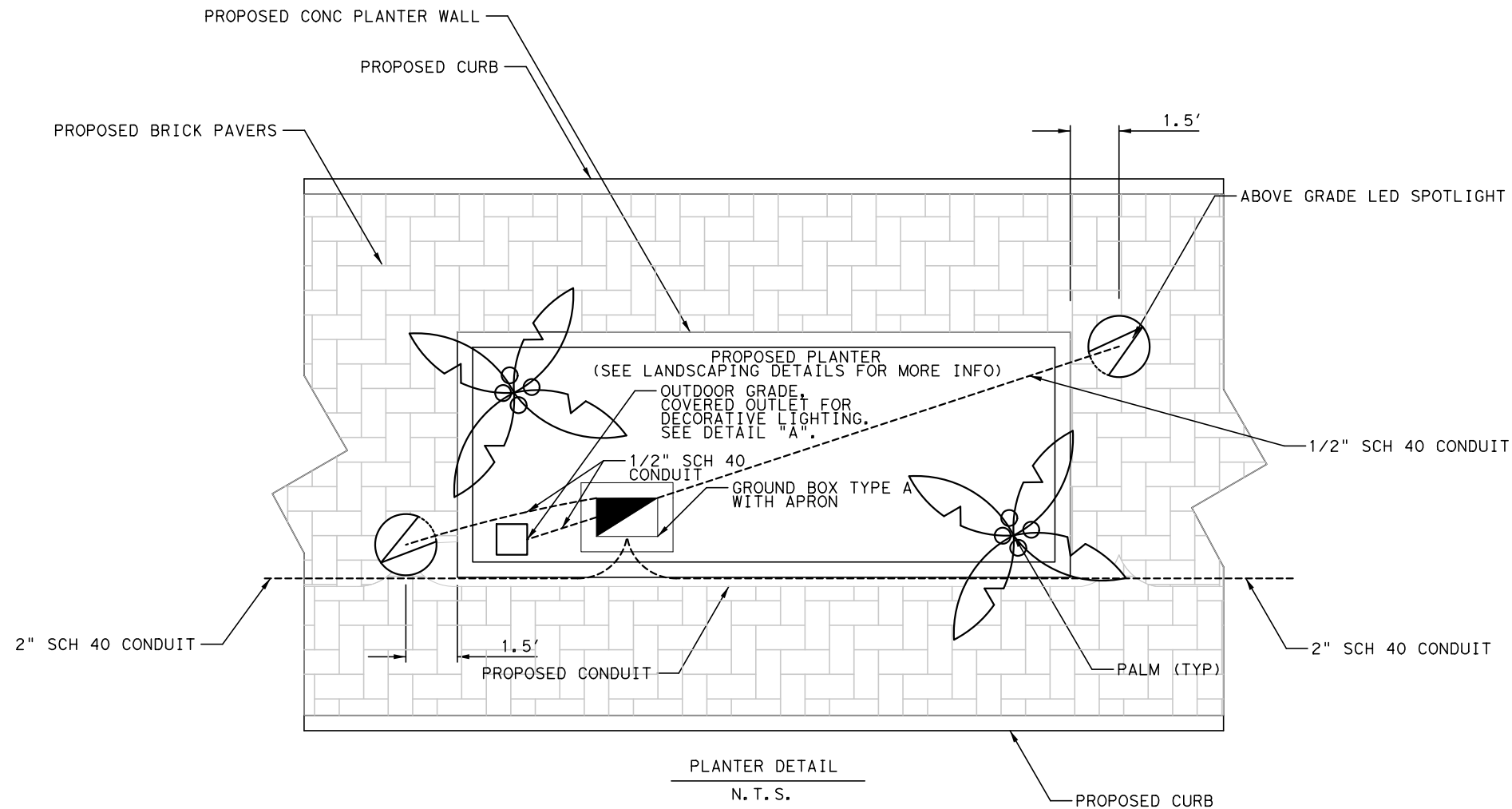
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NOTES:

1. USE A SEALING COMPOUND TO PLUG ALL UNUSED HOLES IN RECEPTABLE BOX TO ENSURE WEATHERPROOF SEALS.
2. INSTALL RECEPTABLE BOX TO 2"x4" BY SCREWS OR OTHER APPROVED METHOD.
3. INSTALL 2"x4" AT LEAST 18" BELOW FINISH GRADE AND 8-10" ABOVE FINISH GRADE.
4. THE WEATHERPROOF OUTLET SYSTEM (SPI003) INCLUDES THE FOLLOWING
 - A. WEATHERPROOF RECEPTABLE BOX
 - B. 1/2" PVC CONNECTOR
 - C. WEATHER/TAMPER RESISTANT GFCI RECPTACLE
 - D. WEATHERPROOF RECEPTABLE COVER (LOCKABLE)
 - E. 2"x4" POST FOR MOUNTING



NOTES:

1. ABOVE GRADE LED SPOTLIGHT SPECIFICATION TO BE DETERMINE AT NEXT SUBMITTAL.

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Kimley»Horn
 Engineer: SCOTT R. ARNOLD
 P. E. No. 96782 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 LIGHTING DETAIL

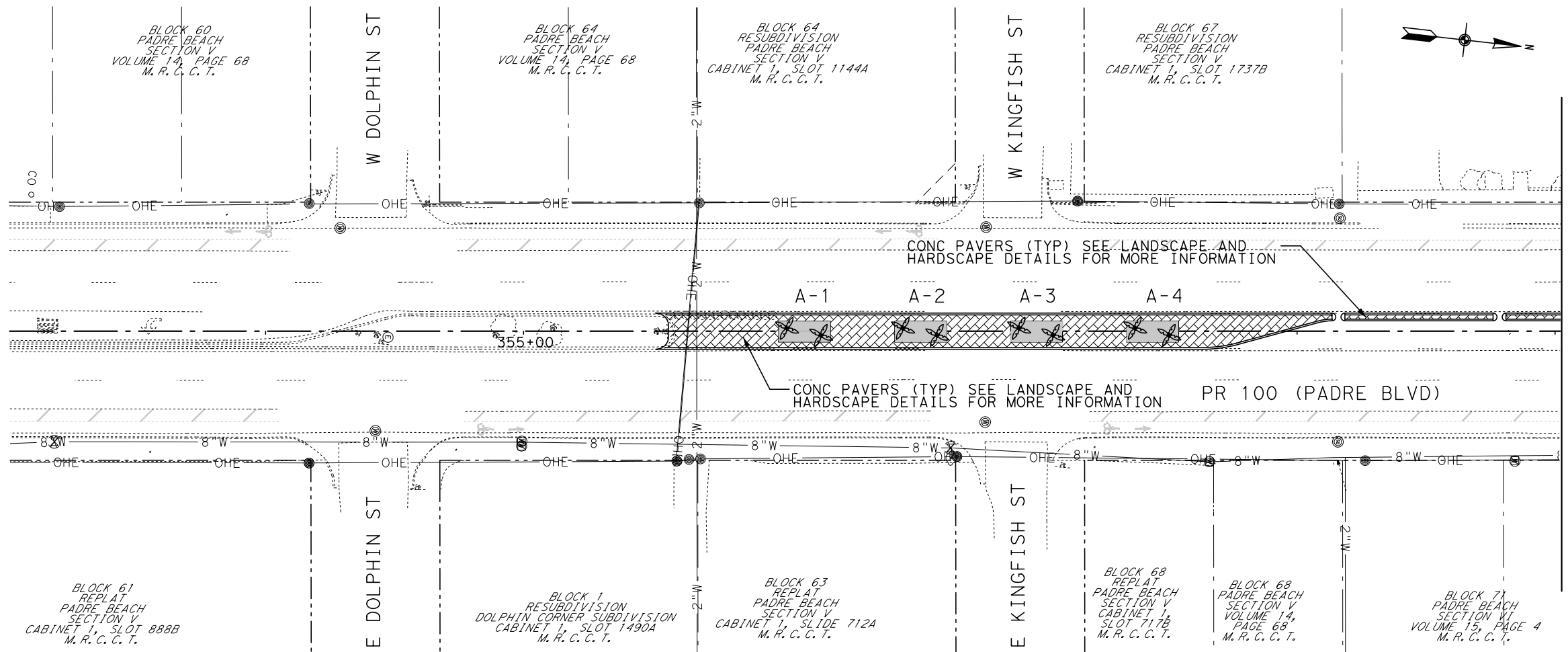
SHEET 3 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	251
CONTROL	SECTION	JOB	
N/A	N/A	N/A	



NOTE:

1. SEE LANDSCAPE AND HARDSCAPE DETAILS FOR PLANT INFORMATION SPECIFIC TO EACH PLANTER.
2. ALL EXISTING LANDSCAPING WITHIN ROW/PARKWAY TO REMAIN. CONTRACTOR TO REPLACE LANDSCAPING IF DISTURBED DURING CONSTRUCTION. CITY TO PROVIDE FINAL APPROVAL.



LEGEND

- PALM TREE (TYP)
- MEDIAN PLANTER

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 P. L. A. KATHERINE A. UTECHT
 P. L. A. No. 3318 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

MEDIAN LANDSCAPE AND HARDSCAPE PLAN

PR
 STA 347+00 TO STA 359+00

SHEET 1 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 252

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NOTE:

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LEGEND



PALM TREE (TYP)



MEDIAN PLANTER

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Kimley»Horn

P. L. A. KATHERINE A. UTECHT
P. L. A. No. 3318 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

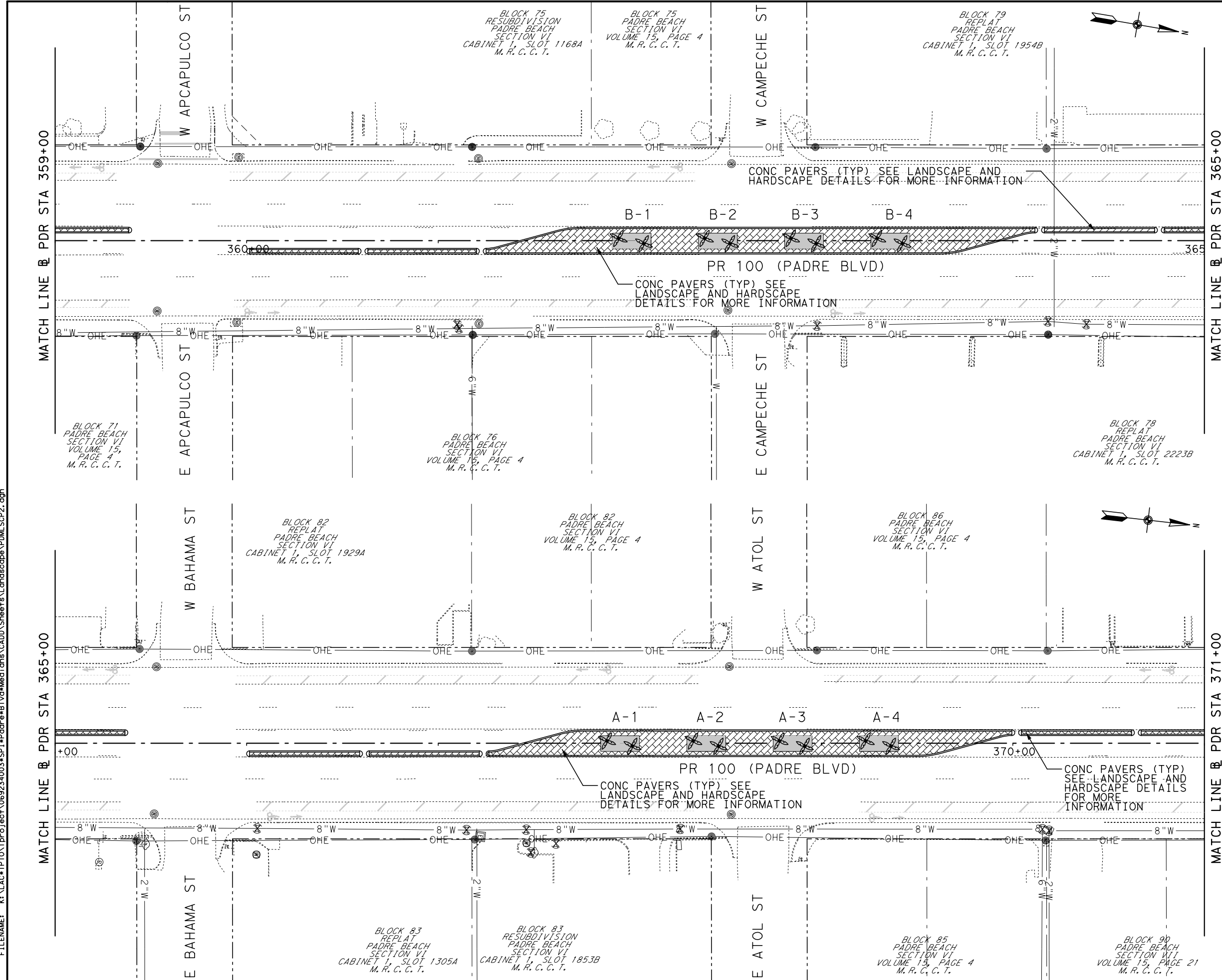
MEDIAN LANDSCAPE AND HARDSCAPE PLAN

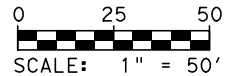
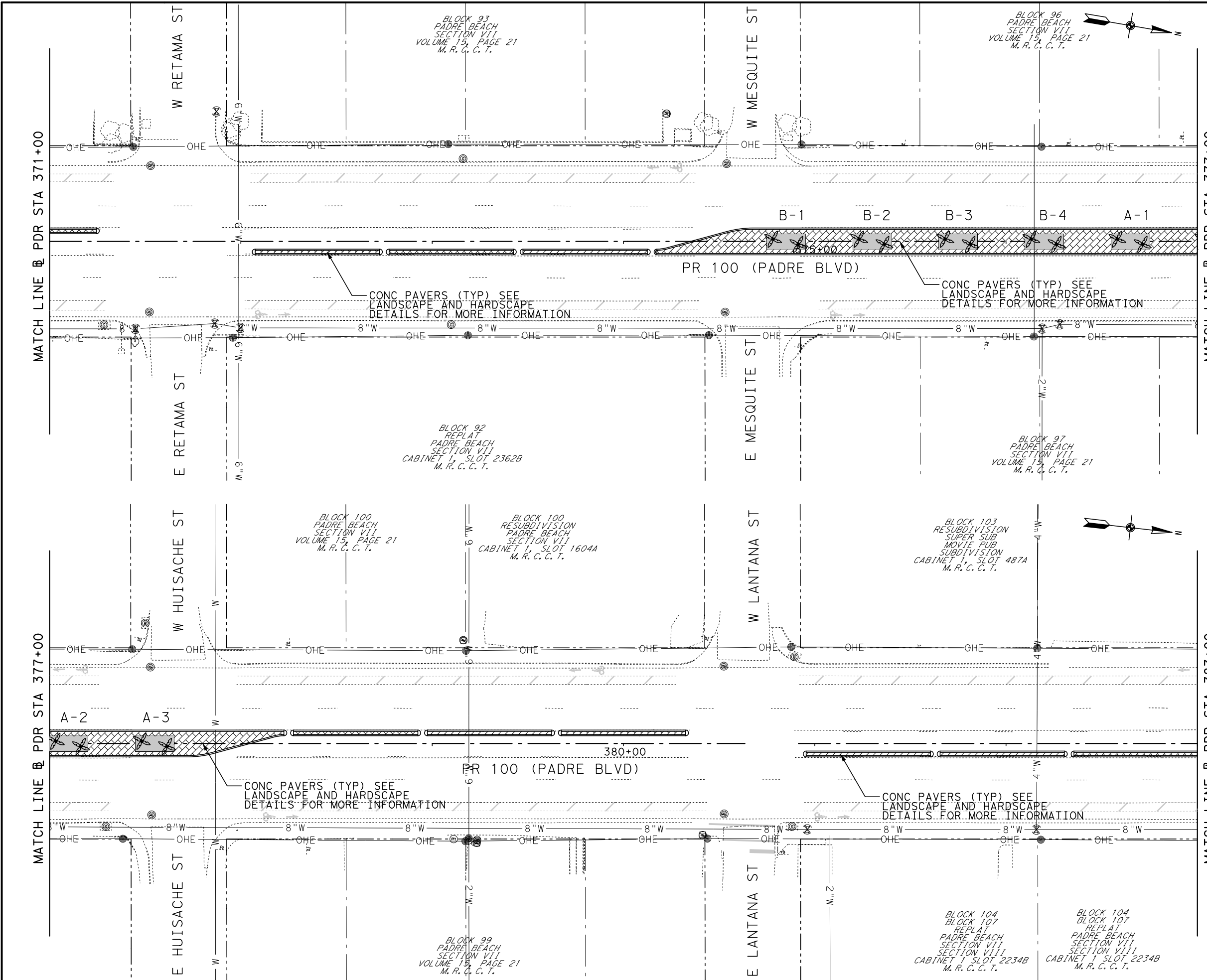
PR 100
STA 359+00 TO STA 371+00

SHEET 2 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	253
STATE	DISTRICT	COUNTY	253
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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- NOTE:
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LEGEND

- PALM TREE (TYP)
- MEDIAN PLANTER

No.	Revision	By	Date

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Kimley»Horn
 P. L. A. KATHERINE A. UTECHT
 P. L. A. No. 3318 Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 MEDIAN LANDSCAPE AND
 HARDSCAPE PLAN

PR 100
 STA 371+00 TO STA 383+00
 SHEET 3 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	254
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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- NOTE:
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LEGEND



PALM TREE (TYP)



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P. L. A. KATHERINE A. UTECHT
P. L. A. No. 3318 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



Texas Department of Transportation
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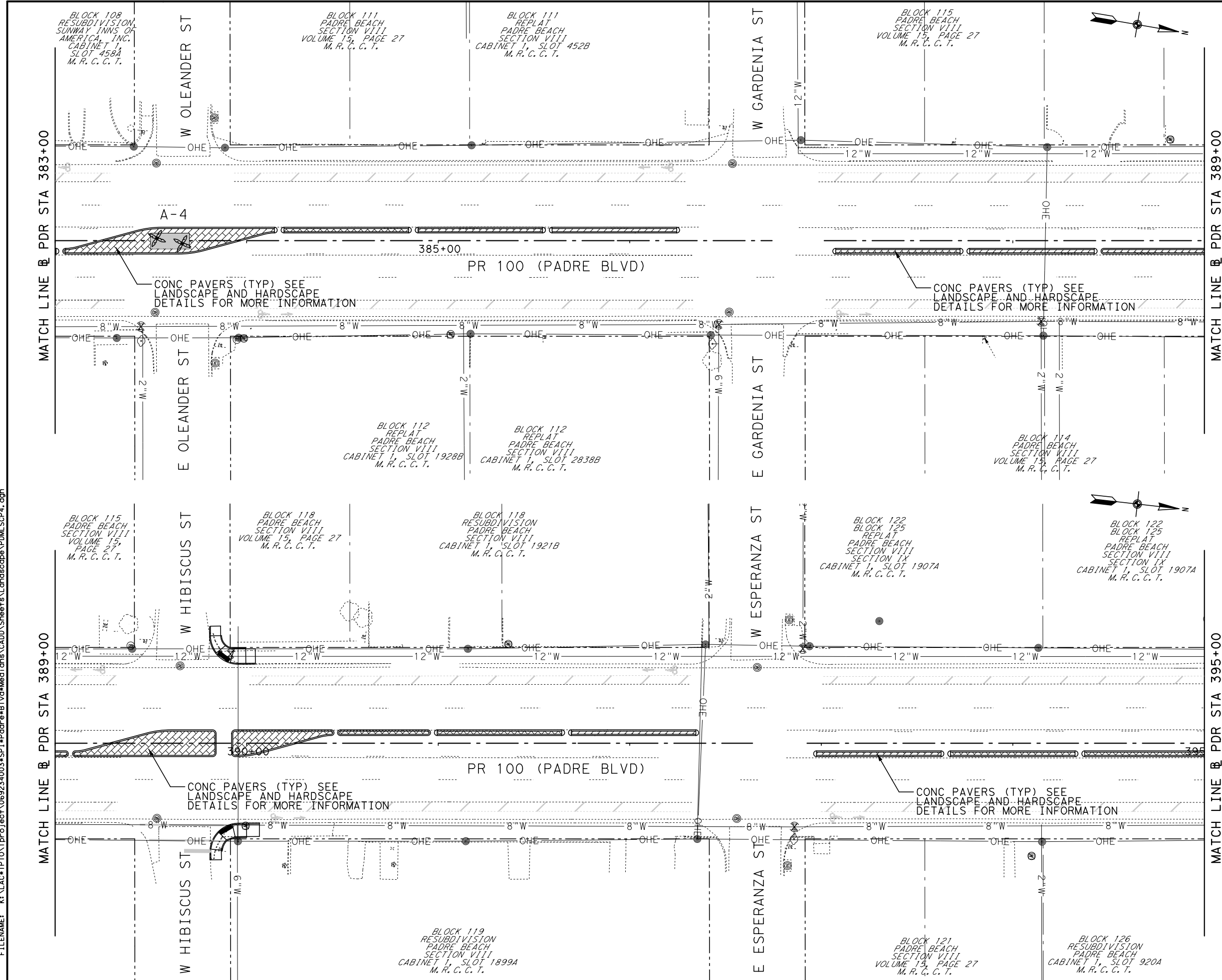
PR 100 ROADWAY IMPROVEMENTS
MEDIAN LANDSCAPE AND HARDSCAPE PLAN

PR 100
STA 383+00 TO STA 395+00

SHEET 4 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	255
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
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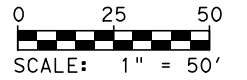


MATCH LINE @ PDR STA 383+00

MATCH LINE @ PDR STA 389+00

MATCH LINE @ PDR STA 389+00

MATCH LINE @ PDR STA 395+00



NOTE:

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LEGEND



PALM TREE (TYP)



MEDIAN PLANTER

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Kimley»Horn

P. L. A. KATHERINE A. UTECHT
P. L. A. No. 3318 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

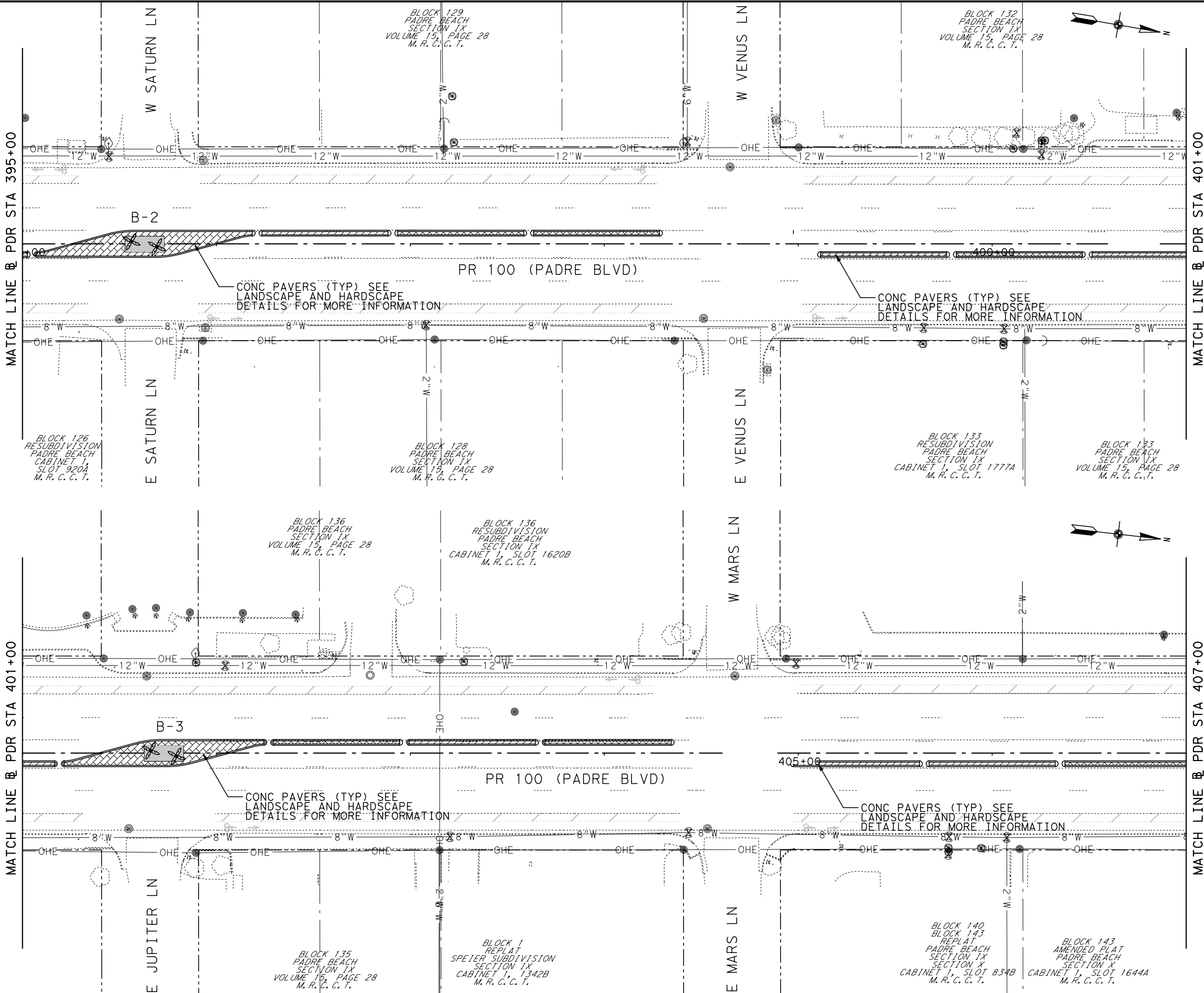
MEDIAN LANDSCAPE AND HARDSCAPE PLAN

PR 100
STA 395+00 TO STA 407+00

SHEET 5 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	256
STATE	DISTRICT	COUNTY	256
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	256
N\A	N\A	N\A	

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BLOCK 129
PADRE BEACH
SECTION IX
VOLUME 15, PAGE 28
M. R. C. C. T.

BLOCK 132
PADRE BEACH
SECTION IX
VOLUME 15, PAGE 28
M. R. C. C. T.

BLOCK 126
RESUBDIVISION
PADRE BEACH
SECTION IX
CABINET 1, SLOT 920A
M. R. C. C. T.

BLOCK 128
PADRE BEACH
SECTION IX
VOLUME 15, PAGE 28
M. R. C. C. T.

BLOCK 133
RESUBDIVISION
PADRE BEACH
SECTION IX
CABINET 1, SLOT 1777A
M. R. C. C. T.

BLOCK 137
PADRE BEACH
SECTION IX
VOLUME 15, PAGE 28
M. R. C. C. T.

BLOCK 136
PADRE BEACH
SECTION IX
VOLUME 15, PAGE 28
M. R. C. C. T.

BLOCK 136
RESUBDIVISION
PADRE BEACH
SECTION IX
CABINET 1, SLOT 1620B
M. R. C. C. T.

BLOCK 135
PADRE BEACH
SECTION IX
VOLUME 15, PAGE 28
M. R. C. C. T.

BLOCK 1
REPLAT
SPEIER SUBDIVISION
SECTION IX
CABINET 1, 1342B
M. R. C. C. T.

BLOCK 140
BLOCK 143
REPLAT
PADRE BEACH
SECTION IX
CABINET 1, SLOT 834B
M. R. C. C. T.

BLOCK 143
AMENDED PLAT
PADRE BEACH
SECTION X
CABINET 1, SLOT 1644A
M. R. C. C. T.



NOTE:

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2. ALL EXISTING LANDSCAPING WITHIN ROW/PARKWAY TO REMAIN. CONTRACTOR TO REPLACE LANDSCAPING IF DISTURBED DURING CONSTRUCTION. CITY TO PROVIDE FINAL APPROVAL.

LEGEND



PALM TREE (TYP)



MEDIAN PLANTER

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn

P. L. A. KATHERINE A. UTECHT
P. L. A. No. 3318 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

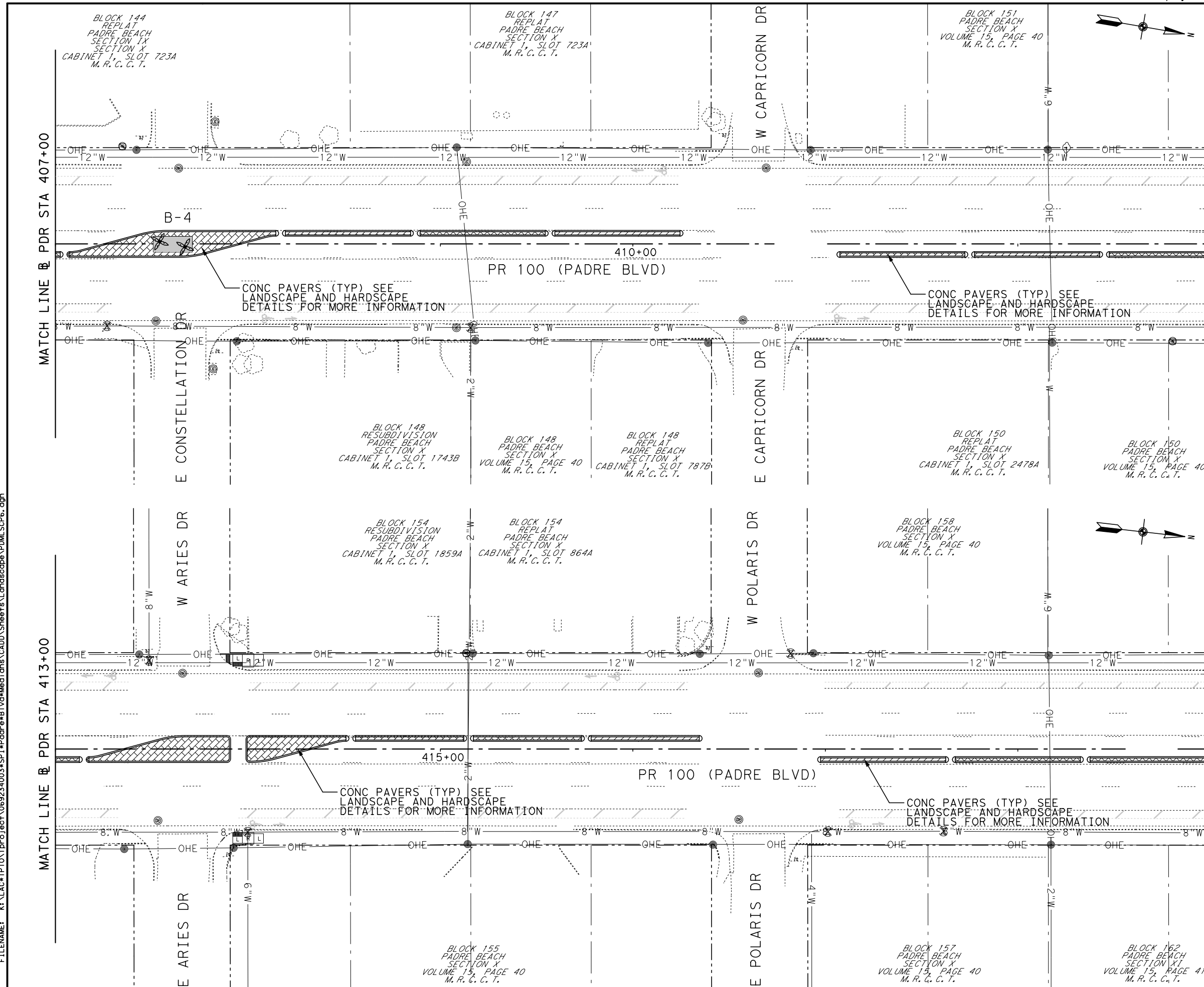
MEDIAN LANDSCAPE AND HARDSCAPE PLAN

PR 100
STA 407+00 TO STA 419+00

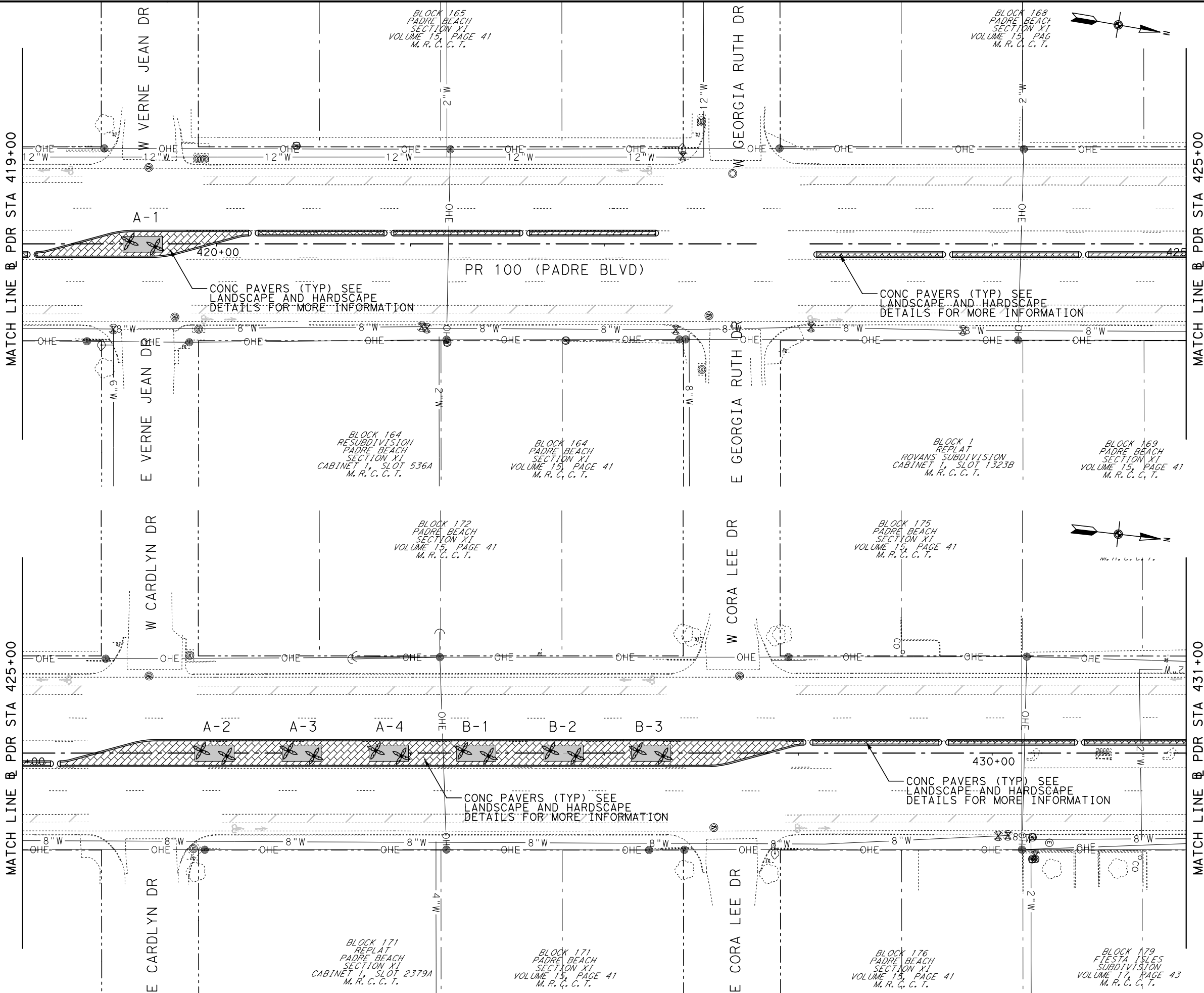
SHEET 6 OF 12

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6	N\A	PR 100	257
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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MATCH LINE @ PDR STA 407+00
 MATCH LINE @ PDR STA 413+00
 MATCH LINE @ PDR STA 419+00
 MATCH LINE @ PDR STA 413+00



NOTE:
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LEGEND

-  PALM TREE (TYP)
-  MEDIAN PLANTER

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 ENGINEERS ARCHITECTS PLANNERS
 P. E. A. No. 133282 Date 11/16/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 MEDIAN LANDSCAPE AND HARDSCAPE PLAN

PR 100
 STA 419+00 TO STA 431+00
 SHEET 7 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 258

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NOTE:

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LEGEND



PALM TREE (TYP)



MEDIAN PLANTER

No.	Revision	By	Date

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Kimley»Horn

P. L. A. KATHERINE A. UTECHT
P. L. A. No. 3318 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

MEDIAN LANDSCAPE AND HARDSCAPE PLAN

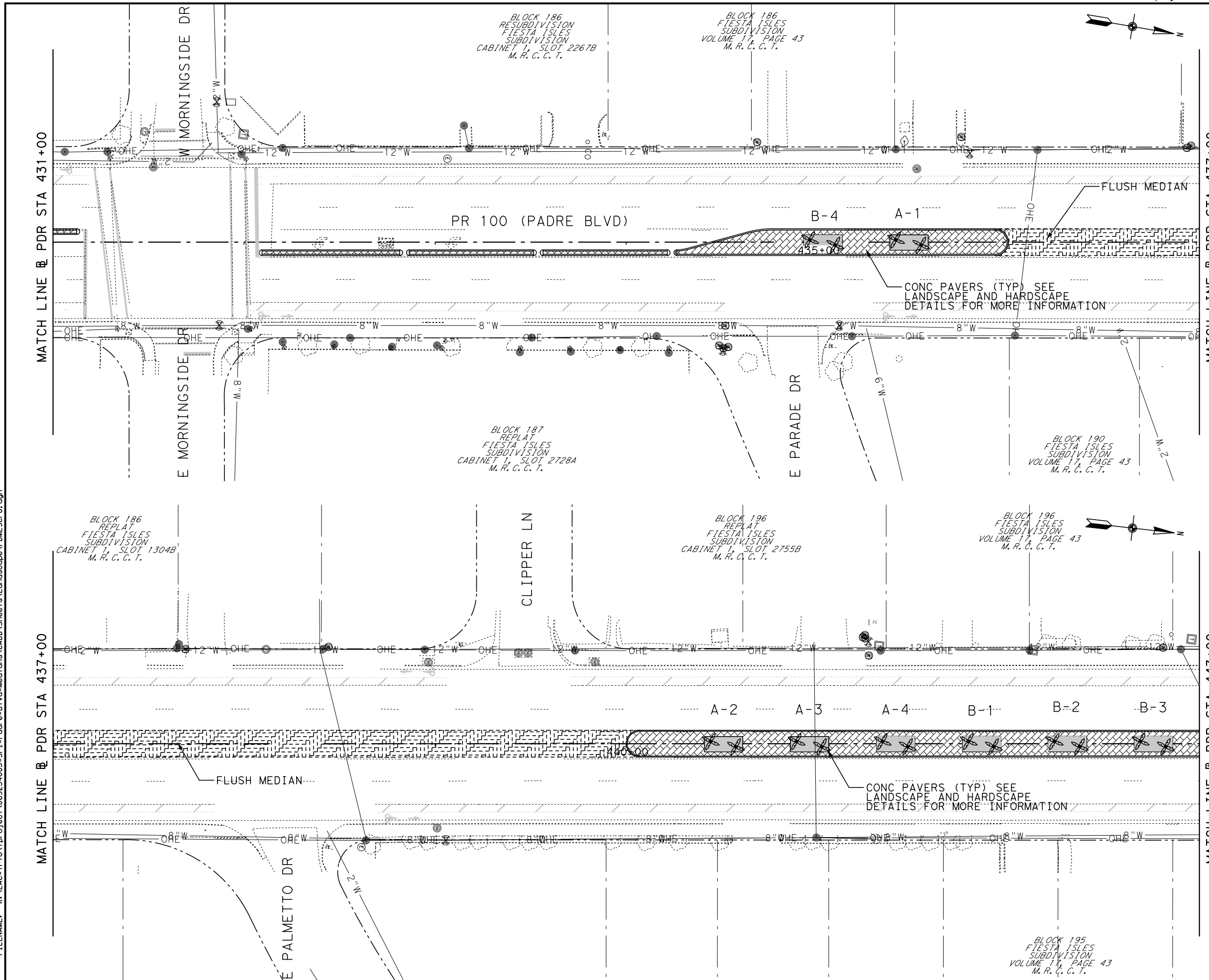
PR
STA 431+00 TO STA 443+00

SHEET 8 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO.

259



BLOCK 186
RESUBDIVISION
FIESTA ISLES
SUBDIVISION
CABINET 1, SLOT 2267B
M. R. C. C. T.

BLOCK 186
FIESTA ISLES
SUBDIVISION
VOLUME 17, PAGE 43
M. R. C. C. T.

BLOCK 187
REPLAT
FIESTA ISLES
SUBDIVISION
CABINET 1, SLOT 2728A
M. R. C. C. T.

BLOCK 190
FIESTA ISLES
SUBDIVISION
VOLUME 17, PAGE 43
M. R. C. C. T.

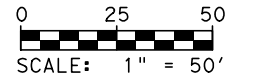
BLOCK 186
REPLAT
FIESTA ISLES
SUBDIVISION
CABINET 1, SLOT 1304B
M. R. C. C. T.

BLOCK 196
REPLAT
FIESTA ISLES
SUBDIVISION
CABINET 1, SLOT 2755B
M. R. C. C. T.

BLOCK 196
FIESTA ISLES
SUBDIVISION
VOLUME 17, PAGE 43
M. R. C. C. T.

BLOCK 195
FIESTA ISLES
SUBDIVISION
VOLUME 17, PAGE 43
M. R. C. C. T.

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NOTE:

1. SEE LANDSCAPE AND HARDSCAPE DETAILS FOR PLANT INFORMATION SPECIFIC TO EACH PLANTER.
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LEGEND



PALM TREE (TYP)



MEDIAN PLANTER

No.	Revision	By	Date

PRELIMINARY

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Kimley»Horn

P. L. A. KATHERINE A. UTECHT
P. L. A. No. 3318 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

MEDIAN LANDSCAPE AND HARDSCAPE PLAN

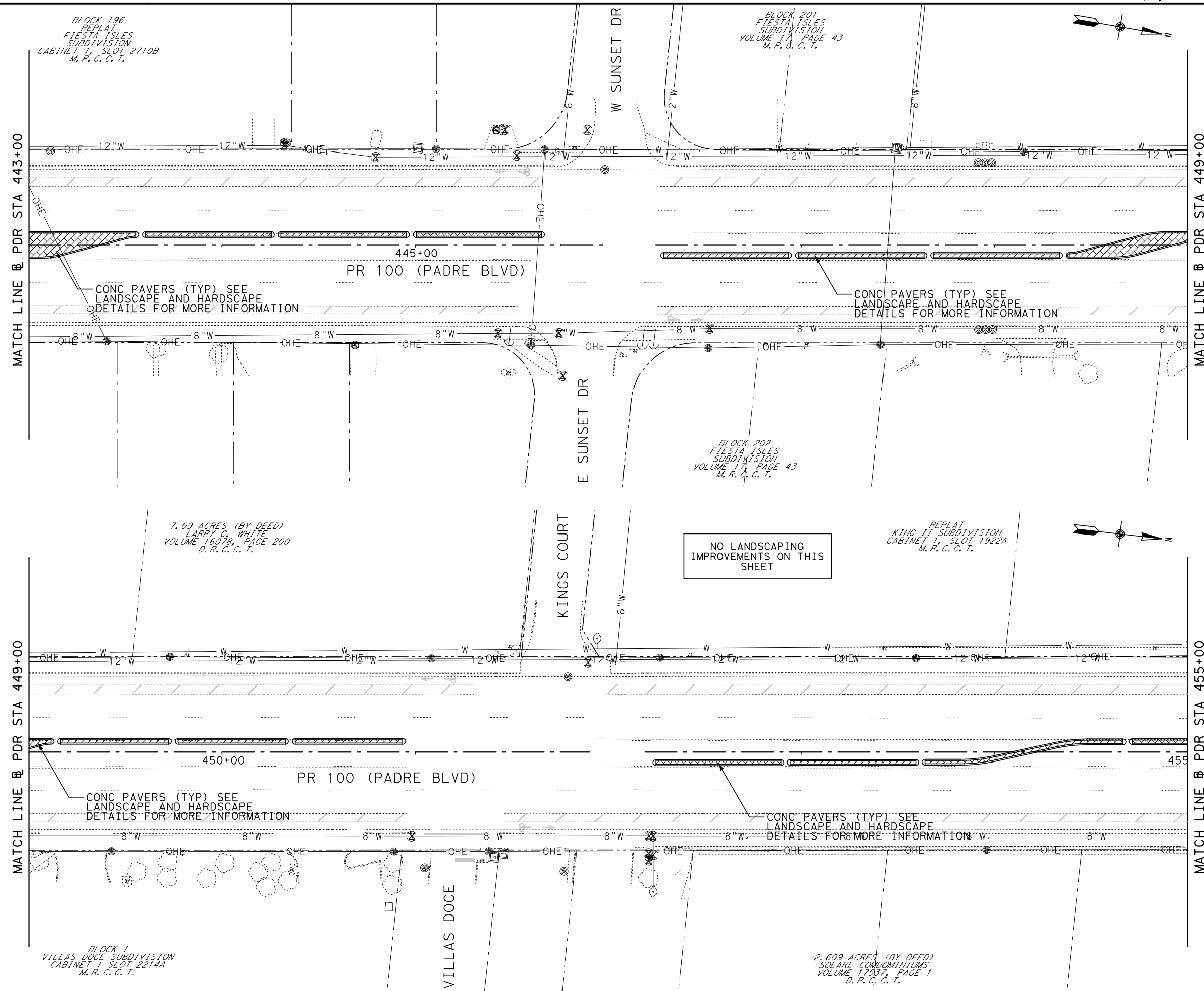
PR 100
STA 443+00 TO STA 455+00

SHEET 9 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO.

260



BLOCK 196
REPLAT
FIESTA ISLES
SUBDIVISION
CABINET 1, SLOT 2710B
M. R. C. C. T.

BLOCK 201
FIESTA ISLES
SUBDIVISION
VOLUME 17, PAGE 43
M. R. C. C. T.

BLOCK 202
FIESTA ISLES
SUBDIVISION
VOLUME 17, PAGE 43
M. R. C. C. T.

7.09 ACRES (BY DEED)
LARRY C. WHITE
VOLUME 16078, PAGE 200
D. R. C. C. T.

REPLAT
KING II SUBDIVISION
CABINET 1, SLOT 1922A
M. R. C. C. T.

NO LANDSCAPING
IMPROVEMENTS ON THIS
SHEET

BLOCK 1
VILLAS DOCE SUBDIVISION
CABINET 1 SLOT 2214A
M. R. C. C. T.

2.609 ACRES (BY DEED)
SOLARE CONDOMINIUMS
VOLUME 17537, PAGE 1
D. R. C. C. T.

PLOTTED: 11/6/2018 3:04:11 PM 50.0000 ft / in.
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NOTE:

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PALM TREE (TYP)



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P. L. A. KATHERINE A. UTECHT
P. L. A. No. 3318 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

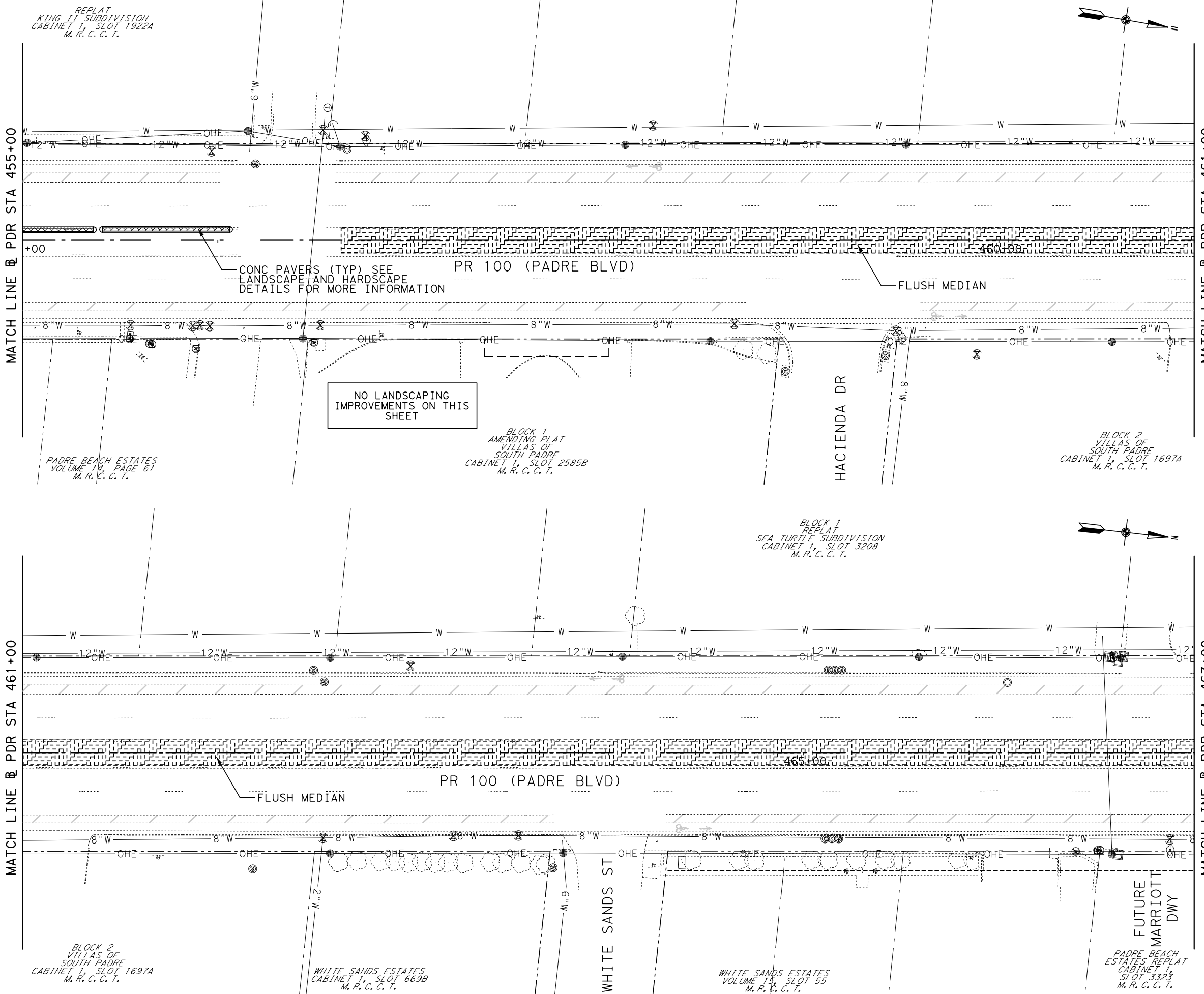
MEDIAN LANDSCAPE AND HARDSCAPE PLAN

PR 100
STA 455+00 TO STA 467+00

SHEET 10 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	261
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	

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REPLAT
KING II SUBDIVISION
CABINET 1, SLOT 1922A
M. R. C. C. T.

CONC PAVERS (TYP) SEE
LANDSCAPE AND HARDSCAPE
DETAILS FOR MORE INFORMATION

NO LANDSCAPING
IMPROVEMENTS ON THIS
SHEET

BLOCK 1
AMENDING PLAT
VILLAS OF
SOUTH PADRE
CABINET 1, SLOT 2585B
M. R. C. C. T.

BLOCK 1
REPLAT
SEA TURTLE SUBDIVISION
CABINET 1, SLOT 3208
M. R. C. C. T.

BLOCK 2
VILLAS OF
SOUTH PADRE
CABINET 1, SLOT 1697A
M. R. C. C. T.

PADRE BEACH ESTATES
VOLUME 14, PAGE 61
M. R. C. C. T.

BLOCK 2
VILLAS OF
SOUTH PADRE
CABINET 1, SLOT 1697A
M. R. C. C. T.

WHITE SANDS ESTATES
CABINET 1, SLOT 669B
M. R. C. C. T.

WHITE SANDS ESTATES
VOLUME 13, SLOT 55
M. R. C. C. T.

PADRE BEACH
ESTATES REPLAT
CABINET 1,
SLOT 3323
M. R. C. C. T.



NOTE:

1. SEE LANDSCAPE AND HARDSCAPE DETAILS FOR PLANT INFORMATION SPECIFIC TO EACH PLANTER.
2. ALL EXISTING LANDSCAPING WITHIN ROW/PARKWAY TO REMAIN. CONTRACTOR TO REPLACE LANDSCAPING IF DISTURBED DURING CONSTRUCTION. CITY TO PROVIDE FINAL APPROVAL.

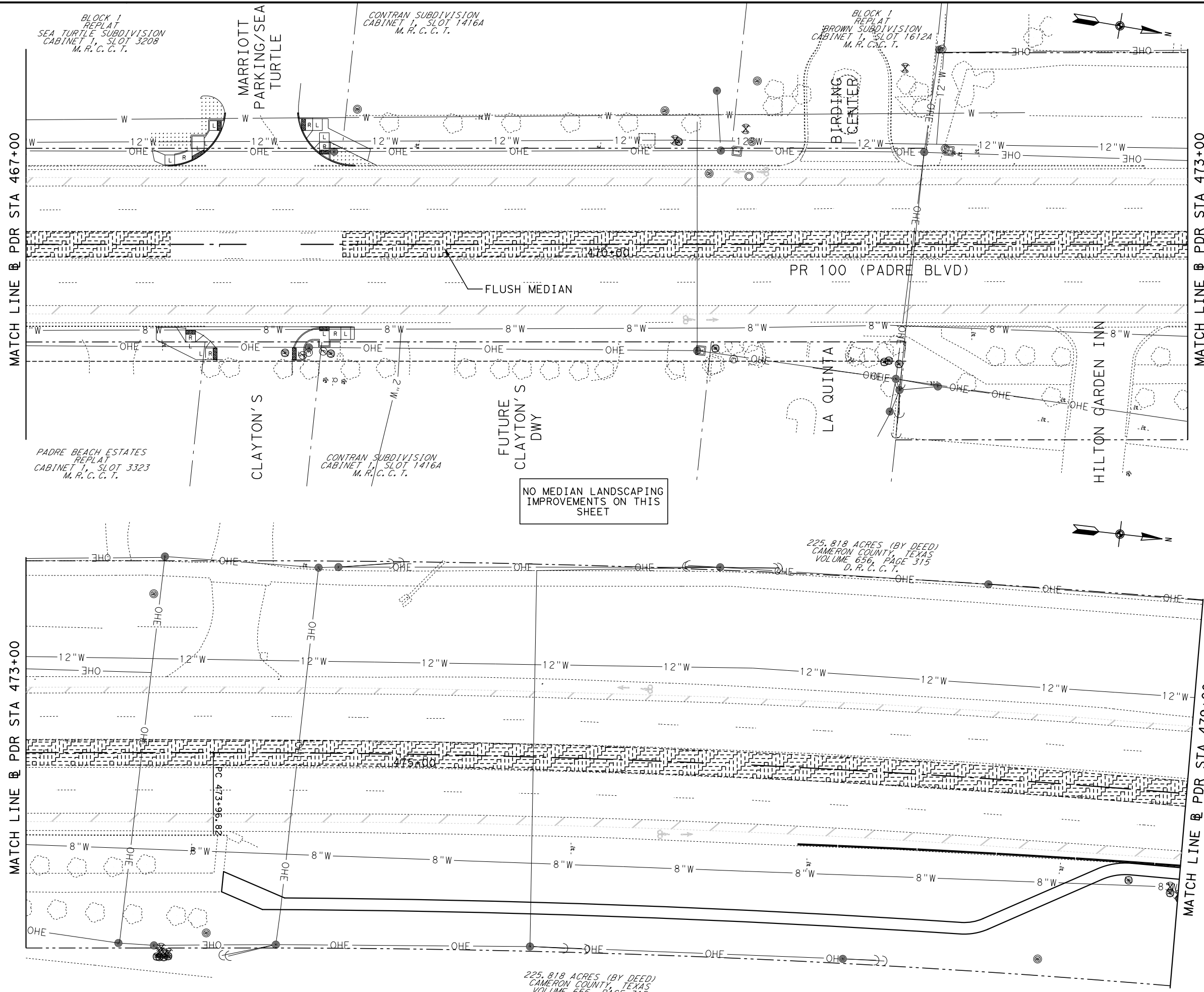
LEGEND



PALM TREE (TYP)



MEDIAN PLANTER



No.	Revision	By	Date

PRELIMINARY

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or permit purposes.

Kimley»Horn

P. L. A. KATHERINE A. UTECHT
P. L. A. No. 3318 Date 11/6/2018

Kimley»Horn
TBP REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

MEDIAN LANDSCAPE AND HARDSCAPE PLAN

PR
STA 467+00 TO STA 479+00

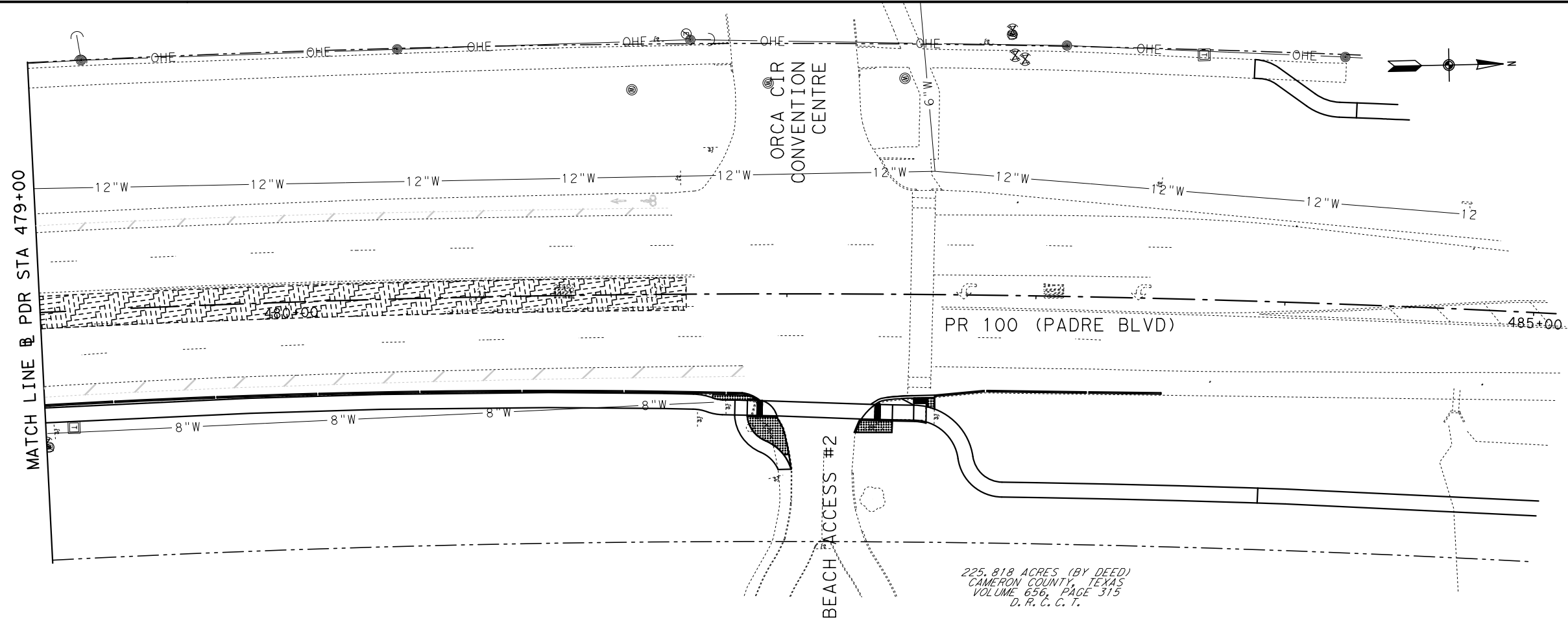
SHEET 11 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO. 262		



NOTE:

1. SEE LANDSCAPE AND HARDSCAPE DETAILS FOR PLANT INFORMATION SPECIFIC TO EACH PLANTER.
2. ALL EXISTING LANDSCAPING WITHIN ROW/PARKWAY TO REMAIN. CONTRACTOR TO REPLACE LANDSCAPING IF DISTURBED DURING CONSTRUCTION. CITY TO PROVIDE FINAL APPROVAL.



LEGEND



PALM TREE (TYP)



MEDIAN PLANTER

NO MEDIAN LANDSCAPING IMPROVEMENTS ON THIS SHEET

225,818 ACRES (BY DEED)
CAMERON COUNTY, TEXAS
VOLUME 656, PAGE 315
D. R. C. C. T.

No.	Revision	By	Date

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Kimley»Horn

P. L. A. KATHERINE A. UTECHT
P. L. A. No. 3318 Date 11/6/2018

Kimley»Horn

TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

MEDIAN LANDSCAPE AND HARDSCAPE PLAN

PR PDR
STA 479+00 TO END PROJECT

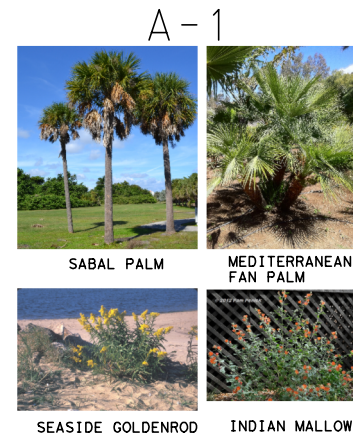
SHEET 12 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	263
CONTROL	SECTION	JOB	
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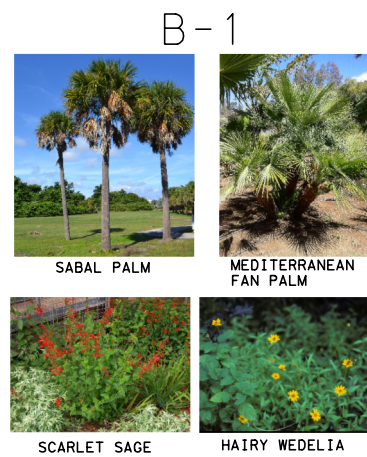
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A-1	☆ 2 SABAL PALM □ 2 MEDITERRANEAN FAN PALM △ 2 SEASIDE GOLDENROD ○ 16 INDIAN MALLOW	
A-2	□ 2 SABAL PALM △ 2 BLUE PALM ○ 10 SHRUBBY BLUE SAGE	
A-3	☆ 2 SABAL PALM □ 2 PYGMY DATE PALM △ 2 WHITE PLUMBAGO ○ 15 HORSEMINT	
A-4	☆ 2 SABAL PALM □ 2 WINDMILL PALM △ 2 TURK'S CAP ○ 14 MEXICAN BUTTONBUSH	



B-1	☆ 2 SABAL PALM □ 2 MEDITERRANEAN FAN PALM △ 1 SCARLET SAGE ○ 18 HAIRY WEDELIA	
B-2	☆ 2 SABAL PALM □ 2 BLUE PALM △ 2 SEASIDE GOLDENROD ○ 21 HORSEMINT	
B-3	☆ 2 SABAL PALM □ 2 PYGMY DATE PALM △ 2 CENIZO ○ 18 BUSH SUNFLOWER	
B-4	☆ 2 SABAL PALM □ 2 WINDMILL PALM △ 2 TURK'S CAP ○ 25 WHITE PLUMBAGO	



No.	Revision	By	Date

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 P. L. A. KATHERINE A. UTECHT
 P. L. A. No. 3318 Date 11/6/2018

Kimley»Horn
 T&PE REGISTERED ENGINEERING FIRM F-928

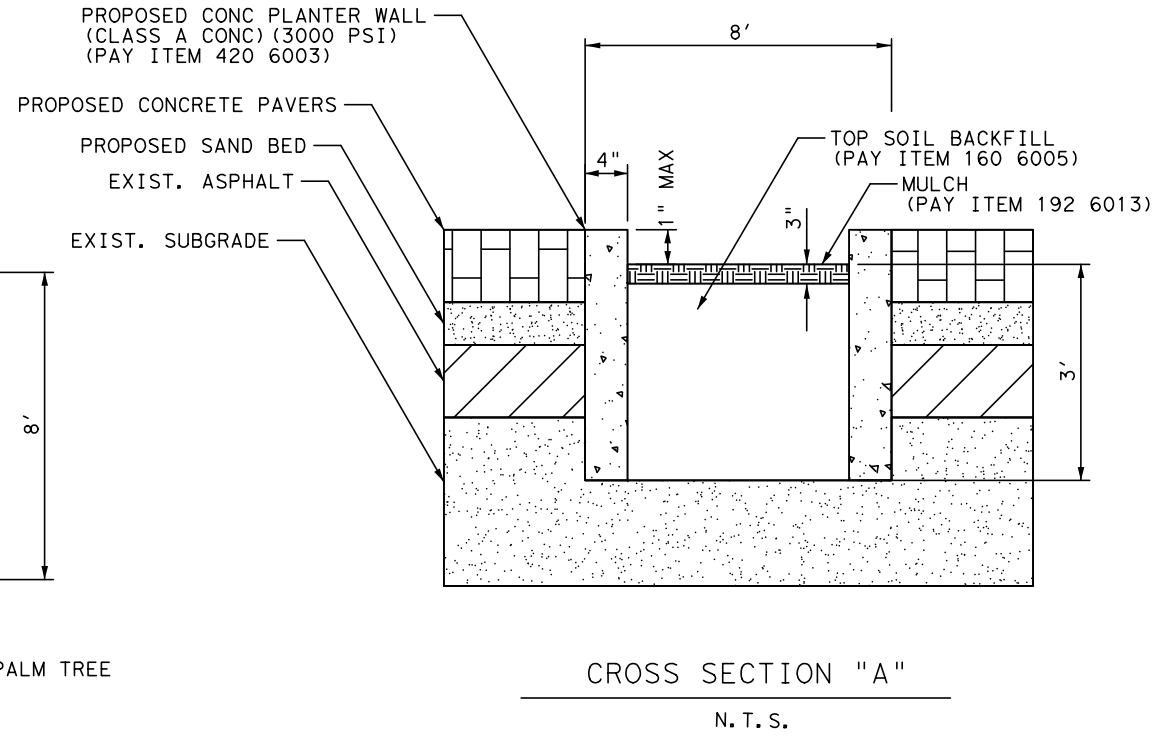
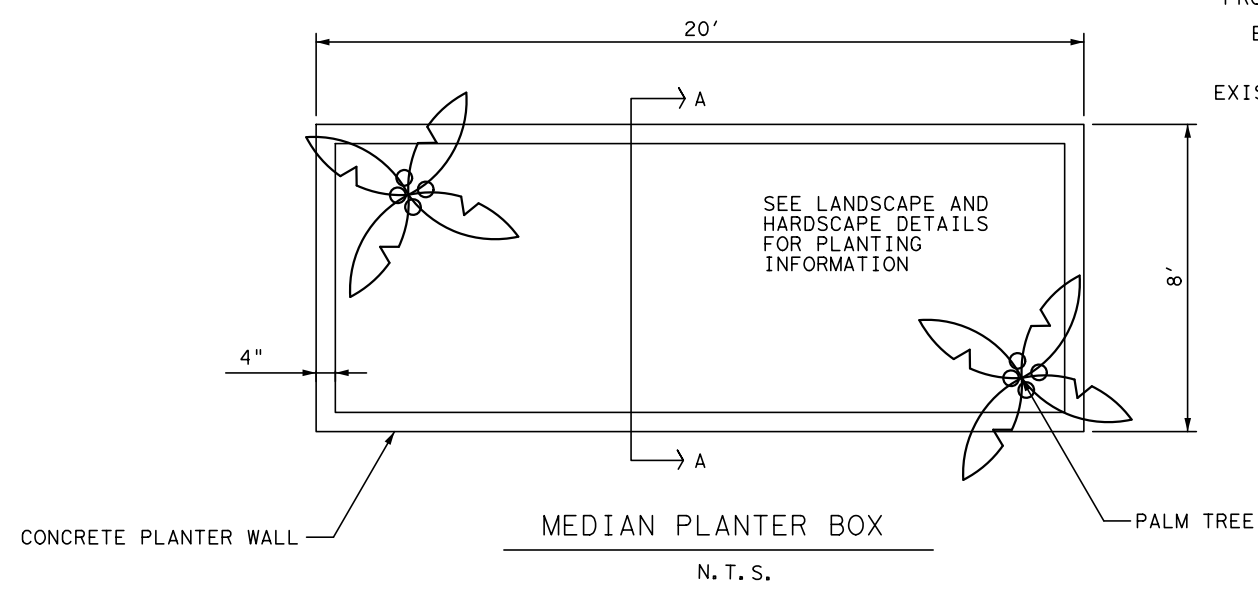
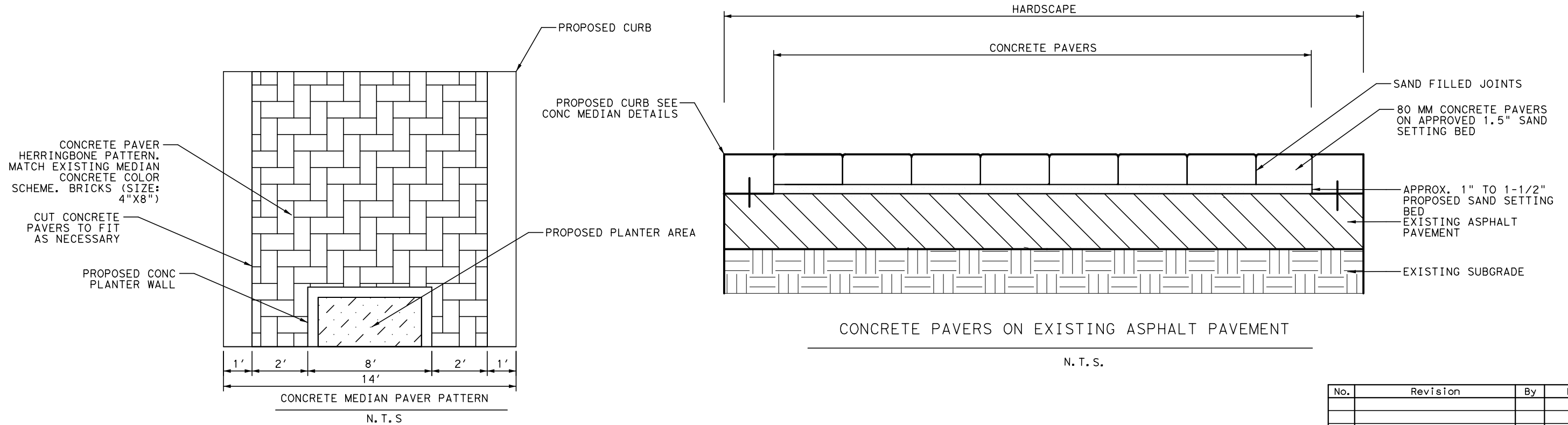
South Padre
 ISLAND

Texas Department of Transportation
 © 2018

PR 100 ROADWAY IMPROVEMENTS
 MEDIAN LANDSCAPE AND HARDSCAPE DETAILS

SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
		SHEET NO.
		264



No.	Revision	By	Date

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Kimley»Horn

P. L. A. KATHERINE A. UTECHT
P. L. A. No. 3318 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928

South Padre Island

Texas Department of Transportation
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PR 100 ROADWAY IMPROVEMENTS

MEDIAN LANDSCAPE AND
HARDSCAPE DETAILS

SHEET 2 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

SHEET NO. 265

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GENERAL NOTES:

- Reference Item 192 of the Texas Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges 2004 for specifications, dimensions, volumes, and measurements not shown.
 - Verify that all planting meets the following clear zone minimum distance requirements from the edge of the travel lane:
Trees: 30' unless protected by a barrier. Engineer has final authority over all clear zone related issues.
 - Roadway edges shown on the plans are to be considered the edge of travel lane unless labeled otherwise.
 - Locate and stake all underground conduits and utilities associated with but not limited to: power supply, lighting, signal wires and detectors, gas, electric, telephone, fiber optics, etc.
 - Repair and/or replace any damaged underground conduits and utilities at contractor's expense.
 - Locate and stake existing ground boxes, inlets, culverts, manholes, etc. within the project area with a 4' wooden stake painted orange. Maintain the stakes in place for duration of the contract. Remove stakes when directed by engineer.
 - Repair and/or replace any damaged structures, pavement, riprap, equipment, materials, slopes, vegetation, and surfaces at contractor's expense.
- PALM TREATMENTS, APPLICATIONS, AND NOTES:**
- Treatments to plant material to ensure health and quality of plant from disease, stress, insects, or other detrimental impacts are incidental.
 - Applications of fertilizers, vitamins and hormones are incidental.
 - Multiple treatments and applications are incidental.
 - Any required soil tests are incidental.

REQUIREMENTS PRIOR TO PLANTING:

- Spray foliage with an approved anti-desiccant. Maintain rootball, trunk, and frond moisture conditions during transportation and storage activities. Apply an approved soil fungicide to entire rootball.
- REQUIREMENTS AT TIME OF PLANTING:**
- Apply an approved aluminum based foliar fungicide to tops and bottoms of fronds and bud.
 - After fungicide has dried, apply an approved insecticide to the fronds and trunk.
 - After insecticide has dried, apply an approved anti-desiccant to the fronds and trunk.
 - Incorporate approved fertilizer into the backfill around the rootball.
 - When backfilling around rootball, work backfill equally around rootball in 6" lifts to eliminate air pockets.
 - Soak each lift up to finish grade using an approved liquid form of vitamins and hormones specifically for palms diluted with water at a ratio recommended by manufacturer. Use a liquid which contains but is not limited to Mg and Mn.
 - Use backfill consisting of the following: 70% existing soil removed from the plant pit and 15% Erosion Control Compost as described in Item 161.2.B Compost Work backfill equally around the rootball as described in previous notes on this sheet. Compost is incidental.
 - Use Erosion Control Compost for surface application for palm planting as described in Item 161.2.B Compost. Compost for surface application for palm planting is incidental.
 - Maintain soil moisture conditions as specified in watering schedule on this sheet.

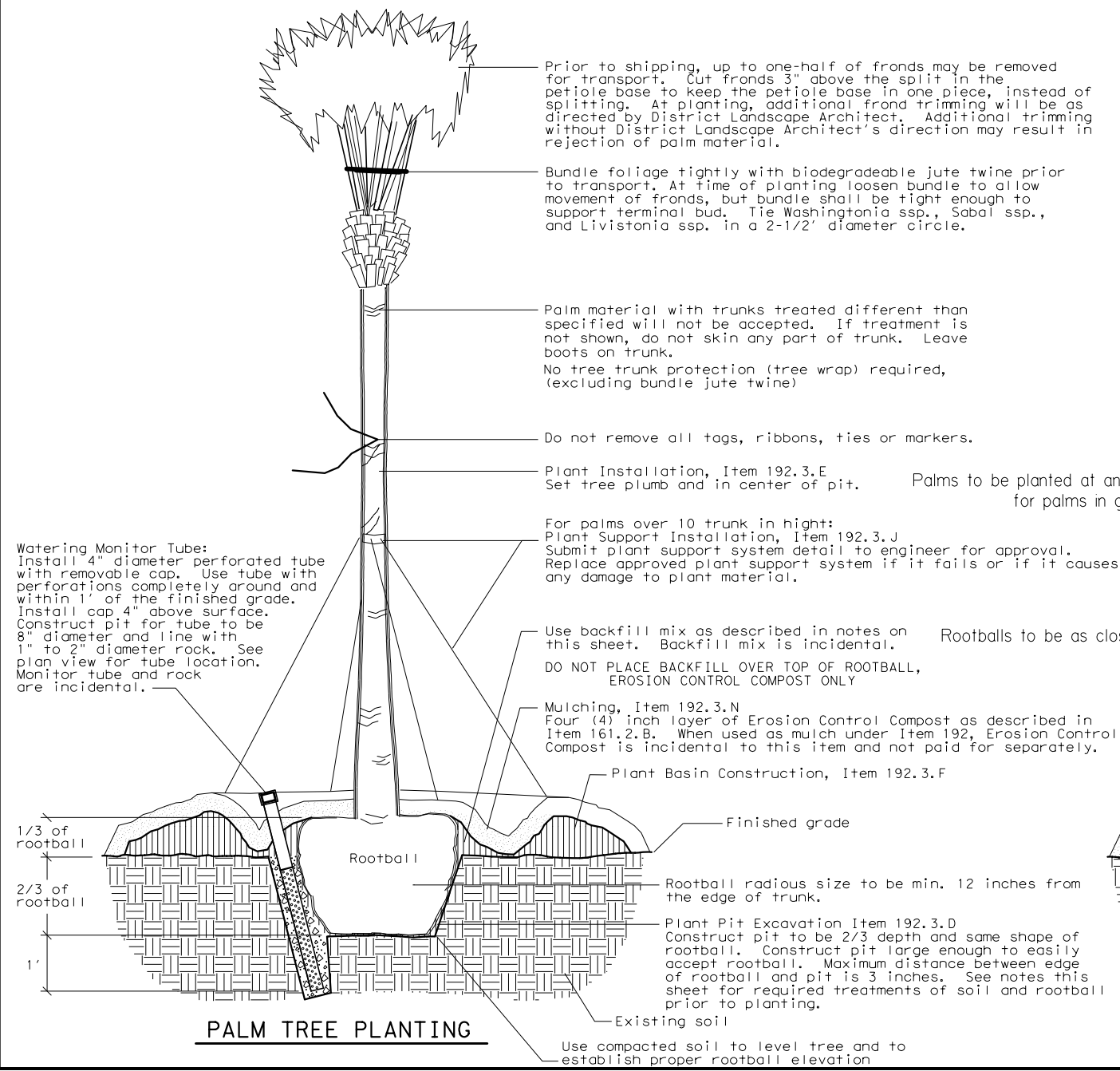
REQUIREMENTS AFTER PLANTING:

- Fertilize palms every 4 months with a combination of "Palm Saver", K and Mg in liquid form with granular form of K and Mg sulfates. Apply all granular palm fertilizers by drilling 10" into soil around rootball.
 - Application of fertilizers and micronutrients may be adjusted according to soil and palm conditions.
 - Maintain watering and soil moisture conditions as specified on this sheet. For further recommendations for treatment of insects, diseases, and nutritional problems, contact a palm specialist.
- * Complete this work in the presence of the engineer.**
- TREE SPADE REQUIREMENTS:**
- Tree spade to provide a 70 inch (min.) root ball.
 - In the event palm trees can not be transplanted by tree spade, palms to be hand dug with written authorization from the Engineer. Palms hand dug to have a root ball 36 inches deep and 32 inches wide. Root balls to be balled and burlapped.

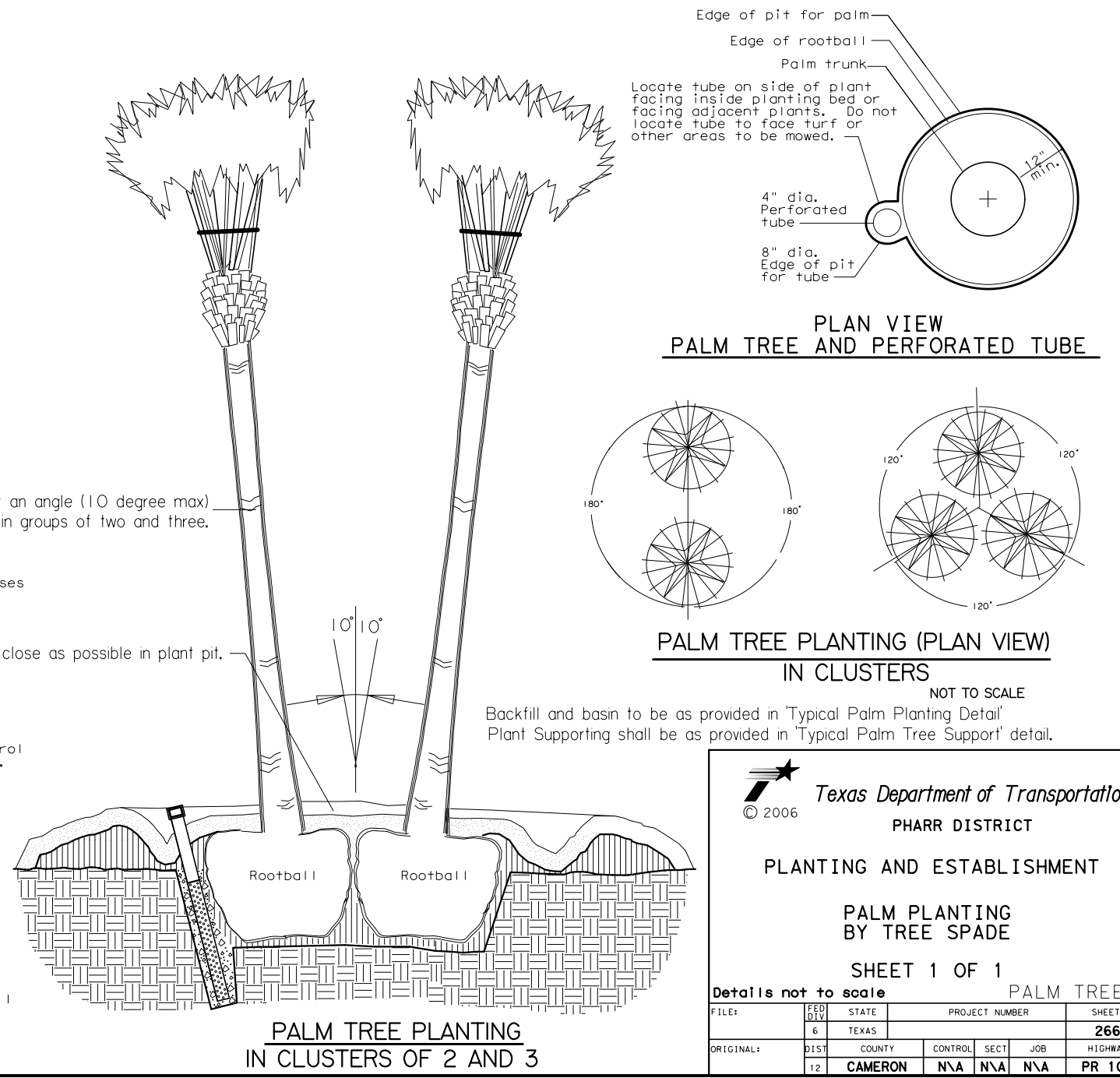
VEGETATIVE WATERING SCHEDULE FOR PALMS ONLY

PHASE	ITEM DESCRIPTION	FREQUENCY AND RATE
Construction	Watering is incidental to Item 1012 and is not paid for separately	Maintain the root ball and surrounding backfill evenly moist, but never saturated. See notes this schedule.
Maintenance	Watering is incidental to Item 1012 and is not paid for separately	Submit watering schedule to engineer for approval prior to installation. Watering required for a 12 month period.
Item 193 Landscape Establishment (When Shown in Plans)	Item 193.3.C. Watering will be paid for under Item 193-2006 Vegetative Watering	

NOTES:
Monitor watering to maintain root ball and surrounding backfill evenly moist, but never saturated. Rate and frequency may be adjusted to meet site conditions and weather. Submit adjustments to engineer for approval. Inspect monitor tubes and pump out standing water. Daily inspection and pumping may be necessary when rootball is over-saturated by rain, run-off, watering or other events. Apply water over the rootball within the tree well only. Adjust rate and frequency to meet site conditions and weather as approved or directed by engineer.
Plant material in poor condition due to the failure to apply the specified amount of water within the time allowed or overwatering, will be replaced at contractor's expense.
Watering will be paid for as described in this schedule unless Item 170 is shown in plans. When Item 170 is shown, see Irrigation Details and Materials.



PALM TREE PLANTING



Texas Department of Transportation
© 2006
PHARR DISTRICT
PLANTING AND ESTABLISHMENT
PALM PLANTING BY TREE SPADE
SHEET 1 OF 1

Details not to scale PALM TREE

FILE#	FED DIV	STATE	PROJECT NUMBER			SHEET
	6	TEXAS				266
ORIGINAL#	DIST	COUNTY	CONTROL	SECT	JOB	HIGHWAY
	12	CAMERON	N/A	N/A	N/A	PR 100

STD SW-1



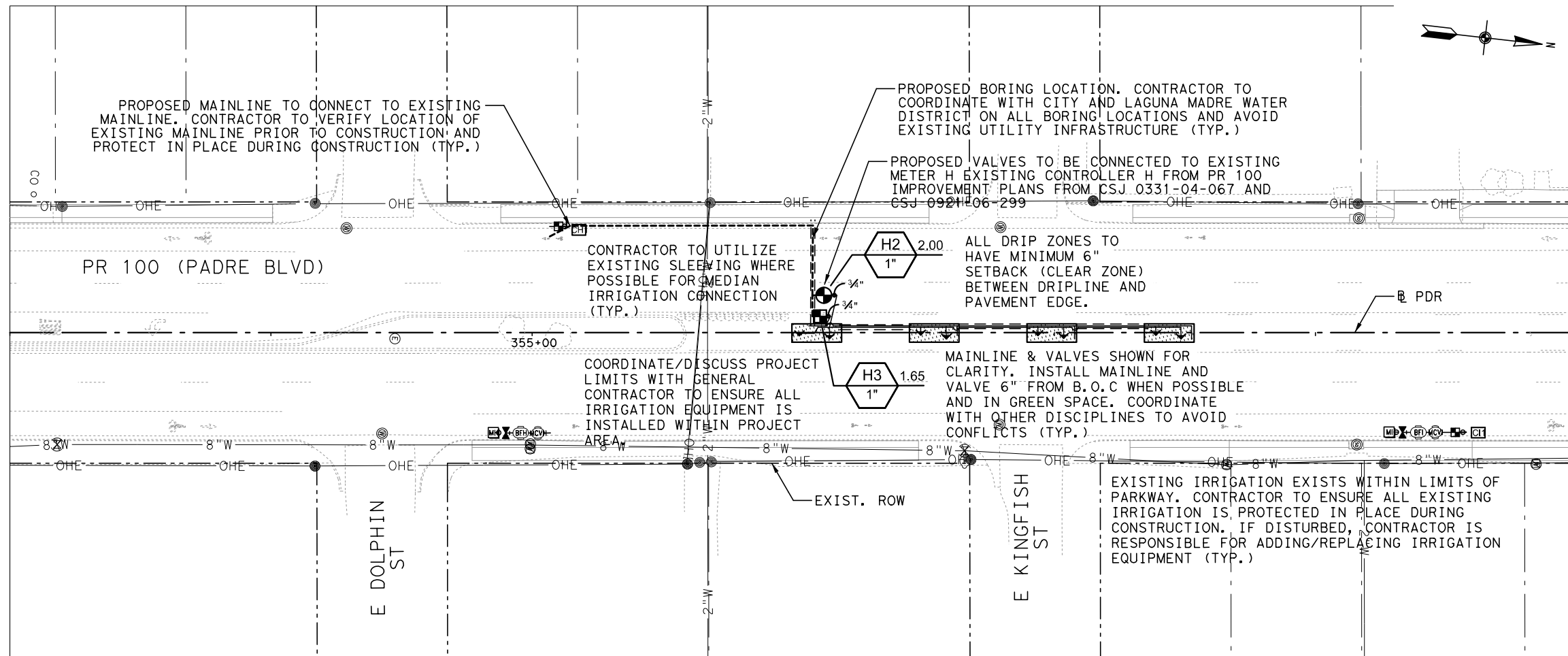
NOTE:

1. STATIONS, AND OFFSETS GIVEN AT BACK OF CURB OF PDR UNLESS OTHERWISE NOTED.
2. SEE LANDSCAPE AND HARDSCAPE DETAILS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR TO PROVIDE TEMPORARY IRRIGATION IN ALL PLANTER AREAS THROUGHOUT THE CORRIDOR UNTIL FULLY ESTABLISHED TYP.

LEGEND

- PROP DRIP IRRIGATION AREA
- EX ROW

FOR IRRIGATION INFORMATION REFER TO IRRIGATION SCHEDULE SHEET.



MATCH LINE PDR STA 359+00

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 L.I. KATHERINE A. UTECHT
 L.I. No. 21532 Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928

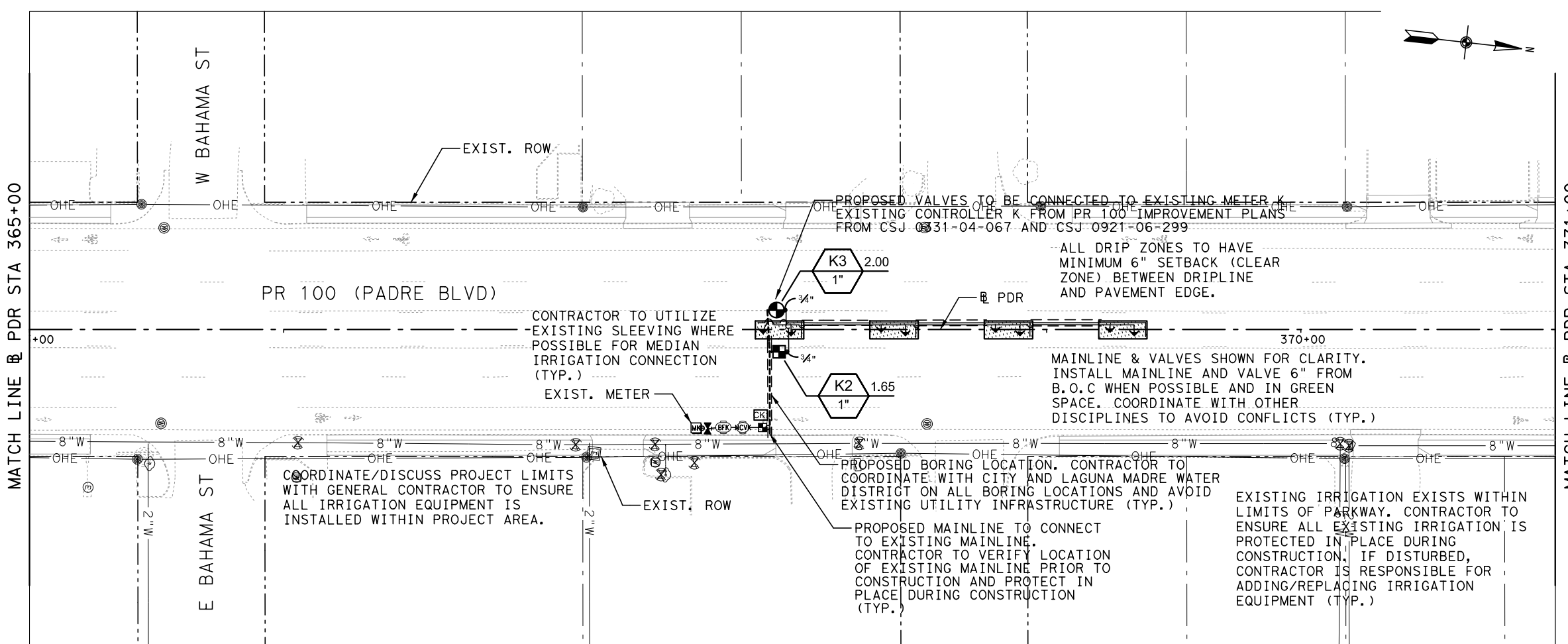
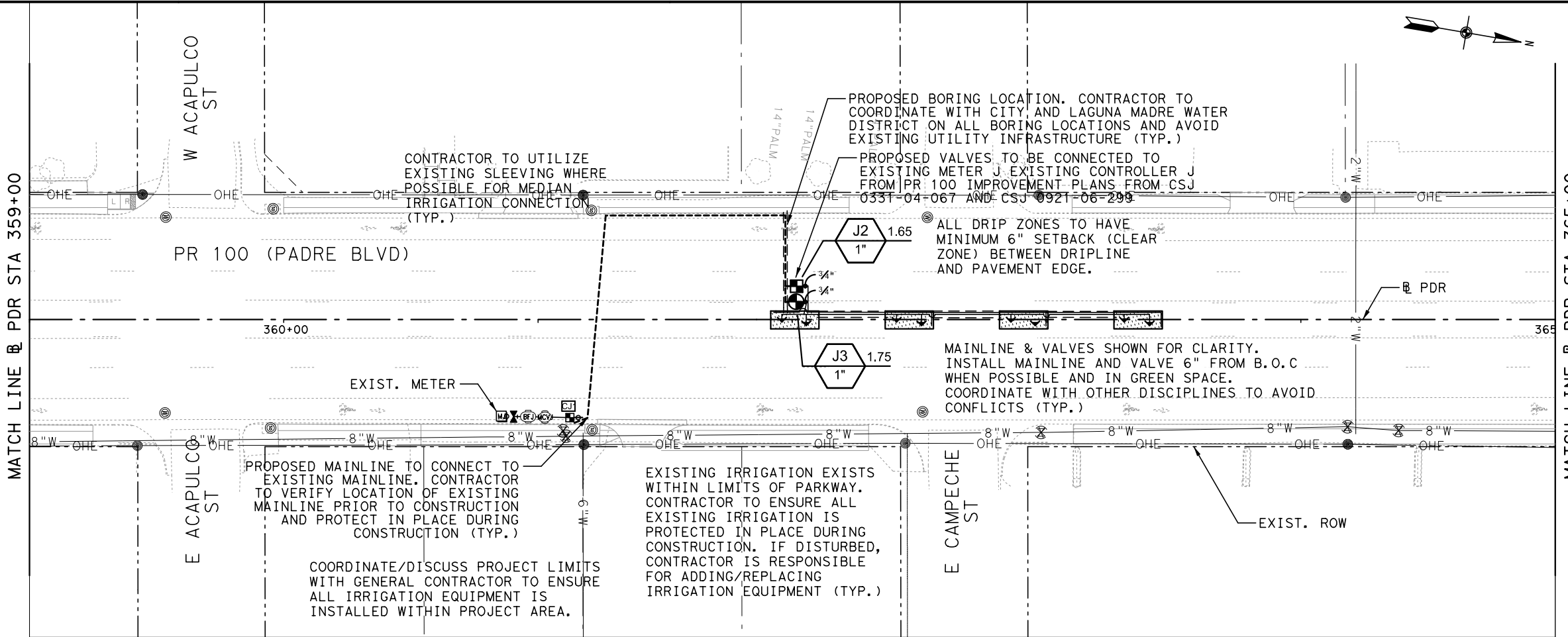


PR 100 ROADWAY IMPROVEMENTS
 IRRIGATION PLAN
 PDR
 STA 347+00 TO STA 359+00
 SHEET 1 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 267

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- NOTE:
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LEGEND

- PROP DRIP IRRIGATION AREA
- EX ROW

FOR IRRIGATION INFORMATION REFER TO IRRIGATION SCHEDULE SHEET.

No.	Revision	By	Date

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 L.I. No. 21532, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

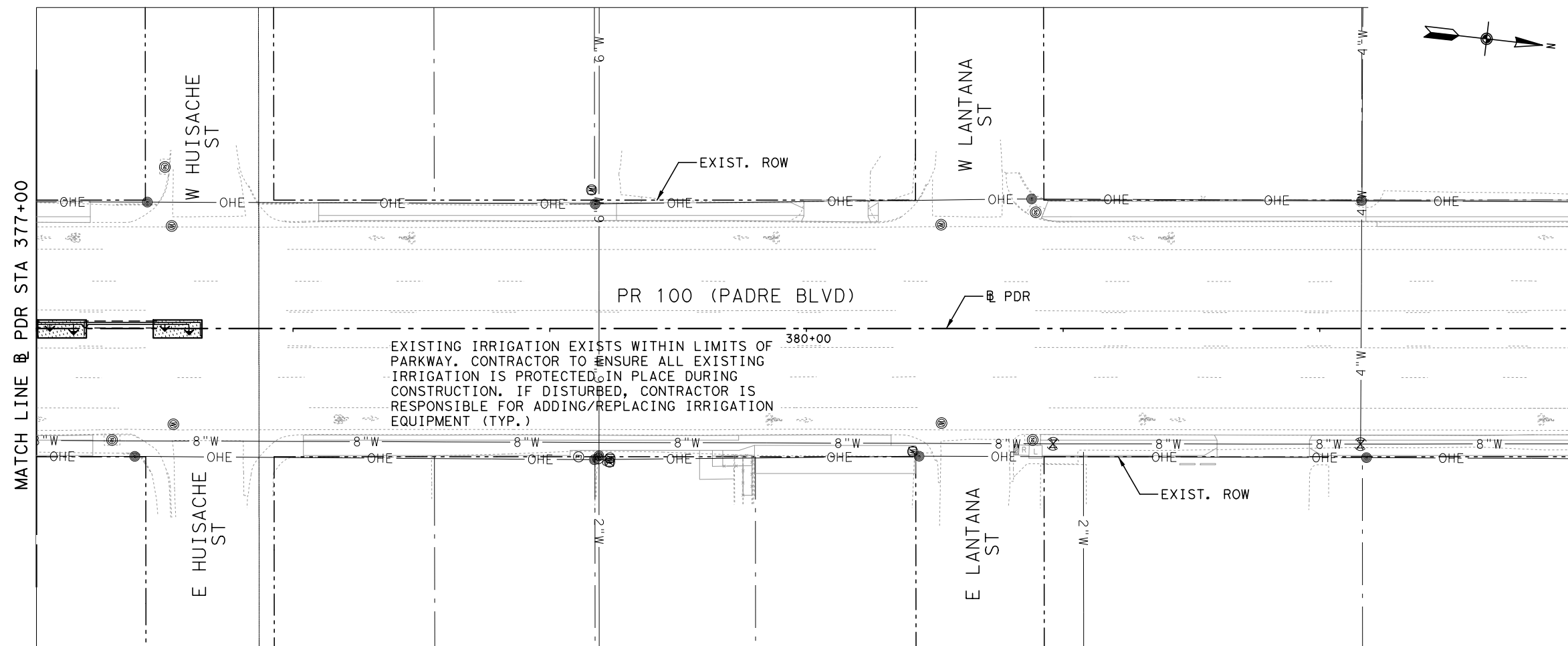
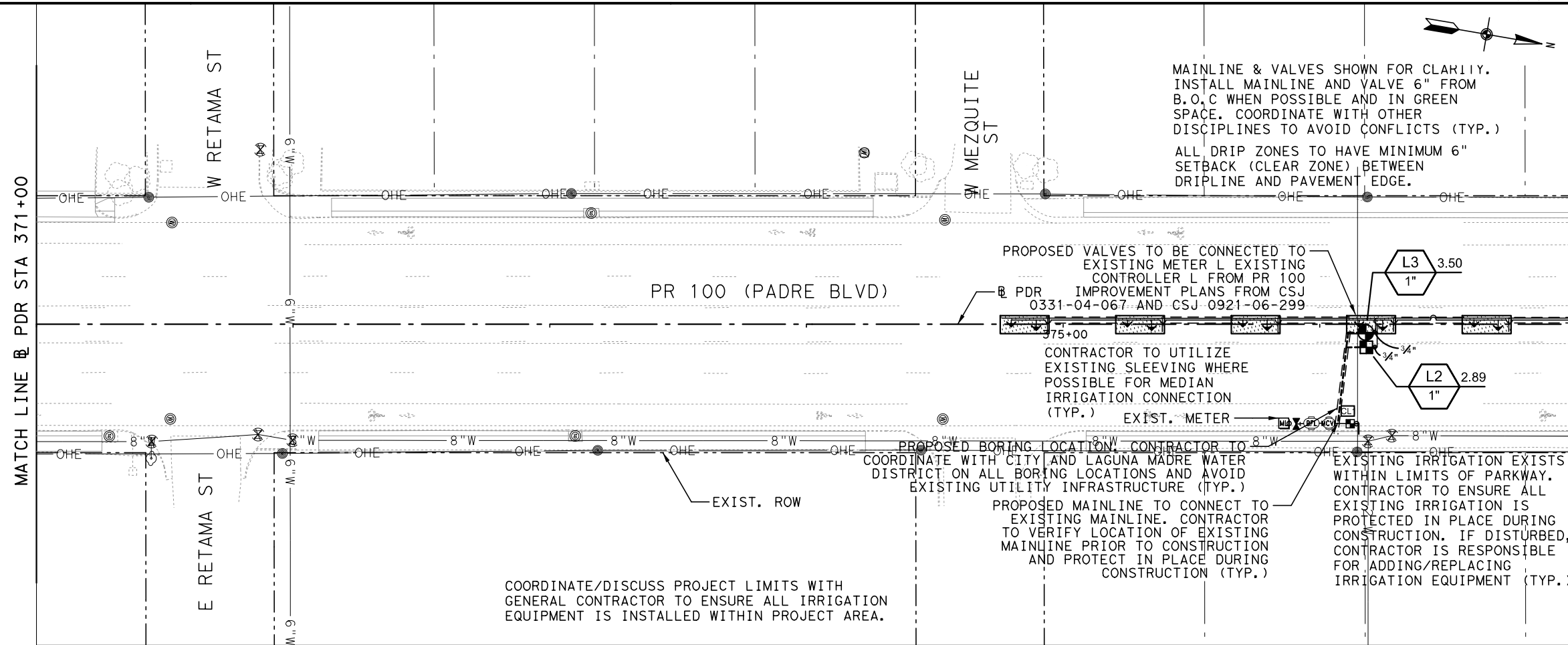
IRRIGATION PLAN

PDR
 STA 359+00 TO STA 371+00

SHEET 2 OF 12


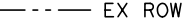
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STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
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- NOTE:
1. STATIONS, AND OFFSETS GIVEN AT BACK OF CURB OF PDR UNLESS OTHERWISE NOTED.
 2. SEE LANDSCAPE AND HARDSCAPE DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR TO PROVIDE TEMPORARY IRRIGATION IN ALL PLANTER AREAS THROUGHOUT THE CORRIDOR UNTIL FULLY ESTABLISHED TYP.

LEGEND

-  PROP DRIP IRRIGATION AREA
-  EX ROW

FOR IRRIGATION INFORMATION REFER TO IRRIGATION SCHEDULE SHEET.

No.	Revision	By	Date

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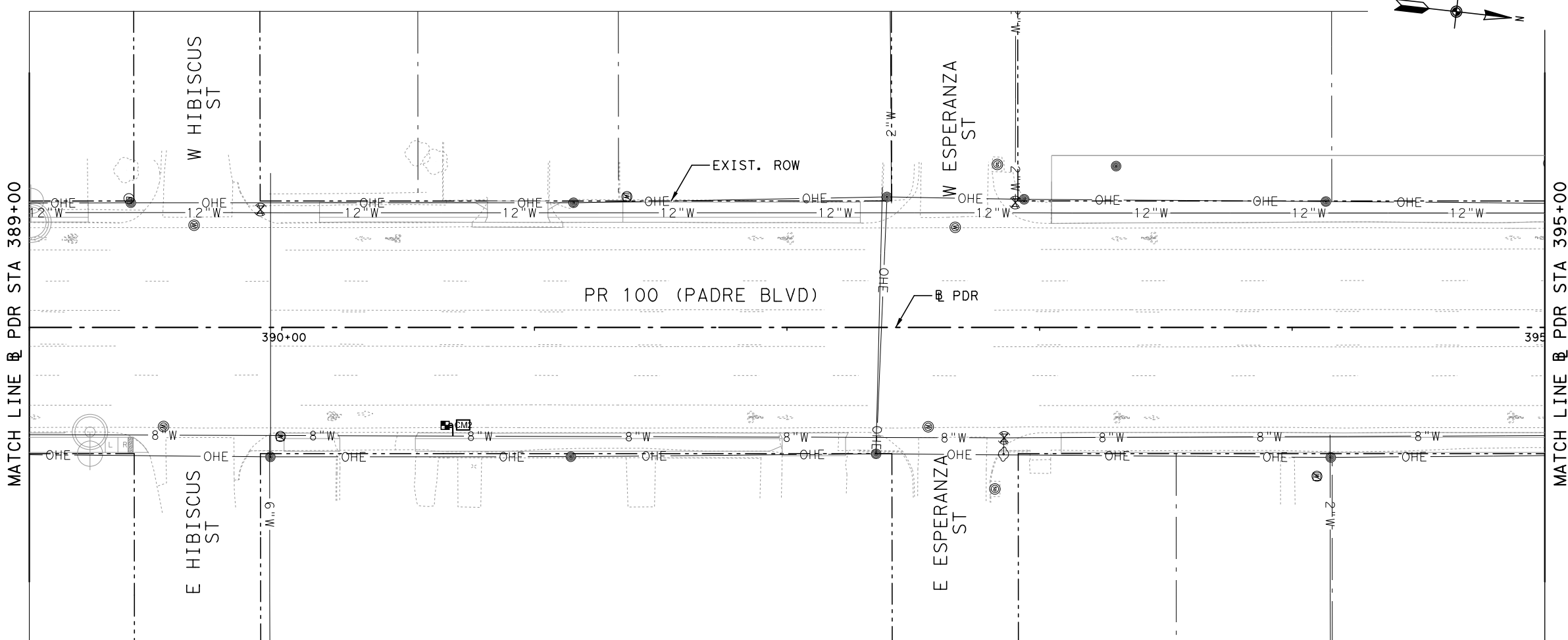
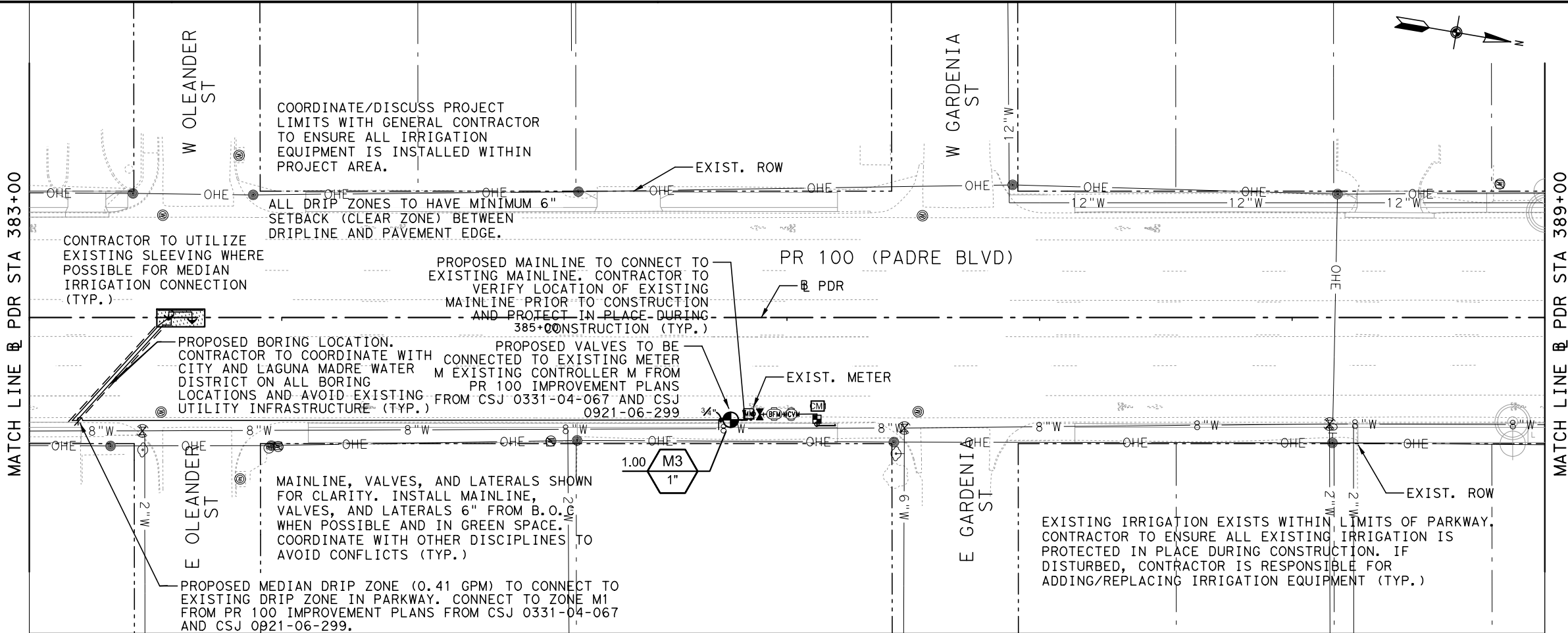
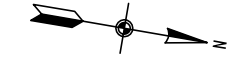


PR 100 ROADWAY IMPROVEMENTS
IRRIGATION PLAN

PDR
 STA 371+00 TO STA 383+00
 SHEET 3 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	269
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
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- NOTE:
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LEGEND

- PROP DRIP IRRIGATION AREA
- EX ROW

FOR IRRIGATION INFORMATION REFER TO IRRIGATION SCHEDULE SHEET.

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 L.I. KATHERINE A. UTECHT
 L.I. No. 21532 Date 11/6/2018

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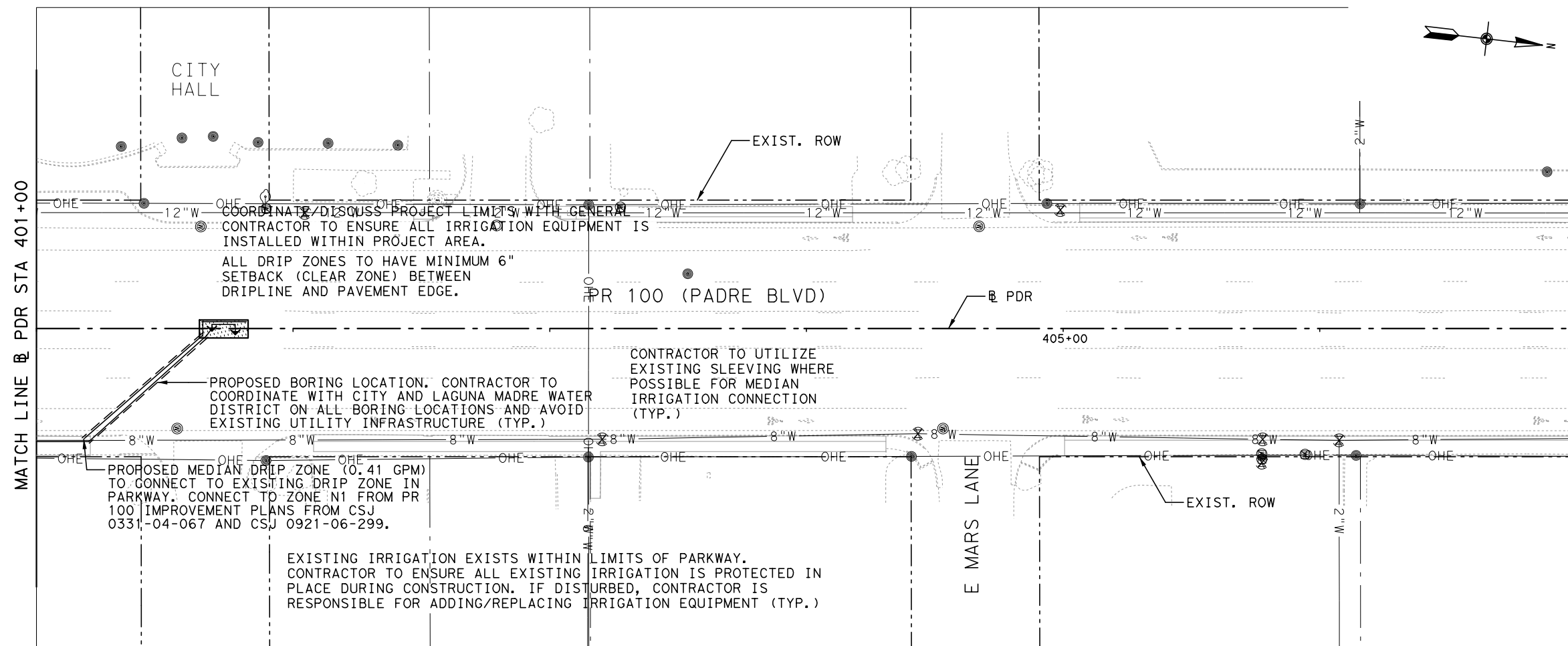
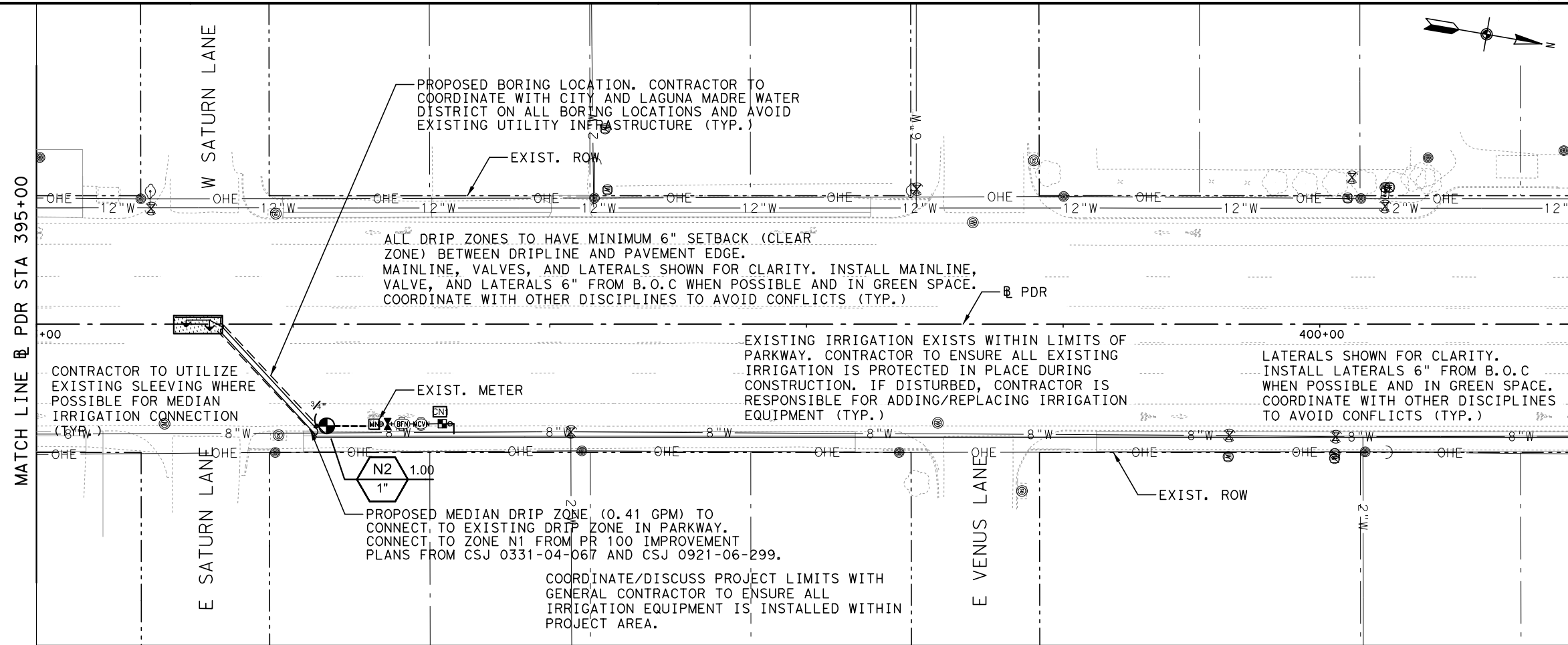
PR 100 ROADWAY IMPROVEMENTS

IRRIGATION PLAN

PDR
 STA 383+00 TO STA 395+00
 SHEET 4 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	270
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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LEGEND

- PROP DRIP IRRIGATION AREA
- EX ROW

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L.I. KATHERINE A. UTECHT
L.I. No. 21532, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928

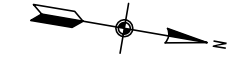
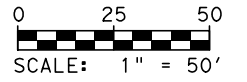


PR 100 ROADWAY IMPROVEMENTS
IRRIGATION PLAN

PDR
STA 395+00 TO STA 407+00

SHEET 5 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	271
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
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MATCH LINE @ PDR STA 407+00

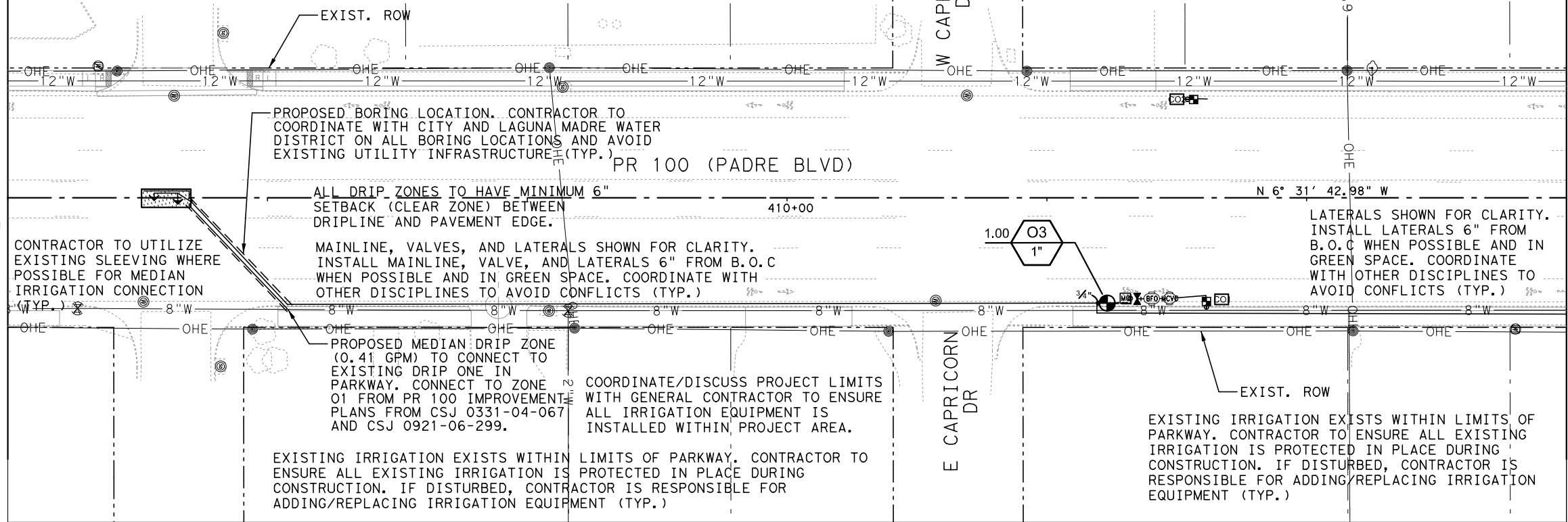
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- NOTE:
1. STATIONS, AND OFFSETS GIVEN AT BACK OF CURB OF @ PDR UNLESS OTHERWISE NOTED.
 2. SEE LANDSCAPE AND HARDSCAPE DETAILS FOR ADDITIONAL INFORMATION.
 3. CONTRACTOR TO PROVIDE TEMPORARY IRRIGATION IN ALL PLANTER AREAS THROUGHOUT THE CORRIDOR UNTIL FULLY ESTABLISHED TYP.

LEGEND

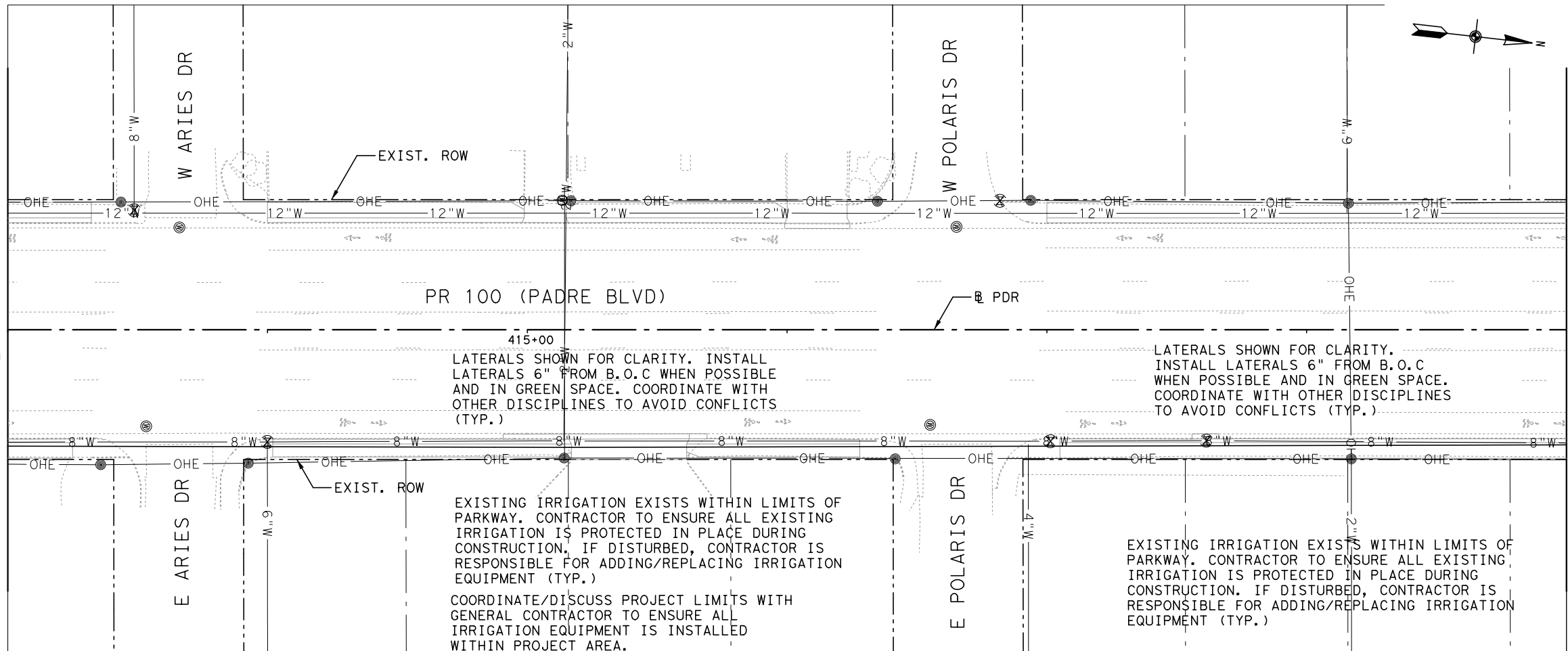
- PROP DRIP IRRIGATION AREA
- EX ROW

FOR IRRIGATION INFORMATION REFER TO IRRIGATION SCHEDULE SHEET.



MATCH LINE @ PDR STA 413+00

MATCH LINE @ PDR STA 419+00



No.	Revision	By	Date

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Kimley»Horn

L. I. KATHERINE A. UTECHT
L. I. No. 21532 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

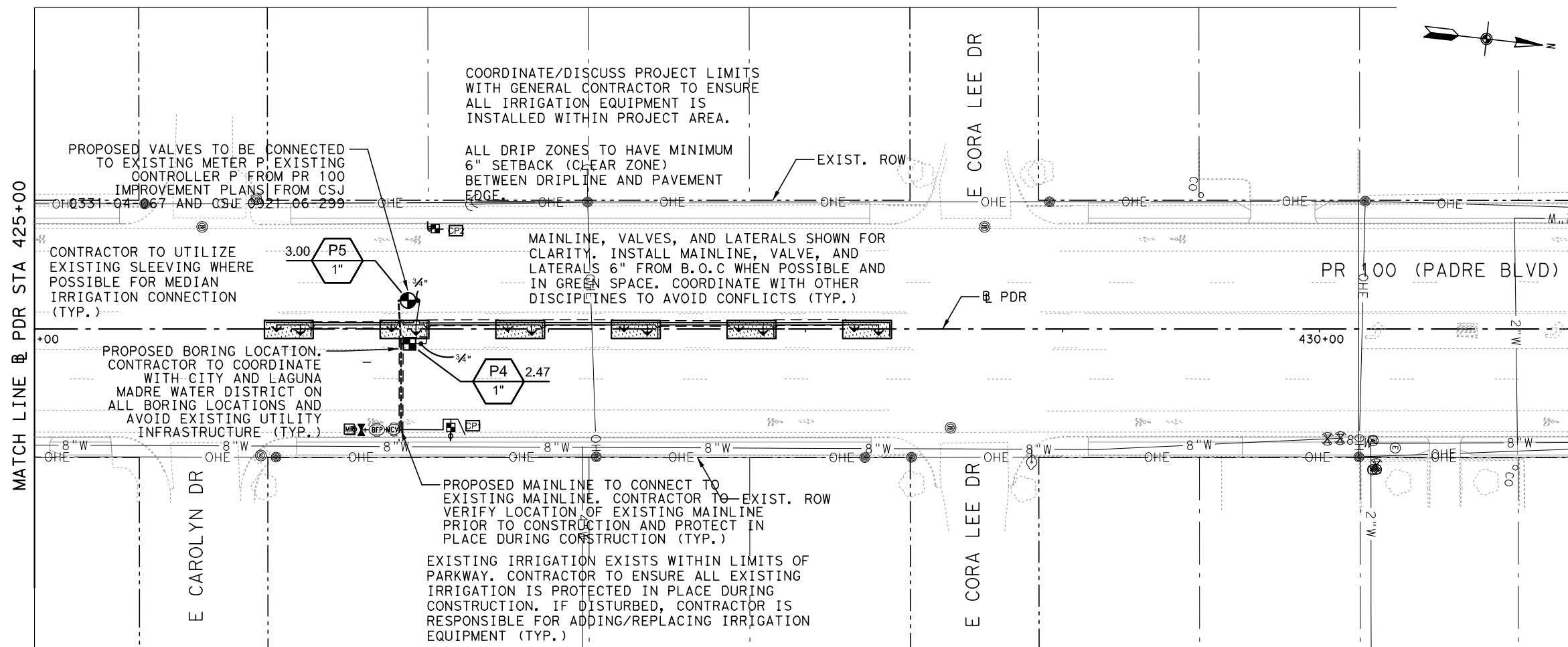
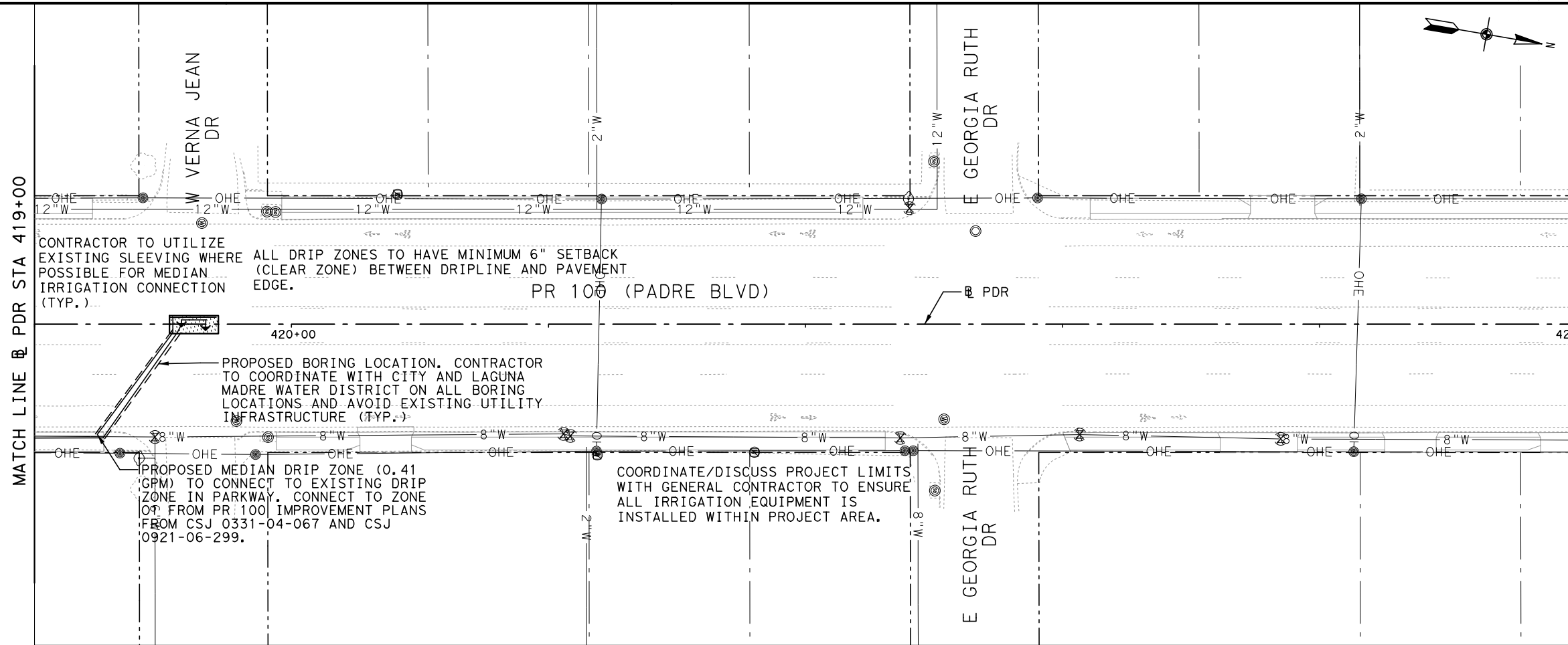
IRRIGATION PLAN

@ PDR
STA 407+00 TO STA 419+00

SHEET 6 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	272
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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- NOTE:
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 2. SEE LANDSCAPE AND HARDSCAPE DETAILS FOR ADDITIONAL INFORMATION.
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LEGEND

- PROP DRIP IRRIGATION AREA
- EX ROW

FOR IRRIGATION INFORMATION REFER TO IRRIGATION SCHEDULE SHEET.

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Kimley»Horn
 L.I. KATHERINE A. UTECH
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Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



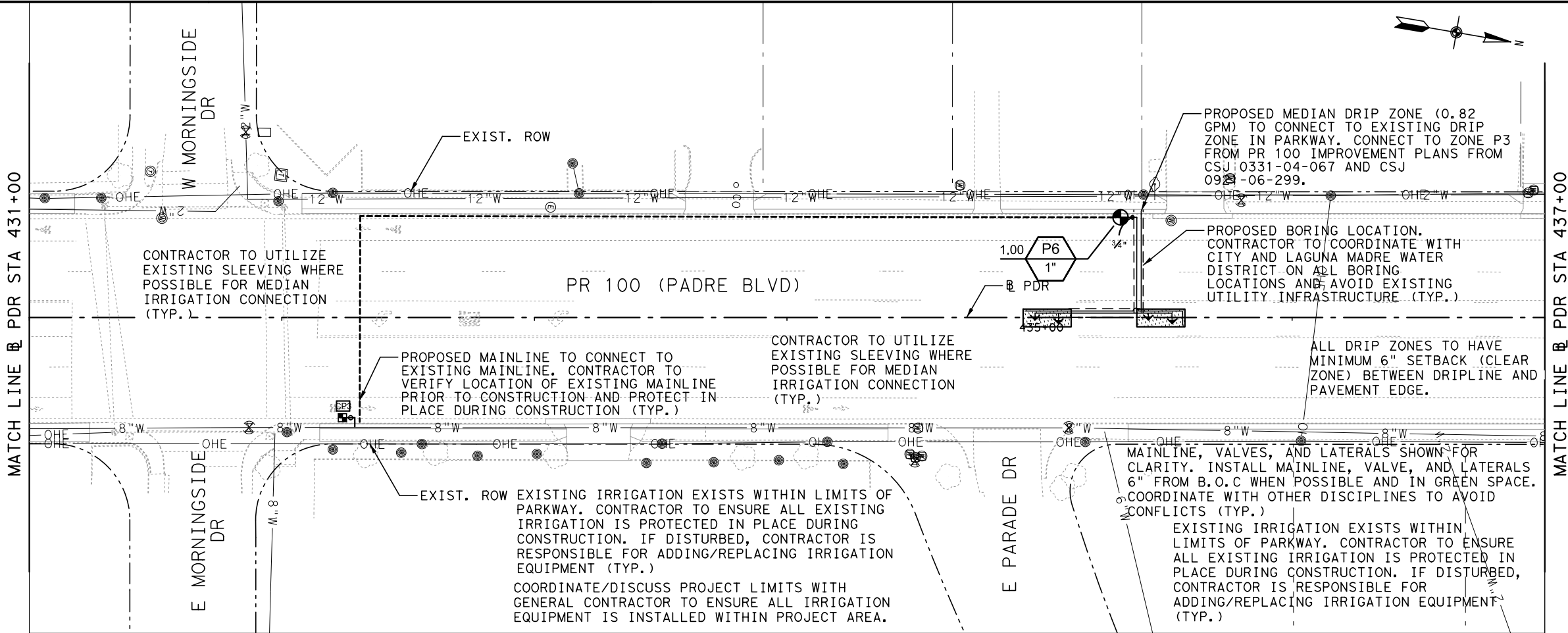
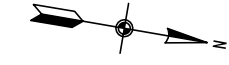
PR 100 ROADWAY IMPROVEMENTS
 IRRIGATION PLAN

PDR
 STA 419+00 TO STA 431+00

SHEET 7 OF 12

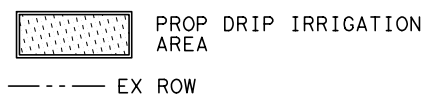
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6	N/A	PR 100	273
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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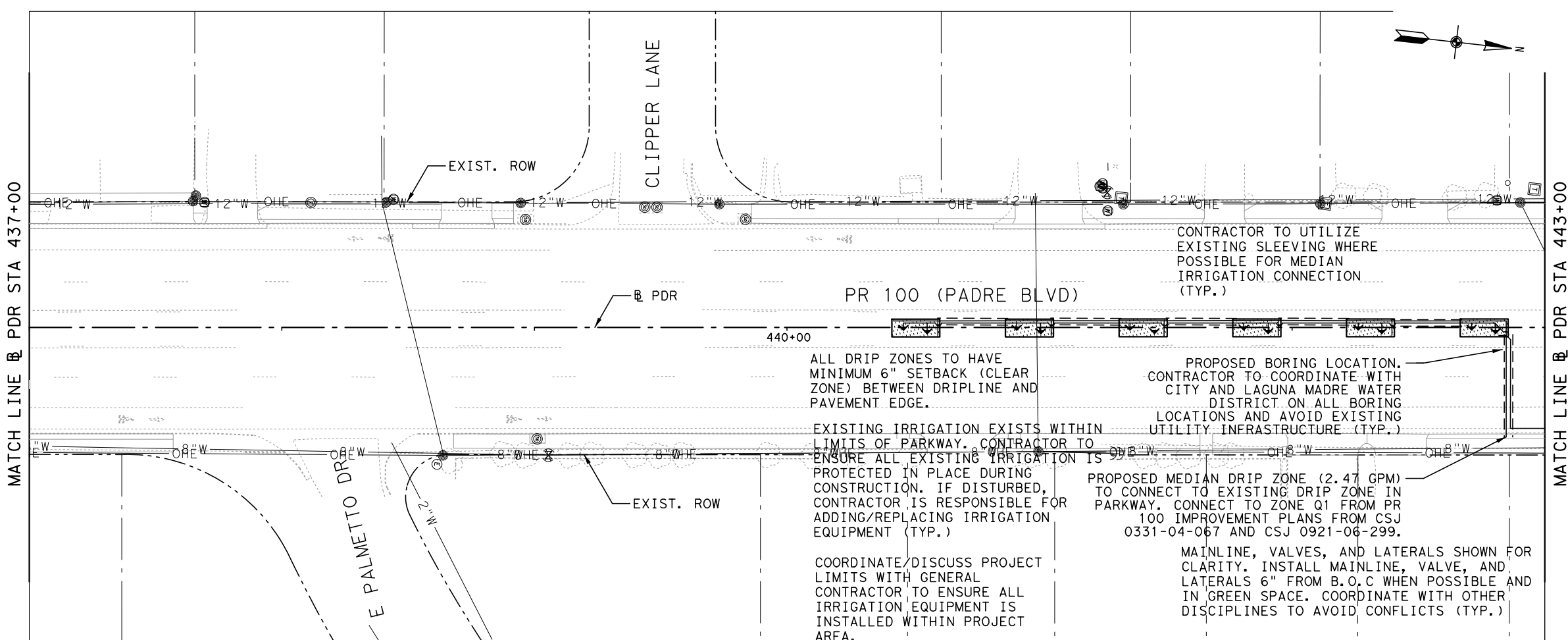


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LEGEND



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Kimley»Horn
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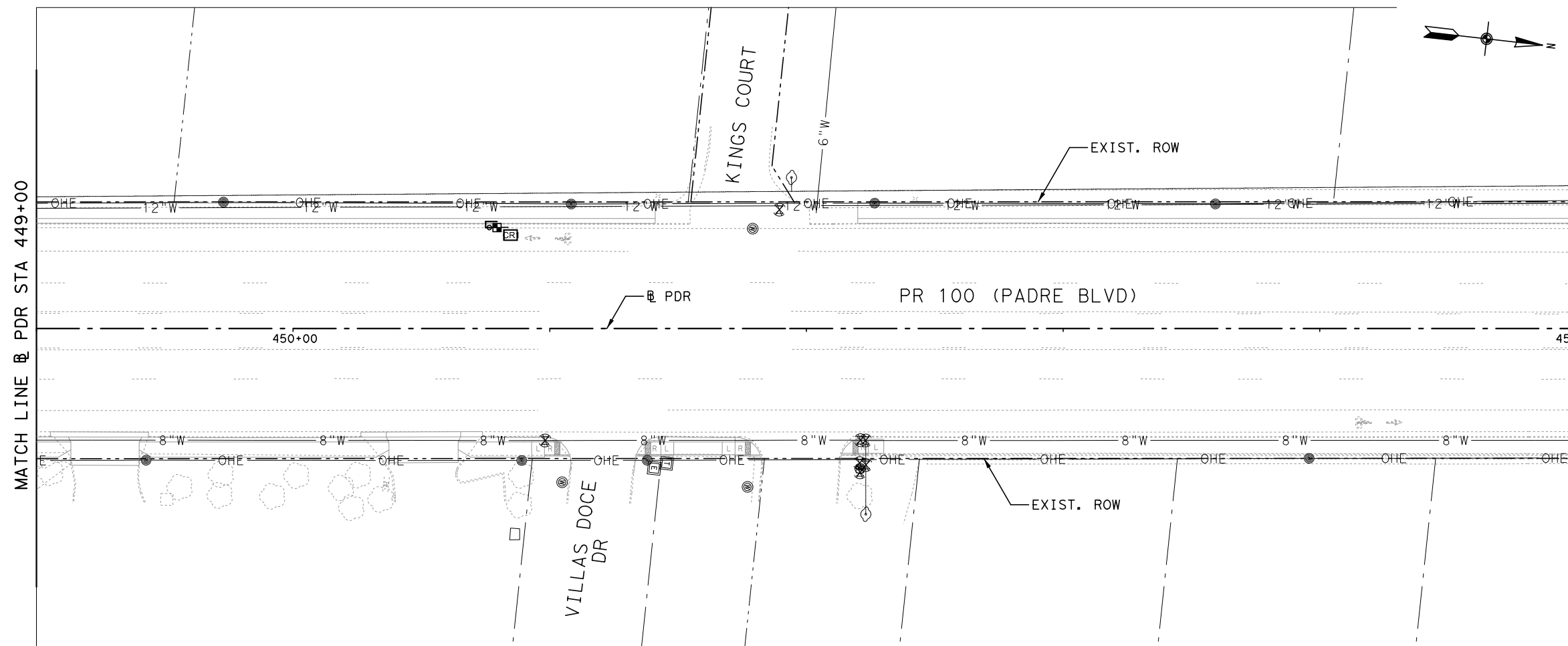
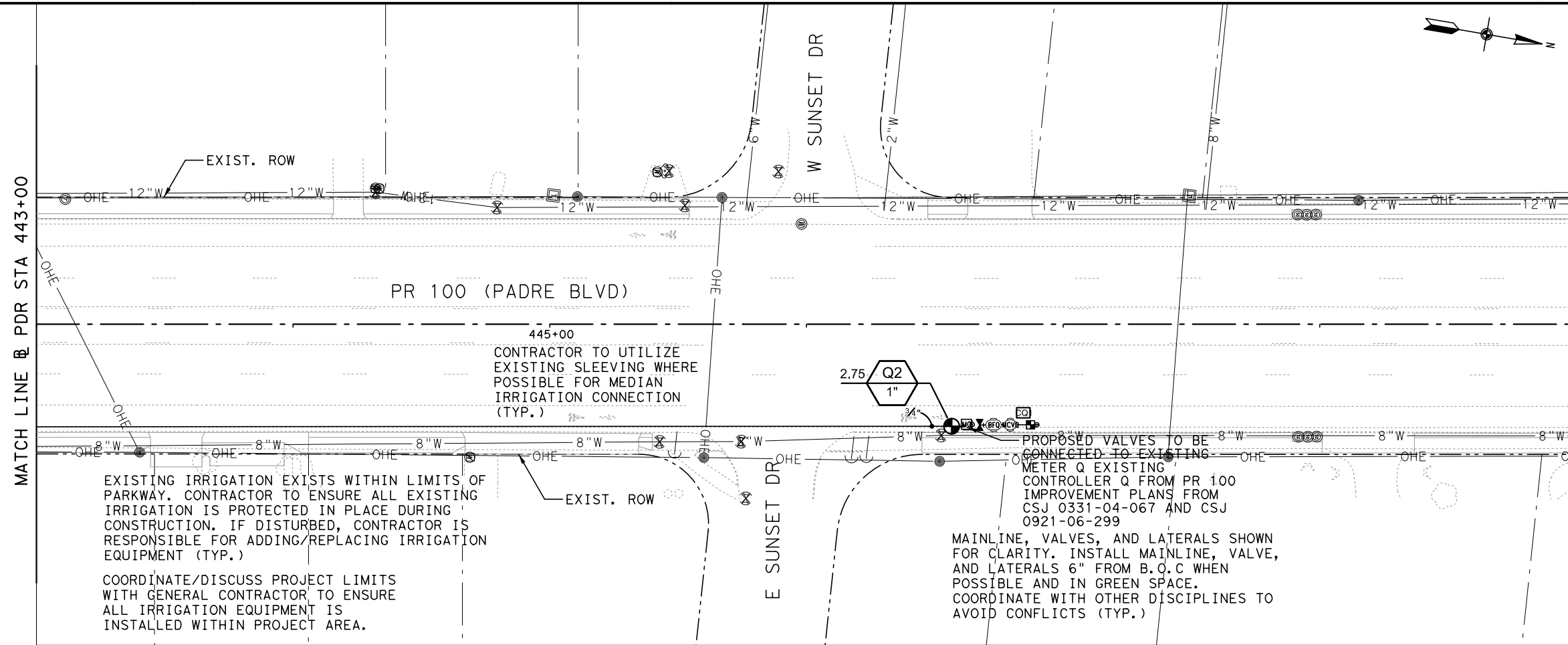
PR 100 ROADWAY IMPROVEMENTS
IRRIGATION PLAN

PDR
STA 431+00 TO STA 443+00

SHEET 8 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	274
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
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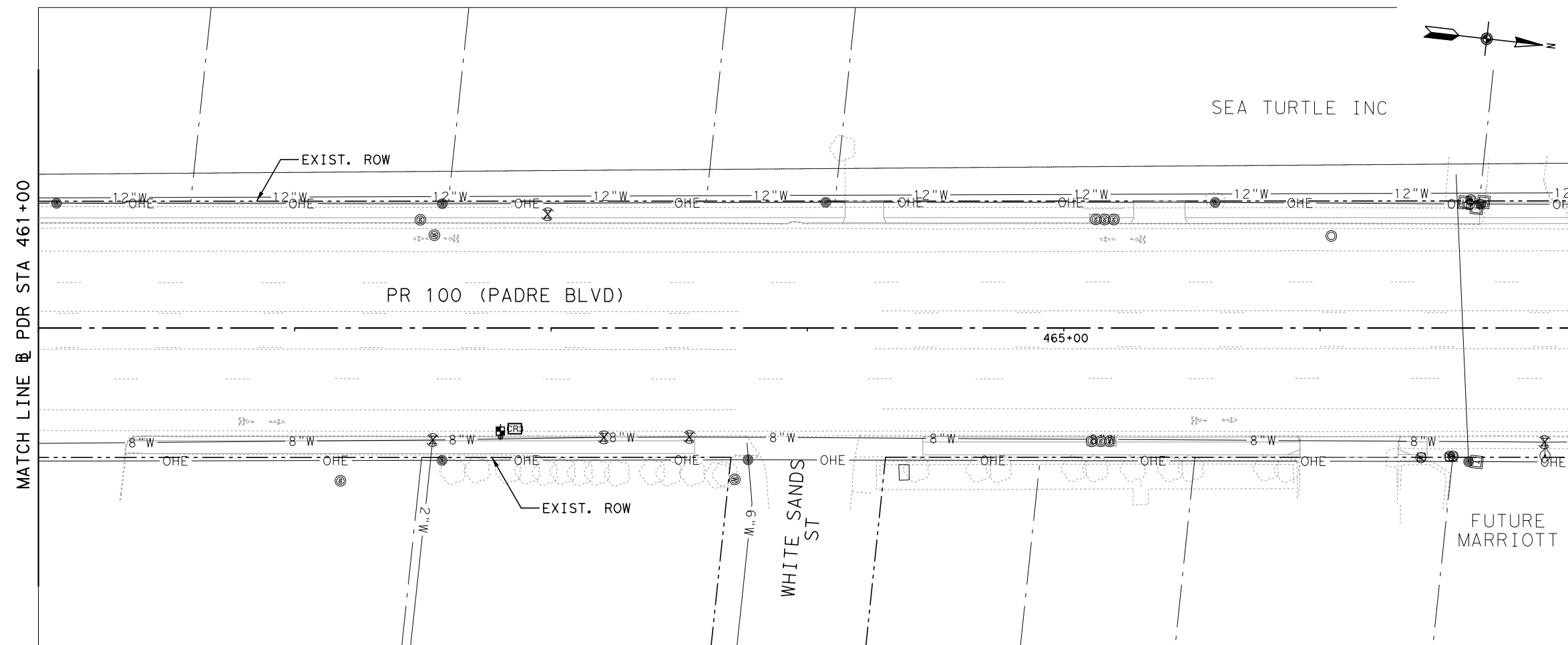
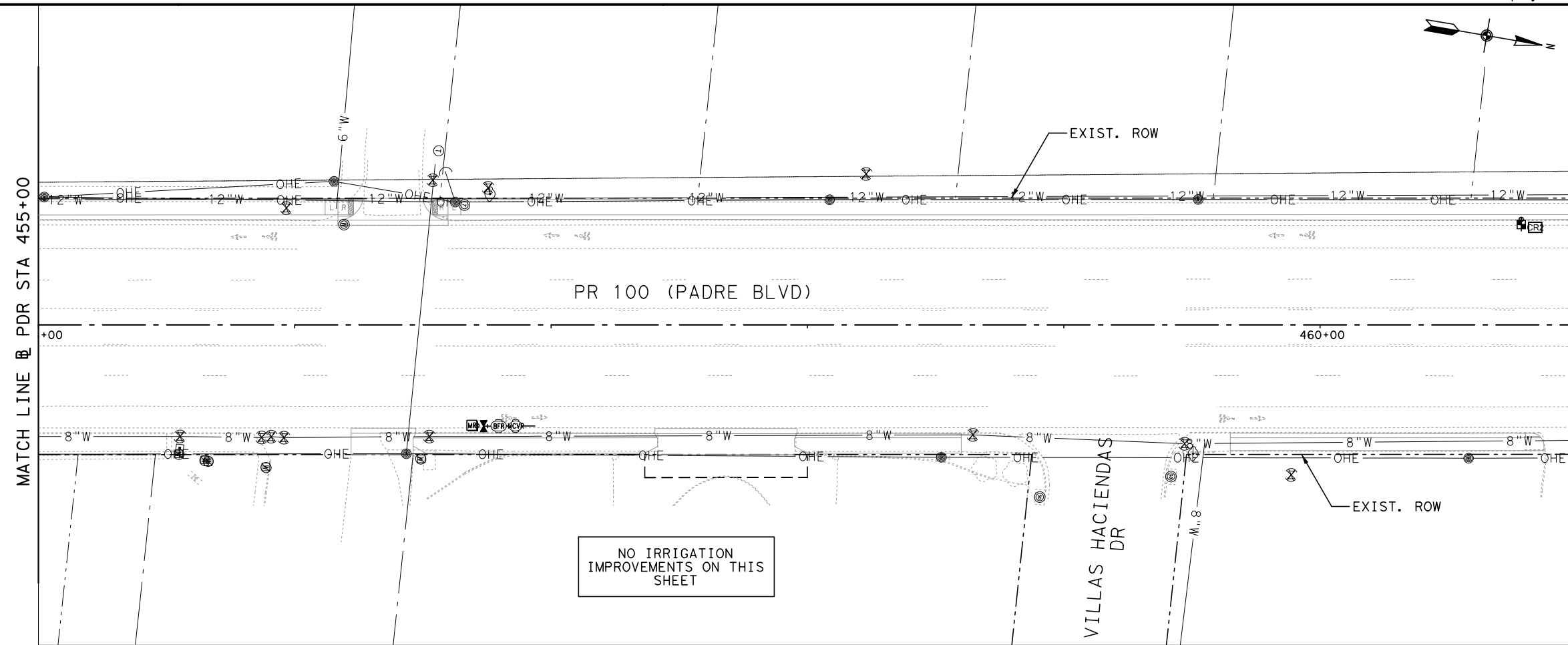
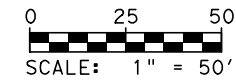
LEGEND

- PROP DRIP IRRIGATION AREA
- EX ROW

FOR IRRIGATION INFORMATION REFER TO IRRIGATION SCHEDULE SHEET.

No.	Revision	By	Date
<p>PRELIMINARY FOR REVIEW ONLY Not for construction, bidding, or permit purposes.</p> <p>Kimley»Horn L.I. KATHERINE A. UTECHT L.I. No. 21532 Date 11/6/2018</p> <p>Kimley»Horn TPE REGISTERED ENGINEERING FIRM F-928</p> <p><i>South Padre Island</i></p> <p> Texas Department of Transportation © 2018</p> <p>PR 100 ROADWAY IMPROVEMENTS</p> <p>IRRIGATION PLAN</p> <p>PDR STA 443+00 TO STA 455+00</p> <p>SHEET 9 OF 12</p>			
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	275
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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LEGEND

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- EX ROW

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L. I. KATHERINE A. UTECHT
L. I. No. 21532 Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



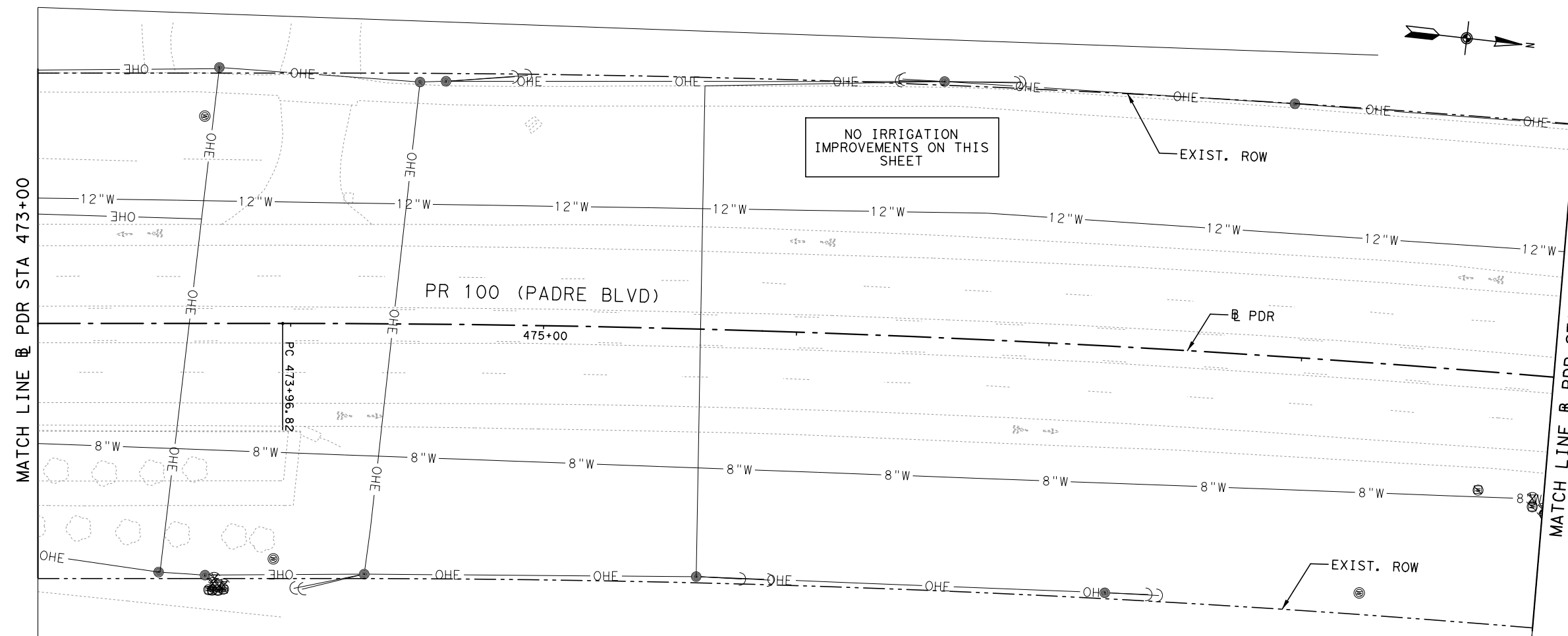
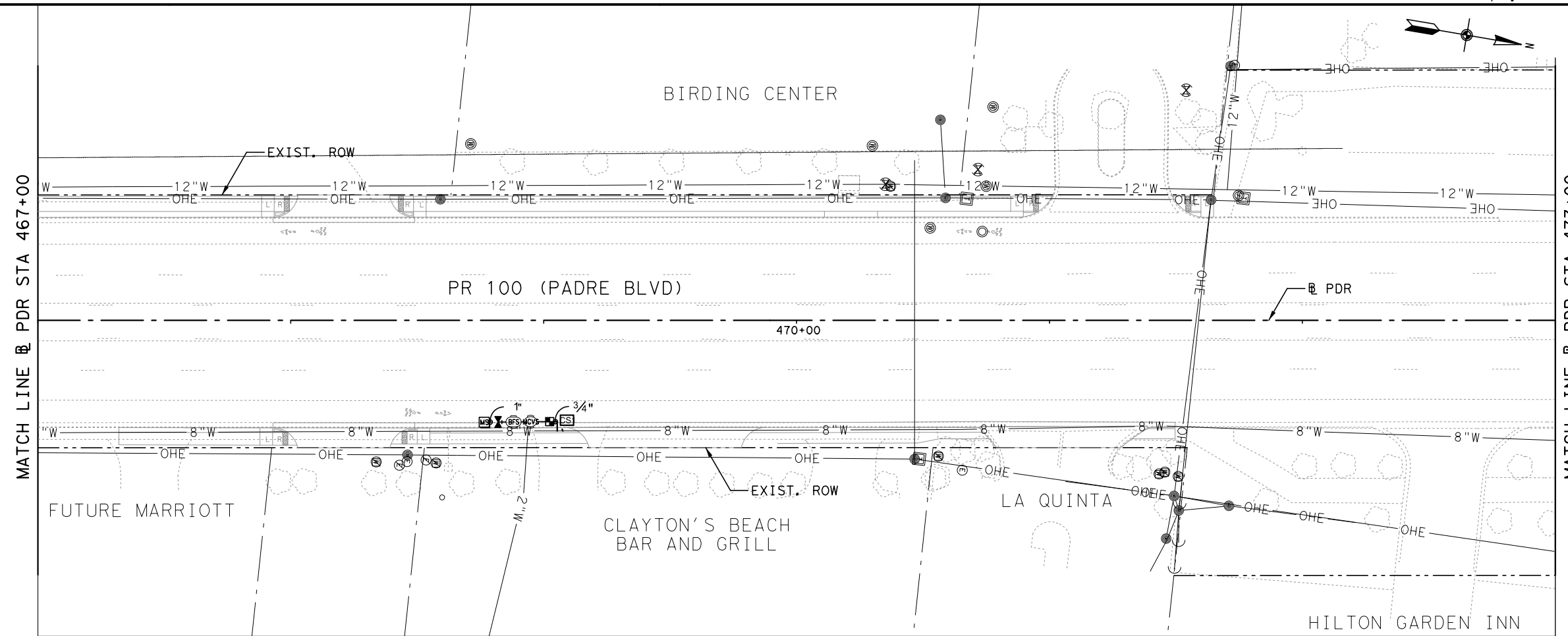
PR 100 ROADWAY IMPROVEMENTS

IRRIGATION PLAN

PDR
STA 455+00 TO STA 467+00

SHEET 10 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N\A	PR 100	276
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N\A	N\A	N\A	



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LEGEND

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- EX ROW

FOR IRRIGATION INFORMATION REFER TO IRRIGATION SCHEDULE SHEET.

No.	Revision	By	Date

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Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

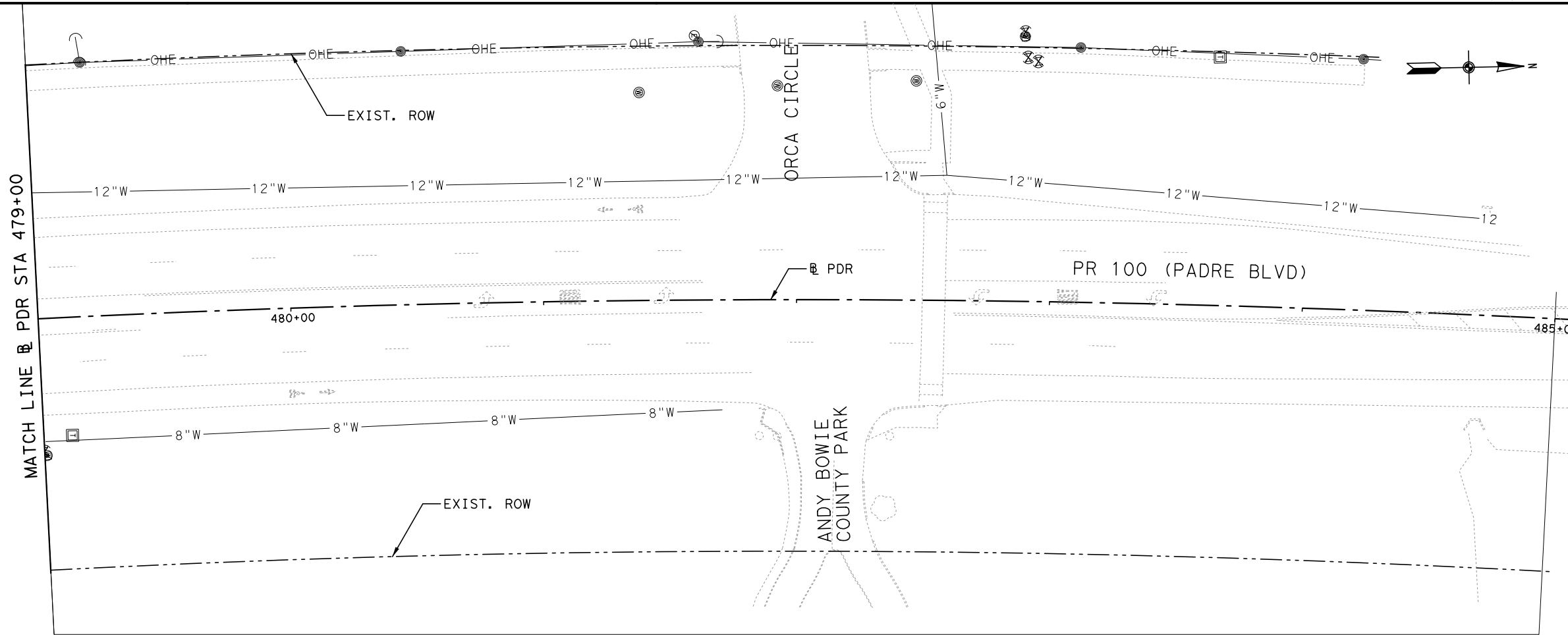
IRRIGATION PLAN

PDR
 STA 467+00 TO STA 479+00

SHEET 11 OF 12

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6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	277
CONTROL	SECTION	JOB	
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LEGEND

- PROP DRIP IRRIGATION AREA
- EX ROW

FOR IRRIGATION INFORMATION REFER TO IRRIGATION SCHEDULE SHEET.

NO IRRIGATION IMPROVEMENTS ON THIS SHEET

NO PROPOSED IRRIGATION SYSTEM ON THIS SHEET.

No.	Revision	By	Date

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Kimley»Horn
 L.I. KATHERINE A. UTECHT
 L.I. No. 21532 Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



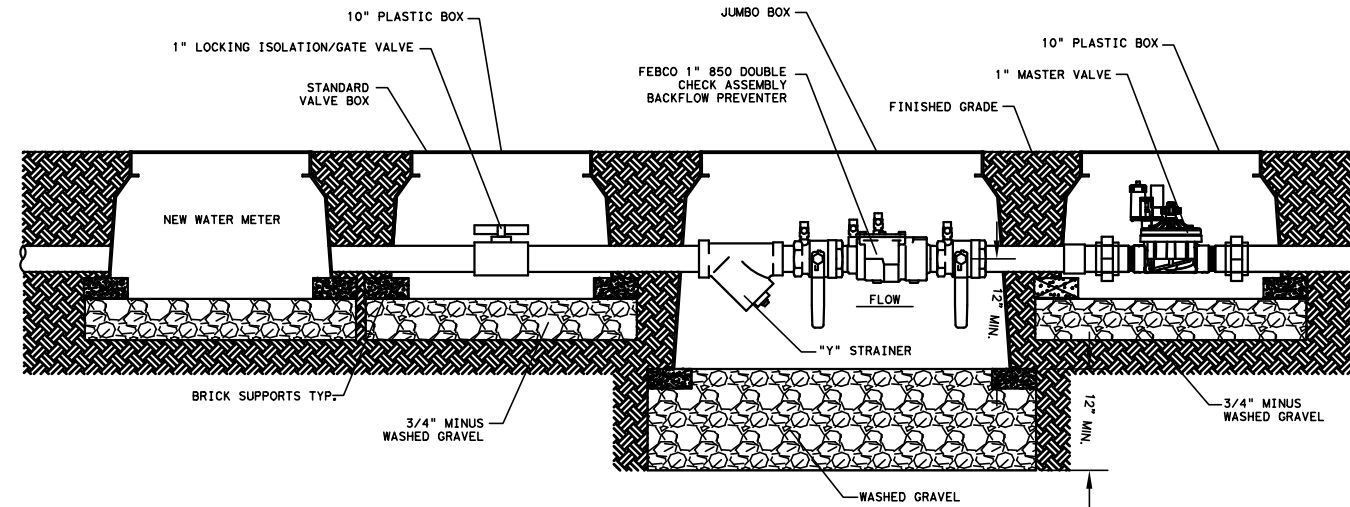
PR 100 ROADWAY IMPROVEMENTS

IRRIGATION PLAN

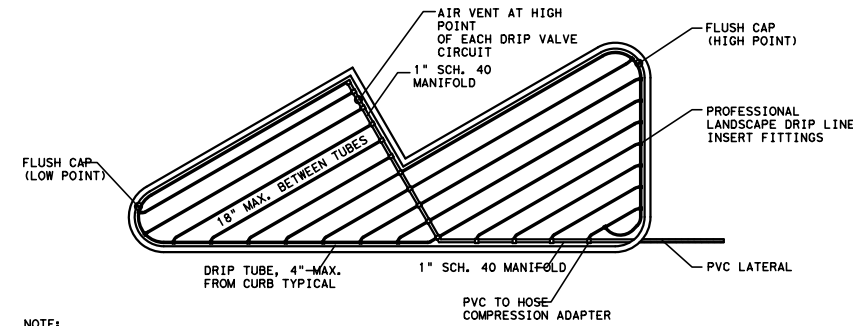
PDR
 STA 479+00 TO END PROJECT

SHEET 12 OF 12

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	278
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	



DOUBLE CHECK ASSEMBLY BACKFLOW PREVENTER
N.T.S.

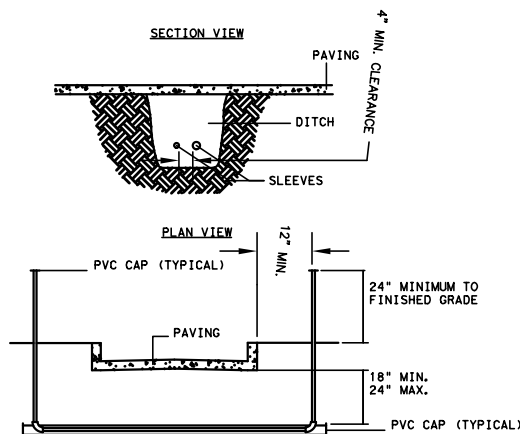


- NOTES:
1. INSTALL FLUSH CAP/AIR VENTS AT HIGHEST AND LOWEST POINT.
2. STAKE DRIP HOSE AT EVERY 3RD EMITTER.
3. USE HUNTER INSERT FITTINGS FOR DRIP CONNECTIONS

TYPICAL DRIP IRRIGATION INSTALLATION DETAIL
N.T.S.

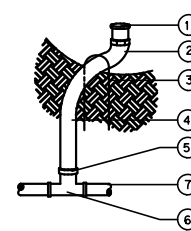
PVC PIPE SIZE	SOLVENT WELD SCH. 40 FITTINGS	BELL AND GASKET FITTINGS	SOCKETED PIPE
1/2"	2"	--	2"
3/4"	2"	--	2"
1"	2 1/2"	--	2 1/2"
1 1/4"	3"	--	3"
1 1/2"	3"	3"	3"
2"	4"	4"	4"
2 1/2"	6"	6"	4"
3"	6"	6"	6"
4"	8"	8"	4"

SLEEVE SCHEDULE
N.T.S.



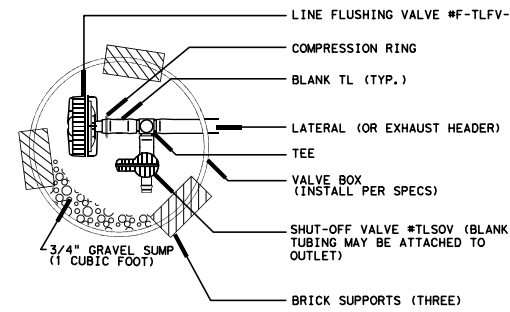
- NOTES:
1. ALL IRRIGATION SLEEVES TO BE SCHEDULE 40 PVC.
2. ALL JOINTS TO BE SOLVENT WELDED AND WATERTIGHT.
3. WHERE THERE IS MORE THAN ONE SLEEVE, EXTEND THE SMALLER SLEEVE TO 24-INCHES MINIMUM ABOVE FINISHED GRADE.
4. MECHANICALLY TAMP TO 95% PROCTOR.

SLEEVE DETAIL
N.T.S.

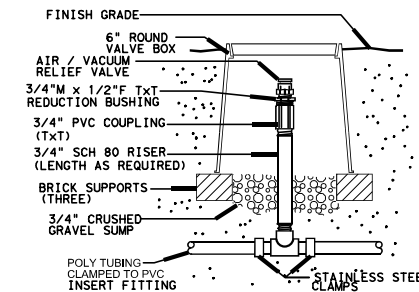


- BUBBLER HEAD AS SPECIFIED
- MALE ADAPTER
- 9" LONG (12 GAUGE) WIRE STAPLE
- 1/2" FLEX POLY (18" - 24" LONG) TO EXTEND TO TRUNK OF EACH TREE
- REDUCER BUSHING AS REQUIRED
- SCHEDULE 40 PVC TEE (S X S X S)
- LATERAL LINE (CLASS 200 PVC)

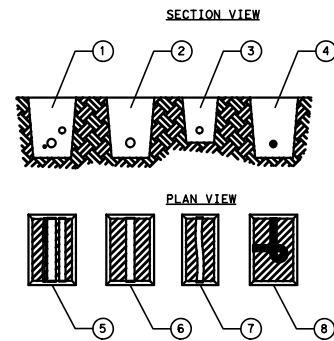
BUBBLER ASSEMBLY
N.T.S.



LINE FLUSHING VALVE
W/ SHUT-OFF VALVE N.T.S.



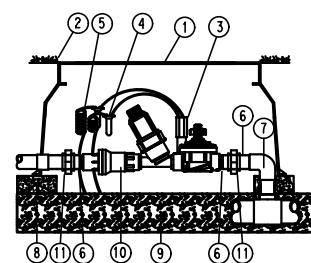
AIR/VACUUM RELIEF
(PLUMBED TO POLY) N.T.S.



- MAINLINE, LATERAL AND WIRING IN THE SAME TRENCH
- MAINLINE PIPE
- LATERAL PIPE
- WIRING IN CONDUIT
- TIE A 24-INCH LOOP IN ALL WIRING AT CHANGES OF DIRECTION OF 30° OR GREATER. UNTIE AFTER ALL CONNECTIONS HAVE BEEN MADE.
- ALL SOLVENT WELD PLASTIC PIPING TO BE SNAKED IN TRENCH AS SHOWN.
- ALL SOLVENT WELD PLASTIC PIPING TO BE RAN IN TRENCH AS SHOWN.
- RUN WIRING BENEATH AND BESIDE MAINLINE. TAPE AND BUNDLE AT 10-FOOT INTERVALS.

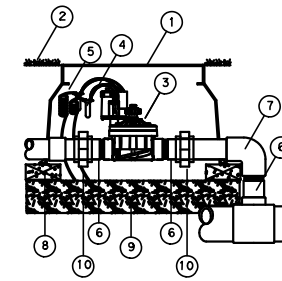
- NOTES:
1. SLEEVE BELOW ALL HARDSCAPE ELEMENTS WITH SCHD. 40 PVC TWICE THE DIAMETER OF THE PIPE OR WITH BUNDLE WITHIN.
2. FOR PIPE AND WIRE BURIAL DEPTHS SEE SPECIFICATIONS.

PIPE AND WIRE TRENCHING
N.T.S.



- JUMBO VALVE BOX
- FINISH GRADE
- DRIP ZONE KIT MODEL PCZ-101-25 TIP FILTER 45 DEGREES
- WATERPROOF CONNECTORS (2)
- 18-24" COILED WIRE
- SCH 80 T.O.E. NIPPLE
- MAIN LINE PIPE & FITTINGS
- BRICK SUPPORTS (4)
- 3/4" MINUS WASHED GRAVEL
- REGULATOR: 40 PSI
- PVC SLIP UNIONS (2)

HUNTER DRIP CONTROL ZONE KIT
N.T.S.



- STANDARD VALVE BOX
- FINISH GRADE
- REMOTE CONTROL VALVE MODEL ICV ACCUSET
- WATERPROOF CONNECTORS (2)
- 18-24" COILED WIRE
- SCH 80 T.O.E. NIPPLE
- MAIN LINE PIPE & FITTINGS
- BRICK SUPPORTS (4)
- 3/4" MINUS WASHED GRAVEL
- PVC SLIP UNIONS

ICV GLOBE VALVE
N.T.S.

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L.I. No. 21532 Date 11/6/2018

Kimley»Horn
TEXAS REGISTERED ENGINEERING FIRM F-928

South Padre Island

Texas Department of Transportation
© 2017

PR 100 (PADRE BLVD)

IRRIGATION DETAILS

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	(SEE TITLE SHEET)	PR 100	279
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

GENERAL IRRIGATION SPECIFICATIONS AND NOTES

A. EXTENT:

INCLUDES FURNISHING ALL LABOR, MATERIALS AND EQUIPMENT FOR THE PROPER INSTALLATION OF THE IRRIGATION SYSTEM. THE WORK INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING: (1) TRENCHING AND BACKFILL, (2) AUTOMATICALLY CONTROLLED LOW VOLUME IRRIGATION SYSTEM, (3) TEST ALL SYSTEMS AND MAKE OPERATIVE, (4) "AS-BUILT" DRAWINGS.

B. GENERAL:

1. PERMITS AND FEES: OBTAIN ALL PERMITS AND PAY REQUIRED FEES TO ANY GOVERNMENTAL AGENCY HAVING JURISDICTION OVER THE WORK. INSPECTIONS REQUIRED BY LOCAL ORDINANCES DURING THE COURSE OF CONSTRUCTION SHALL BE ARRANGED AS REQUIRED. ON COMPLETION OF THE WORK, SATISFACTORY EVIDENCE SHALL BE FURNISHED TO THE OWNER'S CONSTRUCTION REPRESENTATIVE TO SHOW THAT ALL WORK HAS BEEN INSTALLED IN ACCORDANCE WITH THE TEXAS BUILDING CODE - PLUMBING / APPENDIX 'F' AND CODE REQUIREMENTS.

2. APPROVAL: WHEREVER THE TERMS "APPROVE" OR "APPROVED" ARE USED IN THE SPECIFICATIONS, THEY SHALL MEAN THE APPROVAL OF THE OWNER'S CONSTRUCTION REPRESENTATIVE IN WRITING.

3. BEFORE ANY WORK IS STARTED, A CONFERENCE SHALL BE HELD BETWEEN THE CONTRACTOR AND THE OWNER'S CONSTRUCTION REPRESENTATIVE CONCERNING THE WORK UNDER THIS CONTRACT.

4. COORDINATION: COORDINATE AND COOPERATE WITH OTHER CONTRACTORS TO ENABLE THE WORK TO PROCEED AS RAPIDLY AND EFFICIENTLY AS POSSIBLE

5. INSPECTION OF SITE:

A. CONTRACTOR SHALL ACQUAINT HIMSELF WITH ALL SITE CONDITIONS. SUBMISSION OF HIS PROPOSAL SHALL BE CONSIDERED EVIDENCE THAT THE EXAMINATION HAS BEEN CONDUCTED. SHOULD UTILITIES NOT SHOWN ON THE PLANS BE FOUND DURING EXCAVATIONS, CONTRACTOR SHALL PROMPTLY NOTIFY THE OWNER'S CONSTRUCTION REPRESENTATIVE FOR INSTRUCTIONS AS TO FURTHER ACTION. FAILURE TO DO SO WILL MAKE CONTRACTOR LIABLE FOR ANY AND ALL DAMAGE THERETO ARISING FROM HIS OPERATIONS SUBSEQUENT TO DISCOVERY OF SUCH UTILITIES NOT SHOWN IN PLANS.

B. CONTRACTOR SHALL MAKE NECESSARY ADJUSTMENTS IN THE LAYOUT AS MAY BE REQUIRED TO CONNECT TO EXISTING STUBS, SHOULD SUCH STUBS NOT BE LOCATED EXACTLY AS SHOWN, AND AS MAY BE REQUIRED TO WORK AROUND EXISTING WORK AT NO INCREASE IN COST TO THE OWNER'S CONSTRUCTION REPRESENTATIVE.

6. PROTECTION OF EXISTING PLANTS AND SITE CONDITIONS: THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT SITE CONDITIONS TO REMAIN. SHOULD DAMAGE BE INCURRED, THE CONTRACTOR SHALL REPAIR THE DAMAGE TO ITS ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.

7. THE OWNER RESERVES THE RIGHT TO SUBSTITUTE, ADD, OR DELETE ANY MATERIAL OR WORK AS THE WORK PROGRESSES. ADJUSTMENTS TO THE CONTRACT PRICE SHALL BE NEGOTIATED IF DEEMED NECESSARY BY THE OWNER ON A PER DIEM BASIS.

8. THE OWNER RESERVES THE RIGHT TO REJECT MATERIAL OR WORK WHICH DOES NOT CONFORM TO THE CONTRACT DOCUMENTS. REJECTED WORK SHALL BE REMOVED OR CORRECTED AT THE EARLIEST TIME POSSIBLE.

9. WORK SCHEDULE: WITHIN 10 DAYS AFTER AWARD OF THE CONTRACT, THE CONTRACTOR SHALL SUBMIT TO THE OWNER A WORK SCHEDULE.

10. "AS-BUILT" IRRIGATION DRAWINGS: PREPARE AN "AS-BUILT" DRAWING ON A BLUEPRINT WHICH SHALL SHOW DEVIATIONS FROM THE BID DOCUMENTS MADE DURING CONSTRUCTION AFFECTING THE MAIN LINE PIPE, CONTROLLER LOCATIONS, REMOTE CONTROL VALVES AND QUICK COUPLING VALVES. THE DRAWINGS SHALL ALSO INDICATE AND SHOW APPROVED SUBSTITUTIONS OF SIZE, MATERIAL AND MANUFACTURERS NAME AND CATALOG NAME AND CATALOG NUMBER. THE DRAWINGS SHALL BE DELIVERED TO THE TENANT'S CONSTRUCTION REPRESENTATIVE BEFORE FINAL ACCEPTANCE OF WORK.

11. FINAL ACCEPTANCE: FINAL ACCEPTANCE OF THE WORK MAY BE OBTAINED FROM THE OWNER'S CONSTRUCTION REPRESENTATIVE UPON THE SATISFACTORY COMPLETION OF ALL WORK.

12. GUARANTEE: ALL WORK SHALL BE GUARANTEED FOR ONE YEAR FROM DATE OF ACCEPTANCE AGAINST ALL DEFECTS IN MATERIAL, EQUIPMENT AND WORKMANSHIP. GUARANTEE SHALL ALSO COVER REPAIR OF DAMAGE TO ANY PART OF THE PREMISES RESULTING FROM LEAKS OR OTHER DEFECTS IN MATERIAL, EQUIPMENT AND WORKMANSHIP TO THE SATISFACTION OF THE TENANT'S CONSTRUCTION REPRESENTATIVE. REPAIRS, IF REQUIRED, SHALL BE DONE PROMPTLY AT NO COST TO THE OWNER.

13. A LAMINATED PLAN (8 1/2 X 11) SHOWING THE DIFFERENT IRRIGATION ZONES IN COLOR, PREPARED BY THE IRRIGATION CONTRACTOR, SHALL BE POSTED IN THE MECHANICAL ROOM.

C. MATERIALS:

1. GENERAL: ALL MATERIALS THROUGHOUT THE SYSTEM SHALL BE NEW AND IN PERFECT CONDITION.

2. PLASTIC PIPING: ALL MAIN LINES AND LATERAL LINES SHALL BE CLASS 200 POLYVINYL CHLORIDE (PVC) PIPE AND SHALL COMPLY WITH ONE OF THE FOLLOWING STANDARDS: ASTM D 1785, ASTM D-2241, AWWA C-900, OR AWWA C-905. SDR-PR PIPE SHALL HAVE A MINIMUM WALL THICKNESS AS REQUIRED BY SDR-26. PVC GASKETS FITTINGS SHALL CONFORMING TO ASTM D 3139. GASKETS SHALL CONFORM TO ASTM F 477. SOLVENT-WELD PVC FITTINGS SHALL MEET THE REQUIREMENTS OF SCHEDULE 40 AS SET FORTH IN ASTM D 2466. THREADED PVC PIPE FITTINGS SHALL MEET THE REQUIREMENTS OF SCHEDULE 40 AS SET FORTH IN ASTM D 2464. CONFORMING TO ASTM D-1784 AND D-2241

3. PLASTIC FITTINGS: ALL SOLVENT-WELD PVC FITTINGS SHALL MEET THE REQUIREMENTS OF SCHEDULE 40 AS SET FORTH IN ASTM D 2466. SCHEDULE 40 SOLVENT-WELD, POLYVINYL CHLORIDE (PVC) STANDARD WEIGHT AS MANUFACTURED BY SLOANE, LASCO, OR APPROVED EQUAL.

4. SOLVENT CEMENT: PVC CEMENT SHALL MEET ASTM D 2564 AND PVC CLEANER-TYPE SHALL MEET ASTM F 656.

5. SPRINKLER HEAD RISERS: SCHEDULE 40 PVC FOR RISERS. PIPE SHALL BE CUT WITH A STANDARD PIPE CUTTING TOOL WITH SHARP CUTTERS. REAM ONLY TO FULL DIAMETER OF PIPE AND CLEAN ALL ROUGH EDGES OR BURRS. CUT ALL THREADS ACCURATELY WITH SHARP DIES. NOT MORE THAN THREE (3) FULL THREADS SHALL SHOW BEYOND FITTINGS WHEN PIPE IS MADE UP. ASSEMBLIES SHALL BE AS DETAILED.

6. AUTOMATIC CONTROLLER: SEE LEGEND

7. REMOTE CONTROL VALVES: SEE LEGEND

8. CONTROL WIRING: 24 VOLT SOLID UL APPROVED FOR DIRECT BURIAL IN GROUND. MINIMUM WIRE SIZE: 16 GAUGE. ALL SPLICES SHALL BE MADE WITHIN VALVE BOX.

9. SLEEVES FOR CONTROL WIRING: UNDER ALL WALKS AND PAVED AREAS AND WHERE INDICATED ON DRAWINGS. MINIMUM PVC SCHEDULE 40 PLASTIC PIPE.

10. SPRINKLER HEADS/ DRIP LINE: SEE LEGEND

11. QUICK COUPLING VALVES: SHALL BE NOTED ON DRAWINGS.

D. WORKMANSHIP:

1. LAY OUT WORK AS ACCURATELY AS POSSIBLE TO THE DRAWINGS. THE DRAWINGS, THOUGH CAREFULLY DRAWN, ARE GENERALLY DIAGRAMMATIC TO THE EXTENT THAT SWING JOINTS, OFFSETS, AND ALL FITTINGS ARE NOT SHOWN.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FULL AND COMPLETE COVERAGE OF ALL IRRIGATED AREAS AND SHALL MAKE ANY NECESSARY MINOR ADJUSTMENTS AT NO ADDITIONAL COST TO THE OWNER'S CONSTRUCTION REPRESENTATIVE.

3. ANY MAJOR REVISIONS TO THE IRRIGATION SYSTEM MUST BE SUBMITTED AND ANSWERED IN WRITTEN FORM, ALONG WITH ANY CHANGE IN CONTRACT PRICE.

E. INSTALLATION:

1. EXCAVATION AND TRENCHING:

A. PERFORM ALL EXCAVATIONS AS REQUIRED FOR THE INSTALLATION OF THE WORK INCLUDING UNDER THIS SECTION, INCLUDING SHORING OF EARTH BANKS TO PREVENT CAVE-INS. RESTORE ALL SURFACES, EXISTING UNDERGROUND INSTALLATIONS, ETC., DAMAGED OR CUT AS A RESULT OF THE EXCAVATIONS TO AND IN A MANNER APPROVED BY THE OWNER.

B. TRENCHES SHALL BE MADE WIDE ENOUGH TO ALLOW A MINIMUM OF 6 INCHES BETWEEN PARALLEL PIPE LINES. TRENCHES FOR PIPE LINES SHALL BE MADE OF SUFFICIENT DEPTHS TO PROVIDE THE MINIMUM COVER FROM FINISH GRADE AS FOLLOWS:

- 1) 24" MINIMUM BELOW BOTTOM PAVEMENT PER SLEEVING INSTALLATION DETAIL THIS SHEET
- 2) MINIMUM COVER OVER IRRIGATION LINES TO HEADS/ DRIPLINE EXCEPT VEHICLE TRAFFIC AREAS ARE AS FOLLOWS:

12" COVER OVER LATERALS
18" COVER OVER MAINLINE

C. MAINTAIN ALL WARNING SIGNS, SHORING, BARRICADES, FLARES AND RED LANTERNS AS REQUIRED BY THE SAFETY ORDERS OF THE DIVISION OF INDUSTRIAL SAFETY AND LOCAL ORDINANCES.

2. PIPE LINE ASSEMBLY:

A. INSTALL REMOTE CONTROL VALVES WHERE SHOWN AND GROUP TOGETHER WHERE PRACTICAL, PLACE NO CLOSER THAN 6 INCHES TO WALK EDGES, BUILDINGS AND WALLS.

B. PLASTIC PIPE AND FITTINGS SHALL BE SOLVENT WELDED USING SOLVENTS AND METHODS RECOMMENDED BY MANUFACTURER OF THE PIPE, EXCEPT WHERE SCREWED CONNECTIONS ARE REQUIRED. PIPE AND FITTINGS SHALL BE THOROUGHLY CLEANED OF DIRT, DUST AND MOISTURE BEFORE APPLYING SOLVENT WITH A NON-SYNTHETIC BRISTLE BRUSH.

C. PIPE MAY BE ASSEMBLED AND WELDED ON THE SURFACE. SNAKE PIPE FROM SIDE TO SIDE OF TRENCH BOTTOM TO ALLOW FOR EXPANSION AND CONTRACTION.

D. MAKE ALL CONNECTIONS BETWEEN PLASTIC PIPE AND METAL VALVES OR STEEL PIPE WITH THREADED FITTINGS USING PLASTIC MALE ADAPTERS.

3. SPRINKLER HEADS/ DRIPLINE:

A. INSTALL ALL SPRINKLERS/ DRIPLINE AS DETAILED ON DRAWINGS.

B. DO NOT SCALE PLANS FOR EXACT HEAD LOCATION.

C. PROVIDE A MINIMUM OF 4" BETWEEN SPRINKLERS/ DRIPLINE AND PAVEMENT/ BUILDINGS.

4. CLOSING OF PIPE AND FLUSHING LINES:

A. CAP OR PLUG ALL OPENINGS AS SOON AS LINES HAVE BEEN INSTALLED TO PREVENT THE ENTRANCE OF MATERIALS THAT WOULD OBSTRUCT THE PIPE. LEAVE IN PLACE UNTIL REMOVAL IS NECESSARY FOR COMPLETION OF INSTALLATION.

B. THOROUGHLY FLUSH OUT ALL WATER LINES BEFORE INSTALLING HEADS, DRIPLINE, VALVES AND OTHER HYDRANTS.

C. TEST IN ACCORDANCE WITH PARAGRAPH ON HYDROSTATIC TESTS.

D. UPON COMPLETION OF THE TESTING, THE CONTRACTOR SHALL COMPLETE ASSEMBLY AND ADJUST SPRINKLER HEADS FOR PROPER DISTRIBUTION.

5. INSPECTIONS:

A. SPRINKLER/ DRIPLINE LAYOUT AND SPACING INSPECTION: VERIFICATION THAT THE IRRIGATION DESIGN IS ACCURATELY INSTALLED IN THE FIELD. IT WILL ALSO PROVIDE FOR ALTERATION OR MODIFICATION OF THE SYSTEM TO MEET FIELD CONDITIONS. SPACING SHOULD BE WITHIN 5% OF THE DESIGN SPACING.

B. PIPE INSTALLATION DEPTH INSPECTION: ALL PIPES IN THE SYSTEM SHALL BE INSTALLED TO DEPTHS AS PREVIOUSLY DESCRIBED IN SECTION 'E' OF THESE SPECIFICATIONS.

C. OPEN TRENCH INSPECTION: THE TRENCH AND ALL JOINTS AND EVERY TRANSITION IN PIPE SIZE, WILL BE OPEN WHERE OPEN TRENCH INSPECTION IS REQUIRED.

D. INSPECTIONS WILL BE PERFORMED THROUGHOUT THE DURATION OF THE INSTALLATION. INSPECTION MAY BE MADE BY THE GOVERNING AGENCY/ OWNER TO ENSURE COMPLIANCE WITH DESIGN INTENT, SPECIFICATIONS, AND THE IRRIGATION CODES.

6. HYDROSTATIC TESTS:

A. REQUEST THE PRESENCE OF THE OWNER IN WRITING AT LEAST 48 HOURS IN ADVANCE OF TESTING.

B. TESTING TO BE ACCOMPLISHED AT THE EXPENSE OF THE CONTRACTOR AND IN THE PRESENCE OF THE OWNER.

C. CENTER LOAD PIPING WITH SMALL AMOUNT OF BACKFILL TO PREVENT ARCHING OR SLIPPING UNDER PRESSURE.

D. APPLYING A CONTINUOUS AND STATIC WATER PRESSURE OF 125 PSI WHEN WELDED PLASTIC JOINTS HAVE CURED AT LEAST 3 HOURS AND WITH THE RISERS CAPPED AS FOLLOWS:

- 1) MAIN LINES AND SUBMANS TO BE TESTED FOR 2 HOURS.
- 2) NO PRESSURE LOSS IS ALLOWED FOR SOLVENT WELD MAINLINE/ PIPE.

E. FOR PVC AND O-RING GASKET PIPE THE ALLOWABLE LEAKAGE SHALL NOT EXCEED THE NUMBER OF GALLONS PER HOUR AS DETERMINED BY THE FOLLOWING FORMULA:

IN WHICH: $L = NPD^2 / 1,850$

L=ALLOWABLE LEAKAGE, IN GALLONS PER HOUR

N=NUMBER OF JOINTS

D=PIPE DIAMETER IN INCHES

P=AVERAGE TEST PRESSURE IN PSI GAUGE

F. REPAIR LEAKS RESULTING FROM TESTS.

7. AUTOMATIC CONTROLLERS:

A. CONNECT REMOTE CONTROL VALVES TO CONTROLLER IN A CLOCKWISE SEQUENCE TO CORRESPOND WITH STATION SETTING BEGINNING WITH STATIONS 1, 2, 3, ETC.

8. AUTOMATIC CONTROL WIRING:

A. INSTALL CONTROL WIRING, SPRINKLER MAINS AND LATERALS IN COMMON TRENCHES WHEREVER POSSIBLE.

B. INSTALL CONTROL WIRES AT LEAST 18" BELOW FINISHED GRADE AND SNAKE WIRE SIDE TO SIDE IN TRENCH BELOW MAIN LINE. EXPANSION CURLS SHALL BE PROVIDED WITHIN THREE (3') FEET OF EACH WIRE CONNECTION TO SOLENOID AND AT LEAST EVERY THREE HUNDRED (300') FEET IN LENGTH. (EXPANSION CURLS ARE FORMED BY WRAPPING AT LEAST FIVE (5) TURNS OF WIRE AROUND A ROD OR PIPE 1" OR MORE IN DIAMETER, THEN WITHDRAWING THE ROD).

C. CONTROL WIRE SPLICES WILL BE ALLOWED ONLY RUNS OVER 1000 FT. CONNECTIONS SHALL BE IN VALVE BOX AND LOCATION TO BE SHOWN ON AS-BUILT PLANS.

D. ALL WIRING PASSING UNDER EXISTING OR FUTURE PAVING, CONSTRUCTION, ETC., SHALL BE ENCASED IN PLASTIC OR GALVANIZED STEEL CONDUIT EXTENDING AT LEAST 24" BEYOND EDGES OF PAVING OR CONSTRUCTION.

9. BACKFILL AND COMPACTING:

A. AFTER SYSTEM IS OPERATING AND REQUIRED TESTS AND INSPECTIONS HAVE BEEN MADE, BACKFILL EXCAVATIONS AND TRENCHES WITH CLEAN SOIL, FREE OF RUBBISH. INITIAL BACKFILL MATERIAL TO 6 INCHES ABOVE THE TOP OF PIPE SHALL BE FREE OF ROCKS OR STONES LARGER THAN ONE INCH IN DIAMETER FINAL BACKFILL MATERIAL SHALL BE FREE OF ROCKS OR STONES LARGER THAN 3 INCHES IN DIAMETER.

B. BACKFILL FOR ALL TRENCHES, REGARDLESS OF THE TYPE OF PIPE COVERED, SHALL BE COMPACTED TO MINIMUM 90% DENSITY.

C. COMPACT TRENCHES IN AREAS TO BE PLANTED BY THOROUGHLY FLOODING THE BACKFILL. JETTING PROCESS MAY BE USED IN THOSE AREAS.

D. DRESS OFF ALL AREAS TO FINISH GRADES.

10. PROTECTIVE RADIUS OF EXISTING TREES:

A. AN AUGER IS TO BE USED TO TUNNEL UNDER EXISTING TREES IF IRRIGATION IS INSTALLED WITHIN THE PROTECTIVE RADIUS OF EXISTING TREES AND ONLY IF THERE IS NO OTHER OPTION OR TO DO SO CREATES AN UNREASONABLE HARDSHIP.

F. CLEAN-UP:

1. REMOVE FROM THE SITE ALL DEBRIS RESULTING FROM WORK OF THIS SECTION.

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
Not for construction, bidding,
or permit purposes.

Kimley»Horn

L. I. KATHERINE A. UTECHT
L. I. No. 21532 Date: 11/6/2018

Kimley»Horn

TEXAS REGISTERED ENGINEERING FIRM F-928

South Padre Island

Texas Department of Transportation
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PR 100 (PADRE BLVD)

IRRIGATION GENERAL NOTES

§SHT_PDMIRRNOTES§

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A
SHEET NO. 280		

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	TORO 570S-FB-PC PRESSURE-COMPENSATING FLOOD BUBBLER NOZZLE ON 570S FIXED RISER. 0.25GPM, 0.5GPM, 1.0GPM, AND 2.0GPM.	76 EA
	HUNTER PCZ-101-25 DRIP CONTROL VALVE KIT. 1" PGV GLOBE VALVE WITH 1" HY100 FILTER SYSTEM. PRESSURE REGULATION: 25PSI. FLOW RANGE: 0.5 GPM TO 15 GPM. 150 MESH STAINLESS STEEL SCREEN.	5 EA
	AREA TO RECEIVE DRIPLINE NETAFIM TLDL-4-18 (18) TECHLINE PRESSURE COMPENSATING LANDSCAPE DRIPLINE. 0.4GPH EMITTERS AT 18.0" O.C. DRIPLINE LATERALS SPACED AT 18.0" APART, WITH EMITTERS OFFSET FOR TRIANGULAR PATTERN. SURFACE AND SUB SURFACE INSTALLATIONS. UV RESISTANT.	5,027 S.F.
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	HUNTER ICV-G 12 1", 1-1/2", 2", AND 3" PLASTIC ELECTRIC REMOTE CONTROL VALVES, GLOBE CONFIGURATION, WITH NPT THREADED INLET/OUTLET, FOR COMMERCIAL/MUNICIPAL USE.	1 EA
	LOCKING GATE VALVE/ISOLATION VALVE	
	HUNTER ICV-G 1" 1 1", 1-1/2", 2", AND 3" PLASTIC ELECTRIC MASTER VALVE, GLOBE CONFIGURATION, WITH NPT THREADED INLET/OUTLET, FOR COMMERCIAL/MUNICIPAL USE.	1 EA
	FEBCO 850 1" DOUBLE CHECK BACKFLOW PREVENTION, 1/2" TO 2"	1 EA
	HUNTER NODE-100 SINGLE STATION CONTROLLER, OUTDOOR, BATTERY POWERED. DC LATCHING SOLENOID INCLUDED.	1 EA
	WATER METER 1"	6,597 L.F.
	IRRIGATION LATERAL LINE: PVC CLASS 200 SDR 21	960 L.F.
	IRRIGATION MAINLINE: PVC CLASS 200 SDR 21	1,197 L.F.
	PIPE SLEEVE: PVC SCHEDULE 40 AND BORING LOCATIONS TYPICAL PIPE SLEEVE FOR IRRIGATION PIPE. PIPE SLEEVE SIZE SHALL ALLOW FOR IRRIGATION PIPING AND THEIR RELATING COUPLINGS TO EASILY SLIDE THROUGH SLEEVING MATERIAL. EXTEND SLEEVES 18 INCHES BEYOND EDGES OF PAVING OR CONSTRUCTION.	

No.	Revision	By	Date

PRELIMINARY
FOR REVIEW ONLY
Not for construction, bidding,
or permit purposes.

Kimley»Horn
L. I. KATHERINE A. UTECHT
L. I. No. 21532 Date 11/6/2018

Kimley»Horn
TEXAS REGISTERED ENGINEERING FIRM F-928

South Padre ISLAND

Texas Department of Transportation
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PR 100 (PADRE BLVD)

IRRIGATION SCHEDULE

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A

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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, Section 402; Stormwater Pollution Prevention

Action Items Required : No Action Required

- 1. The contractor must implement the SW3P by installing Best Management Practices (BMPs) as indicated in the construction plans and maintained appropriately throughout construction. BMPs must be in place prior to the start of construction. The SW3P may need to be revised as necessary as construction progresses.
- 2. For all construction PSL's off the ROW, the contractor must certify compliance with all applicable laws, rules and regulations pertaining to the preservation of cultural resources, natural resources and the environment.
- 3. Based on the acreage of impact, select the appropriate box below:
 - This project will disturb less than 1 acre of soil and is not part of a larger common plan of development; therefore, a NOI and TPDES Site Notice are not required for this project.
 - or
 - This project will disturb equal to or more than 1 acre of soil but less than 5 acres; therefore a NOI is not required but a TPDES Site Notice is required. The Construction Site Notice (CSN) is required to be posted at the construction site in a publicly accessible location for review by the public, TCEQ, EPA and other Inspectors.
 - or
 - This project will disturb equal to or more than 5 acres of soil and will require a NOI and TPDES Site Notice. The NOI and Site Notice are required to be posted at the construction site in a publicly accessible location.
- 4. Need to address MS4 requirements (Cameron & Hidalgo Counties only) MS4 requirements not needed

II. Clean Water Act, Sections 401 and 404 Compliance

Action Items Required : No Action Required

- 1. Filling, dredging or excavating in any water bodies, rivers, creeks, streams, wetlands or wet areas is prohibited unless specified in the USACE permit and approved by the Engineer. The contractor shall adhere to all agreements, mitigation plans, and BMPs required by the NWP as regulated by the USACE.

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

- No Permit Required
- Nationwide Permit 14 - PCN not Required (less than 1/10th acre waters or wetlands affected)
- Nationwide Permit 14 - PCN Required (1/10th to <1/2 acre, 1/3 in tidal waters)
- Individual 404 Permit Required
- Other Nationwide Permit Required: NWP# _____

- 2. The contractor is responsible for obtaining new or revised Section 404 permit(s) for Contractor initiated changes in construction methods that change Impacts To Waters Of The U.S., including wetlands. The Contractor will ensure that the water quality of the State will be maintained and not degraded.

- 3. Best Management Practices for applicable Section 401 General Conditions:

General Condition 12 - Categories I and II BMPs required

Category I (Erosion Control)

- Temporary Vegetation Interceptor Swale Mulch Filter Berms and/or Socks
- Blankets, Matting Diversion Dike Compost Filter Berms and/or Socks
- Mulch Erosion Control Compost Compost Blankets
- Sodding

Category II (Sedimentation Control)

- Silt Fence Hay (Straw) Bale Dike Mulch Filter Berms and/or Socks
- Rock Berm Brush Berms Compost Filter Berms and/or Socks
- Triangular Filter Dike Sediment Basins Stone Outlet Sediment Traps
- Sand Bag Berm Erosion Control Compost

General Condition 21 - Category III BMPs required

Category III (Post-Construction TSS Control)

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

II. Clean Water Act, Sections 401 and 404 Compliance - Continued:

- 4. The Contractor's designated and qualified Contractor Responsible Person Environmental (CRPe) will monitor the project site daily to ensure compliance with SW3P and TPDES General Permit TXR 150000. Daily Monitoring Reports shall be provided to TxDOT within 48 hours, in accordance with Item 506.3.1.
- 5. Other Project Specific Actions:

III. Cultural Resources

Action Items Required : No Action Required

- 1. Refer to the 2014 TxDOT Standard Specifications For Construction And Maintenance Of Highways, Streets, And Bridges, Item 7.7.1., in the event historical issues or archeological artifacts are found during construction. Upon discovery of archeological artifacts (bones, burnt rock, flint, pottery, etc.) cease work in the immediate area and contact the Engineer immediately.
- 2. Other Project Specific Actions:

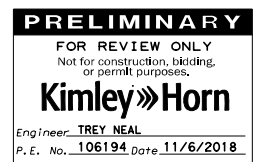
IV. Vegetation Resources

Action Items Required : No Action Required

- 1. In accordance with the 2014 TxDOT Standard Specifications; Item 164 - Seeding For Erosion Control; provide and install temporary or permanent seeding for erosion control as shown on the plans or as directed by the Engineer for all seeding and replanting of right of way where possible. (Required for Urban Settings)
- 2. In accordance with Executive Order 13112 on invasive species and the Executive Memorandum on Beneficial Landscaping, native species of plants shall be used for all seeding and replanting of right of way where possible for rural roadways. (Required for Rural Settings)
- 3. Preserve vegetation where possible throughout the project and minimize clearing, grubbing and excavation within stream banks, bed and approach sections.
- 4. Other Project Specific Actions:

403 palm trees are identified in the plans for tree protection. Contractor to follow the protection detail provided in the landscape details. Payment for tree protection shall be provided by item 0100 6002.

3 palm tree shall be relocated and is shown in the plans. Payment for this tree relocation shall be provided by item 0100 6004.



Pharr District Contact No. 956-702-6100

Revised 02/19/2015

List of Abbreviations

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



ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS (EPIC)

SHEET 1 OF 2

FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
6			PR 100
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	282

V. Federal Listed, and Proposed Threatened and Endangered Species, Critical Habitat, State Listed Species, Candidate Species and Migratory Birds

Action Items Required : No Action Required

1. Under the Migratory Bird Treaty Act of 1918 (MBTA), codified at 16 U.S.C. 703-712 and as enforced by the USFWS, the proposed construction work will not remove active nests from bridges, trees, ground and other structures during migratory bird nesting season, (February 15th. through October 1st.). If the Contractor needs to perform work within right of way during nesting season, a qualified Biologist shall conduct a survey to determine if nests are present. If present, Contractor shall maintain a minimum 25 foot buffer zone of vegetation around the nest until the young have fledged or the nest is not occupied. A MBTA Nest Survey Form may be obtained from the Pharr District Office Environmental Section.
2. There is the potential for the presence of state-listed species & species of concern in the project area and state law prohibits the taking (incidental or otherwise) of state-listed species. Taking is defined as the collection, hooking, hunting, netting, shooting, or share by any means or devices. If any listed species are observed, cease work in the immediate area, do not disturb species or habitat and contact the Engineer immediately.
3. Other Project Specific Actions:
 1. If the species of concern Yellow-flowered alicocha (Echinocereus papillosus) or the state-listed threatened White-lipped frog (Leptodactylus fragilis), Black-striped snake (Coniophanes imperialis), Keeled earless lizard (Holbrookia propinqua), or Coues' rice rat (Oryzomys couesi) are observed, cease work in the immediate area, do not disturb species or habitat and contact the Engineer immediately.

VI. Hazardous Materials on Contamination Issues

Action Items Required : No Action Required

General (applies to all projects):

Comply with the Hazard Communication Act (HCA) 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 HCA.

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

Contact the Engineer if any of the following are detected:

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

Any other evidence indicating possible hazardous materials or contamination discovered on site.

1. If potentially hazardous material and/or contaminated media (i.e.: soil, groundwater, surface water, sediment, building materials) are unexpectedly encountered during construction, assure that such materials and contamination are handled according to applicable federal and state regulations, cease work in the immediate area and contact the Engineer immediately.

VI. Hazardous Materials on Contamination Issues - Continued:

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

Yes No

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

3. 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 activities and/or demolition.

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

4. The Contractor is responsible for providing the date(s) for abatement activities and/or demolition with careful coordination between the Engineer and an Asbestos Consultant in order to minimize construction delays and subsequent claims.

VII. Other Environmental Issues

Action Items Required : No Action Required

1. Noise

Contractor shall make every reasonable effort to minimize construction noise through abatement measures such as work hour controls and proper maintenance of equipment mufflers.

2. Air

Contractor shall practice common dust control techniques such as surface chemical treatment or watering of unpaved road surfaces and vehicle speed reduction shall be implemented to minimize and prevent airborne dust during construction.

Contractor should minimize MSAT by utilizing measures to encourage use of EPA required cleaner diesel fuels, limits on idling, increase use of cleaner burning diesel engines, and other emission limitation techniques, as appropriate.



Pharr District Contact No. 956-702-6100

Revised 02/19/2015

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MOA: Memorandum of Agreement	THC: Texas Historical Commission
MOU: Memorandum of Understanding	TPDES: Texas Pollutant Discharge Elimination System
MS4: Municipal Separate Stormwater Sewer System	TPWD: Texas Parks and Wildlife Department
MSAT: Mobile Source Air Toxic	TxDOT: Texas Department of Transportation
MBTA: Migratory Bird Treaty Act	T&E: Threatened and Endangered Species
NOI: Notice of Intent	USACE: U.S. Army Corp of Engineers
NOT: Notice of Termination	USFWS: U.S. Fish and Wildlife Service



ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS (EPIC)

SHEET 2 OF 2

FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
6			PR 100
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	SHEET NO.
CONTROL	SECTION	JOB	
N\A	N\A	N\A	283

SITE DESCRIPTION

PROJECT LIMITS: From King Fish St to South Padre Island Equestrian and Events Centre.

PROJECT SITE MAPS: _____

- *Project Location Map: Title Sheet (Sheet 001)
- *Drainage Patterns: Drainage Area Maps (162)
- *Approx. Slopes Anticipated After Major Grading and Areas of Soil Disturbance: Typ Sects (Sheets 012 to 016)
- *Major Controls and Locations of Stabilization Practices: SW3P Site Map Sheets (285 to 286)
- *Project Specific Locations: To be specified by Project Field Office and located in the Project SW3P File
- *Surface Waters and Discharge Locations: Drainage and Culvert Layout Sheets (NA)

PROJECT DESCRIPTION: Construction of raised medians, landscape and hardscape improvements consisting of concrete medians, vegetation plantings with irrigation, concrete pavers, pavement markings, signing, sidewalk, and ped traffic signal modifications along Padre Boulevard.

MAJOR SOIL DISTURBING ACTIVITIES: Installation of proposed landscaping.

TOTAL PROJECT AREA: 55.52 Acres

TOTAL AREA TO BE DISTURBED: 17.03 Acres (31%)

WEIGHTED RUNOFF COEFFICIENT: Before Construction: N/A
After Construction: N/A

EXISTING CONDITION OF SOIL & VEGETATIVE: Five soil types are mapped within the existing right-of-way: CU, GA, MS, MU, and USX. Observed vegetation types within the proposed construction limits included only the Urban High Intensity map unit.

NAME OF RECEIVING WATERS: N/A

ENDANGERED SPECIES, DESIGNATED CRITICAL HABITAT AND HISTORICAL PROPERTY: No designated critical habitat or historic properties have been found on this project site. Please see EPIC sheet for list of species

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES: (Select T = Temporary or P = Permanent, as applicable)

- | | |
|---|--|
| <input checked="" type="checkbox"/> T TEMPORARY SEEDING | <input type="checkbox"/> PRESERVATION OF NATURAL RESOURCES |
| <input type="checkbox"/> MULCHING (Hay or Straw) | <input type="checkbox"/> FLEXIBLE CHANNEL LINER |
| <input type="checkbox"/> BUFFER ZONES | <input type="checkbox"/> RIGID CHANNEL LINER |
| <input checked="" type="checkbox"/> P PLANTING | <input type="checkbox"/> SOIL RETENTION BLANKET |
| <input type="checkbox"/> SEEDING | <input type="checkbox"/> COMPOST MANUFACTURED COMPOST |
| <input checked="" type="checkbox"/> P SODDING | <input type="checkbox"/> BIODEGRADABLE EROSION CONTROL SOCKS |
| <input type="checkbox"/> OTHER: (Specify Practice) | |

STRUCTURAL PRACTICES: (Select T = Temporary or P = Permanent, as applicable)

- | |
|---|
| <input checked="" type="checkbox"/> T SILT FENCES |
| <input checked="" type="checkbox"/> T BIODEGRADABLE EROSION CONTROL SOCKS |
| <input type="checkbox"/> HAY BALES |
| <input type="checkbox"/> ROCK FILTER DAMS |
| <input type="checkbox"/> DIVERSION, INTERCEPTOR, OR PERIMETER DIKES |
| <input type="checkbox"/> DIVERSION, INTERCEPTOR, OR PERIMETER SWALES |
| <input type="checkbox"/> DIVERSION DIKE AND SWALE COMBINATIONS |
| <input type="checkbox"/> PIPE SLOPE DRAINS |
| <input type="checkbox"/> PAVED FLUMES |
| <input type="checkbox"/> ROCK BEDDING AT CONSTRUCTION EXIT |
| <input type="checkbox"/> TIMBER MATTING AT CONSTRUCTION EXIT |
| <input type="checkbox"/> PIPE MATTING OR EQUAL AT CONSTRUCTION EXIT |
| <input type="checkbox"/> CHANNEL LINERS |
| <input type="checkbox"/> SEDIMENT TRAPS |
| <input type="checkbox"/> SEDIMENT BASINS |
| <input type="checkbox"/> STORM INLET SEDIMENT TRAP |
| <input type="checkbox"/> STONE OUTLET STRUCTURES |
| <input type="checkbox"/> CURBS AND GUTTERS |
| <input type="checkbox"/> STORM SEWERS |
| <input type="checkbox"/> VELOCITY CONTROL DEVICES |
| <input type="checkbox"/> OTHER: (Specify Practice) |

STORM WATER MANAGEMENT:

Storm water drainage will be provided by storm sewer networks. This storm drain system will carry drainage within the row to low points in the highway where cross drainage may occur and ultimately to the designated outfall.

STORM WATER MANAGEMENT ACTIVITIES: (Sequence of Construction)

1. Install perimeter controls, clear R.O.W. on site where construction will take place.
2. Install proposed medians, landscaping, sidewalks, and grading.
3. Remove perimeter controls once paving and landscaping improvement construction is complete and vegetation has been established.

NON-STORM WATER MANAGEMENT DISCHARGES:

Non-storm water discharges should be filtered, or held in retention basins, before being allowed to mix with storm water. These discharges consist of non-polluted ground water, spring water, foundation and/or footing drain water, and water used for dust control, pavement washing and vehicle wastewater containing no detergents.

OTHER REQUIREMENTS & PRACTICES

OTHER EROSION AND SEDIMENT CONTROLS:

MAINTENANCE: All erosion and sediment controls will be maintained in good working order. If a repair is necessary, it will be done at the earliest date possible, but no later than 7 calendar days after the surrounding exposed ground has dried sufficiently to prevent further damage from heavy equipment. The areas adjacent to creeks and drainage ways shall have priority followed by devices protecting storm sewer inlets.

INSPECTION: For areas of the construction site that have not been finally stabilized, area used for storage of materials, structural control measures, and locations where vehicles enter or exit the site, personnel provided by the permittee and familiar with the SW3P must inspect disturbed areas at least once every fourteen (14) calendar days and within twenty-four (24) hours of the end of a storm event 0.5 inches or greater.

WASTE MATERIALS: All waste materials will be collected and stored in a securely lidded dumpster. All trash and construction debris from the site will be deposited as necessary at a local dump. No construction waste material will be buried on site.

HAZARDOUS WASTE (INCLUDING SPILL REPORTING): At a minimum, any products in the following categories to be hazardous: Paints, Acids for cleaning masonry surfaces, Cleaning Solvents, Asphalt products, Chemical additives for soil stabilization, or Concrete curing compounds and additives. In the event of a spill which may be hazardous, the spill coordinator should be contacted immediately. Emptying of excess concrete should not be allowed on site. Likewise, washout of concrete trucks should not be performed on site. These discharges are considered non-allowable non-storm water discharges. Concrete trucks should never be allowed to dump into storm drains or sanitary sewers.

SANITARY WASTE: All sanitary waste will be collected from the portable units as necessary or as required by local regulation by a licensed sanitary waste management contractor.

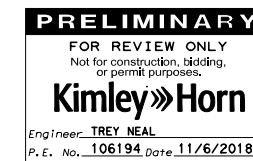
OFFSITE VEHICLE TRACKING: The Contractor shall be required, on a regular basis or as may be directed by the Engineer, to dampen haul roads for dust control, stabilize construction entrances and to remove excess dirt from the roadway.

MANAGEMENT PRACTICES:

1. Disposal areas, stockpiles, and haul roads shall be constructed in a manner that will minimize and control the amount of sediment that may enter receiving waters. Disposal areas shall not be located in any wetland, water body or stream bed.
2. Construction staging areas and vehicle maintenance areas shall be constructed by the Contractor in a manner to minimize the runoff of pollutants.
3. All waterways shall be cleared as soon as practicable of temporary embankment, temporary bridges, matting, falsework, piling, or debris or other obstructions placed during construction operations that are not a part of the finished work.

OTHER: Contractor shall adhere to the following:

1. Construction Materials List of materials stored on job site to be provided by Contractor.
2. The project SW3P File shall be located at the project field office or within the Contractor's mobile office at all times and shall contain the N.O.I., CGP, Signature Authorization, Certification/Qualification Statements, Inspection Reports, Required Maps, and the TPDES Permit, Part II. This file to be presented to authorized State and Federal Agents upon request.

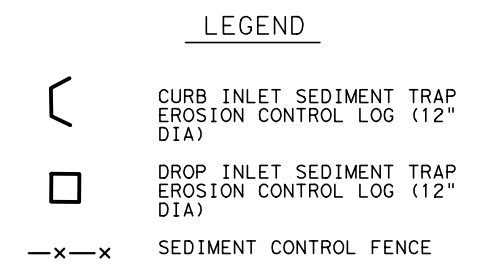
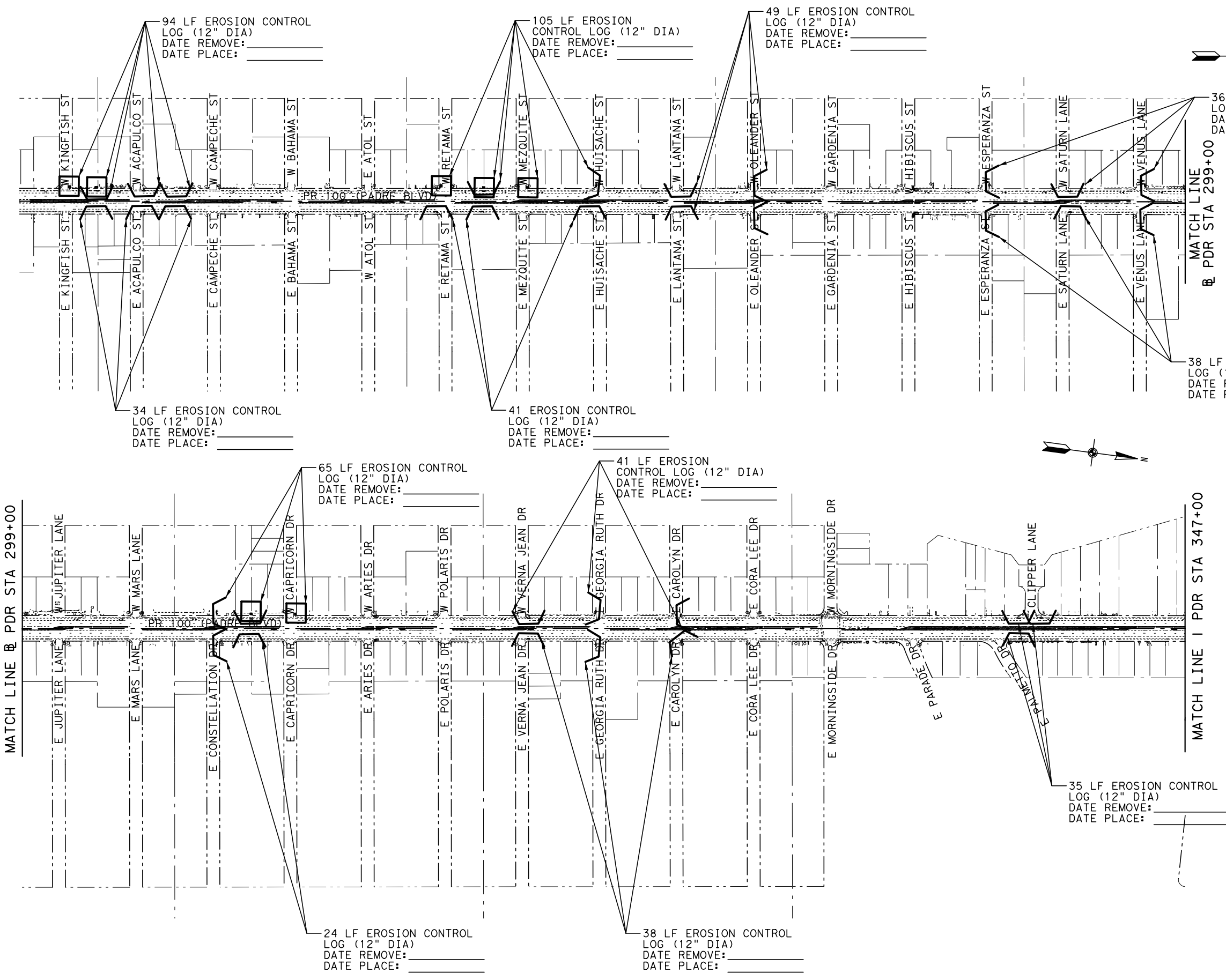


_____, P.E.
Signature of Registrant & Date

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TxDOT STORM WATER POLLUTION PREVENTION PLAN (SW3P)
 REV. 2-20-14 SW3P.DGN

FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.
6		284
STATE	DIST.	COUNTY
TEXAS	PHARR	CAMERON
CONT.	SECT.	JOB
N/A	N/A	N/A
		HIGHWAY NO.
		PR 100



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No.	Revision	By	Date

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 or permit purposes.

Kimley»Horn
 Engineer: TREY NEAL
 P.E. No. 106194, date: 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928

South Padre ISLAND

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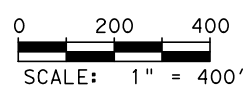
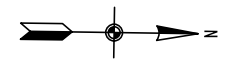
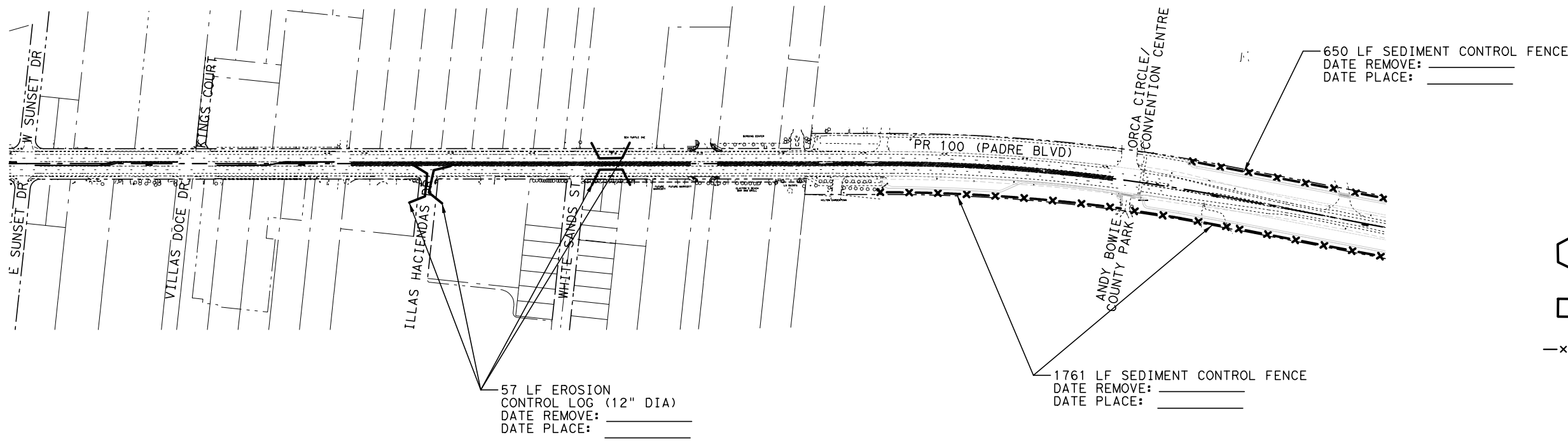
PR 100 ROADWAY IMPROVEMENTS

EROSION CONTROL LAYOUT

Ⓟ PDR
 BEGIN PROJECT TO STA 347+00

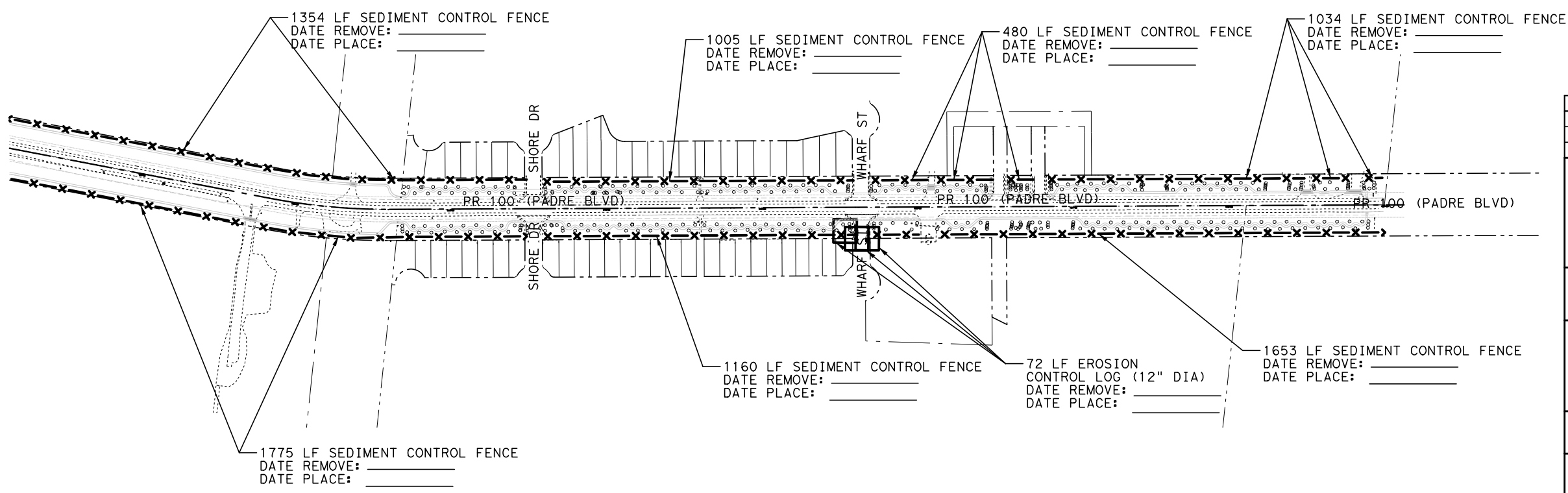
SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N\A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N\A	N\A	N\A
		SHEET NO. 285

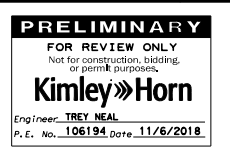


LEGEND

- CURB INLET SEDIMENT TRAP
EROSION CONTROL LOG (12" DIA)
- DROP INLET SEDIMENT TRAP
EROSION CONTROL LOG (12" DIA)
- SEDIMENT CONTROL FENCE



No.	Revision	By	Date



PR 100 (PADRE BLVD)
EROSION CONTROL LAYOUT

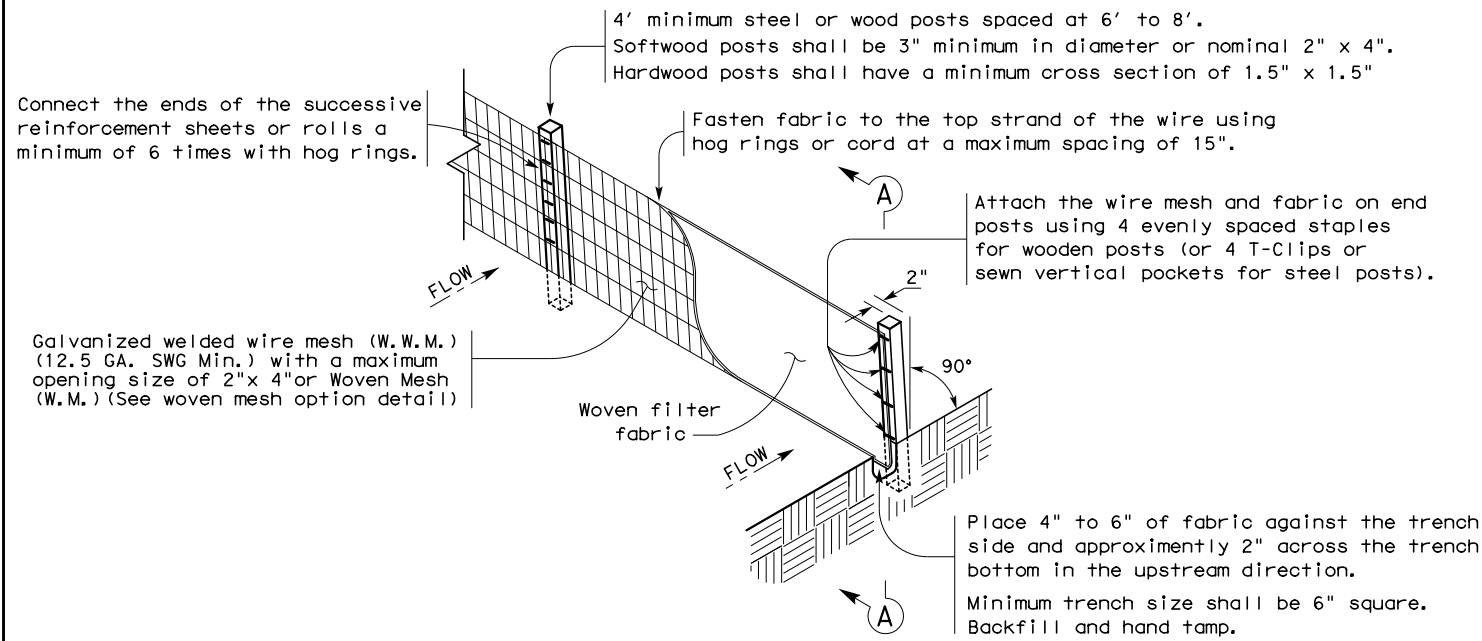
Ⓟ PDR
STA 347+00 TO END PROJECT
SHEET 2 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	(SEE TITLE SHEET)	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	286
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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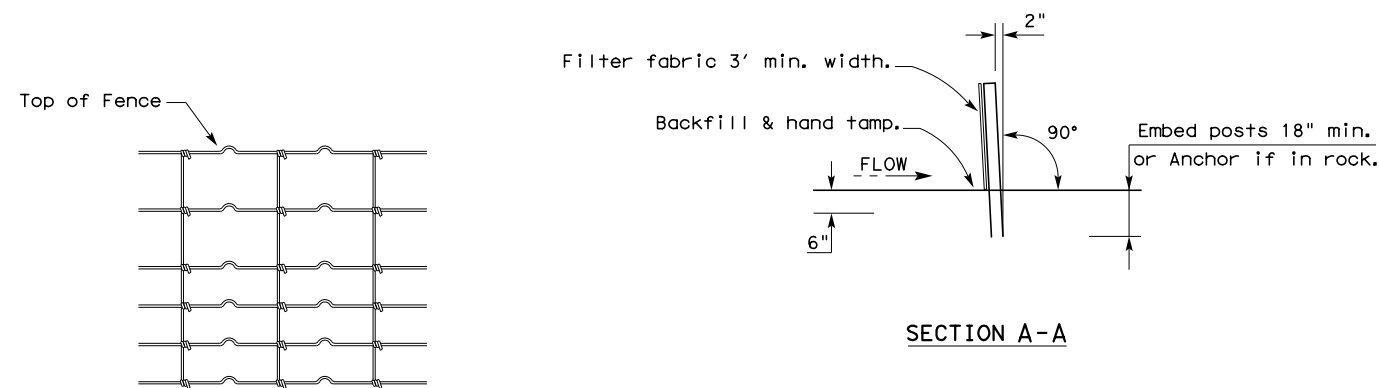
DISCLAIMER: This standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

\$DATE\$
\$TIME\$
\$FILE\$



TEMPORARY SEDIMENT CONTROL FENCE

SCF



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/FT². Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

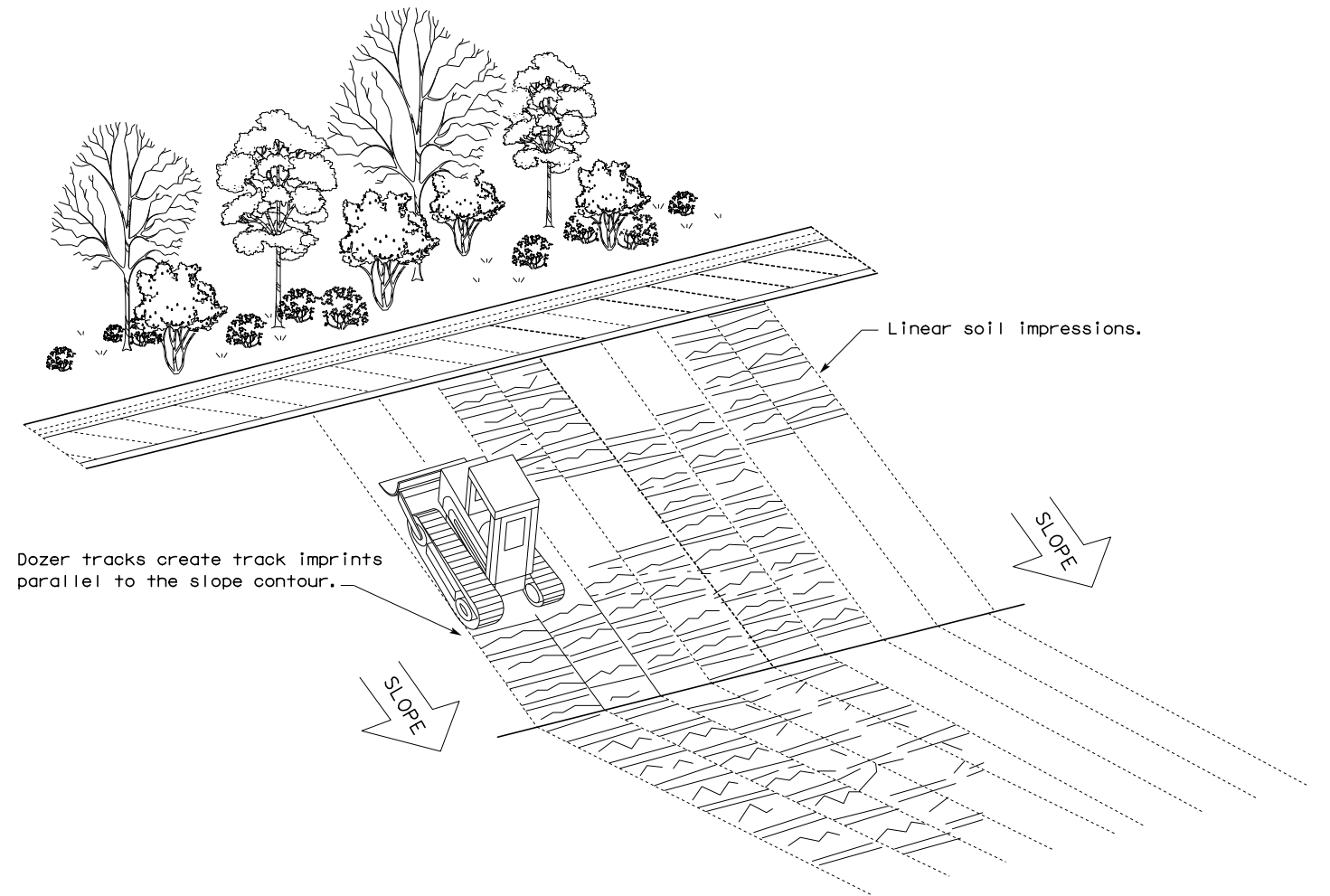
LEGEND

Sediment Control Fence

SCF

GENERAL NOTES

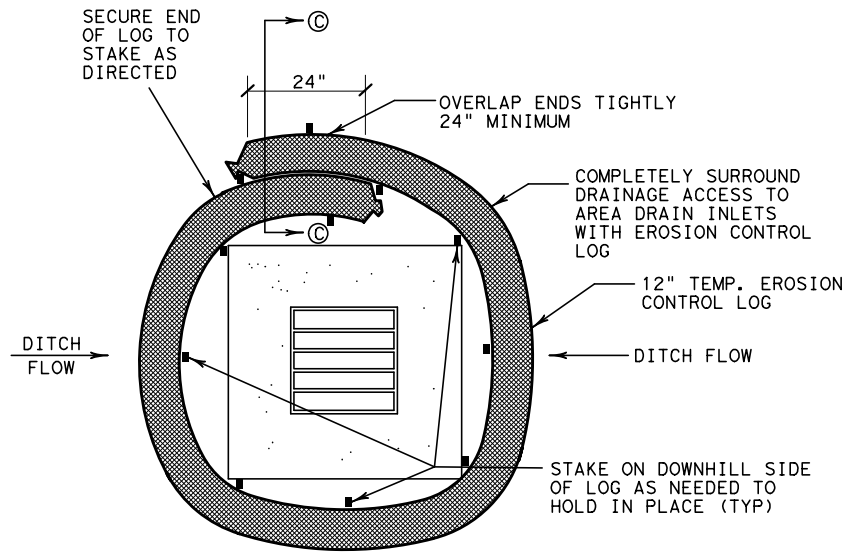
1. Vertical tracking is required on projects where soil distributing activities have occurred unless otherwise approved.
2. Perform vertical tracking on slopes to temporarily stabilize soil.
3. Provide equipment with a track undercarriage capable of producing linear soil impressions measuring a minimum 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 continuous linear track impressions where the minimum 12" length impressions are perpendicular to the slope or direction of water flow.



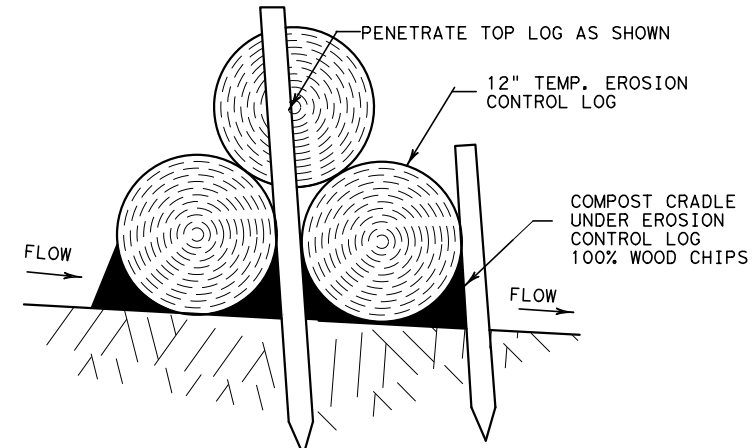
VERTICAL TRACKING

				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		N/A	N/A	N/A	PR 100
DIST	COUNTY		SHEET NO.		
PHR	CAMERON		287		

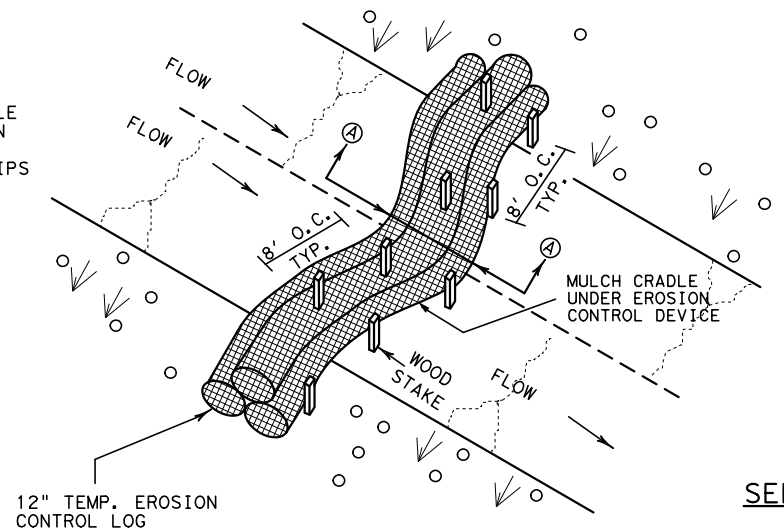
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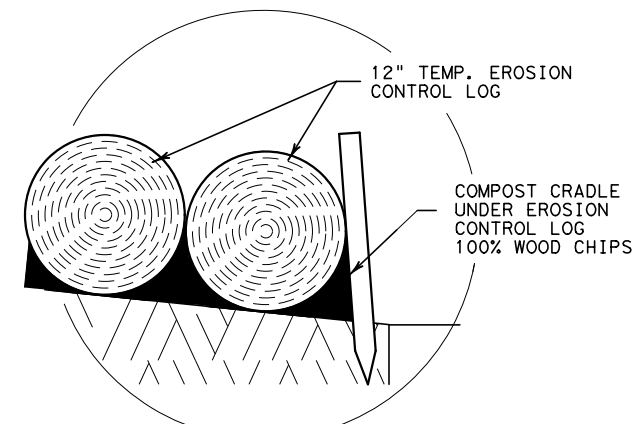
DROP INLET SEDIMENT TRAP
DI-ST



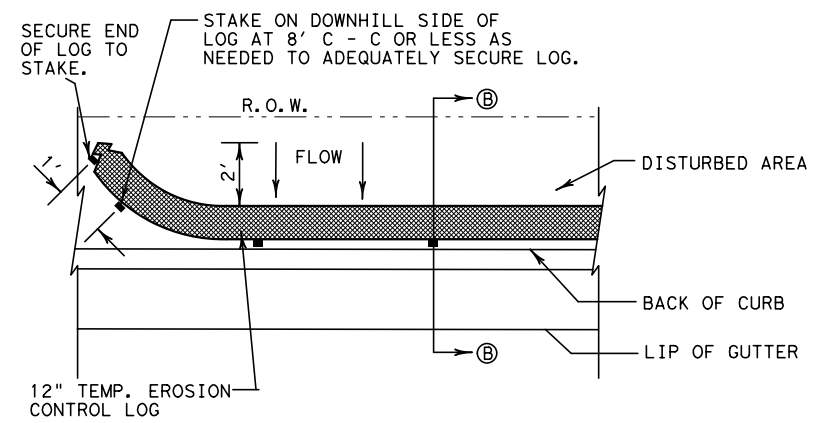
**SECTION A-A
DITCH LINE SEDIMENT TRAP A-A**
DL-ST



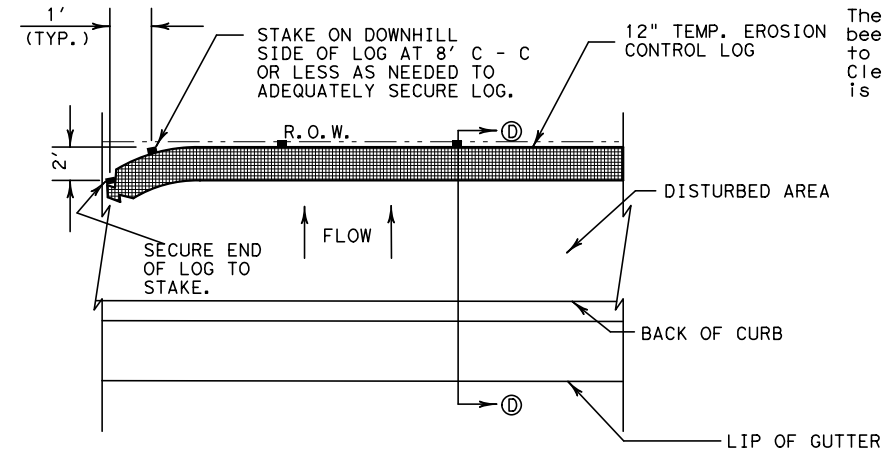
DITCH LINE SEDIMENT TRAP
DL-ST



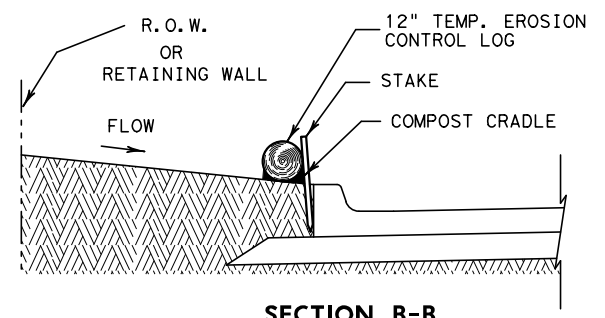
**SECTION C-C
OVERLAP WITH
COMPOST CRADLE**
OVERLAP DETAIL
PLAN VIEW
NTS



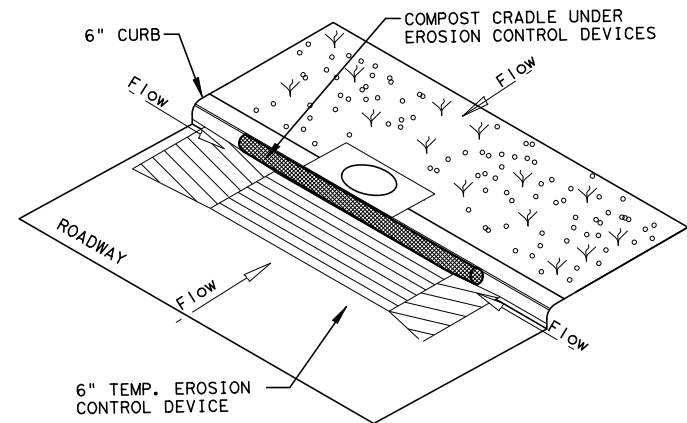
PLAN VIEW
BOCI-ST



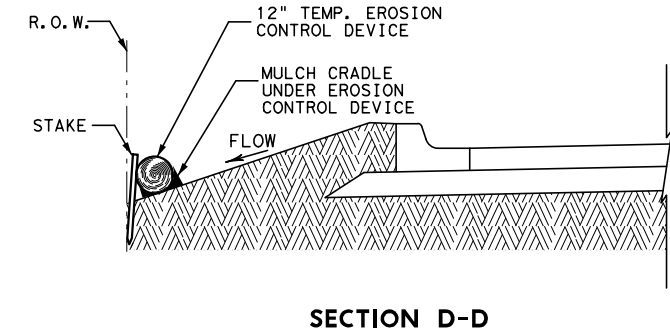
PLAN VIEW
ROW-ST



**SECTION B-B
BACK OF CURB INLET SEDIMENT TRAP**
BOCI-ST



**SECTION D-D
CURB INLET SEDIMENT TRAP**
CI-ST



**SECTION D-D
RIGHT-OF-WAY SEDIMENT TRAP**
ROW-ST

PLANS SHEET LEGEND

- DI-ST DROP INLET SEDIMENT TRAP
- DL-ST DITCH LINE SEDIMENT TRAP
- BOCI-ST BACK OF CURB INLET SEDIMENT TRAP
- ROW-ST RIGHT OF WAY SEDIMENT TRAP
- CI-ST CURB INLET SEDIMENT TRAP

SEDIMENT BASIN & TRAP USAGE GUIDELINES

A sediment trap may be used to precipitate sediment out of runoff draining from an unstabilized area.

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

Sediment traps should be placed in the following locations:

1. Immediately preceding drain inlets
2. Just before the drainage enters a water course
3. Just before the drainage leaves the right of way
4. Just before the drainage leaves the construction limits where drainage flows away from the project

The trap should be cleaned when the capacity has been reduced by 1/2 or the sediment has accumulated to a depth of 1', whichever is less. Cleaning and removal of accumulated sediment deposits is incidental and will not be paid for separately.

GENERAL NOTES

1. LENGTHS OF EROSION CONTROL LOGS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS REQUIRED FOR THE PURPOSE INTENDED. MAXIMUM LENGTH OF LOGS SHALL BE 30' FOR 12" DIAMETER LOGS.
2. UNLESS OTHERWISE DIRECTED, USE BIODEGRADABLE OR PHOTODEGRADABLE CONTAINMENT MESH ONLY WHERE LOG WILL REMAIN IN PLACE AS PART OF A VEGETATIVE SYSTEM. FOR TEMPORARY INSTALLATIONS, USE RECYCLABLE CONTAINMENT MESH.
3. STUFF LOGS WITH SUFFICIENT FILTER MATERIAL TO ACHIEVE DENSITY THAT WILL HOLD SHAPE WITHOUT EXCESSIVE DEFORMATION.
4. STAKES SHALL BE 2" X 2" WOOD 4' LONG, EMBEDDED SUCH THAT 2" PROTRUDES ABOVE LOG.
5. COMPOST CRADLE MATERIAL IS INCIDENTAL AND WILL NOT BE PAID FOR SEPARATELY.

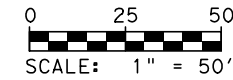
LEVELS DISPLAYED
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32
33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48
49 50 51 52 53 54 55 56 57 58 59 60 61 62 63

PHARR DISTRICT STANDARD

Texas Department of Transportation
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**TEMPORARY EROSION CONTROL LOGS
TECL-17 (PHR)**

FED. RD. DIV. NO. 6	PROJECT NO.		HIGHWAY NO. PR 100
STATE TEXAS	DISTRICT PHARR	COUNTY CAMERON	SHEET NO. 288
CONTROL N/A	SECTION N/A	JOB N/A	



LEGEND

	QTY
(A) EXCAVATION (ROADWAY)	0 CY
(B) PLANE ASPH CONC PAV (2")	176 SY
(C) ELIM EXT PAV MRK & MRKS (4")	0 LF
(D) ELIM EXT PAV MRK & MRKS (8")	0 LF
(E) ELIM EXT PAV MRK & MRKS (24")	0 LF
(F) ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G) ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H) REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I) REMOVING CONC (DRIVEWAYS)	0 SY
(J) REMOVING CONC (SIDEWALK OR RAMP)	0 SY

NOTE:
 1. 2 BORINGS WERE PERFORMED TO IDENTIFY THE EXISTING ASPHALT PAVEMENT SECTION OF 2.5" ASPHALT, 6" GRANULAR BASE, COMPACTED SUBGRADE. NO ADDITIONAL PAY SHALL BE GIVEN FOR EXCAVATION IF EXISTING CONDITION DOES NOT MATCH THE ABOVE DESCRIBED CROSS SECTION.

- NOTES:
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
 2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

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 or permit purposes.
Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



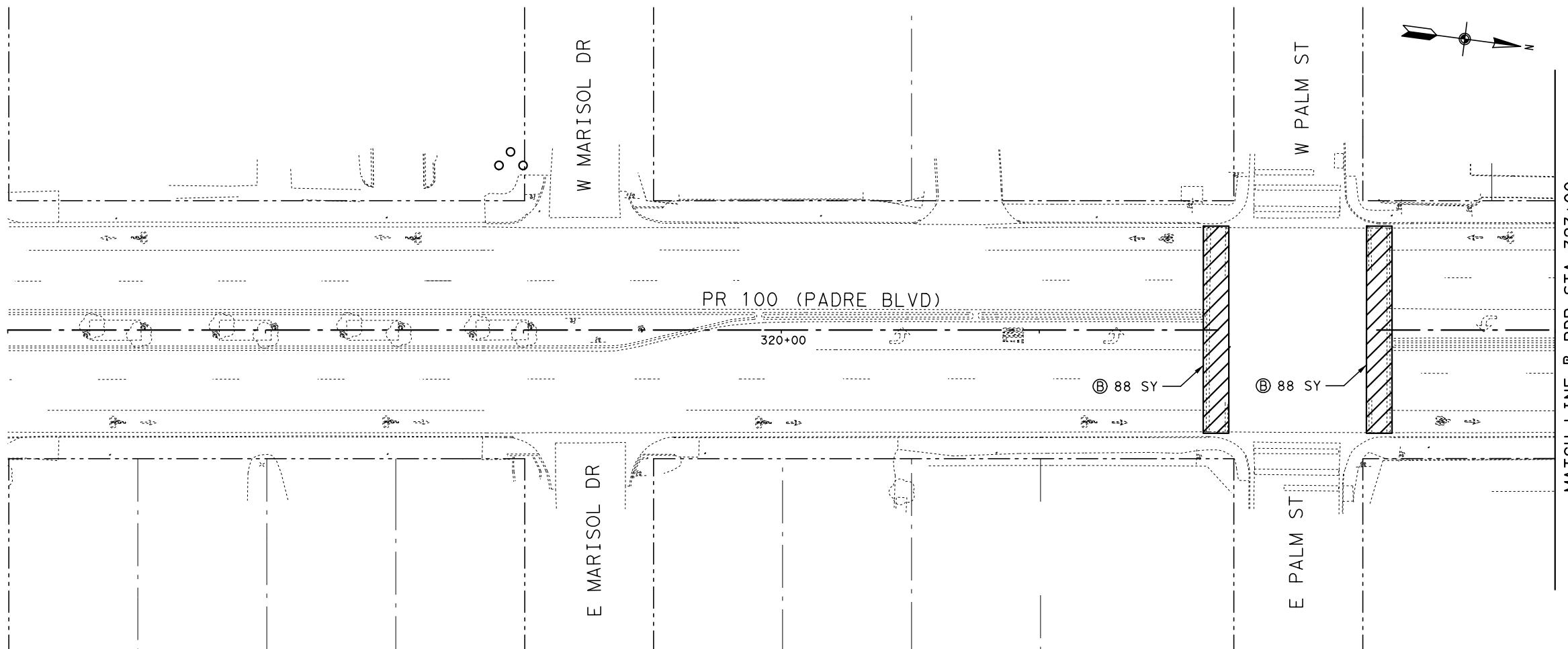
PR 100 ROADWAY IMPROVEMENTS
 REMOVAL PLAN

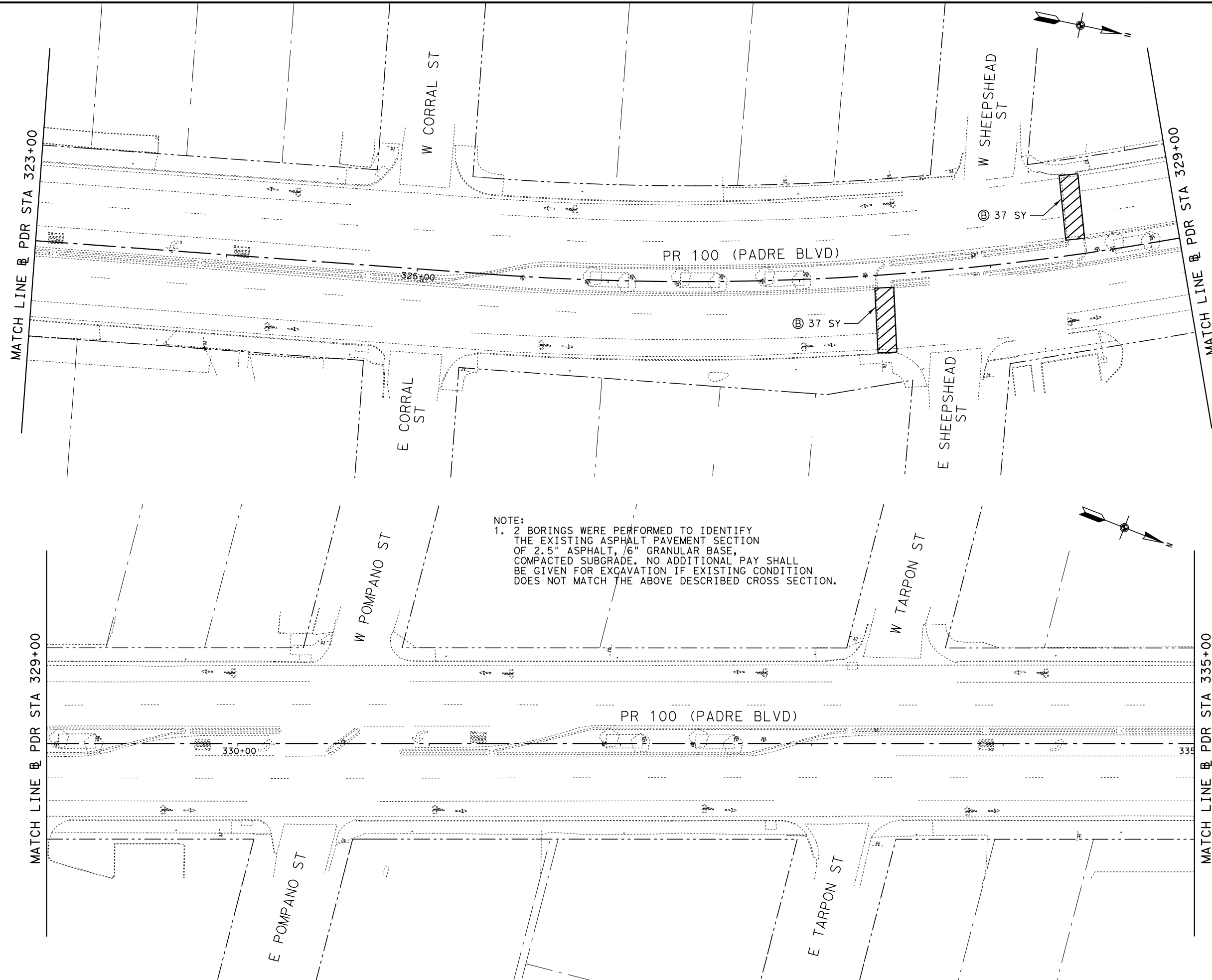
Ⓟ PDR
 STA 311+00 TO STA 323+00

SHEET 1 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO. 289		

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LEGEND

SYMBOL	DESCRIPTION	QTY
(A) [Cross-hatch]	EXCAVATION (ROADWAY)	0 CY
(B) [Diagonal hatch]	PLANE ASPH CONC PAV (2")	74 SY
(C) [Dashed line]	ELIM EXT PAV MRK & MRKS (4")	0 LF
(D) [Dashed line]	ELIM EXT PAV MRK & MRKS (8")	0 LF
(E) [Dashed line]	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F) [Dashed line]	ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G) [Dashed line]	ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H) [Dashed line]	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I) [Solid grey]	REMOVING CONC (DRIVEWAYS)	0 SY
(J) [Solid grey]	REMOVING CONC (SIDEWALK OR RAMP)	0 SY

- NOTES:**
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
 2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

NOTE:
 1. 2 BORINGS WERE PERFORMED TO IDENTIFY THE EXISTING ASPHALT PAVEMENT SECTION OF 2.5" ASPHALT, 6" GRANULAR BASE, COMPACTED SUBGRADE. NO ADDITIONAL PAY SHALL BE GIVEN FOR EXCAVATION IF EXISTING CONDITION DOES NOT MATCH THE ABOVE DESCRIBED CROSS SECTION.

No.	Revision	By	Date

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 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

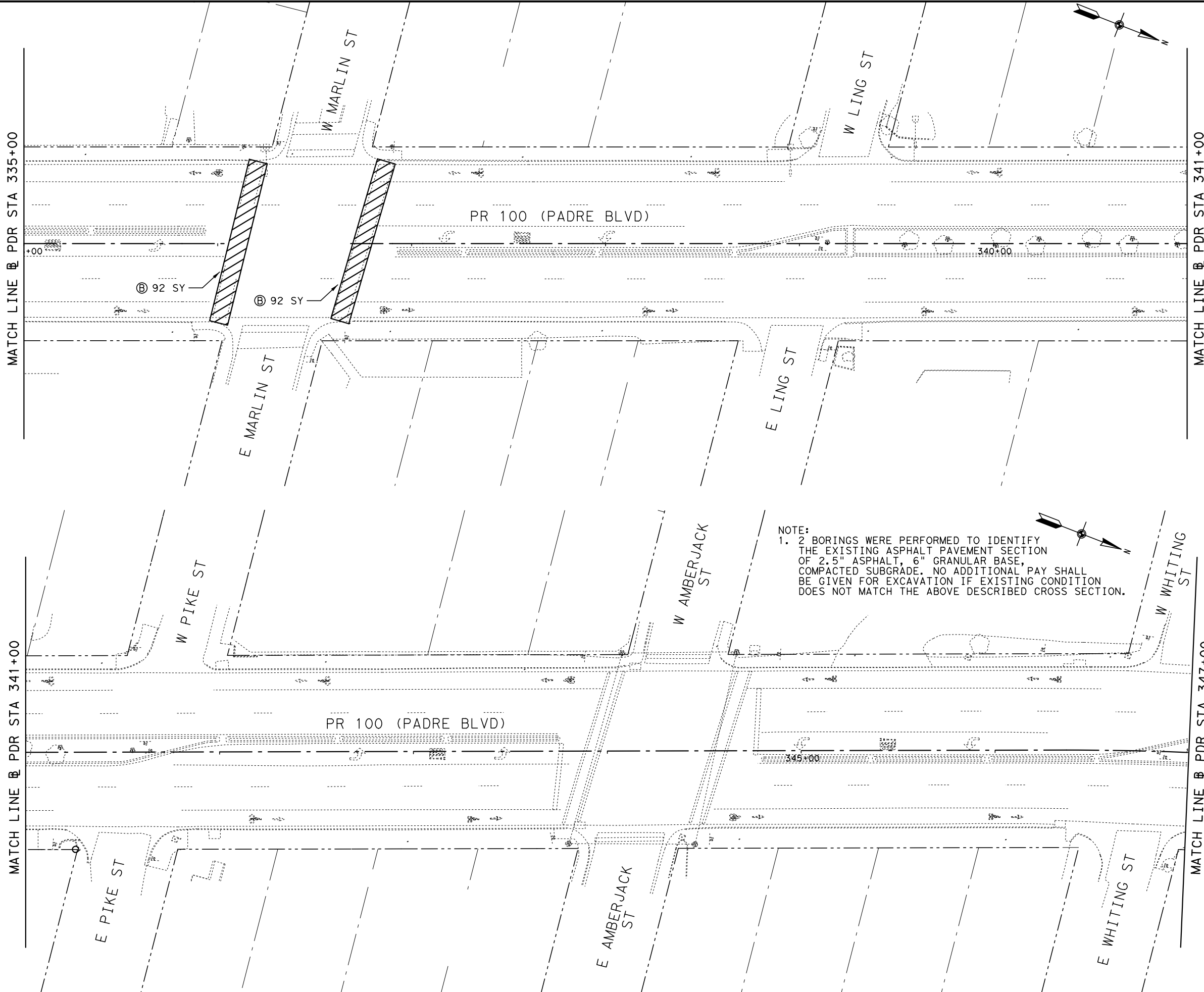
REMOVAL PLAN

PR 100
 STA 323+00 TO STA 335+00

SHEET 2 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
		SHEET NO.
		290

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LEGEND		QTY
(A)	EXCAVATION (ROADWAY)	0 CY
(B)	PLANE ASPH CONC PAV (2")	184 SY
(C)	ELIM EXT PAV MRK & MRKS (4")	0 LF
(D)	ELIM EXT PAV MRK & MRKS (8")	0 LF
(E)	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F)	ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G)	ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H)	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I)	REMOVING CONC (DRIVEWAYS)	0 SY
(J)	REMOVING CONC (SIDEWALK OR RAMP)	0 SY

- NOTES:
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
 2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

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 or permit purposes.
Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 REMOVAL PLAN
 PDR
 STA 335+00 TO STA 347+00
 SHEET 3 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 291

PLOTTED: 11/6/2018 3:05:56 PM 50.0000 ft / in.
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LEGEND		QTY
(A)	EXCAVATION (ROADWAY)	76 CY
(B)	PLANE ASPH CONC PAV (2")	174 SY
(C)	ELIM EXT PAV MRK & MRKS (4")	772 LF
(D)	ELIM EXT PAV MRK & MRKS (8")	0 LF
(E)	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F)	ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G)	ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H)	REMOVE DELIN & OBJECT MARKER ASSMS	14 EA
(I)	REMOVING CONC (DRIVEWAYS)	0 SY
(J)	REMOVING CONC (SIDEWALK OR RAMP)	0 SY

NOTES:

1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

PRELIMINARY

FOR REVIEW ONLY
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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

REMOVAL PLAN

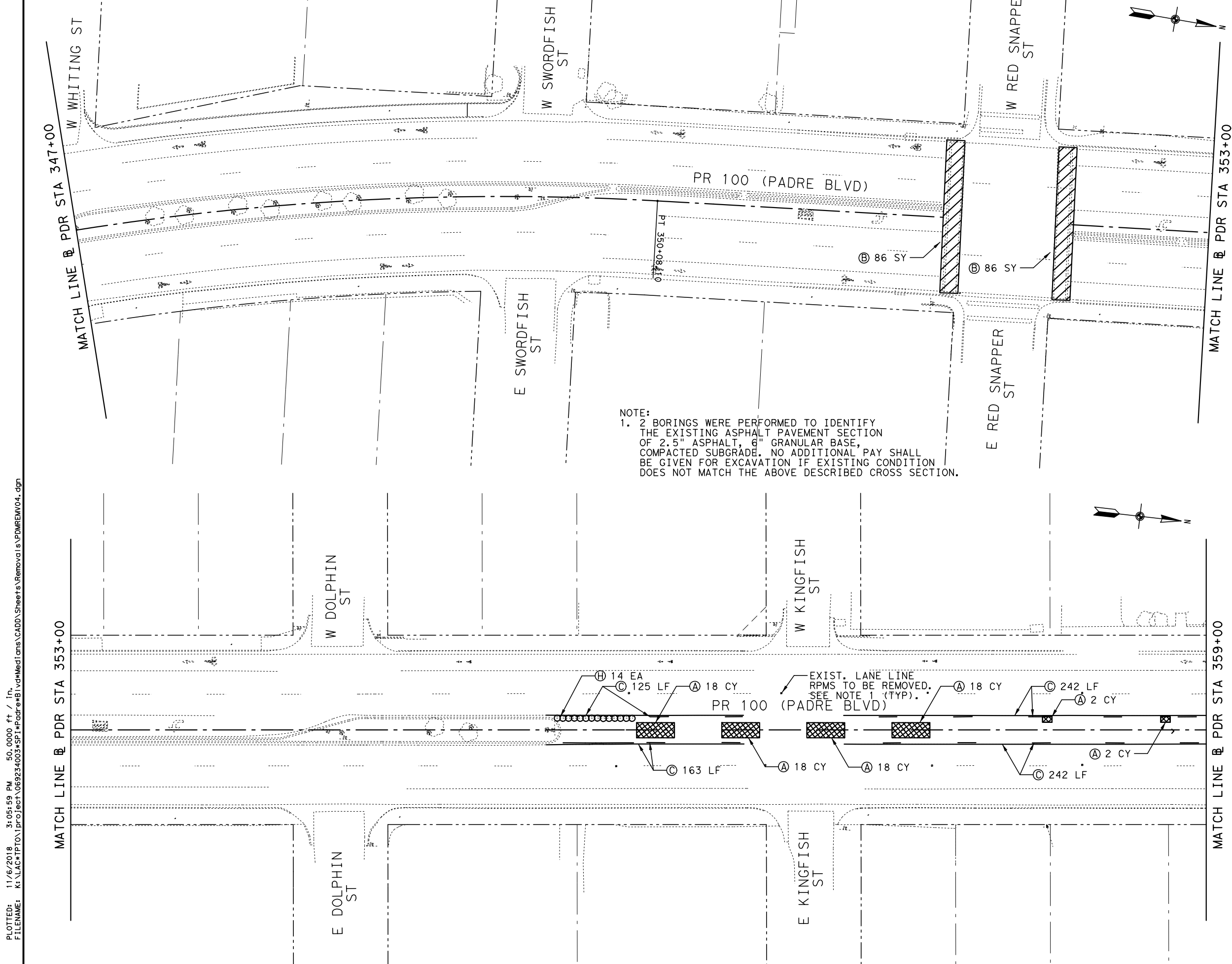
PR 100
STA 347+00 TO STA 359+00

SHEET 4 OF 19

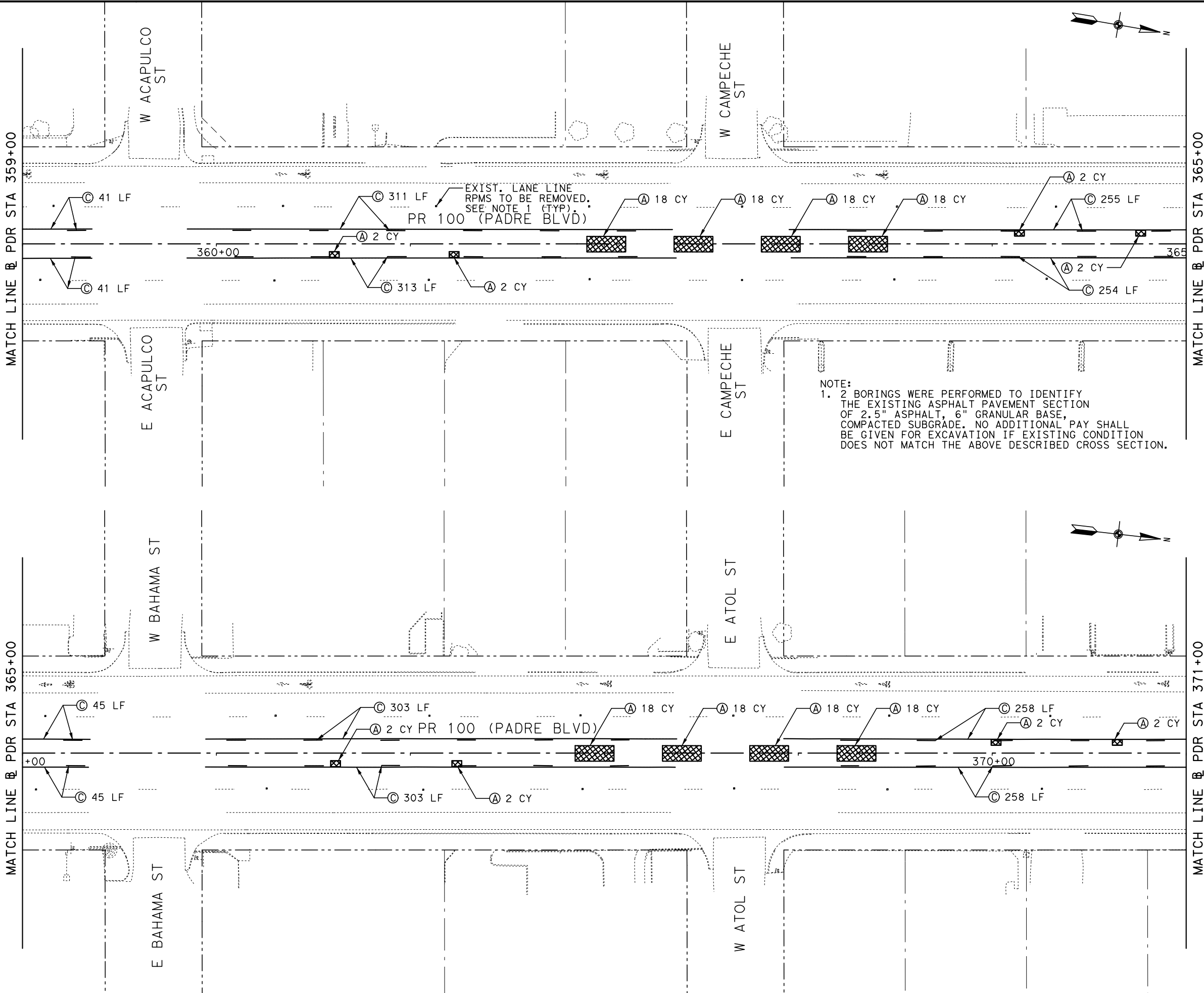
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO. 292		

NOTE:
1. 2 BORINGS WERE PERFORMED TO IDENTIFY THE EXISTING ASPHALT PAVEMENT SECTION OF 2.5" ASPHALT, 6" GRANULAR BASE, COMPACTED SUBGRADE. NO ADDITIONAL PAY SHALL BE GIVEN FOR EXCAVATION IF EXISTING CONDITION DOES NOT MATCH THE ABOVE DESCRIBED CROSS SECTION.

EXIST. LANE LINE RPMS TO BE REMOVED. SEE NOTE 1 (TYP).



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LEGEND		QTY
(A)	EXCAVATION (ROADWAY)	160 CY
(B)	PLANE ASPH CONC PAV (2")	0 SY
(C)	ELIM EXT PAV MRK & MRKS (4")	2427 LF
(D)	ELIM EXT PAV MRK & MRKS (8")	0 LF
(E)	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F)	ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G)	ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H)	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I)	REMOVING CONC (DRIVEWAYS)	0 SY
(J)	REMOVING CONC (SIDEWALK OR RAMP)	0 SY

- NOTES:
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
 2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

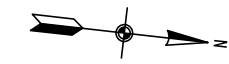
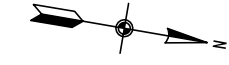
REMOVAL PLAN

PR 100
 STA 359+00 TO STA 371+00

SHEET 5 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

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MATCH LINE @ PDR STA 371+00

MATCH LINE @ PDR STA 377+00

MATCH LINE @ PDR STA 377+00

MATCH LINE @ PDR STA 383+00

W RETAMA ST

W MEZQUITE ST

E RETAMA ST

E MEZQUITE ST

W HUISACHE ST

W LANTANA ST

E HUISACHE ST

E LANTANA ST

EXIST. LANE LINE
RPMS TO BE REMOVED.
SEE NOTE 1 (TYP).
PR 100 (PADRE BLVD)

PR 100 (PADRE BLVD)

NOTE:
1. 2 BORINGS WERE PERFORMED TO IDENTIFY
THE EXISTING ASPHALT PAVEMENT SECTION
OF 2.5" ASPHALT, 6" GRANULAR BASE,
COMPACTED SUBGRADE. NO ADDITIONAL PAY SHALL
BE GIVEN FOR EXCAVATION IF EXISTING CONDITION
DOES NOT MATCH THE ABOVE DESCRIBED CROSS SECTION.

LEGEND		QTY
(A)	EXCAVATION (ROADWAY)	142 CY
(B)	PLANE ASPH CONC PAV (2")	0 SY
(C)	ELIM EXT PAV MRK & MRKS (4")	2434 LF
(D)	ELIM EXT PAV MRK & MRKS (8")	0 LF
(E)	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F)	ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G)	ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H)	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I)	REMOVING CONC (DRIVEWAYS)	0 SY
(J)	REMOVING CONC (SIDEWALK OR RAMP)	0 SY

- NOTES:
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
 2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

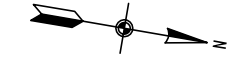
REMOVAL PLAN

@ PDR
STA 371+00 TO STA 383+00

SHEET 6 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	294
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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FILENAME: K:\LAC_TPT0\1project\069234003_SPI_Padre_Bldv_Medians\CADD\Sheets\Removals\PDREMOV06.dgn



MATCH LINE @ PDR STA 383+00

MATCH LINE @ PDR STA 389+00

MATCH LINE @ PDR STA 389+00

MATCH LINE @ PDR STA 395+00

W OLEANDER ST

W GARDENIA ST

E OLEANDER ST

E GARDENIA ST

W HIBISCUS ST

W ESPERANZA ST

E HIBISCUS ST

E ESPERANZA ST

PR 100 (PADRE BLVD)

385+00

PR 100 (PADRE BLVD)

390+00

395

NOTE:
1. 2 BORINGS WERE PERFORMED TO IDENTIFY THE EXISTING ASPHALT PAVEMENT SECTION OF 2.5" ASPHALT, 6" GRANULAR BASE, COMPACTED SUBGRADE. NO ADDITIONAL PAY SHALL BE GIVEN FOR EXCAVATION IF EXISTING CONDITION DOES NOT MATCH THE ABOVE DESCRIBED CROSS SECTION.

EXIST. LANE LINE RPMS TO BE REMOVED. SEE NOTE 1 (TYP).

LEGEND		QTY
(A)	EXCAVATION (ROADWAY)	60 CY
(B)	PLANE ASPH CONC PAV (2")	82 SY
(C)	ELIM EXT PAV MRK & MRKS (4")	2311 LF
(D)	ELIM EXT PAV MRK & MRKS (8")	0 LF
(E)	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F)	ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G)	ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H)	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I)	REMOVING CONC (DRIVEWAYS)	0 SY
(J)	REMOVING CONC (SIDEWALK OR RAMP)	0 SY

- NOTES:
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
 2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

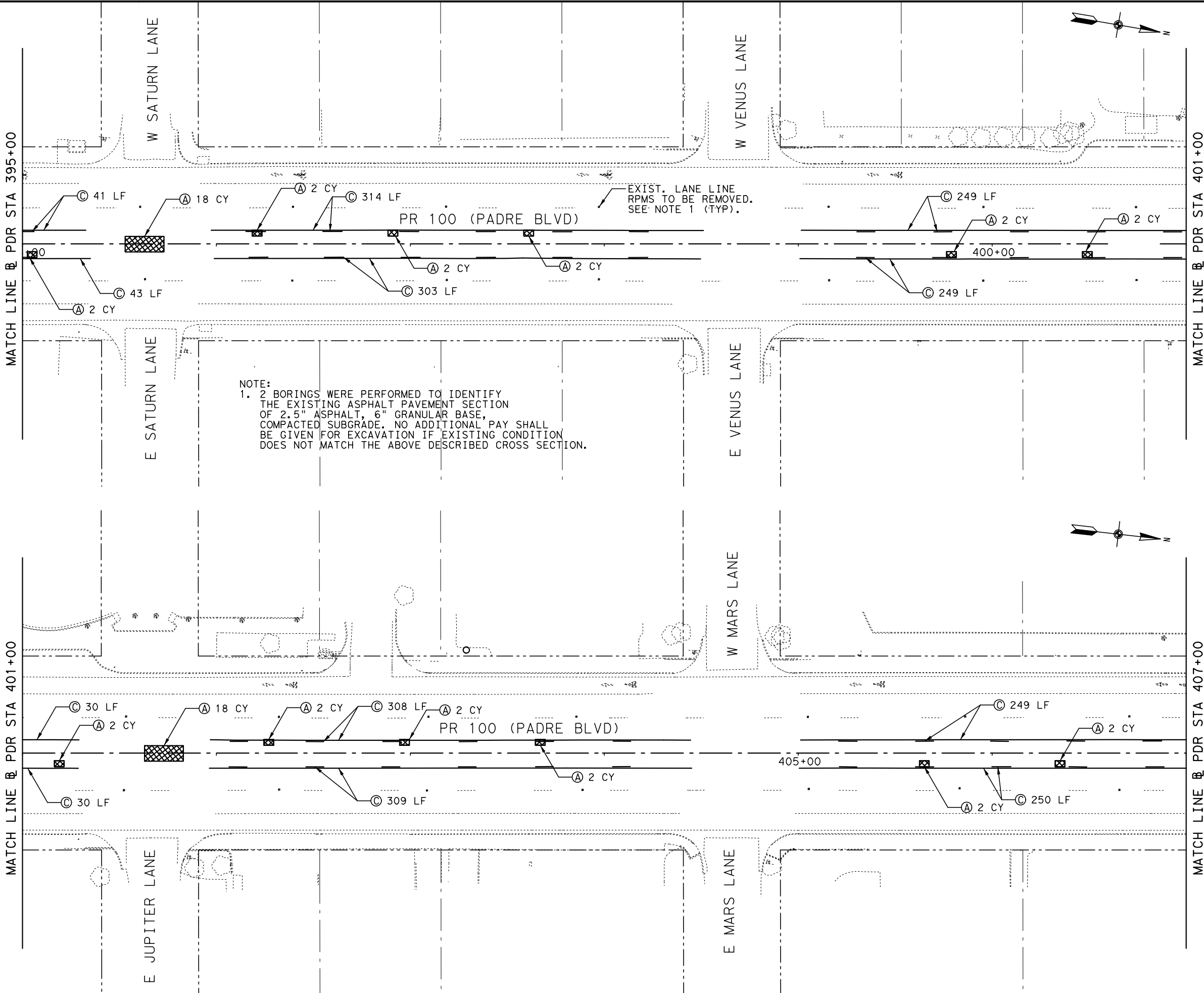
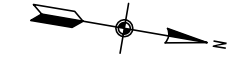
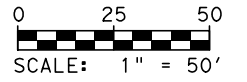
REMOVAL PLAN

@ PDR
STA 383+00 TO STA 395+00

SHEET 7 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A
SHEET NO. 295		

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LEGEND		QTY
(A)	EXCAVATION (ROADWAY)	60 CY
(B)	PLANE ASPH CONC PAV (2")	0 SY
(C)	ELIM EXT PAV MRK & MRKS (4")	2375 LF
(D)	ELIM EXT PAV MRK & MRKS (8")	0 LF
(E)	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F)	ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G)	ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H)	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I)	REMOVING CONC (DRIVEWAYS)	0 SY
(J)	REMOVING CONC (SIDEWALK OR RAMP)	0 SY

- NOTES:
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
 2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

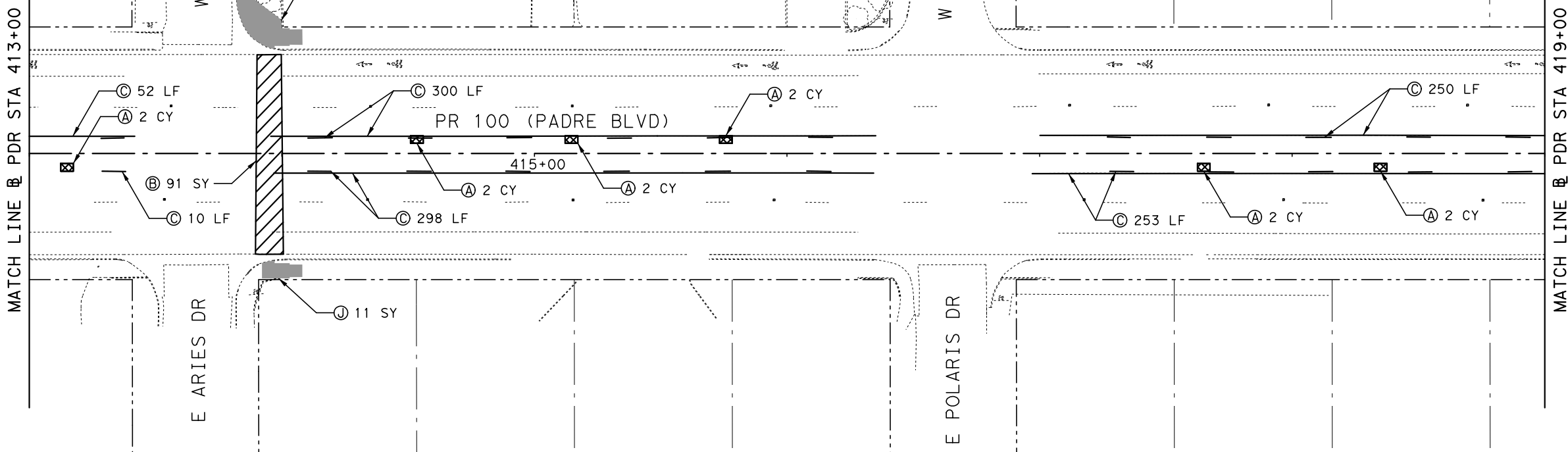
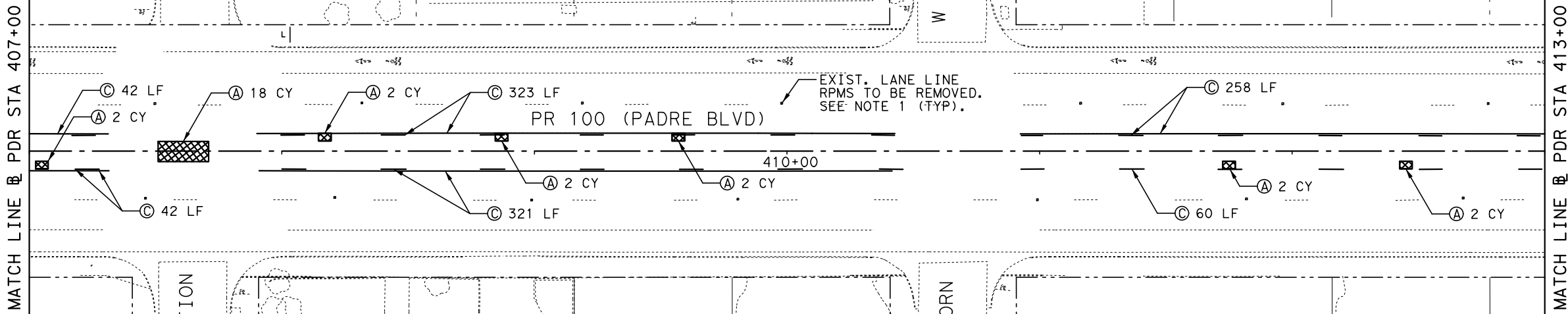
REMOVAL PLAN

B PDR
 STA 395+00 TO STA 407+00

SHEET 8 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	296
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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LEGEND

Symbol	Description	QTY
(A) [Cross-hatched box]	EXCAVATION (ROADWAY)	42 CY
(B) [Diagonal lines box]	PLANE ASPH CONC PAV (2")	91 SY
(C) [Circle with cross]	ELIM EXT PAV MRK & MRKS (4")	2209 LF
(D) [Circle with cross]	ELIM EXT PAV MRK & MRKS (8")	0 LF
(E) [Circle with cross]	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F) [Circle with cross]	ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G) [Circle with cross]	ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H) [Circle with cross]	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I) [Solid grey box]	REMOVING CONC (DRIVEWAYS)	0 SY
(J) [Solid grey box]	REMOVING CONC (SIDEWALK OR RAMP)	44 SY

- NOTES:**
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
 2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

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 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

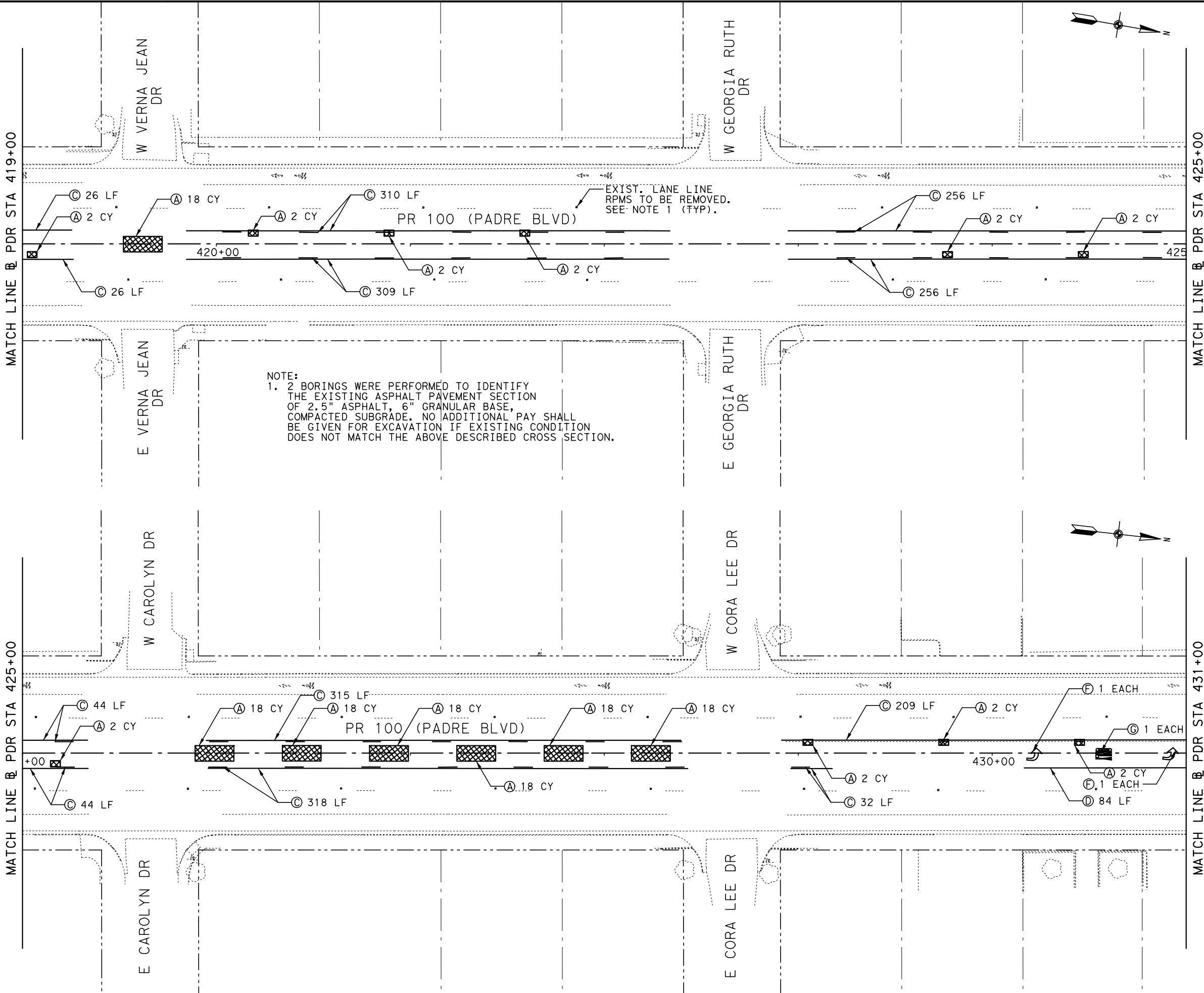
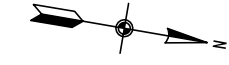
REMOVAL PLAN

B PDR
 STA 407+00 TO STA 419+00

SHEET 9 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	297
STATE	DISTRICT	COUNTY	297
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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LEGEND		QTY
(A)	EXCAVATION (ROADWAY)	146 CY
(B)	PLANE ASPH CONC PAV (2")	0 SY
(C)	ELIM EXT PAV MRK & MRKS (4")	2145 LF
(D)	ELIM EXT PAV MRK & MRKS (8")	84 LF
(E)	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F)	ELIM EXT PAV MRK & MRKS (ARROW)	2 EA
(G)	ELIM EXT PAV MRK & MRKS (ONLY)	1 EA
(H)	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I)	REMOVING CONC (DRIVEWAYS)	0 SY
(J)	REMOVING CONC (SIDEWALK OR RAMP)	0 SY

- NOTES:
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
 2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

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PR 100 ROADWAY IMPROVEMENTS

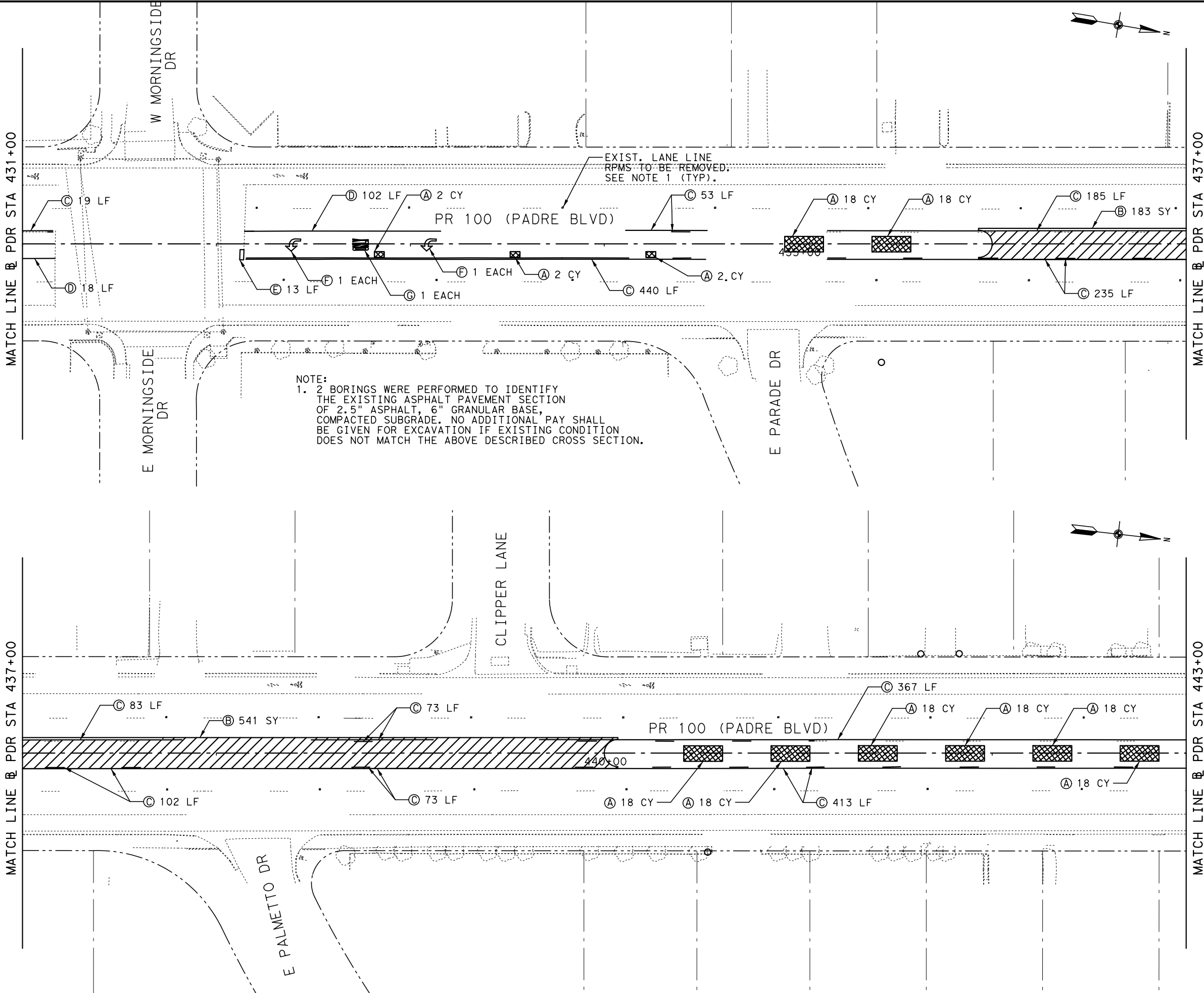
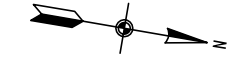
REMOVAL PLAN

B PDR
 STA 419+00 TO STA 431+00

SHEET 10 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	298
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	298

PLOTTED: 11/6/2018 3:06:18 PM 50.0000 ft / in.
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LEGEND		QTY
(A)	EXCAVATION (ROADWAY)	150 CY
(B)	PLANE ASPH CONC PAV (2")	724 SY
(C)	ELIM EXT PAV MRK & MRKS (4")	2043 LF
(D)	ELIM EXT PAV MRK & MRKS (8")	120 LF
(E)	ELIM EXT PAV MRK & MRKS (24")	13 LF
(F)	ELIM EXT PAV MRK & MRKS (ARROW)	2 EA
(G)	ELIM EXT PAV MRK & MRKS (ONLY)	1 EA
(H)	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I)	REMOVING CONC (DRIVEWAYS)	0 SY
(J)	REMOVING CONC (SIDEWALK OR RAMP)	0 SY

- NOTES:
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
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 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
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PR 100 ROADWAY IMPROVEMENTS

REMOVAL PLAN

PR 100
 STA 431+00 TO STA 443+00

SHEET 11 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 299

PLOTTED: 11/6/2018 3:06:20 PM 50.0000 ft / in.
 FILENAME: K:\LAC_TPTO\1project\069234003_SPI_Padre_Bldg_Medians\CADD\Sheets\Removals\PDREMW11.dgn



MATCH LINE @ PDR STA 443+00

MATCH LINE @ PDR STA 449+00

MATCH LINE @ PDR STA 449+00

MATCH LINE @ PDR STA 455+00

W SUNSET DR

E SUNSET DR

KINGS COURT

VILLAS DOCE DR

PR 100 (PADRE BLVD)

PR 100 (PADRE BLVD)

EXIST. LANE LINE
RPMS TO BE REMOVED.
SEE NOTE 1 (TYP).

NOTE:
1. 2 BORINGS WERE PERFORMED TO IDENTIFY THE EXISTING ASPHALT PAVEMENT SECTION OF 2.5" ASPHALT, 6" GRANULAR BASE, COMPACTED SUBGRADE. NO ADDITIONAL PAY SHALL BE GIVEN FOR EXCAVATION IF EXISTING CONDITION DOES NOT MATCH THE ABOVE DESCRIBED CROSS SECTION.

LEGEND		QTY
(A)	EXCAVATION (ROADWAY)	24 CY
(B)	PLANE ASPH CONC PAV (2")	0 SY
(C)	ELIM EXT PAV MRK & MRKS (4")	2425 LF
(D)	ELIM EXT PAV MRK & MRKS (8")	0 LF
(E)	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F)	ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G)	ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H)	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I)	REMOVING CONC (DRIVEWAYS)	0 SY
(J)	REMOVING CONC (SIDEWALK OR RAMP)	0 SY

- NOTES:
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
 2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

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Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
T&PE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS

REMOVAL PLAN

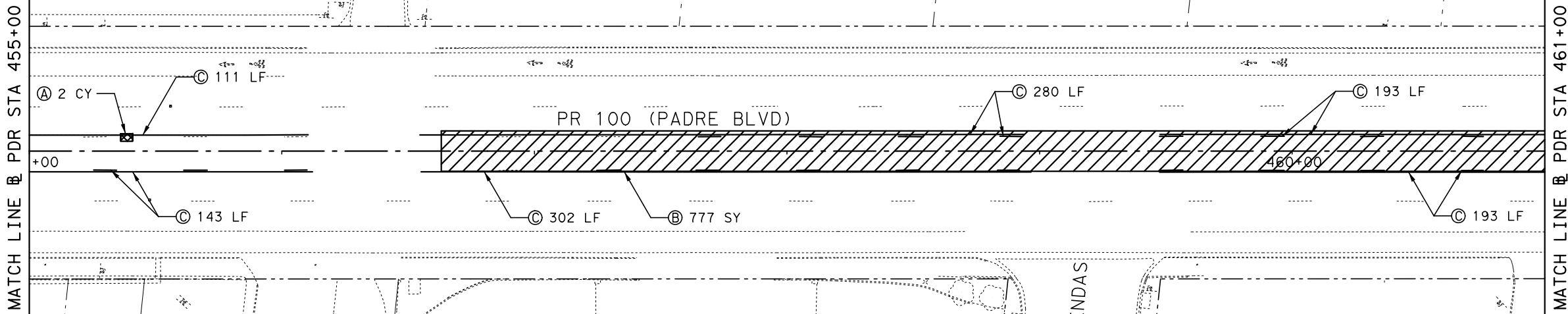
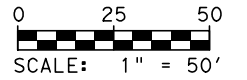
@ PDR
STA 443+00 TO STA 455+00

SHEET 12 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

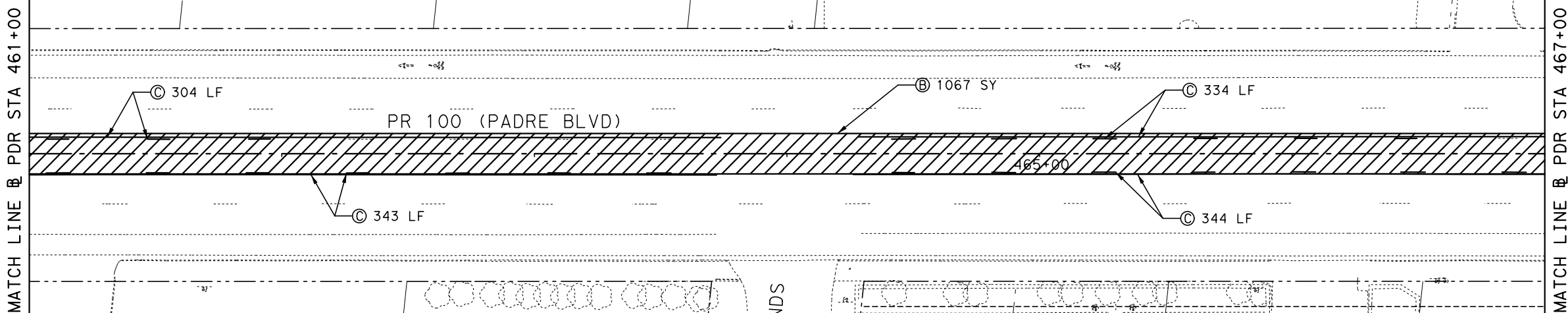
SHEET NO. 300

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NOTE:
 1. 2 BORINGS WERE PERFORMED TO IDENTIFY THE EXISTING ASPHALT PAVEMENT SECTION OF 2.5" ASPHALT, 6" GRANULAR BASE, COMPACTED SUBGRADE. NO ADDITIONAL PAY SHALL BE GIVEN FOR EXCAVATION IF EXISTING CONDITION DOES NOT MATCH THE ABOVE DESCRIBED CROSS SECTION.

VILLAS HACIENDAS DR



WHITE SANDS ST

LEGEND		QTY
(A)	EXCAVATION (ROADWAY)	2 CY
(B)	PLANE ASPH CONC PAV (2")	1844SY
(C)	ELIM EXT PAV MRK & MRKS (4")	2537LF
(D)	ELIM EXT PAV MRK & MRKS (8")	0 LF
(E)	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F)	ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G)	ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H)	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I)	REMOVING CONC (DRIVEWAYS)	0 SY
(J)	REMOVING CONC (SIDEWALK OR RAMP)	0 SY

- NOTES:
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
 2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

PRELIMINARY
 FOR REVIEW ONLY
 Not for construction, bidding, or permit purposes.
Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928

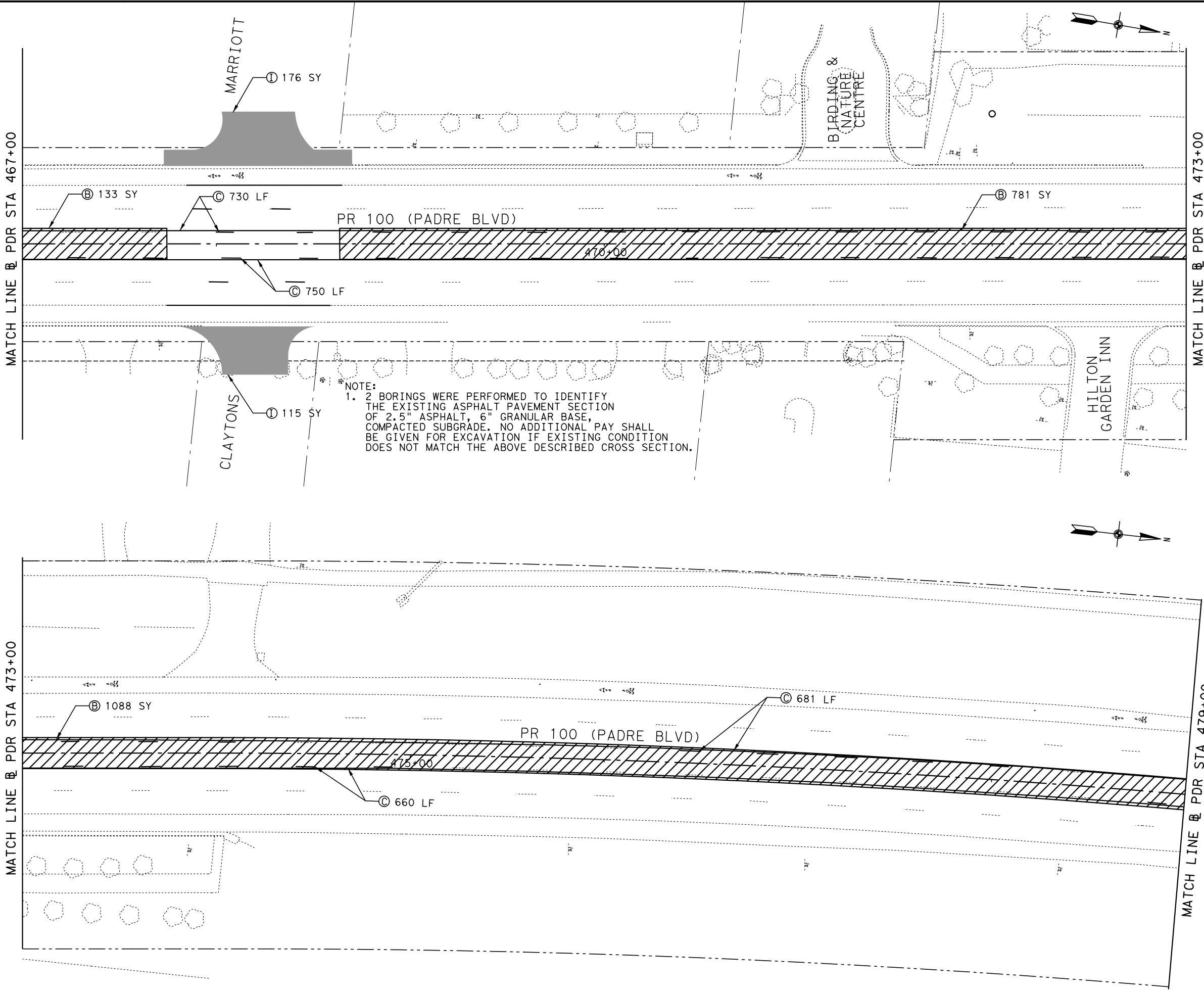


PR 100 ROADWAY IMPROVEMENTS
 REMOVAL PLAN
 PDR
 STA 455+00 TO STA 467+00
 SHEET 13 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 301

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NOTE:
 1. 2 BORINGS WERE PERFORMED TO IDENTIFY THE EXISTING ASPHALT PAVEMENT SECTION OF 2.5" ASPHALT, 6" GRANULAR BASE, COMPACTED SUBGRADE. NO ADDITIONAL PAY SHALL BE GIVEN FOR EXCAVATION IF EXISTING CONDITION DOES NOT MATCH THE ABOVE DESCRIBED CROSS SECTION.

LEGEND		QTY
(A)	EXCAVATION (ROADWAY)	0 CY
(B)	PLANE ASPH CONC PAV (2")	2002 SY
(C)	ELIM EXT PAV MRK & MRKS (4")	2821 LF
(D)	ELIM EXT PAV MRK & MRKS (8")	0 LF
(E)	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F)	ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G)	ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H)	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I)	REMOVING CONC (DRIVEWAYS)	270 SY
(J)	REMOVING CONC (SIDEWALK OR RAMP)	0 SY

- NOTES:
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
 2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

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 P. E. No. 100876, Date 11/6/2018

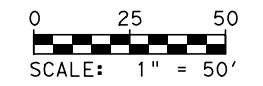
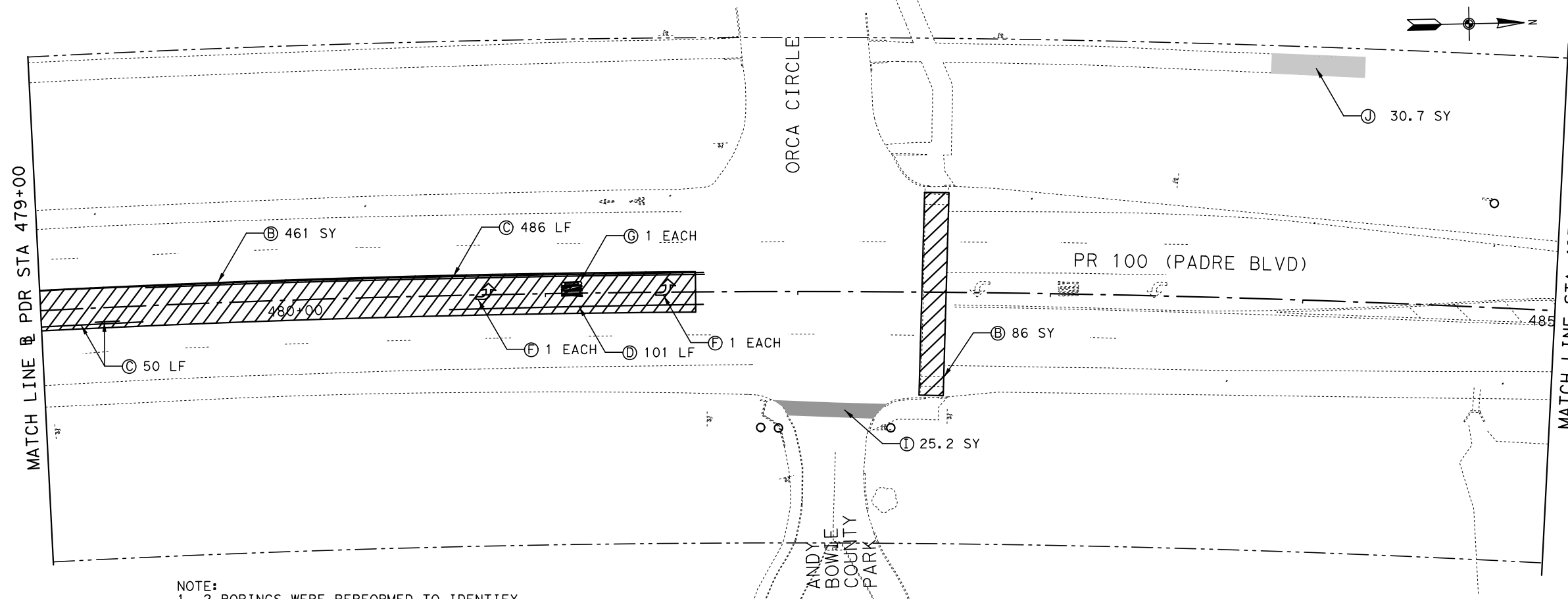
Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 REMOVAL PLAN
 @ PDR
 STA 467+00 TO STA 479+00
 SHEET 14 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	302
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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LEGEND		QTY
(A)	EXCAVATION (ROADWAY)	0 CY
(B)	PLANE ASPH CONC PAV (2")	461 SY
(C)	ELIM EXT PAV MRK & MRKS (4")	536 LF
(D)	ELIM EXT PAV MRK & MRKS (8")	101 LF
(E)	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F)	ELIM EXT PAV MRK & MRKS (ARROW)	2 EA
(G)	ELIM EXT PAV MRK & MRKS (ONLY)	1 EA
(H)	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I)	REMOVING CONC (DRIVEWAYS)	26 SY
(J)	REMOVING CONC (SIDEWALK OR RAMP)	31 SY

- NOTES:
1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
 2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

NOTE:
 1. 2 BORINGS WERE PERFORMED TO IDENTIFY THE EXISTING ASPHALT PAVEMENT SECTION OF 2.5" ASPHALT, 6" GRANULAR BASE, COMPACTED SUBGRADE. NO ADDITIONAL PAY SHALL BE GIVEN FOR EXCAVATION IF EXISTING CONDITION DOES NOT MATCH THE ABOVE DESCRIBED CROSS SECTION.

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

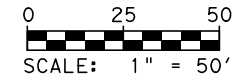
Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



PR 100 ROADWAY IMPROVEMENTS
 REMOVAL PLAN
 PDR
 STA 479+00 TO END PROJECT
 SHEET 15 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	SHEET NO.
6	N/A	PR 100	303
STATE	DISTRICT	COUNTY	
TEXAS	PHR	CAMERON	
CONTROL	SECTION	JOB	
N/A	N/A	N/A	

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LEGEND		QTY
(A)	EXCAVATION (ROADWAY)	22 CY
(B)	PLANE ASPH CONC PAV (2")	0 SY
(C)	ELIM EXT PAV MRK & MRKS (4")	0 LF
(D)	ELIM EXT PAV MRK & MRKS (8")	0 LF
(E)	ELIM EXT PAV MRK & MRKS (24")	0 LF
(F)	ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G)	ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H)	REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I)	REMOVING CONC (DRIVEWAYS)	43 SY
(J)	REMOVING CONC (SIDEWALK OR RAMP)	0 SY

NOTES:

1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

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Kimley»Horn

Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
T&PE REGISTERED ENGINEERING FIRM F-928

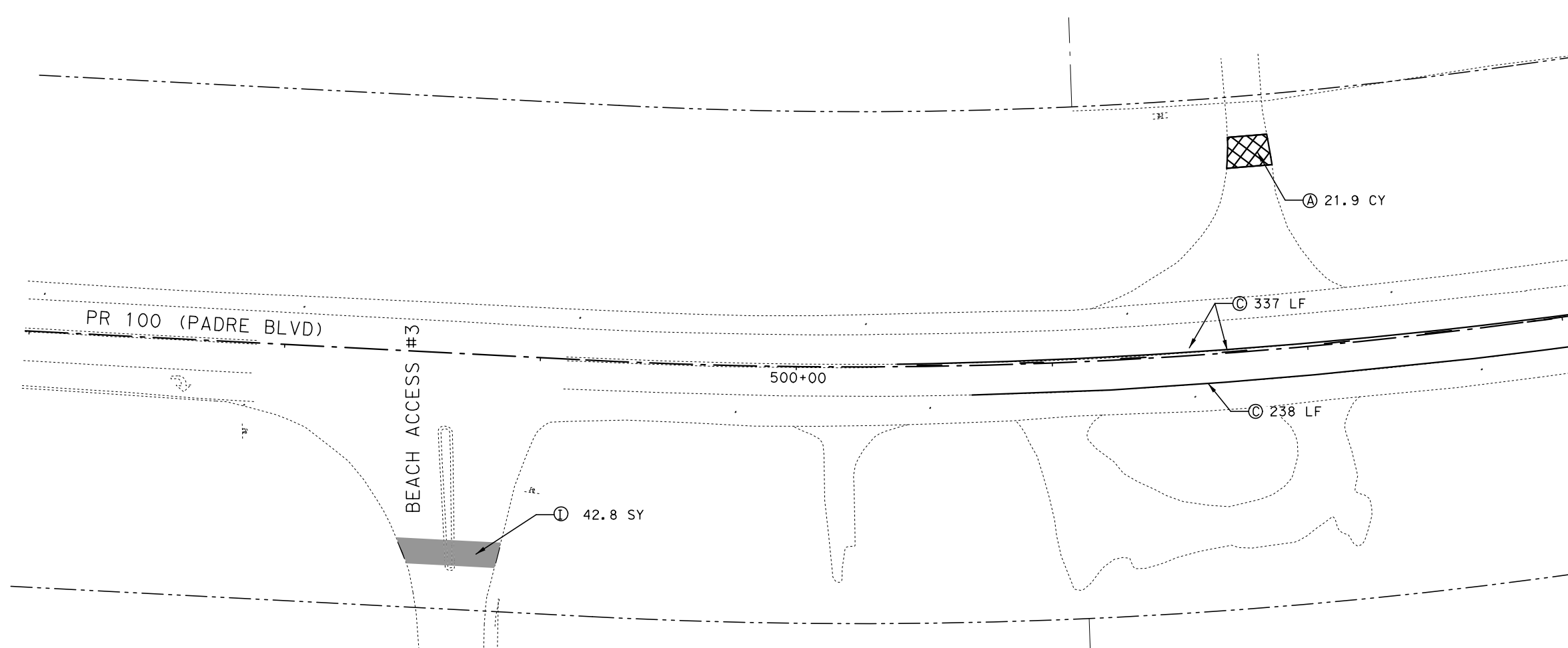
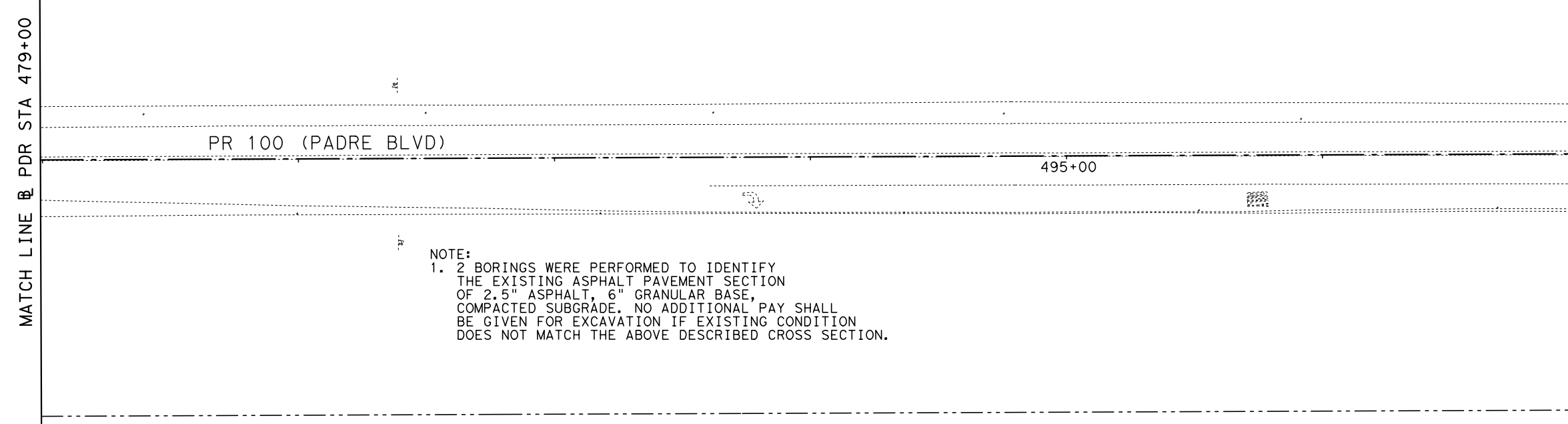


PR 100 ROADWAY IMPROVEMENTS
REMOVAL PLAN

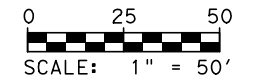
B PDR
STA 479+00 TO END PROJECT
SHEET 16 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

SHEET NO. 304



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LEGEND

	QTY
(A) EXCAVATION (ROADWAY)	0 CY
(B) PLANE ASPH CONC PAV (2")	105 SY
(C) ELIM EXT PAV MRK & MRKS (4")	1155 LF
(D) ELIM EXT PAV MRK & MRKS (8")	0 LF
(E) ELIM EXT PAV MRK & MRKS (24")	0 LF
(F) ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G) ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H) REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I) REMOVING CONC (DRIVEWAYS)	0 SY
(J) REMOVING CONC (SIDEWALK OR RAMP)	0 SY

NOTES:

1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

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Kimley»Horn
Engineer: THOMAS P. GRANT
P. E. No. 100876, Date 11/6/2018

Kimley»Horn
TYPE REGISTERED ENGINEERING FIRM F-928

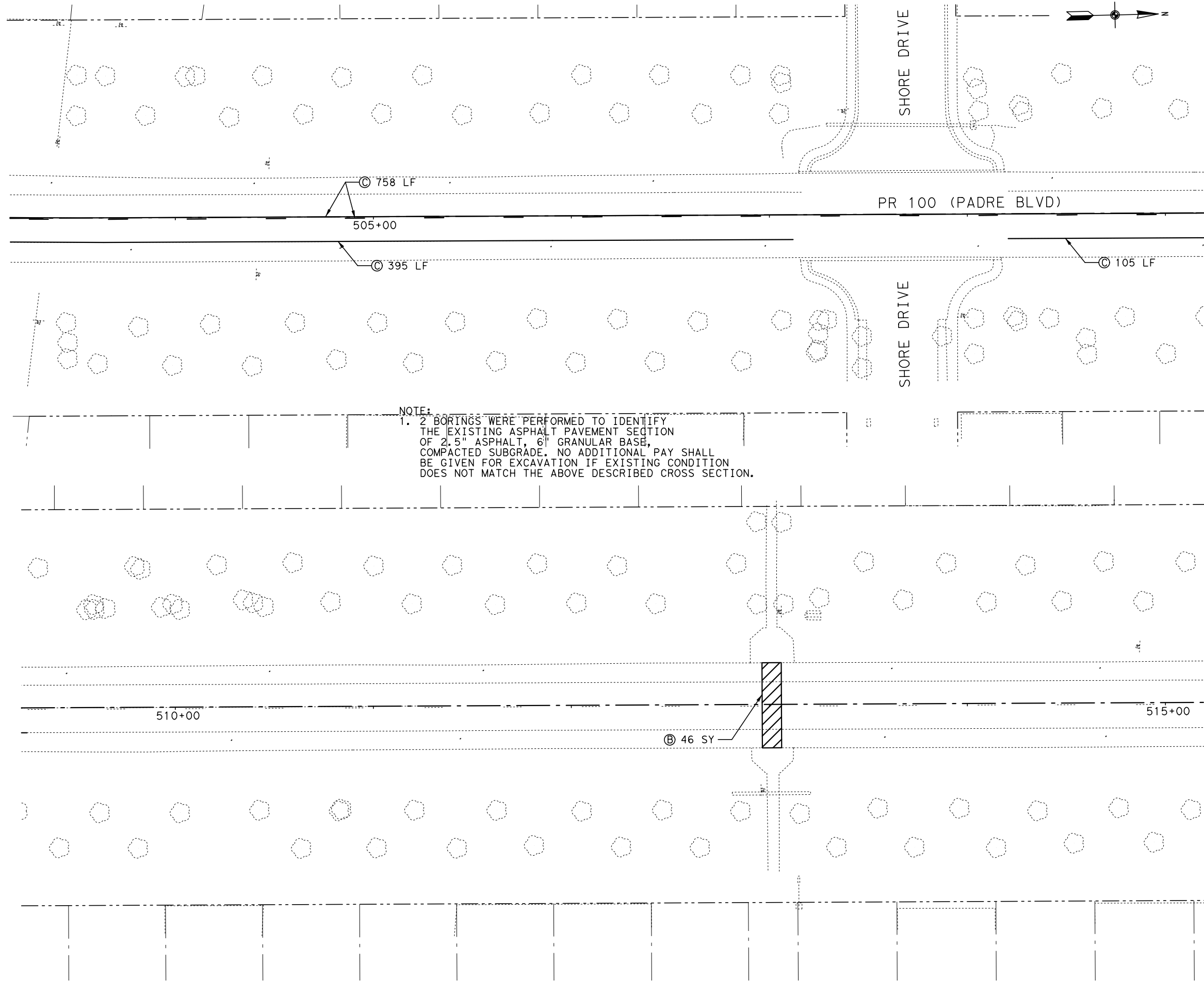


PR 100 ROADWAY IMPROVEMENTS
REMOVAL PLAN

B PDR
STA 479+00 TO END PROJECT

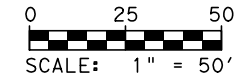
SHEET 17 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	305
CONTROL	SECTION	JOB	
N/A	N/A	N/A	



NOTE:
1. 2 BORINGS WERE PERFORMED TO IDENTIFY THE EXISTING ASPHALT PAVEMENT SECTION OF 2.5" ASPHALT, 6" GRANULAR BASE, COMPACTED SUBGRADE. NO ADDITIONAL PAY SHALL BE GIVEN FOR EXCAVATION IF EXISTING CONDITION DOES NOT MATCH THE ABOVE DESCRIBED CROSS SECTION.

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LEGEND

	QTY
(A) EXCAVATION (ROADWAY)	29 CY
(B) PLANE ASPH CONC PAV (2")	0 SY
(C) ELIM EXT PAV MRK & MRKS (4")	0 LF
(D) ELIM EXT PAV MRK & MRKS (8")	0 LF
(E) ELIM EXT PAV MRK & MRKS (24")	0 LF
(F) ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G) ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H) REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I) REMOVING CONC (DRIVEWAYS)	160 SY
(J) REMOVING CONC (SIDEWALK OR RAMP)	0 SY

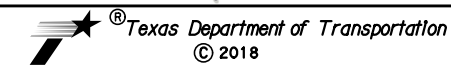
NOTES:

1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

PRELIMINARY
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Kimley»Horn
 Engineer: THOMAS P. GRANT
 P. E. No. 100876, Date 11/6/2018

Kimley»Horn
 TBPE REGISTERED ENGINEERING FIRM F-928



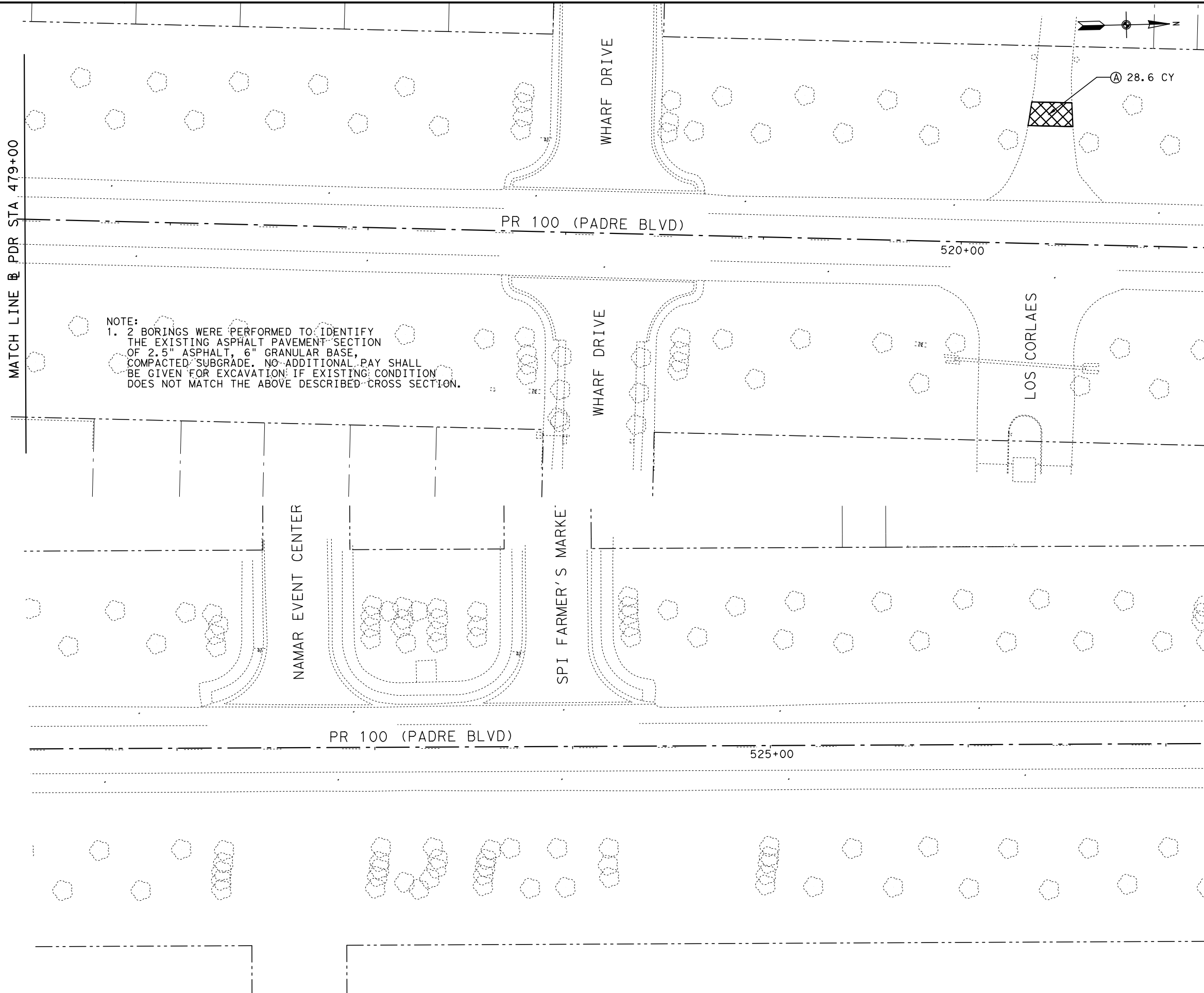
PR 100 ROADWAY IMPROVEMENTS

REMOVAL PLAN

PR PDR
 STA 479+00 TO END PROJECT

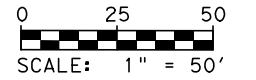
SHEET 18 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.	
6	N/A	PR 100	
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	CAMERON	306
CONTROL	SECTION	JOB	
N/A	N/A	N/A	



NOTE:
 1. 2 BORINGS WERE PERFORMED TO IDENTIFY THE EXISTING ASPHALT PAVEMENT SECTION OF 2.5" ASPHALT, 6" GRANULAR BASE, COMPACTED SUBGRADE. NO ADDITIONAL PAY SHALL BE GIVEN FOR EXCAVATION IF EXISTING CONDITION DOES NOT MATCH THE ABOVE DESCRIBED CROSS SECTION.

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LEGEND

	QTY
(A) EXCAVATION (ROADWAY)	99 CY
(B) PLANE ASPH CONC PAV (2")	57 SY
(C) ELIM EXT PAV MRK & MRKS (4")	0 LF
(D) ELIM EXT PAV MRK & MRKS (8")	0 LF
(E) ELIM EXT PAV MRK & MRKS (24")	0 LF
(F) ELIM EXT PAV MRK & MRKS (ARROW)	0 EA
(G) ELIM EXT PAV MRK & MRKS (ONLY)	0 EA
(H) REMOVE DELIN & OBJECT MARKER ASSMS	0 EA
(I) REMOVING CONC (DRIVEWAYS)	0 SY
(J) REMOVING CONC (SIDEWALK OR RAMP)	0 SY

NOTES:

1. RPMS, DELINEATORS, AND OBJECT MARKERS REMOVALS ARE CONSIDERED SUBSIDIARY TO ITEM 677, "ELMI EXT PAV MRK & MRKS" AND NOT PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
2. REFER TO PAVING SHEETS FOR DETAILS ON PLANTER BOX AND CONCRETE FLUME INSTALLATION AND DEPTH.

No.	Revision	By	Date

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Kimley»Horn
Engineer THOMAS P. GRANT
P.E. No. 100876 Date 11/6/2018

Kimley»Horn
T&PE REGISTERED ENGINEERING FIRM F-928



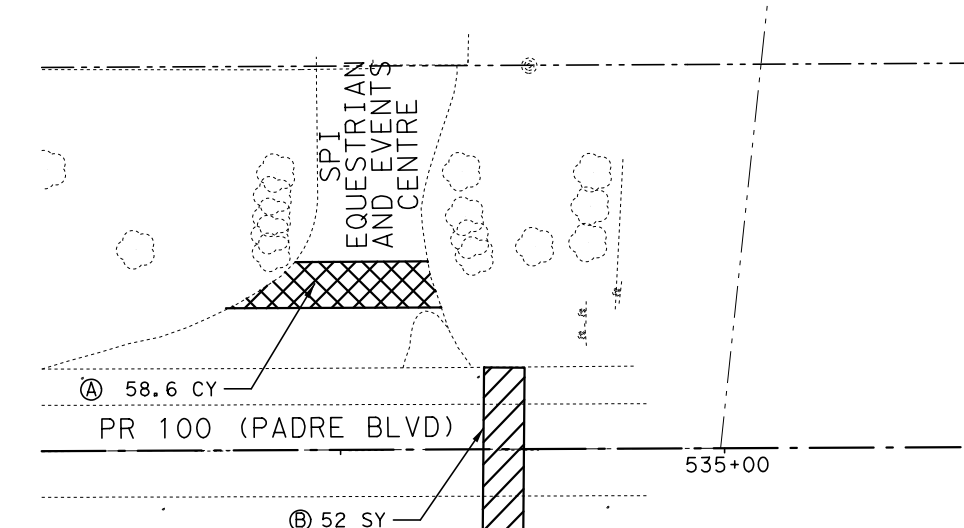
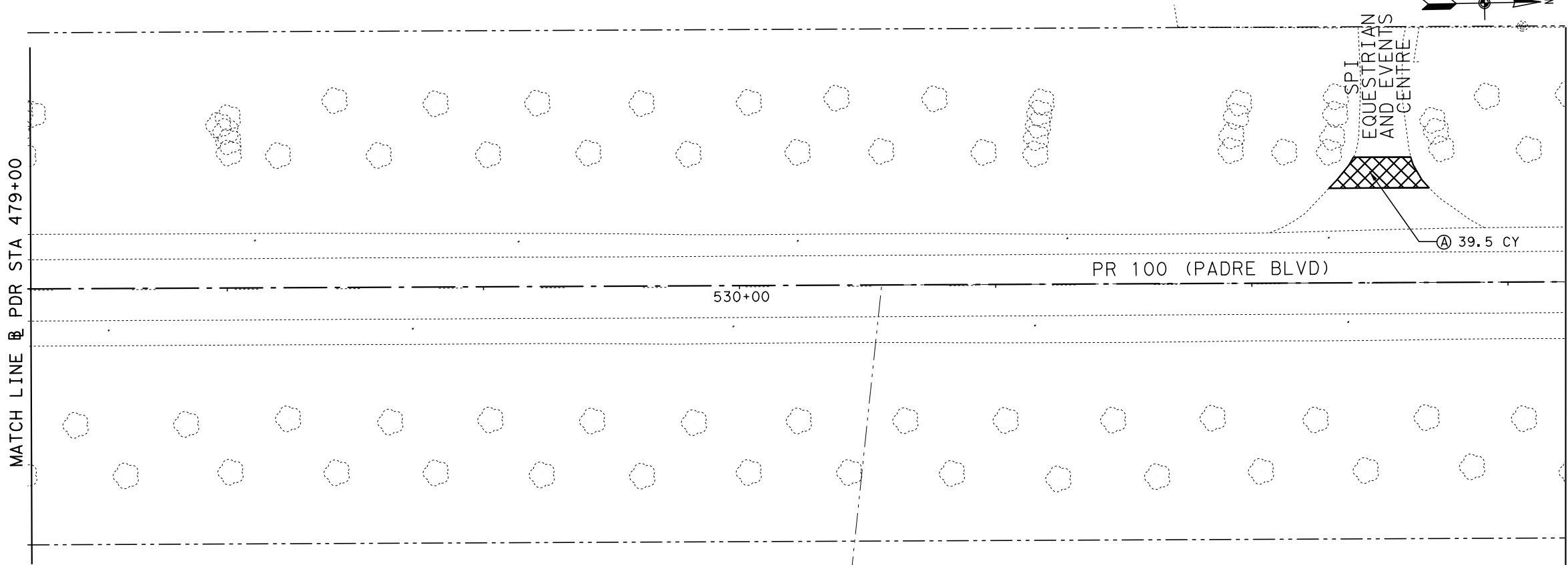
PR 100 ROADWAY IMPROVEMENTS

REMOVAL PLAN

PDR
STA 479+00 TO END PROJECT
SHEET 19 OF 19

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	N/A	PR 100
STATE	DISTRICT	COUNTY
TEXAS	PHR	CAMERON
CONTROL	SECTION	JOB
N/A	N/A	N/A

307



NOTE:

1. 2 BORINGS WERE PERFORMED TO IDENTIFY THE EXISTING ASPHALT PAVEMENT SECTION OF 2.5" ASPHALT, 6" GRANULAR BASE, COMPACTED SUBGRADE. NO ADDITIONAL PAY SHALL BE GIVEN FOR EXCAVATION IF EXISTING CONDITION DOES NOT MATCH THE ABOVE DESCRIBED CROSS SECTION.