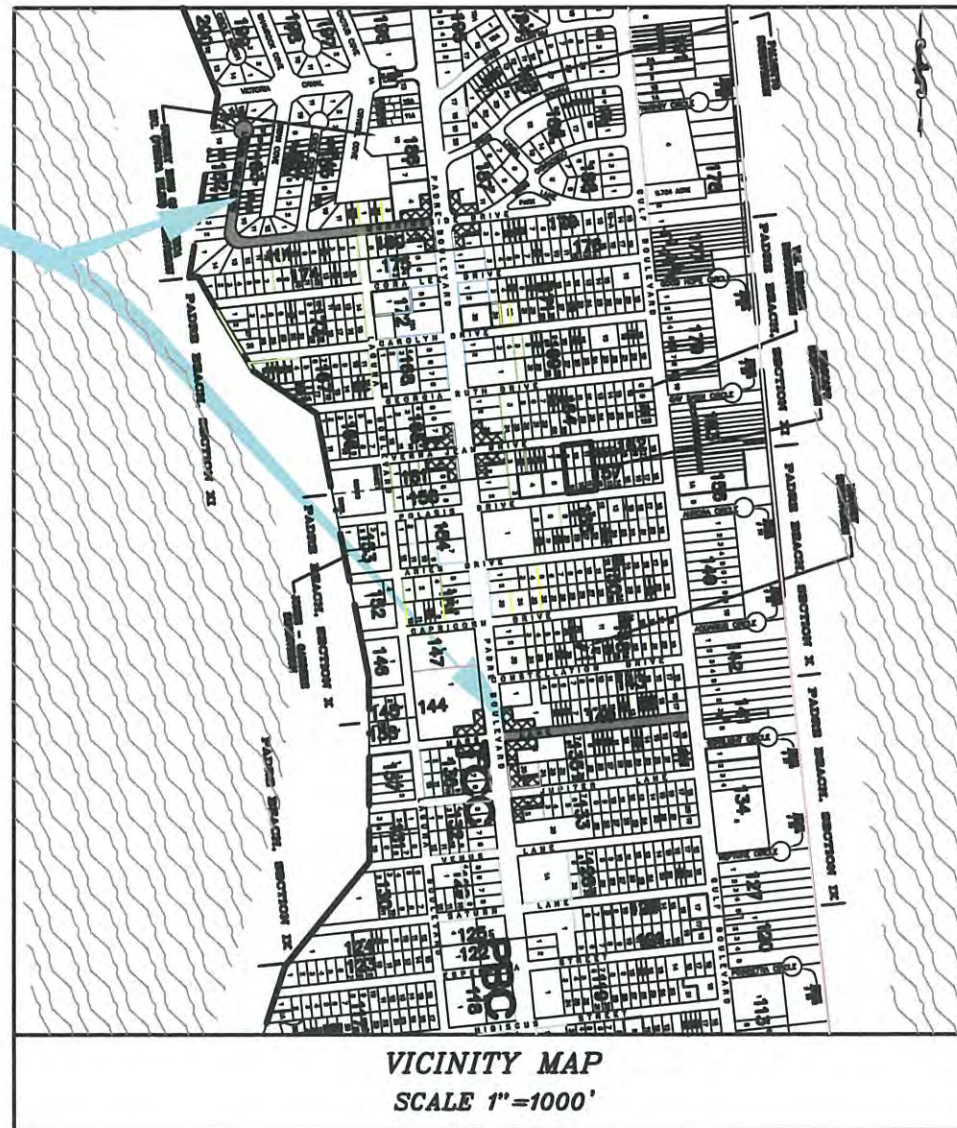


CONSTRUCTION PLANS FOR 2023 SIDE STREET IMPROVEMENTS, PHASE 1

E. MARS LANE, LAGUNA CIRCLE SOUTH
AND W. MORNINGSIDE DRIVE

PROJECT
LOCATION



INDEX OF SHEETS	
DESCRIPTION	SHEET NO.
TITLE SHEET,	1
CONSTRUCTION NOTES	2
PAVEMENT DETAILS	3
EXISTING & PROPOSED TYPICAL SECTIONS (MARS LANE),	4
REMOVAL PLAN STA. 7+00 TO 17+00 (MARS LANE),	5
REMOVAL PLAN STA. 17+00 TO END (MARS LANE),	6
PLAN AND PROFILE STA. 7+00 TO 12+00 (MARS LANE),	7
PLAN AND PROFILE STA. 12+00 TO 17+00 (MARS LANE),	8
PLAN AND PROFILE STA. 17+00 TO END (MARS LANE),	9
EXISTING & PROPOSED TYPICAL SECTIONS (LAGUNA CIRCLE SOUTH),	10
EXISTING & PROPOSED TYPICAL SECTIONS (MORNINGSIDE DRIVE),	11
REMOVAL PLAN STA. 10+00 TO 14+00 (LAGUNA CIRCLE SOUTH),	12
REMOVAL PLAN STA. 14+00 TO 19+00 (LAGUNA CIR. S./MORNINGSIDE DR),	13
REMOVAL PLAN STA. 19+00 TO 24+00 (MORNINGSIDE DRIVE),	14
REMOVAL PLAN STA. 24+00 TO 29+00 (MORNINGSIDE DRIVE),	15
PLAN AND PROFILE STA. 10+00 TO 14+00 (LAGUNA CIRCLE SOUTH),	16
PLAN AND PROFILE STA. 14+00 TO 19+00 (LAGUNA CIR./MORNINGSIDE),	17
PLAN AND PROFILE STA. 19+00 TO 24+00 (MORNINGSIDE DRIVE),	18
PLAN AND PROFILE STA. 24+00 TO 29+00 (MORNINGSIDE DRIVE),	19
DRAINAGE DETAILS,	20
SITE DETAIL SHEET	21
PEDESTRIAN FACILITIES CURB RAMPS,	22-25
BARRICADE & CONSTRUCTION GENERAL NOTES,	26-37
TYPICAL STANDARD PAVEMENT MARKINGS,	38-40
SIGN MOUNTING DETAILS,	41
PLANTING AND ESTABLISHMENT,	42
SWP3 DETAILS,	43-53

SOUTH PADRE ISLAND CITY COUNCIL

- | | |
|---------------|------------------|
| MAYOR | PATRICK McNULTY |
| MAYOR PRO-TEM | JOE RICCO |
| MEMBER | KEN MEDDERS, JR. |
| MEMBER | EVA JEAN DALTON |
| MEMBER | REES LANGSTON |
| MEMBER | KERRY SCHWARTZ |



03-15-2023

2023 SIDE STREET IMPROVEMENTS
PHASE 1

TITLE
SHEET

PUBLIC WORKS



4601 PADRE BLVD,
SOUTH PADRE ISLAND
TEXAS 78597
(956) 761-8158
Fax (956) 761-3898

SCALE: AS SHOWN	REVISIONS:	SHEET
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DATE: 03/14/2023		OF 53
FILE: MARS		



IN
SOUTH PADRE ISLAND
TEXAS

MARCH 14, 2023

PROJECT NOTES:

1. THE LOCATION, ELEVATIONS AND DIMENSIONS OF ALL EXISTING UTILITIES SHOWN ON THE PLANS WERE OBTAINED FROM AVAILABLE UTILITY COMPANY RECORDS AND PLANS WHICH ARE CONSIDERED APPROXIMATES. 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.
2. THE CONTRACTOR SHALL BE RESPONSIBLE IN MARKING ALL UTILITIES BEFORE COMMENCING CONSTRUCTION. CONTRACTOR TO NOTIFY TEXAS 811 (800-DIG-TESS OR WWW.TEXAS811.ORG).
3. 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. UTILITY COMPANIES SHALL BE NOTIFIED AT LEAST TEN (10) DAYS IN ADVANCE OF CONSTRUCTION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE IN PROVIDING ALL CONSTRUCTION STAKING.
5. PREPARATION OF RIGHT OF WAY FOR CONSTRUCTION OPERATIONS SHALL INCLUDE REMOVAL AND DISPOSAL OF ALL OBSTRUCTIONS FROM THE RIGHT OF WAY AND FROM DESIGNATED EASEMENT. THIS ITEM SHALL INCLUDE THE REMOVAL OF TREES AND SHRUBS AND OTHER LANDSCAPE FEATURES NOT DESIGNATED FOR PRESERVATION OR RELOCATED.
6. THE CONTRACTOR SHALL BE RESPONSIBLE TO HAVE REPAIRED ANY DAMAGE TO STREETS OF THE CITY CAUSED BY DELIVERY OF MATERIALS AND/OR SUPPLIED TO THE CONSTRUCTION SITE, OR BY THE OPERATION OF EQUIPMENT AND SHALL MAKE REPAIRS IN THE MANNER AND TIME PROVIDED BY CITY INSPECTOR.
7. NON-RUBBER WHEELED VEHICLES ARE PROHIBITED FROM BEING PLACED UPON OR OPERATED UPON ANY PAVED STREET WITHIN THE CITY. (Ord. No. 71A, 8-4-1982)
8. 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.
9. NO PERSON MAY REMOVE OR OTHERWISE DISPOSE OF ANY FILL MATERIALS THAT ARE GENERATED AS A RESULT OF EXCAVATION WORK WITHIN THE CITY RIGHT-OF-WAYS WITHOUT THE PRIOR APPROVAL OF THE CITY. (Ord. No. 86, 11-24-1980)
10. ALL MATERIALS GENERATED AS A RESULT OF EXCAVATION OR WORK DONE WITHIN THE CITY'S RIGHT-OF-WAYS SHALL FIRST BE OFFERED TO THE CITY FOR USE AND/OR DISPOSAL. IF THE CITY HAS NO USE FOR SAID MATERIALS, THEN THE PARTY EXCAVATING MAY DISPOSE OF THE MATERIALS IN ANY OTHER MANNER HE SEES FIT, EXCEPT THAT NO EXCAVATED MATERIALS REMOVED FROM THE CITY'S RIGHT-OF-WAY MAY BE REMOVED FROM THE CITY'S CITY LIMITS. (Ord. No. 86, 11-24-1980)
11. EXCAVATED FILL MATERIALS REMOVED FROM THE CITY'S RIGHT OF WAY WILL BE USED ON DESIGNATED AREAS WITHIN THE CITY LIMITS OF THE CITY. THE CITY HAS A LIST OF LOTS (50'x125' TYPICAL) IN WHICH IT MAY BE DISPOSED OF. THE EXCAVATED MATERIAL MUST BE FREE OF DEBRIS.
12. THE CONTRACTOR SHALL NOT MIX BROKEN CONCRETE AND SALVAGE MATERIAL WITH EXCAVATED FILL DIRT. THE CONTRACTOR SHALL HAVE THREE SEPRATE PILES IN ORDER TO PREVENT CROSS CONTAMINATION.
13. ALL CONCRETE DEBRIS FROM REMOVAL OF DRIVEWAYS AND REMOVAL OF STORM DRAINAGE INELT, MANHOLES, PIPES, ETC. SHALL BE REMOVED WITH 15 DAYS OF THE DATE OF REMOVAL AND SHALL BE DESPOSED OFF PROPERLY. THE REMOVAL OF THE DEBRIS WILL BE SUSIDERY TO THE REMOVAL LINE ITEMS.
14. THE CONTRACTOR SHALL BE RESPONSIBLE IN OBTAINING ALL REQUIRED PERMITS. A RIGHT OF WAY (R.O.W.) PERMIT AND EASEMENT PERMIT SHALL BE OBTAINED PRIOR TO ANY CONSTRUCTION WORK ON CITY R.O.W. OR EASEMENT RESPECTIVELY.
15. CONTRACTOR WILL NOT BLOCK DRAINAGE WHEN HANDLING AND STOCKPILING EXCAVATED MATERIAL AND SHALL MAINTAIN POSITIVE DRAINAGE DURING ALL PHASES OF CONSTRUCTION.
16. CONTRACTOR TO MAINTAIN ACCESS TO DRIVEWAYS AND INTERSECTIONS THROUGH ALL PHASES OF CONSTRUCTION.
13. FOR PROPERTIES WITH A SINGLE DRIVE, DRIVEWAYS SHALL BE CONSTRUCTED SO THAT ONE HALF OF THE DRIVE IS OPEN AT ALL TIMES. IF CONSTRUCTING THE DRIVE IN TWO HALVES WILL NOT ALLOW ACCESS TO THE PROPERTY, TEMPORARY ALL-WEATHER ACCESS SHALL BE PROVIDED. NO PORTION OF THE DRIVE SHALL BE CLOSED FOR A PERIOD LONGER THAN CALENDAR DAYS.
14. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF SOUTH PADRE ISLAND SPECIFICATIONS UNLESS OTHERWISE ON THE APPROVED PLANS.

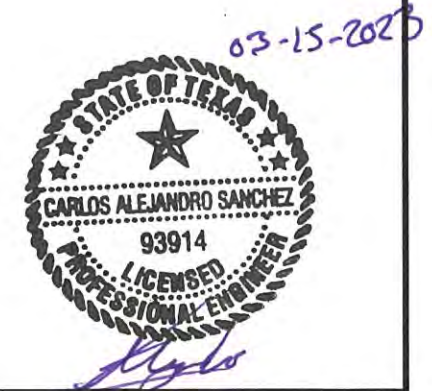
15. TRENCH EXCAVATIONS WITH A DEPTH OF 5 FEET OR MORE SHALL HAVE APPROPRIATE TRENCH PROTECTION SUCH AS SHEETING, SHORING AND BRACING PER OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) STANDARDS. THE CONTRACTOR SHALL ABIDE BY ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS GOVERNING EXCAVATION. TRENCH SIDE SLOPES SHALL MEET OSHA STANDARDS THAT ARE IN EFFECT AT THE TIME OF CONSTRUCTION.
16. CONTRACTOR TO PROTECT EXPOSED PITS THAT MUST REMAIN OPEN DURING NON-WORKING HOURS AS PER OSHA REQUIREMENTS.
17. CONTRACTOR SHALL PROVIDE TEMPORARY FENCING TO PROTECT PEDESTRIANS FROM ANY ACTIVE WORK SITES AREA.
18. MOBILIZATION SHALL BE IN ACCORDANCE TXDOT ITEM 500. THE CONTRACTOR SHALL BE AWARE THAT THE RIGHT-OF-WAY IS LIMITED TO 50' AND EMPTY LOTS NEAR THE CONSTRUCTION SITE MAY BE LIMITED IN THE AMOUNT AND SIZE. THE CONTRACTOR SHALL BE RESPONSIBLE IN OBTAINING ITS OWN CONSTRUCTION STAGING AREA(S). ANY STAGING AREAS, ELECTED TO BE USED SHALL BE MAINTAINED. THE CITY HAS AN ORDINANCE FOR GARBAGE, TRASH, WEEDS AND OTHER WASTE MATERIAL. ANY TEMPORARY STUCTURE TO BE USED SHALL COMPLY WITH CITY ORDINANCE SECTON 20-11 (D).
19. TRAFFIC CONTROL SHALL BE IN COMPLIANCE WITH TXMUTCD and TxDOT ITEM 502.


SURVEY NOTES:

1. THE SURVEY AND ELEVATIONS WERE OBTAINED BY THE CITY USING A TRIMBLE R12i.
2. BENCHMARK INFORMATION ARE SHOWN ON VARIOUS PLAN SHEETS.
3. THE CONTRACTOR SHALL VERIFY BENCHMARKS FOR ACCURACY AND VERIFY EXISTING ELEVATIONS BEFORE SETTING GRADES. CITY STAFF WILL WORK CLOSELY WITH THE CONTRACTOR TO MAKE ANY PROPOSED ELEVATION ADJUSTMENTS, IF NEEDED.

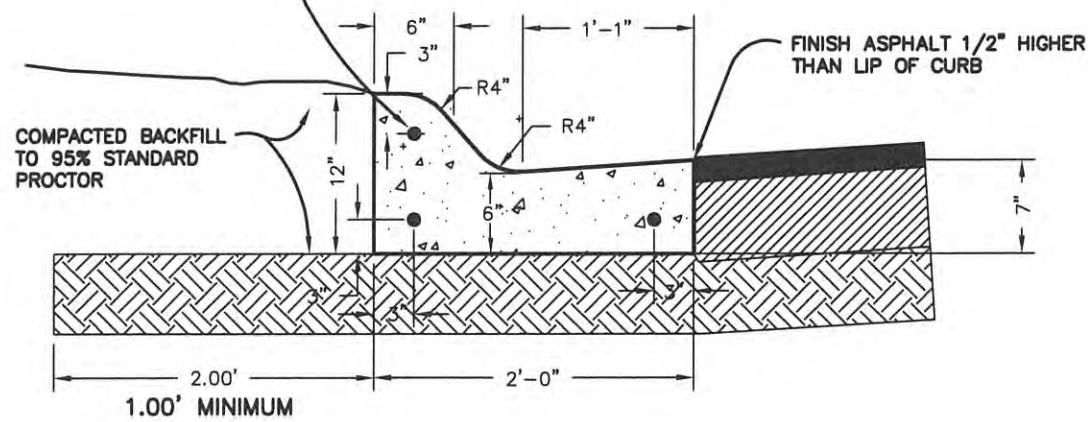
IDENTIFICATION KEY:

- (D#) - DRIVEWAY (ASPHALT/CONCRETE). SEE DRIVEWAY SCHEDULE.
- (I#) - INLET (CURB/GRATE). SEE INLET SCHEDULE.
- (M#) - STORM DRAIN MANHOLE. SEE INLET SCHEDULE.
- (P#) - STORM DRAIN PIPE. SEE STORM DRAIN PIPE SCHEDULE.
- (S#) - SIDEWALK



2023 SIDE STREET IMPROVEMENTS PHASE 1		
PROJECT NOTES		
PUBLIC WORKS		
 4601 PADRE BLVD, SOUTH PADRE ISLAND TEXAS 78597 (956) 761-8158 Fax (956) 761-3898		
SCALE: AS SHOWN	REVISIONS:	SHEET
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DATE: 03/14/2023		OF 53
FILE: MORNINGSIDE		

NO. 4 X 3' SMOOTH DOWELS
AT EXPANSION JOINTS (ONLY)



1 CURB & GUTTER DETAIL
SCALE: 1" = 1'

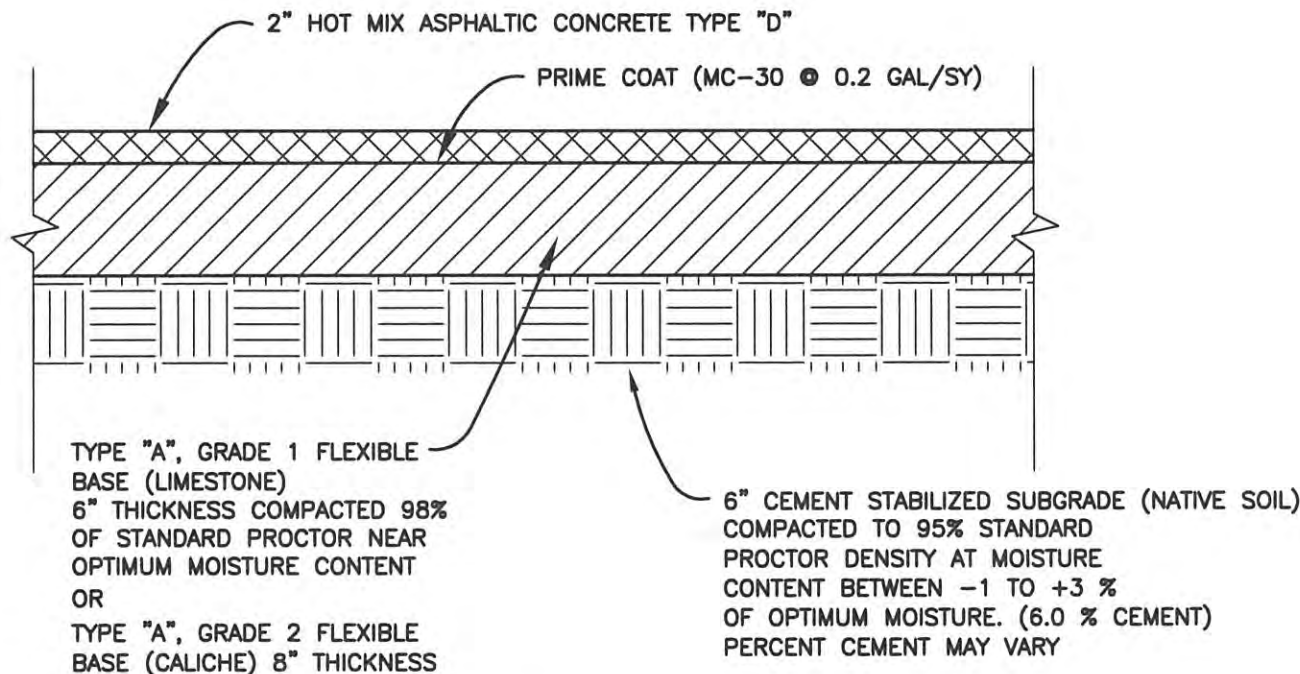
NOTE:

Expansion joints will be placed at curb returns, inlets, and end of each pour with intervals not to exceed 40 L.F. Joints will consist of 1/2" pre-molded expansion joint material with 3 - 3/8" x 1/2" dowels, one end greased and wrapped. Care must be taken that the dowels are straight and laid parallel with curb and no concrete "plugs" or other material be allowed through the dowel holes or expansion material that would prevent joint from operating as an expansion joint. Expansion joint material shall be pre-molded asphalt impregnated expansion joint material conforming to ASTM D 994 (NOT WOOD FIBER TYPE)

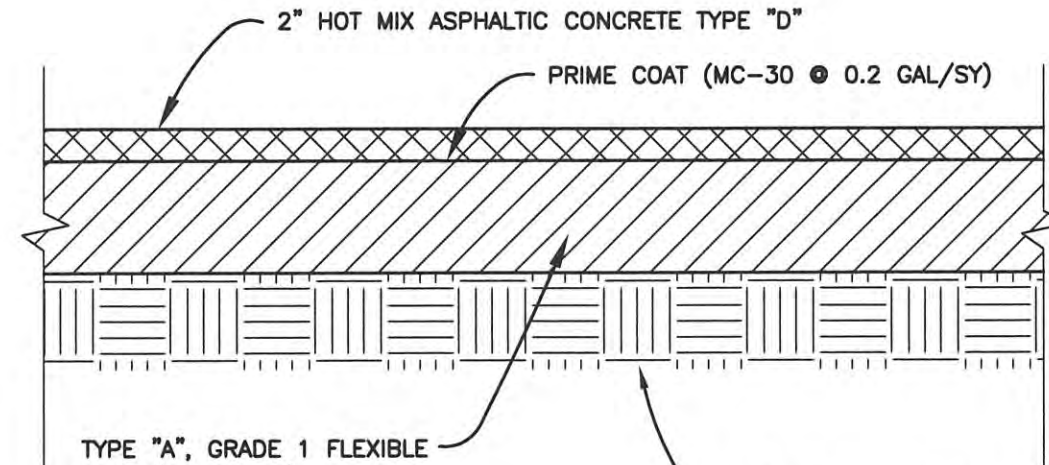
Dummy joints shall be 2" deep and placed at 10 ft. intervals.

Concrete shall be 3000 psi conforming to the requirement of "Reinforced Concrete Structures", when not shown on the drawings, and shall also contain 1.5 lbs. of fibermesh per cubic yard.

All exposed concrete surfaces, (sidewalks, concrete pavement, curb & gutter, etc.) shall be treated with curing compound, resin base ASTM C 309, Type 2 with pigmented tint of fugitive dye.



NEW SECTION



TYPE "A", GRADE 1 FLEXIBLE
BASE (LIMESTONE)
5" THICKNESS COMPACTED 98%
OF STANDARD PROCTOR NEAR
OPTIMUM MOISTURE CONTENT
OR
TYPE "A", GRADE 2 FLEXIBLE
BASE (CALICHE) 6" THICKNESS

6" CEMENT STABILIZED SALVAGE MATERIAL
COMPACTED TO 95% STANDARD
PROCTOR DENSITY AT MOISTURE
CONTENT BETWEEN -1 TO +3 %
OF OPTIMUM MOISTURE. (4.0 % CEMENT)

RECLAIM SECTION

2 ASPHALT PAVEMENT

2" THICK HOT MIX ASPHALTIC CONCRETE TYPE "D" MEETING THE REQUIREMENTS OF 1995 TXDOT SPECIFICATION ITEM 340 AND SPECIFIC CRITERIA FOR JOB MIXING.

HVEEM STABILITY SHALL BE AT LEAST 40.

COMPACTION STABILITY SHALL BE BETWEEN 91 AND 95 PERCENT OF MAXIMUM THEORETICAL DENSITY.

ASPHALTIC CEMENT CONTENT SHALL BE WITHIN TOLERANCE OF ±3 PERCENT OF SPECIFIC MIX DESIGN.

75 TO 85 PERCENT OF THE VOIDS OF THE MINERAL AGGREGATE SHALL BE FILLED WITH ASPHALTIC CEMENT.

SALVAGE COURSE:

THE PROPOSED STABILIZED SALVAGE COURSE SHALL INCLUDE THE EXISTING HMAC (ACP), EXISTING BASE AND EXISTING SUBGRADE. THE PROPOSED SALVAGE COURSE SHALL BE SCARIFIED, REMOVED AND REPLACED. THE SALVAGE SHALL BE MIXED AND SPREAD EVENLY WITHIN THE SUBGRADE LIMITS BEFORE CEMENT IS ADDED.

THE EXISTING HMAC IS ASSUMED TO BE 2", AND THE EXISTING BASE IS ASSUMED TO BE 6". A TOTAL OF 8" WITHIN THE LIMITS OF THE EXISTING PAVEMENT WILL BE SALVAGED FOR USE FOR THE SUBGRADE MATERIAL. AN ADDITIONAL 2" TO 5" OF EXISTING SUBGRADE SHALL BE REMOVED AND STOCKPILED FOR USED AS FILL. EXCAVATION WITHIN THE LIMITS OF THE SUBGRADE LIMITS (33') WILL BE SUBSIDIARY TO THE 6" SALVAGE MATERIAL UNLESS OTHERWISE NOTED.



MINIMUM STRUCTURAL NUMBER: 2.64

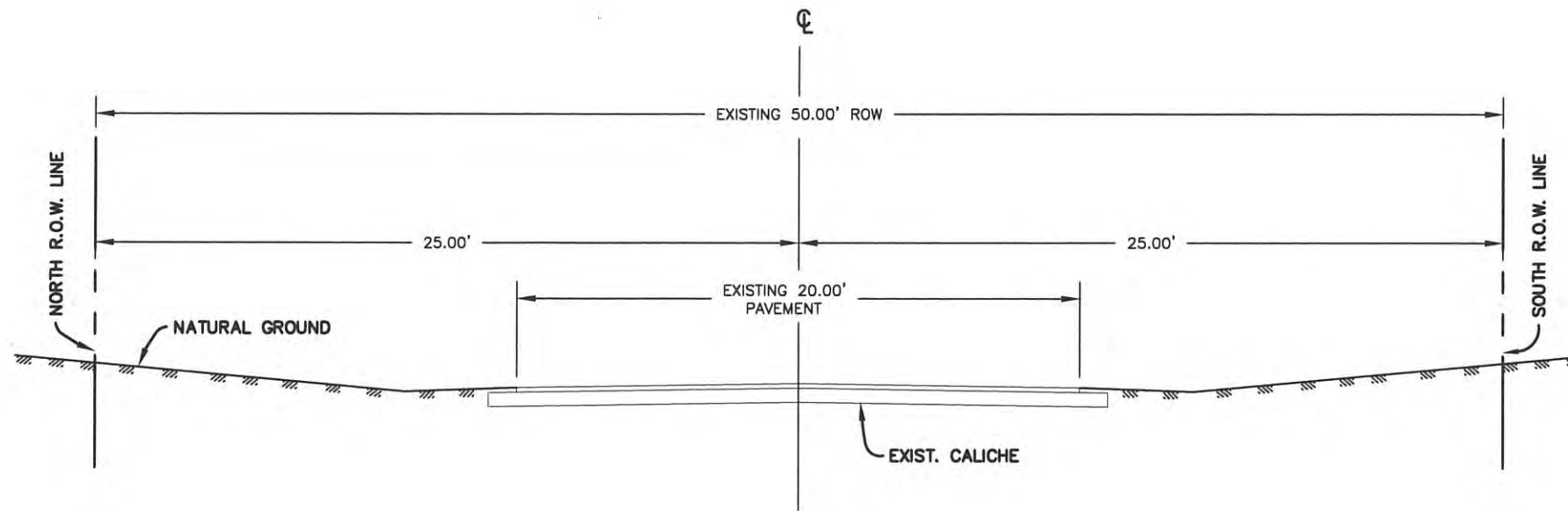
2023 SIDE STREETS IMPROVEMENTS, PASE 1

PAVEMENT DETAILS

PUBLIC WORKS

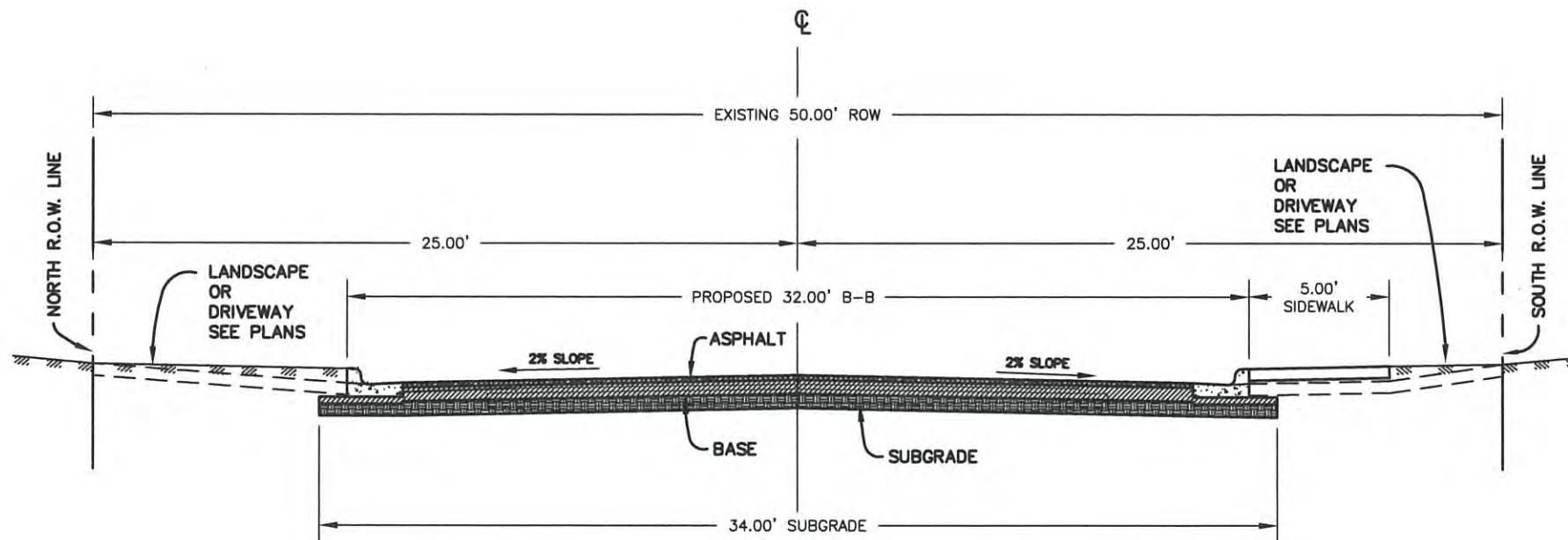
4801 PADRE BLVD,
SOUTH PADRE ISLAND
TEXAS 78597
(956) 761-8158
Fax (956) 761-3898

SCALE: AS SHOWN	REVISIONS:	SHEET
DRAWN BY: CAS		3
DATE: 03/14/2023		OF 53
FILE: MARS		



EXISTING
50' ROW TYPICAL SECTION
 SCALE: 1/8" = 1'

MARS LANE



PROPOSED
50' ROW TYPICAL SECTION
 SCALE: 1/8" = 1'

MARS LANE



2023 SIDE STREET IMPROVEMENTS
 PHASE 1

MARS LANE
 EXISTING & PROPOSED
 TYPICAL SECTIONS

PUBLIC WORKS

South Padre Island

4601 PADRE BLVD,
 SOUTH PADRE ISLAND
 TEXAS 78697
 (956) 761-8168
 Fax (956) 761-3898

SCALE: AS SHOWN	REVISIONS:	SHEET
DRAWN BY: CAS		4
DATE: 04/14/2023		OF 53
FILE: MARS		

7+00

PADRE BLVD.

8+00

9+00

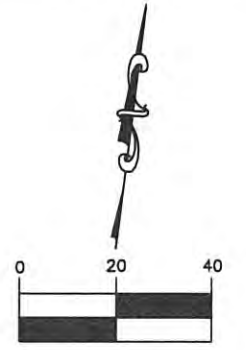
10+00

11+00

12+00

E. MARS LANE

MATCHLINE STA. 12+00



(IN FEET)
1 inch = 40 ft.

MATCHLINE STA. 12+00

8

9

10

11

12

13

14

15

16

17

12+00

13+00

14+00

15+00

16+00

17+00

MATCHLINE STA. 17+00



2023 SIDE STREETS IMPROVEMENTS, PHASE 1

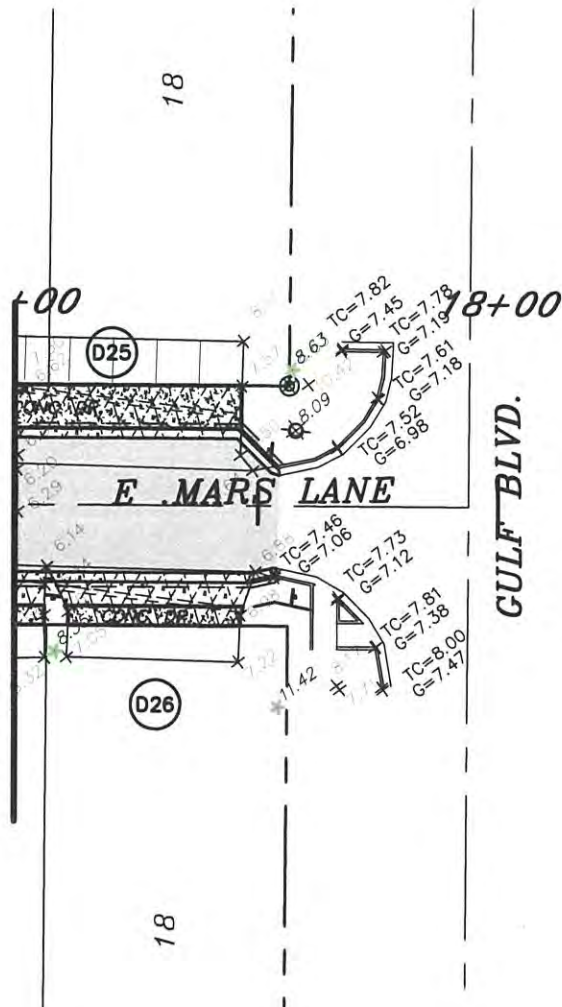
E. MARS LN. REMOVAL PLAN
7+00 TO 17+00

PUBLIC WORKS

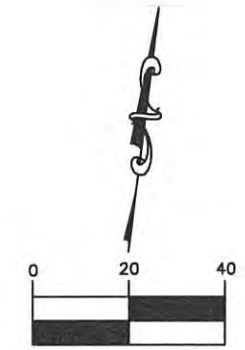
4601 PADRE BLVD,
SOUTH PADRE ISLAND
TEXAS 78597
(956) 761-8158
Fax (956) 761-3898

SCALE: 1"=40'	REVISIONS:	SHEET
DRAWN BY: CAS		5
DATE: 03/14/2023		OF 53
FILE: MARS		

MATCHLINE STA. 17+00



BLOCK 141



(IN FEET)
1 inch = 40 ft.

DRIVEWAY TABLE

ID	ASPHALT	CONCRETE
	UNIT (SF)	
D1	-	94
D2	-	111
D3	-	183
D4	-	290
D5	-	289
D6	395	-
D7	-	345
D8	-	541
D9	-	496
D10	-	410
D11	-	555
D12	-	690
D13	-	272
D14	-	710
D15	-	290
D16	-	429
D17	-	294
D18	-	301
D19	-	265
D20	-	615
D21	-	535
D22	-	322
D23	-	530
D24	-	617
D25	-	1,330
D26	-	453
TOTAL	395	10,967

DESCRIPTION	UNIT	QTY.
8" SALVAGE ASPH. PAVE.	SY	1,232
SUBGRADE WIDENING*	SY	740
REMOVE ASPHALT DRIVE	SY	44
REMOVE CONC. DRIVEWAY	SY	1,196
REMOVE VALLEY GUTTER	SY	15
VALLEY GUTTER	SY	0
SIDEWALK	SY	222
ASPHALT DRIVEWAY	SY	0
CONCRETE DRIVEWAY	SY	34

* ESTIMATED 314 CY OF EXCESS DIRT

2023 SIDE STREETS IMPROVEMENTS, PHASE 1

E. MARS LN. REMOVAL PLAN
12+00 TO END

PUBLIC WORKS

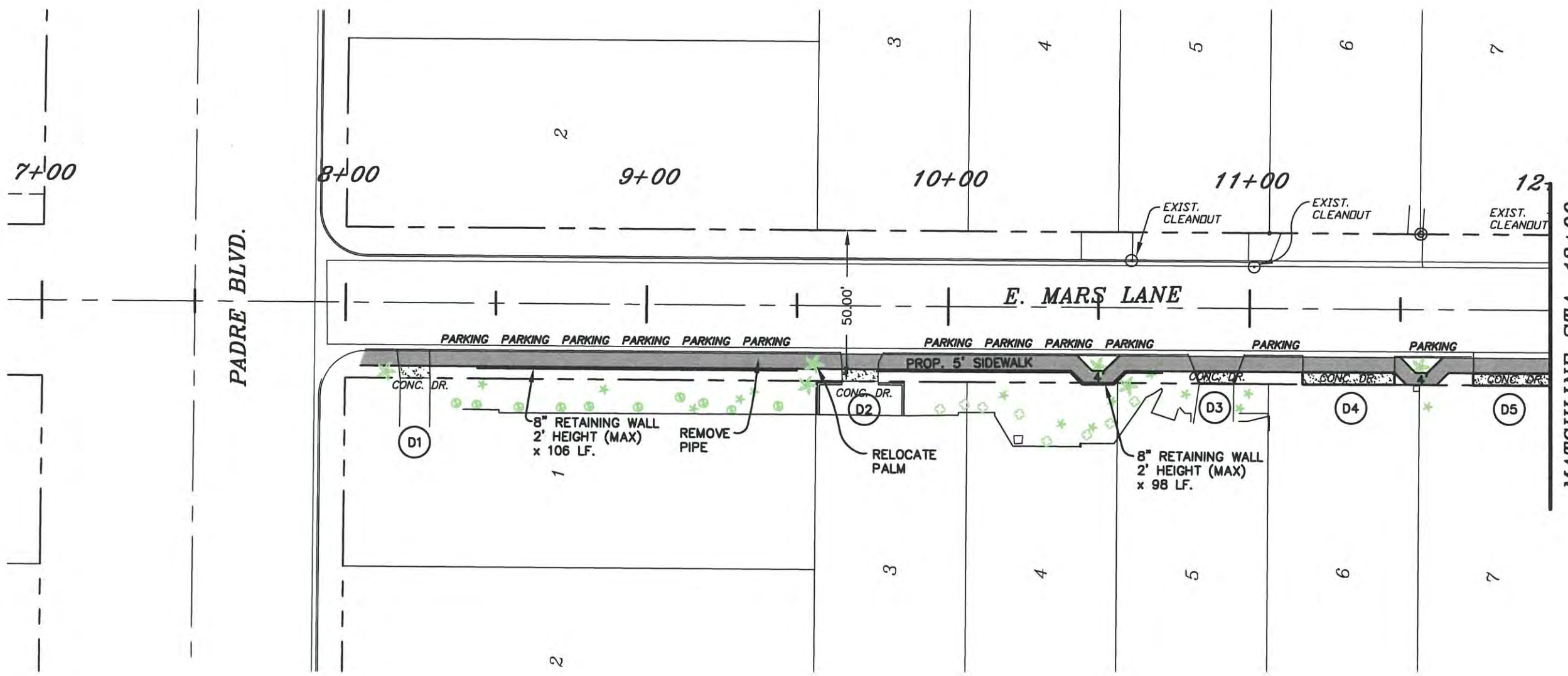


4601 PADRE BLVD,
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Signature

SCALE: 1"=40'	REVISIONS:	SHEET
DRAWN BY: CAS		6
DATE: 03/14/2023		OF 53
FILE: MARS		

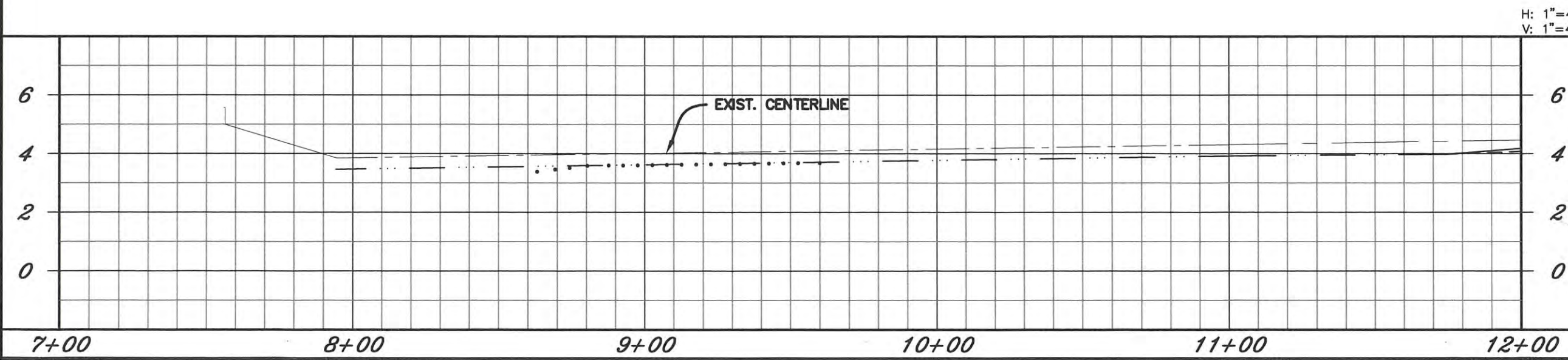


- EXIST. CENTERLINE
- - - EXIST. NORTH SWALE
- - - EXIST. SOUTH SWALE
- PROP. CENTERLINE
- - - PROP. GUTTER (LT & RT)

DESCRIPTION	UNIT	QTY.
CURB & GUTTER	LF	0
VALLEY GUTTER	SY	0
SIDEWALK	SY	222
ASPHALT DRIVEWAY	SY	-
CONCRETE DRIVEWAY	SY	44
STAMPED SPI LOGO	EA	1
8" RETAINING WALL (2' H)	LF	204

DRIVEWAY TABLE

ID	ASPHALT	CONCRETE
	UNIT (SF)	
D1	-	41
D2	-	48
D3	-	75
D4	-	123
D5	-	106



**2023 SIDE STREET IMPROVEMENTS
PHASE 1**

**MARS LANE
PLAN & PROFILE
7+00 TO 12+00**

PUBLIC WORKS

4601 PADRE BLVD,
SOUTH PADRE ISLAND
TEXAS 78697
(956) 761-8158
Fax (956) 761-3898

SCALE: 1"=40' REVISIONS: SHEET

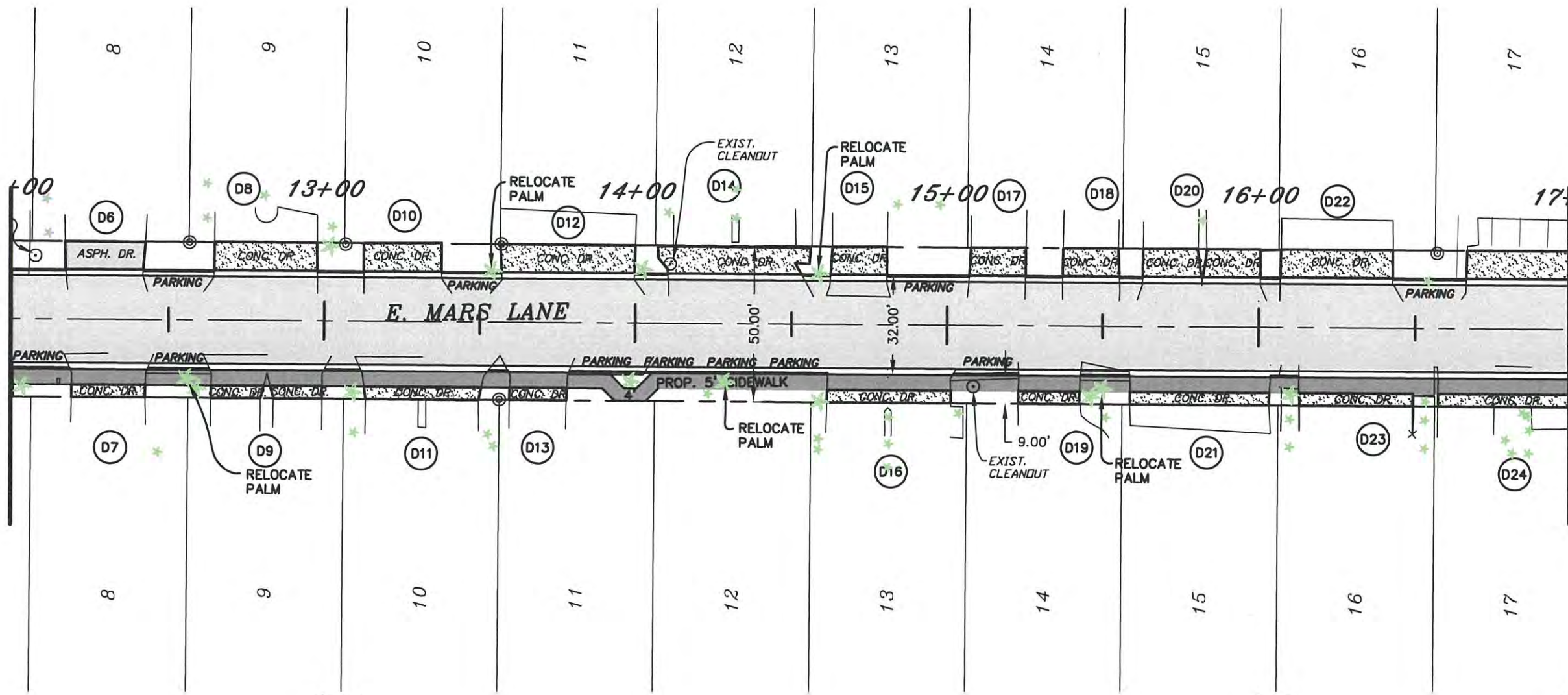
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DATE: 04/14/2023 OF 53

FILE: MARS

MATCHLINE STA. 12+00

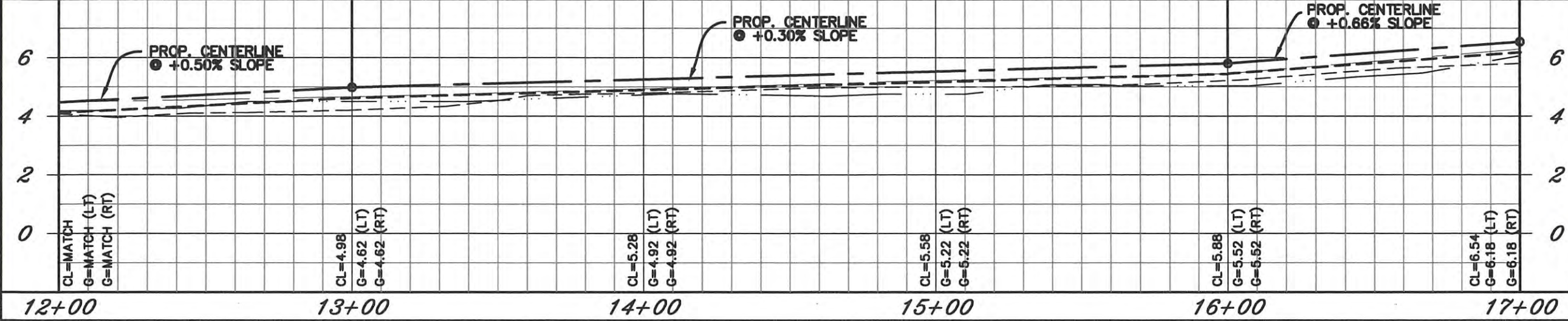
MATCHLINE STA. 17+00



- EXIST. CENTERLINE
- - - EXIST. NORTH SWALE
- - - EXIST. SOUTH SWALE
- PROP. CENTERLINE
- - - PROP. GUTTER (LT & RT)

DESCRIPTION	UNIT	QTY.
CURB & GUTTER	LF	1,000
VALLEY GUTTER	SY	0
SIDEWALK	SY	278
ASPHALT DRIVEWAY	SY	25
CONCRETE DRIVEWAY	SY	405
STAMPED SPI LOGO	EA	0

CL=4.98	CL=5.88	CL=6.54
G=4.62 (LT)	G=5.52 (LT)	G=6.18 (LT)
G=4.62 (RT)	G=5.52 (RT)	G=6.18 (RT)



H: 1"=40'
V: 1"=4'

[Signature]

**2023 SIDE STREET IMPROVEMENTS
PHASE 1**

**MARS LANE
PLAN & PROFILE
12+00 TO 17+00**

PUBLIC WORKS

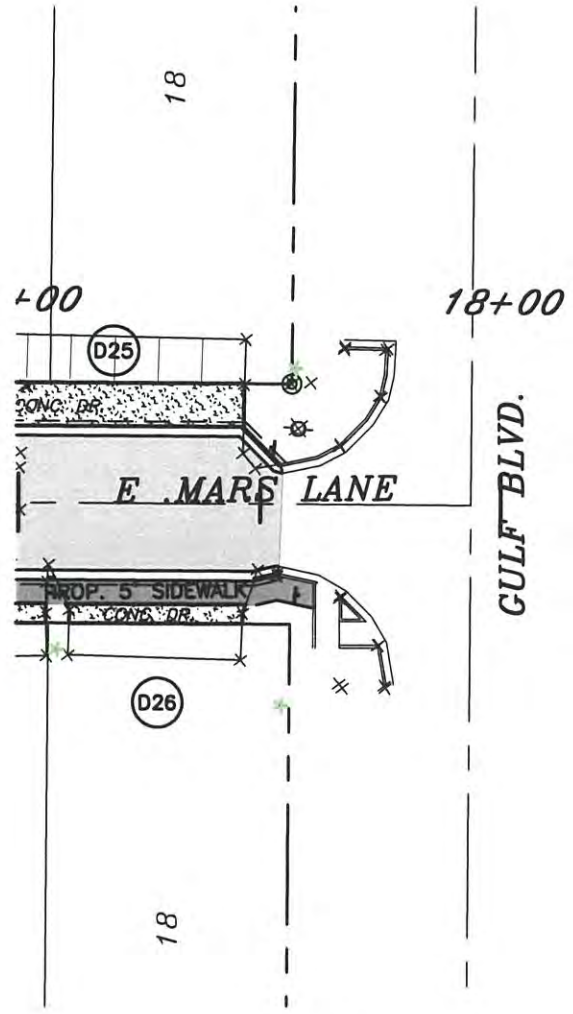
South Padre Island

4601 PADRE BLVD,
SOUTH PADRE ISLAND
TEXAS 78597
(956) 761-8158
Fax (956) 761-3898

SCALE: 1"=40' REVISIONS: SHEET

DRAWN BY: CAS DATE: 04/14/2023 FILE: MARS

8
OF 53



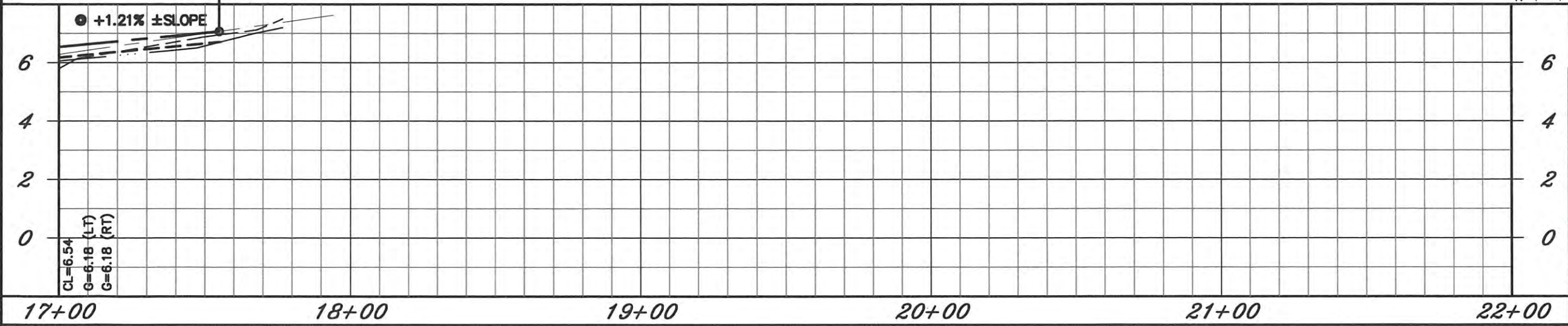
DRIVEWAY TABLE		
ID	ASPHALT	CONCRETE
UNIT (SF)		
D6	395	-
D7	-	345
D8	-	541
D9	-	496
D10	-	410
D11	-	555
D12	-	690
D13	-	272
D14	-	710
D15	-	290
D16	-	429
D17	-	294
D18	-	301
D19	-	265
D20	-	161
D21	-	535
D22	-	322
D23	-	530
D24	-	617
D25	-	719
D26	-	453

BLOCK 141

- EXIST. CENTERLINE
- - - EXIST. NORTH SWALE
- - - EXIST. SOUTH SWALE
- PROP. CENTERLINE
- - - PROP. GUTTER (LT & RT)

DESCRIPTION	UNIT	QTY.
CURB & GUTTER	LF	109
VALLEY GUTTER	SY	0
SIDEWALK	SY	31
ASPHALT DRIVEWAY	SY	0
CONCRETE DRIVEWAY	SY	96
STAMPED SPI LOGO	EA	1

CL=MATCH
G=MATCH (LT)
G=MATCH (RT)



H: 1"=40'
V: 1"=4'



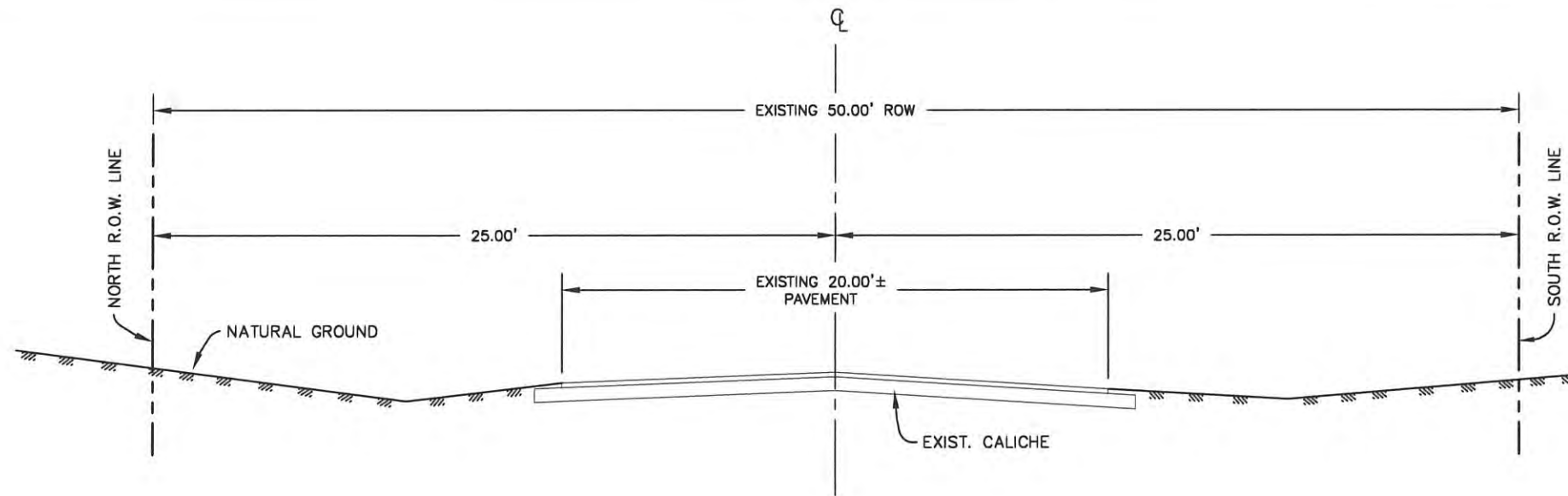
2023 SIDE STREET IMPROVEMENTS
PHASE 1

MARS LANE
PLAN & PROFILE
17+00 TO 22+00

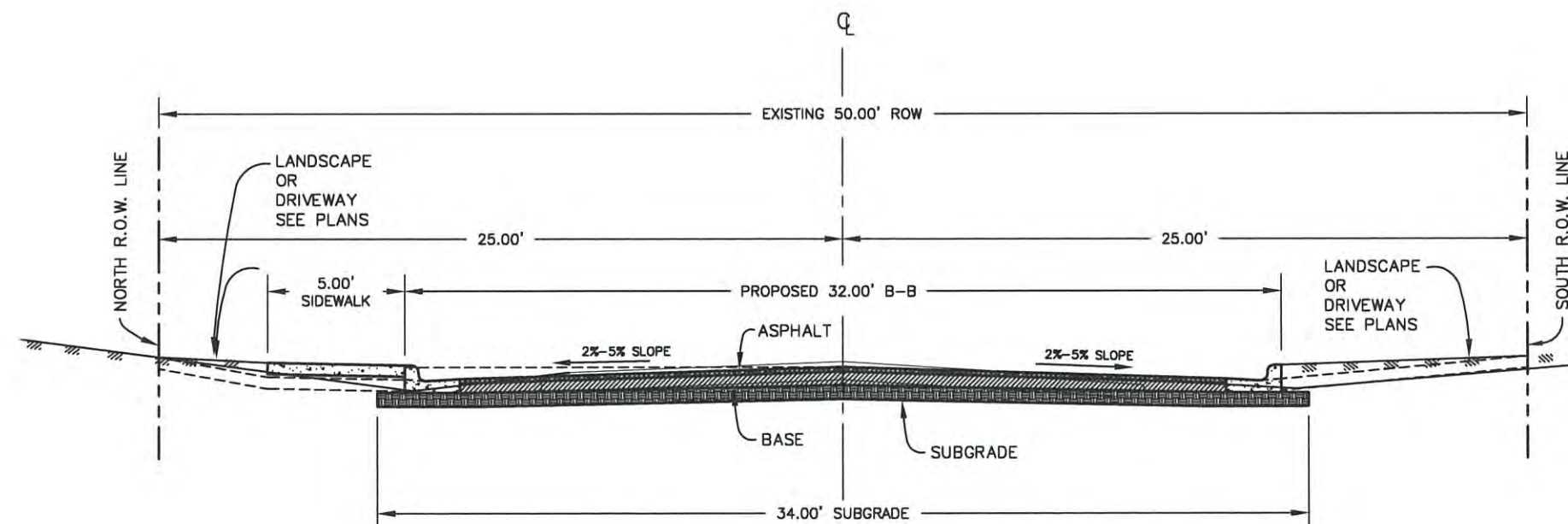
PUBLIC WORKS

South Padre Island
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SOUTH PADRE ISLAND
TEXAS 78597
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SCALE: 1"=40' REVISIONS: SHEET
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EXISTING
50' ROW TYPICAL SECTION
 SCALE: 1/8" = 1'
 MORNINGSIDE DRIVE



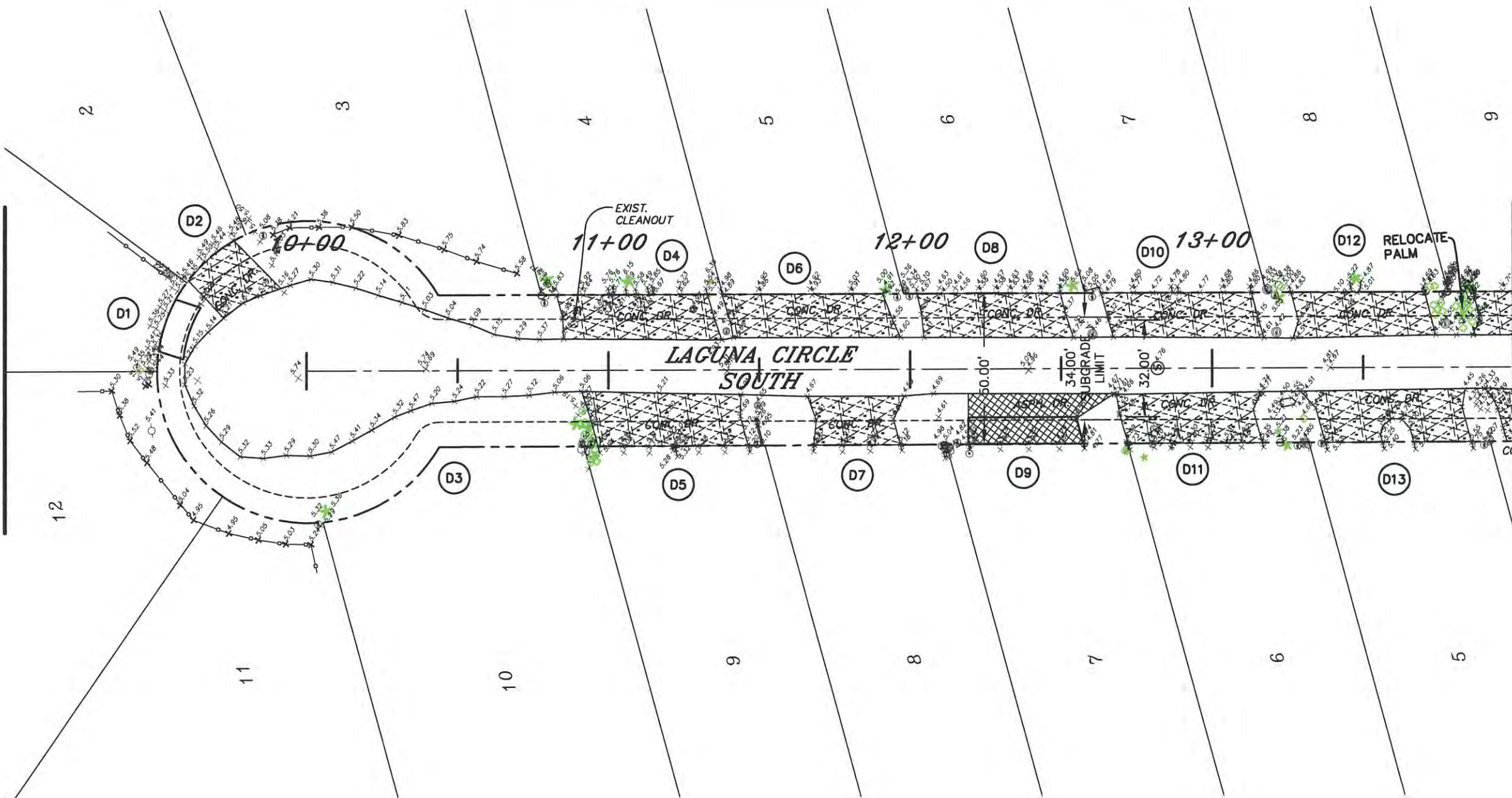
PROPOSED
50' ROW TYPICAL SECTION
 SCALE: 1/8" = 1'
 MORNINGSIDE DRIVE



2023 SIDE STREET IMPROVEMENTS PHASE 1		
MORNINGSIDE DRIVE EXISTING & PROPOSED CROSS SECTIONS STA. 15+60 TO 26+19		
	PUBLIC WORKS	
	4601 PADRE BLVD. SOUTH PADRE ISLAND TEXAS 78597 (956) 761-8158 Fax (956) 761-3898	
SCALE: AS SHOWN	REVISIONS:	SHEET
DRAWN BY: CAS		11
DATE: 03/14/2022		OF 53
FILE: MORNINGSIDE		

MATCHLINE STA. 17+50

MATCHLINE STA. 14+00



DESCRIPTION	UNIT	QTY.
8" SALVAGE EXIST. PAVE	SY	1,334
EXCAVATION ROADWAY	CY	320
EMBANKMENT (FINAL)	CY	11
REMOVE SIDEWALK	SY	0
REMOVE ASPHALT DRIVE	SY	73
REMOVE CONCRETE DRIVE	SY	766
ADJUST WATER VALVES	EA	0
ADJUST WATER METER	EA	0
ADJUST CLEAN-OUTS	EA	2
RELOCATE CLEAN-OUTS	EA	1



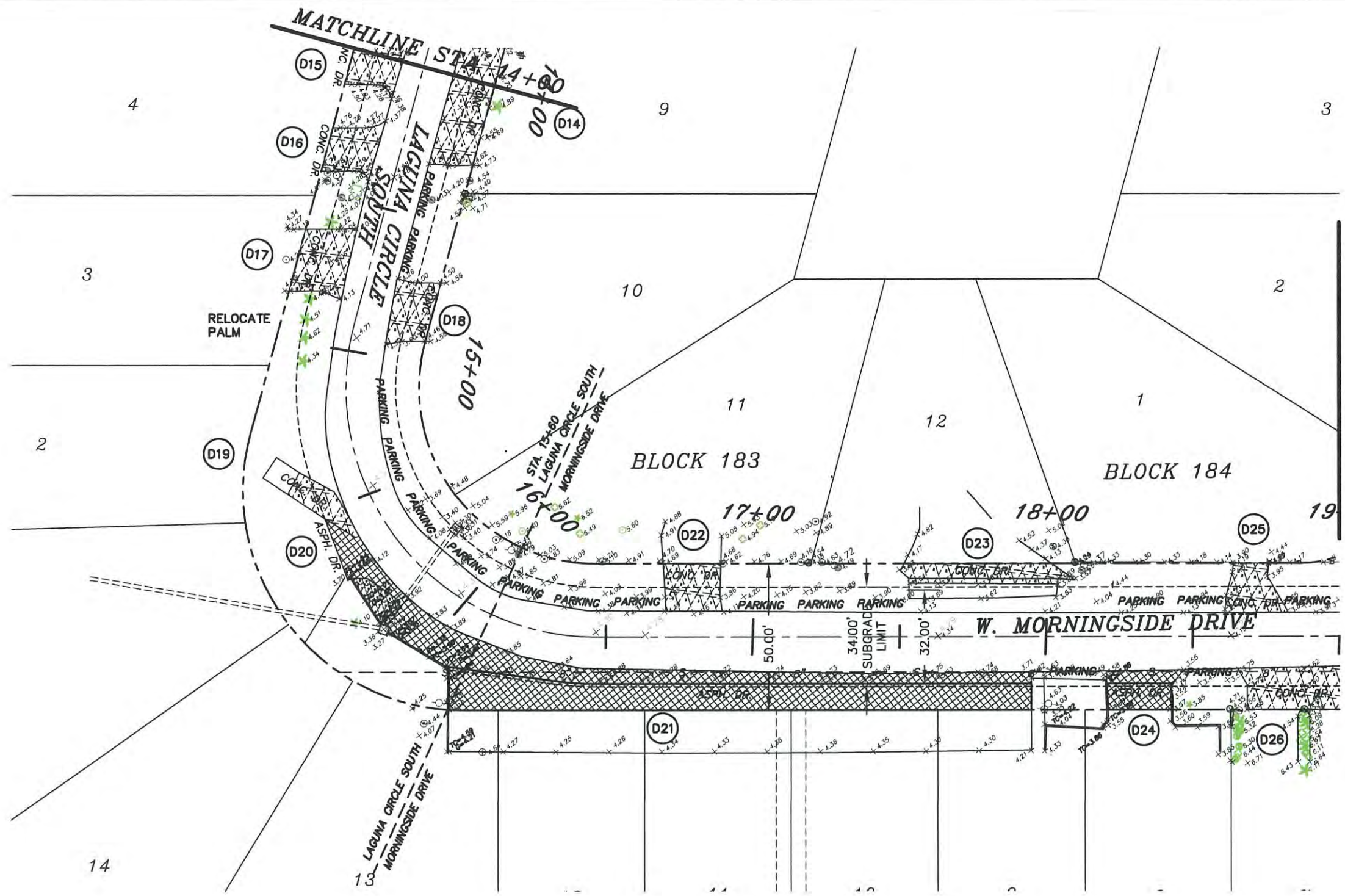
MORNINGSIDE DRIVE
STREET & DRAINAGE IMPROVEMENTS

TOPOGRAPHY &
REMOVAL



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SCALE: 1"=40'	REVISIONS:	SHEET
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FILE: MORNINGSIDE		



LAGUNA CIRCLE SOUTH

DESCRIPTION	UNIT	QTY.
8" SALVAGE EXIST. PAVE	SY	338
EXCAVATION ROADWAY	CY	349
EMBANKMENT (FINAL)	CY	12
REMOVE SIDEWALK	SY	0
REMOVE ASPHALT DRIVE	SY	25
REMOVE CONCRETE DRIVE	SY	219
ADJUST WATER VALVES	EA	0
ADJUST WATER METER	EA	0

MORNINGSIDE

DESCRIPTION	UNIT	QTY.
8" SALVAGE EXIST. PAVE	SY	756
EXCAVATION ROADWAY	CY	226
EMBANKMENT (FINAL)	CY	98
REMOVE SIDEWALK	SY	0
REMOVE ASPHALT DRIVE	SY	392
REMOVE CONCRETE DRIVE	SY	170
ADJUST WATER VALVES	EA	0
ADJUST WATER METER	EA	0



**MORNINGSIDE DRIVE
STREET & DRAINAGE IMPROVEMENTS**

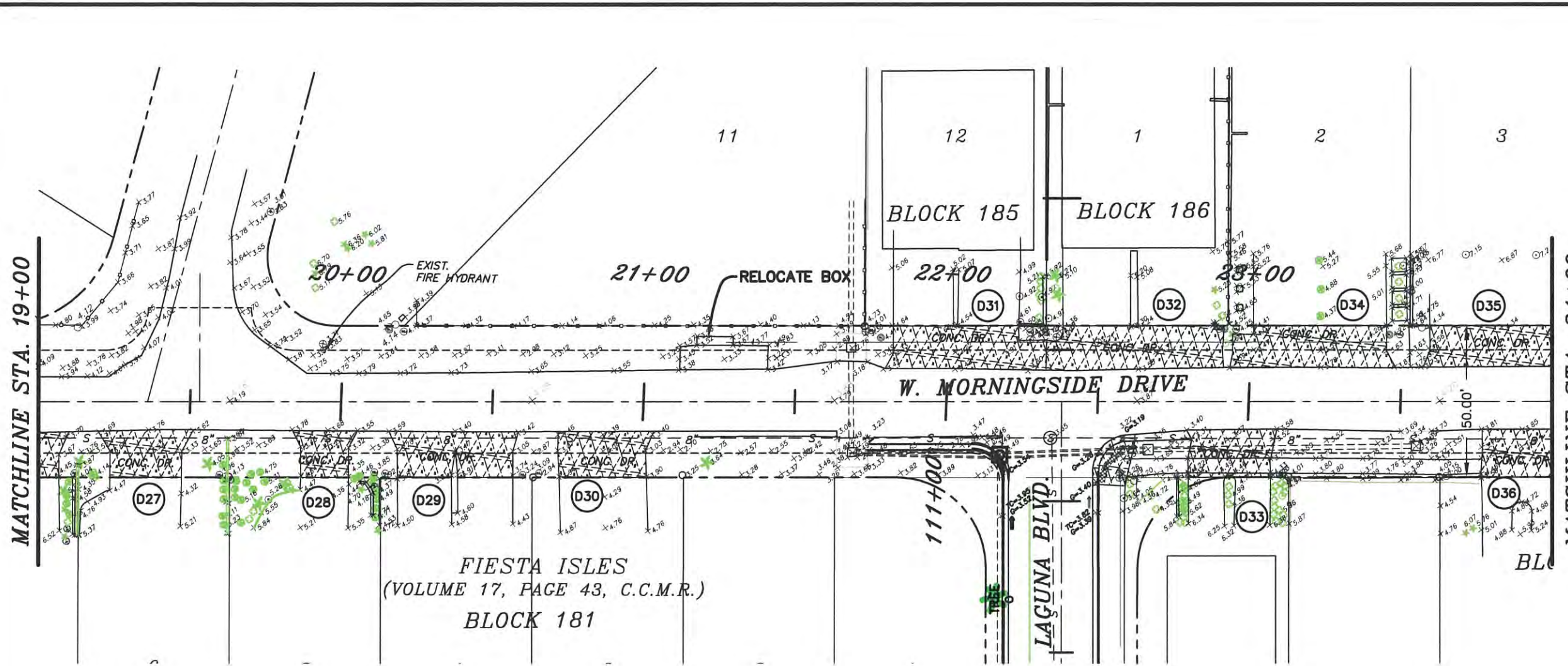
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DATE: 03/14/2023		
FILE: MORNINGSIDE		



FIESTA ISLES
(VOLUME 17, PAGE 43, C.C.M.R.)
BLOCK 181

DESCRIPTION	UNIT	QTY.
8" SALVAGE EXIST. PAVE	SY	1,112
EXCAVATION ROADWAY	CY	332
EMBANKMENT (FINAL)	CY	143
REMOVE SIDEWALK	SY	0
REMOVE ASPHALT DRIVE	SY	0
REMOVE CONCRETE DRIVE	SY	598
ADJUST WATER VALVES	EA	0
ADJUST WATER METER	EA	0



**MORNINGSIDE DRIVE
STREET & DRAINAGE IMPROVEMENTS**

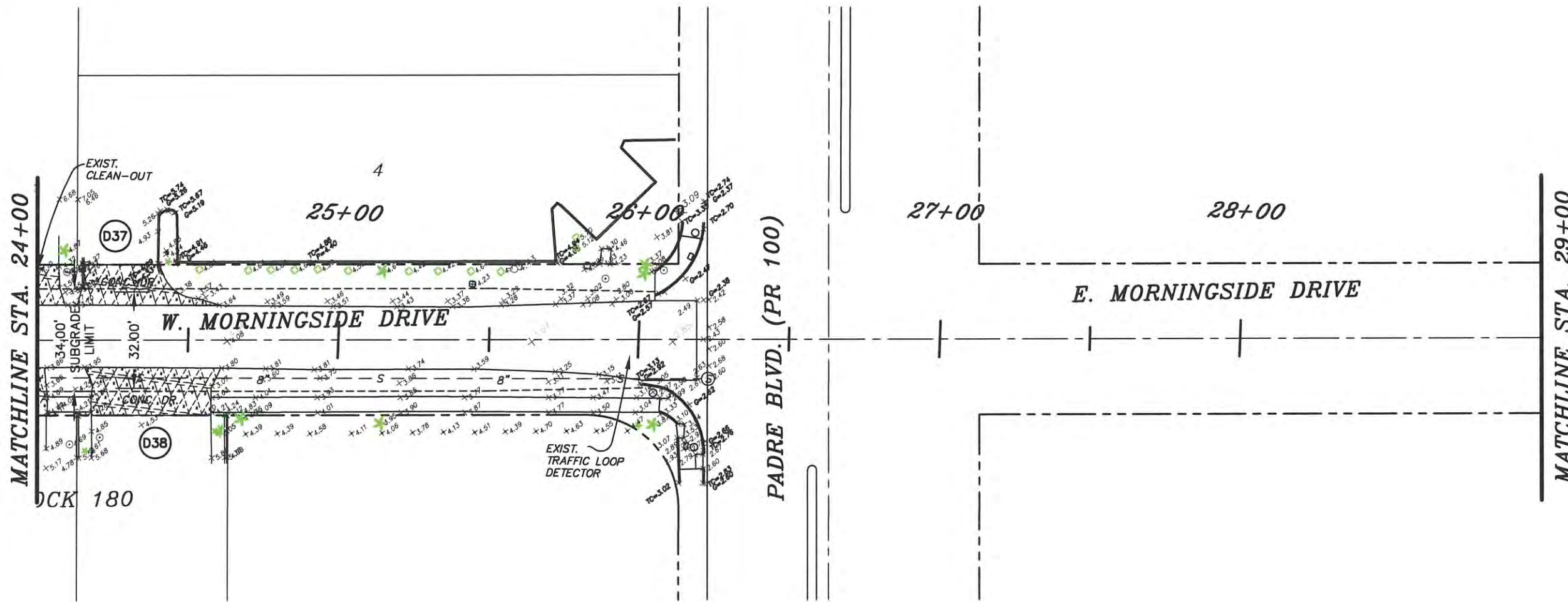
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DATE: 03/14/2023		
FILE: MORNINGSIDE		



DESCRIPTION	UNIT	QTY.
8" SALVAGE EXIST. PAVE	SY	487
EXCAVATION ROADWAY	CY	145
EMBANKMENT (FINAL)	CY	63
REMOVE SIDEWALK	SY	0
REMOVE ASPHALT DRIVE	SY	0
REMOVE CONCRETE DRIVE	SY	119
ADJUST WATER VALVES	EA	0
ADJUST WATER METER	EA	0



**LANTANA STREET
STREET & DRAINAGE IMPROVEMENTS**

**TOPOGRAPHY &
REMOVAL**

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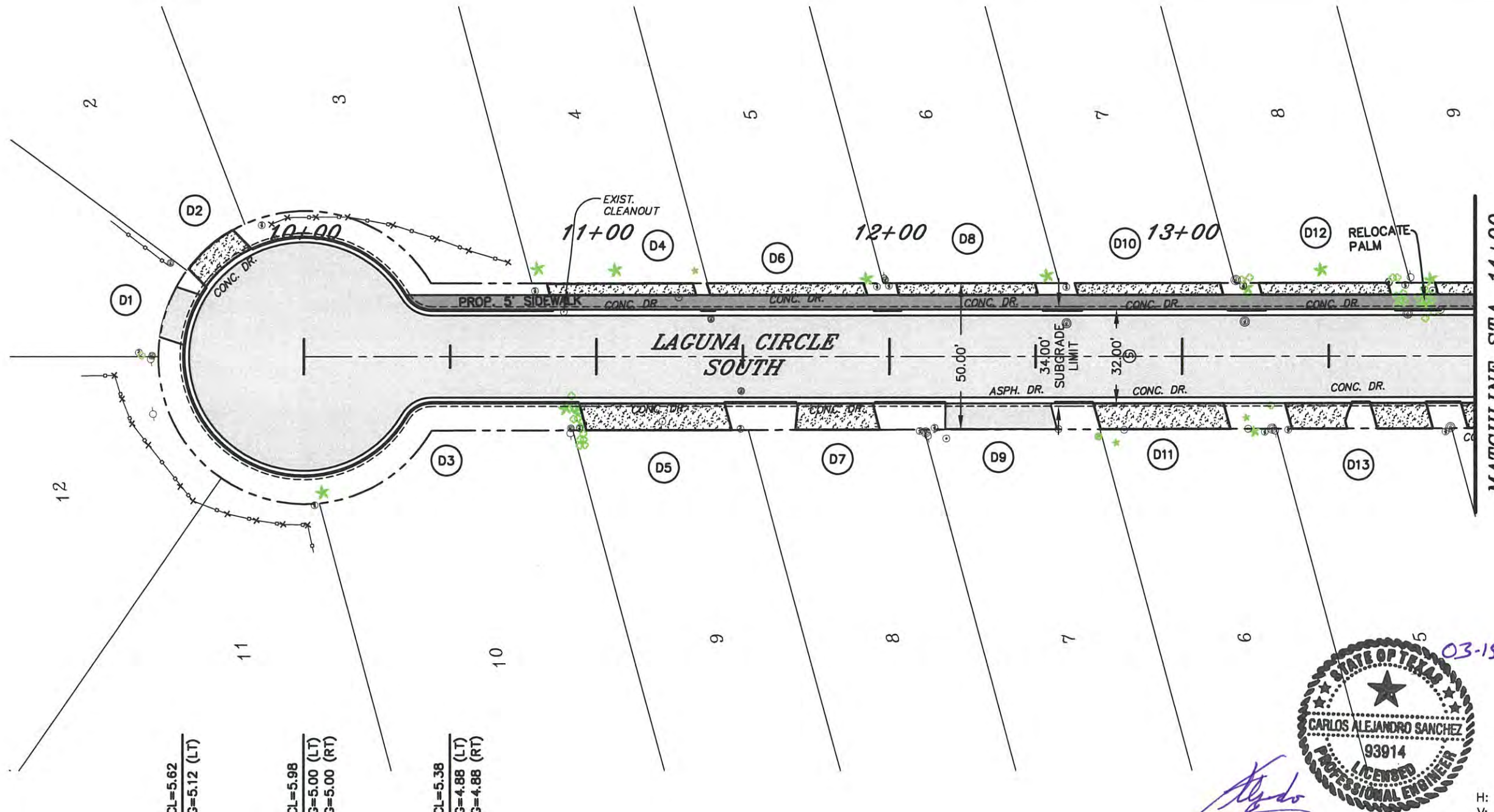


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SCALE: 1"=40'	REVISIONS:	SHEET
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DATE: 03/14/2023		
FILE: MORNINGSIDE		



- EXIST. CENTERLINE
- - - - - EXIST. LEFT SWALE
- - - - - EXIST. RIGHT SWALE
- PROP. CENTERLINE
- - - - - PROP. LEFT GUTTER
- - - - - PROP. RIGHT GUTTER

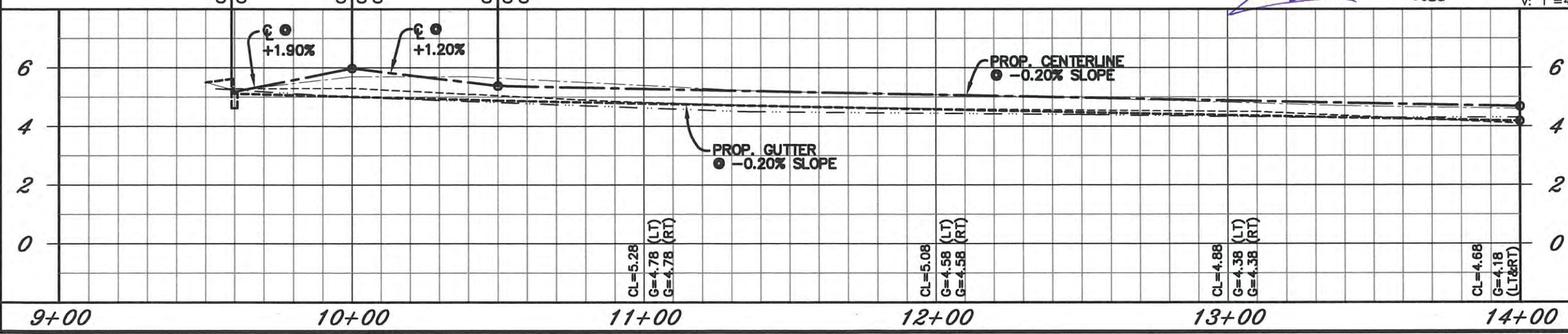


DESCRIPTION	UNIT	QTY.
CURB & GUTTER	LF	865
VALLEY GUTTER	SY	0
SIDEWALK	SY	202
ASPHALT DRIVEWAY	SY	84
CONCRETE DRIVEWAY	SY	287
STAMPED SPI LOGO	EA	2

DRIVEWAY TABLE		
ID	ASPHALT	CONCRETE
UNIT (SF)		
D1	154	-
D2	-	171
D3	270	-
D4	-	195
D5	-	454
D6	-	214
D7	-	244
D8	-	191
D9	326	-
D10	-	199
D11	-	392
D12	-	178
D13	-	343



H: 1"=40'
V: 1"=4'



**MORNINGSIDE DRIVE
STREET & DRAINAGE IMPROVEMENTS**

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FILE: MORNINGSIDE		

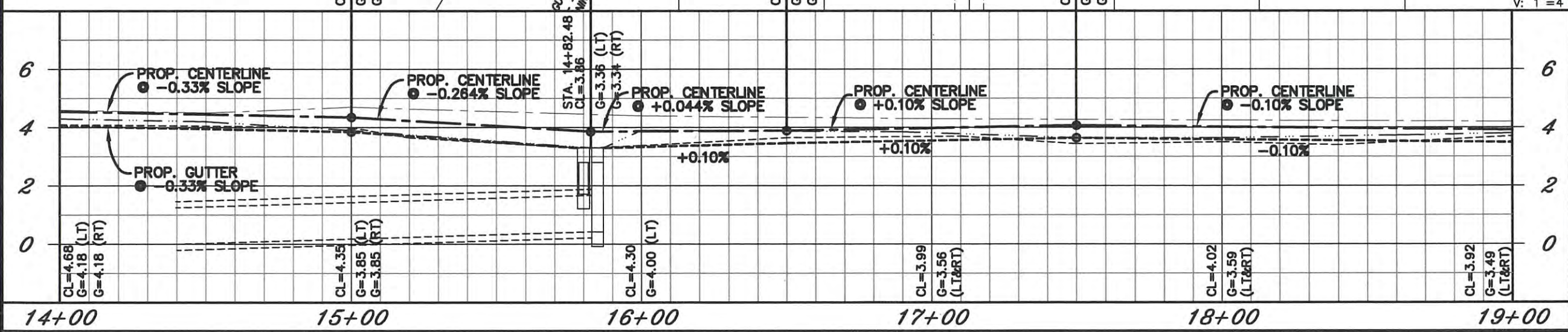
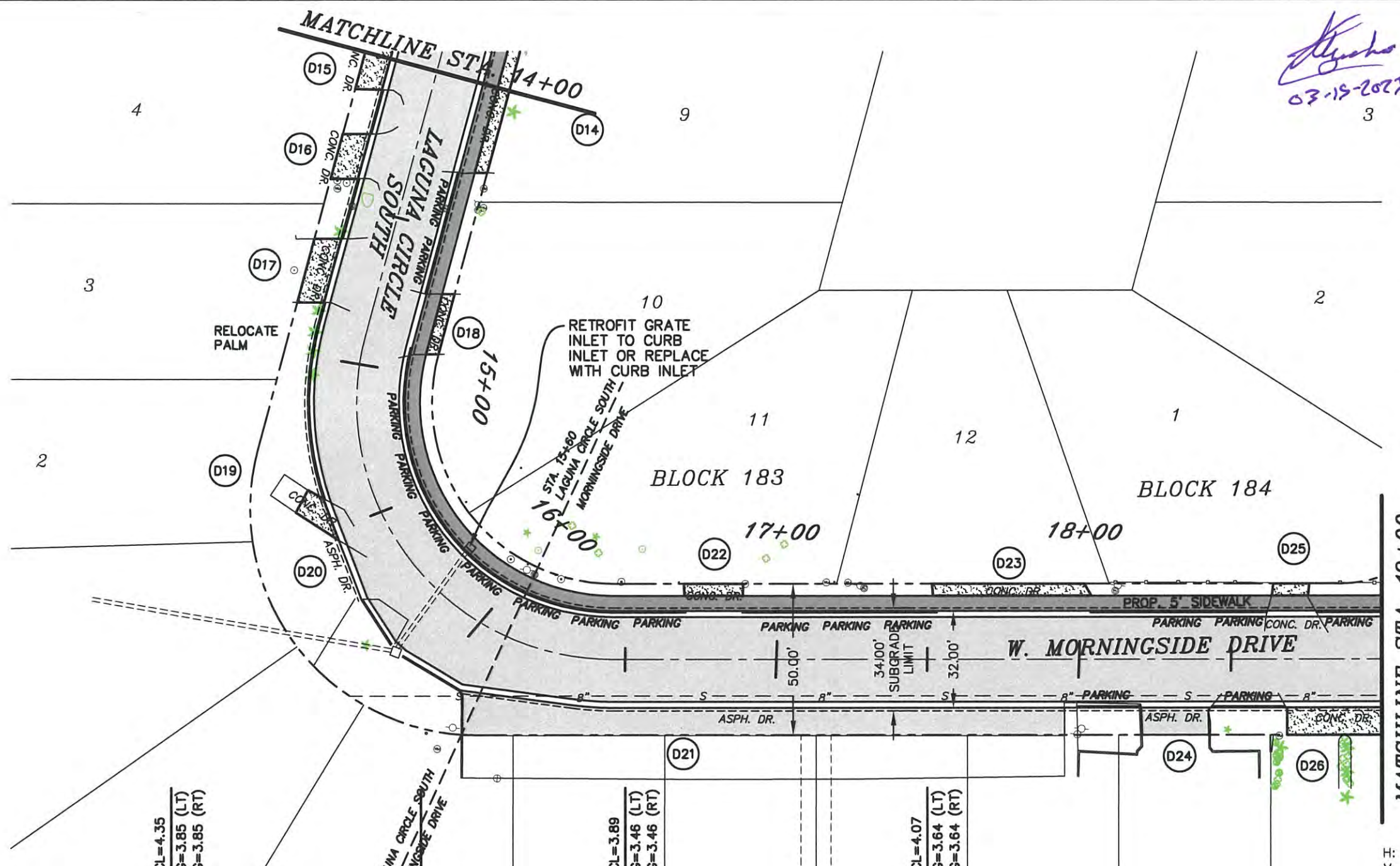
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 03-15-2023



- EXIST. CENTERLINE
- EXIST. LEFT SWALE
- EXIST. RIGHT SWALE
- PROP. CENTERLINE
- PROP. LEFT GUTTER
- PROP. RIGHT GUTTER

DESCRIPTION	UNIT	QTY.
CURB & GUTTER	LF	1,000
VALLEY GUTTER	SY	0
SIDEWALK	SY	278
ASPHALT DRIVEWAY	SY	246
CONCRETE DRIVEWAY	SY	164
STAMPED SPI LOGO	EA	0

ID	ASPHALT	CONCRETE
UNIT (SF)		
D14	-	167
D15	-	134
D16	-	132
D17	-	185
D18	-	83
D19	-	98
D20	100	-
D21	1,913	-
D22	-	78
D23	-	205
D24	198	-
D25	-	49
D26	-	344



MORNINGSIDE DRIVE STREET & DRAINAGE IMPROVEMENTS

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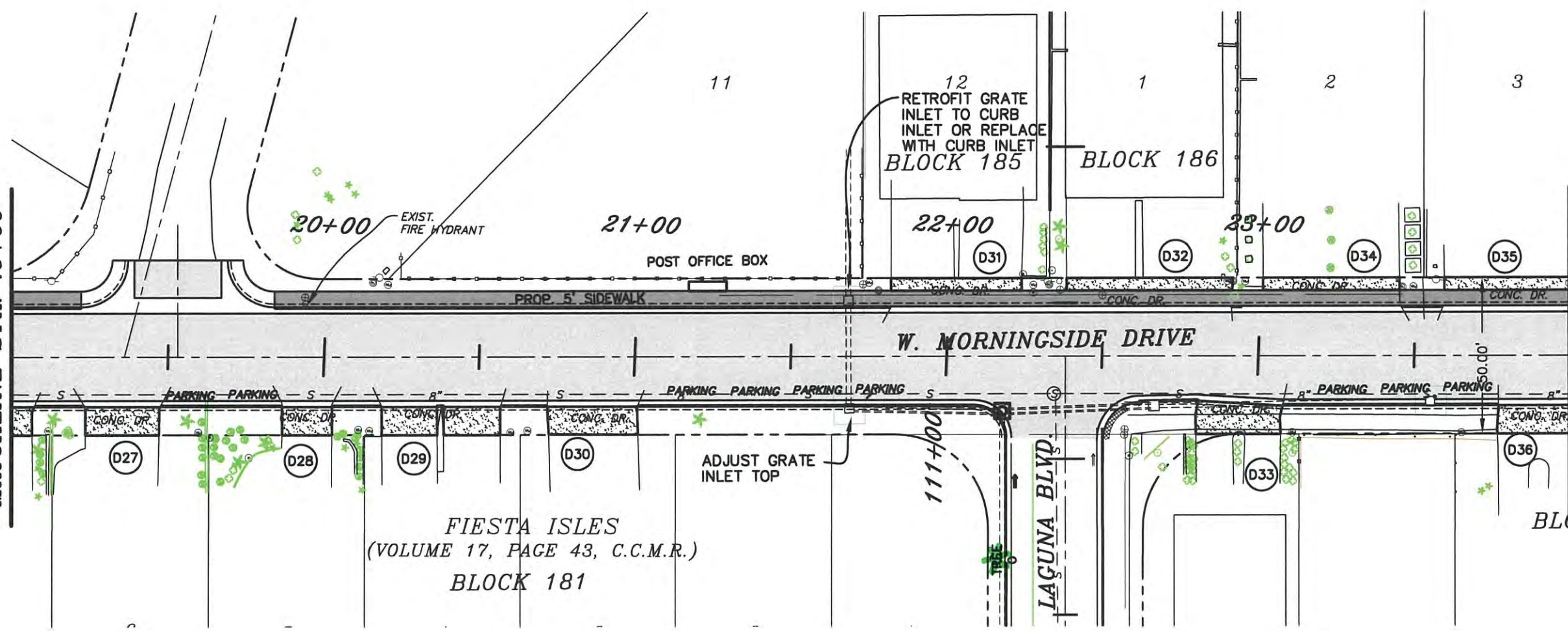
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MATCHLINE STA. 19+00

MATCHLINE STA. 24+00



- EXIST. CENTERLINE
- EXIST. LEFT SWALE
- EXIST. RIGHT SWALE
- PROP. CENTERLINE
- PROP. LEFT GUTTER
- PROP. RIGHT GUTTER

DESCRIPTION	UNIT	QTY.
CURB & GUTTER	LF	1,000
VALLEY GUTTER	SY	20
SIDEWALK	SY	278
ASPHALT DRIVEWAY	SY	0
CONCRETE DRIVEWAY	SY	244
STAMPED SPI LOGO	EA	0

DRIVEWAY TABLE

ID	UNIT (SF)	
	ASPHALT	CONCRETE
D27	-	213
D28	-	144
D29	-	325
D30	-	258
D31	-	167
D32	-	213
D33	-	267
D34	-	175
D35	-	190
D36	-	239

FIESTA ISLES
(VOLUME 17, PAGE 43, C.C.M.R.)
BLOCK 181

STA. 21+68.56
CL=3.72
G=3.22 (LT)
G=3.22 (RT)

STA. 22+38
CL=3.89
G=3.43 (LT)
G=3.22 (RT)

STA. 22+66.47
CL=3.79
G=3.49 (LT)
G=3.15 (RT)

STA. 23+10.80
CL=3.86
G=3.58 (LT)
G=3.43 (RT)

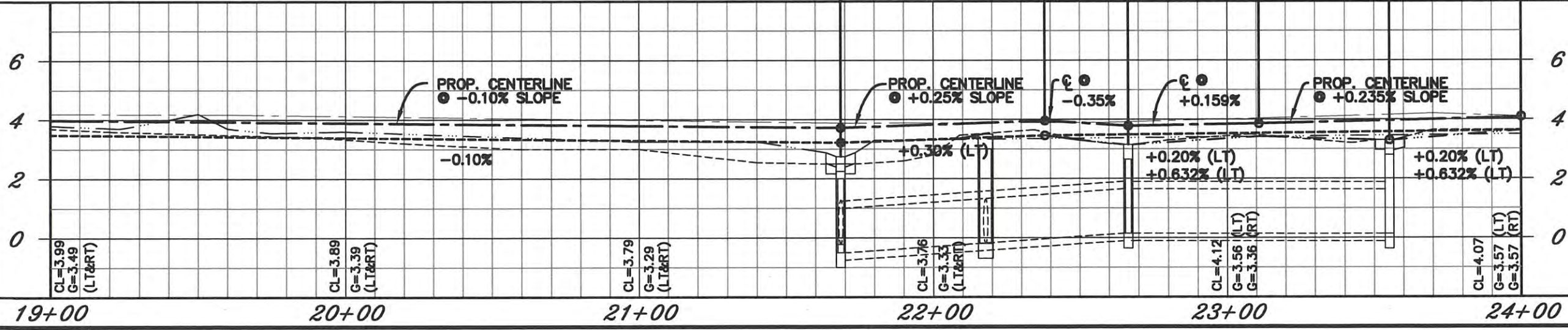
STA. 23+55.15
CL=3.96
G=3.48 (LT)
G=3.34 (RT)

Alvarez

H: 1"=40'
V: 1"=4'



03-15-2023



MORNINGSIDE DRIVE
STREET & DRAINAGE IMPROVEMENTS

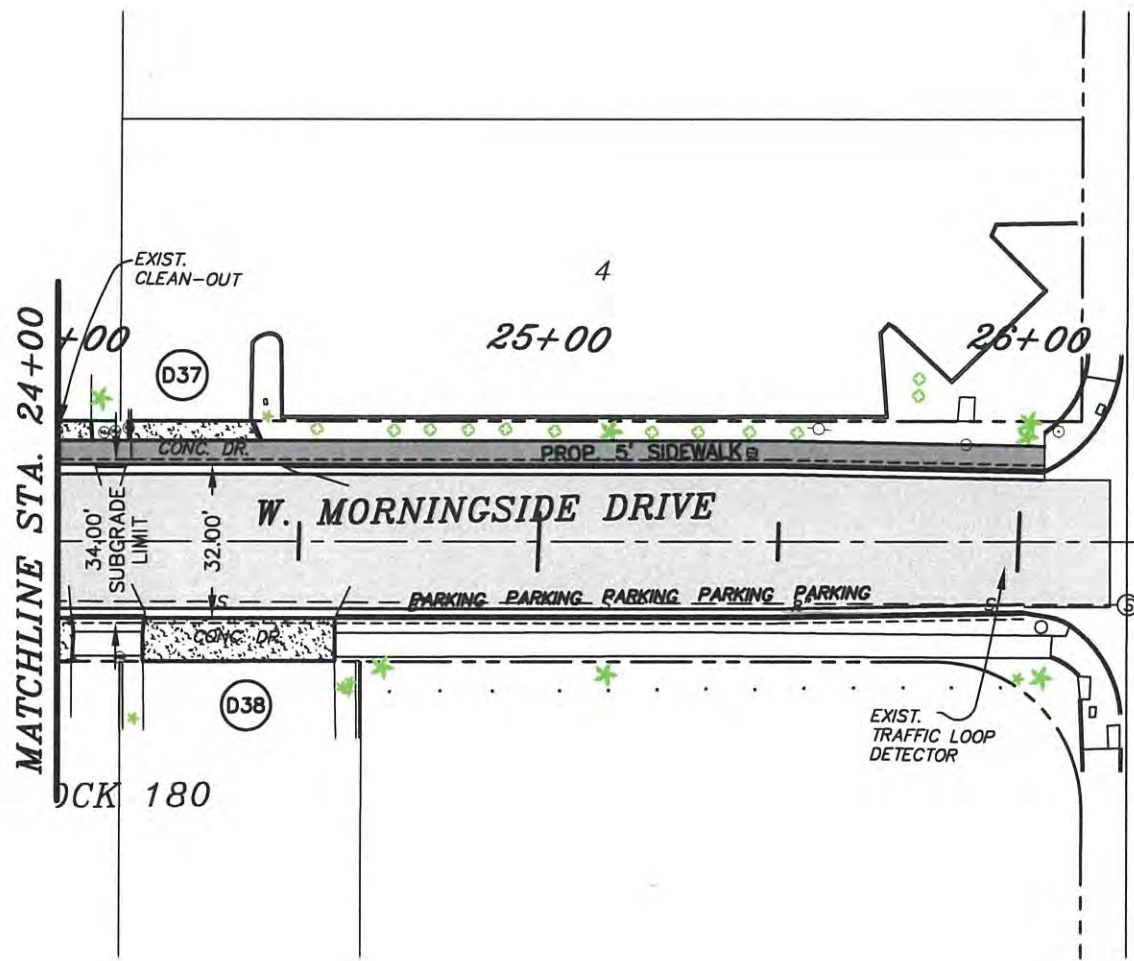
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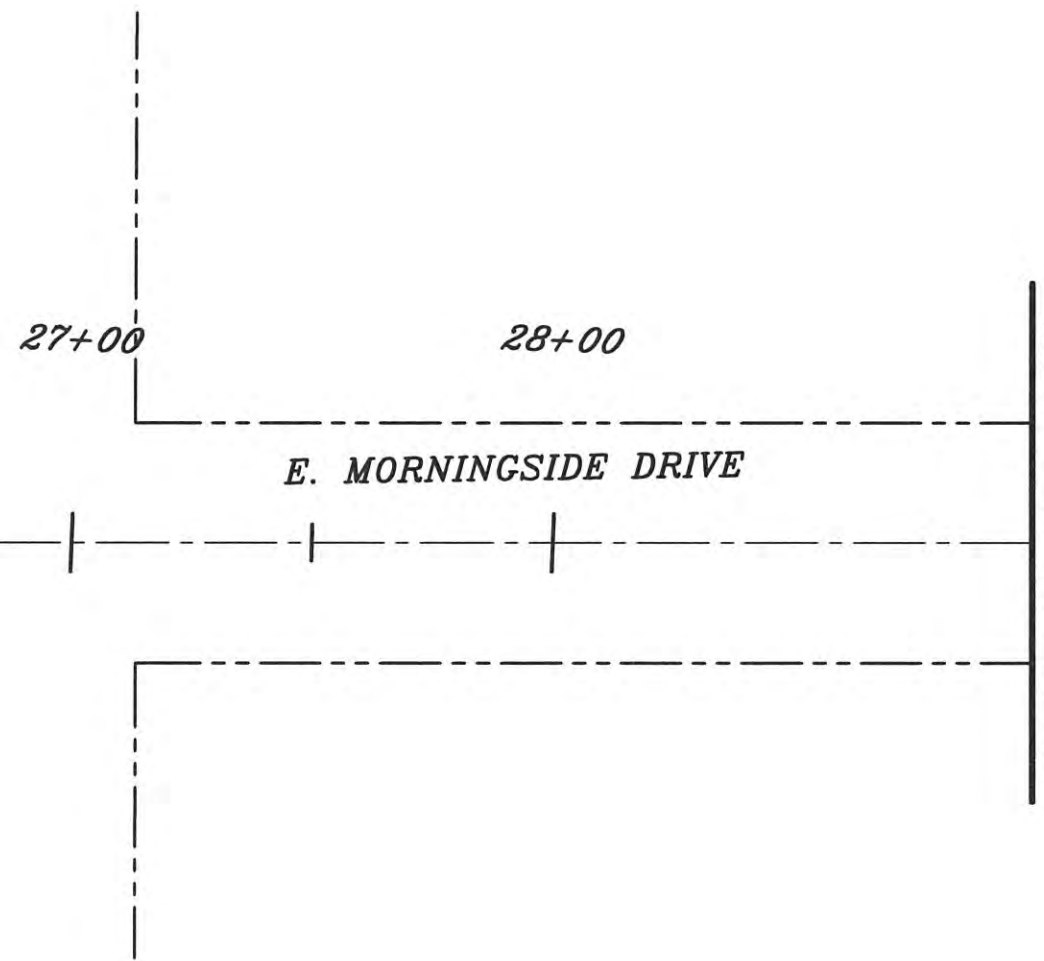


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DATE: 03/14/2023		OF 53
FILE: MORNINGSIDE		



PADRE BLVD. (PR 100)

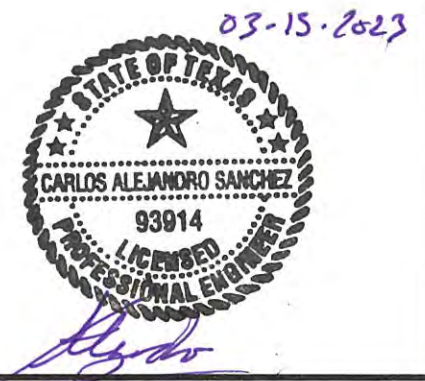
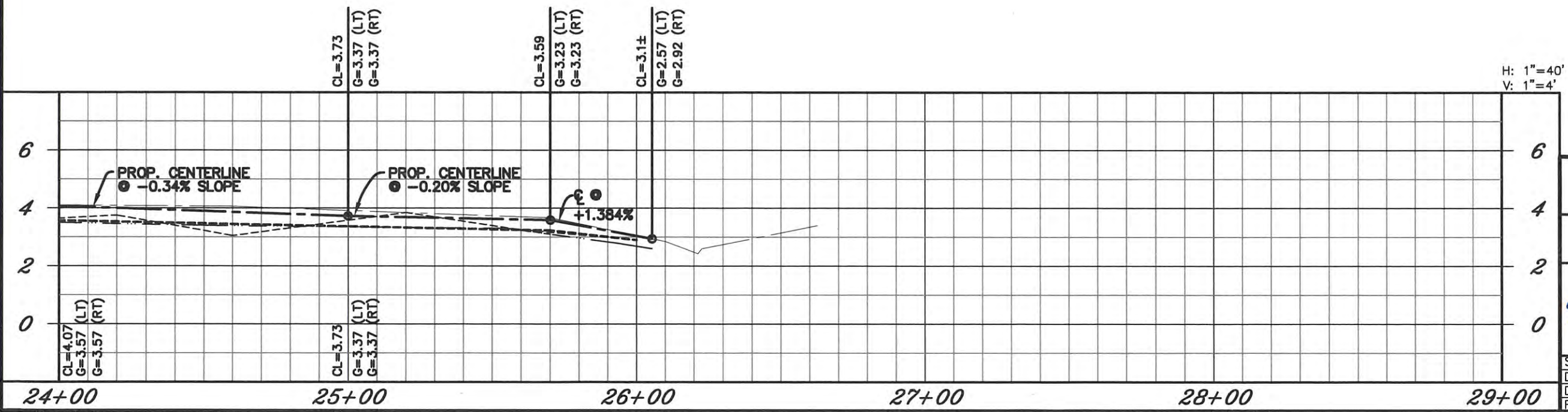


- EXIST. CENTERLINE
- EXIST. LEFT SWALE
- EXIST. RIGHT SWALE
- PROP. CENTERLINE
- PROP. LEFT GUTTER
- PROP. RIGHT GUTTER

DESCRIPTION	UNIT	QTY.
CURB & GUTTER	LF	438
VALLEY GUTTER	SY	0
SIDEWALK	SY	122
ASPHALT DRIVEWAY	SY	0
CONCRETE DRIVEWAY	SY	52
STAMPED SPI LOGO	EA	2

DRIVEWAY TABLE

ID	ASPHALT	CONCRETE
UNIT (SF)		
D37	-	106
D38	-	357



MORNINGSIDE DRIVE STREET & DRAINAGE IMPROVEMENTS

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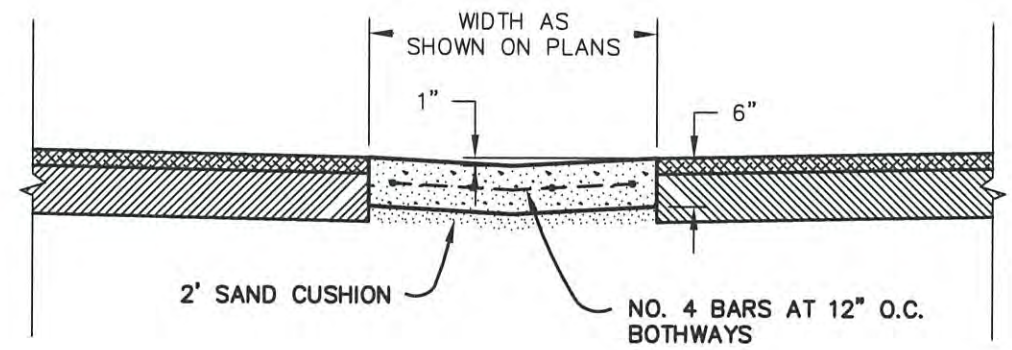
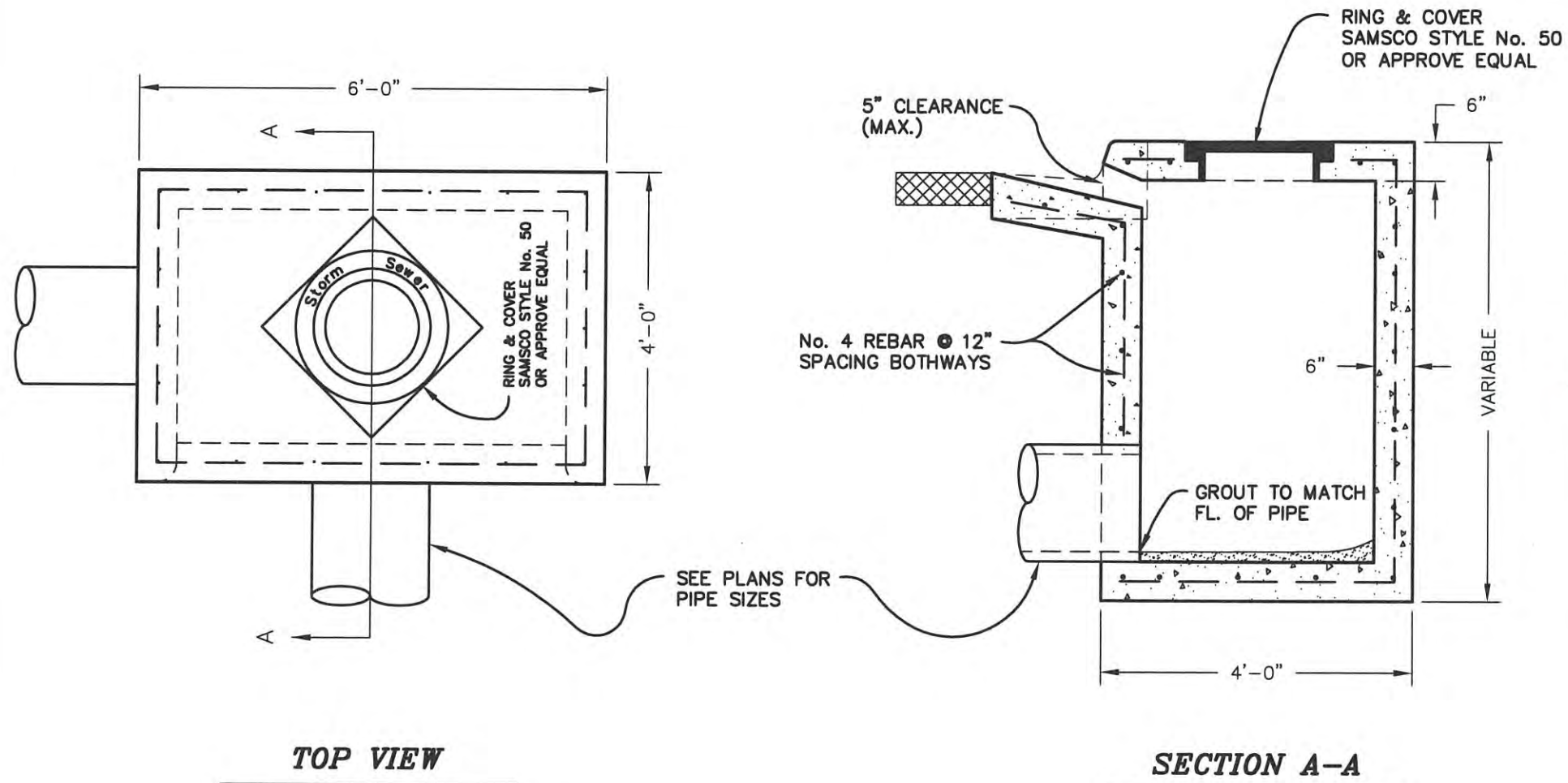
SCALE: 1"=40' REVISIONS: SHEET

DRAWN BY: CAS

DATE: 03/14/2023

FILE: MORNINGSIDE

19 OF 53



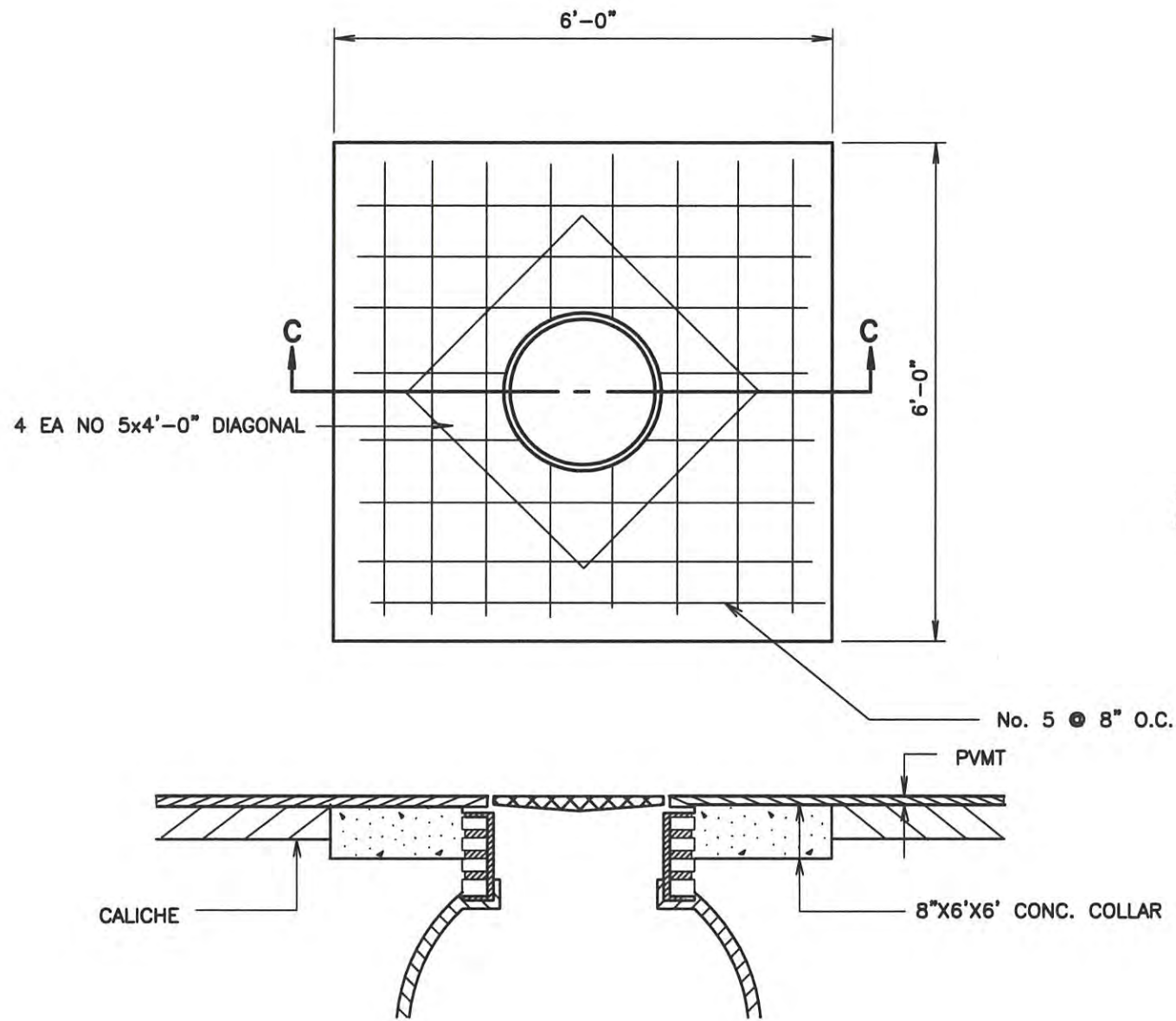
○ **CONCRETE VALLEY GUTTER**
NOT TO SCALE

○ **TYPICAL CURB INLET DETAIL**
SCALE: 1/2" = 1'

- NOTES:
1. PRECAST INLETS (TYPE "A") MAY BE USED.
 2. BASES FOR PRECAST INLETS MUST BE POURED PRIOR TO SETTING WALLS.
 3. BASE AND REINFORCING SHALL EXTEND AT LEAST 6" BEYOND OUTSIDE OF PRECAST BOXES.
 4. CONTACT POINT BETWEEN BASE AND PRECAST BOX WALLS SHALL BE GROUTED INSIDE AND OUTSIDE.



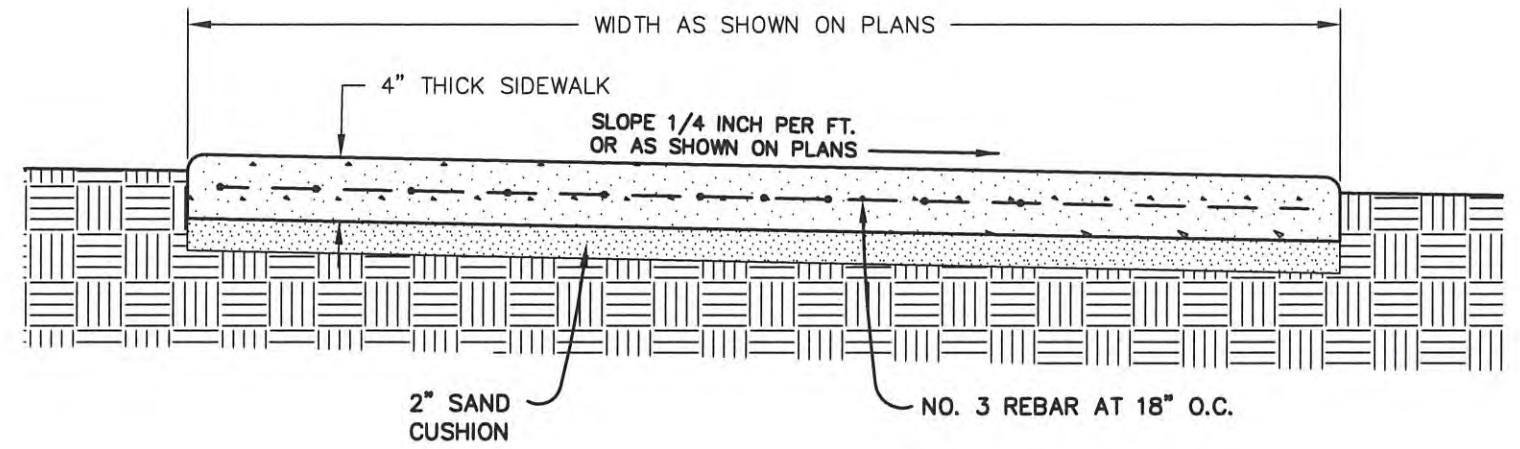
2023 SIDE STREETS IMPROVEMENTS, PHASE 1		
DRAINAGE DETAILS		
DETAILS		
	PUBLIC WORKS	
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DATE: 03/14/2023		OF 53
FILE: MARS		



TYPICAL FIBERGLASS MANHOLE IN PAVEMENT

SECTION C-C

NOT TO SCALE

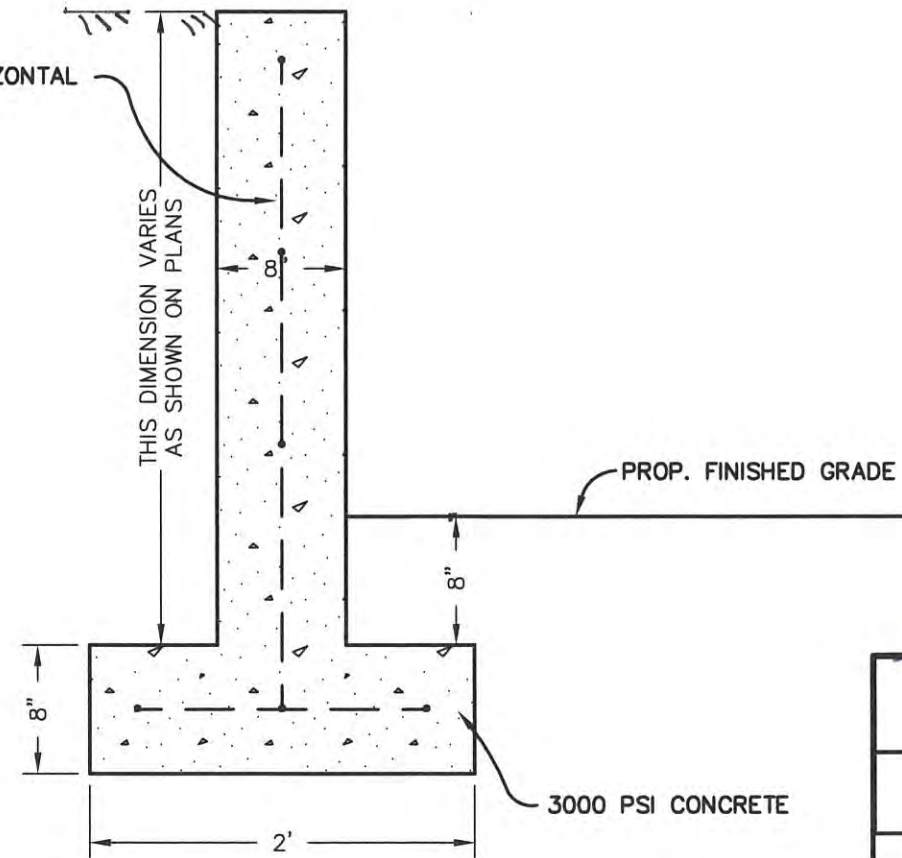


NOTE:
DUMMY JOINT SPACING SHALL BE EQUAL TO SIDEWALK WIDTH AND EXPANSION JOINTS AT APPROXIMATELY 30 FEET OR NEAREST MULTIPLE OF SIDEWALK WIDTH.

STANDARD CONCRETE SIDEWALK

SCALE: 1" = 1'

4 - NO. 4 BAR HORIZONTAL & 18" O.C. VERTICAL



CONCRETE WALL

SCALE: 1"=1'



2023 SIDE STREETS IMPROVEMENTS, PHASE 1

SITE DETAILS SHEET

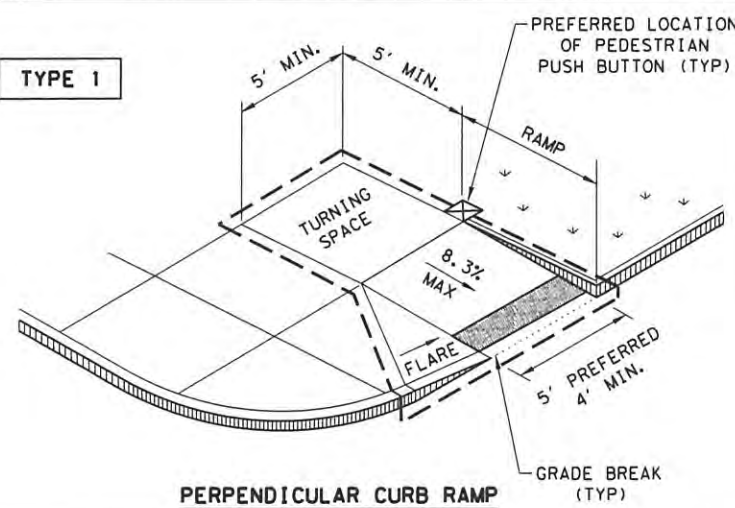
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DATE: 03/14/2023		OF 53
FILE: MARS		

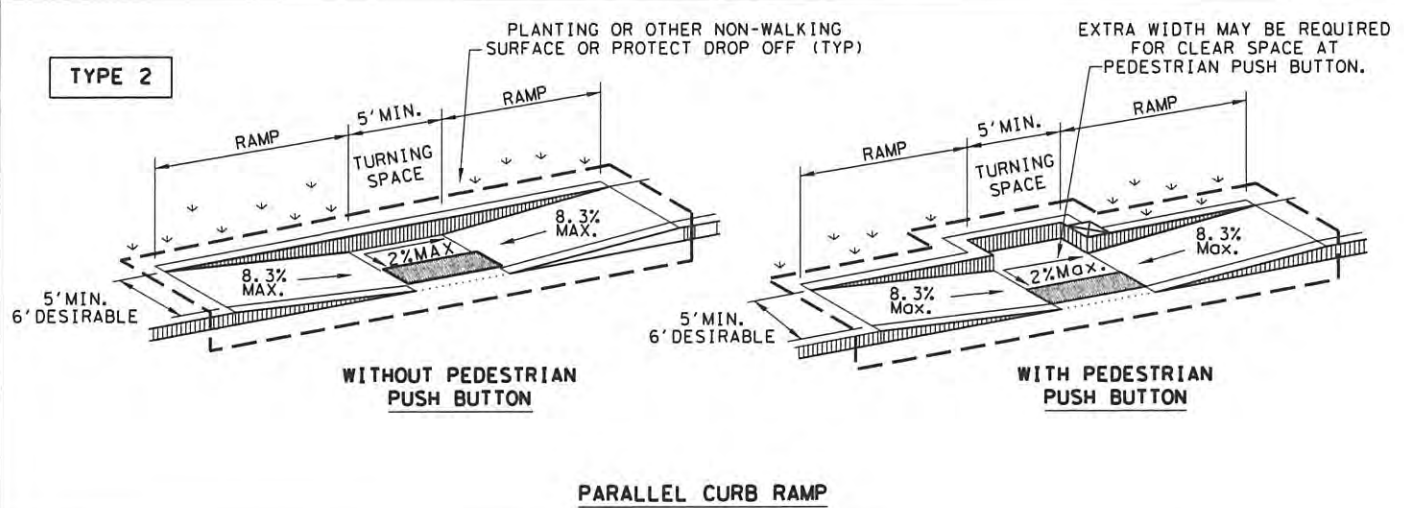
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TYPE 1



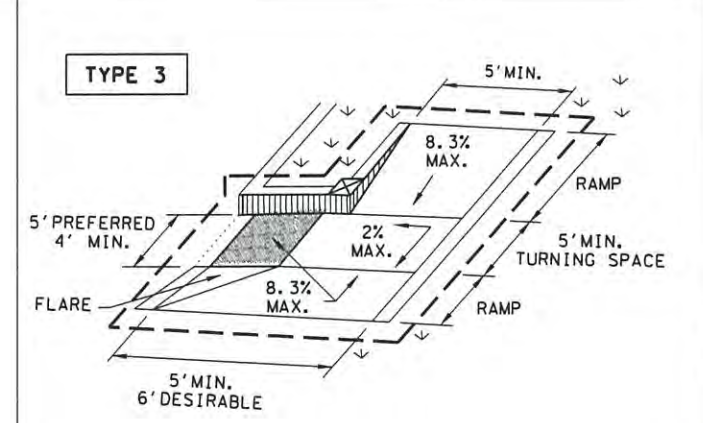
PERPENDICULAR CURB RAMP

TYPE 2



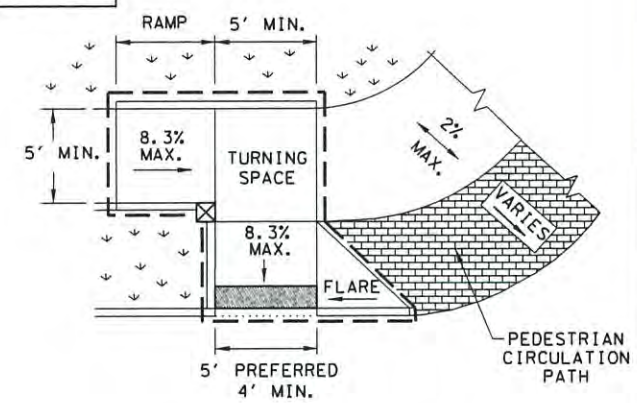
PARALLEL CURB RAMP

TYPE 3

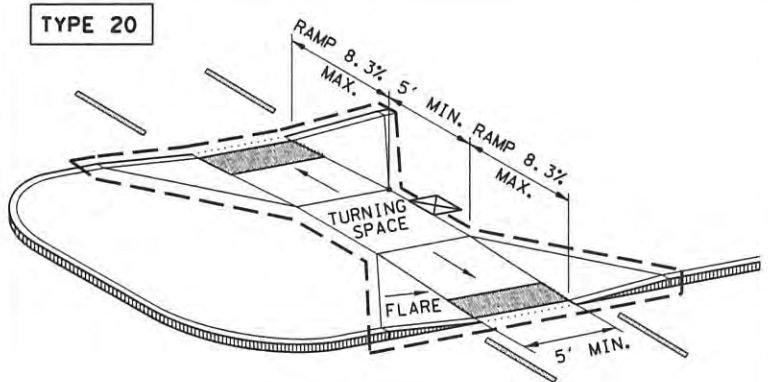


COMBINATION CURB RAMPS

TYPE 6

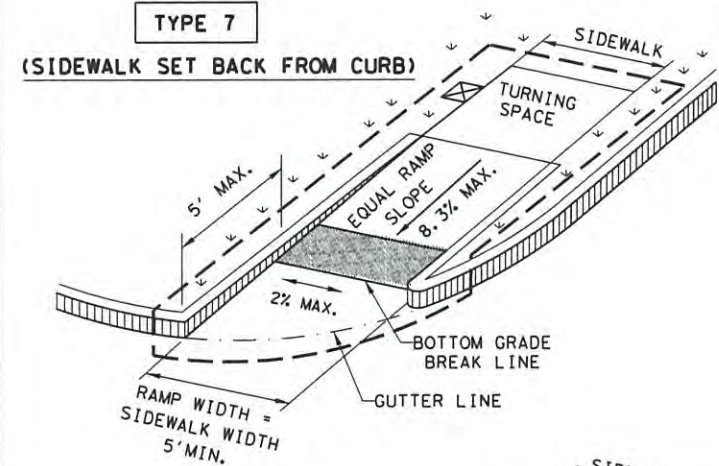


TYPE 20

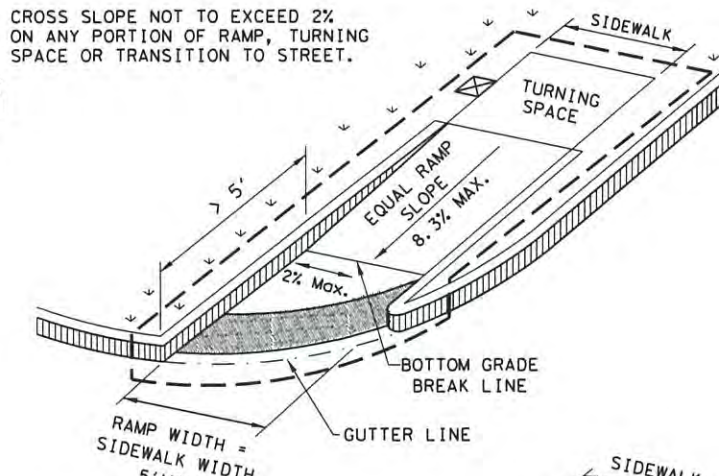


CURB RAMPS AT MEDIAN ISLANDS

TYPE 7

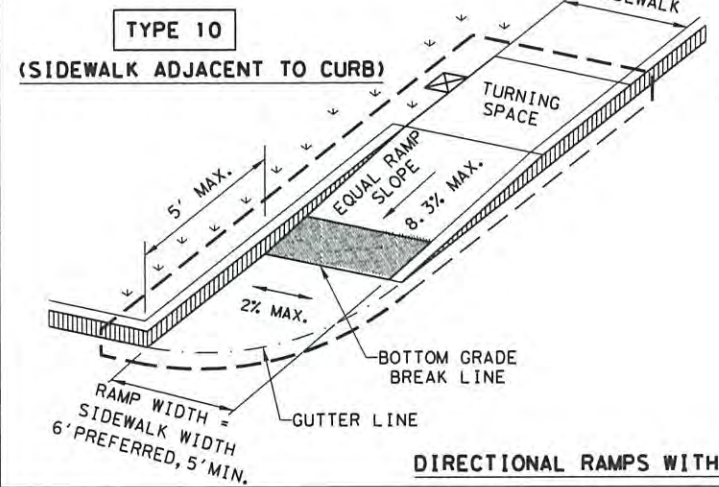


(SIDEWALK SET BACK FROM CURB)

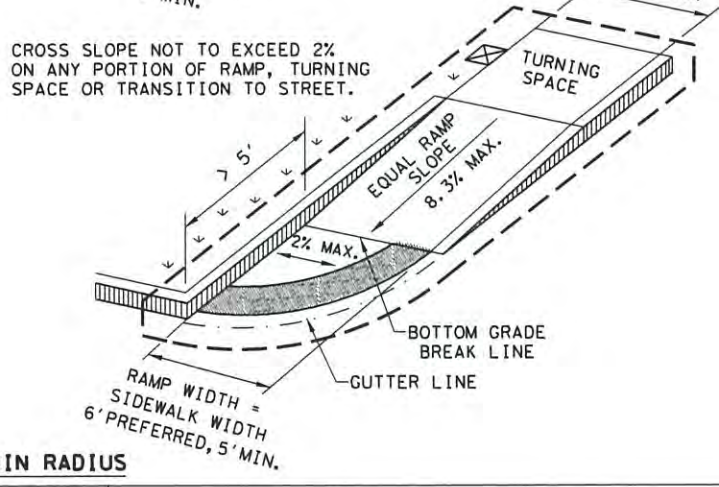


(SIDEWALK SET BACK FROM CURB)

TYPE 10

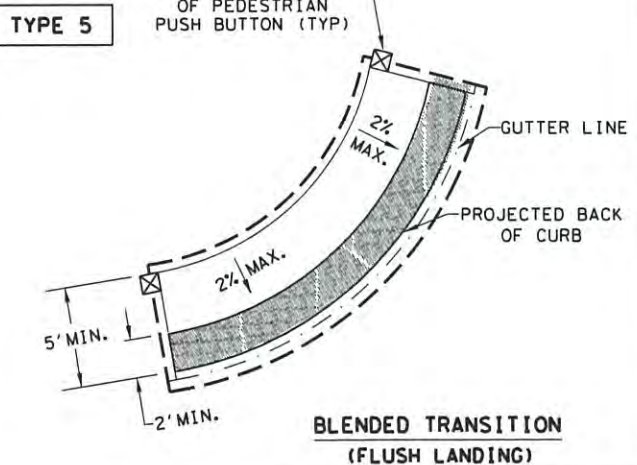


(SIDEWALK ADJACENT TO CURB)



(SIDEWALK ADJACENT TO CURB)

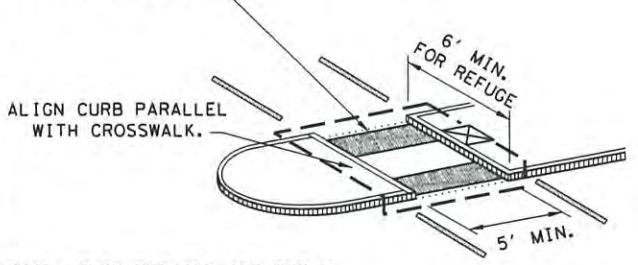
TYPE 5



BLENDED TRANSITION (FLUSH LANDING)

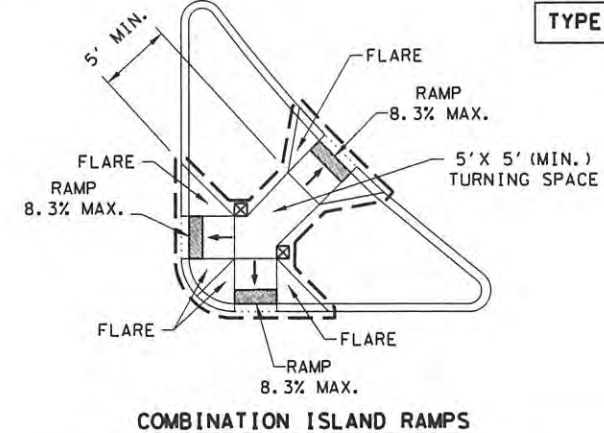
INSTALL DETECTABLE WARNING SURFACE AT EACH END OF THE CUT-THROUGH RAMP WITH A MINIMUM 2' USUAL SIDEWALK SURFACE BETWEEN. IF MEDIAN IS LESS THAN 6' WIDE, ELIMINATE DETECTABLE WARNING SURFACES.

TYPE 21



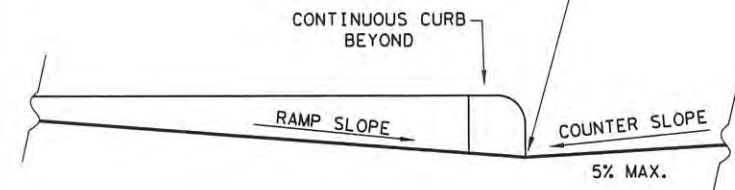
NOTE: CURB DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.

TYPE 22



COMBINATION ISLAND RAMPS

BOTTOM GRADE BREAK OF CURB RAMP WILL NORMALLY BE AT GUTTER LINE. SURFACE SLOPES AT GRADE BREAKS SHALL BE FLUSH.



TYPICAL SECTION OF PERPENDICULAR CURB RAMP AT CONNECTION TO ROADWAY

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.



GUTTER LINE



DETECTABLE WARNING SURFACE



GRADE BREAK



DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.



RAMP LIMITS OF PAYMENT



SHEET 1 OF 4

Texas Department of Transportation
Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT	DN: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISED 08, 2002	REVISIONS			
REVISED 05, 2012	DIST	COUNTY	SHEET NO.	
REVISED 01, 2018			22	

DATE: FILE:

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GENERAL NOTES

CURB RAMPS

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

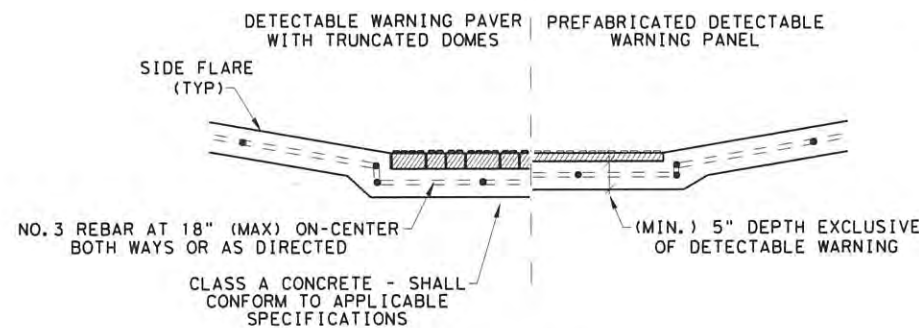
19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material 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.

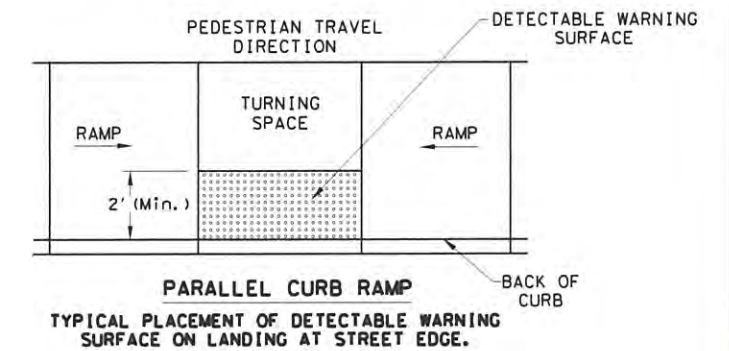
SIDEWALKS

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.

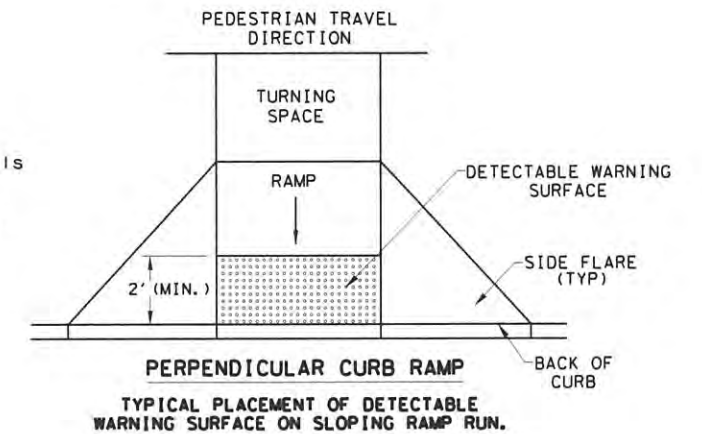


SECTION VIEW DETAIL
CURB RAMP AT DETECTIBLE WARNINGS

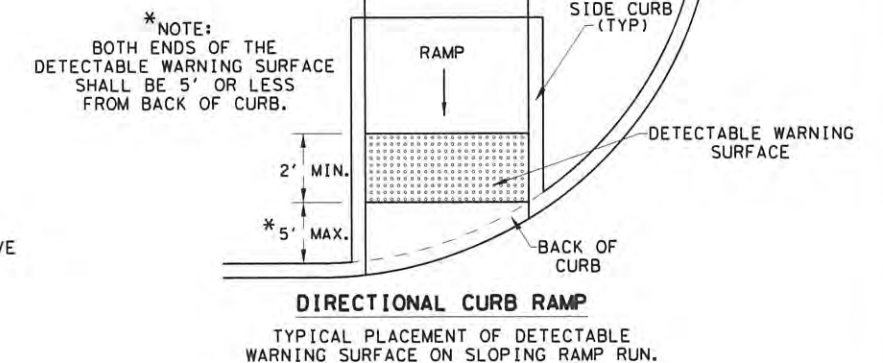
DETECTABLE WARNING SURFACE DETAILS



PARALLEL CURB RAMP
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE.



PERPENDICULAR CURB RAMP
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.



DIRECTIONAL CURB RAMP
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.

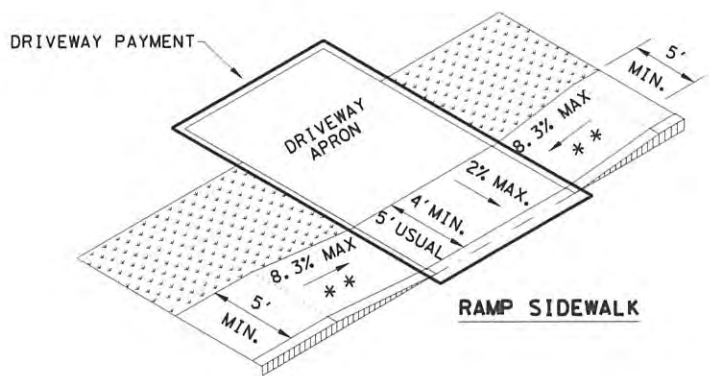
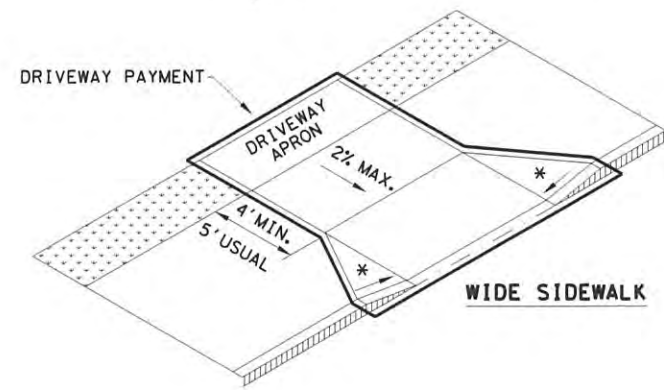
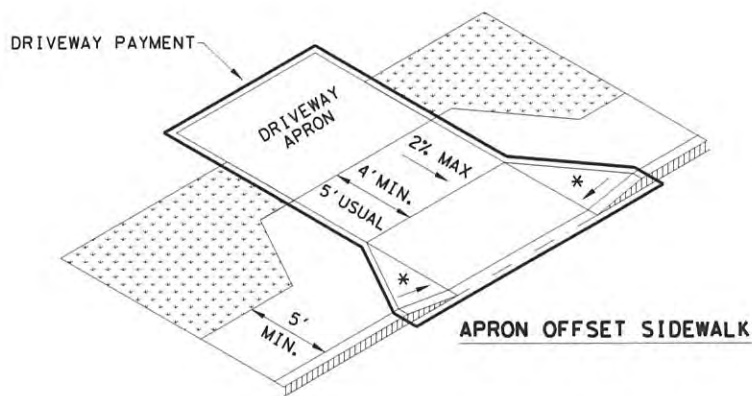
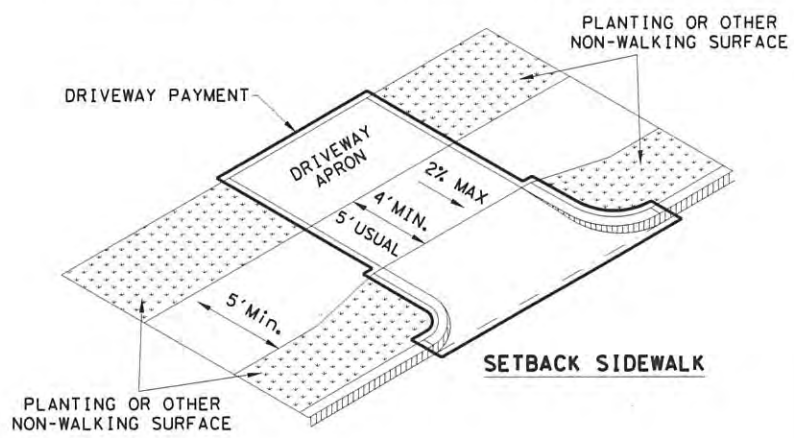
SHEET 2 OF 4

Texas Department of Transportation		Design Division Standard	
PEDESTRIAN FACILITIES CURB RAMPS			
PED-18			
FILE: ped18	DW:VP	CK:KM	CK:PK & JG
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REVISIONS			HIGHWAY
REVISED 08, 2005	DIST	COUNTY	SHEET NO.
REVISED 06, 2012			23
REVISED 01, 2018			

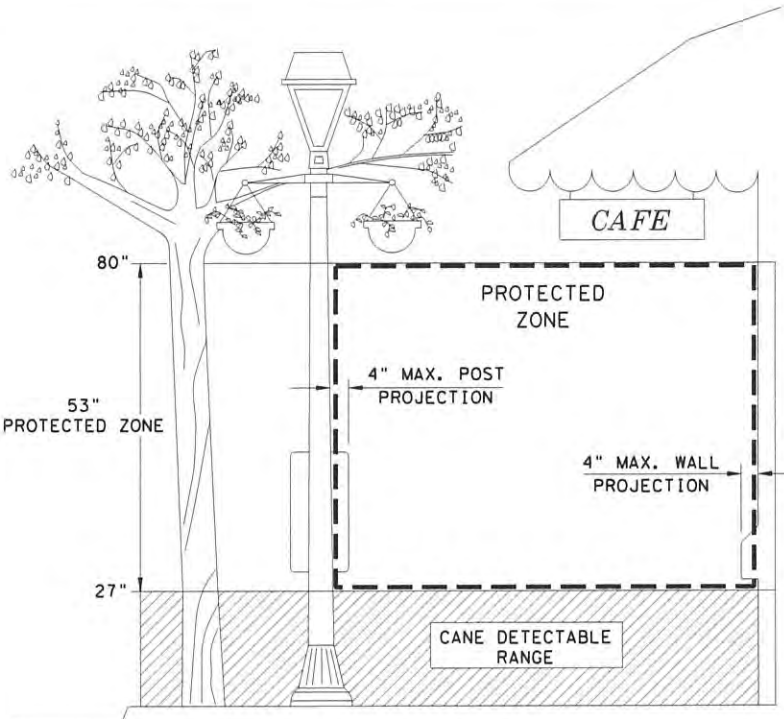
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SIDEWALK TREATMENT AT DRIVEWAYS

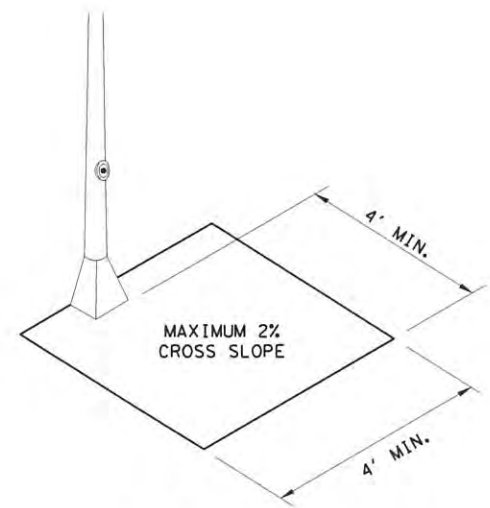


NOTES:
 * WHERE DRIVEWAYS CROSS THE PEDESTRIAN ROUTE, SIDES SHALL BE FLARED AT 10% MAX SLOPE.
 * * IF CURB HEIGHT IS GREATER THAN 6 INCHES, USE GRADE LESS THAN OR EQUAL TO 5%. HANDRAIL AND DETECTABLE WARNING ARE NOT REQUIRED.

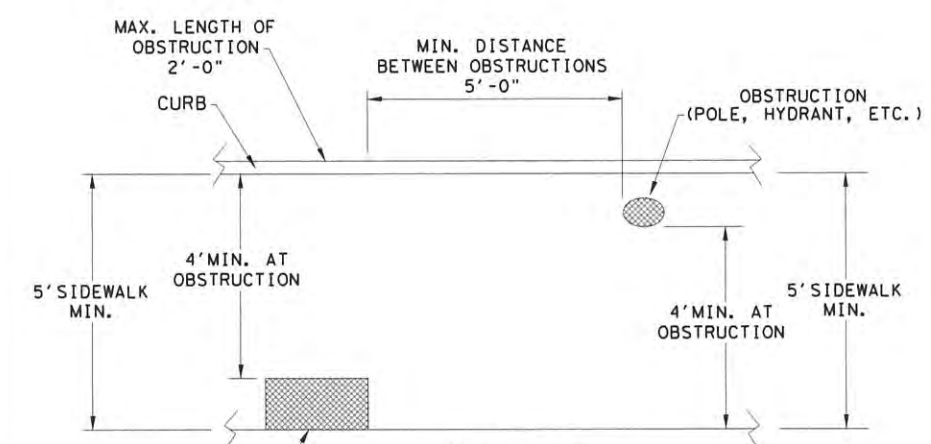


PROTECTED ZONE

NOTE: IN PEDESTRIAN CIRCULATION AREA, MAXIMUM 4" PROJECTION FOR POST OR WALL MOUNTED OBJECTS BETWEEN 27" AND 80" ABOVE THE SURFACE.

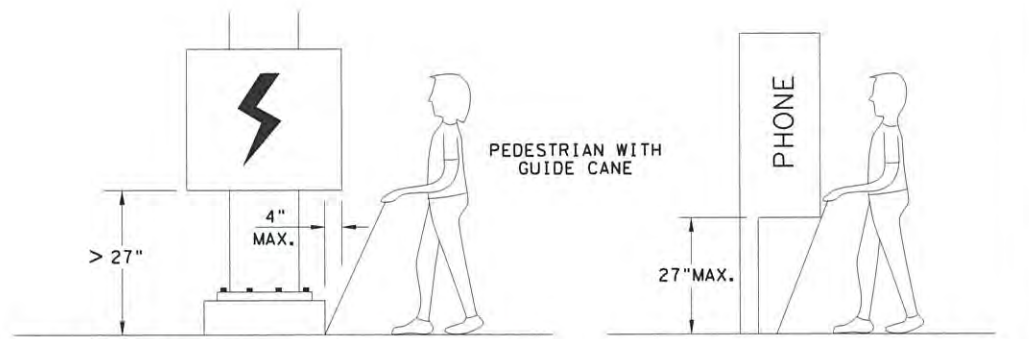


CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



**PLAN VIEW
 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

Texas Department of Transportation Design Division Standard

**PEDESTRIAN FACILITIES
 CURB RAMPS**

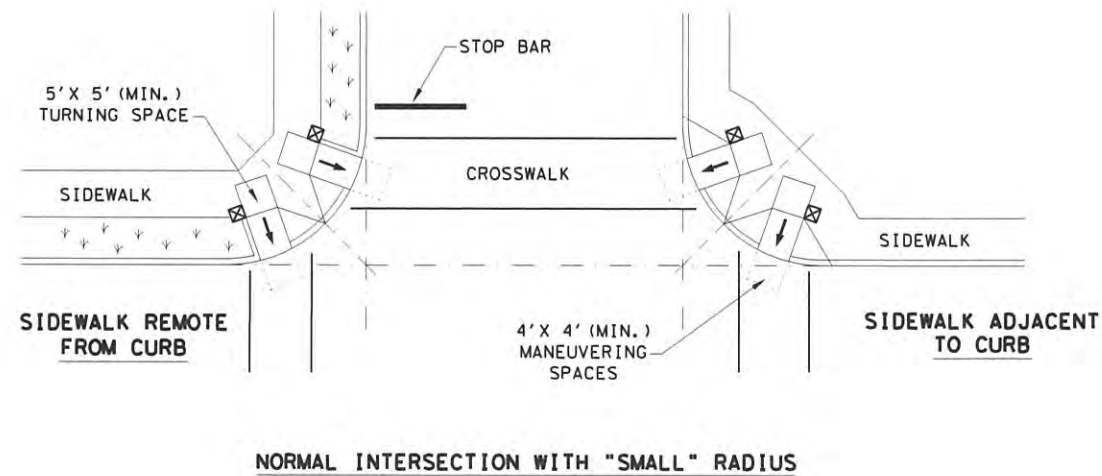
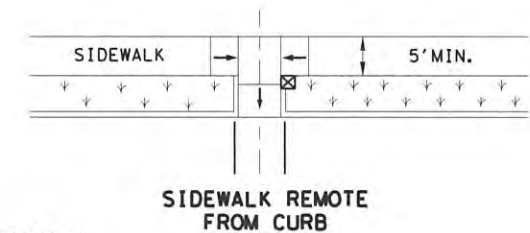
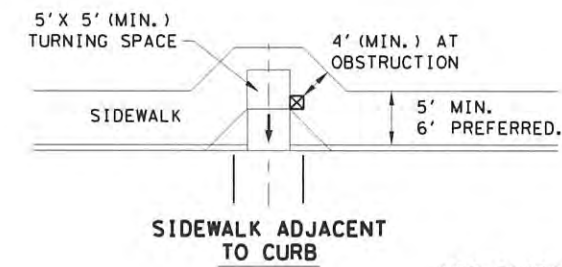
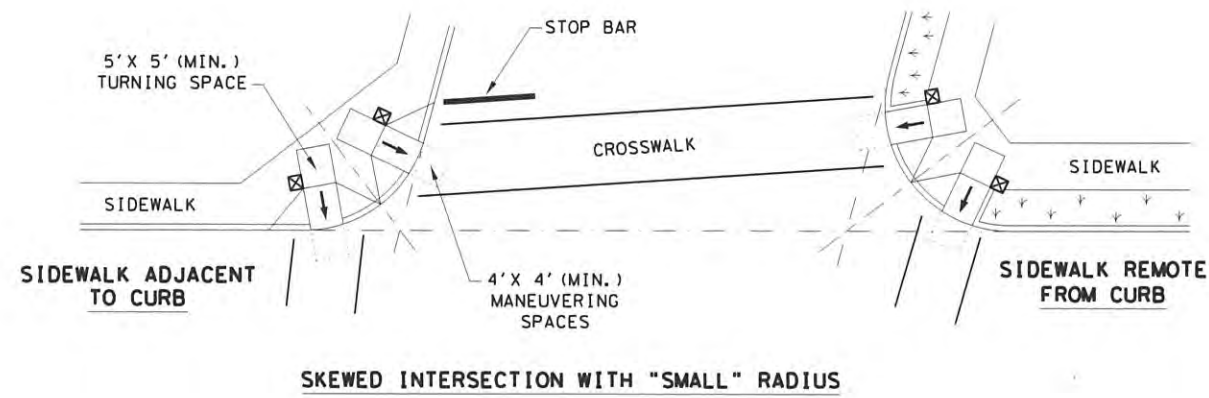
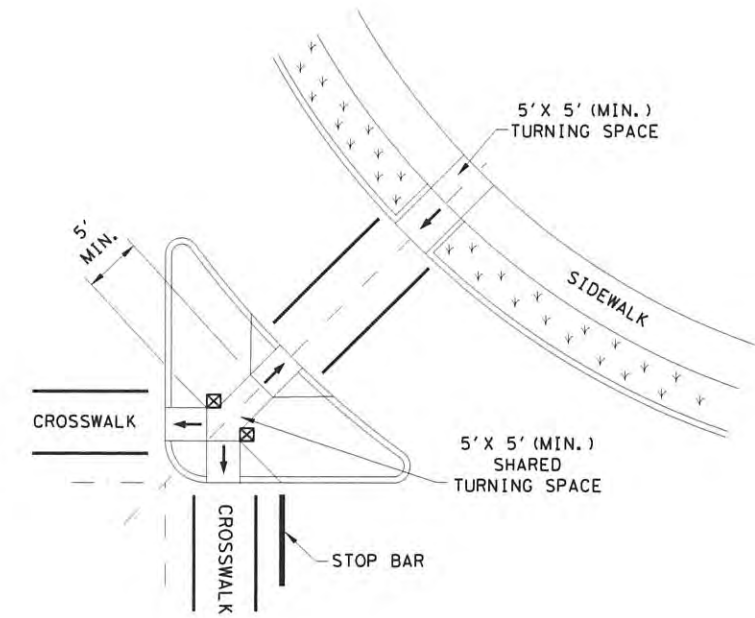
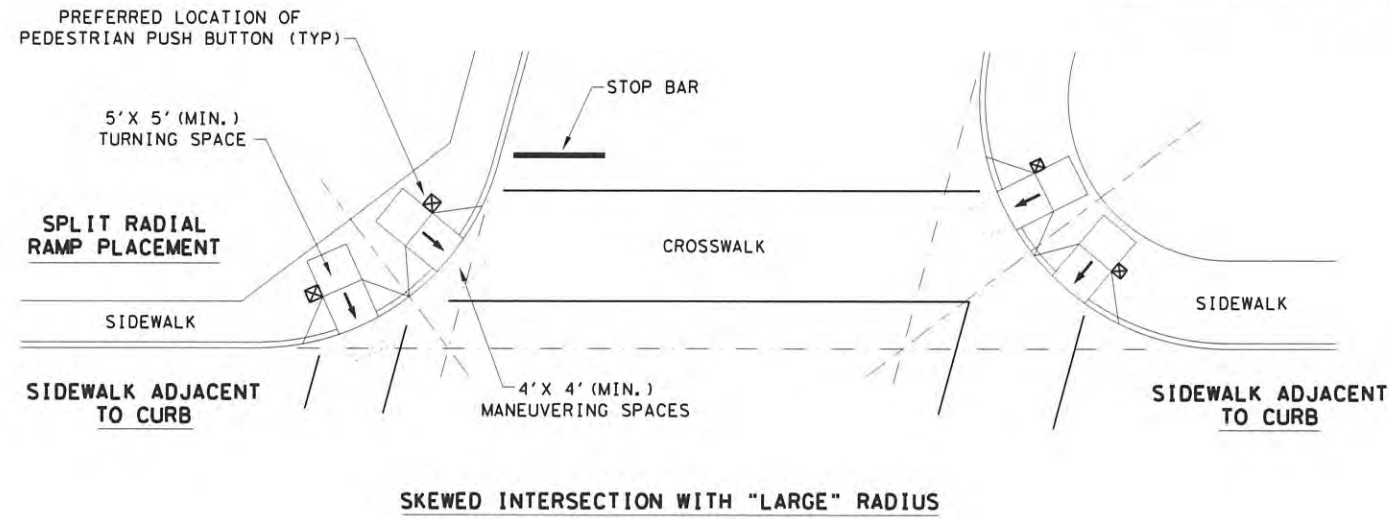
PED-18

FILE: ped18	DW:VP	CK:KM	CK:PK & JG
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REVISED 06, 2005	DIST	COUNTY	SHEET NO.
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TYPICAL CROSSING LAYOUTS
SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS



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. ↙ ↘ ↙ ↘ ↙ ↘ ↙ ↘

SHEET 4 OF 4



PEDESTRIAN FACILITIES
CURB RAMPS

PED-18

FILE: ped18	DW: TxDOT	DW: VP	CK: KM	CK: PK & JG
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BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

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

WORKER SAFETY NOTES:


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

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

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

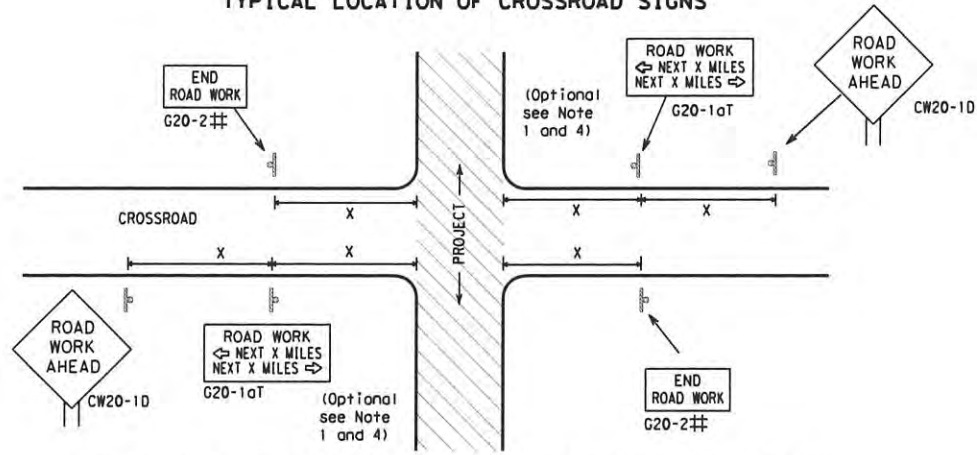
THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT http://www.txdot.gov
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)
MATERIAL PRODUCER LIST (MPL)
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)
TEXAS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

SHEET 1 OF 12

 Texas Department of Transportation		Traffic Safety Division Standard
BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS		
BC(1)-21		
FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT
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9-07 8-14		
5-10 5-21	DIST	COUNTY
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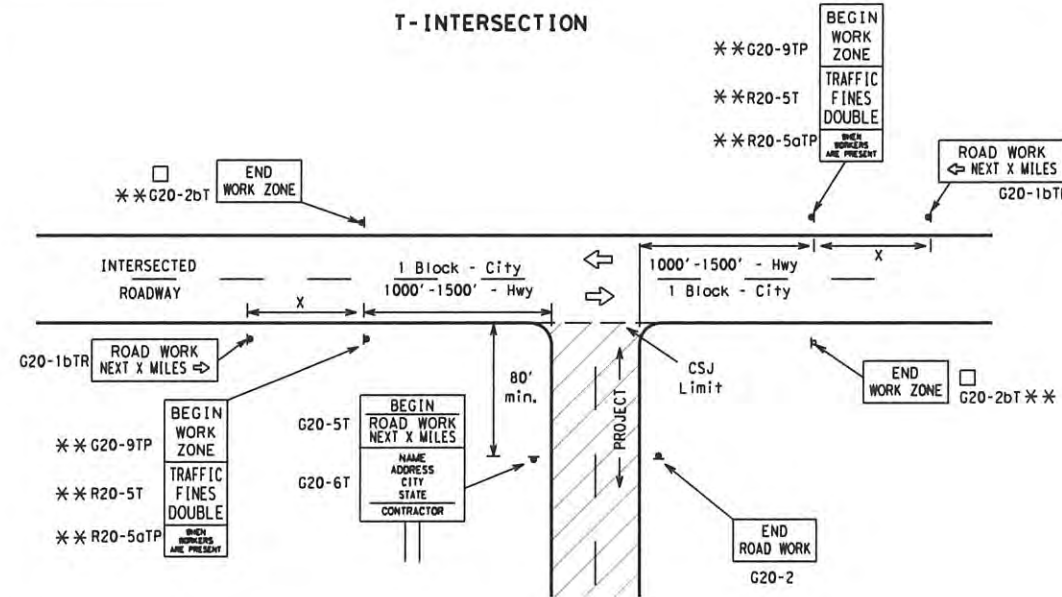
TYPICAL LOCATION OF CROSSROAD SIGNS



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

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

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

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

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

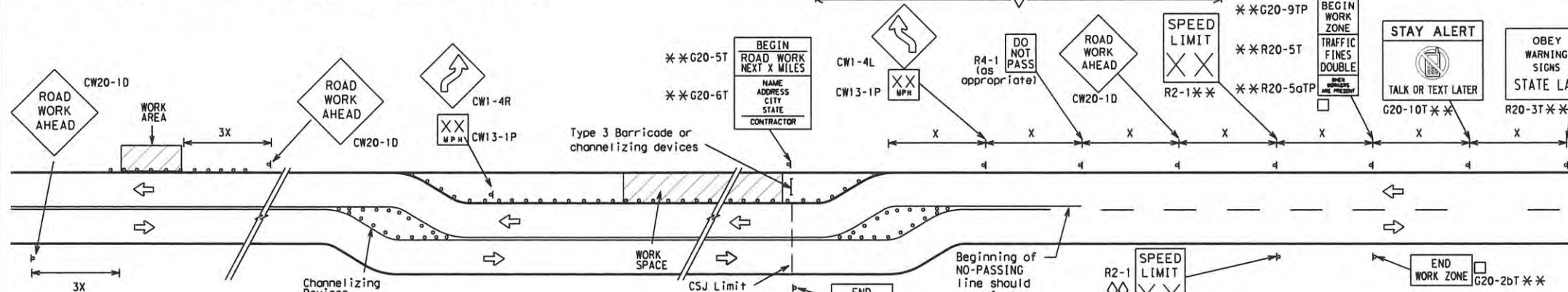
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

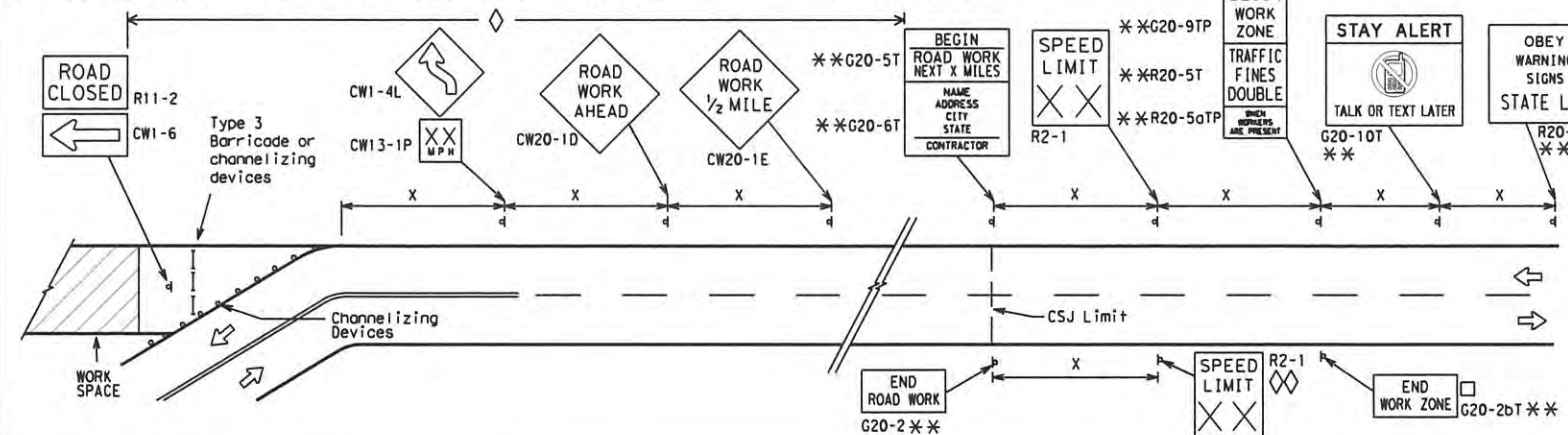
1. Special or larger size signs may be used as necessary.
2. Distance between signs should be increased as required to have 1500 feet advance warning.
3. Distance between signs should be increased as required to have 1/2 mile or more advance warning.
4. 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may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

WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS



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

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



NOTES

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

- The "BEGIN WORK ZONE" (G20-9TP) and "END WORK ZONE" (G20-2bT) shall be used as shown on the sample layout when advance signs are required outside the CSJ Limits. They inform the motorist of entering or leaving a part of the work zone lying outside the CSJ Limits where traffic fines may double if workers are present.
- ** CSJ limit signing is required for highway construction and maintenance work, with the exception of mobile operations.
- ◇ Area for placement of "ROAD WORK AHEAD" (CW20-1D) sign and other signs or devices as called for on the Traffic Control Plan.
- ◇◇ Contractor will install a regulatory speed limit sign at the end of the work zone.

LEGEND

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

SHEET 2 OF 12



BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

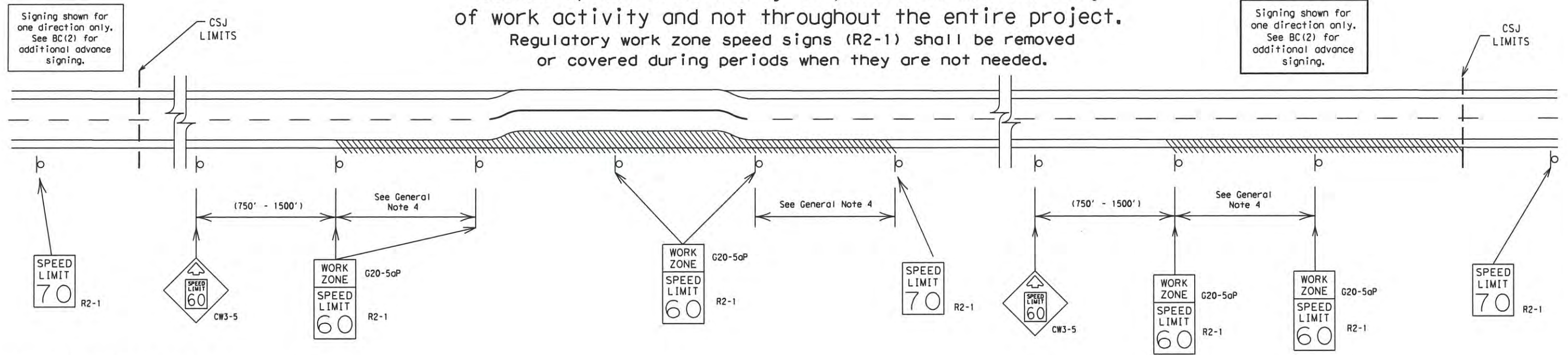
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7-13 5-21				
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TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

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



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

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

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

SHORT TERM WORK ZONE SPEED LIMITS

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

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

GENERAL NOTES

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

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

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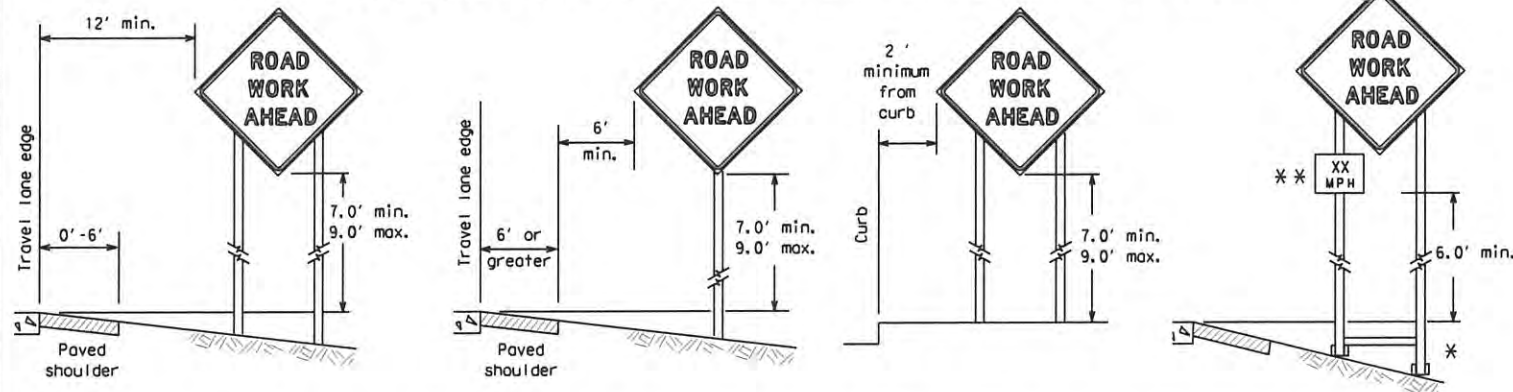
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SHEET 3 OF 12

		Traffic Safety Division Standard	
BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT			
BC (3) - 21			
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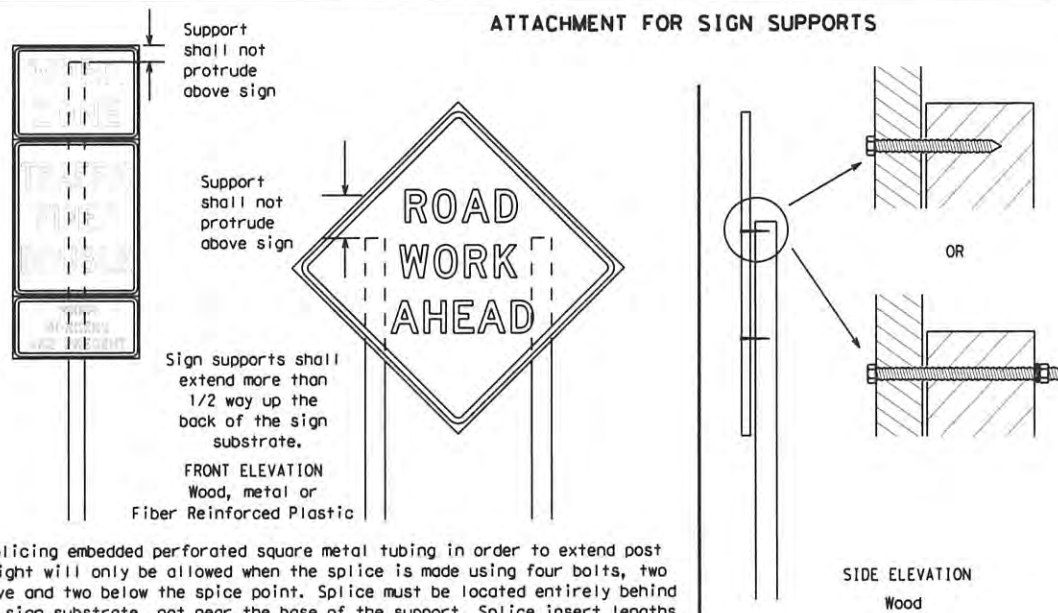
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



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

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

ATTACHMENT FOR SIGN SUPPORTS



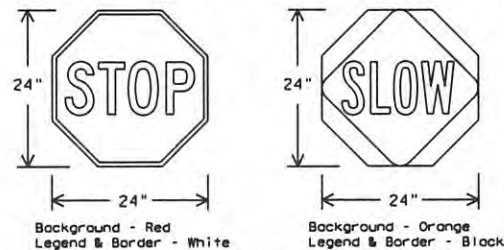
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

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

Splicing embedded perforated square metal tubing in order to extend post height will only be allowed when the splice is made using four bolts, two above and two below the 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

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



CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

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

GENERAL NOTES FOR WORK ZONE SIGNS

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

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

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

SIGN MOUNTING HEIGHT

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

SIZE OF SIGNS

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

SIGN SUBSTRATES

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

REFLECTIVE SHEETING

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

SIGN LETTERS

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

REMOVING OR COVERING

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

SIGN SUPPORT WEIGHTS

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

FLAGS ON SIGNS

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

Texas Department of Transportation Traffic Safety Division Standard

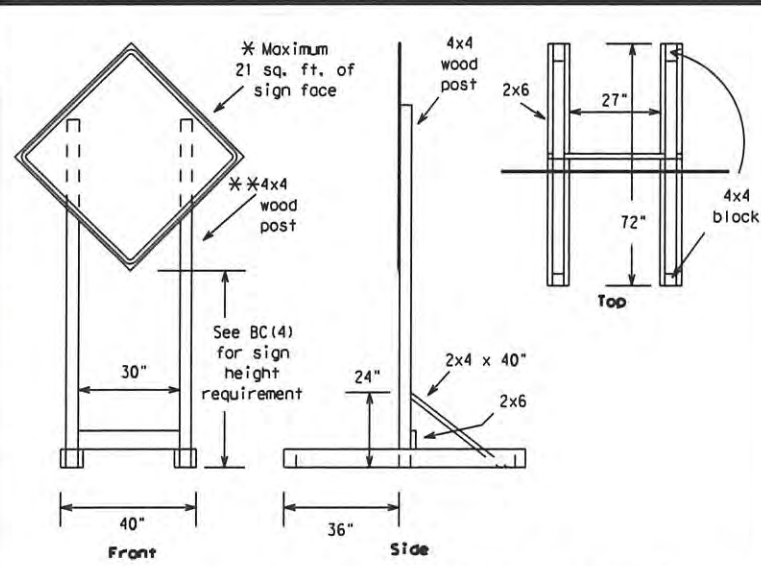
BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC (4) - 21

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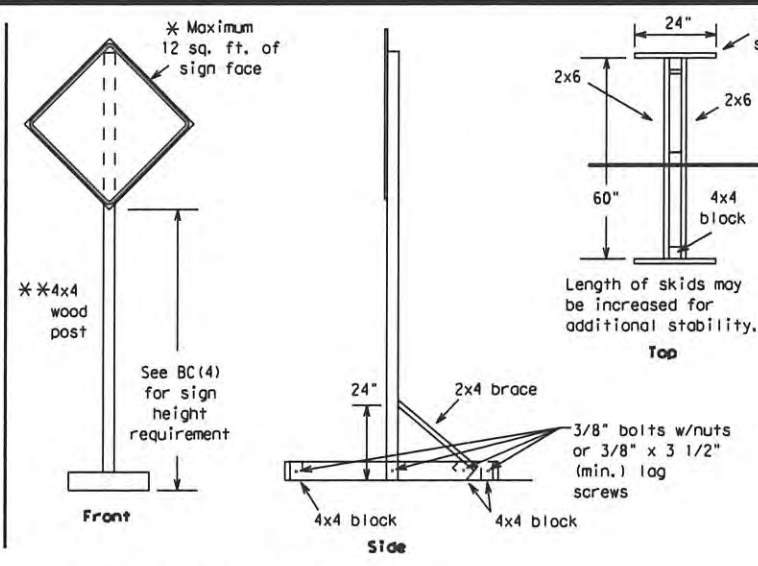
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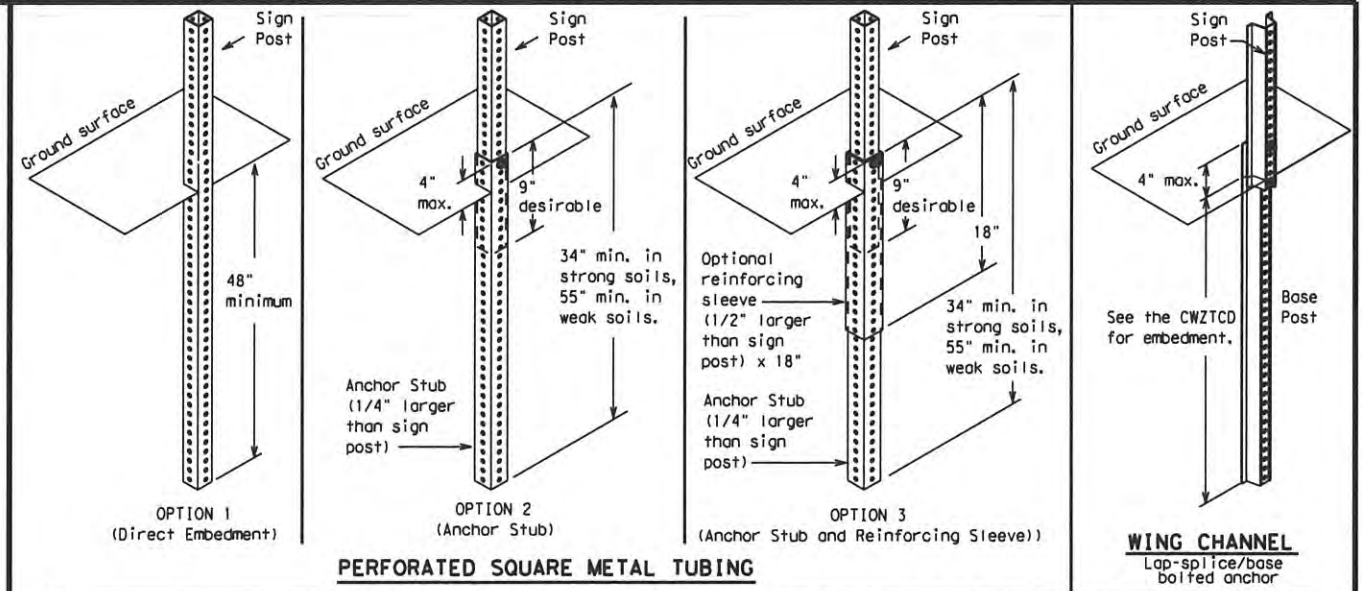
SKID MOUNTED WOOD SIGN SUPPORTS

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



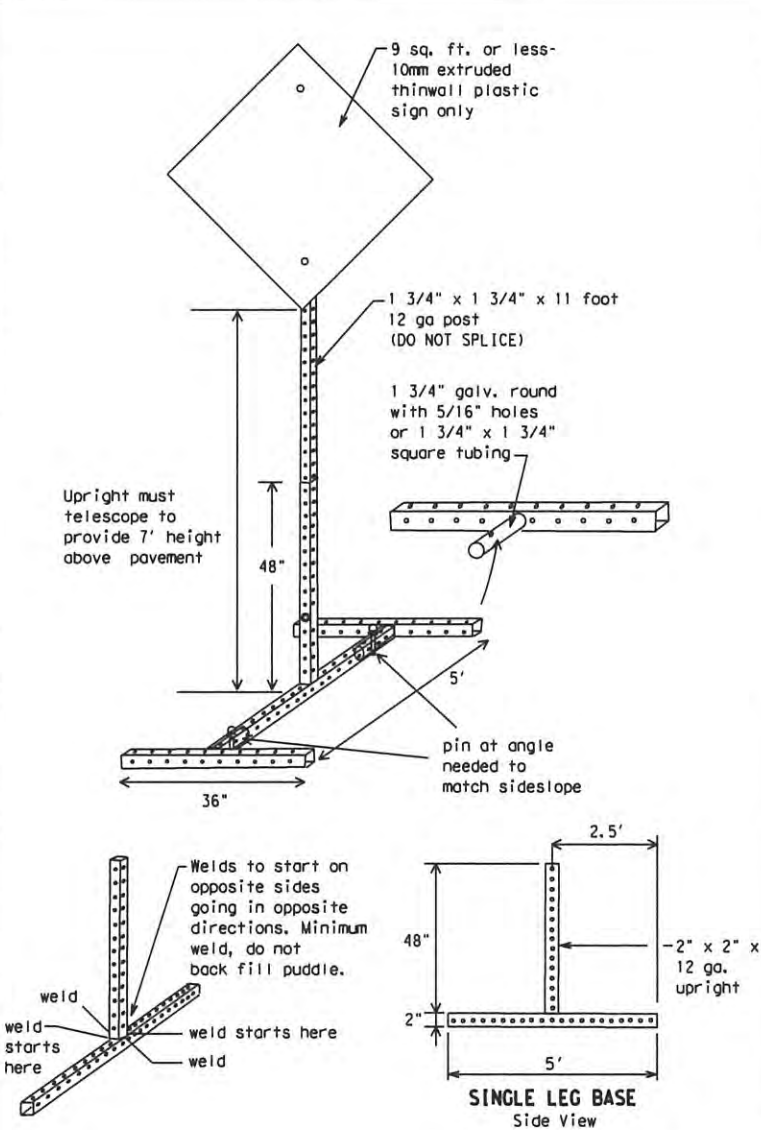
SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

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



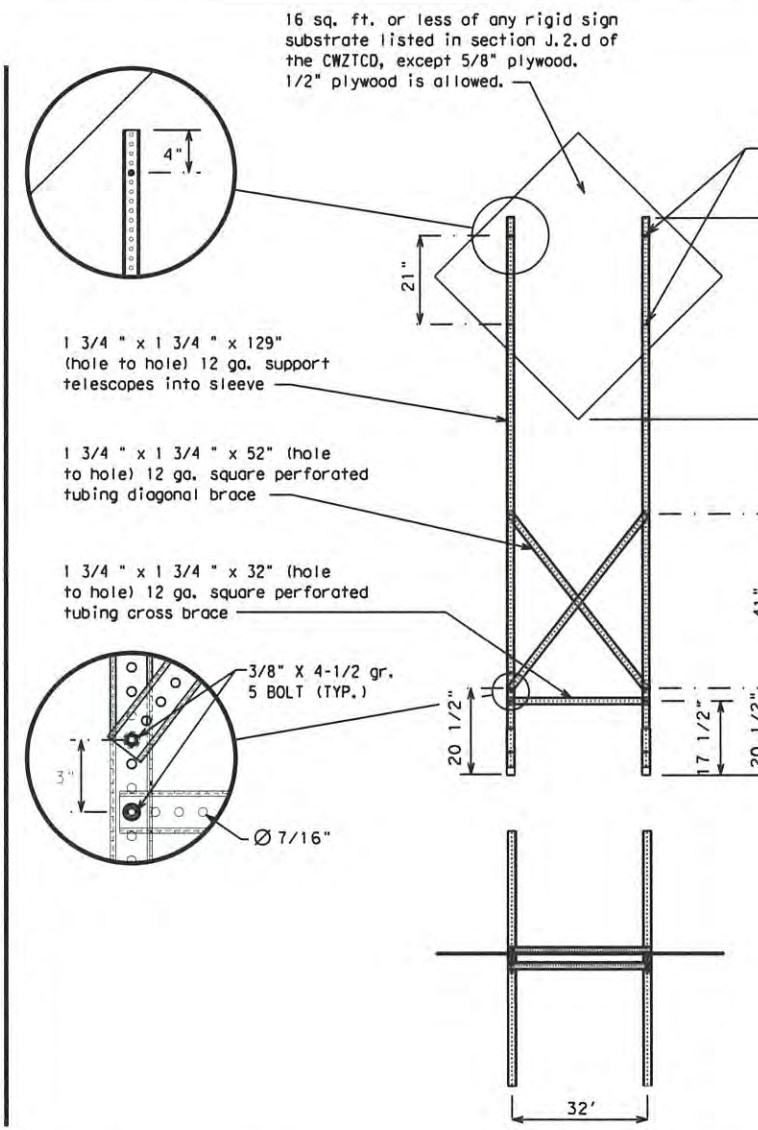
GROUND MOUNTED SIGN SUPPORTS

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 WEDGE ANCHORS

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



OTHER DESIGNS

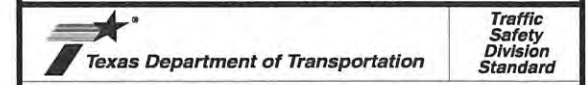
MORE DETAILS OF APPROVED LONG/INTERMEDIATE AND SHORT TERM SUPPORTS CAN BE FOUND ON THE CWZTCD LIST. SEE BC(1) FOR WEBSITE LOCATION.

GENERAL NOTES

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

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

SHEET 5 OF 12



BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-21

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

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

PORTABLE CHANGEABLE MESSAGE SIGNS

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

WORD OR PHRASE	ABBREVIATION	WORD OR PHRASE	ABBREVIATION
Access Road	ACCS RD	Major	MAJ
Alternate	ALT	Miles	MI
Avenue	AVE	Miles Per Hour	MPH
Best Route	BEST RTE	Minor	MNR
Boulevard	BLVD	Monday	MON
Bridge	BRDG	Normal	NORM
Canal	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	TRVLRS
High-Occupancy	HOV	Tuesday	TUES
Vehicle 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	FRONTAGE ROAD CLOSED
ROAD CLOSED AT SH XXX	SHOULDER CLOSED XXX FT
ROAD CLSD AT FM XXXX	RIGHT LN CLOSED XXX FT
RIGHT X LANES CLOSED	RIGHT X LANES OPEN
CENTER LANE CLOSED	DAYTIME LANE CLOSURES
NIGHT LANE CLOSURES	I-XX SOUTH EXIT CLOSED
VARIOUS LANES CLOSED	EXIT XXX CLOSED X MILE
EXIT CLOSED	RIGHT LN TO BE CLOSED
MALL DRIVEWAY CLOSED	X LANES CLOSED TUE - FRI
XXXXXXXXX BLVD CLOSED	

Other Condition List

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

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

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

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

Location List

AT FM XXXX	BEFORE RAILROAD CROSSING	NEXT X MILES	PAST US XXX EXIT	XXXXXXXXX TO XXXXXXXX	US XXX TO FM XXXX
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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
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** 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
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** 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.

SHEET 6 OF 12

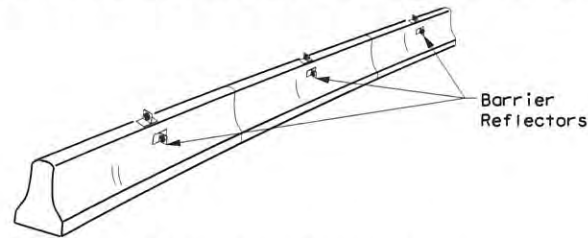
		Traffic Safety Division Standard	
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FILE: bc-21.dgn	DN: TxDOT	CR: TxDOT	DW: TxDOT
REV: TxDOT November 2002	CONF	SECT	JOB
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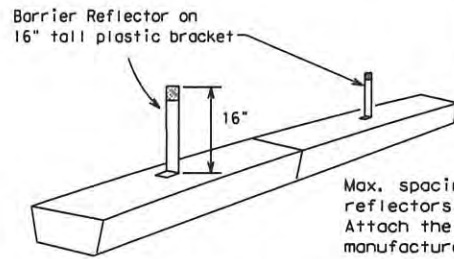
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- Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
- Color of Barrier Reflectors 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.



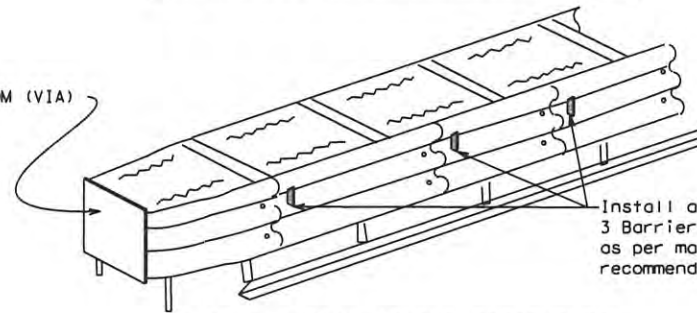
LOW PROFILE CONCRETE BARRIER (LPCB)

LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES

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

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

See D & OM (VIA)



DELINEATION OF END TREATMENTS

END TREATMENTS FOR CTB'S USED IN WORK ZONES

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

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS

WARNING LIGHTS

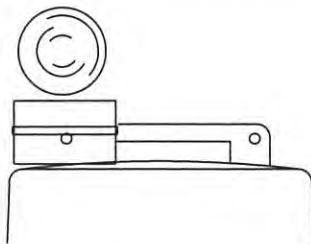
- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "FL". The Type A Warning Lights shall not be used with signs manufactured with Type B_{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

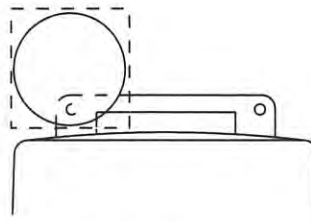
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing 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.



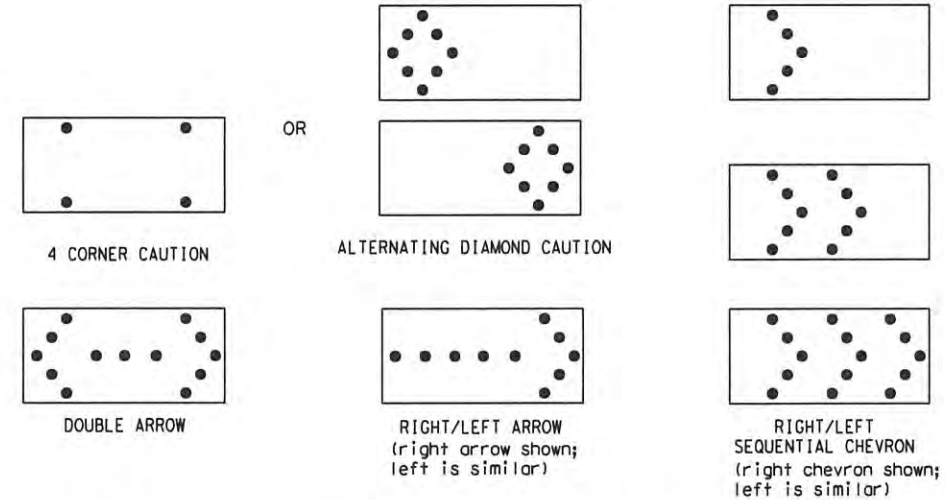
Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



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

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

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



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

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

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

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

FLASHING ARROW BOARDS

SHEET 7 OF 12

TRUCK-MOUNTED ATTENUATORS

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



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

BC (7) - 21

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7-13	5-21	DIST	COUNTY	SHEET NO.
				32

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GENERAL NOTES

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

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

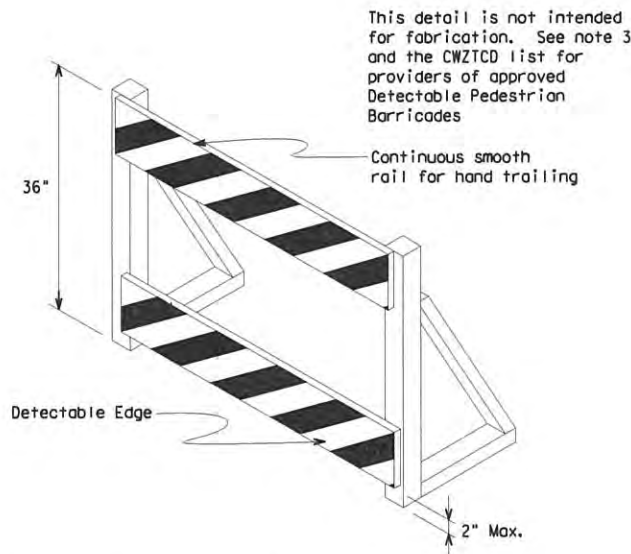
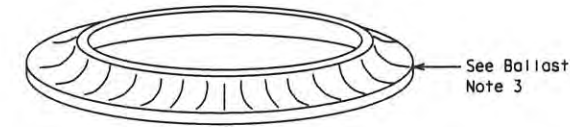
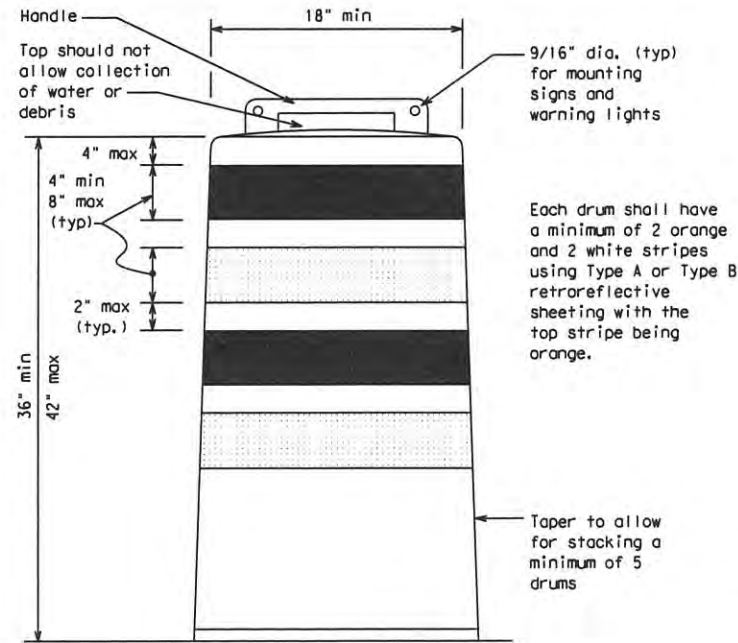
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
- The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

RETROREFLECTIVE SHEETING

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

BALLAST

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



DETECTABLE PEDESTRIAN BARRICADES

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



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



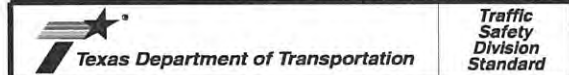
12" x 24"
Vertical Panel
mount with diagonals
sloping down towards
travel way

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

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

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

SHEET 8 OF 12

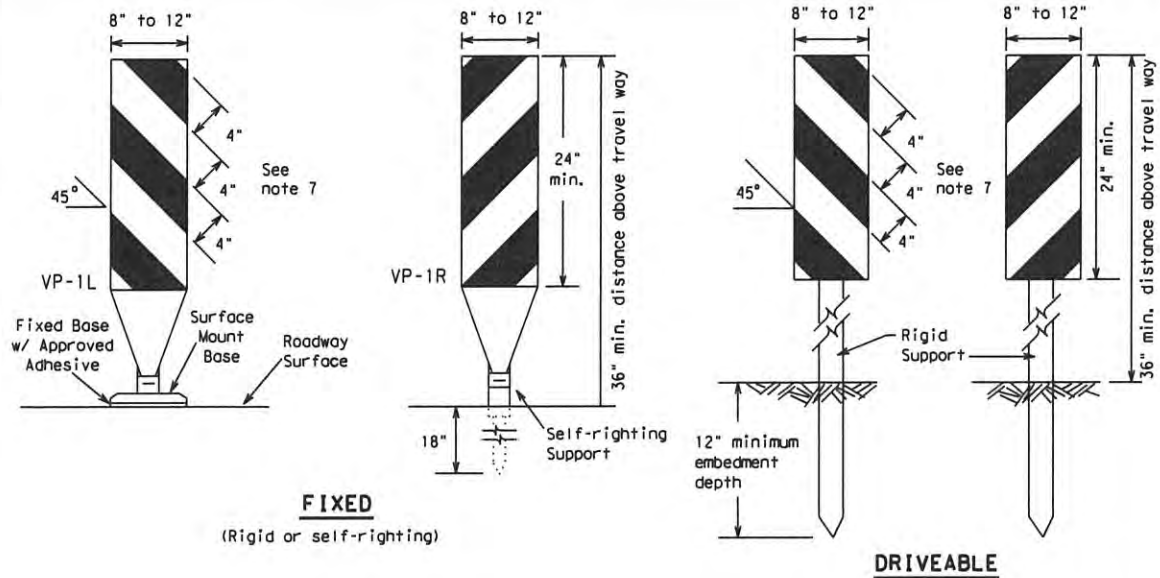


BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-21

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9-07 5-21			33	
7-13				

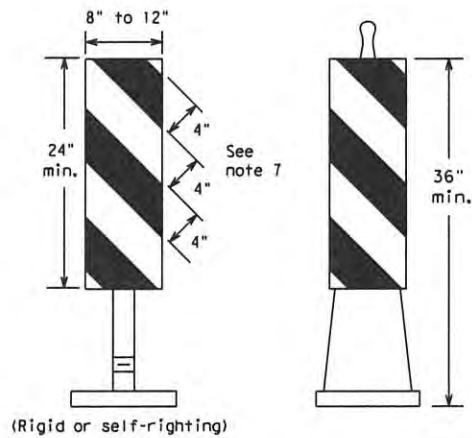
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FIXED
(Rigid or self-righting)

DRIVEABLE

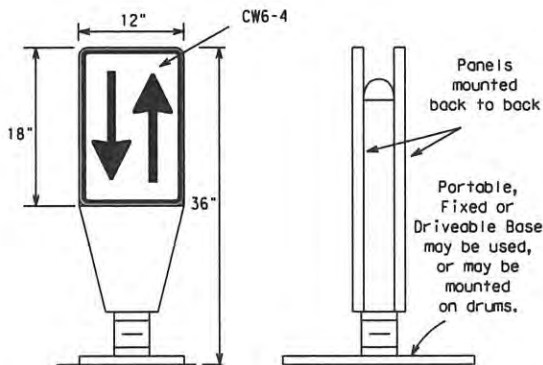
- Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
- VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is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



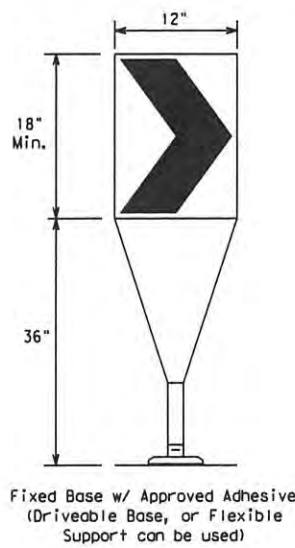
PORTABLE

VERTICAL PANELS (VPs)

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

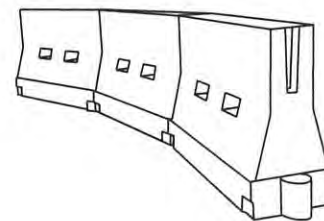


OPPOSING TRAFFIC LANE DIVIDERS (OTLD)



- 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). Place reflective sheeting near the top of the LCD along the full length of the device.

WATER BALLASTED SYSTEMS USED AS BARRIERS

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

If used to channelize pedestrians, longitudinal channelizing devices or water ballasted systems must have a continuous detectable bottom for users of long cones 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	L = WS	650'	715'	780'	65'	130'
70		700'	770'	840'	70'	140'
75		750'	825'	900'	75'	150'
80	L = WS	800'	880'	960'	80'	160'
85		850'	935'	1020'	85'	170'

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

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

SHEET 9 OF 12



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (9) -21

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7-13	5-21			
DIST COUNTY				SHEET NO.
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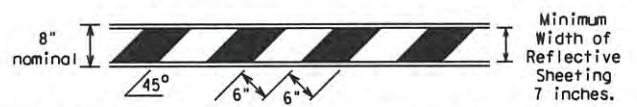
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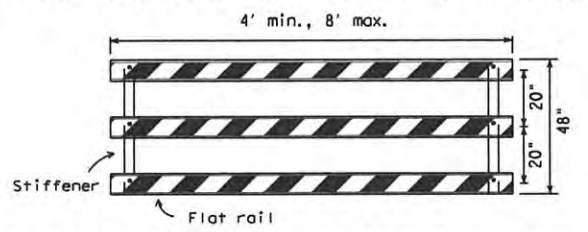
TYPE 3 BARRICADES

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

Barricades shall NOT be used as a sign support.

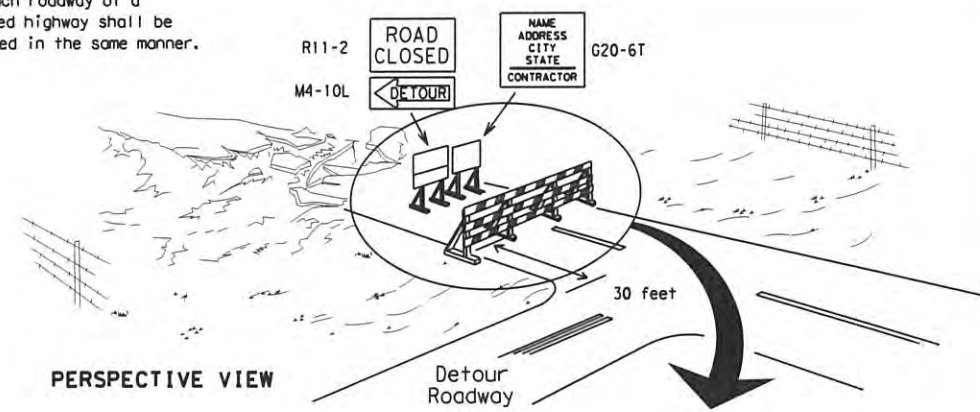


TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



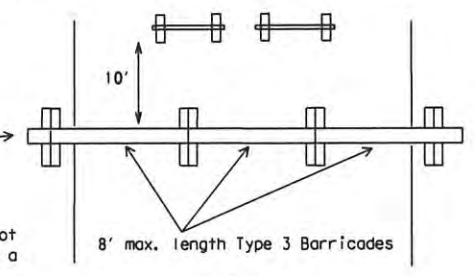
TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES

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



PERSPECTIVE VIEW

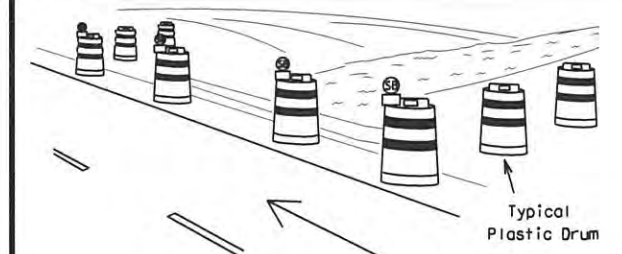
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.



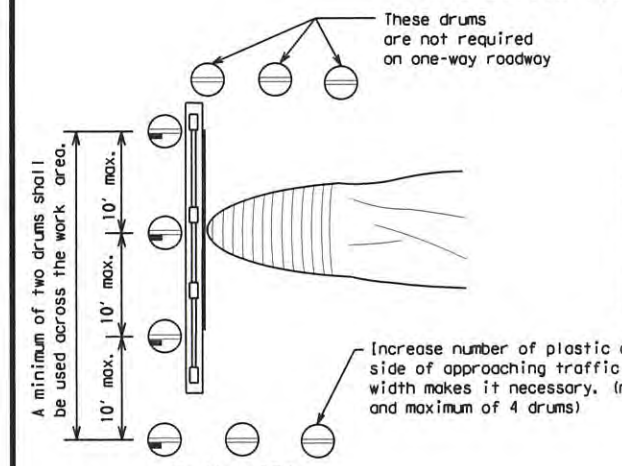
PLAN VIEW

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

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW



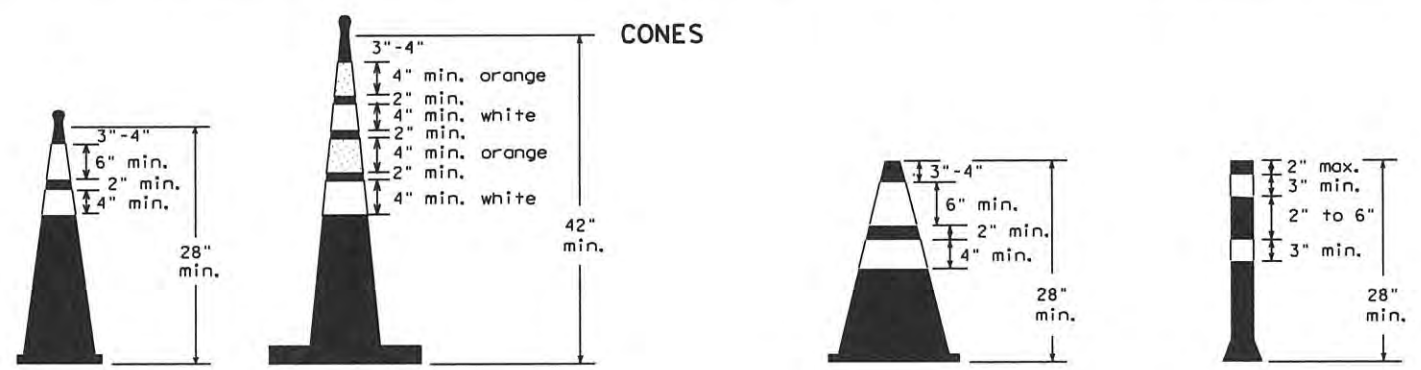
PLAN VIEW

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

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.

CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS

CONES



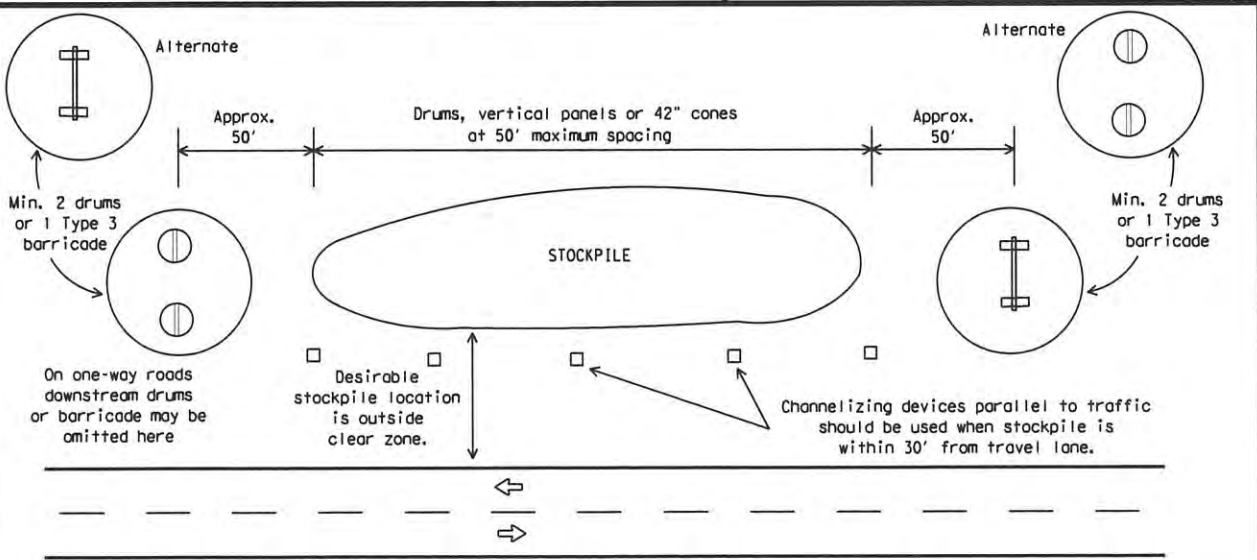
Two-Piece cones

One-Piece cones

Tubular Marker

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

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



TRAFFIC CONTROL FOR MATERIAL STOCKPILES

		Texas Department of Transportation		Traffic Safety Division Standard
BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES				
BC(10)-21				
FILE:	bc-21.dgn	DWG:	TxDOT	CHK:
DATE:	November 2002	CON:	SECT:	JOB:
REV:	9-07 8-14	DIST:	COUNTY:	SHEET NO.
	7-13 5-21			35

DATE: FILE:

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DATE:
FILE:

WORK ZONE PAVEMENT MARKINGS

GENERAL

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

RAISED PAVEMENT MARKERS

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

PREFABRICATED PAVEMENT MARKINGS

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

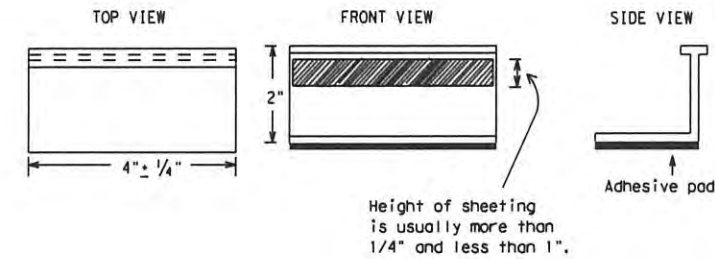
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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

REMOVAL OF PAVEMENT MARKINGS

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

Temporary Flexible-Reflective Roadway Marker Tabs



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

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

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

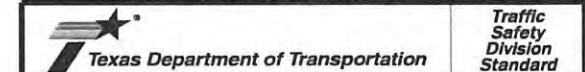
- Raised pavement markers used as guidemarks shall be from the approved product list, and meet the requirements of DMS-4200.
- All temporary construction raised pavement markers provided on a project shall be of the same manufacturer.
- Adhesive for guidemarks shall be bituminous material hot applied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

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

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

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

SHEET 11 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

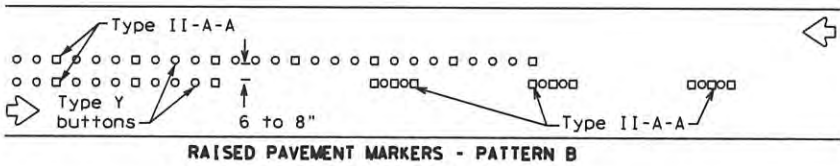
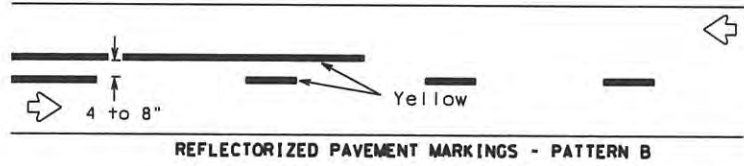
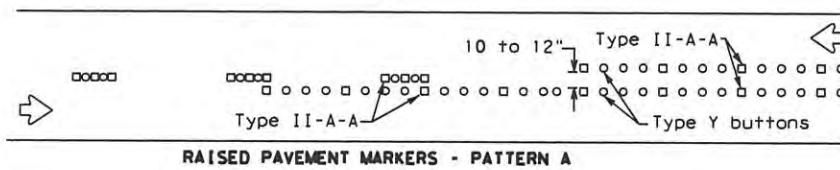
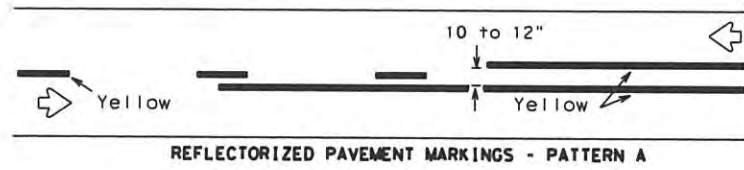
BC(11)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS				
2-98	9-07	5-21		
1-02	7-13			
11-02	8-14			
	DIST	COUNTY	SHEET NO.	
			36	

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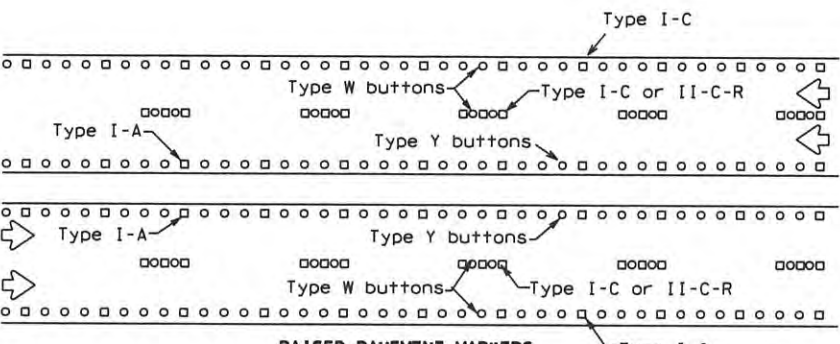
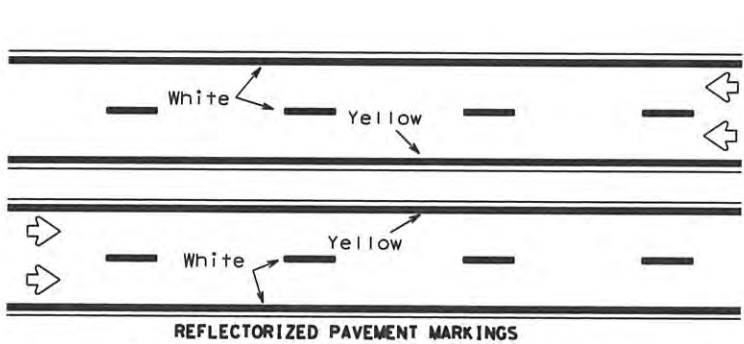
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PAVEMENT MARKING PATTERNS



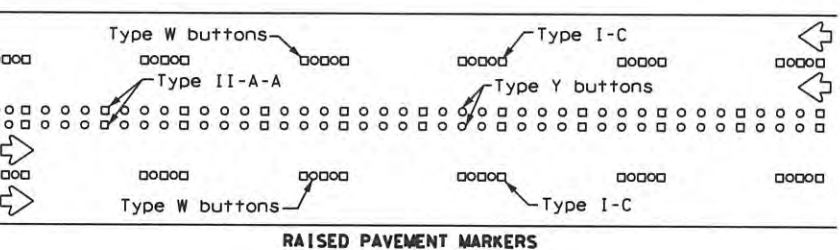
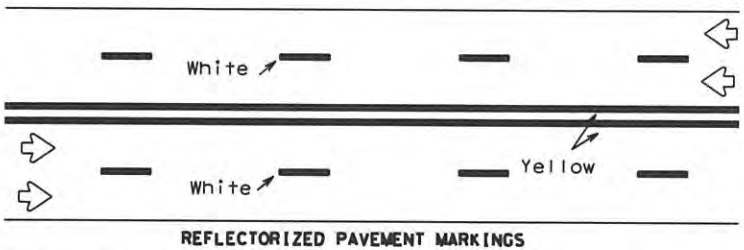
Pattern A is the TxDOT Standard, however Pattern B may be used if approved by the Engineer. Prefabricated markings may be substituted for reflectorized pavement markings.

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



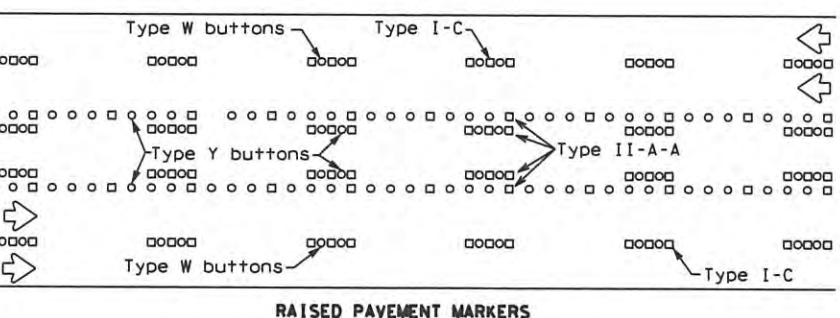
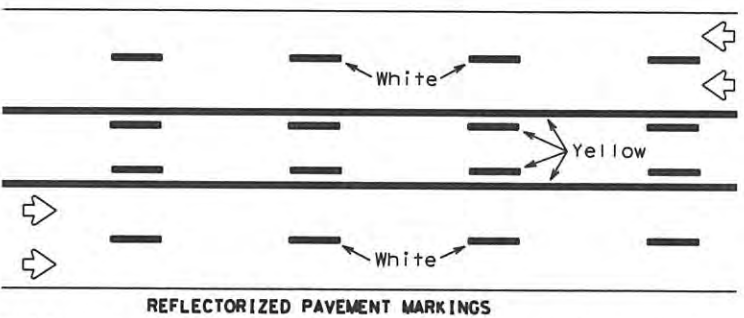
Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



Prefabricated markings may be substituted for reflectorized pavement markings.

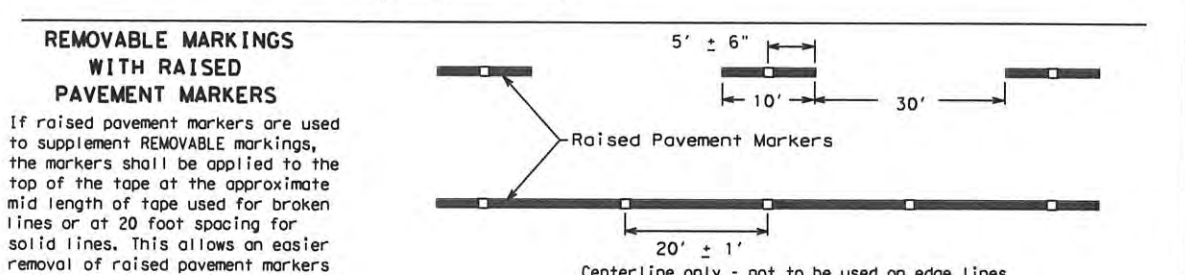
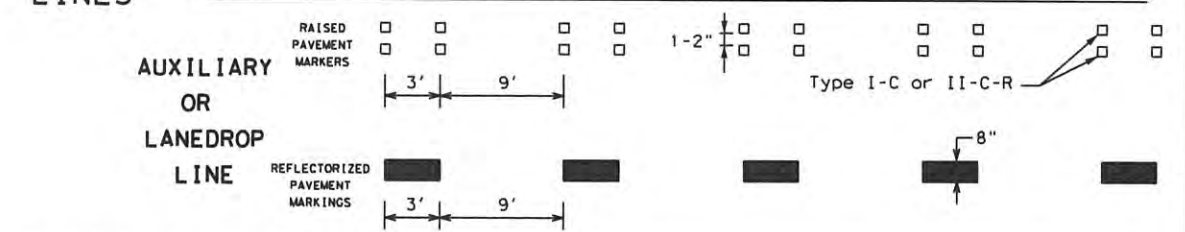
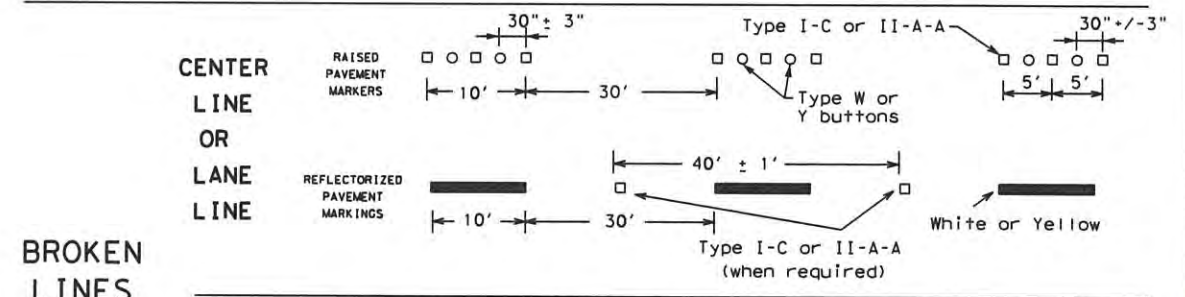
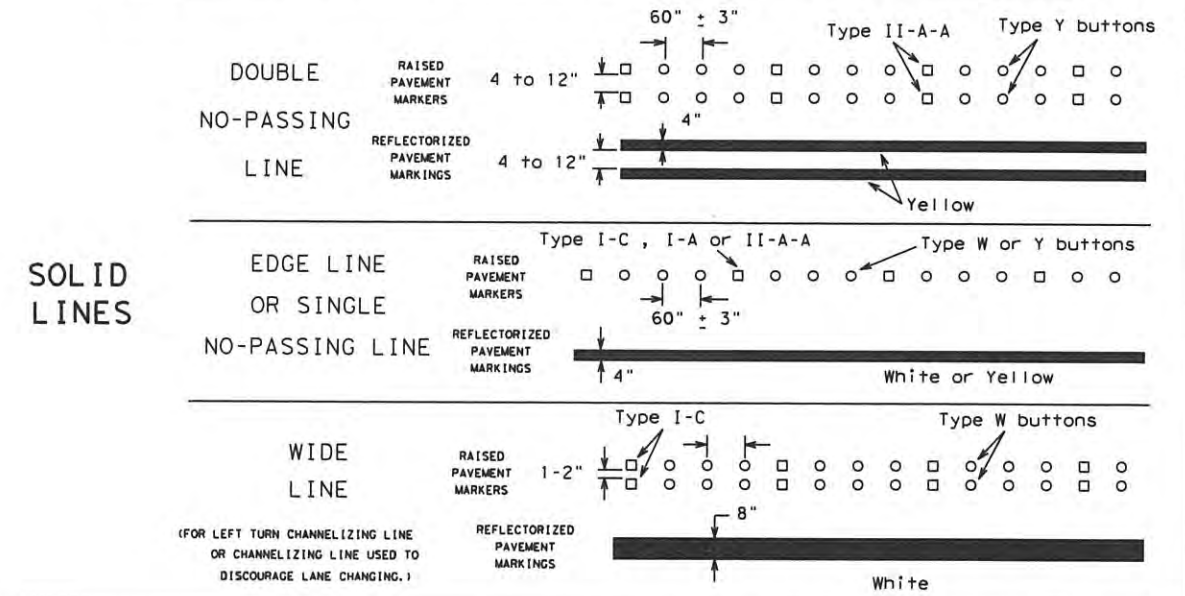
LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



SHEET 12 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

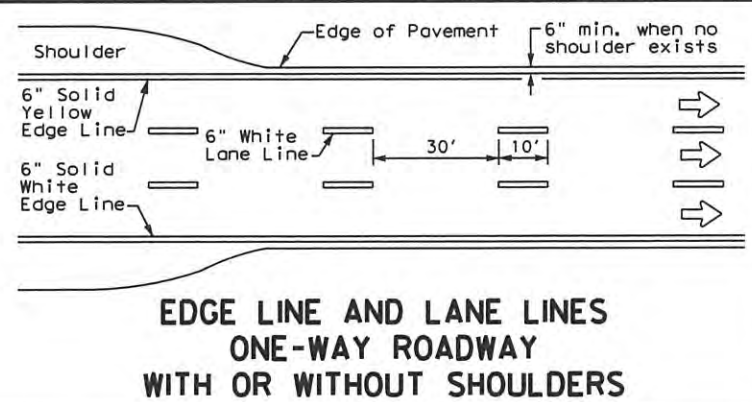
BC(12)-21

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."

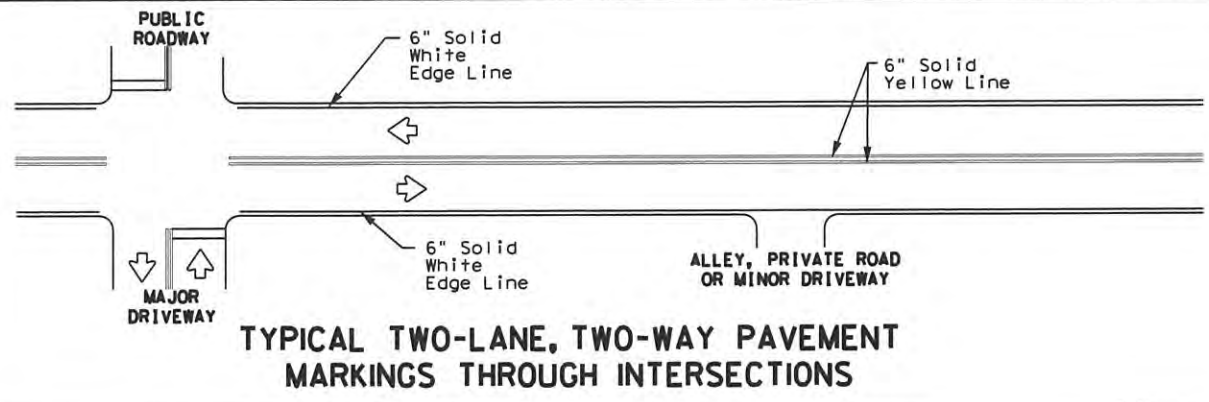
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©TxDOT February 1998	CONF	SECT	JOB	HIGHWAY
1-97 9-07 5-21	REVISIONS			
2-98 7-13				
11-02 8-14				
	DIST	COUNTY	SHEET NO.	
			37	

DATE: FILE:

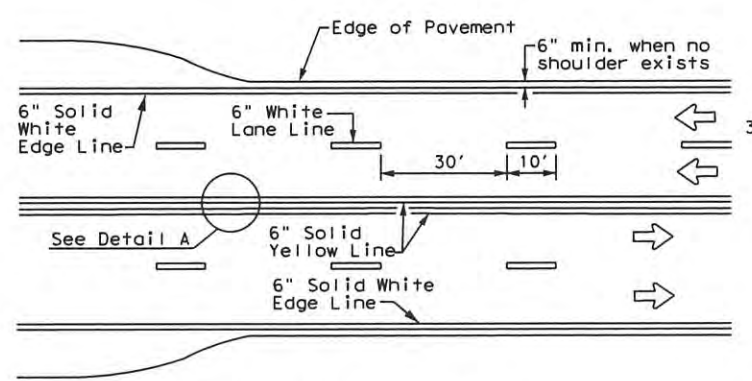
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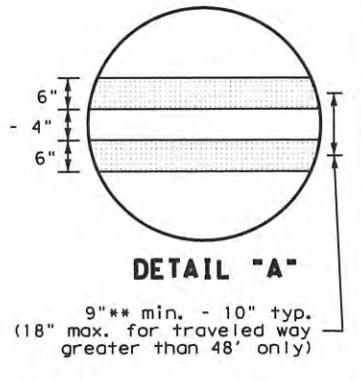
**EDGE LINE AND LANE LINES
ONE-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



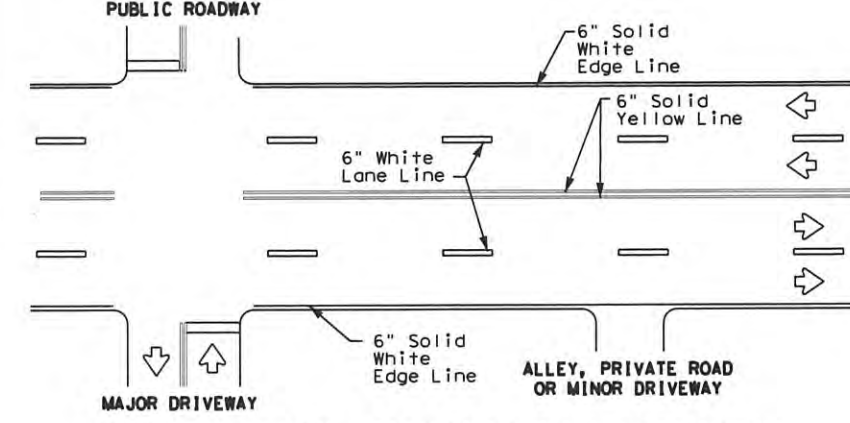
**TYPICAL TWO-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**



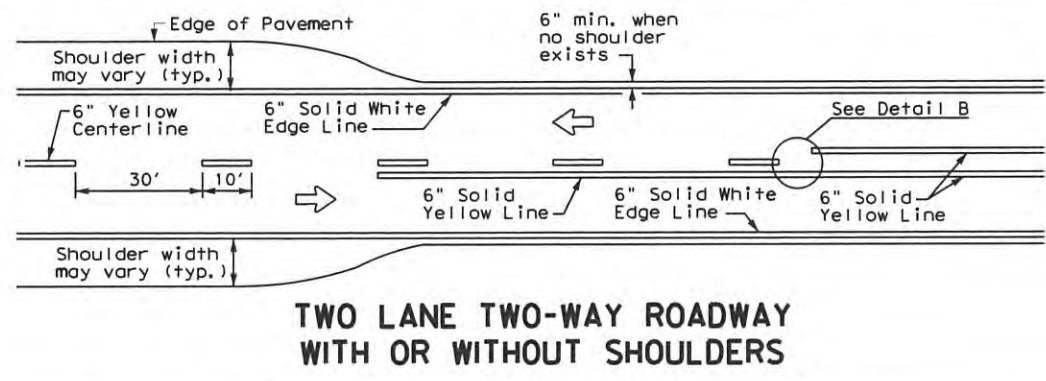
**CENTERLINE AND LANE LINES
FOUR LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



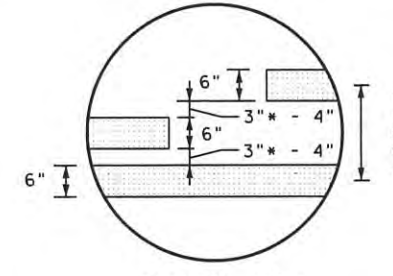
* 2" minimum for restripe projects when approved by the Engineer.
** 8" minimum for restripe projects when approved by the Engineer.



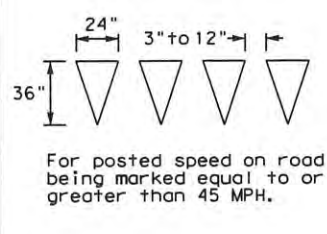
**TYPICAL MULTI-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**



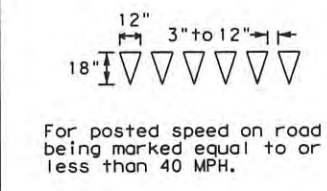
**TWO LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



* 2" minimum for restripe projects when approved by the Engineer.



YIELD LINES



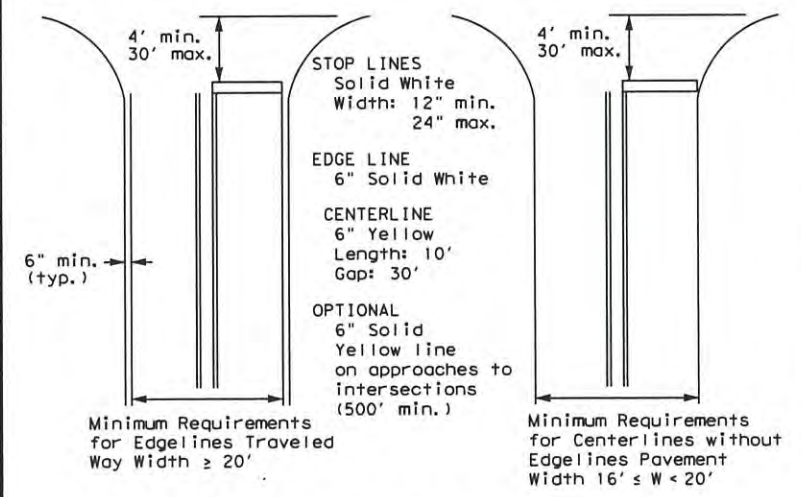
For posted speed on road being marked equal to or less than 40 MPH.

GENERAL NOTES

- Edge line striping shall be as shown in the plans or as directed by the Engineer. The edge line should not be placed less than 6 inches from the edge of pavement. This distance may vary due to pavement raveling or other conditions. Edge lines are not required in curb and gutter sections of roadways.
- The traveled way includes only that portion of the roadway used for vehicular travel. It does not include the parking lanes, sidewalks, berms and shoulders. The traveled ways shall be measured from the center of edge line to the center of edge line of a two lane roadway.

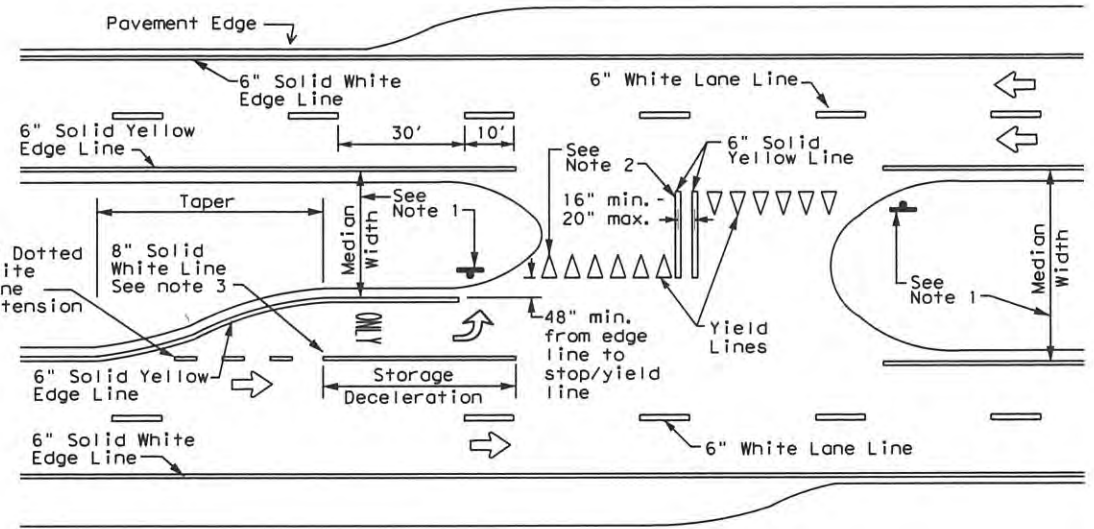
MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



NOTE: Traveled way is exclusive of shoulder widths. Refer to General Note 2 for additional details.

**GUIDE FOR PLACEMENT OF STOP LINES,
EDGE LINE & CENTERLINE**
Based on Traveled Way and Pavement Widths for Undivided Roadways



FOUR LANE DIVIDED ROADWAY CROSSOVERS

NOTES

- Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections. Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling width to determine if signs are required. Yield signs are the typical intersection control. Stop signs and stop bars are optional as determined by the Engineer.
- Install median striping (double yellow centerlines and stop lines/yield lines) when a 50' or greater median centerline can be placed. Stop lines shall only be used with stop signs. Yield lines shall only be used with yield signs.
- Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.

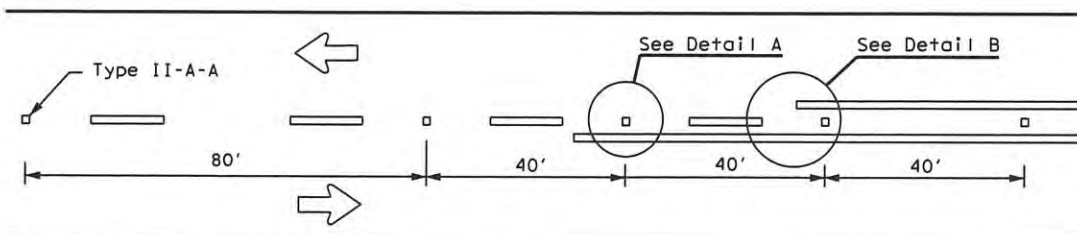
**TYPICAL STANDARD
PAVEMENT MARKINGS**

PM(1) - 22

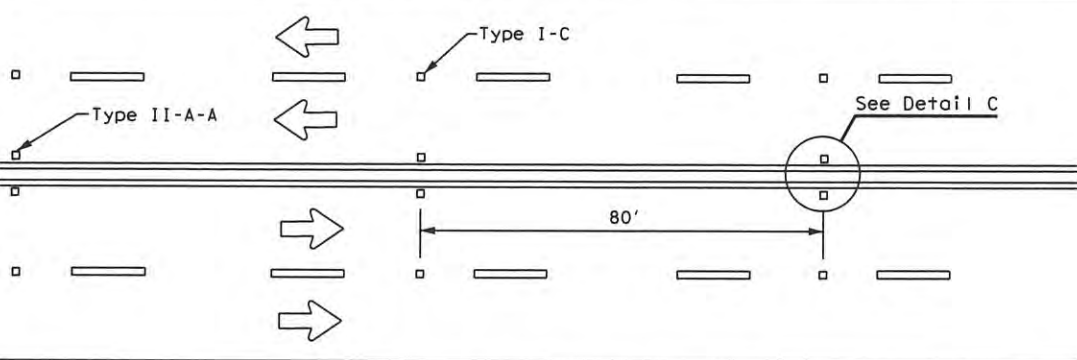
FILES: pm1-22.dgn	DW: DW2	CK: CK1	DATE: December 2022	JOB: HIGHWAY
© TxDOT	CONT	SECT	REVISIONS	SHEET NO.
11-78 8-00 6-20				
8-95 3-03 12-22				
5-00 2-12				

REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE

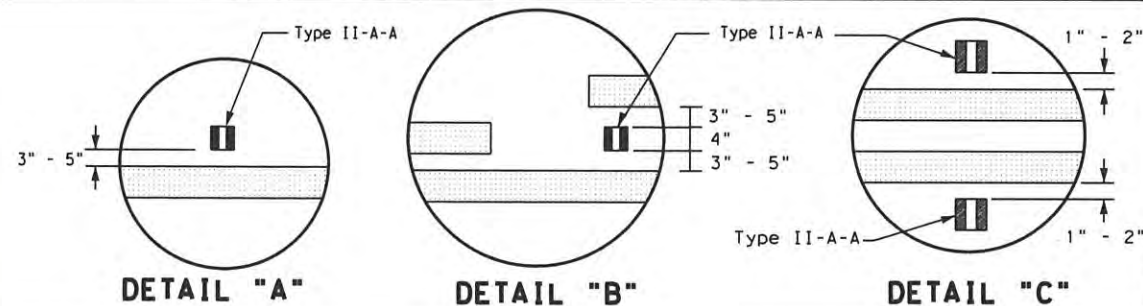
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CENTERLINE FOR ALL TWO LANE TWO-WAY ROADWAYS



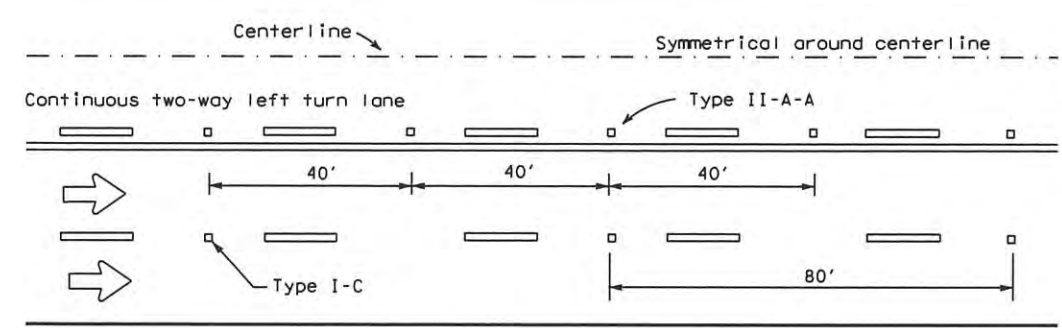
**CENTERLINE & LANE LINES
FOR FOUR LANE TWO-WAY ROADWAYS**



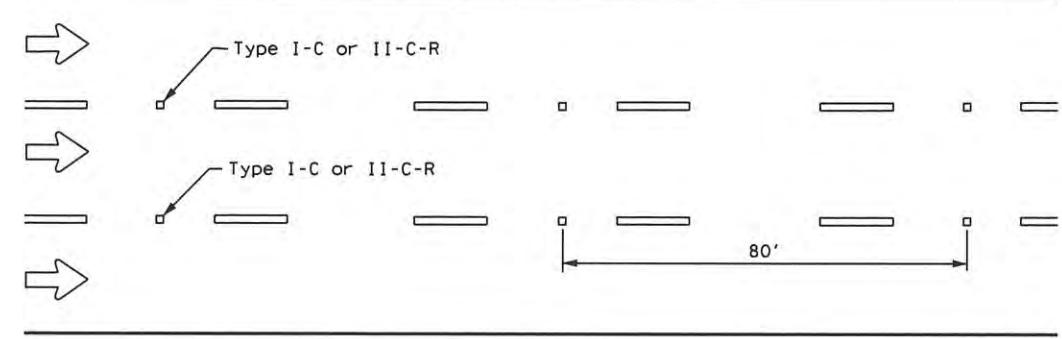
DETAIL "A"

DETAIL "B"

DETAIL "C"

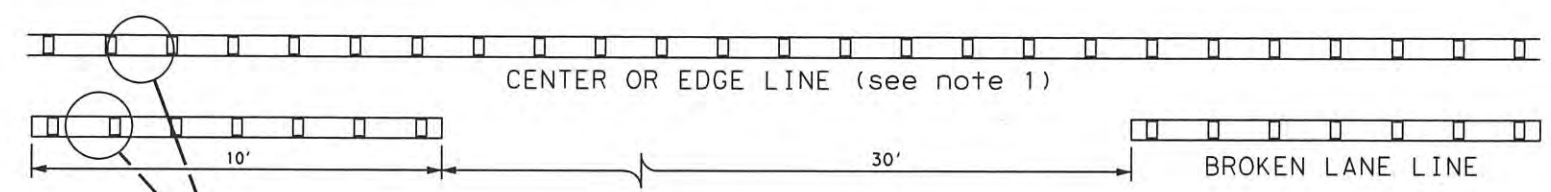


CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



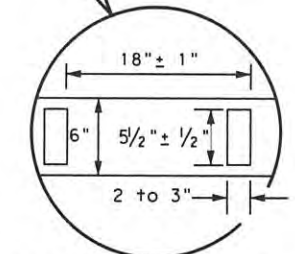
LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

Raised pavement markers Type II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.
See Note 3.



CENTER OR EDGE LINE (see note 1)

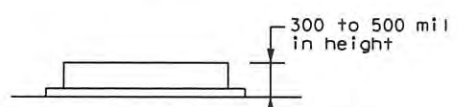
BROKEN LANE LINE



**REFLECTORIZED PROFILE
PATTERN DETAIL**

USING REFLECTIVE PROFILE PAVEMENT MARKINGS

6" EDGE LINE, 6" CENTERLINE
OR 6" LANE LINE



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.

NOTES

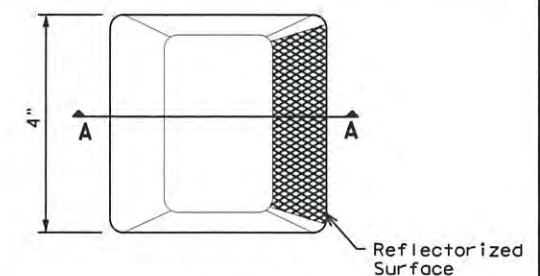
- Edge lines should typically be 6" wide and the materials shall be specified in the plans.
- Profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.

GENERAL NOTES

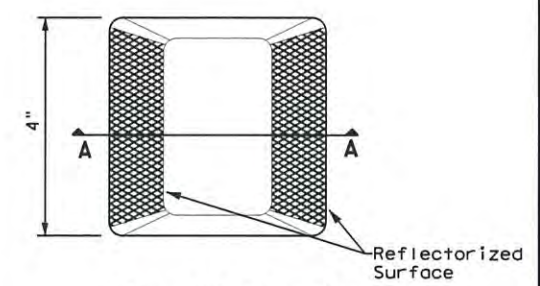
- All raised pavement markers placed along broken lines shall be placed in line with and midway between the stripes.
- On concrete pavements the raised pavement markers should be placed to one side of the longitudinal joints.
- Use raised pavement marker Type I-C with undivided roadways, flush medians and two way left turn lanes. Use raised pavement marker Type II-C-R with divided highways and raised medians.

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

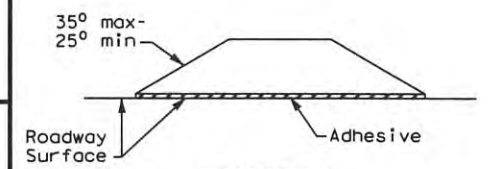
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)



Type II (Top View)



SECTION A

RAISED PAVEMENT MARKERS

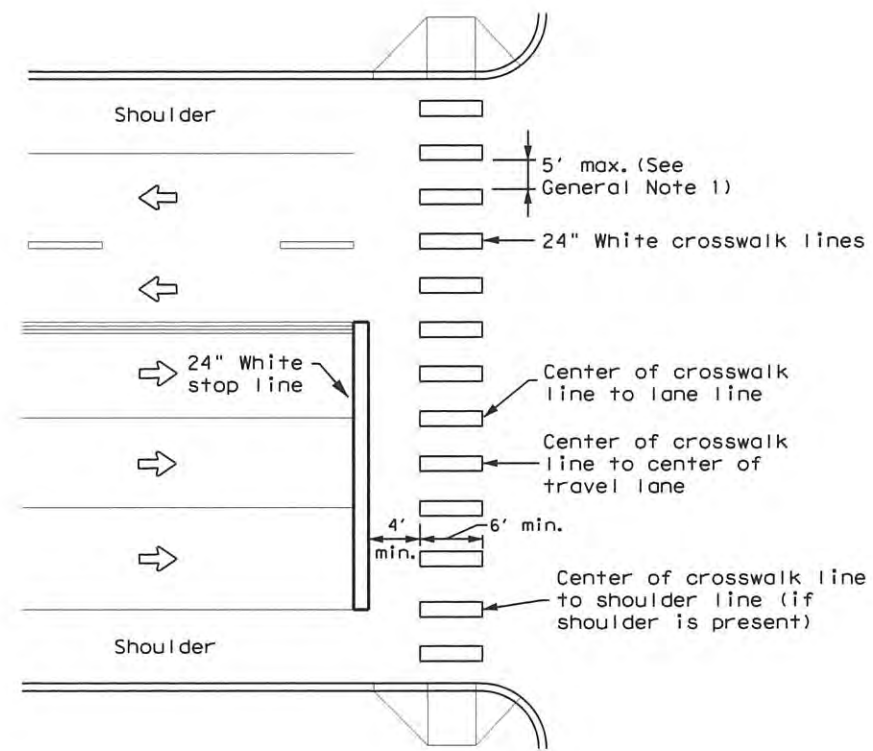


**POSITION GUIDANCE USING
RAISED MARKERS
REFLECTORIZED PROFILE
MARKINGS
PM(2) - 22**

FILE: pm2-22.dgn	DWG: DWG	CR: CR	DWG: DWG	CR: CR
© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
4-77 8-00 6-20	REVISIONS			
4-92 2-10 12-22	DIST	COUNTY	SHEET NO.	
5-00 2-12			39	

DATE: FILE:

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HIGH-VISIBILITY LONGITUDINAL CROSSWALK AT CONTROLLED APPROACH

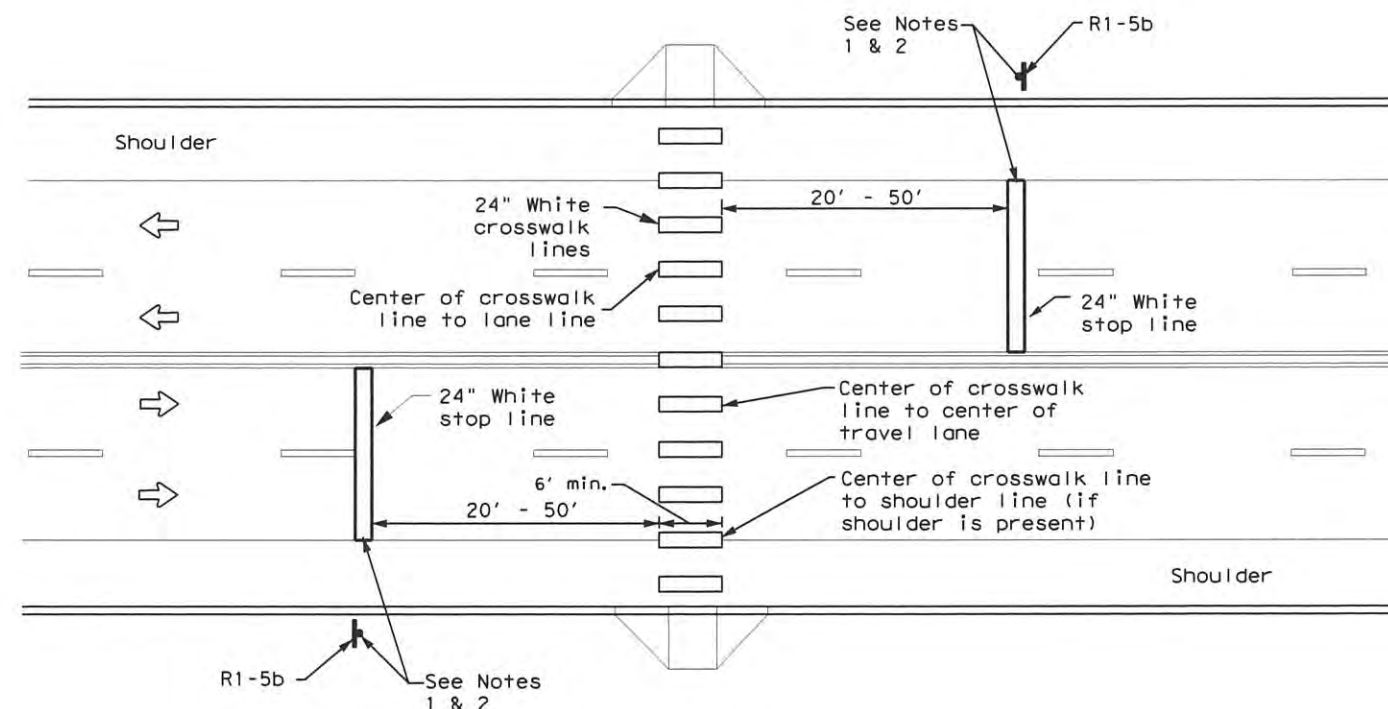
GENERAL NOTES

1. Longitudinal crosswalk lines should not be placed in the wheel path of vehicles. Center the crosswalk lines on travel lanes, lane lines, and shoulder lines (if present).
2. A minimum 6" clear distance shall be provided to the curb face. If the last crosswalk line falls into this distance it must be omitted.
3. For divided roadways, adjustments in spacing of the crosswalk lines should be made in the median so that the crosswalk lines are maintained in their proper location across the travel portion of the roadway.
4. At skewed crosswalks, the crosswalk lines are to remain parallel to the lane lines.
5. Each crosswalk shall be a minimum of 6' wide.
6. The High-Visibility Longitudinal Crosswalk is the preferred crosswalk pattern on State Highways. Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used. All crosswalk designs and dimension shall comply with the "Texas Manual on Uniform Traffic Control Devices."
7. Final placement of Stop Bar and Crosswalk shall be approved by the Engineer in the field.

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.



UNSIGNALIZED MIDBLOCK HIGH-VISIBILITY LONGITUDINAL CROSSWALK

NOTES:

1. Use stop bars with Stop Here For Pedestrians (R1-5b) signs at unsignalized midblock crosswalks.
2. Use stop bars with STOP HERE ON RED (R10-6 or R10-6a) signs at mid block crosswalks controlled by traffic signals or pedestrian hybrid beacons.

Texas Department of Transportation Traffic Safety Division Standard

CROSSWALK PAVEMENT MARKINGS

PM(4) - 22A

FILE: pm4-22a.dgn	DWG:	CHK:	DWG:	CHK:
© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
6-20	REVISIONS			
6-22	DIST	COUNTY	SHEET NO.	
12-22			40	
220				

DATE:
FILE:

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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)

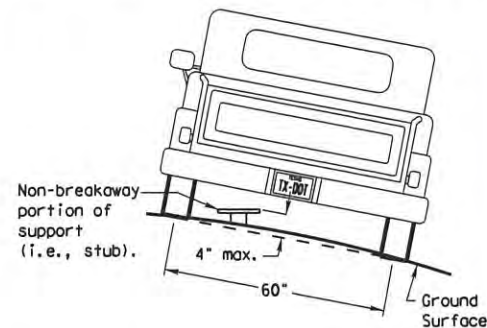
Anchor Type

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))

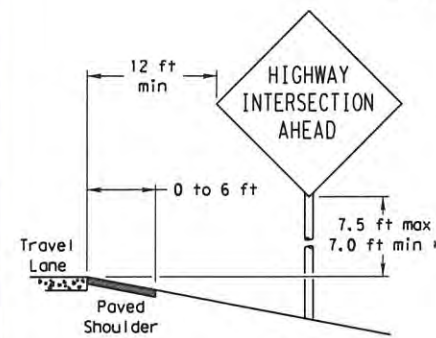
REQUIRED CLEARANCE FOR BREAKAWAY SUPPORT



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).

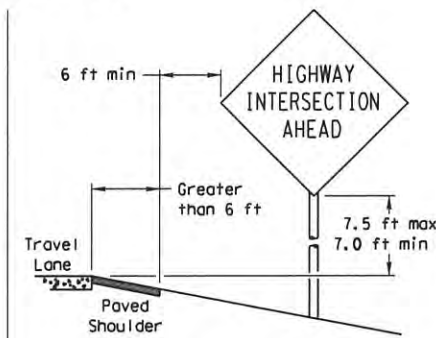
SIGN LOCATION

PAVED SHOULDERS



LESS THAN 6 FT. WIDE

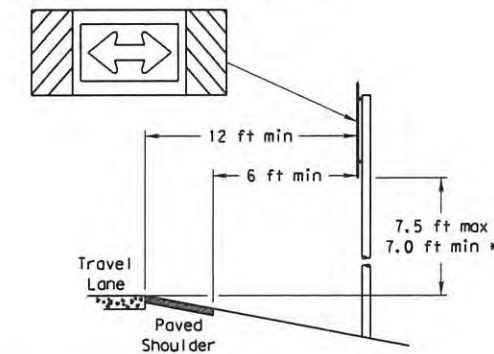
When the shoulder is 6 ft. or less in width, the sign must be placed at least 12 ft. from the edge of the travel lane.



GREATER THAN 6 FT. WIDE

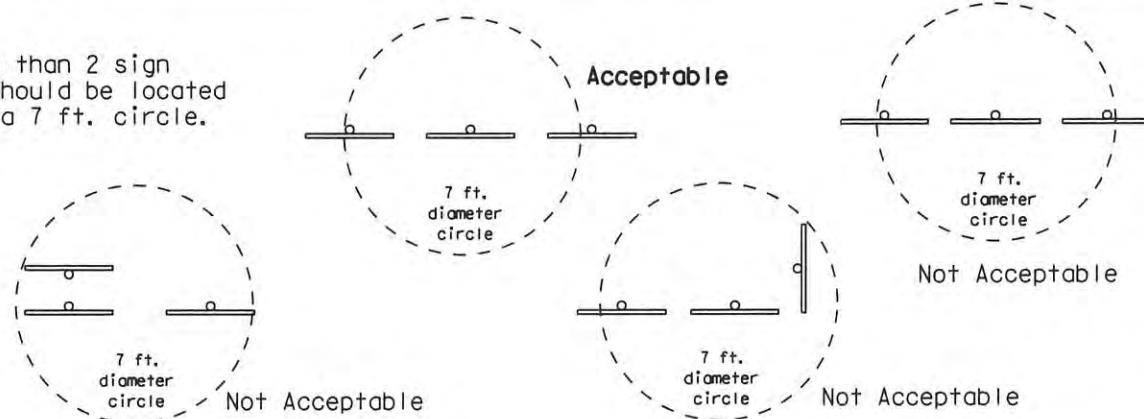
When the shoulder is greater than 6 ft in width, the sign must be placed at least 6 ft. from the edge of the shoulder.

T-INTERSECTION

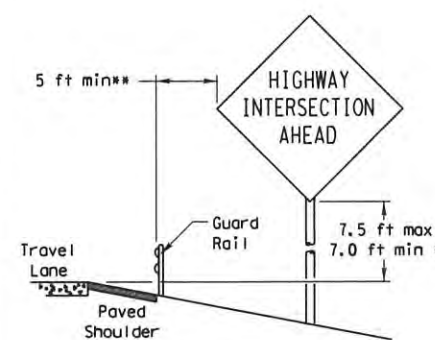


When this sign is needed at the end of a two-lane, two way roadway, the right edge of the sign should be in line with the centerline of the roadway. Place as close to ROW as practical.

No more than 2 sign posts should be located within a 7 ft. circle.

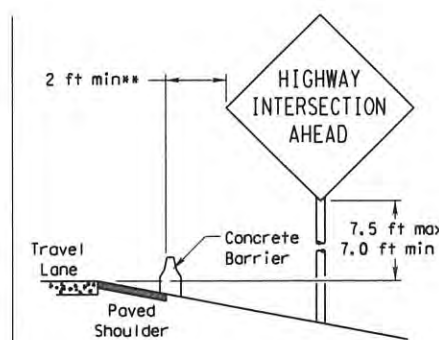


BEHIND BARRIER

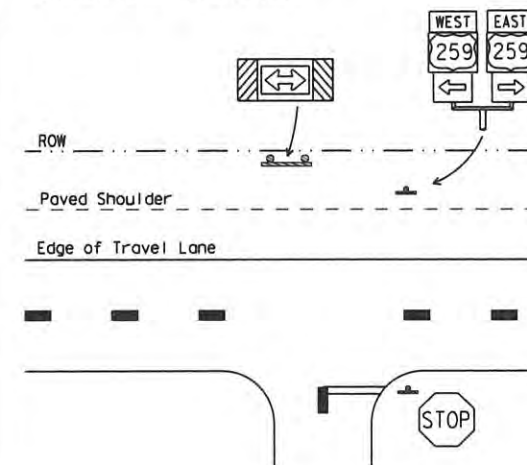


BEHIND GUARDRAIL

**Sign clearance based on distance required for proper guard rail or concrete barrier performance.



BEHIND CONCRETE BARRIER



* Signs shall be mounted using the following condition that results in the greatest sign elevation:

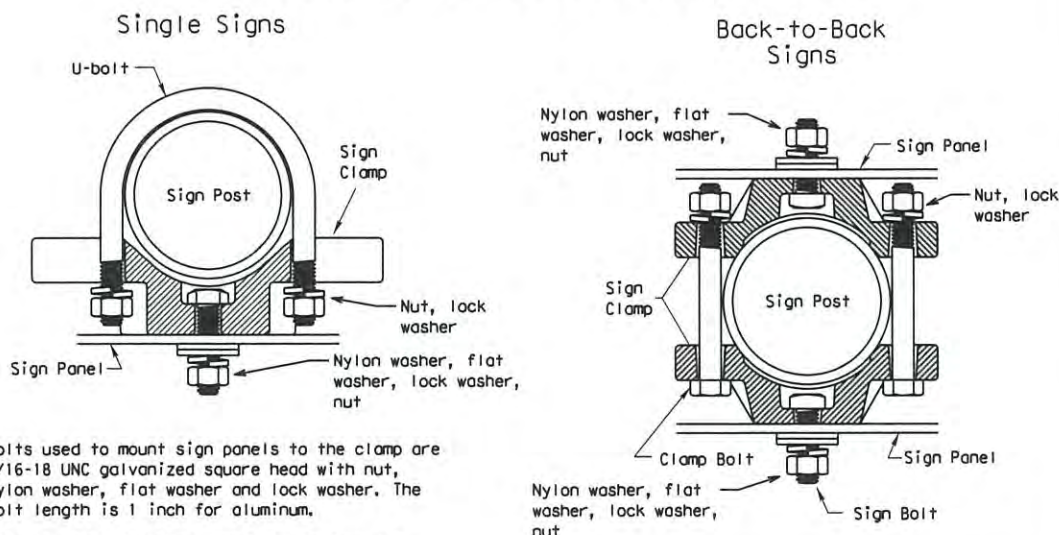
- (1) a minimum of 7 to a maximum of 7.5 feet above the edge of the travel lane or
- (2) a minimum of 7 to a maximum of 7.5 feet above the grade at the base of the support when sign is installed on the backslope.

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



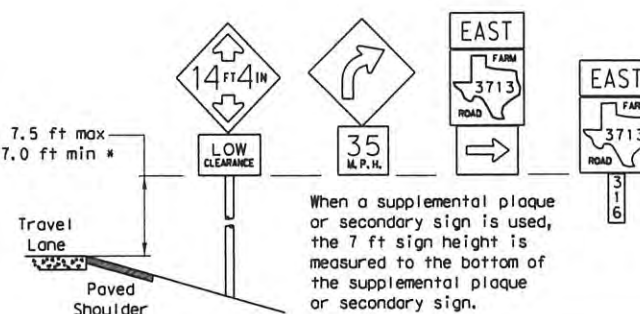
Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

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.

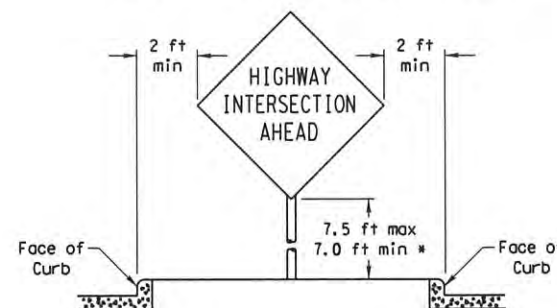
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

SIGNS WITH PLAQUES

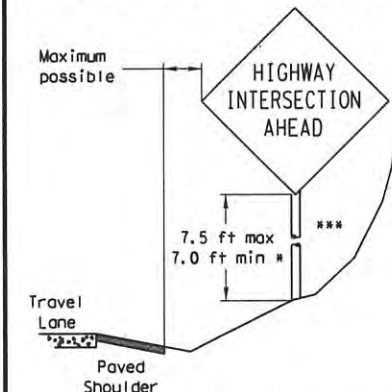


When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

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.

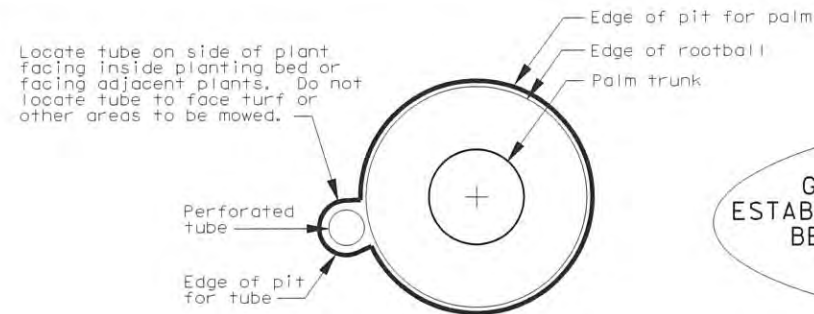
*** Post may be shorter if protected by guardrail or if Engineer determines the post could not be hit due to extreme slope.

Texas Department of Transportation
 Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS

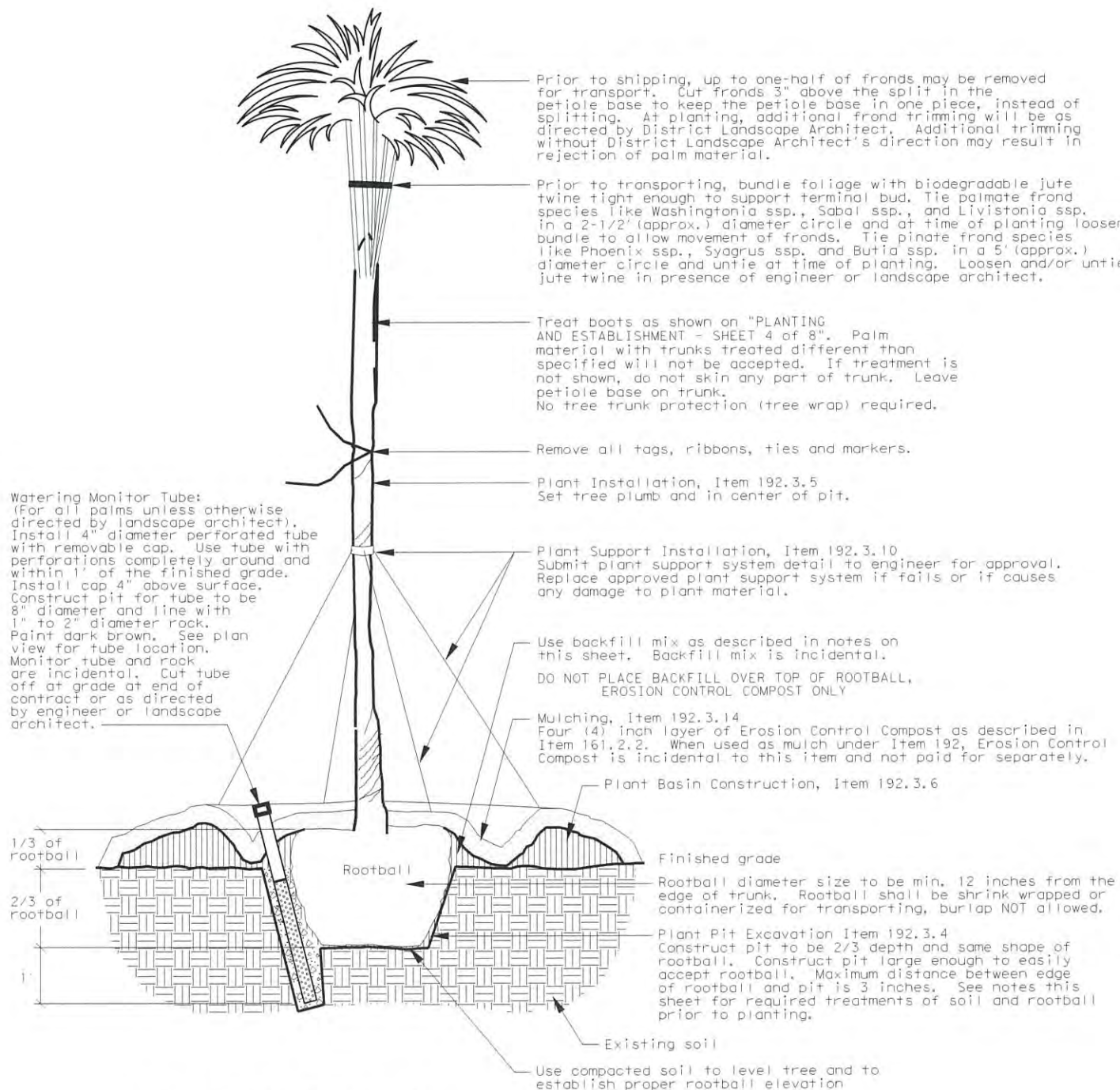
SMD (GEN) -08

© TxDOT July 2002	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
9-08	REVISIONS	CONTRACT	SECTION	JOB
		DISTRICT	COUNTY	SHEET NO.
				47



**PLAN VIEW
PALM TREE AND PERFORATED TUBE**

IF PALM MATERIAL FALLS TO THE GROUND DURING DELIVERY, CONSTRUCTION, ESTABLISHMENT, OR MAINTENANCE, IT IMMEDIATELY BECOMES THE PROPERTY OF THE CONTRACTOR AND MUST BE REPLACED AT CONTRACTOR'S EXPENSE.



PALM TREE PLANTING

VEGETATIVE WATERING SCHEDULE FOR PALMS ONLY

PHASE	ITEM DESCRIPTION	FREQUENCY AND RATE
Item 192.3 Construction	Item 192.3.7. Watering is incidental to Item 192 and is not paid for separately	Maintain the root ball and surrounding backfill evenly moist, but never saturated. See notes this schedule. Submit watering schedule to engineer for approval prior to installation.
Item 192.3.15 Maintenance	Item 192.3.15.1. Watering is incidental to Item 192 and is not paid for separately	
Item 193 Landscape Establishment (When Shown in Plans)	Item 193.3.3. Watering is incidental to Item 193 and is not paid for separately.	

NOTES:

- Apply water over the rootball within the tree well only. Adjust rate and frequency to meet site conditions and/or weather as approved or directed by engineer.
- Monitor watering to maintain rootball and surrounding backfill evenly moist, but not saturated. Inspect monitor tubes and pump out standing water. Daily inspection and pumping is required when rootball is over-saturated by rain, run-off, watering or other events.
- 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.
- PROVIDE MONTHLY METER READINGS OF WATER APPLIED.
- Prior to arrival at project or storage area, provide watering plan(s) of plants to be installed or stored. Watering plan(s) must be approved by engineer prior to delivery to project or storage area.

GENERAL NOTES:

- Reference Item 192 of the Texas Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges 2014 for specifications, dimensions, volumes, and measurements not shown.
- Reference Item 19.3, mark plant locations and bed outlines.
- Verify that all planting meets the following clear zone minimum distance requirements from the edge of the travel lane: Trees: 32' unless protected by a barrier, Shrubs: 16' unless protected by a barrier, Groundcovers and vines: no minimum distance. 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: CTMS, CTMS 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 SPECIALIST 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. Required soil tests are incidental.
- Palm specialists are incidental. Submit qualifications of palm specialist at preconstruction meeting for approval by engineer.

REQUIREMENTS PRIOR TO PLANTING:

- Test pH of soil after bed preparation work is completed. Collect soil sample 18" below final surface. Provide results to landscape architect and palm specialist. Provide comments and recommendations from palm specialist to landscape architect. Desired soil pH is between 6.5 and 6.8. When soil pH is high, incorporate an approved aluminum sulphate into soil as recommended by manufacturer and pH test. Additional applications and pH testing may be required to adjust pH before and after planting. Provide documentation from palm specialist verifying palm species, condition and health of all palm materials to engineer.
- 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.
- For further information on identifying insects, diseases, and nutritional problems, the palm specialist will be contacted.

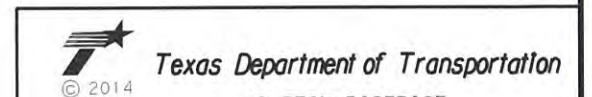
REQUIREMENTS AT TIME OF PLANTING:

- 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.
- Test soil for pH level and treat as specified in previous notes on this sheet.
- Incorporate "Palm Saver" or an approved equal palm 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 161.2.2 Compost and 15% rock limited to 1 inch to 1-1/2 inch. Work backfill equally around the rootball as described in previous notes on this sheet. Rock and compost are incidental.
- Use Erosion Control Compost for surface application for palm planting as described in Item 161.2.2 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:

- Every 4 months, test soil for pH level and treat as specified in previous notes on this sheet. Provide the pH soil test report shall be provided to Landscape Architect and Palm Specialist in order to determine type and amount of fertilizer. 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 palm specialist.
- At anytime remove any/all dead fronds as directed.

*Complete this work in the presence of the engineer.

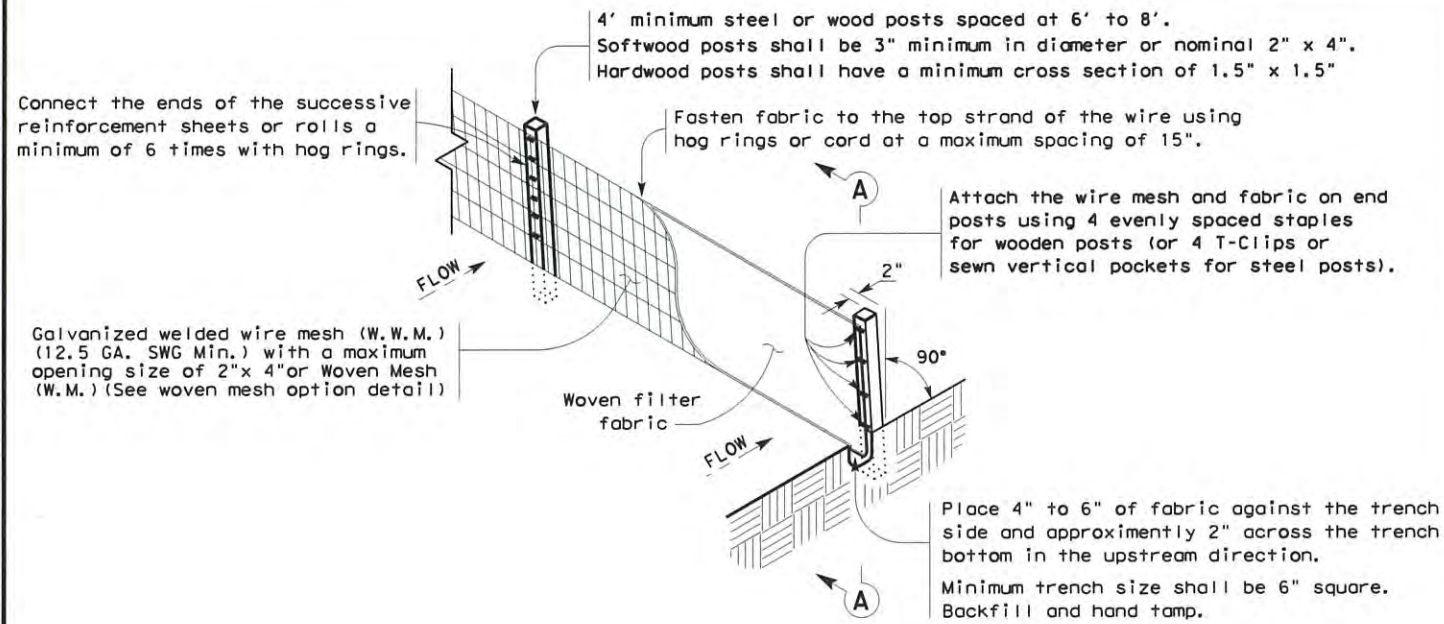


PLANTING AND ESTABLISHMENT

SHEET 2 of 8

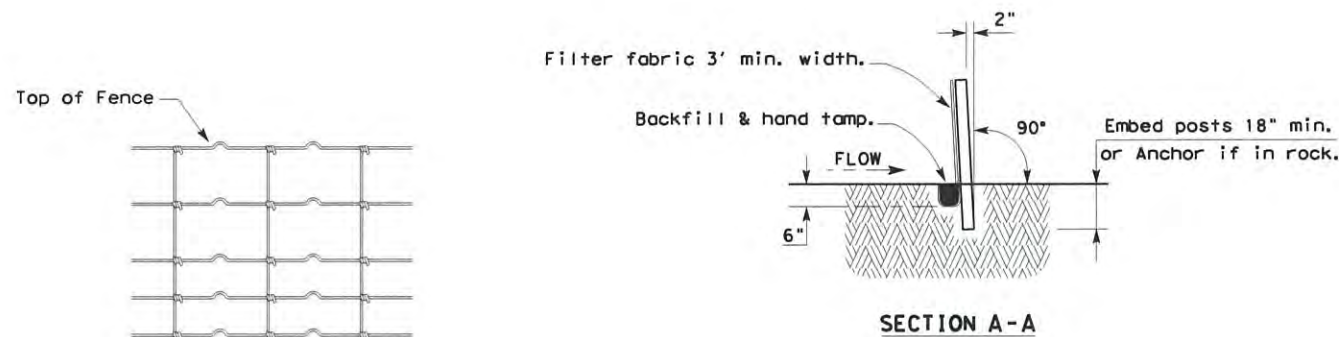
Details not to scale		PALM TREE			
FILE#	FED DIV	STATE	PROJECT NUMBER	SHEET	
	6	TEXAS			
REVISIONS:	DIST	COUNTY	CONTROL	SECT	JOB
FEB 2015, for 2014 specs	12				HIGHWAY

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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.

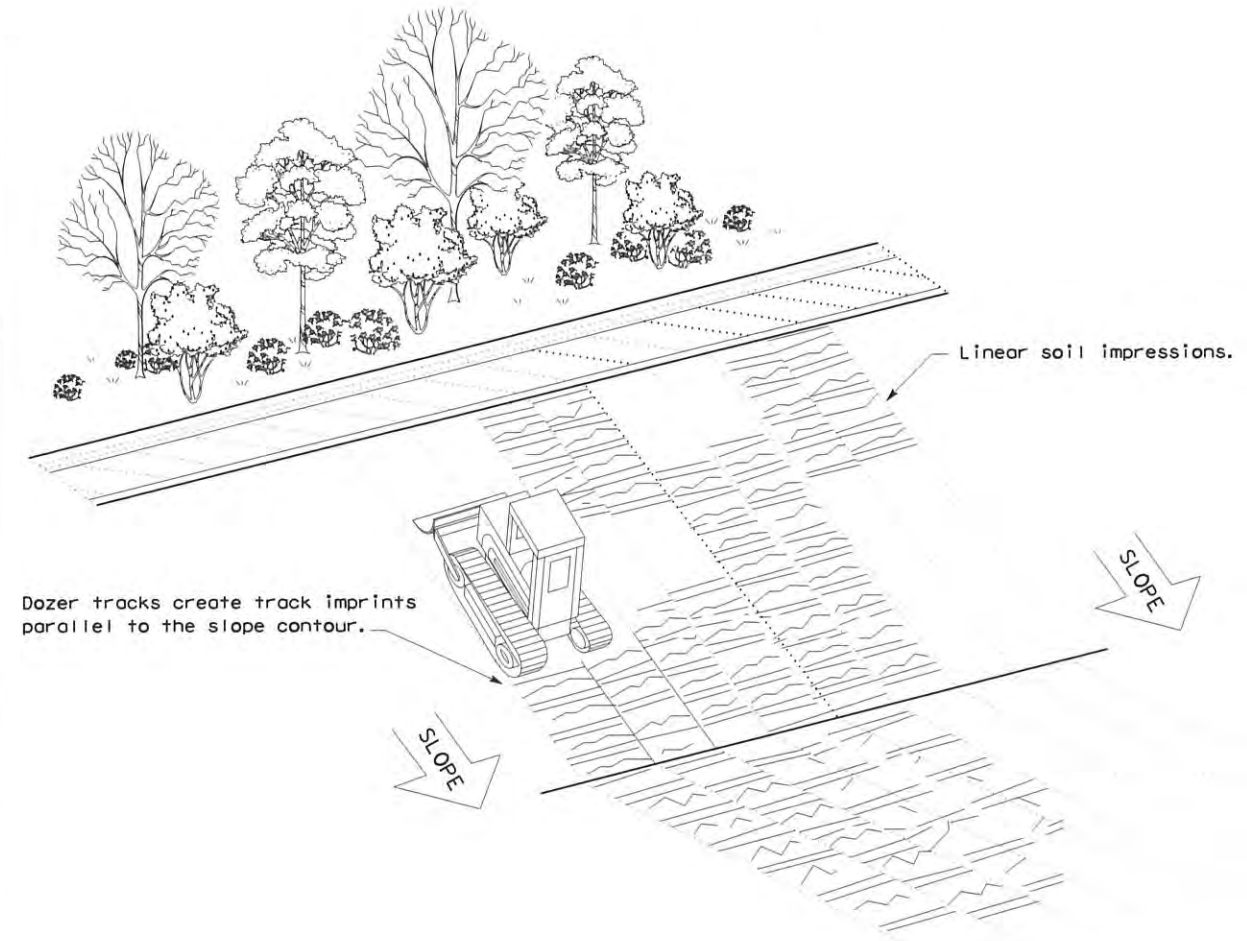
LEGEND

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.

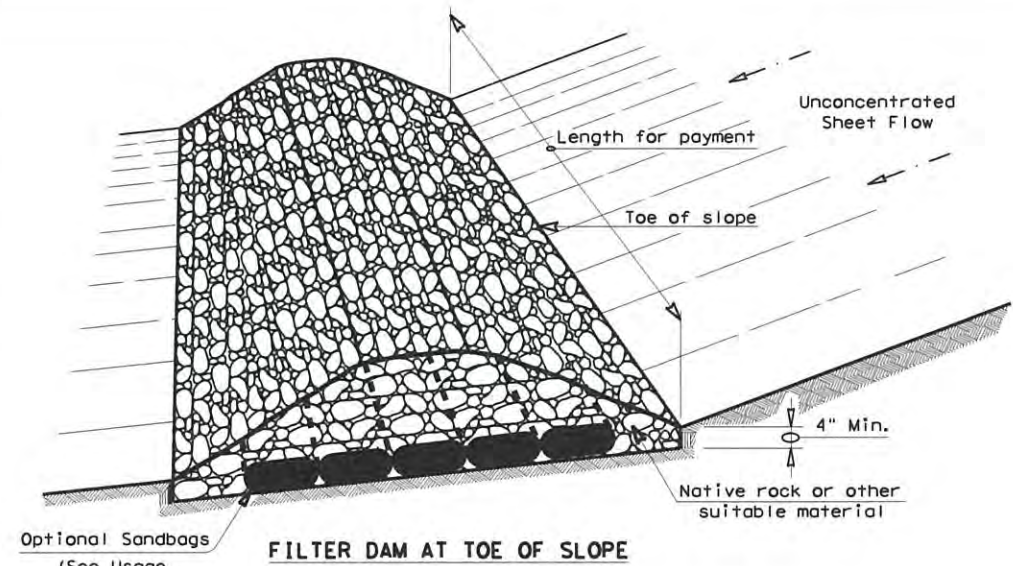


VERTICAL TRACKING

		Design Division Standard	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES FENCE & VERTICAL TRACKING			
EC(1)-16			
FILE: ec116	DN: TxDOT	CR: KM	DR: VP
© TxDOT: JULY 2016	CONT	SECT	JOB
REVISIONS	DIST		COUNTY
			SHEET NO.
			43

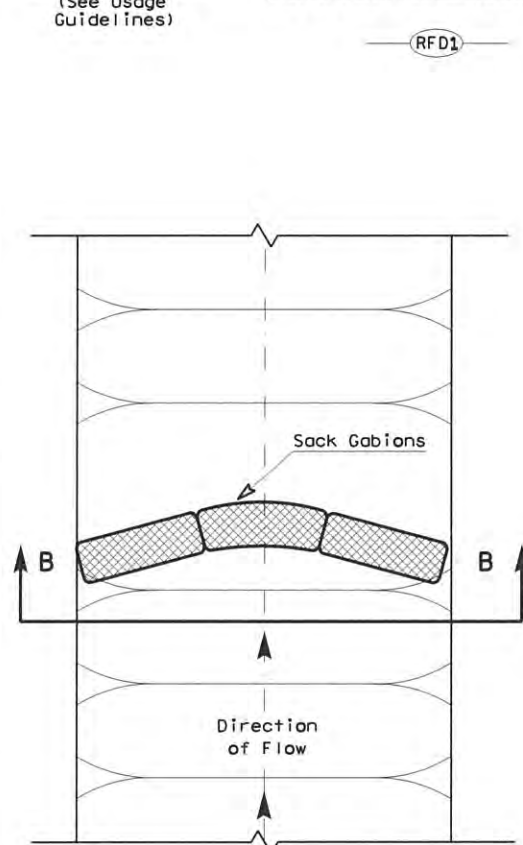
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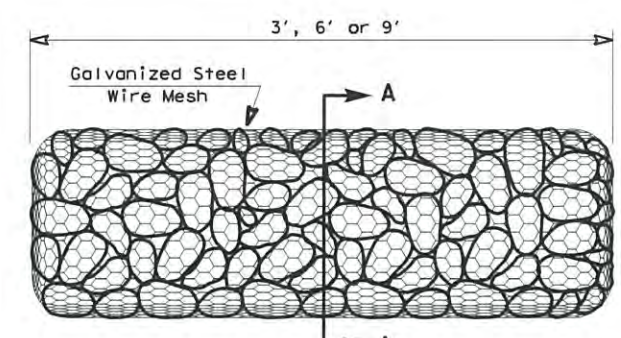


FILTER DAM AT TOE OF SLOPE

RFD1

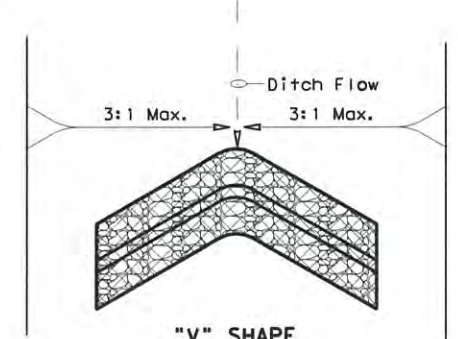


PLAN VIEW

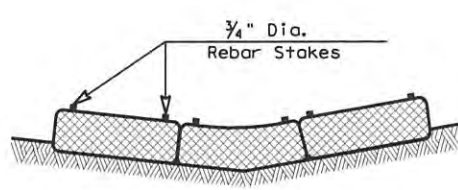


TYPE 4 (SACK GABIONS)

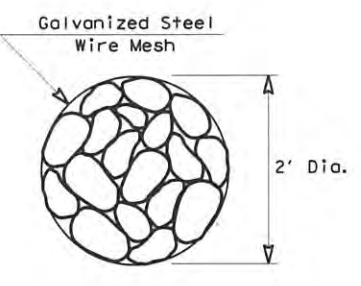
RFD4



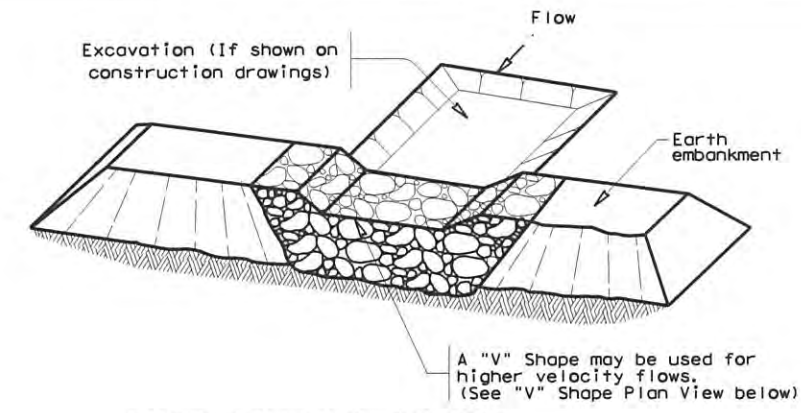
"V" SHAPE PLAN VIEW



SECTION B-B

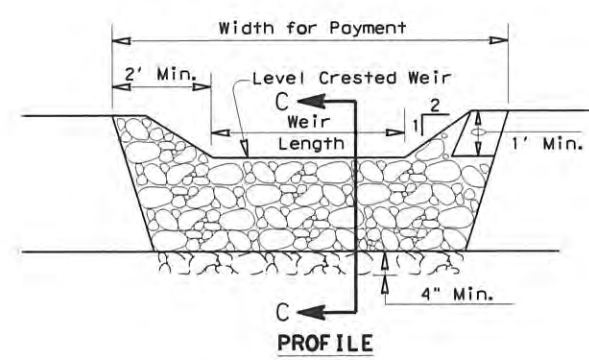


SECTION A-A

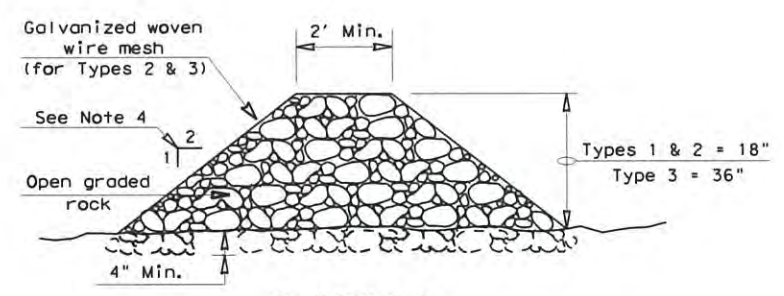


FILTER DAM AT SEDIMENT TRAP

RFD1 OR RFD2



PROFILE



SECTION C-C

ROCK FILTER DAM USAGE GUIDELINES

Rock Filter Dams should be constructed downstream from disturbed areas to intercept sediment from overland runoff and/or concentrated flow. The dams should be sized to filter a maximum flow through rate of 60 GPM/FT² of cross sectional area. A 2 year storm frequency may be used to calculate the flow rate.

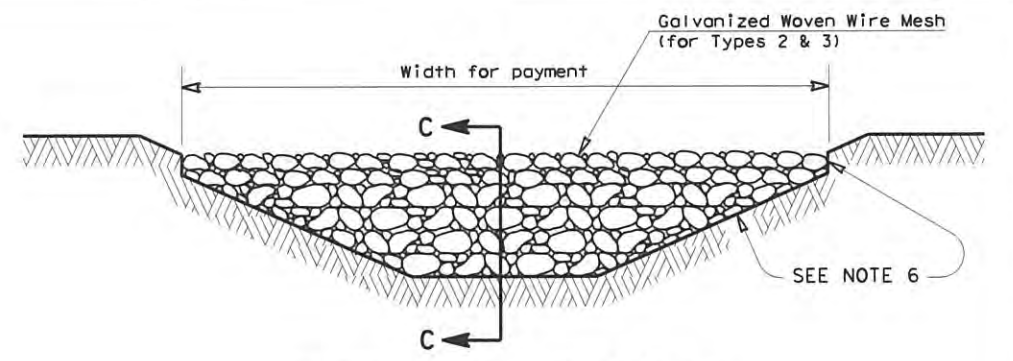
Type 1 (18" high with no wire mesh) (3" to 6" aggregate): Type 1 may be used at the toe of slopes, around inlets, in small ditches, and at dike or swale outlets. This type of dam is recommended to control erosion from a drainage area of 5 acres or less. Type 1 may not be used in concentrated high velocity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

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

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

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

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



FILTER DAM AT CHANNEL SECTIONS

RFD1 OR RFD2 OR RFD3

GENERAL NOTES

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

PLAN SHEET LEGEND

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

Texas Department of Transportation Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

ROCK FILTER DAMS

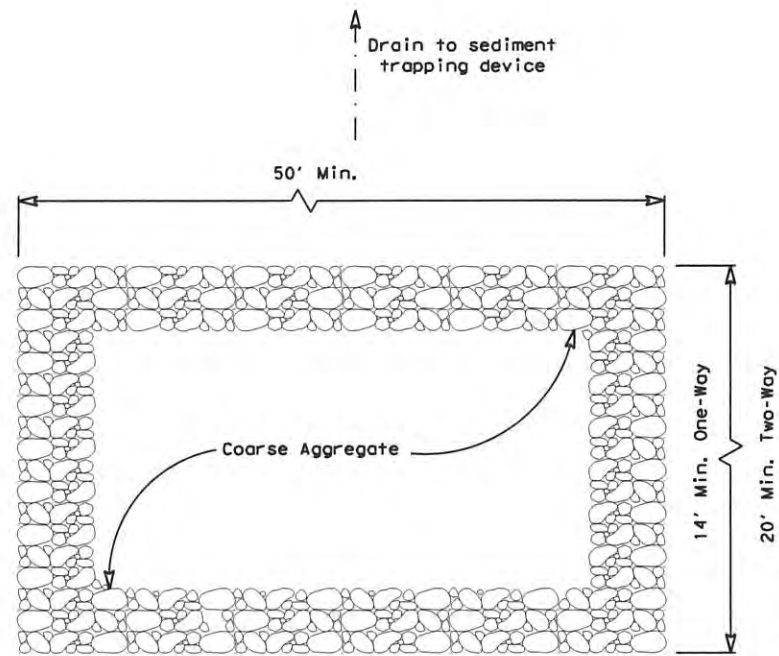
EC (2) - 16

FILE: ec216	DN: TxDOT	CK: KM	DW: VP	DN/CR: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	DIST	COUNTY	SHEET NO.	
			44	

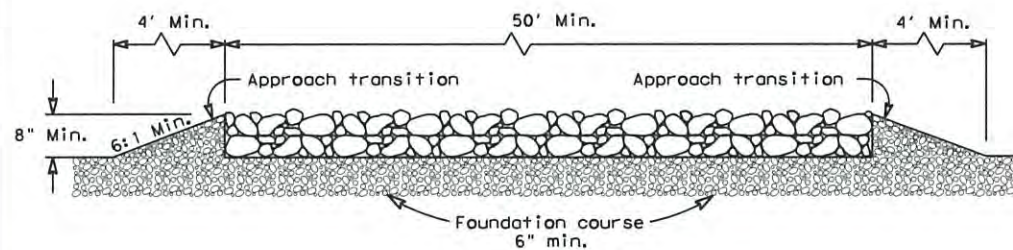
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DATE: \$DATE\$
 FILE: \$FILE\$



PLAN VIEW

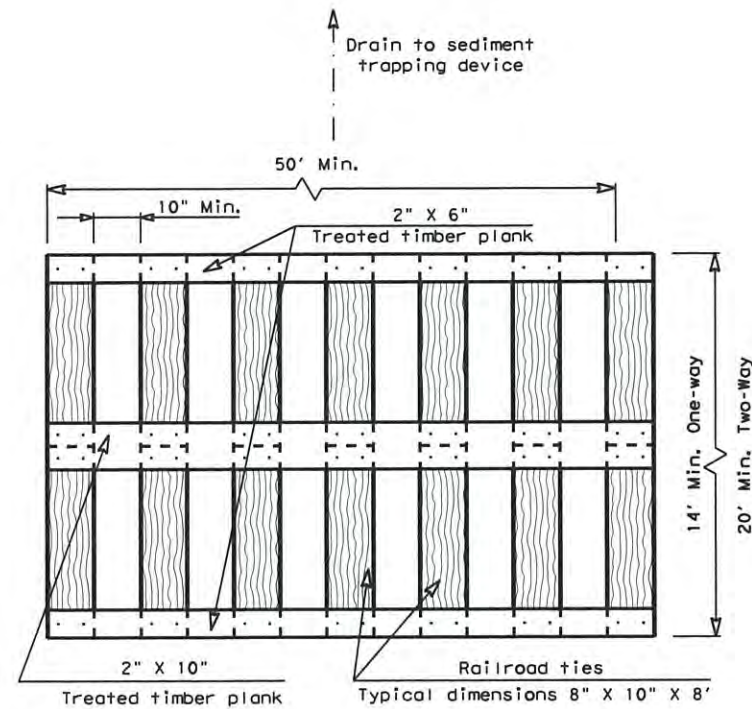


ELEVATION VIEW

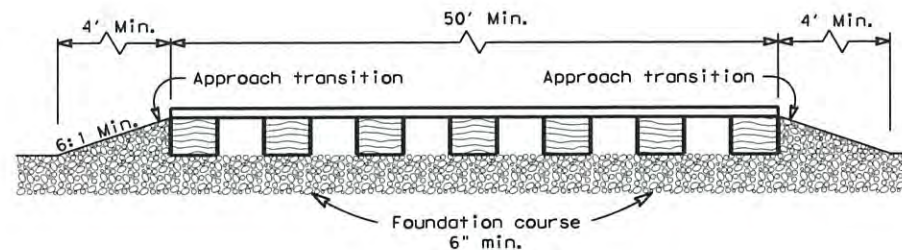
CONSTRUCTION EXIT (TYPE 1)
ROCK CONSTRUCTION (LONG TERM)

GENERAL NOTES (TYPE 1)

- The length of the type 1 construction exit shall be as indicated on the plans, but not less than 50'.
- The coarse aggregate should be open graded with a size of 4" to 8".
- The approach transitions should be no steeper than 6:1 and constructed as directed by the Engineer.
- The construction exit foundation course shall be flexible base, bituminous concrete, portland cement concrete or other materials approved by the Engineer.
- The construction exit shall be graded to allow drainage to a sediment trapping device.
- The guidelines shown hereon are suggestions only and may be modified by the Engineer.
- Construct exits with a width of at least 14 ft. for one-way and 20 ft. for two-way traffic for the full width of the exit, or as directed by the engineer.



PLAN VIEW

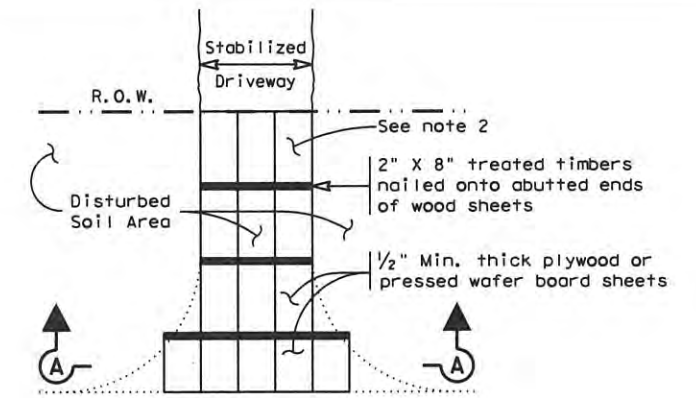


ELEVATION VIEW

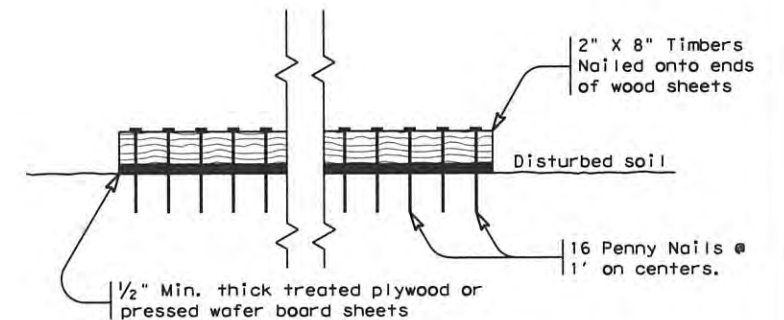
CONSTRUCTION EXIT (TYPE 2)
TIMBER CONSTRUCTION (LONG TERM)

GENERAL NOTES (TYPE 2)

- The length of the type 2 construction exit shall be as indicated on the plans, but not less than 50'.
- The treated timber planks shall be attached to the railroad ties with 1/2" x 6" min. lag bolts. Other fasteners may be used as approved by the Engineer.
- The treated timber planks shall be #2 grade min., and should be free from large and loose knots.
- The approach transitions shall be no steeper than 6:1 and constructed as directed by the Engineer.
- The construction exit foundation course shall be flexible base, bituminous concrete, portland cement concrete or other material as approved by the Engineer.
- The construction exit should be graded to allow drainage to a sediment trapping device.
- The guidelines shown hereon are suggestions only and may be modified by the Engineer.
- Construct exits with a width of at least 14 ft. for one-way and 20 ft. for two-way traffic for the full width of the exit, or as directed by the engineer.



Paved Roadway
PLAN VIEW



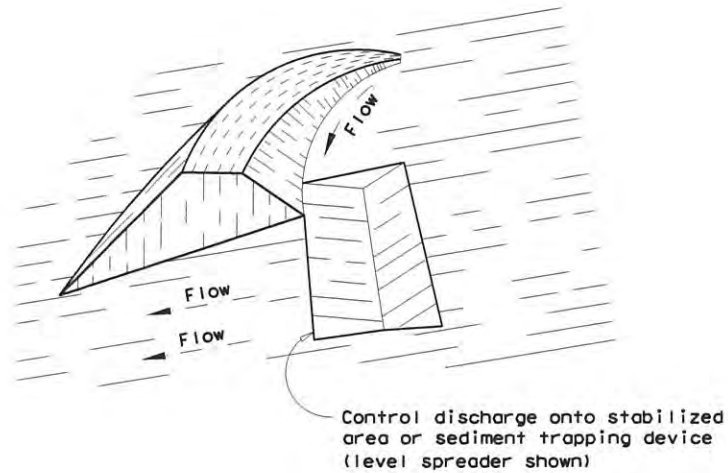
SECTION A-A
CONSTRUCTION EXIT (TYPE 3)
SHORT TERM

GENERAL NOTES (TYPE 3)

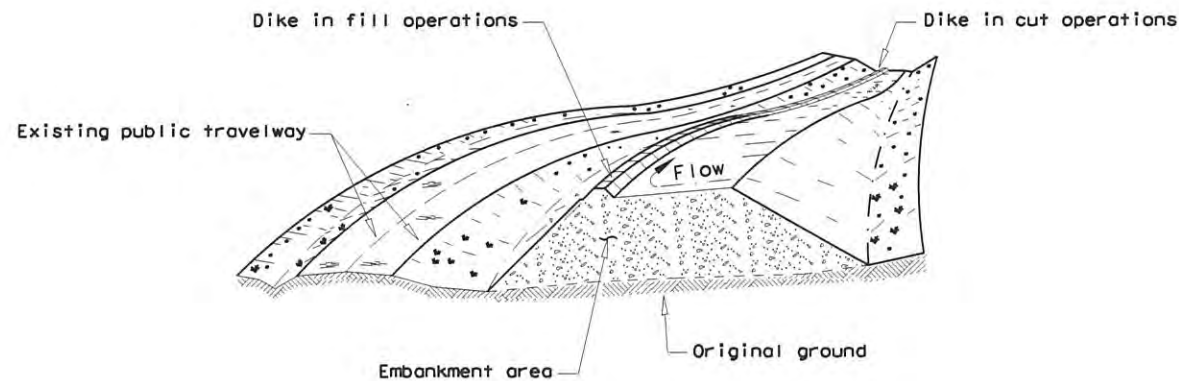
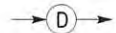
- The length of the type 3 construction exit shall be as shown on the plans, or as directed by the Engineer.
- The type 3 construction exit may be constructed from open graded crushed stone with a size of two to four inches spread a min. of 4" thick to the limits shown on the plans.
- The treated timber planks shall be #2 grade min., and should be free from large and loose knots.
- The guidelines shown hereon are suggestions only and may be modified by the Engineer.

		Design Division Standard	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES CONSTRUCTION EXITS EC(3)-16			
45			
FILE: ec316	DRW: TxDOT	CK: KM	DRW: VP
© TxDOT: JULY 2016	CONT: SCS	SECT: SJS	JOB: SHWYS
REVISIONS		DIST: DSI	COUNTY: SEC
		SHEET NO. 16	

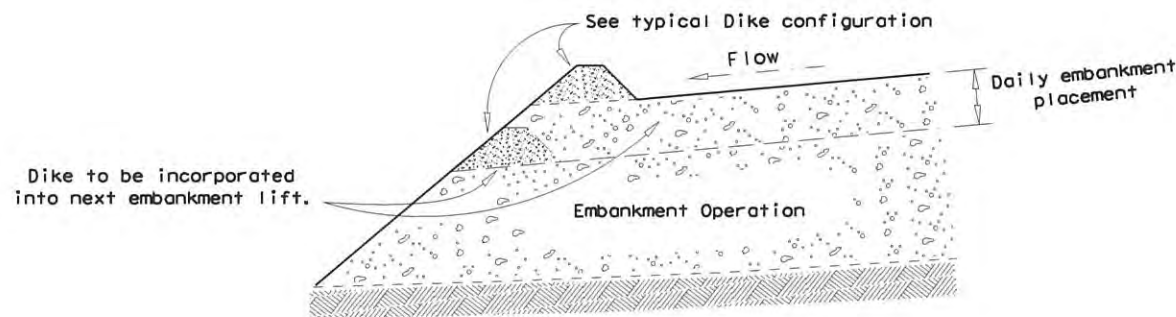
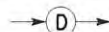
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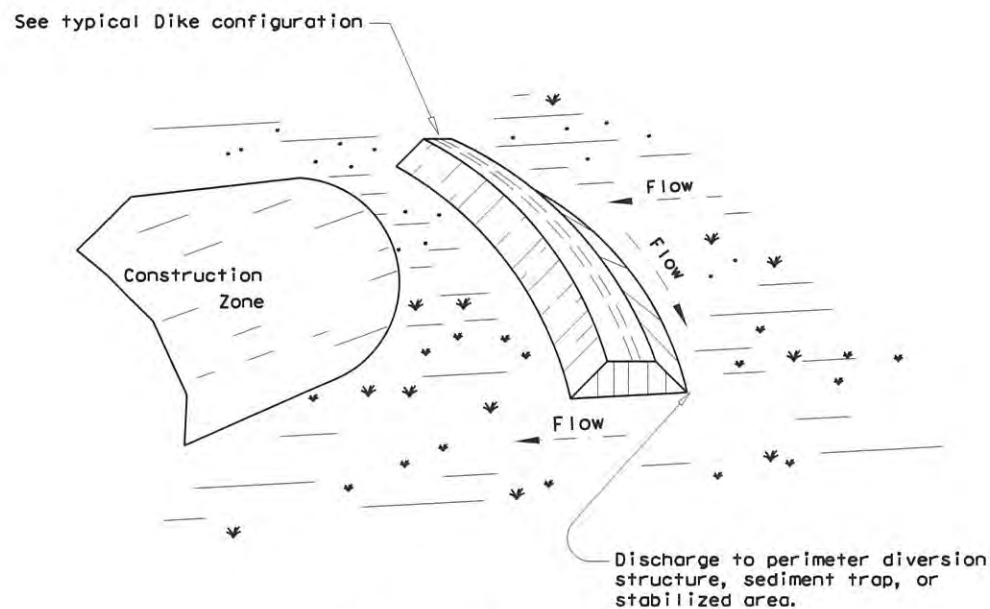
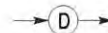
PERIMETER DIKE



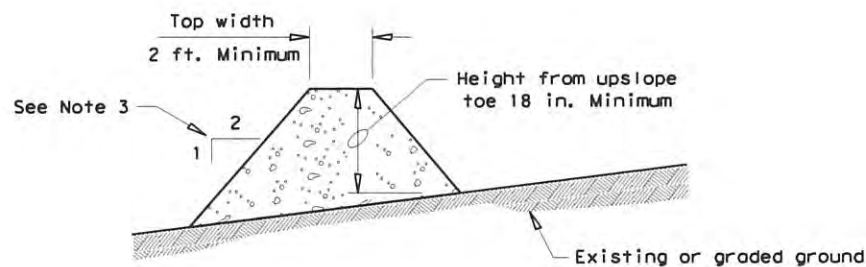
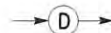
DIVERSION DIKE



EMBANKMENT SECTION - DIVERSION DIKE



INTERCEPTOR DIKE



TYPICAL DIKE CONFIGURATION



GENERAL NOTE

1. Soil used in dike construction shall be machine compacted.
2. Top width and height of dike may be modified with prior approval of the Engineer.
3. Side slopes within the safety clear zone of a roadway shall be 6:1 or flatter.
4. Grading shall be shown elsewhere in the plans or as directed by the Engineer.
5. The Engineer reserves the right to modify the dimensions shown for the dike dependent on runoff volume characteristics.
6. Dikes that are in place for more than 14 calendar days should be stabilized to prevent sediment runoff.
7. The guidelines shown hereon are suggestions only and may be modified by the Engineer.
8. Remove sediment and debris when accumulation affects the performance of the devices, after a rain and when directed by the engineer.

DIKE USAGE GUIDELINES

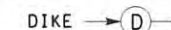
A Dike may be used to intercept runoff and divert it around unstabilized areas or to divert sediment laden runoff to an erosion control device (sediment basin or trap, rock filter dam, etc.).

The drainage area contributing runoff to a dike should not exceed 5 acres. The spacing of dikes should be as follows:

Slope of disturbed areas above dike	greater than 10%	5 - 10%	less than 5%
Maximum distance between dikes	100'	200'	300'

Intercepted runoff flowing along a dike should outlet to a stabilized area (vegetation, rock, etc.).

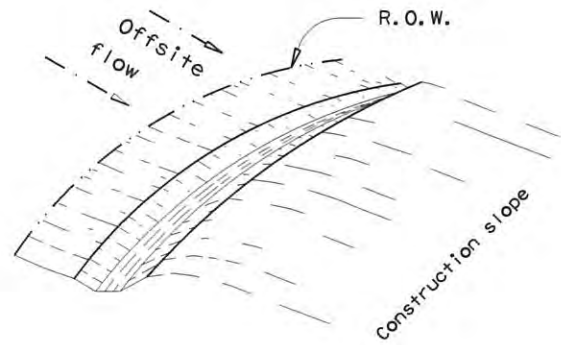
PLANS SHEET LEGEND



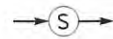
		Design Division Standard	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES DIKES (EARTHWORK FOR EROSION CONTROL) EC(4) - 16			
FILE: ec416	DW: TxDOT	CK: KM	DW: VP
© TxDOT: JULY 2016	CONT	SECT	JOB
REVISIONS	DIST	COUNTY	SHEET NO.
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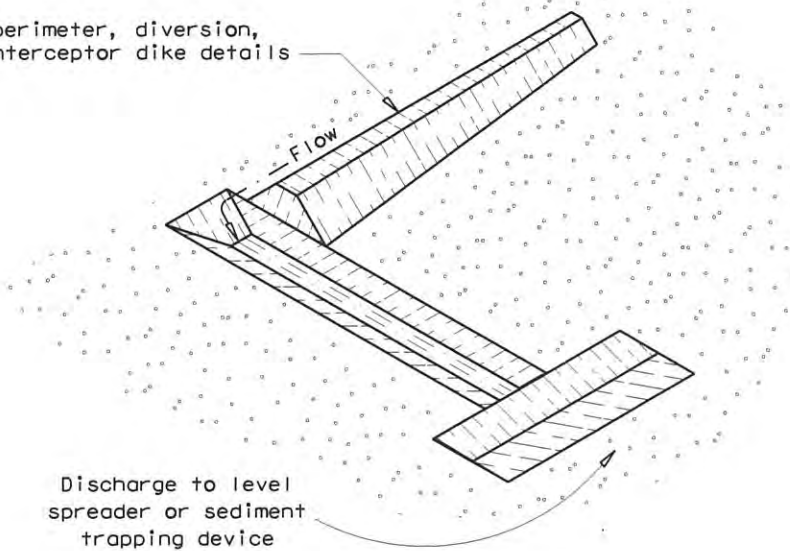
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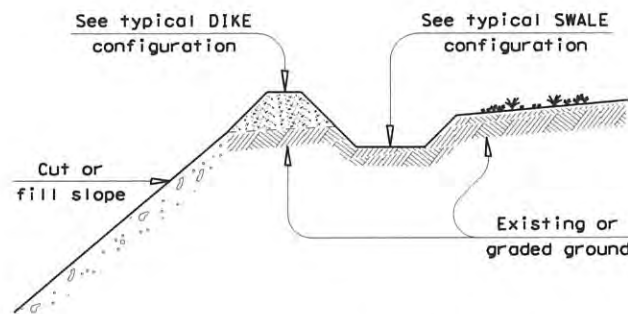
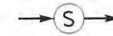
PERIMETER SWALE



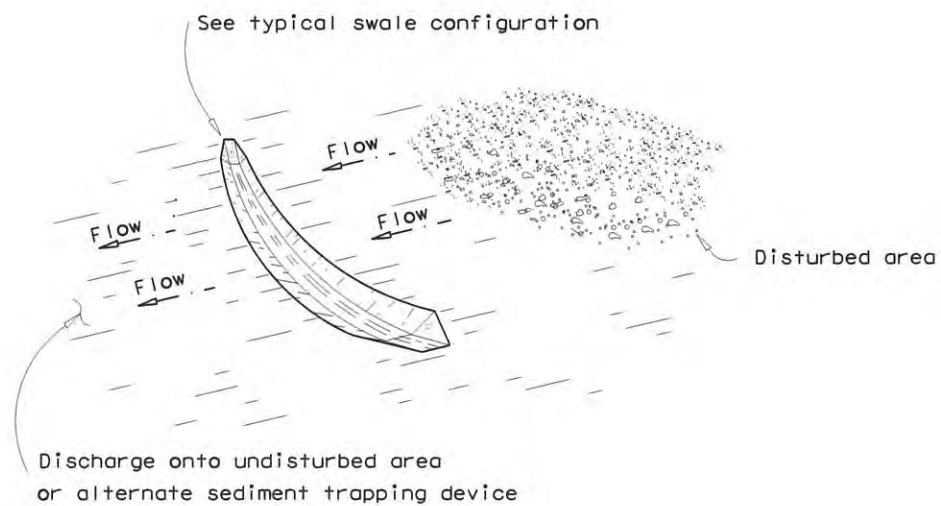
See perimeter, diversion, or interceptor dike details



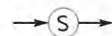
DIVERSION SWALE



DIVERSION DIKE WITH SWALE



INTERCEPTOR SWALE



GENERAL NOTE

1. Dimensions of swale may be modified with prior approval of the Engineer.
2. Side slopes within the safety clear zone of a roadway shall be 6:1 or flatter.
3. Grading shall be shown elsewhere on the plans or as directed by the Engineer.
4. The Engineer reserves the right to modify the dimensions shown for the swale dependent on runoff volume characteristics.
5. Swales that are in place for more than 14 calendar days should be stabilized through seeding or other measures to control sediment runoff.
6. The guidelines shown hereon are suggestions only and may be modified by the Engineer.
7. Remove sediment and debris when accumulation affects the performance of the devices, after a rain and when directed by the Engineer.

SWALE AND DIKE/SWALE USAGE GUIDELINES

A swale or dike/swale may be used to intercept runoff and divert it around unstabilized areas or to divert sediment laden runoff to an erosion control device (sediment basin or trap, rock filter dam, etc.).

The drainage area contributing runoff to a swale or dike/swale should not exceed 5 acres. The spacing of swales and dike/swales should be as follows:

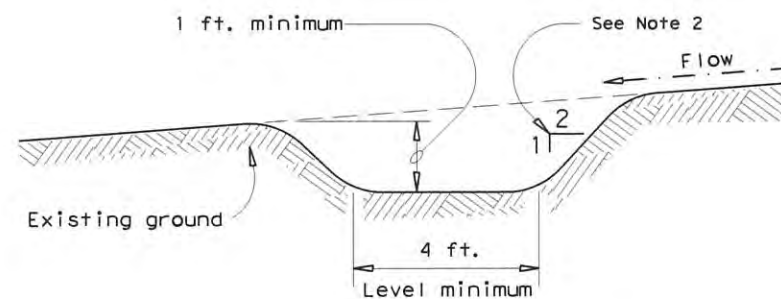
Slope of disturbed areas above dike	greater than 10%	5 - 10%	less than 5%
Maximum distance between dikes	100'	200'	300'

Intercepted runoff flowing in a swale or dike/swale should outlet to a stabilized area (vegetation, rock, etc.).

PLAN SHEET LEGEND

SWALE → S →

DIKE → D →



TYPICAL SWALE CONFIGURATION

Texas Department of Transportation
Design Division Standard

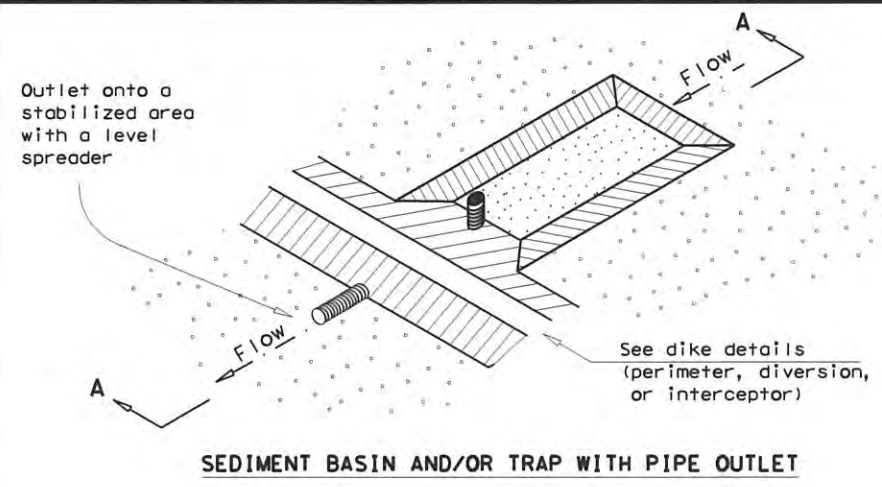
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES SWALES (EARTHWORK FOR EROSION CONTROL) EC (5) - 16

FILE: ec516	DN: TxDOT	CK: KM	DR: VP	DN/CK: LS
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REVISIONS	DIST	COUNTY	SHEET NO.	

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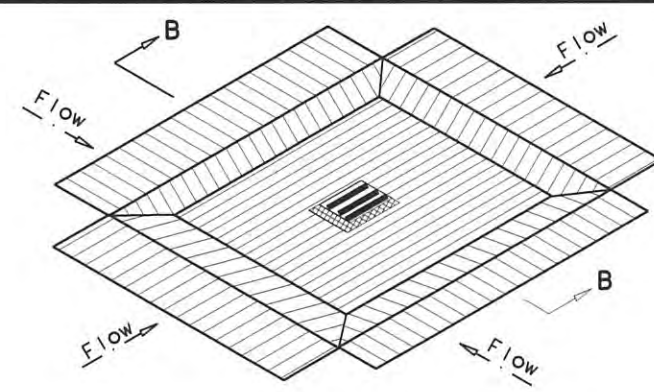
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SEDIMENT BASIN AND/OR TRAP WITH PIPE OUTLET

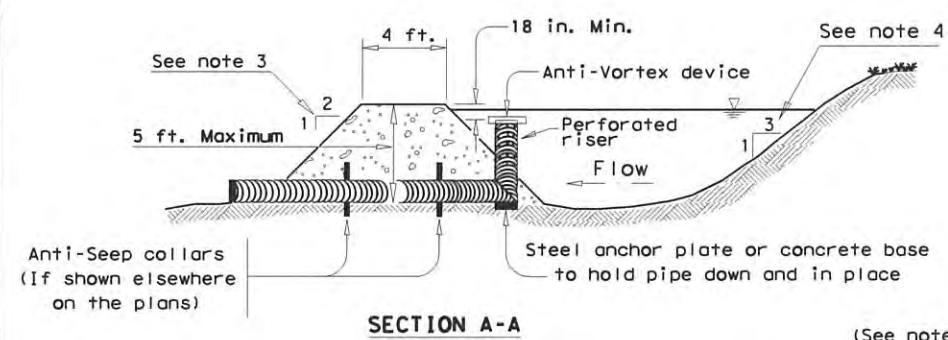
ST/PO



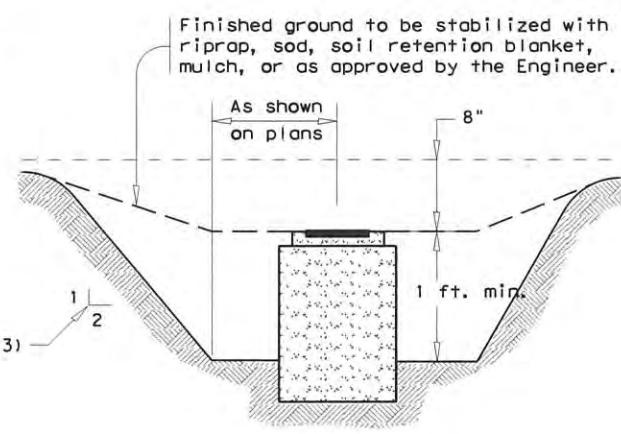
DROP INLET SEDIMENT TRAP

ST-DI

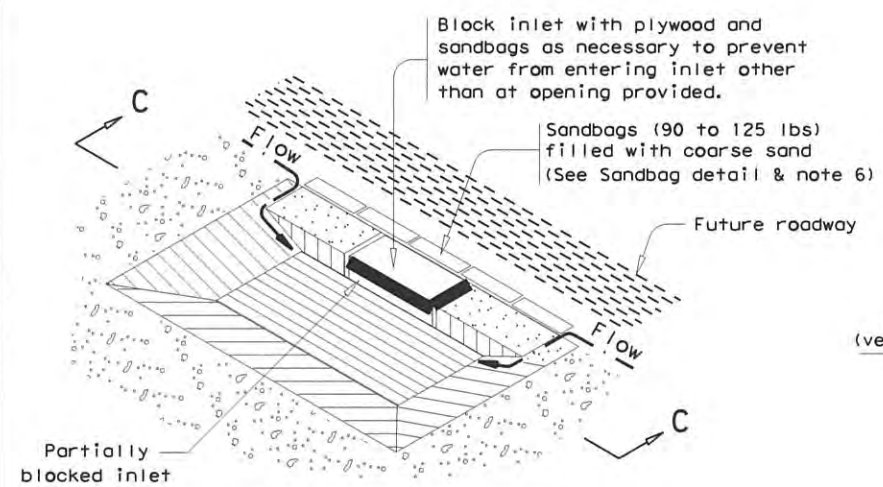
- GENERAL NOTES**
1. Pipe outlet material shall conform to the Item "Pipe Underdrains" or as accepted by the Engineer.
 2. All pipe connections shall be watertight.
 3. Side slopes within the safety clear zone of a roadway shall be 6:1 or flatter. Protect the traveling public from inlet stacks within the clear zone.
 4. Sediment basins shall have side slopes of 3:1 or flatter.
 5. The dimensions and limits of excavation for sediment basins and traps will be as shown elsewhere on the plans.
 6. The sandbag material shall be made of polypropylene, polyethylene or polyamide woven fabric, min. unit weight 4 ounces /SY, Mullen burst strength exceeding 300 psi and ultraviolet stability exceeding 70%.
 7. The guidelines shown hereon are suggestions only and may be modified by the Engineer.



SECTION A-A

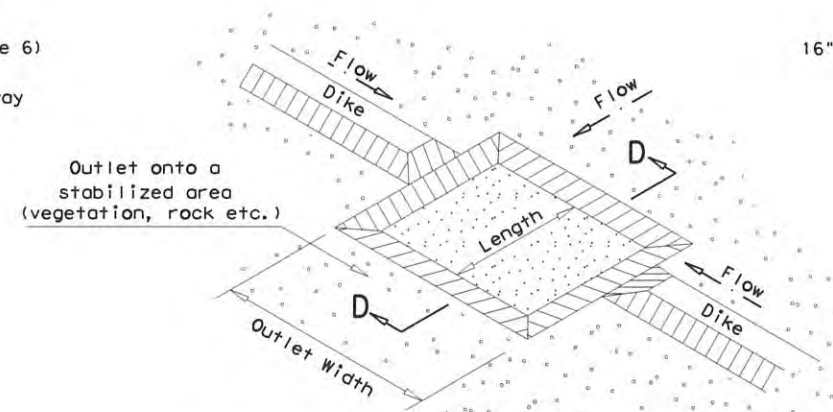


SECTION B-B



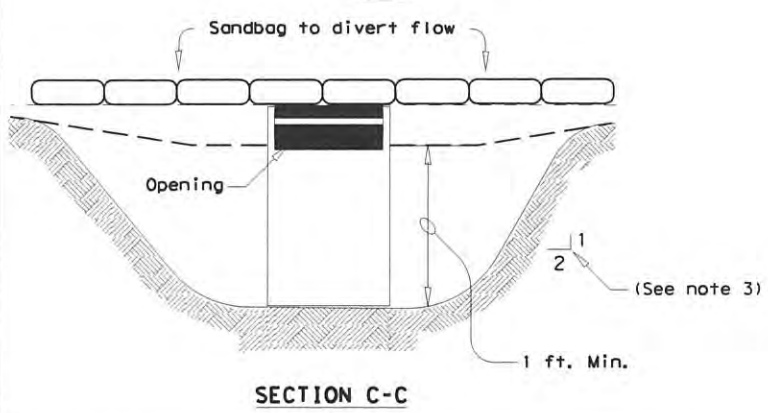
CURB INLET SEDIMENT TRAP

ST-CI

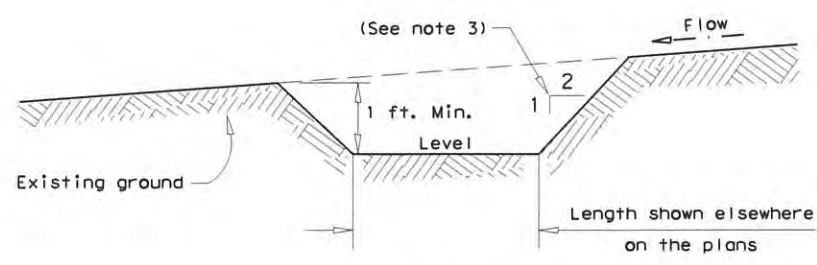


SEDIMENT TRAP WITH LEVEL STABILIZED OUTLET

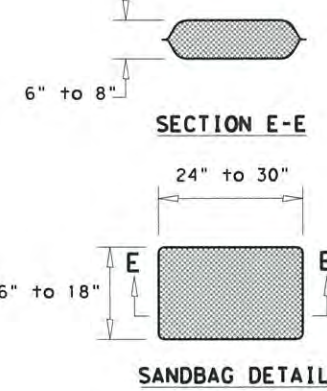
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SECTION C-C



SECTION D-D



SEDIMENT BASIN & TRAP USAGE GUIDELINES

A sediment basin and/or trap may be used to precipitate sediment out of runoff draining from an unstabilized area.

Basins: The drainage area for a sediment basin should not exceed 100 acres. The basin capacity shall be at least 1800 CF/Acre of drainage area (0.5" over the drainage area). If the disturbed area draining to the basin is larger than 10 acres, the basin capacity should be 3600 CF/Acre (1.0" over the drainage area).

The basin should have a 40 hour draw-down time with an emergency spillway. The spillway may be designed to pass the peak rate of runoff from a 25 year frequency storm. The 100 year storm should be investigated to consider possible flooding impacts.

The entrance into the basin should be protected from erosion. The basin should be cleaned when the capacity has been reduced by 1/3.

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. Within drainage ditches spaced @ 500'± on center
2. Immediately preceding ditch inlets
3. Just before the drainage enters a water course
4. Just before the drainage leaves the right of way

The trap outlet may either be through a perforated riser and pipe assembly designed to achieve a 40 hour draw-down time or over a level stabilized area (vegetation, rock, etc.).

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.

PLANS SHEET LEGEND

- ST/PO —
Sediment Basin and / or Trap with Pipe Outlet
- ST-DI —
Drop Inlet Sediment Trap
- ST-CI —
Curb Inlet Sediment Trap
- ST —
Sediment Trap with Level Stabilized Outlet

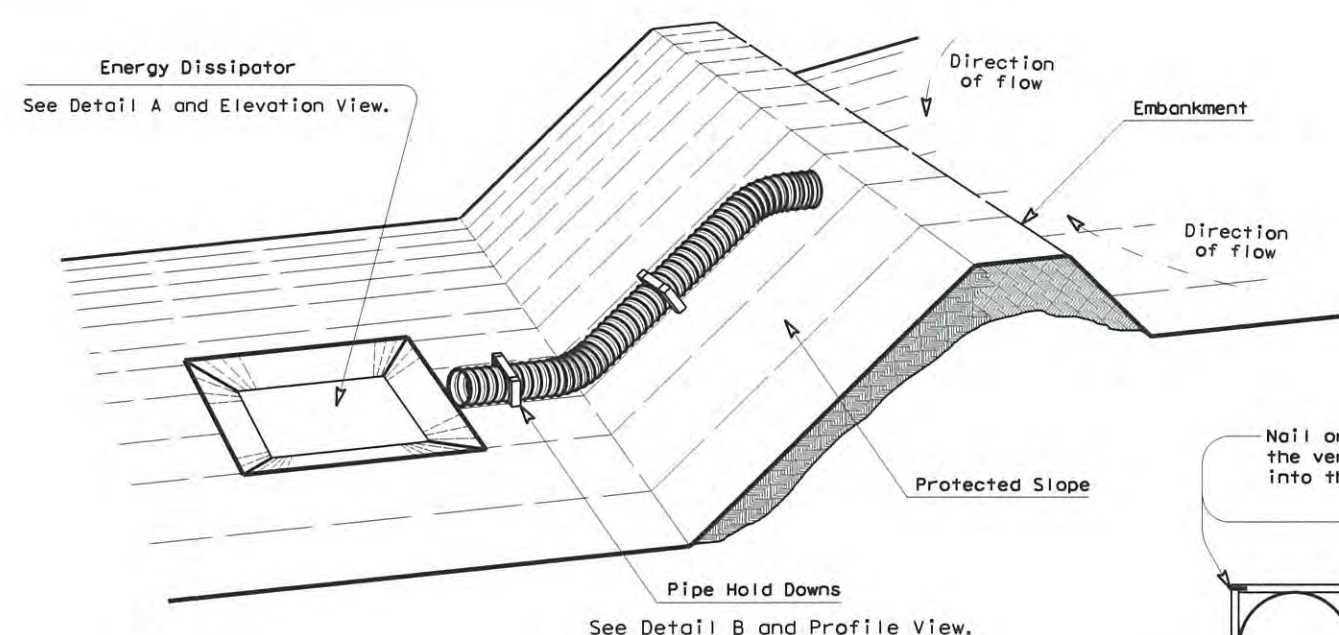
Texas Department of Transportation
Design Division Standard

**TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES
SEDIMENT BASINS AND TRAPS
(EARTHWORK FOR EROSION CONTROL)
EC (6) - 16**

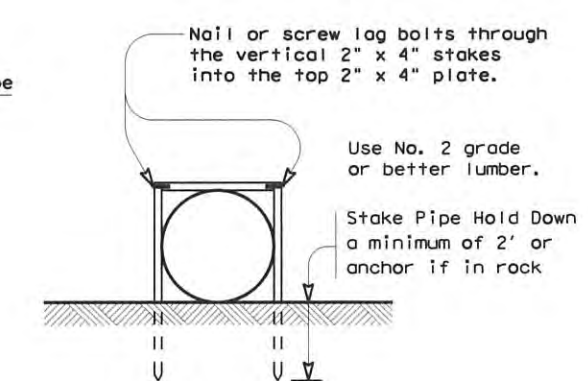
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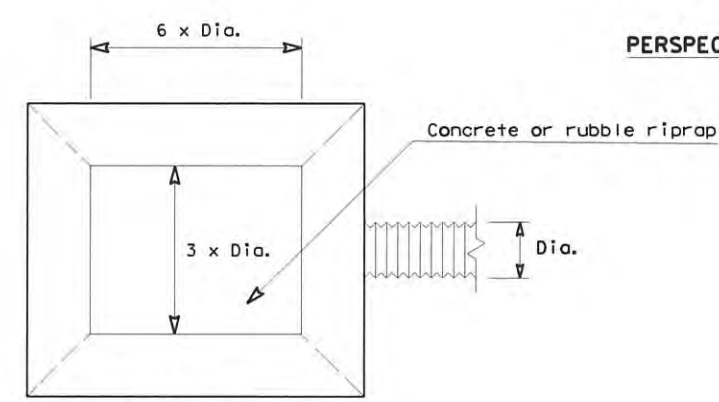
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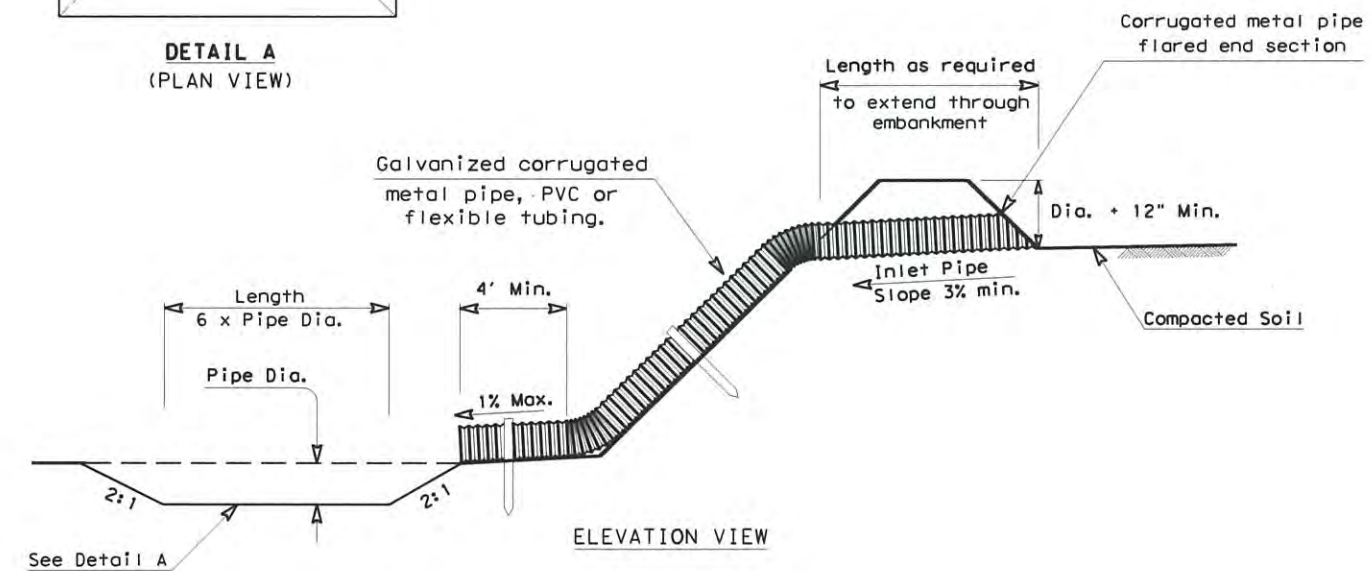
See Detail B and Profile View.



DETAIL B (ELEVATION VIEW)



DETAIL A (PLAN VIEW)



ELEVATION VIEW

PIPE SLOPE DRAIN WITH ENERGY DISSIPATOR

PSD

GENERAL NOTES

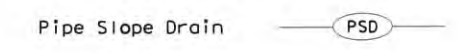
1. The inlet pipe shall have a slope of 3 percent or greater. Pipe diameter shall be as indicated on the construction drawings.
2. The top of embankment shall be at least 12" higher than the top of the inlet pipe at all points.
3. The pipe shall be galvanized corrugated metal pipe, PVC, or flexible tubing with watertight connection bands.
4. Pipe shall be secured with hold-down grommets spaced a maximum of 10' on centers or with pipe hold downs as shown in Detail B.
5. Construct embankment for the drainage system in 8" lifts to the required elevations. Hand tamp the soil around and under the entrance section to the top of the embankment as shown on the plans or as directed by the engineer.
6. The sediment trap shall be constructed to the dimensions as shown and in accordance with Special Specification, "Earthwork for Erosion Control". As otherwise detailed on the plans, the sediment trap may be stabilized using concrete or rubble riprap as per Item, "Riprap".
7. A standard corrugated metal pipe flared end section shall be used at the entrance of the pipe slope drain.
8. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

PIPE SLOPE DRAIN DESIGN CRITERIA		
PIPE/TUBING SIZE	DIAMETER	MAXIMUM DRAINAGE AREA
PSD 12	12"	0.5 Acres
PSD 18	18"	1.5 Acres
PSD 21	21"	2.5 Acres
PSD 24	24"	3.5 Acres
PSD 30	30"	5.0 Acres

PIPE SLOPE DRAIN USAGE GUIDELINES

A Pipe Slope Drain (PSD) should be constructed to drain concentrated surface runoff safely down slopes without causing erosion. The drainage area contributing runoff to a PSD should not exceed 5 acres. The PSD should be sized to drain the peak rate of runoff without overtopping at the earth dike entrance. A 25 year storm frequency may be used to calculate the flow rate.

PLAN SHEET LEGEND



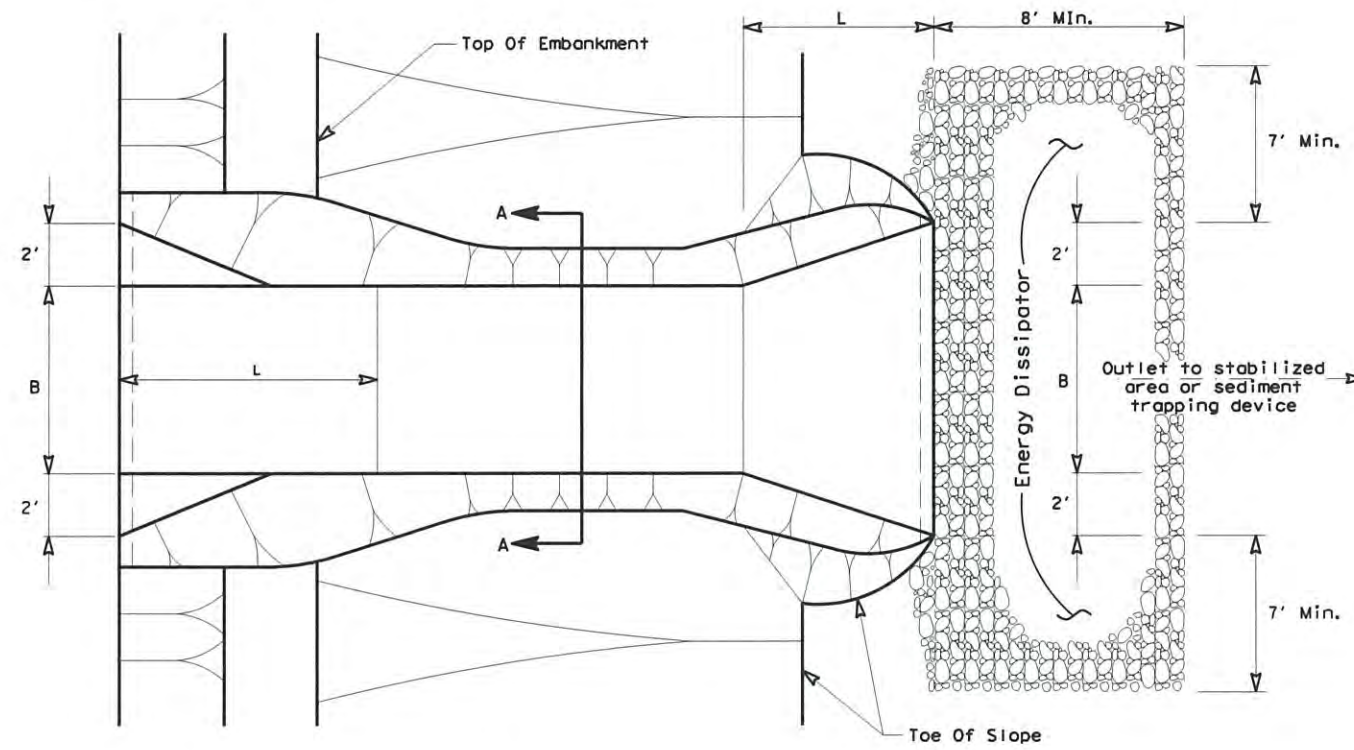
Texas Department of Transportation
Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES
TEMPORARY PIPE SLOPE DRAINS
EC(7)-16

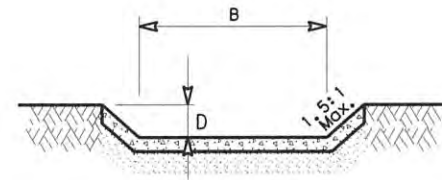
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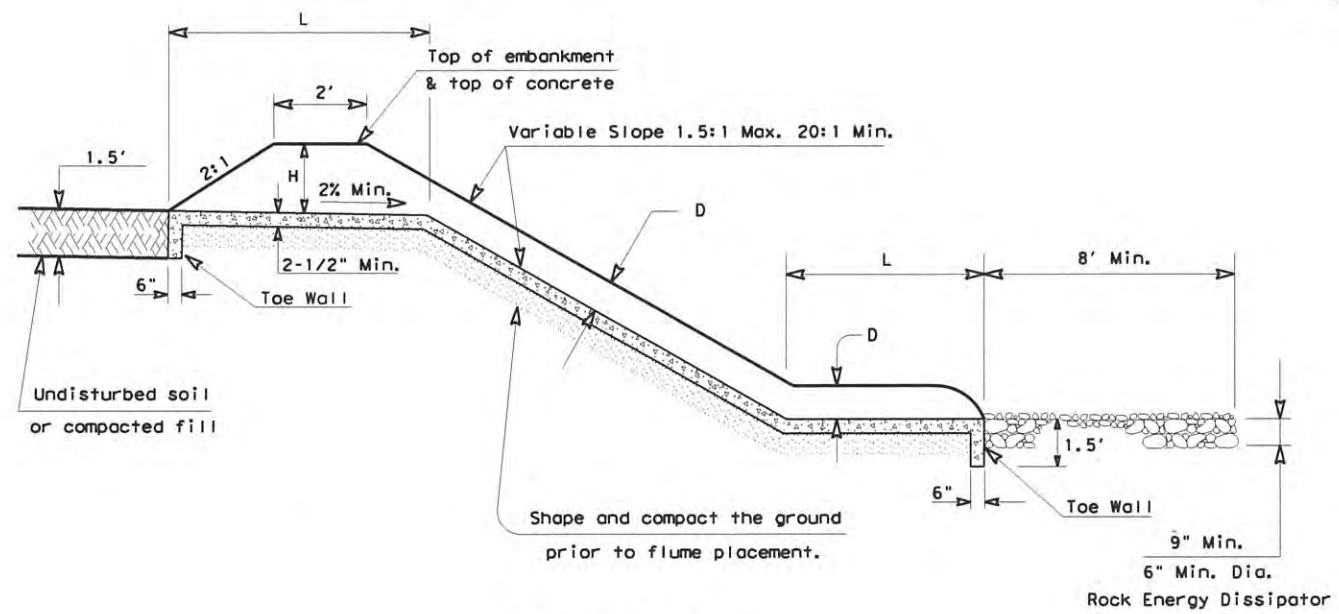
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PLAN VIEW



SECTION A-A



ELEVATION VIEW

PAVED FLUME



GENERAL NOTES

1. The group / size is a designator for the dimensions of the paved flume. The group / size is designated by a letter (A or B) and the bottom (B) dimension. The appropriate size shall be indicated on the construction plans.
2. Provide rock or rubble with a minimum diameter of 6" and a maximum volume of 1/2 cubic feet for construction of energy dissipaters.
3. For high velocity flows, the aggregate of the energy dissipator should be secured with 20-gauge galvanized woven wire mesh with 1" diameter hexagonal openings. The aggregate should be placed on the mesh to the dimensions specified. The mesh shall be folded at the upstream side over the aggregate and tightly secured to itself on the downstream side using wire ties or hog rings.
4. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

PAVED FLUME USAGE GUIDELINES

A Paved Flume should be constructed to drain concentrated surface runoff safely down slopes without causing erosion. The drainage area contributing runoff to a paved flume should not exceed that given in the Design Criteria above. The paved flume should be sized to drain the peak rate of runoff without overtopping the embankment at the earth dike entrance. A 25 year storm frequency may be used to calculate the flow rate.

DESIGN CRITERIA

Group/Size	B Bottom Width	H Min.	D Min.	L Min.	Maximum Drainage Area
A-2	2'	1.5'	8"	5'	5 Acres
A-4	4'	1.5'	8"	5'	8 Acres
A-6	6'	1.5'	8"	5'	11 Acres
A-8	8'	1.5'	8"	5'	14 Acres
A-10	10'	1.5'	8"	5'	18 Acres
B-4	4'	2'	10"	6'	14 Acres
B-6	6'	2'	10"	6'	20 Acres
B-8	8'	2'	10"	6'	25 Acres
B-10	10'	2'	10"	6'	31 Acres
B-12	12'	2'	10"	6'	36 Acres

PLANS SHEET LEGEND



Texas Department of Transportation Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

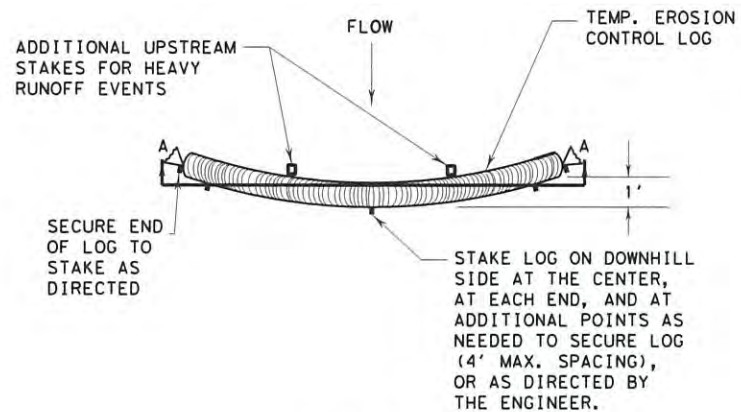
TEMPORARY PAVED FLUMES

EC (8) - 16

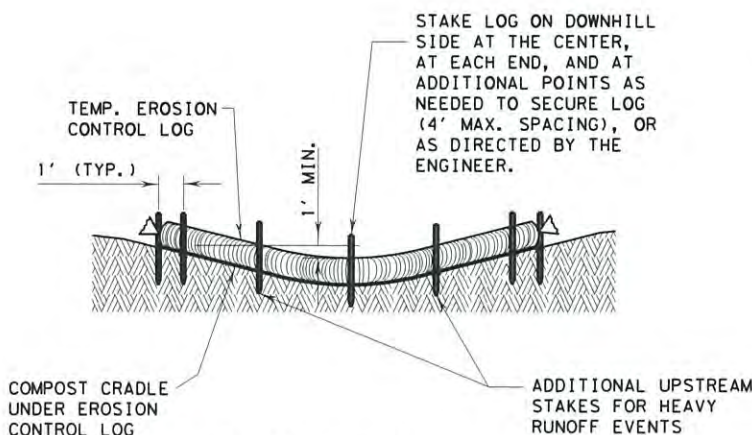
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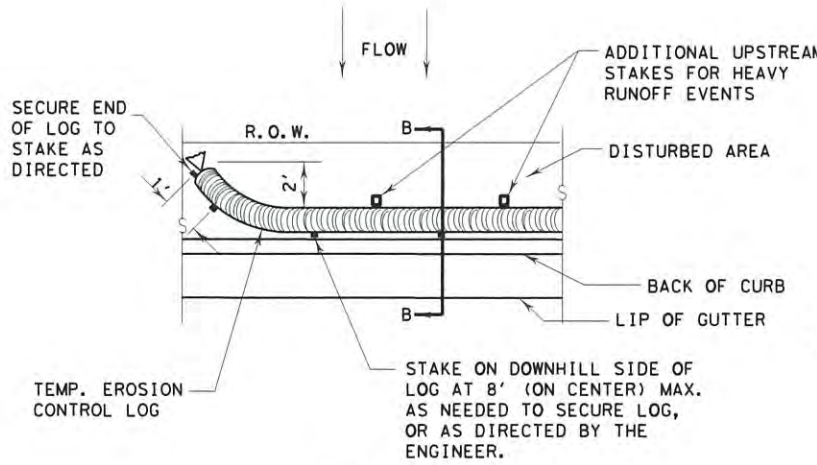


PLAN VIEW

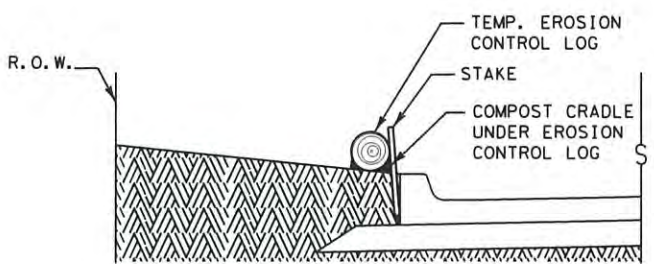


SECTION A-A
EROSION CONTROL LOG DAM

CL-D

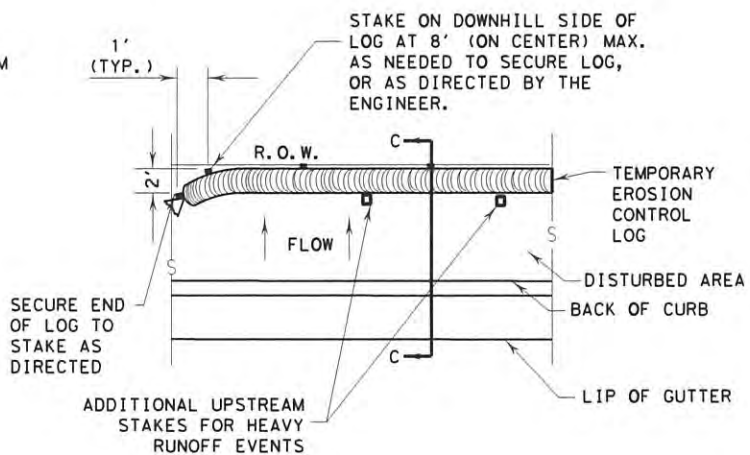


PLAN VIEW

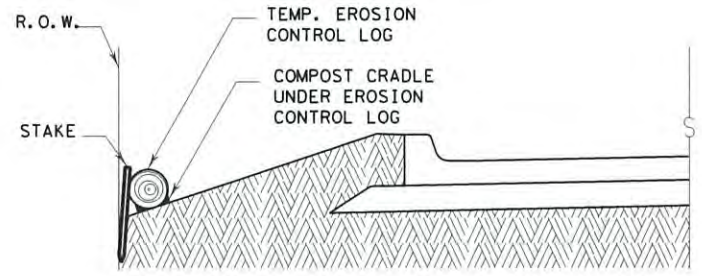


SECTION B-B
EROSION CONTROL LOG AT BACK OF CURB

CL-BOC



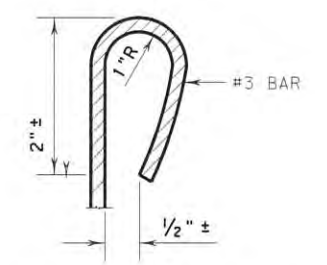
PLAN VIEW



SECTION C-C
EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW

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



REBAR STAKE DETAIL

SEDIMENT BASIN & TRAP USAGE GUIDELINES

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

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

Control logs should be placed in the following locations:

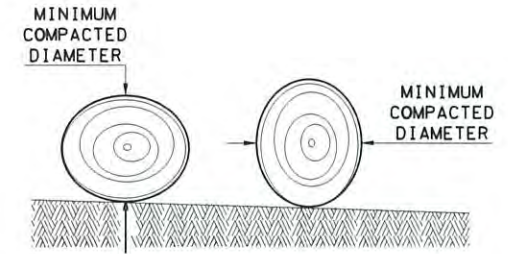
1. Within drainage ditches spaced as needed or min. 500' on center
2. Immediately preceding ditch inlets or drain inlets
3. Just before the drainage enters a water course
4. Just before the drainage leaves the right of way
5. Just before the drainage leaves the construction limits where drainage flows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

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

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

GENERAL NOTES:

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



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

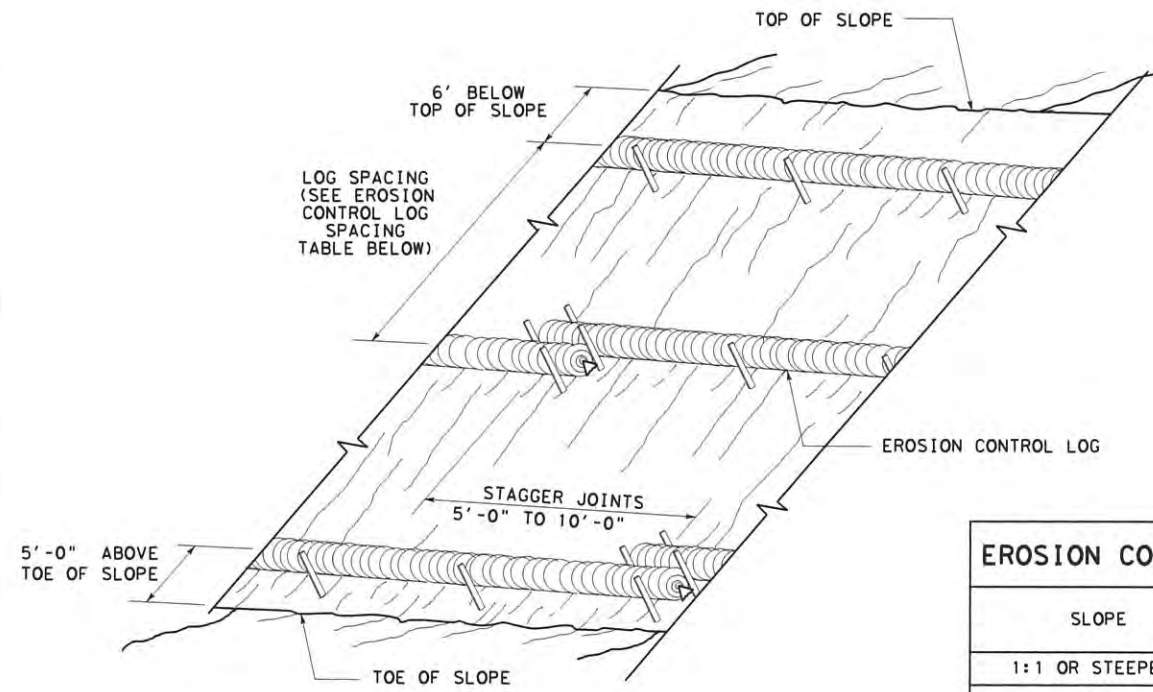
SHEET 1 OF 3

		Design Division Standard	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES EROSION CONTROL LOG EC(9)-16			
FILE: ec916	DWG: TxDOT	CK: KM	DWG: LS/PT
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REVISIONS		DIST	COUNTY
		SHEET NO. 51	

DATE: FILE:

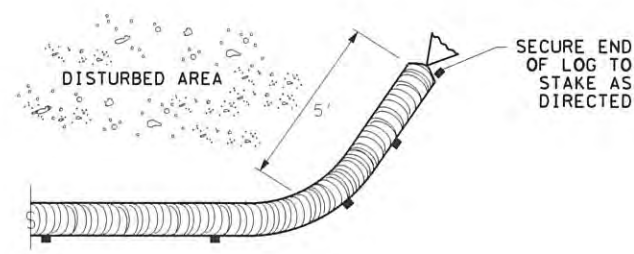
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**EROSION CONTROL LOGS ON SLOPES
STAKE AND TRENCHING ANCHORING**

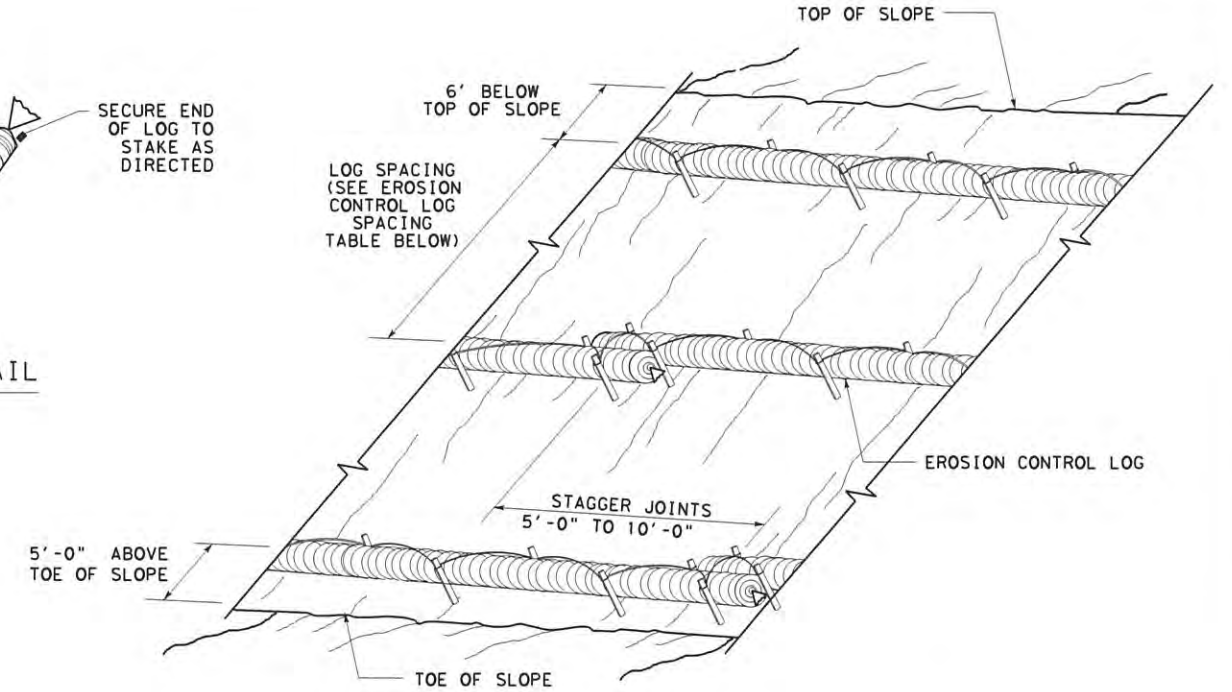
CL-SST



END SECTION RAP DETAIL

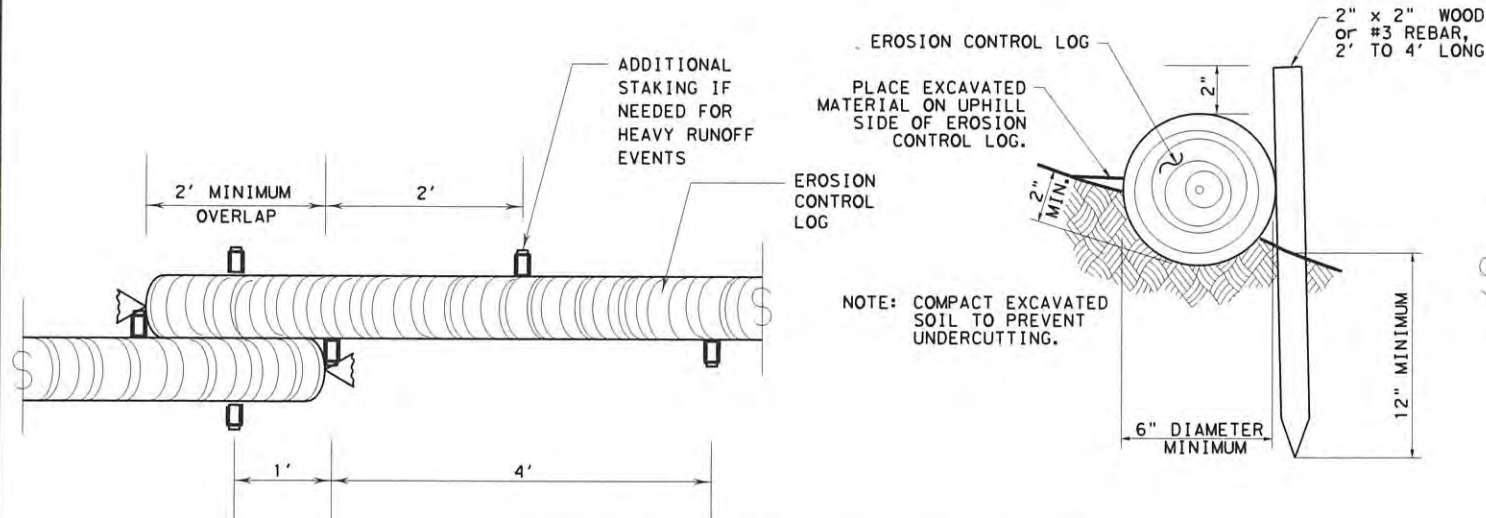
SLOPE	LOG DIAMETER			
	6"	8"	12"	18"
1:1 OR STEEPER	5'	10'	15'	20'
2:1	10'	20'	30'	40'
3:1	15'	30'	45'	60'
4:1 OR FLATTER	20'	40'	60'	80'

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



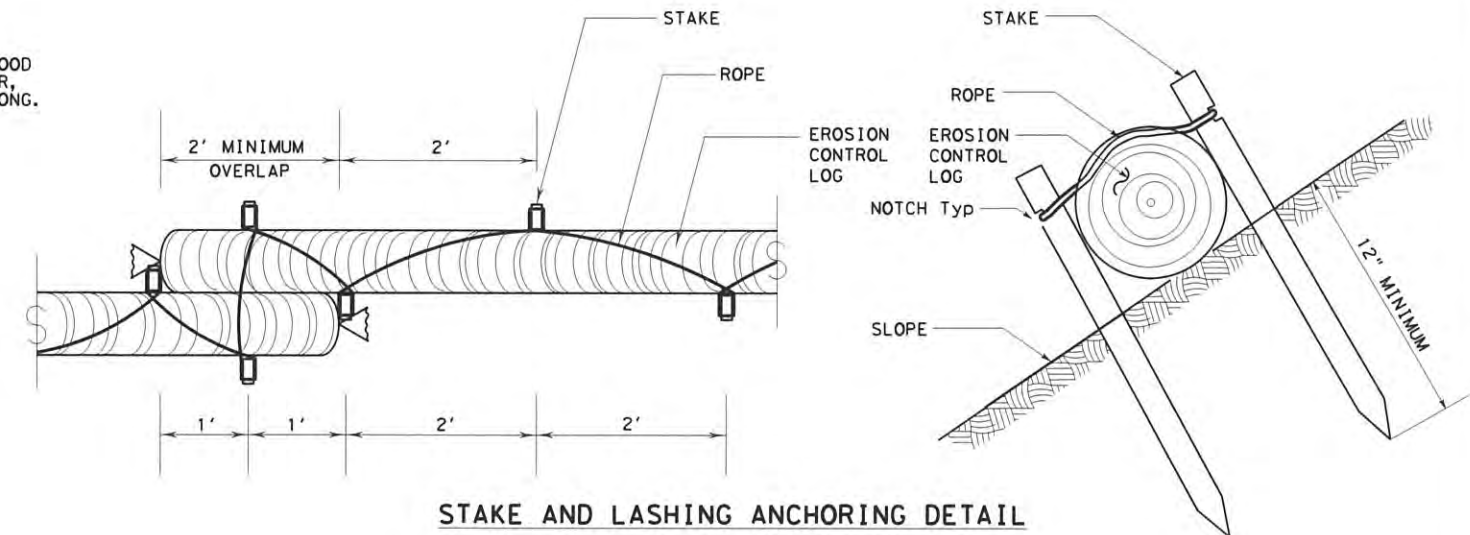
**EROSION CONTROL LOGS ON SLOPES
STAKE AND LASHING ANCHORING**

CL-SSL



STAKE AND TRENCHING ANCHORING DETAIL

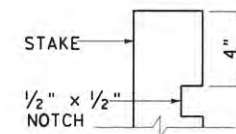
CL-SST



STAKE AND LASHING ANCHORING DETAIL

CL-SSL

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



STAKE NOTCH DETAIL

SHEET 2 OF 3

Texas Department of Transportation Design Division Standard

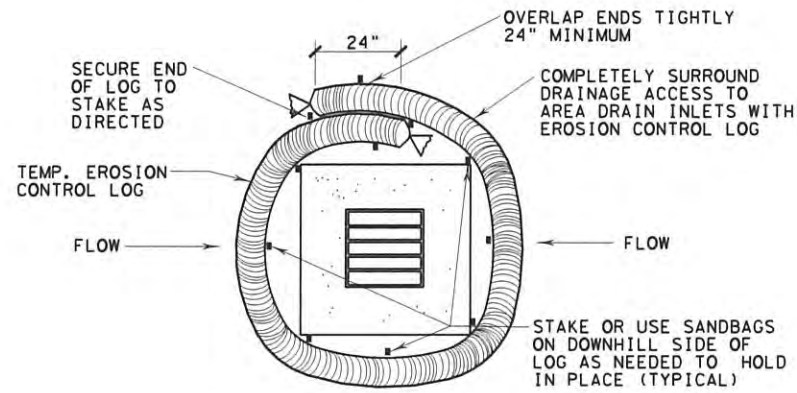
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC (9) - 16

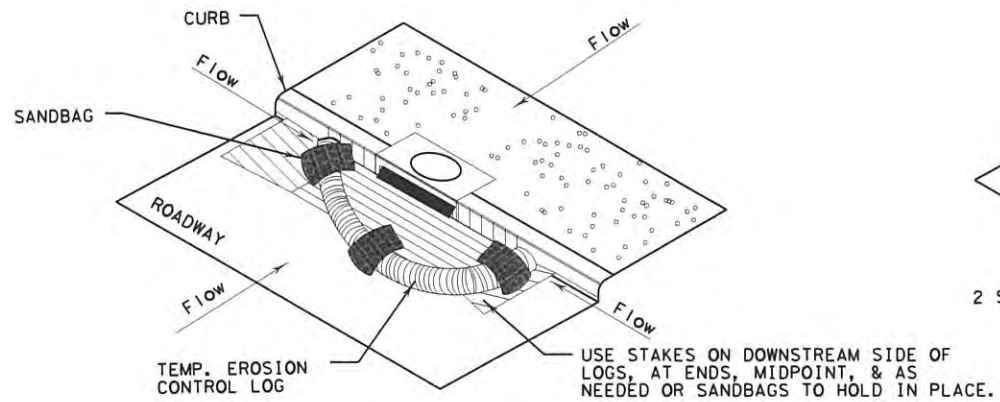
FILE: ec116	DW: TxDOT	CK: KM	DWG: LS/PT	CK: LS
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			52	

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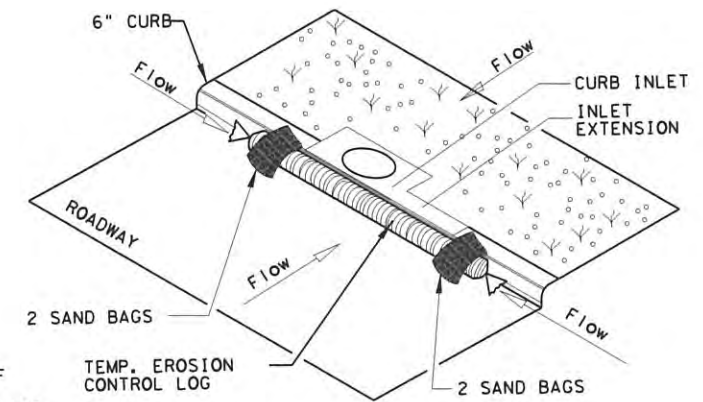
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

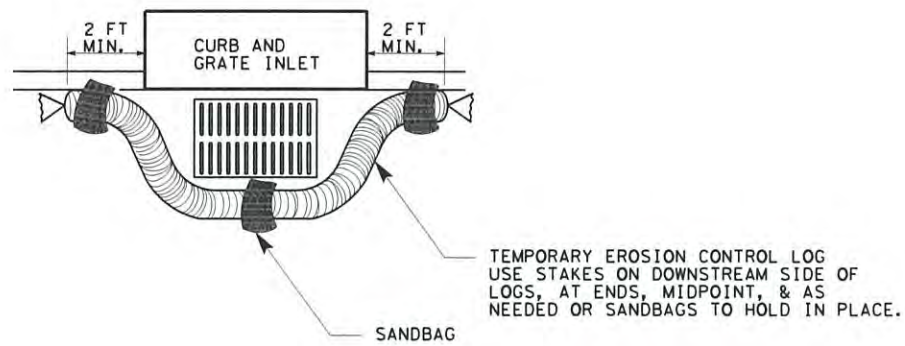
CL-CI



EROSION CONTROL LOG AT CURB INLET

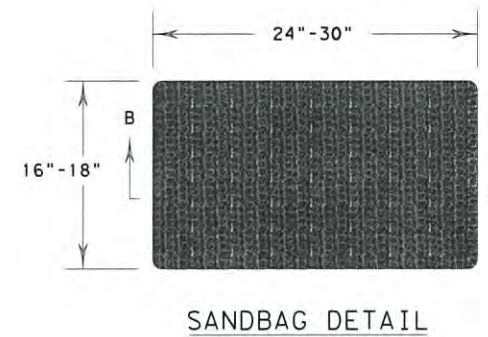
CL-CI

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



EROSION CONTROL LOG AT CURB & GRADE INLET

CL-GI



SANDBAG DETAIL

SHEET 3 OF 3

		Design Division Standard	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES EROSION CONTROL LOG EC (9) - 16			
FILE: ec916	DWG: TxDOT	CHK: KM	DWG: LS/PT
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