

THESE PLANS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND ARE NOT TO BE REPRODUCED OR USED FOR ANY PURPOSE WITHOUT THE WRITTEN CONSENT OF THE DIMENSION GROUP.

CONSTRUCTION PLANS FOR CREEKSIDE COMMONS UTILITY EXTENSIONS BLOCK A, LOTS 1-14

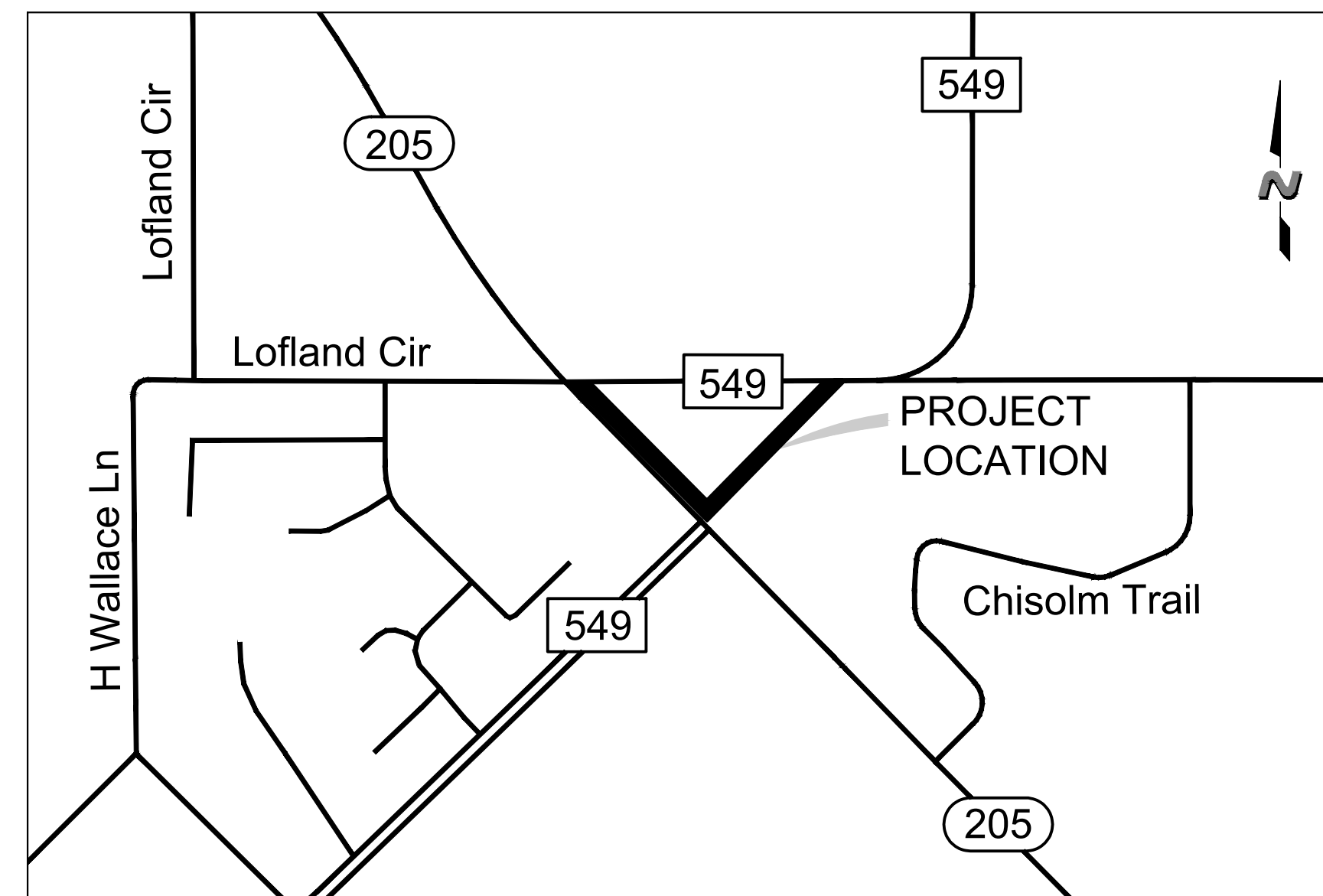
WATER AND WASTEWATER IMPROVEMENTS

CITY OF ROCKWALL, TEXAS
AUGUST 2022

1. ALL CONSTRUCTION WITHIN THE STATE RIGHT OF WAY WILL REQUIRE COMPLIANCE TO TXDOT STANDARD SPECIFICATIONS, STANDARD PLANS, TXDOT ON-LINE MANUALS, AND THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. BY SEALING AND SIGNING THESE PERMIT PLANS AS A PROFESSIONAL CIVIL ENGINEER LICENSED TO PRACTICE IN THE STATE OF TEXAS, I CERTIFY THAT THE PROPOSED DRIVEWAY OR PUBLIC STREET CONNECTION(S) TO THE STATE ROADWAY MEETS OR EXCEEDS THE MINIMUM STOPPING SIGHT DISTANCE REQUIRED FOR A DESIGN SPEED OF 55 M.P.H. FOR STATE HIGHWAY 205, BASED ON THE MOST RECENT ON-LINE TXDOT ROADWAY DESIGN MANUAL REQUIREMENTS.
3. THE POSTED SPEED LIMIT 55 M.P.H. FOR STATE HIGHWAY 205.
4. SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION NOVEMBER 1, 2014 AND SPECIFICATIONS ITEMS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT FOR ALL WORK WITHIN THE STATE RIGHT-OF-WAY.
5. TRAFFIC CONTROL MUST BE MAINTAINED THROUGHOUT THE DURATION OF WORK WITHIN TXDOT R.O.W.
6. ALL DISTURBED R.O.W. MUST BE RE-VEGETATED WITH SOD AND MAINTAINED UNTIL VEGETATION IS RE-ESTABLISHED.
7. ALL LANE CLOSURES MUST BE COORDINATED WITH BOTH TXDOT AND MUNICIPALITY INSPECTORS.
8. NO CONSTRUCTION SHALL BE PERMITTED WITHIN TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) RIGHT OF WAY PRIOR TO TXDOT APPROVAL AND ISSUANCE OF PERMIT.

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) AND CITY STANDARDS OF DESIGN AND CONSTRUCTION.
2. CONTRACTOR SHALL PROVIDE "AS BUILT" PLANS TO THE ENGINEER SO THAT THE REPRODUCIBLES OF THE ENGINEERING PLANS MAY BE CORRECTED TO REFLECT "AS BUILT" CONDITIONS.
3. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE AND MAINTAIN ALL NECESSARY WARNING AND SAFETY DEVICES (FLASHING LIGHTS, BARRICADES, SIGNS, ETC.) TO PROTECT THE PUBLIC SAFETY AND HEALTH UNTIL THE WORK HAS BEEN COMPLETED AND ACCEPTED BY THE CITY IN COMPLIANCE WITH TX.M.U.T.C.D. LATEST EDITION.
4. THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND VERIFY IN THE FIELD ANY UTILITIES THAT MAY CONFLICT WITH HIS CONSTRUCTION. AT LEAST 24 HOURS PRIOR TO BEGINNING CONSTRUCTION IN THE VICINITY OF UNDERGROUND UTILITIES, NOTIFY THE APPROPRIATE UTILITY COORDINATOR.
5. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ALL PUBLIC UTILITIES IN THE CONSTRUCTION OF THIS PROJECT. ALL MANHOLES, CLEANOUTS, VALVE BOXES, FIRE HYDRANTS, ETC., MUST BE ADJUSTED TO THE PROPER LINE AND GRADE BY THE CONTRACTOR PRIOR TO AND AFTER THE PLACING OF PERMANENT PAVING.
6. ALL UNDERGROUND UTILITY WORK TO BE COMPLETED PRIOR TO FINAL SUBGRADE PREPARATION AND PLACING OF PAVEMENT.
7. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE COMPLIANCE WITH ALL HANDICAPPED ACCESSIBILITY REQUIREMENTS, INCLUDING SIGNAGE, TEXTURES, COLORINGS, MARKINGS, AND SLOPES OF ADA ACCESSIBLE ROUTES AND PARKING SPACES
8. CONTRACTOR SHALL NOTIFY ENGINEER IF ANY DISCREPANCIES ARISE.



VICINITY MAP
1 IN. = 1,000 FT.
MAPSCO: 46-H

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RECORD DRAWING
THESE RECORD DRAWINGS HAVE BEEN PREPARED BASED ON FIELD OBSERVATIONS AND INFORMATION PROVIDED BY THE CONTRACTOR. ELEVATIONS HAVE NOT BEEN VERIFIED. THE ORIGINAL SEALED CONSTRUCTION PLANS ARE ON FILE AT THE CITY OF FRISCO.

ENGINEER OF RECORD:
KEATON L. MAI, P.E.
THE DIMENSION GROUP,
INC. TBPE FIRM F-8396
DATE: November 17, 2023

TBPE FIRM REGISTRATION
#F-8396



Keaton L. Mai
11/17/2023



ARCHITECTURE · CIVIL ENGINEERING · MEP ENGINEERING
10755 SANDHILL ROAD, DALLAS, TEXAS 75238
TEL: 214-343-9400 www.dimensiongrp.com

C0.0

Texas 811
CAUTION NOTICE TO CONTRACTORS
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND / OR ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL 811 AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATED ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.

OWNER/DEVELOPER
ROCKWALL 205 INVESTORS, LLC
1 CANDELITE TRAIL
HEATH, TX 75032
PHONE: (469) 446-7734
CONTACT: RUSSELL PHILLIPS
EMAIL: rphil404@aol.com

ENGINEER
THE DIMENSION GROUP
10755 SANDHILL ROAD
DALLAS, TX 75238
PHONE: (214) 343-9400
CONTACT: KEATON L. MAI, PE
EMAIL: kmai@dimensiongroup.com

SURVEYOR
TEXAS HERITAGE SURVEYING, INC.
10610 METRIC DRIVE, SUITE 124
DALLAS, TX 75243
PHONE: (214) 340-9700
CONTACT: DOUG STEWART, RPLS
EMAIL: doug@bheritage.onmicrosoft.com

Drawing name: L:\PRUDENT DEVELOPMENT\2020\200-672 & 200-673 - TBD - Rockwall, TX (200 & 549)\02 Civil\CD\Sheet\CD - Offsite\RECORD DRAWINGS\CA01.COR GENERAL NOTES.dwg Nov 17, 2023 - 1:28pm

GENERAL ITEMS

- 1. All construction shall conform to the requirements set forth in the City of Rockwall's Engineering Department's "Standards of Design and Construction" and 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 Engineering Departments "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
- 2. Where any conflicting notes, details or specifications occur in the plans the City of Rockwall General Construction Notes, Standards, Details and Specifications shall govern unless detail or specification is more strict.
- 3. The City of Rockwall Engineering Departments "Standards of Design and Construction" can be found online at: <http://www.rockwall.com/engr.asp>
- 4. All communication between the City and the CONTRACTOR shall be through the Engineering Construction Inspector and City Engineer or designated representative only. It is the responsibility of the CONTRACTOR to contact the appropriate department for inspections that do not fall under this approved engineering plan set.
- 5. Prior to construction, CONTRACTOR shall have in their possession all necessary permits, plans, licenses, etc.
- 6. The CONTRACTOR shall have at least one original stamped and signed set of approved engineering plans and specifications on-site and in their possession at all times. A stop work order will be issued if items are not on-site. Copies of the approved plans will not be substituted for the required original "approved plans to be on-site".
- 7. All material submittals, concrete batch designs and shop drawings required for City review and approval shall be submitted by the CONTRACTOR to the City sufficiently in advance of scheduled construction to allow no less than 10 business days for review and response by the City.
- 8. All site dimensions are referenced to the face of curb or edge of pavement unless otherwise noted.
- 9. The City requires ten (10%) percent-two (2) year maintenance bond for paving, paving improvements, water systems, wastewater systems, storm sewer systems including detention systems, and associated fixtures and structures which are located within the right-of-ways or defined easements. The two (2) year maintenance bond is to state "from date of City acceptance" as the starting time.
- 10. A review of the site shall be conducted at twenty (20) months into the two (2) year maintenance period. The design engineer or their designated representative and the CONTRACTOR shall be present to walk the site with the City of Rockwall Engineering Inspection personnel.

EROSION CONTROL & VEGETATION

- 1. 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
- 2. Erosion control devices as shown on the erosion control plan for the project shall be installed prior to the start of land disturbing activities.
- 3. 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 and approved by the design engineer and the City of Rockwall prior to implementation.
- 4. 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.
- 5. 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.
- 6. 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.
- 7. CONTRACTOR shall take all available precautions to control dust. CONTRACTOR shall control dust by sprinkling water or other means as approved by the City Engineer.
- 8. CONTRACTOR shall establish grass and maintain the seeded area, including watering, until a "Permanent Stand of Grass" is obtained at which time the project will be accepted by the City. A "Stand of Grass" (not winter rye or weeds) shall consist of 75% to 80% coverage of all disturbed areas and a minimum of one-inch (1") in height as determined by the City. No bare spots will be allowed. Re-seeding will be required in all washed areas and areas that don't grow.
- 9. All City right-of-ways shall be sodded if disturbed. No artificial grass is allowed in any City right-of-way and/or easements.
- 10. All adjacent streets/alleys shall be kept clean at all times
- 11. CONTRACTOR shall keep construction site clean at all times, immediately contain all debris and trash, all debris and trash shall be removed at the end of each work day, and all vegetation on the construction site 10-inches or taller in height must be cut immediately.
- 12. Suspension of all construction activities for the project will be enforced by the City if any erosion control requirements are not met. Work may commence after deficiency has been rectified.
- 13. During construction of the project, all soil stockpiles and borrow areas shall be stabilized or protected with sediment trapping measures. The CONTRACTOR is responsible for the temporary protection and permanent stabilization of all soil stockpiles on-site as well as borrow areas and soil intentionally transported from the project site.
- 14. Where construction vehicles access routes intersect paved or public roads/alleys, construction entrances shall be installed to minimize the transport of sediment by vehicular tracking onto paved surfaces. Where sediment is transferred onto paved or public surfaces, the surface shall be immediately cleaned. Sediment shall be

removed from the surface by shoveling or sweeping and transported to a sediment disposal area. Pavement washing shall be allowed only after sediment is removed in this manner.

- 15. All drainage inlets shall be protected from siltation, ineffective or unmaintained protection devices shall be immediately replaced and the inlet and storm system cleaned. Flushing is not an acceptable method of cleaning.
- 16. During all dewatering operations, water shall be pumped into an approved filtering device prior to discharge into a receiving outlet.

TRAFFIC CONTROL

- 1. All new Detouring or Traffic Control Plans are required to be submitted to the City for review and approval a minimum of 21 calendar days prior to planned day of implementation.
- 2. When the normal function of the roadway is suspended through closure of any portion of the right-of-way, temporary construction work zone traffic control devices shall be installed to effectively guide the motoring public through the area. Consideration for road user safety, worker safety, and the efficiency of road user flow is an integral element of every traffic control zone.
- 3. All traffic control plans shall be prepared and submitted to the Engineering Department in accordance with the standards identified in Part VI of the most recent edition of the TMUTCD. Lane closures will not occur on roadways without an approval from the Rockwall Engineering Department and an approved traffic control plan. Traffic control plans shall be required on all roadways as determined by the City Engineer or the designated representative.
- 4. All traffic control plans must be prepared, signed, and sealed by an individual that is licensed as a professional engineer in the State of Texas. All traffic control plans and copies of work zone certification must be submitted for review and approval a minimum of three (3) weeks prior to the anticipated temporary traffic control.
- 5. The CONTRACTOR executing the traffic control plan shall notify all affected property owners two (2) weeks prior to any the closures in writing and verbally.
- 6. Any deviation from an approved traffic control plan must be reviewed by the City Engineer or the designated representative. If an approved traffic control plan is not adhered to, the CONTRACTOR will first receive a verbal warning and be required to correct the problem immediately. If the deviation is not corrected, all construction work will be suspended, the lane closure will be removed, and the roadway opened to traffic.
- 7. All temporary traffic control devices shall be removed as soon as practical when they are no longer needed. When work is suspended for short periods of time at the end of the workday, all temporary traffic control devices that are no longer appropriate shall be removed or covered. The first violation of this provision will result in a verbal warning to the construction foreman. Subsequent violations will result in suspension of all work at the job site for a minimum of 48 hours. All contractors working on City funded projects will be charged one working day for each 24 hour closure.
- 8. Lane closures on any major or minor arterial will not be permitted between the hours of 6:00 am to 9:00 am and 3:30 pm to 7:00 pm. Where lane closures are needed in a school area, they will not be permitted during peak hours of 7:00 am - 9:00 am and 3:00 pm to 5:00 pm. Closures may be adjusted according to the actual start-finish times of the actual school with approval by the City Engineer. The first violation of this provision will result in a verbal warning to the construction foreman. Subsequent violations will result in suspension of all work at the job site for a minimum of 48 hours. All contractors working on City funded projects will be charged one working day for each 24 hour closure of a roadway whether they are working or not.
- 9. No traffic signs shall be taken down without permission from the City.
- 10. No street/roadway will be allowed to be fully closed.

UTILITY LINE LOCATES

- 1. It is the CONTRACTOR's responsibility to notify utility companies to arrange for utility locates at least 48 hours prior to beginning construction. The completeness and accuracy of the utility data shown on the plans is not guaranteed by the design engineer or the City. The CONTRACTOR is responsible for verifying the depth and location of existing underground utilities proper to excavating, trenching, or drilling and shall be required to take any precautionary measures to protect all lines shown and/or any other underground utilities not on record or not shown on the plans.
- 2. The CONTRACTOR shall be responsible for damages to utilities
- 3. CONTRACTOR shall adjust all City of Rockwall utilities to the final grades.
- 4. All utilities shall be placed underground.
- 5. CONTRACTOR shall be responsible for the protection of all existing main lines and service lines crossed or exposed by construction operations. Where existing mains or service lines are cut, broken or damaged, the CONTRACTOR shall immediately make repairs to or replace the entire service line with same type of original construction or better. The City of Rockwall can and will intervene to restore service if deemed necessary and charge the CONTRACTOR for labor, equipment, material and loss of water if repairs aren't made in a timely manner by the CONTRACTOR.
- 6. The City of Rockwall (City utilities) is not part of the Dig Tess or Texas one Call - 811 - line locate system. All City of Rockwall utility line locates are to be scheduled with the City of Rockwall Service Center. 972-771-7730. A 48-hour advance notice is required for all non-emergency line locates.
- 7. Underground utility lines shall be installed in accordance with the following standards in addition to other applicable criteria:
 - a. No more than 500 linear feet of trench may be opened at one time.
 - b. Material used for backfilling trenches shall be properly compacted to 95% standard density in order to minimize erosion, settlement, and promote stabilization that the geotechnical engineer recommends.
 - c. Applicable safety regulations shall be complied with.
- 11. This plan details pipes up to 5 feet from the building. Refer to the building plans for building connections. CONTRACTOR shall supply and install pipe adapters as necessary.
- 12. All underground lines shall be installed, inspected, and approved prior to backfilling.
- 13. All concrete encasement shall have a minimum of 28 days compressive strength at 3,000 psi (min. 5.5 sack mix).

WATER LINE NOTES

- 1. The CONTRACTOR shall maintain existing water service at all times during construction.
- 2. 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.
- 3. Proposed water line embedment shall be NCTCOG Class 'B-3' as amended by the City of Rockwall's engineering standards of design and construction manual.
- 4. CONTRACTOR shall coordinate the shutting down of all water lines with the City of Rockwall Engineering Inspector and Water Department. The City shall operate all water valves. Allow 5 business days from the date of notice to allow City personnel time to schedule a shut down. Two additional days are required for the CONTRACTOR to notify residents in writing of the shut down after the impacted area has been identified. Water shut downs impacting businesses during their normal operation hours is not allowed. CONTRACTOR is required to coordinate with the Rockwall Fire Department regarding any fire watch requirements as well as any costs incurred when the loss of fire protection to a structure occurs.
- 5. CONTRACTOR shall furnish and install gaskets on water lines between all dissimilar metals and at valves (both existing and proposed).
- 6. All fire hydrants and valves removed and salvaged shall be returned to the City of Rockwall Municipal Service Center.
- 7. 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'.
- 8. All water valve hardware and valve extensions, bolts, nuts and washers shall be 316 stainless steel.
- 9. All fire hydrants bolts, nuts and washers that are buried shall be 316 stainless steel.
- 10. 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.
- 11. All fire hydrants will have a minimum of 5 feet of clearance around the appurtenance including but not limited to parking spaces and landscaping.
- 12. All joints are to be megalug joints with thrust blocking.
- 13. Water and sewer mains shall be kept 10 feet apart (parallel) or when crossing 2 feet vertical clearance.
- 14. CONTRACTOR shall maintain a minimum of 4 feet of cover on all water lines.
- 15. All domestic and irrigation services are required to have a testable backflow device with a double check valve installed per the City of Rockwall regulations at the property line and shown on plans.

WASTEWATER LINE NOTES

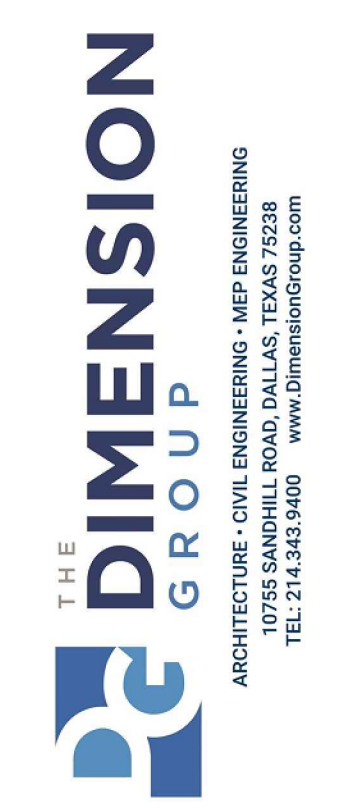
- 1. The CONTRACTOR shall maintain existing wastewater service at all times during construction.
- 2. Wastewater line for 4-inch through 15-inch shall be Green PVC - SDR 35 (ASTM D3034) [less 10 ft cover] and SDR 26 (ASTM D3034) [10 ft or more cover]. For 18-inch and larger wastewater line shall be Green PVC - PS 46 (ASTM F679) [less 10 ft cover] and PS 115 (ASTM F679) [10 ft or more cover]. No services will be allowed on a sanitary sewer line deeper than 10 feet.
- 3. Proposed wastewater line embedment shall be NCTCOG Class 'H' as amended by the City of Rockwall's public works standard design and construction manual.
- 4. Green EMS pads shall be installed at every 250', manhole, clean out and service lateral on proposed wastewater lines.
- 5. 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 prior to abandonment.
- 6. 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.
- 7. Existing manholes and cleanouts not specifically called to be relocated shall be adjusted to match final grades.
- 8. All wastewater pipes and public services shall be inspected by photographic means (television and DVD) prior to final acceptance and after franchise utilities are installed. The CONTRACTOR shall furnish a DVD to the Engineering Construction Inspector for review. Pipes shall be cleaned prior to TV inspection of the pipes. 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 (20th) month of the maintenance period.
- 9. 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.
- 10. All new or existing manholes being modified shall have corrosion protection being Raven Liner 405 epoxy coating, ConShield, or approved equal.. Consheild 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.
- 11. All new or existing manholes that are to be placed in pavement shall be fitted with a sealed (gasketed) rim and cover to prevent inflow.
- 12. If an existing wastewater main or trunk line is called out to be replaced in place a wastewater bypassing pump plan shall be required and submitted to the Engineering Construction Inspector and City Engineer for approval prior to implementation. Bypass pump shall be fitted with an auto dialer and conform to the City's Noise Ordinance. Plan shall be to the City sufficiently in advance of scheduled construction to allow no less than 10 business days for review and response by the City.
- 13. CONTRACTOR shall maintain a minimum of 4 feet of cover on all wastewater lines.



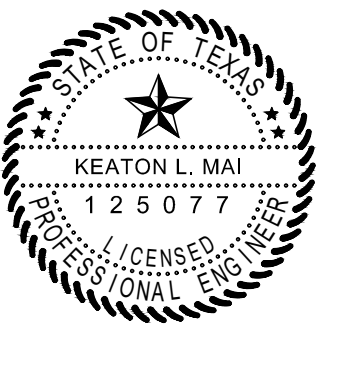
GENERAL CONSTRUCTION NOTES
Sheet 1 of 2
October 2020

**CITY OF ROCKWALL
ENGINEERING DEPARTMENT**

385 S. Goliad P (972) 771-7746
Rockwall, Texas 75087 F (972) 771-7748



TPBE FIRM REGISTRATION #F-8396



11/17/2023
Keaton L. Mai

THESE RECORD DRAWINGS HAVE BEEN PREPARED BASED ON FIELD OBSERVATIONS AND INFORMATION PROVIDED BY THE CONTRACTOR. ELEVATIONS HAVE NOT BEEN VERIFIED. THE ORIGINAL SEALED CONSTRUCTION PLANS ARE ON FILE AT THE CITY OF FRISCO.

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ENGINEER OF RECORD:
KEATON L. MAI, P.E.
THE DIMENSION GROUP, INC.
TPBE FIRM F-8396
DATE: November 10, 2023

| # | DATE | REVISION DESCRIPTION |
|---|----------|----------------------|
| 1 | 11/17/23 | RECORD DRAWINGS |

Project no. 200-672
date 11/17/2023
dwg. 1:25 pm

CITY OF ROCKWALL GENERAL NOTES

CREEKSIDE COMMONS UTILITY EXTENSIONS
NWC STATE HIGHWAY 205 & FM 549
ROCKWALL, TEXAS

SHEET
C0.1

Drawing name: L:\PRUDENT DEVELOPMENT\2020\200-672 & 200-673 - TBD - Rockwall, TX (205 & 549)\02 Civil\CD\Sheet\CD - Offsite\RECORD DRAWINGS\CA01.COR GENERAL NOTES.dwg Nov 17, 2023 1:25pm

DEMOLITION, REMOVAL, DISPOSAL AND EXCAVATION NOTES

- All pavements to be removed and replaced shall be saw cut to full depth along neat squared lines shown in the plans.
- Proposed concrete pavement shall be constructed with longitudinal butt construction joints at all connections to existing concrete pavement.
- All public concrete pavement to be removed and replaced shall be full panel replacement, 1-inch thicker and on top of 6-inch thick compacted flexbase.
- 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. No excess excavation shall be deposited in the City Limits without a permit from the City of Rockwall. If the CONTRACTOR places excess materials in these areas without written permission, the CONTRACTOR will be responsible for all damages resulting from such fill and shall remove the material at their own cost.

PAVING AND GRADING

- All detention systems are to be installed and verified for design compliance along with the associated storm sewer and outflow structures, prior to the start of any paving operations (including building foundations). Erosion protection shall be placed at the pond outflow structures, silt fence along the perimeter of the pond along with any of the associated erosion BMPs noted on the erosion control plan, and the sides and bottom of the detention system shall have either sod or anchored seeded curlex installed prior to any concrete placement.
- All paving roadway, driveways, fire lanes, drive-isles, parking, dumpster pads, etc. sections shall have a minimum thickness, strength, reinforcement, joint type, joint spacing and subgrade treatment shall at a minimum conform to the City standards of Design and Construction and table below.

| Street/Pavement Type | Minimum Thickness (inches) | Strength 28-Day (psi) | Minimum Cement (sacks / CY) | | Steel Reinforcement | |
|--------------------------|----------------------------|-----------------------|-----------------------------|-------------|---------------------|--------------------|
| | | | Machine placed | Hand Placed | Bar # | Spacing (O.C.E.W.) |
| Arterial | 10" | 3,600 | 6.0 | 6.5 | #4 bars | 18" |
| Collector | 8" | 3,600 | 6.0 | 6.5 | #4 bars | 18" |
| Residential | 6" | 3,600 | 6.0 | 6.5 | #3 bars | 24" |
| Alley | 7"-5"-7" | 3,600 | 6.0 | 6.5 | #3 bars | 24" |
| Fire Lane | 6" | 3,600 | 6.0 | 6.5 | #3 bars | 24" |
| Driveways | 6" | 3,600 | 6.0 | 6.5 | #3 bars | 24" |
| Barrier Free Ramps | 6" | 3,600 | N/A | 6.5 | #3 bars | 24" |
| Sidewalks | 4" | 3,000 | N/A | 5.5 | #3 bars | 24" |
| Parking Lot/Drive Aisles | 5" | 3,000 | 5.0 | 5.5 | #3 bars | 24" |
| Dumpster Pads | 7" | 3,600 | 6.0 | 6.5 | #3 bars | 24" |

- 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.
- No sand shall be allowed under any paving.
- All 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. All laboratory compaction reports shall be submitted to the City Engineering Construction Inspector once results are received. All reports will be required prior to final acceptance.
- All concrete compression tests and soil compaction/density tests are required to be submitted to the City's Engineering Inspector immediately upon results.
- All proposed sidewalks shall include barrier free ramps at intersecting streets, alleys, etc. Barrier free ramps (truncated dome plate in Colonial or brick red color) shall meet current City and ADA requirements and be approved by the Texas Department of Licensing and Regulation (TDLR).
- All public sidewalks shall be doveled into pavement where it abuts curbs and driveways. Expansion joint material shall be used at these locations.
- All connection of proposed concrete pavement to existing concrete pavement shall include a longitudinal butt joint as the load transfer device. All longitudinal butt joints shall be clean, straight and smooth (not jagged in appearance)
- Cracks formed in concrete pavement shall be repaired or removed by the CONTRACTOR at the City's discretion. CONTRACTOR shall replace existing concrete curbs, sidewalk, paving, a gutters as indicated on the plans and as necessary to connect to the existing infrastructure, including any damage caused by the CONTRACTOR.
- All residential lots will require individual grading plans submitted during the building permit process that correspond with the engineered grading and drainage area plans.
- Approval of this plan is not an authorization to grade adjacent properties when the plans or field conditions warrant off-site grading. Written permission must be obtained and signed from the affected property owner(s) and temporary construction easements may be required. The written permission shall be provided to the City as verification of approval by the adjacent property owner(s). Violation of this requirement will result in suspension of all work at the job site until issue has been rectified.
- All cut or fill slopes of non-paved areas shall be a maximum of 4:1 and minimum of 1%.
- CONTRACTOR agrees to repair any damage to property and the public right-of-way in accordance with the City Standards of Design and Construction.
- CONTRACTOR shall protect all monuments, iron pins/rods, and property corners during construction.
- CONTRACTOR shall ensure positive drainage so that runoff will drain by gravity flow to new or existing drainage inlets or sheet flow per these approved plans.

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 mix, air entrained, unless noted otherwise. Fly ash shall not be allowed in any structural concrete.
- Proposed storm sewer embedment shall be NCTCOG Class 'B' as amended by the City of Rockwall's Engineering Department Standards of Design and Construction Manual.
- All public storm pipe shall be a minimum of 18-inch reinforced concrete pipe (RCP), Class III, unless otherwise noted.
- All storm pipe entering structures shall be grouted to assure connection at the structure is watertight.
- All storm structures shall have a smooth uniform poured mortar invert from invert in to invert out.
- All storm sewer manholes in paved areas shall be flush with the paving grade, and shall have traffic bearing ring and covers.
- All storm sewer pipes and laterals shall be inspected by photographic means (television and DVD) prior to final acceptance and after franchise utilities are installed. The CONTRACTOR shall furnish a DVD to the Engineering Construction Inspector for review. Pipes shall be cleaned prior to TV inspection of the pipes. 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 (20th) month of the maintenance period.

RETAINING WALLS

- All retaining walls, regardless of height, will be reviewed and approved by the City Engineering Department
- All retaining walls (including foundation stem walls), regardless of height, will be constructed of rock/stone/brick or rock/stone/brick faced. No smooth concrete walls are allowed. Wall materials shall be the same for all walls on the project.
- All portions, including footings, tie-backs, and drainage backfill, of the wall shall be on-site and not encroach into any public easements or right-of-way. The entire wall shall be in one lot and shall not be installed along a lot line.
- All walls 3 feet and taller will be designed and signed/sealed by a registered professional engineer in the State of Texas. The wall design engineer is required to inspect the wall construction and supply a signed/sealed letter of wall construction compliance to the City of Rockwall along with wall as-builts prior to City Engineering acceptance.
- No walls are allowed in detention easements. A variance to allow retaining walls in a detention easement will require approval by the Planning and Zoning Commission with appeals being heard by the City Council.

FINAL ACCEPTANCE AND RECORD DRWINGS/AS-BUILTS

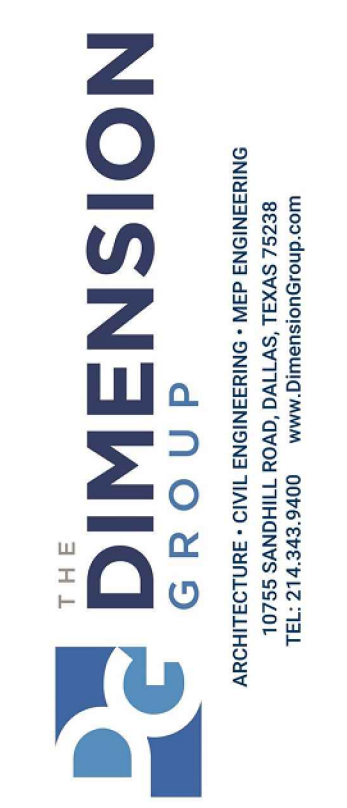
- Final Acceptance shall occur when all the items on the Checklist for Final Acceptance have been completed and signed-off by the City. An example of the checklist for final acceptance has been included in the Appendix of the Standards of Design and Construction. Items on the checklist for final acceptance will vary per project and additional items not shown on the check list may be required.
- After improvements have been constructed, the developer shall be responsible for providing to the City "As Built" or "Record Drawings". The Design Engineer shall furnish all digital files of the project formatted in Auto Cad 14, or 2000 format or newer and Adobe Acrobat (.pdf) format with a CD-ROM disk or flash drive. The disk or drive shall include a full set of plans along with any landscaping, wall plans, and details sheets.
- Submit 1-set of printed drawings of the "Record Drawings" containing copies of all sheets to the Engineering Construction Inspector for the project. The printed sheets will be reviewed by the inspector PRIOR to producing the "Record Drawing" digital files on disk or flash drive. This will allow any revisions to be addressed prior to producing the digital files.
- Record Drawing Disk drawings shall have the Design Engineers seal, signature and must be stamped and dated as "Record Drawings" or "As Built Drawings" on all sheets.
- The City of Rockwall will not accept any Record Drawing disk drawings which include a disclaimer. A disclaimer shall not directly or indirectly state or indicate that the design engineer or the design engineer's surveyor/surveyors did not verify grades after construction, or that the Record Drawings were based solely on information provided by the construction contractor/contractors. Any Record Drawings which include like or similar disclaimer verbiage will not be accepted by the City of Rockwall.
- Example of Acceptable Disclaimer: "To the best of our knowledge ABC Engineering, Inc., hereby states that this plan is As-Built. This information provided is based on surveying at the site and information provided by the contractor."



GENERAL CONSTRUCTION NOTES
 Sheet 2 of 2
 October 2020

**CITY OF ROCKWALL
 ENGINEERING DEPARTMENT**

385 S. Goliad P (972) 771-7746
 Rockwall, Texas 75087 F (972) 771-7748



TXBE FIRM REGISTRATION #F-8396



11/17/2023
Keaton L. Mai

THESE RECORD DRAWINGS HAVE BEEN PREPARED BASED ON FIELD OBSERVATIONS AND INFORMATION PROVIDED BY THE CONTRACTOR. ELEVATIONS HAVE NOT BEEN VERIFIED. THE ORIGINAL SEALED CONSTRUCTION PLANS ARE ON FILE AT THE CITY OF FRISCO.

RECORD DRAWING
 THESE RECORD DRAWINGS HAVE BEEN PREPARED BASED ON FIELD OBSERVATIONS AND INFORMATION PROVIDED BY THE CONTRACTOR. ELEVATIONS HAVE NOT BEEN VERIFIED. THE ORIGINAL SEALED CONSTRUCTION PLANS ARE ON FILE AT THE CITY OF FRISCO.

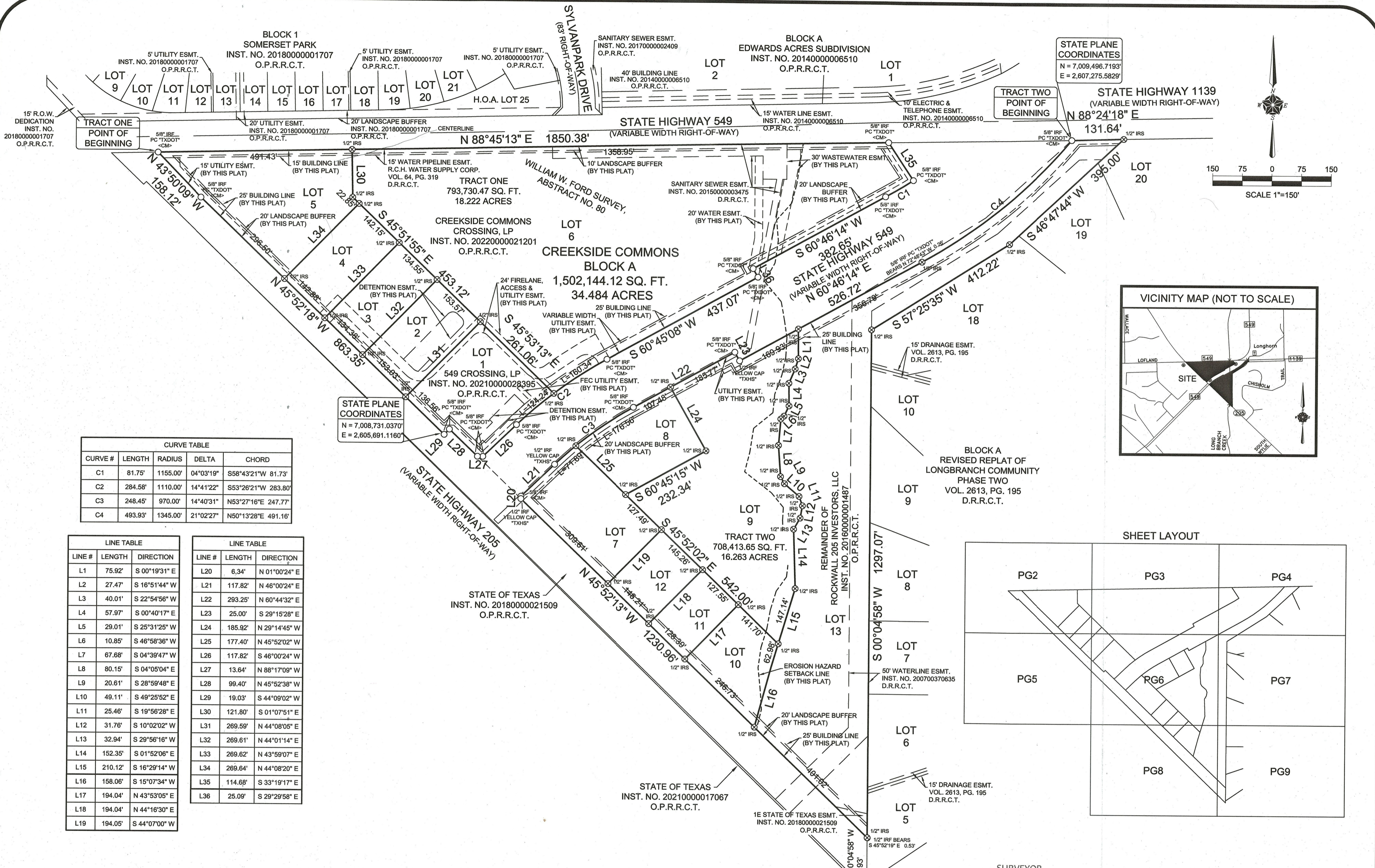
ENGINEER OF RECORD:
 KEATON L. MAI, P.E.
 THE DIMENSION GROUP, INC. TXBE FIRM F-8396
 DATE: November 10, 2023

| DATE | REVISION DESCRIPTION | PROJECT NO. | DATE | DWG. |
|----------|----------------------|-------------|------------|-----------|
| 11/17/23 | RECORD DRAWINGS | 200-672 | 11/17/2023 | - 1:25 pm |

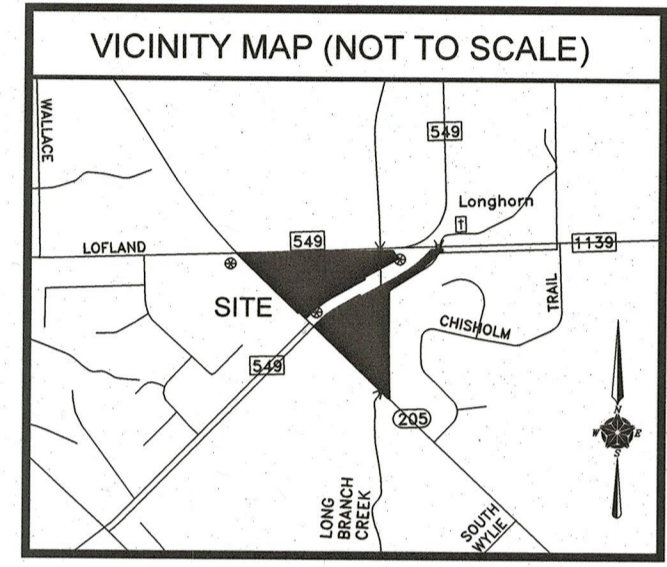
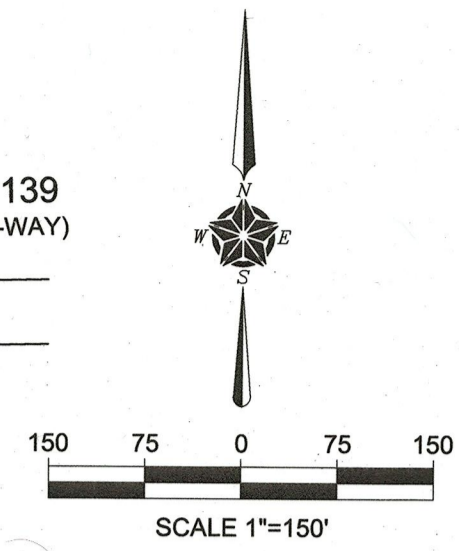
CITY OF ROCKWALL GENERAL NOTES

CREEKSIDE COMMONS UTILITY EXTENSIONS
 NWC STATE HIGHWAY 205 & FM 549
 ROCKWALL, TEXAS

SHEET
C0.2



STATE PLANE COORDINATES
N = 7,009,496.7193'
E = 2,607,275.5829'



CURVE TABLE

| CURVE # | LENGTH | RADIUS | DELTA | CHORD |
|---------|---------|----------|-----------|---------------------|
| C1 | 81.75' | 1155.00' | 04°03'19" | S58°43'21"W 81.73' |
| C2 | 284.58' | 1110.00' | 14°41'22" | S53°26'21"W 283.80' |
| C3 | 248.45' | 970.00' | 14°40'31" | N53°27'16"E 247.77' |
| C4 | 493.93' | 1345.00' | 21°02'27" | N50°13'28"E 491.16' |

LINE TABLE

| LINE # | LENGTH | DIRECTION |
|--------|---------|---------------|
| L1 | 75.92' | S 00°19'31" E |
| L2 | 27.47' | S 16°51'44" W |
| L3 | 40.01' | S 22°54'56" W |
| L4 | 57.97' | S 00°40'17" E |
| L5 | 29.01' | S 25°31'25" W |
| L6 | 10.85' | S 46°58'36" W |
| L7 | 67.68' | S 04°39'47" W |
| L8 | 80.15' | S 04°05'04" E |
| L9 | 20.61' | S 28°59'48" E |
| L10 | 49.11' | S 49°25'52" E |
| L11 | 25.46' | S 19°56'28" E |
| L12 | 31.76' | S 10°02'02" W |
| L13 | 32.94' | S 29°56'16" W |
| L14 | 152.35' | S 01°52'06" E |
| L15 | 210.12' | S 16°29'14" W |
| L16 | 158.06' | S 15°07'34" W |
| L17 | 194.04' | N 43°53'05" E |
| L18 | 194.04' | N 44°16'30" E |
| L19 | 194.05' | S 44°07'00" W |

LINE TABLE

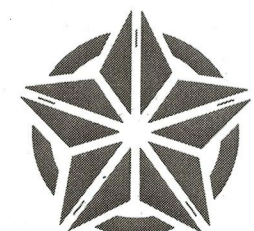
| LINE # | LENGTH | DIRECTION |
|--------|---------|---------------|
| L20 | 6.34' | N 01°00'24" E |
| L21 | 117.82' | N 46°00'24" E |
| L22 | 293.25' | N 60°44'32" E |
| L23 | 25.00' | S 29°15'28" E |
| L24 | 185.92' | S 29°14'45" W |
| L25 | 177.40' | N 45°52'02" W |
| L26 | 117.82' | S 46°00'24" W |
| L27 | 13.64' | N 88°17'09" W |
| L28 | 99.40' | N 45°52'38" W |
| L29 | 19.03' | S 44°09'02" W |
| L30 | 121.80' | S 01°07'51" E |
| L31 | 269.59' | N 44°08'05" E |
| L32 | 269.61' | N 44°01'14" E |
| L33 | 269.62' | N 43°59'07" E |
| L34 | 269.64' | N 44°08'20" E |
| L35 | 114.68' | S 33°19'17" E |
| L36 | 25.09' | S 29°29'58" E |

LEGEND:
 IRF IRON ROD FOUND
 PC "TXDOT" IRON ROD FOUND WITH PINK CAP STAMPED "TXDOT"
 IRS IRON ROD SET WITH YELLOW CAP STAMPED "TXHS"
 <CM> CONTROLLING MONUMENT
 D.R.R.C.T. DEED RECORDS, ROCKWALL COUNTY, TEXAS
 M.R.R.C.T. MAP RECORDS, ROCKWALL COUNTY, TEXAS
 O.P.R.R.C.T. OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS
 INST. NO. INSTRUMENT NUMBER
 VOL., PG. VOLUME, PAGE
 ESMT. EASEMENT
 FEC FARMERS ELECTRIC COOPERATIVE
 L= LENGTH

ENGINEER
 THE DIMENSION GROUP
 10755 SANDILL ROAD
 DALLAS, TEXAS 75238
 attn: KEATON MAI

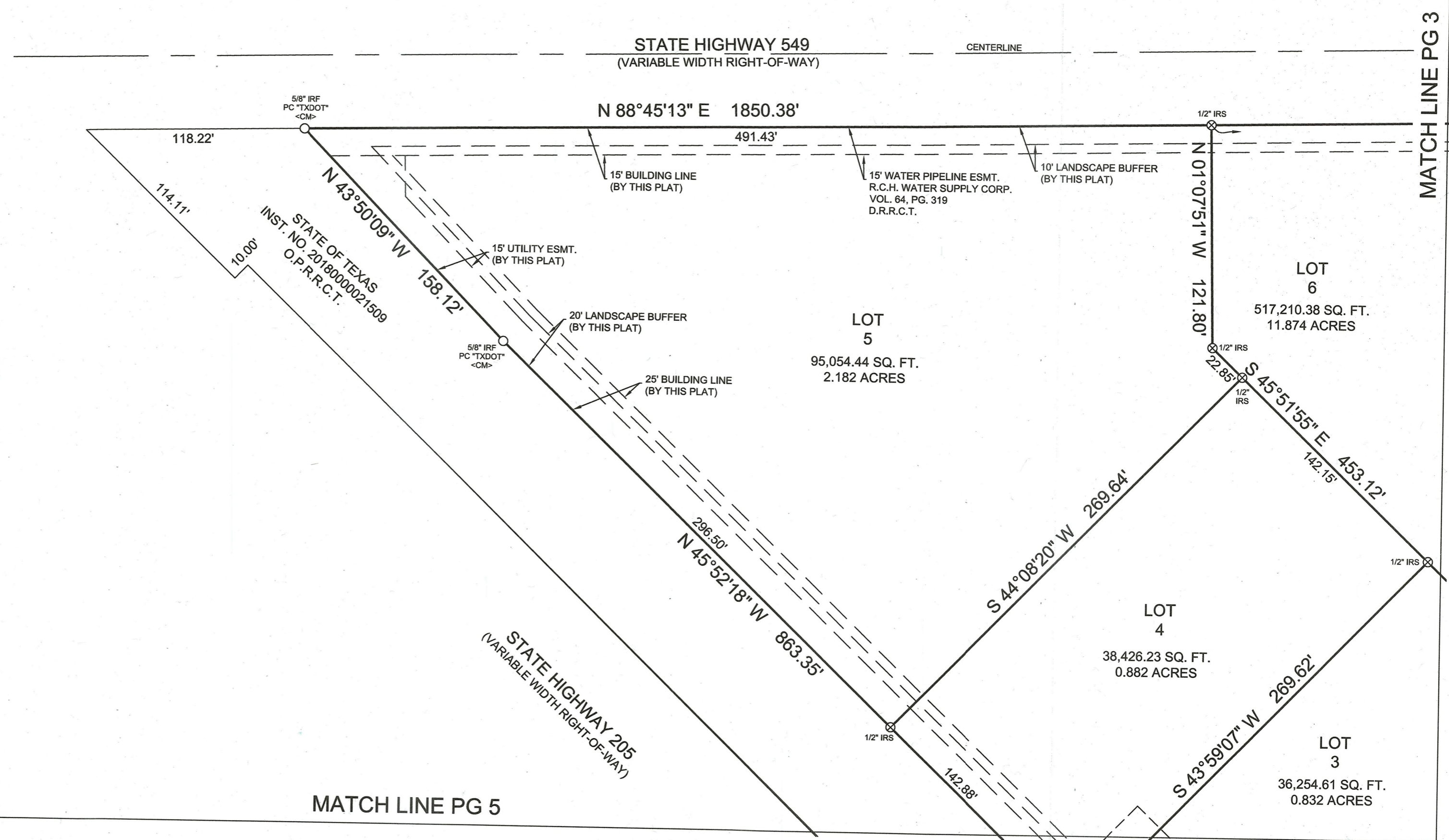
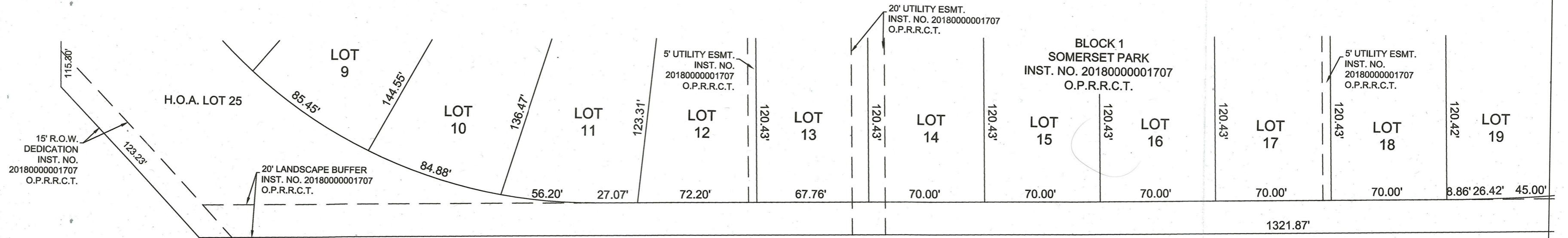
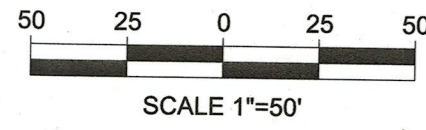
OWNER
 549 CROSSING, LP
 10755 SANDHILL ROAD
 DALLAS, TEXAS 75238

OWNER
 ROCKWALL 205 INVESTORS, LLC
 1 CANDLELITE TRAIL
 HEATH, TEXAS 75032



TEXAS HERITAGE SURVEYING, LLC
 10610 Metric Drive, Suite 124, Dallas, TX 75243
 Office 214-340-9700 Fax 214-340-9710
 txheritage.com
 Firm No. 10169300

FINAL PLAT
CREEKSIDE COMMONS
 LOTS 1-13, BLOCK A
 34.484 ACRES / 1,502,144.12 SF
 13 LOTS
 SITUATED WITHIN TRACTS 17-5 & 17-8 OF THE
 W. W. FORD SURVEY, ABSTRACT NO. 80
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

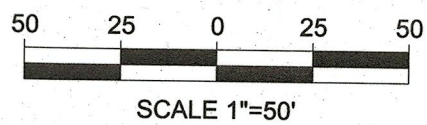


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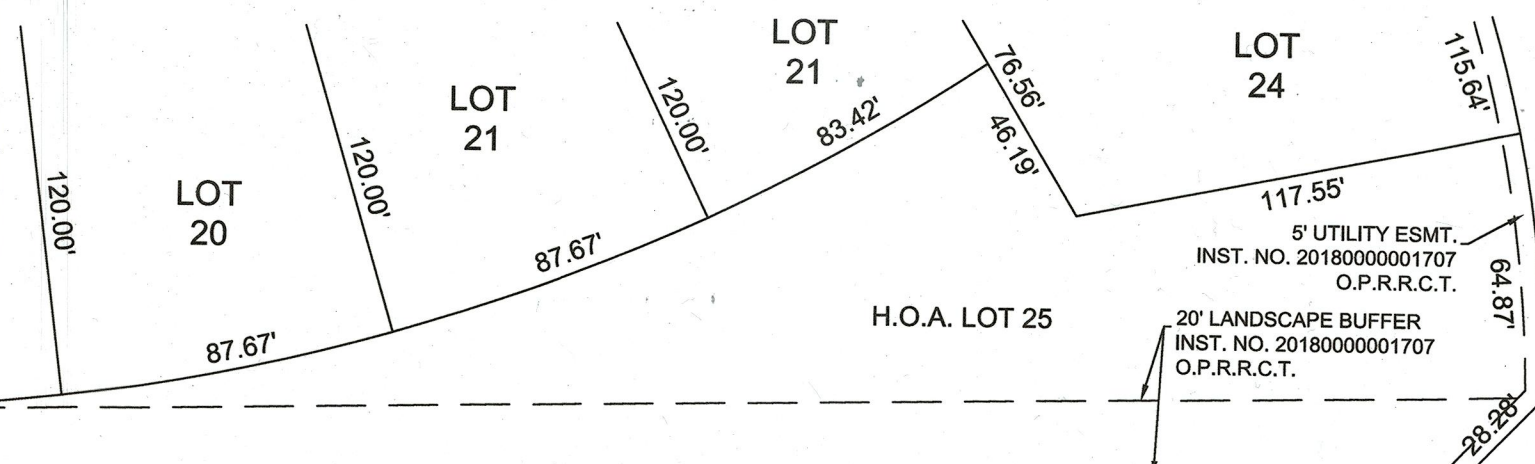
- IRF IRON ROD FOUND
- PC "TXDOT" IRON ROD FOUND WITH PINK CAP STAMPED "TXDOT"
- IRS IRON ROD SET WITH YELLOW CAP STAMPED "TXHS"
- <CM> CONTROLLING MONUMENT
- D.R.R.C.T. DEED RECORDS, ROCKWALL COUNTY, TEXAS
- M.R.R.C.T. MAP RECORDS, ROCKWALL COUNTY, TEXAS
- O.P.R.R.C.T. OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS
- INST. NO. INSTRUMENT NUMBER
- VOL., PG. VOLUME, PAGE
- ESMT. EASEMENT

MATCH LINE PG 5

MATCH LINE PG 3



BLOCK 1
SOMERSET PARK
INST. NO. 2018000001707
O.P.R.R.C.T.



SANITARY SEWER ESMT.
INST. NO. 2017000002409
O.P.R.R.C.T.

SYLVANPARK DRIVE
(83' RIGHT-OF-WAY)

40' BUILDING LINE
INST. NO. 2014000006510
O.P.R.R.C.T.

10' ELECTRIC &
TELEPHONE ESMT.
INST. NO. 2014000006510
O.P.R.R.C.T.

15' WATER LINE ESMT.
INST. NO. 2014000006510
O.P.R.R.C.T.

BLOCK A
EDWARDS ACRES SUBDIVISION
INST. NO. 2014000006510
O.P.R.R.C.T.

STATE HIGHWAY 549
(VARIABLE WIDTH RIGHT-OF-WAY)

N 88°45'13" E 1850.38'

MATCH LINE PG 2

MATCH LINE PG 4

507.25'
10' LANDSCAPE BUFFER
(BY THIS PLAT)

1358.95'
15' WATER PIPELINE ESMT.
R.C.H. WATER SUPPLY CORP.
VOL. 64, PG. 319
D.R.R.C.T.

15' BUILDING LINE
(BY THIS PLAT)

594.40'
SANITARY SEWER ESMT.
INST. NO. 2015000003475
D.R.R.C.T.

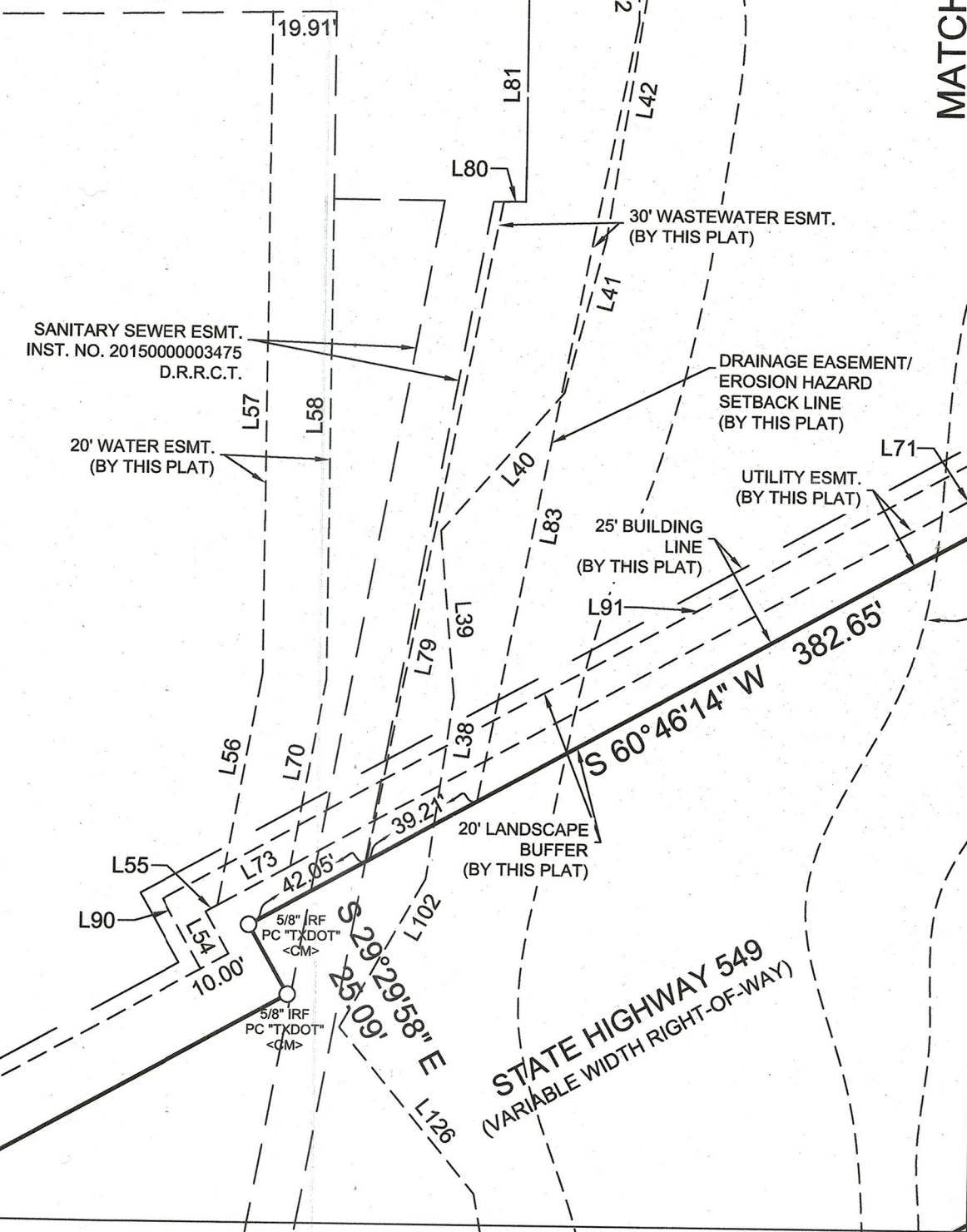
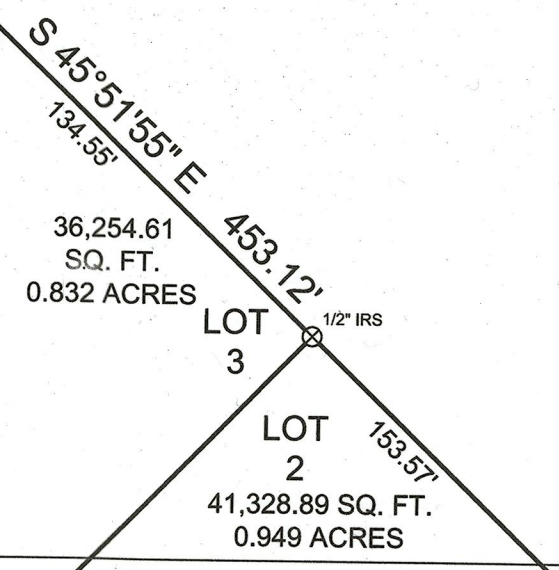
WILLIAM W. FORD SURVEY,
ABSTRACT NO. 80

TRACT ONE
793,730.47 SQ. FT.
18.222 ACRES
CREEKSIDE COMMONS CROSSING, LP
INST. NO. 20220000021201
O.P.R.R.C.T.

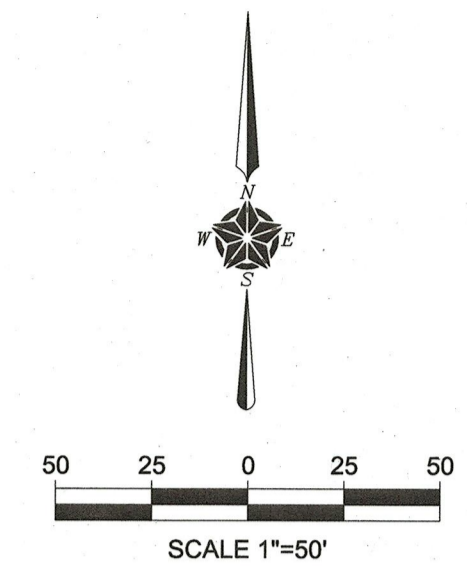
LOT
6
517,210.38 SQ. FT.
11.874 ACRES

CREEKSIDE COMMONS
BLOCK A
1,502,144.12 SQ. FT.
34.484 ACRES

MATCH LINE PG 6



STATE HIGHWAY 549
(VARIABLE WIDTH RIGHT-OF-WAY)



BLOCK A
EDWARDS ACRES SUBDIVISION
INST. NO. 2014000006510
O.P.R.R.C.T.

LOT
1

10' ELECTRIC &
TELEPHONE ESMT.
INST. NO. 2014000006510
O.P.R.R.C.T.

15' WATER LINE ESMT.
INST. NO. 2014000006510
O.P.R.R.C.T.

40' BUILDING LINE
INST. NO. 2014000006510
O.P.R.R.C.T.

STATE HIGHWAY 549
(VARIABLE WIDTH RIGHT-OF-WAY)

STATE HIGHWAY 1139
(VARIABLE WIDTH RIGHT-OF-WAY)

MATCH LINE PG 3

5/8" IRF
PC "TXDOT"
<CM>

5/8" IRF
PC "TXDOT"
<CM>

N 88°24'18" E 131.64' 1/2" IRS

463.85'

L76

LOT
20

15' BUILDING LINE
(BY THIS PLAT)
15' WATER PIPELINE ESMT.
R.C.H. WATER SUPPLY CORP.
VOL. 64, PG. 319
D.R.R.C.T.

517,210.38 SQ. FT.
11.874 ACRES

20' LANDSCAPE BUFFER
(BY THIS PLAT)

UTILITY ESMT.
(BY THIS PLAT)

25' BUILDING LINE
(BY THIS PLAT)

CH=S58°43'21" W 81.73'
L=81.75' R=1155.00'
A=4°03'19" W

S 60°46'14" W
382.65'

CH=N50°13'28" E 491.16'
L=493.93' R=1345.00'
A=2°02'27" W

LOT
13

326,865.77 SQ. FT.
7.504 ACRES

LOT
19

S 46°47'44" W 395.00'

376.96'

STATE HIGHWAY 549
(VARIABLE WIDTH RIGHT-OF-WAY)

50' WATERLINE ESMT.
INST. NO. 200700370635
D.R.R.C.T.

5/8" IRF PC "TXDOT"
BEARS N 72°48'43" W 0.26' 1/2" IRS

20' LANDSCAPE BUFFER
(BY THIS PLAT)

N 60°46'14" E 526.72'
356.79'

25' BUILDING LINE
(BY THIS PLAT)

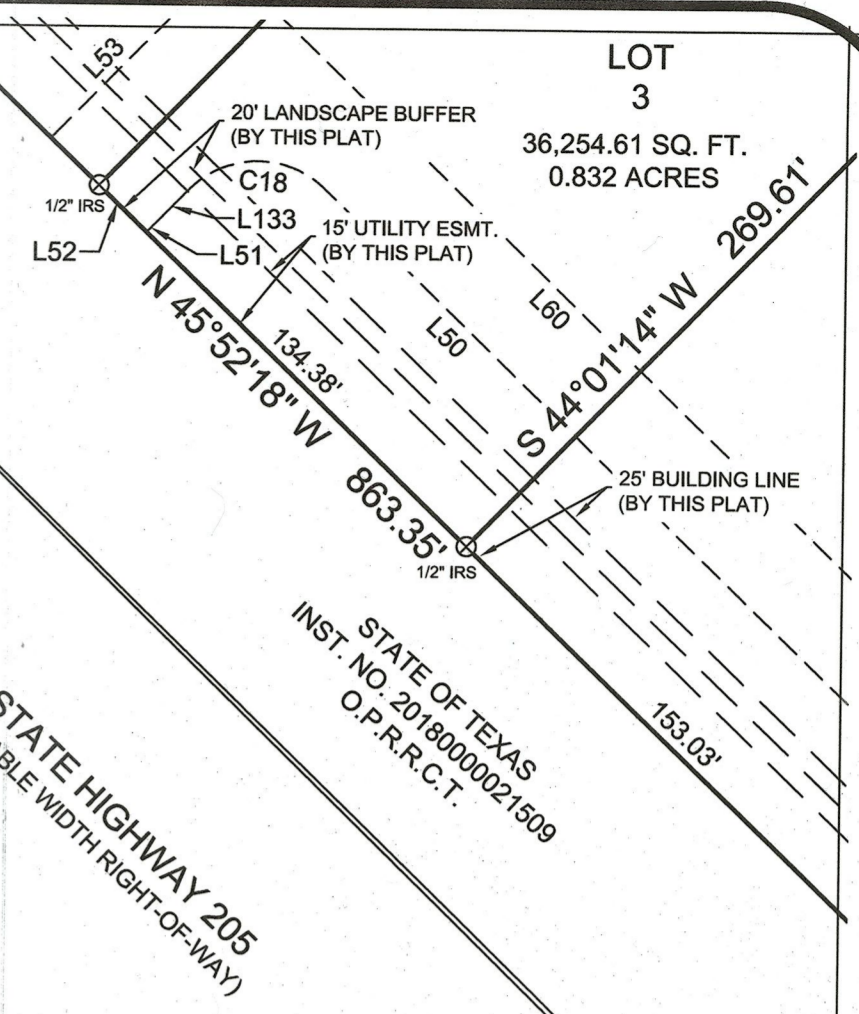
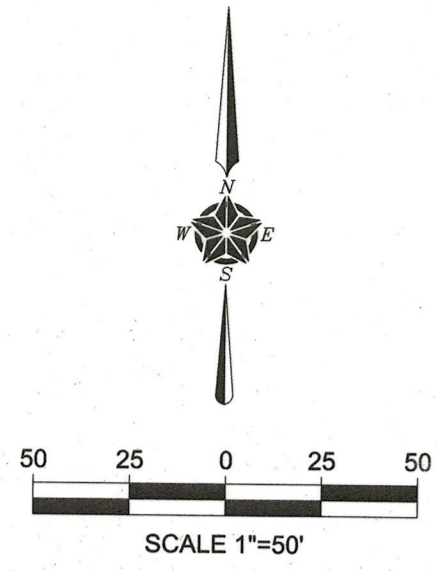
S 57°25'35" W 412.22'

LOT
18

MATCH LINE PG 7

BLOCK A
REVISED REPLAT OF
LONGBRANCH COMMUNITY
PHASE TWO
VOL. 2613, PG. 195
D.R.R.C.T.

MATCH LINE PG 2

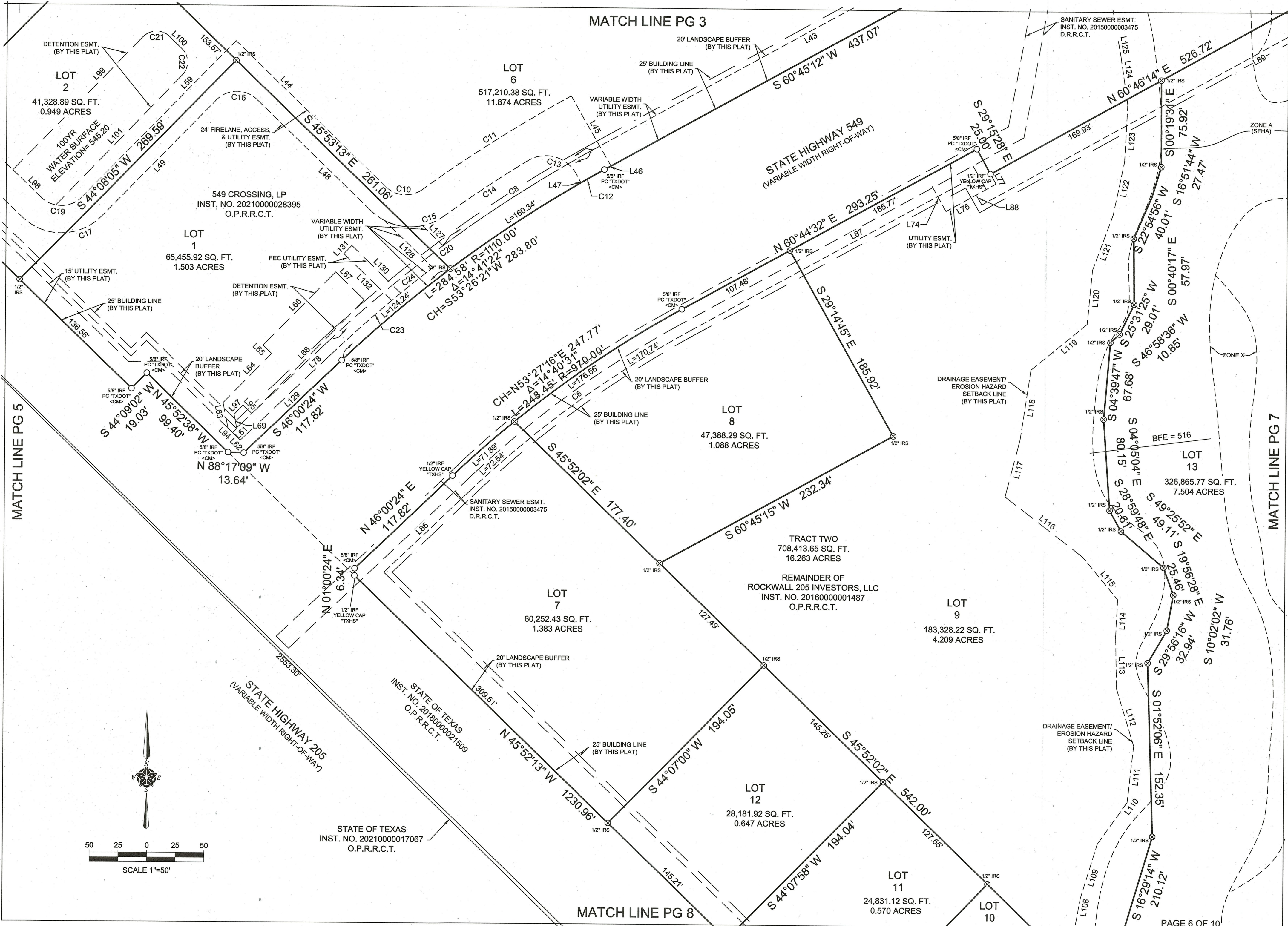


STATE OF TEXAS
INST. NO. 20210000017067
O.P.R.R.C.T.

| EASEMENT CURVE TABLE | | | | |
|----------------------|---------|----------|-----------|-----------------------|
| CURVE # | LENGTH | RADIUS | DELTA | CHORD |
| C5 | 71.03' | 1133.58' | 3°35'25" | N58° 58' 31"E 71.02' |
| C6 | 243.28' | 935.72' | 14°53'48" | N53° 27' 17"E 242.60' |
| C7 | 505.55' | 1361.76' | 21°16'15" | N50° 08' 06"E 502.65' |
| C8 | 156.06' | 1129.92' | 7°54'49" | N56° 49' 37"E 155.94' |
| C9 | 60.32' | 1123.58' | 3°04'33" | N59° 13' 57"E 60.31' |
| C10 | 35.08' | 25.00' | 80°24'27" | S86° 04' 08"E 32.28' |
| C11 | 153.50' | 1217.83' | 7°13'18" | N57° 20' 17"E 153.39' |
| C12 | 23.41' | 1110.00' | 1°12'29" | S60° 10' 48"W 23.41' |
| C13 | 48.20' | 30.00' | 92°03'14" | N75° 56' 55"W 43.18' |
| C14 | 88.11' | 1187.83' | 4°15'00" | S55° 53' 57"W 88.09' |
| C15 | 68.78' | 49.00' | 80°25'32" | S86° 00' 47"E 63.27' |
| C16 | 39.27' | 25.00' | 90°00'00" | S89° 08' 05"W 35.36' |
| C17 | 76.97' | 49.00' | 90°00'04" | S89° 08' 07"W 69.30' |
| C18 | 39.27' | 25.00' | 90°00'08" | S89° 08' 12"W 35.36' |
| C19 | 39.27' | 25.00' | 90°00'07" | N89° 07' 55"E 35.35' |
| C20 | 289.70' | 1130.00' | 14°41'20" | N53° 26' 20"E 288.91' |
| C21 | 25.92' | 16.50' | 90°00'00" | N88° 44' 15"E 23.34' |
| C22 | 25.92' | 16.50' | 90°00'00" | S1° 15' 34"E 23.33' |
| C23 | 113.79' | 1106.94' | 5°53'23" | N48° 57' 05"E 113.74' |
| C24 | 35.80' | 1106.94' | 1°51'11" | S50° 58' 11"W 35.80' |

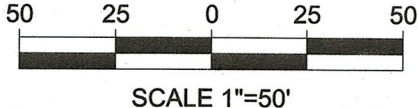
MATCH LINE PG 6

SANITARY SEWER ESMT.
INST. NO. 2015000003475
D.R.R.C.T.

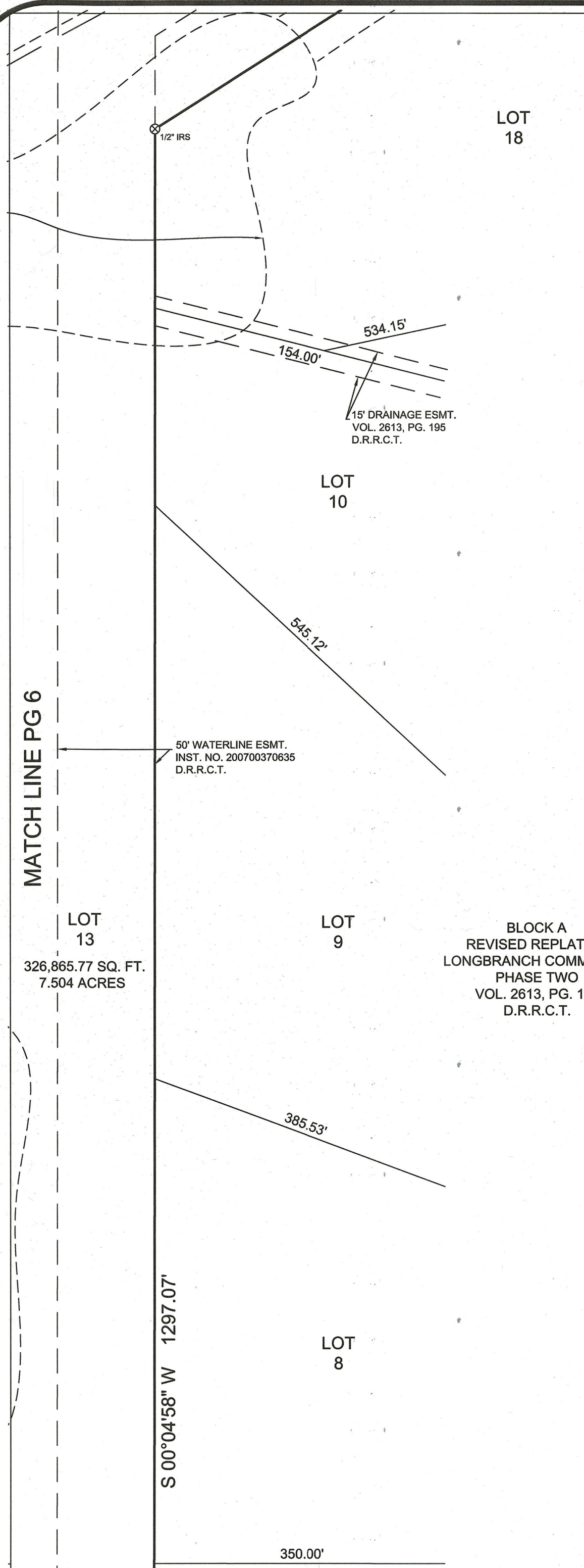


MATCH LINE PG 5

MATCH LINE PG 7



STATE OF TEXAS
INST. NO. 20210000017067
O.P.R.R.C.T.



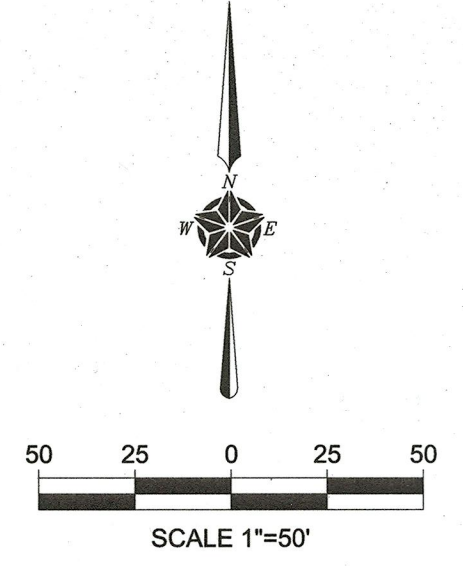
| EASEMENT LINE TABLE | | |
|---------------------|---------|-------------|
| LINE # | LENGTH | DIRECTION |
| L38 | 58.09' | S7°53'35"W |
| L39 | 52.52' | S5°12'37"E |
| L40 | 57.86' | S41°00'19"W |
| L41 | 50.06' | S14°21'43"W |
| L42 | 104.55' | S8°38'06"W |
| L43 | 427.07' | N60°45'08"E |
| L44 | 182.35' | S45°51'55"E |
| L45 | 70.46' | S29°55'18"E |
| L46 | 6.59' | S60°50'37"W |
| L47 | 9.73' | N29°55'18"W |
| L48 | 139.25' | N45°51'55"W |
| L49 | 143.09' | S44°08'02"W |
| L50 | 208.04' | N45°51'50"W |
| L51 | 4.00' | S44°06'49"W |
| L52 | 35.00' | N45°53'11"W |
| L53 | 64.54' | N44°06'49"E |
| L54 | 15.09' | N29°13'46"W |
| L55 | 4.21' | N60°46'14"E |
| L56 | 74.46' | N10°06'25"E |
| L57 | 208.50' | N0°05'08"E |

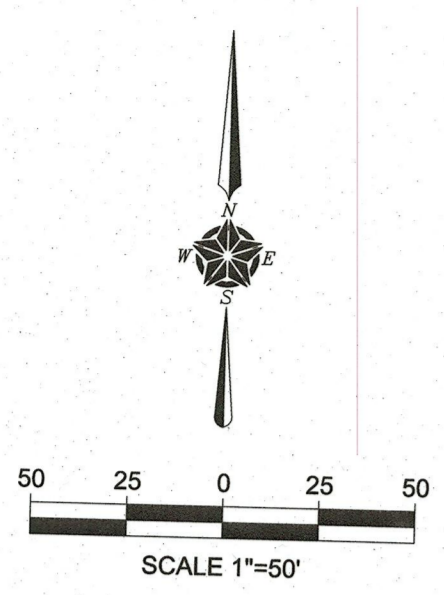
| EASEMENT LINE TABLE | | |
|---------------------|---------|-------------|
| LINE # | LENGTH | DIRECTION |
| L58 | 151.54' | N0°05'08"E |
| L59 | 192.10' | N44°05'45"E |
| L60 | 268.07' | S45°52'02"E |
| L61 | 17.51' | S45°59'58"W |
| L62 | 9.30' | N45°52'38"W |
| L63 | 22.87' | N10°59'40"W |
| L64 | 60.33' | N44°05'55"E |
| L65 | 10.50' | N45°53'11"W |
| L66 | 90.21' | N44°07'24"E |
| L67 | 35.00' | S45°53'11"E |
| L68 | 139.95' | S44°06'49"W |
| L69 | 12.97' | S10°59'31"E |
| L70 | 59.83' | N10°06'25"E |
| L71 | 362.47' | N60°46'14"E |
| L72 | 93.20' | N33°19'17"W |
| L73 | 25.86' | N60°46'14"E |
| L74 | 34.98' | S29°15'28"E |
| L75 | 49.99' | N60°46'14"E |
| L76 | 102.56' | N88°24'18"E |
| L77 | 10.00' | N29°13'33"W |

| EASEMENT LINE TABLE | | |
|---------------------|----------|---------------|
| LINE # | LENGTH | DIRECTION |
| L78 | 107.70' | N 46°00'24" E |
| L79 | 211.93' | S10°51'32"W |
| L80 | 6.95' | N89°50'07"E |
| L81 | 57.32' | N0°03'08"E |
| L82 | 19.37' | S1°14'41"E |
| L83 | 250.76' | S10°51'32"W |
| L84 | 7.65' | N45°52'13"W |
| L85 | 216.36' | N88°45'13"E |
| L86 | 101.78' | N46°00'24"E |
| L87 | 273.27' | N60°44'32"E |
| L88 | 24.99' | S29°15'28"E |
| L89 | 546.71' | N60°46'14"E |
| L90 | 25.09' | N29°13'46"W |
| L91 | 402.53' | N60°46'14"E |
| L92 | 89.33' | N33°19'17"W |
| L93 | 1195.44' | N45°52'13"W |
| L94 | 5.74' | N45°52'38"W |
| L95 | 10.50' | N45°53'11"W |
| L96 | 20.94' | S44°07'47"W |
| L97 | 11.21' | S44°06'49"W |

| EASEMENT LINE TABLE | | |
|---------------------|---------|-------------|
| LINE # | LENGTH | DIRECTION |
| L98 | 34.53' | N45°52'02"W |
| L99 | 162.36' | N43°47'26"E |
| L100 | 15.00' | S46°15'34"E |
| L101 | 158.64' | S43°43'24"W |
| L102 | 53.86' | S29°22'22"W |
| L103 | 52.29' | S13°32'54"W |
| L104 | 53.58' | S3°57'56"E |
| L105 | 53.41' | S5°53'02"E |
| L106 | 51.52' | S7°48'14"W |
| L107 | 50.33' | S16°43'19"W |
| L108 | 48.99' | S10°05'04"W |
| L109 | 49.98' | S16°46'36"W |
| L110 | 44.78' | S35°07'49"W |
| L111 | 49.90' | S6°11'07"W |
| L112 | 52.17' | S16°56'45"E |
| L113 | 45.99' | S1°24'22"E |
| L114 | 32.33' | S2°47'42"W |
| L115 | 48.32' | S39°25'12"E |
| L116 | 85.80' | S52°19'37"E |
| L117 | 51.84' | S14°13'56"W |

| EASEMENT LINE TABLE | | |
|---------------------|---------|-------------|
| LINE # | LENGTH | DIRECTION |
| L118 | 61.86' | S8°26'16"W |
| L119 | 63.29' | S50°19'42"W |
| L120 | 47.58' | S5°11'50"W |
| L121 | 51.87' | S19°51'38"W |
| L122 | 47.73' | S11°41'54"W |
| L123 | 50.26' | S2°46'22"W |
| L124 | 42.15' | S8°20'29"E |
| L125 | 50.04' | S10°07'11"E |
| L126 | 67.17' | S39°36'35"E |
| L127 | 25.11' | N45°53'13"W |
| L128 | 59.25' | N45°54'13"W |
| L129 | 112.34' | N46°00'24"E |
| L130 | 59.56' | N45°53'11"W |
| L131 | 10.00' | S44°06'49"W |
| L132 | 58.55' | S45°53'11"E |
| L133 | 11.54' | S44°08'51"W |





MATCH LINE PG 6

STATE HIGHWAY 205
(VARIABLE WIDTH RIGHT-OF-WAY)

24,831.12 SQ. FT.
0.570 ACRES
LOT 11

LOT 10
37,565.89 SQ. FT.
0.862 ACRES

LOT 13
326,865.77 SQ. FT.
7.504 ACRES

STATE OF TEXAS
INST. NO. 20180000021509
O.P.R.C.T.

DRAINAGE EASEMENT/
EROSION HAZARD
SETBACK LINE
(BY THIS PLAT)

20' LANDSCAPE BUFFER
(BY THIS PLAT)

25' BUILDING LINE
(BY THIS PLAT)

ZONE A
(SFHA)

ZONE X

50' WATERLINE ESMT.
INST. NO. 200700370635
D.R.R.C.T.

BFE = 514

MATCH LINE PG 9

GENERAL NOTES:

- 1) It shall be the policy of the City of Rockwall to withhold issuing building permits until all streets, water, sewer and storm drainage systems have been accepted by the City. The approval of a plat by the City does not constitute any representation, assurance or guarantee that any building within such plat shall be approved, authorized or permit therefore issued, nor shall such approval constitute any representation, assurance or guarantee by the City of the adequacy and availability for water for personal use and fire protection within such plat, as required under Ordinance 83-54.
- 2) Bearings are based upon the Texas State Plane Coordinate System, Texas North Central Zone, (4202) North American Datum of 1983, (2011).
- 3) The purpose of this plat is to create 13 lots.
- 4) Benchmarks:
 - COR-8: Aluminum disk stamped "City of Rockwall Survey Monument" at the northerly intersection of Silver View Lane and Diamond Way Drive ± 1 foot north of curb line in center of curve.
N= 7,018,063.113; E= 2,609,533.682; Elevation= 600.48'
 - COR-9: Brass disk stamped "City of Rockwall Survey Monument" on the south side of Discovery Boulevard at the southeaster corner of curb inlet ± 180 feet east intersection of Discovery/Corporate.
N= 7,020,550.132; E= 2,607,463.893; Elevation= 595.63'
- 5) Zoning: Commercial (C) District
- 6) Property owner shall be responsible for maintenance, repairs, and reconstruction of drainage and detention easements.
- 7) Base Flood Elevation information per FEMA GIS, FIRM Panel #48397C0045L.

MATCH LINE PG 7

50' WATERLINE ESMT.
INST. NO. 200700370635
D.R.R.C.T.

LOT
13

326,865.77 SQ. FT.
7.504 ACRES

LOT
7

350.00'

BLOCK A
REVISED REPLAT OF
LONGBRANCH COMMUNITY
PHASE TWO
VOL. 2613, PG. 195
D.R.R.C.T.

LOT
6

LOT
5

15' DRAINAGE ESMT.
VOL. 2613, PG. 195
D.R.R.C.T.

1E STATE OF TEXAS ESMT.
INST. NO. 20180000021509
O.P.R.R.C.T.

1/2" IRF BEARS
S 45°52'19" E 0.53'

STATE OF TEXAS
INST. NO. 20180000021509
O.P.R.R.C.T.

MEAS. = S 00°04'58" W
118.93'

497.90'



50 25 0 25 50

SCALE 1"=50'

OWNER'S CERTIFICATE:

STATE OF TEXAS
COUNTY OF ROCKWALL

TRACT ONE

WHEREAS, Creekside Commons Crossing, LP and 549 CROSSING, LP are the owners of that tract of land situated in the William W. Ford Survey, Abstract No. 80, City of Rockwall, Rockwall County, Texas, being that same tract of land described in Special Warranty Deed to Creekside Commons Crossing, LP recorded in Instrument Number 20220000021201 of the Official Public Records of Rockwall County, Texas, together with that tract of land described in Special Warranty Deed to 549 CROSSING, LP recorded in Instrument Number 20210000028395 of the Official Public Records of Rockwall County, Texas, and being more particularly described by metes and bounds as follows:

Beginning at a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner, said corner being in the northeast corner of said State of Texas Parcel 1 Part 1 tract, said corner also being in the south right-of-way line of existing State Highway 549 (variable width right-of-way);

Thence North 88 degrees 45 minutes 13 seconds East, along the south right-of-way line of said existing State Highway 549, a distance of 1,850.38 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner, said corner being the northwest corner of said State of Texas Parcel 1 Part 2 tract, said corner also being in a northwest right-of-way line of new State Highway 549 (variable width right-of-way);

Thence, along the northwest line of said State of Texas Parcel 1 Part 2 tract and along the northwest line of said new State Highway 549, the following courses and distances:

Thence South 33 degrees 19 minutes 17 seconds East, a distance of 114.68 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner, said corner being the beginning of a non-tangent curve to the right, having a delta of 04 degrees 03 minutes 19 seconds, a radius of 1,155.00 feet and a chord bearing and distance of South 58 degrees 43 minutes 21 seconds West, 81.73 feet;

Thence, in a southwesterly direction, along said curve to the right, an arc length of 81.75 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner;

Thence South 60 degrees 46 minutes 14 seconds West, a distance of 382.65 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner;

Thence South 29 degrees 29 minutes 58 seconds East, a distance of 25.09 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner;

Thence South 60 degrees 45 minutes 08 seconds West, a distance of 437.07 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner, said corner being the beginning of a non-tangent curve to the left, having a delta of 14 degrees 41 minutes 22 seconds, a radius of 1,110.00 feet and a chord bearing and distance of South 53 degrees 26 minutes 21 seconds West, 283.80 feet;

Thence, in a southwesterly direction, along said curve to the left, an arc length of 284.58 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner;

Thence South 46 degrees 00 minutes 24 seconds West, a distance of 117.82 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner;

Thence North 88 degrees 17 minutes 09 seconds West, a distance of 13.64 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner, said corner being in a northeast line of said State of Texas Parcel 1 Part 1 tract;

Thence North 45 degrees 52 minutes 38 seconds West, along a northeast line of said State of Texas Parcel 1 Part 1 tract, a distance of 99.40 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner;

Thence South 44 degrees 09 minutes 02 seconds West, along a northeast line of said State of Texas Parcel 1 Part 1 tract, a distance of 19.03 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner;

Thence North 45 degrees 52 minutes 18 seconds West, along a northeast line of said State of Texas Parcel 1 Part 1 tract, a distance of 863.35 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner;

Thence North 45 degrees 50 minutes 09 seconds West, along a northeast line of said State of Texas Parcel 1 Part 1 tract, a distance of 158.12 feet back to the POINT OF BEGINNING and containing 793,730.47 square feet or 18.222 acres of land.

TRACT TWO

WHEREAS, Rockwall 205 Investors, LLC is the owner of that tract of land situated in the William W. Ford Survey, Abstract No. 80, Rockwall County, Texas, being that same tract of land described in General Warranty Deed to Rockwall 205 Investors, LLC recorded in Instrument Number 20160000001487 of the Official Public Records of Rockwall County, Texas, less that tract of land described as Parcel 1 Part 1 and Parcel 1 Part 2 in deed to the State of Texas recorded in Instrument Number 20180000021509 of the Official Public Records of Rockwall County, Texas, and the remaining being more particularly described by metes and bounds as follows:

Beginning at a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner, said corner being in the northeast corner of said State of Texas Parcel 1 Part 2 tract, said corner also being in the south right-of-way line of State Highway 1139 (variable width right-of-way);

Thence North 88 degrees 24 minutes 18 seconds East, along the south right-of-way line of State Highway 1139 (variable width right-of-way), a distance of 131.64 feet to a 1/2 inch iron rod with yellow plastic cap stamped "TXHS" set for corner, said corner being in the north line of Lot 20, Block A of Revised Replat of Longbranch Community Phase Two, an addition to the City of Rockwall, Rockwall County, Texas according to the plat thereof recorded in Volume 2613, Page 195 of the Deed Records of Rockwall County, Texas;

Thence South 46 degrees 47 minutes 44 seconds West, along the northwest line of Lots 20, 19 and 18, Block A of said Revised Replat of Longbranch Community Phase Two, a distance of 395.00 feet to a 1/2 inch iron rod with yellow plastic cap stamped "TXHS" set for corner, said corner being in a northwest line of said Lot 18;

Thence South 57 degrees 25 minutes 35 seconds West, along a northwest line of said Lot 18, a distance of 412.22 feet to a 1/2 inch iron rod with yellow plastic cap stamped "TXHS" set for corner, said corner being in the west line of said Lot 18;

Thence South 00 degrees 04 minutes 58 seconds West, along a west line of Lots 18, 10, 9, 8, 7, 6, and 5 of Block A of said Revised Replat of Longbranch Community Phase Two, a distance of 1,297.07 feet to a 1/2 inch iron rod with yellow plastic cap stamped "TXHS" set for corner, from which lies a 1/2 inch iron rod found which bears South 45 degrees 52 minutes 19 seconds East, 0.53 feet;

Thence North 45 degrees 52 minutes 13 seconds West, along the northeast line of said State of Texas Parcel 1 Part 1 tract, a distance of 1,230.96 feet to a 1/2 inch iron rod with yellow plastic cap stamped "TXHS" found for corner;

Thence North 01 degrees 00 minutes 24 seconds East, along a northeast line of said State of Texas Parcel 1 Part 1 tract, a distance of 6.34 feet to a 5/8 inch iron rod found for corner;

Thence, along the southeastern line of said State of Texas Parcel 1 Part 2 tract and along the southeast line of said new State Highway 549, the following courses and distances:

Thence North 46 degrees 00 minutes 24 seconds East, a distance of 117.82 feet to a 1/2 inch iron rod with yellow plastic cap stamped "TXHS" found for corner, said corner being the beginning of a non-tangent curve to the right, having a delta of 14 degrees 40 minutes 31 seconds, a radius of 970.00 feet and a chord bearing and distance of North 53 degrees 27 minutes 16 seconds East, 247.77 feet;

Thence, in a northeasterly direction, an arc length of 248.45 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner;

Thence North 60 degrees 44 minutes 32 seconds East, a distance of 293.25 feet to a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found for corner;

Thence South 29 degrees 15 minutes 28 seconds East, a distance of 25.00 feet to a 1/2 inch iron rod with yellow plastic cap stamped "TXHS" found for corner;

Thence North 60 degrees 46 minutes 14 seconds East, a distance of 526.72 feet to a 1/2 inch iron rod with yellow plastic cap stamped "TXHS" set for corner, from which lies a 5/8 inch iron rod with pink plastic cap stamped "TXDOT" found which bears North 72 degrees 48 minutes 43 seconds West, 0.26 feet, said corner being the beginning of a non-tangent curve to the left, having a delta of 21 degrees 02 minutes 27 seconds, a radius of 1,345.00 feet and a chord bearing and distance of North 50 degrees 13 minutes 28 seconds East, 491.16 feet;

Thence, in a northeasterly direction, along the southeast line of said State of Texas Parcel 1 Part 2 tract, along said curve to the left, an arc length of 493.93 feet back to the POINT OF BEGINNING and containing 708,413.65 square feet or 16.263 acres of land.

SURVEYOR

TEXAS HERITAGE
SURVEYING, LLC

10610 Metric Drive, Suite 124, Dallas, TX 75243
Office 214-340-9700 Fax 214-340-9710
txheritage.com
Firm No. 10169300

FINAL PLAT
CREEKSIDE COMMONS ADDITION
LOTS 1-13, BLOCK A

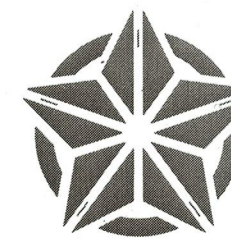
34.484 ACRES / 1,502,144.12 SF
13 LOTS

SITUATED WITHIN TRACTS 17-5 & 17-8 OF THE
W. W. FORD SURVEY, ABSTRACT NO. 80
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

PAGE 9 OF 10

CASE # P2022-052

DATE: 5/1/2023 / JOB # 2002727-11 / SCALE= 1" = 50' / DRAWN: JACOB



OWNER'S DEDICATION:

NOW THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

STATE OF TEXAS
COUNTY OF ROCKWALL

I the undersigned owner of the land shown on this plat, and designated herein as the CREEKSIDE COMMONS subdivision to the City of Rockwall, Texas, and whose name is subscribed hereto, hereby dedicate to the use of the public forever all streets, alleys, parks, water courses, drains, easements and public places thereon shown on the purpose and consideration therein expressed. I further certify that all other parties who have a mortgage or lien interest in the CREEKSIDE COMMONS subdivision have been notified and signed this plat. I understand and do hereby reserve the easement strips shown on this plat for the purposes stated and for the mutual use and accommodation of all utilities desiring to use or using same. I also understand the following;


1. No buildings shall be constructed or placed upon, over, or across the utility easements as described herein.
2. Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other growths or improvements which in any way endanger or interfere with construction, maintenance or efficiency of their respective system on any of these easement strips; and any public utility shall at all times have the right of ingress or egress to, from and upon the said easement strips for purposes of construction, reconstruction, inspecting, patrolling, maintaining, and either adding to or removing all or part of their respective system without the necessity of, at any time, procuring the permission of anyone.
3. The City of Rockwall will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grade of streets in the subdivision.
4. The developer and subdivision engineer shall bear total responsibility for storm drain improvements.
5. The developer shall be responsible for the necessary facilities to provide drainage patterns and drainage controls such that properties within the drainage area are not adversely affected by storm drainage from the development.
6. No house dwelling unit, or other structure shall be constructed on any lot in this addition by the owner or any other person until the developer and/or owner has complied with all requirements of the Subdivision Regulations of the City of Rockwall regarding improvements with respect to the entire block on the street or streets on which property abuts, including the actual installation of streets with the required base and paving, curb and gutter, water and sewer, drainage structures, storm structures, storm sewers, and alleys, all according to the specifications of the City of Rockwall; or

Until an escrow deposit, sufficient to pay for the cost of such improvements, as determined by the city's engineer and/or city administrator, computed on a private commercial rate basis, has been made with the city secretary, accompanied by an agreement signed by the developer and/or owner, authorizing the city to make such improvements at prevailing private commercial rates, or have the same made by a contractor and pay for the same out of the escrow deposit, should the developer and/or owner fail or refuse to install the required improvements within the time stated in such written agreement, but in no case shall the City be obligated to make such improvements by making certified requisitions to the city secretary, supported by evidence of work done; or

Until the developer and/or owner files a corporate surety bond with the city secretary in a sum equal to the cost of such improvements for the designated area, guaranteeing the installation thereof within the time stated in the bond, which time shall be fixed by the city council of the City of Rockwall.

I further acknowledge that the dedications and/or exaction's made herein are proportional to the impact of the Subdivision upon the public services required in order that the development will comport with the present and future growth needs of the City; I, my successors and assigns hereby waive any claim, damage or cause of action that I may have as a result of the dedication of exactions made herein.

Rockwall 205 Investors, LLC


Justin Webb
Manager

STATE OF TEXAS
COUNTY OF ROCKWALL

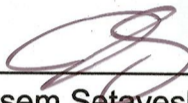
BEFORE ME, the undersigned authority, on this day personally appeared Justin Webb, a Texas limited liability company, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this 11th day of May, 2023.


Kathy Bowen
Notary Signature



549 CROSSING, LP

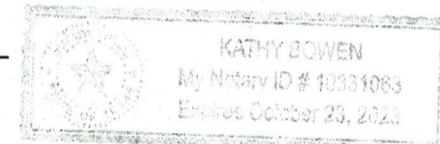

Jassem Setayesh
President/CEO

STATE OF TEXAS
COUNTY OF DALLAS


BEFORE ME, the undersigned authority, on this day personally appeared Jassem Setayesh, a Texas limited liability company, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this 11th day of May, 2023.


Kathy Bowen
Notary Signature



Creekside Commons Crossing, LP

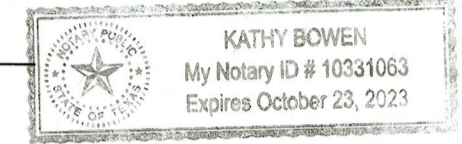

Jassem Setayesh
President/CEO

STATE OF TEXAS
COUNTY OF DALLAS

BEFORE ME, the undersigned authority, on this day personally appeared Jassem Setayesh, a Texas limited liability company, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein stated.

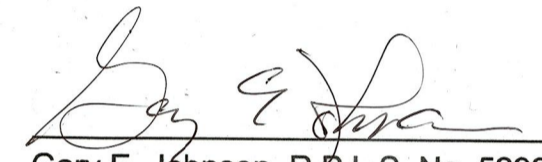
GIVEN UNDER MY HAND AND SEAL OF OFFICE, this 11th day of May, 2023.

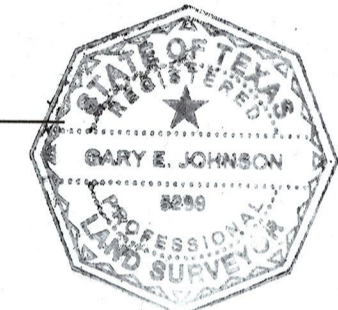

Kathy Bowen
Notary Signature



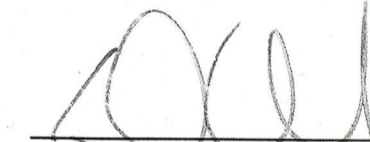
SURVEYORS CERTIFICATE:

I, Gary E. Johnson, do hereby certify that I prepared this plat from an actual and accurate survey of the land, and that the corner monuments shown thereon were properly placed under my personal supervision.


Gary E. Johnson, R.P.L.S. No. 5299



Approved:



Planning and Zoning Commission, Chairman

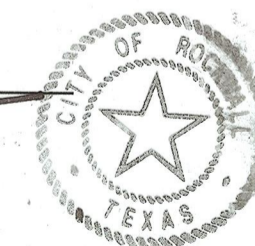
5.30.2023
Date

I hereby certify that the above and foregoing plat of an addition to the City of Rockwall, Texas, was approved by the City Council of the City of Rockwall on the 7th day of November, 2023.

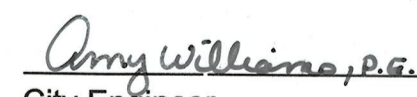
The approval shall be invalid unless the approved plat for such addition is recorded in the office of the County Clerk of Rockwall County, Texas, within one hundred eight (180) days from said date of final approval.

WITNESS OUR HANDS, this 25th day of May, 2023.


Mayor, City of Rockwall




City Secretary


City Engineer

SURVEYOR

TEXAS HERITAGE
SURVEYING, LLC

10610 Metric Drive, Suite 124, Dallas, TX 75243
Office 214-340-9700 Fax 214-340-9710
txheritage.com
Firm No. 10169300

CASE # P2022-052

DATE: 5/1/2023 / JOB # 2002727-11 / SCALE= 1" = 50' / DRAWN: JACOB

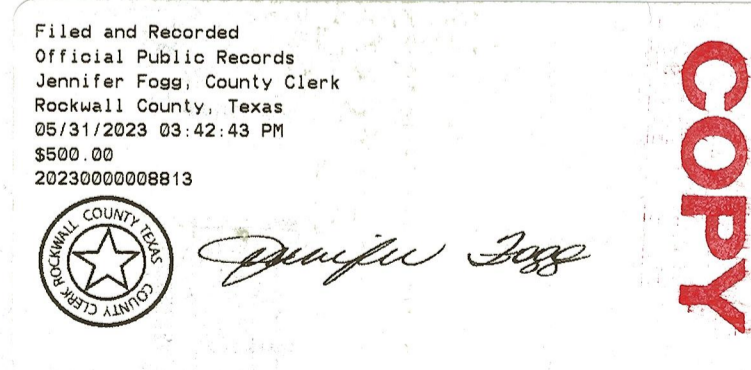
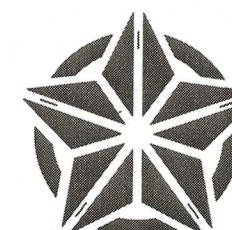
FINAL PLAT
CREEKSIDE COMMONS
LOTS 1-13, BLOCK A
34.484 ACRES / 1,502,144.12 SF
13 LOTS

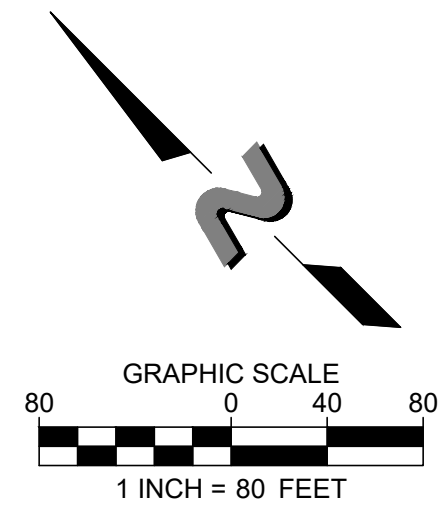
SITUATED WITHIN TRACTS 17-5 & 17-8 OF THE
W. W. FORD SURVEY, ABSTRACT NO. 80
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

PAGE 10 OF 10

ENGINEER
THE DIMENSION GROUP
10755 SANDILL ROAD
DALLAS, TEXAS 75238
attn: KEATON MAI

OWNER
ROCKWALL 205 INVESTORS, LLC
1 CANDLELITE TRAIL
HEATH, TEXAS 75032





| PROPOSED | LEGEND | EXISTING |
|----------|------------------------|----------|
| --- | EASEMENT | --- |
| --- | PROPERTY LINE | --- |
| --- | R.O.W. LINE | --- |
| --- | UNDERGROUND TELEPHONE | --- |
| --- | FIBER OPTIC | --- |
| --- | OVERHEAD ELECTRIC | --- |
| --- | EDGE OF PAVEMENT / PAV | --- |
| --- | MAJOR CONTOUR | --- |
| --- | MINOR CONTOUR | --- |
| --- | SANITARY MAIN | --- |
| SS | SANITARY MANHOLE | SS |
| W | WATER FITTING | W |
| W | FIRE HYDRANT | W |
| W | WATER MAIN | W |
| N.I.C. | NOT IN CONTRACT | N.I.C. |

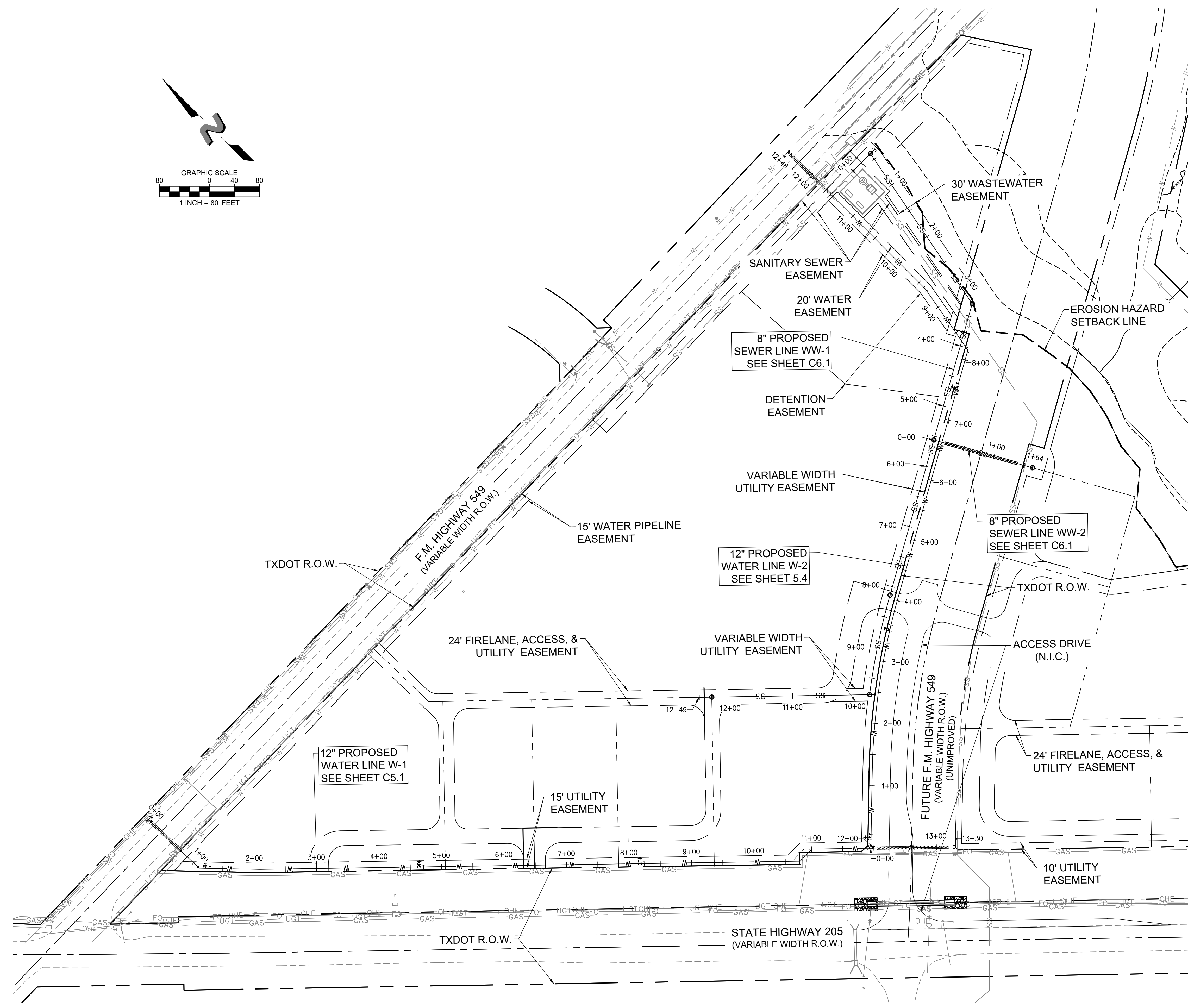
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- TRENCH SAFETY: IF ANY TRENCH ON THIS JOB SITE, INCLUDING OPEN EXCAVATIONS WHOSE DIMENSIONS CAUSE THEM TO BE CONSIDERED TRENCHES BY OSHA, REGARDLESS OF WHETHER FOR THE INSTALLATION OF UTILITIES, FOUNDATIONS OR ANY OTHER SITE ELEMENT, IS EQUAL TO OR GREATER THAN 5.0' DEPTH, THEN THE CONTRACTOR SHALL NOT PERFORM ANY TRENCHING ON THIS SITE UNTIL HE HAS FIRST OBTAINED DETAILED PLANS AND SPECIFICATIONS FOR TRENCH SAFETY SYSTEMS CONFORMING TO OSHA REQUIREMENTS. SUCH PLANS AND SPECIFICATIONS SHALL BE PREPARED BY A REGISTERED PROFESSIONAL ENGINEER EMPLOYED BY OR CONTRACTED BY THE CONTRACTOR AND SHALL BE CONSIDERED A PART OF THE CONTRACTOR'S MEANS AND METHODS OF CONSTRUCTION. IF THIS PROJECT IS OFFERED FOR BID, THE BIDS MUST CONTAIN A SEPARATE UNIT PRICE PAY ITEM FOR TRENCH SAFETY.
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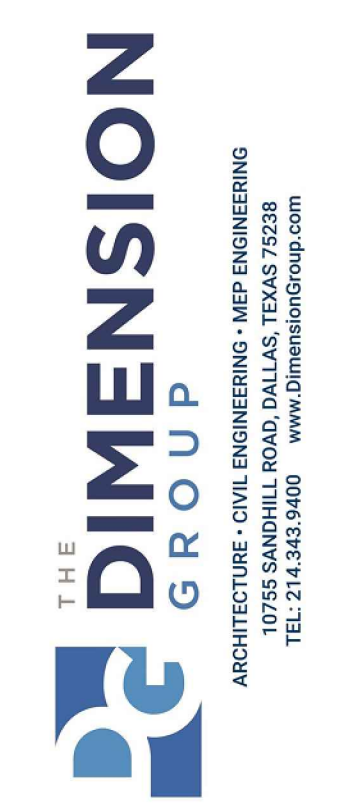
NOTE:

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CITY OF ROCKWALL MONUMENTS:
 GEODETIC CONTROL MONUMENTS - NORTH AMERICAN DATUM - 1983 (2011) TEXAS NORTH CENTRAL ZONE (4202).
 COR-8: ALUMINUM DISK STAMPED "CITY OF ROCKWALL SURVEY MONUMENT" AT THE NORTHERLY INTERSECTION OF SILVER VIEW LANE AND DIAMOND WAY DRIVE ±1 FOOT NORTH OF CURB LINE IN CENTER OF CURVE. N: 7018063.113, E: 2609533.682 ELEVATION: 600.48'
 COR-9: BRASS DISK STAMPED "CITY OF ROCKWALL SURVEY MONUMENT" ON THE SOUTH SIDE OF DISCOVERY BOULEVARD AT THE SOUTHEAST CORNER OF CURB INLET ±180 FOOT EAST INTERSECTION OF DISCOVERY/CORPORATE. N: 7020550.132, E: 2607463.893 ELEVATION: 595.63'



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TBPE FIRM REGISTRATION #F-8396



11/17/2023
 K. Mai

RECORD DRAWING

THESE RECORD DRAWINGS HAVE BEEN PREPARED BASED ON FIELD OBSERVATIONS AND INFORMATION PROVIDED BY THE CONTRACTOR. ELEVATIONS HAVE NOT BEEN VERIFIED. THE ORIGINAL SEALED CONSTRUCTION PLANS ARE ON FILE AT THE CITY OF FRISCO.

ENGINEER OF RECORD: KEATON L. MAI, P.E. THE DIMENSION GROUP, INC. TBPE FIRM F-8396 DATE: November 14, 2023

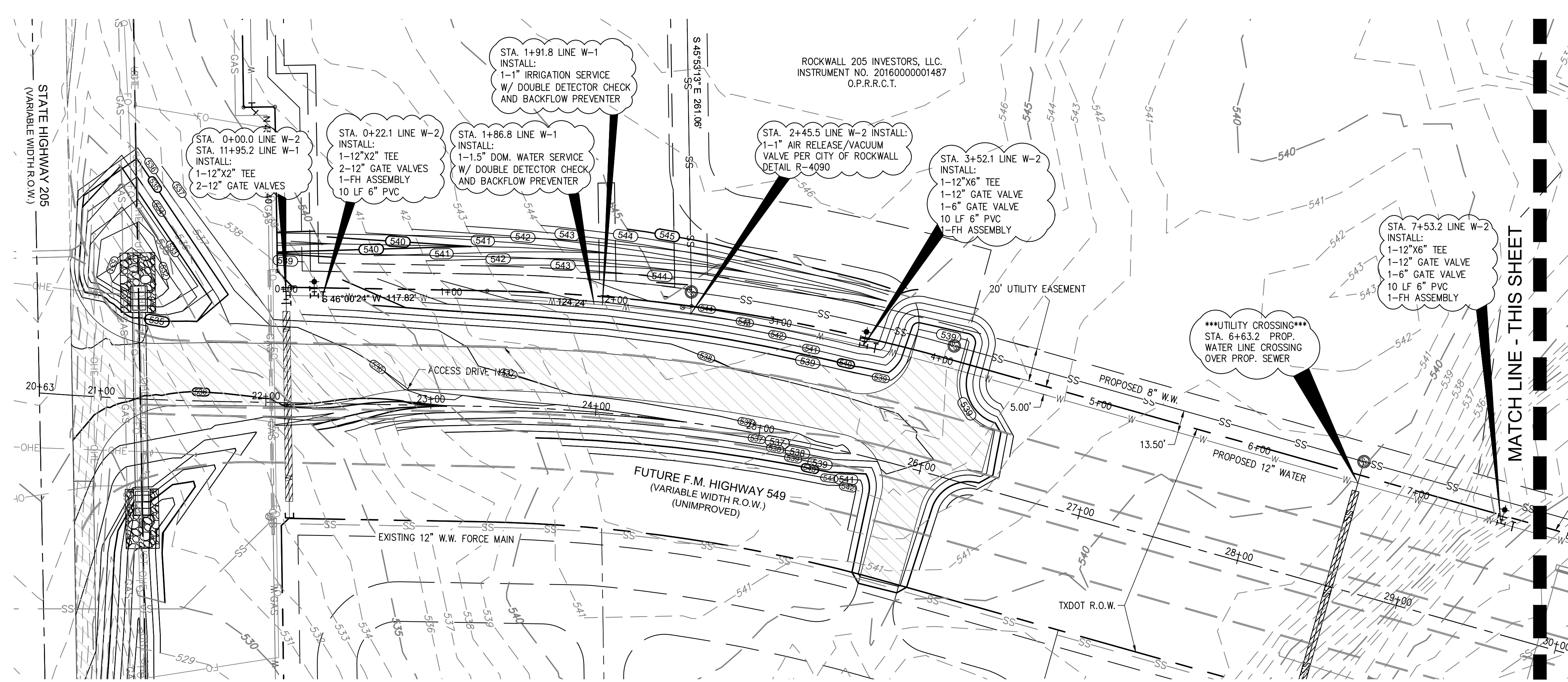
| DATE | REVISION DESCRIPTION |
|----------|----------------------|
| 11/17/23 | RECORD DRAWINGS |

OVERALL UTILITY PLAN
 CREEKSIDE COMMONS UTILITY EXTENSIONS
 NWC STATE HIGHWAY 205 & FM 549
 ROCKWALL, TEXAS

SHEET
C4.1

Drawing name: L:\PRUDENT DEVELOPMENT\2020\200-672 & 200-673 - TBD - Rockwall, TX (205 & 549)\02 Civil\CAD\Sheet\CD - Offsite\RECORD DRAWINGS\CAD\C4.1-OVERALL UTILITY PLAN.dwg Nov 17, 2023 - 1:24pm

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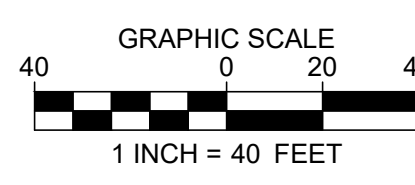
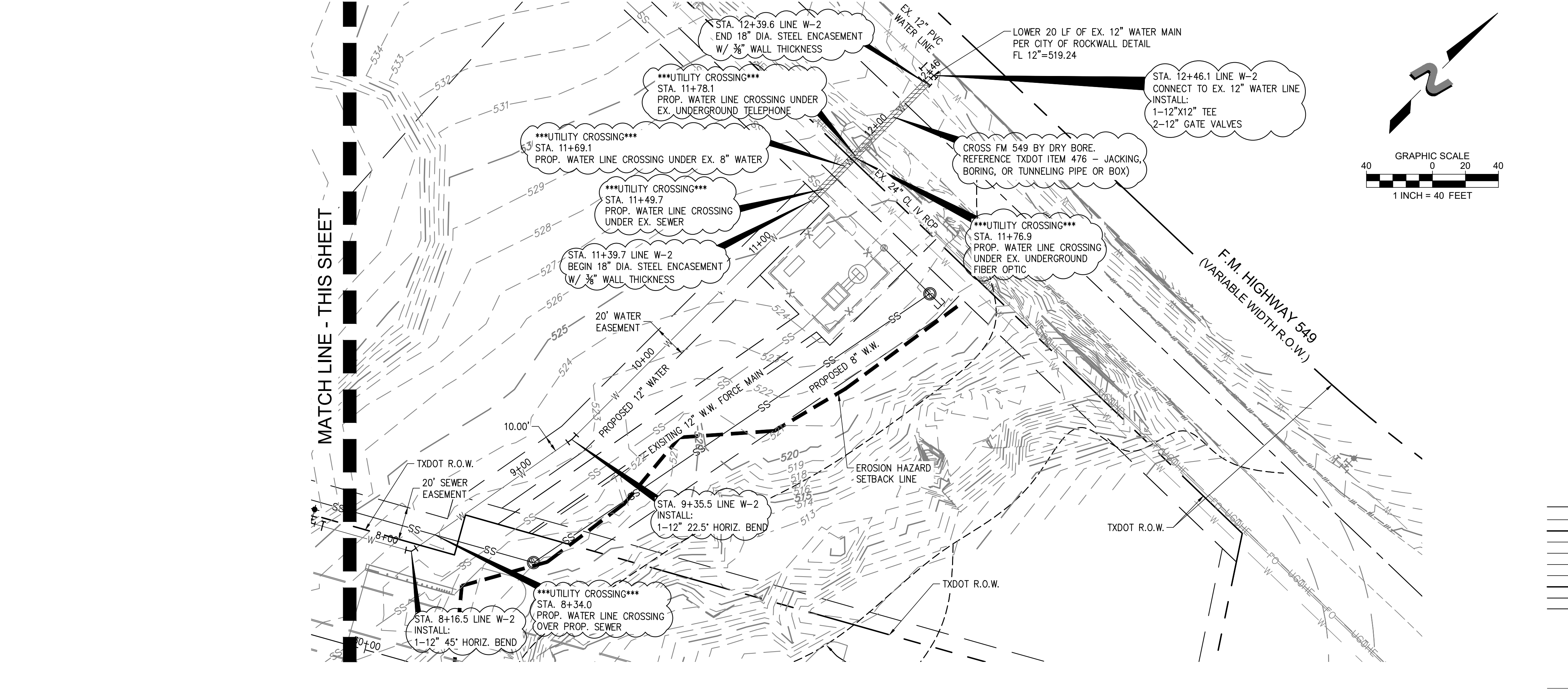


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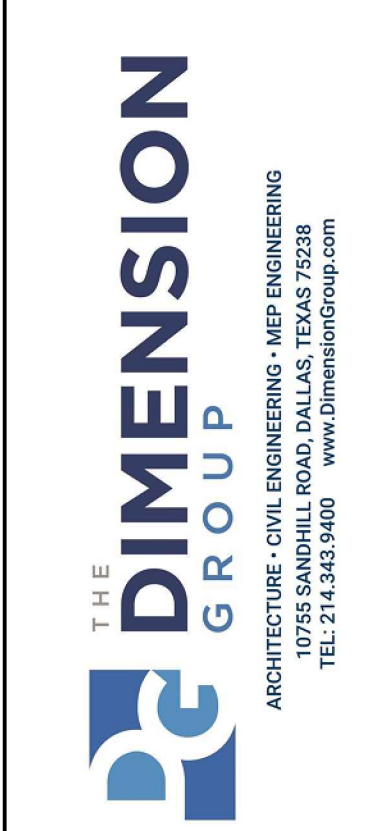
CITY OF ROCKWALL MONUMENTS:
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COR-8: ALUMINUM DISK STAMPED "CITY OF ROCKWALL SURVEY MONUMENT" AT THE NORTHERLY INTERSECTION OF SILVER VIEI LANE AND DIAMOND WAY DRIVE ±11 FOOT NORTH OF CURB LINE IN CENTER OF CURVE.
 N: 7018063.113, E: 2609533.682 ELEVATION: 600.48'

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| PROPOSED | LEGEND | EXISTING |
|----------|------------------------|----------|
| --- | EASEMENT | --- |
| --- | PROPERTY LINE | --- |
| --- | R.O.W. LINE | --- |
| --- | UNDERGROUND TELEPHONE | --- |
| --- | FIBER OPTIC | --- |
| --- | OVERHEAD ELECTRIC | --- |
| --- | EDGE OF PAVEMENT / PAN | --- |
| --- | MAJOR CONTOUR | --- |
| --- | MINOR CONTOUR | --- |
| --- | SANITARY MAIN | --- |
| --- | SANITARY MANHOLE | --- |
| --- | WATER FITTING | --- |
| --- | FIRE HYDRANT | --- |
| --- | WATER MAIN | --- |



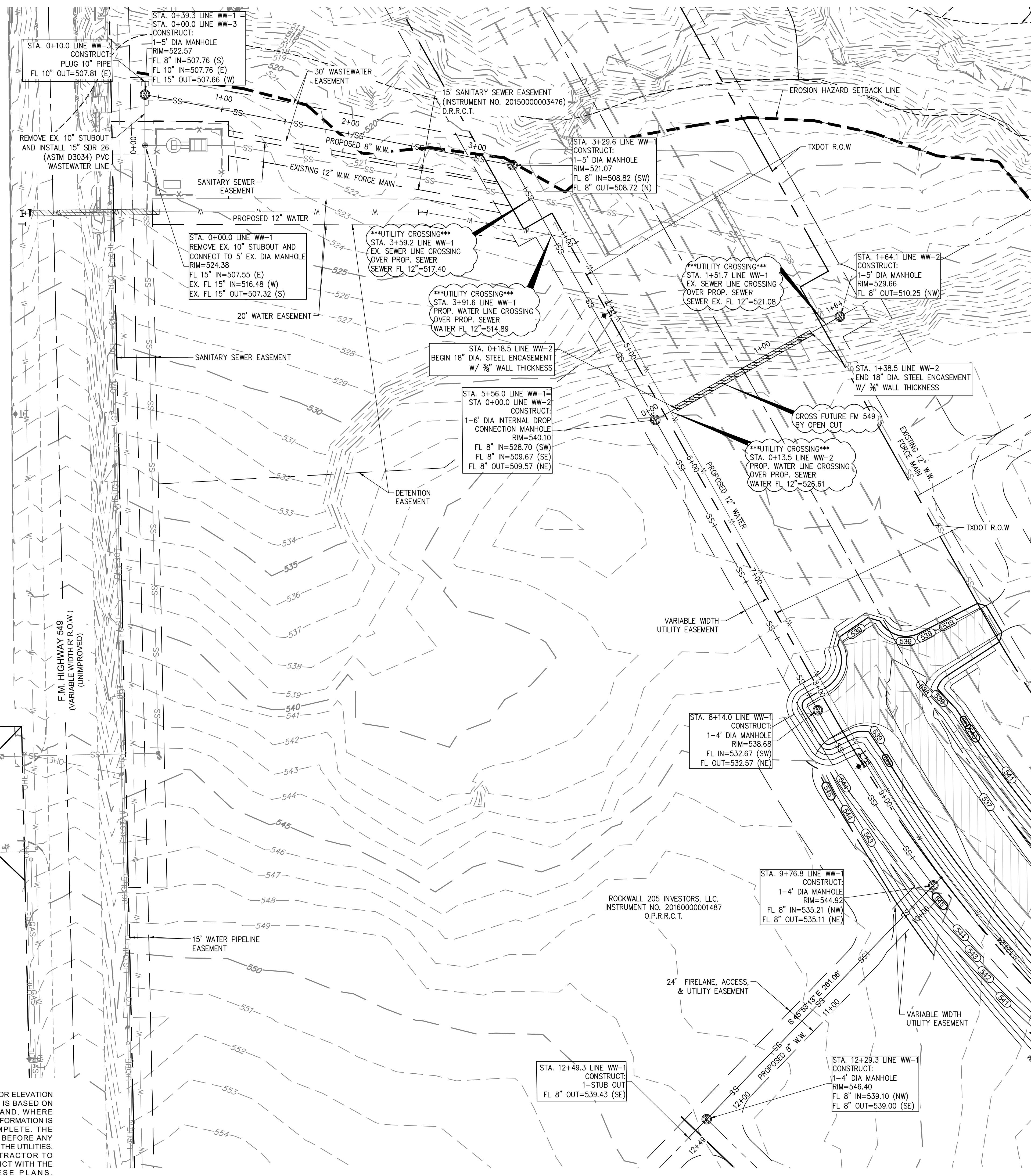
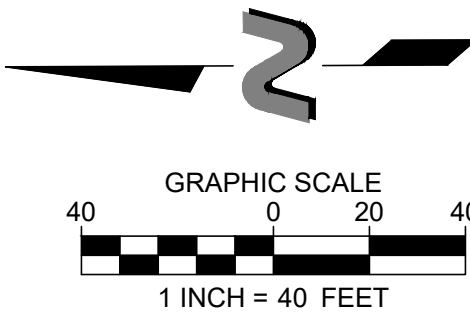
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ENGINEER OF RECORD:
 KEATON L. MAI, P.E.
 THE DIMENSION GROUP, INC.
 TBPE FIRM F-8396
 DATE: November 14, 2023

| DATE | REVISION DESCRIPTION |
|----------|----------------------|
| 11/17/23 | RECORD DRAWINGS |

PROJECT NO. 200-672
 DATE 11/17/2023
 TIME 2:26 pm
 DWG

WATER PLAN LINE W-2
 CREEKSIDE COMMONS UTILITY EXTENSIONS
 NWC STATE HIGHWAY 205 & FM 549
 ROCKWALL, TEXAS



| PROPOSED | LEGEND | EXISTING |
|----------|------------------------|----------|
| --- | EASEMENT | --- |
| --- | PROPERTY LINE | --- |
| --- | R.O.W. LINE | --- |
| --- | UNDERGROUND TELEPHONE | --- |
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| --- | EDGE OF PAVEMENT / PAN | --- |
| --- | MAJOR CONTOUR | --- |
| --- | MINOR CONTOUR | --- |
| --- | SANITARY MAIN | --- |
| SS | SANITARY MANHOLE | SS |
| WF | WATER FITTING | WF |
| FD | FIRE HYDRANT | FD |
| WM | WATER MAIN | WM |

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13. ALL WASTEWATER WORK DESIGNATED "PRIVATE" IN THIS SET OF PLANS SHALL BE INSTALLED IN ACCORDANCE WITH THE INTERNATIONAL PLUMBING CODE, PERMITTED AND INSPECTED BY THE CITY BUILDING INSPECTION DEPARTMENT AND INSTALLED BY A LICENSED PLUMBER.
14. ALL RESPONSIBILITY FOR ADEQUACY OF DESIGN REMAINS WITH THE DESIGN ENGINEER. THE CITY OF ROCKWALL, IN REVIEWING AND RELEASING PLANS FOR CONSTRUCTION, ASSUMES NO RESPONSIBILITY FOR ADEQUACY OR ACCURACY OF DESIGN.

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THE DIMENSION GROUP
 ARCHITECTURE - CIVIL ENGINEERING - MEP ENGINEERING
 TEL: 214.943.9400 www.dimensiongroup.com

TPBE FIRM REGISTRATION #F-8396

11/17/2023
 K. Mai

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 DATE: November 14, 2023

| DATE | REVISION DESCRIPTION |
|----------|----------------------|
| 11/17/23 | RECORD DRAWINGS |

| | |
|-------------|------------|
| project no. | 200-672 |
| date | 11/17/2023 |
| dwg. | 1:45 pm |

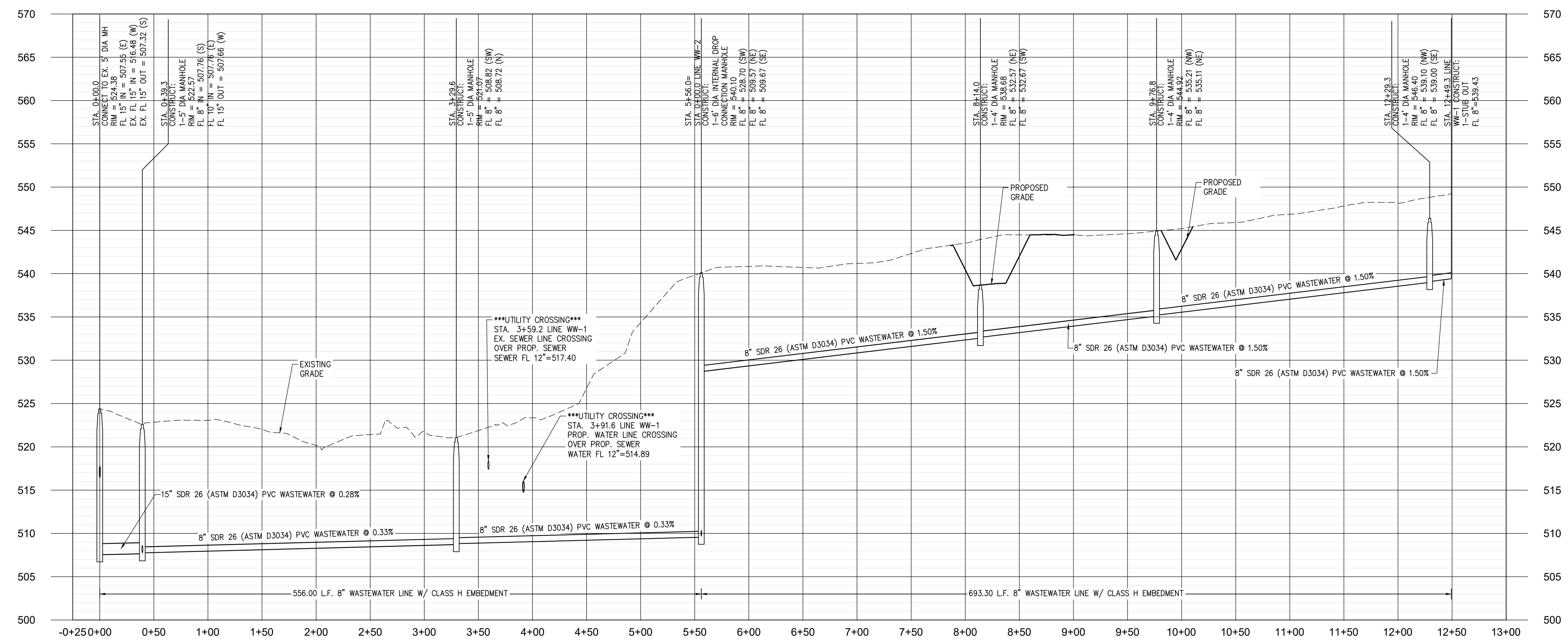
WASTEWATER PLAN LINE WW-1 & WW-2
 CREEKSIDE COMMONS UTILITY EXTENSIONS
 NWC STATE HIGHWAY 205 & FM 549
 ROCKWALL, TEXAS

SHEET
C6.1

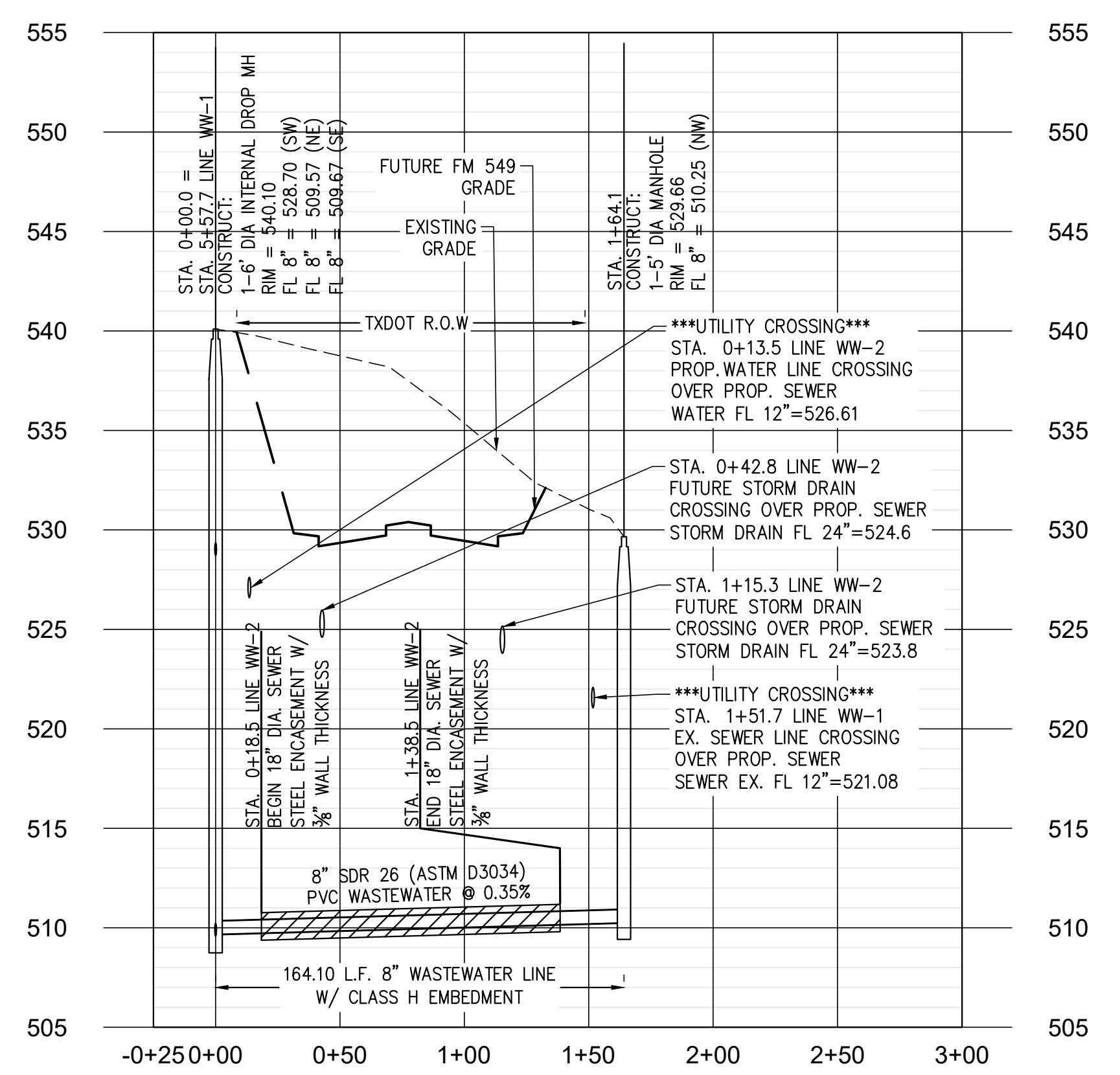
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 Drawing name: L:\PRUDENT\DEVELOPMENT\2020\200-672 & 200-673 - TBD - Rockwall, TX (205 & 549)\02 Civil\CAD\Sheet\CD - Offsite\CS-3--WASTEWATER PLAN LINE 1.dwg Nov. 17, 2023 - 1:45pm

[24x36]Bbs - 01/17/23 [V=BASE-RO.dwg] [V=BASE-RO.dwg] [C=BASE-OFFSITE.dwg] [C=BASE-PRUDENT.dwg] [C=BASE-PRUDENT.dwg]
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LINE "WW-1" WASTEWATER PROFILE
 SCALE: H-1"=40' V-1"=5'



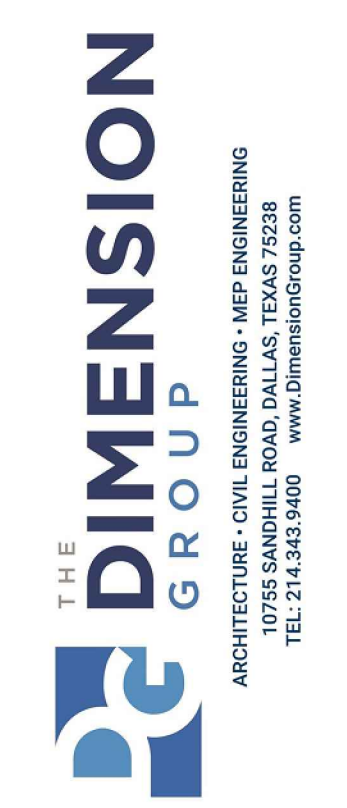
LINE "WW-2" WASTEWATER PROFILE
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CITY OF ROCKWALL MONUMENTS:
 GEODETIC CONTROL MONUMENTS - NORTH AMERICAN DATUM - 1983 (2011) TEXAS NORTH CENTRAL ZONE (4202).

COR-8: ALUMINUM DISK STAMPED "CITY OF ROCKWALL SURVEY MONUMENT" AT THE NORTHERLY INTERSECTION OF SILVER VIEW LANE AND DIAMOND WAY DRIVE ±1 FOOT NORTH OF CURB LINE IN CENTER OF CURVE. N: 7018063.113, E: 2609533.682 ELEVATION: 600.48'

COR-9: BRASS DISK STAMPED "CITY OF ROCKWALL SURVEY MONUMENT" ON THE SOUTH SIDE OF DISCOVERY BOULEVARD AT THE SOUTHEAST CORNER OF CURB INLET ±180 FOOT EAST INTERSECTION OF DISCOVERY/CORPORATE. N: 7020550.132, E: 2607463.893 ELEVATION: 595.83'



TPBE FIRM REGISTRATION #F-8396



11/17/2023
Keaton L. Mai

SERVICE AND ARE PROTECTED BY COMMON LAW. STATE OR FEDERAL. IF YOU REPRODUCE OR TRANSMIT THESE DRAWINGS WITHOUT THE WRITTEN CONSENT OF THE DIMENSION GROUP.

RECORD DRAWING
 THESE RECORD DRAWINGS HAVE BEEN PREPARED BASED ON FIELD OBSERVATIONS AND INFORMATION PROVIDED BY THE CONTRACTOR. ELEVATIONS HAVE NOT BEEN VERIFIED. THE ORIGINAL SEALED CONSTRUCTIONS PLANS ARE ON FILE AT THE CITY OF FRISCO.

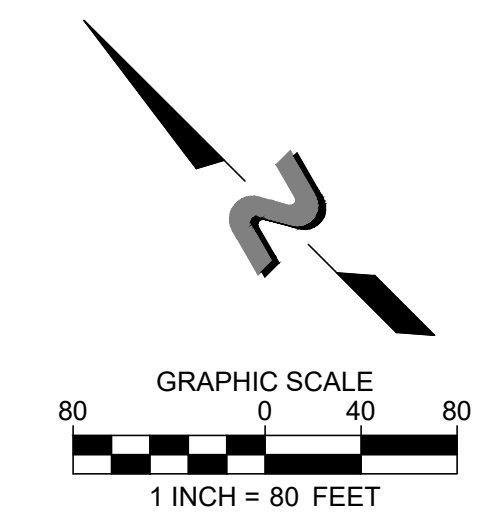
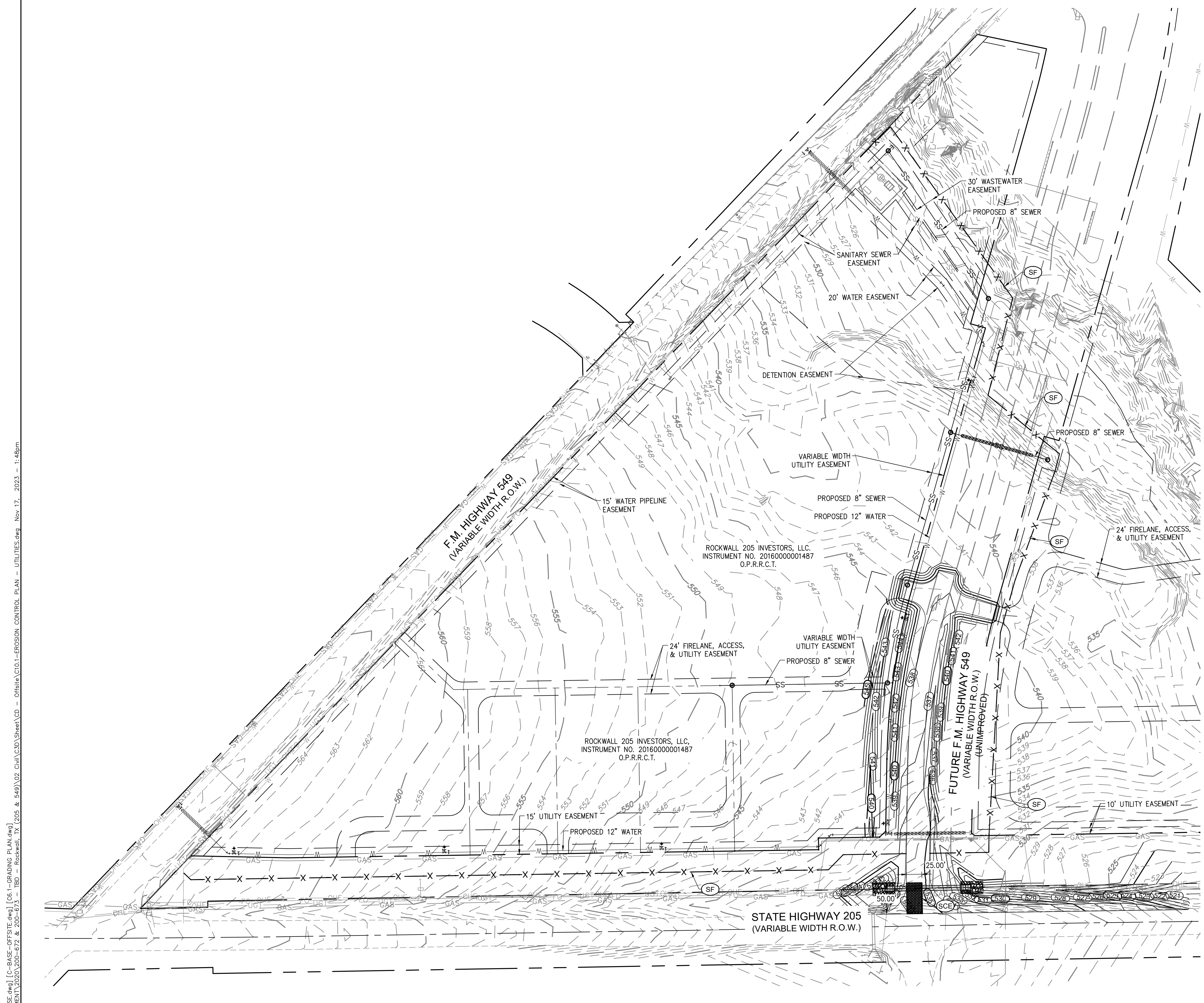
ENGINEER OF RECORD:
 KEATON L. MAI, P.E.
 THE DIMENSION GROUP, INC.
 TPBE FIRM #F-8396
 DATE: November 14, 2023

| # | DATE | REVISION DESCRIPTION |
|---|----------|----------------------|
| 1 | 11/17/23 | RECORD DRAWINGS |

| | |
|-------------|----------------------|
| project no. | 200-672 |
| date | 11/17/2023 - 1:45 pm |
| dwg. | |

WASTEWATER PROFILE LINE WW-1 & WW-2
 CREEKSIDE COMMONS UTILITY EXTENSIONS
 NWC STATE HIGHWAY 205 & FM 549
 ROCKWALL, TEXAS

SHEET
C6.2



| PROPOSED | LEGEND | EXISTING |
|----------|------------------------|----------|
| --- | PROPERTY LINE | --- |
| --- | R.O.W. LINE | --- |
| --- | UNDERGROUND TELEPHONE | --- |
| --- | FIBER OPTIC | --- |
| --- | OVERHEAD ELECTRIC | --- |
| --- | EDGE OF PAVEMENT / PAN | --- |
| --- | MAJOR CONTOUR | --- |
| --- | MINOR CONTOUR | --- |
| --- | SANITARY MAIN | --- |
| --- | SANITARY MANHOLE | --- |

- EROSION CONTROL KEYNOTES:**
- (CWA) CONCRETE WASHOUT AREA
 - (RDC) ROCK DAM CHECK
 - (SF) SILT FENCE
 - (SCE) STABILIZED CONSTRUCTION AREA

- SEDIMENT AND EROSION CONTROL NOTES:**
- SEE GENERAL NOTES ON SHEET C10.2
 - ALL EROSION AND SEDIMENT CONTROL PRACTICES AND OTHER PROTECTIVE MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION. REGULAR INSPECTION AND MAINTENANCE OF BMPs SHOULD BE LOGGED AND REMEDIAL ACTION TAKEN AS SOON AS PRACTICAL.
 - PERIMETER EROSION CONTROL BMPs ARE TO REMAIN IN PLACE UNTIL PERMANENT GROUND COVERAGE IS ACHIEVED.
 - ALL DISTURBED AREAS NOT TO BE LANDSCAPED ARE TO BE SEEDED AND MULCHED WITHIN 14 DAYS OF FINAL GRADING. SURFACE IS TO BE AMENDED WITH TOPSOIL AND SEEDED WITH LOCAL DRYLAND GRASS SEED MIX.
 - CONTRACTOR IS RESPONSIBLE TO OBTAINING A TXDOT STORMWATER CONSTRUCTION PERMIT.

- SITE PREPARATION / INITIAL CBMPs**
- INSTALL ALL PERIMETER CBMPs PRIOR TO BEGINNING SITE GRADING.
 - INSTALL ALL SILT FENCE IMMEDIATELY BEHIND BACK OF CURB, SIDEWALK, AND/OR ROADWAY. IF A GAP OF EXPOSED SOIL EXISTS, A STRIP OF EROSION CONTROL BLANKETING MAY BE NECESSARY.
 - INSTALL PTP, SSA, VTC IMMEDIATELY UPON ESTABLISHMENT OF NEAR GRADE CONDITIONS IN THOSE AREAS.
 - CONTACT PUBLIC WORKS TO SCHEDULE A PRE-CONSTRUCTION INSPECTION.
 - MAINTAIN EXISTING SEDIMENTATION BASIN AS LONG AS POSSIBLE DURING OVERLOT GRADING AND BUILDING CONSTRUCTION.

- UTILITY / INFRASTRUCTURE / BUILDING CONSTRUCTION INTERIM CBMPs**
- MAINTAIN / REPAIR / REPLACE ALL CBMPs INSTALLED DURING INITIAL PHASE.
 - INSTALL INLET PROTECTION FOR NEW ON-SITE INLETS.
 - CONDUCT INSPECTIONS OF ALL CBMPs EVERY 14 DAYS AND AFTER ALL PRECIPITATION EVENTS. LOG INSPECTIONS ON LOG SHEET.
 - WALK PERIMETER OF SITE TO ENSURE NO SEDIMENT IS BYPASSING CBMPs.
 - INSPECT DISCHARGE POINTS.
 - MAINTAIN EXISTING SEDIMENTATION BASIN AS LONG AS POSSIBLE DURING OVERLOT GRADING AND BUILDING CONSTRUCTION.

- PERMANENT SITE STABILIZATION / LANDSCAPING FINAL CBMPs**
- MAINTAIN / REPAIR / REPLACE ALL EROSION AND SEDIMENT CONTROL CBMPs INSTALLED DURING INITIAL AND INTERIM PHASES.
 - CONDUCT FINAL INSPECTION OF ALL PERIMETER BMPs. LOG INSPECTIONS ON LOG SHEET.
 - ENSURE ALL DISTURBED AREAS NOT LANDSCAPED ARE SEEDED AND PROPERLY MULCHED AND SECURELY CRIMPED.
 - INSTALL EROSION CONTROL BLANKET ON ALL SLOPE GREATER THAN 4:1.
 - CONTACT PUBLIC WORKS TO SCHEDULE A FINAL INSPECTION.
 - LANDSCAPE SHOWN ONLY FOR INFORMATIONAL PURPOSES.

NOTE:
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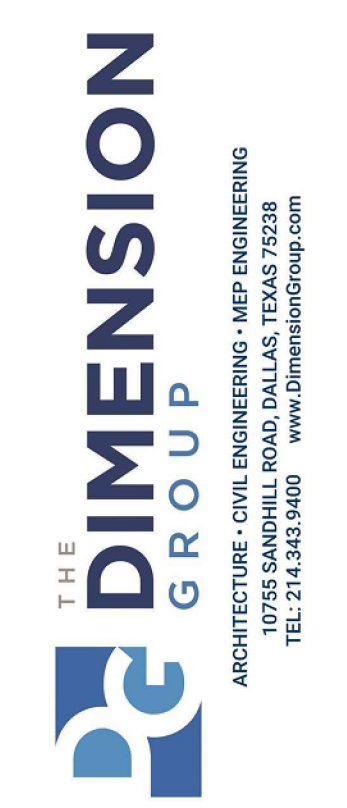
CITY OF ROCKWALL MONUMENTS:
 GEODETIC CONTROL MONUMENTS - NORTH AMERICAN DATUM - 1983 (2011) TEXAS NORTH CENTRAL ZONE (4202).
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 COR-9: BRASS DISK STAMPED "CITY OF ROCKWALL SURVEY MONUMENT" ON THE SOUTH SIDE OF DISCOVERY BOULEVARD AT THE SOUTHEAST CORNER OF CURB INLET ±100 FOOT EAST INTERSECTION OF DISCOVERY/CORPORATE. N: 7020550.132, E: 2607463.893 ELEVATION: 595.63'

TOTAL DISTURBED AREA = 60,682.8 SQ. FT. (1.39 AC.)

CAUTION NOTICE TO CONTRACTORS
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OWNER/DEVELOPER
 ROCKWALL 205 INVESTORS, LLC
 1 CANDLELITE TRAIL
 HEATH, TX 75032
 PHONE: (469) 446-7734
 CONTACT: RUSSELL PHILLIPS
 EMAIL: rphil404@aol.com

ENGINEER
 THE DIMENSION GROUP
 10755 SANDHILL ROAD
 DALLAS, TX 75238
 PHONE: (214) 343-9400
 CONTACT: KEATON L. MAI, PE
 EMAIL: kmai@dimensiongroup.com



TXBPE FIRM REGISTRATION #F-8396



11/17/2023
Keaton L. Mai

RECORD DRAWING
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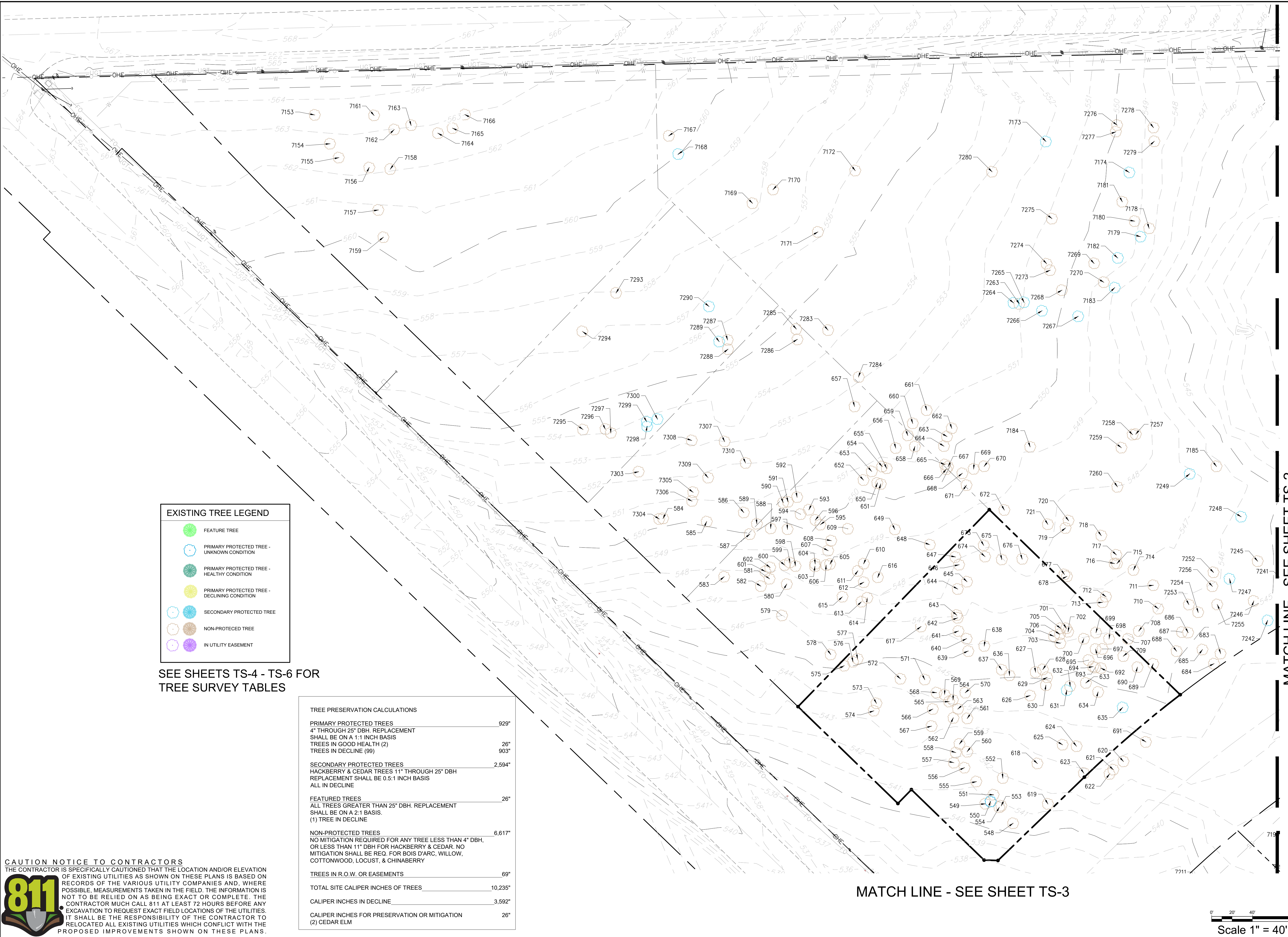
ENGINEER OF RECORD: KEATON L. MAI, P.E.
 THE DIMENSION GROUP, INC. TXBPE FIRM F-8396
 DATE: November 14, 2023

| DATE | REVISION DESCRIPTION | PROJECT NO. | DATE | TIME |
|----------|----------------------|-------------|------------|---------|
| 11/17/23 | RECORD DRAWINGS | 200-672 | 11/17/2023 | 1:48 pm |

EROSION CONTROL PLAN
 CREEKSIDE COMMONS UTILITY EXTENSIONS
 NWC STATE HIGHWAY 205 & FM 549
 ROCKWALL, TEXAS

SHEET
C10.1

[CAD: 2002727-2.dwg] [CAD: 2002727-2-OUT-05-12-21.dwg] [24x3618-OUT-05-05-21.dwg] [056921 - Topographic Tree Data.dwg] [EDC TB std 24x36 2018-08-09 MASTER.dwg] [056921 - Topographic Tree Data.dwg] [EDC TB std 24x36 2018-08-09 MASTER.dwg] [056921 - Topographic Tree Data.dwg] [EDC TB std 24x36 2018-08-09 MASTER.dwg] [056921 - Topographic Tree Data.dwg] [EDC TB std 24x36 2018-08-09 MASTER.dwg]



EXISTING TREE LEGEND

- FEATURE TREE
- PRIMARY PROTECTED TREE - UNKNOWN CONDITION
- PRIMARY PROTECTED TREE - HEALTHY CONDITION
- PRIMARY PROTECTED TREE - DECLINING CONDITION
- SECONDARY PROTECTED TREE
- NON-PROTECTED TREE
- IN UTILITY EASEMENT

SEE SHEETS TS-4 - TS-6 FOR TREE SURVEY TABLES

TREE PRESERVATION CALCULATIONS

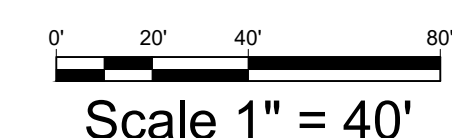
| | |
|--|---------|
| PRIMARY PROTECTED TREES | 929' |
| 4" THROUGH 25" DBH. REPLACEMENT SHALL BE ON A 1:1 INCH BASIS | 26" |
| TREES IN GOOD HEALTH (2) | 903' |
| TREES IN DECLINE (99) | |
| SECONDARY PROTECTED TREES | 2,594' |
| HACKBERRY & CEDAR TREES 11" THROUGH 25" DBH | |
| REPLACEMENT SHALL BE 0.5:1 INCH BASIS | |
| ALL IN DECLINE | |
| FEATURED TREES | 26" |
| ALL TREES GREATER THAN 25" DBH. REPLACEMENT SHALL BE ON A 2:1 BASIS. | |
| (1) TREE IN DECLINE | |
| NON-PROTECTED TREES | 6,617' |
| NO MITIGATION REQUIRED FOR ANY TREE LESS THAN 4" DBH, OR LESS THAN 11" DBH FOR HACKBERRY & CEDAR. NO MITIGATION SHALL BE REQ. FOR BOIS D'ARC, WILLOW, COTTONWOOD, LOCUST, & CHINABERRY | |
| TREES IN R.O.W. OR EASEMENTS | 69' |
| TOTAL SITE CALIPER INCHES OF TREES | 10,235" |
| CALIPER INCHES IN DECLINE | 3,592" |
| CALIPER INCHES FOR PRESERVATION OR MITIGATION (2) CEDAR ELM | 26" |

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MATCH LINE - SEE SHEET TS-2

MATCH LINE - SEE SHEET TS-3



THE DIMENSION GROUP
 ARCHITECTURE - CIVIL ENGINEERING - MEP ENGINEERING
 5600 S. GREENWAY, SUITE 250
 ROCKWALL, TEXAS 75087
 TEL: 714.582.2188 WWW.DIMENSIONGROUP.COM

EVERGREEN DESIGN GROUP
 8009 W. 48TH AVENUE
 SUITE 100
 DENVER, CO 80231
 WWW.EVERGREENDESIGNGROUP.COM

REGISTERED LANDSCAPE ARCHITECT
 STATE OF TEXAS
 3423
 07/21/2021

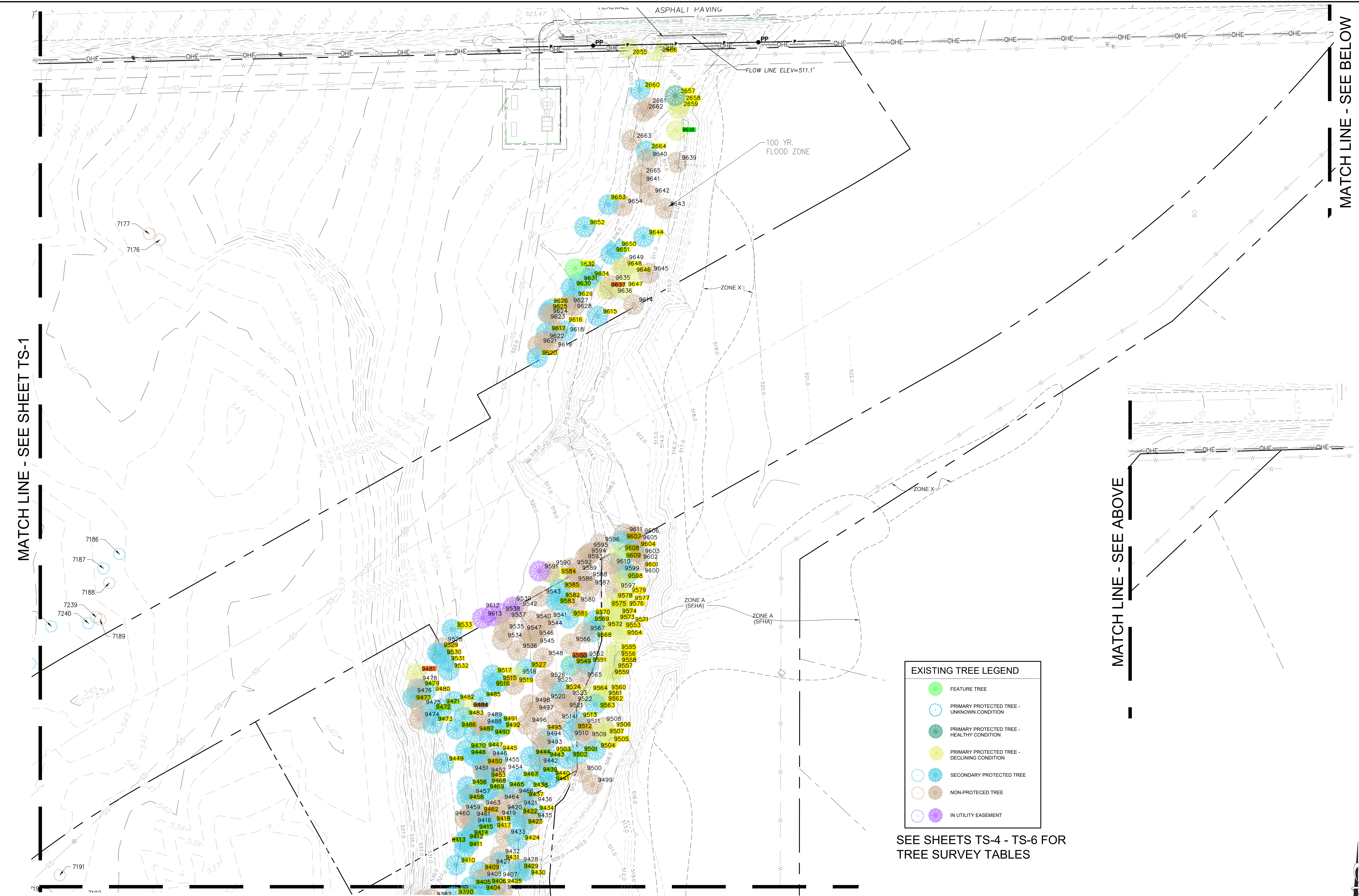
SERVICE AND ARE PROTECTED BY COMMON LAW, STATUTORY AND OTHER RIGHTS RESERVED. INCLUDING COPYRIGHT, THEY MAY NOT BE REPRODUCED OR USED FOR ANY PURPOSE WITHOUT THE WRITTEN CONSENT OF THE ENGINEER.

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TREE SURVEY PLAN
 CREEKSIDE COMMONS
 NWC STATE HIGHWAY 205 & FM 549
 ROCKWALL, TEXAS

SHEET **TS-1**

[CAD: 2002727-2.dwg] [CAD: 2002727-2.dwg] [24x3618-OUT-05-05-21.dwg] [056921 - Topographic Tree Data.dwg] [EDC TB std 24x36 2018-08-09 MASTER.dwg] [PROJECTS\2021\EDC\Creekside Commons Tree Survey.dwg Jul 22, 2021 - 4:37pm]
 Drawing name: C:\Users\jbrax\Documents\DLA\PROJECTS\2021\EDC\Creekside Commons Tree Survey.dwg Jul 22, 2021 - 4:37pm

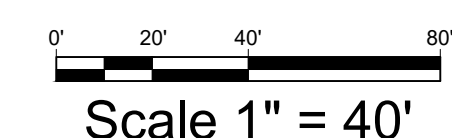


EXISTING TREE LEGEND

- FEATURE TREE
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- PRIMARY PROTECTED TREE - HEALTHY CONDITION
- PRIMARY PROTECTED TREE - DECLINING CONDITION
- SECONDARY PROTECTED TREE
- NON-PROTECTED TREE
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SEE SHEETS TS-4 - TS-6 FOR TREE SURVEY TABLES

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MATCH LINE - SEE SHEET TS-1

MATCH LINE - SEE ABOVE

MATCH LINE - SEE BELOW

| ARCHITECTURE - CIVIL ENGINEERING - MEP ENGINEERING 5600 S. GARDNER ROAD, SUITE 200, ROCKWALL, TEXAS 75087 TEL: 714.582.1188 WWW.DIMENSIONGROUP.COM | | | | | | | | | | | | | |
|--|---|----------------------|------|----------------------|--|--|--|--|--|--|--|--|--|
| 6809 W. 146TH STREET, SUITE 600, ROCKWALL, TEXAS 75087 TEL: 714.582.1188 WWW.EVERGREENDESIGNGROUP.COM | | | | | | | | | | | | | |
| STATE OF TEXAS 07/21/2021 | | | | | | | | | | | | | |
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| TREE SURVEY PLAN CREEKSIDE COMMONS NWC STATE HIGHWAY 205 & FM 549 ROCKWALL, TEXAS | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>#</th> <th>DATE</th> <th>REVISION DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | # | DATE | REVISION DESCRIPTION | | | | | | | | | |
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| BY: DRAWN BY: DESIGNED BY: APPROVED BY: | | | | | | | | | | | | | |
| PROJECT NO: 200-672 DATE: 7/22/2021 - 4:37 pm DWG: Creekside Commons Tree Survey.dwg | | | | | | | | | | | | | |
| SHEET TS-2 | | | | | | | | | | | | | |

TREE INVENTORY

| TAG | SPECIES | DBH | CONDITION | COMMENT |
|-----|------------|-------|-----------|---------|
| 548 | CEDAR | 6.00 | | |
| 549 | CEDAR | 6.00 | | |
| 550 | MESQUITE | 6.00 | | |
| 551 | CEDAR | 8.00 | | |
| 552 | CEDAR | 8.00 | | |
| 553 | CEDAR | 6.00 | | |
| 554 | CEDAR | 6.00 | | |
| 555 | CEDAR | 8.00 | | |
| 556 | CEDAR | 8.00 | | |
| 557 | CEDAR | 6.00 | | |
| 558 | CEDAR | 6.00 | | |
| 559 | CEDAR | 6.00 | | |
| 560 | CEDAR | 6.00 | | |
| 561 | CEDAR | 8.00 | | |
| 562 | CEDAR | 6.00 | | |
| 563 | CEDAR | 6.00 | | |
| 564 | CEDAR | 6.00 | | |
| 565 | CEDAR | 6.00 | | |
| 566 | CEDAR | 8.00 | | |
| 567 | CEDAR | 8.00 | | |
| 568 | CEDAR | 6.00 | | |
| 569 | CEDAR | 8.00 | | |
| 570 | CEDAR | 6.00 | | |
| 571 | CEDAR | 6.00 | | |
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| 573 | CEDAR | 6.00 | | |
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| 575 | CEDAR | 6.00 | | |
| 576 | CEDAR | 6.00 | | |
| 577 | CEDAR | 6.00 | | |
| 578 | CEDAR | 6.00 | | |
| 579 | CEDAR | 8.00 | | |
| 580 | CEDAR | 6.00 | | |
| 581 | CEDAR | 6.00 | | |
| 582 | CEDAR | 6.00 | | |
| 583 | CEDAR | 6.00 | | |
| 584 | CEDAR | 6.00 | | |
| 585 | CEDAR | 8.00 | | |
| 586 | CEDAR | 8.00 | | |
| 587 | CEDAR | 8.00 | | |
| 588 | CEDAR | 8.00 | | |
| 589 | CEDAR | 8.00 | | |
| 590 | CEDAR | 10.00 | | |
| 591 | CEDAR | 6.00 | | |
| 592 | CEDAR | 8.00 | | |
| 593 | BOIS D'ARC | 6.00 | | |
| 594 | BOIS D'ARC | 6.00 | | |
| 595 | BOIS D'ARC | 6.00 | | |
| 596 | CEDAR | 10.00 | | |
| 597 | CEDAR | 10.00 | | |
| 598 | CEDAR | 6.00 | | |
| 599 | CEDAR | 8.00 | | |
| 600 | CEDAR | 8.00 | | |
| 601 | CEDAR | NA | | |
| 602 | CEDAR | NA | | |
| 603 | CEDAR | 6.00 | | |
| 604 | CEDAR | 6.00 | | |
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| 606 | CEDAR | 8.00 | | |
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| 615 | CEDAR | 10.00 | | |
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| 617 | CEDAR | 10.00 | | |
| 618 | CEDAR | 10.00 | | |
| 619 | CEDAR | 6.00 | | |
| 620 | CEDAR | 6.00 | | |

| IN | SPECIES | DBH | CONDITION | COMMENT |
|-----|------------|-------|-----------|---------|
| 621 | CEDAR | 8.00 | | |
| 622 | CEDAR | 10.00 | | |
| 623 | CEDAR | 10.00 | | |
| 624 | CEDAR | 8.00 | | |
| 625 | CEDAR | 8.00 | | |
| 626 | CEDAR | 8.00 | | |
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| 630 | CEDAR | 8.00 | | |
| 631 | CEDAR | 12.00 | | |
| 632 | CEDAR | 8.00 | | |
| 633 | CEDAR | 6.00 | | |
| 634 | CEDAR | 10.00 | | |
| 635 | CEDAR | 12.00 | | |
| 636 | CEDAR | 8.00 | | |
| 637 | CEDAR | 6.00 | | |
| 638 | CEDAR | 10.00 | | |
| 639 | CEDAR | 6.00 | | |
| 640 | CEDAR | 6.00 | | |
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| 642 | CEDAR | 8.00 | | |
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| 645 | CEDAR | 10.00 | | |
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| 647 | CEDAR | 6.00 | | |
| 648 | CEDAR | 10.00 | | |
| 649 | BOIS D'ARC | 6.00 | | |
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| 654 | BOIS D'ARC | 6.00 | | |
| 655 | BOIS D'ARC | 6.00 | | |
| 656 | BOIS D'ARC | 6.00 | | |
| 657 | CEDAR | 10.00 | | |
| 658 | CEDAR | 10.00 | | |
| 659 | CEDAR | 8.00 | | |
| 660 | CEDAR | 8.00 | | |
| 661 | CEDAR | 8.00 | | |
| 662 | BOIS D'ARC | 8.00 | | |
| 663 | BOIS D'ARC | 6.00 | | |
| 664 | BOIS D'ARC | 6.00 | | |
| 665 | CEDAR | 8.00 | | |
| 666 | CEDAR | 6.00 | | |
| 667 | CEDAR | 6.00 | | |
| 668 | CEDAR | 6.00 | | |
| 669 | CEDAR | 8.00 | | |
| 670 | CEDAR | 8.00 | | |
| 671 | CEDAR | 6.00 | | |
| 672 | CEDAR | 8.00 | | |
| 673 | CEDAR | 10.00 | | |
| 674 | BOIS D'ARC | 6.00 | | |
| 675 | BOIS D'ARC | 6.00 | | |
| 676 | BOIS D'ARC | 6.00 | | |
| 677 | CEDAR | 8.00 | | |
| 678 | CEDAR | 8.00 | | |
| 683 | CEDAR | 8.00 | | |
| 684 | CEDAR | 8.00 | | |
| 685 | CEDAR | 8.00 | | |
| 686 | BOIS D'ARC | 8.00 | | |
| 687 | BOIS D'ARC | 6.00 | | |
| 688 | CEDAR | 10.00 | | |
| 689 | BOIS D'ARC | 8.00 | | |
| 690 | CEDAR | 8.00 | | |
| 692 | CEDAR | 6.00 | | |
| 693 | CEDAR | 6.00 | | |
| 694 | CEDAR | 8.00 | | |
| 695 | CEDAR | 8.00 | | |
| 696 | CEDAR | 8.00 | | |
| 697 | CEDAR | 10.00 | | |
| 698 | CEDAR | 8.00 | | |
| 699 | CEDAR | 10.00 | | |
| 700 | CEDAR | 8.00 | | |
| 701 | CEDAR | 6.00 | | |

| IN | SPECIES | DBH | CONDITION | COMMENT |
|------|--|-------|-----------|------------------|
| 702 | CEDAR | 6.00 | | |
| 703 | CEDAR | 6.00 | | |
| 704 | CEDAR | 6.00 | | |
| 705 | CEDAR | 6.00 | | |
| 706 | CEDAR | 6.00 | | |
| 707 | CEDAR | 10.00 | | |
| 708 | CEDAR | 10.00 | | |
| 709 | CEDAR | 8.00 | | |
| 710 | CEDAR | 8.00 | | |
| 711 | CEDAR | 8.00 | | |
| 712 | CEDAR | 8.00 | | |
| 713 | CEDAR | 8.00 | | |
| 714 | BOIS D'ARC | 6.00 | | |
| 715 | CEDAR | 6.00 | | |
| 716 | CEDAR | 6.00 | | |
| 717 | CEDAR | 6.00 | | |
| 718 | BOIS D'ARC | 8.00 | | |
| 719 | BOIS D'ARC | 6.00 | | |
| 720 | BOIS D'ARC | 6.00 | | |
| 721 | BOIS D'ARC | 6.00 | | |
| 2655 | CEDAR ELM ULMUS CRASSIFOLIA | 10.00 | POOR | DECLINE |
| 2656 | CEDAR ELM ULMUS CRASSIFOLIA | 13.00 | POOR | DECLINE |
| 2657 | CEDAR ELM ULMUS CRASSIFOLIA | 12.00 | GOOD | |
| 2658 | CEDAR ELM ULMUS CRASSIFOLIA | 9.00 | FAIR | CROWDED, DECLINE |
| 2659 | CEDAR ELM ULMUS CRASSIFOLIA | 9.00 | FAIR | CROWDED, DECLINE |
| 2660 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 12.00 | FAIR | CROWDED, DECLINE |
| 2661 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 6.00 | FAIR | CROWDED, DECLINE |
| 2662 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 10.00 | FAIR | CROWDED, DECLINE |
| 2663 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 10.00 | FAIR | CROWDED, DECLINE |
| 2664 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 16.00 | FAIR | CROWDED, DECLINE |
| 2665 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 10.00 | FAIR | CROWDED, DECLINE |
| 2666 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2667 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 10.00 | FAIR | CROWDED, DECLINE |
| 2668 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 12.00 | FAIR | CROWDED, DECLINE |
| 2669 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 12.00 | FAIR | CROWDED, DECLINE |
| 2670 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 6.00 | FAIR | CROWDED, DECLINE |
| 2671 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2672 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2673 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2674 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2675 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2676 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2677 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2678 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2679 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2680 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2681 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 9.00 | FAIR | CROWDED, DECLINE |
| 2682 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2683 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2684 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 12.00 | FAIR | CROWDED, DECLINE |
| 2685 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 9.00 | FAIR | CROWDED, DECLINE |
| 2686 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2687 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2688 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2689 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2690 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 7.00 | FAIR | CROWDED, DECLINE |
| 2691 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 9.00 | FAIR | CROWDED, DECLINE |
| 2692 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2693 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2694 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 7.00 | FAIR | CROWDED, DECLINE |
| 2695 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2696 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 10.00 | FAIR | CROWDED, DECLINE |
| 2697 | BOIS D ARC MACLURA POMIFERA | 12.00 | FAIR | CROWDED, DECLINE |
| 2698 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 10.00 | FAIR | CROWDED, DECLINE |
| 2699 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 10.00 | FAIR | CROWDED, DECLINE |
| 2700 | BOIS D ARC MACLURA POMIFERA | 10.00 | FAIR | CROWDED, DECLINE |
| 2701 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 10.00 | FAIR | CROWDED, DECLINE |
| 2702 | HACKBERRY CELTIS LAEVIGATA | 6.00 | FAIR | CROWDED, DECLINE |
| 2703 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2704 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2705 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2706 | BOIS D ARC MACLURA POMIFERA | 7.00 | FAIR | CROWDED, DECLINE |
| 2707 | BOIS D ARC MACLURA POMIFERA | 10.00 | FAIR | CROWDED, DECLINE |
| 2708 | CEDAR ELM ULMUS CRASSIFOLIA | 9.00 | FAIR | CROWDED, DECLINE |
| 2709 | BOIS D ARC MACLURA POMIFERA | 14.00 | FAIR | CROWDED, DECLINE |
| 2710 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2711 | CEDAR ELM ULMUS CRASSIFOLIA | 8.00 | FAIR | CROWDED, DECLINE |
| 2712 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2713 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2714 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 9.00 | FAIR | CROWDED, DECLINE |
| 2715 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 6.00 | FAIR | CROWDED, DECLINE |
| 2716 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 6.00 | FAIR | CROWDED, DECLINE |
| 2717 | CEDAR ELM ULMUS CRASSIFOLIA | 9.00 | FAIR | CROWDED, DECLINE |
| 2718 | BOIS D ARC MACLURA POMIFERA | 12.00 | FAIR | CROWDED, DECLINE |
| 2719 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2720 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2721 | HACKBERRY CELTIS LAEVIGATA | 7.00 | FAIR | CROWDED, DECLINE |
| 2722 | HACKBERRY CELTIS LAEVIGATA | 9.00 | FAIR | CROWDED, DECLINE |
| 2723 | BOIS D ARC MACLURA POMIFERA | 10.00 | FAIR | CROWDED, DECLINE |
| 2724 | HACKBERRY CELTIS LAEVIGATA | 8.00 | FAIR | CROWDED, DECLINE |
| 2725 | HACKBERRY CELTIS LAEVIGATA | 8.00 | FAIR | CROWDED, DECLINE |
| 2726 | BOIS D ARC MACLURA POMIFERA | 14.00 | FAIR | CROWDED, DECLINE |
| 2727 | HACKBERRY CELTIS LAEVIGATA | 7.00 | FAIR | CROWDED, DECLINE |
| 2728 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 9.00 | FAIR | CROWDED, DECLINE |
| 2729 | HACKBERRY CELTIS LAEVIGATA | 8.00 | FAIR | CROWDED, DECLINE |
| 2730 | CEDAR ELM ULMUS CRASSIFOLIA | 10.00 | FAIR | CROWDED, DECLINE |
| 2731 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 6.00 | FAIR | CROWDED, DECLINE |
| 2732 | HACKBERRY CELTIS LAEVIGATA | 10.00 | FAIR | CROWDED, DECLINE |
| 2733 | HACKBERRY CELTIS LAEVIGATA | 6.00 | FAIR | CROWDED, DECLINE |
| 2734 | HACKBERRY CELTIS LAEVIGATA | 4.00 | FAIR | CROWDED, DECLINE |

| IN | SPECIES | DBH | CONDITION | COMMENT |
|------|--|-------|-----------|------------------|
| 2735 | CEDAR ELM ULMUS CRASSIFOLIA | 10.00 | FAIR | CROWDED, DECLINE |
| 2736 | BOIS D ARC MACLURA POMIFERA | 10.00 | FAIR | CROWDED, DECLINE |
| 2737 | HACKBERRY CELTIS LAEVIGATA | 8.00 | FAIR | CROWDED, DECLINE |
| 2738 | CEDAR ELM ULMUS CRASSIFOLIA | 8.00 | FAIR | CROWDED, DECLINE |
| 2739 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 9.00 | FAIR | CROWDED, DECLINE |
| 2740 | HACKBERRY CELTIS LAEVIGATA | 8.00 | FAIR | CROWDED, DECLINE |
| 2741 | HACKBERRY CELTIS LAEVIGATA | 8.00 | FAIR | CROWDED, DECLINE |
| 2742 | HACKBERRY CELTIS LAEVIGATA | 6.00 | FAIR | CROWDED, DECLINE |
| 2743 | HACKBERRY CELTIS LAEVIGATA | 6.00 | FAIR | CROWDED, DECLINE |
| 2744 | BOIS D ARC MACLURA POMIFERA | 14.00 | FAIR | CROWDED, DECLINE |
| 2745 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2746 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2747 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2748 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 14.00 | FAIR | CROWDED, DECLINE |
| 2749 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 11.00 | FAIR | CROWDED, DECLINE |
| 2750 | BOIS D ARC MACLURA POMIFERA | 10.00 | FAIR | CROWDED, DECLINE |
| 2751 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 8.00 | FAIR | CROWDED, DECLINE |
| 2752 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 10.00 | FAIR | CROWDED, DECLINE |
| 2753 | EASTERN RED CEDAR JUNIPERUS VIRGINIANA | 6.00 | FAIR | CROWDED, DECLINE |
| 2 | | | | |

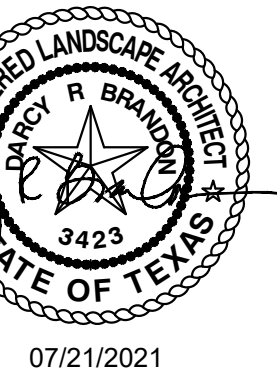
TREE INVENTORY

Table with 5 columns: IN, SPECIES, DBH, CONDITION, COMMENT. Contains tree inventory data for the first section of the site.

Table with 5 columns: IN, SPECIES, DBH, CONDITION, COMMENT. Contains tree inventory data for the second section of the site.

Table with 5 columns: IN, SPECIES, DBH, CONDITION, COMMENT. Contains tree inventory data for the third section of the site.

Table with 5 columns: IN, SPECIES, DBH, CONDITION, COMMENT. Contains tree inventory data for the fourth section of the site.



07/21/2021

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BY

drawn by
designed by
approved by

REVISION DESCRIPTION

200-672
7/22/2021 - 5:23 pm
Creekside Commons Tree Survey.dwg

DATE

project no.
date

#

TREE INVENTORY TABLES

CREEKSIDE COMMONS
NWC STATE HIGHWAY 205 & FM 549
ROCKWALL, TEXAS

SHEET

TS-5

[CAD: 2002727-2.dwg] [CAD: 2002727-2-OUT-05-12-21.dwg] [24x3618-01-05-05-21.dwg] [056921 - Topographic Tree Data.dwg] [EDC 1B std 24x36 2018-08-09 MASTER.dwg] [056921 - Topographic Tree Data.dwg] [EDC 1B std 24x36 2018-08-09 MASTER.dwg] [056921 - Topographic Tree Data.dwg] [EDC 1B std 24x36 2018-08-09 MASTER.dwg] [056921 - Topographic Tree Data.dwg] [EDC 1B std 24x36 2018-08-09 MASTER.dwg]

CAUTION NOTICE TO CONTRACTORS
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL 811 AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.



TREE INVENTORY

Table with columns: IN, SPECIES, DBH, CONDITION, COMMENT. Rows 9294-9382.

Table with columns: IN, SPECIES, DBH, CONDITION, COMMENT. Rows 9383-9481.

Table with columns: IN, SPECIES, DBH, CONDITION, COMMENT. Rows 9482-9580.

Table with columns: IN, SPECIES, DBH, CONDITION, COMMENT. Rows 9583-9692. Includes a TOTAL row at the bottom.

CAUTION NOTICE TO CONTRACTORS
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL 811 AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATED ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.



Vertical sidebar containing logos for THE DIMENSION GROUP, EVERGREEN DESIGN GROUP, REGISTERED LANDSCAPE ARCHITECT, STATE OF TEXAS, and project information including project name, date, and sheet number TS-6.

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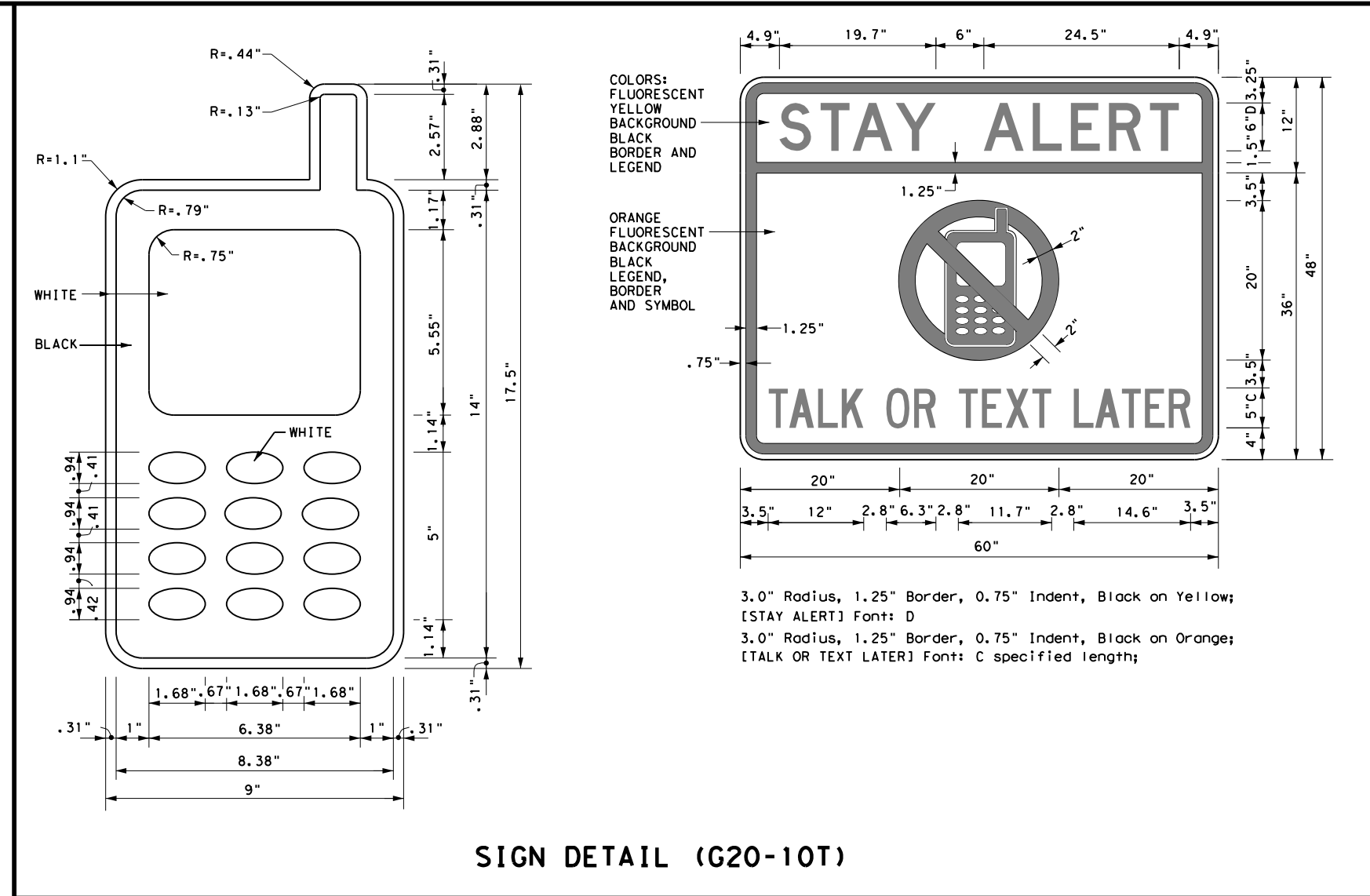
BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

- 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

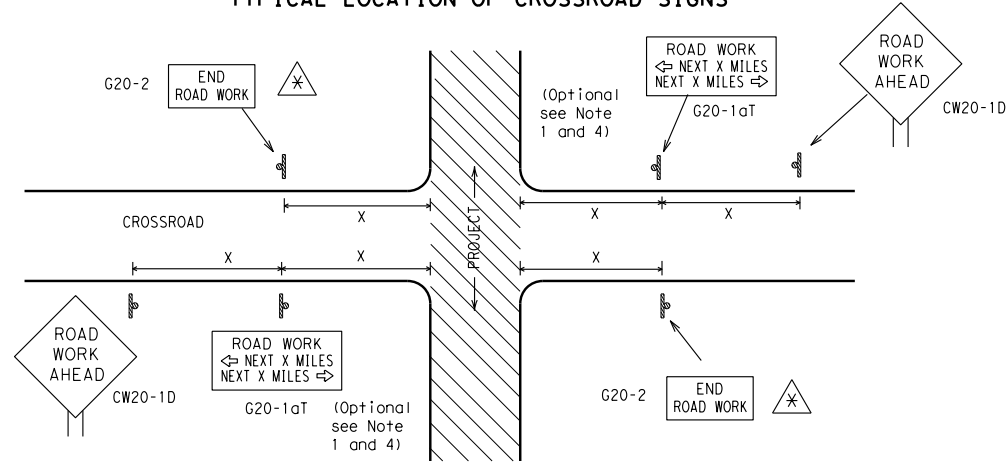
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|---|
| THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT http://www.txdot.gov |
| COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD) |
| DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS) |
| MATERIAL PRODUCER LIST (MPL) |
| ROADWAY DESIGN MANUAL - SEE "MANUALS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

SHEET 1 OF 12

| | | |
|--|-----------|---|
| Texas Department of Transportation | | Traffic Operations Division Standard |
| BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS | | |
| BC (1) - 14 | | |
| FILE: bc-14.dgn | DN: TxDOT | CK: TxDOT |
| © TxDOT November 2002 | CONT | SECT |
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| 4-03 5-10 8-14 | DIST | |
| 9-07 7-13 | COUNTY | SHEET NO. |

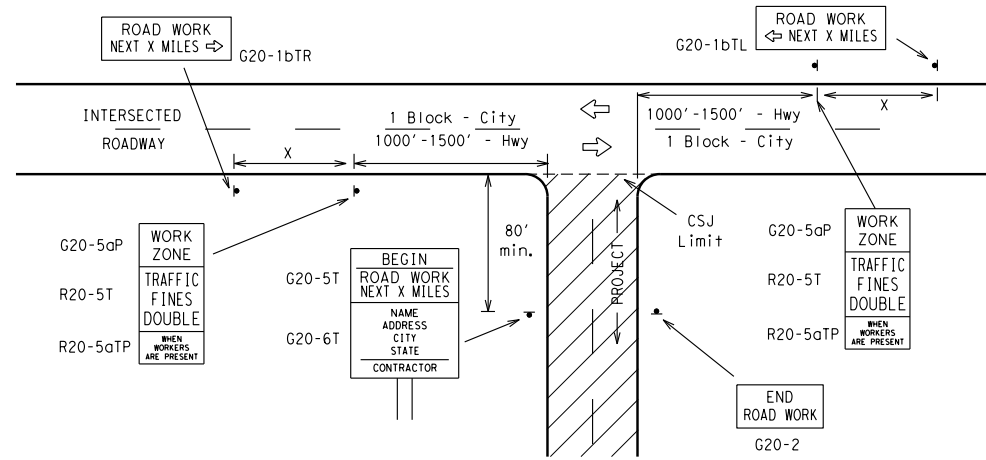
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TYPICAL LOCATION OF CROSSROAD SIGNS



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

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

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

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

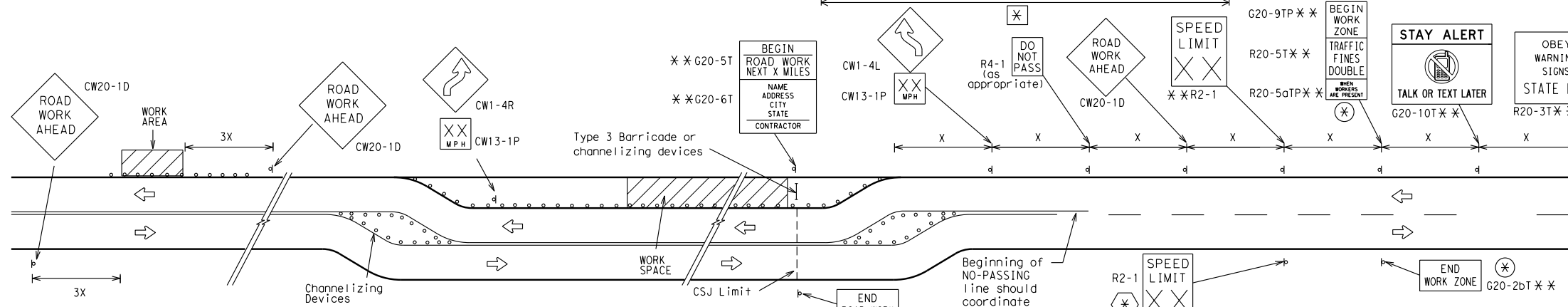
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

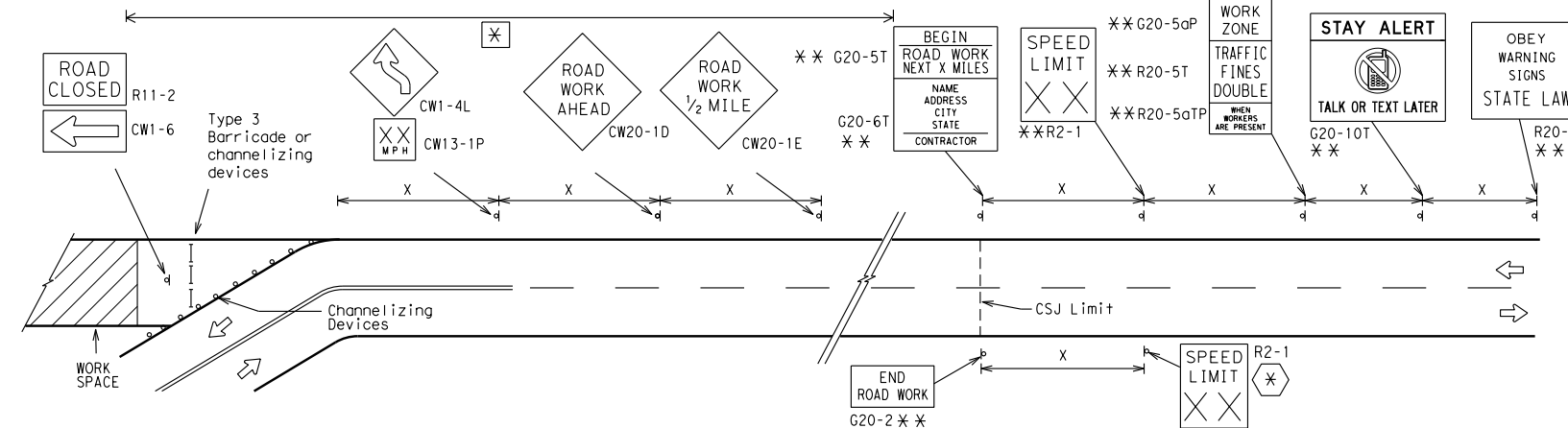
- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be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

WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS

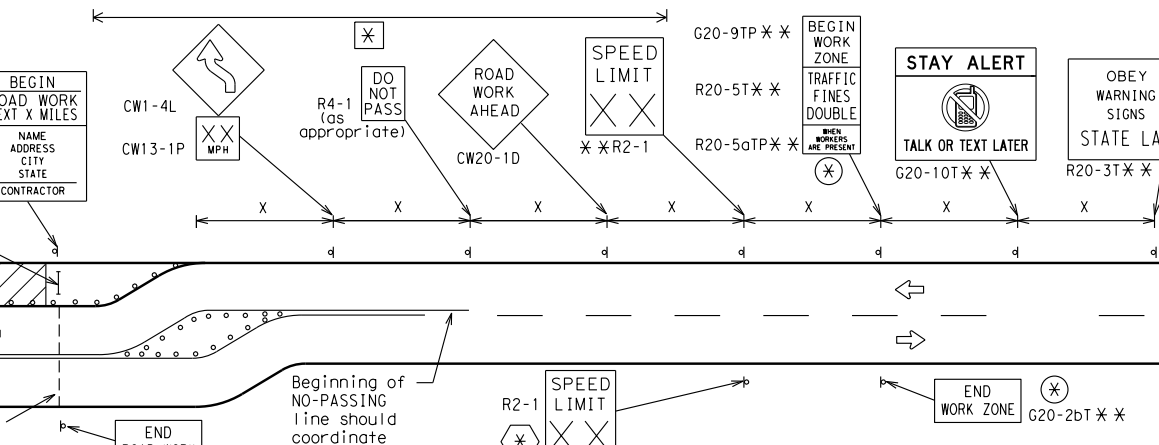


When extended distances occur between minimal work spaces, the Engineer/Inspector should ensure additional "ROAD WORK AHEAD" (CW20-1D) signs are placed in advance of these work areas to remind drivers they are still within the project limits. See the applicable TCP sheets for exact location and spacing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

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



SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS



NOTES

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

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

SHEET 2 OF 12



BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-14

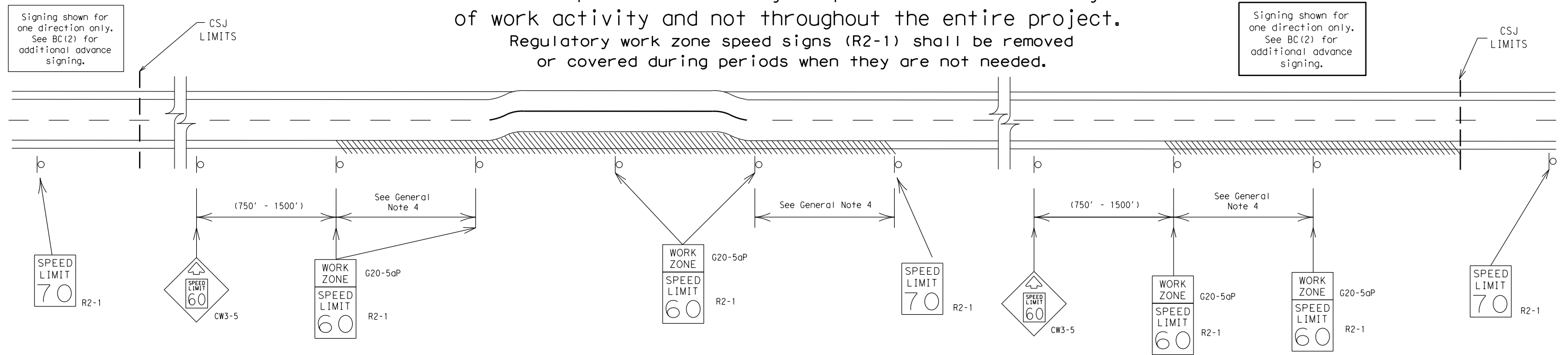
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TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

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



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

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

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

SHORT TERM WORK ZONE SPEED LIMITS

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

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

GENERAL NOTES

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

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

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SHEET 3 OF 12



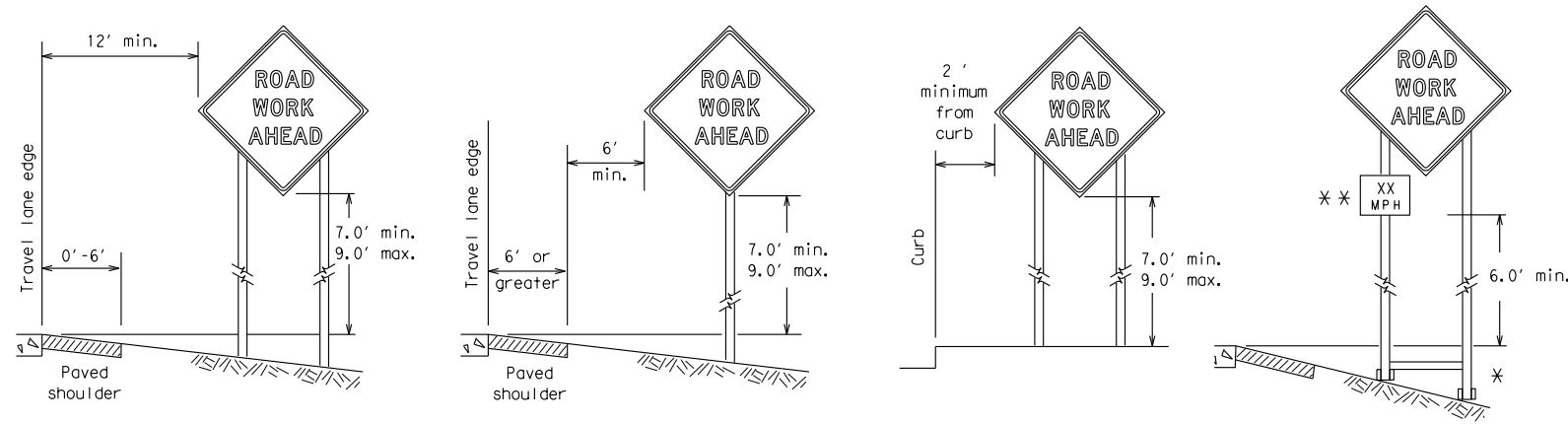
BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC (3) - 14

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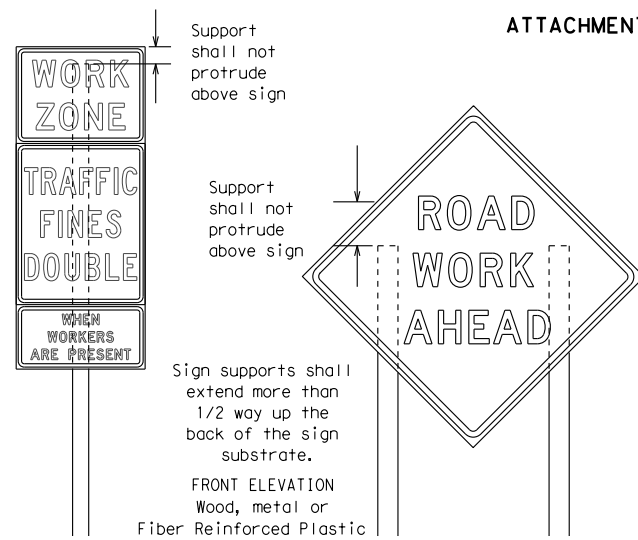
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



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

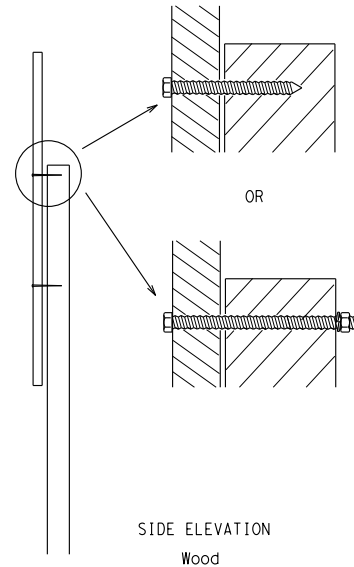
** When plaques are placed on dual-leg supports, they should be attached to the upright nearest the travel lane. Supplemental plaques (advisory or distance) should not cover the surface of the parent sign.

ATTACHMENT FOR SIGN SUPPORTS



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.

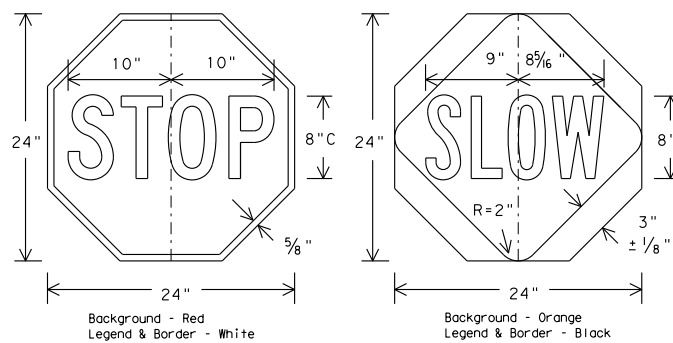
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports



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.

STOP/SLOW PADDLES

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



CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

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

GENERAL NOTES FOR WORK ZONE SIGNS

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

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

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

SIGN MOUNTING HEIGHT

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

SIZE OF SIGNS

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

SIGN SUBSTRATES

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

REFLECTIVE SHEETING

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

SIGN LETTERS

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

REMOVING OR COVERING

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

SIGN SUPPORT WEIGHTS

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

FLAGS ON SIGNS

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

SHEET 4 OF 12



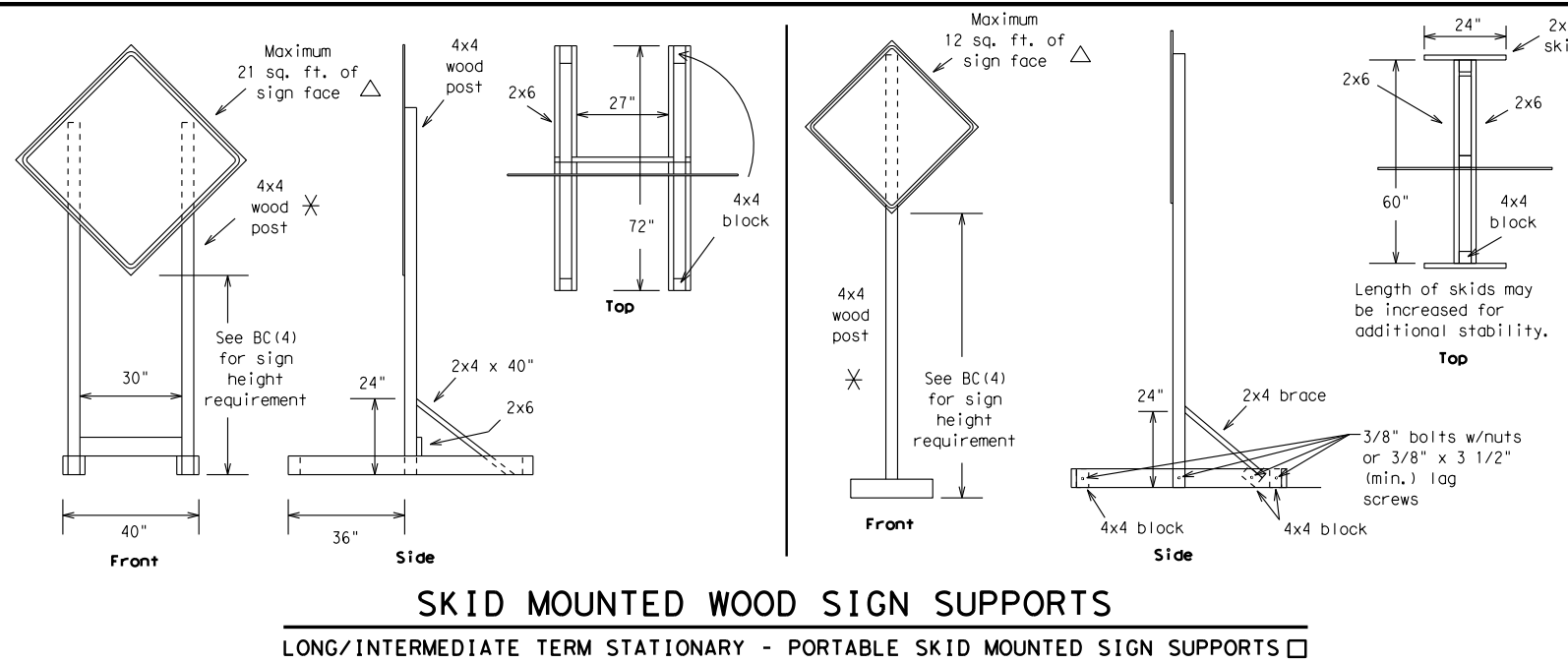
Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

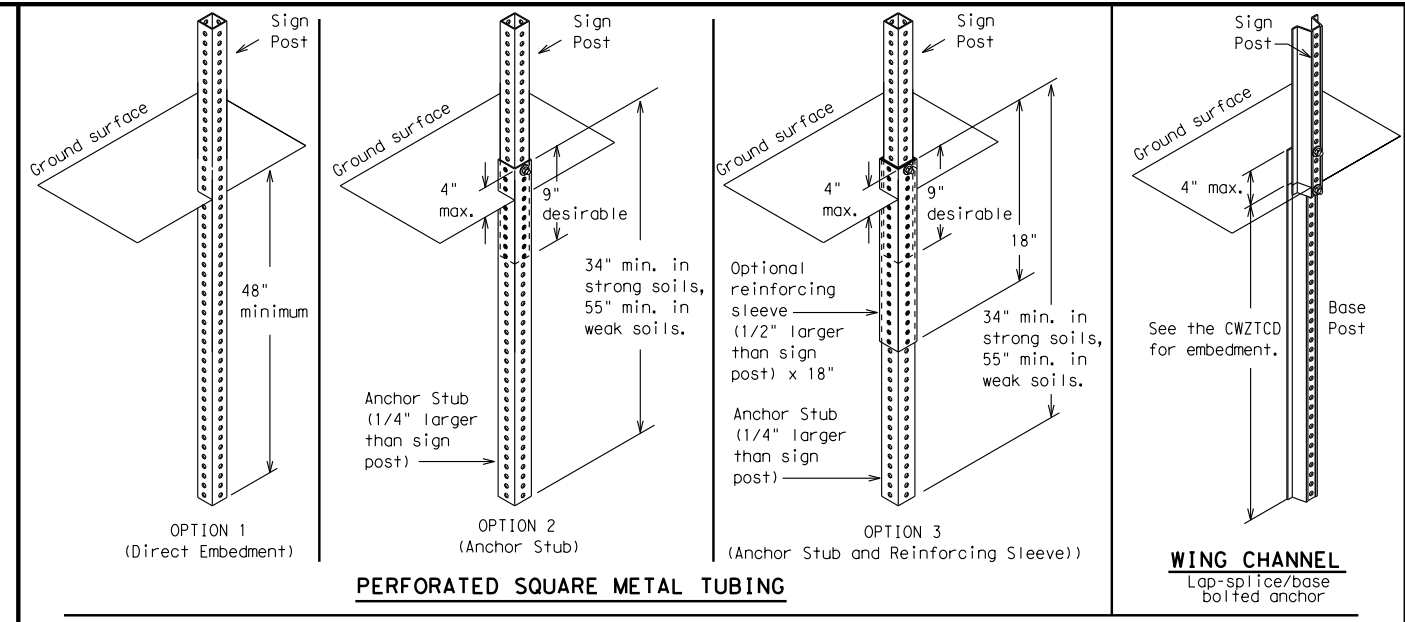
BC (4) - 14

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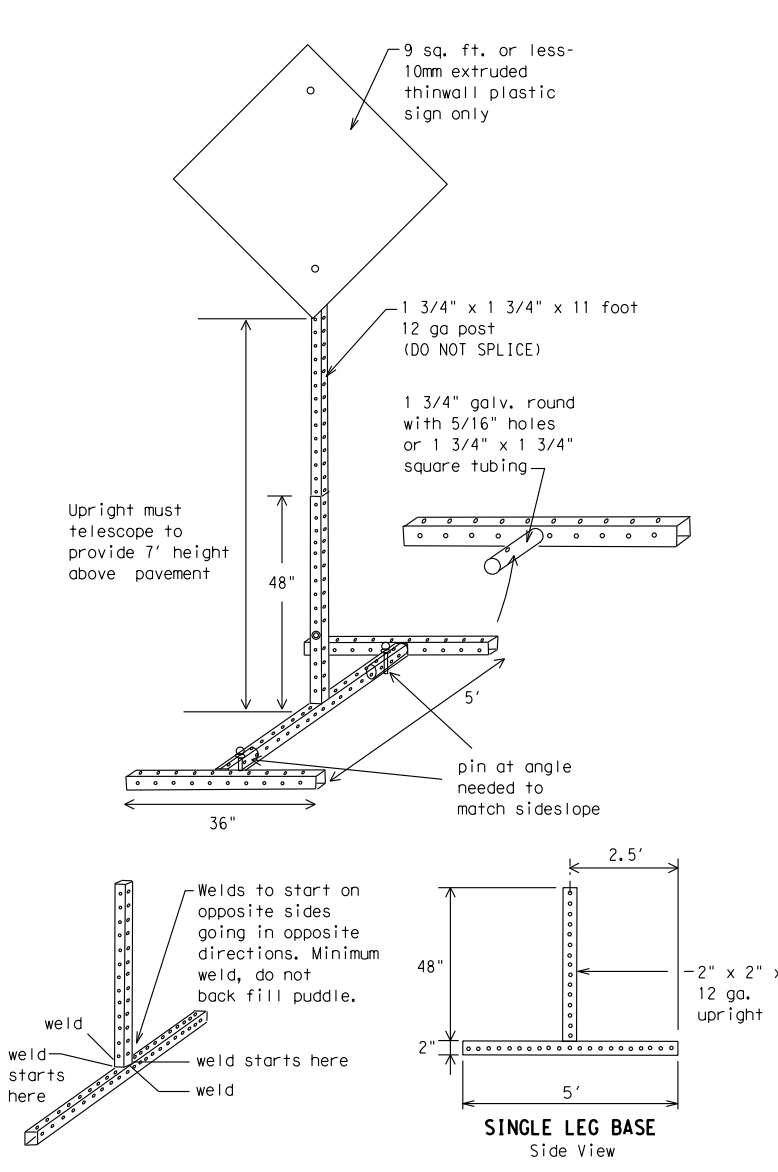
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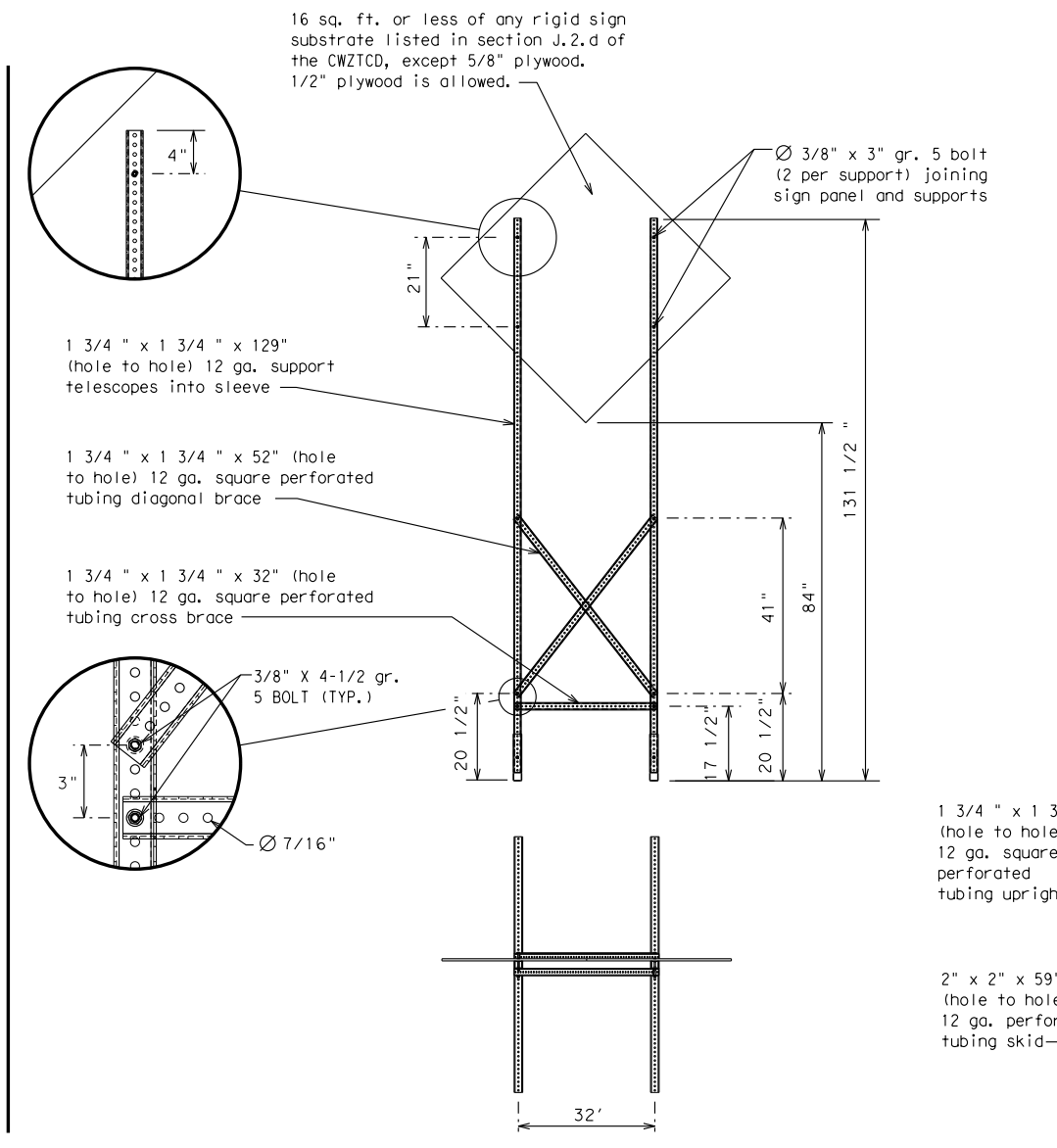
SKID MOUNTED WOOD SIGN SUPPORTS
LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS □



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

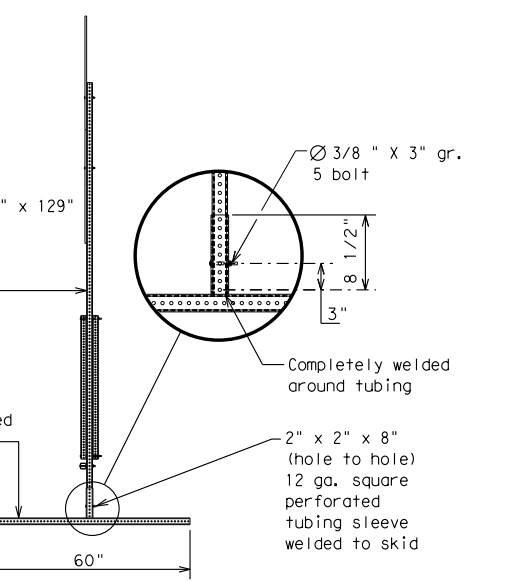


SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS



WOOD POST SYSTEM FOR GROUND MOUNTED SIGN SUPPORTS

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



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

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

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

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

SHEET 5 OF 12



BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5) - 14

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

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

PORTABLE CHANGEABLE MESSAGE SIGNS

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

Phase 1: Condition Lists

Road/Lane/Ramp Closure List

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

Other Condition List

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

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

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

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

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

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

Location List

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

Warning List

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

** Advance Notice List

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

** See Application Guidelines Note 6.

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.

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DATE: FILE:

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

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



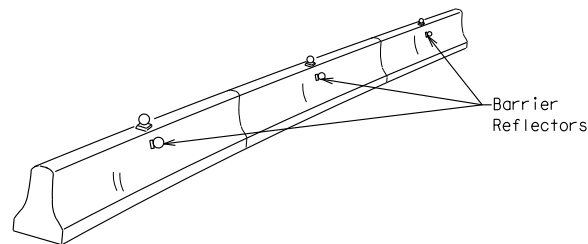
BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC (6) - 14

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| © TxDOT November 2002 | CONT | SECT | JOB | HIGHWAY |
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| 9-07 | 8-14 | DIST | COUNTY | SHEET NO. |
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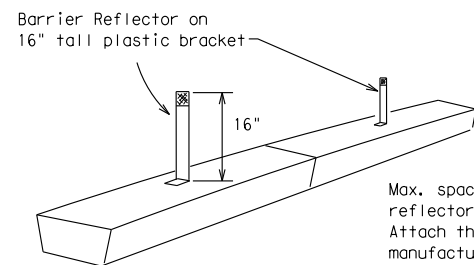
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- Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
- Color of Barrier Reflectors shall be as specified in the TMUTCD. The cost of the reflectors shall be considered subsidiary to Item 512.



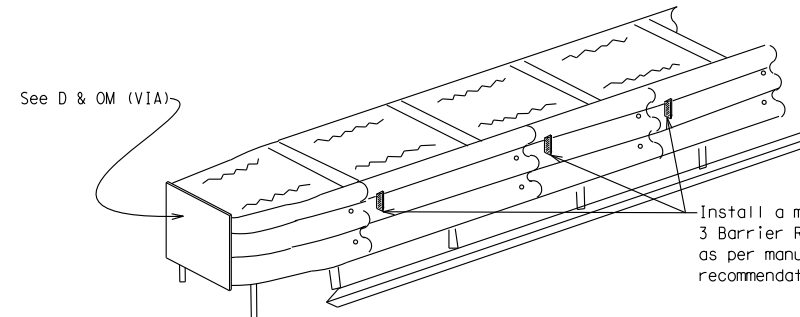
CONCRETE TRAFFIC BARRIER (CTB)

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



LOW PROFILE CONCRETE BARRIER (LPCB)

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



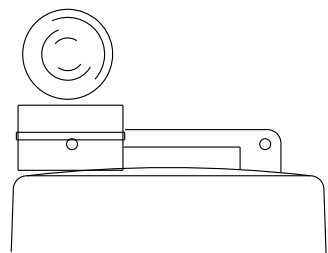
DELINEATION OF END TREATMENTS

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

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS

WARNING LIGHTS

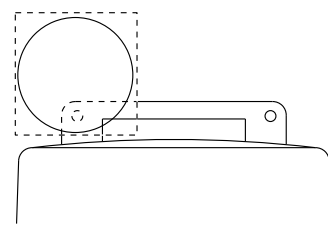
- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet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



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

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.



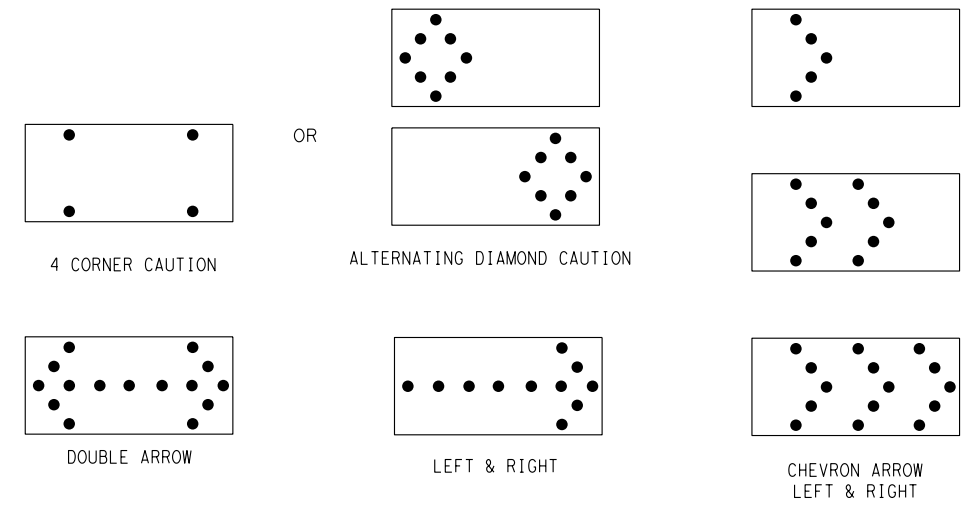
Warning reflector may be round or square. Must have a yellow reflective surface area of at least 30 square inches

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.

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

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



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

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

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

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

FLASHING ARROW BOARDS

SHEET 7 OF 12

TRUCK-MOUNTED ATTENUATORS

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



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

BC (7) - 14

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GENERAL NOTES

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

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

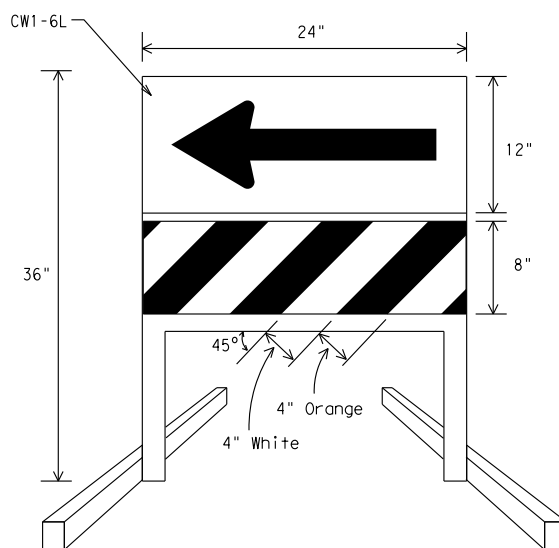
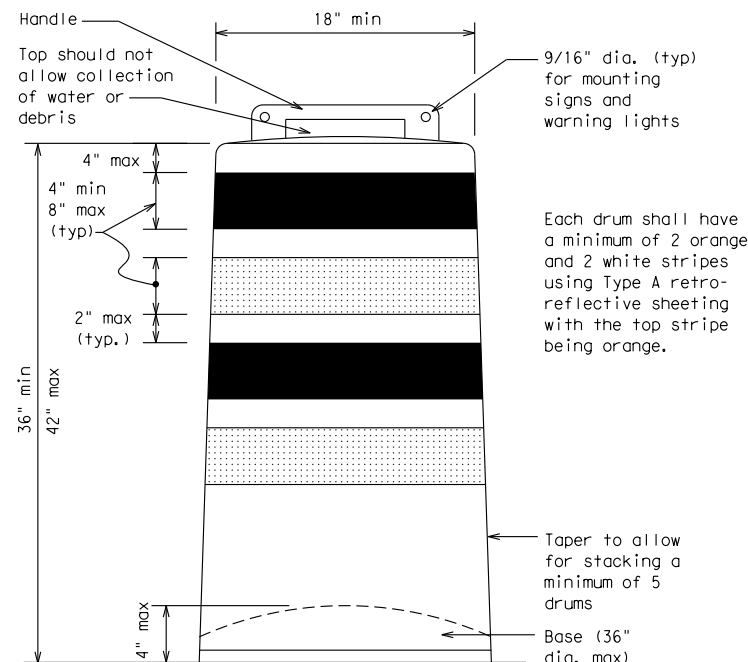
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
- The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

RETROREFLECTIVE SHEETING

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

BALLAST

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



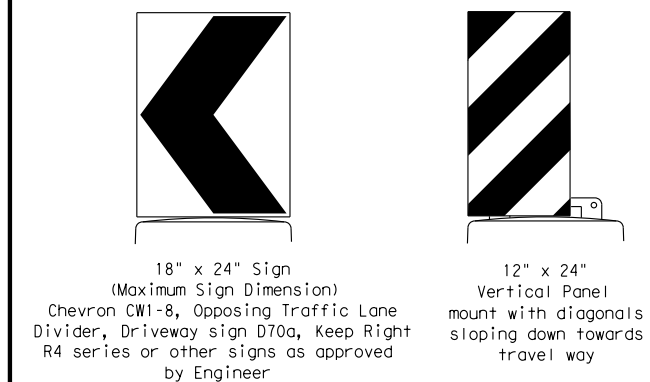
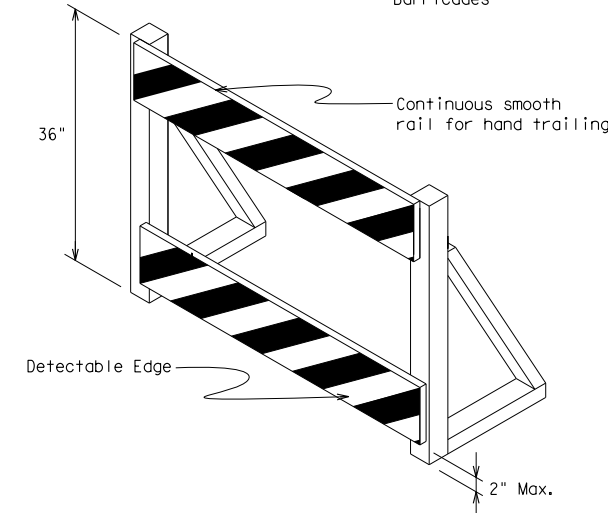
DIRECTION INDICATOR BARRICADE

- 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_{FL} or Type C_{FL} Orange retroreflective sheeting above a rail with Type A retroreflective sheeting in alternating 4" white and orange stripes sloping downward at an angle of 45 degrees in the direction road users are to pass. Sheeting types shall be as per DMS 8300.
- Double arrows on the Direction Indicator Barricade will not be allowed.
- Approved manufacturers are shown on the CWZTCD List. Ballast shall be as approved by the manufacturers instructions.

DETECTABLE PEDESTRIAN BARRICADES

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

This detail is not intended for fabrication. See note 3 and the CWZTCD list for providers of approved Detectable Pedestrian Barricades



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

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

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

SHEET 8 OF 12



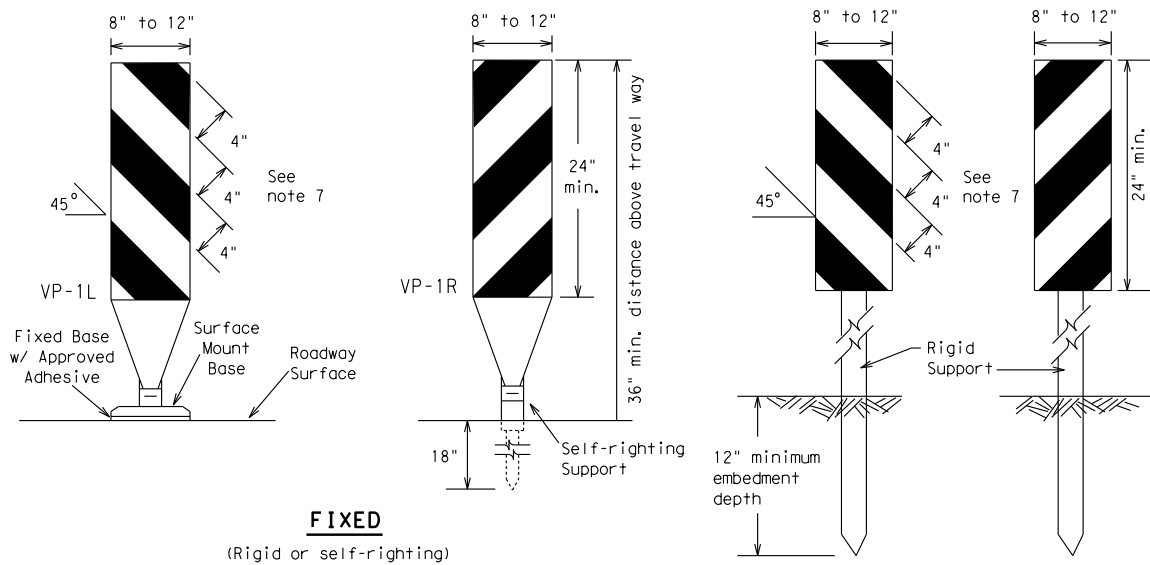
BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (8) - 14

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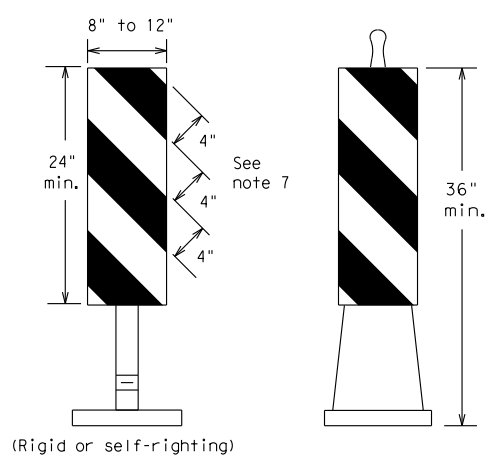
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FIXED
(Rigid or self-righting)

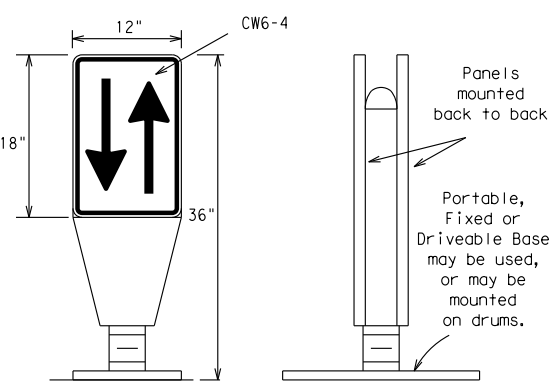
DRIVEABLE



PORTABLE

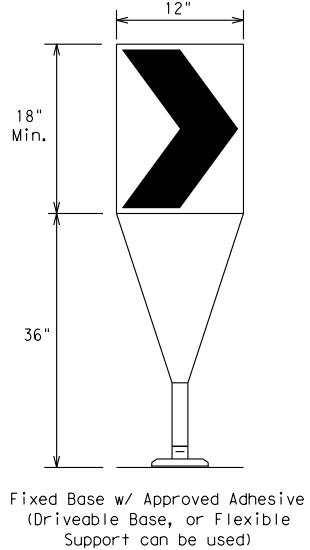
VERTICAL PANELS (VPs)

- 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.



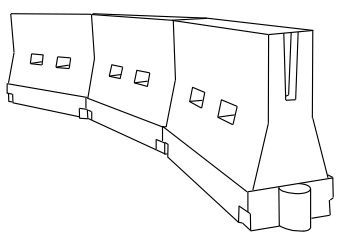
OPPOSING TRAFFIC LANE DIVIDERS (OTLD)

- 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_{FL} or Type C_{FL} conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.



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

CHEVRONS



LONGITUDINAL CHANNELIZING DEVICES (LCD)

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

WATER BALLASTED SYSTEMS USED AS BARRIERS

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

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

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

GENERAL NOTES

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

| Posted Speed X | Formula | Minimum Desirable Taper Lengths X X | | | Suggested Maximum Spacing of Channelizing Devices | |
|-------------------|--------------------------|--|------------|------------|---|--------------|
| | | 10' Offset | 11' Offset | 12' Offset | On a Taper | On a Tangent |
| 30 | L = WS ² / 60 | 150' | 165' | 180' | 30' | 60' |
| 35 | | 205' | 225' | 245' | 35' | 70' |
| 40 | | 265' | 295' | 320' | 40' | 80' |
| 45 | L = WS | 450' | 495' | 540' | 45' | 90' |
| 50 | | 500' | 550' | 600' | 50' | 100' |
| 55 | | 550' | 605' | 660' | 55' | 110' |
| 60 | | 600' | 660' | 720' | 60' | 120' |
| 65 | | 650' | 715' | 780' | 65' | 130' |
| 70 | | 700' | 770' | 840' | 70' | 140' |
| 75 | | 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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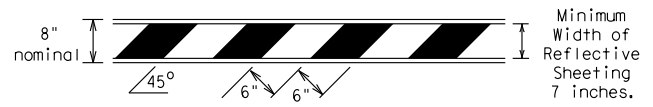
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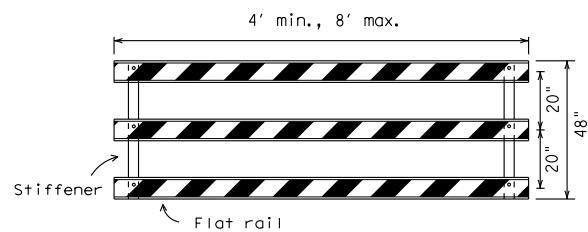
TYPE 3 BARRICADES

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

Barricades shall NOT be used as a sign support.

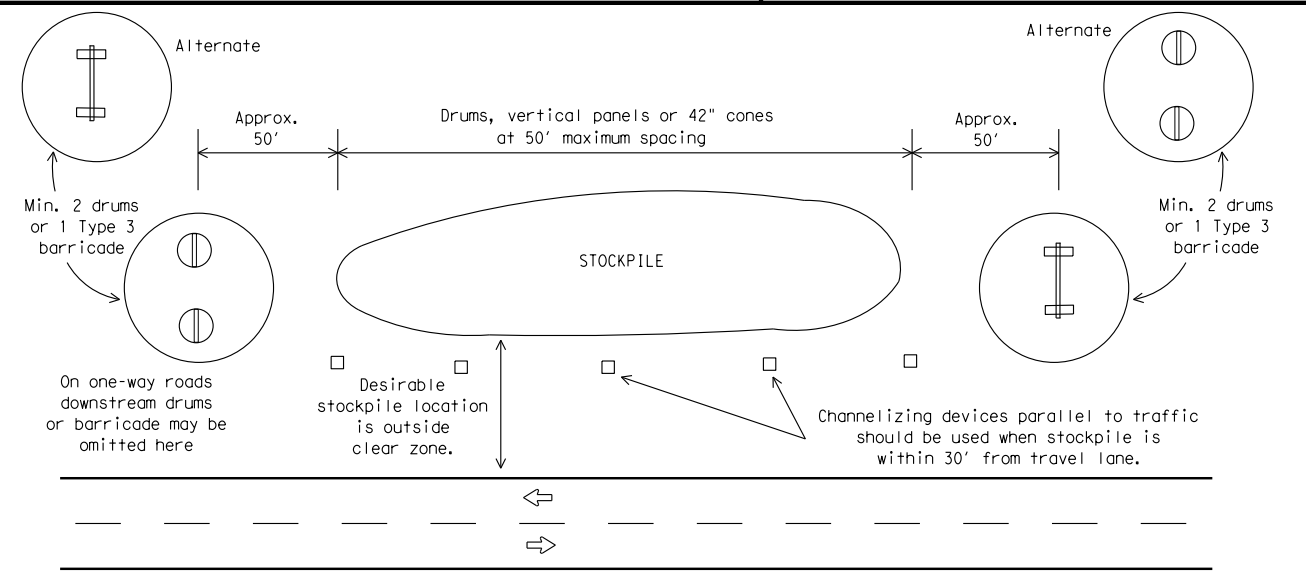


TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



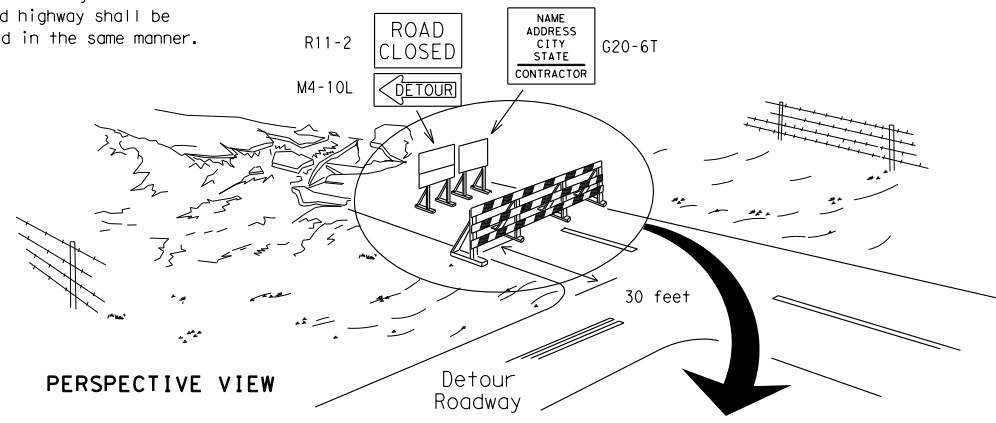
Stiffener may be inside or outside of support, but no more than 2 stiffeners shall be allowed on one barricade.

TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES



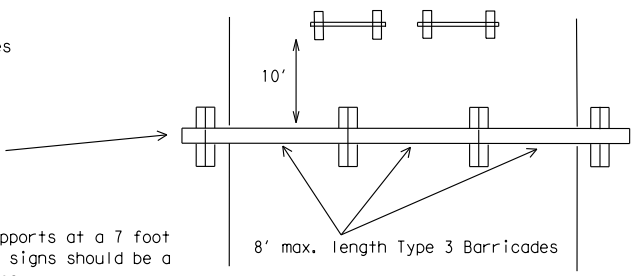
TRAFFIC CONTROL FOR MATERIAL STOCKPILES

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



PERSPECTIVE VIEW

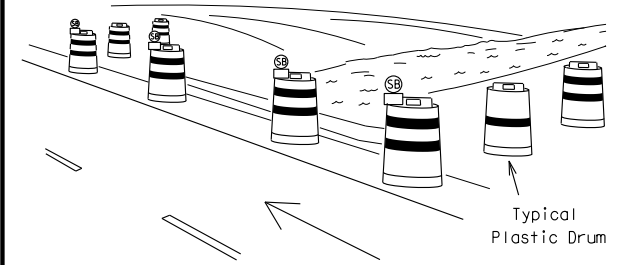
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.



PLAN VIEW

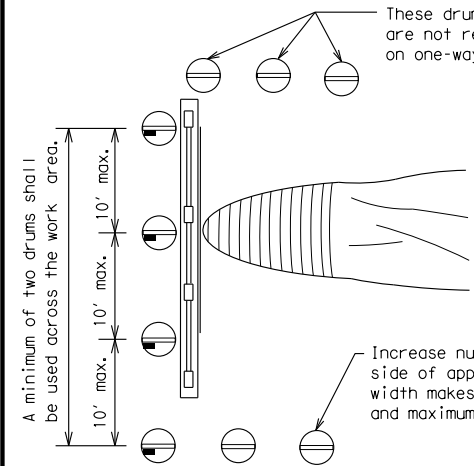
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

These drums are not required on one-way roadway

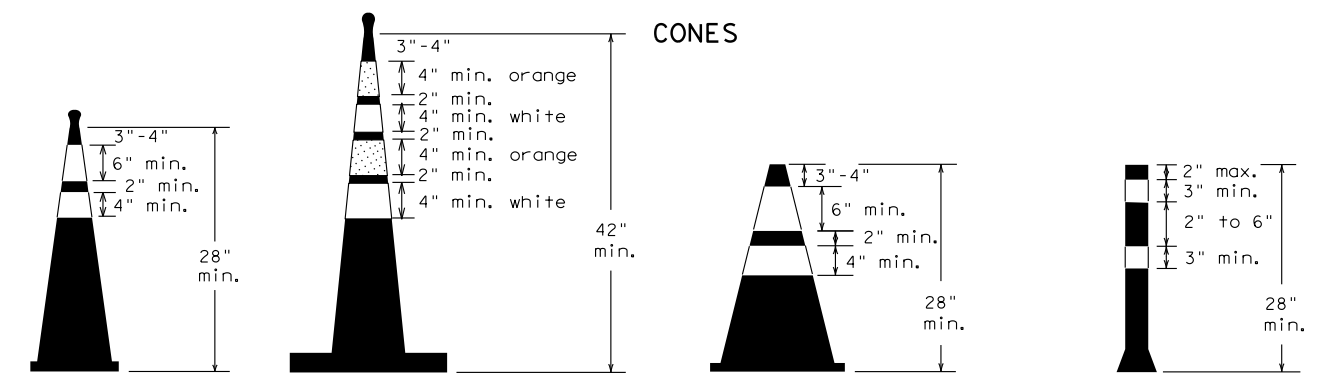


PLAN VIEW

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 |



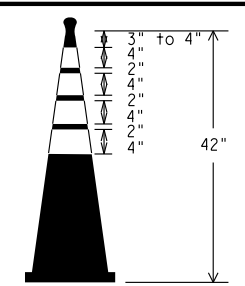
Two-Piece cones

One-Piece cones

Tubular Marker

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

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



EDGE LINE CHANNELIZER

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



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (10) - 14

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WORK ZONE PAVEMENT MARKINGS

GENERAL

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

RAISED PAVEMENT MARKERS

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

PREFABRICATED PAVEMENT MARKINGS

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

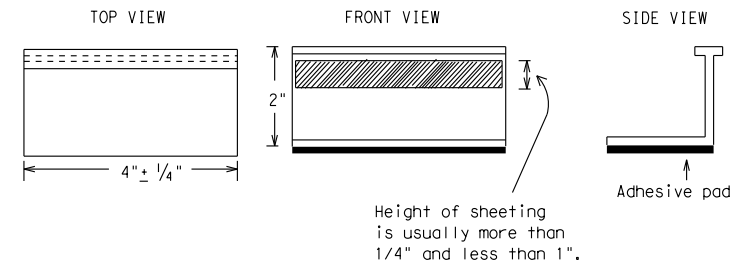
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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

REMOVAL OF PAVEMENT MARKINGS

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

Temporary Flexible-Reflective Roadway Marker Tabs



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

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

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

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

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

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

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

SHEET 11 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

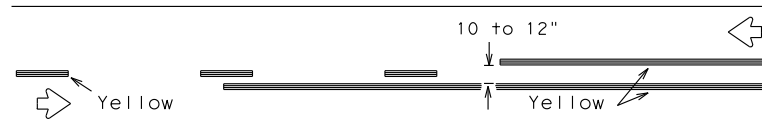
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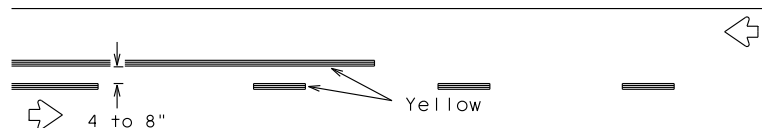
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PAVEMENT MARKING PATTERNS

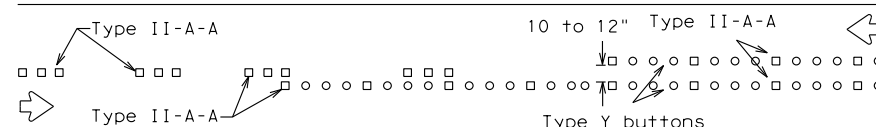


REFLECTORIZED PAVEMENT MARKINGS - PATTERN A

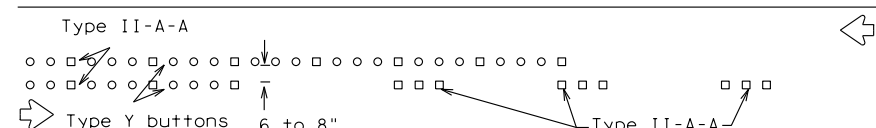


REFLECTORIZED PAVEMENT MARKINGS - PATTERN B

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

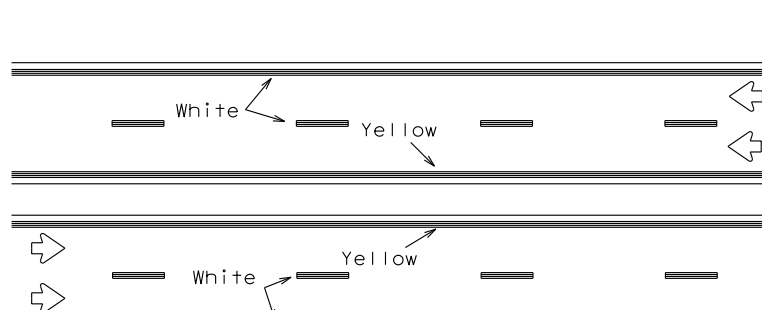


RAISED PAVEMENT MARKERS - PATTERN A



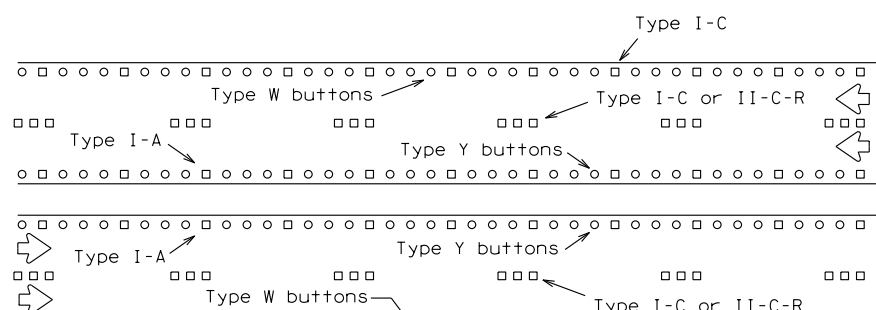
RAISED PAVEMENT MARKERS - PATTERN B

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



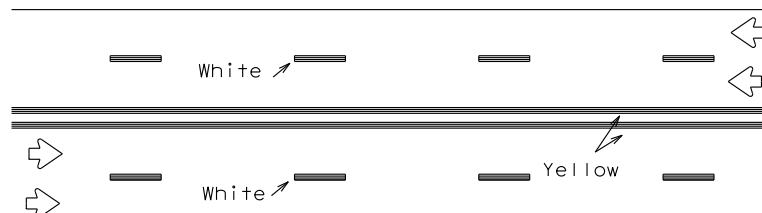
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



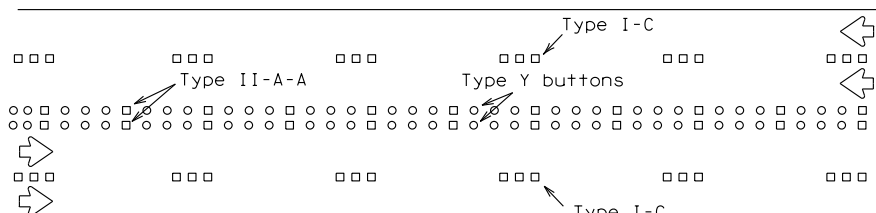
RAISED PAVEMENT MARKERS

EDGE & LANE LINES FOR DIVIDED HIGHWAY



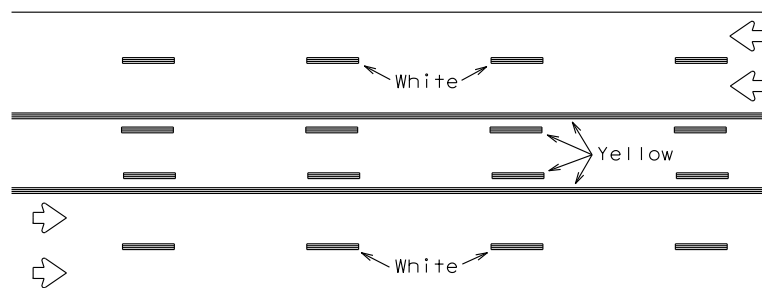
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



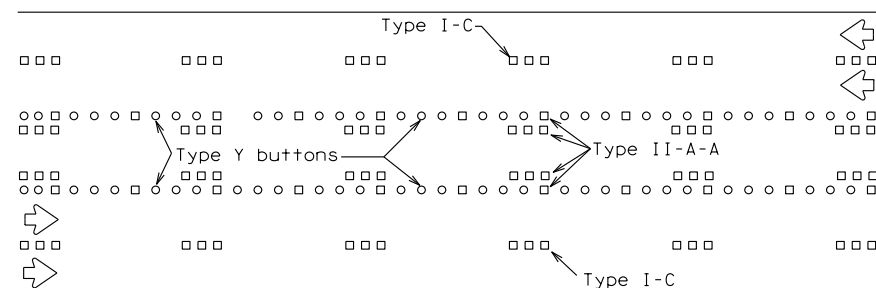
RAISED PAVEMENT MARKERS

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS

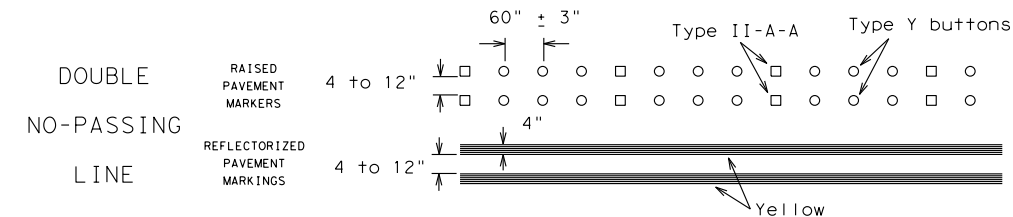
Prefabricated markings may be substituted for reflectORIZED pavement markings.



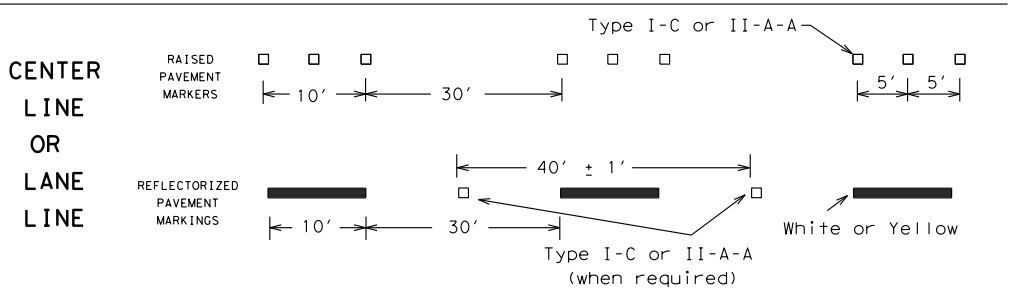
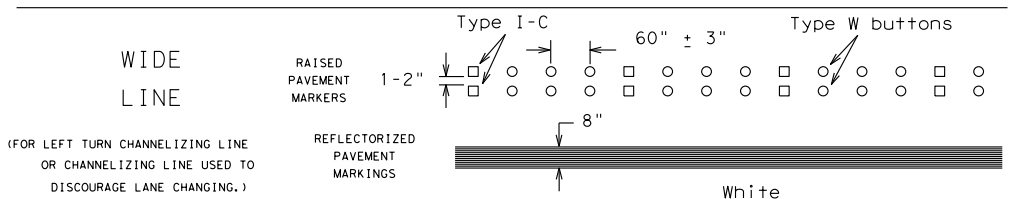
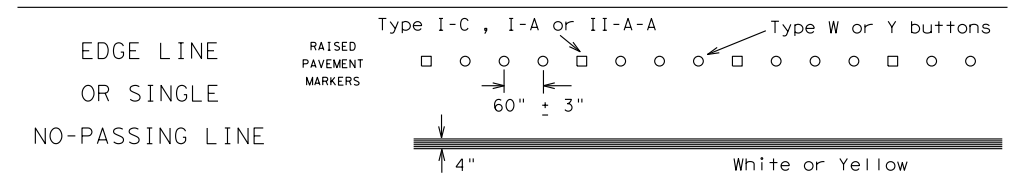
RAISED PAVEMENT MARKERS

TWO-WAY LEFT TURN LANE

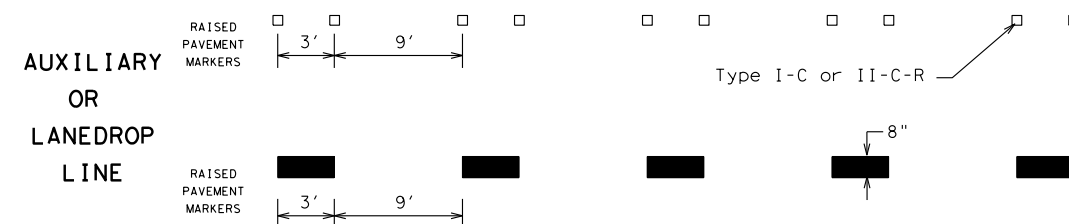
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



SOLID LINES

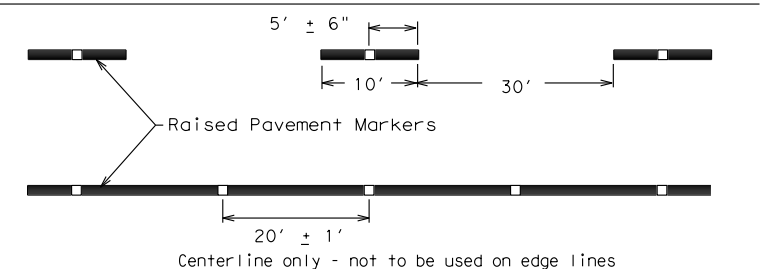


BROKEN LINES



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



SHEET 12 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC (12) - 14

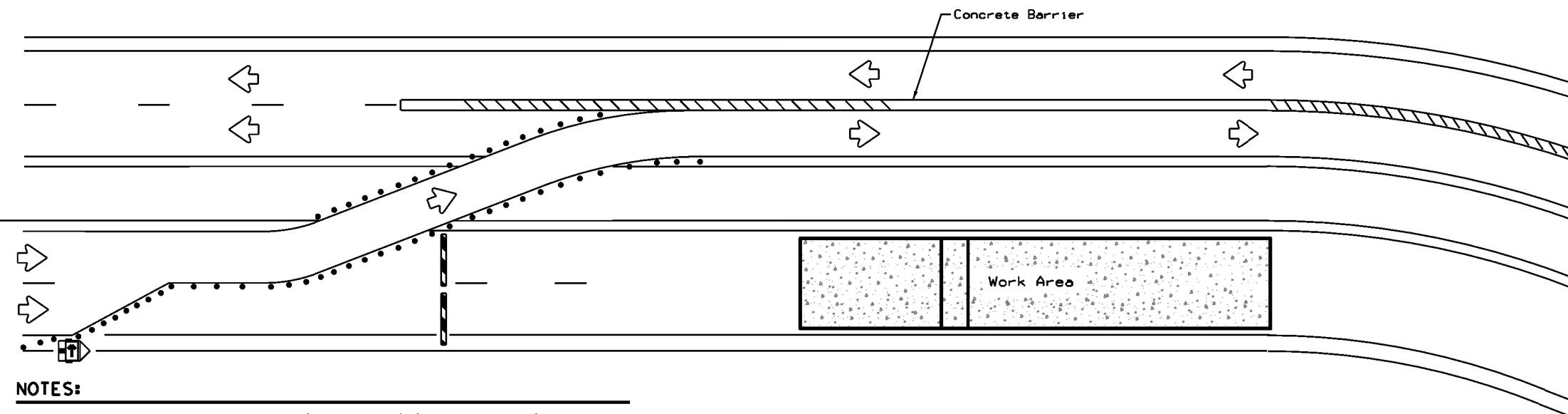
| | | | | |
|-----------------------|-----------|-----------|-----------|-----------|
| FILE: bc-14.dgn | DN: TxDOT | CK: TxDOT | DW: TxDOT | CK: TxDOT |
| © TxDOT February 1998 | CONT | SECT | JOB | HIGHWAY |
| REVISIONS | | | | |
| 1-97 9-07 | | | | |
| 2-98 7-13 | | | | |
| 11-02 8-14 | | | | |
| DIST | COUNTY | SHEET NO. | | |

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FILE:



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.

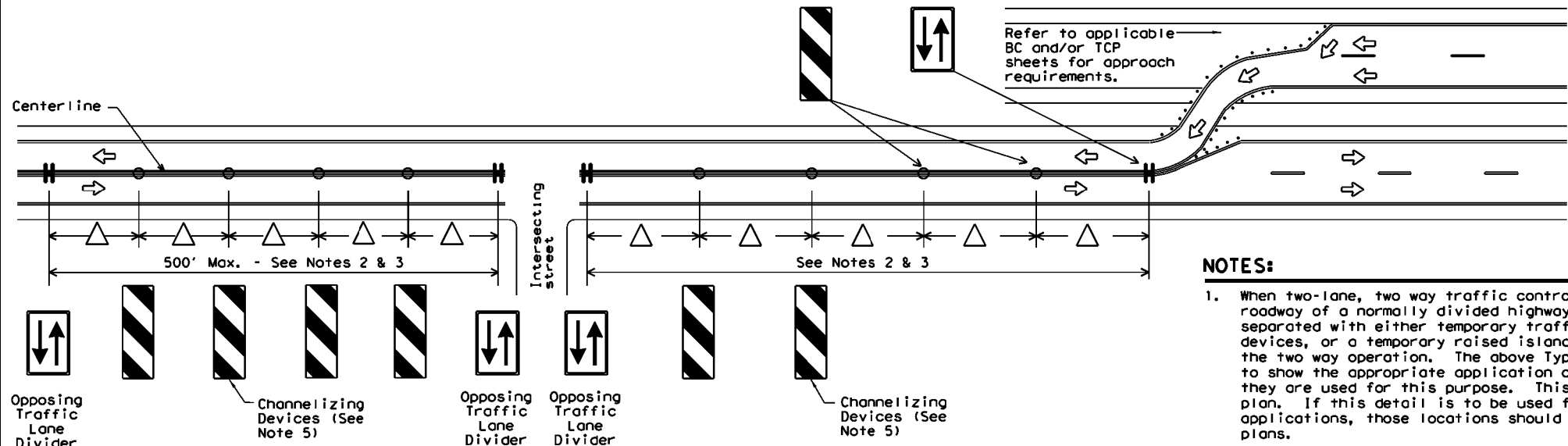
BARRIER DELINEATION WITH MODULAR GLARE SCREENS

| 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" (CWZTCD) describes pre-qualified products and their sources and may be found at the following web address:

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



NOTES:

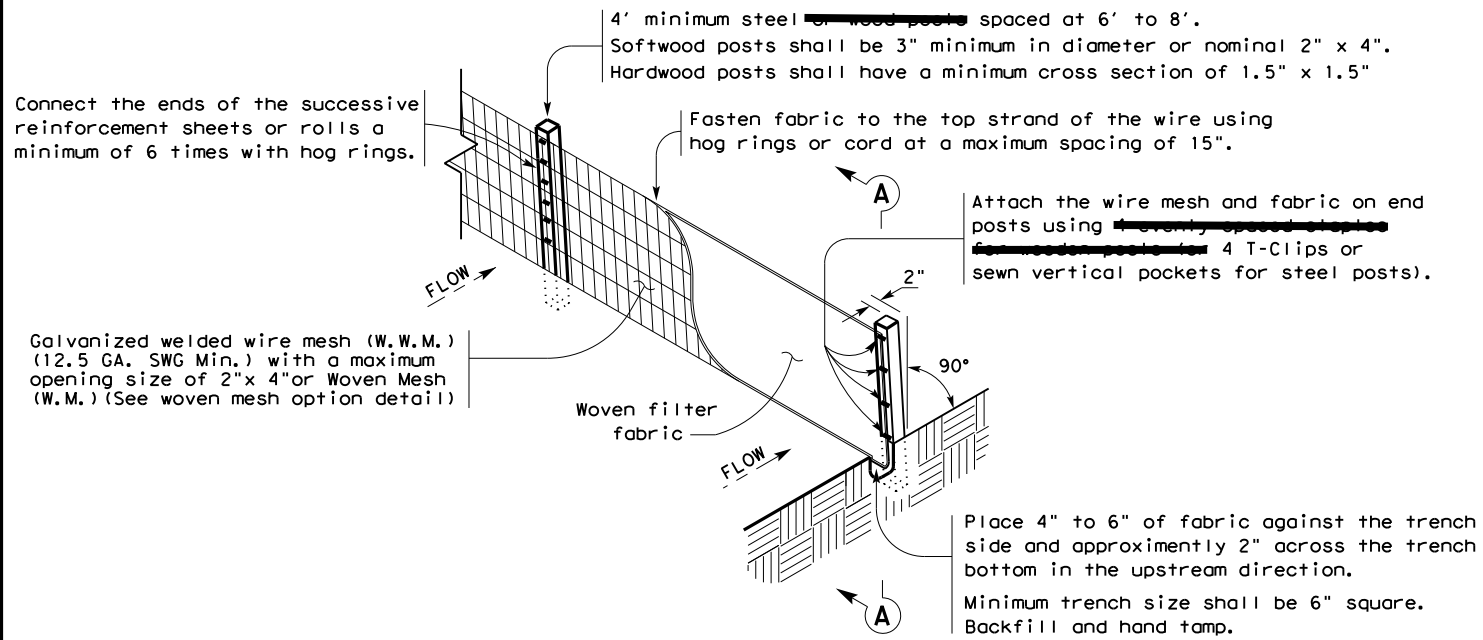
1. When two-lane, two way traffic control must be maintained on one roadway of a normally divided highway, opposing traffic shall be separated with either temporary traffic barriers, channelizing devices, or a temporary raised island throughout the length of the two way operation. The above Typical Application 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 36" 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.

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

| | | | |
|---|---------------|--------------------------------------|-----------|
| | | Traffic Operations Division Standard | |
| TRAFFIC CONTROL PLAN TYPICAL DETAILS | | | |
| WZ(TD) - 17 | | | |
| FILE: | wztd-17.dgn | DN: | TxDOT |
| © TxDOT | February 1998 | CR: | TxDOT |
| REVISIONS | | OW: | TxDOT |
| 4-98 | 2-17 | CK: | TxDOT |
| 3-03 | | CONT | SECT |
| 7-13 | | JOB | HIGHWAY |
| | | DIST | COUNTY |
| | | | SHEET NO. |

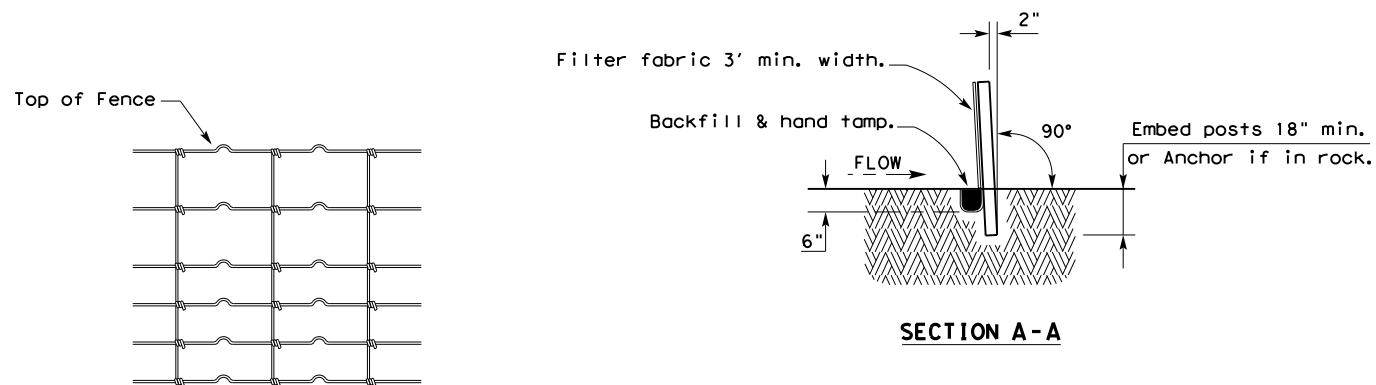
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DATE
FILE



TEMPORARY SEDIMENT CONTROL FENCE

SCF



HINGE JOINT KNOT WOVEN MESH (OPTION) DETAIL

Galvanized hinge joint knot woven mesh (12.5 GA. SWG Min.) requires a minimum of five horizontal wires spaced at a maximum of 12 inches apart and all vertical wires spaced at a maximum of 12 inches apart.

SEDIMENT CONTROL FENCE USAGE GUIDELINES

A sediment control fence may be constructed near the downstream perimeter of a disturbed area along a contour to intercept sediment from overland runoff. A 2 year storm frequency may be used to calculate the flow rate to be filtered.

Sediment control fence should be sized to filter a maximum flow through rate of 100 GPM/FT². Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

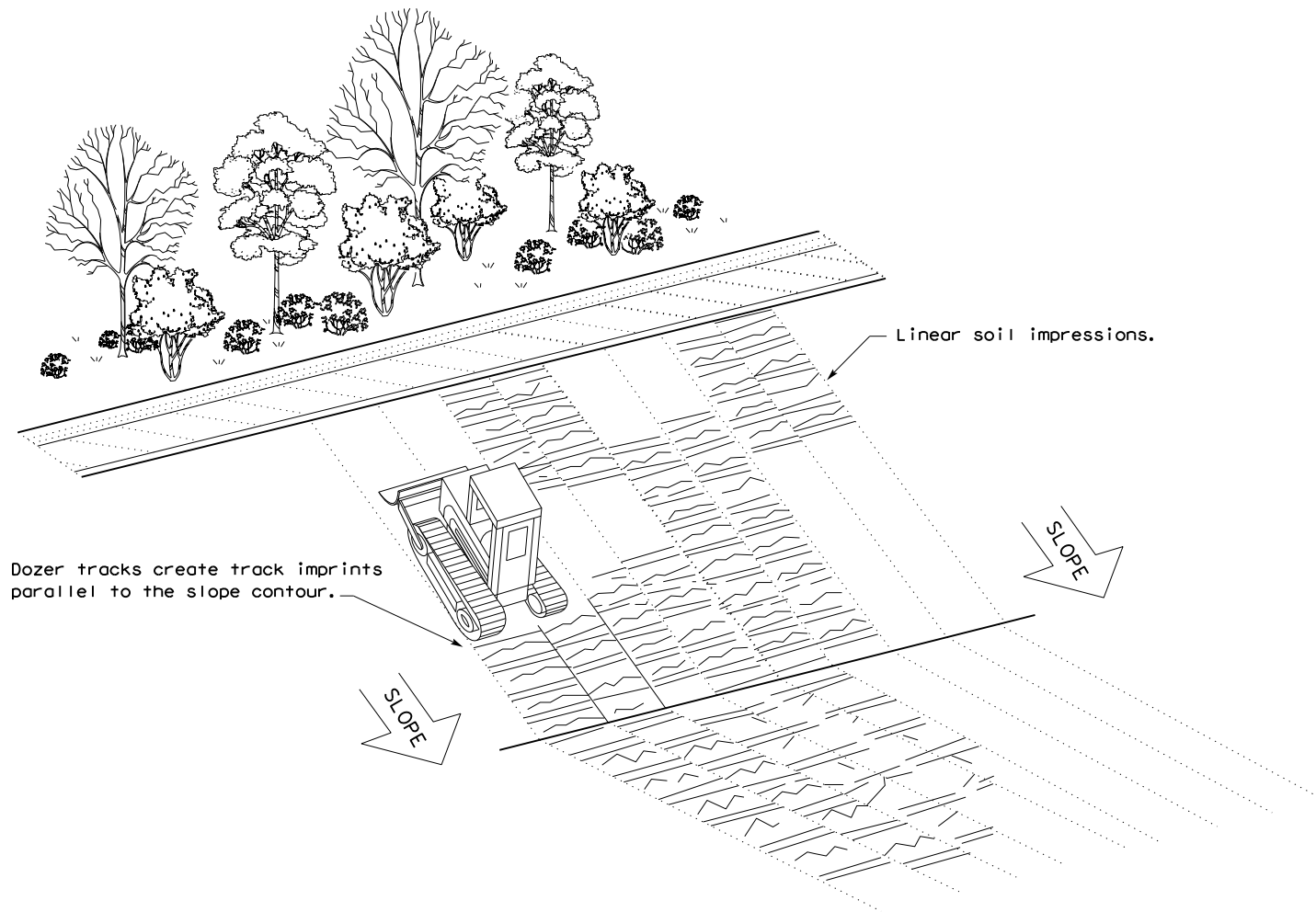
LEGEND

Sediment Control Fence

SCF

GENERAL NOTES

1. Vertical tracking is required on projects where soil distributing activities have occurred unless otherwise approved.
2. Perform vertical tracking on slopes to temporarily stabilize soil.
3. Provide equipment with a track undercarriage capable of producing linear soil impressions measuring a minimum of 12" in length by 2" to 4" in width by 1/2" to 2" in depth.
4. Do not exceed 12" between track impressions.
5. Install continuous linear track impressions where the minimum 12" length impressions are perpendicular to the slope or direction of water flow.



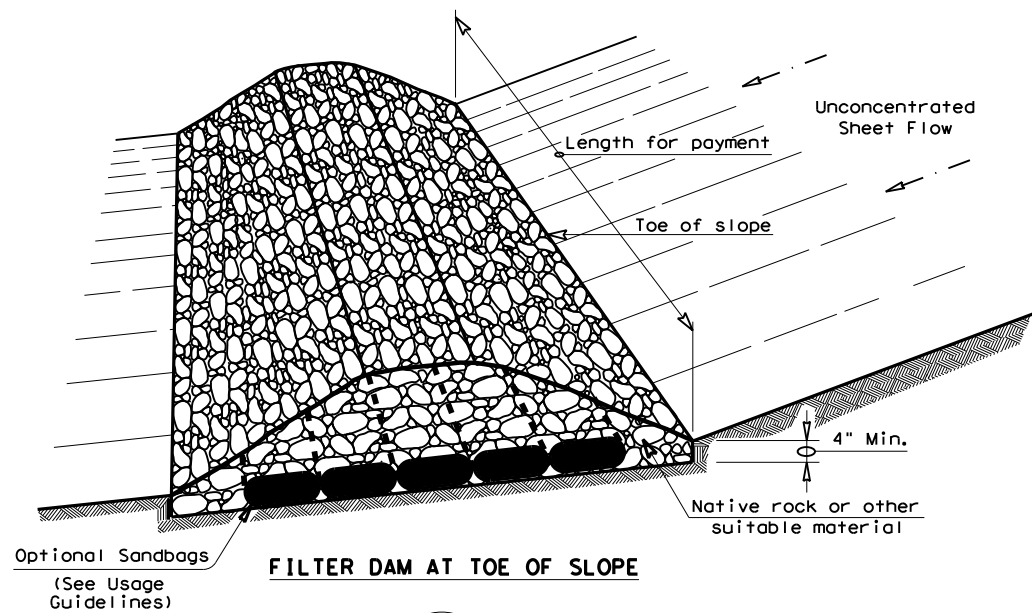
VERTICAL TRACKING

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES FENCE & VERTICAL TRACKING EC(1)-16

| | | | | |
|--------------------|-----------|--------|--------|-----------|
| FILE: ec116 | DN: TxDOT | CK: KM | DW: VP | DN/CK: LS |
| © TxDOT: JULY 2016 | CONT | SECT | JOB | HIGHWAY |
| REVISIONS | | DIST | COUNTY | SHEET NO. |

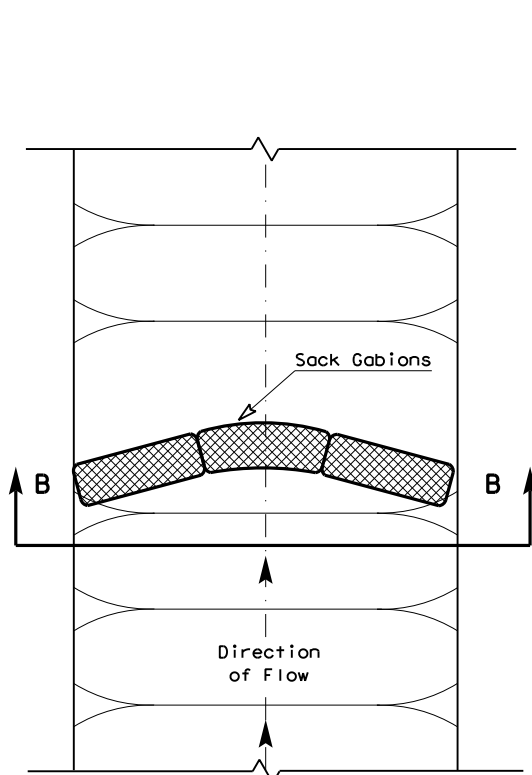
DISCLAIMER: This standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

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FILE:

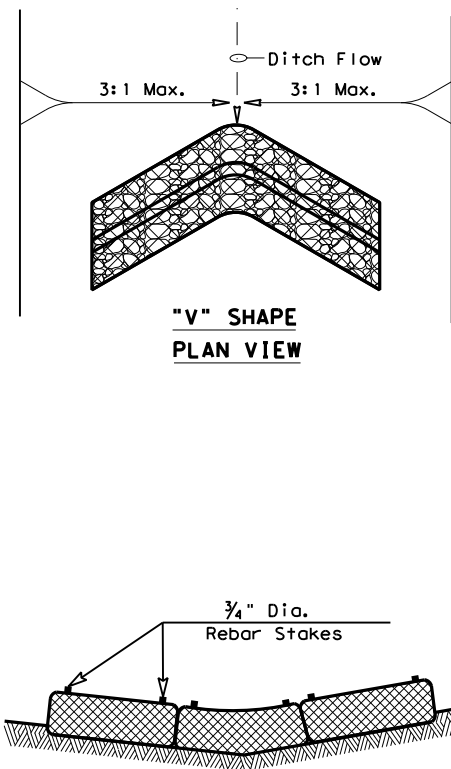


FILTER DAM AT TOE OF SLOPE

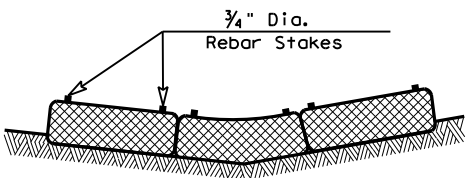
(RFD1)



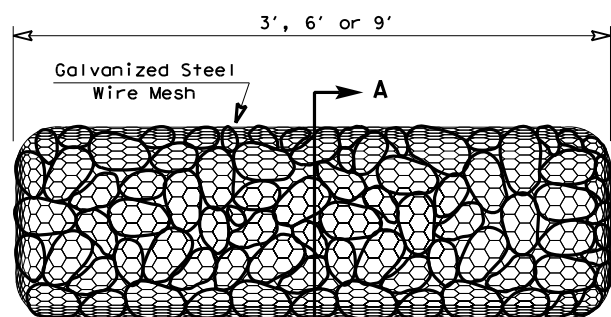
PLAN VIEW



"V" SHAPE PLAN VIEW

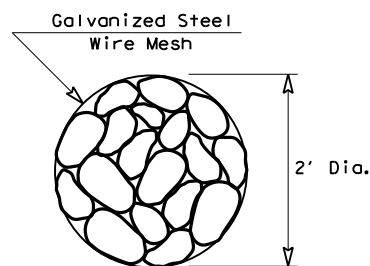


SECTION B-B

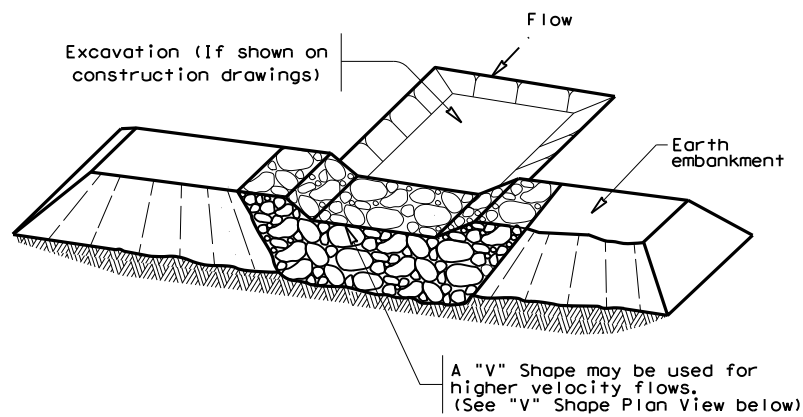


TYPE 4 (SACK GABIONS)

(RFD4)

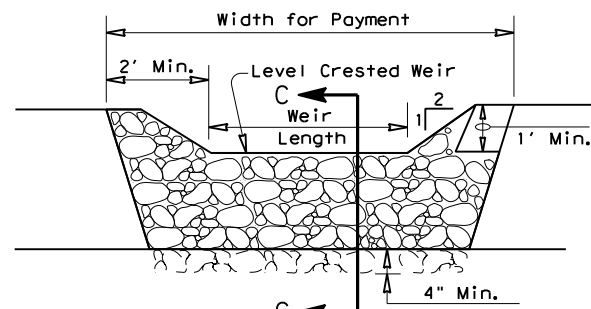


SECTION A-A

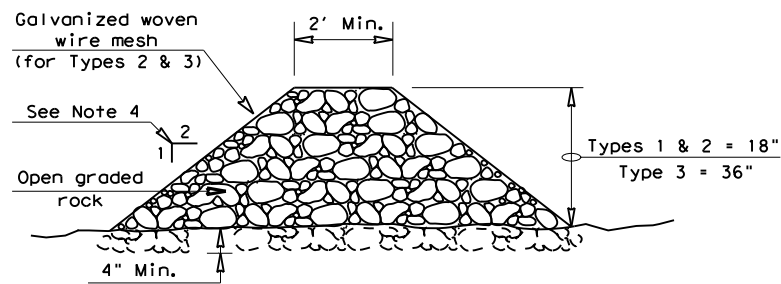


FILTER DAM AT SEDIMENT TRAP

(RFD2) OR (RFD1)



PROFILE



SECTION C-C

ROCK FILTER DAM USAGE GUIDELINES

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

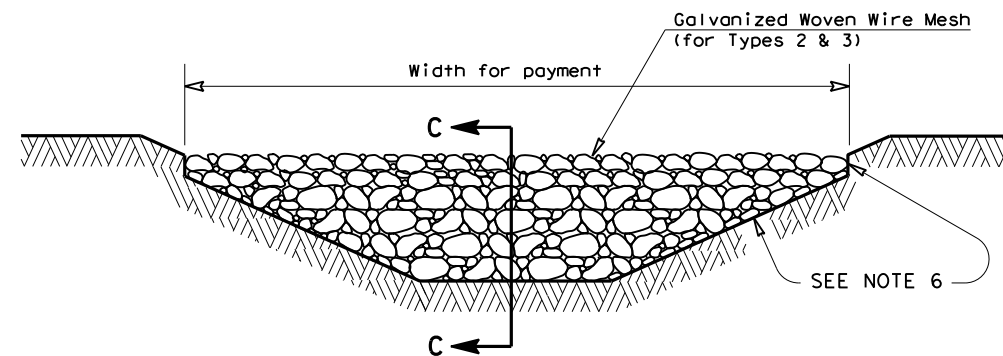
Type 1 (18" high with no wire mesh) (3" to 6" aggregate): Type 1 may be used at the toe of slopes, around inlets, in small ditches, and at dike or swale outlets. This type of dam is recommended to control erosion from a drainage area of 5 acres or less. Type 1 may not be used in concentrated high velocity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

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

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

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

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



FILTER DAM AT CHANNEL SECTIONS

(RFD3) OR (RFD2) OR (RFD1)

GENERAL NOTES

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

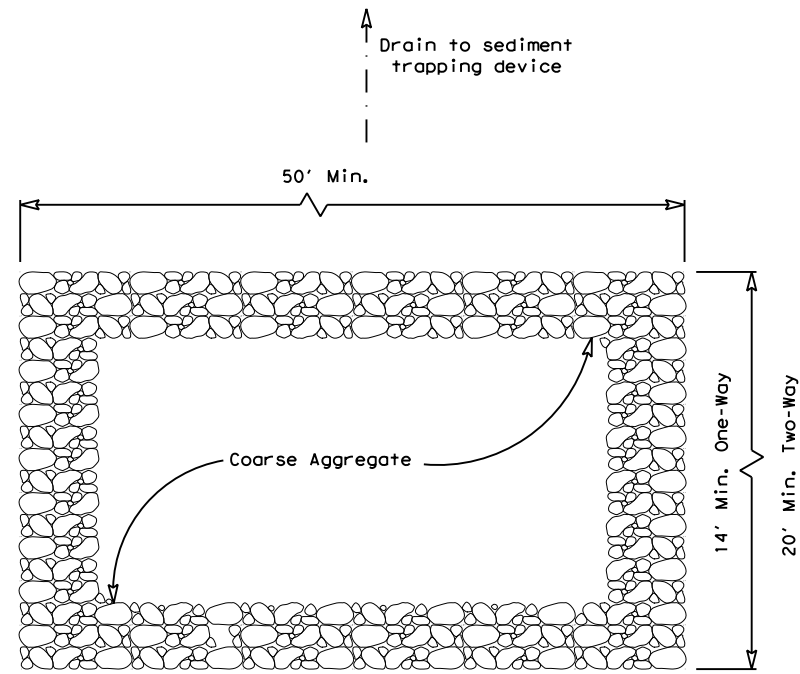
PLAN SHEET LEGEND

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

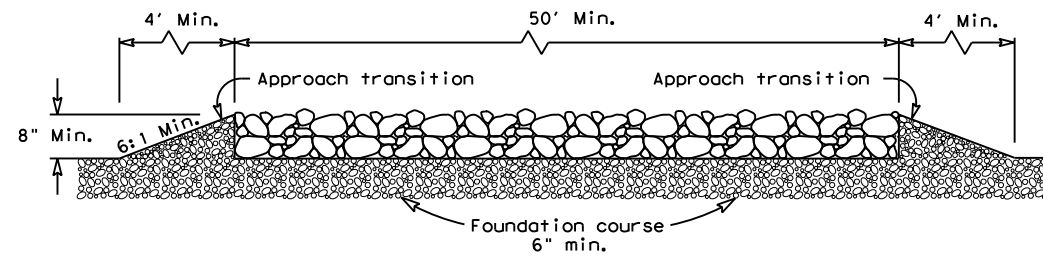
| | | | |
|---|-----------|---------------------------------|-----------|
| | | Design Division Standard | |
| TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES | | | |
| ROCK FILTER DAMS | | | |
| EC(2) - 16 | | | |
| FILE: ec216 | DN: TxDOT | CK: KM | DW: VP |
| © TxDOT: JULY 2016 | CONT | SECT | JOB |
| REVISIONS | | | HIGHWAY |
| | DIST | COUNTY | SHEET NO. |

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DATE: \$DATES
FILE: \$FILES



PLAN VIEW

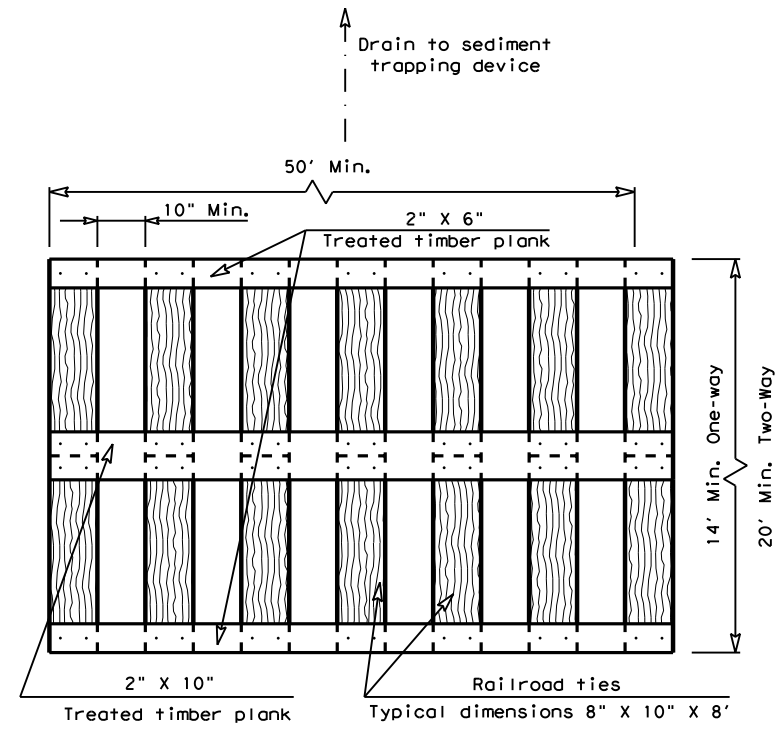


ELEVATION VIEW

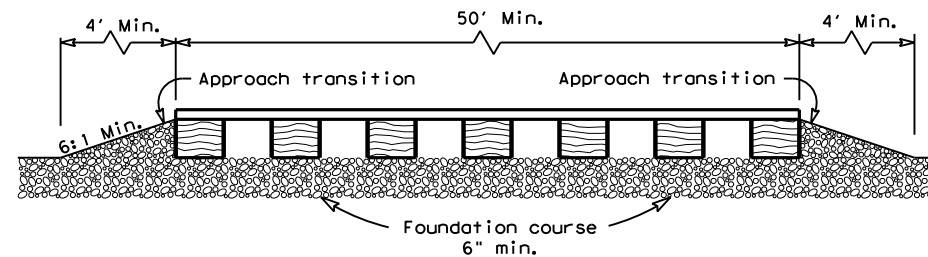
CONSTRUCTION EXIT (TYPE 1)
ROCK CONSTRUCTION (LONG TERM)

GENERAL NOTES (TYPE 1)

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



PLAN VIEW

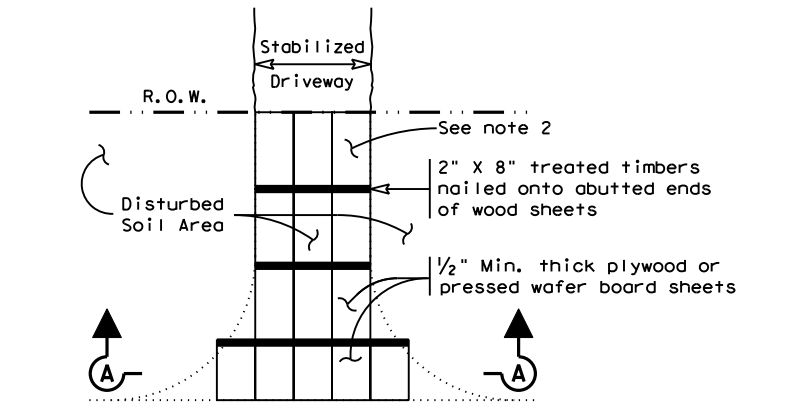


ELEVATION VIEW

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

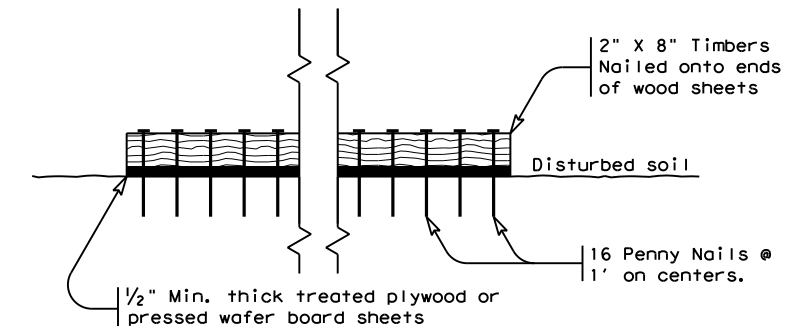
GENERAL NOTES (TYPE 2)

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



Paved Roadway

PLAN VIEW



SECTION A-A

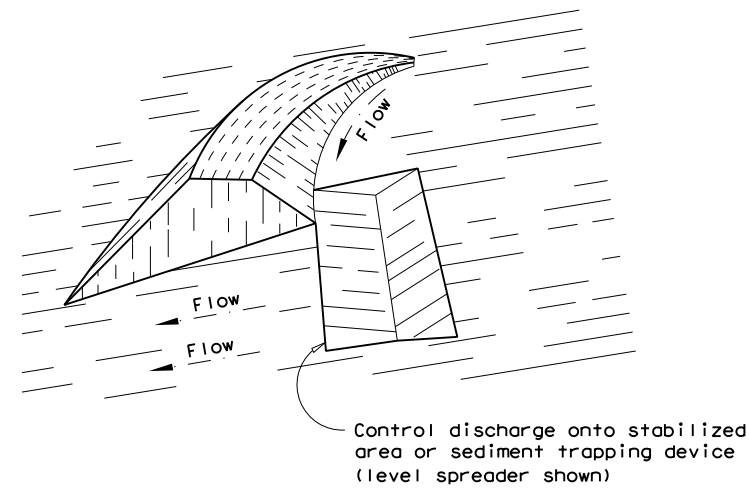
CONSTRUCTION EXIT (TYPE 3)
SHORT TERM

GENERAL NOTES (TYPE 3)

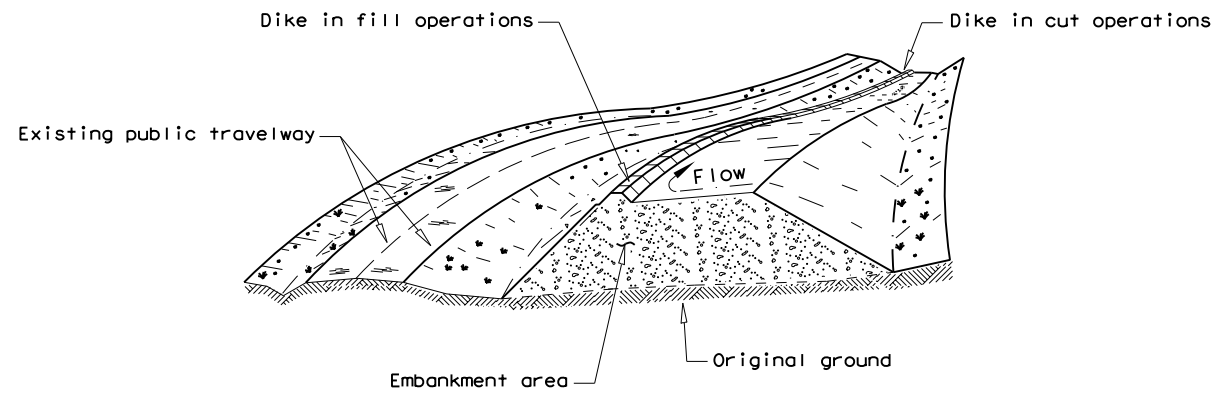
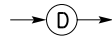
1. The length of the type 3 construction exit shall be as shown on the plans, or as directed by the Engineer.
2. The type 3 construction exit may be constructed from open graded crushed stone with a size of two to four inches spread a min. of 4" thick to the limits shown on the plans.
3. The treated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

| | | | |
|---|------------|--------------------------|-----------|
| | | Design Division Standard | |
| TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES CONSTRUCTION EXITS EC(3)-16 | | | |
| FILE: ec316 | DN: TxDOT | CK: KM | DW: VP |
| © TxDOT: JULY 2016 | CONT: SECT | JOB: HIGHWAY | DN/CK: LS |
| REVISIONS | | | |
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| DIST | COUNTY | SHEET NO. | |
| \$DST | \$CTYS | \$EC | \$BA-16 |

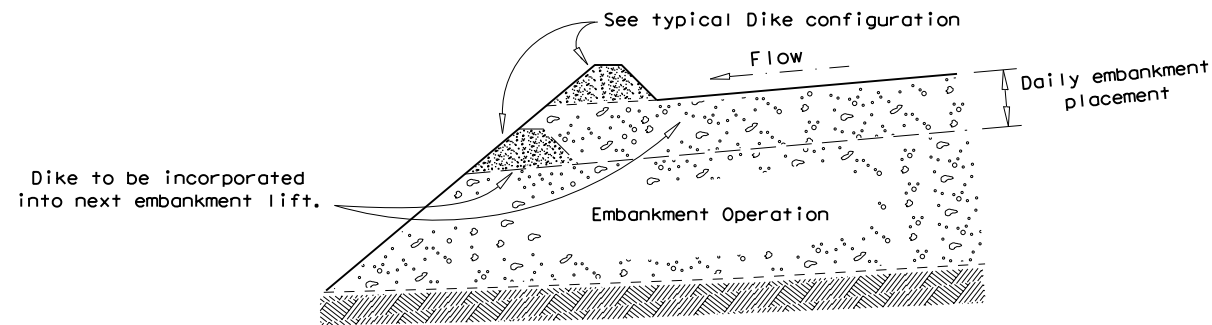
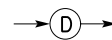
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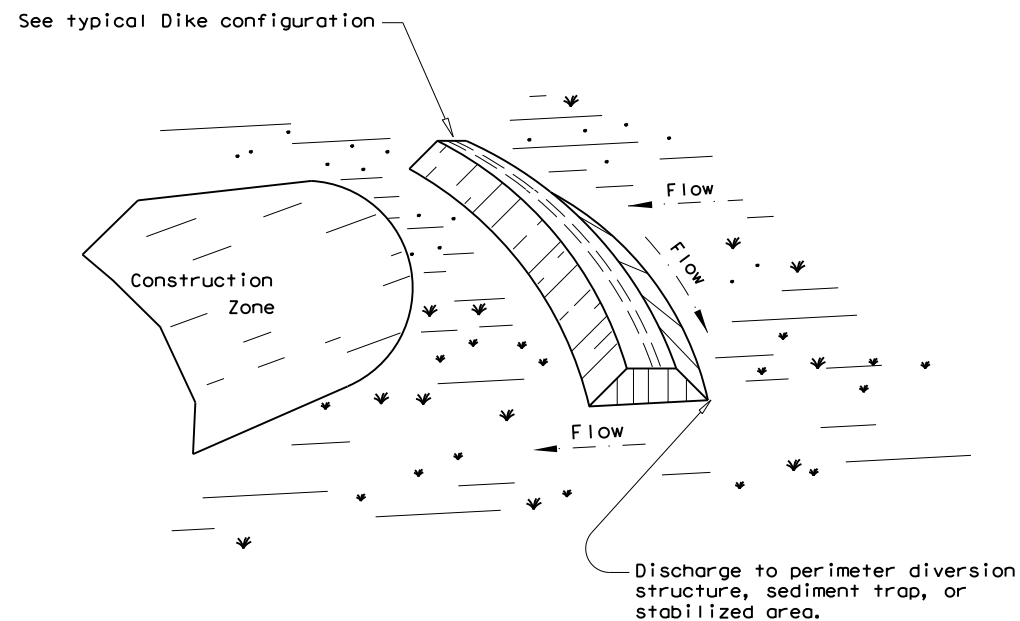
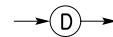
PERIMETER DIKE



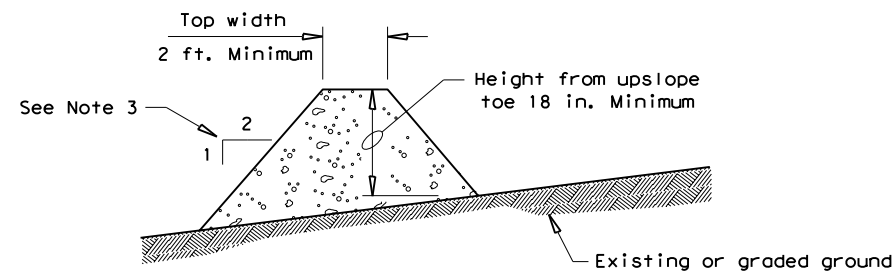
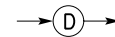
DIVERSION DIKE



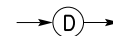
EMBANKMENT SECTION - DIVERSION DIKE



INTERCEPTOR DIKE



TYPICAL DIKE CONFIGURATION



GENERAL NOTE

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

DIKE USAGE GUIDELINES

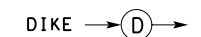
A Dike may be used to intercept runoff and divert it around unstabilized areas or to divert sediment laden runoff to an erosion control device (sediment basin or trap, rock filter dam, etc.).

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

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

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

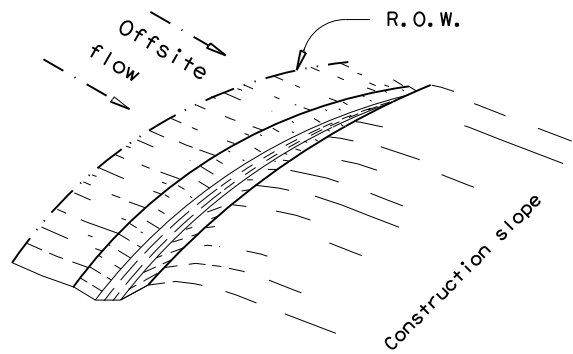
PLANS SHEET LEGEND



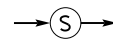
| | | | |
|---|-----------|---------------------------------|--------|
| | | Design Division Standard | |
| TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES DIKES (EARTHWORK FOR EROSION CONTROL) EC (4) - 16 | | | |
| FILE: ec416 | DN: TxDOT | CK: KM | DW: VP |
| © TxDOT: JULY 2016 | CONT | SECT | JOB |
| REVISIONS | | HIGHWAY | |
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FILE:

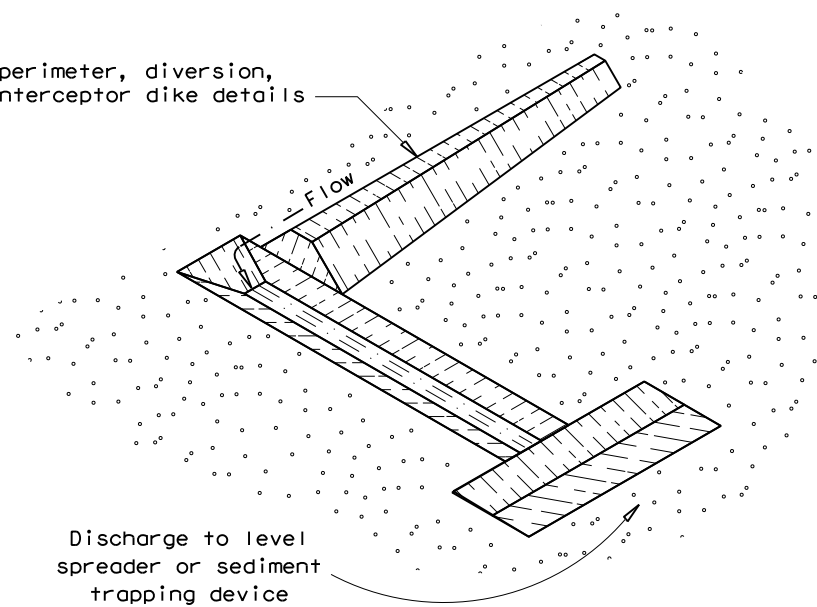
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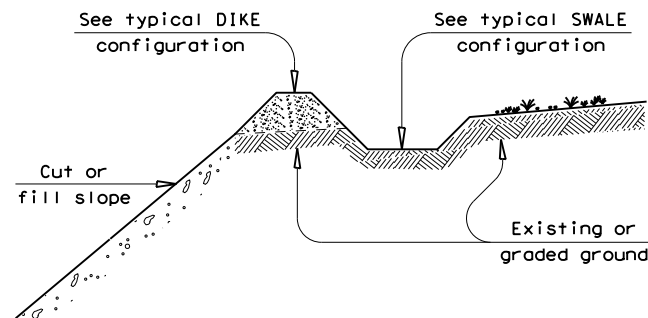
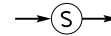
PERIMETER SWALE



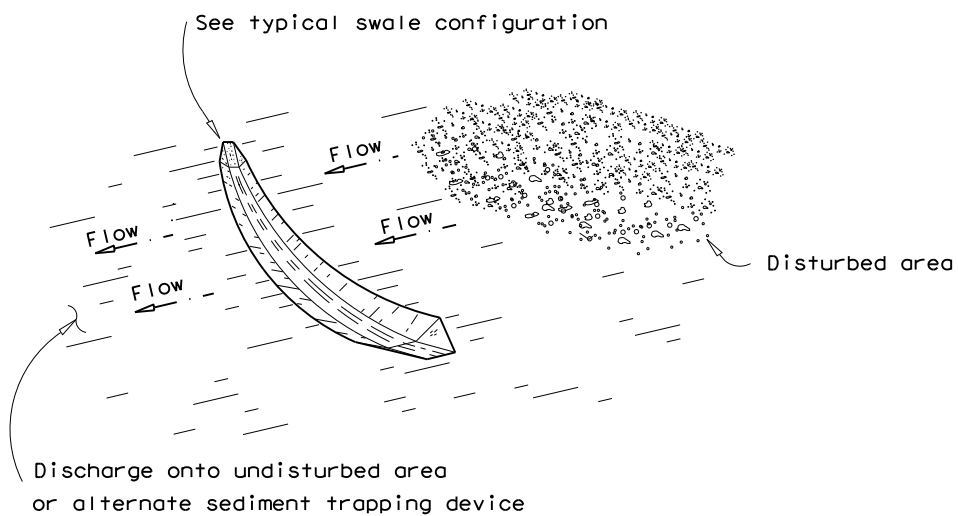
See perimeter, diversion, or interceptor dike details



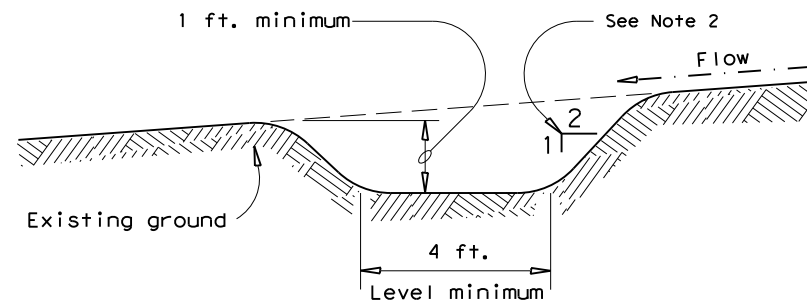
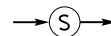
DIVERSION SWALE



DIVERSION DIKE WITH SWALE



INTERCEPTOR SWALE



TYPICAL SWALE CONFIGURATION

GENERAL NOTE

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

SWALE AND DIKE/SWALE USAGE GUIDELINES

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

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

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

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

PLAN SHEET LEGEND

SWALE → (S) →

DIKE → (D) →

| | | | |
|--|-----------|--------------------------|--------|
| | | Design Division Standard | |
| TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES SWALES (EARTHWORK FOR EROSION CONTROL) EC (5) - 16 | | | |
| FILE: ec516 | DN: TxDOT | CK: KM | DW: VP |
| © TxDOT: JULY 2016 | CONT | SECT | JOB |
| REVISIONS | | HIGHWAY | |
| | | DIST | COUNTY |
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