

LEVELS DISPLAYED

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32
 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48
 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63

ACC:

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SUMMARY OF SMALL SIGNS

SM RD SGN ASSM TY XXXXX(X)XXX(X)-XXXX

| PLAN SHEET NO. | SIGN NO. | SIGN NOMENCLATURE | SIGN TEXT | SIGN DIMENSIONS | LEGEND SHEETING | BACKGROUND SHEETING | PLYWOOD TYPE A | ALUMINUM TYPE A | ALUMINUM TYPE G | Post Type FRP = Fiberglass TWT = Thin-Wall IOBWG = IO BWG S80 = Sch 80 | Posts (lor 2) | Anchor Type UA = Univer-Conc UB = Univer-Bolt WA = Wedge-Conc SA = Slip-Conc SB = Slip-Bolt | Mounting Designation P = Prefab. "Plain" T = Prefab. "T" U = Prefab. "U" | EXXT or 2EXT = # of Ext. BM = Extruded Wind Beam WC = 1/2 #/ft. Wing Chan. EXAL = Extruded Alum. signs |
|----------------|----------|-------------------|-----------------------------------|-----------------|-----------------|---------------------|----------------|-----------------|-----------------|--|---------------|--|--|---|
| | | | | | | | | | | | | | | |
| | 1 | W1-2L | SPEED LIMIT 45 | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 2 | W2-2R | Quail Run Rd | 24X30 | | | | | | IO BWG | 1 | SA | P | |
| | 3 | W16-8 | Quail Run Rd | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 4 | W2-2L | Quail Run Rd | 24X8 | | | | | | IO BWG | 1 | SA | P | |
| | 5 | W16-8 | Quail Run Rd | 24X8 | | | | | | IO BWG | 1 | SA | P | |
| | 6 | W1-2R | STOP | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 7 | R1-1 | STOP | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 8 | R4-7 | STOP | 18X24 | | | | | | IO BWG | 1 | SA | P | |
| | 9 | R1-1 | STOP | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 10 | R1-1 | STOP | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 11 | R1-5b | CROSS TRAFFIC DOES NOT STOP | 36X15 | | | | | | IO BWG | 1 | SA | P | |
| | 12 | R11-2 | ROAD CLOSED | 48X30 | | | | | | IO BWG | 1 | SA | P | |
| | 13 | R11-2 | ROAD CLOSED | 48X30 | | | | | | IO BWG | 1 | SA | P | |
| | 14 | R2-1 | SPEED LIMIT 45 | 24X30 | | | | | | IO BWG | 1 | SA | P | |
| | 15 | W2-4 | ↑ | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 16 | W16-8 | JOHN KING BLVD | 24X8 | | | | | | IO BWG | 1 | SA | P | |
| | 17 | R2-1 | SPEED LIMIT 45 | 24X30 | | | | | | IO BWG | 1 | SA | P | |
| | 18 | D3-2 | ↑ Hays Rd | 102X30 | | | | | | IO BWG | 2 | SA | P | |
| | 19 | D3-2 | ↔ Quail Run Rd EAST | 102X18 | | | | | | IO BWG | 2 | SA | P | |
| | 20 | D3-2 | ↔ To F.M. 1141 | 102X18 | | | | | | IO BWG | 2 | SA | P | |
| | 21 | W9-2R | LANE ENDS MERGE RIGHT | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 22 | D3-2 | ↔ To Quail Run Rd WEST | 84X24 | | | | | | TWT | 2 | UA | P | |
| | 22 | D3-2 | ↔ To F.M. 552 | | | | | | | | | | | |
| | 2 | W1-2R | ↑ | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 2 | W1-2R | ↑ | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 3 | R1-1 | STOP | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 4 | R1-5b | CROSS TRAFFIC DOES NOT STOP | 36X15 | | | | | | IO BWG | 1 | SA | P | |
| | 5 | W2-2L | ↑ | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 6 | W16-8 | Hays Rd | 24X8 | | | | | | IO BWG | 1 | SA | P | |
| | 7 | W3-1 | STOP AHEAD | 24X24 | | | | | | IO BWG | 1 | SA | P | |
| | 8 | R2-1 | SPEED LIMIT 45 | 24X30 | | | | | | IO BWG | 1 | SA | P | |
| | 9 | R2-1 | SPEED LIMIT 45 | 24X30 | | | | | | IO BWG | 1 | SA | P | |
| | 10 | W1-2L | ↑ | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 11 | W2-4 | ↑ | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 12 | W16-8 | JOHN KING BLVD | 24X8 | | | | | | IO BWG | 1 | SA | P | |
| | 13 | D1-1 | Quail Run Rd EAST | 96X18 | | | | | | IO BWG | 1 | SA | P | |
| | 14 | D3-2 | ↔ Hays Rd | 60X18 | | | | | | IO BWG | 1 | SA | P | |
| | 15 | D3-2 | ↔ Hays Rd | 60X18 | | | | | | IO BWG | 1 | SA | P | |
| | 16 | D3-2 | ↔ To Quail Run Rd WEST | 84X24 | | | | | | TWT | 1 | UA | P | |
| | 16 | D3-2 | ↑ To F.M. 552 | | | | | | | TWT | 1 | UA | P | |
| | 17 | D3-2 | ↔ To Quail Run Rd EAST | 84X24 | | | | | | TWT | 1 | UA | P | |
| | 17 | D3-2 | ↔ To F.M. 552 | | | | | | | TWT | 1 | UA | P | |
| | 18 | D3-2 | ↔ To Quail Run Rd WEST | 84X24 | | | | | | TWT | 1 | UA | P | |
| | 19 | D3-2 | ↑ To Quail Run Rd EAST | 60X18 | | | | | | TWT | 1 | UA | P | |
| | 20 | D3-2 | ↔ To S.H. 205 | 84X24 | | | | | | TWT | 1 | UA | P | |
| | 20 | D3-2 | To Quail Run Rd EAST and F.M. 552 | | | | | | | TWT | 1 | UA | P | |
| | 3 | W1-2L | ↑ | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 2 | R1-1 | STOP | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 3 | R1-4 | ALL WAY | 18X6 | | | | | | IO BWG | 1 | SA | P | |
| | 4 | R4-7 | ↑ | 18X24 | | | | | | IO BWG | 1 | SA | P | |
| | 5 | W2-1 | ↑ | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 6 | M1-6F | ↑ | 36X36 | | | | | | IO BWG | 1 | SA | P | |
| | 7 | R2-1 | SPEED LIMIT 45 | 24X30 | | | | | | IO BWG | 1 | SA | P | |
| | 8 | R1-1 | STOP | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 9 | R1-4 | ALL WAY | 18X6 | | | | | | IO BWG | 1 | SA | P | |
| | 10 | R1-1 | STOP | 30X30 | | | | | | TWT | 1 | UA | P | |
| | 11 | R3-2 | LEFT TURN PROHIBITED | 24X24 | | | | | | IO BWG | 1 | SA | P | |
| | 12 | W2-2L | ↑ | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 13 | W16-8 | Hays Rd | 24X8 | | | | | | IO BWG | 1 | SA | P | |
| | 14 | W2-2R | ↑ | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 15 | W16-8 | Hays Rd | 24X8 | | | | | | IO BWG | 1 | SA | P | |
| | 16 | R3-VAR | ↑ | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 17 | W3-1 | STOP AHEAD | 24X24 | | | | | | IO BWG | 1 | SA | P | |
| | 18 | R1-1 | STOP | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 19 | W14-1 | DEAD END | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 20 | W2-2R | ↑ | 30X30 | | | | | | IO BWG | 1 | SA | P | |
| | 21 | W16-8 | Hays Rd | 24X8 | | | | | | IO BWG | 1 | SA | P | |
| | 22 | W1-1R | HAIRPIN CURVE | 30X30 | | | | | | TWT | 1 | UA | P | |
| | 23 | W1-8R | CHEVRON | 12X18 | | | | | | TWT | 1 | UA | P | |
| | 24 | W1-8R | CHEVRON | 12X18 | | | | | | TWT | 1 | UA | P | |

RECORD DRAWING
 This drawing is a compilation of the original sealed engineering drawing and modifications by addenda, change orders and information furnished by the contractor. Information shown that was provided by the contractor and others not associated with the design engineer cannot be verified for accuracy or completeness. Original sealed drawing is on file at the office of AECOM USA Group, Inc., TBPE REG. NO. F-3082

△ REVISED OR ADDED 8/19/08

ALUMINUM SIGN BLANKS (TYPE A)

Square Ft. Min. Thickness

Less than 7.5 0.080"
 7.5 to 15 0.100"
 Greater than 15 0.125"

Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.

Reflective sheeting will be designated as:

Type C - High Specific Intensity
 Type D - Non-fluorescent Prismatic

SUMMARY OF SMALL SIGNS

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| | | | |
|--------|----------------|---------------------|---------|
| STATE | FEDERAL REGION | FEDERAL AID PROJECT | SHEET |
| 6 | | | 10 |
| COUNTY | CONTROL | SECTION | JOB |
| | | | HIGHWAY |

REVISIONS
 11-93 7-02
 8-95
 1-02