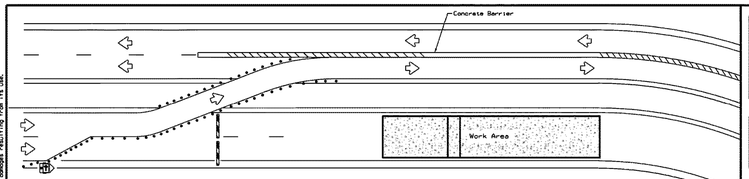


## BARRIER DELINEATION WITH MODULAR GLARE SCREENS

**NOTES:**

1. Length of Safety Glare screen will be specified elsewhere in the plans.
2. The cumulative nominal length of the modular safety glare screen units shall equal the length of the individual sections of temporary concrete traffic barrier on which they are installed so the joint between barrier sections will not be spanned by any one safety glare screen unit.
3. Screen Panel/blades will be designed such that reflective sheeting conforming with Departmental Material Specification DMS-8300, Sign Face Materials, Type B or C Yellow, minimum size of 2 inches by 12 inches can be attached to the edge of the panel/blade. The sheeting shall be attached to one glare screen panel/blade per section of concrete barrier not to exceed a spacing of 30 feet. Barrier reflectors are not necessary when panel/blades are installed with reflective sheeting as described.
4. Payment for these devices will be under statewide Special Specification "Modular Glare Screens for Headlight Barrier".
5. This detail is only intended to show types of locations where Glare Screens would be appropriate. Required signing and other devices shall be as shown elsewhere in the plans.

**LEGEND**

| | |
|---|---|
| | Type 3 Barricade |
| | Channelizing Devices |
| | Trailer Mounted Flashing Arrow Board |
| | Sign |
| | Safety glare screen |

**DEPARTMENTAL MATERIAL SPECIFICATIONS**

| | |
|---|---|
| SIGN FACE MATERIALS | DMS-8300 |
| DELINEATORS AND OBJECT MARKERS | DMS-8600 |
| MODULAR GLARE SCREENS FOR HEADLIGHT BARRIER | DMS-8610 |

Only pre-qualified products shall be used. A copy of the Compliant Work Zone Traffic Control Devices List" CWZTCDlescribes pre-qualified products and their sources and may be found at the following web address:

http://www.txdot.gov/business/resources/producer-list.html

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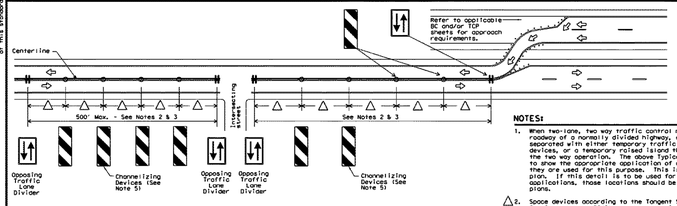


## VERTICAL PANELS & OPPOSING TRAFFIC LANE DIVIDERS (OTLD)
## SEPARATING TWO-WAY TRAFFIC ON NORMALLY DIVIDED HIGHWAYS

**NOTES:**

1. When two-lane, two way traffic control must be maintained on one roadway of a normally divided highway, opposing traffic shall be separated with either temporary traffic barriers, channelizing devices, or a temporary raised island throughout the length of the two way operation. The above Typical Application is intended to show the appropriate application of channelizing devices when they are used for this purpose. This is not a traffic control plan. If this detail is to be used for other types of roads or applications, those locations should be stated elsewhere in the plans.
2. △ Space devices according to the Tangent Spacing shown on the Device Spacing table on BC(9) but not exceeding 100'.
3. Every fifth device should be an OTLD except when spaced closer to accommodate an intersection. An OTLD should be the first device on each side of intersecting streets or roads.
4. Locations where surface mount bases with adhesives or self-righting devices will be required in order to maintain them in their proper position should be noted elsewhere in the plans.
5. Channelizing devices are to be vertical panels, 42" cones or tubular markers that are at least 28" tall. Tubular markers used to separate traffic should have a rubber base weighing at least 30 pounds. Tubular markers that are 42" tall or more shall have four bands of reflective material as detailed for 42" cones on BC(10). Tubular markers less than 42" but at least 36" tall shall have three bands of 3" wide white reflective material spaced 2" apart. Reflective material shall meet DMS-8300, Type A.

Texas Department of Transportation | Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN**
**TYPICAL DETAILS**

**WZ(TD)-17**

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DATE:
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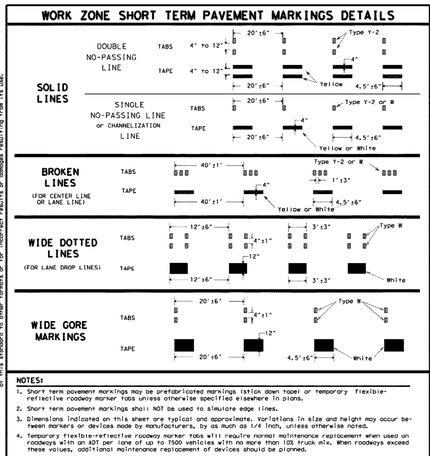
# WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS



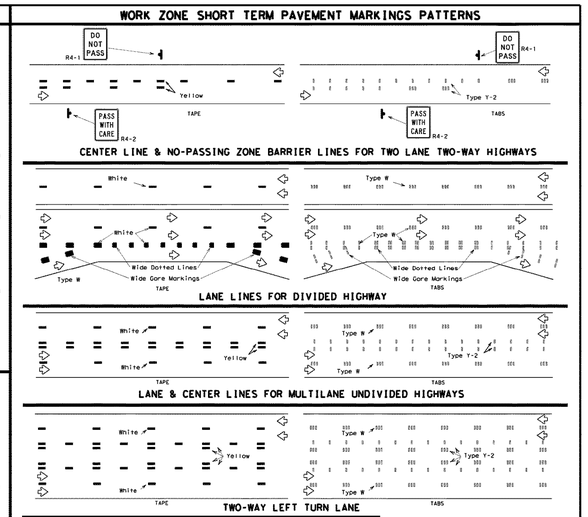

**NOTES:**

1. Short term pavement markings may be prefabricated markings (stick down tape) or temporary flexible-reflective roadway marker tabs unless otherwise specified elsewhere in plans.
2. Short term pavement markings shall NOT be used to simulate edge lines.
3. Dimensions indicated on this sheet are typical and approximate. Variations in size and height may occur between markers or devices made by manufacturers, by as much as 1/4 inch, unless otherwise noted.
4. Temporary flexible-reflective roadway marker tabs will require normal maintenance replacement when used on roadways with an ADT per lane of up to 7500 vehicles with no more than 10% truck mix. When roadways exceed these values, additional maintenance replacement of devices should be planned.
5. No segment of roadway open to traffic shall remain without permanent pavement markings for a period greater than 14 calendar days. The Contractor will be responsible for maintaining short term pavement markings until permanent pavement markings are in place. When the Contractor is responsible for placement of permanent pavement markings, no segment of roadway shall remain without permanent pavement markings for a period greater than 14 calendar days unless weather conditions prohibit placement. Permanent pavement markings shall be placed as soon as weather permits.
6. For two lane, two-way roadways, DO NOT PASS signs shall be erected to mark the beginning of sections where passing is prohibited and PASS WITH CARE signs shall be erected to mark the beginning of sections where passing is permitted. Signs shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and may be used to indicate the limits of no-passing zones for up to 14 calendar days. Permanent pavement markings should then be placed.
7. For low volume two lane, two-way roadways of 4000 ADT or less, no-passing lines may be omitted when approved by the Engineer. DO NOT PASS and PASS WITH CARE signs shall be erected (see note 6).
8. For exit gores where a lane is being dropped place wide gore markings or retroreflective channelizing devices to guide motorist through the exit. If channelizing devices are to be used it should be noted elsewhere in the plans. One piece cones are not allowed for this purpose.

**TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS (TABS)**

1. Temporary flexible-reflective roadway marker tabs detailed on this sheet will be designated Type Y-2 (two amber reflective surfaces with yellow body); Type Y (one amber reflective surface with yellow body); and Type W (one white or silver reflective surface with white body). Additional details may be found on BC(11).
2. Tabs shall meet requirements of Departmental Material Specification DMS-8242.
3. When dry, tabs shall be visible for a minimum distance of 200 feet during normal daylight hours and when illuminated by automobile low-beam head light at night, unless sight distance is restricted by roadway geometrics.
4. No two consecutive tabs nor four tabs per 1000 feet of line shall be missing or fall to meet the visual performance requirements of Note 3.

# WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS




Raised Pavement Marker

Removable Short Term Pavement Marking (tape)

If raised pavement markers are used to supplement REMOVABLE short term markings, the markers shall be applied to the top of the tape at the approximate mid length of the tape. This allows an easier removal of raised markers and tape.

**PREFABRICATED PAVEMENT MARKINGS**

1. Temporary Removable Prefabricated Pavement Markings shall meet the requirements of DMS-8241.
2. Non-removable Prefabricated Pavement Markings shall meet the requirements of either DMS-8240 "Permanent Prefabricated Pavement Markings" or DMS-8243 "Temporary Construction-Grade Prefabricated Pavement Markings."

**RAISED PAVEMENT MARKERS**

1. All raised pavement markers used for work zone markings shall meet the requirements of Item 672, "RAISED PAVEMENT MARKERS" and DMS-4200.

**DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS) & MATERIAL PRODUCER LISTS (MPL)**

1. DMSs referenced above can be found along with embedded links to their respective MPLs at the following websites:
http://www.txdot.gov/business/contractors_consultants/material_specifications/default.htm

Texas Department of Transportation | Traffic Operations Division Standard

**WORK ZONE SHORT TERM PAVEMENT MARKINGS**

**WZ(STPM)-13**

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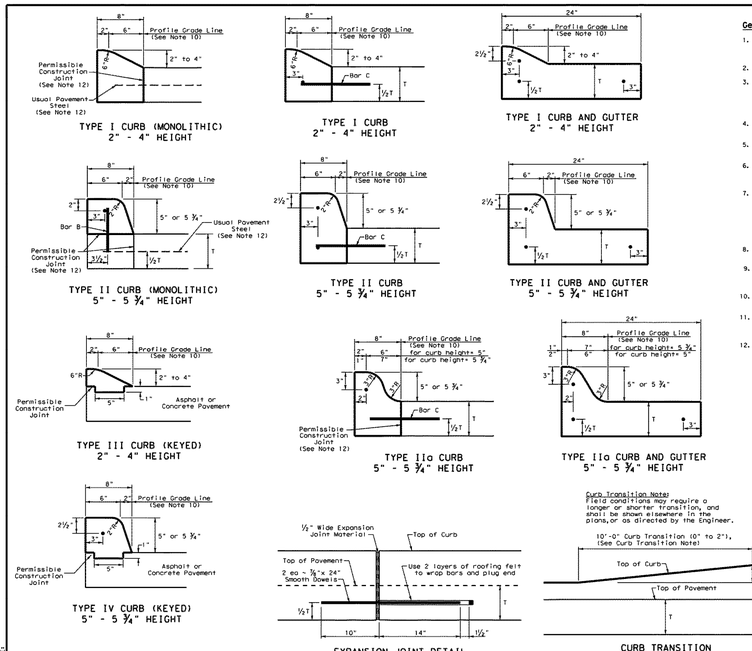
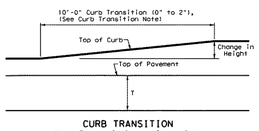



**General Notes**

1. All materials and construction shall be in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."
2. Concrete shall be Class A.
3. When reinforcing bars are used, they shall be No.4 unless otherwise shown. The use of synthetic fiber in lieu of steel reinforcing is acceptable, provided the fiber producer is on the Department Producer List (MPL), maintained by TxDOT, Construction Division.
4. Round exposed sharp edges with a rounding tool, to a minimum radius of 1/4 inch.
5. All existing curbs and driveways to be removed shall be sawed or removed at existing joints.
6. Where concrete curb is placed on existing concrete pavement, the pavement shall be drilled and the reinforcing bars grouted in place.
7. Expansion and contraction joints shall be constructed to match pavement joints in all curbs and curb and gutter adjacent to jointed concrete pavement. Where placement of curb or curb and gutter is not adjacent to concrete pavement, expansion joints shall be provided at structures, curb returns at streets, and at locations directed by The Engineer.
8. Vertical and horizontal dowel bars and transverse reinforcing bars shall be placed at four feet C-C.
9. Dimension "T" shown is the thickness of concrete pavement. When curb is installed adjacent to flexible pavement dimension "T" is 8" maximum.
10. Usual profile grade line. Refer to typical sections and plan-profile sheets for exact locations.
11. One-half inch expansion joint material shall be provided where curb or curb and gutter is adjacent to sidewalk or riprap.
12. When vertical permissible construction joints are used, resulting in a longitudinal construction joint in the pavement, the longitudinal pavement steel shall be placed in accordance with pavement details shown elsewhere in the plans for longitudinal construction joints. Reinforcing steel for curb section shall then conform to that required for concrete curb.




EXPANSION JOINT DETAIL




CURB TRANSITION
Note: To be paid for as Highest Curb




BAR B BAR C

Texas Department of Transportation | Design Division Standard

**CONCRETE CURB AND CURB AND GUTTER**

**CCCG-12**

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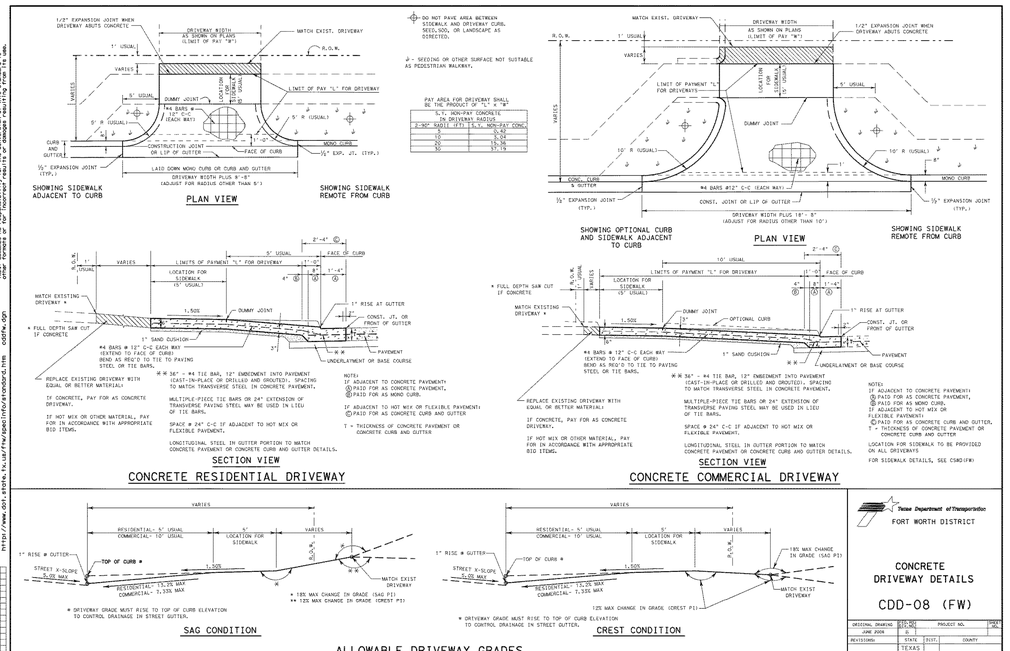


Texas Department of Transportation
FORT WORTH DISTRICT

**CONCRETE DRIVEWAY DETAILS**

**CDD-08 (FW)**

| ORIGINAL DRAWING JUNE 2006 | STATE: TEXAS | DIST. | PROJECT NO. | | SHEET NO. |
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| REVISIONS | CONT. | SECT. | JOB | HIGHWAY NO. | |

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| SCALE: | N/A |
| CAD I.D.: | SD0 |

PROJECT:
CONSTRUCTION DOCUMENTS
FOR
brakes plus
Goodyear Auto Service

LOCATION OF SITE
1902 S. GOLIAD ST
LOTS 1 & 2, BLOCK A, BILLY
PEOPLES ADDITION NO. 1
ROCKWALL, TX 75087
ROCKWALL COUNTY

BOHLER ENGINEERING
6017 MAIN STREET
FRISCO, TX 75034
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DEAN O. CARDWELL
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LICENSED PROFESSIONAL ENGINEER
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