

RESOLUTION 25-R-142

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO AN ADVANCE FUNDING AGREEMENT WITH THE STATE OF TEXAS FOR RAIL HIGHWAY SAFETY PROGRAM OFF-SYSTEM

WHEREAS, the Texas Department of Transportation (TxDOT) is undertaking a project to improve the railroad crossing on Schertz Parkway near FM 78; and

WHEREAS, the Union Pacific Railroad (UPRR) has indicted that current sidewalks in their property are not licensed; and

WHEREAS, TxDOT has requested that the City participate in the project by funding proposed sidewalk improvements; and

WHEREAS, City Staff has recommended that the City enter into an Advance Funding Agreement (AFA) with the State of Texas for the railroad crossing improvements.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS THAT:

Section 1. The City Council hereby authorizes the City Manager to execute the TxDOT Advance Funding Agreement in substantially the form set forth as Exhibit A.

Section 2. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Resolution for all purposes and are adopted as a part of the judgment and findings of the City Council.

Section 3. All resolutions, or parts thereof, which are in conflict or inconsistent with any provision of this Resolution are hereby repealed to the extent of such conflict, and the provisions of this Resolution shall be and remain controlling as to the matters resolved herein.

Section 4. This Resolution shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Resolution and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this Resolution would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Resolution is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Resolution, was given, all as required by Chapter 551, Texas Government Code, as amended.

Section 7. This Resolution shall be in force and effect from and after its final passage, and it is so resolved.

PASSED AND APPROVED on the _____ day of _____, 2025.

CITY OF SCHERTZ, TEXAS

Ralph Gutierrez, Mayor

ATTEST:

Sheila Edmondson, City Secretary

Exhibit "A"

TxDOT Advance Funding Agreement

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			<i>AFA Not Used For Research & Development</i>	

STATE OF TEXAS §

COUNTY OF TRAVIS §

**ADVANCE FUNDING AGREEMENT
For
Rail Highway Safety Program
Off-System**

THIS AGREEMENT (Agreement) is made by and between the State of Texas, acting by and through the **Texas Department of Transportation** called the "State", and the **City of Houston, Schertz**, acting by and through its duly authorized officials, called the "Local Government". The State and Local Government shall be collectively referred to as "the parties" hereinafter.

WITNESSETH

WHEREAS, federal law establishes federally funded programs for transportation improvements to implement its public purposes, and

WHEREAS, the Texas Transportation Code, Section 201.103 establishes that the State shall design, construct and operate a system of highways in cooperation with local governments, and Section 222.052 authorizes the Texas Transportation Commission to accept contributions from political subdivisions for development and construction of public roads and the state highway system within the political subdivision, and

WHEREAS, federal and state laws require local governments to meet certain contract standards relating to the management and administration of State and federal funds, and

WHEREAS, the Texas Transportation Commission has codified 43 TAC, Rules 15.50-15.56 that describe federal, state, and local responsibilities for cost participation in highway improvement and other transportation projects, and

WHEREAS, the Texas Transportation Commission passed Minute Order Number 116522 authorizing the State to undertake and complete a highway improvement or other transportation project generally described as **railroad crossing improvements on Schertz Parkway at FM 78 identified as UPRR Railway DOT #742 634V**. The portion of the project work covered by this Agreement is identified in the Agreement, Article 3, Scope of Work (Project), and

WHEREAS, the Texas Transportation Commission has not authorized funding for the construction of the highway improvement or other transportation project and the project is not currently listed and approved for construction in the Unified Transportation Program (UTP) or Statewide Transportation Improvement Program (STIP). This Agreement does not represent a commitment to future project funding for any project elements, including construction, not specifically outlined in the Agreement. Costs not specifically identified as reimbursable under this Agreement will not be requested or reimbursed.

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			<i>AFA Not Used For Research & Development</i>	

WHEREAS, the Governing Body of the Local Government has approved entering into this Agreement by resolution, ordinance, or commissioners court order dated **{Enter Date of Resolution}**, which is attached to and made a part of this Agreement as Attachment C, Resolution, Ordinance, or Commissioners Court Order (Attachment C). A map showing the Project location appears in Attachment A, Location Map Showing Project (Attachment A), which is attached to and made a part of this Agreement.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements of the parties, to be by them respectively kept and performed as set forth in this Agreement, it is agreed as follows:

AGREEMENT

1. Responsible Parties:

For the Project covered by this Agreement, the parties shall be responsible for the following work as stated in the article of the Agreement referenced in the table below:

1	Local Government*	Utilities	Article 8
2.	State	Environmental Assessment and Mitigation	Article 9
3.	State	Architectural and Engineering Services	Article 11
4.	State	Construction Responsibilities	Article 12
5.	N/A	Right of Way and Real Property	Article 14

An asterisk next to the party responsible for specific work in the above table indicates that the associated specific work is not anticipated as part of the Project and is therefore not included in the budget; however, the party indicated will be responsible for that specific work if that work is not the subject of another agreement and the State determines that the specific work has become necessary to successful completion of the Project.

2. Period of the Agreement

This Agreement becomes effective when signed by the last party whose signing makes the Agreement fully executed. This Agreement shall remain in effect until the Project is completed or unless terminated as provided below.

3. Scope of Work

The scope of work for the Project consists of railroad crossing safety improvements including the construction of medians improvements, sidewalk pavement, curb work, preemption and striping on Schertz Parkway at the UPRR Railroad grade crossing as shown on Attachment A. The State will construct these improvements.

4. Project Sources and Uses of Funds

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			<i>AFA Not Used For Research & Development</i>	

The total estimated cost of the Project is shown in Attachment B, Project Budget (Attachment B) which is attached to and made a part of this Agreement.

- A. If the Local Government will perform any work under this Agreement for which reimbursement will be provided by or through the State, the Local Government must complete training. If federal funds are being used, the training must be completed before federal spending authority is obligated. Training is complete when at least one individual who is working actively and directly on the Project successfully completes and receives a certificate for the course entitled "Local Government Project Procedures and Qualification for the Texas Department of Transportation" and retains qualification in accordance with applicable TxDOT procedures. Upon request, the Local Government shall provide the certificate of qualification to the State. The individual who receives the training certificate may be an employee of the Local Government or an employee of a firm that has been contracted by the Local Government to perform oversight of the Project. The State in its discretion may deny reimbursement if the Local Government has not continuously designated in writing a qualified individual to work actively on or to directly oversee the Project.
- B. The expected cash contributions from the federal government, the State, the Local Government, or other parties are shown in Attachment B. The State will pay for only those Project costs that have been approved by the Texas Transportation Commission. For projects with federal funds, the State and the federal government will not reimburse the Local Government for any work performed before the federal spending authority is formally obligated to the Project by the Federal Highway Administration (FHWA). After federal funds have been obligated, the State will send to the Local Government a copy of the formal documentation showing the obligation of funds including federal award information. The Local Government is responsible for 100% of the cost of any work performed under its direction or control before the federal spending authority is formally obligated.
- C. Attachment B shows, by major cost categories, the cost estimates and the party responsible for performing the work for each category. These categories may include but are not limited to: (1) costs of real property; (2) costs of utility work; (3) costs of environmental assessment and remediation; (4) cost of preliminary engineering and design; (5) cost of construction and construction management; and (6) any other local project costs.
- D. The State will be responsible for securing the federal and State share of the funding required for the development and construction of the local Project. If the Local Government is due funds for expenses incurred, these funds will be reimbursed to the Local Government on a cost basis.
- E. The Local Government will be responsible for all non-federal or non-State participation costs associated with the Project, unless otherwise provided for in this Agreement or approved otherwise in an amendment to this Agreement. For items of work subject to specified percentage funding, the Local Government shall only in those instances be responsible for all Project costs that are greater than the maximum State and federal participation specified in Attachment B and for overruns in excess of the amount specified in Attachment B to be paid by the Local Government.

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			AFA Not Used For Research & Development	

- F. The budget in Attachment B will clearly state all items subject to fixed price funding, specified percentage funding, and the periodic payment schedule, when periodic payments have been approved by the State.
- G. When the Local Government bears the responsibility for paying cost overruns, the Local Government shall make payment to the State within thirty (30) days from the receipt of the State's written notification of additional funds being due.
- H. When fixed price funding is used, the Local Government is responsible for the fixed price amount specified in Attachment B. Fixed prices are not subject to adjustment unless (1) differing site conditions are encountered; (2) further definition of the Local Government's requested scope of work identifies greatly differing costs from those estimated; (3) work requested by the Local Government is determined to be ineligible for federal participation; or (4) the adjustment is mutually agreed to by the State and the Local Government.
- I. Prior to the performance of any engineering review work by the State, the Local Government will pay to the State the amount specified in Attachment B. At a minimum, this amount shall equal the Local Government's funding share for the estimated cost of preliminary engineering performed or reviewed by the State for the Project. At least sixty (60) days prior to the date set for receipt of the construction bids, the Local Government shall remit its remaining financial share for the State's estimated construction oversight and construction cost.
- J. The State will not execute the contract for the construction of the Project until the required funding has been made available by the Local Government in accordance with this Agreement.
- K. Whenever funds are paid by the Local Government to the State under this Agreement, the Local Government shall remit a check or warrant made payable to the "Texas Department of Transportation" or may use the State's Automated Clearing House (ACH) system for electronic transfer of funds in accordance with instructions provided by TxDOT's Finance Division. The funds shall be deposited and managed by the State and may only be applied by the State to the Project.
- L. The State will not pay interest on any funds provided by the Local Government.
- M. If a waiver for the collection of indirect costs for a service project has been granted under 43 TAC §15.56, the State will not charge the Local Government for the indirect costs the State incurs on the Project, unless this Agreement is terminated at the request of the Local Government prior to completion of the Project.
- N. If the Local Government is an Economically Disadvantaged County (EDC) and if the State has approved adjustments to the standard financing arrangement, this Agreement reflects those adjustments.
- O. Where the Local Government is authorized to perform services under this Agreement and be reimbursed by the State, the Local Government is authorized to submit requests for reimbursement by submitting the original of an itemized invoice, in a form and containing all items required by the State, no more frequently than monthly and no later than ninety (90) days after costs are incurred. If the Local Government submits invoices more than ninety (90) days after the costs are incurred and if federal funding is reduced as a result, the State shall have no responsibility to reimburse the Local Government for those costs.

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			<i>AFA Not Used For Research & Development</i>	

- P. Upon completion of the Project, the State will perform a final accounting of the Project costs for all items of work with specified percentage funding. Any funds due by the Local Government, the State, or the federal government for these work items will be promptly paid by the owing party.
- Q. The state auditor may conduct an audit or investigation of any entity receiving funds from the State directly under this Agreement or indirectly through a subcontract under this Agreement. Acceptance of funds directly under this Agreement or indirectly through a subcontract under this Agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit.
- R. Payment under this Agreement beyond the end of the current fiscal biennium is subject to availability of appropriated funds. If funds are not appropriated, this Agreement shall be terminated immediately with no liability to either party.

5. Termination of This Agreement

This Agreement shall remain in effect until the Project is completed and accepted by all parties, unless:

- A. The Agreement is terminated in writing with the mutual consent of the parties;
- B. The Agreement is terminated by one party because of a breach, in which case any costs incurred because of the breach shall be paid by the breaching party;
- C. The Local Government elects not to provide funding after the completion of preliminary engineering, specifications, and estimates (PS&E) and the Project does not proceed because of insufficient funds, in which case the Local Government agrees to reimburse the State for its reasonable actual costs incurred during the Project; or
- D. The Agreement is terminated by the State because the parties are not able to execute a mutually agreeable amendment when the costs for Local Government requested items increase significantly due to differing site conditions, determination that Local government requested work is ineligible for federal or state cost participation, or a more thorough definition of the Local Government's proposed work scope identifies greatly differing costs from those estimated. The State will reimburse Local Government remaining funds to the Local Government within ninety (90) days of termination; or
- E. The Project is inactive for thirty-six (36) consecutive months or longer and no expenditures have been charged against federal funds, in which case the State may in its discretion terminate this Agreement.

6. Amendments

Amendments to this Agreement due to changes in the character of the work, terms of the Agreement, or responsibilities of the parties relating to the Project may be enacted through a mutually agreed upon, written amendment.

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			AFA Not Used For Research & Development	

7. Remedies

This Agreement shall not be considered as specifying the exclusive remedy for any agreement default, but all remedies existing at law and in equity may be availed of by either party to this Agreement and shall be cumulative.

8. Utilities

The party named in Article 1, Responsible Parties, under AGREEMENT shall be responsible for the adjustment, removal, or relocation of utility facilities in accordance with applicable state laws, regulations, rules, policies, and procedures, including any cost to the State of a delay resulting from the Local Government’s failure to ensure that utility facilities are adjusted, removed, or relocated before the scheduled beginning of construction. The Local Government will not be reimbursed with federal or State funds for the cost of required utility work. The Local Government must obtain advance approval for any variance from established procedures. Before a construction contract is let, the Local Government shall provide, at the State’s request, a certification stating that the Local Government has completed the adjustment of all utilities that must be adjusted before construction is commenced.

9. Environmental Assessment and Mitigation

Development of a transportation project must comply with the National Environmental Policy Act and the National Historic Preservation Act of 1966, which require environmental clearance of federal-aid projects. The party named in Article 1, Responsible Parties, under AGREEMENT is responsible for the following:

- A. The identification and assessment of any environmental problems associated with the development of a local project governed by this Agreement.
- B. The cost of any environmental problem’s mitigation and remediation.
- C. Providing any public meetings or public hearings required for the environmental assessment process. Public hearings will not be held prior to the approval of the Project schematic.
- D. The preparation of the NEPA documents required for the environmental clearance of this Project.

If the Local Government is responsible for the environmental assessment and mitigation, before the advertisement for bids, the Local Government shall provide to the State written documentation from the appropriate regulatory agency or agencies that all environmental clearances have been obtained.

10. Compliance with Accessibility Standards

All parties to this Agreement shall ensure that the plans for and the construction of all projects subject to this Agreement are in compliance with standards issued or approved by the Texas Department of Licensing and Regulation (TDLR) as meeting or consistent with minimum accessibility requirements of the Americans with Disabilities Act (P.L. 101-336) (ADA).

11. Architectural and Engineering Services

The party named in Article 1, Responsible Parties, under AGREEMENT has responsibility for the performance of architectural and engineering services. The

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			AFA Not Used For Research & Development	

engineering plans shall be developed in accordance with the applicable State's *Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges* and the special specifications and special provisions related to it. For projects on the State highway system, the design shall, at a minimum conform to applicable State manuals. For projects not on the State highway system, the design shall, at a minimum, conform to applicable American Association of State Highway and Transportation Officials (AASHTO) design standards.

In procuring professional services, the parties to this Agreement must comply with federal requirements cited in 23 CFR Part 172 if the Project is federally funded and with Texas Government Code 2254, Subchapter A, in all cases. Professional contracts for federally funded projects must conform to federal requirements, specifically including the provision for participation by Disadvantaged Business Enterprises (DBEs), ADA, and environmental matters. If the Local Government is the responsible party, the Local Government shall submit its procurement selection process for prior approval by the State. All professional services contracts must be reviewed and approved by the State prior to execution by the Local Government.

12. Construction Responsibilities

The party named in Article 1, Responsible Parties, under AGREEMENT is responsible for the following:

- A. Advertise for construction bids, issue bid proposals, receive and tabulate the bids, and award and administer the contract for construction of the Project. Administration of the contract includes the responsibility for construction engineering and for issuance of any change orders, supplemental agreements, amendments, or additional work orders that may become necessary subsequent to the award of the construction contract. In order to ensure federal funding eligibility, projects must be authorized by the State prior to advertising for construction.
- B. If the State is the responsible party, the State will use its approved contract letting and award procedures to let and award the construction contract.
- C. If the Local Government is the responsible party, the Local Government shall submit its contract letting and award procedures to the State for review and approval prior to letting.
- D. If the Local Government is the responsible party, the State must concur with the low bidder selection before the Local Government can enter into a contract with the vendor.
- E. If the Local Government is the responsible party, the State must review and approve change orders.
- F. Upon completion of the Project, the party responsible for constructing the Project will issue and sign a "Notification of Completion" acknowledging the Project's construction completion and submit certification(s) sealed by a professional engineer(s) licensed in the State of Texas.
- G. For federally funded contracts, the parties to this Agreement will comply with federal construction requirements cited in 23 CFR Part 635 and with requirements cited in 23 CFR Part 633, and shall include the latest version of Form "FHWA-1273" in the contract bidding documents. If force account work will

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			<i>AFA Not Used For Research & Development</i>	

be performed, a finding of cost effectiveness shall be made in compliance with 23 CFR 635, Subpart B.

13. Project Maintenance

The Local Government shall be responsible for maintenance of locally owned roads and locally owned facilities after completion of the work. The State shall be responsible for maintenance of the State highway system after completion of the work if the work was on the State highway system, unless otherwise provided for in existing maintenance agreements with the Local Government.

14. Right of Way and Real Property

The party named in Article 1, Responsible Parties, under AGREEMENT is responsible for the provision and acquisition of any needed right of way or real property.

The Local Government shall be responsible for the following:

- A. Right of way and real property acquisition shall be the responsibility of the Local Government. Title to right of way and other related real property must be acceptable to the State before funds may be expended for the improvement of the right of way or real property.
- B. If the Local Government is the owner of any part of the Project site under this Agreement, the Local Government shall permit the State or its authorized representative access to occupy the site to perform all activities required to execute the work.
- C. All parties to this Agreement will comply with and assume the costs for compliance with all the requirements of Title II and Title III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Title 42 U.S.C.A. Section 4601 et seq., including those provisions relating to incidental expenses incurred by the property owners in conveying the real property to the Local Government and benefits applicable to the relocation of any displaced person as defined in 49 CFR Section 24.2(g). Documentation to support such compliance must be maintained and made available to the State and its representatives for review and inspection.
- D. The Local Government shall assume all costs and perform necessary requirements to provide any necessary evidence of title or right of use in the name of the Local Government to the real property required for development of the Project. The evidence of title or rights shall be acceptable to the State, and be free and clear of all encroachments. The Local Government shall secure and provide easements and any needed rights of entry over any other land needed to develop the Project according to the approved Project plans. The Local Government shall be responsible for securing any additional real property required for completion of the Project.
- E. In the event real property is donated to the Local Government after the date of the State's authorization, the Local Government will provide all documentation to the State regarding fair market value of the acquired property. The State will review the Local Government's appraisal, determine the fair market value and credit that amount towards the Local Government's financial share. If donated property is to be used as a funding match, it may not be provided by the Local

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			AFA Not Used For Research & Development	

Government. The State will not reimburse the Local Government for any real property acquired before execution of this Agreement and the obligation of federal spending authority.

- F. The Local Government shall prepare real property maps, property descriptions, and other data as needed to properly describe the real property and submit them to the State for approval prior to the Local Government acquiring the real property. Tracings of the maps shall be retained by the Local Government for a permanent record.
- G. The Local Government agrees to make a determination of property values for each real property parcel by methods acceptable to the State and to submit to the State a tabulation of the values so determined, signed by the appropriate Local Government representative. The tabulations shall list the parcel numbers, ownership, acreage and recommended compensation. Compensation shall be shown in the component parts of land acquired, itemization of improvements acquired, damages (if any) and the amounts by which the total compensation will be reduced if the owner retains improvements. This tabulation shall be accompanied by an explanation to support the determined values, together with a copy of information or reports used in calculating all determined values. Expenses incurred by the Local Government in performing this work may be eligible for reimbursement after the Local Government has received written authorization by the State to proceed with determination of real property values. The State will review the data submitted and may base its reimbursement for parcel acquisitions on these values.
- H. Reimbursement for real property costs will be made to the Local Government for real property purchased in an amount not to exceed eighty percent (80%) of the cost of the real property purchased in accordance with the terms and provisions of this Agreement. Reimbursement will be in an amount not to exceed eighty percent (80%) of the State's predetermined value of each parcel, or the net cost of the parcel, whichever is less. In addition, reimbursement will be made to the Local Government for necessary payments to appraisers, expenses incurred in order to assure good title, and costs associated with the relocation of displaced persons and personal property as well as incidental expenses.
- I. If the Project requires the use of real property to which the Local Government will not hold title, a separate agreement between the owners of the real property and the Local Government must be executed prior to execution of this Agreement. The separate agreement must establish that the Project will be dedicated for public use for a period of not less than 10 (ten) years after completion. The separate agreement must define the responsibilities of the parties as to the use of the real property and operation and maintenance of the Project after completion. The separate agreement must be approved by the State prior to its execution. A copy of the executed agreement shall be provided to the State.

15. Insurance

If this Agreement authorizes the Local Government or its contractor to perform any work on State right of way, before beginning work, the entity performing the work shall provide the State with a fully executed copy of the State's Form 1560 Certificate of Insurance verifying the existence of coverage in the amounts and types specified on the Certificate

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			AFA Not Used For Research & Development	

of Insurance for all persons and entities working on State right of way. This coverage shall be maintained until all work on the State right of way is complete. If coverage is not maintained, all work on State right of way shall cease immediately, and the State may recover damages and all costs of completing the work.

16. Notices

All notices to either party shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to that party at the following address:

Local Government:	State:
City of Schertz ATTN: Director, Public Works 1400 Schertz Parkway Schertz, TX 78154	Texas Department of Transportation ATTN: Director of Contract Services 125 E. 11 th Street Austin, TX 78701

All notices shall be deemed given on the date delivered in person or deposited in the mail, unless otherwise provided by this Agreement. Either party may change the above address by sending written notice of the change to the other party. Either party may request in writing that notices shall be delivered personally or by certified U.S. mail, and that request shall be carried out by the other party.

17. Legal Construction

If one or more of the provisions contained in this Agreement shall for any reason be held invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provisions and this Agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

18. Responsibilities of the Parties

The State and the Local Government agree that neither party is an agent, servant, or employee of the other party, and each party agrees it is responsible for its individual acts and deeds as well as the acts and deeds of its contractors, employees, representatives, and agents.

19. Ownership of Documents

Upon completion or termination of this Agreement, all documents prepared by the State shall remain the property of the State. All data and information prepared under this Agreement shall be made available to the State without restriction or limitation on their further use. All documents produced or approved or otherwise created by the Local Government shall be transmitted to the State, in the format directed by the State, on a monthly basis or as required by the State. The originals shall remain the property of the Local Government.

20. Compliance with Laws

The parties to this Agreement shall comply with all federal, state, and local laws, statutes, ordinances, rules and regulations, and the orders and decrees of any courts or

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			AFA Not Used For Research & Development	

administrative bodies or tribunals in any manner affecting the performance of this Agreement. When required, the Local Government shall furnish the State with satisfactory proof of this compliance.

21. Sole Agreement

This Agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements respecting the Agreement's subject matter.

22. Cost Principles

In order to be reimbursed with federal funds, the parties shall comply with the cost principles established in 2 CFR 200 that specify that all reimbursed costs are allowable, reasonable, and allocable to the Project.

23. Procurement and Property Management Standards

The parties to this Agreement shall adhere to the procurement and property management standards established in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The State must pre-approve the Local Government's procurement procedures for purchases to be eligible for state or federal funds.

24. Inspection of Books and Records

The parties to this Agreement shall maintain all books, documents, papers, accounting records, and other documentation relating to costs incurred under this Agreement and shall make such materials available to the State, the Local Government, and, if federally funded, the FHWA and the U.S. Office of the Inspector General or their duly authorized representatives for review and inspection at its office during the Agreement period and for seven (7) years from the date of final reimbursement by FHWA under this Agreement or until any impending litigation or claims are resolved. Additionally, the State, the Local Government, and the FHWA and their duly authorized representatives shall have access to all the governmental records that are directly applicable to this Agreement for the purpose of making audits, examinations, excerpts, and transcriptions.

25. Civil Rights Compliance

The parties to this Agreement are responsible for the following:

- A. Compliance with Regulations: Both parties will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made part of this Agreement.
- B. Nondiscrimination: The Local Government, with regard to the work performed by it during the Agreement, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The Local Government will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the Agreement

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			AFA Not Used For Research & Development	

covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

- C. Solicitations for Subcontracts, Including Procurement of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the Local Government for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier will be notified by the Local Government of the Local Government's obligations under this Agreement and the Acts and Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.
- D. Information and Reports: The Local Government will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and facilities as may be determined by the State or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations or directives. Where any information required of the Local Government is in the exclusive possession of another who fails or refuses to furnish this information, the Local Government will so certify to the State or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
- E. Sanctions for Noncompliance: In the event of the Local Government's noncompliance with the Nondiscrimination provisions of this Agreement, the State will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
 1. withholding of payments to the Local Government under the Agreement until the Local Government complies and/or
 2. cancelling, terminating, or suspending of the Agreement, in whole or in part.
- F. Incorporation of Provisions: The Local Government will include the provisions of paragraphs (A) through (F) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Local Government will take such action with respect to any subcontract or procurement as the State or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Local Government becomes involved in, or is threatened with, litigation with a subcontractor or supplier because of such direction, the Local Government may request the State to enter into such litigation to protect the interests of the State. In addition, the Local Government may request the United States to enter into such litigation to protect the interests of the United States.

26. Pertinent Non-Discrimination Authorities

During the performance of this Agreement, each party, for itself, its assignees, and successors in interest agree to comply with the following nondiscrimination statutes and authorities; including but not limited to:

- A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (pro-hibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			AFA Not Used For Research & Development	

- whose property has been acquired because of federal or federal-aid programs and projects).
- C. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), as amended, (prohibits discrimination on the basis of sex).
 - D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27.
 - E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).
 - F. Airport and Airway Improvement Act of 1982, (49 U.S.C. Chapter 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).
 - G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the federal-aid recipients, subrecipients and contractors, whether such programs or activities are federally funded or not).
 - H. Titles II and III of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.
 - I. The Federal Aviation Administration’s Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).
 - J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.
 - K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the parties must take reasonable steps to ensure that LEP persons have meaningful access to the programs (70 Fed. Reg. at 74087 to 74100).
 - L. Title IX of the Education Amendments of 1972, as amended, which prohibits the parties from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

27. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

- A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. The Local Government shall adopt, in its totality, the State’s federally approved DBE program.

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			AFA Not Used For Research & Development	

- C. The Local Government shall incorporate into its contracts with subproviders an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The Local Government shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each Local Government contract with a subprovider. The Local Government shall be responsible for documenting its actions.
- D. The Local Government shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally-Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou_attachments.pdf.
- E. The Local Government shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT)-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Local Government shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT-assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the Local Government of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).
- F. Each contract the Local Government signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: *The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

28. Debarment Certifications

If federal funds are used, the parties are prohibited from making any award at any tier to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549, "Debarment and Suspension." By executing this Agreement, the Local Government certifies that it and its principals are not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549 and further certifies that it will not do business with any party, to include principals, that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The parties to this

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			AFA Not Used For Research & Development	

Agreement shall require any party to a subcontract or purchase order awarded under this Agreement to certify its eligibility to receive federal funds and, when requested by the State, to furnish a copy of the certification.

If state funds are used, the parties are prohibited from making any award to any party that is debarred under the Texas Administrative Code, Title 34, Part 1, Chapter 20, Subchapter G, Rule §20.585 and the Texas Administrative Code, Title 43, Part 1, Chapter 9, Subchapter G.

29. Lobbying Certification

If federal funds are used, in executing this Agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the Local Government shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Title 31 U.S.C. §1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

30. Federal Funding Accountability and Transparency Act Requirements

If federal funds are used, the following requirements apply:

- A. Any recipient of funds under this Agreement agrees to comply with the Federal Funding Accountability and Transparency Act (FFATA) and implementing regulations at 2 CFR Part 170, including Appendix A. This Agreement is subject to the following award terms: <http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf> and <http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22706.pdf>.
- B. The Local Government agrees that it shall:
 - 1. Obtain and provide to the State a System for Award Management (SAM) number (Federal Acquisition Regulation, Part 4, Sub-part 4.11) if this award

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			<i>AFA Not Used For Research & Development</i>	

provides more than \$25,000 in federal funding. The SAM number may be obtained by visiting the SAM website whose address is:

<https://www.sam.gov/portal/public/SAM/>

2. Obtain and provide to the State a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows federal government to track the distribution of federal money. The DUNS may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet (D&B) on-line registration website <http://fedgov.dnb.com/webform>; and
3. Report the total compensation and names of its top five executives to the State if:
 - i. More than 80% of annual gross revenues are from the federal government, and those revenues are greater than \$25,000,000; and
 - ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.

31. Single Audit Report

If federal funds are used:

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$750,000 or more are met during the fiscal year, the Local Government must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at singleaudits@txdot.gov.
- C. If expenditures are less than the threshold during the Local Government's fiscal year, the Local Government must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the \$_____ expenditure threshold and therefore, are not required to have a single audit performed for FY _____."
- D. For each year the Project remains open for federal funding expenditures, the Local Government will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the Agreement, unless otherwise amended or the Project has been formally closed out and no charges have been incurred within the current fiscal year.

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			<i>AFA Not Used For Research & Development</i>	

32. Signatory Warranty

Each signatory warrants that the signatory has necessary authority to execute this Agreement on behalf of the entity represented.

Each party is signing this Agreement on the date stated under that party's signature.

THE STATE OF TEXAS

THE LOCAL GOVERNMENT

Signature

Typed or Printed Name

Typed or Printed Title

Date

Signature

Typed or Printed Name

Typed or Printed Title

Date

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	15	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			AFA Not Used For Research & Development	

**ATTACHMENT A
LOCATION MAP SHOWING PROJECT**

DOT: 742 634V



TxDOT:			Federal Highway Administration:		
CCSJ #	0915-46-048	AFA ID	CFDA No.	20.205	
AFA CSJs	0915-46-048		CFDA Title	Highway Planning and Construction	
District #	12	Code Chart 64#			
Project Name	Schertz Parkway at FM 78		<i>AFA Not Used For Research & Development</i>		

**ATTACHMENT B
PROJECT BUDGET**

Costs will be allocated based on 100% State Government funding until the local funding reaches the maximum obligated amount. The State Government will then be responsible for 100% of the costs.

Description	Total Estimated Cost	Federal Participation		State Participation		Local Participation	
		%	Cost	%	Cost	%	Cost
Engineering (by Local Government)	\$0	0%	\$0	0%	\$0	0%	\$0
Construction (by Local Government)	\$0	0%	\$10	0%	\$0	0%	\$0
Subtotal	\$0		\$0		\$0		\$0
Engineering Direct State Costs	\$0	0%	\$0	0%	\$0	0%	\$0
Construction Direct State Costs	\$175,000	100%	\$125,000	0%	\$0	100%	\$50,000
Indirect State Costs	\$575,000	100%	\$575,000	0%	\$0	0%	\$0
TOTAL	\$750,000		\$0		\$0		\$0

Commented [AC1]: City to pay for side walk txdot to construct.

Initial payment by the Local Government to the State: \$0.00
 Payment by the Local Government to the State before construction: \$0.00.
 Estimated total payment by the Local Government to the State \$0.00 This is an estimate. The final amount of Local Government participation will be based on actual costs.

TxDOT:				Federal Highway Administration:	
CCSJ #	0915-46-048	AFA ID		CFDA No.	20.205
AFA CSJs	0915-46-048			CFDA Title	Highway Planning and Construction
District #	15	Code Chart 64#			
Project Name	Schertz Parkway at FM 78			<i>AFA Not Used For Research & Development</i>	

ATTACHMENT C
RESOLUTION, ORDINANCE, OR COMMISSIONERS COURT ORDER

INDEX OF SHEETS

SHEET NO. DESCRIPTION

- 1 TITLE SHEET
- 2 PLAN LAYOUT
- 3 PLANKING LAYOUT
- 4 GENERAL AND PREEMPTION NOTES
- 5 RCD(1)-22
- 6 RCD(2)-22
- 7 TCP(1-1)-18
- 8 TCP(1-4)-18
- 9 TCP(2-4)-18
- 10 PM(1)-22
- 11 CCG-22
- 12-15 PED-18

STATE OF TEXAS DEPARTMENT OF TRANSPORTATION

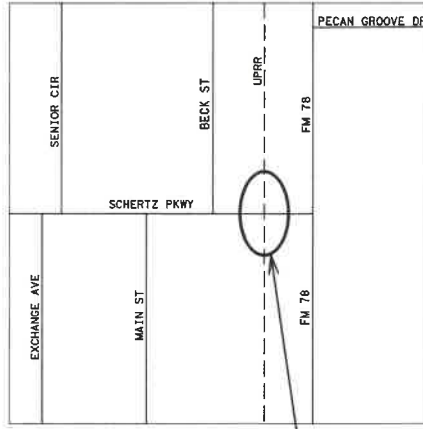
PLANS OF PROPOSED

STATE HIGHWAY IMPROVEMENT

CSJ: 0915 46 048

UNION PACIFIC RAILROAD COMPANY
GRADE CROSSING SAFETY UPGRADES
SCHERTZ PKWY IN CITY OF SCHERTZ
GUADALUPE COUNTY SAN ANTONIO DISTRICT

Go ahead while addressing the other comments from RR turn this to PS and E packet providing the summary of quantity and bid items from the new spec book.



PROJECT LOCATION
SCHERTZ PKWY
DOT NO. 742.634V
RR MILEPOST 192.49

PROJECT LOCATION MAP
N. T. S.



Brent R. Kyler
7/1/2025



RECOMMENDED FOR APPROVAL: _____ RECOMMENDED FOR APPROVAL: _____

CITY OF SCHERTZ _____ DISTRICT TRAFFIC ENGINEER _____

APPROVED FOR CONSTRUCTION: _____ RECOMMENDED FOR APPROVAL: _____

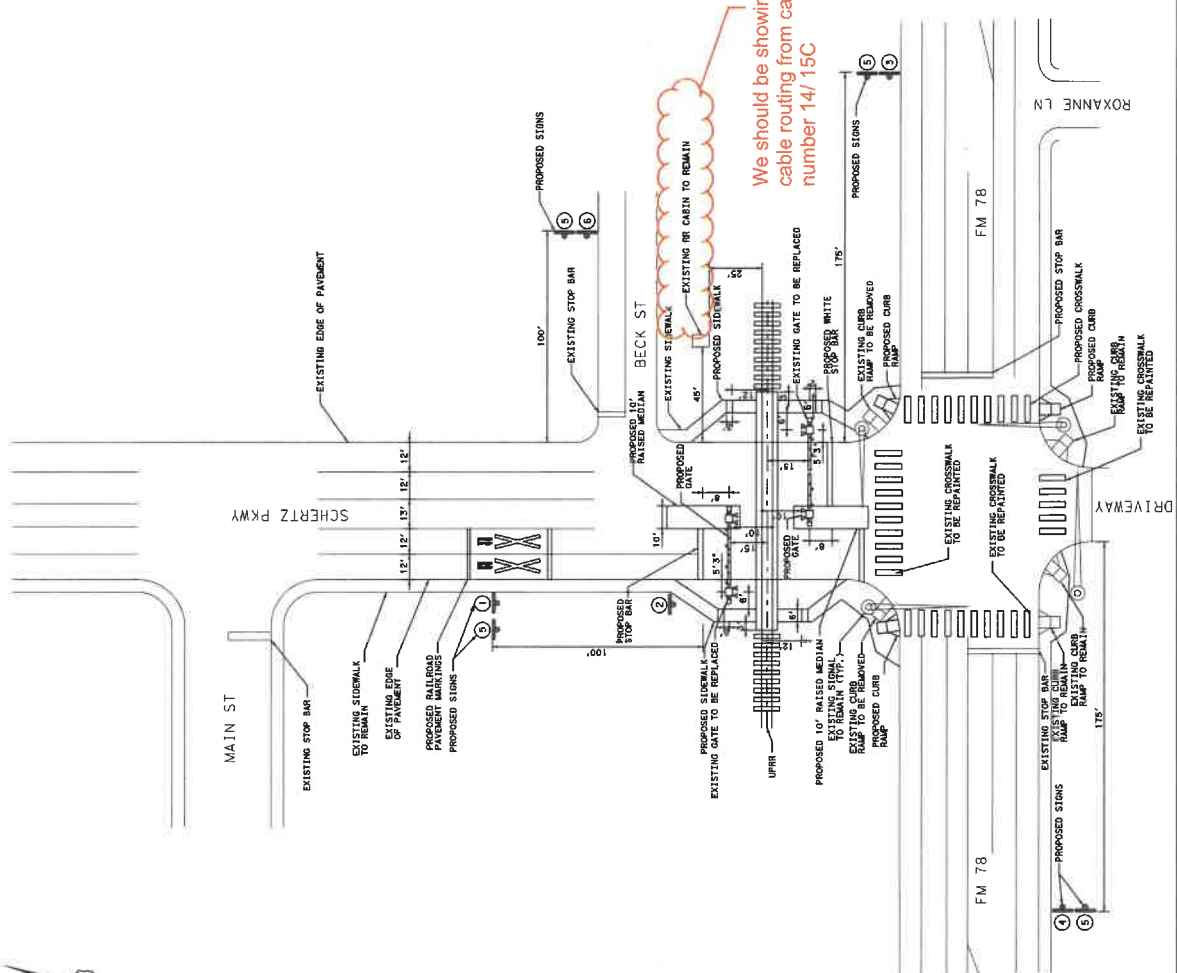
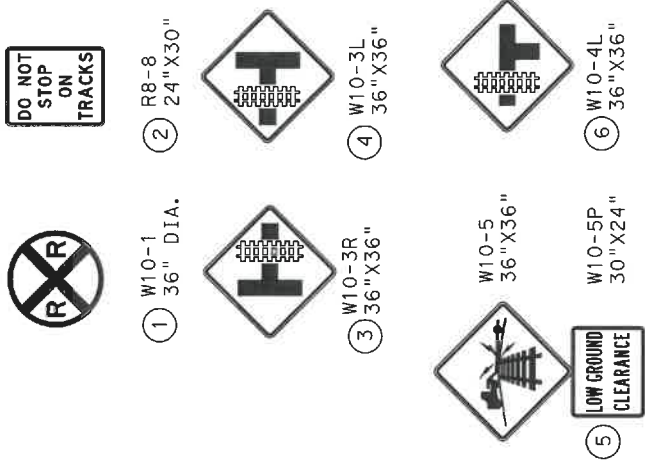
RAIL DIVISION GRADE CROSSING SECTION DIRECTOR _____ DISTRICT ENGINEER _____

NOTE:
THE STATE'S CONTRACTOR SHALL ERECT AND MAINTAIN SUCH BARRICADES AND WARNING SIGNS OR USE SUCH PRECAUTIONS AS MIGHT BE NECESSARY IN THE OPINION OF THE TEXAS DEPARTMENT OF TRANSPORTATION ENGINEER TO ENSURE AND SAFEGUARD THE NORMAL USE OF HIGHWAY DURING THE INSTALLATION OF THE PROJECT.
AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION (AREMA) COMMUNICATIONS & SIGNALS MANUAL SPECIFICATIONS SHALL GOVERN THIS PROJECT.



Brent R. Kyler
7/1/2025

- NOTES:
 1. SIGNAL RAILROAD SIGNAL PLACEMENT TO BE DETERMINED BY THE RAILROAD COMPANY.
 2. THE RAILROAD SIGNAL CIRCUITS AND FINAL DESIGN LOCATION WERE NOT DESIGNED BY THE UNDERSIGNED ENGINEER.
 3. SEE RCD(1) AND RCD(2) FOR DETAILS ON SIGNING AND STRIPING.

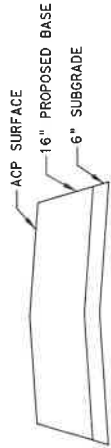


Texas Department of Transportation

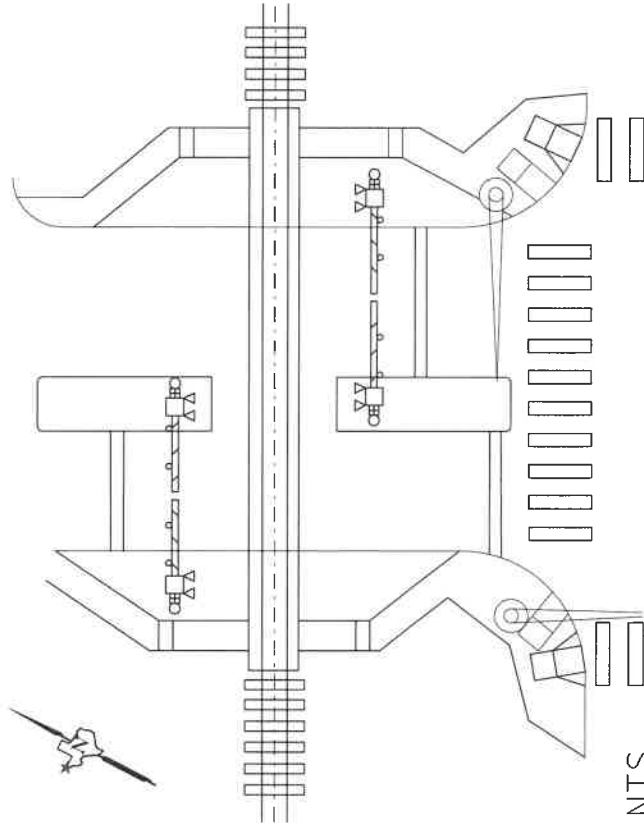
PLAN LAYOUT

UNION PACIFIC RAILROAD COMPANY
GRADE CROSSING SAFETY UPGRADES
SCHERTZ PKWY IN
CITY OF SCHERTZ, TX
RR DOT # 742 634V
RRMP 192.49

Plan 10007	Sheet 10007	Rev 10007	Scale 1/2" = 1'-0"
Project 48	Contract SCHERTZ PKWY	Drawn BY	Checked BY
Date 03/15/16	Contract	Scale	Sheet No.
Author SAT	GUADALUPE	Scale	2



TYPICAL
ROADWAY SECTION NEAR CROSSING



ROADWAY PLAN VIEW

GENERAL NOTES

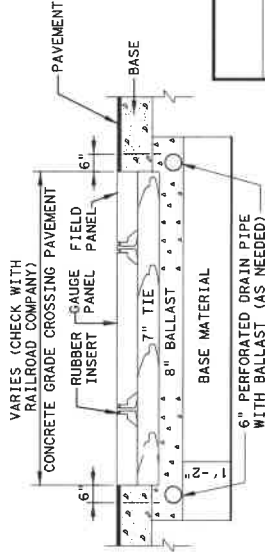
1. 25 TRAINS/DAY AT 60 MPH
 2. AVERAGE DAILY TRAFFIC (ADT): 9935 (2024)
 3. EXISTING 72" CONCRETE SURFACE.
 4. FULL WIDTH ROADWAY CLOSURE WITH DETOUR REQUIRED FOR REPLANKING PROJECT.
 5. ALL PANELS SHALL EXTEND AT LEAST 3' BEYOND EDGE OF PAVEMENT, CURB OR SIDEWALK.
- WORK TO BE DONE BY THE RAILROAD:
1. REPLACE 72' EXISTING SURFACE WITH NEW 104' CONCRETE SURFACE.
 2. MAKE TRACK ADJUSTMENTS AND WELD THRU CROSSING AS NEEDED.
 3. FURNISH AND INSTALL BALLAST, TIES, PERFORATED DRAINAGE PIPE, RAIL, AND FILTER FABRIC AS NEEDED.
 4. PERFORM TRAFFIC CONTROL, PROVIDE TRAFFIC CONTROL PLAN, ASPHALT AND DETOURS.
 5. INSTALL NEW BASE MATERIAL AT CROSSING.
 6. REMOVE AND REPLACE ROADWAY APPROACHES WITH APPROVED ASPHALT MATERIAL, MINIMUM OF 10'.
 7. INSTALL NEW CROSSING GATES.

WORK TO BE DONE BY CITY:

1. REPLACE STOP BARS AND LANE STRIPING AS NEEDED.
2. COMPLETE MEDIAN, SIDEWALK, AND/OR CURB WORK SHOWN ON THE LAYOUT.
3. PERFORM JOINT INSPECTION WITH RAILROAD COMPANY.

WORK TO BE DONE BY STATE OR ITS CONTRACTOR:

1. FURNISH, INSTALL, AND/OR REPLACE SIGNS IN ACCORDANCE WITH TMTUCD.



PROPOSED
TYPICAL SECTION



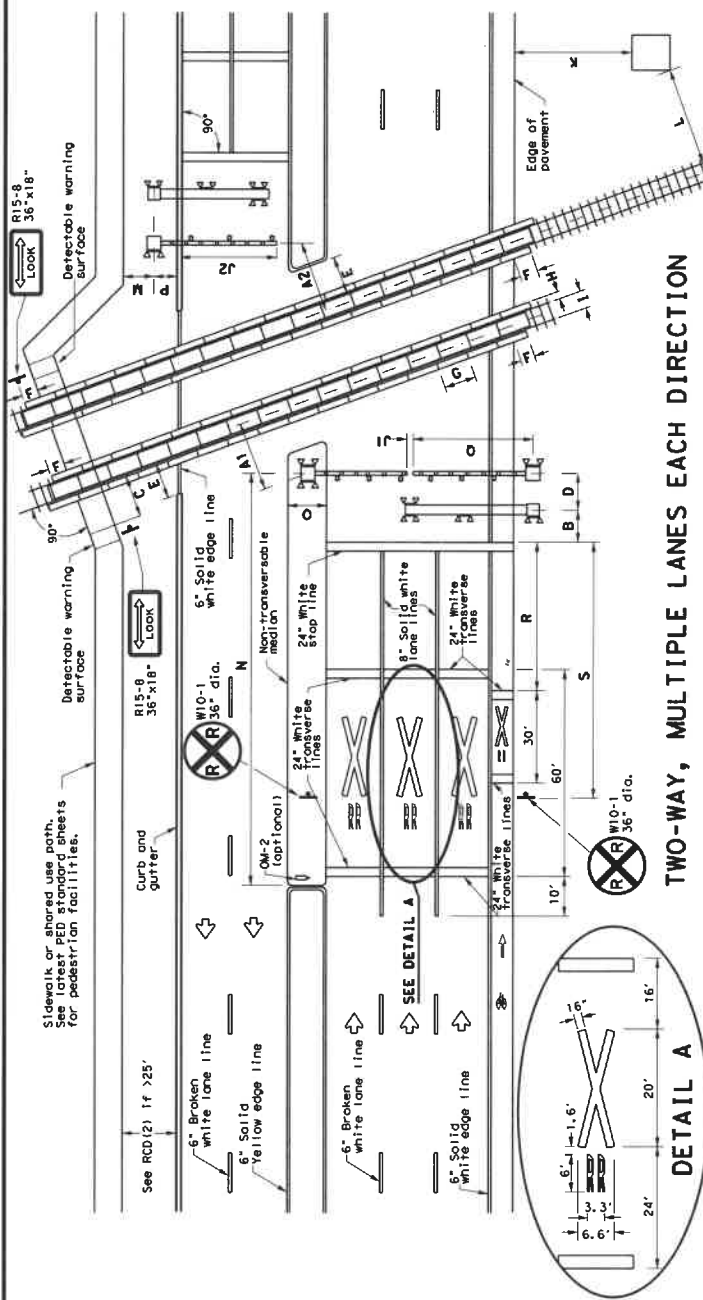
Brent R. Tyler

7/1/2025

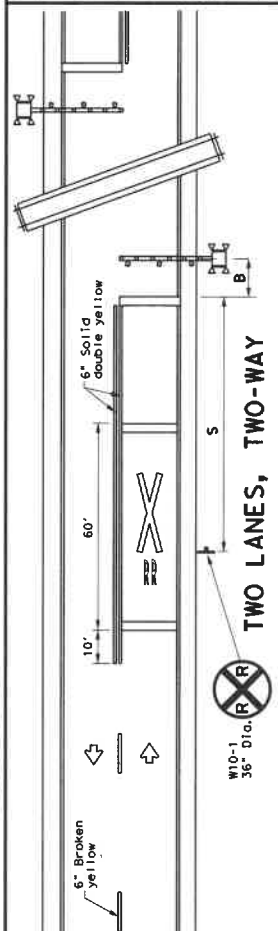


PLANKING LAYOUT
UNION PACIFIC RAILROAD COMPANY
GRADE CROSSING SAFETY UPGRADES
SCHERTZ PKWY IN
CITY OF SCHERTZ, TX
RR DOT # 742 634V
RRMP 192.49

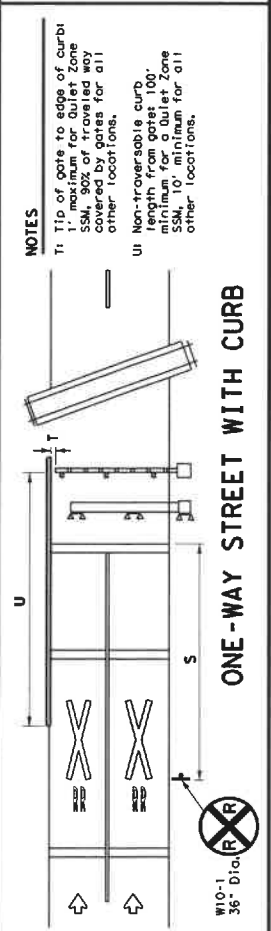
© 2025	REVISED	DATE	BY	APP'D
0815 46	046	SCHERTZ PKWY		
SAT		GUADALUPE		3



TWO-WAY, MULTIPLE LANES EACH DIRECTION



TWO LANES, TWO-WAY



ONE-WAY STREET WITH CURB

- NOTES**
- A1: Center of RR mast to center of roll: 12' minimum, 15' typical.
 - A2: Tip of gate to center of roll: 12' minimum, 15' typical.
 - B: Center of mast cantilever, gate, or mast (flush) of nearest active traffic control device to stop line: 8' (NOTE: Stop line may be moved as needed, but should be at least 8' back from gates, if present).
 - C: Near edge of detectable warning surface to nearest roll: 12' minimum.
 - D: Center of gate mast to center of cantilever mast: 6' typical. NOTE: Cantilever may be located in front or behind gates.
 - E: Edge of median or curb to nearest roll: 10' typical. NOTE: Design median edge to be parallel with roll.
 - F: Edge of plank panel from edge of pavement or sidewalk: 3' minimum. NOTE: Field panels need not be in line with gauge panels.
 - G: Length of panels along roll: 8' typical.
 - H: Width of field panels: 2' typical (check with railroad company).
 - I: Distance between rolls: 4'-8'1/2".
 - J: Tip of gate to tip of gate: 2' maximum.
 - K: 90% of traveled roadway to be covered by gates.
 - L: Nearest edge of RR cabinet from edge of pavement: 30' typical. NOTE: Cabinet not required to be parallel to edge of pavement.
 - M: Nearest edge of RR cabinet from nearest roll: 25' typical.
 - N: Center of RR mast to edge of sidewalk: 6' minimum.
 - O: Center of gate mast to leading edge of non-traversable median: 100' minimum to qualify as a Quiet Zone SSM. NOTE: 60' will be required for all street intersections in the 100' and all street intersections within 60' are closed.
 - P: Width of median for RR gate assembly: 8'-6" minimum, 10' typical from face of curb. NOTE: Center of gate mast minimum 4'-3" from face of curb.
 - Q: Center of RR mast to face of curb: 5'-3" minimum. NOTE: Center of RR mast to edge of pavement (the shoulder): 9'-3" minimum. NOTE: Final location determined by the railroad company.
 - R: Gate length: 28' or less typical, but railroad company may allow up to 32' under special circumstances.
 - S: Stop line to first RR Crossing transverse line (bike lane): 50' typical.
 - T: Stop line to GRADE CROSSING ADVANCE WARNING (W10-1) sign and adjacent RR Crossing pavement markings. See Table 1. See RCD(2) for other signs.

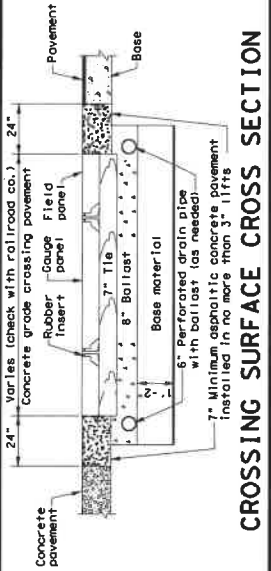
TABLE 1

Approach Speed (mph)	Desirable Placement (feet)
20	100
25	100
30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475
70	550
75	650

LEGEND

Sign	→
Object Marker	□
Traffic Flow	⇄
Cantilever	▭
Gate Assembly	▭
Mast Flasher Pair	▭

- GENERAL NOTES**
- Medians and curbs must be non-traversable to qualify as a Quiet Zone Supplementary Safety Measure (SSM). The SSM must be installed in Quiet Zones and 8' roll minimum and used on roadways where speed does not exceed 40 mph.
 - Raised pavement markers may be used to supplement striping. See PM(2) and PM(3) standard sheets.
 - Medians preferred whenever possible to prevent vehicles from driving around gates.
 - Longitudinal edge striping may be continued thru crossing as needed. Illumination may also be considered for nighttime visibility.
 - See S10 standard sheets for sign mounting details.
 - See the Standard Highway Sign Design for Texas (SHSD) manual for sign and pavement marking details.



CROSSING SURFACE CROSS SECTION

RAILROAD CROSSING DETAILS
SIGNING, STRIPING, AND DEVICE PLACEMENT
RCD(1)-22

Texas Department of Transportation
 Traffic Safety Division
 Standard

Revised: 04/21/2021
 2-16
 11-22

Project: 190301
 Date: 04/21/2021
 049
 SCHERTZ/PKMT
 11-22

Scale: 1" = 1'-00"
 1" = 1'-00"
 1" = 1'-00"

14

GENERAL NOTES

Railroad company to provide active traffic control devices, CROSSBUCK (R15-1), NUMBER OF TRACKS (R15-2P), plaque (if more than 1 track), and EMERGENCY NOTIFICATION (1-13) signs.

LOW GROUND CLEARANCE (W10-5) signs may be relocated further upstream of crossing to provide advance warning of alternate route.

GRADE CROSSING AND INTERSECTION ADVANCE WARNING (W10-2) signs may be modified as needed to fit roadway geometry.

Table 1 placement distances may vary per the Placement of Warning Sign section of the MUTCD.

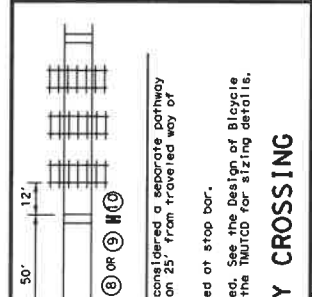
See Table 1 to determine placement of STOP AHEAD (W3-1) and YIELD AHEAD (W3-2) signs unless shown otherwise.

DO NOT STOP ON TRACKS (RR-8) signs installed when potential for vehicles stopping on tracks is significant as determined by sealing engineer. Install so sign does not block view of RR most.

See the Standard Highway Sign Design for Texas (SHSDI) manual for sign and pavement marking details.

TABLE 1

Approach Design Speed (mph)	Placement (feet)
20	100
25	100
30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475
70	550
75	650

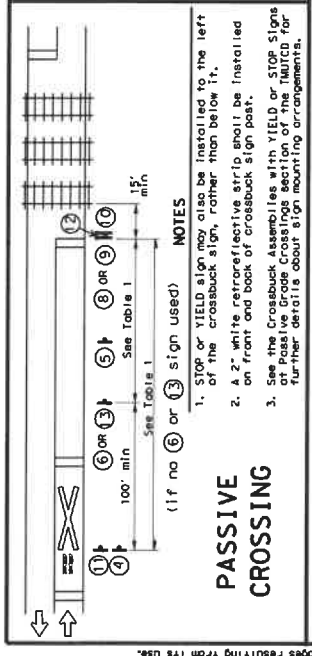


NOTES

1. A shared use path is considered a separate pathway crossing when more than 25' from traveled way of adjacent roadway.

2. Detectable warning used at stop bar.

3. Smaller signs preferred. See the Design of Bicycle Signs section within the MUTCD for sign details.



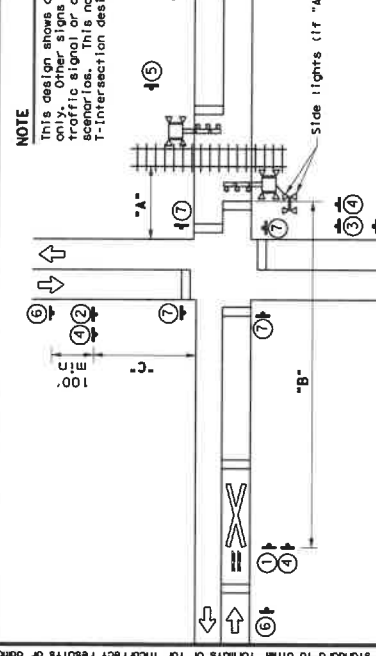
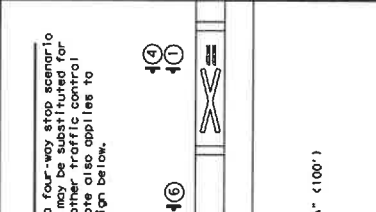
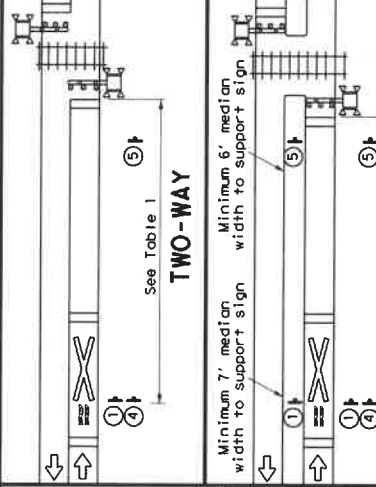
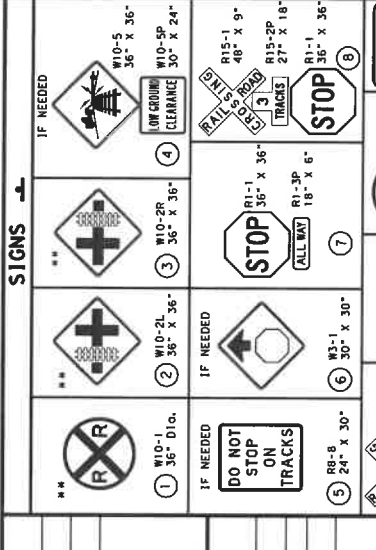
PASSIVE CROSSING

NOTES

1. STOP or YIELD sign may also be installed to the left of the crossbuck sign, rather than below it.

2. A 2' white retroreflective strip shall be installed on front and back of crossbuck sign post.

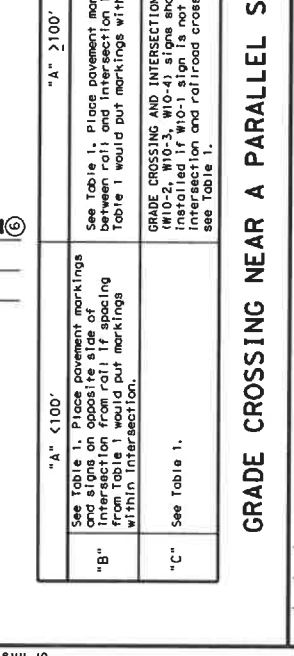
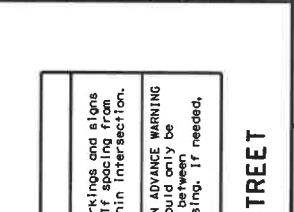
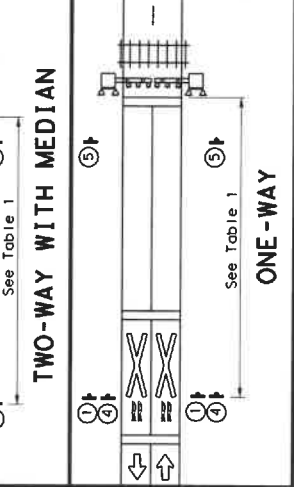
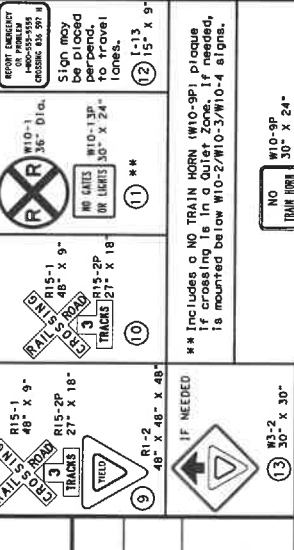
3. See the Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings section of the MUTCD for further details about sign mounting arrangements.



GRADE CROSSING NEAR A PARALLEL STREET

NOTE

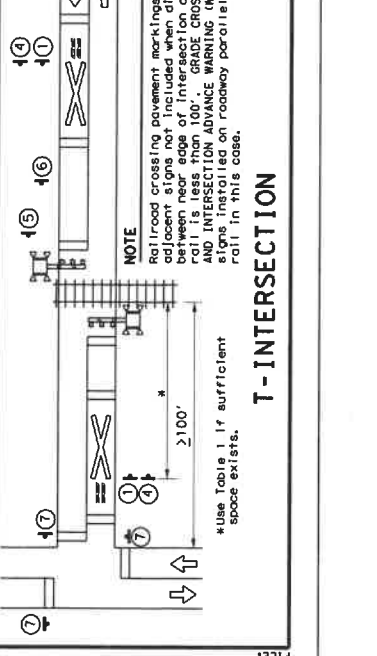
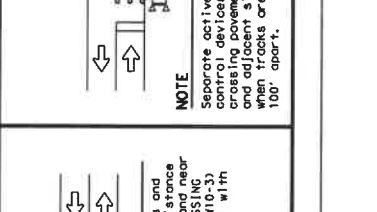
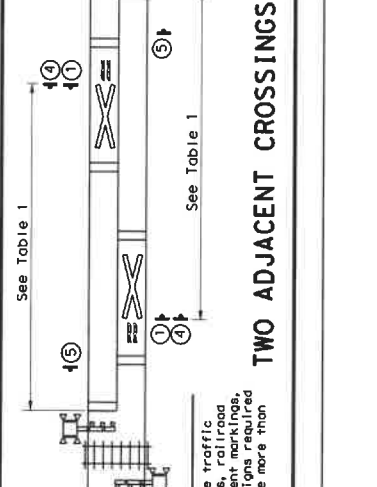
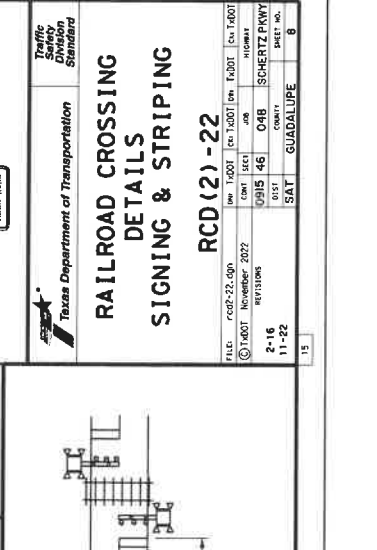
Railroad crossing pavement markings and adjacent signs not included when distance between near edge of intersection and near edge of roadway is 100 feet or more. See the MUTCD for details about sign mounting arrangements.



T-INTERSECTION

NOTE

Railroad crossing pavement markings and adjacent signs not included when distance between near edge of intersection and near edge of roadway is 100 feet or more. See the MUTCD for details about sign mounting arrangements.



TWO ADJACENT CROSSINGS

NOTE

Separate active traffic control devices, railroad crossing pavement markings, and adjacent signs required when tracks are more than 100' apart.

DISCLAIMER: The use of this standard is governed by the Texas Engineering Practice Act. No warranty of any kind is made by TxDOT for any purpose other than that intended by the user. The user assumes all liability for any use of this standard or for incorrect results or damages resulting from its use.

DATE: 11-22-2012
FILE: 2-16

SIGNS

IF NEEDED

W10-1 36" Dia.
W10-2 36" x 36"
W10-3 36" x 36"
W10-4 36" x 36"
W10-5 36" x 36"
W10-6 36" x 36"
W10-7 36" x 36"
W10-8 36" x 36"
W10-9 36" x 36"
W10-10 36" x 36"
W10-11 36" x 36"
W10-12 36" x 36"
W10-13 36" x 36"
W10-14 36" x 36"
W10-15 36" x 36"
W10-16 36" x 36"
W10-17 36" x 36"
W10-18 36" x 36"
W10-19 36" x 36"
W10-20 36" x 36"
W10-21 36" x 36"
W10-22 36" x 3

LEGEND

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

Posted Speed (MPH)	Minimum Taper Length (ft)	Minimum Distance (ft)	Minimum Spacing of Channelizing Devices (ft)	Minimum Sign Spacing (ft)	Minimum Longitudinal Buffer Space (ft)	Suggested Taper Length (ft)	Suggested Sign Spacing (ft)	Suggested Longitudinal Buffer Space (ft)
30	150'	165'	180'	30'	60'	120'	90'	90'
35	205'	225'	245'	35'	70'	150'	120'	120'
40	265'	295'	320'	40'	80'	240'	155'	155'
45	495'	540'	580'	45'	90'	320'	195'	195'
50	550'	600'	650'	50'	100'	400'	240'	240'
55	605'	660'	720'	55'	110'	500'	295'	295'
60	660'	720'	780'	60'	120'	600'	350'	350'
65	715'	780'	850'	65'	130'	700'	410'	410'
70	770'	840'	910'	70'	140'	800'	475'	475'
75	825'	900'	975'	75'	150'	900'	540'	540'

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

TYPICAL USAGE

MOBILE	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓	✓		

GENERAL NOTES

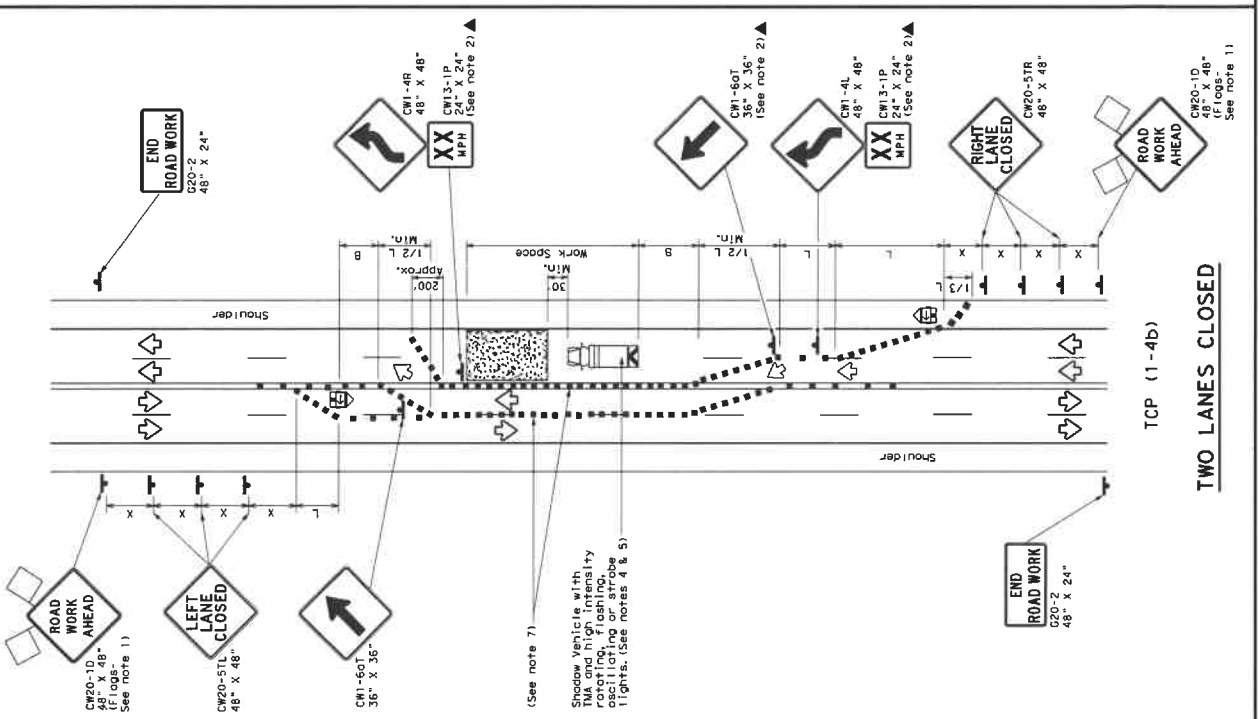
- Flags attached to signs where shown are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
- The CW20-10 "ROAD WORK AHEAD" sign may be used in place of the CW20-10 "ROAD WORK AHEAD" sign when the visibility of the work zone is less than 1500 feet.
- A Shadow Vehicle with a TMA should be used anytime it can be positioned directing the performance or quality of the work. If workers are no longer in the work zone, the Shadow Vehicle with a TMA should be substituted in place of 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 wider work spaces.

TCP (1-4a)

6. If this TCP is used for a left lane closure, CW20-51L "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the centerline where needed to protect the work space from opposing traffic with the arrow panel placed in the closed lane near the end of the merging taper.

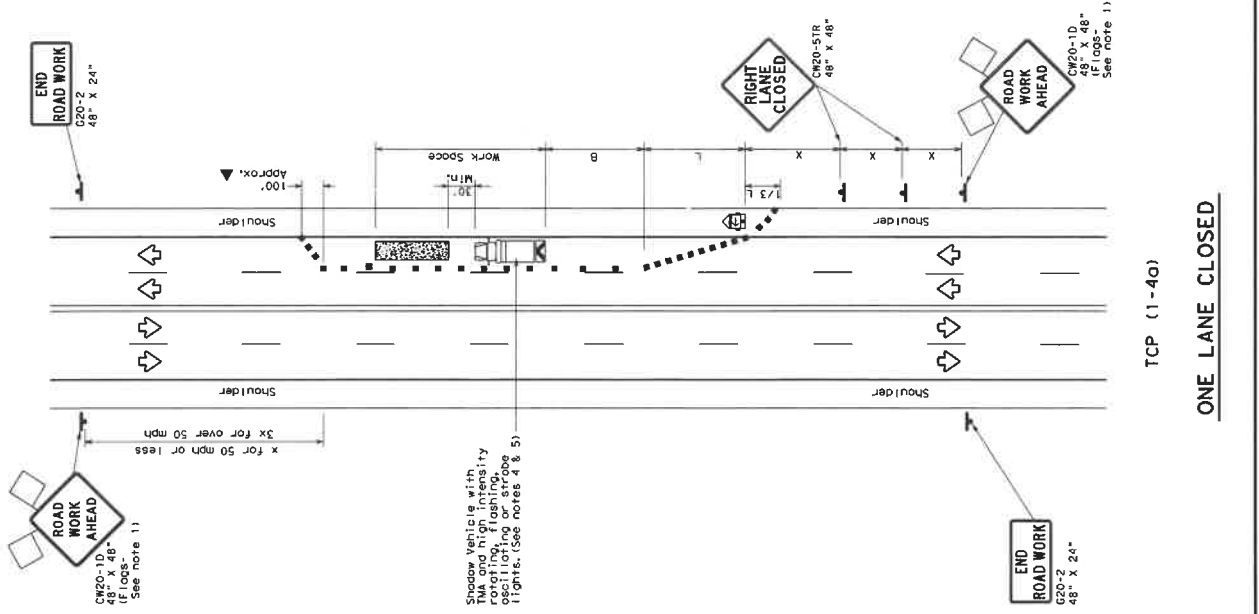
TCP (1-4b)

7. Where traffic is directed over a yellow centerline, channelizing devices shall be placed on the centerline where needed to protect the work space from opposing traffic with the arrow panel placed in the closed lane near the end of the merging taper.



TCP (1-4b)

TWO LANES CLOSED



TCP (1-4a)

ONE LANE CLOSED

Texas Department of Transportation

Traffic Operations Division Standards

TRAFFIC CONTROL PLAN

LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS

TCP (1-4)-18

FILE NO.	TCP (1-4)-18.dgn	DATE	12/11/18	BY	SKM
PROJECT	1-401	CONTRACT	185	SECTION	048
PROJECT NAME	1-401	PROJECT NO.	048	PROJECT	SCHERTZ PKWY
PROJECT LOCATION	1-37	PROJECT	2-18	COUNTY	GUADALUPE
PROJECT	1-37	PROJECT	2-18	SHEET NO.	8

DISCLAIMER: The use of this standard is governed by the Texas Engineering Practice Act. No warranty or liability is made by the Board of Transportation for the consequences of the use of this standard or for incorrect results or damages resulting from its use.

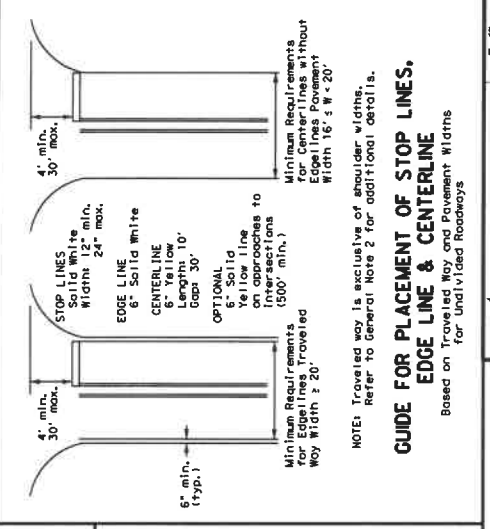
GENERAL NOTES

- Edge line striping shall be as shown in the plans or as directed by the Engineer. The edge line should not be placed less than 6 inches from the edge of pavement. This may be increased by the Engineer covering or other conditions. Edge lines are not required in curb and gutter sections of roadways.
- The traveled way includes only that portion of the roadway used for vehicular travel. It does not include the parking lanes, sidewalks, berms and shoulders. The traveled ways shall be measured from the center of edge line to the center of edge line of a two lane roadway.

MATERIAL SPECIFICATIONS

PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



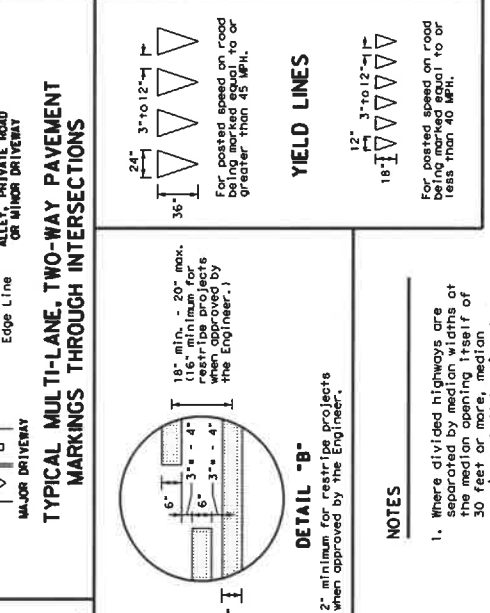
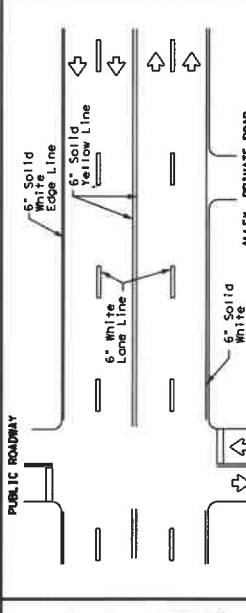
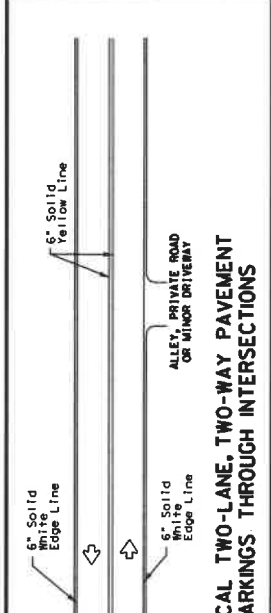
Texas Department of Transportation

TYPICAL STANDARD PAVEMENT MARKINGS

PM(1)-22

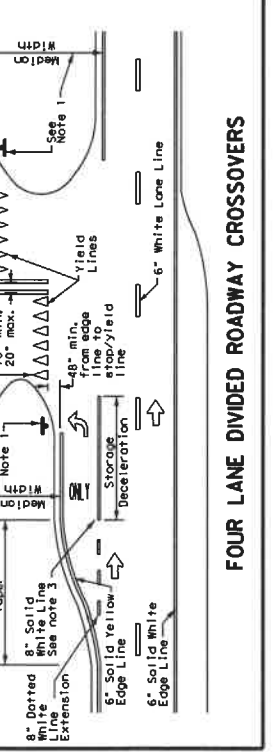
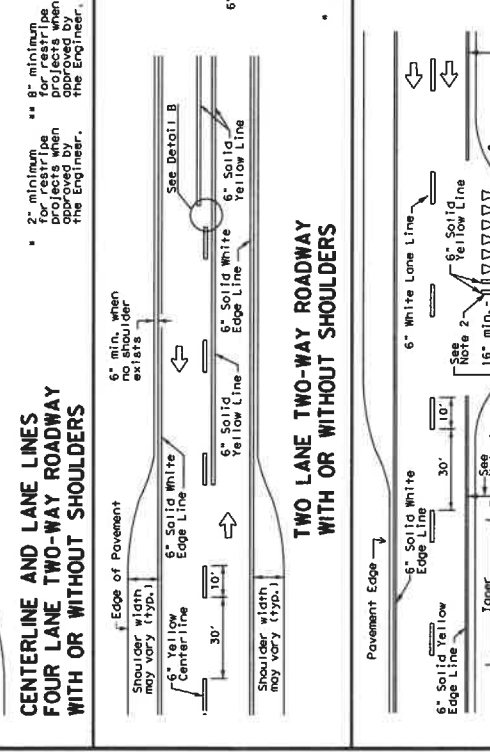
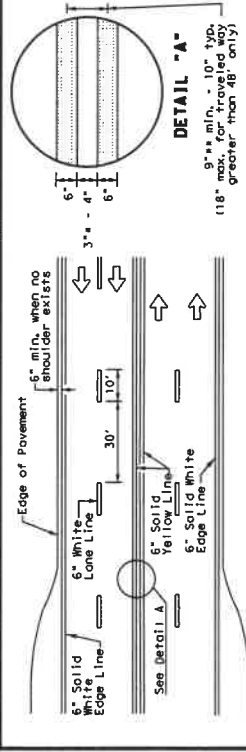
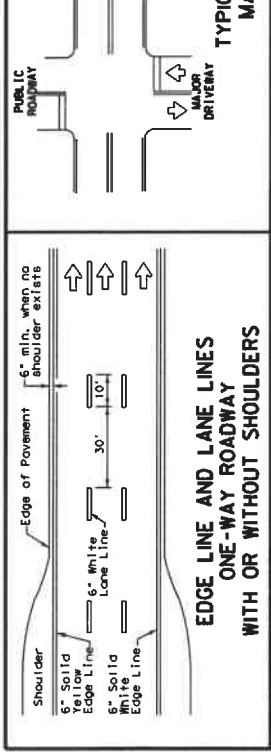
REV.	DATE	BY	CHKD.	APP'D.	DESCRIPTION
1	11-18	8-00	6-20	0915	049 SCHERTZ PWTY
2	8-25	8-10	15-22	SAT	GUADALUPE
3	8-25	8-10	15-22	SAT	GUADALUPE

Scale: 1" = 10'



NOTES

- Where divided highways are separated by median widths of 30 feet or more, median openings shall be signed as two separate intersections. Each median opening has two width measurements, with one measurement for the opening width and the other for the opening width from the centerline. Stop signs and stop bars are optional as determined by the Engineer.
- Install median striping (double yellow centerlines and stop lines/yield lines) when a 50' or greater median centerline is placed. Stop lines shall only be used with stop signs. Yield lines shall only be used with yield signs.
- Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.



DATE: 11/18/2022

PROJECT: GUADALUPE

SCALE: 1" = 10'

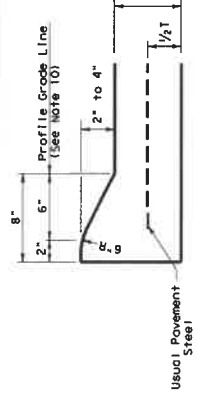
APP'D.: SAT

CHKD.: SAT

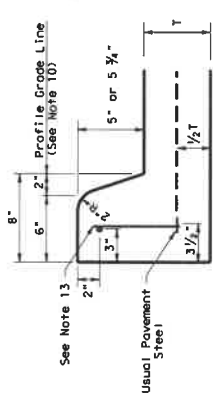
BY: SAT

DESCRIPTION: TYPICAL STANDARD PAVEMENT MARKINGS

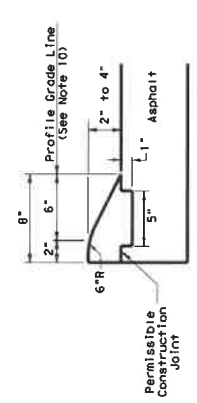
DISCLAIMER: The use of this standard is governed by the Texas Engineering Practice Act. No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.



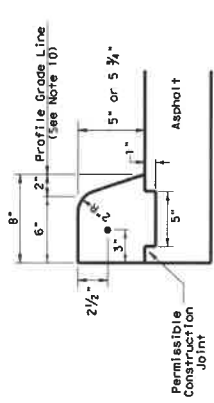
TYPE I CURB (MONOLITHIC)
2' - 4' HEIGHT



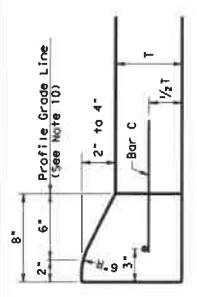
TYPE II CURB (MONOLITHIC)
5' - 5 3/4' HEIGHT



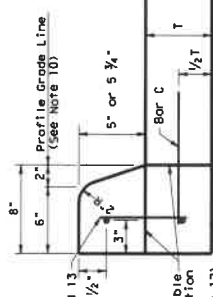
TYPE III CURB (KEYED)
2' - 4' HEIGHT



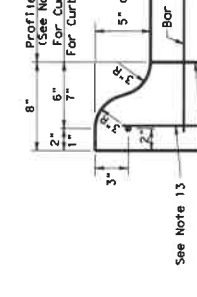
TYPE IV CURB (KEYED)
5' - 5 3/4' HEIGHT



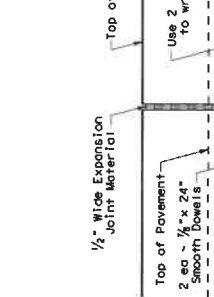
TYPE I CURB
2' - 4' HEIGHT



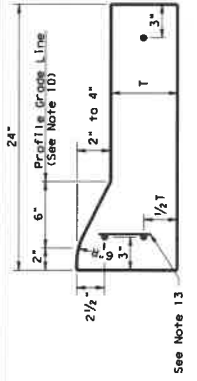
TYPE II CURB
5' - 5 3/4' HEIGHT



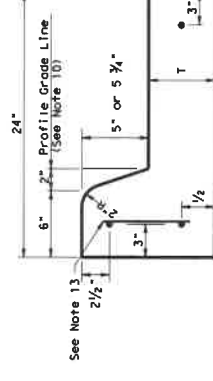
TYPE II CURB AND GUTTER
5' - 5 3/4' HEIGHT



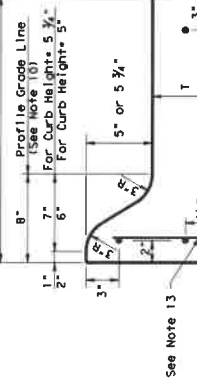
TYPE IIG CURB
5' - 5 3/4' HEIGHT



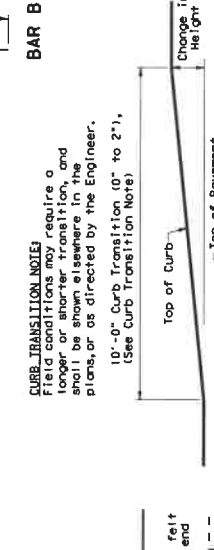
TYPE I CURB AND GUTTER
2' - 4' HEIGHT



TYPE II CURB AND GUTTER
5' - 5 3/4' HEIGHT



TYPE IIG CURB AND GUTTER
5' - 5 3/4' HEIGHT



EXPANSION JOINT DETAIL

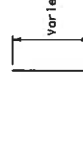
CURB TRANSITION
Note: To be paid for as Highest Curb

GENERAL NOTES

- All materials and construction shall be in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."
- Concrete shall be Class A.
- When reinforcing bars are used, they shall be No. 4 unless otherwise shown. The use of fiber reinforced concrete in lieu of reinforcing steel is acceptable. Use fibers meeting the requirements of DMS 4550, "Fibers for Concrete," and expanders in accordance with Material Producers' List (MPL).
- Round exposed sharp edges with a rounding tool, to a minimum radius of 1/4" inch.
- All existing curbs and driveways to be removed shall be sawed or removed at existing joints.
- Where concrete curb is to be placed on existing concrete pavement, Bar B may be drilled and grouted in place, or may be inserted into fresh concrete.
- Expansion and contraction joints shall be constructed to match pavement joints in all curbs and curbs and gutter adjacent to jointed concrete pavement. Where placement of curb or curb and gutter is not adjacent to concrete pavement, expansion joints shall be placed at locations directed by the Engineer.
- Vertical and horizontal dowel bars and transverse reinforcing bars shall be placed at four feet C-C.
- Dimension 'T' shown is the thickness of concrete pavement. When curb is installed adjacent to flexible pavement, dimension 'T' is 8" maximum.
- Usual profile grade line. Refer to typical sections and plan-profile sheets for exact locations.
- One-half inch expansion joint material shall be provided where curb or curb and gutter is adjacent to sidewalk or riprap.
- When horizontal permissible construction joints are used, they shall be placed in accordance with the placement details shown in the plans. Reinforcing steel for curb section shall then conform to that required for concrete curb.
- Bar B placement as needed (typically at four ft. C-C) to support curb reinforcing steel during concrete placement.



BAR B



BAR C

Texas Department of Transportation

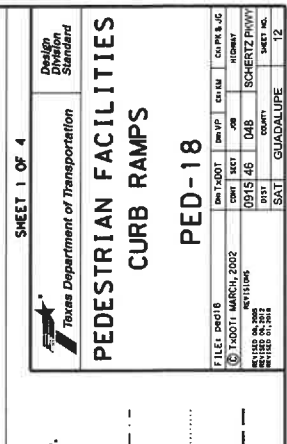
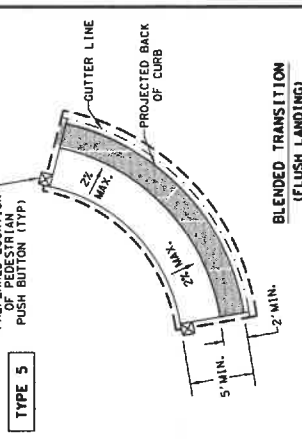
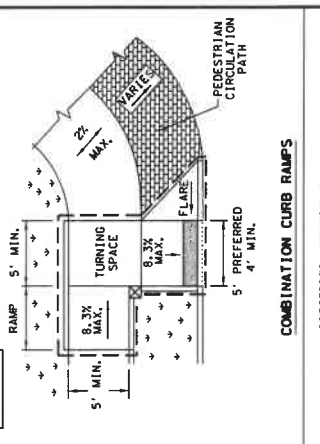
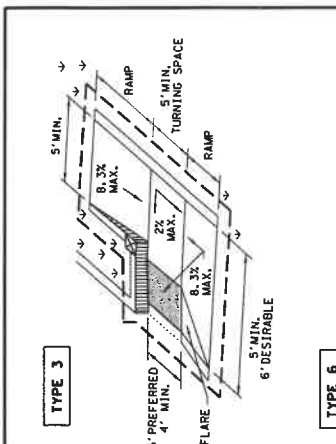
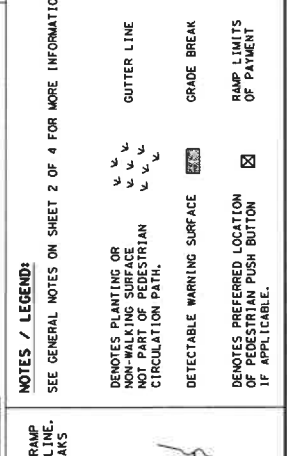
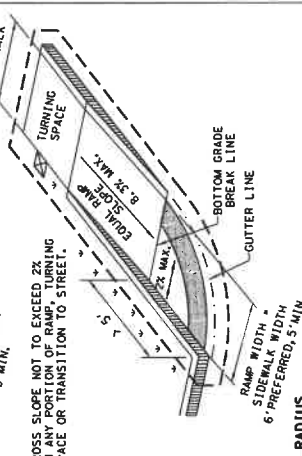
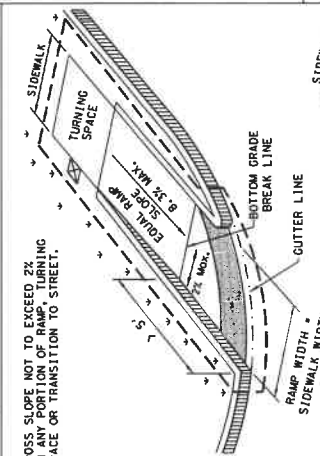
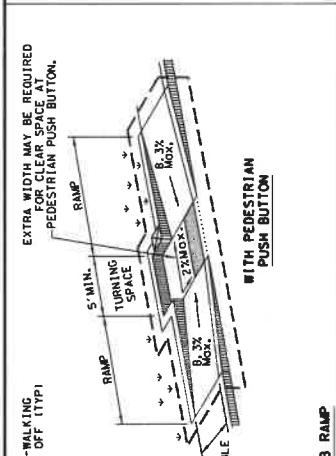
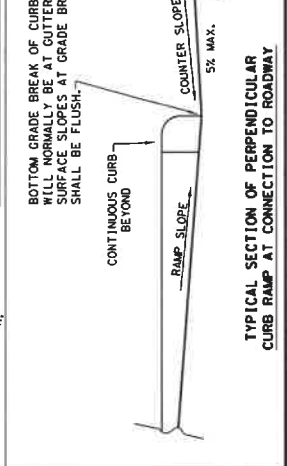
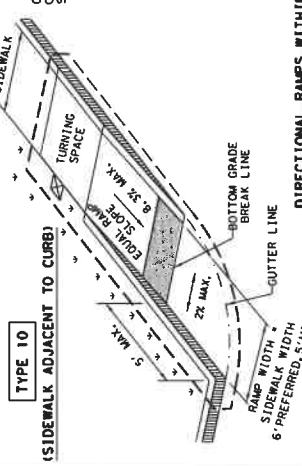
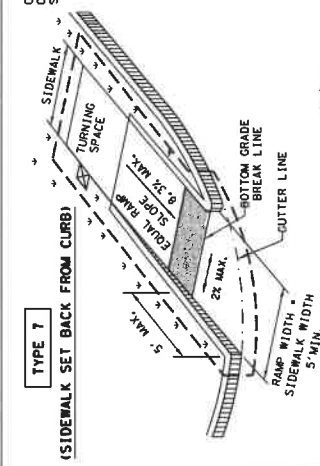
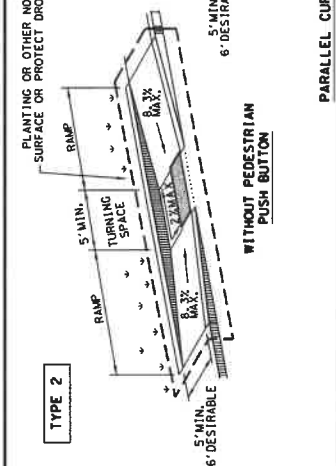
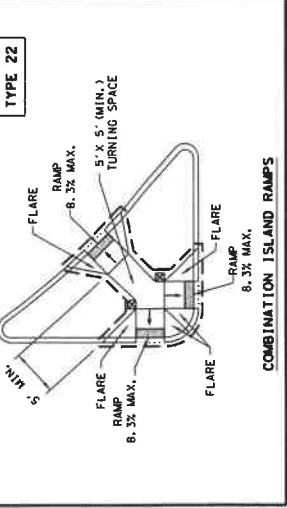
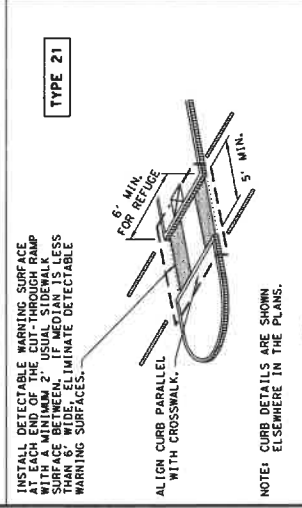
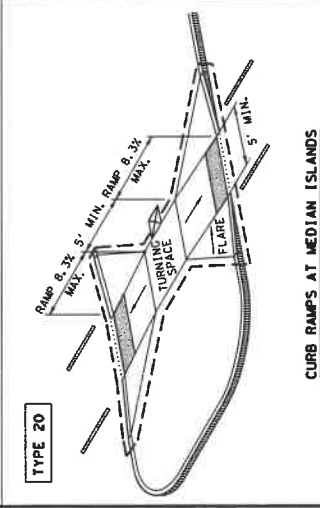
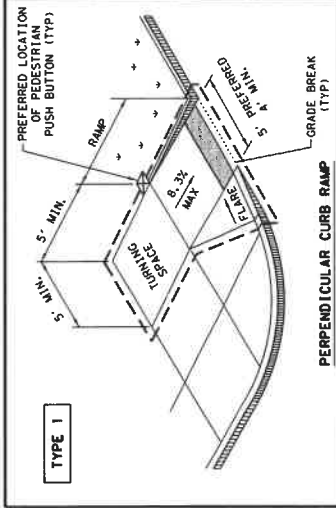
CONCRETE CURB AND GUTTER

CCCC-22

FILE: ccccc1.dgn
 DATE: 08/11/2022
 JOB: 0915 46
 SHEET NO.: SAT

DESIGN DIVISION: CIVIL
 PROJECT NO.: SCHERTZ PKWY
 SHEET NO.: 11

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



NOTES / LEGEND:

SEE GENERAL NOTES ON SHEET 2 OF 4 FOR MORE INFORMATION.

--- DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.

--- DETECTABLE WARNING SURFACE

--- DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.

--- RAMP LIMITS OF PAYMENT

Texas Department of Transportation

Design Standard

PEDESTRIAN FACILITIES

CURB RAMPS

PED-18

SHEET 1 OF 4

FILE: 0810	DATE: 03/01/02	REV: 01	DATE: 03/01/02	REV: 02	DATE: 03/01/02	REV: 03	DATE: 03/01/02	REV: 04	DATE: 03/01/02
PROJECT: 0015146	PROJECT: 0015146	PROJECT: 0015146	PROJECT: 0015146	PROJECT: 0015146	PROJECT: 0015146	PROJECT: 0015146	PROJECT: 0015146	PROJECT: 0015146	PROJECT: 0015146
CONTRACT: 048	CONTRACT: 048	CONTRACT: 048	CONTRACT: 048	CONTRACT: 048	CONTRACT: 048	CONTRACT: 048	CONTRACT: 048	CONTRACT: 048	CONTRACT: 048
COUNTY: TARRANT	COUNTY: TARRANT	COUNTY: TARRANT	COUNTY: TARRANT	COUNTY: TARRANT	COUNTY: TARRANT	COUNTY: TARRANT	COUNTY: TARRANT	COUNTY: TARRANT	COUNTY: TARRANT
CITY: GUADALUPE	CITY: GUADALUPE	CITY: GUADALUPE	CITY: GUADALUPE	CITY: GUADALUPE	CITY: GUADALUPE	CITY: GUADALUPE	CITY: GUADALUPE	CITY: GUADALUPE	CITY: GUADALUPE
DRAWN BY: SCHERTZ	CHECKED BY: SCHERTZ	DESIGNED BY: SCHERTZ	APPROVED BY: SCHERTZ	DATE: 03/01/02	DATE: 03/01/02	DATE: 03/01/02	DATE: 03/01/02	DATE: 03/01/02	DATE: 03/01/02

DISCLAIMER: The use of this standard is governed by the conversion of this standard to other formats or for purposes other than those for which it was originally intended. The user of this standard assumes no responsibility for the conversion of this standard to other formats or for purposes other than those for which it was originally intended. The use of this standard is governed by the conversion of this standard to other formats or for purposes other than those for which it was originally intended.

GENERAL NOTES

CURB RAMPS

DETECTABLE WARNING PAVERS (IF USED)

- 25. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
- 26. Lay full-size units first, followed by closure units consisting of at least 25 percent (25%) of a full unit. Cut detectable warning paver units using a power saw.

SIDEWALKS

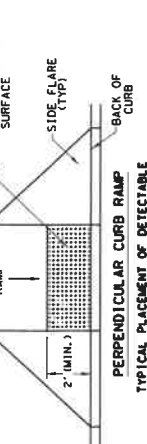
- 27. Provide clear ground space at operable parts, including pedestrian push buttons, operable parts shall be placed within unobstructed reach range specified in PROMAG section R406.
- 28. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, and other items so as not to obstruct the pedestrian access route or clear ground space.
- 29. Street grades and cross slopes shall be as shown elsewhere in the plans.
- 30. Changes in level greater than 1/4 inch are not permitted.
- 31. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway, where a continuous grade greater than five percent (5%) must be provided. Grades shall be as shown elsewhere in the plans. Handrails may also be provided to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with PROMAG R409.
- 32. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
- 33. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
- 34. Sidewalk details are shown elsewhere in the plans.



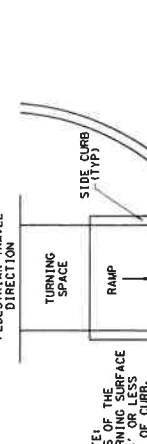
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE.



TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.



TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.



TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.

* NOTE: BOTH ENDS OF THE DETECTABLE WARNING SURFACE SHALL BE 5' OR LESS FROM BACK OF CURB.

NO. 3 REBAR AT 18" (MAX) ON-CENTER BOTH WAYS OR AS DIRECTED CLASS A CONCRETE - SHALL CONFORM TO APPLICABLE SPECIFICATIONS

(MIN.) 5" DEPTH EXCLUSIVE OF DETECTABLE WARNING

DETECTABLE WARNING PAVES WITH TRUNCATED DOMES PREFABRICATED DETECTABLE WARNING PANEL

SIDE FLARE (TYP)

SECTION VIEW DETAIL CURB RAMP AT DETECTABLE WARNINGS

SECTION VIEW DETAIL CURB RAMP AT DETECTABLE WARNINGS

Design Division Standard
 Texas Department of Transportation
PEDESTRIAN FACILITIES
CURB RAMPS
PED-18

FILE: PED18	DATE: 03/13/02	REV: 1	DATE: 03/13/02
PROJECT: 048	DATE: 04/15/02	DESIGNER: SCHERTZ PROVOY	CHECKER: SCHERTZ PROVOY
CITY: WELLSVILLE	COUNTY: 048	PROJECT NO. 048	SHEET NO. 13
DATE: 03/13/02	BY: SAT	PROJECT NO. 048	CITY: GUADALUPE

- 15. Furnish and install No. 3 reinforcing steel bars at 18" o.c. both ways, unless otherwise directed.
- 16. Provide a smooth transition where the curb ramps connect to the street.
- 17. Curb shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
- 18. Existing features that comply with applicable standards may remain in place unless otherwise shown on the plans.

DETECTABLE WARNING MATERIAL

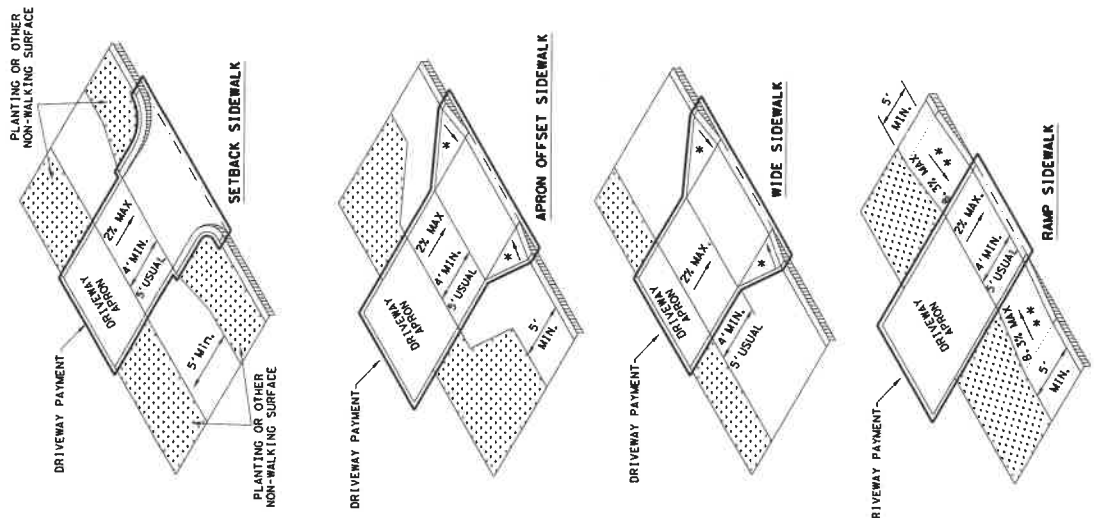
- 19. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured on top of curbs. Medians should be designed to provide accessible passage over or through them.
- 20. Small channelization islands, which do not provide a minimum 5' x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
- 21. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
- 22. Provide curb ramps to connect the pedestrian access route at each pedestrian street crossing. Handrails are not required on curb ramps.
- 23. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
- 24. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.

- 25. Furnish and install No. 3 reinforcing steel bars at 18" o.c. both ways, unless otherwise directed.
- 26. Provide a smooth transition where the curb ramps connect to the street.
- 27. Curb shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
- 28. Existing features that comply with applicable standards may remain in place unless otherwise shown on the plans.

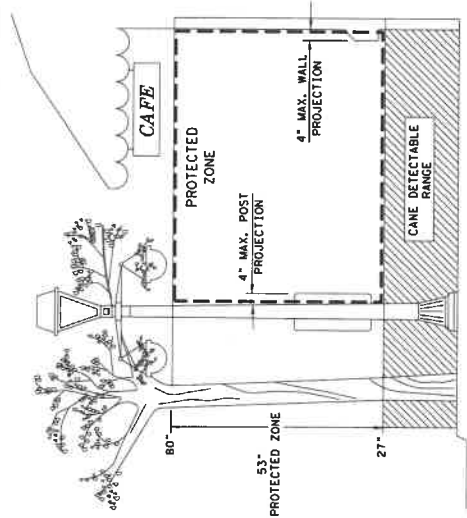
is at the back of curb. Detectable warning surfaces may be curved along the corner radius.

- 29. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

SIDEWALK TREATMENT AT DRIVEWAYS

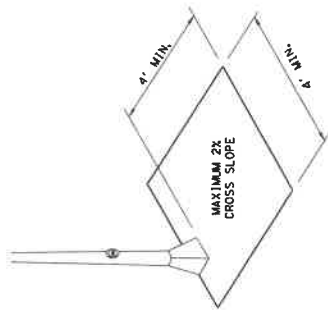


- NOTES:
 * WHERE DRIVEWAYS CROSS THE PEDESTRIAN ROUTE, SIDES SHALL BE FLARED AT 10% MAX SLOPE.
 ** IF CURB HEIGHT IS GREATER THAN 6 INCHES, USE LESS THAN OR EQUAL TO 5% HORIZONTAL AND DETECTABLE WARNING ARE NOT REQUIRED.

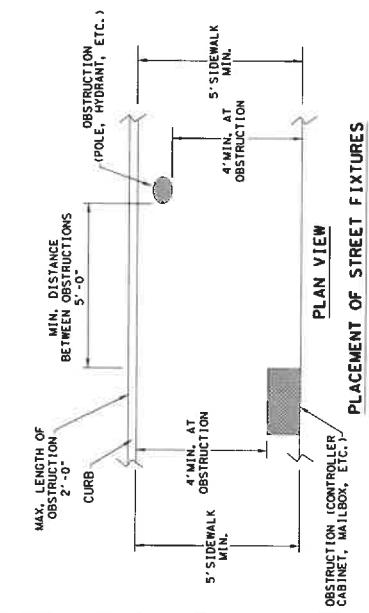


PROTECTED ZONE

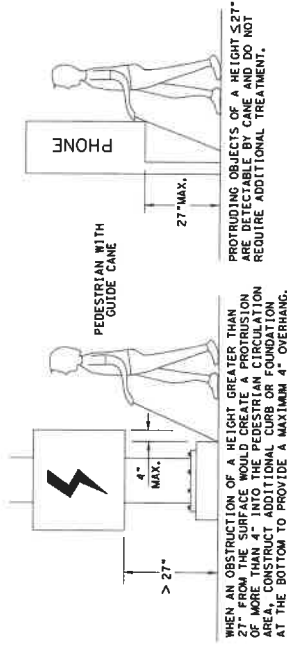
NOTE: IN PEDESTRIAN CIRCULATION AREA, MAXIMUM 4" PROJECTION FOR POST OR WALL MOUNTED OBJECTS BETWEEN 27" AND 80" ABOVE THE SURFACE.



CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



PLAN VIEW PLACEMENT OF STREET FIXTURES



DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

SHEET 3 OF 4

Texas Department of Transportation
Design Standard
PEDESTRIAN FACILITIES
CURB RAMPS
PED-18

FILE: SDG018	REVISED: 01/08	DATE: 01/08	BY: JAC	CHKD: JAC	DATE: 01/08
PROJECT: 0915 048	JOB: 048	SECTION: SCHERTZ PKWY	COUNTY: TARRANT	SHEET NO.: 18	TOTAL SHEETS: 14

