

San Augustine County, TX City of San Augustine

2018-2019 TxCDBG COLUMBIA STREET SIDEWALKS

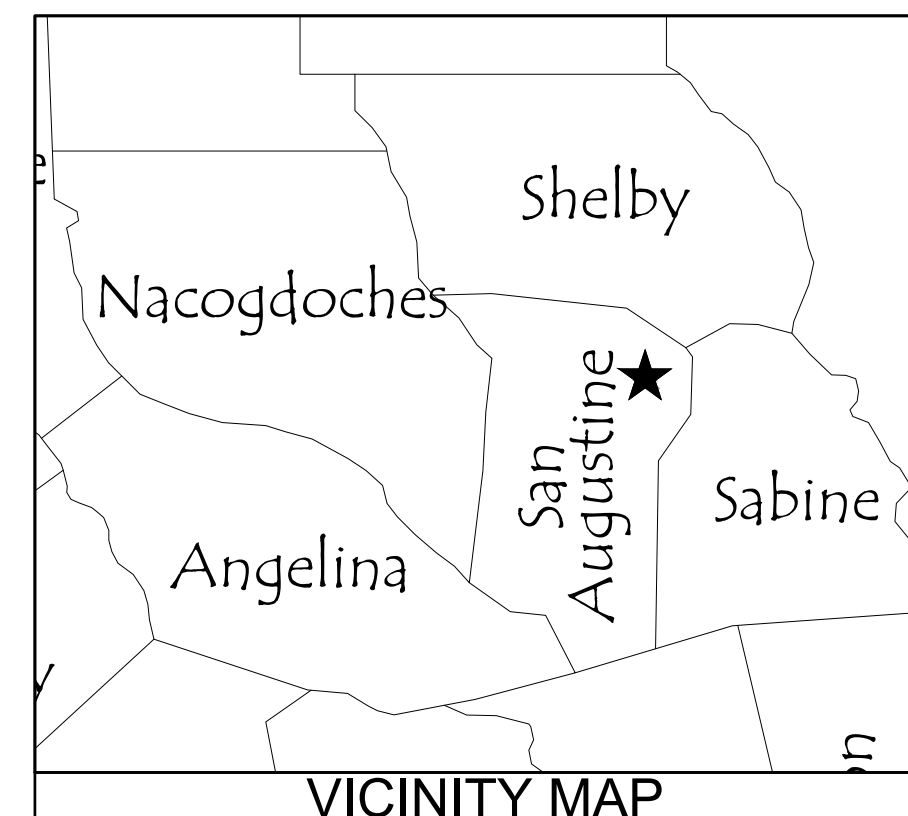
TxCDBG# 7218172
OCTOBER 2019

OWNER

LEROY HUGHES, MAYOR
MARCUS J. HAFFORD
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MARK LIEPMAN
DAN FUSSELL, MAYOR PRO TEM

CITY MANAGER

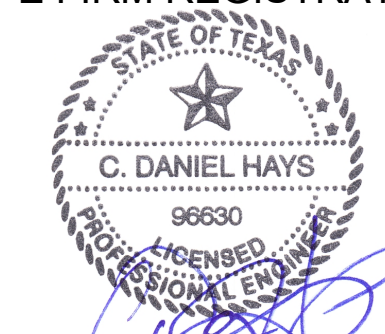
JOHN CAMP



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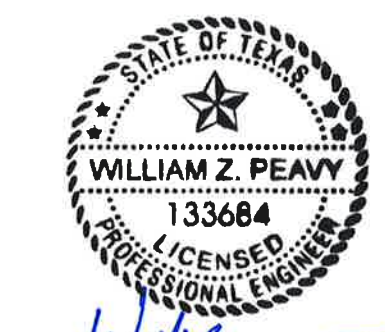
KSA

TBPE FIRM REGISTRATION No. F-1356



C. DANIEL HAYS, P.E.
PROJECT MANAGER

10/4/2019
DATE



W. ZANE PEAVY, P.E.
PROJECT ENGINEER

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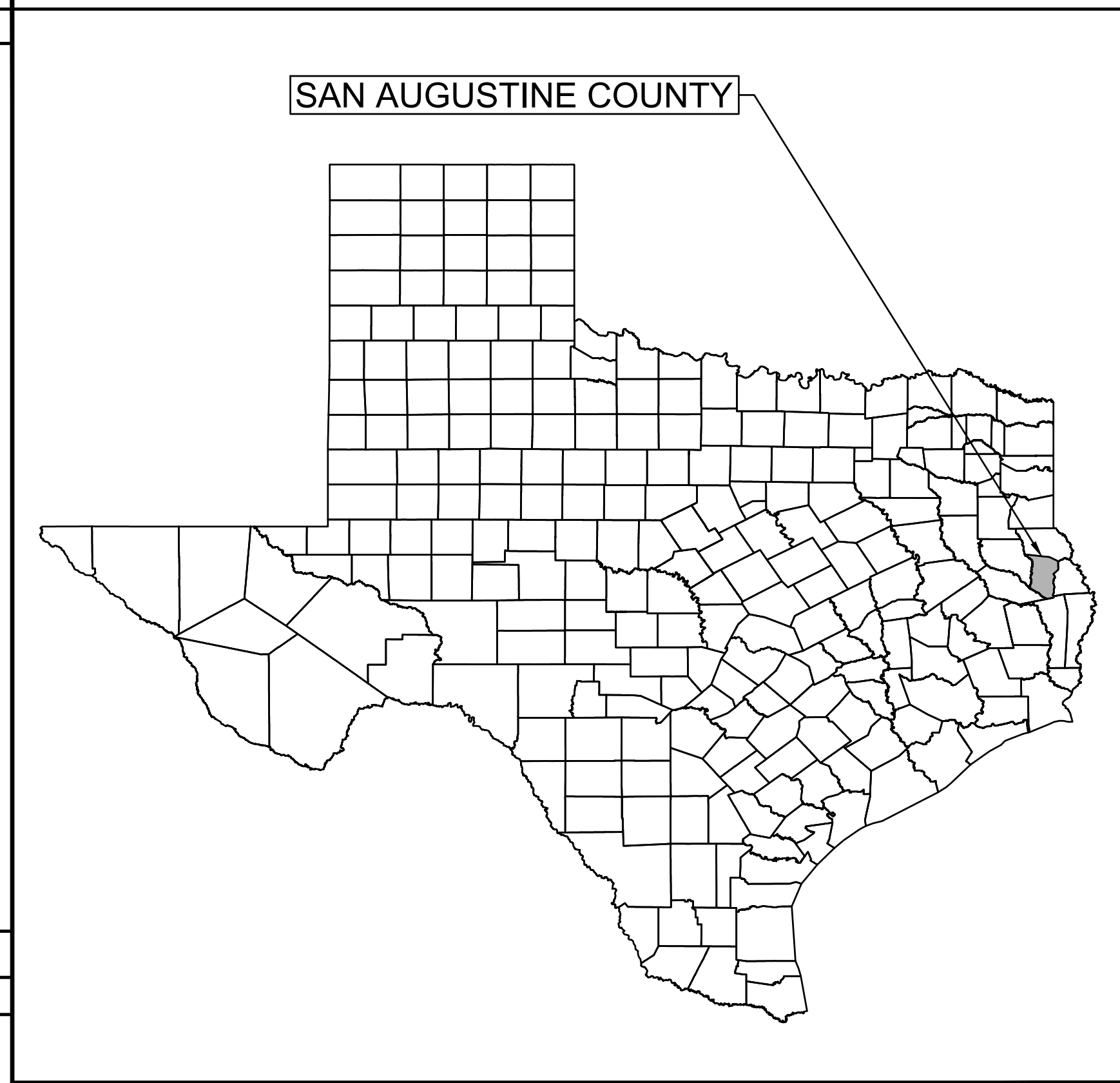
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ABBREVIATIONS

ABBREVIATION	DESCRIPTION	ABBREVIATION	DESCRIPTION	ABBREVIATION	DESCRIPTION
@	AT	GV	GAS VALVE	RD	ROAD
APPROX	APPROXIMATE	HMAC	HOT MIX ASPHALTIC CONCRETE	REINF	REINFORCEMENT
ASPH	ASPHALT	HORZ	HORIZONTAL	RT	RIGHT
BLDG	BUILDING	ID	INSIDE DIAMETER	SST	STAINLESS STEEL
BM	BENCHMARK	IP	IRON PIN	SS	SANITARY SEWER
BOC	BACK OF CURB	IR	IRON ROD	SSWR	SANITARY SEWER
BOP	BEGINNING OF PROJECT	JB	JUNCTION BOX	SCH	SCHEDULE
CF	CUBIC FEET	JT	JOINT	SPECs	SPECIFICATIONS
CI	CAST IRON	LT	LEFT	SQ	SQUARE
CK	CREEK	LEN	LENGTH	ST	STREET
CL	CENTERLINE	LF	LINEAR FEET	STA	STATION
CO	CLEAN OUT	LS	LIFT STATION	STD	STANDARD
CMP	CORRUGATED METAL PIPE	LP	LIGHT POLE	STL	STEEL
CONC	CONCRETE	LB	POUND	STM	STORM SEWER
CONT	CONTINUOUS	LBS	POUNDS	STRM	STORM WATER
CPT	CENTER POINT OF TANGENCY	MB	MAILBOX	SW	SIDEWALK
CU	CUBIC	MH	MANHOLE	TEL	TELEPHONE
CULV	CULVERT	MAX	MAXIMUM	TPED	TELEPHONE PEDESTAL
Δ	DEFLECTION ANGLE	MJ	MECHANICAL JOINT	TFR	TRANSFORMER
DI	DUCTILE IRON	MFG	MANUFACTURER	TOB	TOP OF BANK
DIA	DIAMETER	MIN	MINIMUM	TOP	TOP OF PIPE
DR	DRIVE	MISC	MISCELLANEOUS	TOS	TOP OF SLOPE
E	EAST	N	NORTH	TOF	TOP OF FOOTING
EA	EACH	NTS	NOT TO SCALE	TOW	TOP OF WALL
ELEC	ELECTRIC	N/A	NOT APPLICABLE	TP	TRAVERSE POINT
ELEV	ELEVATION	No	NUMBER	TPT	TRAVERSE TURNING POINT
ENC	ENCASEMENT	OCEW	ON CENTER EACH WAY	V	VOLT
EOC	EDGE OF CONCRETE	OD	OUTSIDE DIAMETER	VERT	VERTICAL
EOG	EDGE OF GRAVEL	OP	POINT OF CURVATURE	VPI	VERTICAL POINT INVERSE
EOP	END OF PROJECT	PE	PLAIN END	VPC	VERTICAL POINT CURVATURE
EX	EXISTING	PI	POINT OF INVERSION	VPT	VERTICAL POINT TANGENCY
FE	FLANGE END	PL	PROPERTY LINE	W	WATT
FC	FENCE CORNER	PP	POWER POLE	WTR	WATER
FNC	FENCE	PR	PRESSURE RATED	WWF	WELDED WIRE FABRIC
FH	FIRE HYDRANT	PRC	POINT OF REVERSE CURVATURE	w/	WITH
FL	FLOWLINE	PROP	PROPOSED	w/o	WITHOUT
FD	FOUND	PSI	POUNDS PER SQUARE INCH	WM	WATER METER
FT	FEET (FOOT)	PT	POINT OF TANGENCY	WV	WATER VALVE
GAL	GALLON	PVC	POLYVINYL CHLORIDE		
GALV	GALVANIZED	PVMT	PAVEMENT		
GM	GAS METER	ROW	RIGHT OF WAY		
GUY	GUY WIRE	RCP	REINFORCED CONCRETE PIPE		

TEXAS COUNTY MAP



INDEX OF SHEETS

Sheet Number	Sheet Title
01	COVER SHEET
02	PROJECT MAP, LEGEND, ABBREVIATIONS, AND SHEET INDEX
03	GENERAL NOTES
04	STATE FARM INSURANCE OFFICE SITE DEMOLITION PLAN
05	STATE FARM INSURANCE OFFICE SITE SIDEWALK PLAN
06	MAIN STREET THEATER SITE DEMOLITION PLAN
07	MAIN STREET THEATER SITE SIDEWALK PLAN
08	MONTGOMERY STREET HANDRAILS
09	SIDEWALK DETAILS
10	BC (1) - 14 **
11	BC (2) - 14 **
12	BC (3) - 14 **
13	BC (4) - 14 **
14	BC (5) - 14 **
15	BC (6) - 14 **
16	BC (7) - 14 **
17	BC (8) - 14 **
18	BC (9) - 14 **
19	BC (10) - 14 **
20	BC (11) - 14 **
21	BC (12) - 14 **
22	TCP (2-1) - 12 **
23	TCP (2-2) - 12 **
24	TCP (2-3) - 12 **
25	PRD (1) - 13 **
26	PRD (2) - 13 **
27	PRD (3) - 13 **
28	MISCELLANEOUS CURB AND SIDEWALK DETAILS **

LEGEND

EXISTING	PROPOSED	DESCRIPTION	EXISTING	PROPOSED	DESCRIPTION
---	---	RIGHT OF WAY LINE	---	---	TRAFFIC SIGNAL
-x-dot-	-x-dot-	TxDOT RIGHT OF WAY LINE	□	□	SIGN
-RR-	-RR-	RAILROAD RIGHT OF WAY LINE	□	□	SIGN AND POLE
-UPRR-	-UPRR-	UNION PACIFIC RAILROAD RIGHT OF WAY	□	□	TRAFFIC SIGNAL BOX
-100-	-100-	INDEX CONTOUR	○	○	UTILITY POLE / POWER POLE
-99-	-99-	INTERMEDIATE CONTOUR	○	○	GUY WIRE
-C-	-C-	CREEK OR DITCH	○	○	GUY POLE
-D-	-D-	DOWNHILL SLOPE	○	○	LIGHT POLE
-PL-	-PL-	PROPERTY LINE	○	○	LIGHT POLE
-OE-	-OE-	EDGE OF PAVEMENT	○	○	ELECTRIC METER
-UE-	-UE-	OVERHEAD ELECTRICAL LINE	○	○	ELECTRICAL PEDESTAL
-OT-	-OT-	UNDERGROUND ELECTRICAL LINE	○	○	JUNCTION BOX (AS LABEL)
-UT-	-UT-	OVERHEAD TELEPHONE LINE	○	○	TELEPHONE MANHOLE
-FOC-	-FOC-	UNDERGROUND TELEPHONE LINE	○	○	TELEPHONE PEDESTAL
-CTV-	-CTV-	FIBER OPTIC CABLE	○	○	GAS VALVE
-G-	-G-	UNDERGROUND CABLE TV	○	○	GAS METER
-W-	-W-	" GAS LINE	○	○	WATER METER
-WS-	-WS-	" WATER LINE	○	○	WATER VALVE
-IRR-	-IRR-	WATER SERVICE	○	○	WATER VALVE IN PAVEMENT
-SS-	-SS-	" IRRIGATION LINE	○	○	FIRE HYDRANT, 3-PORT
-FM-	-FM-	" SANITARY SEWER LINE	○	○	AIR RELIEF VALVE
-STM-	-STM-	" FORCE MAIN LINE	○	○	BLOW-OFF VALVE
-C-	-C-	" STORM SEWER LINE	○	○	WATER WELL/PUMP
-X-	-X-	CULVERT (AS LABELED)	○	○	PLUG
-o-	-o-	BARB WIRE FENCE	○	○	SANITARY SEWER MANHOLE
-//-	-//-	CHAINLINK FENCE	○	○	SANITARY SEWER CLEAN-OUT
-x-	-x-	WOOD FENCE	○	○	VENT (AS LABEL)
-x-	-x-	PIPE FENCE	○	○	STORM SEWER MANHOLE
-x-	-x-	NET WIRE FENCE	○	○	STORM SEWER INLET OR JUNCTION BOX
-#-	-#-	METAL FENCE	○	○	MAILBOX
-#-	-#-	PLASTIC FENCE	○	○	SATELLITE DISH
-FF-	-FF-	FILTER FABRIC FENCE	○	○	ANTENNA
-FF-	-FF-	METAL BEAM GUARD FENCE	○	○	FLAG POLE
○	○	R.O.W. MONUMENT	○	○	YARD DRAIN
○	○	CONCRETE MONUMENT (POURED TY II)	○	○	SPRINKLER HEAD
○	○	BENCHMARK	○	○	INTERCEPTOR DIKE
○	○	CONTROL POINT X IN CONCRETE	○	○	HUB/TACK
○	○	CONTROL POINT	○	○	REFERENCE MARKER
○	○	TRAVERSE POINT	○	○	MARKER POST
○	○	IRON ROD	○	○	PEDESTRIAN SIGNAL BOX
○	○	IRON PIPE / IRON PIN	○	○	CONTROL PANEL
○	○	BRASS CAP	○	○	RAILROAD CONTROL BOX SIGNAL
○	○	NAIL	○	○	RAILROAD CROSSING SIGN
○	○	OWNERSHIP TIE	○	○	RAILROAD SIGNAL STANDARD
○	○	TREE LINE	○	○	SIGNAL PEDESTAL
○	○	TREE (AS LABEL)	○	○	SINGAL/SPAN WIRE SUPPORT/MAST ARM
○	○	SHRUB	○	○	TRANSFORMER
○	○	HEDGE	○	○	TOWER, SINGLE COLUMN
○	○	SOIL BORE	○	○	MONITORING TEST STATION

STANDARD SHEETS IDENTIFIED BY ** AFTER SHEET NAME HAVE BEEN ISSUED BY ME AND ARE APPLICABLE TO THIS PROJECT.

William Z. Peavy
W. ZANE PEAVY, P.E.
PROJECT ENGINEER

10/4/2019
DATE

ISSUED FOR REGULATORY REVIEW: 10/4/19

MARK: 0

REVISION: 0

DATE: 10/4/2019 - 8:33 AM

PROJECT TITLE: CITY OF SAN AUGUSTINE, TEXAS

CITY OF SAN AUGUSTINE
2018-2019 TXCDBG
MAIN STREET SIDEWALKS
SAN AUGUSTINE, TEXAS

DRAWN BY: ZPEAVY
DESIGNED BY: ZPEAVY
LATEST REVISION: 133684
KSA JOB NO.: SA1010

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STATE OF TEXAS
WILLIAM Z. PEAVY
133684
LICENSED PROFESSIONAL ENGINEER

Scale: TBPE Firm Registration No. F-1356
SHEET NO. 02

CONSTRUCTION NOTES

GENERAL CONSTRUCTION

1. EXISTING UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR IS HEREBY NOTIFIED THAT ALL EXISTING BURIED UTILITIES MAY OR MAY NOT BE SHOWN AND THAT THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND REPAIRING ANY UTILITIES DAMAGED AS A RESULT OF CONSTRUCTION OPERATIONS.
2. THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF EXISTING UNDERGROUND AND OTHER UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATIONS AS TO THE TYPE AND LOCATION OF ALL UNDERGROUND AND OTHER UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO. ANY DAMAGE TO EXISTING STRUCTURES, UTILITIES AND PIPING SHALL BE RESTORED AT NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR SHALL CONTACT THE FOLLOWING AT LEAST 72 HOURS PRIOR TO EXCAVATION:
TEXAS ONE-CALL: 811
CITY OF SAN AUGUSTINE: 936-275-2121
3. PRIOR TO BEGINNING CONSTRUCTION, CONTRACTOR SHALL PREPARE, OR OBTAIN A COPY OF, A STORMWATER POLLUTION PREVENTION PLAN (SWPPP), IF NECESSARY, IN ACCORDANCE WITH UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (USEPA) REQUIREMENTS, FILE A NOTICE OF INTENT (NOI), APPLICATION, AND FEE TO THE TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ). CONTRACTOR SHALL MAINTAIN THE SWPPP NOTEBOOK AND WEEKLY REPORTS ONSITE AT ALL TIMES IN COMPLIANCE WITH USEPA AND TCEQ REQUIREMENTS. MAINTENANCE OF EROSION CONTROL MEASURES AND REQUIRED REPORTING SHALL BE CONTINUOUS THROUGHOUT CONSTRUCTION. PREPARATION OF THE SWPPP AND MAINTENANCE OF THE EROSION CONTROL MEASURES SHALL BE SUBSIDIARY TO THE OVERALL PROJECT COST UNLESS PROVIDED FOR OTHERWISE.
4. CONTRACTOR ON JOB SITE MUST HAVE A COPY OF ALL TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) CONSTRUCTION PERMIT(S), WHEN APPLICABLE, AND BE FULLY AWARE OF THE REQUIREMENTS CONTAINED THEREIN WHEN WORKING WITHIN STATE HIGHWAY RIGHT-OF-WAY.
5. CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL, LIGHTS, BARRICADES, SIGNAGE, ETC. AND PROTECT OPEN TRENCHES OR EXCAVATIONS IN ACCORDANCE WITH TXDOT'S MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST REVISION.
6. OPERATIONS ALONG HIGHWAYS OR PUBLIC STREETS SHALL BE PERFORMED IN SUCH A MANNER THAT ALL EXCAVATED MATERIALS BE KEPT OFF THE PAVEMENT AT ALL TIMES, AS WELL AS ALL OPERATING EQUIPMENT.
7. CONTRACTOR SHALL SAWCUT ALL PAVEMENT SURFACES ENCOUNTERED, WITH THE EXCEPTION OF THOSE LOCATED WITHIN TXDOT RIGHT-OF-WAY, UNLESS SHOWN OTHERWISE. CONTRACTOR SHALL ONLY REMOVE THAT PORTION OF PAVED AREA REQUIRED TO INSTALL THE PROPOSED IMPROVEMENTS. CUTTING, REMOVAL, DISPOSAL, REPAIR, AND REPLACEMENT SHALL BE CONSIDERED SUBSIDIARY TO OVERALL PROJECT COST UNLESS PROVIDED FOR OTHERWISE. PAVED SURFACES WITHIN TXDOT RIGHT-OF-WAY SHALL BE BORED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
8. DURING CONSTRUCTION, ALL EXISTING UTILITIES (MAINS, LATERALS, AND SERVICE CONNECTIONS) ARE TO REMAIN IN SERVICE. IF THERE IS A CONFLICT BETWEEN THE GRADES OF EXISTING AND PROPOSED IMPROVEMENTS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF THE CONFLICT.
9. FOR THIS PROJECT, ITEMS OF WORK NOT SHOWN IN THE BID PROPOSAL SHALL NOT BE MEASURED SEPARATELY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THE MOST RELATED BID ITEM.
10. RIGHT-OF-WAY AND PROPERTY LINES SHOWN WERE CREATED FROM EXISTING PLANS, MAPS AND PLATS OF VARYING DATE, QUALITY, AND PRECISION. THE ENGINEER DOES NOT GUARANTEE THE ACCURACY OF THE RIGHT-OF-WAY OR PROPERTY LINES AS SHOWN.
11. THE CONTRACTOR SHALL FURNISH THE ENGINEER A COPY OF ANY SIGNED AGREEMENT WITH PROPERTY OWNERS FOR EACH DISPOSAL SITE WHICH THE CONTRACTOR INTENDS TO USE FOR "WASTE" MATERIALS. CONDITIONS AND RESTRICTIONS, IF ANY, WILL BE CLEARLY STATED. COMPLIANCE WILL BE REQUIRED AND A RELEASE FROM THE PROPERTY OWNER MUST BE OBTAINED UPON COMPLETION OF THE PROJECT.
12. MAIL BOXES AND MAIL SERVICES SHALL BE MAINTAINED THROUGHOUT THE PROJECT. PAYMENT FOR REMOVAL, TEMPORARY RELOCATION AND PERMANENT LOCATION OF ALL MAIL BOXES, REGARDLESS OF TYPE OR CONSTRUCTION, SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS OF WORK.
13. TEMPORARY SHORING OR BRACING OF EXISTING UTILITIES DURING CONSTRUCTION SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
14. CONTRACTOR SHALL PROTECT ALL PROPERTY CORNERS. CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY PROPERTY CORNERS DAMAGED OR DISTURBED.

DEMOLITION NOTES

1. THESE PLANS, PREPARED BY KSA ENGINEERS, INC., DO NOT EXTEND TO INCLUDE THE DESIGN OF THE SYSTEMS PERTAINING TO THE SAFETY OF THE CONSTRUCTION CONTRACTOR OR ITS EMPLOYEES, AGENTS, OR REPRESENTATIVES IN THE PERFORMANCE OF THE WORK. THE SEAL OF KSA'S REGISTERED PROFESSIONAL ENGINEER(S) HEREON DOES NOT EXTEND TO ANY SUCH SAFETY SYSTEMS THAT MAY NOW OR HERE AFTER BE INCORPORATED IN THESE PLANS. THE CONSTRUCTION CONTRACTOR SHALL PREPARE OR OBTAIN THE APPROPRIATE SAFETY SYSTEMS, INCLUDING THE PLANS AND SPECIFICATIONS REQUIRED BY THE HOUSE BILLS 662 AND 665 ENACTED BY THE LEGISLATURE IN THE 70TH LEGISLATURE SESSION.
2. PRESERVE ALL EXISTING MONUMENTS, PROPERTY PINS, OR IRON RODS. IF ANY OF THE ITEMS NEEDS TO BE REMOVED OR DISRUPTED TO ACCOMMODATE CONSTRUCTION, REPLACE BACK TO ITS ORIGINAL LOCATION AND/OR ELEVATION AT THE CONTRACTOR'S EXPENSE.
3. COMPLY WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REQUIREMENTS REGARDING EXCESS AND WASTE MATERIAL, INCLUDING METHODS OF HANDLING AND DISPOSAL.
4. RELEASE OF VEHICLE OR EQUIPMENT FLUIDS ONTO THE GROUND IS NOT ALLOWED. REMOVE CONTAMINATED SOIL RESULTING FROM AN ACCIDENTAL SPILL AND DISPOSE OF PROPERLY.
5. DO NOT OPERATE ANY EXISTING VALVES, APPURTENANCES, OR EQUIPMENT. PROVIDE SUFFICIENT LEAD TIME FOR OPERATOR WHERE IT BECOMES NECESSARY TO ACTUATE OR DE-ACTUATE VALVES, APPURTENANCES, OR EQUIPMENT. NOTIFY THE OPERATOR 48 HOURS IN ADVANCE OF ANY EXISTING PROCESS EQUIPMENT OR PUMP "SHUT DOWN".
6. IF CONSTRUCTION ACTIVITIES REQUIRE DEWATERING, SUBMIT DEWATERING PLAN TO OWNER FOR APPROVAL. DEWATERING ACTIVITIES SHALL CONFORM TO SWPPP REQUIREMENTS.
7. PROTECT ALL EXISTING UTILITIES AND STRUCTURES DURING CONSTRUCTION FROM DAMAGE OR SETTLEMENT. ANY DAMAGE TO THESE EXISTING ITEMS RESULTING FROM THE CONTRACTOR'S CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR TO AT LEAST THE PRE-EXISTING CONDITIONS, AT NO ADDITIONAL EXPENSE TO THE OWNER.
8. THE INFORMATION SHOWN ON THESE DRAWINGS INDICATING TYPE AND LOCATION OF UNDERGROUND, SURFACE, AND AERIAL UTILITIES IS NOT GUARANTEED TO BE EXACT OR COMPLETE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT TYPE AND LOCATION OF ALL UTILITIES POTENTIALLY AFFECTED BY CONSTRUCTION FOR THIS PROJECT AND ARRANGING SUPPORT OR TEMPORARY/PERMANENT RELOCATIONS AS NEEDED IN ORDER TO AVOID DAMAGING THOSE UTILITIES. THIS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL IMMEDIATELY ARRANGE FOR REPAIR AND RESTORATION OF CONTRACTOR-DAMAGED UTILITIES AND THE CONTRACTOR SHALL PAY FOR SUCH REPAIRS.
9. FIELD VERIFY ACTUAL LOCATIONS OF ALL BURIED UTILITIES. ADDITIONAL PIPING OR CONDUIT EITHER ABANDONED OR IN USE, NOT SHOWN ON THE DRAWINGS MAY BE FOUND DURING CONSTRUCTION. COORDINATE WITH PLANT OPERATIONS TO DETERMINE STATUS OF THESE ITEMS AND TO IDENTIFY AS DEMOLITION OR RELOCATION.
10. BACKFILL ALL DEMOLISHED STRUCTURES RESULTING VOID WITH COMPACTED IMPORTED SELECT FILL MATERIAL IN ACCORDANCE WITH THE TECHNICAL SPECIFICATIONS.
11. CONTRACTOR SHALL REMOVE AND LAWFULLY DISPOSE OF ALL TREES, BUSHES, SHRUBS, ETC. AS REQUIRED TO SUPPORT PROPOSED WORK.
12. CONTRACTOR SHALL COORDINATE WITH ENGINEER AND OWNER IN IDENTIFYING ANY ITEMS THE OWNER DESIRES SALVAGED AND PROVIDE SAME PRIOR TO COMMENCING WITH DEMOLITION AND LAWFUL DISPOSAL.
13. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES TO PREVENT ANY INTERRUPTIONS OF SERVICE DURING CONSTRUCTION.
14. OWNER SHALL HAVE FIRST RIGHT OF REFUSAL FOR ALL MATERIALS AND EQUIPMENT BEING DEMOLISHED.
15. CONTRACTOR SHALL VERIFY THAT ALL UTILITIES WHICH ARE SCHEDULED FOR DEMOLITION HAVE BEEN REMOVED FROM SERVICE PRIOR TO DEMOLITION.
16. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN PERFORMING DEMOLITION TO PREVENT THE SPREAD OF DUST AND DEBRIS AND TO PROTECT EXISTING MATERIALS AND EQUIPMENT FROM DAMAGE OR CONTAMINATION.

SIDEWALK NOTES:

1. A 2'X2' SQUARE SHALL BE PLACED WITH AN EXPANSION JOINT AT ALL FIRE HYDRANTS, POWER POLES, LIGHT POLES, METER BOXES, ETC. TO ALLOW FOR FUTURE ACCESS. MASTIC JOINT FILLER SHALL BE PLACED AT THE BASE OF RIGID OBJECTS CAST INTO CONCRETE.
2. EXPANSION AND SAW/TOOLED JOINTS SHALL BE PLACED TO MATCH EXISTING JOINT PATTERN UNLESS OTHERWISE DIRECTED BY THE ENGINEER. CONTRACTOR SHALL DOCUMENT AND VERIFY EXISTING JOINT PATTERN PRIOR TO REMOVAL OF SIDEWALK.
3. BARRIER RAIL AS SHOWN IN THE PROJECT DETAILS SHALL BE PROVIDED IN ALL AREAS WHERE A POTENTIAL FOR FALL EXCEEDS 30".
4. ANY NON-COMPLIANT WORK INCLUDING SIDEWALK, STEP, RAILS, ETC. SHALL BE REMOVED AND REPLACED AT CONTRACTOR'S EXPENSE.
5. ALL DIMENSIONS PROVIDED ON SIDEWALK PLANS SHALL BE VERIFIED BY THE CONTRACTOR ONCE FORMS ARE IN PLACE BUT BEFORE CASTING SIDEWALKS. LENGTHS PROVIDED FOR RAMPS AND LANDINGS SHALL BE ADJUSTED AS REQUIRED TO MAINTAIN SLOPES INDICATED.
6. ALL ELEMENTS SHALL BE CONSTRUCTED TO COMPLY WITH THE TDLR TEXAS ACCESSIBILITY STANDARDS AND USDOT ADA REGULATIONS.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY CORRECTIONS AND/OR RECONSTRUCTION NECESSARY AS A RESULT OF THE ADA INSPECTION AT THE END OF THE PROJECT.

HISTORIC FEATURES PROTECTION NOTES:

WHERE PROPOSED CONSTRUCTION IS IN PROXIMITY TO HISTORIC BUILDINGS OR OTHER STRUCTURES (WALLS, CANOPIES, RETAINING WALLS, FENCES, ETC.), AND PLANTING BEDS, AND VEGETATION/GROUND COVER, FOLLOW THE PROCEDURES LISTED BELOW FOR DEMOLITION, PROTECTION, AND CONSTRUCTION.

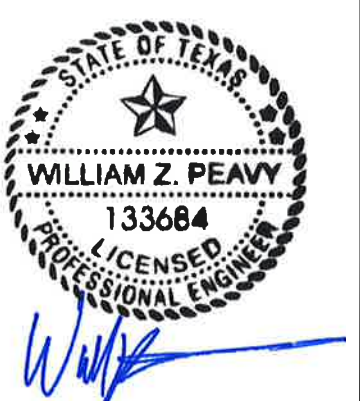
1. TO MINIMIZE THE POTENTIAL DAMAGE TO HISTORIC STRUCTURES AND MATERIALS, CONTRACTOR SHALL SAW CUT EXISTING SIDEWALK 8 TO 12 INCHES AWAY FROM THE HISTORIC STRUCTURE, CANOPY SUPPORTS, FENCE OR RETAINING WALL.
2. CONTRACTOR SHALL CONSTRUCT NEW SIDEWALK TO THE SAW CUT EDGE WITH INSTALLATION OF EXPANSION JOINT BETWEEN.
3. IF EXISTING SIDEWALK IS TO BE REMOVED ENTIRELY, THE REMAINING 8 TO 12 INCHES NEXT TO THE HISTORIC STRUCTURE, CANOPY SUPPORTS, MATERIAL, FENCE, OR RETAINING WALL SHALL BE REMOVED BY HAND. EXPANSION JOINT SHALL BE PLACED BETWEEN HISTORIC STRUCTURE, CANOPY SUPPORTS, MATERIAL, FENCE, OR RETAINING WALL AND NEW SIDEWALK.
4. CONTRACTOR IS RESPONSIBLE FOR PREVENTING DAMAGE TO HISTORIC STRUCTURE, CANOPY SUPPORTS AND THEIR AWNING, MATERIALS, FENCES, RETAINING WALLS, INCLUDING GARDEN ELEMENTS (PLANTING BEDS, PLANTINGS) DURING THE ENTIRE CONSTRUCTION PROJECT, ESPECIALLY DURING REMOVAL OF EXISTING PAVEMENT, CURB, OR SIDEWALK. DURING THE SAW CUT AND HAND REMOVAL PROCESS, CONTRACTOR SHALL EXERCISE UTMOST CAUTION AND WILL PHYSICALLY PROTECT HISTORIC STRUCTURE FOUNDATION, CANOPY SUPPORTS, MATERIALS, ELEVATIONS, ENTRYWAYS WITH DECORATIVE FLOORING, FENCES, RETAINING WALLS, AND LANDSCAPE ELEMENTS.
5. CONTRACTOR SHALL REPAIR OR REPLACE IN KIND, AT CONTRACTOR'S EXPENSE, ANY HISTORIC MATERIALS DAMAGED IN THE COURSE OF EXECUTING THE WORK. CONTRACTOR IS RESPONSIBLE FOR LOCATING REPLACEMENT SOURCES FOR HISTORIC MATERIALS DAMAGED IN THE COURSE OF THE WORK. TEXAS HISTORICAL COMMISSION SHALL BE INFORMED OF DAMAGE AND PROPOSED REPAIRS PRIOR TO EXECUTION OF REPAIR WORK.

GENERAL NOTES

CITY OF SAN AUGUSTINE
 2018-2019 TXCDBG
 MAIN STREET SIDEWALKS
 SAN AUGUSTINE, TEXAS

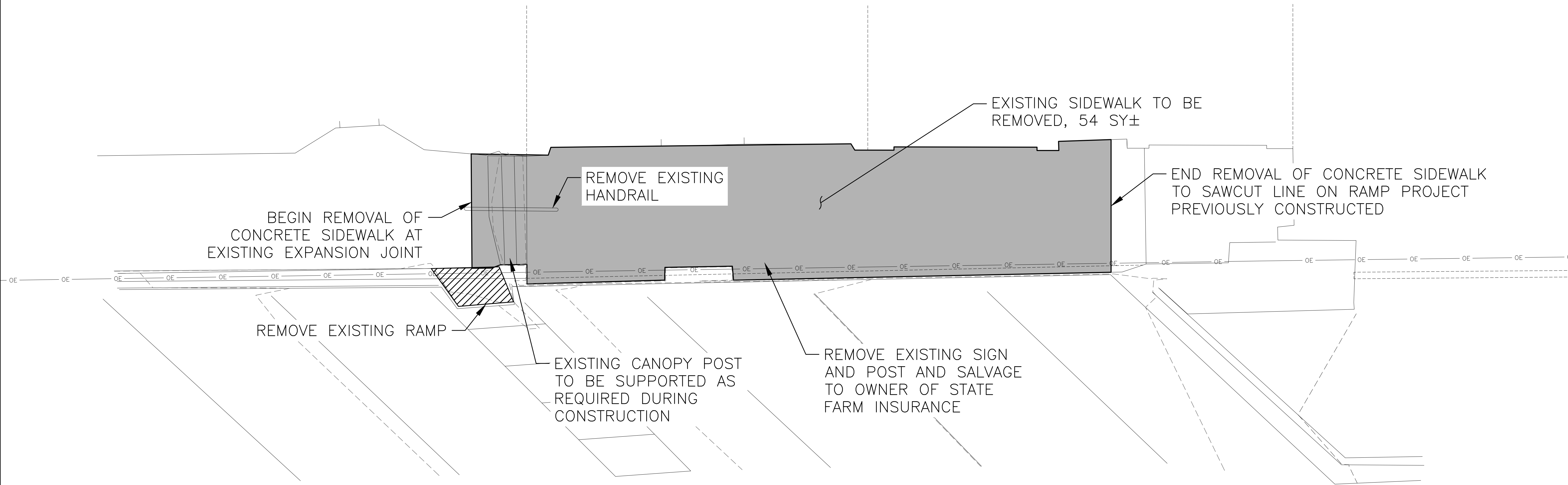
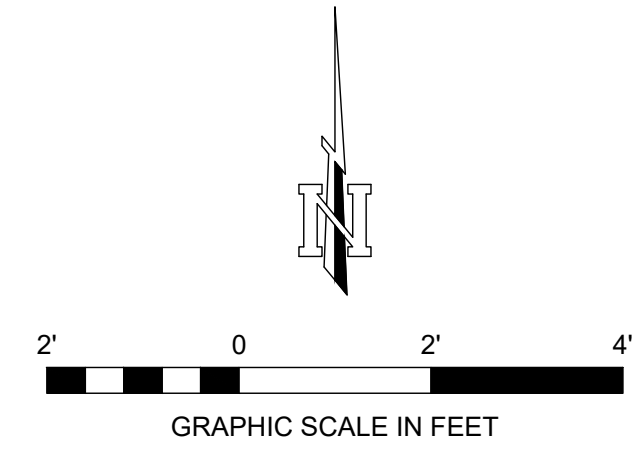
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DATE	
KSA JOB NO.: SAL1010	
PROJECT NAME: MAIN STREET SIDEWALKS	
SHEET NO.: 03	



NOTES:

1. CONCRETE CURB AND GUTTER MAY EXIST BENEATH SIDEWALK THAT IS TO BE REMOVED. IF PRESENT, CONTRACTOR SHALL NOTIFY ENGINEER FOR INSPECTION. IF ENGINEER DETERMINES THAT CURB AND GUTTER REMOVAL IS REQUIRED, CONTRACTOR SHALL REMOVE CURB AND GUTTER. PAYMENT FOR REMOVAL SHALL BE SUBSIDIARY TO SIDEWALK REMOVAL.

ISSUED FOR REGULATORY REVIEW	10/17/19
MARK	REVISION
DATE	DATE
<small>WKS ALLIE SERVICES INC. PROJECTS/SALUDORA CD/300 SHEETS/SALUDORA CD/300 (STATE FARM) 10/17/2019 8:33 AM DRAWING PATH/NAME LAYOUT PLOT DATE - TIME</small>	

STATE FARM INSURANCE
OFFICE SITE
DEMOLITION PLAN

CITY OF SAN AUGUSTINE
2018-2019 TXCDBG
MAIN STREET SIDEWALKS
SAN AUGUSTINE, TEXAS

DRAWN BY:	ZPEAVY
DESIGNED BY:	ZPEAVY
LATEST REVISION:	
KSA JOB NO.:	SAL1010

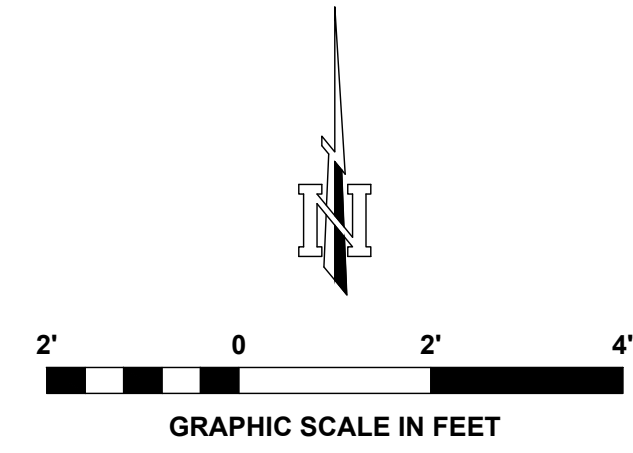
KSA
 211 E. Shepherd Ave., Suite 205
 Lufkin, Texas 75901
 T. 936-637-6061 F. 888-224-9418
 www.ksaeng.com

WILLIAM Z. PEAVY
13368
LICENSED PROFESSIONAL ENGINEER

SEAL: TBPE Firm Registration No. F-1356
SHEET NO.

04

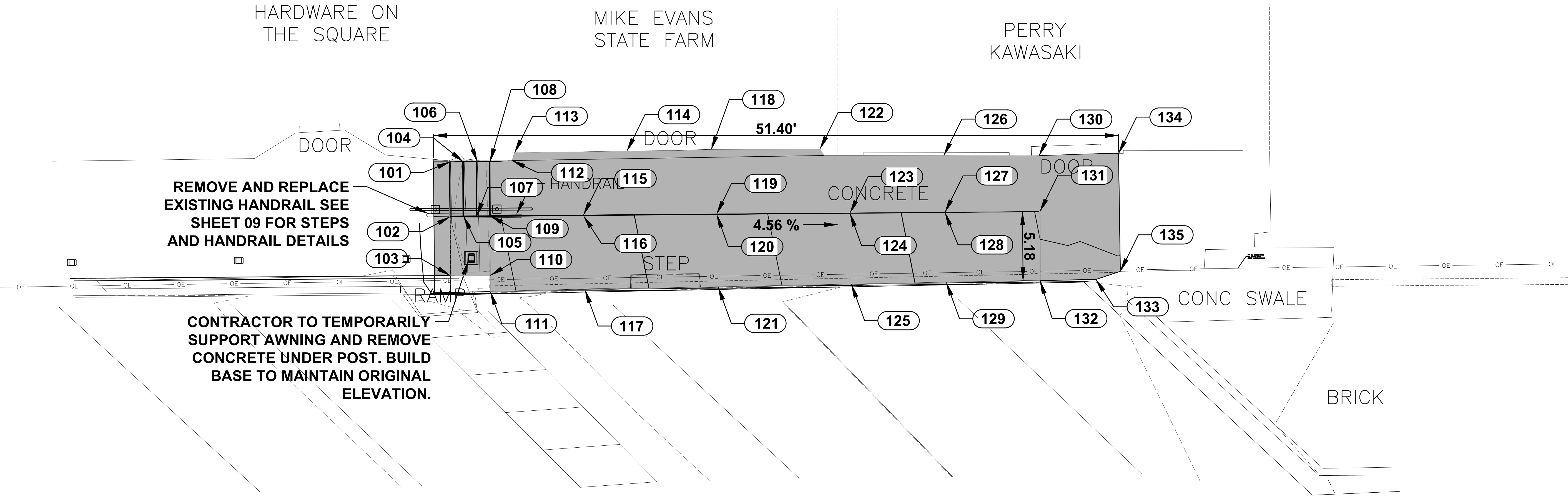
PROJECT TITLE: STATE FARM INSURANCE OFFICE SITE DEMOLITION PLAN SHEET NAME: SHEET NO. 04 CITY OF SAN AUGUSTINE, TEXAS



HARDWARE ON THE SQUARE

MIKE EVANS STATE FARM

PERRY KAWASAKI



REMOVE AND REPLACE EXISTING HANDRAIL SEE SHEET 09 FOR STEPS AND HANDRAIL DETAILS

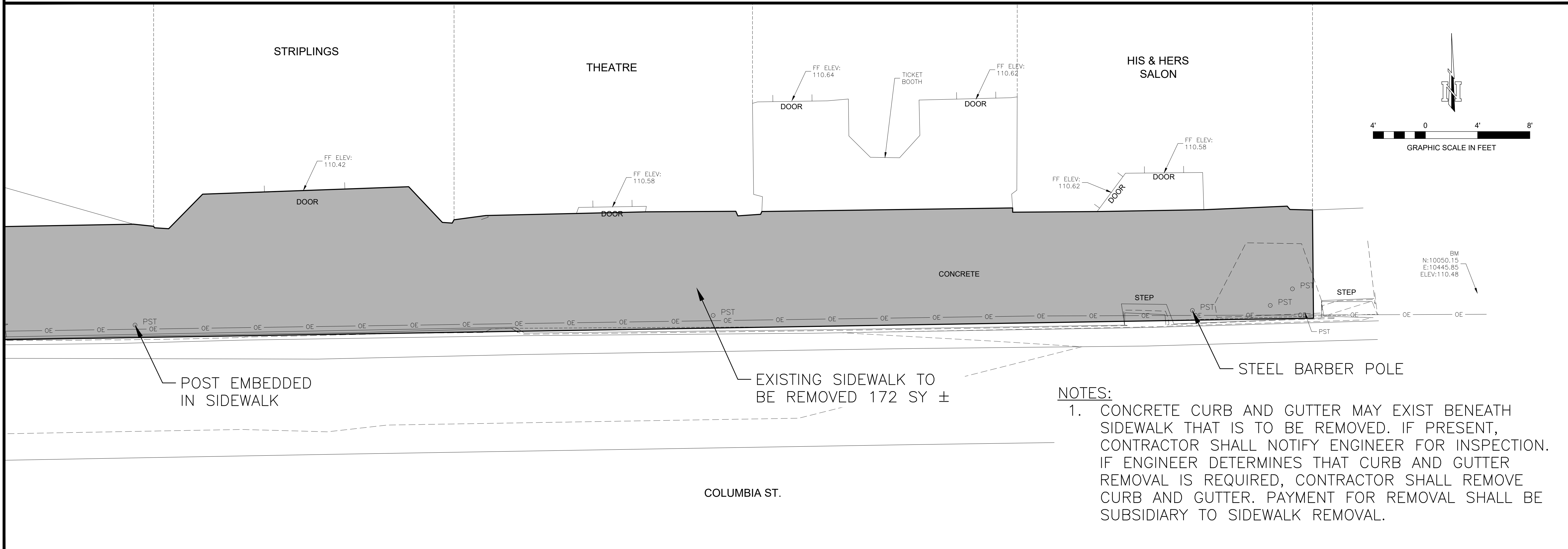
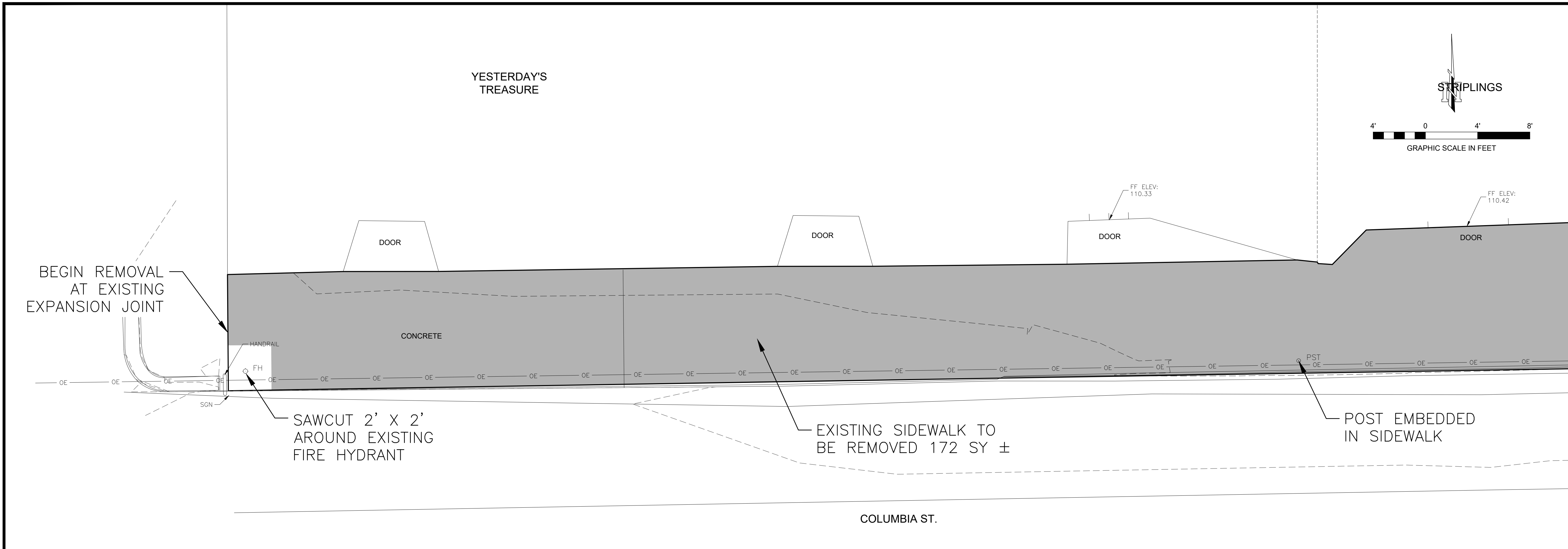
CONTRACTOR TO TEMPORARILY SUPPORT AWNING AND REMOVE CONCRETE UNDER POST. BUILD BASE TO MAINTAIN ORIGINAL ELEVATION.

DIMENSIONAL LAYOUT TABLE				
POINT NUMBER	EXISTING ELEVATION	PROPOSED ELEVATION	NORTHING	EASTING
101	97.90	97.90	10050.8524	9931.085
102	97.50	97.50	10046.7334	9931.0648
103	97.27	97.46	10042.3272	9931.0756
104	98.36	98.48	10050.8548	9932.0546
105	98.29	98.48	10046.7910	9932.0646
106	98.57	99.06	10050.8574	9933.1016
107	98.47	99.06	10046.7985	9933.0646
108	99.54	99.54	10050.8597	9934.0546
109	99.41	99.54	10046.8061	9934.0646
110	99.27	99.27	10042.3272	9934.0786
111	99.23	99.23	10041.1167	9934.0786
112	99.58	99.58	10050.9485	9935.7042
113	99.61	99.61	10051.5402	9935.9013
114	99.66	99.66	10051.6555	9944.3283
115	99.50	99.61	10046.8589	9941.0643
116	99.50	97.96	10046.8202	9941.0647
117	98.89	97.90	10041.2589	9941.1764
118	99.69	99.69	10051.7894	9950.6605
119	99.59	99.65	10046.9343	9951.0641
120	99.59	98.41	10046.9069	9951.0643

DIMENSIONAL LAYOUT TABLE				
POINT NUMBER	EXISTING ELEVATION	PROPOSED ELEVATION	NORTHING	EASTING
121	99.40	98.36	10041.4593	9951.1738
122	99.73	99.73	10051.8125	9958.8103
123	99.60	99.66	10047.0097	9961.0637
124	99.60	98.87	10046.9936	9961.0639
125	99.43	98.82	10041.6597	9961.1711
126	99.60	99.60	10051.3246	9968.1032
127	99.60	99.55	10047.0634	9968.1889
128	99.60	99.19	10047.0554	9968.1889
129	99.45	99.14	10041.8042	9968.2944
130	99.54	99.54	10051.3195	9975.2514
131	99.52	99.52	10047.1172	9975.3139
132	99.47	99.47	10041.9433	9975.3221
133	99.48	99.48	10042.0296	9979.5139
134	99.63	99.63	10051.4723	9981.2121
135	99.48	99.48	10042.6399	9981.3467

COLUMBIA ST.
(ASPHALT)

ISSUED FOR REGULATORY REVIEW	10/4/19						
MARK	REVISION	DATE					
AM	AM	AM	KSA ENGINEERING PROFESSIONAL ENGINEERS ARCHITECTS SHEETS SAU10-C-LO-PROJ.DWG SITE 1 10/4/2019 - 8:33 AM DRAWING PATH: NAME LAYOUT PLOT DATE: - TIME PROJECT TITLE: - CITY OF SAN AUGUSTINE, TEXAS				
STATE FARM INSURANCE OFFICE SITE SIDEWALK PLAN							
CITY OF SAN AUGUSTINE 2018-2019 TXCDBG MAIN STREET SIDEWALKS SAN AUGUSTINE, TEXAS							
DRAWN BY:	DESIGNED BY:	LATEST REVISION:	KSA JOB NO.:	SHEET NAME:			
ZPEAVY	ZPEAVY	ZPEAVY	SAU1010				
211 E. Shepherd Ave., Suite 205 Lufkin, Texas 75901 T. 936-637-6061 F. 888-224-9418 www.ksaeng.com							
SEAL: TBPE Firm Registration No. F-1356 SHEET NO.							
05							



NOTES:
 1. CONCRETE CURB AND GUTTER MAY EXIST BENEATH SIDEWALK THAT IS TO BE REMOVED. IF PRESENT, CONTRACTOR SHALL NOTIFY ENGINEER FOR INSPECTION. IF ENGINEER DETERMINES THAT CURB AND GUTTER REMOVAL IS REQUIRED, CONTRACTOR SHALL REMOVE CURB AND GUTTER. PAYMENT FOR REMOVAL SHALL BE SUBSIDIARY TO SIDEWALK REMOVAL.

ISSUED FOR REGULATORY REVIEW	10/4/19
MARK	REVISION
DATE	DATE
WKS/JLF/SER/ENG/PRJ/PER/PROJECTS/SAL/OTDR/CAD/DSD SHEETS/SAL/10-C-LOC/REV/DWG/ THEATRE 10/4/2019 - 8:33 AM	
DRAWING PATH/NAME LAYOUT/ PLOT DATE - TIME	

**STATE FARM
 INSURANCE OFFICE SITE
 DEMOLITION PLAN**

**CITY OF SAN AUGUSTINE
 2018-2019 TXCDBG
 MAIN STREET SIDEWALKS
 SAN AUGUSTINE, TEXAS**

DRAWN BY:	ZPEAVY
DESIGNED BY:	ZPEAVY
LATEST REVISION:	
KSA JOB NO.:	SAL1010

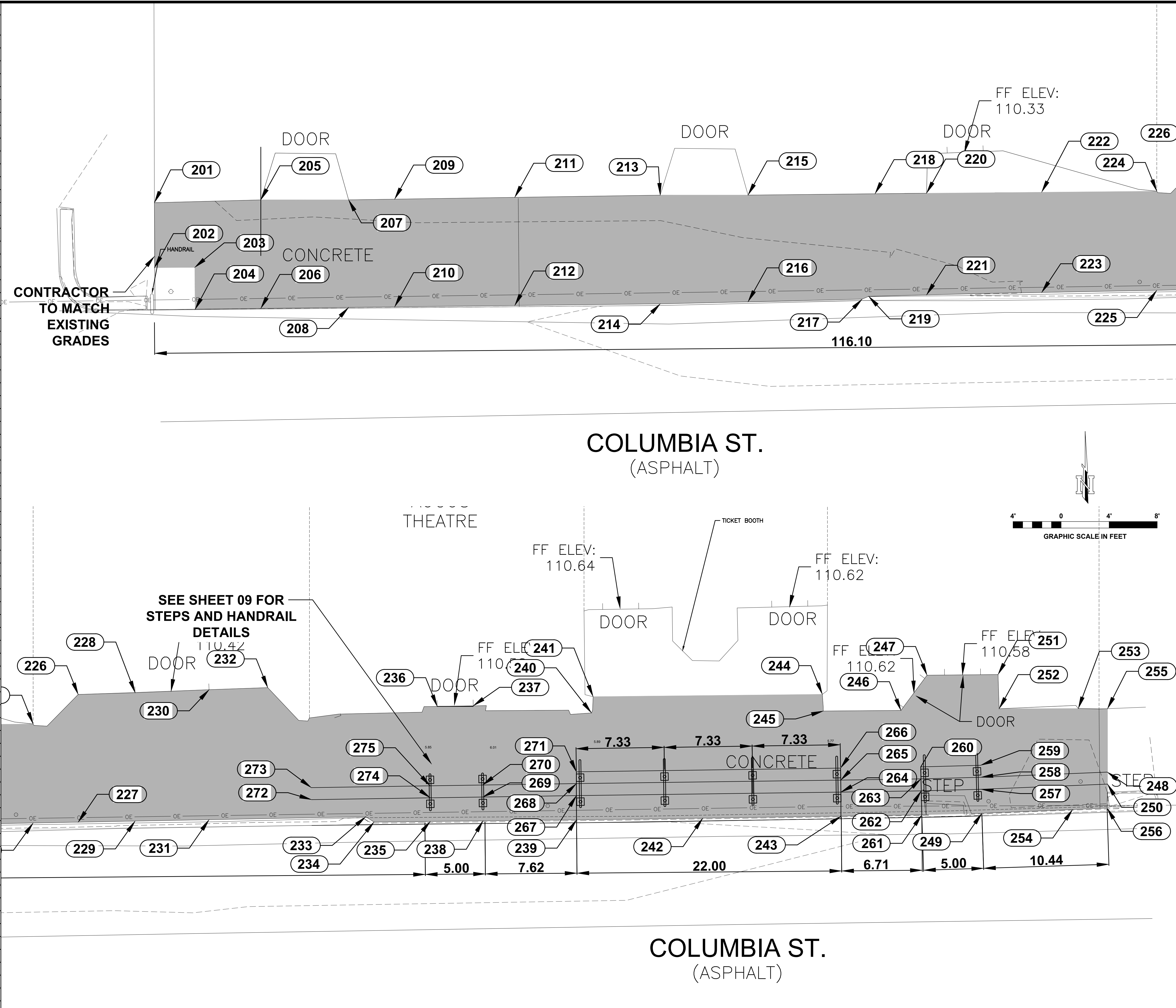
KSA
 211 E. Shepherd Ave., Suite 205
 Lufkin, Texas 75901
 T. 936-637-6061 F. 888-224-9418
 www.ksaeng.com

STATE OF TEXAS
 WILLIAM Z. PEAVY
 13368
 LICENSED PROFESSIONAL ENGINEER

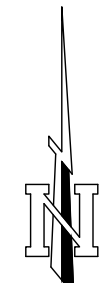
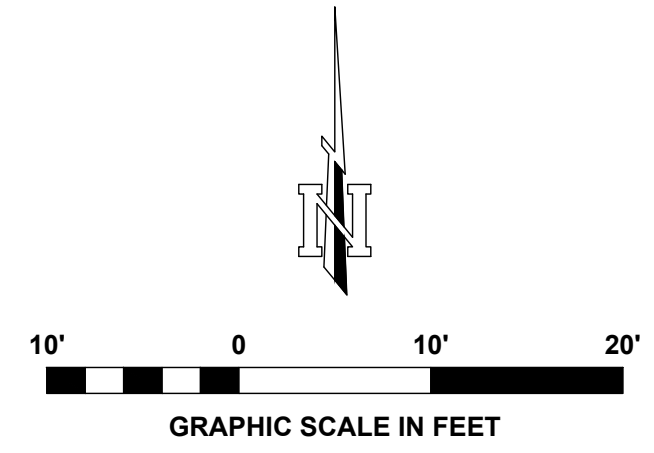
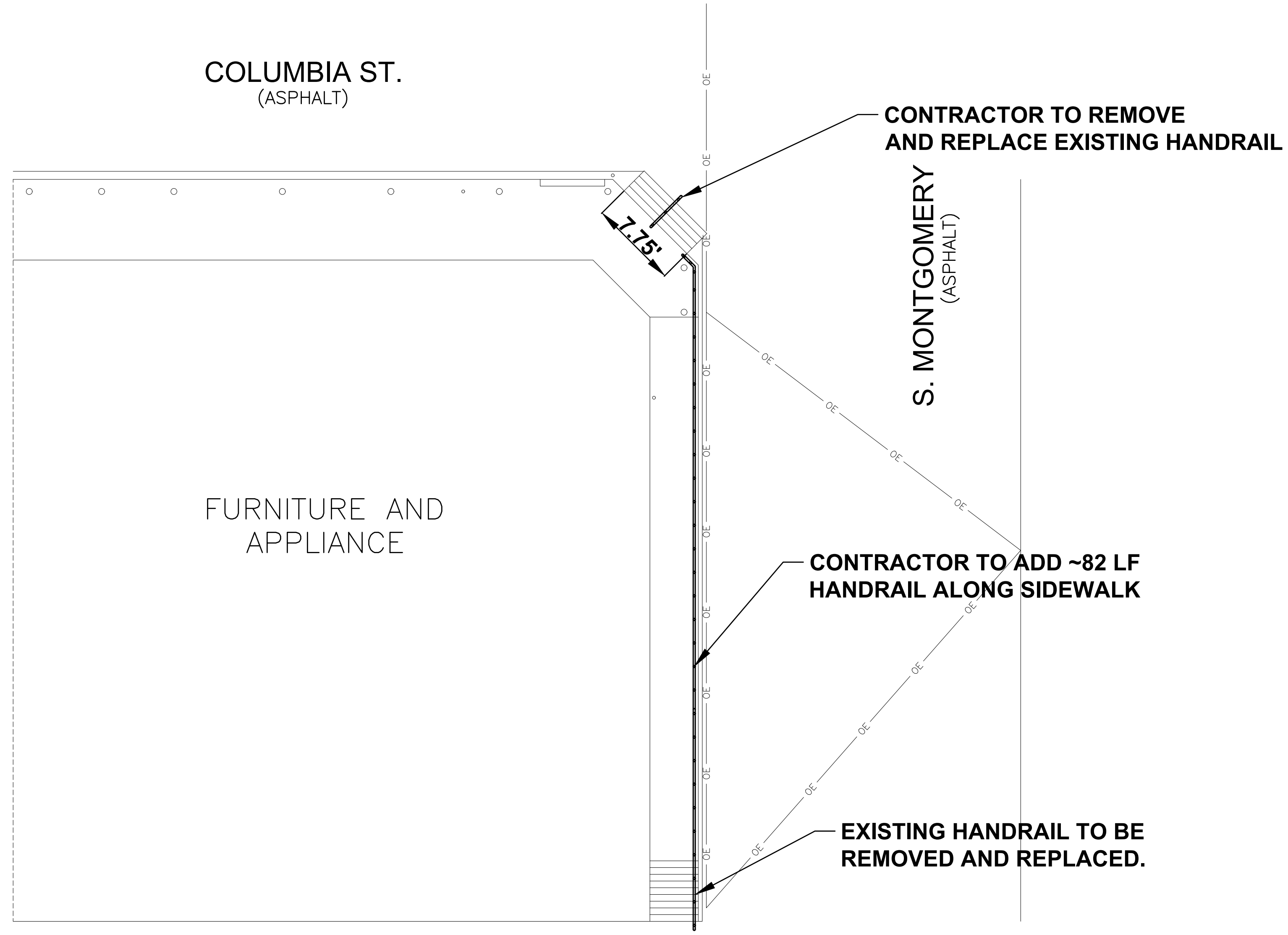
SEAL: TBPE Firm Registration No. F-1356
 SHEET NO. **06**

PROJECT TITLE: CITY OF SAN AUGUSTINE, TEXAS

DIMENSIONAL LAYOUT TABLE				
POINT NUMBER	EXISTING ELEVATION	PROPOSED ELEVATION	NORTHING	EASTING
201	109.88	109.88	10054.52	10260.93
202	109.74	109.74	10049.11	10260.93
203	109.79	109.79	10049.13	10264.29
204	109.00	109.00	10045.63	10264.31
205	110.09	110.09	10054.76	10269.79
206	109.66	109.91	10045.72	10269.79
207	110.07	110.07	10054.76	10277.10
208	109.68	109.91	10045.80	10277.10
209	110.07	110.07	10054.82	10280.93
210	109.69	109.89	10045.85	10280.93
211	110.08	110.08	10054.97	10290.93
212	109.72	109.90	10045.96	10290.93
213	110.08	110.08	10055.15	10303.04
214	109.74	109.90	10046.10	10303.04
215	110.10	110.10	10055.16	10310.35
216	109.81	109.92	10046.27	10310.35
217	109.89	109.95	10046.49	10319.85
218	110.13	110.13	10055.27	10320.93
219	109.88	109.95	10046.72	10320.40
220	110.14	110.14	10055.31	10325.22
221	109.92	109.96	10046.85	10325.22
222	110.28	110.28	10055.40	10334.80
223	110.02	110.10	10047.05	10334.80
224	110.41	110.41	10055.48	10344.39
225	110.14	110.23	10047.23	10344.39
226	110.44	109.88	10057.94	10348.14
227	110.19	110.23	10047.30	10348.14
228	110.45	110.45	10058.08	10352.87
229	110.25	110.24	10047.39	10352.87
230	110.43	110.43	10058.33	10359.03
231	110.33	110.22	10047.51	10359.03
232	110.49	110.49	10058.51	10363.92
233	110.49	109.87	10047.75	10372.08
234	110.50	109.88	10047.31	10372.76
235	110.48	109.90	10047.36	10377.45
236	110.59	110.59	10056.94	10378.03
237	110.58	110.58	10056.99	10381.03
238	110.45	109.89	10047.41	10381.84
239	110.40	109.61	10047.49	10389.63
240	110.58	110.58	10056.40	10390.87
241	110.61	110.61	10057.75	10391.01
242	110.36	108.46	10047.63	10400.14
243	110.33	108.31	10047.81	10411.67
244	110.60	110.60	10057.95	10410.09
245	110.54	110.54	10056.56	10410.17
246	110.60	110.60	10056.61	10416.64
247	110.60	110.60	10059.54	10418.81
248	110.51	110.48	10051.47	10433.82
249	110.41	109.41	10048.04	10423.38
250	110.50	109.07	10050.47	10433.84
251	110.57	110.57	10059.60	10424.72
252	110.55	110.55	10056.75	10424.81
253	110.58	110.58	10056.77	10431.40
254	110.41	109.05	10048.35	10430.93
255	110.60	110.60	10056.75	10433.84
256	110.41	109.01	10048.47	10433.80
257	110.31	109.47	10050.03	10423.33
258	110.38	109.97	10051.04	10423.30
259	110.44	110.47	10052.04	10423.27
260	110.50	110.50	10051.91	10418.29
261	110.30	109.44	10047.91	10418.38
262	110.46	109.50	10049.91	10418.33
263	110.48	110.00	10050.91	10418.31
264	110.37	109.69	10049.80	10411.64
265	110.40	110.07	10050.80	10411.63
266	110.42	110.45	10051.80	10411.61
267	110.43	109.90	10049.51	10389.62
268	110.45	110.19	10050.51	10389.62
269	110.48	109.95	10049.39	10381.82
270	110.50	110.45	10050.39	10381.81
271	110.46	110.47	10051.49	10389.61
272	110.44	110.01	10049.18	10367.55
273	110.44	110.34	10050.18	10367.57
274	110.51	109.96	10049.33	10377.45
275	110.52	110.46	10050.33	10377.44



ISSUED FOR REGULATORY REVIEW	10/4/19
MARK	REVISION
DATE	DATE
PROJECT TITLE: MAIN STREET THEATER SITE SIDEWALK PLAN	PROJECT TITLE: MAIN STREET THEATER SITE SIDEWALK PLAN
CITY OF SAN AUGUSTINE 2018-2019 TXCDBG MAIN STREET SIDEWALKS SAN AUGUSTINE, TEXAS	CITY OF SAN AUGUSTINE 2018-2019 TXCDBG MAIN STREET SIDEWALKS SAN AUGUSTINE, TEXAS
DRAWN BY: ZPEAVY	DESIGNED BY: ZPEAVY
LATEST REVISION	DATE
ISSA JOB NO.: SAL010	ISSA JOB NO.: SAL010
211 E. Shepherd Ave., Suite 205 Lufkin, Texas 75901 T: 936-637-6061 F: 888-224-9418 www.ksaeng.com	
SEAL: TBPE Firm Registration No. F-1356	SHEET NO. 07



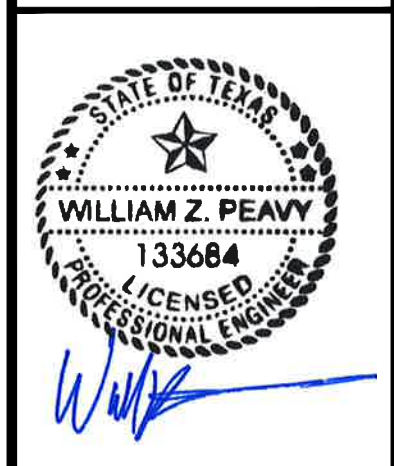
ISSUED FOR REGULATORY REVIEW	10/4/19
MARK	REVISION
DATE	DATE
KSA ENGINEERING PROFESSIONAL ENGINEERS ARCHITECTS PLANNERS SHEETS SAU10-CO-PROJ.DWG SITE 3 10/4/2019 - 8:33 AM	
DRAWING PATHNAME: LAYOUT PLOT DATE: - TIME	

MONTGOMERY STREET HANDRAILS

**CITY OF SAN AUGUSTINE
2018-2019 TXCDBG
MAIN STREET SIDEWALKS
SAN AUGUSTINE, TEXAS**

DRAWN BY:	ZPEAVY
DESIGNED BY:	ZPEAVY
LATEST REVISION:	
KSA JOB NO.:	SAU10

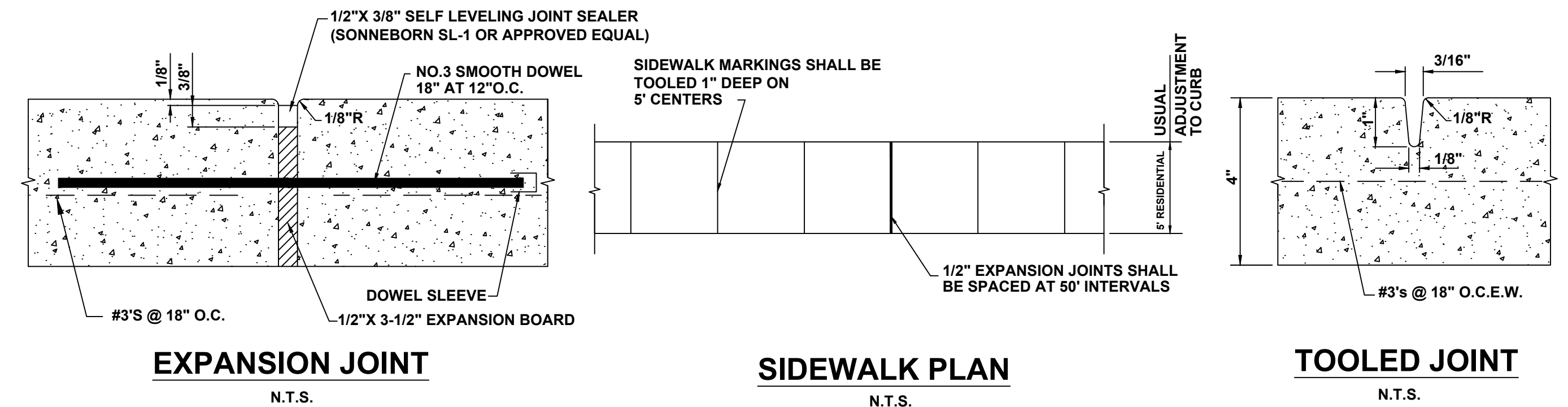
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T. 936-637-6061 F. 888-224-9418
www.ksaeng.com



SEAL:
TBPE Firm Registration No. F-1356

SHEET NO.
08

PROJECT TITLE: ---- CITY OF SAN AUGUSTINE, TEXAS

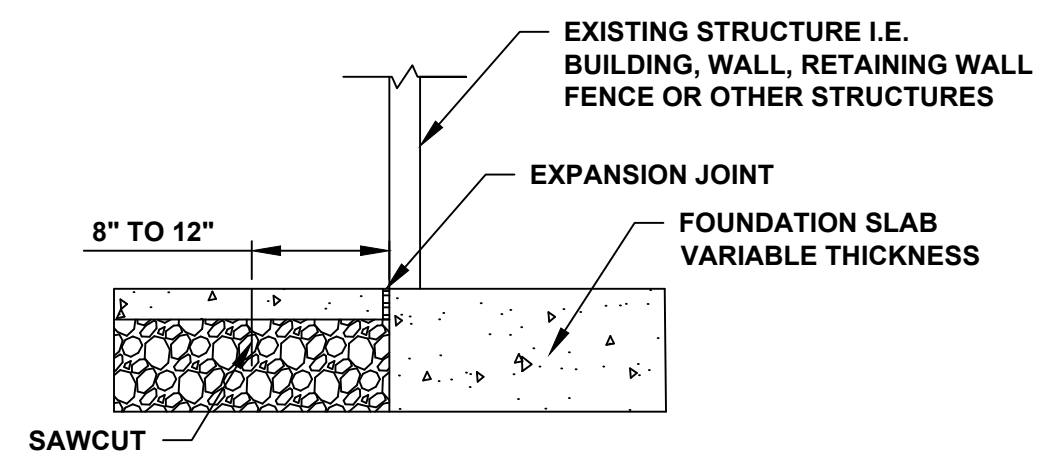


EXPANSION JOINT
N.T.S.

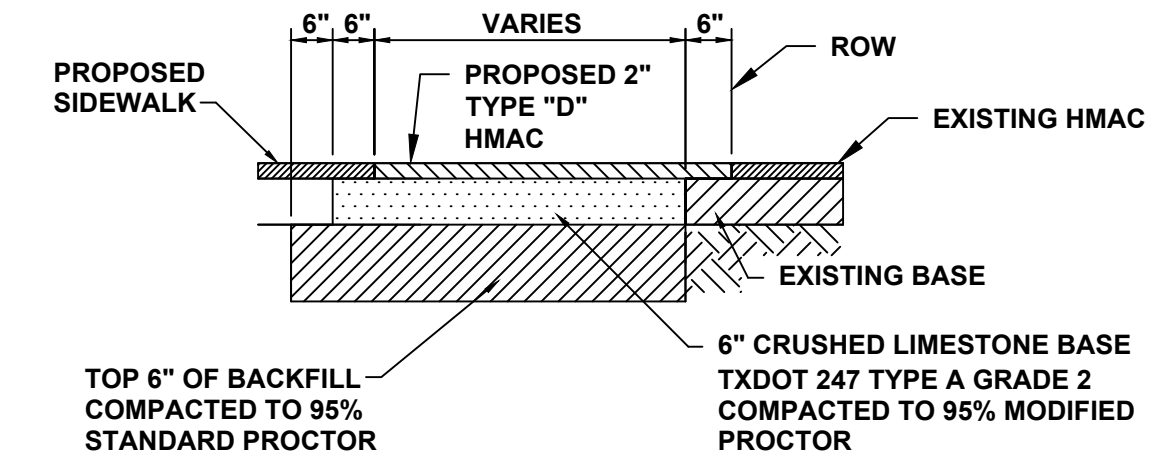
NOTE:
1/2" x 3-1/2" EXPANSION BOARD WILL BE REQ'D BETWEEN BACK OF CURB AND SIDEWALK W/ 1/2" x 3/8" SELF LEVELING JOINT SEALER (SONNEBORN SL-1 OR APPROVED EQUIVALENT)

SIDEWALK PLAN
N.T.S.

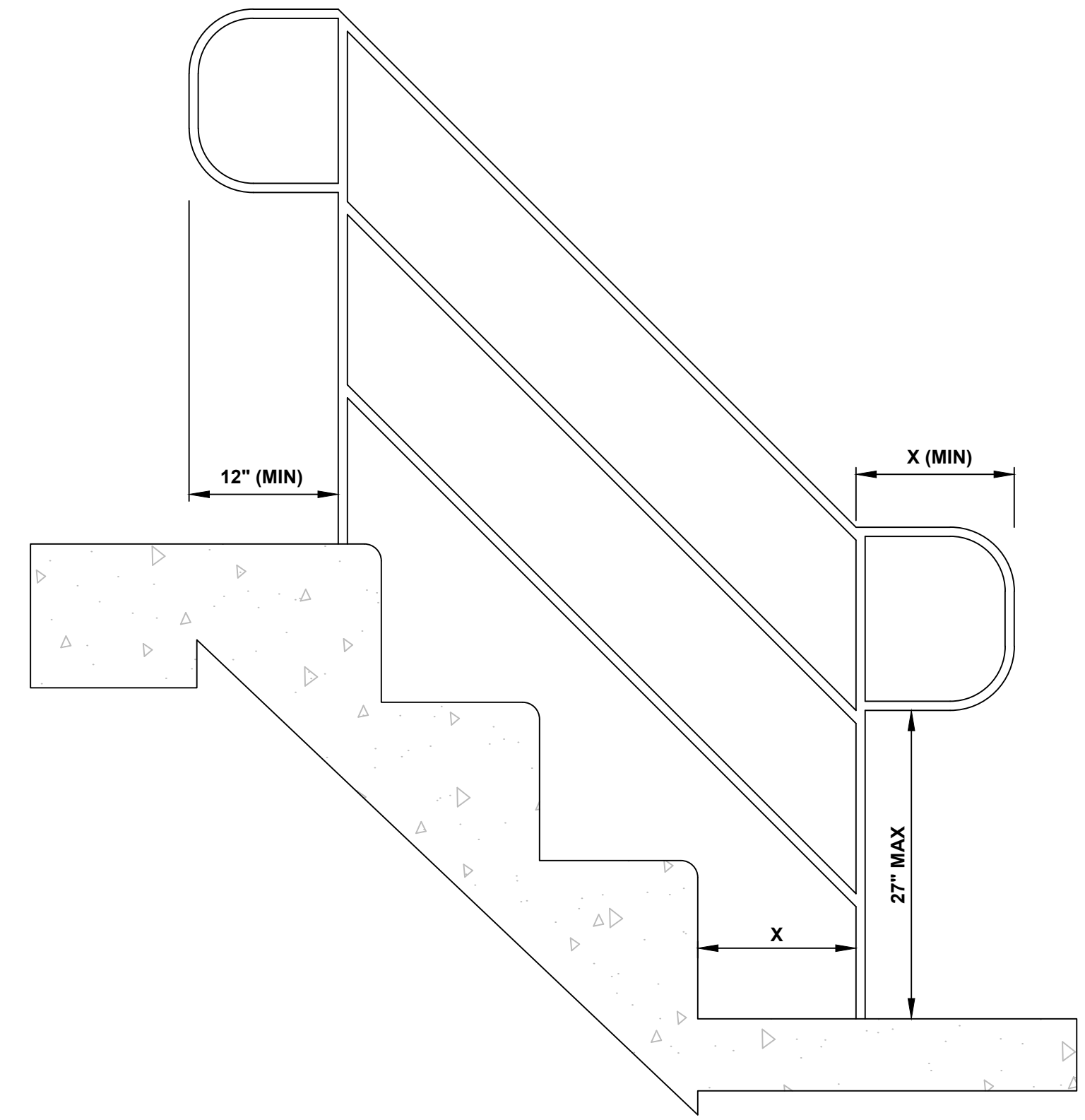
TOOLED JOINT
N.T.S.



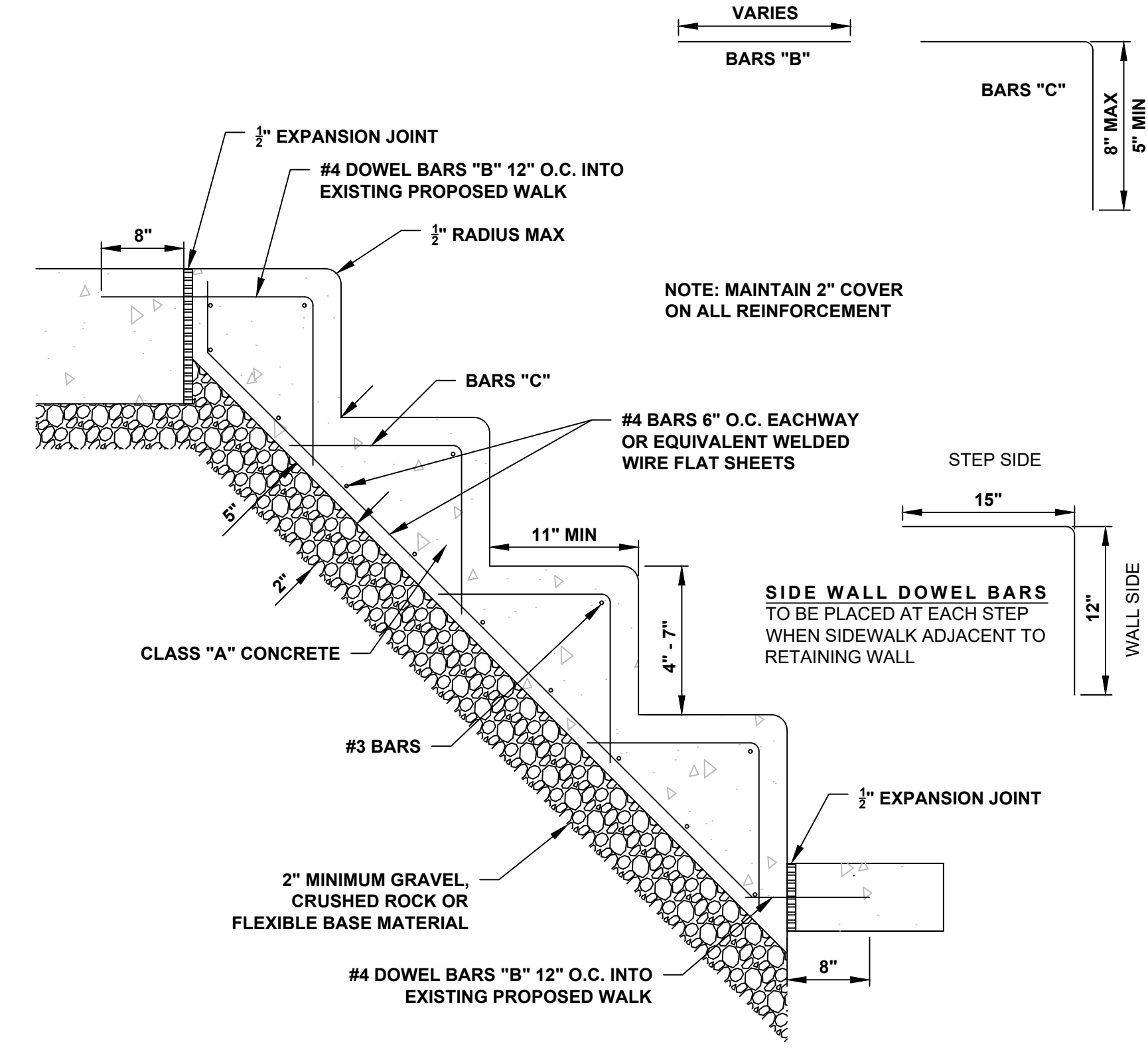
SIDEWALK REMOVAL DETAIL



ASPHALT REPAIR DETAIL



HANDRAIL DETAIL



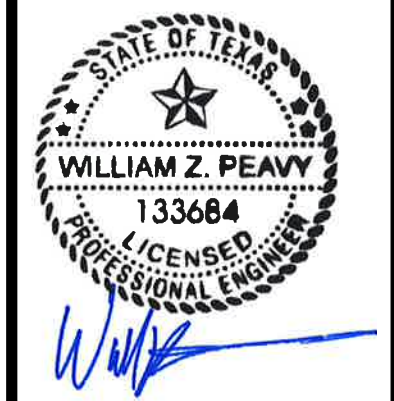
CONCRETE STAIR DETAIL

ISSUED FOR REGULATORY REVIEW	10/4/19
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MARK	REVISION
DATE	

MISCELLANEOUS SIDEWALK DETAILS

**CITY OF SAN AUGUSTINE
2018-2019 TXCDBG
MAIN STREET SIDEWALKS
SAN AUGUSTINE, TEXAS**

DRAWN BY:	ZPEAVY
DESIGNED BY:	ZPEAVY
LATEST REVISION:	
KSA JOB NO.:	SAL1010



SEAL: TBPE Firm Registration No. F-1356
SHEET NO.

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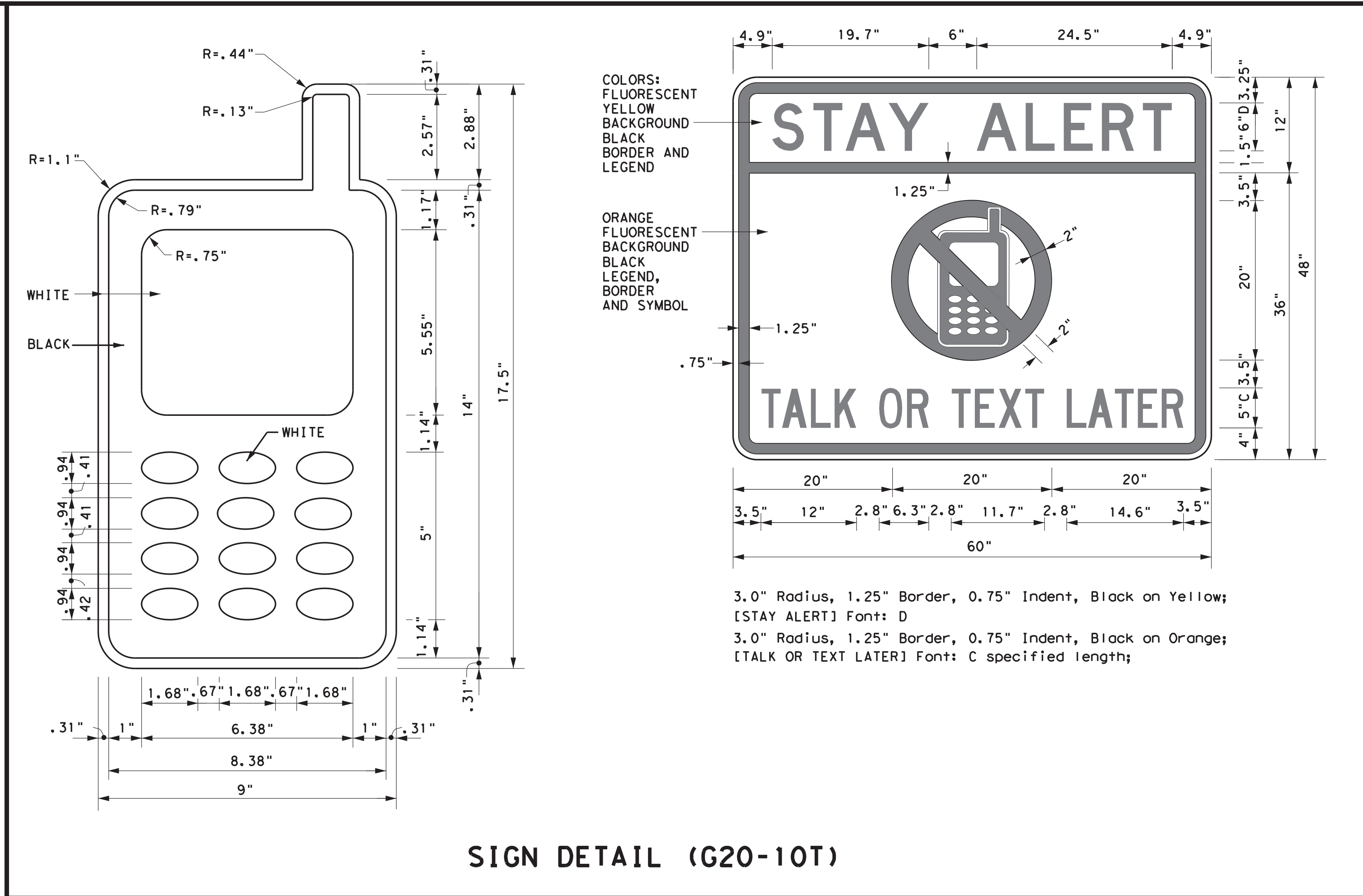
BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

- The Barricade and Construction Standard Sheets (BC sheets) are intended to show typical examples for placement of temporary traffic control devices, construction pavement markings, and typical work zone signs. The information contained in these sheets meet or exceed the requirements shown in the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
- The development and design of the Traffic Control Plan (TCP) is the responsibility of the Engineer.
- The Contractor may propose changes to the TCP that are signed and sealed by a licensed professional engineer for approval. The Engineer may develop, sign and seal Contractor proposed changes.
- The Contractor is responsible for installing and maintaining the traffic control devices as shown in the plans. The Contractor may not move or change the approximate location of any device without the approval of the Engineer.
- Geometric design of lane shifts and detours should, when possible, meet the applicable design criteria contained in manuals such as the American Association of State Highway and Transportation Officials (AASHTO), "A Policy on Geometric Design of Highways and Streets," the TxDOT "Roadway Design Manual" or engineering judgment.
- When projects abut, the Engineer(s) may omit the END ROAD WORK, TRAFFIC FINES DOUBLE, and other advance warning signs if the signing would be redundant and the work areas appear continuous to the motorists. If the adjacent project is completed first, the Contractor shall erect the necessary warning signs as shown on these sheets, the TCP sheets or as directed by the Engineer. The BEGIN ROAD WORK NEXT X MILES sign shall be revised to show appropriate work zone distance.
- The Engineer may require duplicate warning signs on the median side of divided highways where median width will permit and traffic volumes justify the signing.
- All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.
- The temporary traffic control devices shown in the illustrations of the BC sheets are examples. As necessary, the Engineer will determine the most appropriate traffic control devices to be used.
- As shown on BC(2), the OBEY WARNING SIGNS STATE LAW sign, STAY ALERT TALK OR TEXT LATER (see Sign Detail G20-10T) and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. However, the TRAFFIC FINES DOUBLE sign will not be required on projects consisting solely of mobile operation work, such as striping or milling edgeline rumble strips. The BEGIN ROAD WORK NEXT X MILES, CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits.
- Except for devices required by Note 10, traffic control devices should be in place only while work is actually in progress or a definite need exists.
- The Engineer has the final decision on the location of all traffic control devices.
- Inactive equipment and work vehicles, including workers' private vehicles must be parked away from travel lanes. They should be as close to the right-of-way line as possible, or located behind a barrier or guardrail, or as approved by the Engineer.

WORKER SAFETY APPAREL NOTES:

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

DATE:
 FILE:



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

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

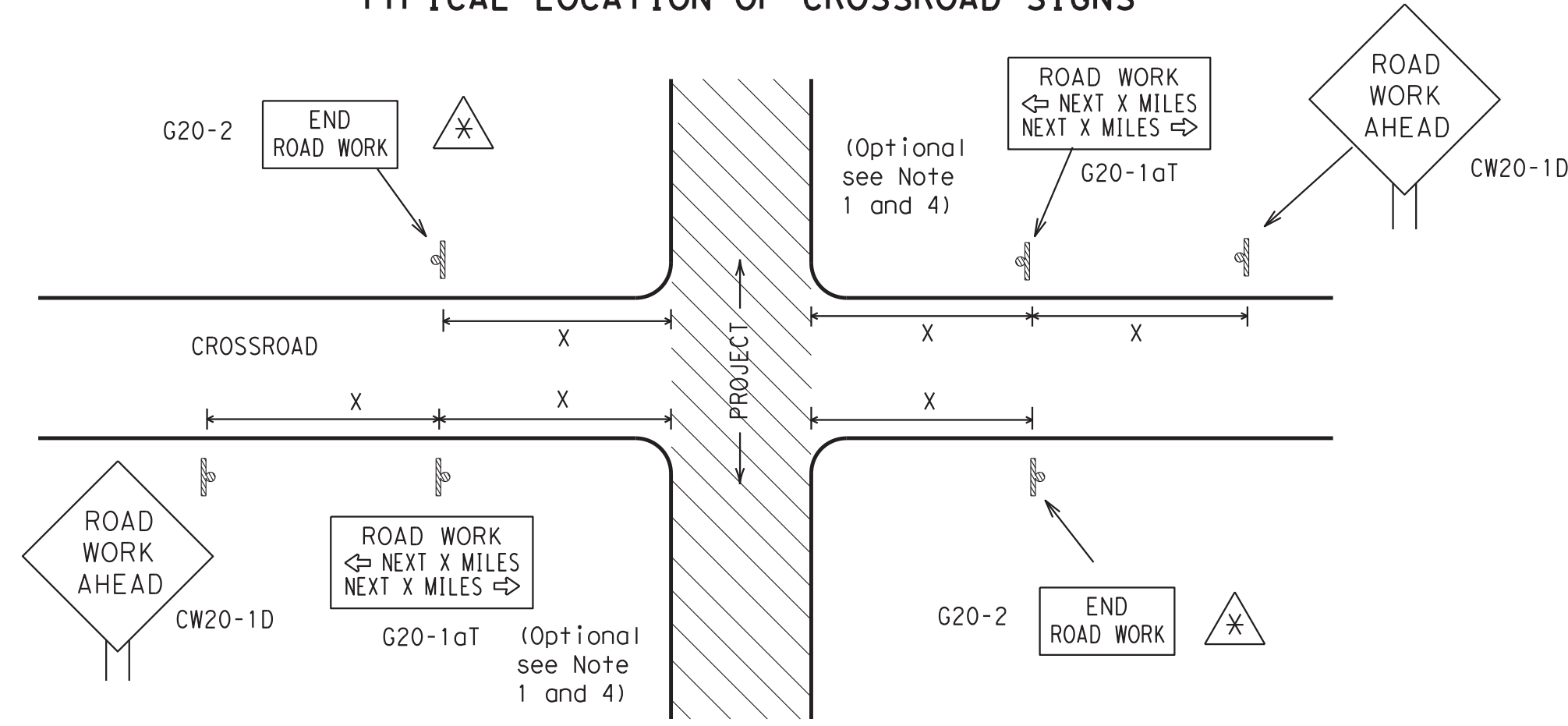
THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT http://www.txdot.gov	
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)	
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)	
MATERIAL PRODUCER LIST (MPL)	
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"	
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)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

SHEET 1 OF 12

		<i>Traffic Operations Division Standard</i>
BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS BC(1)-14		
FILE: bc-14.dgn	DN: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT
REVISIONS	JOB	
4-03 5-10 8-14	HIGHWAY	
9-07 7-13	DIST	COUNTY
		SHEET NO.
		10

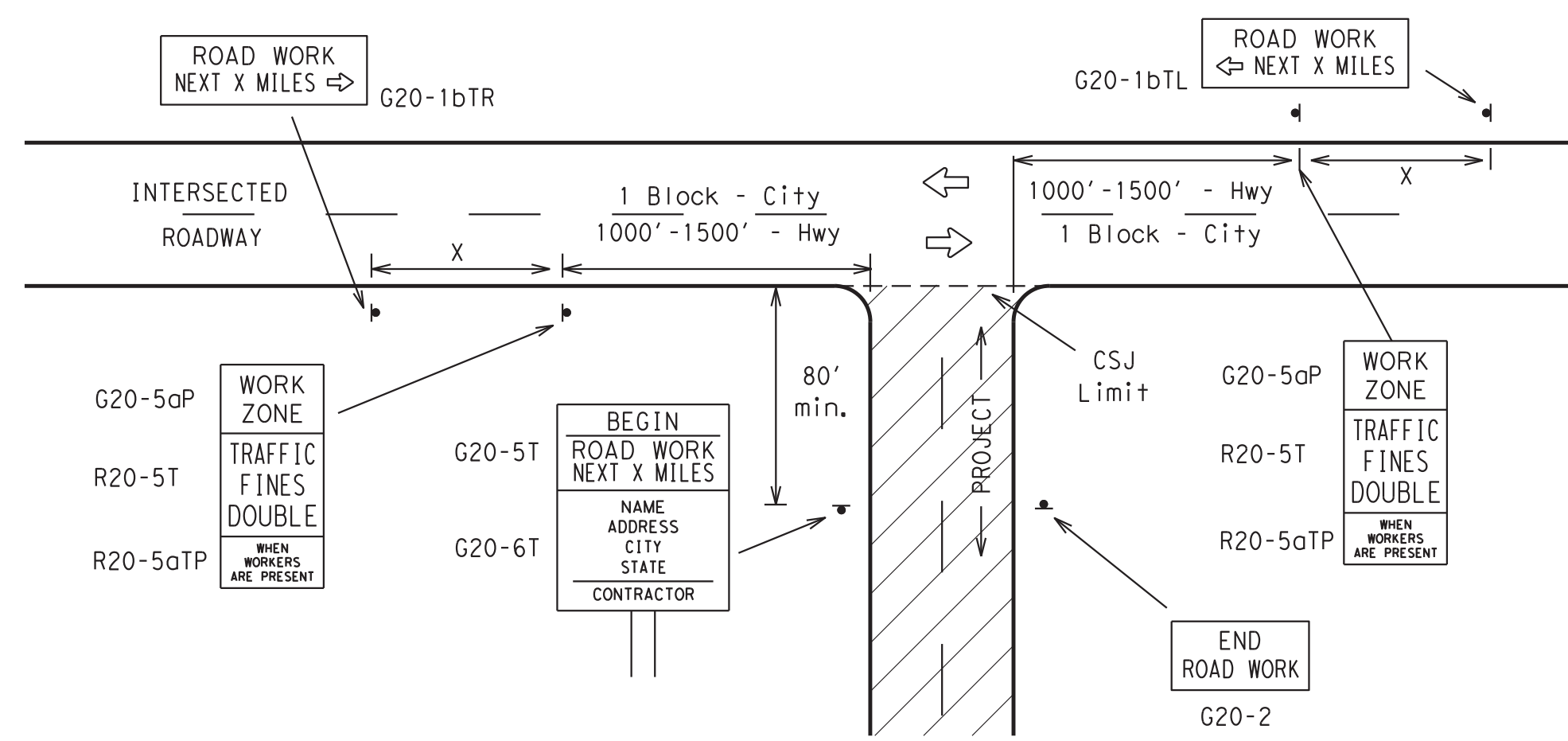
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TYPICAL LOCATION OF CROSSROAD SIGNS



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

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

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

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

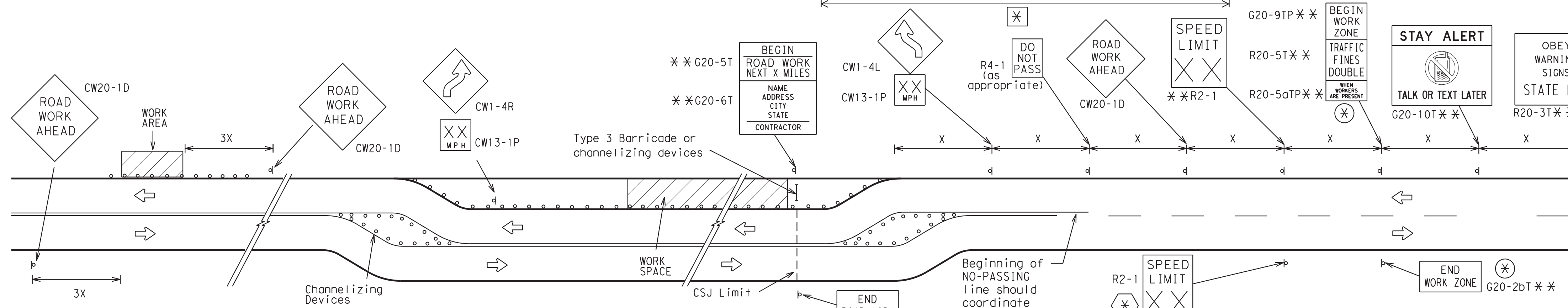
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

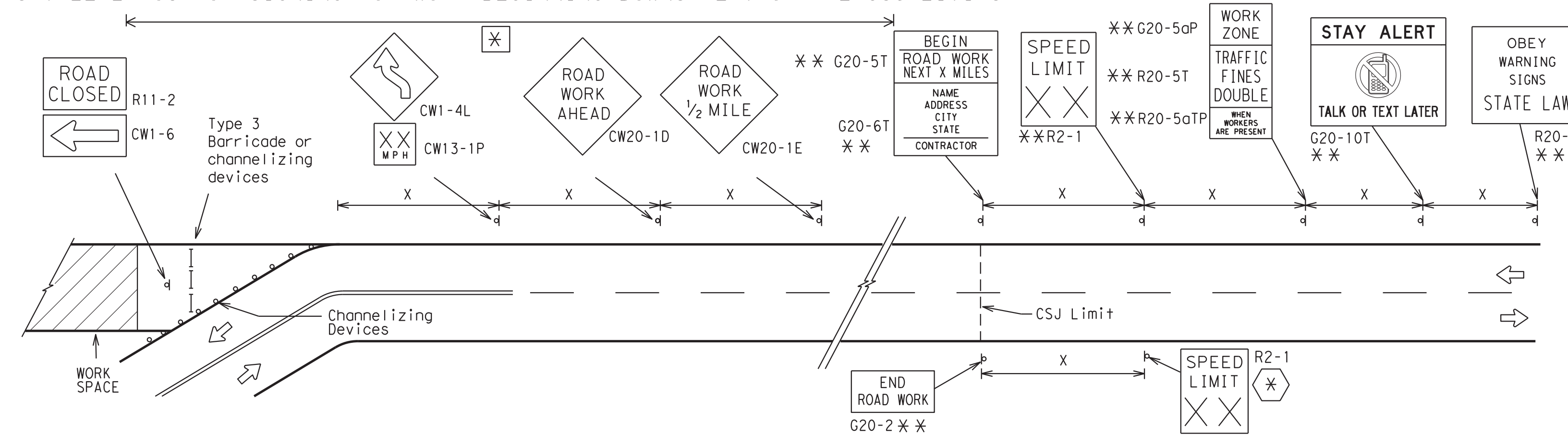
- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be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

WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS

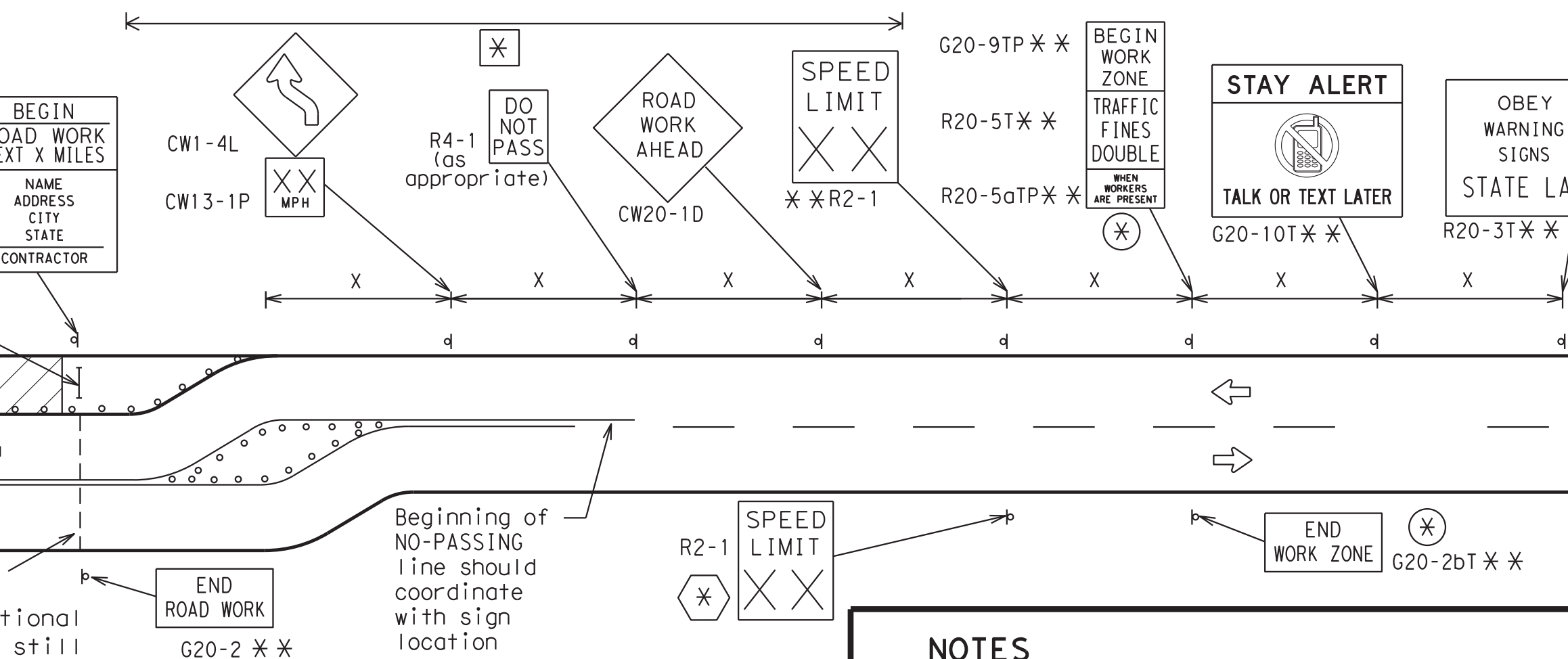


When extended distances occur between minimal work spaces, the Engineer/Inspector should ensure additional "ROAD WORK AHEAD" (CW20-1D) signs are placed in advance of these work areas to remind drivers they are still within the project limits. See the applicable TCP sheets for exact location and spacing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

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



SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS



NOTES

- The Contractor shall determine the appropriate distance to be placed on the G20-1 series signs and "BEGIN ROAD WORK NEXT X MILES" (G20-5T) sign for each specific project. This distance shall replace the "X" and shall be rounded to the nearest whole mile with the approval of the Engineer. No decimals shall be used.
- ⊗ The "BEGIN WORK ZONE" (G20-9TP) and "END WORK ZONE" (G20-2bT) shall be used as shown on the sample layout when advance signs are required outside the CSJ Limits. They inform the motorist of entering or leaving a part of the work zone lying outside the CSJ Limits where traffic fines may double if workers are present.
- ** Required CSJ Limit signing. See Note 10 on BC(1). TRAFFIC FINES DOUBLE signs will not be required on projects consisting solely of mobile operations work.
- ⊗ Area for placement of "ROAD WORK AHEAD" (CW20-1D) sign and other signs or devices as called for on the Traffic Control Plan.
- ⊗ Contractor will install a regulatory speed limit sign at the end of the work zone.

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

SHEET 2 OF 12



BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-14

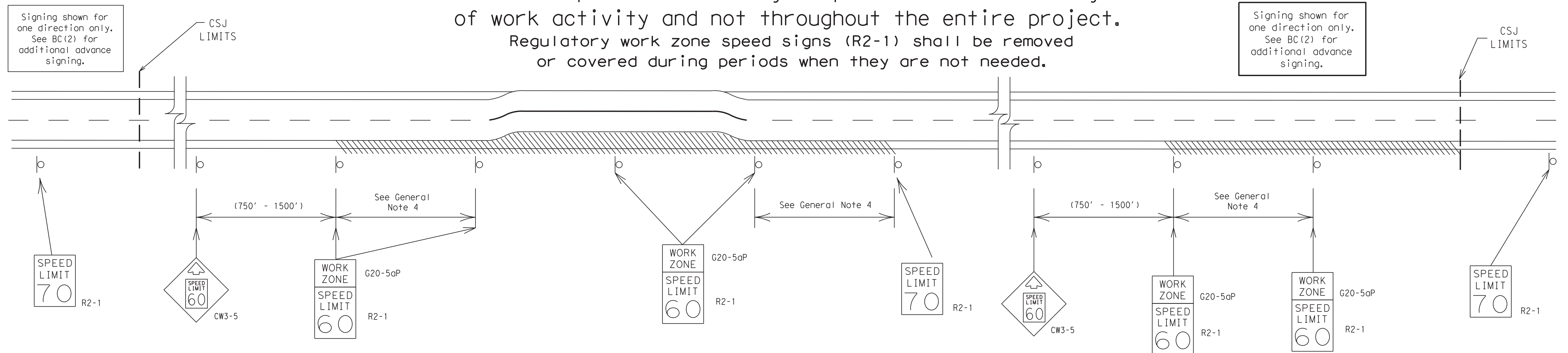
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TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

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



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

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

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

SHORT TERM WORK ZONE SPEED LIMITS

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

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

GENERAL NOTES

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

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

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SHEET 3 OF 12

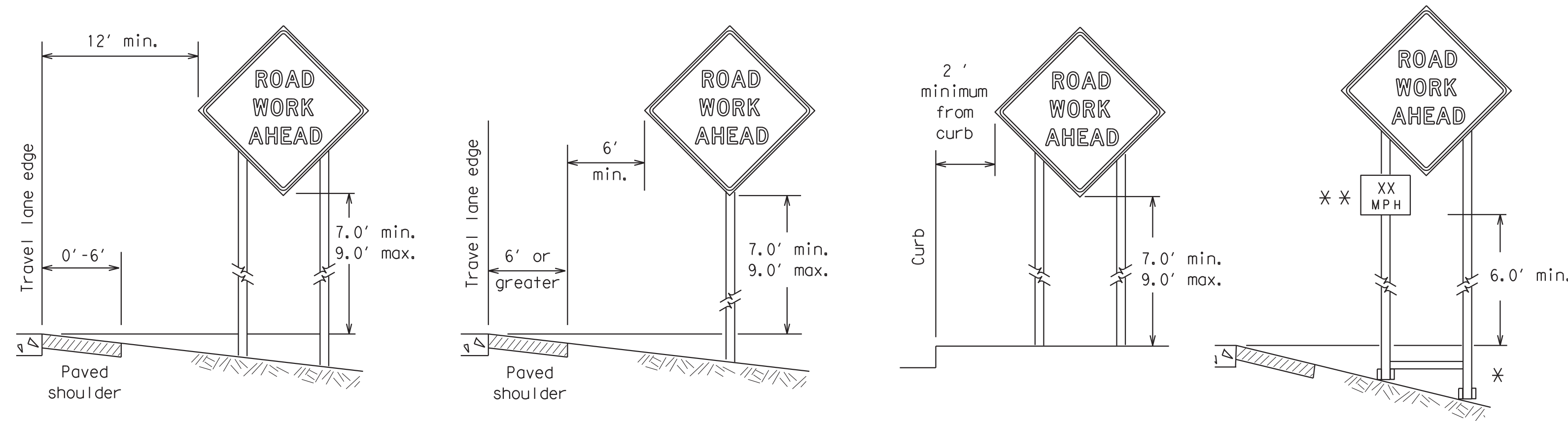


BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC (3) - 14

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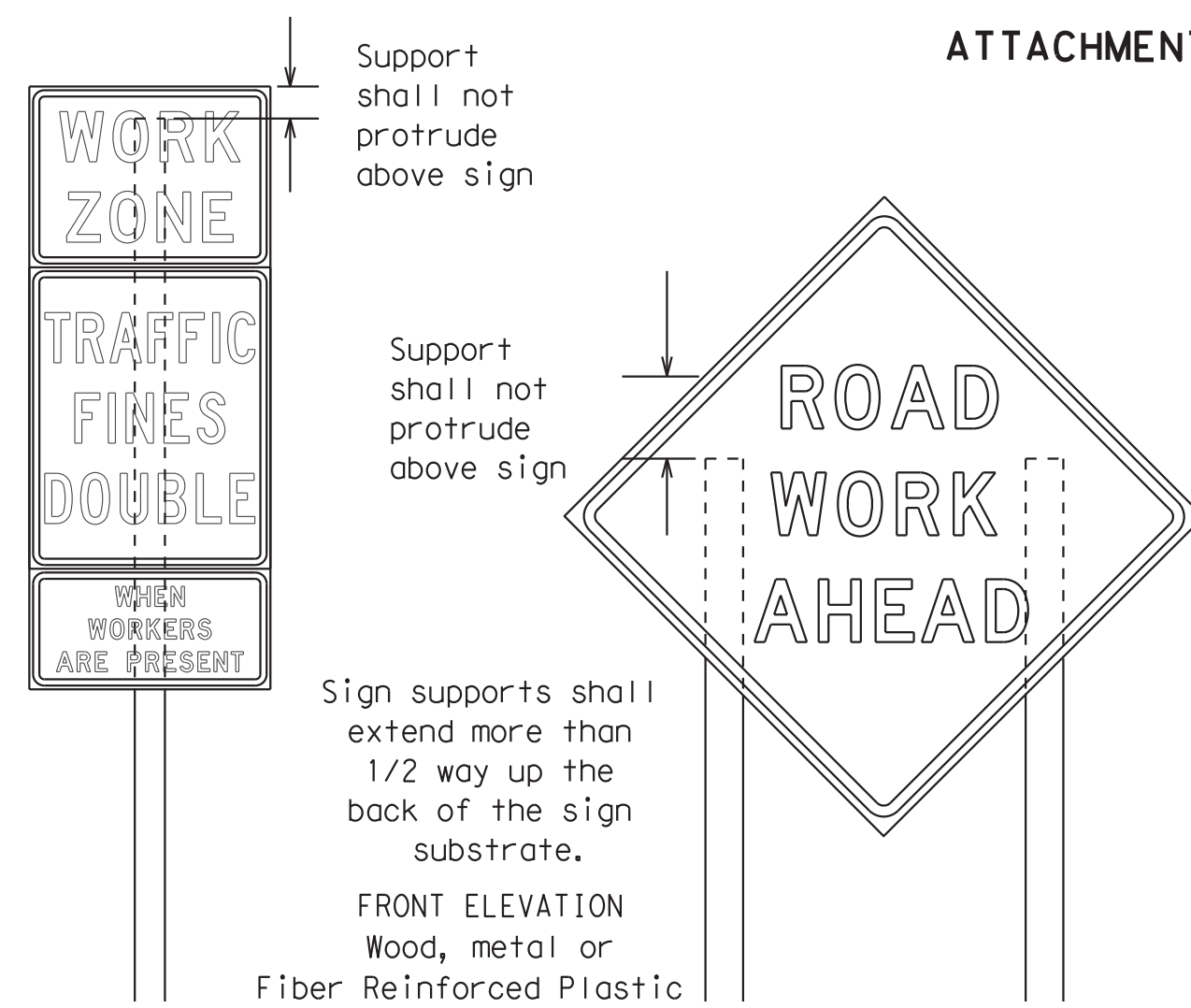
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



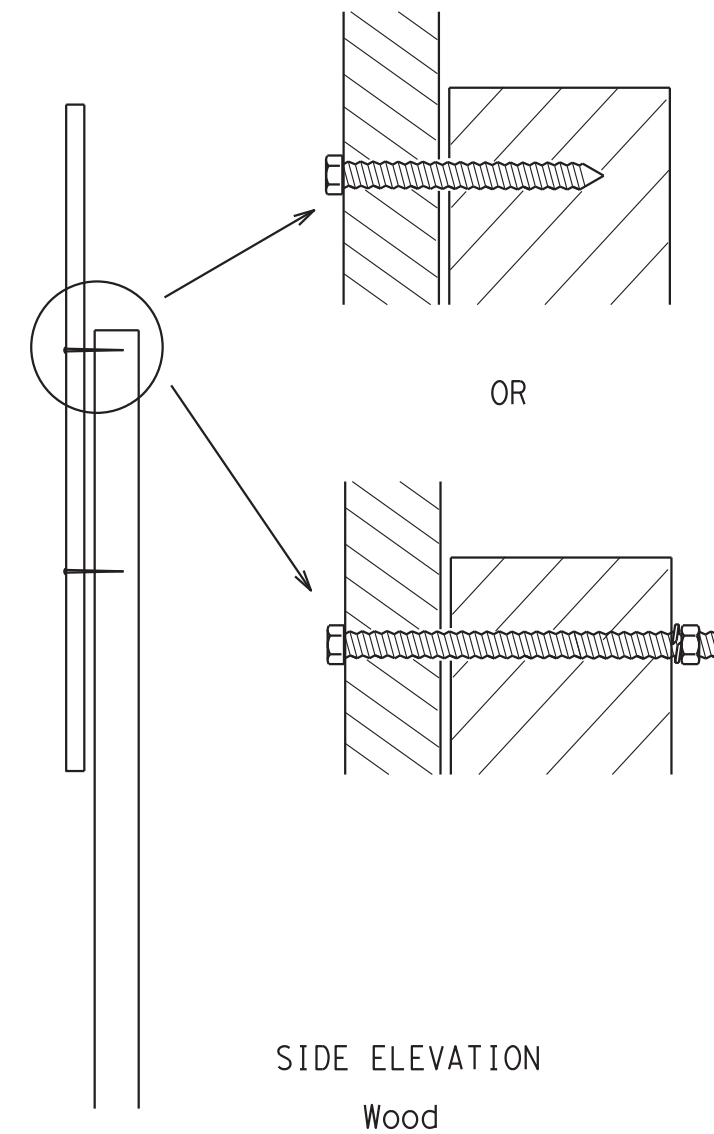
* When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

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

ATTACHMENT FOR SIGN SUPPORTS



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

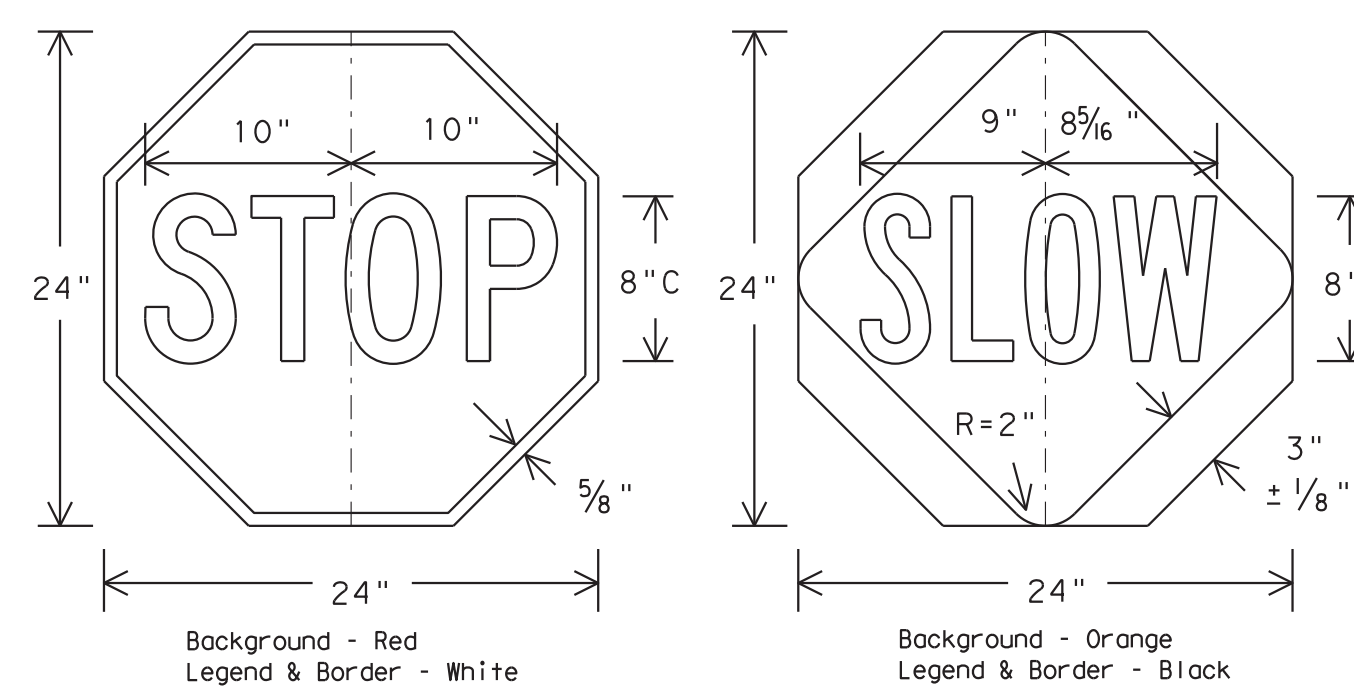


Nails shall NOT be allowed. Each sign shall be attached directly to the sign support. Multiple signs shall not be joined or spliced by any means. Wood supports shall not be extended or repaired by splicing or other means.

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

STOP/SLOW PADDLES

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



CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

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

GENERAL NOTES FOR WORK ZONE SIGNS

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

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

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

SIGN MOUNTING HEIGHT

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

SIZE OF SIGNS

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

SIGN SUBSTRATES

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

REFLECTIVE SHEETING

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

SIGN LETTERS

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

REMOVING OR COVERING

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

SIGN SUPPORT WEIGHTS

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

FLAGS ON SIGNS

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

SHEET 4 OF 12



BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

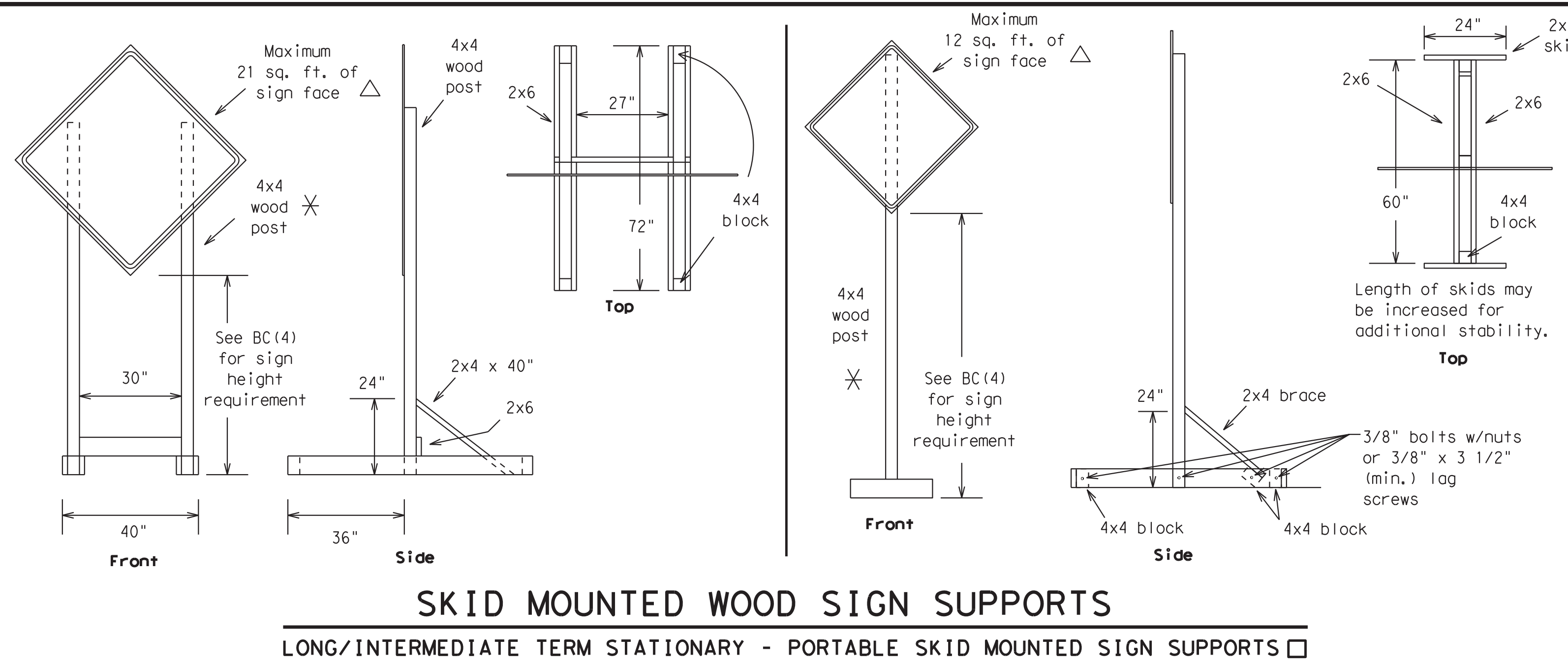
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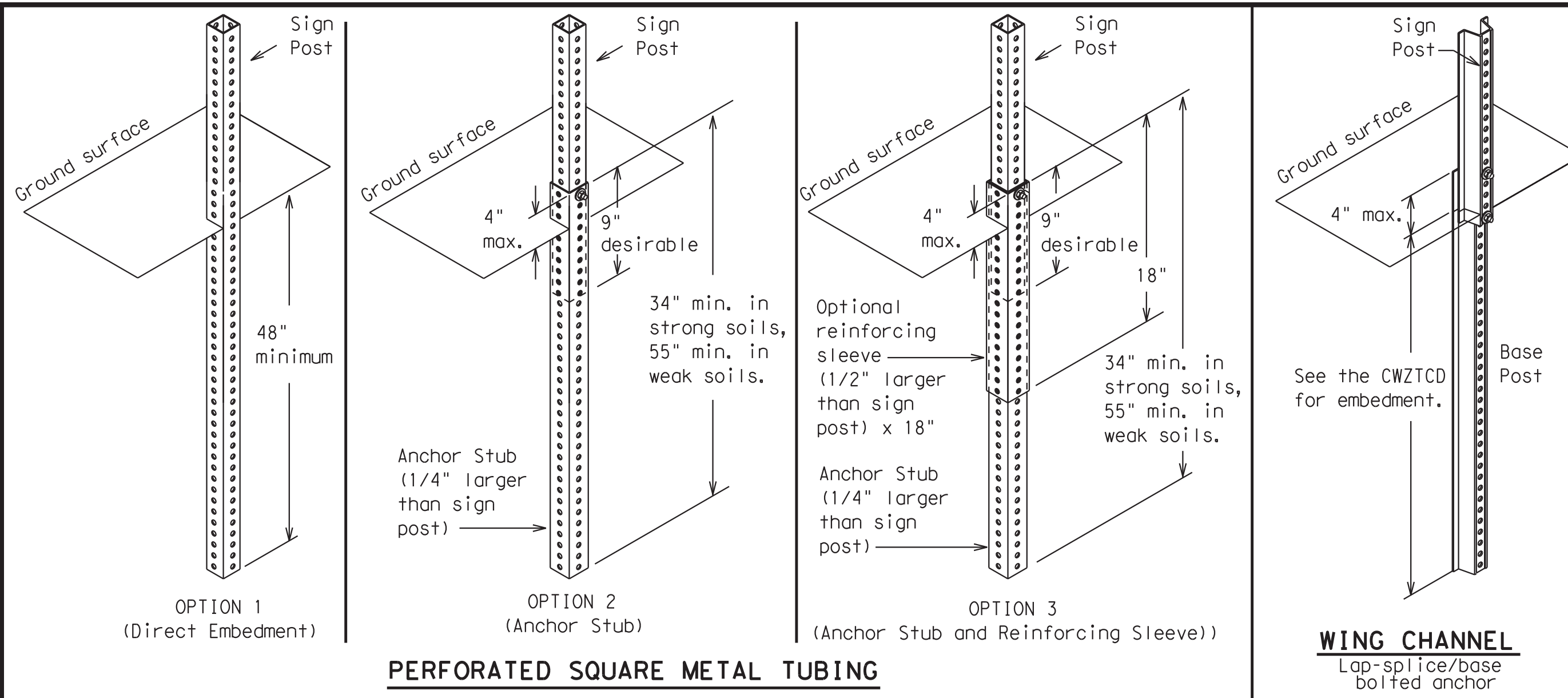
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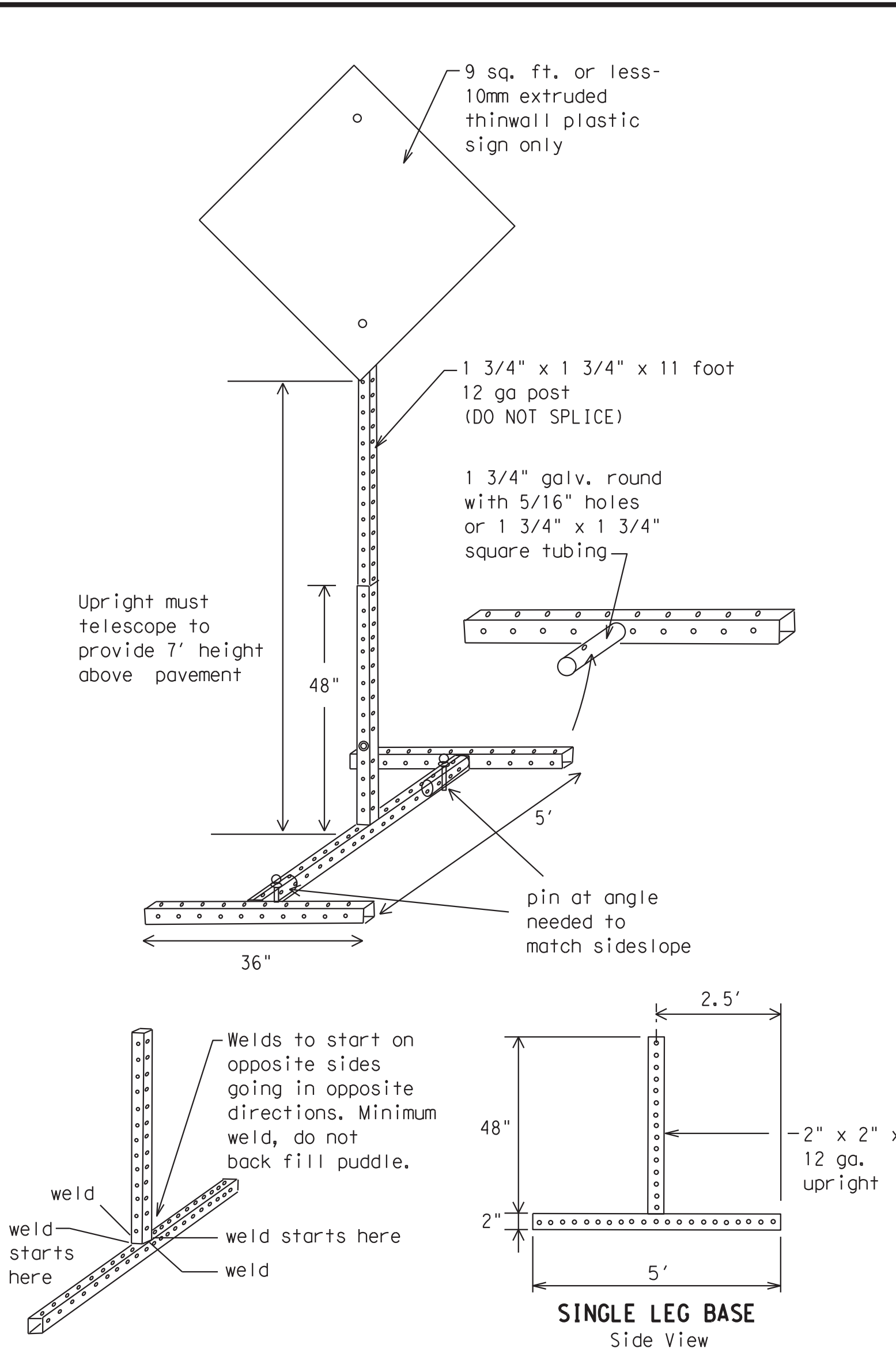
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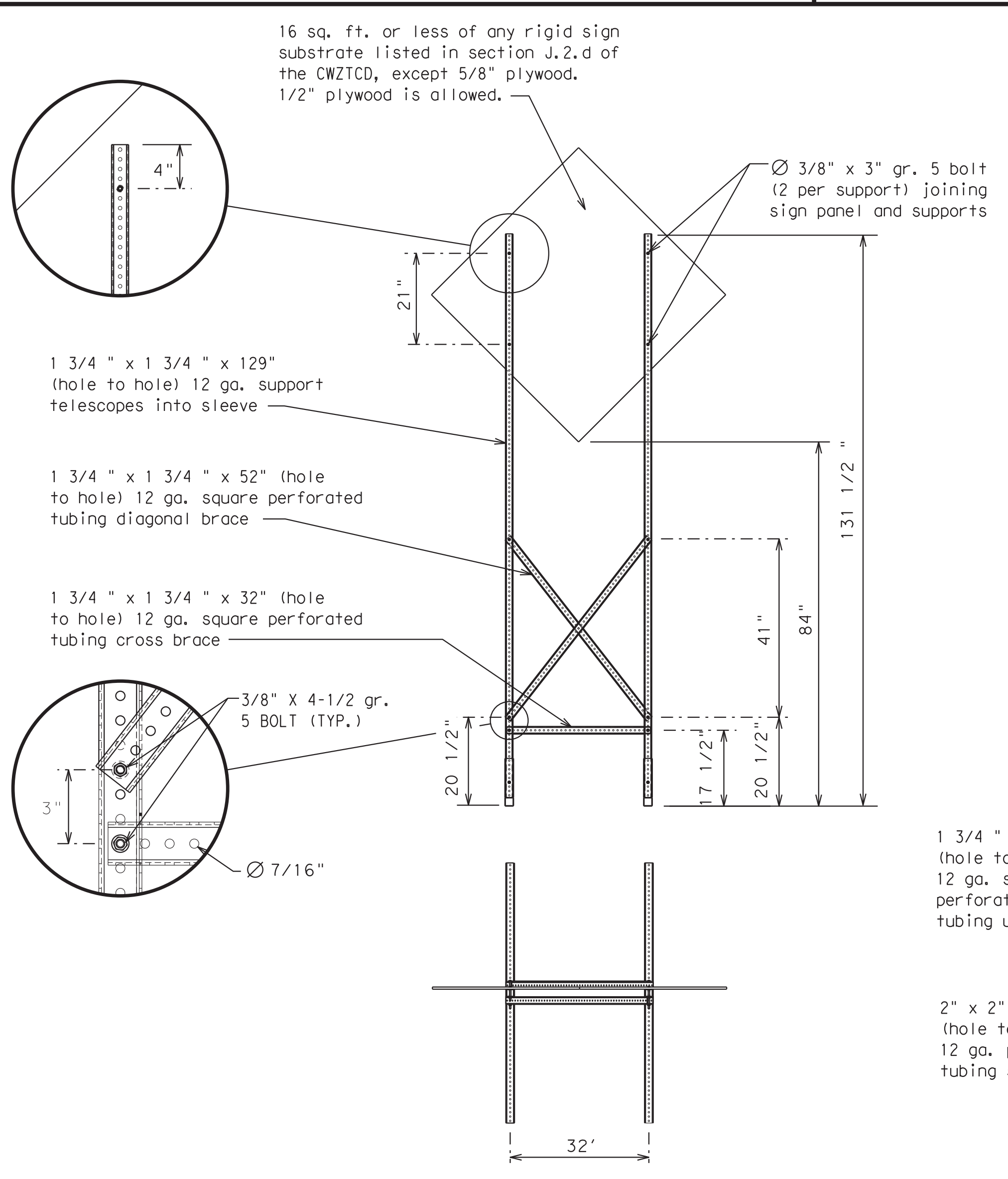
SKID MOUNTED WOOD SIGN SUPPORTS
LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS □



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

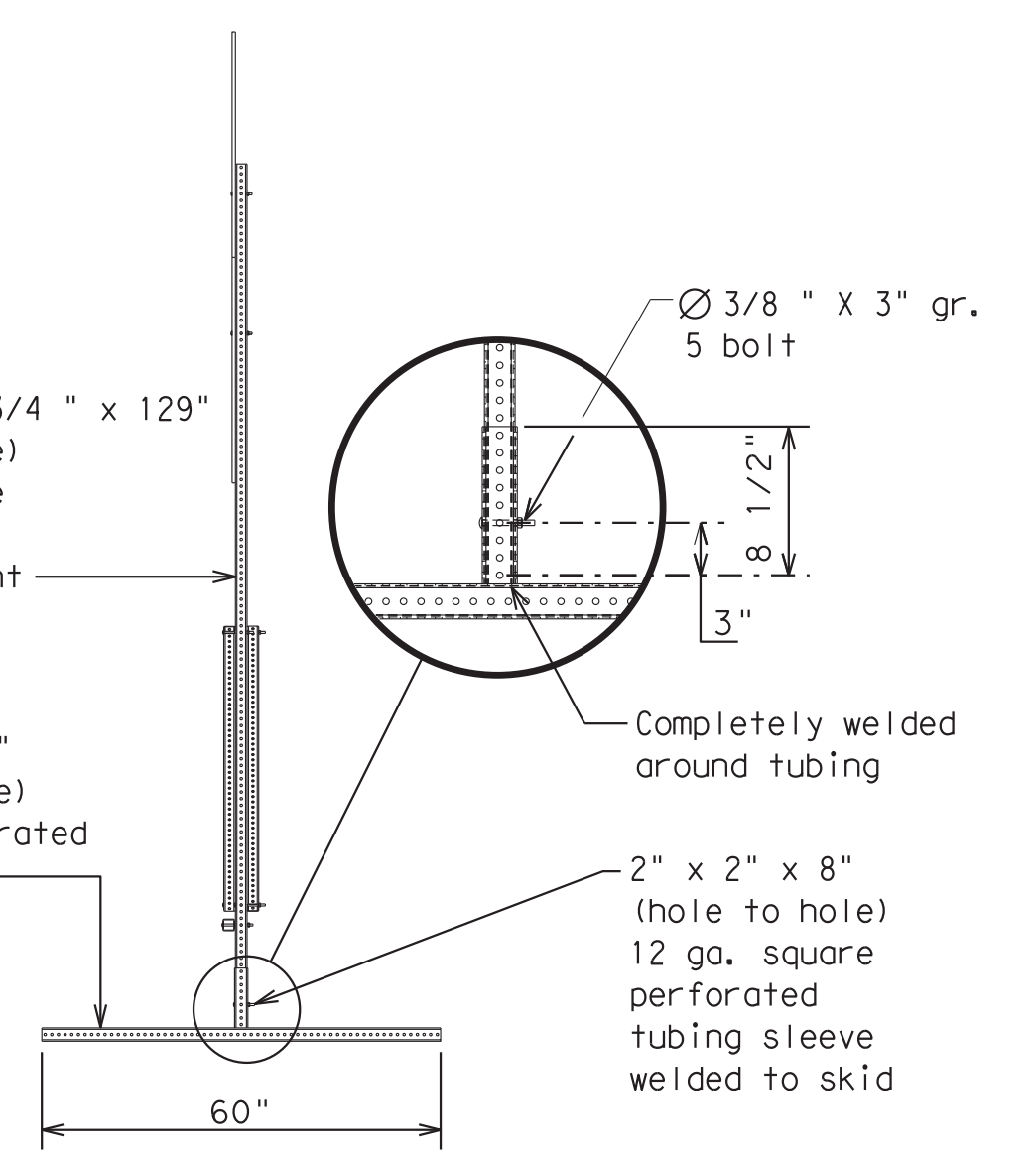


SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS



Nominal Post Size	Number of Posts	Maximum Sq. feet of Sign Face	Minimum Soil Embedment	Drilled Hole(s) Required
4 x 4	1	12	36"	NO
4 x 4	2	21	36"	NO
4 x 6	1	21	36"	YES
4 x 6	2	36	36"	YES

WOOD POST SYSTEM FOR GROUND MOUNTED SIGN SUPPORTS



WEDGE ANCHORS

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

OTHER DESIGNS

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

GENERAL NOTES

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

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

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5) - 14

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

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

PORTABLE CHANGEABLE MESSAGE SIGNS

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

Phase 1: Condition Lists

Road/Lane/Ramp Closure List

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

Other Condition List

FRONTAGE ROAD CLOSED
SHOULDER CLOSED XXX FT
RIGHT LN CLOSED XXX FT
RIGHT X LANES OPEN
DAYTIME LANE CLOSURES
I-XX SOUTH EXIT CLOSED
EXIT XXX CLOSED X MILE
RIGHT LN TO BE CLOSED
X LANES CLOSED TUE - FRI

ROADWORK XXX FT
FLAGGER XXXX FT
RIGHT LN NARROWS XXXX FT
MERGING TRAFFIC XXXX FT
LOOSE GRAVEL XXXX FT
DETOUR X MILE
ROADWORK PAST SH XXXX
BUMP XXXX FT
TRAFFIC SIGNAL XXXX FT

ROAD REPAIRS XXXX FT
LANE NARROWS XXXX FT
TWO-WAY TRAFFIC XX MILE
CONST TRAFFIC XXX FT
UNEVEN LANES XXXX FT
ROUGH ROAD XXXX FT
ROADWORK NEXT FRI-SUN
US XXX EXIT X MILES
LANES SHIFT *

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

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

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

FORM X LINES RIGHT
USE XXXXX RD EXIT
USE EXIT I-XX NORTH
USE I-XX E TO I-XX N
WATCH FOR TRUCKS
EXPECT DELAYS
PREPARE TO STOP
END SHOULDER USE
WATCH FOR WORKERS

Location List

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

Warning List

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

** Advance Notice List

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

** See Application Guidelines Note 6.

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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	TRVLR
High-Occupancy Vehicle	HOV	Tuesday	TUES
Highway	Hwy	Time Minutes	TIME MIN
Hour(s)	HR, HRS	Upper Level	UPR LEVEL
Information	INFO	Vehicles (s)	VEH, VEHS
It Is	ITS	Warning	WARN
Junction	JCT	Wednesday	WED
Left	LFT	Weight Limit	WT LIMIT
Left Lane	LFT LN	West	W
Lane Closed	LN CLOSED	Westbound	(route) W
Lower Level	LWR LEVEL	Wet Pavement	WET PVMT
Maintenance	MAINT	Will Not	WONT

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

APPLICATION GUIDELINES

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

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

FULL MATRIX PCMS SIGNS

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

WORDING ALTERNATIVES

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

SHEET 6 OF 12



BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

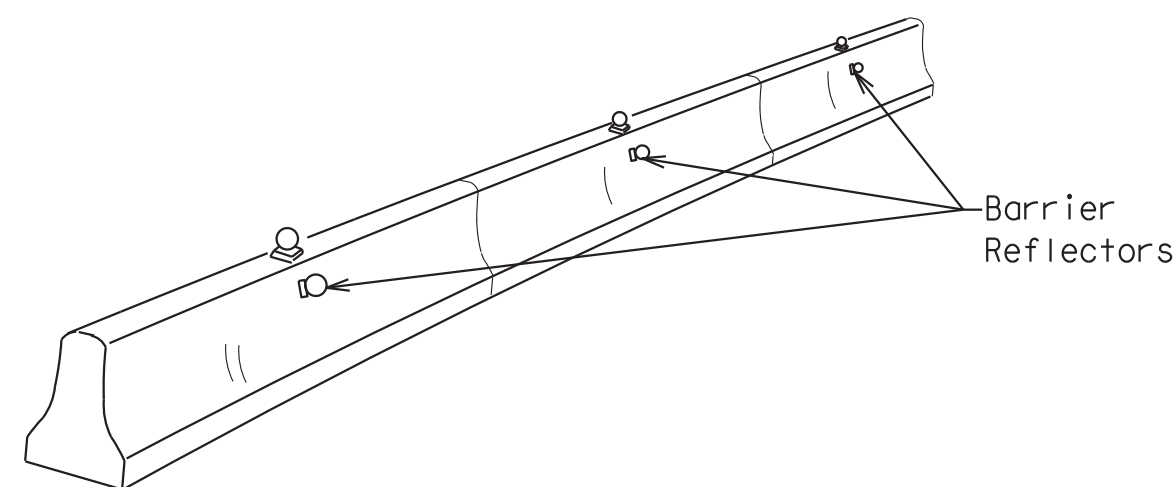
BC (6) - 14

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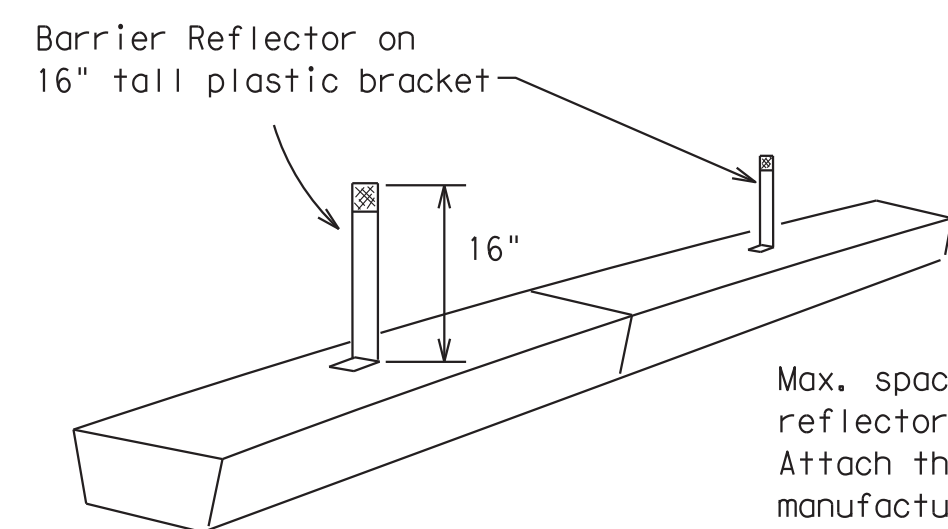
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- Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
- Color of Barrier Reflectors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



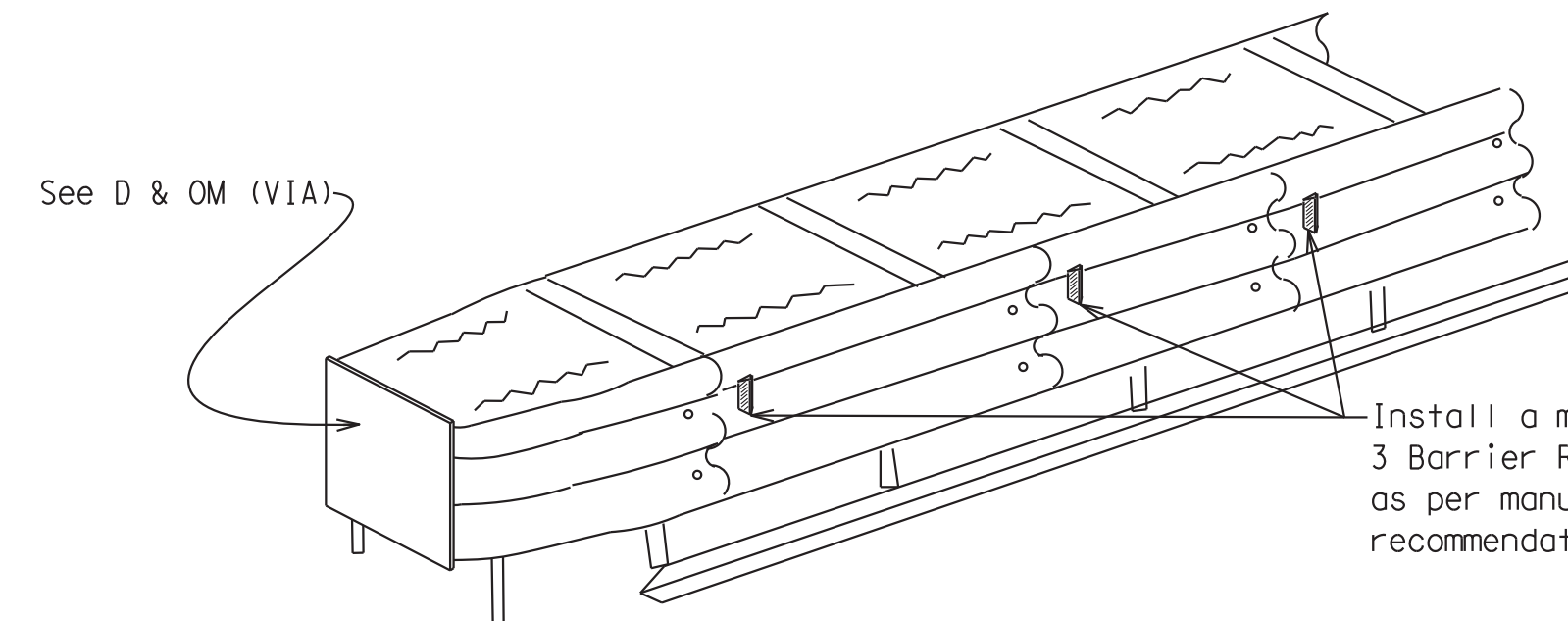
CONCRETE TRAFFIC BARRIER (CTB)

- 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)

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



DELINEATION OF END TREATMENTS

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

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS

WARNING LIGHTS

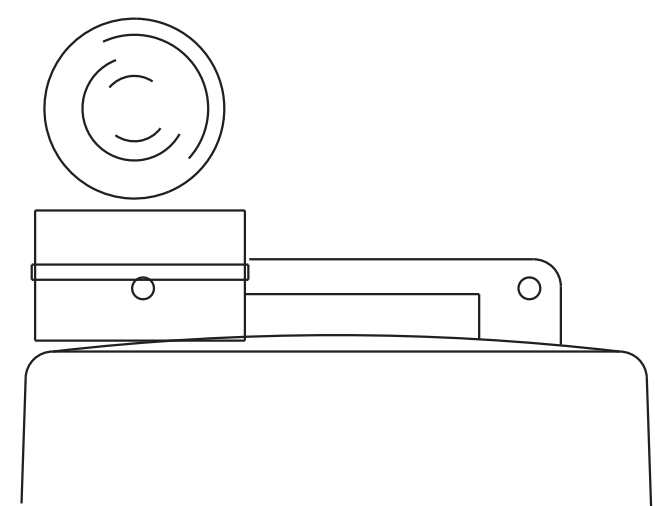
- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet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

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

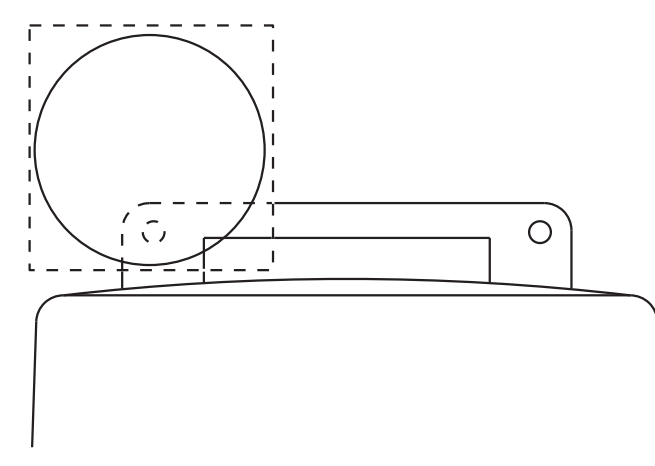
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing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

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

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



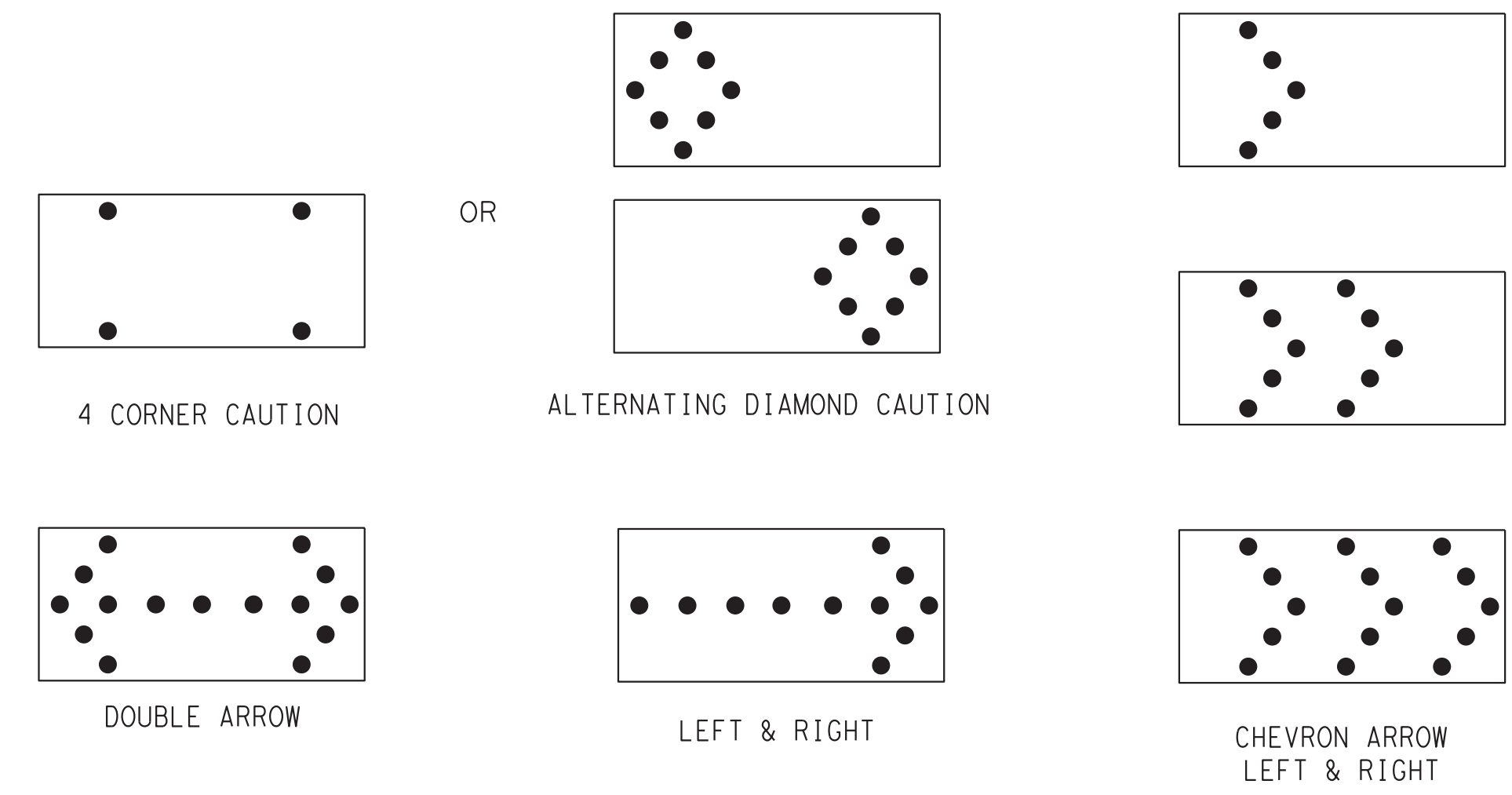
Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



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

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

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



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

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

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

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

FLASHING ARROW BOARDS

SHEET 7 OF 12

TRUCK-MOUNTED ATTENUATORS

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



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

BC (7) - 14

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GENERAL NOTES

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

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

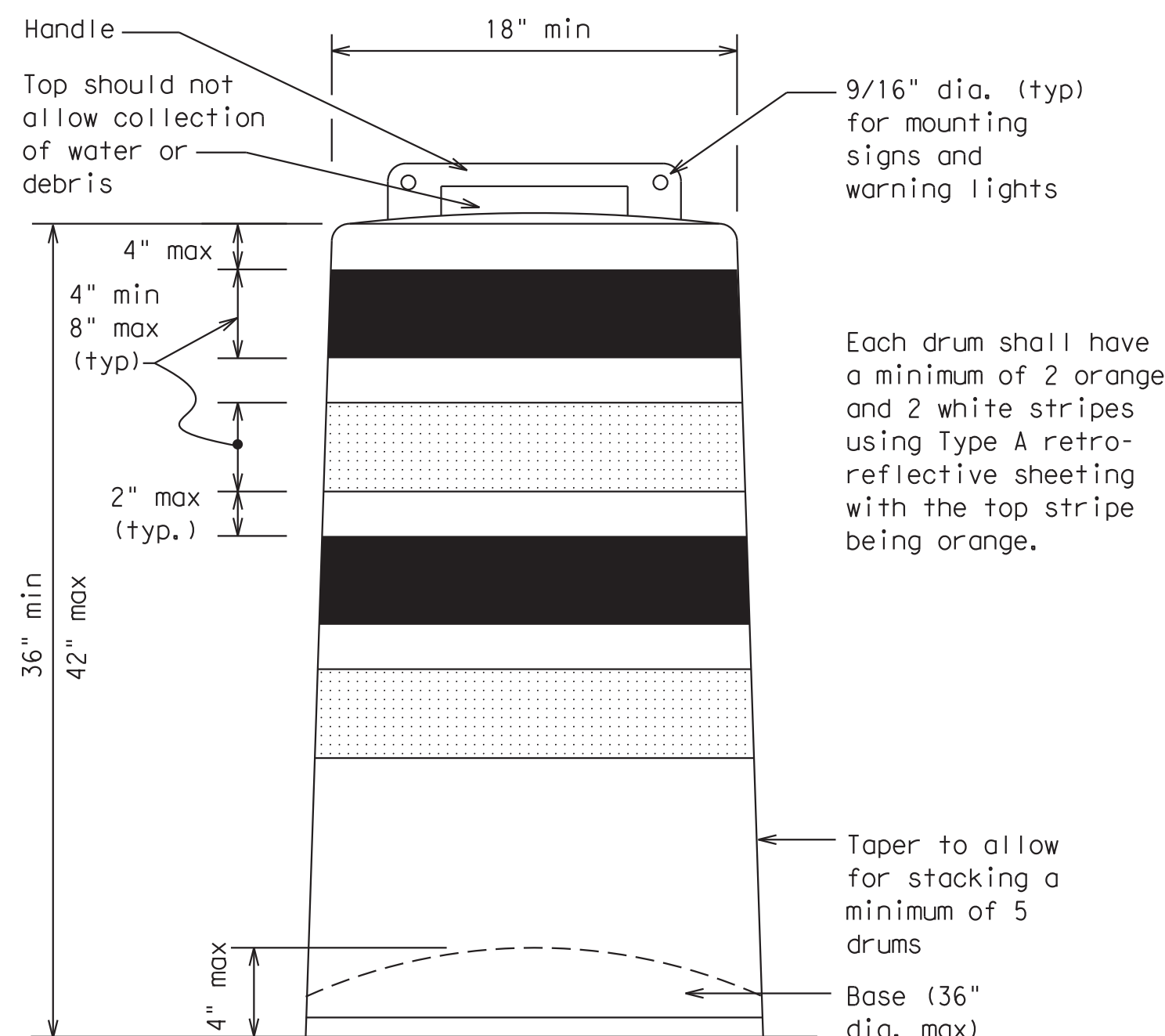
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
- The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

RETROREFLECTIVE SHEETING

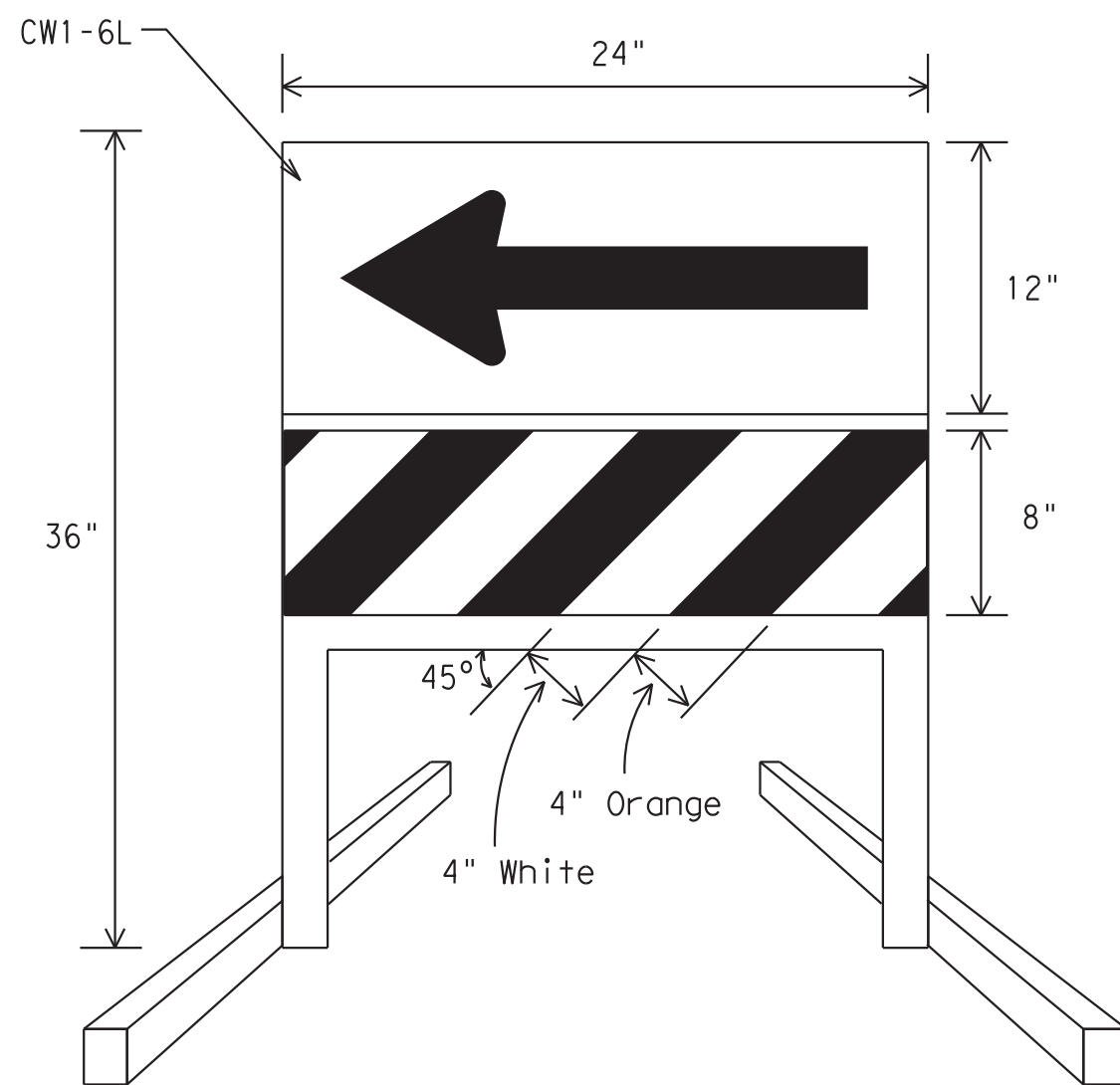
- The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials." Type A reflective sheeting shall be supplied unless otherwise specified in the plans.
- The sheeting shall be suitable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

BALLAST

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

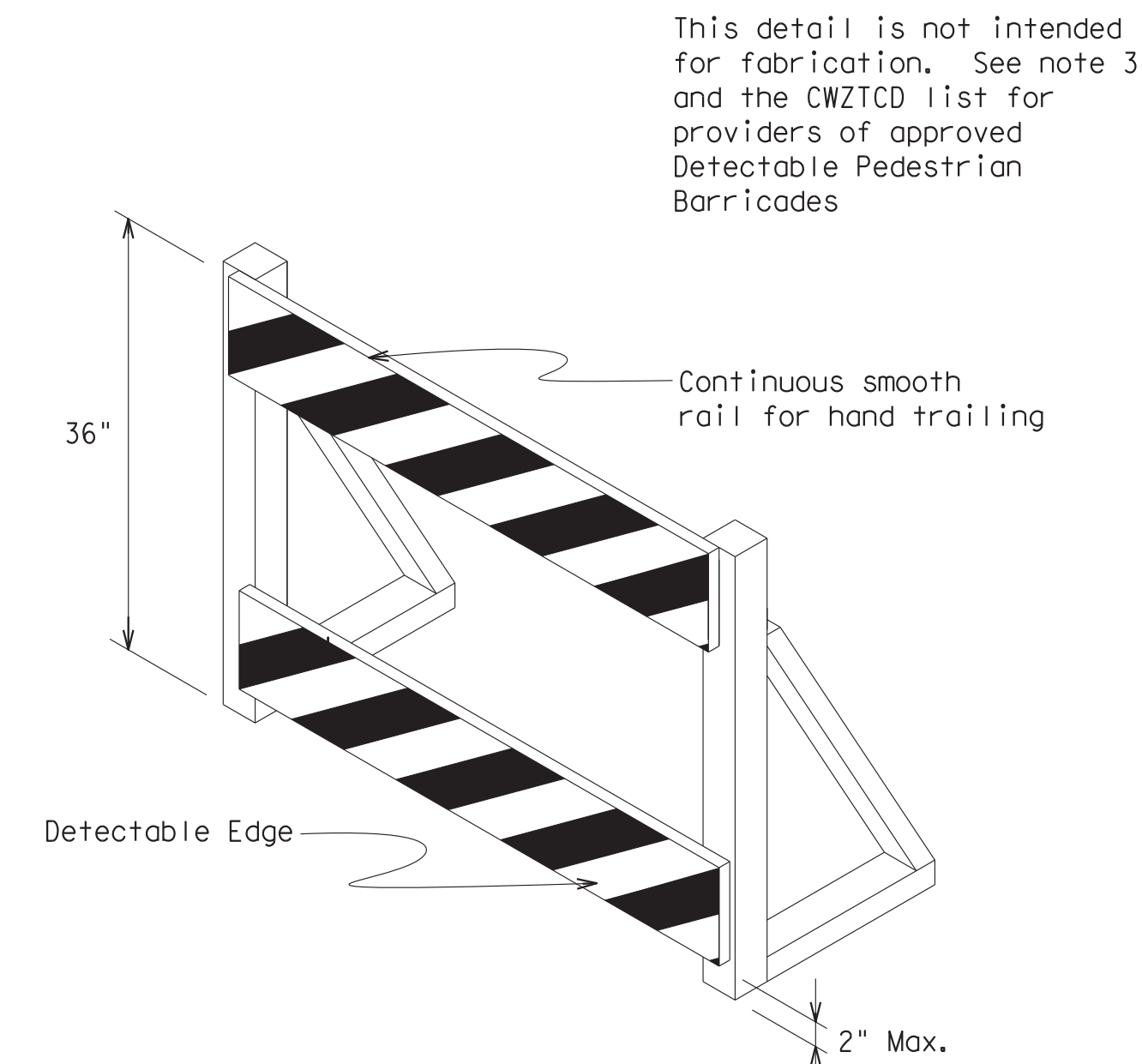


Each drum shall have a minimum of 2 orange and 2 white stripes using Type A retro-reflective sheeting with the top stripe being orange.



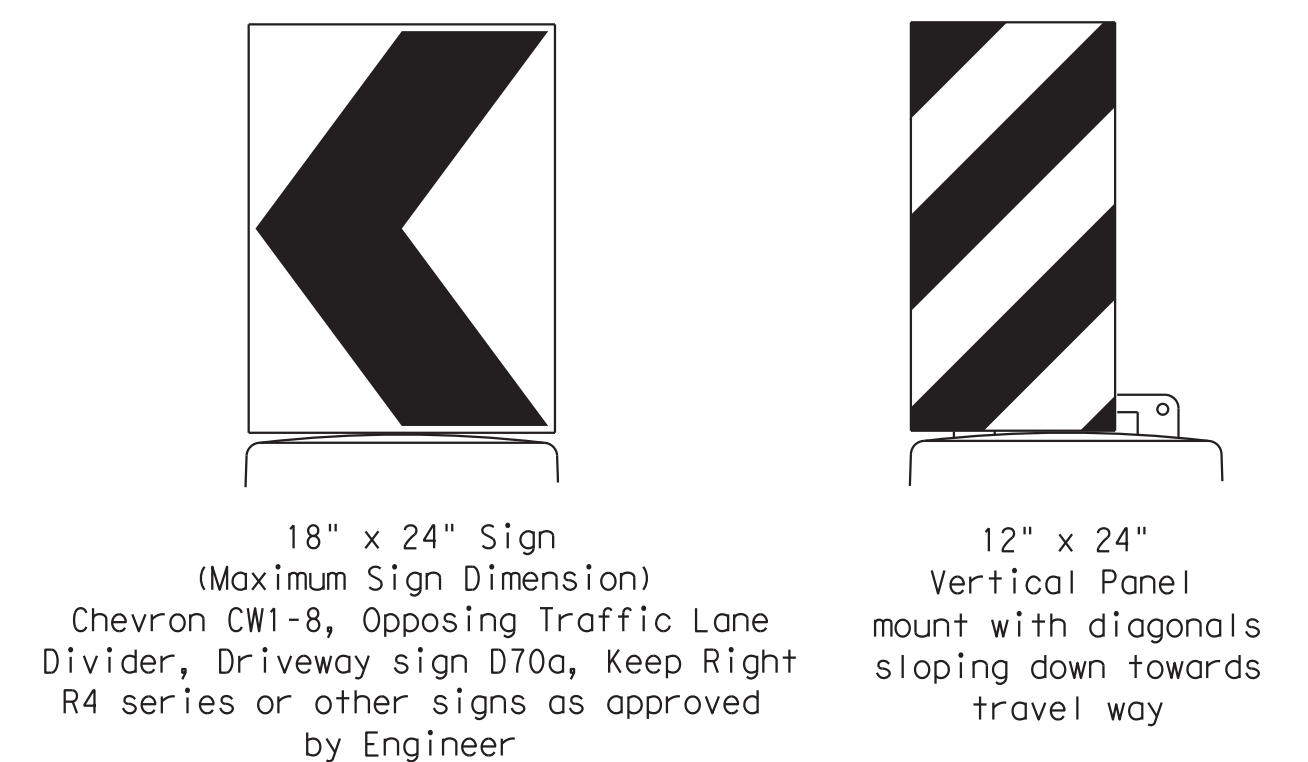
DIRECTION INDICATOR BARRICADE

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



DETECTABLE PEDESTRIAN BARRICADES

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



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

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

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

SHEET 8 OF 12



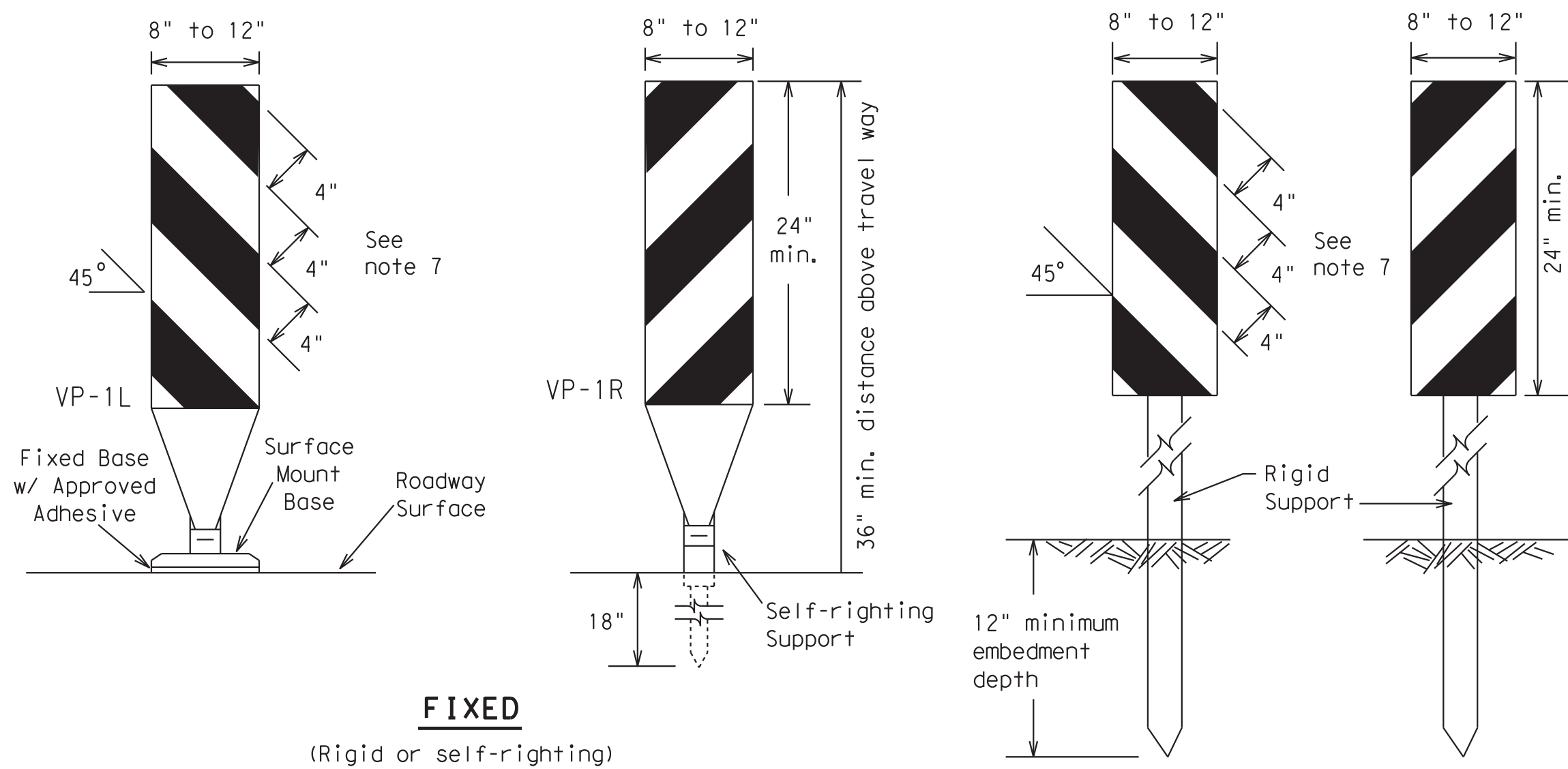
BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (8) - 14

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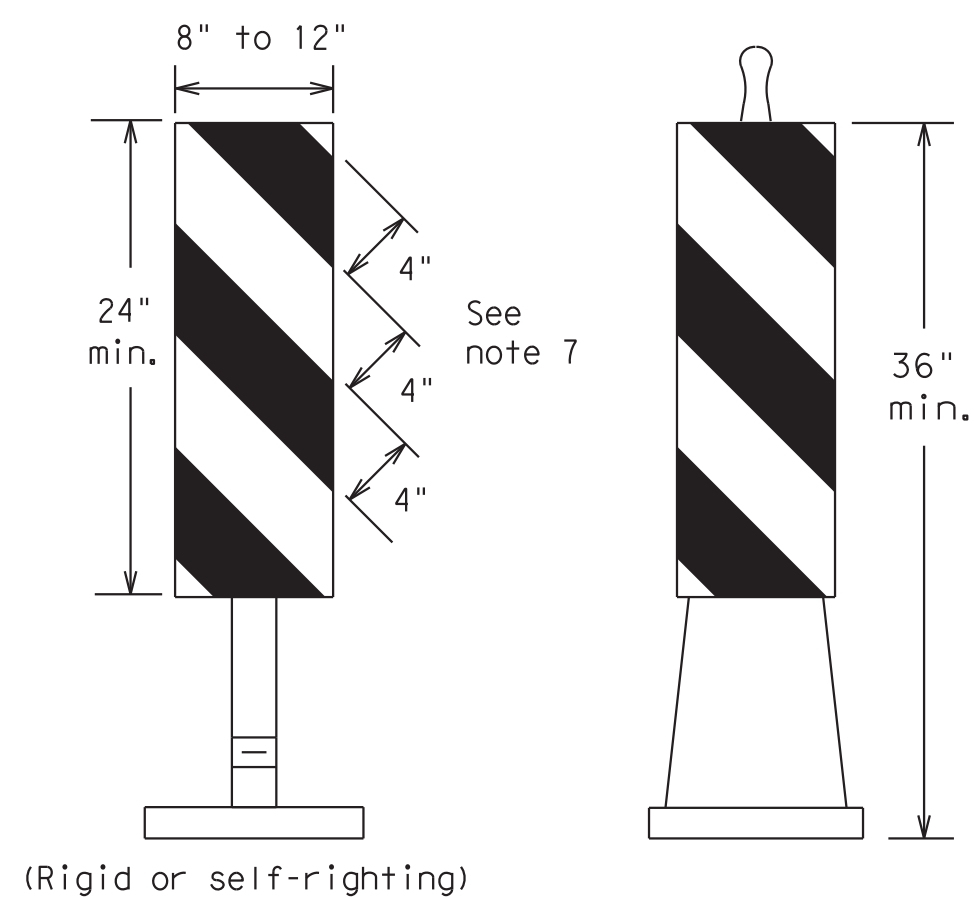
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FIXED
(Rigid or self-righting)

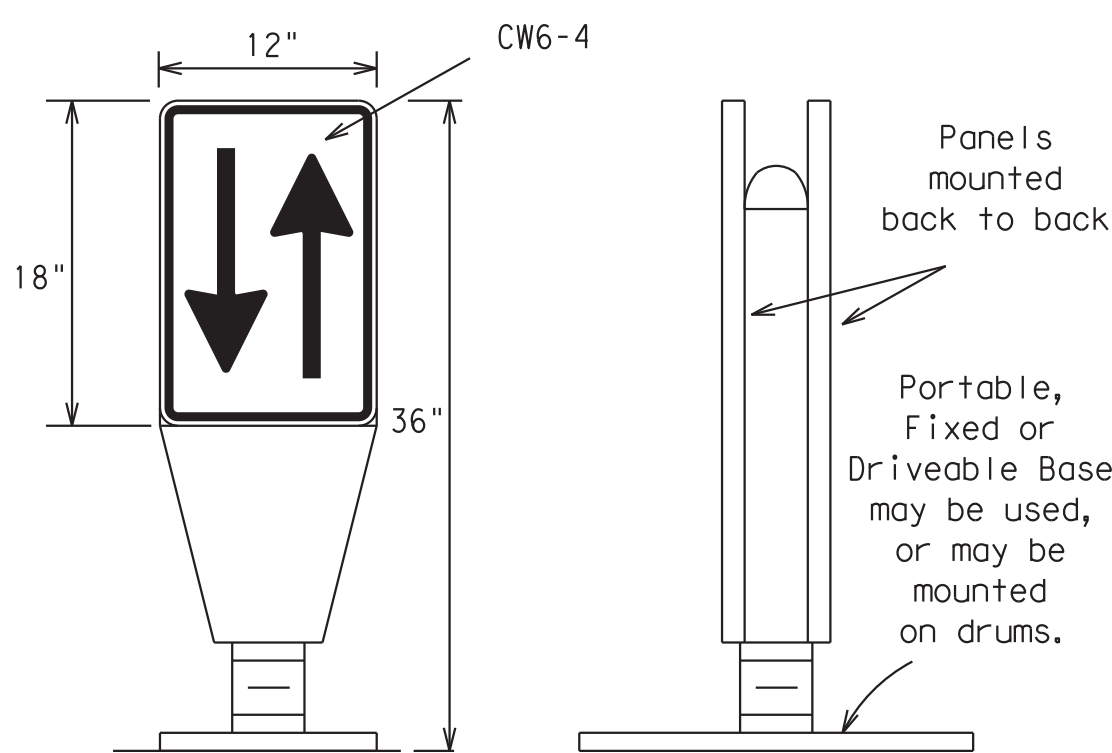
DRIVEABLE



PORTABLE

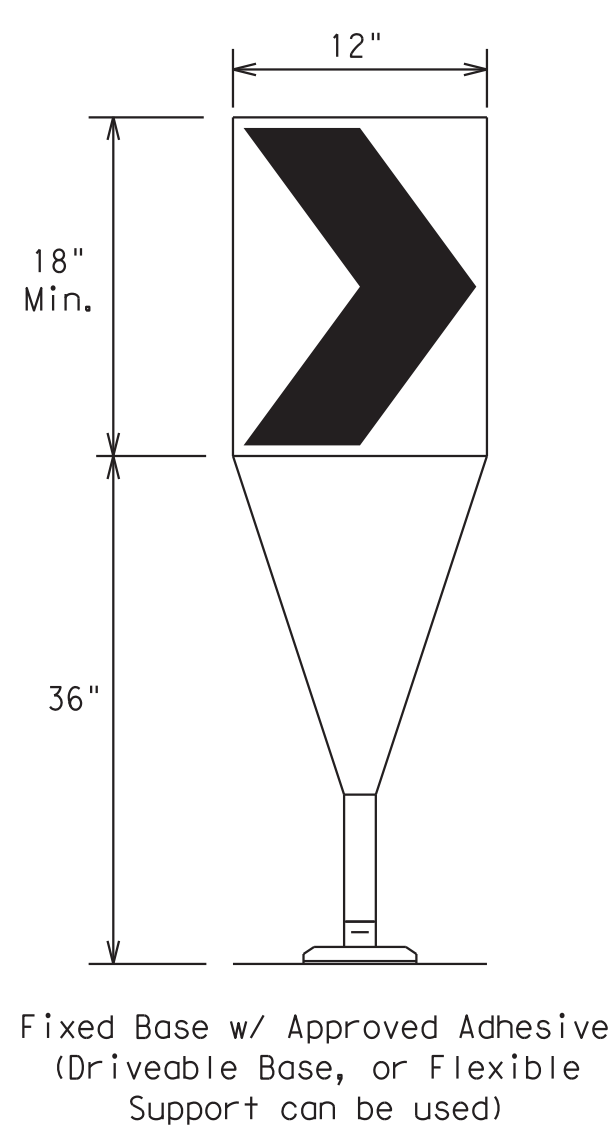
- Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
- VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is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

VERTICAL PANELS (VPs)



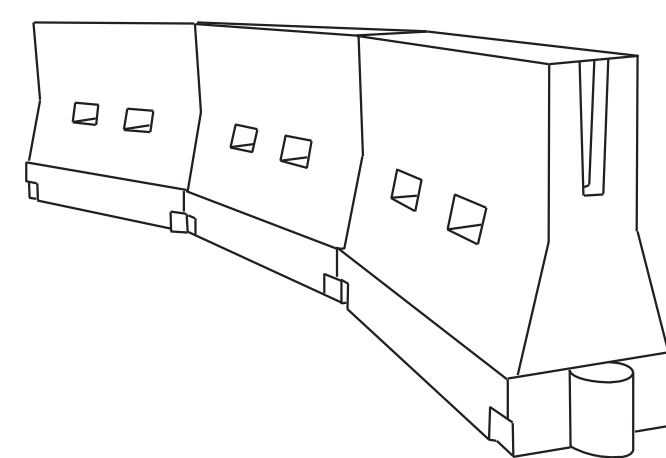
OPPOSING TRAFFIC LANE DIVIDERS (OTLD)

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



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

CHEVRONS



LONGITUDINAL CHANNELIZING DEVICES (LCD)

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

WATER BALLASTED SYSTEMS USED AS BARRIERS

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

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

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

GENERAL NOTES

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

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

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

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

SHEET 9 OF 12



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (9) - 14

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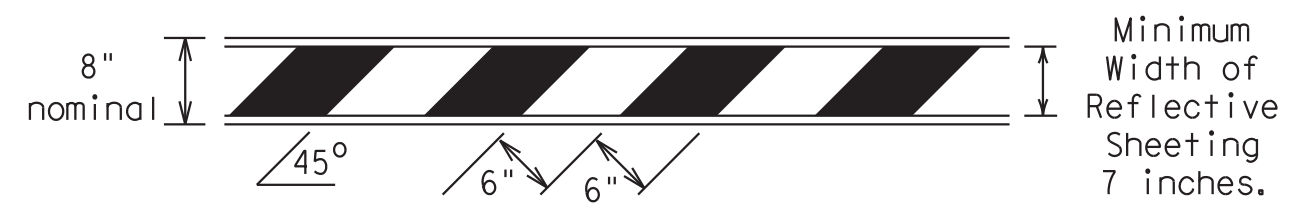
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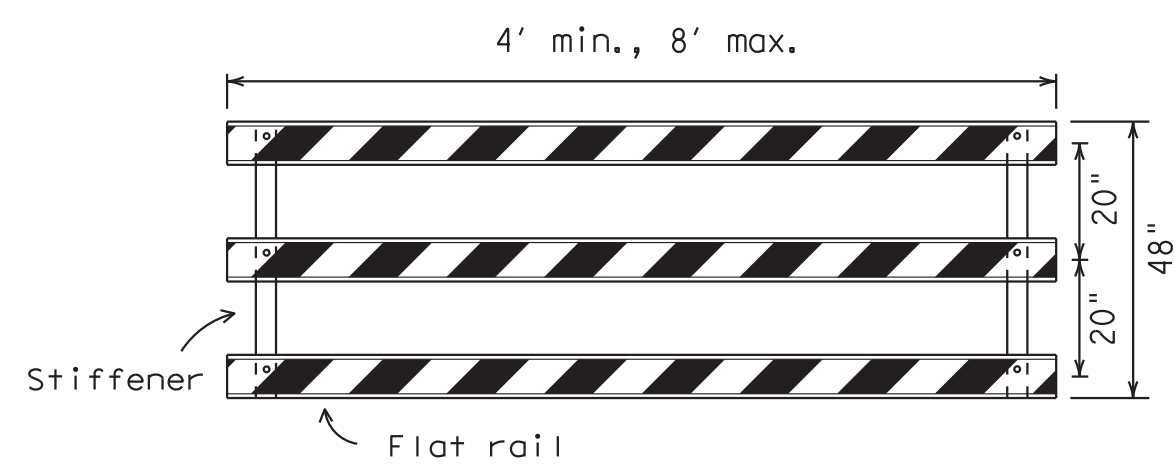
TYPE 3 BARRICADES

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

Barricades shall NOT be used as a sign support.

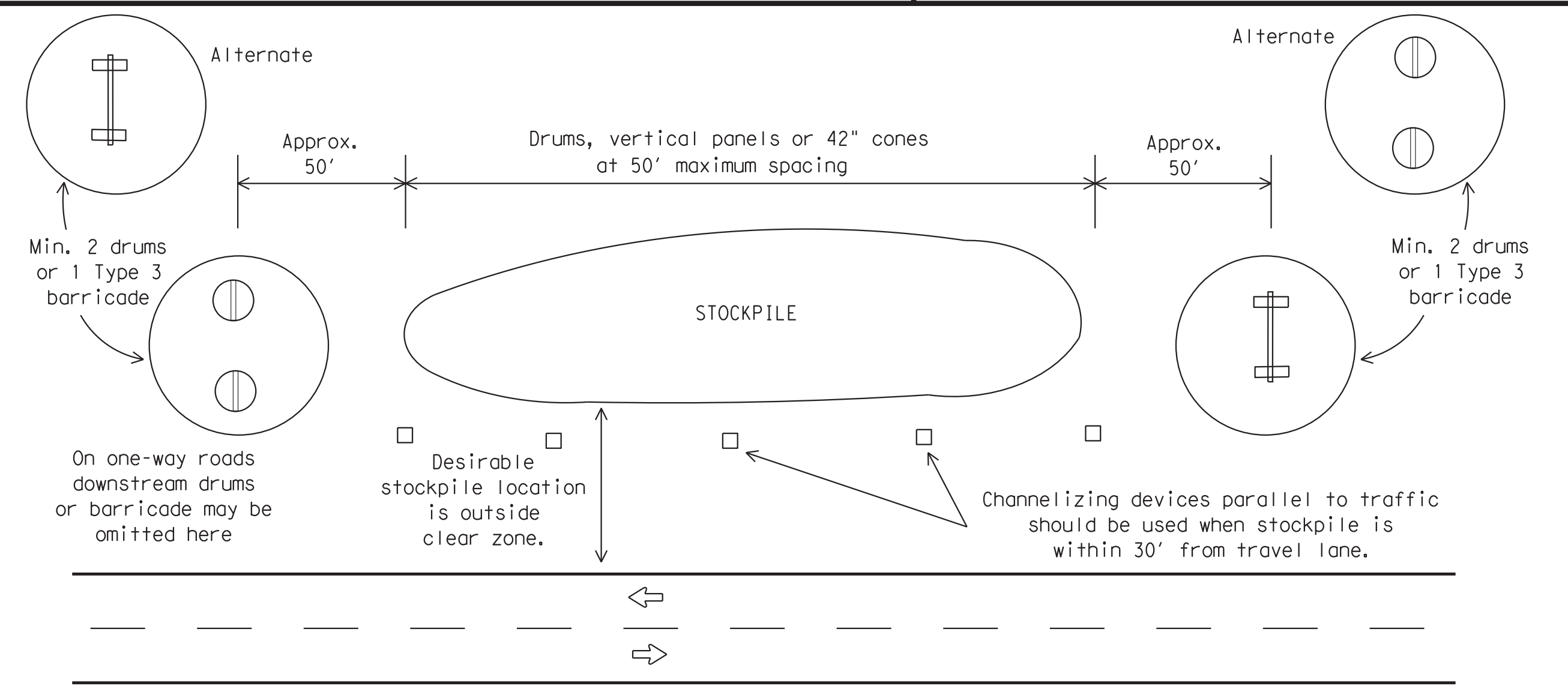


TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



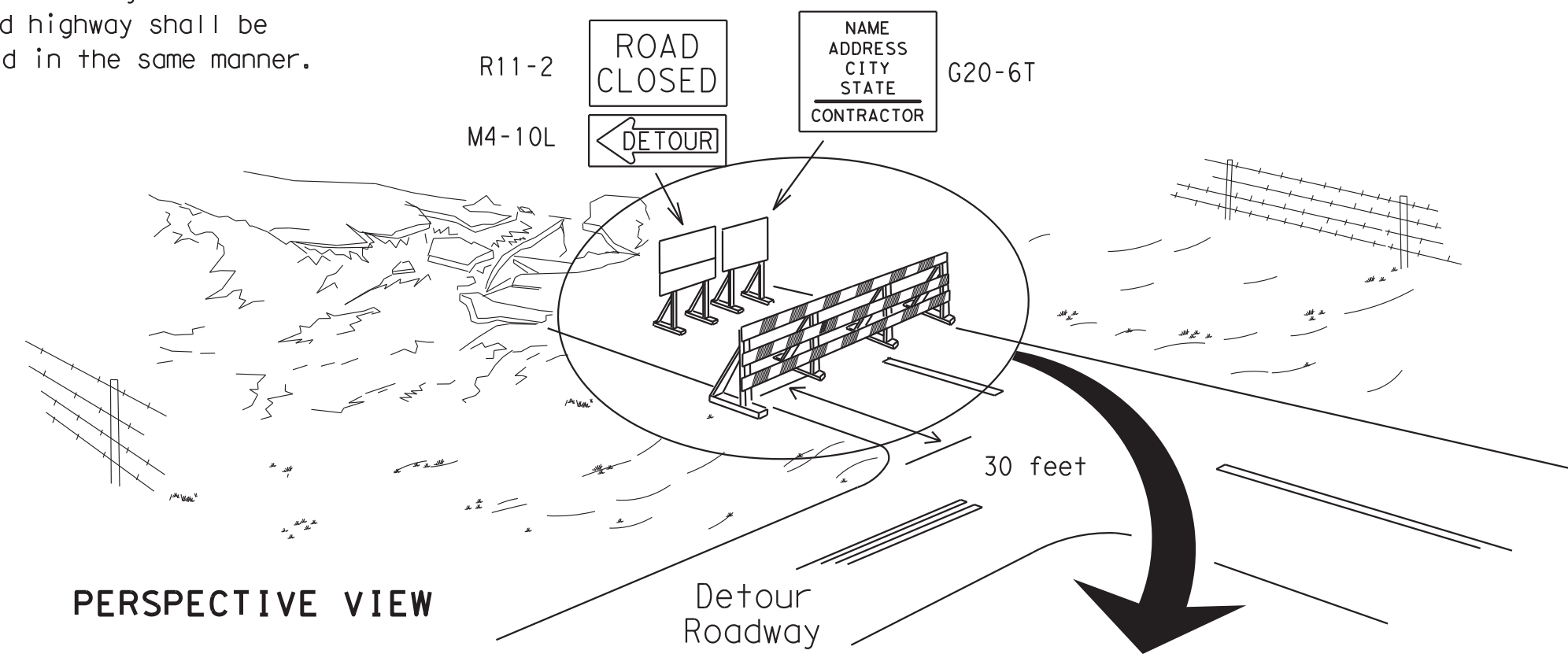
Stiffener may be inside or outside of support, but no more than 2 stiffeners shall be allowed on one barricade.

TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES



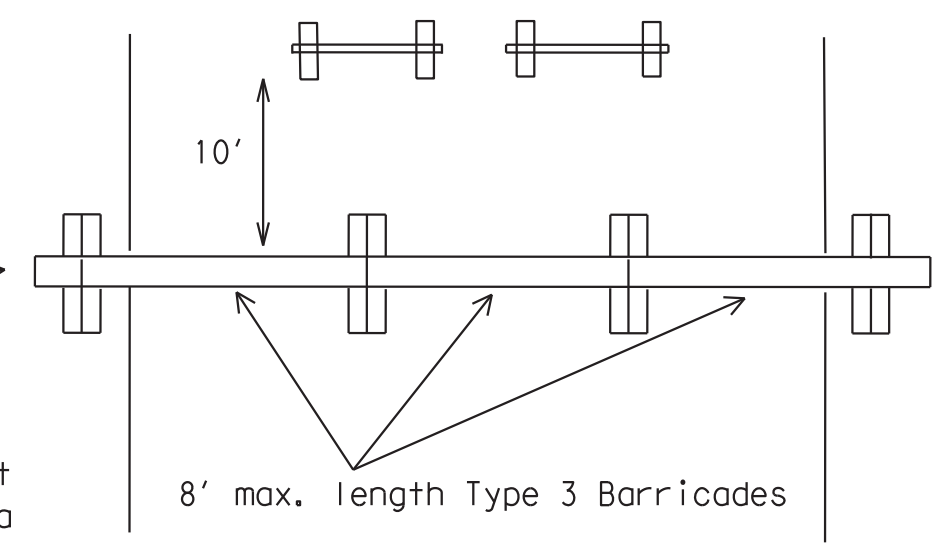
TRAFFIC CONTROL FOR MATERIAL STOCKPILES

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



PERSPECTIVE VIEW

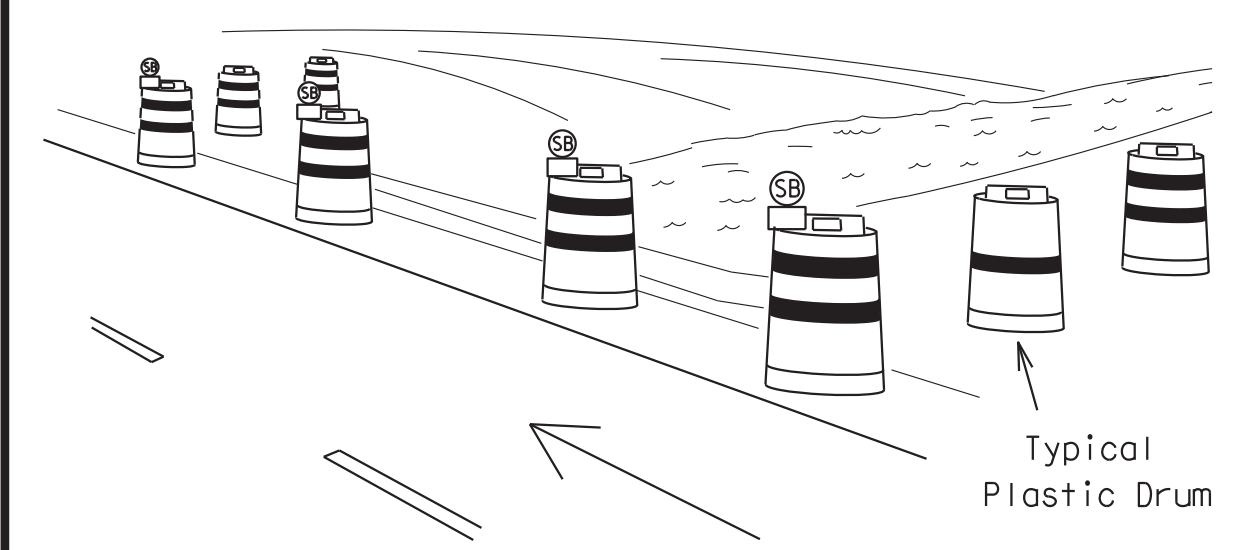
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.



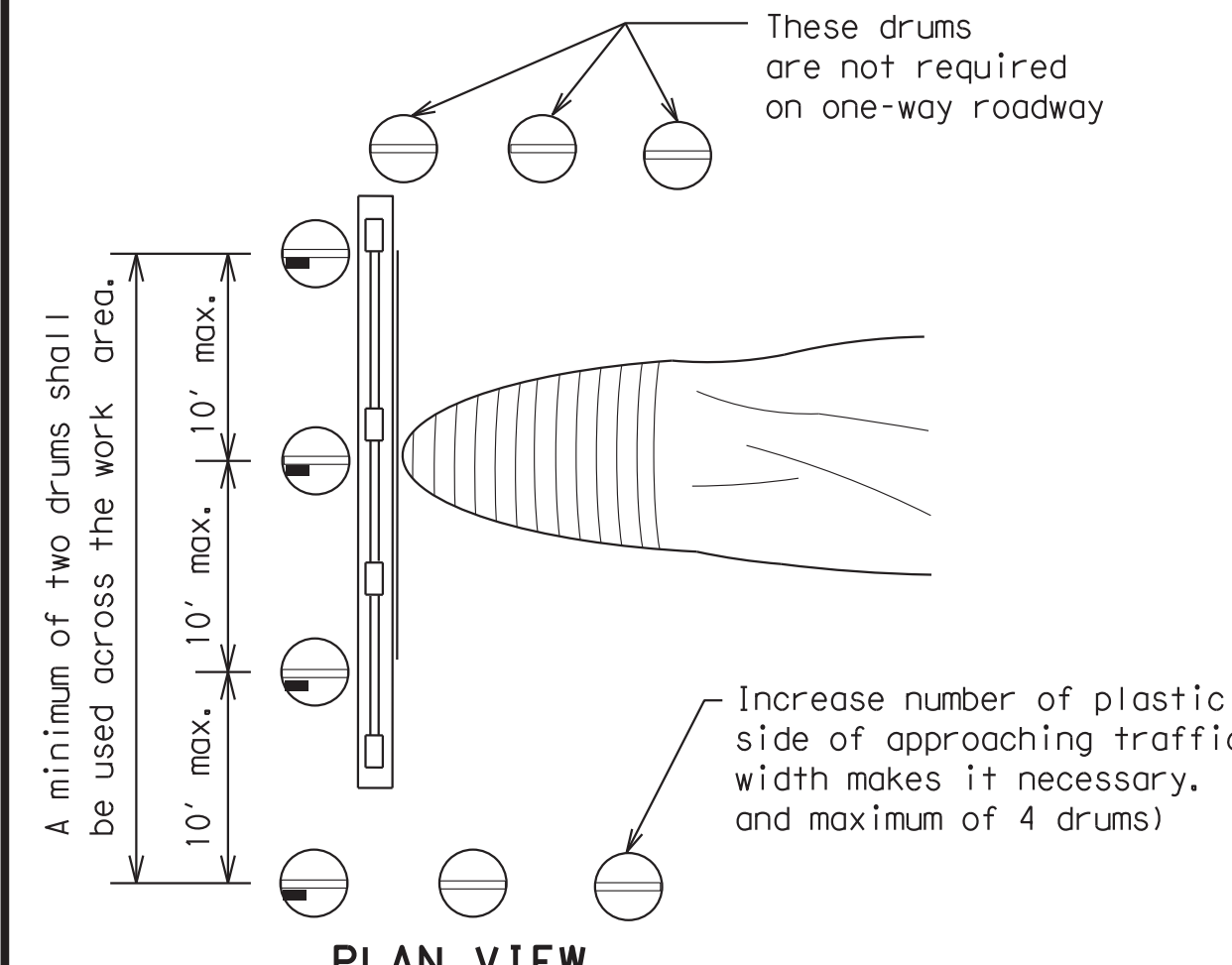
PLAN VIEW

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

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

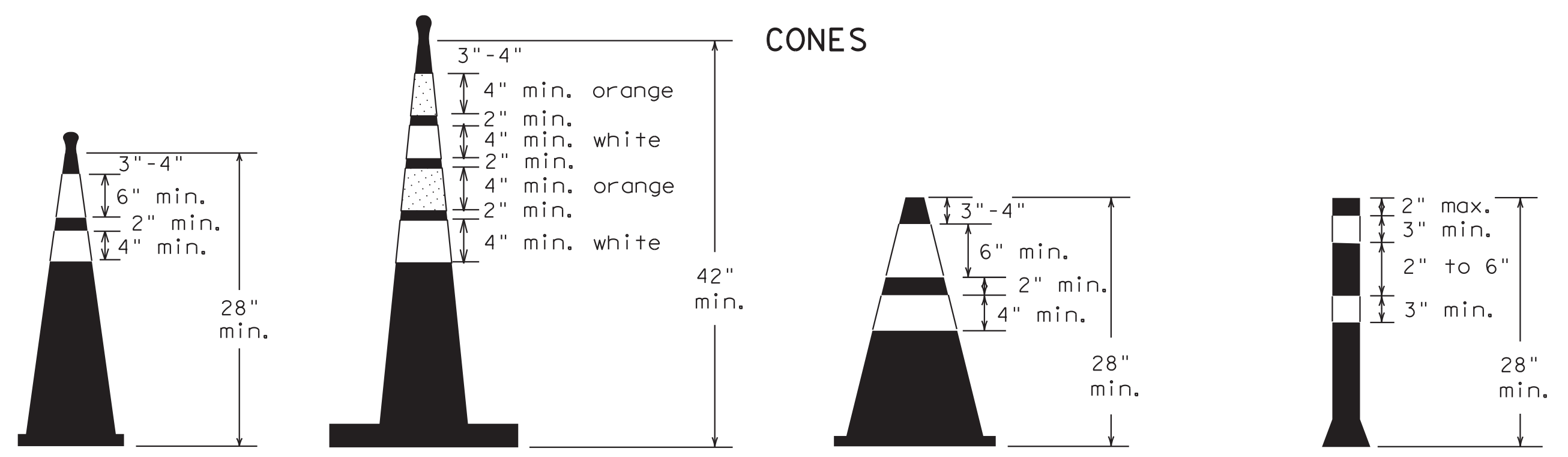


PLAN VIEW

CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS

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

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



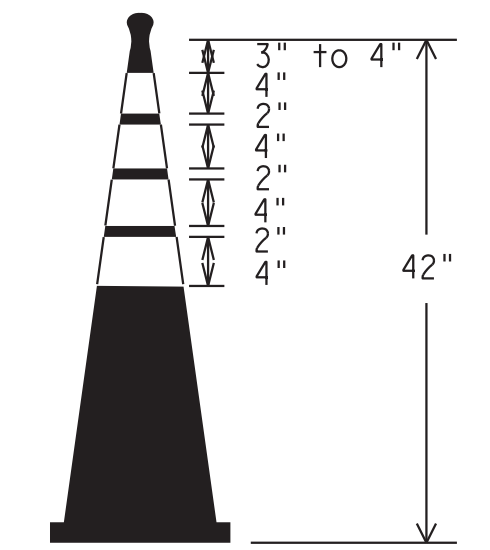
Two-Piece cones

One-Piece cones

Tubular Marker

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

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



EDGE LINE CHANNELIZER

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

SHEET 10 OF 12



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (10) - 14

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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.

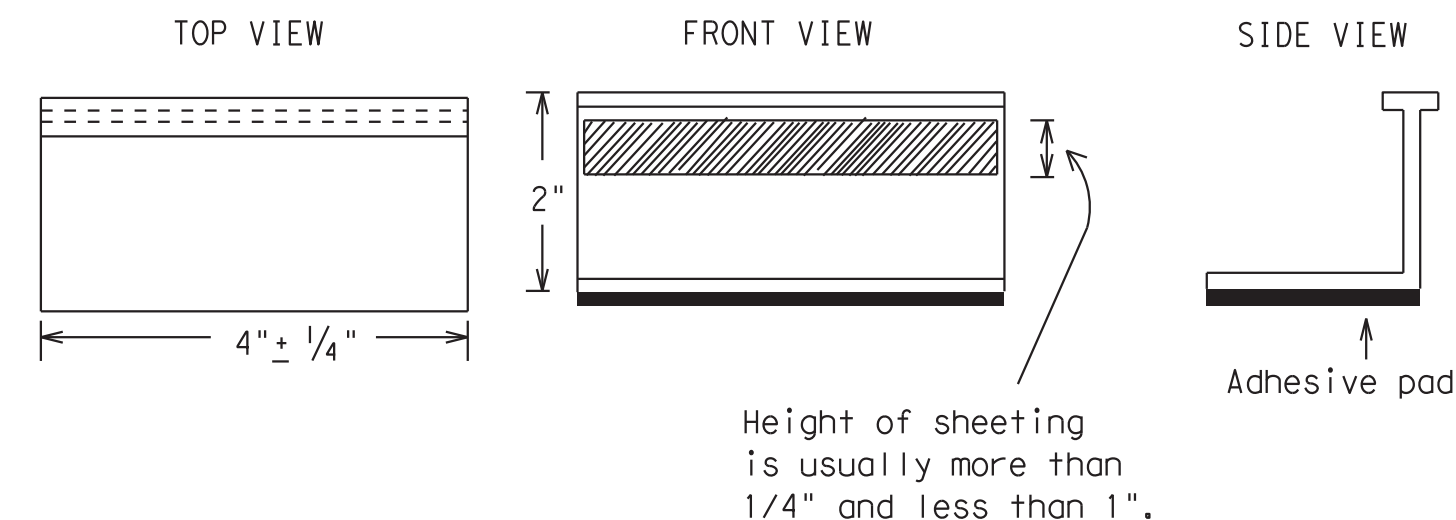
MAINTAINING WORK ZONE PAVEMENT MARKINGS

- 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

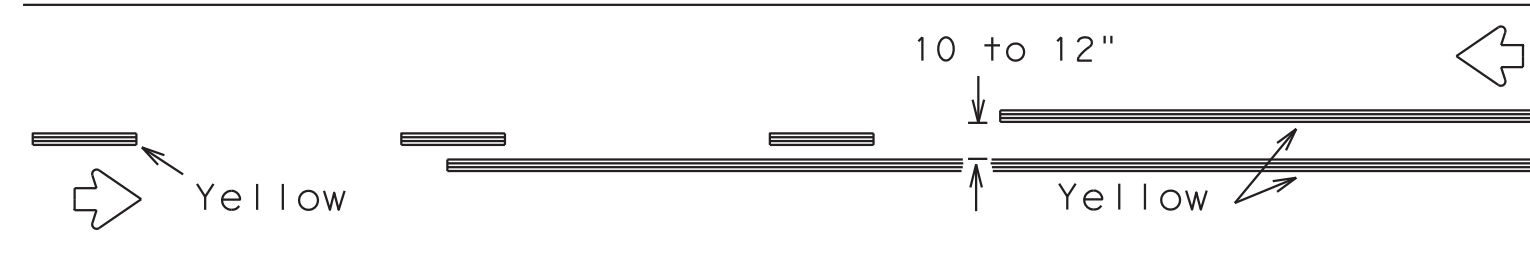
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11-02 8-14				
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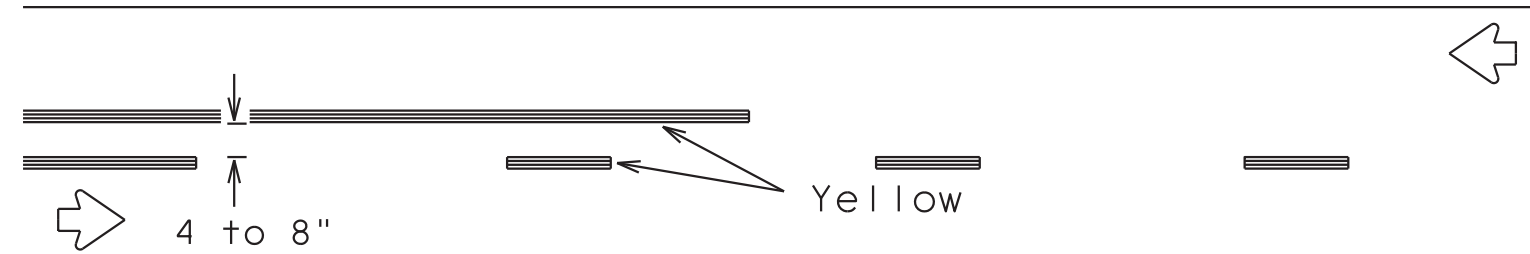
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PAVEMENT MARKING PATTERNS

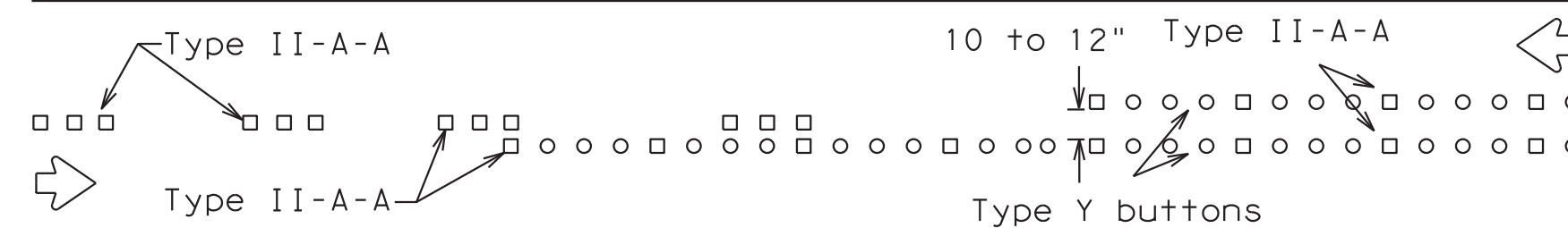


REFLECTORIZED PAVEMENT MARKINGS - PATTERN A

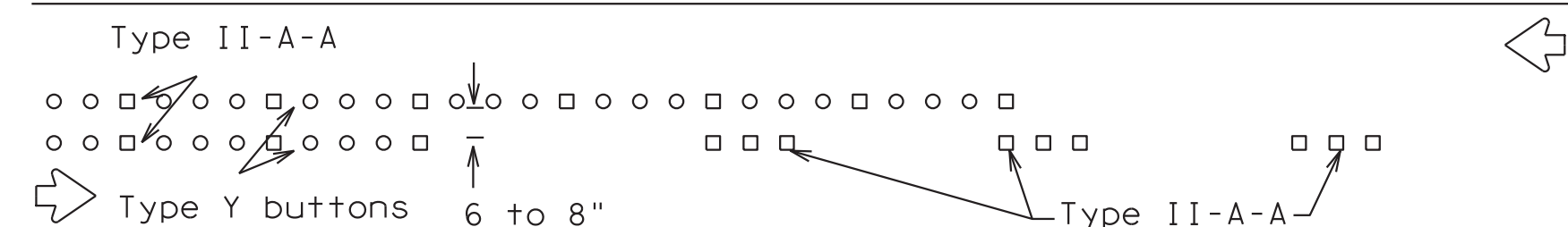


REFLECTORIZED PAVEMENT MARKINGS - PATTERN B

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

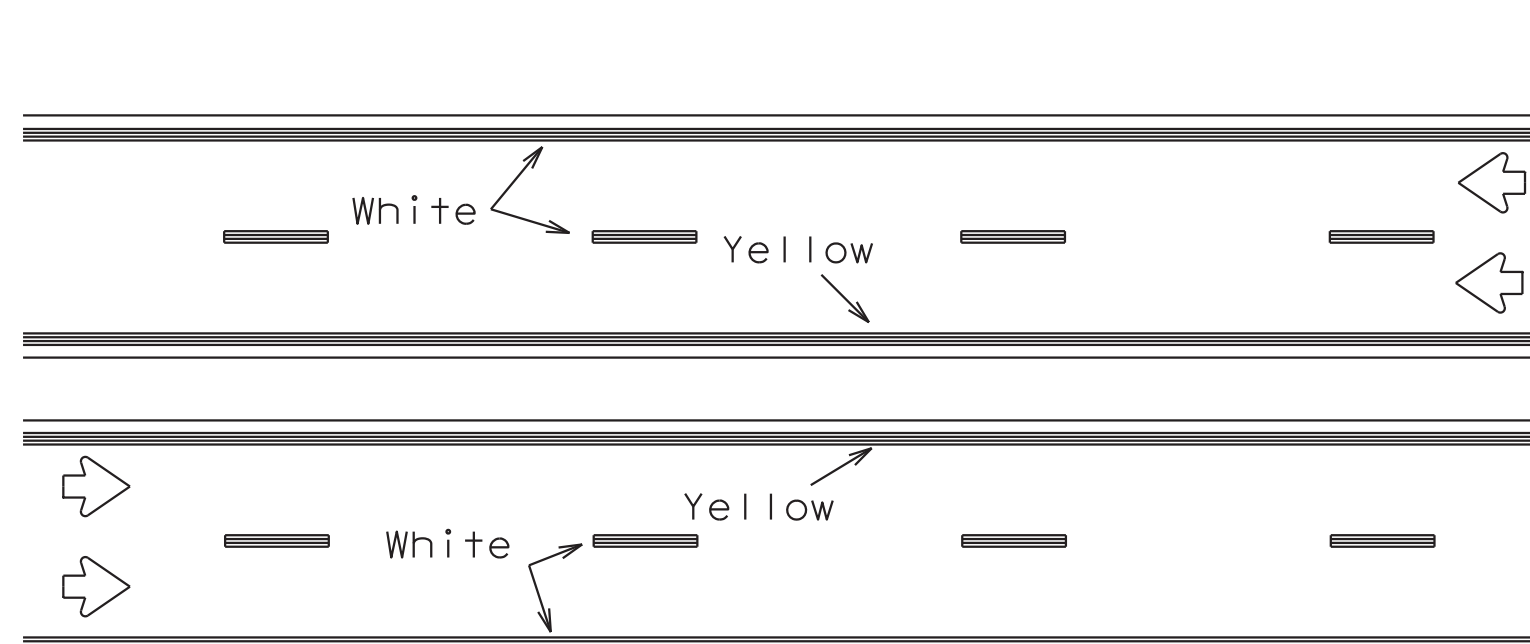


RAISED PAVEMENT MARKERS - PATTERN A



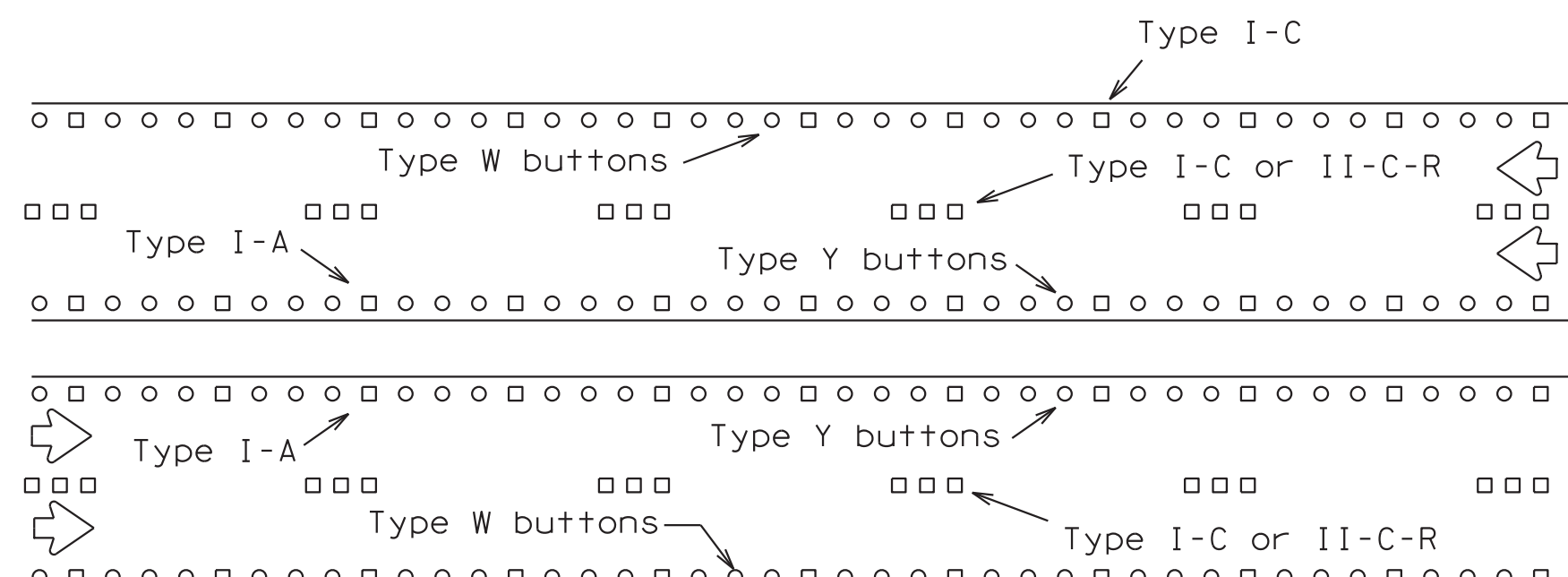
RAISED PAVEMENT MARKERS - PATTERN B

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



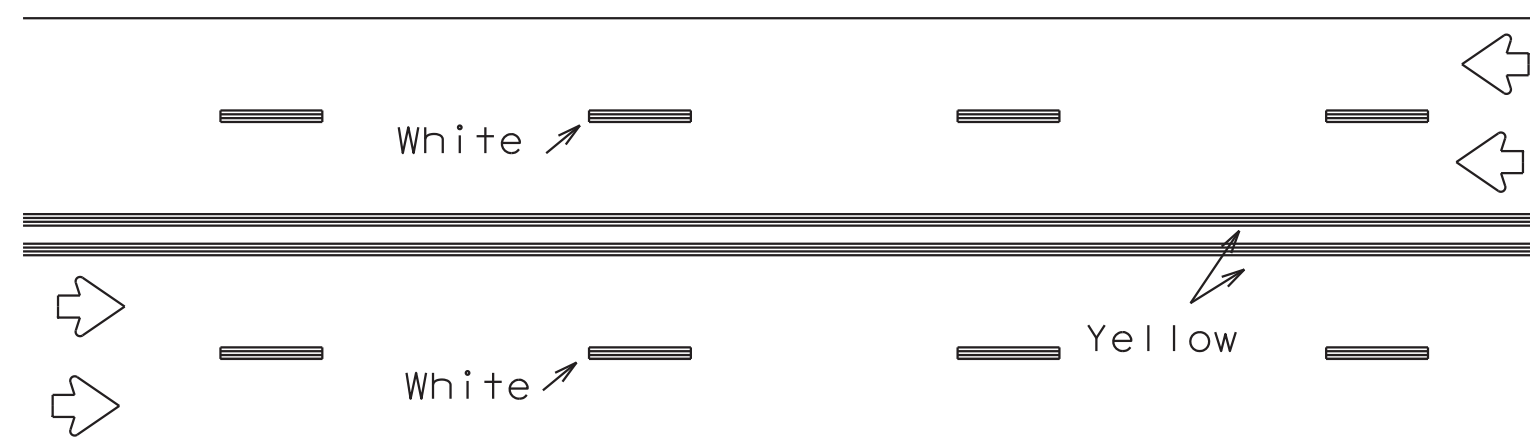
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectorized pavement markings.



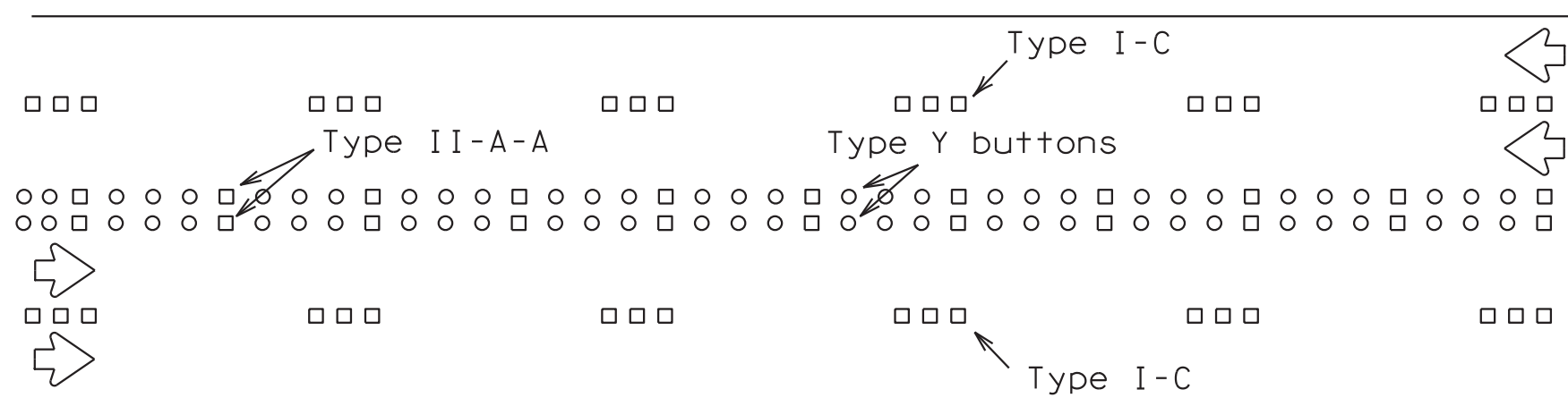
RAISED PAVEMENT MARKERS

EDGE & LANE LINES FOR DIVIDED HIGHWAY



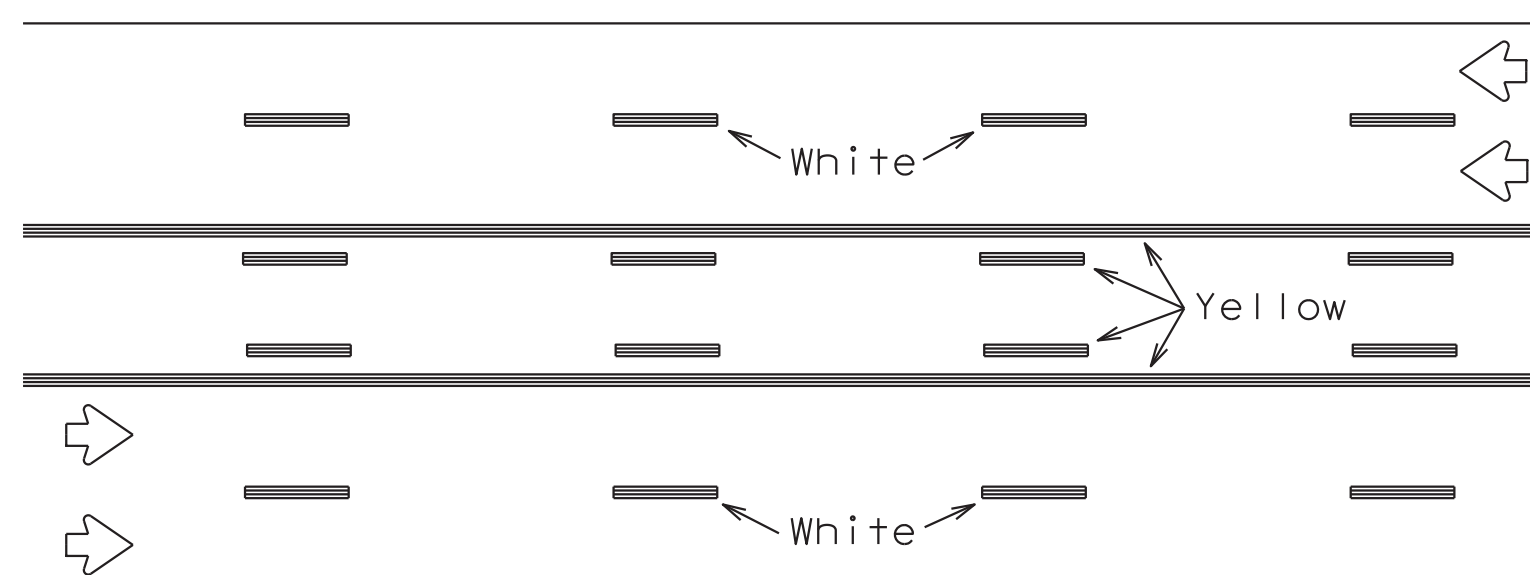
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectorized pavement markings.



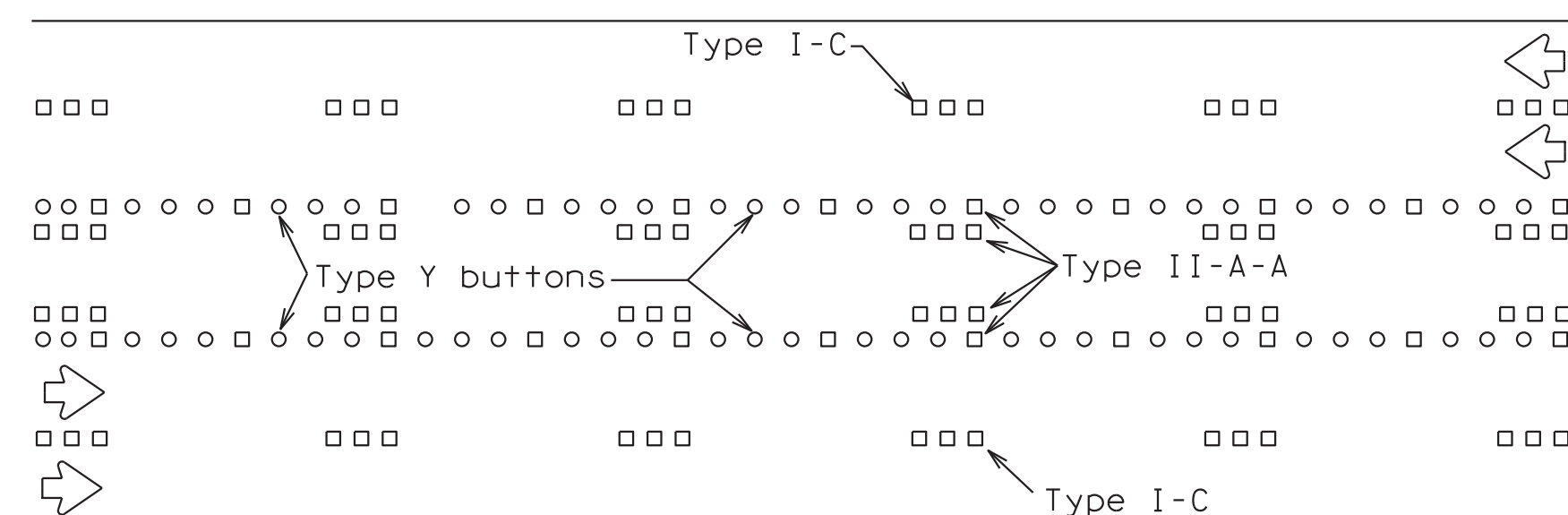
RAISED PAVEMENT MARKERS

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS

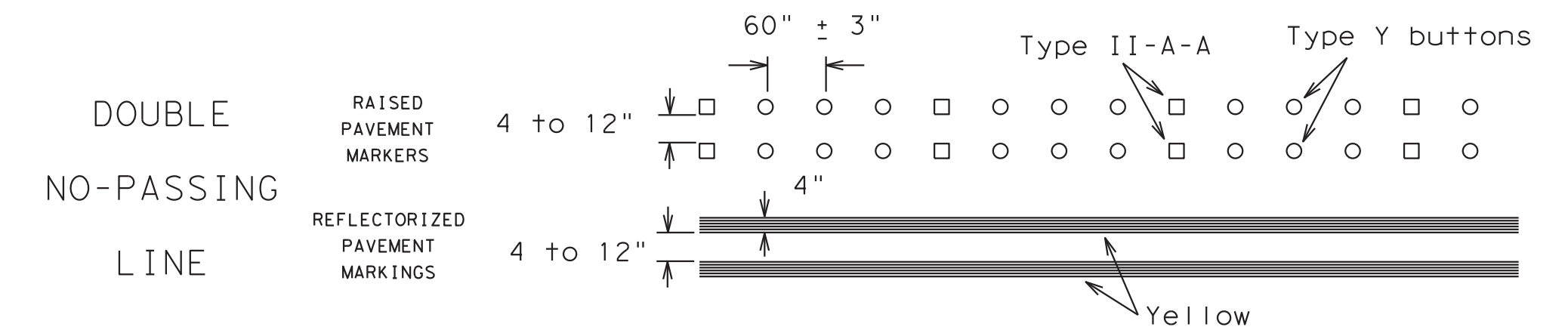
Prefabricated markings may be substituted for reflectorized pavement markings.



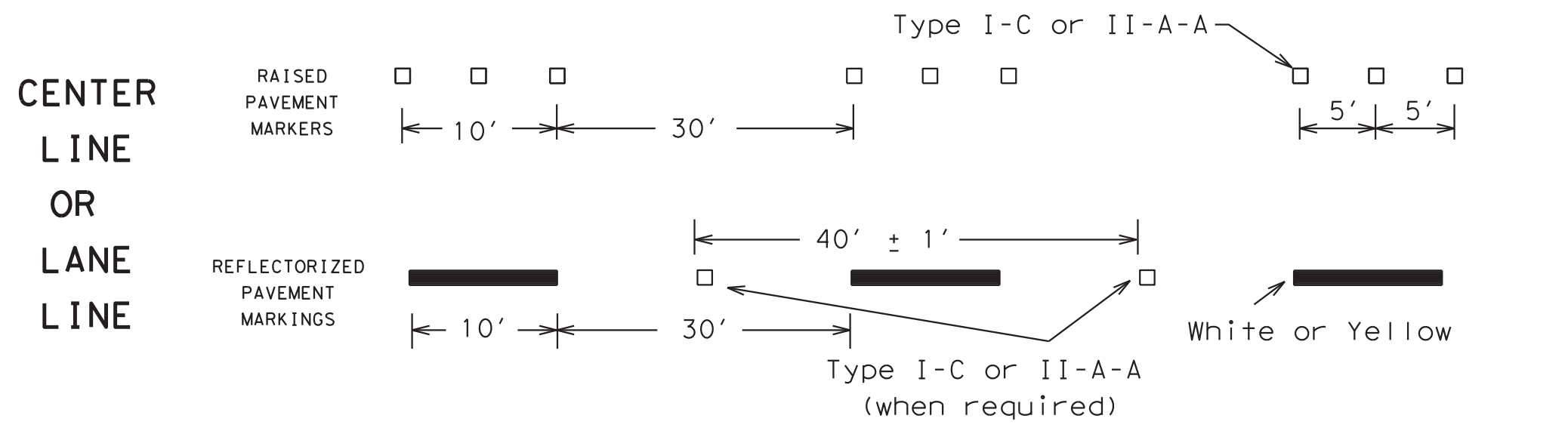
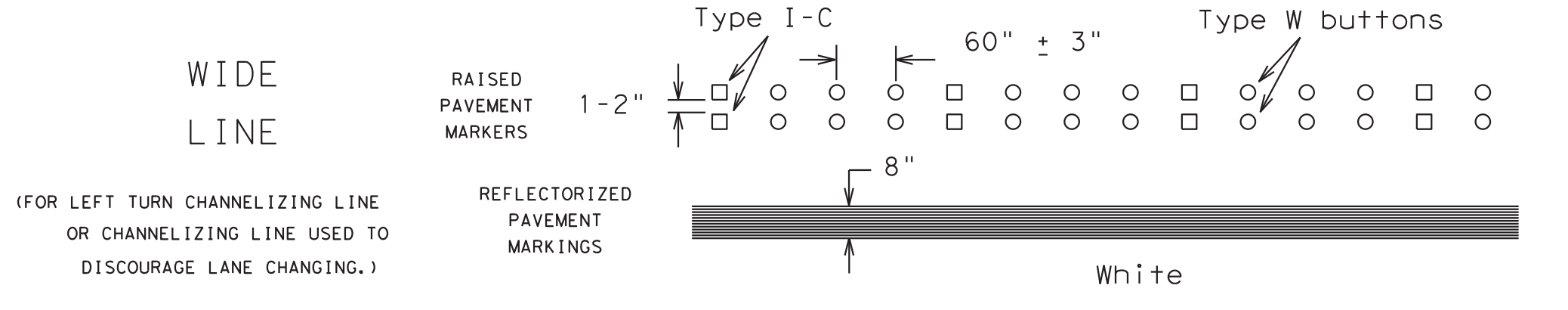
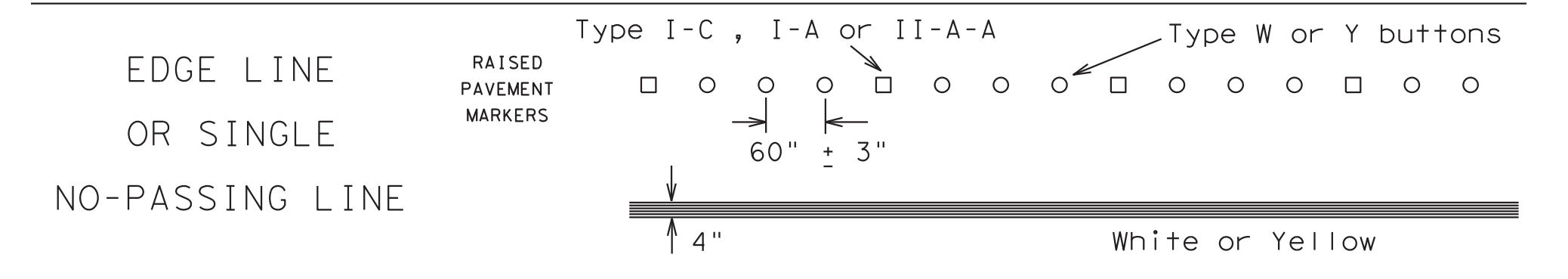
RAISED PAVEMENT MARKERS

TWO-WAY LEFT TURN LANE

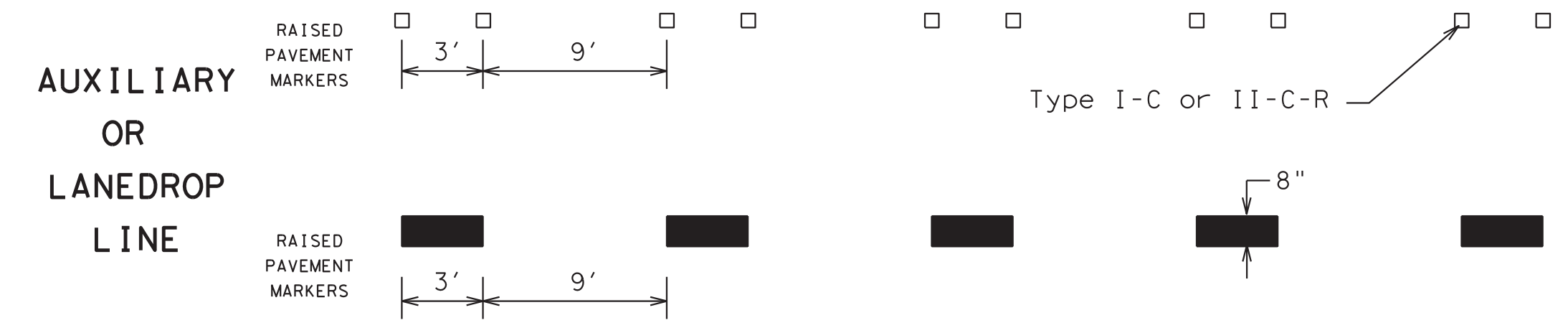
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



SOLID LINES

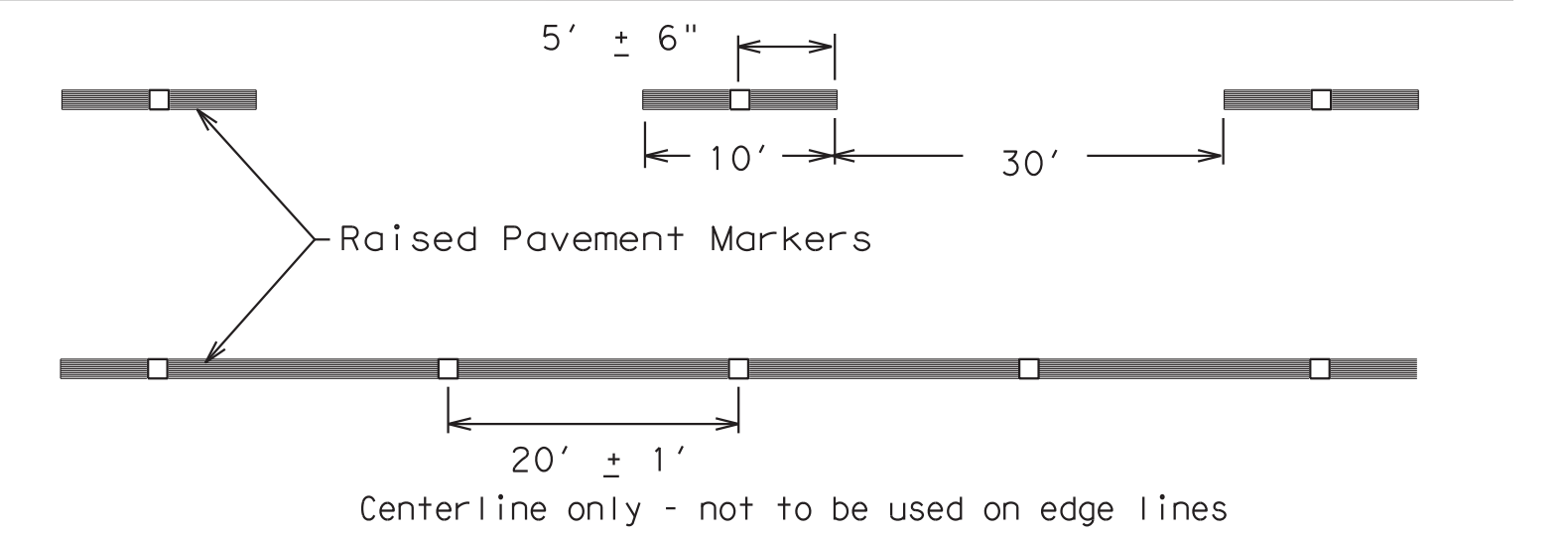


BROKEN LINES



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



SHEET 12 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC (12) - 14

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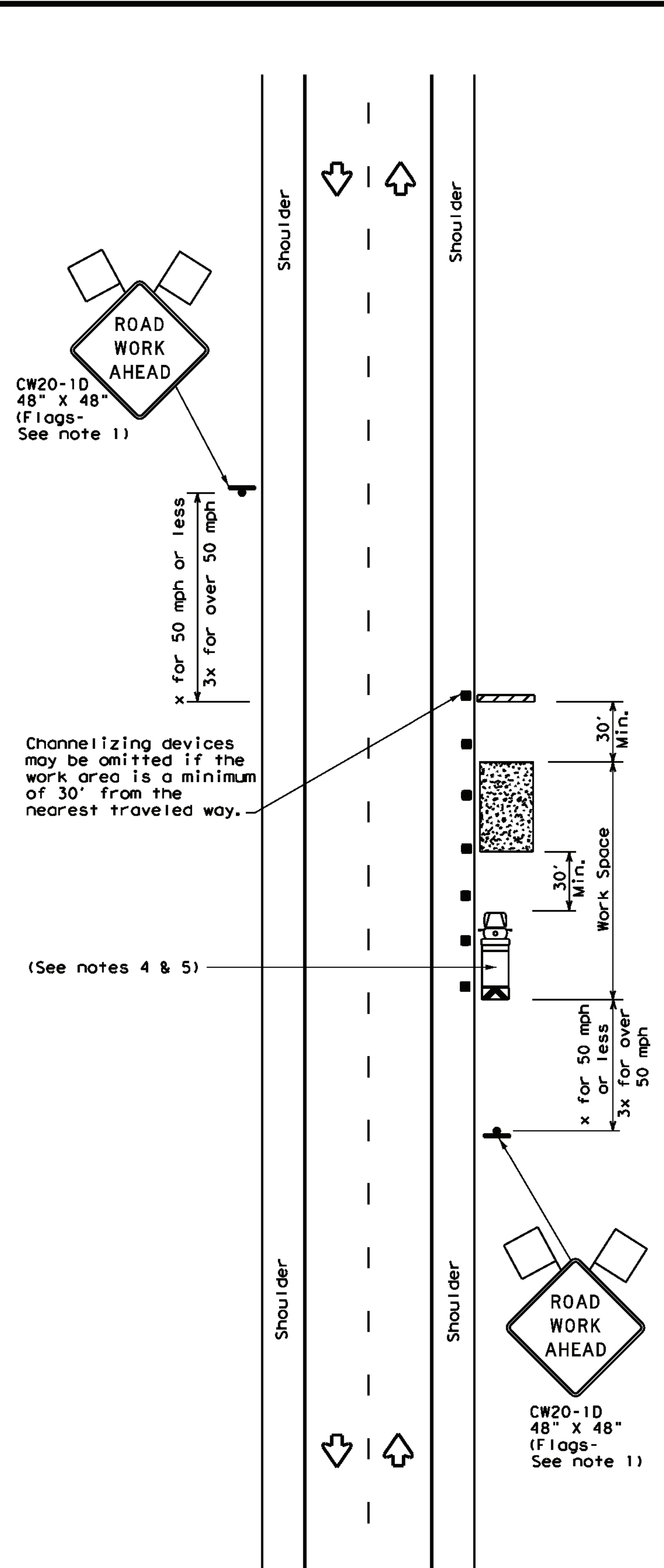
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DATE: FILE:

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

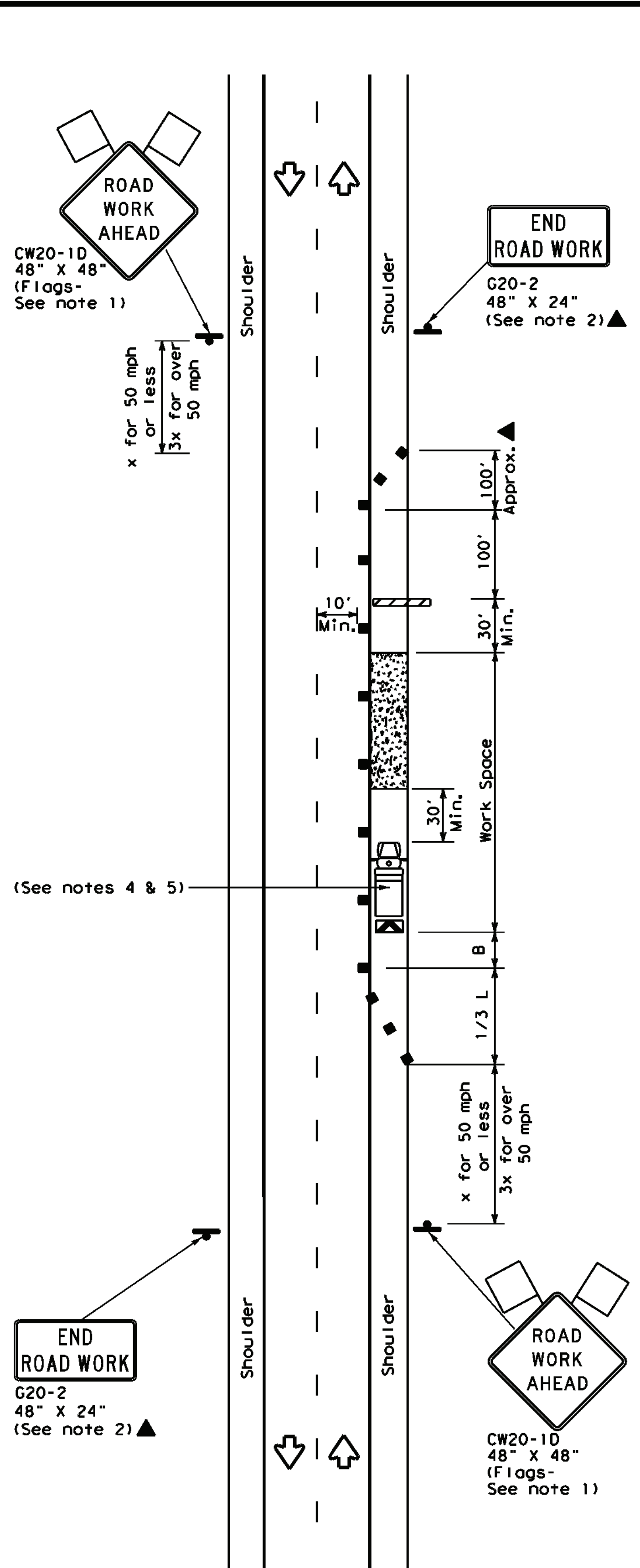
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DATE: FILE:



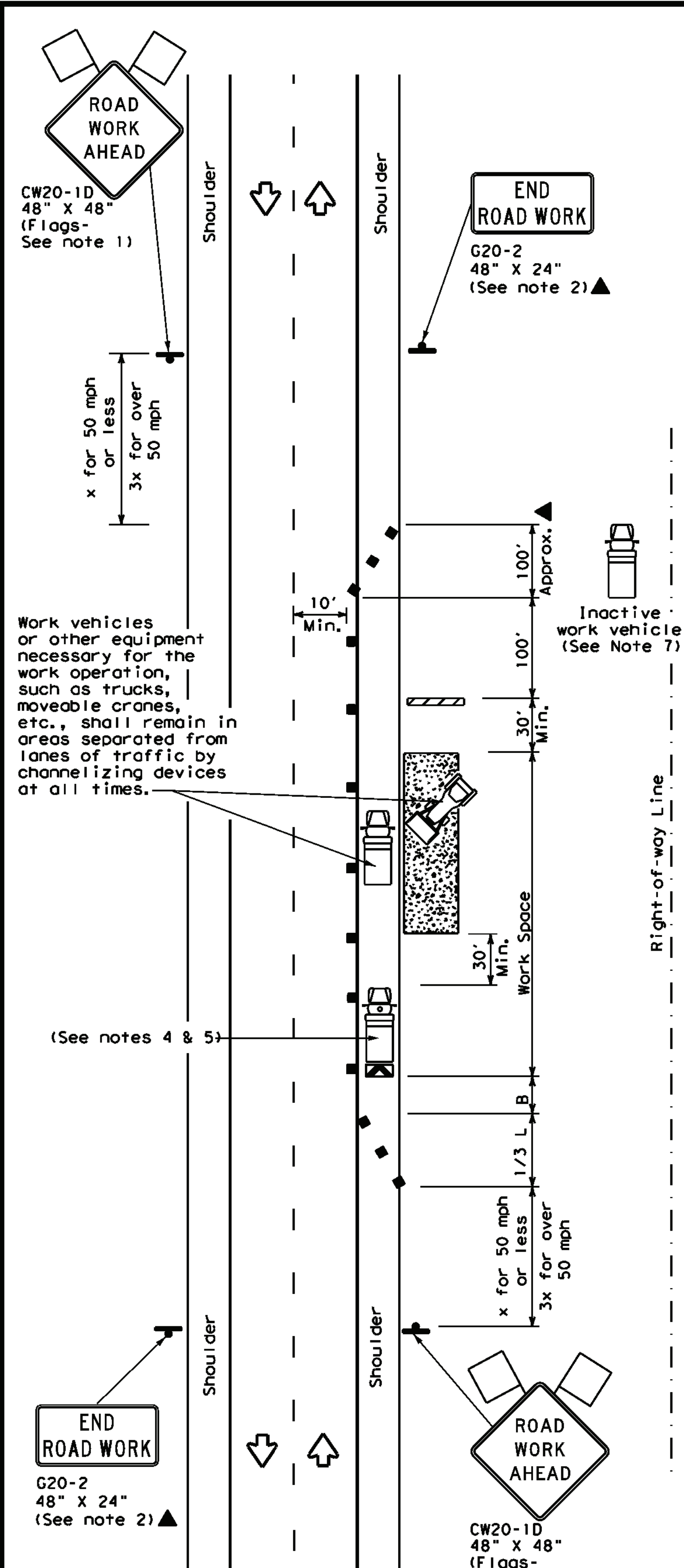
TCP (2-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (2-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (2-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

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

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

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

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

GENERAL NOTES

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

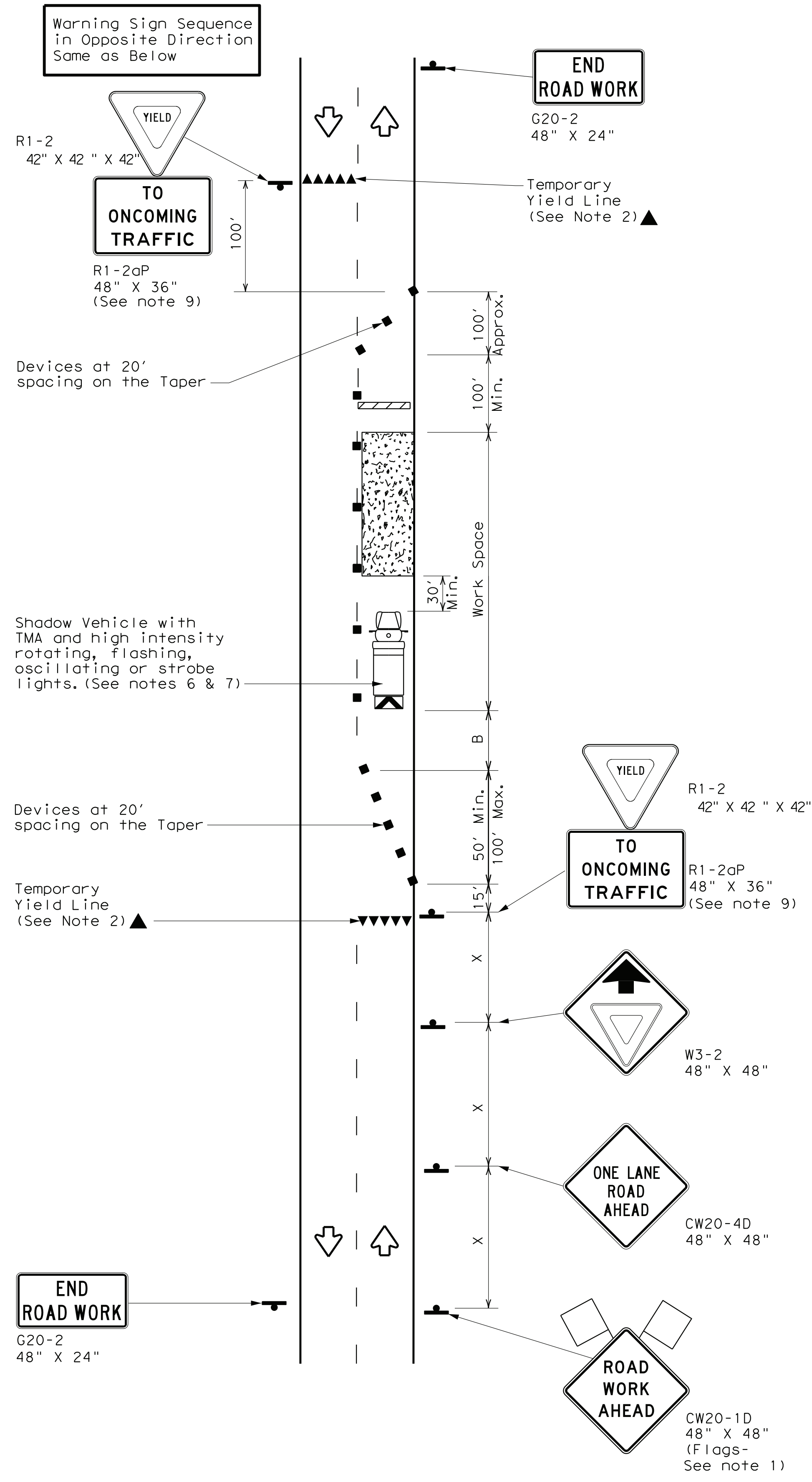


TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK

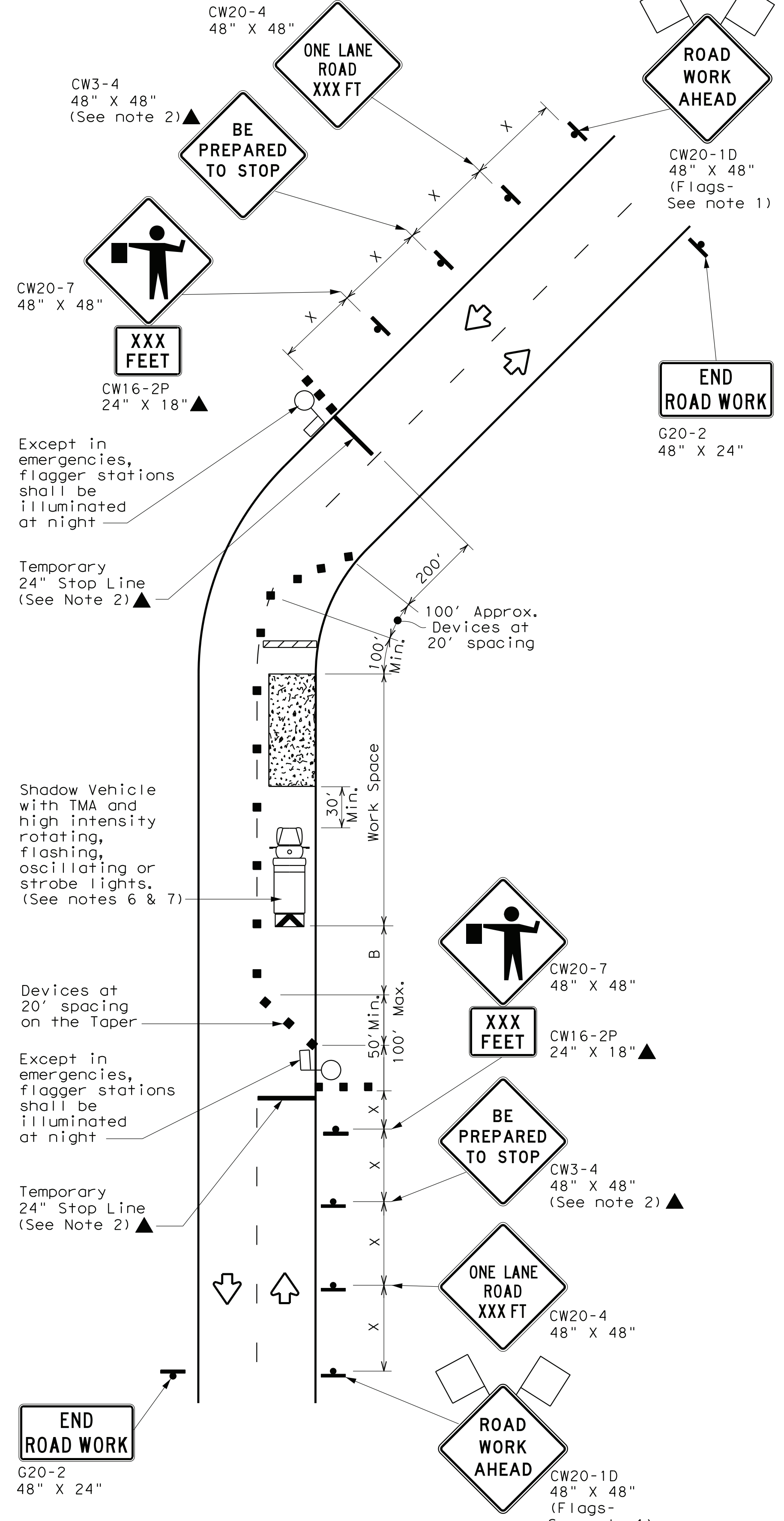
TCP (2-1) - 18

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

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



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

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	L = WS ² / 60	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L = WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	575'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	770'	840'	70'	140'	800'	475'	730'
75		750'	825'	900'	75'	150'	900'	540'	820'

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

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

GENERAL NOTES

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



TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

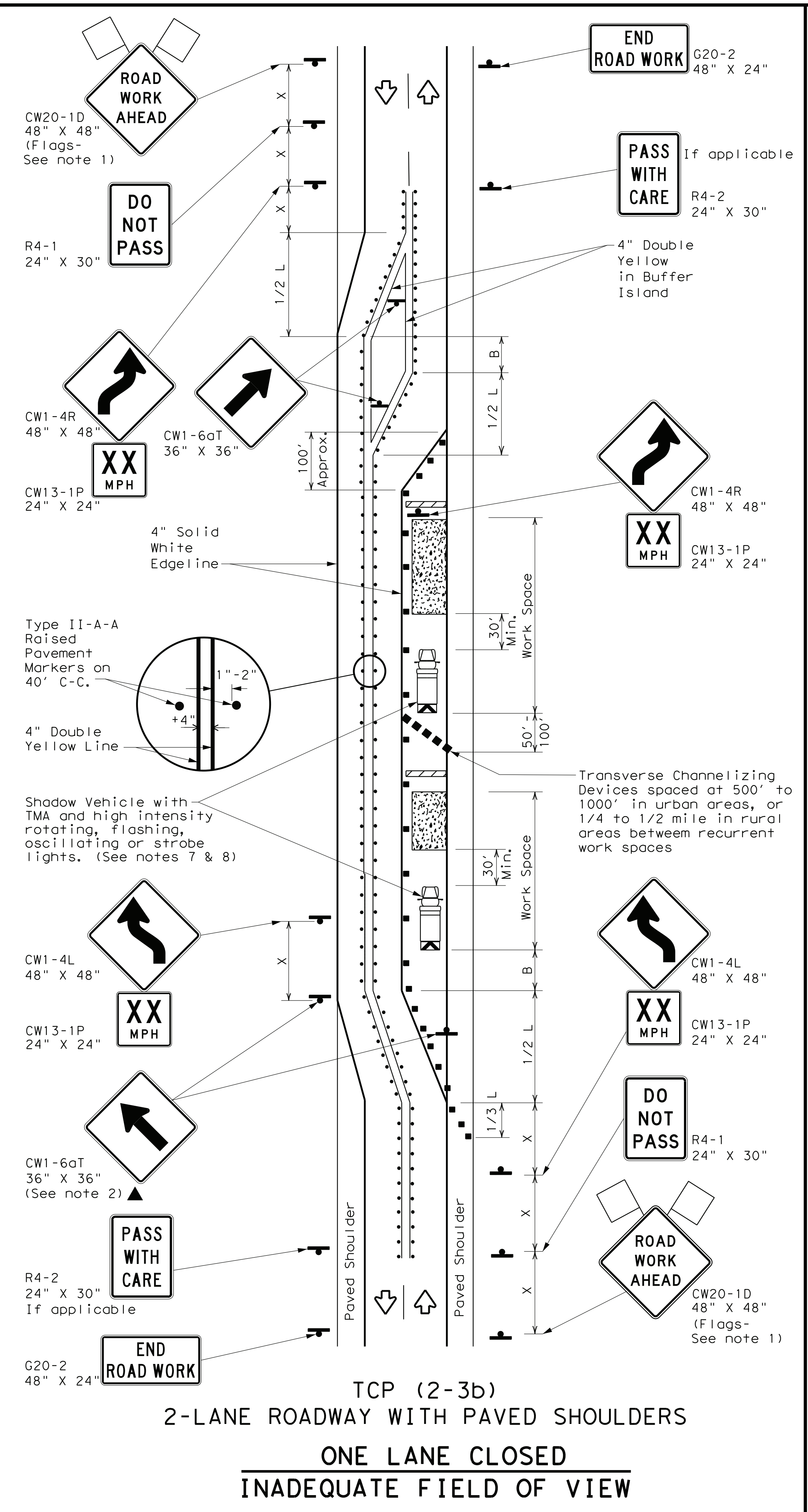
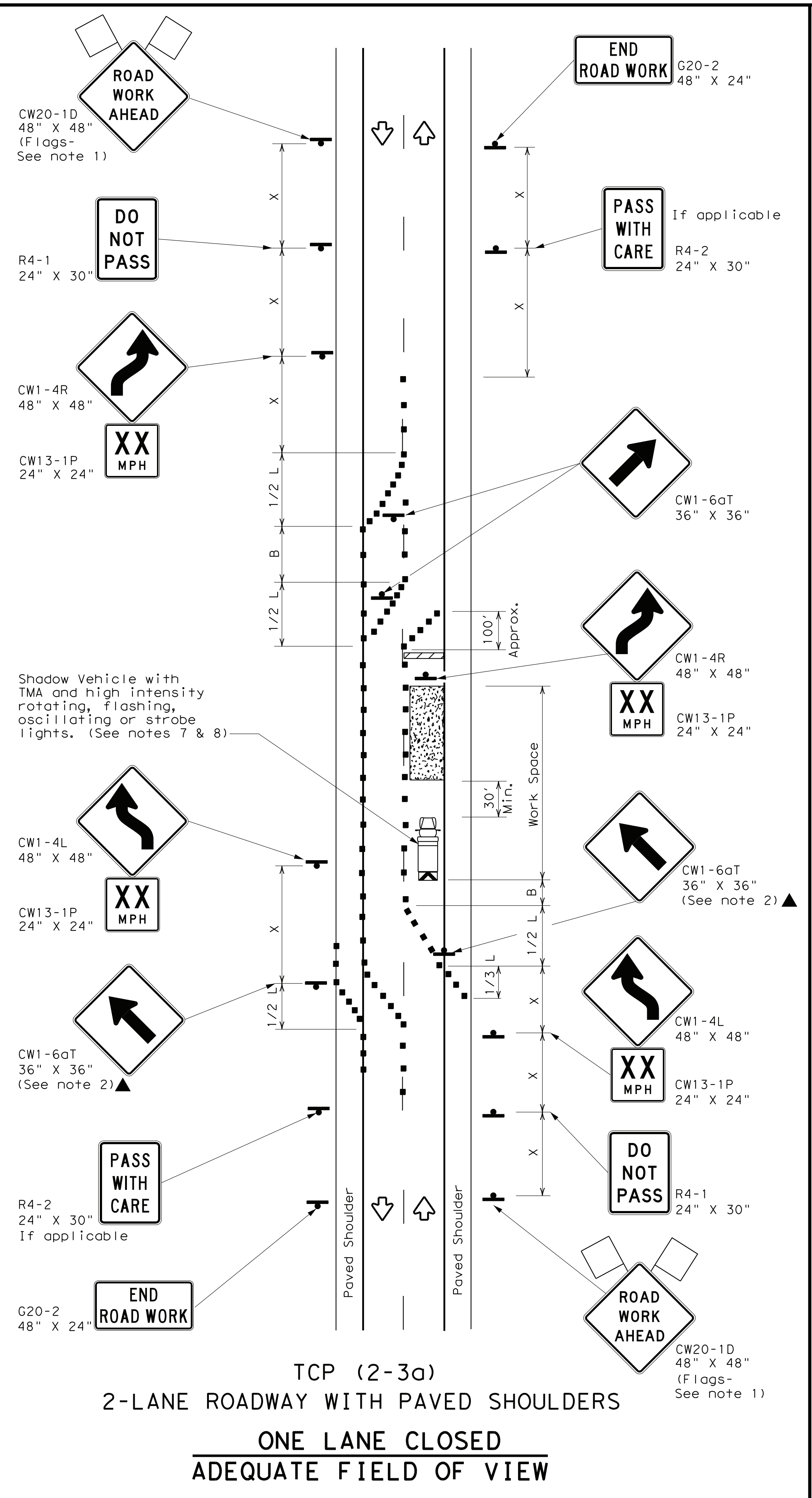
TCP (2-2) - 18

FILE:	tcp2-2-18.dgn	DN:	CK:	DW:	CK:
© TxDOT	December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS					
8-95	3-03				
1-97	2-12				
4-98	2-18				
DIST				COUNTY	SHEET NO.
					23

DATE:
FILE:

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LEGEND

	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Raised Pavement Markers Ty II-AA
	Sign		Traffic Flow
	Flag		Flagger

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

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

TYPICAL USAGE

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

TCP (2-3b) ONLY

- GENERAL NOTES**
- Flags attached to signs where shown, are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - When work space will be in place less than three days existing pavement markings may remain in place. Channelizing devices shall be used to separate traffic.
 - Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safely control traffic. Flagger should be positioned at end of traffic queue.
 - The R4-1 "DO NOT PASS," R4-2 "PASS WITH CARE" and construction regulatory speed zone signs may be installed within CW20-1D "ROAD WORK AHEAD" signs. Proper spacing of signs shall be maintained.
 - Conflicting pavement marking shall be removed for long term projects.
 - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted.
 - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
- TCP (2-3a)**
- Conflicting pavement markings shall be removed for long-term projects. For shorter durations where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20' or 15' if posted speeds are 35 mph or slower, and for tangent sections, at 1/2(S) where S is the speed in mph. This tighter device spacing is intended for the area of the conflicting markings, not the entire work zone.

Texas Department of Transportation

TRAFFIC CONTROL PLAN
TRAFFIC SHIFTS ON
TWO-LANE ROADS

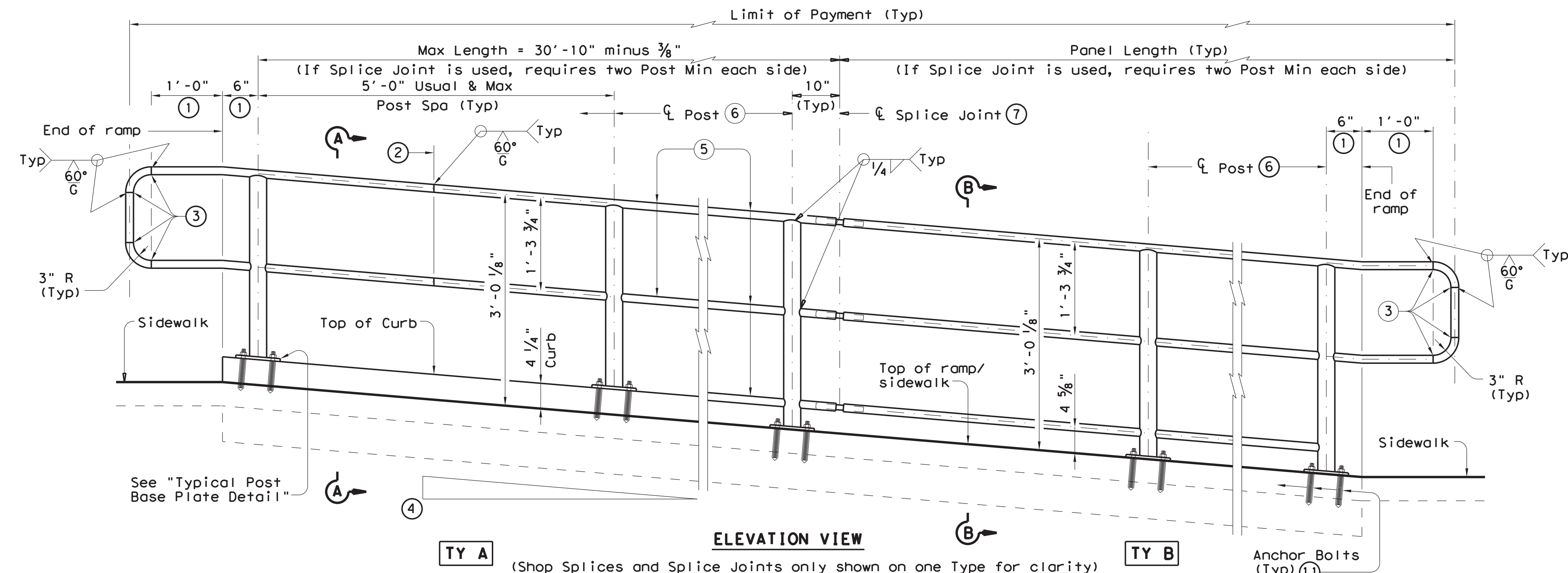
TCP (2-3) - 18

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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS				
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1-97 2-12				
4-98 2-18				
DIST	COUNTY	SHEET NO.		24

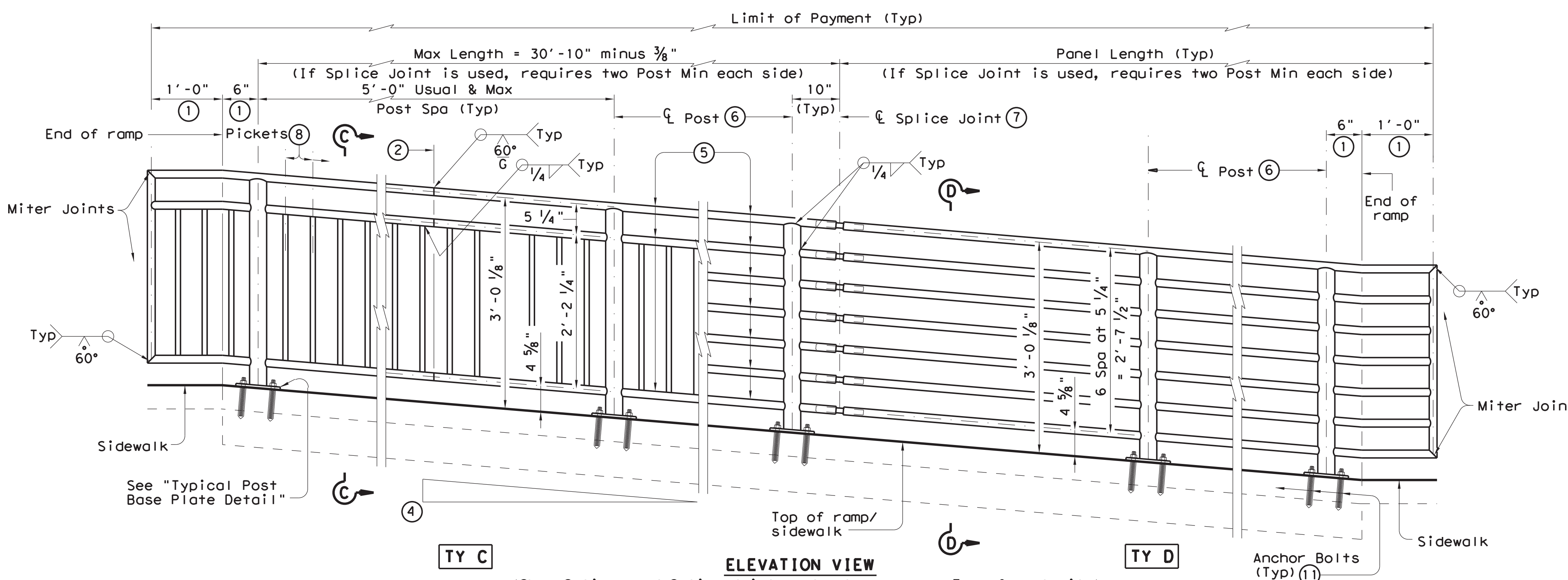
163

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DATE:
FILE:

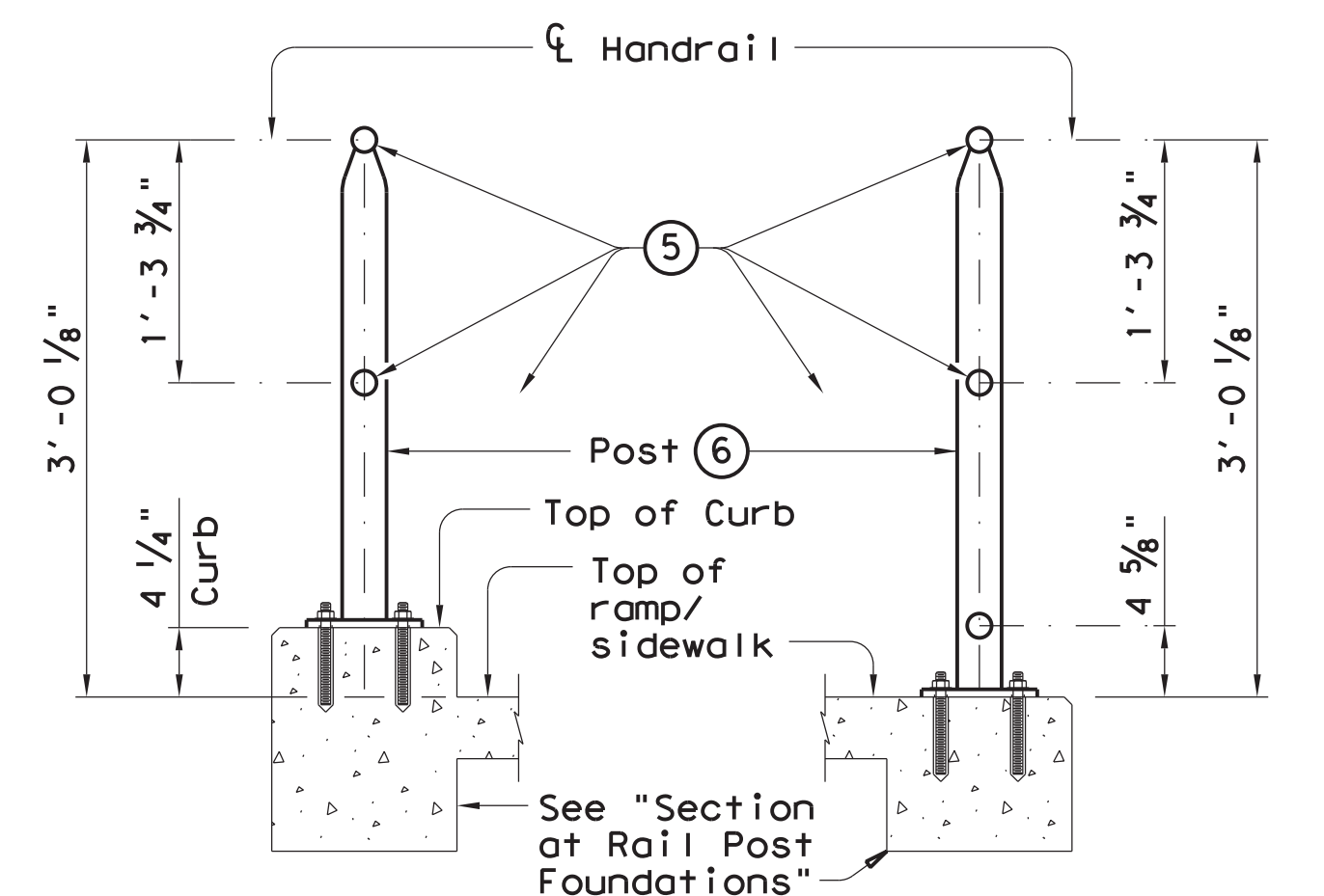


TY A (Shop Splices and Splice Joints only shown on one Type for clarity) **TY B** Anchor Bolts (Typ) (1)

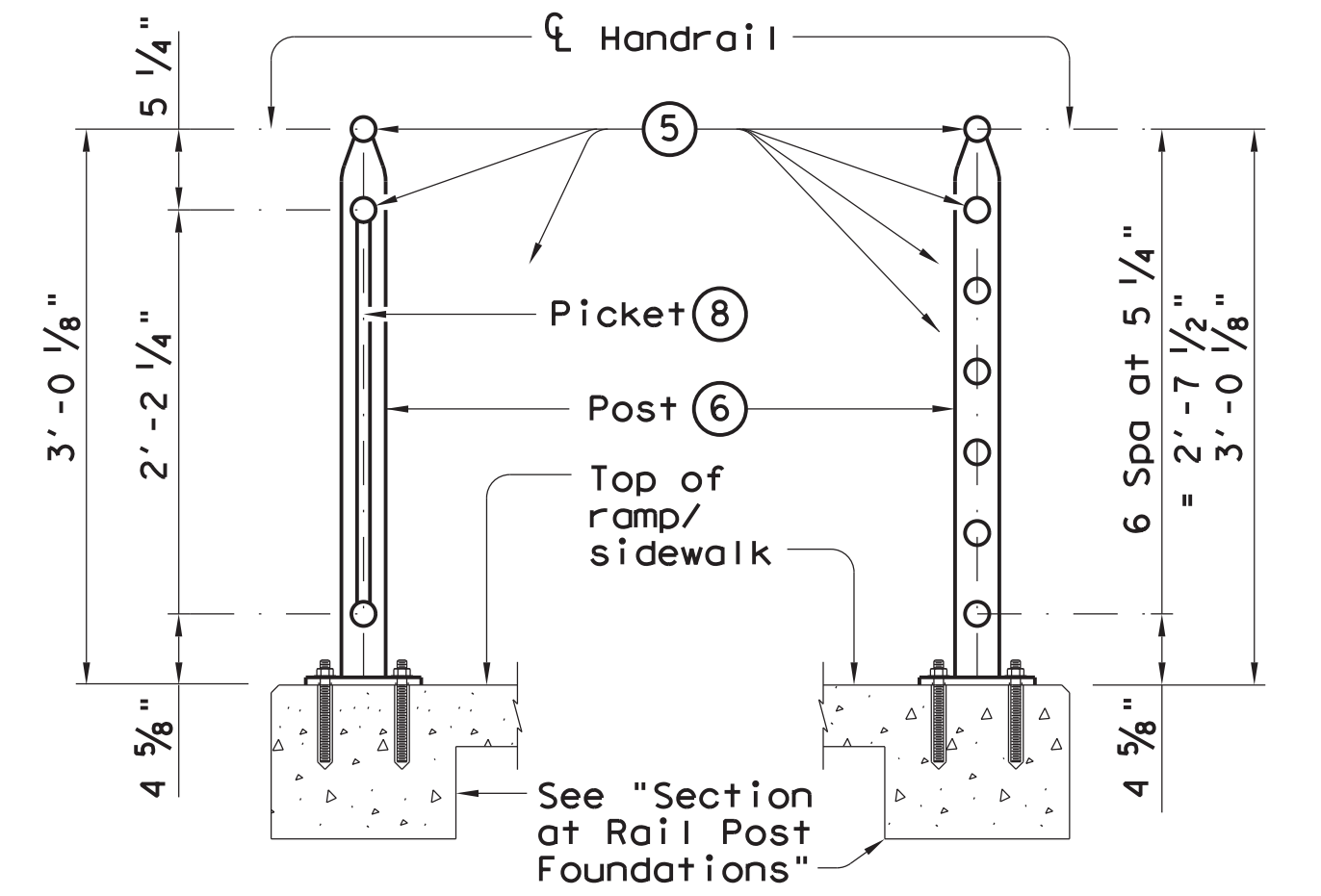


TY C (Shop Splices and Splice Joints only shown on one Type for clarity) **TY D** Anchor Bolts (Typ) (1)

RECOMMENDED USAGE ⑨ ⑩	
Dropoff Height/Condition	Recommended Rail Options
< 30" dropoff	TY A, TY B, TY C, or TY D
≥ 30" dropoff, or along Bike Path	TY E or TY F



SECTION A-A (Showing Handrail TY A) **SECTION B-B** (Showing Handrail TY B)



SECTION C-C (Showing Handrail TY C) **SECTION D-D** (Showing Handrail TY D)

- ① Parallel to ground.
- ② One shop splice per panel is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
- ③ Shop splice is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
- ④ See Ramp Details located elsewhere in plans for ramp slope and dimensions. Maximum ramp slope will not exceed 8.3 percent. Level landing required for each 30" rise if grade exceeds 5 percent.
- ⑤ 1 1/2" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp / sidewalk. Provide holes as needed in 1 1/2" Dia. pipe for galvanizing drainage and venting.

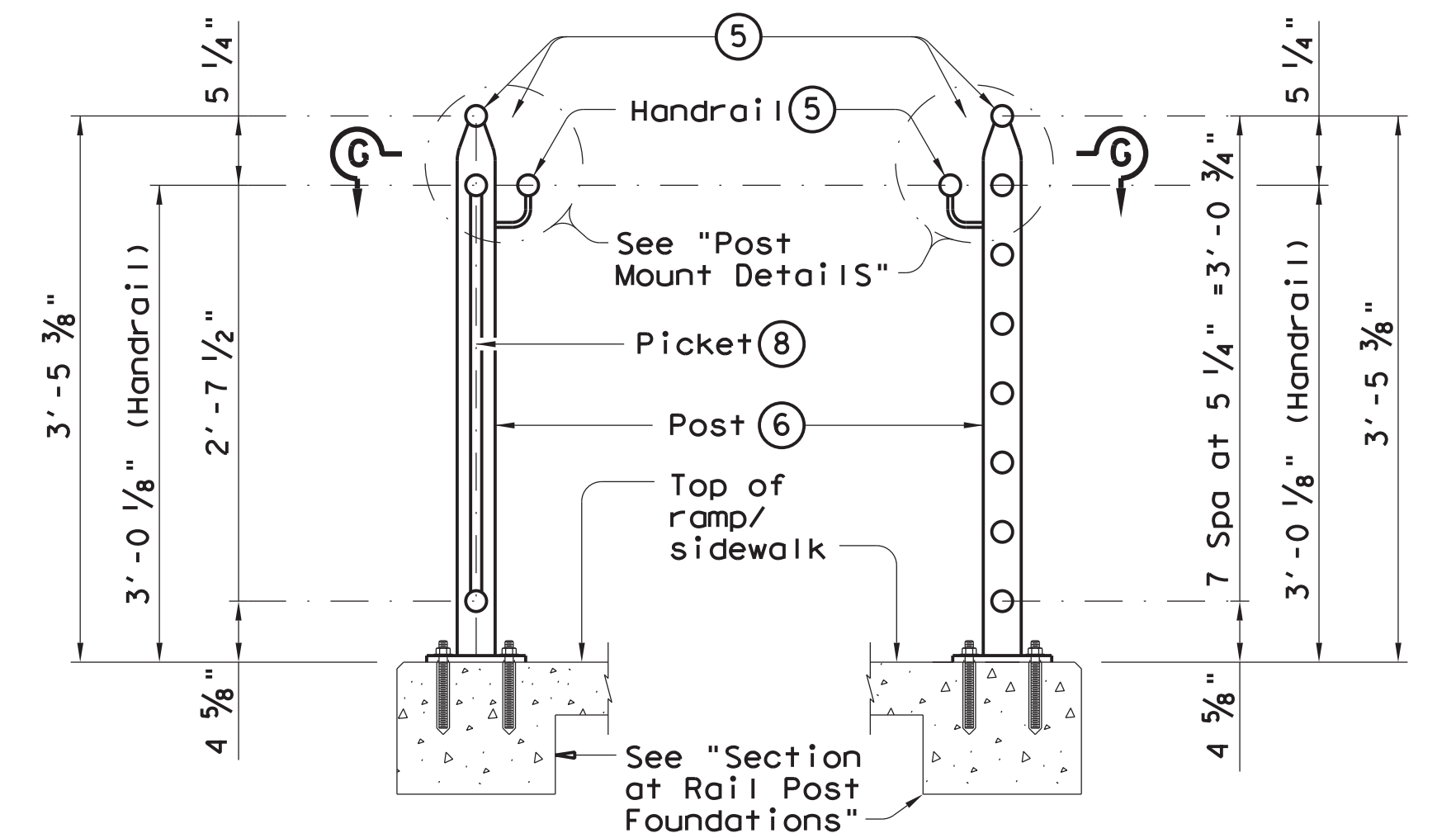
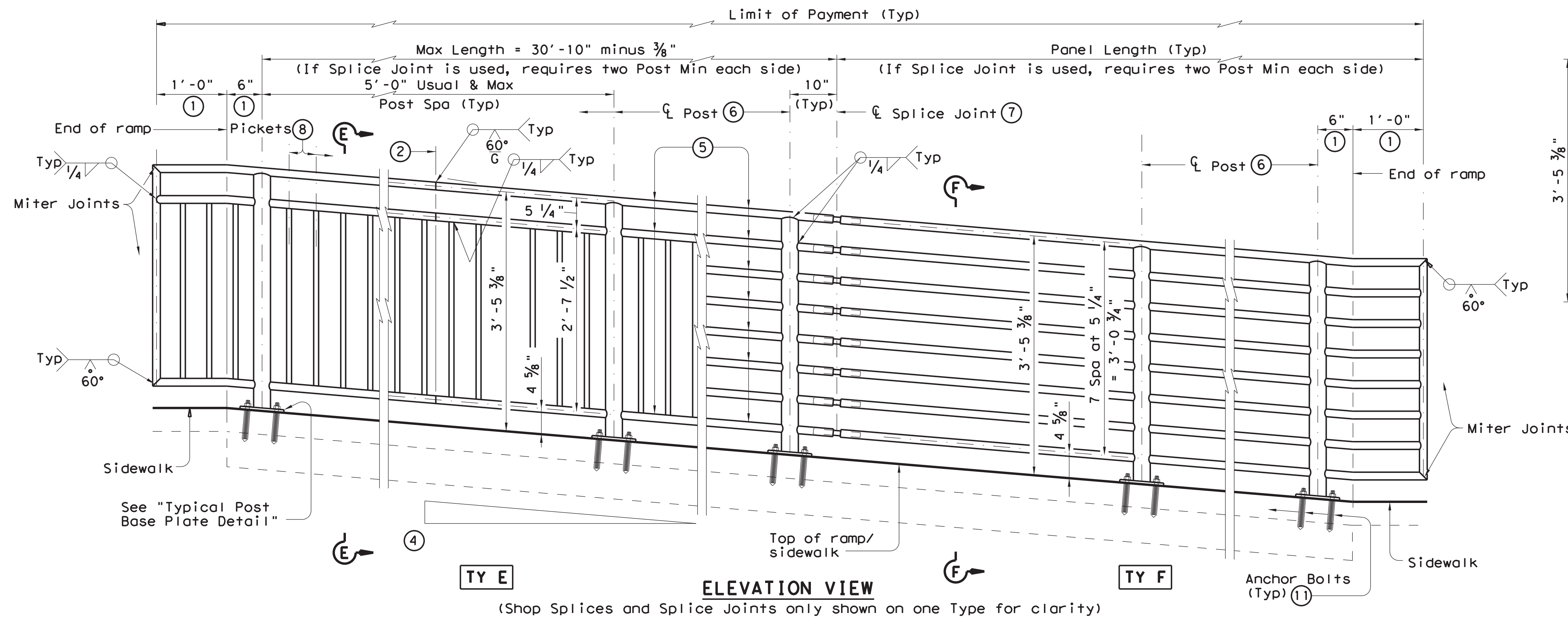
- ⑥ 2 1/2" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). See "Post Mount Detail" for crimping and trimming post to fit Dia. of top rail. Provide holes as needed in post for galvanizing drainage and venting. Plumb all posts.
- ⑦ See "Handrail Fabrication Details" for Splice Joints.
- ⑧ 5/8" Dia. Round Bar equal spacing at 4 1/2" Max. Plumb all pickets.
- ⑨ When needed for accessibility (grade > 5 percent) or as needed for pedestrian safety.
- ⑩ Not to be used on bridges.
- ⑪ See "General Notes" for anchor bolt information.

SHEET 1 OF 3

		Design Division Standard	
<h1>PEDESTRIAN HANDRAIL DETAILS</h1> <h2>PRD-13</h2>			
FILE: prd13.dgn	DN: TxDOT	CK: AM	DW: JTR
© TxDOT December 2006	CONT	SECT	JOB
REVISIONS			HIGHWAY
REVISED MAY, 2013 (VP)	DIST	COUNTY	SHEET NO.
			25

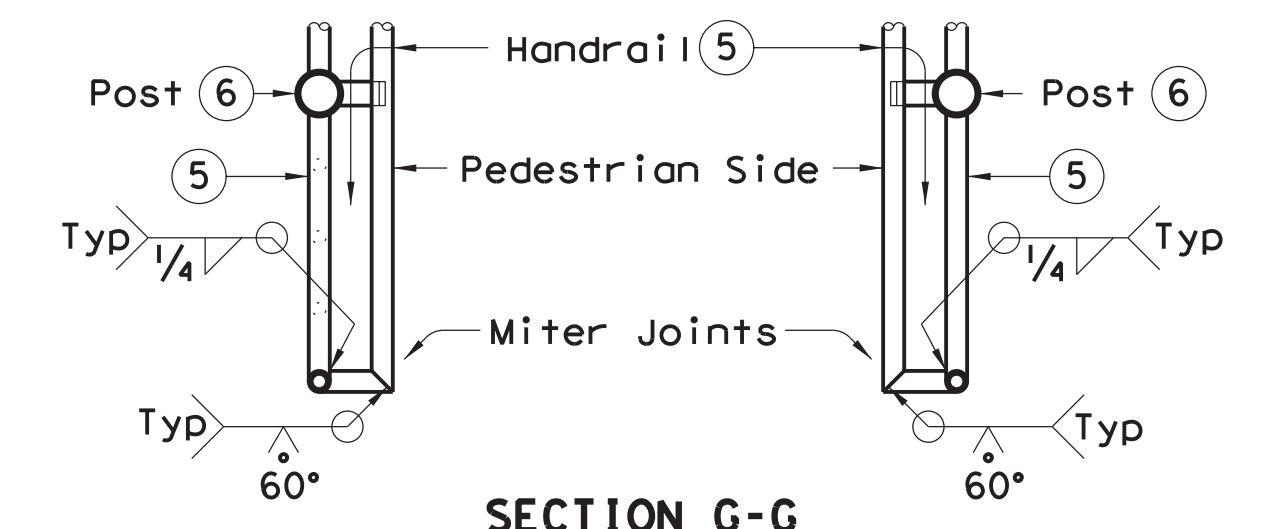
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DATE:
FILE:

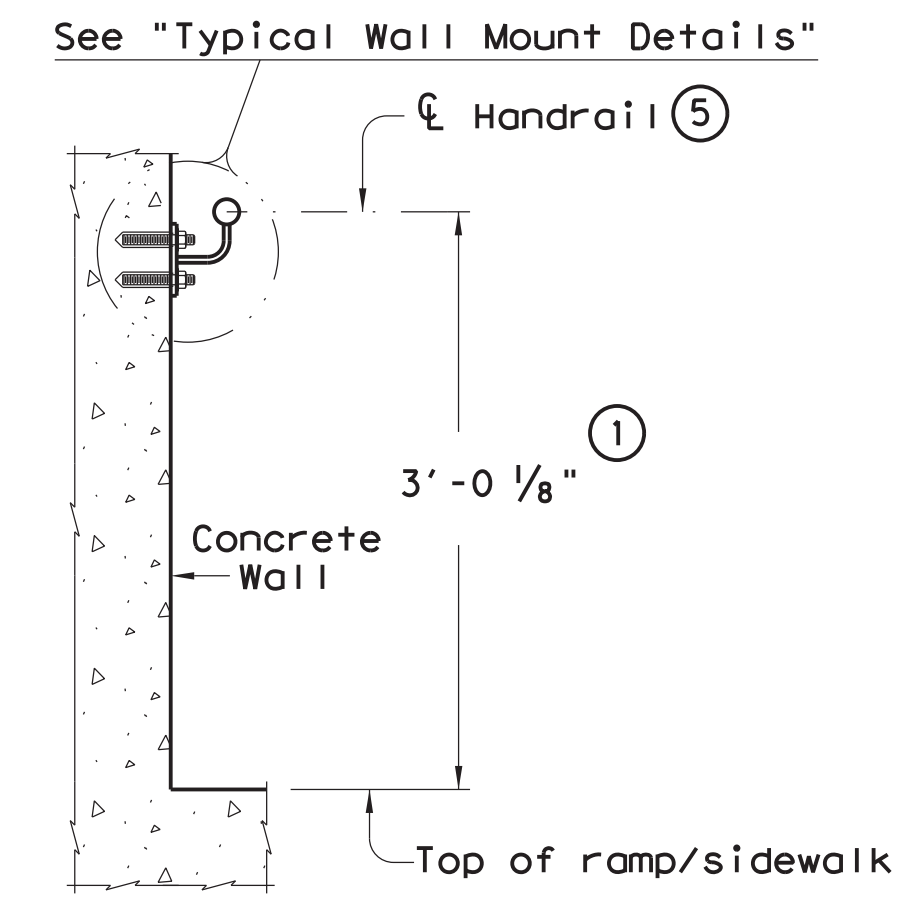
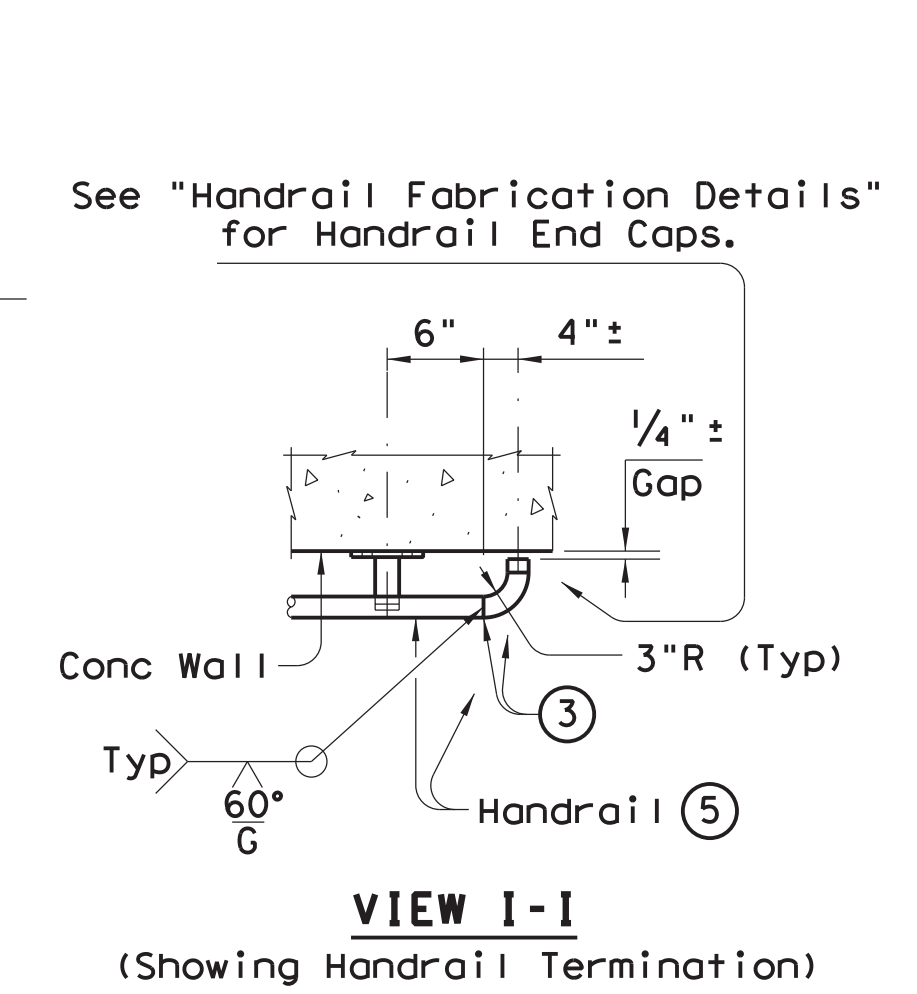
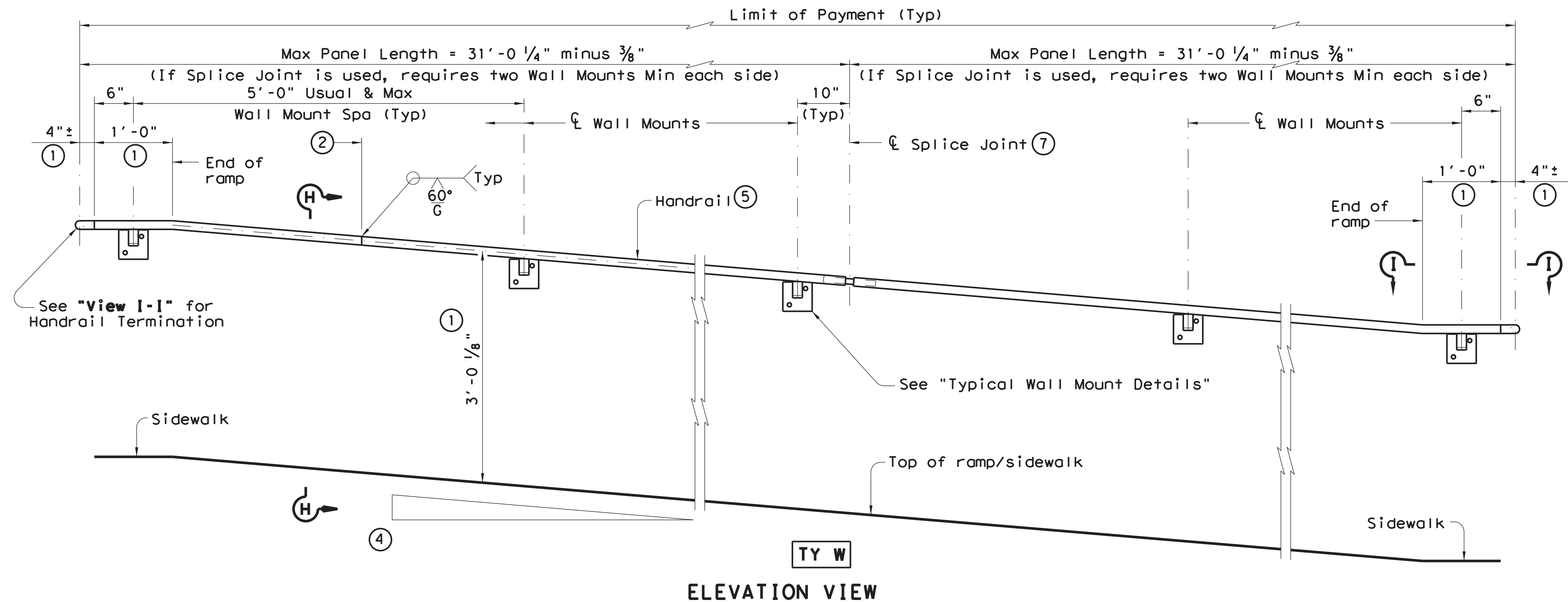


SECTION E-E
(Showing Handrail TY E)

SECTION F-F
(Showing Handrail TY F)



SECTION G-G
(Showing Handrail Termination)



SECTION H-H
(Showing Handrail TY W)

- ① Parallel to ground.
- ② One shop splice per panel is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
- ③ Shop splice is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
- ④ See Ramp Details located elsewhere in plans for ramp slope and dimensions. Maximum ramp slope will not exceed 8.3 percent. Level landing required for each 30" rise if grade exceeds 5 percent.
- ⑤ 1 1/2" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp / sidewalk. Provide holes as needed in 1 1/2" Dia. pipe for galvanizing drainage and venting.
- ⑥ 2 1/2" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). See "Post Mount Detail" for crimping and trimming post to fit Dia. of top rail. Provide holes as needed in post for galvanizing drainage and venting. Plumb all posts.
- ⑦ See "Handrail Fabrication Details" for Splice Joints.
- ⑧ 1/2" Dia. Round Bar equal spacing at 4 1/2" Max. Plumb all pickets.
- ⑪ See "General Notes" for anchor bolt information.

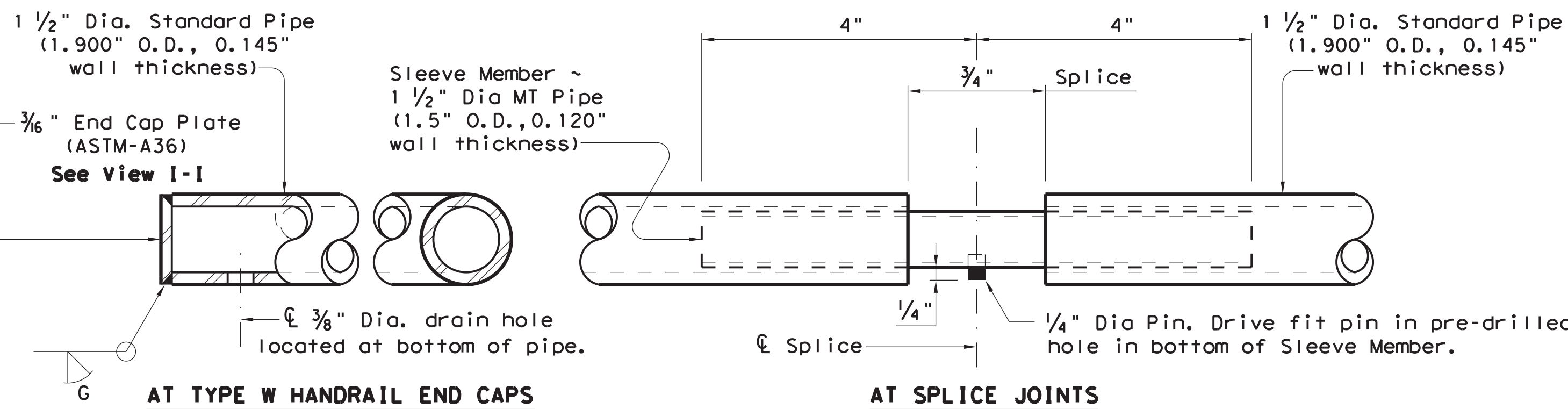
SHEET 2 OF 3



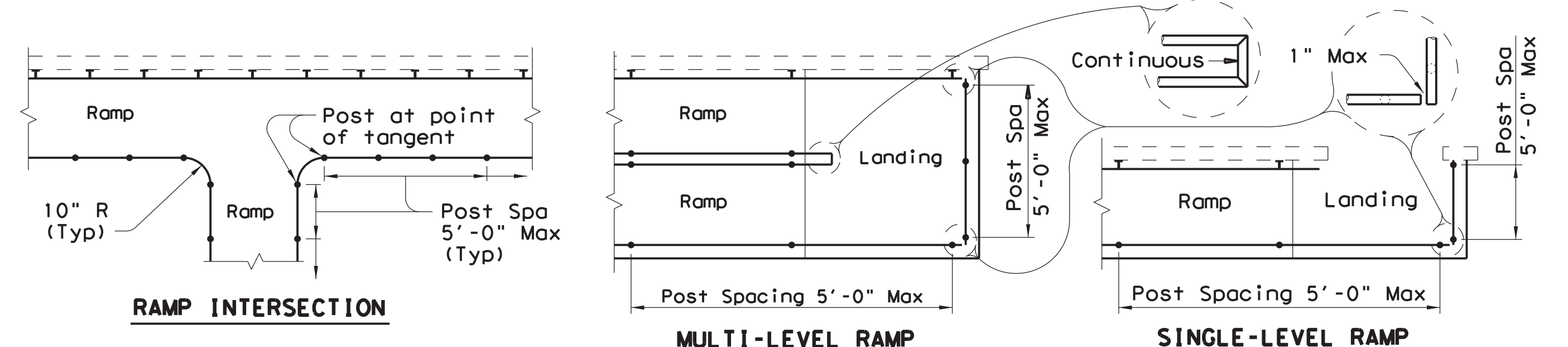
**PEDESTRIAN HANDRAIL
DETAILS
PRD-13**

FILE: prd13.dgn	DN: TxDOT	CK: AM	DW: JTR	CK: CGL
© TxDOT December 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS				
REVISED MAY, 2013 (VP)	DIST	COUNTY		SHEET NO.
				26

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HANDRAIL FABRICATION DETAILS



PLAN SHOWING RAIL AT RAMP CONDITIONS

GENERAL NOTES

Designed according to ADAAG, Texas Accessibility Standards, Uniform Building Code, and AASHTO LRFD Specifications.

Handrail anchorage details shown on this standard may require modification for select structure types. See appropriate details elsewhere in plans for these modifications.

Pipe will conform to ASTM-A53 Grade B or A500 Grade B. Steel plates and steel bars will conform to ASTM-A36. Mechanical tubing (MT) will conform to ASTM A513 Grade 1015 or higher. Galvanize all steel components except reinforcing steel unless noted otherwise.

Concrete for foundations will be in accordance with Item 531 "Sidewalks". All reinforcing steel must be Grade 60. Bar laps, where required, will be as follows: Uncoated ~ #4 = 1'-5" Epoxy coated ~ #4 = 2'-1"

When the plans require painted steel, follow the requirements for painting galvanized steel in Item 446, "Cleaning and Painting Steel". Sleeve Members will receive galvanization and only get field painted after installation unless directed otherwise by Engineer.

Epoxy Anchor bolts for wall mount and post base plate will be 5/8 inch Dia. ASTM A36 threaded rods with one hex nut and one hardened steel washer at each bolt. 3/8 inch Dia. threaded rod embedment depth for wall mounts is 3 1/2 inches and embedment depth for post base plate is 5 inches.

Embed threaded rods into concrete with a Type III (Class C) epoxy meeting the requirements of DMS-6100, "Epoxyes and Adhesives". Mix and dispense adhesive with the manufacturer's static mixing nozzle/dual cartridge system. Core drill holes (percussion drilling not permitted).

At the contractor's option the post base plate anchor bolts may be cast with the Ramp/Sidewalk (See Cast-in-Place Anchor Bolt Options).

Optional cast-in-place anchor bolts will be 5/8 inch Dia ASTM A307 Grade A bolts (or A36 threaded rods with one tack welded hex nut each) with one hex nut and one hardened steel washer at each bolt. Embedment depth of cast-in-place bolt will be 8 inches for post base plate.

Handrails and any wall or other surface adjacent to them will be free of any sharp or abrasive elements.

Submit shop drawings to the Engineer unless otherwise noted. For curved handrail applications, fabricate the handrail to the curve if radius is less than 600 feet. Shop drawings are required when rail is fabricated to the curve.

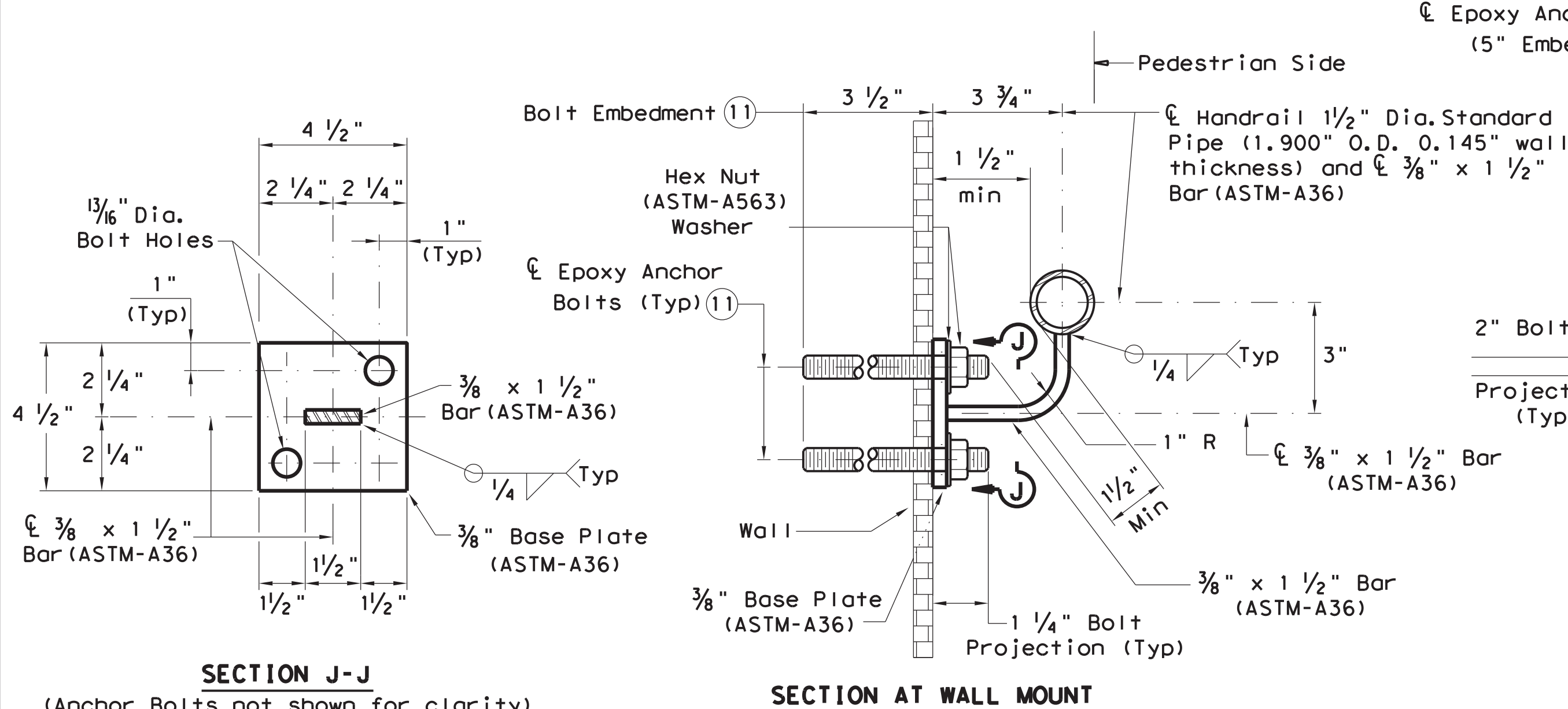
For all handrails, erection drawings will be submitted to the Engineer for approval to ensure proper installation.

Drawings will show handrail mount locations with bolts setting, spacing, ramp slope, and/or splice joint locations, and handrail lengths with identification showing where each handrail goes on the layout.

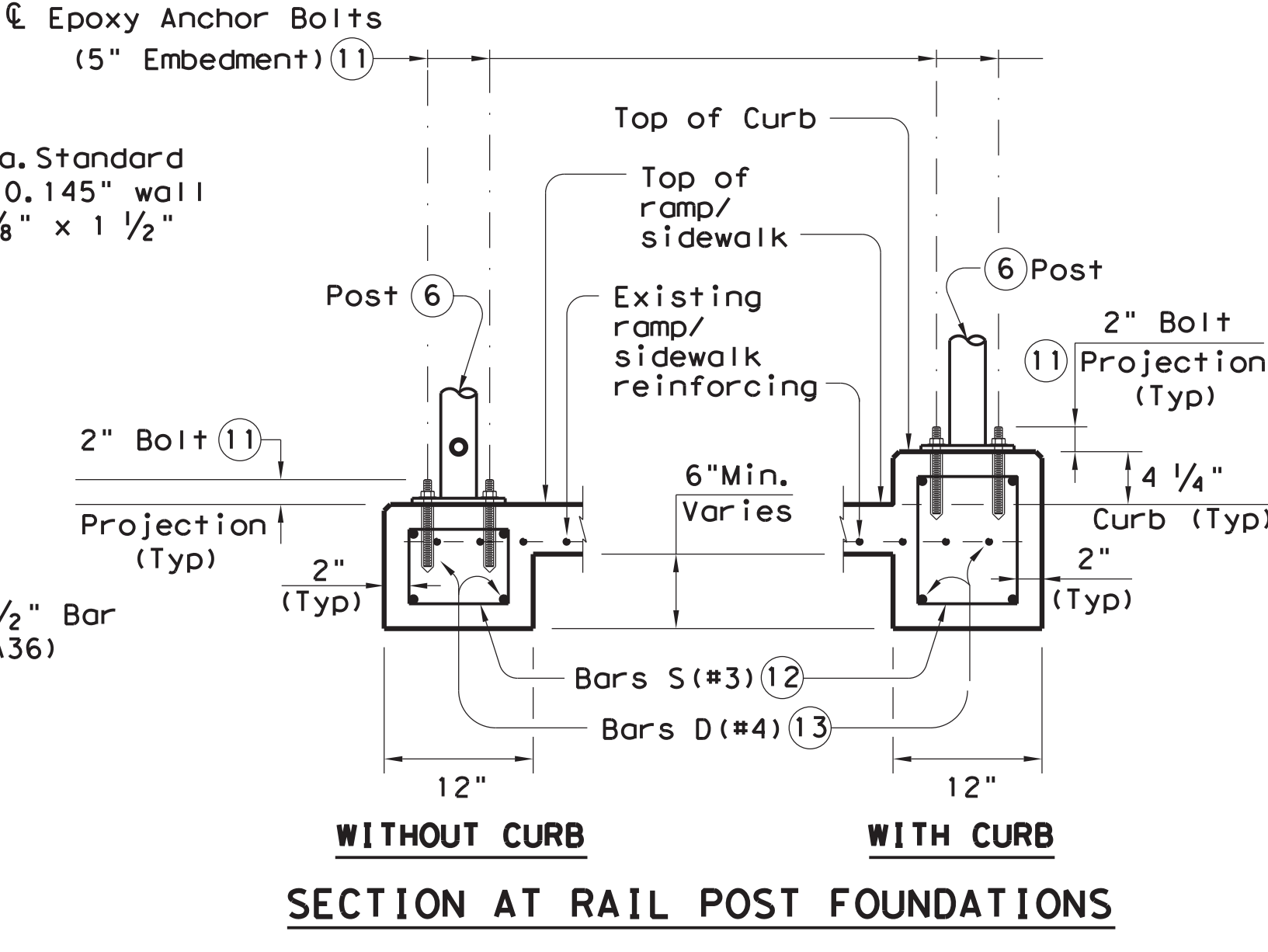
Payment for concrete sidewalks or curb ramps will be paid for in accordance with Item 531 "Sidewalks".

Payment for all items shown is to be included in unit price bid in accordance with Item 450 "Railing" of the type specified.

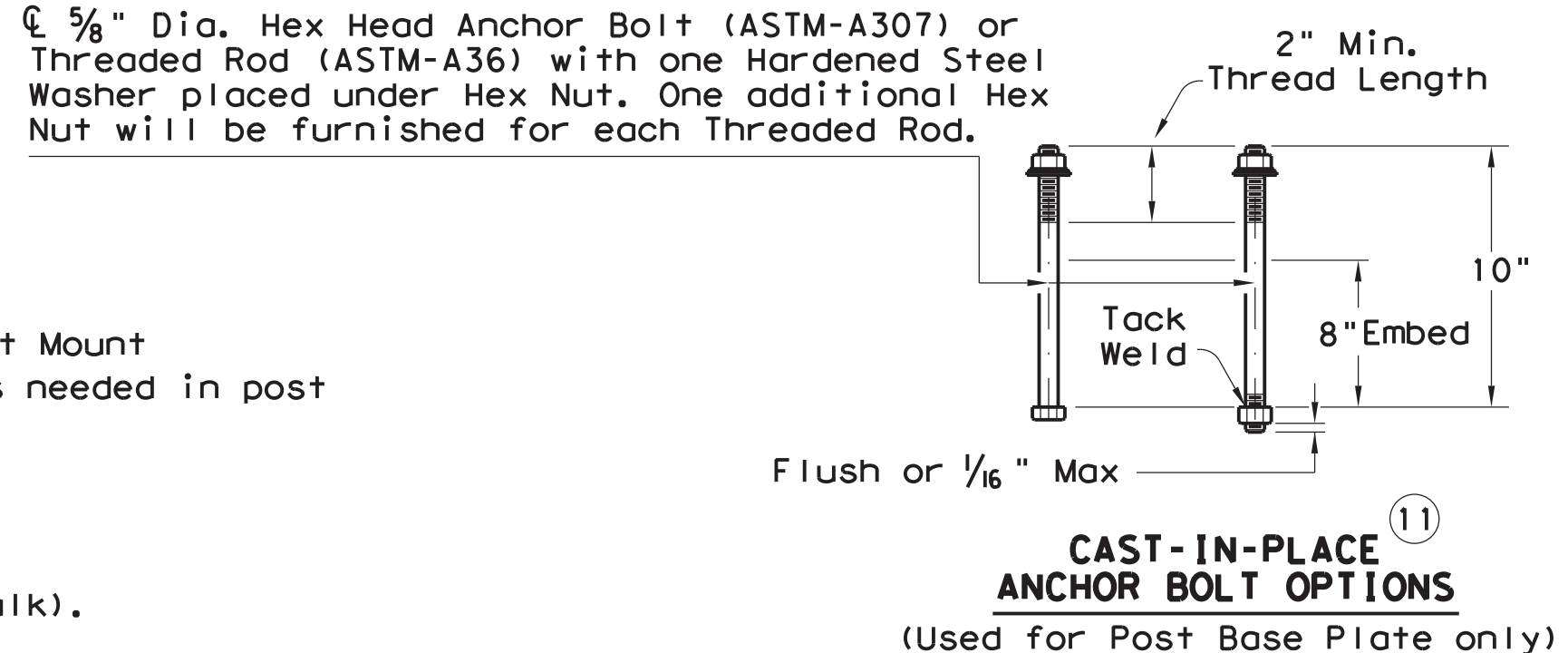
All exposed edges will be rounded or chamfered to approximately 1/8 inch by grinding.



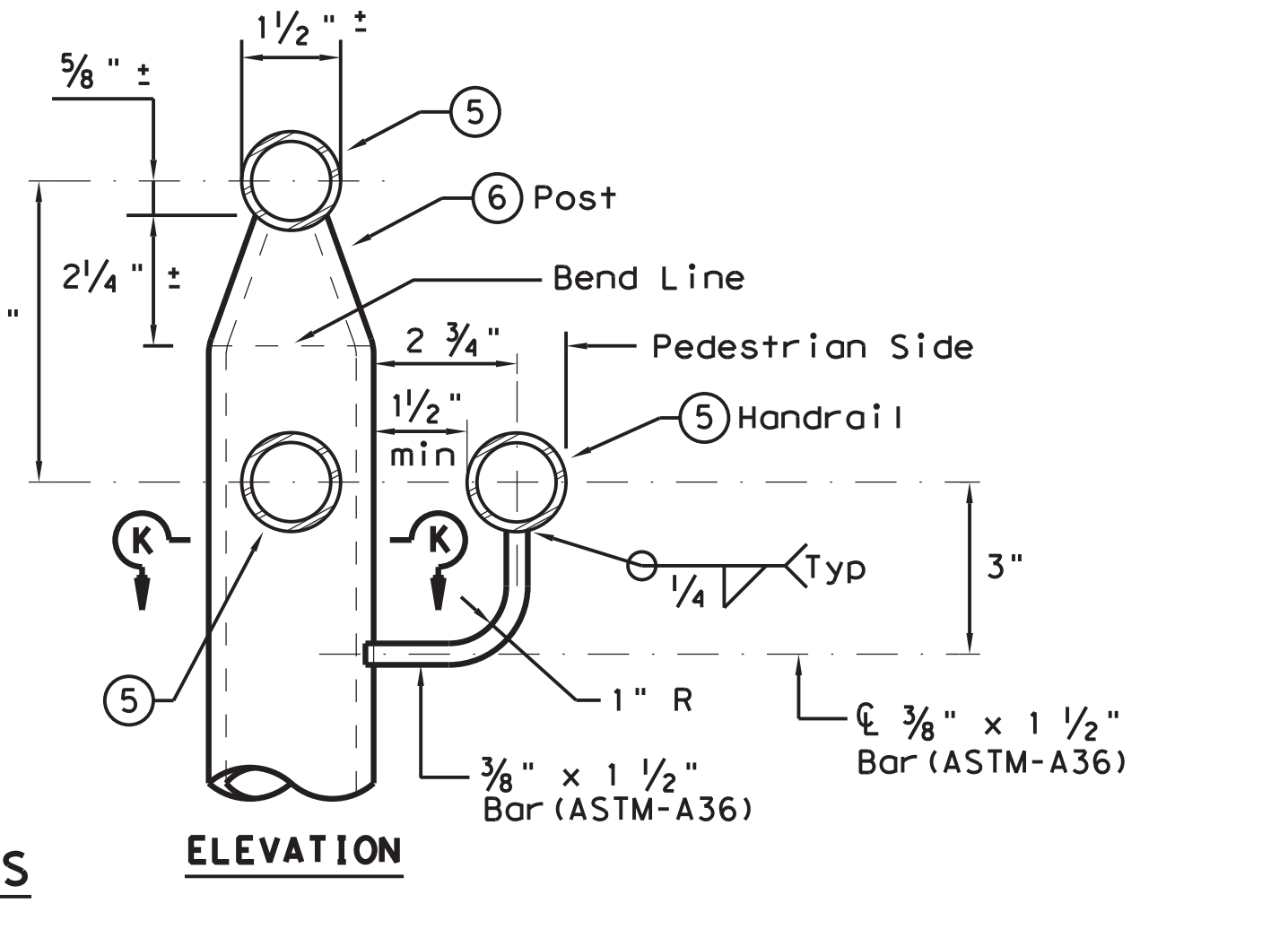
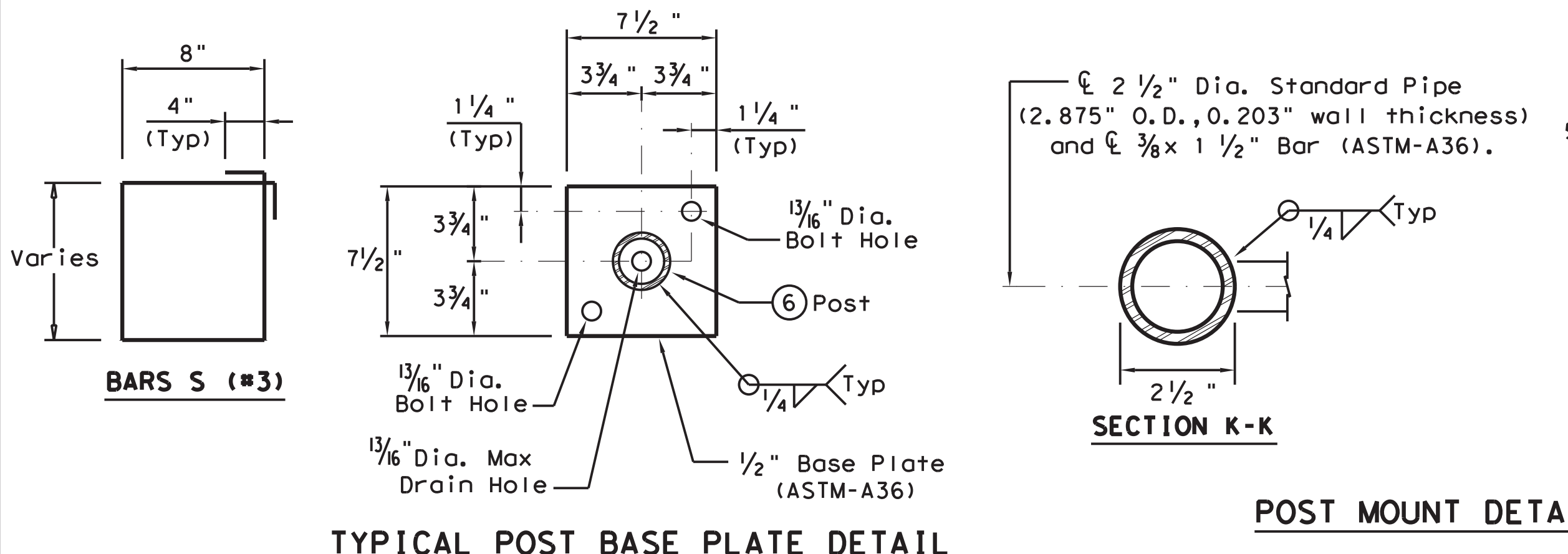
TYPICAL WALL MOUNT DETAILS



SECTION AT RAIL POST FOUNDATIONS

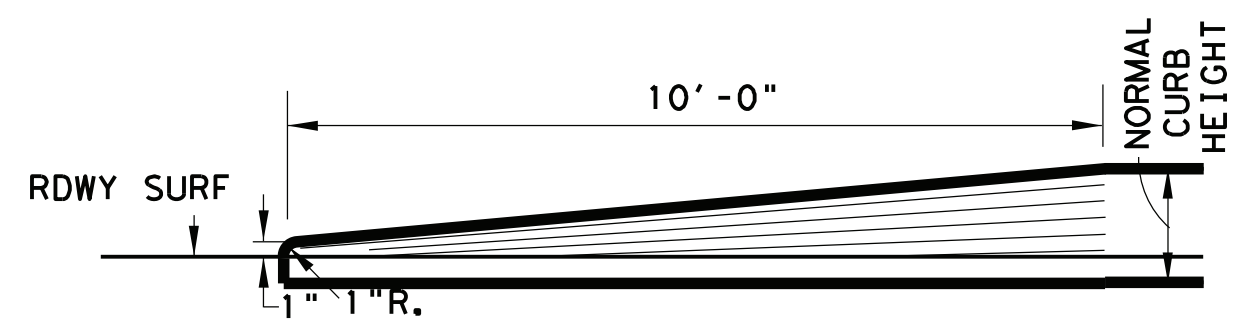


- ⑤ 1 1/2" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp/sidewalk. Provide holes as needed in 1 1/2" Dia. pipe for galvanizing drainage and venting.
- ⑥ 2 1/2" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). Plumb all posts. See "Post Mount Detail" for crimping and trimming post to fit the diameter of top rail. Provide holes as needed in post for galvanizing drainage and venting.
- ⑪ See "General Notes" for anchor bolt information.
- ⑫ Bars S(#3) spaced at 12" Max (Spaced 3" from outside edge of overall length of Ramp/Sidewalk).
- ⑬ Provide 1 1/2" end cover to Bars D(#4) from outside edge of overall length of Ramp/Sidewalk.

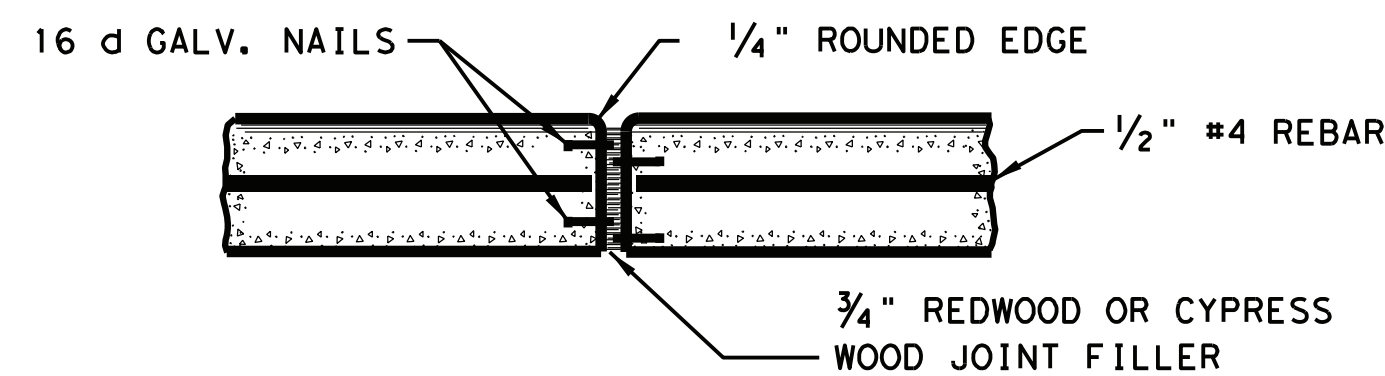


		Design Division Standard	
<h2>PEDESTRIAN HANDRAIL DETAILS</h2> <h3>PRD-13</h3>			
FILE: prd13.dgn	DN: TxDOT	CR: AM	DW: JTR
© TxDOT December 2006	CONT	SECT	JOB
REVISIONS			HIGHWAY
REVISED MAY, 2013 (VP)	DIST	COUNTY	SHEET NO.
			27

DATE:
FILE:

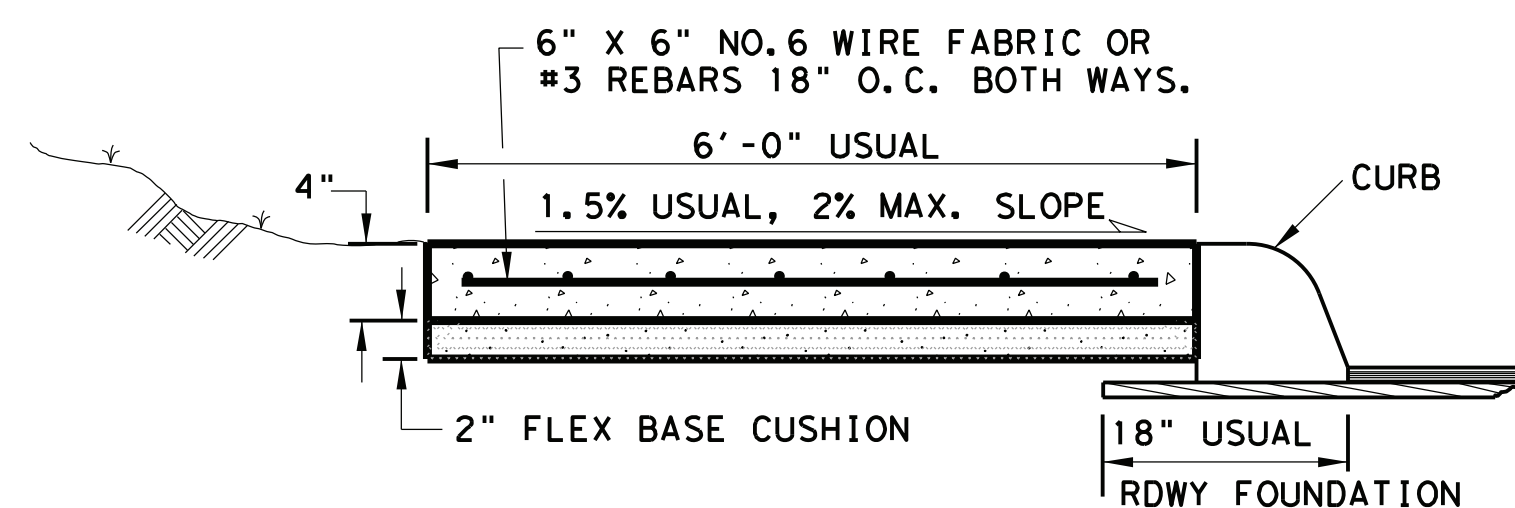


TRANSITION FOR CONCRETE CURB ENDS



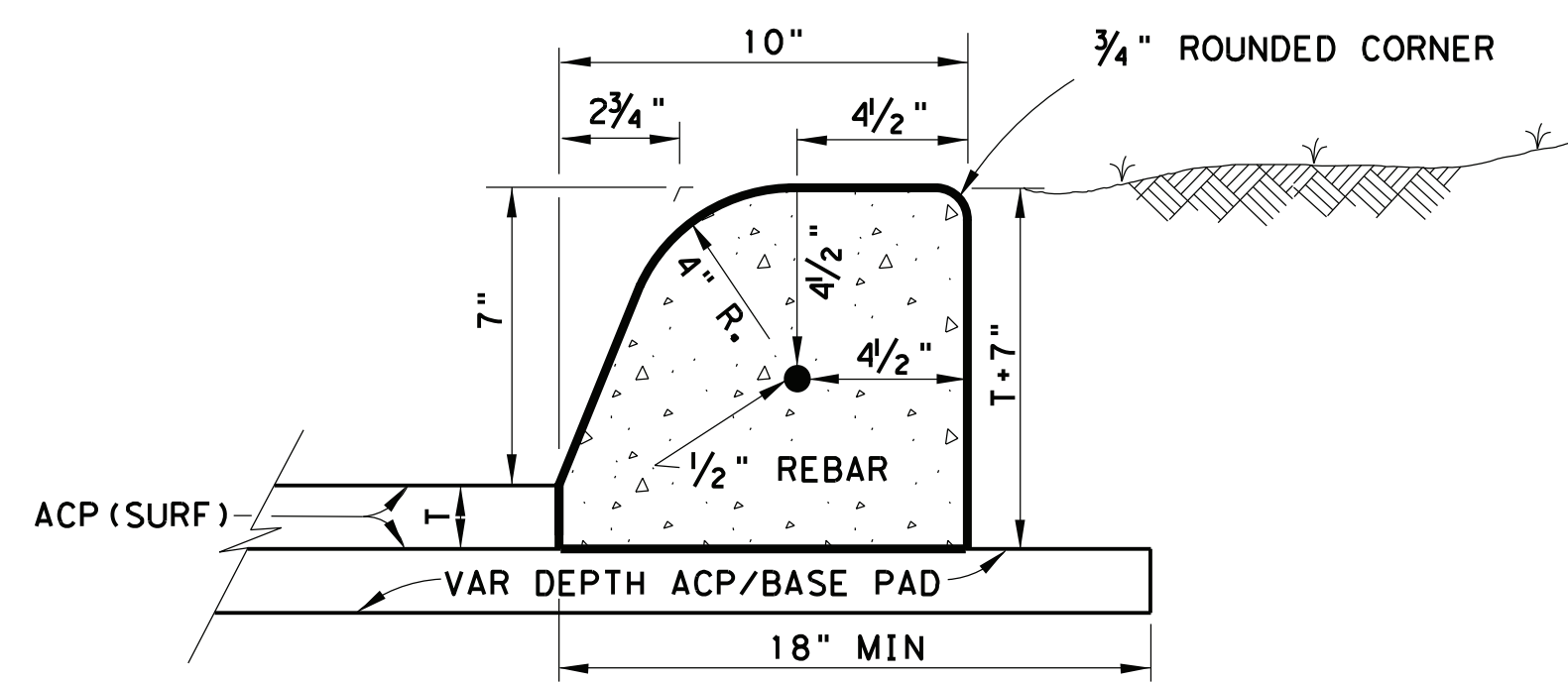
EXPANSION JOINTS TO BE PLACED AT BEGINNING AND END OF CURVES, DRIVEWAYS WHEELCHAIR RAMPS, INLETS, ILLUMINATION/SIGNAL FOUNDATIONS AND OTHER FIXED OBJECTS.

TYPICAL CURB EXPANSION JOINT DETAIL

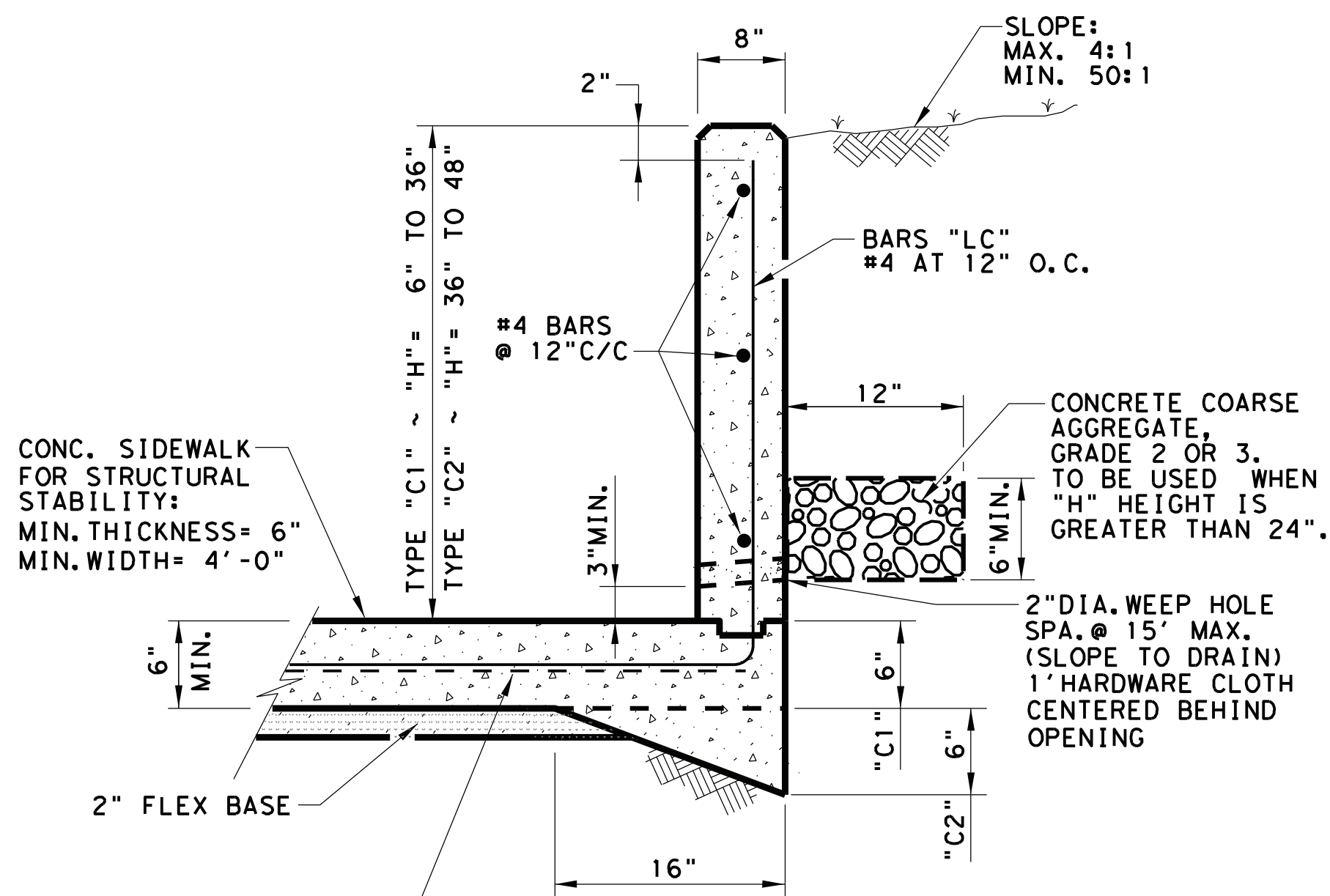


TYPICAL SIDEWALK SECTION

GROOVED JOINTS IN THE SIDE WALK SHALL BE AT A MAX. SPACING OF 10 FT. AND SHALL HAVE 3/4" EXPANSION JOINTS AT A MAX. SPACING OF 60' AND TO COINCIDE WITH THE CURB EXP. JOINTS.

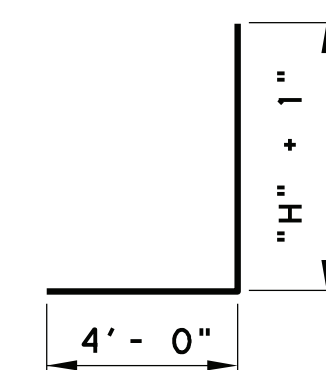


CONCRETE CURB (TYPE 1)

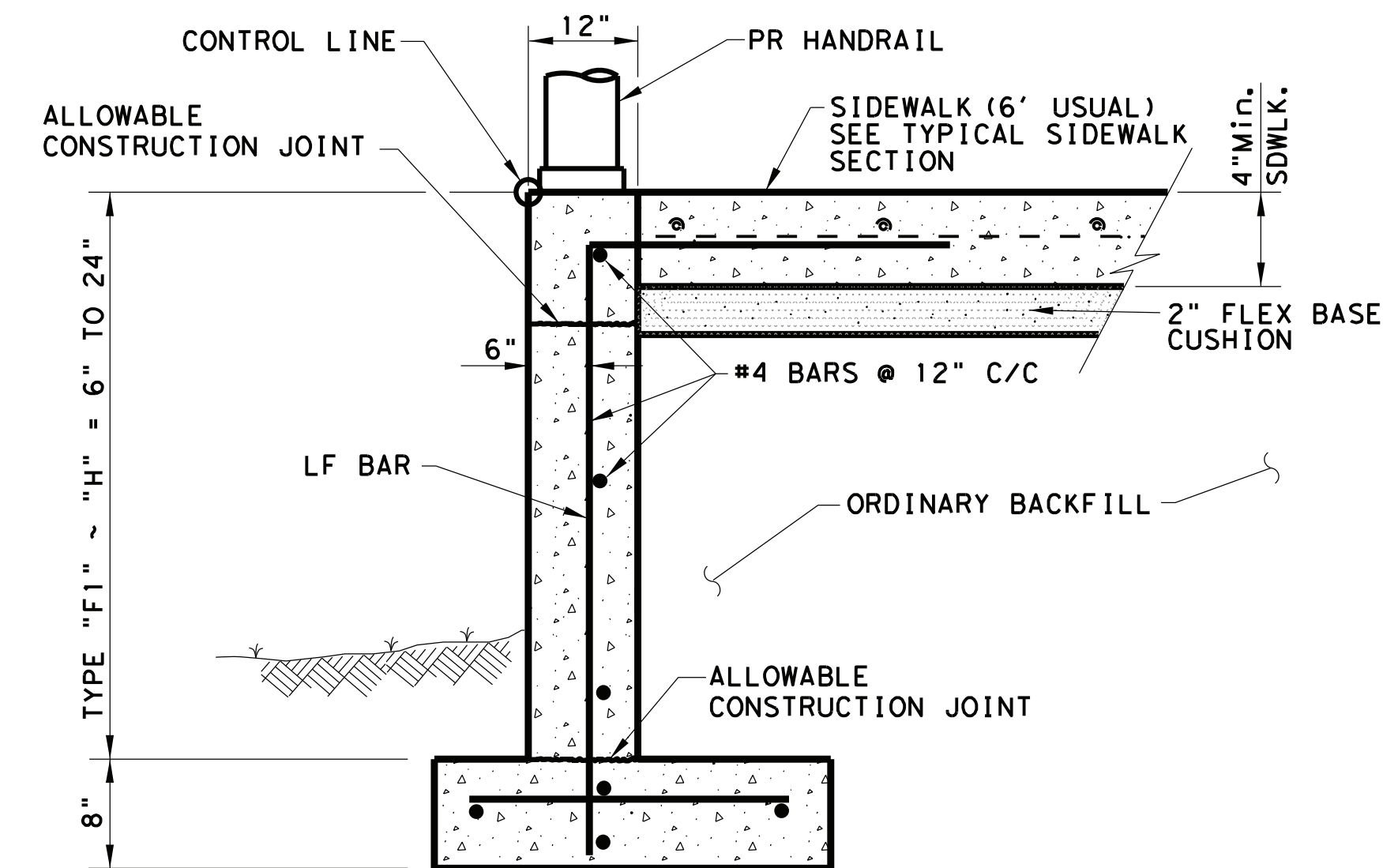


6" X 6" (#6) WELDED WIRE FLAT SHEETS OR #3 REBARS AT 18" O.C. BOTH WAYS

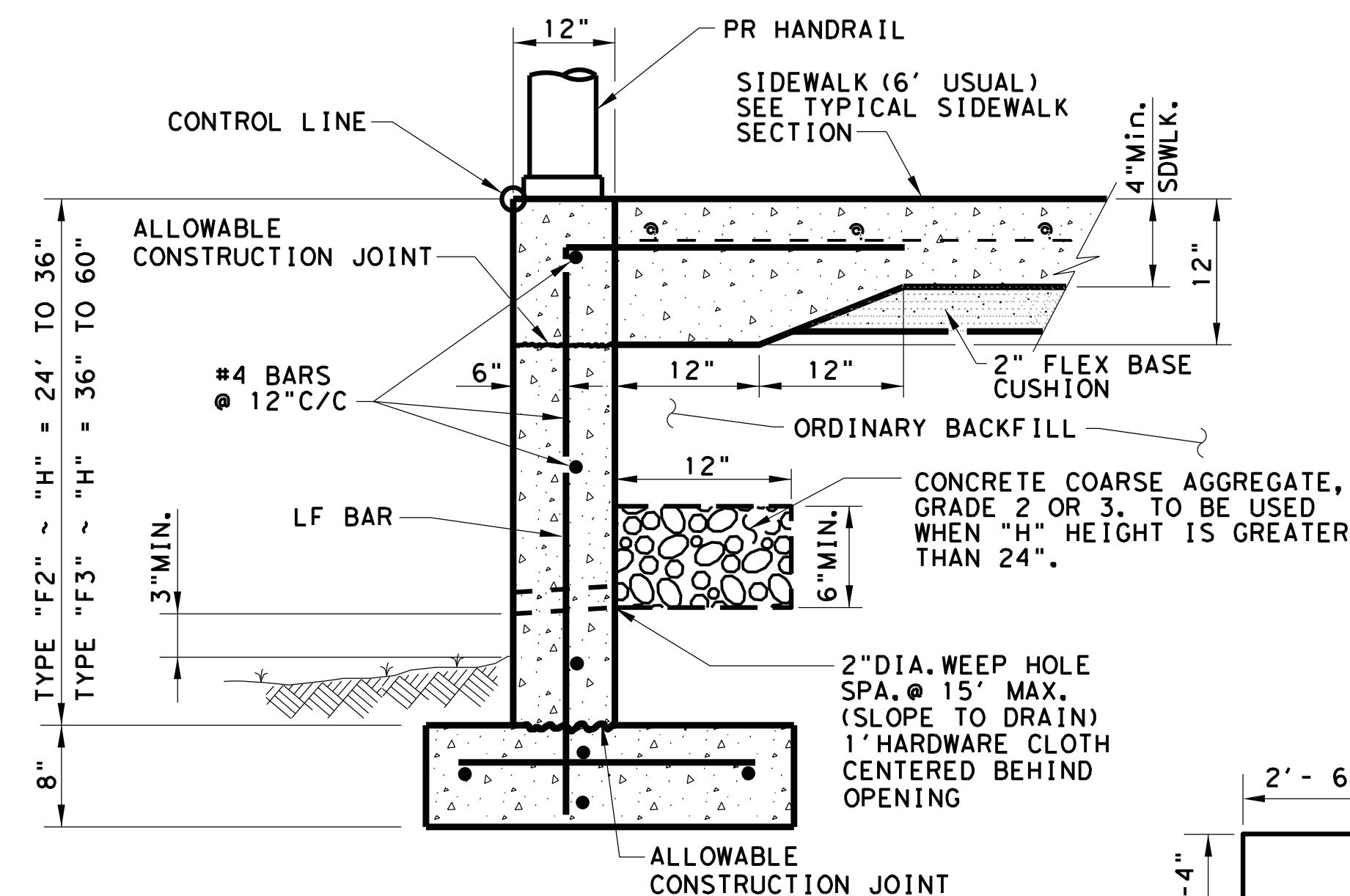
TYPE "C1" & "C2" CURB



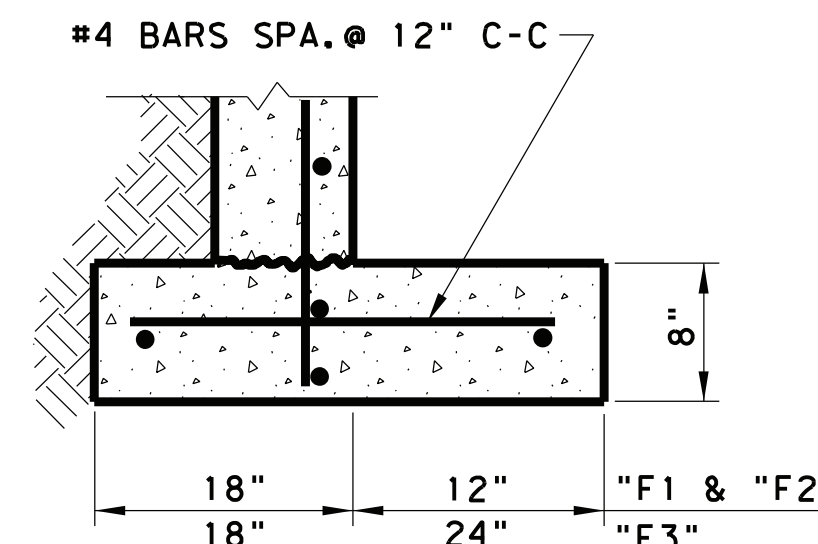
BAR "LC"



TYPE "F1" CURB †



TYPE "F2" & "F3" CURB †



FOOTING DETAIL

GENERAL NOTES:

- All Concrete shall be Class "C".
- All Reinforcing Steel shall be Grade 60.
- † Until the sidewalk is complete, lateral support for the "F" curbs will be required.

DESIGN SOIL PARAMETERS:

- Soil Unit Wt. = 120 pcf
- Phi = 30 Degrees
- Cohesion = 50 psf
- Min. PI = 15
- Max. PI = 30
- SURCHARGE:**
- TYPE F CURB q = 2' Adjacent to sidewalk
- Max. slope behind TYPE C Curb = 4:1
- Min. Factor of Safety against sliding is 1.5.
- Designed in accordance with current AASHTO Standards and Interim Specifications.

MISCELLANEOUS CURB AND SIDEWALK DETAILS

San Antonio District Standard

T:\Engdata\Standards\MiscCurbdetails.dgn		PREPARED BY AND FOR USE OF TxDOT.			
ORIGINAL DRAWING DATE:	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET	
09-01-08	6			28	
10-10-17 sidewalk width equals 6' usual		COUNTY	CONTROL SECTION	JOB	HIGHWAY

\$TIMES

\$DATES

\$FILES