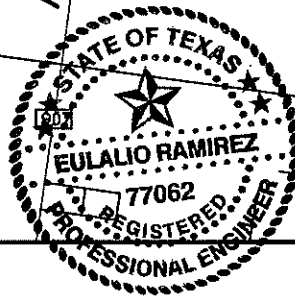
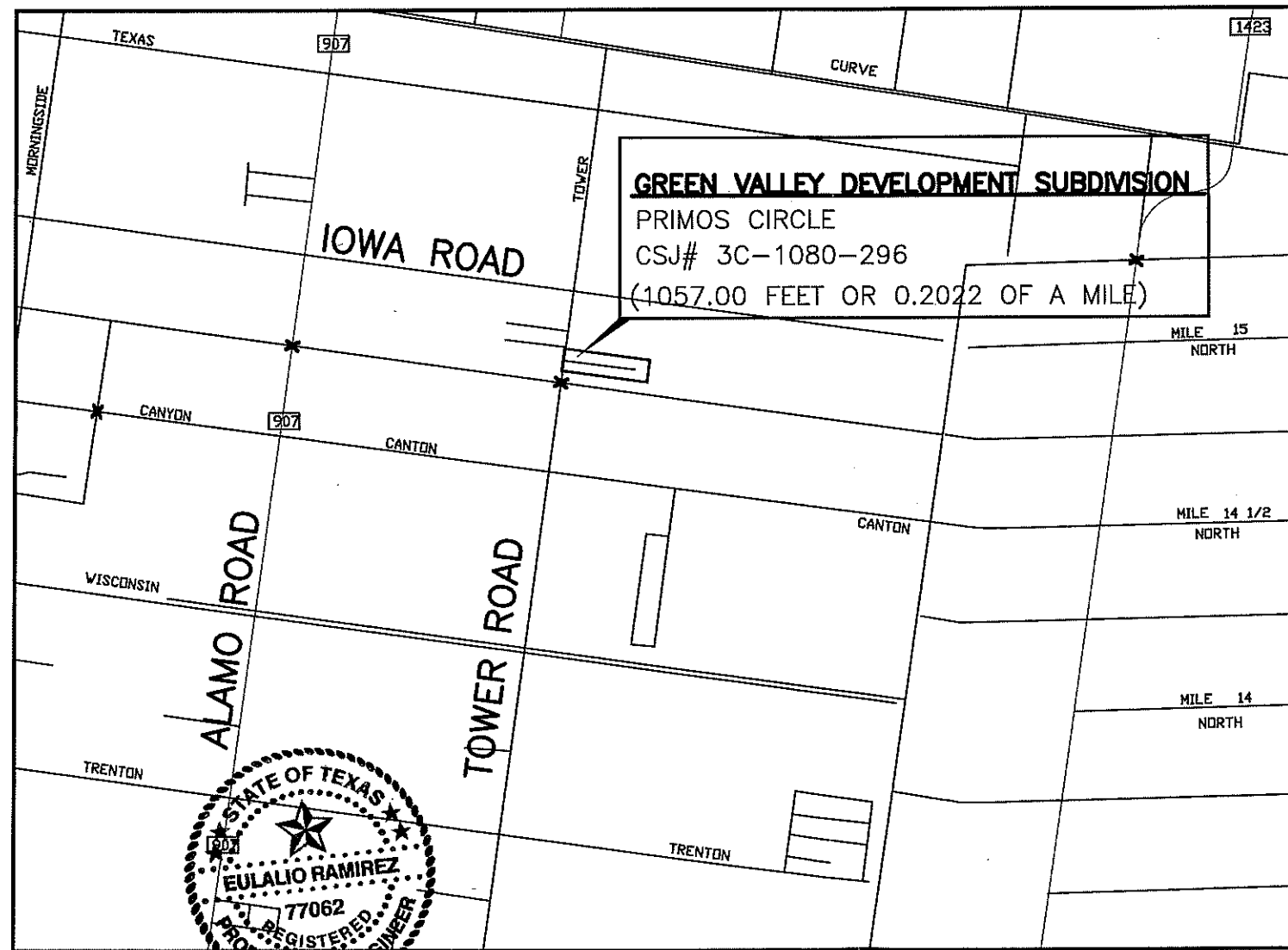
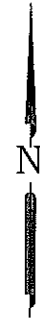
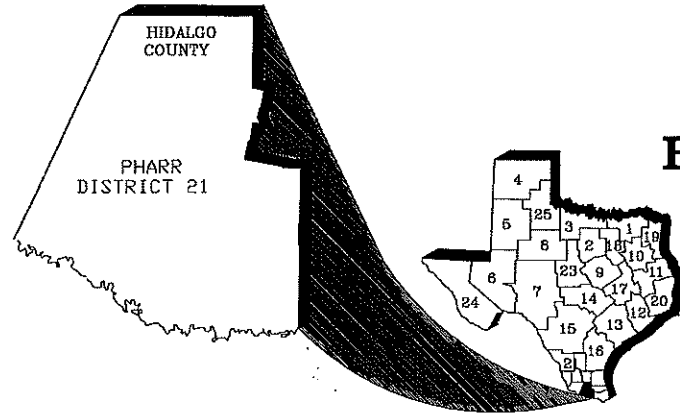


HIDALGO COUNTY PRECINCT NO. 4

CONSTRUCTION PLANS FOR BORDER ACCESS COLONIA PROJECT ROUND III GREEN VALLEY DEVELOPMENT SUBDIVISION

LIMITS: GREEN VALLEY DEVELOPMENT SUBDIVISION (SEE PROJECT LAYOUTS)
CONSTRUCTION OF LOCAL STREET CONSISTING OF:
GRADING, STRUCTURES, SUBGRADE, FLEXIBLE BASE
AND ASPHALTIC CONCRETE PAVEMENT.



SCALE: 1" = 2000'

PROJECT LIMITS DESCRIPTION

ID	COLONIA NAME	CSJ #	ST NAME	FROM:	TO:	NET LENGTH FT.	NET LENGTH MI.
1	GREEN VALLEY DEVELOPMENT SUBDIVISION	3C-1080-296	PRIMOS CIRCLE	TOWER RD.	END OF PRIMOS CIRCLE	1,057.00	0.2001
TOTAL NET LENGTH						1,057.00	0.2001

TOTAL AREA OF DISTRIBUTION SOIL= 1.22 ACRES

APPROVAL
COLONIA ACCESS PROGRAM DIRECTOR
HIDALGO COUNTY
DATE: 12-5-18
John Paul Lugo, Area Director

APPROVAL
COUNTY PRECINCT COMMISSIONER
PRECINCT No. 4
DATE: 12-5-18
Joseph P. Peralta, Commissioner Pct 4

APPROVAL
HIDALGO COUNTY PLANNING
DATE: 12-13-18
[Signature], Planning Director

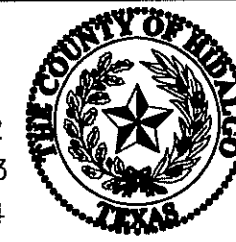
CONCURRENCE
HIDALGO COUNTY DRAINAGE DISTRICT NO.1 MANAGER
DATE: 12/13/18
[Signature], D.M.

PROJECT DATA	
DESIGN SPEED:	30 MPH
EXCEPTION:	NONE
EQUATION:	NONE
RAILROAD CROSSING:	NONE

STANDARD SHEETS IDENTIFIED ON THE INDEX OF SHEETS HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.
DATE: 11-27-18
[Signature]
EULALIO RAMIREZ, P.E.

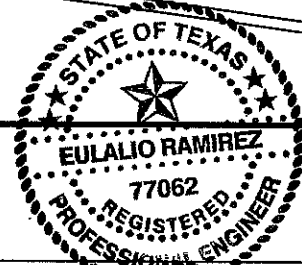
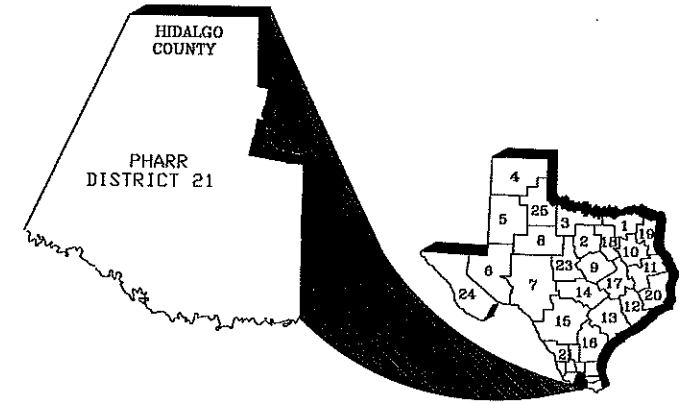
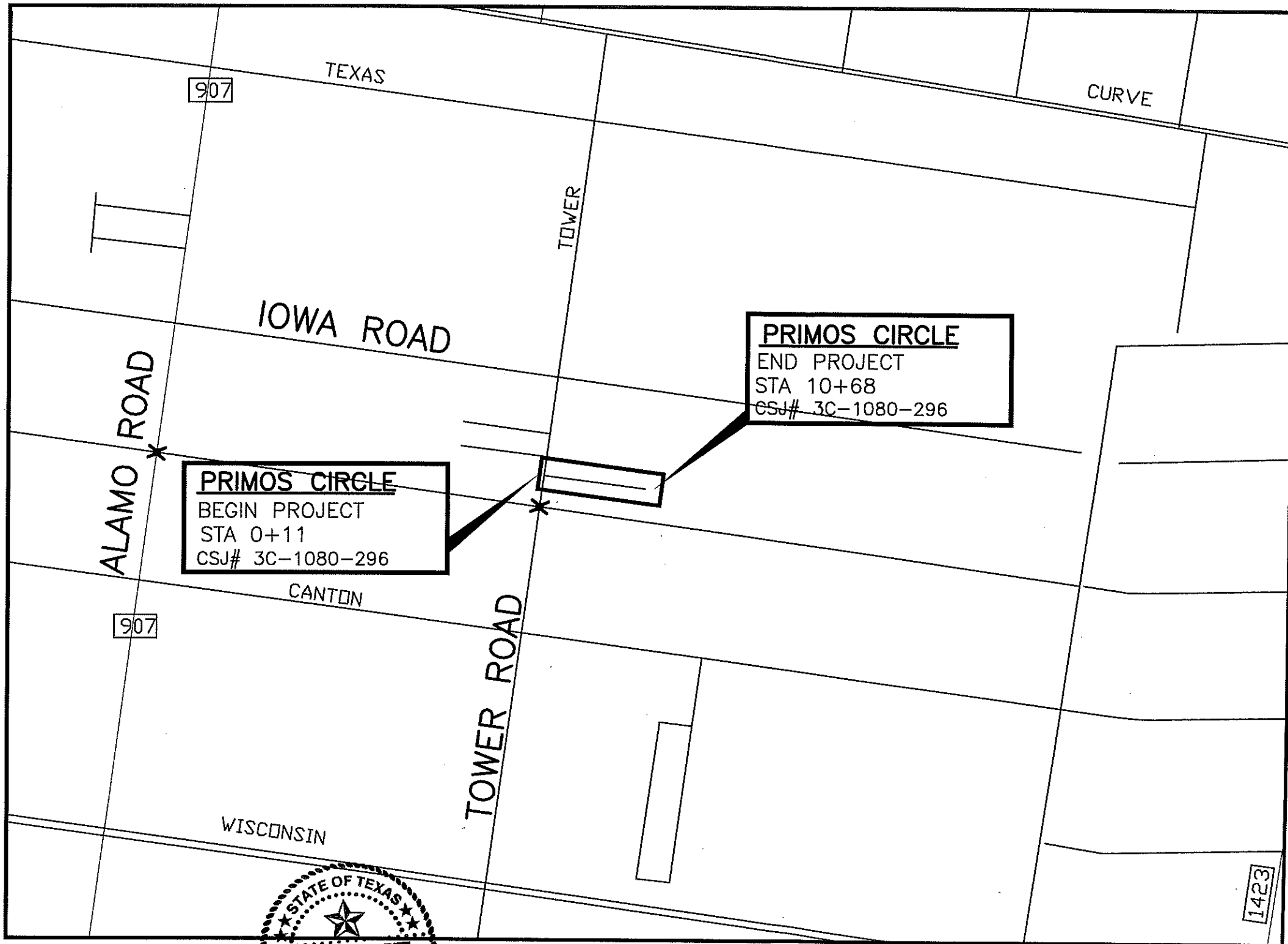
SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION ON NOV. 1, 2014 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOW SHALL GOVERN ON THIS PROJECT. SPECIAL LABOR PROVISIONS FOR STATE PROJECTS.

RAMON GARCIA.....COUNTY JUDGE
DAVID FUENTES.....PRECINCT NO. 1
EDUARDO CANTU.....PRECINCT NO. 2
JOE FLORES.....PRECINCT NO. 3
JOSEPH PALACIOS.....PRECINCT NO. 4



QUINTANILLA, HEADLEY AND ASSOCIATES, INC.
CONSULTING ENGINEERS · LAND SURVEYORS
124 E. STURM ST. PHONE 858-381-8480
EDINBURG, TEXAS 78539 FAX 858-381-0827
REGISTRATION NUMBER F-1813 SURVEYING REGISTRATION NUMBER 100411-00 ALPHASOC@QHA-ENG.COM

TEXAS DEPARTMENT OF TRANSPORTATION
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SCALE: 1" = 1000'

PROJECT DATA	
DESIGN SPEED:	30 MPH
EXCEPTION:	NONE
EQUATION:	NONE
RAILROAD CROSSING:	NONE

STANDARD SHEETS IDENTIFIED ON THE INDEX OF SHEETS HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.
 11-27-18
 DATE:

 EULALIO RAMIREZ, P.E.

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION ON NOV. 1, 2014 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT. SPECIAL LABOR PROVISIONS FOR STATE PROJECTS.

RAMON GARCIA.....COUNTY JUDGE
 DAVID FUENTES.....PRECINCT NO. 1
 EDUARDO CANTU.....PRECINCT NO. 2
 JOE FLORES.....PRECINCT NO. 3
 JOSEPH PALACIOS.....PRECINCT NO. 4



QUINTANILLA, HEADLEY AND ASSOCIATES, INC.
 CONSULTING ENGINEERS · LAND SURVEYORS
 124 E. STUBBS ST. EDINBURG, TEXAS 78039
 REGISTRATION NUMBER 7-1213 SURVEYING REGISTRATION NUMBER 100411-00
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 ALFONSO@QHA-ENG.COM



**HIDALGO COUNTY COLONIA ACCESS PROGRAM
 ROUND THREE ALLOCATION FUNDING
 GREEN VALLEY DEVELOPMENT SUBDIVISION
 LOCATION MAP
 PRIMOS CIRCLE**

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			2
STATE	DIST.	COUNTY	
TEXAS	21	HIDALGO	
CONT.	SECT.	JOB	HIGHWAY NO.
CSJ#	3C	1080-296	

SHEET NO. DESCRIPTION

GENERAL

- 1- TITLE SHEET
- 2- LOCATION MAP (GREEN VALLEY DEVELOPMENT SUBDIVISION)
- 3- INDEX OF SHEETS
- 4- SUBDIVISION LIMITS
- 5- TYPICAL SECTIONS
- 6- ESTIMATE AND QUANTITY SHEET-PRIMOS CIRCLE
- 7- GENERAL NOTES

TRAFFIC CONTROL PLAN SHEETS

- 8- TRAFFIC CONTROL SECTION & NOTES
- 9- TRAFFIC CONTROL DETAILS

TRAFFIC CONTROL STANDARDS

- 10- TCP (2-2) -18

BARRICADE AND CONSTRUCTION BC STANDARDS

- 11- BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS (BC(1)-14
- 12- BARRICADE AND CONSTRUCTION PROJECT LIMIT (BC(2)-14
- 13- BARRICADE AND CONSTRUCTION WORK ZONE (BC(3)-14

ROADWAY LAYOUT & PROFILES

- 14- PRIMOS CIRCLE (PROP. STREET SECTION)
- 15- PRIMOS CIRCLE (PROP. STREET SECTION)
- 16- PRIMOS CIRCLE (PLAN AND PROFILE)
- 17- PRIMOS CIRCLE (PLAN AND PROFILE)
- 18- PRIMOS CIRCLE (DRIVEWAYS SUMMARY TABLE)

SHEET NO. DESCRIPTION

ROADWAY STANDARDS

- 19- [D] DRIVEWAY DETAILS
- 20- [D] DRIVEWAY PROFILE DETAILS
- 21- [D] TURNOUT DETAILS
- 22- [D] SAFETY END TREATMENTS DETAIL

ENVIRONMENTAL SW3P STANDARDS

- 23- TXDOT STORM WATER POLLUTION PREVENTION PLAN (SW3P)
PRIMOS CIRCLE
- 24- [S] EC (1) -16



Eulalio Ramirez
 EULALIO RAMIREZ P.E.
 REGISTER No. 77062
 DATE: 11-27-18

- [D] DENOTES DISTRICT STANDARD
 - [S] DENOTES STATE STANDARD

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124 E. STUBBS ST. EDINBURG, TEXAS 78539		PHONE 858-3811-8480 FAX 858-3811-0527 ALFONSO@QHA-ENG.COM	
REGISTRATION NUMBER E-1813		SURVEYORS REGISTRATION NUMBER 190411-00	
HIDALGO COUNTY COLONIA ACCESS PROGRAM ROUND THREE ALLOCATION FUNDING GREEN VALLEY DEVELOPMENT SUBDIVISION			
INDEX OF SHEETS			
FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			3
STATE	DIST.	COUNTY	
TEXAS	21	HIDALGO	
CONT.	SECT.	JOB	HIGHWAY NO.
CSJ#	3C	1080-296	

GREEN VALLEY DEVELOPMENT SUBDIVISION

TOTAL AREA OF DISTRIBUTION SOIL= 1.22 ACRES

PRIMOS CIRCLE

CSJ# 3C-1080-296

BEG. STA. 0+11

END STA. 10+68



NET LENGTH OF PROJECT: 1,057.00 FT. 0.2001 MI

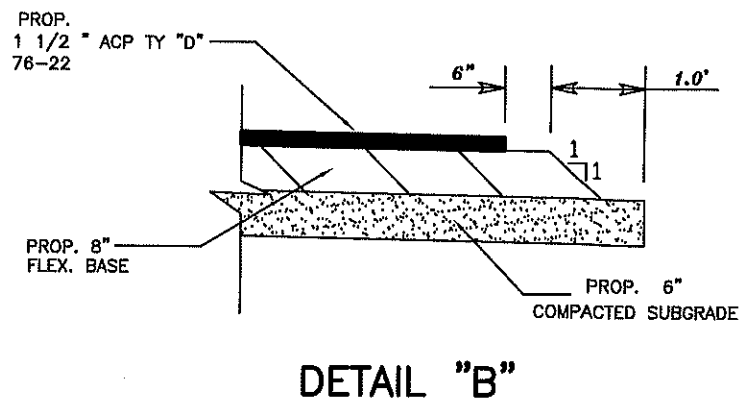
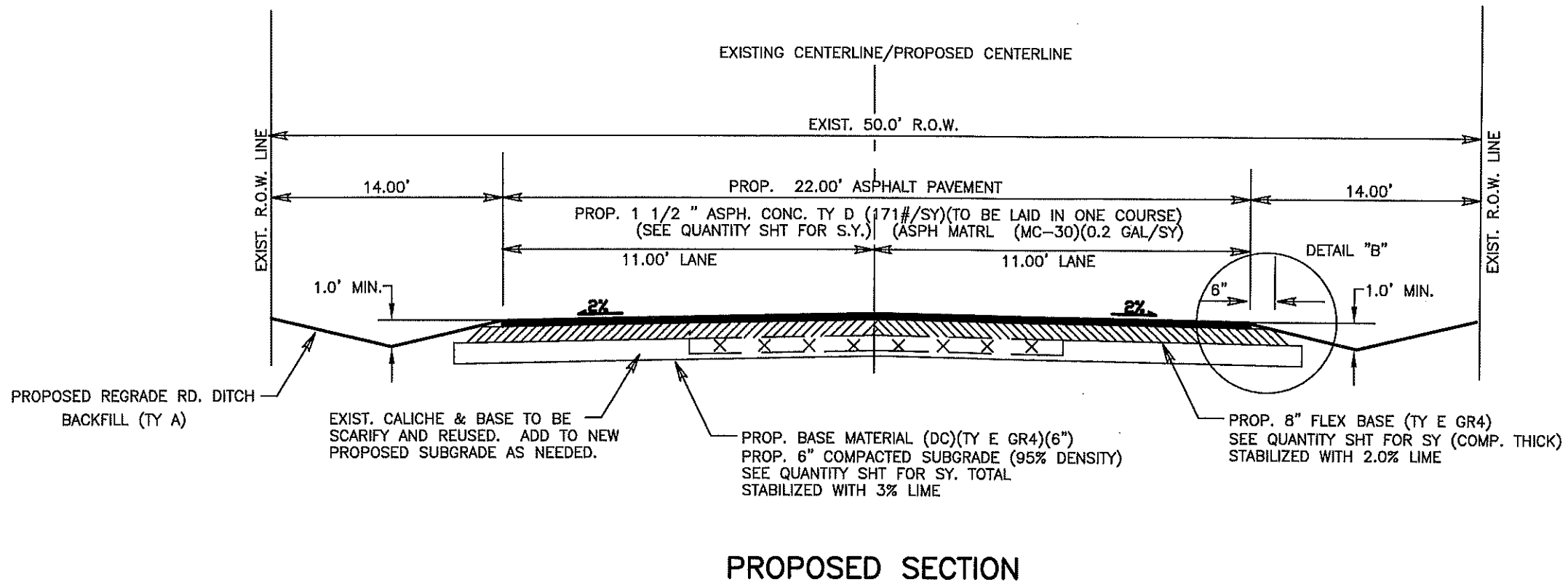
TOTAL: 1,057.00 FT. 0.2001 MI



Eulalio Ramirez

EULALIO RAMIREZ P.E.
REGISTER No. 77062
DATE: 11-27-18

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TEXAS DEPARTMENT OF TRANSPORTATION			
			
QUINTANILLA, HEADLEY AND ASSOCIATES, INC.			
CONSULTING ENGINEERS		LAND SURVEYORS	
124 E. STURM ST. EDINBURG, TEXAS 78539		PHONE: 936-381-8480 FAX: 936-381-0837 ALFONSO@QEA-ENO.COM	
REGISTRATION NUMBER E-16133 SURVEYING REGISTRATION NUMBER 1004311-00			
HIDALGO COUNTY COLONIA ACCESS PROGRAM ROUND THREE ALLOCATION FUNDING GREEN VALLEY DEVELOPMENT SUBDIVISION PRIMOS CIRCLE-CSJ# SUBDIVISION LIMITS			
FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.	
6		4	
STATE	DIST.	COUNTY	
TEXAS	21	HIDALGO	
CONT.	SECT.	JOB	HIGHWAY NO.
CSJ#	3C	1080-296	



GENERAL NOTES:

PGL - PROFILE GRADE LINE
 PCJ - PERMISSIBLE CONSTRUCTION JOINT

WHERE POSSIBLE AND UNLESS OTHERWISE DIRECTED BY THE ENGINEER, PERMISSIBLE CONSTRUCTION JOINTS SHALL FALL ON STRIPING LINES AS SHOWN ON STRIPING DETAILS.

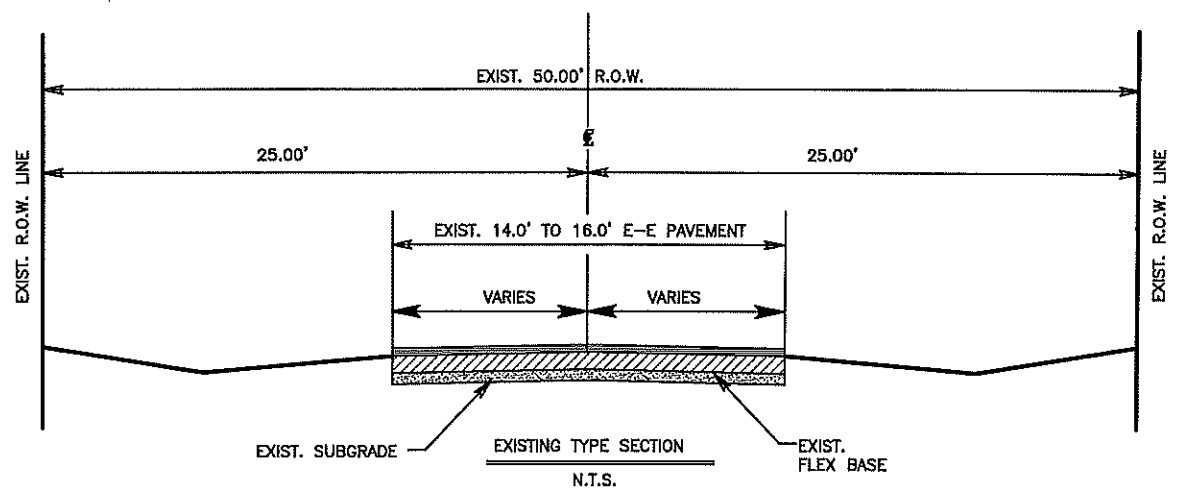
ALL GRADING SHALL BE WITHIN R.O.W. LIMITS

WHERE REQUIRED BY FIXTURES OR UNUSUAL CONDITIONS THE GOVERNING SLOPES MAY BE VARIED WHEN SPECIFICALLY DIRECTED BY THE ENGINEER.

THE SUBGRADE SHALL BE SHAPED AND BLADED A MINIMUM DISTANCE OF 1.5' BEYOND THE EDGE OF THE PROPOSED BASE COURSE. THE COMPLETE BASE SHALL BE ROLLED BEFORE THE EARTH SHOULDER IS SHAPED, AND FINAL COMPACTION WILL BE DONE OVER BASE AND EDGE OF SHOULDER.

GREEN VALLEY DEVELOPMENT SUBDIVISION

PRIMOS CIRCLE CSJ# 3C-1080-296 STA. 0+11 TO STA. 10+68



Eulalio Ramirez

EULALIO RAMIREZ P.E.
 REGISTER No. 77062
 DATE: 11-27-18

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TEXAS DEPARTMENT OF TRANSPORTATION

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 124 E. STUBBS ST. EDINBURG, TEXAS 78038
 PHONE 856-381-8480 FAX 856-381-0527
 REGISTRATION NUMBER P-18113 ALPHASOC@QHA-INC.COM

**HIDALGO COUNTY COLONIA ACCESS PROGRAM
 ROUND THREE ALLOCATION FUNDING
 GREEN VALLEY DEVELOPMENT SUBDIVISION
 CSJ#**

**PROPOSED TYPICAL SECTION
 PRIMOS CIRCLE**

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			5
STATE	DIST.	COUNTY	
TEXAS	PHARR	HIDALGO	
CONT.	SECT.	JOB	HIGHWAY NO.
CSJ#	3C	1080-296	

ROADWAYS PROJECT QUANTITIES

GREEN VALLEY DEVELOPMENT SUBDIVISION							TOTAL	
PRIMOS CIRCLE								
CSJ#	3C	1080-296		ITEM	UNIT	DESCRIPTION	EST.	FIN.
EST.	FIN.	EST.	FIN.					
10+57				100 6002	STA	PREPARING R.O.W.	10+57	
600				110 6001	CY	EXCAVATION (ROAD SIDE DITCH)	600	
660				247 6225	CY	8" FL BS (RDWAY DEL) (TY E GR4) (FINAL POS)	660	
3300				251	SY	6" ROAD GRADER WORK (DC) (TY D CL2)	3300	
3300				260 6006	SY	LIME TREATED SUBGRADE 3.00%	3300	
3040				260 6015	SY	LIME TREATED NEW FLEX BASE (8") 2.00%	3040	
3040				262 6016	SY	LIME (TYPE HYD, CGM, OR QK SLURRY)	3040	
577				310 6009	GAL	PRIME COAT (MC-30)	577	
225				340 6047	TONS	1 1/2" ASPH. D-GR HMA TYPE-D SAC A PG 76-22	225	
1				500 6001	LS	MOBILIZATION	1	
1				502 6001	MO	BARRICADES, SIGNS AND TRAFFIC HANDLING	2	
1				530 6008	EA	TURNOUTS (#171/ACP ASPH PAV) (PB-1)	1	

DRAINAGE AND DRIVEWAYS PROJECT QUANTITIES

GREEN VALLEY DEVELOPMENT SUBDIVISION							TOTAL	
PRIMOS CIRCLE								
CSJ#	3C	1080-296		ITEM	UNIT	DESCRIPTION	EST.	FIN.
EST.	FIN.	EST.	FIN.					
48				464	LF	18" R.R.G.C.P. STORM DRAIN CL III	48	
2				467	EA	SAFETY END TREATMENTS	2	
100				247 6225	SY	4" FLEXIBLE BASE-CALICHE (COMP. IN PLACE)	100	
600				506 6038	LF	TEMP SEDMT CONCT FENCE (INSTALL)	600	
600				506 6039	LF	TEMP SEDMT CONCT FENCE (REMOVE)	600	
100				530 6005	SY	DRIVEWAYS (#114 ACP ASPHALT PAV) TYPE-PB 1	100	
145				530 6005	SY	DRIVEWAYS (CONCRETE 3000 PSI)	145	



Eulalio Ramirez

EULALIO RAMIREZ P.E.
REGISTER No. 77062
DATE: 11-27-18

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QUINTANILLA, HEADLEY AND ASSOCIATES, INC.		
CONSULTING ENGINEERS		LAND SURVEYORS
124 E. STUBBS ST. EDINBURG, TEXAS 78539		PHONE 658-381-8480 FAX 658-381-0527
REGISTRATION NUMBER F-1513		SURVEYING REGISTRATION NUMBER 100411-00
HIDALGO COUNTY COLONIA ACCESS PROGRAM ROUND THREE ALLOCATION FUNDING GREEN VALLEY DEVELOPMENT SUBDIVISION PRIMOS CIRCLE		
ESTIMATE AND QUANTITY		
FED. RD. DIV. NO. 6	PROJECT NO.	SHEET NO. 6
STATE TEXAS	DIST. 21	COUNTY HIDALGO
CONT.	SECT. JOB	HIGHWAY NO.
CSJ# 3C	1080-296	

GENERAL NOTES

- 1.- THE CONTRACTOR MAY SUBMIT AN ALTERNATIVE CONSTRUCTION SEQUENCE AND TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL. ALL WORK AND MATERIALS REQUIRED FOR TRAFFIC HANDLING SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED PART OF ITEM 502, "BARRICADES, SIGNS, AND TRAFFIC HANDLING". ALL BARRICADES AND SIGNS TO REPLACE DAMAGED ONES.
- 2.- FLASHING WARNING LIGHTS AND/OR FLAGS SHALL BE USED TO CALL ATTENTION TO THE EARLY WARNING SIGNS.
- 3.- STEADY BURN (TY C) WARNING LIGHTS SHALL BE USED TO MARK CHANNELIZING DEVICES AT NIGHT WILL BE NEEDED.
- 4.- ADDITIONAL SIGNS, BARRICADES AND/OR OTHER CHANNELIZING DEVICES MAY BE REQUIRED AND/OR ADJUSTED AS DIRECTED BY THE ENGINEER.
- 5.- SIGN AND/OR BARRICADE LOCATIONS SHALL BE IN ACCORDANCE WITH THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND/OR THE BC STANDARD SHEETS.
- 6.- EXISTING CONNECTING ROADS AND PRIVATE DRIVES SHALL BE KEPT OPEN TO TRAFFIC AT ALL TIMES, EXCEPT AS OTHERWISE PROVIDED FOR OR APPROVED BY THE ENGINEER.
- 7.- ALL STRIPING AND SIGNING, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE IN ACCORDANCE WITH THE "T.M.U.T.C.D."
- 8.- WHEN CONSTRUCTION OPERATIONS RESULT IN DROP OR MORE THAN 2" NEXT TO TRAVEL WAY, A 3:1 SLOPE AND 4.0' BUFFER ZONE WILL BE REQUIRED DURING NON WORKING HOURS.
- 9.- FOR POSTED SPEED EXCEEDING 45 M.P.H., ADVISORY SPEED SIGNS WITH APPROPRIATE WARNINGS SIGNS, SHALL BE POSTED IN THE VICINITY OF SPECIFIED WORK ZONES WITHIN THE PROJECT, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- 10.- LENGTH AND SPACING OF CHANNELIZING DEVICES SHALL BE AS SHOWN ON THE BC STANDARDS AND THE "T.M.U.T.C.D." OTHER SIGNS MAY BE USED IN ADDITION TO THOSE REQUIRED BY BARRICADE STANDARDS.
- 11.- NON-REMOVEABLE WORK ZONE STRIPING FOR THIS PROJECT REQUIRED BY THE "T.M.U.T.C.D." SHALL CONSIST OF THERMOPLASTIC MATERIAL AND SHALL BE IN ACCORDANCE WITH THE "WORK ZONE PAVEMENT MARKINGS" STANDARD WZ(STPM)-17.
- 12.- ALL WORK SHALL BE DONE EXPEDITIOUSLY DURING DAYLIGHT HOURS, AS DIRECTED BY THE ENGINEER. NECESSARY FLAGGERS AND APPROPRIATE SIGNING TO SAFETY GUIDE TRAFFIC THROUGH THE WORK AREA WILL BE REQUIRED AS DIRECTED BY THE ENGINEER.
- 13.- REFER TO STANDARD SHEETS BC(1)-14 THRU BC(3)-14 FOR OTHER PERTINENT INFORMATION NOT SHOWN.
- 14.- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF ITEM 7, "LEGAL REALTIONS AND RESPONSIBILITIES TO THE PUBLIC" OF THE STANDARD SPECIFICATIONS AND TO SPECIAL PROVISION "DETOUR, BARRICADES, WARNING SIGNS, SEQUENCE OF WORK, ETC."

16.- REFER TO STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS, AND BRIDGES (NOV. 1, 2014 EDITION) TO SEE COMPACTION REQUIREMENTS FOR BASE COURSES ALSO SHOWN IN PROPOSED TYPICAL SECTION OF EACH COLONIA PROJECT.

17.- SPECIFICATIONS FOR ITEM 247--GRADATION AT A MINIMUM.

Flexible Base (TY D GR 4) crushed concrete shall conform to the following requirements:

Retained on Sq. Sieve	Percent Retained
2"	0
1/2"	20-60
No. 4	40-75
No. 40	70-90
Max. PI:	15
Max. Wet Ball PI:	15
Wet Ball Mill Max Amount:	50
Min. Comp. Strength PSI:	150 at 15 PSI lateral pressure
Triaxial Test	Tex-117-E

The Wet Ball Test (Tex-116-E) shall be run and the Plasticity Index of the material passing the No. 40 sieve shall be determined (Wet Ball PI).



Eulalio Ramirez
 EULALIO RAMIREZ P.E.
 REGISTER No. 77062
 DATE: 11-27-18

QUINTANILLA, HEADLEY AND ASSOCIATES, INC. CONSULTING ENGINEERS · LAND SURVEYORS 124 E. STUBBS ST. EDINBURG, TEXAS 76183 PHONE 832-381-8480 FAX 832-381-0827 REGISTRATION NUMBER F-1613 ALFONSO@QHA-INC.COM SURVEYING REGISTRATION NUMBER 100411-00			
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TEXAS DEPARTMENT OF TRANSPORTATION			
HIDALGO COUNTY COLONIA ACCESS PROGRAM ROUND THREE ALLOCATION FUNDING GREEN VALLEY DEVELOPMENT SUBDIVISION PRIMOS CIRCLE-CSJ#			
GENERAL NOTES			
FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			7
STATE	DIST.	COUNTY	
TEXAS	21	HIDALGO	
CONT.	SECT.	JOB	HIGHWAY NO.
CSJ#	3C	1080-296	

TRAFFIC CONTROL NARRATIVE

SEQUENCE OF WORK

INSTALL PROJECT LIMIT SIGNS, ADVANCE WARNING SIGNS, AND CROSSROAD BARRICADE SIGNS AS SHOWN ON THE TRAFFIC CONTROL PLAN (TCP) AND OR AS DIRECTED BY THE ENGINEER. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD, AND SHALL BE IN PLACE PRIOR TO COMMENCING ANY CONSTRUCTION. SIGNS TO REMAIN IN PLACE FOR THE DURATION OF THE PROJECT AND UNTIL COMPLETION AND ACCEPTANCE OF THE PROJECT BY TXDOT.

PHASE I

INSTALL ALL SW3P DEVICES ACCORDING TO THE SW3P PLAN AND STANDARDS. ADJUST ALL UTILITIES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION. INSTALL PROPOSED DRAINAGE ROADWAY CROSS CULVERTS AND DRIVEWAY/COUNTY ROADSIDE DRAINS AS SHOWN IN THE PLANS. CUT ROADWAY DITCHES TO PROPOSED GRADE ELEVATIONS AS SHOWN IN THE PLANS. CONTRACTOR SHALL MAINTAIN 3:1 MAXIMUM SLOPE ADJACENT TO THE ROADWAY TRAVEL SURFACE. EXCAVATED MATERIAL SHALL BE SALVAGED AND USED THROUGHOUT THE PROJECT AS DIRECTED BY THE ENGINEER.

PHASE II

CONSTRUCT PROPOSED ROADWAY IN HALF-SECTIONS, AND ACCORDING TO TCP STANDARD TCP (2-2)-18. THE CONTRACTOR WILL BE REQUIRED TO OPEN UP THE ROADWAY TO TRAFFIC AT THE END OF DAYS WORK. THE CONTRACTOR SHALL ASSURE THAT ALL DROP OFF CONDITIONS ARE SAFE AND IN ACCORDANCE WITH THE MUTCD AND TXDOT TCP STANDARDS. CONTRACTOR SHALL BE ALLOWED TO WORK ON SEVERAL STREETS AT ONE TIME AS LONG AS ACCESS IS MAINTAINED AT THE END OF DAYS WORK.

PHASE III

PLACE FINAL OVERLAY IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. COMPLETE ROADWAY DITCH SLOPE GRADES TO MATCH THE TOP EDGE OF THE ACP PAVEMENT.

FINAL CLEAN UP

UPON COMPLETION OF THE WORK AND BEFORE THE FINAL ACCEPTANCE IS MADE, THE CONTRACTOR SHALL SHAPE AND FINISH SUCH PORTIONS OF THE RIGHT-OF-WAY AS MAY HAVE BEEN DISTURBED DURING THE CONSTRUCTION AND WILL BE REQUIRED TO LEAVE THE ENTIRE RIGHT-OF-WAY IN A SMOOTH, CLEAN AND NEAT CONDITIONS TO THE SATISFACTION OF THE ENGINEER.

NOTES:

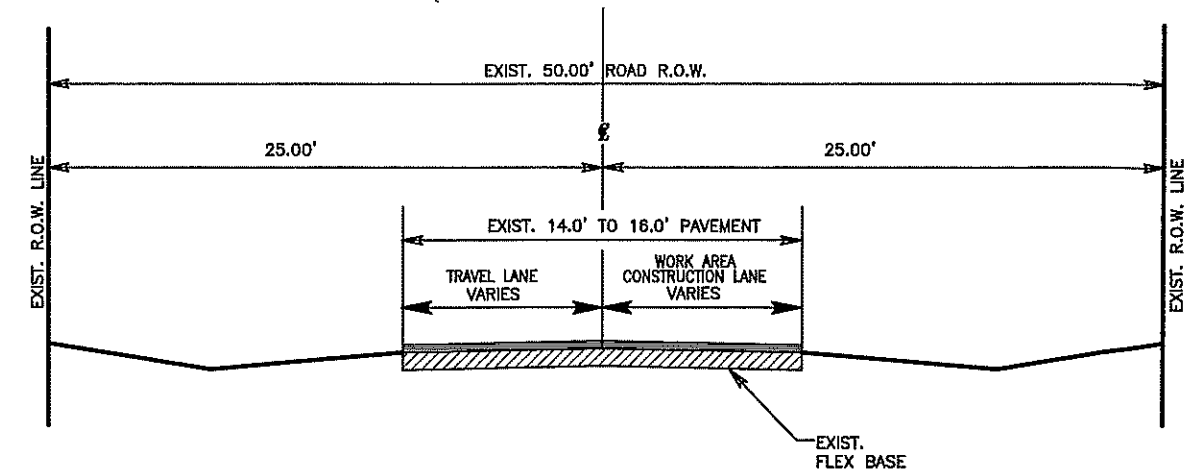
1.- THE CONTRACTOR WILL PHASE CONSTRUCTION SO THAT ONE TRAVEL LANE OF TEN FT. IN WIDTH MINIMUM, IS MAINTAINED OPEN TO LOCAL TRAFFIC AT ALL TIMES

2.- THE CONTRACTOR WILL COORDINATE WITH HOMEOWNERS WHEN RECONSTRUCTING ENTRANCES SO THAT ACCESS IS REASONABLY AVAILABLE AT ALL TIMES.

3.- THE CONTRACTOR WILL ENSURE THAT AT NO TIME WILL THERE BE A STRAIGHT DROP GREATER THAN SIX INCH BETWEEN EXISTING TRAVEL LANES.

4.- IF THE GRADE CHANGE BETWEEN THE EXISTING LANE AND THE CONSTRUCTION LANE IS GREATER THAN TWO INCHES, THE COORDINATOR WILL ENSURE THAT A TRANSITION SLOPE OF 3' TO 1' IS MAINTAINED THROUGHOUT THE WORK AREA.

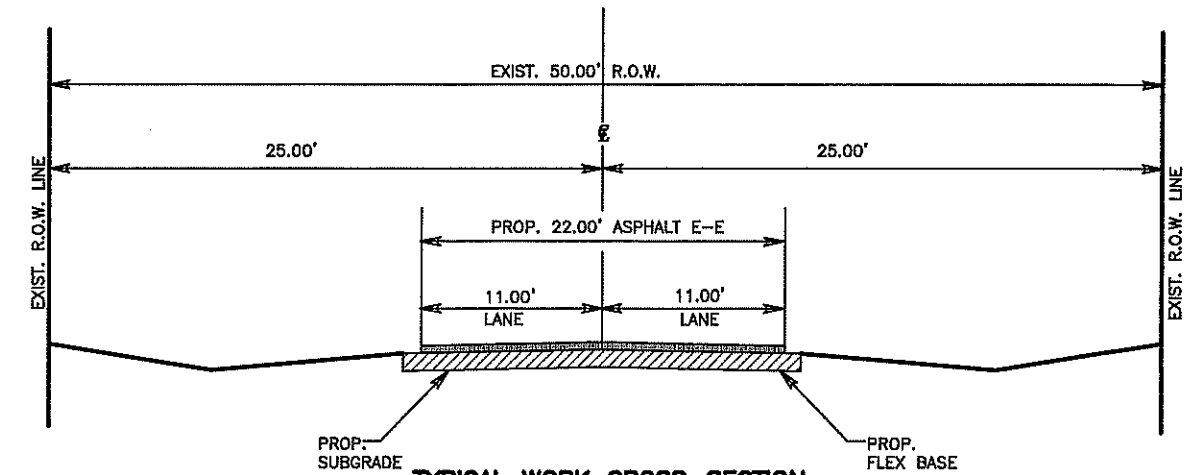
5.- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TRAFFIC CONTROL THROUGH THE WORK AREA AT ALL TIMES, MORE ESPECIALLY AT TIMES WHEN THERE IS ONLY TRAVEL ONE LANE OPEN TO LOCAL TRAFFIC.



TYPICAL WORK CROSS-SECTION

N.T.S.

PHASE I & PHASE II



TYPICAL WORK CROSS-SECTION

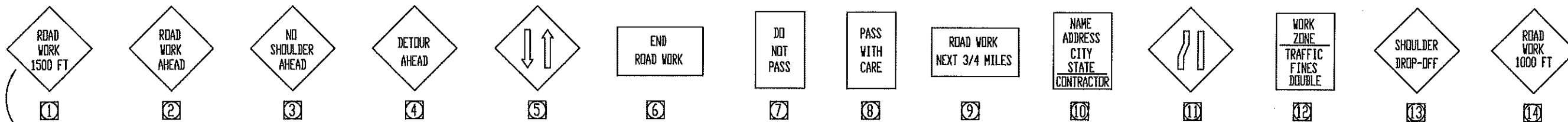
N.T.S.

PHASE III

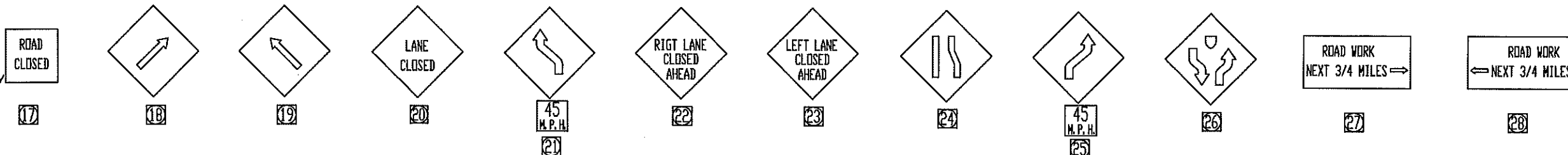


Eulalio Ramirez
 EULALIO RAMIREZ P.E.
 REGISTER No. 77062
 DATE: 11-27-18

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 TEXAS DEPARTMENT OF TRANSPORTATION			
 QUINTANILLA, HEADLEY AND ASSOCIATES, INC. CONSULTING ENGINEERS • LAND SURVEYORS 124 E. STUBBS ST. PHONE 858-381-8480 EDINBURG, TEXAS 78539 FAX 858-381-0527 ALPHONSO@QHA-ENG.COM <small>REGISTRATION NUMBER F-1613 SURVEYING REGISTRATION NUMBER 100411-00</small>			
HIDALGO COUNTY COLONIA ACCESS PROGRAM ROUND THREE ALLOCATION FUNDING GREEN VALLEY DEVELOPMENT SUBDIVISION PRIMOS CIRCLE TRAFFIC CONTROL NOTES & TYPICAL SECTION			
FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			8
STATE	DIST.	COUNTY	
TEXAS	21	HIDALGO	
CONT.	SECT.	JOB	HIGHWAY NO.
CSJ#	3C	1080-296	



SIGNS SHOWN INCLUDE OTHER SIGNS THAT MAY BE USED AS NEEDED FOR THIS PROJECT



SIGNS SHOWN INCLUDE OTHER SIGNS THAT MAY BE USED AS NEEDED ON THIS PROJECT

GENERAL NOTES:

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF ITEM 7, TXDOT 2014 STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAYS, STREETS AND BRIDGES. "LEGAL REGULATIONS AND RESPONSIBILITIES TO THE PUBLIC" OF THE STANDARD SPECIFICATIONS.

THE PORTION OF THIS PROJECT WHICH COINCIDES WITH EXISTING ROAD AND/OR PRIVATE DRIVES SHALL BE KEPT OPEN TO THE TRAFFIC AT ALL TIMES, UNLESS OTHERWISE PROVIDED FOR OR APPROVED BY THE ENGINEER. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN AT ALL TIMES A TWO WAY ROADWAY AS SHOWN ON THE TYPICAL SECTIONS FOR THE TRAFFIC CONTROL PLAN SHEETS.

WHEN CONNECTING PROPOSED ROADWAYS AND/OR DETOUR TO SECTIONS OF EXISTING PAVEMENT BEING USED BY TRAFFIC AND SUCH OPERATIONS RESULT IN A DROP-OFF OF MORE THAN 2-INCHES, A 3:1 SLOPE WITH VERTICAL PANELS AND A 4-FOOT BUFFER ZONE WILL BE REQUIRED. THIS WORK SHALL BE ONE EXPEDITIOUSLY DURING DAYLIGHT HOURS.

NECESSARY FLAGGERS AND APPROPRIATE SIGNING TO SAFETY GUIDE TRAFFIC THROUGH THE WORK AREA WILL BE REQUIRED AS DIRECTED AND/OR APPROVED BY THE ENGINEER.

ADEQUATE SIGNS AND BARRICADES SHALL BE INSTALLED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO OPENING ANY SECTION TO TRAFFIC. OTHER SIGNS MAY BE USED IN ADDITION TO THOSE REQUIRED BY THE BARRICADE STANDARDS.

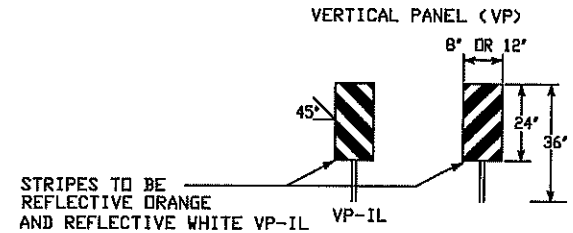
THE CONTRACTOR SHALL HAVE AT ALL TIMES ENOUGH BARRICADES AND SIGNS ON HAND TO REPLACE THOSE DAMAGE.

CHANNELIZING SHALL BE REQUIRED ALONG THE EDGE OF THE PORTIONS OF THE ROADWAY OPEN TO TRAFFIC.

ALL WORK AND MATERIALS REQUIRED FOR CONSTRUCTION OF DETOURS WILL NOT BE PAID FOR DIRECTLY.

STOP SIGNS OF INTERSECTION STREET SHALL BE ADJUSTED DURING THE VARIOUS CONSTRUCTION PHASES. ALL EXISTING REGULATORY SIGNS SHALL NOT BE REMOVED UNTIL TEMPORARY SIGN SUPPORTS HAVE BEEN INSTALLED TO ALLOW FOR IMMEDIATE REPLACEMENT OF PROPOSED RELOCATED SIGNS.

EXCAVATED MATERIAL SHALL BE HANDLED BY CONTRACTOR IN SUCH A WAY THAT IT SHALL NOT BLOCK DRAINAGE.



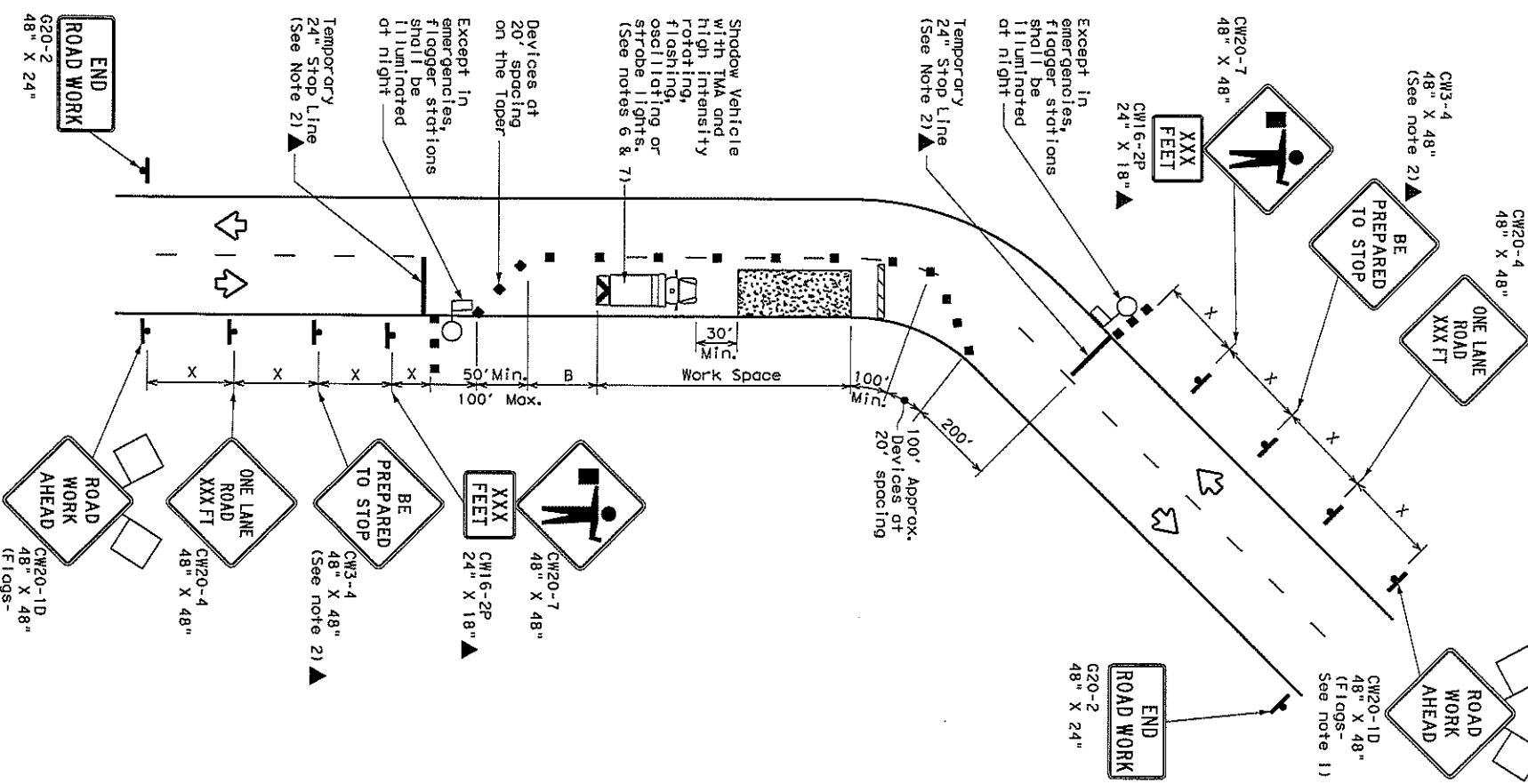
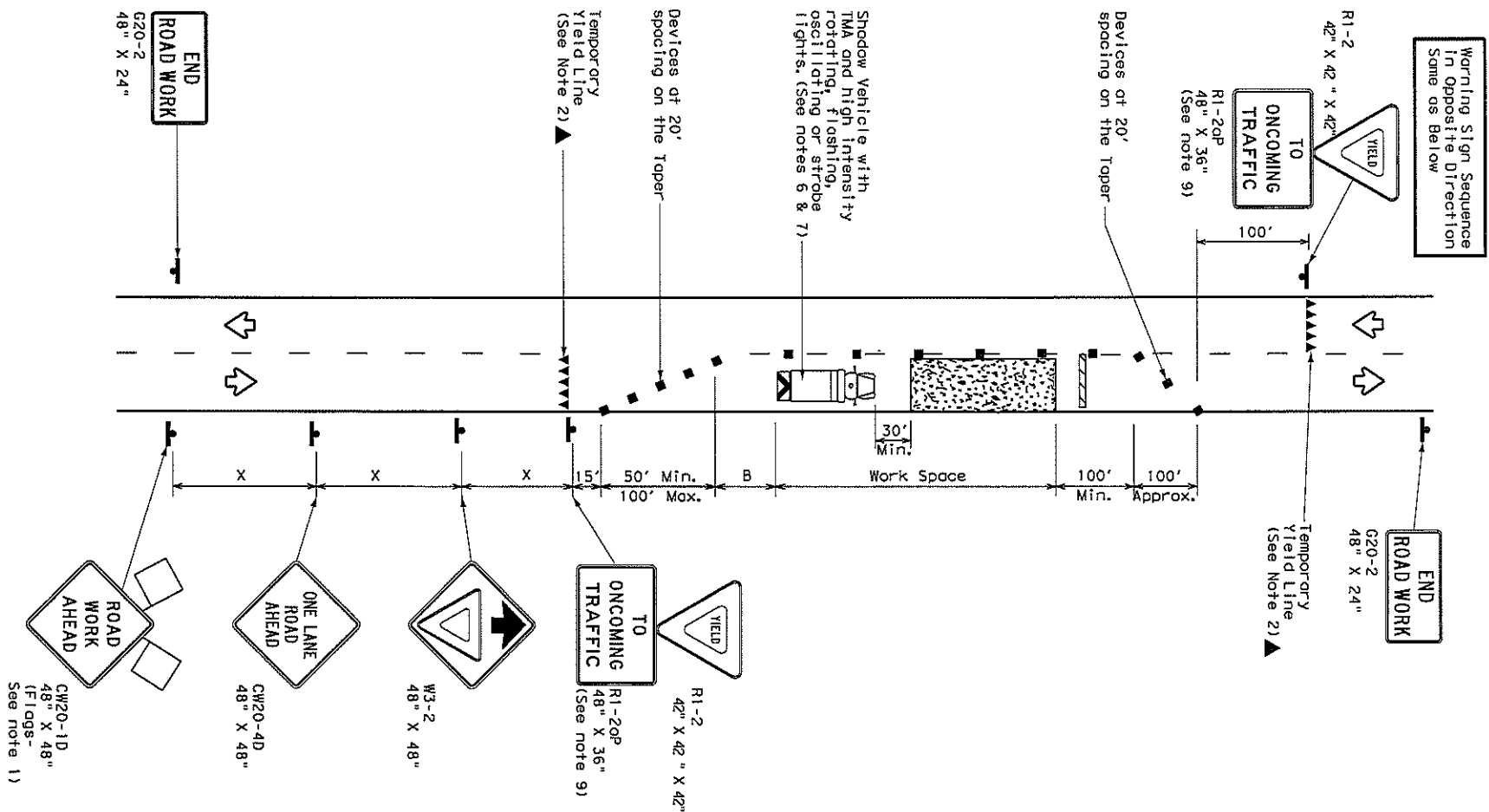
Eulalio Ramirez
 EULALIO RAMIREZ P.E.
 REGISTER No. 77062
 DATE: 11-27-18

 TEXAS DEPARTMENT OF TRANSPORTATION			
HIDALGO COUNTY COLONIA ACCESS PROGRAM ROUND THREE ALLOCATION FUNDING GREEN VALLEY DEVELOPMENT SUBDIVISION PRIMOS CIRCLE TRAFFIC CONTROL DETAILS			
FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			9
STATE	DIST.	COUNTY	
TEXAS	21	HIDALGO	
CONT.	SECT.	JOB	HIGHWAY NO.
CSJ#	3C	1080-296	

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DATE:
FILE:



LEGEND

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths **		Suggested Maximum Spacing of Channelizing Devices		Minimum Spacing "X"	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10'	12'	On a Taper	On a Tangent			
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	200'
35		205'	225'	245'	35'	70'	160'	250'
40		265'	295'	320'	40'	80'	240'	305'
45		450'	495'	540'	45'	90'	320'	360'
50		500'	550'	600'	50'	100'	400'	425'
55		550'	605'	660'	55'	110'	500'	495'
60		600'	660'	720'	60'	120'	600'	570'
65		650'	715'	780'	65'	130'	700'	645'
70		700'	770'	840'	70'	140'	800'	730'
75		750'	825'	900'	75'	150'	900'	820'

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

TYPICAL USAGE

MOBILE	SHORT TERM DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

GENERAL NOTES

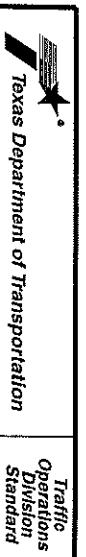
- Flags attached to signs where shown, are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol by the Engineer.
- The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4 "ONE LANE ROAD XXX FT" sign, but proper sign spacing shall be maintained.
- Flaggers should use two-way radios or other methods of communication to control traffic.
- Length of work space should be based on the ability of flaggers to communicate.
- A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If work crew on longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.

TCP (2-20)

- The R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work space should be no longer than one half city block. In rural areas, roadways with less than 2000 ADT, work space should be no longer than 400 feet.
- The R1-20p "YIELD TO ONCOMING TRAFFIC" sign shall be placed on a support of a 7 foot minimum mounting height.

TCP (2-2b)

- Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
- If the work space is located near a horizontal curve, the buffer distances should be increased in order to maintain stopping sight distance to the flagger and a queue of stopped vehicles. (See table above).
- Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.



Traffic Operations Division Standard

TRAFFIC CONTROL PLAN

ONE-LANE TWO-WAY

TRAFFIC CONTROL

TCP (2-2) - 18

FILE:	1492-2-18.dgn	SH:		CD:	
REVISED:	December 1985	COBT:	SECT:	JOB:	HIGHWAY
REVISED:	8-95 3-03				
REVISED:	1-97 2-12				
REVISED:	4-98 2-18				
152					

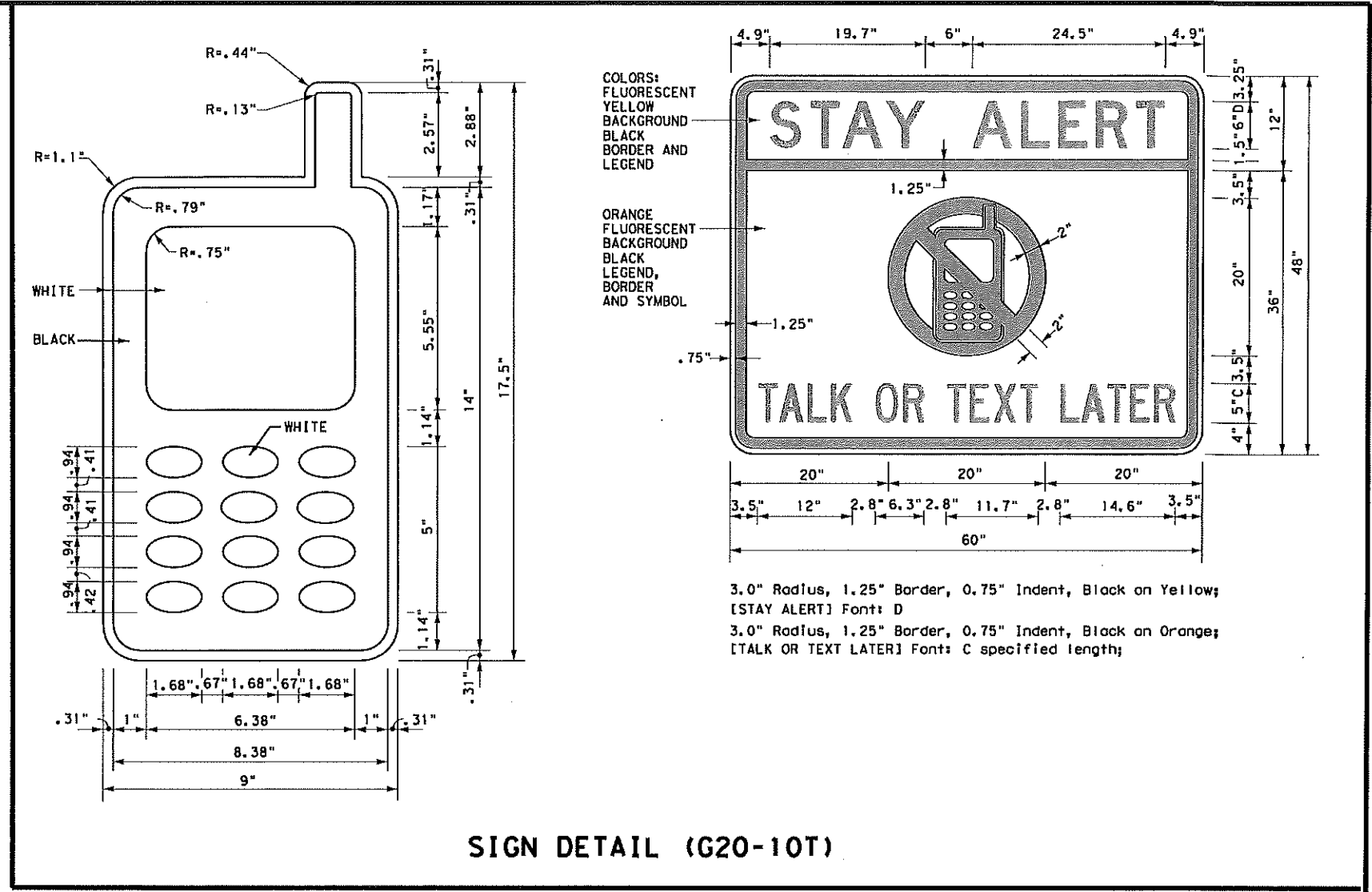
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BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

- 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.



SIGN DETAIL (G20-10T)

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

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

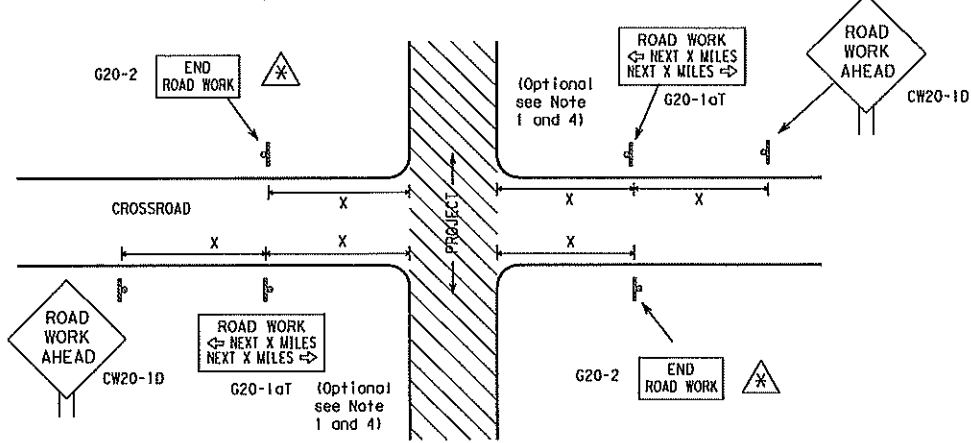
THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT http://www.txdot.gov	
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)	
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)	
MATERIAL PRODUCER LIST (MPL)	
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"	
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)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

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

DATE: FILE:

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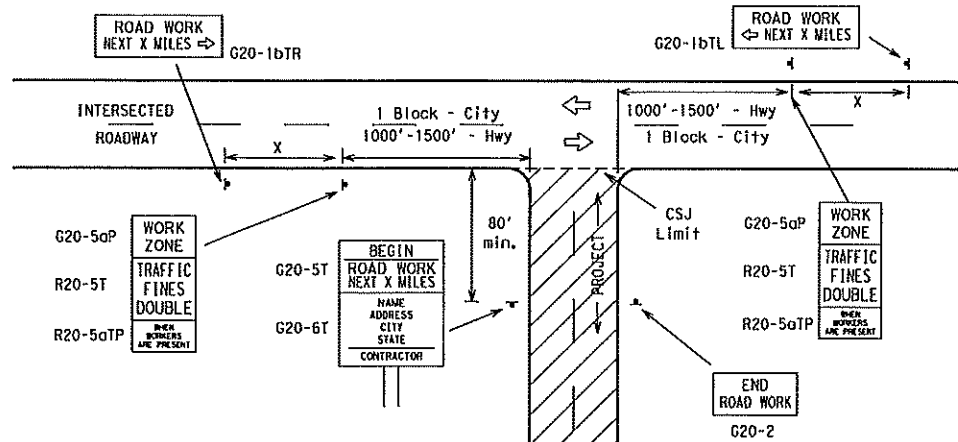
TYPICAL LOCATION OF CROSSROAD SIGNS



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 Spacing "X" Feet (Approx.)
CW20 ⁴	48" x 48"	48" x 48"	30	120
CW21			35	160
CW22			40	240
CW23	36" x 36"	48" x 48"	45	320
CW25			50	400
CW1, CW2, CW7, CW8, CW9, CW11, CW14			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

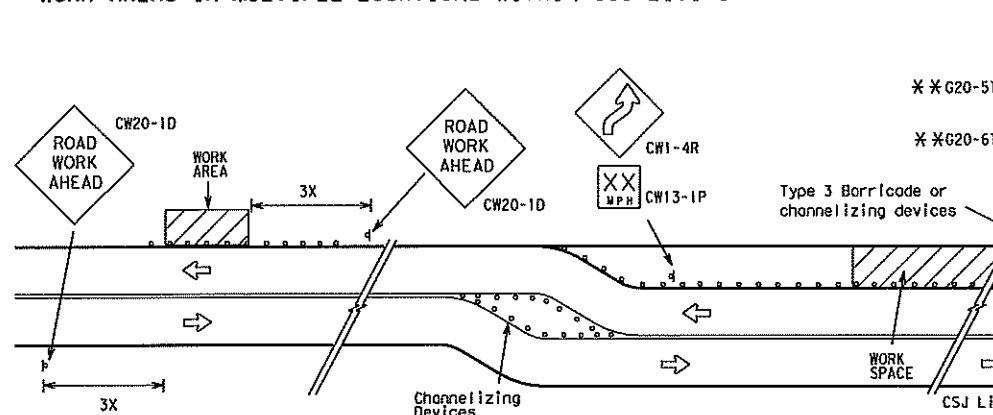
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

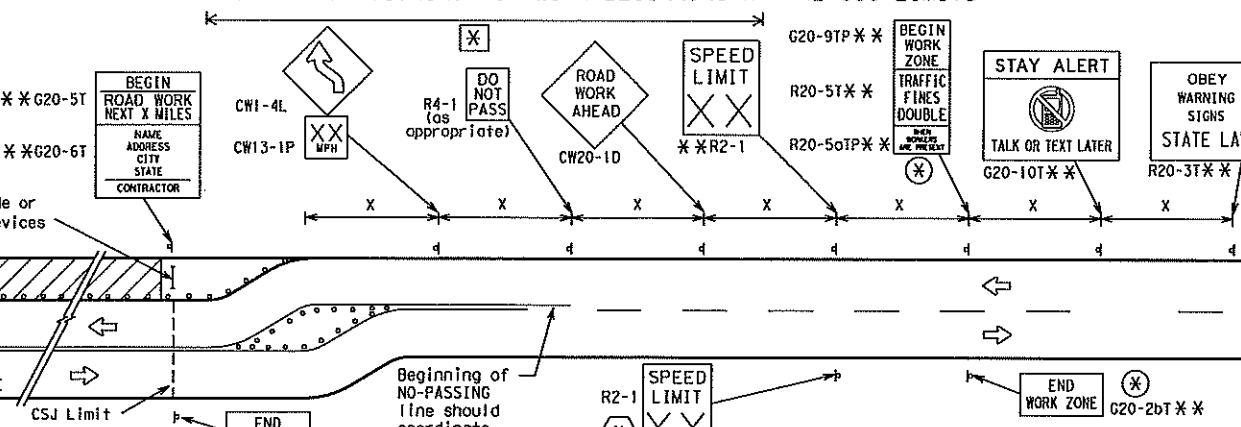
- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be 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

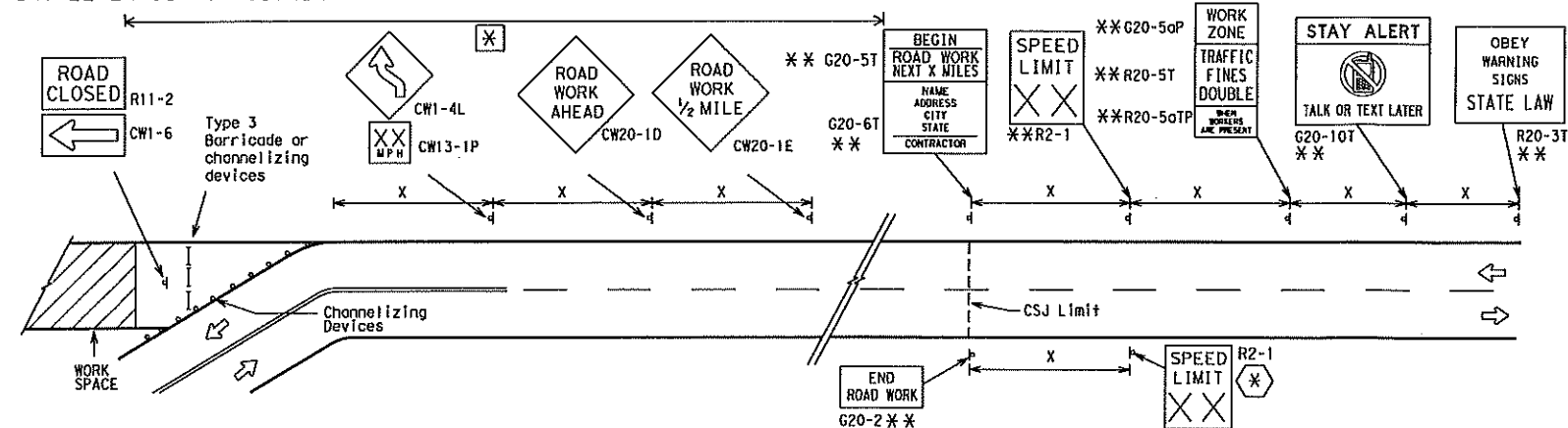


When extended distances occur between minimal work spaces, the Engineer/Inspector should ensure additional "ROAD WORK AHEAD" (CW20-1D) signs are placed in advance of these work areas to remind drivers they are still within the project limits. See the applicable TCP sheets for exact location and spacing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

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS



SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING DOWNSTREAM OF 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

Texas Department of Transportation
Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-14

FILE: bc-14.dgn	DATE: TXDOT	CHK: TXDOT	DATE: TXDOT	CHK: TXDOT
© TXDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13				

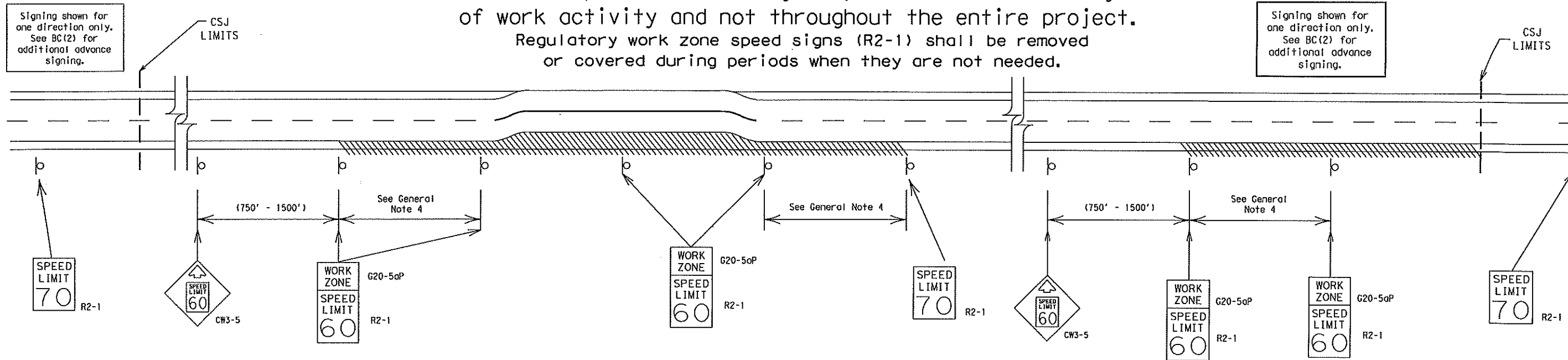
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TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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)).

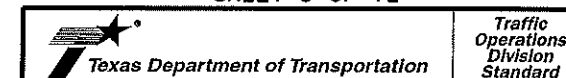
GENERAL NOTES

- 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

FILE#	bc-14.dgn	DN# TxDOT	CK# TxDOT	DR# TxDOT	CR# TxDOT
© TxDOT	November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS					
9-07	8-14	DIST	COUNTY	SHEET NO.	
7-13					

PROP. 18" R.R.G.C.P.
48.00 LF. WITH SAFETY
END TREATMENTS (64.00
L.F. TOTAL) F.L.-83.80

STA. 0+11.0 BEGIN OF
PROJECT CSJ#3C-1080-296
X=1116809.30
Y=16623947.67

SCALE: 1" = 50'

GREEN VALLEY ACRES RECORDED IN
VOLUME 19, PAGE 171, MAP
RECORDS, HIDALGO COUNTY, TEXAS.

GREEN VALLEY ACRES RECORDED IN
VOLUME 19, PAGE 171, MAP
RECORDS, HIDALGO COUNTY, TEXAS.

PROP. SAW CUT &
REPAIR DRIVEWAY
PAY ITEM 530

PROP. 22.00' 1 1/2" HMA
PAVEMENT CONSTRUCTION

PROP. SAW CUT &
REPAIR DRIVEWAY
PAY ITEM 530

PROP. SAW CUT &
REPAIR DRIVEWAY
PAY ITEM 530

PROP. SAW CUT &
REPAIR DRIVEWAY
PAY ITEM 530

PROP. SAW CUT &
REPAIR DRIVEWAY
PAY ITEM 530

PROP. SAW CUT &
REPAIR DRIVEWAY
PAY ITEM 530

PROP. SAW CUT &
REPAIR DRIVEWAY
PAY ITEM 530

NOTES:
SAW CUT & REPAIR DRIVEWAY IS NOT
A PAY ITEM. IT IS CONSIDERED SUBSIDIARY
TO OTHER PAY ITEMS.

LEGEND

- ▨ PROP. DRIVEWAYS
- ▨ PROP. PAVEMENT
- ▨ EXIST. PAVEMENT
- ⊕ = SERVICE POLE
- ⊕ = WATER METER
- ⊕ = SIGN
- ⊕ = POWER POLE
- ⊕ = MAIL BOX
- ⊕ = PALM TREE
- ⊕ = FND. C.P.S.
- ⊕ = GUY WIRE
- * = PINE TREE
- ⊕ = TEL PED
- ⊕ = WATER VALVE
- ⊕ = FLUSH VALVE
- ⊕ = VALVE MARKER
- ⊕ = MESQUITE

BENCHMARK INFORMATION
LOCAL BENCHMARK (REF POINT No. 1)
CENTER LINE OF PRIMOS CIRCLE
BM. C.P.S.
NORTHING=1116630.94
EASTING = 16623944.18
ELEVATION=86.94



Eulalio Ramirez
EULALIO RAMIREZ P.E.
REGISTER No. 77062
DATE: 11-27-18

CONSTRUCTION NOTES:
1) CONTRACTOR TO CALL 1-800-DIG TESS FOR VERIFICATION OF ALL UTILITY LOCATIONS BEFORE ANY CONSTRUCTION.
2) ONLY UTILITIES FOR WHICH INFORMATION WAS AVAILABLE ARE SHOWN. LOCATIONS AND ELEVATIONS ARE APPROXIMATE. CONTRACTOR SHALL NOTIFY ALL UTILITIES COMPANIES FOR VERIFICATION OF LOCATIONS PRIOR TO COMMENCEMENT OF WORK.

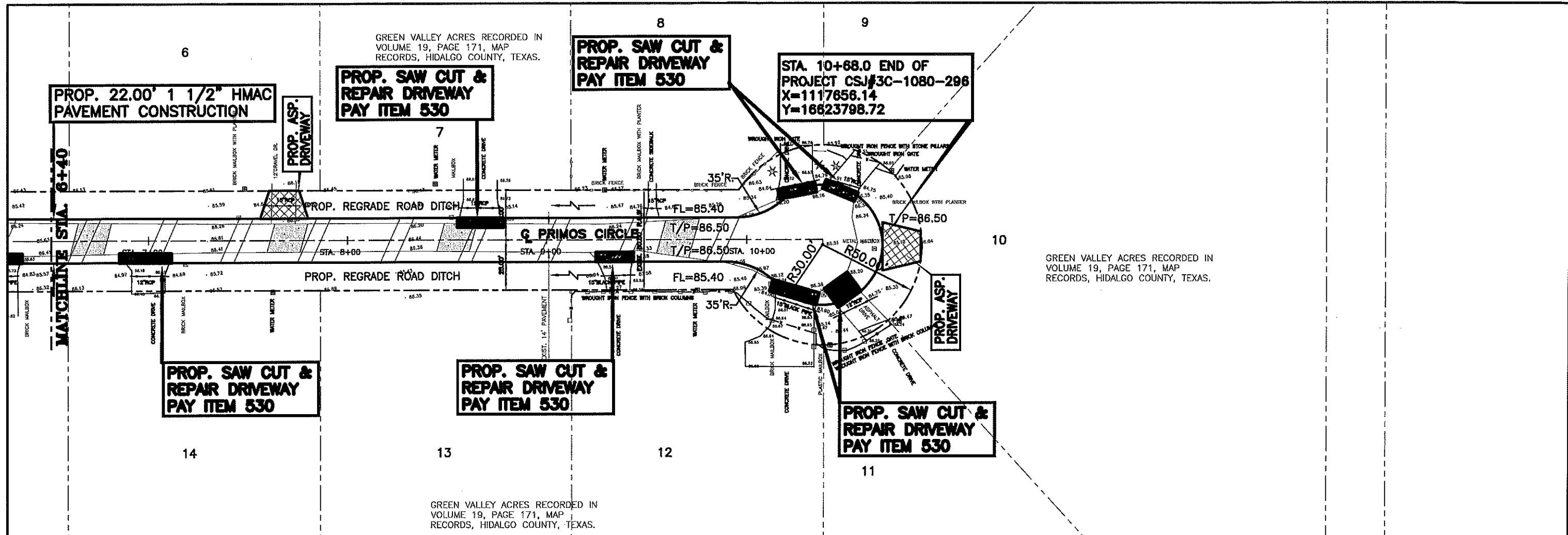
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TEXAS DEPARTMENT OF TRANSPORTATION

QUINTANILLA, HEADLEY AND ASSOCIATES, INC.
CONSULTING ENGINEERS LAND SURVEYORS
124 E. STUMPER ST. PHONE 956-381-8490
EDINBURG, TEXAS 78236 FAX 956-381-0827
ALPHABETICALLY-INDEXED
REGISTRATION NUMBER F-1513 SURVEYING REGISTRATION NUMBER 100411-00

**HIDALGO COUNTY COLONIA ACCESS PROGRAM
ROUND THREE ALLOCATION FUNDING
GREEN VALLEY DEVELOPMENT SUBDIVISION
PRIMOS CIRCLE-**
PROPOSED STREET SECTION STA. 0+11 TO STA. 10+68

FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.
6		14
STATE	DIST.	COUNTY
TEXAS	21	HIDALGO
CONT.	SECT.	JOB
CSJ#	3C	1080-296
		HIGHWAY NO.

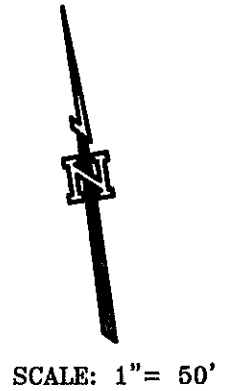


GREEN VALLEY ACRES RECORDED IN VOLUME 19, PAGE 171, MAP RECORDS, HIDALGO COUNTY, TEXAS.

GREEN VALLEY ACRES RECORDED IN VOLUME 19, PAGE 171, MAP RECORDS, HIDALGO COUNTY, TEXAS.

GREEN VALLEY ACRES RECORDED IN VOLUME 19, PAGE 171, MAP RECORDS, HIDALGO COUNTY, TEXAS.

NOTES:
SAW CUT & REPAIR DRIVEWAY IS NOT A PAY ITEM. IT IS CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.



LEGEND	
	PROP. DRIVEWAYS
	PROP. PAVEMENT
	EXIST. PAVEMENT
	SERVICE POLE
	WATER METER
	SIGN
	POWER POLE
	MAIL BOX
	PALM TREE
	FND. C.P.S.
	GUY WIRE
	PINE TREE
	TEL PED
	WATER VALVE
	FLUSH VALVE
	VALVE MARKER
	MESQUITE

BENCHMARK INFORMATION
LOCAL BENCHMARK (REF POINT No. 1)
CENTER LINE OF PRIMOS CIRCLE
BM. C.P.S.
NORTHING=1116630.94
EASTING = 16623944.18
ELEVATION=86.94



Eulalio Ramirez
EULALIO RAMIREZ P.E.
REGISTER No. 77062
DATE: 11-27-18

CONSTRUCTION NOTES:
1) CONTRACTOR TO CALL 1-800-DIG TESS FOR VERIFICATION OF ALL UTILITY LOCATIONS BEFORE ANY CONSTRUCTION.
2) ONLY UTILITIES FOR WHICH INFORMATION WAS AVAILABLE ARE SHOWN. LOCATIONS AND ELEVATIONS ARE APPROXIMATE. CONTRACTOR SHALL NOTIFY ALL UTILITIES COMPANIES FOR VERIFICATION OF LOCATIONS PRIOR TO COMMENCEMENT OF WORK.

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TEXAS DEPARTMENT OF TRANSPORTATION

QUINTANILLA, HEADLEY AND ASSOCIATES, INC.
CONSULTING ENGINEERS • LAND SURVEYORS
124 E. STUBBS ST. PHONE 858-381-8480
EDINBURG, TEXAS 78838 FAX 858-381-0827
ALFONSO@QHA-ENG.COM
REGISTRATION NUMBER F-1813 SURVEYING REGISTRATION NUMBER 100411-00

**HIDALGO COUNTY COLONIA ACCESS PROGRAM
ROUND THREE ALLOCATION FUNDING
GREEN VALLEY DEVELOPMENT SUBDIVISION
PRIMOS CIRCLE-**

PROPOSED STREET SECTION STA. 0+11 TO STA. 10+68

FED. RD. DIST. NO.	PROJECT NO.	SHEET NO.	
6		15	
STATE	DIST.	COUNTY	
TEXAS	21	HIDALGO	
CONT.	SECT.	JOB	HIGHWAY NO.
CSJ#	3C	1080-296	

PROP. 18" R.R.G.C.P.
48.00 LF. WITH SAFETY
END TREATMENTS (64.00
L.F. TOTAL) F.L.-83.80

STA. 0+11.0 BEGIN OF
PROJECT CSJ#3C-1080-296
X=1116609.30
Y=16623947.67

GREEN VALLEY ACRES RECORDED IN
VOLUME 19, PAGE 171, MAP
RECORDS, HIDALGO COUNTY, TEXAS.

PROP. 22.00' 1 1/2" HMAC
PAVEMENT CONSTRUCTION

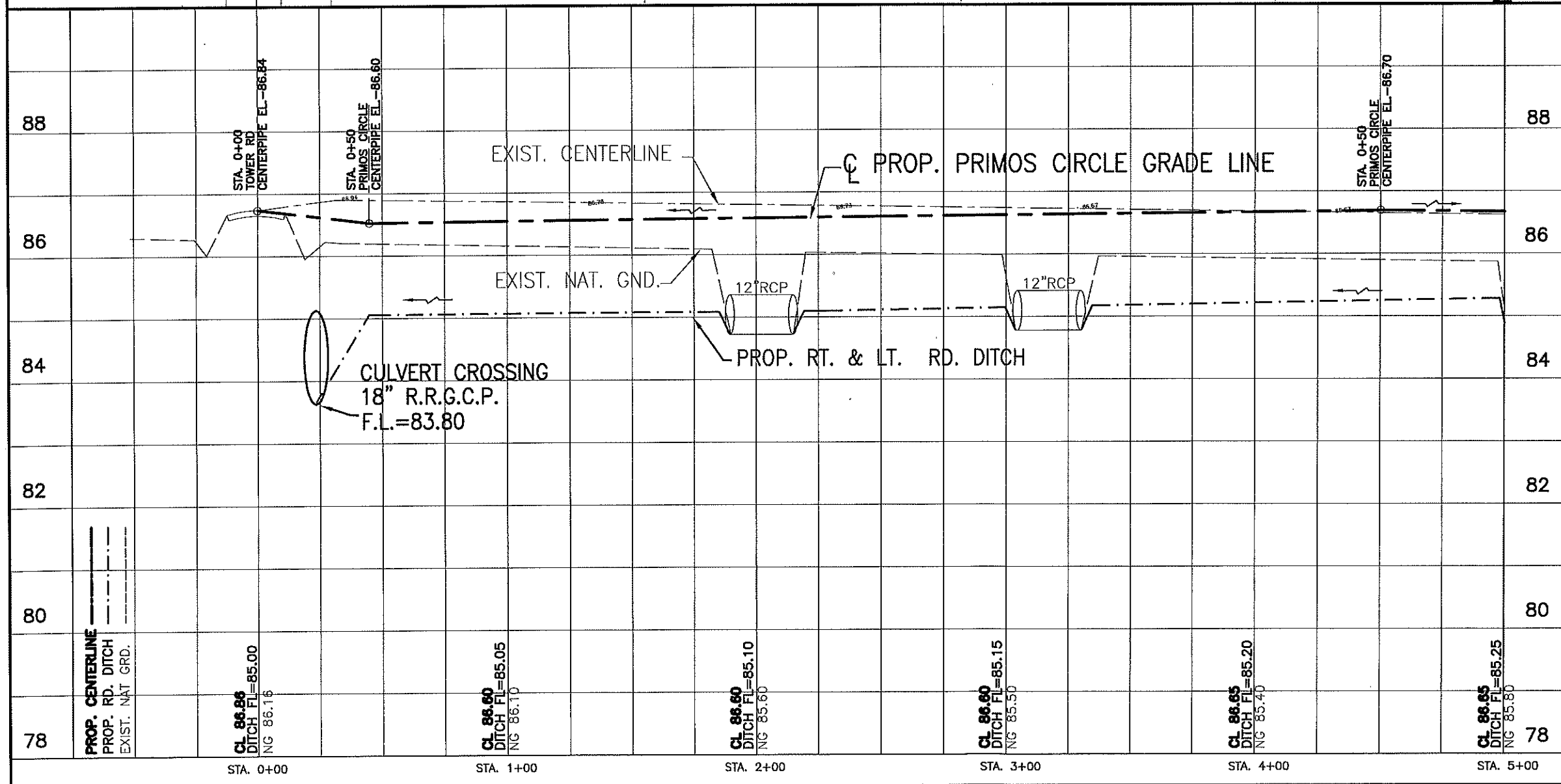


SCALE: 1" = 50'

LEGEND

- EXIST. DRIVEWAYS
- EXIST. PAVEMENT
- EXIST. PAVEMENT
- SERVICE POLE
- WATER METER
- SIGN
- POWER POLE
- MAIL BOX
- PALM TREE
- FND. C.P.S.
- GUY WIRE
- PINE TREE
- TEL PED
- WATER VALVE
- FLUSH VALVE
- VALVE MARKER
- MESQUITE

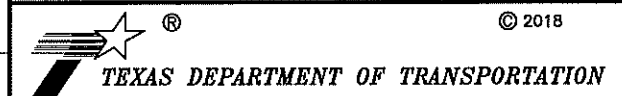
1. FOR ALIGNMENT DATA SEE HORIZONTAL DATA SHEET.
2. FOR INTERSECTION INFORMATION SEE INTERSECTION LAYOUT AND ELEVATION SHEET.
3. DRIVEWAYS & TURNOUTS ARE TO BE CONSTRUCTED AS PER TYPE & WIDTHS SHOWN ON THE DRIVEWAY & TURNOUT TABLES.
4. CONTRACTOR SHALL KEEP ACCESS INTO HOMES AVAILABLE THROUGHOUT THE PROJECT.
5. THE CONTRACTOR WILL RELOCATE ALL MAILBOXES. ACCESS BY MAIL DELIVERY TO THE MAILBOXES SHALL BE KEPT AVAILABLE THROUGHOUT THE PROJECT.



BENCHMARK INFORMATION
LOCAL BENCHMARK (REF POINT No. 1)
CENTER LINE OF PRIMOS CIRCLE
BM. C.P.S.
NORTHING=1116630.94
EASTING = 16623944.18
ELEVATION=86.94



Eulalio Ramirez
EULALIO RAMIREZ P.E.
REGISTERED No. 77062
DATE: 11-27-18



QUINTANILLA, HEADLEY AND ASSOCIATES, INC.
CONSULTING ENGINEERS • LAND SURVEYORS
124 E. STUBBS ST. PHONE 950-361-8460
EDINBURG, TEXAS 78830 FAX 950-361-0827
ALPHONSO@QHA-INC.COM
REGISTRATION NUMBER F-1613 SURVEYING REGISTRATION NUMBER 100411-00

HIDALGO COUNTY COLONIA ACCESS PROGRAM
ROUND THREE ALLOCATION FUNDING
GREEN VALLEY DEVELOPMENT SUBDIVISION
PRIMOS CIRCLE-

SCALE: HORIZONTAL 1" = 50'		PLAN AND PROFILE	
VERTICAL 1" = 5'		STA. 0+00 TO STA. 5+00	
PROJ. NO.	PROJECT NO.	SHEET NO.	16
6			
STATE	DIST.	COUNTY	
TEXAS	21	HIDALGO	
CONT.	SECT.	JOB	HIGHWAY NO.
CSJ#	3C	1080-296	

GREEN VALLEY ACRES RECORDED IN VOLUME 19, PAGE 171, MAP RECORDS, HIDALGO COUNTY, TEXAS.

STA. 10+68.0 END OF PROJECT CSJ#3C-1080-296
X=1117656.14
Y=16623798.72

PROP. 22.00' 1 1/2" HMAC PAVEMENT CONSTRUCTION

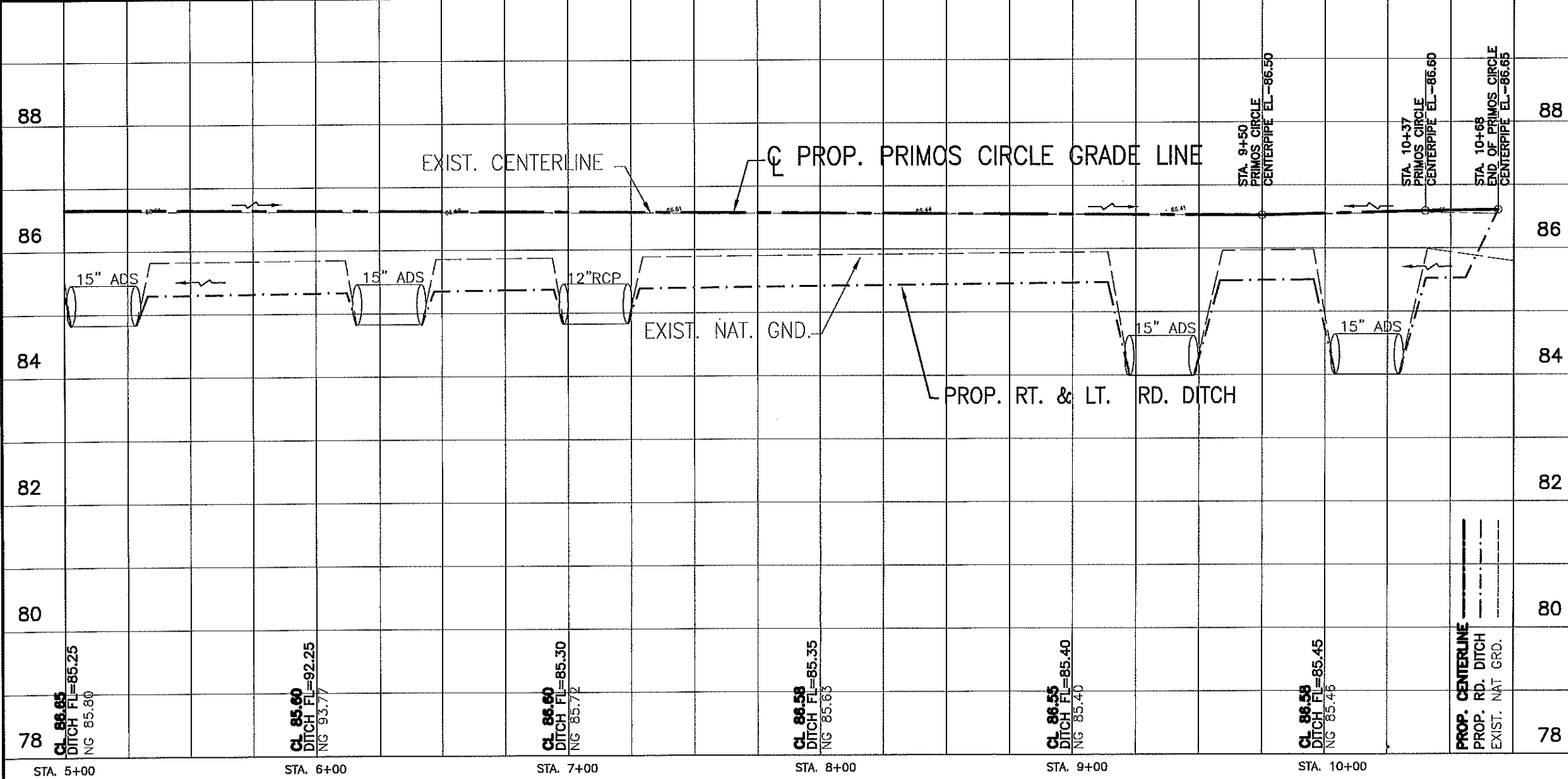
PROP. ASP. DRIVEWAY

LEGEND

- EXIST. DRIVEWAYS
- EXIST. PAVEMENT
- EXIST. PAVEMENT
- SERVICE POLE
- WATER METER
- SIGN
- POWER POLE
- MAIL BOX
- PALM TREE
- FND. C.P.S.
- GUY WIRE
- PINE TREE
- TEL PED
- WATER VALVE
- FLUSH VALVE
- VALVE MARKER
- MESQUITE

SCALE: 1" = 50'

1. FOR ALIGNMENT DATA SEE HORIZONTAL DATA SHEET.
2. FOR INTERSECTION INFORMATION SEE INTERSECTION LAYOUT AND ELEVATION SHEET.
3. DRIVEWAYS & TURNOUTS ARE TO BE CONSTRUCTED AS PER TYPE & WIDTHS SHOWN ON THE DRIVEWAY & TURNOUT TABLES.
4. CONTRACTOR SHALL KEEP ACCESS INTO HOMES AVAILABLE THROUGHOUT THE PROJECT.
5. THE CONTRACTOR WILL RELOCATE ALL MAILBOXES. ACCESS BY MAIL DELIVERY TO THE MAILBOXES SHALL BE KEPT AVAILABLE THROUGHOUT THE PROJECT.



BENCHMARK INFORMATION
LOCAL BENCHMARK (REF POINT No. 1)
CENTER LINE OF PRIMOS CIRCLE
BM. C.P.S.
NORTHING=1116630.94
EASTING = 16623944.18
ELEVATION=86.94



Eulalio Ramirez
EULALIO RAMIREZ P.E.
REGISTERED No. 77062
DATE: 11-27-18



QUINTANILLA, HEADLEY AND ASSOCIATES, INC.
CONSULTING ENGINEERS • LAND SURVEYORS
124 E. STURGES ST. EDINBURG, TEXAS 78939
PHONE 956-381-6480 FAX 956-381-0827
ALFONSO@QHA-ENG.COM REGISTRATION NUMBER F-18153 SURVEYING REGISTRATION NUMBER 106411-00

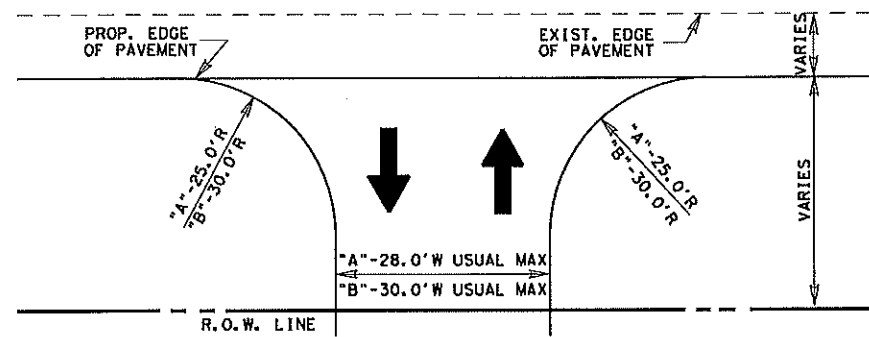
HIDALGO COUNTY COLONIA ACCESS PROGRAM
ROUND THREE ALLOCATION FUNDING
GREEN VALLEY DEVELOPMENT SUBDIVISION
PRIMOS CIRCLE-

SCALE: HORIZONTAL 1" = 50' VERTICAL 1" = 5'

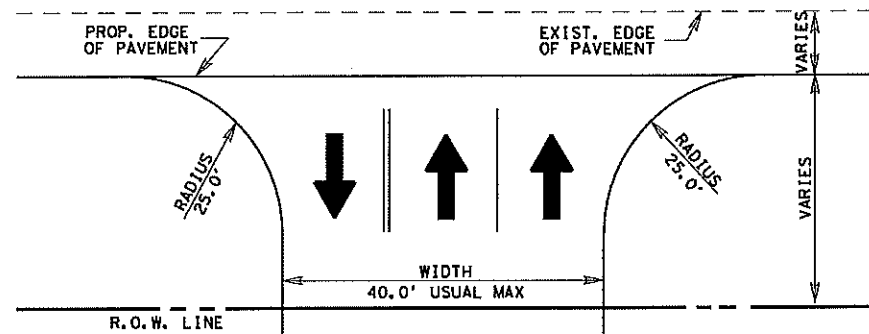
PLAN AND PROFILE STA. 5+00 TO STA. 10+00

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	3C 1080-296		17
STATE	DIST.	COUNTY	
TEXAS	21	HIDALGO	
CONT.	SECT.	JOB	HIGHWAY NO.
CSJ#	3C	1080-296	

DESIGNS FOR TWO-WAY COMMERCIAL DRIVEWAYS

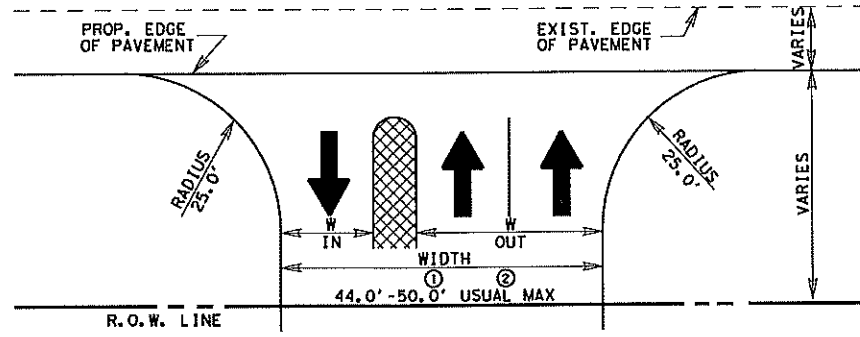


"A" - ONE ENTRY LANE AND ONE EXIT LANE, FEWER THAN 4 LARGE VEHICLES PER HOUR
 "B" - ONE ENTRY LANE AND ONE EXIT LANE, 4 OR MORE SINGLE UNIT VEHICLES PER HOUR
 ① - DRIVEWAY DESIGNS FOR LARGER VEHICLES WILL BE CONSIDERED ON A CASE BY CASE BASIS

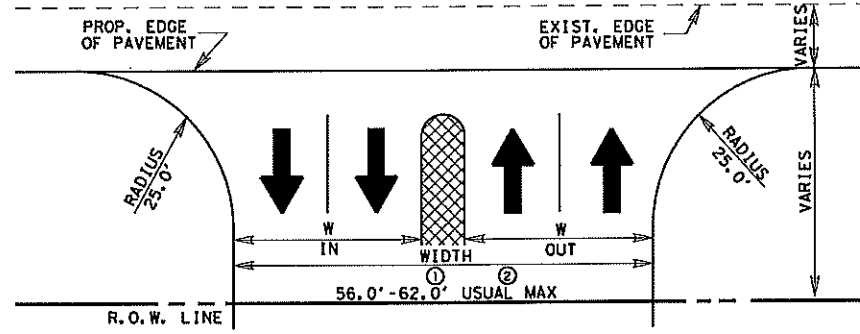


ONE ENTRY LANE AND TWO EXIT LANES (WITHOUT DIVIDERS)

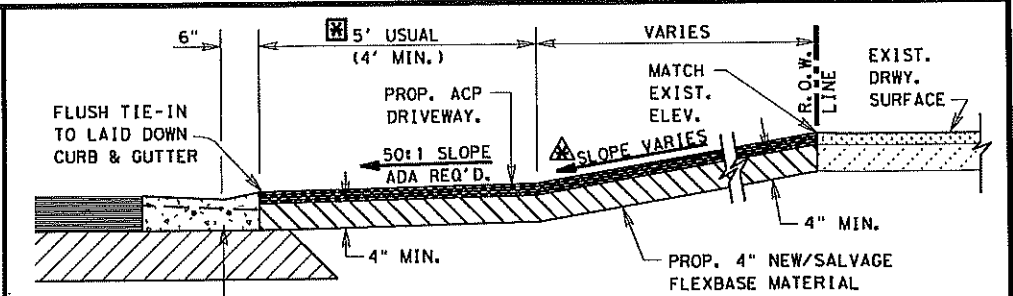
DESIGNS FOR TWO-WAY COMMERCIAL DRIVEWAYS



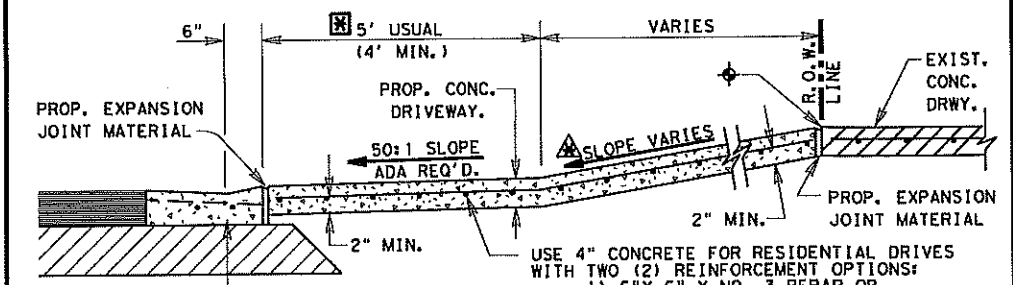
① - 4.0' WIDE DIVIDER, FACE-TO-FACE CURBS
 ② - 10.0' WIDE DIVIDER, FACE-TO-FACE CURBS
 ONE ENTRY LANE AND TWO EXIT LANES (WITH A DIVIDER)



① - 4.0' WIDE DIVIDER, FACE-TO-FACE CURBS
 ② - 10.0' WIDE DIVIDER, FACE-TO-FACE CURBS
 TWO ENTRY LANES AND TWO EXIT LANES (WITH A DIVIDER)



TYPICAL ASPH. CONC. PVM'T. DRIVEWAY SECTION
 N. T. S.



TYPICAL CONCRETE DRIVEWAY SECTION
 N. T. S.

CONCRETE SHALL BE SAW CUT TO THE LIMITS OF REMOVAL WHERE APPLICABLE.

PROP./FUTURE SIDEWALK CROSSING LOCATION UNLESS SHOWN ELSEWHERE ON P&P SHEETS. SEE P&P SHEETS FOR PROP. SIDEWALK LOCATION IF SIDEWALKS ARE INCLUDED AS PART OF PROJECT. REFER TO STATE STANDARDS - PEDESTRIAN FACILITIES - FOR ADDITIONAL REQUIREMENTS.

ENTRANCE'S BASE AND SURFACING MAY BE EXTENDED BEYOND R.O.W. LINE AS REQUIRED TO MEET EXISTING GRADE IN A SATISFACTORY MANNER OF WHICH NO STEEPER THAN 12:1 FOR COMMERCIAL DRIVEWAY AND 8:1 FOR RESIDENTIAL DRIVEWAY SLOPE WILL BE CONSTRUCTED.

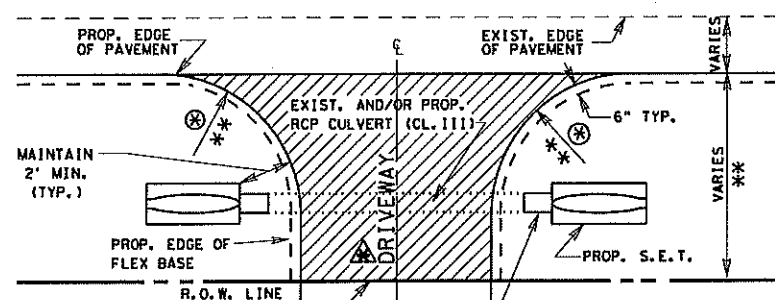
PROP. DWY ALGEBRAIC DIFFERENCE TABLE

COMMERCIAL DRIVEWAYS @ A = 6% MAX.
RESIDENTIAL DRIVEWAYS @ A = 8% MAX.

PROPOSED DRIVEWAY SLOPE TABLE

COMMERCIAL DRIVEWAYS @ 12:1 MAX.
RESIDENTIAL DRIVEWAYS @ 8:1 MAX.

PRIVATE AND COMMERCIAL DRIVES WITHOUT CURB & GUTTER

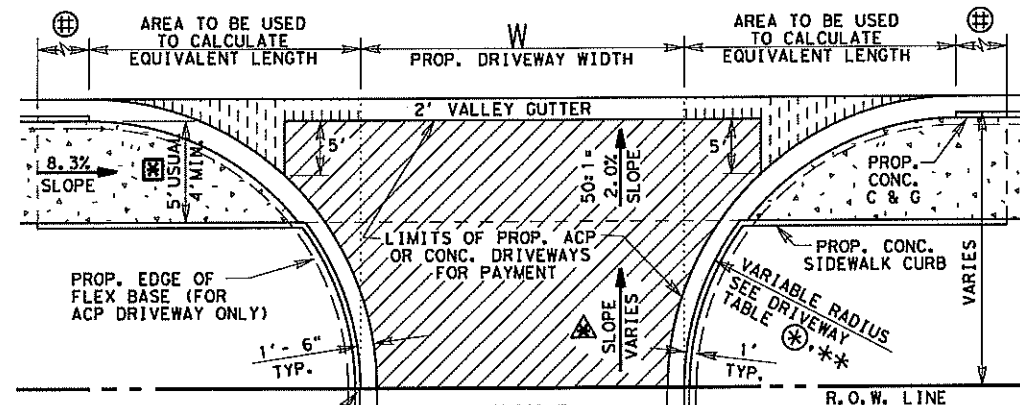


PLAN OF PRIVATE AND COMMERCIAL DRIVES
 OR AS SHOWN ON PLAN LAYOUT. TURNING RADIUS MAY BE REDUCED AS APPROVED BY THE ENGINEER.
 LIMITS OF PROP. ACP OR CONC. DRIVEWAY FOR PAYMENT
 PROP. RCP EXTENSION WHERE REQUIRED (TO BE DETERMINED IN THE FIELD BY THE ENGINEER, IF NOT NOTED ON PLANS.)

** FOR PRIVATE RESIDENTIAL DRIVES, TRY TO MATCH EXISTING WITH A MINIMUM WIDTH OF 12 FT. AND A MAXIMUM WIDTH OF 24 FT. WITH 15 FT. USUAL RADIUS. FOR COMMERCIAL DRIVES, USE ABOVE COMMERCIAL DRIVEWAY DETAILS.

SEE TYPICAL DRIVEWAY SECTIONS NOTES FOR DRIVEWAY SLOPE CRITERIA.

PRIVATE AND COMMERCIAL DRIVES WITH CURB & GUTTER



PLAN OF PRIVATE AND COMMERCIAL DRIVES
 SEE P&P SHEETS FOR LOCATIONS OF DRIVES
 N. T. S.
 PROP./FUTURE CONC. SIDEWALK LOCATION UNLESS SHOWN ELSEWHERE ON P&P SHEETS. REFER TO STATE STANDARDS - PEDESTRIAN FACILITIES - FOR ADDITIONAL REQUIREMENTS.
 LIMITS OF SLOPE FOR PROP. CONC. CURB BASED ON 8.3% SLOPE FOR SIDEWALK.
 SEE TYPICAL DRIVEWAY SECTIONS NOTES FOR DRIVEWAY SLOPE CRITERIA.

LF EQUIVALENT TABLE FOR PAYMENT LIMITS OF 2' VALLEY GUTTER

LF OF VALLEY GUTTER = W + X1 + X2
 WHERE X1 AND X2 MAY VARY DEPENDING ON RADIUS

Prop. Driveway Radius	X1 or X2 (Sq Ft Area / 2')	Equivalent LF Length
5'	1	
8'	2	
10'	4	
12'	6	
15'	9	
18'	12	
20'	15	
22'	18	
25'	24	
28'	30	
30'	34	

SEE DRIVEWAY TABLE FOR LIMITS OF LAID DOWN CURB TO BE PAID FOR AS CURB AND GUTTER

DRIVEWAY TYPES

TY PB-1
 EXIST. PRIVATE OR COMMERCIAL DRIVEWAYS TO BE CONSTRUCTED AS SHOWN WITH 4" NEW AND/OR SALVAGE FLEX. BASE, PRIMED AND SURFACED WITH 114# SY ACP.

CONCRETE (RESIDENTIAL)
 EXIST. PRIVATE DRIVEWAYS TO BE CONSTRUCTED AS SHOWN WITH 4" CONCRETE. TO BE PAID FOR BY THE SQ. YD.

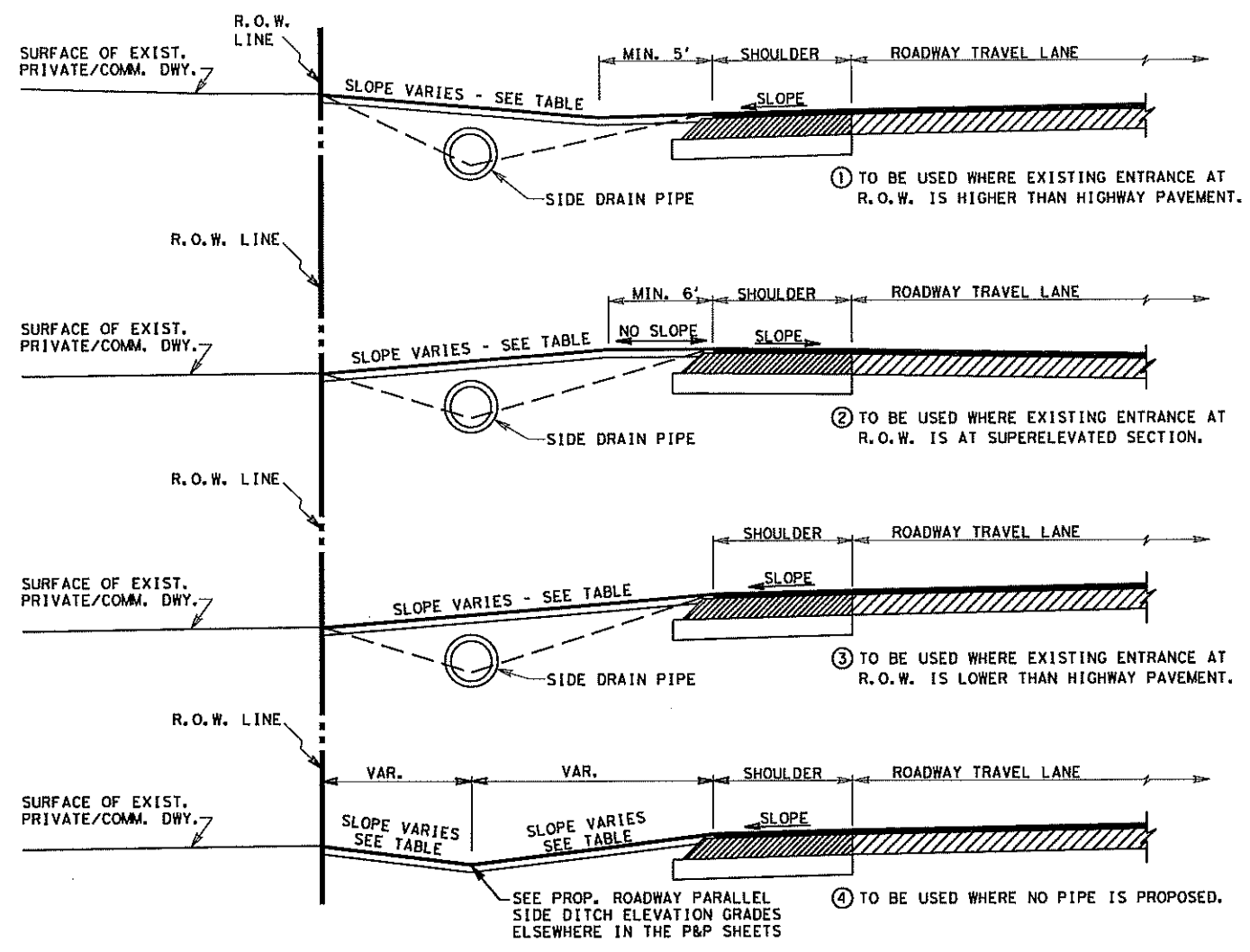
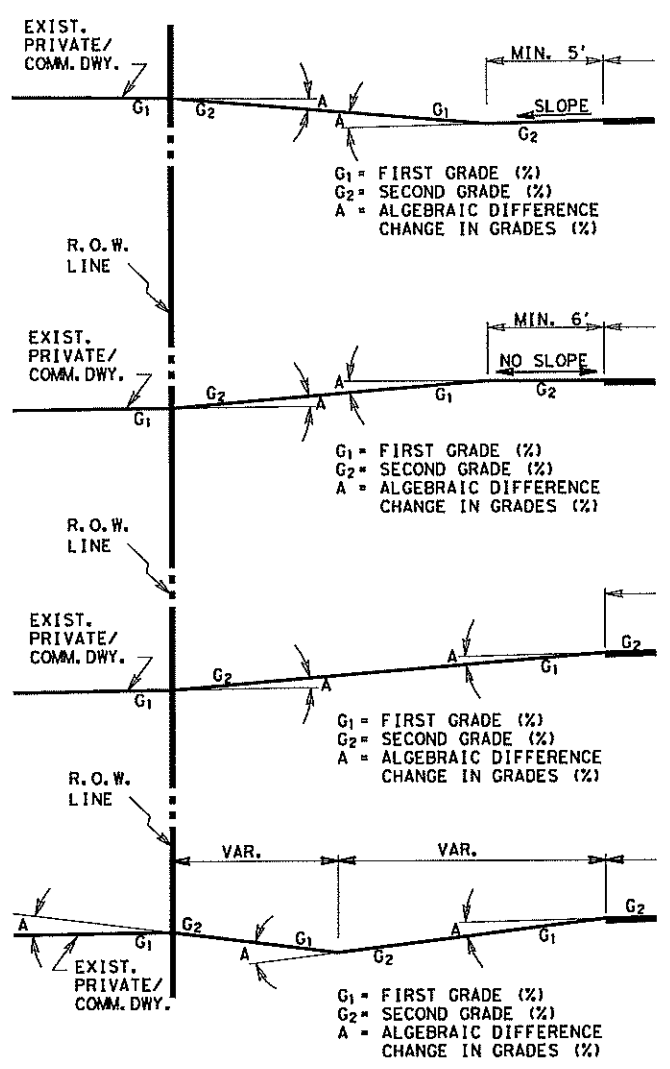
CONCRETE (COMMERCIAL)
 EXIST. BUSINESS DRIVEWAYS TO BE CONSTRUCTED AS SHOWN WITH 6" CONCRETE. TO BE PAID FOR BY THE SQ. YD.

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TEXAS DEPARTMENT OF TRANSPORTATION
DRIVEWAY DETAILS
PRIVATE
(RESIDENTIAL-COMMERCIAL)

REV. 01/17 DRIVEWAY2.DGN

FED. DIST. NO.	PROJECT NO.	FILE NO.	SHEET NO.
6			
STATE	DIST. NO.	COUNTY	CONT. SECT. JOB HIGHWAY NO.
TEXAS	21		



TYPICAL ENTRANCE PROFILE FOR DRIVEWAYS W/OUT C&G

PROPOSED DRIVEWAY SLOPE TABLE COMMERCIAL DRIVEWAYS @ 12:1 MAX. RESIDENTIAL DRIVEWAYS @ 8:1 MAX.	PROP. DWY ALGEBRAIC DIFFERENCE TABLE COMMERCIAL DRIVEWAYS @ A = 6% MAX. RESIDENTIAL DRIVEWAYS @ A = 8% MAX.
--	--

NOTES:

ALL ENTRANCES CONSTRUCTED ON THIS PROJECT ARE SUBJECT TO CONCURRENCE WITH EXISTING GOVERNING REGULATIONS AS SET OUT BY THE STATE - TEXAS TRANSPORTATION COMMISSION.

ENTRANCE'S BASE AND SURFACING MAY BE EXTENDED BEYOND R.O.W. LINE AS REQUIRED TO MEET EXISTING DRIVEWAY GRADE IN A SATISFACTORY MANNER OF WHICH NO STEEPER THAN 12:1 FOR COMMERCIAL DRIVEWAY AND 8:1 FOR RESIDENTIAL DRIVEWAY SLOPE WILL BE CONSTRUCTED.

ALL FLEXIBLE BASE USED FOR PRIVATE DRIVES & COMMERCIAL DRIVES WILL NOT REQUIRE LIME TREATMENT.

EXACT LOCATIONS, DIMENSIONS, AND TYPE TO BE ESTABLISHED DURING CONSTRUCTION BY THE ENGINEER.

PROP. WIDTH OF DRIVEWAYS TO MATCH EXISTING WIDTH AT R.O.W. LINE.

114 #/SY ACP (COMPACTED) IS EQUAL TO 1 IN. DEPTH,
171 #/SY ACP (COMPACTED) IS EQUAL TO 1 1/2 IN. DEPTH.

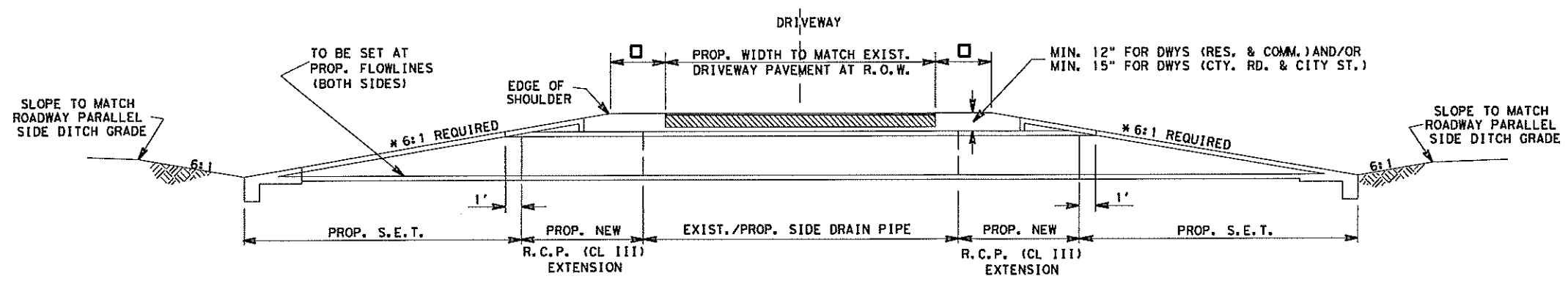
SIDE DRAIN PIPES TO BE INSTALLED WHERE ROADWAY DITCH DRAINAGE IS NECESSARY, AS INDICATED ON PLANS AND/OR AS DIRECTED BY THE ENGINEER.

SIDE DRAIN PIPES TO BE INSTALLED WITH A MINIMUM OF 12" COVER WITH PROPOSED RESIDENTIAL & COMMERCIAL DRIVEWAY MATERIAL OR 15" COVER WITH PROPOSED COUNTY ROAD & CITY STREET ROADWAY MATERIAL.

AVERAGE DRIVEWAY DIMENSIONS SHOWN ON TABLE OF DRIVEWAYS (ELSEWHERE IN PLANS) ARE FOR ESTIMATING PURPOSES ONLY. ACTUAL DRIVEWAY DIMENSIONS MAY BE CHANGED BY THE ENGINEER BASED ON EXISTING FIELD CONDITIONS.

THE RATE OF PRIME COAT SHALL BE 0.10 GAL/SY FOR PRIVATE AND/OR COMMERCIAL DRIVEWAYS AND 0.20 GAL/SY FOR PUBLIC DRIVEWAYS (COUNTY ROADS AND/OR CITY STREETS).

TYPICALLY A CHANGE IN GRADE OF THREE PERCENT (3%) OR LESS AND A DISTANCE BETWEEN CHANGES IN GRADE OF AT LEAST ELEVEN FEET (11') ACCOMMODATES MOST VEHICLES. HOWEVER, LITERATURE SUGGESTS THAT A SIX PERCENT (6%) TO EIGHT PERCENT (8%) CHANGE IN GRADE MAY OPERATE EFFECTIVELY. INDIVIDUAL SITE CONDITIONS SHOULD BE EVALUATED TO ACCOMMODATE THE VEHICLE FLEET USING THE DRIVEWAY.



□ - 1' MIN. ON DRIVEWAYS (RES. & COMM.)
 2' MIN. ON DRIVEWAYS (COUNTY RD. & CITY ST.)
 * - 6:1 SLOPE REQUIRED

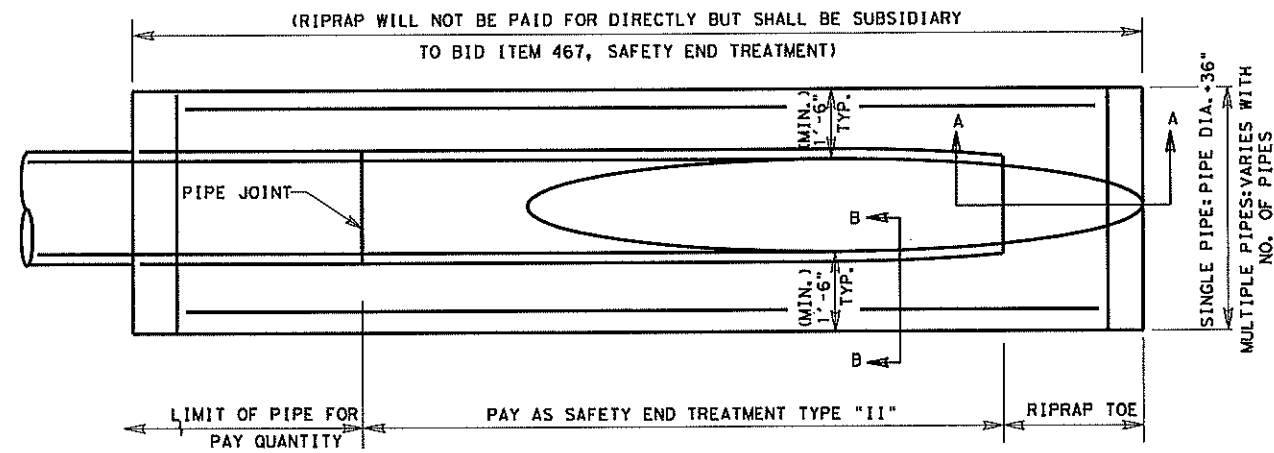
© TxDOT 2017 PHARR DISTRICT STANDARD

TEXAS DEPARTMENT OF TRANSPORTATION

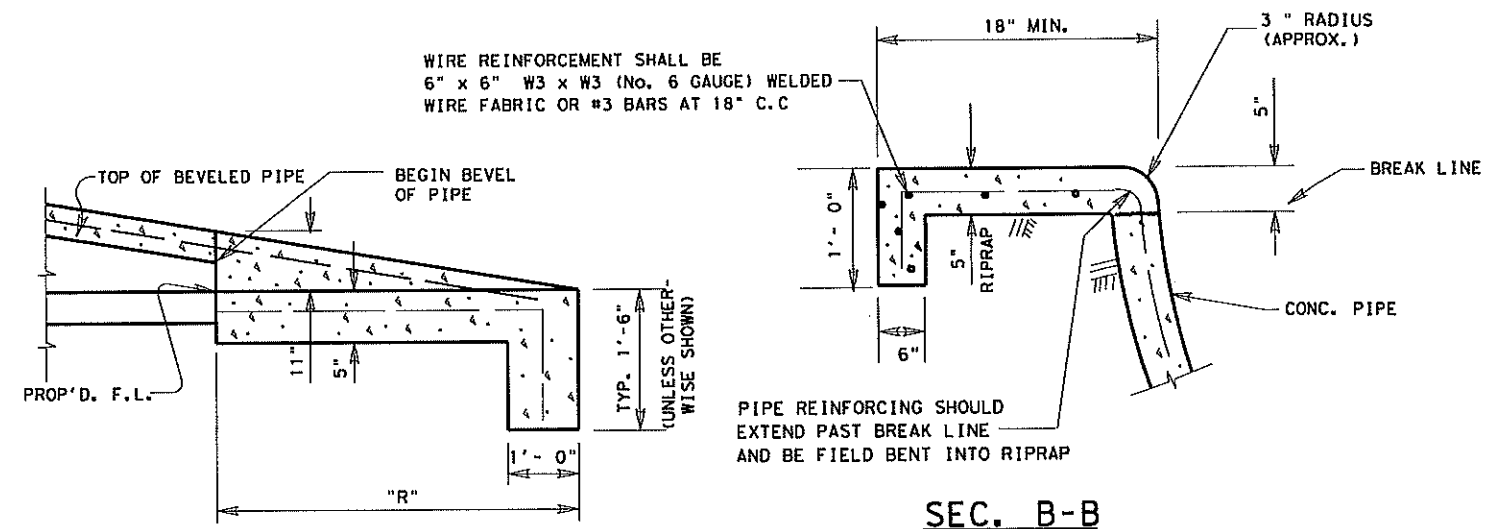
DRIVEWAY PROFILE DETAILS

REV. 1/17 DRIVEWAY1.DGN

STATE AID PROJECT NO.	FILE NO.	SHEET NO.
6		
STATE DIST. NO.	COUNTY	CONT.
TEXAS 21		

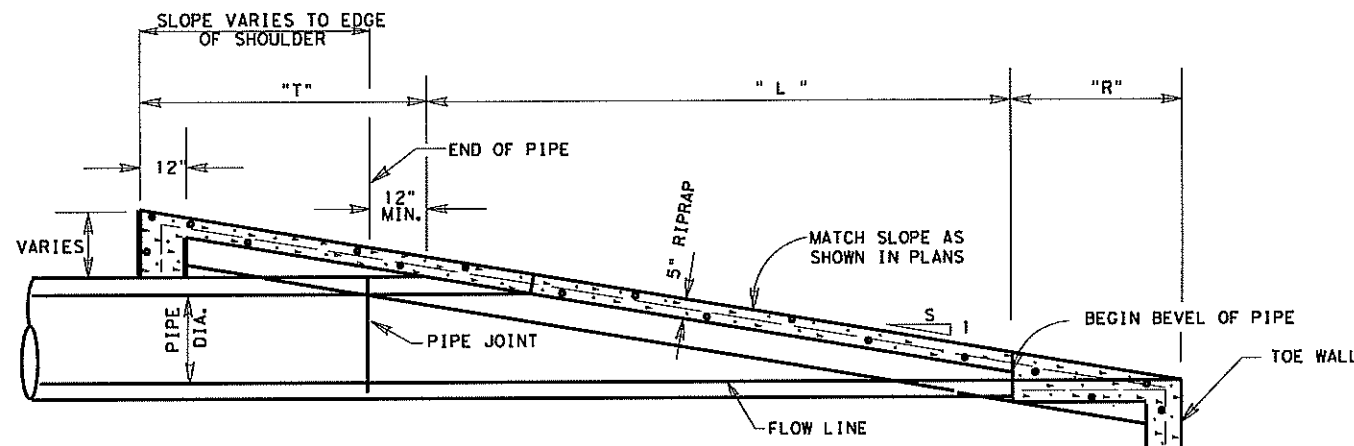


PLAN VIEW



SEC. A-A

SEC. B-B



ELEVATION SAFETY END TREATMENT

SAFETY END TREATMENT PIPE LENGTHS

PIPE DIA. (IN.)	"L"			
	3:1	4:1	5:1	6:1
12	2'-0"	2'-8"	3'-4"	4'-0"
15	2'-9"	3'-8"	4'-7"	5'-6"
18	3'-6"	4'-8"	5'-10"	7'-0"
24	5'-1 1/2"	6'-10"	8'-6 1/2"	10'-3"
30	6'-9"	9'-0"	11'-3"	13'-6"
36	8'-6"	11'-4"	14'-2"	17'-0"
42	10'-1 1/2"	13'-6"	16'-10 1/2"	20'-3"
48	11'-9"	15'-8"	19'-7"	23'-6"

⊗ DRIVEWAYS & TURNOUTS ARE 6:1 ONLY

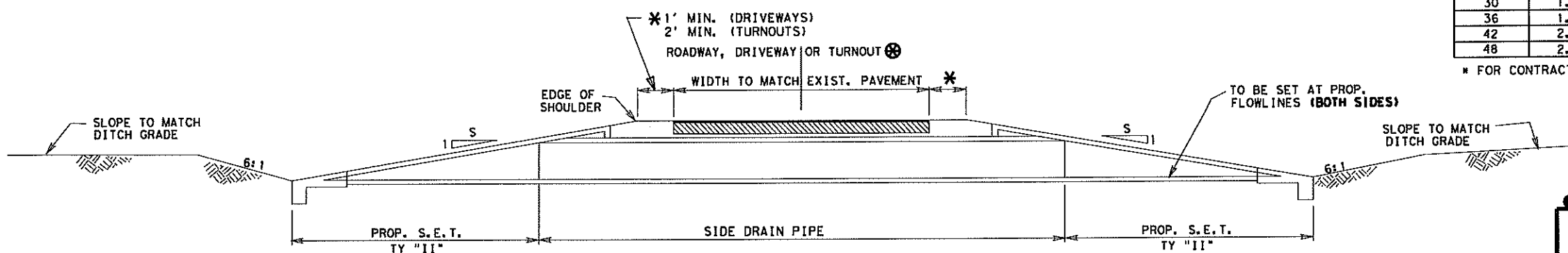
RIPRAP TOE LENGTHS

SLOPE	"R"		"T"	
	"R"	"T"	"R"	"T"
3:1	2'-9"	1'-9"	2'-9"	1'-9"
4:1	3'-8"	2'-4"	3'-8"	2'-4"
5:1	4'-7"	2'-11"	4'-7"	2'-11"
6:1	5'-6"	3'-6"	5'-6"	3'-6"

ESTIMATED RIPRAP VOLUME (CY)

PIPE DIA. (IN.)	"L"			
	3:1	4:1	5:1	6:1
12	.9	1.1	1.3	1.6
15	1.0	1.2	1.5	1.8
18	1.1	1.4	1.6	1.9
24	1.3	1.6	2.0	2.3
30	1.5	1.9	2.3	2.7
36	1.7	2.2	2.7	3.2
42	2.0	2.5	3.1	3.6
48	2.2	2.8	3.4	4.1

* FOR CONTRACTORS INFORMATION ONLY (SINGLE PIPE)



TYPICAL SIDEDRAIN SECTION

NOTE:

ALL EXCAVATION AND BACKFILL REQUIRED AT ALL PIPE SIDE DRAIN CONNECTIONS, ADJUSTMENTS AND/OR EXTENSIONS WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE SUBSIDIARY TO THE BID ITEMS INVOLVED AND IN ACCORDANCE WITH ITEM 400 "STRUCTURAL EXCAVATION".

Q1001 2016 PHARR DISTRICT STANDARDS

TEXAS DEPARTMENT OF TRANSPORTATION

SAFETY END TREATMENT DETAILS

REV. 9/16 SET. DGN

STATE AID PROJECT NO.	FILE NO.	SHEET NO.
6		
STATE	COUNTY	CONTR. SECT.
TEXAS	21	

SITE DESCRIPTION

PROJECT LIMITS: Project Limits are within the 60.00 foot R.O.W.'s of Primos Circle in Green Valley Development Subdivision, approximately 0.1865 of a mile of South of intersection of Tower Road and Iowa Road, with a total of 1088.00 linear feet or 0.2022 of a mile.

PROJECT DESCRIPTION: Construct widening a 22.00 foot pavement lane to 2-11.00' lanes. Consisting of Gratings, Flexible Base, Asphaltic Concrete Pavement and Concrete Pipe Crossing, ADS Pipes at Driveways and Regarde Road Side Ditches to an existing grate inlet on the east side of Tower Road to an exist. outfall.

MAJOR SOIL DISTURBING ACTIVITIES: Include preparing right of way, clearing and grubbing grading, excavation and embankment for roadway, entry crossing drainage culverts, erosion and sediment control and seeding.

TOTAL PROJECT AREA: 17.30 acres

TOTAL AREA TO BE DISTURBED: 1.22 acres

WEIGHTED RUNOFF COEFFICIENT (AFTER CONSTRUCTION): _____

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER: The existing soil primarily consists of one soil type. The majority consists of Hidalgo sandy clay loam. These soils have improvements and are covered with approximately 30% of grasses which are in fair condition. The remaining 30% of the soil in the right of way is covered with the existing roadway base material.

NAME OF RECEIVING WATERS: These channels ultimately drain into the Laguna Madre via the ECDD No. 1 South Main floodway. Storm water drainage will be drained via Road Side Ditches out to road side ditches along the east side of Tower Road & south along east R.O.W. to exist. drain ditch.

HISTORICAL STRUCTURES: None

ENDANGERED SPECIES: None

SOIL STABILIZATION PRACTICES:

- TEMPORARY SEEDING
- PERMANENT PLANTING, SODDING, OR SEEDING
- MULCHING
- SOIL RETENTION BLANKET
- BUFFER ZONES
- PRESERVATION OF NATURAL RESOURCES

OTHER: Disturbed areas on which construction activity has ceased (temporarily or permanently) shall be stabilized within 14 days unless activities are scheduled to resume within 21 days.

STRUCTURAL PRACTICES:

- TEMPORARY SILT FENCES
- HAY BALES
- ROCK BERMS
- DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
- DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
- DIVERSION DIKE AND SWALE COMBINATIONS
- PIPE SLOPE DRAINS
- PAVED FLUMES
- ROCK BEDDING AT CONSTRUCTION EXIT
- TIMBER MATTING AT CONSTRUCTION EXIT
- CHANNEL LINERS
- SEDIMENT TRAPS
- SEDIMENT BASINS
- STORM INLET SEDIMENT TRAP
- STONE OUTLET STRUCTURES
- CURBS AND GUTTERS
- STORM SEWERS
- VELOCITY CONTROL DEVICES

OTHER: _____

NARRATIVE - SEQUENCE OF CONSTRUCTION (STORM WATER MANAGEMENT) ACTIVITIES:

None

STORM WATER MANAGEMENT: Drainage will drained to roadside ditches and flow to existing outfall channels. These channels ultimately drain into the Laguna Madre via the north main floodway.

" I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."



Ell B
EULALIO RAMIREZ P.E.
REGISTERED No. 77062
DATE: 11-27-18

EROSION AND SEDIMENT CONTROLS

OTHER EROSION AND SEDIMENT CONTROLS:

MAINTENANCE: All erosion and sediment controls will be maintained in good working order. If a repair is necessary, it will be done at the earliest date possible, but no later than 7 calendar days after the surrounding exposed ground has dried sufficiently to prevent further damage from heavy equipment. The areas adjacent to creeks and drainage ways shall have priority followed by devices protecting storm sewer inlets.

INSPECTION: An inspection will be performed by a TxDOT inspector every week as well as after every half inch or more of rain (as recorded on a non-freezing rain gauge to be located at the Project Site). An inspection and Maintenance Report will be made per each inspection. Based on the inspection results, the controls shall be revised per the inspection report.

WASTE MATERIALS: All waste materials will be collected and stored in a securely lidded dumpster. All trash and construction debris from the site will be deposited as necessary at a local dump. No construction waste material will be buried on site.

HAZARDOUS WASTE (INCLUDING SPILL REPORTING): At a minimum, any products in the following categories to be hazardous: Paints, Acids for cleaning masonry surfaces, Cleaning Solvents, Asphalt products, Chemical additives for soil stabilization, or Concrete curing compounds and additives. In the event of a spill which may be hazardous, the Coordinator should be contacted immediately. Emptying of excess concrete should not be allowed on site. Likewise, washout of concrete trucks should not be performed on site. These discharges are considered non-allowable non-storm water discharges. Concrete trucks should never be allowed to dump into storm drains or sanitary sewers.


SANITARY WASTE: All sanitary waste will be collected from the portable units as necessary or as required by local regulation by a licensed sanitary waste management contractor.

OFFSITE VEHICLE TRACKING:

- HAUL ROADS DAMPENED FOR DUST CONTROL
- LOADED HAUL TRUCKS TO BE COVERED WITH TARPULIN
- EXCESS DIRT ON ROAD REMOVED DAILY
- STABILIZED CONSTRUCTION ENTRANCE

OTHER: _____

REMARKS: Disposal areas, stockpiles, and haul roads shall be constructed in a manner that will minimize and control the amount of sediment that may enter receiving waters. Disposal areas shall not be located in any wet land, water body or stream bed. Construction staging areas and vehicle maintenance areas shall be constructed by the Contractor in a manner to minimize the runoff of pollutants.



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TEXAS DEPARTMENT OF TRANSPORTATION

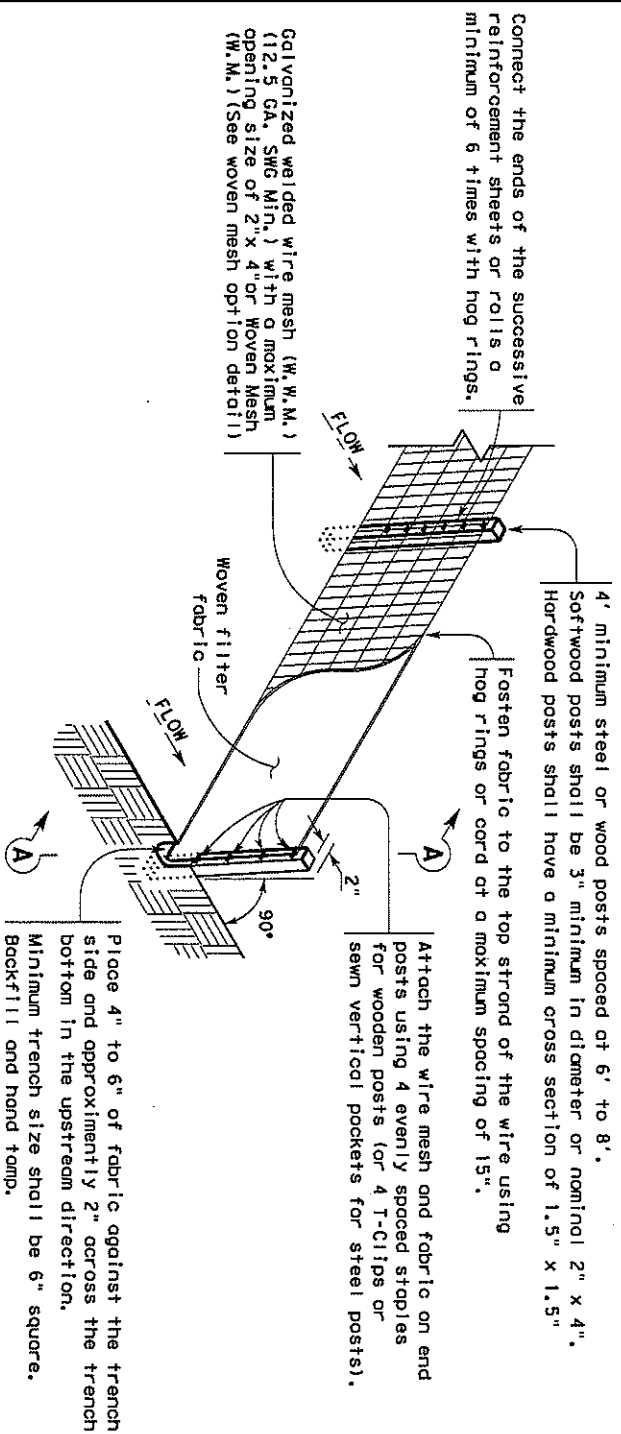
**HIDALGO COUNTY COLONIA ACCESS PROGRAM
ROUND THREE ALLOCATION FUNDING
GREEN VALLEY DEVELOPMENT SUBDIVISION
PRIMOS CIRCLE-CSJ#**

TxDOT STORM WATER
POLLUTION PREVENTION PLAN (SW3P)

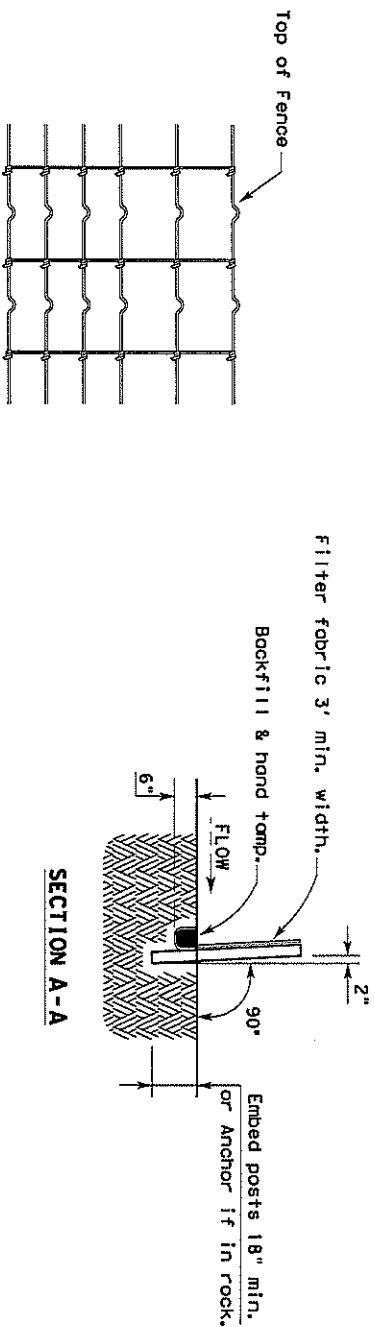
FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.
6		22
STATE	DIST.	COUNTY
TEXAS	21	HIDALGO
CONT.	SECT.	JOB
CSJ#	3C	1080-296

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DATE
FILE



TEMPORARY SEDIMENT CONTROL FENCE



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.

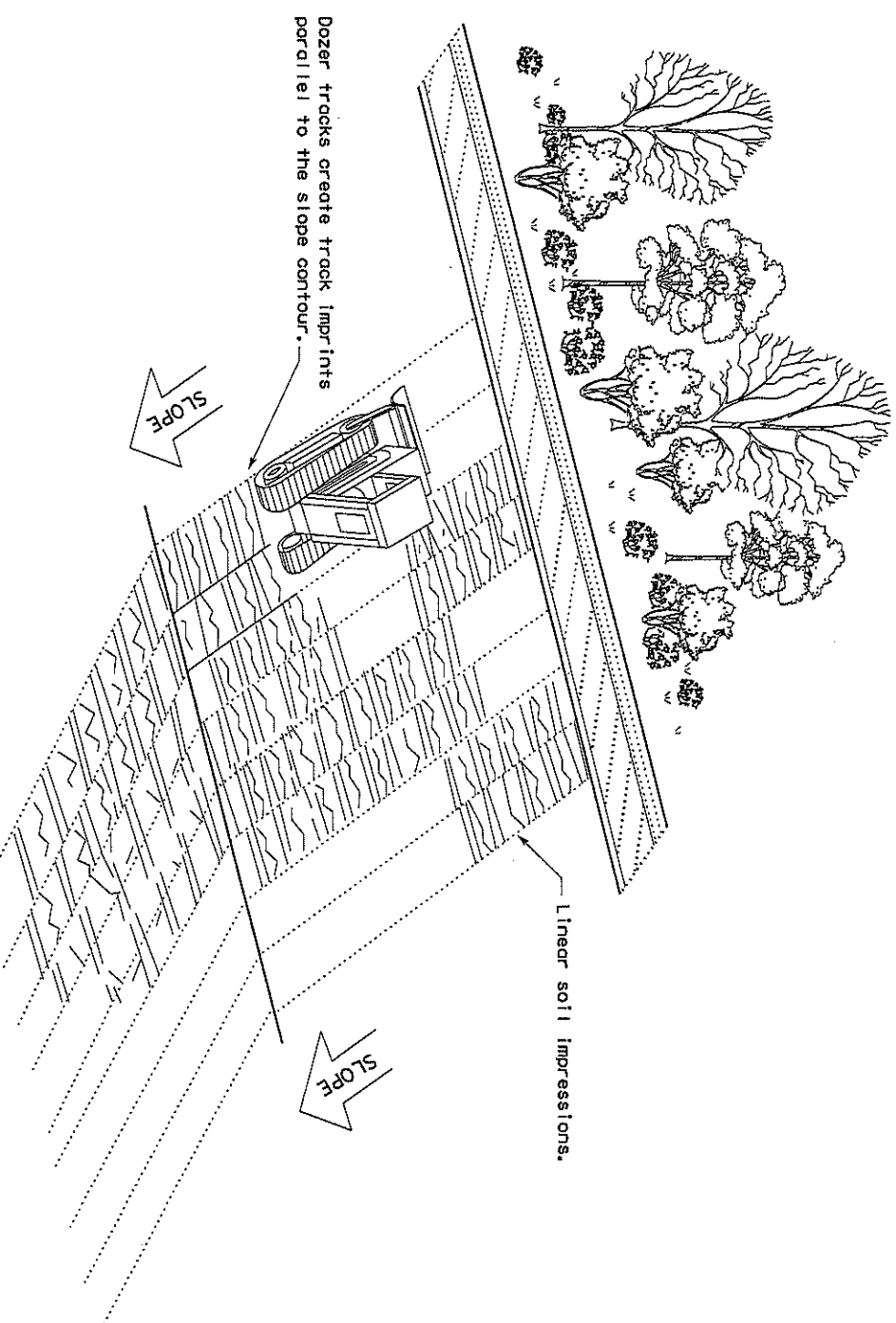
Sediment control fence should be sized to filter a maximum flow through rate of 100 GPM/FT². Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

LEGEND

Sediment Control Fence

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

Texas Department of Transportation
Design Division
Standard

**TEMPORARY EROSION,
SEDIMENT AND WATER
POLLUTION CONTROL MEASURES
FENCE & VERTICAL TRACKING**

EC(1)-16

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REVISIONS	NO.	DESCRIPTION	DATE	BY
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