

# CITY OF ROCKWALL, TEXAS

CONSTRUCTION PLANS FOR:

## EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT

ROCKWALL PROJECT NO. CIP - SS2019-003

### CONFORMED

CONTRACTOR: PITTARD CONSTRUCTION COMPANY  
 ADDRESS/PHONE NO. 190 E. STACY RD., SUITE 306  
 ALLEN, TEXAS 75002  
 972-263-6907

FINAL CONTRACT AMOUNT: \$193,424.00

COUNCIL MEMBERS

JIM PRUITT, MAYOR  
 DANA MACALIK, MAYOR PRO-TEM  
 BENNIE DANIELS  
 JOHN HOHENSHELT  
 KENVIN FOWLER  
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 PATRICK TROWBRIDGE

CITY MANAGER

RICK CROWLEY

ASSISTANT CITY MANAGERS

MARY SMITH  
 JOEY BOYD



**BIRKHOFF, HENDRICKS & CARTER, L.L.P.**  
 PROFESSIONAL ENGINEERS

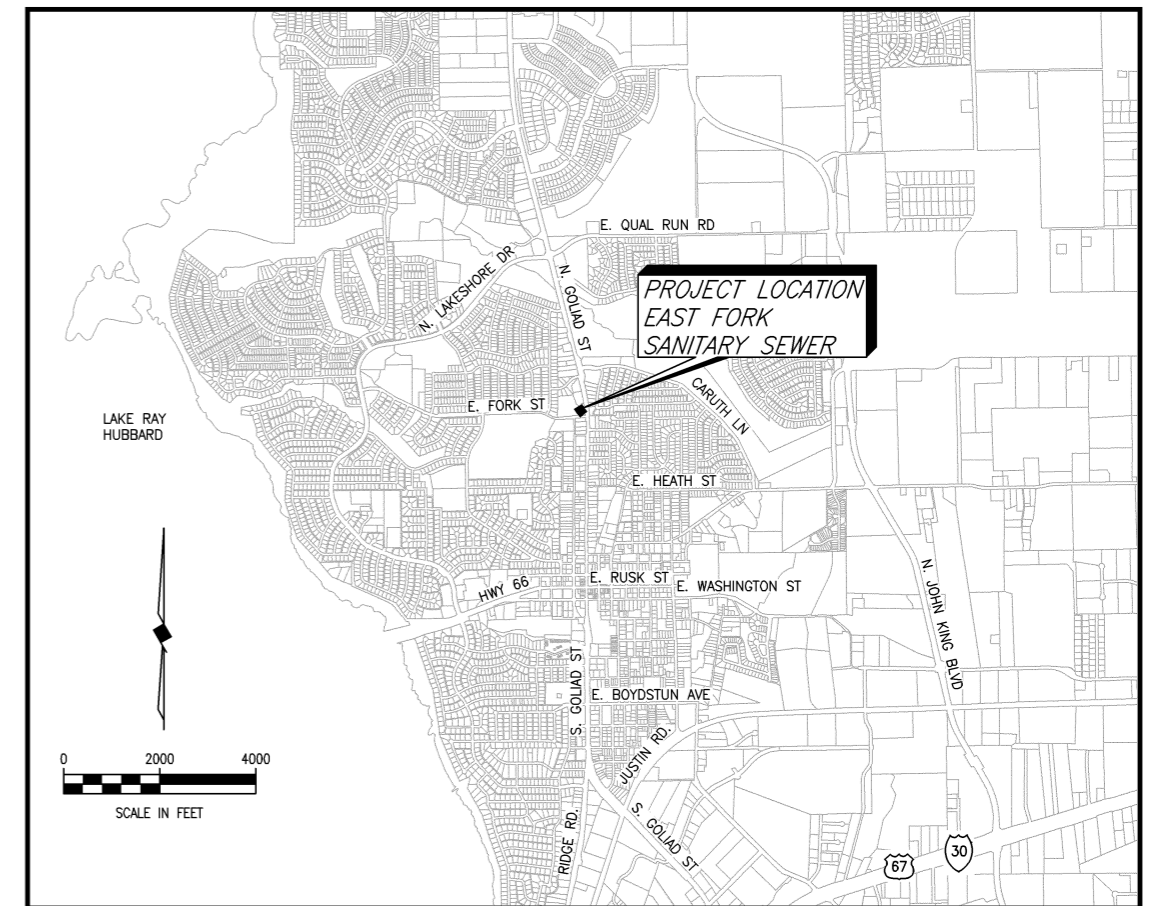
TBPE Firm No. 526; TBPLS Firm No. 10031800  
 11910 Greenville Ave., Suite 600  
 Dallas, Texas 75243 (214) 361-7900



*[Signature]*  
 02/07/2020

*This record drawing is a compilation of the sealed engineering drawing for this project; modified by addenda, change orders and information furnished by the contractor. The information shown on the record drawings that was provided by the contractor or others not associated with the design engineer cannot be verified for accuracy or completeness. This original sealed drawings are on file at the offices of Birkhoff, Hendricks & Carter, L.L.P.*

BY DBC DATE 10/05/20



LOCATION MAP

SHEET INDEX

<u>SHEET NO.</u>	<u>SHEET DESCRIPTION</u>
1	COVER SHEET, LOCATION MAP & SHEET INDEX
2	CITY OF ROCKWALL GENERAL CONSTRUCTION NOTES
3	COORDINATE CONTROL PLAN
4	TRAFFIC CONTROL PLAN
5	EROSION CONTROL PLAN
6	AERIAL CROSSING REMOVAL PLAN
7	SANITARY SEWER PLAN/PROFILE: STA. 0+00 TO 3+00
8	SANITARY SEWER PLAN/PROFILE: STA. 3+00 TO 5+61.04
9-12	CITY OF ROCKWALL CONSTRUCTION DETAILS
13-14	CITY OF ROCKWALL EROSION CONTROL DETAILS
15	MISC. CONSTRUCTION DETAILS
16-28	TxDOT TRAFFIC CONTROL DETAILS

February 2020

**GENERAL ITEMS**

- All construction shall conform to the requirements of the "Standard Specifications for Public Works Construction" by the North Texas Central Council of Governments, 5th edition amended by the City of Rockwall. The CONTRACTOR shall reference the latest City of Rockwall standard details provided in the Rockwall Public Works Department, Engineering Divisions "Standards of Design and Construction" manual for details not provided in these plans. The CONTRACTOR shall possess one set of the NCTCOG Standard Specifications and Details and the City of Rockwall's "Standards of Design and Construction" manual on the project site at all times
- The CONTRACTOR shall protect existing property monumentation and primary control. Any such points which the CONTRACTOR believes will be destroyed shall have offset points established by the CONTRACTOR prior to construction. Any monumentation destroyed by the CONTRACTOR shall be re-established at CONTRACTOR's expense by a registered professional land surveyor.
- Upon the CITIES request the CONTRACTOR shall provide survey Northings, Eastings and Elevations by registered professional land surveyor for: any existing utilities that may be in conflict with the proposed improvements of the construction plans, and any proposed installation to verify it has been installed per plan. (no separate pay)
- Any item called out for on the plans that does not have a specific bid item shall be subsidiary to the project and no separate pay shall be given.
- The CONTRACTOR is solely responsible for performing all construction layouts from the site layout control points, and from the dimensions and centerlines shown. The CONTRACTOR must notify the engineer of any discrepancies before proceeding with the work.
- CONTRACTOR shall take all available precautions to control dust. CONTRACTOR shall control dust by sprinkling water (no separate pay), or as approved by the City and engineer.
- CONTRACTOR shall video record and provide a copy to the construction inspector of the entire job site before construction starts. Video record of the site will be used to dispute discrepancies of any preexisting conditions of the project site before construction begins.
- It is the CONTRACTOR's responsibility to maintain a neat and accurate redline record of construction for the City's records. The CONTRACTOR shall provide the City full size reproducible markups that record all construction deviating from the plans. These redline construction plan records shall be submitted to the City at the end of the job and sign by the CONTRACTOR. These records must be received or the City will not release final retainage or acceptance on the job.

**EROSION CONTROL & VEGETATION**

- The CONTRACTOR or developer shall be responsible, as the entity exercising operational control, for all permitting as required by the Environmental Protection Agency (EPA) and the Texas Commission on Environmental Quality (TCEQ). This includes, but is not limited to, preparation of the Storm Water Pollution Prevention Plan (SWPPP), the Construction Site Notice (CSN), the Notice of Intent (NOI), the Notice of Termination (NOT) and any Notice of Change (NOC) and is required to pay all associated fees
- Erosion control devices as shown on the erosion control plan for the project shall be installed prior to the start of land disturbing activities.
- All erosion control devices are to be installed in accordance with the approved plans, specifications and Storm Water Pollution Prevention Plan (SWPPP) for the project. Erosion control devices shall be placed and in working order prior to start of construction. Changes are to be reviewed by the design engineer and the City of Rockwall prior to implementation.
- If the Erosion Control Plans and Storm Water Pollution Prevention Plan (SWPPP) as approved cannot appropriately control erosion and off-site sedimentation from the project, the erosion control plan and/or the SWPPP is required to be revised and any changes reported to the Texas Commission on Environmental Quality (TCEQ), when applicable.
- All erosion control devices shall be inspected weekly by the CONTRACTOR and after all major rain events, or more frequently as dictated in the project Storm Water Pollution Prevention Plan (SWPPP). CONTRACTOR shall provide copies of inspection's reports to the engineering inspection after each inspection.
- The CONTRACTOR shall not dispose of waste and any materials into streams, waterways or floodplains. The CONTRACTOR shall secure all excavation at the end of each day and dispose of all excess materials. Disposal site shall be documented and provided to the City.
- CONTRACTOR shall grade ground and ditches disturbed by construction to prevent ponding of storm water runoff. Grading shall be subsidiary to the appropriate bid item for unclassified street and unclassified channel excavation. Topsoil shall be stockpiled and replaced to a minimum depth of 6-inches and disc harrowed to a minimum depth of 4-inches (no pay item). CONTRACTOR shall replace grass areas disturbed by construction activities with solid sod. Sodded areas shall be watered and maintained until established.
- The CONTRACTOR shall provide 4 inches of top soil in all parkways that are to be sodded. Top soil shall be approved by the City in writing. Topsoil shall be subsidiary to placement of grass/sod.
- All areas outside pavement disturbed by construction activities shall have grass sod established immediately. Sod shall match existing yard type. Payment shall be made under the appropriate bid schedule item. Areas disturbed outside the R.O.W. or limits of construction shall have grass sod established immediately at the CONTRACTOR's expense.

**FRANCHISE UTILITY NOTES**

- Reasonable effort has been made to show the location of all known underground franchise utilities and service lines. However, the owner assumes no responsibility for failure to show any or all existing subsurface franchise utilities or utility line, or to show them in their exact location. The CONTRACTOR shall be responsible for the protection of all existing utilities, service lines or the like, which are exposed by the construction operation.
- Existing franchise utilities shown in these plans reflect approximate locations prior to relocations. Some relocations have occurred with utility pole, gas, phone and cable utilities. The CONTRACTOR shall contact 811/Dig-Tess to locate existing and new utilities not shown in these plans.
- CONTRACTOR shall support utilities where crossing with proposed storm sewer, water lines and sanitary sewers. Method of support shall be provided to the owner 24 hours prior to crossing.
- The location off all Atmos gas lines, AT&T, Charter/Spectrum and TXU/Oncor electric underground phone lines in these plans are approximate. The CONTRACTOR shall contact Atmos, TXU/Oncor, AT&T and Charter/Spectrum to verify location and depth of all existing gas, electric and phone lines prior to construction.

- CONTRACTOR shall have and pay for TXU/Oncor, AT&T and/or Charter/Spectrum support and protect all power, guy wires or cable and/or light poles in the work area.
- Any damage incurred to existing franchise utilities, appurtenances, utility poles, light standards, etc. By construction related activities shall be the sole responsibility of the CONTRACTOR

**TRAFFIC CONTROL**

- A suggested traffic control sequence plan is provided in the plan set. At a minimum the CONTRACTOR will be required to use the suggested sequence plan. If the CONTRACTOR chooses to change the traffic control sequencing, a traffic control sequencing plan and traffic control sheets of each phase will have to be provided for review and approval by the City. All shall be signed and sealed by a Registered Professional Engineer with the State of Texas.
- All new Detouring or Traffic Control Plans submitted by the City for review and approval a minimum of 21 calendar days prior to planned day of implementation.
- CONTRACTOR shall notify the City 14 Calendar days prior to changing Detouring and Traffic Control for each Phase and Segment. This is to give time for Contractor to place Message Boards for warning of Detour Change and for City Notification to other departments, emergency services, mail delivery, school district, and trash services.
- Pedestrian and vehicular traffic flow, safety and access shall be maintained during all phases of construction. Barricading and traffic control during construction shall be the responsibility of the CONTRACTOR and shall conform to the "Texas Manual on Uniform Traffic Control Devices", latest edition, Part IV in particular. Traffic flow and access shall be maintained during all phases of construction unless otherwise noted on the traffic control plan. The CONTRACTOR is responsible for providing traffic safety measures for work on the project. The CONTRACTOR shall assume full responsibility for public safety in the construction area during the duration of construction activities.
- The CONTRACTOR shall furnish, install, maintain and remove all necessary traffic control devices in conformance with the Texas Manual on Uniform Traffic Control Devices (Part 6). The CONTRACTOR shall provide access to properties at all times during each phase of construction to all local residents, businesses, mail service, trash pick-up and emergency services.
- No traffic signs shall be taken down without permission from the City. CONTRACTOR needing to move and replace traffic sign for construction purposes should be paid for under traffic control bid item.
- CONTRACTOR will furnish and install all signage in accordance with TMUTCD guidelines. Prior to installation of signage, CONTRACTOR shall stake locations and receive approval from City on locations. All signage that is removed by the CONTRACTOR shall be saved and delivered to municipal service center, streets division. All replaced signs shall be new. See City requirements for sign materials

**MAIL BOXES, MAIL SERVICE AND TRASH SERVICE NOTES**

- Existing mailboxes in conflict with construction shall be temporarily taken out of service. Where possible the CONTRACTOR shall attempt to move and reset the same mailbox. When not possible to reuse the old mailbox, the mailbox shall be removed and replaced to the same or better condition and placed in a location approved by the city/property owner. Photographs of the mailbox shall be taken with the address shown, shall be provided to the city prior to being removed.
- Payment for removal and replacement of existing mailbox will be paid for under the appropriate bid item. Brick mailbox shall match existing brick.
- Temporary mailbox shall be provided and maintained throughout the project where existing mail boxes are being removed. Addresses shall be provided on all temporary mail boxes. (No Separate Pay)
- Trash service shall be maintained throughout the duration of construction. On collection days the contractor shall move trash and recycling receptacles to location along street to be collected and moved back to original location at the end of the day. (No Separate Pay)

**FENCES, TREES, LANDSCAPING, AND IRRIGATION NOTES**

- The removal, replacement or reconstruction of any fence for the convenience of construction shall be at the CONTRACTOR's expense (no separate pay). New materials shall match existing fences. All wood fences shall be replaced with new cedar with the post matching City requirements.
- Temporary fencing shall be required where there is evidence of livestock and where damaged or removed fences are not to be replaced by the end of the same work day.
- The removal and replacement of all shrubs, plants, trees, etc. For the convenience of construction shall be at the CONTRACTOR's expense (no separate pay). New shrubs, tree, etc. shall be equal to or better than existing ones.
- All shrubs, plants, trees, etc. must be approved by the City before removal.
- The CONTRACTOR shall locate and record existing irrigation systems prior to construction. If irrigations systems are damaged during construction the CONTRACTOR shall repair to same or better condition. An irrigator licensed in the state of Texas shall repair all damaged caused by construction. CONTRACTOR shall coordinate any irrigation work with the City of Rockwall and property owner's representatives. (No Separate Pay).
- CONTRACTOR shall replace any trees removed or destroyed that are not shown in these plans to be removed or shall pay fair market value to the owner as determined by the owner. (No Separate Pay).

**UTILITY NOTES**

- Reasonable effort has been made to show the location and type of all known City of Rockwall underground wet utilities and service lines. However, the City of Rockwall assumes no responsibility for failure to show any or all existing City of Rockwall underground wet utilities and service lines, or to show them in their exact location. The CONTRACTOR shall be responsible for the protection of all existing utilities, service lines or the like, which are exposed by the construction operation.
- Bidders shall make any investigation of existing subsurface conditions as deemed necessary at no expense to the City of Rockwall. Neither the City of Rockwall nor the engineer will be responsible in any way for additional compensation for excavation work performed under this contract due to the CONTRACTOR's assumptions.
- CONTRACTOR shall adjust all City of Rockwall utilities to the final grades.
- CONTRACTOR shall be responsible for the protection of all existing service lines crossed or exposed by construction operations. Where existing service lines are cut, broken or

- The CONTRACTOR shall immediately replace the service line with same type of original construction or better.
- The CONTRACTOR shall excavate and field locate the horizontal and vertical location of existing utility crossing locations utilizing provided project control. The CONTRACTOR shall immediately notify the engineer of any discrepancies identified between the CONTRACTOR's field verified existing utility location and proposed location of utilities for the project.
- The CONTRACTOR shall abide by all applicable federal, state, and local laws governing excavation. The CONTRACTOR shall provide detailed plans and specifications for trench safety systems that comply with applicable laws governing excavation. These plans shall be sealed by an engineer experienced in the design of trench safety systems, registered in the state of Texas. The CONTRACTOR shall submit completed trench safety plan to the engineer and City prior to commencing work. The CONTRACTOR shall be solely responsible for all aspects of work related to excavations.
- Dewatering of utility trenches, bores pits, and any other excavations shall be no separate pay and shall be subsidiary to the other pay items on the project.

**WATER LINE NOTES**

- The CONTRACTOR shall maintain existing water service at all times during construction.
- Proposed water lines shall be AWWA C900-16 PVC Pipe (blue in color) for all sizes, DR 14 (PC 305) for pipeline sizes 12-inch and smaller, and DR 18 (PC 235) for 14-inch and larger water pipelines unless otherwise shown on water plan and profiles sheets. Proposed water lines shall be constructed with minimum cover of 4 feet for 6-inch through 8-inch, 5 feet for 12-inch through 18-inch and 6 feet for 20-inch and larger.
- Proposed water line embedment shall be NCTCOG Class 'B-3' as amended by the City of Rockwall's public works standards of design and construction manual.
- CONTRACTOR shall coordinate the shutting down of all water lines with the City of Rockwall, Public Works, Water Division. The City shall operate all water valves.
- CONTRACTOR shall furnish and install gasket on water lines between all dissimilar metals and at valves (both existing and proposed).
- All fire hydrants and valves removed and salvaged shall be returned to the City of Rockwall municipal service center.
- Blue EMS pads shall be installed at every change in direction, valve, curb stop and service tap on the proposed water line and every 250'.
- CONTRACTOR to install new meter boxes, all fittings and new meters per each service complete including connection to the main line. CONTRACTOR shall be responsible to coordinate with Utility Billing 972-771-7736 in getting new meters for the project.
- Existing meter and meter boxes, and valve stem and covers not specifically called to be relocated shall be adjusted to match final grades (no pay item). Any meter in pavement shall have a traffic rated lid.
- All water valve extensions, bolts, nuts and washers shall be 316 Stainless Steel.
- All fire hydrant bolts, nuts and washers that are buried shall be 316 Stainless Steel.
- Abandoned water lines to remain in place shall be cut and plugged and all void spaces within the abandoned line shall be filled with grout, flowable fill or an expandable permanent foam product. Valves to be abandoned in place shall have any extensions and the valve box removed and shall be capped in concrete

**WASTEWATER LINE NOTES**

- The CONTRACTOR shall maintain existing wastewater service at all times during construction.
- Wastewater line for 4-inch through 15-inch shall be Green PVC - SDR 35 (ASTM D3034) [less 10 ft cover] and SDR 26 (ASTM D3034) [10 ft or more cover]. For 18-inch and larger wastewater line shall be Green PVC - PS 46 (ASTM F679) [less 10 ft cover] and PS 115 (ASTM F679) [10 ft or more cover].
- Proposed wastewater line embedment shall be NCTCOG Class 'H' as amended by the City of Rockwall's public works standard design and construction manual.
- Green EMS pads shall be installed at every 250', manhole, clean out and service lateral on proposed wastewater lines.
- All existing wastewater services shall be transferred from wastewater lines being abandoned to proposed wastewater lines. Transferring wastewater services shall include double clean outs at the property lines, caps, tees, wyes, plugs and connection. Payment for transferring wastewater services shall be paid per each, under the appropriate bid schedule item.
- CONTRACTOR shall CCTV all existing wastewater lines that are to be abandoned to ensure that all laterals are accounted for and transferred to proposed wastewater lines. (no separate pay)
- All abandoned wastewater and force main lines shall be cut and plugged and all void spaces within the abandoned line shall be filled with grout, flowable fill or an expandable permanent foam product.
- Existing manholes and cleanouts not specifically called to be relocated shall be adjusted to match final grades (no pay item).
- All wastewater pipes and public services shall be inspected by photographic means (television and DVD) prior to final acceptance. The contractor shall furnish a DVD to the Engineering Division Construction Inspector for review. Any sags, open joints, cracked pipes, etc. shall be repaired or removed by the contractor at the contractor's expense. A television survey will be performed as part of the final testing in the twentieth (20<sup>th</sup>) month of the maintenance period.
- All manholes (public or private) shall be fitted with inflow prevention. The inflow prevention shall conform to the measures called out in standard detail R-5031.
- All new or existing manholes being modified shall have corrosion protection being Raven Liner 405 epoxy coating, ConShield, or approved equal.. Conshield must have terracotta color dye mixed in the precast and cast-in-place concrete. Where connections to existing manholes are made the contractor shall rehab manhole as necessary and install a 125 mil thick coating of Raven Liner 405 or approved equal.

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BY DBC DATE 10/05/20

**DEMOLITION, REMOVAL, DISPOSAL AND EXCAVATION NOTES**


- CONTRACTOR shall remove and properly dispose of all existing concrete and HMAC pavement outside of the City limits as required for construction of the project. All cost shall be included in the appropriate item in the bid schedule.
- Payments for removal and replacement of street, driveway and sidewalk pavement shall be based on plan quantity and no adjustments will be made unless approved in writing by the City engineer.
- All pavements to be removed and replaced shall be saw cut to full depth along neat lines shown in the plans. Proposed concrete pavement shall be constructed with longitudinal butt construction joints at all connections to existing concrete pavement. Concrete Pavement to be removed and replaced shall be full panel replacement.
- The CONTRACTOR shall remove from the project area all surplus material. This work shall be incidental and not a separate pay item. Surplus materials from excavation include dirt, trash, rock measuring greater than 6" in the largest dimension, etc. Shall be properly disposed of at a site acceptable to the City of Rockwall if within the City limits. No excess excavated material shall be deposited in low areas or along natural drainage ways without written permission from the affected property owner and the City of Rockwall. If the CONTRACTOR places excess materials in these areas without written permission, he will be responsible for all damages resulting from such fill and he shall remove the material at his own cost.
- All excavation on the project is unclassified. If soil borings were conducted they are provided in the bid/contract documents.

**PAVING**

- All paving roadway sections thickness, strength, reinforcement, joint type, joint spacing and subgrade treatment shall match the typical sections and details called out in the plans. If not called out on the plans all concrete paving shall conform to the minimum requirements in the Standards of Design and Construction.
- Reinforcing steel shall be tied (100%). Reinforcing steel shall be set on plastic chairs. Bar laps shall be minimum 30 diameters. Sawed transverse dummy joints shall be spaced every 15 feet or 1.25 time longitudinal butt joint spacing whichever is less. Sawing shall occur within 5 to 12 hours after the pour, including sealing. Otherwise, the section shall be removed and longitudinal butt joint constructed.
- All proposed HMAC street pavement shall consist of 4 inches of Type B (Base) with 2 inches of Type D (Surface) on top of 6" flex base (if not specified in the plans)
- No sand shall be allowed under any paving.
- Concrete mix design shall be submitted to the City for review and approval prior to placement.
- Fly ash may be used in concrete pavement locations provided that the maximum cement reduction does not exceed 20% by weight per C.Y. of concrete. The fly ash replacement shall be 1.25 lbs per 1.0 lb cement reduction.
- All curb and gutter shall be integral (monolithic) with the pavement.
- All fill shall be compacted by sheep's foot roller to a minimum 95% standard proctor. Maximum loose lift for compaction shall be 8 inches. All lifts shall be tested for density by an independent laboratory approved by the City.
- All proposed sidewalks shall include barrier free ramps at intersecting streets, alleys, etc. Barrier free ramps shall meet current City and ADA requirements and be approved by the Texas Department of Licensing and Regulation (TDLR).
- Sidewalks shall be doveled into pavement where it abuts curbs and driveways. Expansion joint material shall be used at these locations (no pay item).
- All connection of proposed concrete pavement to existing concrete pavement shall include a longitudinal butt joint as the load transfer device. Concrete saw cuts for all driveways and sidewalks shall be subsidiary to the appropriate bid item for driveway and sidewalk replacement. All longitudinal butt joints shall be clean, straight and smooth (not jagged in appearance)
- There shall be no separate payment for subgrade preparation under driveway and sidewalk areas and all cost shall be included in the appropriate items of the bid schedule.
- Cracks formed in concrete pavement shall be repaired or removed by the CONTRACTOR at the City's discretion.

**DRAINAGE / STORM SEWER NOTES**

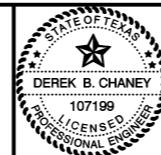
- The CONTRACTOR shall maintain drainage at all times during construction. Ponding of water in streets, drives, trenches, etc. will not be allowed. Existing drainage ways shall not be blocked or removed unless explicitly stated in the plans or written approval is given by the City.
- All structural concrete shall be 4200 psi compressive strength at 28 days minimum 7.0 sack, air entrained, unless noted otherwise.
- Proposed storm sewer embedment shall be NCTCOG Class 'B' as amended by the City of Rockwall's Public Works, Engineering Division Standards of Design and Construction Manual.
- All storm pipes shall be reinforced concrete pipe (RCP), Class III, unless otherwise noted.

	<b>GENERAL CONSTRUCTION NOTES</b> September 2019
	<b>CITY OF ROCKWALL                  PUBLIC WORKS DEPARTMENT                  ENGINEERING DIVISION</b> 385 S. Goliad Rockwall, Texas 75087

P (972) 771-7746  
F (972) 771-7748

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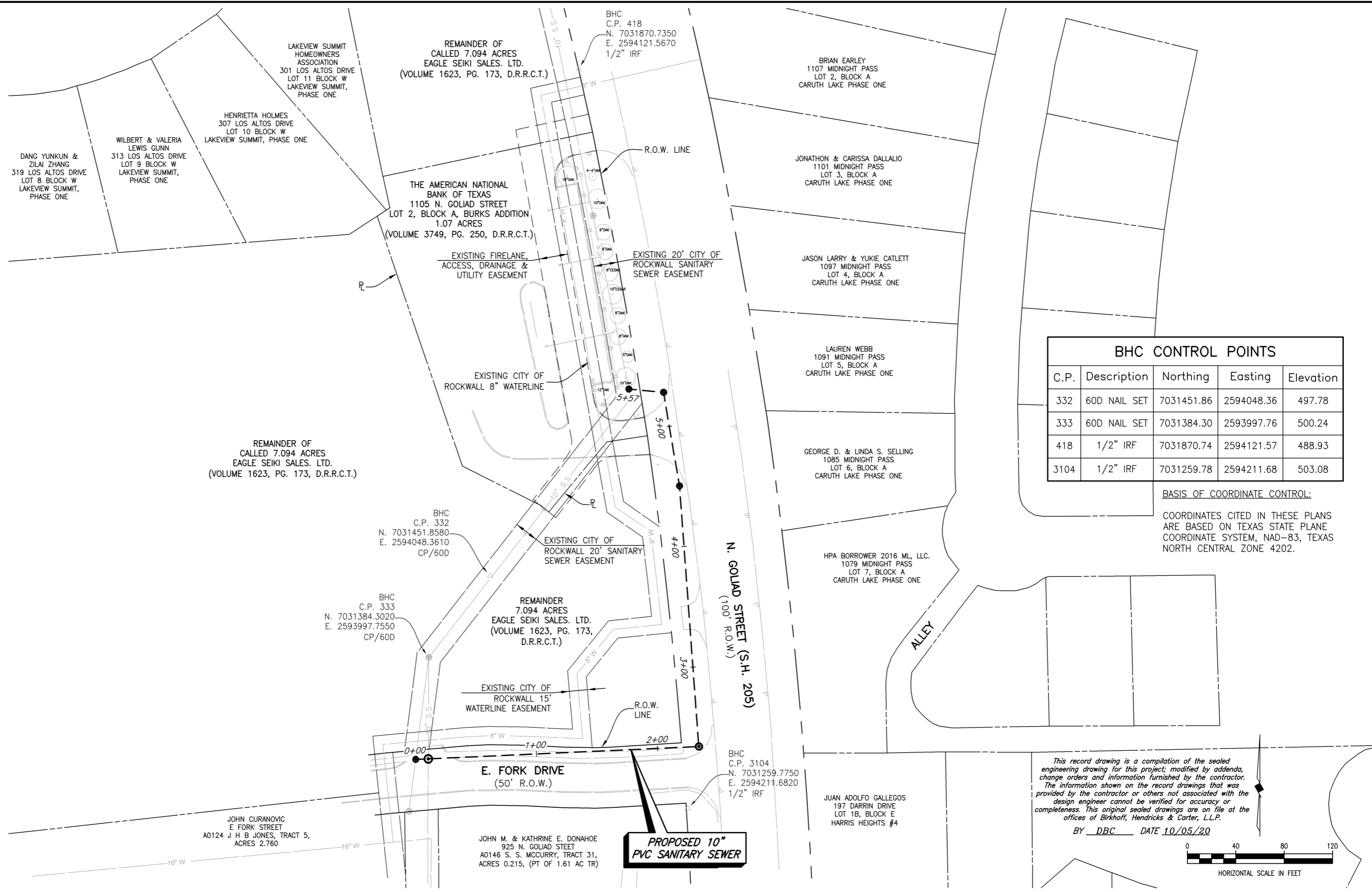


*[Signature]*  
 02/07/2020

**CITY OF ROCKWALL**  
**EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT**  
**CITY OF ROCKWALL GENERAL CONSTRUCTION NOTES**

BHC  
 PROJECT NO.  
 2019-126  
 February, 2020

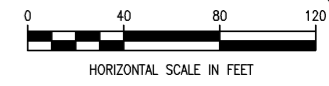
SHEET NO.  
**2**



BHC CONTROL POINTS				
C.P.	Description	Northing	Easting	Elevation
332	60D NAIL SET	7031451.86	2594048.36	497.78
333	60D NAIL SET	7031384.30	2593997.76	500.24
418	1/2" IRF	7031870.74	2594121.57	488.93
3104	1/2" IRF	7031259.78	2594211.68	503.08

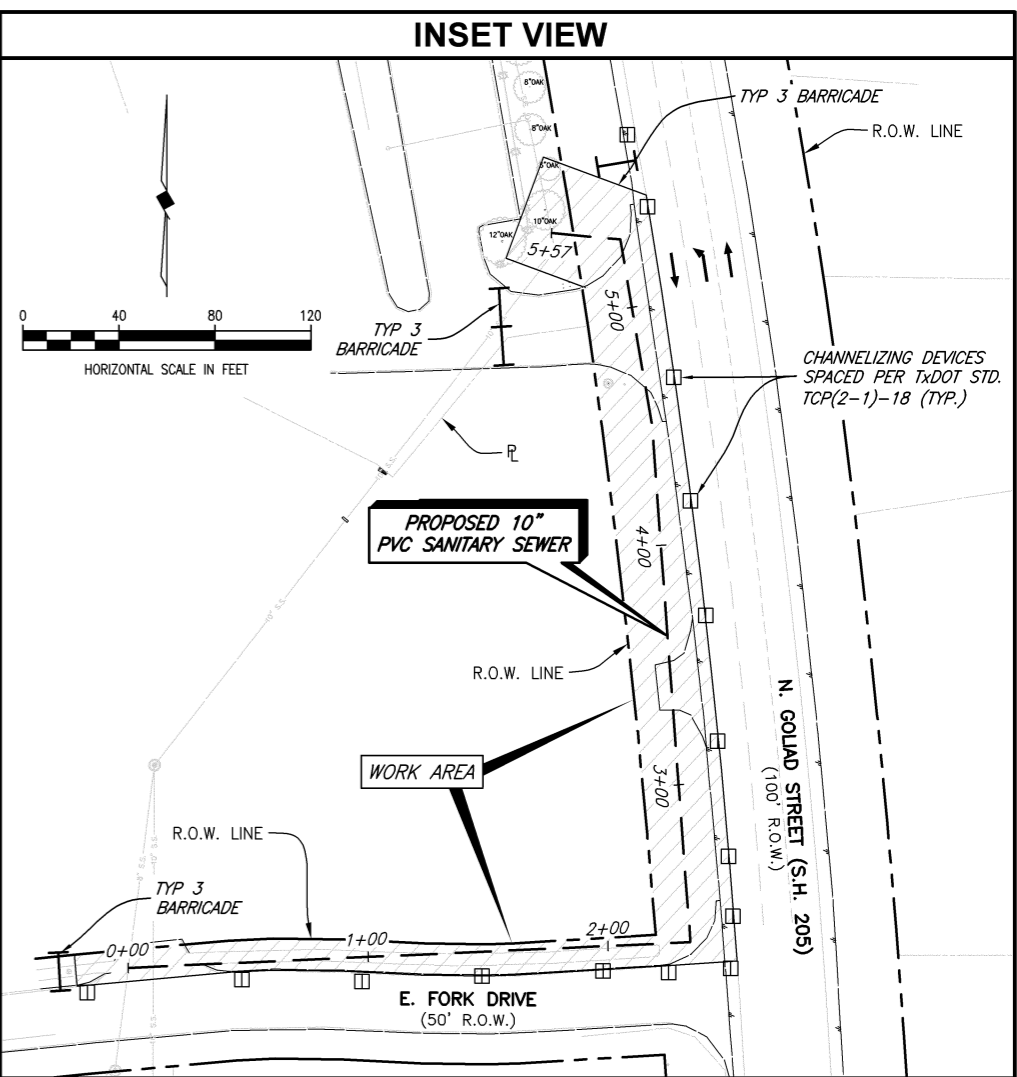
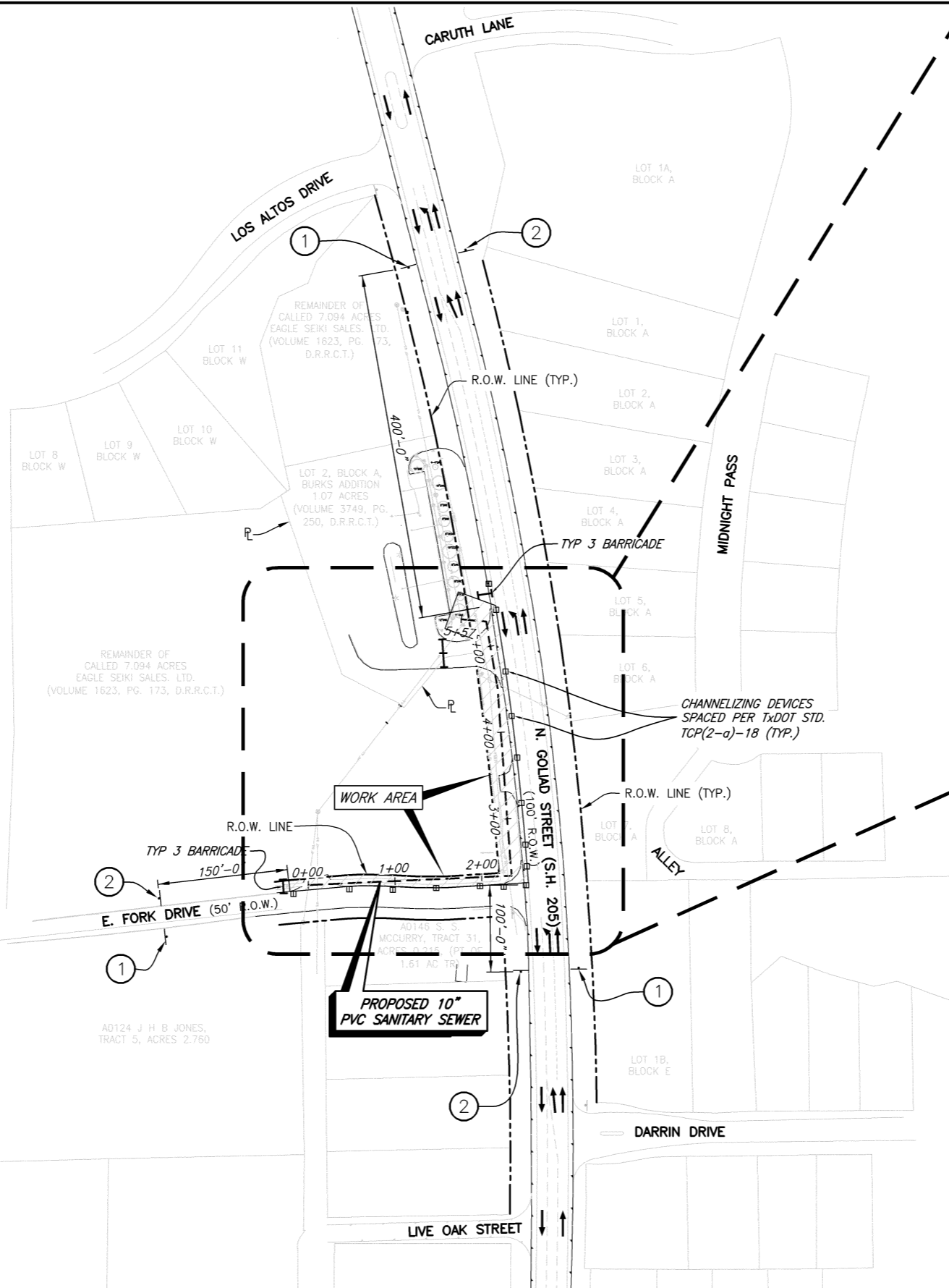
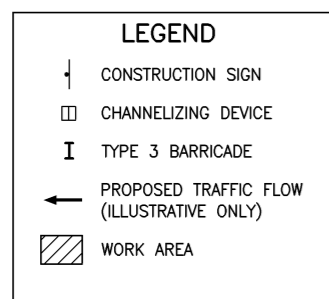
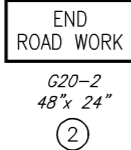
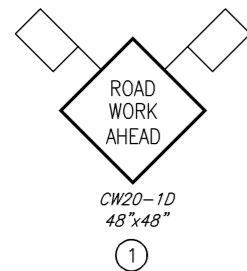
**BASIS OF COORDINATE CONTROL:**  
 COORDINATES CITED IN THESE PLANS ARE BASED ON TEXAS STATE PLANE COORDINATE SYSTEM, NAD-83, TEXAS NORTH CENTRAL ZONE 4202.

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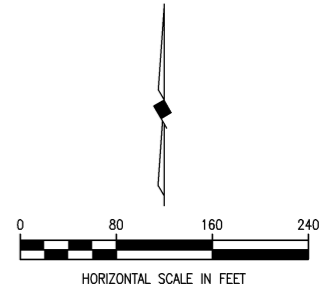
**PROPOSED 10" PVC SANITARY SEWER**

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				COORDINATE CONTROL PLAN	February, 2020	



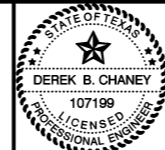
**NOTE:**  
EXISTING STATE HIGHWAY 205 (GOLIAD STREET) IS A 2 LANE UNDIVIDED ROADWAY W/ CENTER TURN LANE. EXISTING SPEED LIMIT IS 50 MPH.

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*[Signature]*  
02/07/2020

**CITY OF ROCKWALL**  
EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
TRAFFIC CONTROL PLAN

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PROJECT NO.  
2019-126  
February, 2020

SHEET NO.  
**4**



LAUREN WEBB  
1091 MIDNIGHT PASS  
LOT 5, BLOCK A  
CARUTH LAKE PHASE ONE

GEORGE D. & LINDA S. SELLING  
1085 MIDNIGHT PASS  
LOT 6, BLOCK A  
CARUTH LAKE PHASE ONE

HPA BORROWER 2016 ML, LLC.  
1079 MIDNIGHT PASS  
LOT 7, BLOCK A  
CARUTH LAKE PHASE ONE

THE AMERICAN NATIONAL  
BANK OF TEXAS  
1105 N. GOLIAD STREET  
LOT 2 BLOCK A  
1.07 ACRES  
(VOLUME 3749, PG. 250, D.R.R.C.T.)

REMAINDER OF  
CALLED 7.094 ACRES  
EAGLE SEIKI SALES, LTD.  
(VOLUME 1623, PG. 173, D.R.R.C.T.)

**STORM WATER POLLUTION PREVENTION NOTES**

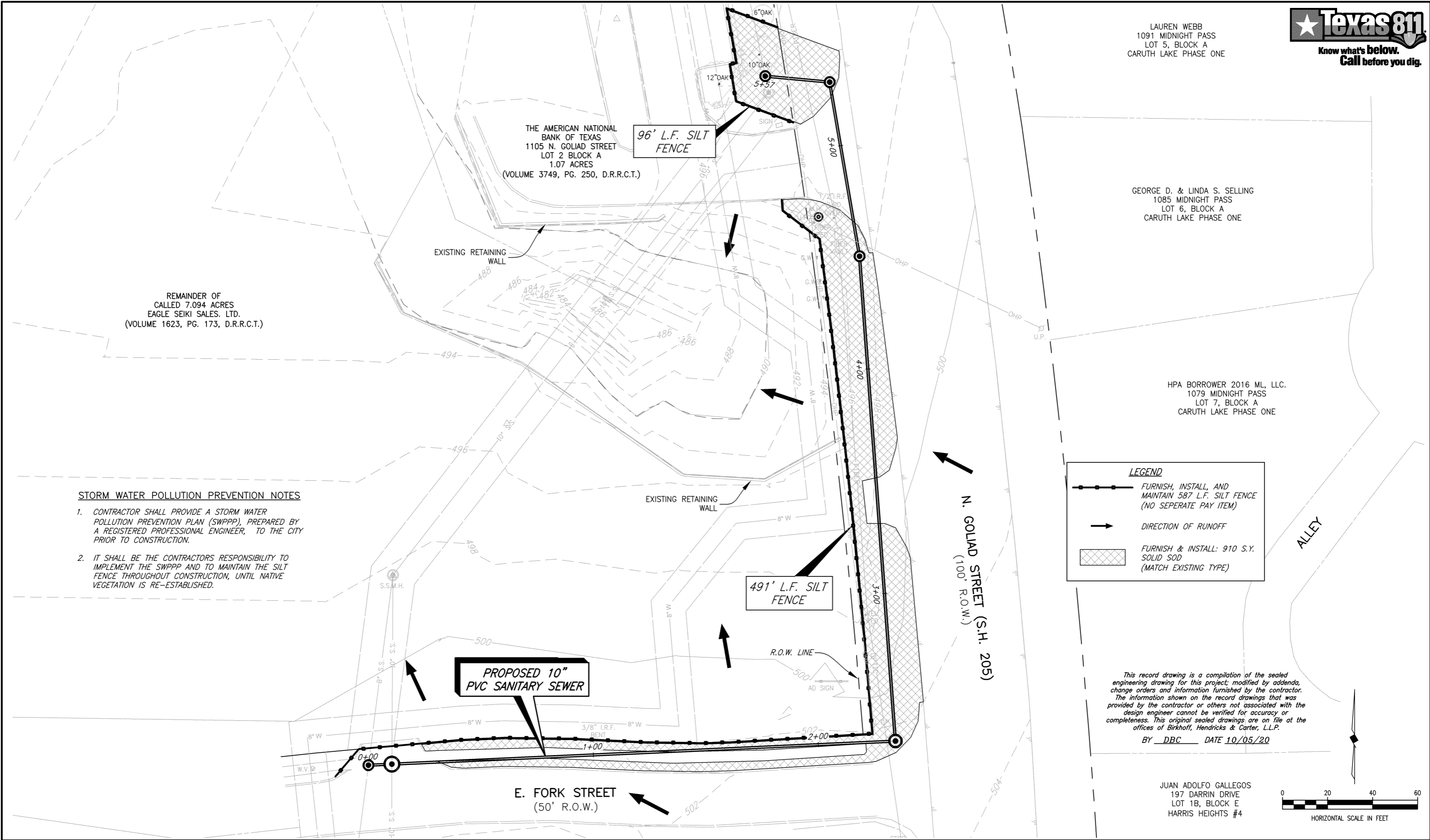
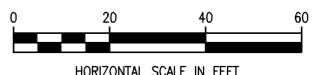
1. CONTRACTOR SHALL PROVIDE A STORM WATER POLLUTION PREVENTION PLAN (SWPPP), PREPARED BY A REGISTERED PROFESSIONAL ENGINEER, TO THE CITY PRIOR TO CONSTRUCTION.
2. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO IMPLEMENT THE SWPPP AND TO MAINTAIN THE SILT FENCE THROUGHOUT CONSTRUCTION, UNTIL NATIVE VEGETATION IS RE-ESTABLISHED.

**LEGEND**

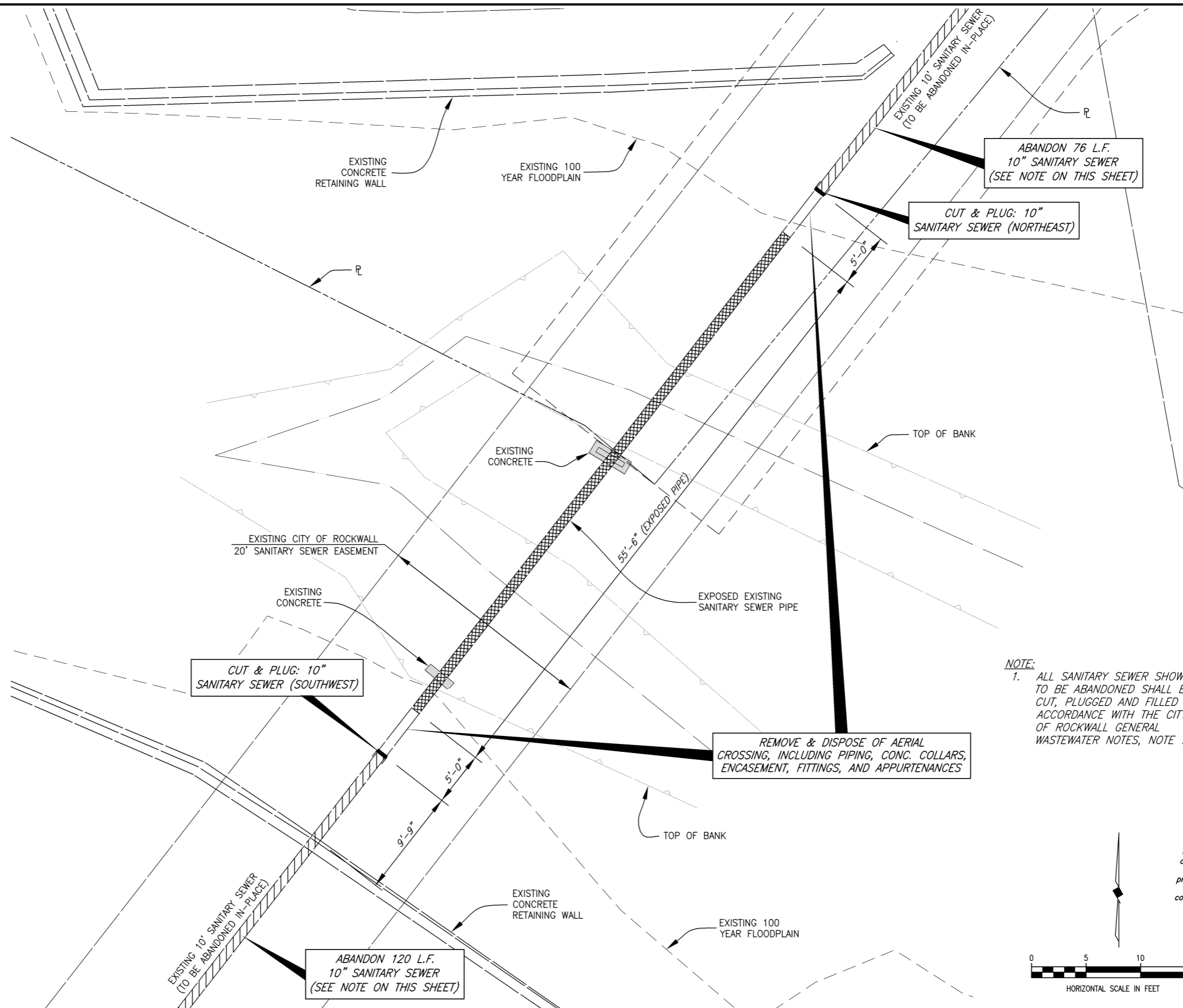
- FURNISH, INSTALL, AND MAINTAIN 587 L.F. SILT FENCE (NO SEPERATE PAY ITEM)
- DIRECTION OF RUNOFF
- FURNISH & INSTALL: 910 S.Y. SOLID SOD (MATCH EXISTING TYPE)

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BY DBC DATE 10/05/20

JUAN ADOLFO GALLEGOS  
197 DARRIN DRIVE  
LOT 1B, BLOCK E  
HARRIS HEIGHTS #4

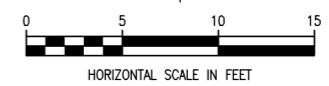


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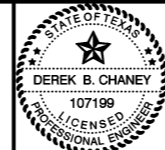
**NOTE:**  
1. ALL SANITARY SEWER SHOWN TO BE ABANDONED SHALL BE CUT, PLUGGED AND FILLED IN ACCORDANCE WITH THE CITY OF ROCKWALL GENERAL WASTEWATER NOTES, NOTE 7.

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BY DBC DATE 10/05/20




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**BIRKHOFF, HENDRICKS & CARTER, L.L.P.**  
PROFESSIONAL ENGINEERS  
TBPE Firm No. 526; TBPLS Firm No. 10031800  
11910 Greenville Ave., Suite 600  
Dallas, Texas 75243 (214) 361-7900



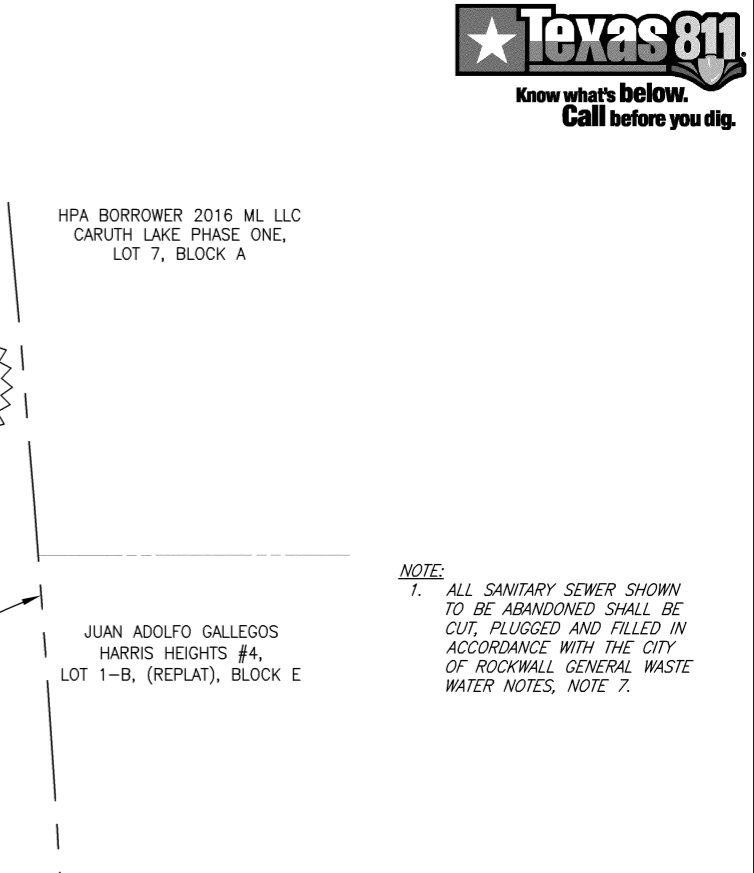
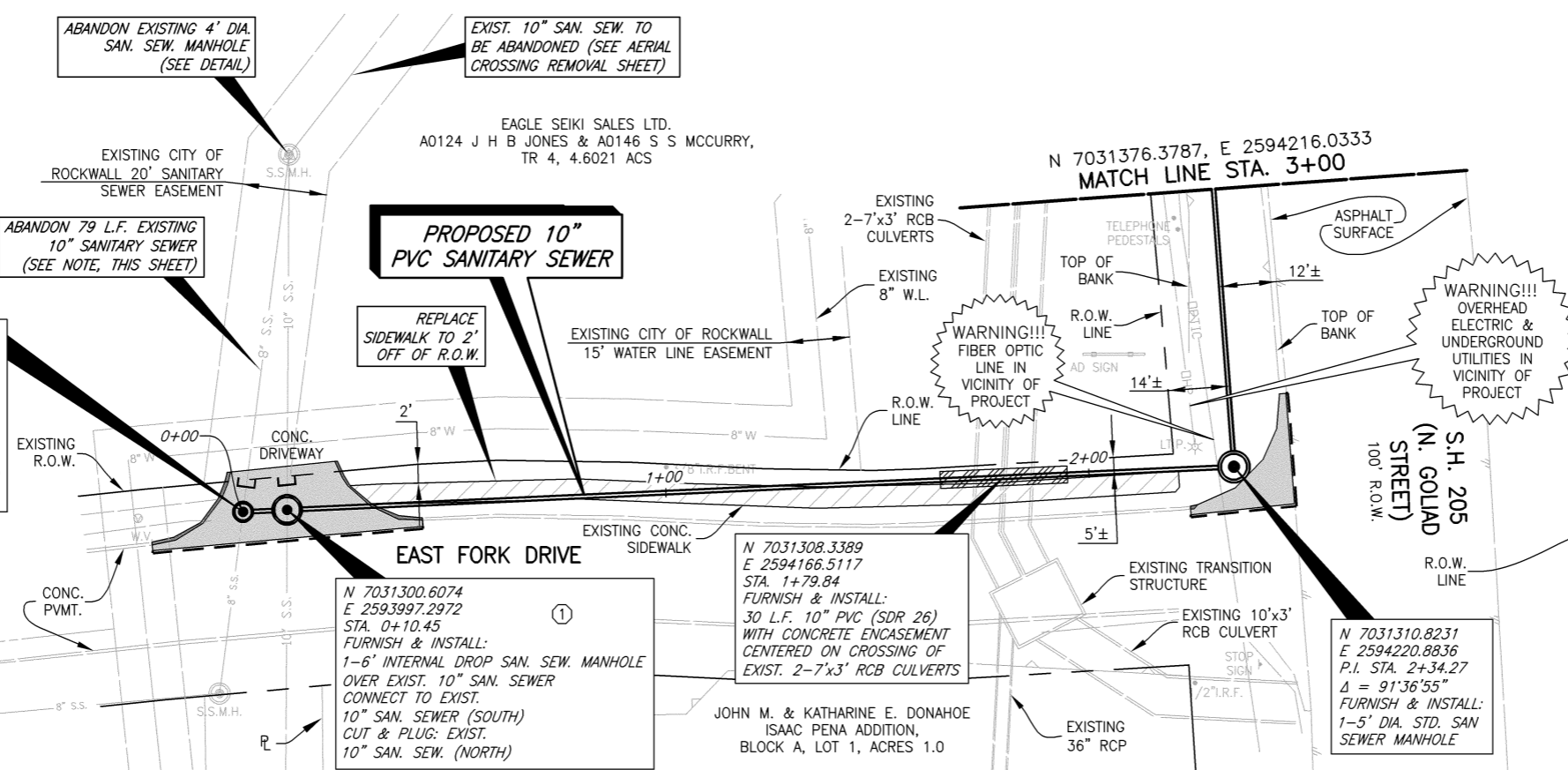
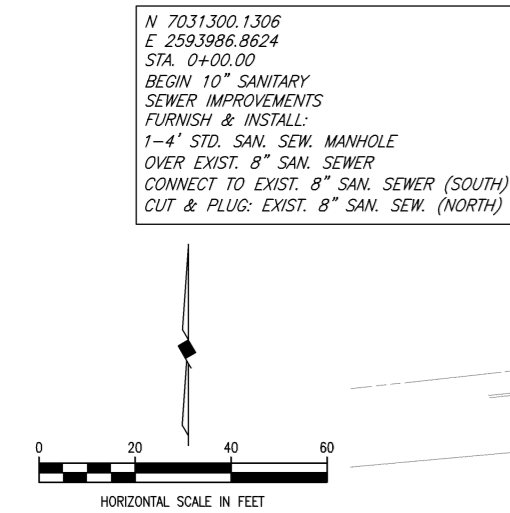
*DBC*  
02/07/2020

**CITY OF ROCKWALL**  
EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
AERIAL CROSSING REMOVAL PLAN

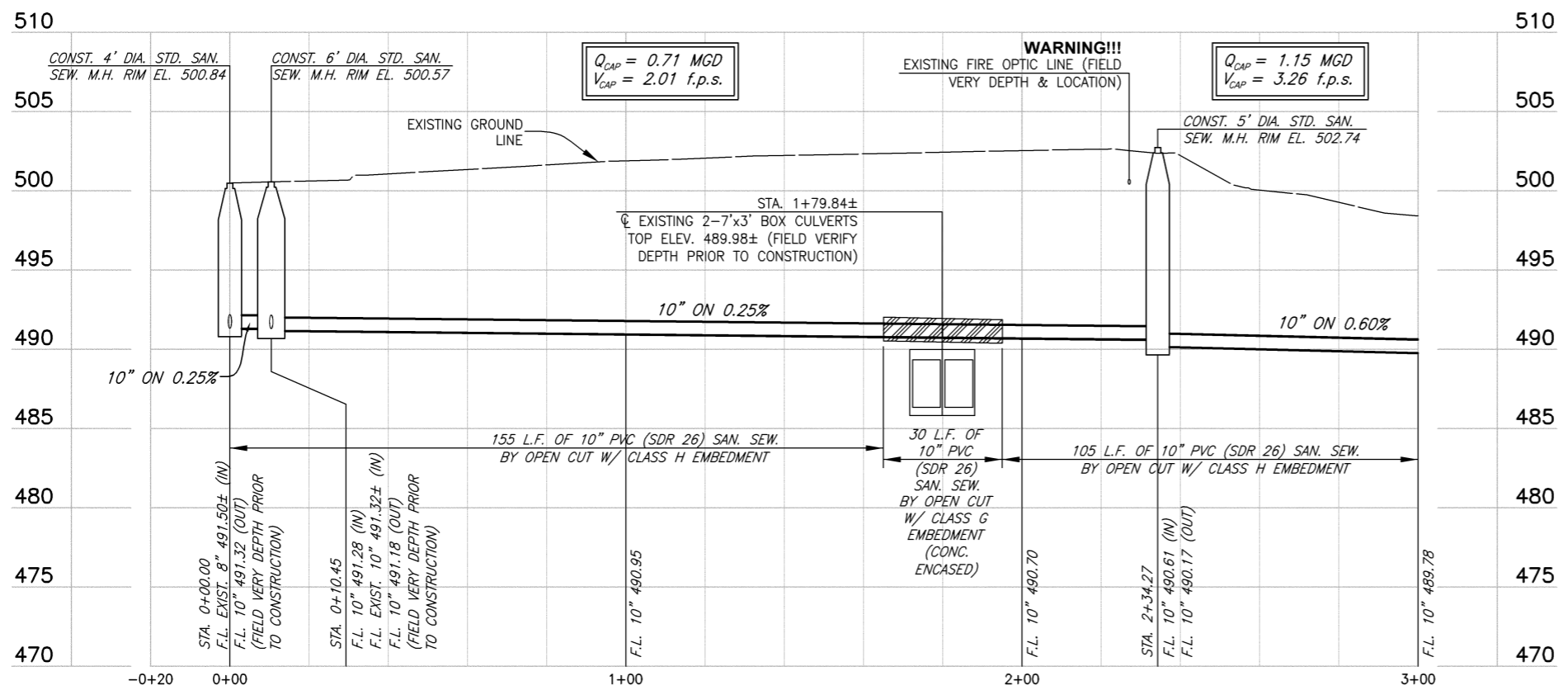
BHC  
PROJECT NO.  
2019-126  
February, 2020

SHEET NO.  
**6**

PAVEMENT & REPAIR LEGEND		
SYMBOL	DESCRIPTION	QTY.
[Hatched Box]	REMOVE & REPLACE EXIST. CONCRETE PAVEMENT	96 S.Y.
[Solid Box]	REMOVE & REPLACE EXIST. 6" INTEGRAL CONC. CURB	57 L.F.
[Hatched Box]	REMOVE & REPLACE EXIST. 4" CONCRETE SIDEWALK	104 S.Y.
[Dashed Line]	PROVIDE FULL DEPTH SAWCUT & LONGITUDINAL BUTT JOINT	117 L.F.



**NOTE:**  
1. ALL SANITARY SEWER SHOWN TO BE ABANDONED SHALL BE CUT, PLUGGED AND FILLED IN ACCORDANCE WITH THE CITY OF ROCKWALL GENERAL WASTE WATER NOTES, NOTE 7.

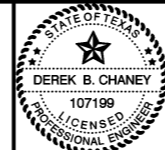


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BY DBC DATE 10/05/20

① CHANGE ORDER NO. 1: INSTALL NEW 6-FT DROP M.H. OVER EXIST. 10" SAN. SEW. @ STA. 0+10.45, 08/03/2020
---

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PROFESSIONAL ENGINEERS  
TBPE Firm No. 526; TBPLS Firm No. 10031800  
11910 Greenville Ave., Suite 600  
Dallas, Texas 75243 (214) 361-7900



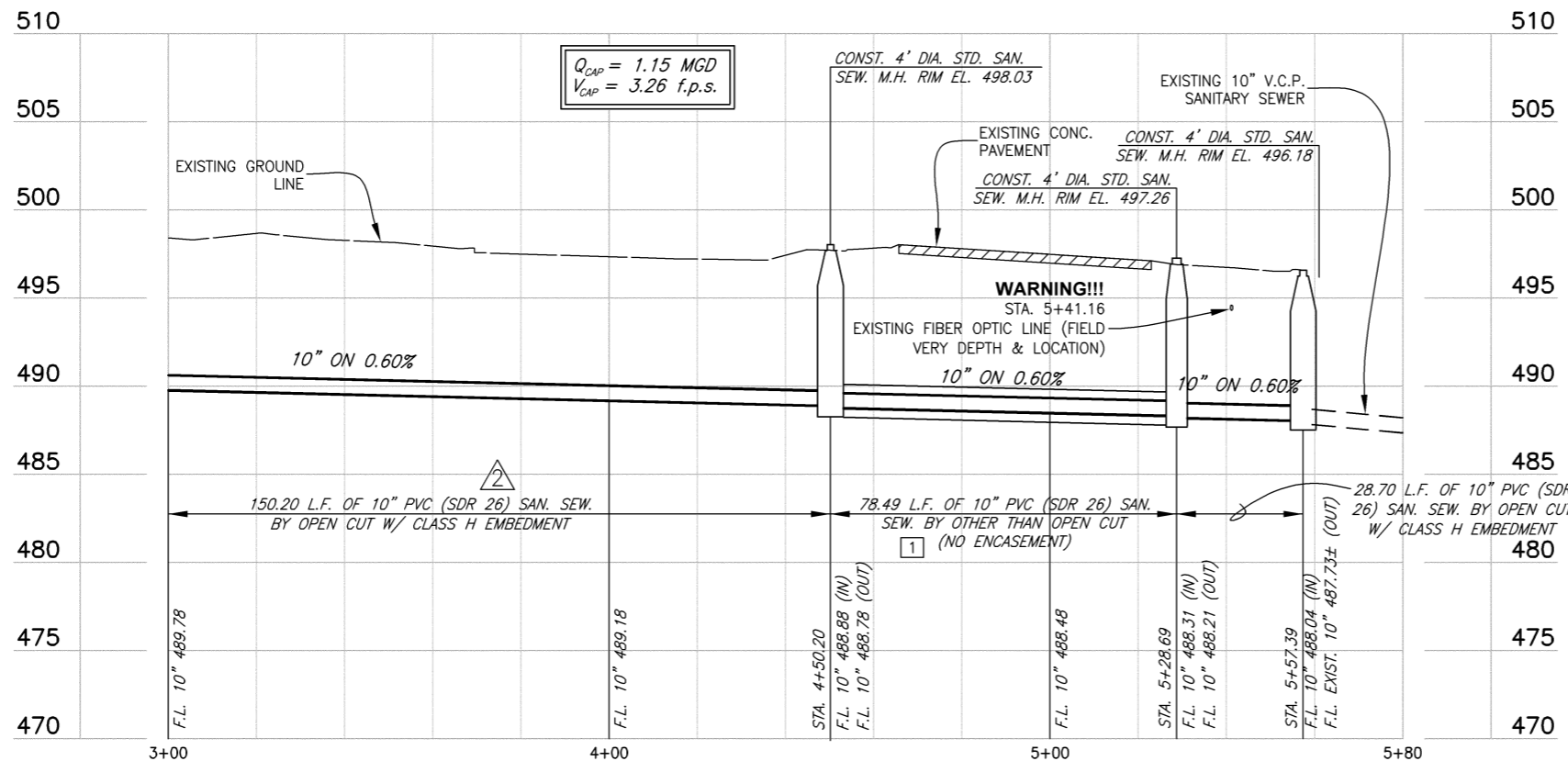
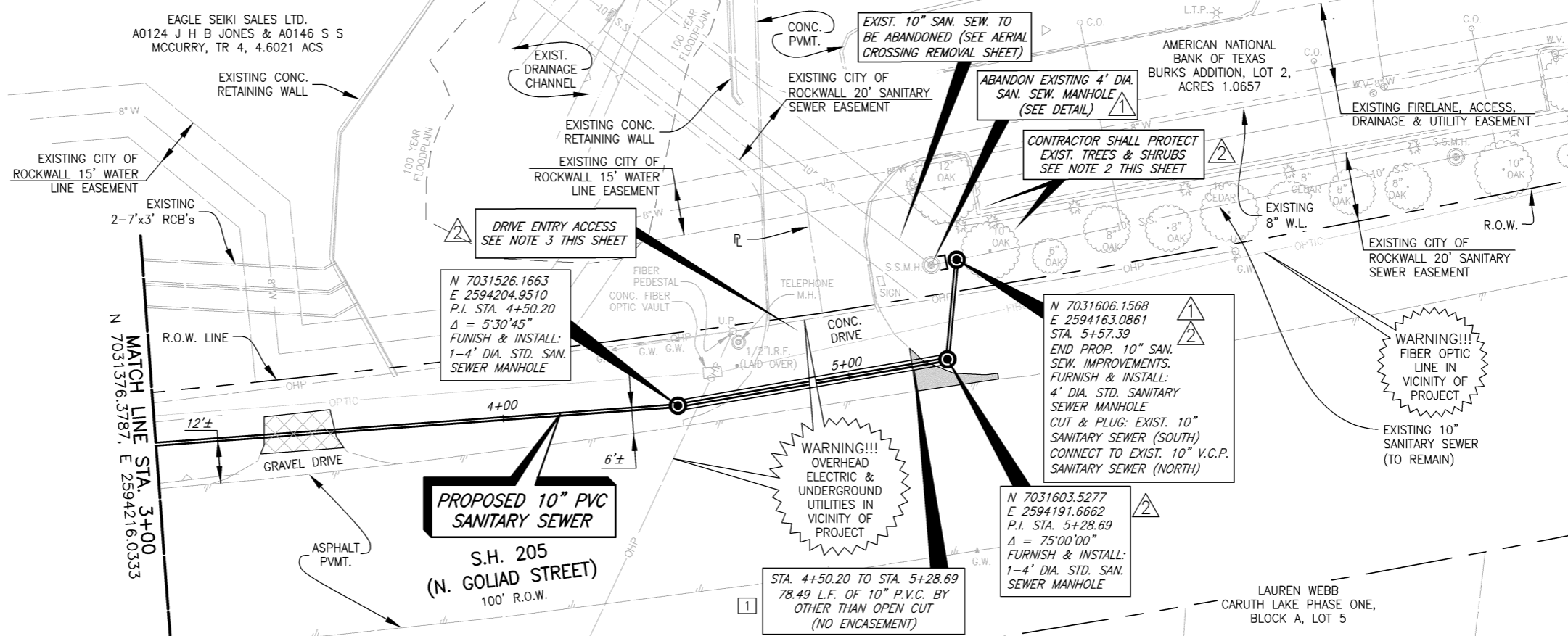
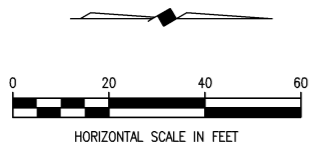
*[Signature]*  
02/07/2020

**CITY OF ROCKWALL**  
EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
EAST FORK SANITARY SEWER  
PLAN & PROFILE  
STA. 0+00 TO STA. 3+00

BHC PROJECT NO. 2019-126	SHEET NO. 7
February, 2020	

PAVEMENT & REPAIR LEGEND		
SYMBOL	DESCRIPTION	QTY.
	REMOVE & REPLACE EXIST. CONCRETE PAVEMENT	13 S.Y.
	REMOVE & REPLACE EXIST. GRAVEL PAVEMENT	25 S.Y.

- NOTE:**
- ALL SANITARY SEWER SHOWN TO BE ABANDONED SHALL BE CUT, PLUGGED AND FILLED IN ACCORDANCE WITH THE CITY OF ROCKWALL GENERAL WASTE WATER NOTES, NOTE 7.
  - CONTRACTOR SHALL EXERCISE REASONABLE CARE AND EFFORT TO PROTECT EXISTING TREES, SHRUBS AND LANDSCAPING. REMOVAL, IF REQUIRED, MUST BE APPROVED BY THE CITY AND SHALL BE SUBSIDIARY OTHER ITEMS BID.
  - EXISTING DRIVEWAY SHALL NOT BE FULLY CLOSED DURING CONSTRUCTION. REPLACEMENT OF DRIVEWAY PAVEMENT SHALL OCCUR SUCH THAT ONE WAY ACCESS IS MAINTAINED AT ALL TIMES.



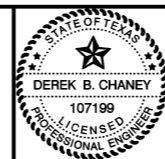
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BY DBC DATE 10/05/20

ADDENDUM NO. 1: RELOCATE MANHOLE FROM STA. 5+56.11 TO STA. 5+61.04, 2/21/2020
ADDENDUM NO. 2: RELOCATE MANHOLE FROM STA. 5+61.04 TO STA. 5+57.39, 3/05/2020
R.F.I. NO. 1: INSTALLATION FROM STA. 4+50.20 TO STA. 5+28.69 REVISOR FROM OPEN CUT TO BY OTHER THAN OPEN CUT, 07/13/20

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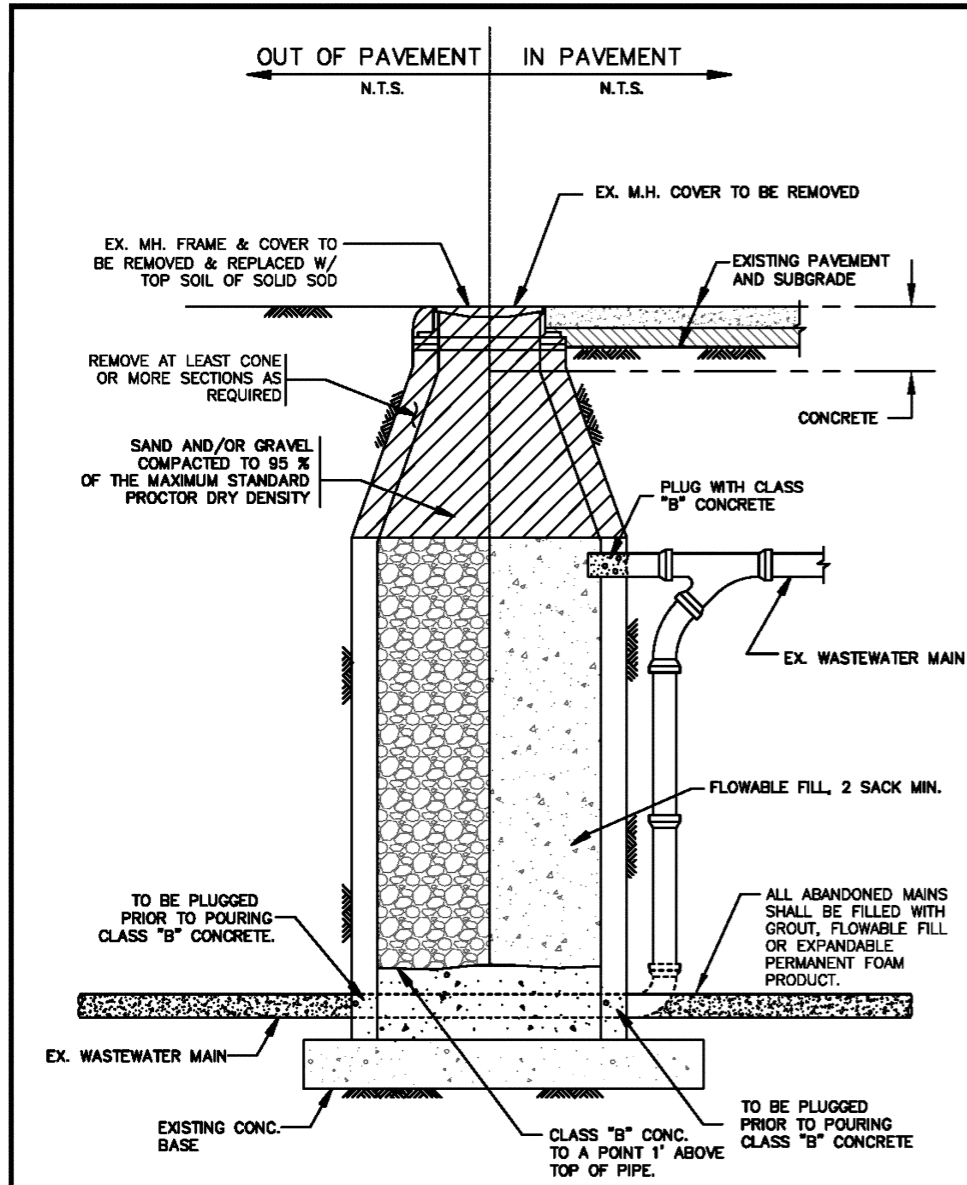
*DBC*  
02/07/2020

**CITY OF ROCKWALL**  
EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
E. FORK SANITARY SEWER  
PLAN & PROFILE  
STA. 3+00 TO STA. 5+57.39

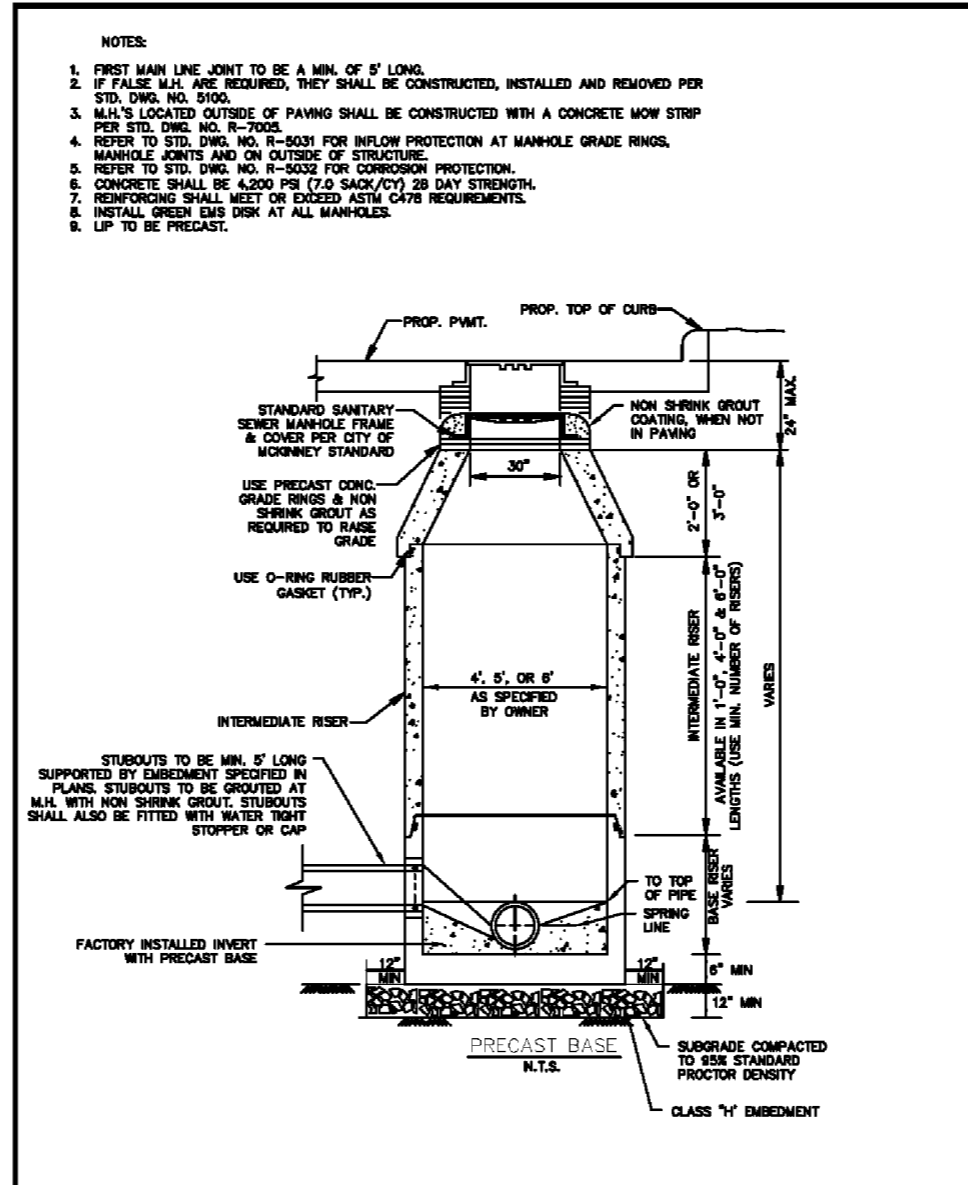
BHC  
PROJECT NO.  
2019-126  
February, 2020

SHEET NO.

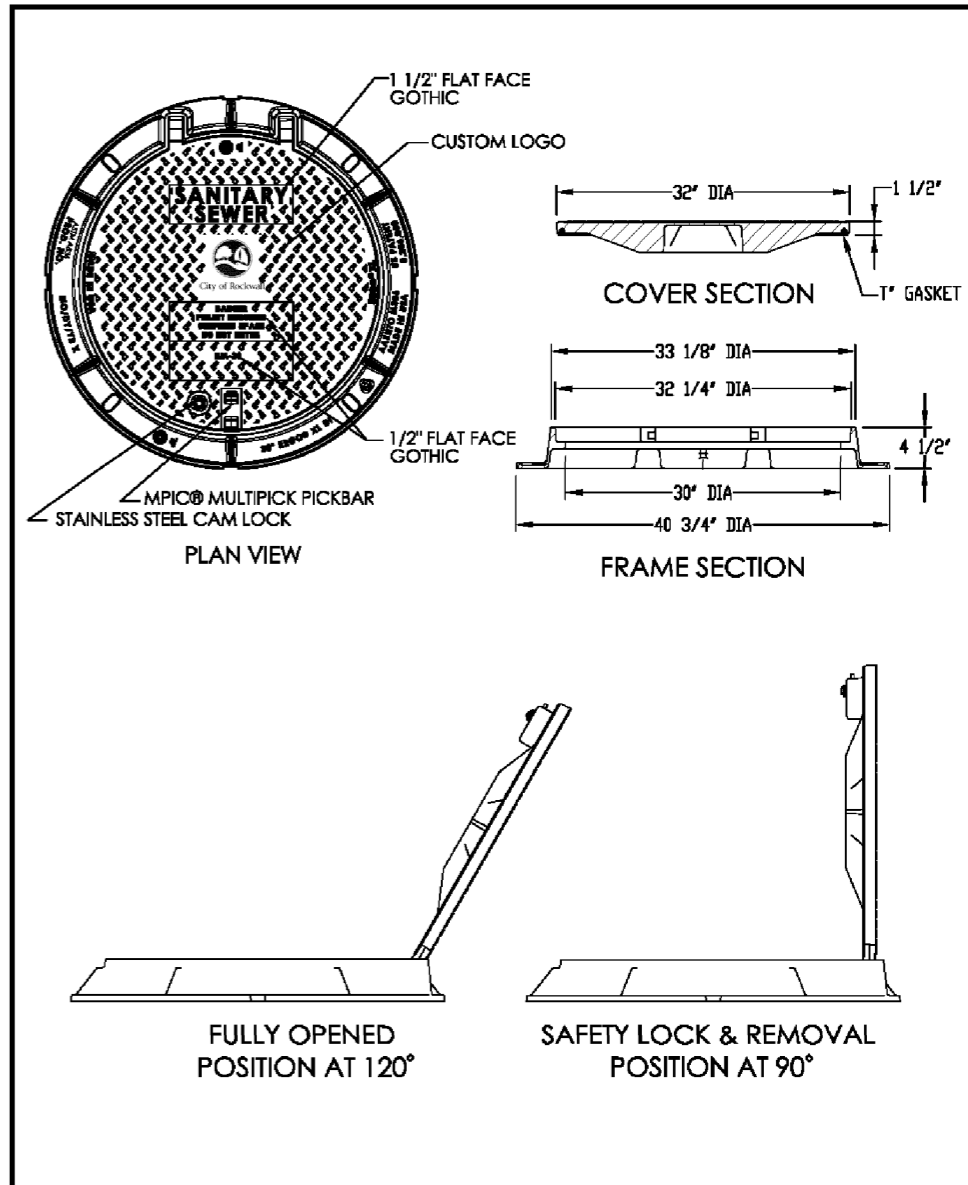
8



ABANDONMENT OF MANHOLE	CITY OF ROCKWALL	DATE	DRAWING NO.
INSIDE AND OUTSIDE OF PAVEMENT		AUG '19	R-5170



WASTEWATER MANHOLE	CITY OF ROCKWALL	DATE	DRAWING NO.
PRECAST		AUG '19	R-5020

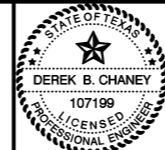


WASTEWATER MANHOLE	CITY OF ROCKWALL	DATE	DRAWING NO.
HINGED RIM AND COVER		AUG '19	R-5101

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 BY DBC DATE 10/05/20

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 11910 Greenville Ave., Suite 600  
 Dallas, Texas 75243 (214) 361-7900

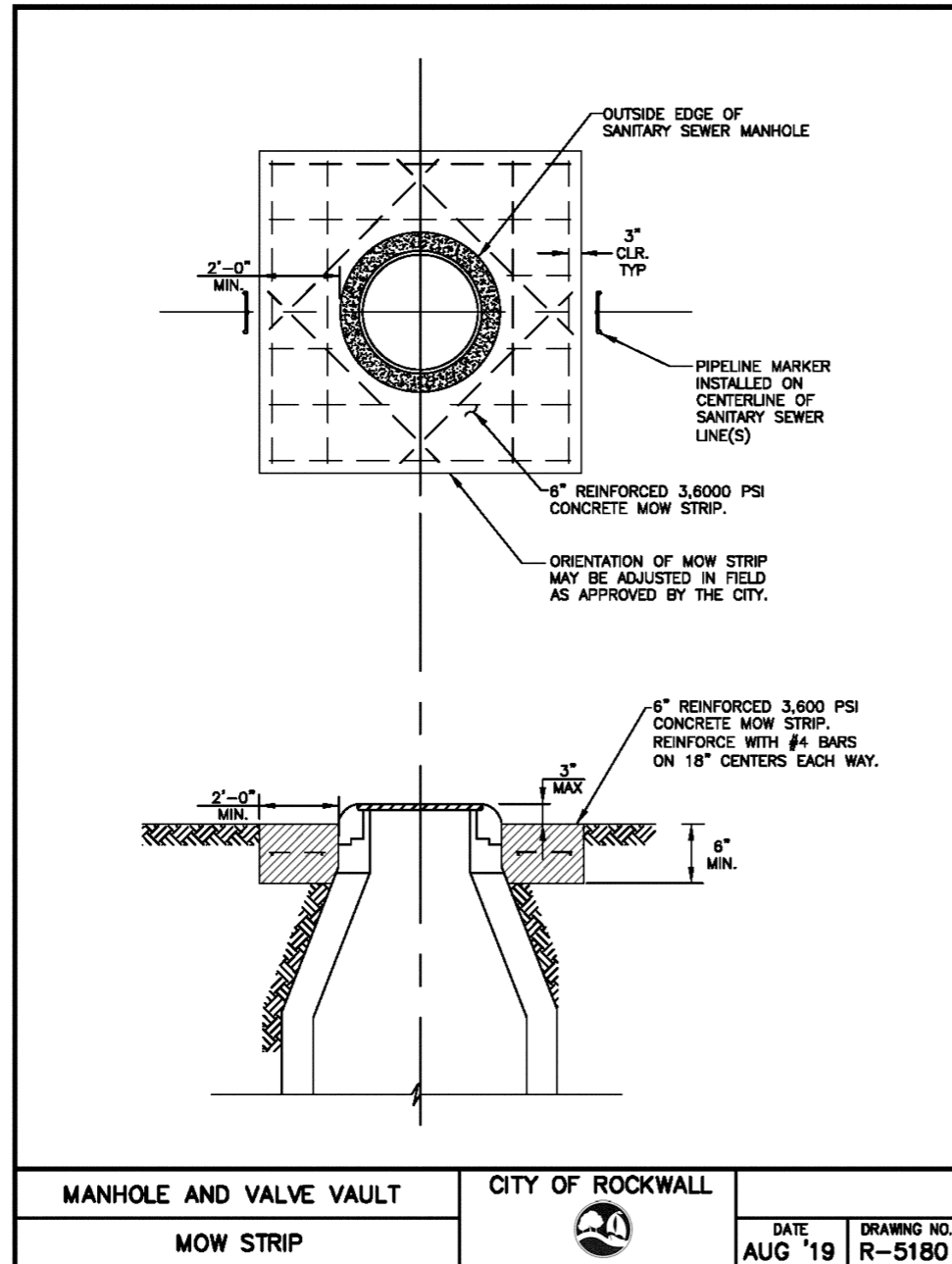


*[Signature]*  
 02/07/2020

**CITY OF ROCKWALL**  
 EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
 CITY OF ROCKWALL CONSTRUCTION DETAILS

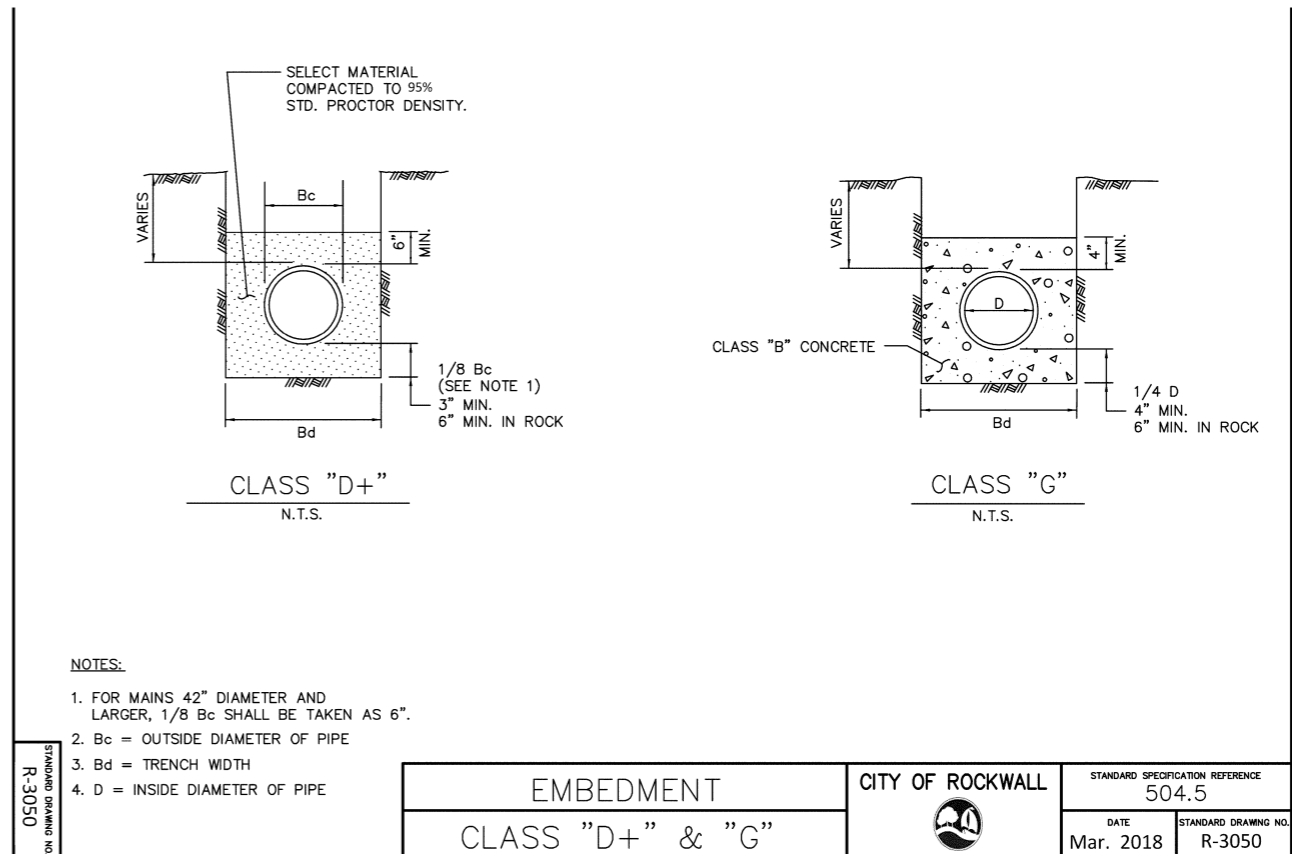
BHC  
 PROJECT NO.  
 2019-126  
 February, 2020  
 SHEET NO.  
**9**





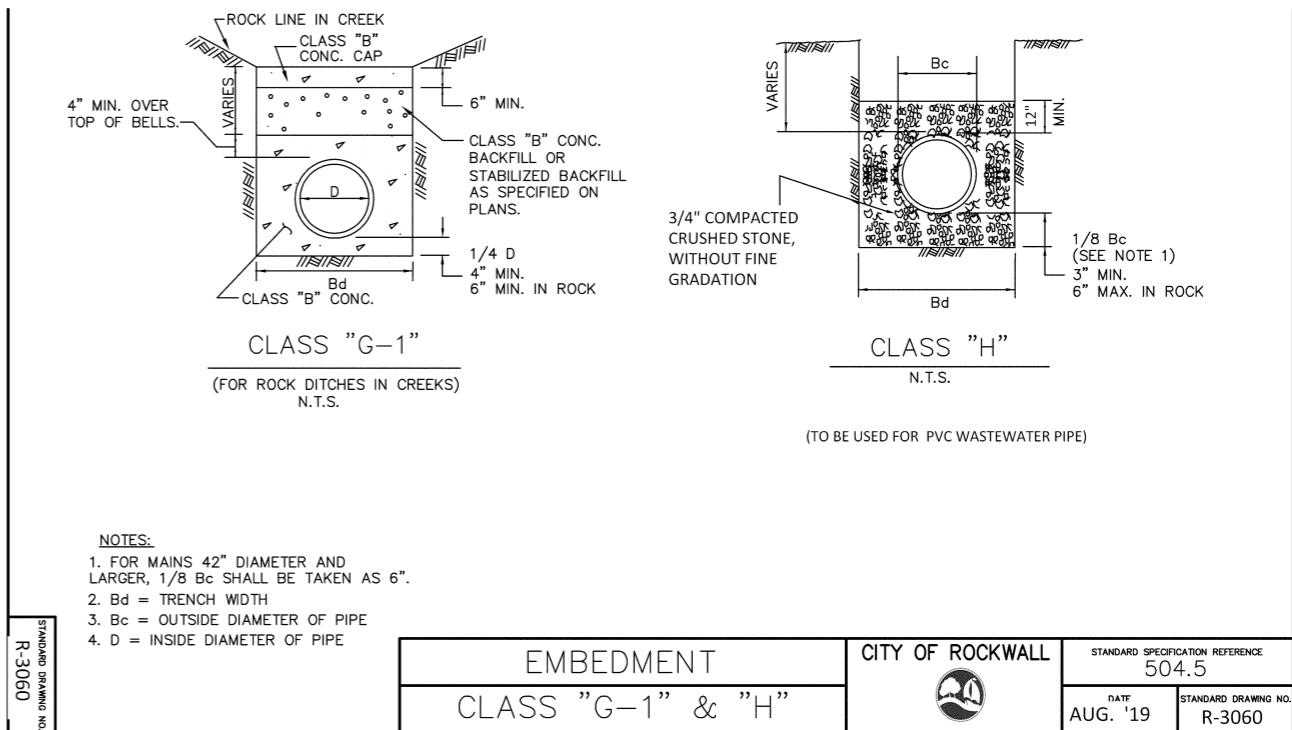
MANHOLE AND VALVE VAULT MOW STRIP	CITY OF ROCKWALL	DATE	DRAWING NO.
		AUG '19	R-5180

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BY DBC DATE 10/05/20



- NOTES:
- FOR MAINS 42" DIAMETER AND LARGER, 1/8 Bc SHALL BE TAKEN AS 6".
  - Bc = OUTSIDE DIAMETER OF PIPE
  - Bd = TRENCH WIDTH
  - D = INSIDE DIAMETER OF PIPE

STANDARD DRAWING NO. R-3050	EMBEDMENT	CITY OF ROCKWALL	STANDARD SPECIFICATION REFERENCE
	CLASS "D+" & "G"		504.5
		DATE	STANDARD DRAWING NO.
		Mar. 2018	R-3050

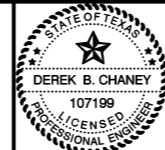


- NOTES:
- FOR MAINS 42" DIAMETER AND LARGER, 1/8 Bc SHALL BE TAKEN AS 6".
  - Bd = TRENCH WIDTH
  - Bc = OUTSIDE DIAMETER OF PIPE
  - D = INSIDE DIAMETER OF PIPE

STANDARD DRAWING NO. R-3060	EMBEDMENT	CITY OF ROCKWALL	STANDARD SPECIFICATION REFERENCE
	CLASS "G-1" & "H"		504.5
		DATE	STANDARD DRAWING NO.
		AUG. '19	R-3060

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TBPE Firm No. 526; TBPLS Firm No. 10031800  
11910 Greenville Ave., Suite 600  
Dallas, Texas 75243 (214) 361-7900



*[Signature]*  
02/07/2020

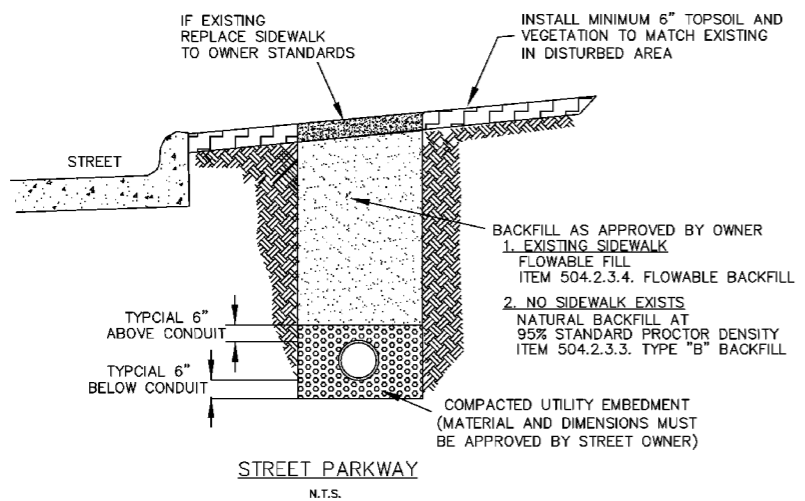
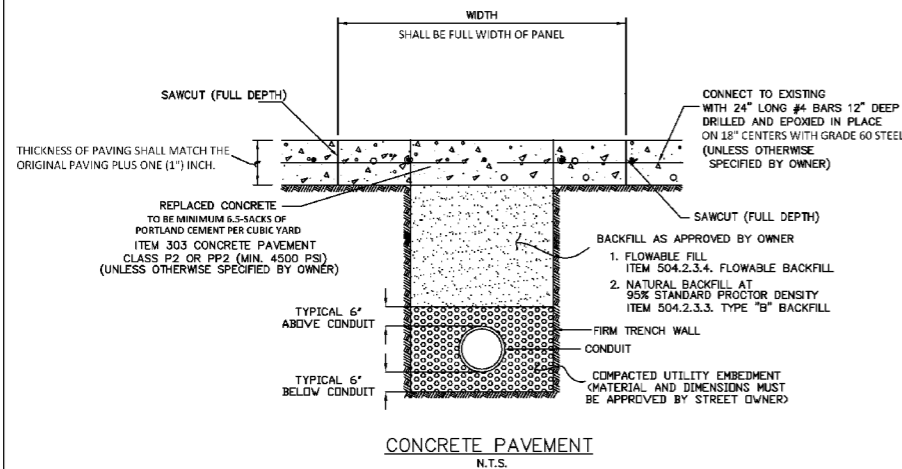
**CITY OF ROCKWALL**  
EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
CITY OF ROCKWALL CONSTRUCTION DETAILS

BHC  
PROJECT NO.  
2019-126  
February, 2020

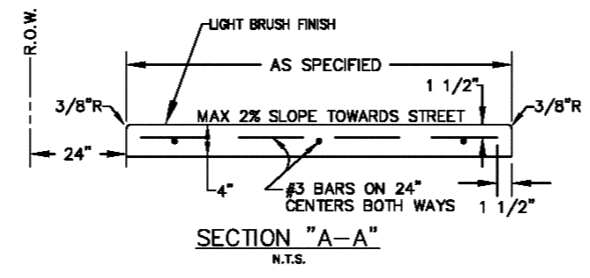
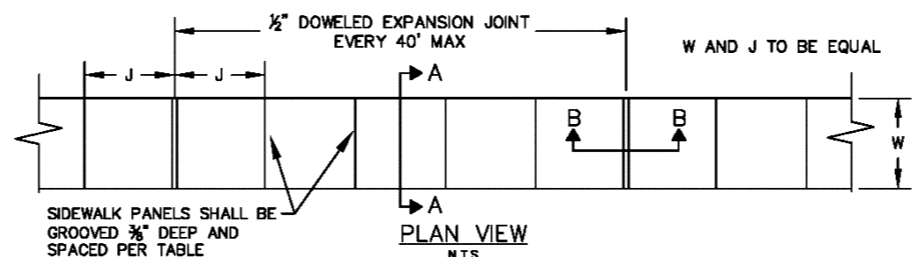
SHEET NO.

10

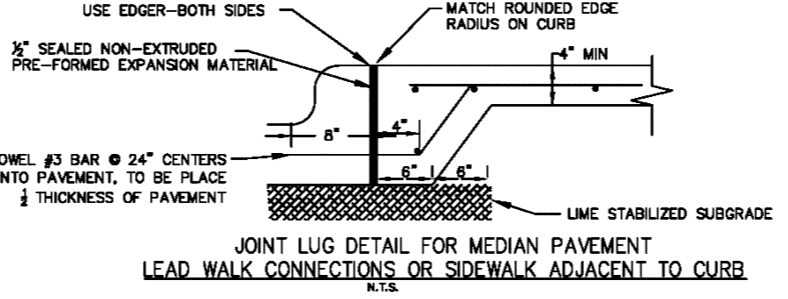
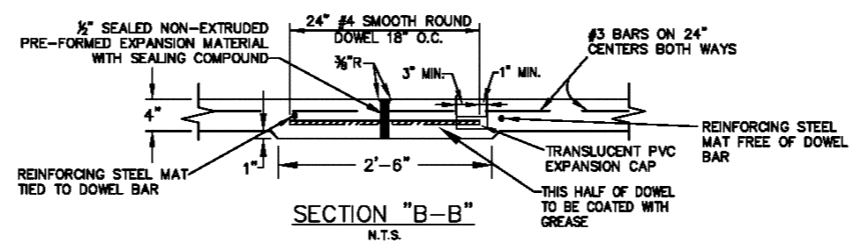
GENERAL NOTE: CHECK WITH STREET OWNER FOR SPECIFIC REQUIREMENTS NOT CONTAINED HEREIN



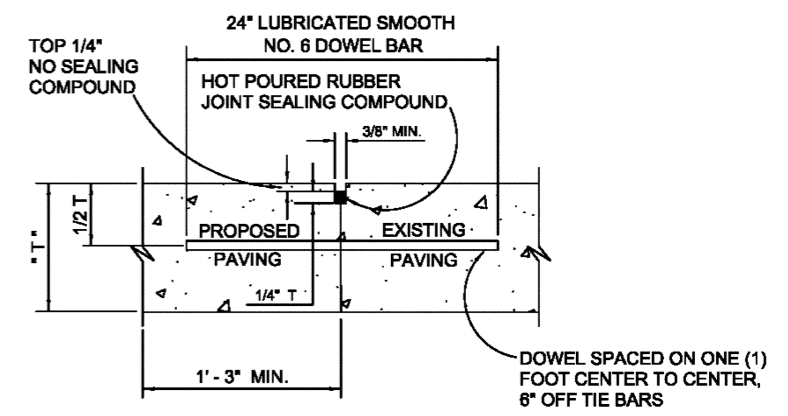
PAVEMENT CUT AND REPAIR	CITY OF ROCKWALL	STANDARD SPECIFICATION REFERENCE 402
CONCRETE AND PARKWAY		DATE: Mar. 2018 STANDARD DRAWING NO. R-3070A



- NOTES:
- CROSS SLOPE OF SIDEWALK SHALL BE NO GREATER THAN 2%
  - SIDEWALK CONCRETE WITHIN CITY R.O.W. SHALL BE MINIMUM 3,000 PSI (5.5 SACK/C.Y.) CONCRETE.
  - ALL SIDEWALKS SHALL MAINTAIN POSITIVE DRAINAGE.
  - ALL HONEYCOMB IN BACK OF CURB TO BE TROWEL-PLASTERED BEFORE POURING SIDEWALK.
  - MINIMUM WIDTH OF 6' IF SIDEWALK ADJACENT TO CURB A LUGGED INTO THE CURB.
  - STEEL WIRE MESH IS NOT ACCEPTABLE.



REINFORCED CONCRETE SIDEWALKS	CITY OF ROCKWALL	DATE: AUG '19	DRAWING NO. R-2170
JOINTS AND SPACING			



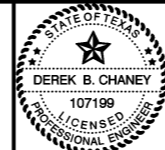
NOTES: T = PAVEMENT

- LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.
- DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.
- DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE NOT ACCEPTABLE.

REINFORCED CONCRETE PAVEMENT	CITY OF ROCKWALL	DATE: OCT. '17	DRAWING NO. R-2051
LONGITUDINAL BUTT JOINT			

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BY DBC DATE 10/05/20

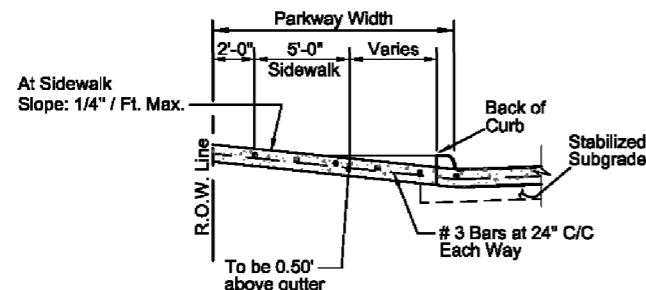
**BIRKHOFF, HENDRICKS & CARTER, L.L.P.**  
PROFESSIONAL ENGINEERS  
TBPE Firm No. 526; TBPLS Firm No. 10031800  
11910 Greenville Ave., Suite 600  
Dallas, Texas 75243 (214) 361-7900



*[Signature]*  
02/07/2020

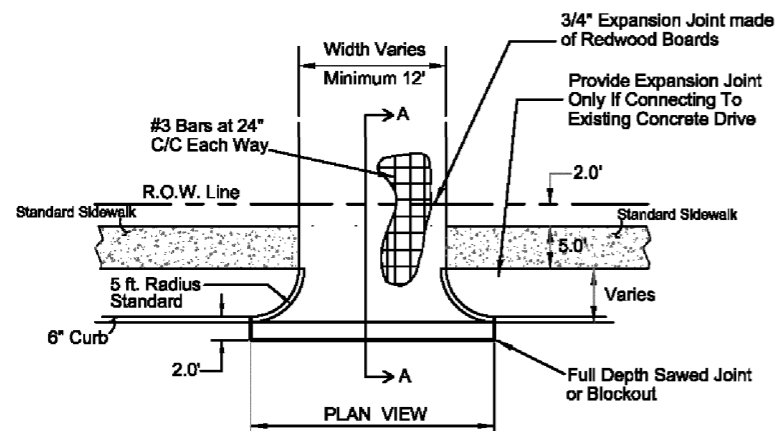
**CITY OF ROCKWALL**  
EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
CITY OF ROCKWALL CONSTRUCTION DETAILS

BHC PROJECT NO. 2019-126  
February, 2020  
SHEET NO. 11

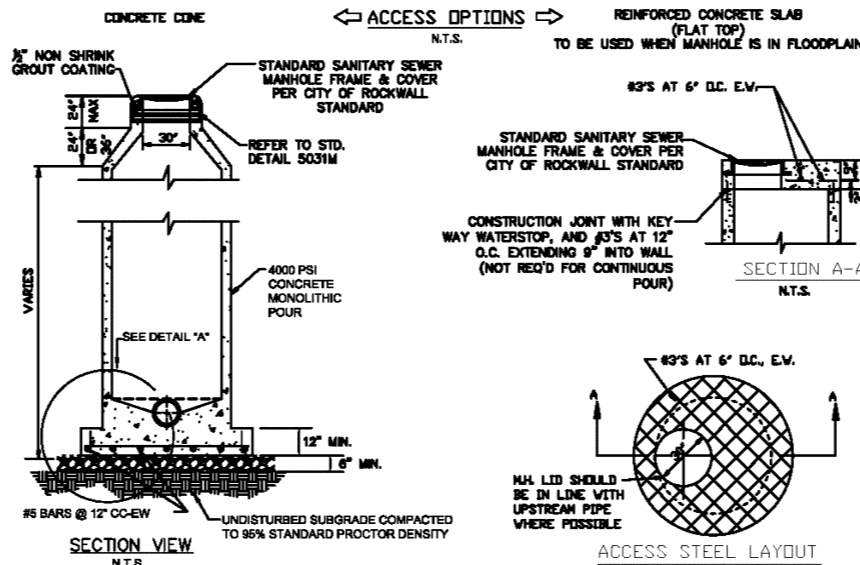


SECTION A-A

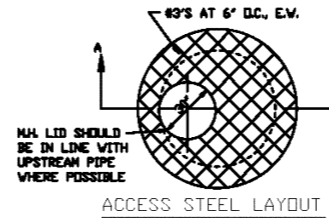
NOTE:  
Sidewalk section thru driveway to be poured same thickness as driveway - 6" Thick 3,600 P.S.I. Reinf. Conc. Pvmt. w/ #3 Bars @ 24" O.C.E.W. (Grade 60 Steel)



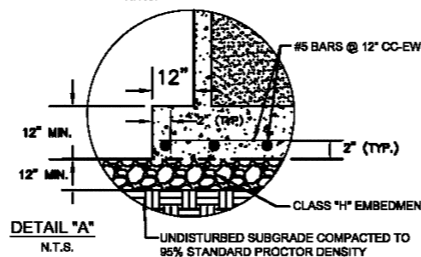
DRIVEWAY DETAILS  
(Not to Scale)



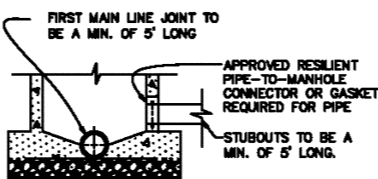
SECTION VIEW  
N.T.S.



ACCESS STEEL LAYOUT  
N.T.S.



DETAIL "A"  
N.T.S.



STUBOUT CONNECTION  
N.T.S.

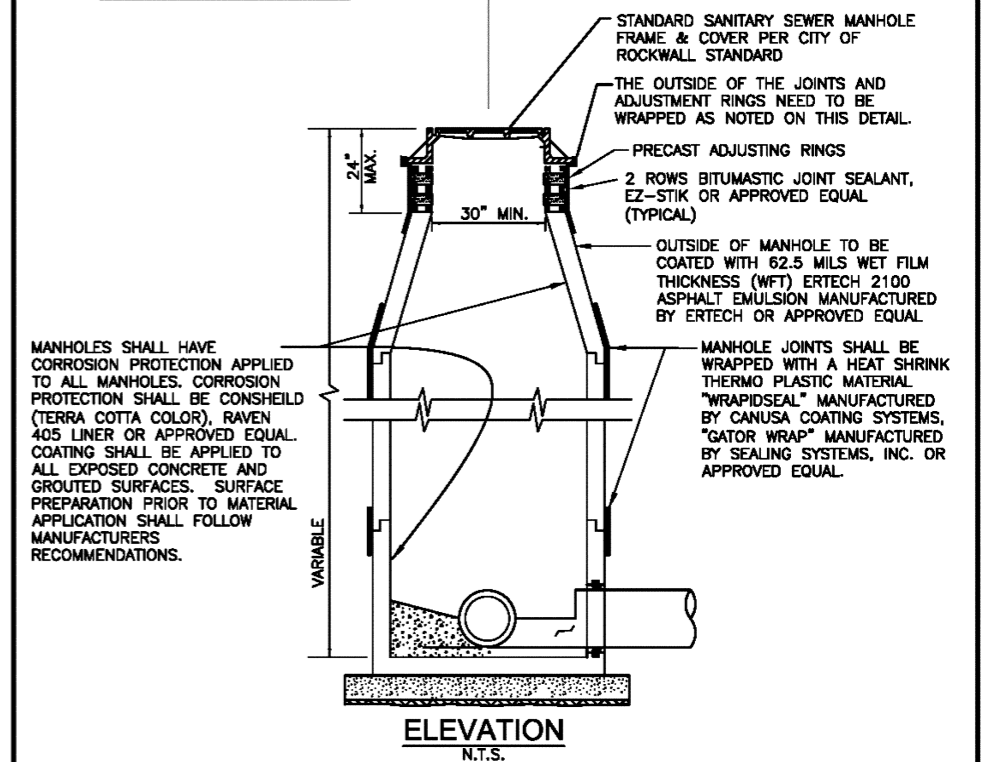
- NOTES:
- IF FALSE M.H. BOTTOMS ARE REQUIRED THEY SHALL BE CONSTRUCTED, INSTALLED AND REMOVED. PER STD. DWG. NO. 5100
  - M.H.'S LOCATED OUTSIDE OF PAVING SHALL BE CONSTRUCTED WITH A CONCRETE MOW STRIP PER STANDARD DETAIL R-7005
  - REFER TO STD. DWG. NO. R-8031 FOR INFLOW PROTECTION AT MANHOLE GRADE RINGS AND ON THE OUTSIDE OF MANHOLE STRUCTURE.
  - CAST IN PLACE BASE MUST BE A MINIMUM 12" THICK WITH #5 BARS @ 12" O.C.-EW (EACH WAY) AND SHALL EXTEND 1' BEYOND MANHOLE.
  - CONCRETE SHALL BE 4,200 PSI (7.0 SACK/CY) 28 DAY STRENGTH.
  - REINFORCING SHALL MEET OR EXCEED ASTM C478 REQUIREMENTS.
  - INSTALL GREEN EMS DISK AT ALL MANHOLES.

WASTEWATER MANHOLE  
CAST-IN-PLACE

CITY OF ROCKWALL

DATE AUG '19 DRAWING NO. R-5030

CORROSION PROTECTION ← → INFLOW PREVENTION



ELEVATION  
N.T.S.

- INFLOW PREVENTION NOTES:
- REQUIRED ON ALL SANITARY SEWER MANHOLES AND LIFT STATION WET WELLS AND VALVE VAULTS.
- CORROSION PREVENTION NOTES:
- TO CORROSION PROTECTIVE COATING PROCESS, PRESSURE WASH AND CLEAN STRUCTURE. FILL BUG HOLES, JOINTS, HONEYCOMBS AND AROUND PIPE PENETRATIONS WITH A CEMENTITIOUS REPAIR MATERIAL (CRM) AS NEEDED. USE STRONG SEAL MS2C MANUFACTURED BY THE STRONG COMPANY, INC. OR APPROVED EQUAL. THEN APPLY A MINIMUM OF 125 MILS (1/2 INCH) THICKNESS OF A POLYURETHANE COATING MATERIAL (EXISTING MANHOLES REQUIRE A MINIMUM OF 250 MILS THICKNESS OF POLYURETHANE COATING MATERIAL). FOR THE POLYURETHANE COATING MATERIAL USE RAVEN 405 LINER OR APPROVED EQUAL.
  - ADDITIONAL CLEANING, PREPARATION, AND REPAIR METHODS MAY BE REQUIRED FOR EXISTING MANHOLES DEPENDING ON CONDITION ASSESSMENT OF THE MANHOLE. CONTACT ENGINEERING DIVISION FOR ADDITIONAL SPECIFICATIONS.
  - SPARK TESTING IS REQUIRED FOR COATINGS. COST FOR TESTING IS SUBSIDIARY TO OTHER BID ITEMS. CITY INSPECTOR TO BE PRESENT FOR SPARK TESTING. CONTRACTOR TO PROVIDE WRITTEN SPARK TEST RESULTS TO CITY.
  - EXISTING BRICK MANHOLES SHALL BE REPLACED.
  - REQUIRED ON ALL WASTEWATER MANHOLES AND LIFT STATION WET WELLS.

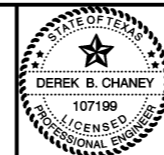
WASTEWATER MANHOLE  
INFLOW PREVENTION & CORROSION PROTECTION

CITY OF ROCKWALL

DATE AUG '19 DRAWING NO. R-5031

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PROFESSIONAL ENGINEERS  
TBPE Firm No. 526; TBPLS Firm No. 10031800  
11910 Greenville Ave., Suite 600  
Dallas, Texas 75243 (214) 361-7900



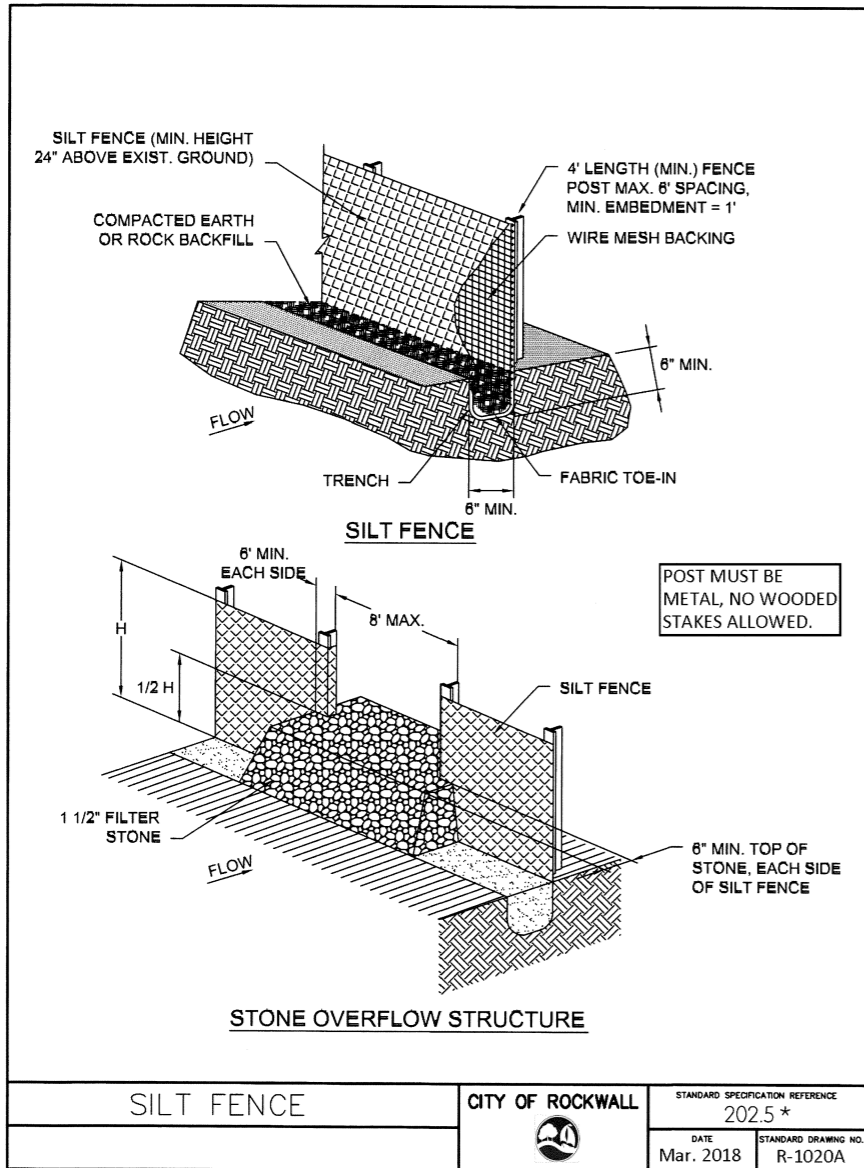
Signature of Derek B. Chaney  
DATE 02/07/2020

**CITY OF ROCKWALL**  
EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
CITY OF ROCKWALL CONSTRUCTION DETAILS

BHC  
PROJECT NO.  
2019-126  
February, 2020

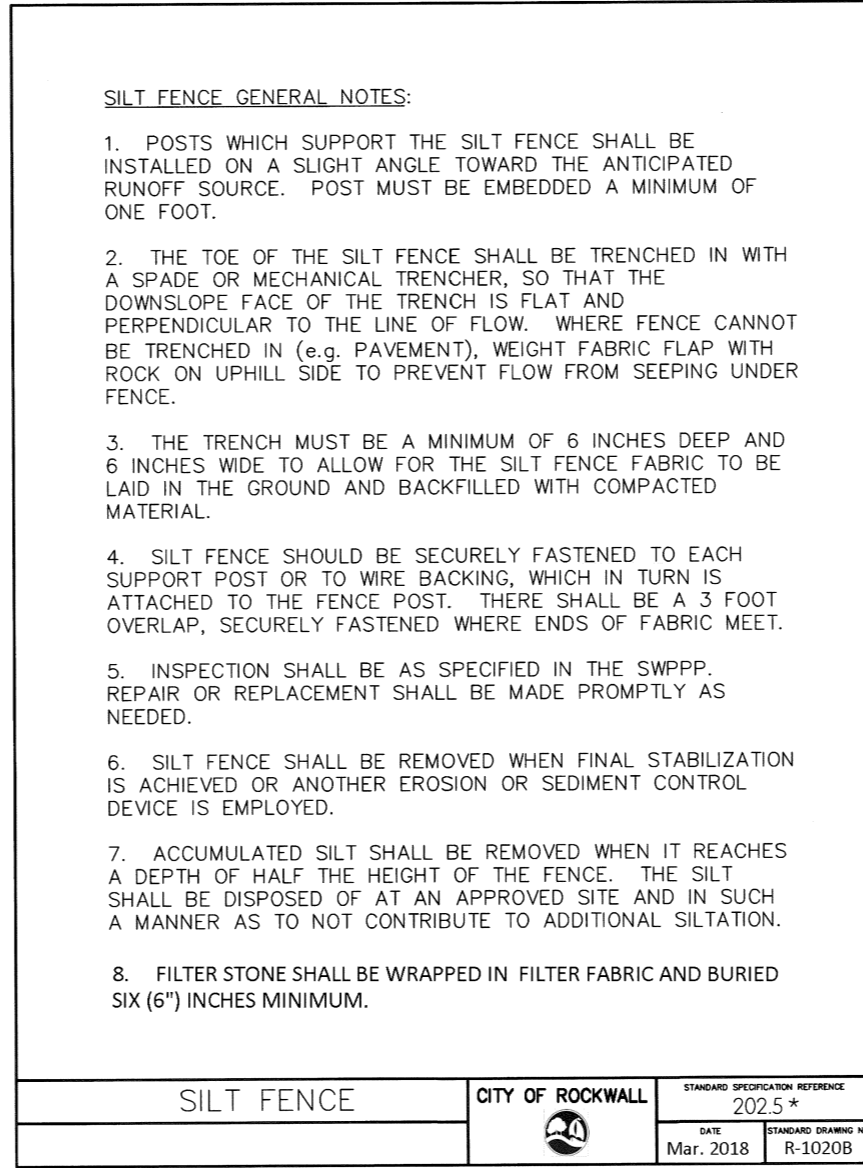
SHEET NO.

12



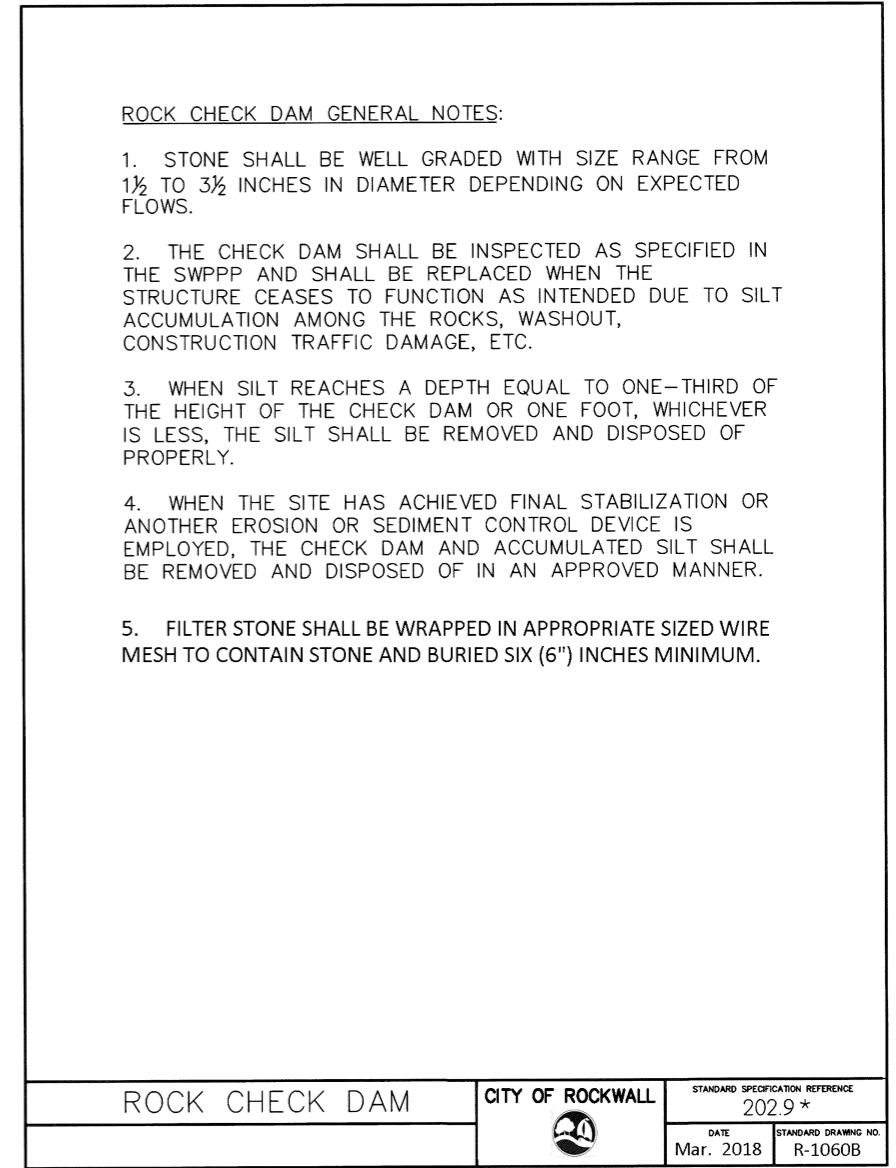
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		DATE Mar. 2018
		STANDARD DRAWING NO. R-1020A

\*Section II Standard Drawings as of October 2004. Reference number only has been updated for Fifth Edition Specifications. *Public Works Construction Standards North Central Texas, Fifth Edition.*



SILT FENCE	CITY OF ROCKWALL	STANDARD SPECIFICATION REFERENCE 202.5*
		DATE Mar. 2018
		STANDARD DRAWING NO. R-1020B

\*Section II Standard Drawings as of October 2004. Reference number only has been updated for Fifth Edition Specifications. *Public Works Construction Standards North Central Texas, Fifth Edition.*

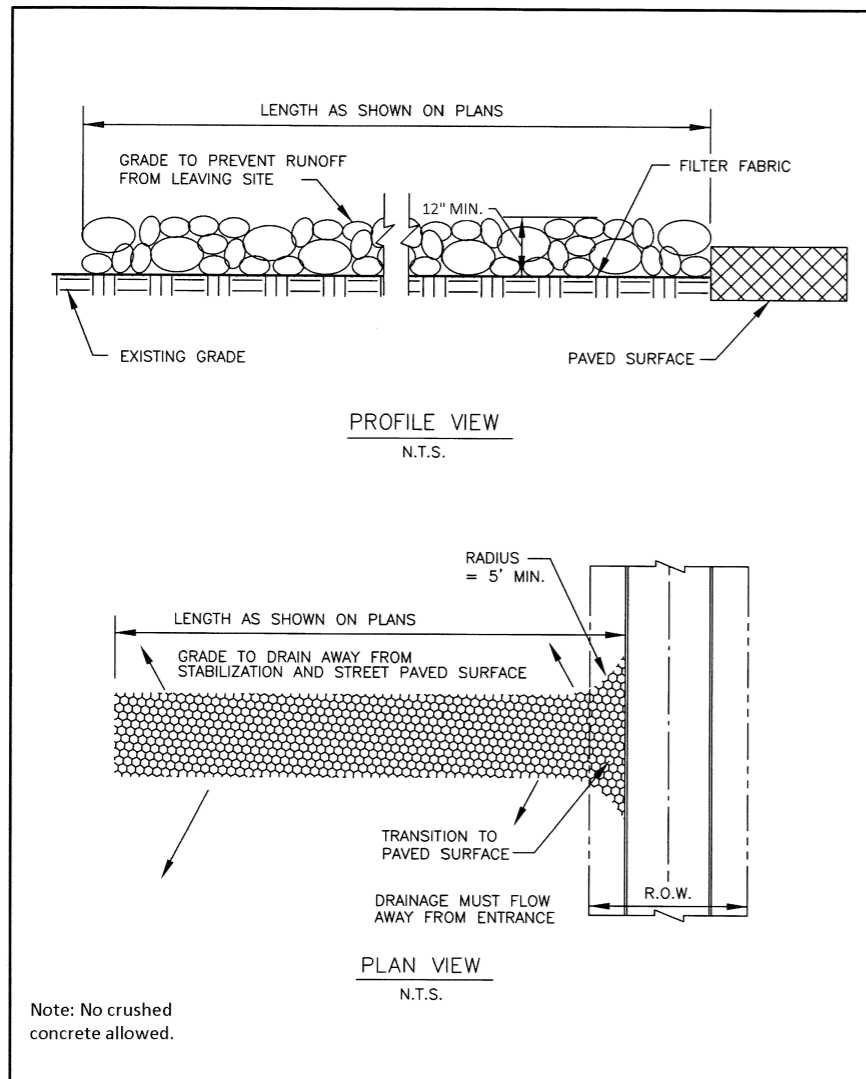


ROCK CHECK DAM	CITY OF ROCKWALL	STANDARD SPECIFICATION REFERENCE 202.9*
		DATE Mar. 2018
		STANDARD DRAWING NO. R-1060B

\*Section II Standard Drawings as of October 2004. Reference number only has been updated for Fifth Edition Specifications. *Public Works Construction Standards North Central Texas, Fifth Edition.*

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BY DBC DATE 10/05/20

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				CITY OF ROCKWALL EROSION CONTROL DETAILS	February, 2020	



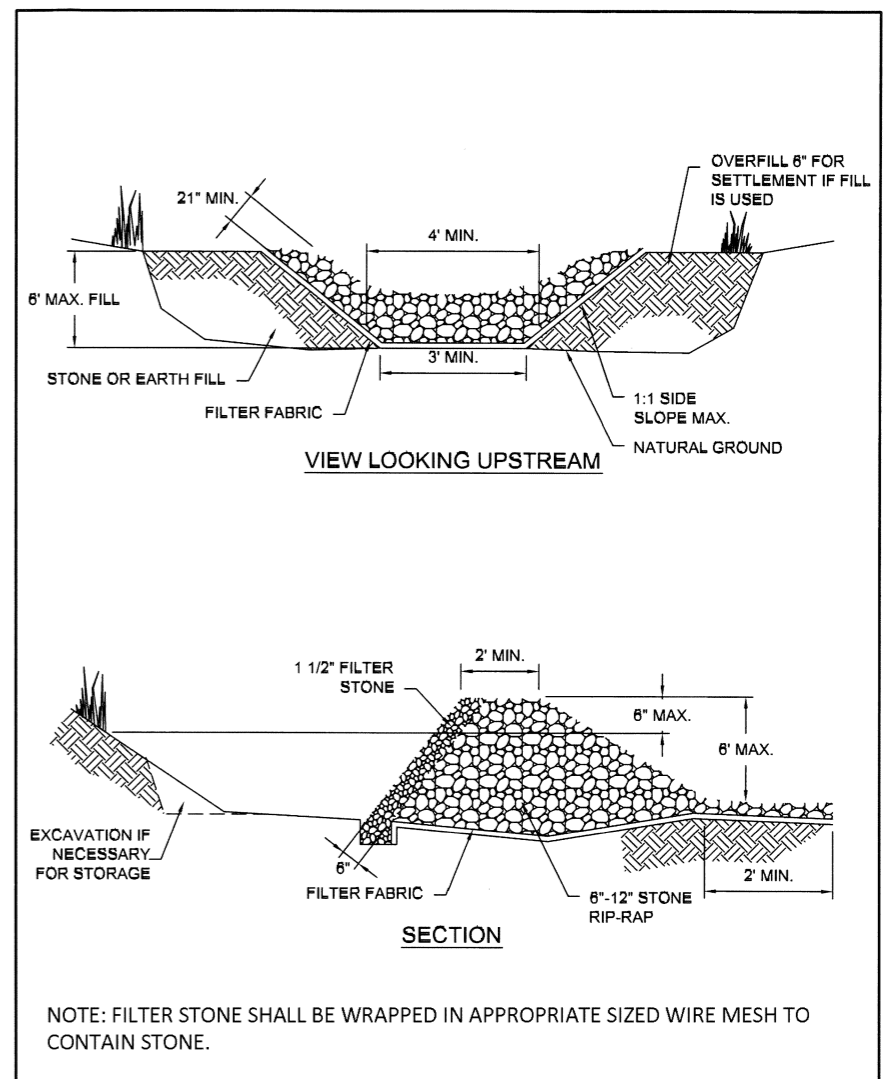
STABILIZED CONSTRUCTION ENTRANCE	CITY OF ROCKWALL	STANDARD SPECIFICATION REFERENCE 202.11 *	
		DATE Mar. 2018	STANDARD DRAWING NO. R-1070A

\*Section II Standard Drawings as of October 2004. Reference number only has been updated for Fifth Edition Specifications. *Public Works Construction Standards North Central Texas, Fifth Edition.*

- STABILIZED CONSTRUCTION ENTRANCE GENERAL NOTES:**
- STONE SHALL BE 4 TO 6 INCH DIAMETER COARSE AGGREGATE.
  - MINIMUM LENGTH SHALL BE 50 FEET AND WIDTH SHALL BE 20 FEET.
  - THE THICKNESS SHALL NOT BE LESS THAN 12 INCHES.
  - THE WIDTH SHALL BE NO LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
  - WHEN NECESSARY, VEHICLES SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO A PUBLIC ROADWAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WITH DRAINAGE FLOWING AWAY FROM BOTH THE STREET AND THE STABILIZED ENTRANCE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH OR WATERCOURSE USING APPROVED METHODS.
  - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PAVED SURFACES. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PAVED SURFACES MUST BE REMOVED IMMEDIATELY.
  - THE ENTRANCE MUST BE PROPERLY GRADED OR INCORPORATE A DRAINAGE SWALE TO PREVENT RUNOFF FROM LEAVING THE CONSTRUCTION SITE.
  - PREVENT SHORTCUTTING OF THE FULL LENGTH OF THE CONSTRUCTION ENTRANCE BY INSTALLING BARRIERS AS NECESSARY.
  - INSPECTION SHALL BE AS SPECIFIED IN THE SWPPP.
  - NO CRUSHED CONCRETE ALLOWED.

STABILIZED CONSTRUCTION ENTRANCE	CITY OF ROCKWALL	STANDARD SPECIFICATION REFERENCE 202.11 *	
		DATE Mar. 2018	STANDARD DRAWING NO. R-1070B

\*Section II Standard Drawings as of October 2004. Reference number only has been updated for Fifth Edition Specifications. *Public Works Construction Standards North Central Texas, Fifth Edition.*



STONE OUTLET SEDIMENT TRAP	CITY OF ROCKWALL	STANDARD SPECIFICATION REFERENCE 202.12 *	
		DATE Mar. 2018	STANDARD DRAWING NO. R-1090

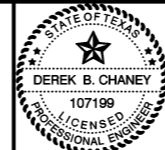
\*Section II Standard Drawings as of October 2004. Reference number only has been updated for Fifth Edition Specifications. *Public Works Construction Standards North Central Texas, Fifth Edition.*

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BY DBC DATE 10/05/20

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 Dallas, Texas 75243 (214) 361-7900



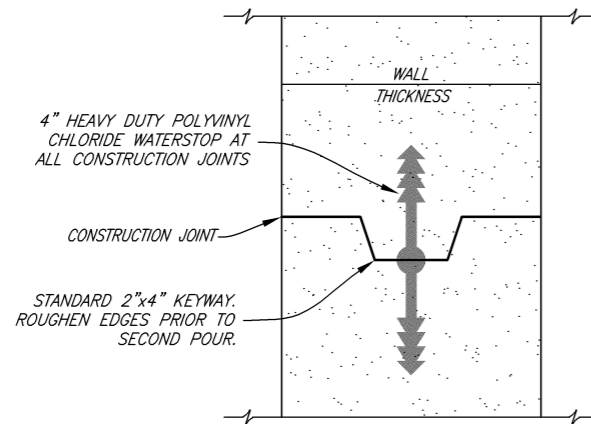
*[Signature]*  
 02/07/2020

**CITY OF ROCKWALL**  
 EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
 CITY OF ROCKWALL EROSION CONTROL DETAILS

BHC  
 PROJECT NO.  
 2019-126  
 February, 2020

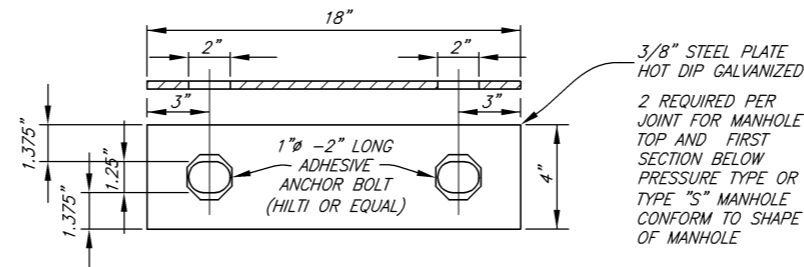
SHEET NO.  
**14**





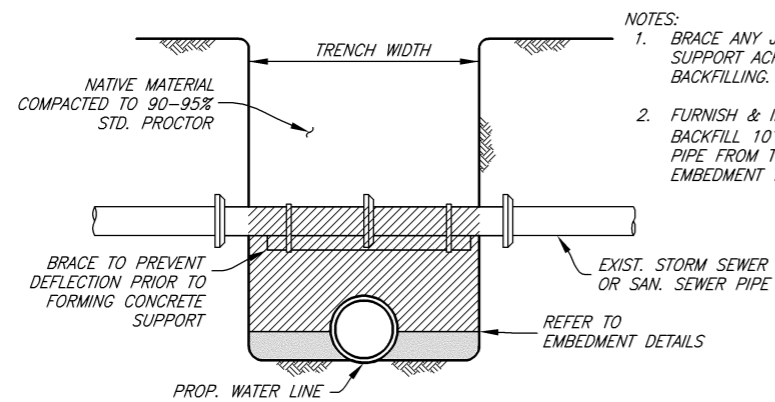
**CAST IN PLACE MANHOLE CONSTRUCTION JOINT**

STANDARD SANITARY SEWER 4', 5' & 6' DIAMETER CONCENTRIC MANHOLES  
KEYWAY WITH WATERSTOP  
NO SCALE



**JOINT RESTRAINER FOR  
PRECAST MANHOLE**

SEE SPECIFICATIONS FOR PRECAST  
MANHOLE REQUIREMENTS  
NO SCALE



**SANITARY OR STORM SEWER SUPPORT**

NO SCALE

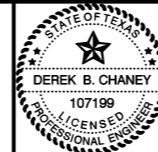
- NOTES:
- BRACE ANY JOINTS EXPOSED AND SUPPORT ACROSS TRENCH BEFORE BACKFILLING.
  - FURNISH & INSTALL CEMENT STABILIZED BACKFILL 10' ON EACH SIDE OF EXIST. PIPE FROM TOP OF PROP. GRAVEL EMBEDMENT TO TOP OF EXISTING PIPE.

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PROFESSIONAL ENGINEERS  
TBPE Firm No. 526; TBPLS Firm No. 10031800  
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Dallas, Texas 75243 (214) 361-7900



*[Signature]*  
02/07/2020

**CITY OF ROCKWALL**  
EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
MISC. CONSTRUCTION DETAILS

BHC  
PROJECT NO.  
2019-126  
February, 2020

SHEET NO.

**15**

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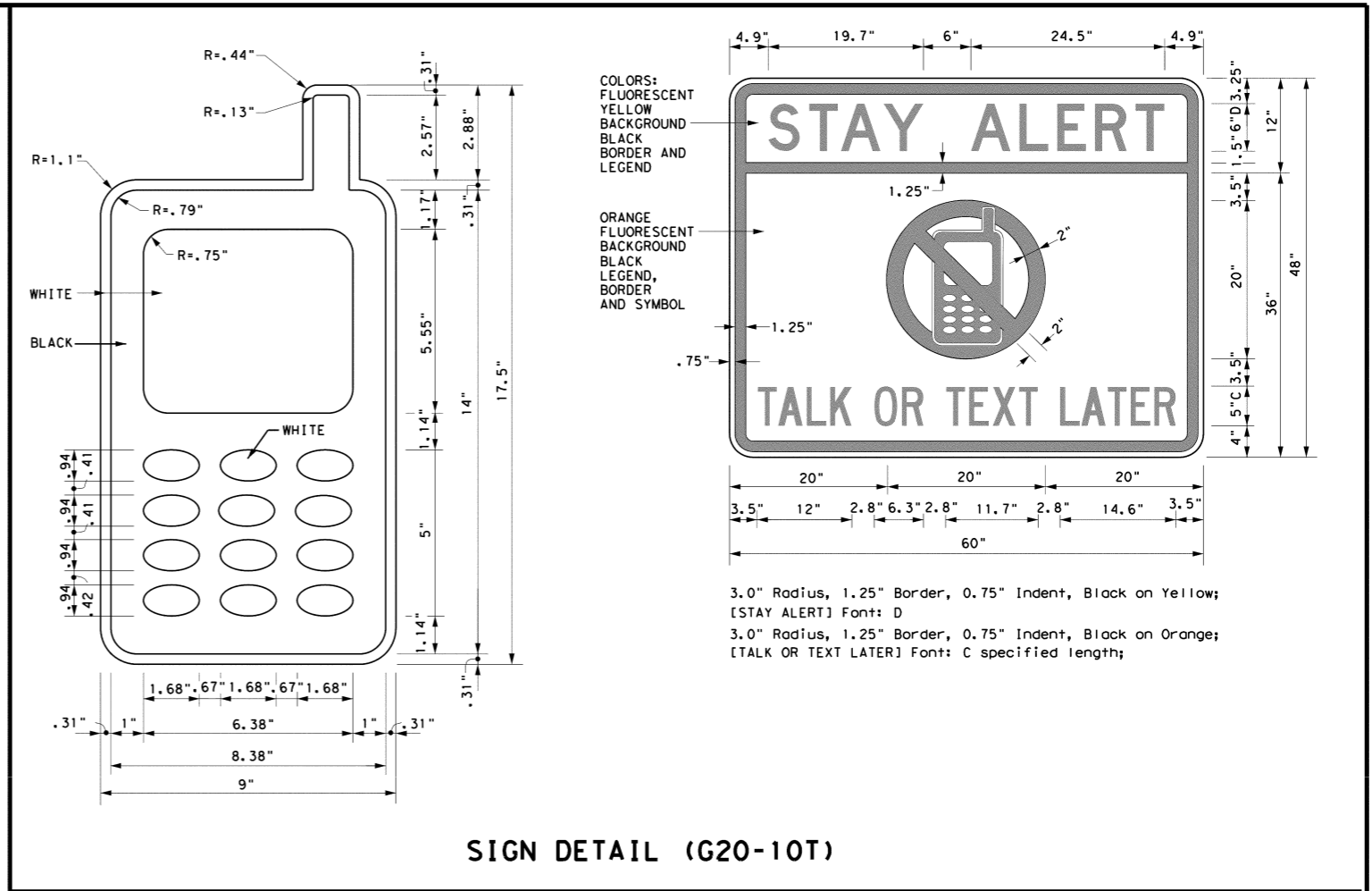
**BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:**

- 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

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

SHEET 1 OF 12

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

**BARRICADE AND CONSTRUCTION  
GENERAL NOTES  
AND REQUIREMENTS**

**BC (1) - 14**

FILE: bc-14.dgn	DW: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISONS				
4-03	5-10	8-14		
9-07	7-13			
	DIST	COUNTY	SHEET NO.	

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 11910 Greenville Ave., Suite 600  
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**CITY OF ROCKWALL**  
 EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
 TxDOT TRAFFIC CONTROL DETAILS

BHC  
 PROJECT NO.  
 2019-126  
 February, 2020

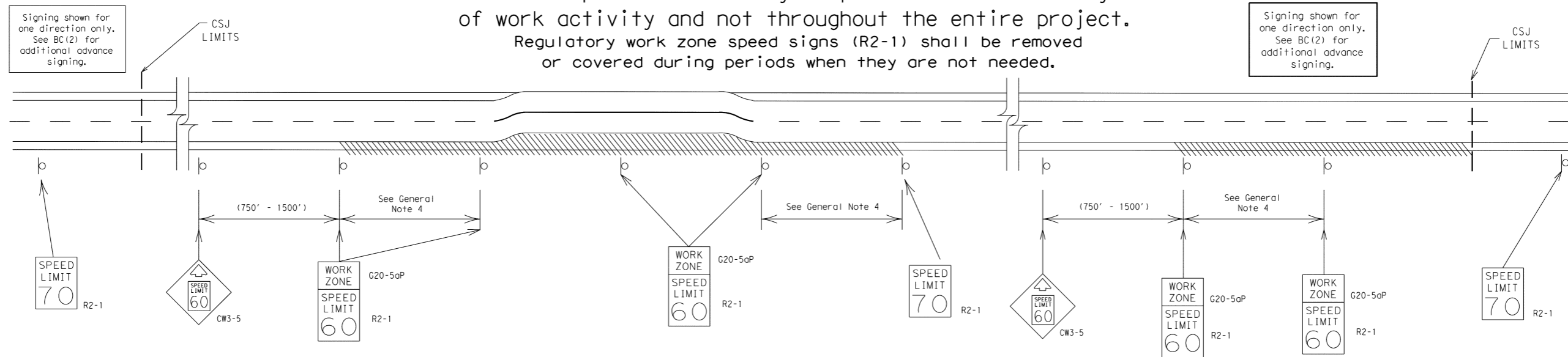
SHEET NO.  
**16**



# TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

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



## GUIDANCE FOR USE:

### LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

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

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

### SHORT TERM WORK ZONE SPEED LIMITS

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

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

SHEET 3 OF 12

		<b>Traffic Operations Division Standard</b>	
<h2>BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT</h2>			
<h3>BC (3) - 14</h3>			
FILE: bc-14.dgn	DWG: TxDOT	CHK: TxDOT	DRW: TxDOT
© TxDOT November 2002	CONT	SECT	JOB
REVISIONS		HIGHWAY	
9-07	8-14		
7-13		DIST	COUNTY
		SHEET NO.	

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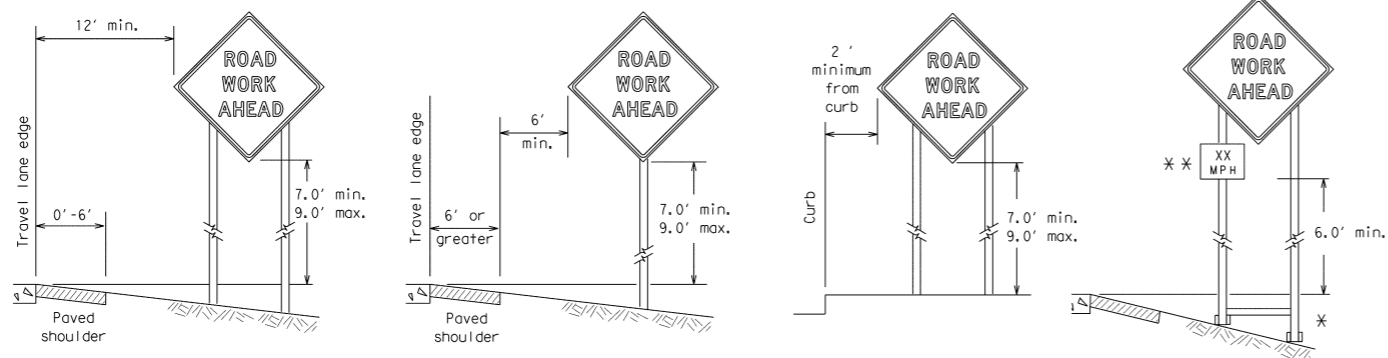
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 PROFESSIONAL ENGINEERS  
 TBPE Firm No. 526; TBPLS Firm No. 10031800  
 11910 Greenville Ave., Suite 600  
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**CITY OF ROCKWALL**  
**EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT**  
**TxDOT TRAFFIC CONTROL DETAILS**

BHC  
 PROJECT NO.  
 2019-126  
 February, 2020

SHEET NO.  
**18**

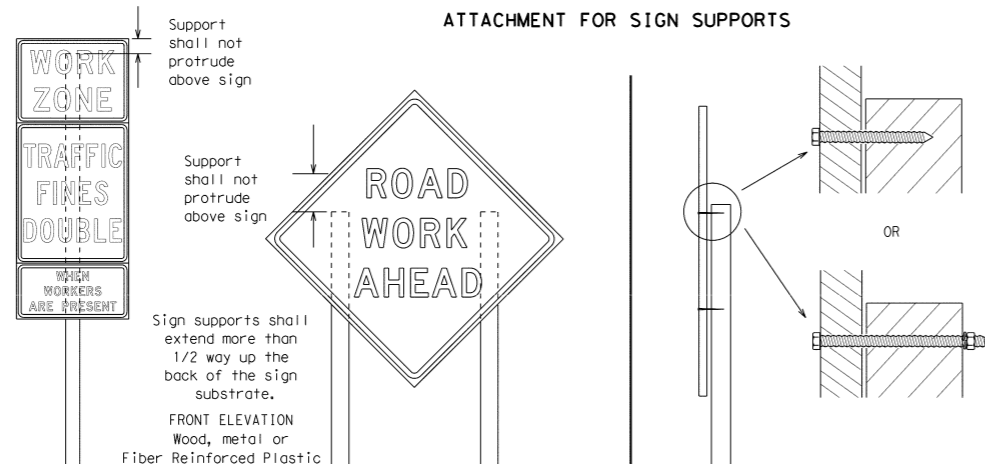
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



\* 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



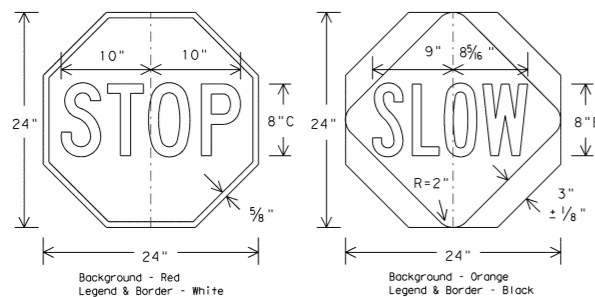
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

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)**
- Long-term stationary - work that occupies a location more than 3 days.
  - Intermediate-term stationary - work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than one hour.
  - Short-term stationary - daytime work that occupies a location for more than 1 hour in a single daylight period.
  - Short, duration - work that occupies a location up to 1 hour.
  - Mobile - work that moves continuously or intermittently (stopping for up to approximately 15 minutes.)

SIGN MOUNTING HEIGHT

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

SIZE OF SIGNS

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

SIGN SUBSTRATES

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

REFLECTIVE SHEETING

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

SIGN LETTERS

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

REMOVING OR COVERING

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

		<b>Traffic Operations Division Standard</b>	
<h2>BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES</h2>			
<h3>BC (4) - 14</h3>			
FILE: bc-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT
© TxDOT November 2002	CONT SECT	JOB	HIGHWAY
REVISIONS			
9-07	8-14	DIST	COUNTY
7-13			SHEET NO.

DATE: FILE:

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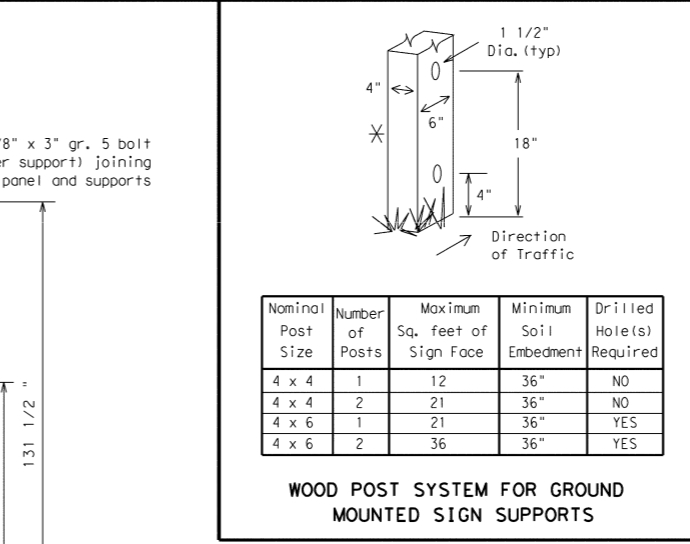
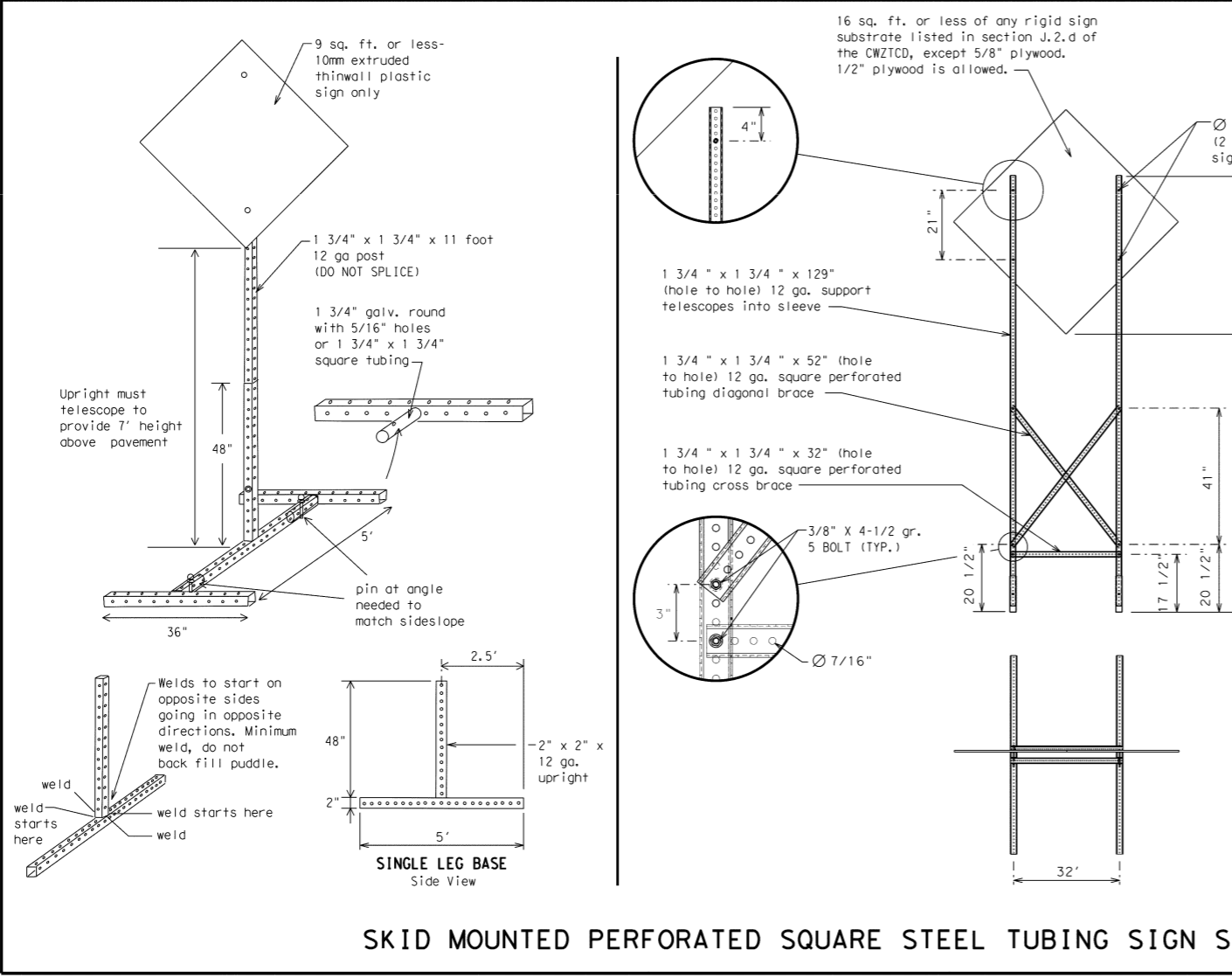
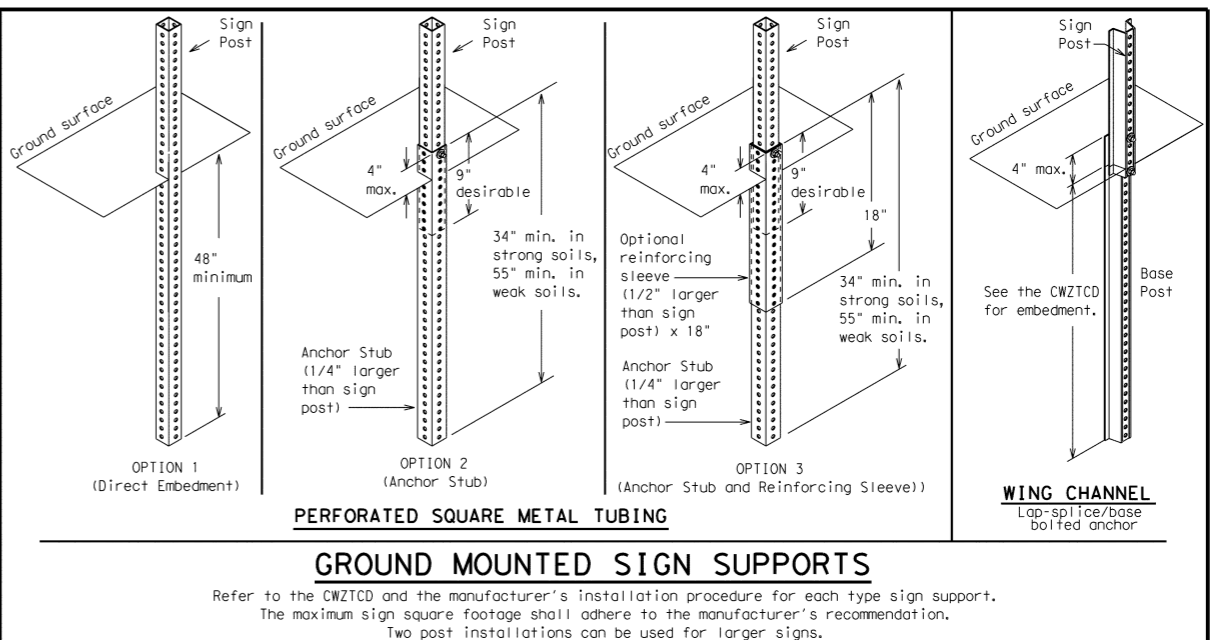
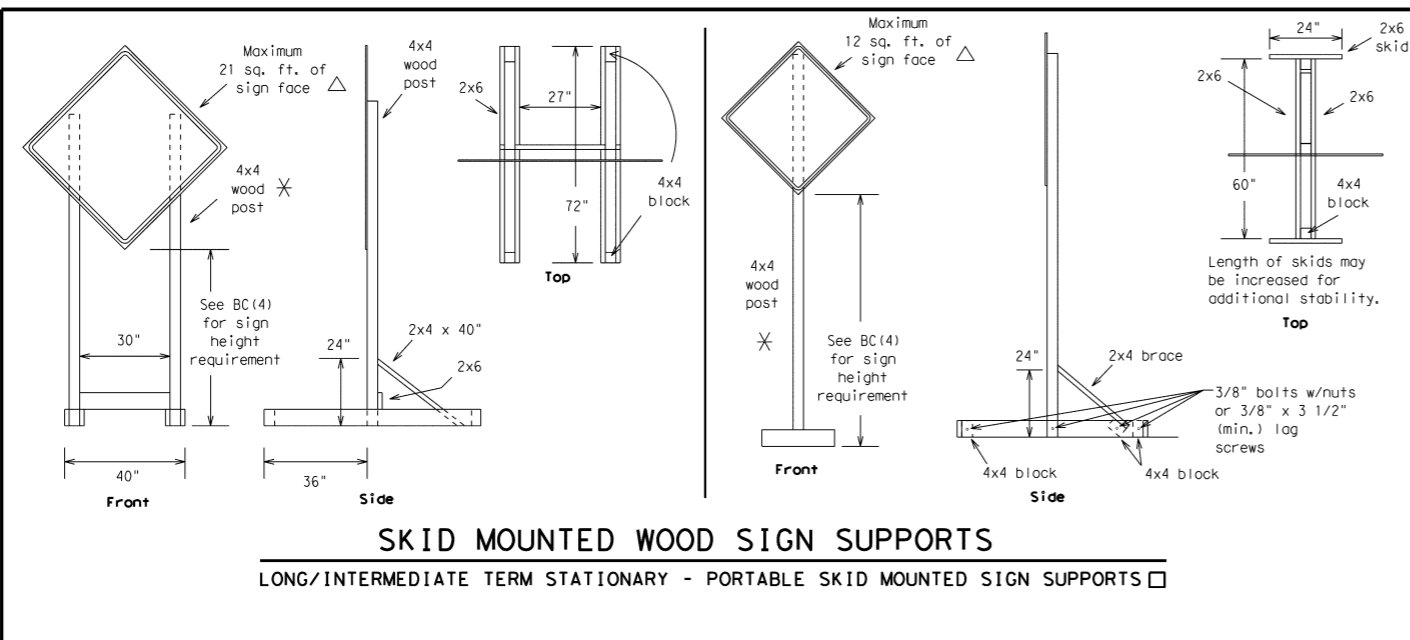
**CITY OF ROCKWALL**  
**EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT**  
**TxDOT TRAFFIC CONTROL DETAILS**

BHC  
 PROJECT NO.  
 2019-126  
 February, 2020

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**19**



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**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.

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TxDOT TRAFFIC CONTROL DETAILS

BHC PROJECT NO. 2019-126  
February, 2020

SHEET NO. 20

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

**PORTABLE CHANGEABLE MESSAGE SIGNS**

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

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

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

**RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES**

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

**Phase 1: Condition Lists**

**Road/Lane/Ramp Closure List**

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

**Other Condition List**

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

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

**Phase 2: Possible Component Lists**

**Action to Take/Effect on Travel List**

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

**Location List**

AT FM XXXX
BEFORE RAILROAD CROSSING
NEXT X MILES
PAST US XXX EXIT
XXXXXXXXX TO XXXXXXXX
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-X PM-X AM
BEGINS MONDAY
BEGINS MAY XX
MAY X-X XX PM - XX AM
NEXT FRI-SUN
XX AM TO XX PM
NEXT TUE AUG XX
TONIGHT XX PM-XX AM

\*\* See Application Guidelines Note 6.

**APPLICATION GUIDELINES**

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

**WORDING ALTERNATIVES**

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

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

**FULL MATRIX PCMS SIGNS**

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

SHEET 6 OF 12

		<b>Texas Department of Transportation</b>		<b>Traffic Operations Division Standard</b>	
<b>BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)</b>					
<b>BC (6) - 14</b>					
FILE#	bc-14.dgn	DWG	TxDOT	CHK	TxDOT
REV	1	DATE	NOVEMBER 2002	BY	
9-07	8-14				
7-13					

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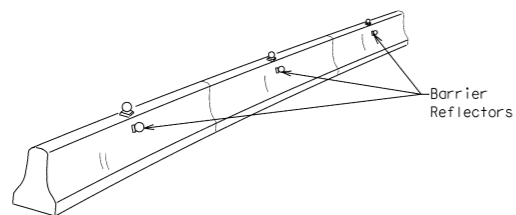
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**CITY OF ROCKWALL**  
**EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT**  
**TxDOT TRAFFIC CONTROL DETAILS**

BHC PROJECT NO. 2019-126  
 February, 2020  
**SHEET NO. 21**

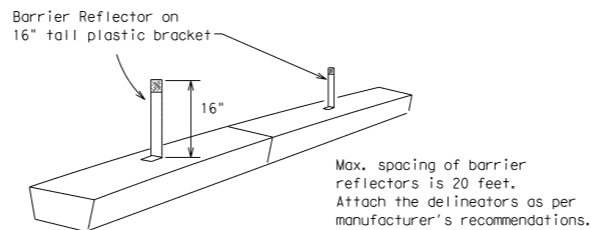
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- Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
- Color of Barrier Reflectors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

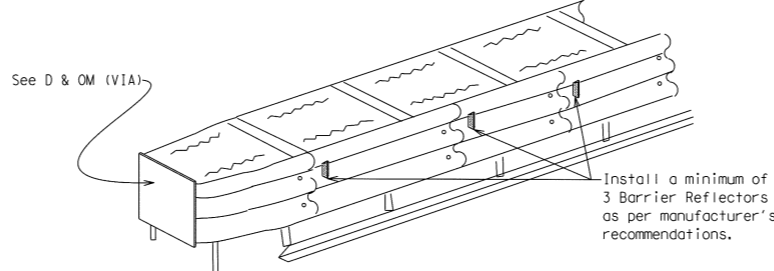


**CONCRETE TRAFFIC BARRIER (CTB)**

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



**LOW PROFILE CONCRETE BARRIER (LPCB)**



**DELINEATION OF END TREATMENTS**

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

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

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

**WARNING LIGHTS**

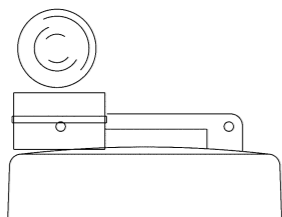
- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet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

**WARNING LIGHTS MOUNTED ON PLASTIC DRUMS**

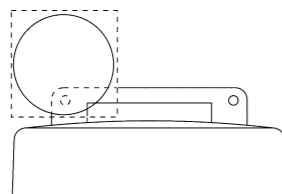
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing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

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

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



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

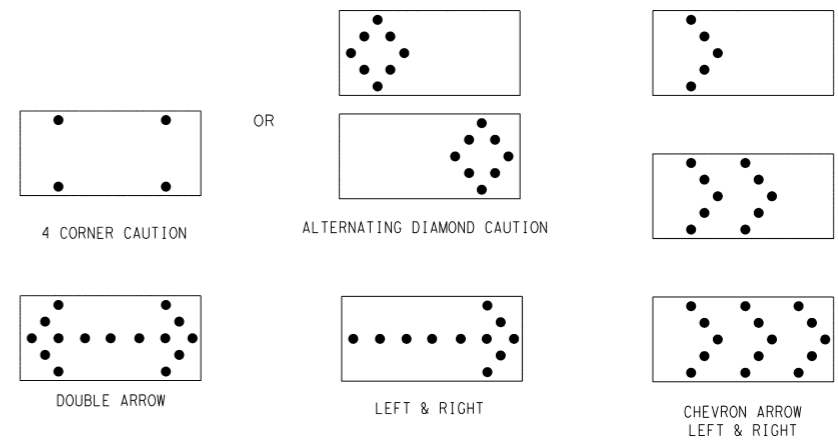


Warning reflector may be round or square. Must have a yellow reflective surface area of at least 30 square inches

DATE: FILE:

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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**CITY OF ROCKWALL**

**EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT**

**TxDOT TRAFFIC CONTROL DETAILS**

BHC PROJECT NO. 2019-126

February, 2020

SHEET NO.

**22**

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**BIRKHOFF, HENDRICKS & CARTER, L.L.P.**

**PROFESSIONAL ENGINEERS**

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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**

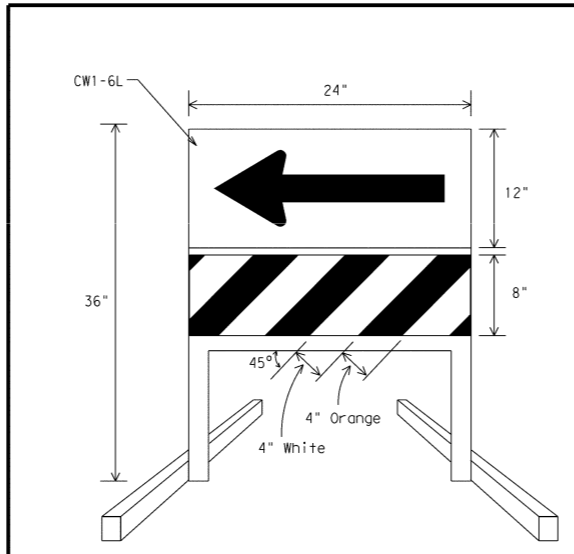
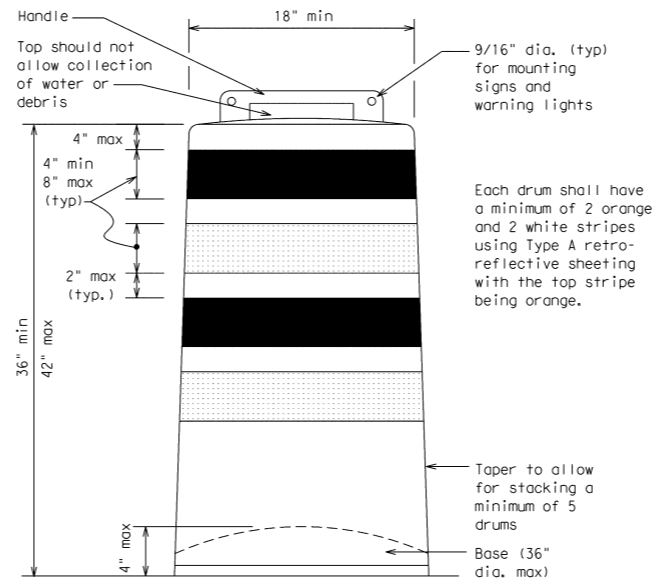
- Pre-qualified plastic drums shall meet the following requirements:
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
  - The body and base shall lock together in such a manner that the body separates from the base when impacted 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.

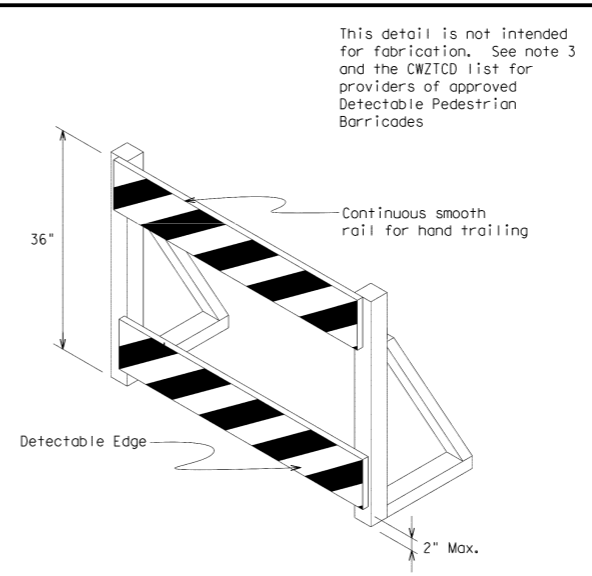
**BALLAST**

- 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.



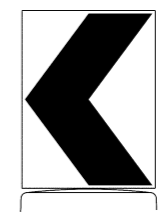
**DIRECTION INDICATOR BARRICADE**

- 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 (CWI-6) sign in the size shown with a black arrow on a background of Type B<sub>FL</sub> or Type C<sub>FL</sub> 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.

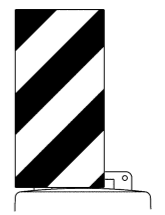


**DETECTABLE PEDESTRIAN BARRICADES**

- 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.



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



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

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

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

- Signs used on plastic drums shall be manufactured using substrates listed on the CWZTCD.
- Chevrons and other work zone signs with an orange background shall be manufactured with Type B<sub>FL</sub> or Type C<sub>FL</sub> Orange sheeting meeting the color and retroreflectivity requirements of DMS-8300, "Sign Face Material," unless otherwise specified in the plans.
- Vertical Panels shall be manufactured with orange and white sheeting meeting the requirements of DMS-8300 Type A 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

		<b>Traffic Operations Division Standard</b>	
<h2>BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES</h2>			
<h3>BC (8) - 14</h3>			
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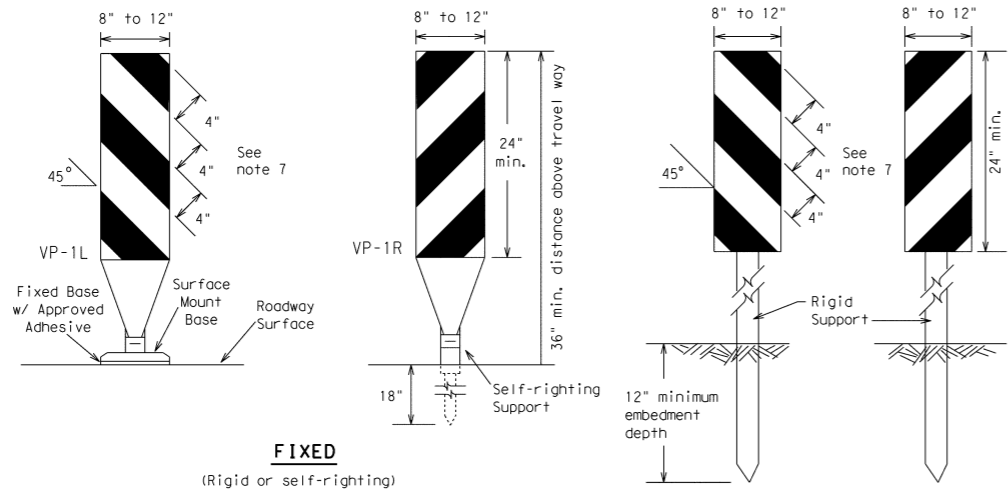
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 PROFESSIONAL ENGINEERS  
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**CITY OF ROCKWALL**  
**EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT**  
**TxDOT TRAFFIC CONTROL DETAILS**

BHC  
 PROJECT NO.  
 2019-126  
 February, 2020

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**23**

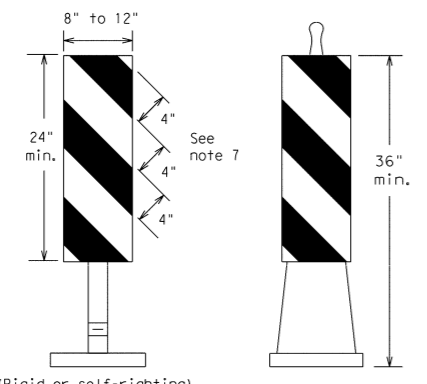
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**FIXED**

(Rigid or self-righting)

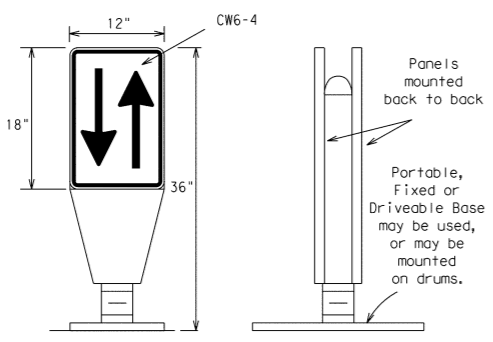
**DRIVEABLE**



**PORTABLE**

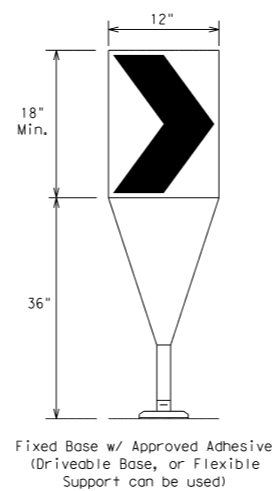
**VERTICAL PANELS (VPs)**

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



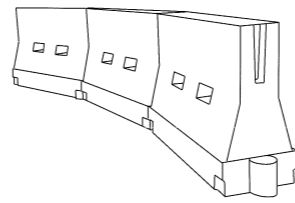
**OPPOSING TRAFFIC LANE DIVIDERS (OTLD)**

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



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

**CHEVRONS**



**LONGITUDINAL CHANNELIZING DEVICES (LCD)**

- LCDs are crashworthy, lightweight, deformable devices that are highly visible, have good target value and can be connected together. They are not designed to contain or redirect a vehicle on impact.
- LCDs may be used instead of a line of cones or drums.
- LCDs shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
- LCDs should not be used to provide positive protection for obstacles, pedestrians or workers.
- LCDs shall be supplemented with retroreflective delineation as required for temporary barriers on BC(7) when placed roughly parallel to the travel lanes.
- LCDs used as barricades placed perpendicular to traffic should have at least one row of reflective sheeting meeting the requirements for barricade rails as shown on BC(10) 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 shall not be used for a merging taper except in low speed (less than 45 MPH) urban areas. When used on a taper in a low speed urban area, the taper shall be delineated and the taper length should be designed to optimize road user operations considering the available geometric conditions.
- When water ballasted systems used as barriers have blunt ends exposed to traffic, they should be attenuated as per manufacturer recommendations or flared to a point outside the clear zone.

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

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

**GENERAL NOTES**

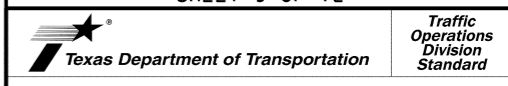
- Work Zone channelizing devices illustrated on this sheet may be installed in close proximity to traffic and are suitable for use on high or low speed roadways. The Engineer/Inspector shall ensure that spacing and placement is uniform and in accordance with the "Texas Manual on Uniform Traffic Control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

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

\*\*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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**CITY OF ROCKWALL**  
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**TxDOT TRAFFIC CONTROL DETAILS**

BHC PROJECT NO. 2019-126  
February, 2020

SHEET NO. **24**



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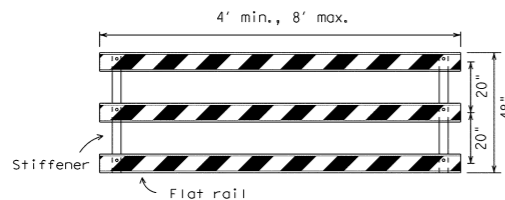
**TYPE 3 BARRICADES**

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.

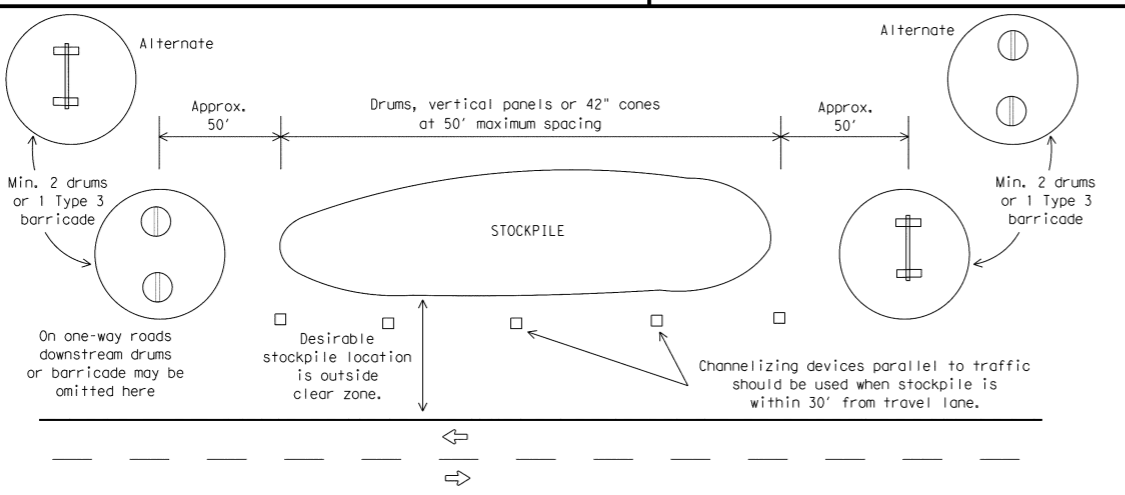
Barricades shall NOT be used as a sign support.



**TYPICAL STRIPING DETAIL FOR BARRICADE RAIL**

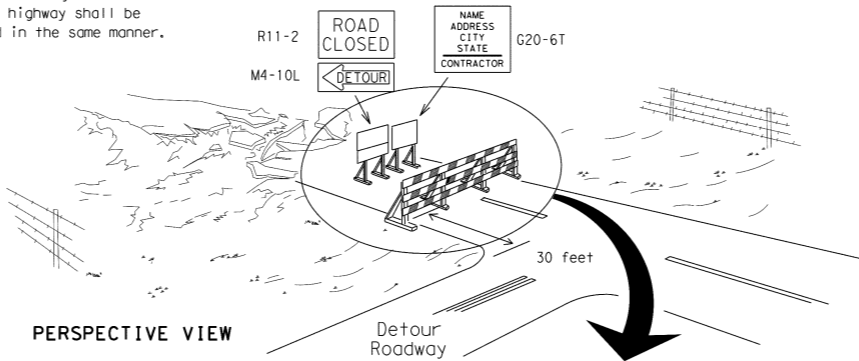


**TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES**



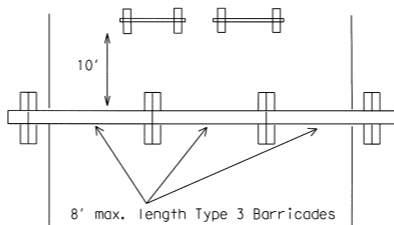
**TRAFFIC CONTROL FOR MATERIAL STOCKPILES**

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



**PERSPECTIVE VIEW**

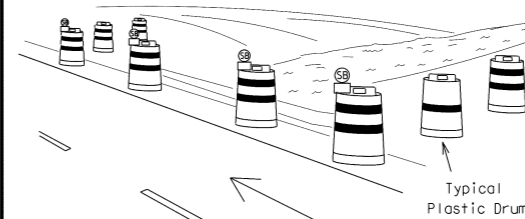
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.



**PLAN VIEW**

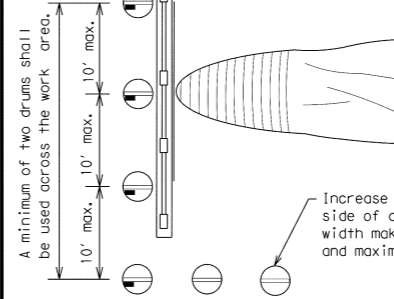
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

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



**PERSPECTIVE VIEW**

These drums are not required on one-way roadway



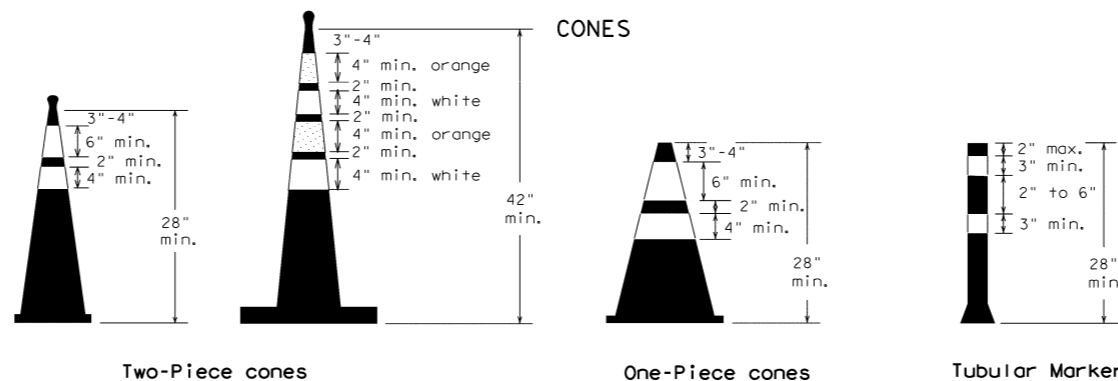
**PLAN VIEW**

**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**

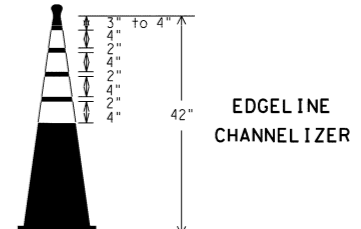
	Plastic drum
	Plastic drum with steady burn light or yellow warning reflector
	Steady burn warning light or yellow warning reflector



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

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

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



**EDGELINE 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

**Texas Department of Transportation**

*Traffic Operations Division Standard*

**BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES**

**BC (10) - 14**

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**CITY OF ROCKWALL**  
EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
**TxDOT TRAFFIC CONTROL DETAILS**

BHC  
PROJECT NO.  
2019-126  
February, 2020

SHEET NO.  
**25**

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**WORK ZONE PAVEMENT MARKINGS**

**GENERAL**

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

**RAISED PAVEMENT MARKERS**

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

**PREFABRICATED PAVEMENT MARKINGS**

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

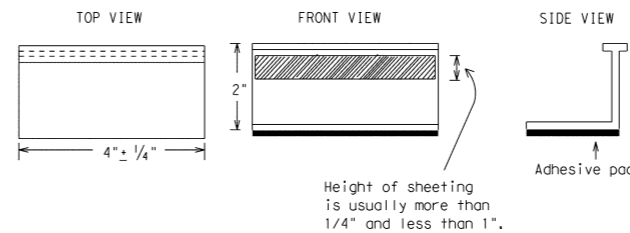
**MAINTAINING WORK ZONE PAVEMENT MARKINGS**

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

**REMOVAL OF PAVEMENT MARKINGS**

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

**Temporary Flexible-Reflective Roadway Marker Tabs**



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

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

**RAISED PAVEMENT MARKERS USED AS GUIDEMARKS**

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

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

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

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

SHEET 11 OF 12

		<b>Traffic Operations Division Standard</b>	
<b>BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS</b>			
<b>BC(11)-14</b>			
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**CITY OF ROCKWALL**  
**EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT**  
 TxDOT TRAFFIC CONTROL DETAILS

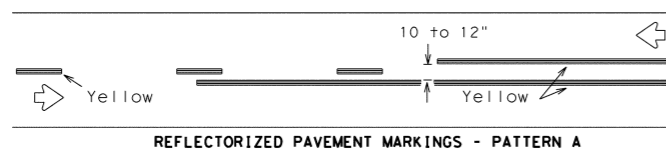
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 February, 2020

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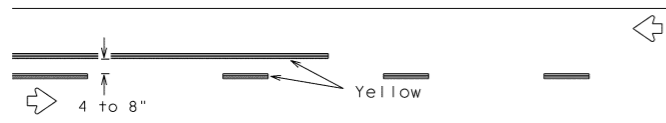
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### PAVEMENT MARKING PATTERNS

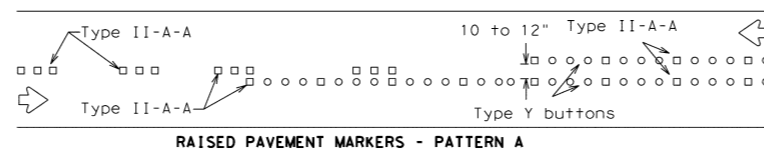


REFLECTORIZED PAVEMENT MARKINGS - PATTERN A

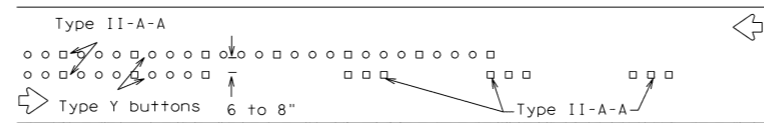


REFLECTORIZED PAVEMENT MARKINGS - PATTERN B

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.

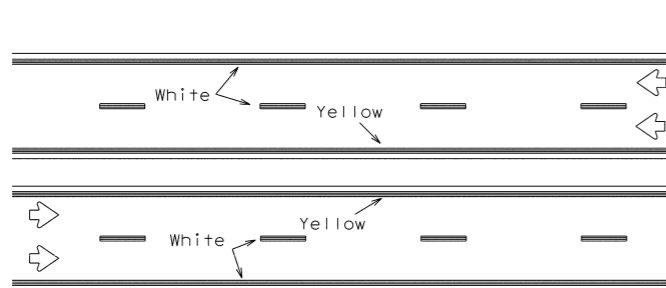


RAISED PAVEMENT MARKERS - PATTERN A



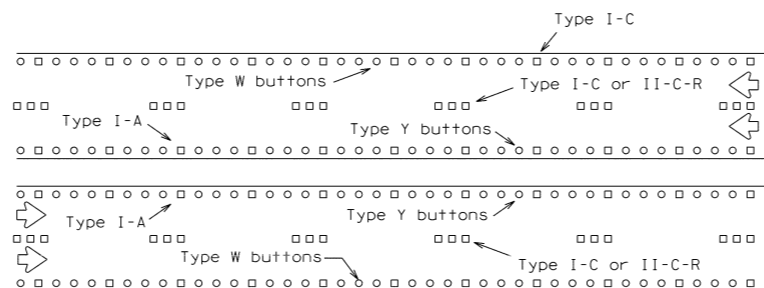
RAISED PAVEMENT MARKERS - PATTERN B

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



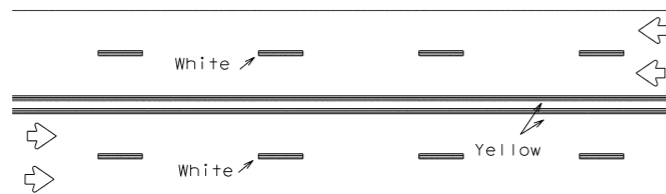
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectorized pavement markings.



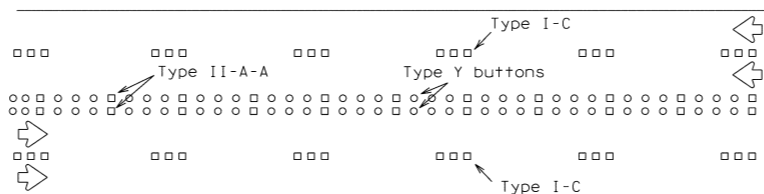
RAISED PAVEMENT MARKERS

### EDGE & LANE LINES FOR DIVIDED HIGHWAY



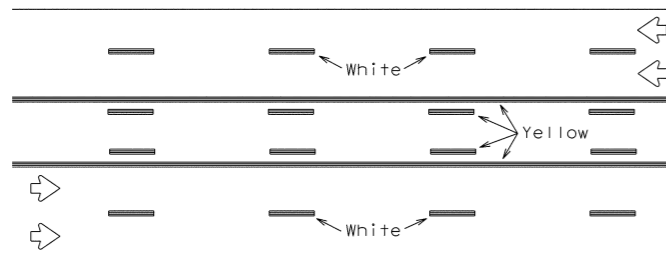
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectorized pavement markings.



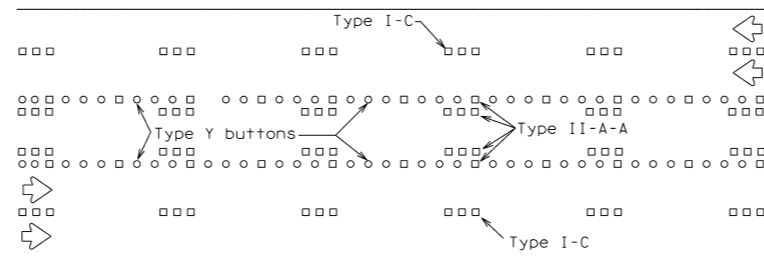
RAISED PAVEMENT MARKERS

### LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS

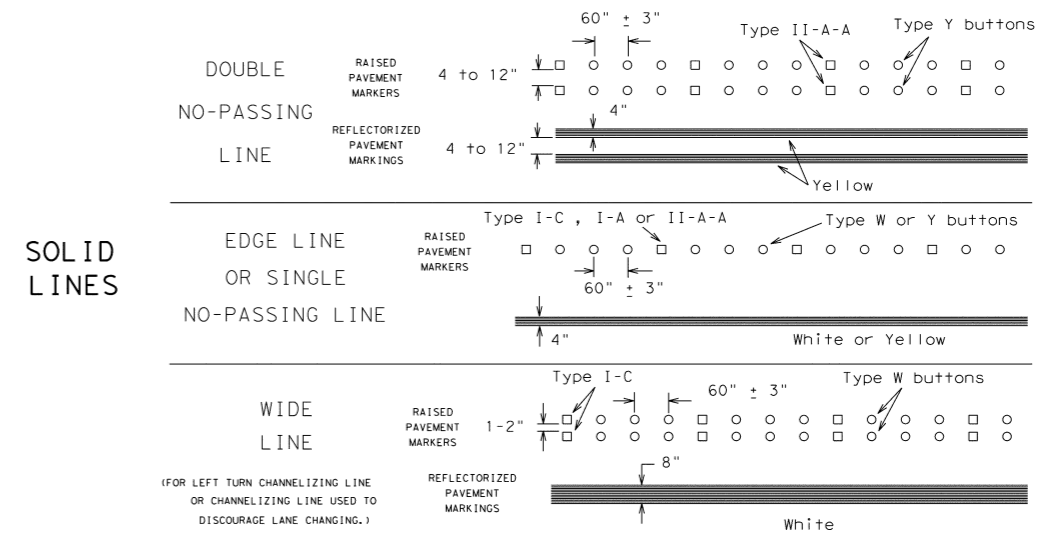
Prefabricated markings may be substituted for reflectorized pavement markings.



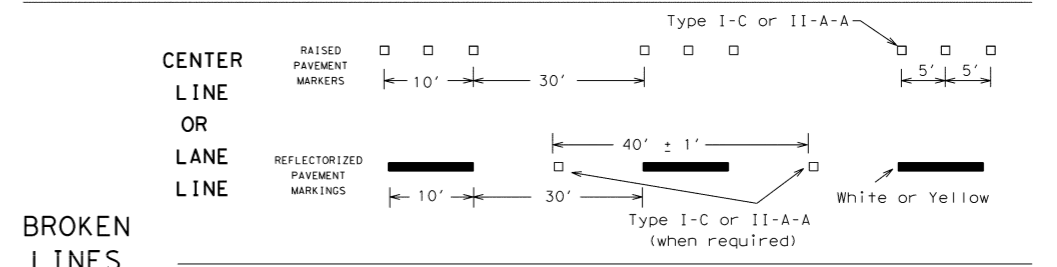
RAISED PAVEMENT MARKERS

### TWO-WAY LEFT TURN LANE

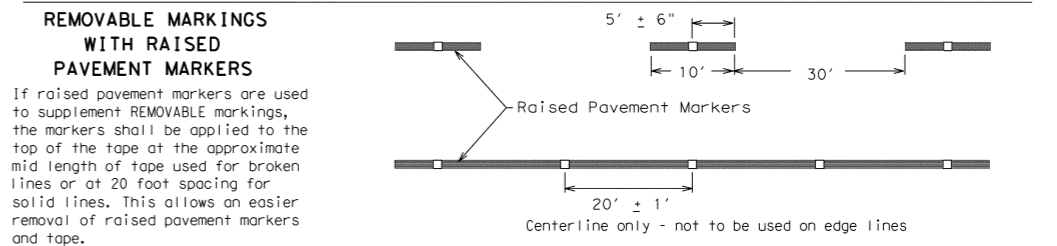
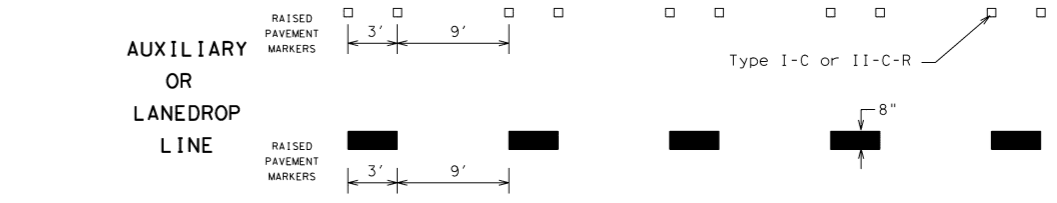
### STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



SOLID LINES



BROKEN LINES



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."

SHEET 12 OF 12

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

## BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

### BC (12) - 14

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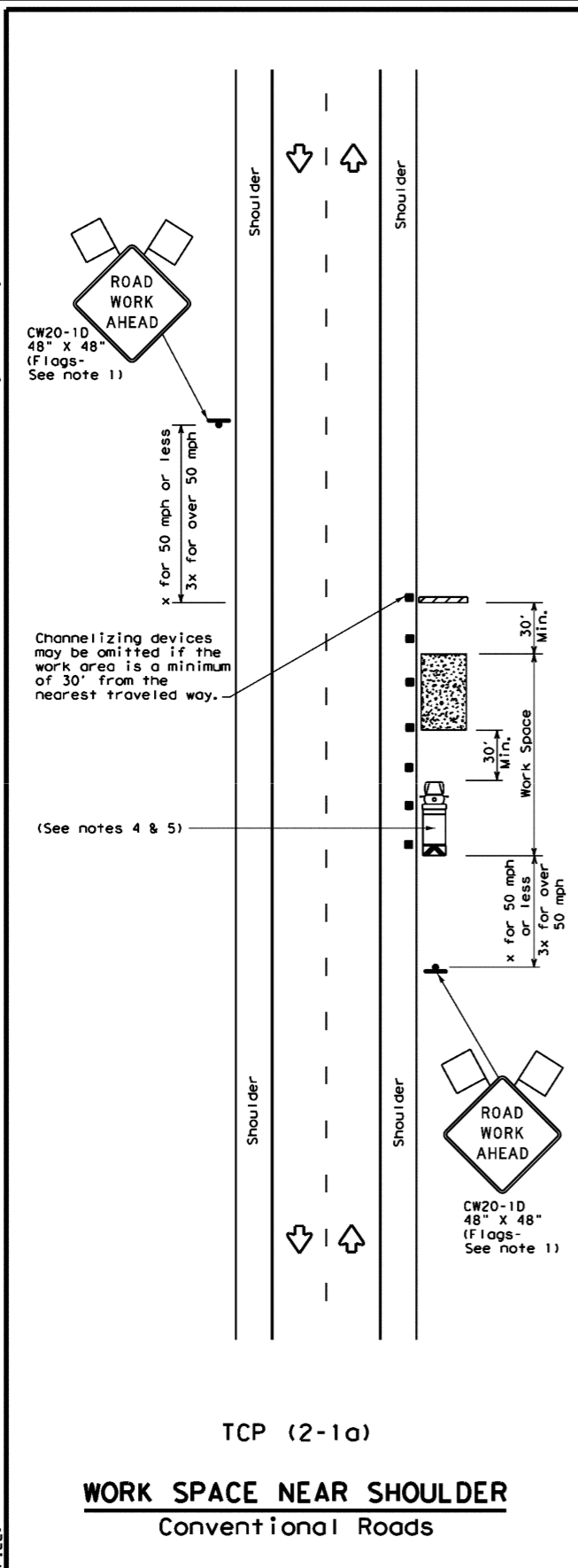
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EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
TxDOT TRAFFIC CONTROL DETAILS

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2019-126  
February, 2020

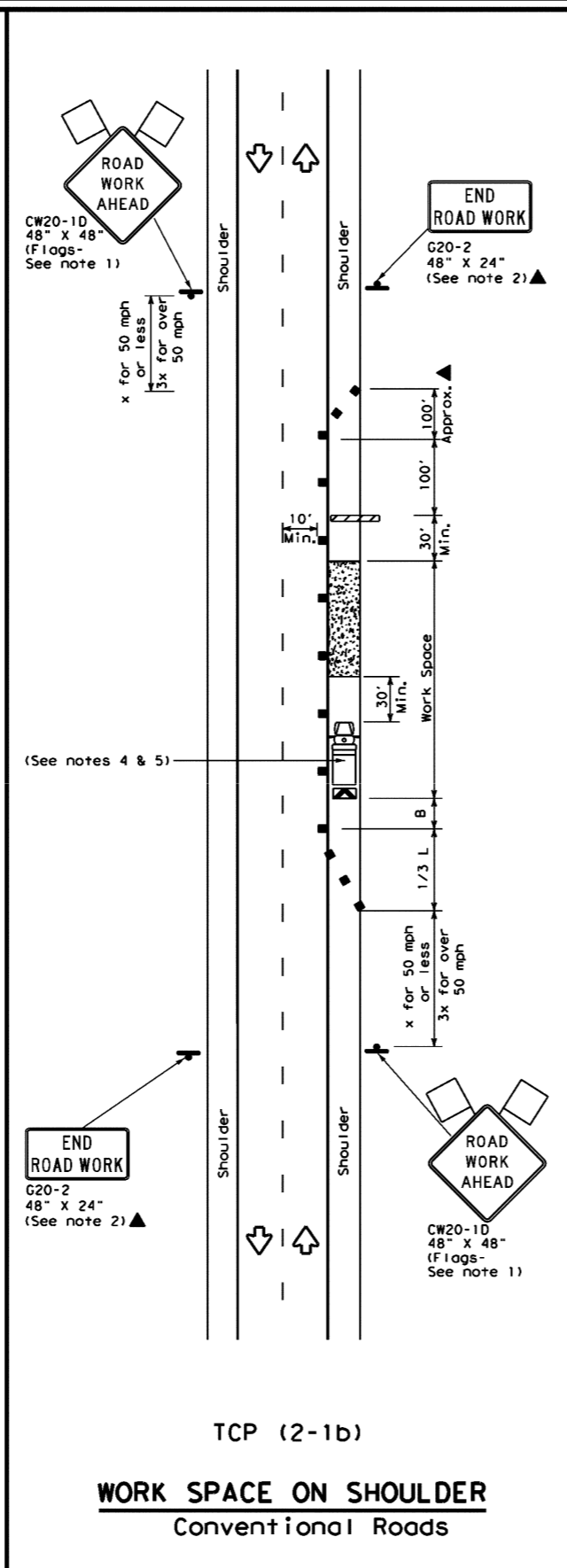
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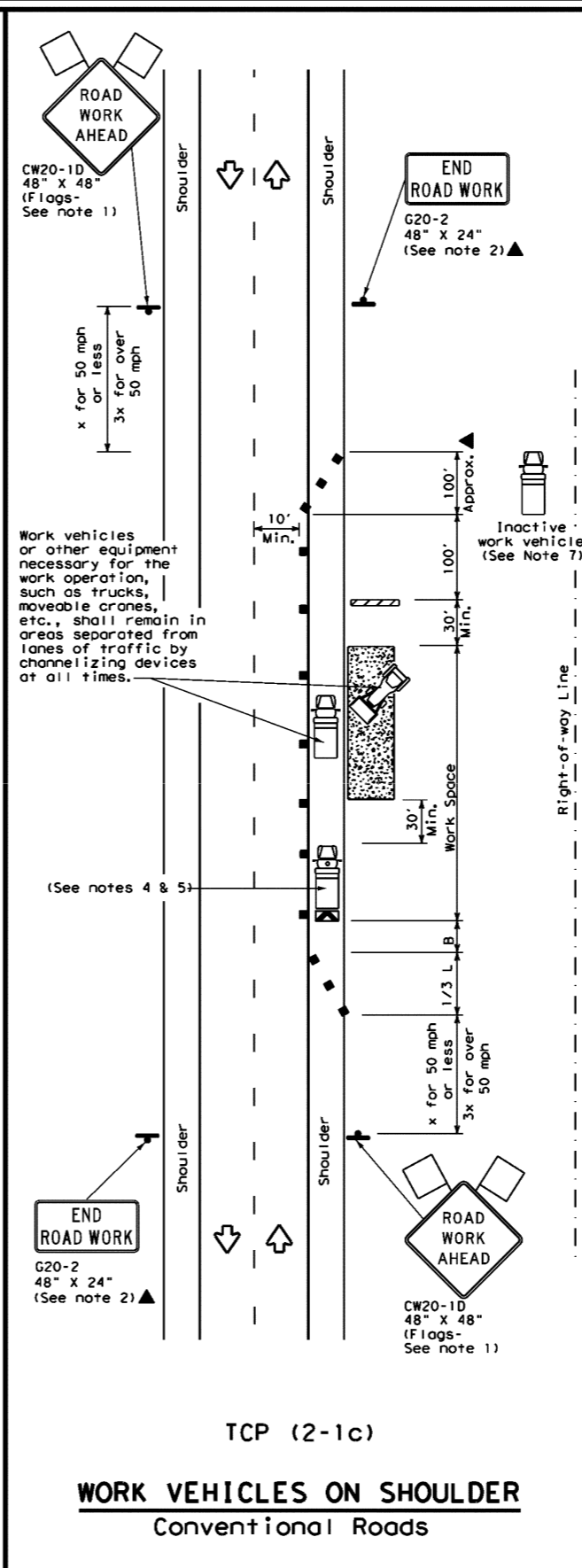
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TCP (2-1a)  
**WORK SPACE NEAR SHOULDER**  
Conventional Roads



TCP (2-1b)  
**WORK SPACE ON SHOULDER**  
Conventional Roads



TCP (2-1c)  
**WORK VEHICLES ON SHOULDER**  
Conventional Roads

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

Posted Speed * 30 35 40 45 50 55 60 65 70 75	Formula $L = \frac{WS^2}{60}$  $L = WS$	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		150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45		450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

\* 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.

Texas Department of Transportation  
Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN  
CONVENTIONAL ROAD  
SHOULDER WORK**

**TCP (2-1) - 18**

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2-94	4-98			
8-95	2-12			
1-97	2-18			

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**CITY OF ROCKWALL**  
EAST FORK SANITARY SEWER AERIAL CROSSING REPLACEMENT  
TxDOT TRAFFIC CONTROL DETAILS

BHC PROJECT NO. 2019-126  
February, 2020  
SHEET NO. 28