INTERLOCAL AGREEMENT REGARDING
RELOCATION OF WATER SYSTEM IMPROVEMENTS
COUNTY ROAD 255

THE STATE OF TEXAS §
§ KNOW ALL BY THESE PRESENTS:
COUNTY OF WILLIAMSON §

THIS INTERLOCAL AGREEMENT REGARDING RELOCATION OF WATER SYSTEM IMPROVEMENTS ("**Agreement"**) is entered into between the City of Georgetown, Texas (the "**City**"), a Texas home-rule municipality, and Williamson County, Texas, a political subdivision of the State of Texas (the "**County**"). In this Agreement, the City and the County are sometimes individually referred to as "**a Party**" and collectively referred to as "**the Parties.**"

WHEREAS, the County is and has been in the process of designing and acquiring property for the proposed construction of improvements to County Road 255, the location of which is shown on Exhibit "A", attached hereto (the "County Project"); and

WHEREAS, some of the proposed County Project includes the widening of the right-of-way into easements in which the City's water system improvements are or will be located; and

WHEREAS, the Parties have determined that, because of the County Project, the relocation of City water lines is necessary (the "Relocation Project"); and

WHEREAS, plans and specifications for the relocation of the City water lines affected by the County Project are attached hereto as Exhibit "B" (the "Plans"); and

WHEREAS, this Agreement sets forth the terms and conditions pursuant to which the County shall relocate the City's water system improvements in certain segments of the County Project.

NOW, THEREFORE, in consideration of the foregoing premises and the mutual promises and agreements of the Parties contained in this Agreement, the Parties agree as follows:

I.
GENERAL STATEMENT

1.01 General. The purpose of this Agreement is to provide for the County's relocation and construction of City waterline improvements caused by the County's construction of the County Project.

1.02 Prior Rights for Future Relocations. Should the County or its successors require the relocation of the City water system improvements relocated by this Agreement of the type and within the limits identified in Exhibit "C" attached hereto, the County shall, at its own expense, be responsible for all costs associated with said relocation, including the acquisition of new easements, if necessary. The obligations of this section survive any termination of this Agreement.

1.03 Continuation of Service. The County agrees that the County Project shall be undertaken so as to minimize any disruption of water service to existing customers of the City and will not result in the permanent loss of water service to any such customers.

II.
DESIGN AND CONSTRUCTION OF THE RELOCAITON PROJECT

2.01 Design of the Relocation Project. The Plans for the Relocation Project have been reviewed and approved by the City. The County shall provide the City with final as-builts at the completion of the construction of the Relocation Project.

2.02 Apportionment of Cost. The Parties mutually acknowledge and agree that the County shall, at its own expense, construct all physical improvements that constitute the Relocation Project. The total estimated cost for design and construction for the Relocation Project is SIX MILLION ONE HUNDRED SIXTEEN THOUSAND NINE HUNDRED FIFTY-THREE AND 05/100 DOLLARS ($6,116,953.05) ("Construction Costs"). The City's estimated share of the Construction Costs is 24.41% and the County's estimated share is 75.59%.

2.03 Payment and Maintenance. Pursuant to Section 2.02, the City shall reimburse the County for the County Project in an amount not to exceed ONE MILLION FOUR HUNDRED NINETY-THREE THOUSAND ONE HUNDRED FORTY-EIGHT and 24/100 Dollars ($1,493,148.24) for the design, right-of-way acquisition, and construction (together "City Participation Amount"). The County will submit reimbursement requests up to the City Participation Amount using the following payment schedule: 25% upon full execution of the Agreement between the City and the County, 25% upon awarding bid, 25% when construction is 50% complete, as determined by the value of the work completed to date against the contract amount, and 25% upon substantial completion. The payment schedule is anticipated to follow the milestones identified in the anticipated project schedule shown in Exhibit "D" attached hereto. Each reimbursement request will be submitted in a timely manner with proper documentation to support the expenditures. The City shall make a good faith effort to remit payment to the County, up to the total City Participation Amount, within thirty (30) days after receipt of the reimbursement request from the County. After acceptance, the City shall own and maintain the facilities included within the Relocation Project.

2.04 Construction Plans. The Relocation Project will be jointly bid and constructed with the County Project in accordance with the Plans.

2.05 Inspection. The City may inspect the relocation of the waterlines during construction. If the City's inspectors determine that the construction by the County is not in accordance with the approved Plans and upon receipt of such notification from the City, the County shall cease construction until the deficiency can be identified and a corrective plan of construction implemented with the agreement of the City.

2.06 Insurance, Bonds, Warranties, and Construction Permits. The County shall require the contractor for the County Project to name the City as an additional insured on any policies related to the County Project. The County shall require the contractor to provide performance bonds, payment bonds, and maintenance bonds in favor of the City for the Relocation

Project in amounts satisfactory to the City. The County shall transfer any warranties for the Relocation Project to the City upon final completion and acceptance of the project. The County and/or its contractor or agents shall be solely responsible for obtaining all regulatory permits or other approvals that are required to carry out construction of the Relocation Project in accordance with the Plans, however, the City shall promptly provide any reasonable assistance or information, at no cost to City, requested to assist with any permit submission process.

2.07 City's Right to Audit. County agrees that the City or its duly authorized representatives shall, until the expiration of three (3) years after final payment under this Agreement, have access to and the right to examine and photocopy any and all books, documents, papers and records of the County which are directly pertinent to the services to be performed and amounts expended under this Agreement for the purposes of making audits, examinations, excerpts, and transcriptions. County agrees that City shall have access during normal working hours to all necessary County facilities and shall be provided adequate and appropriate workspace in order to conduct audits in compliance with the provisions of this section. City shall give County reasonable advance notice of intended audits.

III.
DISPUTES

3.01 Material Breach; Notice and Opportunity to Cure.

(a) In the event that one Party believes that another Party has materially breached one of the provisions of this Agreement, the non-defaulting Party will make written demand to cure and give the defaulting Party up to 30 days to cure such material breach or, if the curative action cannot reasonably be completed within 30 days, the defaulting Party will commence the curative action within 30 days and thereafter diligently pursue the curative action to completion. Notwithstanding the foregoing, any matters specified in the default notice which may be cured solely by the payment of money must be cured within 10 days after receipt of the notice. This applicable time period must pass before the non-defaulting Party may initiate any remedies available to the non-defaulting party due to such breach.

(b) Any non-defaulting Party will mitigate direct or consequential damage arising from any breach or default to the extent reasonably possible under the circumstances.

(c) The Parties agree that they will negotiate in good faith to resolve any disputes and may engage in non-binding mediation, arbitration or other alternative dispute resolution methods as recommended by the laws of the State of Texas.

3.02 Equitable Relief. In recognition that failure in the performance of the Parties' respective obligations could not be adequately compensated in money damages alone, the Parties agrees that after providing notice and an opportunity to cure in accordance with Section 3.01 above, the Parties shall have the right to request any court, agency or other governmental authority of appropriate jurisdiction to grant any and all remedies which are appropriate to assure conformance to the provisions of this Agreement. The defaulting Party shall be liable to the other for all costs actually incurred in pursuing such remedies and for any penalties or fines as a result of the failure to comply with the terms including, without limitation, the right to obtain a writ of

mandamus or an injunction requiring the governing body of the defaulting party to levy and collect rates and charges or other revenues sufficient to pay the amounts owed under this Agreement.

3.03 Agreement's Remedies Not Exclusive. The provisions of this Agreement providing remedies in the event of a Party's breach are not intended to be exclusive remedies. The Parties retain, except to the extent released or waived by the express terms of this Agreement, all rights at law and in equity to enforce the terms of this Agreement.

IV.
GENERAL PROVISIONS

4.01 Authority. This Agreement is made in part under the authority conferred in Chapter 791, *Texas Government Code*.

4.02 Term. This Agreement shall commence upon execution of this Agreement and shall end upon the completion of the Relocation Project and the City's acceptance of the water system improvements.

4.03 Severability. The provisions of this Agreement are severable and, if any provision of this Agreement is held to be invalid for any reason by a court or agency of competent jurisdiction, the remainder of this Agreement will not be affected, and this Agreement will be construed as if the invalid portion had never been contained herein.

4.04 Payments from Current Revenues. Any payments required to be made by a Party under this Agreement will be paid from current revenues available to the Party for such purpose.

4.05 Cooperation. The Parties agree to cooperate at all times in good faith to effectuate the purposes and intent of this Agreement.

4.06 Entire Agreement. This Agreement contains the entire agreement of the Parties regarding the subject matter hereof and supersedes all prior or contemporaneous understandings or representations, whether oral or written, regarding the subject matter and only relates to those portions of the County Project shown in the Project Plans.

4.07 Amendments. Any amendment of this Agreement must be in writing and will be effective if signed by the authorized representatives of the Parties.

4.08 Applicable Law; Venue. This Agreement will be construed in accordance with Texas law. Venue for any action arising hereunder will be in Williamson County, Texas.

4.09 Notices. Any notices given under this Agreement will be effective if (i) forwarded to a Party by hand-delivery; (ii) transmitted to a Party by confirmed fax machine; or (iii) deposited with the U.S. Postal Service, postage prepaid, certified, to the address of the Party indicated below:

CITY:
City of Georgetown
808 Martin Luther King Jr St.
Georgetown, Texas 78626
Attn: City Manager

Telephone: (512) 930-3652
Facsimile: (512) 930-3559
Email: david.morgan@georgetown.org

COUNTY: Williamson County
710 Main Street, Suite 101
Georgetown, Texas 78626
Attn: County Judge
Telephone: (512) 943-1577

4.10 Counterparts; Effect of Partial Execution. This Agreement may be executed simultaneously in multiple counterparts, each of which will be deemed an original, but all of which will constitute the same instrument.

4.11 Authority. Each Party represents and warrants that it has the full right, power and authority to execute this Agreement.

Exhibit A: Project Location
Exhibit B: Plans
Exhibit C: Prior Rights Location
Exhibit D: Payment Schedule

(SIGNATURES ON THE FOLLOWING PAGE)

CITY OF GEORGETOWN, TEXAS

By:_____
Josh Schroeder, Mayor

ATTEST:

By:_____
Robyn Densmore, City Secretary

APPROVED AS TO FORM:

By:_____
Skye Masson, City Attorney

THE STATE OF TEXAS §
§
COUNTY OF WILLIAMSON §

THIS INSTRUMENT was acknowledged before me on this 27 day of May, 2025, by Josh Schroeder as Mayor of the City of Georgetown, a Texas home-rule city, on behalf of said city.

KAREN FROST
Notary Public, State of Texas
Comm. Expires 05-24-2028
Notary ID 10536084

_____
Notary Public, State of Texas

WILLIAMSON COUNTY, TEXAS

By: _____
Steven Snell, County Judge

ATTEST:

By: _____
Nancy Rister, County Clerk

THE STATE OF TEXAS §
§
COUNTY OF WILLIAMSON §

THIS INSTRUMENT was acknowledged before me on this ____ day of Jun 11, 2025, 2025, by Andrea Schiele, County Judge of Williamson County, Texas, on behalf of said County.

ANDREA SCHIELE
MY COMMISSION EXPIRES
02/23/2029
NOTARY ID: 126562040

_____
Notary Public, State of Texas

Exhibit A: Project Location

100% SUBMITTAL

WILLIAMSON COUNTY

CR 255
PRECINCT NUMBER 3

WILLIAMSON COUNTY PROJECT NO. 251FB9

NET LENGTH OF ROADWAY = 15,254.49 FT (2.88 MILES)
NET LENGTH OF BRIDGES = 0.00 FT (0.000 MILES)
NET LENGTH OF PROJECT = 15,254.49 FT (2.88 MILES)

LIMITS: FROM CR 254 TO RONALD REAGAN BOULEVARD
IN WILLIAMSON COUNTY.

FOR THE CONSTRUCTION OF A TWO LANE ROADWAY,
INCLUDING EARTHWORK, GRADING, DRAINAGE & STRUCTURES,
BASE COURSE, ASPHALTIC CONCRETE PAVEMENT AND PAVEMENT MARKINGS.

FUNCTIONAL CLASSIFICATION	= MINOR COLLECTOR
DESIGN SPEED	= 45 MPH
ADT (2015)	= 1800
DHV (2015)	= 180
ADT (2035)	= 3600
DHV (2035)	= 360

255 DESIGN SPEED = 30 MPH
CR 289 & BIG VALLEY SPUR DESIGN SPEED = 30 MPH
POWDER HORN DESIGN SPEED = 25 MPH
RONALD REAGAN BLVD DESIGN SPEED = 60 MPH

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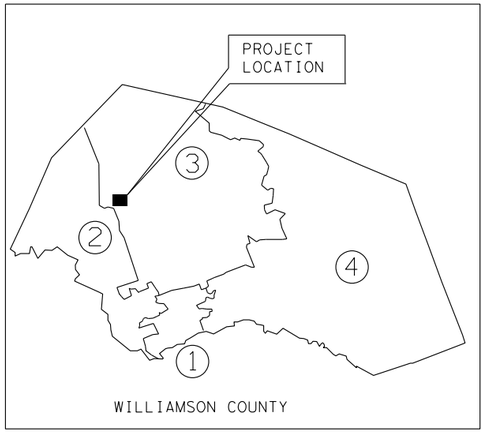
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS

EXCEPTIONS: NONE
EQUATIONS: NONE
RAILROAD CROSSINGS: NONE
WATERSHED: NORTH FORK OF SAN GABRIEL RIVER
AREA OF DISTURBANCE: 57.1 ACRES

PREPARED BY:
SEILER LANKES GROUP (DESIGN CONSULTANT)

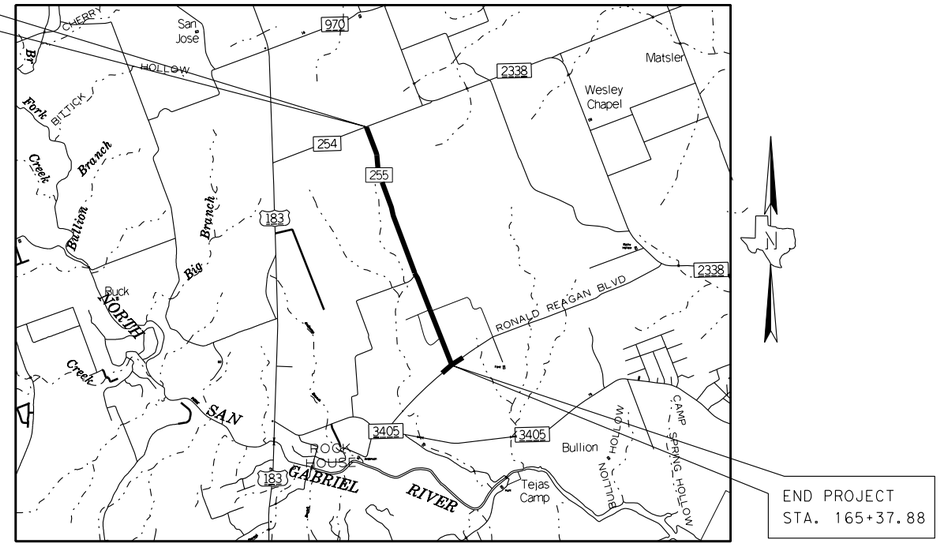
GERALD LANKES, PE — DATE
PROJECT MANAGER

REQUIRED SIGNS SHALL BE PLACED IN ACCORDANCE WITH STANDARD SHEETS BC(1)-21 THRU BC(12)-21 AND THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.:



TxDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAYS, STREETS AND BRIDGES ADOPTED ON NOVEMBER 1, 2014 AND ALL APPLICABLE SPECIAL PROVISIONS AND SPECIAL SPECIFICATIONS AS INDICATED IN THE BID DOCUMENTS SHALL GOVERN ON THIS PROJECT.

BEGIN PROJECT
STA. 12+83.29



END PROJECT
STA. 165+37.88

VICINITY MAP
N.T.S.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

Seiler Lankes Group — TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

APPROVED AND RECOMMENDED FOR CONSTRUCTION:

MATT WILLIAMSON, P.E. — DATE
DIRECTOR OF ROAD AND BRIDGE DIVISION
WILLIAMSON COUNTY

VALERIE COVEY — DATE
PRECINCT 3 COMMISSIONER

APPROVED BY:
HNTB CORPORATION

CHRISTEN ESCHBERGER, PE — DATE
ROAD BOND MANAGEMENT TEAM

BILL GRAVELL JR. — DATE
WILLIAMSON COUNTY JUDGE

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

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Exhibit B: Plans

100% SUBMITTAL

WILLIAMSON COUNTY

CR 255
PRECINCT NUMBER 3

WILLIAMSON COUNTY PROJECT NO. 251FB9

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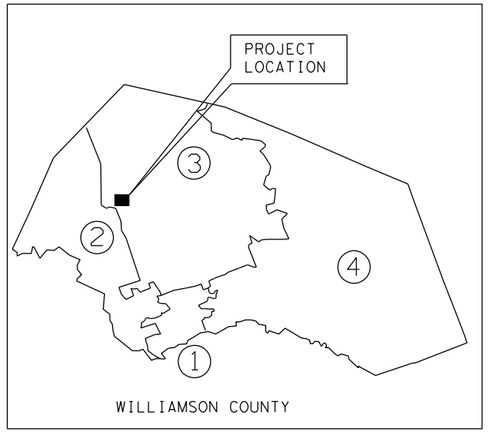
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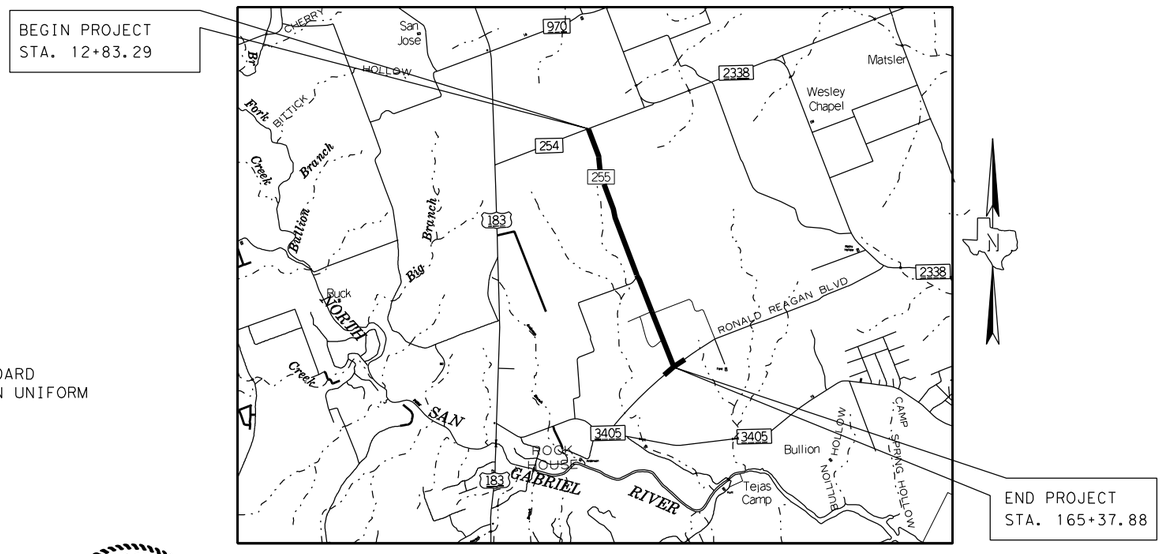
PREPARED BY:
SEILER LANKES GROUP (DESIGN CONSULTANT)

GERALD LANKES, PE — DATE
PROJECT MANAGER

REQUIRED SIGNS SHALL BE PLACED IN ACCORDANCE WITH STANDARD SHEETS BC(1)-21 THRU BC(12)-21 AND THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.:



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VICINITY MAP
N. T. S.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

Seiler Lankes Group TBPE License No. 12170
PLANNING • ENGINEERING • CONSTRUCTION

APPROVED AND RECOMMENDED FOR CONSTRUCTION:

Matt Williamson — Dec 5, 2024 — DATE
MATT WILLIAMSON, P.E.
DIRECTOR OF ROAD AND BRIDGE DIVISION
WILLIAMSON COUNTY

Valerie Covey — Dec 6, 2024 — DATE
Valerie Covey (Dec 6, 2024 01:01 CST)
VALERIE COVEY
PRECINCT 3 COMMISSIONER

APPROVED BY:
HNTB CORPORATION

Christen Eschberger — Dec 4, 2024 — DATE
CHRISTEN ESCHBERGER, PE
ROAD BOND MANAGEMENT TEAM

Bill Gravell Jr. — Dec 10, 2024 — DATE
Bill Gravell (Dec 10, 2024 13:45 CST)
BILL GRAVELL JR.
WILLIAMSON COUNTY JUDGE

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

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C-250-255	WATER SERVICES
C-260	RESTRAINED JOINT CALCULATIONS
C-500-502	STANDARD WATER DETAILS

ADDENDUM #2

THE STANDARD SHEETS SPECIFICALLY IDENTIFIED BY * HAVE BEEN SELECTED BY ME OR UNDER MY SUPERVISION AS BEING APPLICABLE TO THIS PROJECT

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER

12/12/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

Seiler Lankes Group
TBPE License No. 12670
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CR 255

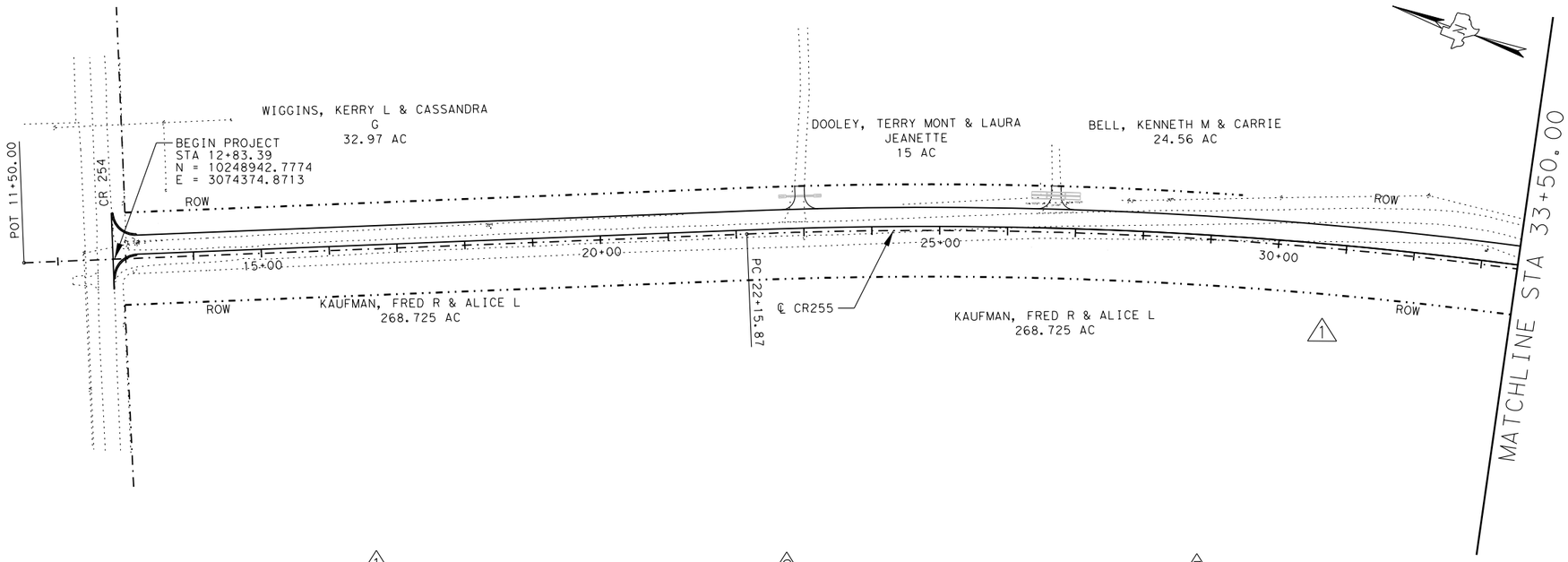
INDEX OF SHEETS

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			2

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SCALE: 1" =200'



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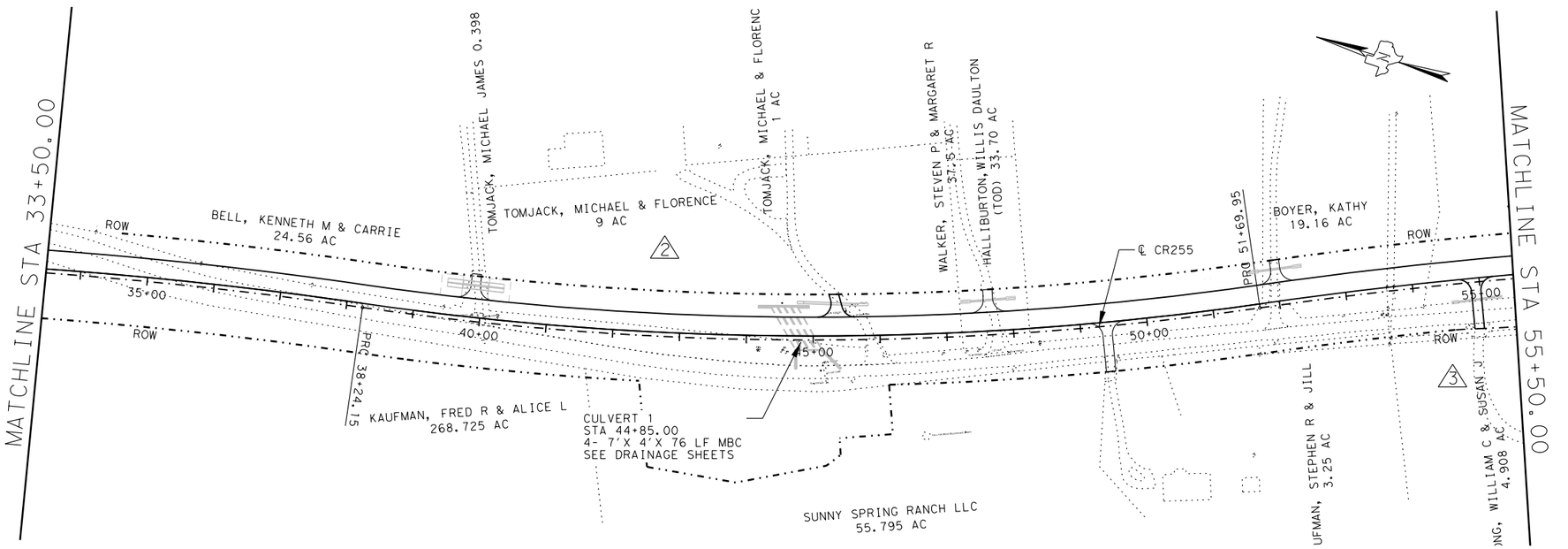
PI STATION	= 30+23.90
DELTA	= 13° 45′ 12.17" (RT)
DEGREE OF CURVE	= 0° 51′ 18.58"
TANGENT	= 808.02
LENGTH	= 1,608.28
RADIUS	= 6,700.00
PC STATION	= 22+15.87
PRC STATION	= 38+24.15

CURVE DATA 2

PI STATION	= 45+01.73
DELTA	= 16° 28′ 34.05" (LT)
DEGREE OF CURVE	= 1° 13′ 27.37"
TANGENT	= 677.57
LENGTH	= 1,345.79
RADIUS	= 4,680.00
PRC STATION	= 38+24.15
PRC STATION	= 51+69.95

CURVE DATA 3

PI STATION	= 54+33.32
DELTA	= 4° 30′ 07.93" (RT)
DEGREE OF CURVE	= 0° 51′ 18.58"
TANGENT	= 263.37
LENGTH	= 526.47
RADIUS	= 6,700.00
PRC STATION	= 51+69.95
PT STATION	= 56+96.42



STATE OF TEXAS
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11/6/2024

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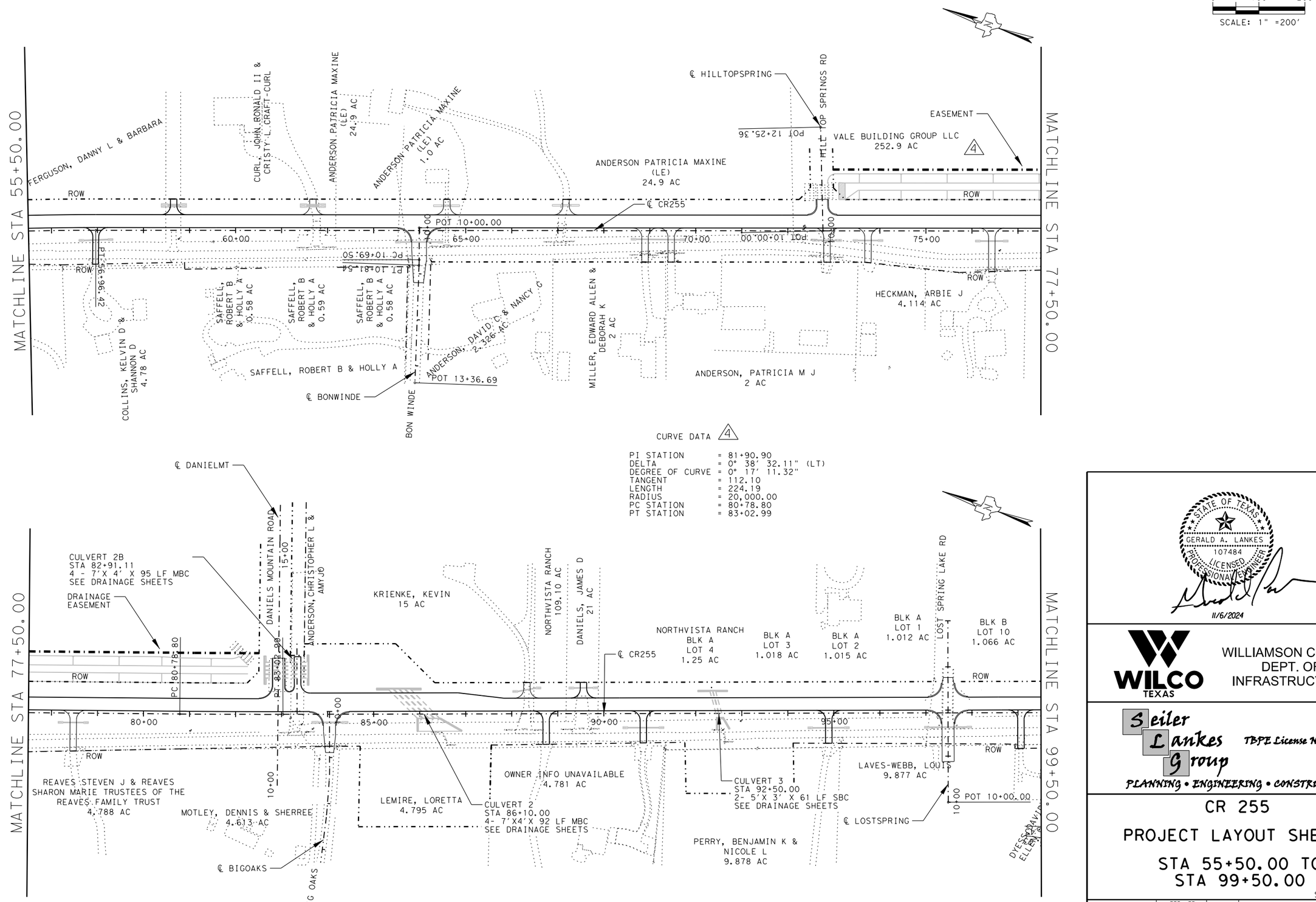
Seiler Lankes Group
TBPE License No. 12170
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CR 255
PROJECT LAYOUT SHEETS
BEGINNING TO STA 55+50.00

SHEET 1 OF 4

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			3

USER: korahoske
DATE: 11/6/2024
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STATE OF TEXAS
GERALD A. LANKES
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11/6/2024

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CR 255

PROJECT LAYOUT SHEETS

STA 55+50.00 TO STA 99+50.00

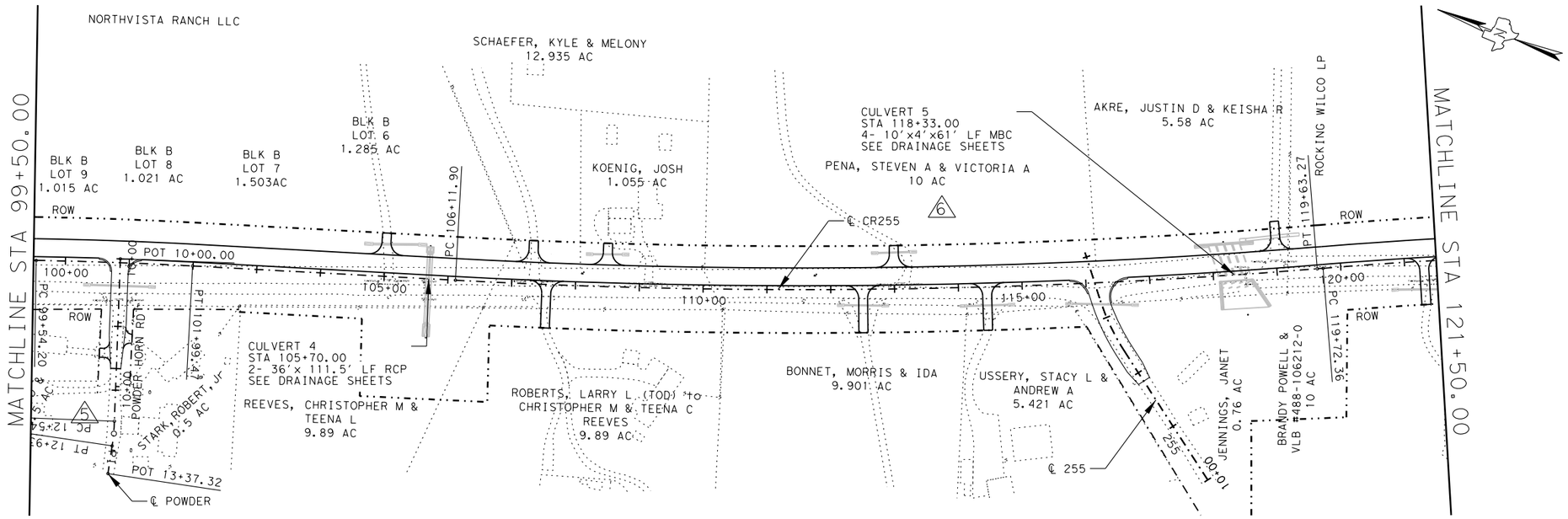
SHEET 2 OF 4

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CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			4

USER: korahoske
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0 100 200

SCALE: 1" =200'



CURVE DATA 5

PI STATION	= 100+76.85
DELTA	= 2° 09′ 43.09" (RT)
DEGREE OF CURVE	= 0° 52′ 53.30"
TANGENT	= 122.65
LENGTH	= 245.27
RADIUS	= 6,500.00
PC STATION	= 99+54.20
PT STATION	= 101+99.47

CURVE DATA 6

PI STATION	= 112+88.62
DELTA	= 7° 44′ 33.89" (LT)
DEGREE OF CURVE	= 0° 34′ 22.65"
TANGENT	= 676.71
LENGTH	= 1,351.36
RADIUS	= 10,000.00
PC STATION	= 106+11.90
PT STATION	= 119+63.27

CURVE DATA 7

PI STATION	= 122+70.90
DELTA	= 4° 16′ 27.84" (RT)
DEGREE OF CURVE	= 0° 42′ 58.31"
TANGENT	= 298.55
LENGTH	= 596.82
RADIUS	= 8,000.00
PC STATION	= 119+72.36
PT STATION	= 125+69.18

CURVE DATA 8

PI STATION	= 137+51.70
DELTA	= 3° 55′ 45.03" (RT)
DEGREE OF CURVE	= 0° 52′ 53.30"
TANGENT	= 222.96
LENGTH	= 445.75
RADIUS	= 6,500.00
PC STATION	= 135+28.74
PCC STATION	= 139+74.49

CURVE DATA 9

PI STATION	= 140+09.20
DELTA	= 0° 36′ 42.89" (RT)
DEGREE OF CURVE	= 0° 52′ 53.30"
TANGENT	= 34.71
LENGTH	= 69.42
RADIUS	= 6,500.00
PCC STATION	= 139+74.49
PRC STATION	= 140+43.91

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CR 255

PROJECT LAYOUT SHEETS

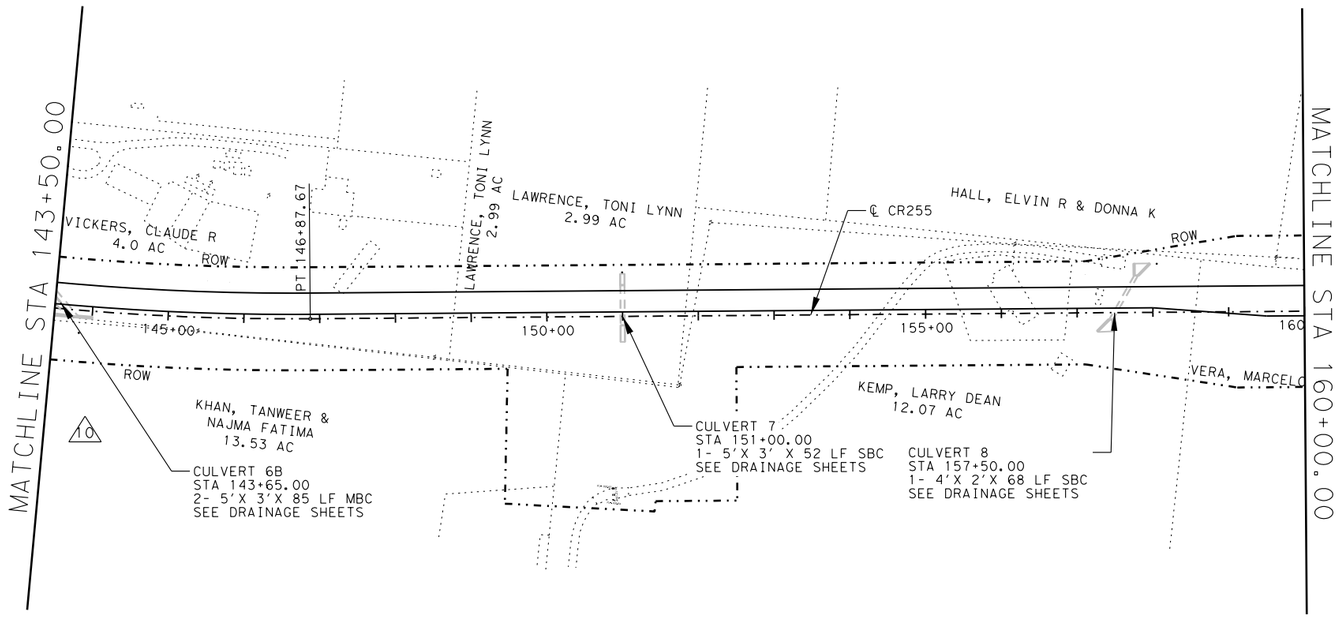
STA 99+50.00 TO STA 143+50.00

SHEET 3 OF 4

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			5

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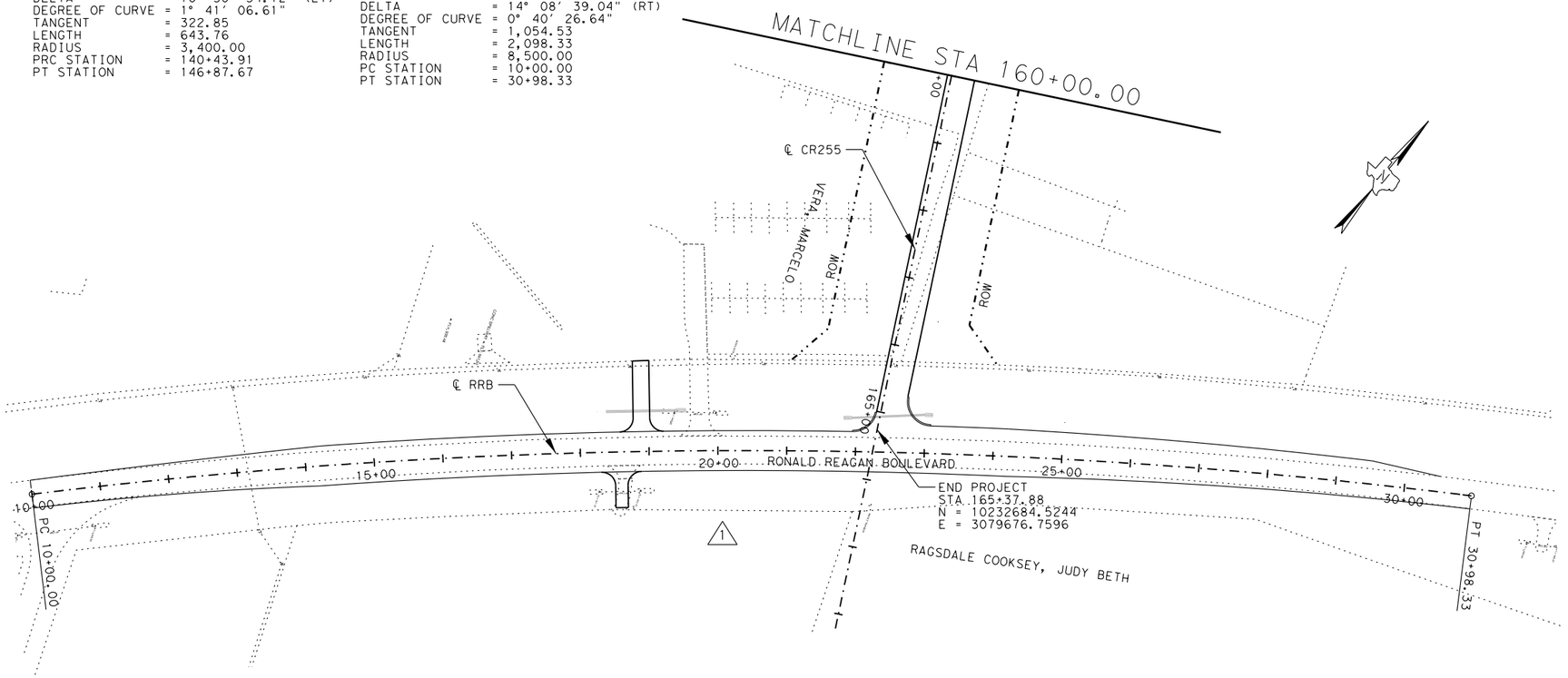


CURVE DATA 10

PI STATION	= 143+66.75
DELTA	= 10° 50' 54.72" (LT)
DEGREE OF CURVE	= 1° 41' 06.61"
TANGENT	= 322.85
LENGTH	= 643.76
RADIUS	= 3,400.00
PRC STATION	= 140+43.91
PT STATION	= 146+87.67

RONALD REAGAN CURVE DATA 1

PI STATION	= 20+54.53
DELTA	= 14° 08' 39.04" (RT)
DEGREE OF CURVE	= 0° 40' 26.64"
TANGENT	= 1,054.53
LENGTH	= 2,098.33
RADIUS	= 8,500.00
PC STATION	= 10+00.00
PT STATION	= 30+98.33



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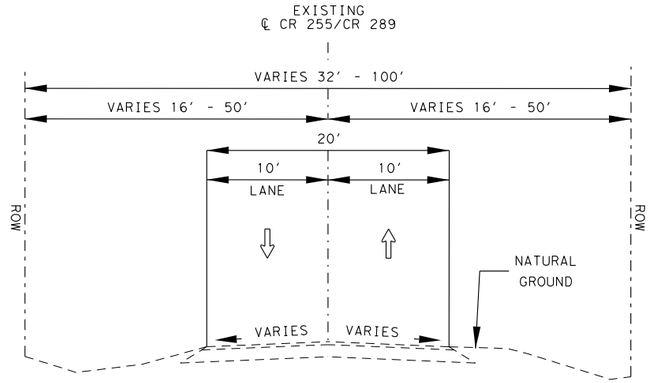
Seiler Lankes Group
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CR 255
PROJECT LAYOUT SHEETS
STA 143+50.00 TO END

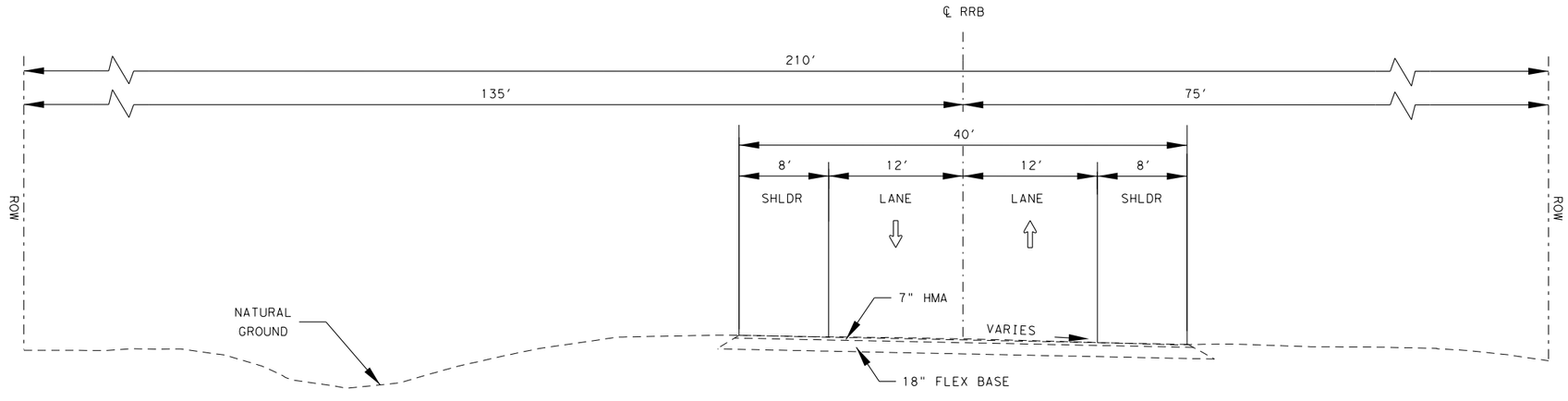
SHEET 4 OF 4

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			6

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EXISTING TYPICAL SECTION FOR CR 255 STA. 12+83.39 TO STA. 116+00.00
CR 289 STA. 116+00.00 TO STA. 141+00.00
BON WINDE STA. 10+60.73 TO 11+19.17
HILL TOP SPRINGS STA. 9+69.74 TO 10+67.98
DANIELS MOUNTAIN STA. 11+08.34 TO 12+76.85
BIG OAKS STA. 10+69.90 TO 10+89.12
LOST SPRING LAKE STA. 11+59.30 TO 12+70.81
POWDER HORN STA. 10+54.36 TO 11+72.00
CR 255 STA. 11+84.25 (255) TO STA. 13+32.59 (255)
BIG VALLEY SPUR / CR 289 STA. 11+02.58 TO STA. 13+39.25 AND STA. 13+39.25 TO STA 16+28.00



EXISTING TYPICAL SECTION FOR RONALD REAGAN BLVD
STA. 10+00.00 TO STA. 30+98.33

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WILLIAMSON COUNTY
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INFRASTRUCTURE

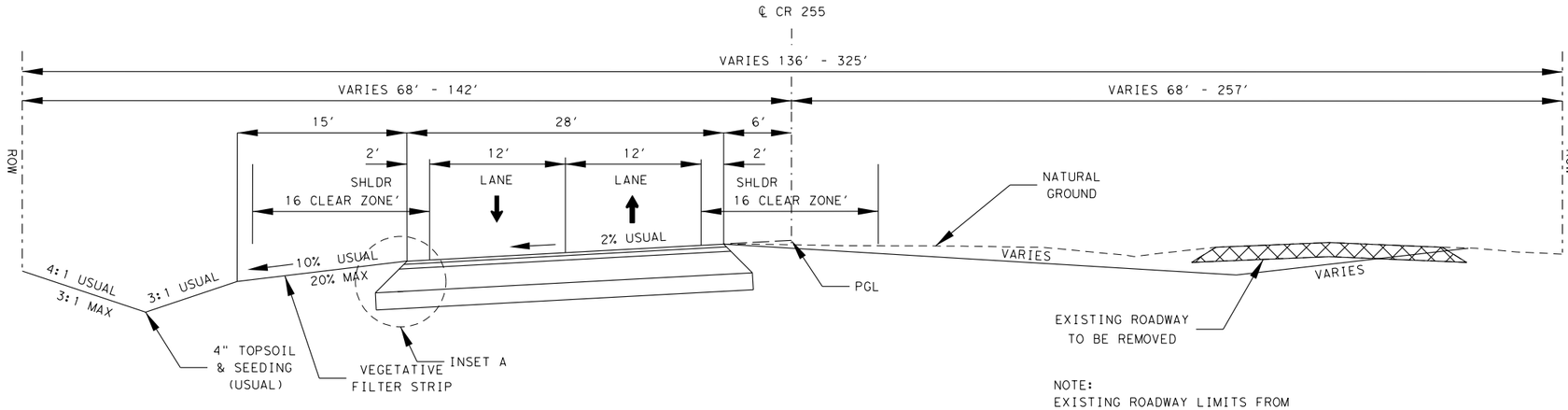
Seiler Lankes Group
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CR 255
EXISTING
TYPICAL SECTIONS

SHEET 1 OF 1

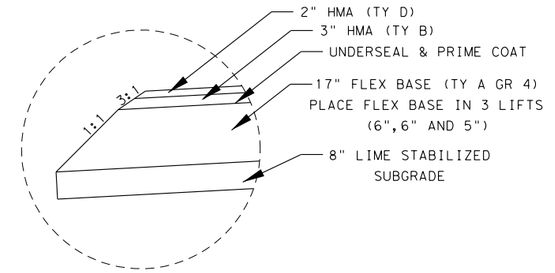
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DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			7

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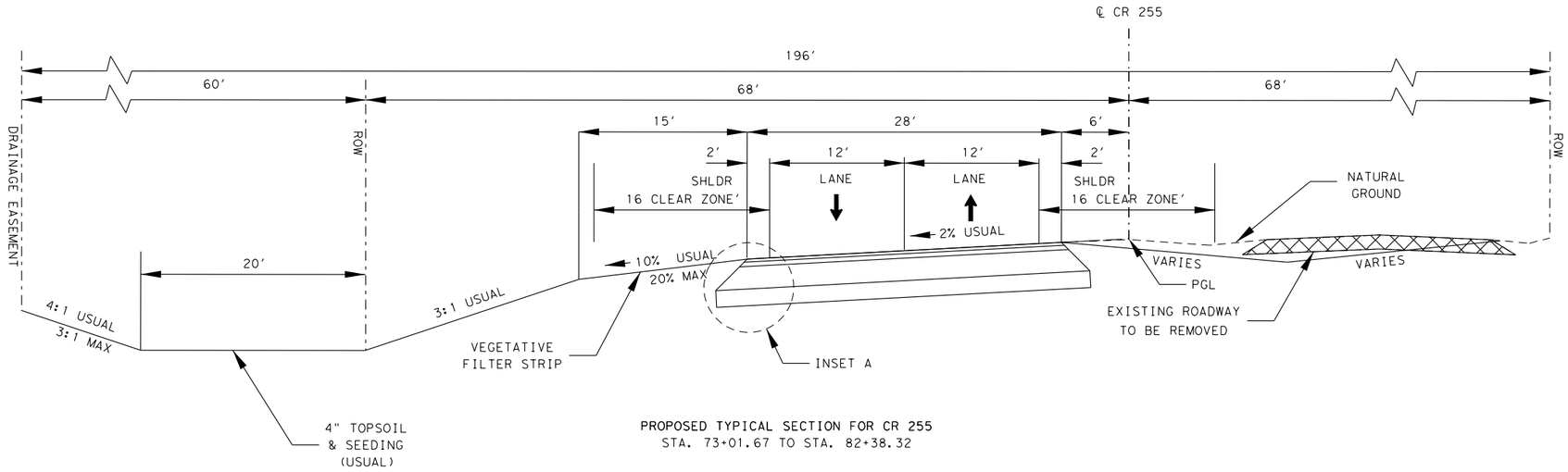


PROPOSED TYPICAL SECTION FOR CR 255
STA. 12+83.39 TO STA. 73+01.67
STA. 82+38.32 TO STA. 158+00.00

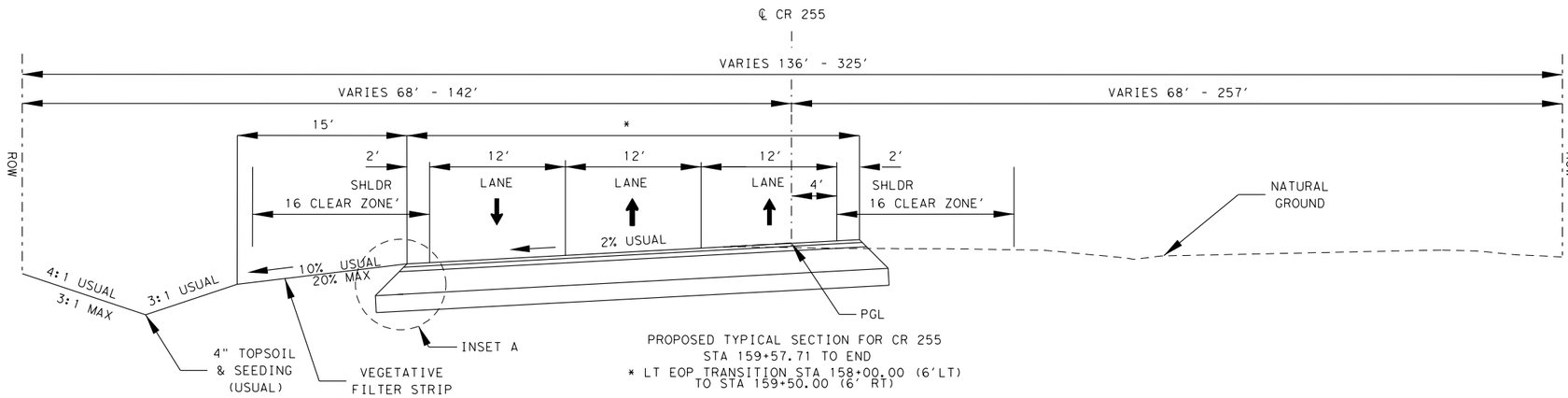
NOTE:
EXISTING ROADWAY LIMITS FROM
STA. 12+83.39 TO STA. 141+00



INSET A



PROPOSED TYPICAL SECTION FOR CR 255
STA. 73+01.67 TO STA. 82+38.32



PROPOSED TYPICAL SECTION FOR CR 255
STA 159+57.71 TO END
* LT EOP TRANSITION STA 158+00.00 (6'LT)
TO STA 159+50.00 (6' RT)

STATE OF TEXAS
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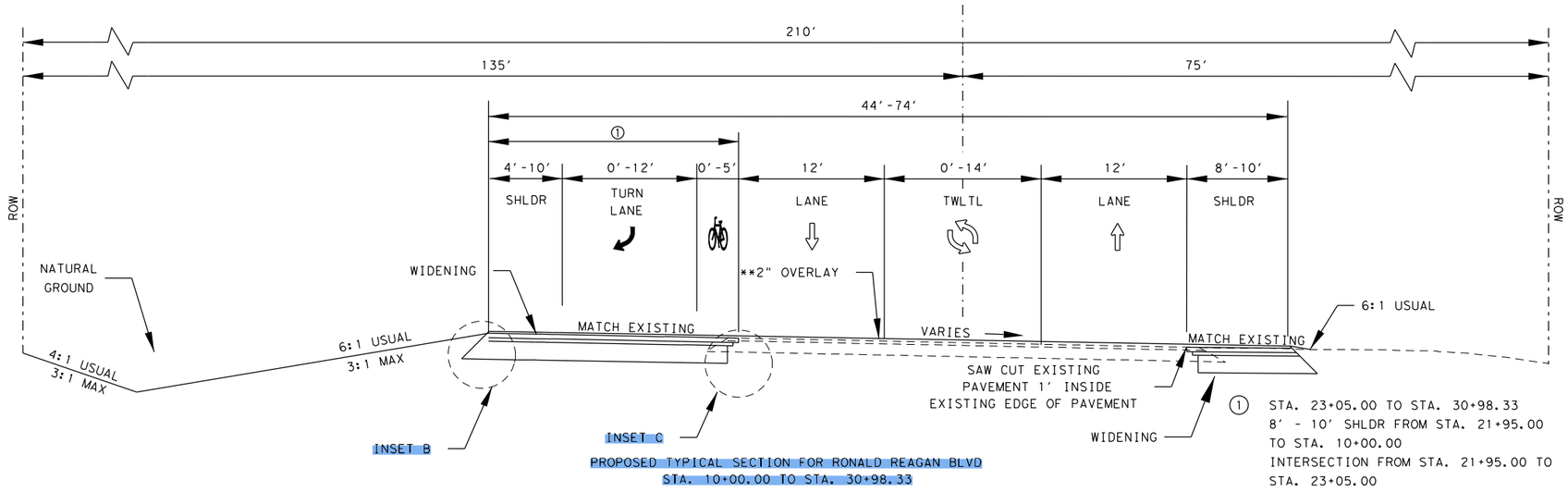
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CR 255
PROPOSED
TYPICAL SECTIONS

SHEET 1 OF 2

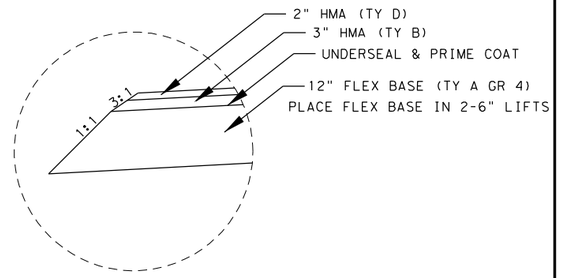
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DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			8

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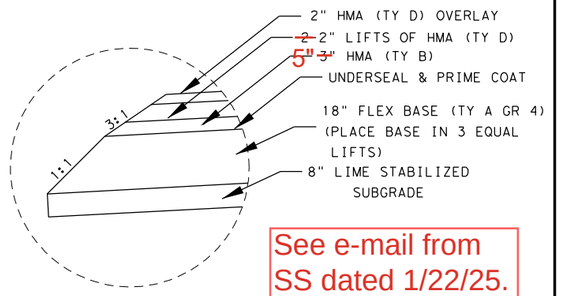


PROPOSED TYPICAL SECTION FOR RONALD REAGAN BLVD
STA. 10+00.00 TO STA. 30+98.33

① STA. 23+05.00 TO STA. 30+98.33
8' - 10' SHLDR FROM STA. 21+95.00 TO STA. 10+00.00
INTERSECTION FROM STA. 21+95.00 TO STA. 23+05.00

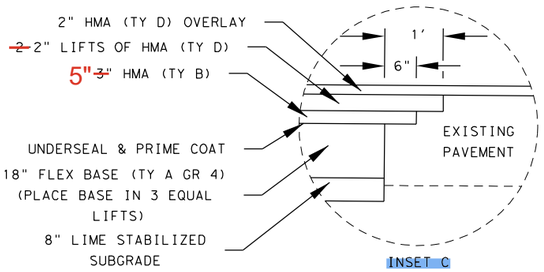


INSET A

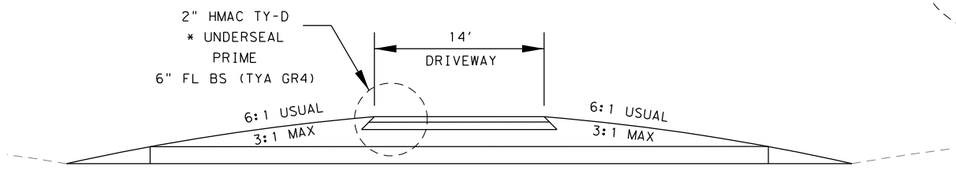


INSET B

See e-mail from SS dated 1/22/25.

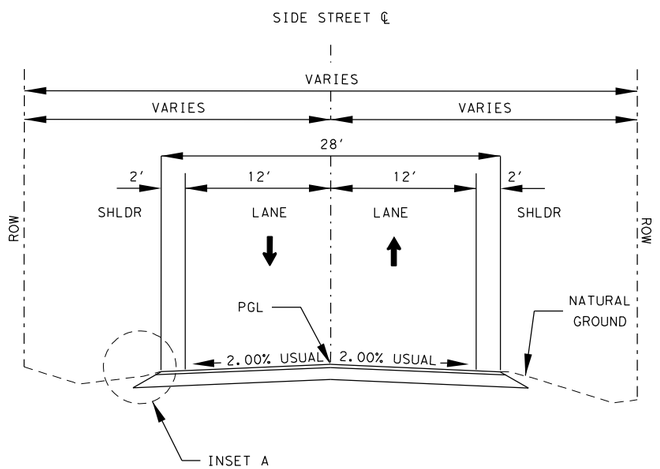


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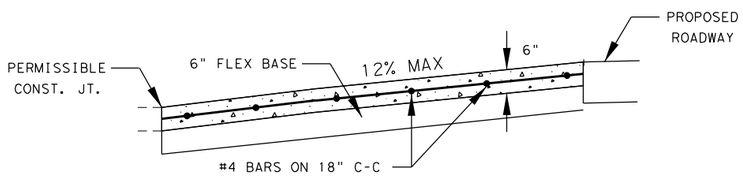


PROPOSED DRIVEWAY TYPICAL SECTION
* ASPHALT, AGGREGATE (TY D, GR 5)

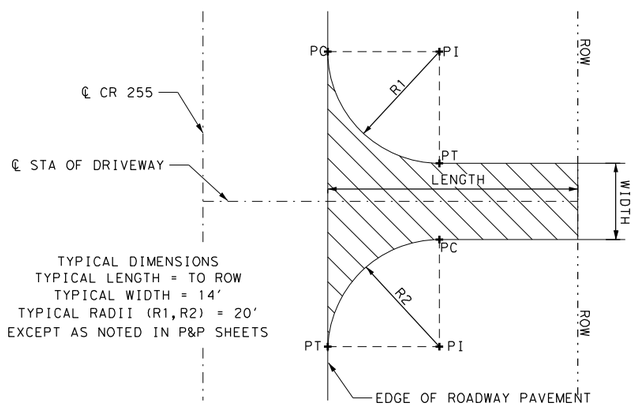
** PLACE TACK COAT ON EXISING RONALD REAGAN PRIOR TO PLACING OVERLAY. TACK COAT IS CONSIDERED SUBSIDIARY TO VARIOUS BID ITEMS.



BON WINDE STA. 10+00.00 TO 11+12.61
HILL TOP SPRINGS STA. 10+40.00 TO 11+41.73
DANIELS MOUNTAIN STA. 10+34.00 TO 11+28.90
BIG OAKS STA. 10+00.00 TO 10+84.77
TIMBER RANCH/LOST SPRING LAKE STA. 11+26.00 TO 12+00.00 AND STA. 12+28.00 TO 12+70.81
POWDER HORN STA. 10+00.00 TO 12+40.00
255 STA. 11+84.25 TO STA. 13+63.56
BIG VALLEY SPUR / CR 289 STA. 11+02.58 TO STA. 13+24.76 AND STA. 13+43.89 TO STA 16+28.00



PROPOSED CONCRETE DRIVEWAY DETAIL



TYPICAL DIMENSIONS
TYPICAL LENGTH = TO ROW
TYPICAL WIDTH = 14'
TYPICAL RADII (R1,R2) = 20'
EXCEPT AS NOTED IN P&P SHEETS

PROPOSED TYPICAL DRIVEWAY DETAIL

STATE OF TEXAS
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11/6/2024

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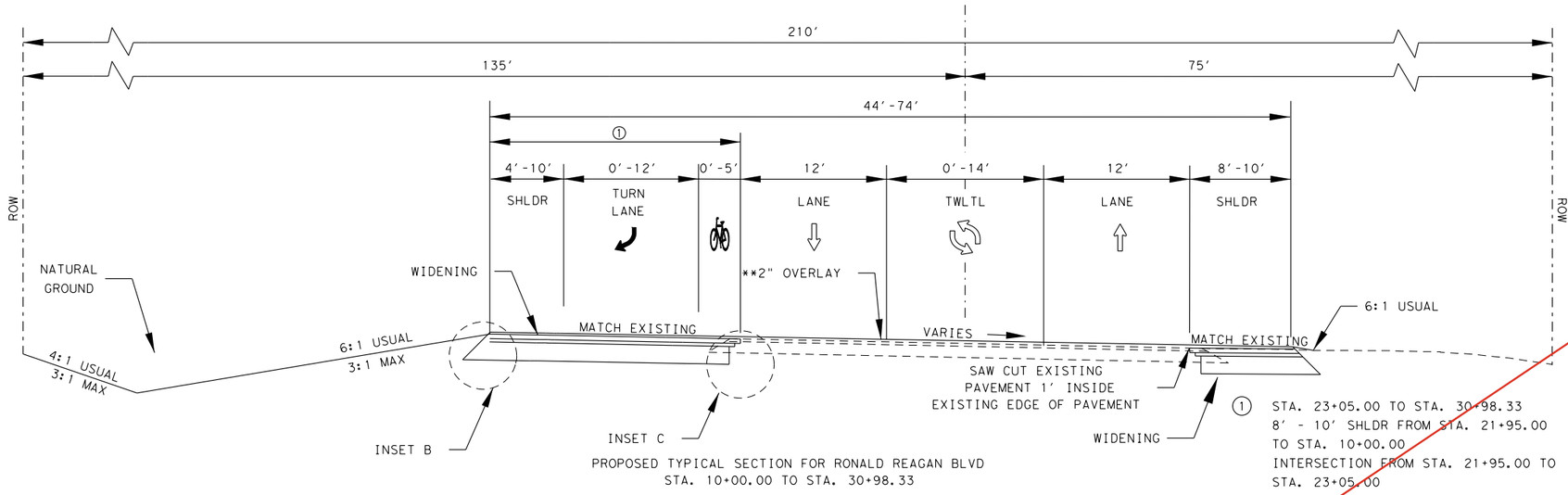
Seiler Lankes Group
TBPE License No. 12670
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CR 255 PROPOSED TYPICAL SECTIONS

SHEET 2 OF 2

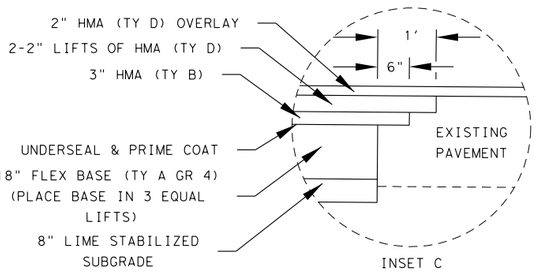
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CHECKED:	WILLIAMSON			9

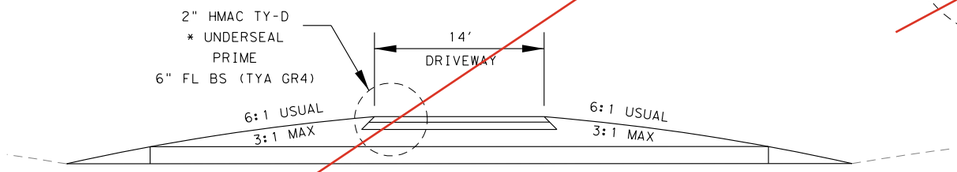
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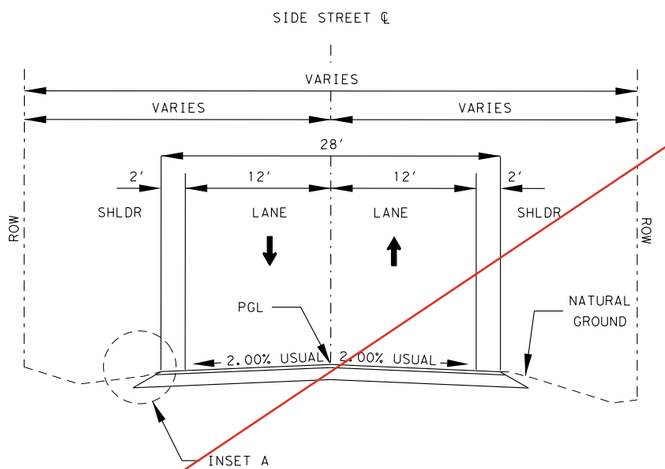
PROPOSED TYPICAL SECTION FOR RONALD REAGAN BLVD
STA. 10+00.00 TO STA. 30+98.33

① STA. 23+05.00 TO STA. 30+98.33
8' - 10' SHLDR FROM STA. 21+95.00 TO STA. 10+00.00
INTERSECTION FROM STA. 21+95.00 TO STA. 23+05.00

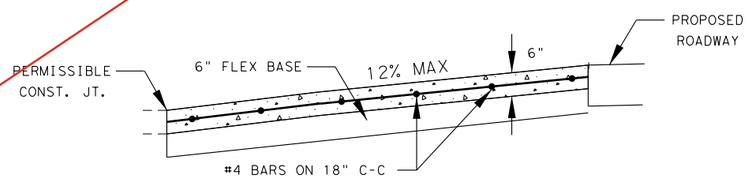




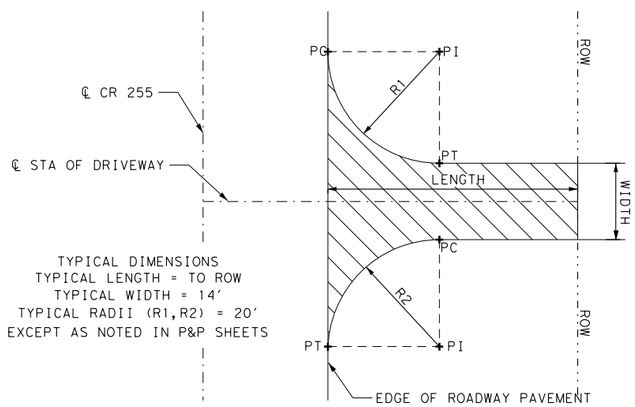
PROPOSED DRIVEWAY TYPICAL SECTION
* ASPHALT, AGGREGATE (TY D, GR 5)



BON WINDE STA. 10+00.00 TO 11+12.61
HILL TOP SPRINGS STA. 10+40.00 TO 11+41.73
DANIELS MOUNTAIN STA. 10+34.00 TO 11+28.90
BIG OAKS STA. 10+00.00 TO 10+84.77
TIMBER RANCH/LOST SPRING LAKE STA. 11+26.00 TO 12+00.00 AND STA. 12+28.00 TO 12+70.81
POWDER HORN STA. 10+00.00 TO 12+40.00
255 STA. 11+84.25 TO STA. 13+63.56
BIG VALLEY SPUR / CR 289 STA. 11+02.58 TO STA. 13+24.76 AND STA. 13+43.89 TO STA 16+28.00

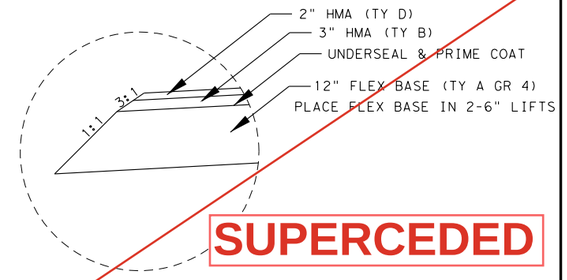


PROPOSED CONCRETE DRIVEWAY DETAIL

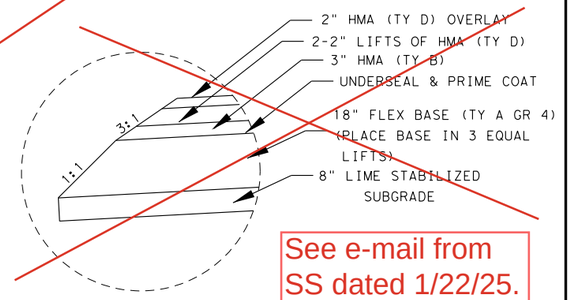


TYPICAL DIMENSIONS
TYPICAL LENGTH = TO ROW
TYPICAL WIDTH = 14'
TYPICAL RADII (R1,R2) = 20'
EXCEPT AS NOTED IN P&P SHEETS

PROPOSED TYPICAL DRIVEWAY DETAIL



SUPERCEDED



See e-mail from SS dated 1/22/25.

** PLACE TACK COAT ON EXISING RONALD REAGAN PRIOR TO PLACING OVERLAY. TACK COAT IS CONSIDERED SUBSIDIARY TO VARIOUS BID ITEMS.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

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WILLIAMSON COUNTY
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CR 255
PROPOSED
TYPICAL SECTIONS

SHEET 2 OF 2

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			9

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Williamson County
Project: CR 255

GENERAL NOTES: May 19, 2023 Version

Basis of Estimate

Item	Description	**Rate	Basis	Quantity
160	**Furnishing and Placing Topsoil (4")**	1 CY/9 SY	203,672 SY	203,672 SY
164	**Seed for Erosion Control**			
	(Item 164) (Temp) (Cool) (TY 4)	4840 SY/AC	101,836 SY	101,836 SY
	(Item 164) (Perm) (Warm) (TY 5)	4840 SY/AC	203,672 SY	203,672 SY
	(Item 164)(Temp & Perm)(TY 7)	4840 SY/AC	0 SY	0 SY
	(Item 164) (Temp) (Warm) (TY 10)	4840 SY/AC	101,836 SY	101,836 SY
	(Item 164)(Temp & Perm)(TY 11)	4840 SY/AC	0 SY	0 SY
166	**Fertilizer (13-13-13)**	1/8 LB/SY	203,672 SY	12.73 TON
168	**Vegetative Watering**			
	(Item 164) (Temp)	10 GAL/SY	203,672 SY	2,036 MG
	(Item 164) (Perm)	20 GAL/SY	203,672 SY	4,074 MG
**204	**Sprinkling**			
	(Dust)	30 GAL/CY	34,670 CY	1041 MG
	(Item 132)	30 GAL/CY	34,670 CY	1041 MG
	(Item 247)	30 GAL/CY	31,466 CY	944 MG
**210	**Roll (Tamping)**			
	(Item 132)	1 HR/200 CY	34,670 CY	174 HR
**210	**Roll (Heavy Tamp)**			
	(Item 132)	1 HR/200 CY	34,670 CY	174 HR
**210	**Roll (Lt Pneumatic Tire)**			
	(Item 132)	1 HR/500 CY	34,670 CY	70 HR
	(Item 247)	1 HR/200 TON	55,165 TON	276 HR
	(Item 316) (One Course)	1 HR/6000 SY	66,141 SY	11 HR
247	**FL BS (CMP IN PLC)**			
	(TY A GR 4)	3564 LB/CY	31,466 CY	31,466 CY
260	**Lime**			
	(Hydrated Lime (Slurry))	36 LB/SY @ 8"	65,691 SY	1,183 TON
310	**Prime Coat (Multi Option)**	0.20 GAL/SY	66,141 SY	13,228 GAL
316	**Surface Treatments**			
	Seal Coat (for Item 508):	Total		
	1st Course	0.32 GAL/SY	11,285 SY	3,611 GAL
	Asphalt	1 CY/150 SY	11,285 SY	76 CY
	Aggregate (Ty D,GR 5)			
	2nd Course	0.38 GAL/SY	11,285 SY	4,289 GAL
	Asphalt	1 CY/120 SY	11,285 SY	94 CY
	Aggregate (Ty PD,GR 5)			
	Underseal:	Total		
	Asphalt	0.32 GAL/SY	66,141 SY	21,165 GAL
	Aggregate (Ty D, GR 5)	1 CY/150 SY	66,141 SY	441 CY

Williamson County
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Item	Description	**Rate	Basis	Quantity
3076	**Dense-Graded Hot-Mix Asphalt**			
	TY B PG 64-22 (3 IN)	115 LB/SY/IN	62,121 SY	10,716 TON
	TY D PG 70-22 (2 IN)	115 LB/SY/IN	78,626 SY	9,042 TON
**3076/ 3096	**Tack Coat**	0.08 GAL/SY	70,618 SY	5,649 GAL

** For Informational Purposes Only

MODIFIED STANDARDS

The following standard detail sheet or sheets have been modified:

Concrete Curb and Concrete Curb and Gutter CCCG-22 (MOD)

GENERAL

References to manufacturer's trade name or catalog numbers are for the purpose of identification only. Similar materials from other manufacturers are permitted if they are of equal quality, comply with the specifications for this project, and are approved.

If work is performed at Contractor's option, when inclement weather is impending, and the work is damaged by subsequent precipitation, the Contractor is responsible for all costs associated with replacing the work, if required.

The roadbed shall be free of organic material prior to placing any section of the pavement structure.

Equip all construction equipment used in roadway work with highly visible omnidirectional flashing warning lights.

Provide a smooth, clean saw-cut along the existing asphalt ***(or concrete)*** pavement structure, as directed. Consider subsidiary to the pertinent Items.

Supply litter barrels in enough numbers at locations as directed to control litter within the project. Consider subsidiary to pertinent Items.

Use a self-contained vacuum broom to sweep the roadway and keep it free of sediment as directed. The contractor will be responsible for any sweeping beyond the normal maintenance required to keep fugitive sediment off the roadway as directed by the Construction Observer. This work is subsidiary.

Protect all areas of the right of way, which are not included in the actual limits of the proposed construction areas, from disturbance. Restore any area disturbed because of the Contractor's operations to a condition as good as, or better than, before the beginning of work at no cost to the County.

ADDENDUM #2

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CR 255

GENERAL NOTES

SHEET 1 OF 11

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
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DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			10

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Damage to existing pipes and SETs due to Contractor operations shall be repaired at Contractor's expense.

All locations used for storing construction equipment, materials, and stockpiles of any type, within the right of way, will be as directed. Use of right of way for these purposes will be restricted to those locations where driver sight distance to businesses and side street intersections is not obstructed and at other locations where an unsightly appearance will not exist. The Contractor will not have exclusive use of right of way but will cooperate in the use of the right of way with the city/county and various public utility companies as required.

The Project Superintendent will be capable of speaking English and will be available (to contact) at all times when work is being performed, including subcontractor work. The Superintendent will be available and on-call 24 hours a day.

Coordinate and obtain approval from the Construction Observer for all bridgework over existing roadways.

Measure all minimum vertical clearances for all structures (including, but not limited to, signal mast arms, span wires, and overhead sign bridge structures) within the limits of the project for all roadway alignments in all directions of travel. Coordinate with the Construction Observer to take these measurements and obtain prior to opening roadways to traffic unless otherwise approved. The Construction Observer will report all minimum vertical clearance information on State maintained roadways to the local bridge engineer at AUS_BRG_notify@txdot.gov.

Use materials from prequalified material producers list as shown on the Texas Department of Transportation (TxDOT) – Construction Division's (CST) materials producers list. Refer to TxDOT's website for list of pre-qualified manufacturers. No substitutions will be allowed for materials found on the list. Submit list of approved suppliers/materials from TxDOT website to show items are TxDOT approved. Submit this list with request for material approval.

When any abandoned well is encountered, cease construction operations in this area and notify the Construction Observer who will coordinate the proper plugging procedures. A water well driller licensed in the State of Texas must be used to plug a well.

Erosion control and stabilization measures must be initiated immediately in portions of the site where construction activities have temporarily ceased and will not resume for a period exceeding 14 calendar days. Track all exposed soil, stockpiles, and slopes. Tracking consists of operating a tracked vehicle or equipment up and down the slope, leaving track marks perpendicular to the direction of the slope. Re-track slopes and stockpiles after each rain event or every 14 days, whichever occurs first. This work is subsidiary.

Perform maintenance of vehicles or equipment at designated maintenance sites. Keep a spill kit on-site during fueling and maintenance. This work is subsidiary.

Maintain positive drainage for permanent and temporary work for the duration of the project. Be responsible for any items associated with the temporary or interim drainage and all related maintenance. This work is subsidiary.

Suspend all activities near any significant recharge features, such as sinkholes, caves, or any other subterranean openings that are discovered during construction or core sampling. Do not proceed until the designated Geologist or TCEQ representative is present to evaluate and approve remedial action.

No above ground storage tanks will be allowed.
Project Specific Location (PSL) in Edwards Aquifer Recharge and Contributing Zone.
Obtain written approval from the Construction Observer for all on or off right of way PSLs not specifically addressed in the plans. Provide a signed sketch of the location 30 business days prior to use of the PSL. Include a list of materials, equipment and portable facilities that will be stored at the PSL. County will coordinate with the necessary agencies. Approval of the PSL is not guaranteed. Unapproved PSL is not a compensable impact.

Project Specific Location (PSL) in USACE Jurisdictional Area.
Do not initiate activities in a PSL associated with a U.S. Army Corps of Engineers (USACE) jurisdictional area that have not been previously evaluated by the USACE as part of the permit review of this project. Such activities include, but are not limited to, haul roads, equipment staging areas, borrow and disposal sites. Associated defined here means materials are delivered to or from the PSL. The jurisdictional area includes all waters of the U.S. including wetlands or associated wetlands affected by activities associated with this project. Special restrictions may be required for such work. Consult with the USACE regarding activities, including PSLs that have not been previously evaluated by the USACE. Provide the Construction Observer with a copy of all USACE coordination and approvals before initiating activities.

Proceed with activities in PSLs that do not affect a USACE jurisdictional area if self-determination has been made that the PSL is non-jurisdictional or proper clearances have been obtained in USACE jurisdictional areas or have been previously evaluated by the USACE as part of the permit review of this project. Document any determinations that PSL activities do not affect a USACE jurisdictional area. Maintain copies of PSL determinations for review by the County or any regulatory agency. The Contractor must document and coordinate with the USACE, if required, before any excavation material hauled from or embankment material hauled into a USACE jurisdictional area by either (1) or (2) below.

1. Restricted Use of Materials for the Previously Evaluated Permit Areas. When an area within the project limits has been evaluated by the USACE as part of the permit process for this project:
    a. suitable excavation of required material in the areas shown on the plans and cross sections as specified in Standard Specification Item 110, Excavation is used for permanent or temporary fill within a USACE jurisdictional area;
    b. suitable embankment from within the USACE jurisdictional area is used as fill within a USACE evaluated area;
    c. Unsuitable excavation or excess excavation that is disposed of at an approved location within a USACE evaluated area.
2. Contractor Materials from Areas Other than Previously Evaluated Areas. Provide the Construction Observer with a copy of all USACE coordination and approvals before initiating any activities in a jurisdictional area within the project limits that has not been

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CR 255

GENERAL NOTES

SHEET 2 OF 11

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
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DRAWN:	COUNTY		JOB No.	SHEET No.
CHECKED:	WILLIAMSON			10A

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evaluated by the USACE or for any off right of way locations used for the following, but not limited to, haul roads, equipment staging areas, borrow and disposal sites:

a. Standard Specification Item 132, Embankment is used for temporary or permanent fill within a USACE jurisdictional area;
b. Unsuitable excavation or excess excavation that is disposed of outside a USACE evaluated area.

Work over or near Bodies of Water (Lakes, Rivers, Ponds, Creeks, Dry Waterways, etc.).
Keep on site a universal spill kit adequate for the body of water and the work being performed. Debris is not allowed to fall into the ordinary high-water level (OHWL). Debris that falls into the OHWL must be removed at the end of each work day. Debris that falls into the floodway must be removed at the end of each work week or prior to a rain event. Install and maintain traffic control devices to maintain a navigable corridor for water traffic, except during bridge demo and beam placement. This work is subsidiary.

Obtain written approval from the Construction Observer for temporary fill or crossings not specifically addressed in the plans. Provide a signed sketch of the location 60 business days prior to begin work at the location. Approval of the work is not guaranteed. Unapproved work is not a compensable impact.

DSHS Asbestos and Demolition Notification.
Complete and provide the Texas Department of State Health Services (DSHS) notification form to the Construction Observer at least 30 calendar days prior to bridge or bridge class culvert removal or renovation. Notify the Construction Observer via email of any changes to the work start date.

Migratory Birds and Bats.
Migratory birds may be nesting within the project limits and concentrated on roadway structures such as bridges and culverts. Remove all old and unoccupied migratory bird nests from any structures, trees, etc. between September 16th and February 28th. Prevent migratory birds from re-nesting between March 1st and September 15th.

All methods used for the removal of unoccupied bird nests and the prevention of re-nesting must be submitted to the Construction Observer for approval thirty days prior to begin work.

In the event that any active nests are encountered on-site during construction, all construction activity within 50 feet radius of the nest must cease immediately. Contact the Construction Observer to determine how to proceed.

Bats may roost within the project limits under bridges, in culverts, in large hollow trees, in dead standing trees, and in trees with shaggy bark. Maternity colonies may occur from April 1st through August 31st. If bats are present, ensure bats are not harmed. Exclusion protocols for known colonies should be followed well in advance of commencement of construction activities. Exclusion measures by qualified individuals are used to relocate existing colonies, except from April 1st through August 31st when such measures may separate mothers and pups. Exclusion

measures are also the means of preventing establishment of new colonies and re-establishment of relocated colonies.

No extension of time or compensation payment will be granted for a delay or suspension of work caused by migratory birds or bats. This work is subsidiary.

Law Enforcement Personnel. If a law enforcement officer is required, patrol vehicles must be clearly marked to correspond with the officer's agency and equipped with appropriate lights to identify them as law enforcement. Preference will be given to Williamson County officers or officers in local jurisdiction. No payment will be made for law enforcement used for moving contractor equipment.

The sequence of work shown on the plans demonstrates a volume of work available in each phase of construction that will ensure the Contractor is not impacted by the unapproved environmental permits, outstanding inter-agency agreements, right-of-way (ROW), railroad permits and utility conflicts. Contractor is to work on simultaneous phases or deviate from the sequence of work shown on the plans, as directed by the Construction Observer to keep progressing the work and minimize impacts to the project schedule.

ITEM 100 – PREPARING RIGHT OF WAY
Do not burn brush, unless otherwise approved.

Trim vegetation around signs and other obstructions. Consider subsidiary to pertinent Items.

Use hand methods or other means to remove objectionable material and obstructions, if doing work by mechanical methods is impractical. Consider subsidiary to the pertinent Items.

Tree removal is subsidiary to this item. The size and quantity of trees shown are approximate and are provided for information only, if provided in project plan set.

Prep ROW limits include the entire limits of construction from ROW line to ROW line and includes all easements for construction and drainage, unless otherwise noted on the plans. No additional payment will be made for clearing other areas necessary to complete the Work.

ITEM 110 & 132 – EXCAVATION & EMBANKMENT
At no time will the retaining wall backfill material exceed the adjacent embankment operation by more than one embankment lift. At no time will the embankment adjacent to the retaining wall backfill exceed the wall backfill by any elevation.

Unsuitable material encountered in a cut or fill section will be considered waste. Replacement of unsuitable material will be paid for using excavation and embankment bid items. The Construction Observer will define unsuitable material. Material, which the Contractor might deem to be unsatisfactory or unsuitable, due to moisture content, will not be considered unsuitable material, unless otherwise approved.

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CR 255

GENERAL NOTES

SHEET 3 OF 11

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
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Obtain approval of all compaction equipment prior to all backfilling and embankment operations.

ITEM 132 – EMBANKMENT
The underlying layer or existing subgrade must be prepared and inspected prior to placement of the embankment. Proof roll the pavement area according to Item 216 prior to placement of embankment or subsequent layers. Payment for proof rolling will be subsidiary to the various bid Items of the contract.

Correct unstable material (e.g., dry, wet, loose, etc.) to a depth of six (6) inches below existing grade. This work will be considered subsidiary to pertinent bid Items. Drying required deeper than six (6) inches below existing grade will be paid for in accordance with General Condition 6.03, "Extra Work." However, there will be no payment to correct failures in the subgrade areas that were constructed under this Contract.

ITEM 132 – EMBANKMENT TY B
Embankment shall be ordinary compaction Type B.

The Construction Observer must approve the embankment material before use on the project.

Furnish embankment material from off-site sources with a maximum PI of 25 that does not contain sulfate contents higher than 3000 ppm. Material provided shall contain rocks less than 8 inches in nominal dimension.

Embankment material with a PI higher than 25 shall not be used within 75 feet of abutments, for culvert backfill, or for backfill behind retaining walls. On-site material with a maximum PI of 35 may be used for embankment but must be placed at least 7 feet below finished grade. Do not use embankment with a PI greater than 35 unless approved by the Construction Observer.

Track ALL embankment slopes left idle for more than 14 days, within or at the end of the 14-day idle period, to prevent erosion. Tracking consists of operating a tracked vehicle or equipment up and down the slope, leaving track marks perpendicular to the direction of the slope. Re-track slopes after rain events, as directed. Consider tracking of slopes to prevent erosion as subsidiary to the pertinent Items.

Correct subgrade (e.g., unstable areas, soft spots, etc.) prior to dumping of Flex Base or HMACP. Consider subsidiary to the pertinent Items.

Scarify and re-compact existing asphaltic/base sections, which are not called out to be removed in fill sections, where bottom of the proposed pavement structure is higher than and over the top of the existing asphalt surface, in order to reduce the possibility of a slip plane.

When subgrade materials contain sulfates, as determined by Tex-145-E, use the following table for treatment of material placed under the pavement structure.

Williamson County
Project: CR 255

Sulfate Content (SC, ppm)	Action
SC < 3000 ppm	Apply calcium-based additive as specified by the pertinent item.
3000 ppm ≤ SC < 7000 ppm	Perform a minimum of 7 days of mellowing and continuous water curing, in accordance with TxDOT guidelines for soil treatment of sulfate-laden soils.
SC ≥ 7000 ppm	Do not treat with calcium-based additives. Undercut to the specified depth and fill with select material or implement fly ash treatment as specified in the general notes for Item 265.

ITEM 160 – TOPSOIL
No sandy loam allowed. Obtain approval of the actual depth of the topsoil sources for both on-site and off-site sources.

ITEM 169 – SOIL RETENTION BLANKETS
Type A blankets containing straw fibers are not allowed. Type B and D blankets shall be a spray type blanket.

ITEM 204 – SPRINKLING
Apply water for dust control as directed. When dust control is not being maintained, cease operations until dust control is maintained. Consider subsidiary to the pertinent Items.

ITEM 216 – PROOF ROLLING
Correct and perform "Proof Rolling" retest at the Contractor's expense, to the satisfaction of the Construction Observer, when initial "Proof Rolling" yields a failing result. All Proof Rolling is subsidiary to pertinent items.

ITEM 247 – FLEXIBLE BASE
Furnish Type _A__ material.

Furnish flexible base meeting Grade _4__ requirements.

The layer thickness will be 4 in. to 6 in. unless shown on the plans. Placing in a single layer is allowed when total thickness of base is less than 8 in. When placed in multiple layers, compact the bottom and middle layers to at least 95% and 98% of the maximum dry density, respectively. When placed in a single layer or the final layer, compact to at least 100%. Maximum density shall not exceed 105%. Any density test result exceeding 105% requires additional sample testing and proctor.

Referee testing will be performed by a mutually agreed third party laboratory.

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GENERAL NOTES

SHEET 4 OF 11

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
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Table 1
Flexible Base Material Requirements

Property	Test Method	Grade 4
Master gradation sieve size	Tex-110-E	**% Retained**
2½ in.		0
1¾ in.		0
7/8 in.		10-35
3/8 in.		30-65
No. 4		45-75
No. 40		70-90
No. 200		87-95
Liquid Limit, % Max.[1]	Tex-104-E	35
Plasticity Index, Max.[1]	Tex-106-E	10
Wet ball mill, % Max.	Tex-116-E	40
Wet ball mill, % Max. increase passing the No. 40 sieve		20
Min. compressive strength, psi	Tex-117-E	
Lateral pressure 0 psi		–
Lateral pressure 3 psi		90
Lateral pressure 15 psi		175

1. Determine plastic index in accordance with Tex-107-E (linear shrinkage) when liquid limit is unattainable as defined in Tex-104-E.

Correct subgrade (e.g., unstable areas, soft spots, etc.) prior to placing Flex Base. Consider subsidiary to the pertinent Items.

Complete all subgrade, ditches, slopes, and place all drainage structures to conform to required lines, grades, and cross-sections, as shown and directed, prior to the placement of Flex Base.

For Flex Base placed over the box culverts, do not use a Vibratory Roller to compact the material.

ITEM 260 – LIME TREATMENT (ROAD-MIXED)
Apply Commercial Lime Slurry as directed or as indicated in the plans and specifications. For embankment sections, the existing material shall be lime treated prior to placing any embankment material. The compaction method shall be Density Control.

The Contractor is responsible for testing of materials encountered at subgrade to determine the target lime content and optimum moisture content in accordance with Tex-121-E. The test results shall be submitted to the Construction Observer for concurrence 10 days prior to application and processing of the lime into the subgrade. The Contractor may propose a mix design developed in accordance with Tex-121-E. The Engineer will use Tex-121-E to verify the Contractor's proposed mix design before acceptance. The Construction Observer will provide written confirmation of

lime content prior to application. All testing should be performed according to the Guide Schedule for Sampling and Testing included in the Project Construction Manual. All testing should be performed according to the Guide Schedule for Sampling and Testing included in the Project Construction Manual. Additionally, field samples shall be tested in accordance with Tex-121-E Parts II and III and have a minimum pH of 12.4.

Measure the sulfate content, in accordance with Tex-145-E, for subgrade soil to be treated. Perform one test per 500 ft. measured along roadway centerline.

If the sulfate content is less than or equal to 3000 ppm, apply, mix, and mellow the subgrade soil with lime slurry in accordance with the standard specification. Hydrated lime or lime slurry can be used when the sulfate content is below 3000 ppm.

If the sulfate content is greater than 3000 ppm, but less than or equal to 7000 ppm, perform the following after applying and mixing lime slurry into the subgrade:

- Apply an additional 4 percentage points of moisture above optimum moisture
- Mix in the additional moisture
- Allow the mixture to mellow at least 7 days

Use lime slurry when sulfate content is greater than 3000 ppm, but less than or equal to 7000 ppm.

If the sulfate content is greater than 7000 ppm, do not apply lime slurry. Undercut to the same depth schedule for lime treatment and replace with select material, in accordance with the plan notes for Item 110 and 132.

The Contractor is responsible for determining the roadway density and moisture content of completed sections in accordance with Tex-115-E. Compact the lime treated subgrade to at least 95% of the maximum density determine in accordance with Tex-121-E.

Before final acceptance, the Contractor shall perform tests to measure the treated depth of the lime treated material in accordance with Tex-140-E at the locations determined by the Engineer.
The Contractor must correct areas deficient by more than ½ in. in thickness or more than ½% in target lime content by adding lime as required, reshaping, recompacting, and refinishing at the Contractor's expense.

ITEM 3096 – ASPHALTS, OILS, AND EMULSIONS
Asphalt season starts May 1st and ends September 15th. Emulsified Asphalt season is April 1 through October 15.

PPA and REOBs are not allowed.

Furnish a tack coat as directed by the Construction Observer. Apply tack coat at 0.08 GAL/SY (residual). Tack coat to be considered subsidiary to HMAC items.

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ITEM 3096 – ASPHALTS, OILS, AND EMULSIONS (NON-TRACKING TACK COAT)
Apply non-tracking tack coat at 0.08 GAL/SY (residual) or as directed by the Construction Observer.

ITEM 310 – PRIME COAT
Apply blotter material to all driveways and intersections.

Use bituminous material of the type Multi Option.

Provide Construction Observer with current Distributor Certification confirming calibration of asphalt measurement equipment.

Distribute prime coat smoothly and evenly at the rate of 0.20 gallons per square yard.

Apply Prime to finished flex base surface at the rate shown in the plans. Hot mix can be applied to the primed surface of flex base after the prime has penetrated and cured for a minimum of 36 hours depending on weather conditions or as approved by the Construction Observer. Provide the Construction Observer with a copy of the asphalt deliver ticket prior to application.

Apply blotter material to all driveways and intersections. This work is subsidiary. When Multi Option is allowed, provide MC 30, EC 30 or AE-P.

Perform work during good weather, unless otherwise directed. If work is performed at Contractor's option, when inclement weather is impending, and the work is damaged by subsequent precipitation, the Contractor is responsible for all costs associated with replacing the work, if required.

ITEM 316 – SEAL COAT
Perform work during good weather, unless otherwise directed. If work is performed at Contractor's option, when inclement weather is impending, and the work is damaged by subsequent precipitation, the Contractor is responsible for all costs associated with replacing the work, if required.

Use ionically compatible asphalt to precoated aggregate, which is compatible with the asphalt specified for each specific Surface Treatment.

Do not apply asphalt within 1½ hours of sunset, or later, unless otherwise directed.

Grade 4 and 5 Type D or Type E is allowed as AGGR (MULTI OPTION) for an underseal.

Ensure that all underseal surface treatment operations are covered by HMACP before exposing to traffic, including construction traffic.

Apply both the first and second course of the two-course surface treatment on the same day.

Use paper or other approved material at the beginning and end of each shot so that the transverse joint is straight and prevents overlap of asphalt shots.

Any areas with excessive asphalt or aggregate will be removed.

The Contractor is required to provide recommendations to the Construction Observer on adjusting aggregate and asphalt rates, when the road conditions, material properties or construction methods change.

Furnish medium pneumatic-tire rollers in accordance with Item 210, "Rolling." Roll before opening to traffic.

Surface all transitions, tapers, climbing lanes and intersections to the limits as directed.

Keep all traffic, including construction traffic, off freshly placed surface treatment, as directed.

Provide Construction Observer with current Distributer Certification confirming calibration of asphalt measurement equipment.

Provide Construction Observer with a copy of the shipping ticket for the asphalt prior to application. Contractor must sample asphalt, in accordance with the applicable item. Label the sample can with date and project numbers. Samples must be stored where they are readily available to the County representative at the plant. The Contractor will be responsible for supplying storage for all samples until the project achieves substantial completion or otherwise directed.

Removal and proper disposal off the ROW of audible/profile markings, reflectorized markings, and raised markers is subsidiary.

ITEM 320 – EQUIPMENT FOR ASPHALT CONCRETE PAVEMENT
Use of motor grader is allowed for placement of mixtures greater than 10 inches from the riding surface, when hot mix asphalt is used in lieu of flexible base, or as allowed by the Construction Observer.

ITEMS 3076 – DENSE-GRADED HOT-MIX ASPHALT
(HMACP Testing)[Hot Mix Asphaltic Concrete (HMAC) Core Holes]
Refill and compact all HMAC core holes to the same elevation as the adjacent roadway. Use hot mix of the type being used in the project to fill core holes. As an alternative a high-performance cold patching mix such as Rapid Cure Patching Mix meeting the requirements of DMS-9203 or Medium Cure Patching mix made with SCM meeting requirements of DMS-9202. Consider this work subsidiary to the pertinent Items.

Mill a transverse butt joint to transition from the new ACP to the existing surface tie-in. Make the transition a minimum of 50 feet H: 1-inch V slope ratio of newly placed ACP. Make the temporary

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joint, at the tie-in, a minimum of 10 feet longitudinally and covering the entire width. Saw-cut existing pavement as directed. Prior to milling, core the existing pavement to determine its thickness. Do not proceed with milling until directed. Consider this work subsidiary to the pertinent Items.

ITEMS 3076 – DENSE-GRADED HOT-MIX ASPHALT
Contractor to submit for approval a current mix design (less than 6 months old) to the Construction Observer that meets the following requirements prior to use on the project.

PPA and REOBS are not allowed.

Lime or an approved anti-stripping agent must be used when crushed gravel is utilized to meet a SAC "A" requirement.

Aggregates used on shoulders and ramps are required to meet SAC requirements.

Target laboratory molded density is 97% for all mixtures for Texas Gyratory Compactor (TGC) mixture designs.

When using Superpave Gyratory Compactor (SGC) to design mixtures, submit the SGC mix design to the Construction Observer for approval.

When using substitute binders, mold specimens for mix design and production at the temperature required for the substitute binder used to produce the HMA.

All mixtures must meet the Hamburg requirement as stated in the table below.

High-Temperature Binder Grade	**Test Method**	**Hamburg Wheel Test Requirements [1]**		
		Minimum # of Passes	**Maximum Rut Depth (mm)[2]**	**Minimum Rut Depth (mm)[2,3]**
PG 64 or lower	Tex-242-F	7,000	12.5	3
PG 70	Tex-242-F	15,000	12.5	3
PG 76 or higher	Tex-242-F	20,000	12.5	3

1. The Construction Observer may accept Hamburg Wheel test results for production and placement if no more than 1 of the 5 most recent tests is below the specified number of passes and the failing test is no more than 2,000 passes below the specified number of passes.
2. Rut depth tested @ 122°F
3. Unless approved otherwise.

Use of RAS is not allowed.

RAP is not allowed for any surface mix applications.

ITEM 354 – PLANING AND TEXTURING PAVEMENT
Milling machines must be able to meet the longitudinal grade and cross slope required.

Remove the loose material from the roadway before opening to traffic.

Plane a full lane width before opening to traffic at the end of a work period. Complete seal coat or overlay of planed surface within 24 hours of planing operation.

A single cut will be permitted if at most a 1¼-inch vertical offset is created against adjacent lanes when opened to traffic at the end of a work period.

Accomplish the 2-inch Planed Butt Joint only when there is at least 4 inches of existing thickness of ACP. Consider the determination of existing thickness of ACP as subsidiary to the various Items.

Taper planing at bridge ends as directed. Plane taper surfaces before placing HMACP to allow a minimum of 1-inch surface course to abut the bridge ends.

Make Transverse Tapers on each end of each pass using a minimum slope rate of 50 feet H to 1-inch V.

Retain ownership of planed materials.

Plane the designated areas and depths specified in the plans, including bridge decks, shoulders, and ramps, as required. Mill the pavement producing a final pavement surface with transverse pattern of 0.2 inches center to center of each strike area with difference no greater than 1/16 inch between the ridge and valley (RVD) measurement of the final milled surface. Construct a uniform finish free from gouges and ridges that does not vary more than 1/8 inch in width of the cut.

Use planning machine that is power-driven, self-propelled micro-milling equipment possessing the size and shape to allow traffic safe passage through areas adjacent to the work.

Also, ensure the micro milling equipment will be:
- Equipped with a cutting mandrel with carbide or equivalent tipped cutting teeth designed for micro-milling bituminous pavement full lane width to close tolerances
- Capable of removing pavement to an accuracy of 1/16 inch (1.6 mm) with a maximum tool spacing of 5/8 inches
- Equipped with grade and slope controls operating from a string line or ski and based on mechanical or sonic operation
- Furnished with a lighting system for night work, as necessary
- Provided with conveyors capable of side, rear, or front loading to transfer the milled material from the roadway to a truck

Prior to commencement of the work, construct a test section that is 1000 ft. in length with a uniformly textured surface and cross section as approved by the Construction Observer to

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demonstrate compliance with the transverse pattern, cross slope, and RVD measurement requirements. Stop milling operation and submit a written plan of action detailing proposed steps to improve operations if any of these requirements are exceeded in the test section. If approved by the Construction Observer, construct another 1000 ft. test section in a different area than the initial section using the approved corrective action. The second test section is subject to the same requirements as those required in the initial test section. Continual micro-milling is prohibited until an acceptable test section is obtained.

Ensure micro-milling methods produce a uniform finished surface and maintain a constant cross slope between pavement edges in each lane. Provide positive drainage to prevent water accumulation on the micro-milled pavement, as shown on the Plans or directed by the Construction Observer. The cross slope must be uniform with no depressions or slope misalignments greater than ¼ per 12 ft. exit when the slope is tested with a straightedge placed perpendicular to the center line.

Bevel back the longitudinal vertical edges greater than two (2) inches (50 mm) produced by the removal process and left exposed to traffic. Bevel the vertical edges back at least three (3) inches for each two (2) inches (75 mm for each 50 mm) of material removed. Use an attached mold board or other approved method.

Taper the transverse edges 10 ft. (3 m) to avoid creating a traffic hazard and to produce a smooth surface when removing material at ramp areas and ends of milled sections.

Protect with a temporary asphaltic concrete tie-in (paper joint) vertical edges at other areas such as bridge approach slabs, drainage structures, and utility appurtenances greater than ½ in areas left open to transversing vehicles. Place the temporary tie-in at taper rate of at least 6 to 1 horizontal to vertical distance. Do not micro-mill bridge joints. Damage due to micro-milling will be repaired at the Contractor's expense and to the satisfaction of the Construction Observer.

Remove dust, residue, and loose milled material from the micro-milled surface. Do not allow traffic on the milled surface and do not place asphaltic concrete on the milled surface until removal is complete.

Measure the milled surface with a 10-foot straightedge at locations determined by the Construction Observer for quality acceptance and acceptance of test section of milling operation. Remove and replace any areas exceeding 1/8-inch RVD, as directed by the Construction Observer at no cost to the County.

ITEM 432 – RIPRAP
Fibers for Concrete as defined in DMS-4550 will not be allowed.

Make five (5) inches thick unless otherwise noted or directed.

Make all mow strip riprap four (4) inches, unless otherwise directed.

Saw-cut existing riprap then epoxy 12 in. long No. 3 or No. 4 bars 6 in. deep at a maximum spacing of 18 in. in each direction to tie new riprap to existing riprap. This work is subsidiary.
Provide Type A Grade 3, 4 or 5 flexible base for cement stabilized riprap. Compressive strengths for flexible base are waived.

Additional riprap may be required, as determined by the Construction Observer, near the end of project completion, due to unanticipated erosion locations. Any additional, approved riprap will be paid under this Item.

Consider saw cutting of riprap as subsidiary.

Provide Class B_ Concrete for riprap.

Provide Class II_ Concrete for pneumatically placed concrete.

Remove all loose Formwork and other Materials from the Floodplain or drainage areas, daily, which could float off in a Storm Water Event, as directed.

ITEMS 462, 467
Place FLOWABLE FILL in areas, underneath the Roadway, where there will be less than three (3) feet of depth from top of pipe or structure to the subgrade elevation. Payment made under Item 401.

ITEM 462 – CONCRETE BOX CULVERTS AND DRAINS
Provide Shop Drawings, signed and sealed by a Licensed Professional Engineer, for all precast box culverts that are not manufactured by suppliers on TxDOT's approved MPL. Indicate the appropriate design load as shown on the plans LRFD and the maximum design depth of fill.

Use cohesionless backfill material of aggregate size range of ⅜-inch to 1½-inch, for bedding material.

Remove all loose Formwork and other Materials from the Floodplain or drainage areas, daily, which could float off in a Storm Water Event, as directed.

ITEM 466 – HEADWALLS AND WINGWALLS
Use Class **C** concrete for headwalls or wingwalls.

Remove all loose Formwork and other Materials from the Floodplain or drainage areas, daily, which could float off in a Storm Water Event, as directed.

Prior to the completion of work, stencil the National Bridge Inventory (NBI) number (structure number) on each structure built/shown on this project, as directed. Verify with the Construction Observer that the NBI number (structure number), which is shown on each Bridge Layout, is the

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number to use. Stencil the NBI number (structure number), using black paint and 4 in. tall numbers, in an approved location on each bridge. Consider subsidiary to the pertinent Items.

ITEM 467 – SAFETY END TREATMENT
Cut pipe ends, in the field, to match roadway side slopes, or as directed. Apply asphalt base aluminum paint to the cut ends.

All Type II SETs shall have mitered pipe ends and cast-in-place riprap aprons.

Use Class **C** concrete.

Remove all loose Formwork and other Materials from the Floodplain or drainage areas, daily, which could float off in a Storm Water Event, as directed.

ITEM 496 – REMOVING STRUCTURES
include a Traffic Control Plan (TCP) for any Structure(s) Removal, as directed.

The structure or structures to be removed may have surface coatings, which may contain hazardous materials. Provide for the safety and health of employees and abide by all OSHA Standards and Regulations as well as those set by Texas Department of State Health Services (DSHS).

The structural steel to be removed may contain lead paint. Submit a proposed demolition plan for approval by the Construction Observer at least 60 days prior to the desired demolition date. Demolition plan should limit disturbing where lead paint is located when possible. If flame cutting methods will be used and lead paint cannot be avoided, the County will arrange to have the paint removed at the indicated flame-cutting locations. The paint will be removed by a separate contractor for a width of four (4) inches. No paint removal will be required if other demolition methods are employed.

Store the following Items to be salvaged at an approved location(s):

ITEM 502 – BARRICADES, SIGNS, AND TRAFFIC HANDLING
Unless otherwise approved, one (1) lane in each direction shall remain open at all times.

No work will be allowed between 8:00 PM to 5:00 AM without approval from Construction Observer. Nighttime lane closures will only be allowed with approval from Construction Observer and only from 8:00 PM to 5:00 AM, unless otherwise shown on the plans.

No Daytime Lane Closures will be allowed, unless otherwise shown on the plans or as directed by the GEC.

The GEC is the authority to approve additional lane closures, prior to any work.

Maintain a written record of documentation of "The Additional Approved Lane Closures."

Submit and secure concurrence, prior to the publication of any notices or placement of any traffic control devices for implementation of the traffic control plan, hereinafter called a Lane Closure Notice (LCN).

Present to GEC, an LCN for traffic control, which is proposed for implementation, a minimum of four (4) full working days preceding any proposed implementation date. Indicate the estimated date, time, duration, and location for the proposed work. As a part of the LCN submit a written description of the lane closure(s) depicting the proposed traffic control devices used, based on the appropriate plan sheet, TxDOT or Texas Manual on Uniform Traffic Control Devices (TMUTCD) standards, and an operational description of the work to be performed.

Present to GEC, LCN's proposed to detour traffic, a minimum of ***seven (7)*** full calendar days preceding any proposed implementation date.

Present to GEC, LCN's proposed for night work, a minimum of ***seven (7)*** full calendar days preceding any proposed implementation date.

Receive concurrence prior to LCN implementation.

Meet with the Construction Observer prior to roadway and lane closures to ensure that sufficient equipment, materials, devices, and workers will be used. Discuss contingency plans at that time. Consider inclement weather prior to implementing the lane closures.

Submit a cancellation of any lane closures, no later than noon on the day preceding the proposed work.

Coordinate lane closures with adjacent projects.

Obtain prior approval for any Lane Closures, which occur during peak hours. Maintain a minimum of **1** lane(s) open, in each direction, at all times, unless otherwise directed. This includes 'full' closures of the Roadway, unless otherwise directed.

Take immediate action to modify Closures / Traffic Control, if at any time backup (roadway queuing) becomes unreasonable (greater than 20 minutes). Have in place, a contingency plan of how this will occur.

Utilize Shadow Vehicle with Truck Mounted Attenuator for setup and removal of each lane closure.

Do not set up any Lane Closure / TCP when the pavement is wet prior to the "setup," unless otherwise directed. Revise Traffic Control, when inclement weather is imminent, as directed.

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Incorporate and maintain a 3H: 1V safety wedge into the proposed construction for any roadway edge of 2 inches or greater adjacent to a roadway under traffic.

Within the limits of the project, provide standard barricades, warning signs, delineators, lights, 28-inch cones, and flaggers in enough numbers and combinations, as directed.

For lanes use night-work and same-night remove-and-replace operations.

Temporarily relocate mailbox assemblies as shown on the plans or as directed. Maintain access to all mailboxes throughout the duration of the project. Maintenance of existing mailboxes is subsidiary to Item 502.

No closures will be allowed on the weekends, which include the following holidays: January 1st, the last Monday in May, July 4th, the first Monday in September, the fourth Thursday in November, December 25th, Easter weekend, and the working day prior to or immediately after any of the aforementioned holidays. Unless otherwise approved, no closures will be allowed on the weekends of special events that could be impacted by the construction. Ensure all equipment, vehicles, workers, etc., associated with these closures are off the roadways and all lanes re-opened, at least, by noon of the Friday before these holidays and special events.

Maintain a minimum of 1 through lane(s) in each direction, during the daylight hours, unless otherwise directed.

Provide uniformed law enforcement personnel with officially marked patrol vehicles as directed.

ITEM 506 – TEMPORARY EROSION, SEDIMENTATION AND ENVIRONMENTAL CONTROLS
Construction Exits (TY 1) and (Ty 2) to be placed to coincide with construction operations in the field and as approved by the Construction Observer.

ITEM 529 – CONCRETE CURB, GUTTER AND COMBINED CURB AND GUTTER
Fibers for concrete as defined in DMS-4550 will not be allowed.

Concrete Curb & Gutter (C&G) and combined C&G shall be constructed to match geometry and grades shown in the plans. C&G shall be constructed to a tolerance within a 1/4" per 10 feet, using a straight edge. C&G not within tolerance parameters is subject to removal or as directed by the Construction Observer. Rework is at the Contractor's expense.

ITEM 530 – INTERSECTIONS, DRIVEWAYS, AND TURNOUTS
Notify property owners a minimum of 48 hours in advance of beginning work on their driveways. Provide, to GEC, a list of each notification and contact prior to each closure.

Provide access, at all times, to adjacent property. Construct driveways one-half sections, to allow access.
Do not completely close driveways for reconstruction purposes, unless a reasonable alternate access exists to the property, as approved.

Place the Flex Base for the Driveways using Ordinary Compaction.

ITEM 540 – METAL BEAM GUARD FENCE (MBGF)
Before beginning the installation of the proposed Metal Beam Guard Fence (MBGF), stake the locations for approval. Adjust the limits of the MBGF to meet field conditions, as directed, before erection.

Furnish round timber posts for guard fence. Steel posts for low fill culvert applications are subsidiary including use of low fill culvert application due to other concrete structures such as inlets. Long span application at inlets may be used as an alternate to low fill culvert. Unless otherwise specified on the plans, use of low fill culvert or long span at inlets will be subsidiary to pertinent items. Install delineators before opening the road to traffic.

Adjust existing rail as per plans and in accordance with the latest TxDOT standard. Removal, replacement, or installation of mow strip block out material will be subsidiary. Constructing new or backfilling**, using class B concrete,** unused mow strip block outs will be subsidiary.

Provide Rail Elements that meet AASHTO M 180 TY I Galvanization (1.80 oz. per SY).

Rail and rail elements that are in compliance with current standards and are undamaged should stockpiled at a location, approved by the Construction Observer, within the project limits for pick up by the County.

ITEM 560 – MAILBOX ASSEMBLIES
Supplement each new mailbox installation with Type 2 object marker placed on the mailbox support in a vertical position six (6) inches below the bottom of the mailbox.

Reflective tape may be used to simulate a Type 2 marker placed on tubular supports. Use tape that meets DMS-8600. The simulated marker will consist of three (3) – 2¾-inch x 2¾-inch pieces of yellow high intensity tape spaced one (1) inch apart.

The Type 2 marker will consist of OM-2SR or OM-2VP object markers if delineator post supports are used. Bi-directional brackets may be required on Size 2 mailbox installations. Consider subsidiary to the pertinent Items.

ITEM 585 - RIDE QUALITY FOR PAVEMENT SURFACES
Use Surface Test Type B Pay Schedule 2 to evaluate ride quality of travel lanes, including service roads.

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ITEM 644 – SMALL ROADSIDE SIGN ASSEMBLIES
Fabricate all small signs not detailed on the plans in conformance with the latest edition of the "Standard Highway Sign Designs for Texas," refer to TxDOT's website.

Triangular slip base must be the clamp style to secure the post to the slip base. Set screw style slip base will not be allowed.

ITEM 658 – DELINEATOR AND OBJECT MARKER ASSEMBLIES
All delineator post and supports, excluding metal components, must be manufactured in the same color that matches the color of the reflector. Field painting is not allowed.

Flexible posts YFLX and WFLX must be tubular in shape. The "flat" flexible posts are not allowed.
CTB delineators must be placed on top of the CTB.

Installation and maintenance of portable CTB reflectors will be subsidiary to the barrier.

CTB delineators must be placed on top of the CTB.

ITEM 662 – WORK ZONE PAVEMENT MARKINGS
Notify the Construction Observer at least 24 hours in advance of removing existing striping and placing pavement markings & markers.

Apply markings during good weather unless otherwise directed. If markings are placed at Contractor's option, when inclement weather is impending, and the markings are damaged by subsequent precipitation, the Contractor is responsible for all costs associated with replacing the markings if required.

Remove work zone pavement markings within 48 hours after permanent striping has been completed.

Foil backed pavement markings will not be allowed.

ITEM 666 – RETRO-REFLECTORIZED PAVEMENT MARKINGS
Reference existing channel islands, gores, and lane striping before commencing work. Provide referencing that will include a sketch of the layout to the Construction Observer. Obtain approval for placement of guidemarks from the Construction Observer before installing any permanent pavement markings. Consider subsidiary to the pertinent Items.

TY II markings must cure 48 hours, prior to placing TY I markings.

ITEM 672 – RAISED PAVEMENT MARKERS
Place the bituminous adhesive at a temperature range of 380°F to 390°F. Place the pavement marker on the bituminous adhesive within approximately 20 seconds after the adhesive is placed on the pavement. Ensure the pavement marker rests solely on the adhesive and not the pavement surface. Ensure that a minimum of ⅛ inch layer of bituminous adhesive remains between the pavement marker and the pavement surface.

ITEM 6001 – PORTABLE CHANGEABLE MESSAGE SIGN
Provide 2 "Electronic" Portable Changeable Message Sign(s) (EPCMS) as part of the traffic control operations and provide another one that is available to utilize when a backup is needed. Consider the one designated for backup as subsidiary to the various Items of the project. Placement location and message as directed.

Place appropriate number of "Electronic" Portable Changeable Message Signs (EPCMS) at locations requiring lane closures for one (1) week prior to the closures, or as directed. Obtain approval for the actual message that will appear on the boards. If more than two phases of a message are required per board, provide additional EPCMS's to meet the two-phases-per-board requirement.

ITEM 6185 – TRUCK MOUNTED ATTENUATOR AND TRAILER ATTENUATOR
The TMA/TA used for installation/removal of traffic control for a work area will be subsidiary to the TMA/TA used to perform the work.

The contractor will be responsible for determining if one or more operations will be ongoing at the same time to determine the total number of TMA/TA required for the work. TMA/TAs paid by the day is full compensation for all worksite locations during an entire day.
TMA/TAs used to protect damaged attenuators will be paid by the day using the force account item for the repair.

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

Seiler Lankes Group
TBPE License No. 12170
PLANNING • ENGINEERING • CONSTRUCTION

CR 255

GENERAL NOTES

SHEET 11 OF 11

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			10J

USER: eguti
DATE: 10/23/2024 8:59
SCRIPT: pw://server.slg-eng.com:Slgeds\Documents\WILCO302-CR255_CR289\Design_Data\4 - Design\Miscellaneous\CR255_plot.pen
FILE: pw://server.slg-eng.com:Slgeds\Documents\WILCO302-CR255_CR289\Design_Data\4 - Design\Plan_Set\01. General\CR255_General Notes_01.dgn

Object coordinates are Texas State Plane Coordinate System GRID Central Zone NAD83 (2011) with a combined scale factor of 0.999880014

Vertical datum was derived from NAVD88 and Geoid 2018.

Site Control

PointNo.	Northing(Y)	Easting(X)	Elev(Z)	Description
1	10236590.0397	3077949.1889	951.2714	TPS-5/8IRS
2	10236855.3399	3076780.1320	947.8689	TPS-5/8IRS
3	10237704.7464	3078220.8324	966.5453	TPS-5/8IRS
4	10248903.1545	3074302.6698	1054.7941	TPS-5/8IRS
5	10249145.5171	3074819.7688	1048.5901	TPS-5/8IRS
6	10241024.3911	3077388.4229	975.0328	TPS-CGSS

UAV Mission Detail

Date Flown - 10/12/2022
Aircraft - Autel Evo II Pro RTK
Camera - Autel Robotics XT705 20MP
Altitude - 230ft AGL
GSD - 0.6in/pxl
Overlaps - 75% Front / 65% Side
Structure from Motion Accuracy - 0.13ft

0 200 400 600



Surveyor Certification:

I, Charles G. Walker, do hereby certify that this Survey substantially complies with the current Texas Society of Professional Surveyors Manual of Practice requirements for a Category 6, Condition II, Topographic Survey.

The topographic survey was performed substantially following the Standards set out in ASPRS,2014, ASPRS Positional Accuracy Standards for Digital Geospatial Data.

No research was performed by Walker Texas Surveyors, Inc.

All underground utilities have not been located by this surveyor. The hereon signed Registered Professional Land Surveyor makes no warranty as to the existence or location of any such utility, whether serving the subject tract or for the purpose of servicing other properties.

Subsurface and environmental conditions were not examined or considered as a part of this survey.

The word "certify" or "certification" as shown and used hereon means an expression of professional opinion regarding the facts of the survey and does not constitute a Warranty or guarantee, expressed or implied.

10-12-22

Charles G. Walker, RPLS #5283

STATE OF TEXAS REGISTERED CHARLES G. WALKER 5283 PROFESSIONAL LAND SURVEYOR

CR255 CONTROL AND 1FT TOPO
RONALD REAGAN BLVD TO CR254
WILLIAMSON COUNTY, TEXAS

WALKER
TEXAS SURVEYORS
P.O. Box 324
Cedar Park, Texas 78630-0324
Phone (512) 259-3361
TBPLS Firm #10103800

Job #

Object coordinates are Texas State Plane Coordinate System GRID Central Zone NAD83 (2011) with a combined scale factor of 0.999880014

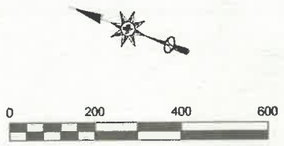
Vertical datum was derived from NAVD88 and Geoid 2018.

Site Control

PointNo.	Northing(Y)	Easting(X)	Elev(Z)	Description
1	10236590.0397	3077949.1889	951.2714	TPS-5/8IRS
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UAV Mission Detail

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10-12-22

Charles G. Walker, RPLS #5283

STATE OF TEXAS REGISTERED CHARLES G. WALKER 5283 PROFESSIONAL LAND SURVEYOR

CR255 CONTROL AND 1FT TOPO
RONALD REAGAN BLVD TO CR254
WILLIAMSON COUNTY, TEXAS

WALKER
TEXAS SURVEYORS
P.O. Box 324
Cedar Park, Texas 78630-0324
Phone (512) 259-3361
TBPLS Firm #10103800

Job #----

PLT: C:\USERS\MICHAEL\DOWNLOADS\DROPBOX\072854 CR 255 20220722 PHASE1\0-DRONE\02-CHASCO\DELIVERABLES R255_DTM_TOPO_101222.DWG

Object coordinates are Texas State Plane Coordinate System GRID Central Zone NAD83 (2011) with a combined scale factor of 0.999880014

Vertical datum was derived from NAVD88 and Geoid 2018.

Site Control

PointNo.	Northing(Y)	Easting(X)	Elev(Z)	Description
1	10238590.0397	3077949.1889	951.2714	TPS-5/8IRS
2	10236855.3399	3078780.1320	947.8689	TPS-5/8IRS
3	10237704.7464	3078220.8324	966.5453	TPS-5/8IRS
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UAV Mission Detail

Date Flown - 10/12/2022
Aircraft - Autel Evo II Pro RTK
Camera - Autel Robotics XT705 20MP
Altitude - 230ft AGL
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Overlaps - 75% Front / 65% Side
Structure from Motion Accuracy - 0.13ft

0 200 400 600



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10-12-22

Charles G. Walker, RPLS #5283

STATE OF TEXAS REGISTERED CHARLES G. WALKER 5283 PROFESSIONAL LAND SURVEYOR

CR255 CONTROL AND 1FT TOPO
RONALD REAGAN BLVD TO CR254
WILLIAMSON COUNTY, TEXAS

WALKER
TEXAS SURVEYORS
P.O. Box 324
Cedar Park, Texas 78630-0324
Phone (512) 259-3361
TBPLS Firm # 10103800

Job #-----

Plot: C:\USERS\MICHAEL\DOWNLOADS\DROPBOX\070054 CR 255 20220722 PARCELS\0-DRONE\02-CHASCO\DELIVERABLES R255_DTM_TOPO_101222.DWG

Object coordinates are Texas State Plane Coordinate System GRID Central Zone NAD83 (2011) with a combined scale factor of 0.999880014

Vertical datum was derived from NAVD88 and Geoid 2018.

Site Control

PointNo.	Northing(Y)	Easting(X)	Elev(Z)	Description
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6	10241024.3911	3077388.4229	975.0328	TPS-CGSS

UAV Mission Detail

Date Flown - 10/12/2022
Aircraft - Autel Evo II Pro RTK
Camera - Autel Robotics XT705 20MP
Altitude - 230ft AGL
GSD - 0.6in/pxl
Overlaps - 75% Front / 65% Side
Structure from Motion Accuracy - 0.13ft

0 200 400 600



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10-12-22

Charles G. Walker, RPLS #5283

STATE OF TEXAS REGISTERED CHARLES G. WALKER 5283 LICENSED LAND SURVEYOR

CR255 CONTROL AND 1FT TOPO
RONALD REAGAN BLVD TO CR254
WILLIAMSON COUNTY, TEXAS

WALKER
TEXAS SURVEYORS
P.O. Box 324
Cedar Park, Texas 78630-0324
Phone (512) 259-3361
TBPLS Firm #10103800

Job #-----

Plot: C:\USERS\MICHAEL\DOWNLOADS\DROPBOX\0750054 CR 255 20230722 PARCELS\0-DRONE\02-CHASCO\DELIVERABLES 9253_DTM_TOPO_101222.DWG

SUMMARY OF TCP QUANTITIES

	0400-6012	0460-6005	0502-6001	0506-6020	0506-6021	0506-6024	0508-6001	0512-6009	0512-6010	0512-6057	0512-6058	0552-6002	0552-6006	0662-6004
SHEET OF SHEET	CUT AND RESTORE PAV (FLEX BASE)	CMP (GAL STL 36 IN)	BARRICADES, SIGNS AND TRAFFIC HANDLING	CONSTRUCTION EXITS (INSTALL)(TY 1)	CONSTRUCTION EXITS (INSTALL)(TY 2)	CONSTRUCTION EXITS (REMOVE)	CONSTRUCTING DETOURS	PORT CTB (FUR&INST) (LOW PROF) (TY 1)	PORT CTB (FUR&INST) (LOW PROF) (TY 2)	PORT CTB (REMOVE) (LOW PROF) (TY 1)	PORT CTB (REMOVE) (LOW PROF) (TY 2)	WIRE FENCE (TY B)	GATE (TY 2)	WK ZN PAV MRK NON-REMOV (W)4"(SLD)
	SY	LF	MO	SY	SY	SY	SY	LF	LF	LF	LF	LF	EA	LF
TCP PHASE 1	40	162					8456					50	1	
TCP PHASE 2A							2829							8077
TCP PHASE 2B								400	120					7518
TCP PHASE 2C														330
TCP PHASE 3								120	40					22708
TCP PHASE 4										520	160			
TOTAL	40	162	21	666	605	1271	11285	520	160	520	160	50	1	38633

NOTE:

BID ITEM 6001-6001 ACCOUNTS FOR TWO PCMS UNITS AT 150 DAYS EACH

SUMMARY OF TCP QUANTITIES CONT.

	0662-6012	0662-6016	0662-6017	0662-6029	662-6034	0662-6063	0662-6075	0662-6095	0662-6109	0662-6111	6001-6001	6185-6002	6185-6003
SHEET OF SHEETS	WK ZN PAV MRK NON-REMOV (W)8"(SLD)	WK ZN PAV MRK NON-REMOV (W)24"(SLD)	WK ZN PAV MRK NON-REMOV (W)(ARROW)	WK ZN PAV MRK NON-REMOV(W)(WORD)	WK ZN PAV MRK NON-REMOV (Y)4"(SLD)	WK ZN PAV MRK REMOV (W)4"(SLD)	WK ZN PAV MRK REMOV (W)24"(SLD)	WK ZN PAV MRK REMOV (Y)4"(SLD)	WK ZN PAV MRK SHT TERM (TAB)TY W	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	PORTABLE CHANGEABLE MESSAGE SIGN	TMA (STATIONARY)	TMA (MOBILE OPERATION)
	LF	LF	EA	EA	LF	LF	LF	LF	EA	EA	DAY	DAY	HR
TCP PHASE 1									66	332		21	20
TCP PHASE 2A		48			8022	475	12	756				21	
TCP PHASE 2B		12			7518	3471		3511				45	
TCP PHASE 2C					737								
TCP PHASE 3	928	135			22654							88	
TCP PHASE 4			4	4					94	1134		28	164
TOTAL	928	195	4	4	38931	3946	12	4267	160	1466	300	203	184

ADDENDUM #2

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

Seiler Lankes Group
TBPE License No. 12170
PLANNING • ENGINEERING • CONSTRUCTION

CR 255

QUANTITY SUMMARIES

SHEET 1 OF 7

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			15

USER: eguillamez
DATE: 12/12/2024 3:38
SCRIPT: pw://server.slg-eng.com:Slg-ds\Documents\WILCO302-CR255_CR286\Design_Data\4 - Design\Miscellaneous\CR255.plt\open
FILE: pw://server.slg-eng.com:Slg-ds\Documents\WILCO302-CR255_CR286\Design_Data\4 - Design\Plan_Set\01. General\CR255_QTY_SUM_01

SUMMARY OF ROADWAY QUANTITIES

SHEET OF SHEET	0100-6002 PREPARING ROW	0105-6035 REMOVING STAB BASE & ASPH PAV (0-2")	0110-6001 EXCAVATION (ROADWAY)	0132-6003 EMBANKMENT (FINAL)(ORD COMP)(TY B)	0247-6044 FL BS (CMP IN PLC)(TY A GR 4)(FNAL POS)	0260-6002 LIME (HYDRATED LIME (SLURRY))	0260-6027 LIME TRT (EXST MATL)(8")	0310-6001 PRIME COAT (MULTI OPTION)	0316-6193 AGGR(TY-D GR-5 SAC-B)	0316-6413 ASPH(AC-15P, HFRS-2P OR CRS-2P)	0354-6017 PLAN & TEXT CONC PAV(0" TO 2")	0401-6001 FLOWABLE BACKFILL	0432-6046 RIPRAP (MOW STRIP)(5 IN)	0529-6038 CONC CURB (RIBBON)	0530-6004 DRIVEWAYS (CONC)	0530-6005 DRIVEWAYS (ACP)	0540-6002 MTL W-BEAM GD FEN (STEEL POST)	0540-6020 MTL W - BEAM GD FEN (LOW FILL CULVERT)	0544-6001 GUARDRAIL END TREATMENT (INSTALL)	3076-6001 D-GR HMA TY-B PG64-22	3076-6040 D-GR HMA TY-D PG70-22	3076-6066* TACK COAT
	STA	SY	CY	CY	CY	TON	SY	GAL	CY	GAL	SY	CY	CY	LF	SY	SY	LF	LF	EA	TON	TON	GAL
1 OF 16	7.2	1645	1630	265	1250	49	2727	522	17	835				109						420	268	195
2 OF 16	10.00	2240	7274	35	1677	67	3711	710	24	1137						144				571	365	265
3 OF 16	10.00	2266	5450	327	1676	67	3709	710	24	1136						77				571	365	265
4 OF 16	10.00	2117	5984	1726	1829	74	4092	706	23	1128		135	57			283	219	56	4	568	363	263
5 OF 16	10.00	1919	3617	1927	1675	67	3705	710	24	1135					72	344				570	365	265
6 OF 16	10.00	2156	5998	436	1688	67	3702	709	24	1134				96	206	278				570	364	264
7 OF 16	10.00	2254	8445	6052	1996	79	4384	839	28	1343				96	136	456				675	431	313
8 OF 16	10.00	2551	5324	3078	2431	95	5296	949	32	1518		435	48	175		417	69	56	4	763	488	354
9 OF 16	10.00	2111	4878	1371	1703	67	3703	709	24	1134		51		192		408				570	364	264
10 OF 16	10.00	2098	6360	470	1688	67	3702	709	24	1134		31		95		350				570	364	264
11 OF 16	10.00	2417	1876	3765	1863	72	4034	708	24	1132		183	48	189		412	20	80	4	569	363	264
12 OF 16	10.00	1894	2853	3698	1676	67	3708	710	24	1136						269				571	365	265
13 OF 16	10.00	1808	5147	1184	1676	67	3708	710	24	1136						680				571	365	265
14 OF 16	10.00	1548	2103	1848	1667	66	3689	706	23	1130		148								568	363	263
15 OF 16	10.00		1186	2653	1757	70	3888	744	25	1191		30								599	382	277
16 OF 16	5.4		616	1065	1303	50	2844	544	17	871				110						438	280	203
BON WINDE		413	158	113	72			94	3	151										76	48	35
HILL TOP SPRINGS		106	33	2	42			24	1	39										19	12	9
DANIELS MOUNTAIN		257	89	374	102			58	2	93										47	30	22
BIG OAKS		273	2	197	109			62	2	100										50	32	23
LOSTSPRINGS/TIMBER			91	102	167			95	3	152										77	49	36
POWDER HORN		418	84	209	181			103	3	165						40				83	53	39
255		328	422		239			136	5	218										110	70	51
BIG VALLEY/CR 289	3.50	1160	1324	328	608			347	11	555			25			139	225		2	279	178	129
RONALD REAGAN BLVD			4378	3445	2370	92	5089	914	30	1462	934					123				811	2715	1056
TOTAL	156	31979	75322	34670	31446	1183	65691	13228	441	21165	934	1013	178	1062	414	4420	533	192	14	10716	9042	5649

* - FOR CONTRACTOR'S INFORMATION ONLY

SUMMARY OF MAILBOXES

NUMBER	STATION	LT/RT	0560-6001 MAILBOX INSTALL-S (TWG-POST) TY 1
			EA
1	23+01.50	RT	1
2	40+10.00	RT	1
3	46+05.00	RT	1
4	46+05.00	RT	1
5	48+00.00	RT	1
6	49+05.00	RT	1
7	51+90.00	RT	1
8	57+15.00	RT	1
9	58+60.00	RT	1
10	61+55.00	RT	1
11	69+20.00	RT	1
12	69+20.00	RT	1
13	69+20.00	RT	1
14	76+80.00	RT	1
15	78+70.00	RT	1
16	83+30.00	LT	1
17	84+25.00	RT	1
18	84+40.00	RT	1
SUB TOTAL			18

SUMMARY OF MAILBOXES CONTINUED

NUMBER	STATION	LT/RT	0560-6001 MAILBOX INSTALL-S (TWG-POST) TY 1
			EA
19	88+50.00	RT	1
20	89+40.00	RT	1
21	90+63.00	RT	1
22	95+20.00	RT	1
23	105+10.00	RT	1
24	107+20.00	RT	1
25	107+20.00	RT	1
26	112+15.00	RT	1
27	114+25.00	RT	1
28	116+70.00	RT	1
29	119+15.00	RT	1
30	127+30.00	RT	1
31	129+70.00	RT	1
32	132+60.00	RT	1
33	133+60.00	RT	1
34	133+30.00	RT	1
35	135+00.00	RT	1
36	141+60.00	RT	1
TOTAL			36

ADDENDUM #2

WILCO TEXAS

WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

Seiler Lankes Group TBPE License No. 12670

PLANNING • ENGINEERING • CONSTRUCTION

CR 255

QUANTITY SUMMARIES

SHEET 2 OF 7

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			16

USER: eguillerrez
DATE: 12/12/2024 3:38
SCRIPT: pw:\\server.slg-eng.com:Slg-ias\Documents\WILCO302-CR255_CR289\Design_Data\4 - Design\Miscellaneous\CR255_jobLayer.pen
FILE: pw:\\server.slg-eng.com:Slg-ias\Documents\WILCO302-CR255_CR289\Design_Data\4 - Design\Plan_Set\01. General\CR255_QTY_SUM_02.dgn

SUMMARY OF TRAFFIC QUANTITIES

SHEET OF SHEET	0644-6002	0644-6004	0644-6028	0644-6030	0644-6036	0644-6060	0658-6047	0666-6035	0666-6047	0666-6053	0666-6077	0666-6110	0666-6116	0666-6174
	IN SM RD SN SUP&AM TY10BWG(1)SA(P-BM)	IN SM RD SN SUP&AM TY10BWG(1)SA(T)	IN SM RD SN SUP&AM TYS80(1)SA(P-BM)	IN SM RD SN SUP&AM TYS80(1)SA(T)	IN SM RD SN SUP&AM TYS80(1)SA(U-BM)	IN SM RD SN SUP&AM TYTWT(1)WS(P)	INSTL OM ASSM (OM-2Y)(WC)GND	REFL PAV MRK TY I (W)8"(SLD)(090MIL)	REFL PAV MRK TY I (W)24"(SLD)(090MIL)	REFL PAV MRK TY I (W)(ARROW)(090MIL)	REFL PAV MRK TY I (W)(WORD)(090MIL)	REFL PAV MRK TY I(W)(BIKE SYML)(090MIL)	REFL PAV MRK TY I (W)(BIKE DOT)(090MIL)	REFL PAV MRK TY II (W) 6" (SLD)
	EA	EA	EA	EA	EA	EA	EA	LF	LF	EA	EA	EA	EA	LF
1 OF 8			1	1		4			16					3466
2 OF 8							4							3995
3 OF 8	1			1					17					4107
4 OF 8	3			2		1	6	340	34	2	2			4171
5 OF 8	3	1		1			8		48					4523
6 OF 8		1					4							3909
7 OF 8						1	4							3825
8 OF 8			1	1	1	3	8	562	22	2	2			3099
255 AND CR 289			3	3		3	4							1602
RONALD REAGAN BLVD						7		1410		6	4	2	47	
TOTAL	7	2	5	9	1	19	38	2312	137	10	8	2	47	32697

SUMMARY OF TRAFFIC QUANTITIES (CONT)

SHEET OF SHEET	0666-6178	0666-6182	0666-6184	0666-6192	0666-6202	0666-6204	0666-6210	0666-6285	0666-6289	0666-6305	0666-6324	0666-6325	0672-6007	0672-6009
	REFL PAV MRK TY II (W) 8" (SLD)	REFL PAV MRK TY II (W) 24" (SLD)	REFL PAV MRK TY II (W) (ARROW)	REFL PAV MRK TY II (W) (WORD)	REFL PAV MRK TY II (W) (BIKE SYMBOL)	REFL PAV MRK TY II (W) (BIKE DOT)	REFL PAV MRK TY II (Y) 6" (SLD)	REF PROF PAV MRK TY I(W)6"(SLD)(090MIL)	REF PROF PAV MRK TY I(Y)6"(SLD)(090MIL)	RE PM W/RET REQ TY I (W)6"(BRK)(090MIL)	RE PM W/RET REQ TY II (W) 6" (BRK)	RE PM W/RET REQ TY II (W) 6" (SLD)	REFL PAV MRKR TY I-C	REFL PAV MRKR TY II-A-A
	LF	LF	EA	EA	EA	EA	LF	LF	LF	LF	LF	LF	EA	EA
1 OF 8		16					3418	3466	3418					43
2 OF 8							3995	3995	3995					50
3 OF 8		17					4015	4107	4015					51
4 OF 8		34	2	2			4104	4171	4104				17	74
5 OF 8		48					4377	4523	4377					55
6 OF 8							3818	3909	3818					48
7 OF 8							3825	3825	3825					48
8 OF 8	562	22	2	2			3034	3099	3034				29	80
255 AND CR 289		48					1607	1602	1607					20
RONALD REAGAN BLVD	141		6	4	2	47	6608	6608	4579	117	117	4579	25	68
TOTAL	703	185	10	8	2	47	38801	39305	36772	117	117	4579	71	537

SUMMARY OF EROSION CONTROL QUANTITIES

SHEET OF SHEET	0160-WC01	0161-WC01	0162-WC103	0164-WC04	0164-WC05	0164-WC10	0166-6002	0168-WC01	0169-6001	0169-6008	506-6002	506-6003	506-6011	506-6038	506-6039
	FURNISHING AND PLACING TOPSOIL (4")	EROSION CONTROL COMPOST (3")	MULCH TOPDRESSING (5")	SEEDING FOR EROSION CONTROL (TEMP)(COOL)(TY 4)	SEEDING FOR EROSION CONTROL (PERM)(WARM)(TY 5)	SEEDING FOR EROSION CONTROL (TEMP)(WARM)(TY 10)	FERTILIZER	VEGETATIVE WATERING	SOIL RETENTION BLANKETS (CL 1) (TY A)	SOIL RETENTION BLANKETS (CL 2) (TY H)	ROCK FILTER DAMS (INSTALL) (TY 2)	ROCK FILTER DAMS (INSTALL) (TY 3)	ROCK FILTER DAMS (REMOVE)	TEMP SEDMT CONT FENCE (INSTALL)	TEMP SEDMT CONT FENCE (REMOVE)
	SY	SY	SY	SY	SY	SY	TON	MG	SY	SY	LF	LF	LF	LF	LF
1 OF 8	20107	5027	5027	10054	20107	10054	1.26	603		1513	100		100	2666	2666
2 OF 8	22603	5651	5651	11302	22603	11302	1.41	678	5948	381	140	60	200	1096	1096
3 OF 8	23799	5950	5950	11900	23799	11900	1.49	714	502	106	80		80	2003	2003
4 OF 8	31460	7865	7865	15730	31460	15730	1.97	944	492	7958	60	200	260	1126	1126
5 OF 8	22631	5658	5658	11316	22631	11316	1.41	679	64		220	70	290	1761	1761
6 OF 8	22278	5570	5570	11139	22278	11139	1.39	668	2295	1069	180	60	240	1795	1795
7 OF 8	23873	5968	5968	11937	23873	11937	1.49	716			100	130	230	2624	2624
8 OF 8	20872	5218	5218	10436	20872	10436	1.30	626			140	60	200	1237	1237
255/CR 289	2653	663	663	1327	2653	1327	0.17	80						1193	1193
RONALD REAGAN BLVD	13396	3349	3349	6698	13396	6698	0.84	402			20		20	3807	3807
TOTAL	203672	50918	50918	101836	203672	101836	12.73	6110	9301	11027	1040	580	1620	19308	19308

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
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TBPE License No. 12670
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CR 255

QUANTITY SUMMARIES

SHEET 3 OF 7

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			17

USER: kcrahoske
DATE: 11/6/2024 2:05
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CULVERT SUMMARY

CULVERT ID	110-6002 EXCAVATION CHANNEL (CY)	402-6001 TRENCH EXCAVATION PROTECTION (LF)	432-6002 RIPRAP (CONC) (5IN) (CY)	432-6031 RIPRAP (STONE PROTECTION) (12 IN) (CY)	432-6035 RIPRAP (STONE PROTECTION) (24 IN) (CY)	459-6005 GABION MATTRESSES (GALV) (6 IN) (SY)	462-6003 CONC BOX CULV (4 FT X 2 FT) (LF)	462-6006 CONC BOX CULV (5 FT X 2 FT) (LF)	462-6007 CONC BOX CULV (5 FT X 3 FT) (LF)	462-6015 CONC BOX CULV (7 FT X 4 FT) (LF)	462-6101 CONC BOX CULV (10 FT X 4 FT) (LF)	464-6008 RC PIPE (CL III) (36 IN) (LF)	466-6164 WINGWALL (FW-S) (HW=3 FT) (EA)	466-6166 WINGWALL (FW-S) (HW=5 FT) (EA)	466-6169 WINGWALL (FW-S) (HW=8 FT) (EA)	466-6179 WINGWALL (PW-1) (HW=4 FT) (EA)	466-6180 WINGWALL (PW-1) (HW=5 FT) (EA)	466-6181 WINGWALL (PW-1) (HW=6 FT) (EA)
CR 255																		
CULVERT 1 STA 44+85	430	35	42		272					304				1				1
CULVERT 2 STA 86+10	650	40	33		403					368				1				1
CULVERT 2B DANIELS MOUNTAIN RD	140	93	39	98						380								1
CULVERT 3 STA 92+50			27		74				122					1			1	
CULVERT 4 STA 105+70	45	98	14	14								223						
CULVERT 5 STA 118+33	208		70		555						244				1			
CULVERT 6A CR289 STA 14+75	240		13			448		118								2		
CULVERT 6B STA 143+65	50			118					170							2		
CULVERT 7 STA 151+00			17		39				52									
CULVERT 8 STA 157+50			25	26			68						2					
TOTALS	1763	266	280	256	1343	448	68	118	344	1052	244	223	2	3	1	4	1	3

CULVERT SUMMARY

CULVERT ID	466-6182 WINGWALL (PW-1) (HW=7 FT) (EA)	467-6177 SET (TY I) (S=5 FT) (HW=4 FT) (4:1) (C) (EA)	467-6179 SET (TY I) (S=5 FT) (HW=4 FT) (6:1) (C) (EA)	467-6448 SET (TY II) (36 IN) (RCP) (3:1) (C) (EA)	467-6453 SET (TY II) (36 IN) (RCP) (6:1) (C) (EA)
CR 255					
CULVERT 1 STA 44+85					
CULVERT 2 STA 86+10					
CULVERT 2B DANIELS MOUNTAIN RD	1				
CULVERT 3 STA 92+50					
CULVERT 4 STA 105+70				2	2
CULVERT 5 STA 118+33	1				
CULVERT 6A CR289 STA 14+75					
CULVERT 6B STA 143+65					
CULVERT 7 STA 151+00		1	1		
CULVERT 8 STA 157+50					
TOTALS	2	1	1	2	2

MISC DRAINAGE SUMMARY

PLAN SHEEETS STA TO STA	402-6001 TRENCH EXCAVATION PROTECTION (LF)	432-6002 RIPRAP (CONC) (5IN) (CY)
CR 255		
BEGIN TO STA 20+00		
STA 20+00 TO STA 31+00		31
STA 31+00 TO STA 42+00		30
STA 42+00 TO STA 53+00	80	27
STA 53+00 TO STA 64+00		
STA 64+00 TO STA 75+00		26
STA 75+00 TO STA 86+00		
STA 86+00 TO STA 97+00		
STA 97+00 TO STA 108+00		
STA 108+00 TO STA 119+00	67	
STA 119+00 TO STA 130+00		
STA 130+00 TO STA 141+00		
STA 141+00 TO STA 152+00		
STA 152+00 TO STA 163+00		
STA 163+00 TO END		
RONALD REAGAN		
BEGIN TO STA 20+00		
STA 20+00 TO END		
TOTALS	147	114

NO.	REVISION	BY	DATE

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

DRAINAGE SUMMARY

SHEET 1 OF 3

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	18

USER: ClayGann
DATE: 10/25/2024 8:34:46 AM
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FILE: c:\dgn\claygann\ms81662\CR255_DRAINAGE_SUMMARY_1.dgn

SUMMARY OF DRAINAGE STRUCTURES

INLET TYPE	INLET I.D.	RDWY CHAIN	STATION	OFFSET	ITEM 465 DESC 6126 INLET (COMPL) (PSL) (FG) (3FTX3FT-3FTX3FT) EA	ITEM 467 DESC 6137 SET (TY I) (S= 4 FT) (HW= 3 FT) (3:1) (C) EA	ITEM 467 DESC 6142 SET (TY I) (S= 4 FT) (HW= 3 FT) (6:1) (P) EA	ITEM 467 DESC 6105 SET (TY I) (S= 3 FT) (HW= 3 FT) (3:1) (C) EA	ITEM 467 DESC 6110 SET (TY I) (S= 3 FT) (HW= 3 FT) (6:1) (P) EA	ITEM 467 DESC 6147 SET (TY I) (S= 4 FT) (HW= 4 FT) (6:1) (P) EA	ITEM 467 DESC 6180 SET (TY I) (S= 5 FT) (HW= 4 FT) (6:1) (P) EA	ITEM 467 DESC 6363 SET (TY II) (18 IN) (6:1) (P) EA	ITEM 467 DESC 6395 SET (TY II) (24 IN) (6:1) (P) EA
Junction	1A1	CR255	22+75.00	-53.50								1	
Junction	1A2	CR255	23+16.00	-53.30								1	
Junction	1A3	CR255	26+57.00	-54.00						2			
Junction	1A4	CR255	26+83.00	-54.00						2			
Junction	1A5	CR255	39+69.00	-54.00							2		
Junction	1A6	CR255	40+09.00	-54.00							2		
Junction	1B1	CR255	47+92.00	-52.80									1
Junction	1B2	CR255	47+37.00	-51.70									1
Junction	1B3	CR255	45+65.00	-52.50					1				
Junction	1B4	CR255	44+85.00	-56.00				1					
Junction	2A1	CR255	51+75.00	-54.50									1
Junction	2A2	CR255	52+26.00	-54.00									1
Junction	2A3	CR255	58+52.00	-54.00									2
Junction	2A4	CR255	58+80.00	-54.00									2
Junction	2A5	CR255	61+54.00	-54.00									2
Junction	2A6	CR255	61+82.00	-54.00									2
Junction	2A7	CR255	64+48.00	-54.00					1				
Junction	2A8	CR255	64+69.00	-54.00					1				
Junction	2A9	CR255	67+06.00	-55.00					1				
Grate	2B0	DANIELMT	12+79.86	25.00	1								
Junction	2C1	CR255	56+70.00	22.00								1	
Junction	2C2	CR255	57+23.00	20.00								1	
Junction	2C3	CR255	63+58.00	25.00								1	
Junction	2C4	CR255	64+40.00	25.00								1	
Junction	2C5	CR255	68+70.00	18.50								1	
Junction	2C8	CR255	69+66.00	19.50								1	
Junction	2C9	CR255	72+64.00	20.30								1	
Junction	3A1	CR255	88+13.00	-48.50								1	
Junction	3A2	CR255	88+53.00	-56.00								1	
Junction	3A3	CR255	89+35.00	-55.80								1	
Junction	3A4	CR255	89+77.00	-56.20								1	
Junction	3C3	CR255	90+52.00	30.60								1	
Junction	3C4	CR255	91+20.00	30.70								1	
Junction	3D0	CR255	97+89.00	31.00								1	
Junction	3D1	CR255	97+07.00	31.30								1	
Junction	3D2	CR255	95+23.00	31.80								1	
Junction	3D3	CR255	94+54.00	32.00								1	
Junction	4A1	CR255	104+80.00	-49.60									1
Junction	4A2	CR255	105+50.97	-52.66									1
Junction	4C1	CR255	100+40.00	36.40								1	
Junction	4C2	CR255	101+32.00	36.00								1	
Junction	5A1	CR255	108+26.00	-50.00								1	
Junction	5A2	CR255	108+72.00	-51.20								1	
Junction	5A3	CR255	112+84.00	-56.60								1	
Junction	5A4	CR255	113+29.00	-57.50								1	
Junction	5B1	CR255	130+58.00	-52.80								1	
Junction	5B2	CR255	129+93.00	-55.20								1	
Junction	5B3	CR255	119+21.00	-56.00			1						
Junction	5B4	CR255	118+54.00	-53.61		1							
Junction	5C1	CR255	112+21.00	24.50								1	
Junction	5C2	CR255	112+80.00	26.00								1	
Junction	5C3	CR255	114+13.00	29.00								1	
Junction	5C4	CR255	114+77.00	29.00								1	
Junction	5C5	CR255	115+77.47	31.00								1	
Junction	5C6	CR255	116+70.00	37.20								1	
Junction	5D1	CR255	127+93.00	37.50								1	
Junction	5D2	CR255	126+98.00	49.00								1	
Junction	5D3	CR255	121+86.00	47.00								1	
Junction	5D4	CR255	120+88.00	42.00								1	
Junction	6C1	CR255	134+80.00	34.20								1	
Junction	6C2	CR255	135+56.00	37.00								1	
Junction	6C3	CR255	136+14.00	37.00								1	
Junction	6C4	CR255	136+93.00	36.20								1	
Junction	6C5	CR255	141+15.00	37.00								1	
Junction	6C6	CR255	142+00.00	33.80								1	
Junction	6D1	CR289	15+54.00	22.00								1	
Junction	6D2	CR289	15+30.00	24.40								1	
Junction	9A1	RRB	23+00.00	-56.00								1	
Junction	9A2	RRB	21+93.00	-49.00								1	
Junction	9A3	RRB	19+39.96	-59.00									1
Junction	2A10	CR255	67+29.00	-55.00					1				
Junction	2C10	CR255	73+06.00	21.00								1	
Junction	2C11	CR255	73+52.00	21.00								1	
Junction	2C12	CR255	73+96.00	21.00								1	
Junction	2C13	CR255	76+18.00	22.00								1	
Junction	2C14	CR255	76+68.00	22.00								1	
Junction	2C15	CR255	78+25.00	20.50								1	
Junction	2C16	CR255	78+70.00	20.50								1	
Junction	2C17	CR255	83+79.00	17.70									1
Junction	2C18	CR255	84+31.00	18.00									1
Junction	2C20	CR255	54+67.00	27.00								1	
Junction	2C21	CR255	55+21.00	25.00								1	
Outlet	9A OUT	RRB	18+38.66	-59.00									1
TOTAL CR 255					1	1	1	1	5	4	4	56	18

NO.	REVISION	BY	DATE

DEPARTMENT OF INFRASTRUCTURE

WILCO TEXAS

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CLG CIVIL ENGINEERING

CR 255

DRAINAGE SUMMARY

SHEET 2 OF 3

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	19

USER: ClayGann
DATE: 10/25/2024 8:34:47 AM
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CR 255 DRIVEWAY PIPES

STORM SEWER I.D.	U.S. NODE I.D.	D.S. NODE I.D.	ITEM 432 DESC 6031 RIPRAP (STONE PROTECTION) (12 IN) CY	ITEM 432 DESC 6035 RIPRAP (STONE PROTECTION) (24 IN) CY	ITEM 462 DESC 6001 CONC BOX CULV (3 FT X 2 FT) LF	ITEM 462 DESC 6004 CONC BOX CULV (4 FT X 3 FT) LF	ITEM 462 DESC 6007 CONC BOX CULV (5 FT X 3 FT) LF	ITEM 462 DESC 6003 CONC BOX CULV (4 FT X 2 FT) LF	ITEM 464 DESC 6003 RC PIPE (CL III) (18 IN) LF	ITEM 464 DESC 6005 RC PIPE (CL III) (24 IN) LF
LINE 1A1	1A1	1A2	4						41	
LINE 1A3	1A3	1A4	29			52				
LINE 1A5	1A5	1A6	44				79			
LINE 1B1	1B1	1B2								54
LINE 1B3	1B3	1B4			54					
LINE 2A1	2A1	2A2	8							51
LINE 2A3	2A3	2A4	10							56
LINE 2A5	2A5	2A6	13							56
LINE 2A7	2A7	2A8		31	21					
LINE 2A9	2A9	2A10		32	23					
LINE 2B0	2B0	2B OUT							11	
LINE 2C1	2C1	2C2	2						53	
LINE 2C3	2C3	2C4	3						82	
LINE 2C5	2C5	2C8	3						96	
LINE 2C9	2C9	2C10	4						42	
LINE 3A1	3A1	3A2	4						41	
LINE 3A3	3A3	3A4	5						42	
LINE 3C3	3C3	3C4							68	
LINE 3D0	3D0	3D1							82	
LINE 3D2	3D2	3D3							69	
LINE 4A1	4A1	4A2								71
LINE 4C1	4C1	4C2	1						91	
LINE 5A1	5A1	5A2							46	
LINE 5A3	5A3	5A4	4						50	
LINE 5B1	5B1	5B2	8						65	
LINE 5B3	5B3	5B4						67		
LINE 5C1	5C1	5C2	2						59	
LINE 5C3	5C3	5C4	2						64	
LINE 5C5	5C5	5C6	3						93	
LINE 5D1	5D1	5D2	2						96	
LINE 5D3	5D3	5D4							98	
LINE 6C1	6C1	6C2	1						76	
LINE 6C3	6C3	6C4	1						79	
LINE 6C5	6C5	6C6	2						86	
LINE 6D1	6D1	6D2							25	
LINE 9A1	9A1	9A2	2						108	
LINE 9A3	9A3	9A OUT	2							102
LINE 2C11	2C11	2C12	4						44	
LINE 2C13	2C13	2C14	4						50	
LINE 2C15	2C15	2C16	5						45	
LINE 2C17	2C17	2C18	9							52
LINE 2C20	2C20	2C21	2						54	
TOTALS			183	63	98	52	79	67	1,856	442

ADDENDUM #2

NO.	REVISION	BY	DATE

DEPARTMENT OF INFRASTRUCTURE

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

DRAINAGE SUMMARY

SHEET 3 OF 3

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	20

USER: ClayGann
DATE: 10/25/2024 8:34:48 AM
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FILE: c:\dgn\clay.gann\tmp31662\CR255_DRAINAGE_SUMMARY_3.dgn

SUMMARY OF REMOVALS

SHEET OF SHEET	0104-6017	0104-6021	0496-6007	0496-6008	0496-6043	0496-6050
	REMOVING CONC (DRIVEWAYS)	REMOVING CONC (CURB)	REMOV STR (PIPE)	REMOV STR (BOX CULVERT)	REMOV STR (SMALL FENCE)	REMOV STR (DRIVEWAY CULVERT)
	SY	LF	LF	LF	LF	EA
1 OF 3			60			5
2 OF 3	342	874	60	407	50	12
3 OF 3			60			8
RONALD REAGAN BLVD						2
TOTAL	342	874	180	407	50	27

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255

QUANTITY SUMMARIES

SHEET 7 OF 7

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			21

USER: korahoske
DATE: 11/6/2024 2:05
SCRIPT: pw://senver.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255_jobt.pen
FILE: pw://senver.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/01. General/CR255_QTY_SUM_04.dgn

ESTIMATE SUMMARY

BID ITEM NUMBER	CR 255 DESCRIPTION	UNIT	TOTAL EST.	TOTAL FINAL
0100-6002	PREPARING ROW	STA	156	
0104-6017	REMOVING CONC (DRIVEWAYS)	SY	342	
0104-6021	REMOVING CONC (CURB)	LF	874	
0105-6035	REMOVING STAB BASE & ASPH PAV (0-2")	SY	31979	
0110-6001	EXCAVATION (ROADWAY)	CY	75322	
0110-6002	EXCAVATION (CHANNEL)	CY	1763	
0132-6003	EMBANKMENT (FINAL)(ORD COMP)(TY B)	CY	34670	
0160-WC01	FURNISHING AND PLACING TOPSOIL (4")	SY	203672	
0161-WC01	EROSION CONTROL COMPOST (3")	SY	50918	
0162-WC103	MULCH TOPDRESSING (5")	SY	50918	
0164-WC04	SEEDING FOR EROSION CONTROL (TEMP)(COOL)(TY 4)	SY	101836	
0164-WC05	SEEDING FOR EROSION CONTROL (PERM)(WARM)(TY 5)	SY	203672	
0164-WC10	SEEDING FOR EROSION CONTROL (TEMP)(WARM)(TY 10)	SY	101836	
0166-6002	FERTILIZER	TON	13	
0168-WC01	VEGETATIVE WATERING	MG	6110	
0169-6001	SOIL RETENTION BLANKETS (CL 1) (TY A)	SY	9301	
0169-6008	SOIL RETENTION BLANKETS (CL 2) (TY H)	SY	11027	
0247-6044	FL BS (CMP IN PLC)(TY A GR 4)(FNAL POS)	CY	31446	
0260-6002	LIME (HYDRATED LIME (SLURRY))	TON	1183	
0260-6027	LIME TRT (EXST MATL)(8")	SY	65691	
0310-6001	PRIME COAT (MULTI OPTION)	GAL	13228	
0316-6193	AGGR(TY-D GR-5 SAC-B)	CY	441	
0316-6413	ASPH(AC-15P, HFRS-2P OR CRS-2P)	GAL	21165	
0354-6017	PLAN & TEXT CONC PAV(0" TO 2")	SY	934	
0400-6012	CUT AND RESTORE PAV (FLEX BASE)	SY	40	
0401-6001	FLOWABLE BACKFILL	CY	1013	
0402-6001	TRENCH EXCAVATION PROTECTION	LF	413	
0432-6002	RIPRAP (CONC)(5 IN)	CY	394	
0432-6031	RIPRAP (STONE PROTECTION)(12 IN)	CY	439	
0432-6035	RIPRAP (STONE PROTECTION)(24 IN)	CY	1406	
0432-6046	RIPRAP (MOW STRIP)(5 IN)	CY	178	
0459-6005	GABION MATTRESSES (GALV)(6 IN)	SY	448	
0460-6005	CMP (GAL STL 36 IN)	LF	162	
0462-6001	CONC BOX CULV (3 FT X 2 FT)	LF	98	
0462-6003	CONC BOX CULV (4 FT X 2 FT)	LF	135	
0462-6004	CONC BOX CULV (4 FT X 3 FT)	LF	52	
0462-6006	CONC BOX CULV (5 FT X 2 FT)	LF	118	
0462-6007	CONC BOX CULV (5 FT X 3 FT)	LF	423	
0462-6015	CONC BOX CULV (7 FT X 4 FT)	LF	1052	
0462-6101	CONC BOX CULV (10 FT X 4 FT)	LF	244	
0464-6003	RC PIPE (CL III)(18 IN)	LF	1856	
0464-6005	RC PIPE (CL III)(24 IN)	LF	442	
0464-6008	RC PIPE (CL III)(36 IN)	LF	223	
0465-6126	INLET (COMPL)(PSL)(FG)(3FTX3FT-3FTX3FT)	EA	1	
0466-6164	WINGWALL (FW - S) (HW=3 FT)	EA	2	
0466-6166	WINGWALL (FW - S) (HW=5 FT)	EA	3	
0466-6169	WINGWALL (FW - S) (HW=8 FT)	EA	1	
0466-6179	WINGWALL (PW - 1) (HW=4 FT)	EA	4	
0466-6180	WINGWALL (PW - 1) (HW=5 FT)	EA	1	
0466-6181	WINGWALL (PW - 1) (HW=6 FT)	EA	3	
0466-6182	WINGWALL (PW - 1) (HW=7 FT)	EA	2	
0467-6105	SET (TY I)(S=3 FT)(HW=3FT)(3:1)(C)	EA	1	
0467-6110	SET (TY I)(S=3 FT)(HW= 3 FT)(6:1)(P)	EA	5	
0467-6137	SET (TY I)(S= 4 FT)(HW= 3 FT)(3:1) (C)	EA	1	
0467-6142	SET (TY I)(S= 4 FT)(HW= 3 FT)(6:1) (P)	EA	1	
0467-6147	SET (TY I)(S= 4 FT)(HW= 4 FT)(6:1) (P)	EA	4	
0467-6177	SET (TY I)(S= 5 FT)(HW= 4 FT)(4:1) (C)	EA	1	
0467-6179	SET (TY I)(S= 5 FT)(HW= 4 FT)(6:1) (C)	EA	1	
0467-6180	SET (TY I)(S= 5 FT)(HW= 4 FT)(6:1) (P)	EA	4	
0467-6363	SET (TY II) (18 IN) (RCP) (6: 1) (P)	EA	56	
0467-6395	SET (TY II) (24 IN) (RCP) (6: 1) (P)	EA	18	
0467-6448	SET (TY II) (36 IN) (RCP) (3: 1) (C)	EA	2	
0467-6453	SET (TY II) (36 IN) (RCP) (6: 1) (C)	EA	2	
0496-6007	REMOV STR (PIPE)	LF	180	
0496-6008	REMOV STR (BOX CULVERT)	LF	407	
0496-6043	REMOV STR (SMALL FENCE)	LF	50	
0496-6050	REMOV STR (DRIVEWAY CULVERT)	EA	27	
0500-6001	MOBILIZATION	LS	1	
0502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	21	
0506-6002	ROCK FILTER DAMS (INSTALL) (TY 2)	LF	1040	
0506-6003	ROCK FILTER DAMS (INSTALL) (TY 3)	LF	580	
0506-6011	ROCK FILTER DAMS (REMOVE)	LF	1620	
0506-6020	CONSTRUCTION EXITS (INSTALL)(TY 1)	SY	666	
0506-6021	CONSTRUCTION EXITS (INSTALL)(TY 2)	SY	605	
0506-6024	CONSTRUCTION EXITS (REMOVE)	SY	1271	
0506-6038	TEMP SEDMT CONT FENCE (INSTALL)	LF	19308	
0506-6039	TEMP SEDMT CONT FENCE (REMOVE)	LF	19308	
0508-6001	CONSTRUCTING DETOURS	SY	11285	
0512-6009	PORT CTB (FUR&INST) (LOW PROF) (TY 1)	LF	520	
0512-6010	PORT CTB (FUR&INST) (LOW PROF) (TY 2)	LF	160	
0512-6057	PORT CTB (REMOVE) (LOW PROF) (TY 1)	LF	520	
0512-6058	PORT CTB (REMOVE) (LOW PROF) (TY 2)	LF	160	
0529-6038	CONC CURB (RIBBON)	LF	1062	
0530-6004	DRIVEWAYS (CONC)	SY	414	
0530-6005	DRIVEWAYS (ACP)	SY	4420	
0540-6002	MTL W-BEAM GD FEN (STEEL POST)	LF	533	
0540-6020	MTL W - BEAM GD FEN (LOW FILL CULVERT)	LF	192	
0544-6001	GUARDRAIL END TREATMENT (INSTALL)	EA	14	
0552-6002	WIRE FENCE (TY B)	LF	50	
0552-6006	GATE (TY 2)	EA	1	
0560-6001	MAILBOX INSTALL-S (TWG-POST) TY 1	EA	36	
0644-6002	IN SM RD SN SUP&AM TY10BWG(1)SA(P-BM)	EA	7	
0644-6004	IN SM RD SN SUP&AM TY10BWG(1)SA(T)	EA	2	
0644-6028	IN SM RD SN SUP&AM TYS80(1)SA(P-BM)	EA	5	
0644-6030	IN SM RD SN SUP&AM TYS80(1)SA(T)	EA	9	
0644-6036	IN SM RD SN SUP&AM TYS80(1)SA(U-BM)	EA	1	
0644-6060	IN SM RD SN SUP&AM TYTWT(1)WS(P)	EA	19	
0662-6004	WK ZN PAV MRK NON-REMOV (W)4"(SLD)	LF	38633	
0662-6012	WK ZN PAV MRK NON-REMOV (W)8"(SLD)	LF	928	
0662-6016	WK ZN PAV MRK NON-REMOV (W)24"(SLD)	LF	195	
0662-6017	WK ZN PAV MRK NON-REMOV (W)(ARROW)	EA	4	
0662-6029	WK ZN PAV MRK NON-REMOV(W)(WORD)	EA	4	
0662-6034	WK ZN PAV MRK NON-REMOV (Y)4"(SLD)	LF	38931	
0662-6063	WK ZN PAV MRK REMOV (W)4"(SLD)	LF	3946	
0662-6075	WK ZN PAV MRK REMOV (W)24"(SLD)	LF	12	
0662-6095	WK ZN PAV MRK REMOV (Y)4"(SLD)	LF	4267	
0662-6109	WK ZN PAV MRK SHT TERM (TAB)TY W	EA	160	
0662-6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	EA	1466	
0658-6047	INSTL OM ASSM (OM-2Y)(WC)GND	EA	38	
0666-6035	REFL PAV MRK TY I (W)8"(SLD)(090MIL)	LF	2312	
0666-6047	REFL PAV MRK TY I (W)24"(SLD)(090MIL)	LF	137	
0666-6053	REFL PAV MRK TY I (W)(ARROW)(090MIL)	EA	10	
0666-6077	REFL PAV MRK TY I (W)(WORD)(090MIL)	EA	8	
0666-6110	REFL PAV MRK TY I(W)(BIKE SYML)(090MIL)	EA	2	
0666-6116	REFL PAV MRK TY I (W)(BIKE DOT)(090MIL)	EA	47	
0666-6174	REFL PAV MRK TY II (W) 6" (SLD)	LF	32697	
0666-6178	REFL PAV MRK TY II (W) 8" (SLD)	LF	703	
0666-6182	REFL PAV MRK TY II (W) 24" (SLD)	LF	185	
0666-6184	REFL PAV MRK TY II (W) (ARROW)	EA	10	
0666-6192	REFL PAV MRK TY II (W) (WORD)	EA	8	
0666-6202	REFL PAV MRK TY II (W) (BIKE SYMBOL)	EA	2	
0666-6204	REFL PAV MRK TY II (W) (BIKE DOT)	EA	47	
0666-6210	REFL PAV MRK TY II (Y) 6" (SLD)	LF	38801	
0666-6285	REF PROF PAV MRK TY I(W)6"(SLD)(090MIL)	LF	39305	
0666-6289	REF PROF PAV MRK TY I(Y)6"(SLD)(090MIL)	LF	36772	
0666-6305	RE PM W/RET REQ TY I (W)6"(BRK)(090MIL)	LF	117	
0666-6324	RE PM W/RET REQ TY II (W) 6" (BRK)	LF	117	
0666-6325	RE PM W/RET REQ TY II (W) 6" (SLD)	LF	4579	
0672-6007	REFL PAV MRKR TY I-C	EA	71	
0672-6009	REFL PAV MRKR TY II-A-A	EA	537	
0544-6001	GUARDRAIL END TREATMENT (INSTALL)	EA	14	
3076-6001	D-GR HMA TY-B PG64-22	TON	10716	
6001-6001	PORTABLE CHANGEABLE MESSAGE SIGN	DAY	300	
6185-6002	TMA (STATIONARY)	DAY	203	
6185-6003	TMA (MOBILE OPERATION)	HR	184	

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WILCO TEXAS
WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

ADDENDUM #2

CR 255

ESTIMATE AND QUANTITIES

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			22

USER: equillarrez
DATE: 12/12/2024 4:10
SCRIPT: pw://server.slg-eng.com:Slg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255_jobt.pen
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WATERLINE SEQUENCE OF CONSTRUCTION

PHASE 1

1. CONSTRUCT WATERLINES A, A2, B AND C ACROSS AND ALONG CR 255. THESE WATERLINES MUST BE CONSTRUCTED AND OPERATIONAL PRIOR TO BEGINNING PHASE 1 ROADWAY CONSTRUCTION NORTH OF STA. 142+25.00.

PHASE 2

1. CONSTRUCT WATERLINES D THRU L ALONG CR 255. CONTRACTOR WILL COORDINATE WATERLINE CONSTRUCTION WITH ROADWAY CONSTRUCTION. WATERLINE CONSTRUCTION ACTIVITIES AND RELATED TRAFFIC CONTROL TO BE APPROVED BY THE CONSTRUCTION OBSERVER.

TCP GENERAL NOTES

1. FURNISH AND INSTALL ALL TRAFFIC CONTROL DEVICES, INCLUDING BUT NOT LIMITED TO BARRICADES, SIGNS, AND WORK ZONE MARKINGS, IN COMPLIANCE WITH THE LATEST VERSION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TXMUTCD), THE STATE STANDARD TRAFFIC CONTROL PLANS (TCP), AND THE BARRICADES AND CONSTRUCTION (BC) SHEETS.

2. NOTICE TO CONTRACTOR: THERE ARE EXISTING OVERHEAD AND UNDERGROUND UTILITIES ALONG THE PROJECT CORRIDOR. CONTRACTOR WILL EXERCISE CAUTION WHEN WORKING NEAR UTILITIES AND COORDINATE WORK WITH UTILITY RELOCATION EFFORTS BY OTHERS.

3. CROSS-STREETS SHALL BE CONSTRUCTED SO THAT ACCESS IS MAINTAINED THROUGHOUT CONSTRUCTION PHASES, EXCEPT AS NOTED IN THE SEQUENCE OF CONSTRUCTION, AS SHOWN ON THE TCP. ALL DESIGN CHANGES TO MAINTAIN ACCESS AT INTERSECTIONS SHALL BE AS APPROVED BY THE OBSERVER.

4. THE CONTRACTOR SHALL PROVIDE QUALIFIED FLAGGERS EQUIPPED WITH TWO-WAY COMMUNICATION TO HANDLE TRAFFIC THROUGH THE WORK AREAS.

5. PRIOR TO THE END OF EACH DAY'S WORK, CR 255 MUST BE REOPENED TO TWO-WAY, TWO-LANE TRAFFIC WITHIN THE ENTIRE PROJECT LIMITS, EXCEPT AS ALLOWED IN THE SEQUENCE OF CONSTRUCTION. UNDER NO OTHER CIRCUMSTANCES SHALL ANY SECTION OF THE ROADWAY BE RESTRICTED TO ONE LANE WITHOUT QUALIFIED FLAGGERS PRESENT AT BOTH ENDS OF THE LANE CLOSURE, EQUIPPED WITH TWO-WAY COMMUNICATION DEVICES TO PROVIDE SAFE TRAFFIC CONTROL.

6. VERIFY THE LOCATION AND SPACING OF ALL SIGNS, BARRICADES, AND CHANNELIZING DEVICES PRIOR TO THEIR PLACEMENT ALONG VERTICAL CURVES, HORIZONTAL CURVES, AND OTHER GEOMETRIC CONSTRAINTS TO ENSURE VISIBILITY TO ALL MOTORISTS.

7. PLACE THE TRAFFIC CONTROL DEVICES ONLY WHILE WORK IS ACTUALLY IN PROGRESS OR A DEFINITE NEED EXISTS. REPLACE ANY DAMAGED BARRICADES, CHANNELIZING DEVICES OR SIGNS.

8. MAINTAIN THE ROADWAY SURFACE AND WORK ZONE PAVEMENT MARKING WITHIN THE PROJECT WHILE TRAFFIC CONTROL PLAN IS IN EFFECT. PLACE AND BE RESPONSIBLE FOR ALL WORK ZONE PAVEMENT MARKINGS IN ACCORDANCE WITH STANDARD SHEETS WZ(STPM)-13, BC(11), BC(12) AND THE TXMUTCD.

9. CONTRACTOR TO PROVIDE ACCESS TO ADJACENT PROPERTIES AT ALL TIMES DURING CONSTRUCTION UNLESS ARRANGEMENTS WITH THE PROPERTY HAVE BEEN MADE IN WRITING.

10. PLACE ALL STOCKPILED MATERIAL, WASTE MATERIAL, SIGNS, BARRICADES, CHANNELIZING DEVICES AND WORK VEHICLES NOT IN USE, AT A MINIMUM OF 16 FEET FROM THE OUTER EDGE OF THE NEAREST TRAVEL LANE.

TCP GENERAL NOTES:

11. MAINTAIN ALL EXISTING DRAINAGE CONDITIONS DURING ALL CONSTRUCTION PHASES UNTIL THE PERMANENT DRAINAGE FACILITES ARE CONSTRUCTED AND READY TO USE. HANDLEEXCAVATED AND STOCKPILED MATERIAL IN A MANNER THAT WILL NOT BLOCK DRAINAGE. PIPES UNDER TEMPORARY PAVEMENT ARE SUBSIDIARY TO ITEM 508. DRAINAGE PIPES SHOWN IN THE TCP SHEETS UNDER EXISTING PAVEMENT SHALL BE PAID FOR UNDER THE APLICABLE BID ITEM. REMOVAL SHALL BE SUBSIDIARY TO THE SAME ITEM. ANY ADDITIONAL WORK OR MATERIALS TO MAINTAIN DRAINAGE WILL BE SUBSIDIARY TO ITEM 502.

12. ALL PAVEMENT EDGE DROP-OFFS USED BY THE TRAVELING PUBLIC SHALL BE BACK FILLED WITH A SUITABLE MATERIAL TO FORM A STABLE 3:1 SLOPE AT THE END OF EACH WORK DAY PER WZ(UL)-13.

13. REMOVE FROM THE WORK AREA ALL LOOSE MATERIALS AND DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS AT THE END OF EACH WORK DAY.

14. ADDITIONAL SIGNS, BARRICADES AND CHANNELIZING DEVICES MAY BE REQUIRED TO MAINTAIN TRAFFIC DURING CONSTRUCTION, AS SHOWN ON TCP STANDARDS. ADDITIONAL SIGNS, BARRICADES, ETC. (IF ANY), WILL BE SUBSIDIARY TO ITEM 502 "BARRICADES, SIGNS AND TRAFFIC HANDLING".

15. IMPLEMENT ALL REQUIRED EROSION CONTROL MEASURES AS SHOWN IN THE PLANS DURING THE VARIOUS STAGES OF CONSTRUCTION.

16. CONTRACTOR SHALL TEMPORARILY RELOCATE MAILBOXES AS NEEDED OR AS DIRECTED BY THE ENGINEER. TEMPORARY RELOCATION WILL BE SUBSIDIARY TO ITEM 502. PERMANENT LOCATION WILL BE PAID FOR UNDER ITEM 560. CONTRACTOR SHALL COORDINATE RELOCATION WITH THE POSTMASTER.

17. MAINTAIN OVERALL DRAINAGE DURING CONSTRUCTION.

18. ALL STATION AND OFFSET REFERENCES IN TCP ARE TO ℄ CR 255 EXCEPT AS NOTED IN THE PLANS.

ROADWAY SEQUENCE OF CONSTRUCTION

IT IS THE INTENT OF THE PROJECT'S SEQUENCE OF CONSTRUCTION TO PHASE THE WORK IN A MANNER THAT MINIMIZES THE RISK OF CONCENTRATED DRAINAGE FLOWS OVER ROADWAY SEGMENTS OPEN TO TRAFFIC. AS SUCH, CONSTRUCTION OF SPECIFIC CULVERTS, ROADWAY SEGMENTS AND DETOUR TRANSITIONS ARE ISOLATED ONTO SPECIFIC PHASES OR STEPS SO CONSTRUCTION EFFORTS CAN BE FOCUSED ON THE SPECIFIC TASK AND COMPLETED IN THE SHORTEST TIME POSSIBLE. REQUESTS, TO THE OBSERVER, TO AMEND THE SEQUENCE OF CONSTRUCTION BY THE CONTRACTOR WILL BE EVALUATED ON THIS BASIS.

PHASE 1

CONSTRUCTION NORTH OF CR 289

1. CONSTRUCT TEMPORARY PAVEMENT
   a. ALONG SOUTHBOUND SIDE OF EXISTING CR 255 FROM STA. 12+81.44 TO STA. 39+81.00, FROM STA. 105+23.55 TO STA. 116.23.89, FROM 116+44.57 TO STA. 122+13.20, AND FROM STA. 137+97.26 TO STA. 12+34.16 (CR 289).
   b. ALONG NORTHBOUND SIDE OF EXISTING CR 255 STA. 115+70.81 TO STA. 116+66.61.
   c. ALONG EASTBOUND SIDE OF BIG VALLEY SPUR FROM STA. 11+90.04 (CR 289) TO STA. 13+93.63 (CR 289).

   PLACE TEMPORARY DRAINAGE PIPES UNDER TEMPORARY PAVEMENT AT LOCATIONS SHOWN ON THE PHASE 1 LAYOUT SHEETS.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/14/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

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CR 255
SEQUENCE OF CONSTRUCTION

SHEET 1 OF 4

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			23

USER: eguillermez
DATE: 11/14/2024 3:13
SCRIPT: pw://server.slg-eng.com:Slg-ds5/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255.jpkt.pen
FILE: pw://server.slg-eng.com:Slg-ds5/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/CR255 SOC01.dgn

PHASE 1 (CON'T)

2. CONSTRUCT TEMPORARY DRAINAGE PIPES UNDER EXISTING CR 255 FROM STA. 118+12.00 TO 118+40.00. WORK TO BE PERFORMED USING DAILY ONE-LANE, TWO-WAY TCP OPERATIONS. OPEN TRENCHES WILL BE PLATED AT THE END OF EACH WORKDAY AS NEEDED AND ROADWAY OPEN TO TRAFFIC AT NIGHT. REFER TO TCP STANDARD TCP (2-2)-18 FOR ADDITIONAL DETAILS.

3. CONSTRUCT CULVERT #1 TO THE LIMITS SHOWN ON THE PHASE 1 LAYOUT AND NORTHBOUND SIDE END TREATMENT. MAINTAIN TRAFFIC ON EXISTING CR 255 DURING CONSTRUCTION.

4. FOR WORK LISTED ON ITEMS 1 THRU 3, MAINTAIN TRAFFIC ON EXISTING CR 255 PAVEMENT. PROVIDE TYPE 3 BARRICADES AND CHANNELIZING DEVICES AT DRIVEWAYS AND CROSS-STREETS, ALONG PERMANENT PAVEMENT CONSTRUCTION AND ALONG TEMPORARY PAVEMENT CONSTRUCTION AS SHOWN ON TCP PHASE 1 LAYOUT SHEETS. AT LOCATIONS ALONG CR 255 WHERE WORK CONSTRAINS REMAINING EXISTING PAVEMENT, IMPLEMENT A DAILY ONE-LANE, TWO-WAY OPERATION AS SHOWN ON TCP STANDARD TCP(2-2)-18 AND OTHER APPLICABLE TCP STANDARDS.

UPON COMPLETION OF TEMPORARY PAVEMENT, PLACE WORK ZONE PAVEMENT MARKINGS AS SHOWN ON TCP PHASE 2A LAYOUTS. REFER TO TCP ALIGNMENT DATA SHEETS AND TCP TYPICAL SECTIONS FOR ADDITIONAL GUIDANCE. SHIFT TRAFFIC AS SHOWN ON TCP PHASE 2A LAYOUTS.

CONSTRUCTION SOUTH OF CR 289

1. CONSTRUCT CR 255 PERMANENT PAVEMENT FROM STA. 142+25.00 TO STA. 165+37.88. CONSTRUCT THRU THE TYPE B ACP COURSE. CONSTRUCT DRIVEWAYS, INTERSECTIONS AND CORRESPONDINGPARALLEL DRAINAGE CULVERTS AS SHOWN ON PLAN DETAILS. PROVIDE TEMPORARY DRIVEWAY TIES TO EXISTING PAVEMENT AS REQUIRED.

2. CONSTRUCT CULVERTS AND SETS FOR CULVERTS #6B, #7 AND #8.

3. GRADE SIDESLOPES TO THE GRADES AND LINES SHOWN ON THE ROADWAY CROSS-SECTIONS.

4. FOR WORK LISTED ON ITEMS 1 THRU 3, PLACE ROAD CLOSED SIGNS AND TYPE 3 BARRICADES AT CONSTRUCTION LIMITS. REFER TO TCP PHASE 1 LAYOUT SHEETS AND AS SHOWN ON APPLICABLE TCP STANDARDS.

5. CONSTRUCT ROADWAY WIDENING WORK ALONG RONALD REAGAN BLVD. FROM STA. 10+00.00 TO STA. 30+00.00 AS SHOWN ON RONALD REAGAN BLVD. PHASE 1 LAYOUT. CONSTRUCT THE FULL PAVEMENT WIDENING INCLUDING THE FINAL SURFACE COURSE OVER EXISTING RONALD REAGAN BLVD. CONSTRUCT DRIVEWAYS AND DRIVEWAY CULVERTS AS SHOWN ON PLANS. GRADE SIDESLOPES TO THE LINES AND GRADES SHOWN ON PROJECT CROSS-SECTIONS. MAINTAIN TRAFFIC ON EXISTING RONALD REAGAN BLVD. USING EXISTING PAVEMENT MARKINGS. CLOSE SHOULDERS AND PROVIDE CHANNELIZATION DEVICES ALONG THE EXISTING SHOULDER EDGE LINE LINE AS SHOWN ON TCP PHASE 1 LAYOUT FOR RONALD REAGAN BLVD., TCP TYPICAL SECTIONS AND ON TCP(2-1)-18.

   PLACE PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE. PLACE DRUMS TO CLOSE NEW LEFT AND RIGHT TURN LANES AS SHOWN ON TCP PHASE 2B LAYOUT.

PHASE 2A

1. CONTINUE PHASE 1 CONSTRUCTION OF CR 255 SOUTH OF STA. 142+00.00 AND ON RONALD REAGAN BLVD.

BEGIN CONSTRUCTION OF CR 255, NORTH OF CR 289. COMPLETE AS DESCRIBED IN THE STEPS BELOW.

PHASE 2A, STEP 1 (CR 255 SEGMENTS 1 AND 2)

1. COMPLETE PHASE 1 CONSTRUCTION OF CULVERT #1. BEGIN CONSTRUCTION OF CULVERTS #2 AND #3 TO THE LIMITS SHOWN ON THE PHASE 2A LAYOUTS AND NORTHBOUND SIDE END TREATMENTS.

2. CONSTRUCT FULL WIDTH PERMANENT PAVEMENT SEGMENT 1 (FROM STA. 12+83.89 TO STA. 40+20.00). CONSTRUCT ROADWAY SECTION THRU THE TYPE B ACP COURSE. CONSTRUCT DRIVEWAYS, INTERSECTIONS AND CORRESPONDING PARALLEL DRIVEWAY CULVERTS AS SHOWN ON PLAN DETAILS. PROVIDE TEMPORARY DRIVEWAY TIES TO EXISTING PAVEMENT AS REQUIRED.

3. CONSTRUCT FULL WIDTH PERMANENT PAVEMENT SEGMENT 2 (FROM STA. 40+20.00 TO STA. 48+00.00) AS SHOWN ON TCP "PLAN & PROFILE PHASE 2A-SEG 2" SHEETS. CONSTRUCT ROADWAY SECTION THRU THE TYPE B ACP COURSE. CONSTRUCT DRIVEWAYS, INTERSECTIONS AND CORRESPONDING PARALLEL DRIVEWAY

4. CONSTRUCT TEMPORARY TRANSITION "A" NEAR STA. 47+00.00 AS SHOWN ON TCP "PLAN & PROFILE PHASE 2A-SEG 2 SHEET".

5. UPON COMPLETION OF CR 255 SEGMENTS 1 & 2 AND SEGMENT 2, TRANSTION "A", PLACE WORK ZONE MARKINGS ON NEWLY CONSTRUCTED PAVEMENT AND SHIFT TRAFFIC AS SHOWN ON TCP PHASE 2B LAYOUTS FROM BEGINNING OF PROJECT THRU TRANSITION "A".

STEP 2 (CR 255 SEGMENT 3)

1. COMPLETE PHASE 2A STEP 1 CONSTRUCTION OF CULVERTS #2 AND #3.

2. CONSTRUCT TEMPORARY PAVEMENT DRIVEWAY, GATE AND FENCE MODIFICATIONS AS SHOWN ON TCP "PHASE 2A-CULV 2B DETAILS" SHEET. CLOSE DANIELS MOUNTAIN RD. AND DRIVEWAY #19 AND IMPLEMENT DETOUR AS SHOWN ON TCP "PROJECT DETOUR PLANS" SHEET. CONSTRUCT CULVERT #2B UNDER DANIEL MOUNTAIN RD. AND DRIVEWAY #19.

3. CONSTRUCT FULL WIDTH PERMANENT PAVEMENT SEGMENT 3 (FROM STA. 82+00.00 TO STA. 96+00.00) AS SHOWN ON TCP "PLAN & PROFILE PHASE 2A-SEG 3" SHEET. CONSTRUCT ROADWAY SECTION THRU THE TYPE B ACP COURSE. CONSTRUCT DRIVEWAYS, INTERSECTIONS AND CORRESPONDING DRIVEWAY CULVERTS AS SHOWN ON PLAN DETAILS. PROVIDE TEMPORARY DRIVEWAY TIES TO EXISTING PAVEMENT AS REQUIRED.

4. CONSTRUCT EASTBOUND SEGMENT OF DANIELS MOUNTAIN RD. FROM STA. 11+88.89 (DANIELMT) TO STA. 12+76.85 (DANIELMT). CONSTRUCT ROADWAY SECTION TO THE TYPE B ACP COURSE. WORK TO BE PERFORMED USING DAILY ONE-LANE, TWO-WAY OPERATION. OPEN ROADWAY TO TRAFFIC AT NIGHT. REFER TO TCP STANDARD TCP (2-2)-18 FOR ADDITIONAL DETAILS.

5. CONSTRUCT TEMPORARY TRANSITIONS "B1" NEAR STA. 83+00.00 AND "B2" NEAR STA. 95+00.00 AS SHOWN ON TCP "PLAN & PROFILE PHASE 2A-SEG 3" SHEETS.

6. UPON COMPLETION OF CR 255 SEGMENT 3, DANIELS MOUNTAIN RD. AND TRANSTIONS "B1" AND "B2", PLACE WORK ZONE MARKINGS ON NEWLY CONSTRUCTED PAVEMENT AND SHIFT TRAFFIC AS SHOWN ON TCP PHASE 2B LAYOUTS FROM THE BEGINNING OF SEGMENT 3 TRANSITION "B1" TO THE END OF TRANSITION 'B2".

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255 SEQUENCE OF CONSTRUCTION

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			24

USER: korahoske
DATE: 11/6/2024 2:05
SCRIPT: pw://server.slg-eng.com:Slg-ea/Documents/WILCO302-CR255_CR289/Design_Data\4 - Design\Miscellaneous\CR255_jskt.pen
FILE: pw://server.slg-eng.com:Slg-ea/Documents/WILCO302-CR255_CR289/Design_Data\4 - Design\Plan_Set\02. TCP-CR255 SOC02.dgn

STEP 3

1. UPON COMPLETION OF CULVERTS #2 AND #3, CONSTRUCT CULVERTS #4 AND #5 TO THE LIMITS SHOWN ON THE PHASE 2A LAYOUTSAND NORTHBOUND SIDE END TREATMENT. MAINTAIN TRAFFIC ON EXISTING CR 255 AND TEMPORARY PAVEMENT DURING CONSTRUCTION.

PHASE 2B

1. COMPLETE CULVERTS #4 AND CONSTRUCTION FROM PHASE 2A, STEP 3.

2. CONSTRUCT FULL WIDTH PERMANENT PAVEMENT FROM STA. 48+00.00 TO STA. 83+00.00 AS SHOWN ON PHASE 2B LAYOUT SHEETS. CONSTRUCT ROADWAY SECTION THRU THE TYPE B ACP COURSE. CONSTRUCT DRIVEWAYS, INTERSECTIONS AND CORRESPONDING PARALLEL DRIVEWAY CULVERTS AS SHOWN ON PLAN DETAILS. PROVIDE TEMPORARY DRIVEWAY TIES TO EXISTING PAVEMENT AS REQUIRED. MAINTAIN TRAFFIC ON EXISTING CR 255 DURING CONSTRUCTION.

3. CONSTRUCT EASTBOUND SEGMENT OF HILL TOP SPRINGS RD. FROM STA. 10+34.00 (HILLTOPSPRING) TO STA. 10+67.98 (HILLTOPSPRINGS). CONSTRUCT ROADWAY SECTION TO THE TYPE B ACP COURSE. WORK TO BE PERFORMED USING DAILY ONE-LANE, TWO-WAY OPERATION. OPEN ROADWAY TO TRAFFIC AT NIGHT. REFER TO TCP STANDARD TCP (2-2)-18 FOR ADDITIONAL DETAILS.

4. CONSTRUCT FULL WIDTH PERMANENT PAVEMENT FROM STA. 96+00.00 TO STA. 140+00.00 AS SHOWN ON PHASE 2B LAYOUT SHEETS. CONSTRUCT ROADWAY SECTION THRU THE TYPE B ACP COURSE. CONSTRUCT DRIVEWAYS,INTERSECTIONS AND CORRESPONDING PARALLEL DRIVEWAY CULVERTS AS SHOWN ON PLAN DETAILS. PROVIDE TEMPORARY DRIVEWAY TIES TO EXISTING PAVEMENT AS REQUIRED. MAINTAIN TRAFFIC ON EXISTING CR 255 DURING CONSTRUCTION.

5. CONSTRUCT EASTBOUND SEGMENT OF LOST SPRINGS LAKE RD. FROM STA. 10+88.18 (LOSTSPRING) TO STA. 12+00.00 (LOSTSPRING). CONSTRUCT ROADWAY SECTION TO THE TYPE B ACP COURSE. WORK TO BE PERFORMED USING DAILY ONE-LANE, TWO-WAY OPERATION. OPEN ROADWAY TO TRAFFIC AT NIGHT. REFER TO TCP STANDARD TCP (2-2)-18 FOR ADDITIONAL DETAILS.

PHASE 2C

SCHEDULE PHASE 2C NEAR THE END OF PHASE 2B SO THAT BOTH PHASES 2B AND 2C ARE COMPLETED SIMULTANEOUSLY.

1. CLOSE CR 289 AT BIG VALLEY SPUR INTERSECTION AND CR 289 NEAR STA. 141+61.47. PLACE WORK ZONE PAVEMENT MARKINGS FROM STA. 138+00.00 TO STA. 12+36.44 (CR 289) AS SHOWN ON TCP PHASE 2C LAYOUT SHEET. REMOVE CONFLICTING PAVEMENT MARKINGS FROM THE PREVIOUS PHASES. REFER TO TCP ALIGNMENT DATA SHEETS FOR GUIDANCE. IMPLEMENT CR 255/ BIG VALLEY SPUR AND CR 289 DETOURS AS SHOWN ON PHASE 2C DETOUR LAYOUT ON TCP "PROJECT DETOUR PLANS" SHEET.

2. CONSTRUCT FULL WIDTH PERMANENT PAVEMENT FROM STA. 140+00.00 TO STA. 142+25.00, INCLUDING CR 289 AND BIG VALLEY SPUR TO THE LIMITS SHOWN ON THE PHASE 2C LAYOUT SHEET. CONSTRUCT ROADWAY SECTION THRU THE TYPE B ACP COURSE. PROVIDE A TRAVERSABLE SURFACE TO ACCESS BIG VALLEY SPUR UPON COMPLETION OF THIS WORK.

3. BEGIN CONSTRUCTION OF CULVERT AND END TREATMENTS FOR CULVERT #6A.

4. UPON COMPLETION OF ITEMS 1 AND 2, PLACE PHASE 3 WORK ZONE PAVEMENT MARKINGS AND SHIFT TRAFFIC ALONG CR 255 TO NEW PAVEMENT, INCLUDING NEW SECTION SOUTH TO RONALD REAGAN BLVD., AS SHOWN ON PHASE 3 LAYOUTS. MAINTAIN THE CR 289 DETOURS FOR PHASE 3 WORK.

PHASE 3

1. COMPLETE TRAFFIC SHIFT AS SHOWN ON PHASE 3 LAYOUTS.

PHASE 3

2. COMPLETE CULVERT #6A CONSTRUCTION.

3. COMPLETE CONSTRUCTION OF CULVERTS #1, #2B, #3, #4 AND #5 TO THE LIMITS SHOWN ON THE PHASE 3 LAYOUT SHEETS.

4. OBLITERATE EXISTING CR 255 PAVEMENT FROM STA. 12+83.39 TO STA. 141+61.47. REMOVE TEMPORARY DETOUR PAVEMENT PLACED IN PHASE 1.

5. GRADE THE SOUTHBOUND SIDE SIDESLOPES TO THE GRADES AND LINES SHOWN ON THE ROADWAY CROSS-SECTIONS.

COMPLETE CONSTRUCTION OF CR 255. COMPLETE AS DESCRIBED IN THE STEPS BELOW.

STEP 1

1. CONSTRUCT WESTBOUND SEGMENT OF CR 255 FROM STA. 11+84.25 (255) TO STA. 13+63.51 (255). CONSTRUCT ROADWAY SECTION TO THE TYPE B ACP COURSE. CLOSE CR 255 TO PERFORM THIS WORK. IMPLEMENT CR 255 DETOURS AS SHOWN ON CR 255 PHASE 3 DETOUR LAYOUT ON TCP "PROJECT DETOUR PLANS" SHEET. REFER TO TCP STANDARD TCP (2-1)-18 AND WZ(RCD)-13 FOR ADDITIONAL DETAILS.

STEP 2

UPON COMPLETION OF CULVERT #6A

1. COMPLETE RECONSTRUCTION OF CR 289 INTERSECTION APPROACH TO THE LIMITS SHOWN ON THE PLANS. MAINTAIN THE CR 289 DETOURS FROM PHASE 2C.

   a. BETWEEN STA. 13+85.00 (CR289) AND STA. 15+10.00 (CR289). CONSTRUCT ROADWAY SECTION TO THE TYPE B ACP COURSE. RECONSTRUCT ROADWAY AND GRADE ROADSIDE TO THE GRADES AND LINES SHOWN ON THE CROSS-SECTIONS.

   b. BETWEEN STA. 15+10.00 (CR289) AND STA. 16+27.00 (CR289), RECONSTRUCT CR 289 IN HALF-SECTIONS. CONSTRUCT ROADWAY SECTION TO THE TYPE B ACP COURSE. PERFORMED USING DAILY ONE-LANE, TWO-WAY OPERATION. OPEN ROADWAY TO TRAFFIC AT NIGHT. REFER TO TCP STANDARD TCP (2-2)-18 FOR ADDITIONAL DETAILS. CONSTRUCT DRIVEWAYS AND CORRESPONDING ROADSIDE GRADING. MAINTAIN ACCESS TO DRIVEWAY AT ALL TIMES.

2. CONSTRUCT BIG VALLEY SPUR WEST OF CR 255 FROM STA. 11+02.72 (CR289) TO STA. 12+80.00 (CR289). CONSTRUCT ROADWAY SECTION TO THE TYPE B ACP COURSE. WORK TO BE PERFORMED USING DAILY ONE-LANE, TWO-WAY OPERATION. OPEN ROADWAY TO TRAFFIC AT NIGHT. REFER TO TCP STANDARD TCP (2-2)-18 FOR ADDITIONAL DETAILS.

STEP 3

1. CONSTRUCT POWDER HORN ROAD WEST OF CR 255 ℄ FROM STA. 10+27.00 (POWDER) TO STA. 11+60.00 (POWDER). CONSTRUCT ROADWAY SECTION TO THE TYPE B ACP COURSE. WORK TO BE PERFORMED USING DAILY ONE-LANE, TWO-WAY OPERATION. OPEN ROADWAY TO TRAFFIC AT NIGHT. REFER TO TCP STANDARD TCP (2-2)-18 FOR ADDITIONAL DETAILS.

2. CONSTRUCT TIMBER RANCH DRVWY WEST OF CR 255 ℄ FROM STA. 11+26.82 (LOSTSPRING) TO STA. 11+66.64 (LOSTSPRING). CONSTRUCT ROADWAY SECTION TO THE TYPE B ACP COURSE. WORK TO BE PERFORMED USING DAILY ONE-LANE, TWO-WAY OPERATION. OPEN ROADWAY TO TRAFFIC AT NIGHT. REFER TO TCP STANDARD TCP (2-2)-18 FOR ADDITIONAL DETAILS.

STATE OF TEXAS
GERALD A. LANKES
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11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

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CR 255 SEQUENCE OF CONSTRUCTION

SHEET 3 OF 4

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			25

USER: korahoske
DATE: 11/6/2024 2:05
SCRIPT: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Misc Items/CR255.jpkt.pen
FILE: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/CR255 SOC03.dgn

PHASE 3, STEP 3 (CON'T)

3. CONSTRUCT BIG OAKS DR. WEST OF CR 255 ℄ FROM STA. 10+00.00 (BIGOAKS) TO STA. 10+84.77 (BIGOAKS). CONSTRUCT ROADWAY SECTION TO THE TYPE B ACP COURSE. WORK TO BE PERFORMED USING DAILY ONE-LANE, TWO-WAY OPERATION. OPEN ROADWAY TO TRAFFIC AT NIGHT. REFER TO TCP STANDARD TCP (2-2)-18 FOR ADDITIONAL DETAILS.

4. CONSTRUCT BON WINDE RD. WEST OF CR 255 ℄ FROM STA. 10+39.86 (BONWINDE) TO STA. 11+12.61 (BONWINDE). CONSTRUCT ROADWAY SECTION TO THE TYPE B ACP COURSE. WORK TO BE PERFORMED USING DAILY ONE-LANE, TWO-WAY OPERATION. OPEN ROADWAY TO TRAFFIC AT NIGHT. REFER TO TCP STANDARD TCP (2-2)-18 FOR ADDITIONAL DETAILS.

5. COMPLETE CONSTRUCTION OF ALL REMAINING SIDESTREETS, DRIVEWAYS THRU THE TYPE B ACP COURSE AND PARALLEL DRAINAGE STRUCTURES WHILE MAINTAINING ACCESS AT ALL TIMES. REFER TO TCP STANDARD TCP (2-2)-18 FOR ADDITIONAL TRAFFIC CONTROL DETAILS.

6. CONSTRUCT LOST SPRINGS LAKE RD. WEST OF CR 255 ℄ FROM STA 10+88.18 (LOST SRPINGS) TO 12+00.00 (LOST SPRINGS). CONSTRUCT ROADWAY SECTION TO TWO-WAY OPERATION. OPEN ROADWAY TO TRAFFIC AT NIGHT. REFER TO TCP STANDARD TCP (2-2)-18 FOR ADDITIONAL DETAILS.

PHASE 4

1. CONSTRUCT FINAL TYPE D ACP COURSE ON CR 255, RONALD REAGAN BLVD., INTERSECTIONS AND SIDESTREETS. REFER TO TCP STANDARD, TCP(7-1)-13, FOR TRAFFIC CONTROL DETAILS FOR SURFACING OPERATIONS.

2. PLACE FINAL PAVEMENT MARKINGS AS SHOWN ON THE PAVEMENT MARKING LAYOUT SHEETS. REFER TO TCP STANDARDS, TCP(3-1)-13 AND TCP(3-3)-13 FOR TRAFFIC CONTROL REQUIREMENTS.

3. COMPLETE FINAL GRADING OPERATIONS.

4. PLACE FINAL ROADSIDE SIGNING AND DELINEATION.

5. REMOVE SWP3 DEVICES AND PLACE PERMANENT SOIL STABILIZATION IN ALL REMAINING AREAS AND PERFORM PROJECT SITE CLEAN-UP.

6. REMOVE PROJECT BARRICADES UPON COMPLETION OF ALL WORK.



11/6/2024

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CR 255
SEQUENCE OF CONSTRUCTION

SHEET 4 OF 4

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			26

USER: korallroske
DATE: 11/6/2024 2:05
SCRIPT: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255_jobLayer.dgn
FILE: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/CR255 SOC04.dgn

Chain DETOURA contains:
 CUR DETOURA1 CUR DETOURA2 CUR DETOURA3 CUR DETOURA4 CUR DETOURA5

Beginning chain DETOURA description
==========

Curve Data

Curve DETOURA1
P.I. Station 9+28.36 N 10,245,829.5829 E 3,075,274.6983
Delta = 0° 41′ 50.77" (LT)
Degree = 1° 13′ 46.28"
Tangent = 28.3624
Length = 56.7240
Radius = 4,659.9999
External = 0.0863
Long Chord = 56.7237
Mid. Ord. = 0.0863
P.C. Station 9+00.00 N 10,245,856.8701 E 3,075,266.9631
P.T. Station 9+56.72 N 10,245,802.3919 E 3,075,282.7651
C.C. N 10,247,127.7861 E 3,079,750.3068
Back = S 15° 49′ 36.15" E
Ahead = S 16° 31′ 26.92" E
Chord Bear = S 16° 10′ 31.54" E

Curve Data

Curve DETOURA2
P.I. Station 9+78.42 N 10,245,781.5956 E 3,075,288.9348
Delta = 9° 55′ 05.20" (RT)
Degree = 22° 55′ 05.92"
Tangent = 21.6922
Length = 43.2759
Radius = 250.0000
External = 0.9393
Long Chord = 43.2219
Mid. Ord. = 0.9358
P.C. Station 9+56.72 N 10,245,802.3919 E 3,075,282.7651
P.T. Station 10+00.00 N 10,245,760.0475 E 3,075,291.4303
C.C. N 10,245,731.2870 E 3,075,043.0901
Back = S 16° 31′ 26.92" E
Ahead = S 6° 36′ 21.72" E
Chord Bear = S 11° 33′ 54.32" E

Course from PT DETOURA2 to PC DETOURA3 S 6° 36′ 21.72" E Dist 123.0209

Curve Data

Curve DETOURA3
P.I. Station 11+46.74 N 10,245,614.2797 E 3,075,308.3117
Delta = 10° 50′ 25.77" (LT)
Degree = 22° 55′ 05.92"
Tangent = 23.7211
Length = 47.3006
Radius = 250.0000
External = 1.1229
Long Chord = 47.2300
Mid. Ord. = 1.1178
P.C. Station 11+23.02 N 10,245,637.8433 E 3,075,305.5828
P.T. Station 11+70.32 N 10,245,591.6499 E 3,075,315.4237
C.C. N 10,245,666.6037 E 3,075,553.9230
Back = S 6° 36′ 21.72" E
Ahead = S 17° 26′ 47.49" E
Chord Bear = S 12° 01′ 34.60" E

Course from PT DETOURA3 to PC DETOURA4 S 19° 17′ 34.07" E Dist 167.6244

Curve Data

Curve DETOURA4
P.I. Station 13+67.36 N 10,245,405.6787 E 3,075,380.5236
Delta = 13° 25′ 10.91" (RT)
Degree = 22° 55′ 05.92"
Tangent = 29.4118
Length = 58.5545
Radius = 250.0000
External = 1.7242
Long Chord = 58.4207
Mid. Ord. = 1.7124
P.C. Station 13+37.95 N 10,245,433.4388 E 3,075,370.8061
P.T. Station 13+96.50 N 10,245,376.4213 E 3,075,383.5332
C.C. N 10,245,350.8399 E 3,075,134.8454
Back = S 19° 17′ 34.07" E
Ahead = S 5° 52′ 23.16" E
Chord Bear = S 12° 34′ 58.61" E

Course from PT DETOURA4 to PC DETOURA5 S 5° 52′ 23.16" E Dist 22.4784

Curve Data

Curve DETOURA5
P.I. Station 14+53.66 N 10,245,319.5594 E 3,075,389.3823
Delta = 15° 47′ 48.83" (LT)
Degree = 22° 55′ 05.92"
Tangent = 34.6835
Length = 68.9270
Radius = 250.0000
External = 2.3944
Long Chord = 68.7089
Mid. Ord. = 2.3717
P.C. Station 14+18.98 N 10,245,354.0608 E 3,075,385.8333
P.T. Station 14+87.91 N 10,245,287.3272 E 3,075,402.1895
C.C. N 10,245,379.6422 E 3,075,634.5210
Back = S 5° 52′ 23.16" E
Ahead = S 21° 40′ 11.98" E
Chord Bear = S 13° 46′ 17.57" E

==========
Ending chain DETOURA description

<* 6 DESCRIBE CHAIN DETOURB1

Chain DETOURB1 contains:
 DB01 CUR DETOURB1 CUR DETOURB2

Beginning chain DETOURB1 description
==========

Point DB01 N 10,242,555.2987 E 3,076,373.2780 Sta 10+00.00

Course from DB01 to PC DETOURB1 S 20° 57′ 22.53" E Dist 63.1530

Curve Data

Curve DETOURB1
P.I. Station 10+83.64 N 10,242,477.1947 E 3,076,403.1909
Delta = 9° 22′ 04.43" (LT)
Degree = 22° 55′ 05.92"
Tangent = 20.4832
Length = 40.8752
Radius = 250.0000
External = 0.8377
Long Chord = 40.8296
Mid. Ord. = 0.8349
P.C. Station 10+63.15 N 10,242,496.3230 E 3,076,395.8650
P.T. Station 11+04.03 N 10,242,459.5139 E 3,076,413.5327
C.C. N 10,242,585.7368 E 3,076,629.3284
Back = S 20° 57′ 22.53" E
Ahead = S 30° 19′ 26.95" E
Chord Bear = S 25° 38′ 24.74" E

Course from PT DETOURB1 to PC DETOURB2 S 30° 19′ 26.95" E Dist 397.3189

STATE OF TEXAS
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CR 255
TRAFFIC CONTROL PLAN
HORIZONTAL ALIGNMENT DATA

SHEET 1 OF 3

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			27

USER: korahoske
DATE: 11/6/2024
SCRIPT: pw://server.sllgeng.com:Sllg-dx/Documents/WILCO302-CR255_CR289/Design_Data\4 - Design\Misc\Alignments\CR255_Hal1.dgn
FILE: pw://server.sllgeng.com:Sllg-dx/Documents/WILCO302-CR255_CR289/Design_Data\4 - Design\Plan_Set\02_TCP\CR255_TCP_HAL01.dgn

```
<*       6   DESCRIBE CHAIN DETOURB1 (Con't))

                                    Curve Data
                                   *----------*
Curve DETOURB2
P.I.  Station            15+23.74  N      10,242,097.2268  E      3,076,625.4411
Delta        =      10° 14′ 10.83" (RT)
Degree       =      22° 55′ 05.92"
Tangent      =             22.3918
Length       =             44.6645
Radius       =            250.0000
External     =              1.0008
Long Chord   =             44.6051
Mid. Ord.    =              0.9968
P.C.  Station            15+01.35  N      10,242,116.5551  E      3,076,614.1357
P.T.  Station            15+46.01  N      10,242,076.1972  E      3,076,633.1318
C.C.                               N      10,241,990.3322  E      3,076,398.3400
Back         = S  30° 19′ 26.95" E
Ahead        = S  20° 05′ 16.12" E
Chord Bear   = S  25° 12′ 21.54" E

================================================================================
Ending chain DETOURB1 description


<*       1   DESCRIBE CHAIN DETOURB2

Chain DETOURB2 contains:
 DC01 CUR DETOURC1 CUR DETOURC2 DC02

Beginning chain DETOURB2 description
================================================================================

Point DC01            N  10,241,354.6958 E    3,076,896.9898 Sta      10+00.00

Course from DC01 to PC DETOURC1 S 20° 05′ 16.12" E Dist 90.3670

                                    Curve Data
                                   *----------*
Curve DETOURC1
P.I.  Station            11+17.15  N      10,241,244.6725  E      3,076,937.2261
Delta        =      11° 40′ 24.77" (RT)
Degree       =      21° 52′ 07.03"
Tangent      =             26.7829
Length       =             53.3804
Radius       =            262.0000
External     =              1.3654
Long Chord   =             53.2881
Mid. Ord.    =              1.3583
P.C.  Station            10+90.37  N      10,241,269.8261  E      3,076,928.0273
P.T.  Station            11+43.75  N      10,241,218.1779  E      3,076,941.1452
C.C.                               N      10,241,179.8396  E      3,076,681.9654
Back         = S  20° 05′ 16.12" E
Ahead        = S   8° 24′ 51.35" E
Chord Bear   = S  14° 15′ 03.74" E

Course from PT DETOURC1 to PC DETOURC2 S 10° 04′ 30.16" E Dist 300.6063

                                    Curve Data
                                   *----------*
Curve DETOURC2
P.I.  Station            14+66.25  N      10,240,900.6446  E      3,076,997.5638
Delta        =      10° 00′ 45.96" (LT)
Degree       =      22° 55′ 05.92"
Tangent      =             21.9002
Length       =             43.6889
Radius       =            250.0000
External     =              0.9574
Long Chord   =             43.6334
Mid. Ord.    =              0.9538
P.C.  Station            14+44.35  N      10,240,922.2071  E      3,076,993.7327
P.T.  Station            14+88.04  N      10,240,880.0766  E      3,077,005.0857
C.C.                               N      10,240,965.9416  E      3,077,239.8775
Back         = S  10° 04′ 30.16" E
Ahead        = S  20° 05′ 16.12" E
Chord Bear   = S  15° 04′ 53.14" E

Course from PT DETOURC2 to DC02 S 20° 05′ 16.12" E Dist 104.1962

Point DC02            N  10,240,782.2189 E    3,077,040.8729 Sta      15+92.24

================================================================================
Ending chain DETOURB2 description
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STATE OF TEXAS
GERALD A. LANKES
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11/6/2024

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CR 255
TRAFFIC CONTROL PLAN
HORIZONTAL ALIGNMENT DATA

SHEET 2 OF 3

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			28

USER: korahoske
DATE: 11/6/2024
SCRIPT: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255_jobtd.dgn
FILE: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/CR255_TCP_HAL02.dgn
2:65

<* 18 Describe Chain PH2ASTRIPE

Chain PH2ASTRIPE contains:
CUR PH2ASTRIPE1 CUR PH2ASTRIPE2 STR11

Beginning chain PH2ASTRIPE description

Curve Data

Curve PH2ASTRIPE1

P.I. Station		10+32.06	N	10,237,135.4508	E	3,078,465.1460
Delta	=	1° 51′ 17.49" (LT)				
Degree	=	2° 53′ 34.67"				
Tangent	=	32.0609				
Length	=	64.1162				
Radius	=	1,980.5221				
External	=	0.2595				
Long Chord	=	64.1134				
Mid. Ord.	=	0.2595				
P.C. Station		10+00.00	N	10,237,165.2522	E	3,078,453.3232
P.T. Station		10+64.12	N	10,237,106.0477	E	3,078,477.9271
C.C.			N	10,237,895.5867	E	3,080,294.2685
Back	= S 21° 38′ 20.67" E					
Ahead	= S 23° 29′ 38.16" E					
Chord Bear	= S 22° 33′ 59.42" E					

Course from PT PH2ASTRIPE1 to PC PH2ASTRIPE2 S 23° 29′ 38.16" E Dist 61.8469

Curve Data

Curve PH2ASTRIPE2

P.I. Station		11+74.90	N	10,237,004.4473	E	3,078,522.0914
Delta	=	3° 44′ 13.92" (RT)				
Degree	=	3° 49′ 10.99"				
Tangent	=	48.9372				
Length	=	97.8397				
Radius	=	1,500.0000				
External	=	0.7981				
Long Chord	=	97.8223				
Mid. Ord.	=	0.7976				
P.C. Station		11+25.96	N	10,237,049.3278	E	3,078,502.5825
P.T. Station		12+23.80	N	10,236,958.3908	E	3,078,538.6335
C.C.			N	10,236,451.3498	E	3,077,126.9291
Back	= S 23° 29′ 38.16" E					
Ahead	= S 19° 45′ 24.24" E					
Chord Bear	= S 21° 37′ 31.20" E					

Course from PT PH2ASTRIPE2 to STR11 S 19° 45′ 24.24" E Dist 180.2724

Point STR11 N 10,236,788.7299 E 3,078,599.5705 Sta 14+04.08

Ending chain PH2ASTRIPE description

<* 19 Describe Chain PH2CSTRIPE

Chain PH2CSTRIPE contains:
STR20 STR21 CUR PH2CSTRIPE1

Beginning chain PH2CSTRIPE description

Point STR20 N 10,237,137.6263 E 3,078,464.0532 Sta 10+00.00

Course from STR20 to STR21 S 20° 55′ 51.15" E Dist 54.3054

Point STR21 N 10,237,086.9044 E 3,078,483.4533 Sta 10+54.31

Course from STR21 to PC PH2CSTRIPE1 S 18° 43′ 28.09" E Dist 237.7623

Curve Data

Curve PH2CSTRIPE1

P.I. Station		13+39.56	N	10,236,816.7504	E	3,078,575.0240
Delta	=	87° 02′ 57.34" (RT)				
Degree	=	114° 35′ 29.61"				
Tangent	=	47.4891				
Length	=	75.9648				
Radius	=	50.0000				
External	=	18.9581				
Long Chord	=	68.8666				
Mid. Ord.	=	13.7461				
P.C. Station		12+92.07	N	10,236,861.7261	E	3,078,559.7791
P.T. Station		13+68.03	N	10,236,799.2106	E	3,078,530.8927
C.C.			N	10,236,845.6752	E	3,078,512.4255
Back	= S 18° 43′ 28.09" E					
Ahead	= S 68° 19′ 29.25" W					
Chord Bear	= S 24° 48′ 00.58" W					

Ending chain PH2CSTRIPE description

<* 2 Describe Chain TEMPDRVWY

Chain TEMPDRVWY contains:
DRV20 CUR TEMPDRVWY1 DRV21

Beginning chain TEMPDRVWY description

Point DRV20 N 10,242,562.5530 E 3,076,892.8280 Sta 10+00.00

Course from DRV20 to PC TEMPDRVWY1 S 18° 54′ 41.16" E Dist 127.6744

Curve Data

Curve TEMPDRVWY1

P.I. Station		11+77.81	N	10,242,394.3417	E	3,076,950.4571
Delta	=	90° 09′ 15.78" (LT)				
Degree	=	114° 35′ 29.61"				
Tangent	=	50.1349				
Length	=	78.6745				
Radius	=	50.0000				
External	=	20.8061				
Long Chord	=	70.8059				
Mid. Ord.	=	14.6923				
P.C. Station		11+27.67	N	10,242,441.7703	E	3,076,934.2081
P.T. Station		12+06.35	N	10,242,410.7185	E	3,076,997.8419
C.C.			N	10,242,457.9757	E	3,076,981.5091
Back	= S 18° 54′ 41.16" E					
Ahead	= N 70° 56′ 03.06" E					
Chord Bear	= S 63° 59′ 19.05" E					

Course from PT TEMPDRVWY1 to DRV21 N 70° 56′ 03.06" E Dist 146.1354

Point DRV21 N 10,242,458.4542 E 3,077,135.9608 Sta 13+52.48

Ending chain TEMPDRVWY description

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WILCO TEXAS

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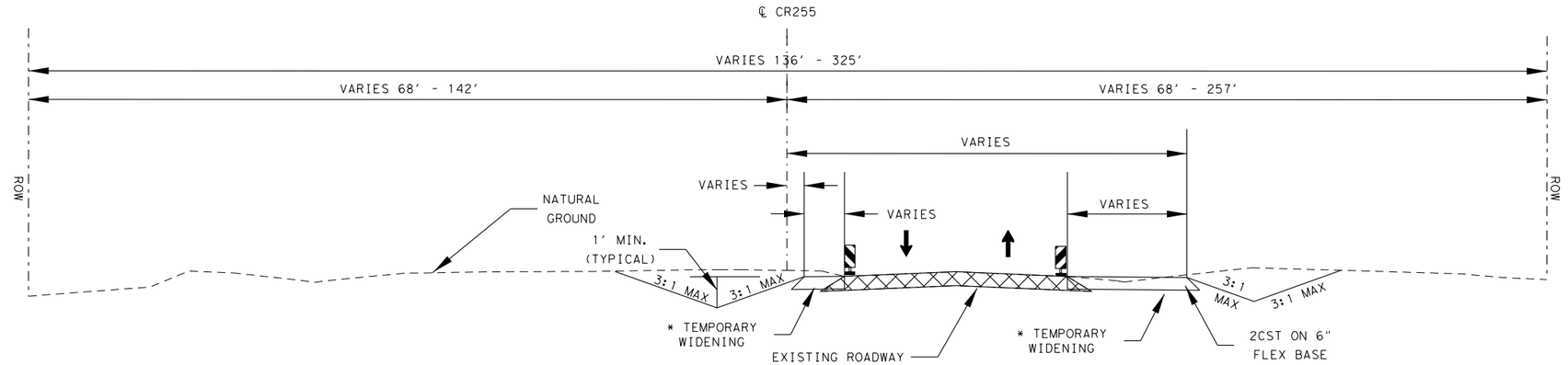
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TBPE License No. 12670
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CR 255
TRAFFIC CONTROL PLAN
HORIZONTAL ALIGNMENT DATA

SHEET 3 OF 3

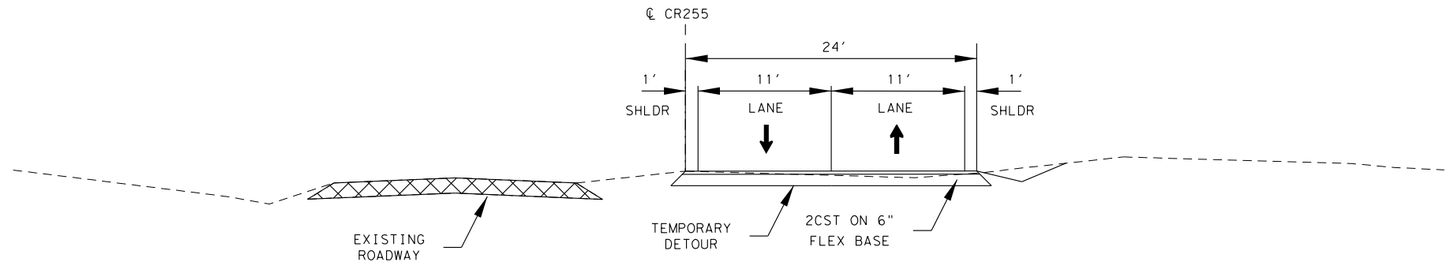
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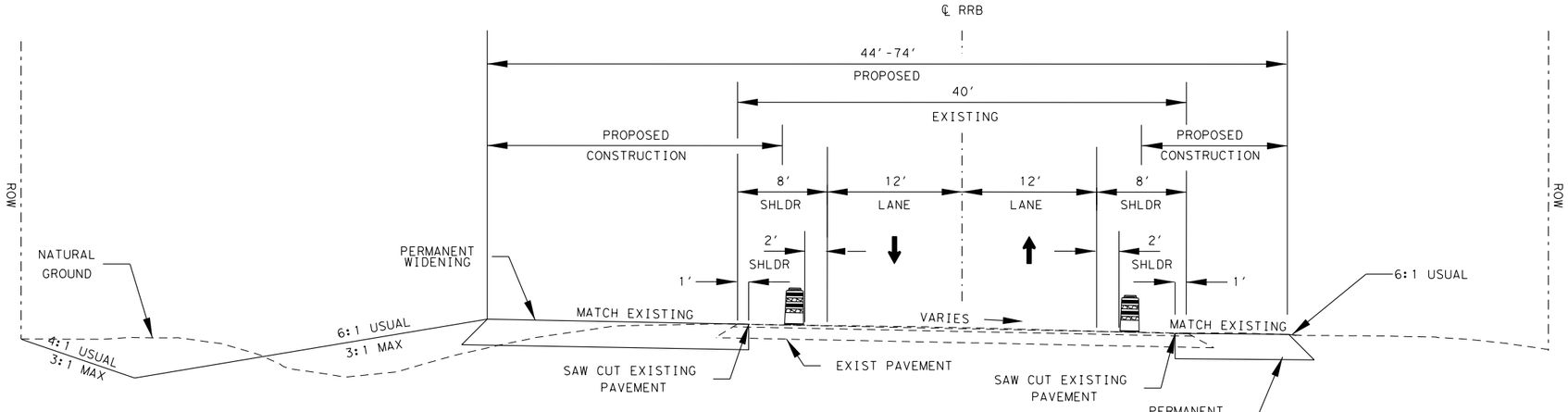


PHASE 1
TYPICAL SECTION FOR CR 255

* SEE PHASE 1 LAYOUT SHEETS FOR DIMENSIONS AND LIMITS OF TEMPORARY WIDENING



PHASE 1
DETOUR TYPICAL SECTION FOR CR 255
STA 25+20.00 TO STA 35+40.00



PHASE 1
TYPICAL SECTION FOR RONALD REAGAN BLVD
STA. 10+00.00 TO STA. 25+70.95

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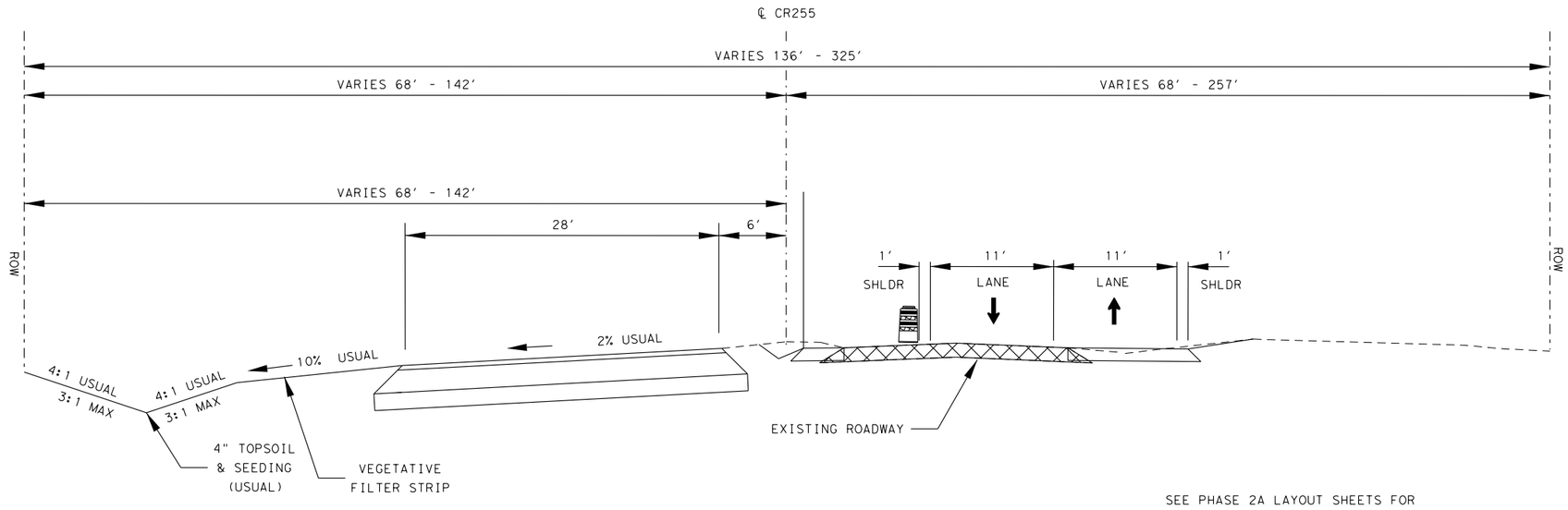
CR 255

TRAFFIC CONTROL PLAN TYPICAL SECTIONS

SHEET 1 OF 5

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.	
CHECKED:		TEXAS		CR 255	
DRAWN:	COUNTY			JOB No.	SHEET No.
CHECKED:	WILLIAMSON				30

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PHASE 2A
TYPICAL SECTION FOR CR 255
STA 12+81.44 TO STA 39+81.00

SEE PHASE 2A LAYOUT SHEETS FOR
LIMITS OF TRAFFIC SHIFTS
AND ROADWAY CONSTRUCTION

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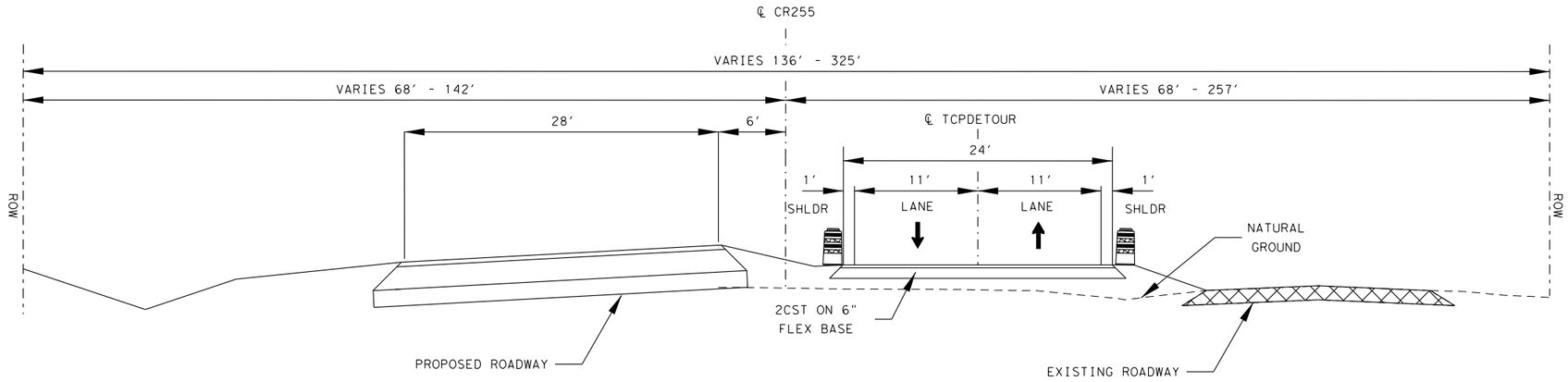
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TRAFFIC CONTROL PLAN
TYPICAL SECTIONS

SHEET 2 OF 5

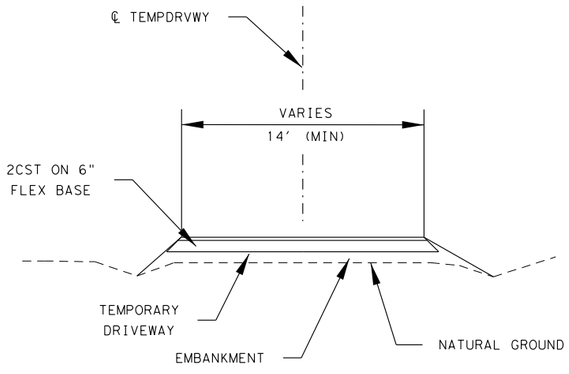
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PHASE 2A
TYPICAL SECTION FOR CR 255
TRANSITION DETOURS
STA 47+20.26 TO STA 49+42.70
STA 82+00.46 TO STA 83+61.05
STA 94+91.36 TO STA 95+44.42

SEE PHASE 2A LAYOUT SHEETS AND TRANSITION DETAIL SHEETS FOR LOCATION OF TRANSITION DETOURS



PHASE 2A
TYPICAL SECTION FOR
CULVERT 2B TEMPORARY
DRIVEWAY PAVEMENT

SEE PHASE 2A - CULV 2B DETAIL SHEET FOR DRIVEWAY CONSTRUCTION LIMITS

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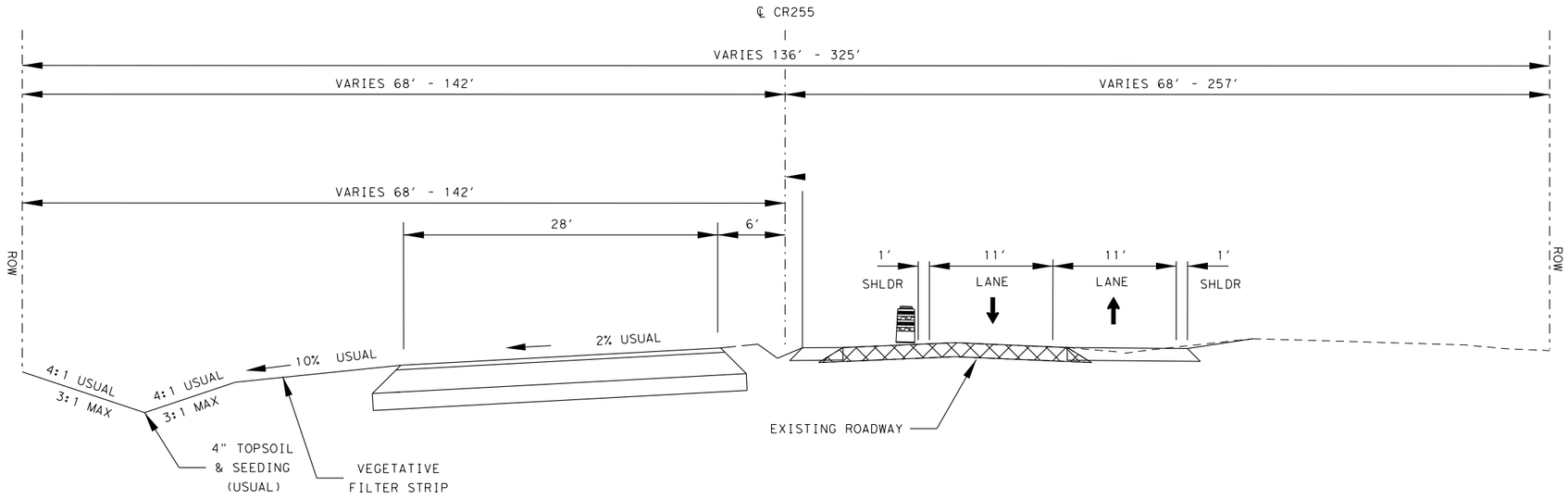
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TRAFFIC CONTROL PLAN TYPICAL SECTIONS

SHEET 3 OF 5

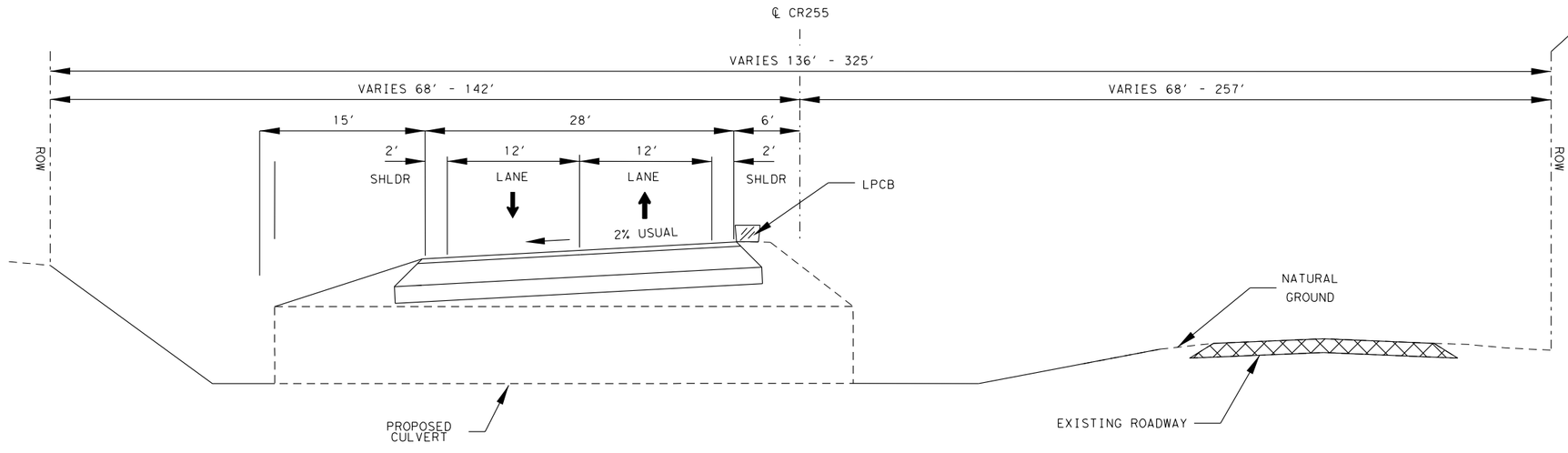
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PHASES 2B AND 2C
TYPICAL SECTION FOR CR 255
ON EXISTING / WIDENED PAVEMENT
STA 49+42.70 TO STA 82+00.46
STA 95+44.42 TO STA 141+18.00

SEE PHASE 1B LAYOUT SHEETS FOR
LIMITS OF TRAFFIC ON
EXISTING WIDENED PAVEMENT



PHASES 2B AND 2C
TYPICAL SECTION FOR CR 255
ON NEW PAVEMENT
STA 83+61.05 TO 94+91.36

SEE PHASE 2B LAYOUT SHEETS FOR
LIMITS OF LOW PROFILE TRAFFIC BARRIER (LPCB)

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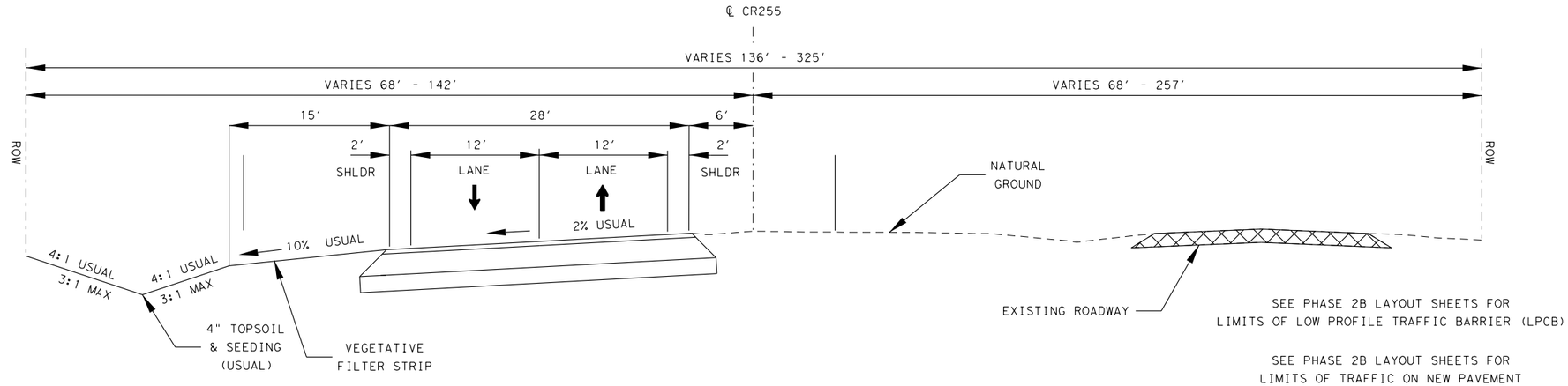
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TRAFFIC CONTROL PLAN
TYPICAL SECTIONS

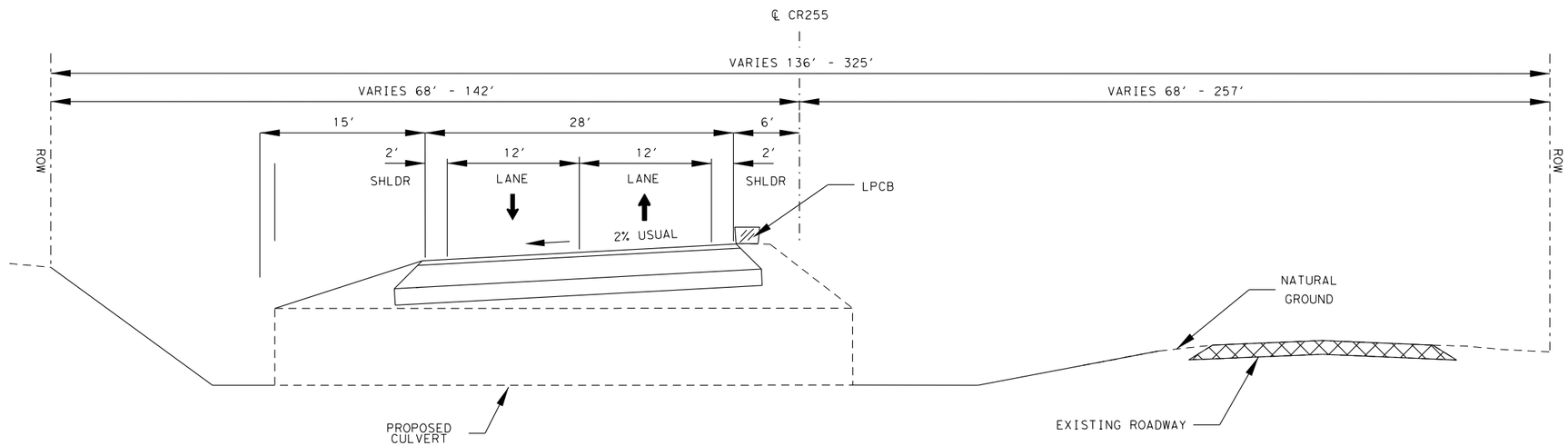
SHEET 4 OF 5

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PHASE 3
TYPICAL SECTION FOR CR 255
STA 12+81.44 TO 141+18.00



PHASE 3
TYPICAL SECTION FOR CR 255
AT CULVERT LOCATIONS
STA 43+90.00 TO STA 45+50.00
STA 85+65.00 TO STA 87+25.00
STA 81+80.00 TO STA 83+40.00

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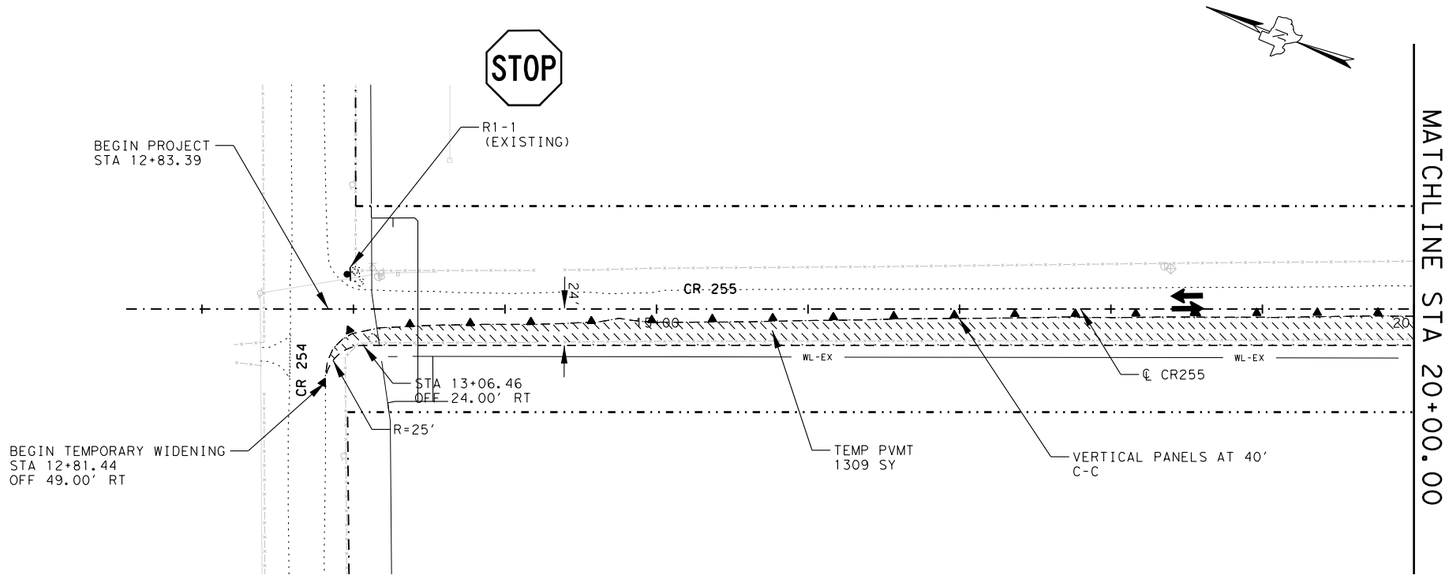
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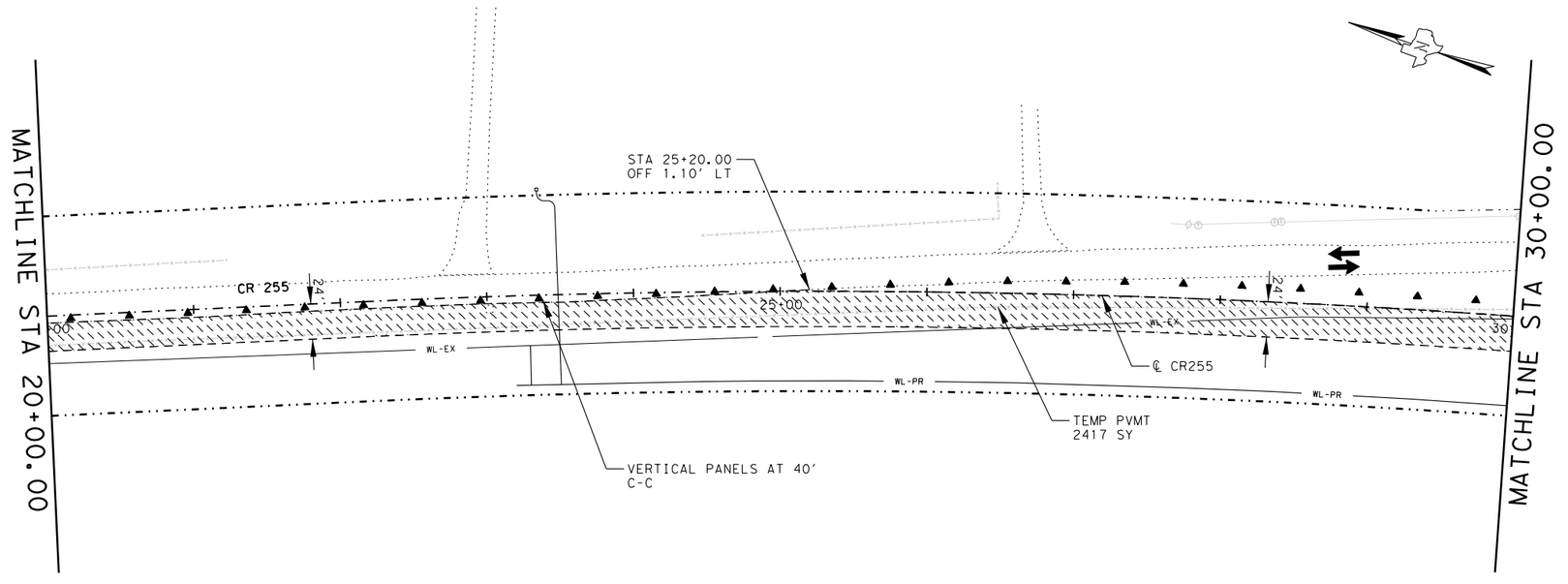
TRAFFIC CONTROL PLAN TYPICAL SECTIONS

SHEET 5 OF 5

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DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			34



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

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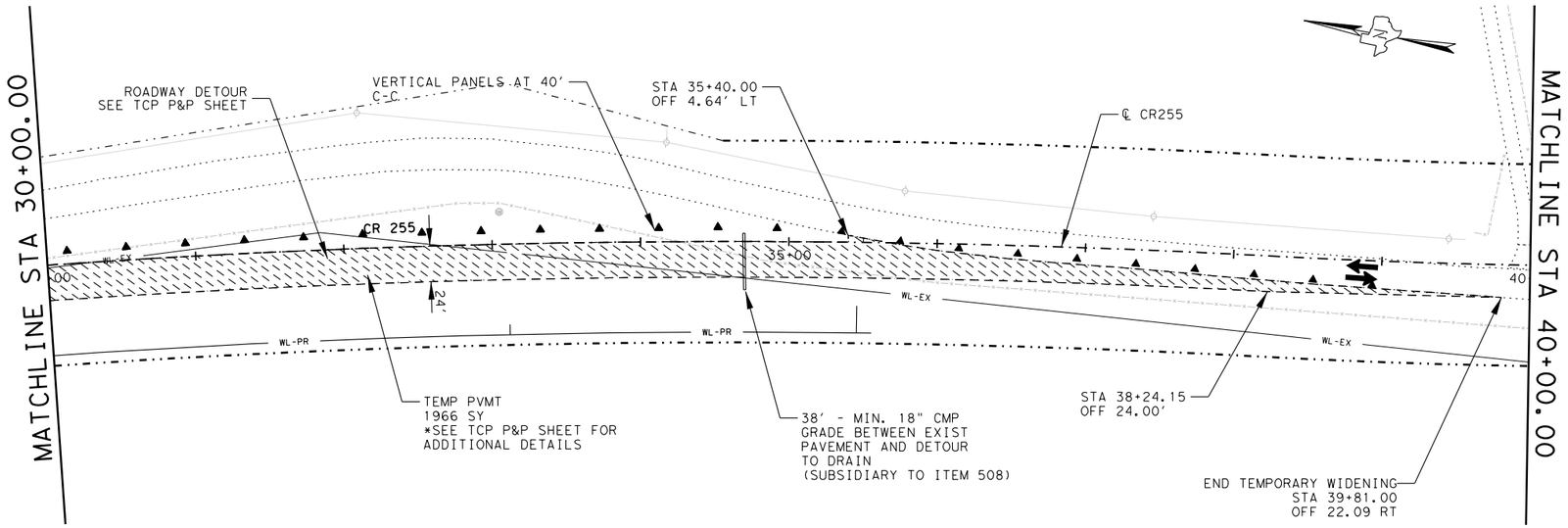
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CR 255
TRAFFIC CONTROL PLAN
PHASE 1
BEGIN TO STA 30+00

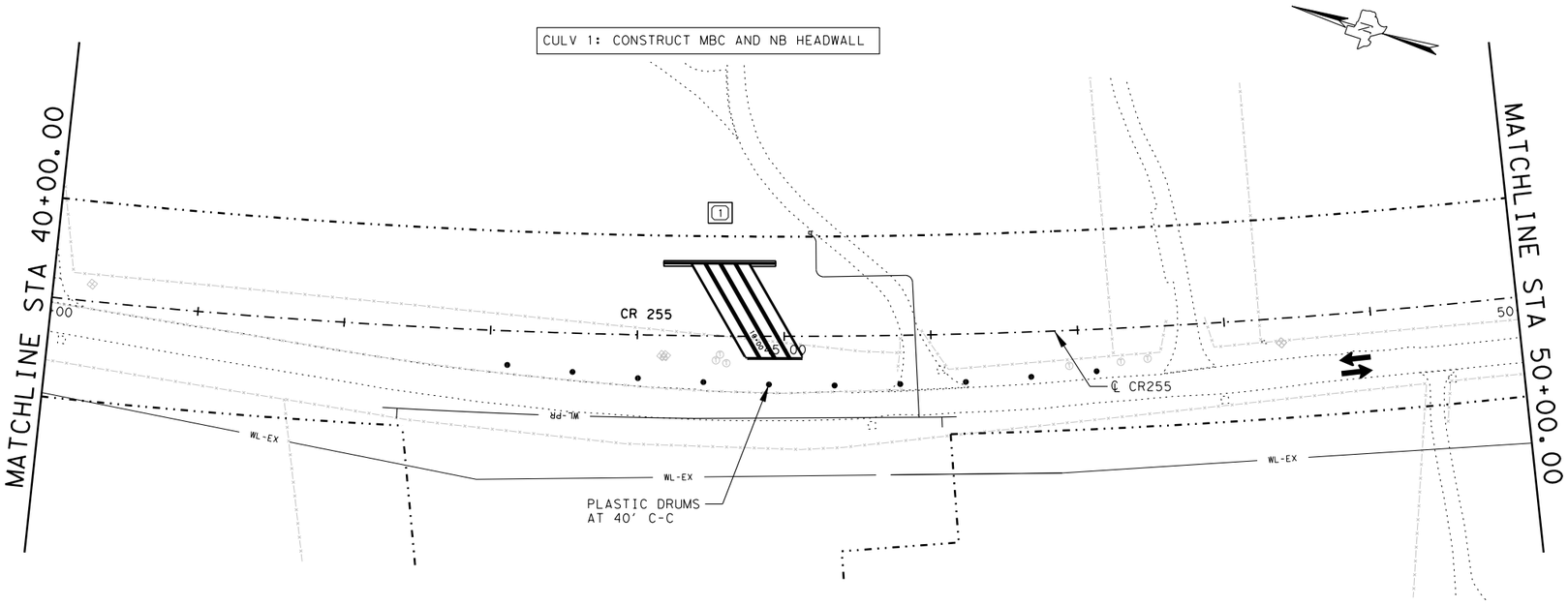
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UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- [#] CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

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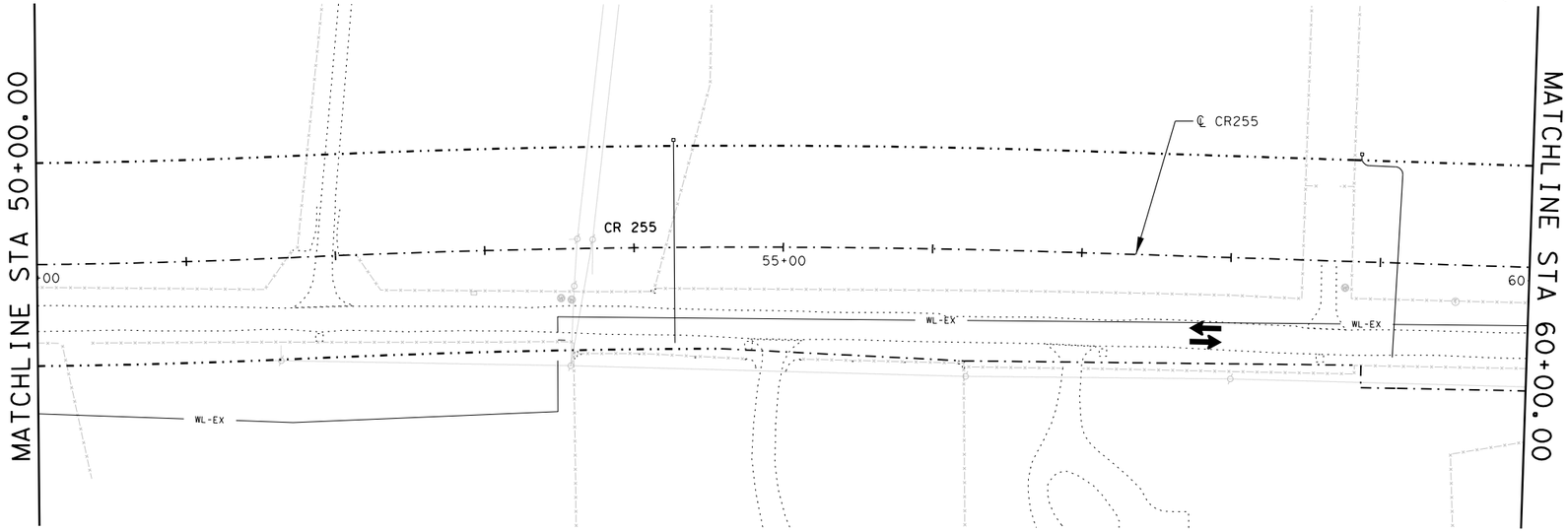
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CR 255
TRAFFIC CONTROL PLAN
PHASE 1
STA 30+00 TO STA 50+00

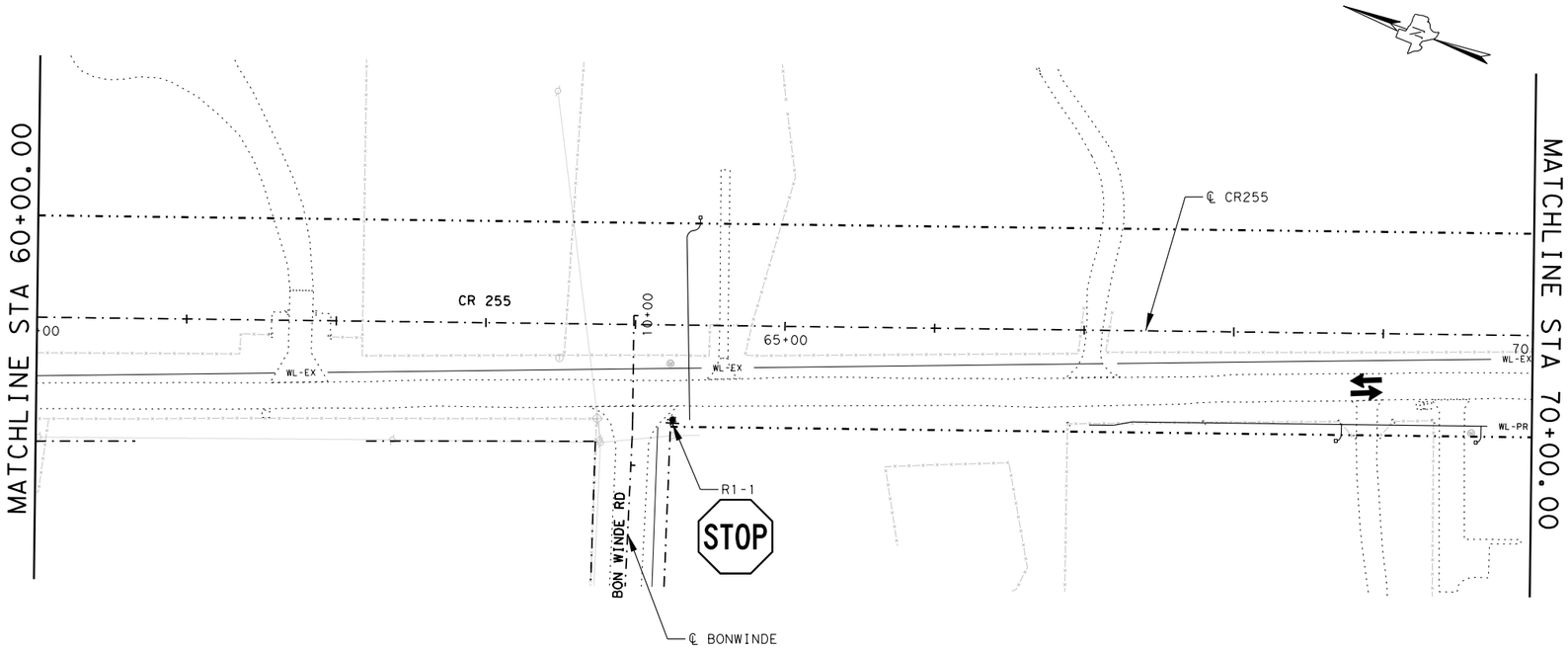
SHEET 2 OF 8

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CHECKED:		TEXAS		CR 255
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UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

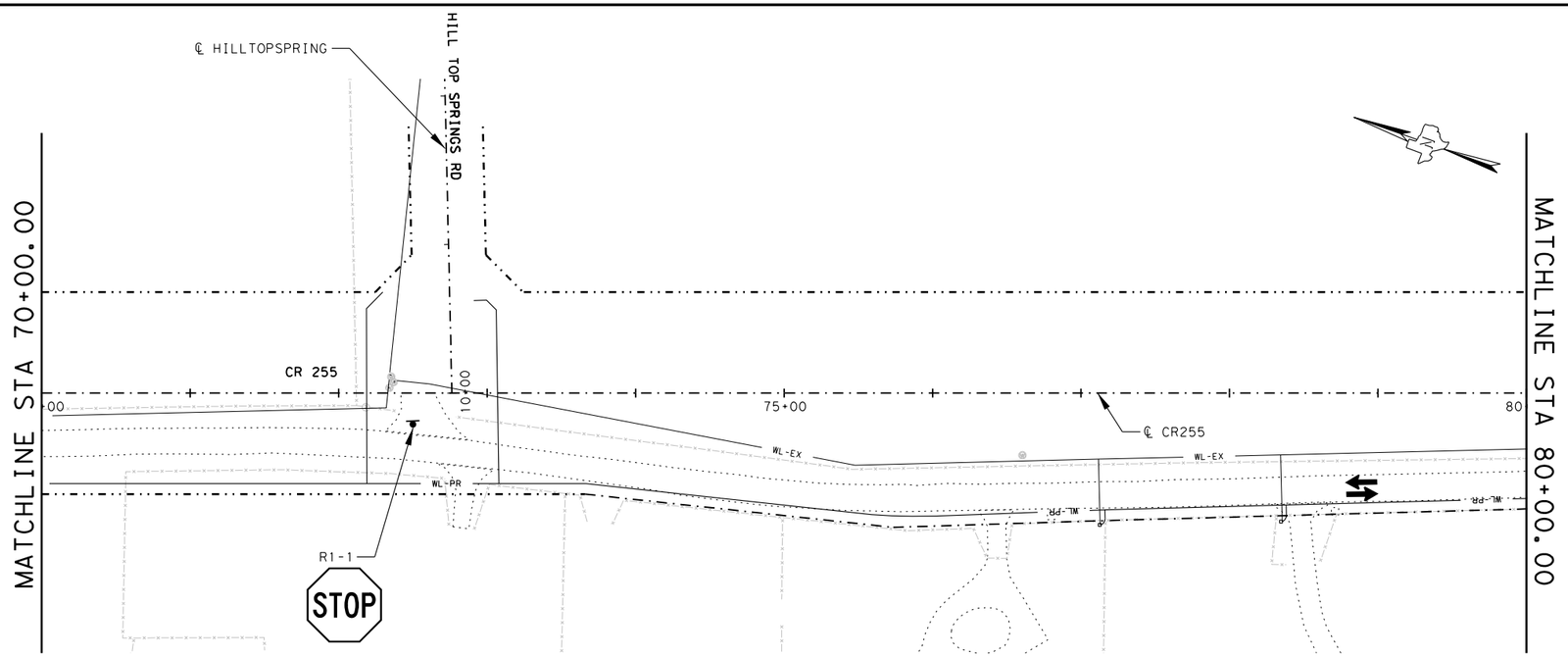
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 1
STA 50+00 TO STA 70+00

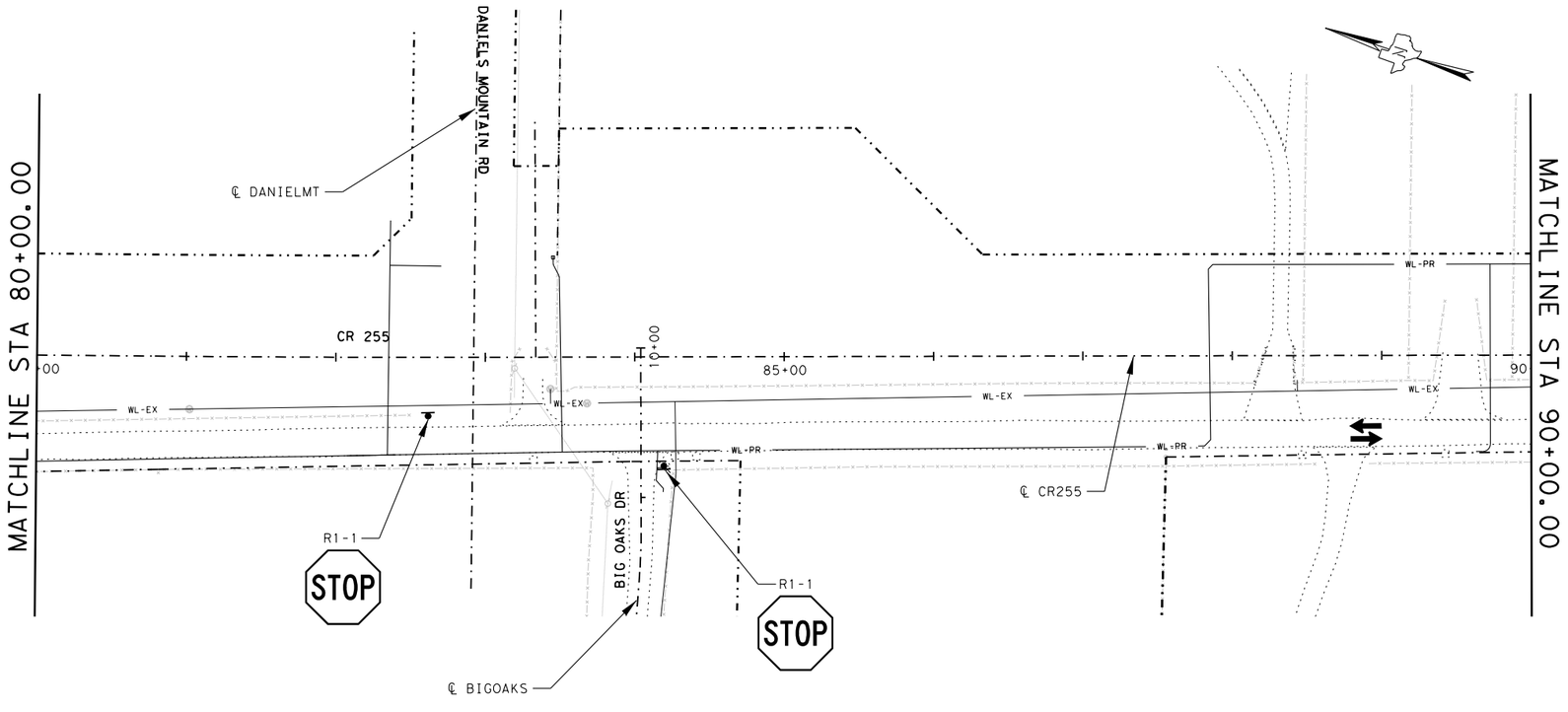
SHEET 3 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			37

USER: koralhoske
DATE: 11/6/2024
SCRIPT: pw://server.sllgeng.com:Sllg-dis/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255.jpkt.pen
FILE: pw://server.sllgeng.com:Sllg-dis/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/CR255_PHASE01_TCP_03.dgn



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

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STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

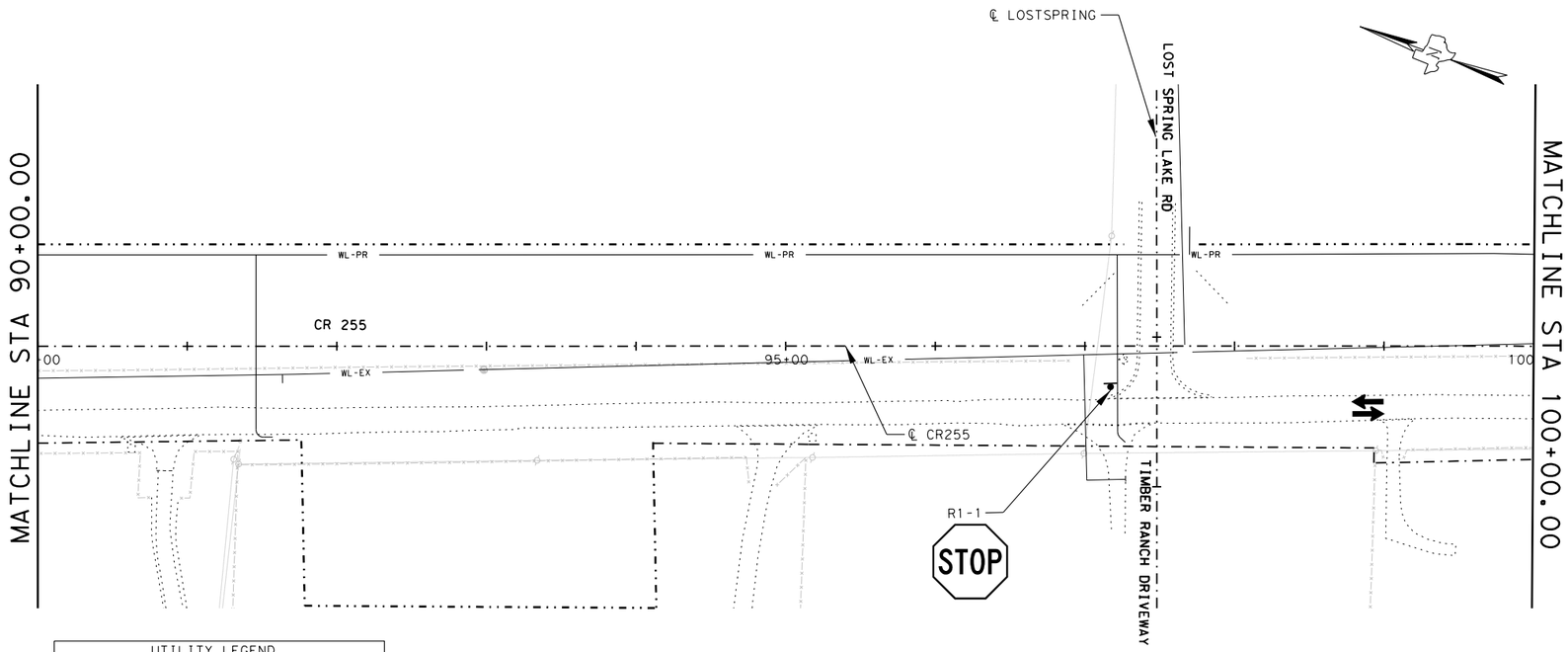
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 1
STA 70+00 TO STA 90+00

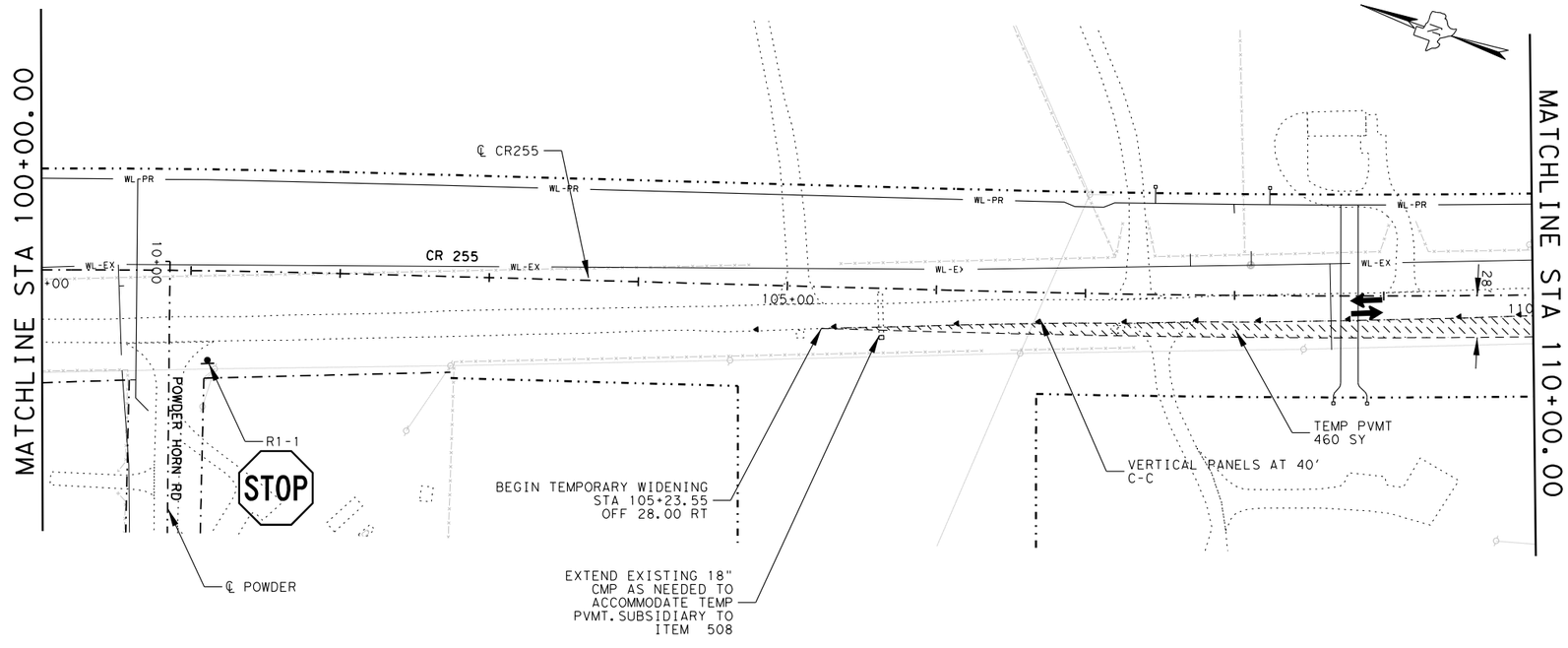
SHEET 4 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			38

USER: korathoske
DATE: 11/6/2024
SCRIPT: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255.jpkt.cpn
FILE: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/CR255_PHASE01_TCP_04.dgn



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
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STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

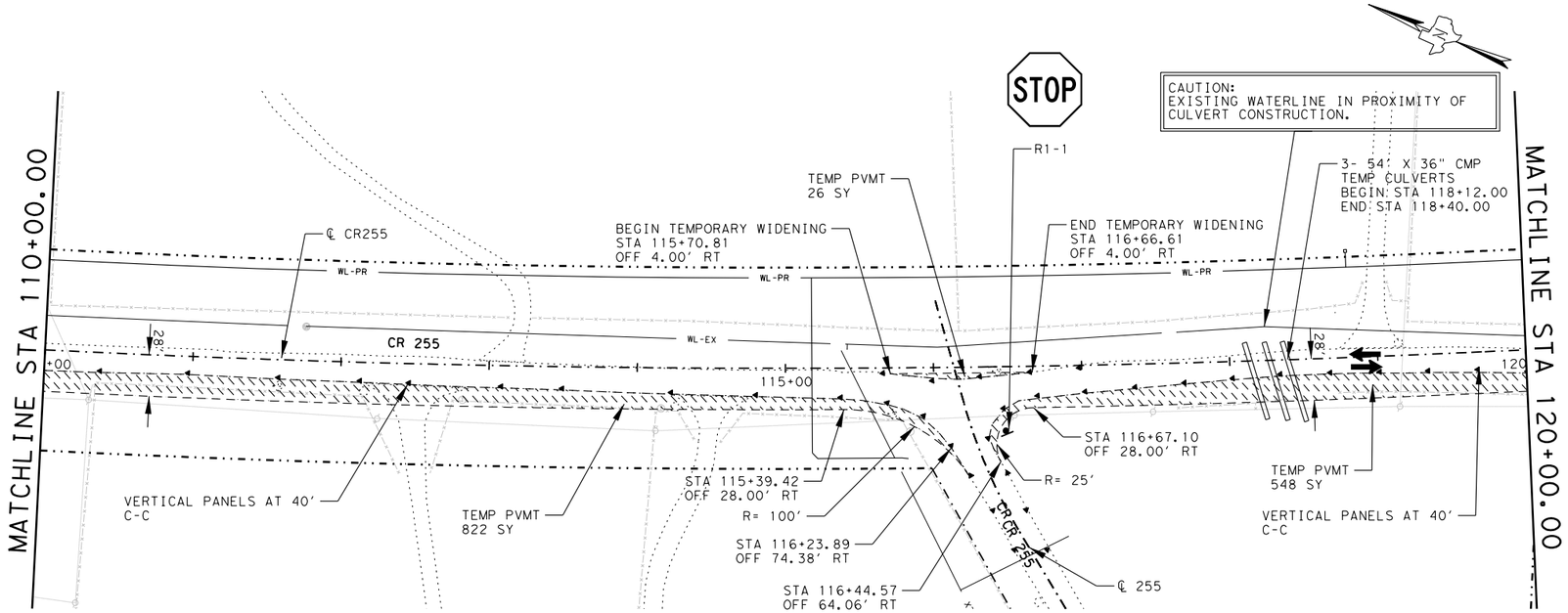
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 1
STA 90+00 TO STA 110+00

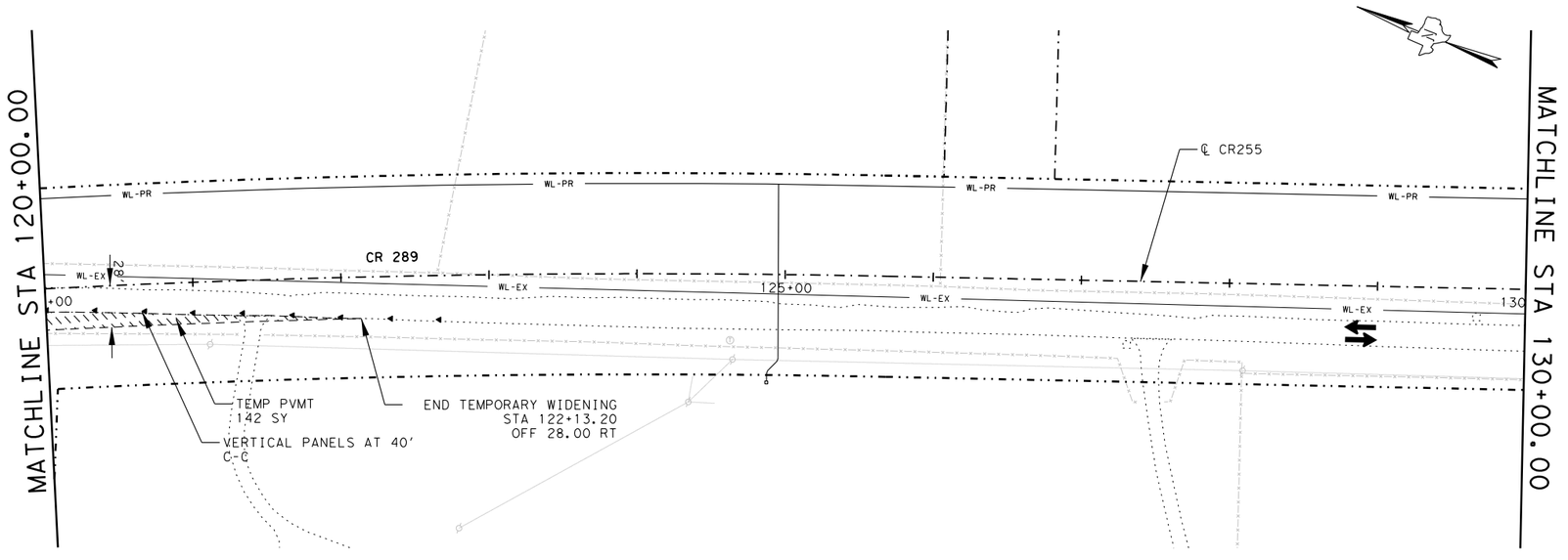
SHEET 5 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			39

USER: korahoske
DATE: 11/6/2024 2:05
SCRIPT: pw://server.slg-eng.com:Slg-obs/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Misc/Miscellaneous/CR255.jpkt.pen
FILE: pw://server.slg-eng.com:Slg-obs/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02.TCP/CR255_PHASE01_TCP_05.dgn



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
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STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

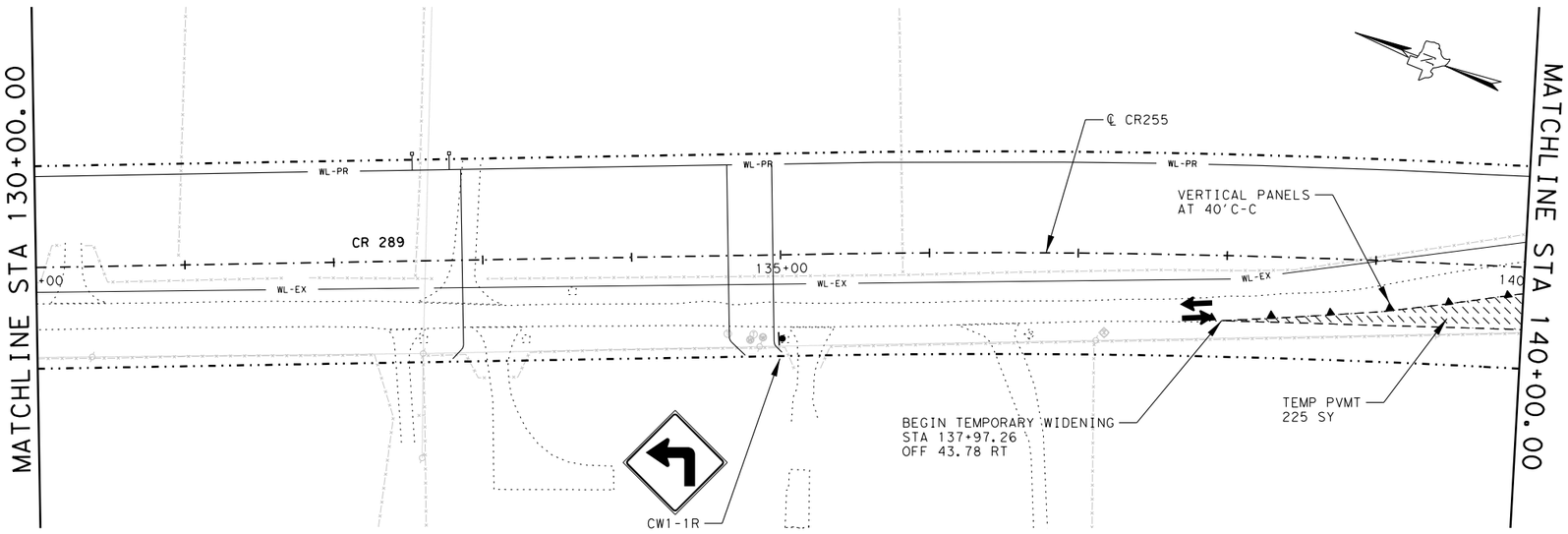
Seiler Lankes Group
TBPE License No. 12170
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 1
STA 110+00 TO STA 130+00

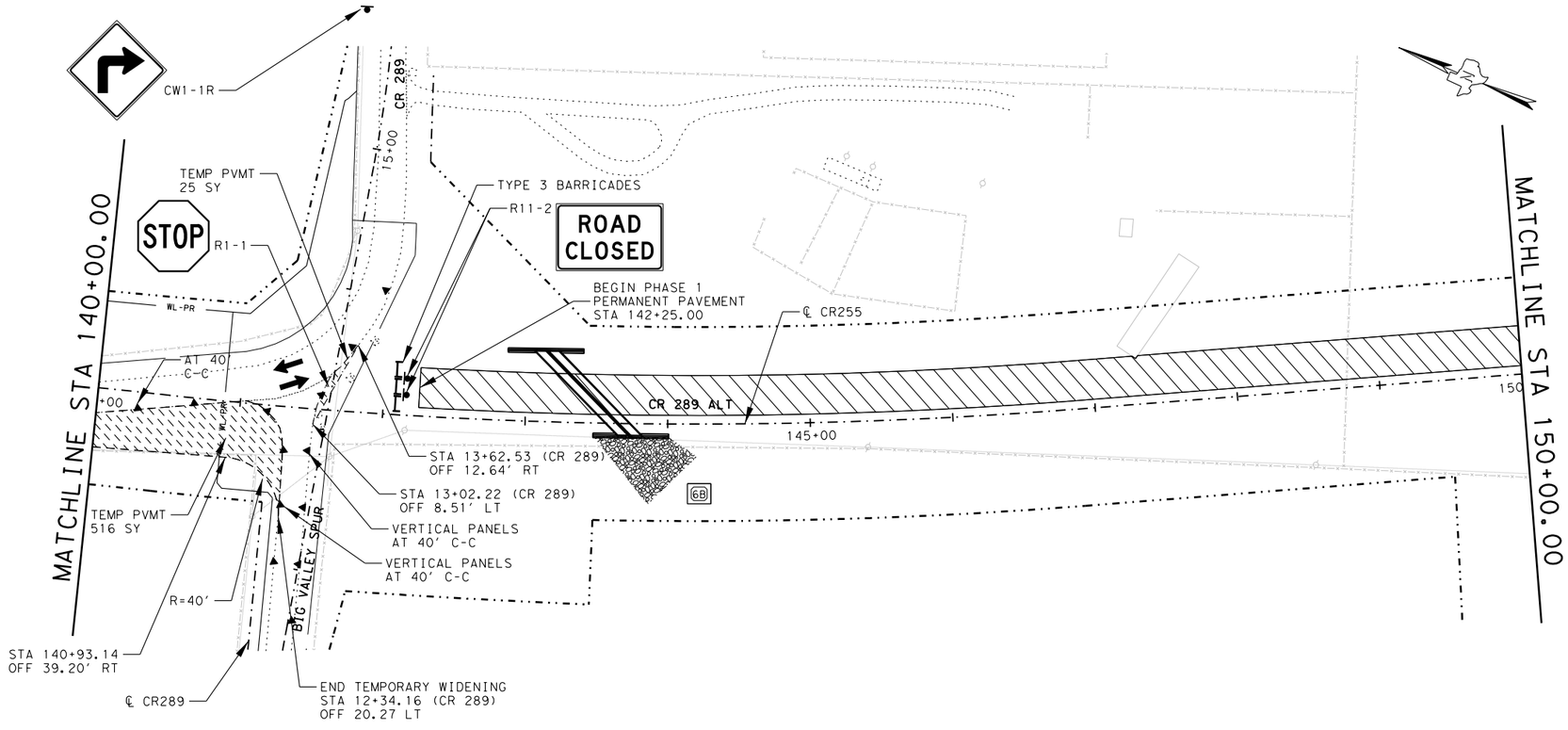
SHEET 6 OF 8

DESIGNED: ___	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ___		TEXAS		CR 255
DRAWN: ___	COUNTY			JOB No. / SHEET No.
CHECKED: ___	WILLIAMSON			40

USER: korallnoske
DATE: 11/6/2024
SCRIPT: pw://server.slg-eng.com:Slg-dat/Documents/WILCO0302-CR255_CR289/Design_Data\4 - Design\Miscellaneous\CR255_plot.pen
FILE: pw://server.slg-eng.com:Slg-dat/Documents/WILCO0302-CR255_CR289/Design_Data\4 - Design\Plan_Set\02. TCP\CR255_PHASE01_TCP_06.dgn



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

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3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

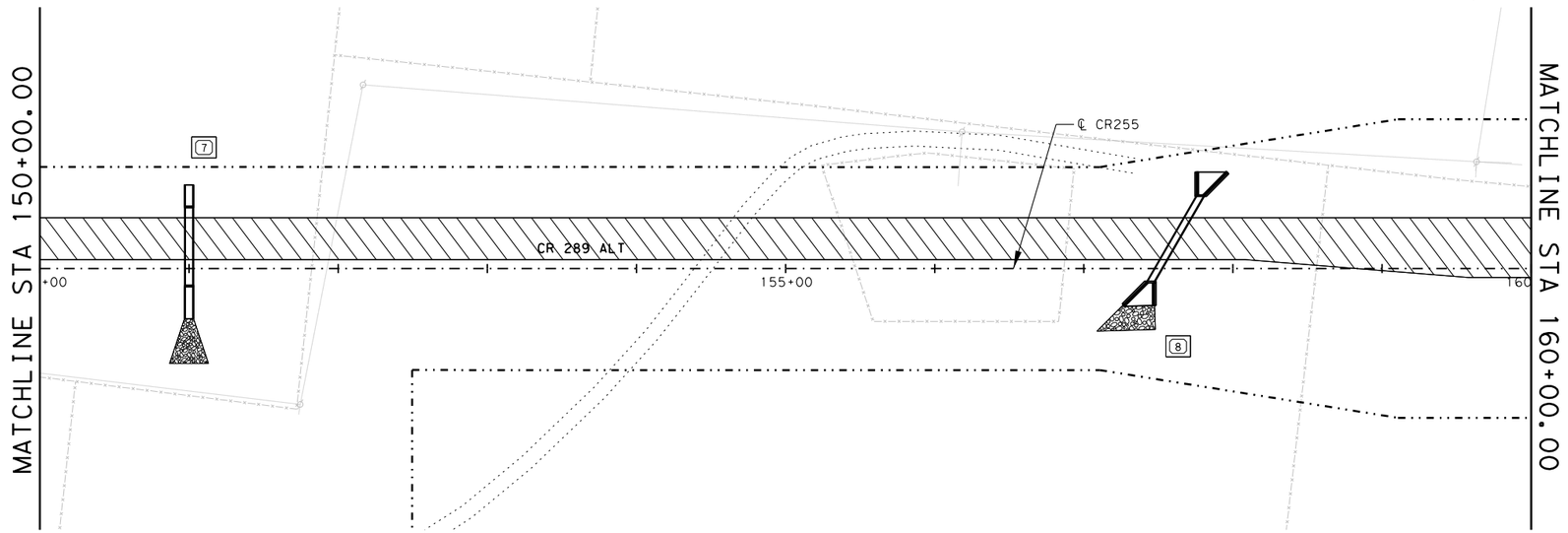
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 1
STA 130+00 TO STA 150+00

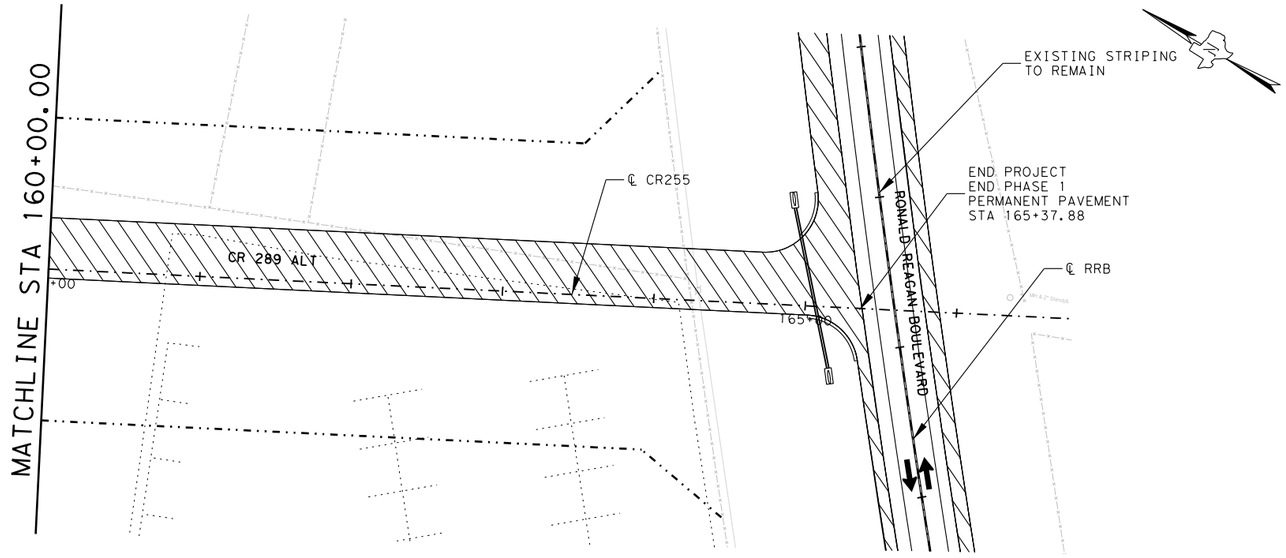
SHEET 7 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			41

USER: korahoske
DATE: 11/6/2024 2:06
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FILE: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02_TCP/CR255_PHASE01_TCP_07.dgn



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- (#) CROSS CULVERT NUMBER

NOTES:

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3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

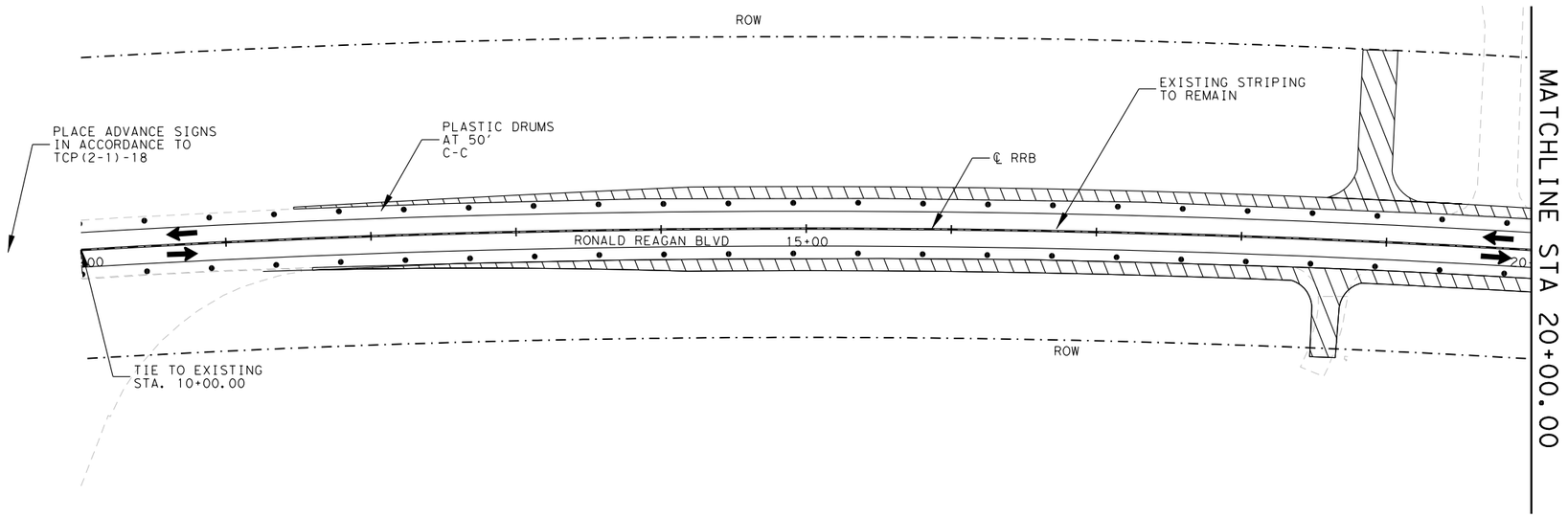
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 1
STA 150+00 TO END

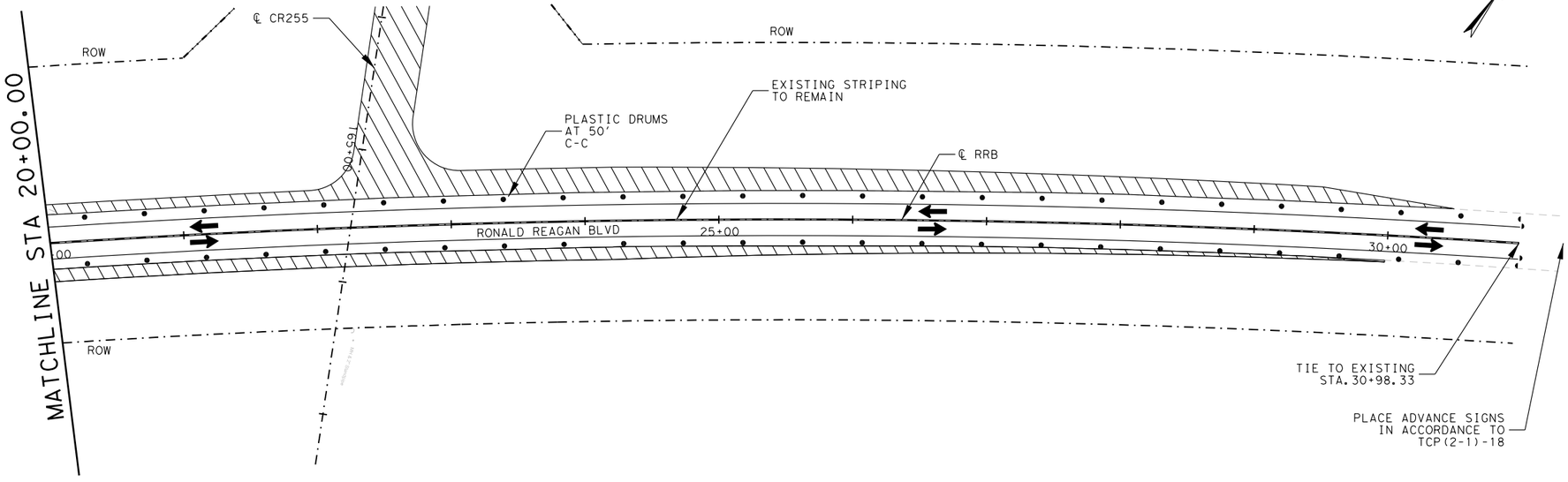
SHEET 8 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			42

USER: korahoske
DATE: 11/6/2024
SCRIPT: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255.jpkt.pen
FILE: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02.TCP/CR255_PHASE01_TCP_08.dgn
2:06



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

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STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

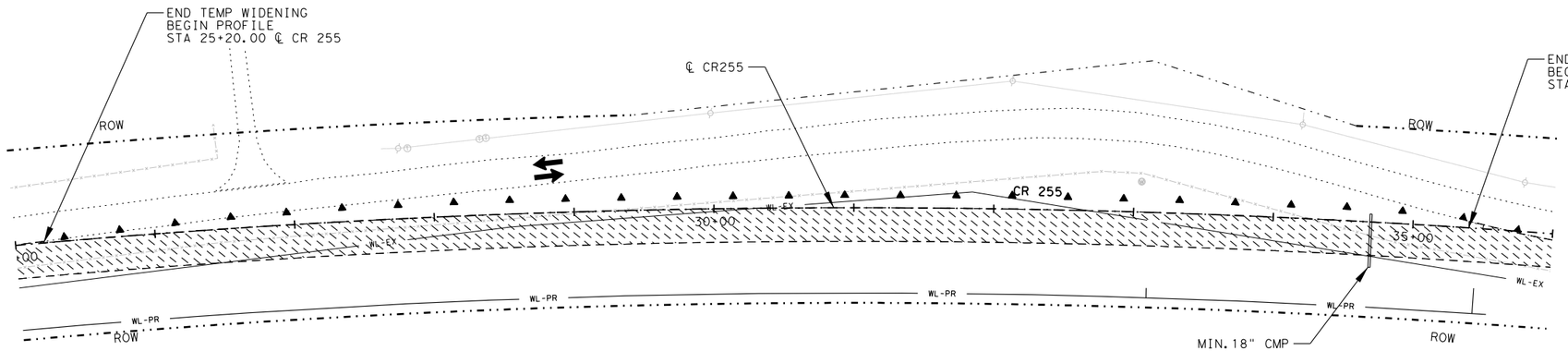
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

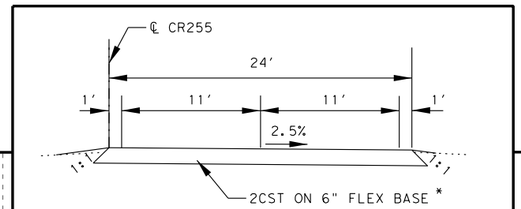
CR 255
RONALD REAGAN BLVD
TRAFFIC CONTROL PLAN
PHASE 1
BEGIN TO END

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			43

USER: korallnoske
DATE: 11/6/2024
SCRIPT: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255_jobd.pen
FILE: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/RR_PHASE01_TCP_01.dgn





DETOUR TYPICAL SECTION

* - TYPICAL FOR ALL DETOUR AND TEMP. WIDENING PAVEMENT

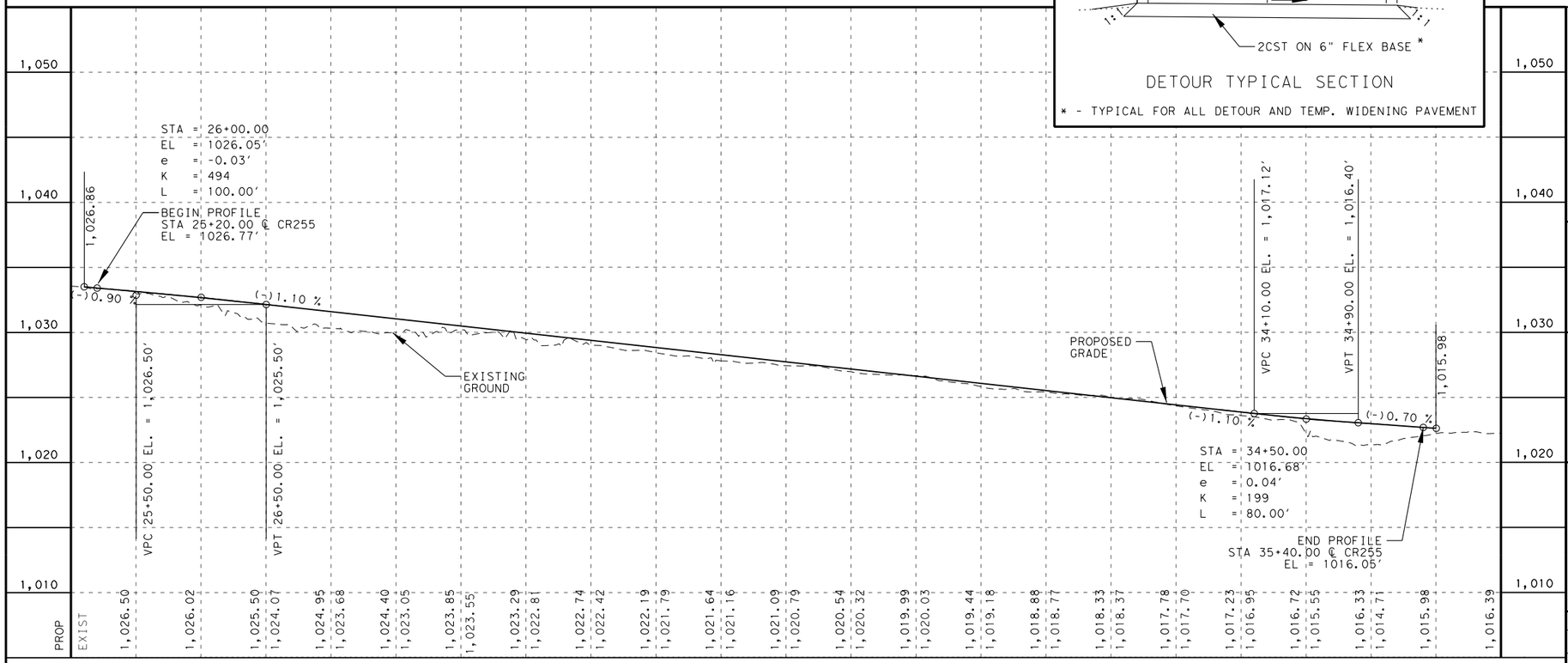
0 50 100
0 5 10
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

LEGEND

- FENCE LINE
- OVERHEAD UTILITY
- TRAFFIC FLOW ARROW
- VERTICAL PANEL
- PLASTIC DRUM
- CROSS CULVERT NUMBER
- TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

NOTES:

1. SEE TCP HORIZONTAL ALIGNMENT DATA SHEETS SHEETS FOR CURVE DATA AND ADDITIONAL INFORMATION.
2. ALL DIMENSIONS ARE TO THE FACE OF CURB OR EDGE OF PAVEMENT, UNLESS NOTED OTHERWISE.
3. SEE TCP TYPICAL SECTION SHEETS FOR ADDITIONAL INFO.



STATE OF TEXAS
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PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

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TBPE License No. 12670
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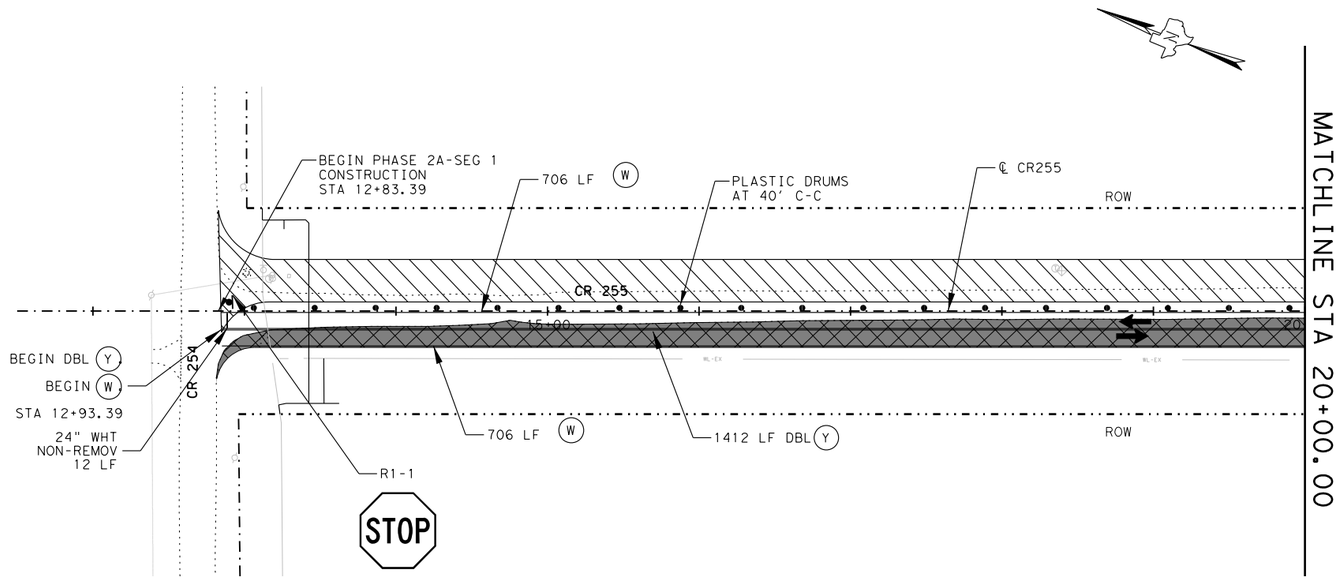
CR 255
TRAFFIC CONTROL PLAN
PLAN & PROFILE

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

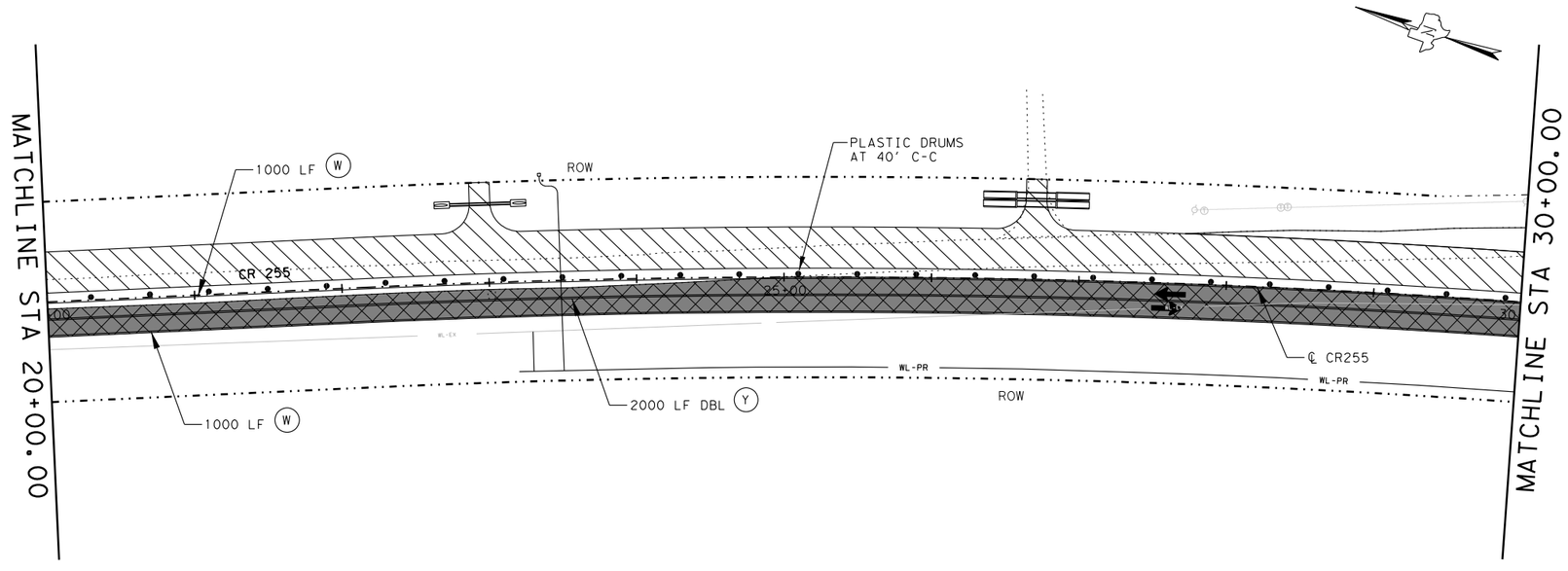
SHEET 1 OF 1

DESIGNED: ___	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ___		TEXAS		CR 255
DRAWN: ___	COUNTY			JOB No. / SHEET No.
CHECKED: ___	WILLIAMSON			44

USER: kcraltonske
DATE: 11/6/2024 2:06
SCRIPT: pw://sener.sdgeng.com:Sdg-ds/Documents/WILCO302-CR255_CR288/Design_Data/4 - Design/Miscellaneous/CR255_plot.pen
FILE: pw://sener.sdgeng.com:Sdg-ds/Documents/WILCO302-CR255_CR288/Design_Data/4 - Design/Plan_Set/02. TCP/CR255_TCP_PP.dgn



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

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3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

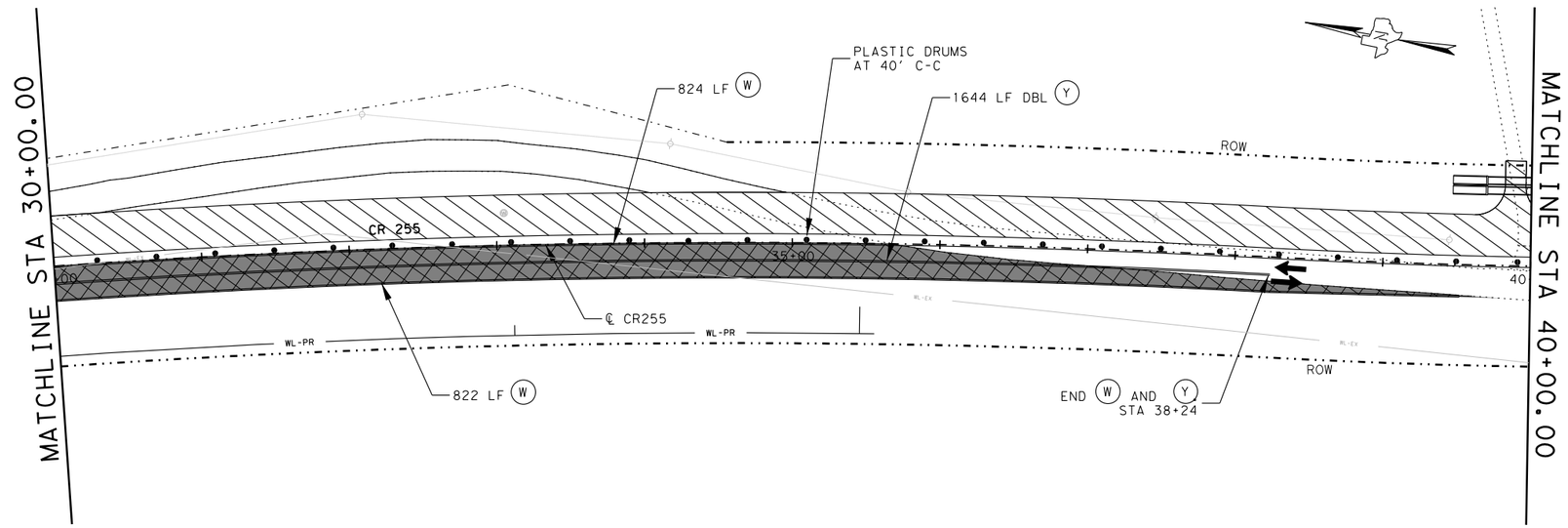
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2A
BEGIN TO STA 30+00

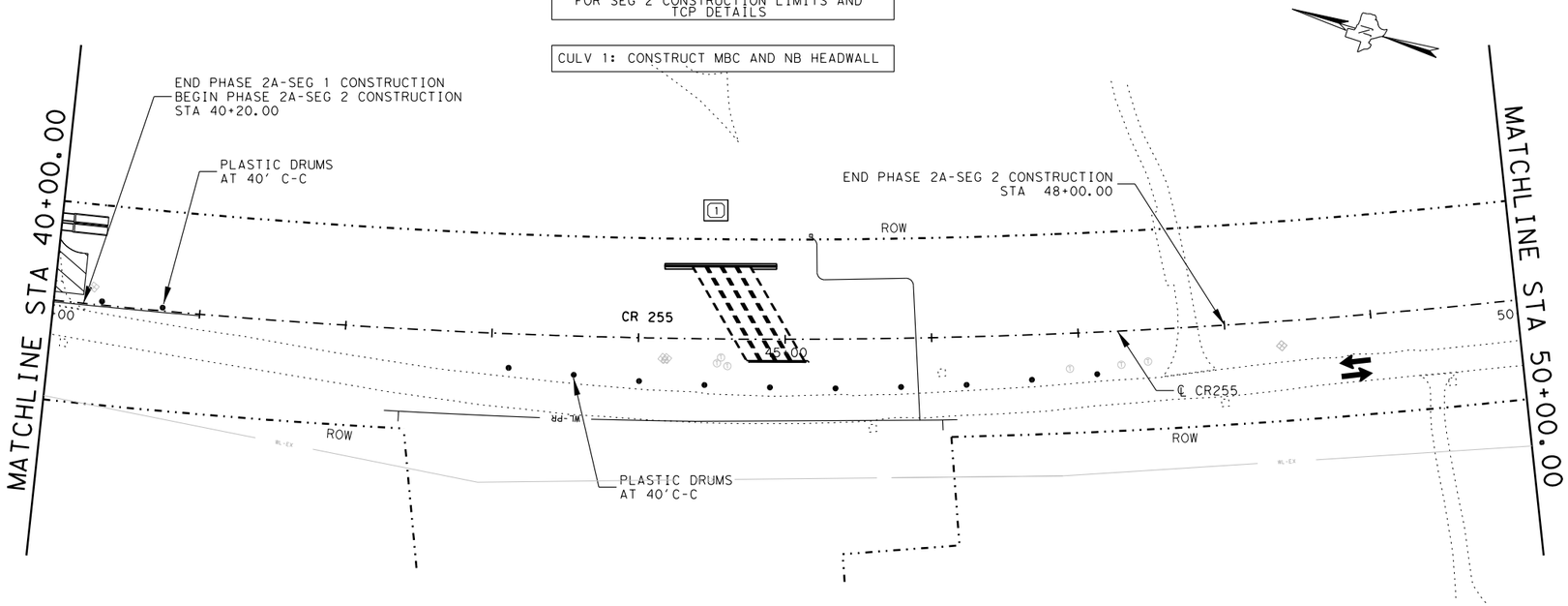
SHEET 1 OF 7

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY		JOB No.	SHEET No.
CHECKED:	WILLIAMSON			45

USER: korallroske
DATE: 11/6/2024
SCRIPT: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255_plot.pen
FILE: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/CR255_PHASE01A_TCP_01.dgn



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

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3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

STATE OF TEXAS
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LICENSED PROFESSIONAL ENGINEER
11/6/2024

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WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

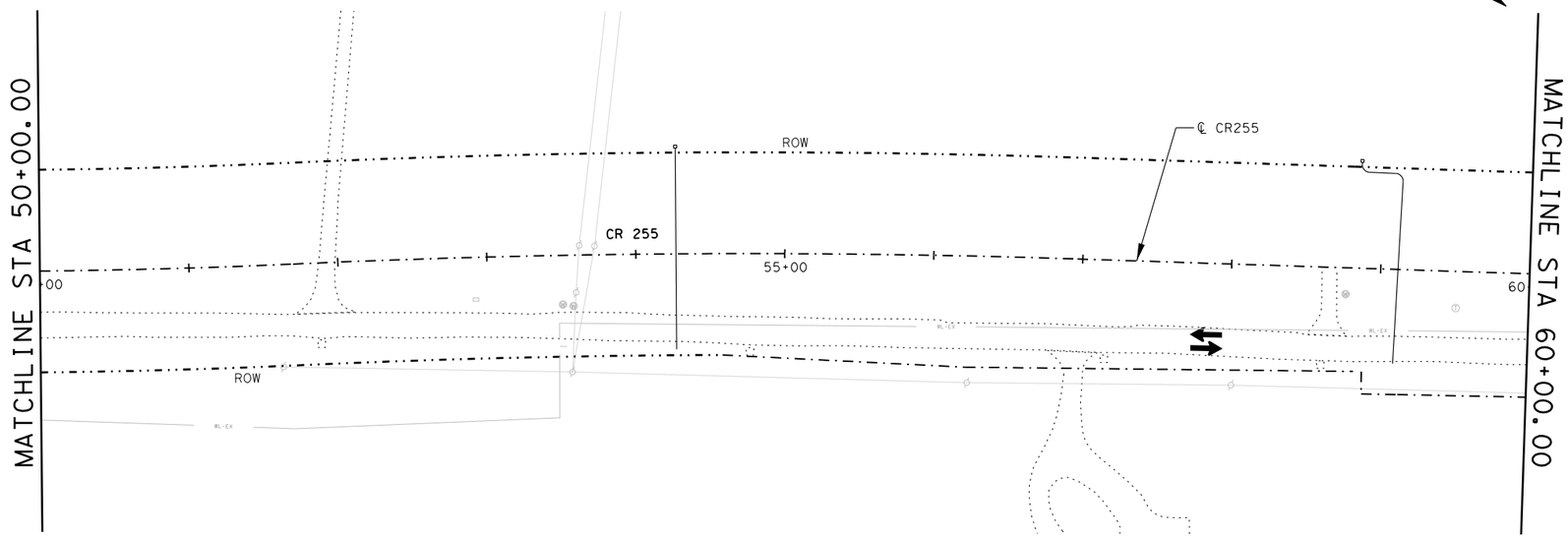
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2A
STA 30+00 TO STA 50+00

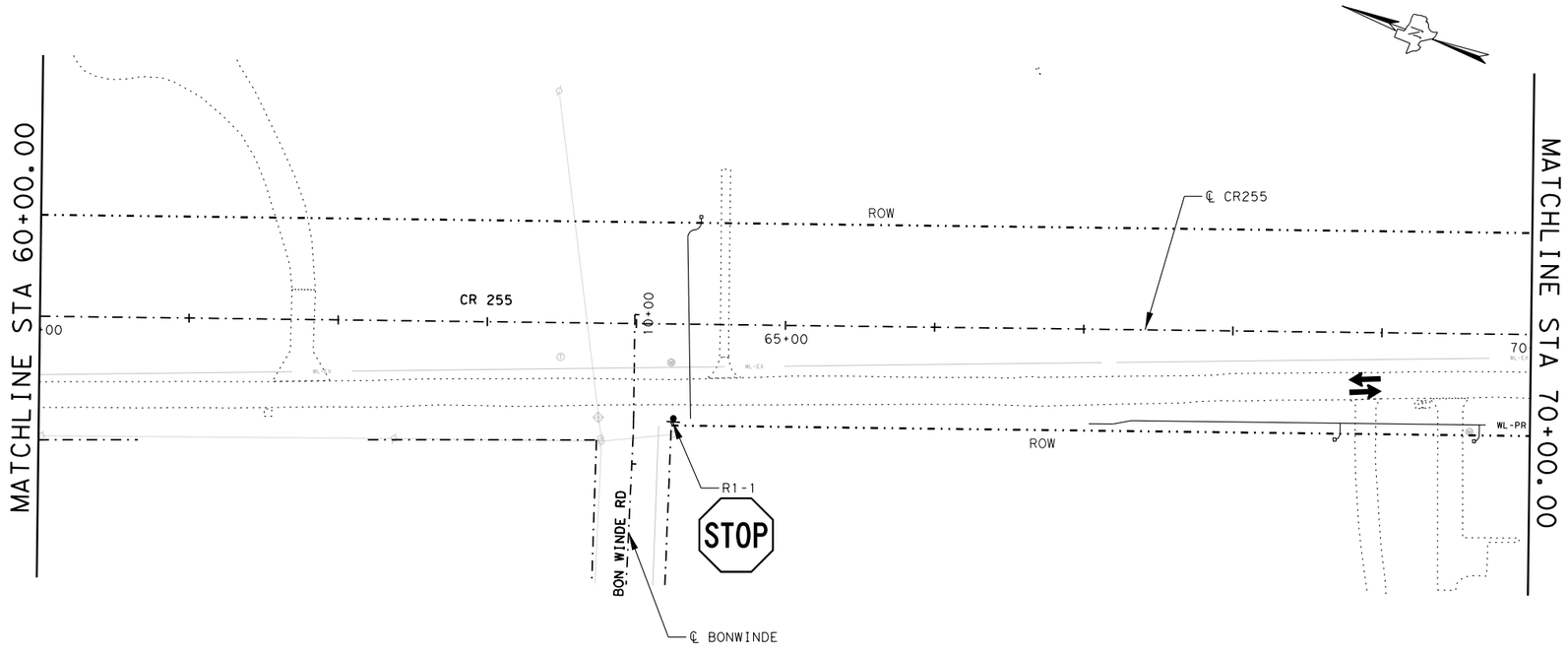
SHEET 2 OF 7

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			46

USER: koralhoske
DATE: 11/6/2024
SCRIPT: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255.jpltcl.pen
FILE: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/CR255_PHASE01A_TCP_02.dgn
2:06



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
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STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

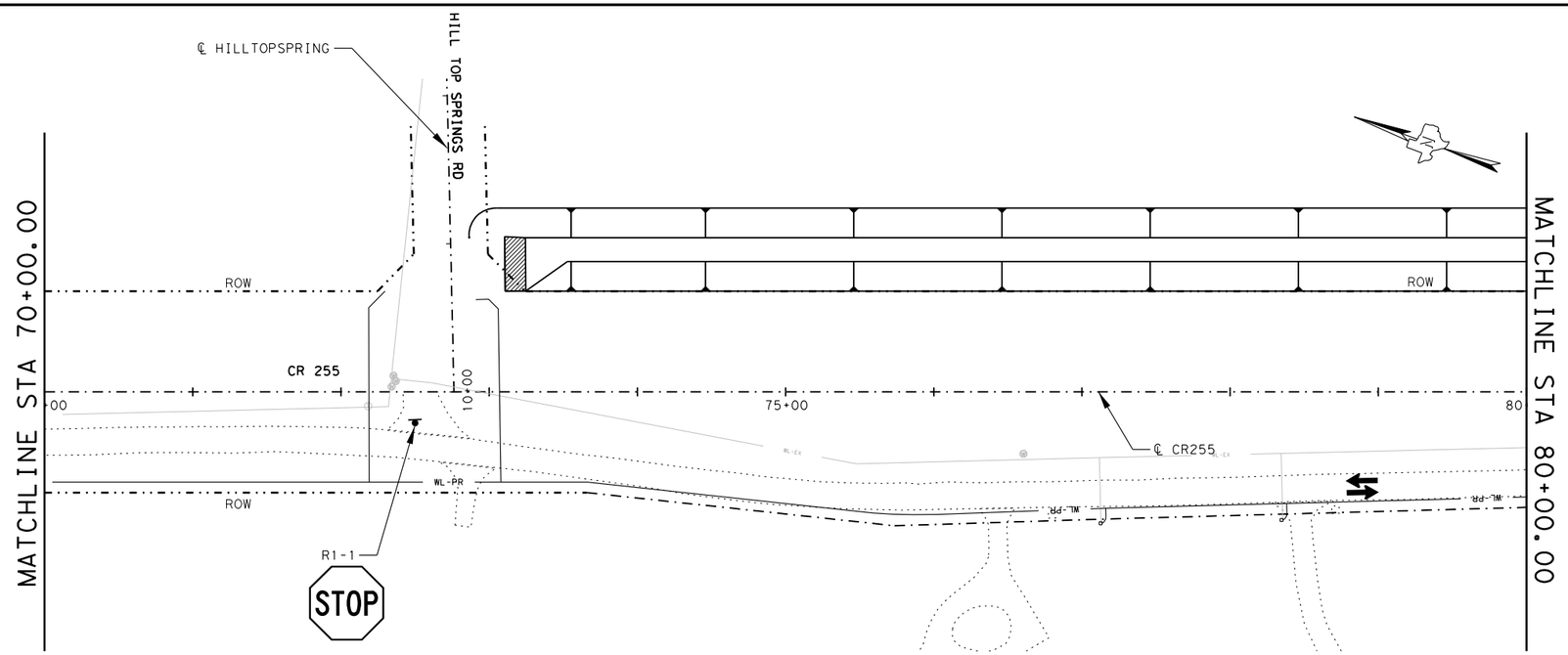
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2A
STA 50+00 TO STA 70+00

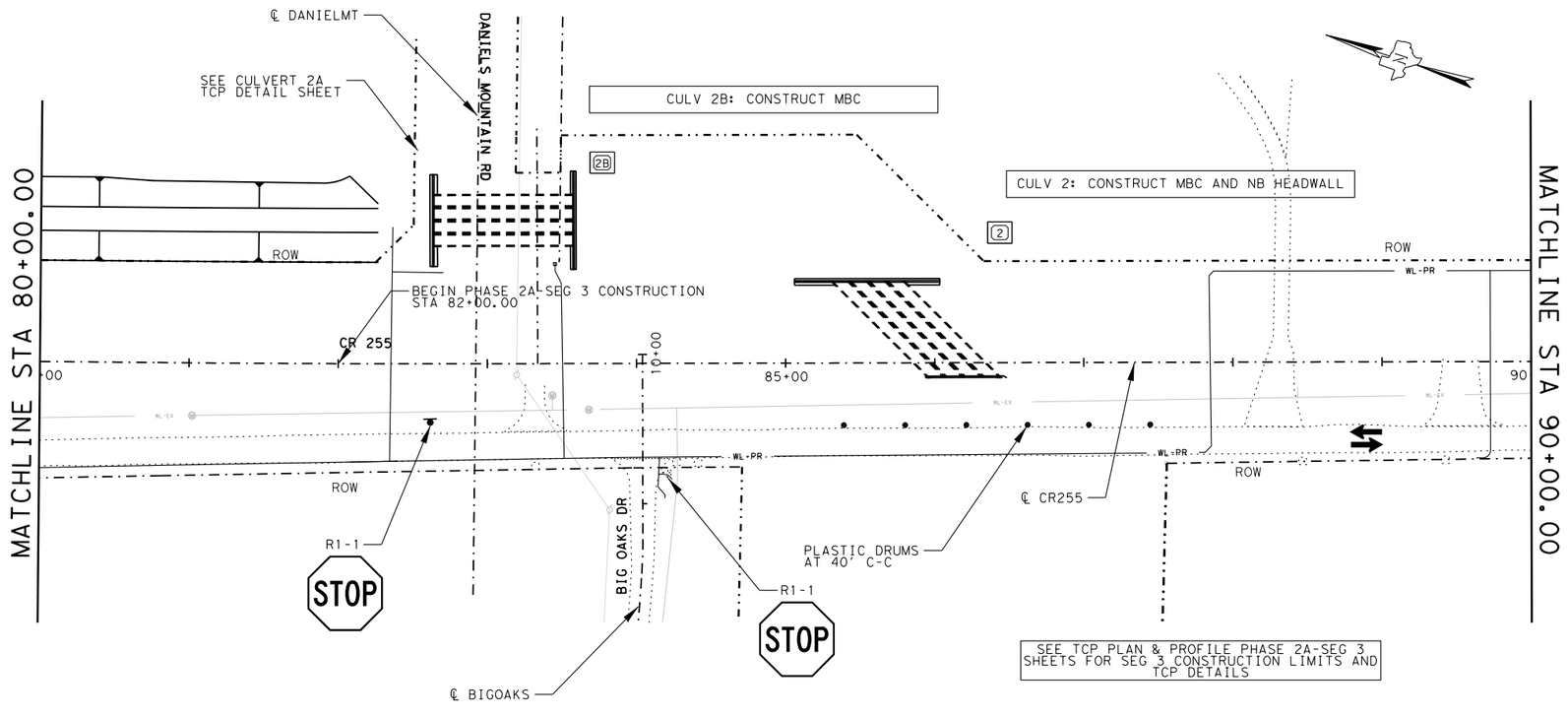
SHEET 3 OF 7

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			47

USER: korahoske
DATE: 11/6/2024
SCRIPT: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255.jpkt.pen
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2:06



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

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3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

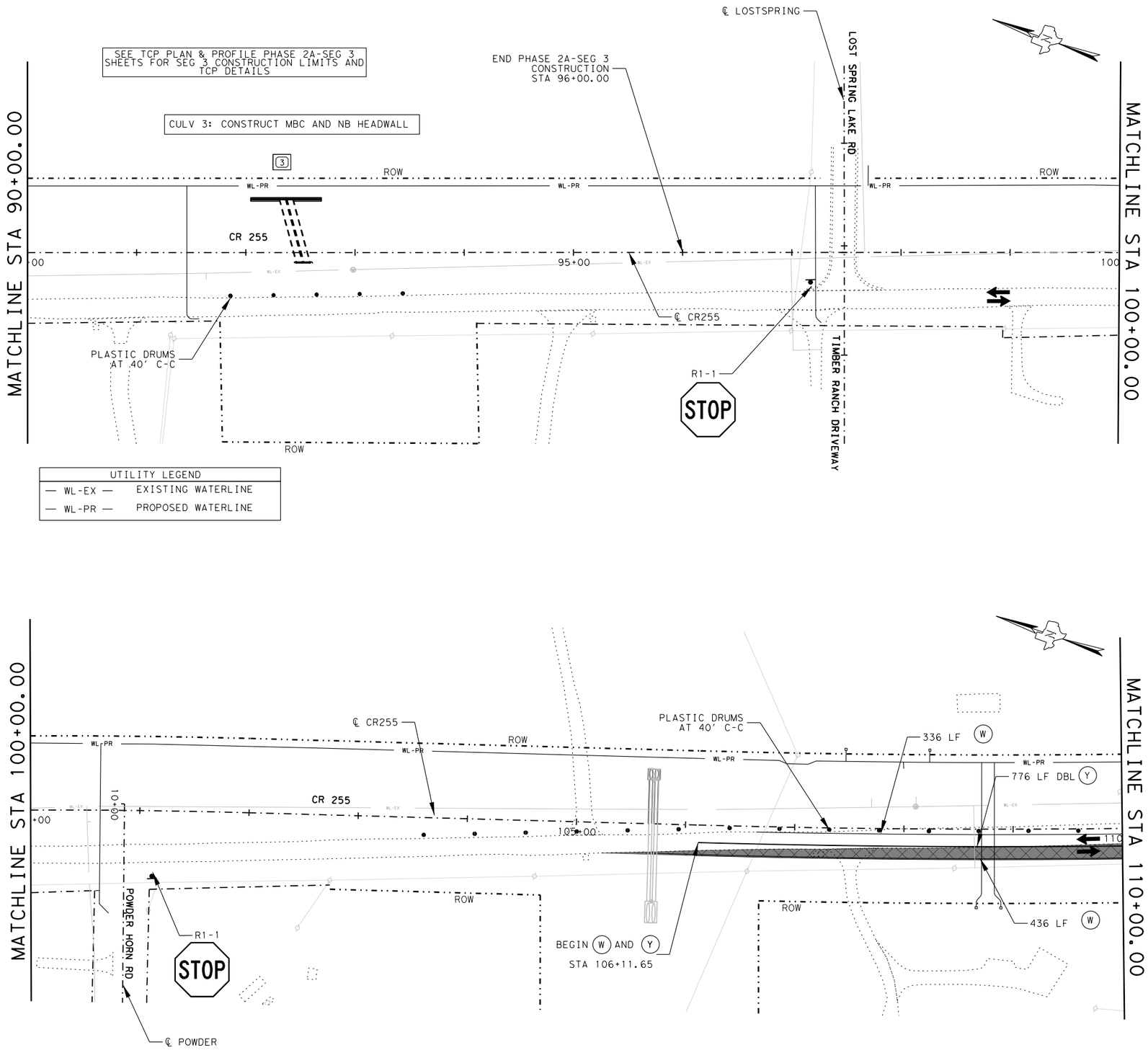
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2A
STA 70+00 TO STA 90+00

SHEET 4 OF 7

DESIGNED: ___	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ___		TEXAS		CR 255
DRAWN: ___	COUNTY			JOB No. / SHEET No.
CHECKED: ___	WILLIAMSON			48

USER: korathoske
DATE: 11/6/2024 2:06
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FILE: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02.TCP/CR255_PHASE01A_TCP_04.dgn



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

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11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

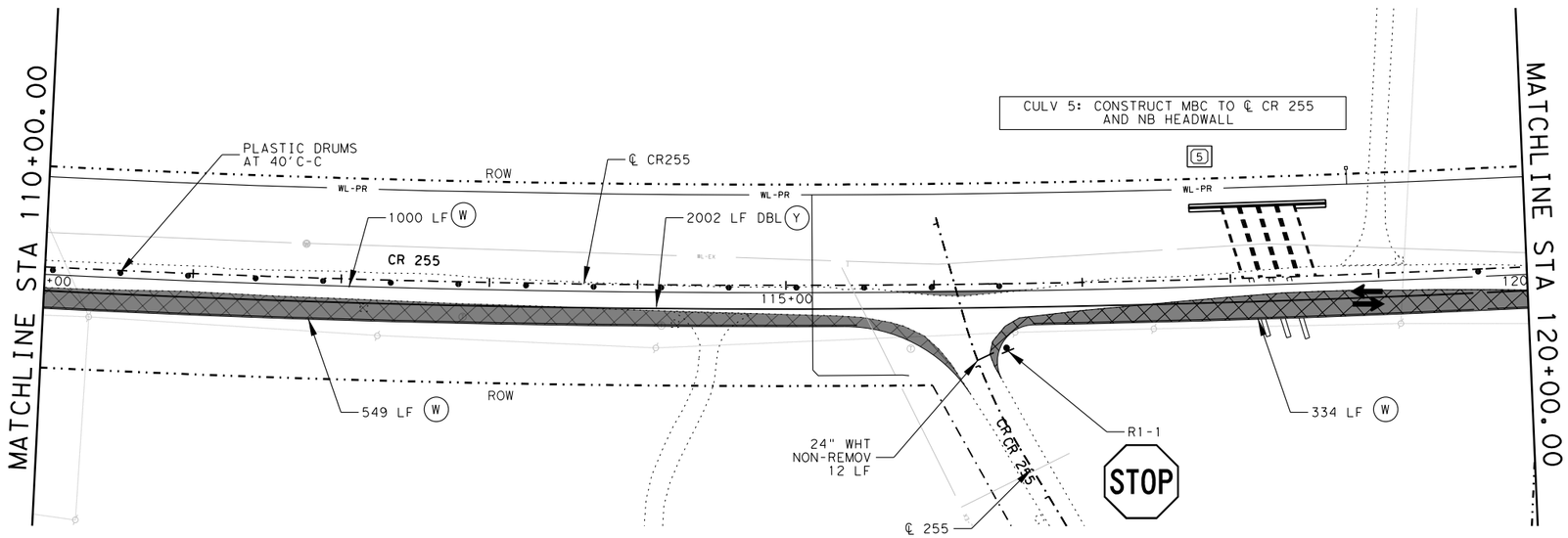
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2A
STA 90+00 TO STA 110+00

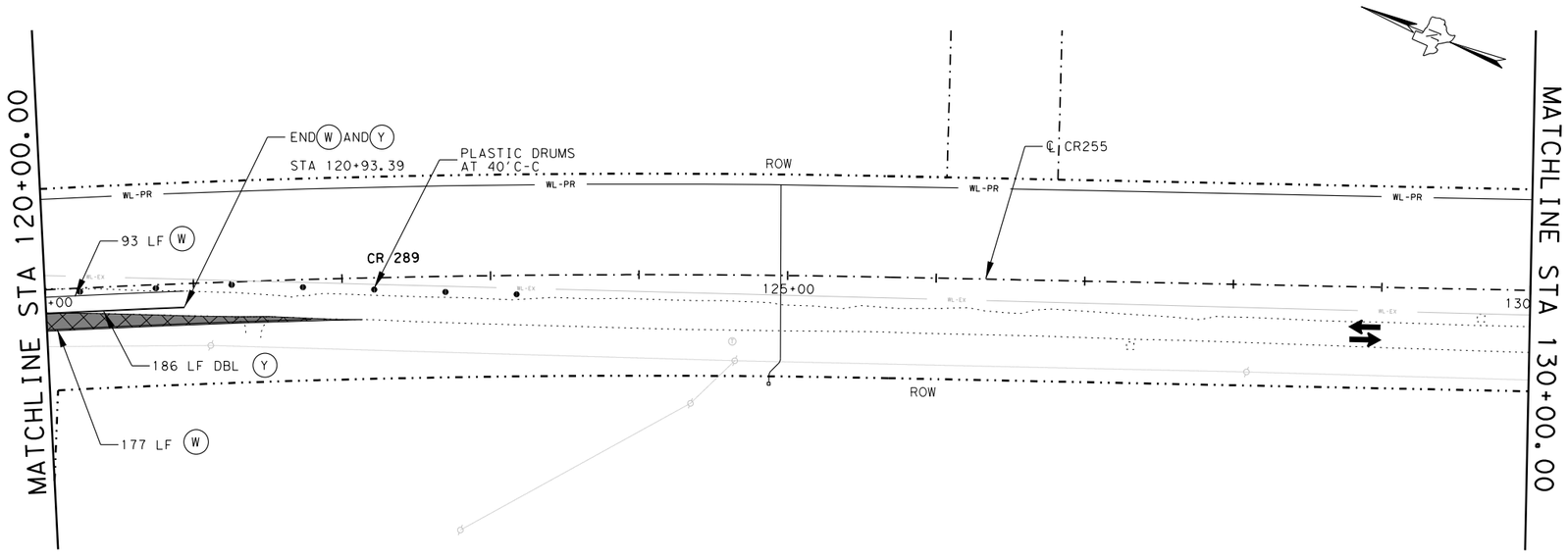
SHEET 5 OF 7

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			49

USER: korahoske
DATE: 11/6/2024
SCRIPT: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255.jpkt.pen
FILE: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/CR255_PHASE01A_TCP_05.dgn



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- (#) CROSS CULVERT NUMBER

NOTES:

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STATE OF TEXAS
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107484
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PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

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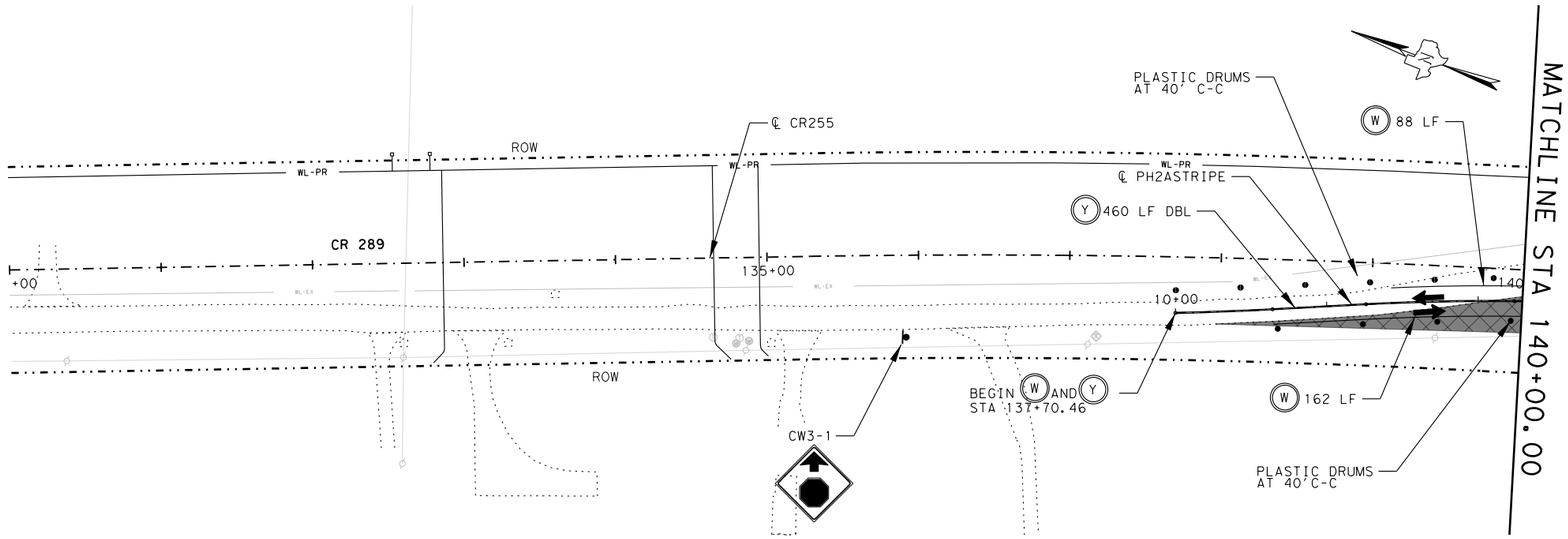
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2A
STA 110+00 TO STA 130+00

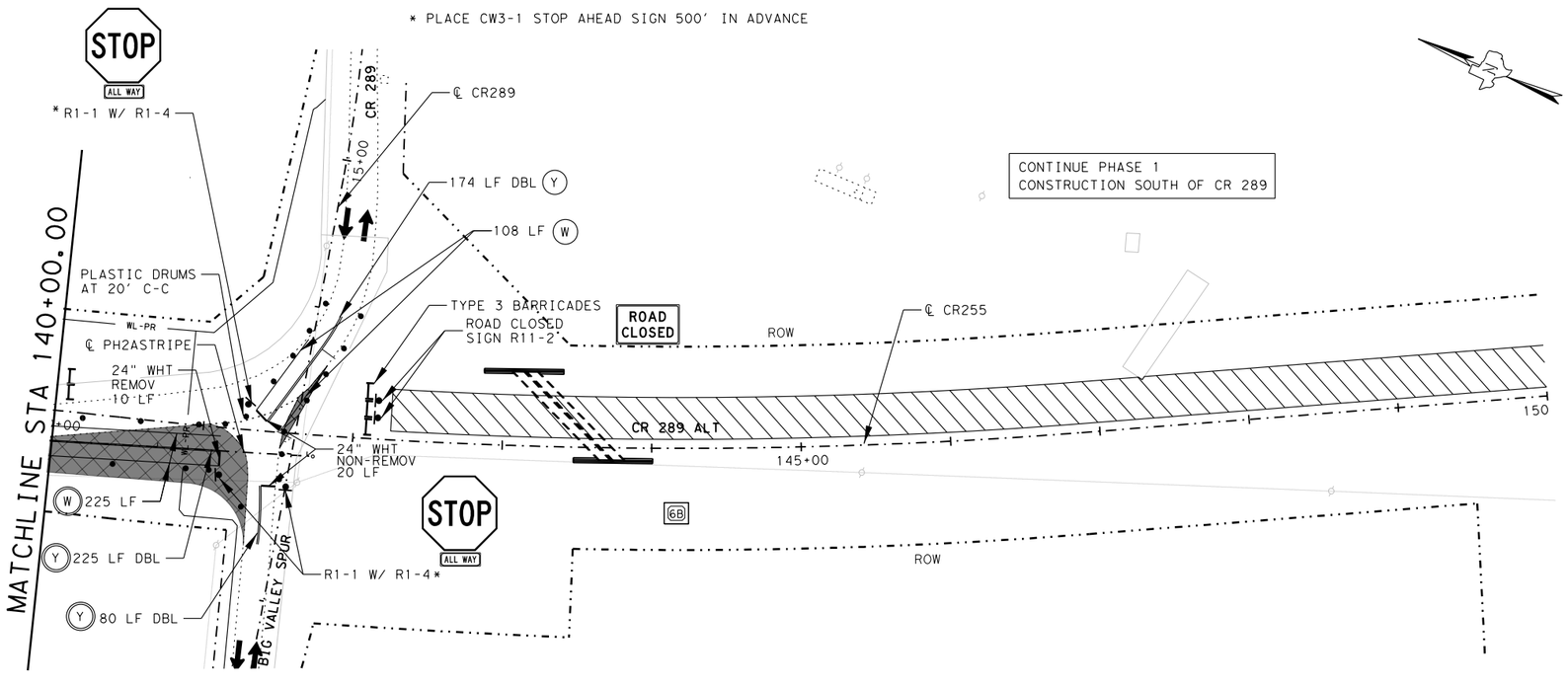
SHEET 6 OF 7

DESIGNED: ___	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ___		TEXAS		CR 255
DRAWN: ___	COUNTY			JOB No. / SHEET No.
CHECKED: ___	WILLIAMSON			50

USER: korallnoske
DATE: 11/6/2024 2:06
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FILE: pw://server.slg-eng.com:Slg-ds/Documents/WILCO002-CR255_CR289/Design_Data\4 - Design\Plan_Set\02. TCP\CR255_PHASE01A_TCP_06.dgn



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

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STATE OF TEXAS
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107484
LICENSED PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

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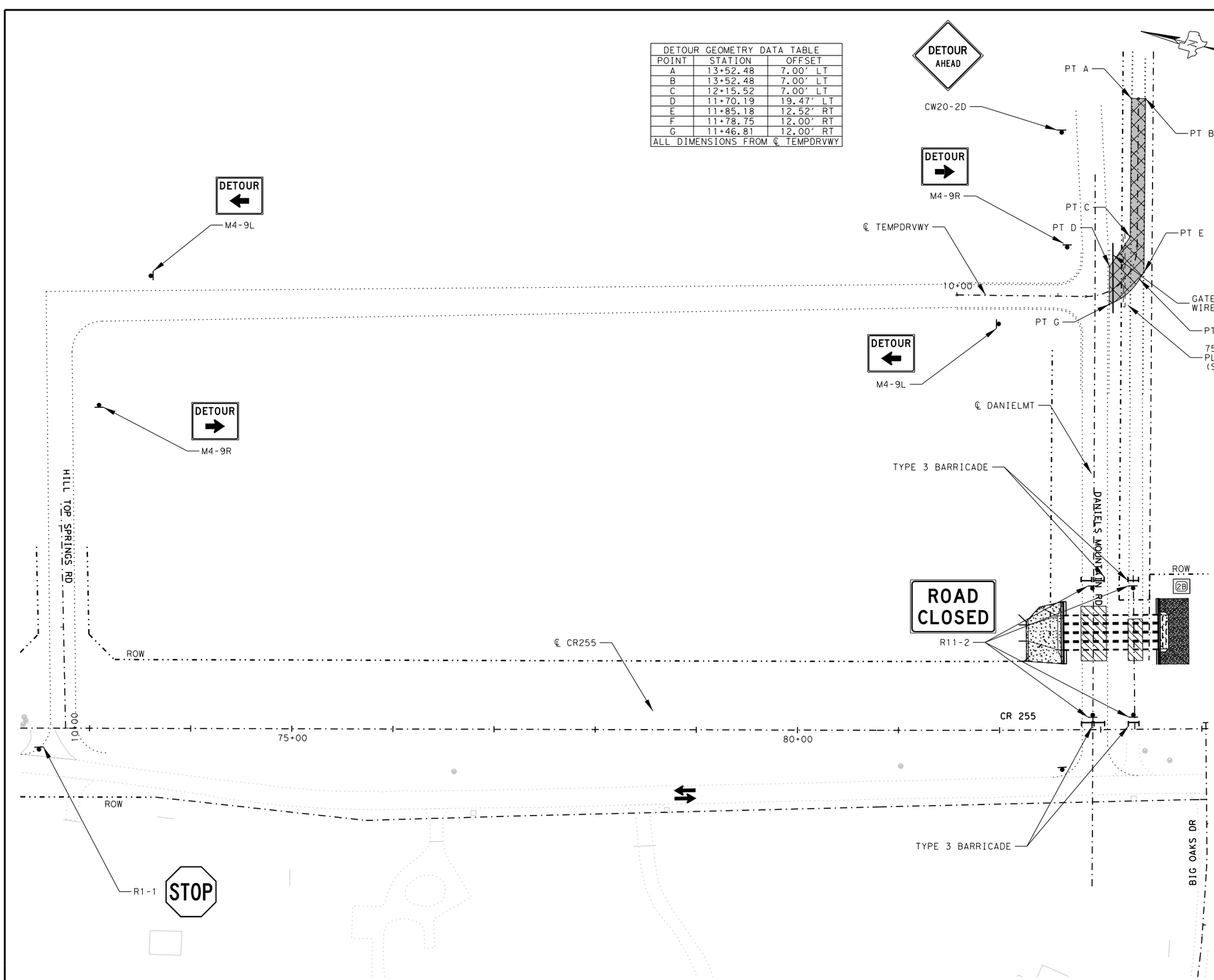
CR 255
TRAFFIC CONTROL PLAN
PHASE 2A
STA 130+00 TO STA 150+00

SHEET 7 OF 7

DESIGNED: ___	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ___		TEXAS		CR 255
DRAWN: ___	COUNTY			JOB No. / SHEET No.
CHECKED: ___	WILLIAMSON			51

USER: korahoske
DATE: 11/6/2024 2:06
SCRIPT: pw://server.sllgeng.com:SllgData/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Misc/Miscellaneous/CR255_plot.pen
FILE: pw://server.sllgeng.com:SllgData/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02_TCP/CR255_PHASE01A_TCP_07.dgn

DETOUR GEOMETRY DATA TABLE		
POINT	STATION	OFFSET
A	13+52.48	7.00' LT
B	13+52.48	7.00' LT
C	12+15.52	7.00' LT
D	11+70.19	19.47' LT
E	11+85.18	12.52' RT
F	11+78.75	12.00' RT
G	11+46.81	12.00' RT
ALL DIMENSIONS FROM ℄ TEMPDRVWY		



0 50 100

SCALE: 1" = 100'

LEGEND

- FENCE LINE
- OVERHEAD UTILITY
- TRAFFIC FLOW ARROW
- VERTICAL PANEL
- PLASTIC DRUM
- CROSS CULVERT NUMBER
- TEMPORARY PAVEMENT CONSTRUCTED AND USED THIS PHASE - STEP

NOTES:

1. THE ITEM QUANTITIES ARE APPROXIMATE AND BASED ON CONSTRUCTING A 20 FT WIDE PAVEMENT SECTION. EXACT LOCATION OF C&G REMOVAL, TEMP PAVMENT AND FENCE MODIFICATIONS TO BE FIELD VERIFIED BY THE ENGINEER BASED ON EXISTING CONDITIONS.
2. REMOVAL OF FENCE TO INSTALL GATE PRIOR TO CONSTRUCTION AND REMOVAL OF GATE TO INSTALL FENCE AFTER CONSTRUCTION SHALL BE SUBSIDIARY TO PREP ROW.
3. REFER TO TCP DETOUR PLANS SHEET FOR DETOUR SIGNING ALONG CR 255 DURING THIS OPERATION.

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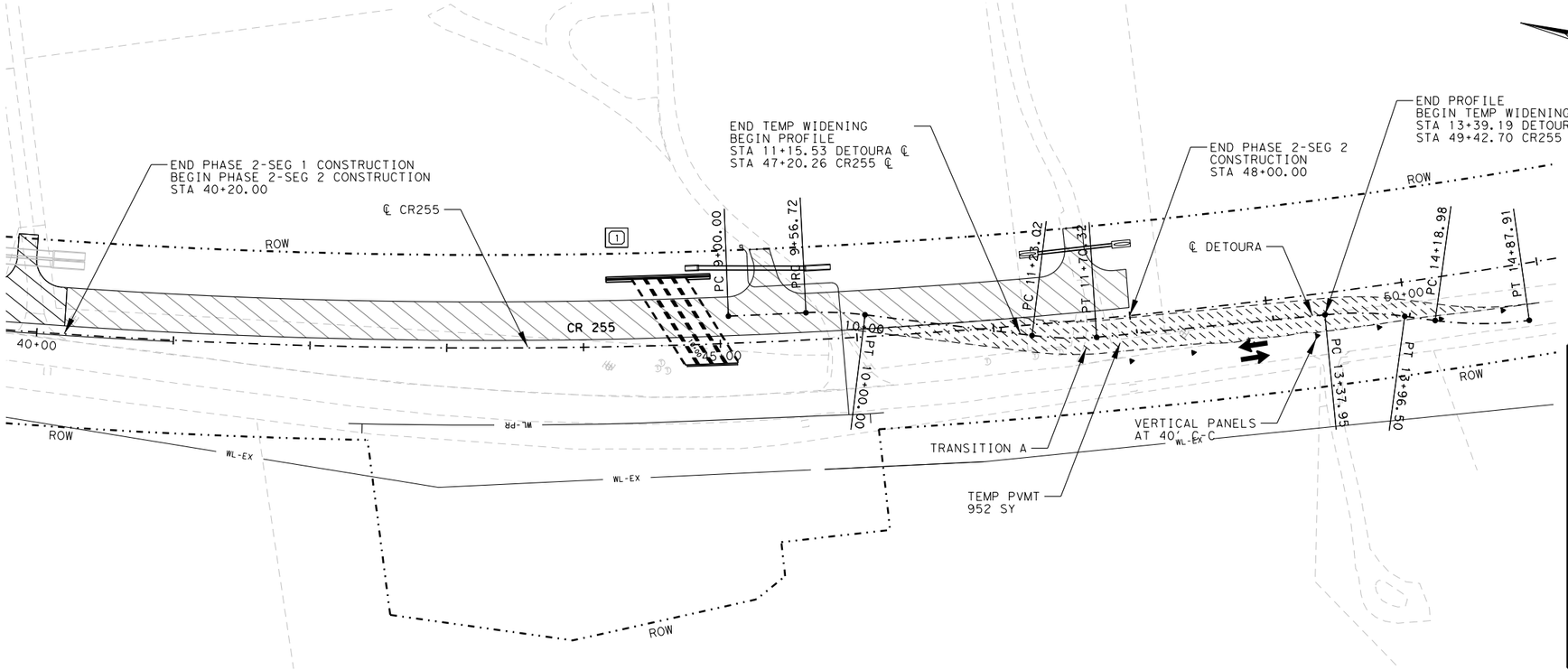
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CR 255
TRAFFIC CONTROL PLAN
PHASE 2A - CULV 2B DETAILS

SHEET 1 OF 1

DESIGNED: ___	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ___		TEXAS		CR 255
DRAWN: ___	COUNTY			JOB No. / SHEET No.
CHECKED: ___	WILLIAMSON			52

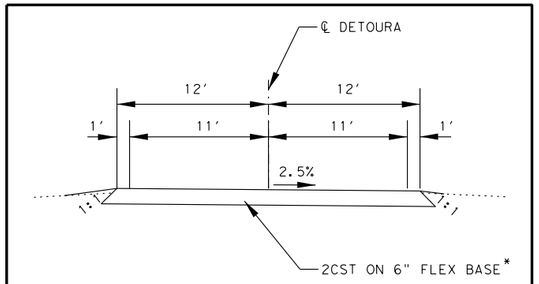
USER: korahoske
DATE: 11/6/2024 2:06
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FILE: pw://server.slg-eng.com:Slg-dsi/Documents/WILC0302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/CR255_TCP_PH1A_CULV_2A_DET.dgn



0 50 100
0 5 10
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

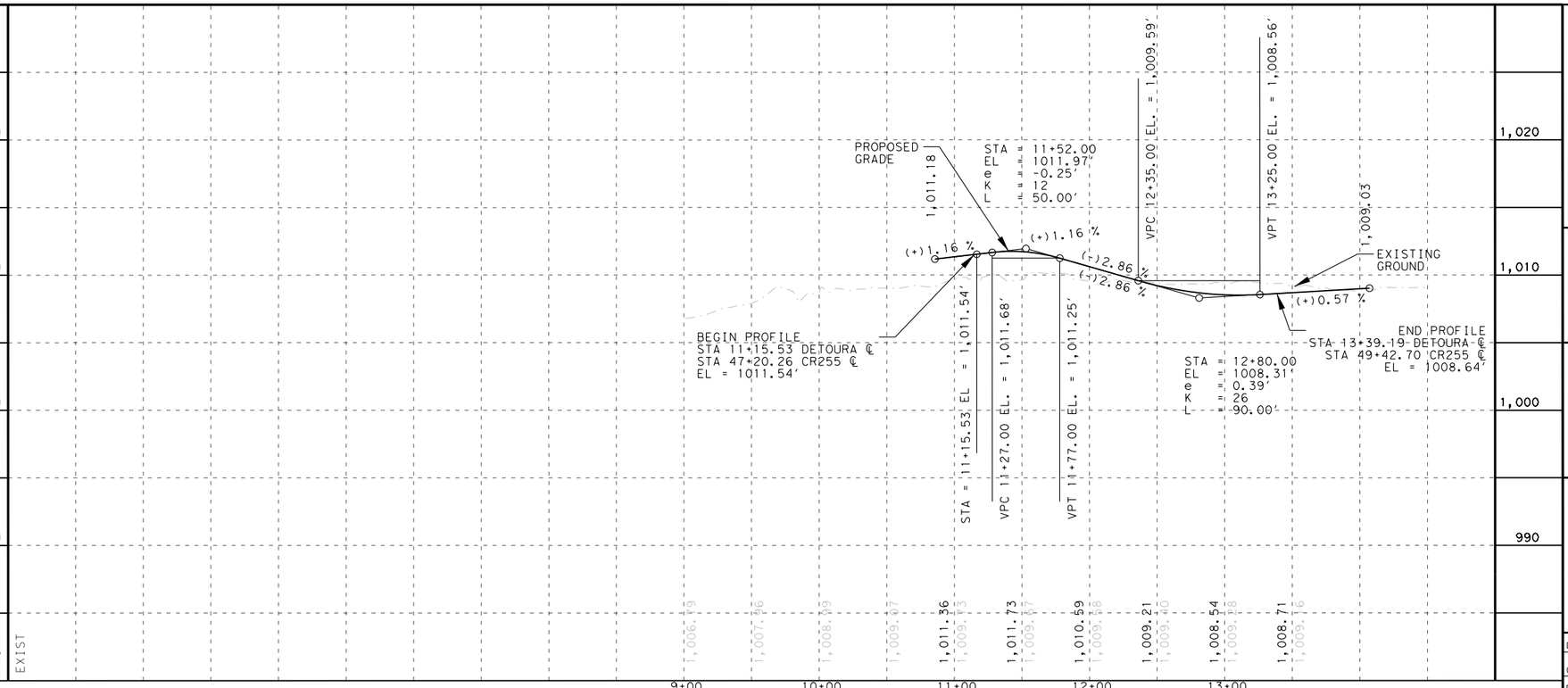
LEGEND

- FENCE LINE
- OVERHEAD UTILITY
- TRAFFIC FLOW ARROW
- VERTICAL PANEL
- PLASTIC DRUM
- CROSS CULVERT NUMBER
- TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE



DETOUR TYPICAL SECTION

* - TYPICAL FOR ALL DETOUR AND TEMP. WIDENING PAVEMENT



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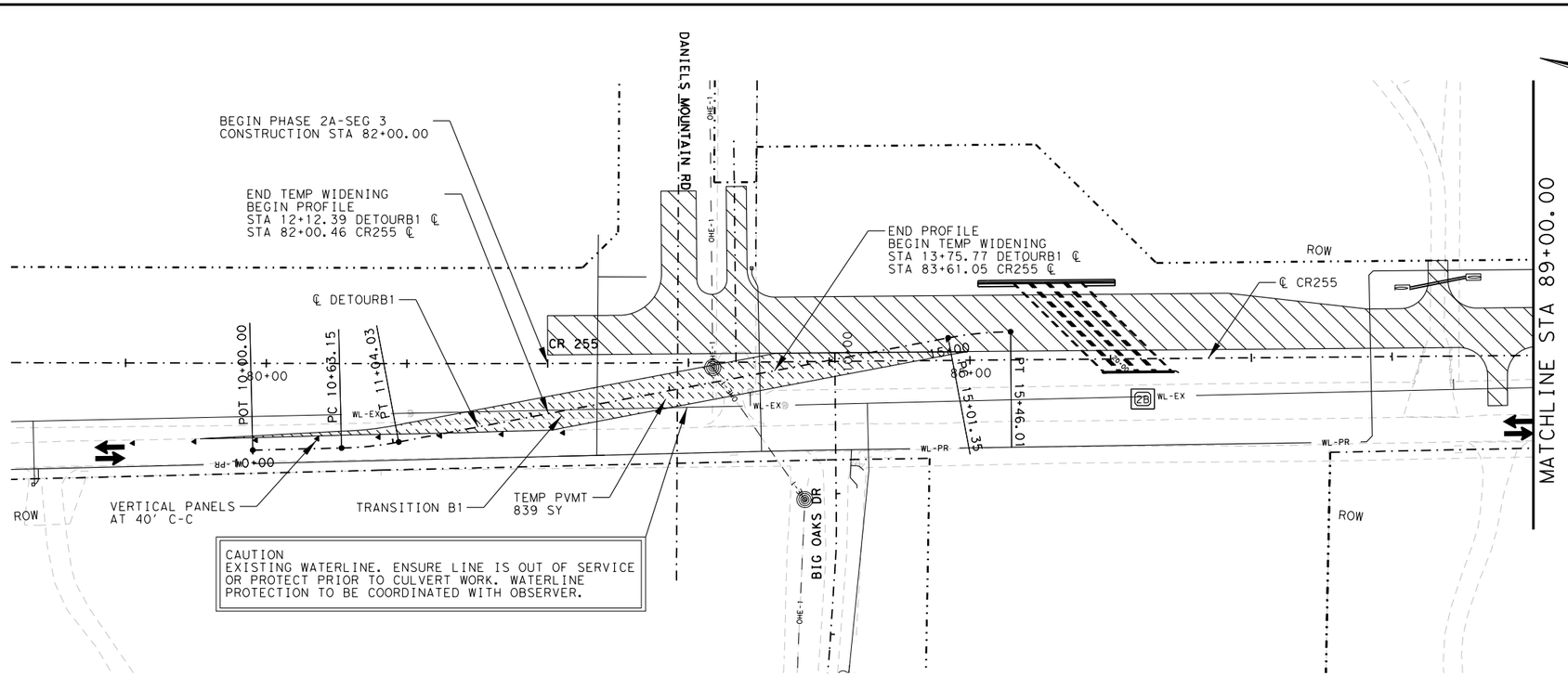
CR 255
TRAFFIC CONTROL PLAN
PLAN & PROFILE
PHASE 2A - SEG 2

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 1 OF 1

DESIGNED: ___	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ___		TEXAS		CR 255
DRAWN: ___	COUNTY			JOB No. / SHEET No.
CHECKED: ___	WILLIAMSON			53

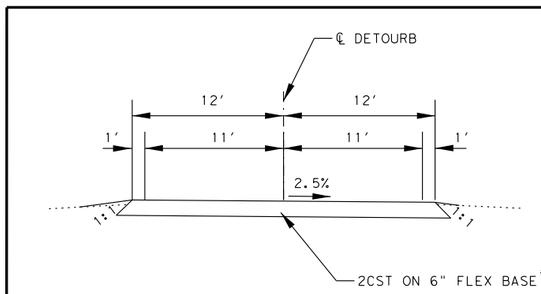
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0 50 100
0 5 10
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

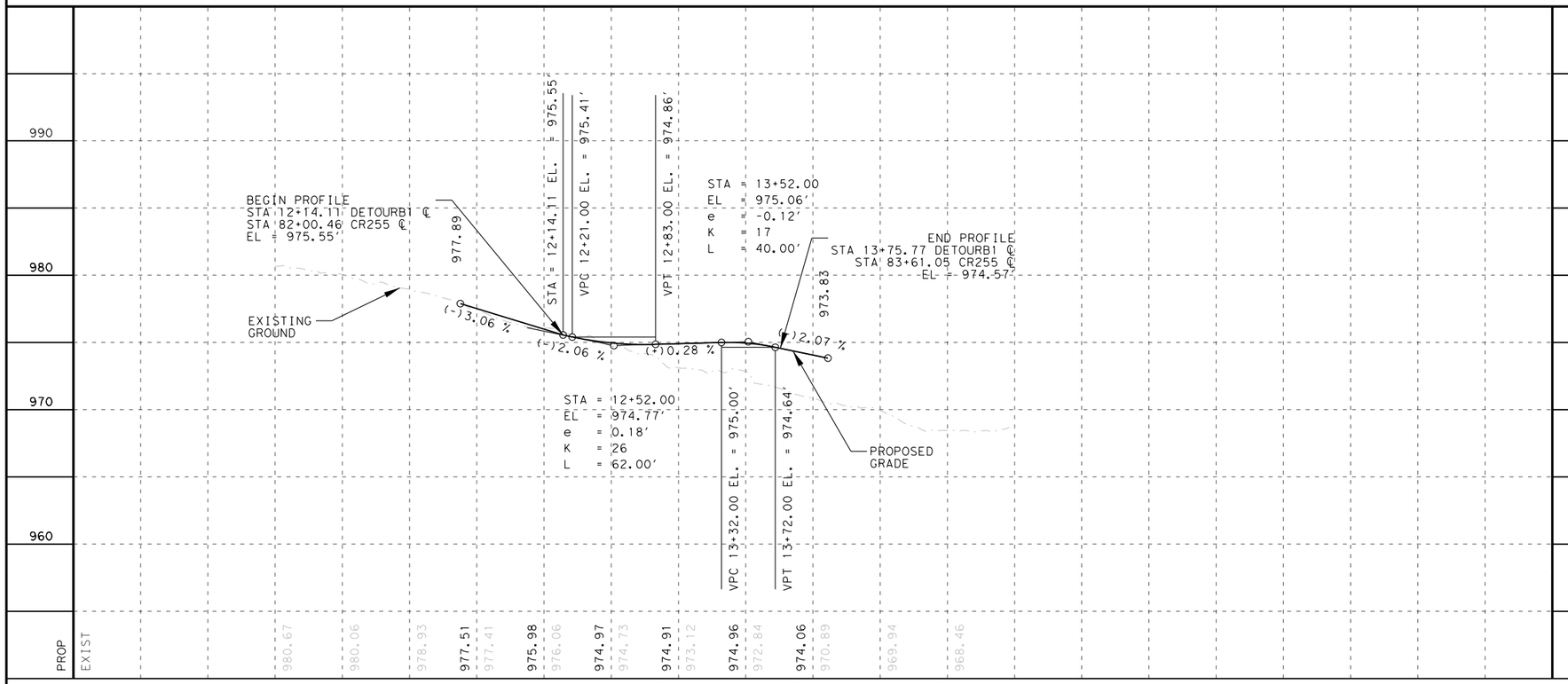
LEGEND

- FENCE LINE
- OVERHEAD UTILITY
- TRAFFIC FLOW ARROW
- VERTICAL PANEL
- PLASTIC DRUM
- CROSS CULVERT NUMBER
- TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE



DETOUR TYPICAL SECTION

* - TYPICAL FOR ALL DETOUR AND TEMP. WIDENING PAVEMENT



STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

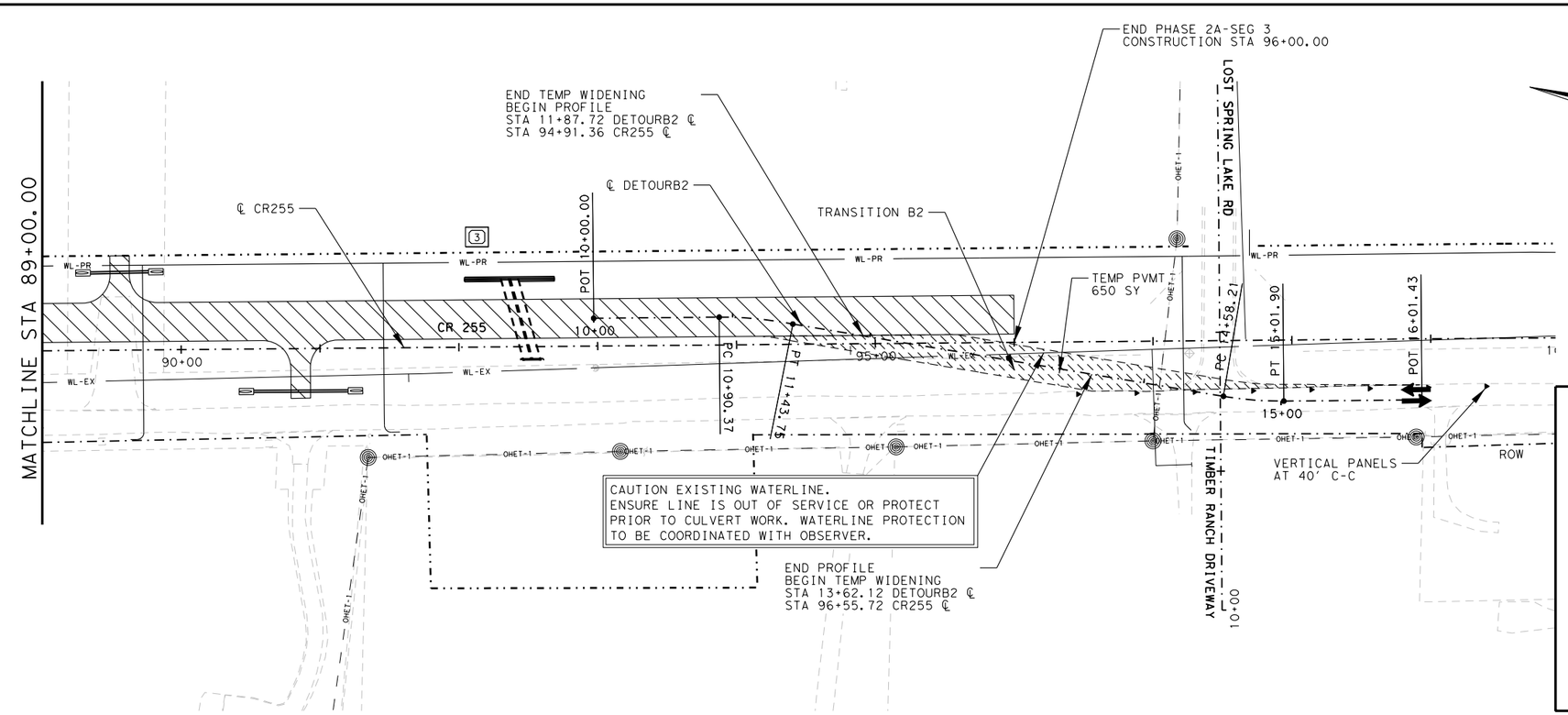
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PLAN & PROFILE
PHASE 2A SEG 3

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			54

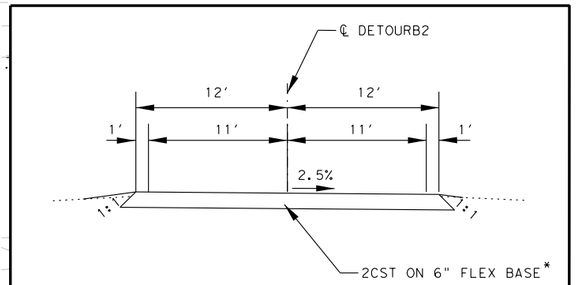
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0 50 100
0 5 10
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

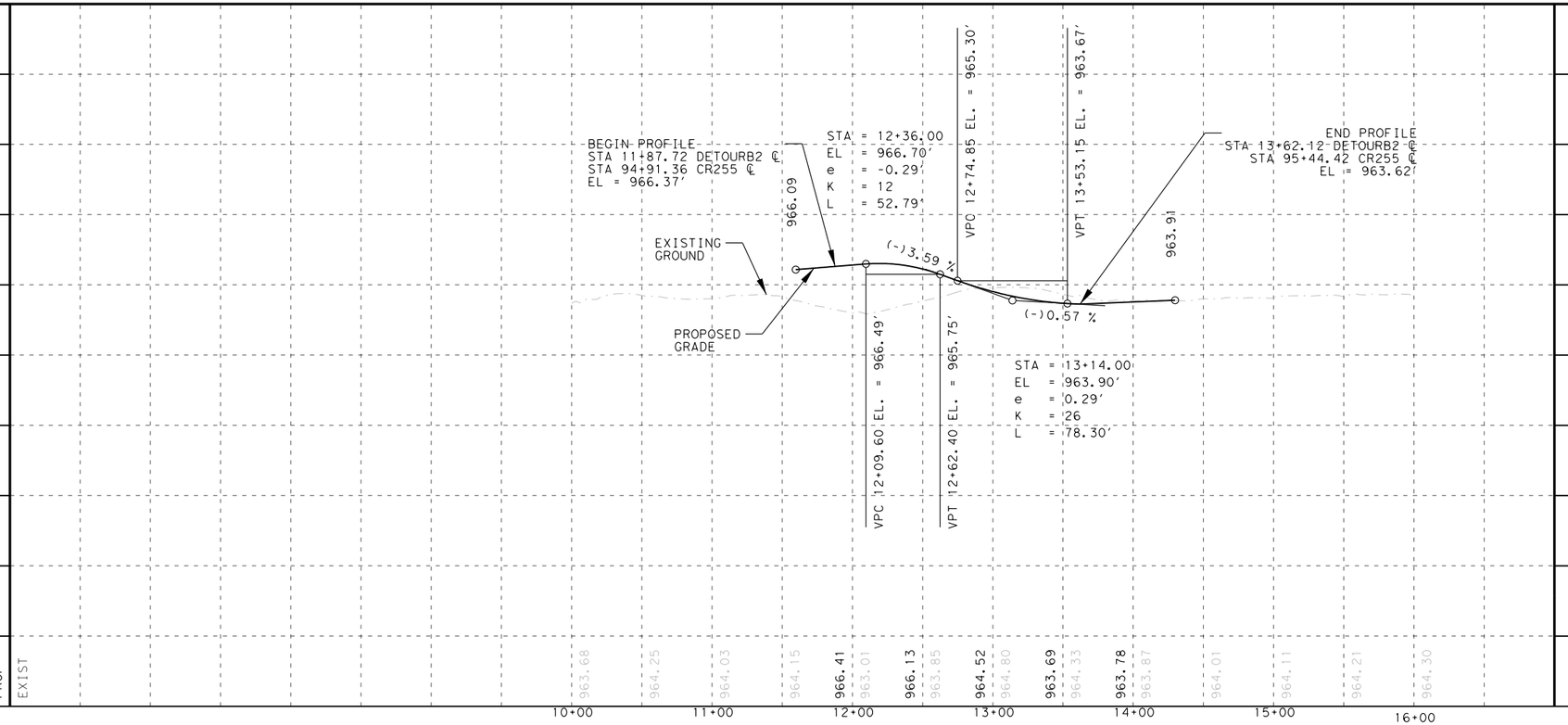
LEGEND

- FENCE LINE
- OVERHEAD UTILITY
- TRAFFIC FLOW ARROW
- VERTICAL PANEL
- PLASTIC DRUM
- CROSS CULVERT NUMBER
- TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE



DETOUR TYPICAL SECTION

* - TYPICAL FOR ALL DETOUR AND TEMP. WIDENING PAVEMENT



STATE OF TEXAS
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11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
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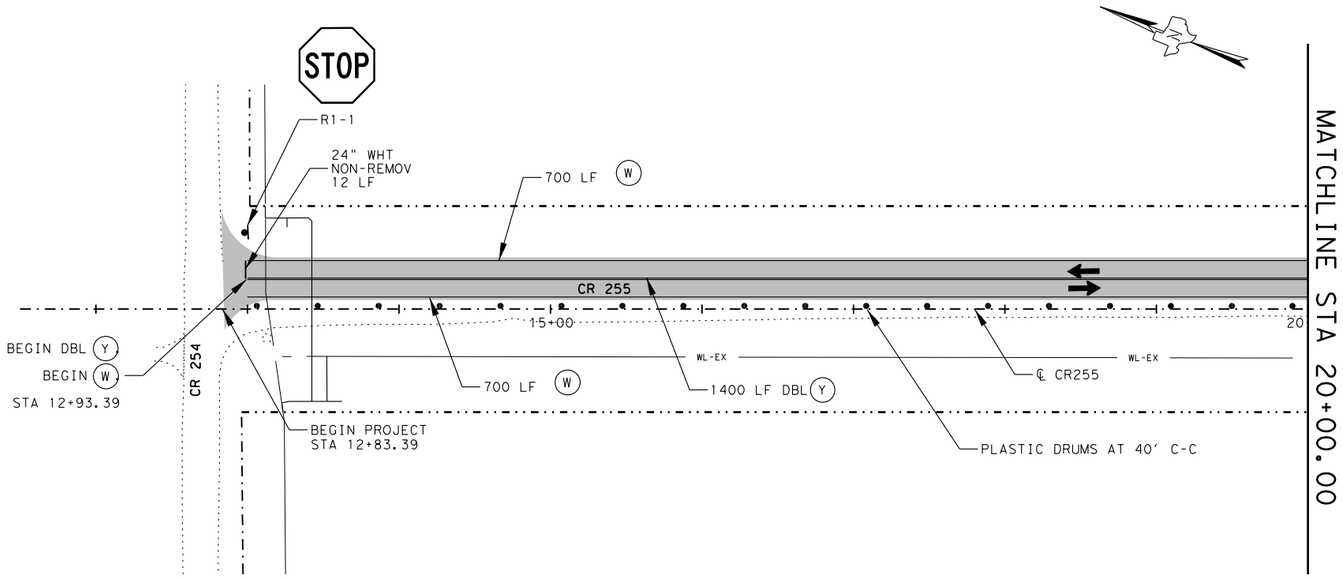
CR 255
TRAFFIC CONTROL PLAN
PLAN & PROFILE
PHASE 2A - SEG 3

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 2 OF 2

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			55

USER: korahoske
DATE: 11/6/2024
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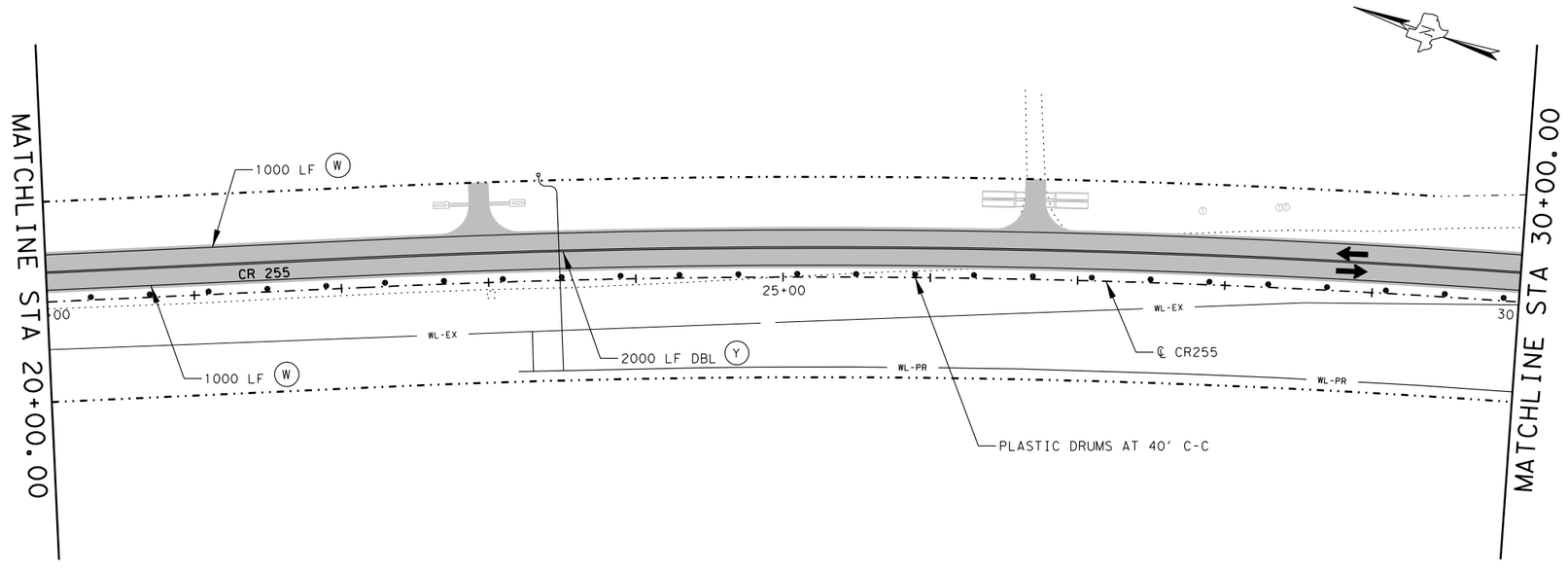
UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.



STATE OF TEXAS
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107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

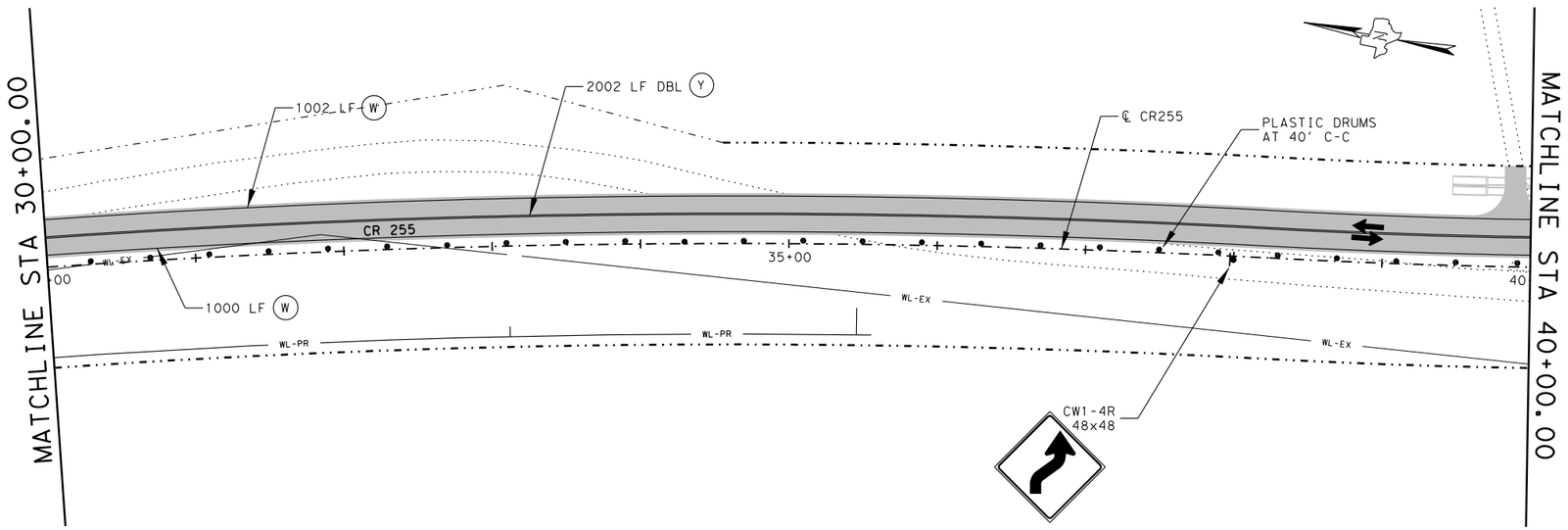
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2B
BEGIN TO STA 30+00

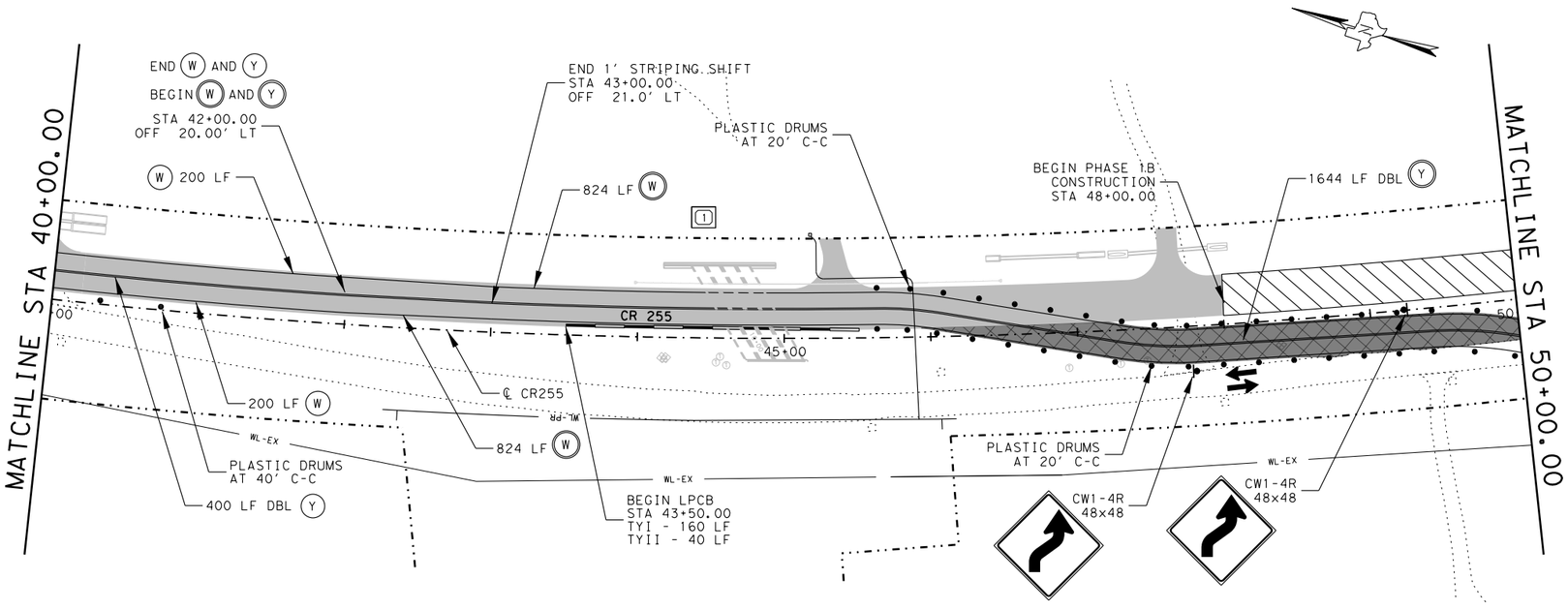
SHEET 1 OF 7

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			56

USER: koralhoske
DATE: 11/6/2024
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FILE: pw://server.sljeng.com:Slj-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/CR255_PHASE01B_TCP_01.dgn



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



ADDENDUM #2

0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
12/12/2024

WILCO TEXAS
WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

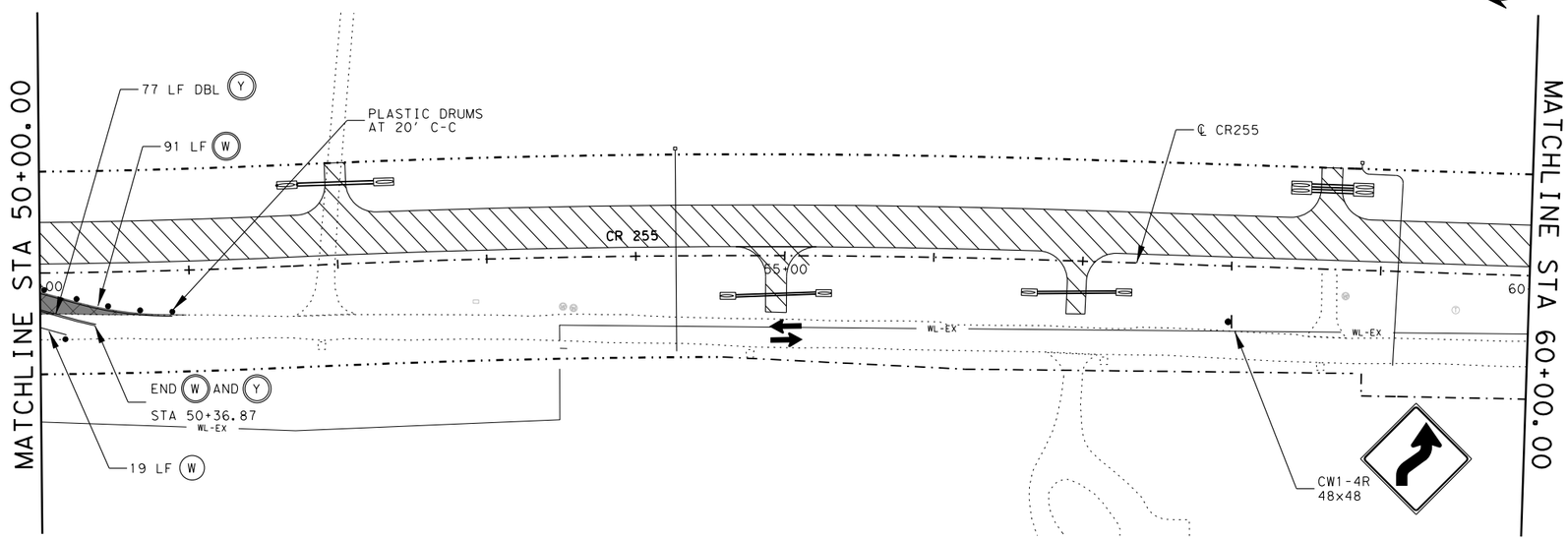
Seiler Lankes Group
TBPE License No. 12170
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2B
STA 30+00 TO STA 50+00

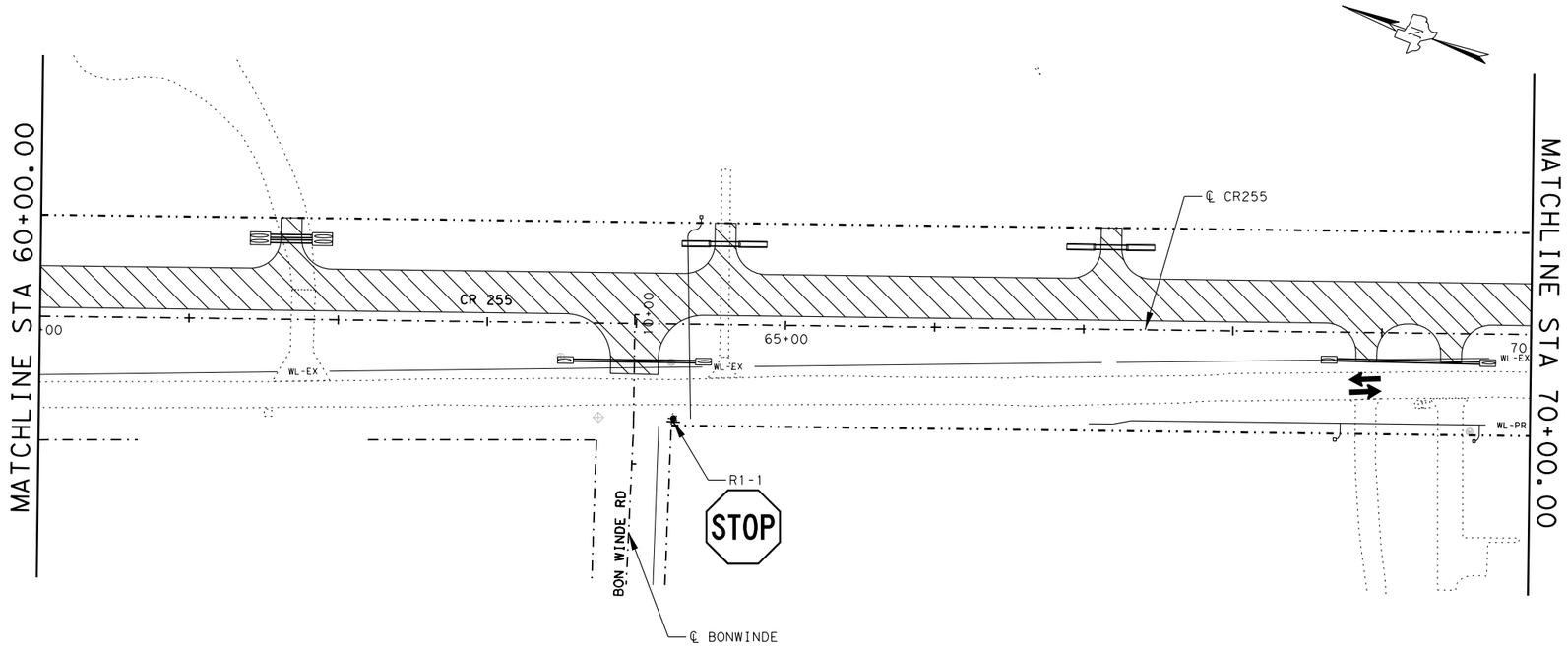
SHEET 2 OF 7

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			57

USER: eguti
DATE: 12/12/2024 3:40
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UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

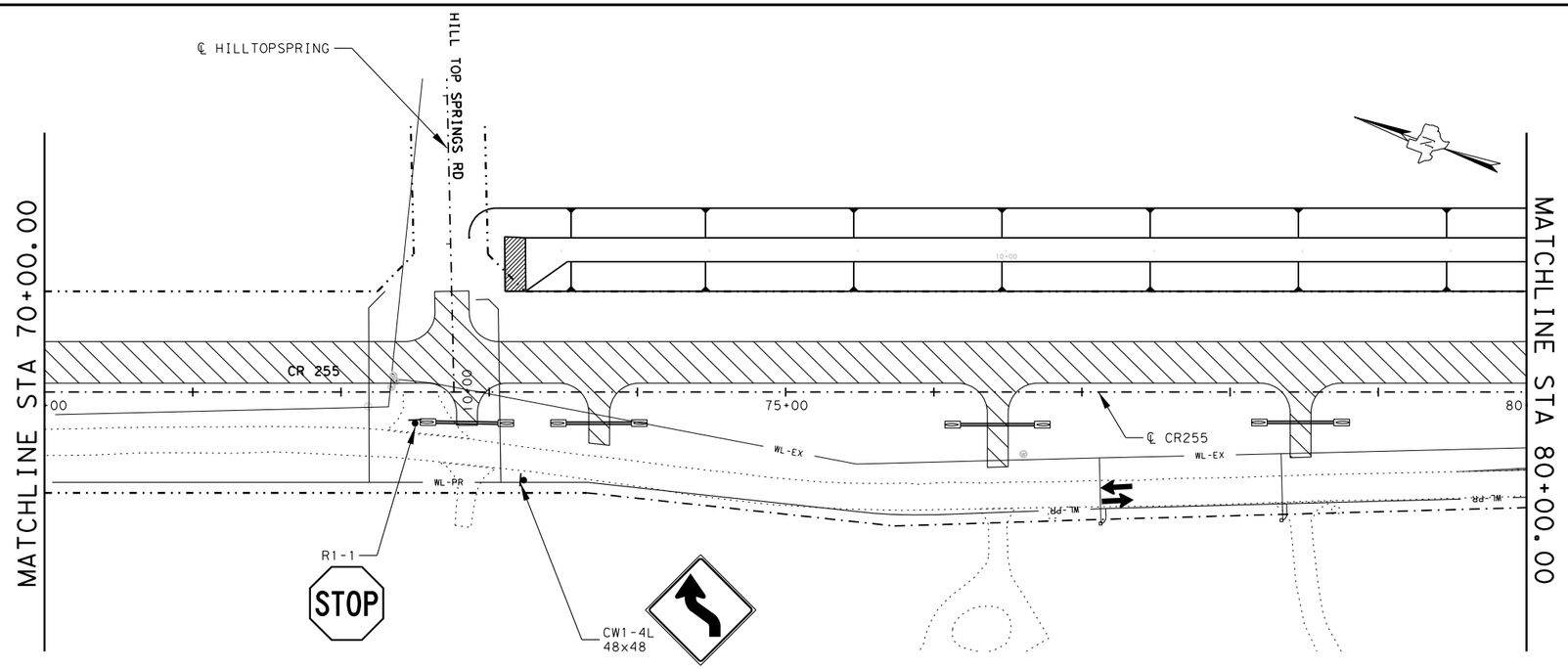
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2B
STA 50+00 TO STA 70+00

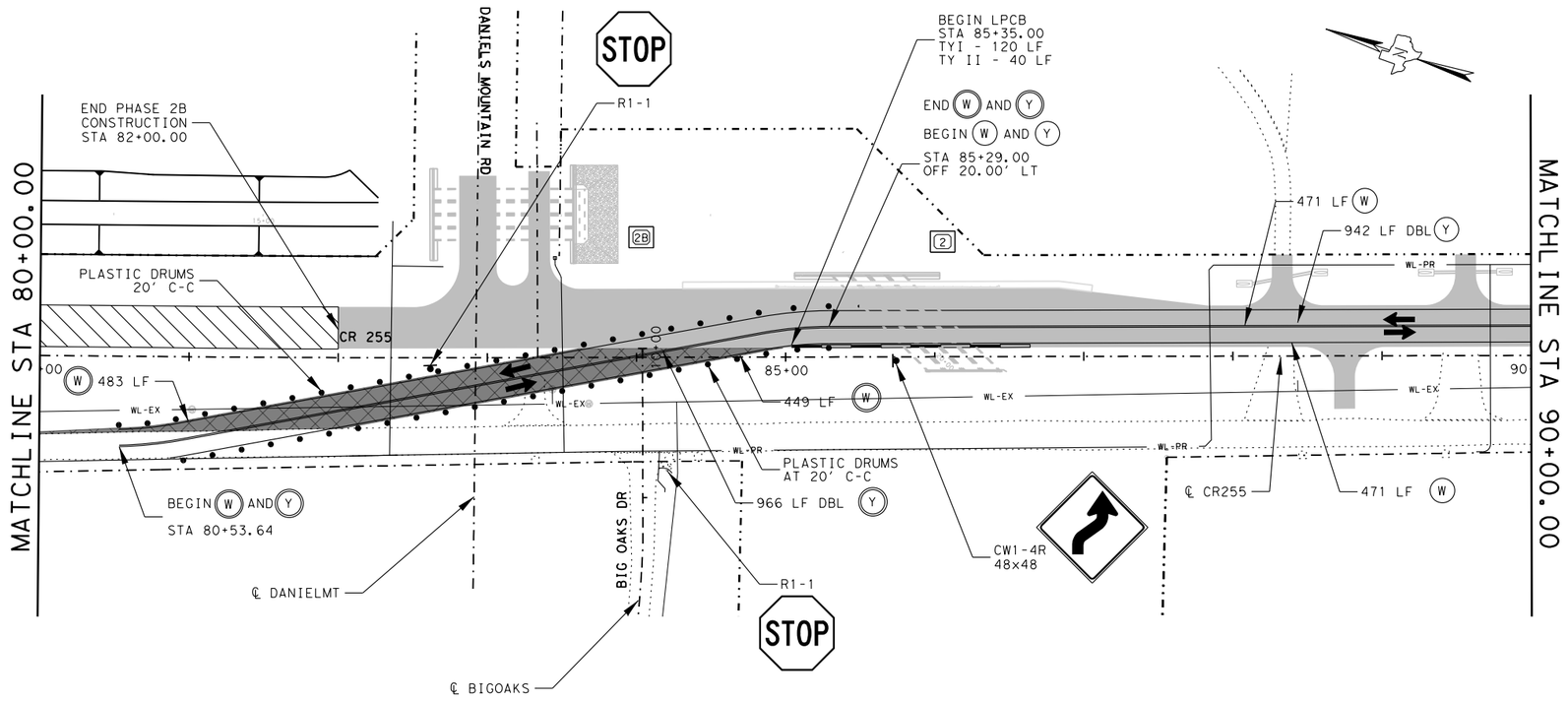
SHEET 3 OF 7

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			58

USER: korahoske
DATE: 11/6/2024
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UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



ADDENDUM #2

0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
12/12/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

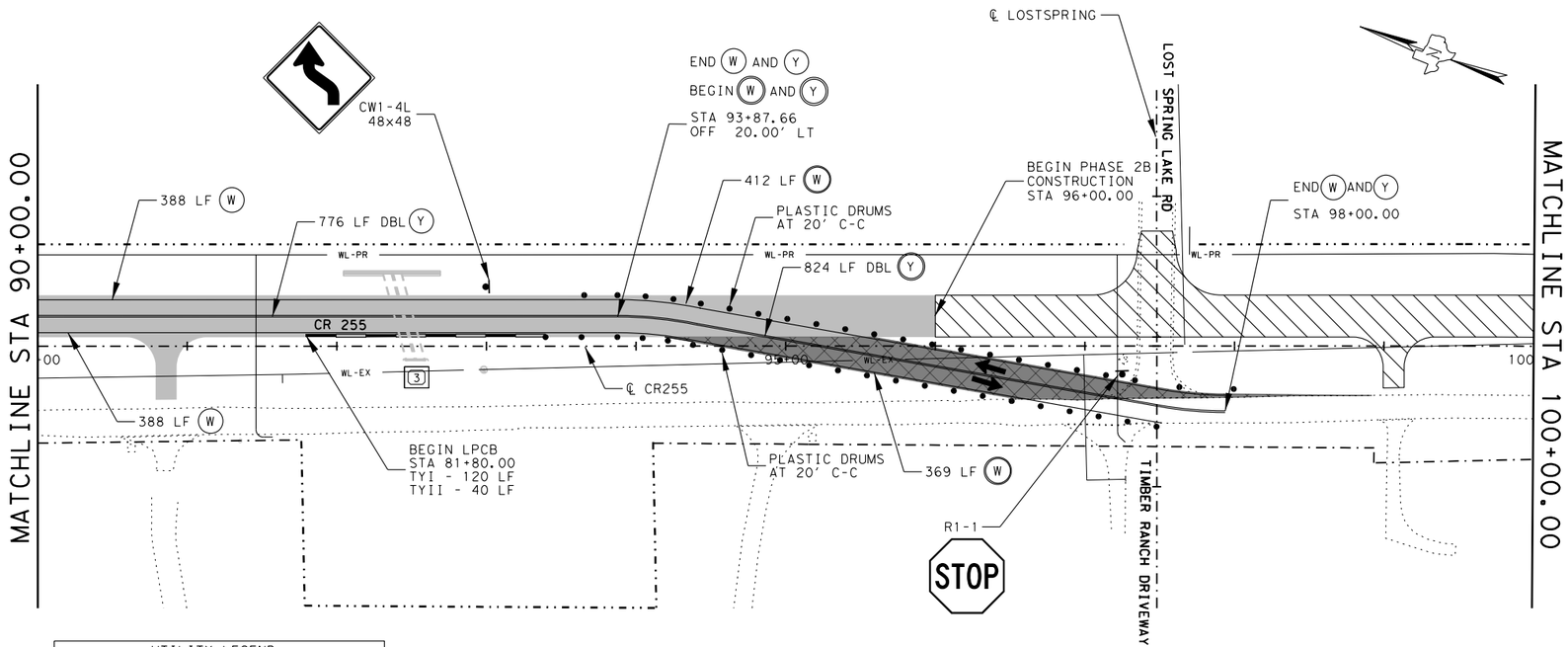
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2B
STA 70+00 TO STA 90+00

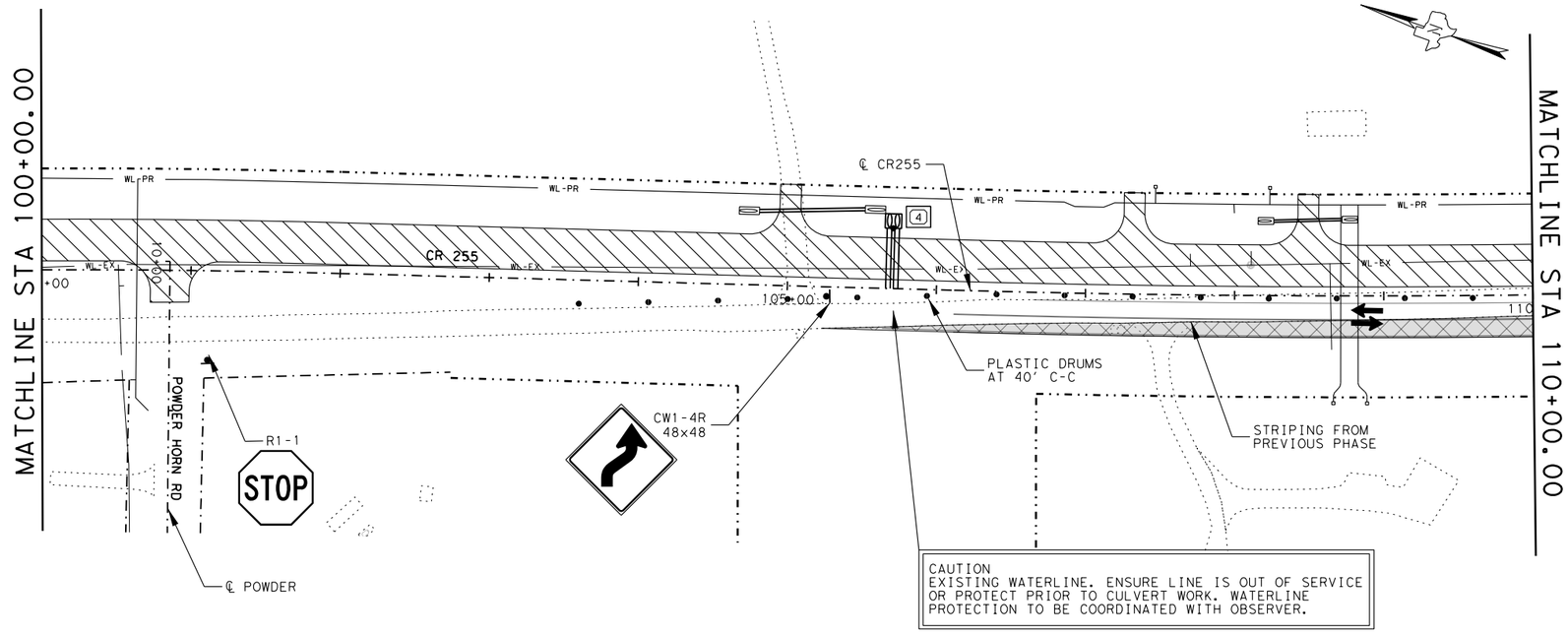
SHEET 4 OF 7

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			59

USER: eguillerrez
DATE: 12/12/2024 3:40
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UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



CAUTION
EXISTING WATERLINE. ENSURE LINE IS OUT OF SERVICE OR PROTECT PRIOR TO CULVERT WORK. WATERLINE PROTECTION TO BE COORDINATED WITH OBSERVER.

0 50 100
SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
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STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

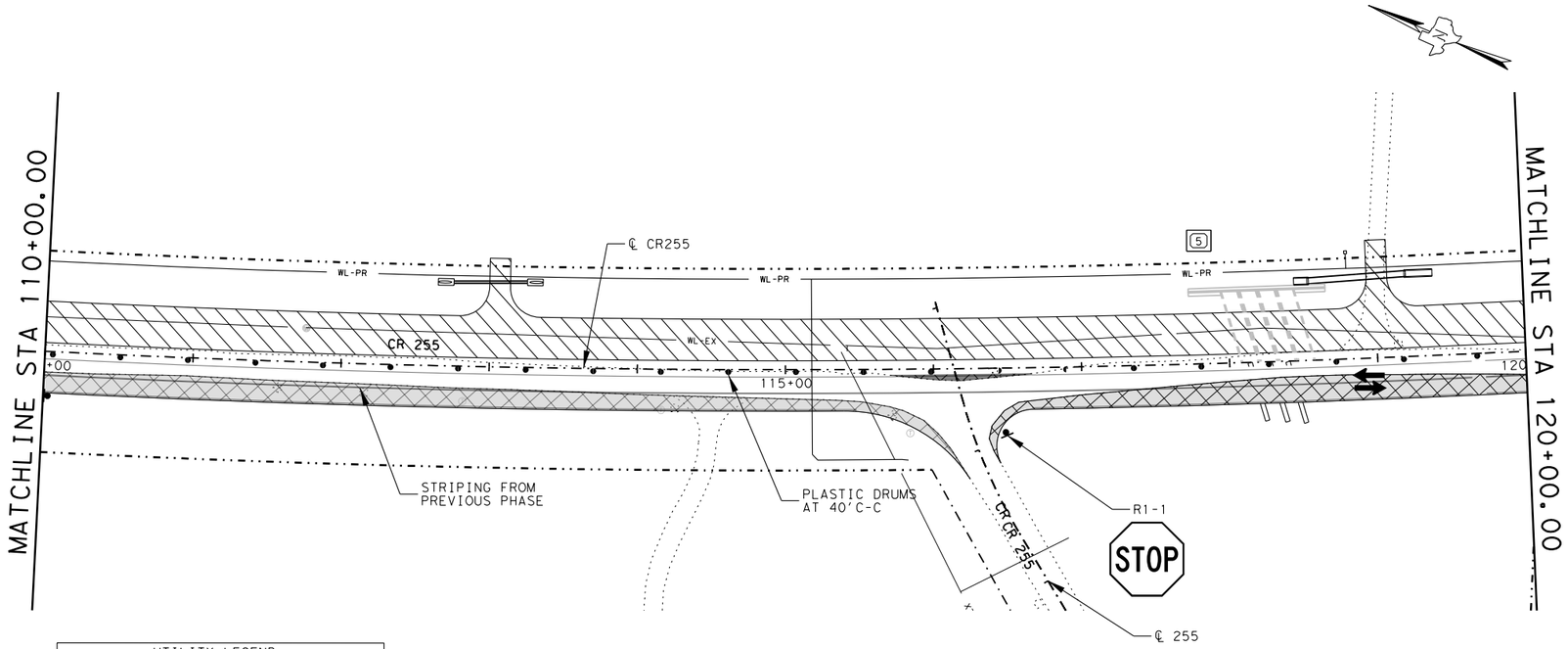
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2B
STA 90+00 TO STA 110+00

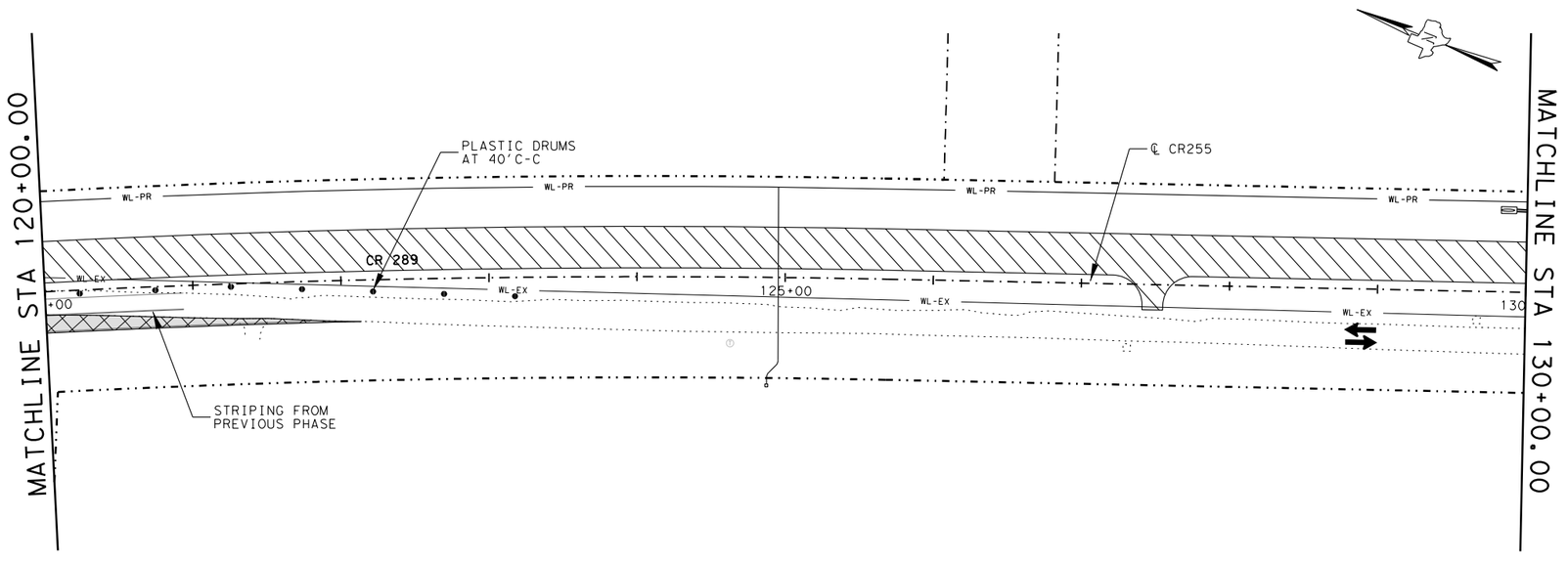
SHEET 5 OF 7

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			60

USER: korahoske
DATE: 11/6/2024 2:07
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FILE: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/CR255_PHASE01B_TCP_05.dgn



UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- (#) CROSS CULVERT NUMBER

NOTES:

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2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

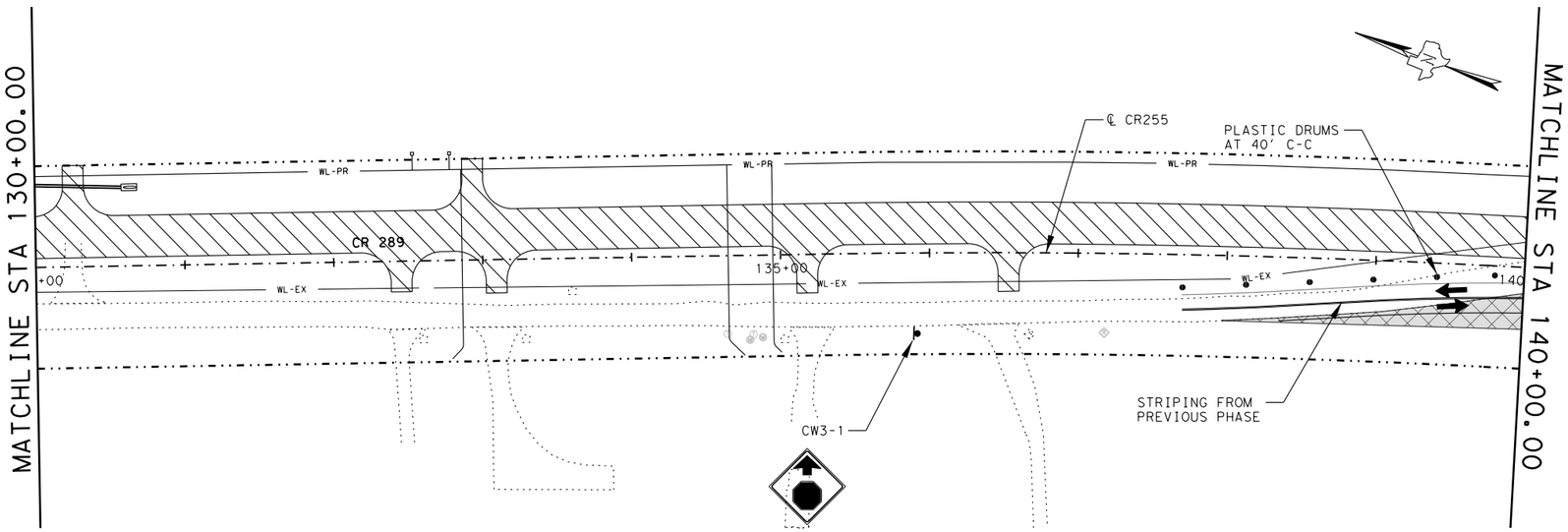
Seiler Lankes Group
TBPE License No. 12170
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2B
STA 110+00 TO STA 130+00

SHEET 6 OF 7

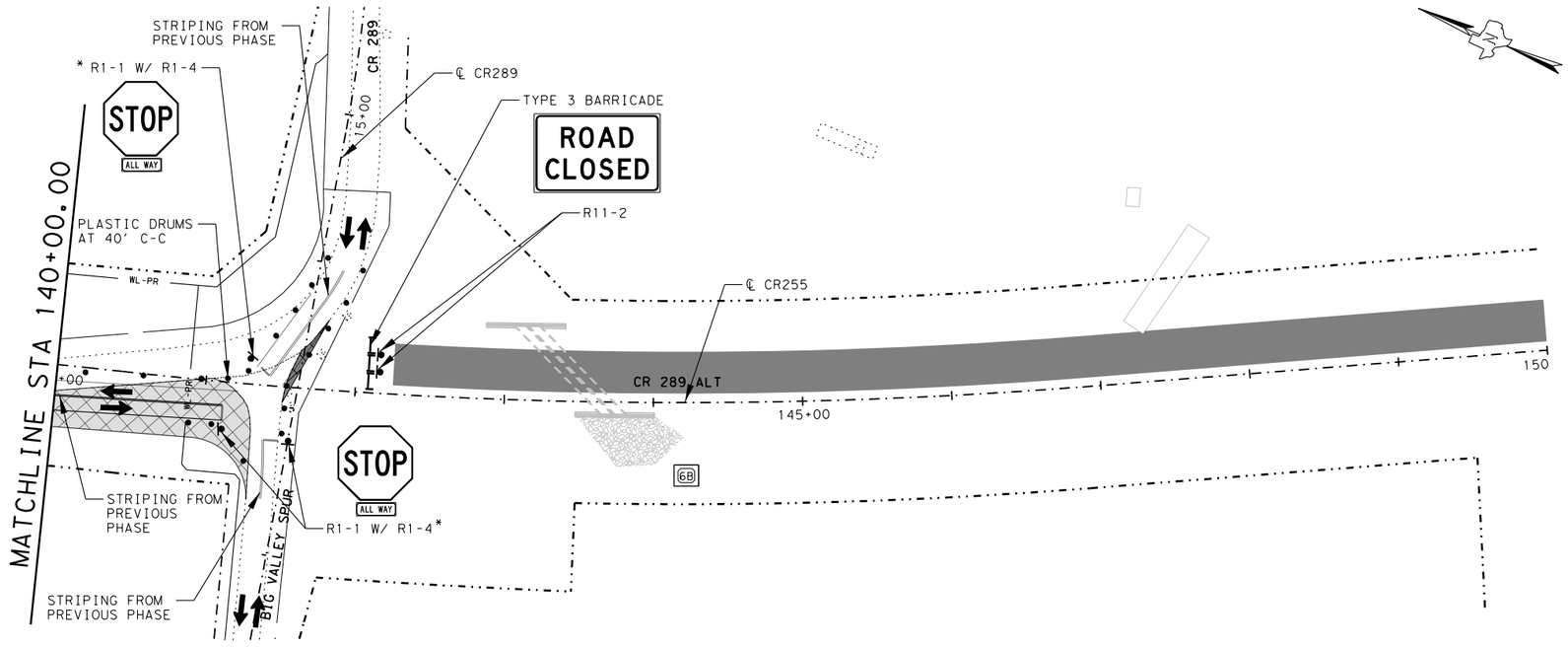
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CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY		JOB No.	SHEET No.
CHECKED:	WILLIAMSON			61

USER: korallnoske
DATE: 11/6/2024
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UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE

* PLACE CW3-1 STOP AHEAD SIGN 500' IN ADVANCE



* PLACE CW3-1 STOP AHEAD SIGN 500' IN ADVANCE

0 50 100

SCALE: 1" = 100'

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

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STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

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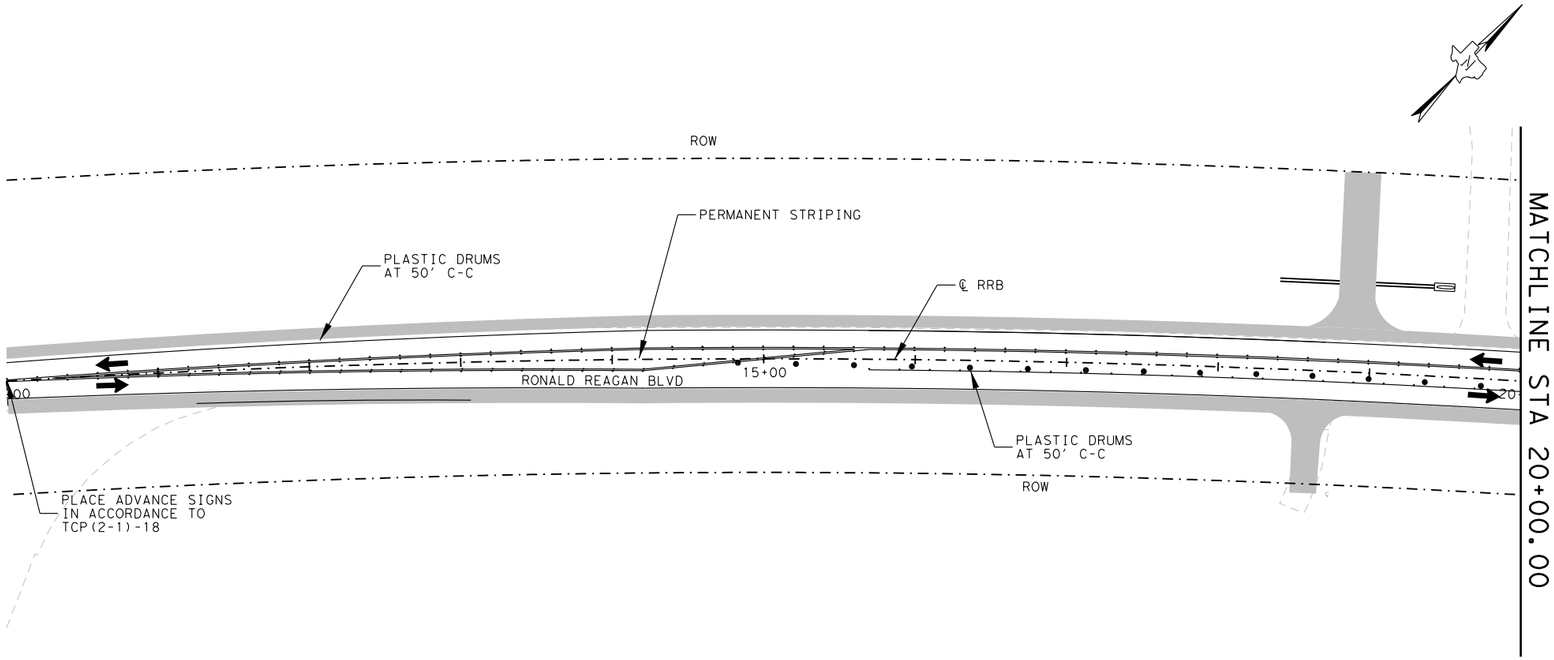
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2B
STA 130+00 TO STA 150+00

SHEET 7 OF 7

DESIGNED: ___	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ___		TEXAS		CR 255
DRAWN: ___	COUNTY			JOB No. / SHEET No.
CHECKED: ___	WILLIAMSON			62

USER: korahoske
DATE: 11/6/2024
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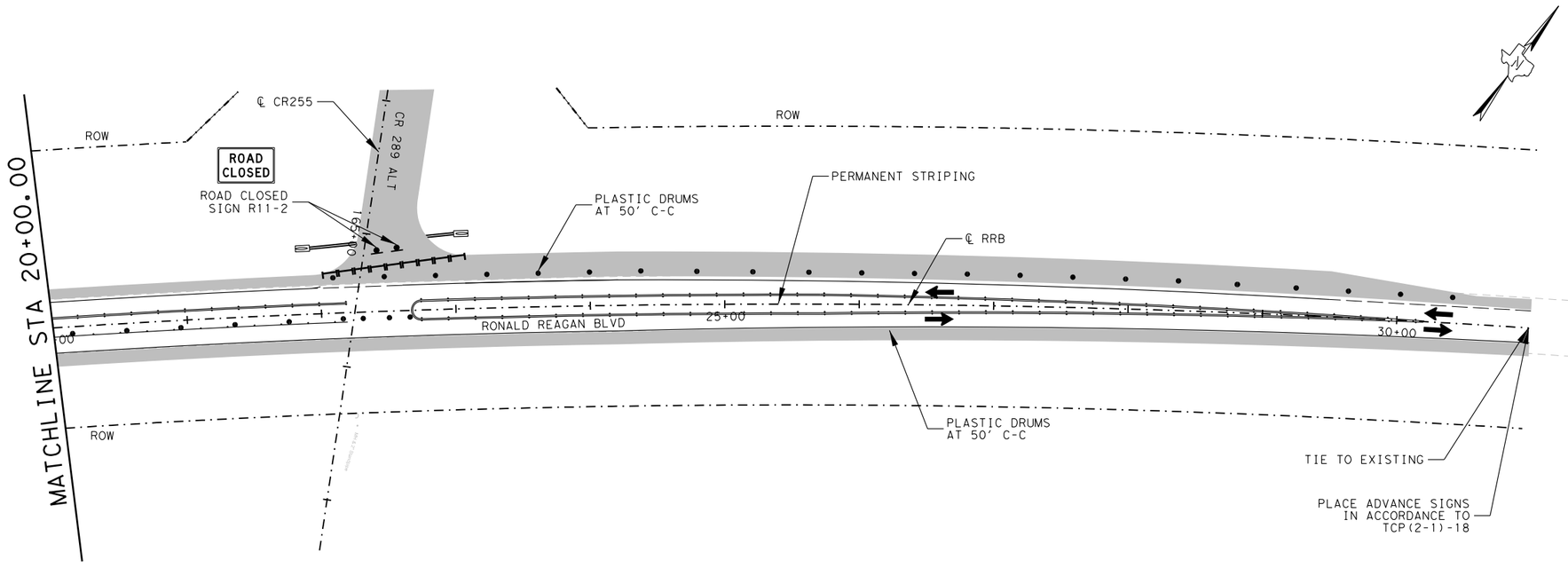
UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

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STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

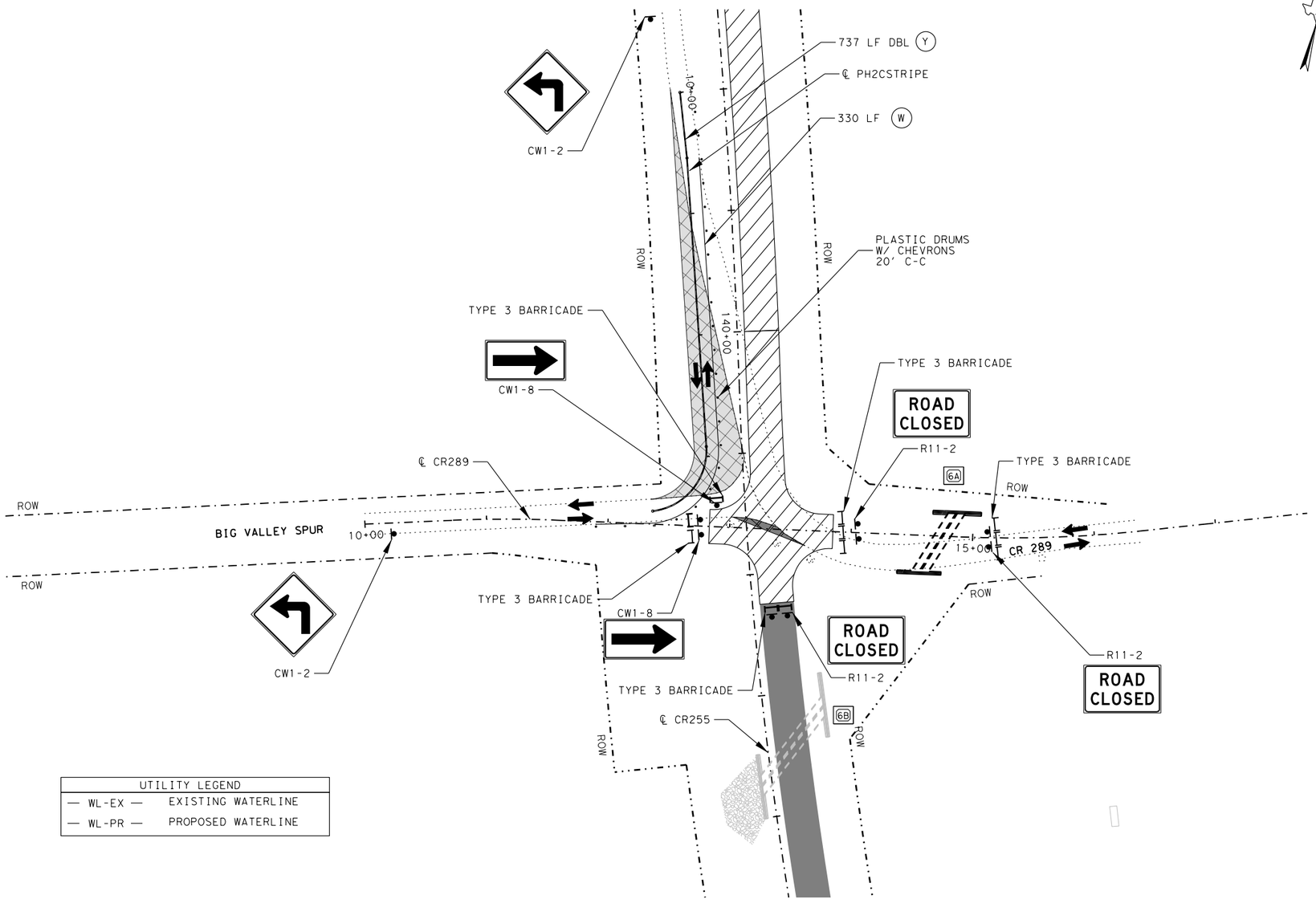
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
RONALD REAGAN BLVD
TRAFFIC CONTROL PLAN
PHASE 2B
BEGIN TO END

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			63

USER: korahoske
DATE: 11/6/2024
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UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

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11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

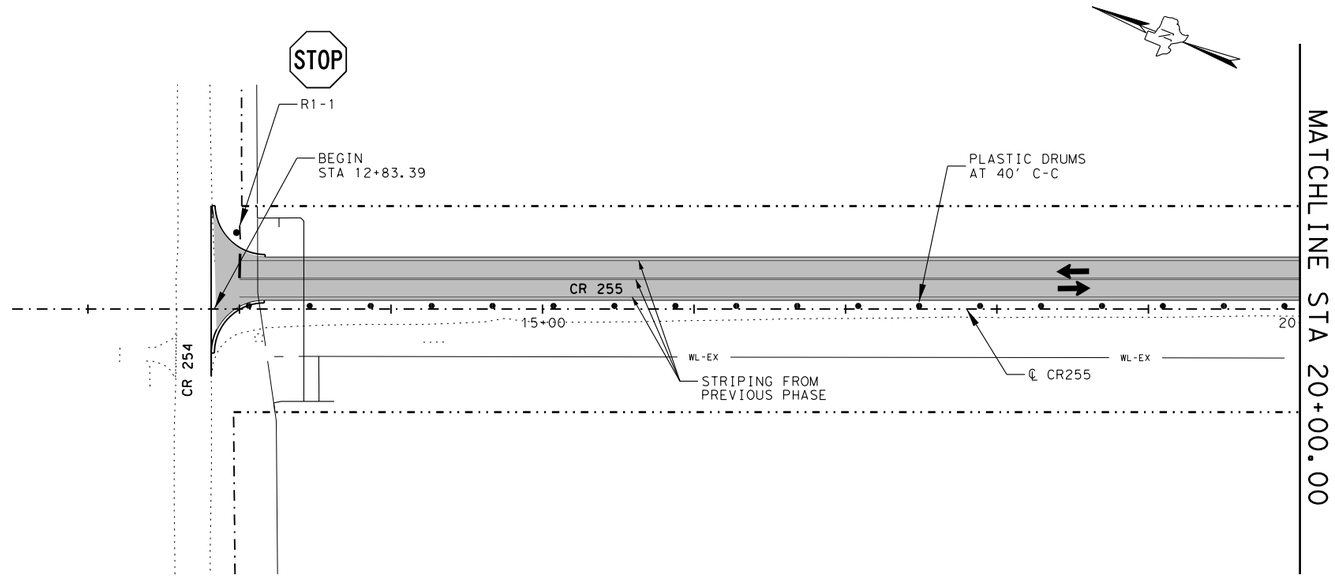
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 2C
AT CR 255/CR 289
INTERSECTION

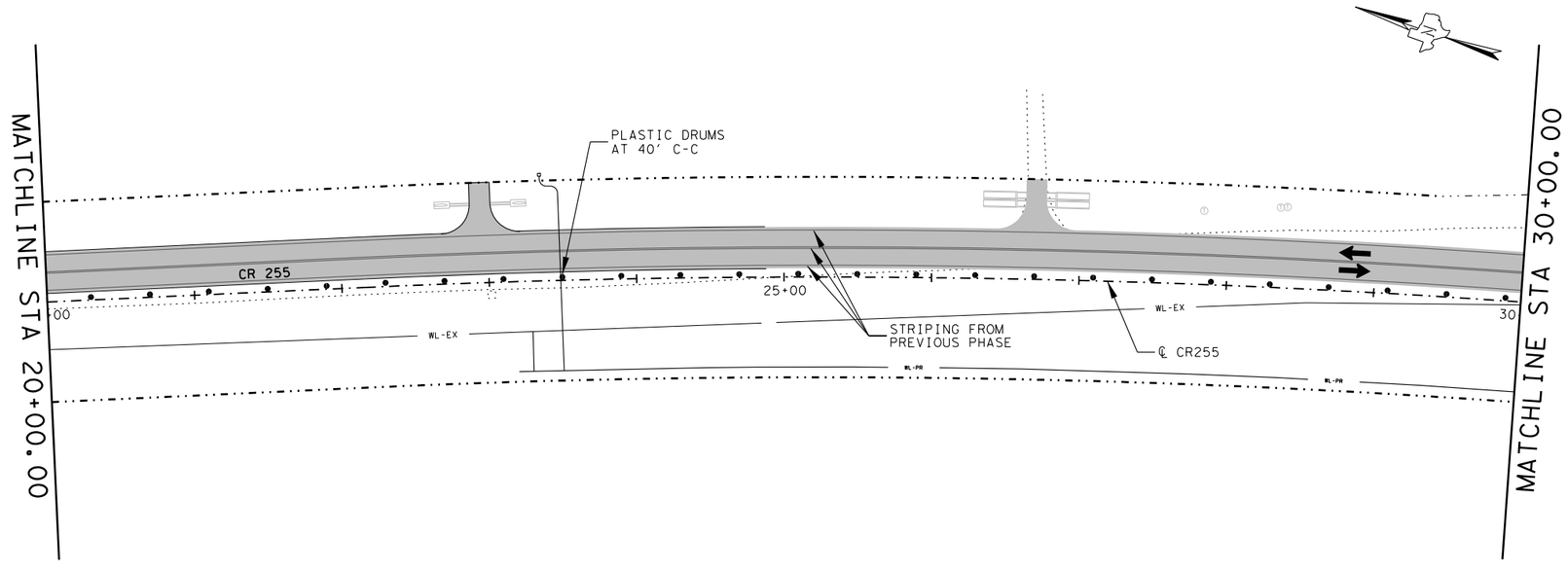
SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			64

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DATE: 11/6/2024 2:07
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UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

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STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

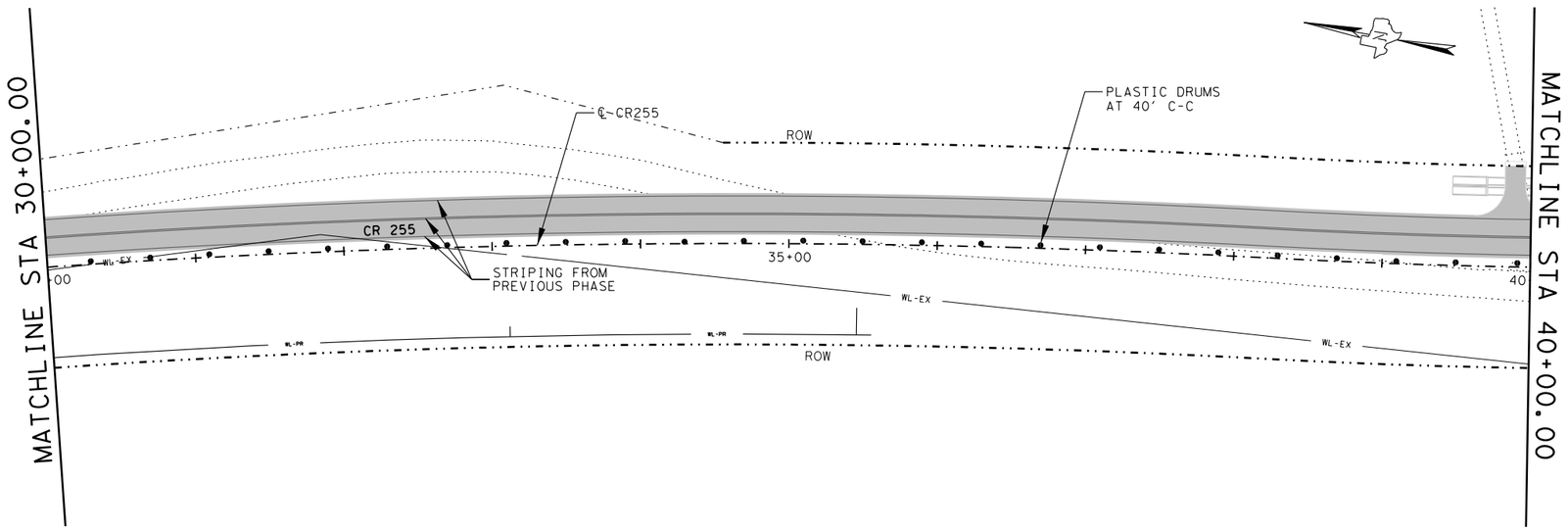
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 3
BEGIN TO STA 30+00

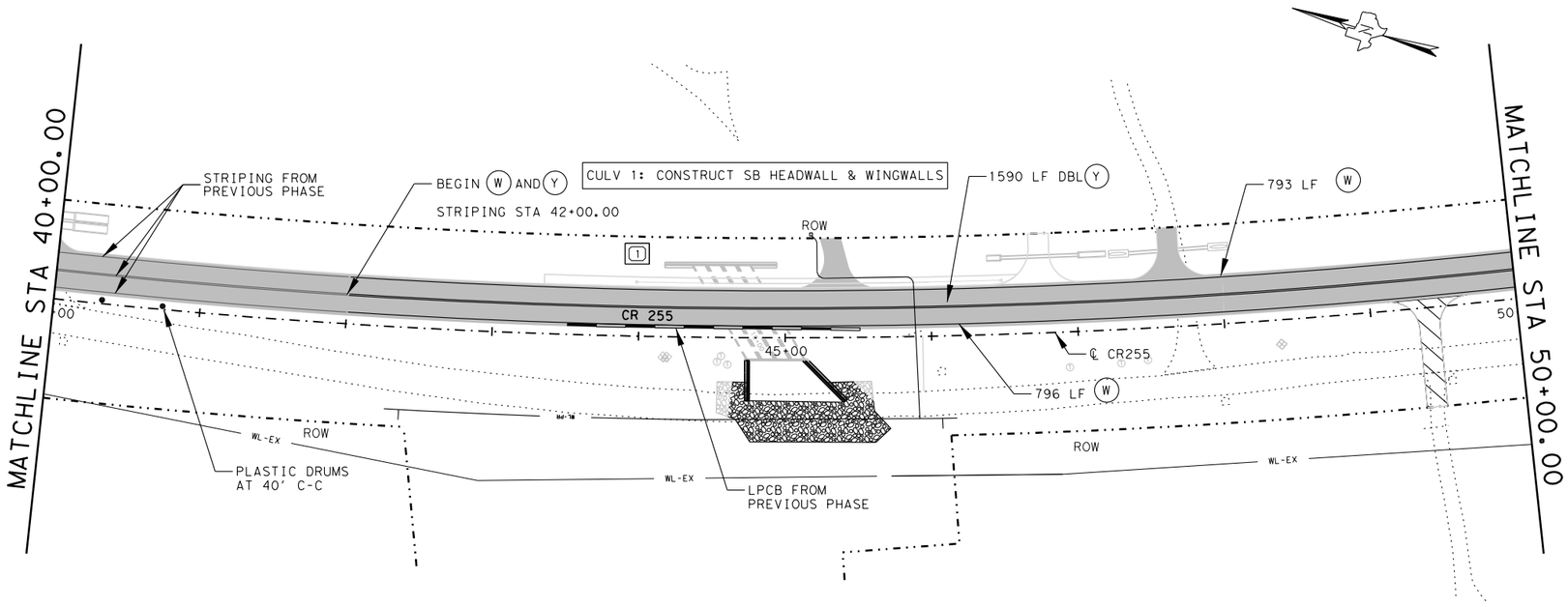
SHEET 1 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			65

USER: koralhoske
DATE: 11/6/2024 2:08
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UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



ADDENDUM #2

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

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STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
12/12/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

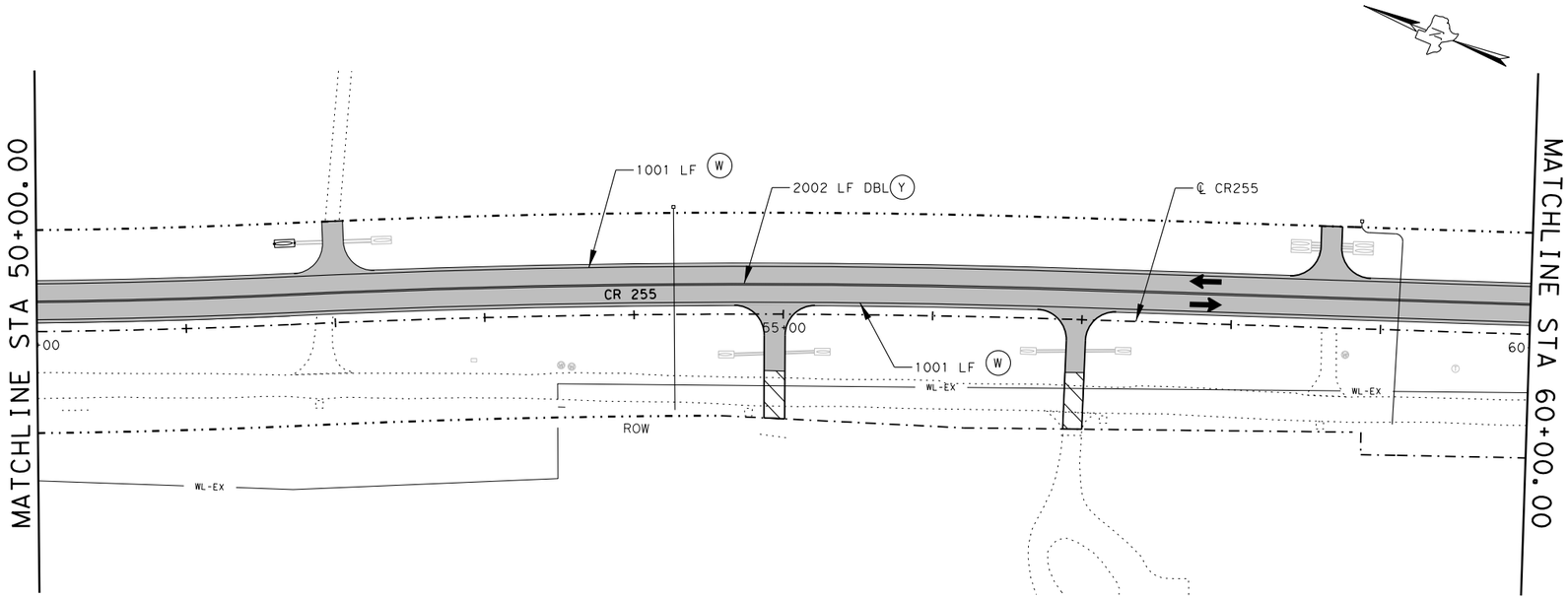
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 3
STA 30+00 TO STA 50+00

SHEET 2 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			66

USER: eguillerrez
DATE: 12/12/2024 3:41
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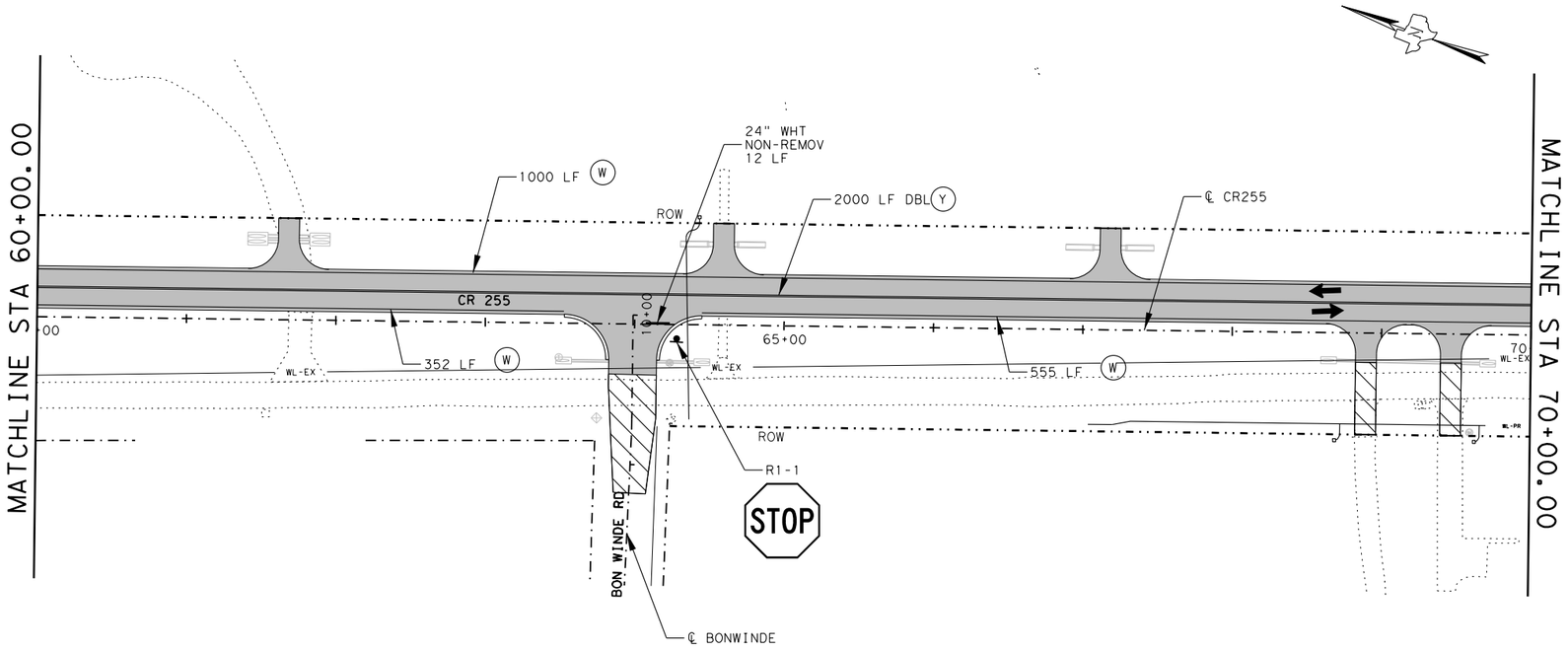
UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

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STATE OF TEXAS
GERALD A. LANKES
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PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

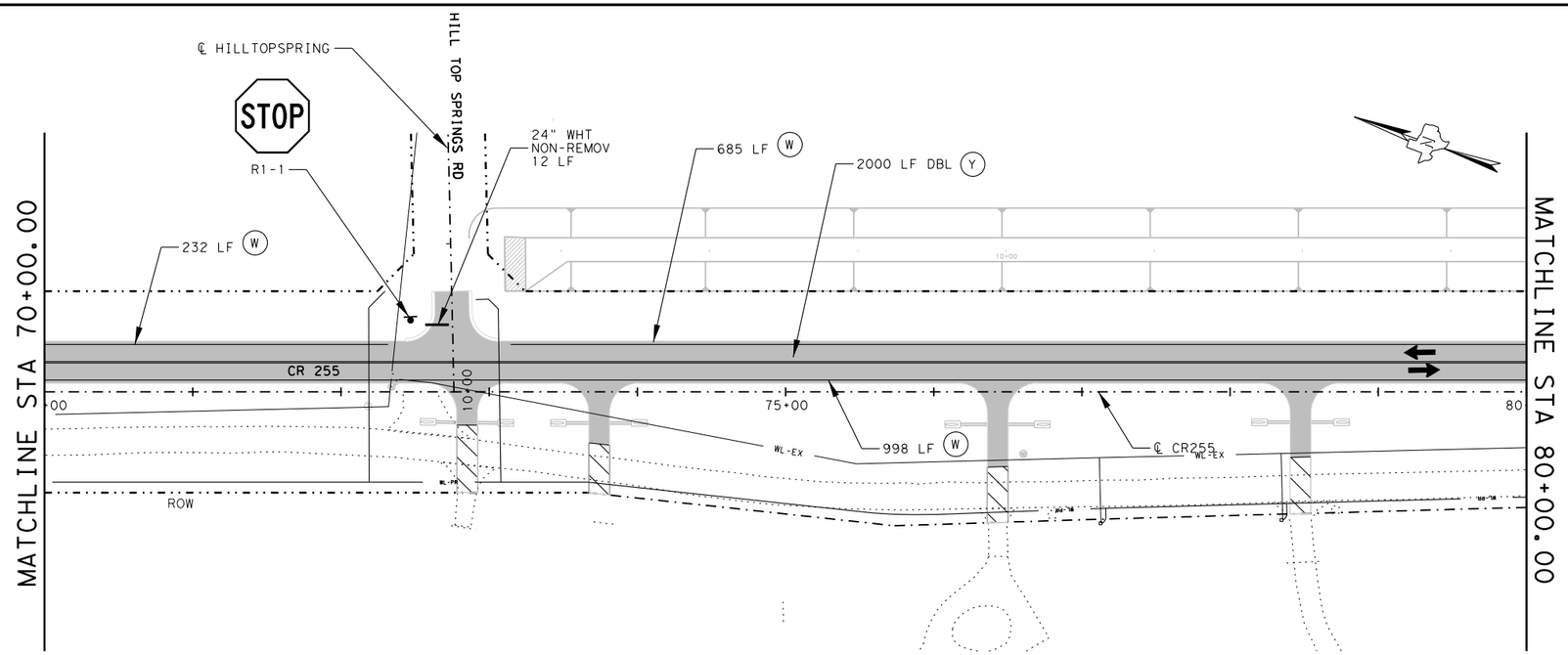
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 3
STA 50+00 TO STA 70+00

SHEET 3 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			67

USER: korallhoske
DATE: 11/6/2024 2:08
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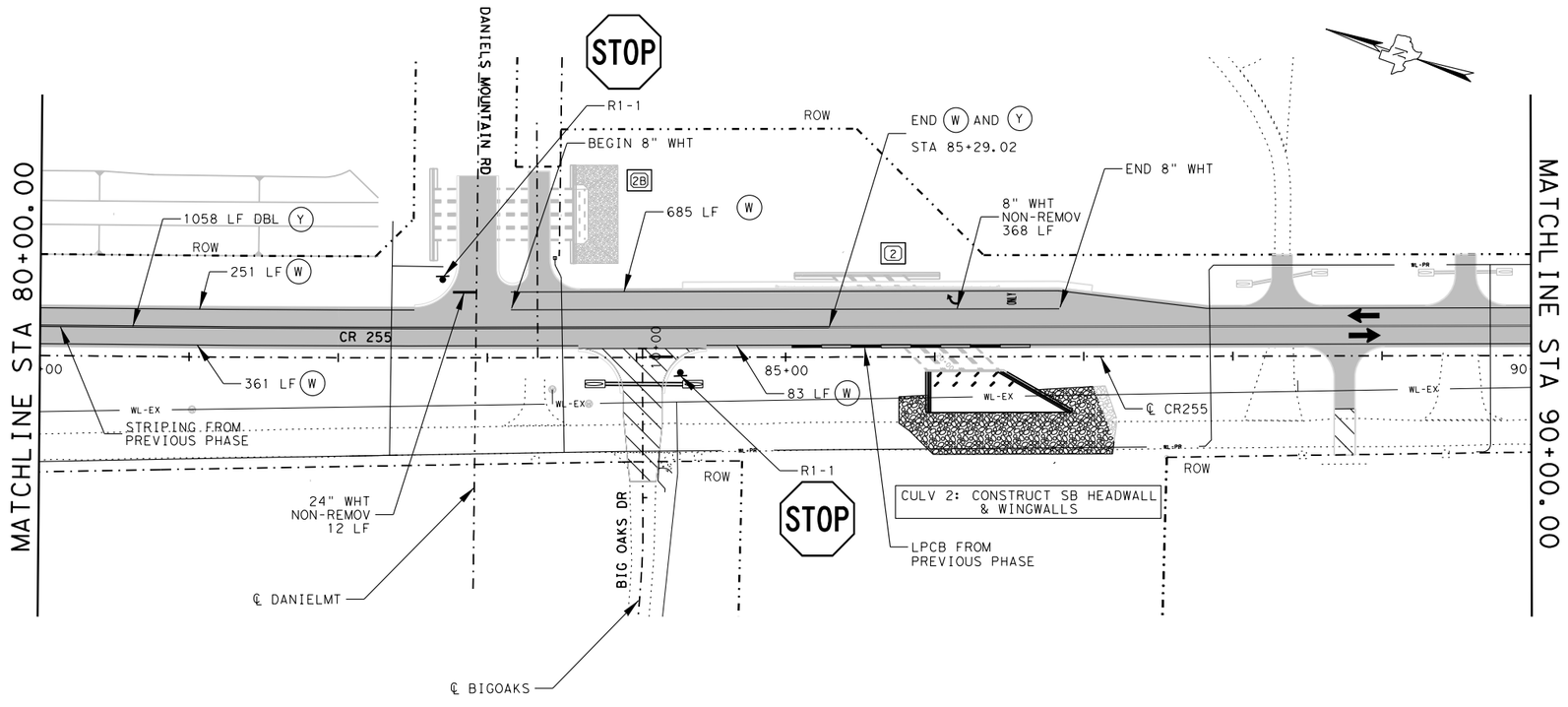
UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
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- CROSS CULVERT NUMBER

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ADDENDUM #2

GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
12/12/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

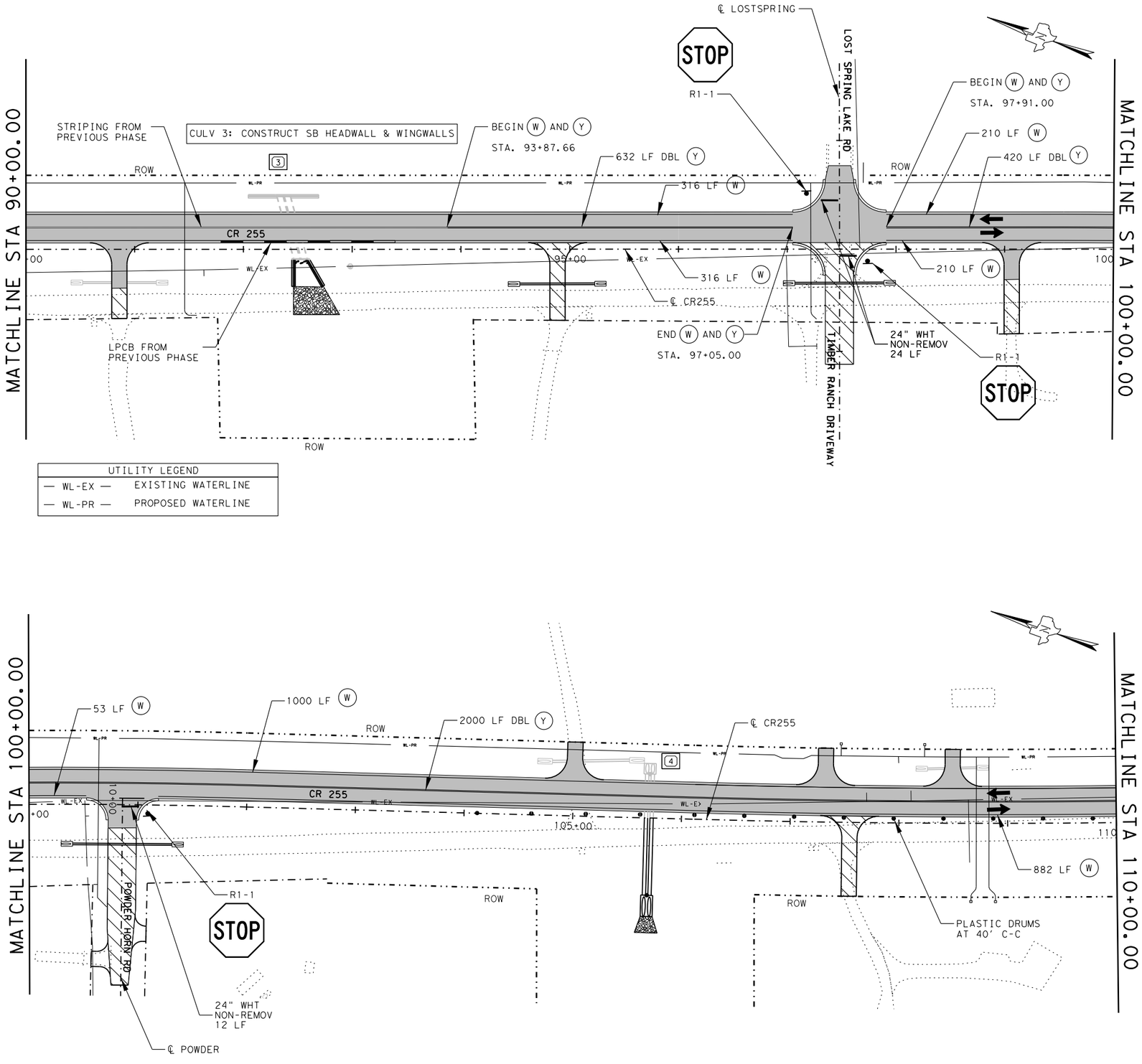
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 3
STA 70+00 TO STA 90+00

SHEET 4 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			68

USER: egutierrez
DATE: 12/12/2024 3:41
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FILE: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/CR255_PHASE02_TCP_04.dgn



LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

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11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

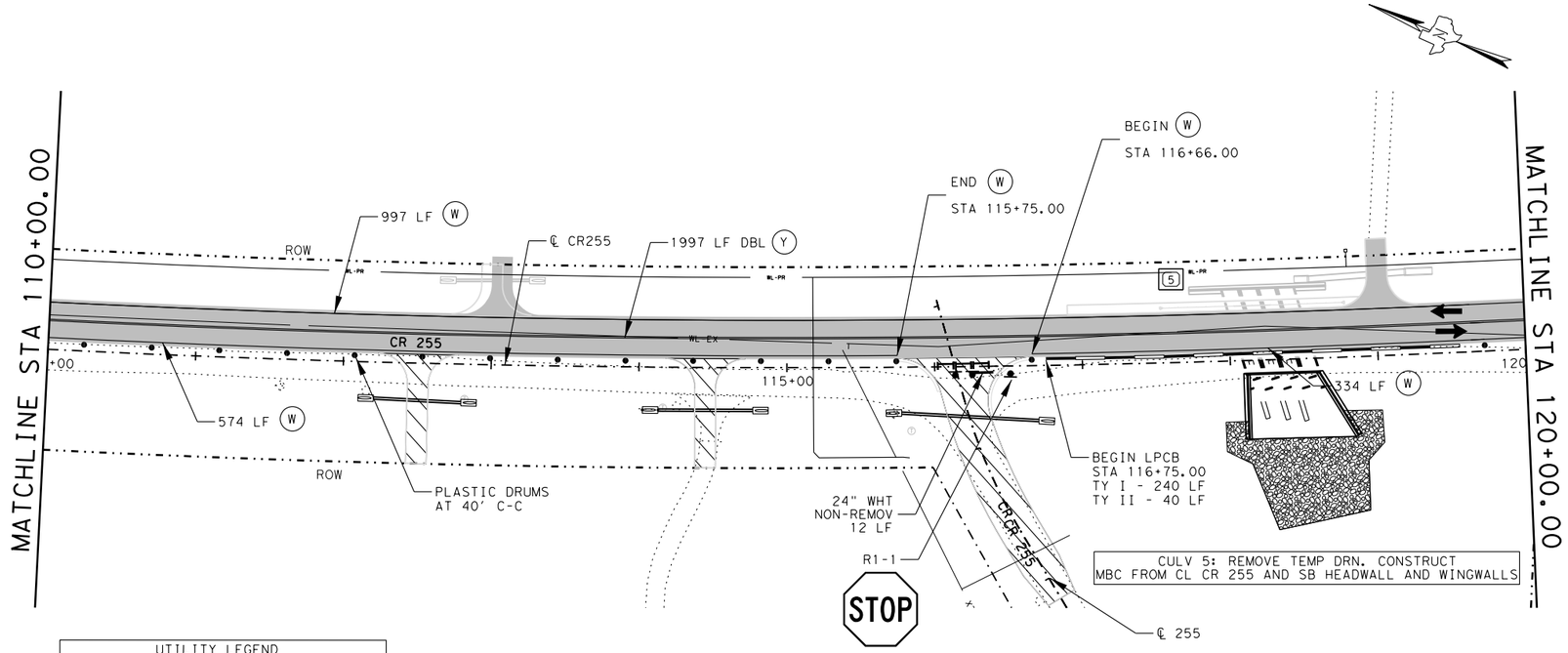
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 3
STA 90+00 TO STA 110+00

SHEET 5 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			69

USER: korahoske
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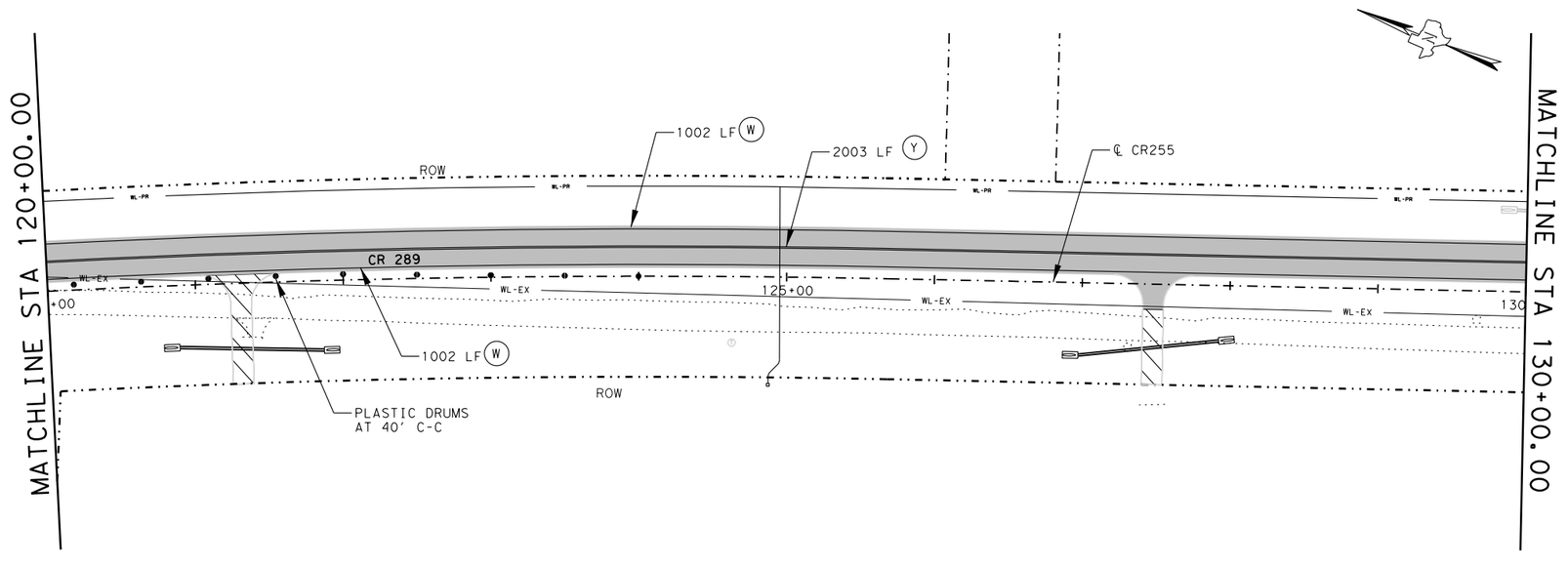
UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.



ADDENDUM #2

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
12/12/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

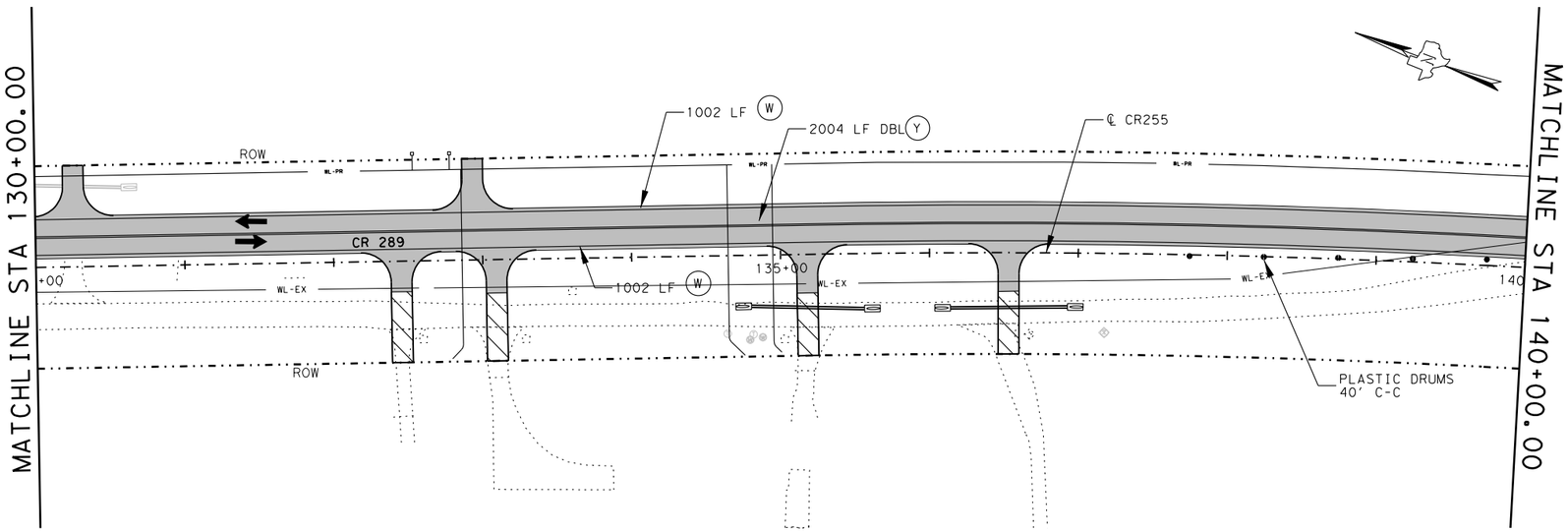
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PLANNING • ENGINEERING • CONSTRUCTION

CR 255
TRAFFIC CONTROL PLAN
PHASE 3
STA 110+00 TO STA 130+00

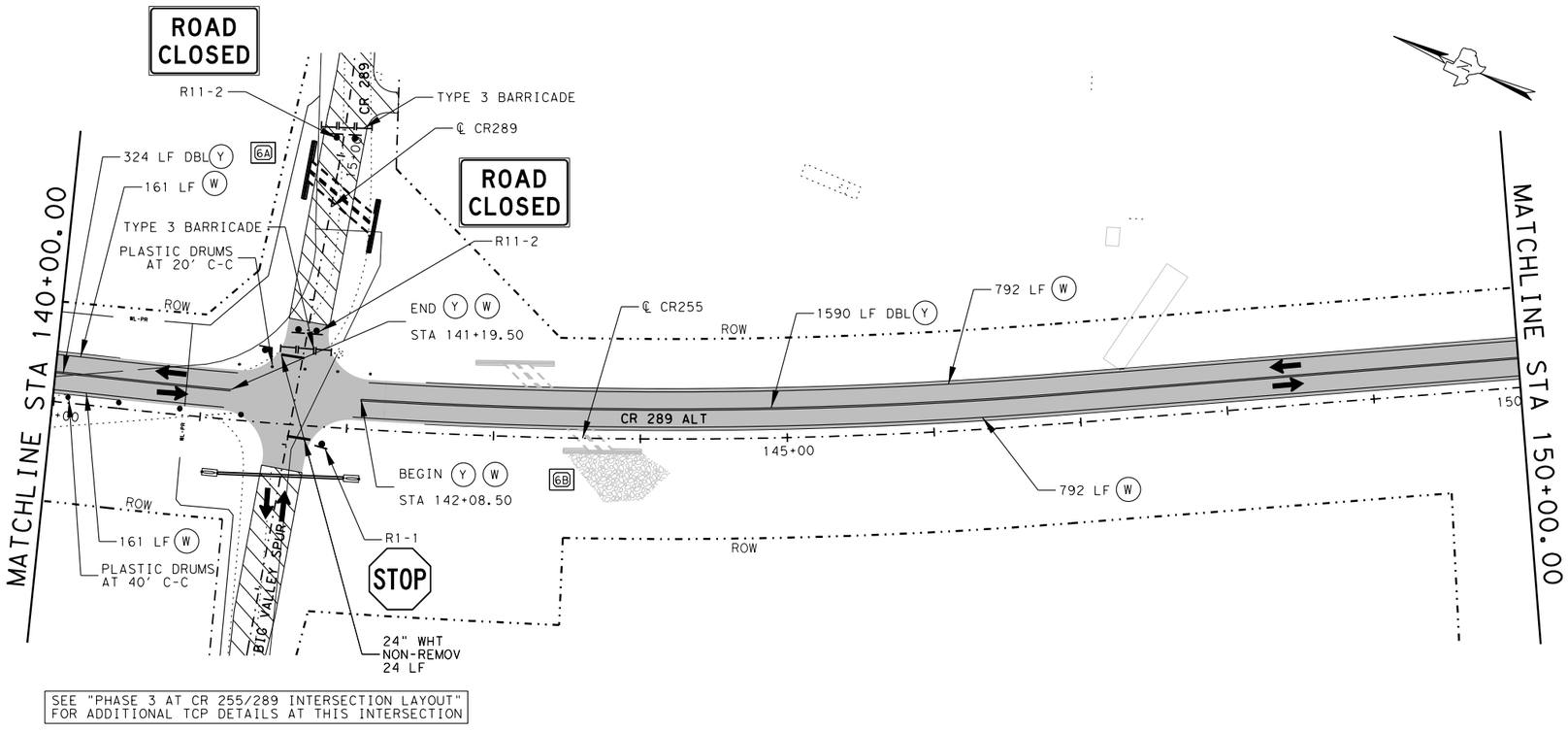
SHEET 6 OF 8

DESIGNED: ___	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ___		TEXAS		CR 255
DRAWN: ___	COUNTY			JOB No. / SHEET No.
CHECKED: ___	WILLIAMSON			70

USER: eguillemez
DATE: 12/12/2024 3x42
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UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



SEE "PHASE 3 AT CR 255/289 INTERSECTION LAYOUT" FOR ADDITIONAL TCP DETAILS AT THIS INTERSECTION

LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

STATE OF TEXAS
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PROFESSIONAL ENGINEER
11/6/2024

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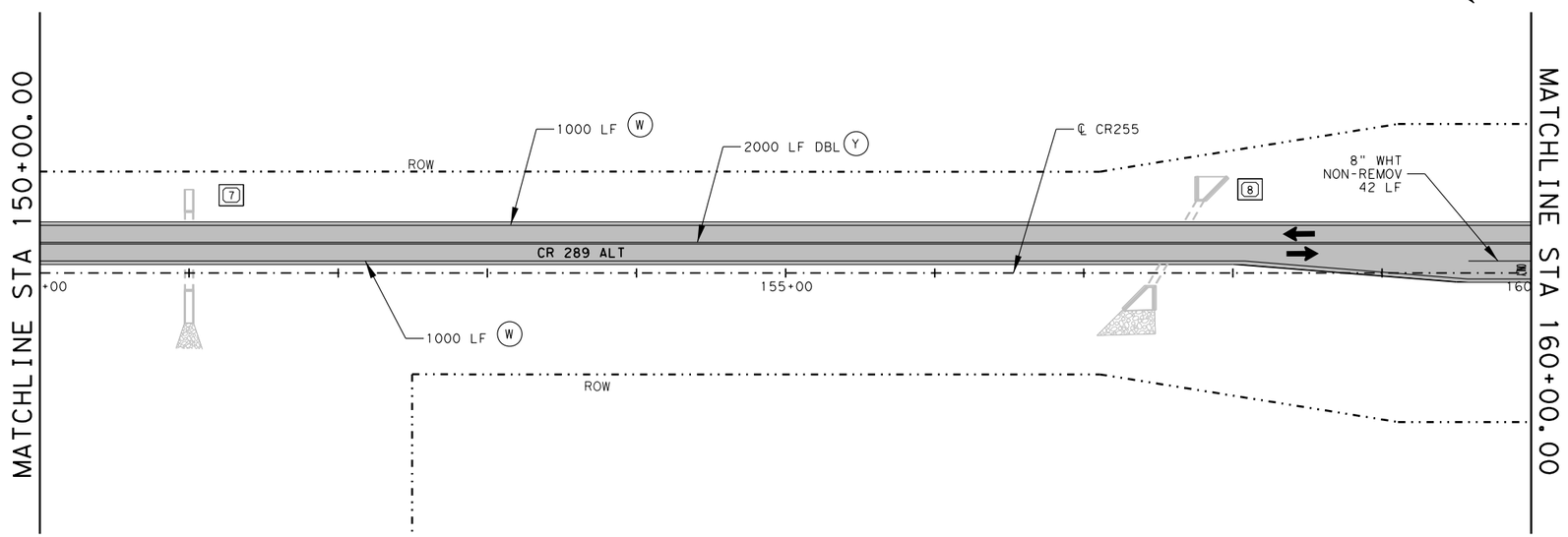
Seiler Lankes Group
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CR 255
TRAFFIC CONTROL PLAN
PHASE 3
STA 130+00 TO STA 150+00

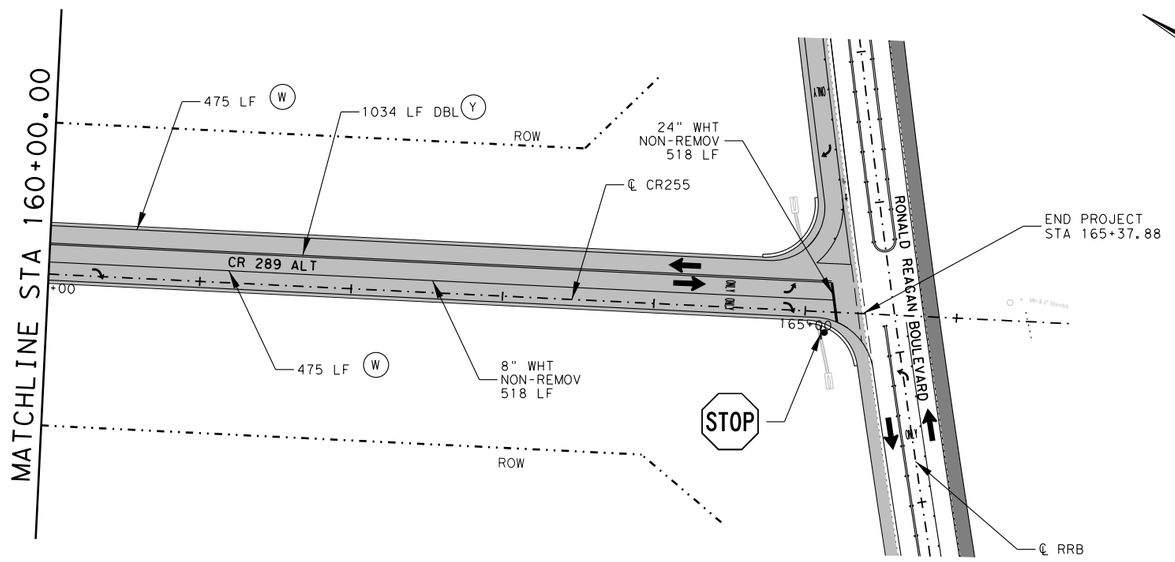
SHEET 7 OF 8

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CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			71

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UTILITY LEGEND	
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE



LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK 4" W (SLD)(NON REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(NON REMOV)
- (W) WK ZN PAV MRK 4" W (SLD)(REMOV)
- (Y) WK ZN PAV MRK 4" Y (SLD)(REMOV)
- (#) CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION.
2. WORK WILL ONLY BE PERMITTED ON ONE TCP OR STEP, EXCEPT AS SHOWN ON TCP SEQUENCE OF CONSTRUCTION, AT A TIME, UNLESS APPROVED BY THE CONSTRUCTION OBSERVER.
3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

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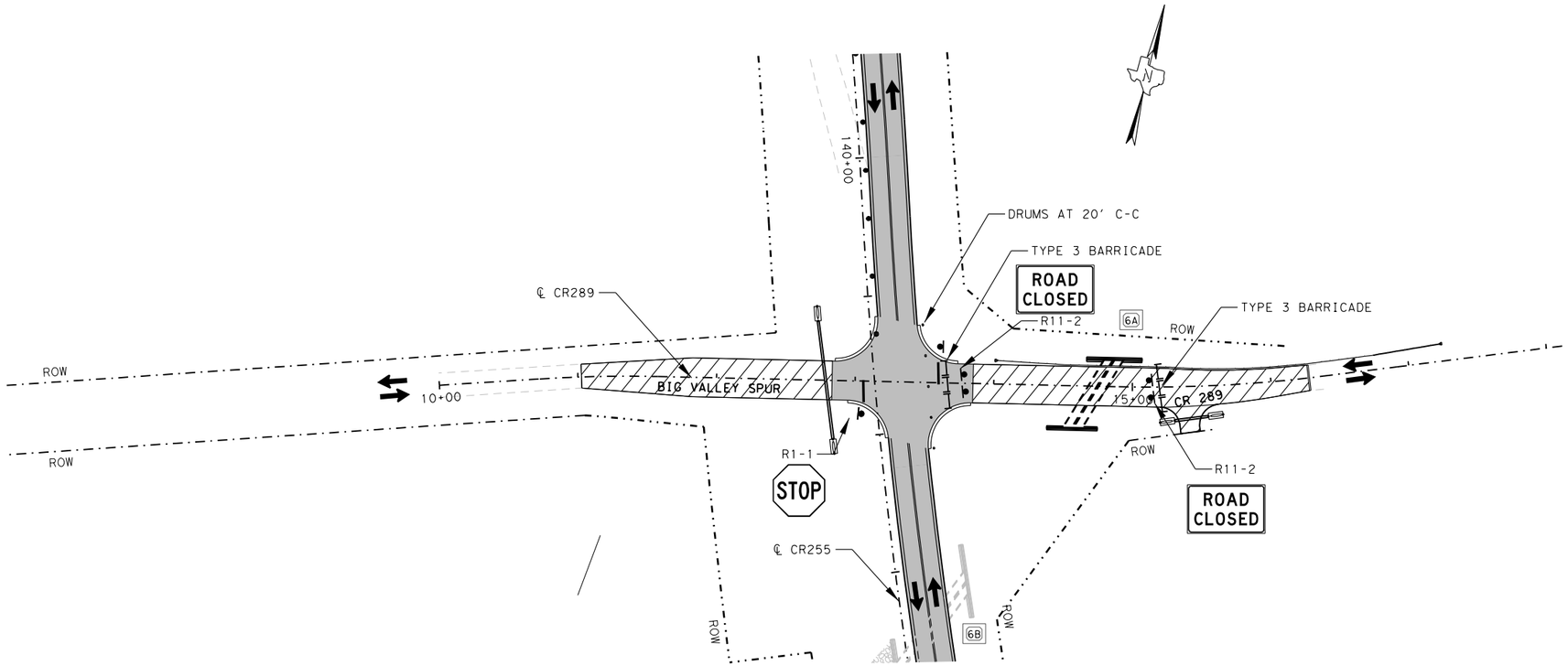
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CR 255
TRAFFIC CONTROL PLAN
PHASE 3
STA 150+00 TO END

SHEET 8 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			72

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LEGEND

- PERMANENT ROADWAY CONSTRUCTION THIS PHASE
- PERMANENT ROADWAY CONSTRUCTION PREVIOUS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION THIS PHASE
- TEMPORARY PAVEMENT CONSTRUCTION PREVIOUS PHASE
- OBLITERATION
- TRAFFIC FLOW ARROW
- TYPE 3 BARRICADE
- VERTICAL PANEL
- PLASTIC DRUM
- CONSTRUCTION WARNING SIGN
- (W) WK ZN PAV MRK NON REMOV (RAF BTN) TY W
- (Y) WK ZN PAV MRK NON REMOV (RAF BTN) TY Y
- CROSS CULVERT NUMBER

NOTES:

1. REFER TO TCP STANDARDS AND TCP DETAIL SHEETS FOR ADDITIONAL INFORMATION ON TCP CONFIGURATONS.
2. CONSTRUCTION WILL ONLY BE PERMITTED ON ONE SIDE OF THE ROAD AT A TIME.
3. CONSTRUCTION ENTRANCE AND EXIT LOCATIONS TO BE DETERMINED BY CONSTRUCTION OBSERVER.

CR 289, EAST OF THE ROAD CLOSED BARRICADES, WILL BE CONSTRUCTED WHILE MAINTAINING ACCESS TO THE DRIVEWAY AT STA 15+40.00 AT ALL TIMES.

RECONSTRUCT BIG VALLEY DRIVE, WEST OF CR 255, WHILE MAINTAINING A MINIMUM OF ONE LANE, FOR TWO-WAY TRAFFIC, OPEN AT ALL TIMES.

REFER TO TCP STANDARD TCP (2-8)-23 FOR TCP DETAILS FOR ONE-LANE, TWO-WAY OPERATIONS.

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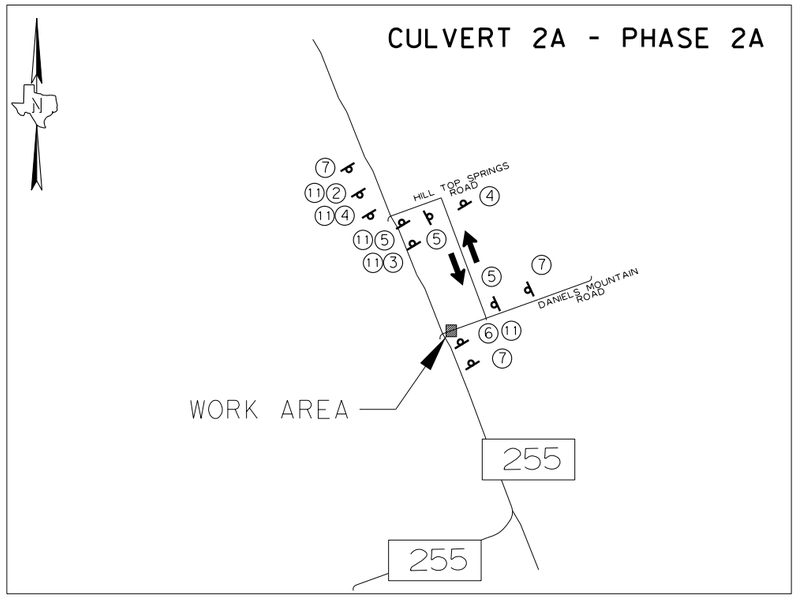
CR 255
TRAFFIC CONTROL PLAN
PHASE 3
AT CR 255/289
INTERSECTION LAYOUT

SHEET 1 OF 1

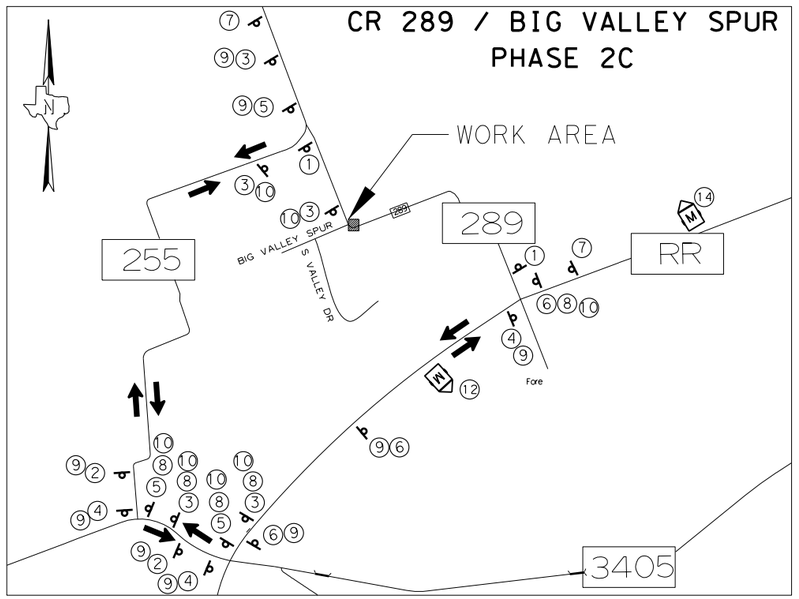
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CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			73

USER: korahoske
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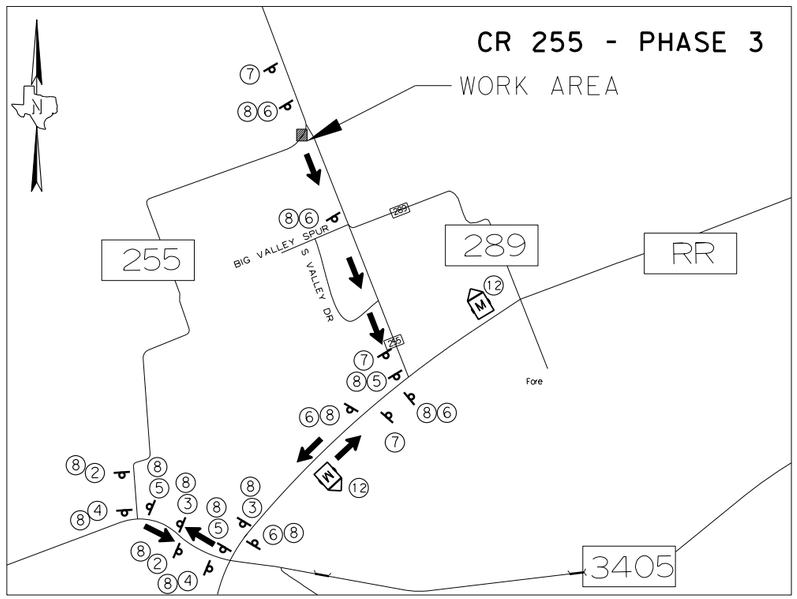
CULVERT 2A - PHASE 2A



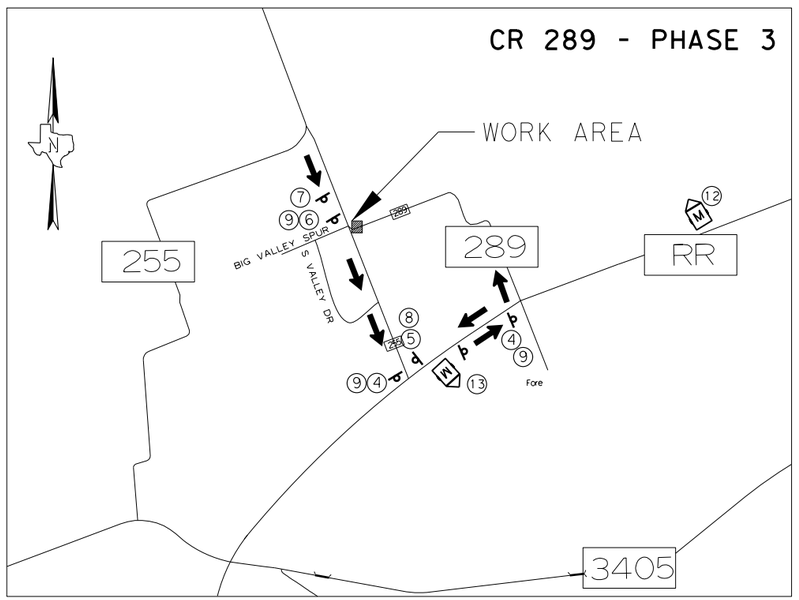
CR 289 / BIG VALLEY SPUR PHASE 2C



CR 255 - PHASE 3



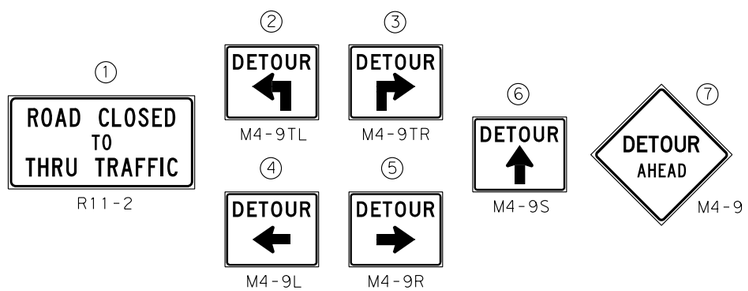
CR 289 - PHASE 3



TRAFFIC CONTROL LEGEND

- DIRECTION OF TRAFFIC FLOW
- SIGN SUPPORT
- PORTABLE CHANGEABLE MESSAGE SIGN

N. T. S.



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107484
LICENSED PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

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CR 255 TRAFFIC CONTROL PLAN PROJECT DETOUR PLANS

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			74

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DATE: 11/6/2024
FILE: pw://server.slq-eng.com:Slq-ds/Documents/WILCO302-CR255•CR289/Design•Data/4 - Design/Plan•Set/02. TCP/Standards/bc-21(1).dgn

BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

1. The Barricade and Construction Standard Sheets (BC sheets) are intended to show typical examples for placement of temporary traffic control devices, construction pavement markings, and typical work zone signs. The information contained in these sheets meet or exceed the requirements shown in the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).

2. The development and design of the Traffic Control Plan (TCP)is the responsibility of the Engineer.

3. The Contractor may propose changes to the TCP that are signed and sealed by a licensed professional engineer for approval. The Engineer may develop, sign and seal Contractor proposed changes.

4. The Contractor is responsible for installing and maintaining the traffic control devices as shown in the plans. The Contractor may not move or change the approximate location of any device without the approval of the Engineer.

5. Geometric design of lane shifts and detours should, when possible, meet the applicable design criteria contained in manuals such as the American Association of State Highway and Transportation Officials (AASHTO), "A Policy on Geometric Design of Highways and Streets," the TxDOT "Roadway Design Manual" or engineering judgment.

6. When projects abut, the Engineer(s) may omit the END ROAD WORK, TRAFFIC FINES DOUBLE, and other advance warning signs if the signing would be redundant and the work areas appear continuous to the motorists. If the adjacent project is completed first, the Contractor shall erect the necessary warning signs as shown on these sheets, the TCP sheets or as directed by the Engineer. The BEGIN ROAD WORK NEXT X MILES sign shall be revised to show appropriate work zone distance.

7. The Engineer may require duplicate warning signs on the median side of divided highways where median width will permit and traffic volumes justify the signing.

8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.

9. The temporary traffic control devices shown in the illustrations of the BC sheets are examples. As necessary, the Engineer will determine the most appropriate traffic control devices to be used.

10. Where highway construction or maintenance work is being undertaken, other than mobile operations as defined by the Texas Manual on Uniform Traffic Control Devices, CSJ limit signs are required. CSJ limit signs are shown on BC(2). The OBEY WARNING SIGNS STATE LAW sign, STAY ALERT TALK OR TEXT LATER and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. The BEGIN ROAD WORK NEXT X MILES, CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits. For mobile operations, CSJ limit signs are not required.

11. Traffic control devices should be in place only while work is actually in progress or a definite need exists.

12. The Engineer has the final decision on the location of all traffic control devices.

13. Inactive equipment and work vehicles, including workers' private vehicles must be parked away from travel lanes. They should be as close to the right-of-way line as possible, or located behind a barrier or guardrail, or as approved by the Engineer.

WORKER SAFETY NOTES:

1. Workers on foot who are exposed to traffic or to construction equipment within the right-of-way shall wear high-visibility safety apparel meeting the requirements of ISEA "American National Standard for High-Visibility Apparel," or equivalent revisions, and labeled as ANSI 107-2004 standard performance for Class 2 or 3 risk exposure. Class 3 garments should be considered for high traffic volume work areas or night time work.

2. Except in emergency situations, flagger stations shall be illuminated when flagging is used at night.

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

1. Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources.

2. Work zone traffic control devices shall be compliant with the Manual for Assessing safety Hardware (MASH).

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

Texas Department of Transportation

Traffic Safety Division Standard

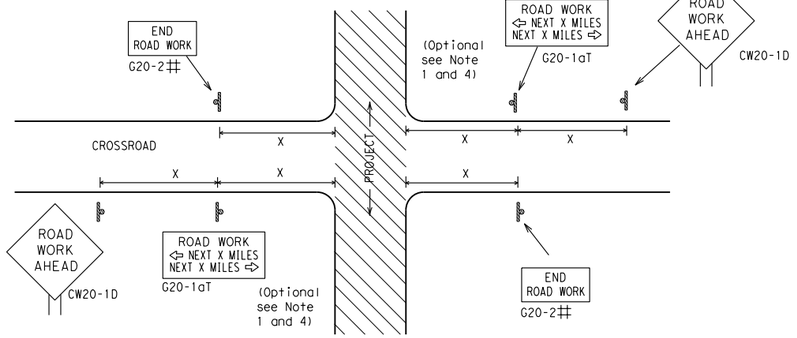
BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-03 7-13				CR 255
9-07 8-14	DIST	COUNTY		SHEET NO.
5-10 5-21	AUS	WILLIAMSON		75

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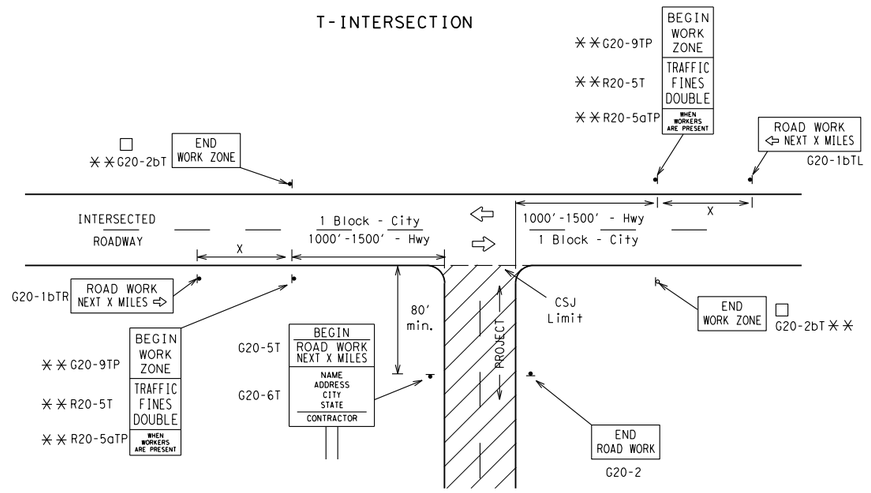
TYPICAL LOCATION OF CROSSROAD SIGNS



May be mounted on back of "ROAD WORK AHEAD"(CW20-1D) sign with approval of Engineer. (See note 2 below)

1. The typical minimum signing on a crossroad approach should be a "ROAD WORK AHEAD" (CW20-1D)sign and a (G20-2) "END ROAD WORK" sign, unless noted otherwise in plans.
2. The Engineer may use the reduced size 36" x 36" ROAD WORK AHEAD (CW20-1D) sign mounted back to back with the reduced size 36" x 18" "END ROAD WORK"(G20-2) sign on low volume crossroads (see Note 4 under "Typical Construction Warning Sign Size and Spacing"). See the "Standard Highway Sign Designs for Texas" manual for sign details. The Engineer may omit the advance warning signs on low volume crossroads. The Engineer will determine whether a road is low volume as per TMUTCD Part 5. This information shall be shown in the plans.
3. Based on existing field conditions, the Engineer/Inspector may require additional signs such as FLAGGER AHEAD, LOOSE GRAVEL, or other appropriate signs. When additional signs are required, these signs will be considered part of the minimum requirements. The Engineer/Inspector will determine the proper location and spacing of any sign not shown on the BC sheets, Traffic Control Plan sheets or the Work Zone Standard Sheets.
4. The "ROAD WORK NEXT X MILES"(G20-1aT)sign shall be required at high volume crossroads to advise motorists of the length of construction in either direction from the intersection. The Engineer will determine whether a roadway is considered high volume.
5. Additional traffic control devices may be shown elsewhere in the plans for higher volume crossroads.
6. When work occurs in the intersection area, appropriate traffic control devices, as shown elsewhere in the plans or as determined by the Engineer/Inspector, shall be in place.

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

TYPICAL CONSTRUCTION WARNING SIGN SIZE AND SPACING[1,5,6]

SIZE

Sign Number or Series	Conventional Road	Expressway/ Freeway
CW20[4] CW21 CW22 CW23 CW25	48" x 48"	48" x 48"
CW1, CW2, CW7, CW8, CW9, CW11, CW14	36" x 36"	48" x 48"
CW3, CW4, CW5, CW6, CW8-3, CW10, CW12	48" x 48"	48" x 48"

SPACING

Posted Speed	Sign △ Spacing "X"
MPH	Feet (Apprx.)
30	120
35	160
40	240
45	320
50	400
55	500[2]
60	600[2]
65	700[2]
70	800[2]
75	900[2]
80	1000[2]
✳	✳[3]

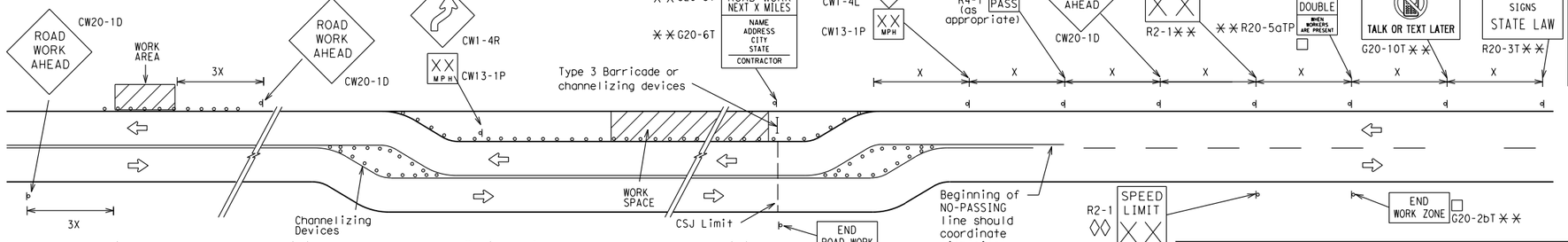
✳ For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

1. Special or larger size signs may be used as necessary.
2. Distance between signs should be increased as required to have 1500 feet advance warning.
3. Distance between signs should be increased as required to have 1/2 mile or more advance warning.
4. 36" x 36" "ROAD WORK AHEAD" (CW20-1D)signs may be used on low volume crossroads at the discretion of the Engineer as per TMUTCD Part 5. See Note 2 under "Typical Location of Crossroad Signs".
5. Only diamond shaped warning sign sizes are indicated.
6. See sign size listing in "TMUTCD", Sign Appendix or the "Standard Highway Sign Designs for Texas" manual for complete list of available sign design sizes.

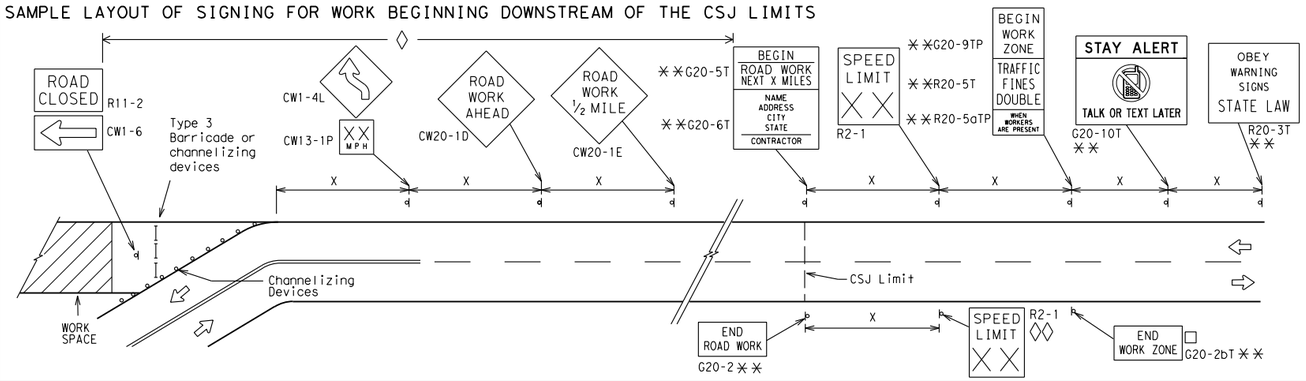
WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS



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

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS

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



NOTES

The Contractor shall determine the appropriate distance to be placed on the G20-1 series signs and "BEGIN ROAD WORK NEXT X MILES"(G20-5T)sign for each specific project. This distance shall replace the "X" and shall be rounded to the nearest whole mile with the approval of the Engineer. No decimals shall be used.

□ The "BEGIN WORK ZONE"(G20-9TP) and "END WORK ZONE" (G20-2bT) shall be used as shown on the sample layout when advance signs are required outside the CSJ Limits. They inform the motorist of entering or leaving a part of the work zone lying outside the CSJ Limits where traffic fines may double if workers are present.

✳✳ CSJ limit signing is required for highway construction and maintenance work, with the exception of mobile operations.

◊ Area for placement of "ROAD WORK AHEAD" (CW20-1D)sign and other signs or devices as called for on the Traffic Control Plan.

◊◊ Contractor will install a regulatory speed limit sign at the end of the work zone.

LEGEND

⟼⟻	Type 3 Barricade
○ ○ ○	Channelizing Devices
▭	Sign
X	See Typical Construction Warning Sign Size and Spacing chart or the TMUTCD for sign spacing requirements.

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

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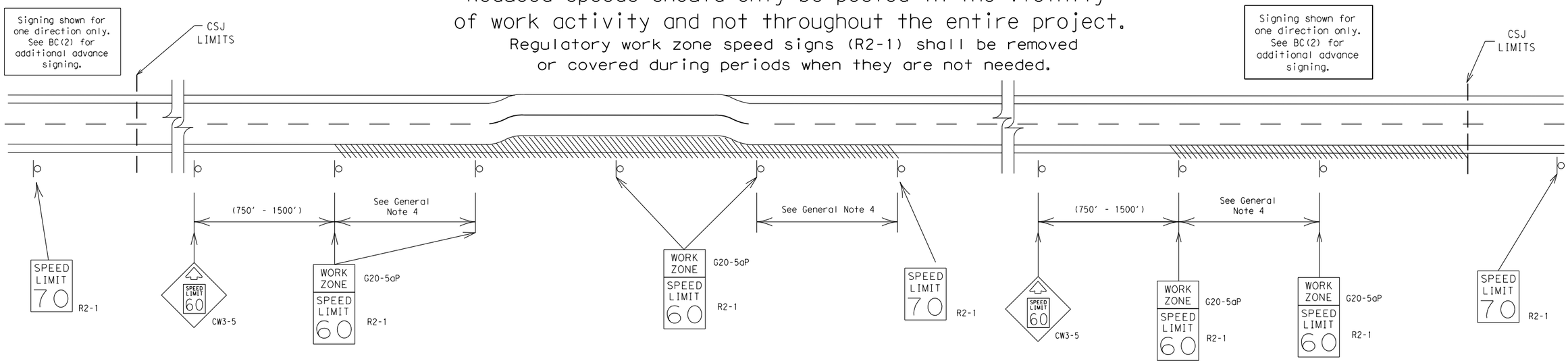
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TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

Reduced speeds should only be posted in the vicinity of work activity and not throughout the entire project.

Regulatory work zone speed signs (R2-1) shall be removed or covered during periods when they are not needed.



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

a) rough road or damaged pavement surface
b) substantial alteration of roadway geometrics (diversions)
c) construction detours
d) grade
e) width
f) other conditions readily apparent to the driver

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

SHORT TERM WORK ZONE SPEED LIMITS

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

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

GENERAL NOTES

1. Regulatory work zone speed limits should be used only for sections of construction projects where speed control is of major importance.
2. Regulatory work zone speed limit signs shall be placed on supports at a 7 foot minimum mounting height.
3. Speed zone signs are illustrated for one direction of travel and are normally posted for each direction of travel.
4. Frequency of work zone speed limit signs should be:
   40 mph and greater 0.2 to 2 miles
   35 mph and less 0.2 to 1 mile
5. Regulatory speed limit signs shall have black legend and border on a white reflective background (See "Reflective Sheeting" on BC(4)).
6. Fabrication, erection and maintenance of the"ADVANCE SPEED LIMIT"(CW3-5)sign, "WORK ZONE"(G20-5aP) plaque and the "SPEED LIMIT"(R2-1)signs shall not be paid for directly, but shall be considered subsidiary to Item 502.
7. Turning signs from view, laying signs over or down will not be allowed, unless as otherwise noted under "REMOVING OR COVERING" on BC(4).
8. Techniques that may help reduce traffic speeds include but are not limited to:
   A. Law enforcement.
   B. Flagger stationed next to sign.
   C. Portable changeable message sign (PCMS).
   D. Low-power (drone) radar transmitter.
   E. Speed monitor trailers or signs.
9. Speeds shown on details above are for illustration only. Work Zone Speed Limits should only be posted as approved for each project.
10. For more specific guidance concerning the type of work, work zone conditions and factors impacting allowable regulatory construction speed zone reduction see TxDOT form #1204 in the TxDOT e-form system.

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

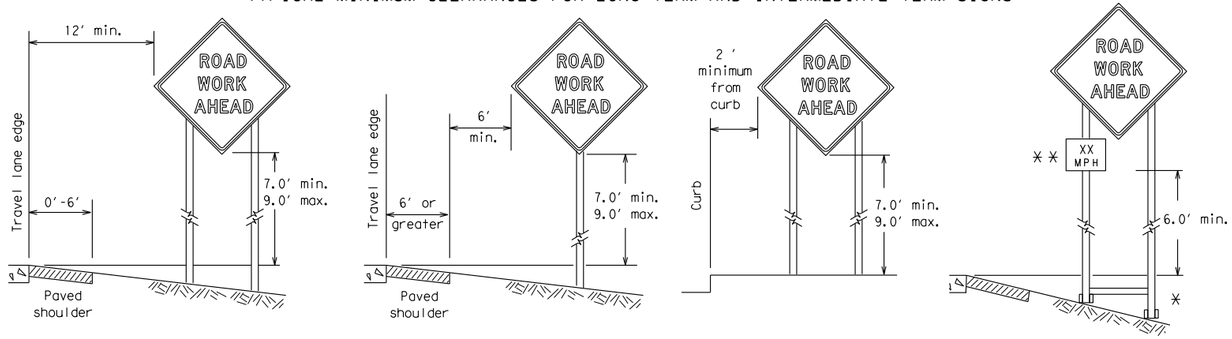
BC(3)-21

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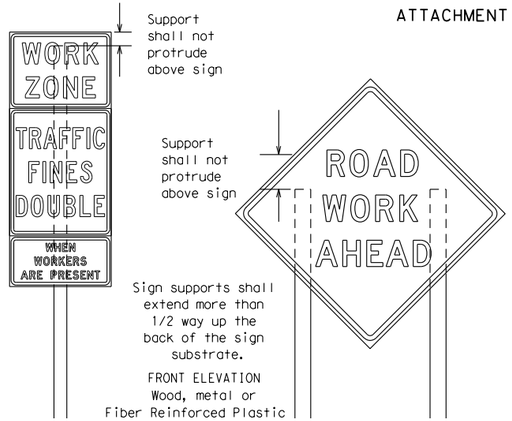
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS

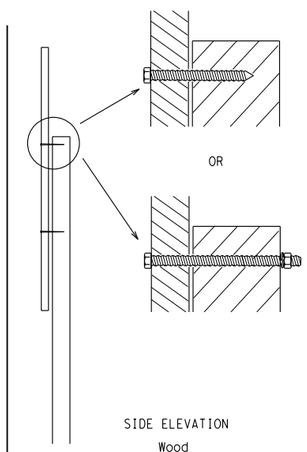


⁎ When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

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

ATTACHMENT FOR SIGN SUPPORTS





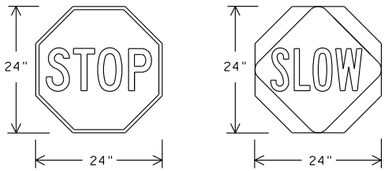
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

Nails shall NOT be allowed. Each sign shall be attached directly to the sign support. Multiple signs shall not be joined or spliced by any means. Wood supports shall not be extended or repaired by splicing or other means.

Splicing embedded perforated square metal tubing in order to extend post height will only be allowed when the splice is made using four bolts, two above and two below the spice point. Splice must be located entirely behind the sign substrate, not near the base of the support. Splice insert lengths should be at least 5 times nominal post size, centered on the splice and of at least the same gauge material.

STOP/SLOW PADDLES

1. STOP/SLOW paddles are the primary method to control traffic by flaggers. The STOP/SLOW paddle size should be 24" x 24".
2. STOP/SLOW paddles shall be retroreflectorized when used at night.
3. STOP/SLOW paddles may be attached to a staff with a minimum length of 6′ to the bottom of the sign.
4. Any lights incorporated into the STOP or SLOW paddle faces shall only be as specifically described in Section 6E.03 Hand Signaling Devices in the TMUTCD.



SHEETING REQUIREMENTS (WHEN USED AT NIGHT)		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	RED	TYPE B OR C SHEETING
BACKGROUND	ORANGE	TYPE B_{FL} OR C_{FL} SHEETING
LEGEND & BORDER	WHITE	TYPE B OR C SHEETING
LEGEND & BORDER	BLACK	ACRYLIC NON-REFLECTIVE FILM

CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

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

GENERAL NOTES FOR WORK ZONE SIGNS

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

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

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

SIGN MOUNTING HEIGHT

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

SIZE OF SIGNS

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

SIGN SUBSTRATES

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

REFLECTIVE SHEETING

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

SIGN LETTERS

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

REMOVING OR COVERING

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

SIGN SUPPORT WEIGHTS

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

FLAGS ON SIGNS

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

Texas Department of Transportation

Traffic Safety Division Standard

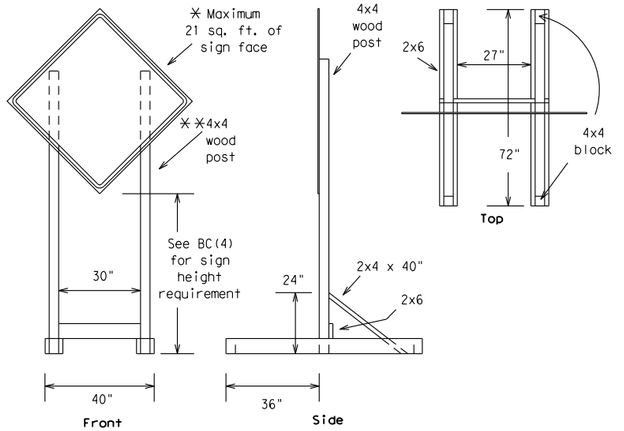
BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

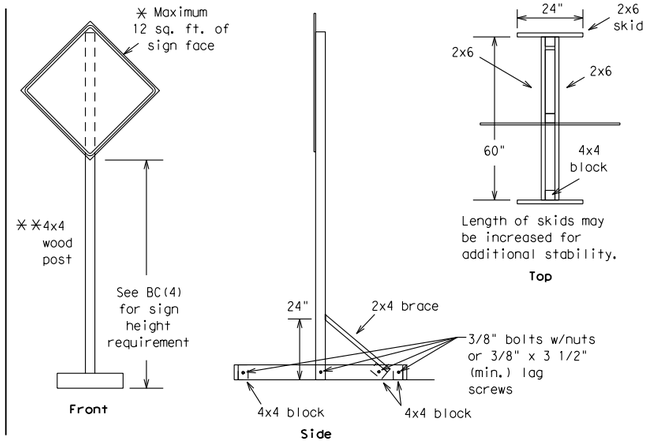
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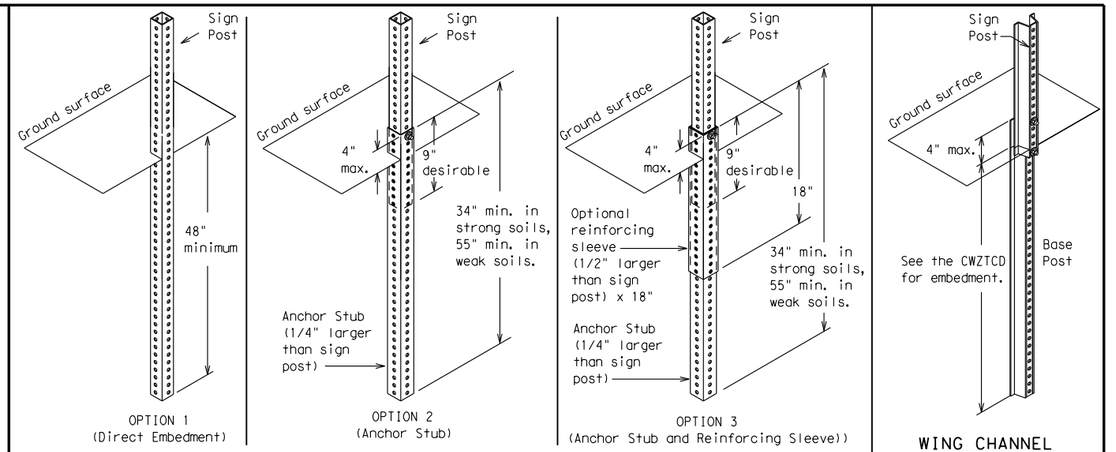
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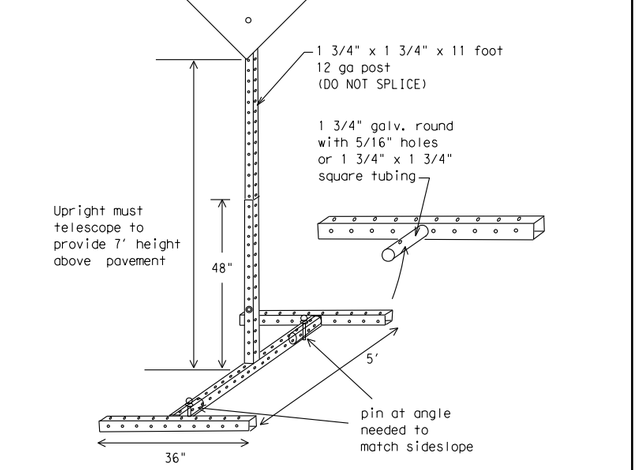
SKID MOUNTED WOOD SIGN SUPPORTS

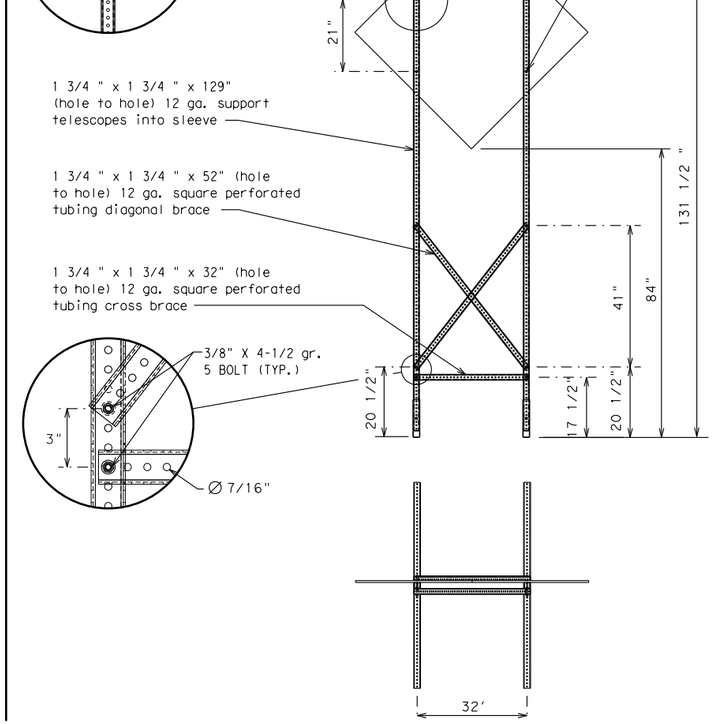
* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS

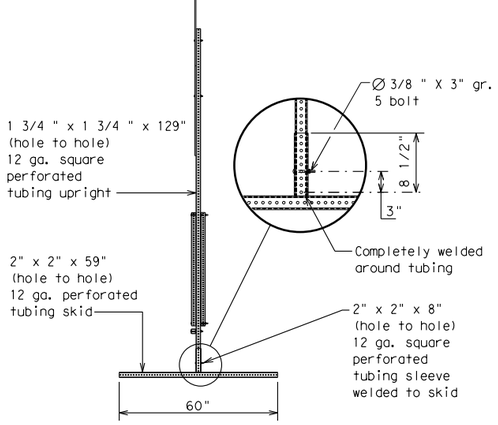


GROUND MOUNTED SIGN SUPPORTS

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







SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS

WEDGE ANCHORS

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

OTHER DESIGNS

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

GENERAL NOTES

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

* See BC(4) for definition of "Work Duration."

** Wood sign posts MUST be one piece. Splicing will NOT be allowed. Posts shall be painted white.

☐ See the CWZTCD for the type of sign substrate that can be used for each approved sign support.

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-21

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

PORTABLE CHANGEABLE MESSAGE SIGNS

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

WORD OR PHRASE	ABBREVIATION
Access Road	ACCS RD
Alternate	ALT
Avenue	AVE
Best Route	BEST RTE
Boulevard	BLVD
Bridge	BRDG
Cannot	CANT
Center	CTR
Construction Ahead	CONST AHD
CROSSING	XING
Detour Route	DETOUR RTE
Do Not	DONT
East	E
Eastbound	(route) E
Emergency	EMER
Emergency Vehicle	EMER VEH
Entrance, Enter	ENT
Express Lane	EXP LN
Expressway	EXPWY
XXXX Feet	XXXX FT
Fog Ahead	FOG AHD
Freeway	FRWY, FWY
Freeway Blocked	FWY BLKD
Friday	FRI
Hazardous Driving	HAZ DRIVING
Hazardous Material	HAZMAT
High-Occupancy	HOV
Vehicle Highway	HWY
Hour(s)	HR, HRS
Information	INFO
It Is	ITS
Junction	JCT
Left	LFT
Left Lane	LFT LN
Lane Closed	LN CLOSED
Lower Level	LWR LEVEL
Maintenance	MAINT

WORD OR PHRASE	ABBREVIATION
Major	MAJ
Miles	MI
Miles Per Hour	MPH
Minor	MNR
Monday	MON
Normal	NORM
North	N
Northbound	(route) N
Parking	PKING
Road	RD
Right Lane	RT LN
Saturday	SAT
Service Road	SERV RD
Shoulder	SHLDR
Slippery	SLIP
South	S
Southbound	(route) S
Speed	SPD
Street	ST
Sunday	SUN
Telephone	PHONE
Temporary	TEMP
Thursday	THURS
To Downtown	TO DWNTN
Traffic	TRAF
Travelers	TRVLRS
Tuesday	TUES
Time Minutes	TIME MIN
Upper Level	UPR LEVEL
Vehicles (s)	VEH, VEHS
Warning	WARN
Wednesday	WED
Weight Limit	WT LIMIT
West	W
Westbound	(route) W
Wet Pavement	WET PVMT
Will Not	WONT

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

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

Phase 1: Condition Lists

Road/Lane/Ramp Closure List

- FREEWAY CLOSED X MILE
- FRONTAGE ROAD CLOSED
- ROAD CLOSED AT SH XXX
- SHOULDER CLOSED XXX FT
- ROAD CLSD AT FM XXXX
- RIGHT LN CLOSED XXX FT
- RIGHT X LANES CLOSED
- RIGHT X LANES OPEN
- CENTER LANE CLOSED
- DAYTIME LANE CLOSURES
- NIGHT LANE CLOSURES
- I-XX SOUTH EXIT CLOSED
- VARIOUS LANES CLOSED
- EXIT XXX CLOSED X MILE
- EXIT CLOSED
- RIGHT LN TO BE CLOSED
- MALL DRIVEWAY CLOSED
- X LANES CLOSED TUE - FRI
- XXXXXXXX BLVD CLOSED

Other Condition List

- ROADWORK XXX FT
- ROAD REPAIRS XXXX FT
- FLAGGER XXXX FT
- LANE NARROWS XXXX FT
- RIGHT LN NARROWS XXXX FT
- TWO-WAY TRAFFIC XX MILE
- MERGING TRAFFIC XXXX FT
- CONST TRAFFIC XXX FT
- LOOSE GRAVEL XXXX FT
- UNEVEN LANES XXXX FT
- DETOUR X MILE
- ROUGH ROAD XXXX FT
- ROADWORK PAST SH XXXX
- ROADWORK NEXT FRI-SUN
- BUMP XXXX FT
- US XXX EXIT X MILES
- TRAFFIC SIGNAL XXXX FT
- LANES SHIFT *

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

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

- MERGE RIGHT
- FORM X LINES RIGHT
- DETOUR NEXT X EXITS
- USE XXXXX RD EXIT
- USE EXIT XXX
- USE EXIT I-XX NORTH
- STAY ON US XXX SOUTH
- USE I-XX E TO I-XX N
- TRUCKS USE US XXX N
- WATCH FOR TRUCKS
- WATCH FOR TRUCKS
- EXPECT DELAYS
- EXPECT DELAYS
- PREPARE TO STOP
- REDUCE SPEED XXX FT
- END SHOULDER USE
- USE OTHER ROUTES
- WATCH FOR WORKERS
- STAY IN LANE *

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

Location List

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

Warning List

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

** Advance Notice List

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

** See Application Guidelines Note 6.

APPLICATION GUIDELINES

1. Only 1 or 2 phases are to be used on a PCMS.
2. The 1st phase (or both) should be selected from the "Road/Lane/Ramp Closure List" and the "Other Condition List".
3. A 2nd phase can be selected from the "Action to Take/Effect on Travel, Location, General Warning, or Advance Notice Phase Lists".
4. A Location Phase is necessary only if a distance or location is not included in the first phase selected.
5. If two PCMS are used in sequence, they must be separated by a minimum of 1000 ft. Each PCMS shall be limited to two phases, and should be understandable by themselves.
6. For advance notice, when the current date is within seven days of the actual work date, calendar days should be replaced with days of the week. Advance notification should typically be for no more than one week prior to the work.

WORDING ALTERNATIVES

1. The words RIGHT, LEFT and ALL can be interchanged as appropriate.
2. Roadway designations IH, US, SH, FM and LP can be interchanged as appropriate.
3. EAST, WEST, NORTH and SOUTH (or abbreviations E, W, N and S) can be interchanged as appropriate.
4. Highway names and numbers replaced as appropriate.
5. ROAD, HIGHWAY and FREEWAY can be interchanged as needed.
6. AHEAD may be used instead of distances if necessary.
7. FT and MI, MILE and MILES interchanged as appropriate.
8. AT, BEFORE and PAST interchanged as needed.
9. Distances or AHEAD can be eliminated from the message if a location phase is used.

PCMS SIGNS WITHIN THE R.O.W. SHALL BE BEHIND GUARDRAIL OR CONCRETE BARRIER OR SHALL HAVE A MINIMUM OF FOUR (4) PLASTIC DRUMS PLACED PERPENDICULAR TO TRAFFIC ON THE UPSTREAM SIDE OF THE PCMS, WHEN EXPOSED TO ONE DIRECTION OF TRAFFIC. WHEN EXPOSED TO TWO WAY TRAFFIC, THE FOUR DRUMS SHOULD BE PLACED WITH ONE DRUM AT EACH OF THE FOUR CORNERS OF THE UNIT.

FULL MATRIX PCMS SIGNS

1. When Full Matrix PCMS signs are used, the character height and legibility/visibility requirements shall be maintained as listed in Note 15 under "PORTABLE CHANGEABLE MESSAGE SIGNS" above.
2. When symbol signs, such as the "Flagger Symbol"(CW20-7) are represented graphically on the Full Matrix PCMS sign and, with the approval of the Engineer, it shall maintain the legibility/visibility requirement listed above.
3. When symbol signs are represented graphically on the Full Matrix PCMS, they shall only supplement the use of the static sign represented, and shall not substitute for, or replace that sign.
4. A full matrix PCMS may be used to simulate a flashing arrow board provided it meets the visibility, flash rate and dimming requirements on BC(7), for the same size arrow.

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC(6)-21

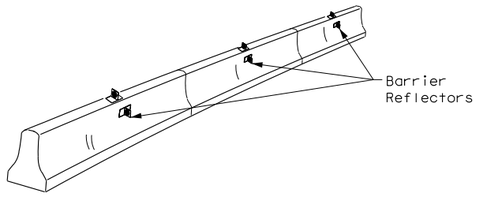
FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				CR 255
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	AUS	WILLIAMSON		80

100

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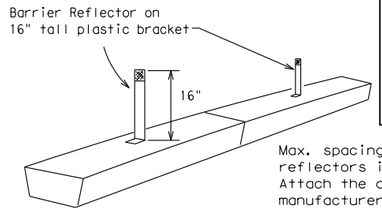
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1. Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
2. Color of Barrier Reflectors shall be as specified in the TMUTCD. The cost of the reflectors shall be considered subsidiary to Item 512.



CONCRETE TRAFFIC BARRIER (CTB)

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

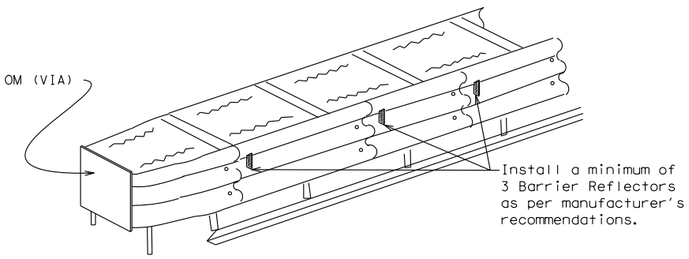


Max. spacing of barrier reflectors is 20 feet. Attach the delineators as per manufacturer's recommendations.

LOW PROFILE CONCRETE BARRIER (LPCB)

LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES

LPCB is approved for use in work zone locations, where the posted speed is 45mph, or less. See Roadway Standard Sheet LPCB.

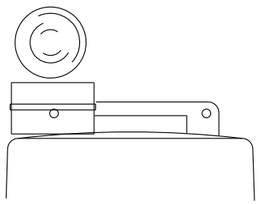


DELINEATION OF END TREATMENTS

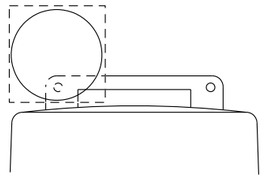
END TREATMENTS FOR CTB'S USED IN WORK ZONES

End treatments used on CTB's in work zones shall meet the apppropriate crashworthy standards as defined in the Manual for Assessing Safety Hardware (MASH). Refer to the CWZTCD List for approved end treatments and manufacturers.

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS



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



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

WARNING LIGHTS

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

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

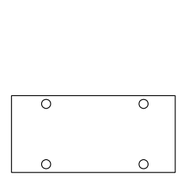
1. Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
2. Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
3. A series of sequential flashing warning lights placed on channelizing devices to form a merging taper may be used for delineation. If used, the successive flashing of the sequential warning lights should occur from the beginning of the taper to the end of the merging taper in order to identify the desired vehicle path. The rate of flashing for each light shall be 65 flashes per minute, plus or minus 10 flashes.
4. Type C and D steady-burn warning lights are intended to be used in a series to delineate the edge of the travel lane on detours, on lane changes, on lane closures, and on other similar conditions.
5. Type A, Type C and Type D warning lights shall be installed at locations as detailed on other sheets in the plans.
6. Warning lights shall not be installed on a drum that has a sign, chevron or vertical panel.
7. The maximum spacing for warning lights on drums should be identical to the channelizing device spacing.

WARNING REFLECTORS MOUNTED ON PLASTIC DRUMS AS A SUBSTITUTE FOR TYPE C (STEADY BURN) WARNING LIGHTS

1. A warning reflector or approved substitute may be mounted on a plastic drum as a substitute for a Type C, steady burn warning light at the discretion of the Contractor unless otherwise noted in the plans.
2. The warning reflector shall be yellow in color and shall be manufactured using a sign substrate approved for use with plastic drums listed on the CWZTCD.
3. The warning reflector shall have a minimum retroreflective surface area (one-side) of 30 square inches.
4. Round reflectors shall be fully reflectorized, including the area where attached to the drum.
5. Square substrates must have a minimum of 30 square inches of reflectorized sheeting. They do not have to be reflectorized where it attaches to the drum.
6. The side of the warning reflector facing approaching traffic shall have sheeting meeting the color and retroreflectivity requirements for DMS 8300-Type B or Type C.
7. When used near two-way traffic, both sides of the warning reflector shall be reflectorized.
8. The warning reflector should be mounted on the side of the handle nearest approaching traffic.
9. The maximum spacing for warning reflectors should be identical to the channelizing device spacing requirements.

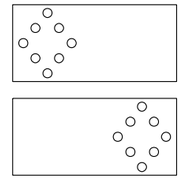
Arrow Boards may be located behind channelizing devices in place for a shoulder taper or merging taper, otherwise they shall be delineated with four (4) channelizing devices placed perpendicular to traffic on the upstream side of traffic.

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

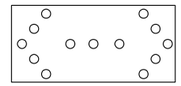


4 CORNER CAUTION

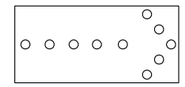
OR



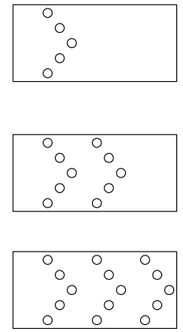
ALTERNATING DIAMOND CAUTION



DOUBLE ARROW



RIGHT/LEFT ARROW
(right arrow shown; left is similar)



RIGHT/LEFT SEQUENTIAL CHEVRON
(right chevron shown; left is similar)

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

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

ATTENTION

Flashing Arrow Boards shall be equipped with automatic dimming devices.

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

FLASHING ARROW BOARDS

TRUCK-MOUNTED ATTENUATORS

1. Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the Manual for Assessing Safety Hardware (MASH).
2. Refer to the CWZTCD for the requirements of Level 2 or Level 3 TMAs.
3. Refer to the CWZTCD for a list of approved TMAs.
4. TMAs are required on freeways unless otherwise noted in the plans.
5. A TMA should be used anytime that it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the work performance.
6. The only reason a TMA should not be required is when a work area is spread down the roadway and the work crew is an extended distance from the TMA.

Texas Department of Transportation

Traffic Safety Division Standard

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

BC(7)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				CR 255
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	AUS	WILLIAMSON		81

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DATE: 11/6/2024
FILE: pw://server.sig-eng.com:Sig-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/Standards/bc-21(8).dgn

GENERAL NOTES

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

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

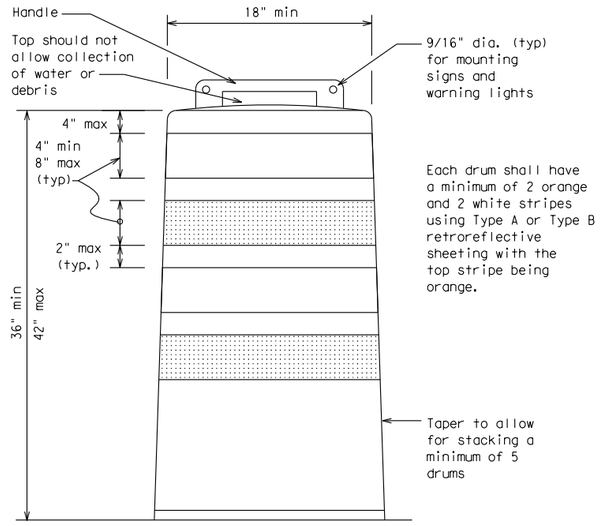
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

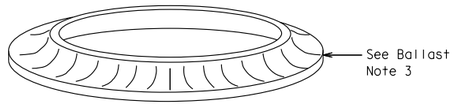
RETROREFLECTIVE SHEETING

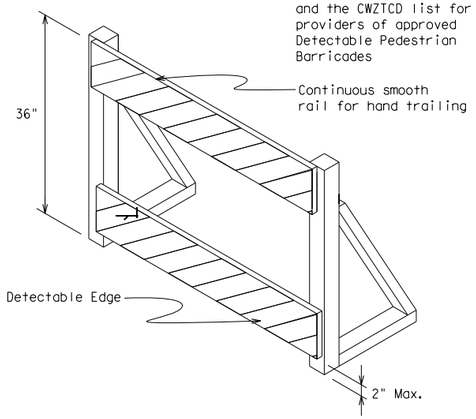
1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials," Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall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

BALLAST

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

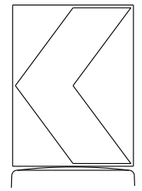




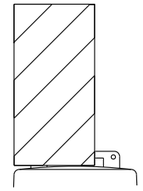


DETECTABLE PEDESTRIAN BARRICADES

1. When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. Refer to WZ(BTS-2) for Pedestrian Control requirements for Sidewalk Diversions, Sidewalk Detours and Crosswalk Closures.
2. Where pedestrians with visual disabilities normally use the closed sidewalk, a Detectable Pedestrian Barricade shall be placed across the full width of the closed sidewalk instead of a Type 3 Barricade.
3. Detectable pedestrian barricades similar to the one pictured above, longitudinal channelizing devices, some concrete barriers, and wood or chain link fencing with a continuous detectable edging can satisfactorily delineate a pedestrian path.
4. Tape, rope, or plastic chain strung between devices are not detectable, do not comply with the design standards in the "Americans with Disabilities Act Accessibility Guidelines (ADAAG)" and should not be used as a control for pedestrian movements.
5. Warning lights shall not be attached to detectable pedestrian barricades.
6. Detectable pedestrian barricades should use 8" nominal barricade rails as shown on BC(10) provided that the top rail provides a smooth continuous rail suitable for hand trailing with no splinters, burrs, or sharp edges.



18" x 24" Sign
(Maximum Sign Dimension)
Chevron CW1-8, Opposing Traffic Lane Divider, Driveway sign D70a, Keep Right R4 series or other signs as approved by Engineer



12" x 24"
Vertical Panel
mount with diagonals sloping down towards travel way

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

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

.

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

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Traffic Safety Division Standard

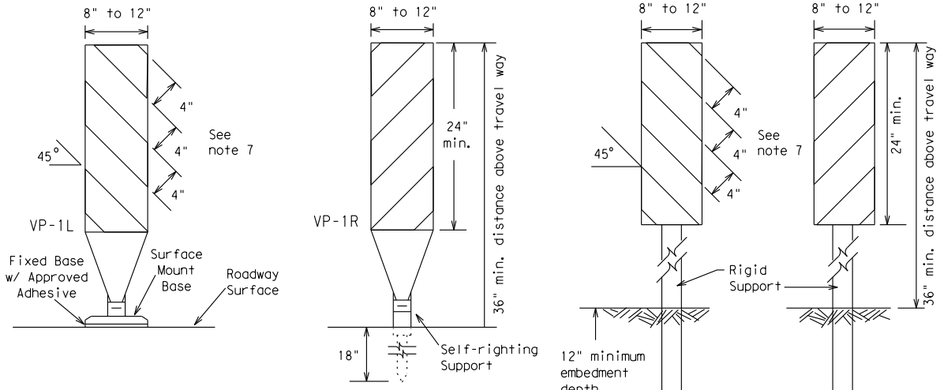
BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-21

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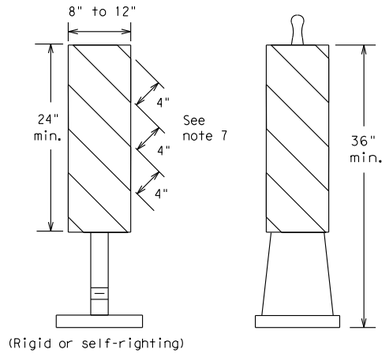
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FIXED

(Rigid or self-righting)

DRIVEABLE

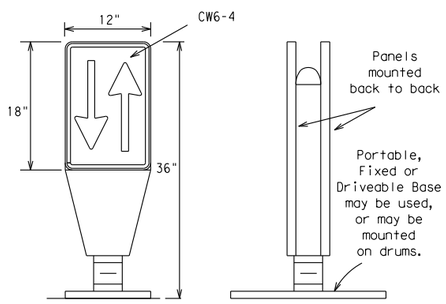


(Rigid or self-righting)

PORTABLE

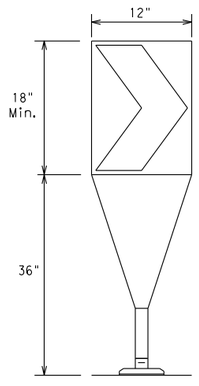
1. Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
2. VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is required. The Engineer/Inspector shall refer to the Roadway Design Manual for additional requirements on the use VP's for drop-offs.
3. VP's should be mounted back to back if used at the edge of cuts adjacent to two-way two lane roadways. Stripes are to be reflective orange and reflective white and should always slope downward toward the travel lane.
4. VP's used on expressways and freeways or other high speed roadways, may have more than 270 square inches of retroreflective area facing traffic.
5. Self-righting supports are available with portable base. See "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
6. Sheeting for the VP's shall be retroreflective Type A or Type B conforming to Departmental Material Specification DMS-8300, unless noted otherwise.
7. Where the height of reflective material on the vertical panel is 36 inches or greater, a panel stripe of 6 inches shall be used.

VERTICAL PANELS (VPs)



1. Opposing Traffic Lane Dividers (OTLD) are delineation devices designed to convert a normal one-way roadway section to two-way operation. OTLD's are used on temporary centerlines. The upward and downward arrows on the sign's face indicate the direction of traffic on either side of the divider. The base is secured to the pavement with an adhesive or rubber weight to minimize movement caused by a vehicle impact or wind gust.
2. The OTLD may be used in combination with 42" cones or VPs.
3. Spacing between the OTLD shall not exceed 500 feet. 42" cones or VPs placed between the OTLD's should not exceed 100 foot spacing.
4. The OTLD shall be orange with a black non-reflective legend. Sheeting for the OTLD shall be retroreflective Type B_{FL} or Type C_{FL} conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.

OPPOSING TRAFFIC LANE DIVIDERS (OTLD)



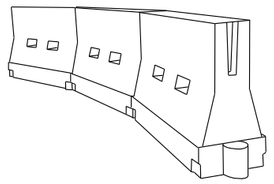
Fixed Base w/ Approved Adhesive (Driveable Base, or Flexible Support can be used)

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

CHEVRONS

GENERAL NOTES

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



LONGITUDINAL CHANNELIZING DEVICES (LCD)

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

WATER BALLASTED SYSTEMS USED AS BARRIERS

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

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

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

Posted Speed	Formula	Minimum Desirable Taper Lengths ✻✻			Suggested Maximum Spacing of Channelizing Devices	
		10′ Offset	11′ Offset	12′ Offset	On a Taper	On a Tangent
30	$L = \frac{WS^2}{60}$	150′	165′	180′	30′	60′
35		205′	225′	245′	35′	70′
40		265′	295′	320′	40′	80′
45	L = WS	450′	495′	540′	45′	90′
50		500′	550′	600′	50′	100′
55		550′	605′	660′	55′	110′
60		600′	660′	720′	60′	120′
65		650′	715′	780′	65′	130′
70		700′	770′	840′	70′	140′
75		750′	825′	900′	75′	150′
80		800′	880′	960′	80′	160′

✻✻Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.)
S=Posted Speed (MPH)

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

SHEET 9 OF 12

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(9)-21

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TYPE 3 BARRICADES

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

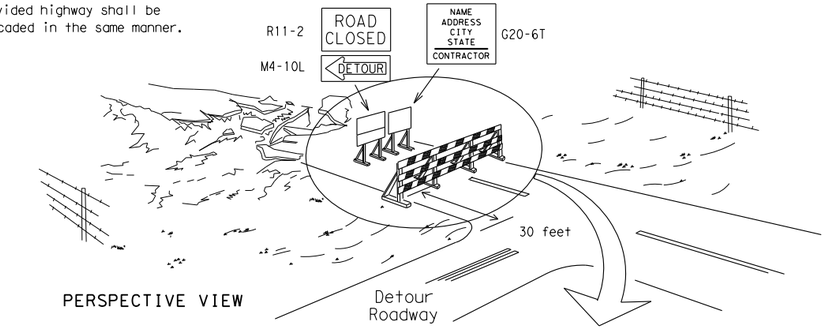
Barricades shall NOT be used as a sign support.

TYPICAL STRIPING DETAIL FOR BARRICADE RAIL

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

TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES

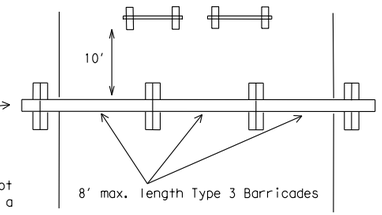
Each roadway of a divided highway shall be barricaded in the same manner.



PERSPECTIVE VIEW

The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic.

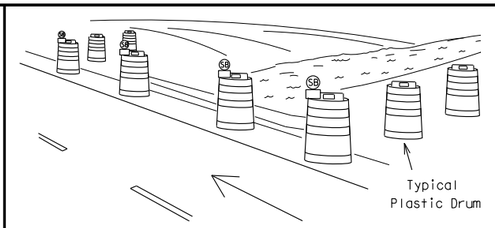
Barricade striping should slant downward in the direction of detour.



PLAN VIEW

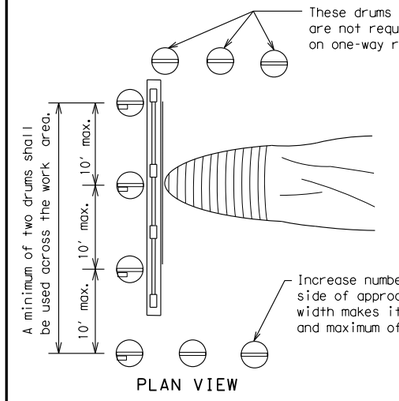
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

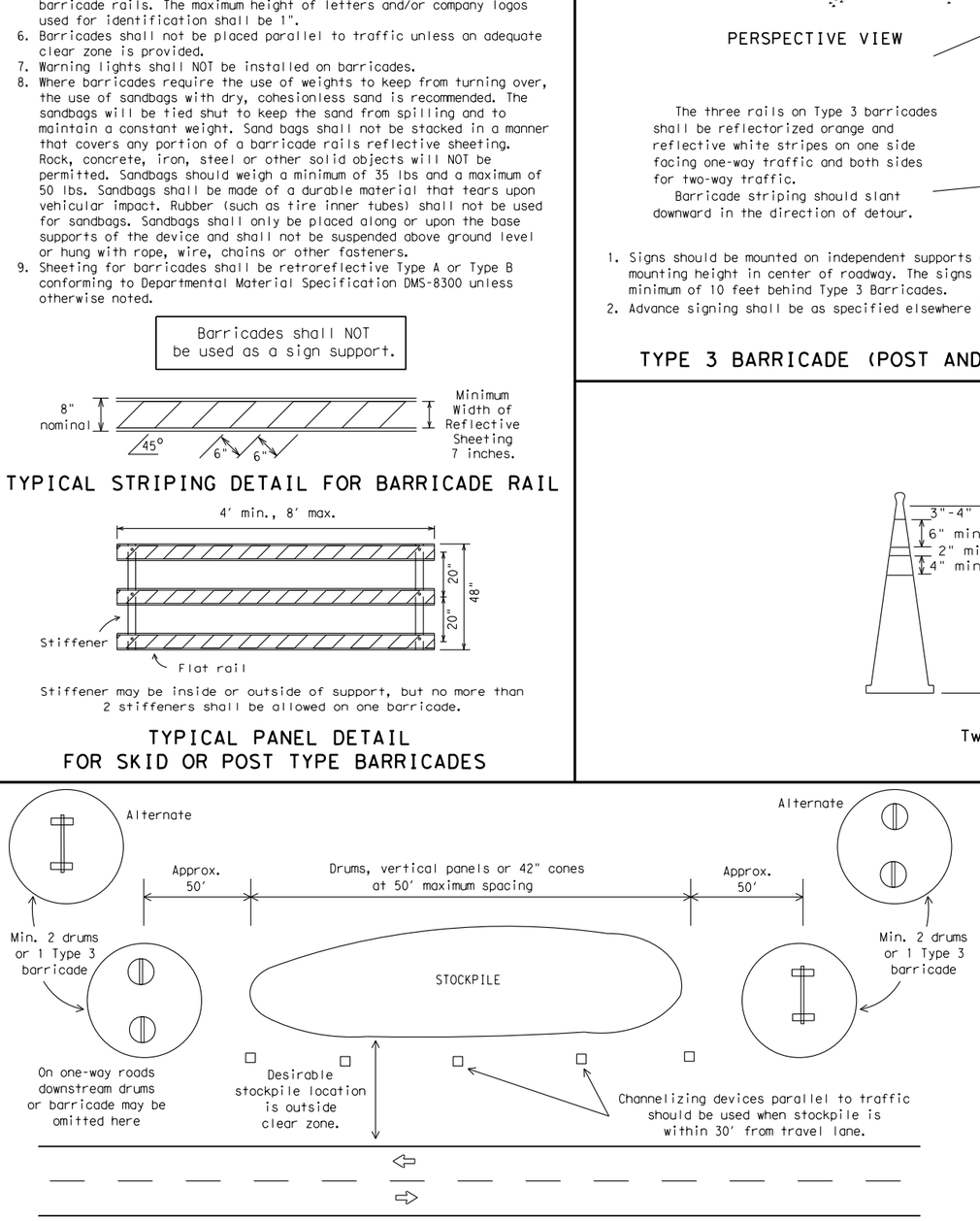
1. Where positive redirectional capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder width is greater than 12 feet, steady-burn lights may be omitted if drums are used.
5. Drums must extend the length of the culvert widening.



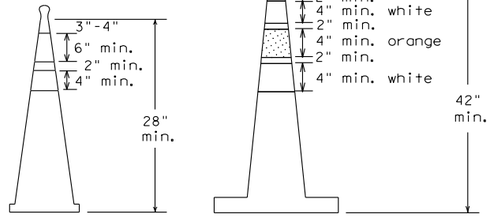
PLAN VIEW

LEGEND	
	Plastic drum
	Plastic drum with steady burn light or yellow warning reflector
SB	Steady burn warning light or yellow warning reflector

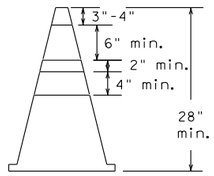
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



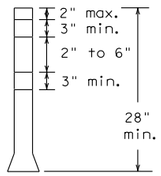
TRAFFIC CONTROL FOR MATERIAL STOCKPILES



Two-Piece cones



One-Piece cones



Tubular Marker

28" Cones shall have a minimum weight of 9 1/2 lbs.

42" 2-piece cones shall have a minimum weight of 30 lbs. including base.

1. Traffic cones and tubular markers shall be predominantly orange, and meet the height and weight requirements shown above.
2. One-piece cones have the body and base of the cone molded in one consolidated unit. Two-piece cones have a cone shaped body and a separate rubber base, or ballast, that is added to keep the device upright and in place.
3. Two-piece cones may have a handle or loop extending up to 8" above the minimum height shown, in order to aid in retrieving the device.
4. Cones or tubular markers shall have white or white and orange reflective bands as shown above. The reflective bands shall have a smooth, sealed outer surface and meet the requirements of Departmental Material Specification DMS-8300 Type A or Type B.
5. 28" cones and tubular markers are generally suitable for short duration and short-term stationary work as defined on BC(4). These should not be used for intermediate-term or long-term stationary work unless personnel is on-site to maintain them in their proper upright position.
6. 42" two-piece cones, vertical panels or drums are suitable for all work zone durations.
7. Cones or tubular markers used on each project should be of the same size and shape.

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(10)-21

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WORK ZONE PAVEMENT MARKINGS

GENERAL

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

RAISED PAVEMENT MARKERS

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

PREFABRICATED PAVEMENT MARKINGS

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

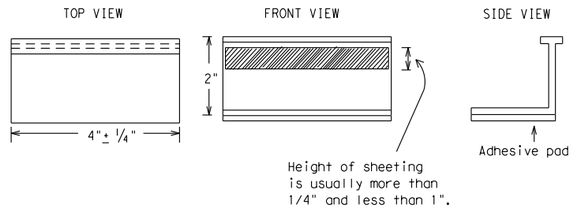
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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

REMOVAL OF PAVEMENT MARKINGS

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

Temporary Flexible-Reflective Roadway Marker Tabs



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

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

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

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

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-21

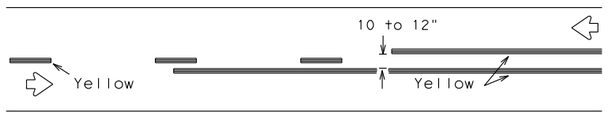
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©TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
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11-02 8-14	AUS	WILLIAMSON		85

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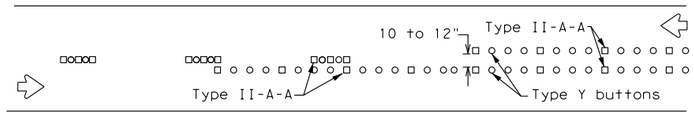
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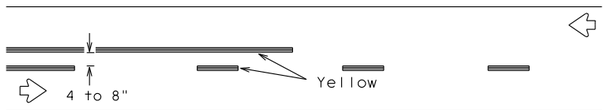
PAVEMENT MARKING PATTERNS



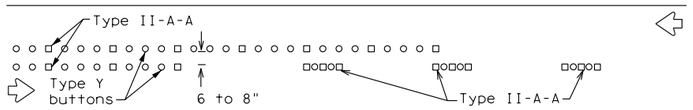
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



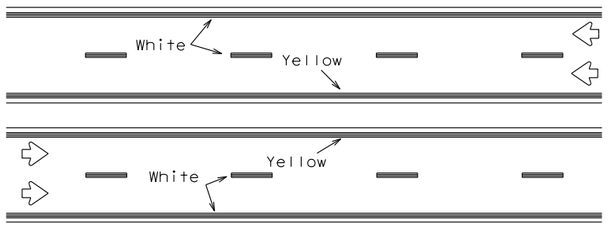
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



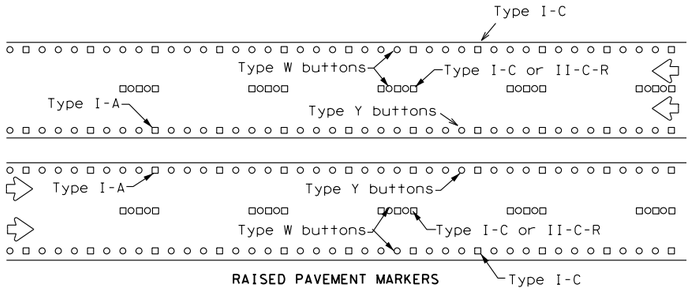
RAISED PAVEMENT MARKERS - PATTERN B

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

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



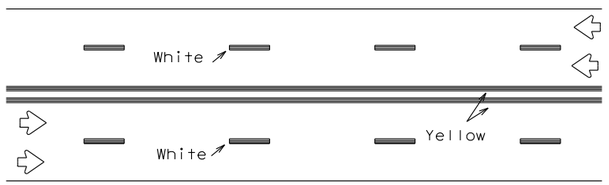
REFLECTORIZED PAVEMENT MARKINGS



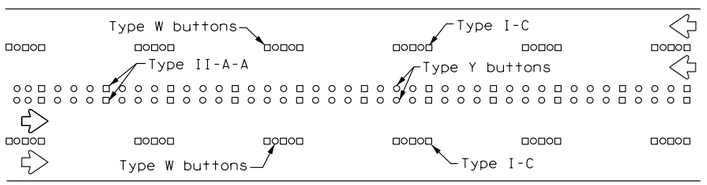
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



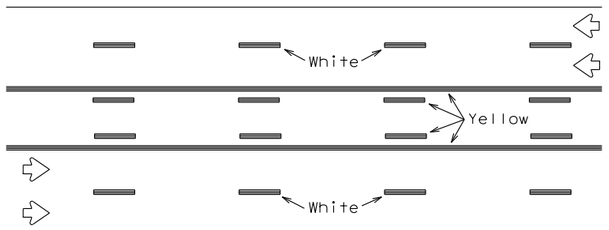
REFLECTORIZED PAVEMENT MARKINGS



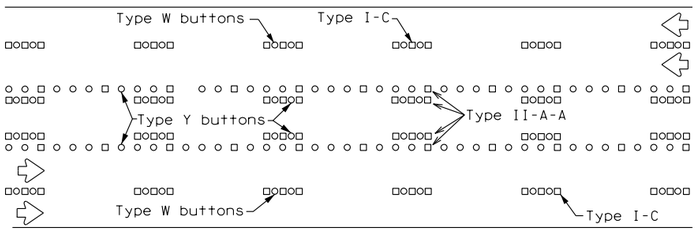
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS



RAISED PAVEMENT MARKERS

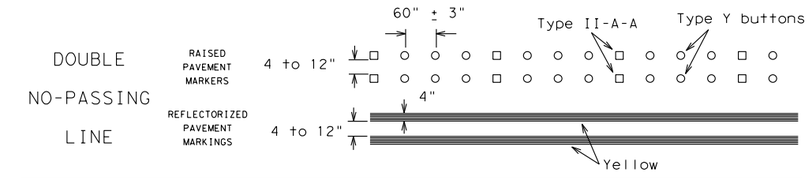
Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

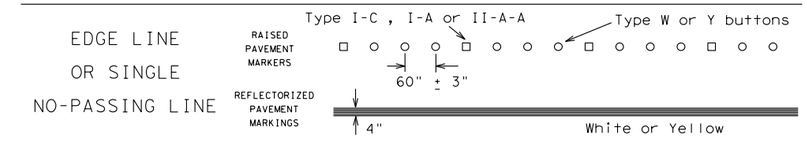
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

SOLID LINES

DOUBLE NO-PASSING LINE

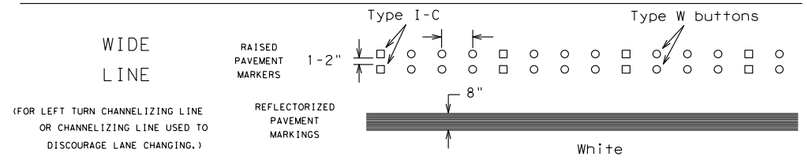


EDGE LINE OR SINGLE NO-PASSING LINE



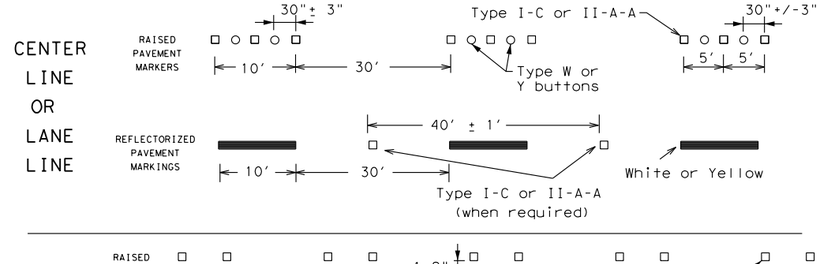
WIDE LINE

(FOR LEFT TURN CHANNELIZING LINE OR CHANNELIZING LINE USED TO DISCOURAGE LANE CHANGING.)

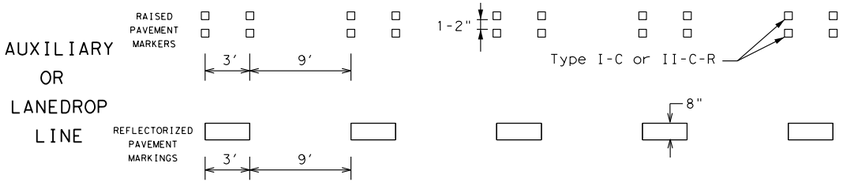


BROKEN LINES

CENTER LINE OR LANE LINE

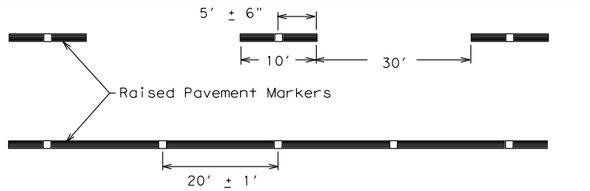


AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



Centerline only - not to be used on edge lines

Raised pavement markers used as standard pavement markings shall be from the approved products list and meet the requirements of Item 672 "RAISED PAVEMENT MARKERS."

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

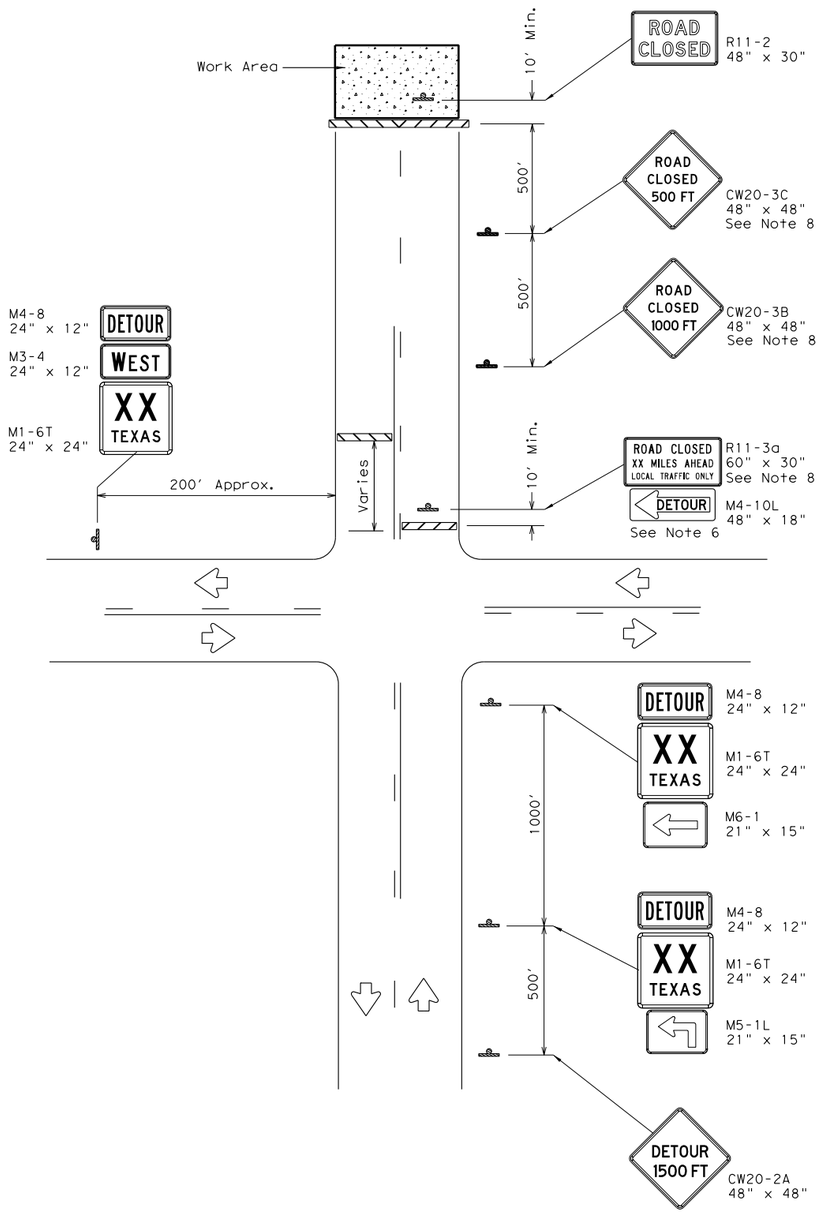
BC(12)-21

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	AUS	WILLIAMSON		86

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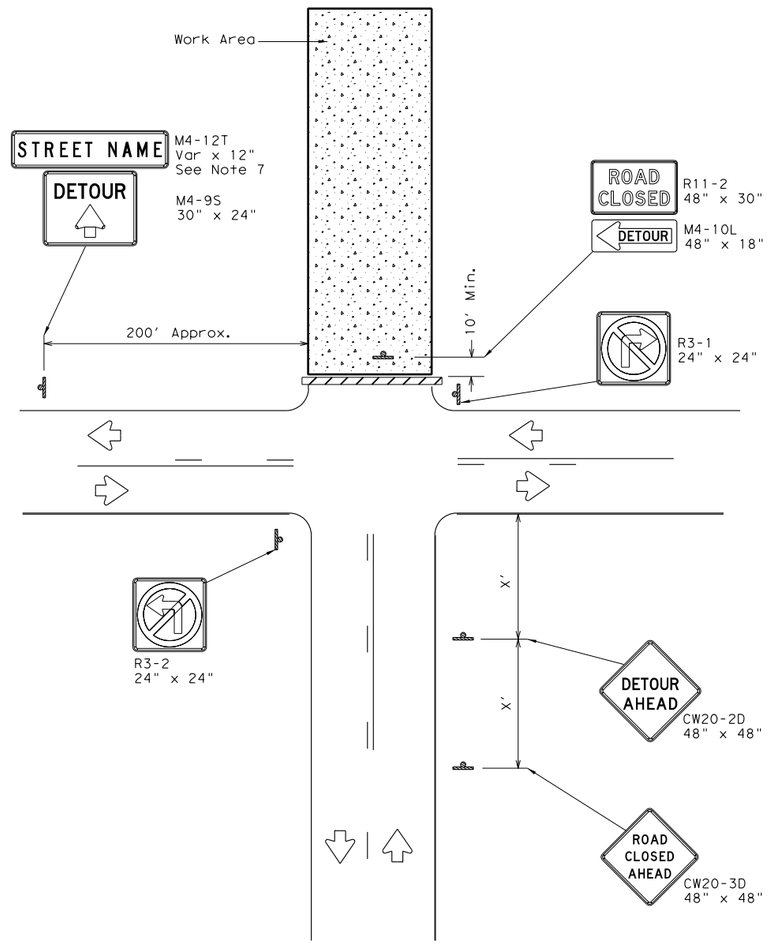
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ROAD CLOSURE BEYOND THE INTERSECTION

Signing for a Numbered Route with an Off-Site Detour



ROAD CLOSURE AT THE INTERSECTION

Signing for an Un-numbered Route with an Off-Site Detour

LEGEND	
	Type 3 Barricade
	Sign

Posted Speed *	Minimum Sign Spacing "X" Distance
30	120'
35	160'
40	240'
45	320'
50	400'
55	500'
60	600'
65	700'
70	800'
75	900'

* Conventional Roads Only

GENERAL NOTES

1. This sheet is intended to provide details for temporary work zone road closures. For permanent road closure details see the D&OM standards.
2. Barricades used shall meet the requirements shown on Barricade and Construction Standard BC(10) and listed on the Compliant Work Zone Traffic Control Devices list (CWZTCD).
3. Stockpiled materials shall not be placed on the traffic side of barricades.
4. Barricades at the road closure should extend from pavement edge to pavement edge.
5. Detour signing shown is intended to illustrate the type of signing that is appropriate for numbered routes or un-numbered routes as labeled. It does not indicate the full extent of detour signing required. Detour routes should be signed as shown elsewhere in the plans.
6. If the road is open for a significant distance beyond the intersection or there are significant origin/destination points beyond the intersection, the signs and barricades at this location should be located at the edge of the traveled way.
7. The Street Name (M4-12T) sign is to be placed above the DETOUR (M4-9S) sign.
8. For urban areas where there is a shorter distance between the intersection and the actual closure location, the ROAD CLOSED XX MILES AHEAD (R11-3a) sign may be replaced with a ROAD CLOSED TO THRU TRAFFIC (R11-4) sign. If adequate space does not exist between the intersection and the closure a single ROAD CLOSED AHEAD (CW20-3D) sign spaced as per the table above may replace the ROAD CLOSED 1000 FT (CW20-3B) and ROAD CLOSED 500 FT (CW20-3C) signs.
9. Signs and barricades shown shall be subsidiary to Item 502. Locations where these details will be required shall be as shown elsewhere in the plans.

Texas Department of Transportation

Traffic Operations Division Standard

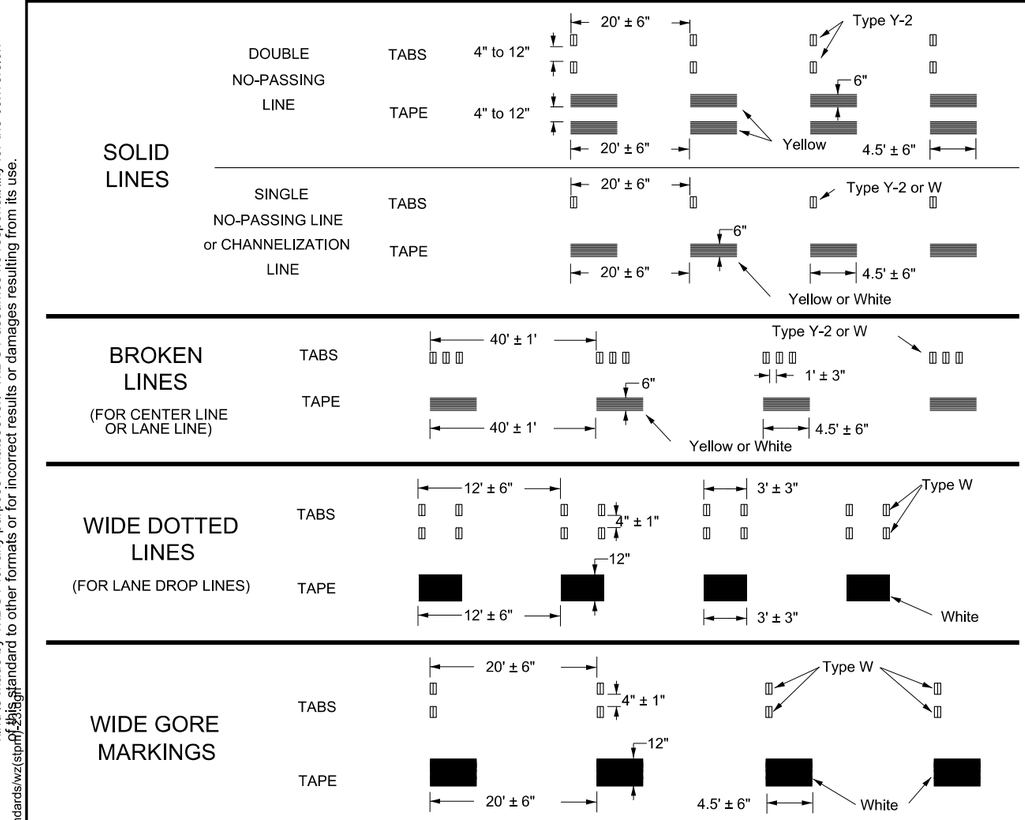
WORK ZONE ROAD CLOSURE DETAILS

WZ(RCD)-13

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©TxDOT August 1995	CONT	SECT	JOB	HIGHWAY
REVISIONS				CR 255
1-97 4-98 7-13	DIST	COUNTY		SHEET NO.
2-98 3-03	AUS	WILLIAMSON		87

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WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS



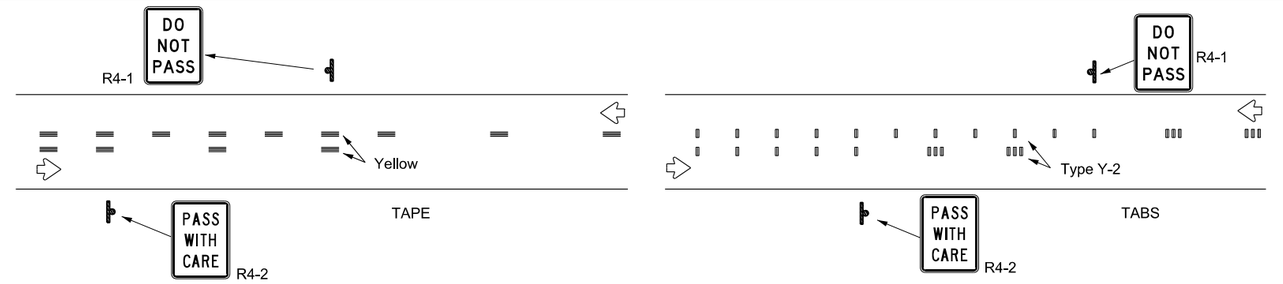
NOTES:

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

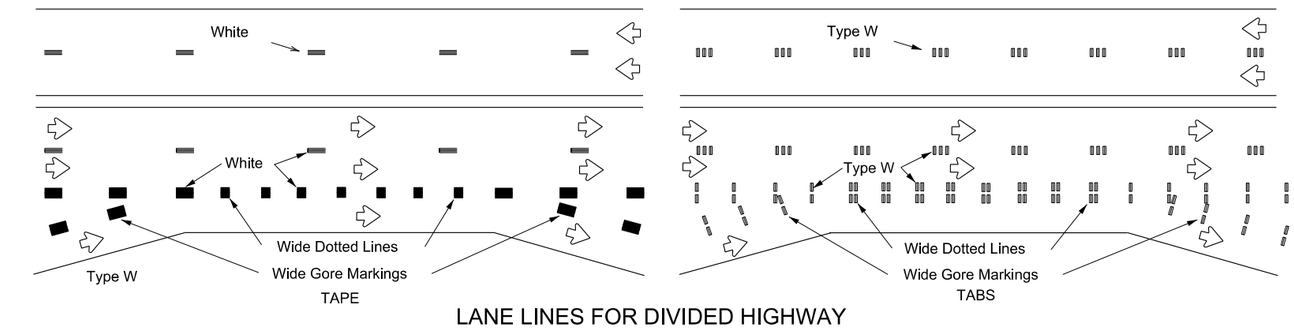
TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS (TABS)

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

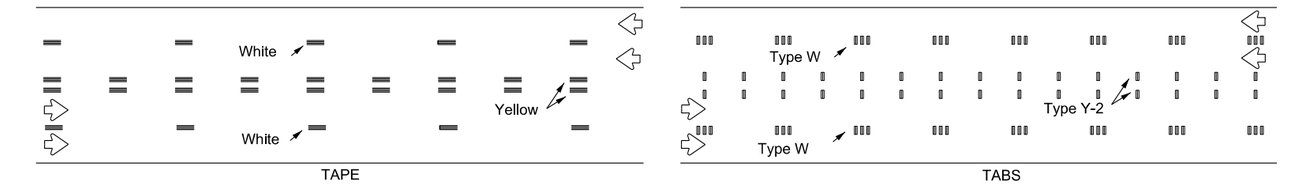
WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS



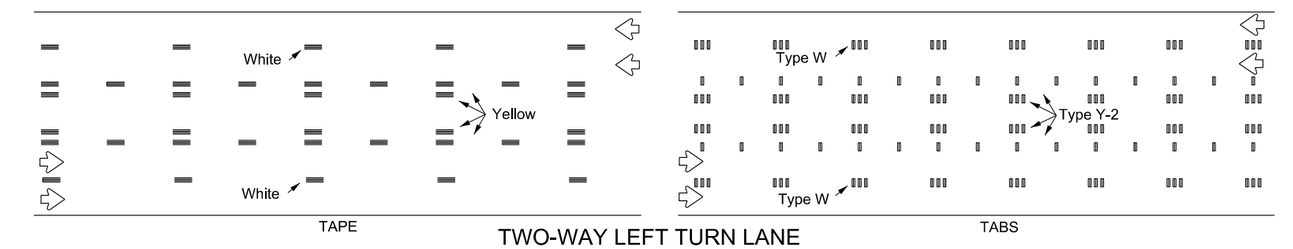
CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO LANE TWO-WAY HIGHWAYS



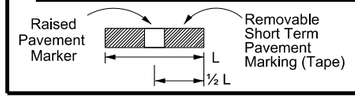
LANE LINES FOR DIVIDED HIGHWAY



LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



TWO-WAY LEFT TURN LANE



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

PREFABRICATED PAVEMENT MARKINGS

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

RAISED PAVEMENT MARKERS

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

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

1. DMSs referenced above can be found along with embedded links to their respective MPLs at the following website:

http://www.txdot.gov/business/contractors_consultants/material_specifications/default.htm

Texas Department of Transportation

Traffic Safety Division Standard

WORK ZONE SHORT TERM PAVEMENT MARKINGS

WZ(STPM)-23

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© TxDOT February 2023	CONT	SECT	JOB	HIGHWAY
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	AUS	WILLIAMSON		88

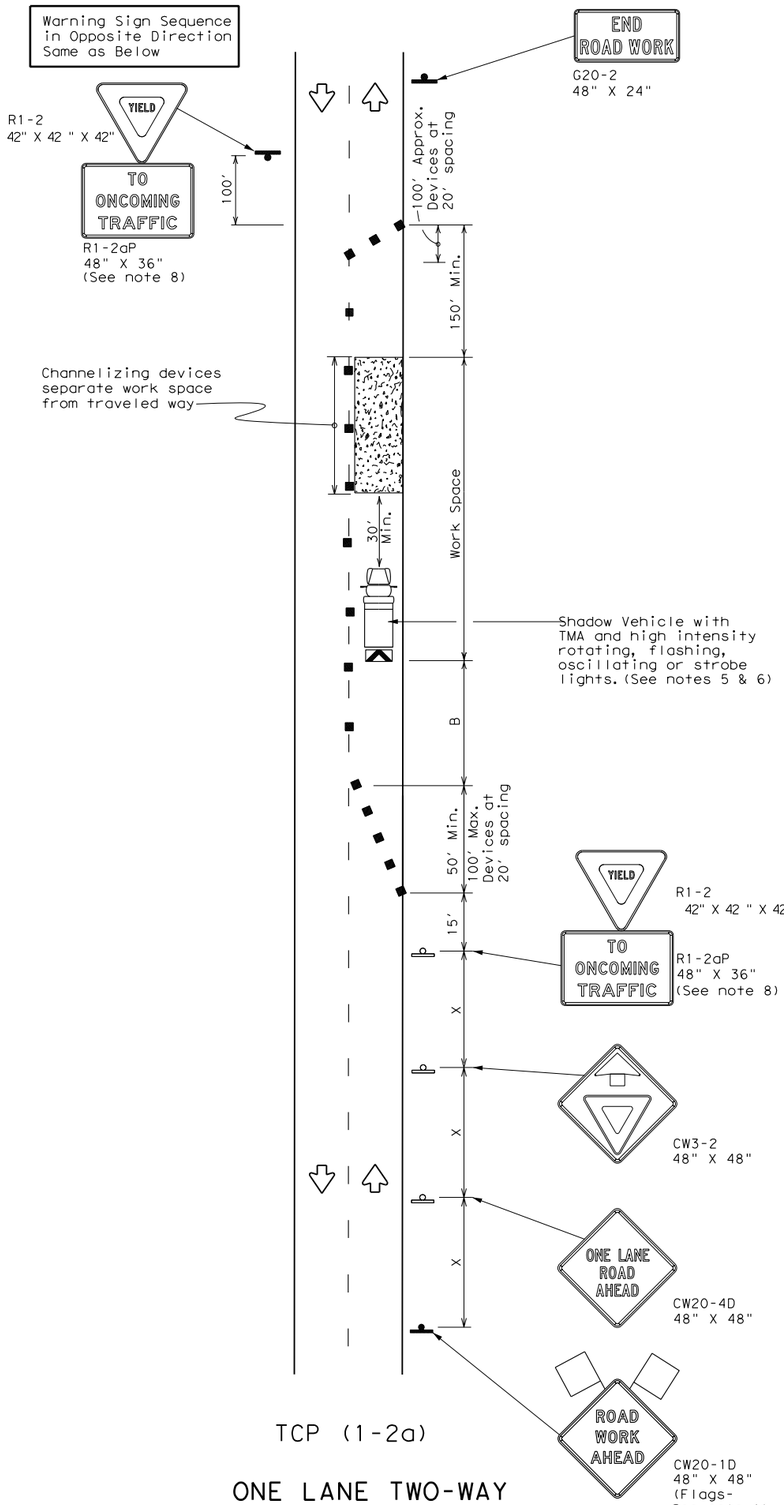
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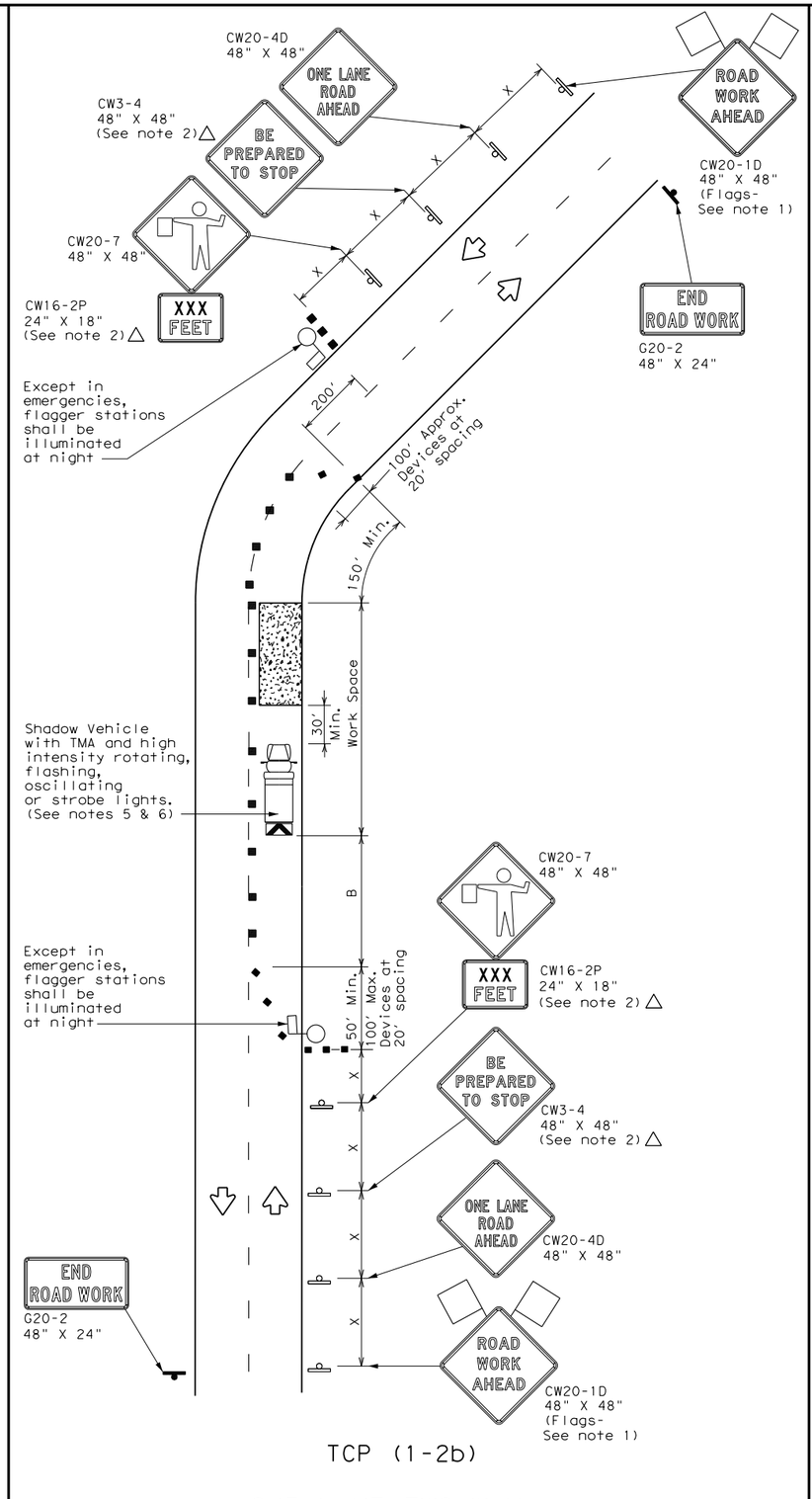
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TCP (1-2a)

ONE LANE TWO-WAY CONTROL WITH YIELD SIGNS

(Less than 2000 ADT - See note 7)



TCP (1-2b)

ONE LANE TWO-WAY CONTROL WITH FLAGGERS

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L = WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	770'	840'	70'	140'	800'	475'	730'
75		750'	825'	900'	75'	150'	900'	540'	820'

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

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4D "ONE LANE ROAD AHEAD" sign, but proper sign spacing shall be maintained.
4. Sign spacing may be increased or an additional CW20-1D "ROAD WORK AHEAD" sign may be used if advance warning ahead of the flagger or R1-2 "YIELD" sign is less than 1500 feet.
5. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
6. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

TCP (1-2a)

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

TCP (1-2b)

9. Flaggers should use two-way radios or other methods of communication to control traffic.
10. Length of work space should be based on the ability of flaggers to communicate.
11. If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
12. Channelizing devices on the center-line may be omitted when a pilot car is leading traffic and approved by the Engineer.
13. Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

Texas Department of Transportation

Traffic Operations Division Standard

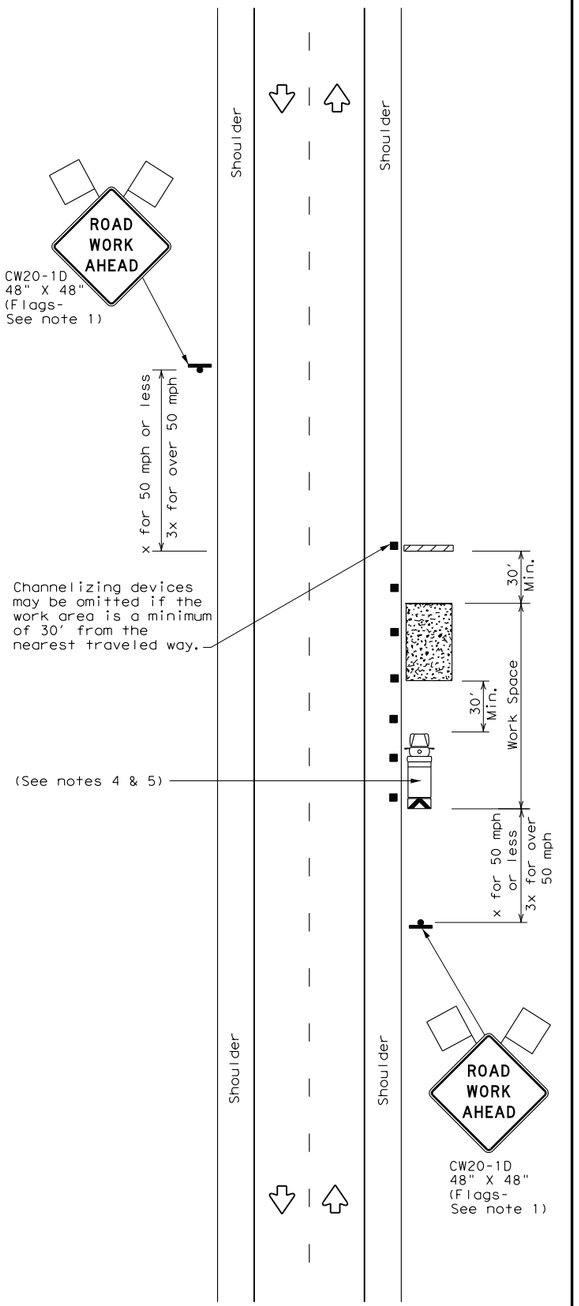
TRAFFIC CONTROL PLAN ONE-LANE TWO-WAY TRAFFIC CONTROL

TCP(1-2)-18

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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
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2-94 2-12	DIST	COUNTY		SHEET NO.
1-97 2-18	AUS	WILLIAMSON		89

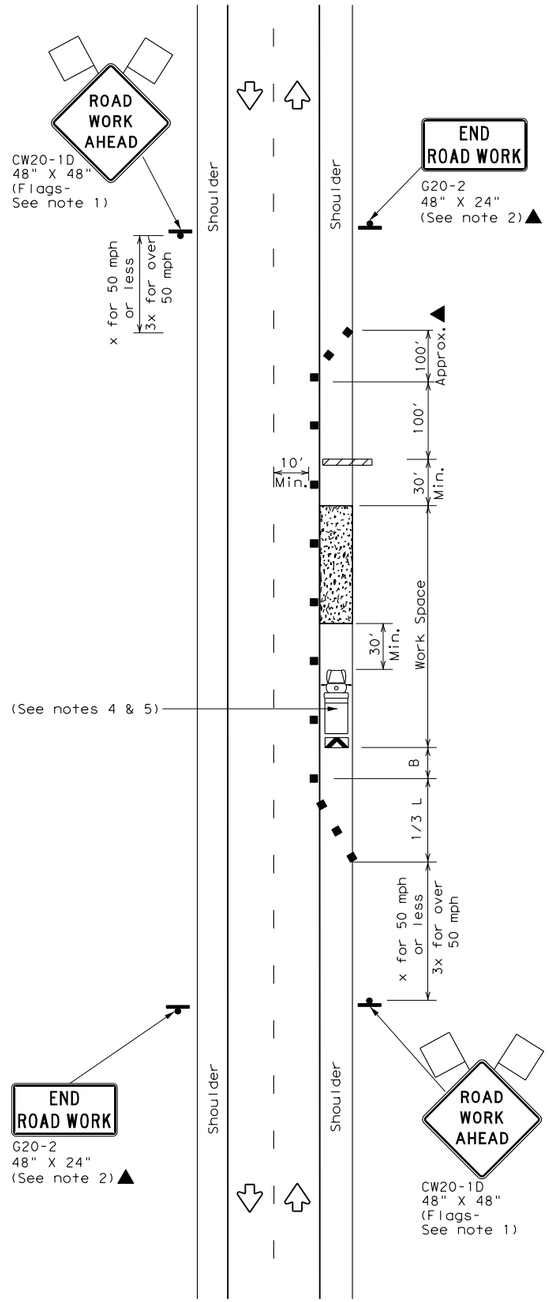
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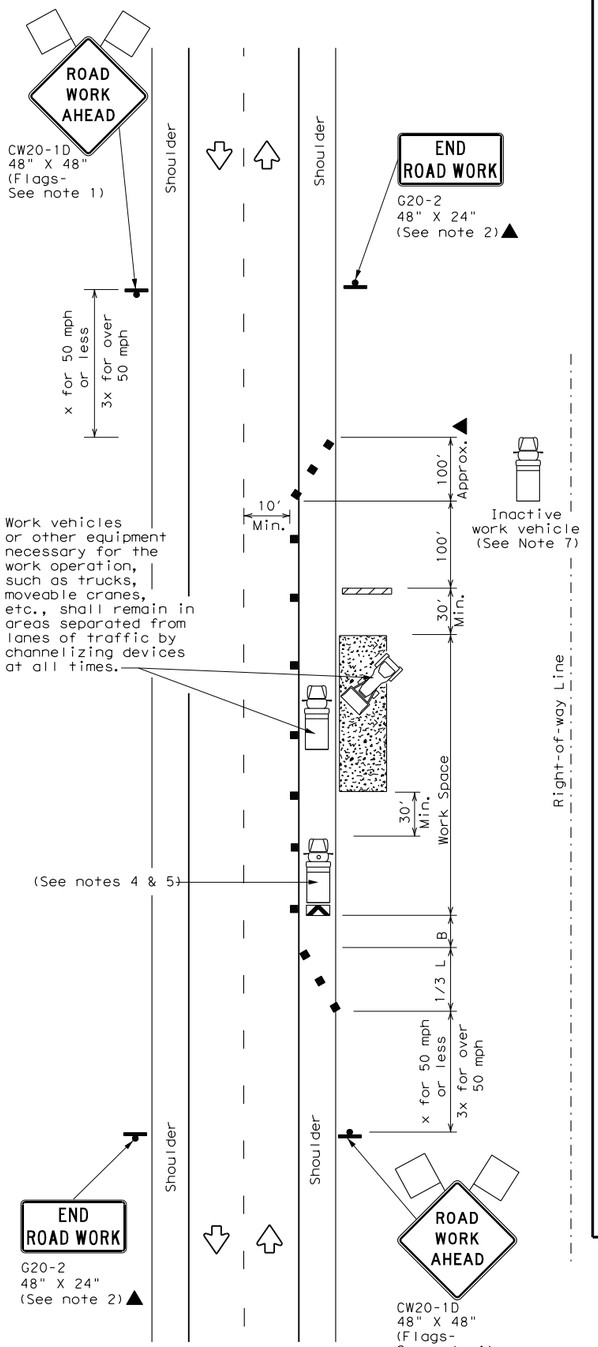
TCP (2-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (2-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (2-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices: On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L=WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	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 DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓	✓	✓

GENERAL NOTES

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated in the plans, or for routine maintenance work, when approved by the Engineer.
3. Stockpiled material should be placed a minimum of 30 feet from nearest traveled way.
4. Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
5. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
6. See TCP(5-1) for shoulder work on divided highways, expressways and freeways.
7. Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
8. CW21-5 "SHOULDER WORK" signs may be used in place of CW20-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

Texas Department of Transportation

Traffic Operations Division Standard

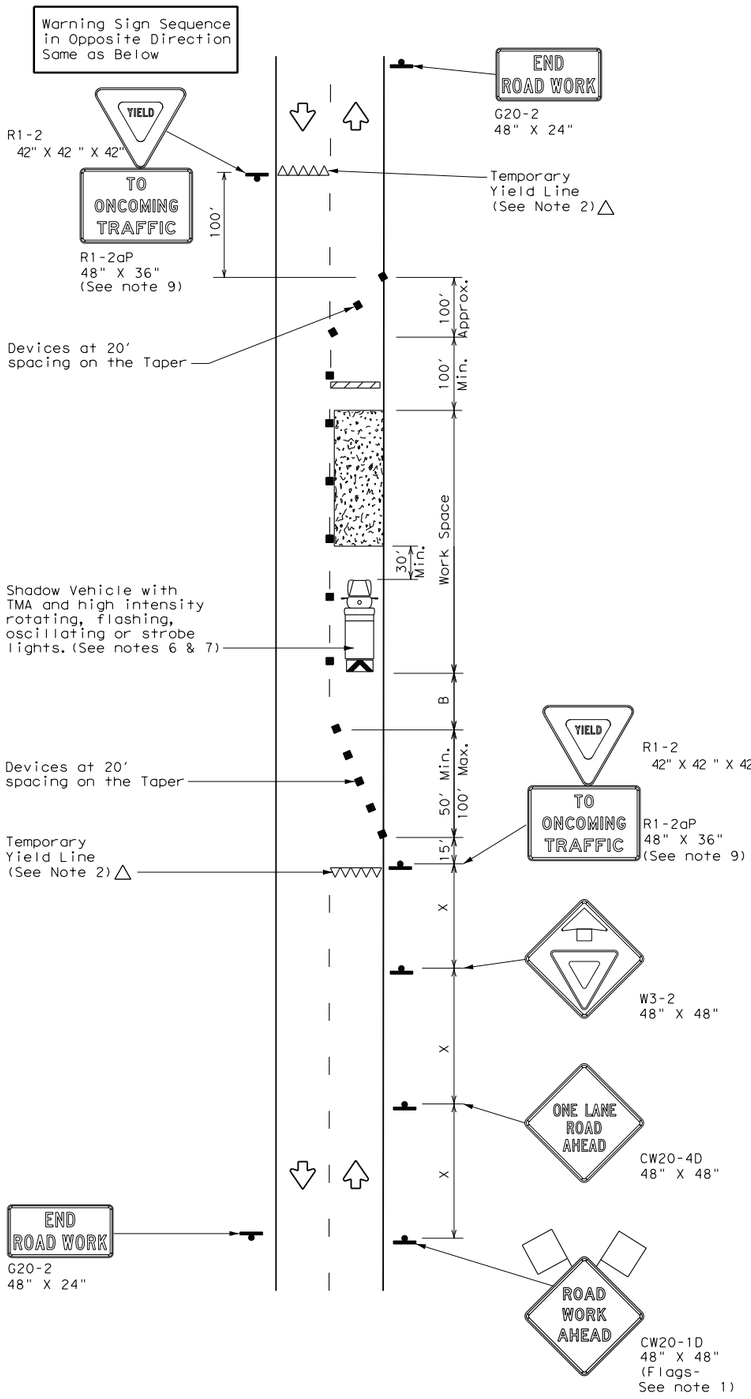
TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK

TCP(2-1)-18

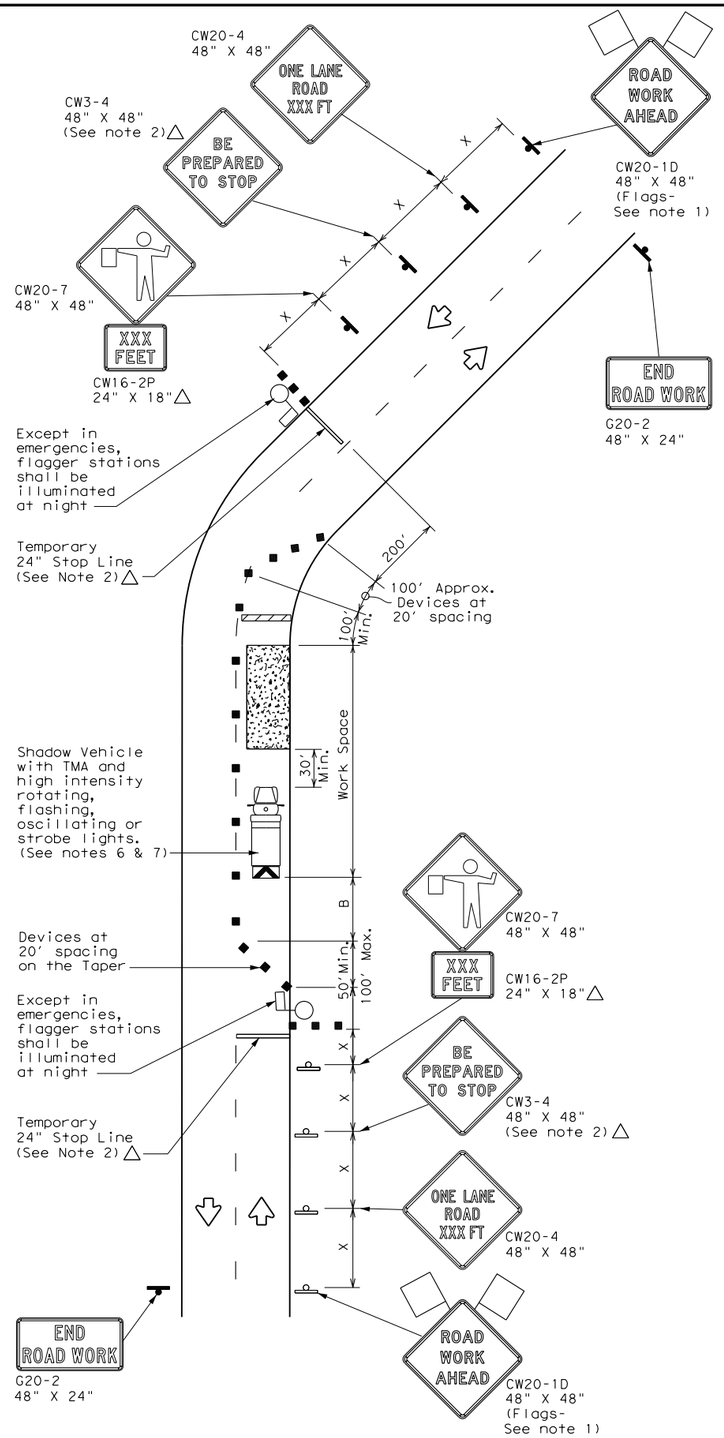
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REVISIONS				CR 255
2-94 4-98	DIST	COUNTY		SHEET NO.
8-95 2-12				
1-97 2-18	AUS	WILLIAMSON		90

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TCP (2-2a)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH YIELD SIGNS
(Less than 2000 ADT - See Note 9)



TCP (2-2b)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH FLAGGERS

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices: On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
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35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L = WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	770'	840'	70'	140'	800'	475'	730'
75		750'	825'	900'	75'	150'	900'	540'	820'

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

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓	✓	

GENERAL NOTES

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4 "ONE LANE ROAD XXX FT" sign, but proper sign spacing shall be maintained.
4. Flaggers should use two-way radios or other methods of communication to control traffic.
5. Length of work space should be based on the ability of flaggers to communicate.
6. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
7. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.

TCP (2-2a)

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

TCP (2-2b)

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

Texas Department of Transportation
Traffic Operations Division Standard

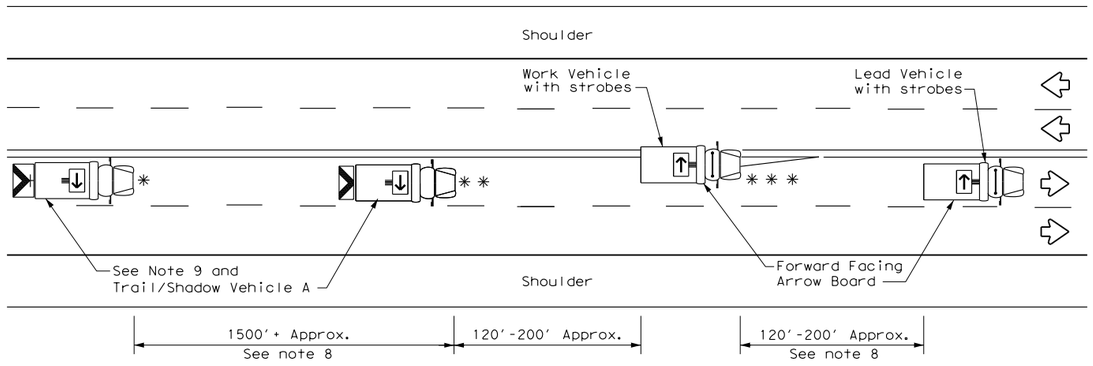
TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

TCP(2-2)-18

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©TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
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4-98 2-18				

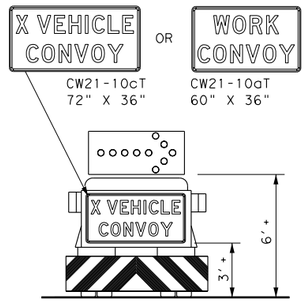
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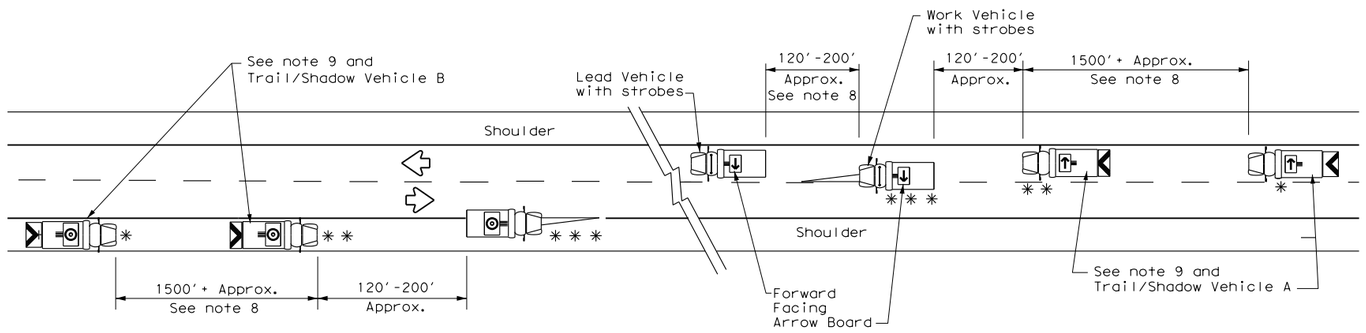
TCP (3-1a)

UNDIVIDED MULTILANE ROADWAY



TRAIL/SHADOW VEHICLE A

with RIGHT Directional display Flashing Arrow Board

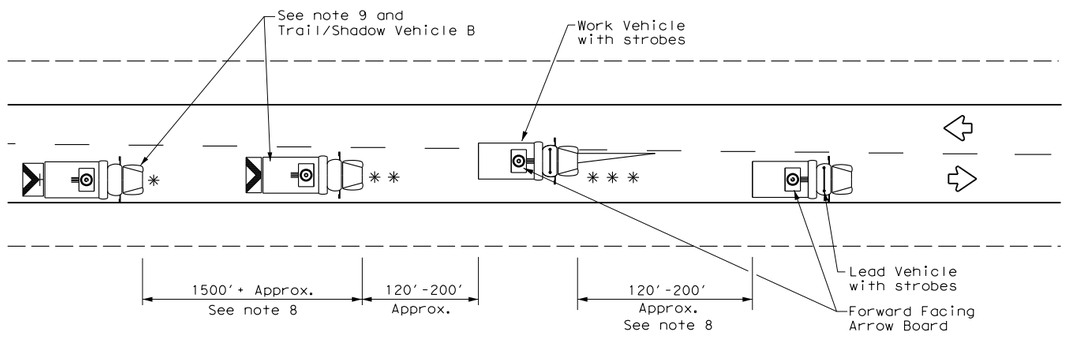


WORK ON SHOULDER

WORK ON TRAVEL LANE

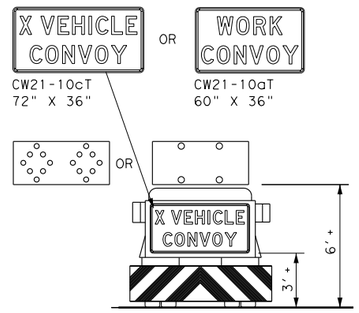
TCP (3-1b)

TWO-WAY ROADWAY WITH PAVED SHOULDERS



TCP (3-1c)

TWO-WAY ROADWAY WITHOUT PAVED SHOULDERS



TRAIL/SHADOW VEHICLE B

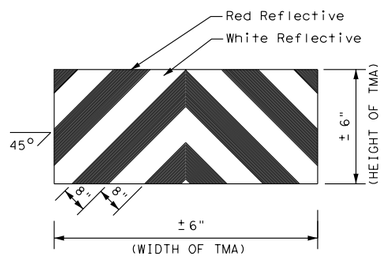
with Flashing Arrow Board in CAUTION display

LEGEND			
*	Trail Vehicle	ARROW BOARD DISPLAY	
* *	Shadow Vehicle		
* * *	Work Vehicle		RIGHT Directional
	Heavy Work Vehicle		LEFT Directional
	Truck Mounted Attenuator (TMA)		Double Arrow
	Traffic Flow		CAUTION (Alternating Diamond or 4 Corner Flash)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓				

GENERAL NOTES

1. TRAIL, SHADOW, and LEAD vehicles shall be equipped with arrow boards as illustrated. When a LEAD vehicle is not used the WORK vehicle must be equipped with an arrow board. The Engineer will determine if the LEAD VEHICLE and/or TRAIL VEHICLE are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
2. The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
3. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE and TRAIL VEHICLE are required.
4. Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION DMS 8300, Type A.
5. Flashing arrow boards shall be Type B or Type C as per the Barricade and Construction (BC) standards. The board shall be controlled from inside the vehicle.
6. Each vehicle shall have two-way radio communication capability.
7. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
8. Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE and vehicle spacing between WORK VEHICLE and LEAD VEHICLE may vary according to terrain, work activity and other factors.
9. "X VEHICLE CONVOY" (CW21-10cT) or "WORK CONVOY" (CW21-10aT) signs shall be used on TRAIL VEHICLES and SHADOW VEHICLES as shown. As an option 48" X 48" diamond shaped "WORK CONVOY"(CW21-10T) or "X VEHICLE CONVOY" (CW21-10bT) signs may be used where adequate mounting space exists. When used, the X VEHICLE CONVOY sign shall have the number of the convoy vehicles displayed on the sign in the number designation "X" location. The "X VEHICLE CONVOY" sign shall not be used on the SHADOW VEHICLE if a TRAIL VEHICLE is used.
10. On two-lane two-way roadways, the work and protection vehicles should pull over periodically to allow motor vehicle traffic to pass. If motorists are not allowed to pass the work convoy, a "DO NOT PASS" (R4-1) sign should be placed on the back of the rearmost protection vehicle.



STRIPING FOR TMA

Texas Department of Transportation

Traffic Operations Division Standard

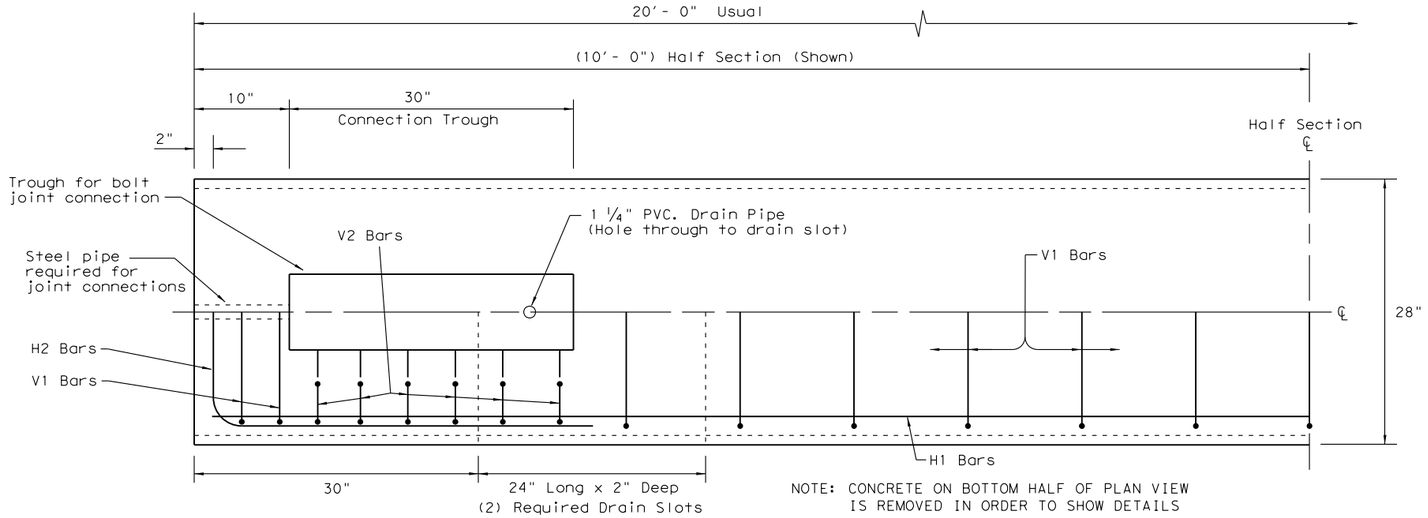
TRAFFIC CONTROL PLAN MOBILE OPERATIONS UNDIVIDED HIGHWAYS

TCP(3-1)-13

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©TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
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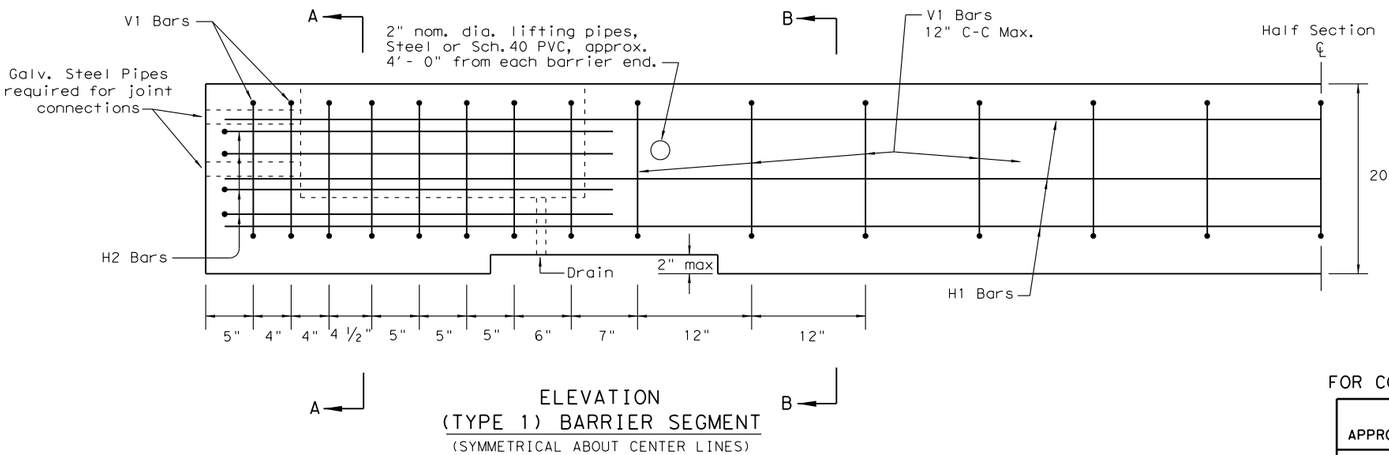
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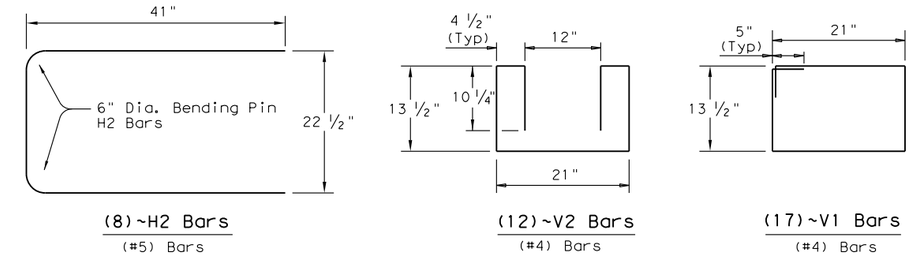


NOTE: CONCRETE ON BOTTOM HALF OF PLAN VIEW IS REMOVED IN ORDER TO SHOW DETAILS

PLAN
(TYPE 1) BARRIER SEGMENT
(SYMMETRICAL ABOUT CENTER LINES)

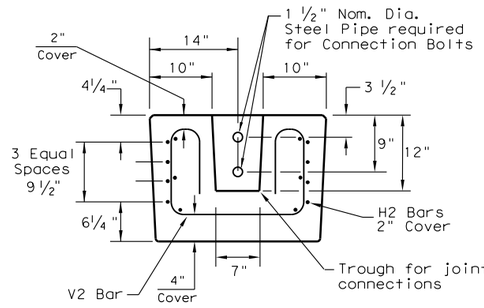


ELEVATION
(TYPE 1) BARRIER SEGMENT
(SYMMETRICAL ABOUT CENTER LINES)

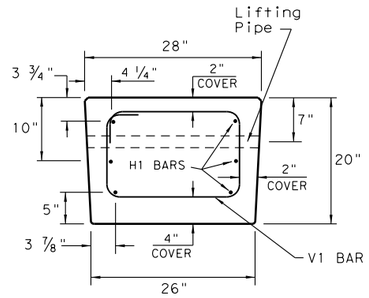


REINFORCING STEEL DETAILS
TYPE 1 - BARRIER SEGMENT

Note: Use 2" Dia. Bending Pin, unless otherwise shown



SECTION A-A



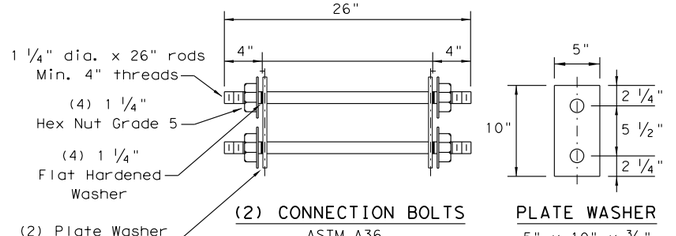
SECTION B-B

GENERAL NOTES

1. Low Profile Concrete Barrier (LPCB), is approved for use in temporary work zone locations, where the posted speed is 45 mph, or less.
2. Concrete shall be Class H for precast barrier with a minimum compressive strength of 3,600 psi.
3. Where used, rebar reinforcement shall be Grade 60 and conform to ASTM A615.
4. Precast LPCB barrier length shall be 20 ft.
5. All barrier edges shall have ¾" chamfer or a tooled radius.
6. Joint connection hardware shall be in accordance with Item 449, "Anchor Bolts." and is considered subsidiary.
7. Steel pipe required for joint connection bolts shall be galvanized in accordance with Item 445,"Galvanizing."
8. Welded wire reinforcement (WWR) may be used in lieu of conventional reinforcement for Type 1 barrier, and shall meet the requirements shown.

FOR CONTRACTORS INFORMATION ONLY

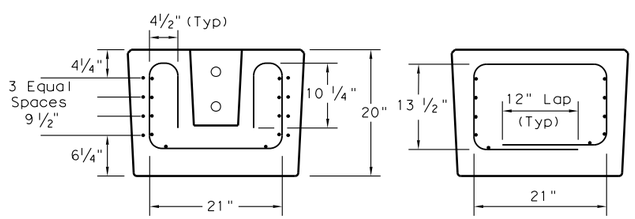
(TYPE 1) APPROX. QUANTITIES 20 FT. SECTION		
CONCRETE	CY	2.6
REINFORCING STEEL	LBS	330
TOTAL BARRIER WT.	LBS	11000



(2) CONNECTION BOLTS
ASTM A36

PLATE WASHER
5" x 10" x ⅜"

Note: Rods, Hex nuts and Washers shall be Galvanized.



SECTION A-A

SECTION B-B

(WWR) GENERAL NOTES

1. Deformed Welded Wire Reinforcement shall conform to ASTM A497.
2. Welded wire cage may be cut or bent, if necessary, but must be approved by the Engineer.
3. Combinations of reinforcing steel and WWR are permitted, as directed by the Engineer. The dimensions from the end of the barrier section to the first wire shall not exceed 3".

REQUIRED (WWR) WIRE DESIGN

8 ~ (D31) Horizontal Wires (Equally spaced)
10 ~ (D20) Horizontal Wires (Equally spaced)
29 ~ (D20) Vertical Wires (Spaced as shown in Elevation View)

WELDED WIRE REINFORCEMENT (WWR)- OPTIONAL REINFORCING

SHEET 1 OF 2

Texas Department of Transportation

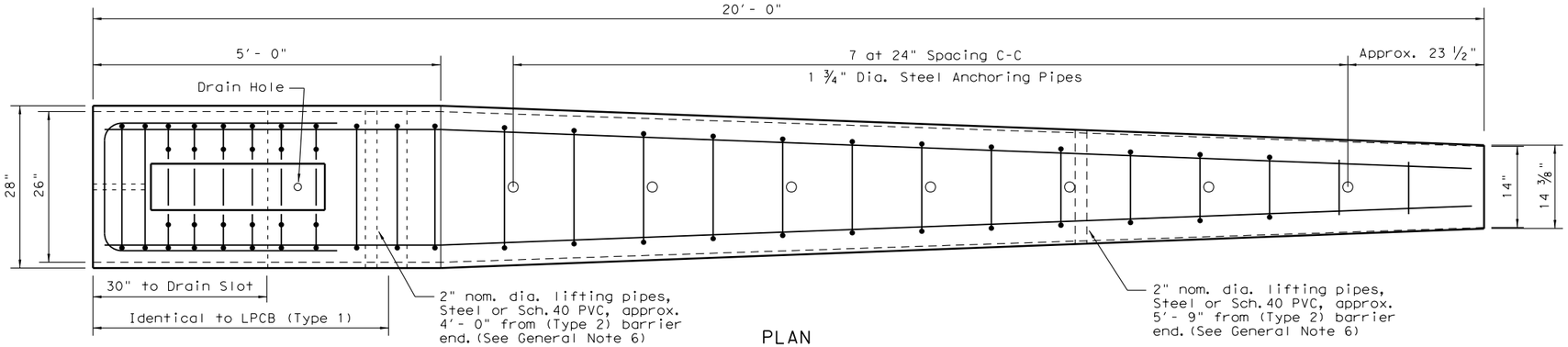
Design Division Standard

LOW PROFILE CONCRETE BARRIER
PRECAST BARRIER (TYPE 1)
LPCB-13

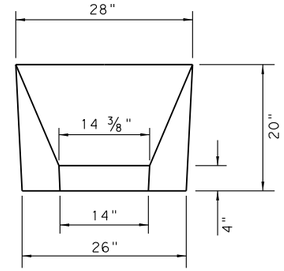
FILE: lpcb13.dgn	DN: TxDOT	CK: AM	DW: VP	CK:
©TxDOT December 2010	CONT	SECT	JOB	HIGHWAY
REVISIONS				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		93

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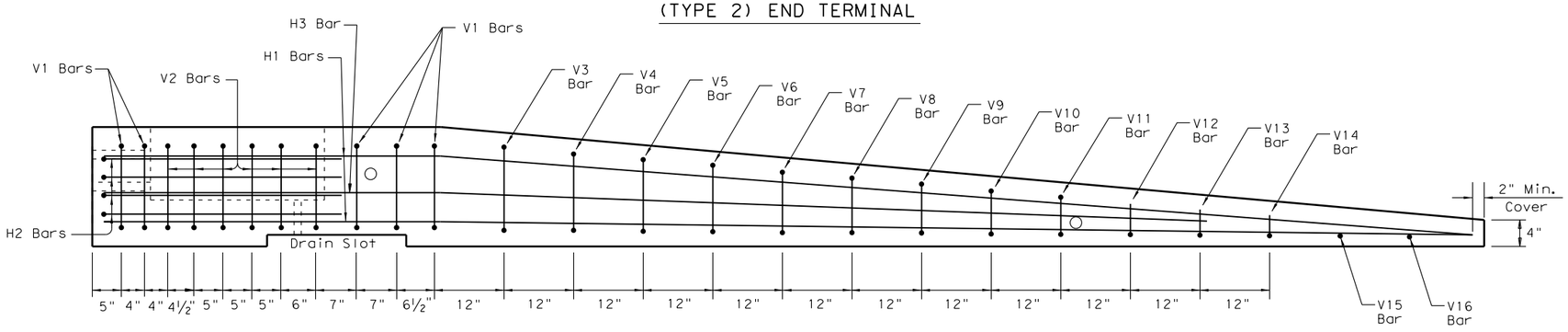
DATE: 11/6/2024
FILE: pw://server.sig-eng.com:Sig-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/02. TCP/Standards/lpcb13.dgn



PLAN
(TYPE 2) END TERMINAL



APPROACH VIEW

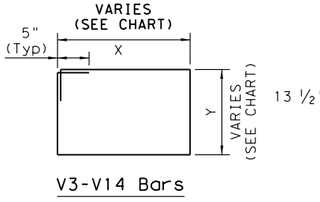


ELEVATION
(TYPE 2) END TERMINAL

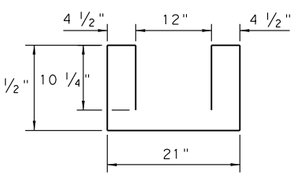
Note:
Anchoring pipes not shown in Elevation View

TYPE 2 - NOTES

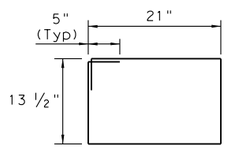
1. Welded wire reinforcment (WWR) is "not" an option for Type 2 Barrier.
2. Type 2 Barrier shall be used as an end treatment for the Type 1 barrier segments, when applicable.
3. The end treatment can be used without the anchor pins in locations that can accommodate approximately 4 ft. of lateral displacement of the end treatment. The use of non-pinned end treatment does not affect the performance or the deflection of the Low-Profile barrier system.
4. The anchor pins are all the same length and are to be driven flush with the top of the (Type 2) barrier surface.
5. The bends in the H3 and H1 bars are slight, no formal bend is necessary.
6. The Type 2 barrier segment must be lifted from the rear first, to prevent cracking of sloped section.
7. See LPCB sheet 1 for additional information.



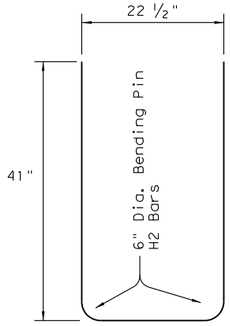
V3-V14 Bars



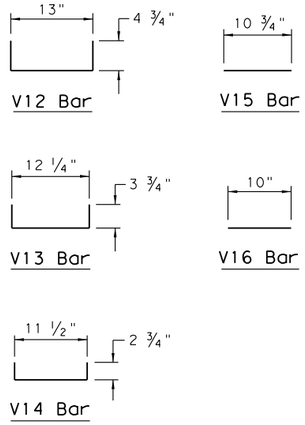
(6)~V2 Bars



(5)~V1 Bars



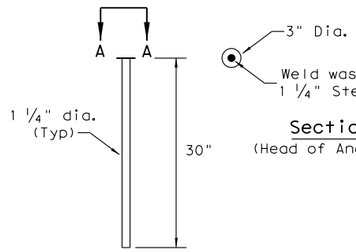
(4)~H2 Bars
(#5) Bars



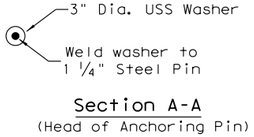
Note: All V Bars are (#4)

BAR(#4)	X (IN.)	Y (IN.)
V3 BAR	20 ¼	14 ½
V4 BAR	19 ½	13 ½
V5 BAR	18 ½	12 ¼
V6 BAR	17 ½	11 ¼
V7 BAR	17	10 ¼
V8 BAR	16 ¼	9
V9 BAR	15 ½	8
V10 BAR	14 ½	7
V11 BAR	13 ¾	6

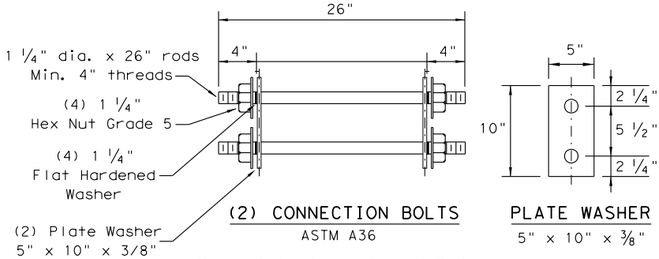
REINFORCING STEEL DETAILS
TYPE 2 - END TERMINAL



(7) Anchor Pins
ASTM A36 Steel
(See Note 3)



Section A-A
(Head of Anchoring Pin)

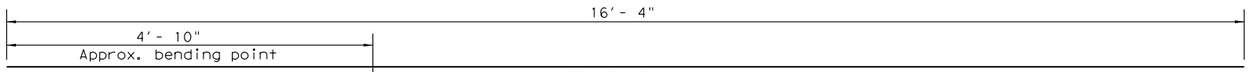


(2) CONNECTION BOLTS
ASTM A36

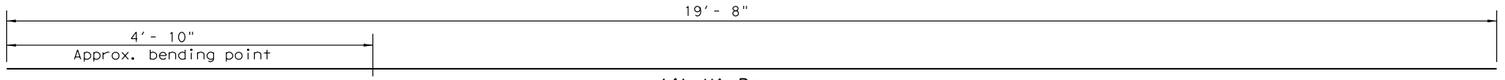
PLATE WASHER
5" x 10" x ⅜"

Note: Rods, Hex nuts and Washers shall be Galvanized.

Note: Use 2" Dia. Bending Pin, unless otherwise shown



(2)~H3 Bars
(#5) Bar



Note: Bends on H1 and H3 bars are slight and do not require formal bends.

(4)~H1 Bars
(#5) Bar

FOR CONTRACTORS INFORMATION ONLY

(TYPE 2) APPROX. QUANTITIES	20 FT. SECTION	
CONCRETE	CY	1.65
REINFORCING STEEL	LBS	240
TOTAL BARRIER WT.	LBS	7000

Texas Department of Transportation
Design Division Standard

LOW PROFILE CONCRETE BARRIER
PRECAST BARRIER (TYPE 2)
LPCB-13

FILE: lpcb13.dgn	DN: TxDOT	CK: AM	DW: VP	CK:
© TxDOT December 2010	CONT	SECT	JOB	HIGHWAY
REVISIONS				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		94

<* 1 DESCRIBE CHAIN CR255

Chain CR255 contains:
1000 CUR CR2551 CUR CR2552 CUR CR2553 CUR CR2554 CUR CR2555 CUR CR2556 CUR CR2-
557 CUR CR2558 CUR CR2559 CUR CR25510 CUR CR25511 CUR CR25512

Beginning chain CR255 description
==========

Point 1000 N 10,249,067.1663 E 3,074,326.5615 Sta 11+50.00

Course from 1000 to PC CR2551 S 21° 13′ 30.06" E Dist 1,065.8736

Curve Data

Curve CR2551
P.I. Station 30+23.90 N 10,247,320.3835 E 3,075,004.9715
Delta = 13° 45′ 12.17" (RT)
Degree = 0° 51′ 18.58"
Tangent = 808.0236
Length = 1,608.2799
Radius = 6,700.0000
External = 48.5481
Long Chord = 1,604.4215
Mid. Ord. = 48.1989
P.C. Station 22+15.87 N 10,248,073.5954 E 3,074,712.4414
P.R.C. Station 38+24.15 N 10,246,519.2205 E 3,075,110.0432
C.C. N 10,245,647.9836 E 3,068,466.9305
Back = S 21° 13′ 30.06" E
Ahead = S 7° 28′ 17.89" E
Chord Bear = S 14° 20′ 53.98" E

Curve Data

Curve CR2552
P.I. Station 45+01.73 N 10,245,847.4014 E 3,075,198.1515
Delta = 16° 28′ 34.05" (LT)
Degree = 1° 13′ 27.37"
Tangent = 677.5721
Length = 1,345.7930
Radius = 4,679.9999
External = 48.7952
Long Chord = 1,341.1609
Mid. Ord. = 48.2917
P.R.C. Station 38+24.15 N 10,246,519.2205 E 3,075,110.0432
P.R.C. Station 51+69.95 N 10,245,228.1575 E 3,075,473.1804
C.C. N 10,247,127.7861 E 3,079,750.3068
Back = S 7° 28′ 17.89" E
Ahead = S 23° 56′ 51.94" E
Chord Bear = S 15° 42′ 34.92" E

Curve Data

Curve CR2553
P.I. Station 54+33.32 N 10,244,987.4570 E 3,075,580.0843
Delta = 4° 30′ 07.93" (RT)
Degree = 0° 51′ 18.58"
Tangent = 263.3727
Length = 526.4743
Radius = 6,700.0001
External = 5.1745
Long Chord = 526.3388
Mid. Ord. = 5.1705
P.R.C. Station 51+69.95 N 10,245,228.1575 E 3,075,473.1804
P.T. Station 56+96.42 N 10,244,739.1076 E 3,075,667.7640
C.C. N 10,242,508.6036 E 3,069,349.9437
Back = S 23° 56′ 51.94" E
Ahead = S 19° 26′ 44.01" E
Chord Bear = S 21° 41′ 47.98" E

Course from PT CR2553 to PC CR2554 S 19° 26′ 44.01" E Dist 2,382.3815

Curve Data

Curve CR2554
P.I. Station 81+90.90 N 10,242,386.9200 E 3,076,498.2029
Delta = 0° 38′ 32.11" (LT)
Degree = 0° 17′ 11.32"
Tangent = 112.0954
Length = 224.1885
Radius = 20,000.0000
External = 0.3141
Long Chord = 224.1873
Mid. Ord. = 0.3141
P.C. Station 80+78.80 N 10,242,492.6213 E 3,076,460.8851
P.T. Station 83+02.99 N 10,242,281.6436 E 3,076,536.7032
C.C. N 10,249,150.8420 E 3,095,320.0499
Back = S 19° 26′ 44.01" E
Ahead = S 20° 05′ 16.12" E
Chord Bear = S 19° 46′ 00.07" E

Course from PT CR2554 to PC CR2555 S 20° 05′ 16.12" E Dist 1,651.2117

Curve Data

Curve CR2555
P.I. Station 100+76.85 N 10,240,615.6922 E 3,077,145.9530
Delta = 2° 09′ 43.09" (RT)
Degree = 0° 52′ 53.30"
Tangent = 122.6484
Length = 245.2676
Radius = 6,500.0000
External = 1.1570
Long Chord = 245.2531
Mid. Ord. = 1.1568
P.R.C. Station 99+54.20 N 10,240,730.8795 E 3,077,103.8282
P.T. Station 101+99.47 N 10,240,498.9977 E 3,077,183.7025
C.C. N 10,238,498.3900 E 3,070,999.2406
Back = S 20° 05′ 16.12" E
Ahead = S 17° 55′ 33.03" E
Chord Bear = S 19° 00′ 24.58" E

Course from PT CR2555 to PC CR2556 S 17° 55′ 33.03" E Dist 412.4328

Curve Data

Curve CR2556
P.I. Station 112+88.62 N 10,239,462.7244 E 3,077,518.9259
Delta = 7° 44′ 33.89" (LT)
Degree = 0° 34′ 22.65"
Tangent = 676.7124
Length = 1,351.3644
Radius = 10,000.0000
External = 22.8708
Long Chord = 1,350.3364
Mid. Ord. = 22.8186
P.C. Station 106+11.90 N 10,240,106.5862 E 3,077,310.6434
P.T. Station 119+63.27 N 10,238,852.7936 E 3,077,812.0540
C.C. N 10,243,184.4441 E 3,086,825.2002
Back = S 17° 55′ 33.03" E
Ahead = S 25° 40′ 06.93" E
Chord Bear = S 21° 47′ 49.98" E

Course from PT CR2556 to PC CR2557 S 25° 40′ 06.93" E Dist 9.0893

Curve Data

Curve CR2557
P.I. Station 122+70.90 N 10,238,575.5157 E 3,077,945.3117
Delta = 4° 16′ 27.84" (RT)
Degree = 0° 42′ 58.31"
Tangent = 298.5479
Length = 596.8189
Radius = 8,000.0000
External = 5.5687
Long Chord = 596.6805
Mid. Ord. = 5.5649
P.C. Station 119+72.36 N 10,238,844.6013 E 3,077,815.9912
P.T. Station 125+69.18 N 10,238,297.5399 E 3,078,054.2167
C.C. N 10,235,379.2809 E 3,070,605.4742
Back = S 25° 40′ 06.93" E
Ahead = S 21° 23′ 39.08" E
Chord Bear = S 23° 31′ 53.01" E

Course from PT CR2557 to PC CR2558 S 21° 23′ 39.08" E Dist 959.5602

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

Seiler Lankes Group TBPE License No. 12170
PLANNING • ENGINEERING • CONSTRUCTION

CR 255

HORIZONTAL ALIGNMENT DATA

SHEET 1 OF 4

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			95

USER: korahoske
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Curve Data

Curve CR2558
P.I. Station 137+51.70 N 10,237,196.5013 E 3,078,485.5802
Delta = 3° 55′ 45.03" (RT)
Degree = 0° 52′ 53.30"
Tangent = 222.9628
Length = 445.7508
Radius = 6,500.0000
External = 3.8229
Long Chord = 445.6634
Mid. Ord. = 3.8207
P.C. Station 135+28.74 N 10,237,404.1003 E 3,078,404.2474
P.C.C Station 139+74.49 N 10,236,983.8170 E 3,078,552.4966
C.C. N 10,235,033.0149 E 3,072,352.1441
Back = S 21° 23′ 39.08" E
Ahead = S 17° 27′ 54.05" E
Chord Bear = S 19° 25′ 46.57" E

Curve Data

Curve CR2559
P.I. Station 140+09.20 N 10,236,950.7071 E 3,078,562.9139
Delta = 0° 36′ 42.89" (RT)
Degree = 0° 52′ 53.30"
Tangent = 34.7100
Length = 69.4193
Radius = 6,500.0000
External = 0.0927
Long Chord = 69.4190
Mid. Ord. = 0.0927
P.C.C. Station 139+74.49 N 10,236,983.8170 E 3,078,552.4966
P.R.C. Station 140+43.91 N 10,236,917.4879 E 3,078,572.9770
C.C. N 10,235,033.0149 E 3,072,352.1441
Back = S 17° 27′ 54.05" E
Ahead = S 16° 51′ 11.17" E
Chord Bear = S 17° 09′ 32.61" E

Curve Data

Curve CR25510
P.I. Station 143+66.75 N 10,236,608.5063 E 3,078,666.5766
Delta = 10° 50′ 54.72" (LT)
Degree = 1° 41′ 06.61"
Tangent = 322.8475
Length = 643.7649
Radius = 3,400.0000
External = 15.2936
Long Chord = 642.8037
Mid. Ord. = 15.2251
P.R.C. Station 140+43.91 N 10,236,917.4879 E 3,078,572.9770
P.T. Station 146+87.67 N 10,236,322.6634 E 3,078,816.6578
C.C. N 10,237,903.2122 E 3,081,826.9511
Back = S 16° 51′ 11.17" E
Ahead = S 27° 42′ 05.88" E
Chord Bear = S 22° 16′ 38.53" E

Course from PT CR25510 to PC CR25511 S 27° 42′ 05.88" E Dist 2,273.2087

Curve Data

Curve CR25511
P.I. Station 170+79.69 N 10,234,204.8184 E 3,079,928.6284
Delta = 12° 54′ 40.38" (RT)
Degree = 5° 27′ 24.27"
Tangent = 118.8084
Length = 236.6104
Radius = 1,050.0000
External = 6.7003
Long Chord = 236.1101
Mid. Ord. = 6.6578
P.C. Station 169+60.88 N 10,234,310.0090 E 3,079,873.3982
P.T. Station 171+97.49 N 10,234,089.9467 E 3,079,958.9583
C.C. N 10,233,821.8984 E 3,078,943.7489
Back = S 27° 42′ 05.88" E
Ahead = S 14° 47′ 25.51" E
Chord Bear = S 21° 14′ 45.70" E

Course from PT CR25511 to PC CR25512 S 14° 47′ 25.51" E Dist 186.5763

==========
Ending chain CR255 description

<* 1 DESCRIBE CHAIN POWDER

Chain POWDER contains:
PH001 CUR POWDER1 PH002

Beginning chain POWDER description
==========

Point PH001 N 10,240,608.7143 E 3,077,153.4037 Sta 10+00.00

Course from PH001 to PC POWDER1 S 71° 04′ 21.52" W Dist 254.4252

Curve Data

Curve POWDER1
P.I. Station 12+73.95 N 10,240,519.8539 E 3,076,894.2677
Delta = 6° 23′ 07.18" (RT)
Degree = 16° 22′ 12.80"
Tangent = 19.5231
Length = 39.0057
Radius = 350.0000
External = 0.5441
Long Chord = 38.9856
Mid. Ord. = 0.5432
P.C. Station 12+54.43 N 10,240,526.1866 E 3,076,912.7351
P.T. Station 12+93.43 N 10,240,515.6144 E 3,076,875.2105
C.C. N 10,240,857.2623 E 3,076,799.2060
Back = S 71° 04′ 21.52" W
Ahead = S 77° 27′ 28.70" W
Chord Bear = S 74° 15′ 55.11" W

Course from PT POWDER1 to PH002 S 77° 27′ 28.70" W Dist 43.8868

Point PH002 N 10,240,506.0841 E 3,076,832.3709 Sta 13+37.32

==========
Ending chain POWDER description

<* 1 DESCRIBE CHAIN 255

Chain 255 contains:
25501 CUR 2551 25502

Beginning chain 255 description
==========

Point 25501 N 10,238,894.3537 E 3,077,441.5916 Sta 10+00.00

Course from 25501 to PC 2551 N 36° 04′ 42.75" E Dist 239.0205

Curve Data

Curve 2551
P.I. Station 12+86.02 N 10,239,125.5143 E 3,077,610.0242
Delta = 15° 17′ 41.40" (RT)
Degree = 16° 22′ 12.80"
Tangent = 46.9948
Length = 93.4308
Radius = 350.0000
External = 3.1409
Long Chord = 93.1537
Mid. Ord. = 3.1130
P.C. Station 12+39.02 N 10,239,087.5326 E 3,077,582.3492
P.T. Station 13+32.45 N 10,239,154.8505 E 3,077,646.7380
C.C. N 10,238,881.4198 E 3,077,865.2229
Back = N 36° 04′ 42.75" E
Ahead = N 51° 22′ 24.15" E
Chord Bear = N 43° 43′ 33.45" E

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

Seiler Lankes Group
TBPE License No. 12170
PLANNING • ENGINEERING • CONSTRUCTION

CR 255

HORIZONTAL ALIGNMENT DATA

SHEET 2 OF 4

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			96

USER: korahoske
DATE: 11/6/2024 2:08
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<* 1 DESCRIBE CHAIN CR289

Chain CR289 contains:
CR2891 CUR CR2891 CUR CR2892 CR2892 CR2893

Beginning chain CR289 description
==========

Point CR2891 N 10,236,727.9861 E 3,078,304.9510 Sta 10+00.00

Course from CR2891 to PC CR2891 N 72° 35′ 44.57" E Dist 72.5430

Curve Data

Curve CR2891
P.I. Station 11+15.17 N 10,236,762.4360 E 3,078,414.8520
Delta = 4° 52′ 55.88" (RT)
Degree = 5° 43′ 46.48"
Tangent = 42.6309
Length = 85.2103
Radius = 1,000.0000
External = 0.9083
Long Chord = 85.1845
Mid. Ord. = 0.9075
P.C. Station 10+72.54 N 10,236,749.6846 E 3,078,374.1728
P.T. Station 11+57.75 N 10,236,771.6791 E 3,078,456.4689
C.C. N 10,235,795.4666 E 3,078,673.2850
Back = N 72° 35′ 44.57" E
Ahead = N 77° 28′ 40.46" E
Chord Bear = N 75° 02′ 12.51" E

Course from PT CR2891 to PC CR2892 N 77° 28′ 40.46" E Dist 332.3323

Curve Data

Curve CR2892
P.I. Station 15+64.05 N 10,236,859.7714 E 3,078,853.1038
Delta = 8° 27′ 38.28" (LT)
Degree = 5° 43′ 46.48"
Tangent = 73.9674
Length = 147.6659
Radius = 1,000.0000
External = 2.7319
Long Chord = 147.5318
Mid. Ord. = 2.7244
P.C. Station 14+90.09 N 10,236,843.7341 E 3,078,780.8959
P.T. Station 16+37.75 N 10,236,886.2582 E 3,078,922.1663
C.C. N 10,237,819.9466 E 3,078,564.0798
Back = N 77° 28′ 40.46" E
Ahead = N 69° 01′ 02.17" E
Chord Bear = N 73° 14′ 51.32" E

Course from PT CR2892 to CR2892 N 69° 01′ 02.17" E Dist 53.6923

Point CR2892 N 10,236,905.4846 E 3,078,972.2981 Sta 16+91.44

Course from CR2892 to CR2893 N 69° 01′ 02.17" E Dist 150.0000

Point CR2893 N 10,236,959.1976 E 3,079,112.3514 Sta 18+41.44

==========

<* 1 DESCRIBE CHAIN RRB

Chain RRB contains:
CUR RRB1

Beginning chain RRB description
==========

Curve Data

Curve RRB1
P.I. Station 20+54.53 N 10,234,605.7031 E 3,079,508.5647
Delta = 14° 08′ 39.04" (RT)
Degree = 0° 40′ 26.64"
Tangent = 1,054.5264
Length = 2,098.3312
Radius = 8,500.0000
External = 65.1635
Long Chord = 2,093.0072
Mid. Ord. = 64.6677
P.C. Station 10+00.00 N 10,233,839.7036 E 3,078,783.8091
P.T. Station 30+98.33 N 10,235,171.3772 E 3,080,398.5302
C.C. N 10,227,997.8181 E 3,084,958.1409
Back = N 43° 24′ 54.84" E
Ahead = N 57° 33′ 33.88" E
Chord Bear = N 50° 29′ 14.36" E

==========
Ending chain RRB description

<* 1 DESCRIBE CHAIN BONWINDE

Chain BONWINDE contains:
BW001 CUR BONWINDE1 BW002

Beginning chain BONWINDE description
==========

Point BW001 N 10,244,078.6808 E 3,075,907.2904 Sta 10+00.00

Course from BW001 to PC BONWINDE1 S 70° 33′ 15.99" W Dist 69.5041

Curve Data

Curve BONWINDE1
P.I. Station 10+75.52 N 10,244,053.5383 E 3,075,836.0753
Delta = 1° 58′ 13.58" (RT)
Degree = 16° 22′ 12.80"
Tangent = 6.0190
Length = 12.0367
Radius = 350.0000
External = 0.0518
Long Chord = 12.0361
Mid. Ord. = 0.0517
P.C. Station 10+69.50 N 10,244,055.5421 E 3,075,841.7509
P.T. Station 10+81.54 N 10,244,051.7309 E 3,075,830.3341
C.C. N 10,244,385.5775 E 3,075,725.2320
Back = S 70° 33′ 15.99" W
Ahead = S 72° 31′ 29.57" W
Chord Bear = S 71° 32′ 22.78" W

Course from PT BONWINDE1 to BW002 S 72° 31′ 29.57" W Dist 255.1509

Point BW002 N 10,243,975.1112 E 3,075,586.9590 Sta 13+36.69

==========
Ending chain BONWINDE description

<* 2 Describe Chain BIGOAKS

Chain BIGOAKS contains:
BO001 CUR BIGOAKS1 CUR BIGOAKS2 BO002

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GERALD A. LANKES
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11/6/2024

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HORIZONTAL ALIGNMENT DATA

SHEET 3 OF 4

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			97

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Beginning chain BIGOAKS description
==========

Point B0001 N 10,242,188.7855 E 3,076,577.0507 Sta 10+00.00

Course from B0001 to PC BIGOAKS1 S 69° 54′ 43.88" W Dist 123.7473

		Curve Data				
Curve BIGOAKS1						
P.I. Station		11+36.83	N	10,242,141.7911	E	3,076,448.5476
Delta	=	4° 16′ 48.86" (RT)				
Degree	=	16° 22′ 12.80"				
Tangent	=	13.0793				
Length	=	26.1465				
Radius	=	350.0000				
External	=	0.2443				
Long Chord	=	26.1404				
Mid. Ord.	=	0.2441				
P.C. Station		11+23.75	N	10,242,146.2833	E	3,076,460.8313
P.T. Station		11+49.89	N	10,242,138.2282	E	3,076,435.9629
C.C.			N	10,242,474.9919	E	3,076,340.6203
Back	= S 69° 54′ 43.88" W					
Ahead	= S 74° 11′ 32.73" W					
Chord Bear	= S 72° 03′ 08.31" W					

Course from PT BIGOAKS1 to PC BIGOAKS2 S 74° 11′ 32.73" W Dist 61.4749

		Curve Data				
Curve BIGOAKS2						
P.I. Station		12+20.42	N	10,242,119.0176	E	3,076,368.1084
Delta	=	2° 57′ 40.43" (RT)				
Degree	=	16° 22′ 12.80"				
Tangent	=	9.0466				
Length	=	18.0891				
Radius	=	350.0000				
External	=	0.1169				
Long Chord	=	18.0871				
Mid. Ord.	=	0.1169				
P.C. Station		12+11.37	N	10,242,121.4820	E	3,076,376.8129
P.T. Station		12+29.46	N	10,242,117.0062	E	3,076,359.2883
C.C.			N	10,242,458.2457	E	3,076,281.4703
Back	= S 74° 11′ 32.73" W					
Ahead	= S 77° 09′ 13.17" W					
Chord Bear	= S 75° 40′ 22.95" W					

Course from PT BIGOAKS2 to B0002 S 77° 09′ 13.17" W Dist 99.7020

Point B0002 N 10,242,094.8387 E 3,076,262.0818 Sta 13+29.16

==========
Ending chain BIGOAKS description

<* 1 DESCRIBE CHAIN DANIELMT

Chain DANIELMT contains:
3008 3009 3010 3011

Beginning chain DANIELMT description
==========

Point 3008 N 10,242,240.5516 E 3,076,386.9016 Sta 10+00.00

Course from 3008 to 3009 N 70° 41′ 32.68" E Dist 530.9150

Point 3009 N 10,242,416.0930 E 3,076,887.9564 Sta 15+30.91

Course from 3009 to 3010 N 70° 41′ 32.68" E Dist 101.1927

Point 3010 N 10,242,449.5513 E 3,076,983.4577 Sta 16+32.11

Course from 3010 to 3011 N 70° 21′ 27.38" E Dist 74.2186

Point 3011 N 10,242,474.4998 E 3,077,053.3575 Sta 17+06.33

==========
Ending chain DANIELMT description

<* 1 DESCRIBE CHAIN HILLTOPSPRING

Chain HILLTOPSPRING contains:
HTS001 HTS002

Beginning chain HILLTOPSPRING description
==========

Point HTS001 N 10,243,249.3911 E 3,076,193.7078 Sta 10+00.00

Course from HTS001 to HTS002 N 69° 14′ 26.86" E Dist 225.3648

Point HTS002 N 10,243,329.2697 E 3,076,404.4416 Sta 12+25.36

==========
Ending chain HILLTOPSPRING description

<* 1 DESCRIBE CHAIN LOSTSPRING

Chain LOSTSPRING contains:
LS001 LS002

Beginning chain LOSTSPRING description
==========

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107484
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HORIZONTAL ALIGNMENT DATA

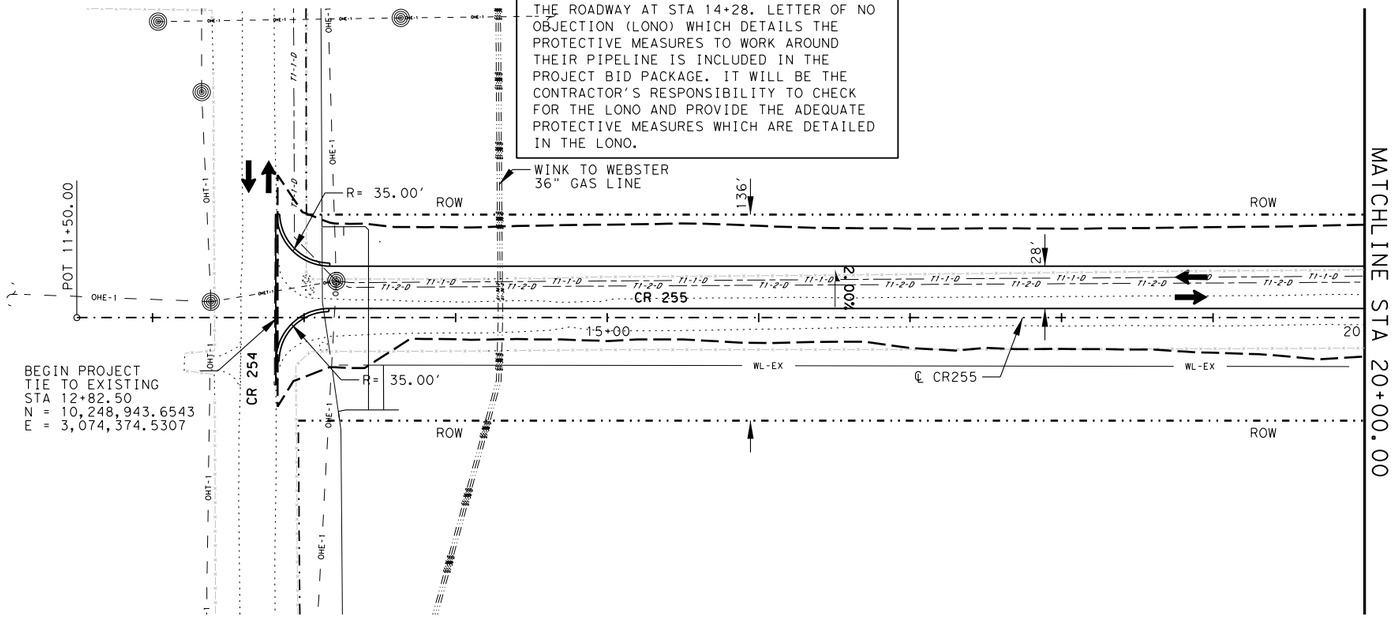
SHEET 4 OF 4

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			98

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NOTE:

WINK TO WEBSTER 36" PIPELINE CROSSES THE ROADWAY AT STA 14+28. LETTER OF NO OBJECTION (LONO) WHICH DETAILS THE PROTECTIVE MEASURES TO WORK AROUND THEIR PIPELINE IS INCLUDED IN THE PROJECT BID PACKAGE. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO CHECK FOR THE LONO AND PROVIDE THE ADEQUATE PROTECTIVE MEASURES WHICH ARE DETAILED IN THE LONO.



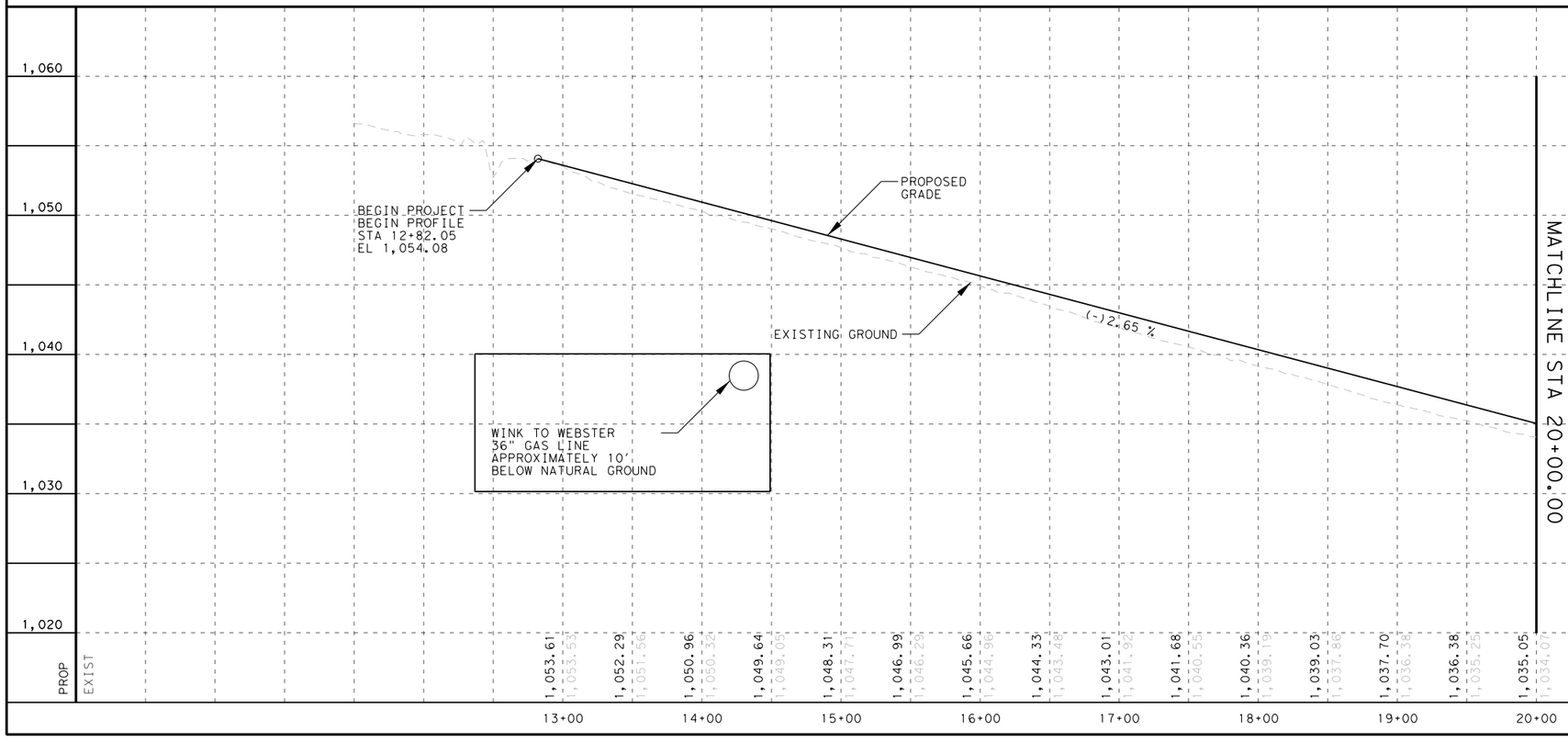
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VERT. SCALE: 1" = 10'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OHE-1 — OVERHEAD ELECTRIC
- OHET-1 — OVERHEAD ELECTRIC AND COMM UTILITY
- OHT-1 — OVERHEAD COMM UTILITY
- T1-1-D — BURIED COMM(COPPER)
- T1-2-D — BURIED COMM(FIBER)
- WL-EX — EXISTING WATERLINE
- WL-PR — PROPOSED WATERLINE
- PROPERTY LINE
- CONSTRUCTION LIMITS
- (#) DRIVEWAY
- [#] MAILBOX ASSEMBLY NUMBER

NOTES:

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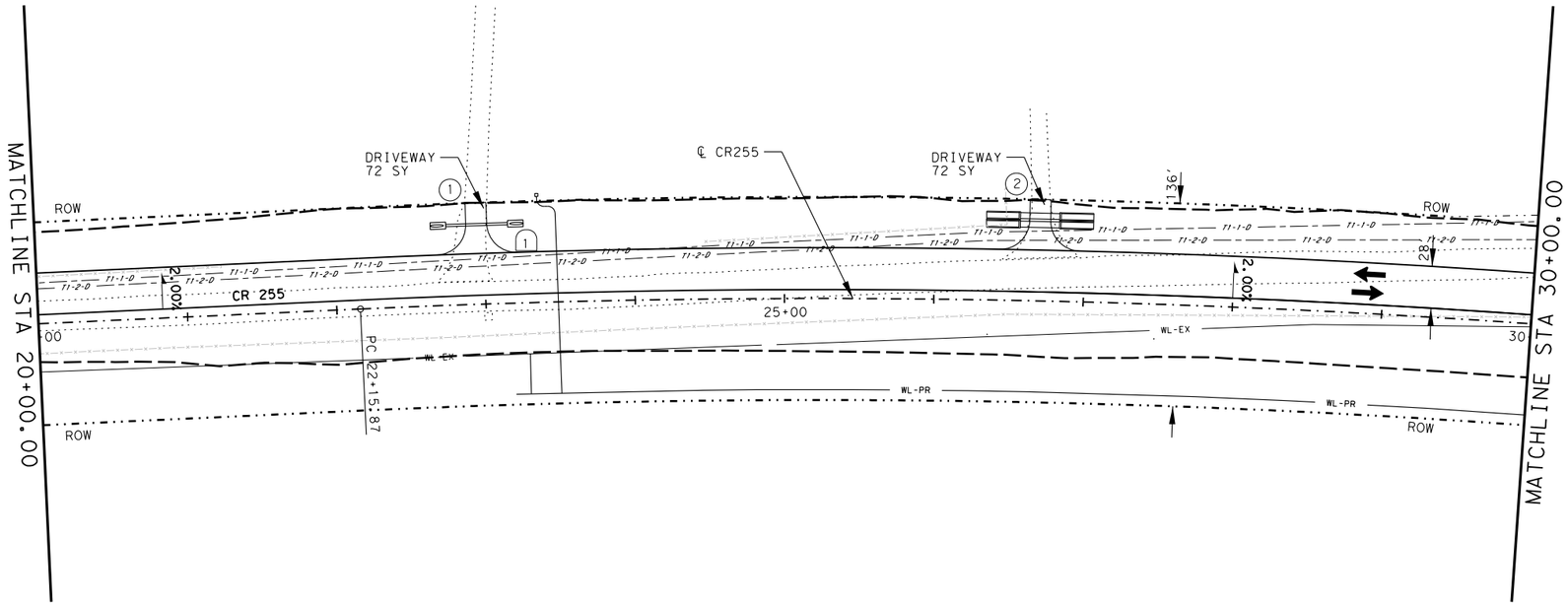
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PLAN & PROFILE
BEGINNING TO STA 20+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 1 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			99

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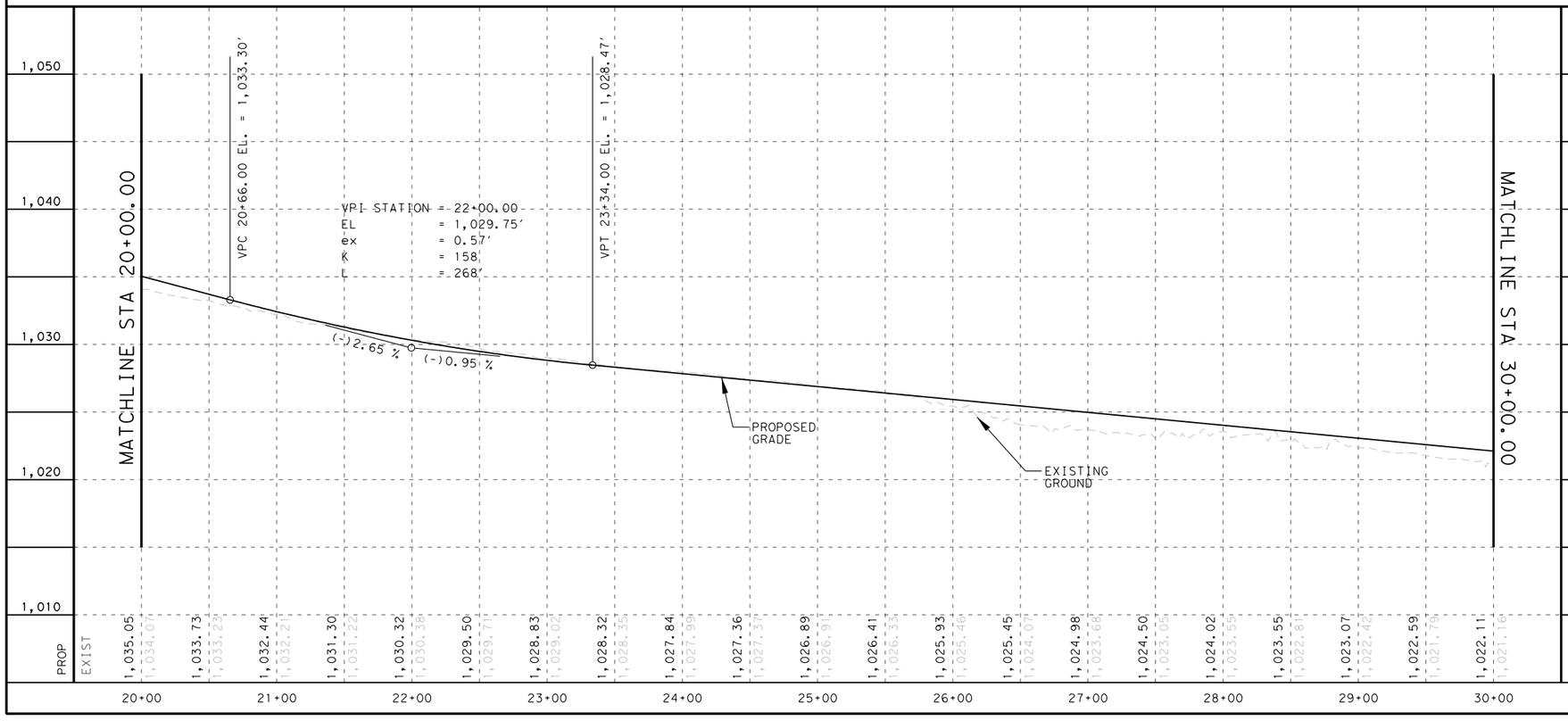
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VERT. SCALE: 1" = 10'

LEGEND

x—x—x—x—x—x	FENCE LINE
➡	TRAFFIC FLOW ARROW
— OHE-1 —	OVERHEAD ELECTRIC
— OHET-1 —	OVERHEAD ELECTRIC AND COMM UTILITY
— OHT-1 —	OVERHEAD COMM UTILITY
— T1-1-D —	BURIED COMM(COPPER)
— T1-2-D —	BURIED COMM(FIBER)
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE
- · - · - · -	PROPERTY LINE
— — — —	CONSTRUCTION LIMITS
(#)	DRIVEWAY
[#]	MAILBOX ASSEMBLY NUMBER

NOTES:

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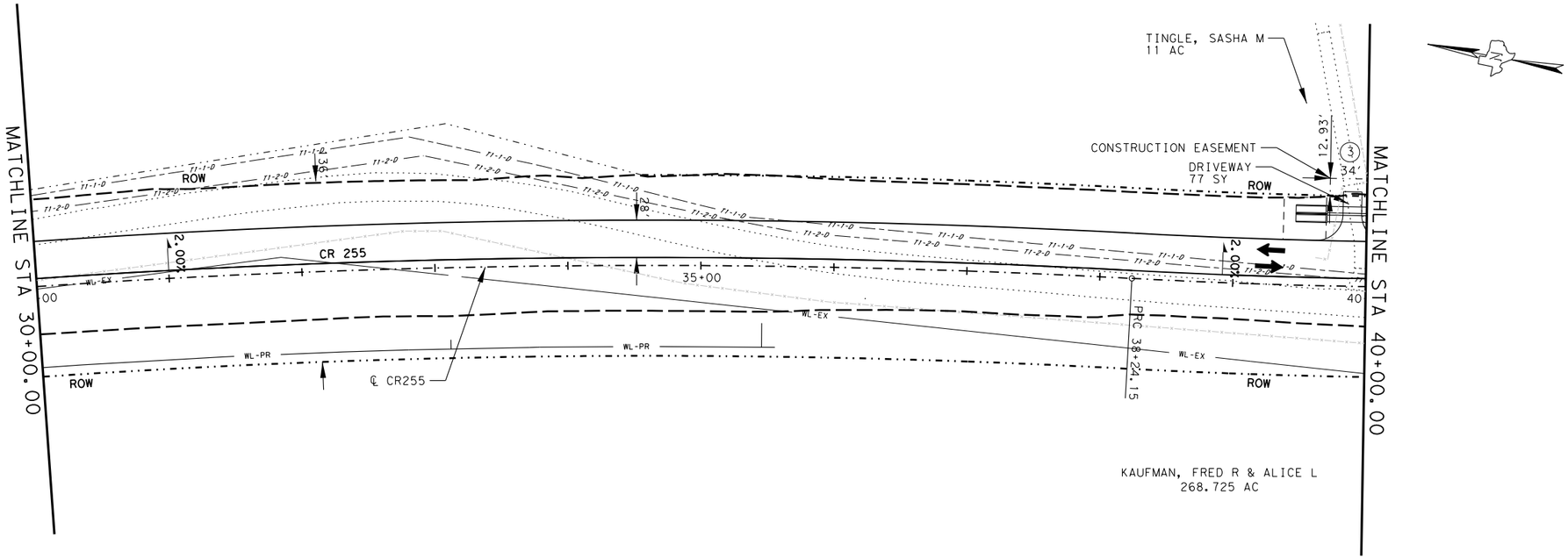
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PLAN & PROFILE
STA 20+00 TO STA 30+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 2 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
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DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			100

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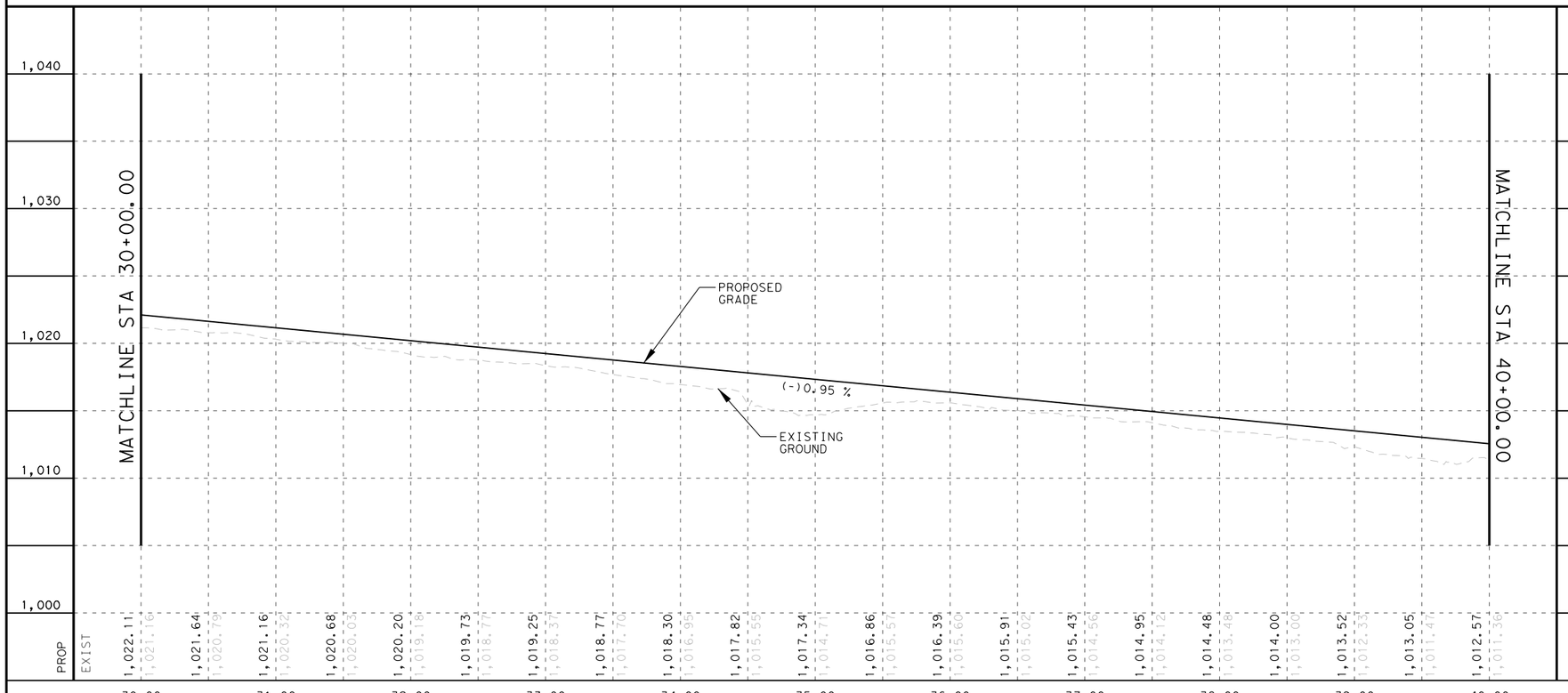
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HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

LEGEND

x—x—x—x—x—x	FENCE LINE
➡	TRAFFIC FLOW ARROW
— OHE-1 —	OVERHEAD ELECTRIC
— OHET-1 —	OVERHEAD ELECTRIC AND COMM UTILITY
— OHT-1 —	OVERHEAD COMM UTILITY
— T1-1-D —	BURIED COMM(COPPER)
— T1-2-D —	BURIED COMM(FIBER)
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE
- · - · - · -	PROPERTY LINE
— — —	CONSTRUCTION LIMITS
(#)	DRIVEWAY
[#]	MAILBOX ASSEMBLY NUMBER

NOTES:

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STATE OF TEXAS
GERALD A. LANKES
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PROFESSIONAL ENGINEER
11/6/2024

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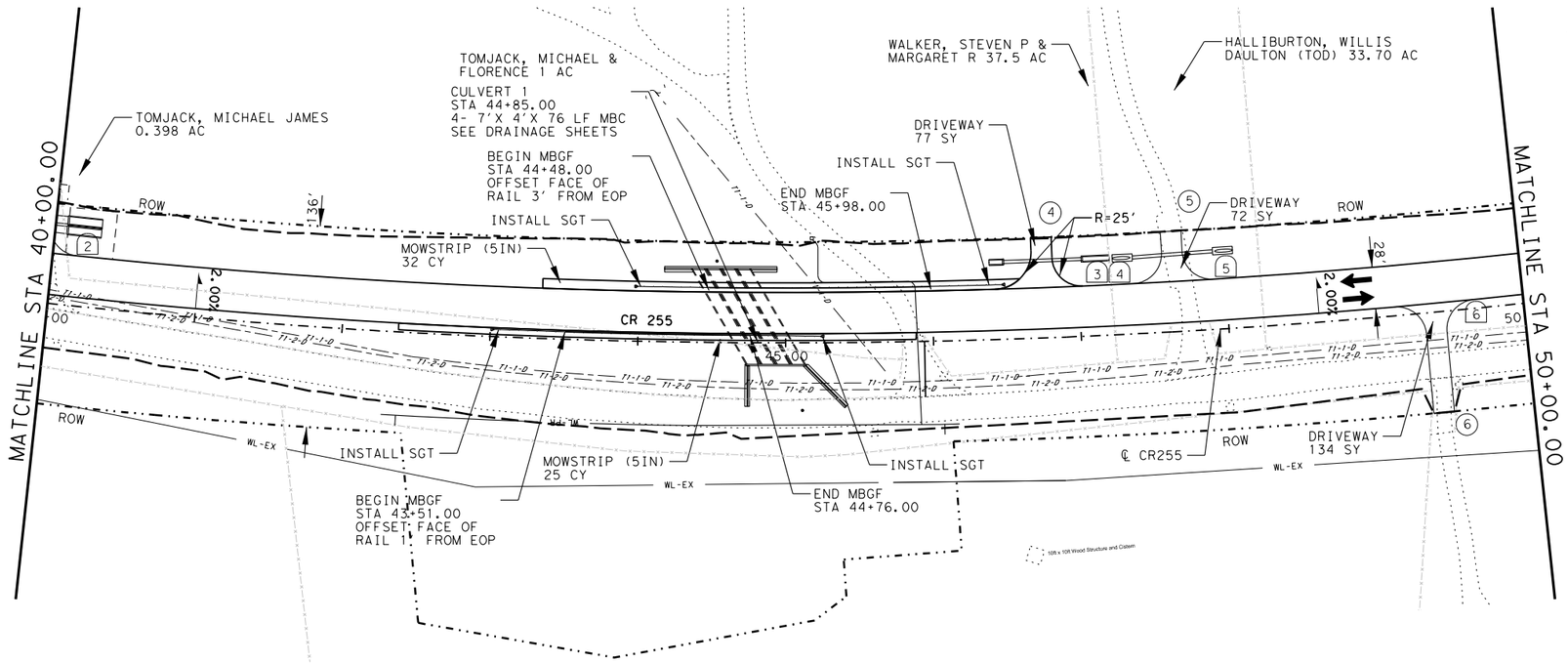
CR 255
PLAN & PROFILE
STA 30+00 TO STA 40+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 3 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			101

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HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

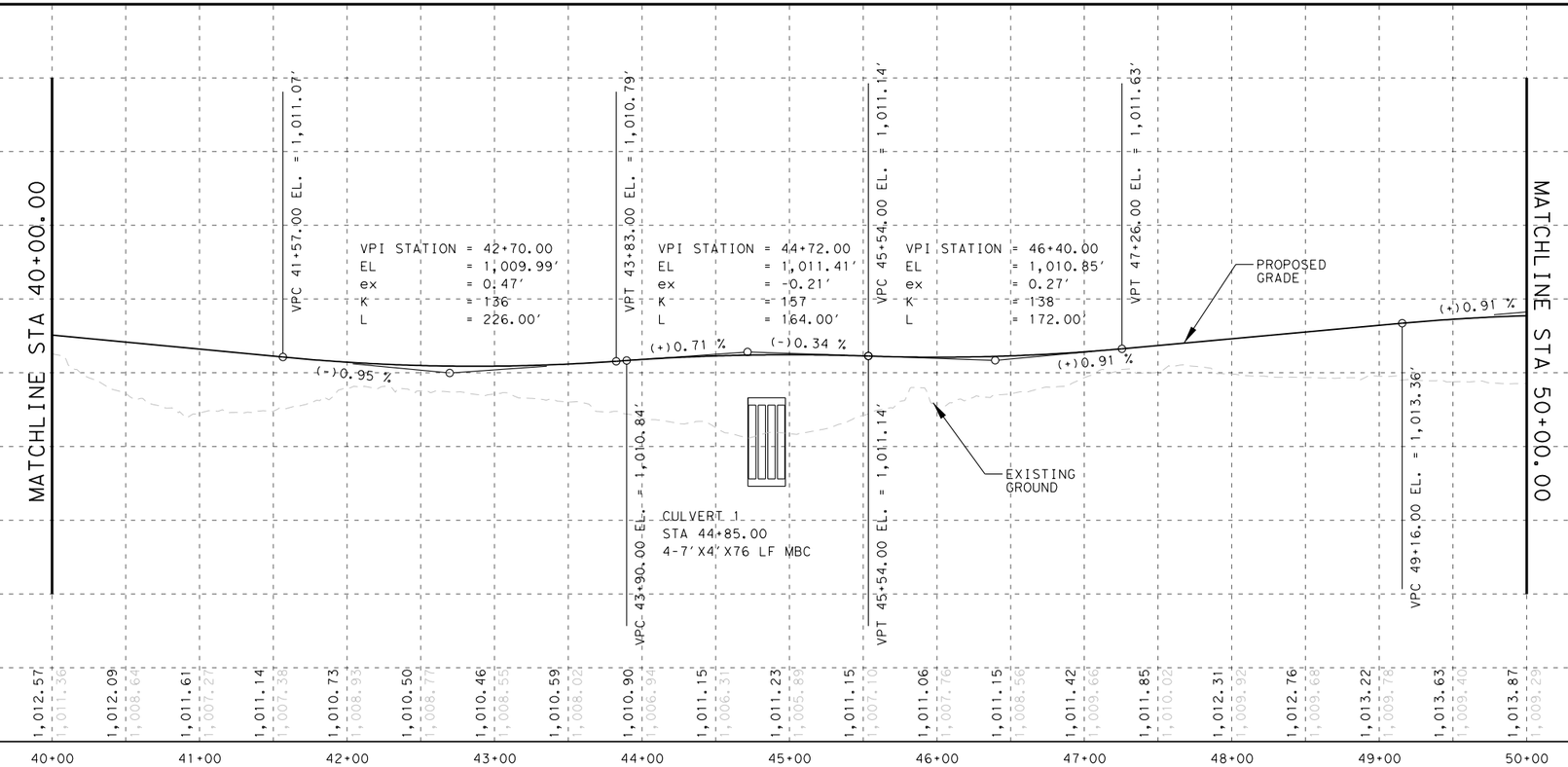
LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OHE-1 — OVERHEAD ELECTRIC
- OHET-1 — OVERHEAD ELECTRIC AND COMM UTILITY
- OHT-1 — OVERHEAD COMM UTILITY
- T1-1-D — BURIED COMM(COPPER)
- T1-2-D — BURIED COMM(FIBER)
- WL-EX — EXISTING WATERLINE
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- PROPERTY LINE
- CONSTRUCTION LIMITS
- (#) DRIVEWAY
- [#] MAILBOX ASSEMBLY NUMBER

NOTES:

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ADDENDUM #2



STATE OF TEXAS
GERALD A. LANKES
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12/12/2024

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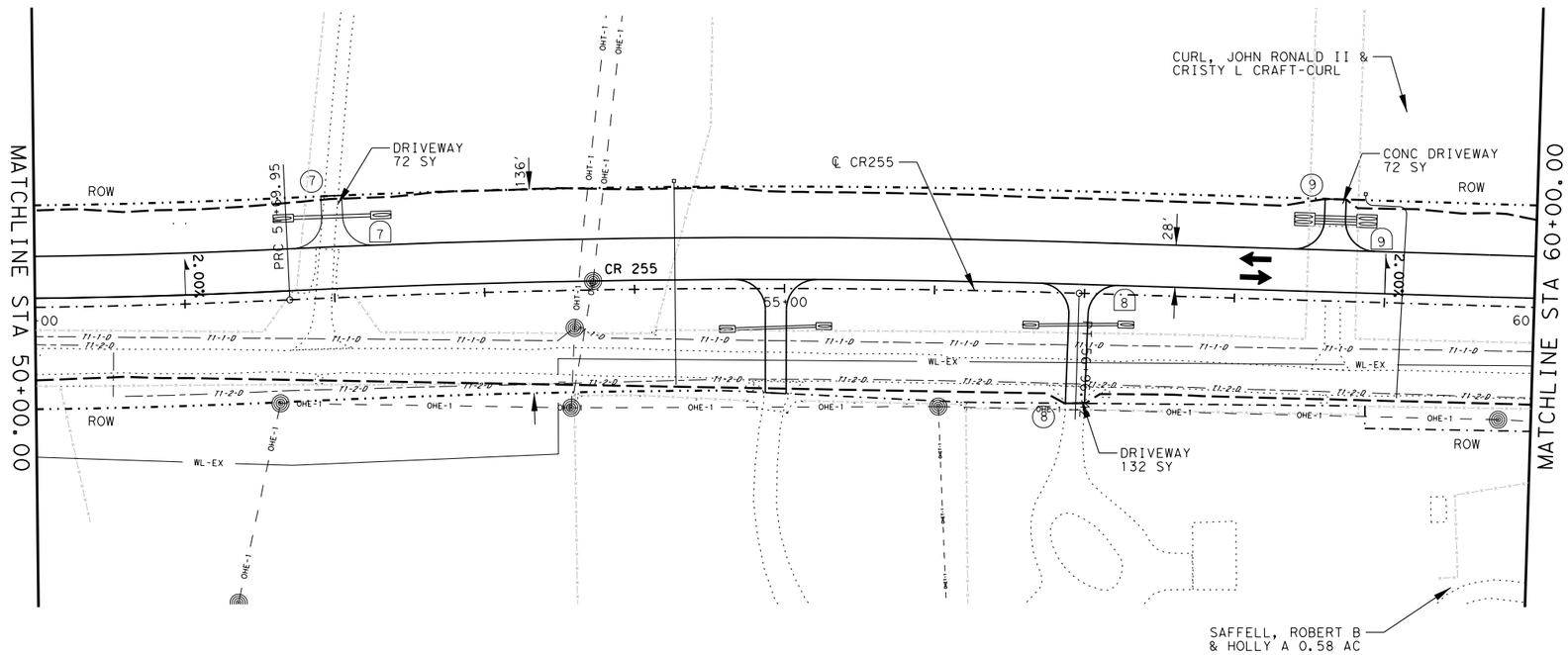
CR 255
PLAN & PROFILE
STA 40+00 TO STA 50+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 4 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			102

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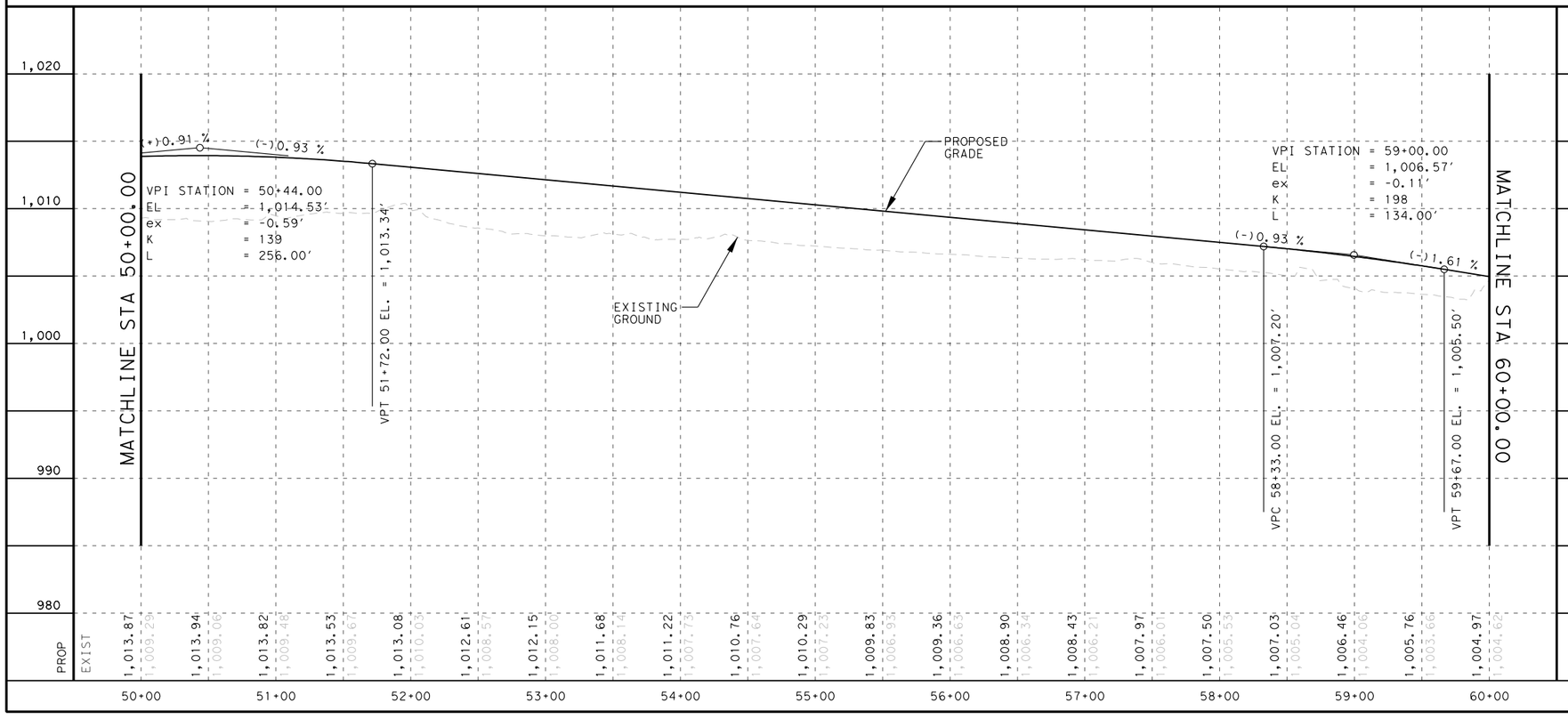
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HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OHE-1 — OVERHEAD ELECTRIC
- OHET-1 — OVERHEAD ELECTRIC AND COMM UTILITY
- OHT-1 — OVERHEAD COMM UTILITY
- T1-1-D — BURIED COMM(COPPER)
- T1-2-D — BURIED COMM(FIBER)
- WL-EX — EXISTING WATERLINE
- WL-PR — PROPOSED WATERLINE
- PROPERTY LINE
- CONSTRUCTION LIMITS
- (#) DRIVEWAY
- (#) MAILBOX ASSEMBLY NUMBER

NOTES:

1. SEE INTERSECTION DETAIL SHEETS FOR PAVEMENT EDGE ELEVATIONS, RADII AND SURFACE CONTOURS AT INTERSECTION.
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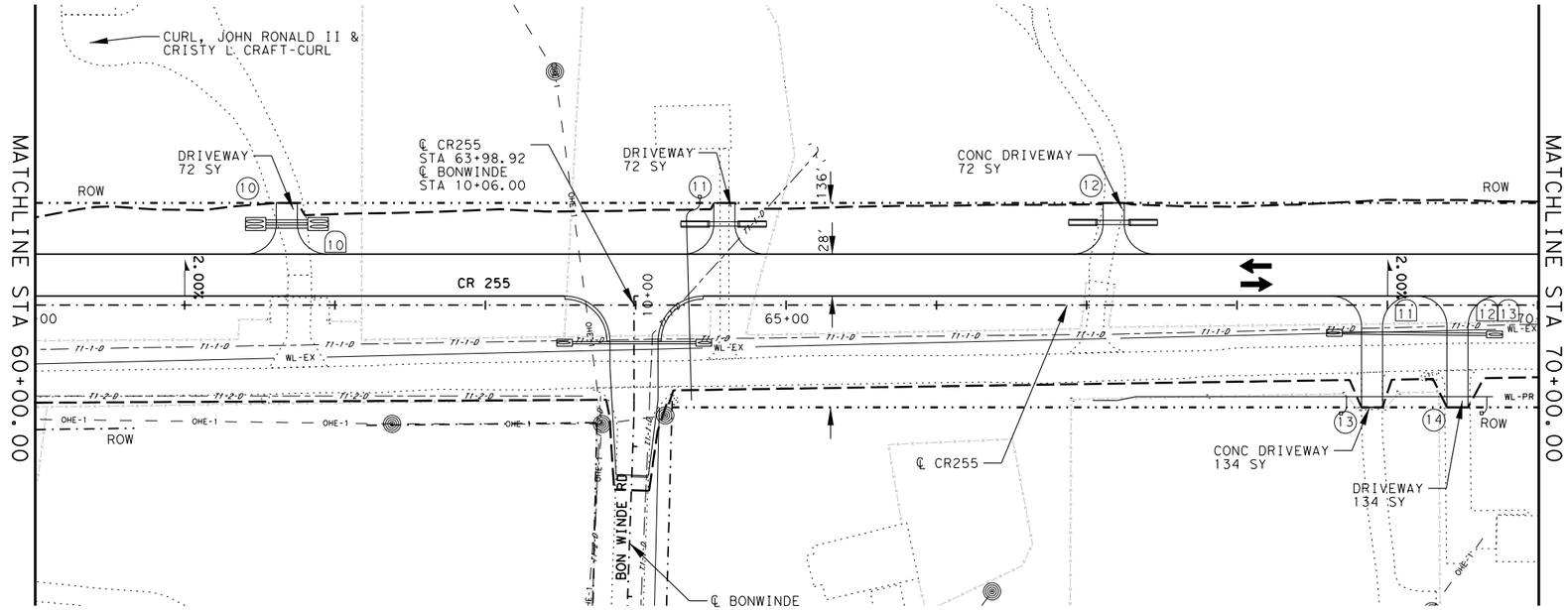
CR 255
PLAN & PROFILE
STA 50+00 TO STA 60+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 5 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			103

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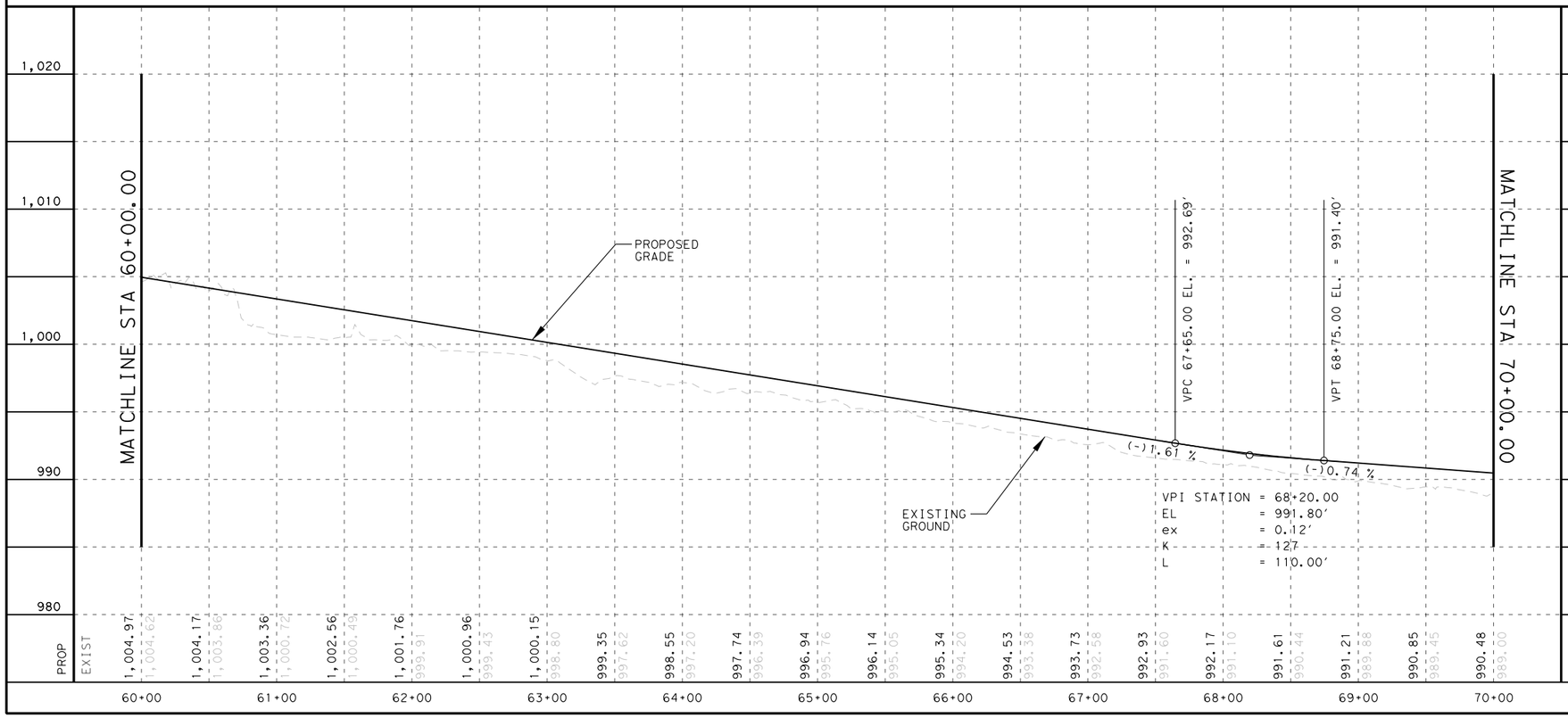
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VERT. SCALE: 1" = 10'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OHE-1 — OVERHEAD ELECTRIC
- OHET-1 — OVERHEAD ELECTRIC AND COMM UTILITY
- OHT-1 — OVERHEAD COMM UTILITY
- TI-1-D — BURIED COMM(COPPER)
- TI-2-D — BURIED COMM(FIBER)
- WL-EX — EXISTING WATERLINE
- WL-PR — PROPOSED WATERLINE
- PROPERTY LINE
- CONSTRUCTION LIMITS
- (#) DRIVEWAY
- (#) MAILBOX ASSEMBLY NUMBER

NOTES:

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STATE OF TEXAS
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LICENSED
PROFESSIONAL ENGINEER
11/6/2024

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WILLIAMSON COUNTY
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Seiler Lankes Group
TBPE License No. 12670
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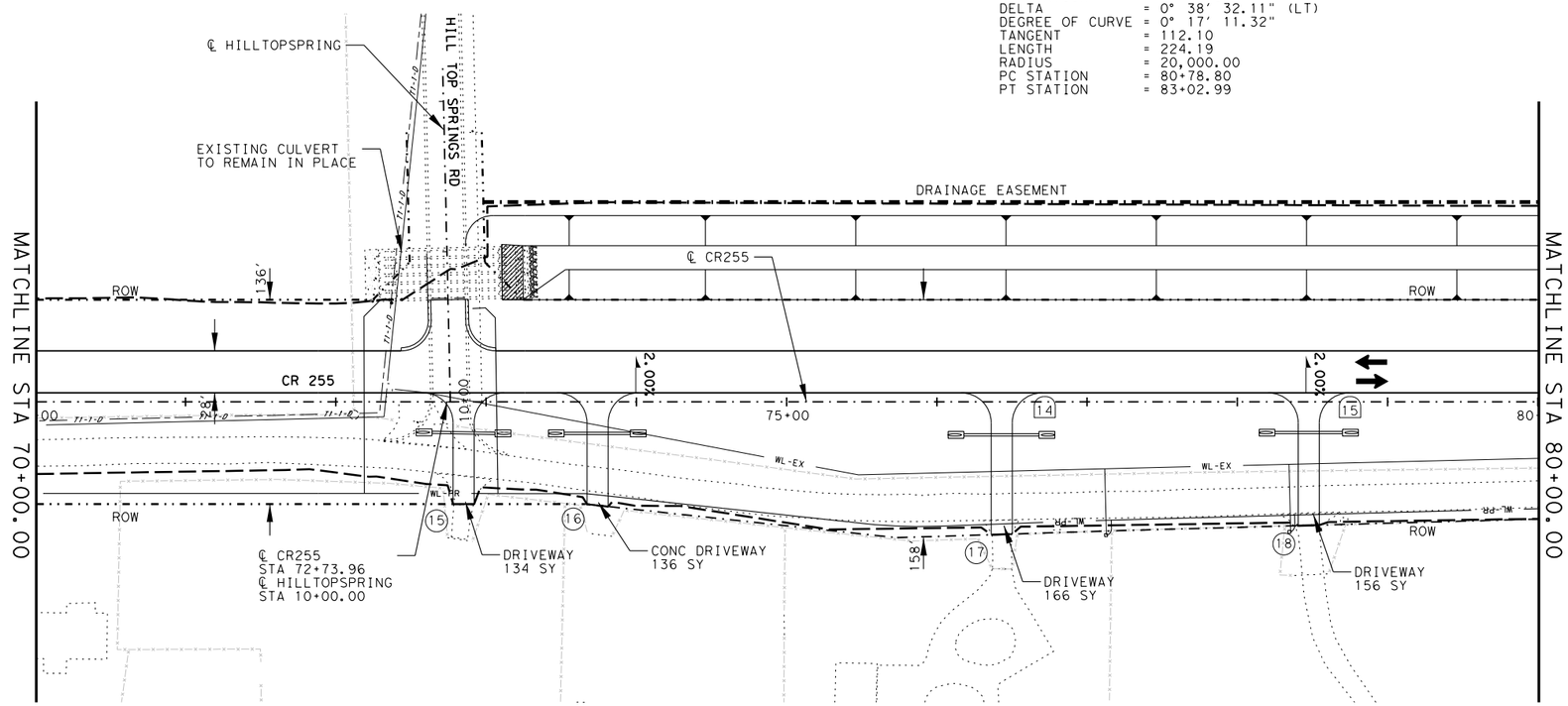
CR 255
PLAN & PROFILE
STA 60+00 TO STA 70+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 6 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			104

USER: korathoske
DATE: 11/6/2024
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PI STATION = 81+90.90
DELTA = 0° 38' 32.11" (LT)
DEGREE OF CURVE = 0° 17' 11.32"
TANGENT = 112.10
LENGTH = 224.19
RADIUS = 20,000.00
PC STATION = 80+78.80
PT STATION = 83+02.99

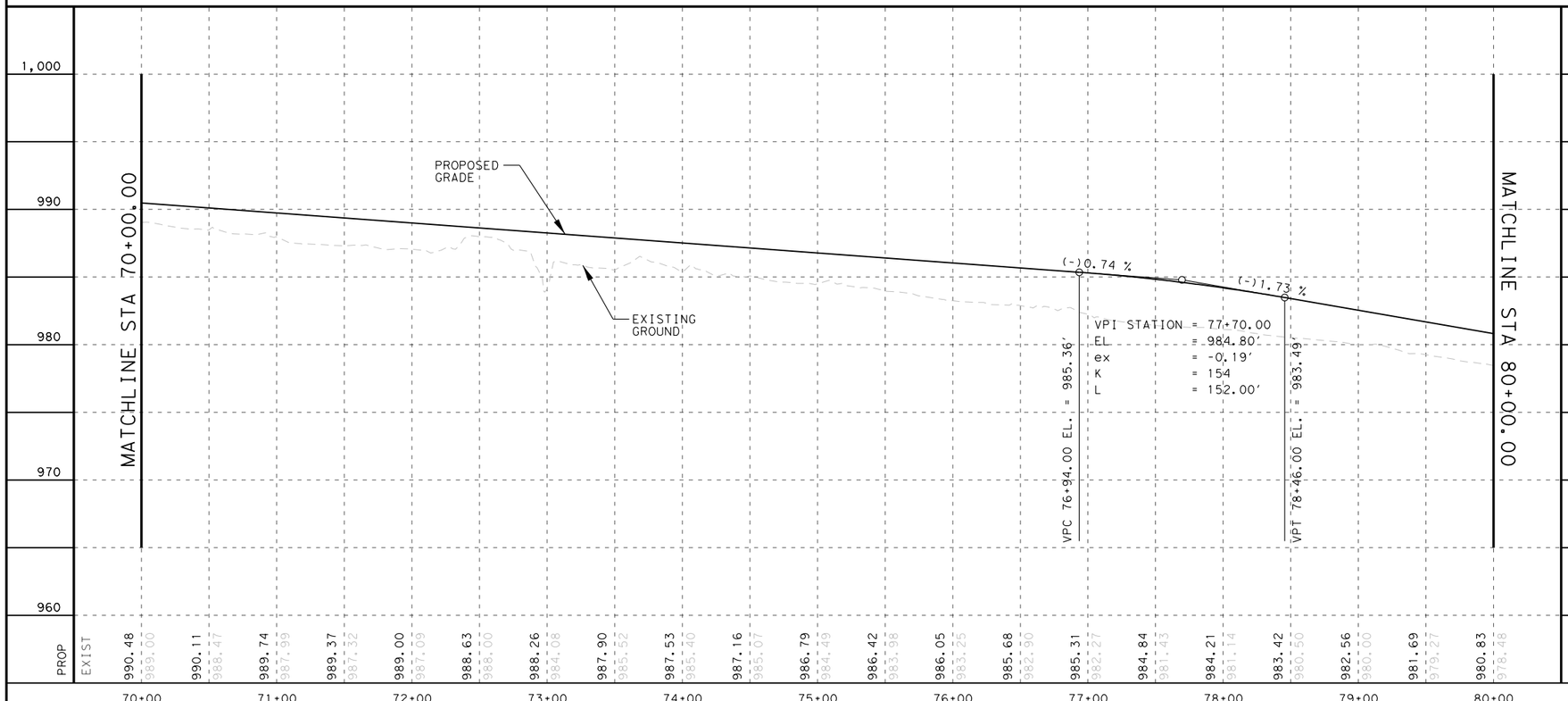
0 50 100
0 5 10
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OHE-1 — OVERHEAD ELECTRIC
- OHET-1 — OVERHEAD ELECTRIC AND COMM UTILITY
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- (#) DRIVEWAY
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107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

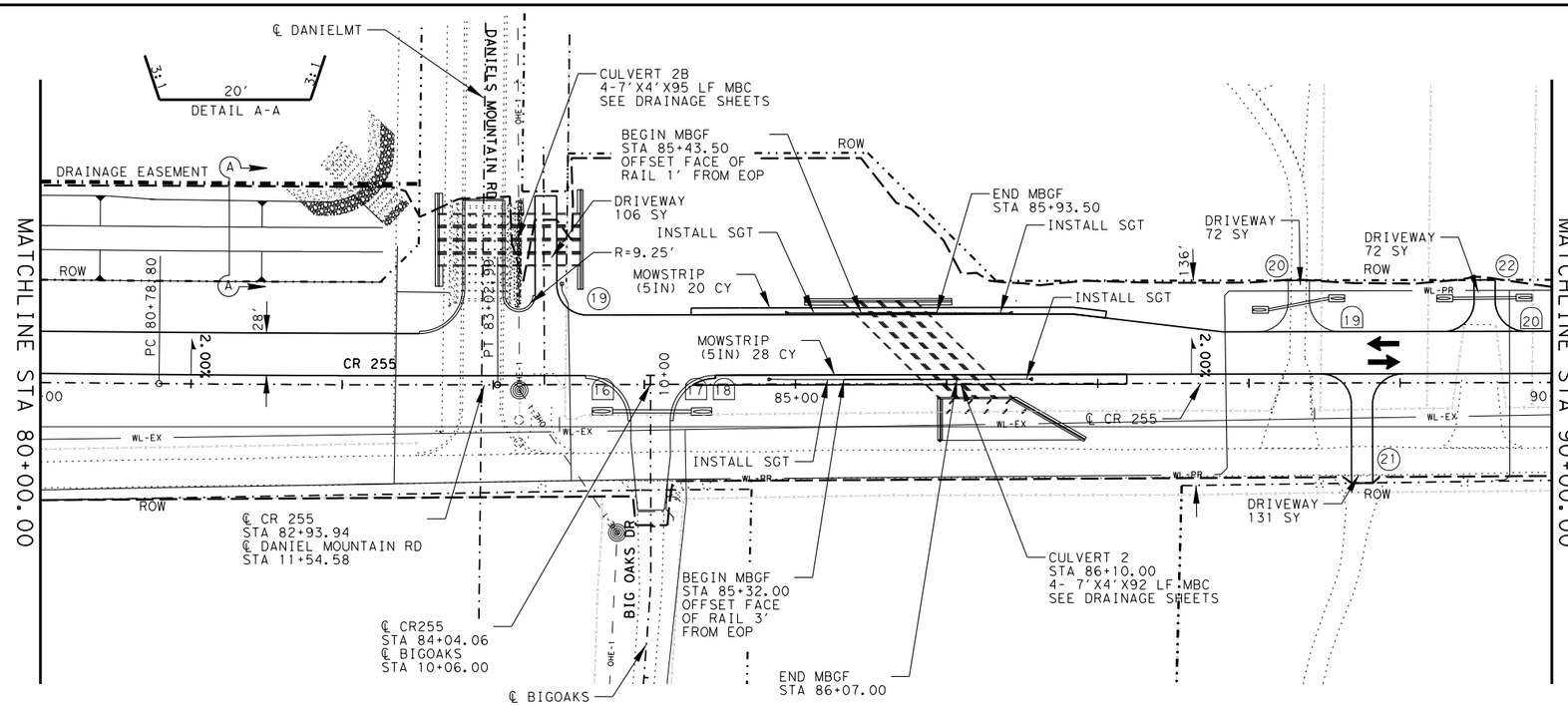
CR 255
PLAN & PROFILE
STA 70+00 TO STA 80+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 7 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			105

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DATE: 11/6/2024 2:09
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0 5 10
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

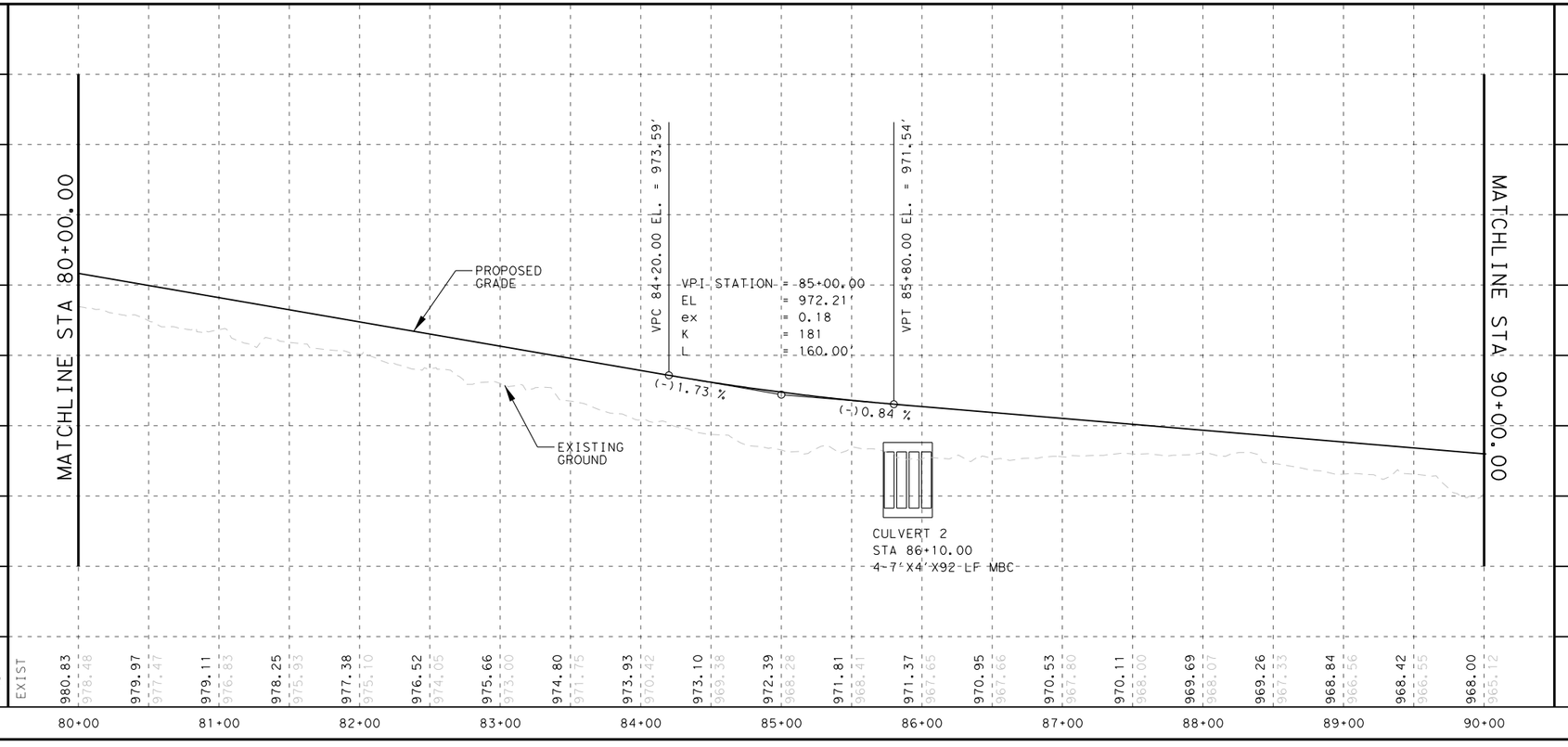
LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OHE-1 — OVERHEAD ELECTRIC
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ADDENDUM #2



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WILCO TEXAS
WILLIAMSON COUNTY
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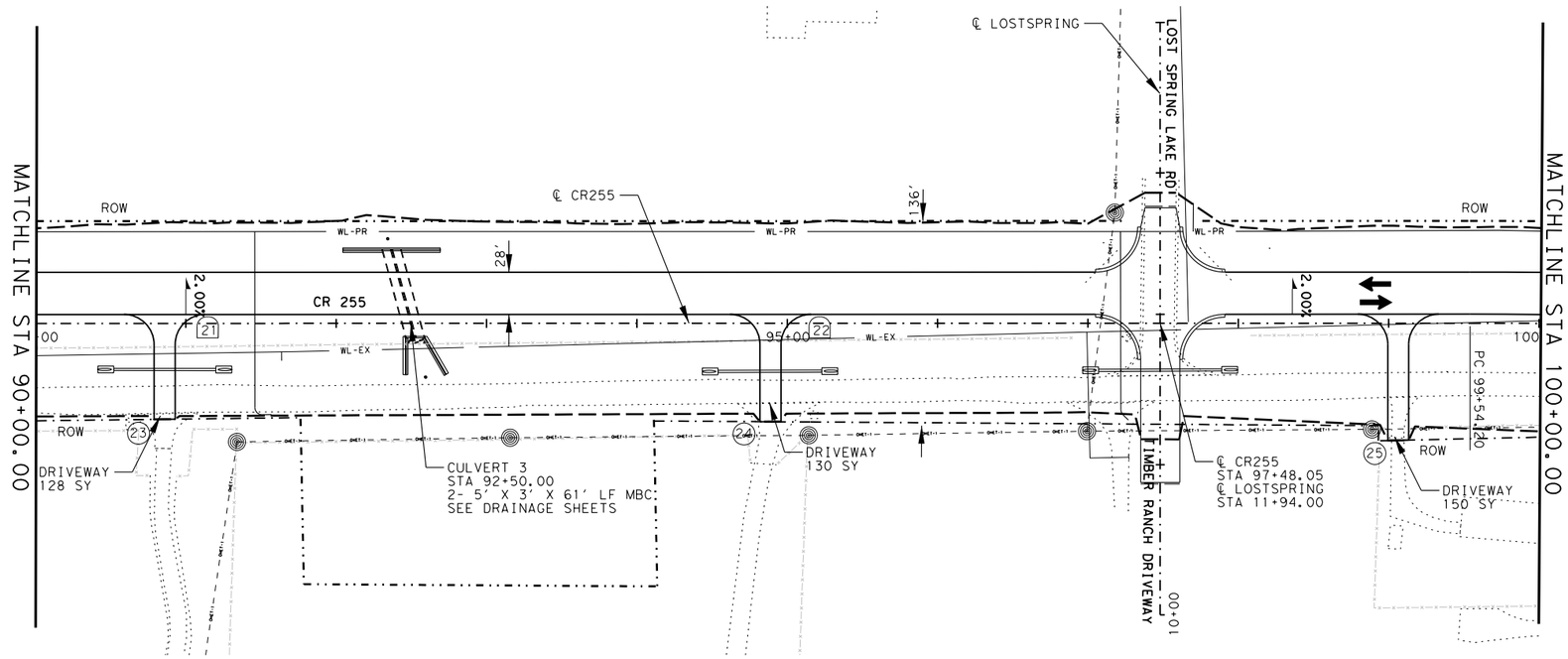
CR 255
PLAN & PROFILE
STA 80+00 TO STA 90+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 8 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			106

USER: eguillerrez
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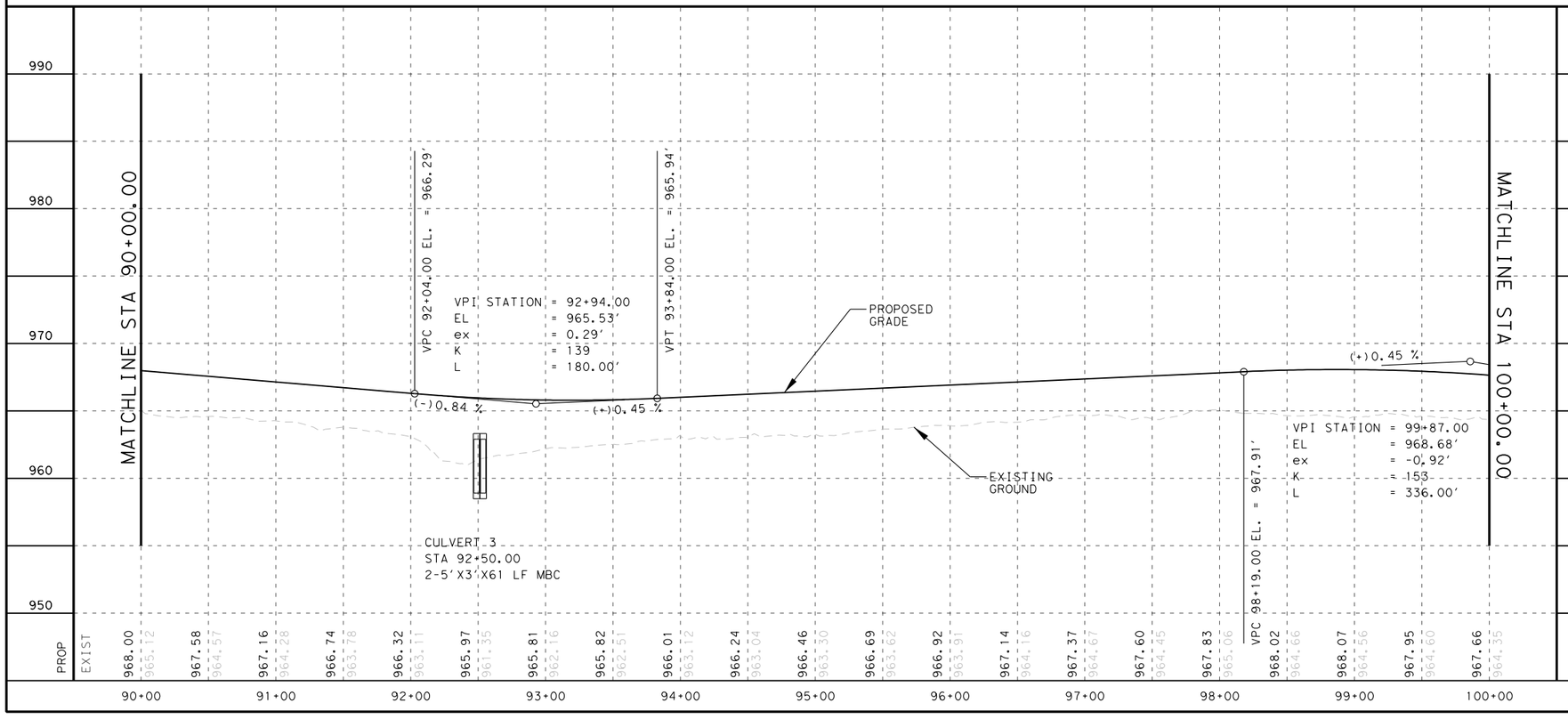
0 50 100
0 5 10
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

LEGEND

- FENCE LINE
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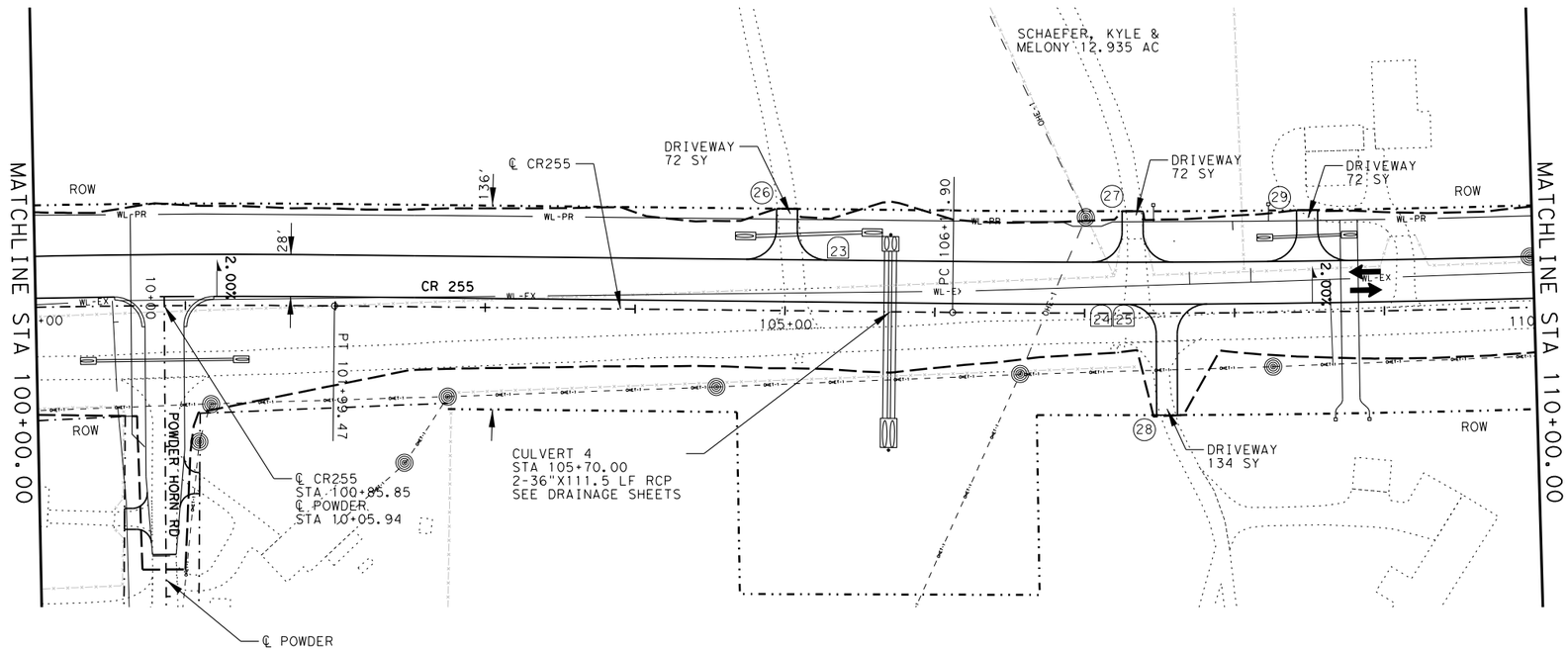
CR 255
PLAN & PROFILE
STA 90+00 TO STA 100+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 9 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			107

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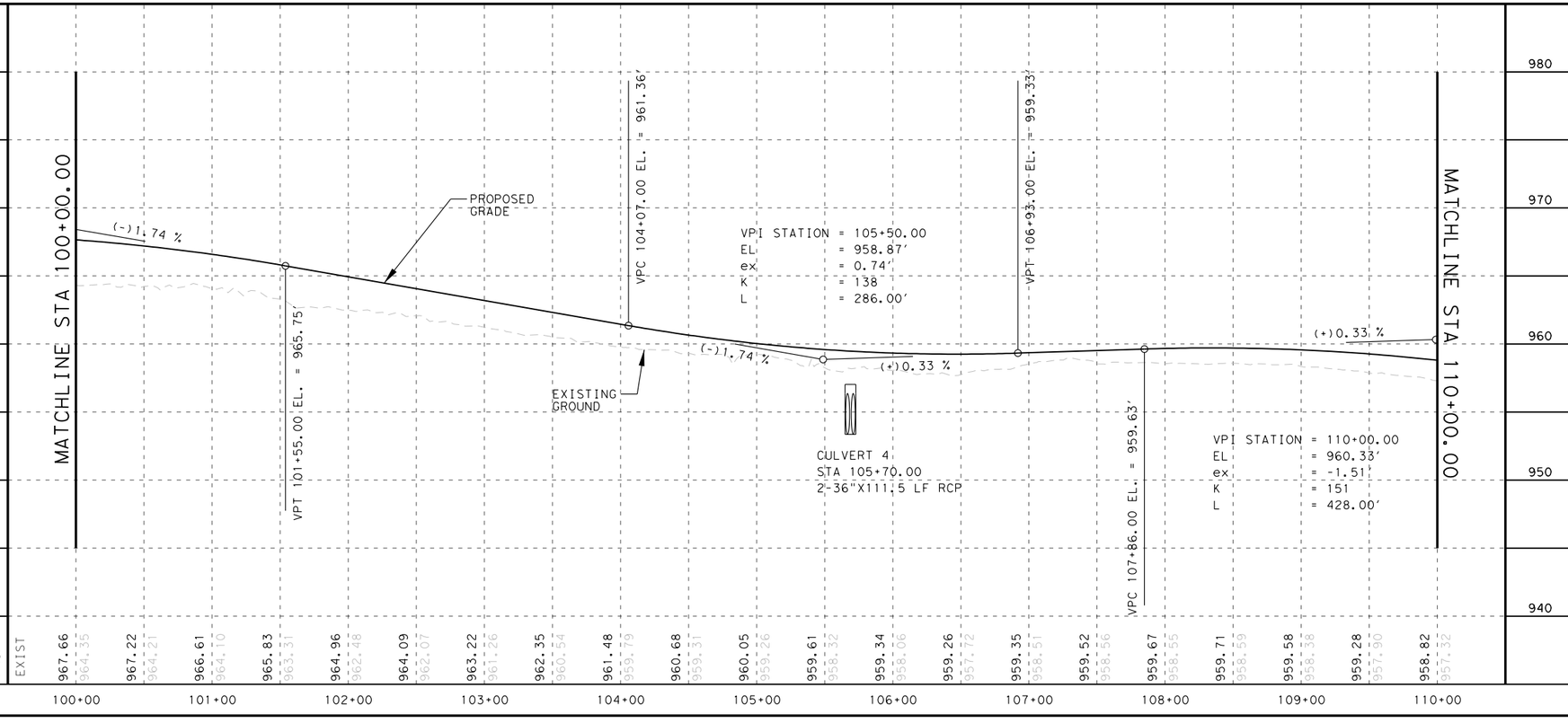
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0 5 10
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
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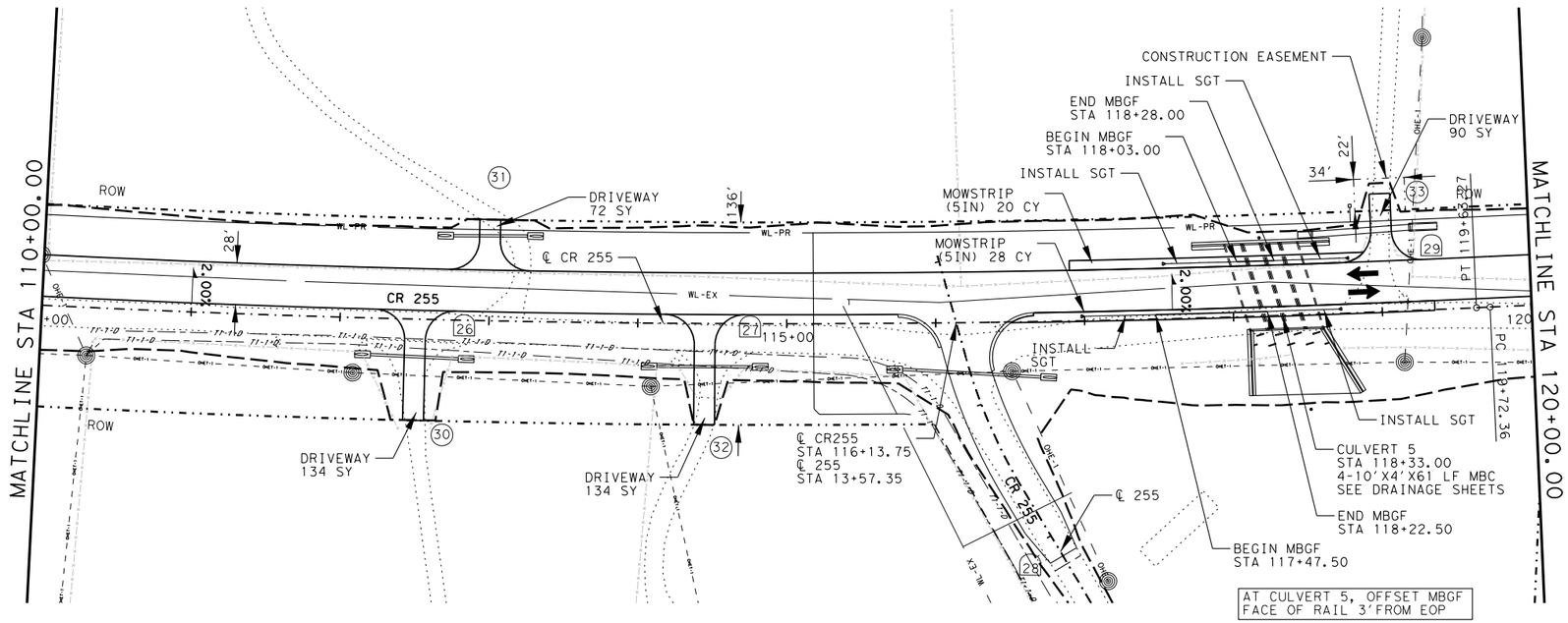
CR 255
PLAN & PROFILE
STA 100+00 TO STA 110+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 10 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			108

USER: korathoske
DATE: 11/6/2024
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0 50 100
0 5 10
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

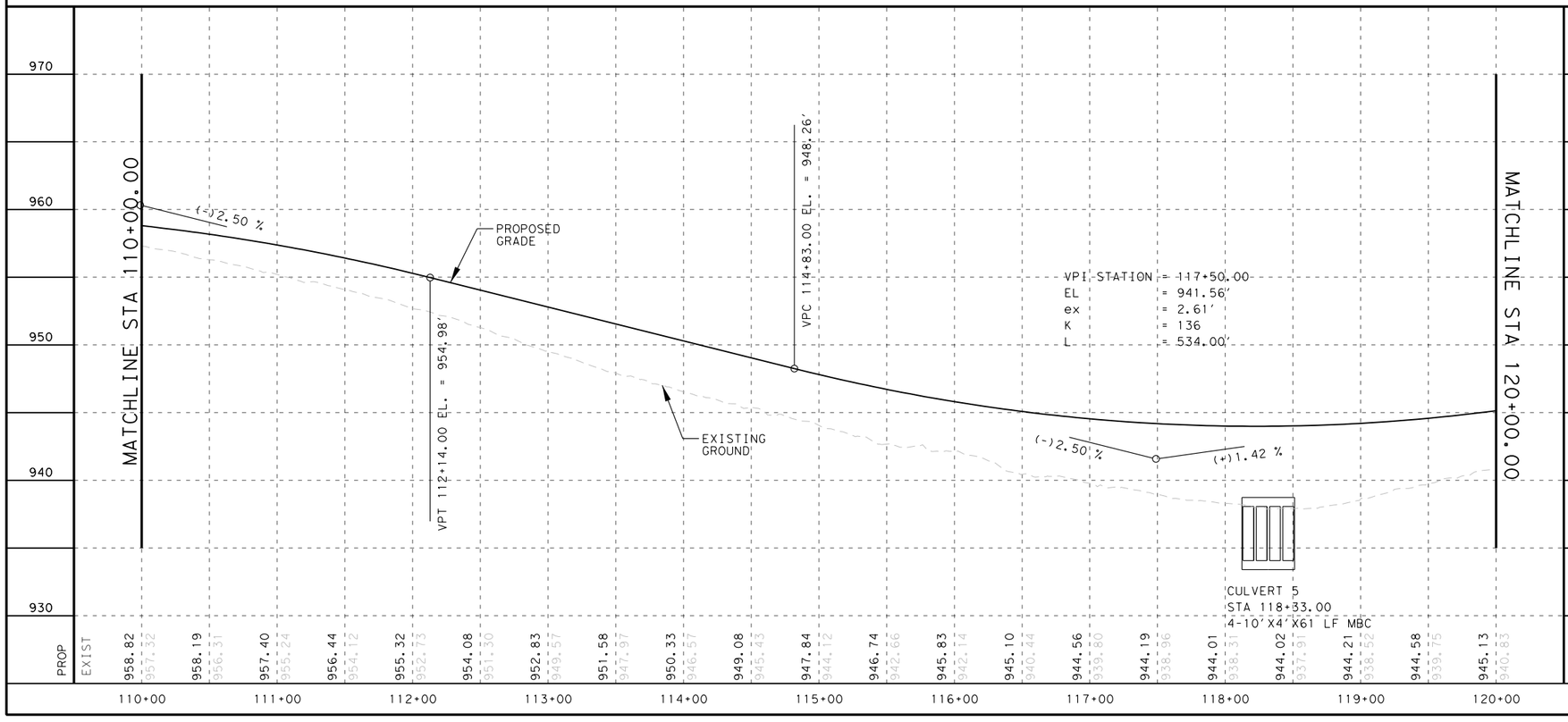
LEGEND

- FENCE LINE
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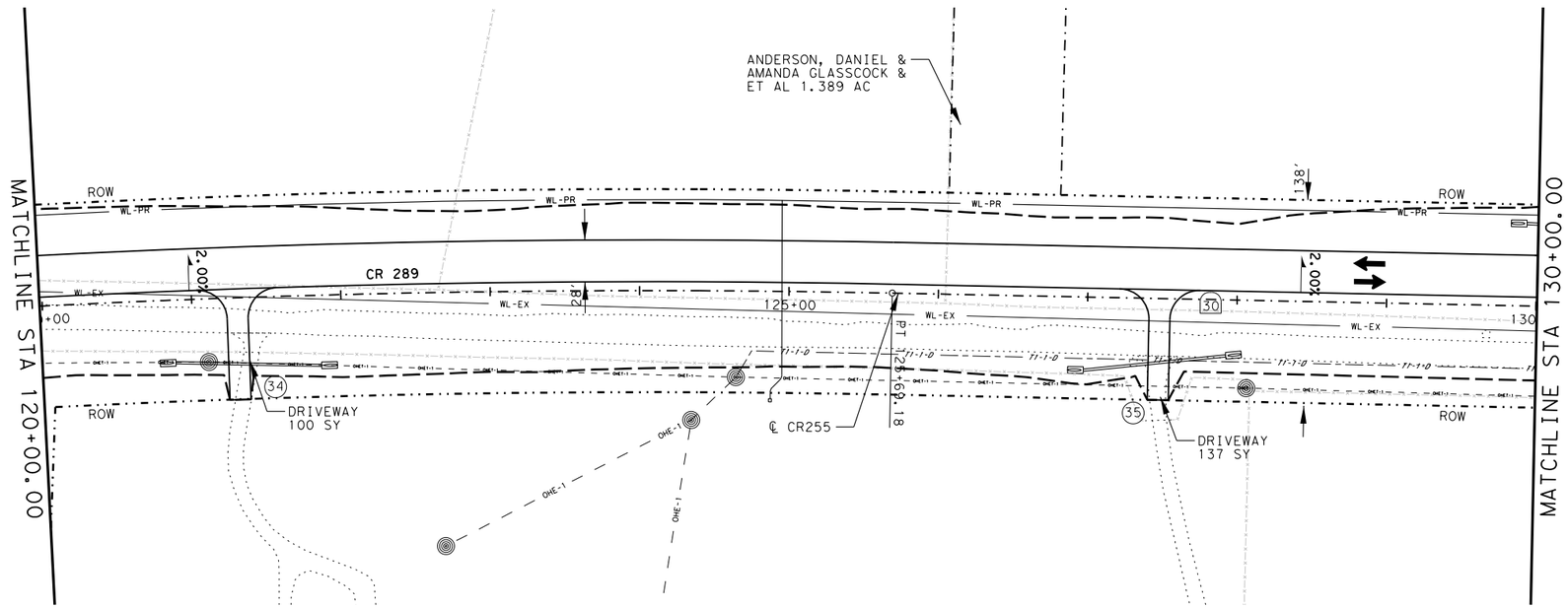
CR 255
PLAN & PROFILE
STA 110+00 TO STA 120+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 11 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			109

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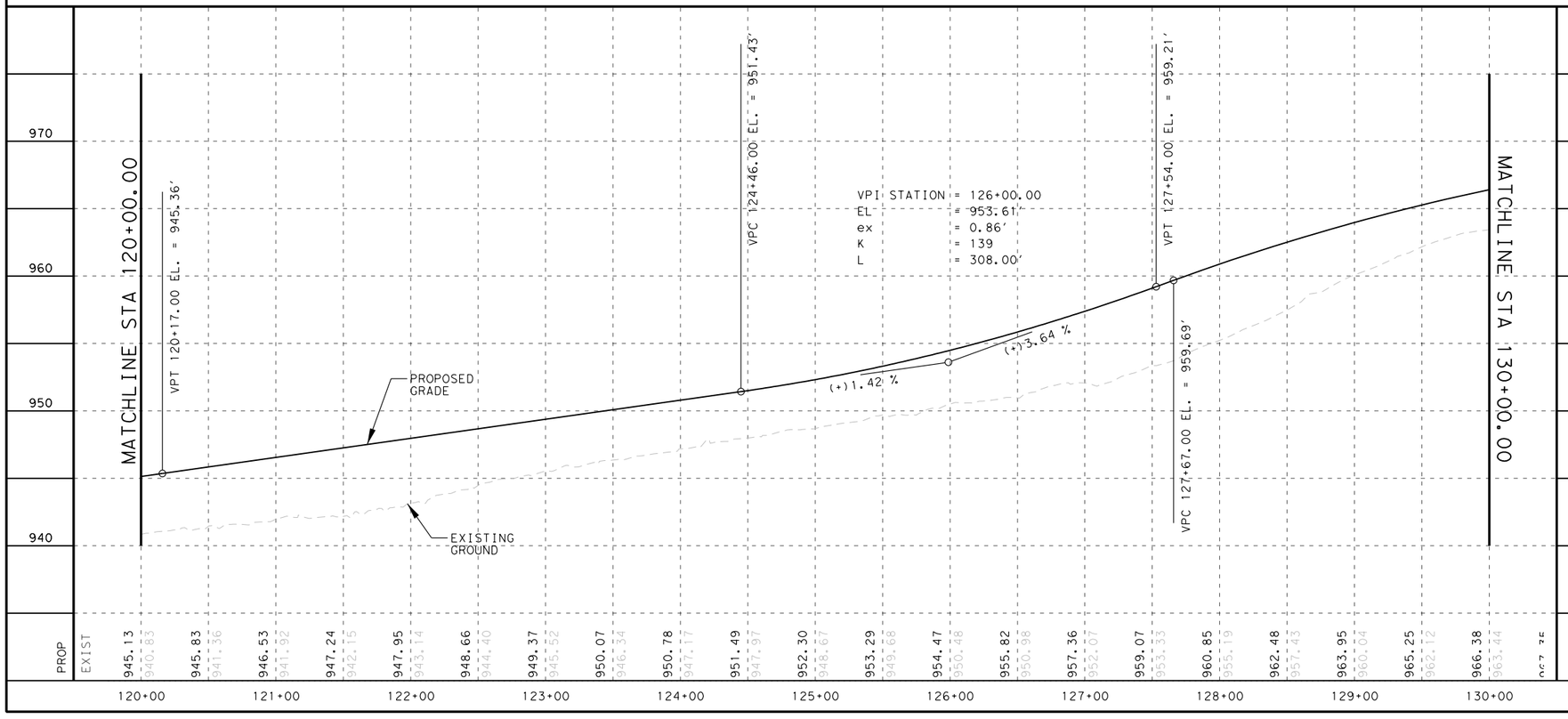
0 50 100
0 5 10
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

LEGEND

- FENCE LINE
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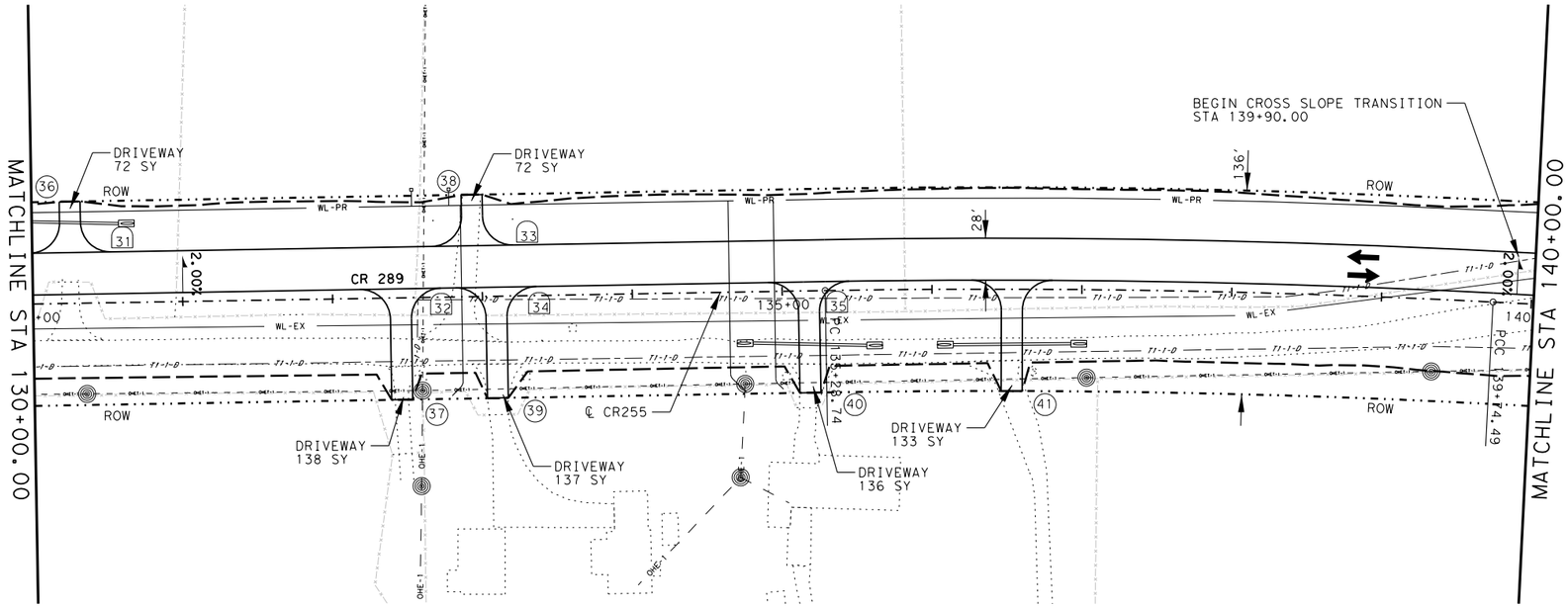
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STA 120+00 TO STA 130+00

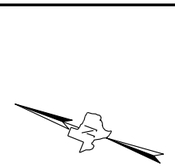
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 12 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			110

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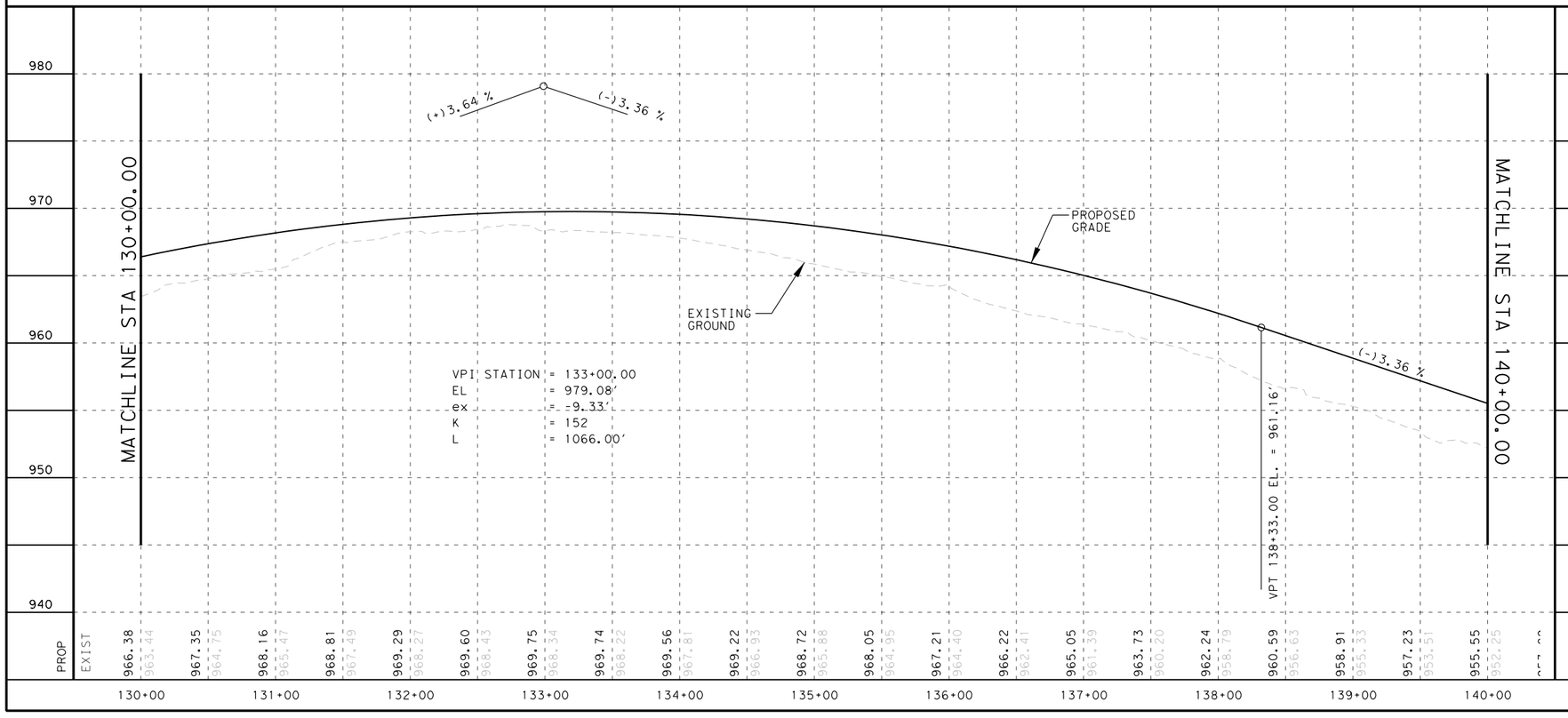
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0 5 10
HORIZ. SCALE: 1" = 100'
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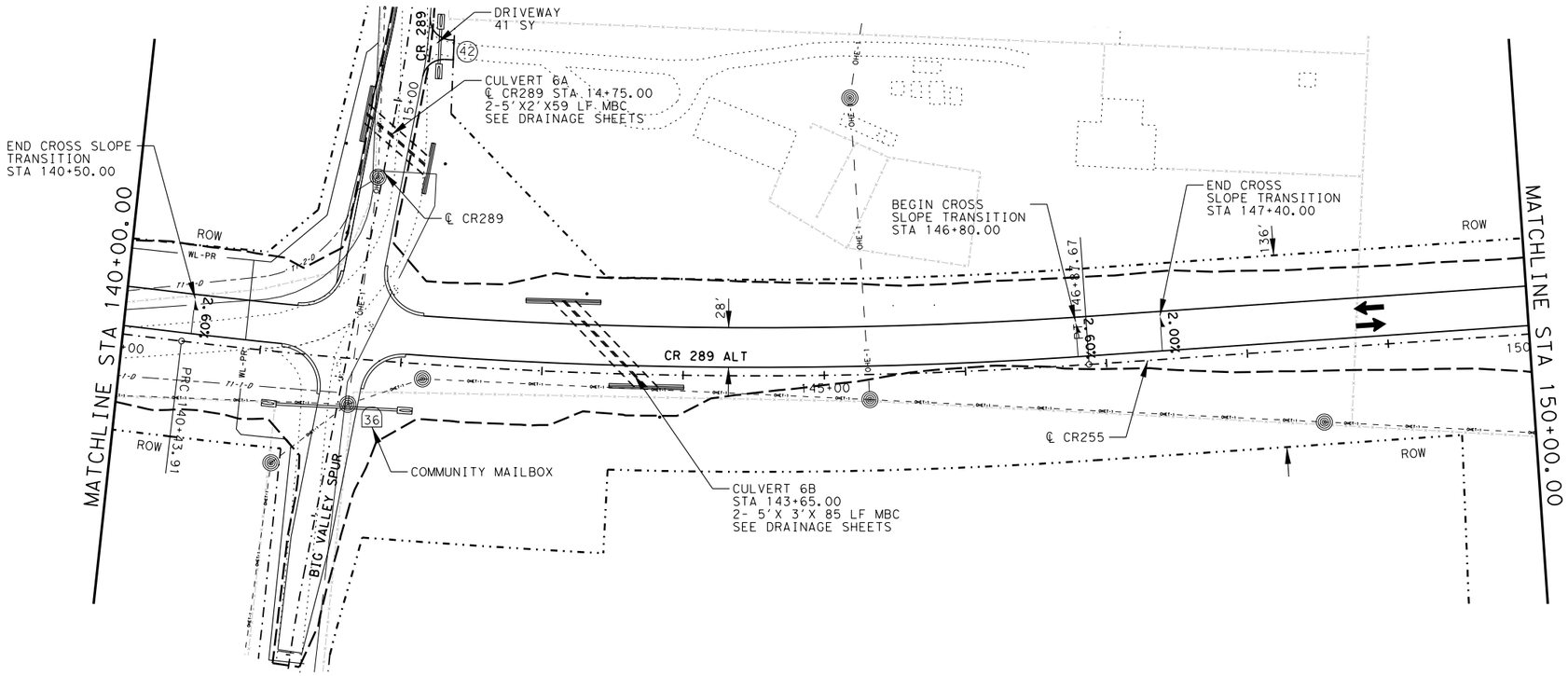
CR 255
PLAN & PROFILE
STA 130+00 TO STA 140+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 13 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			111

USER: korahoske
DATE: 11/6/2024
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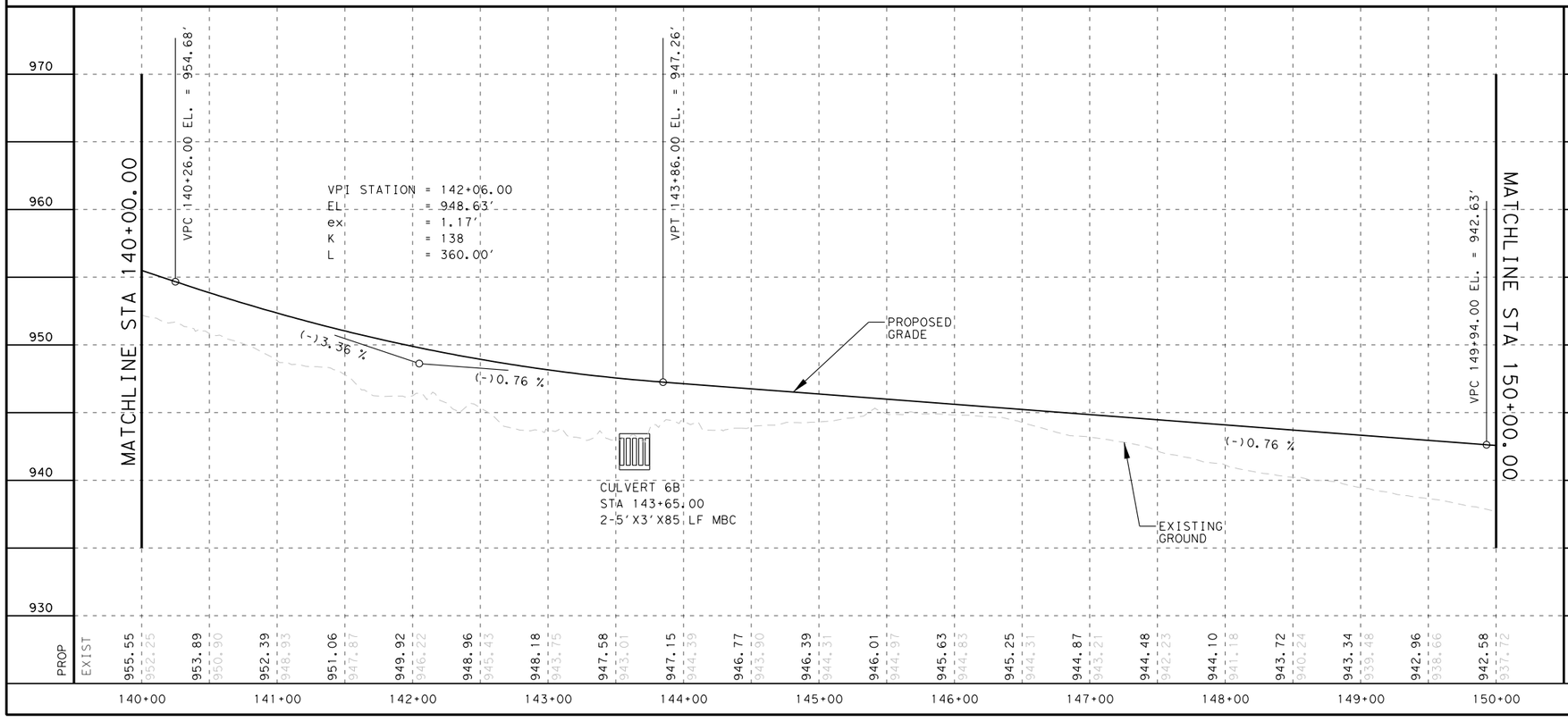
HORIZ. SCALE: 1" = 100'
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DEPT. OF
INFRASTRUCTURE

Seiler Lankes Group
TBPE License No. 12670
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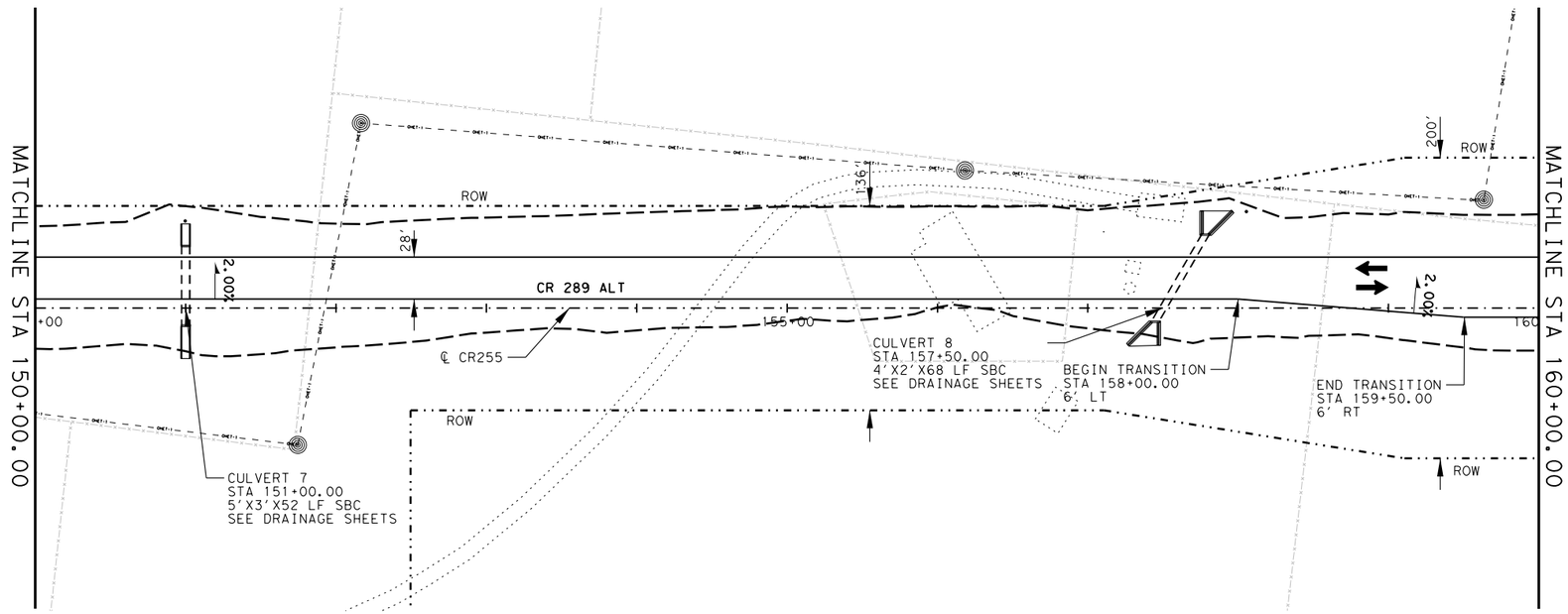
CR 255
PLAN & PROFILE
STA 140+00 TO STA 150+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 14 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			112

USER: korathoske
DATE: 11/6/2024
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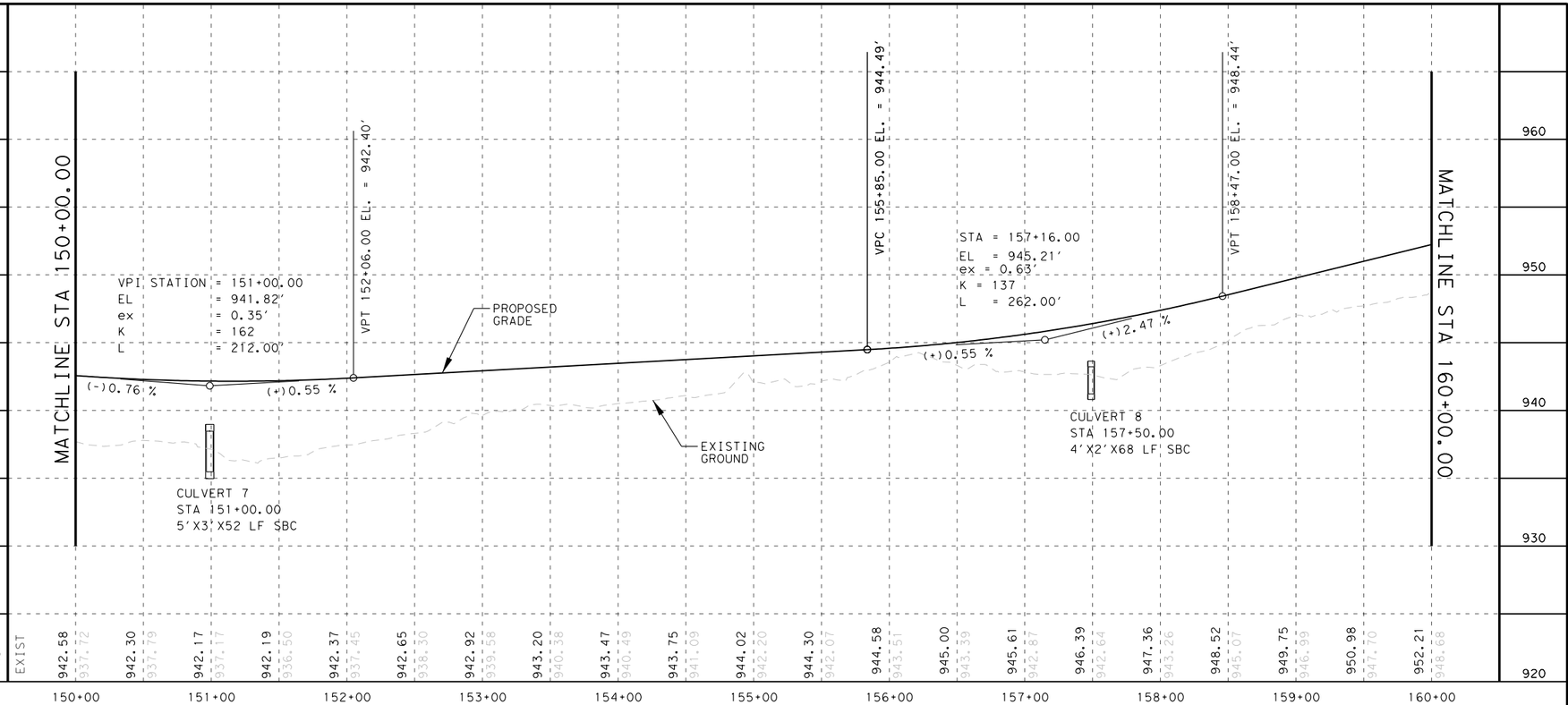
0 50 100
0 5 10
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OHE-1 — OVERHEAD ELECTRIC
- OHET-1 — OVERHEAD ELECTRIC AND COMM UTILITY
- OHT-1 — OVERHEAD COMM UTILITY
- TI-1-D — BURIED COMM(COPPER)
- TI-2-D — BURIED COMM(FIBER)
- WL-EX — EXISTING WATERLINE
- WL-PR — PROPOSED WATERLINE
- PROPERTY LINE
- CONSTRUCTION LIMITS
- (#) DRIVEWAY
- (#) MAILBOX ASSEMBLY NUMBER

NOTES:

1. SEE INTERSECTION DETAIL SHEETS FOR PAVEMENT EDGE ELEVATIONS, RADII AND SURFACE CONTOURS AT INTERSECTION.
2. THERE ARE EXISTING UNDERGROUND UTILITIES ALONG AND ACROSS THE ROW AT VARYING DEPTHS WITHIN THE PROJECT LIMITS. CONTRACTOR MUST VERIFY THEIR LOCATION AND PERFORM CONSTRUCTION OPERATIONS IN A MANNER TO AVOID THEM.



STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

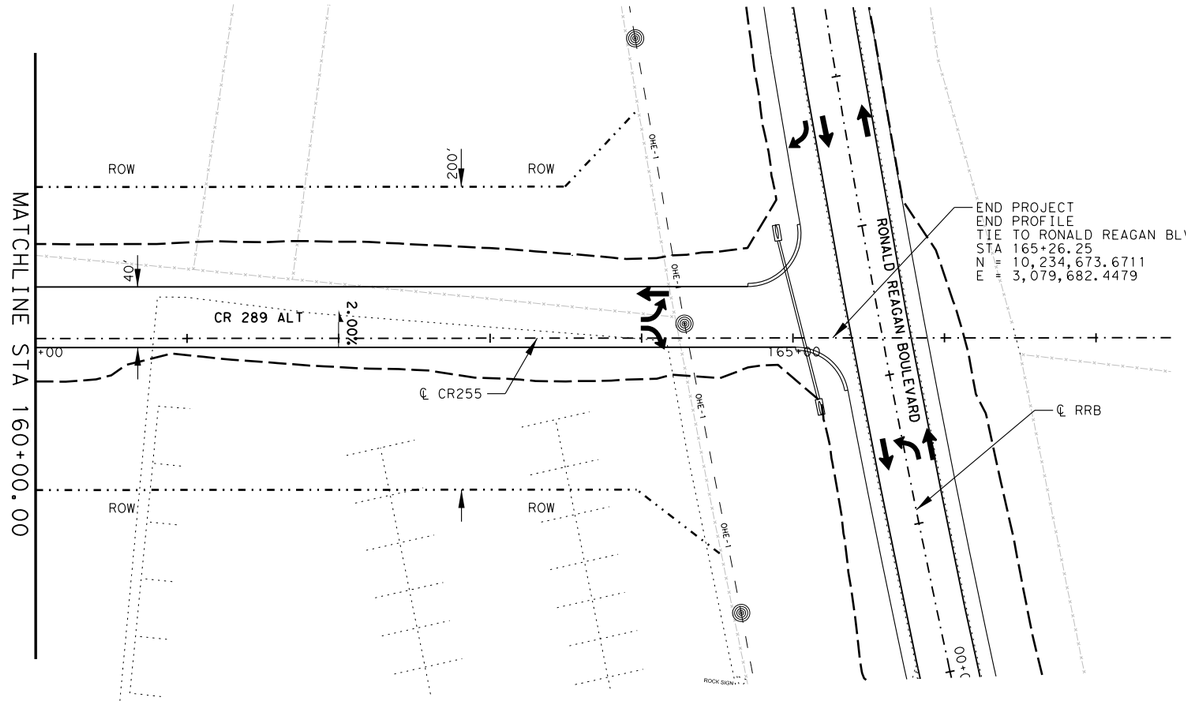
CR 255
PLAN & PROFILE
STA 150+00 TO STA 160+00

HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 15 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			113

USER: korahoske
DATE: 11/6/2024
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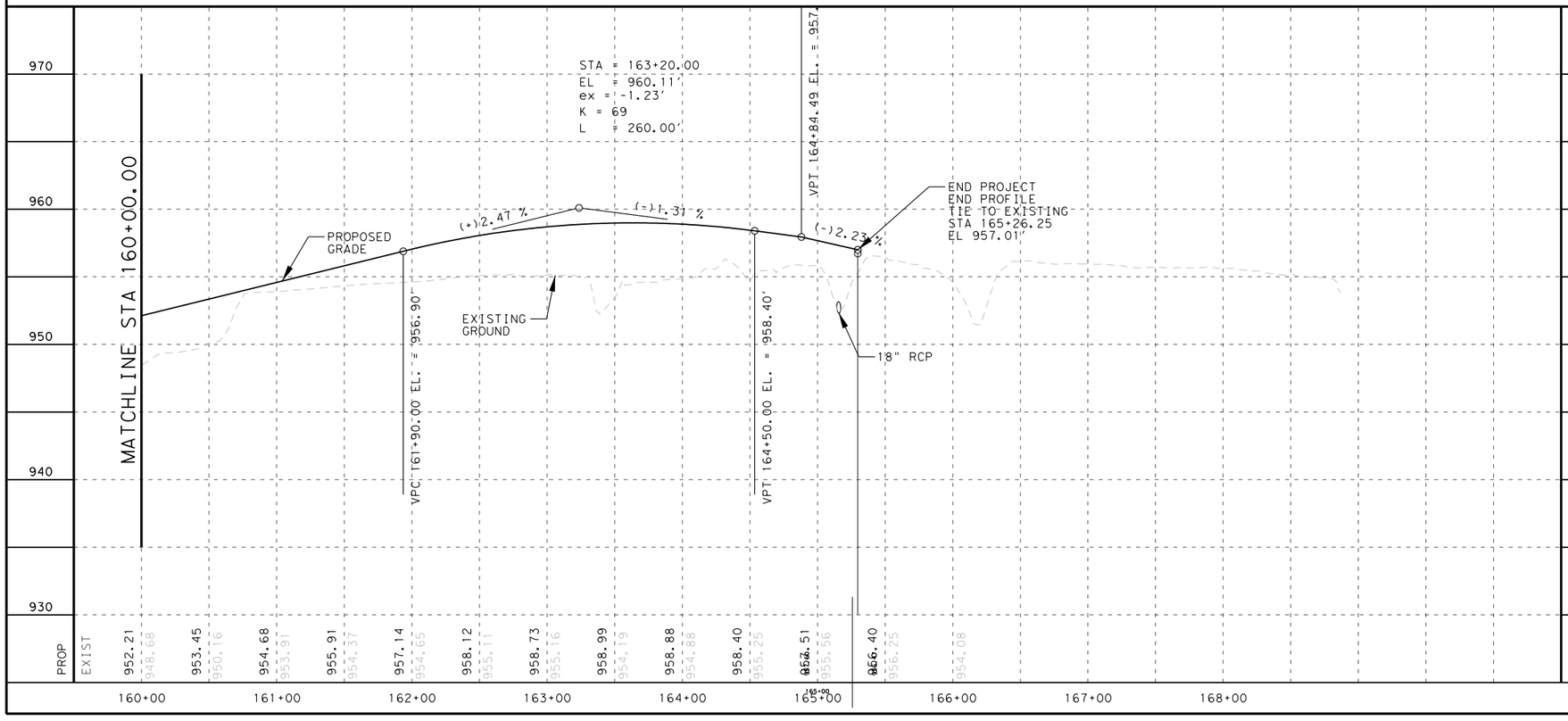
0 50 100
0 5 10
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OHE-1 — OVERHEAD ELECTRIC
- OHET-1 — OVERHEAD ELECTRIC AND COMM UTILITY
- OHT-1 — OVERHEAD COMM UTILITY
- T1-1-D — BURIED COMM(COPPER)
- T1-2-D — BURIED COMM(FIBER)
- WL-EX — EXISTING WATERLINE
- WL-PR — PROPOSED WATERLINE
- PROPERTY LINE
- CONSTRUCTION LIMITS
- (#) DRIVEWAY
- [#] MAILBOX ASSEMBLY NUMBER

NOTES:

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11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

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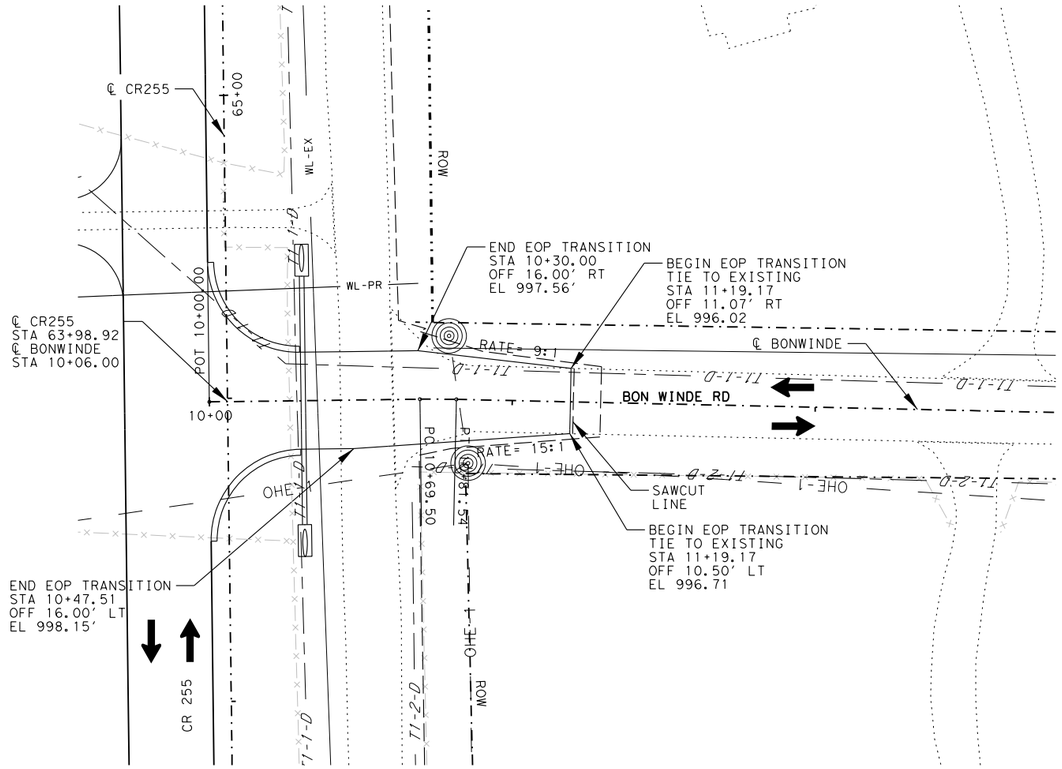
CR 255
PLAN & PROFILE
STA 160+00 TO END

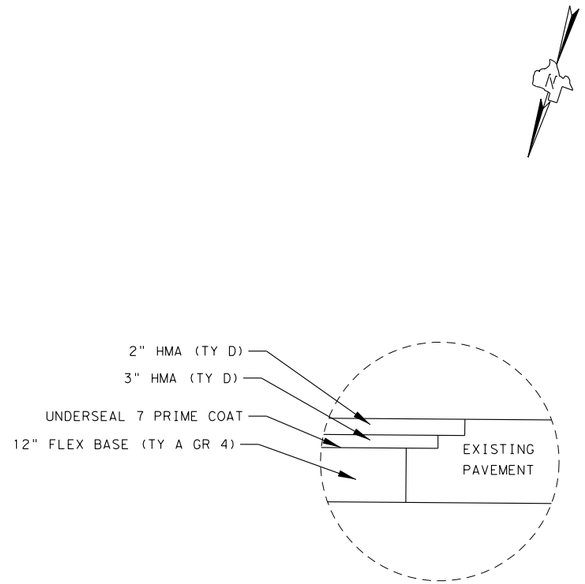
HORIZ. SCALE: 1" = 100'
VERT. SCALE: 1" = 10'

SHEET 16 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			114

USER: korahoske
DATE: 11/6/2024 2:09
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SAW CUT DETAILS

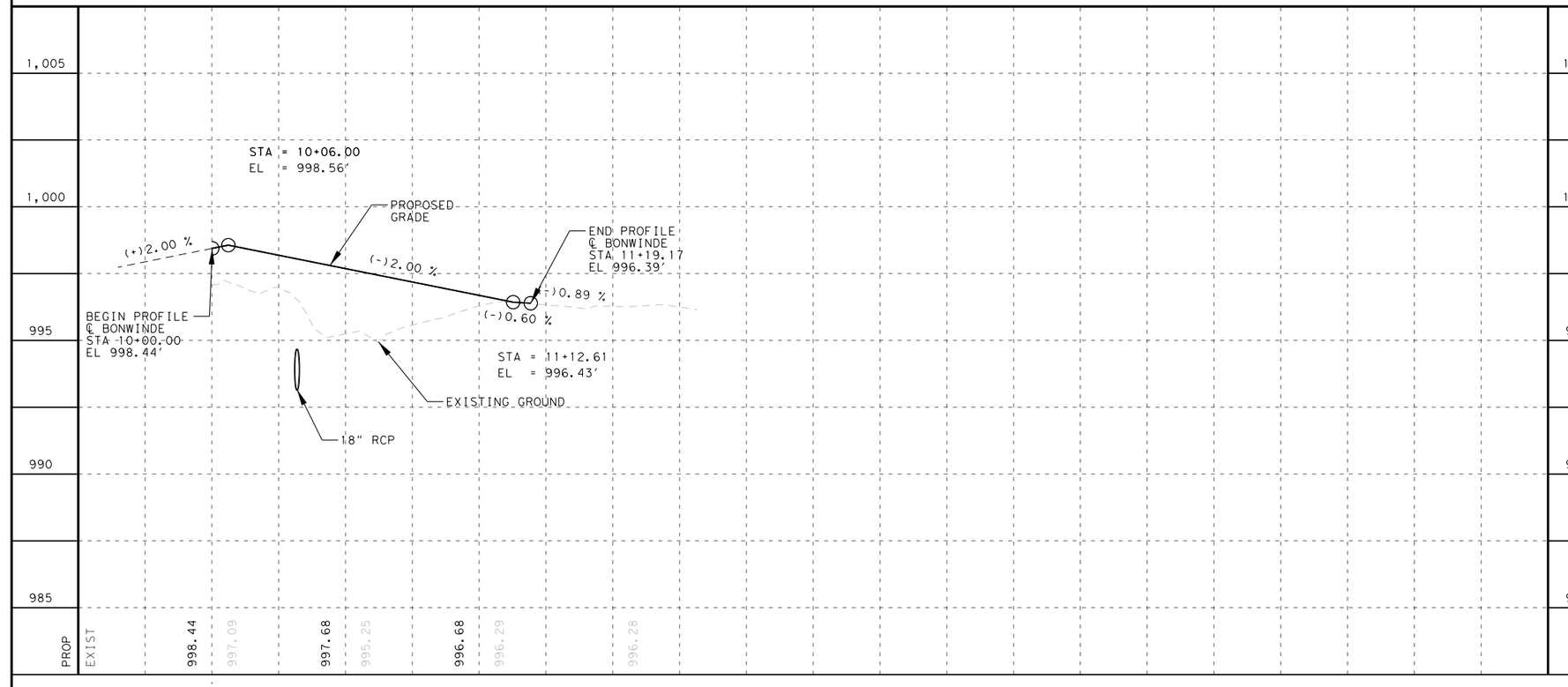
0 25 50
0 2.5 5
HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 5'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OHE-1 — OVERHEAD ELECTRIC
- OHET-1 — OVERHEAD ELECTRIC AND COMM UTILITY
- OHT-1 — OVERHEAD COMM UTILITY
- T1-1-D — BURIED COMM(COPPER)
- T1-2-D — BURIED COMM(FIBER)
- WL-EX — EXISTING WATERLINE
- WL-PR — PROPOSED WATERLINE
- PROPERTY LINE
- CONSTRUCTION LIMITS
- (#) DRIVEWAY
- (#) MAILBOX ASSEMBLY NUMBER

NOTES:

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LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

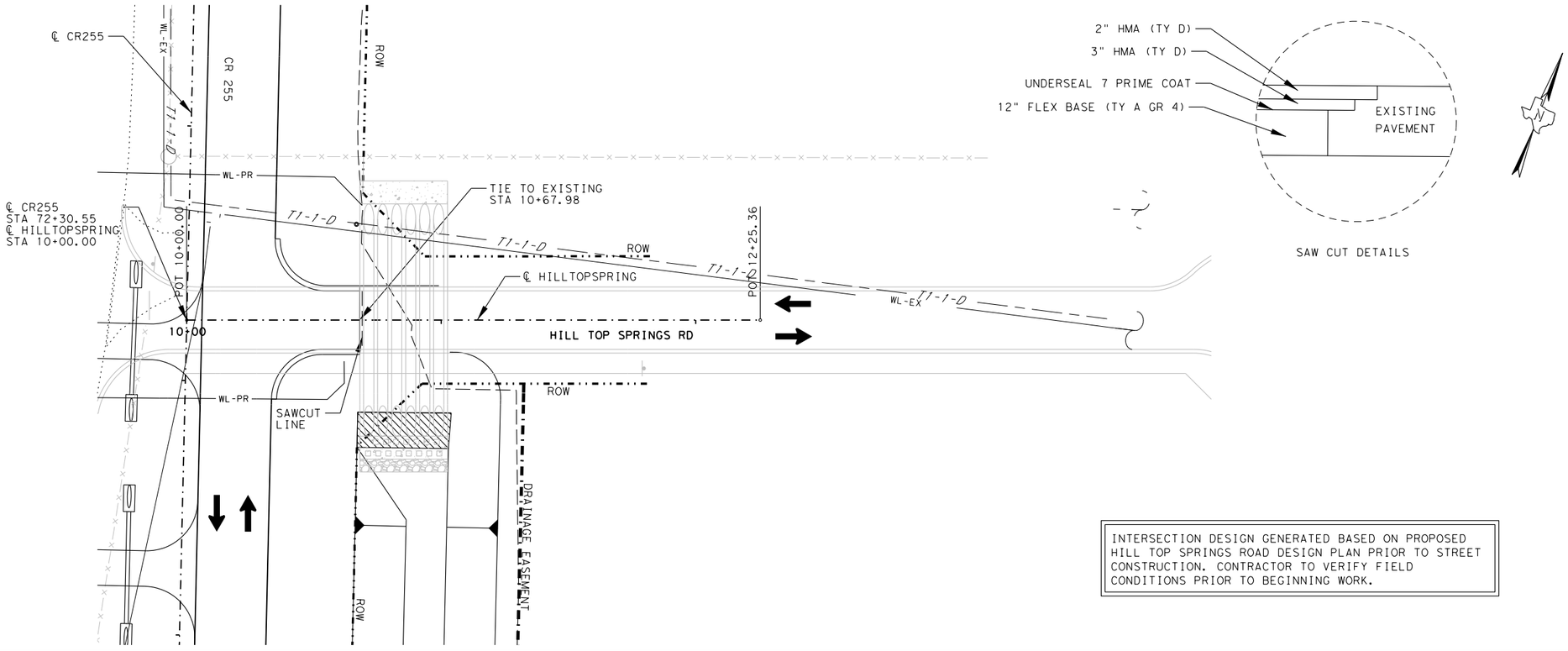
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
PLAN & PROFILE
BON WINDE RD

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			115

USER: korahoske
DATE: 11/6/2024
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239



SAW CUT DETAILS

INTERSECTION DESIGN GENERATED BASED ON PROPOSED HILL TOP SPRINGS ROAD DESIGN PLAN PRIOR TO STREET CONSTRUCTION. CONTRACTOR TO VERIFY FIELD CONDITIONS PRIOR TO BEGINNING WORK.

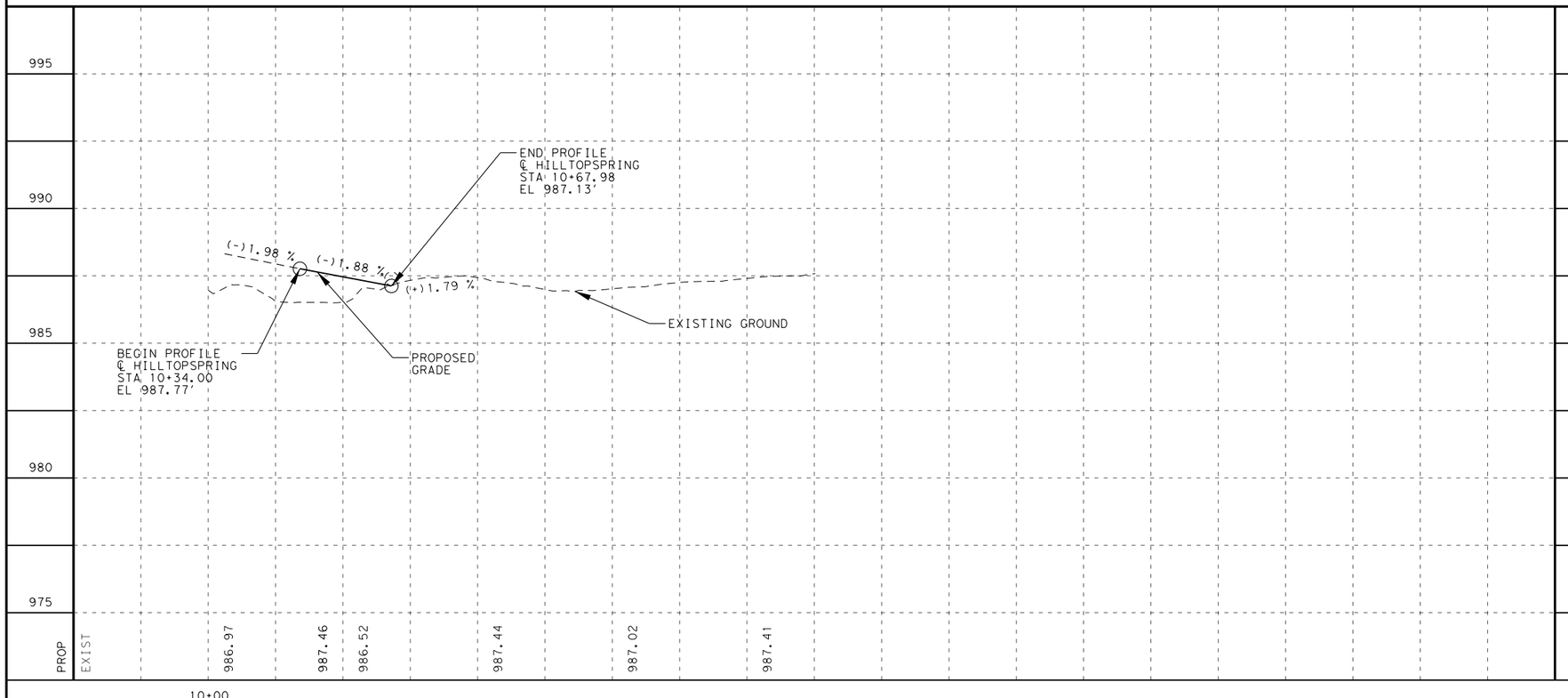
0 25 50
0 2.5 5
HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 5'

LEGEND

x—x—x—x—x—x	FENCE LINE
➡	TRAFFIC FLOW ARROW
— OHE-1 —	OVERHEAD ELECTRIC
— OHET-1 —	OVERHEAD ELECTRIC AND COMM UTILITY
— OHT-1 —	OVERHEAD COMM UTILITY
— T1-1-D —	BURIED COMM(COPPER)
— T1-2-D —	BURIED COMM(FIBER)
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE
- · · - · · -	PROPERTY LINE
— — — —	CONSTRUCTION LIMITS
(#)	DRIVEWAY
(#)	MAILBOX ASSEMBLY NUMBER

NOTES:

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STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

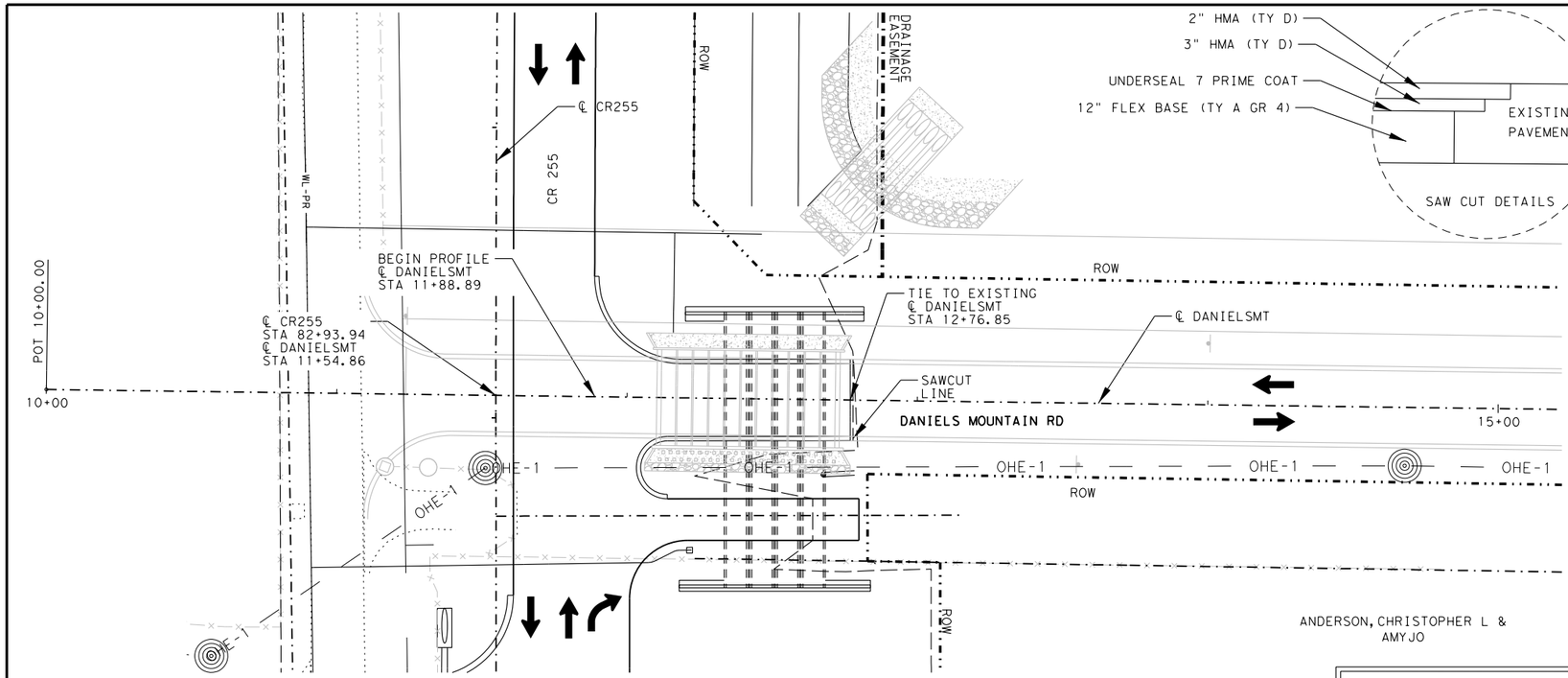
Seiler Lankes Group
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PLANNING • ENGINEERING • CONSTRUCTION

CR 255
PLAN & PROFILE
HILL TOP SPRINGS RD

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			116

USER: korahoske
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0 25 50
0 2.5 5
HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 5'

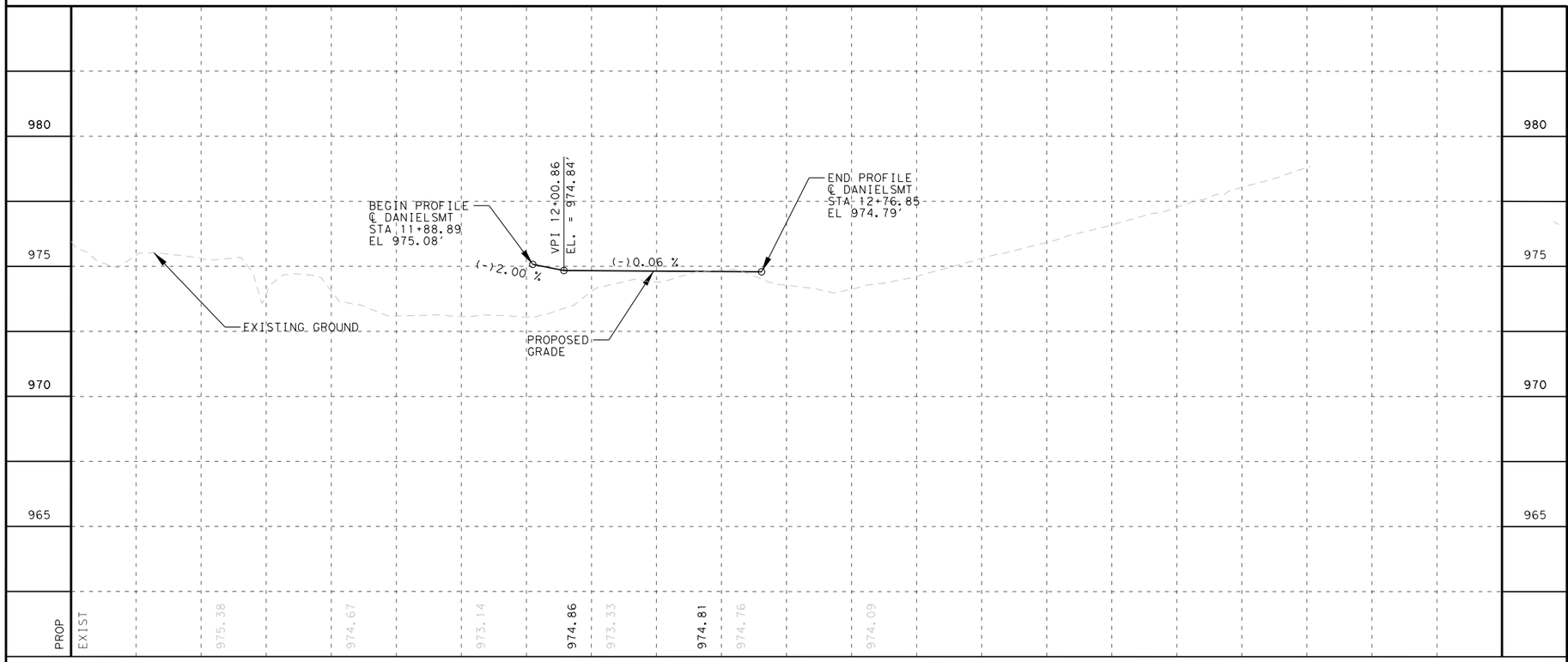
LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- — OHE-1 — OVERHEAD ELECTRIC
- — OHET-1 — OVERHEAD ELECTRIC AND COMM UTILITY
- — OHT-1 — OVERHEAD COMM UTILITY
- — T1-1-D — BURIED COMM(COPPER)
- — T1-2-D — BURIED COMM(FIBER)
- — WL-EX — EXISTING WATERLINE
- — WL-PR — PROPOSED WATERLINE
- PROPERTY LINE
- CONSTRUCTION LIMITS
- (#) DRIVEWAY
- [#] MAILBOX ASSEMBLY NUMBER

NOTES:

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INTERSECTION DESIGN GENERATED BASED ON PROPOSED DANIELS MOUNTAIN ROAD DESIGN PLAN PRIOR TO STREET CONSTRUCTION. CONTRACTOR TO VERIFY FIELD CONDITIONS PRIOR TO BEGINNING WORK.



STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

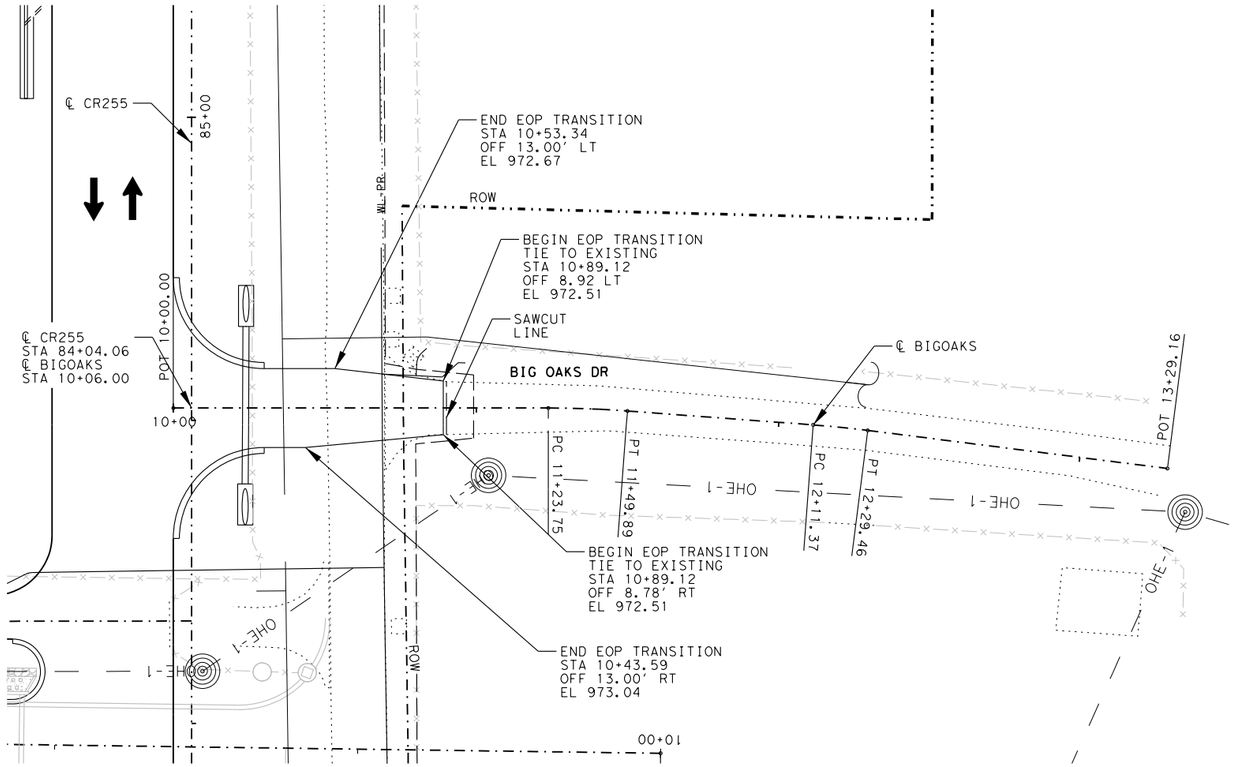
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
PLAN & PROFILE
DANIELS MOUNTAIN RD

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			117

USER: korahoske
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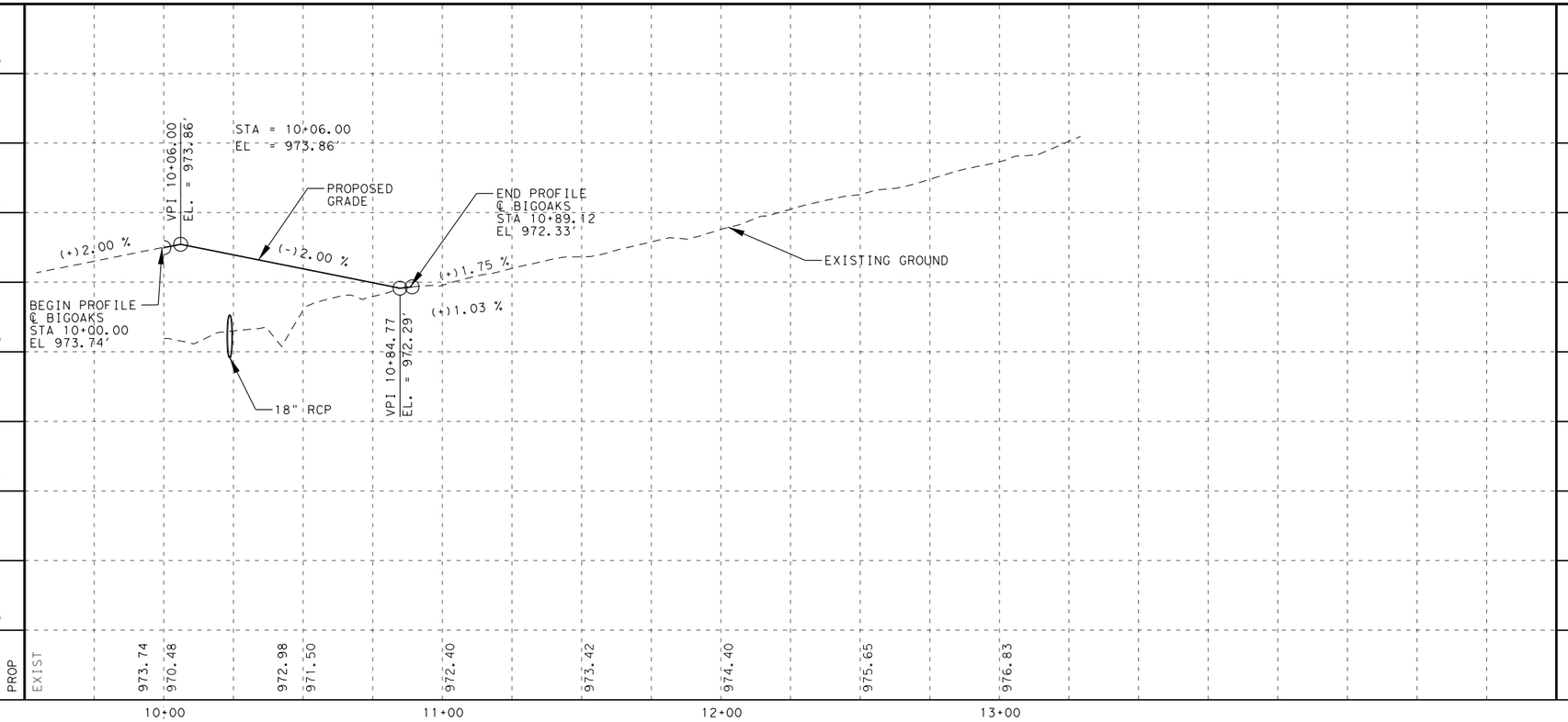
0 25 50
0 2.5 5
HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 5'

LEGEND

x—x—x—x—x—x	FENCE LINE
	TRAFFIC FLOW ARROW
— OHE-1 —	OVERHEAD ELECTRIC
— OHET-1 —	OVERHEAD ELECTRIC AND COMM UTILITY
— OHT-1 —	OVERHEAD COMM UTILITY
— T1-1-D —	BURIED COMM(COPPER)
— T1-2-D —	BURIED COMM(FIBER)
— WL-EX —	EXISTING WATERLINE
— WL-PR —	PROPOSED WATERLINE
- · - · - · -	PROPERTY LINE
— — — —	CONSTRUCTION LIMITS
#	DRIVEWAY
#	MAILBOX ASSEMBLY NUMBER

NOTES:

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2. THERE ARE EXISTING UNDERGROUND UTILITIES ALONG AND ACROSS THE ROW AT VARYING DEPTHS WITHIN THE PROJECT LIMITS. CONTRACTOR MUST VERIFY THEIR LOCATION AND PERFORM CONSTRUCTION OPERATIONS IN A MANNER TO AVOID THEM.



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11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

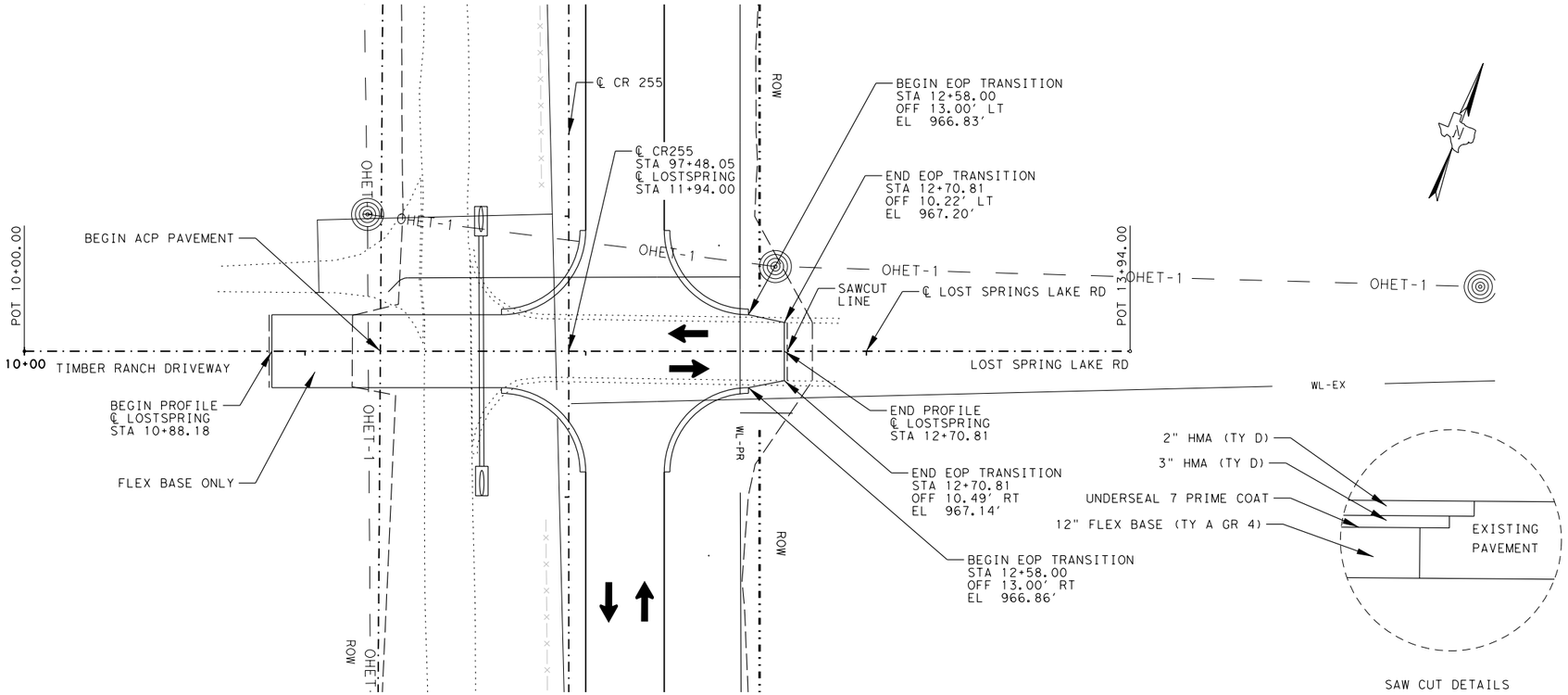
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
PLAN & PROFILE
BIG OAKS DR

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			118

USER: korahoske
DATE: 11/6/2024
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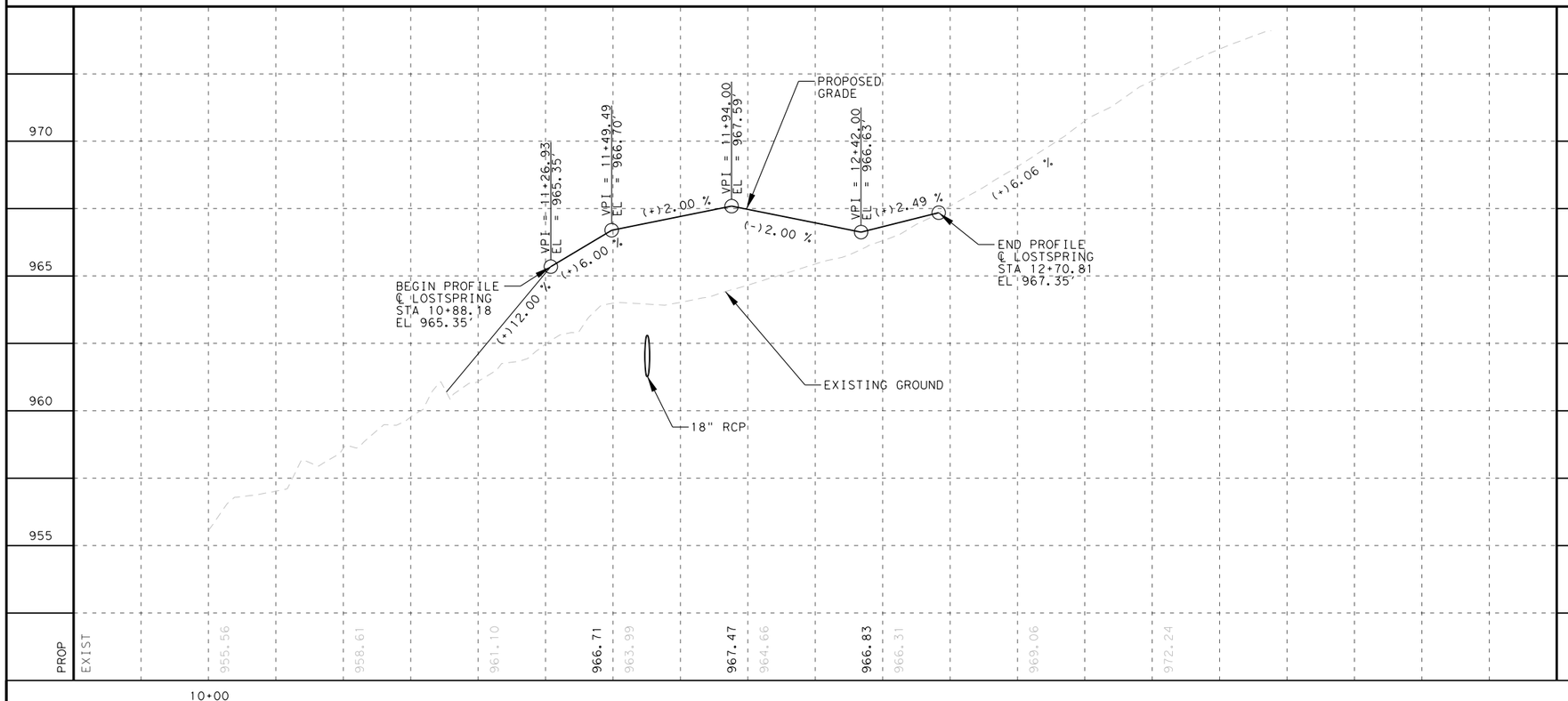
0 25 50
0 2.5 5
HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 5'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OHE-1 — OVERHEAD ELECTRIC
- OHET-1 — OVERHEAD ELECTRIC AND COMM UTILITY
- OHT-1 — OVERHEAD COMM UTILITY
- TI-1-D — BURIED COMM(COPPER)
- TI-2-D — BURIED COMM(FIBER)
- WL-EX — EXISTING WATERLINE
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- PROPERTY LINE
- CONSTRUCTION LIMITS
- (#) DRIVEWAY
- (#) MAILBOX ASSEMBLY NUMBER

NOTES:

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WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

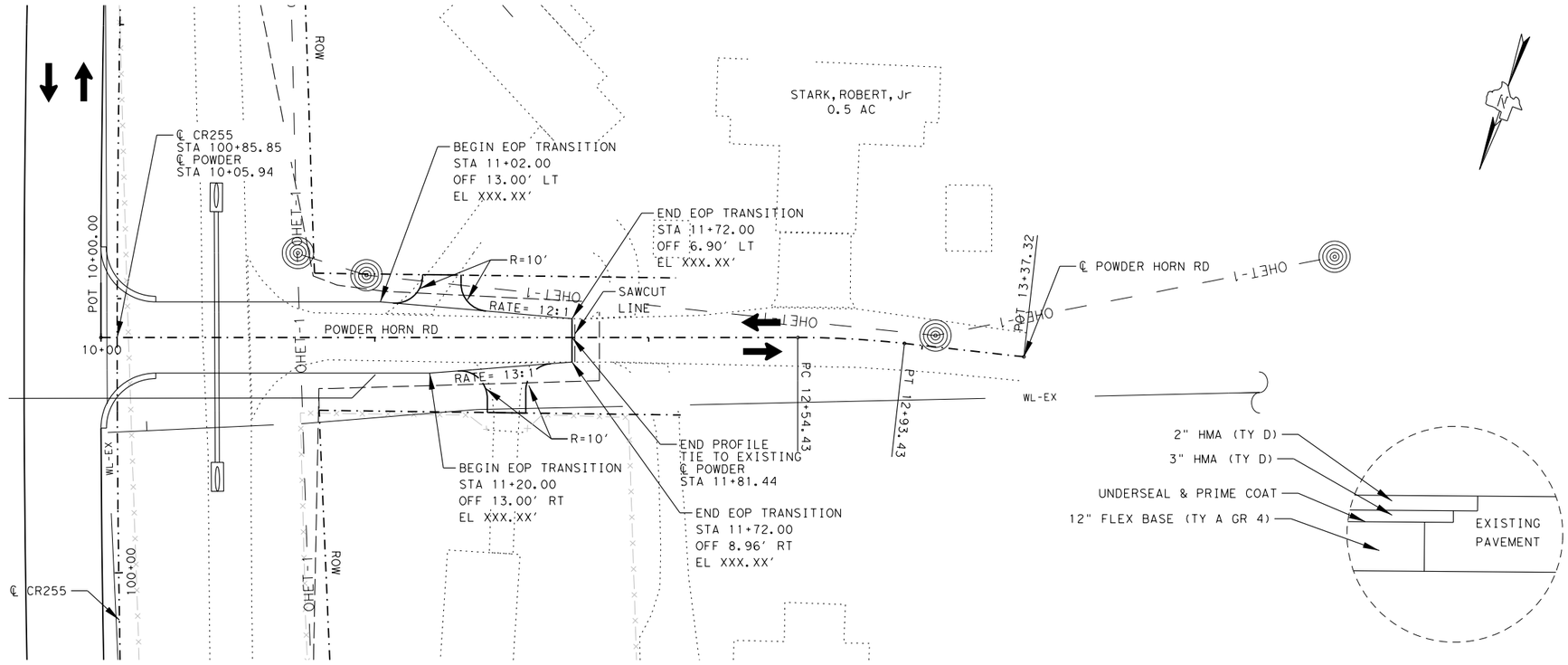
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
PLAN & PROFILE
LOST SPRINGS LAKE RD

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			119

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DATE: 11/6/2024
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FILE: pw://server.sljeng.com:Slj-dis/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Plan_Set/03. Roadway/LOST SPRINGS_PP01.dgn


℄ CR255
STA 100+85.85
℄ POWDER
STA 10+05.94
BEGIN EOP TRANSITION
STA 11+02.00
OFF 13.00' LT
EL XXX.XX'
END EOP TRANSITION
STA 11+72.00
OFF 6.90' LT
EL XXX.XX'
STARK, ROBERT, Jr
0.5 AC
R=10'
RATE= 12:1
SAWCUT
LINE
POWDER HORN RD
POT 10+00.00
10+00
RATE= 13:1
R=10'
BEGIN EOP TRANSITION
STA 11+20.00
OFF 13.00' RT
EL XXX.XX'
END PROFILE
TIE TO EXISTING
℄ POWDER
STA 11+81.44
END EOP TRANSITION
STA 11+72.00
OFF 8.96' RT
EL XXX.XX'
PC 12+54.43
PT 12+93.43
POT 13+37.32
℄ POWDER HORN RD
WL-EX
℄ CR255
100+00
OHET-1
ROW

SAW CUT DETAILS

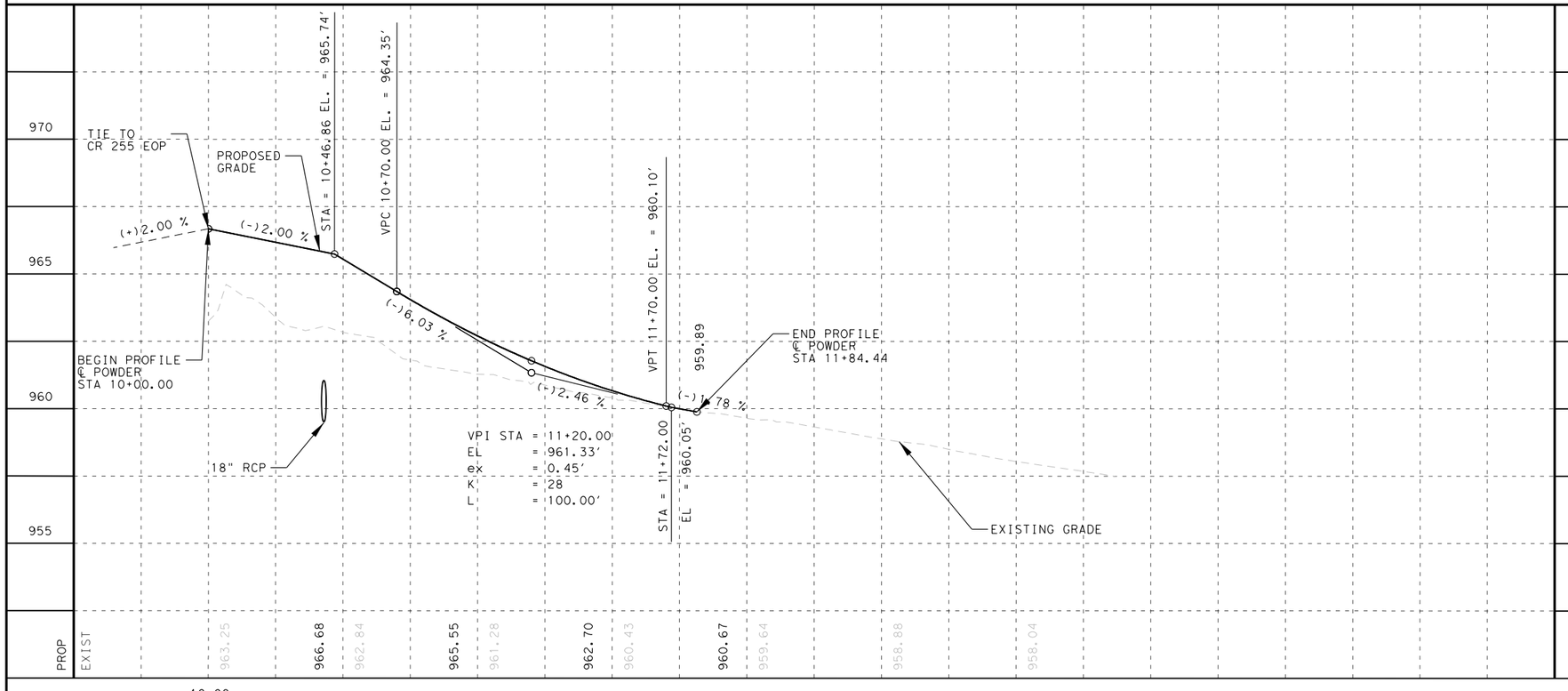
0 25 50
0 2.5 5
HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 5'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OHE-1 — OVERHEAD ELECTRIC
- OHET-1 — OVERHEAD ELECTRIC AND COMM UTILITY
- OHT-1 — OVERHEAD COMM UTILITY
- T1-1-D — BURIED COMM (COPPER)
- T1-2-D — BURIED COMM (FIBER)
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- CONSTRUCTION LIMITS
- (#) DRIVEWAY
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DEPT. OF
INFRASTRUCTURE

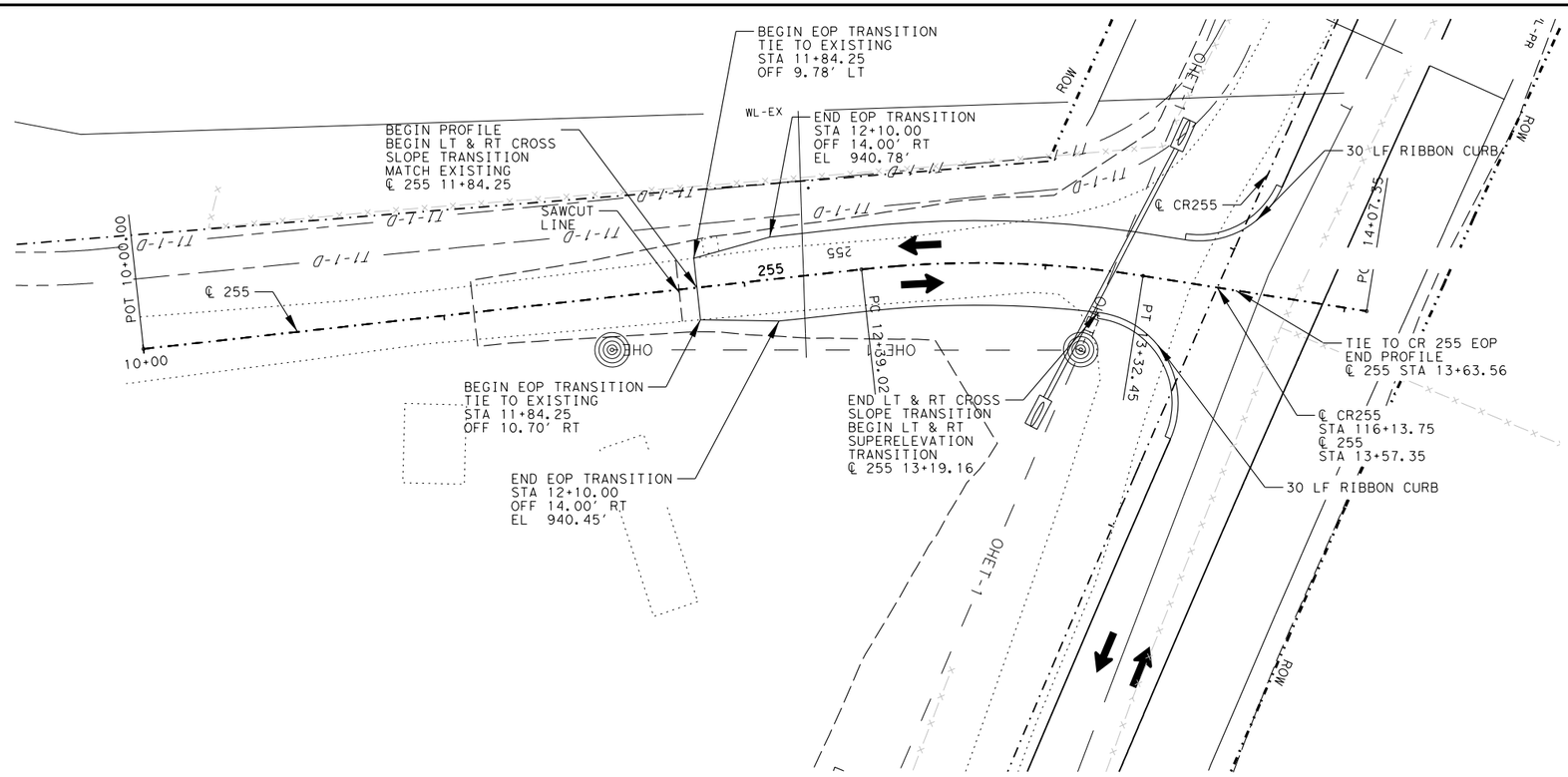
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
PLAN & PROFILE
POWDER HORN RD

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			120

USER: korallroske
DATE: 11/6/2024 2:09
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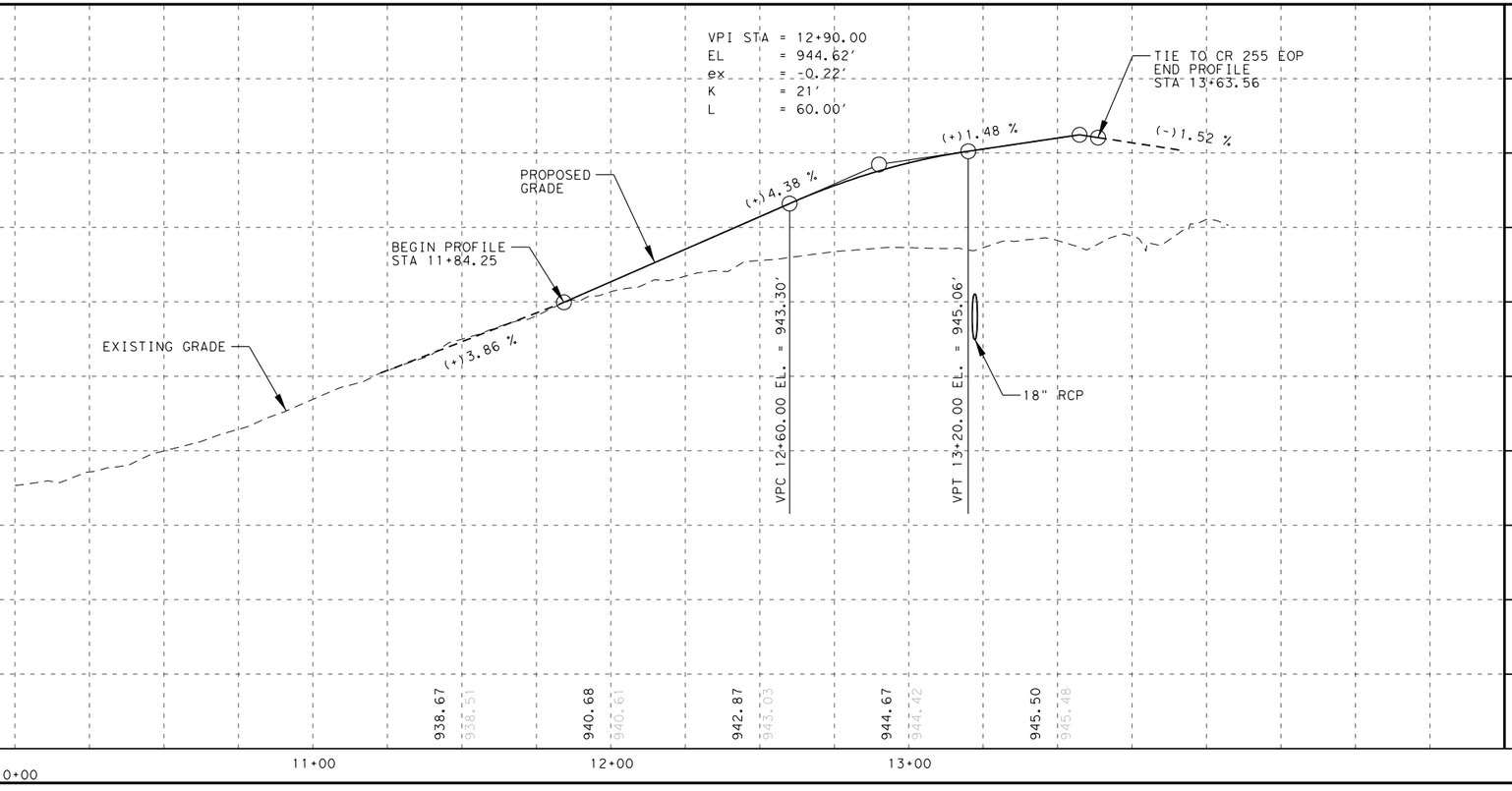
0 25 50
0 2.5 5
HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 5'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OHE-1 — OVERHEAD ELECTRIC
- OHET-1 — OVERHEAD ELECTRIC AND COMM UTILITY
- OHT-1 — OVERHEAD COMM UTILITY
- TI-1-D — BURIED COMM(COPPER)
- TI-2-D — BURIED COMM(FIBER)
- WL-EX — EXISTING WATERLINE
- WL-PR — PROPOSED WATERLINE
- PROPERTY LINE
- CONSTRUCTION LIMITS
- (#) DRIVEWAY
- [#] MAILBOX ASSEMBLY NUMBER

NOTES:

1. SEE INTERSECTION DETAIL SHEETS FOR PAVEMENT EDGE ELEVATIONS, RADII AND SURFACE CONTOURS AT INTERSECTION.
2. THERE ARE EXISTING UNDERGROUND UTILITIES ALONG AND ACROSS THE ROW AT VARYING DEPTHS WITHIN THE PROJECT LIMITS. CONTRACTOR MUST VERIFY THEIR LOCATION AND PERFORM CONSTRUCTION OPERATIONS IN A MANNER TO AVOID THEM.



STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/7/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

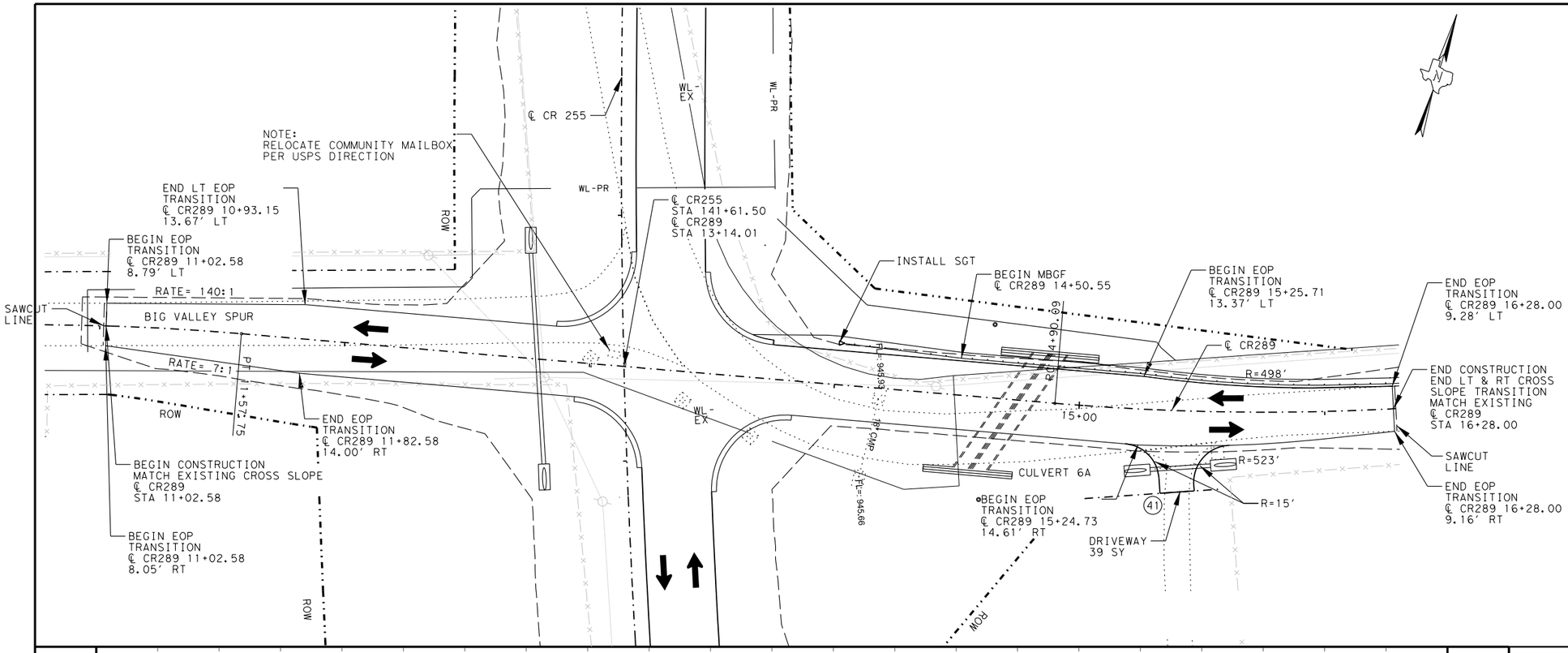
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

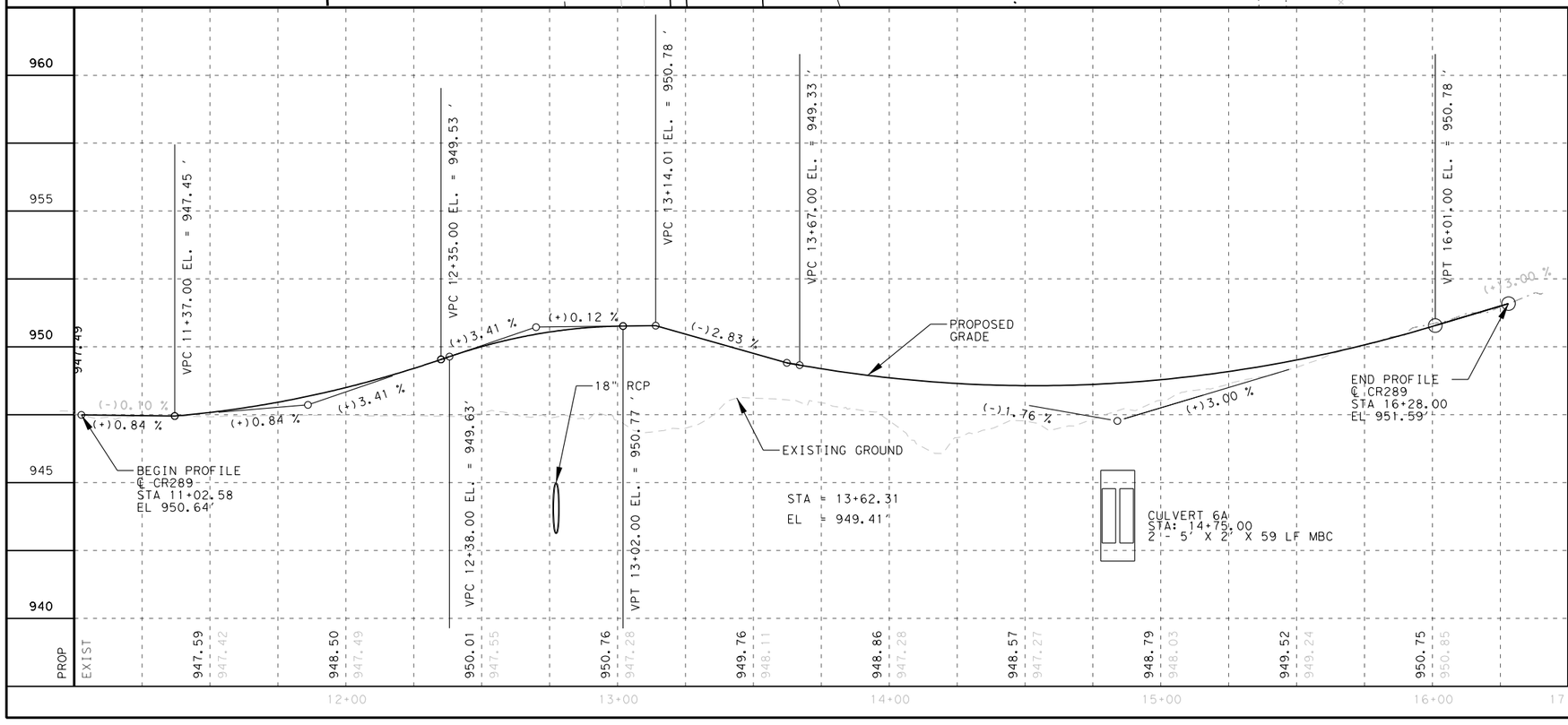
CR 255
PLAN & PROFILE
255

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			121

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0 25 50
0 2.5 5
HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 5'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OHE-1 — OVERHEAD ELECTRIC
- OHET-1 — OVERHEAD ELECTRIC AND COMM UTILITY
- OHT-1 — OVERHEAD COMM UTILITY
- TI-1-D — BURIED COMM(COPPER)
- TI-2-D — BURIED COMM(FIBER)
- WL-EX — EXISTING WATERLINE
- WL-PR — PROPOSED WATERLINE
- PROPERTY LINE
- CONSTRUCTION LIMITS
- (#) DRIVEWAY
- (#) MAILBOX ASSEMBLY NUMBER

NOTES:

1. SEE INTERSECTION DETAIL SHEETS FOR PAVEMENT EDGE ELEVATIONS, RADII AND SURFACE CONTOURS AT INTERSECTION.
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STATE OF TEXAS
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107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

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PLANNING • ENGINEERING • CONSTRUCTION

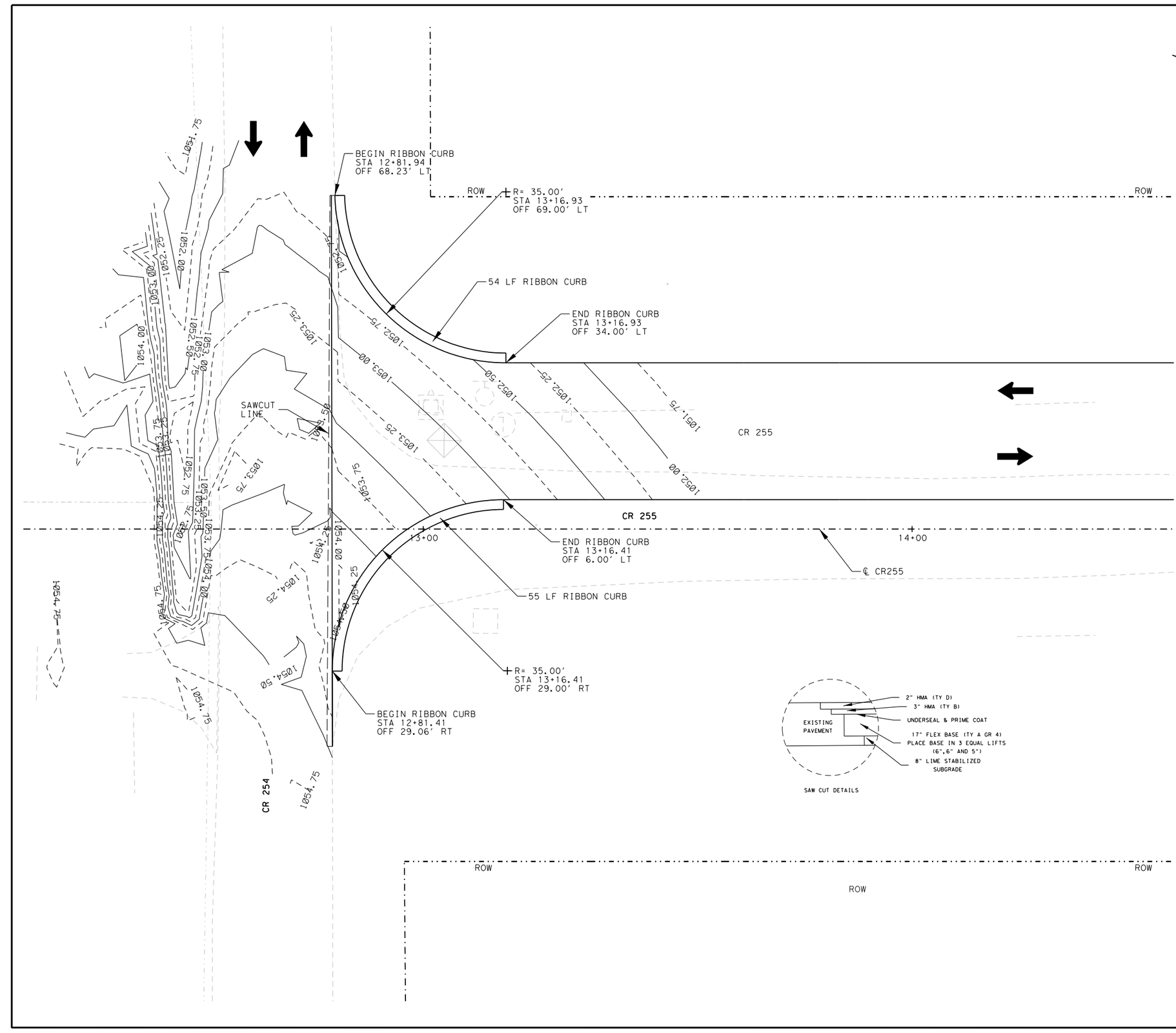
CR 255
PLAN & PROFILE
BIG VALLEY SPUR / CR 289

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			122

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0 10 20
SCALE: 1" = 20'



SAW CUT DETAILS

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OVERHEAD ELECTRIC
- PROPERTY LINE

NOTES:

1. ALL STATION AND OFFSET REFERENCES IN SHEET ARE TO ALIGNMENT CR255 EXCEPT AS NOTED.
2. SEE ROADWAY PLAN & PROFILE SHEETS FOR ROADWAY GEOMETRY.
3. SEE APPLICABLE ROADWAY STANDARD SHEETS FOR ADDITIONAL INFORMATION.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

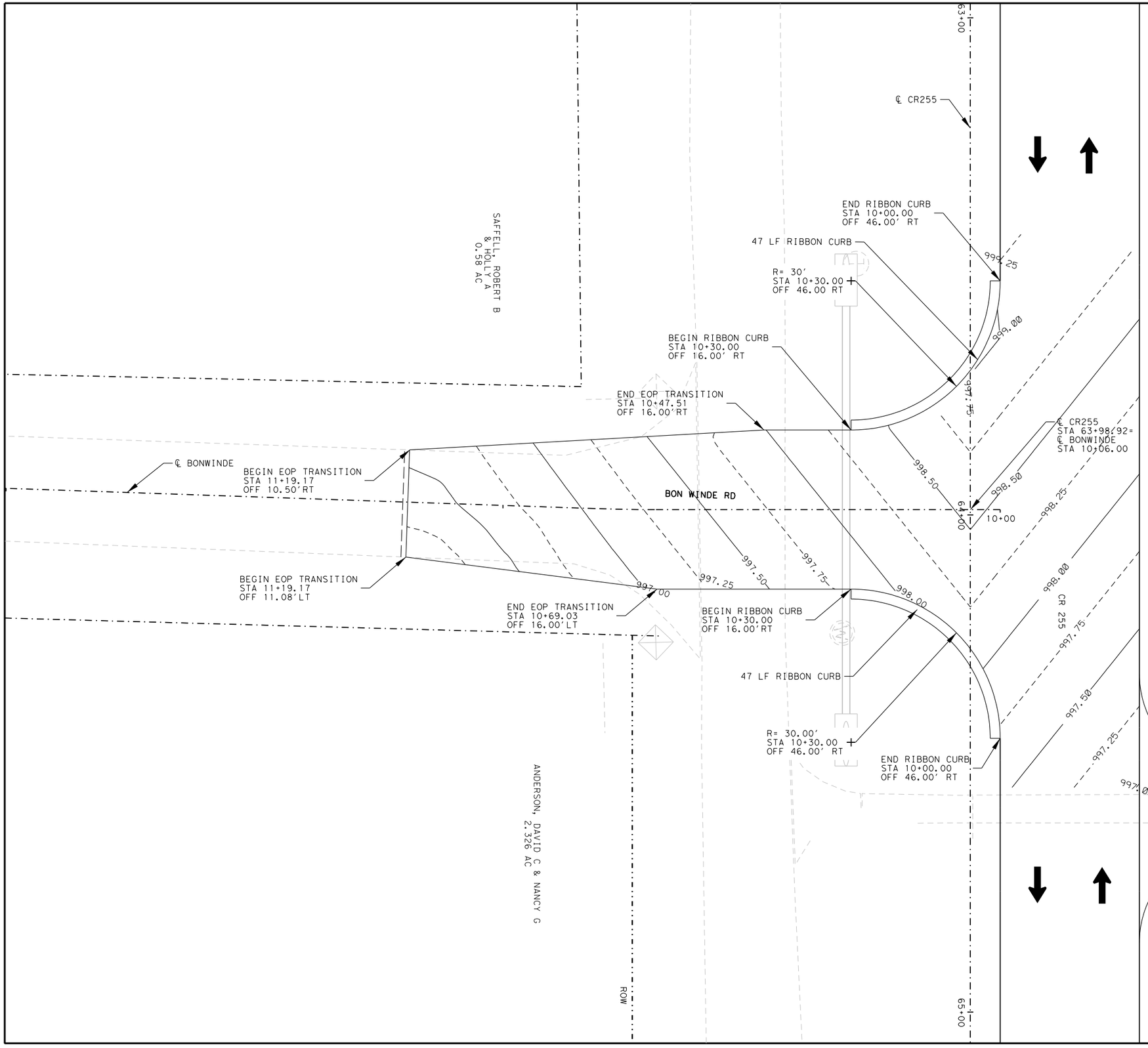
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
INTERSECTION DETAILS
CR 255 & CR 254

SHEET 1 OF 1

DESIGNED: ____	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ____		TEXAS		CR 255
DRAWN: ____	COUNTY			JOB No. / SHEET No.
CHECKED: ____	WILLIAMSON			123

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0 10 20

SCALE: 1" = 20'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OVERHEAD ELECTRIC
- PROPERTY LINE

NOTES:

1. ALL STATION AND OFFSET REFERENCES IN SHEET ARE TO SIDESTREET ALIGNMENT EXCEPT AS NOTED.
2. SEE ROADWAY PLAN & PROFILE SHEETS FOR ROADWAY GEOMETRY.
3. SEE APPLICABLE ROADWAY STANDARD SHEETS FOR ADDITIONAL INFORMATION.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

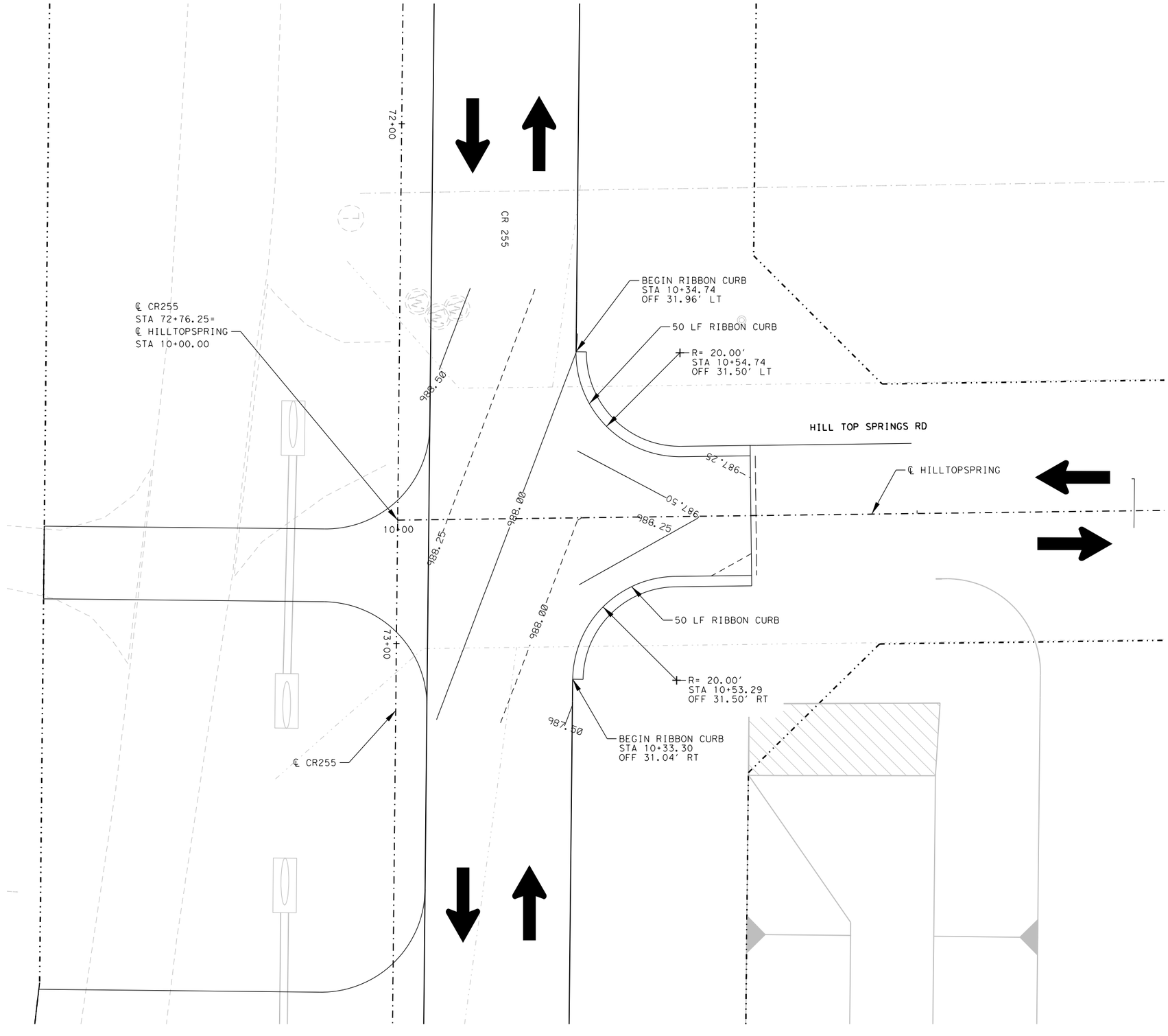
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
INTERSECTION DETAILS
CR 255 & BON WINDE RD

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.	
CHECKED:		TEXAS		CR 255	
DRAWN:	COUNTY			JOB No.	SHEET No.
CHECKED:	WILLIAMSON				124

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0 10 20

SCALE: 1" = 20'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OVERHEAD ELECTRIC
- PROPERTY LINE

NOTES:

1. ALL STATION AND OFFSET REFERENCES IN SHEET ARE TO SIDESTREET ALIGNMENT EXCEPT AS NOTED.
2. SEE ROADWAY PLAN & PROFILE SHEETS FOR ROADWAY GEOMETRY.
3. SEE APPLICABLE ROADWAY STANDARD SHEETS FOR ADDITIONAL INFORMATION.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

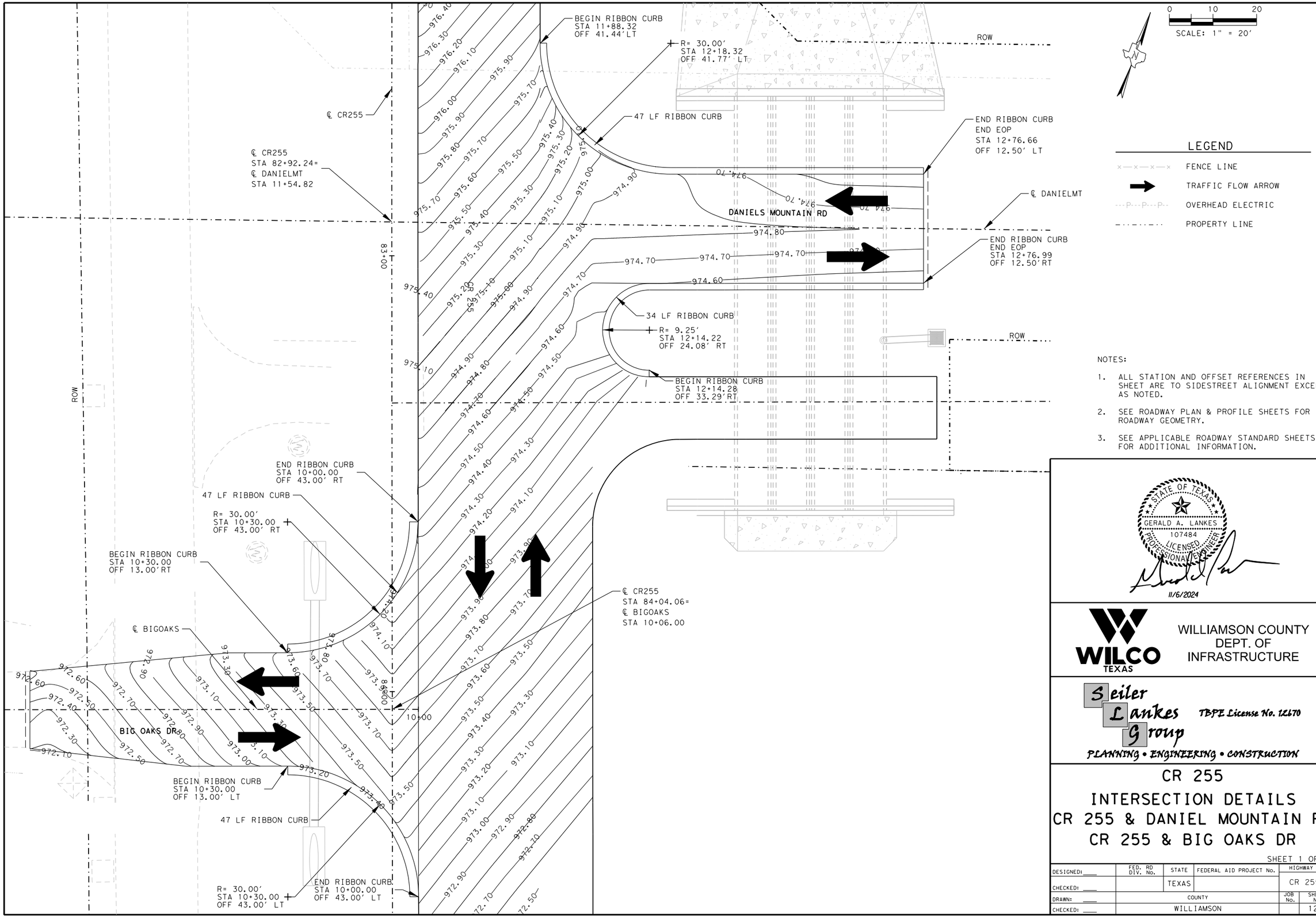
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
INTERSECTION DETAILS
CR 255 &
HILL TOP SPRINGS RD

SHEET 1 OF 1

DESIGNED: ___	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ___		TEXAS		CR 255
DRAWN: ___	COUNTY			JOB No. / SHEET No.
CHECKED: ___	WILLIAMSON			125

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LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OVERHEAD ELECTRIC
- PROPERTY LINE

NOTES:

1. ALL STATION AND OFFSET REFERENCES IN SHEET ARE TO SIDESTREET ALIGNMENT EXCEPT AS NOTED.
2. SEE ROADWAY PLAN & PROFILE SHEETS FOR ROADWAY GEOMETRY.
3. SEE APPLICABLE ROADWAY STANDARD SHEETS FOR ADDITIONAL INFORMATION.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

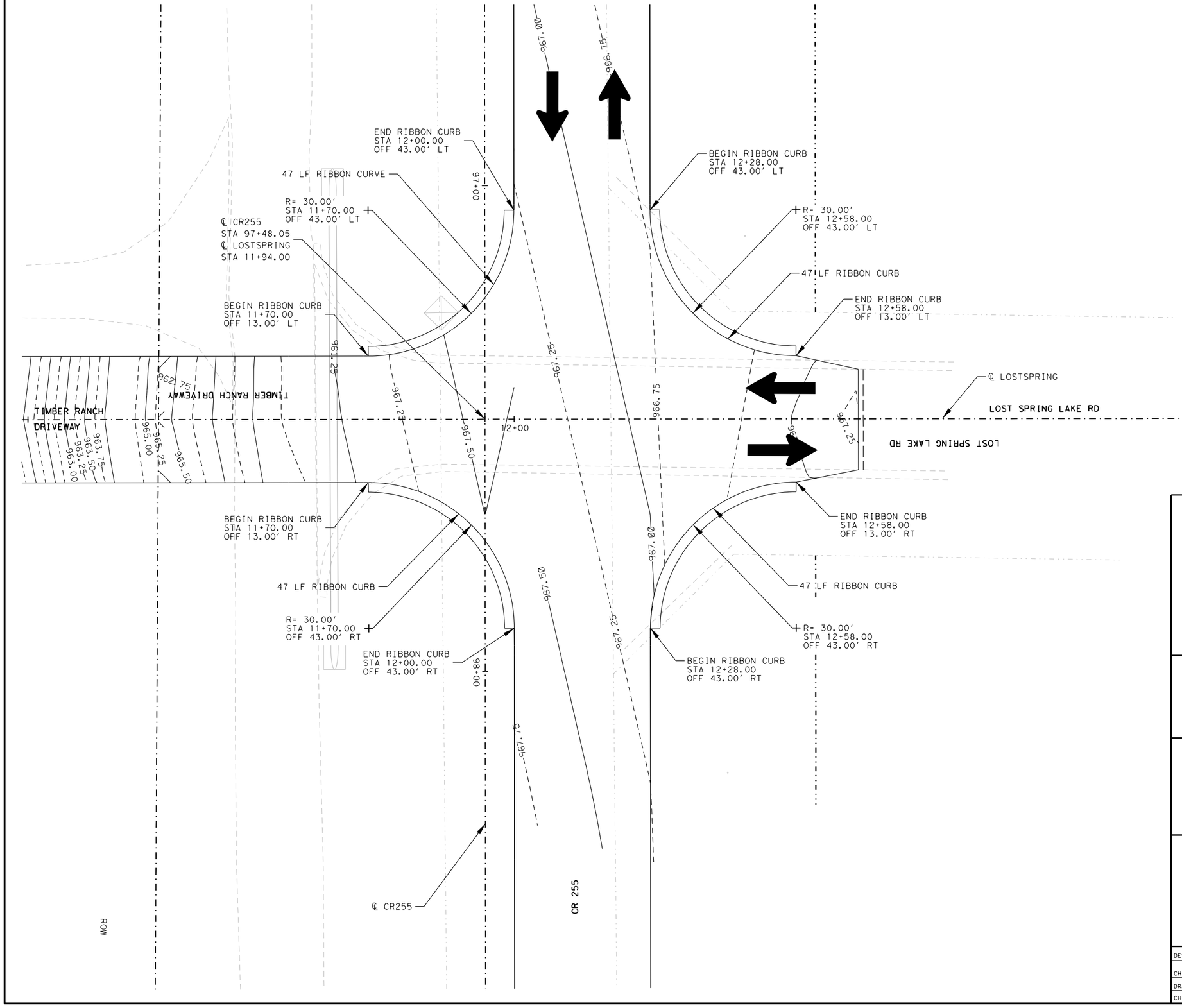
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
INTERSECTION DETAILS
CR 255 & DANIEL MOUNTAIN RD
CR 255 & BIG OAKS DR

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			126

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0 10 20

SCALE: 1" = 20'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OVERHEAD ELECTRIC
- PROPERTY LINE

NOTES:

1. ALL STATION AND OFFSET REFERENCES IN SHEET ARE TO SIDESTREET ALIGNMENT EXCEPT AS NOTED.
2. SEE ROADWAY PLAN & PROFILE SHEETS FOR ROADWAY GEOMETRY.
3. SEE APPLICABLE ROADWAY STANDARD SHEETS FOR ADDITIONAL INFORMATION.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

Seiler Lankes Group
TBPE License No. 12170
PLANNING • ENGINEERING • CONSTRUCTION

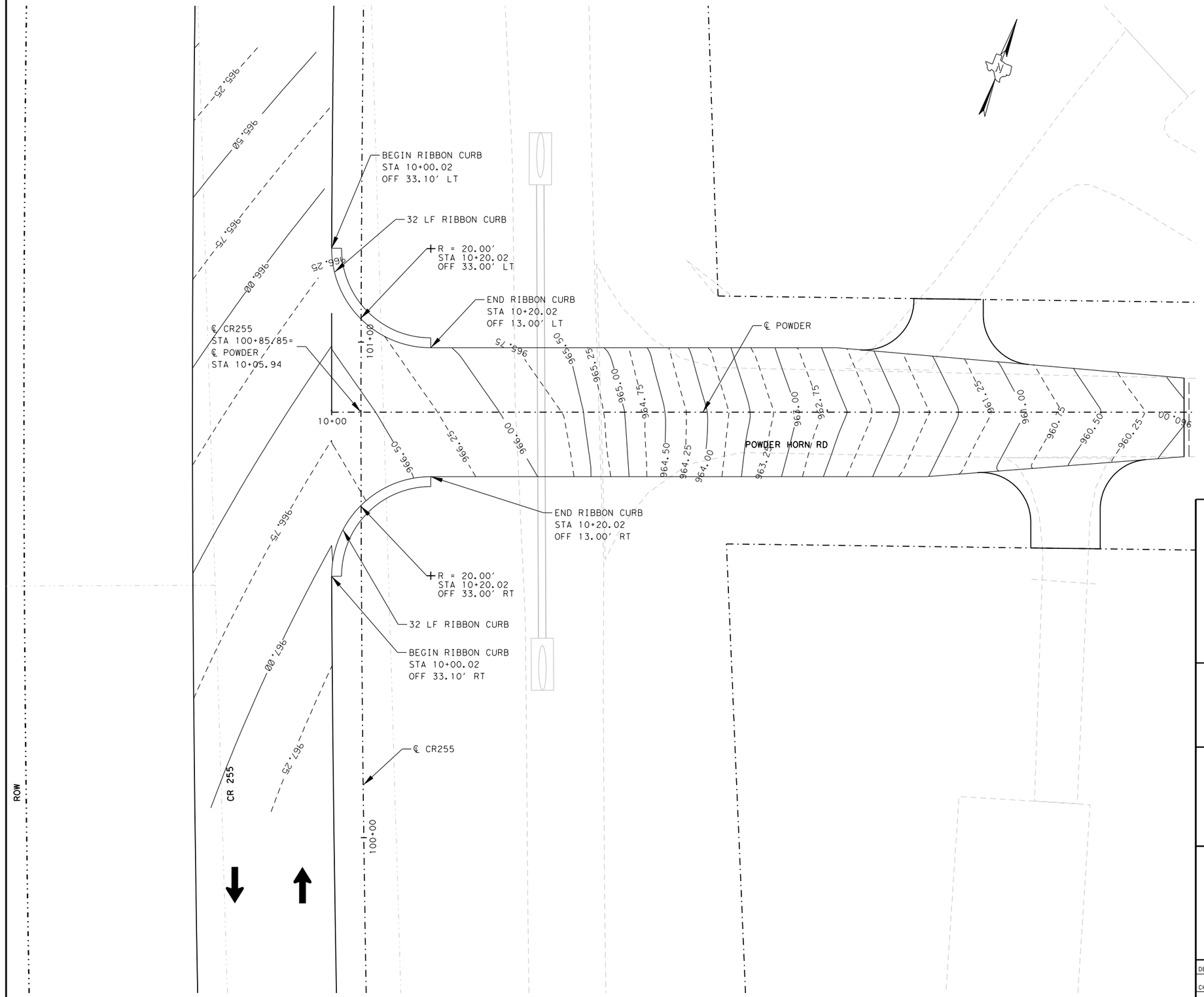
CR 255
INTERSECTION DETAILS
CR 255 & LOST SPRING LAKE RD/ TIMBER RANCH DR

SHEET 1 OF 1

DESIGNED: ___	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ___		TEXAS		CR 255
DRAWN: ___	COUNTY			JOB No. / SHEET No.
CHECKED: ___	WILLIAMSON			127

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60% SUBMITTAL



0 10 20

SCALE: 1" = 20'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OVERHEAD ELECTRIC
- PROPERTY LINE

NOTES:

1. ALL STATION AND OFFSET REFERENCES IN SHEET ARE TO SIDESTREET ALIGNMENT EXCEPT AS NOTED.
2. SEE ROADWAY PLAN & PROFILE SHEETS FOR ROADWAY GEOMETRY.
3. SEE APPLICABLE ROADWAY STANDARD SHEETS FOR ADDITIONAL INFORMATION.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

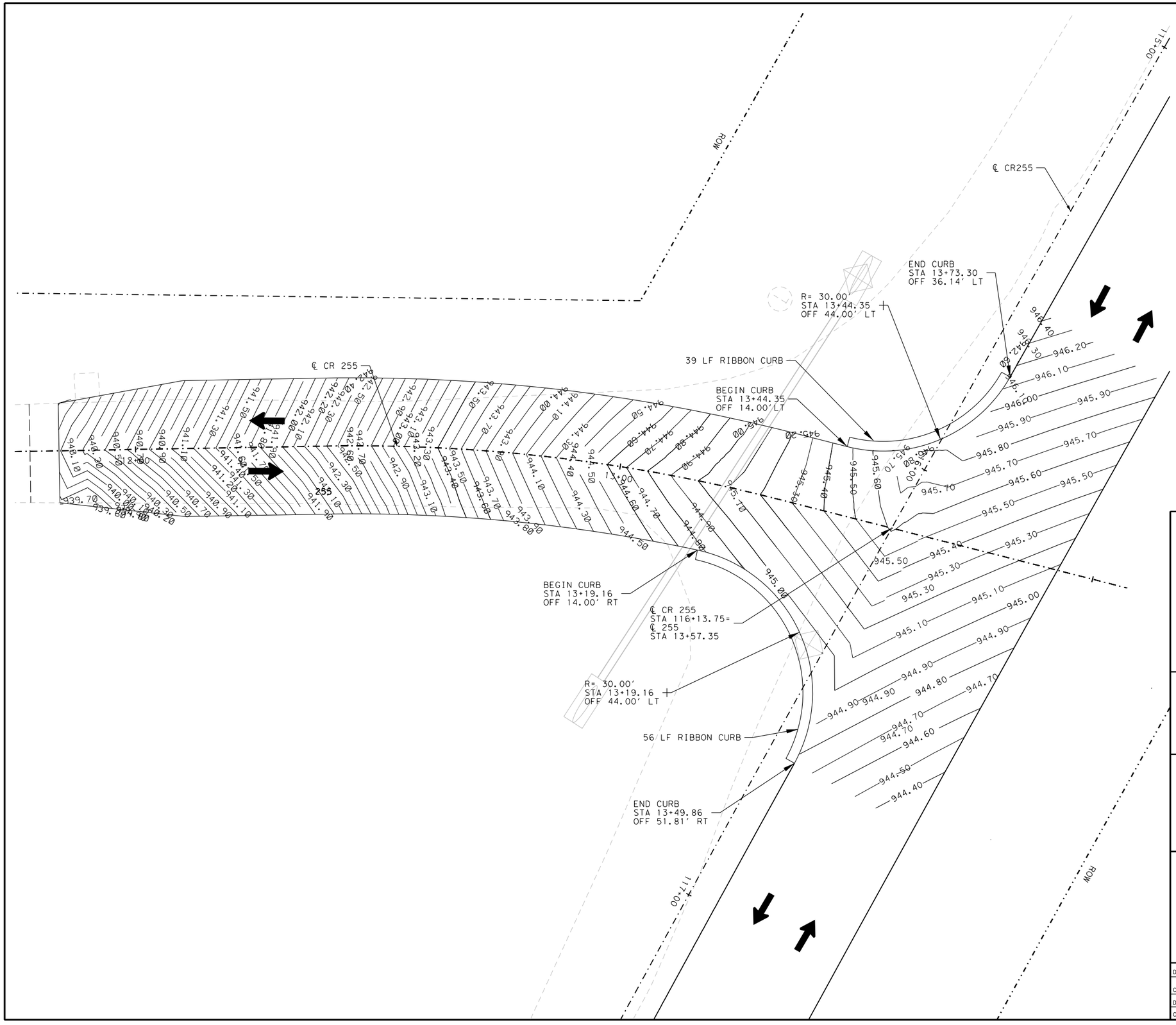
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
INTERSECTION DETAILS
POWDER HORN RD

SHEET 1 OF 1

DESIGNED: ___	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ___		TEXAS		CR 255
DRAWN: ___	COUNTY			JOB No. / SHEET No.
CHECKED: ___	WILLIAMSON			128

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NOTES:

1. ALL STATION AND OFFSET REFERENCES IN SHEET ARE TO SIDESTREET ALIGNMENT EXCEPT AS NOTED.
2. SEE ROADWAY PLAN & PROFILE SHEETS FOR ROADWAY GEOMETRY.
3. SEE APPLICABLE ROADWAY STANDARD SHEETS FOR ADDITIONAL INFORMATION.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

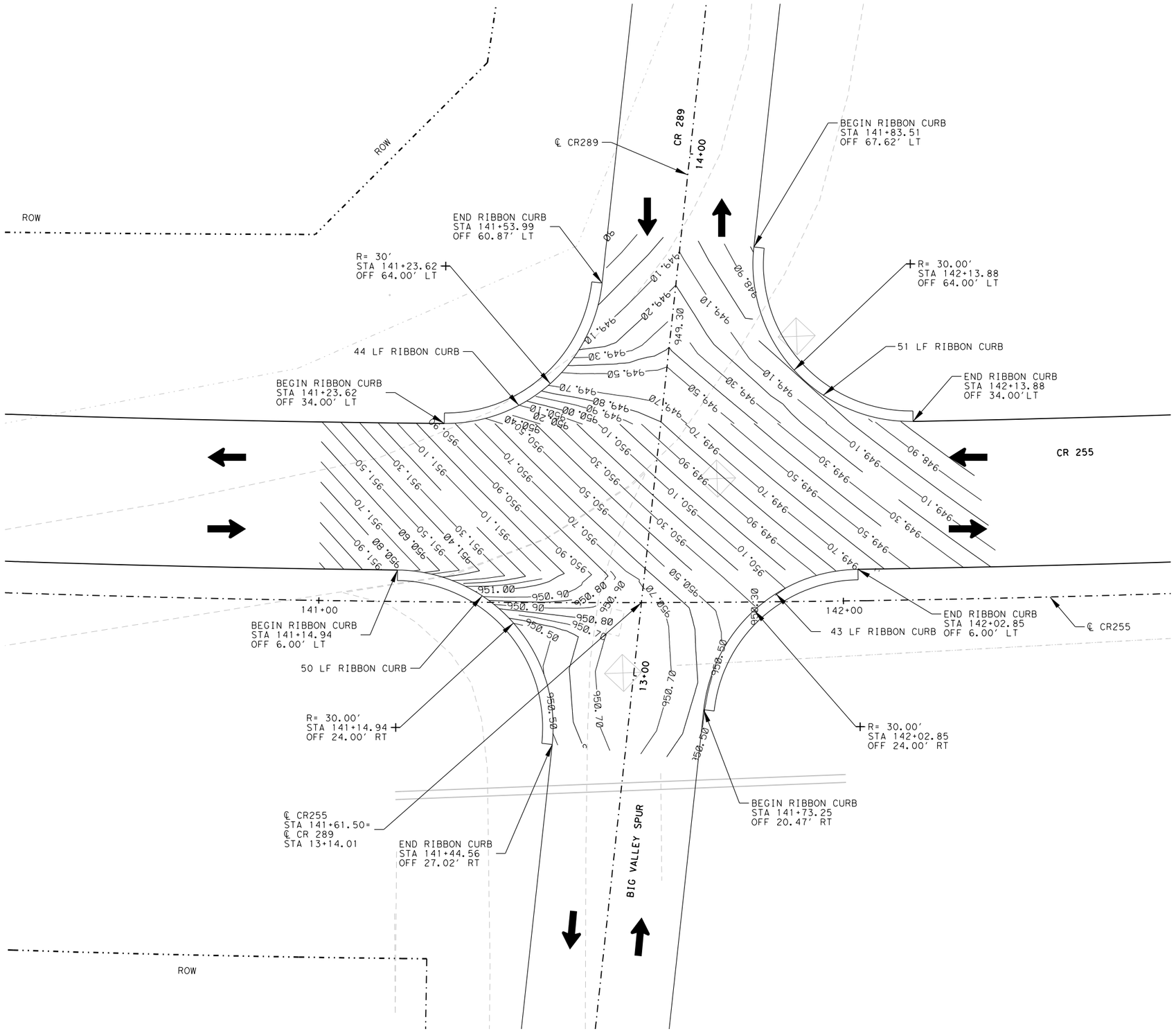
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
INTERSECTION DETAILS
CR 255 & 255

SHEET 1 OF 1

DESIGNED: ___	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED: ___		TEXAS		CR 255
DRAWN: ___	COUNTY			JOB No. / SHEET No.
CHECKED: ___	WILLIAMSON			129

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0 10 20

SCALE: 1" = 20'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OVERHEAD ELECTRIC
- PROPERTY LINE

NOTES:

1. ALL STATION AND OFFSET REFERENCES IN SHEET ARE TO ALIGNMENT CR255 EXCEPT AS NOTED.
2. SEE ROADWAY PLAN & PROFILE SHEETS FOR ROADWAY GEOMETRY.
3. SEE APPLICABLE ROADWAY STANDARD SHEETS FOR ADDITIONAL INFORMATION.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

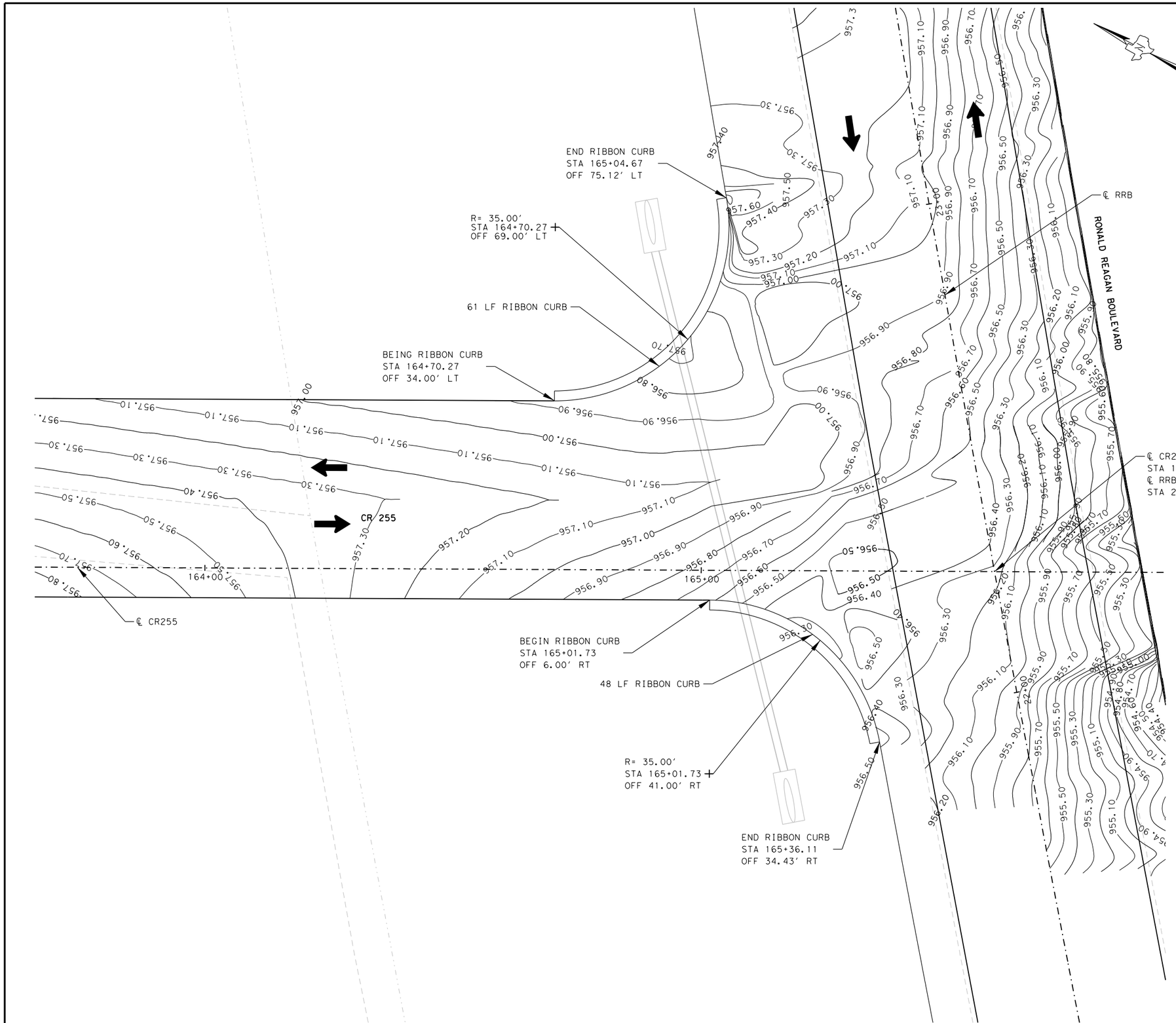
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
INTERSECTION DETAILS
CR 255 & CR 289

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			130

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0 10 20

SCALE: 1" = 20'

LEGEND

- FENCE LINE
- TRAFFIC FLOW ARROW
- OVERHEAD ELECTRIC
- PROPERTY LINE

NOTES:

1. ALL STATION AND OFFSET REFERENCES IN SHEET ARE TO ALIGNMENT CR255 EXCEPT AS NOTED.
2. SEE ROADWAY PLAN & PROFILE SHEETS FOR ROADWAY GEOMETRY.
3. SEE APPLICABLE ROADWAY STANDARD SHEETS FOR ADDITIONAL INFORMATION.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
INTERSECTION DETAILS
CR 255 & RONALD REAGAN

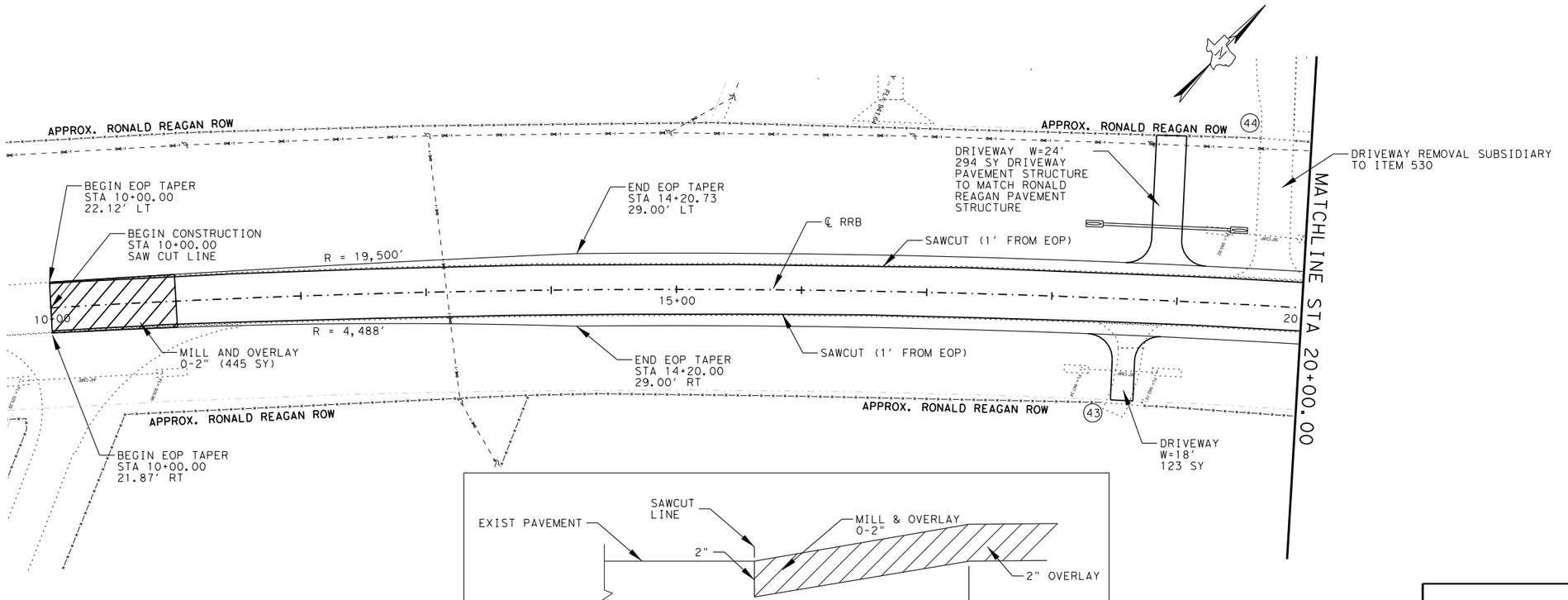
SHEET 1 OF 1

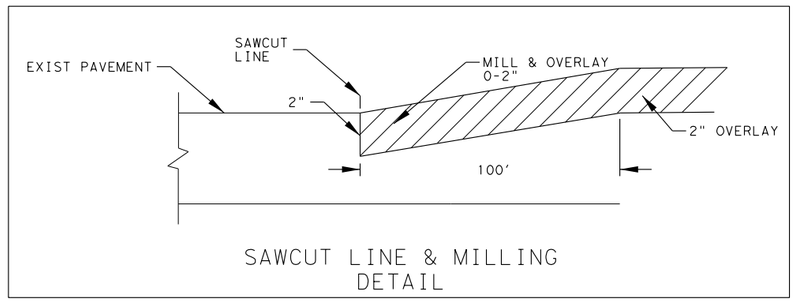
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CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			131

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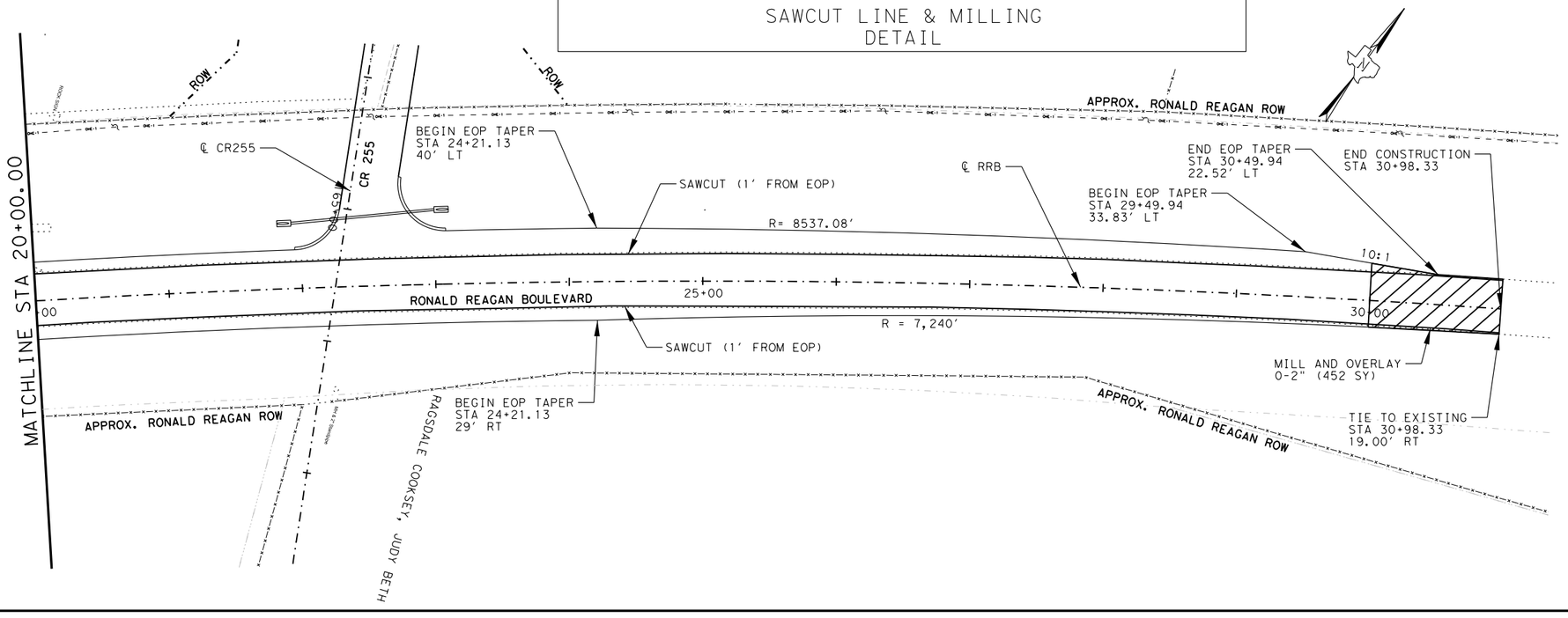
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SCALE: 1" = 100'





SAWCUT LINE & MILLING
DETAIL



STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
RONALD REAGAN
ROADWAY DETAILS
BEGIN TO END

SHEET 1 OF 1

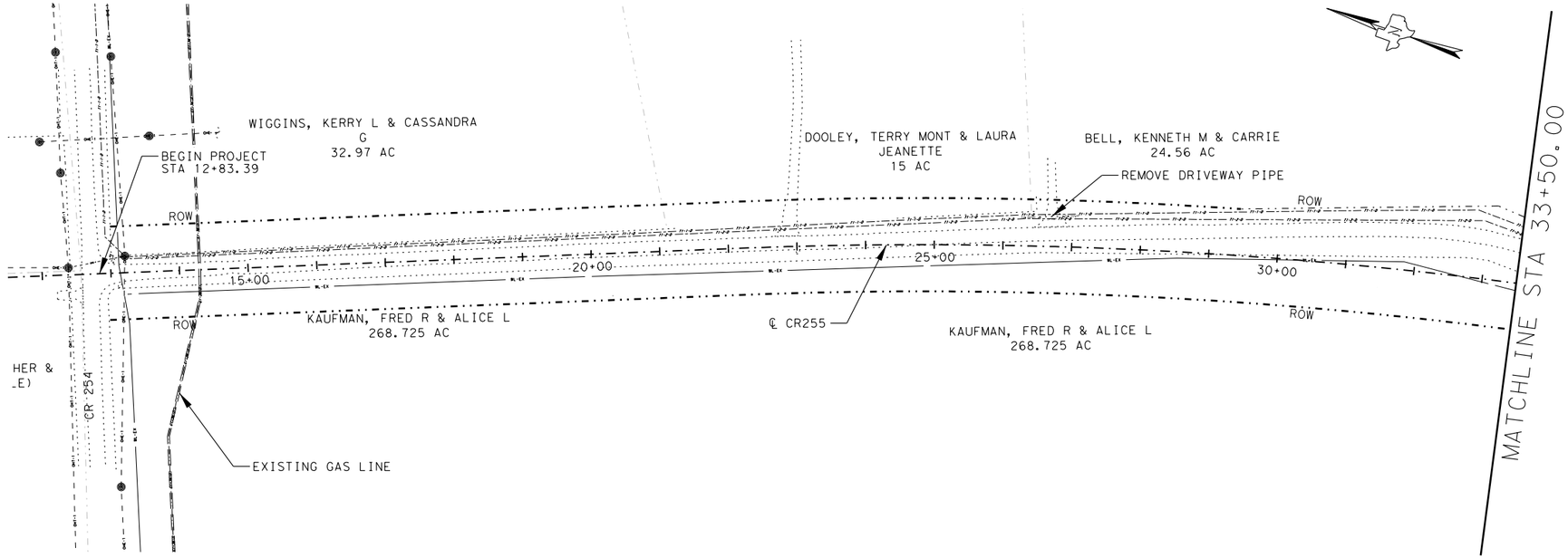
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CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			132

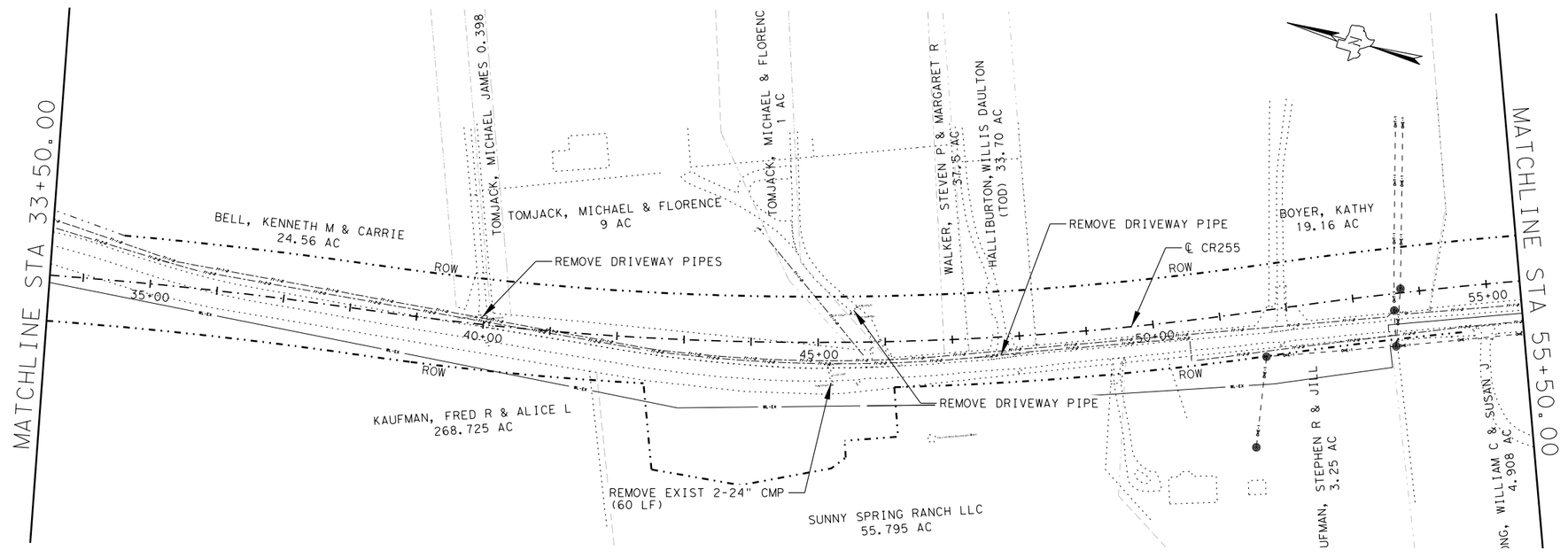
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DATE: 11/6/2024 2:10
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0 100 200

SCALE: 1" =200'

LEGEND





STATE OF TEXAS
GERALD A. LANKES
107484
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11/6/2024

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PLANNING • ENGINEERING • CONSTRUCTION

CR 255
REMOVALS PLAN
BEGINNING TO STA 55+50.00

SHEET 1 OF 3

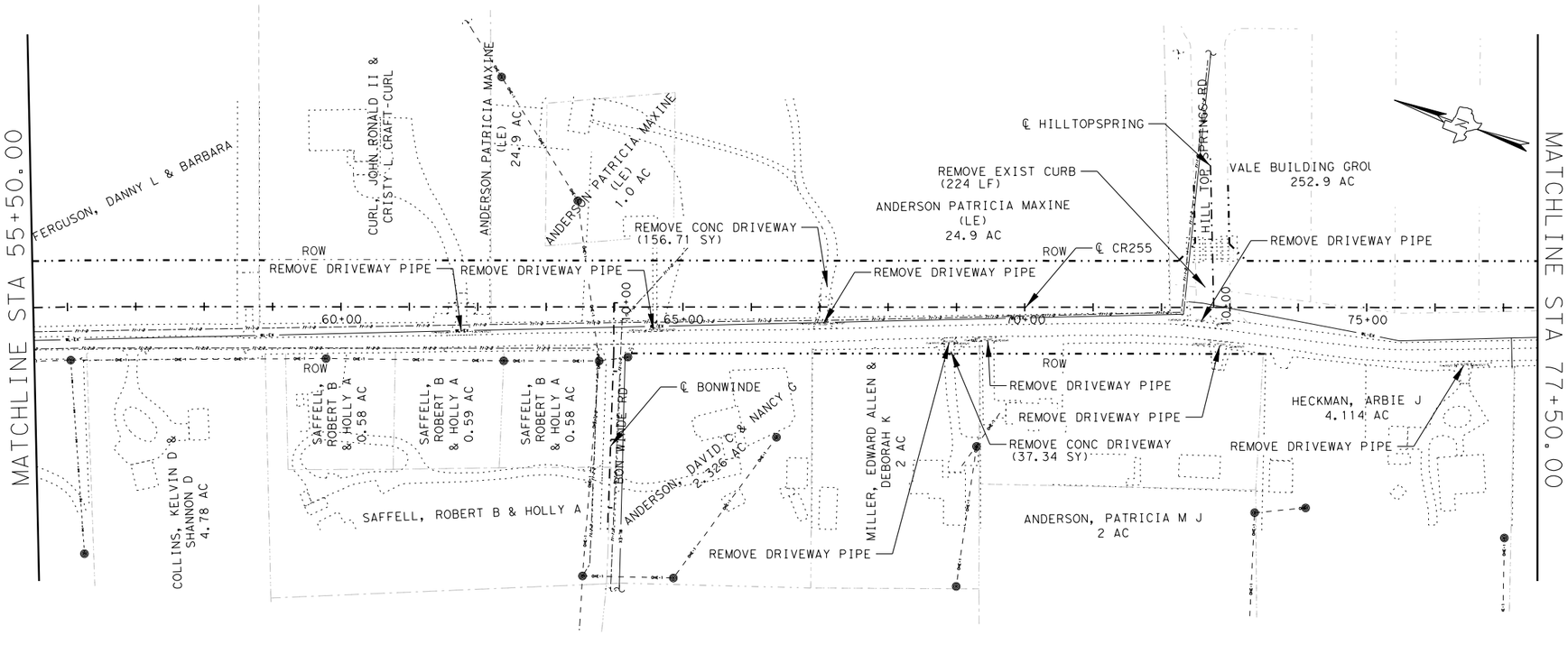
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CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			133

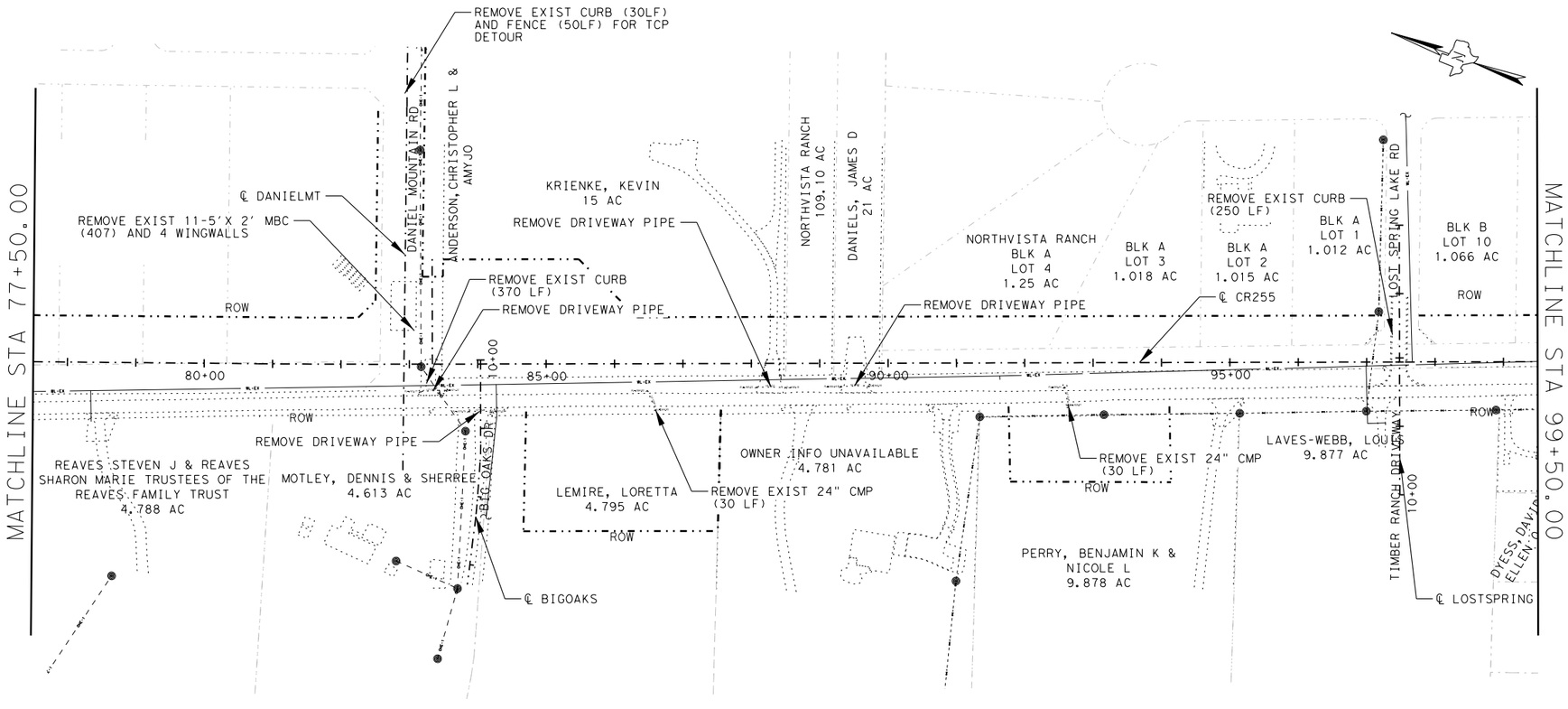
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2:10

0 100 200

SCALE: 1" =200'

LEGEND





STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

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CR 255
REMOVALS PLAN
STA 55+50.00 TO STA 99+50.00

SHEET 2 OF 3

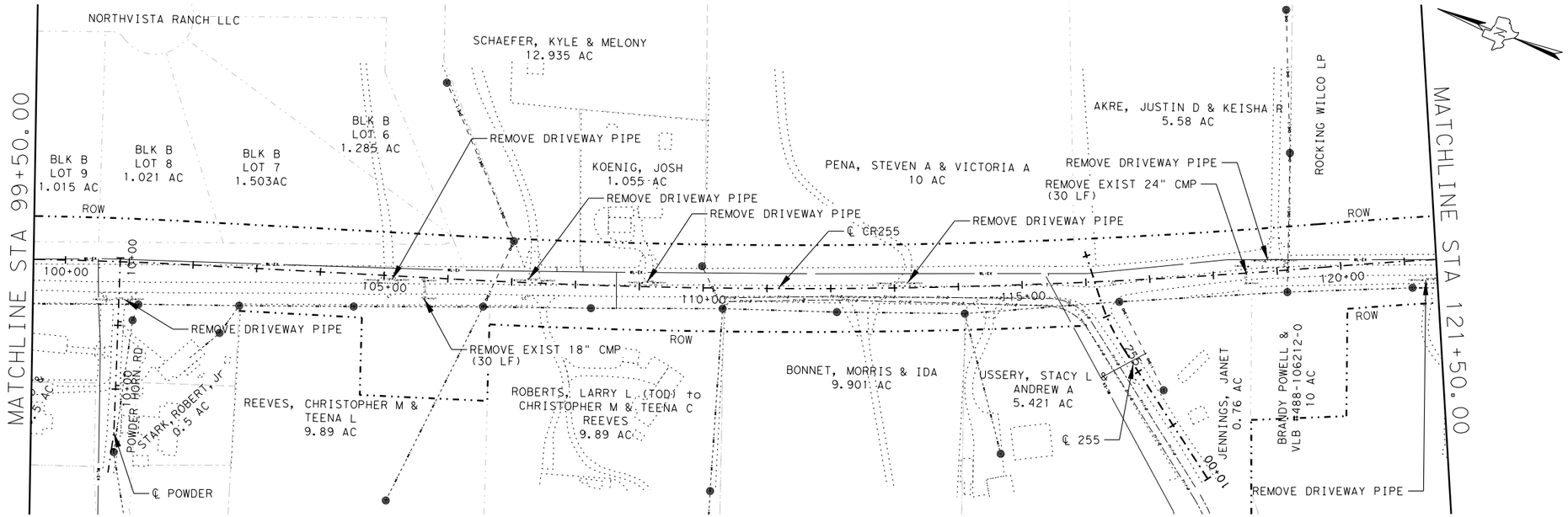
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CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			134

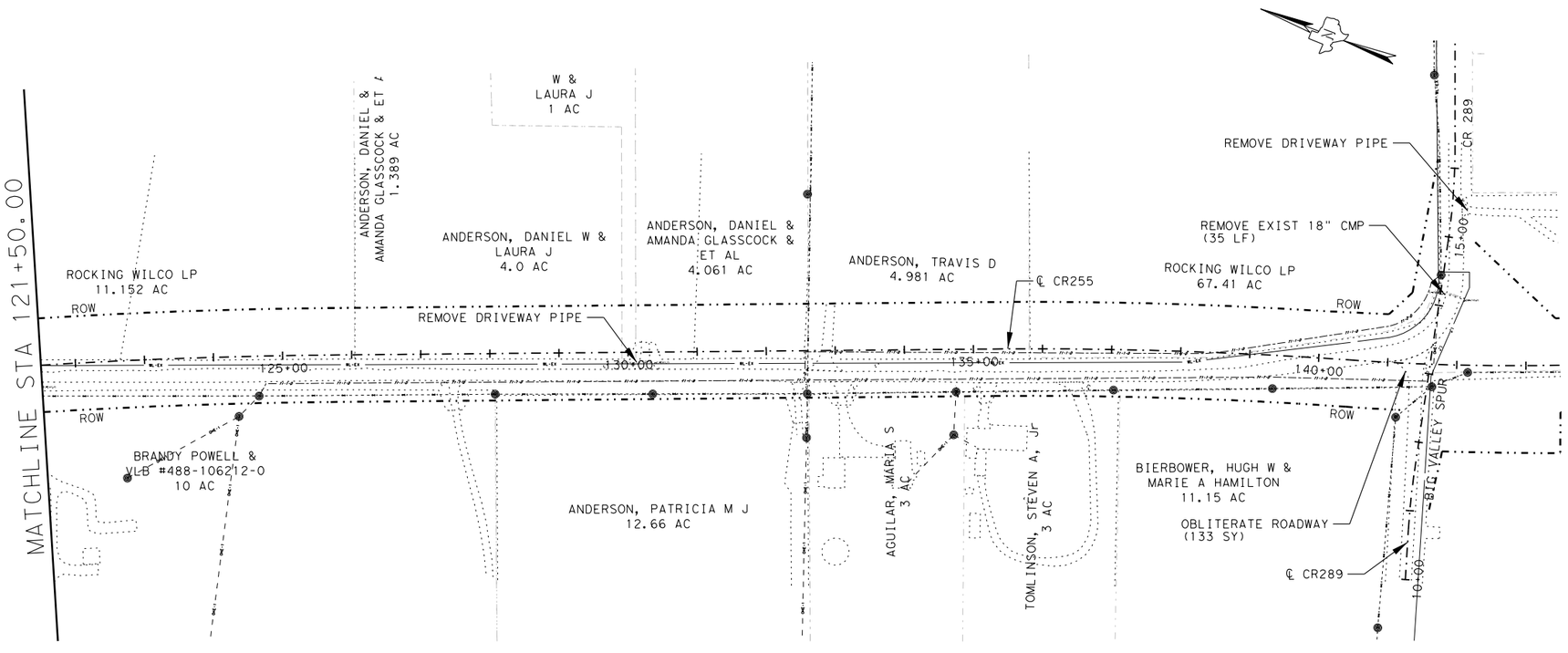
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DATE: 11/6/2024 2:10
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0 100 200

SCALE: 1" =200'

LEGEND





STATE OF TEXAS
GERALD A. LANKES
107484
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11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

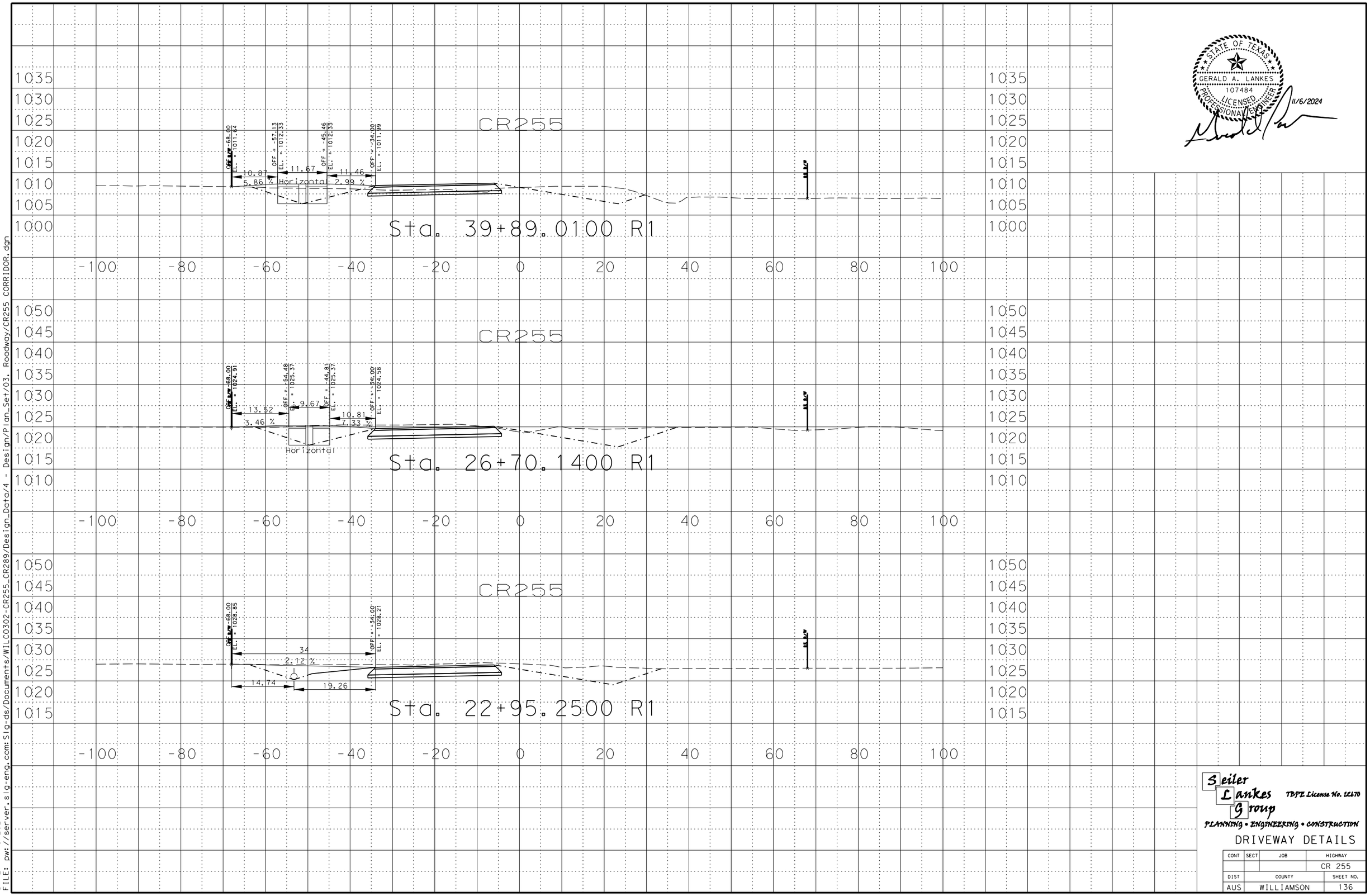
Seiler Lankes Group
TBPE License No. 12670
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CR 255
REMOVALS PLAN
STA 99+50.00 TO
STA 143+50.00

SHEET 3 OF 3

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			135

USER: korahoske
DATE: 11/6/2024 2:10
SCRIPT: pw://server.sllgeng.com:Sllg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Miscellaneous/CR255.jpkt.pen
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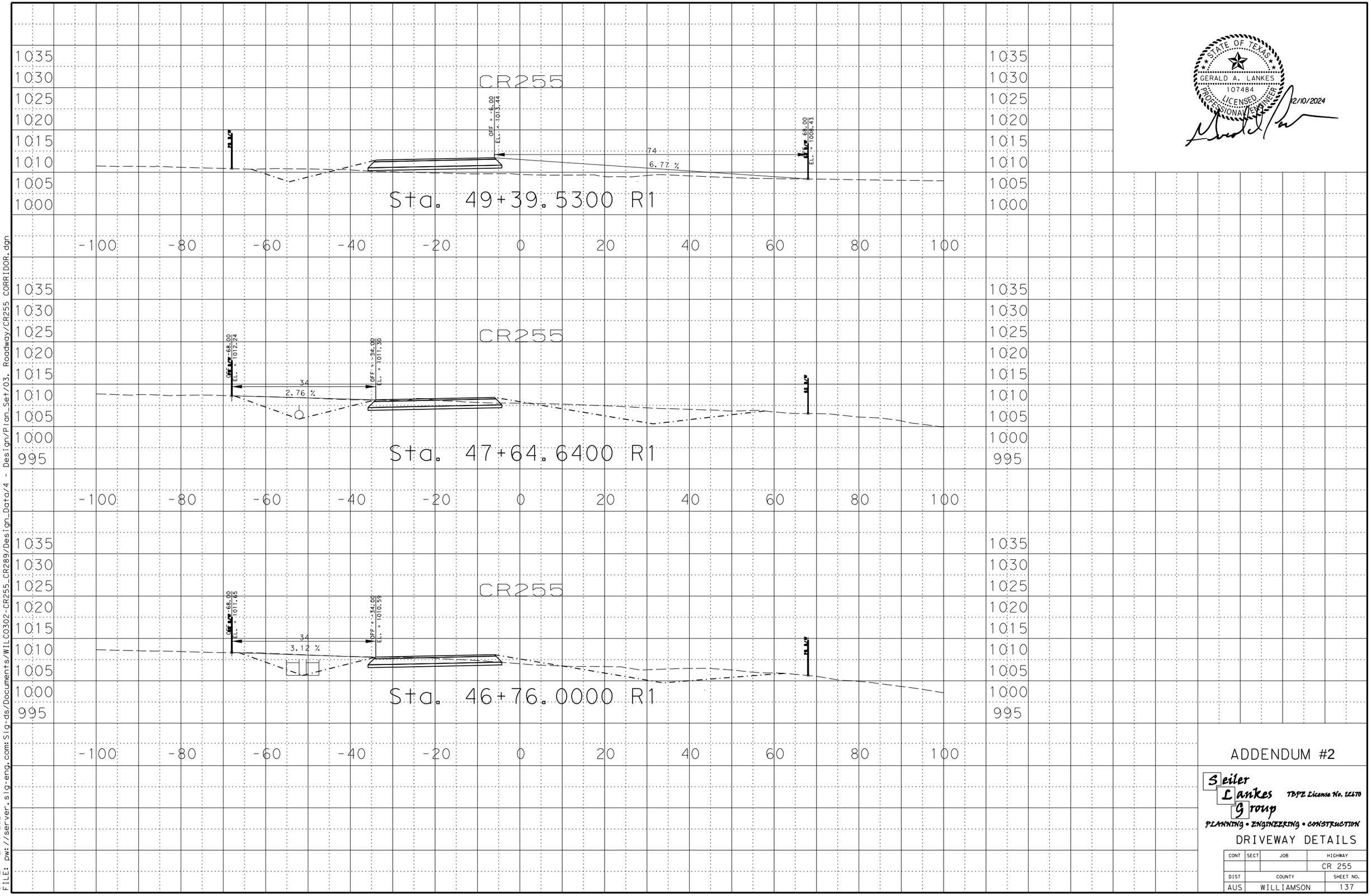
GERALD A. LANKES
107484
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STATE OF TEXAS
11/6/2024

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DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		136

DATE: 11/6/2024 2:10
FILE: pw://server.slg-eng.com:Slg-ds/Documents/WILC0302-CR255_CR289/Design_Data/4 - Design/Plan_Set/03. Roadway/CR255 CORRIDOR.dgn



STATE OF TEXAS
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12/10/2024

ADDENDUM #2

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DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		137

DATE: 12/10/2024 4:32
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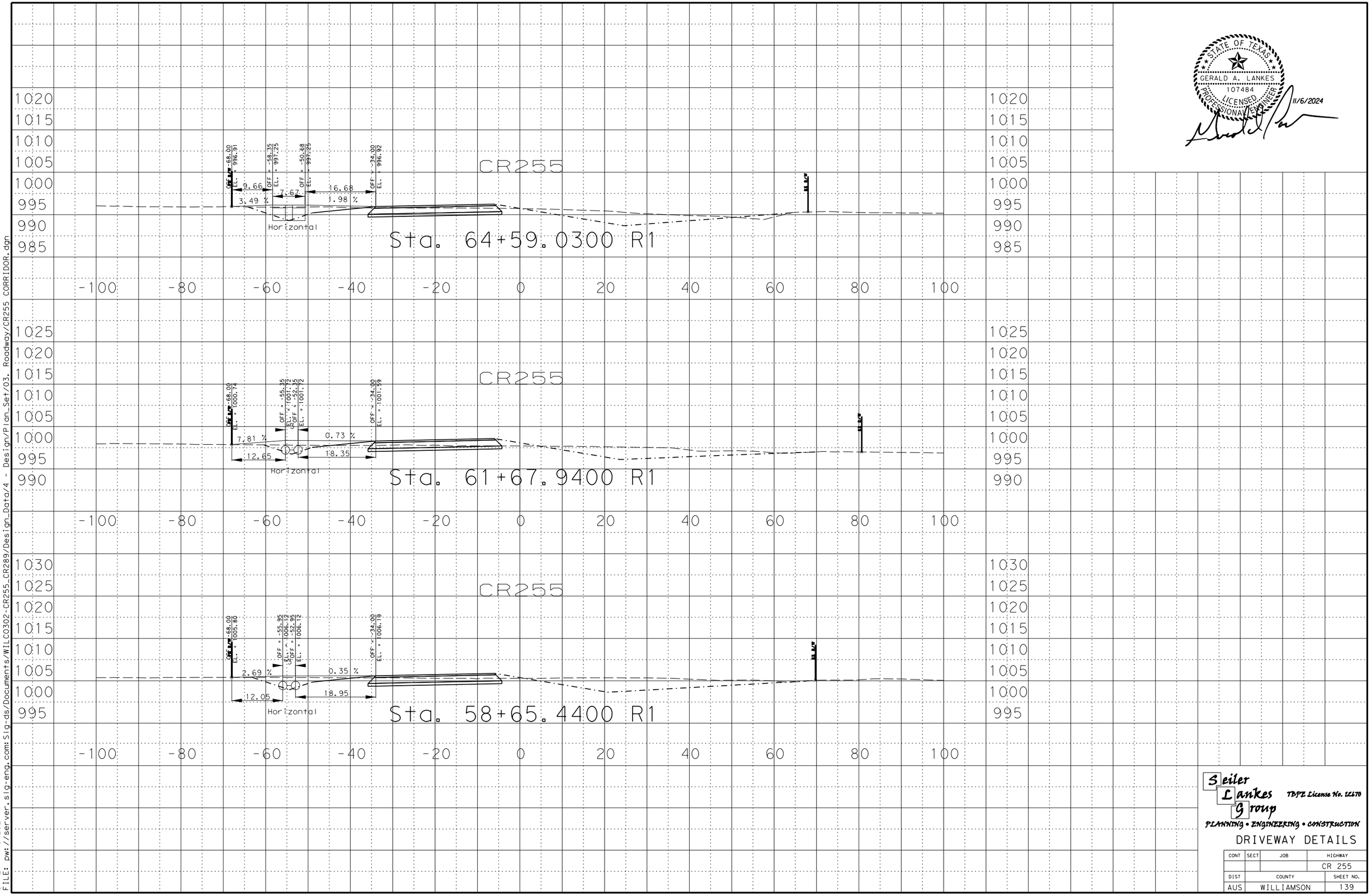
STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

Seiler Lankes Group
TBPE License No. 12170
PLANNING • ENGINEERING • CONSTRUCTION

DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		138

DATE: 11/6/2024 2:10
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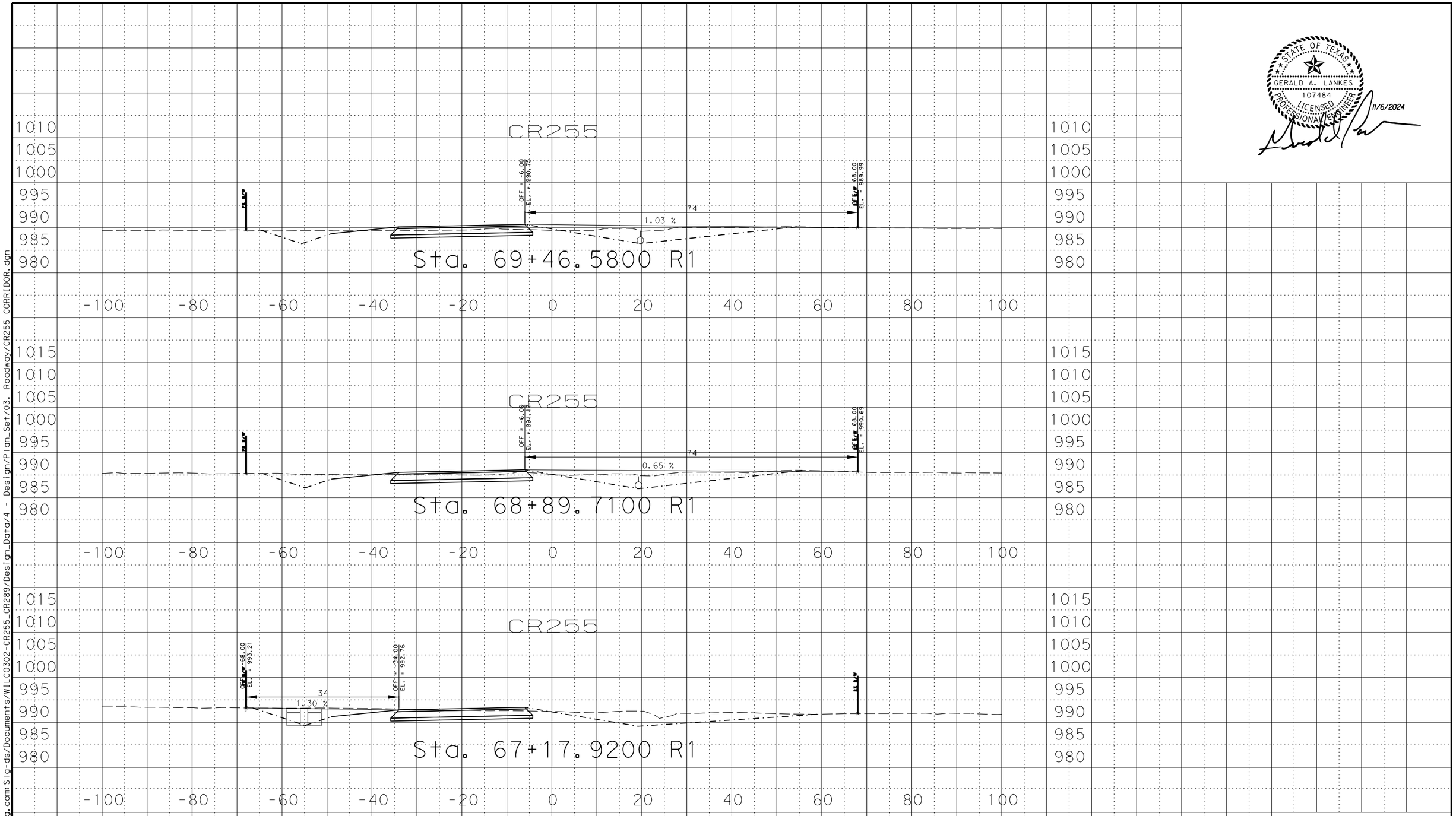
GERALD A. LANKES
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STATE OF TEXAS
11/6/2024

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DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		139

DATE: 11/6/2024 2:10
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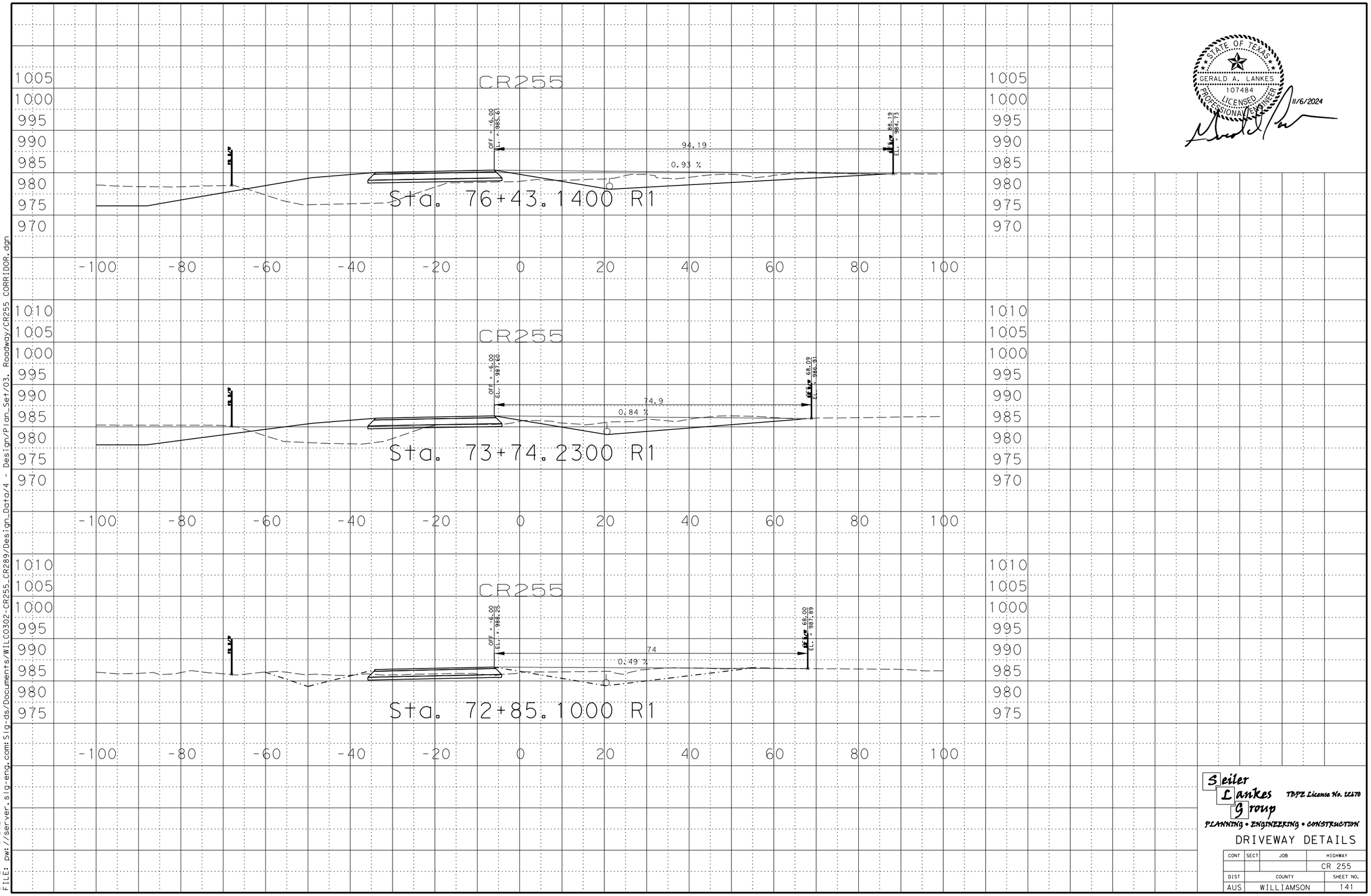
STATE OF TEXAS
GERALD A. LANKES
107484
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11/6/2024

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DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		140

DATE: 11/6/2024 2:10
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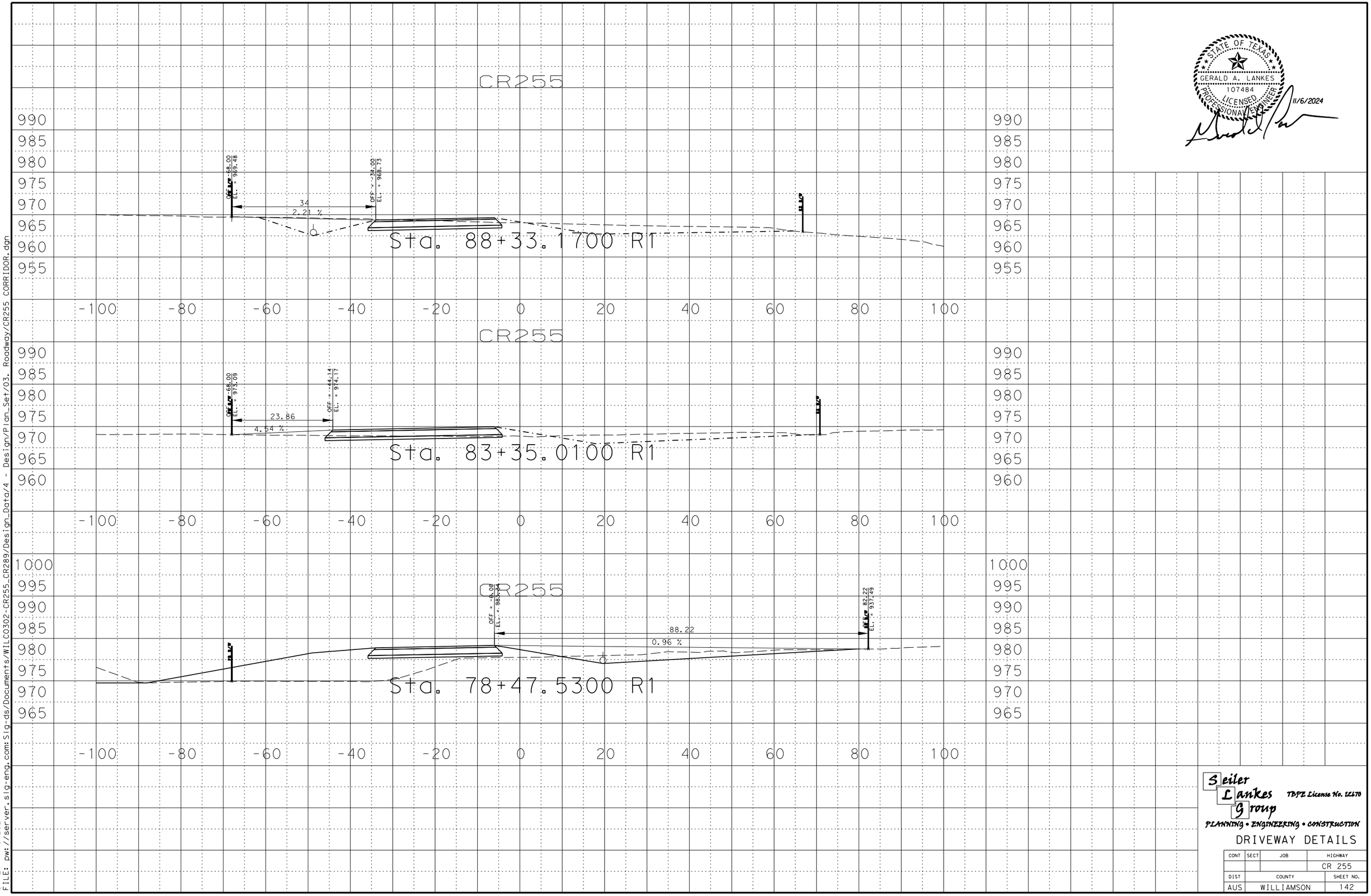
STATE OF TEXAS
GERALD A. LANKES
107484
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PROFESSIONAL ENGINEER
11/6/2024

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DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		141

DATE: 11/6/2024 2:10
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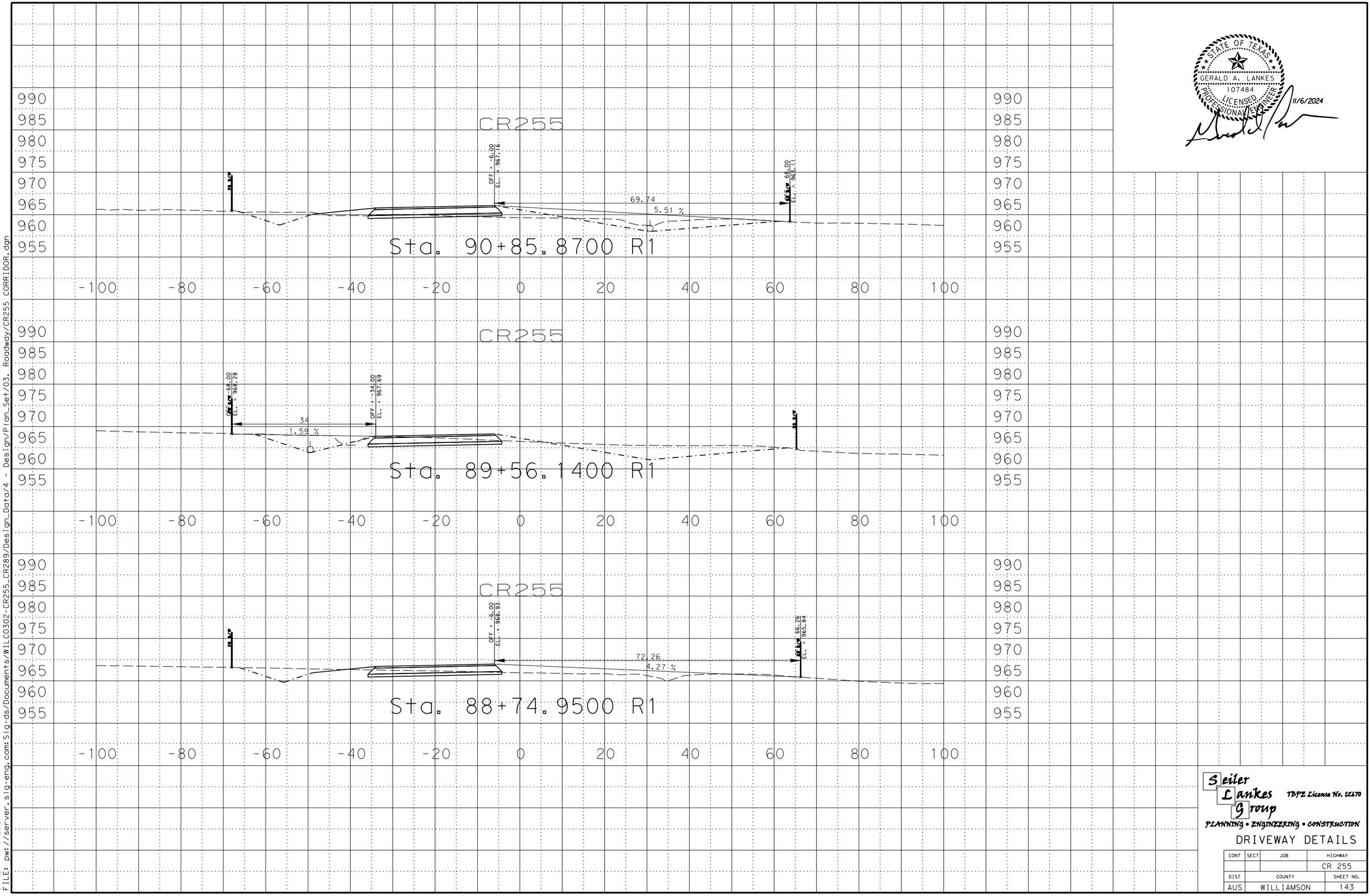
STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

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DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		142

DATE: 11/6/2024 2:10
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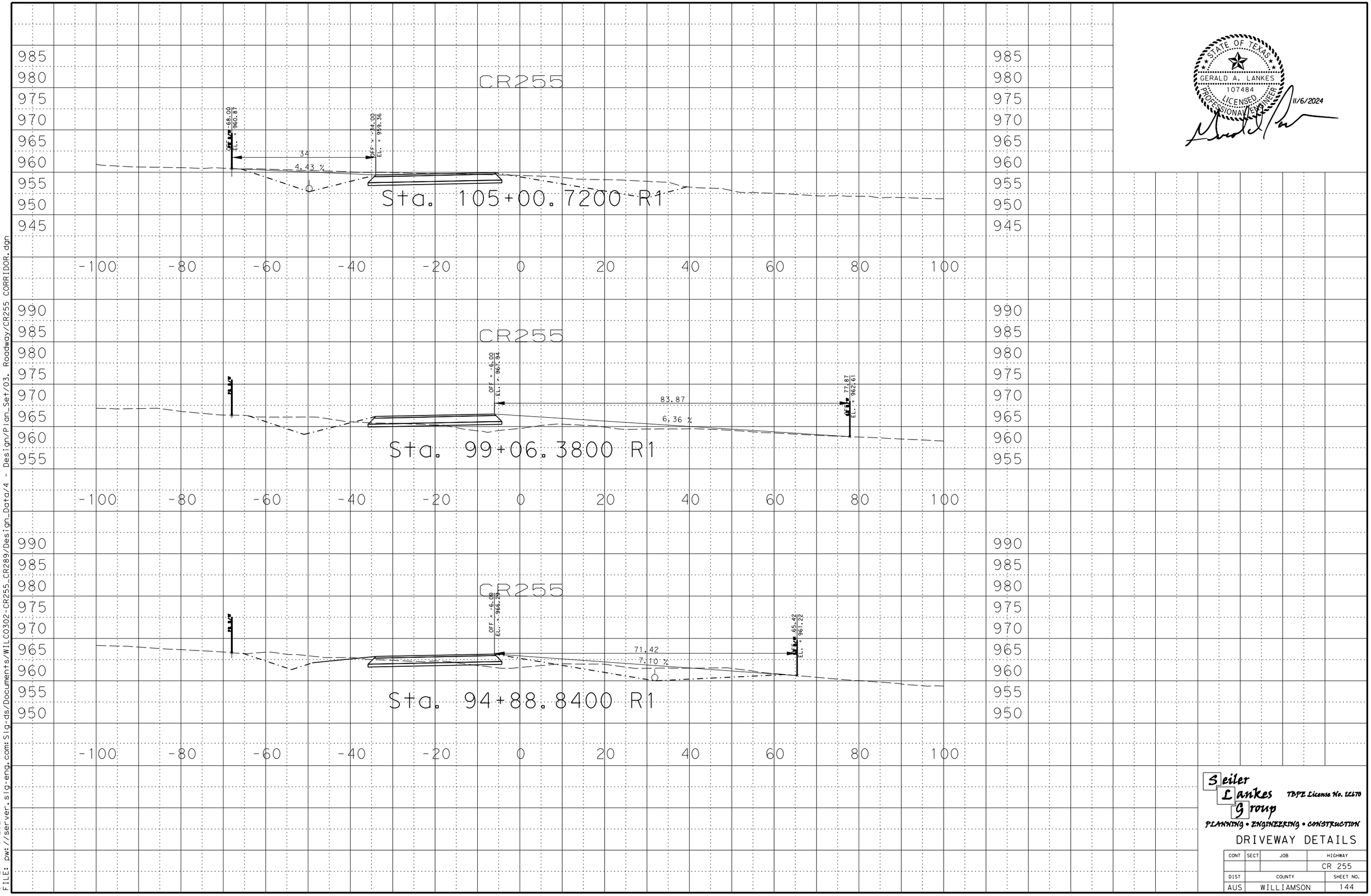
STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

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DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		143

DATE: 11/6/2024 2:10
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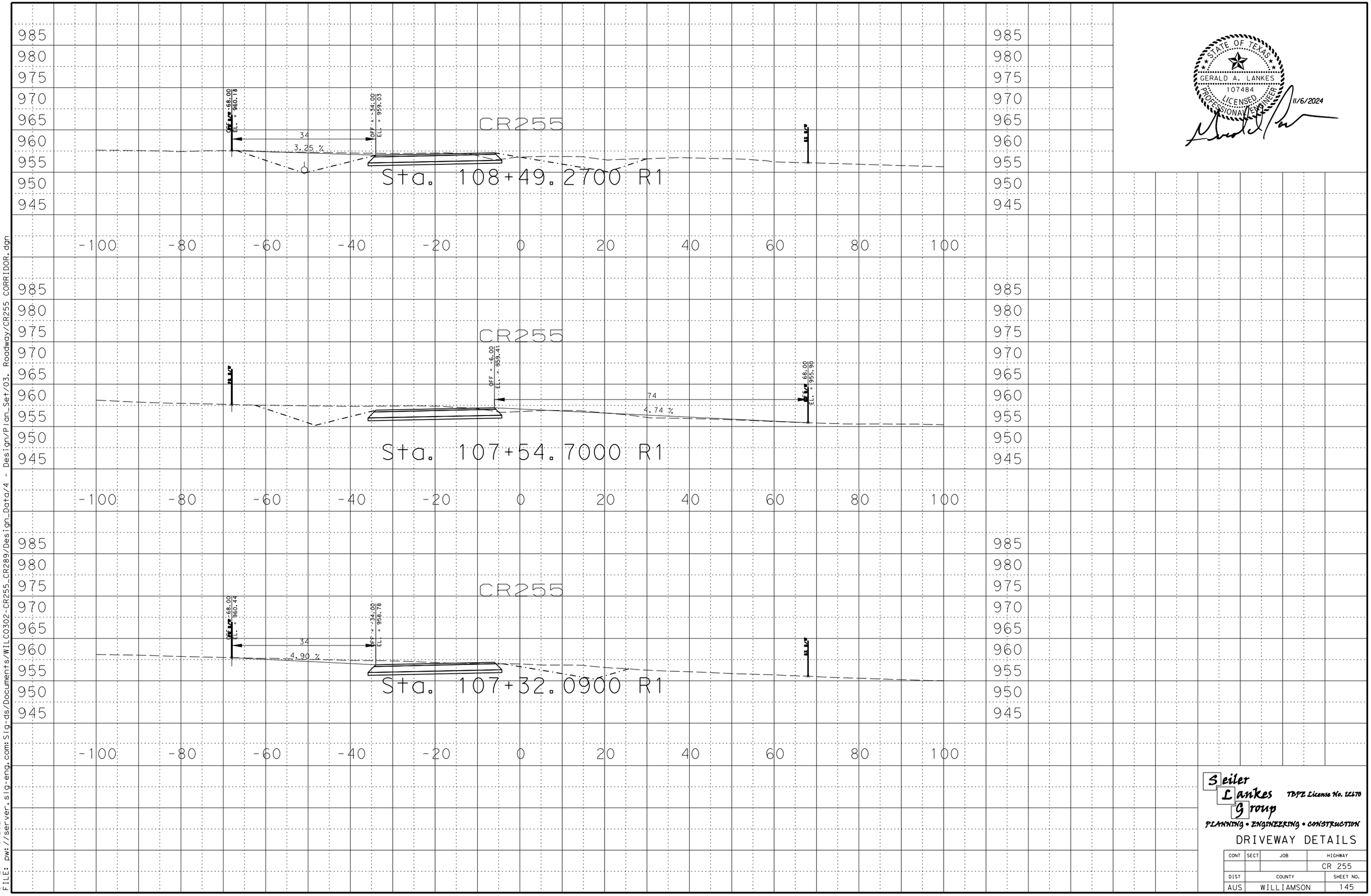
STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

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DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		144

DATE: 11/6/2024 2:10
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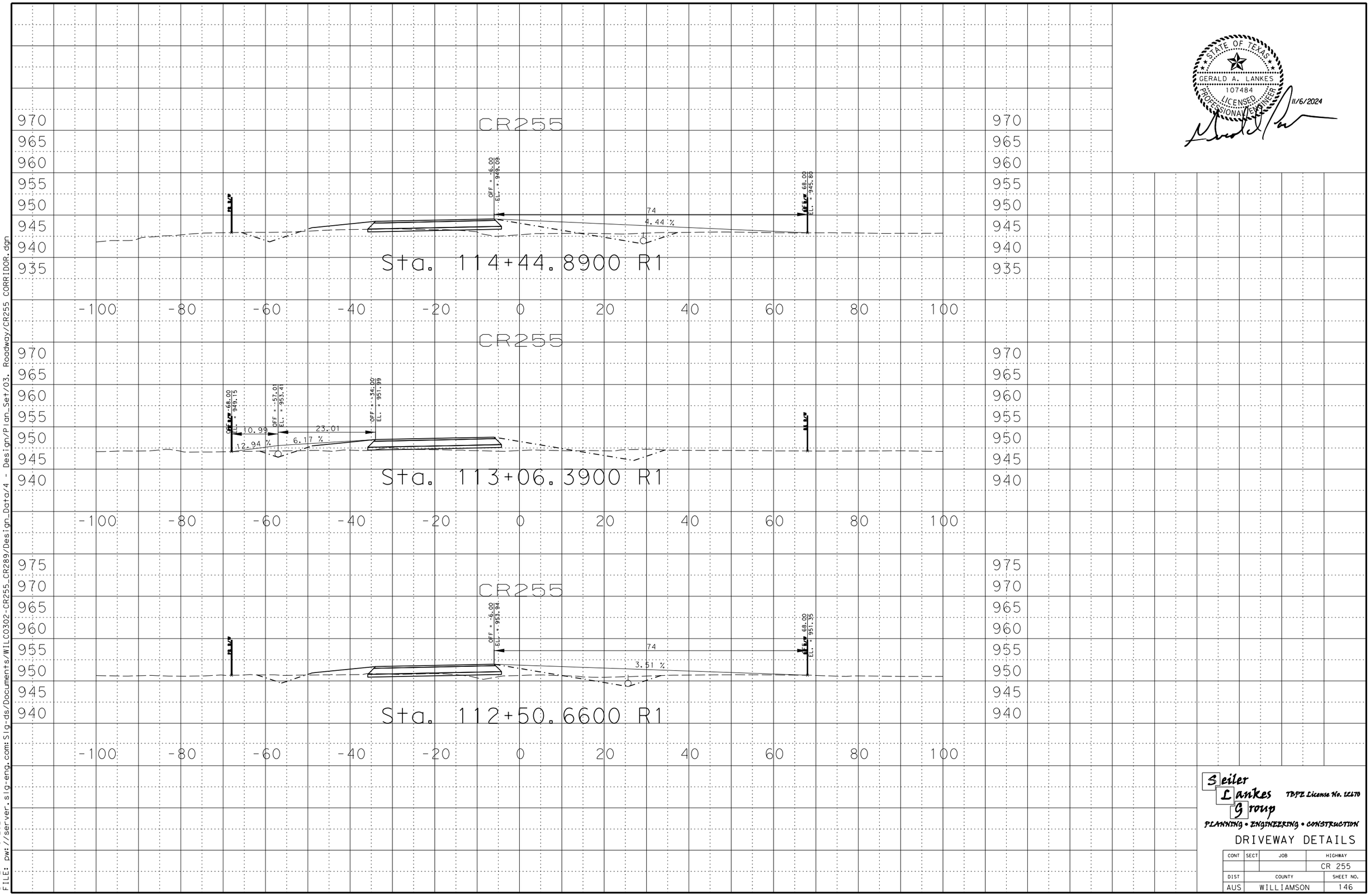
STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

DATE: 11/6/2024 2:10
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Seiler Lankes Group TBPE License No. 12470
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DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		145



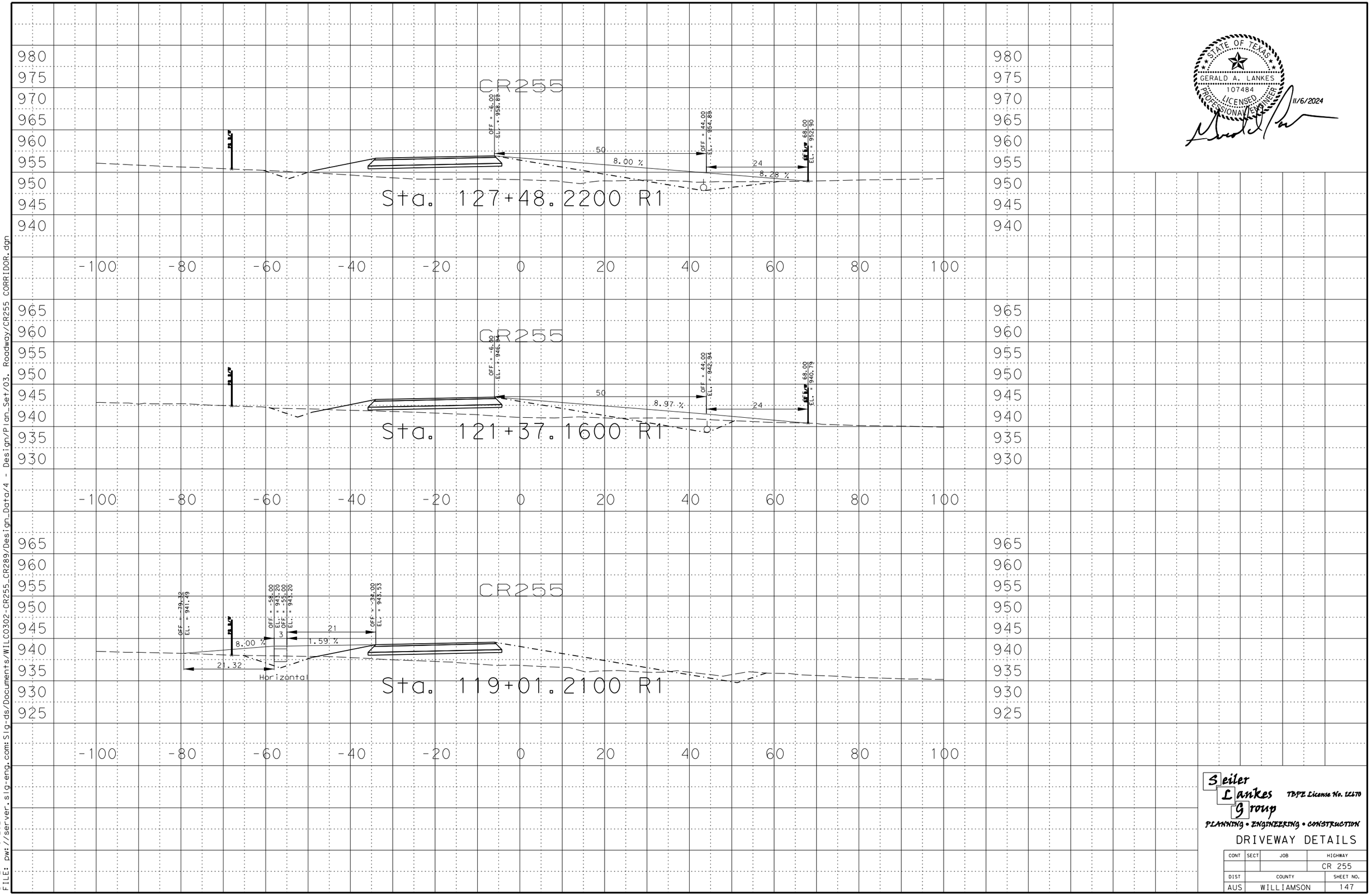
STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

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TBPE License No. 12170
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DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		146

DATE: 11/6/2024 2:10
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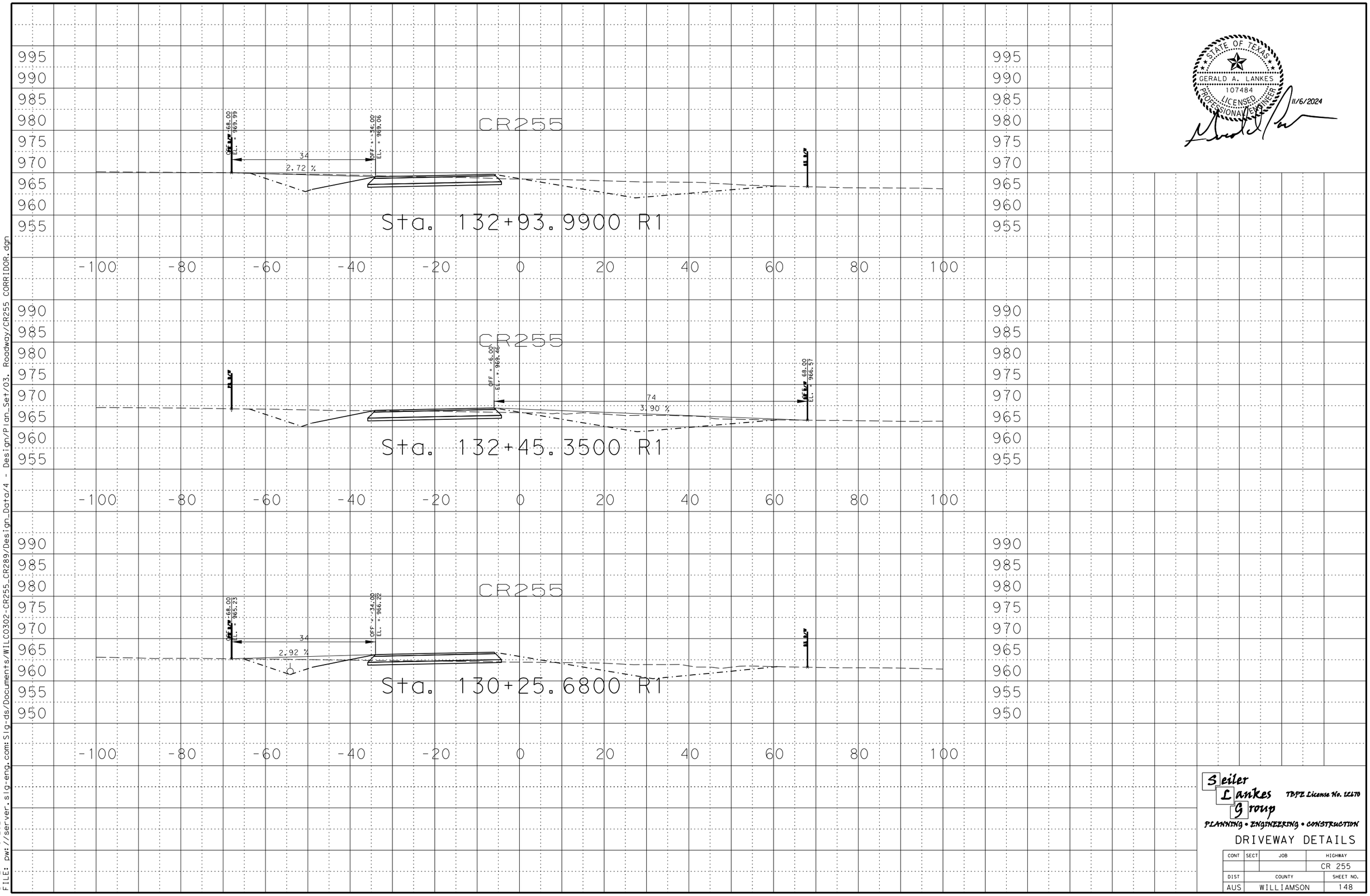
STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

Seiler Lankes Group
TBPE License No. 12170
PLANNING • ENGINEERING • CONSTRUCTION

DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		147

DATE: 11/6/2024 2:10
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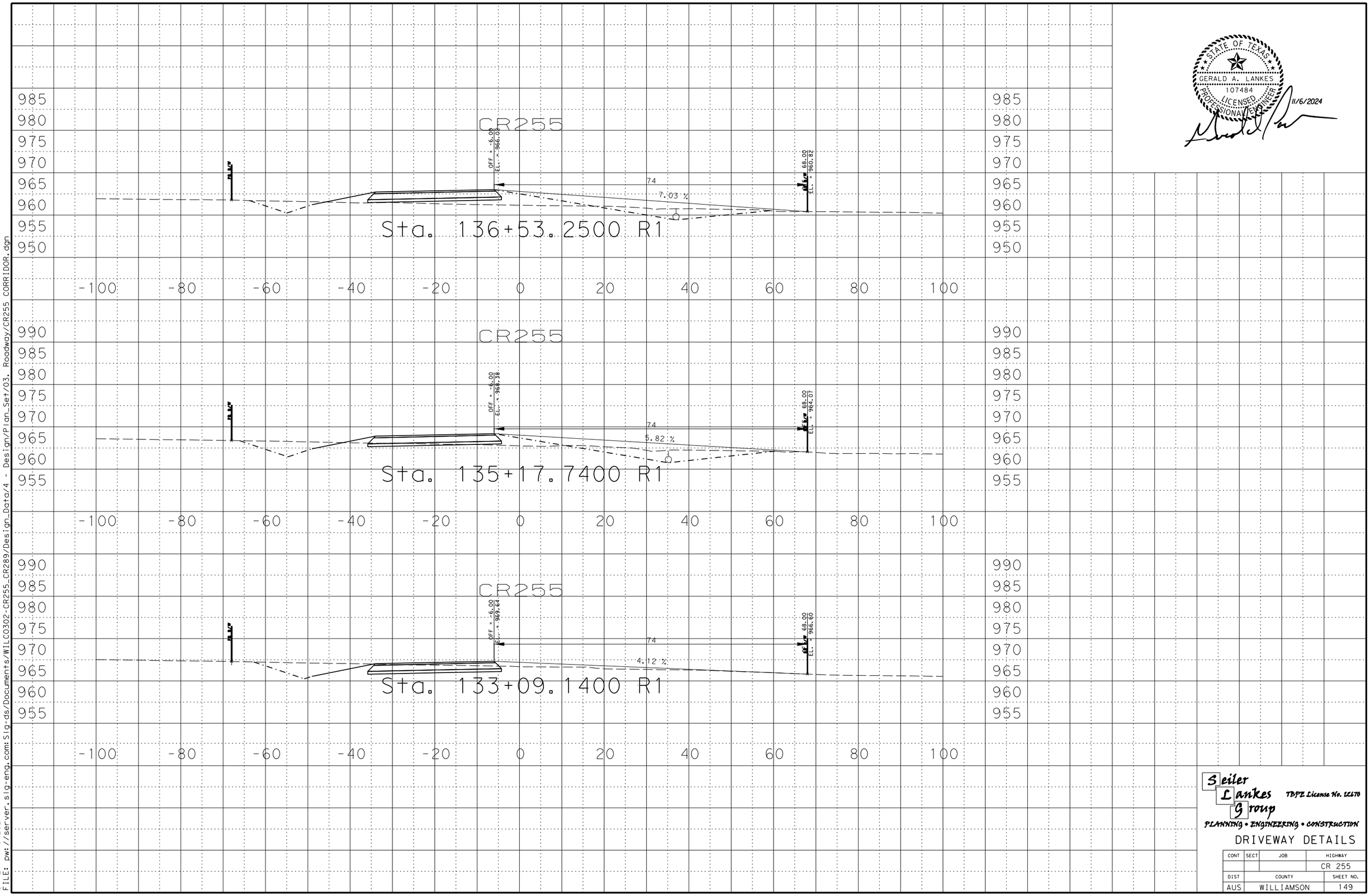
STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

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DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		148

DATE: 11/6/2024 2:10
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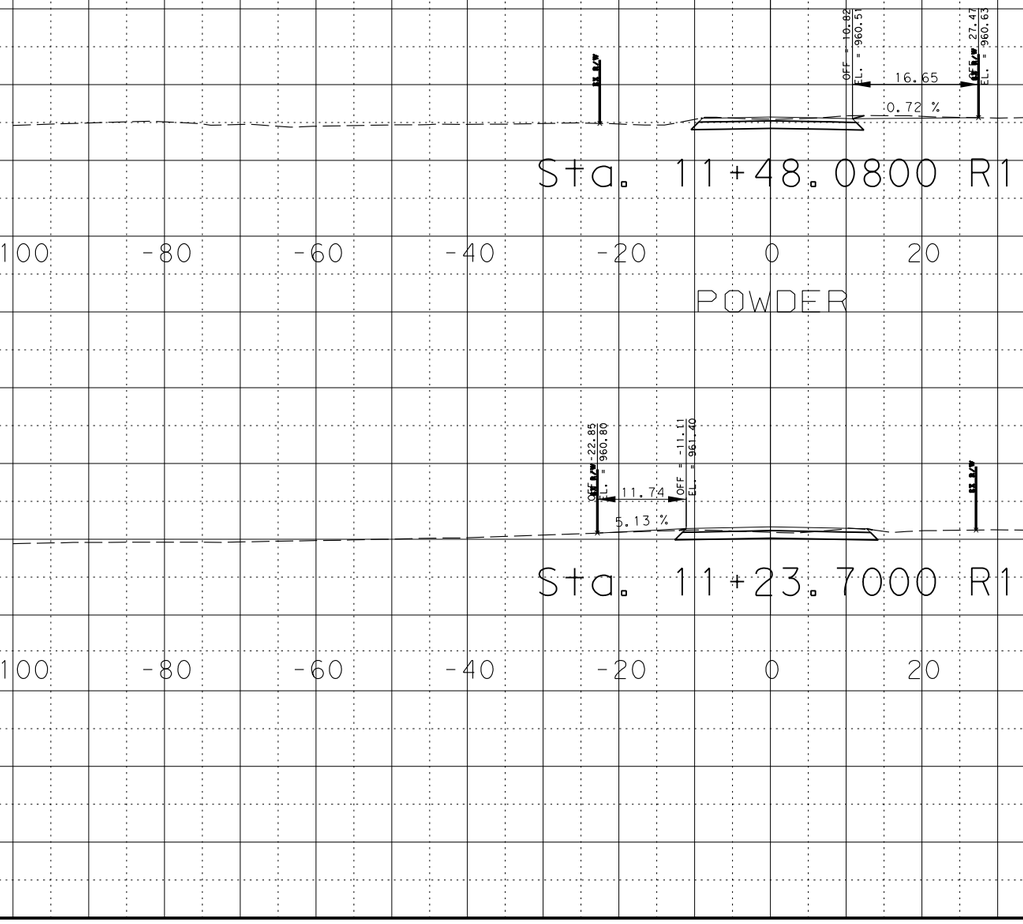
GERALD A. LANKES
107484
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11/6/2024

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DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		149

DATE: 11/6/2024 2:10
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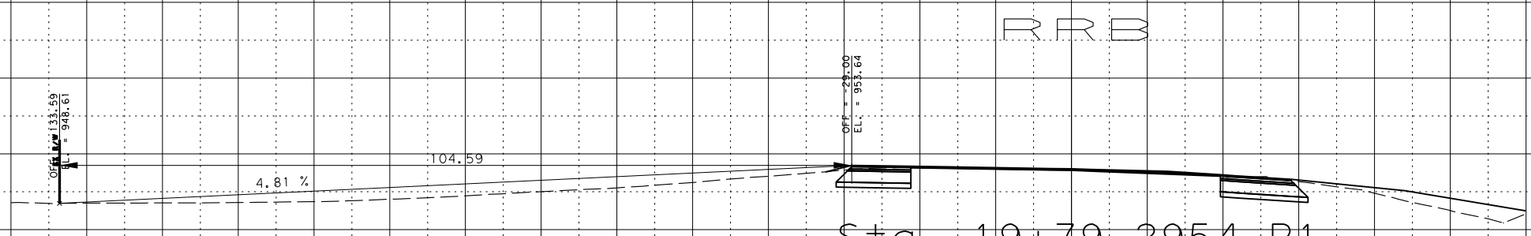
STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

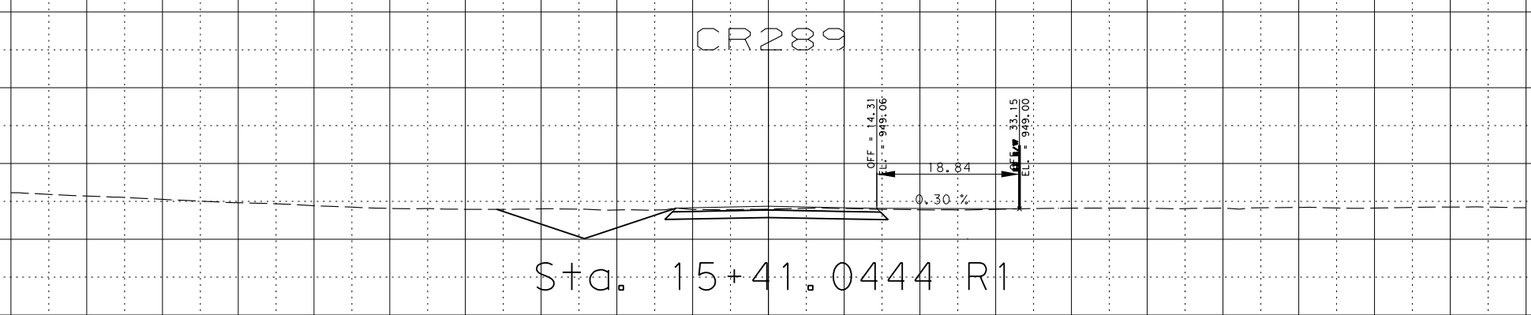
Seiler Lankes Group
TBPE License No. 12170
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DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		150

DATE: 11/6/2024 2:10
FILE: pw://server.slg-eng.com:Slg-ds/Documents/WILC0302-CR255_CR289/Design_Data/4 - Design/Plan_Set/03. Roadway/CR255 CORRIDOR.dgn





STATE OF TEXAS
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107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

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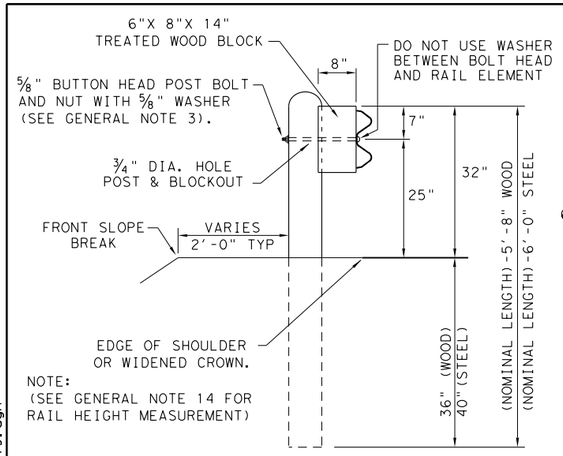
DRIVEWAY DETAILS

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		151

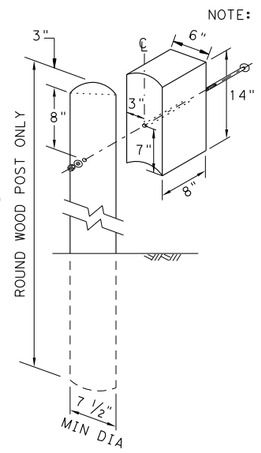
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FILE: pw://server.sig-eng.com:Sig-ds/Documents/WILC0302-CR255_CR289/Design_Data/4 - Design/Plan_Set/03. Roadway/Standards/gf3119.dgn

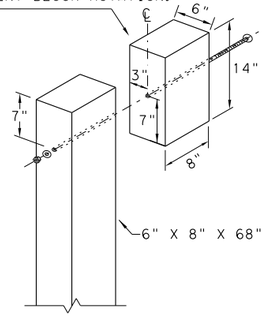


TYPICAL POST PLACEMENT

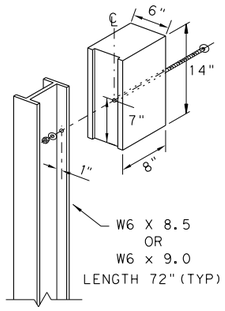


WOOD BLOCK TO
ROUND WOOD POST

NOTE: TOENAIL WITH ONE 16D GALV. NAIL TO PREVENT BLOCK ROTATION.

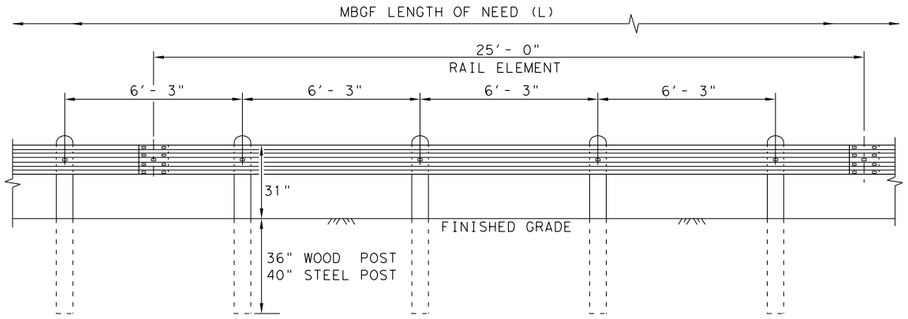


WOOD BLOCK TO
RECTANGULAR WOOD POST



ROUTED WOOD BLOCK
TO I-BEAM STEEL POST

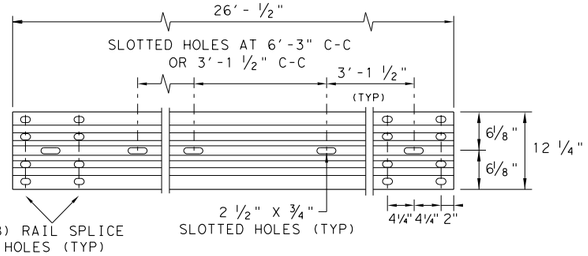
NOTE: ✳✳ "WOOD" INDICATES DIMENSIONS FOR BOTH ROUND AND RECTANGULAR WOOD POST SYSTEMS.



DIRECTION OF TRAFFIC

ELEVATION
MID-SPAN RAIL SPLICE

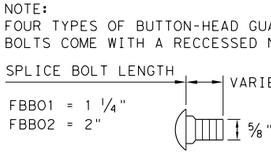
SHOWING A 25'- 0" SECTION OF W-BEAM RAIL. (SEE GENERAL NOTE 2)



ELEVATION 25'- 0"(NOM.) W-BEAM SECTION

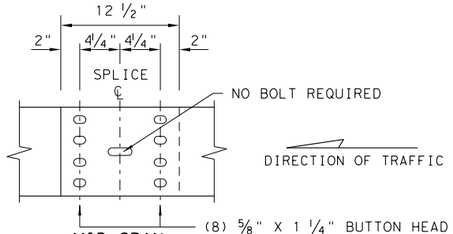
NOTES: SEE GENERAL NOTE 2 FOR ALLOWABLE RAIL TYPES.
SEE RAIL SPLICE DETAIL FOR REQUIRED HARDWARE.

NOTE:
FOUR TYPES OF BUTTON-HEAD GUARD RAIL BOLTS COME WITH A RECCESSED NUT.



BUTTON HEAD BOLT

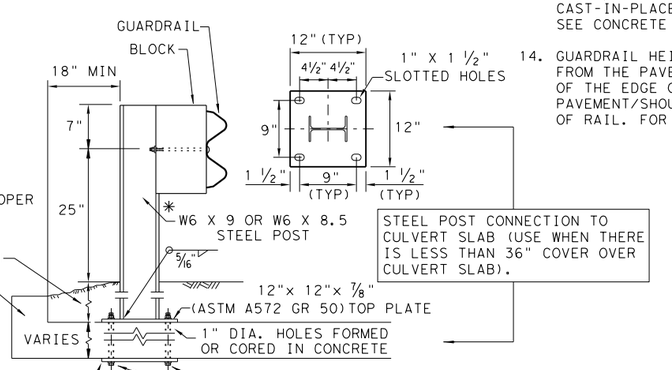
NOTE: SEE GENERAL NOTE 3 FOR SPLICE & POST BOLT DETAILS.



DIRECTION OF TRAFFIC

MID-SPAN
RAIL SPLICE DETAIL

NOTE: GF(31), MID-SPAN RAIL SPLICES ARE REQUIRED WITH 6'-3" POST SPACINGS.



STEEL POST CONNECTION TO CULVERT SLAB (USE WHEN THERE IS LESS THAN 36" COVER OVER CULVERT SLAB).

LOW FILL CULVERT POST

NOTE: TWO INSTALLATION OPTIONS.

1. BOLT-THROUGH OPTION: REQUIRES A 6" MIN. SLAB THICKNESS. 7/8" DIA (ASTM A449) HEAVY HEX BOLTS WITH TWO HARDENED WASHER EACH AND HEAVY HEX NUTS.
   NOTE: BOLT LENGTH = SLAB PLUS 2 1/4" MIN.

2. EPOXY ANCHOR OPTION: THIS OPTION MAY ONLY BE USED IF THE CULVERT SLAB IS 9" MIN. THICK. THREADED ANCHOR RODS MUST BE 7/8" DIA. ASTM A449 OR A193 GRADE B7 WITH HEAVY HEX NUT, AND ONE HARDENED WASHER EACH. EMBED ANCHOR RODS 6" WITH HILTI HIT RE 500 EPOXY ADHESIVE. OTHER TYPE III CLASS C EPOXY ADHESIVES MEETING THE REQUIREMENTS OF DMS-6100, "EPOXIES AND ADHESIVES", MAY BE USED IF IT CAN BE DEMONSTRATED THAT THEY MEET OR EXCEED THE STRENGTH OF HILTI HIT RE 500 WITH THE SAME EMBEDMENT DEPTH AND THREADED ROD DIA. FOLLOW THE MANUFACTURER'S REQUIREMENTS FOR INSTALLING EPOXIED THREADED RODS. EXTEND RODS 1/4" MIN. BEYOND NUT.

NOTE: CULVERTS OF 25 FT. OR LESS, SEE GF(31)LS STANDARD FOR "LONG SPAN" OPTION.

NOTE: TRANSISTIONS TO BRIDGE RAILS OR TRAFFIC BARRIERS.
SEE GF(31)TL3 TR STANDARD FOR HIGH-SPEED TL-3 TRANSITIONS.
SEE GF(31)TL2 TR STANDARD FOR LOW-SPEED TL-2 TRANSITIONS.

GENERAL NOTES

1. THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST, OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. THE EXACT POSITION OF MBGF SHALL BE SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. STEEL POSTS TO BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING."
2. RAIL ELEMENTS SHALL MEET THE REQUIREMENTS OF ITEM 540,"METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED IN THE PLANS. THE CONTRACTOR MAY FURNISH RAIL ELEMENTS OF 25'- 0", OR 12'- 6" (NOM.) LENGTHS. RAIL ELEMENTS MAY HAVE SLOTTED HOLES AT 3'-1 1/2" C-C OR 6'-3" C-C. A SPECIAL LENGTH OF RAIL MAY BE MANUFACTURED TO ACCOMMODATE THE DOWNSTREAM ANCHOR TERMINAL (DAT) AND THE TRANSITION SECTIONS OF GUARDRAIL.
3. BUTTON HEAD "POST BOLTS & NUTS" SHALL MEET THE REQUIREMENTS OF (ASTM A307), AND SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND 5/8" WASHER (FWC16a) AND NOT MORE THAN 1" BEYOND IT. TRIM REMAINING BOLT LENGTH TO MEET REQUIRED LENGTH.
4. FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445,"GALVANIZING." FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
5. CROWN SHALL BE WIDENED TO ACCOMMODATE THE METAL BEAM GUARD FENCE.
6. THE LATERAL APPROACH TO THE GUARD FENCE, SHALL HAVE A MAXIMUM SLOPE OF 1V:10H.
7. IF SHOWN ELSEWHERE IN THE PLANS OR AS DIRECTED BY THE ENGINEER, THE GUARD FENCE MAY BE FLARED AT A RATE OF 25:1 OR FLATTER.
8. UNLESS OTHERWISE SHOWN IN THE PLANS, GUARD FENCE PLACED IN THE VICINITY OF CURBS SHALL BE POSITIONED SO THAT THE FACE OF CURB IS LOCATED DIRECTLY BELOW OR BEHIND THE FACE OF THE RAIL. RAIL PLACED OVER CURBS SHALL BE INSTALLED SO THAT THE POST BOLT IS LOCATED APPROXIMATELY 25 INCHES ABOVE THE GUTTER PAN OR EDGE OF SHOULDER.
9. APPLICATIONS IN SOLID ROCK ARE ONLY ALLOWED WITH STEEL POSTS. IF SOLID ROCK IS ENCOUNTERED WITHIN 0 TO 18" OF THE FINISHED GRADE, DRILL A 24" DIA. HOLE, 24" INTO THE ROCK. IF SOLID ROCK IS ENCOUNTERED BELOW 18", DRILL A 12" DIA. HOLE, 12" INTO THE ROCK OR TO THE STANDARD EMBEDMENT DEPTH, WHICHEVER MAYBE LESS. ANY EXCESS POST LENGTH, AFTER MEETING THESE DEPTHS, MAY BE FIELD CUT TO ENSURE PROPER GUARDRAIL MOUNTING HEIGHT. BACKFILL WITH COARSE AGGREGATE MATERIAL.
10. POSTS SHALL NOT BE SET IN CONCRETE, OF ANY DEPTH.
11. SPECIAL FABRICATION WILL BE REQUIRED AT INSTALLATION LOCATIONS HAVING A CURVATURE OF LESS THAN 150 FT. RADIUS.
12. UNLESS OTHERWISE SHOWN IN THE PLANS, A COMPOSITE MATERIAL BLOCK THAT MEETS THE REQUIREMENTS OF DMS-7210,"COMPOSITE MATERIAL POSTS AND BLOCKS FOR METAL BEAM GUARD FENCE" MAY BE SUBSTITUTED FOR BLOCKS OF SIMILAR DIMENSIONS. THE CONSTRUCTION DIVISION, TXDOT MAINTAINS A MATERIAL PRODUCER LIST (MPL) FOR PRODUCERS OF MATERIALS CONFORMING TO DMS-7210 ONLY PRODUCERS ON THE MPL MAY FURNISH COMPOSITE MATERIAL BLOCKS.
13. FOR THE LOW FILL CULVERT OPTION, POSTS LOCATED PARTIALLY OR WHOLLY BETWEEN PRECAST BOX CULVERT UNITS, THE USE OF A CAST-IN-PLACE CONCRETE CLOSURE BETWEEN BOXES IS REQUIRED. THE LENGTH OF THE CAST-IN-PLACE CONCRETE CLOSURE SHALL ACCOMMODATE THE PLACEMENT OF THE LOW FILL CULVERT OPTION. SEE CONCRETE CLOSURE DETAILS ON BRIDGE STANDARD SCP-MD.
14. GUARDRAIL HEIGHT MEASUREMENT: WHEN THE GUARDRAIL IS LOCATED ABOVE PAVEMENT, MEASURE THE HEIGHT FROM THE PAVEMENT TO THE TOP OF THE W-BEAM RAIL. WHEN THE GUARDRAIL IS LOCATED UP TO 2 FT. OFF OF THE EDGE OF PAVEMENT OR FOR A PAVEMENT OVERLAY, USE A 10-FOOT STRAIGHTEDGE TO EXTEND THE PAVEMENT/SHOULDER SLOPE TO THE BACK OF RAIL, MEASURE FROM THE BOTTOM OF STRAIGHTEDGE TO THE TOP OF RAIL. FOR GUARDRAIL LOCATED DOWN A 10:1 SLOPE, MEASURE FROM THE NOMINAL TERRAIN.

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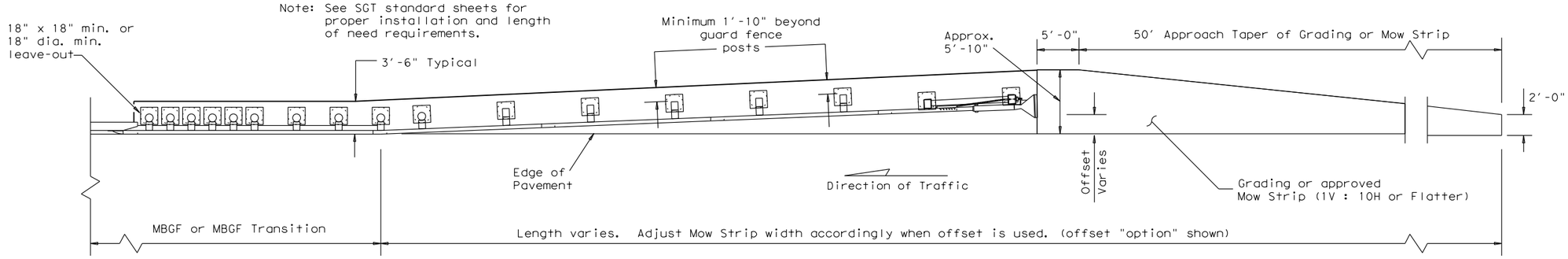
Design Division Standard

METAL BEAM GUARD FENCE
TL-3 MASH COMPLIANT
GF(31)-19

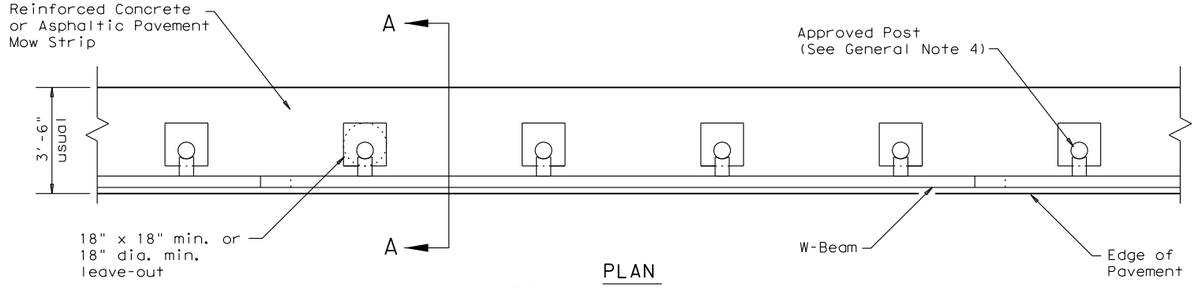
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©TxDOT: NOVEMBER 2019	CONT	SECT	JOB	HIGHWAY
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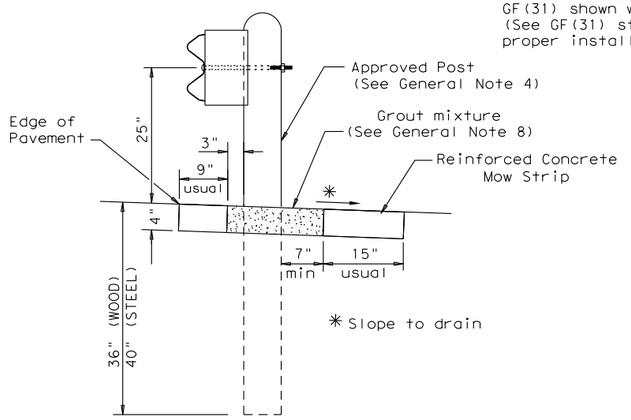


GRADING AND MOW STRIP AT GUARDRAIL END TREATMENTS



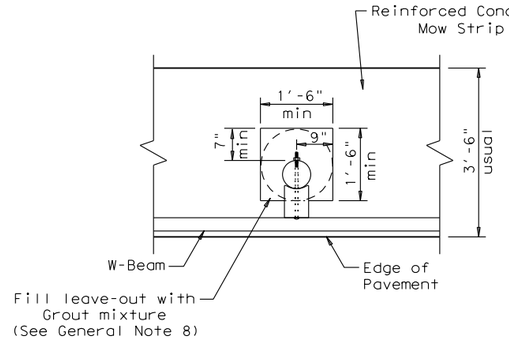
PLAN

GF(31) shown with Mow Strip
(See GF(31) standard sheet for proper installation)



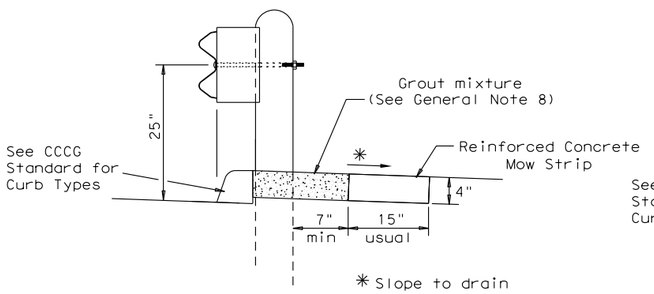
SECTION A-A

Typical



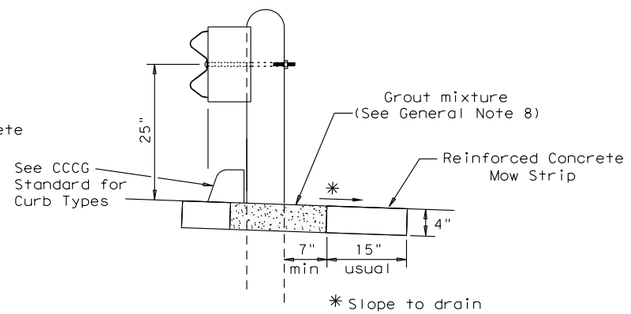
MOW STRIP DETAIL

Reinforced Concrete Mow Strip
with 18" x 18" Square or
18" Dia. minimum leave-out.



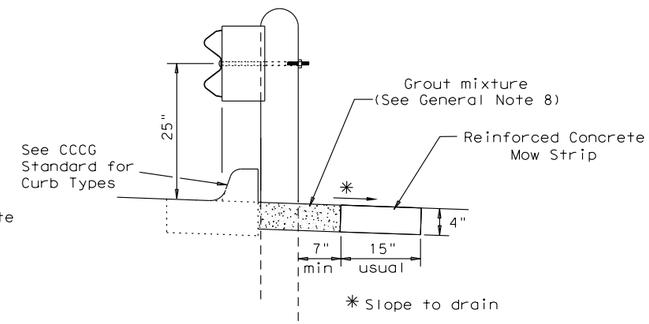
CURB OPTION (1)

This option will increase the post embedment throughout the system.



CURB OPTION (2)

Curb shown on top of mow strip



CURB OPTION (3)

Note: Site Condition(s)

Site conditions may exist where grading is required for the proper installation of metal guard fence and end treatments.

Approach grading or mow strip may be decreased or eliminated, as directed by the Engineer.

GENERAL NOTES

1. This mow strip design is for use with metal beam guard fence, guard fence transitions, and guard fence end treatments. See applicable GF(31) MBGF or GF(31) Transition Standard sheet for additional information.
2. Mow strips shall be reinforced concrete with (wire mesh or synthetic fiber), as shown on the plans and will be paid for under the pertinent bid item. Reinforced concrete shall be placed in accordance with Item 432, "Riprap." The use of the synthetic fiber in lieu of steel reinforcing is acceptable, provided the fiber producer is on the Department Material Producer List (MPL), maintained by TxDOT, Construction Division.
3. The leave-out behind the post shall be a minimum of 7".
4. Only steel (W6 x 8.5 or W6 x 9.0), or 7 ½" Dia. round wood posts are acceptable for use in the mow strip. See GF(31) Standard for additional details.
5. Other curb placement options may be used. Curbs are not considered part of the mow strip and will be paid for under other pertinent bid item.
6. Thickness of the mow strip will be 4".
7. The limits of payment for reinforced concrete will include leave-outs for the posts.
8. The leave-outs shall be filled with a Grout mixture consisting of: 2719 pounds sand, 188 pounds Type 1 or II cement, and 550 pounds of water per cubic yard, with a 28-day compressive strength of approximately 230 psi or less. Provide grout with a consistency that will flow into and completely fill all voids. Due to auger size, larger leave-out dimensions are acceptable from both an impact performance and maintenance repair standpoint (Suggested Maximum leave-out of 20"). Payment for furnishing and placing the grout mixture will be subsidiary to the pay item of riprap mow strip.

Texas Department of Transportation

Design Division Standard

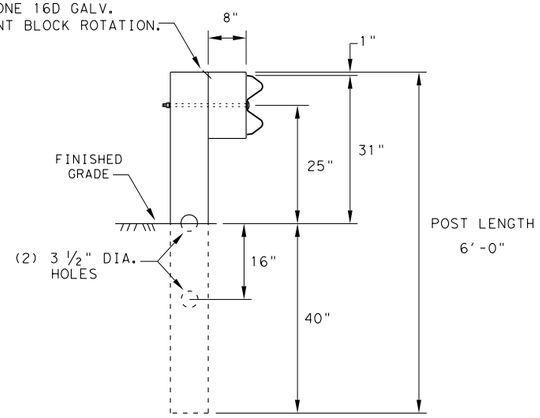
METAL BEAM GUARD FENCE (MOW STRIP) TL-3 MASH COMPLIANT

GF(31)MS-19

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	AUS	WILLIAMSON		153

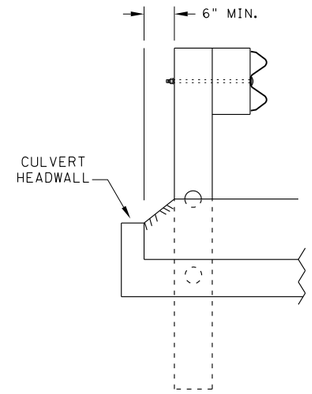
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DATE:
FILE:



RECTANGULAR CRT POST
(6"X 8" X 6' LONG)

(6) CRT REQUIRED
SEE ELEVATION DETAIL FOR LOCATIONS



LATERAL OFFSET BETWEEN THE
GUARDRAIL AND THE CULVERT HEADWALL

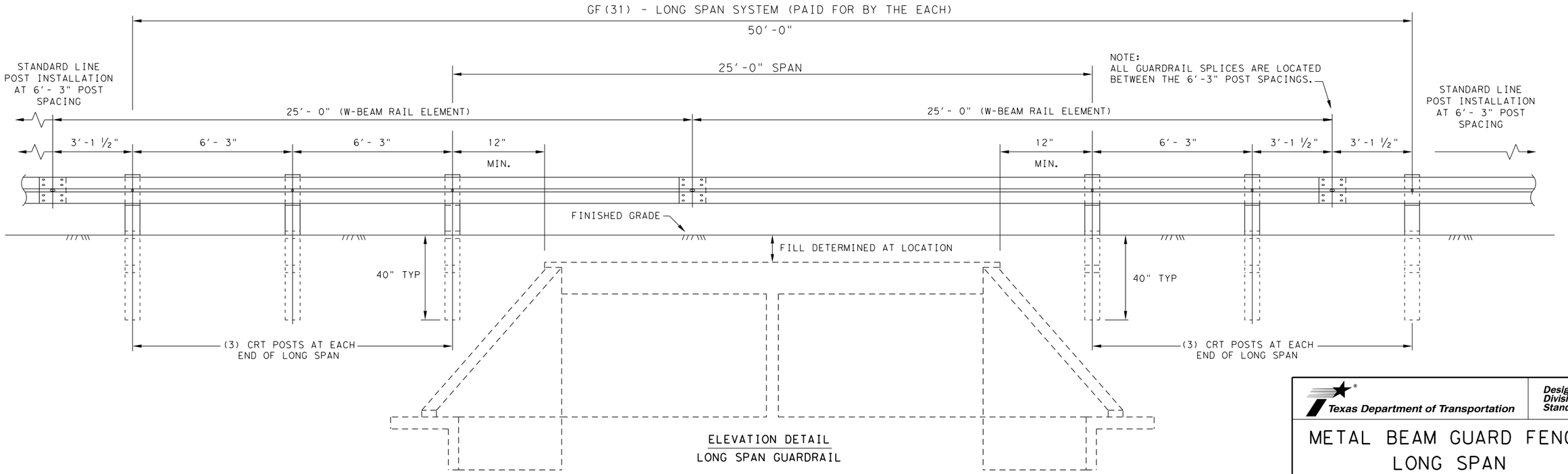
GENERAL NOTES

1. THE TYPE OF LINE POST (ROUND WOOD POST, RECTANGULAR WOOD POST, OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. THE EXACT POSITION OF THE TRANSITIONS SHALL BE AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. STEEL POSTS TO BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING."
2. RAIL ELEMENT SHALL MEET ALL REQUIREMENTS OF ITEM 540, "METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED ON THE PLANS. THE CONTRACTOR MAY FURNISH RAIL ELEMENTS OF 12'- 6" OR 25'- 0" NOMINAL LENGTHS.
3. RAIL POST HOLES ARE OFFSET 3'- 1 ½" FROM STANDARD GUARDRAIL TO ACCOMMODATE THE MIDSPAN SPLICING.
4. BUTTON HEAD "POST BOLTS & NUTS" SHALL MEET THE REQUIREMENTS OF (ASTM A307), AND SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND ⅝" WASHER (FWC16a) AND NO MORE THAN 1" BEYOND IT.
5. FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
6. WHERE SOLID ROCK IS ENCOUNTERED, CONTACT THE DESIGN DIVISION FOR ADDITIONAL GUIDANCE. (512) 416-2678
7. POSTS SHALL NOT BE SET IN CONCRETE, OF ANY DEPTH.
8. REFER TO GF(31) STANDARD SHEET FOR ADDITIONAL DETAILS.
9. FLAME CUTTING OF HOLES IN GUARDRAIL SHALL NOT BE PERMITTED. IF YOU ENCOUNTER MIS-ALIGNED BOLT HOLES IN GUARDRAIL CONTACT THE DESIGN DIVISION FOR ADDITIONAL INFORMATION & OPTIONS.

DIRECTION OF TRAFFIC

NOTE: SEE GF(31) STANDARD FOR STANDARD LINE POSTS.

GF(31) - LONG SPAN SYSTEM (PAID FOR BY THE EACH)



ELEVATION DETAIL
LONG SPAN GUARDRAIL

ADDENDUM #2

Texas Department of Transportation

Design Division Standard

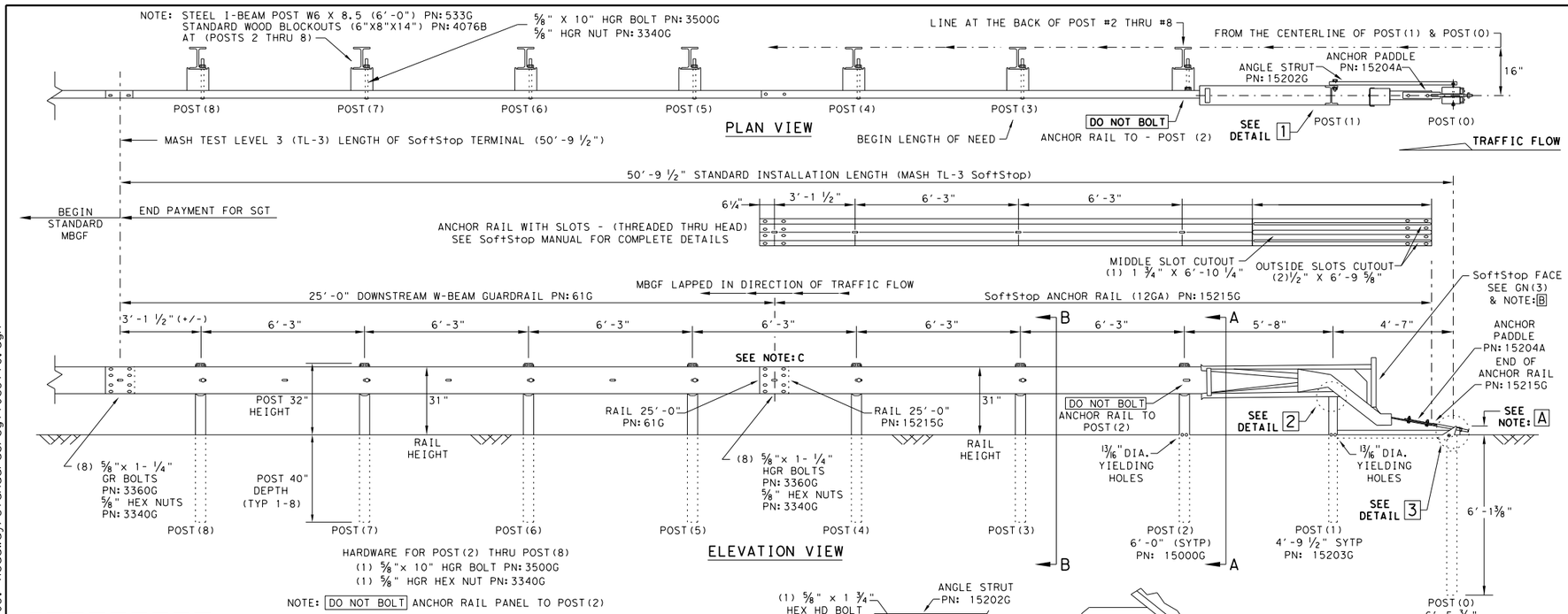
METAL BEAM GUARD FENCE
LONG SPAN
TL-3 MASH COMPLIANT

GF(31)LS-19

FILE: gf31ls19.dgn	DN: TxDOT	CK: KM	DW: VP	CK: CGL/AG	
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	DIST	COUNTY		SHEET NO.	
				153A	

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GENERAL NOTES

1. FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: TRINITY HIGHWAY AT 1(888)323-6374. 2525 N. STEMMONS FREEWAY, DALLAS, TX 75207
2. FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE; SoftStop END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL. PN: 620237B
3. APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" ON THE FRONT FACE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
4. FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
5. HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445,"GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
6. A COMPOSITE MATERIAL BLOCKOUT THAT MEETS THE REQUIREMENTS OF DMS-7210, MAY BE SUBSTITUTED FOR BLOCKOUTS OF SIMILAR DIMENSIONS. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
7. IF SOLID ROCK IS ENCOUNTERED SEE THE MANUFACTURER'S INSTALLATION MANUAL AND REFER TO THE LATEST ROADWAY MBGF STANDARD FOR INSTALLATION GUIDANCE.
8. POSTS SHALL NOT BE SET IN CONCRETE.
9. IT IS ACCEPTABLE TO INSTALL THE SoftStop IMPACT HEAD PARALLEL TO THE GRADE LINE OR WITH AN UPWARD TILT.
10. DO NOT ATTACH THE SoftStop SYSTEM DIRECTLY TO A RIGID BARRIER.
11. UNDER NO CIRCUMSTANCES SHALL THE GUARDRAIL WITHIN THE SoftStop SYSTEM BE CURVED.
12. A FLARE RATE OF UP TO 25:1 MAY BE USED TO PREVENT THE TERMINAL HEAD FROM ENCROACHING ON THE SHOULDER. THE FLARE MAY BE DECREASED OR ELIMINATED FOR SPECIFIC INSTALLATIONS, IF DIRECTED BY THE ENGINEER.

NOTE: A	THE INSTALLATION HEIGHT OF FULLY ASSEMBLED ANCHOR POST WILL VARY FROM 3-3/4" MIN. TO 4" MAX. ABOVE FINISHED GRADE.
NOTE: B	PART PN: 5852B RIGHT-SIDE (HIGH INTENSITY REFLECTIVE SHEETING) PART PN: 5851B LEFT-SIDE (HIGH INTENSITY REFLECTIVE SHEETING)
NOTE: C	W-BEAM SPLICE LOCATED BETWEEN LINE POST(4)AND LINE POST(5) GUARDRAIL PANEL 25'-0" PN: 61G ANCHOR RAIL 25'-0" PN: 15215G LAP GUARDRAIL IN DIRECTION OF TRAFFIC FLOW.

PART	QTY	MAIN SYSTEM COMPONENTS
620237B	1	PRODUCT DESCRIPTION ASSEMBLY MANUAL (LATEST REV.)
15208A	1	SoftStop HEAD (SEE MANUAL FOR RIGHT-LEFT APPROACH)
15215G	1	SoftStop ANCHOR RAIL (12GA) WITH CUTOUT SLOTS
61G	1	SoftStop DOWNSTREAM W-BEAM RAIL (12GA) (25'- 0")
15205A	1	POST #0 - ANCHOR POST (6'- 5 3/8")
15203G	1	POST #1 - (SYTP) (4'- 9 1/2")
15000G	1	POST #2 - (SYTP) (6'- 0")
533G	6	POST #3 THRU #8 - I-BEAM (W6 x 8.5) (6'- 0")
4076B	7	BLOCKOUT - WOOD (ROUTED) (6" x 8" x 14")
6777B	7	BLOCKOUT - COMPOSITE (4" x 7 1/2" x 14")
15204A	1	ANCHOR PADDLE
15207G	1	ANCHOR KEEPER PLATE (24 GA)
15206G	1	ANCHOR PLATE WASHER (1/2" THICK)
15201G	2	ANCHOR POST ANGLE (10" LONG)
15202G	1	ANGLE STRUT
		HARDWARE
4902G	1	1" ROUND WASHER F436
3908G	1	1" HEAVY HEX NUT A563 GR.DH
3717G	2	3/4" x 2 1/2" HEX BOLT A325
3701G	4	3/4" ROUND WASHER F436
3704G	2	3/4" HEAVY HEX NUT A563 GR.DH
3360G	16	5/8" x 1 1/4" W-BEAM RAIL SPLICE BOLTS HGR
3340G	25	5/8" W-BEAM RAIL SPLICE NUTS HGR
3500G	7	5/8" x 10" HGR POST BOLT A307
3391G	1	5/8" x 1 3/4" HEX HD BOLT A325
4489G	1	5/8" x 9" HEX HD BOLT A325
4372G	4	5/8" WASHER F436
105285G	2	5/16" x 2 1/2" HEX HD BOLT GR-5
105286G	1	5/16" x 1 1/2" HEX HD BOLT GR-5
3240G	6	5/16" ROUND WASHER (WIDE)
3245G	3	5/16" HEX NUT A563 GR.DH
5852B	1	HIGH INTENSITY REFLECTIVE SHEETING - SEE NOTE:B

NOTE:
THIS STANDARD IS A BASIC REPRESENTATION OF THE SoftStop END TERMINAL, IT IS NOT INTENDED TO REPLACE THE PRODUCT DESCRIPTION ASSEMBLY MANUAL.

Texas Department of Transportation

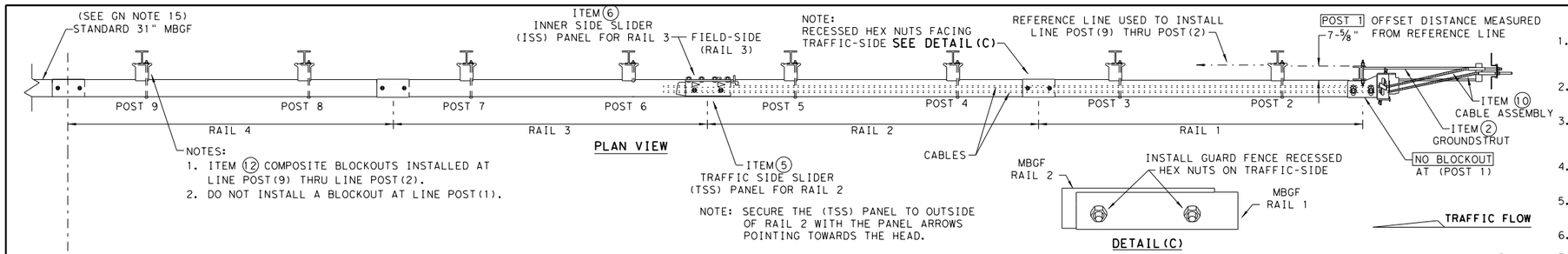
Design Division Standard

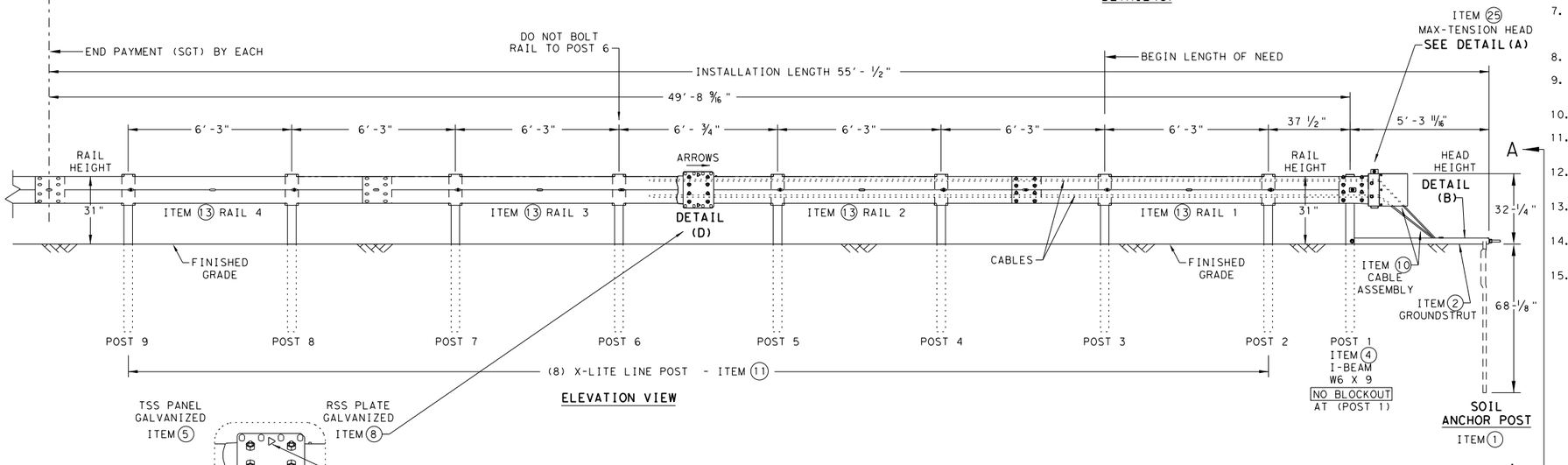
TRINITY HIGHWAY
SOFTSTOP END TERMINAL
MASH - TL-3
SGT(10S)31-16

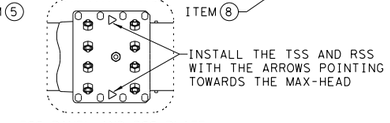
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REVISIONS				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		154

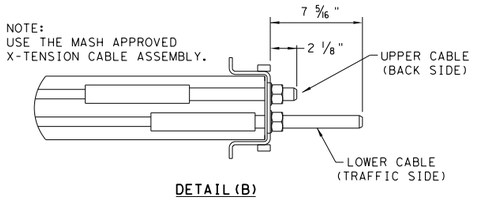
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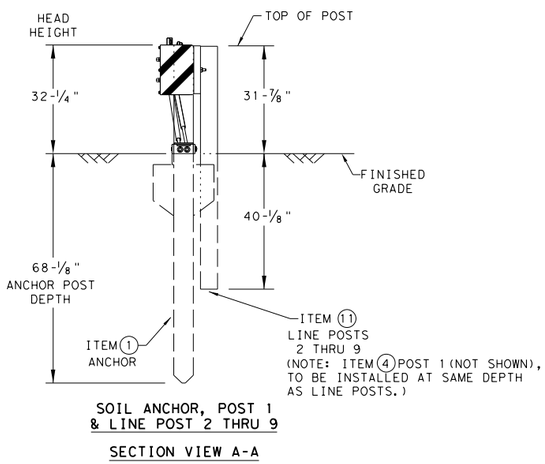
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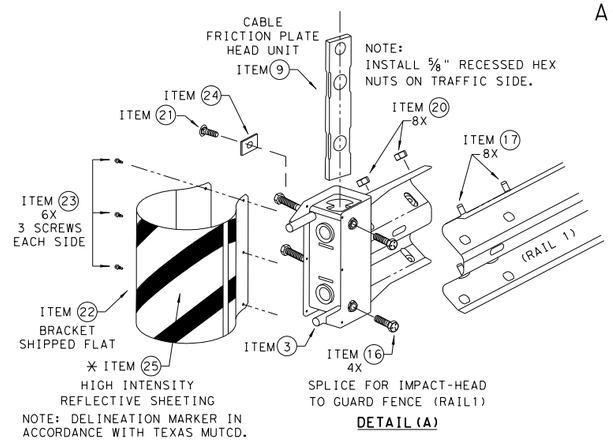












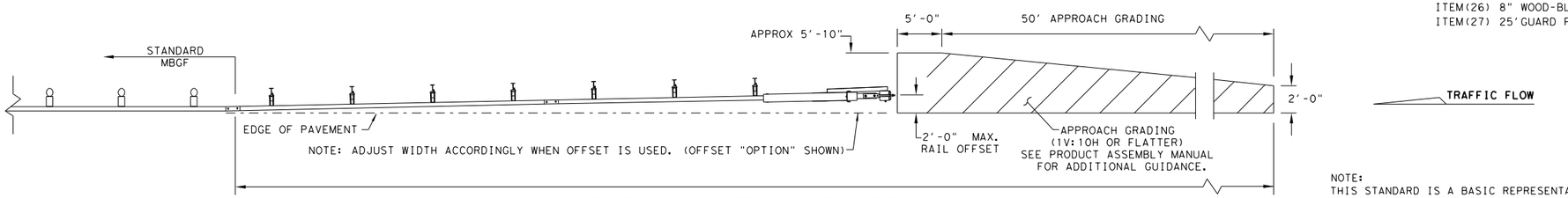
GENERAL NOTES

1. FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: LINDSAY TRANSPORTATION SOLUTIONS (LTS) - BARRIER SYSTEMS, INC. AT (707) 374-6800
2. FOR INSTALLATION, REPAIR, & MAINTENANCE REFER TO THE; MAX-TENSION INSTALLATION INSTRUCTION MANUAL. P/N MANMAX REV D (ECN 3516).
3. APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" ON THE FRONT FACE OF THE DEVICE PER MANUFACTURE'S RECOMMENDATIONS. OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
4. FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
5. ALL STEEL COMPONENTS ARE GALVANIZED PER ASTM A123 OR EQUIVALENT UNLESS OTHERWISE STATED.
6. SYSTEM SHOWN USING STEEL WIDE FLANGE POST WITH COMPOSITE BLOCKOUTS.
7. COMPOSITE MATERIAL BLOCKOUT THAT MEETS THE REQUIREMENTS OF DMS-7210, MAY BE SUBSTITUTED FOR BLOCKOUTS SIMILAR DIMENSIONS. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST(MPL)FOR CERTIFIED PRODUCERS.
8. REFER TO INSTALLATION MANUAL FOR SPECIFIC PANEL LAPPING GUIDANCE.
9. IF SOLID ROCK IS ENCOUNTERED SEE THE MANUFACTURER'S INSTALLATION MANUAL FOR INSTALLATION GUIDANCE.
10. POSTS SHALL NOT BE SET IN CONCRETE.
11. A DRIVING CAP WITH A TIMBER OR PLASTIC INSERT SHALL BE USED WHEN DRIVING POST TO PREVENT DAMAGE TO THE GALVANIZING ON TOP OF THE POST.
12. MAX-TENSION SYSTEM SHALL NEVER BE INSTALLED WITHIN A CURVED SECTION OF GUARDRAIL.
13. IF A DELINEATION MARKER IS REQUIRED, MARKER SHALL BE IN ACCORDANCE WITH TEXAS MUTCD.
14. THE SYSTEM IS SHOWN WITH 12'-6" MBGF PANELS, 25'-0" MBGF PANELS ARE ALSO ALLOWED.
15. A MINIMUM OF 12'-6" OF 12GA. MBGF IS REQUIRED IMMEDIATELY DOWNSTREAM OF THE MAX-TENSION SYSTEM.

ITEM #	PART NUMBER	DESCRIPTION	QTY
1	BSI-1610060-00	SOIL ANCHOR - GALVANIZED	1
2	BSI-1610061-00	GROUND STRUT - GALVANIZED	1
3	BSI-1610062-00	MAX-TENSION IMPACT HEAD	1
4	BSI-1610063-00	W6x9 I-BEAM POST 6FT.-GALVANIZED	1
5	BSI-1610064-00	TSS PANEL - TRAFFIC SIDE SLIDER	1
6	BSI-1610065-00	ISS PANEL - INNER SIDE SLIDER	1
7	BSI-1610066-00	TOOTH - GEOMET	1
8	BSI-1610067-00	RSS PLATE - REAR SIDE SLIDER	1
9	B061058	CABLE FRICTION PLATE - HEAD UNIT	1
10	BSI-1610069-00	CABLE ASSEMBLY - MASH X-TENSION	2
11	BSI-1012078-00	X-LITE LINE POST-GALVANIZED	8
12	B090534	8" W-BEAM COMPOSITE-BLOCKOUT XT110	8
13	BSI-4004386	12'-6" W-BEAM GUARD FENCE PANELS 12GA.	4
14	BSI-1102027-00	X-LITE SQUARE WASHER	1
15	BSI-2001886	5/8" X 7" THREAD BOLT HH (GR.5)GEOMET	1
16	BSI-2001885	3/4" X 3" ALL-THREAD BOLT HH (GR.5)GEOMET	4
17	4001115	5/8" X 1 1/4" GUARD FENCE BOLTS (GR.2)MGAL	48
18	2001840	5/8" X 10" GUARD FENCE BOLTS MGAL	8
19	2001636	5/8" WASHER F436 STRUCTURAL MGAL	2
20	4001116	5/8" RECESSED GUARD FENCE NUT (GR.2)MGAL	59
21	BSI-2001888	5/8" X 2" ALL THREAD BOLT (GR.5)GEOMET	1
22	BSI-1701063-00	DELINEATION MOUNTING (BRACKET)	1
23	BSI-2001887	1/4" X 3/4" SCREW SD HH 410SS	7
24	4002051	GUARDRAIL WASHER RECT AASHTO FWR03	1
* 25	SEE NOTE BELOW	HIGH INTENSITY REFLECTIVE SHEETING	1
** 26	4002337	8" W-BEAM TIMBER-BLOCKOUT, PDB01B	8
** 27	BSI-4004431	25' W-BEAM GUARDRAIL PANEL,8-SPACE,12GA.	2
28	MANMAX Rev-(D)	MAX-TENSION INSTALLATION INSTRUCTIONS	1

* TO BE PROVIDED BY DISTRIBUTOR OR CONTRACTOR.

** ALTERNATIVE ITEMS NOT SHOWN.
ITEM(26) 8" WOOD-BLOCKOUTS
ITEM(27) 25'GUARD FENCE PANELS



TRAFFIC FLOW

NOTE:
THIS STANDARD IS A BASIC REPRESENTATION OF THE MAX-TENSION END TERMINAL, IT IS NOT INTENDED TO REPLACE THE PRODUCT DESCRIPTION ASSEMBLY MANUAL.

Texas Department of Transportation

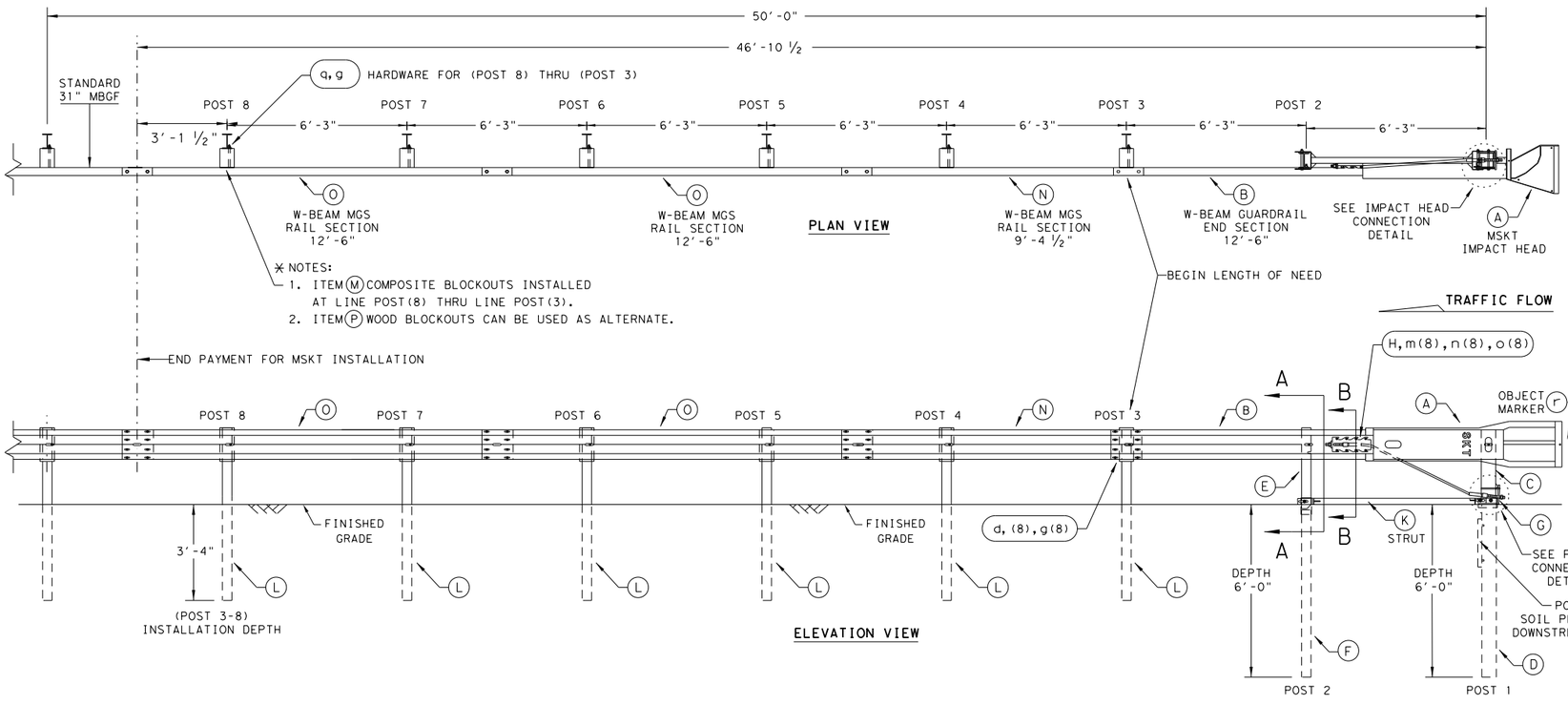
Design Division Standard

MAX-TENSION END TERMINAL
MASH - TL-3
SGT(11S)31-18

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REVISIONS				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		155

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 CONVERSIONOF THIS STANDARD TO OTHER FORMATS OR FOR INCORRECT RESULTS OR DAMAGES RESULTING FROM ITS USE.

DATE: 11/6/2024
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NOTE: SEE (GENERAL NOTE 14) FOR DRIVING CAP INFORMATION.

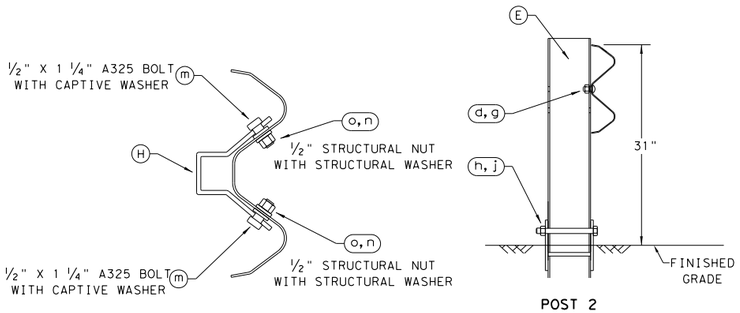
GENERAL NOTES

1. FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: ROAD SYSTEMS, INC. (432)263-2435. 3616 OLD HOWARD COUNTY AIRPORT, BIG SPRING, TX 79720
2. FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE; MSKT END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL (PUBLICATION~062717).
3. APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" ON THE FRONT FACE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
4. FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
5. HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
6. SYSTEM SHOWN USING STEEL WIDE FLANGE POSTS WITH COMPOSITE BLOCKOUTS.
7. A COMPOSITE MATERIAL BLOCKOUTS THAT MEETS THE REQUIREMENTS OF DMS-7210, MAY BE SUBSTITUTED FOR BLOCKOUTS OF SIMILAR DIMENSIONS. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
8. IF SOLID ROCK IS ENCOUNTERED IN THE AREA OF (POST 1) AND / OR (POST 2) CONTACT THE MANUFACTURER, & REFER TO THE LATEST ROADWAY MBGF STANDARD FOR INSTALLATION GUIDANCE.
9. POSTS SHALL NOT BE SET IN CONCRETE.
10. SYSTEM MUST BE ATTACHED TO STANDARD 31" MBGF.
11. UNDER NO CIRCUMSTANCES SHALL THE GUARDRAIL WITHIN THE MSKT SYSTEM BE CURVED.
12. A FLARE RATE OF UP TO 25:1 MAY BE USED TO PREVENT THE TERMINAL HEAD FROM ENCROACHING ON THE SHOULDER. THE FLARE MAY BE DECREASED OR ELIMINATED FOR SPECIFIC INSTALLATIONS, IF DIRECTED BY THE ENGINEER.
13. THE SYSTEM IS SHOWN WITH TWO 12'-6" MBGF PANELS, ONE 25'-0" MBGF PANEL IS ALSO ALLOWED IN THEIR PLACE.
14. A DRIVING CAP WITH A TIMBER OR PLASTIC INSERT SHALL BE USED WHEN DRIVING POSTS 3-8 TO PREVENT DAMAGE TO THE GALVANIZING ON TOP OF THE POST. SPECIAL DRIVING CAP TO BE USED ON LOWER POSTS 1 & 2 TO PREVENT DAMAGE TO THE WELDED PLATES.

SEE NOTES: ✳

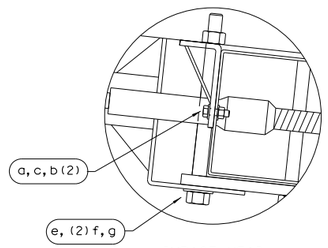
ALTERNATIVE ITEMS NOT SHOWN. ✳✳
✳ ITEM(P) 8" WOOD-BLOCKOUT
✳✳ ITEM(Q) 25'GUARD FENCE PANEL

ITEM	QTY	MAIN SYSTEM COMPONENTS	ITEM NUMBERS
A	1	MSKT IMPACT HEAD	MS3000
B	1	W-BEAM GUARDRAIL END SECTION, 12 Ga.	SF1303
C	1	POST 1 - TOP (6" X 6" X 1/8" TUBE)	MTPHP1A
D	1	POST 1 - BOTTOM (6' W6X15)	MTPHP1B
E	1	POST 2 - ASSEMBLY TOP	UHP2A
F	1	POST 2 - ASSEMBLY BOTTOM (6' W6X9)	HP2B
G	1	BEARING PLATE	E750
H	1	CABLE ANCHOR BOX	S760
J	1	BCT CABLE ANCHOR ASSEMBLY	E770
K	1	GROUND STRUT	MS785
L	6	W6x9 OR W6x8.5 STEEL POST	P621
M	6	COMPOSITE BLOCKOUTS	CBSP-14
N	1	W-BEAM MGS RAIL SECTION (9'-4 1/2")	G12025
O	2	W-BEAM MGS RAIL SECTION (12'-6")	G1203A
P	6	WOOD BLOCKOUT 6" X 8" X 14"	P675
Q	1	W-BEAM MGS RAIL SECTION (25'-0")	G1209
SMALL HARDWARE			
a	2	5/16" x 1" HEX BOLT (GRD 5)	B5160104A
b	4	5/16" WASHER	W0516
c	2	5/16" HEX NUT	N0516
d	25	5/8" Dia. x 1 1/4" SPLICE BOLT (POST 2)	B580122
e	2	5/8" Dia. x 9" HEX BOLT (GRD A449)	B580904A
f	3	5/8" WASHER	W050
g	33	5/8" Dia. H.G.R NUT	N050
h	1	3/4" Dia. x 8 1/2" HEX BOLT (GRD A449)	B340854A
j	1	3/4" Dia. HEX NUT	N030
k	2	1 ANCHOR CABLE HEX NUT	N100
l	2	1 ANCHOR CABLE WASHER	W100
m	8	1/2" x 1 1/4" A325 BOLT WITH CAPTIVE WASHER	SB12A
n	8	1/2" STRUCTURAL NUTS	N012A
o	8	1 1/16" O.D. x 9/16" I.D. STRUCTURAL WASHERS	W012A
p	1	BEARING PLATE RETAINER TIE	CT-100ST
q	6	5/8" x 10" H.G.R. BOLT	B581002
r	1	OBJECT MARKER 18" X 18"	E3151

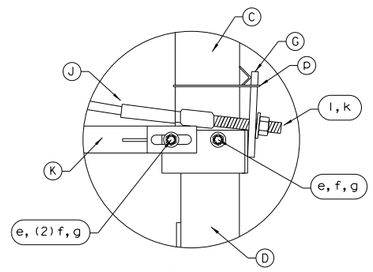


SECTION B-B
ANCHOR BRACKET

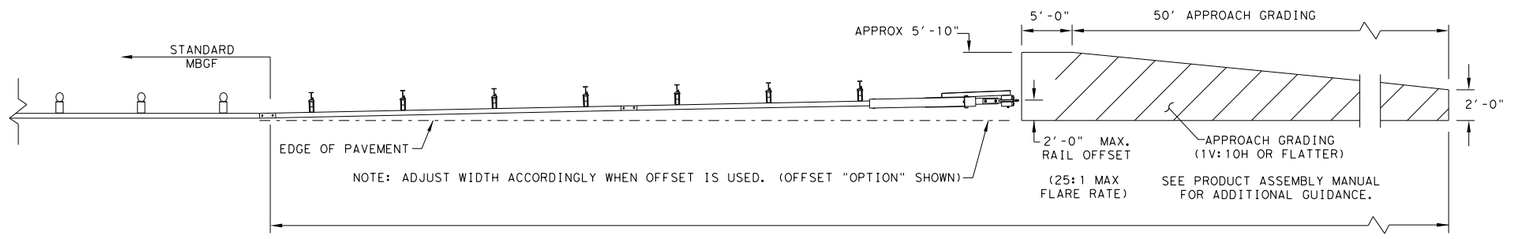
POST 2
SECTION A-A



IMPACT HEAD
CONNECTION DETAIL



POST 1
CONNECTION DETAIL



APPROACH GRADING AT GUARDRAIL END TREATMENTS

NOTE: TXDOT GENERIC APPROACH GRADING LAYOUT USED FOR ALL TANGENT TYPE END TREATMENTS.

NOTE: THIS STANDARD IS A BASIC REPRESENTATION OF THE MSKT END TERMINAL, IT IS NOT INTENDED TO REPLACE THE PRODUCT DESCRIPTION ASSEMBLY MANUAL.

Texas Department of Transportation

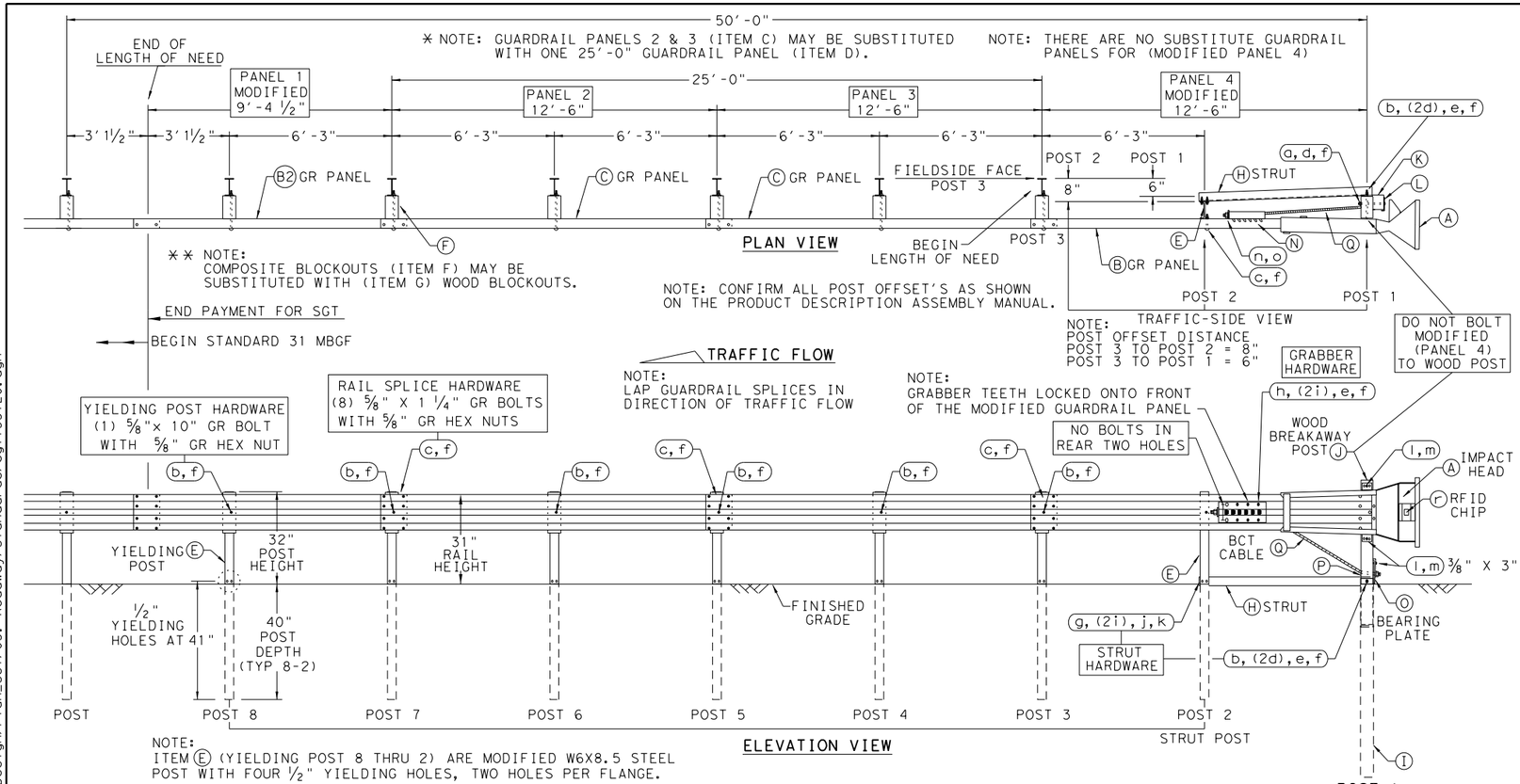
Design Division Standard

SINGLE GUARDRAIL TERMINAL
MSKT-MASH-TL-3
SGT(12S)31-18

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© TxDOT: APRIL 2018	CONT	SECT	JOB		HIGHWAY	
REVISIONS					CR 255	
	DIST	COUNTY			SHEET NO.	
	AUS	WILLIAMSON			156	

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DATE: 11/6/2024
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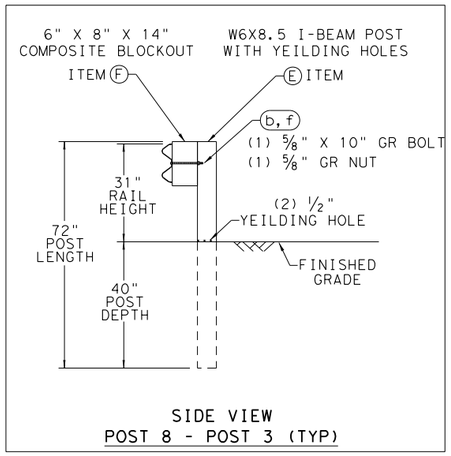


GENERAL NOTES

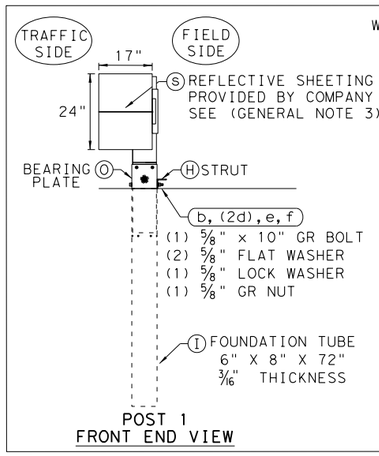
1. FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: SPIG INDUSTRY, INC. AT 1(267) 644-9510. 14675 INDUSTRIAL PARK RD; BRISTOL, VA 24202
2. FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE MANUFACTURER'S; SGET END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL.
3. MANUFACTURER WILL APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" TO THE FACE PLATE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. THE OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
4. THE NOMINAL HEIGHT OF THE GUARDRAIL BEAM IS 31 INCHES WITH A TOLERANCE OF +/- ONE INCH.
5. FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
6. (POST 2 THROUGH POST 8) ARE MODIFIED STEEL-YIELDING POSTS WITH YIELDING HOLES AT GROUND LEVEL. THERE ARE NO SUBSTITUTE POSTS.
7. POSTS SHALL NOT BE SET IN CONCRETE.
8. IF SOLID ROCK IS ENCOUNTERED FOR ANY OF THE POSTS IN THE SYSTEM, CONTACT THE MANUFACTURER FOR SPECIFIC INSTALLATION GUIDANCE.
9. HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445,"GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
10. A COMPOSITE MATERIAL BLOCKOUT THAT MEETS DMS-7210 REQUIREMENTS MAY BE SUBSTITUTED FOR AN APPROVED WOOD BLOCKOUT. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
11. THE ENTIRE SYSTEM MUST BE INSTALLED IN A STRAIGHT LINE WITHOUT ANY CURVE. HOWEVER, THE SYSTEM CAN BE OFFSET BY TWO FEET AS SHOWN ON THE APPROACH GRADING DETAIL TO HELP OFF-SET THE IMPACT HEAD FROM SHOULDER OF THE ROAD.

ITEM	QTY	MAIN SYSTEM COMPONENTS	ITEM #
A	1	SGET IMPACT HEAD	SIH1A
B	1	MODIFIED GUARDRAIL PANEL 12'-6" 12GA	126SPZGP
B2	1	MODIFIED GUARDRAIL PANEL 9'-4 1/2" 12GA	GP94
C	2	STANDARD GUARDRAIL PANEL 12'-6" 12GA	GP126
D	1	STANDARD GUARDRAIL PANEL 25'-0" 12GA	GP25
E	7	MODIFIED YIELDING I-BEAM POST W6x8.5	YP6MOD
F	6	COMPOSITE BLOCKOUT 6" X 8" X 14"	CBO8
G	6	WOOD BLOCKOUT 6" X 8" X 14"	WBO8
H	1	STRUT 3" X 3" X 80" x 1/4" A36 ANGLE	STR80
I	1	FOUNDATION TUBE 6" X 8" X 72" x 3/16"	FNDT6
J	1	WOOD BREAKAWAY POST 5 1/2" x 7 1/2" x 50"	WBRK50
K	1	WOOD STRIKE BLOCK	WSBLK14
L	1	STRIKE PLATE 1/4" A36 BENT PLATE	SPLT8
M	1	REINFORCEMENT PLATE 12 GA. GR55	REPLT17
N	1	GUARDRAIL GRABBER 2 1/2" X 2 1/2" X 16 1/2"	GGR17
O	1	BEARING PLATE 8" X 8 5/8" X 5/8" A36	BPLT8
P	1	PIPE SLEEVE 4 1/4" X 2 3/8" O.D. (2 1/8" I.D.)	PSLV4
Q	1	BCT CABLE 3/4" X 81" LENGTH	CBL81
		SMALL HARDWARE	
a	1	5/8" X 12" GUARDRAIL BOLT 307A HDG	12GRBLT
b	7	5/8" X 10" GUARDRAIL BOLT 307A HDG	10GRBLT
c	33	5/8" X 1 1/4" GR SPLICE BOLTS 307A HDG	1GRBLT
d	3	5/8" FLAT WASHER F436 A325 HDG	58FW436
e	1	5/8" LOCK WASHER HDG	58LW
f	39	5/8" GUARDRAIL HEX NUT HDG	58HN563
g	2	1/2" X 2" STRUT BOLT A325 HDG	2BLT
h	6	1/2" X 1 1/4" PLATE BOLT A325 HDG	125BLT
i	16	1/2" FLAT WASHER F436 A325 HDG	12FWF436
j	8	1/2" LOCK WASHER HDG	12LW
k	8	1/2" HEX NUT A563 HDG	12HN563
l	4	3/8" X 3" HEX LAG SCREW GR5 HDG	38LS
m	4	3/8" FLAT WASHER F436 A325 HDG	38FW844
n	2	1" FLAT WASHER F436 A325 HDG	1FWF436
o	2	1" HEX NUT A563DH HDG	1HN563
p	1	18" TO 24" LONG ZIP TIE RATED 175-200LB	ZPT18
q	1	1 1/2" X 4" SCH-40 PVC PIPE	PSPCR4
r	1	RFID CHIP RATED MIL-STD-810F	RFID810F
s	1	IMPACT HEAD REFLECTIVE SHEETING	RS30M

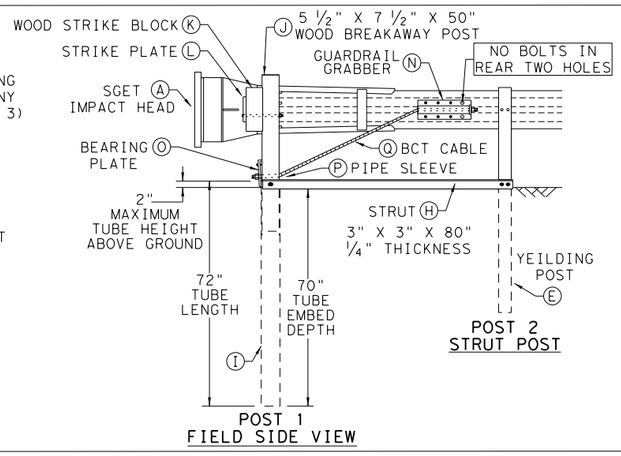
ALTERNATIVE ITEMS * D E
NOTE: SEE PLAN VIEW ** F G



SIDE VIEW
POST 8 - POST 3 (TYP)

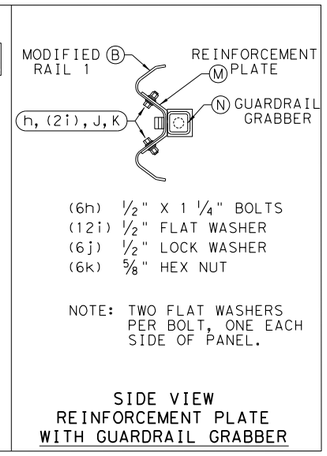


POST 1
FRONT END VIEW

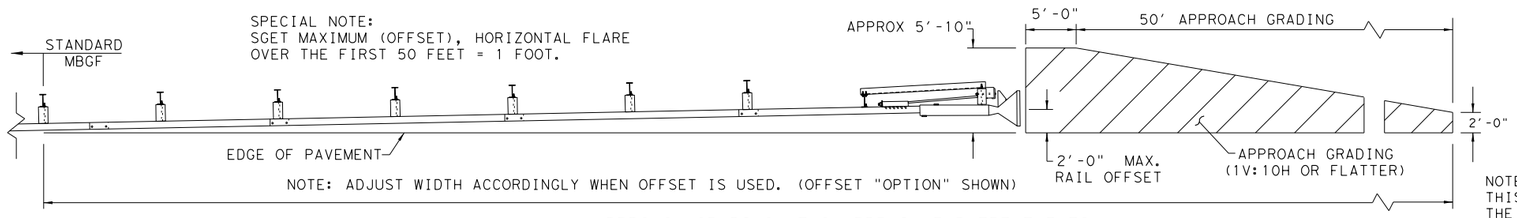


POST 1
FIELD SIDE VIEW

POST 2
STRUT POST



SIDE VIEW
REINFORCEMENT PLATE
WITH GUARDRAIL GRABBER



APPROACH GRADING AT GUARDRAIL END TREATMENTS

NOTE:
THIS STANDARD IS A BASIC REPRESENTATION OF THE SGET TERMINAL SYSTEM AND IS NOT INTENDED TO REPLACE THE MANUFACTURER'S ASSEMBLY MANUAL.

Texas Department of Transportation

Design Division Standard

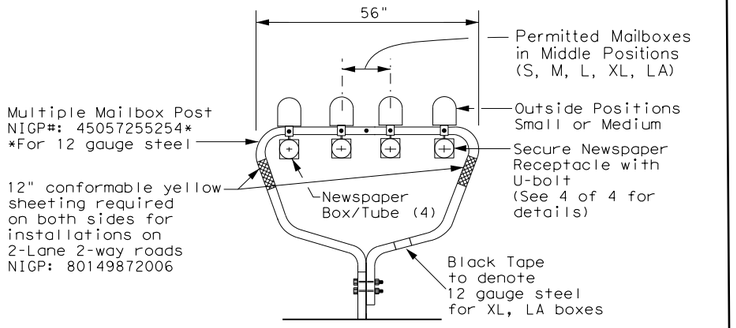
SPIG INDUSTRY, LLC
SINGLE GUARDRAIL TERMINAL
SGET - TL-3 - MASH
SGT(15)31-20

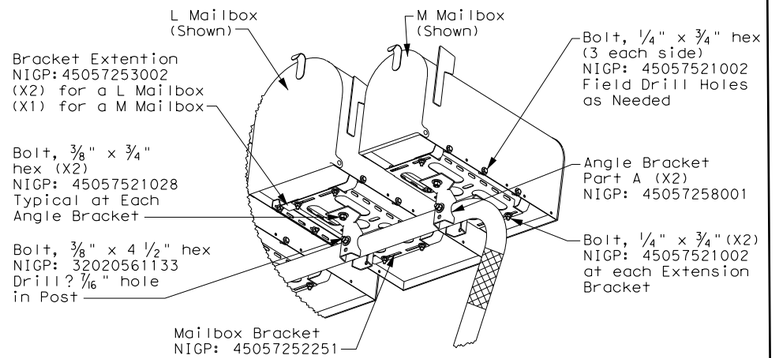
FILE: sgt153120.dgn	DN: TxDOT	CK: KM	DW: VP	CK: VP		
©TxDOT: APRIL 2020	CONT	SECT	JOB	HIGHWAY		
REVISIONS				CR 255		
	DIST	COUNTY		SHEET NO.		
	AUS	WILLIAMSON		157		

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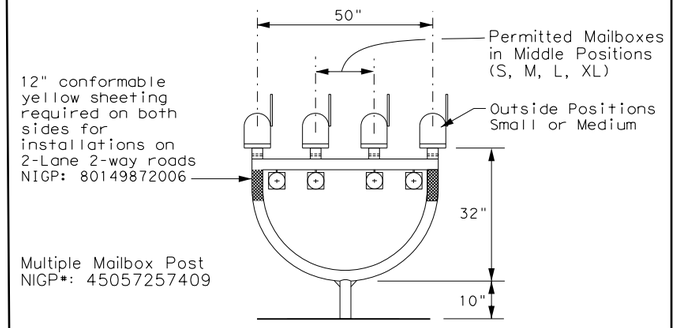
DATE: 11/6/2024
FILE: dw://server.sig-eng.com:Sig-ds/Documents/WILCO302_CR255_CR289/Design_Data/4 - Design/Plan_Set/03. Roadway/Standards/mb-21(1).dgn

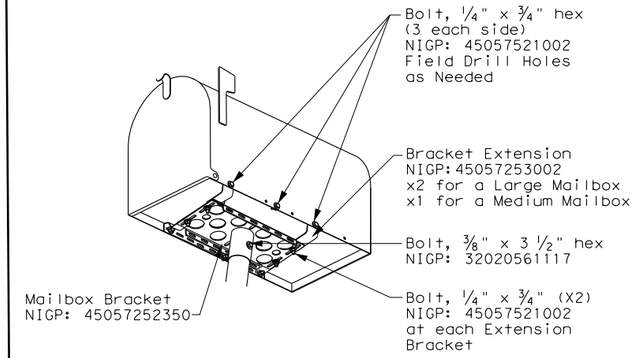
TYPE 1 - MULTIPLE





TYPE 4 - MULTIPLE





MAILBOX SIZES

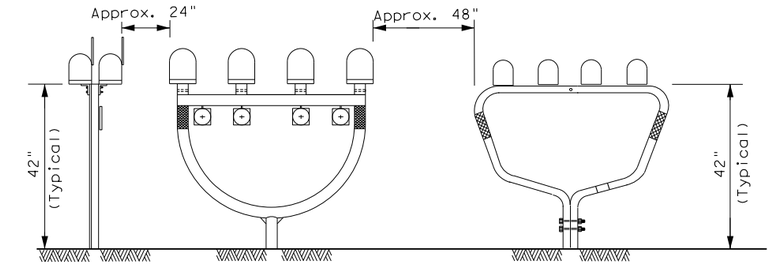
MAILBOX SIZE	TYPICAL DIMENSIONS			MAX **
	LENGTH	WIDTH	HEIGHT	WEIGHT
SMALL	19 1/2"	6"	7"	6 LBS
MEDIUM	22 1/2" *	8" *	11 1/2" *	8 LBS
LARGE	23 1/2"	11 1/2"	13 1/2"	11 LBS
EXTRA LARGE	18"	14"	12"	13 LBS
LOCKABLE	18"	11 1/2"	15"	23 LBS

* See Note 1.
** Excluding Molded Plastic on 4 X 4 Post

GENERAL NOTES:

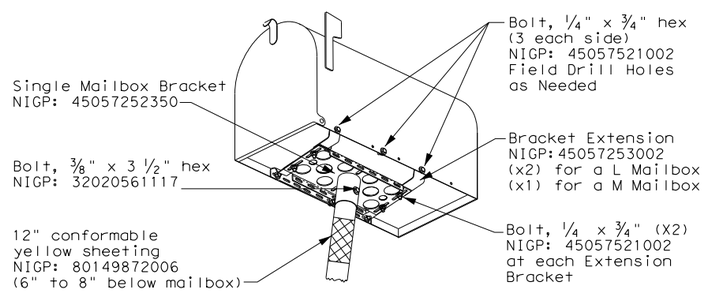
1. Dimensions shown (length, width, and height) are typical, not maximums. However, anytime a medium size mailbox is mounted on a single/double mount or on the outside position on a multi mount, the dimensions shown are maximums.
2. Mailboxes shall be made of light weight sheet metal or light weight plastic. Heavy steel, cast iron or decorative mailboxes shall not be used on the state highway system.

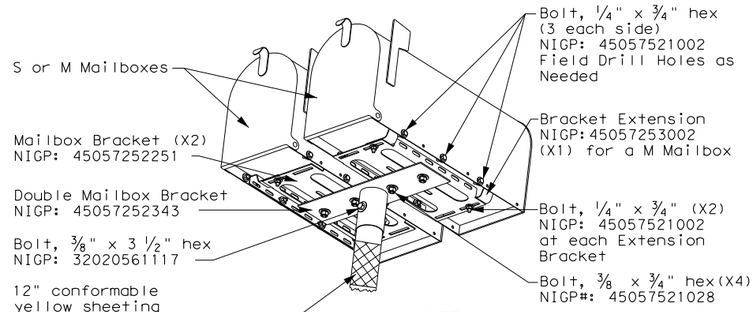
TYPICAL INSTALLATION MEASUREMENTS



NOTE:
Mailbox installations in sidewalk areas shall be in accordance with the latest TxDOT Design Standard sheets PED-Pedestrian Facilities Curb Ramps.

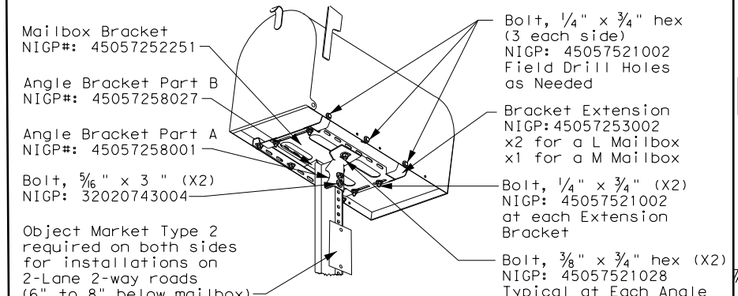
TYPE 2 and 4 - SINGLE/DOUBLE

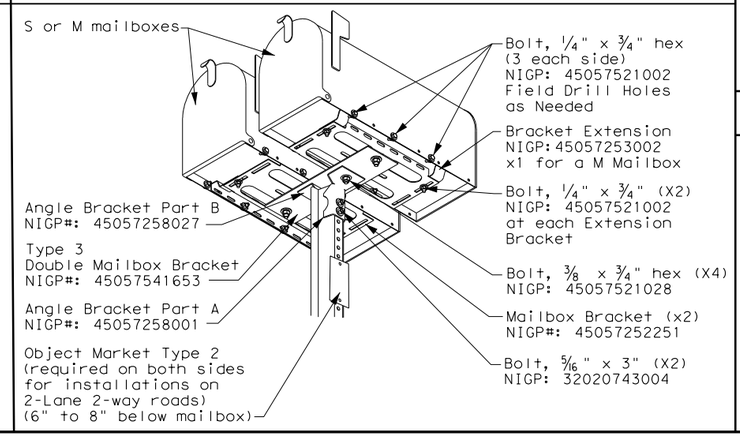




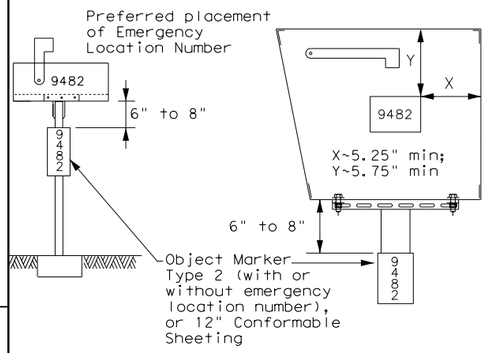
NOTE:
Double mailbox mounts are not allowed with a type 4 multiple mailbox installation

TYPE 3 - SINGLE/DOUBLE





PLACEMENT OF EMERGENCY LOCATION NUMBER

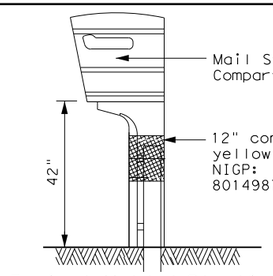


NOTES:

1. Location numbers are provided by homeowner. Minimum size 1" height.
2. Location number is typically placed on the mailbox in a contrasting color.
3. Black numbers may be placed on the Type 2 object marker if the numbers cannot be placed on the mailbox.
4. Alternatively, a green or blue plate with white numbers attached may be mounted below the object marker. Other contrasting color configuration, as approved, may be used.
5. See 3 of 4 for Foundation details.
6. See 4 of 4 for Hardware details.

SHEET 1 OF 4

TYPE 5



Typical Molded Plastic Mailbox

Texas Department of Transportation
Maintenance Division Standard

MAILBOX MOUNTING AND ASSEMBLY

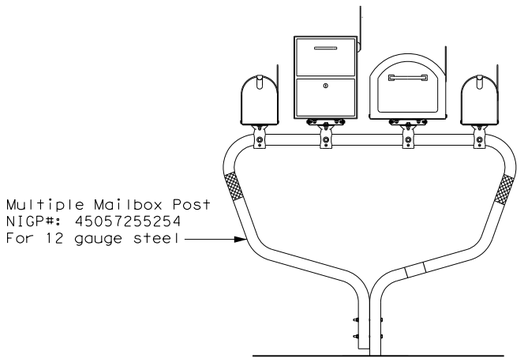
MB(1)-21

FILE: MB-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT March 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS 2/2005 11/2009 4/2015 6/2005 1/2011 11/2006 7/2014				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		158

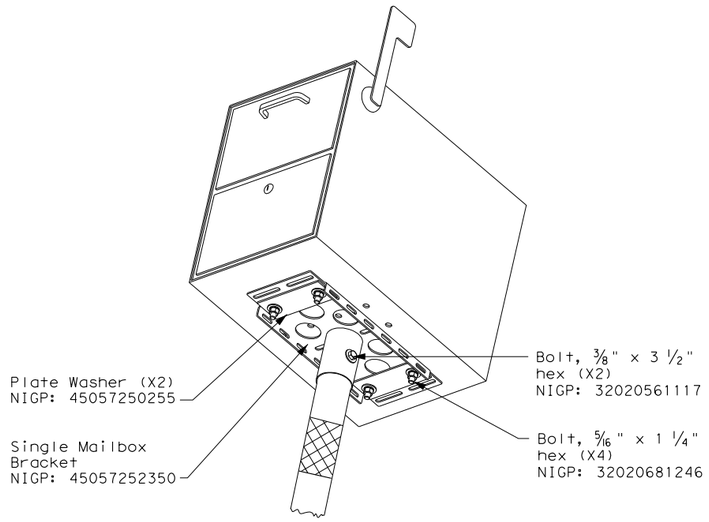
DISCLAIMER:
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DATE: 1/6/2024
FILE: c:\pw\txdot\255\d0280\Design\Data\4 - Design\Plan\Set\03. Roadway\Standards\mb-21(2).dgn

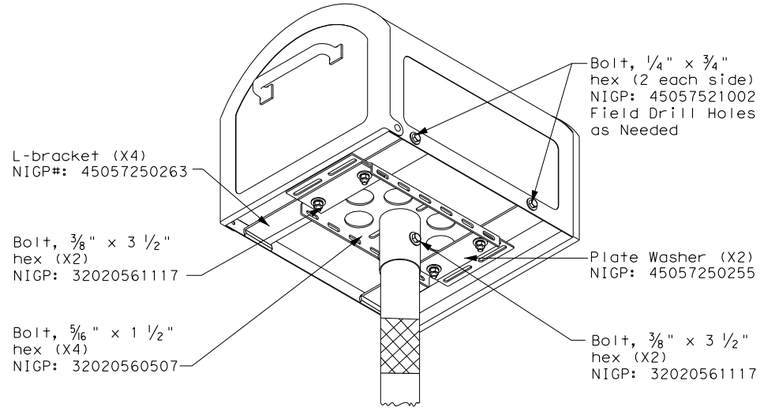
TYPE 1- MULTI LOCKABLE AND XL MAILBOX



TYPE 2/4 - SINGLE LOCKABLE MAILBOX

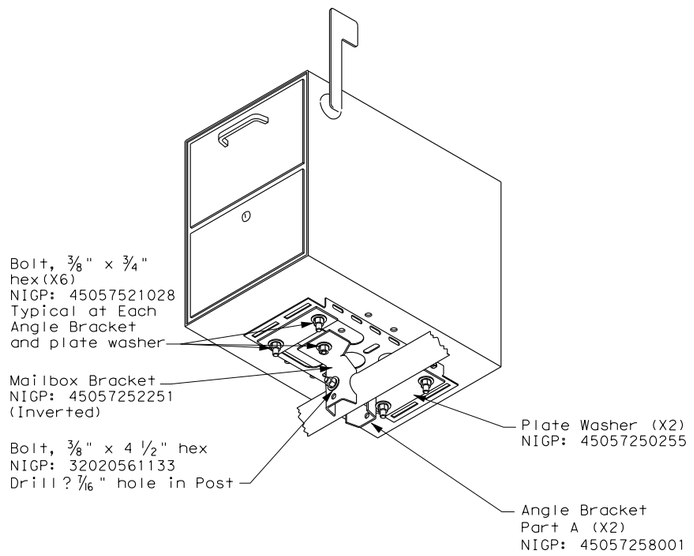


TYPE 2/4 - SINGLE XL MAILBOX

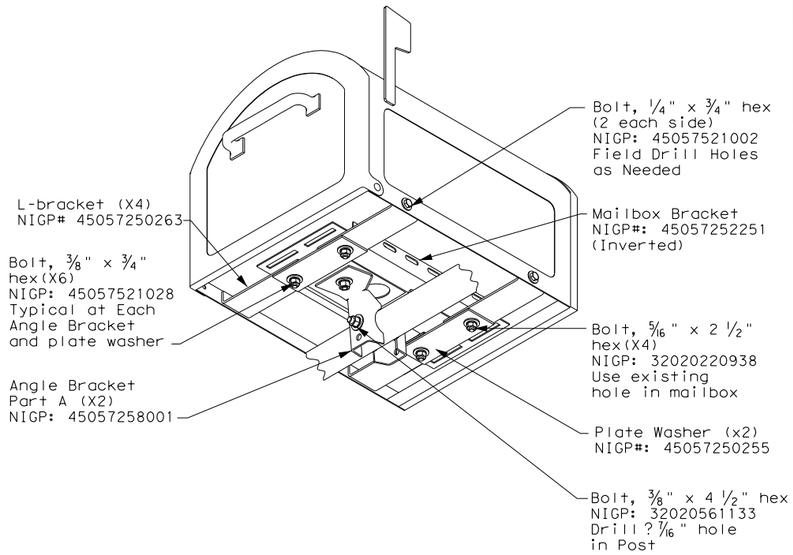


NOTE:
Follow same configuration when mounting an XL mailbox on a Type 4 multi post.

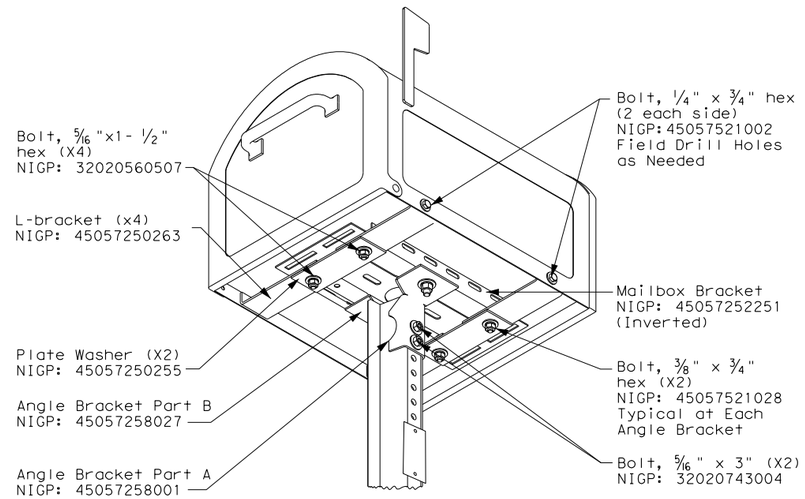
TYPE 1 MULTI - LOCKABLE ARCHITECTURAL (LA)



TYPE 1 MULTI - XL MAILBOX



TYPE 3 - XL MAILBOX MOUNTING



Texas Department of Transportation | Maintenance Division Standard

XL AND LOCKABLE ARCHITECTURAL MAILBOX ASSEMBLY

MB(2)-21

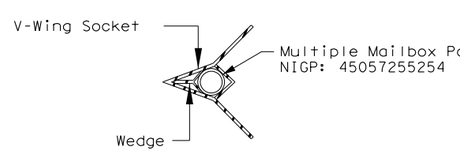
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© TxDOT March 2004	CONT	SECT	JOB	HIGHWAY
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	AUS	WILLIAMSON		159

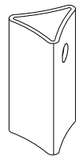
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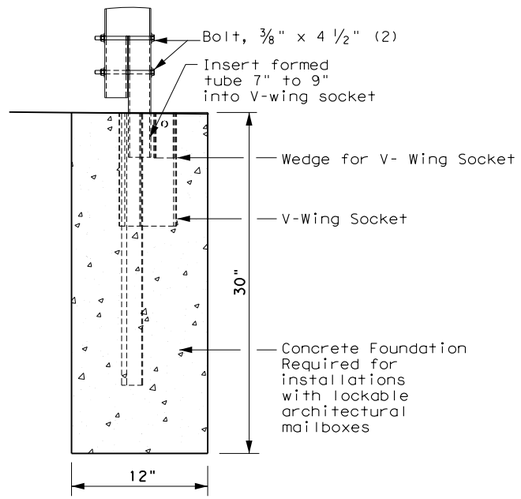
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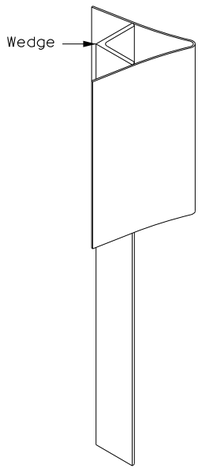
TYPE 1 - SUPPORT/FOUNDATION

Thin Wall Tube w/ V-LOC Anchorage

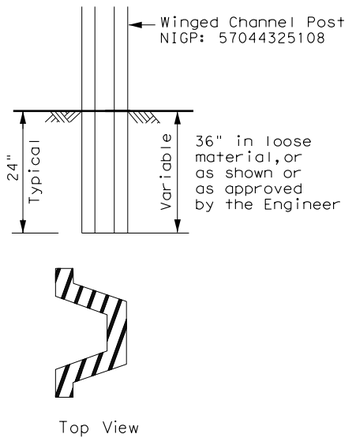








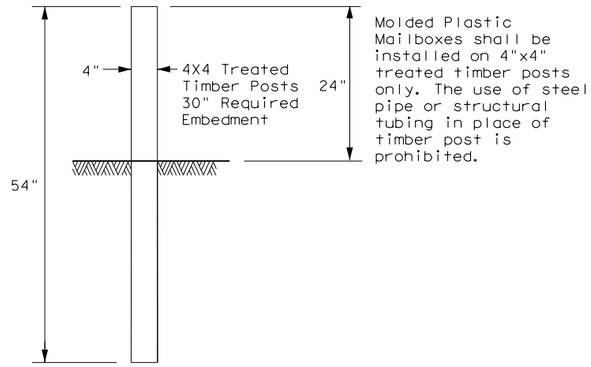
TYPE 3 - SUPPORT/FOUNDATION



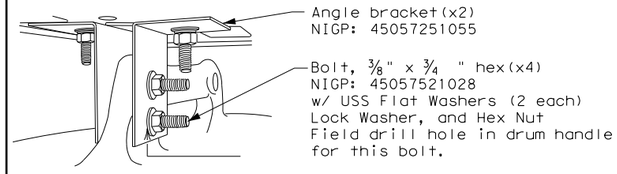
NOTES:

1. Attach Object Marker(OM) facing direction of traffic.
2. OM will also be required on opposite side if installed on a 2-Lane, 2-Way roadway.

TYPE 5 - SUPPORT/FOUNDATION



TYPE 6 - TEMPORARY MAILBOX SUPPORT



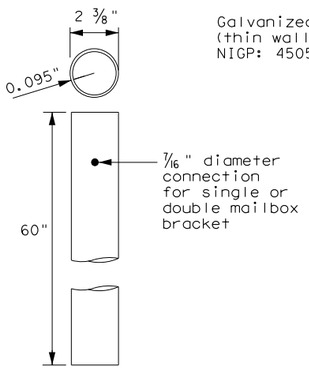
Plastic Drum NIGP: 55093383655
Rubber Collar NIGP: 55093387102

NOTES:

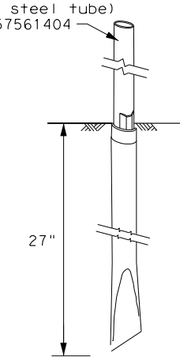
1. Place on approved plastic drum as shown in the Compliant Work Zone Traffic Control Devices (CWZTCD).
2. Existing attachment hardware shall be used unless damaged. Damaged hardware shall be replaced.

TYPE 2 - SUPPORT/FOUNDATION

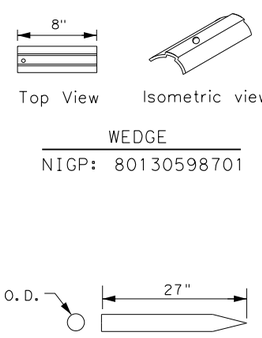
Thin Wall Steel Tube w/Wedge Anchor System



MAILBOX POST



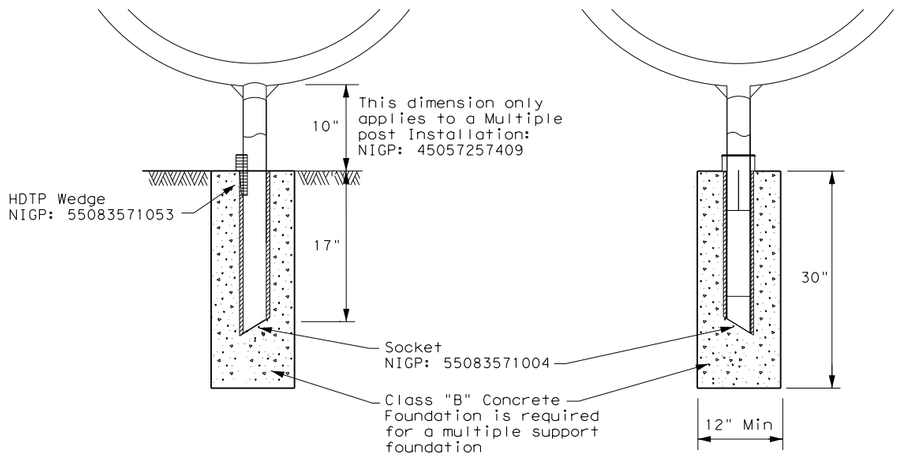
WEDGE ANCHOR
NIGP: 80130238407



WEDGE
NIGP: 80130598701

TYPE 4 - SUPPORT/FOUNDATION

Whitecoated steel post NIGP: 45057561107
Multiple post NIGP: 45057257409
Recycled Rubber post (RR) NIGP: 45057561057



GENERAL NOTES:

1. Erect post plumb or vertical.
2. When galvanized part is required galvanize in accordance with Item 445.
3. Use a concrete footing as shown or when directed. Concrete footing will be required when soils do not hold the support/foundations in a stable condition, only on Type 1, Type 2, and Type 4

Texas Department of Transportation

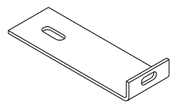
Maintenance Division Standard

MAILBOX SUPPORT AND FOUNDATION

MB(3)-21

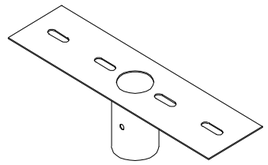
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©TxDOT March 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS 2/2005 11/2009 4/2015 6/2005 1/2011 11/2006 7/2014				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		160

TYPE	TYPE 1	TYPE 2	TYPE 3	TYPE 4			TYPE 5	TYPE 6
Configuration	Multiple	Single or Double	Single or Double	Single	Double	Multiple	Single	Single
Mailbox Size NIGP •	Outside Position: S or M Inside Position: S, M, L, XL, or LA	Single: S, M, L, XL, or LA Double: SS, SM, MM	Single: S, M, L, or XL Double: SS, SM, MM	S, M, L, XL, or LA	SS, SM, or MM	Outside Position: S or M Inside Position: S, M, L, or XL	Molded Plastic	S, or M
Mailbox Post NIGP •	45057255254 (Galvanized Multiple)	45057561404 (Thin Walled Gavanize)	57044325108 (Wing Channel Post)	45057561107 (Thin walled white powder coated) 45057561057 (Recycled Rubber Post: S or M only)	45057561107 (Thin Walled White Powder Coated)	45057257409 (White Powder Coated Multiple)	4x4 Timber	Construction Barrel
Post and Mailbox Hardware NIGP •	45057259009 (Wedge) 45057256500 (V-Wing Socket) 45057253002 (Bracket Extension) 45057252251 (Mailbox Bracket) 45057258001 (Part A Angle Bracket x2) 45057250255 (Plate Washer for XL/LA x2) 45057250263 (L-Bracket for XL x4)	80130598701 (Wedge) 80130238407 (Wedge Anchor) 45057253002 (Bracket Extension) 45057252343 (Double MB Bracket) 45057252350 (S. Mailbox Bracket) 45057252251 (Mailbox Bracket) 45057250255 (Plate Washer for XL/LA x2) 45057250263 (L-Bracket forXL x4)	45057541653 (Type 3 Double Mailbox Bracket) 45057252251 (Mailbox Bracket) 45057253002 (Bracket Extension) 45057258001 (Part A Angle Bracket) 45057258027 (Part B Angle Bracket) 45057250255 (Plate Washer for XL x2) 45057250263 (L-Bracket for XL x4)	55083571053 (Wedge) 55083571004 (Socket) 45057252350 (Single Mailbox Bracket) 45057253002 (Bracket Extension) 45057250255 (Plate Washer for XL/LA x2) 45057250263 (L-Bracket for XL x4)	55083571053 (Wedge) 55083571004 (Socket) 45057253002 (Bracket Extension) 45057252343 (Double Mount Bracket) 45057252251 (Mailbox Bracket x2)	55083571053 (Wedge) 55083571004 (Socket) 45057253002 (Bracket Extension) 45057252350 (Single Mount Bracket) 45057250255 (Plate Washer for XL x2) 45057250263 (L-Bracket for XL x4)	None	45057251055 Angle Bracket (x2)
Foundation Used	Class B Concrete (Required for LA Mailboxes)	Class B Concrete (Required for LA Mailboxes)	None	Class B Concrete (not used with recycled rubber post, required for LA Mailboxes)	Class B Concrete (not required)	Class B Concrete	None	None



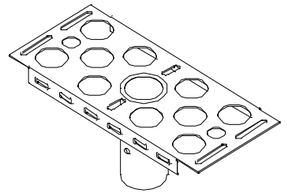
NIGP: 45057250263

L-Bracket x4 for
XL sized mailboxes



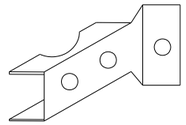
NIGP: 45057252343

Double Mailbox Bracket
For Type 2 and Type 4
double mount



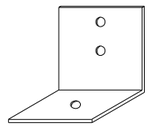
NIGP: 45057252350

Single Mailbox Bracket
For Type 2 single and for
Type 4 single and multi mount



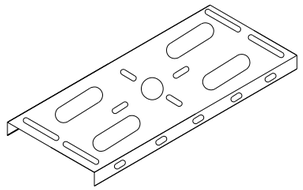
NIGP: 45057258001

Part "A" Angle Bracket
For Type 1 multi (2 per mailbox)
and Type 3 single and double



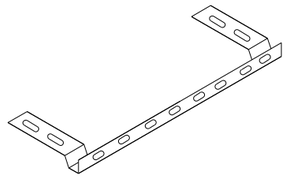
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Type 6 Angle Bracket
(2 per mailbox)



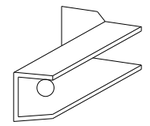
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Mailbox Bracket
For Type 1 multi and
any double mount (use 2)



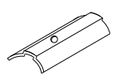
NIGP: 45057253002

Bracket Extension
Use 1 for a medium Mailbox
Use 2 for a Large Mailbox



NIGP: 45057258027

Part "B" Angle Bracket
For Type 3 single
and double



NIGP: 80130598701

Wedge for Type 2



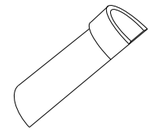
NIGP: 45057250255

Plate Washer for Architecural
and XL Mailboxes



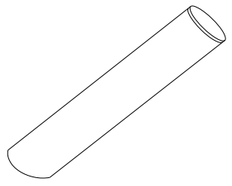
NIGP: 45057541653

Type 3 double mailbox bracket



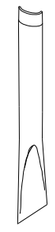
NIGP: 55083571053

Type 4 Mailbox Wedge



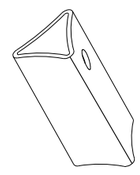
NIGP: 55083571004

Type 4 Mailbox Socket



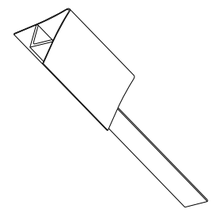
NIGP: 80130238407

Type 2 Wedge Anchor



NIGP: 45057259009

Wedge for Type 1 V-wing Socket



NIGP: 45057256500

V-wing Socket for
Type 1 Foundation

NIGP •	OBJECT MARKERS AND CONFORMABLE SHEETING
55008311759	Type 2 OM 4"x4" (3 Needed) for Type 3 Wing Channel Post
55008312906	Type 2 OM 6"x12" (1 needed) for Type 3 Wing Channel Post
80149872006	12" Conformable Reflective Yellow Sheeting for Flexible Posts

NOTES:

1. Type 2 object marker in accordance with Traffic Engineering Standard Delineators & Object Markers.
2. A light weight receptacle for newspaper delivery can be attached to mailbox posts if the receptacle does not touch the mailbox, present a hazard to traffic or delivery of the mail, extend beyond the front of the mailbox, or display advertising, except the publication title.

BID CODES FOR CONTRACTS

MB-(X) ASSM TY (XXX) (X)

Type of Mailbox
- S = Single
- D = Double
- M = Multiple
- MP = Molded Plastic

Type of Post
- WC = Winged Channel Post
- RR = Recycled Rubber
- TWW = Thin Walled White Tubing
- TWG = Thin Walled Galvanized Tubing
- TIM = Timber

Type of Foundation
- Ty 1 = V-Loc
- Ty 2 = Wedge Anchor Steel System
- Ty 3 = Winged Channel post
- Ty 4 = Wedge Anchor Plastic System
- Ty 5 = 4 X 4 Post

Texas Department of Transportation — Maintenance Division Standard

NIGP PARTS LIST AND COMPATIBILITY

MB(4)-21

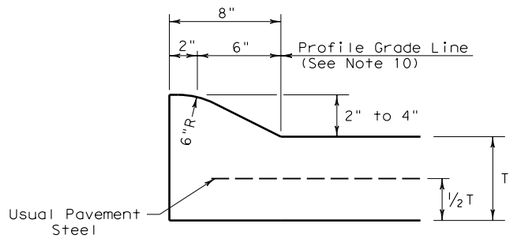
FILE: MB-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT March 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS				CR 255
2/2005 11/2009 4/2015 6/2005 1/2011 11/2006 7/2014	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		161

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.

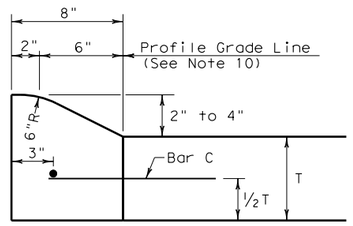
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DISCLAIMER:
The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for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

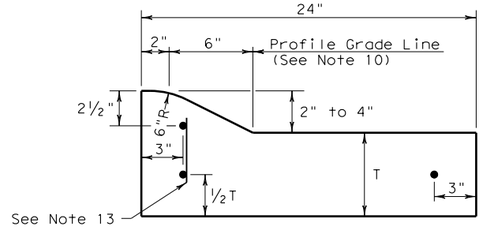
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FILE:



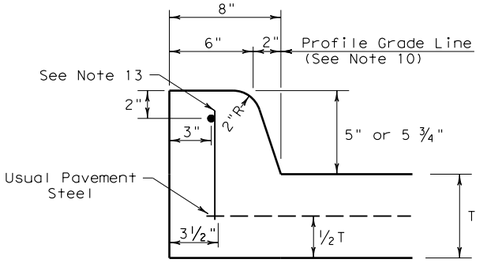
TYPE I CURB (MONOLITHIC)
2" - 4" HEIGHT



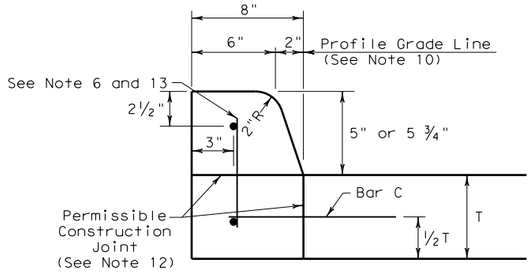
TYPE I CURB
2" - 4" HEIGHT



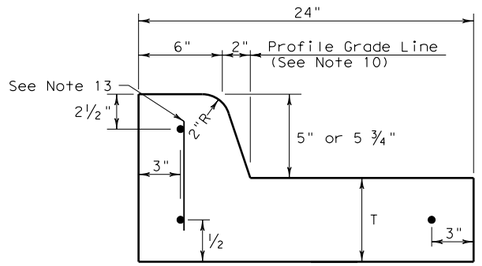
TYPE I CURB AND GUTTER
2" - 4" HEIGHT



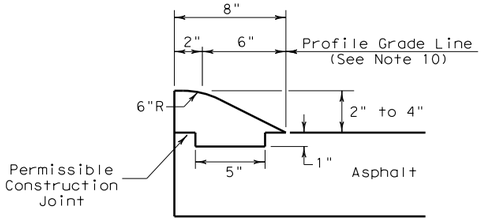
TYPE II CURB (MONOLITHIC)
5" - 5 ¾" HEIGHT



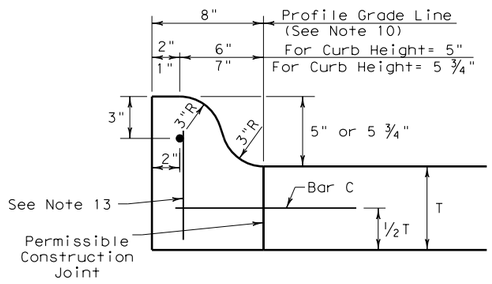
TYPE II CURB
5" - 5 ¾" HEIGHT



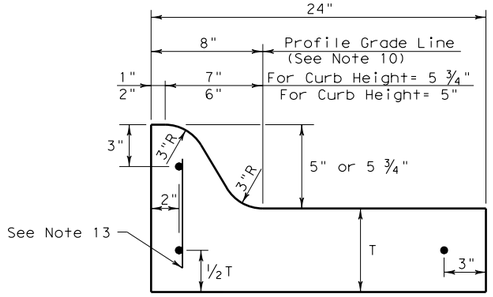
TYPE II CURB AND GUTTER
5" - 5 ¾" HEIGHT



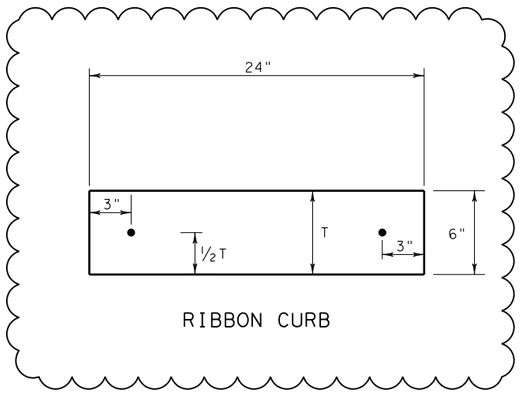
TYPE III CURB (KEYED)
2" - 4" HEIGHT



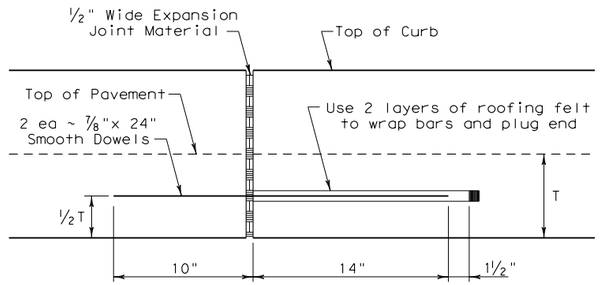
TYPE IIa CURB
5" - 5 ¾" HEIGHT



TYPE IIa CURB AND GUTTER
5" - 5 ¾" HEIGHT

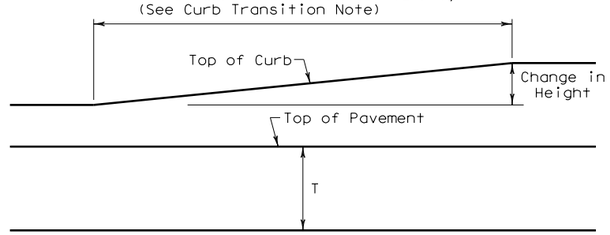


RIBBON CURB

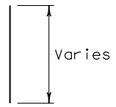


EXPANSION JOINT DETAIL

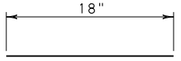
CURB TRANSITION NOTE:
Field conditions may require a longer or shorter transition, and shall be shown elsewhere in the plans, or as directed by the Engineer.



CURB TRANSITION
Note: To be paid for as Highest Curb



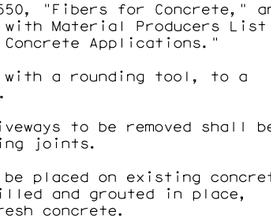
BAR B



BAR C

GENERAL NOTES

1. All materials and construction shall be in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."
2. Concrete shall be Class A.
3. When reinforcing bars are used, they shall be No.4 unless otherwise shown. The use of fiber reinforced concrete in lieu of reinforcing steel is acceptable. Use fibers meeting the requirements of DMS 4550, "Fibers for Concrete," and dose fibers in accordance with Material Producers List (MPL) "Fibers for Class A and B Concrete Applications."
4. Round exposed sharp edges with a rounding tool, to a minimum radius of ¼ inch.
5. All existing curbs and driveways to be removed shall be sawed or removed at existing joints.
6. 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.
7. Expansion and contraction joints shall be constructed to match pavement joints in all curbs and curb and gutter adjacent to jointed concrete pavement. Where placement of curb or curb and gutter is not adjacent to concrete pavement, expansion joints shall be provided at structures, curb returns at streets, and at locations directed by The Engineer.
8. Vertical and horizontal dowel bars and transverse reinforcing bars shall be placed at four feet C~C.
9. Dimension 'T' shown is the thickness of concrete pavement. When curb is installed adjacent to flexible pavement dimension 'T' is 8" maximum.
10. Usual profile grade line. Refer to typical sections and plan-profile sheets for exact locations.
11. One-half inch expansion joint material shall be provided where curb or curb and gutter is adjacent to sidewalk or riprap.
12. When horizontal permissible construction joints are used, the longitudinal pavement steel shall be placed in accordance with pavement details shown elsewhere in the plans. Reinforcing steel for curb section shall then conform to that required for concrete curb.
13. Bar B placement as needed (typically at four ft. C-C) to support curb reinforcing steel during concrete placement.



GERALD LANKES FOR RIBBON CURB DETAIL ONLY

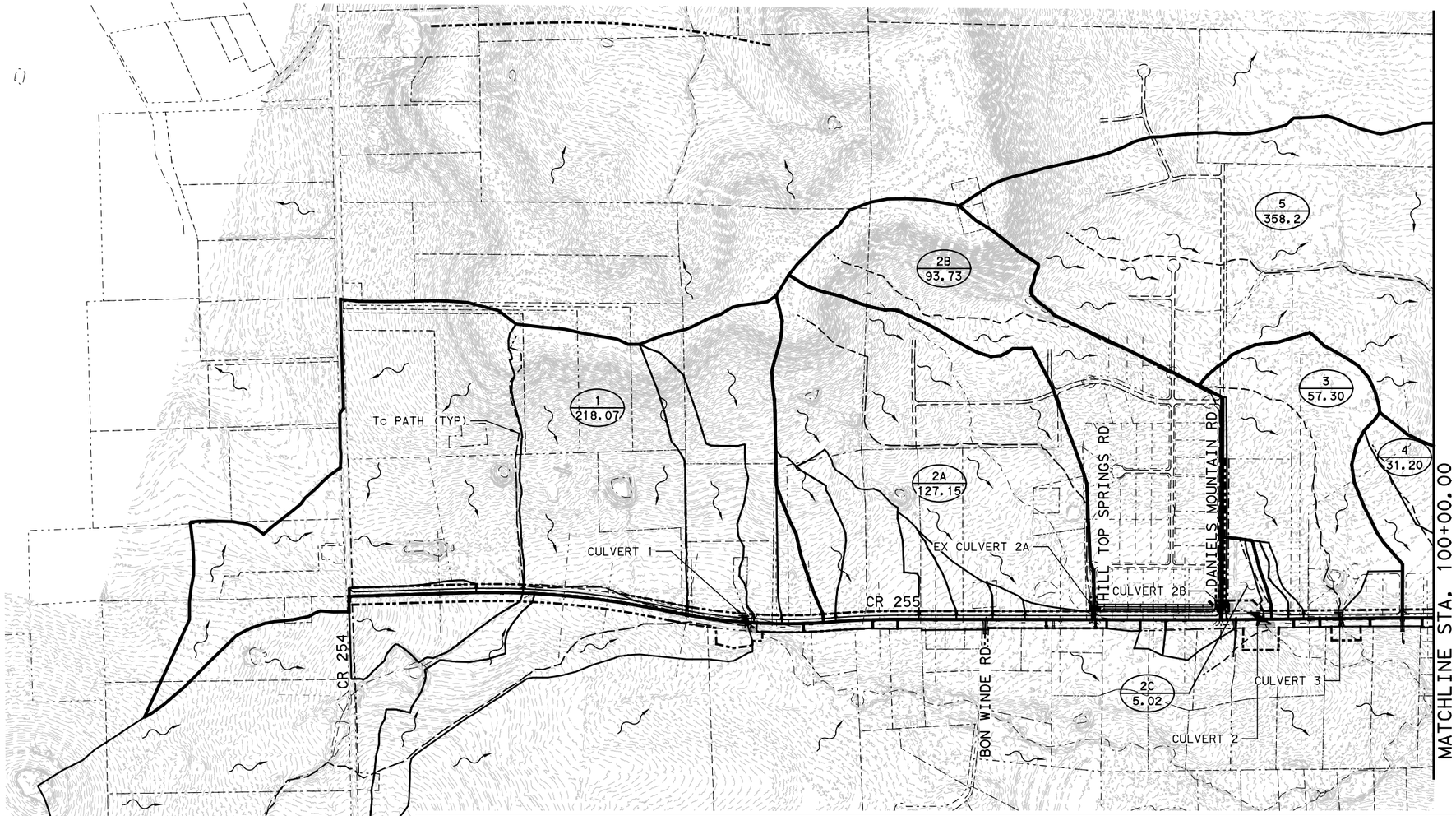
Texas Department of Transportation

Design Division Standard

CONCRETE CURB AND CURB AND GUTTER

CCCG-22 (MOD)

FILE: cccg21.dgn	DN: TXDOT	CK: AN	DW: CS	CK: KM
©TxDOT: JUNE 2022 REVISIONS	CONT	SECT	JOB	HIGHWAY
				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		162



0 500 1000

SCALE: 1" = 1000'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
- EXIST ROW
- PROP ROW

NOTES:

1. DRAINAGE AREAS LABELED ON THIS MAP APPLY TO CROSS CULVERT OUTFALLS ONLY. REFER TO THE DRAINAGE AREA MAPS FOR DITCH & DRIVEWAY PIPE DESIGN AREAS. DUE TO THE SMALLER SCALE, SUB-AREA BOUNDARIES ARE SHOWN ON THIS MAP TO PROVIDE THE FULL LIMITS OF ALL INTERNAL DRAINAGE AREAS.
2. CONTOURS ARE SHOWN AT 1' INTERVALS & TERRAIN DATA WAS GATHERED FROM WILCO GIS WEBSITE AND TNRIS.
3. HEC HMS 4.11 WAS USED TO COMPUTE PEAK FLOWS FOR THE NRCS METHOD.
4. WHILE AREAS 2A, 2B, & 2C ARE SMALLER THAN 200 AC, THEY COMBINE FOR THE DESIGN OF CULVERT 2 WHICH EXCEEDS 200 AC. THE NRCS METHOD IS USED TO COMPUTE PEAK FLOWS FOR CULVERT 2.
5. RATIONAL METHOD FLOWS WERE COMPUTED USING TXDOT'S ATLAS 14 SPREADSHEET TOOL (EBDLKUP-2019-VC6.2.10) PARTIAL DURATION, SAN GABRIEL RIVER ZONE, WILCO.

NO.	REVISION	BY	DATE

RUNOFF SUMMARY FOR DRAINAGE AREAS LARGER THAN 200 ACRES USING NRCS TR-55 METHOD

DRAINAGE AREA NO.	AC	SQ.MI.	CN	% IMP	INITIAL ABSTRACT (Ia) (IN)	TIME OF CONC Tc (MIN)	LAG TIME T (MIN)	RAINFALL DEPTH P(25) (IN)	DISCHARGE 25 YEAR Q(25) (CFS)	RAINFALL DEPTH P(100) (IN)	DISCHARGE 100 YEAR Q(100) (CFS)	COMMENTS
CLV 1	218.07	0.3407	65	1.20	1.08	31	18.60	8.04	659	11.20	1030	
DA 2A	127.15	0.1987	65	1.27	1.08	31	18.60	8.04	384	11.20	603	
DA 2B	93.73	0.1465	65	0.93	1.08	33	19.80	8.04	274	11.20	429	
DA 2C	5.02	0.0078	65	8.00	1.08	14	8.40	8.04	23	11.20	35.1	
CLV 2	225.90	0.3530	ROUTED IN HEC-HMS					8.04	669	11.20	1049	Culvert 2 combines Areas 2A, 2B & 2C.
CLV 2B	220.88	0.3451	ROUTED IN HEC-HMS					8.04	656	11.20	1031	Culvert 2B combines Areas 2A & 2B.
CLV 5	358.20	0.5597	65	0.54	1.08	36	21.60	8.04	994	11.20	1560	

RUNOFF SUMMARY FOR DRAINAGE AREAS SMALLER THAN 200 ACRES USING THE RATIONAL METHOD

DRAINAGE AREA NO.	ACRES	SUBAREAS (AC) SUBAREA 1 AREA (AC)	C	LAND USE	REMAINING AREA AREA (AC)	C	WEIGHTED C VALUE	TOTAL CA	TOTAL Tc (MIN)	INTENSITY I(25) (IN/HR)	DISCHARGE Q(25) (CFS)	INTENSITY I(100) (IN/HR)	DISCHARGE Q(100) (CFS)	COMMENTS
CLV 3	57.30	1.00	0.90	IMP	56.30	0.37	0.38	21.73	33.00	5.11	111	6.75	147	
CLV 4	31.20	1.20	0.90	IMP	30.00	0.37	0.39	12.18	20.00	6.63	80.7	8.65	105	
CLV 6A	52.10	1.00	0.90	IMP	51.10	0.34	0.35	18.27	24.00	6.06	111	7.94	145	
DA 6B	6.14	0.50	0.90	IMP	5.64	0.34	0.39	2.37	17.00	7.14	16.9	9.27	22	
CLV 6B	58.24										128		167	Culvert 6B combines Areas 6A & 6B
CLV 7	34.90	0.68	0.90	IMP	34.22	0.37	0.38	13.27	18.00	6.96	92.4	9.05	120	
CLV 8	10.20	0.74	0.90	IMP	9.46	0.37	0.41	4.17	11.00	8.49	35.4	10.89	45.4	

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

10/25/2024

DEPARTMENT OF INFRASTRUCTURE

WILCO TEXAS

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255 OFFSITE DRAINAGE AREA MAP

BEGIN PROJECT TO STA 100+00

SHEET 1 OF 2

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	163

USER: Clay.Gann
DATE: 10/25/2024 8:34:58 AM
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FILE: c:\sky\sky.gann\dms\01862\CR255_ODMA1.dgn



0 500 1000

SCALE: 1" = 1000'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
- EXIST ROW
- PROP ROW

NOTES:

1. DRAINAGE AREAS LABELED ON THIS MAP APPLY TO CROSS CULVERT OUTFALLS ONLY. REFER TO THE DRAINAGE AREA MAPS FOR DITCH & DRIVEWAY PIPE DESIGN AREAS. DUE TO THE SMALLER SCALE, SUB-AREA BOUNDARIES ARE SHOWN ON THIS MAP TO PROVIDE THE FULL LIMITS OF ALL INTERNAL DRAINAGE AREAS.
2. CONTOURS ARE SHOWN AT 1' INTERVALS & TERRAIN DATA WAS GATHERED FROM WILCO GIS WEBSITE AND TNRIS.
3. HEC HMS 4.11 WAS USED TO COMPUTE PEAK FLOWS FOR THE NRCS METHOD.
4. RATIONAL METHOD FLOWS WERE COMPUTED USING TXDOT'S ATLAS 14 SPREADSHEET TOOL (EBDLKUP-2019-VC6.2.10) PARTIAL DURATION, SAN GABRIEL RIVER ZONE, WILCO.

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

Clay E. Gann 10/25/2024

DEPARTMENT OF INFRASTRUCTURE

WILCO TEXAS

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

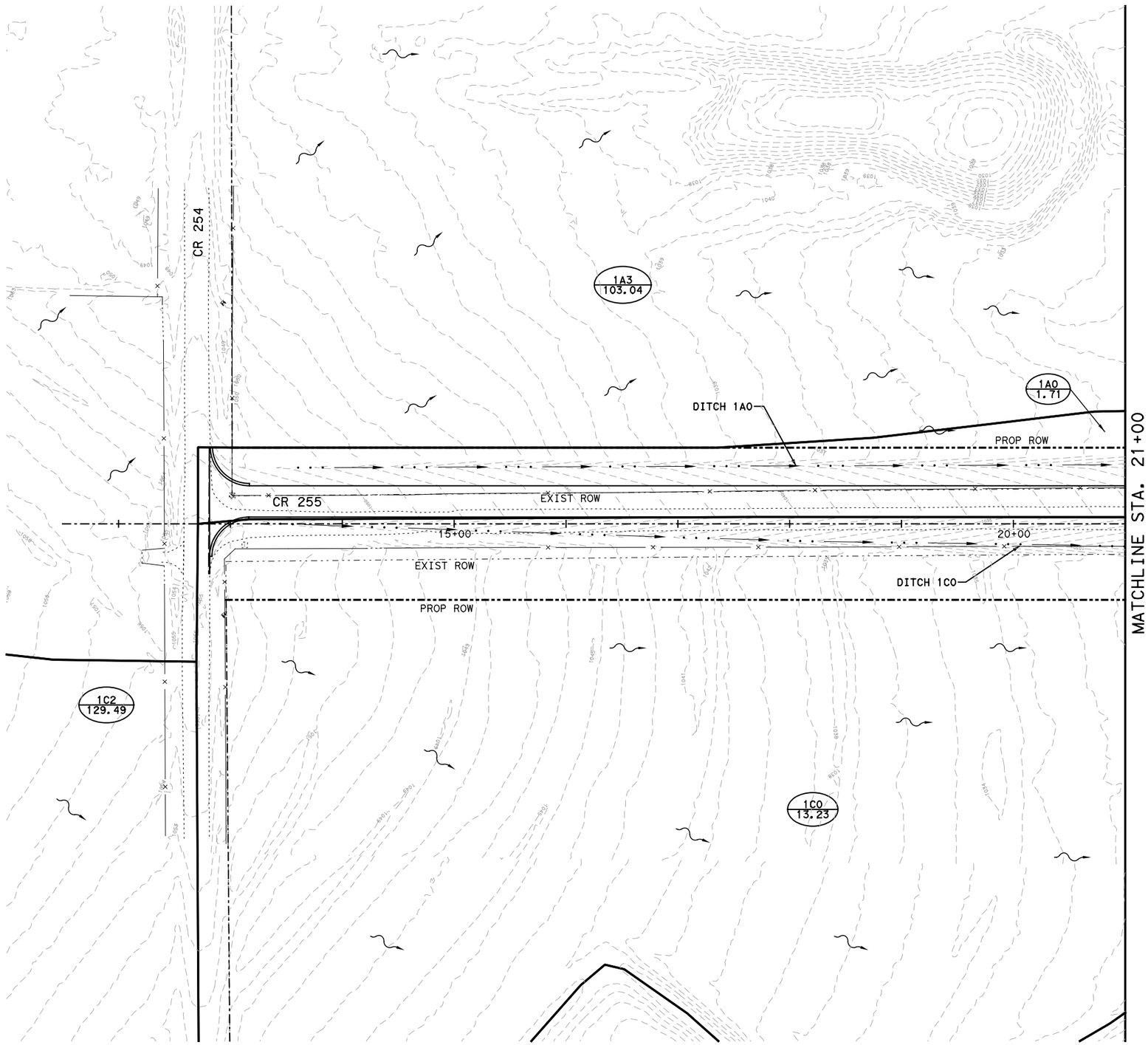
CR 255
OFFSITE
DRAINAGE AREA MAP

STA 100+00 TO END PROJECT

SHEET 2 OF 2

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	164

USER: ClayGann
DATE: 10/25/2024 8:35:03 AM
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0 50 100

SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
- EXIST ROW
- PROP ROW

NOTES:

1. CONTOURS ARE PROVIDED AT 1' INTERVALS AND GENERATED FROM WILCO GIS WEBSITE AND TNRIS DATA.
2. THESE DRAINAGE AREA MAPS REFLECT THE INTERNAL DRAINAGE BOUNDARIES NEEDED TO COMPUTE PEAK FLOWS USING THE RATIONAL METHOD FOR THE DESIGN OF DITCHES AND DRIVEWAY CULVERTS. REFER TO THE OFFSITE DRAINAGE AREA MAPS FOR THE FULL LIMITS OF IDENTIFIED DRAINAGE BOUNDARIES.

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

Clay E. Gann 10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

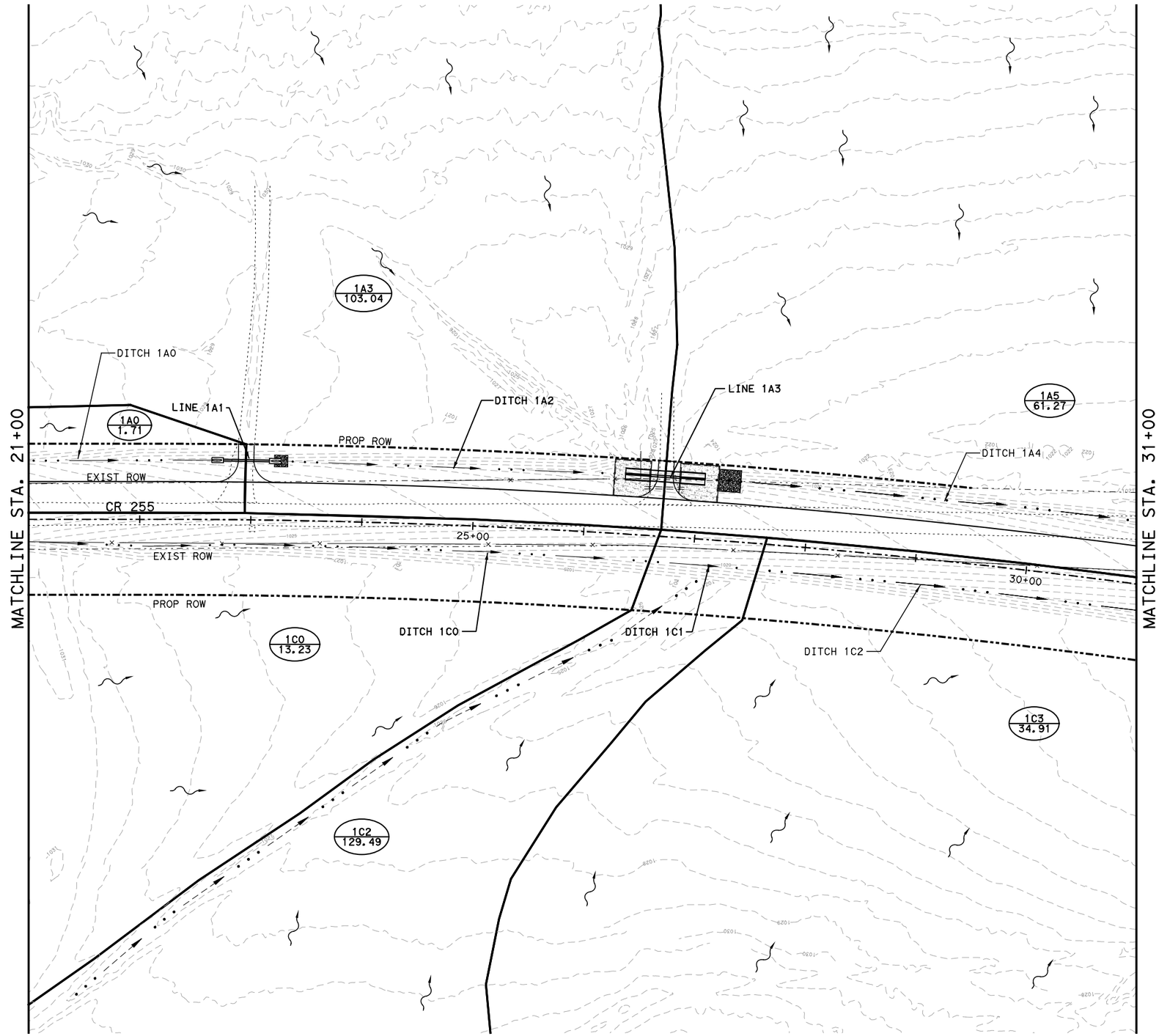
DRAINAGE AREA MAP

BEGIN PROJECT TO STA 21+00

SHEET 1 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	165

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FILE: c:\dgn\clay.gann\dms\01662\CR255_DDAM_01.dgn



0 50 100

SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
- EXIST ROW
- PROP ROW

NOTES:

1. CONTOURS ARE PROVIDED AT 1' INTERVALS AND GENERATED FROM WILCO GIS WEBSITE AND TNRIS DATA.
2. THESE DRAINAGE AREA MAPS REFLECT THE INTERNAL DRAINAGE BOUNDARIES NEEDED TO COMPUTE PEAK FLOWS USING THE RATIONAL METHOD FOR THE DESIGN OF DITCHES AND DRIVEWAY CULVERTS. REFER TO THE OFFSITE DRAINAGE AREA MAPS FOR THE FULL LIMITS OF IDENTIFIED DRAINAGE BOUNDARIES.

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
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Clay E. Gann, P.E. 10/25/2024

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3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

DRAINAGE AREA MAP

STA 21+00 TO 31+00

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	166

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0 50 100
SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
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- PROP ROW

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STATE OF TEXAS
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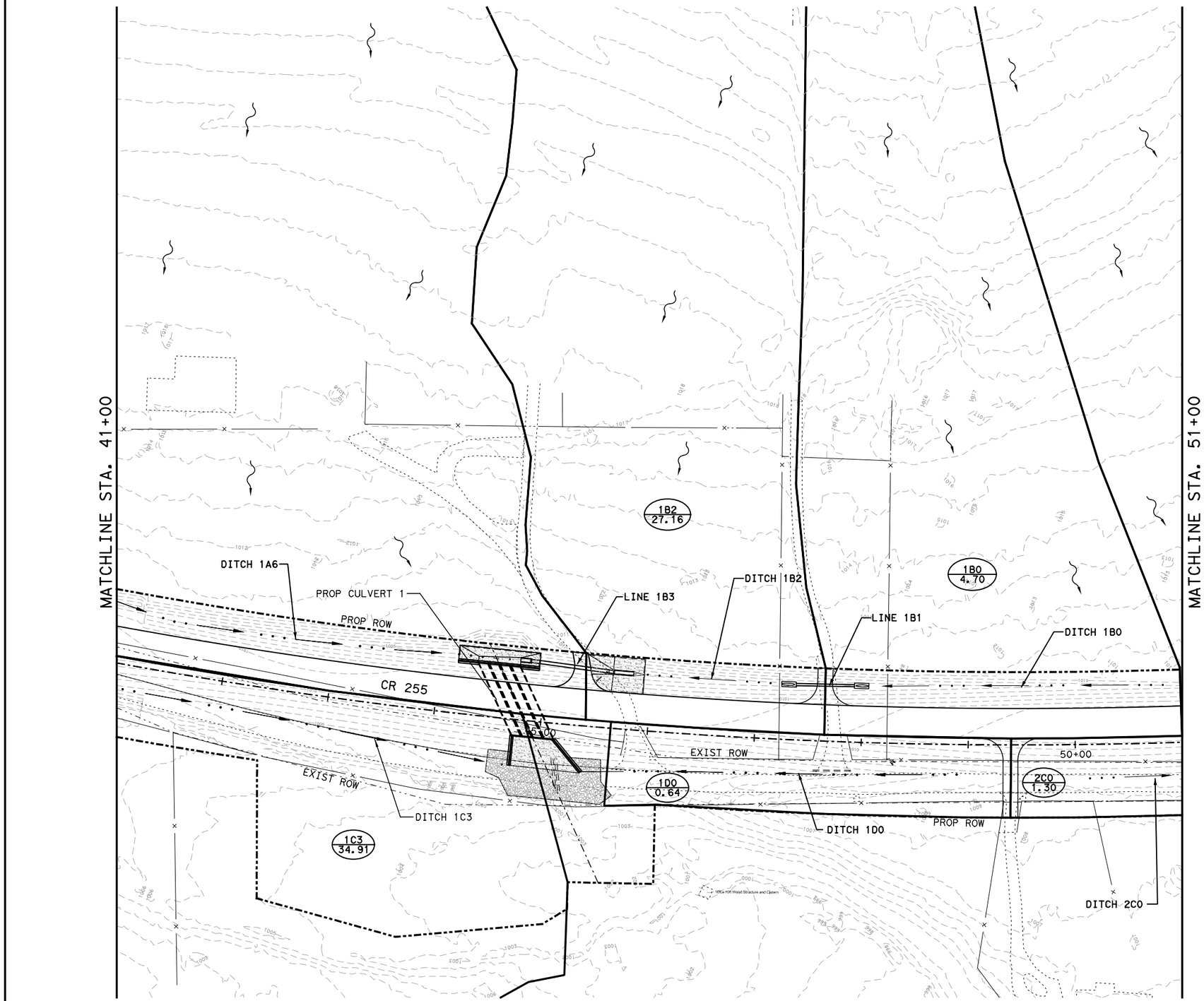
DRAINAGE AREA MAP

STA 31+00 TO 41+00

SHEET 3 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	167

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0 50 100

SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
- EXIST ROW
- PROP ROW

NOTES:

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NO.	REVISION	BY	DATE

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3708 Norman Loop
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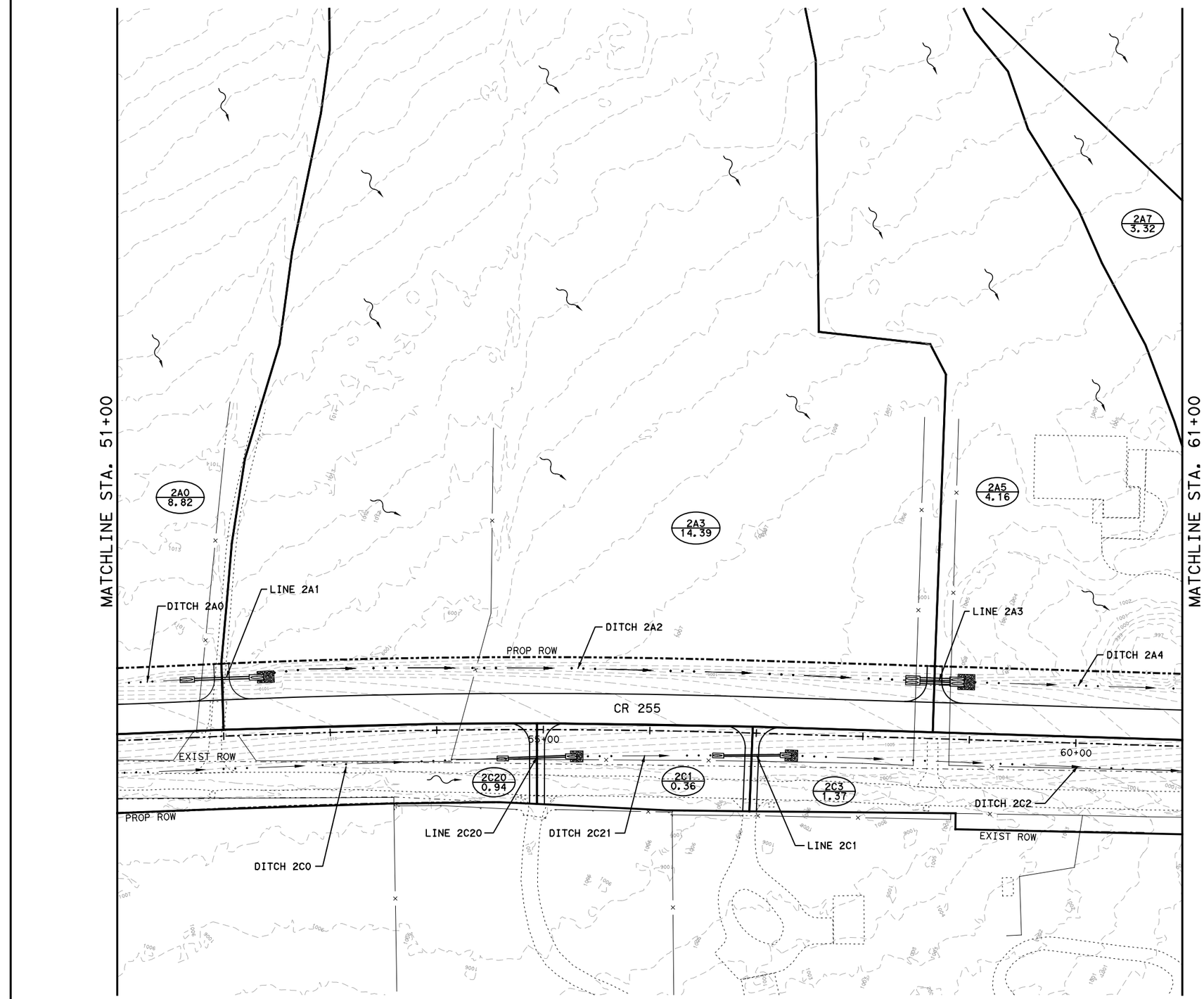
DRAINAGE AREA MAP

STA 41+00 TO 51+00

SHEET 4 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	168

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0 50 100

SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
- EXIST ROW
- PROP ROW

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3708 Norman Loop
Round Rock, TX 78664
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TBPE Firm No. 20717

CR 255

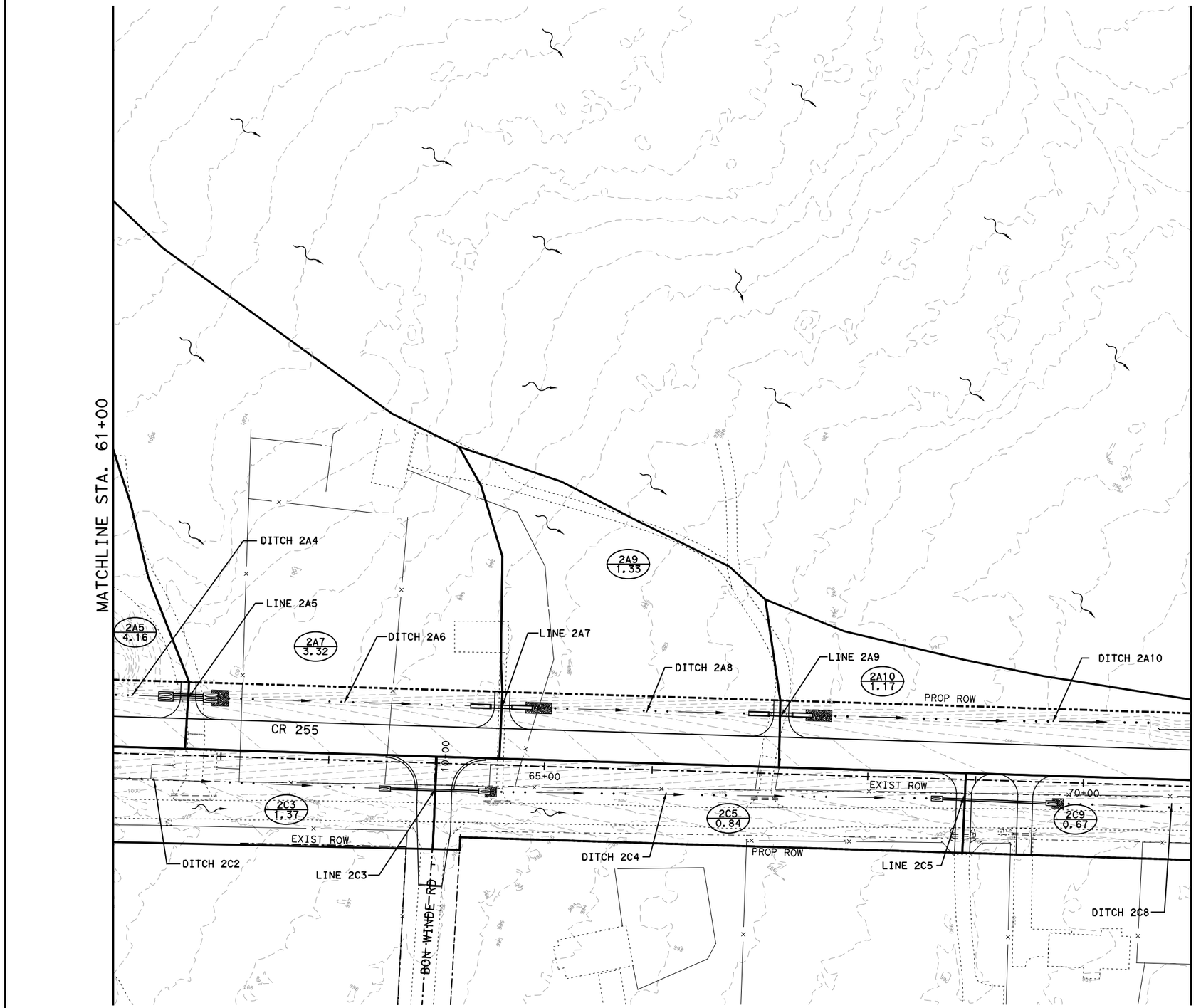
DRAINAGE AREA MAP

STA 51+00 TO 61+00

SHEET 5 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	169

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FILE: c:\clg-civil\clg.gainfotms\10862\CR255_DDAM_05.dgn



0 50 100

SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
- EXIST ROW
- PROP ROW

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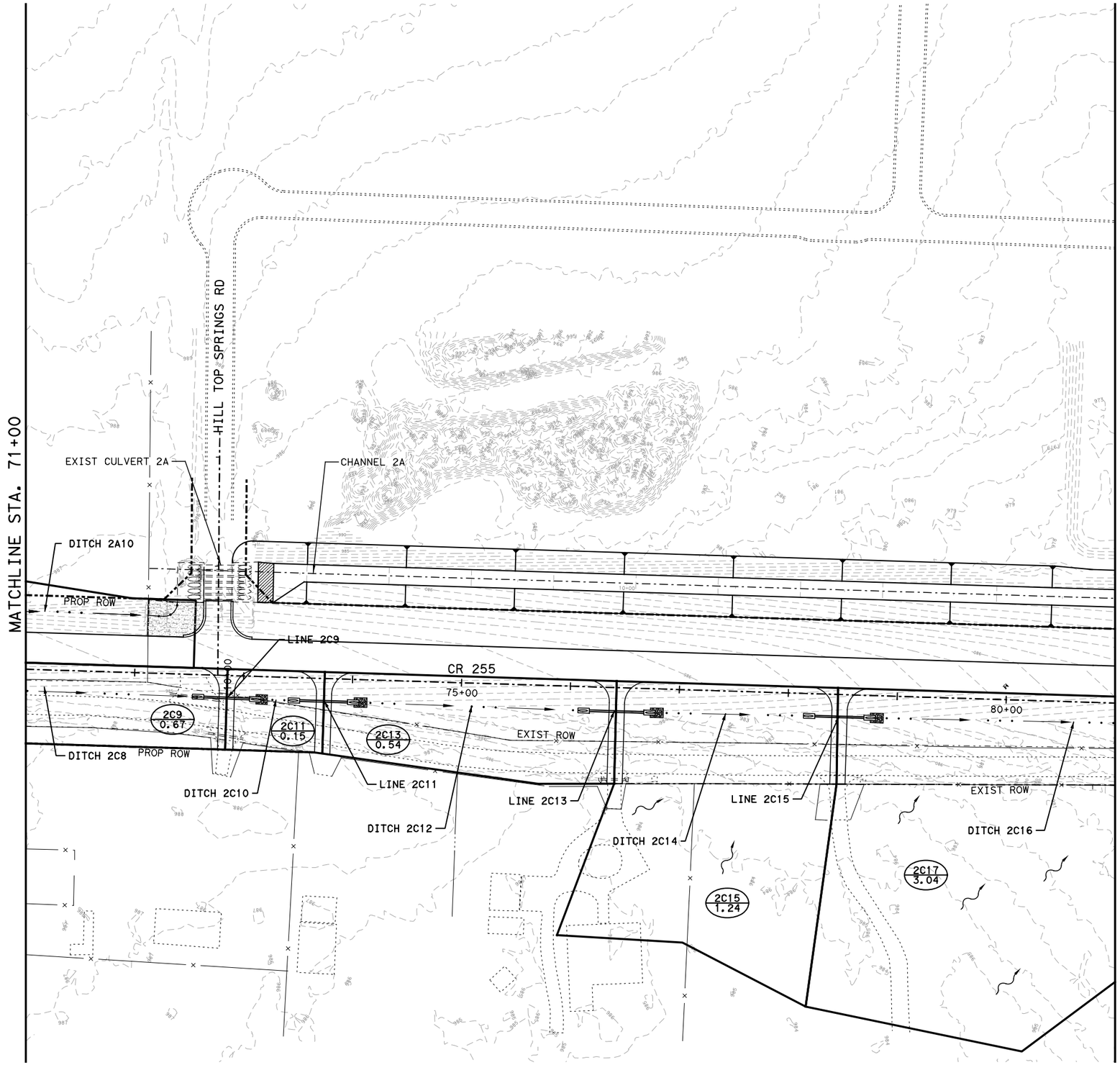
DRAINAGE AREA MAP

STA 61+00 TO 71+00

SHEET 6 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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0 50 100

SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
- EXIST ROW
- PROP ROW

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CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

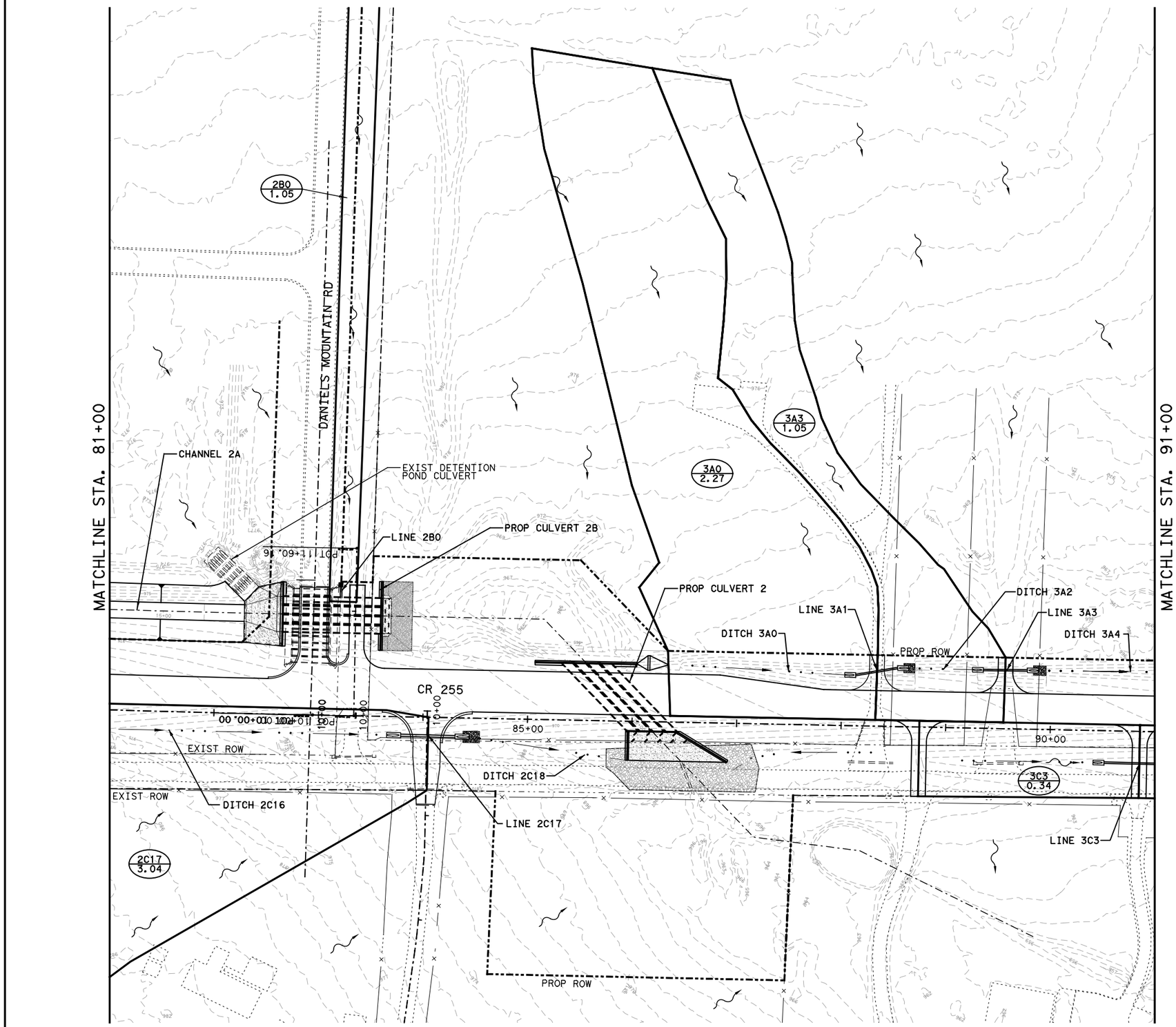
DRAINAGE AREA MAP

STA 71+00 TO 81+00

SHEET 7 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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0 50 100

SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
- EXIST ROW
- PROP ROW

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CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

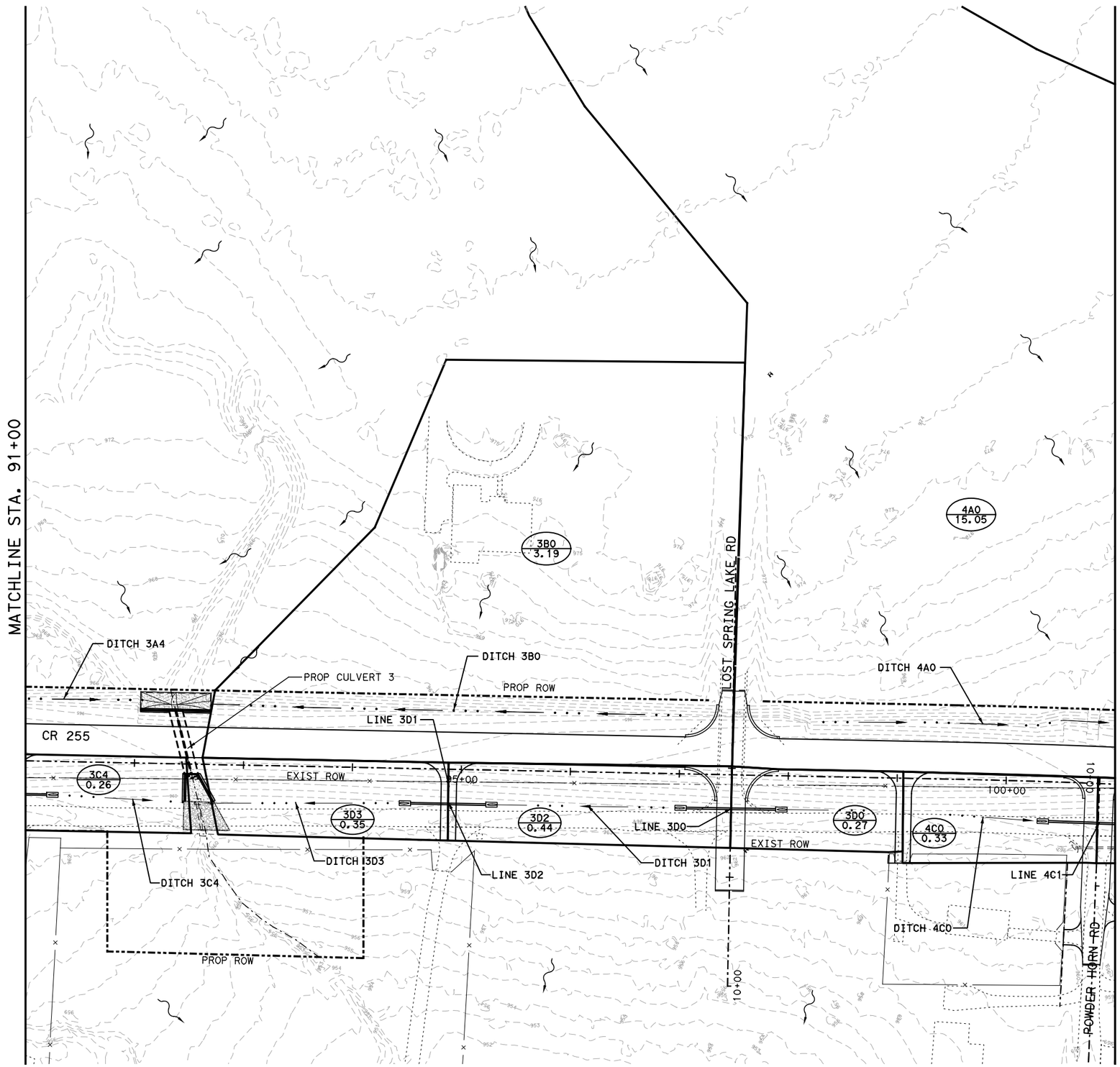
DRAINAGE AREA MAP

STA 81+00 TO 91+00

SHEET 8 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	172

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FILE: c:\dgn\clay.gann\dms\18662\CR255_DDAM_08.dgn



0 50 100
SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
- EXIST ROW
- PROP ROW

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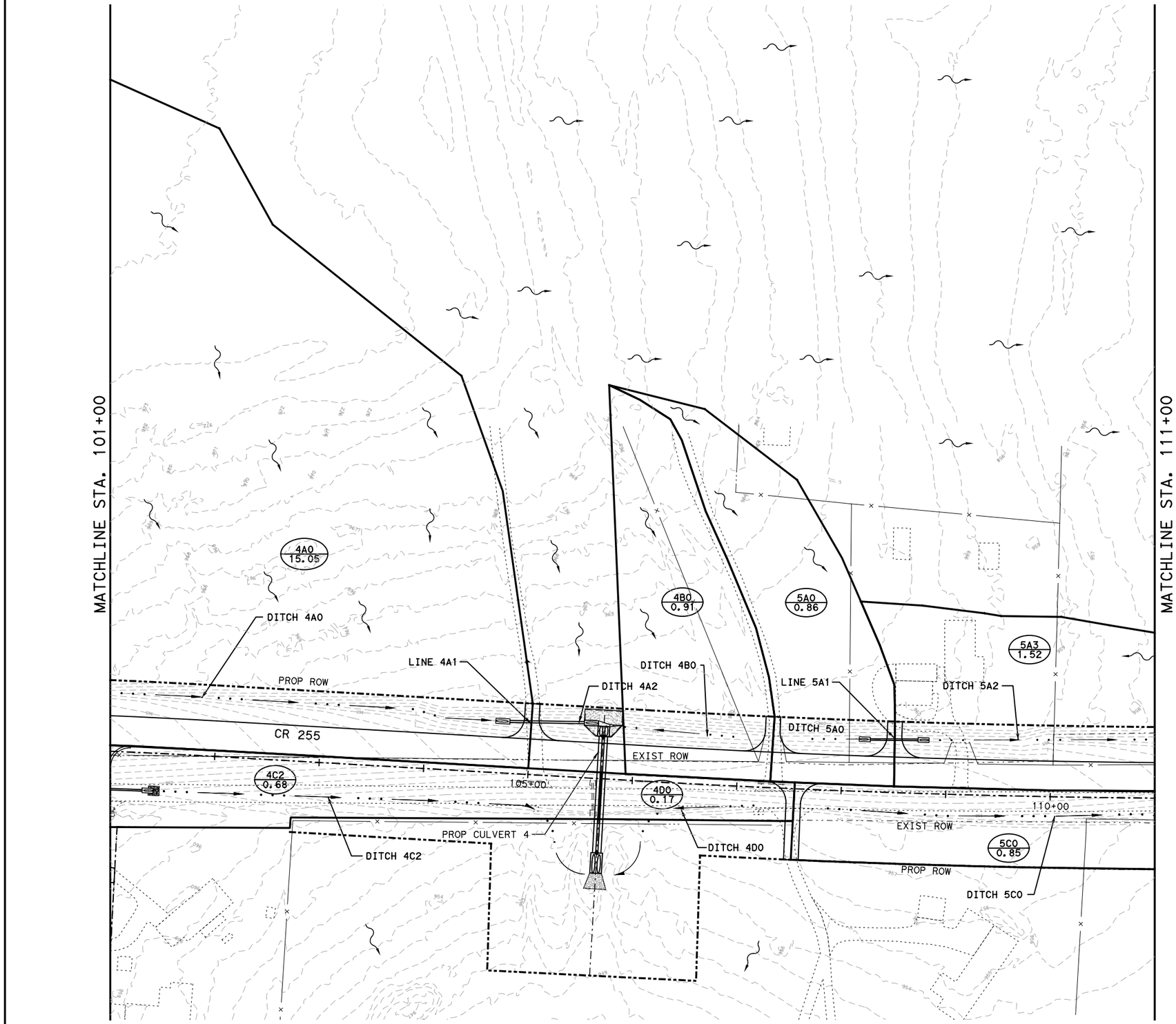
DRAINAGE AREA MAP

STA 91+00 TO 101+00

SHEET 9 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	173

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0 50 100
SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
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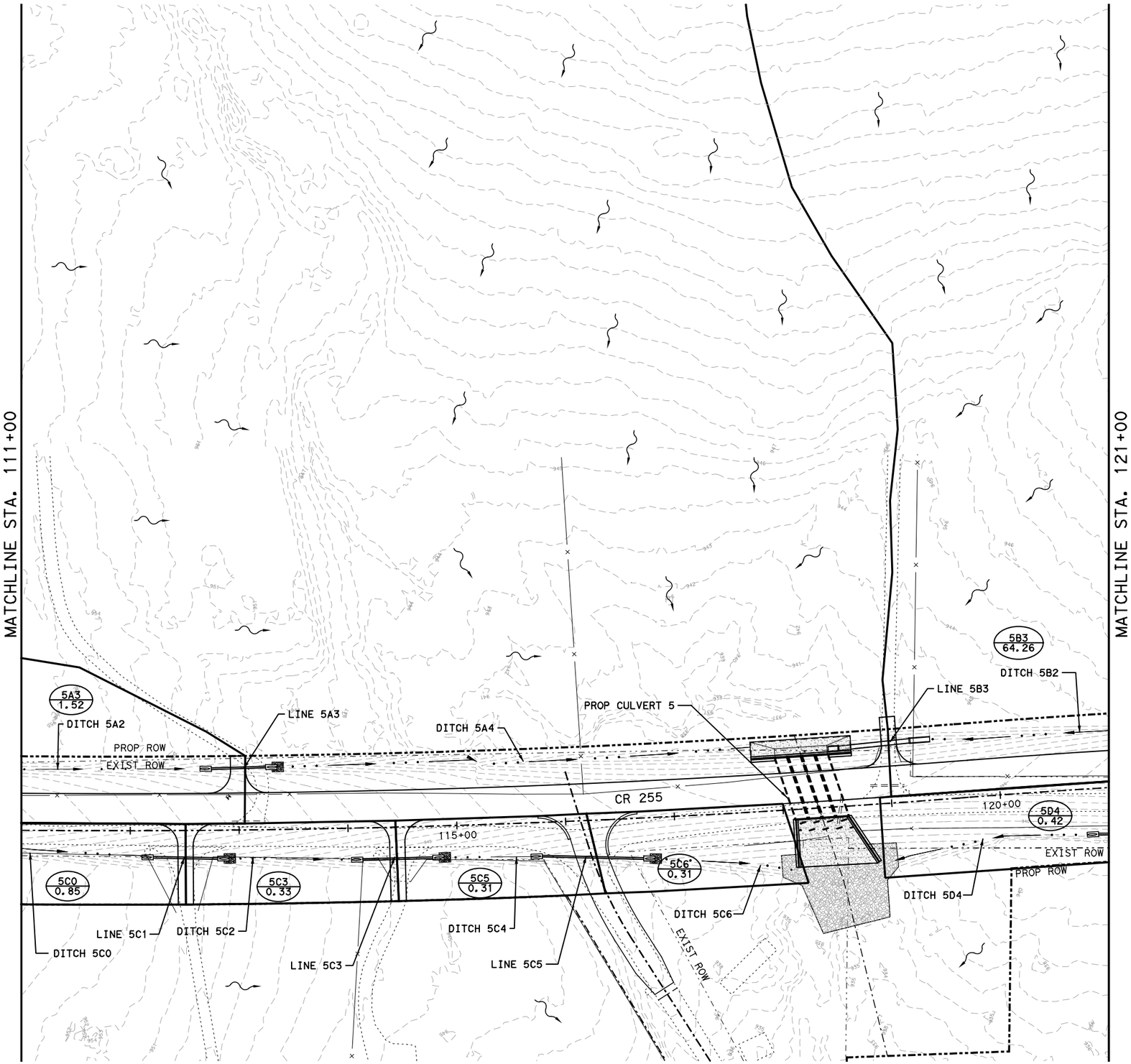
DRAINAGE AREA MAP

STA 101+00 TO 111+00

SHEET 10 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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0 50 100
SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
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- PROP ROW

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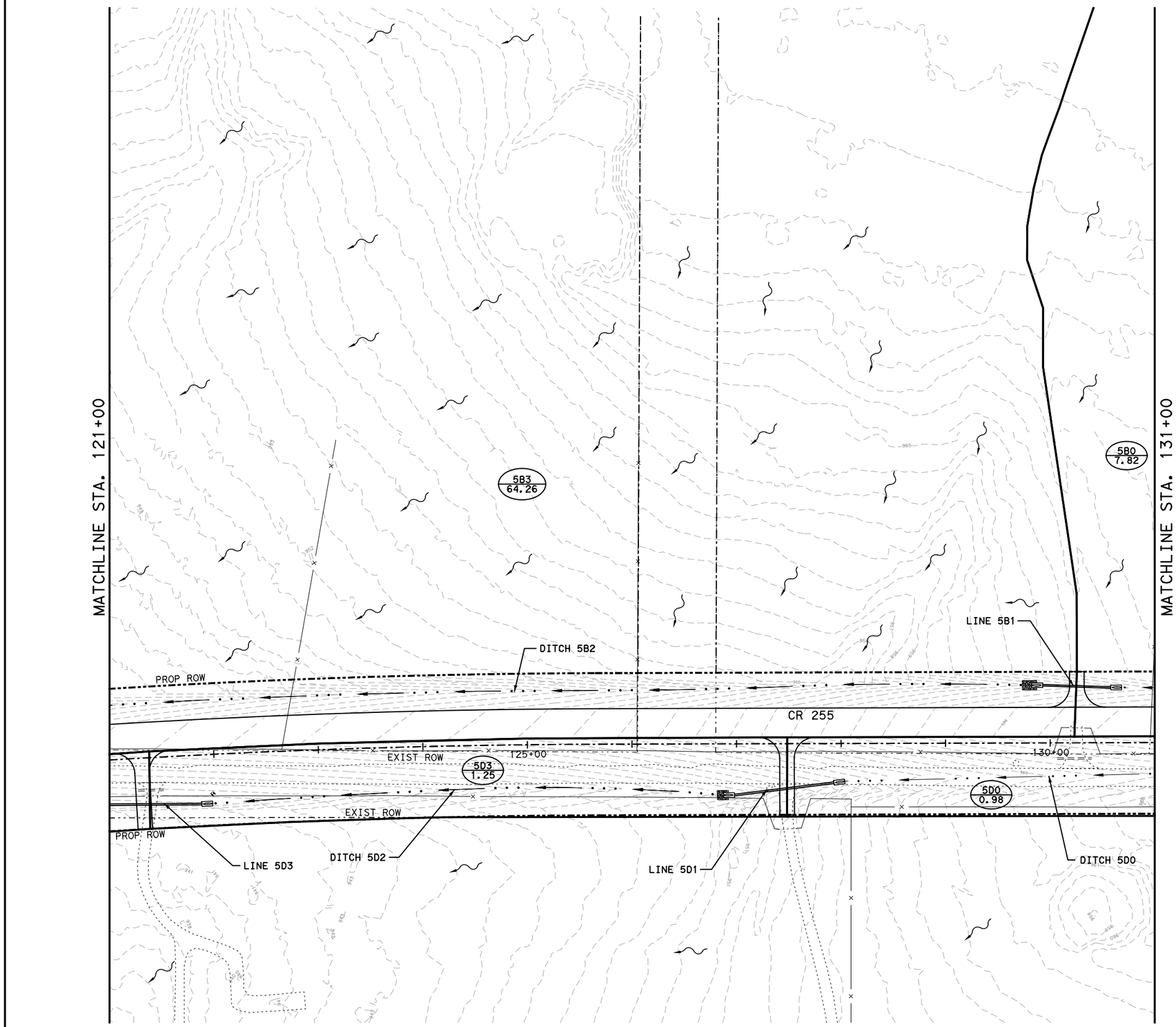
DRAINAGE AREA MAP

STA 111+00 TO 121+00

SHEET 11 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	175

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0 50 100

SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
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- CREEK THALWEG
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TBPE Firm No. 20717

CR 255

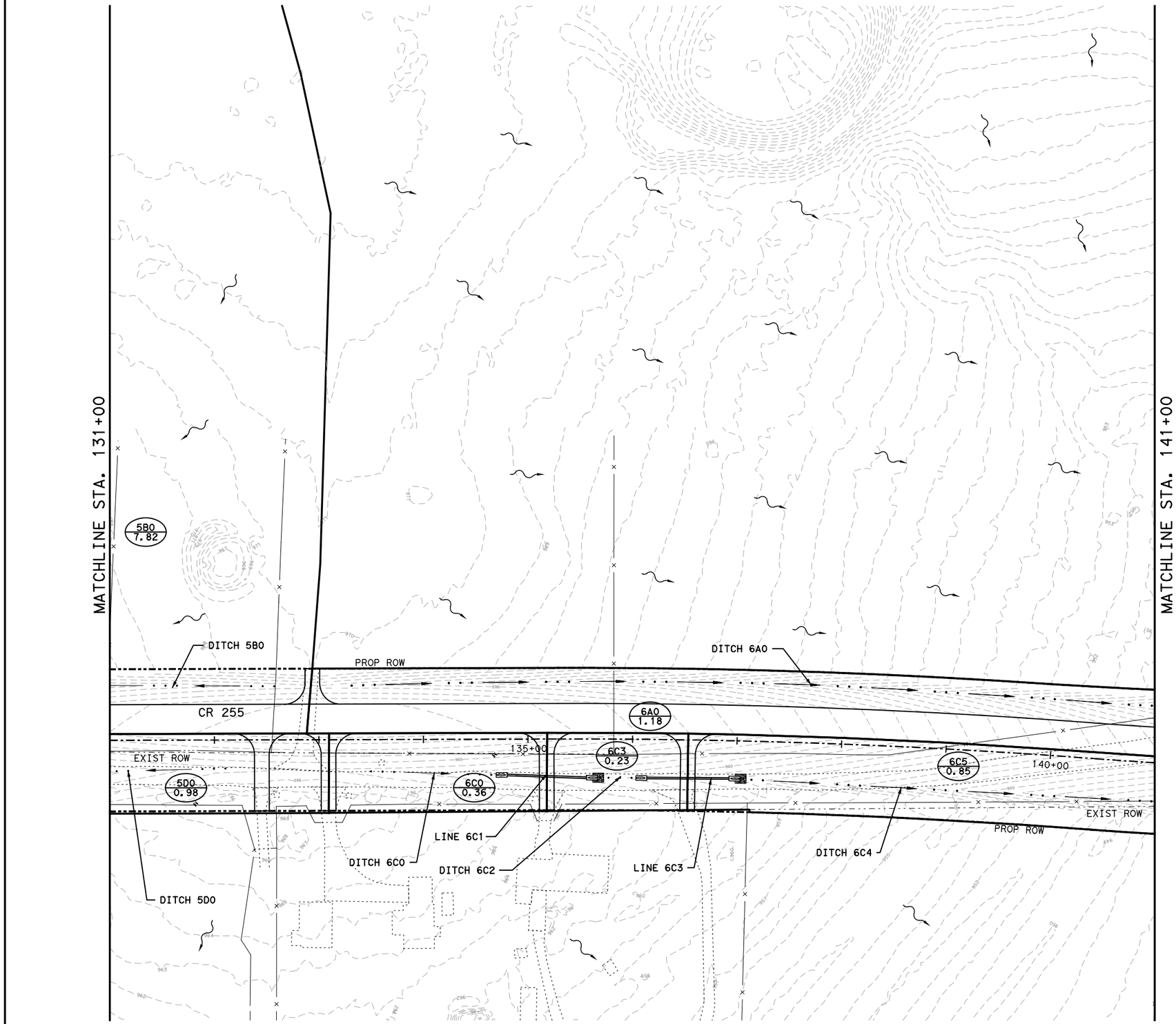
DRAINAGE AREA MAP

STA 121+00 TO 131+00

SHEET 12 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	176

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0 50 100
SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
- EXIST ROW
- PROP ROW

NOTES:

1. CONTOURS ARE PROVIDED AT 1' INTERVALS AND GENERATED FROM WILCO GIS WEBSITE AND TNRIS DATA.
2. THESE DRAINAGE AREA MAPS REFLECT THE INTERNAL DRAINAGE BOUNDARIES NEEDED TO COMPUTE PEAK FLOWS USING THE RATIONAL METHOD FOR THE DESIGN OF DITCHES AND DRIVEWAY CULVERTS. REFER TO THE OFFSITE DRAINAGE AREA MAPS FOR THE FULL LIMITS OF IDENTIFIED DRAINAGE BOUNDARIES.

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

DEPARTMENT OF INFRASTRUCTURE

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

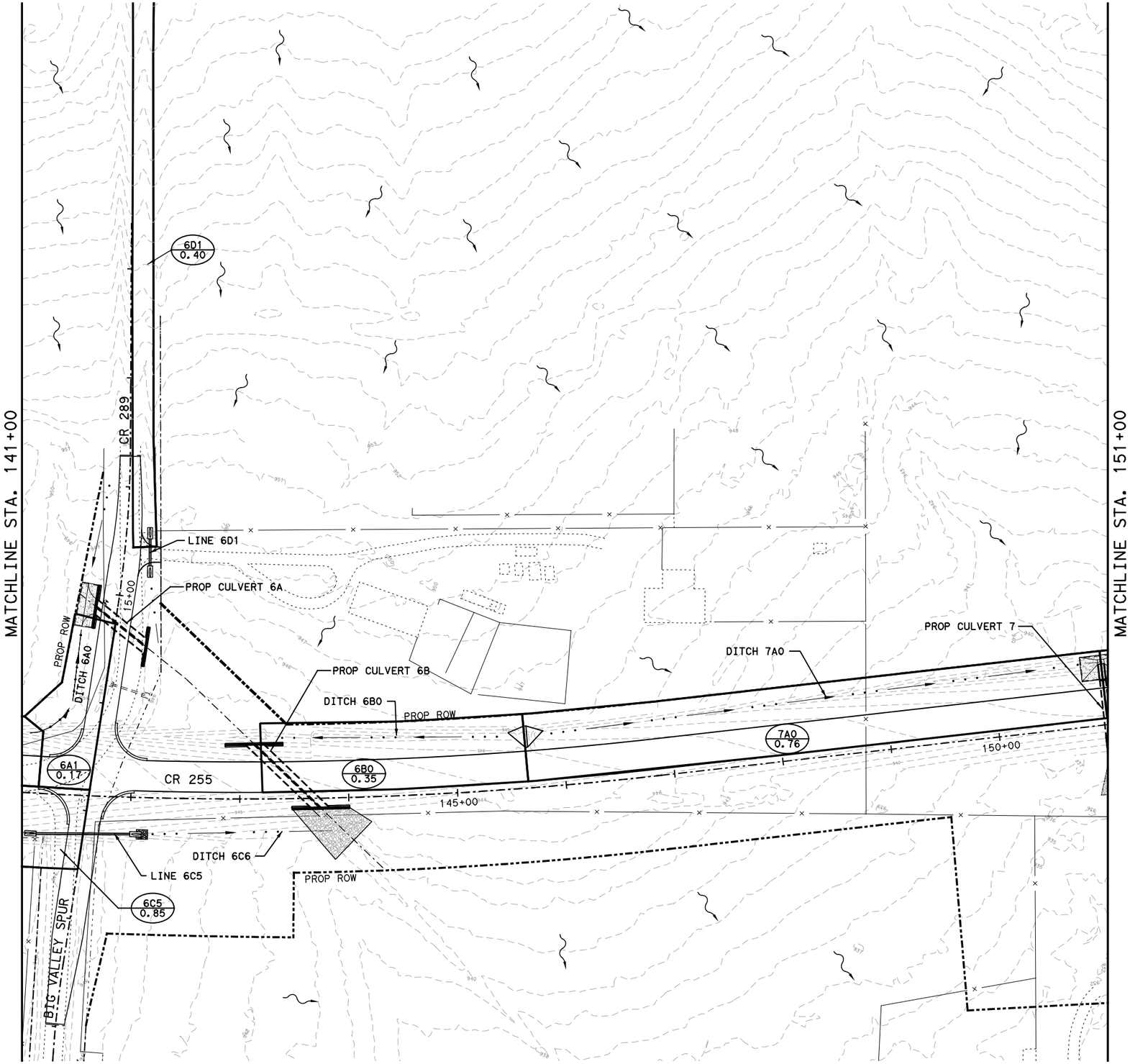
DRAINAGE AREA MAP

STA 131+00 TO 141+00

SHEET 13 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	177

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0 50 100
SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
- EXIST ROW
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STATE OF TEXAS
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LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

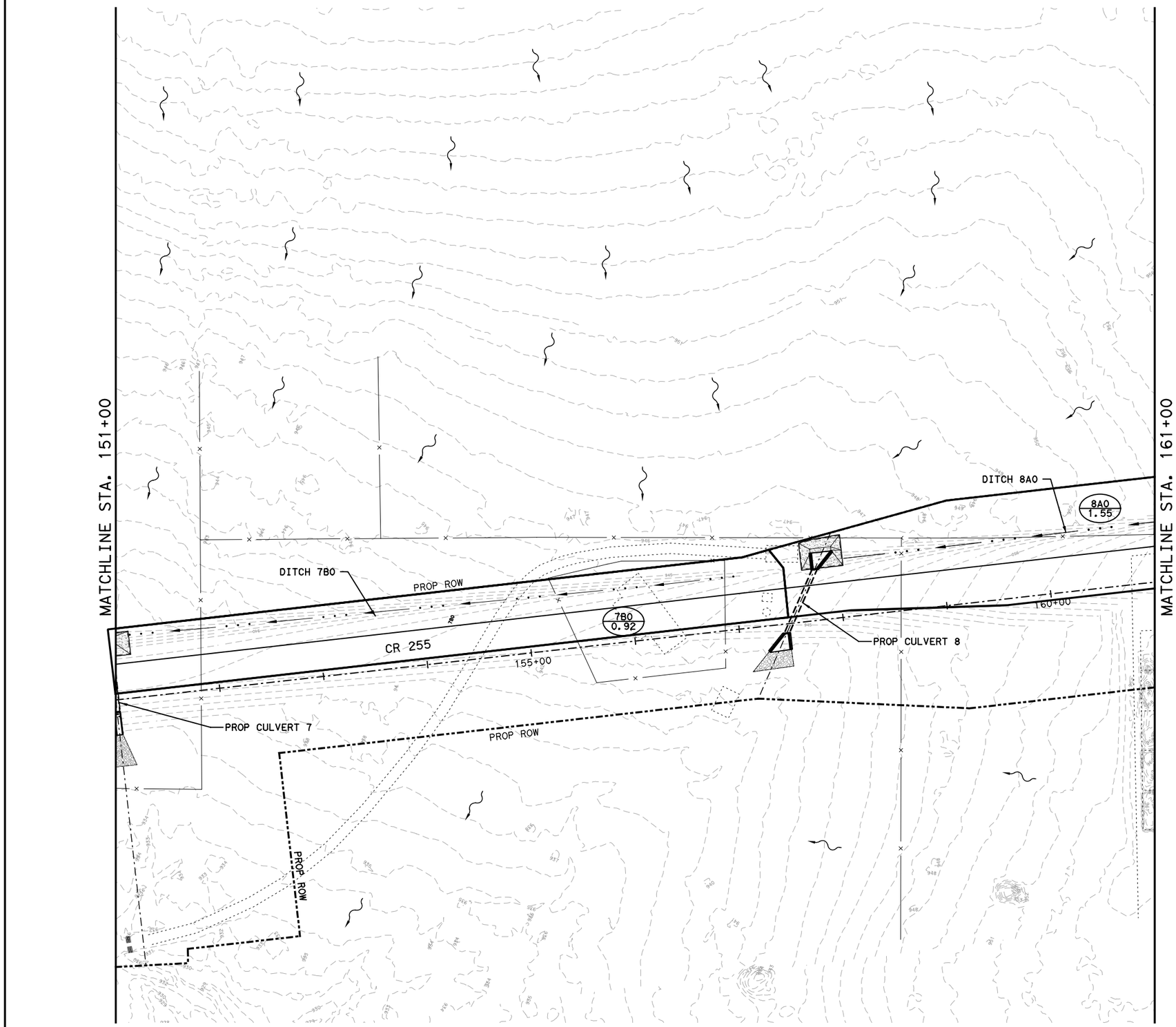
DRAINAGE AREA MAP

STA 141+00 TO 151+00

SHEET 14 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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0 50 100

SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
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- PROP ROW

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NO.	REVISION	BY	DATE

STATE OF TEXAS
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10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

DRAINAGE AREA MAP

STA 151+00 TO 161+00

SHEET 15 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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0 50 100

SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- EXIST CONTOUR
- CREEK THALWEG
- EXIST ROW
- PROP ROW

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10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

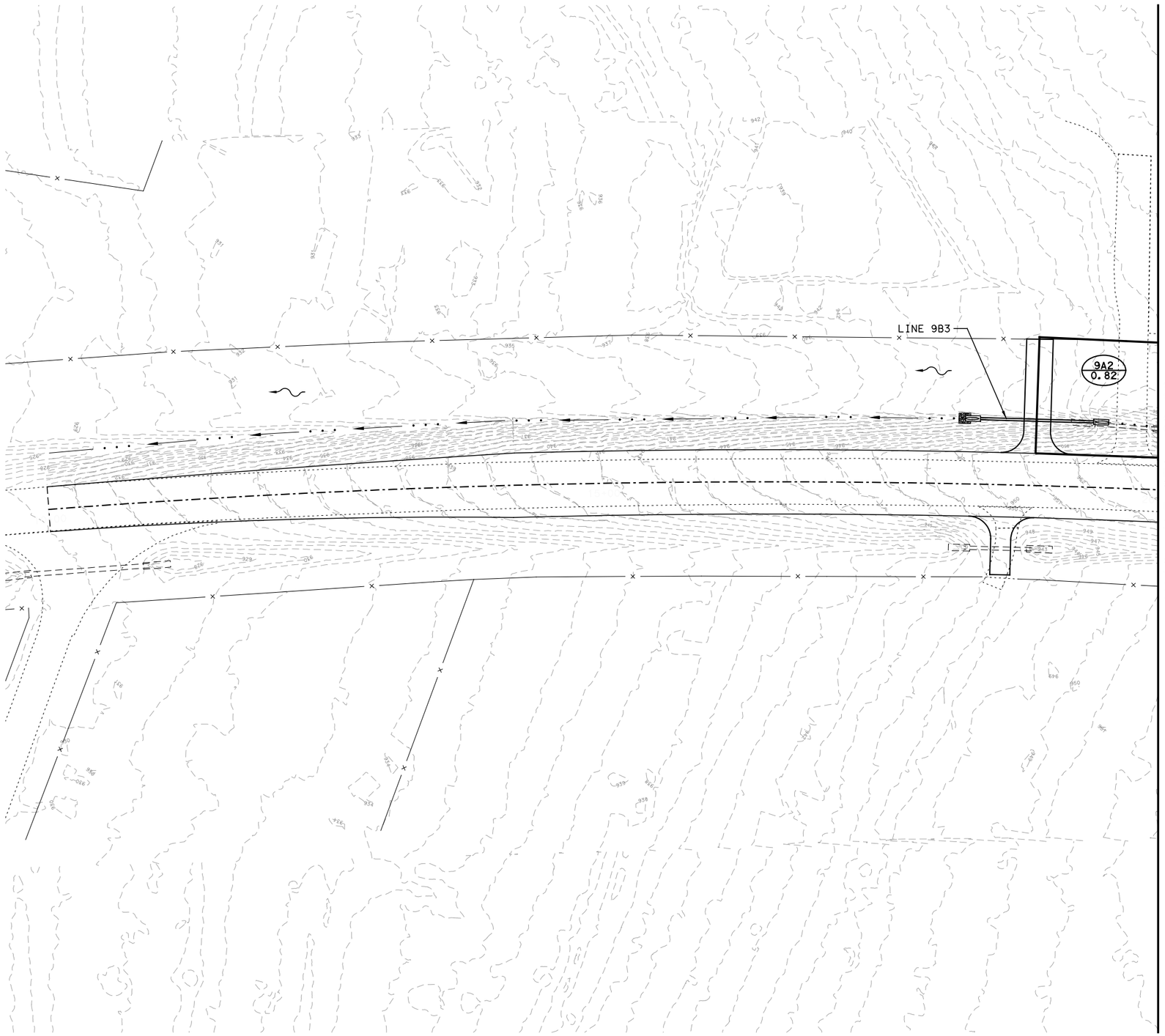
DRAINAGE AREA MAP

STA 161+00 TO END PROJECT

SHEET 16 OF 16

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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0 50 100
SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
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88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

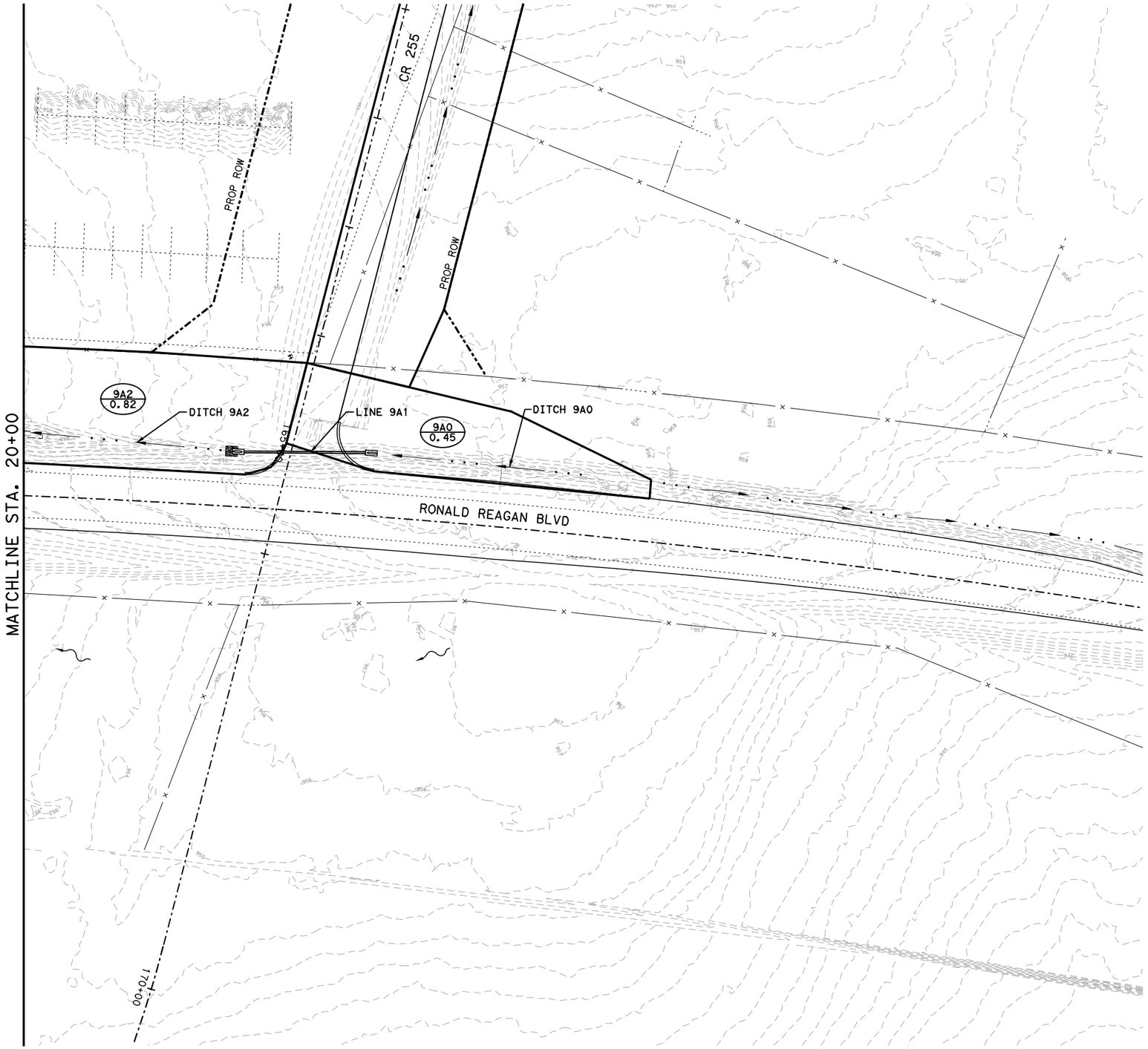
CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
DRAINAGE AREA MAP
RONALD REAGAN BLVD
BEGIN PROJECT TO STA 20+00

SHEET 1 OF 2

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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0 50 100
SCALE: 1" = 100'

LEGEND

- X / X.XX — AREA I.D. / AREA IN ACRES
- DIRECTION OF FLOW
- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
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NO.	REVISION	BY	DATE

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DEPARTMENT OF INFRASTRUCTURE

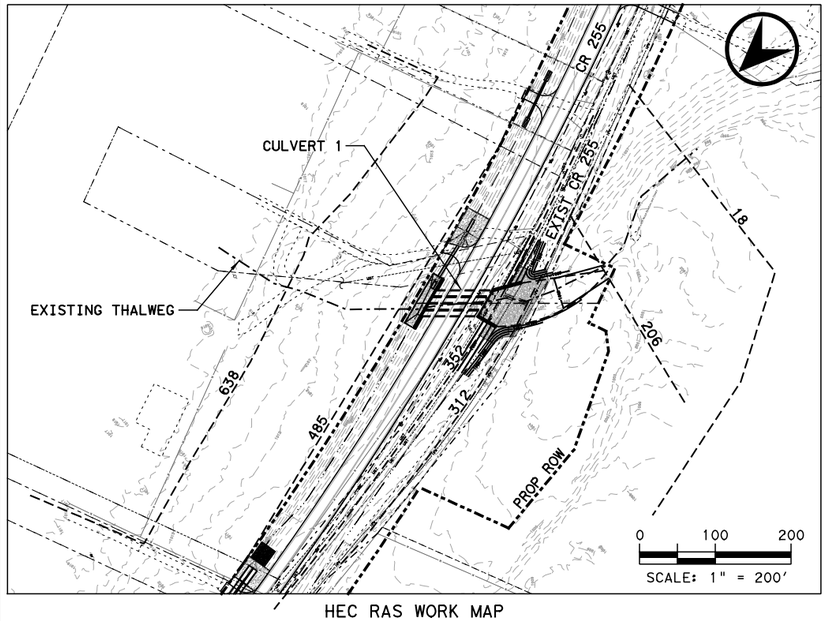
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
DRAINAGE AREA MAP
RONALD REAGAN BLVD
STA 20+00 TO END PROJECT

SHEET 2 OF 2

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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HEC RAS WORK MAP

Plan: PROP River 1 Existing CR1 RS: 412 Culv Group: Group #2 Profile: 4% AEP			
Q Culv Group (cfs)	659	Culv Full Len (ft)	
# Barrels	4	Culv Vel US (ft/s)	9.11
Q Barrel (cfs)	164.75	Culv Vel DS (ft/s)	10.39
E.G. US. (ft)	1007.71	Culv Inv El Up (ft)	1003.19
W.S. US. (ft)	1010.64	Culv Inv El Dn (ft)	1002.8
E.G. DS (ft)	1005.56	Culv Frctn Ls (ft)	0.32
W.S. DS (ft)	1005.33	Culv Exit Loss (ft)	1.19
Delta EG (ft)	2.15	Culv Entr Loss (ft)	0.65
Delta WS (ft)	5.32	Q Weir (cfs)	
E.G. IC (ft)	1007.57	Weir Sta Lft (ft)	
E.G. OC (ft)	1007.71	Weir Sta Rgt (ft)	
Culvert Control	Outlet	Weir Submerg	
Culv WS Inlet (ft)	1005.77	Weir Max Depth (ft)	
Culv WS Outlet (ft)	1005.06	Weir Avg Depth (ft)	
Culv Nml Depth (ft)	2.18	Weir Flow Area (sq ft)	
Culv Crt Depth (ft)	2.58	Min El Weir Flow (ft)	1010.33

Plan: PROP River 1 Existing CR1 RS: 412 Culv Group: Group #2 Profile: 1% AEP			
Q Culv Group (cfs)	1030	Culv Full Len (ft)	
# Barrels	4	Culv Vel US (ft/s)	9.2
Q Barrel (cfs)	257.5	Culv Vel DS (ft/s)	13.68
E.G. US. (ft)	1009.6	Culv Inv El Up (ft)	1003.19
W.S. US. (ft)	1010.88	Culv Inv El Dn (ft)	1002.8
E.G. DS (ft)	1006.23	Culv Frctn Ls (ft)	0.55
W.S. DS (ft)	1005.93	Culv Exit Loss (ft)	2.17
Delta EG (ft)	3.38	Culv Entr Loss (ft)	0.66
Delta WS (ft)	4.94	Q Weir (cfs)	
E.G. IC (ft)	1009.6	Weir Sta Lft (ft)	
E.G. OC (ft)	1009.28	Weir Sta Rgt (ft)	
Culvert Control	Inlet	Weir Submerg	
Culv WS Inlet (ft)	1007.19	Weir Max Depth (ft)	
Culv WS Outlet (ft)	1005.49	Weir Avg Depth (ft)	
Culv Nml Depth (ft)	3.01	Weir Flow Area (sq ft)	
Culv Crt Depth (ft)	3.48	Min El Weir Flow (ft)	1010.33

NOTES:

1. CULVERTS WERE MODELED USING HEC-RAS VERSION 6.4.
2. HYDROLOGY FOR ALL BRIDGE-CLASS CROSSINGS WERE COMPUTED BASED ON THE NRCS UH METHOD WITH RAINFALL DEPTHS GATHERED FROM THE NOAA PRECIPITATION FREQUENCY SERVER FOR ATLAS 14.
3. HEC-HMS 4.11 WAS USED TO COMPUTE PEAK FLOWS.
4. REFER TO THE CR 255 DRAINAGE REPORT FOR SOILS INFORMATION.
5. A CURVE NUMBER ADJUSTMENT FACTOR OF -15 WAS APPLIED TO ALL COMPUTED CN VALUES EXCEPT FOR AREAS THAT REPRESENT IMPERVIOUS COVER.

Reach	River Sta	Profile	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
				(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)	
Existing CR1	638	4% AEP	EXIST	659	1014	1014.98		1015.07	0.030683	1.54	307.63	737.64	0.4
Existing CR1	638	4% AEP	PROP	659	1014	1014.99		1015.08	0.028355	1.5	315.43	739.49	0.39
Existing CR1	638	1% AEP	EXIST	1030	1014	1015.12		1015.25	0.028579	1.78	414.45	749.13	0.41
Existing CR1	638	1% AEP	PROP	1030	1014	1015.12		1015.25	0.028466	1.77	414.95	749.16	0.41
Existing CR1	485	4% AEP	EXIST	659	1009.47	1010.66	1010.66	1010.96	0.023651	4.46	159.82	319.78	0.95
Existing CR1	485	4% AEP	PROP	659	1009.47	1010.64	1010.64	1010.96	0.025426	4.58	154.84	315.32	0.98
Existing CR1	485	1% AEP	EXIST	1030	1009.47	1010.88	1010.88	1011.25	0.023777	5.08	235.58	372.59	0.95
Existing CR1	485	1% AEP	PROP	1030	1009.47	1010.88	1010.88	1011.25	0.023833	5.09	235.52	375.66	0.95
Existing CR1	352	4% AEP	EXIST	659	1003.56	1008.63	1006.06	1008.64	0.000088	0.84	1124.77	591.47	0.08
Existing CR1	352	4% AEP	PROP	659	1002.87	1005.33		1005.56	0.003838	3.85	173.07	95.55	0.46
Existing CR1	352	1% AEP	EXIST	1030	1003.56	1008.93	1006.33	1008.94	0.000142	1.12	1306.31	619.4	0.1
Existing CR1	352	1% AEP	PROP	1030	1002.87	1005.93		1006.23	0.003751	4.47	256.27	157	0.47
Existing CR1	330 CULVERT 1			Culvert									
Existing CR1	312	4% AEP	EXIST	659	1003.53	1006.16	1006.06	1006.42	0.011272	5.14	179.29	245.82	0.74
Existing CR1	312	4% AEP	PROP	659	1002.59	1005.24		1005.4	0.002329	3.2	213.16	133.07	0.36
Existing CR1	312	1% AEP	EXIST	1030	1003.53	1006.63	1006.38	1006.82	0.007136	4.9	332.92	386.36	0.61
Existing CR1	312	1% AEP	PROP	1030	1002.59	1005.86		1006.06	0.002413	3.74	314.61	218.89	0.38
Existing CR1	206	4% AEP	EXIST	1140	1001.87	1004.3		1004.64	0.021648	3.24	296.97	204.96	0.43
Existing CR1	206	4% AEP	PROP	1140	1001.87	1004.3		1004.64	0.021648	3.24	296.97	204.96	0.43
Existing CR1	206	1% AEP	EXIST	1800	1001.87	1004.72		1005.24	0.023716	3.9	389.22	225.13	0.46
Existing CR1	206	1% AEP	PROP	1800	1001.87	1004.72		1005.24	0.023716	3.9	389.22	225.13	0.46
Existing CR1	18	4% AEP	EXIST	1140	999.2	1001.71	1001.39	1001.94	0.01002	4.72	309.25	261.54	0.69
Existing CR1	18	4% AEP	PROP	1140	999.2	1001.71	1001.39	1001.94	0.01002	4.72	309.25	261.54	0.69
Existing CR1	18	1% AEP	EXIST	1800	999.2	1002.12	1001.69	1002.42	0.01	5.4	421.01	281.78	0.72
Existing CR1	18	1% AEP	PROP	1800	999.2	1002.12	1001.69	1002.42	0.01	5.4	421.01	281.78	0.72

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

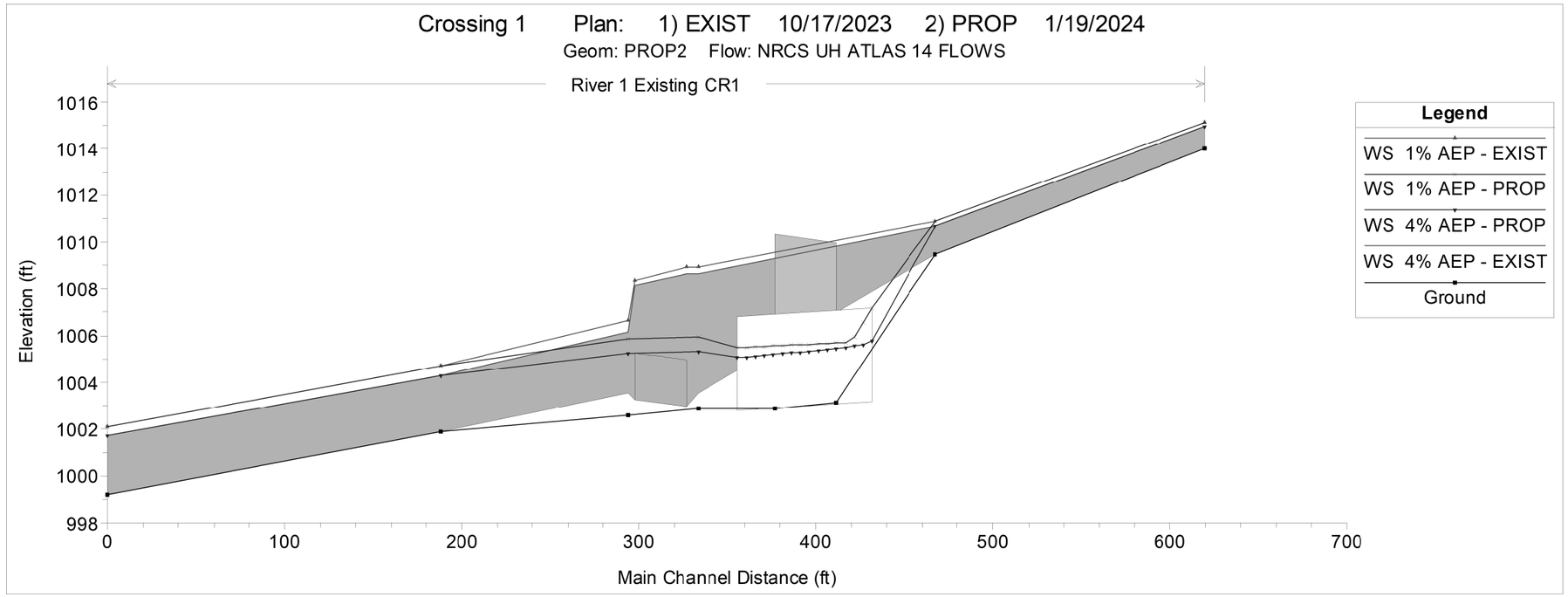
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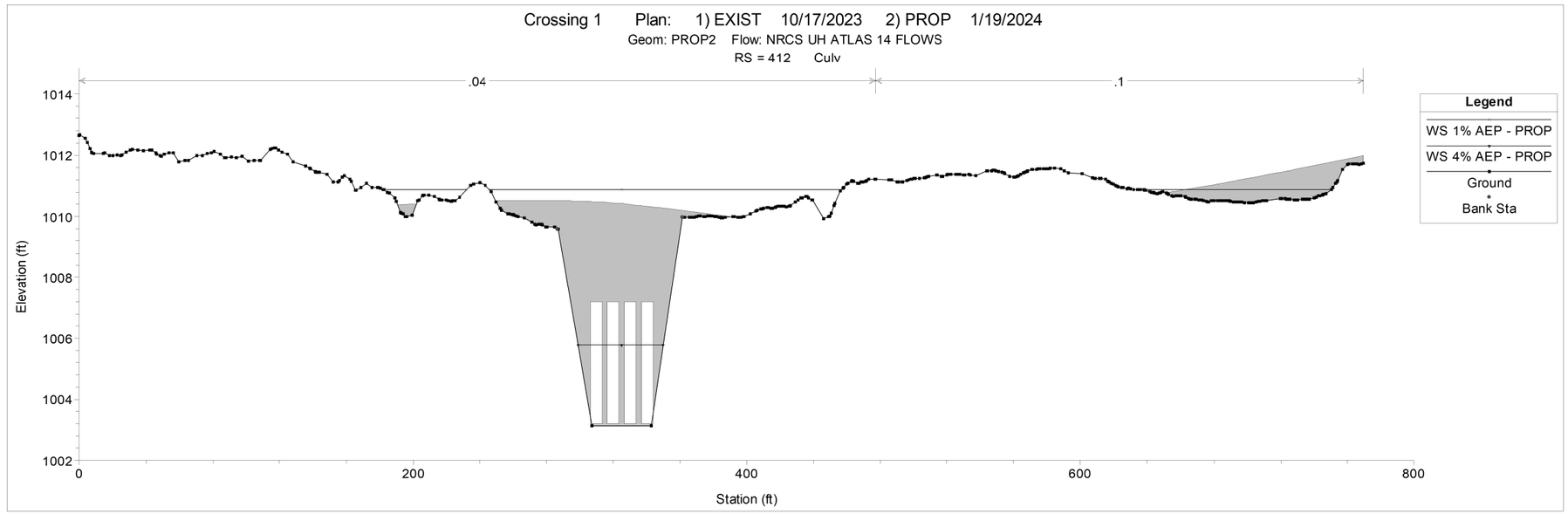
BRIDGE-CLASS CULVERT 1
STA 44+85

SHEET 1 OF 2

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	183

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STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

DEPARTMENT OF INFRASTRUCTURE

WILCO TEXAS

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
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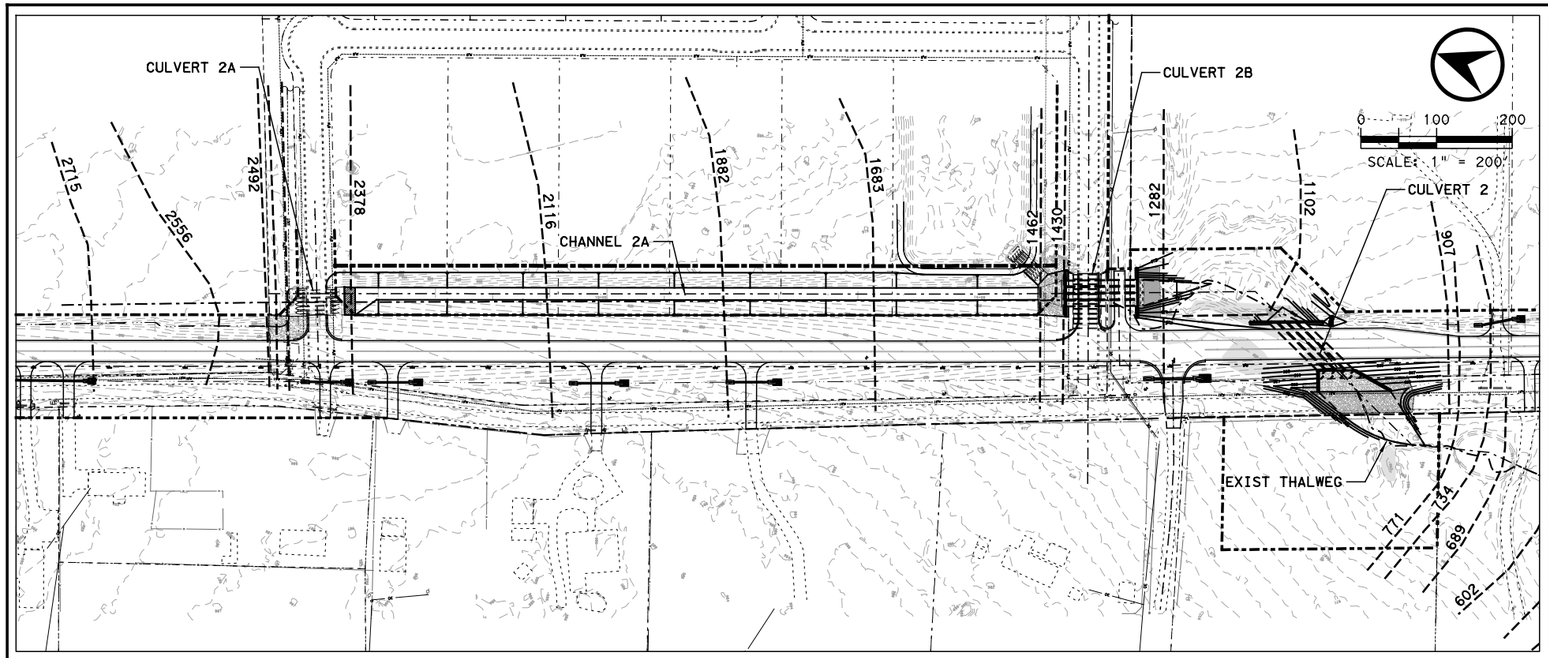
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BRIDGE-CLASS CULVERT 1
STA 44+85

SHEET 2 OF 2

	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
DESIGNED:					CR 255	
CHECKED:	X	TEXAS				
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	184

USER: ClayGann
DATE: 10/25/2024 8:36:54 AM
SCRIPT: pw://server.sly-eng.com:Sly-eng/Documents/WILCO3302-CR255_CR289/Design_Data/4 - Design/Plan_Set/05. Drainage/CR255_jpkt.gpen
FILE: c:\sly.tmp\gannclms01862\CR255_HDS1B.dgn



HEC RAS WORK MAP

Plan: PROP	River 1	Reach 1	RS: 1015	Culv Group: Group #1	Profile: 4% AEP
Q Culv Group (cfs)	669	Culv Full Len (ft)			
# Barrels	4	Culv Vel US (ft/s)	8.76		
Q Barrel (cfs)	167.25	Culv Vel DS (ft/s)	9.78		
E.G. US. (ft)	968.56	Culv Inv El Up (ft)	964.38		
W.S. US. (ft)	968.4	Culv Inv El Dn (ft)	963.99		
E.G. DS (ft)	966.62	Culv Frctn Ls (ft)	0.34		
W.S. DS (ft)	966.24	Culv Exit Loss (ft)	0.99		
Delta EG (ft)	1.93	Culv Entr Loss (ft)	0.6		
Delta WS (ft)	2.16	Q Weir (cfs)			
E.G. IC (ft)	968.52	Weir Sta Lft (ft)			
E.G. OC (ft)	968.56	Weir Sta Rgt (ft)			
Culvert Control	Outlet	Weir Submerg			
Culv WS Inlet (ft)	966.77	Weir Max Depth (ft)			
Culv WS Outlet (ft)	966.13	Weir Avg Depth (ft)			
Culv Nml Depth (ft)	2.1	Weir Flow Area (sq ft)			
Culv Crt Depth (ft)	2.39	Min El Weir Flow (ft)	970.41		

Plan: PROP	River 1	Reach 1	RS: 1015	Culv Group: Group #1	Profile: 1% AEP
Q Culv Group (cfs)	1049	Culv Full Len (ft)			
# Barrels	4	Culv Vel US (ft/s)	10.18		
Q Barrel (cfs)	262.25	Culv Vel DS (ft/s)	11.15		
E.G. US. (ft)	970.13	Culv Inv El Up (ft)	964.38		
W.S. US. (ft)	969.99	Culv Inv El Dn (ft)	963.99		
E.G. DS (ft)	967.19	Culv Frctn Ls (ft)	0.35		
W.S. DS (ft)	966.64	Culv Exit Loss (ft)	1.67		
Delta EG (ft)	2.93	Culv Entr Loss (ft)	0.92		
Delta WS (ft)	3.35	Q Weir (cfs)			
E.G. IC (ft)	970.13	Weir Sta Lft (ft)			
E.G. OC (ft)	970.02	Weir Sta Rgt (ft)			
Culvert Control	Inlet	Weir Submerg			
Culv WS Inlet (ft)	967.6	Weir Max Depth (ft)			
Culv WS Outlet (ft)	966.93	Weir Avg Depth (ft)			
Culv Nml Depth (ft)	2.88	Weir Flow Area (sq ft)			
Culv Crt Depth (ft)	3.22	Min El Weir Flow (ft)	970.41		

Reach	River Sta	Profile	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
				(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)	
Reach 1	2715	4% AEP	EXIST	384	988.61	989.54	989.54	989.81	0.026863	5.14	106.37	205.45	1.03
Reach 1	2715	4% AEP	PROP	384	988.61	989.54	989.54	989.81	0.026863	5.14	106.37	205.45	1.03
Reach 1	2715	1% AEP	EXIST	603	988.61	989.75	989.75	990.07	0.02451	5.76	151.85	232.12	1.02
Reach 1	2715	1% AEP	PROP	603	988.61	989.75	989.75	990.07	0.02451	5.76	151.85	232.12	1.02
Reach 1	2556	4% AEP	EXIST	384	986.48	988.12		988.19	0.003478	2.66	193.41	206.13	0.41
Reach 1	2556	4% AEP	PROP	384	986.48	988.11		988.19	0.003512	2.67	193.13	211.16	0.41
Reach 1	2556	1% AEP	EXIST	603	986.48	988.42	987.83	988.52	0.003945	3.24	265.21	261.38	0.45
Reach 1	2556	1% AEP	PROP	603	986.48	988.41	987.83	988.51	0.003962	3.24	264.56	260.57	0.45
Reach 1	2492	4% AEP	EXIST	384	986.48	987.38	987.38	987.67	0.025268	4.95	97.05	173.16	1
Reach 1	2492	4% AEP	PROP	384	986.48	987.38	987.38	987.67	0.024485	4.9	98.45	181.43	0.98
Reach 1	2492	1% AEP	EXIST	603	986.48	987.6	987.6	987.96	0.02395	5.71	138.51	199.85	1.01
Reach 1	2492	1% AEP	PROP	603	986.48	987.6	987.6	987.95	0.023914	5.69	141.32	220.99	1.01
Reach 1	2480	4% AEP	EXIST	384	982.46	985.99		986.19	0.002627	3.55	108.02	41.2	0.39
Reach 1	2480	4% AEP	PROP	384	982.46	985.99		986.19	0.002628	3.56	108.01	41.2	0.39
Reach 1	2480	1% AEP	EXIST	603	982.46	987.43		987.56	0.001334	3.04	246.3	189.11	0.29
Reach 1	2480	1% AEP	PROP	603	982.46	987.43		987.56	0.001337	3.05	245.98	188.99	0.29
Reach 1	2464	4% AEP	EXIST	384	982.38	985.96	984.41	986.15	0.002501	3.49	109.9	41.45	0.38
Reach 1	2464	4% AEP	PROP	384	982.38	985.96	984.4	986.15	0.002502	3.49	109.89	41.45	0.38
Reach 1	2464	1% AEP	EXIST	603	982.38	987.35	985.03	987.53	0.001732	3.43	182.75	114.35	0.33
Reach 1	2464	1% AEP	PROP	603	982.38	987.36	985.02	987.53	0.001664	3.36	195.69	114.89	0.32
Reach 1	2425 DMCulvert1			Culvert									
Reach 1	2378	4% AEP	EXIST	384	982.57	984.21	983.93	984.6	0.011563	5.04	76.18	53.27	0.74
Reach 1	2378	4% AEP	PROP	384	981.44	983.89	983.43	984.35	0.00951	5.45	70.41	37.43	0.7
Reach 1	2378	1% AEP	EXIST	603	982.57	984.81		985.28	0.009339	5.51	109.53	56.98	0.7
Reach 1	2378	1% AEP	PROP	603	981.44	984.53	984.03	985.14	0.009893	6.31	95.54	41.93	0.74
Reach 1	2116	4% AEP	EXIST	384	978.34	980.59	980.39	981.23	0.01455	6.4	59.99	34.52	0.86
Reach 1	2116	4% AEP	PROP	384	978	980	980	980.81	0.020721	7.24	53.04	33.04	1.01
Reach 1	2116	1% AEP	EXIST	603	978.34	981.07	980.99	982.02	0.017372	7.83	77.04	37.35	0.96
Reach 1	2116	1% AEP	PROP	603	978	980.61	980.61	981.63	0.019283	8.09	74.54	37.15	1.01
Reach 1	1882	4% AEP	EXIST	384	975.14	976.4	976.4	976.89	0.024086	5.62	68.38	70.91	1.01
Reach 1	1882	4% AEP	PROP	384	974.9	977.58	976.9	977.97	0.007086	4.99	76.99	37.36	0.61
Reach 1	1882	1% AEP	EXIST	603	975.14	976.74	976.74	977.39	0.021958	6.46	93.4	73.23	1.01
Reach 1	1882	1% AEP	PROP	603	974.9	978.28	977.52	978.79	0.007389	5.78	104.39	41.83	0.64
Reach 1	1683	4% AEP	EXIST	384	972.81	975.06		975.14	0.001417	2.18	176.53	90.45	0.27
Reach 1	1683	4% AEP	PROP	384	972.88	974.88	974.88	975.69	0.020712	7.22	53.15	33.22	1.01
Reach 1	1683	1% AEP	EXIST	603	972.81	975.64		975.74	0.00154	2.63	229.19	93.8	0.3
Reach 1	1683	1% AEP	PROP	603	972.88	975.49	975.49	976.5	0.019281	8.08	74.62	37.25	1.01

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

HYDRAULIC DATA SHEET

BRIDGE-CLASS CULVERTS 2 & 2B
STA 86+10

SHEET 1 OF 3

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	185

USER: ClayGann
DATE: 10/25/2024 8:37:14 AM
SCRIPT: pw://sienet.sb-eng.com:SB-pw5/Documents/WILCO302-CR255_CR288/Design_Data/4 - Design/Plan_Set/05. Drainage/CR255_jobl.dgn
FILE: c:\dgn\dgnmtls81862.CR255_HDSZA.dgn

Reach	River Sta	Profile	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
				(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)	
Reach 1	1462	4% AEP	EXIST	656	971.01	974.86		974.92	0.000824	2.13	347.15	194.49	0.22
Reach 1	1462	4% AEP	PROP	656	971.8	974.01	974.01	974.82	0.001767	7.26	91.87	65.71	0.99
Reach 1	1462	1% AEP	EXIST	1031	971.01	975.37		975.46	0.001139	2.8	457.76	229.81	0.27
Reach 1	1462	1% AEP	PROP	1031	971.8	974.62	974.62	975.66	0.001574	8.22	136.14	88.41	0.98
Reach 1	1430	4% AEP	PROP	656	966.99	970.77	969.57	971.21	0.000442	5.31	123.48	40.65	0.54
Reach 1	1430	1% AEP	PROP	1031	966.99	973	970.39	973.33	0.000183	4.62	227.96	56.76	0.37
Reach 1	1422	4% AEP	EXIST	656	970.78	974.85	972.1	974.89	0.000337	1.65	479.17	273.67	0.15
Reach 1	1422	1% AEP	EXIST	1031	970.78	975.37	972.56	975.42	0.000453	2.09	640.95	326.17	0.18
Reach 1	1399 DMCulvert2			Culvert									
Reach 1	1376	4% AEP	EXIST	656	970.28	974.06		974.09	0.000541	1.83	478.54	277.34	0.18
Reach 1	1376	1% AEP	EXIST	1031	970.28	974.35		974.41	0.000865	2.45	560.7	291.89	0.24
Reach 1	1370	4% AEP	EXIST	656	970.16	974.06	972.19	974.09	0.000435	1.66	522.29	284.73	0.16
Reach 1	1370	1% AEP	EXIST	1031	970.16	974.35	972.55	974.4	0.000707	2.24	607.26	299.15	0.21
Reach 1	1355 Driveway			Culvert									
Reach 1	1339	4% AEP	EXIST	656	969.47	971.85	971.85	972.35	0.018385	6.05	123.96	134.91	0.93
Reach 1	1339	1% AEP	EXIST	1031	969.47	972.27	972.27	972.81	0.014411	6.44	193.26	179.3	0.86
Reach 1	1282	4% AEP	EXIST	669	968.43	970.59	970.59	971.21	0.021702	6.29	106.65	89.56	1
Reach 1	1282	4% AEP	PROP	669	966.34	969.27	969.27	970.38	0.018352	8.46	79.35	37.72	1
Reach 1	1282	1% AEP	EXIST	1049	968.43	971.15	971.15	971.78	0.014267	6.5	176.76	159.96	0.86
Reach 1	1282	1% AEP	PROP	1049	966.34	970.16	970.16	971.46	0.015123	9.22	117.85	50.31	0.95
Reach 1	1102	4% AEP	PROP	669	964.23	968.4	966.49	968.55	0.001818	3.19	216.99	84.99	0.33
Reach 1	1102	1% AEP	PROP	1049	964.23	969.99	967.14	970.12	0.001005	3.02	367.5	103.71	0.26
Reach 1	1101	4% AEP	EXIST	669	964.23	969.3	966.61	969.41	0.001049	2.65	252.92	170.01	0.26
Reach 1	1101	1% AEP	EXIST	1049	964.23	969.72	967.31	969.93	0.001812	3.67	285.57	187.66	0.34
Reach 1	963	4% AEP	EXIST	669	966.98	969.15	968.3	969.21	0.001729	2.33	355.7	276.98	0.3
Reach 1	963	1% AEP	EXIST	1049	966.98	969.54	968.56	969.63	0.002019	2.86	472.28	323.63	0.34
Reach 1	926 XCulvert7			Culvert									
Reach 1	907	4% AEP	EXIST	669	964.52	967.05	966.99	967.43	0.019931	4.99	134.64	149.08	0.91
Reach 1	907	4% AEP	PROP	669	963.56	966.24		966.62	0.006338	5.07	145.53	118.89	0.59
Reach 1	907	1% AEP	EXIST	1049	964.52	967.32	967.32	967.86	0.021219	6.1	178.8	179.55	0.98
Reach 1	907	1% AEP	PROP	1049	963.56	966.64		967.19	0.007835	6.27	194.16	129.6	0.68
Reach 1	771	4% AEP	EXIST	669	963.72	965.26		965.51	0.010137	4.67	170.22	163.95	0.7
Reach 1	771	4% AEP	PROP	669	963.72	965.26		965.51	0.010137	4.67	170.22	163.95	0.7
Reach 1	771	1% AEP	EXIST	1049	963.72	965.64		965.96	0.009328	5.26	234.28	173.71	0.7
Reach 1	771	1% AEP	PROP	1049	963.72	965.64		965.96	0.009333	5.26	234.23	173.71	0.7
Reach 1	734	4% AEP	EXIST	669	959.79	964.99		965.2	0.00682	4.27	192.64	170.9	0.58
Reach 1	734	4% AEP	PROP	669	959.79	964.99		965.2	0.00682	4.27	192.64	170.9	0.58
Reach 1	734	1% AEP	EXIST	1049	959.79	965.4		965.66	0.006402	4.79	266.65	186.29	0.58
Reach 1	734	1% AEP	PROP	1049	959.79	965.4		965.66	0.006411	4.79	266.54	186.28	0.58
Reach 1	689	4% AEP	EXIST	669	962.78	964.18	964.18	964.66	0.023609	5.66	120.13	153.98	1
Reach 1	689	4% AEP	PROP	669	962.78	964.18	964.18	964.66	0.023618	5.66	120.12	153.97	1
Reach 1	689	1% AEP	EXIST	1049	962.78	964.53	964.53	965.15	0.022013	6.23	166.3	176.63	1
Reach 1	689	1% AEP	PROP	1049	962.78	964.53	964.53	965.15	0.021935	6.22	166.51	176.73	1
Reach 1	602	4% AEP	EXIST	669	960.66	962.72		963.03	0.012196	5.61	160.17	169.65	0.78
Reach 1	602	4% AEP	PROP	669	960.66	962.72		963.03	0.012196	5.61	160.17	169.65	0.78
Reach 1	602	1% AEP	EXIST	1049	960.66	963.13		963.48	0.010085	5.93	234.98	196.59	0.74
Reach 1	602	1% AEP	PROP	1049	960.66	963.13		963.48	0.010085	5.93	234.98	196.59	0.74
Reach 1	540	4% AEP	EXIST	669	959.16	962.39		962.56	0.004412	4.15	215.22	178.8	0.49
Reach 1	540	4% AEP	PROP	669	959.16	962.39		962.56	0.004412	4.15	215.22	178.8	0.49
Reach 1	540	1% AEP	EXIST	1049	959.16	962.81		963.03	0.004592	4.76	302.29	230.25	0.51
Reach 1	540	1% AEP	PROP	1049	959.16	962.81		963.03	0.004592	4.76	302.29	230.25	0.51
Reach 1	496	4% AEP	EXIST	669	957.89	961.76	961.76	962.23	0.011213	6.84	142.86	151.43	0.78
Reach 1	496	4% AEP	PROP	669	957.89	961.76	961.76	962.23	0.011213	6.84	142.86	151.43	0.78
Reach 1	496	1% AEP	EXIST	1049	957.89	962.1	962.1	962.68	0.012281	7.83	197.63	168.92	0.83
Reach 1	496	1% AEP	PROP	1049	957.89	962.1	962.1	962.68	0.012281	7.83	197.63	168.92	0.83
Reach 1	450	4% AEP	EXIST	669	957.7	960.91	960.91	961.3	0.011101	6.38	163.58	195.68	0.77
Reach 1	450	4% AEP	PROP	669	957.7	960.91	960.91	961.3	0.011101	6.38	163.58	195.68	0.77
Reach 1	450	1% AEP	EXIST	1049	957.7	961.19	961.19	961.67	0.012381	7.31	220	212.46	0.83
Reach 1	450	1% AEP	PROP	1049	957.7	961.19	961.19	961.67	0.012381	7.31	220	212.46	0.83
Reach 1	301	4% AEP	EXIST	669	955.43	957.06	957.06	957.46	0.019496	6.18	138.6	163.3	0.95
Reach 1	301	4% AEP	PROP	669	955.43	957.06	957.06	957.46	0.019496	6.18	138.6	163.3	0.95
Reach 1	301	1% AEP	EXIST	1049	955.43	957.34	957.34	957.86	0.019524	6.82	186.22	169.17	0.98
Reach 1	301	1% AEP	PROP	1049	955.43	957.34	957.34	957.86	0.019524	6.82	186.22	169.17	0.98
Reach 1	174	4% AEP	EXIST	669	954.16	954.72	954.65	955.05	0.015765	2.4	152.65	187.73	0.7
Reach 1	174	4% AEP	PROP	669	954.16	954.72	954.65	955.05	0.015765	2.4	152.65	187.73	0.7
Reach 1	174	1% AEP	EXIST	1049	954.16	955.07	954.96	955.44	0.01438	3.56	221.94	215.07	0.74
Reach 1	174	1% AEP	PROP	1049	954.16	955.07	954.96	955.44	0.01438	3.56	221.94	215.07	0.74
Reach 1	18	4% AEP	EXIST	669	950.24	952.25	952.1	952.65	0.015012	5.59	136.43	137	0.84
Reach 1	18	4% AEP	PROP	669	950.24	952.25	952.1	952.65	0.015012	5.59	136.43	137	0.84
Reach 1	18	1% AEP	EXIST	1049	950.24	952.62	952.52	953.14	0.015003	6.54	189.96	165.23	0.88
Reach 1	18	1% AEP	PROP	1049	950.24	952.62	952.52	953.14	0.015003	6.54	189.96	165.23	0.88

Plan: PROP	River 1	Reach 1	RS: 1399	Culv Group:	Group #1	Profile: 4% AEP
Q Culv Group (cfs)		656	Culv Full Len (ft)			
# Barrels		4	Culv Vel US (ft/s)			9.1
Q Barrel (cfs)		164	Culv Vel DS (ft/s)			10.42
E.G. US. (ft)		971.21	Culv Inv El Up (ft)			966.99
W.S. US. (ft)		970.77	Culv Inv El Dn (ft)			966.51
E.G. DS (ft)		970.38	Culv Frctn Ls (ft)			0.41
W.S. DS (ft)		969.27	Culv Exit Loss (ft)			0.07
Delta EG (ft)		0.83	Culv Entr Loss (ft)			0.36
Delta WS (ft)		1.5	Q Weir (cfs)			
E.G. IC (ft)		971.21	Weir Sta Lft (ft)			
E.G. OC (ft)		971.11	Weir Sta Rgt (ft)			
Culvert Control		Inlet	Weir Submerg			
Culv WS Inlet (ft)		969.56	Weir Max Depth (ft)			
Culv WS Outlet (ft)		968.76	Weir Avg Depth (ft)			
Culv Nml Depth (ft)		2.19	Weir Flow Area (sq ft)			
Culv Crt Depth (ft)		2.57	Min El Weir Flow (ft)			975.01

Plan: PROP	River 1	Reach 1	RS: 1399	Culv Group:	Group #1	Profile: 1% AEP
Q Culv Group (cfs)		1031	Culv Full Len (ft)			
# Barrels		4	Culv Vel US (ft/s)			9.21
Q Barrel (cfs)		257.75	Culv Vel DS (ft/s)			14.29
E.G. US. (ft)		973.33	Culv Inv El Up (ft)			966.99
W.S. US. (ft)		973	Culv Inv El Dn (ft)			966.51
E.G. DS (ft)		971.46	Culv Frctn Ls (ft)			0.8
W.S. DS (ft)		970.16	Culv Exit Loss (ft)			0.8
Delta EG (ft)		1.87	Culv Entr Loss (ft)			0.26
Delta WS (ft)		2.84	Q Weir (cfs)			
E.G. IC (ft)		973.33	Weir Sta Lft (ft)			
E.G. OC (ft)		972.56	Weir Sta Rgt (ft)			
Culvert Control		Inlet	Weir Submerg			
Culv WS Inlet (ft)		970.99	Weir Max Depth (ft)			
Culv WS Outlet (ft)		969.09	Weir Avg Depth (ft)			
Culv Nml Depth (ft)		3.03	Weir Flow Area (sq ft)			
Culv Crt Depth (ft)		3.48	Min El Weir Flow (ft)			975.01

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

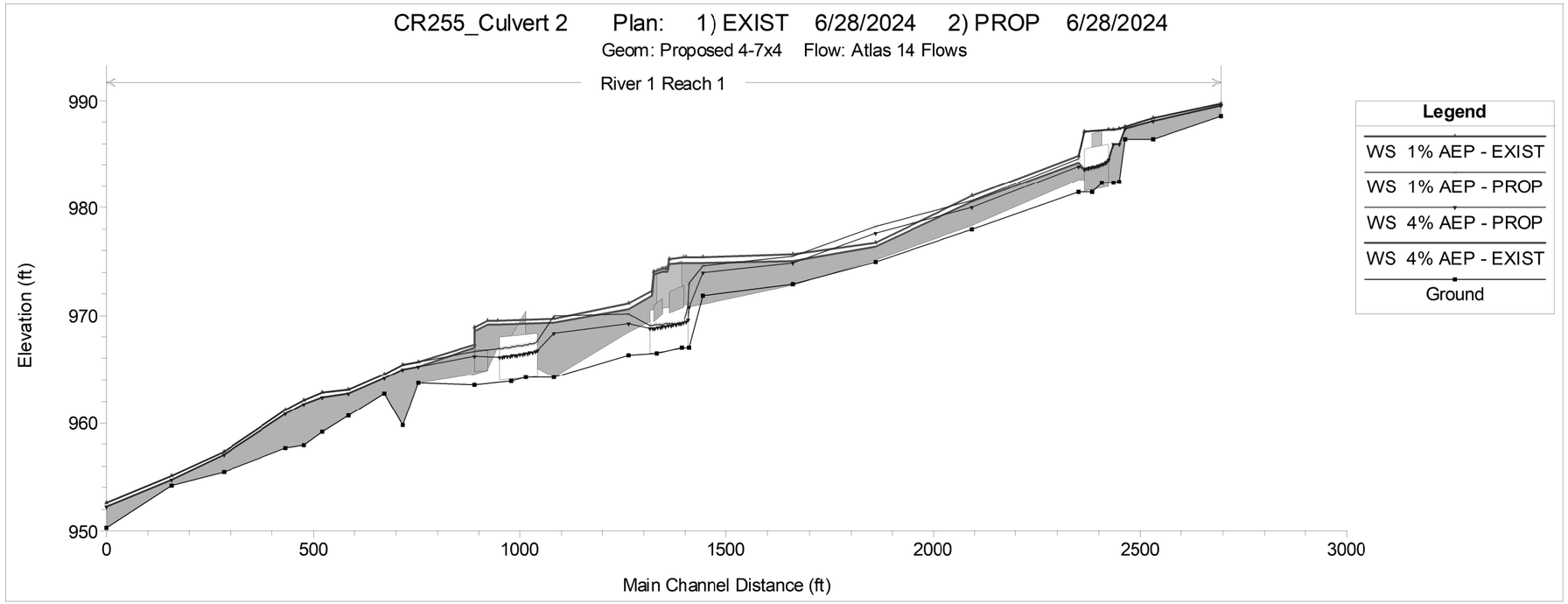
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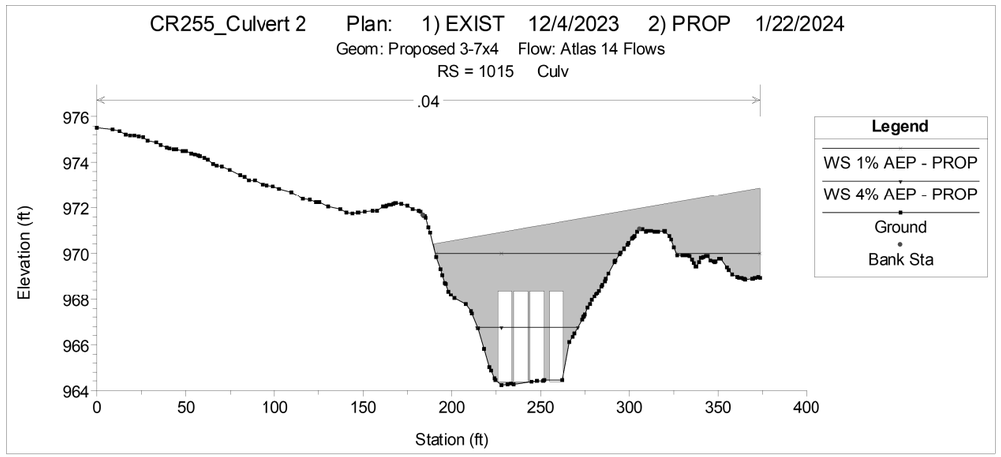
BRIDGE-CLASS CULVERTS 2 & 2B
STA 86+10

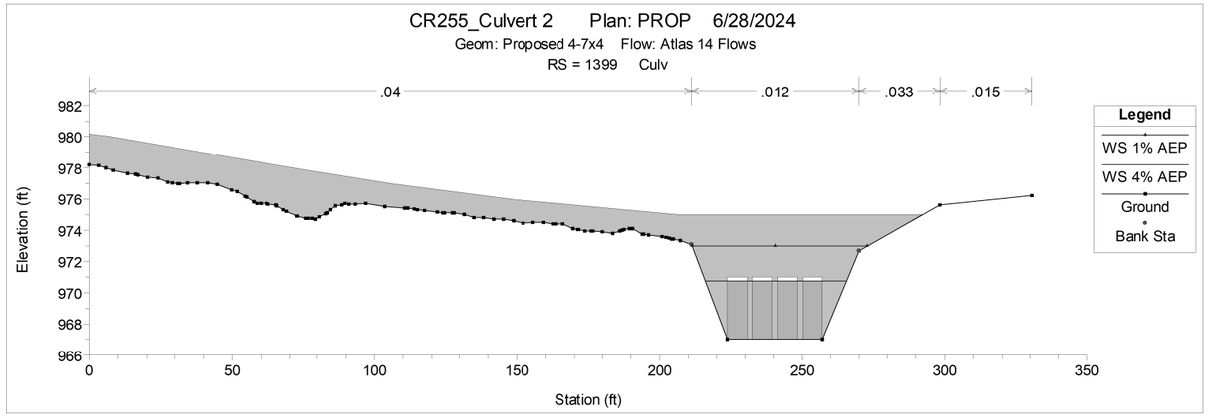
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DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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NOTES:

1. CULVERTS WERE MODELED USING HEC-RAS VERSION 6.4.
2. HYDROLOGY FOR ALL BRIDGE-CLASS CROSSINGS WERE COMPUTED BASED ON THE NRCS UH METHOD WITH RAINFALL DEPTHS GATHERED FROM THE NOAA PRECIPITATION FREQUENCY SERVER FOR ATLAS 14.
3. HEC-HMS 4.11 WAS USED TO COMPUTE PEAK FLOWS.
4. REFER TO THE CR 255 DRAINAGE REPORT FOR SOILS INFORMATION.
5. A CURVE NUMBER ADJUSTMENT FACTOR OF -15 WAS APPLIED TO ALL COMPUTED CN VALUES EXCEPT FOR AREAS THAT REPRESENT IMPERVIOUS COVER.

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

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CR 255

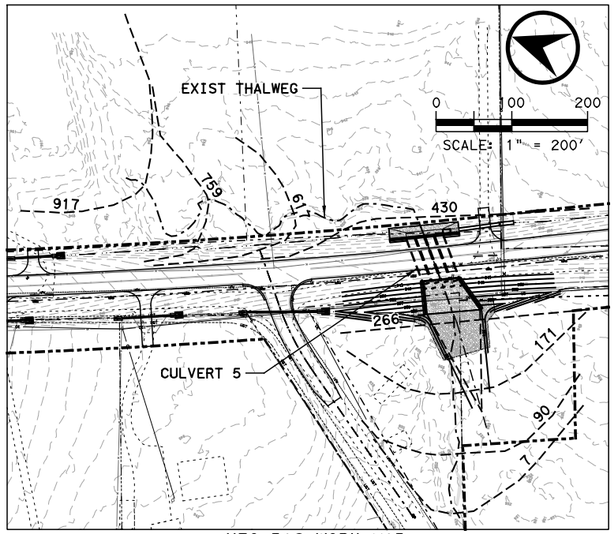
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BRIDGE-CLASS CULVERTS 2 & 2B
STA 86+10

SHEET 3 OF 3

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CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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HEC RAS WORK MAP

Plan: PROP River 1 Reach 1 RS: 356 Culv Group: Group #1 Profile: 4% AEP			
Q Culv Group (cfs)	994	Culv Full Len (ft)	
# Barrels	4	Culv Vel US (ft/s)	9.28
Q Barrel (cfs)	248.5	Culv Vel DS (ft/s)	10.66
E.G. US. (ft)	939.03	Culv Inv El Up (ft)	934.34
W.S. US. (ft)	939.8	Culv Inv El Dn (ft)	934.04
E.G. DS (ft)	937.07	Culv Frctn Ls (ft)	0.22
W.S. DS (ft)	936.78	Culv Exit Loss (ft)	1.07
Delta EG (ft)	1.95	Culv Entr Loss (ft)	0.67
Delta WS (ft)	3.02	Q Weir (cfs)	
E.G. IC (ft)	938.67	Weir Sta Lft (ft)	
E.G. OC (ft)	939.03	Weir Sta Rgt (ft)	
Culvert Control	Outlet	Weir Submerg	
Culv WS Inlet (ft)	937.02	Weir Max Depth (ft)	
Culv WS Outlet (ft)	936.37	Weir Avg Depth (ft)	
Culv Nml Depth (ft)	2.17	Weir Flow Area (sq ft)	
Culv Crt Depth (ft)	2.68	Min El Weir Flow (ft)	943.87

Plan: PROP River 1 Reach 1 RS: 356 Culv Group: Group #1 Profile: 1% AEP			
Q Culv Group (cfs)	1560	Culv Full Len (ft)	
# Barrels	4	Culv Vel US (ft/s)	9.75
Q Barrel (cfs)	390	Culv Vel DS (ft/s)	13.65
E.G. US. (ft)	940.87	Culv Inv El Up (ft)	934.34
W.S. US. (ft)	940.25	Culv Inv El Dn (ft)	934.04
E.G. DS (ft)	937.88	Culv Frctn Ls (ft)	0.34
W.S. DS (ft)	937.42	Culv Exit Loss (ft)	1.92
Delta EG (ft)	2.99	Culv Entr Loss (ft)	0.74
Delta WS (ft)	2.83	Q Weir (cfs)	
E.G. IC (ft)	940.87	Weir Sta Lft (ft)	
E.G. OC (ft)	940.67	Weir Sta Rgt (ft)	
Culvert Control	Inlet	Weir Submerg	
Culv WS Inlet (ft)	938.34	Weir Max Depth (ft)	
Culv WS Outlet (ft)	936.9	Weir Avg Depth (ft)	
Culv Nml Depth (ft)	2.97	Weir Flow Area (sq ft)	
Culv Crt Depth (ft)	3.62	Min El Weir Flow (ft)	943.87

Reach	River Sta	Profile	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
				(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)	
Reach 1	917	4% AEP	EXIST	994	942.6	945.52		945.82	0.006441	5.37	256.08	196.22	0.61
Reach 1	917	4% AEP	PROP	994	942.6	945.52		945.82	0.006441	5.37	256.09	196.22	0.61
Reach 1	917	1% AEP	EXIST	1560	942.6	946.01		946.37	0.006422	6.07	363.1	234.4	0.63
Reach 1	917	1% AEP	PROP	1560	942.6	946.01		946.37	0.006422	6.07	363.1	234.4	0.63
Reach 1	759	4% AEP	EXIST	994	941.28	944.1	944.1	944.68	0.013143	7.04	182.08	154.59	0.85
Reach 1	759	4% AEP	PROP	994	941.28	944.1	944.1	944.68	0.013143	7.04	182.08	154.59	0.85
Reach 1	759	1% AEP	EXIST	1560	941.28	944.48	944.45	945.25	0.014641	8.29	246.87	191	0.92
Reach 1	759	1% AEP	PROP	1560	941.28	944.48	944.45	945.25	0.014641	8.29	246.87	191	0.92
Reach 1	617	4% AEP	EXIST	994	938.52	942.36	942.36	942.99	0.012334	8.1	223.7	182.85	0.85
Reach 1	617	4% AEP	PROP	994	938.52	942.36	942.36	942.99	0.012287	8.09	224.06	183.04	0.85
Reach 1	617	1% AEP	EXIST	1560	938.52	942.88	942.88	943.58	0.011976	8.95	329.87	222.21	0.87
Reach 1	617	1% AEP	PROP	1560	938.52	942.88	942.88	943.58	0.011976	8.95	329.87	222.21	0.87
Reach 1	430	4% AEP	EXIST	994	937.31	939.95	939.8	940.44	0.011192	6.36	222.37	186.32	0.78
Reach 1	430	4% AEP	PROP	994	937.31	939.8	939.8	940.33	0.013177	6.58	188.18	176.05	0.84
Reach 1	430	1% AEP	EXIST	1560	937.31	940.38	940.27	941.05	0.012556	7.64	308.05	207.83	0.85
Reach 1	430	1% AEP	PROP	1560	937.31	940.25	940.25	940.89	0.012656	7.42	266.6	202.97	0.85
Reach 1	359	4% AEP	EXIST	994	935.43	939.69	939.11	939.92	0.003742	4.6	295.13	206.99	0.48
Reach 1	359	1% AEP	EXIST	1560	935.43	940.01	939.58	940.39	0.005572	6.03	367.95	250.35	0.59
Reach 1	332 Culvert 5			Culvert									
Reach 1	295	4% AEP	EXIST	994	934.49	938.24	938.04	938.84	0.012497	8.04	253.15	151.94	0.86
Reach 1	295	1% AEP	EXIST	1560	934.49	938.95	938.84	939.62	0.011284	8.91	403.31	247.98	0.85
Reach 1	266	4% AEP	EXIST	994	934.57	938.01	937.88	938.45	0.009441	7.13	290.12	170.09	0.75
Reach 1	266	4% AEP	PROP	994	933.73	936.78	935.74	937.07	0.00366	4.36	232.64	113.8	0.47
Reach 1	266	1% AEP	EXIST	1560	934.57	938.8	938.16	939.24	0.007567	7.54	444.68	217.62	0.7
Reach 1	266	1% AEP	PROP	1560	933.73	937.42	936.33	937.88	0.004333	5.46	291.4	142.21	0.53
Reach 1	171	4% AEP	EXIST	994	933.7	936.03	936.03	936.93	0.025256	8.55	158.19	142.44	1.14
Reach 1	171	4% AEP	PROP	994	933.26	935.83	935.55	936.37	0.016766	6.63	215.49	135.89	0.82
Reach 1	171	1% AEP	EXIST	1560	933.7	936.68	936.68	937.87	0.022108	9.86	217.77	163.04	1.12
Reach 1	171	1% AEP	PROP	1560	933.26	936.35	936.16	937.09	0.017474	7.88	290.31	152.58	0.87
Reach 1	90	4% AEP	EXIST	994	932.19	935.36	934.43	935.69	0.007788	6.08	315.76	244.31	0.67
Reach 1	90	4% AEP	PROP	994	932.19	935.21	934.38	935.43	0.006776	5.43	393.08	234.03	0.62
Reach 1	90	1% AEP	EXIST	1560	932.19	936.06	935.05	936.5	0.007926	7.21	434.01	287.43	0.71
Reach 1	90	1% AEP	PROP	1560	932.19	935.85	934.94	936.12	0.006307	6.15	557.31	276.83	0.62
Reach 1	7	4% AEP	EXIST	994	931.8	935.04	933.38	935.1	0.005005	2.08	522.09	302.28	0.22
Reach 1	7	4% AEP	PROP	994	931.8	934.92	933.39	934.98	0.005001	2.02	563.21	296.36	0.22
Reach 1	7	1% AEP	EXIST	1560	931.8	935.8	933.77	935.88	0.005002	2.44	710.15	344.16	0.23
Reach 1	7	1% AEP	PROP	1560	931.8	935.6	933.78	935.68	0.005002	2.35	777.38	335.22	0.23

NOTES:

1. CULVERTS WERE MODELED USING HEC-RAS VERSION 6.4.
2. HYDROLOGY FOR ALL BRIDGE-CLASS CROSSINGS WERE COMPUTED BASED ON THE NRCS UH METHOD WITH RAINFALL DEPTHS GATHERED FROM THE NOAA PRECIPITATION FREQUENCY SERVER FOR ATLAS 14.
3. HEC-HMS 4.11 WAS USED TO COMPUTE PEAK FLOWS.
4. REFER TO THE CR 255 DRAINAGE REPORT FOR SOILS INFORMATION.
5. A CURVE NUMBER ADJUSTMENT FACTOR OF -15 WAS APPLIED TO ALL COMPUTED CN VALUES EXCEPT FOR AREAS THAT REPRESENT IMPERVIOUS COVER.

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

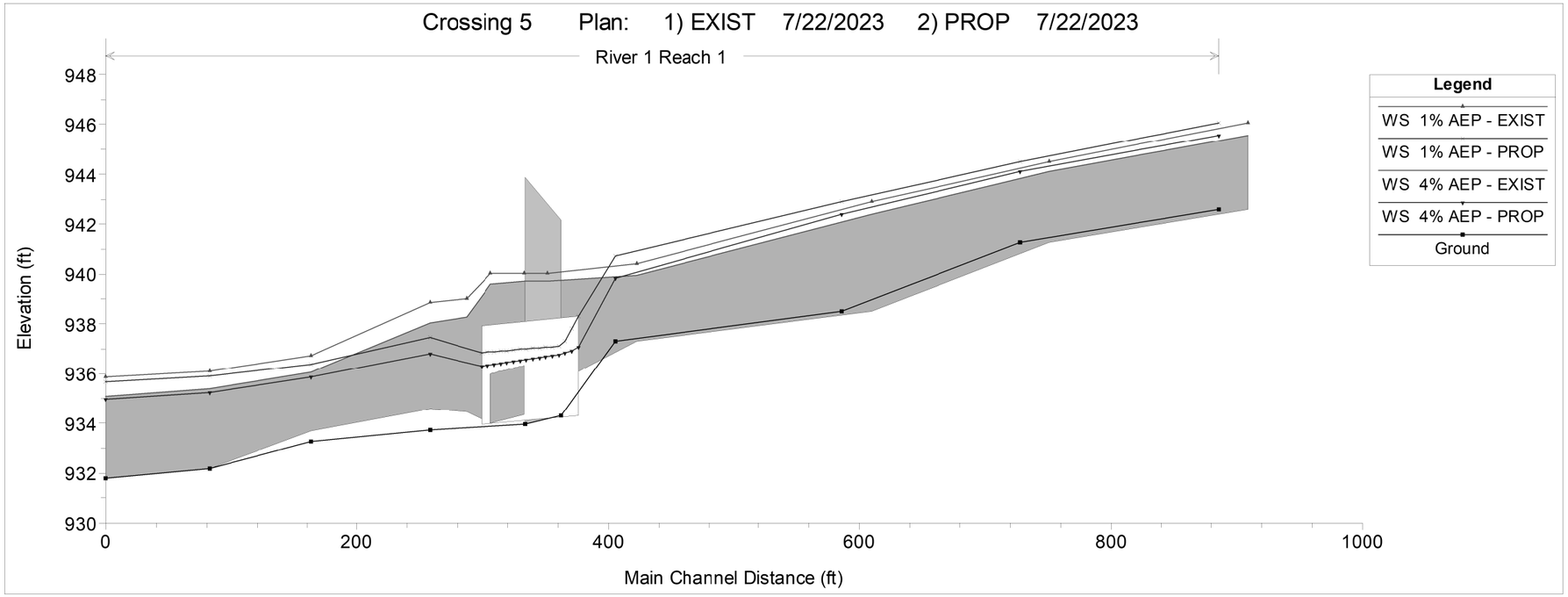
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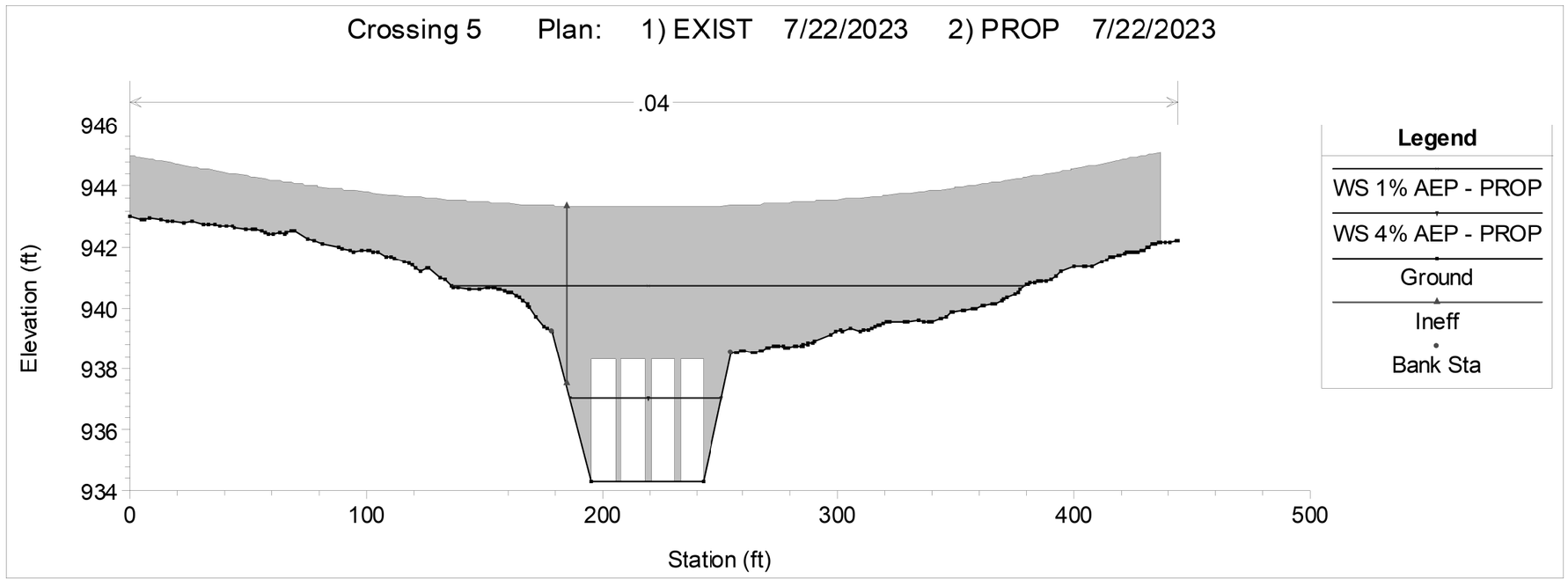
BRIDGE-CLASS CULVERT 5
STA 118+33

SHEET 1 OF 2

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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10/25/2024

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Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
HYDRAULIC DATA SHEET

BRIDGE-CLASS CULVERT 5
STA 118+33

SHEET 2 OF 2

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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CR 255 HY-8 CULVERT ANALYSIS REPORT

CULVERT 3-PROPOSED CONDITIONS

SUMMARY OF CULVERT FLOWS AT CROSSING

HW Elev (ft)	Storm Freq.	Total Q (cfs)	Culvert Q (cfs)	Rdwy Q (cfs)	Iterations
961.7	25	year	111	111	0
962.19	100	year	147	147	0
965.67	Overtopping	303.99	303.99	0	Overtopping

CULVERT NOTES

Allowable HW (Edge of Pavement) = 965.11 ft

CULVERT SUMMARY TABLE

Storm Freq.	Total Q (cfs)	Culvert Q (cfs)	HW Elev (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Crit Depth (ft)	Outlet Depth (ft)	TW Depth (ft)	Outlet Vel (ft/s)	TW Vel (ft/s)	Shear (psf)	Froude Number
25	111	111	961.89	2.64	2.69	1-S1t	1.44	1.56	2.11	2.11	5.26	8.31	6.58	1.43
100	147	147	962.41	3.21	2.71	5-JS1t	1.76	1.89	2.34	2.34	6.27	8.92	7.31	1.45

ROADWAY DATA

Coord no.	Station(ft)	Elevation(ft)
0	0	967.24
1	244.95	965.67
2	399.1	966.23

Roadway Surface : Paved

Roadway Length : 28.00 ft

Culvert Barrel Type Straight Culvert
Inlet Elevation (invert): 959.20 ft,
Outlet Elevation (invert): 958.89 ft
Culvert Length: 61.00 ft,
Culvert Slope: 0.0051

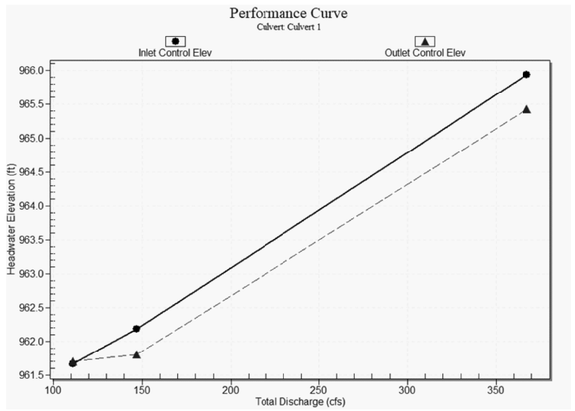
SITE DATA

Site Data Option: Culvert Invert Data
Inlet Station: 0.00 ft
Inlet Elevation: 959.20 ft
Outlet Station: 61.00 ft
Outlet Elevation: 958.89 ft
Number of Barrels: 2

CULVERT DATA

Barrel Shape: Concrete Box
Barrel Span: 5.00 ft
Barrel Rise: 3.00 ft
Barrel Material: Concrete
Embedment: 0.00 in
Barrel Manning's n: 0.0130
Culvert Type: Straight
Inlet Configuration: Square Edge (90

PERFORMANCE CURVE



TAILWATER DATA

Tailwater Channel Option: Triangular Channel
Side Slope (H:V): 3.00 (_:1)
Channel Slope: 0.0500
Channel Manning's n: 0.0400
Channel Invert Elevation: 958.89 ft

CR 255 HY-8 CULVERT ANALYSIS REPORT

CULVERT 4 - PROPOSED CONDITIONS

SUMMARY OF CULVERT FLOWS AT CROSSING

HW Elev (ft)	Storm Freq.	Total Q (cfs)	Culvert Q (cfs)	Rdwy Q (cfs)	Iterations
956.96	25	81	81	0	1
957.96	100	105	105	0	1
959.13	Overtopping	124.9	124.9	0	Overtopping

CULVERT NOTES

Allowable HW (EDGE OF PVMT) = 958.58'

CULVERT SUMMARY TABLE

Storm Freq.	Total Q (cfs)	Culvert Q (cfs)	HW Elev (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Crit Depth (ft)	Outlet Depth (ft)	TW Depth (ft)	Outlet Vel (ft/s)	TW Vel (ft/s)	Shear (psf)	Froude Number
25-YR	81	81	956.96	3.49	3.63	7-M2c	2.13	2.07	2.07	1.54	7.78	3.11	0.96	0.62
100-YR	105	105	957.96	4.63	4.32	7-M2c	3.00	2.36	2.36	1.70	8.82	3.32	1.06	0.64

ROADWAY DATA

Coord No.	Station(ft)	Elevation(ft)
0	0	961.26
1	129.3	959.6
2	244.3	959.13
3	431.4	959.59

Roadway Surface: Paved

Roadway Length: 28.00 ft

Culvert Barrel Type Straight Culvert
Inlet Elevation (invert): 953.33 ft,
Outlet Elevation (invert): 952.77 ft
Culvert Length: 111.48 ft,
Culvert Slope: 0.0050

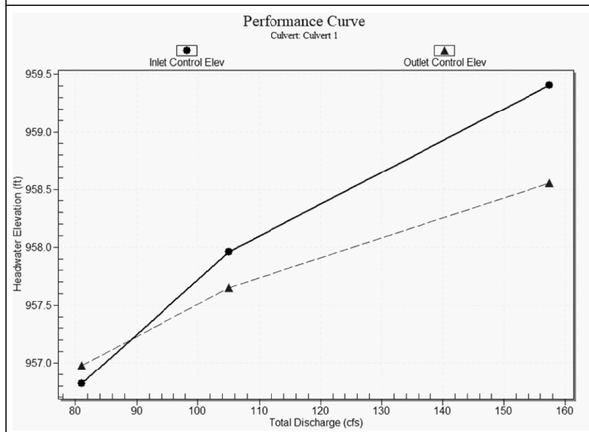
SITE DATA

Site Data Option: Culvert Invert Data
Inlet Station: 0.00 ft
Inlet Elevation: 953.33 ft
Outlet Station: 111.48 ft
Outlet Elevation: 952.77 ft
Number of Barrels: 2

CULVERT DATA

Barrel Shape: Circular
Barrel Diameter: 3.00 ft
Barrel Material: Concrete
Embedment: 0.00 in
Barrel Manning's n: 0.0130
Culvert Type: Straight
Inlet Configuration: Mitered to Conform to Slope (Ke=0.7)
Inlet Depression: None

PERFORMANCE CURVE



TAILWATER DATA

Tailwater Channel Option: Triangular Channel
Side Slope (H:V): 11.00 (_:1)
Channel Slope: 0.0100
Channel Manning's n: 0.0400
Channel Invert Elevation: 952.77 ft

HY-8 FLOW TYPES

Flow Type	Flow Control	Submerged Inlet	Submerged Outlet	Length Full	Loss Calc	Outlet Depth
1	Inlet	No	No	None	S2n	Normal
1	Inlet	No	No	None	S1t	Tailwater
1	Inlet	No	Yes	Part	S1f	Full
5	Inlet	Yes	No	None	S2n	Normal
5	Inlet	Yes	No	None	S1t	Tailwater
5	Inlet	Yes	Yes	Part	S1f	Full
2	Outlet	No	No	None	M2c	Critical
3	Outlet	No	No	None	M1t	Tailwater
3	Outlet	No	No	None	M2t	Tailwater
3	Outlet	No	Yes	Part	M1f	Full
4	Outlet	Yes	Yes	ALL	FFf	Full
6	Outlet	Yes	No	Most	FFt	Tailwater
6	Outlet	Yes	No	Most	FFc	Critical
7	Outlet	Yes	No	Part	M1t	Tailwater
7	Outlet	Yes	No	Part	M2t	Tailwater
7	Outlet	Yes	No	Part	M2c	Critical

CULVERT COMPUTATION NOTES:

1. ALL MINOR CULVERTS WERE ANALYZED AND DESIGNED USING HY-8 VERSION 7.80.
2. DESIGN STORM IS 25-YEAR.

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

Clay E. Gann 10/25/2024

DEPARTMENT OF INFRASTRUCTURE

WILCO TEXAS

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
DRAINAGE COMPUTATIONS
CULVERTS 3 & 4

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	190

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CR 255 HY-8 CULVERT ANALYSIS REPORT

CULVERT 6A - PROPOSED CONDITIONS

SUMMARY OF CULVERT FLOWS AT CROSSING

HW Elev (ft)	Storm Freq.	Total Q (cfs)	Culvert Q (cfs)	Rdwy Q (cfs)	Iterations
947.41	25	111	111	0	1
948.29	100	145	145	0	1
948.57	Overtopping	154.38	154.38	OT	Overtopping

CULVERT NOTES

Allowable HW (EDGE OF PVMT) = 948.57 ft

CULVERT SUMMARY TABLE

Storm Freq.	Total Q (cfs)	Culvert Q (cfs)	HW Elev (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Crit Depth (ft)	Outlet Depth (ft)	TW Depth (ft)	Outlet Vel (ft/s)	TW Vel (ft/s)	Shear (psf)	Froude Number
25 year	111	111	947.41	2.79	2.14	5-S2n	1.15	1.56	1.22	1.36	9.13	5.41	1.70	0.92
100 year	145	145	948.29	3.67	2.95	5-S2n	1.38	1.87	1.48	1.57	9.82	5.87	1.96	0.94

ROADWAY DATA

Coord No.	Station(ft)	Elevation(ft)
0	0	948.86
1	53.4	948.57
2	100	948.79

Roadway Surface: Paved

Roadway Length: 28.00 ft

Culvert Barrel Type Straight Culvert
Inlet Elevation (invert): 944.62 ft,
Outlet Elevation (invert): 944.04 ft
Culvert Length: 59.00 ft,
Culvert Slope: 0.0098

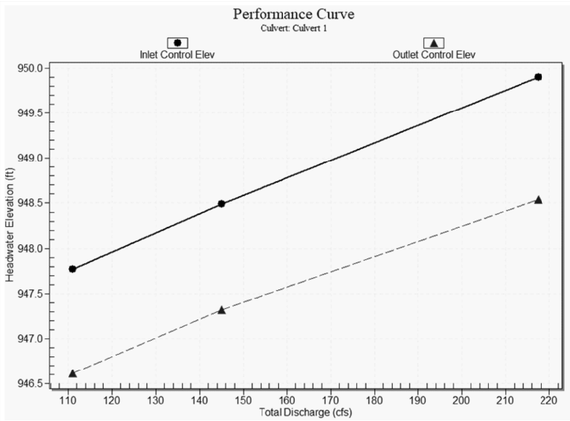
SITE DATA

Site Data Option: Culvert Invert Data
Inlet Station: 0.00 ft
Inlet Elevation: 944.62 ft
Outlet Station: 59.00 ft
Outlet Elevation: 944.04 ft
Number of Barrels: 2

CULVERT DATA

Barrel Shape: Concrete Box
Barrel Span: 5.00 ft
Barrel Rise: 2.00 ft
Barrel Material: Concrete
Embedment: 0.00 in
Barrel Manning's n: 0.0130
Culvert Type: Straight
Inlet Configuration: Square Edge (90 deg)
Headwall (Ke=0.5)
Inlet Depression: None

PERFORMANCE CURVE



TAILWATER DATA

Tailwater Channel Option: Trapezoidal Channel
Bottom Width: 11.00 ft
Side Slope (H:V): 3.00 (_:1)
Channel Slope: 0.0200
Channel Manning's n: 0.0400
Channel Invert Elevation: 944.04 ft

CR 255 HY-8 CULVERT ANALYSIS REPORT

CULVERT 6B-PROPOSED CONDITIONS

SUMMARY OF CULVERT FLOWS AT CROSSING

HW Elev (ft)	Storm Freq.	Total Q (cfs)	Culvert Q (cfs)	Rdwy Q (cfs)	Iterations
944.3	25	128	128	0	1
944.93	100	167	167	0	1
945	Overtopping	171.47	171.47	OT	Overtopping

CULVERT NOTES

Culvert 6B
Allowable HW (EDGE OF PVMT)=945.00 ft

CULVERT SUMMARY TABLE

Storm Freq.	Total Q (cfs)	Culvert Q (cfs)	HW Elev (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Crit Depth (ft)	Outlet Depth (ft)	TW Depth (ft)	Outlet Vel (ft/s)	TW Vel (ft/s)	Shear (psf)	Froude Number
25 year	128	128	944.3	2.91	2.21	1-JS1t	1.57	1.72	2.11	2.11	6.08	3.51	0.68	0.5
100 year	167	167	944.93	3.54	2.91	5-JS1t	1.90	2.05	2.42	2.42	6.91	3.78	0.78	0.51

ROADWAY DATA

Roadway Profile Shape: Irregular Roadway Shape (coordinates)

Coord No.	Station(ft)	Elevation(ft)
0	0	945.69
1	30.4	945
2	33.7	944.67
3	53.6	944.67
4	58.3	946.23

Roadway Surface: Gravel

Roadway Top Width: 4.00 ft

Culvert Barrel Type Straight Culvert
Inlet Elevation (invert): 941.39 ft,
Outlet Elevation (invert): 940.94 ft
Culvert Length: 85.00 ft,
Culvert Slope: 0.0053

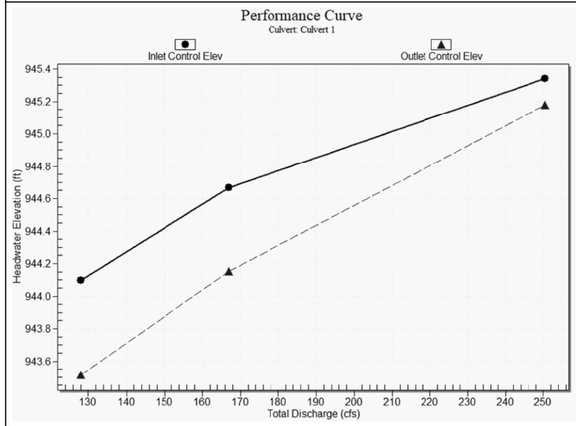
SITE DATA

Site Data Option: Culvert Invert Data
Inlet Station: 0.00 ft
Inlet Elevation: 941.39 ft
Outlet Station: 85.00 ft
Outlet Elevation: 940.94 ft
Number of Barrels: 2

CULVERT DATA

Barrel Shape: Concrete Box
Barrel Span: 5.00 ft
Barrel Rise: 3.00 ft
Barrel Material: Concrete
Embedment: 0.00 in
Barrel Manning's n: 0.0130
Culvert Type: Straight
Inlet Configuration: Square Edge (90 deg)
Headwall (Ke=0.5)
Inlet Depression: None

PERFORMANCE CURVE



TAILWATER DATA

Tailwater Channel Option: Trapezoidal Channel
Bottom Width: 11.00 ft
Side Slope (H:V): 3.00 (_:1)
Channel Slope: 0.0052
Channel Manning's n: 0.0400
Channel Invert Elevation: 940.94 ft

HY-8 FLOW TYPES

Flow Type	Flow Control	Submerged Inlet	Submerged Outlet	Length Full	Loss Calc	Outlet Depth
1	Inlet	No	No	None	S2n	Normal
1	Inlet	No	No	None	S1t	Tailwater
1	Inlet	No	Yes	Part	S1f	Full
5	Inlet	Yes	No	None	S2n	Normal
5	Inlet	Yes	No	None	S1t	Tailwater
5	Inlet	Yes	Yes	Part	S1f	Full
2	Outlet	No	No	None	M2c	Critical
3	Outlet	No	No	None	M1t	Tailwater
3	Outlet	No	No	None	M2t	Tailwater
3	Outlet	No	Yes	Part	M1f	Full
4	Outlet	Yes	Yes	ALL	FFf	Full
6	Outlet	Yes	No	Most	FFt	Tailwater
6	Outlet	Yes	No	Most	FFc	Critical
7	Outlet	Yes	No	Part	M1t	Tailwater
7	Outlet	Yes	No	Part	M2t	Tailwater
7	Outlet	Yes	No	Part	M2c	Critical

CULVERT COMPUTATION NOTES:

1. ALL MINOR CULVERTS WERE ANALYZED AND DESIGNED USING HY-8 VERSION 7.80.
2. DESIGN STORM IS 25-YEAR.

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

Clay E. Gann 10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
DRAINAGE COMPUTATIONS

CULVERTS 6A & 6B

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	191

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CR 255 HY-8 CULVERT ANALYSIS REPORT

CULVERT 7 - PROPOSED CONDITIONS

SUMMARY OF CULVERT FLOWS AT CROSSING

HW Elev (ft)	Storm Freq.	Total Q (cfs)	Culvert Q (cfs)	Rdwy Q (cfs)	Iterations
939.84	25	year	92.4	92.4	0
941.08	100	year	120	120	0
942.04	Overtopping	137.85	137.85	0	Overtopping

CULVERT NOTES

Culvert 7
Allowable HW (EDGE OF PVMT) = 941.49 ft

CULVERT SUMMARY TABLE

Storm Freq.	Total Q (cfs)	Culvert Q (cfs)	HW Elev (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Crit Depth (ft)	Outlet Depth (ft)	TW Depth (ft)	Outlet Vel (ft/s)	TW Vel (ft/s)	Shear (psf)	Froude Number
25 year	92.4	92.4	939.84	3.95	2.83	5-S2n	1.62	2.20	1.77	1.98	10.47	4.28	1.23	0.67
100 year	120	120	941.08	5.19	4.24	5-S2n	1.95	2.62	2.14	2.24	11.21	4.58	1.40	0.68

ROADWAY DATA

Coord No.	Station(ft)	Elevation(ft)
0	0	942.64
1	140.05	942.04
2	296.8	942.64

Roadway Surface: Paved
Roadway Length: 28.00 ft

Culvert Barrel Type Straight Culvert
Inlet Elevation (invert): 935.89 ft,
Outlet Elevation (invert): 935.36 ft
Culvert Length: 51.80 ft,
Culvert Slope: 0.0102

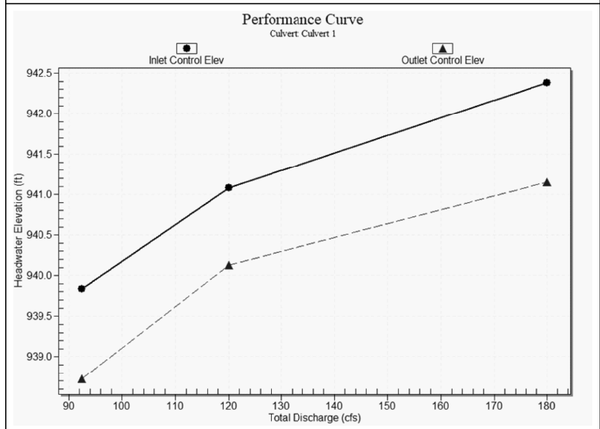
SITE DATA

Site Data Option: Culvert Invert Data
Inlet Station: 0.00 ft
Inlet Elevation: 935.89 ft
Outlet Station: 51.80 ft
Outlet Elevation: 935.36 ft
Number of Barrels: 1

CULVERT DATA

Barrel Shape: Concrete Box
Barrel Span: 5.00 ft
Barrel Rise: 3.00 ft
Barrel Material: Concrete
Embedment: 0.00 in
Barrel Manning's n: 0.0130
Culvert Type: Straight
Inlet Configuration: Square Edge (0Â° flare)
Wingwall (Ke=0.7)
Inlet Depression: None

PERFORMANCE CURVE



TAILWATER DATA

Tailwater Channel Option: Trapezoidal Channel
Bottom Width: 5.00 ft
Side Slope (H:V): 3.00 (_:1)
Channel Slope: 0.0100
Channel Manning's n: 0.0400
Channel Invert Elevation: 935.36 ft

CR 255 HY-8 CULVERT ANALYSIS REPORT

CULVERT 8 - PROPOSED CONDITIONS

SUMMARY OF CULVERT FLOWS AT CROSSING

HW Elev (ft)	Storm Freq.	Total Q (cfs)	Culvert Q (cfs)	Rdwy Q (cfs)	Iterations
943.64	25	year	35.4	35.4	0
944.13	100	year	45.4	45.4	0
944.2	Overtopping	46.74	46.74	0	Overtopping

CULVERT NOTES

Allowable HW (EDGE OF PVMT) = 945.26 ft

CULVERT SUMMARY TABLE

Storm Freq.	Total Q (cfs)	Culvert Q (cfs)	HW Elev (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Crit Depth (ft)	Outlet Depth (ft)	TW Depth (ft)	Outlet Vel (ft/s)	TW Vel (ft/s)	Shear (psf)	Froude Number
25 year	35.4	35.4	943.64	2.11	1.83	5-JS1t	1.29	1.34	1.57	1.57	5.64	2.59	0.49	0.45
100 year	45.4	45.4	944.13	2.60	2.41	5-JS1t	1.54	1.59	1.76	1.76	6.43	2.77	0.55	0.46

ROADWAY DATA

Coord No	Station(ft)	Elevation(ft)
0	0	949.36
1	185.36	946.07
2	200.44	944.2
3	212.8	944.2
4	219.5	945.96

Roadway Surface: Paved
Roadway Top Width: 28.00 ft

Culvert Barrel Type Straight Culvert
Inlet Elevation (invert): 941.53 ft,
Outlet Elevation (invert): 941.19 ft
Culvert Length: 68.00 ft,
Culvert Slope: 0.0050

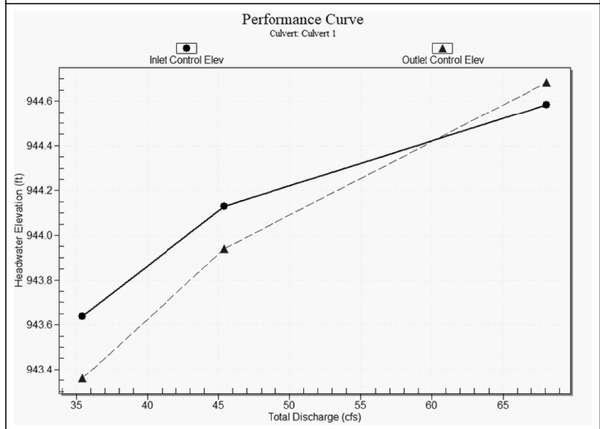
SITE DATA

Site Data Option: Culvert Invert Data
Inlet Station: 0.00 ft
Inlet Elevation: 941.53 ft
Outlet Station: 68.00 ft
Outlet Elevation: 941.19 ft
Number of Barrels: 1

CULVERT DATA

Barrel Shape: Concrete Box
Barrel Span: 4.00 ft
Barrel Rise: 2.00 ft
Barrel Material: Concrete
Embedment: 0.00 in
Barrel Manning's n: 0.0130
Culvert Type: Straight
Inlet Configuration: Square Edge (30-75Â° flare)
Wingwall (Ke=0.4)
Inlet Depression: None

PERFORMANCE CURVE



TAILWATER DATA

Tailwater Channel Option: Trapezoidal Channel
Bottom Width: 4.00 ft
Side Slope (H:V): 3.00 (_:1)
Channel Slope: 0.0050
Channel Manning's n: 0.0400
Channel Invert Elevation: 941.19 ft

HY-8 FLOW TYPES

Flow Type	Flow Control	Submerged Inlet	Submerged Outlet	Length Full	Loss Calc	Outlet Depth
1	Inlet	No	No	None	S2n	Normal
1	Inlet	No	No	None	S1t	Tailwater
1	Inlet	No	Yes	Part	S1f	Full
5	Inlet	Yes	No	None	S2n	Normal
5	Inlet	Yes	No	None	S1t	Tailwater
5	Inlet	Yes	Yes	Part	S1f	Full
2	Outlet	No	No	None	M2c	Critical
3	Outlet	No	No	None	M1t	Tailwater
3	Outlet	No	No	None	M2t	Tailwater
3	Outlet	No	Yes	Part	M1f	Full
4	Outlet	Yes	Yes	ALL	FFf	Full
6	Outlet	Yes	No	Most	FFt	Tailwater
6	Outlet	Yes	No	Most	FFc	Critical
7	Outlet	Yes	No	Part	M1t	Tailwater
7	Outlet	Yes	No	Part	M2t	Tailwater
7	Outlet	Yes	No	Part	M2c	Critical

CULVERT COMPUTATION NOTES:

1. ALL MINOR CULVERTS WERE ANALYZED AND DESIGNED USING HY-8 VERSION 7.80.
2. DESIGN STORM IS 25-YEAR.

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
DRAINAGE COMPUTATIONS
CULVERTS 7 & 8

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	192

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DATE: 10/25/2024 8:38:09 AM
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RUNOFF SUMMARY FOR DRAINAGE AREAS SMALLER THAN 200 ACRES USING THE RATIONAL METHOD

DRAINAGE AREA		SUBAREAS (AC)					COMPOSITE	TOTAL	TOTAL	INTENSITY	DISCHARGE
NO.	ACRES	SUBAREA 1			REMAINING AREA		C VALUE	CA	Tc	I(5)	Q(5)
		AREA (AC)	C	LAND USE	AREA (AC)	C			(MIN)	(IN/HR)	(CFS)
1A0	1.71	0.69	0.90	IMP	1.03	0.41	0.61	1.04	10.00	6.01	6.24
1A3	103.04	1.90	0.90	IMP	101.13	0.41	0.42	43.17	42.00	2.92	126
1A5	61.27	0.86	0.90	IMP	60.41	0.41	0.42	25.55	39.00	3.06	78.2
1B0	4.70	0.22	0.90	IMP	4.48	0.40	0.42	1.99	14.00	5.26	10.5
1B2	27.16	0.28	0.90	IMP	26.88	0.41	0.41	11.27	33.00	3.38	38.2
1C0	13.23	0.17	0.90	IMP	13.05	0.41	0.42	5.50	25.00	3.96	21.8
1C2	129.49	1.80	0.90	IMP	127.69	0.41	0.42	54.00	25.00	3.96	214
1C3	34.91	0.04	0.90	IMP	34.87	0.41	0.41	14.31	37.00	3.16	45.3
1D0	0.64	0.02	0.90	IMP	0.63	0.41	0.42	0.27	10.00	6.01	1.64
2A0	8.82	0.17	0.90	IMP	8.66	0.40	0.41	3.61	18.00	4.69	16.9
2A3	14.39	0.58	0.90	IMP	13.81	0.40	0.42	6.04	29.00	3.65	22.1
2A5	4.16	0.21	0.90	IMP	3.95	0.40	0.42	1.77	21.00	4.34	7.68
2A7	3.32	0.20	0.90	IMP	3.12	0.40	0.43	1.43	14.00	5.26	7.51
2A9	1.33	0.18	0.90	IMP	1.15	0.40	0.47	0.62	10.00	6.01	3.74
2B0	1.05	0.23	0.90	IMP	0.82	0.40	0.51	0.53	13.00	5.42	2.89
2C0	1.30	0.03	0.90	IMP	1.28	0.40	0.41	0.53	15.00	5.10	2.73
2C1	0.36	0.01	0.90	IMP	0.35	0.40	0.42	0.15	10.00	6.01	0.91
2C3	1.37	0.05	0.90	IMP	1.32	0.40	0.42	0.58	10.00	6.01	3.46
2C5	0.84	0.05	0.90	IMP	0.79	0.40	0.43	0.36	10.00	6.01	2.18
2C9	0.67	0.05	0.90	IMP	0.62	0.40	0.44	0.29	10.00	6.01	1.77
3A0	2.27	0.25	0.90	IMP	2.02	0.38	0.44	1.00	12.00	5.61	5.58
3A3	1.05	0.23	0.90	IMP	0.82	0.37	0.49	0.51	15.00	5.10	2.61
3B0	3.19	0.33	0.90	IMP	2.87	0.37	0.42	1.35	10.00	6.01	8.14
3C3	0.34	0.03	0.90	IMP	0.32	0.37	0.41	0.14	10.00	6.01	0.85
3C4	0.26	0.01	0.90	IMP	0.25	0.37	0.40	0.10	15.00	5.10	0.53
3D0	0.27	0.04	0.90	IMP	0.23	0.37	0.45	0.12	10.00	6.01	0.73
3D2	0.44	0.05	0.90	IMP	0.39	0.37	0.43	0.19	10.00	6.01	1.12
3D3	0.35	0.01	0.90	IMP	0.34	0.37	0.39	0.14	10.00	6.01	0.83
4A0	15.05	0.74	0.90	IMP	14.31	0.37	0.40	5.96	25.00	3.96	23.6
4B0	0.91	0.10	0.90	IMP	0.81	0.37	0.43	0.39	10.00	6.01	2.34
4C0	0.33	0.04	0.90	IMP	0.29	0.37	0.44	0.14	10.00	6.01	0.87
4C2	0.68	0.03	0.90	IMP	0.65	0.37	0.39	0.27	10.00	6.01	1.6
4D0	0.17	0.01	0.90	IMP	0.17	0.37	0.40	0.07	10.00	6.01	0.42
5A0	0.86	0.09	0.90	IMP	0.77	0.37	0.42	0.37	12.00	5.61	2.06
5A3	1.52	0.30	0.90	IMP	1.22	0.37	0.48	0.72	12.00	5.61	4.05
5B0	7.82	0.30	0.90	IMP	7.52	0.37	0.39	3.05	22.00	4.24	12.9
5B3	64.26	0.82	0.90	IMP	63.44	0.34	0.35	22.30	22.00	4.24	94.6
5C0	0.85	0.03	0.90	IMP	0.82	0.37	0.39	0.33	10.00	6.01	1.99
5C3	0.33	0.03	0.90	IMP	0.30	0.37	0.41	0.14	10.00	6.01	0.82
5C5	0.31	0.05	0.90	IMP	0.26	0.37	0.46	0.14	10.00	6.01	0.86
5C6	0.31	0.03	0.90	IMP	0.28	0.37	0.42	0.13	10.00	6.01	0.79
5D0	0.98				0.98	0.37	0.37	0.36	10.00	6.01	2.18
5D3	1.04	0.03	0.90	IMP	1.02	0.37	0.38	0.40	10.00	6.01	2.4
5D4	0.42	0.01	0.90	IMP	0.41	0.37	0.38	0.16	10.00	6.01	0.97
6A0	1.18	0.54	0.90	IMP	0.64	0.34	0.60	0.70	10.00	6.01	4.22
6A1	0.17	0.09	0.90	IMP	0.09	0.34	0.62	0.11	10.00	6.01	0.63
6B0	0.35	0.16	0.90	IMP	0.19	0.34	0.59	0.20	10.00	6.01	1.23
6C0	0.36	0.03	0.90	IMP	0.33	0.34	0.39	0.14	10.00	6.01	0.84
6C3	0.23	0.03	0.90	IMP	0.20	0.34	0.41	0.09	10.00	6.01	0.56
6C5	0.85	0.04	0.90	IMP	0.81	0.34	0.37	0.32	10.00	6.01	1.9
6D1	0.40	0.18	0.90	IMP	0.22	0.34	0.59	0.24	10.00	6.01	1.42
7A0	0.76	0.34	0.90	IMP	0.42	0.37	0.61	0.46	10.00	6.01	2.77
7B0	0.92	0.42	0.90	IMP	0.51	0.37	0.61	0.56	10.00	6.01	3.38
8A0	1.55	0.58	0.90	IMP	0.97	0.37	0.57	0.89	10.00	6.01	5.32
9A0	0.45	0.08	0.90	IMP	0.37	0.37	0.47	0.21	10.00	6.01	1.26
9A2	0.82	0.07	0.90	IMP	0.76	0.37	0.41	0.34	10.00	6.01	2.04
2A10	1.17	0.35	0.90	IMP	0.81	0.46	0.59	0.69	10.00	6.01	4.16
2C11	0.15	0.03	0.90	IMP	0.12	0.40	0.49	0.07	10.00	6.01	0.45
2C13	0.54	0.54	0.90	IMP	0.00	0.40	0.90	0.49	10.00	6.01	2.93
2C15	1.24	0.03	0.90	IMP	1.21	0.40	0.41	0.51	13.00	5.42	2.76
2C17	3.04	0.05	0.90	IMP	2.99	0.40	0.41	1.24	13.00	5.42	6.72
2C20	0.94	0.01	0.90	IMP	0.93	0.40	0.41	0.38	10.00	6.01	2.31

NOTES:

1. ALL PEAK FLOWS WERE COMPUTED USING GEOPAK DRAINAGE.
2. INTENSITIES WERE COMPUTED USING TXDOT'S ATLAS 14 SPREADSHEET (EBDLKUP-2019-VC6.2.10.XLSM) FOR WILLIAMSON COUNTY USING PARTIAL DURATION IN THE SAN GABRIEL RIVER ZONE

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
DRAINAGE COMPUTATIONS

RUNOFF SUMMARY - 5 YR

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	193

USER: ClayGann
DATE: 10/25/2024 8:38:14 AM
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FILE: c:\dgn\clay.gann\dms\18621\CR255_COMPS_R01.dgn

Cross Street Culvert Conveyance - 25 YR

Link I.D.	Node I.D. US	Node I.D. DS	Invert Elev US (ft)	Invert Elev DS (ft)	Soffit Elev US (ft)	Soffit Elev DS (ft)	Link Type	No. of Barrels	Span (ft)	Rise/ Dia (ft)	Link Mtrl	Shape	Hyd Length (ft)	Slope (%)	Manning's "n"	H.G.L. US Elev (ft)	H.G.L. DS Elev (ft)	E.G.L. US Elev (ft)	E.G.L. DS Elev (ft)	Unif Depth (ft)	Unif Vel (ft/s)	Crit Depth (ft)	Crit Vel (ft/s)	Crit Slope (%)	Frictn Slope (%)	Actual Depth (ft)	Actual Vel (ft/s)	Total Q (cfs)	Link Capacity (cfs)	Junctn Loss (ft)
LINE 2C3	2C3	2C4	993.87	992.63	995.37	994.13	Pipe	1		1.5	Concrete	Circular	82.00	1.51	0.012	995.22	993.53	995.82	994.60	0.89	8.43	1.17	6.19	0.71	1.51	0.90	8.30	9.15	15.05	0.18
LINE 3D0	3D0	3D1	961.46	961.04	962.96	962.54	Pipe	1		1.5	Concrete	Circular	82.00	0.51	0.012	961.98	961.41	962.12	961.56	0.37	3.18	0.38	2.97	0.42	0.51	0.37	3.18	1.06	8.76	0.14
LINE 4C1	4C1	4C2	960.10	958.85	961.60	960.35	Pipe	1		1.5	Concrete	Circular	91.49	1.37	0.012	960.57	959.16	960.72	959.51	0.31	4.74	0.42	3.14	0.43	1.37	0.31	4.74	1.27	14.31	0.05
LINE 5C5	5C5	5C6	939.90	937.57	941.40	939.07	Pipe	1		1.5	Concrete	Circular	93.05	2.50	0.012	940.90	938.13	941.27	939.33	0.56	8.86	0.89	4.87	0.50	2.50	0.56	8.77	5.31	19.37	0.11
LINE 6C5	6C5	6C6	944.69	943.12	946.19	944.62	Pipe	1		1.5	Concrete	Circular	85.94	1.83	0.012	945.64	943.70	945.99	944.60	0.57	7.69	0.84	4.70	0.48	1.83	0.58	7.61	4.79	16.55	0.11
LINE 9A1	9A1	9A2	952.97	951.18	954.47	952.68	Pipe	1		1.5	Concrete	Circular	107.89	1.66	0.012	953.53	951.54	953.72	952.04	0.36	5.66	0.51	3.46	0.42	1.66	0.36	5.66	1.83	15.77	0.05
LINE 2C17	2C17	2C18	970.22	969.36	972.22	971.36	Pipe	1		2	Concrete	Circular	52.00	1.65	0.012	972.12	970.63	973.01	972.15	1.18	10.70	1.63	7.55	0.72	1.65	1.27	9.89	20.7	33.90	0.27

Driveway Culvert Conveyance - 5 YR

Link I.D.	Node I.D. US	Node I.D. DS	Invert Elev US (ft)	Invert Elev DS (ft)	Soffit Elev US (ft)	Soffit Elev DS (ft)	Link Type	No. of Barrels	Span (ft)	Rise/ Dia (ft)	Link Mtrl	Shape	Hyd Length (ft)	Slope (%)	Manning's "n"	H.G.L. US Elev (ft)	H.G.L. DS Elev (ft)	E.G.L. US Elev (ft)	E.G.L. DS Elev (ft)	Unif Depth (ft)	Unif Vel (ft/s)	Crit Depth (ft)	Crit Vel (ft/s)	Crit Slope (%)	Frictn Slope (%)	Actual Depth (ft)	Actual Vel (ft/s)	Total Q (cfs)	Link Capacity (cfs)	Junctn Loss (ft)
LINE 1A1	1A1	1A2	1025.50	1025.08	1027.00	1026.58	Pipe	1		1.5	Concrete	Circular	41.33	1.02	0.012	1026.57	1025.88	1026.99	1026.54	0.79	6.63	0.97	5.19	0.54	1.01	0.80	6.47	6.24	12.34	0.11
LINE 1A3	1A3	1A4	1020.80	1020.54	1023.80	1023.54	Pipe	2	4	3	Concrete	Box	26.21	0.99	0.012	1023.75	1023.60	1024.27	1026.88	1.46	11.05	2.01	8.04	0.42	1.00	3.00	5.39	129	330.04	0.17
LINE 1A5	1A5	1A6	1007.87	1007.47	1010.87	1010.47	Pipe	2	5	3	Concrete	Box	39.54	1.01	0.012	1011.40	1011.01	1012.04	1014.95	1.58	12.20	2.26	8.52	0.38	1.01	3.00	6.42	192	453.51	0.27
LINE 1B1	1B1	1B2	1006.93	1006.61	1008.93	1008.61	Pipe	1		2	Concrete	Circular	54.40	0.59	0.012	1008.97	1008.82	1009.14	1009.00	1.07	6.11	1.16	5.54	0.45	0.58	2.00	3.33	10.5	20.22	0.05
LINE 1B3	1B3	1B4	1005.63	1003.20	1007.63	1005.20	Pipe	1	3	2	Concrete	Box	79.15	3.07	0.012	1007.79	1004.29	1008.75	1007.21	0.98	15.30	1.91	7.84	0.51	3.07	1.09	13.69	44.9	115.96	0.25
LINE 2A1	2A1	2A2	1007.40	1007.07	1009.40	1009.07	Pipe	1		2	Concrete	Circular	51.42	0.64	0.012	1009.08	1008.51	1009.79	1009.27	1.44	7.00	1.48	6.78	0.59	0.64	1.44	7.00	16.9	21.12	0.19
LINE 2A3	2A3	2A4	1002.97	1002.76	1004.97	1004.76	Pipe	2		2	Concrete	Circular	28.00	0.75	0.012	1004.99	1004.74	1005.50	1005.07	1.39	7.54	1.51	6.91	0.61	0.75	1.98	5.62	35.2	45.66	0.15
LINE 2A5	2A5	2A6	998.73	998.23	1000.73	1000.23	Pipe	2		2	Concrete	Circular	28.00	1.79	0.012	1000.52	999.52	1001.39	1000.93	1.14	10.99	1.62	7.49	0.71	1.78	1.29	9.51	40.8	70.46	0.17
LINE 2A7	2A7	2A8	993.77	993.42	995.77	995.42	Pipe	1	3	2	Concrete	Box	21.00	1.67	0.012	995.91	994.93	996.87	996.48	1.22	12.31	1.92	7.85	0.51	1.68	1.51	9.99	45.1	85.44	0.22
LINE 2A9	2A9	2A10	989.44	989.17	991.44	991.17	Pipe	1	3	2	Concrete	Box	23.00	1.17	0.012	991.62	990.80	992.60	992.21	1.42	10.92	1.96	7.94	0.51	1.18	1.63	9.52	46.6	71.71	0.23
LINE 2B0	2B0	2B OUT	967.53	967.46	969.03	968.96	Pipe	1		1.5	Concrete	Circular	12.22	0.65	0.012	968.46	968.05	968.67	968.36	0.58	4.61	0.65	3.97	0.43	0.65	0.59	4.48	2.89	9.89	0.24
LINE 2C1	2C1	2C2	1003.97	1003.69	1005.47	1005.19	Pipe	1		1.5	Concrete	Circular	52.95	0.53	0.012	1004.87	1004.46	1005.19	1004.81	0.77	4.76	0.80	4.54	0.47	0.54	0.77	4.74	4.35	8.90	0.09
LINE 2C5	2C5	2C8	987.21	986.32	988.71	987.82	Pipe	1		1.5	Concrete	Circular	96.01	0.93	0.012	988.36	987.17	988.81	987.83	0.85	6.53	1.01	5.37	0.56	0.93	0.85	6.50	6.77	11.79	0.14
LINE 2C9	2C9	2C10	984.02	983.69	985.52	985.19	Pipe	1		1.5	Concrete	Circular	42.01	0.79	0.012	985.22	984.65	985.70	985.25	0.96	6.21	1.05	5.58	0.60	0.78	0.96	6.19	7.39	10.85	0.15
LINE 3A1	3A1	3A2	965.26	964.82	966.76	966.32	Pipe	1		1.5	Concrete	Circular	40.70	1.08	0.012	966.33	965.56	966.71	966.20	0.73	6.58	0.91	4.97	0.51	1.07	0.74	6.40	5.58	12.73	0.15
LINE 3A3	3A3	3A4	964.03	963.62	965.53	965.12	Pipe	1		1.5	Concrete	Circular	42.00	0.98	0.012	965.25	964.55	965.75	965.25	0.91	6.83	1.07	5.68	0.61	0.97	0.93	6.72	7.69	12.09	0.14
LINE 3C3	3C3	3C4	961.33	960.76	962.83	962.26	Pipe	1		1.5	Concrete	Circular	68.00	0.84	0.012	961.79	961.05	961.92	961.25	0.29	3.55	0.34	2.79	0.42	0.83	0.29	3.54	0.85	11.21	0.12
LINE 3D2	3D2	3D3	960.13	959.78	961.63	961.28	Pipe	1		1.5	Concrete	Circular	69.00	0.51	0.012	960.70	960.27	960.89	960.48	0.49	3.69	0.51	3.47	0.42	0.50	0.49	3.69	1.85	8.72	0.06
LINE 4A1	4A1	4A2	955.69	953.38	957.69	955.38	Pipe	1		2	Concrete	Circular	71.04	3.25	0.012	957.72	954.51	958.77	957.11	1.04	14.30	1.72	8.20	0.86	3.26	1.13	12.94	23.6	47.54	0.31
LINE 5A1	5A1	5A2	954.92	954.68	956.42	956.18	Pipe	1		1.5	Concrete	Circular	45.78	0.52	0.012	955.50	955.19	955.70	955.42	0.51	3.87	0.54	3.58	0.42	0.52	0.51	3.87	2.06	8.86	0.03
LINE 5A3	5A3	5A4	948.49	947.16	949.99	948.66	Pipe	1		1.5	Concrete	Circular	44.75	2.97	0.012	949.50	947.73	949.88	948.95	0.54	9.48	0.90	4.91	0.51	2.97	0.57	8.87	5.41	21.10	0.12
LINE 5B1	5B1	5B2	962.48	960.51	963.98	962.01	Pipe	1		1.5	Concrete	Circular	65.04	3.03	0.012	964.10	961.44	965.03	963.40	0.88	11.96	1.35	7.73	1.14	3.04	0.93	11.22	12.9	21.30	0.27
LINE 5B3	5B3	5B4	939.22	934.35	941.22	936.35	Pipe	1	4	2	Concrete	Box	66.68	7.30	0.012	942.04	935.54	944.23	941.74	0.95	24.97	2.00	11.88	1.58	7.30	1.19	19.96	95	264.17	0.82
LINE 5C1	5C1	5C2	949.52	947.82	951.02	949.32	Pipe	1		1.5	Concrete	Circular	59.17	2.87	0.012	950.10	948.15	950.30	948.91	0.33	7.03	0.53	3.55	0.42	2.87	0.33	6.98	1.99	20.75	0.05
LINE 5C3	5C3	5C4	944.07	942.41	945.57	943.91	Pipe	1		1.5	Concrete	Circular	64.19	2.59	0.012	944.78	942.81	945.02	943.67	0.40	7.50	0.64	3.93	0.43	2.59	0.40	7.39	2.81	19.69	0.07
LINE 5D1	5D1	5D2	953.16	947.95	954.66	949.45	Pipe	1		1.5	Concrete	Circular	95.69	5.44	0.012	953.78	948.24	953.99	949.52	0.29	9.06	0.56	3.64	0.42	5.44	0.29	9.02	2.18	28.56	0.07
LINE 5D3	5D3	5D4	938.91	938.24	940.41	939.74	Pipe	1		1.5	Concrete	Circular	97.58	0.69	0.012	939.90	939.80	940.12	940.56	0.71	5.21	0.79	4.51	0.47	0.69	1.50	2.42	4.29	10.14	0.07
LINE 6C1	6C1	6C2	962.08	960.76	963.58	962.26	Pipe	1		1.5	Concrete	Circular	75.90	1.74	0.012	962.44	961.00	962.57	961.33	0.24	4.57	0.34	2.81	0.44	1.74	0.24	4.57	0.84	16.14	0.02
LINE 6C3	6C3	6C4	959.63	958.09	961.13	959.59	Pipe	1		1.5	Concrete	Circular	78.56	1.96	0.012	960.12	958.39	960.28	958.87	0.30	5.54	0.44	3.21	0.42	1.95	0.30	5.54	1.4	17.14	0.04
LINE 6D1	6D1	6D2	947.00	946.53	948.50	948.03	Pipe	1		1.5	Concrete	Circular	24.67	1.90	0.012	947.61	946.84	947.77	947.28	0.30	5.52	0.45	3.20	0.41	1.90	0.31	5.30	1.42	16.90	0.16
LINE 9A3	9A3	9A OUT	944.08	941.83	946.08	943.83	Pipe	1		2	Concrete	Circular	102.00	2.21	0.012	944.78	942.24	945.01	943.04	0.41	7.20	0.64	3.85	0.38	2.21	0.41	7.16	3.3	39.15	0.06
LINE 2C11	2C11	2C12	983.34	982.99	984.84	984.49	Pipe	1		1.5	Concrete	Circular	44.00	0.80	0.012	984.55	983.96	985.04	984.57	0.97	6.27	1.07	5.63	0.61	0.79	0.97	6.26	7.57	10.92	0.14
LINE 2C13	2C13	2C14	981.27	980.88	982.77	982.38	Pipe	1		1.5	Concrete	Circular	50.00	0.78	0.012	982.59	981.97	983.16	982.61	1.09	6.41	1.15	6.06	0.69	0.78	1.09	6.41	8.8	10.81	0.17
LINE 2C15	2C15	2C16	979.46	978.69	980.96	980.19	Pipe	1		1.5	Concrete	Circular	45.00	1.71	0.012	980.89	979.64	981.56	980.78	0.91	9.05	1.23	6.55	0.80	1.71	0.95	8.56	10.1	16.01	0.20
LINE 2C20	2C20	2C21	1005.05	1004.75	1006.55	1006.25	Pipe	1		1.5	Concrete	Circular	53.83	0.56	0.012	1005.90	1005.47	1006.20	1005.81	0.71	4.72	0.76	4.38	0.46	0.56	0.72	4.71	3.92	9.14	0.09

Inlets

Inlet I.D.	Inlet Type	Inlet Location Cntrl Chain	Inlet Location Station	Inlet Location Offset (ft)	Inlet Location LT/RT	Top/Inlet Elev (ft)	Grate L (ft)	Grate W (ft)	Grate Type	Grate P (ft)	Grate A (sf)	Tc (min)	20% AEP Inlet Q (cfs)	Intercept Capacity (cfs)	Ponded Depth Allowed (ft)	Ponded Depth Actual (ft)	*HGL Check	**Min Depth Check	Eff (%)
2B0	(TY PSL)(FG)(3X3L)(3X3G) Grate Inlet In Sag	DANIELMT	12+79.86	25.00	RT	971.30	3.00	3.00	Reticuline	12.67	4.53	13.00	2.89	6.91	0.50	0.28	OK	OK	100%

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
DRAINAGE COMPUTATIONS

INLETS & DRIVEWAY PIPES - 5 YR
X-STREET PIPES - 25 YR

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	194

USER: Clay.Gann
DATE: 10/25/2024 8:38:17 AM
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ROADSIDE DITCHES - 5YR

Link I.D.	Node I.D.		Invert Elev		Link Type	Max Depth	Shape	A	P	R	Hyd Length	Slope	Manning's "n"	H.G.L.		Unif Depth	Unif Vel	Crit Depth	Crit Vel	Crit Slope	Frictn Slope	Actual Depth	Actual Vel	Total Q	Link Capacity	Shear Stress
	US	DS	US (ft)	DS (ft)		(ft)		(sqft)	(ft)	(ft)	(ft)	(ft/ft)		US Elev (ft)	DS Elev (ft)	(ft)	(fps)	(ft)	(fps)	(%)	(%)	(ft)	(fps)	(cfs)	(cfs)	(lbs/sf)
DITCH 1A0	1A0	1A1	1049.72	1025.59	Ditch	2	V-DITCH	2.58	5.86	0.44	925.48	0.03	0.033	1050.82	1026.34	0.75	3.68	0.77	3.52	2.34	2.64	0.93	2.70	6.24	84.72	0.72
DITCH 1A2	1A2	1A3	1024.97	1021.19	Ditch	3	V-DITCH	11.15	12.19	0.91	343.71	0.0122	0.033	1026.27	1023.75	0.87	2.75	0.77	3.52	2.34	1.21	1.93	0.78	6.24	169.73	0.69
DITCH 1A4	1A4	1A5	1020.33	1008.09	Ditch	4	V-DITCH	32.54	20.83	1.56	1295.43	0.0098	0.033	1023.60	1011.40	2.82	5.42	2.58	6.45	1.56	0.98	3.29	3.97	129	327.78	0.95
DITCH 1A6	1A6	1AB OUT	1007.27	1004.37	Ditch	4.5	V-DITCH	34.41	21.42	1.61	440.42	0.0069	0.033	1011.01	1007.40	3.50	5.24	3.03	6.98	1.48	0.69	3.39	5.78	192	377.78	0.70
DITCH 1B0	1B0	1B1	1008.70	1007.00	Ditch	3	V-DITCH	8.12	10.40	0.78	298.53	0.0060	0.033	1010.02	1008.97	1.17	2.34	0.92	3.84	2.19	0.59	1.64	1.34	10.5	129.31	0.29
DITCH 1B2	1B2	1B3	1006.54	1005.74	Ditch	4	V-DITCH	14.09	13.71	1.03	170.08	0.0058	0.033	1008.82	1007.79	2.09	3.41	1.69	5.22	1.80	0.58	2.17	3.21	44.9	251.69	0.37
DITCH 1C0	1C0	1C1	1051.96	1020.60	Ditch	3	V-DITCH	4.30	7.57	0.57	1311.88	0.0239	0.033	1053.31	1021.65	1.05	4.43	1.08	4.17	2.02	2.38	1.20	3.55	21.8	362.93	0.85
DITCH 1C1	1C1	1C2	1020.60	1019.50	Ditch	4.5	V-DITCH	28.36	23.21	1.22	111.78	0.0098	0.033	1022.57	1022.55	1.23	3.18	1.08	4.17	2.02	0.98	2.51	0.89	21.8	686.54	0.75
DITCH 1C2	1C2	1C3	1019.50	1011.14	Ditch	4	V-DITCH	36.89	26.47	1.39	872.82	0.0096	0.033	1022.55	1013.81	2.91	5.54	2.67	6.56	1.49	0.95	2.86	5.79	211	494.75	0.83
DITCH 1C3	1C3	1C OUT	1011.14	1002.90	Ditch	4	V-DITCH	19.13	19.06	1.00	891.48	0.0096	0.033	1013.50	1004.67	1.96	4.33	1.77	5.33	1.66	0.96	2.06	4.17	233	1567.06	0.60
DITCH 1D0	1D0	1C OUT	1007.33	1002.95	Ditch	5	V-DITCH	1.25	4.87	0.26	392.11	0.0121	0.033	1008.07	1003.26	0.37	1.60	0.31	2.25	3.01	1.21	0.53	1.32	1.64	1701.33	0.19
DITCH 2A0	2A0	2A1	1008.65	1007.50	Ditch	3	V-DITCH	7.29	9.86	0.74	72.01	0.0197	0.033	1010.19	1009.08	1.15	4.23	1.15	4.29	2.05	1.97	1.56	2.32	16.9	215.64	0.91
DITCH 2A2	2A2	2A3	1006.98	1003.04	Ditch	3	V-DITCH	9.75	11.40	0.86	630.53	0.0065	0.033	1008.64	1004.99	1.42	2.81	1.15	4.29	2.05	0.66	1.80	1.77	16.9	124.32	0.35
DITCH 2A4	2A4	2A5	1002.70	998.94	Ditch	3	V-DITCH	9.82	11.44	0.86	274.00	0.0152	0.033	1004.74	1000.52	1.59	4.62	1.54	4.97	1.86	1.53	1.81	3.77	35.2	189.78	0.82
DITCH 2A6	2A6	2A7	998.00	994.07	Ditch	3	V-DITCH	12.51	12.92	0.97	266.00	0.0168	0.033	1000.25	995.91	1.66	4.97	1.63	5.12	1.82	1.68	2.04	3.36	40.8	199.13	1.01
DITCH 2A8	2A8	2A9	993.11	989.73	Ditch	3	V-DITCH	14.00	13.66	1.02	237.00	0.0168	0.033	995.54	991.62	1.72	5.11	1.70	5.22	1.80	1.69	2.16	3.38	45.1	199.47	1.08
DITCH 2C0	2C0	2C20	1007.50	1005.10	Ditch	2	V-DITCH	1.88	5.97	0.31	463.84	0.0053	0.033	1007.99	1005.90	0.43	1.16	0.31	2.23	2.99	0.52	0.65	0.59	2.73	169.90	0.10
DITCH 2C2	2C2	2C3	1003.63	994.06	Ditch	3	V-DITCH	3.06	7.63	0.40	635.02	0.0156	0.033	1004.41	994.94	0.41	1.96	0.37	2.44	2.80	1.56	0.83	0.50	4.35	859.51	0.39
DITCH 2C4	2C4	2C5	992.50	987.35	Ditch	3	V-DITCH	3.75	8.44	0.44	430.05	0.0126	0.033	993.32	988.36	0.48	1.96	0.42	2.60	2.68	1.27	0.91	0.57	5.96	772.51	0.35
DITCH 2C8	2C8	2C9	986.25	984.10	Ditch	3	V-DITCH	4.65	9.39	0.49	298.00	0.0078	0.033	987.16	985.22	0.69	1.92	0.55	2.98	2.47	0.77	1.02	0.90	6.77	348.76	0.24
DITCH 3A0	3A0	3A1	968.03	965.33	Ditch	3	V-DITCH	3.06	6.39	0.48	166.98	0.0173	0.033	969.05	966.33	0.78	3.05	0.74	3.44	2.37	1.73	1.01	1.82	5.58	202.05	0.52
DITCH 3A2	3A2	3A3	964.73	964.12	Ditch	3	V-DITCH	3.73	7.05	0.53	82.00	0.0100	0.033	965.83	965.25	0.86	2.49	0.74	3.44	2.37	1.00	1.12	1.50	5.58	153.82	0.33
DITCH 3A4	3A4	3A OUT	963.51	961.36	Ditch	3	V-DITCH	3.65	6.98	0.52	257.34	0.0098	0.033	964.88	962.20	0.98	2.68	0.84	3.67	2.28	0.98	1.10	2.52	7.69	151.95	0.32
DITCH 3B0	3B0	3A OUT	963.73	961.50	Ditch	4	V-DITCH	3.64	6.97	0.52	476.13	0.0051	0.033	965.08	962.36	1.13	2.11	0.86	3.71	2.26	0.50	1.10	2.60	8.14	235.51	0.16
DITCH 3C4	3C4	3CD OUT	960.66	958.90	Ditch	2	V-DITCH	0.52	3.15	0.17	139.55	0.0136	0.033	961.10	959.14	0.29	1.44	0.24	1.99	3.24	1.36	0.34	1.31	1.25	220.05	0.14
DITCH 3D1	3D1	3D2	961.00	960.18	Ditch	3	V-DITCH	0.94	4.22	0.22	184.00	0.0050	0.033	961.40	960.70	0.28	0.86	0.20	1.76	3.35	0.50	0.46	0.35	0.73	394.05	0.07
DITCH 3D3	3D3	3CD OUT	959.73	958.88	Ditch	3	V-DITCH	0.84	4.00	0.21	194.58	0.0046	0.033	960.26	959.21	0.47	1.15	0.33	2.31	2.91	0.45	0.43	1.59	2.65	377.52	0.06
DITCH 4A0	4A0	4A1	963.60	955.86	Ditch	3	V-DITCH	9.77	11.41	0.86	662.78	0.0119	0.033	965.34	957.72	1.44	3.82	1.31	4.59	1.96	1.20	1.80	2.42	23.6	167.94	0.64
DITCH 4B0	4B0	4A OUT	955.23	954.60	Ditch	4	V-DITCH	1.22	4.03	0.30	134.48	0.0047	0.033	955.98	955.12	0.72	1.51	0.52	2.88	2.65	0.47	0.64	2.13	2.34	226.74	0.09
DITCH 4C0	4C0	4C1	961.47	960.25	Ditch	3	V-DITCH	0.47	3.00	0.16	100.82	0.0135	0.033	961.88	960.49	0.27	1.36	0.22	1.91	3.36	1.36	0.32	1.15	0.87	552.93	0.13
DITCH 4C2	4C2	4C OUT	958.70	952.00	Ditch	3	V-DITCH	1.82	5.87	0.31	471.78	0.0149	0.033	959.52	952.45	0.51	2.15	0.45	2.70	2.71	1.48	0.64	1.76	2.47	286.21	0.29
DITCH 4D0	4D0	4C OUT	955.33	952.00	Ditch	3	V-DITCH	0.50	3.07	0.16	195.21	0.0180	0.033	955.77	952.22	0.25	1.48	0.22	1.87	3.37	1.79	0.33	1.17	0.42	315.15	0.18
DITCH 5A0	5A0	5A1	955.27	954.97	Ditch	4	V-DITCH	1.22	4.03	0.30	65.82	0.0054	0.033	956.02	955.50	0.67	1.54	0.49	2.83	2.73	0.54	0.64	1.85	2.06	243.95	0.10
DITCH 5A2	5A2	5A3	954.62	948.80	Ditch	3	V-DITCH	1.86	4.98	0.37	409.79	0.0150	0.033	955.49	949.50	0.55	2.25	0.49	2.82	2.72	1.49	0.79	1.15	2.06	188.20	0.35
DITCH 5A4	5A4	5AB OUT	946.82	936.80	Ditch	3	V-DITCH	5.86	8.84	0.66	488.81	0.0232	0.033	948.89	937.53	0.73	3.39	0.73	3.42	2.39	2.33	1.40	1.92	5.41	234.16	0.96
DITCH 5B0	5B0	5B1	965.30	962.79	Ditch	4	V-DITCH	5.43	8.51	0.64	209.87	0.0126	0.033	966.68	964.10	1.14	3.34	1.03	4.07	2.12	1.25	1.35	2.39	12.9	371.69	0.50
DITCH 5B2	5B2	5B3	960.20	939.27	Ditch	3	V-DITCH	15.37	14.32	1.07	1075.85	0.0200	0.033	961.96	942.04	1.04	3.97	1.03	4.07	2.12	1.99	2.26	0.98	12.9	217.44	1.34
DITCH 5C0	5C0	5C1	955.62	950.10	Ditch	3	V-DITCH	1.24	4.85	0.26	444.85	0.0127	0.033	956.26	950.51	0.48	1.92	0.41	2.58	2.80	1.27	0.52	1.84	1.99	264.65	0.20
DITCH 5C2	5C2	5C3	947.52	944.28	Ditch	3	V-DITCH	2.31	6.62	0.35	133.41	0.0288	0.033	948.54	944.69	0.41	2.61	0.41	2.58	2.80	2.88	0.72	1.52	1.99	398.53	0.63
DITCH 5C4	5C4	5C5	942.16	940.14	Ditch	3	V-DITCH	2.82	7.32	0.39	100.80	0.0253	0.033	943.18	940.71	0.48	2.72	0.48	2.76	2.65	2.54	0.79	1.27	2.81	373.47	0.61
DITCH 5C6	5C6	5CD OUT	937.31	934.04	Ditch	3	V-DITCH	6.00	10.68	0.56	182.97	0.0242	0.033	939.05	934.60	0.57	2.97	0.56	3.01	2.50	2.42	1.15	1.66	4.32	365.37	0.85
DITCH 5D0	5D0	5D1	963.70	954.24	Ditch	3	V-DITCH	1.43	5.22	0.27	428.18	0.0226	0.033	964.40	954.67	0.44	2.45	0.43	2.63	2.74	2.27	0.56	1.81	2.18	353.27	0.39
DITCH 5D2	5D2	5D3	947.74	938.96	Ditch	3	V-DITCH	3.60	8.27	0.44	510.23	0.0179	0.033	948.59	939.90	0.46	2.24	0.43	2.63	2.74	1.80	0.89	0.61	2.18	314.46	0.49
DITCH 5D4	5D4	5CD OUT	938.17	934.04	Ditch	3	V-DITCH	5.63	10.34	0.54	240.60	0.0213	0.033	939.80	934.64	0.62	2.96	0.60	3.12	2.45	2.13	1.12	1.77	5.14	342.53	0.72
DITCH 6A0	6A0	6A1	965.35	946.36	Ditch	4.8	V-DITCH	9.97	11.53	0.86	1002.97	0.0210	0.033	968.11	947.25	0.68	3.07	0.66	3.25	2.47	2.11	1.82	0.98	4.22	780.76	1.13
DITCH 6A1	6A1	6A OUT	946.36	945.22	Ditch	4.8	V-DITCH	1.88	5.01	0.38	108.06	0.0105	0.033	947.25	945.92	0.81	2.45	0.70	3.34	2.42	1.05	0.79	2.70	4.86	553.29	0.25
DITCH 6B0	6B0	6B OUT	942.50	941.56	Ditch	4	V-DITCH	0.75	3.16	0.24	216.96	0.0043	0.033	943.10	941.96	0.57	1.24	0.40	2.54	2.92	0.43	0.50	1.85	1.23	218.05	0.06
DITCH 6C0	6C0	6C1	963.66	962.24	Ditch	3	V-DITCH	0.67	3.58	0.19	140.77	0.0109	0.033	964.14	962.53	0.36	1.47	0.29	2.18	3.16	1.10	0.39	1.49	0.84	245.08	0.13
DITCH 6C2	6C2	6C3	960.50	960.00	Ditch	3	V-DITCH	0.96	4.26	0.22	57.67	0.0136	0.033	961.13	960.29	0.34	1.59	0.29	2.18	3.16	1.36	0.46	1.32	0.84	274.10	0.19
DITCH 6C4	6C4	6C5	957.86	944.88	Ditch	3	V-DITCH	0.61	3.41	0.18	420.75	0.0308	0.033	958.24	945.24	0.36	2.46	0.36	2.41	2.92	3.08	0.37	2.29	1.4	412.29	0.35
DITCH 6C6	6C6	6C OUT	942.91	941.00	Ditch	3	V-DITCH	1.73	5.73	0.30	185.86	0.0109	0.033	943.64	941.51	0.60	2.06	0.51	2.85	2.59	1.09	0.62	2.11	3.29	244.98	0.20
DITCH 6D2	6D2	6D-OUT	946.50	945.38	Ditch	3	V-DITCH	1.41	5.18	0.27	70.93	0.0185	0.033	947.16	945.84	0.46	2.23	0.43	2.60	2.81	1.86	0.56	1.65	1.42	209.41	0.32
DITCH 7A0	7A0	7AB OUT	942.80	938.00	Ditch	3	V-DITCH	1.25	4.09	0.31	518.56	0.0093	0.033	943.54	938.56	0.67	2.03	0.56	2.99	2.61	0.93	0.65	2.34	2.77	147.99	0.18
DITCH 7B0	7B0	7AB OUT	941.60	936.10	Ditch	3	V-DITCH	1.78	4.87	0.37	611.17	0.0093	0.033	942.54	936.70	0.73	2.13	0.60	3.11	2.54	0.93	0.77	2.20	3.38	148.32	0.21
DITCH 8A0	8A0	8A OUT	955.00	943.00	Ditch	3.5	V-DITCH	2.18	5.39	0.40	556.52	0.0219	0.033	955.98	943.72	0.73	3.30	0.72	3.41	2.39	2.19	0.85	2.62	5.32	343.24	0.55
DITCH 9A0	9A0	9A1	954.15	953.03	Ditch	3	V-DITCH	0.70	3.06	0.23	202.90	0.0058	0.033	954.72	953.43	0.49	1.32	0.36	2.40	2.89	0.58	0.48	1.47	1.26	158.83	0.08
DITCH 9A2	9A2	9A3	951.00	944.52	Ditch	3	V-DITCH	2.24	5.47	0.41	254.86	0.0281	0.033	952.21	945.04	0.52	3.02	0.53	2.92	2.57	2.80	0.86	1.79	3.3	348.77	0.72
DITCH 2C10	2C10	2C11	983.60	983.41	Ditch	3	V-DITCH	5.41	10.14	0.53	46.00	0.0076	0.033	984.65	984.55	0.71	1.96	0.57	3.03	2.44	0.76	1.10	0.82	7.39	345.11	0.25
DITCH 2C12	2C12	2C13	982.91	981.36	Ditch	3	V-DITCH	4.82	9.57	0.50	222.00	0.0077	0.033	983.75	982.59	0.62	1.80	0.49	2.82	2.55	0.77	1.04	0.72	7.57	511.21	0.24
DITCH 2C14	2C14	2C15	980.81	979.62	Ditch	3	V-DITCH	5.04	9.78	0.52	157.01	0.0087	0.033	981.66	980.89	0.60	1.88	0.49	2.81	2.55	0.87	1.06	0.68	8.8	643.99	0.28
DITCH 2C16	2C16	2C17	978.52	970.45	Ditch	3	V-DITCH	6.23	10.88	0.57	509.21	0.0166	0.033	979.63	971.70	0.61	2.61	0.57	3.02	2.44	1.65	1.18	0.70	10.1	716.48	0.59
DITCH 2C18	2C18	2C OUT	969.13	963.90	Ditch	3	V-DITCH	3.50	8.16	0.43	165.74	0.0344	0.033	970.31	964.49	0.59	3.66	0.63	3.18	2.35	3.43	0.88	2.28	13.2	1029.72	0.92
DITCH 2C21	2C21	2C1	1004.70	1004.02	Ditch	2	V-DITCH	2.46	6.83	0.36	148.51	0.0053	0.033	1005.33	1004.87	0.49	1.28	0.36	2.39	2.84	0.53	0.74	0.59	3.92	170.53	0.12
DITCH 2A10	2A10	2A OUT	988.95	982.25	Ditch	3	V-DITCH	11.55	12.41	0.93	518.41	0.0134	0.033	991.12	984.00	1.85	4.76	1.75	5.31	1.78	1.33	1.96	4.39	49	178.00	0.78

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

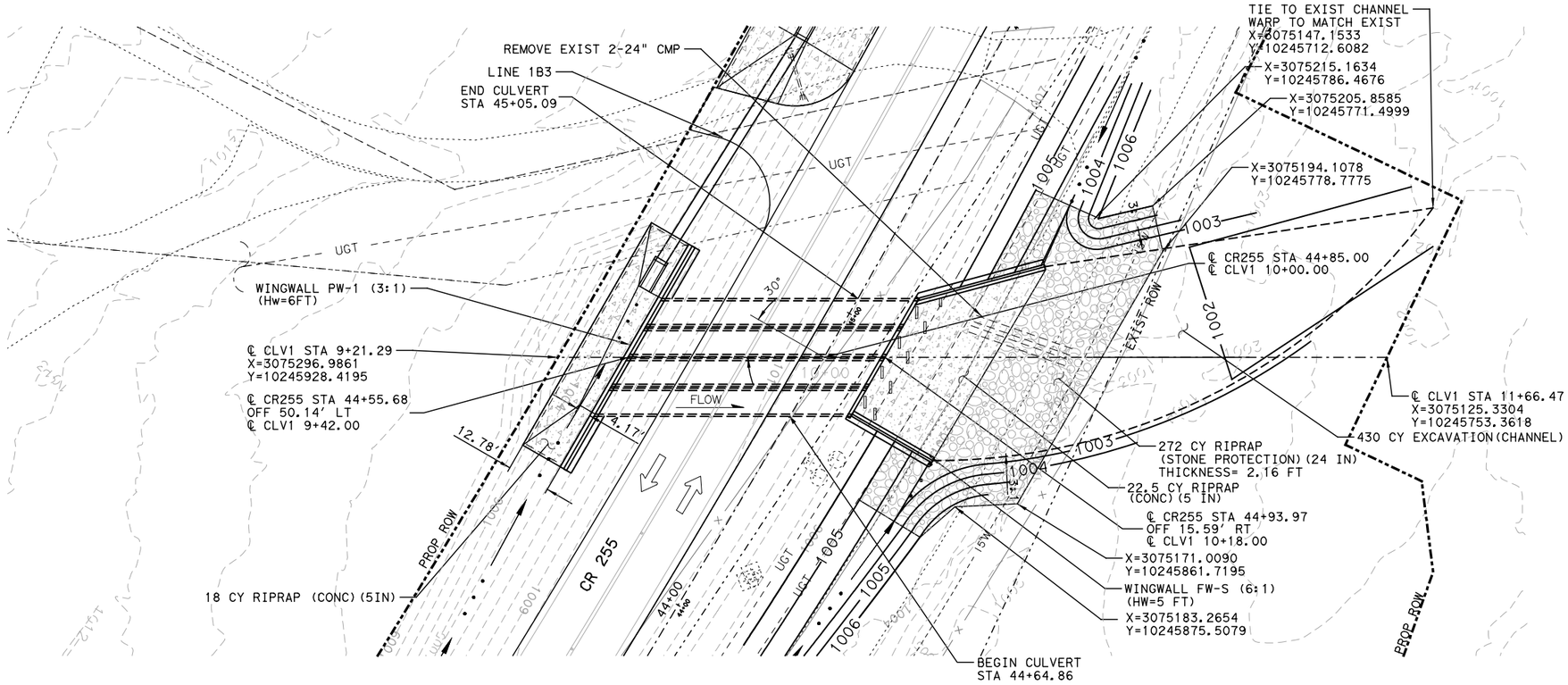
CR 255
DRAINAGE COMPUTATIONS

DITCHES - 5 YR

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	195

USER: ClayGann
DATE: 10/25/2024 8:38:19 AM
SCRIPT: pw://server.sb-eng.com:SB-ps5/Documents/WILCO302-CR255_CR288/Design_Data/4 - Design/Plan_Set/05. Drainage/CR255_jpk4.spen
FILE: c:\dgn\clayganm\d1662\CR255_COMPS_DITCH-01.dgn



0 20 40

SCALE: 1" = 40'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15"W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW

HYDRAULIC DATA

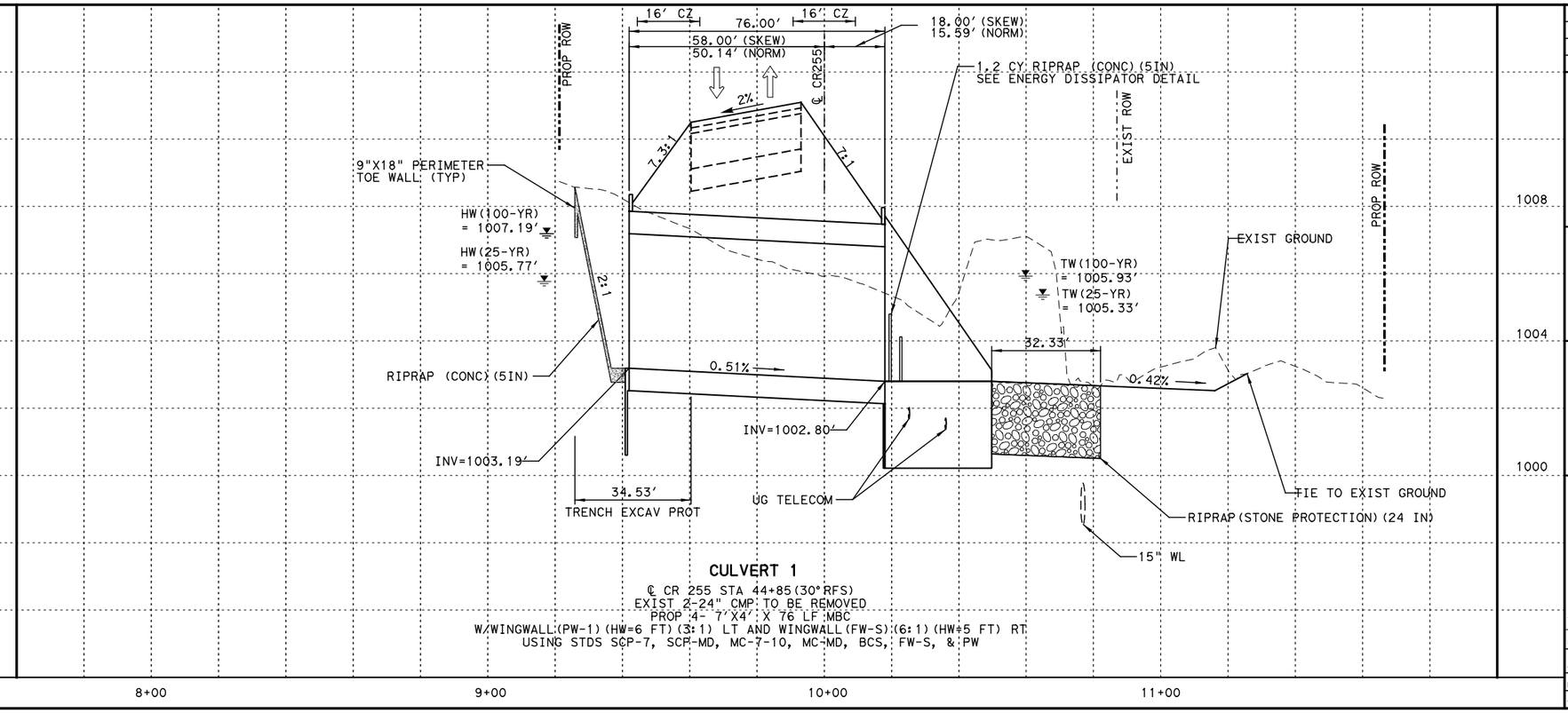
25-YR ANALYSIS:
D.A. = 213.3 AC.
Q = 659 CFS
ALLOWABLE HW = 1009.77'
OUTLET VELOCITY = 10.39 FPS
Q = 0 CFS (OVER THE ROAD)

100-YR ANALYSIS:
Q = 1030 CFS
OUTLET VELOCITY = 13.68 FPS
Q = 0 CFS (OVER THE ROAD)

NOTES:

1. REFER TO BOX CULVERT SUPPLEMENT (BCS) SHEET FOR ADDITIONAL INFORMATION.
2. SEE HYDRAULIC DATA SHEETS FOR RESULTS OF HEC-RAS ANALYSIS.
3. EXIST CONTOURS SHOWN AT 1' INTERVAL.

NBI# 14-246-AA02-89-003



CULVERT 1
℄ CR 255 STA 44+85(30°RFS)
EXIST 2-24" CMP TO BE REMOVED
PROP 4- 7'X4' X 76 LF MBC
W/WINGWALL(PW-1)(HW=6 FT)(3:1) LT AND WINGWALL(FW-S)(6:1)(HW=5 FT) RT
USING STDS SCP-7, SCP-MD, MC-7-10, MC-MD, BCS, FW-S, & PW

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
BRIDGE CLASS CULVERT LAYOUT

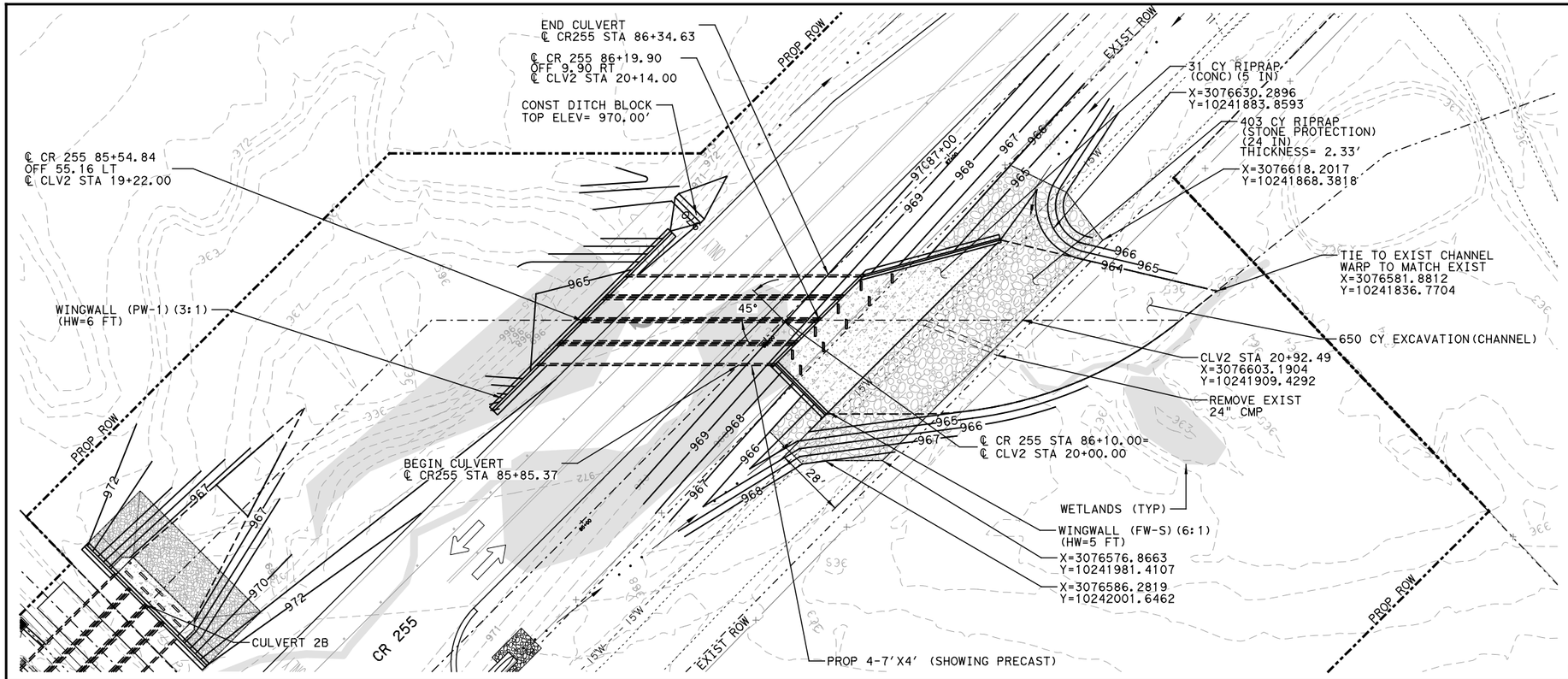
CULVERT 1
STA 44+85

H SCALE: 1" = 40'
V SCALE: 1" = 4'

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	196

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DATE: 10/25/2024 8:38:21 AM
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FILE: c:\clg\clay.gann\tmp\31862\CR255_CLV_1.dgn



0 25 50

SCALE: 1" = 50'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15"W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW

HYDRAULIC DATA

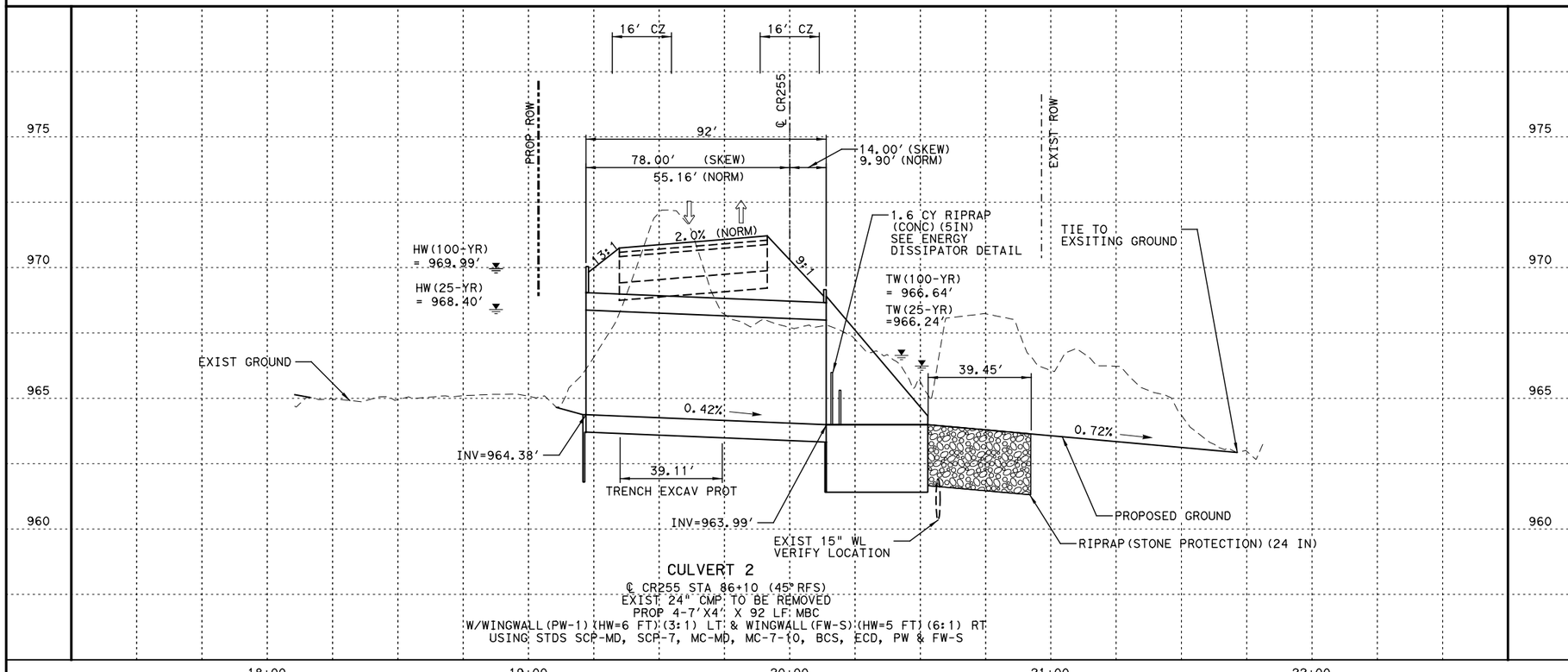
25-YR ANALYSIS:
D.A. = 216.32 AC.
Q = 669 CFS
ALLOWABLE HW = 970.00'
OUTLET VELOCITY = 9.78 FPS
Q = 0 CFS (OVER THE ROAD)

100-YR ANALYSIS:
Q = 1049 CFS
OUTLET VELOCITY = 11.15 FPS
Q = 0 CFS (OVER THE ROAD)

NOTES:

1. REFER TO BOX CULVERT SUPPLEMENT (BCS) SHEET FOR ADDITIONAL INFORMATION.
2. EXIST CONTOURS SHOWN AT 1' INTERVALS
3. REFER TO THE HYDRAULIC DATA SHEETS FOR RESULTS OF HEC-RAS ANALYSIS.

NBI# 14-246-AA02-89-004



CULVERT 2

℄ CR255 STA 86+10 (45° RFS)
EXIST 24" CMP TO BE REMOVED
PROP 4-7'X4' X 92 LF MBC
W/WINGWALL (PW-1) (HW=6 FT) (3:1) LT & WINGWALL (FW-S) (HW=5 FT) (6:1) RT
USING STDS SCP-MD, SCP-7, MC-MD, MC-7-10, BCS, ECD, PW & FW-S

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10/25/2024

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CR 255
BRIDGE CLASS
CULVERT LAYOUT

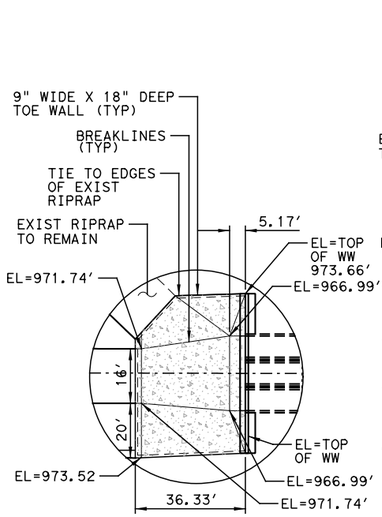
CULVERT 2
STA 86+10

H SCALE: 1" = 50'
V SCALE: 1" = 5'

SHEET 1 OF 1

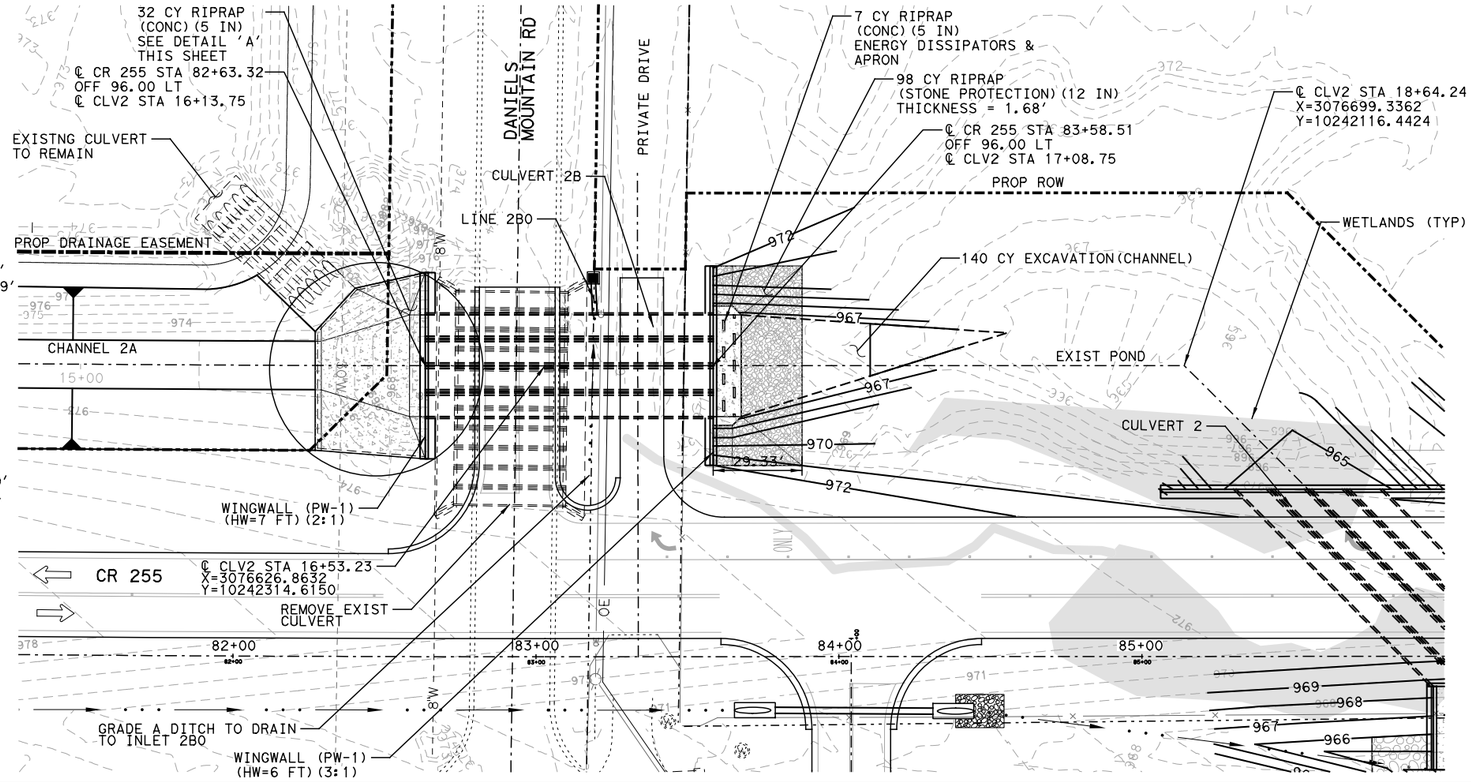
DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	197

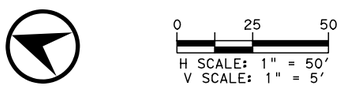
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FILE: c:\clg-civ\gann\dms\51862\CR255_CLV_2.dgn



RIPRAP DETAIL

DETAIL 'A'





LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15"W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW

HYDRAULIC DATA

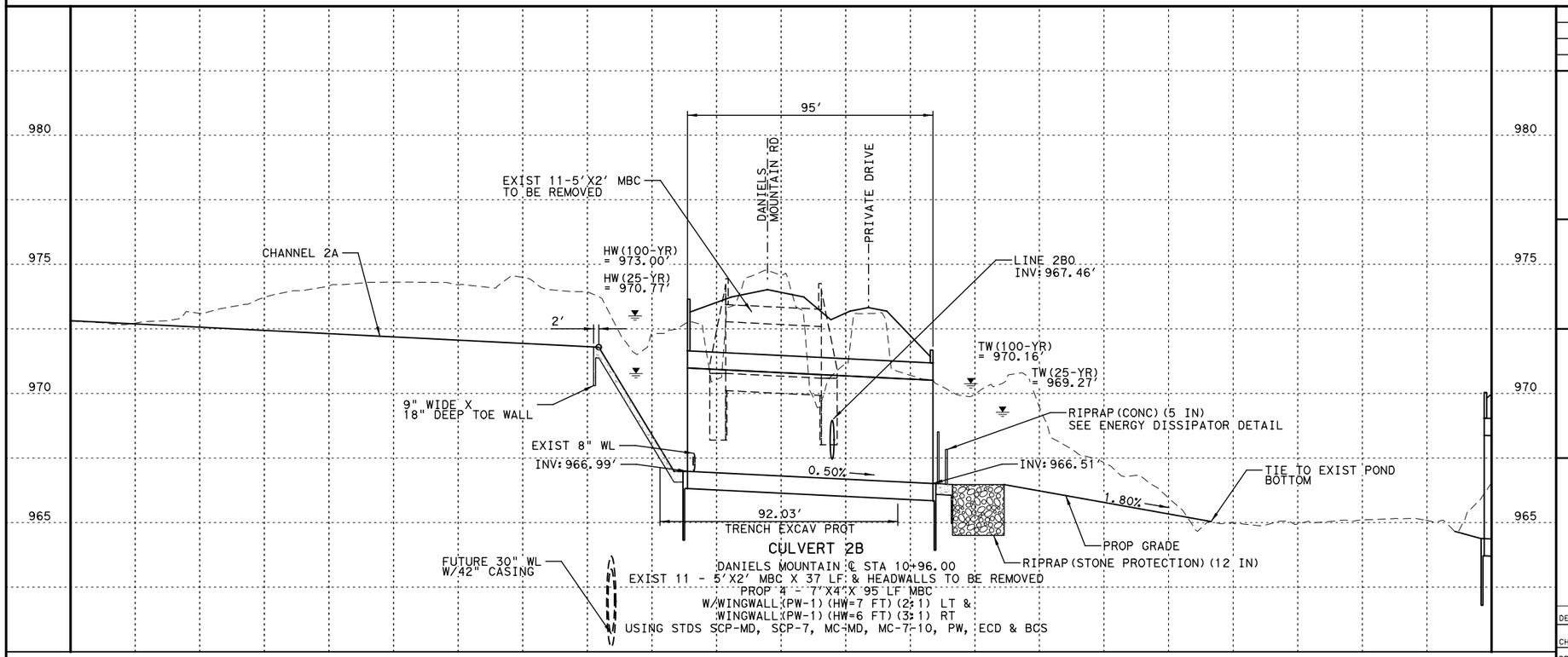
25-YR ANALYSIS:
D.A. = 216.32 AC.
Q = 656 CFS
ALLOWABLE HW = 974.15'
OUTLET VELOCITY = 10.42 FPS
Q = 0 CFS (OVER THE ROAD)

100-YR ANALYSIS:
Q = 1031 CFS
OUTLET VELOCITY = 14.29 FPS
Q = 0 CFS (OVER THE ROAD)

NOTES:

1. REFER TO BOX CULVERT SUPPLEMENT (BCS) SHEET FOR ADDITIONAL INFORMATION.
2. EXIST CONTOURS SHOWN AT 1' INTERVALS
3. REFER TO THE HYDRAULIC DATA SHEETS FOR RESULTS OF HEC-RAS ANALYSIS.

NBI# 14-246-AA02-89-006



CULVERT 2B

DANIELS MOUNTAIN ℄ STA 10+96.00
EXIST 11 - 5'X2' MBC X 37 LF & HEADWALLS TO BE REMOVED
PROP 4 - 7'X4'X 95 LF MBC
W/WINGWALL (PW-1) (HW=7 FT) (2:1) LT &
WINGWALL (PW-1) (HW=6 FT) (3:1) RT
USING STDS SCP-MD, SCP-7, MC-MD, MC-7-10, PW, ECD & BCS

NO.	REVISION	BY	DATE

STATE OF TEXAS
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10/25/2024

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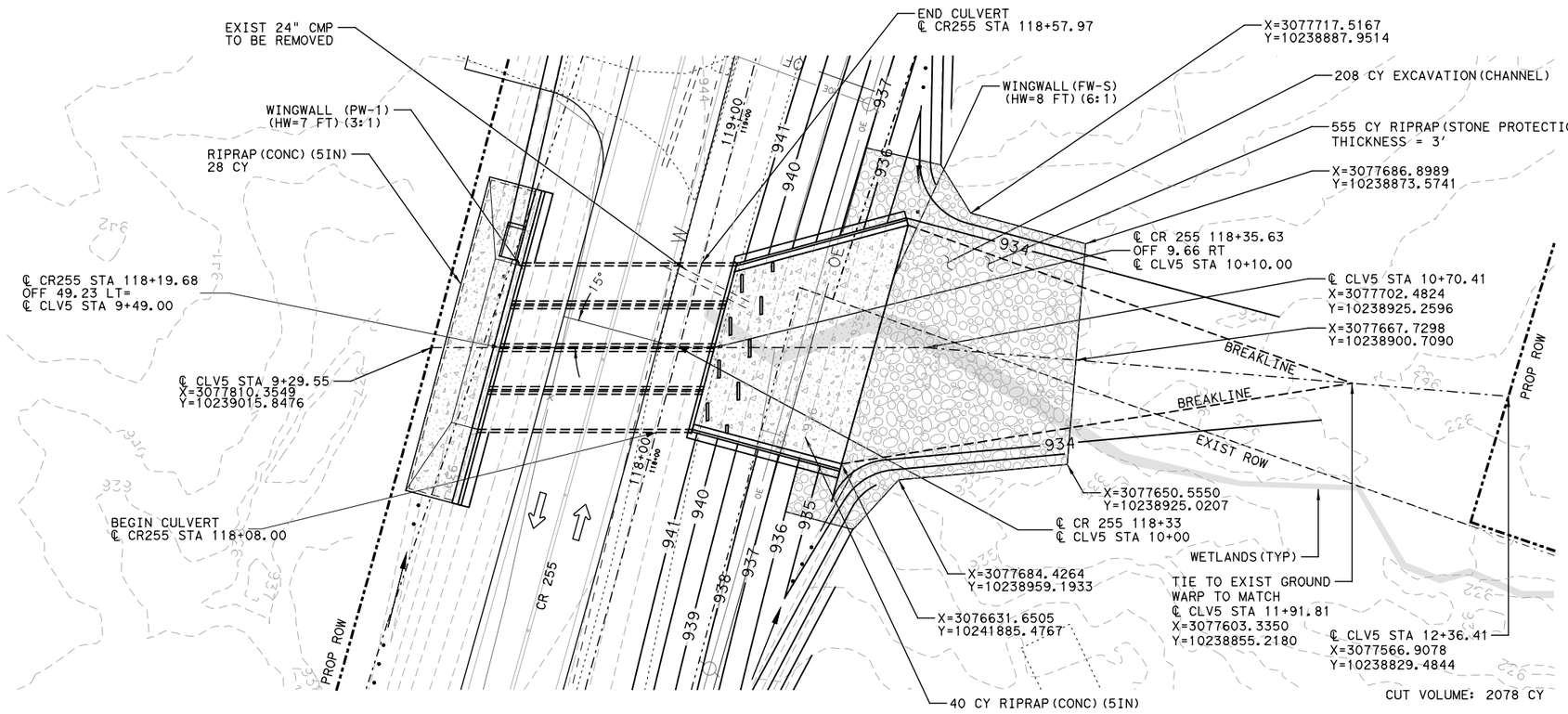
CR 255
BRIDGE CLASS CULVERT LAYOUT

CULVERT 2B
DANIELS MOUNTAIN STA 10+96

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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0 20 40

SCALE: 1" = 40'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15"W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW

HYDRAULIC DATA

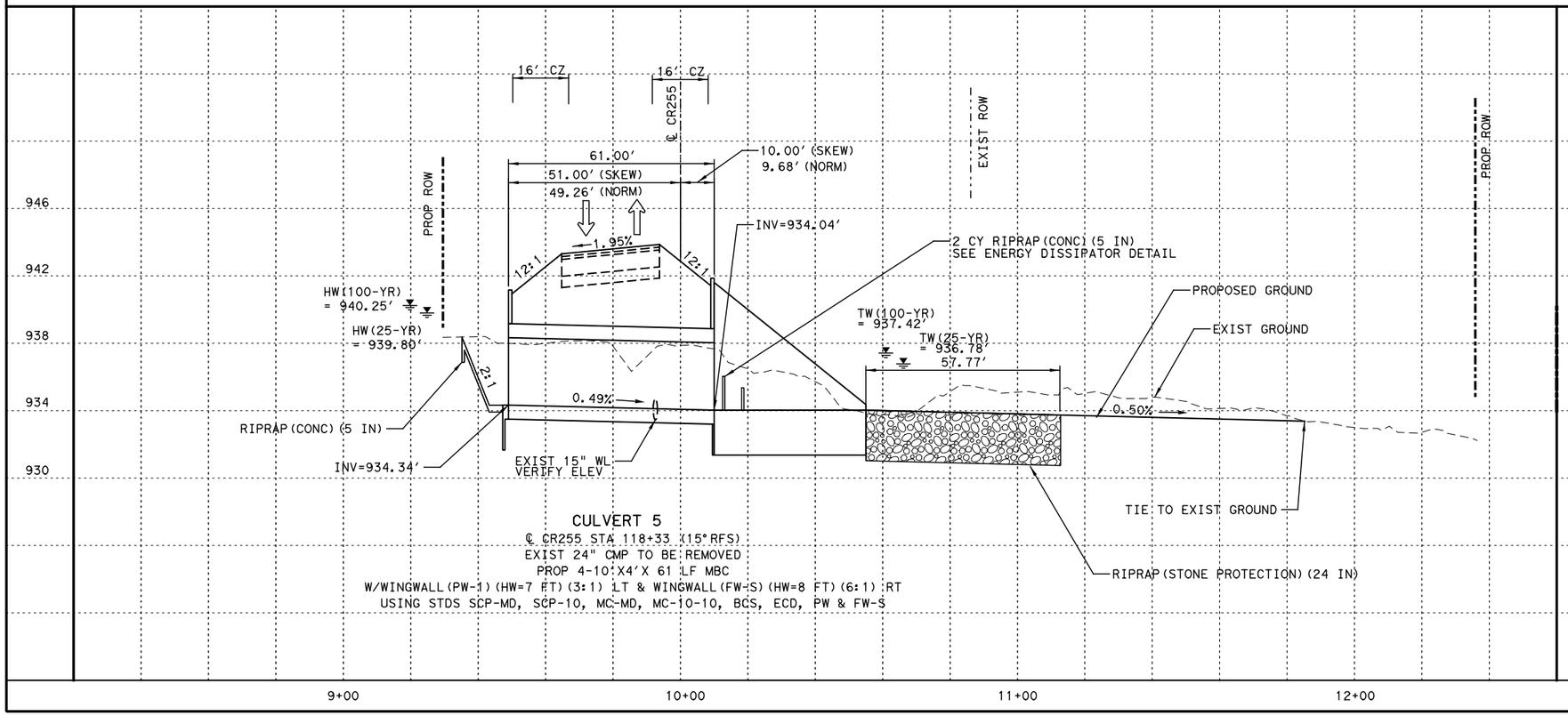
25-YR ANALYSIS:
D.A. = 374.93 AC.
Q = 994 CFS
ALLOWABLE HW = 943.31'
OUTLET VELOCITY = 10.66 FPS
Q = 0 CFS (OVER THE ROAD)

100-YR ANALYSIS:
Q = 1560 CFS
OUTLET VELOCITY = 13.65 FPS
Q = 0 CFS (OVER THE ROAD)

NOTES:

1. REFER TO BOX CULVERT SUPPLEMENT (BCS) SHEET FOR ADDITIONAL INFORMATION.
2. EXIST CONTOURS SHOWN AT 1' INTERVALS
3. REFER TO THE HYDRAULIC DATA SHEETS FOR RESULTS OF HEC-RAS ANALYSIS.

NBI# 14-246-AA02-89-005



CULVERT 5
℄ CR255 STA 118+33 (15° RFS)
EXIST 24" CMP TO BE REMOVED
PROP 4-10'X4'X 61 LF MBC
W/WINGWALL (PW-1) (HW=7 FT) (3:1) LT & WINGWALL (FW-S) (HW=8 FT) (6:1) RT
USING STDS SCP-MD, SCP-10, MC-MD, MC-10-10, BCS, ECD, PW & FW-S

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10/25/2024

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WILCO TEXAS

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CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
BRIDGE CLASS CULVERT LAYOUT

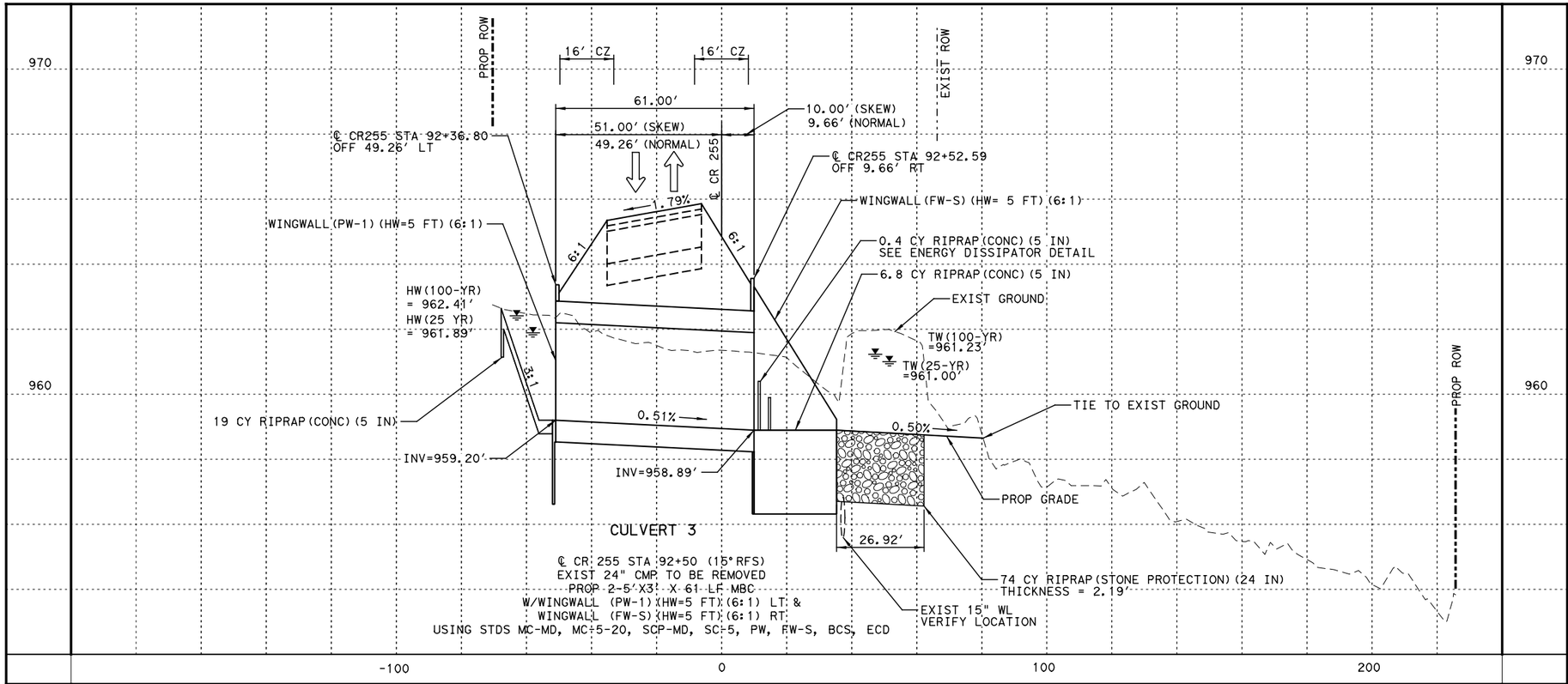
CULVERT 5
STA 118+33

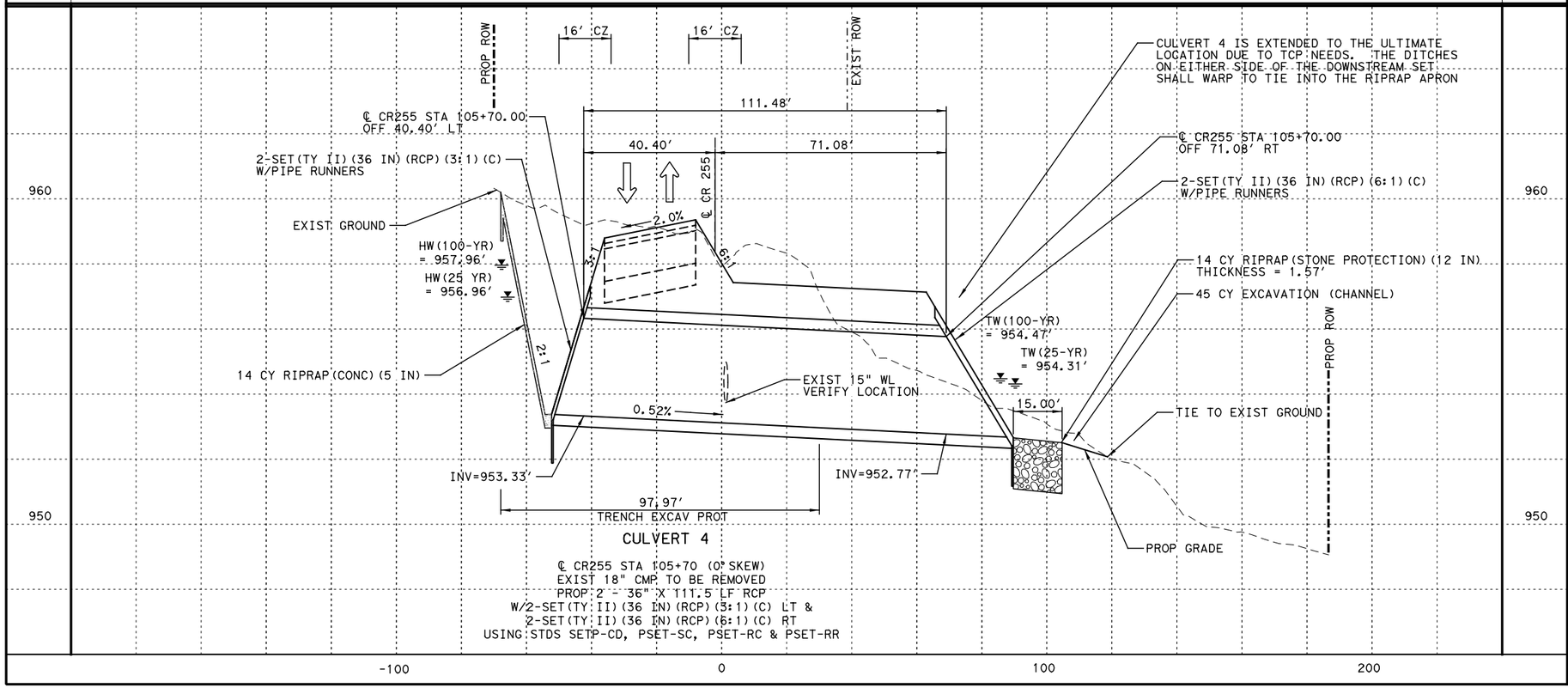
H SCALE: 1" = 40'
V SCALE: 1" = 8'

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	199

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FILE: c:\clg-civ.gann\dms\51862\CR255_CLV_5.dgn





0 20 40
SCALE: 1" = 40'

NOTES:

1. REFER TO BOX CULVERT SUPPLEMENT (BCS) SHEET FOR ADDITIONAL INFORMATION FOR BOX CULVERTS.
2. REFER TO DITCH PLAN & PROFILE SHEETS FOR ADDITIONAL DRAINAGE DETAILS.
3. REFER TO THE CULVERT COMPUTATION SHEETS FOR HYDRAULIC DATA.

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10/25/2024

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TBPE Firm No. 20717

CR 255

CULVERT PROFILES

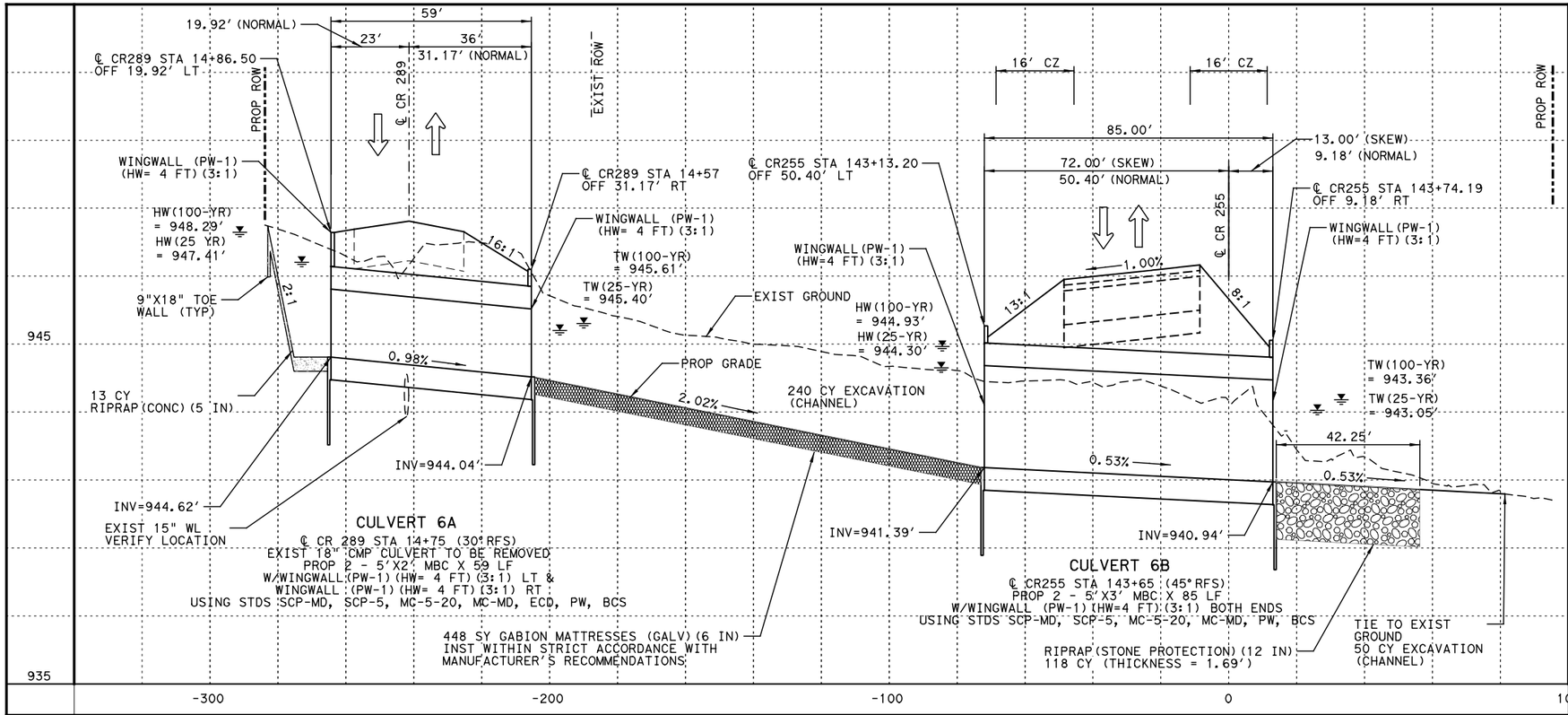
CULVERT 3 - STA 92+50
CULVERT 4 - STA 105+70

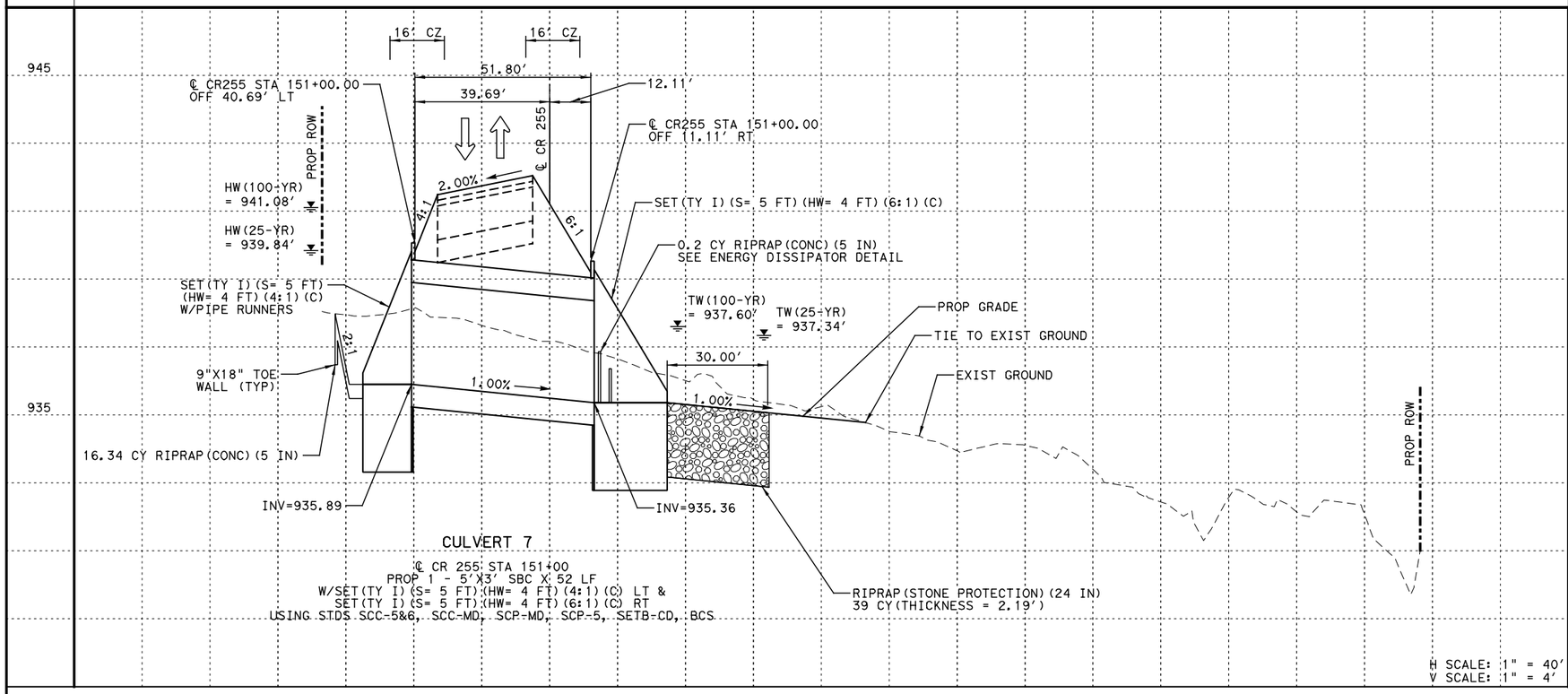
H SCALE: 1" = 40'
V SCALE: 1" = 4'

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	200

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NOTES:

1. REFER TO BOX CULVERT SUPPLEMENT (BCS) SHEET FOR ADDITIONAL INFORMATION FOR BOX CULVERTS.
2. REFER TO DITCH PLAN & PROFILE SHEETS FOR ADDITIONAL DRAINAGE DETAILS.
3. REFER TO THE CULVERT COMPUTATION SHEETS FOR HYDRAULIC DATA.

NO.	REVISION	BY	DATE

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CR 255

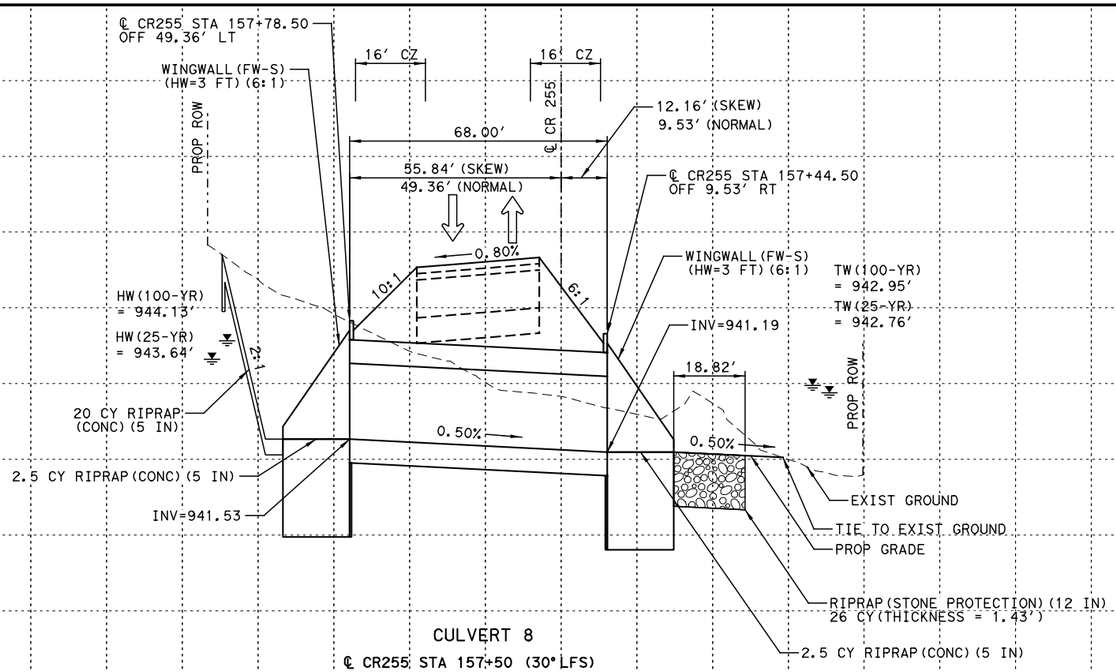
CULVERT PROFILES

CULVERT 6A - CR289 STA 14+75
CULVERT 6B - STA 143+65
CULVERT 7 - STA 151+00

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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CULVERT 8

℄ CR255 STA 157+50 (30° LFS)
PROP 1 - 4'X2' SBC X 68 LF
W/WINGWALL (FW-S) (HW= 3 FT) (6:1) BOTH ENDS
USING STDS SCC-3&4, SCC-MD, SCP-MD, SCP-4, FW-S & BCS

0 20 40
SCALE: 1" = 40'

NOTES:

1. REFER TO BOX CULVERT SUPPLEMENT (BCS) SHEET FOR ADDITIONAL INFORMATION FOR BOX CULVERTS.
2. REFER TO DITCH PLAN & PROFILE SHEETS FOR ADDITIONAL DRAINAGE DETAILS.
3. REFER TO THE CULVERT COMPUTATION SHEETS FOR HYDRAULIC DATA.

NO.	REVISION	BY	DATE

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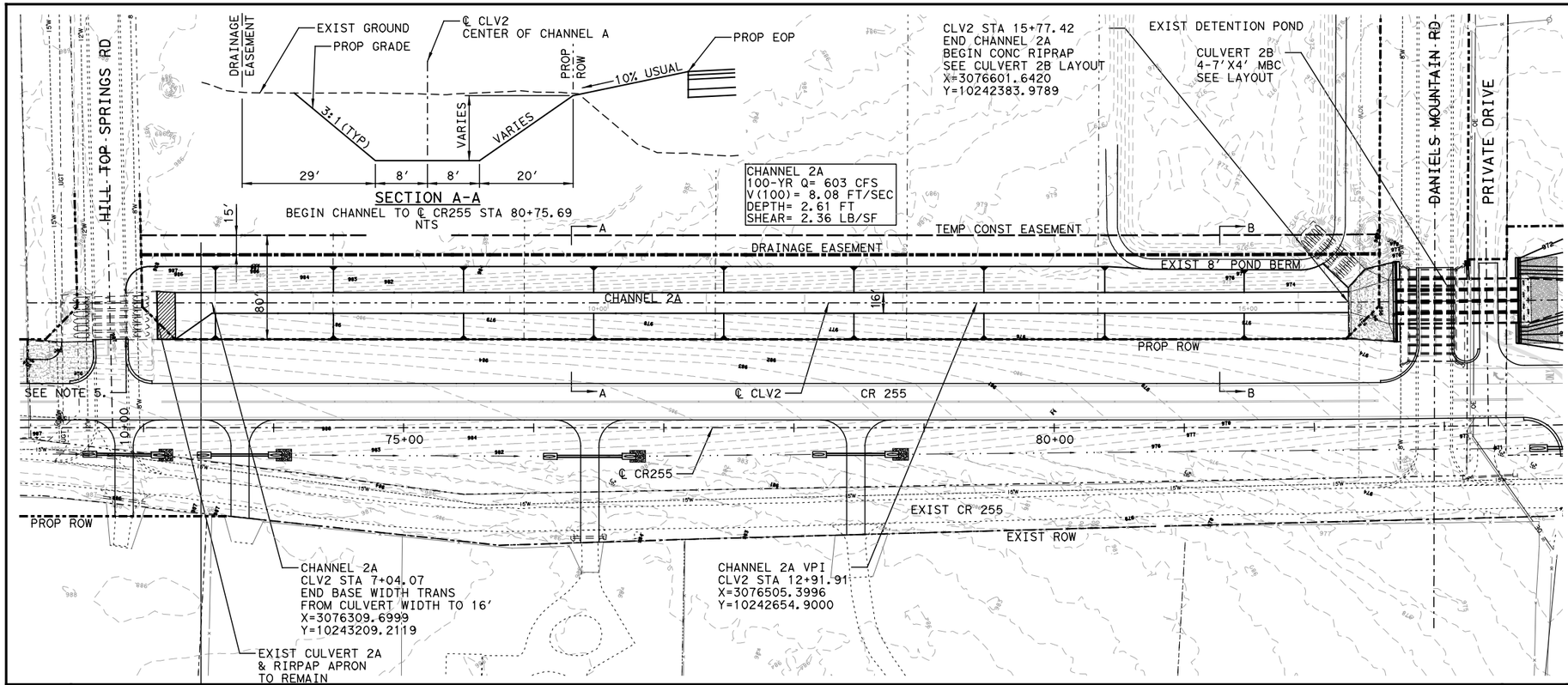
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CULVERT PROFILES
CULVERT 8 - STA 157+50

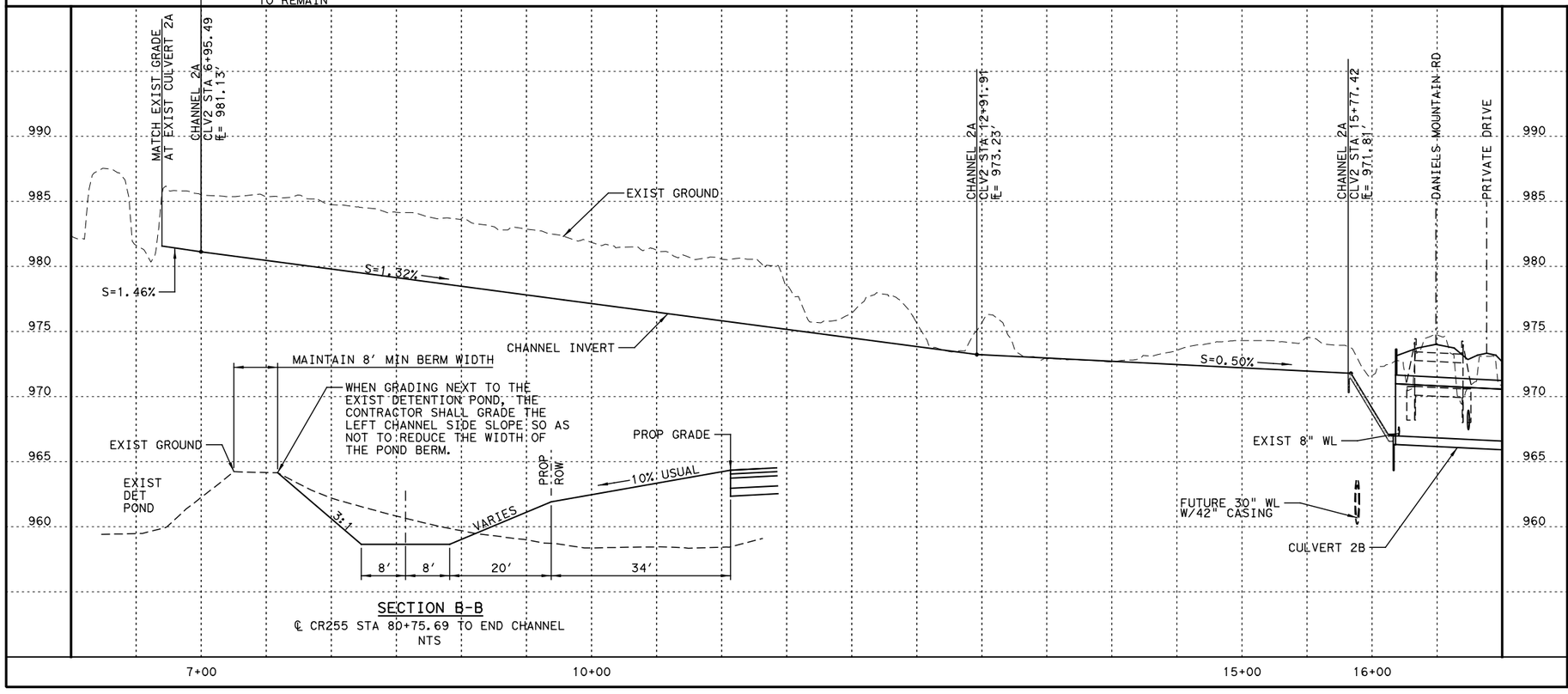
H SCALE: 1" = 40'
V SCALE: 1" = 4'

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	202

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FILE: c:\clg-civ\clay.gann\dms\51862\CR255_CLV_5.dgn





SECTION B-B
℄ CR255 STA 80+75.69 TO END CHANNEL
NTS

0 50 100
H SCALE: 1" = 100′
V SCALE: 1" = 10′

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15"W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW

NOTES:

1. REFER TO HYDRAULIC DATA SHEETS FOR CULVERT 2 FOR DETAILED HYDRAULIC PROPERTIES ALONG THE CHANNEL.
2. SEE ROADWAY PLANS FOR EXCAVATION QUANTITY.
3. CONTOURS ARE SHOWN AT 1′ INTERVALS.
4. SEE SWPPP SHEETS FOR SRB DETAILS.
5. SAWCUT & REMOVE PORTIONS OF EXIST RIPRAP APRON PER ENGINEER'S DIRECTION AS NEEDED TO CONST HILL TOP SPRINGS DRIVEWAY.
6. NO TREES SHALL BE REMOVED OR HARMED WITHIN THE TEMP CONST EASEMENT.

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Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
CHANNEL LAYOUT

CHANNEL 2A

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	203

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FILE: c:\clg-civ\gann\dms\318621\CR255_CHANNEL2A.dgn

SUMMARY OF CULVERTS AT DRIVEWAYS & COUNTY ROADS

CULVERT I.D.	CULVERT DESCRIPTION (# - SIZE X LENGTH @ SLOPE)	U.S. NODE I.D.	U.S. NODE DESCRIPTION	U.S. NODE LOCATION	U.S. INVERT (FT)	D.S. NODE I.D.	D.S. NODE DESCRIPTION	D.S. NODE LOCATION	D.S. INVERT (FT)
LINE 1A1	1 - 18" RCP X 41 ' @ 1.02 %	1A1	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 22+75.00 , -53.50 ' LT	1025.50	1A2	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 23+16.00 , -53.30 ' LT	1025.08
LINE 1A3	2 - 4' x 3' BC X 26 ' @ 0.99 %	1A3	SET(2TY I) (S=4') (HW=4') (6:1) (P)	CR255 STA 26+57.00 , -54.00 ' LT	1020.80	1A4	SET(2TY I) (S=4') (HW=4') (6:1) (P)	CR255 STA 26+83.00 , -54.00 ' LT	1020.54
LINE 1A5	2 - 5' x 3' BC X 40 ' @ 1.01 %	1A5	SET(2TY I) (S=5') (HW=4') (6:1) (P)	CR255 STA 39+69.00 , -54.00 ' LT	1007.87	1A6	SET(2TY I) (S=5') (HW=4') (6:1) (P)	CR255 STA 40+09.00 , -54.00 ' LT	1007.47
LINE 1B1	1 - 24" RCP X 54 ' @ 0.59 %	1B1	SET (TY II) (24") (RCP) (6:1) (P)	CR255 STA 47+92.00 , -52.80 ' LT	1006.93	1B2	SET (TY II) (24") (RCP) (6:1) (P)	CR255 STA 47+37.00 , -51.70 ' LT	1006.61
LINE 1B3	1 - 3' x 2' BC X 54 ' @ 0.60 %	1B3	SET(TY I) (S=3') (HW=3') (6:1) (P)	CR255 STA 47+03.00 , -52.20 ' LT	1006.74	1B4	SET(TY I) (S=3') (HW=3') (3:1) (C)	CR255 STA 46+48.00 , -52.20 ' LT	1006.41
LINE 2A1	1 - 24" RCP X 51 ' @ 0.64 %	2A1	SET (TY II) (24") (RCP) (6:1) (P)	CR255 STA 51+75.00 , -54.50 ' LT	1007.40	2A2	SET (TY II) (24") (RCP) (6:1) (P)	CR255 STA 52+26.00 , -54.00 ' LT	1007.07
LINE 2A3	2 - 24" RCP X 28 ' @ 0.75 %	2A3	SET (2-TY II) (24") (RCP) (6:1) (P)	CR255 STA 58+52.00 , -54.00 ' LT	1002.97	2A4	SET (2-TY II) (24") (RCP) (6:1) (P)	CR255 STA 58+80.00 , -54.00 ' LT	1002.76
LINE 2A5	2 - 24" RCP X 28 ' @ 1.79 %	2A5	SET (2-TY II) (24") (RCP) (6:1) (P)	CR255 STA 61+54.00 , -54.00 ' LT	998.73	2A6	SET (2-TY II) (24") (RCP) (6:1) (P)	CR255 STA 61+82.00 , -54.00 ' LT	998.23
LINE 2A7	1 - 3' x 2' BC X 21 ' @ 1.67 %	2A7	SET(TY I) (S=3') (HW=3') (6:1) (P)	CR255 STA 64+48.00 , -54.00 ' LT	993.77	2A8	SET(TY I) (S=3') (HW=3') (6:1) (P)	CR255 STA 64+69.00 , -54.00 ' LT	993.42
LINE 2A9	1 - 3' x 2' BC X 23 ' @ 1.17 %	2A9	SET(TY I) (S=3') (HW=3') (6:1) (P)	CR255 STA 67+06.00 , -55.00 ' LT	989.44	2A10	SET(TY I) (S=3') (HW=3') (6:1) (P)	CR255 STA 67+29.00 , -55.00 ' LT	989.17
LINE 2C1	1 - 18" RCP X 53 ' @ 0.53 %	2C1	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 56+70.00 , 22.00 ' RT	1003.97	2C2	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 57+23.00 , 20.00 ' RT	1003.69
LINE 2C3	1 - 18" RCP X 82 ' @ 1.51 %	2C3	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 63+58.00 , 25.00 ' RT	993.87	2C4	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 64+40.00 , 25.00 ' RT	992.63
LINE 2C5	1 - 18" RCP X 96 ' @ 0.93 %	2C5	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 68+70.00 , 18.50 ' RT	987.21	2C8	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 69+66.00 , 19.50 ' RT	986.32
LINE 2C9	1 - 18" RCP X 42 ' @ 0.79 %	2C9	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 72+64.00 , 20.30 ' RT	984.02	2C10	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 73+06.00 , 21.00 ' RT	983.69
LINE 3A1	1 - 18" RCP X 41 ' @ 1.08 %	3A1	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 88+13.00 , -48.50 ' LT	965.26	3A2	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 88+53.00 , -56.00 ' LT	964.82
LINE 3A3	1 - 18" RCP X 42 ' @ 0.98 %	3A3	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 89+35.00 , -55.80 ' LT	964.03	3A4	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 89+77.00 , -56.20 ' LT	963.62
LINE 3C3	1 - 18" RCP X 68 ' @ 0.84 %	3C3	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 90+52.00 , 30.60 ' RT	961.33	3C4	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 91+20.00 , 30.70 ' RT	960.76
LINE 3D0	1 - 18" RCP X 82 ' @ 0.51 %	3D0	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 97+89.00 , 31.00 ' RT	961.46	3D1	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 97+07.00 , 31.30 ' RT	961.04
LINE 3D2	1 - 18" RCP X 69 ' @ 0.51 %	3D2	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 95+23.00 , 31.80 ' RT	960.13	3D3	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 94+54.00 , 32.00 ' RT	959.78
LINE 4A1	1 - 24" RCP X 71 ' @ 3.25 %	4A1	SET (TY II) (24") (RCP) (6:1) (P)	CR255 STA 104+80.00 , -49.60 ' LT	955.69	4A2	SET (TY II) (24") (RCP) (6:1) (P)	CR255 STA 105+50.97 , -52.66 ' LT	953.38
LINE 4C1	1 - 18" RCP X 91 ' @ 1.37 %	4C1	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 100+40.00 , 36.40 ' RT	960.10	4C2	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 101+32.00 , 36.00 ' RT	958.85
LINE 5A1	1 - 18" RCP X 46 ' @ 0.52 %	5A1	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 108+26.00 , -50.00 ' LT	954.92	5A2	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 108+72.00 , -51.20 ' LT	954.68
LINE 5A3	1 - 18" RCP X 50 ' @ 3.02 %	5A3	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 112+75.00 , -56.60 ' LT	948.77	5A4	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 113+25.00 , -57.50 ' LT	947.27
LINE 5B1	1 - 18" RCP X 65 ' @ 3.03 %	5B1	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 130+58.00 , -52.80 ' LT	962.48	5B2	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 129+93.00 , -55.20 ' LT	960.51
LINE 5B3	1 - 4' x 2' BC X 67 ' @ 7.30 %	5B3	SET(TY I) (S=4') (HW=3') (6:1) (P)	CR255 STA 119+21.00 , -56.00 ' LT	939.22	5B4	SET(TY I) (S=4') (HW=3') (3:1) (C)	CR255 STA 118+54.00 , -53.61 ' LT	934.35
LINE 5C1	1 - 18" RCP X 59 ' @ 2.87 %	5C1	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 112+21.00 , 24.50 ' RT	949.52	5C2	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 112+80.00 , 26.00 ' RT	947.82
LINE 5C3	1 - 18" RCP X 64 ' @ 2.59 %	5C3	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 114+13.00 , 29.00 ' RT	944.07	5C4	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 114+77.00 , 29.00 ' RT	942.41
LINE 5C5	1 - 18" RCP X 93 ' @ 2.50 %	5C5	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 115+77.47 , 31.00 ' RT	939.90	5C6	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 116+70.00 , 37.20 ' RT	937.57
LINE 5D1	1 - 18" RCP X 96 ' @ 5.44 %	5D1	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 127+93.00 , 37.50 ' RT	953.16	5D2	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 126+98.00 , 49.00 ' RT	947.95
LINE 5D3	1 - 18" RCP X 98 ' @ 0.69 %	5D3	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 121+86.00 , 47.00 ' RT	938.91	5D4	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 120+88.00 , 42.00 ' RT	938.24
LINE 6C1	1 - 18" RCP X 76 ' @ 1.74 %	6C1	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 134+80.00 , 34.20 ' RT	962.08	6C2	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 135+56.00 , 37.00 ' RT	960.76
LINE 6C3	1 - 18" RCP X 79 ' @ 1.96 %	6C3	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 136+14.00 , 37.00 ' RT	959.63	6C4	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 136+93.00 , 36.20 ' RT	958.09
LINE 6C5	1 - 18" RCP X 86 ' @ 1.83 %	6C5	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 141+15.00 , 37.00 ' RT	944.69	6C6	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 142+00.00 , 33.80 ' RT	943.12
LINE 6D1	1 - 18" RCP X 25 ' @ 1.90 %	6D1	SET (TY II) (18") (RCP) (6:1) (P)	CR289 STA 15+54.00 , 22.00 ' RT	947.00	6D2	SET (TY II) (18") (RCP) (6:1) (P)	CR289 STA 15+30.00 , 24.40 ' RT	946.53
LINE 9A1	1 - 18" RCP X 108 ' @ 1.66 %	9A1	SET (TY II) (18") (RCP) (6:1) (P)	RRB STA 23+00.00 , -56.00 ' LT	952.97	9A2	SET (TY II) (18") (RCP) (6:1) (P)	RRB STA 21+93.00 , -49.00 ' LT	951.18
LINE 9A3	1 - 24" RCP X 102 ' @ 2.21 %	9A3	SET (TY II) (24") (RCP) (6:1) (P)	RRB STA 19+39.96 , -59.00 ' LT	944.08	9A OUT	SET (TY II) (24") (RCP) (6:1) (P)	RRB STA 18+38.66 , -59.00 ' LT	941.83
LINE 2C11	1 - 18" RCP X 44 ' @ 0.80 %	2C11	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 73+52.00 , 21.00 ' RT	983.34	2C12	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 73+96.00 , 21.00 ' RT	982.99
LINE 2C13	1 - 18" RCP X 50 ' @ 0.78 %	2C13	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 76+18.00 , 22.00 ' RT	981.27	2C14	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 76+68.00 , 22.00 ' RT	980.88
LINE 2C15	1 - 18" RCP X 45 ' @ 1.71 %	2C15	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 78+25.00 , 20.50 ' RT	979.46	2C16	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 78+70.00 , 20.50 ' RT	978.69
LINE 2C17	1 - 24" RCP X 52 ' @ 1.65 %	2C17	SET (TY II) (24") (RCP) (6:1) (P)	CR255 STA 83+79.00 , 17.70 ' RT	970.22	2C18	SET (TY II) (24") (RCP) (6:1) (P)	CR255 STA 84+31.00 , 18.00 ' RT	969.36
LINE 2C20	1 - 18" RCP X 54 ' @ 0.56 %	2C20	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 54+67.00 , 27.00 ' RT	1005.05	2C21	SET (TY II) (18") (RCP) (6:1) (P)	CR255 STA 55+21.00 , 25.00 ' RT	1004.75

ADDENDUM #2

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
12/11/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

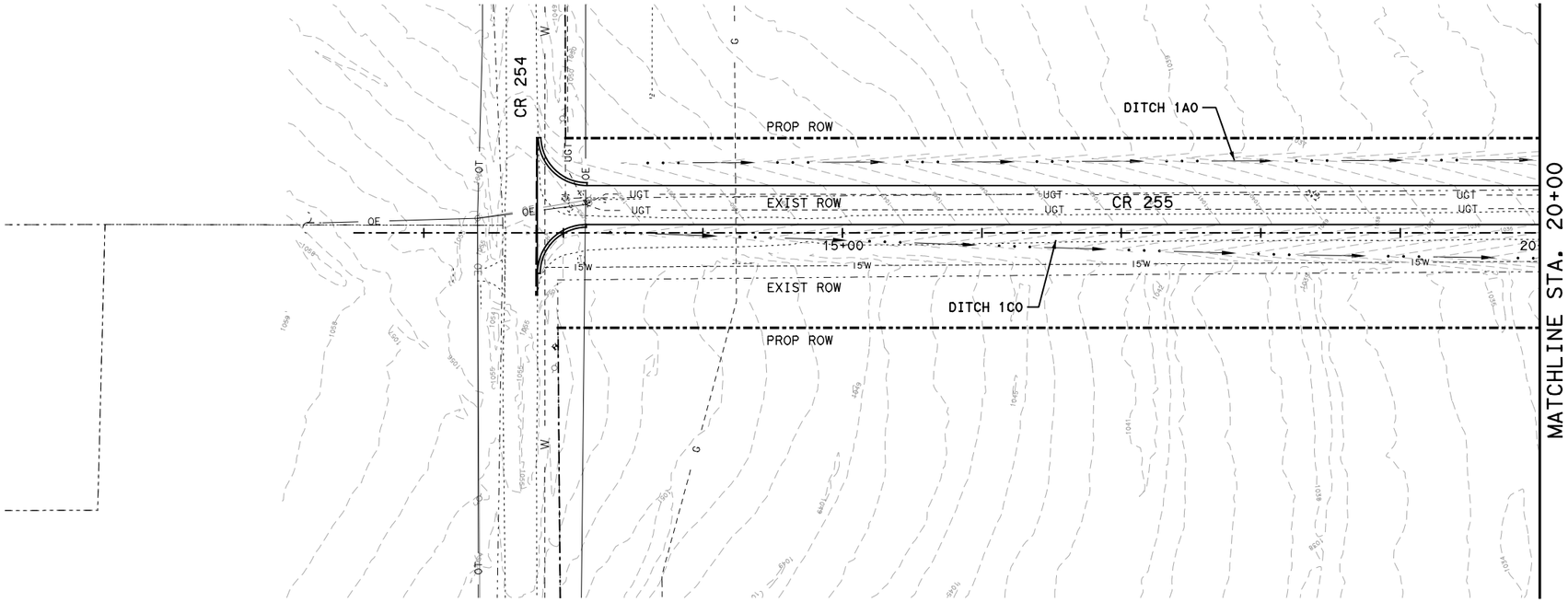
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DRIVEWAY CULVERT SUMMARY

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	204

USER: JuanAlmaguer
DATE: 12/11/2024 6:35:17 PM
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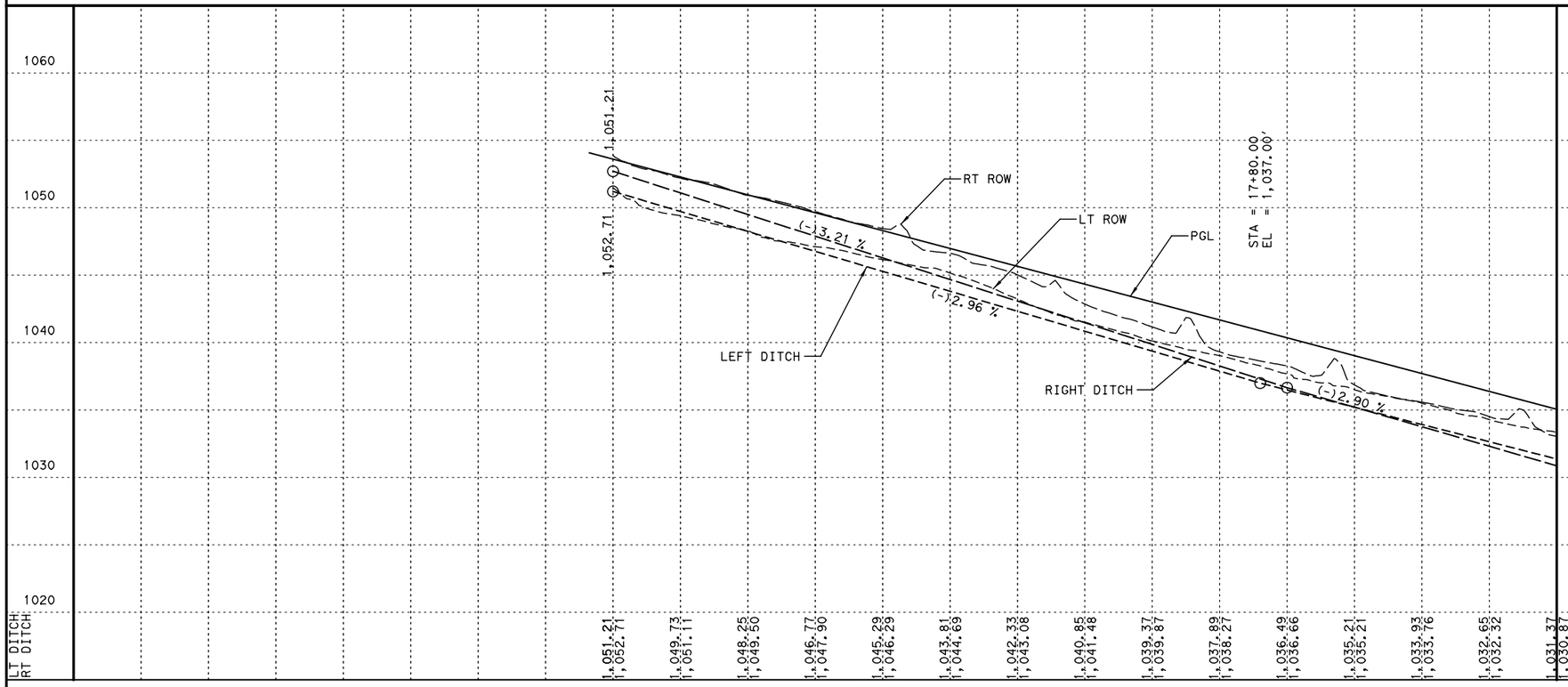
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LEGEND

- DITCH XX — DITCH FLOWLINE
- PROP CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15'W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW
- EXIST STORM SEWER
- PROP STORM SEWER
- PROP SET
- SRB TYPE 2, CLASS H (MUST BE TRM)
- RIPRAP (CONC)
- RIPRAP (STONE)
- DITCH BLOCK (W/TOP ELEV)

DRAINAGE PLAN NOTES:

1. FOR REFERENCE AND IDENTIFICATION PURPOSES, THE LINK ID MATCHES UPSTREAM NODE ID.
2. SEE REMOVAL PLANS FOR DRAINAGE STRUCTURES TO BE REMOVED.
3. ALL PRECAST SETS SHALL HAVE RIPRAP APRONS PER THE PSET-RR STD. DROP INLETS SHALL HAVE RIPRAP APRONS PER THE APPLICABLE STD.
4. REFER TO THE OUTLET PROTECTION DETAILS FOR SIZE AND SPEC INFO FOR EACH STONE RIPRAP APRON.
5. REFER TO THE DRIVEWAY CULVERT SUMMARY FOR LOCATION AND SPEC INFO.
6. DITCHES ARE SHOWN THROUGH THE DRIVEWAYS AND CROSS STREETS FOR CLARITY PURPOSES.



NO.	REVISION	BY	DATE

CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

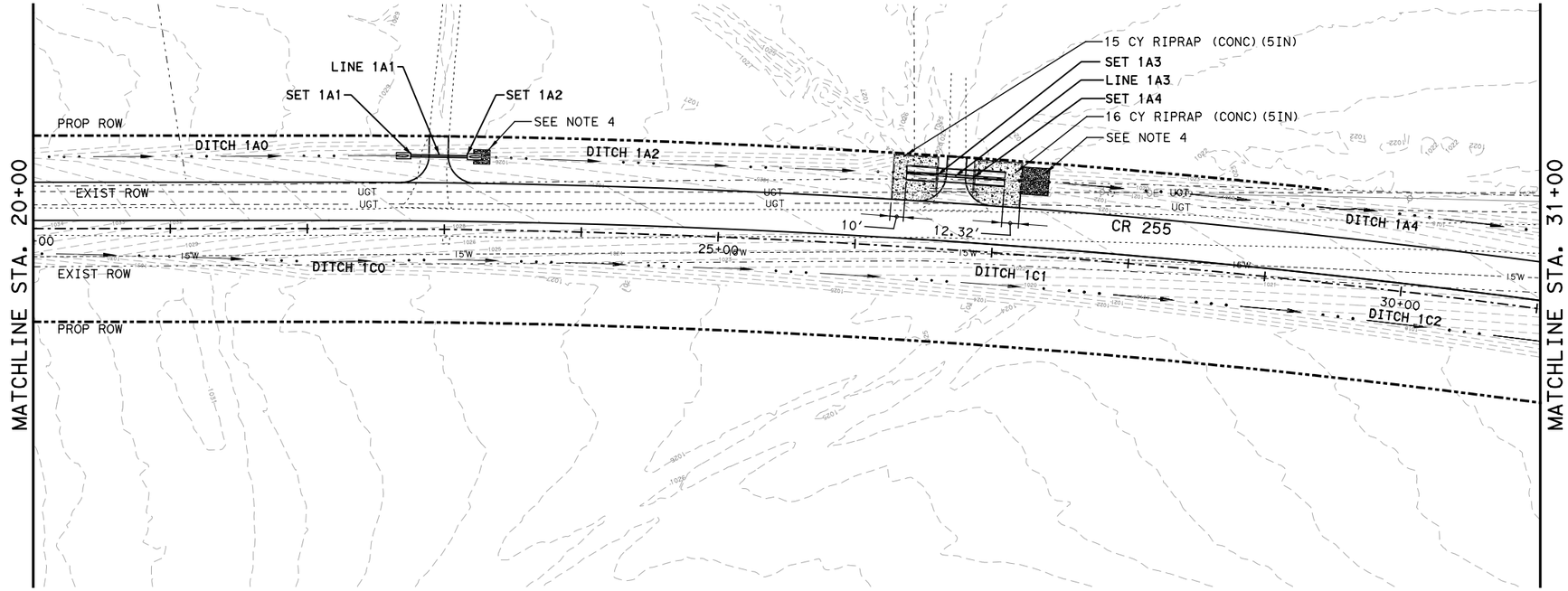
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DITCH PLAN & PROFILE
BEGIN PROJECT TO STA 20+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 1 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	205

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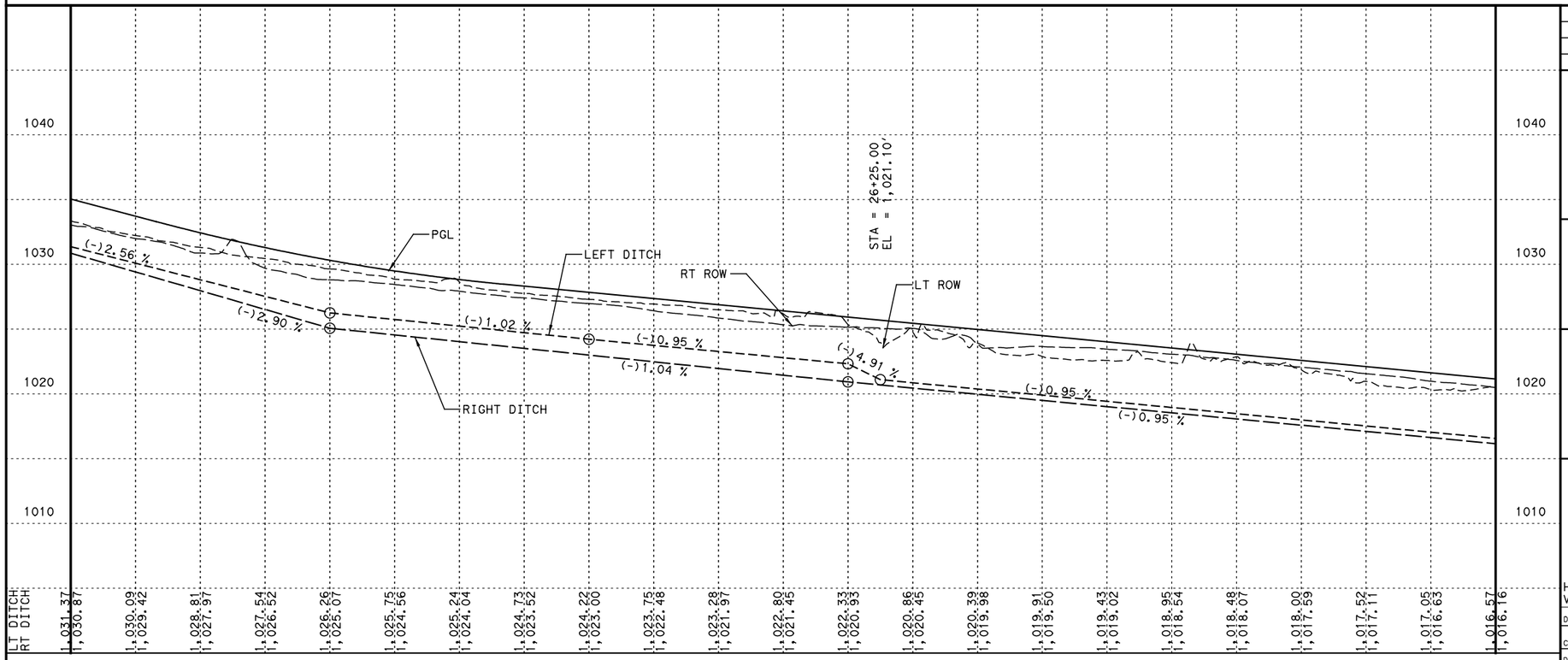
SCALE: 1" = 100'

LEGEND

- DITCH XX — DITCH FLOWLINE
- PROP CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15'W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW
- EXIST STORM SEWER
- PROP STORM SEWER
- PROP SET
- SRB TYPE 2, CLASS H (MUST BE TRM)
- RIPRAP (CONC)
- RIPRAP (STONE)
- DITCH BLOCK (W/TOP ELEV)

DRAINAGE PLAN NOTES:

1. FOR REFERENCE AND IDENTIFICATION PURPOSES, THE LINK ID MATCHES UPSTREAM NODE ID.
2. SEE REMOVAL PLANS FOR DRAINAGE STRUCTURES TO BE REMOVED.
3. ALL PRECAST SETS SHALL HAVE RIPRAP APRONS PER THE PSET-RR STD. DROP INLETS SHALL HAVE RIPRAP APRONS PER THE APPLICABLE STD.
4. REFER TO THE OUTLET PROTECTION DETAILS FOR SIZE AND SPEC INFO FOR EACH STONE RIPRAP APRON.
5. REFER TO THE DRIVEWAY CULVERT SUMMARY FOR LOCATION AND SPEC INFO.
6. DITCHES ARE SHOWN THROUGH THE DRIVEWAYS AND CROSS STREETS FOR CLARITY PURPOSES.



NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

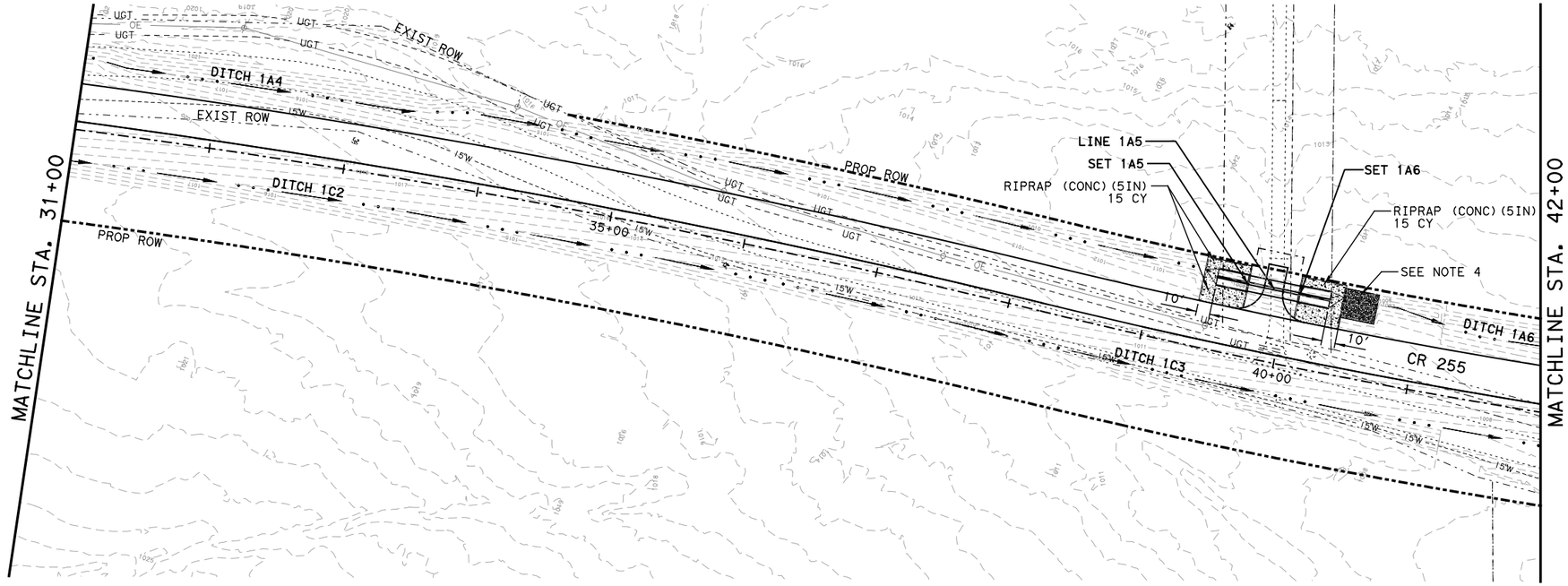
CR 255
DITCH PLAN & PROFILE
STA 20+00 TO 31+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 2 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	206

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DATE: 10/25/2024 8:38:42 AM
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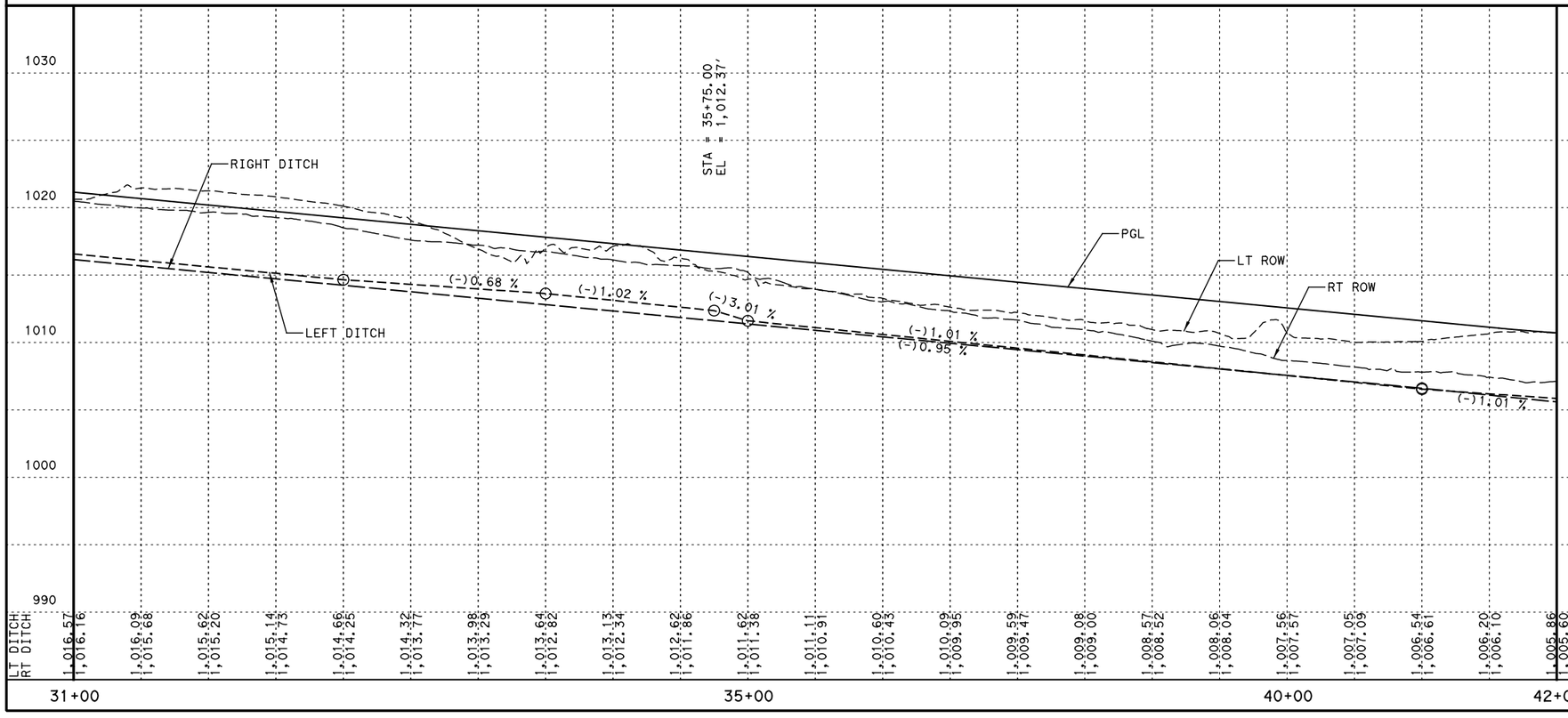
SCALE: 1" = 100'

LEGEND

DITCH XX	DITCH FLOWLINE
	PROP CONTOUR
	EXIST ROW
	EXIST TOPOGRAPHY
15'W	EXIST UG UTILITY
OT	EXIST OH UTILITY
	EXIST CULVERTS
	PROP ROADWAY
	PROP WINGWALLS/CONTOURS
	PROP CULVERT
	PROP ROW
	EXIST STORM SEWER
	PROP STORM SEWER
	PROP SET
	SRB TYPE 2, CLASS H (MUST BE TRM)
	RIPRAP (CONC)
	RIPRAP (STONE)
	DITCH BLOCK (W/TOP ELEV)

DRAINAGE PLAN NOTES:

1. FOR REFERENCE AND IDENTIFICATION PURPOSES, THE LINK ID MATCHES UPSTREAM NODE ID.
2. SEE REMOVAL PLANS FOR DRAINAGE STRUCTURES TO BE REMOVED.
3. ALL PRECAST SETS SHALL HAVE RIPRAP APRONS PER THE PSET-RR STD. DROP INLETS SHALL HAVE RIPRAP APRONS PER THE APPLICABLE STD.
4. REFER TO THE OUTLET PROTECTION DETAILS FOR SIZE AND SPEC INFO FOR EACH STONE RIPRAP APRON.
5. REFER TO THE DRIVEWAY CULVERT SUMMARY FOR LOCATION AND SPEC INFO.
6. DITCHES ARE SHOWN THROUGH THE DRIVEWAYS AND CROSS STREETS FOR CLARITY PURPOSES.



NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

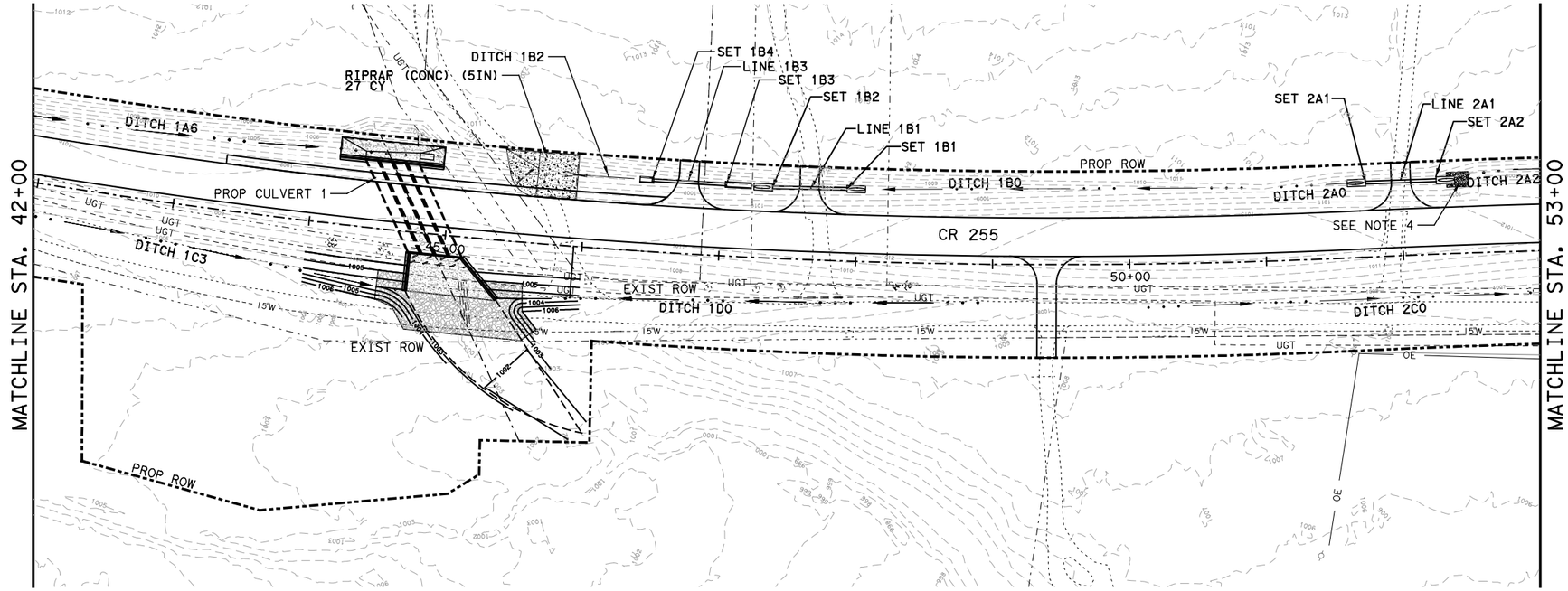
CR 255
DITCH PLAN & PROFILE
STA 31+00 TO 42+00

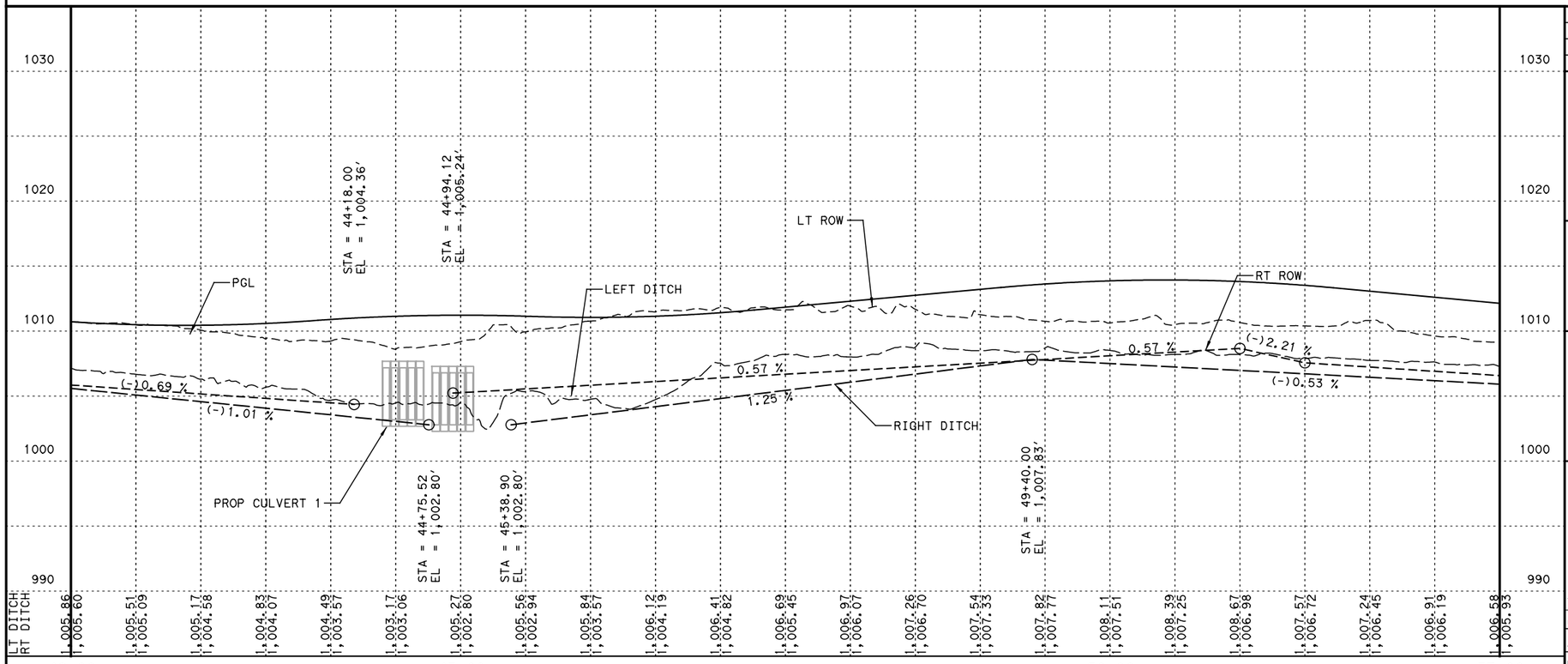
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 3 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	207

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0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH XX — DITCH FLOWLINE
- PROP CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15'W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW
- EXIST STORM SEWER
- PROP STORM SEWER
- PROP SET
- SRB TYPE 2, CLASS H (MUST BE TRM)
- RIPRAP (CONC)
- RIPRAP (STONE)
- DITCH BLOCK (W/TOP ELEV)

DRAINAGE PLAN NOTES:

1. FOR REFERENCE AND IDENTIFICATION PURPOSES, THE LINK ID MATCHES UPSTREAM NODE ID.
2. SEE REMOVAL PLANS FOR DRAINAGE STRUCTURES TO BE REMOVED.
3. ALL PRECAST SETS SHALL HAVE RIPRAP APRONS PER THE PSET-RR STD. DROP INLETS SHALL HAVE RIPRAP APRONS PER THE APPLICABLE STD.
4. REFER TO THE OUTLET PROTECTION DETAILS FOR SIZE AND SPEC INFO FOR EACH STONE RIPRAP APRON.
5. REFER TO THE DRIVEWAY CULVERT SUMMARY FOR LOCATION AND SPEC INFO.
6. DITCHES ARE SHOWN THROUGH THE DRIVEWAYS AND CROSS STREETS FOR CLARITY PURPOSES.

ADDENDUM #2

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
12/11/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

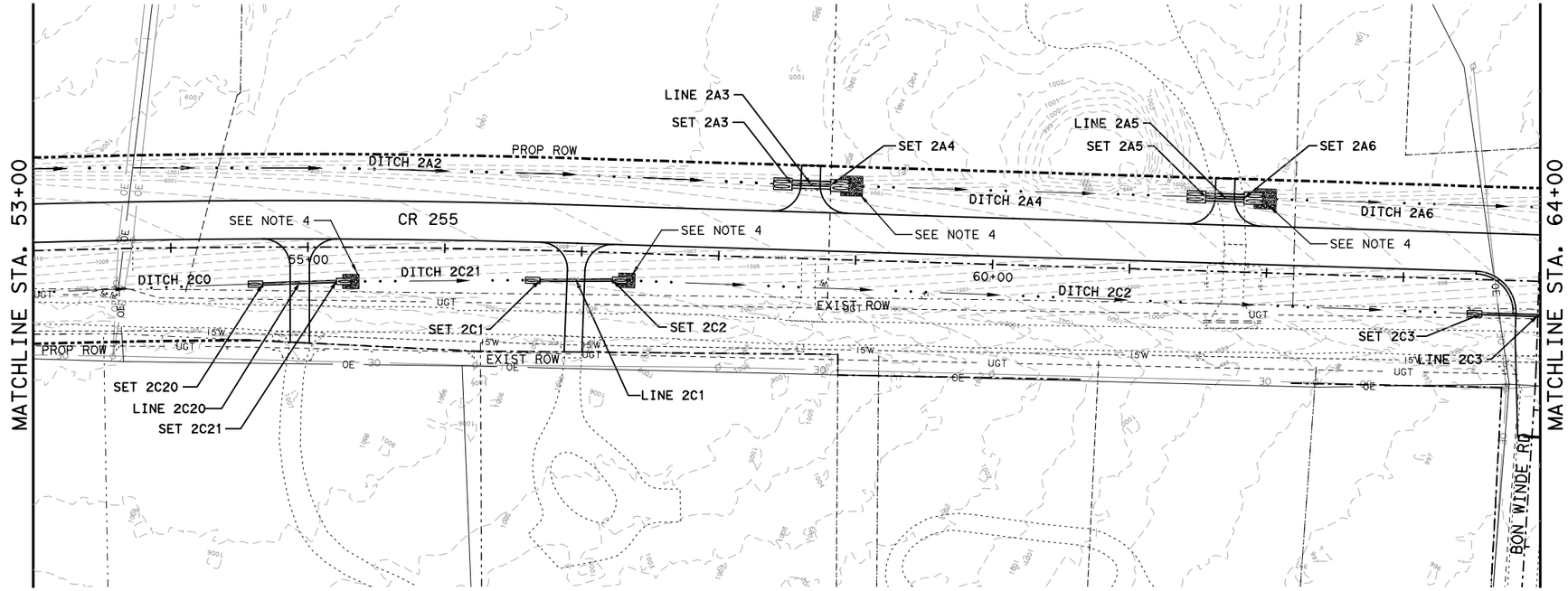
CR 255
DITCH PLAN & PROFILE
STA 42+00 TO 53+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 4 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	208

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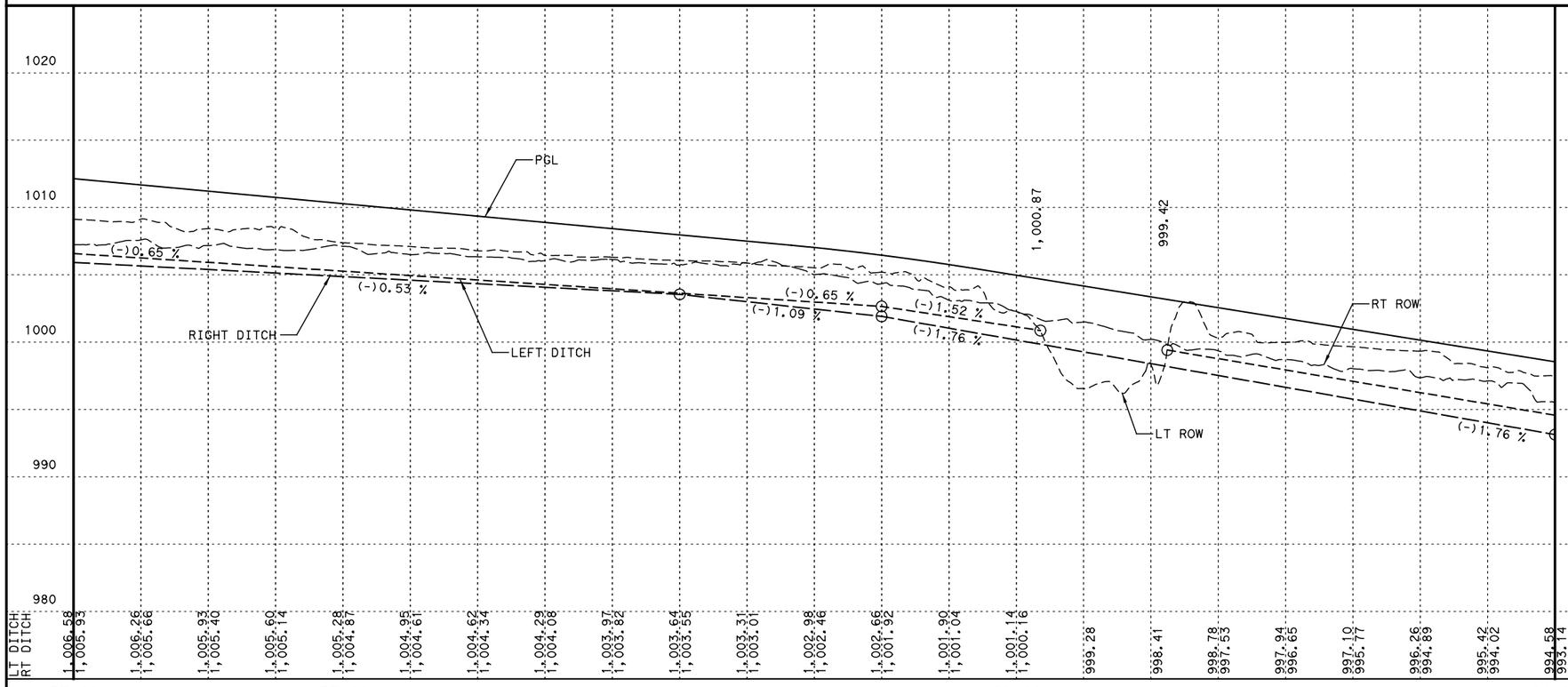
SCALE: 1" = 100'

LEGEND

- DITCH XX — DITCH FLOWLINE
- PROP CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15"W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW
- EXIST STORM SEWER
- PROP STORM SEWER
- PROP SET
- SRB TYPE 2, CLASS H (MUST BE TRM)
- RIPRAP (CONC)
- RIPRAP (STONE)
- DITCH BLOCK (W/TOP ELEV)

DRAINAGE PLAN NOTES:

1. FOR REFERENCE AND IDENTIFICATION PURPOSES, THE LINK ID MATCHES UPSTREAM NODE ID.
2. SEE REMOVAL PLANS FOR DRAINAGE STRUCTURES TO BE REMOVED.
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4. REFER TO THE OUTLET PROTECTION DETAILS FOR SIZE AND SPEC INFO FOR EACH STONE RIPRAP APRON.
5. REFER TO THE DRIVEWAY CULVERT SUMMARY FOR LOCATION AND SPEC INFO.
6. DITCHES ARE SHOWN THROUGH THE DRIVEWAYS AND CROSS STREETS FOR CLARITY PURPOSES.



NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

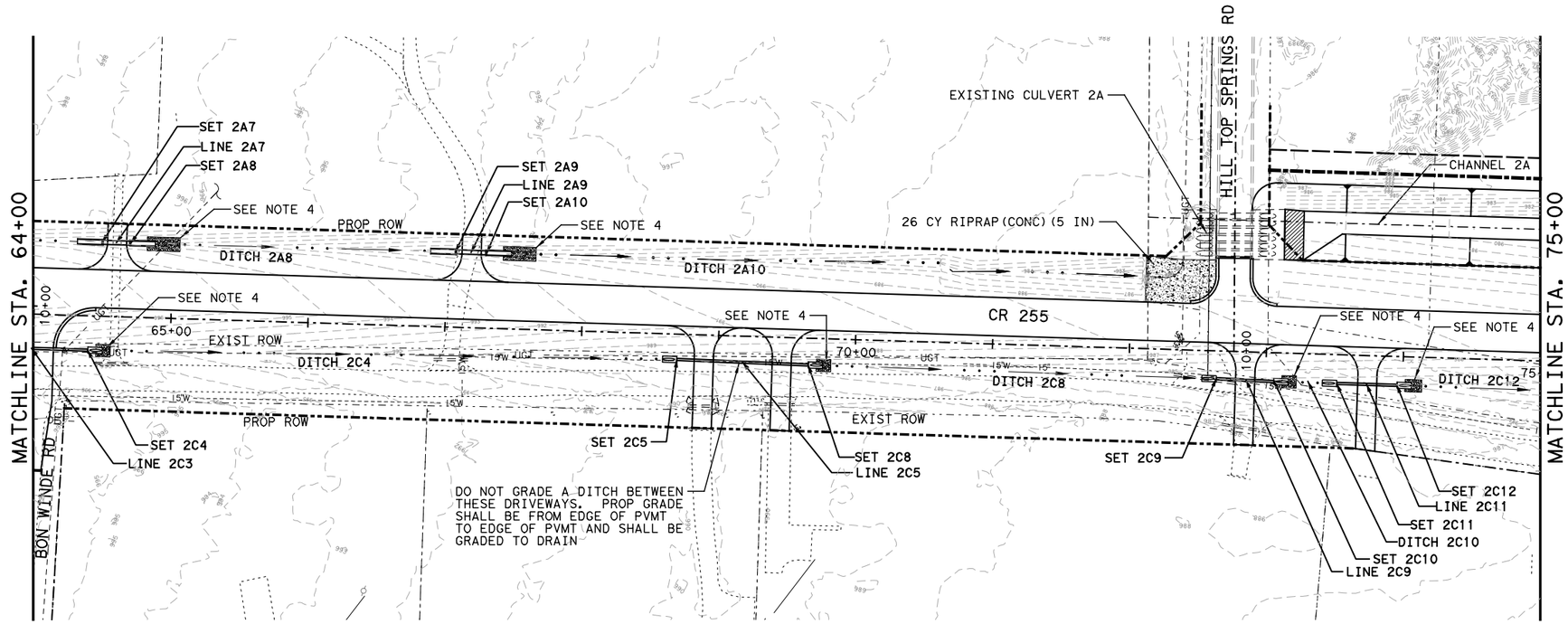
CR 255
DITCH PLAN & PROFILE
STA 53+00 TO 64+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 5 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	209

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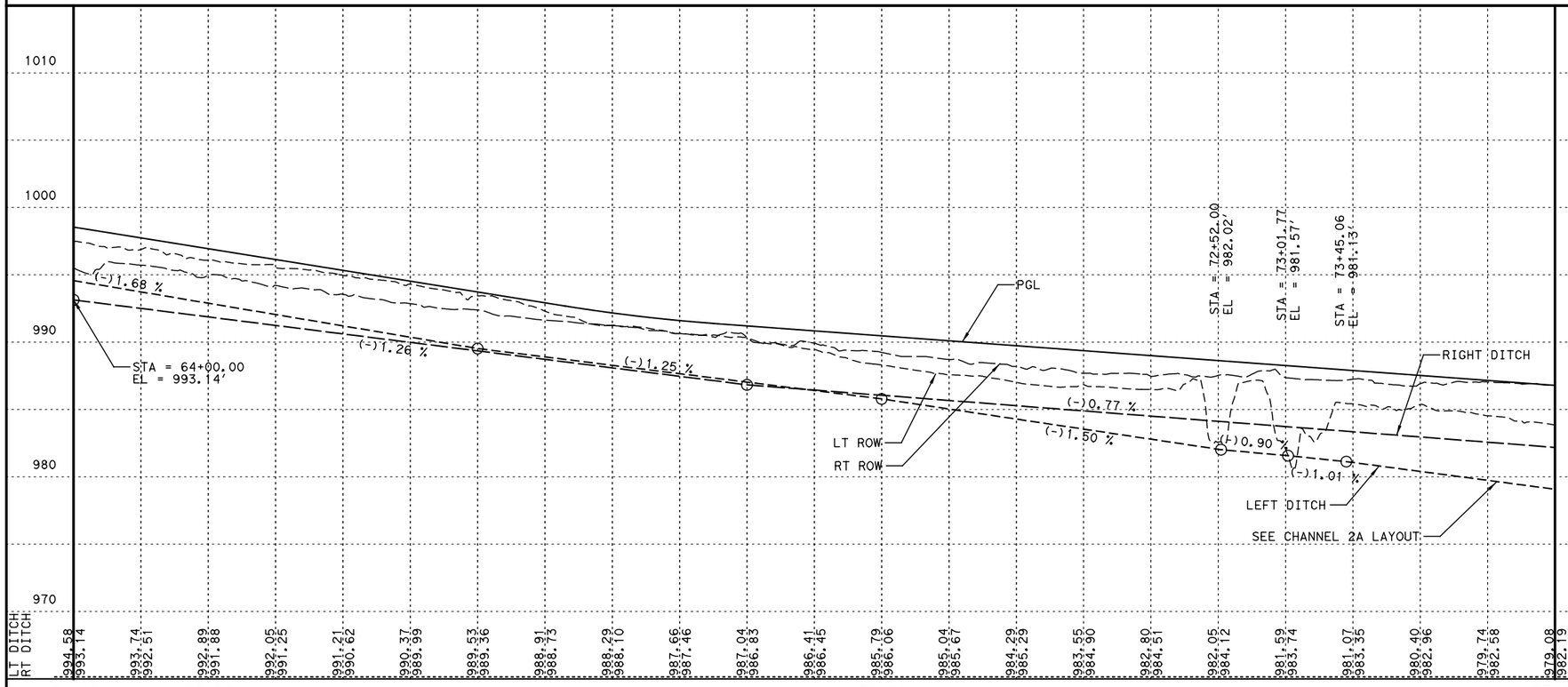
SCALE: 1" = 100'

LEGEND

- DITCH XX — DITCH FLOWLINE
- PROP CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15"W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW
- EXIST STORM SEWER
- PROP STORM SEWER
- PROP SET
- SRB TYPE 2, CLASS H (MUST BE TRM)
- RIPRAP (CONC)
- RIPRAP (STONE)
- DITCH BLOCK (W/TOP ELEV)

DRAINAGE PLAN NOTES:

1. FOR REFERENCE AND IDENTIFICATION PURPOSES, THE LINK ID MATCHES UPSTREAM NODE ID.
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5. REFER TO THE DRIVEWAY CULVERT SUMMARY FOR LOCATION AND SPEC INFO.
6. DITCHES ARE SHOWN THROUGH THE DRIVEWAYS AND CROSS STREETS FOR CLARITY PURPOSES.



NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

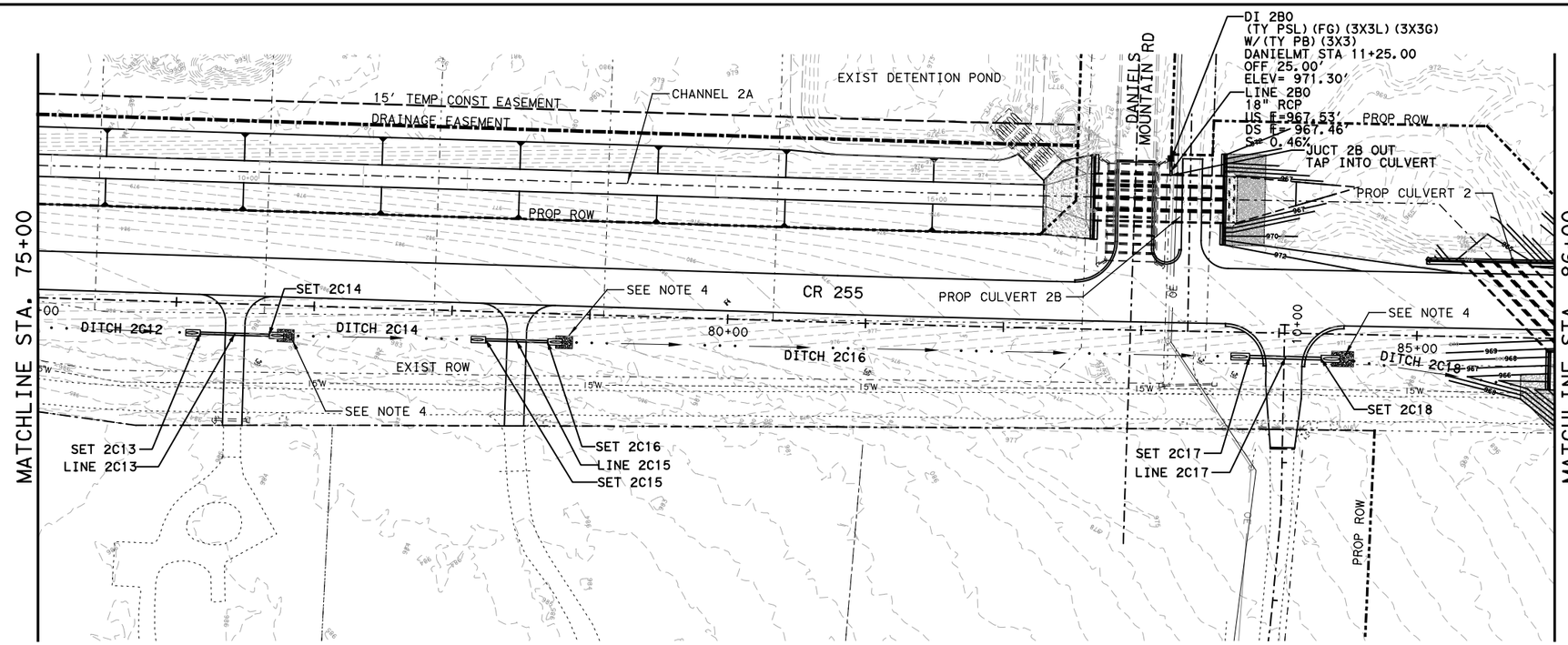
CR 255
DITCH PLAN & PROFILE
STA 64+00 TO 75+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 6 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	210

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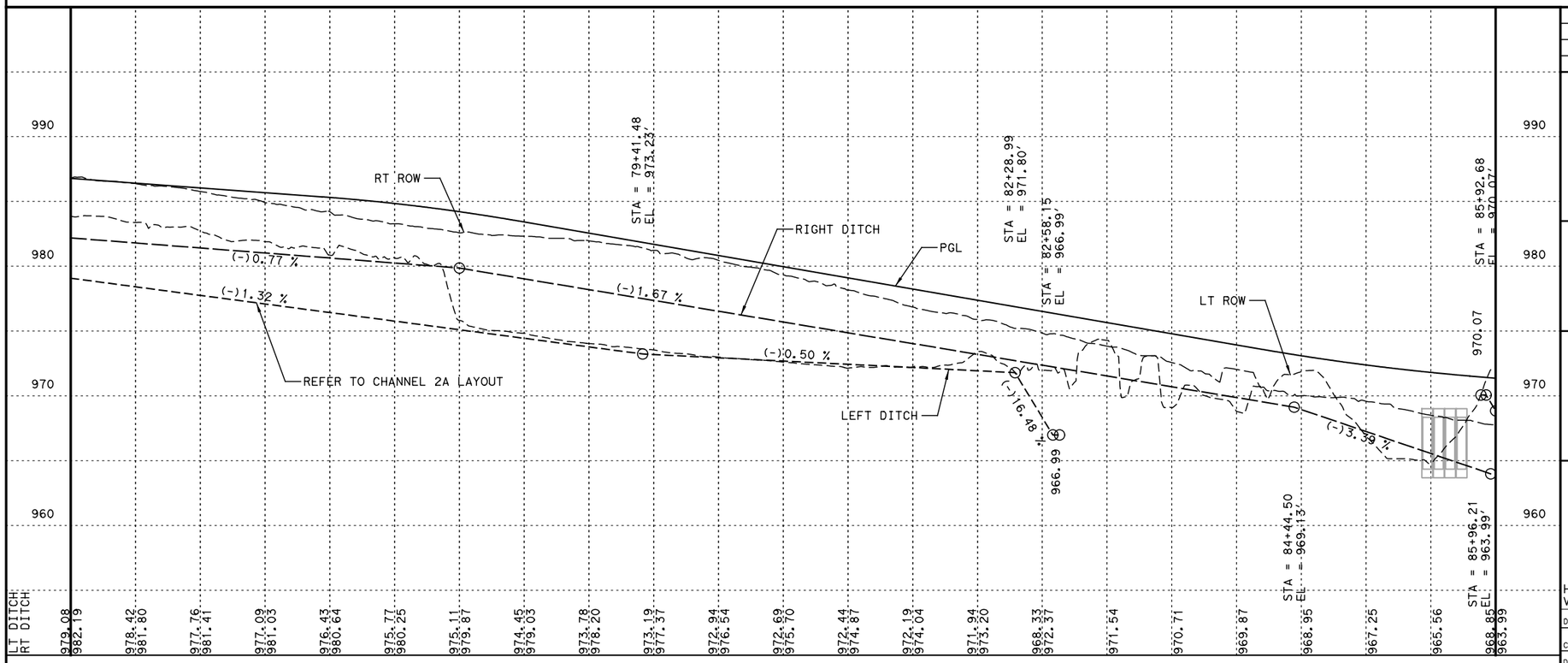
SCALE: 1" = 100'

LEGEND

- DITCH XX — DITCH FLOWLINE
- PROP CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15'W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW
- EXIST STORM SEWER
- PROP STORM SEWER
- PROP SET
- SRB TYPE 2, CLASS H (MUST BE TRM)
- RIPRAP (CONC)
- RIPRAP (STONE)
- DITCH BLOCK (W/TOP ELEV)

DRAINAGE PLAN NOTES:

1. FOR REFERENCE AND IDENTIFICATION PURPOSES, THE LINK ID MATCHES UPSTREAM NODE ID.
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NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

Clay E Gann 10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

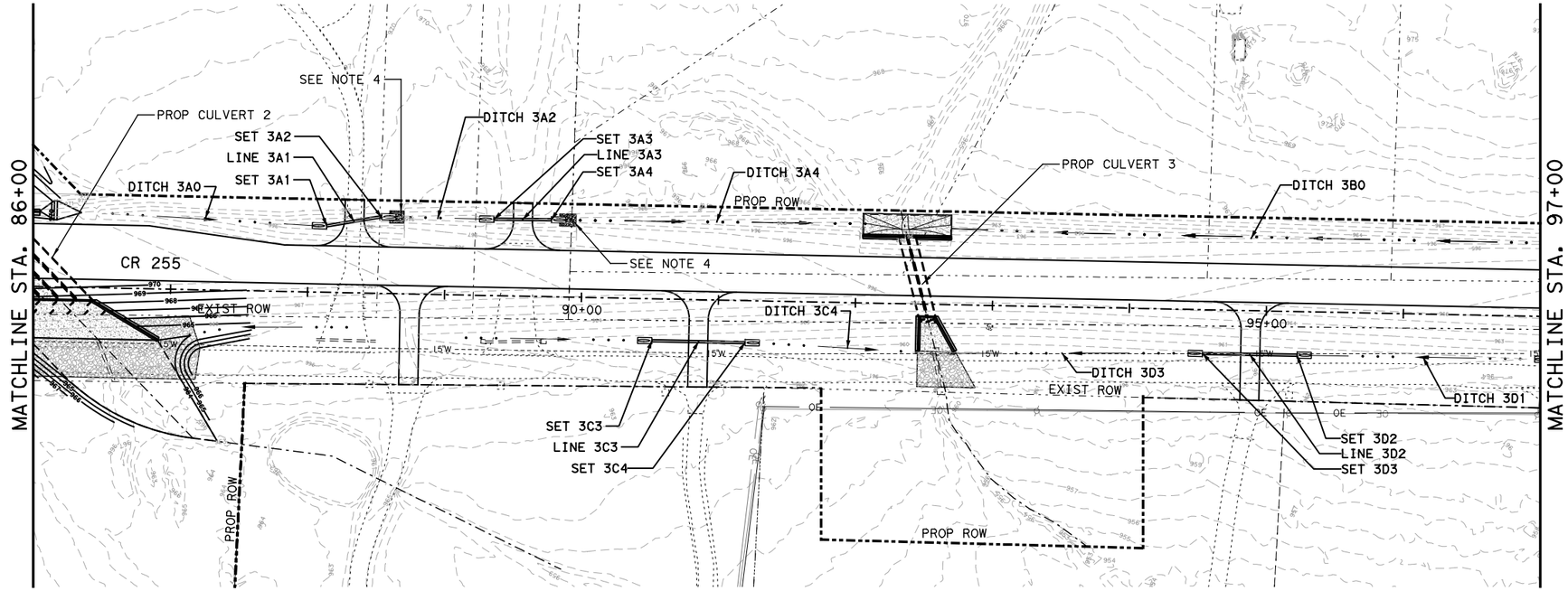
CR 255
DITCH PLAN & PROFILE
STA 75+00 TO 86+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 7 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	211

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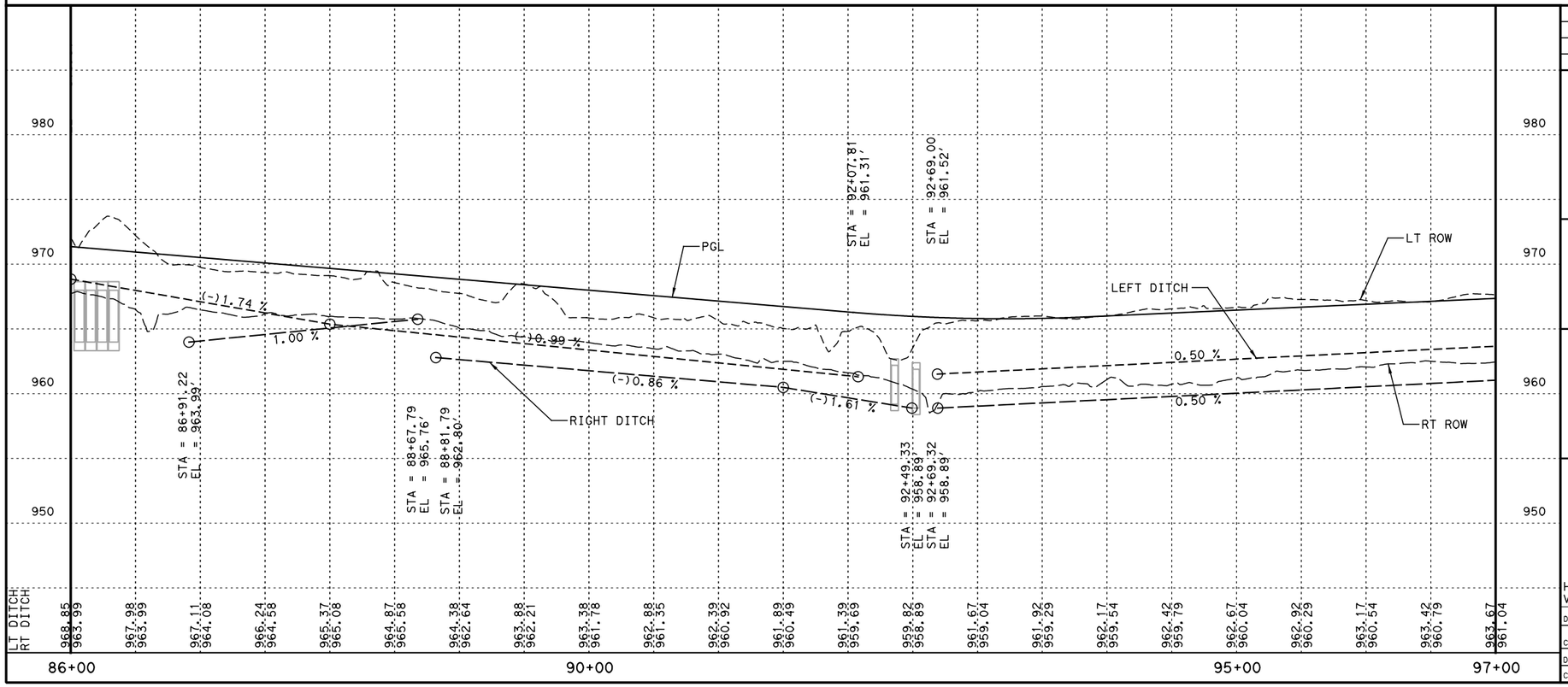
SCALE: 1" = 100'

LEGEND

- DITCH XX — DITCH FLOWLINE
- PROP CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15'W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW
- EXIST STORM SEWER
- PROP STORM SEWER
- PROP SET
- SRB TYPE 2, CLASS H (MUST BE TRM)
- RIPRAP (CONC)
- RIPRAP (STONE)
- DITCH BLOCK (W/TOP ELEV)

DRAINAGE PLAN NOTES:

1. FOR REFERENCE AND IDENTIFICATION PURPOSES, THE LINK ID MATCHES UPSTREAM NODE ID.
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6. DITCHES ARE SHOWN THROUGH THE DRIVEWAYS AND CROSS STREETS FOR CLARITY PURPOSES.



NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

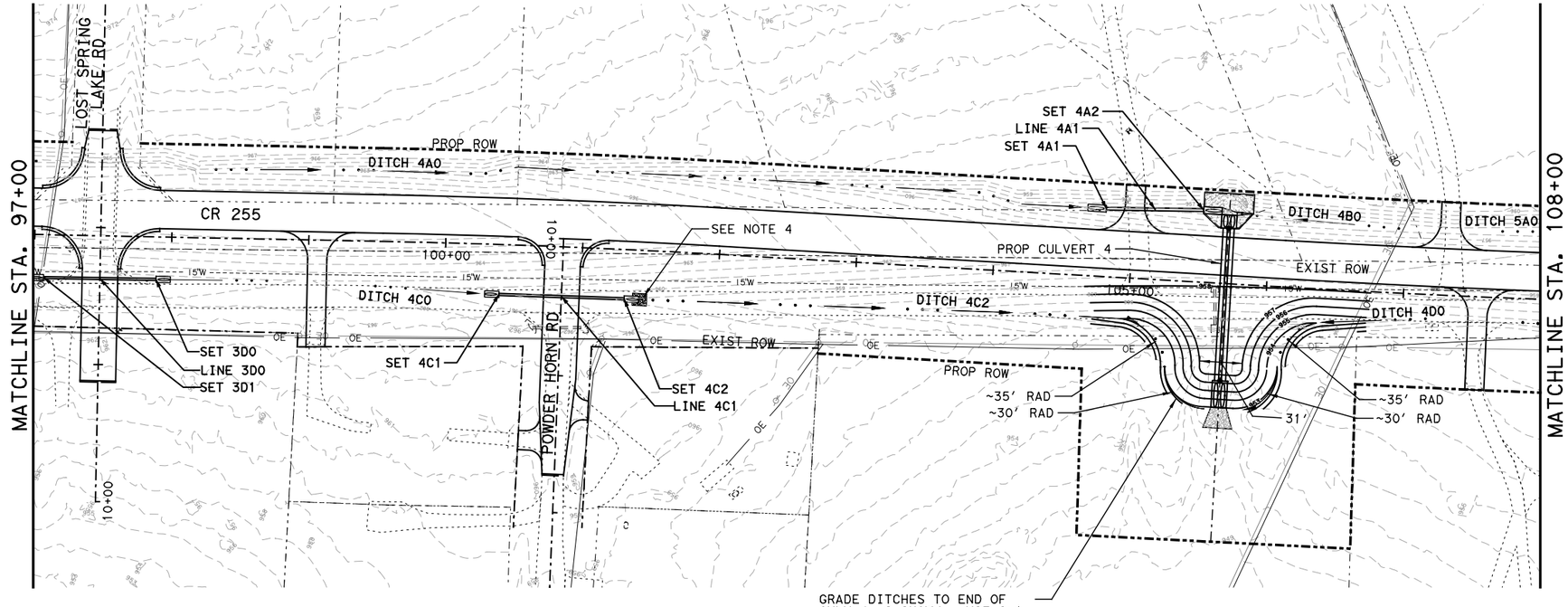
CR 255
DITCH PLAN & PROFILE
STA 86+00 TO 97+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 8 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	212

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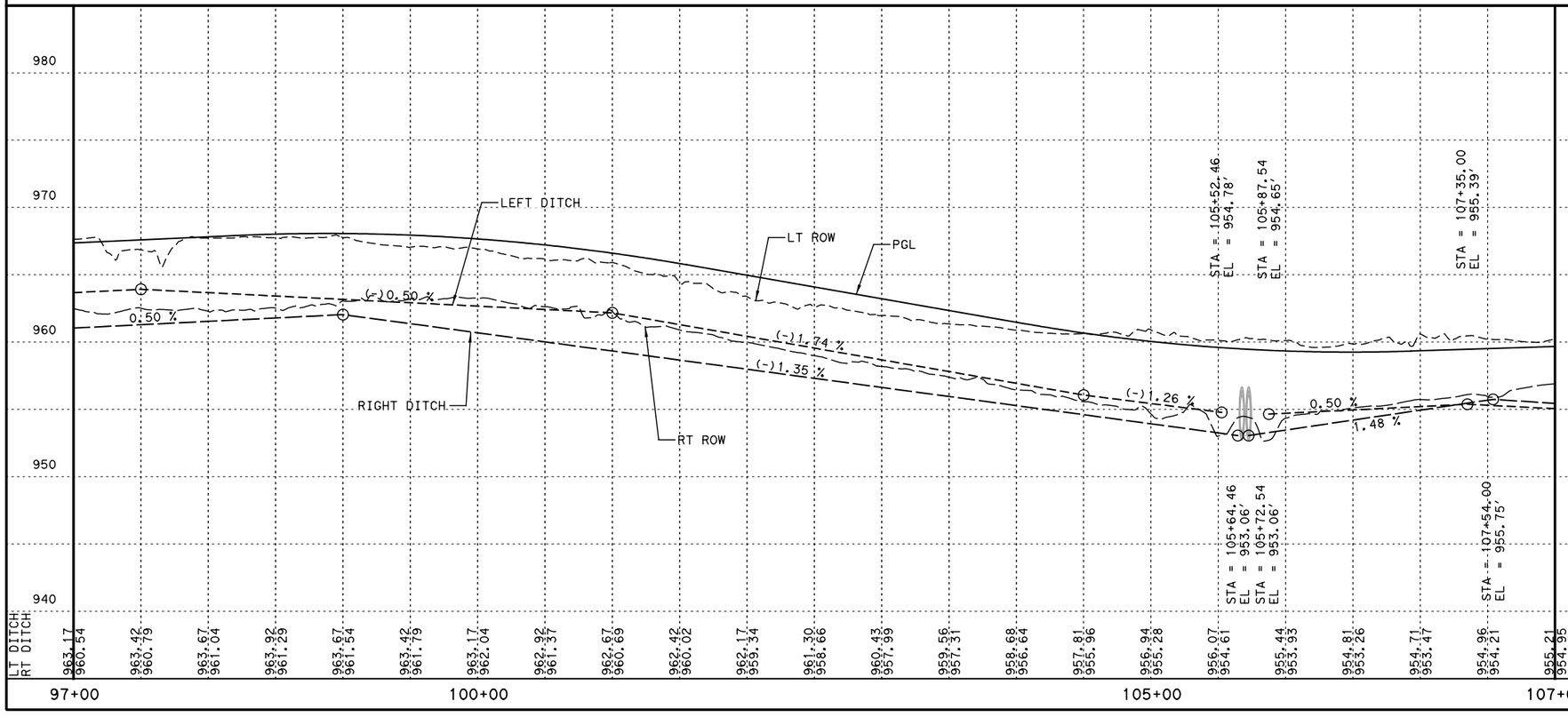
SCALE: 1" = 100'

LEGEND

- DITCH XX — DITCH FLOWLINE
- PROP CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15"W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW
- EXIST STORM SEWER
- PROP STORM SEWER
- PROP SET
- SRB TYPE 2, CLASS H (MUST BE TRM)
- RIPRAP (CONC)
- RIPRAP (STONE)
- DITCH BLOCK (W/TOP ELEV)

DRAINAGE PLAN NOTES:

1. FOR REFERENCE AND IDENTIFICATION PURPOSES, THE LINK ID MATCHES UPSTREAM NODE ID.
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NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

Clay E Gann 10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

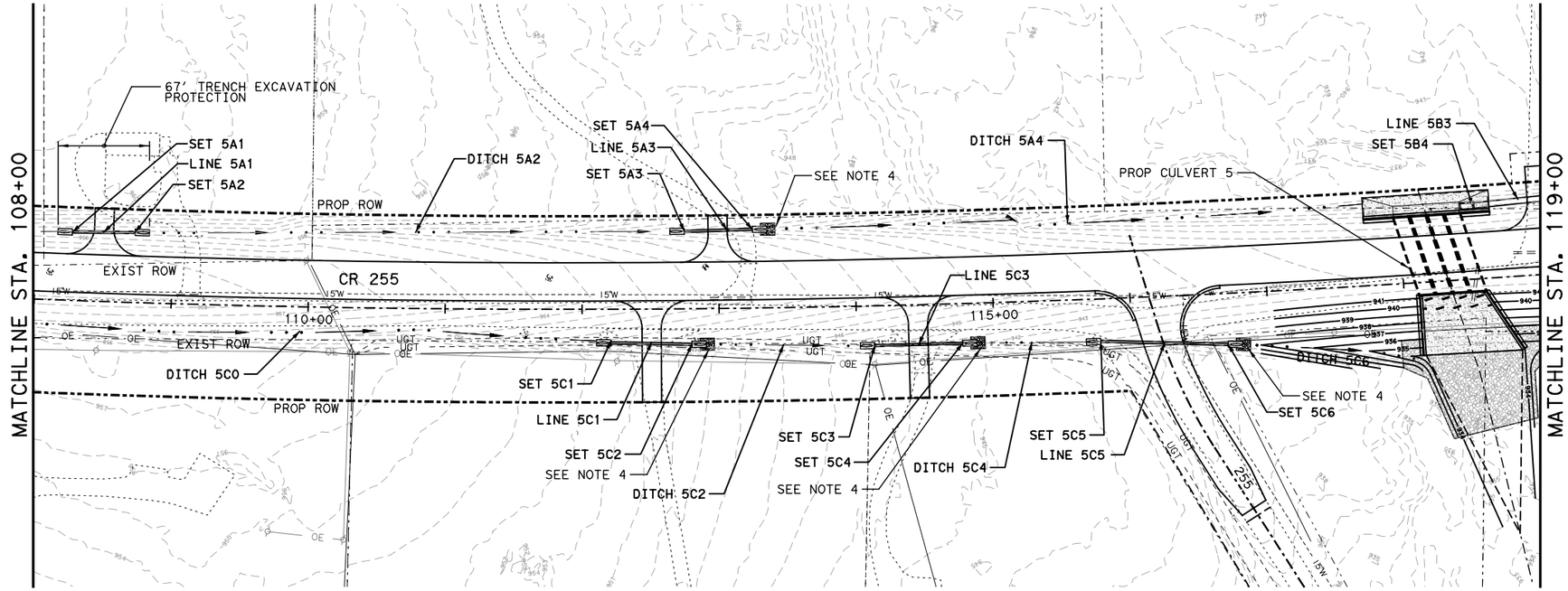
CR 255
DITCH PLAN & PROFILE
STA 97+00 TO 108+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 9 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	213

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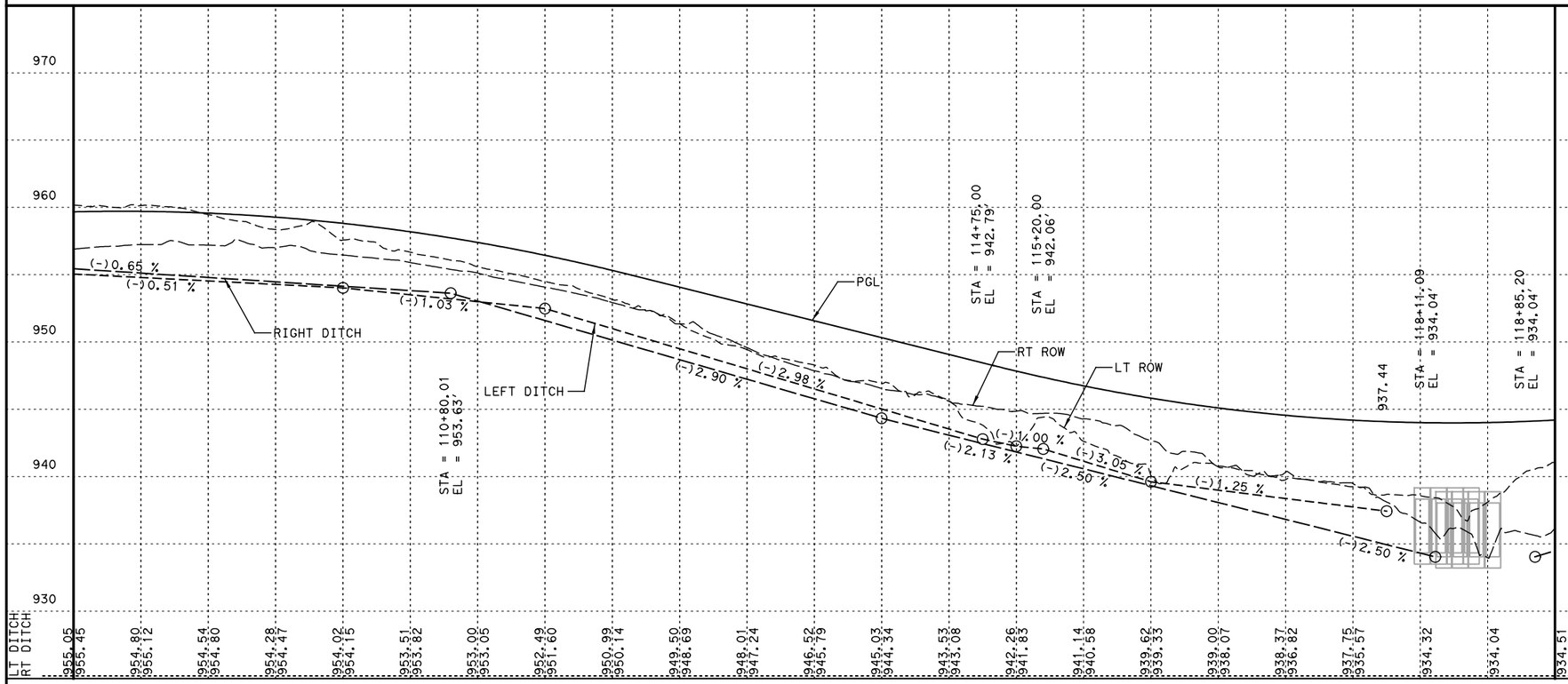
SCALE: 1" = 100'

LEGEND

DITCH XX	DITCH FLOWLINE
	PROP CONTOUR
	EXIST ROW
	EXIST TOPOGRAPHY
15'W	EXIST UG UTILITY
OT	EXIST OH UTILITY
	EXIST CULVERTS
	PROP ROADWAY
	PROP WINGWALLS/CONTOURS
	PROP CULVERT
	PROP ROW
	EXIST STORM SEWER
	PROP STORM SEWER
	PROP SET
	SRB TYPE 2, CLASS H (MUST BE TRM)
	RIPRAP (CONC)
	RIPRAP (STONE)
	DITCH BLOCK (W/TOP ELEV)

DRAINAGE PLAN NOTES:

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6. DITCHES ARE SHOWN THROUGH THE DRIVEWAYS AND CROSS STREETS FOR CLARITY PURPOSES.



NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

Clay E Gann 10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

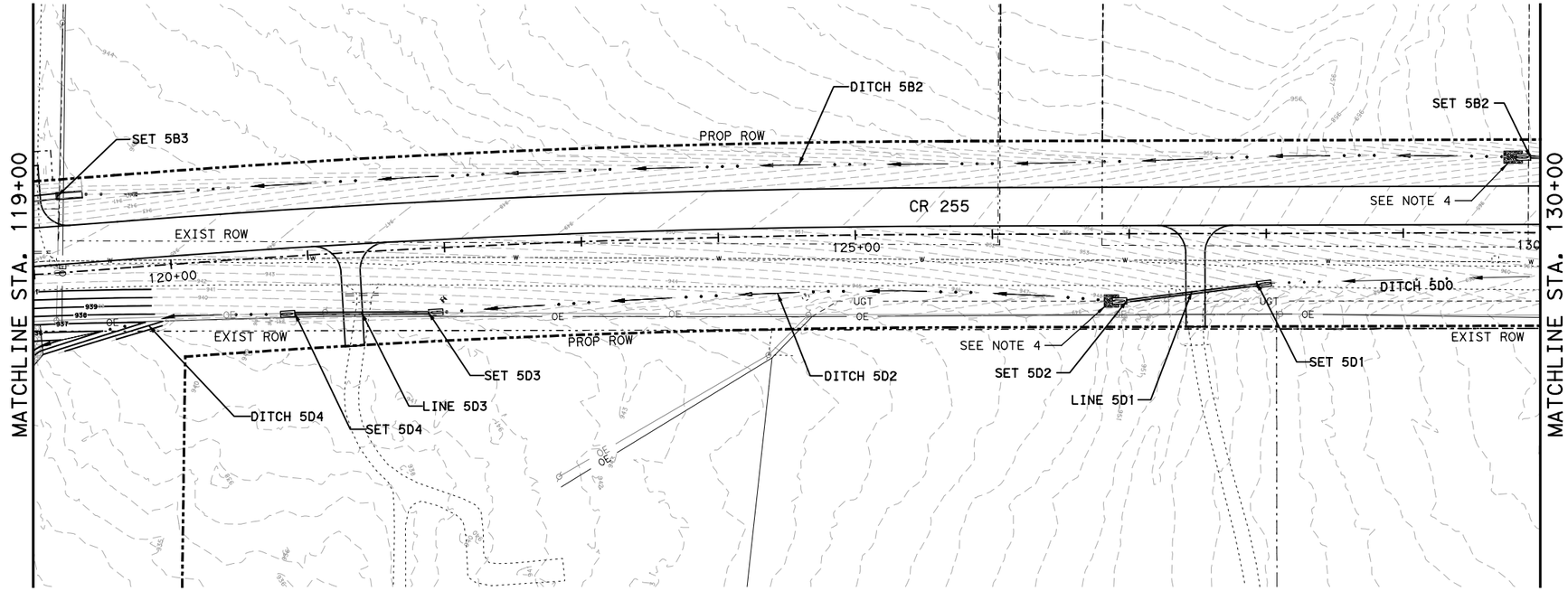
CR 255
DITCH PLAN & PROFILE
STA 108+00 TO 119+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 10 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	214

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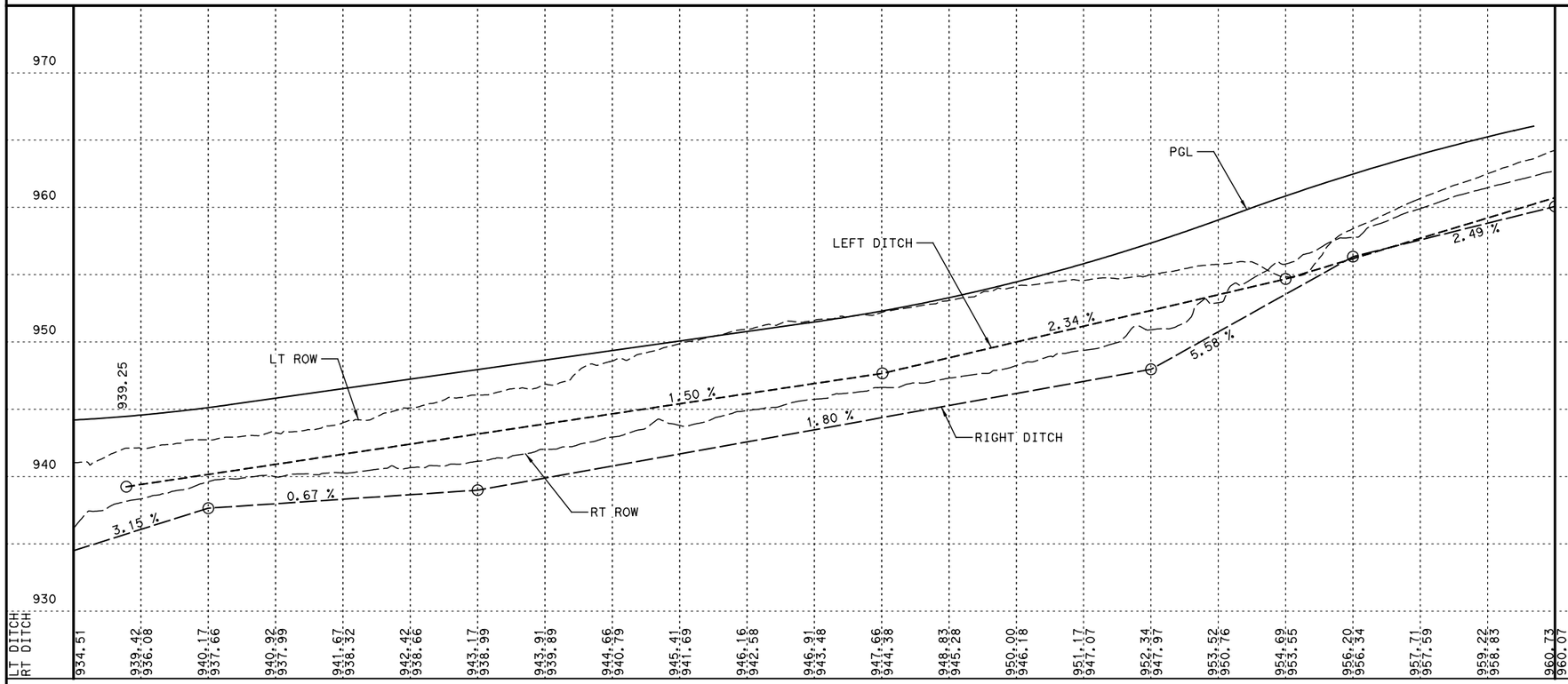
SCALE: 1" = 100'

LEGEND

- DITCH XX — DITCH FLOWLINE
- PROP CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15"W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW
- EXIST STORM SEWER
- PROP STORM SEWER
- PROP SET
- SRB TYPE 2, CLASS H (MUST BE TRM)
- RIPRAP (CONC)
- RIPRAP (STONE)
- DITCH BLOCK (W/TOP ELEV)

DRAINAGE PLAN NOTES:

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NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

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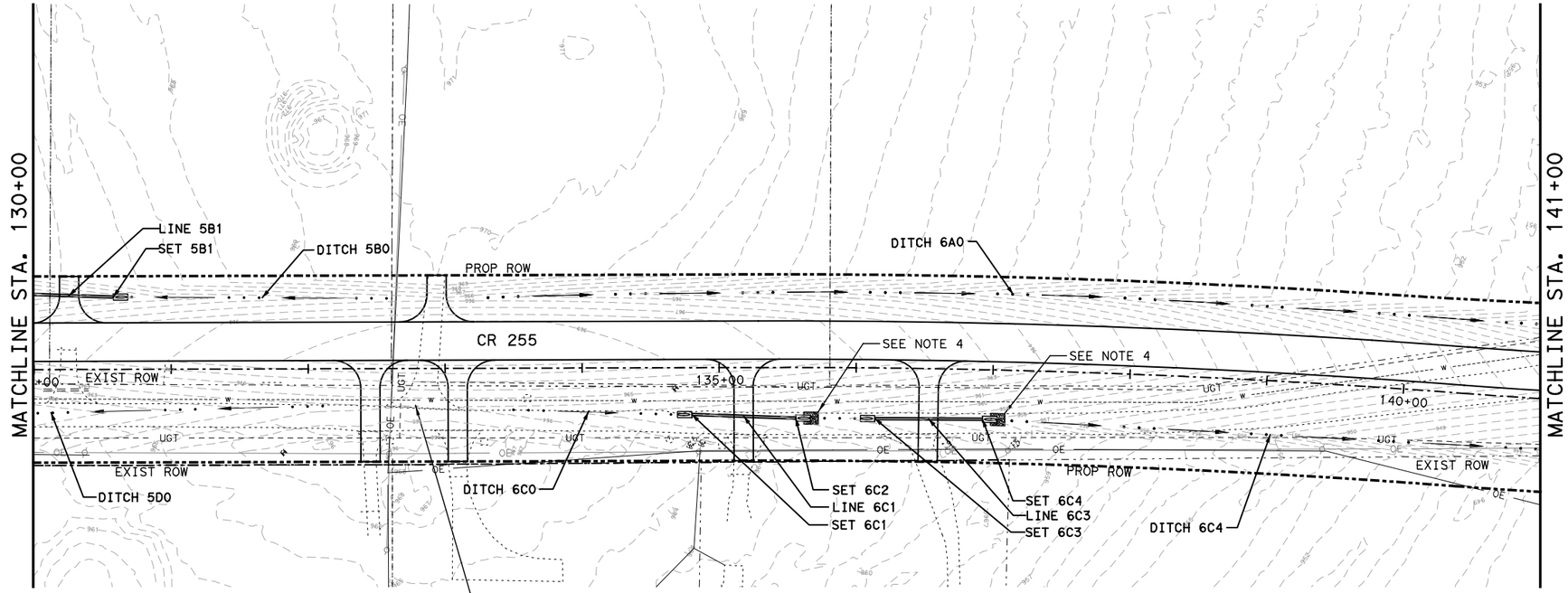
CR 255
DITCH PLAN & PROFILE
STA 119+00 TO 130+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 11 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	215

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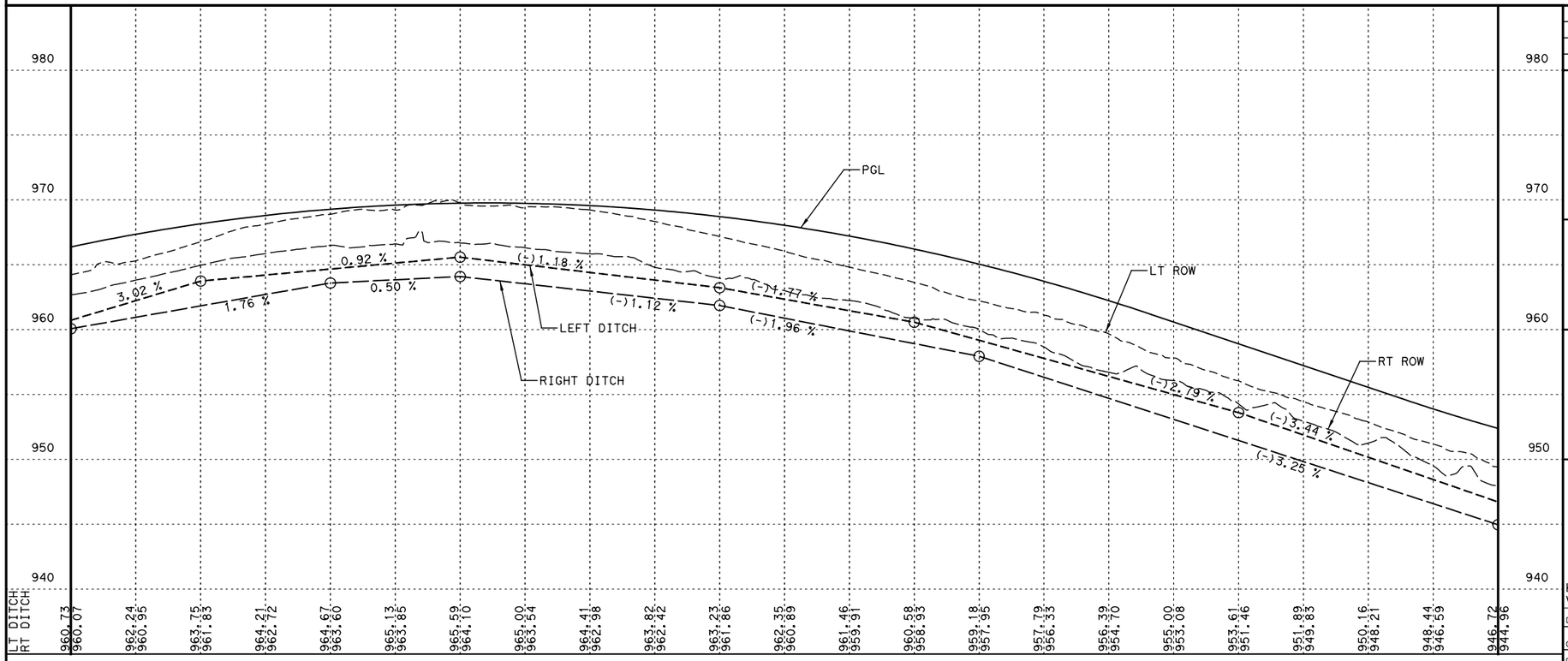
SCALE: 1" = 100'

LEGEND

- DITCH XX — DITCH FLOWLINE
- PROP CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15"W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW
- EXIST STORM SEWER
- PROP STORM SEWER
- PROP SET
- SRB TYPE 2, CLASS H (MUST BE TRM)
- RIPRAP (CONC)
- RIPRAP (STONE)
- DITCH BLOCK (W/TOP ELEV)

DRAINAGE PLAN NOTES:

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2. SEE REMOVAL PLANS FOR DRAINAGE STRUCTURES TO BE REMOVED.
3. ALL PRECAST SETS SHALL HAVE RIPRAP APRONS PER THE PSET-RR STD. DROP INLETS SHALL HAVE RIPRAP APRONS PER THE APPLICABLE STD.
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6. DITCHES ARE SHOWN THROUGH THE DRIVEWAYS AND CROSS STREETS FOR CLARITY PURPOSES.



NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

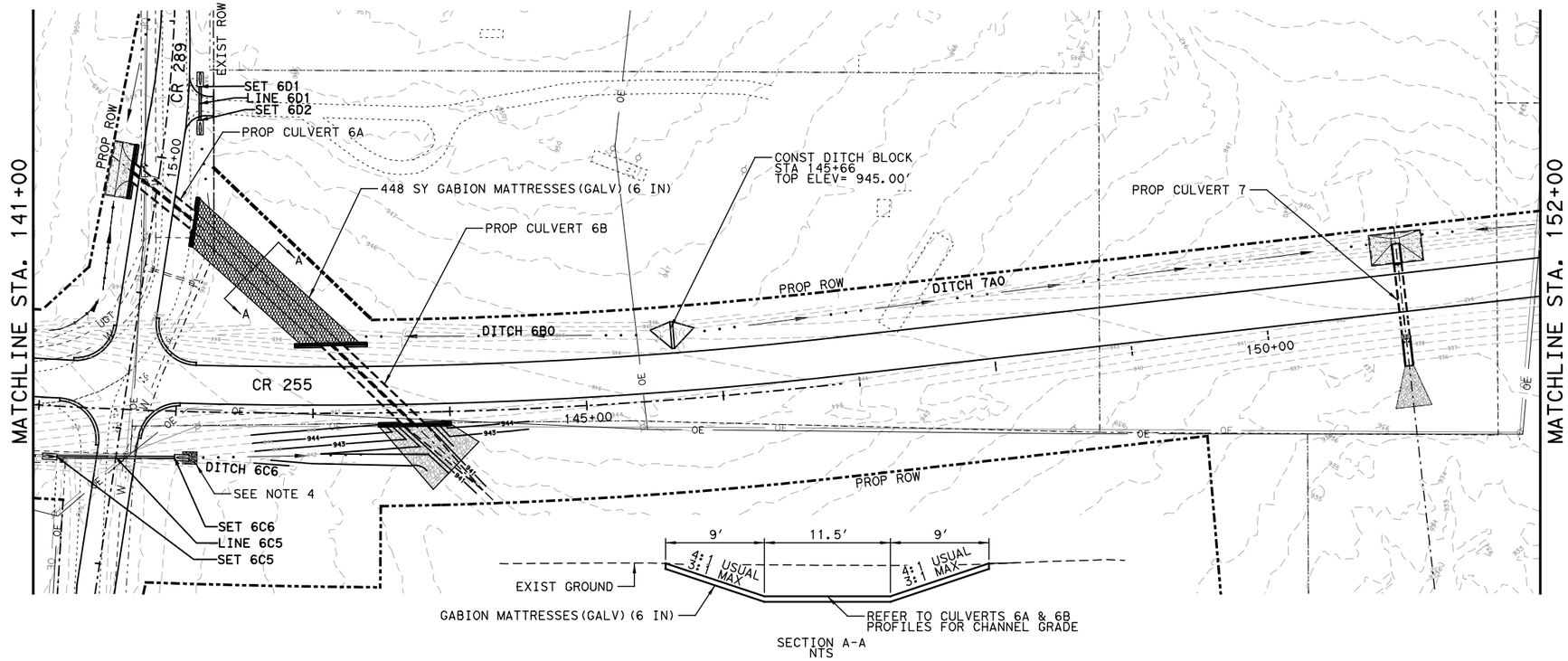
CR 255
DITCH PLAN & PROFILE
STA 130+00 TO 141+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 12 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	216

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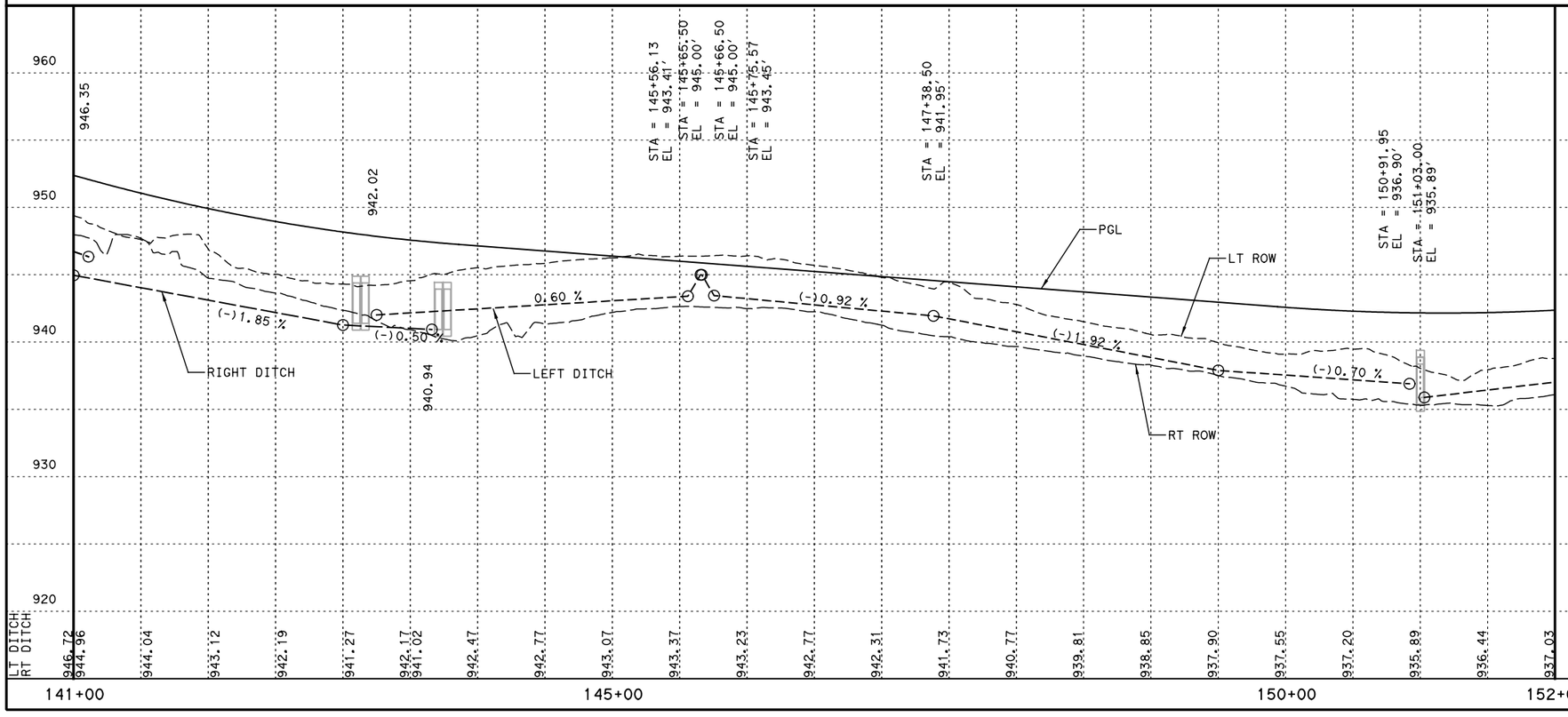
SCALE: 1" = 100'

LEGEND

- DITCH XX — DITCH FLOWLINE
- PROP CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
- 15"W — EXIST UG UTILITY
- OT — EXIST OH UTILITY
- EXIST CULVERTS
- PROP ROADWAY
- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW
- EXIST STORM SEWER
- PROP STORM SEWER
- PROP SET
- SRB TYPE 2, CLASS H (MUST BE TRM)
- RIPRAP (CONC)
- RIPRAP (STONE)
- DITCH BLOCK (W/TOP ELEV)

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NO.	REVISION	BY	DATE

STATE OF TEXAS
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88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

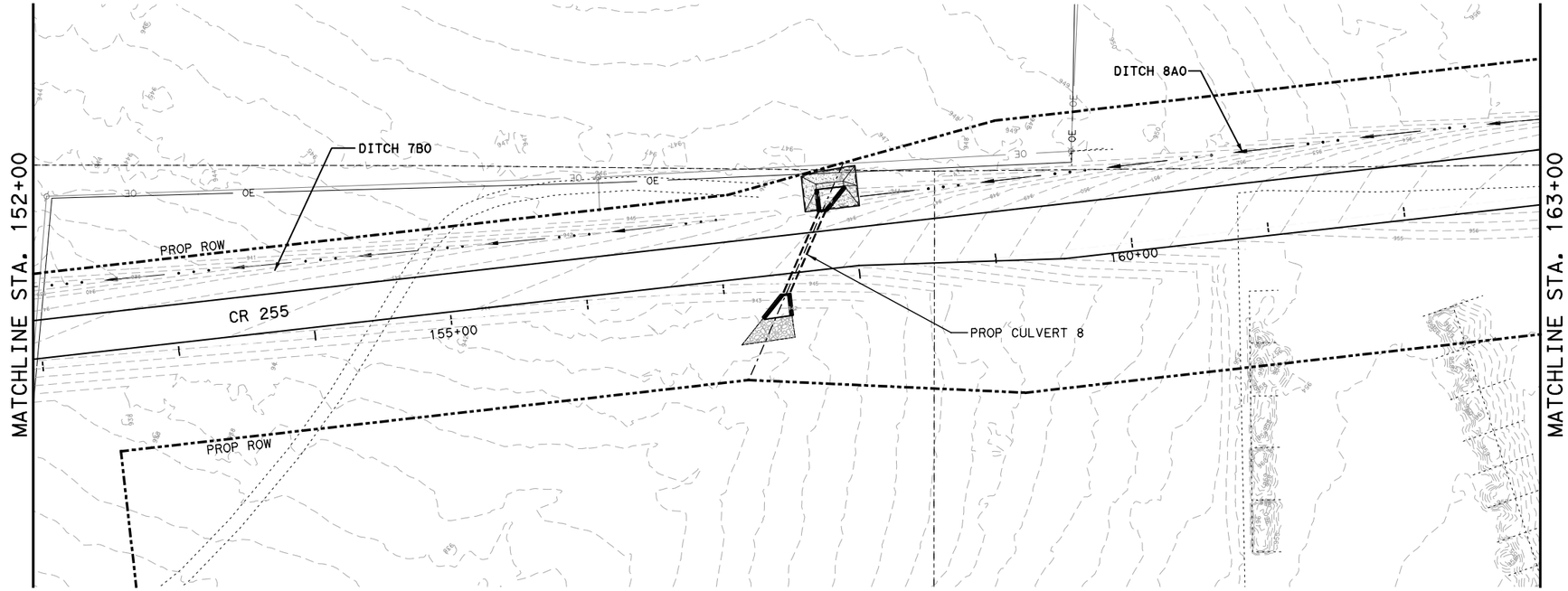
CR 255
DITCH PLAN & PROFILE
STA 141+00 TO 152+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 13 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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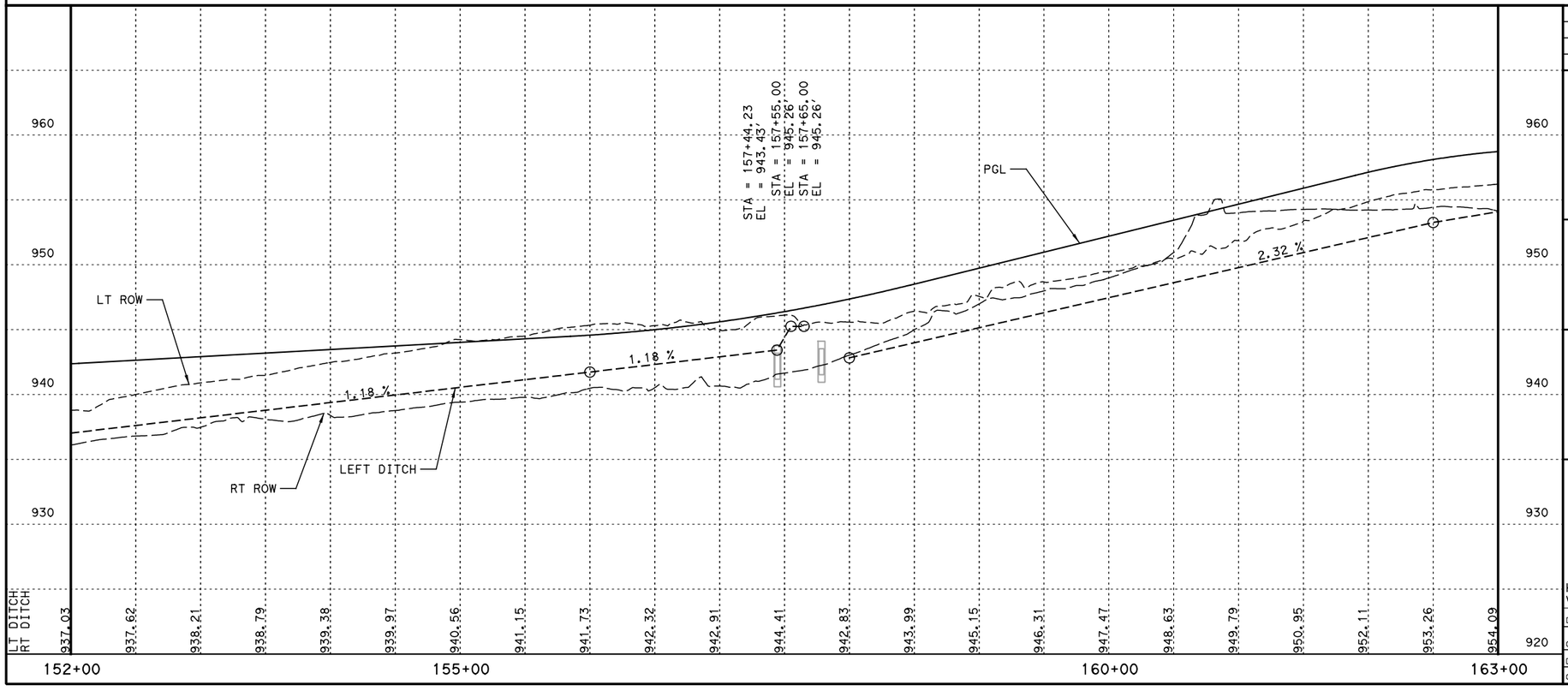
SCALE: 1" = 100'

LEGEND

- DITCH XX — DITCH FLOWLINE
- PROP CONTOUR
- EXIST ROW
- EXIST TOPOGRAPHY
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- OT — EXIST OH UTILITY
- EXIST CULVERTS
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- PROP WINGWALLS/CONTOURS
- PROP CULVERT
- PROP ROW
- EXIST STORM SEWER
- PROP STORM SEWER
- PROP SET
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- RIPRAP (CONC)
- RIPRAP (STONE)
- DITCH BLOCK (W/TOP ELEV)

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NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
DITCH PLAN & PROFILE
STA 152+00 TO 163+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 14 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	218

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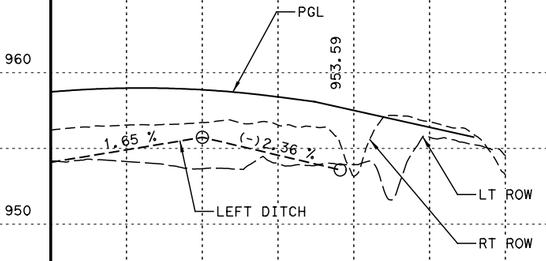
SCALE: 1" = 100'

LEGEND

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- PROP CONTOUR
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960 950 940 930 920

LT DITCH: 954.09 954.91 955.74 954.56

163+00 165+00 170+00

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LICENSED PROFESSIONAL ENGINEER
10/25/2024

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CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

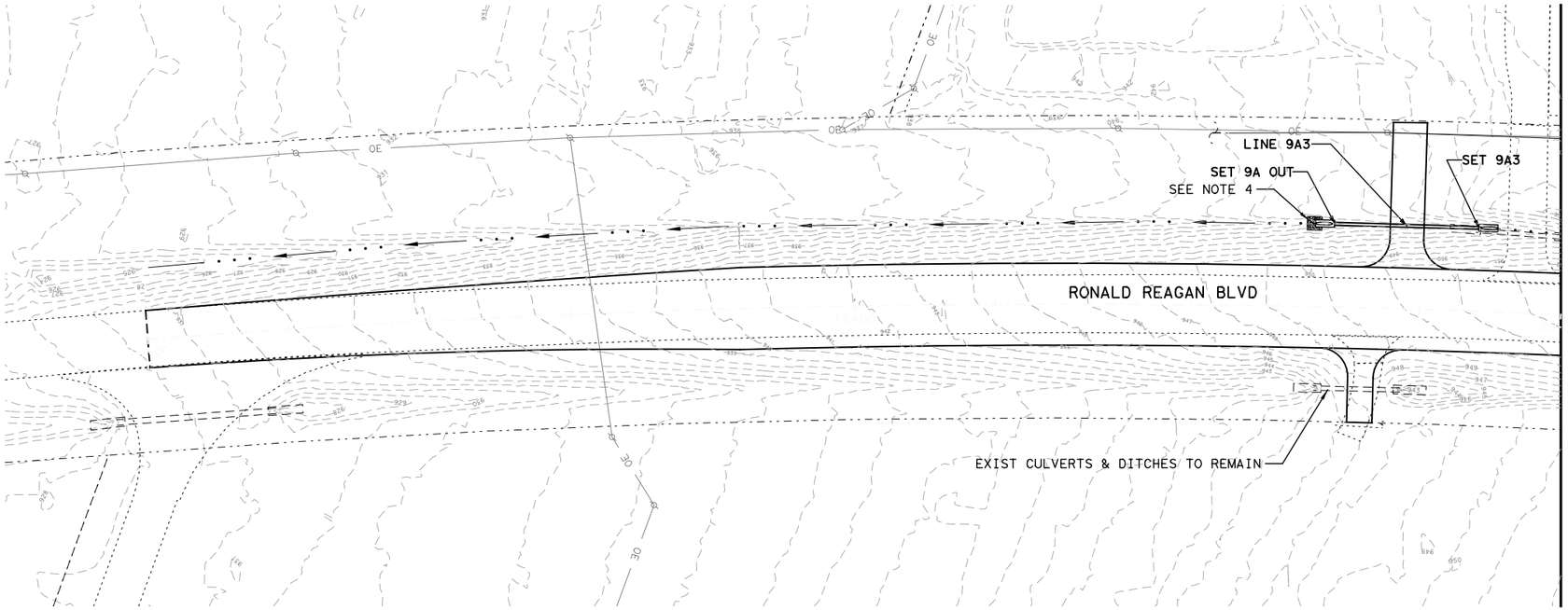
CR 255
DITCH PLAN & PROFILE
STA 163+00 TO END PROJECT

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 15 OF 15

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	219

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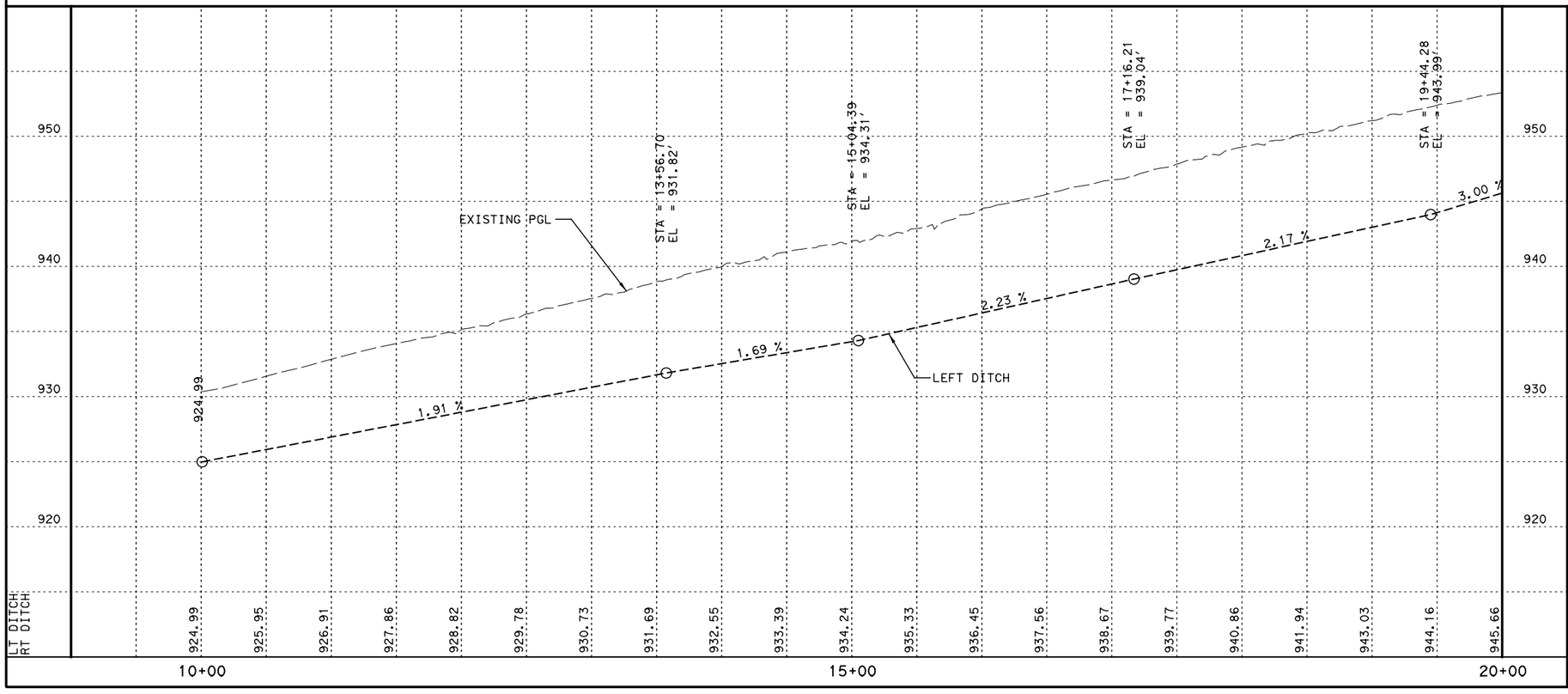
SCALE: 1" = 100'

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STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

Clay E. Gann 10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

RONALD REAGAN BLVD

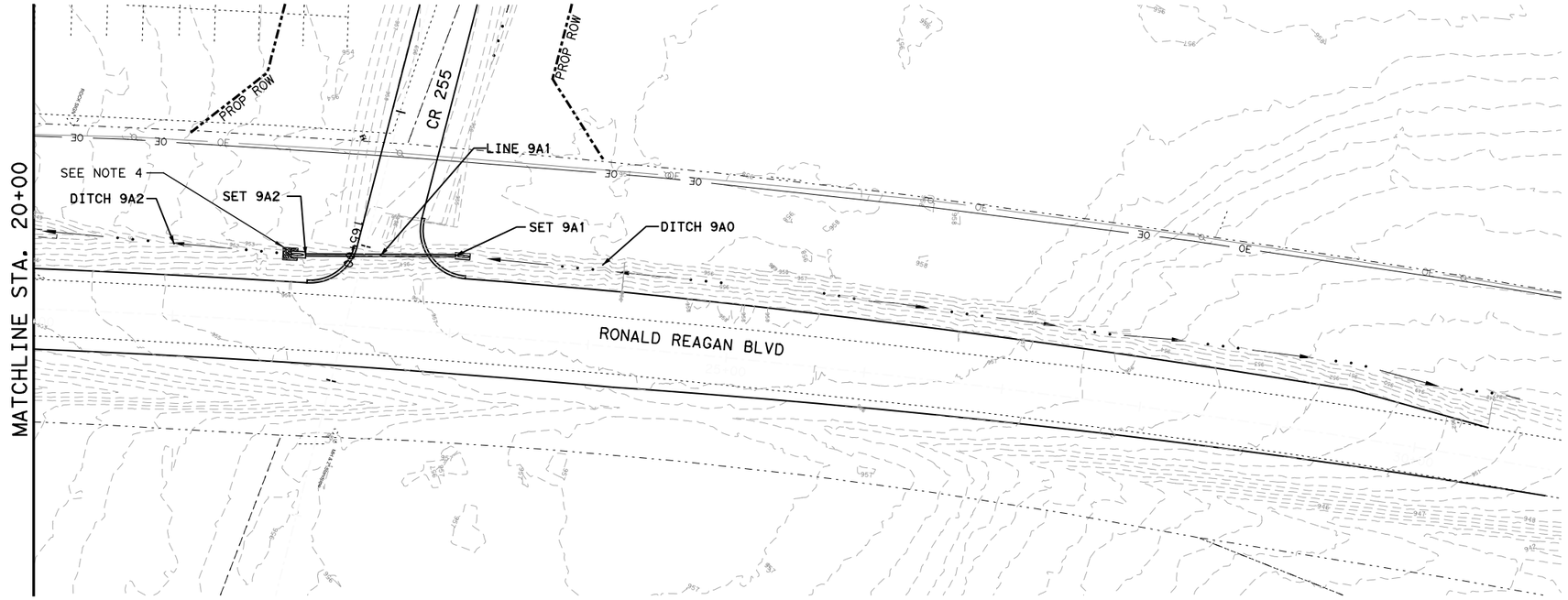
BEGIN PROJECT TO STA 20+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 1 OF 2

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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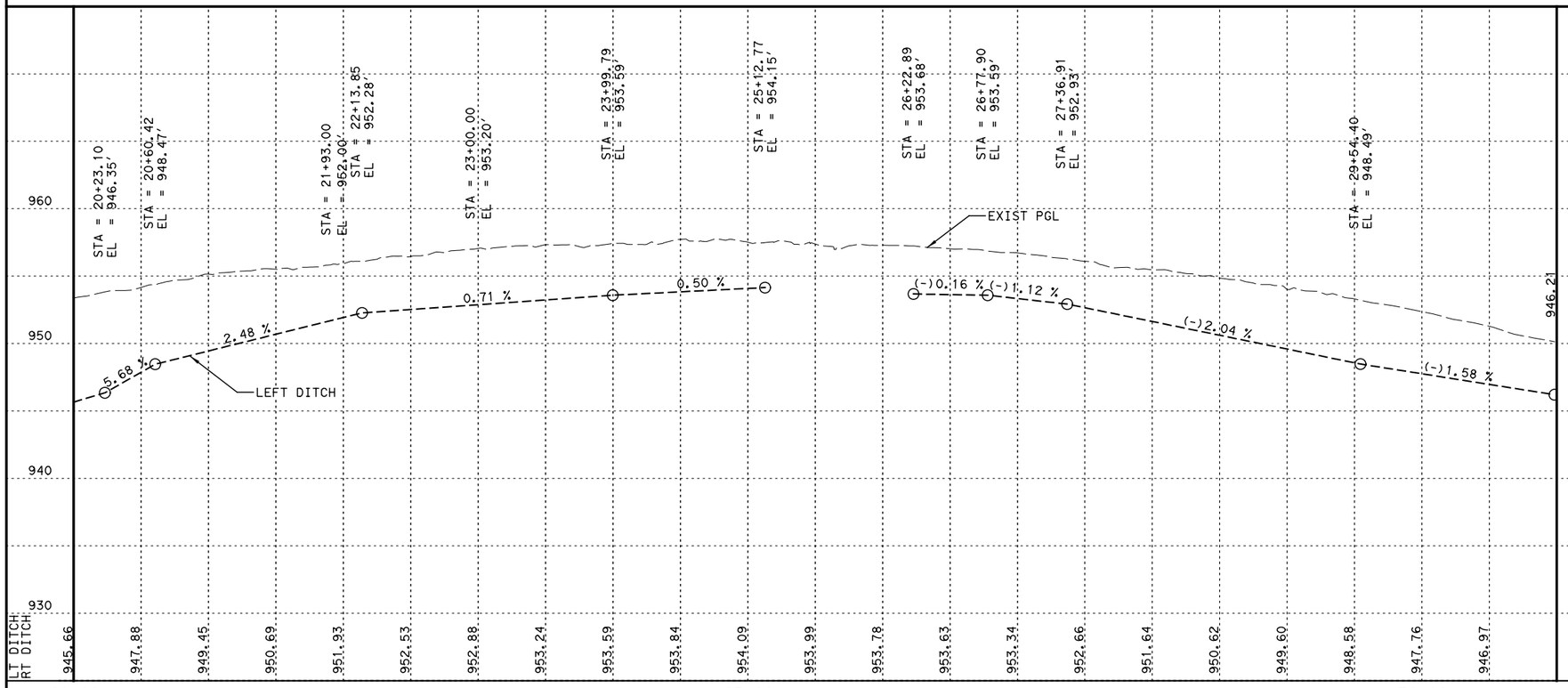
SCALE: 1" = 100'

LEGEND

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LICENSED PROFESSIONAL ENGINEER
10/25/2024

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WILCO TEXAS

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CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

RONALD REAGAN BLVD

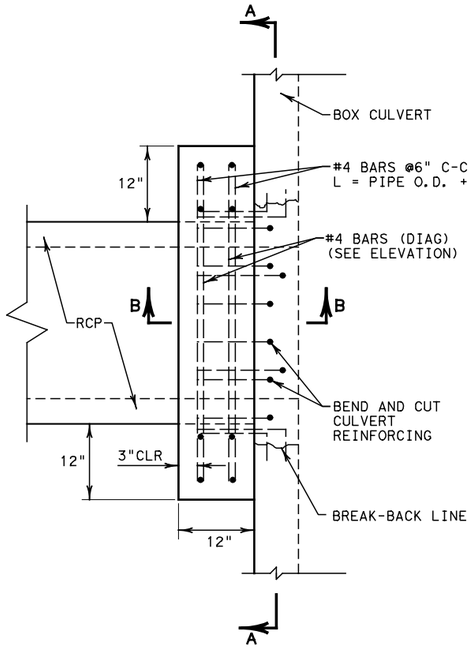
STA 20+00 TO END PROJECT

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V SCALE: 1" = 10'

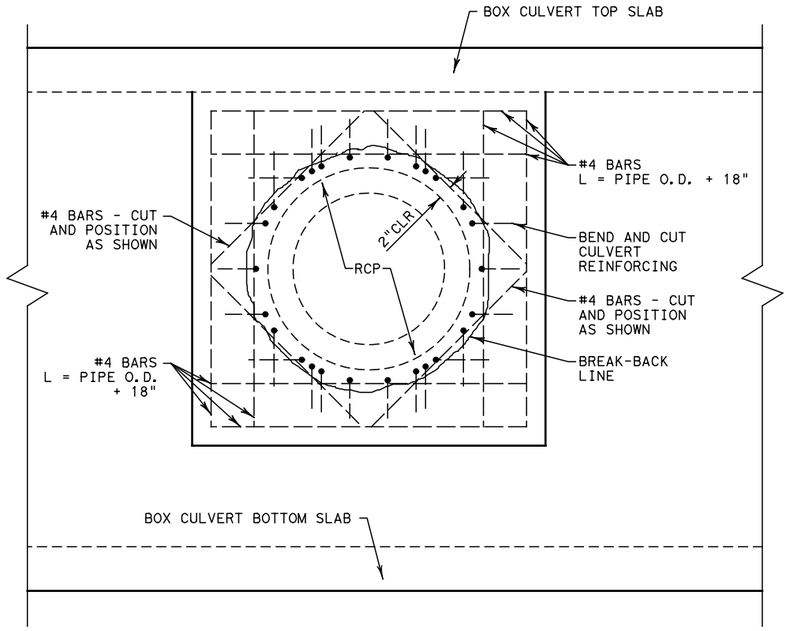
SHEET 2 OF 2

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	221

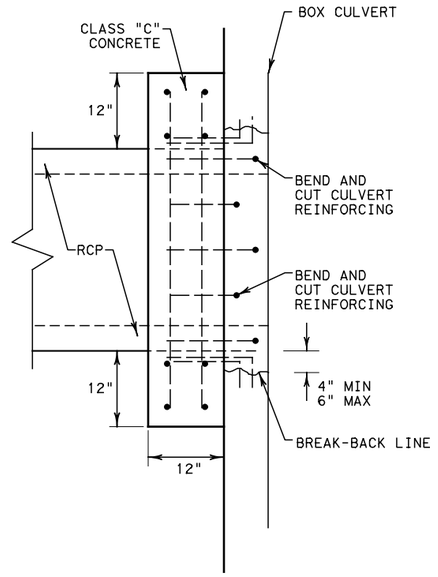
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PLAN VIEW



SECTION A-A



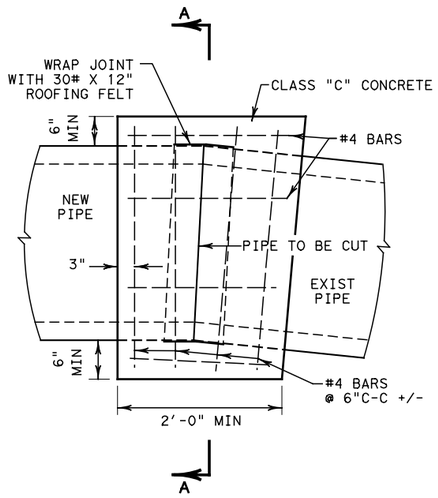
SECTION B-B

PIPE STUB-IN GENERAL NOTES

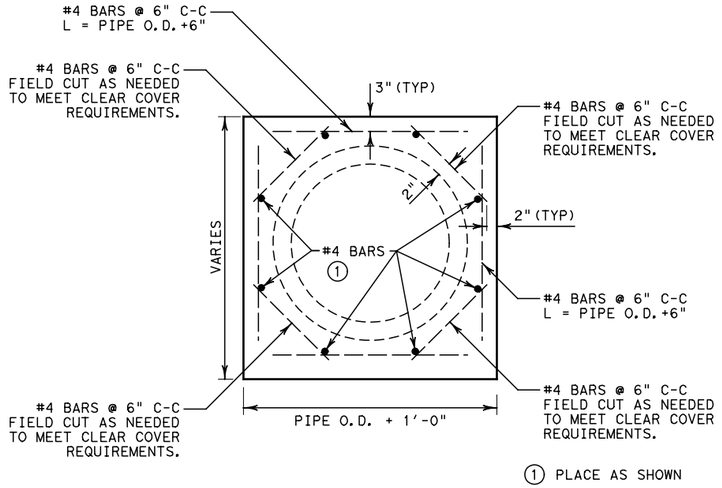
1. SAW CUT A MAXIMUM 1/2" DEPTH AT BREAK-BACK LINE. USE REMOVAL METHODS THAT WILL NOT DAMAGE REMAINING CONCRETE OR CULVERT REINFORCING.
2. EXPOSE AND CLEAN BOX CULVERT REINFORCING. BEND BARS INTO PROPOSED CONNECTION AND TIE TO CONNECTION REINFORCING.
3. ROUGHEN AND CLEAN EXISTING CONCRETE SURFACES THAT ARE IN CONTACT WITH NEW CONCRETE BEFORE PLACING FORMS.
4. MATERIAL & LABOR FOR PIPE/BOX CONNECTIONS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE SUBSIDIARY TO ITEMS 462 AND 464.

PIPE STUB-IN CONNECTION TO BOX CULVERT OR EXISTING DRAINAGE STRUCTURE

N.T.S.



PLAN/ELEVATION



SECTION A-A

PIPE COLLAR GENERAL NOTES

1. THE CONTRACTOR SHALL TAKE STEPS TO ENSURE A SMOOTH JOINT ALONG THE INSIDE WALL OF PIPE.
2. ANY SPILLAGE OF CONCRETE THROUGH THE JOINT SHALL BE REMOVED AND THE INSIDE PIPE SURFACES SMOOTHED AS DIRECTED BY THE ENGINEER.
3. PIPE COLLARS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO ITEM 464.

PIPE COLLAR DETAIL

FOR HORIZONTAL OR VERTICAL PLACEMENT
N.T.S.

NO.	REVISION	BY	DATE

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10/25/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
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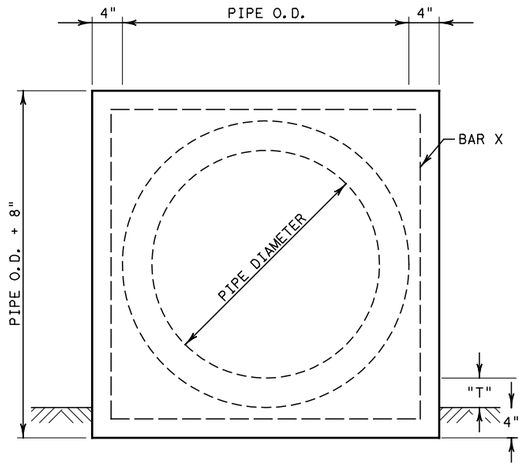
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DRAINAGE DETAILS PIPE COLLARS AND BOX CONNECTIONS

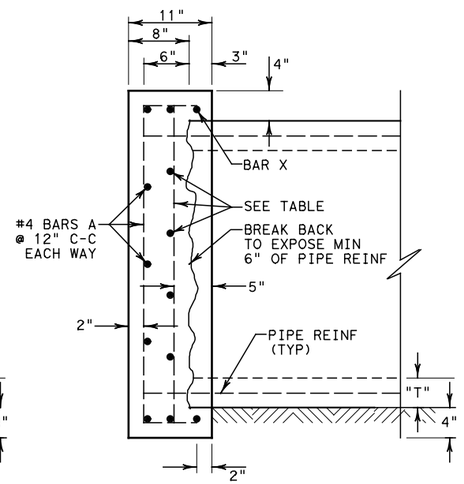
SHEET 1 OF 4

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	222

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FRONT ELEVATION

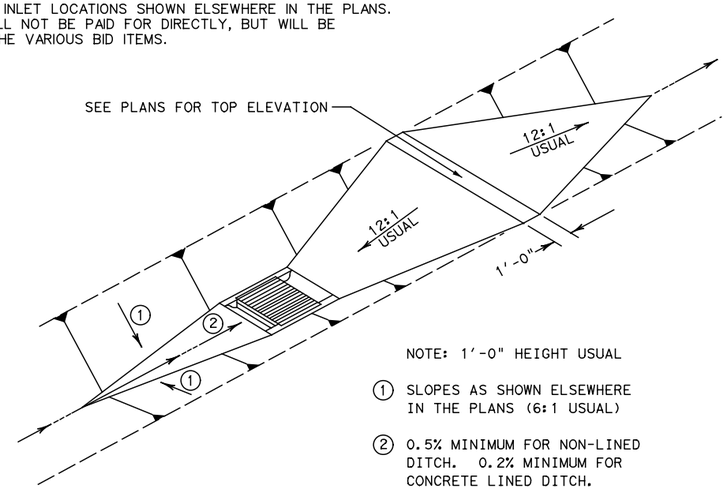


SIDE ELEVATION

INNER REINFORCING SIZE/SPACING		
PIPE DIA(IN)	MAXIMUM DEPTH	
	15'	30'
<48	#4 @ 12" C-C	#4 @ 12" C-C
60	#4 @ 12" C-C	#4 @ 10" C-C
72	#4 @ 12" C-C	#5 @ 10" C-C
84	#4 @ 10" C-C	#5 @ 8" C-C

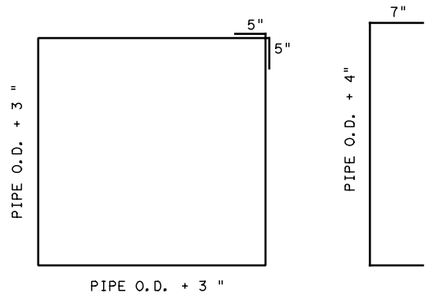
DITCH BLOCK GENERAL NOTES

1. DITCH BLOCK AND INLET LOCATIONS SHOWN ELSEWHERE IN THE PLANS.
2. DITCH BLOCKS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE SUBSIDIARY TO THE VARIOUS BID ITEMS.



DITCH BLOCK DETAILS

N.T.S.

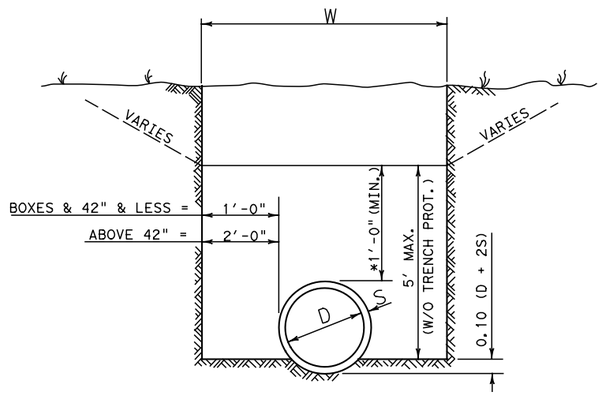


PIPE END CAP GENERAL NOTES

1. "T" = PIPE WALL THICKNESS.
2. ALL CONCRETE SHALL BE CLASS "C".
3. ALL REINFORCING STEEL SHALL BE GRADE 60.
4. OCTAGONAL PLUG MAY BE USED IN LIEU OF SQUARE. PROVIDE 4" MINIMUM COVER OVER OUTSIDE OF PIPE. DIMENSIONS OF PIPE PLUG AND REINFORCING TO BE AS APPROVED.

DRAINAGE PIPE END CAP OR PLUG DETAILS

N.T.S.



CLASS "C" BEDDING EXCEPT AS NOTED
*SEE STANDARD SPECIFICATION ITEM 400, EXCEPT WHERE NEGATIVE PROJECTION IS USED.

STRUCTURE EXCAVATION (TRENCH)

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

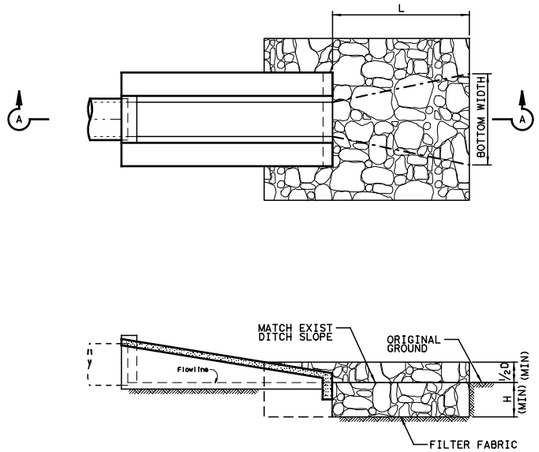
CR 255

DRAINAGE DETAILS PLUGS, DITCH BLOCKS & STRUCTURAL EXCAVATION

SHEET 2 OF 4

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	223

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SECTION A-A

RIPRAP APRON AT CULVERT OUTLET WITH DITCH

CULVERT ID	CULVERT WIDTH D (FT)	DISCHARGE PER BARREL Q (CFS)	NORMAL DEPTH D(N) (FT)	CRITICAL DEPTH D(C) (FT)	OUTLET DEPTH D(O) (FT)	TAILWATER DEPTH TW (FT)	OUTLET VELOCITY V (FPS)	ADJUSTED D D' (FT)	RIPRAP SIZE D(50) (FT)	RIPRAP SIZE D(50) (IN)	TXDOT RIPRAP SIZE	APRON LENGTH L (FT)	APRON DEPTH H (FT)	APRON AREA A (SQ.FT)	APRON VOLUME VOL (CY)
LINE 1A1	1.5	6.24	0.73	0.97	0.75	0.60	7.02	1.11	0.33	4.32	RIPRAP (STONE) (PROTECTION) (12 IN)	6	1.15	83.25	4
LINE 1A3	4	64.5	1.88	2.01	3.00	1.60	5.39	4.00	0.50	6.64	RIPRAP (STONE) (PROTECTION) (12 IN)	20	1.21	634	29
LINE 1A5	5	96	1.55	2.26	3.00	2.00	6.42	5.00	0.51	6.71	RIPRAP (STONE) (PROTECTION) (12 IN)	25	1.22	962.5	44
LINE 1B1	2	10.5	1.13	1.16	2.00	0.80	3.33	2.00	0.23	2.98	N/A				
LINE 1B3	3	22.45	0.68	1.20	0.72	1.20	10.45	1.84	0.46	6.10	N/A				
LINE 2A1	2	16.9	1.44	1.48	1.44	0.80	7.00	1.72	0.52	6.87	RIPRAP (STONE) (PROTECTION) (12 IN)	10	1.25	161	8
LINE 2A3	2	17.6	1.39	1.51	1.98	0.80	5.62	2.00	0.45	5.92	RIPRAP (STONE) (PROTECTION) (12 IN)	10	1.48	181	10
LINE 2A5	2	20.4	1.14	1.62	1.29	0.80	9.51	1.57	0.75	9.94	RIPRAP (STONE) (PROTECTION) (12 IN)	10	1.81	181	13
LINE 2A7	3	45.1	1.22	1.92	1.51	1.20	9.99	2.11	0.98	12.89	RIPRAP (STONE) (PROTECTION) (24 IN)	18	2.15	378	31
LINE 2A9	3	46.6	1.25	1.96	1.53	1.20	10.19	2.12	1.01	13.36	RIPRAP (STONE) (PROTECTION) (24 IN)	18	2.23	378	32
LINE 2B0	1.5	2.89	0.64	0.65	0.64	0.60	4.04	1.07	0.12	1.64	N/A				
LINE 2C1	1.5	2.73	0.59	0.63	0.59	0.60	4.19	1.05	0.12	1.56	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.41	83.25	2
LINE 2C3	1.5	4.19	0.56	0.78	0.57	0.60	6.85	1.03	0.21	2.82	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.75	83.25	3
LINE 2C5	1.5	5.2	0.73	0.88	0.73	0.60	6.10	1.11	0.26	3.40	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.90	83.25	3
LINE 2C9	1.5	5.94	0.83	0.94	0.84	0.60	5.87	1.17	0.29	3.81	RIPRAP (STONE) (PROTECTION) (12 IN)	6	1.01	83.25	4
LINE 3A1	1.5	5.58	0.72	0.91	0.74	0.60	6.44	1.11	0.28	3.74	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.99	83.25	4
LINE 3A3	1.5	7.69	0.91	1.07	0.93	0.60	6.72	1.21	0.39	5.14	RIPRAP (STONE) (PROTECTION) (12 IN)	7.5	1.28	99	5
LINE 3C3	1.5	0.85	0.29	0.34	0.29	0.60	3.54	0.90	0.03	0.41	N/A				
LINE 3D0	1.5	1.83	0.48	0.51	0.48	0.60	3.71	0.99	0.07	0.98	N/A				
LINE 3D2	1.5	1.83	0.48	0.51	0.48	0.60	3.71	0.99	0.07	0.98	N/A				
LINE 4A1	2	23.6	1.42	1.72	1.49	0.80	9.42	1.71	0.82	10.81	RIPRAP (STONE) (PROTECTION) (12 IN)	12	1.80	186	13
LINE 4C1	1.5	0.87	0.26	0.35	0.26	0.60	4.25	0.88	0.03	0.43	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.11	83.25	1
LINE 5A1	1.5	2.06	0.51	0.54	0.51	0.60	3.87	1.01	0.09	1.13	N/A				
LINE 5A3	1.5	5.41	0.54	0.90	0.57	0.60	8.87	1.02	0.30	4.03	RIPRAP (STONE) (PROTECTION) (12 IN)	6	1.07	83.25	4
LINE 5B1	1.5	12.9	0.94	1.35	0.98	0.60	10.55	1.22	0.77	10.10	RIPRAP (STONE) (PROTECTION) (12 IN)	9	1.68	114.75	8
LINE 5B3	4	95.1	0.97	2.00	1.21	1.60	19.59	2.49	1.59	21.02	N/A				
LINE 5C1	1.5	1.99	0.32	0.53	0.32	0.60	7.10	0.91	0.09	1.23	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.33	83.25	2
LINE 5C3	1.5	2.81	0.40	0.64	0.40	0.60	7.39	0.95	0.14	1.85	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.49	83.25	2
LINE 5C5	1.5	3.58	0.45	0.72	0.46	0.60	7.90	0.98	0.19	2.46	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.65	83.25	3
LINE 5D1	1.5	2.18	0.29	0.56	0.29	0.60	9.02	0.90	0.11	1.42	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.38	83.25	2
LINE 5D3	1.5	4.29	0.71	0.79	1.50	0.60	2.42	1.50	0.13	1.76	N/A				
LINE 6C1	1.5	0.84	0.24	0.34	0.24	0.60	4.57	0.87	0.03	0.41	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.11	83.25	1
LINE 6C3	1.5	1.4	0.30	0.44	0.30	0.60	5.54	0.90	0.06	0.78	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.21	83.25	1
LINE 6C5	1.5	3.29	0.47	0.69	0.47	0.60	6.89	0.99	0.16	2.17	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.57	83.25	2
LINE 9A1	1.5	1.26	0.30	0.42	0.30	0.60	5.08	0.90	0.05	0.68	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.18	83.25	2
LINE 9A3	2	3.3	0.40	0.64	0.40	0.80	7.26	1.20	0.09	1.25	RIPRAP (STONE) (PROTECTION) (12 IN)	8	0.33	136	2
LINE 2C11	1.5	6.14	0.84	0.96	0.85	0.60	5.96	1.17	0.30	3.96	RIPRAP (STONE) (PROTECTION) (12 IN)	6	1.05	83.25	4
LINE 2C13	1.5	7.52	0.97	1.06	0.97	0.60	6.22	1.23	0.37	4.84	RIPRAP (STONE) (PROTECTION) (12 IN)	6	1.28	83.25	4
LINE 2C15	1.5	8.97	0.84	1.16	0.88	0.60	8.31	1.17	0.50	6.58	RIPRAP (STONE) (PROTECTION) (12 IN)	7.5	1.20	99	5
LINE 2C17	2	12.3	0.87	1.26	0.92	0.80	8.73	1.43	0.43	5.72	RIPRAP (STONE) (PROTECTION) (12 IN)	10	1.43	161	9
LINE 2C20	1.5	3.92	0.71	0.76	0.72	0.60	4.71	1.11	0.18	2.34	RIPRAP (STONE) (PROTECTION) (12 IN)	6	0.62	83.25	2

NOTES:

1. FOR SIMPLICITY, DETAIL ONLY SHOWS ONE BARREL. FOR MULTIPLE BARREL CULVERTS, THE RIPRAP APRON WIDTH SHALL BE ADJUSTED TO INCLUDE THE WIDTH OF ADDITIONAL BARRELS AND ANY SPACE BETWEEN THE ADDITIONAL SETS.
2. WITH ENGINEER'S APPROVAL, THE LIMITS OF RIPRAP MAY BE ADJUSTED IN THE FIELD TO BETTER FIT ACTUAL FIELD CONDITIONS.
3. REFER TO TXDOT SPEC ITEM 432, "RIPRAP" FOR CONSTRUCTION AND PAYMENT DETAILS.

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

DEPARTMENT OF INFRASTRUCTURE

WILCO TEXAS

CLG CIVIL ENGINEERING

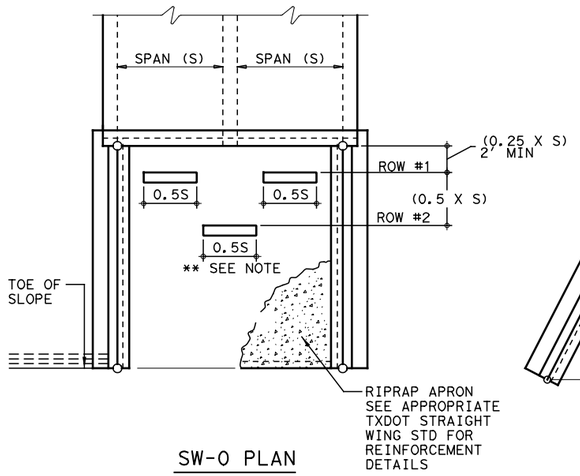
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
DRAINAGE DETAILS

DRIVEWAY CULVERT OUTLET PROTECTION

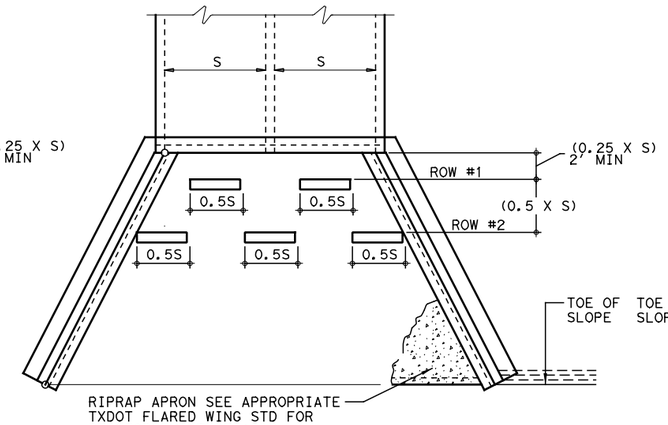
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CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	224

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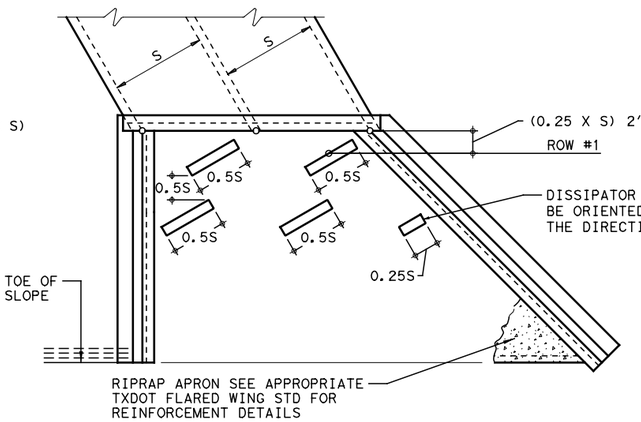


SW-0 PLAN

**NOTE: FOR SBC OR MBC WITH ODD # OF BARRELS, THE OUTSIDE DISSIPATORS ON THE SECOND ROW SHALL HAVE A WIDTH = (0.25 X S).



CH-FW-0/FW-0 PLAN

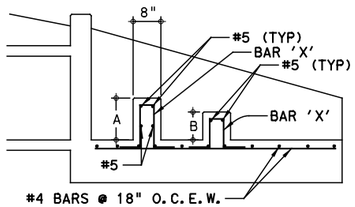


FW-S PLAN

(SHOWING 30° SKEW)

NOTES:

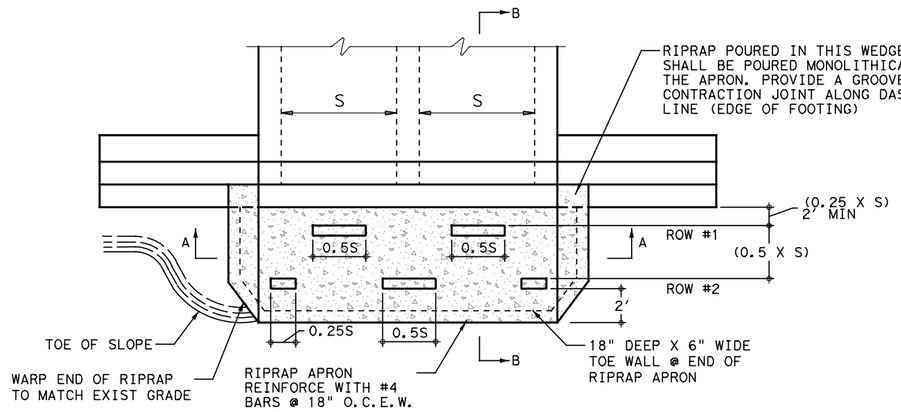
1. AS SHOWN IN THE APPLICABLE HEADWALL & WINGWALL STANDARDS AND THE BCS SHEET, A CONCRETE RIPRAP APRON SHALL BE PROVIDED WHEN ENERGY DISSIPATION BLOCKS ARE SPECIFIED. WHEN DISSIPATORS ARE REQUIRED, APRON REINFORCEMENT SHALL BE #4 BARS ON 18" O.C.E.W. ALL CONCRETE FOR THE RIPRAP APRON AND DISSIPATOR BLOCKS SHALL BE CLASS "C". RIPRAP SHALL BE PAID FOR UNDER ITEM 432, "RIPRAP(CONC)(5 IN)".
2. ALL EXTERNAL VISIBLE CORNERS SHALL BE CHAMFERED.
3. ROW #1 ENERGY DISSIPATORS SHALL BE LOCATED AT MID-SPAN. ROW #2 ENERGY DISSIPATORS SHALL STRADDLE ROW #1.
4. REFER TO TXDOT SPEC 432, "RIPRAP" FOR REBAR CLEARANCE REQUIREMENTS.



SIDE VIEW

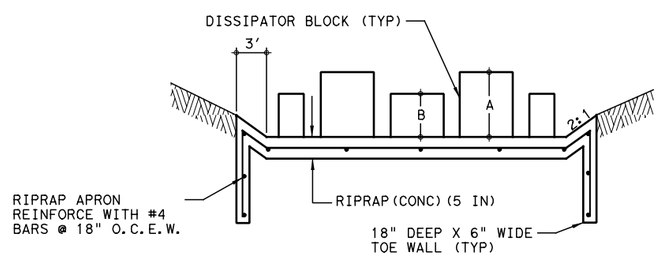
"A" IS EQUAL TO ONE-HALF THE STRUCTURE HEIGHT/PIPE DIAMETER, BUT NO HIGHER THAN 30".

"B" IS EQUAL TO ONE-THIRD THE STRUCTURE HEIGHT/PIPE DIAMETER, BUT NO HIGHER THAN 30".



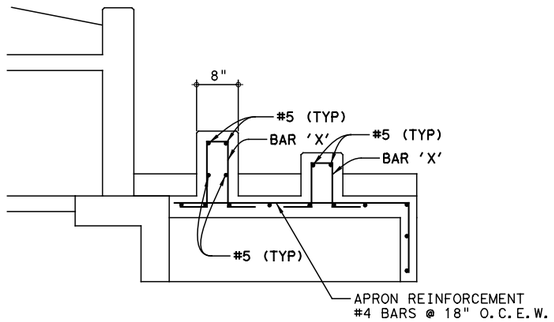
PW PLAN

NTS



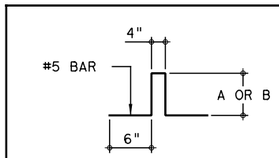
SECTION A-A

NTS



SECTION B-B

NTS



BAR 'X' DETAIL

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED
PROFESSIONAL ENGINEER

Clay E. Gann 10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255

DRAINAGE DETAILS

ENERGY DISSIPATORS

SHEET 4 OF 4

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	225

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PROJECT TSS SUMMARY									
Treatement Standard	County	Average Annual Precipitation	Drainage Area	Impervious Cover		TSS Load		TSS Removal Required	TSS Removal Actual
		P	A	A		L		L	L
				Exist	Prop	Exist	Prop		
		Inches	acres	acres	acres	lbs	lbs	lbs	lbs
TCEQ	Williamson	32	68.48	8.58	14.84	10,533	17,351	5,449	7,915

CR 255 - TSS REMOVED BY BMPs WITHIN THE CONTRIBUTING ZONE							
			VFS				TOTAL TSS LOAD REMOVED
BMP ID	COUNTY	AVERAGE ANNUAL PRECIPITATION	TOTAL AREA	IMPERVIOUS COVER	BMP EFFICIENCY	TSS LOAD REMOVED	
		P	A	A		L	L
			ACRES	ACRES	%	LBS	LBS
VFS-1	WILLIAMSON	32	0.61	0.61	85	574	574
VFS-2	WILLIAMSON	32	0.20	0.20	85	188	188
VFS-3	WILLIAMSON	32	0.24	0.24	85	226	226
VFS-4	WILLIAMSON	32	0.36	0.36	85	339	339
VFS-5	WILLIAMSON	32	0.68	0.68	85	640	640
VFS-6	WILLIAMSON	32	0.37	0.37	85	348	348
VFS-7	WILLIAMSON	32	0.15	0.15	85	141	141
VFS-8	WILLIAMSON	32	0.15	0.15	85	141	141
VFS-9	WILLIAMSON	32	0.12	0.12	85	113	113
VFS-10	WILLIAMSON	32	0.19	0.19	85	179	179
VFS-11	WILLIAMSON	32	0.61	0.61	85	574	574
VFS-12	WILLIAMSON	32	0.13	0.13	85	122	122
VFS-13	WILLIAMSON	32	0.04	0.04	85	38	38
VFS-14	WILLIAMSON	32	0.13	0.13	85	122	122
VFS-15	WILLIAMSON	32	0.28	0.28	85	264	264
VFS-16	WILLIAMSON	32	0.20	0.20	85	188	188
VFS-17	WILLIAMSON	32	0.18	0.18	85	169	169
VFS-18	WILLIAMSON	32	0.28	0.28	85	264	264
VFS-19	WILLIAMSON	32	0.68	0.68	85	640	640
VFS-20	WILLIAMSON	32	0.51	0.51	85	480	480
VFS-21	WILLIAMSON	32	0.12	0.12	85	113	113
VFS-22	WILLIAMSON	32	0.32	0.32	85	301	301
VFS-23	WILLIAMSON	32	0.41	0.41	85	386	386
VFS-24	WILLIAMSON	32	0.59	0.59	85	555	555
VFS-25	WILLIAMSON	32	0.20	0.20	85	188	188
VFS-26	WILLIAMSON	32	0.50	0.50	85	471	471
VFS-27	WILLIAMSON	32	0.12	0.12	85	113	113
VFS-28	WILLIAMSON	32	0.04	0.04	85	38	38
TOTAL							7,915

THE FOLLOWING TCEQ REQUIREMENTS (FORM TCEQ-0592A, REV. 7/15/15) ARE APPLICABLE TO ALL WORK THAT DISTURBS 5 OR MORE ACRES IN THE CONTRIBUTING ZONE OF THE EDWARDS AQUIFER IN HAYS, TRAVIS AND/OR WILLIAMSON COUNTIES AND MUST BE ADHERED TO BY THE CONTRACTOR AND ALL SUBCONTRACTORS:

1. A WRITTEN NOTICE OF CONSTRUCTION MUST BE SUBMITTED TO THE TCEQ REGIONAL OFFICE AT LEAST 48 HOURS PRIOR TO THE START OF ANY GROUND DISTURBANCE OR CONSTRUCTION ACTIVITIES. THIS NOTICE MUST INCLUDE:
   - THE NAME OF THE APPROVED PROJECT;
   - THE ACTIVITY START DATE; AND
   - THE CONTACT INFORMATION OF THE PRIME CONTRACTOR.
2. ALL CONTRACTORS CONDUCTING REGULATED ACTIVITIES ASSOCIATED WITH THIS PROJECT SHOULD BE PROVIDED WITH COMPLETE COPIES OF THE APPROVED CONTRIBUTING ZONE PLAN (CZP) AND THE TCEQ LETTER INDICATING THE SPECIFIC CONDITIONS OF ITS APPROVAL. DURING THE COURSE OF THESE REGULATED ACTIVITIES, THE CONTRACTOR(S) SHOULD KEEP COPIES OF THE APPROVED PLAN AND APPROVAL LETTER ON-SITE.
3. NO HAZARDOUS SUBSTANCE STORAGE TANK SHALL BE INSTALLED WITHIN 150 FEET OF A WATER SUPPLY SOURCE, DISTRIBUTION SYSTEM, WELL, OR SENSITIVE FEATURE.
4. PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITY, ALL TEMPORARY EROSION AND SEDIMENTATION (E&S) CONTROL MEASURES MUST BE PROPERLY INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE MANUFACTURERS SPECIFICATIONS. IF INSPECTIONS INDICATE A CONTROL HAS BEEN USED INAPPROPRIATELY, OR INCORRECTLY, THE APPLICANT MUST REPLACE OR MODIFY THE CONTROL FOR SITE SITUATIONS. THESE CONTROLS MUST REMAIN IN PLACE UNTIL THE DISTURBED AREAS HAVE BEEN PERMANENTLY STABILIZED.
5. ANY SEDIMENT THAT ESCAPES THE CONSTRUCTION SITE MUST BE COLLECTED AND PROPERLY DISPOSED OF BEFORE THE NEXT RAIN EVENT TO ENSURE IT IS NOT WASHED INTO SURFACE STREAMS, SENSITIVE FEATURES, ETC.
6. SEDIMENT MUST BE REMOVED FROM THE SEDIMENT TRAPS OR SEDIMENTATION BASINS WHEN IT OCCUPIES 50% OF THE BASIN'S DESIGN CAPACITY.
7. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER SHALL BE PREVENTED FROM BEING DISCHARGED OFFSITE.
8. ALL EXCAVATED MATERIAL THAT WILL BE STORED ON-SITE MUST HAVE PROPER E&S CONTROLS.
9. IF PORTIONS OF THE SITE WILL HAVE A CEASE IN CONSTRUCTION ACTIVITY LASTING LONGER THAN 14 DAYS, SOILSTABILIZATION IN THOSE AREAS SHALL BE INITIATED AS SOON AS POSSIBLE PRIOR TO THE 14TH DAY OF INACTIVITY. IF ACTIVITY WILL RESUME PRIOR TO THE 21ST DAY, STABILIZATION MEASURES ARE NOT REQUIRED. IF DROUGHT CONDITIONS OR INCLEMENT WEATHER PREVENT ACTION BY THE 14TH DAY, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS POSSIBLE.
10. THE FOLLOWING RECORDS SHOULD BE MAINTAINED AND MADE AVAILABLE TO THE TCEQ UPON REQUEST:
    - THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR;
    - THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE; AND
    - THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.
11. THE HOLDER OF ANY APPROVED CZP MUST NOTIFY THE APPROPRIATE REGIONAL OFFICE IN WRITING AND OBTAIN APPROVAL FROM THE EXECUTIVE DIRECTOR PRIOR TO INITIATING ANY OF THE FOLLOWING:
    A. ANY PHYSICAL OR OPERATIONAL MODIFICATION OF ANY BEST MANAGEMENT PRACTICES (BMPS) OR STRUCTURE(S), INCLUDING BUT NOT LIMITED TO TEMPORARY OR PERMANENT PONDS, DAMS, BERMS, SILT FENCES, AND DIVERSIONARY STRUCTURES;
    B. ANY CHANGE IN THE NATURE OR CHARACTER OF THE REGULATED ACTIVITY FROM THAT WHICH WAS ORIGINALLY APPROVED;
    C. ANY CHANGE THAT WOULD SIGNIFICANTLY IMPACT THE ABILITY TO PREVENT POLLUTION OF THE EDWARDS AQUIFER; OR
    D. ANY DEVELOPMENT OF LAND PREVIOUSLY IDENTIFIED AS UNDEVELOPED IN THE APPROVED CONTRIBUTING ZONE PLAN.

TCEQ REGIONAL OFFICE
Austin Regional Office
12100 Park 35 Circle
Bldg A, Room 179
Austin, Texas 78753
Phone: (512) 339-2929
Fax: (512) 339-3795

NO.	REVISION	BY	DATE



WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN
COMPUTATIONS & GENERAL NOTES

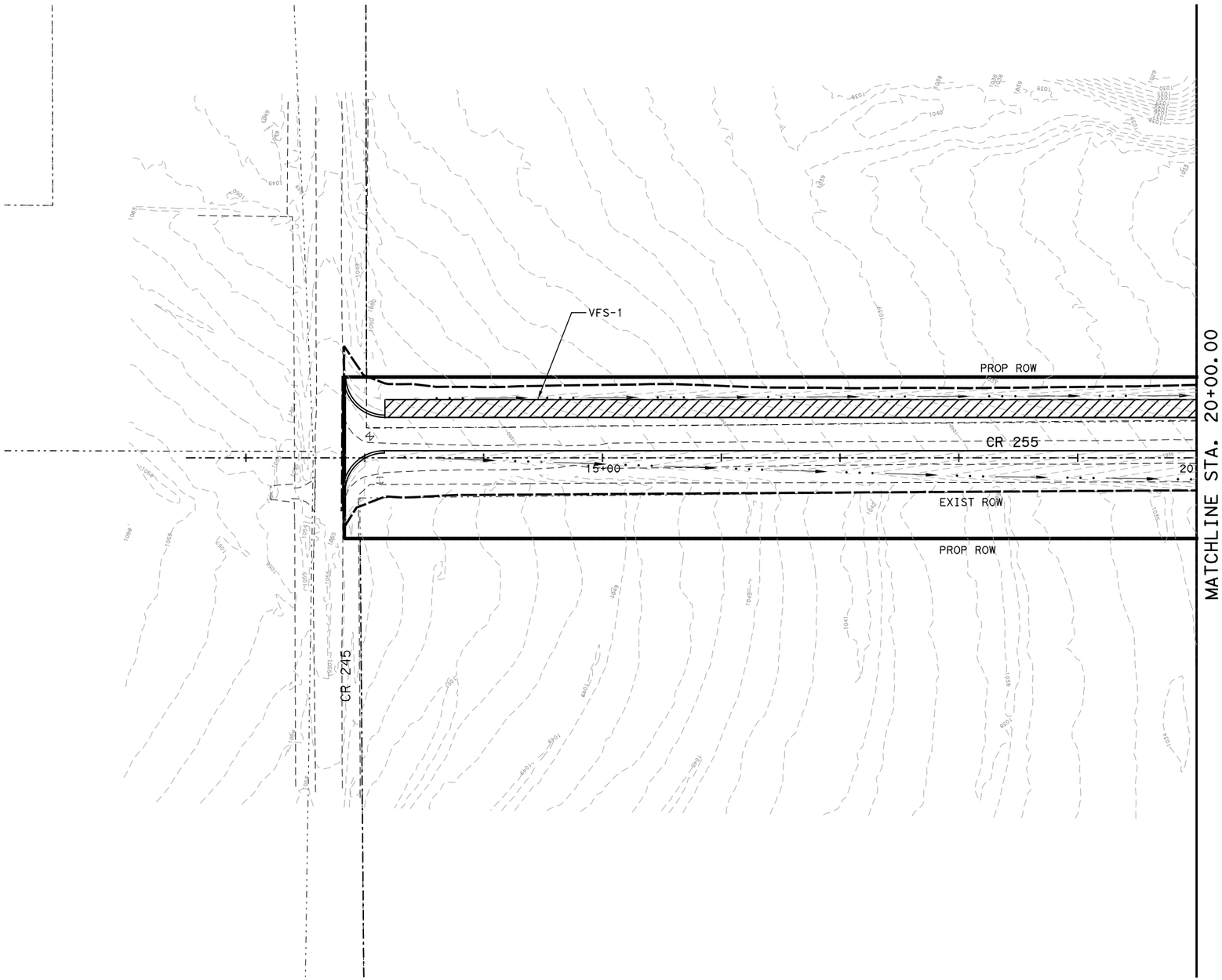
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	226

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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-1	VFS	0.61	574



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

10/25/2024

DEPARTMENT OF INFRASTRUCTURE

WILCO TEXAS

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN

BEGIN TO STA 20+00

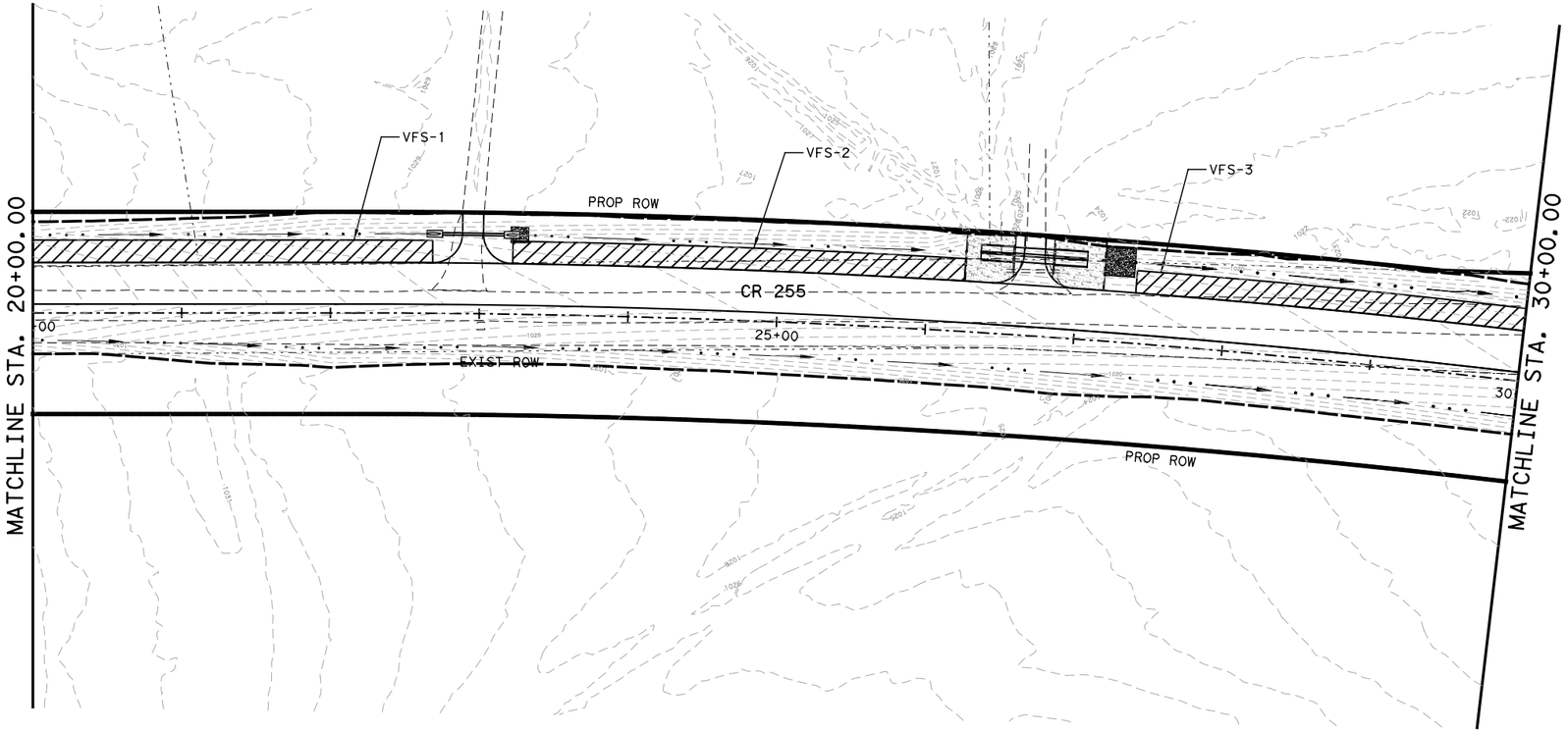
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 1 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	227

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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-1	VFS	0.61	574
VFS-2	VFS	0.2	188
VFS-3	VFS	0.24	226



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

DEPARTMENT OF INFRASTRUCTURE

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN

STA 20+00 TO 30+00

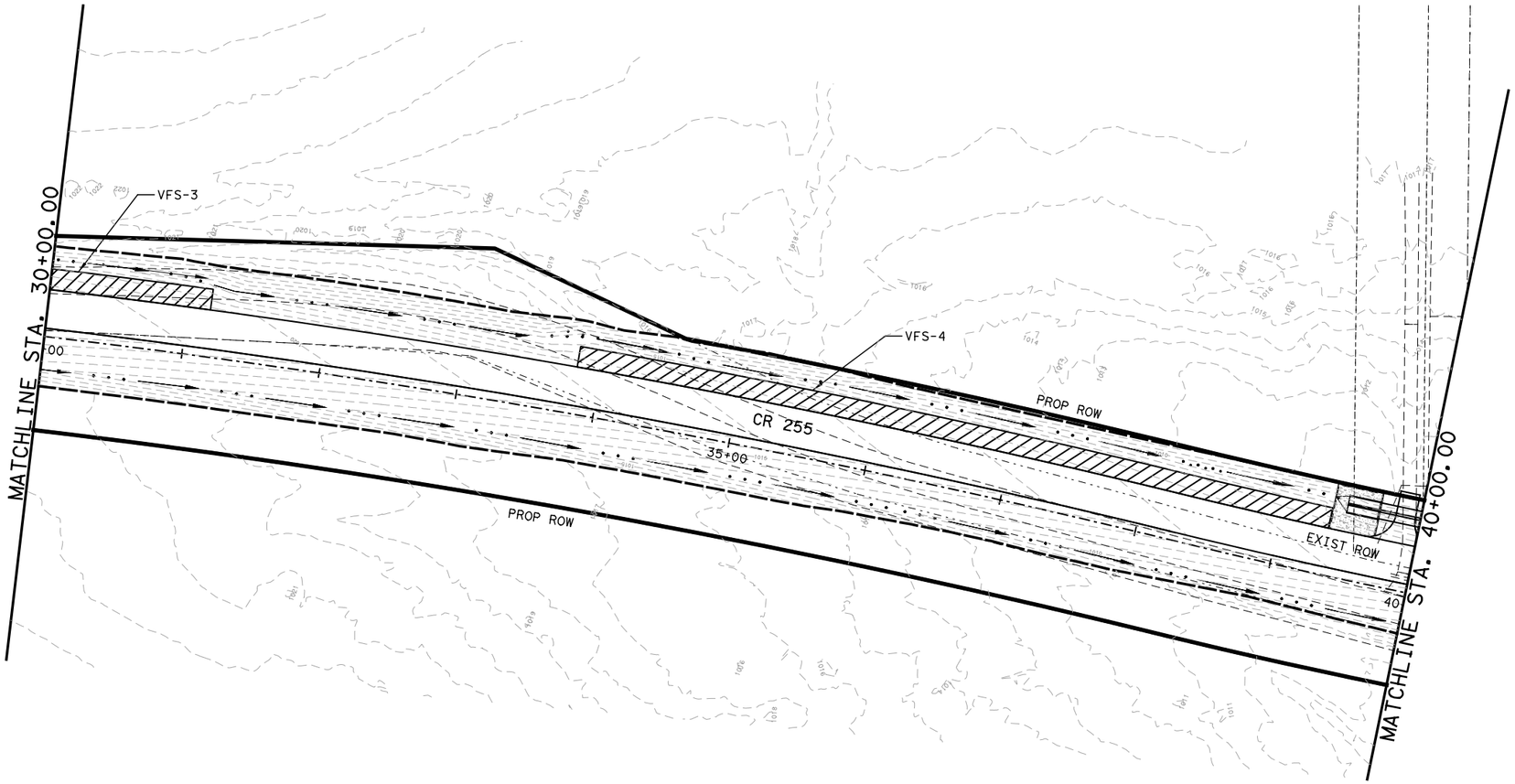
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 2 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	228

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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-3	VFS	0.24	226
VFS-4	VFS	0.36	339



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

DEPARTMENT OF INFRASTRUCTURE

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

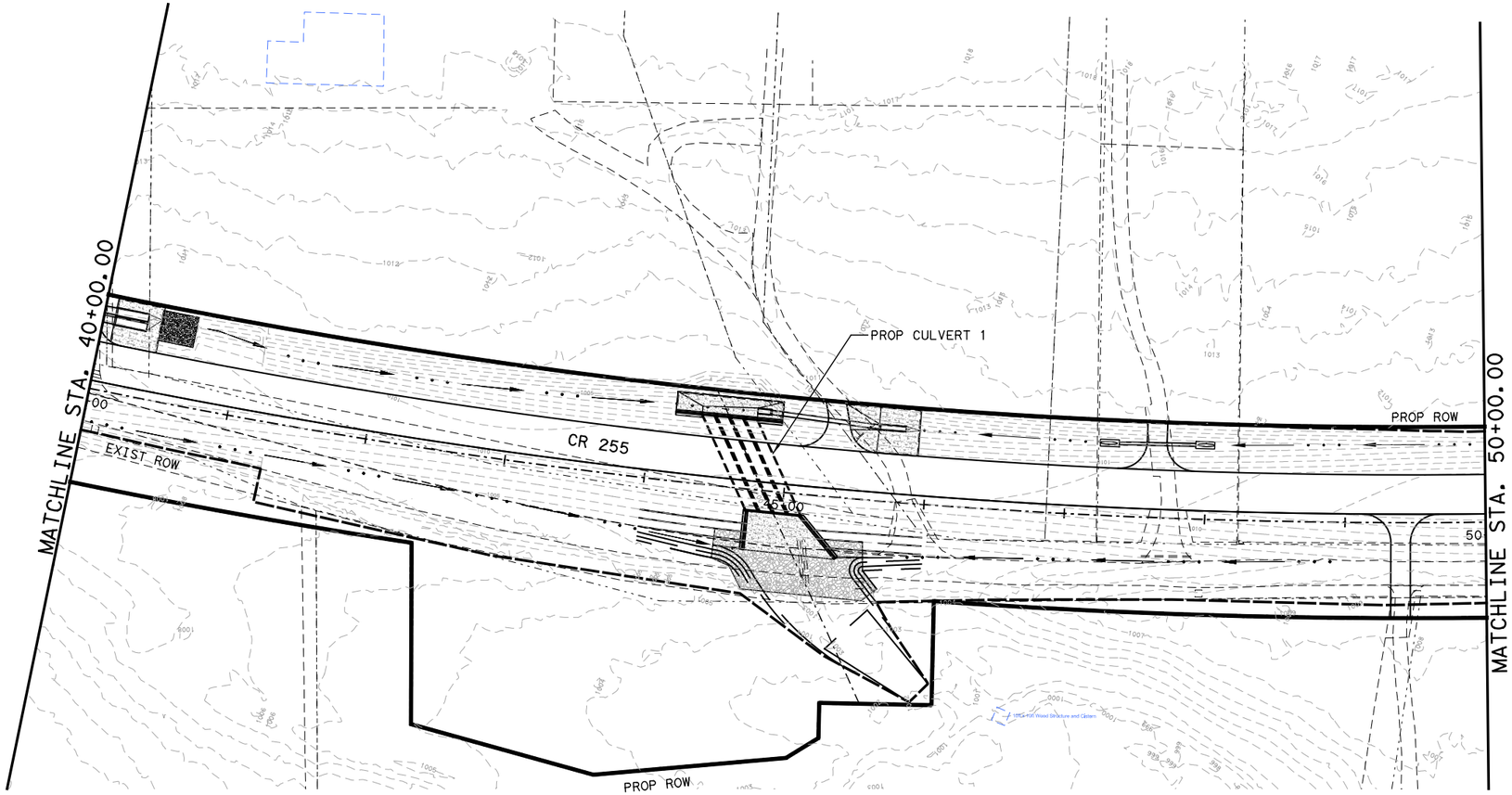
CR 255
WATER QUALITY SITE PLAN
STA 30+00 TO 40+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 3 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	229

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0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

Clay E. Gann 10/25/2024

DEPARTMENT OF INFRASTRUCTURE

WILCO TEXAS

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CLG CIVIL ENGINEERING

CR 255

WATER QUALITY SITE PLAN

STA 40+00 TO 50+00

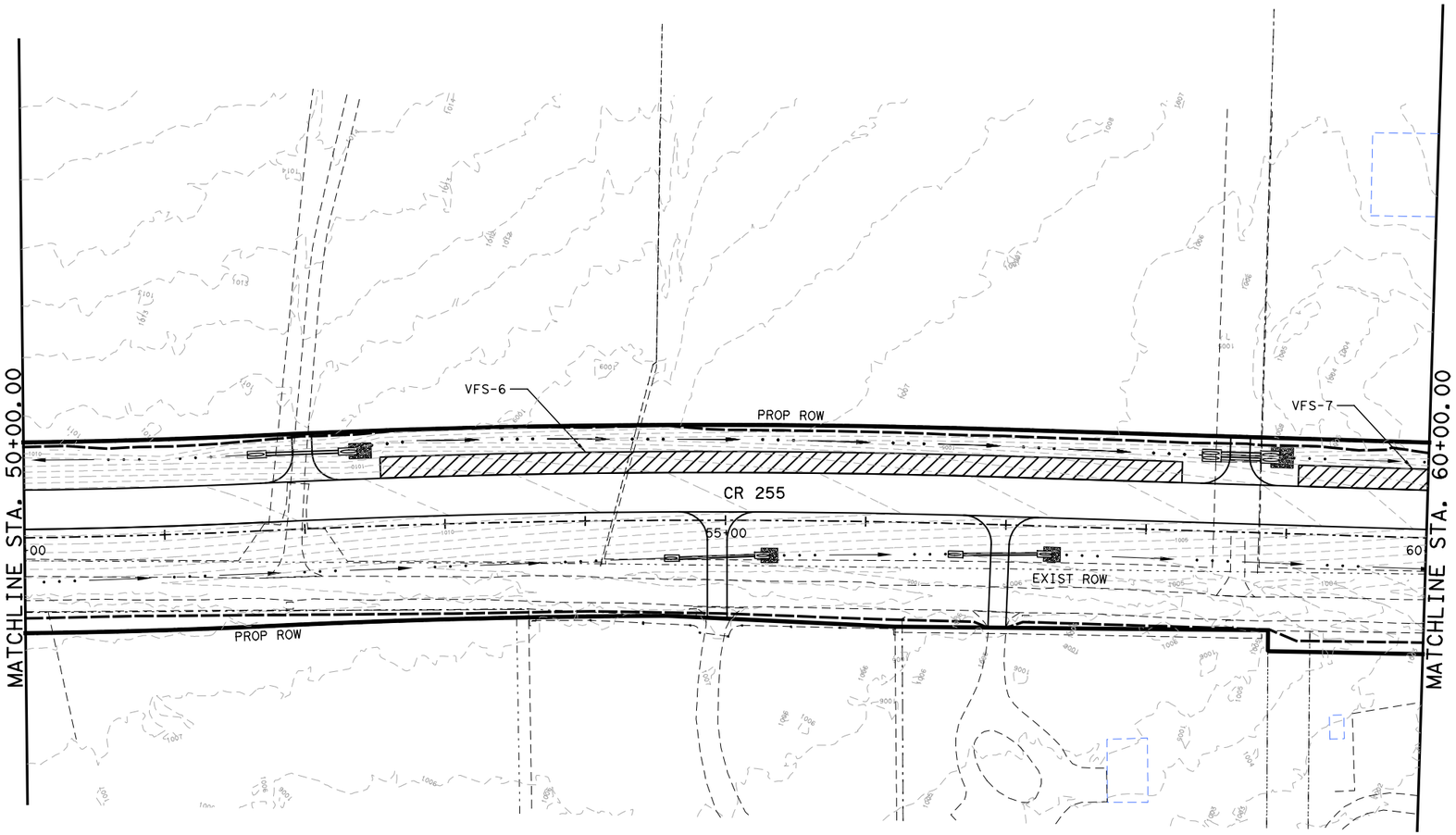
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 4 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	230

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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-6	VFS	0.37	348
VFS-7	VFS	0.15	141



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN

STA 50+00 TO 60+00

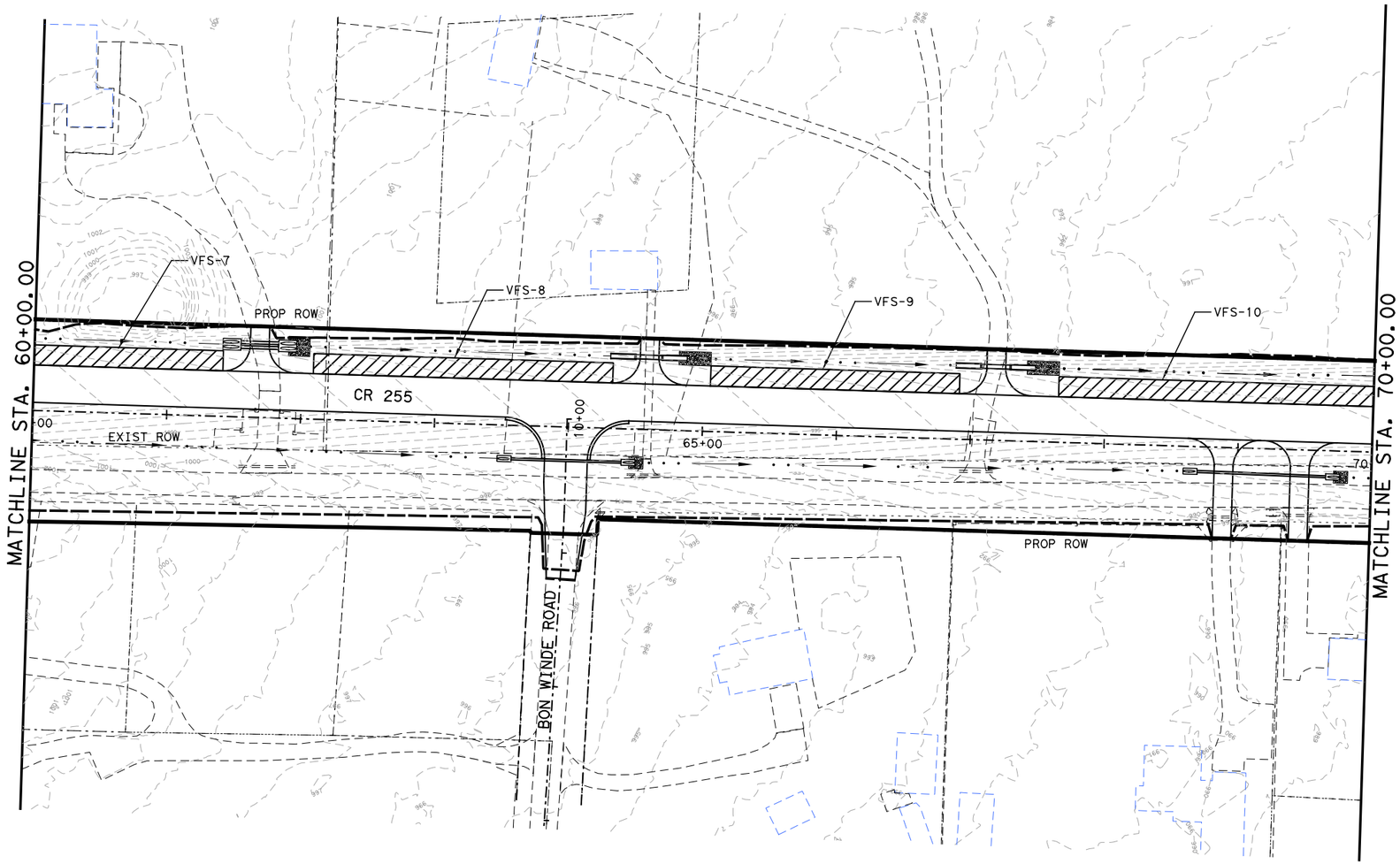
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 5 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	231

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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-7	VFS	0.15	141
VFS-8	VFS	0.15	141
VFS-9	VFS	0.12	113
VFS-10	VFS	0.19	179



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

Clay E. Gann 10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN
STA 60+00 TO 70+00

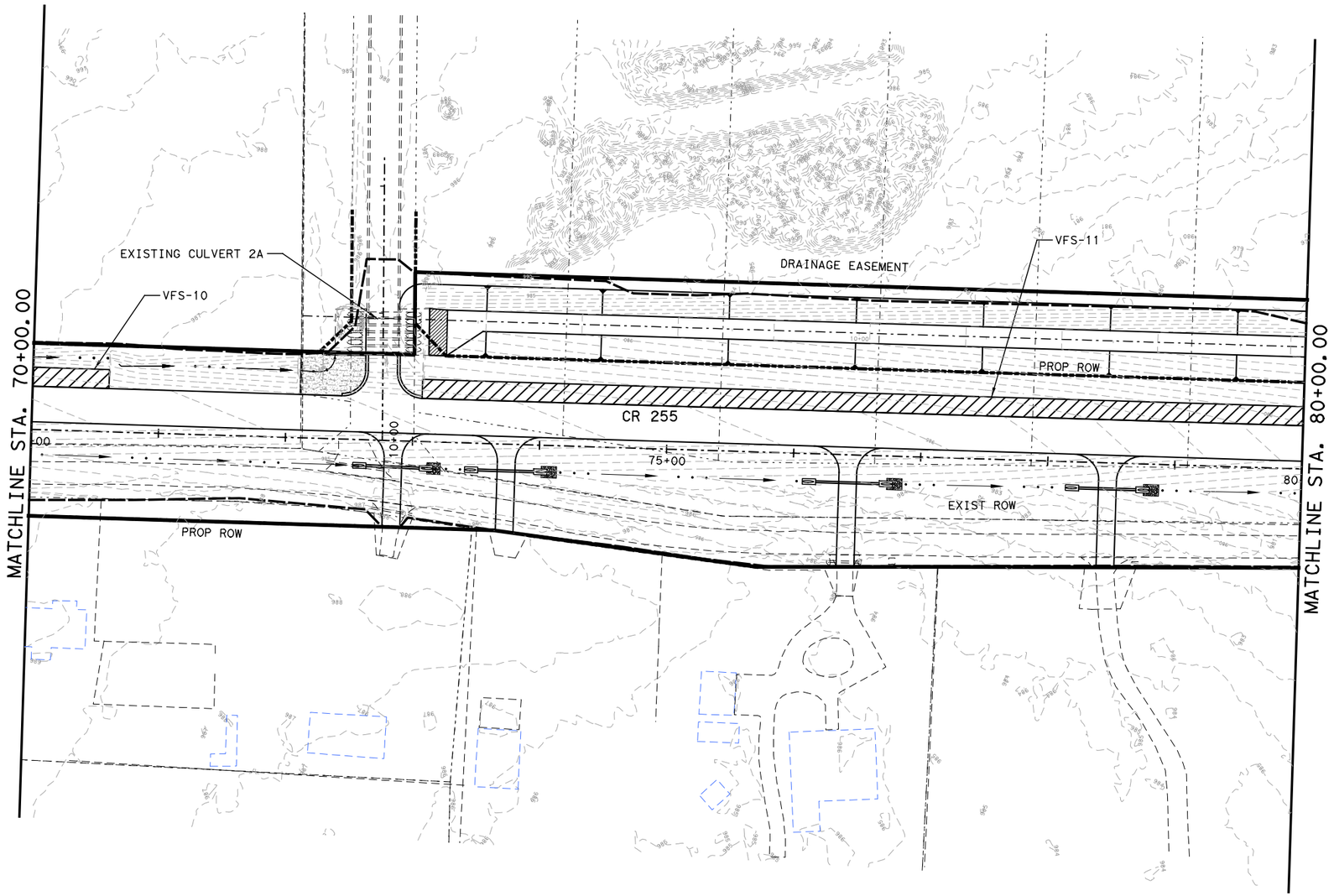
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 6 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	232

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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-10	VFS	0.19	179
VFS-11	VFS	0.61	574



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN
STA 70+00 TO 80+00

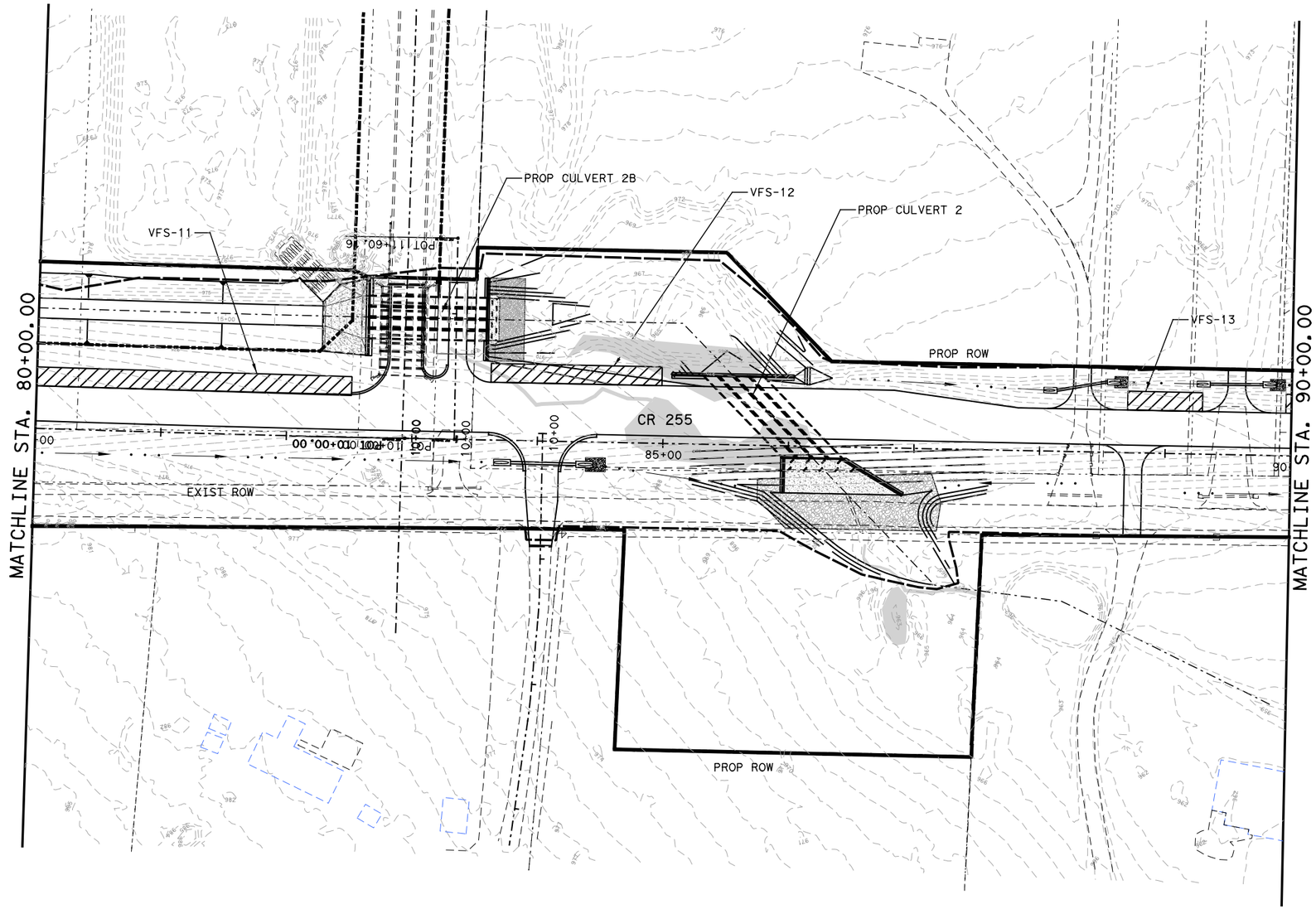
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 7 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	233

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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-11	VFS	0.61	574
VFS-12	VFS	0.13	122
VFS-13	VFS	0.04	38



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN
STA 80+00 TO 90+00

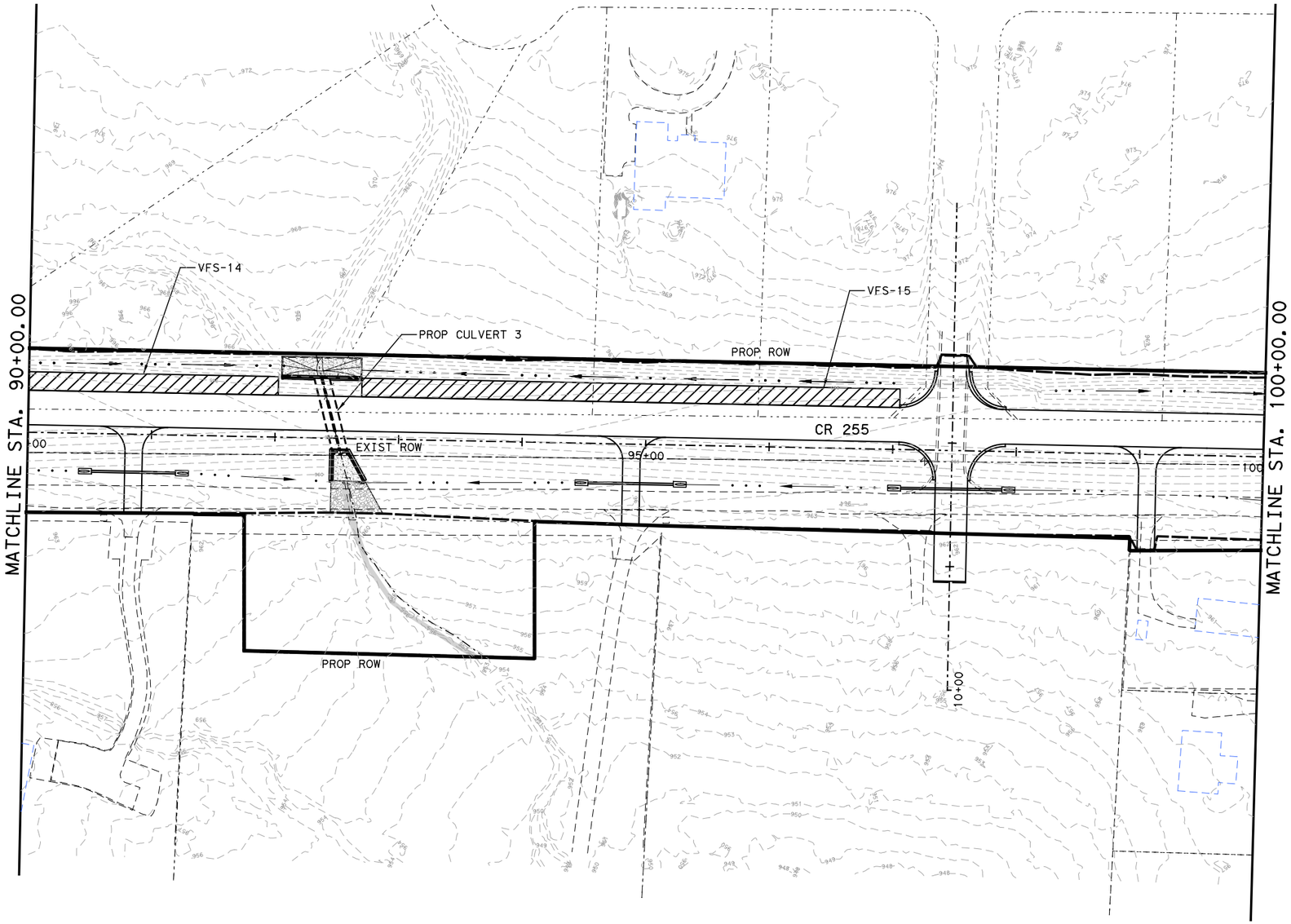
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 8 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	234

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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-14	VFS	0.13	122
VFS-15	VFS	0.28	264



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

DEPARTMENT OF INFRASTRUCTURE

WILCO TEXAS

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN
STA 90+00 TO 100+00

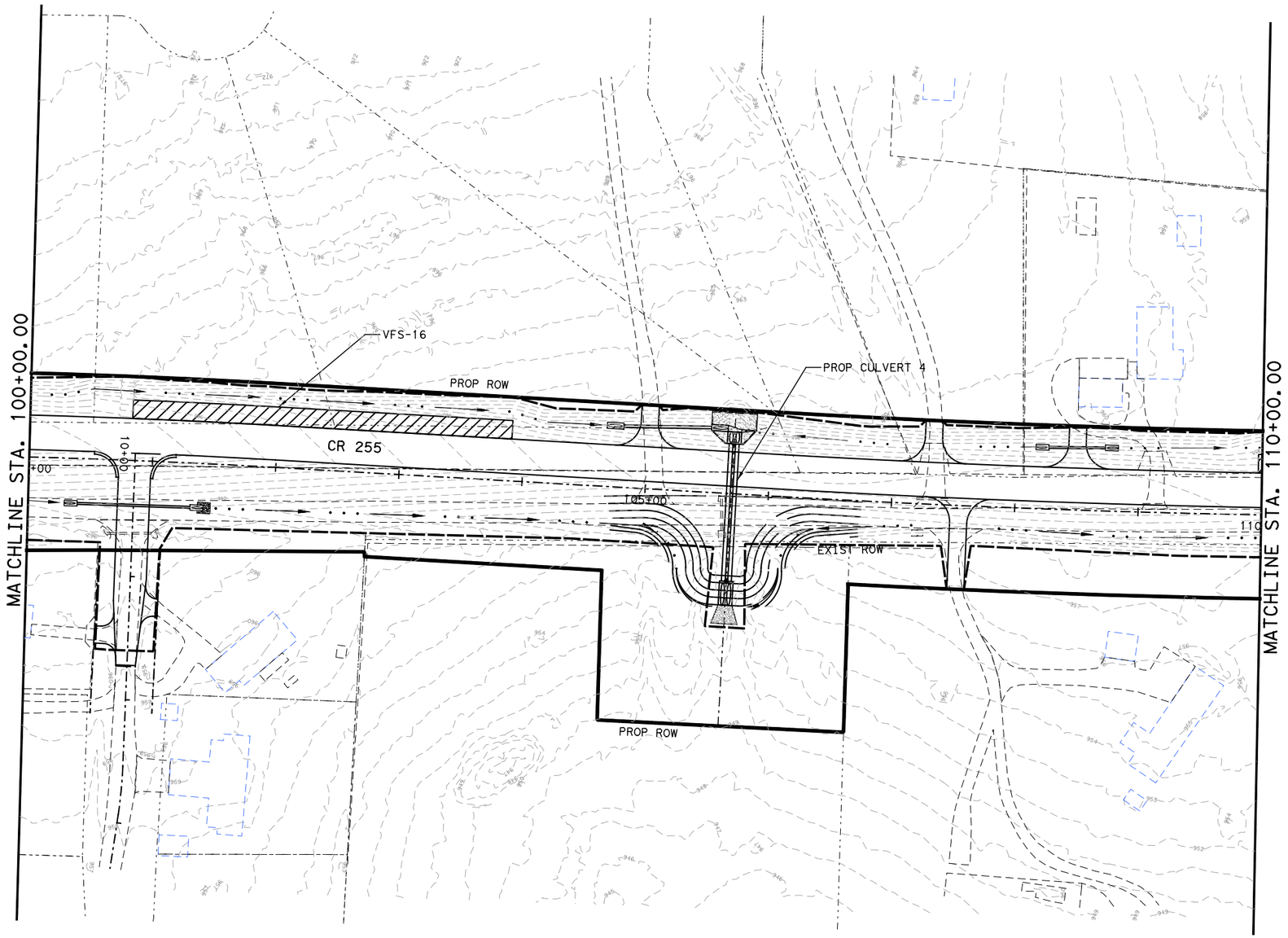
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 9 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
	X	TEXAS			CR 255	
CHECKED:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
DRAWN:	XX	XX	XX	XX	XX	235
CHECKED:						

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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-16	VFS	0.2	188



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

WILCO TEXAS
DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN
STA 100+00 TO 110+00

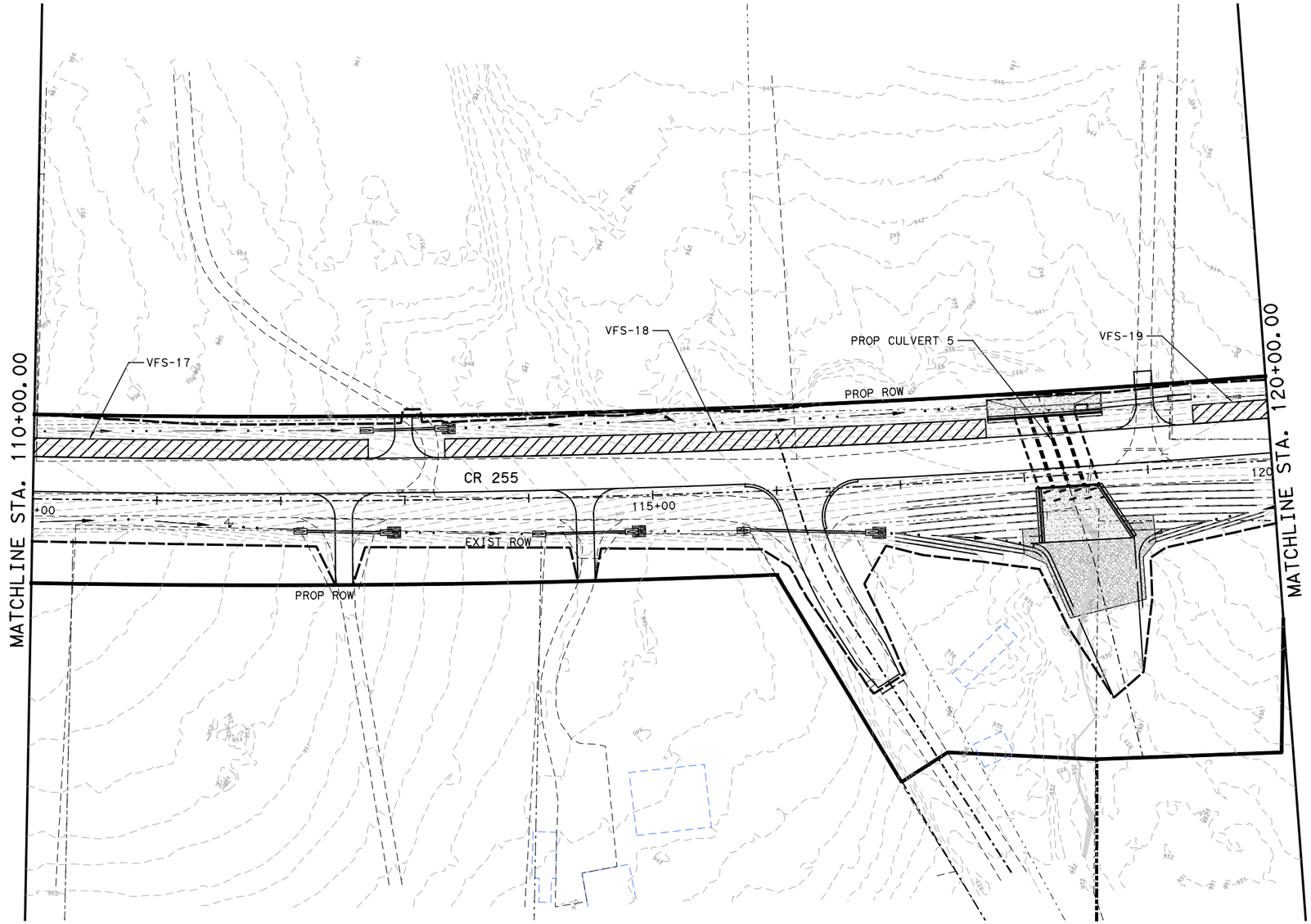
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 10 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	236

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		Ac.	lbs
VFS-17	VFS	0.18	169
VFS-18	VFS	0.28	264
VFS-19	VFS	0.68	640



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

NO.	REVISION	BY	DATE

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER
10/25/2024

DEPARTMENT OF INFRASTRUCTURE

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN

STA 110+00 TO 120+00

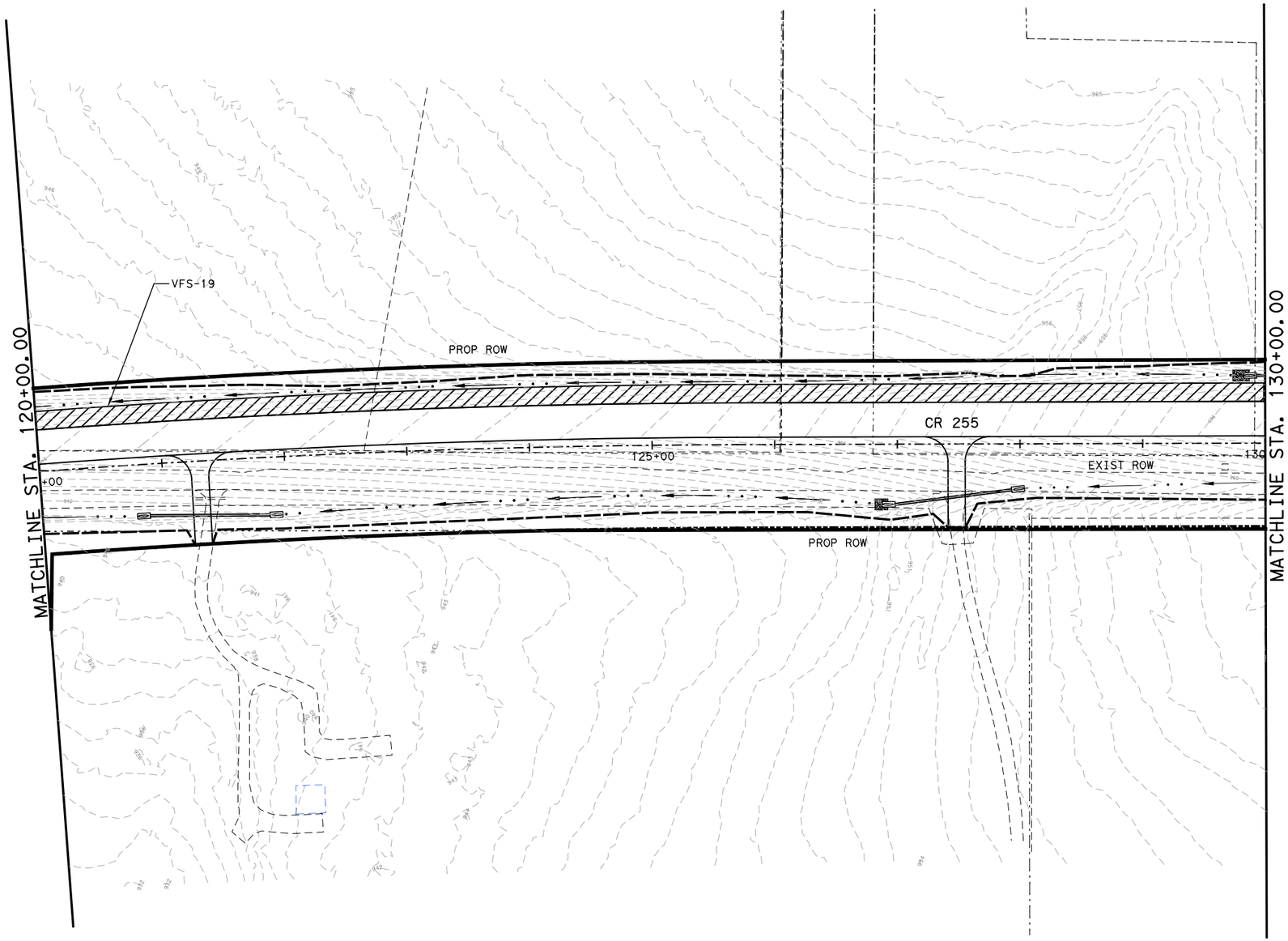
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 11 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-19	VFS	0.68	640



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

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CR 255
WATER QUALITY SITE PLAN
STA 120+00 TO 130+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 12 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	238

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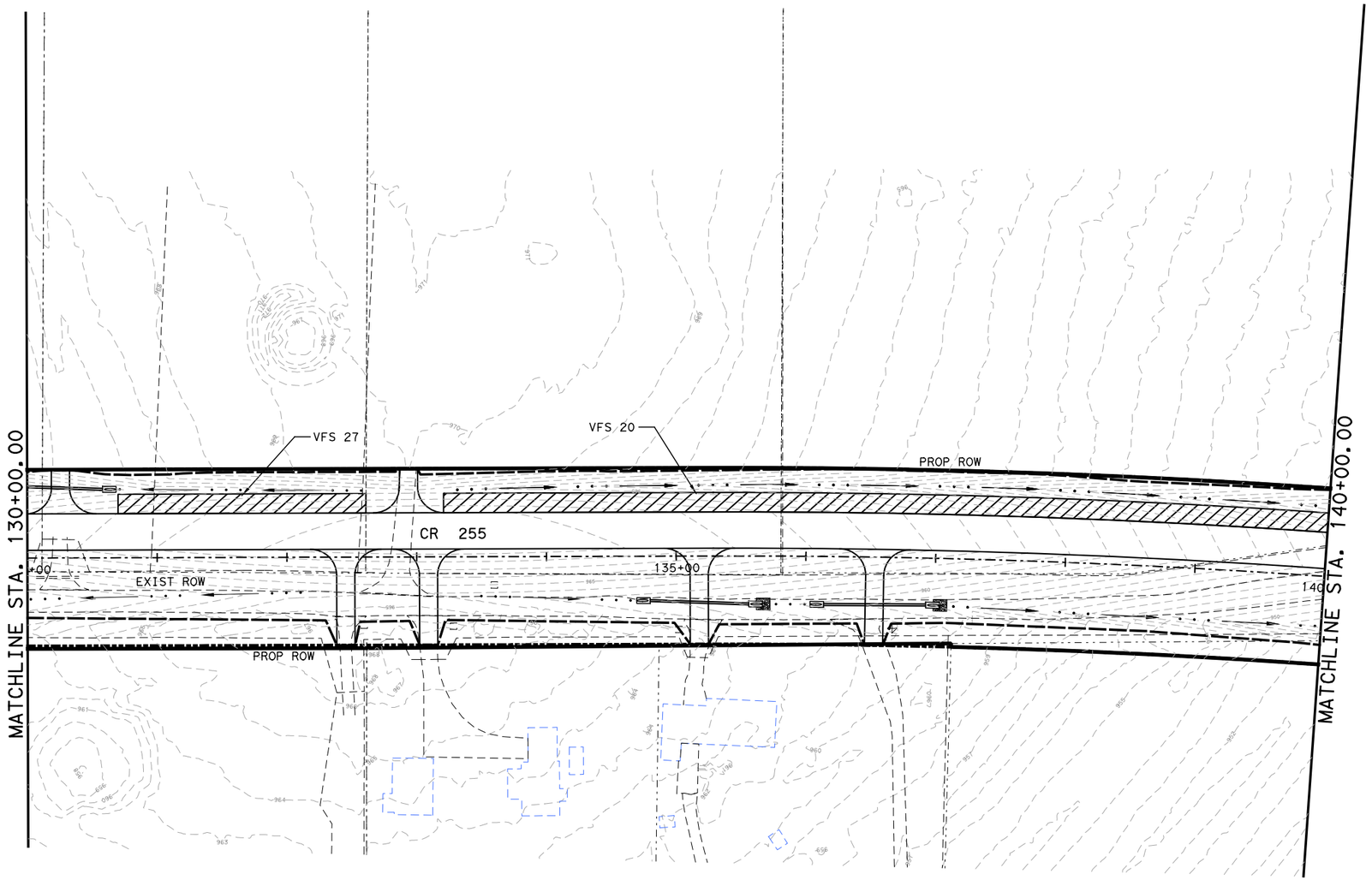
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		Ac.	lbs
VFS-27	VFS	0.12	113
VFS-20	VFS	0.51	480

0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS



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10/25/2024

WILCO TEXAS

DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN
STA 130+00 TO 140+00

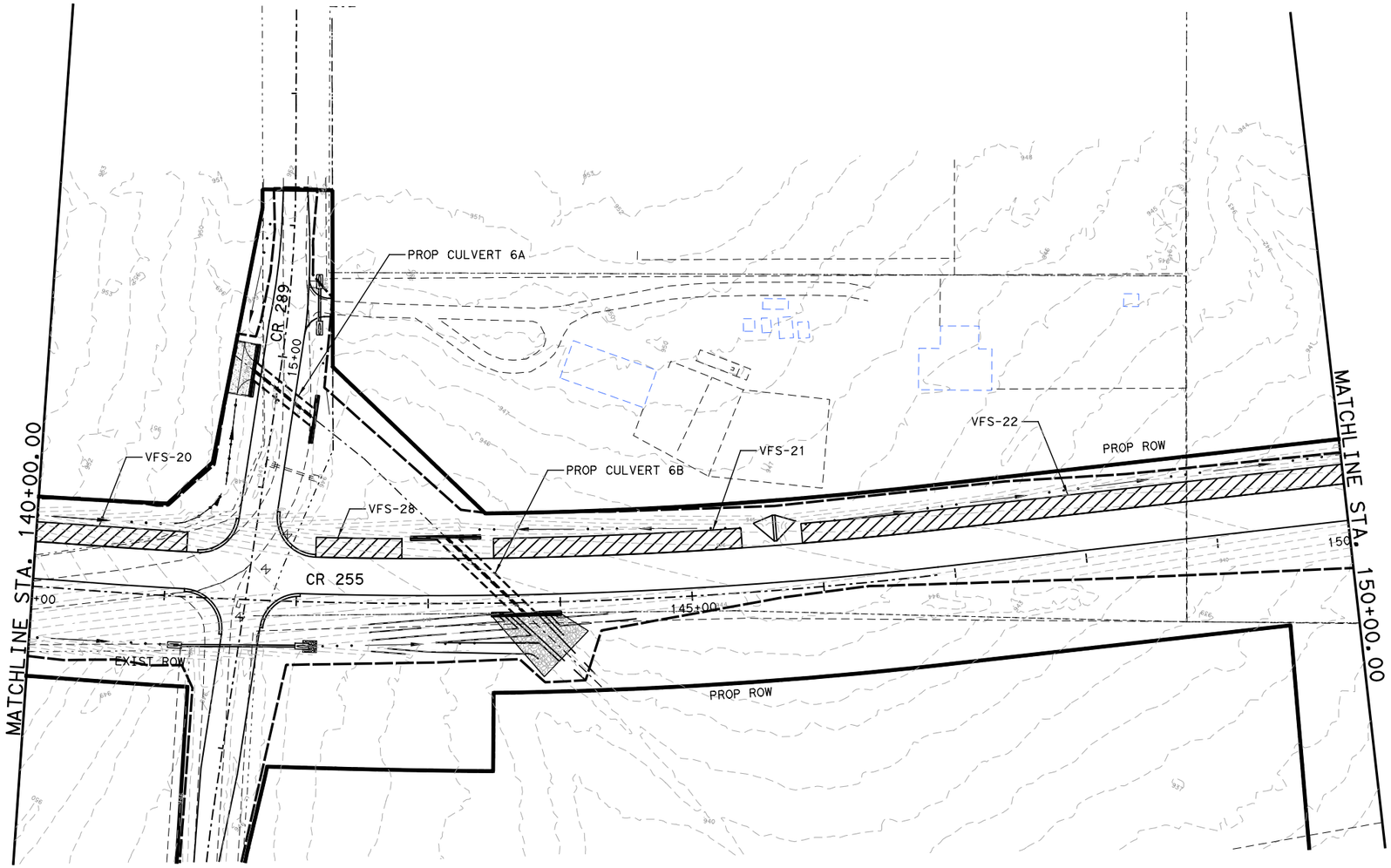
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 13 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	239

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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-20	VFS	0.51	480
VFS-21	VFS	0.12	113
VFS-22	VFS	0.32	301
VFS-28	VFS	0.04	38



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

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DEPARTMENT OF INFRASTRUCTURE

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CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN
STA 140+00 TO 150+00

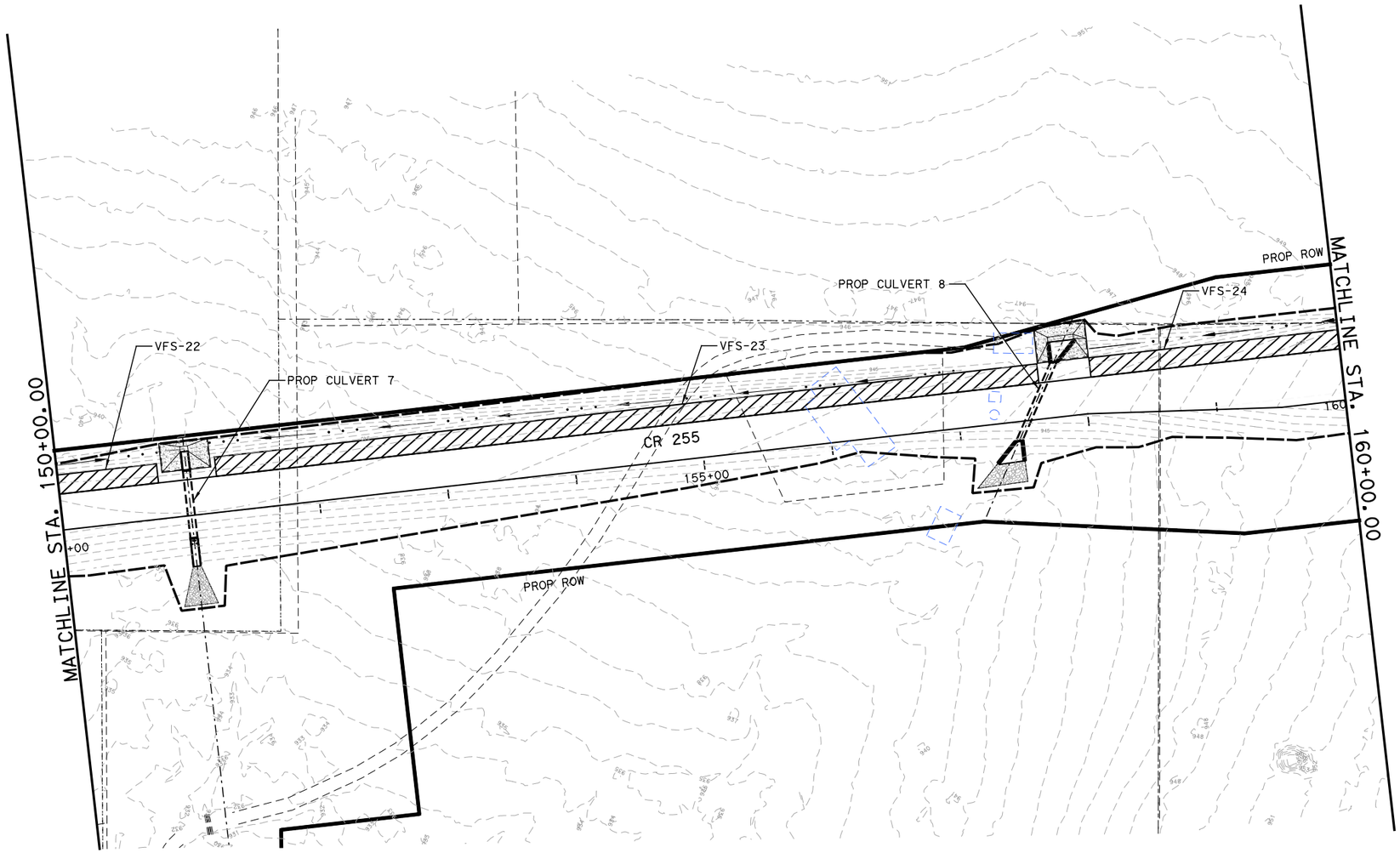
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 14 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
CHECKED:	XX	XX	XX	XX	XX	240

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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-22	VFS	0.32	301
VFS-23	VFS	0.41	386
VFS-24	VFS	0.59	555



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

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DEPARTMENT OF INFRASTRUCTURE

CLG CIVIL ENGINEERING
CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN

STA 150+00 TO 160+00

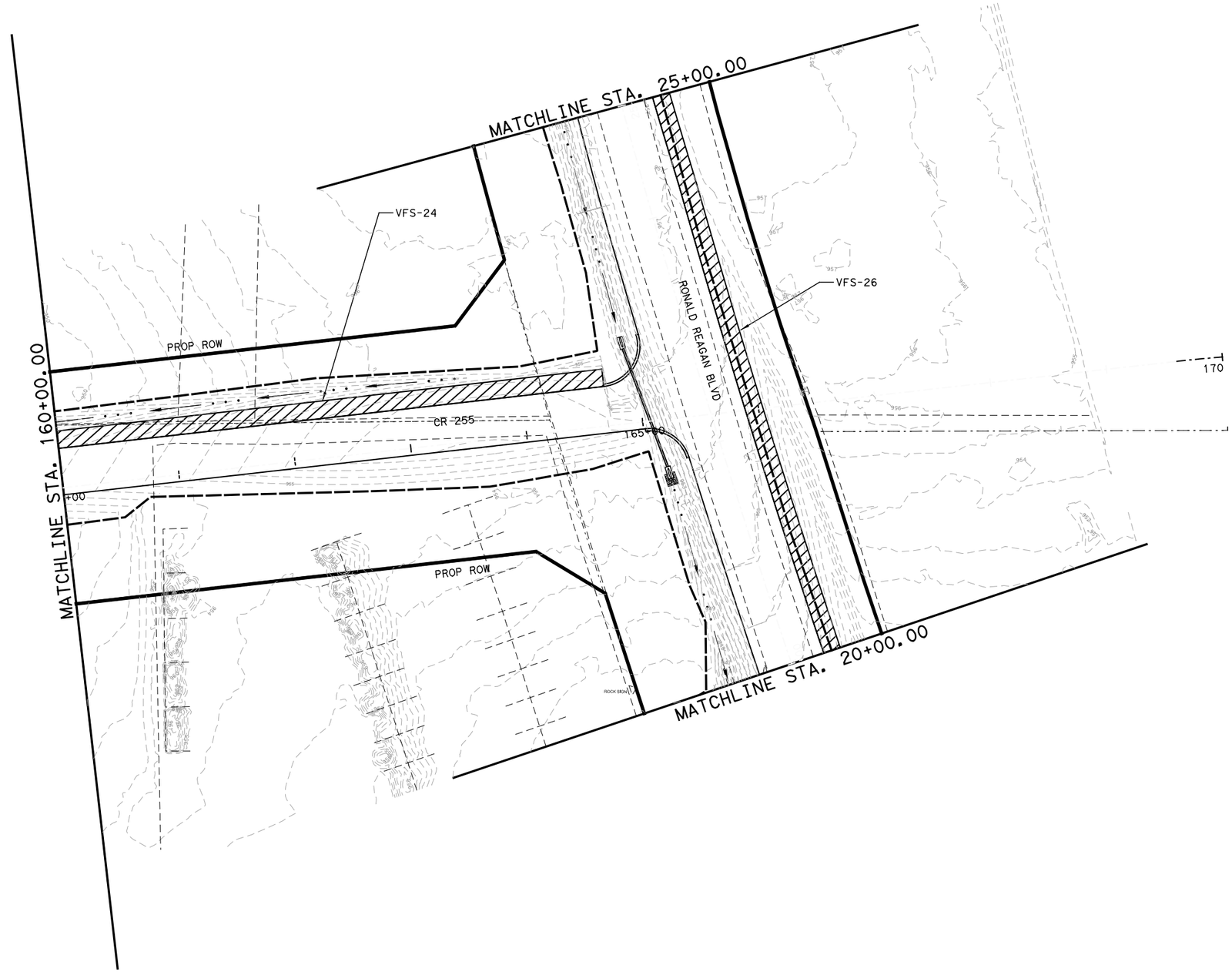
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 15 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-24	VFS	0.59	555
VFS-26	VFS	0.5	471



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

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CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN

STA 160+00 TO END

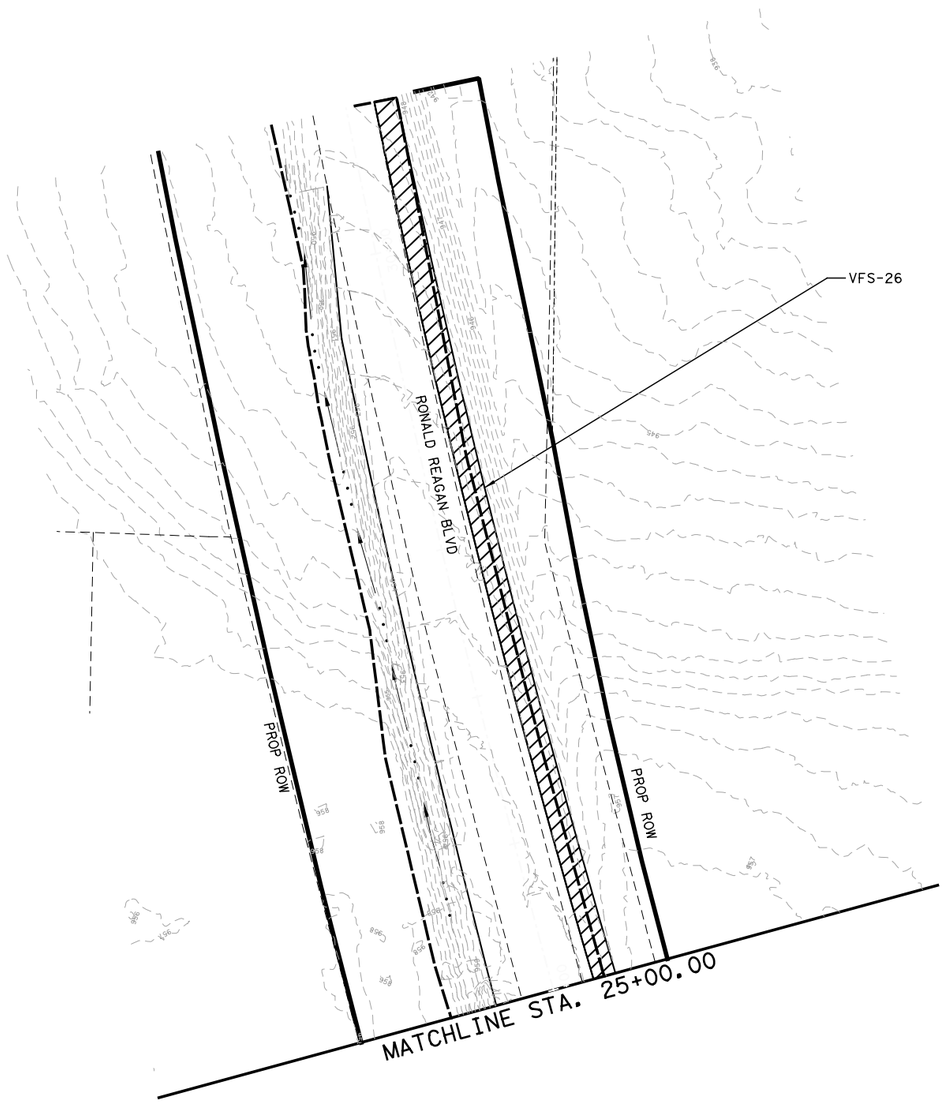
H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 16 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-26	VFS	0.5	471



0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
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WILCO TEXAS

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CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN

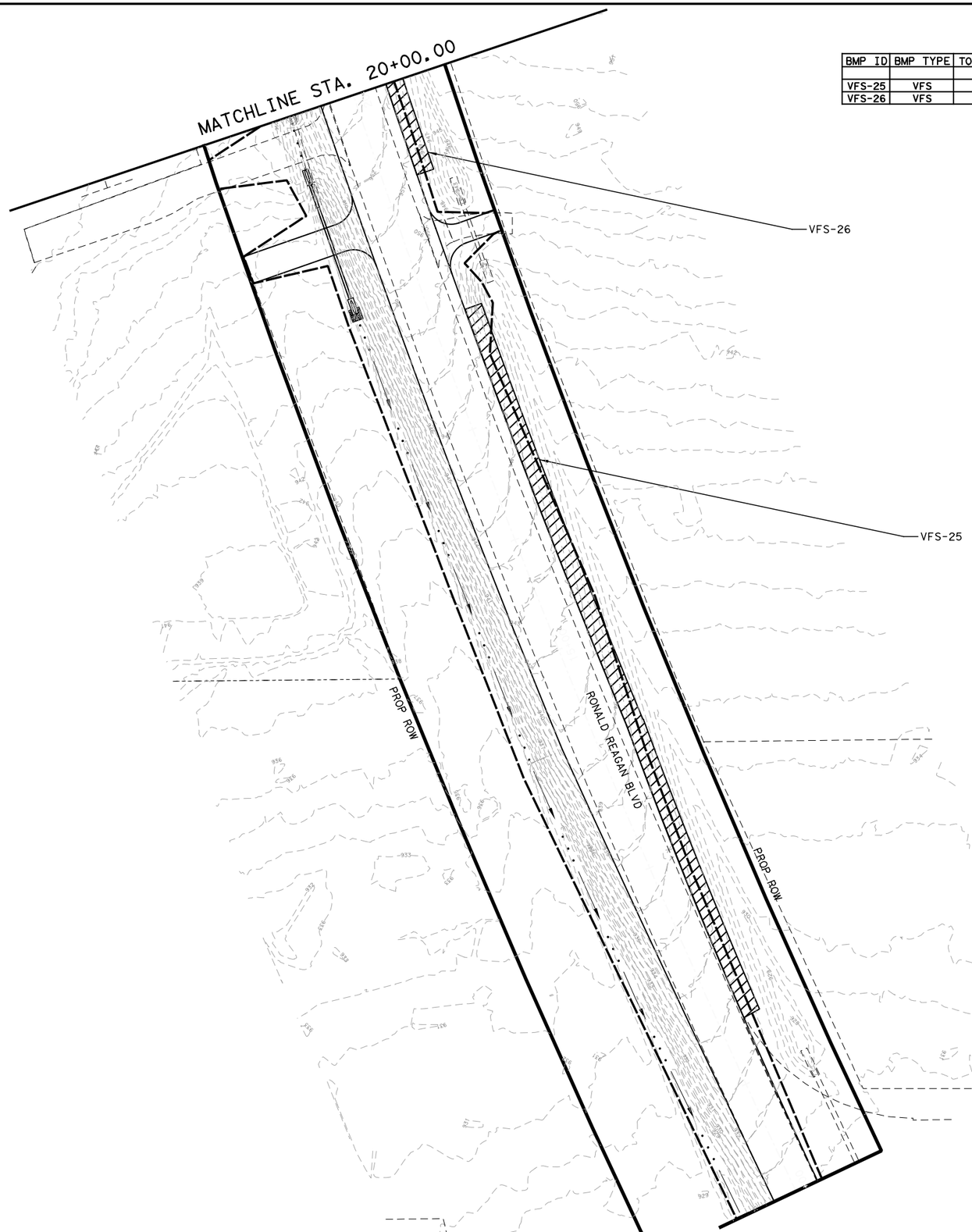
RONALD REAGAN STA 25+00 TO END

H SCALE: 1" = 100'
V SCALE: 1" = 10'

SHEET 17 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.	JOB No.	SHEET No.
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BMP ID	BMP TYPE	TOTAL IMPERVIOUS AREA	TSS LOAD REMOVED
		Ac.	lbs
VFS-25	VFS	0.2	188
VFS-26	VFS	0.5	471

0 50 100

SCALE: 1" = 100'

LEGEND

- DITCH FLOWLINE
- EXIST CONTOUR
- EXIST ROW
- PROP ROW/PROJECT SITE
- ENGINEERED VEGETATIVE FILTER STRIPS
- LIMITS OF CONSTRUCTION / SOIL DISTURBANCE
- WETLANDS

NO.	REVISION	BY	DATE

STATE OF TEXAS
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LICENSED PROFESSIONAL ENGINEER

10/25/2024

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CLG CIVIL ENGINEERING

CLGANN, LLC
3708 Norman Loop
Round Rock, TX 78664
512.574.5738
TBPE Firm No. 20717

CR 255
WATER QUALITY SITE PLAN

RONALD REAGAN STA 10+00 TO 20+00

H SCALE: 1" = 100'
V SCALE: 1" = 10'

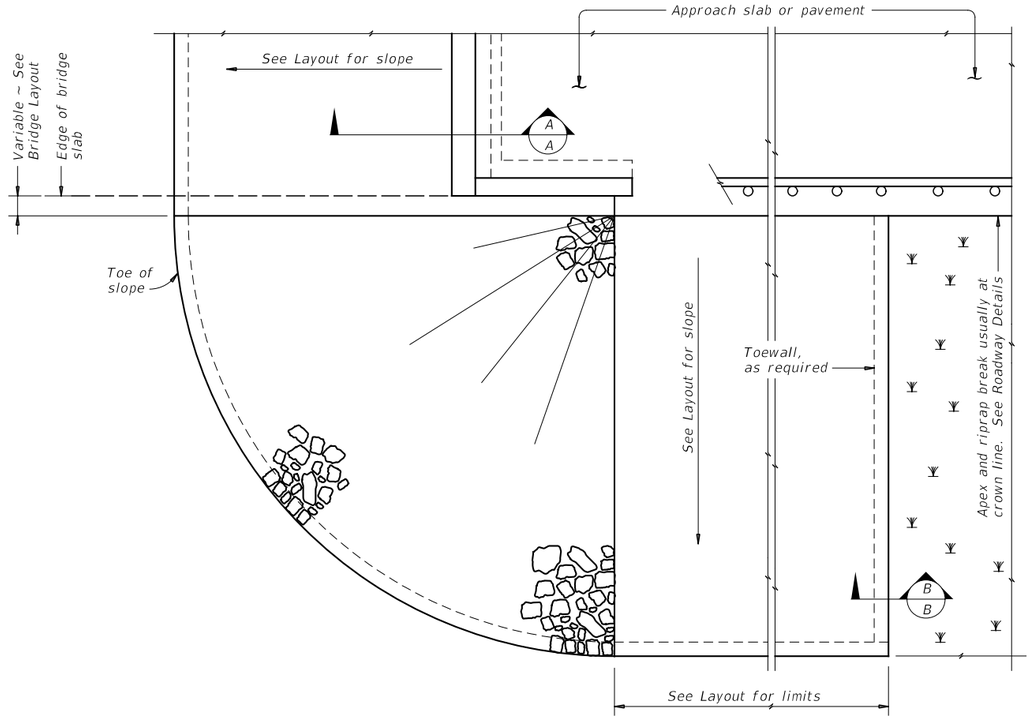
SHEET 18 OF 18

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.		HIGHWAY No.	
CHECKED:	X	TEXAS			CR 255	
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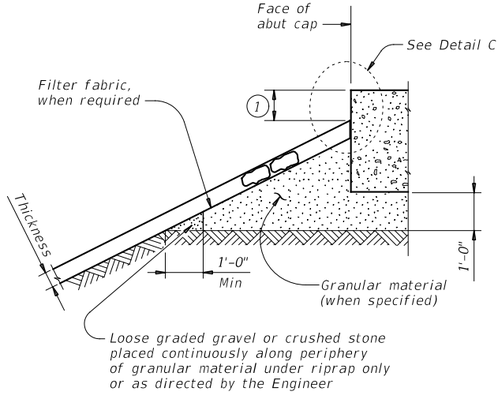
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FILE: c:\sllp\clay.gann\mms\31862\CR255_WQ_18.dgn

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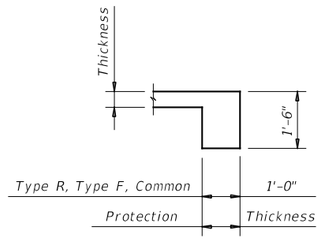
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PLAN

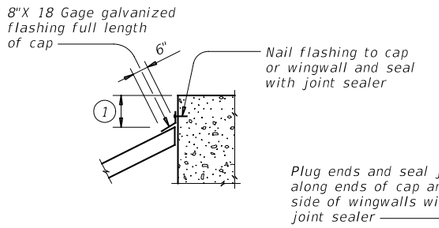


SECTION A-A AT CAP

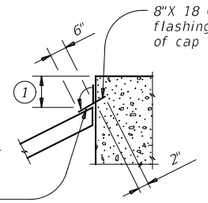


SECTION B-B

Provide toewall when shoulder drain is located adjacent to limits of stone riprap. Omit toewall when thickness of protection riprap is greater than 18".

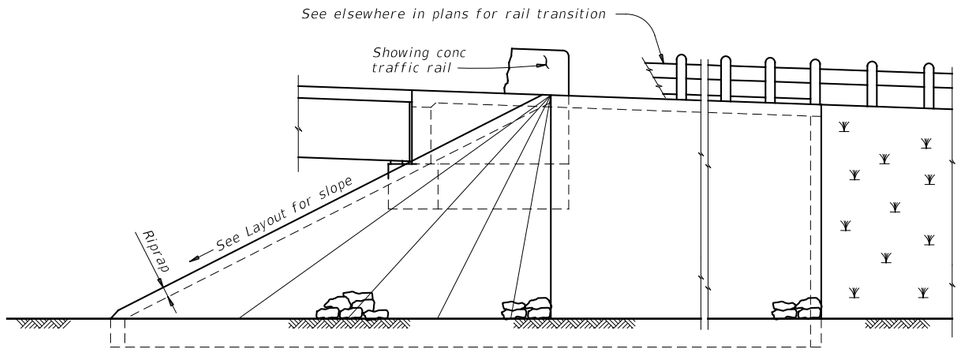


CAP OPTION A



CAP OPTION B

DETAIL C



ELEVATION

1 Top of cap to top of riprap dimension varies as directed by the Engineer. Provide 9" Min for beam/slab type bridges and 1'-6" for slab span, box beam, or slab beam bridges.

GENERAL NOTES:
Refer to Item 432, "Riprap" for stone size and gradation, and construction details. See Layout for limits and thickness of riprap specified.
See elsewhere in plans for locations and details of shoulder drains.

Texas Department of Transportation

Bridge Division Standard

STONE RIPRAP

SRR

FILE: srrstde1-19.dgn	DN: AES	CK: JGD	DW: BWH	CK: AES
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.
				245

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DATE:
FILE:

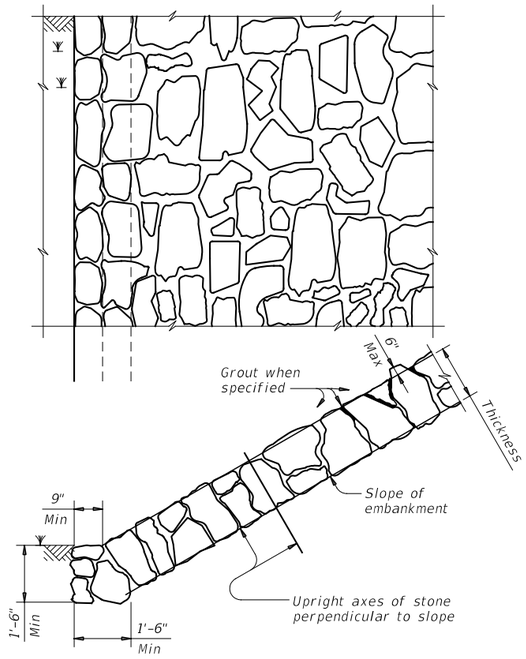


FIGURE 1 ~ TYPE R STONE RIPRAP

dry or grouted

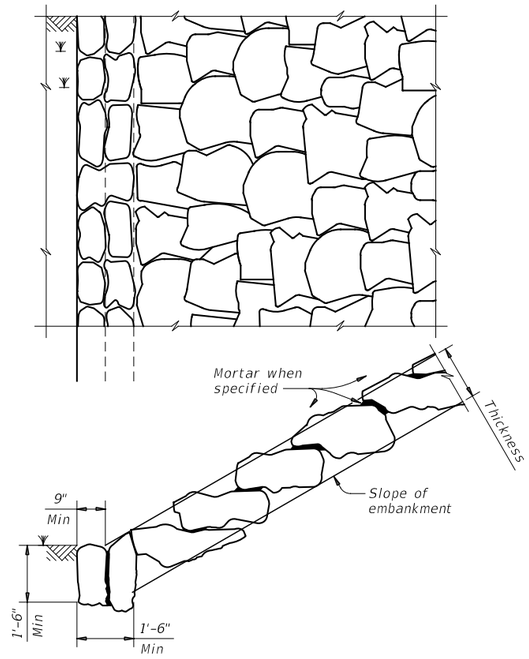


FIGURE 2 ~ TYPE F STONE RIPRAP

dry or mortared

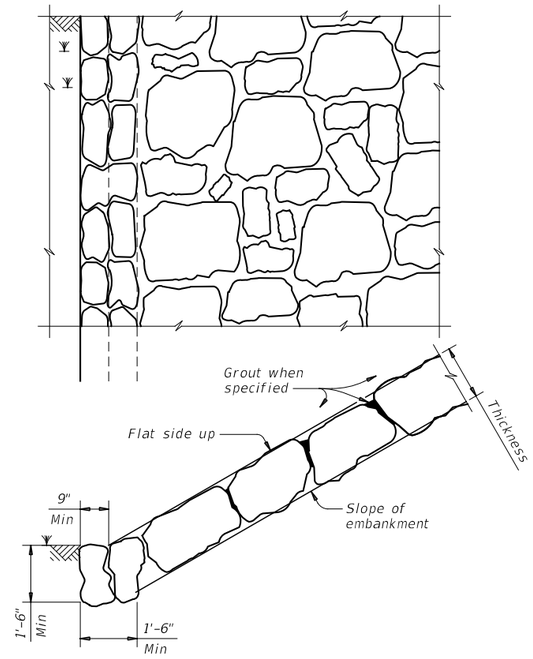


FIGURE 3 ~ TYPE F STONE RIPRAP

grouted

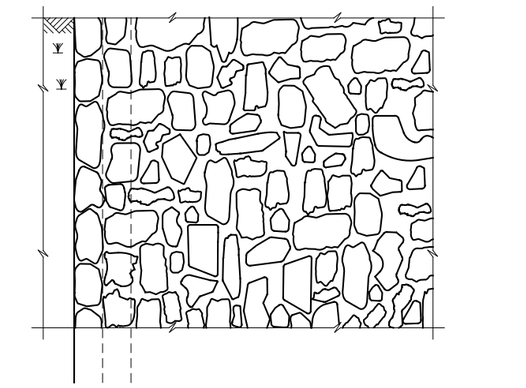


FIGURE 4 ~ COMMON STONE RIPRAP

dry or grouted

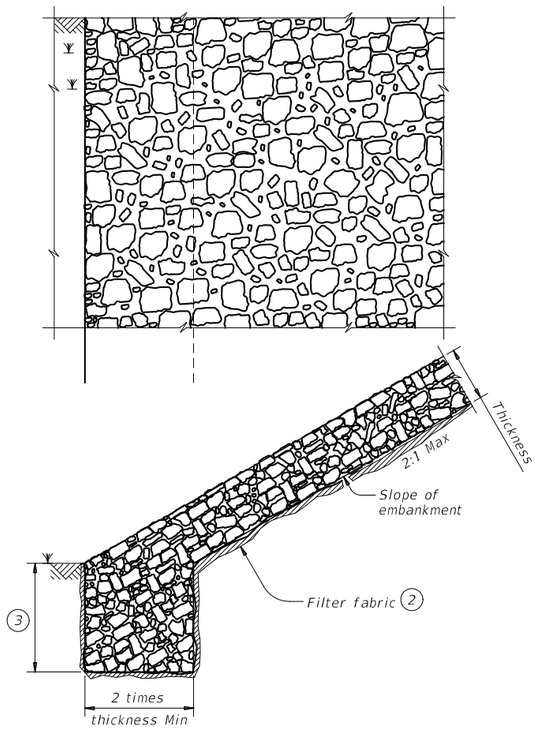


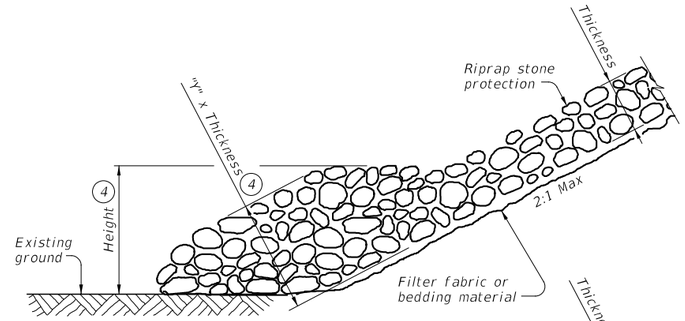
FIGURE 5 ~ PROTECTION STONE RIPRAP (5)

(2) Provide bedding material instead of filter fabric if shown elsewhere in plans. See Layout for thickness of bedding material.

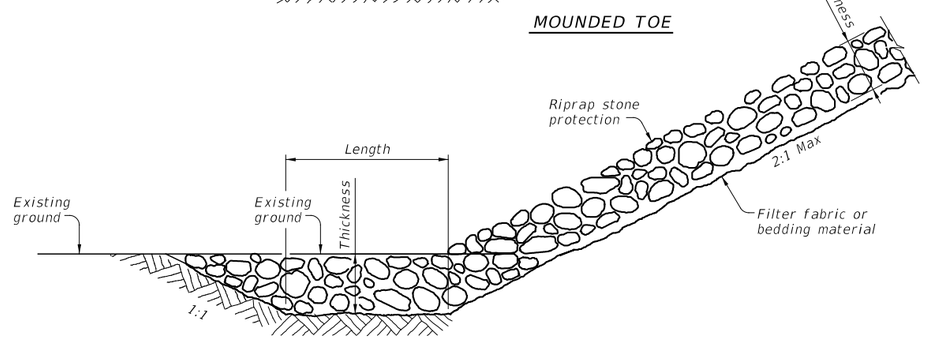
(3) Minimum toe depth is the larger of the maximum scour depth or 2 times the riprap thickness.

(4) "Y" and Height need to be defined. See layout or detail sheet for values if this option is used.

(5) List Stone Protection as size (XX inch) and thickness (YY inch) on the layout.
Example: Riprap (Stone Protection) XX inch, Thickness = YY inch.



MOUNDED TOE



EXTENDED ROCK FILLED TRENCH

PROTECTION STONE RIPRAP TOE OPTIONS (5)

Texas Department of Transportation

Bridge Division Standard

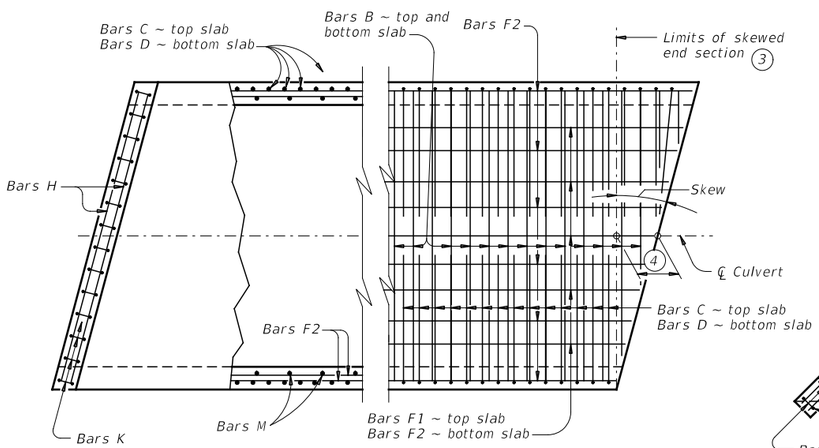
STONE RIPRAP

SRR

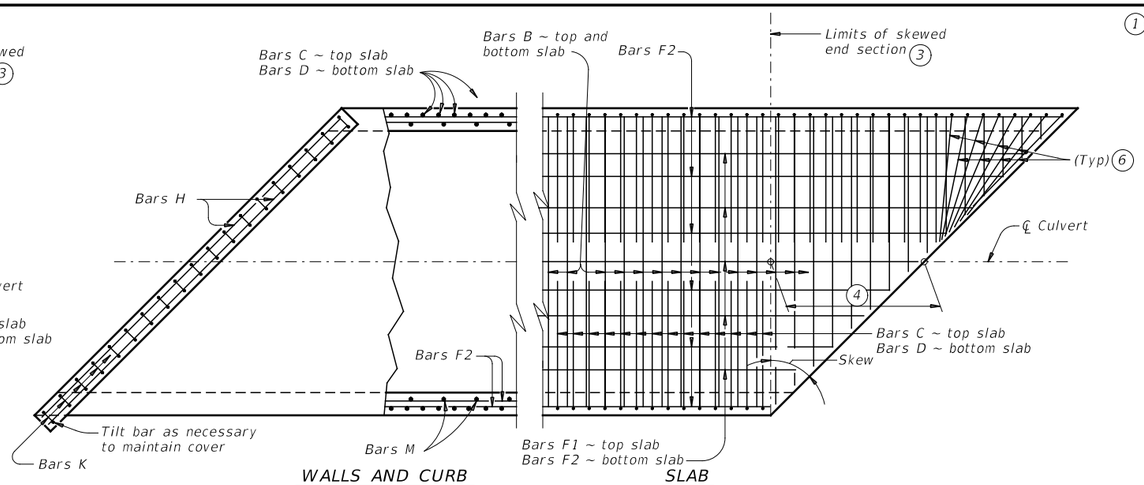
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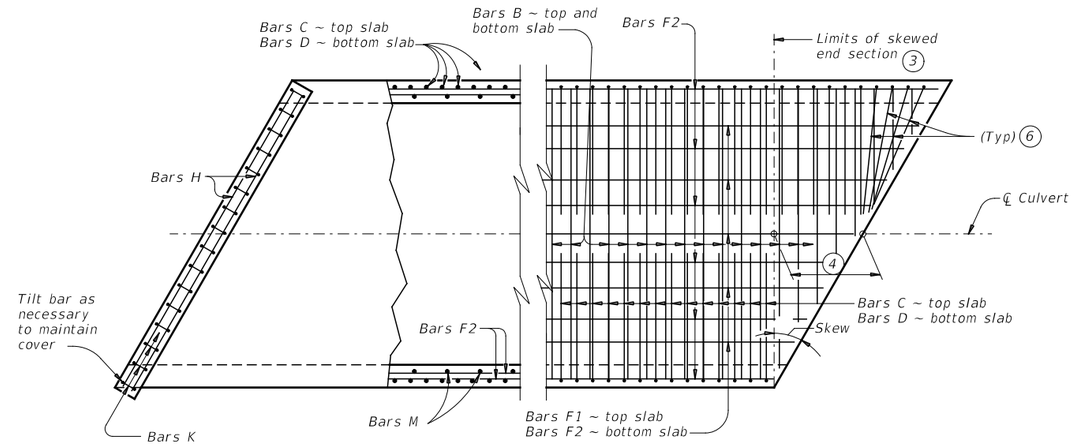
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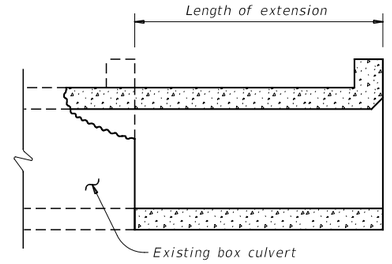
PLAN OF SKEWED ENDS ~ FROM 0° TO 15° (7)



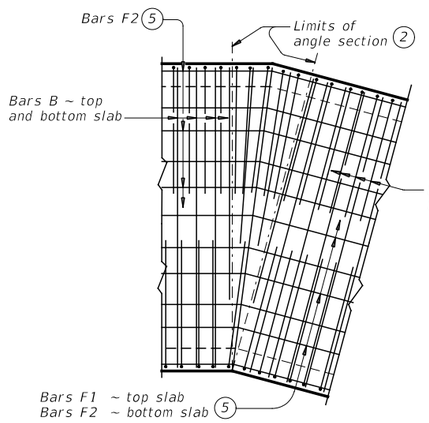
PLAN OF SKEWED ENDS ~ OVER 30° TO 45°



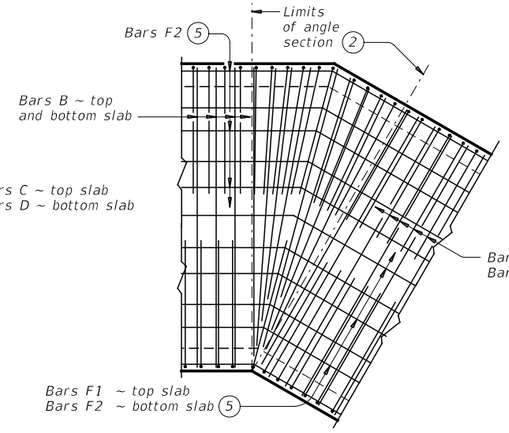
PLAN OF SKEWED ENDS ~ OVER 15° TO 30°



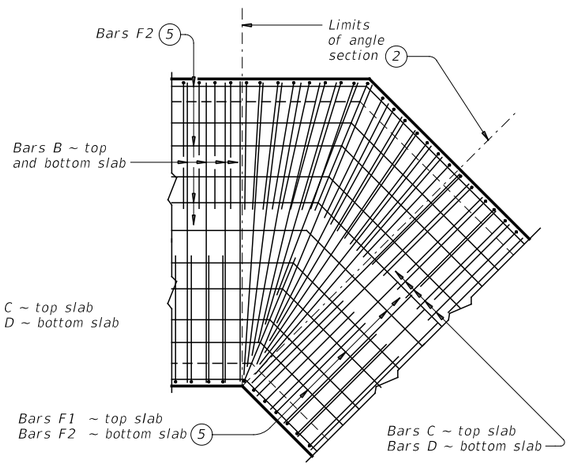
LENGTHENING DETAIL (1)



PLAN OF ANGLE SECTION ~ FROM 0° TO 15°



PLAN OF ANGLE SECTION ~ OVER 15° TO 30°



PLAN OF ANGLE SECTION ~ OVER 30° TO 45°

(1) For skewed box culverts with less than 2'-0" of fill, break back the top slab to provide a 1'-10" minimum lap of the existing longitudinal bars with the longitudinal bars in the extension.

For non-skewed box culverts with less than 2'-0" of fill and for skewed or non-skewed culverts with a fill depth of 2'-0" or greater, break back the top slab to provide a 1'-10" minimum lap of the existing longitudinal bars with the longitudinal bars in the extension. Alternatively, if the box is non-skewed, embed #6 anchor bars with a Type III, C, D , E, or F anchor adhesive into the existing walls, top and bottom slab at 1'-6" center-to-center spacing. Minimum embedment depth is 8". Anchor adhesive chosen must be able to achieve a basic bond strength in tension, Nba, of 26.4 kips. Submit signed and sealed calculations or the manufacturer's published literature showing the proposed anchor adhesive's ability to develop this load to the Engineer for approval prior to use. Anchor installation, including hole size, drilling, and clean out, must be in accordance with Item 450, "Railing." Test adhesive anchors in accordance with Item 450.3.3, "Tests." Test 3 anchors per 100 anchors installed.

Break back wings and apron as necessary to install the extension. Clean and extend the exposed wingwall and apron reinforcing into the extension. When lengthening existing box culverts with dimensions different than current standard dimensions, form horizontal and vertical transitions as directed by the Engineer. Match bottom slabs to maintain an uninterrupted flow line. Field bend existing and new reinforcing into transitions and maintain specified cover requirements. For top slabs of culverts with overlay, with 1-to-2 course surface treatment, or with the top slab as the final riding surface, adjust the "H" dimension to provide a smooth riding surface.

(2) When the spacing between Bars B becomes less than half of the normal spacing, cut bars to avoid conflict.

(3) The length of Bars B vary in the skewed end sections.

(4) [One half of overall width] x [tangent of the skew angle]

(5) Place Bars F1 and F2 continuously through the angle section. Bend Bars F1 and F2 to remain parallel to the walls of the box culvert.

(6) When necessary to avoid conflict in acute corners, shorten the slab extension leg of Bars C and Bars D to a minimum of 1'-6" for skews of 30° thru 45°.

(7) At the Contractor's option, for skews of 15° or less, place Bars B, C, and D parallel to the skewed end while maintaining spacing along centerline of box. Increase lengths of Bars B shown on the Single Box Culverts Cast-In-Place (SCC) standards sheets to accommodate the skew.

CONSTRUCTION NOTES:

Do not use permanent forms.
When required, lap Bars H 1'-8" for uncoated or galvanized bars.
Provide a minimum of 1 ½" clear cover.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.
Provide galvanized reinforcing steel, if required elsewhere in the plans.
Provide Class C concrete (f'c = 3,600 psi) with these exceptions:
provide Class S concrete (f'c = 4,000 psi) for top slabs of culverts with overlay, with 1-to-2 course surface treatment, or with the top slab as the final riding surface.

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.

Refer to Single Box Culverts Cast-in-Place (SCC) standard sheets for details of straight sections of culvert.

For skewed sections and angle sections, refer to Single Box Culverts Cast-in-Place (SCC) standard sheets for slab and wall dimensions, bar sizes, maximum bar spacing, and any other details not shown.

For skewed ends with curbs, adjust length of Bars H, number of Bars K, curb concrete volume, and reinforcing steel weight by dividing the values shown on the culvert Single Box Culverts Cast-In-Place (SCC) standard sheets by the cosine of the skew angle.

Cover dimensions are clear dimensions, unless noted otherwise.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

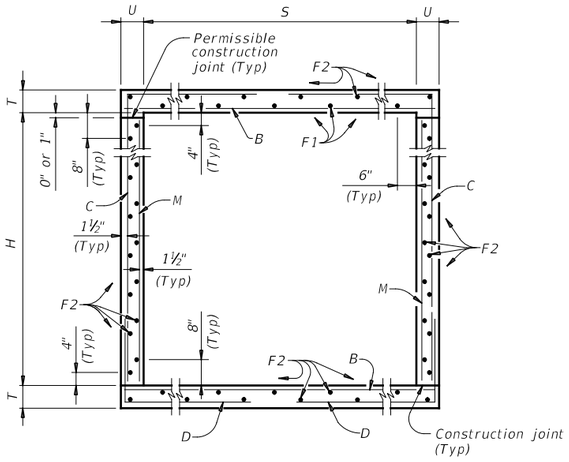
SINGLE BOX CULVERTS CAST-IN-PLACE MISCELLANEOUS DETAILS

SCC-MD

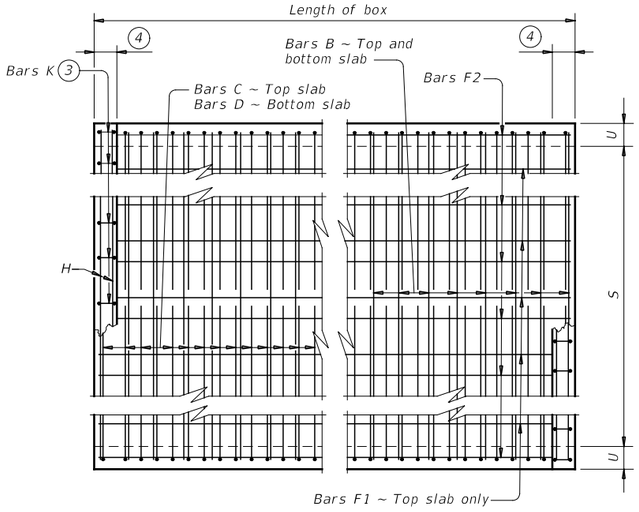
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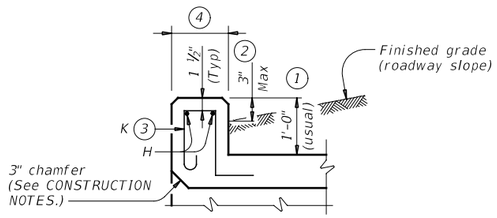
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TYPICAL SECTION



PLAN OF REINF STEEL



SECTION THRU CURB

1. 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0", refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Rail Anchorage Curb (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.

2. For vehicle safety, the following requirements must be met:
   - For structures without bridge rail, construct curbs no more than 3" above finished grade.
   - For structures with bridge rail, construct curbs flush with finished grade.

   Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

3. For curbs less than 1'-0" high, tilt Bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, Bars K may be omitted.

4. 1'-0" typical. 2'-3" when the Rail Anchorage Curb (RAC) standard sheet is referred to elsewhere in the plans.

The Contractor may replace Bars B, C, D, E, F1, F2, M, Y, and/or Z with deformed welded wire reinforcement (WWR) meeting the requirements of ASTM A1064. The area of required reinforcement may be reduced by the ratio of 60 ksi / 70 ksi. Spacing of WWR is limited to 4" Min and 18" Max. When required, provide lap splices in the WWR of the same length required for the equivalent bar size, rounded up for wire sizes between conventional bar sizes. The lap length required for WWR is never less than the lap length required for uncoated #4 bars.

Example conversion: Replacing No. 6 Gr 60 at 6" Spacing with WWR.
Required WWR = (0.44 sq. in. per 0.5 ft.) x (60 ksi / 70 ksi) = 0.755 sq. in. per ft.
If D30.6 wire is used to meet the 0.755 sq. in. per ft. requirement in this example, the required spacing = (0.306 sq. in.) / (0.755 sq. in. per ft.) x (12 in. per ft.) = 4.86" Max spacing. Required lap length for the provided D30.6 wire is 2'-1" (the same minimum lap length required for uncoated #5 bars, as listed under MATERIAL NOTES).

CONSTRUCTION NOTES:

Do not use permanent forms.

Chamfer the bottom edge of the top slab 3" at the entrance.

Optionally, raise construction joints shown at the flow line by a maximum of 6". If this option is taken, Bars M may be cut off or raised, Bars C and D may be reversed.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.

Provide galvanized reinforcing steel if required elsewhere in the plans.

Provide Class C concrete (f'c = 3,600 psi) for culvert barrel and curb, with the following exceptions: provide Class S concrete (f'c = 4,000 psi) for top slabs of:
- culverts with overlay,
- culverts with 1-to-2 course surface treatment, or
- culverts with the top slab as the final riding surface.

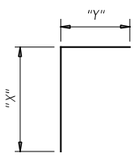
Provide bar laps, where required, as follows:
- Uncoated or galvanized ~ #4 = 1'-8" Min
- Uncoated or galvanized ~ #5 = 2'-1" Min

GENERAL NOTES:

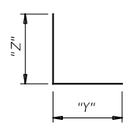
Designed according to AASHTO LRFD Bridge Design Specifications for the range of fill heights shown.

See the Single Box Culverts Cast-In-Place Miscellaneous Detail (SCC-MD) standard sheet for details pertaining to skewed ends, angle sections, and lengthening.

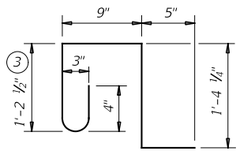
Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing bar dimensions shown are out-to-out of bar.



BARS C



BARS D



BARS K (#4)
(Spa = 1'-0" Max)
(Length = 4'-2")

HL93 LOADING SHEET 1 OF 2

Texas Department of Transportation

Bridge Division Standard

SINGLE BOX CULVERTS CAST-IN-PLACE
0' TO 30' FILL

SCC-3 & 4

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SECTION DIMENSIONS				FILL HEIGHT (5)	BILLS OF REINFORCING STEEL (For Box Length = 40 feet)																												QUANTITIES					
					Bars B					Bars C							Bars D							Bars M ~ #4				Bars F1 ~ #4 at 18" Spa			Bars F2 ~ #4 at 18" Spa			Bars H 4 ~ #4		Bars K		Per Foot of Barrel		Curb		Total	
S	H	T	U		No.	Size	Spa	Length	Weight	No.	Size	Spa	Length	Weight	" X "	" Y "	No.	Size	Spa	Length	Weight	" Y "	" Z "	No.	Spa	Length	Weight	No.	Length	Wt	No.	Length	Weight	Length	Wt	No.	Wt	Conc (CY)	Reinf (Lb)	Conc (CY)	Reinf (Lb)	Conc (CY)	Reinf (Lb)
3' – 0"	2' – 0"	8"	7"	30'	108	#5	9"	3' – 11"	441	108	#4	9"	5' – 4"	385	2' – 6"	2' – 10"	108	#4	9"	5' – 1"	367	2' – 10"	2' – 3"	108	9"	2' – 0"	144	3	39' – 9"	80	19	39' – 9"	505	3' – 11"	10	10	28	0.292	48.1	0.3	38	12.0	1,960
3' – 0"	3' – 0"	8"	7"	30'	108	#5	9"	3' – 11"	441	108	#4	9"	6' – 4"	457	3' – 6"	2' – 10"	108	#4	9"	5' – 1"	367	2' – 10"	2' – 3"	108	9"	3' – 0"	216	3	39' – 9"	80	23	39' – 9"	611	3' – 11"	10	10	28	0.335	54.3	0.3	38	13.7	2,210
4' – 0"	2' – 0"	8"	7"	30'	108	#5	9"	4' – 11"	554	162	#4	6"	5' – 8"	613	2' – 6"	3' – 2"	162	#4	6"	5' – 5"	586	3' – 2"	2' – 3"	108	9"	2' – 0"	144	3	39' – 9"	80	21	39' – 9"	558	4' – 11"	13	12	33	0.342	63.4	0.4	46	14.1	2,581
4' – 0"	3' – 0"	8"	7"	30'	108	#5	9"	4' – 11"	554	162	#4	6"	6' – 8"	721	3' – 6"	3' – 2"	162	#4	6"	5' – 5"	586	3' – 2"	2' – 3"	108	9"	3' – 0"	216	3	39' – 9"	80	25	39' – 9"	664	4' – 11"	13	12	33	0.385	70.5	0.4	46	15.8	2,867
4' – 0"	4' – 0"	8"	7"	30'	108	#5	9"	4' – 11"	554	162	#4	6"	7' – 8"	830	4' – 6"	3' – 2"	162	#4	6"	5' – 5"	586	3' – 2"	2' – 3"	108	9"	4' – 0"	289	3	39' – 9"	80	25	39' – 9"	664	4' – 11"	13	12	33	0.428	75.1	0.4	46	17.5	3,049

(5) For direct traffic culverts (fill height ≤ 2 ft.), identify the required box size and select the option with the minimum fill height.

HL93 LOADING SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

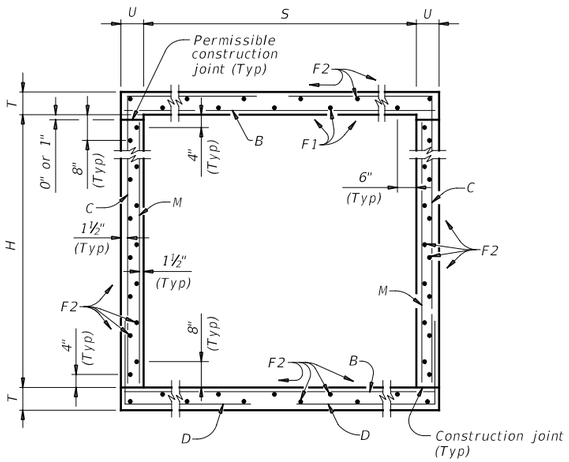
SINGLE BOX CULVERTS CAST-IN-PLACE
0' TO 30' FILL

SCC-3 & 4

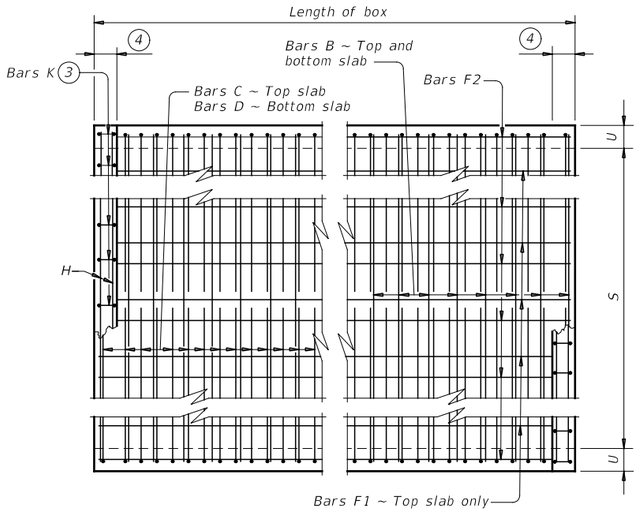
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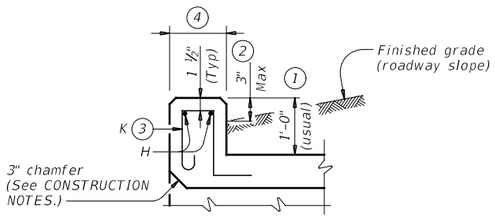
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TYPICAL SECTION



PLAN OF REINF STEEL



SECTION THRU CURB

1 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0", refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Rail Anchorage Curb (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.

2 For vehicle safety, the following requirements must be met:
- For structures without bridge rail, construct curbs no more than 3" above finished grade.
- For structures with bridge rail, construct curbs flush with finished grade.

Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

3 For curbs less than 1'-0" high, tilt Bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, Bars K may be omitted.

4 1'-0" typical. 2'-3" when the Rail Anchorage Curb (RAC) standard sheet is referred to elsewhere in the plans.

The Contractor may replace Bars B, C, D, E, F1, F2, M, Y, and/or Z with deformed welded wire reinforcement (WWR) meeting the requirements of ASTM A1064. The area of required reinforcement may be reduced by the ratio of 60 ksi / 70 ksi. Spacing of WWR is limited to 4" Min and 18" Max. When required, provide lap splices in the WWR of the same length required for the equivalent bar size, rounded up for wire sizes between conventional bar sizes. The lap length required for WWR is never less than the lap length required for uncoated #4 bars.

Example conversion: Replacing No. 6 Gr 60 at 6" Spacing with WWR.
Required WWR = (0.44 sq. in. per 0.5 ft.) x (60 ksi / 70 ksi) = 0.755 sq. in. per ft.
If D30.6 wire is used to meet the 0.755 sq. in. per ft. requirement in this example, the required spacing = (0.306 sq. in.) / (0.755 sq. in. per ft.) x (12 in. per ft.) = 4.86" Max spacing. Required lap length for the provided D30.6 wire is 2'-1" (the same minimum lap length required for uncoated #5 bars, as listed under MATERIAL NOTES).

CONSTRUCTION NOTES:

Do not use permanent forms.
Chamfer the bottom edge of the top slab 3" at the entrance.
Optionally, raise construction joints shown at the flow line by a maximum of 6". If this option is taken, Bars M may be cut off or raised, Bars C and D may be reversed.

MATERIAL NOTES:

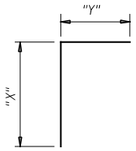
Provide Grade 60 reinforcing steel.
Provide galvanized reinforcing steel if required elsewhere in the plans.
Provide Class C concrete (f'c = 3,600 psi) for culvert barrel and curb, with the following exceptions: provide Class S concrete (f'c = 4,000 psi) for top slabs of:
- culverts with overlay,
- culverts with 1-to-2 course surface treatment, or
- culverts with the top slab as the final riding surface.

Provide bar laps, where required, as follows:
- Uncoated or galvanized ~ #4 = 1'-8" Min
- Uncoated or galvanized ~ #5 = 2'-1" Min
- Uncoated or galvanized ~ #6 = 2'-6" Min

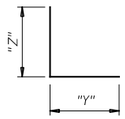
GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications for the range of fill heights shown.
See the Single Box Culverts Cast-In-Place Miscellaneous Detail (SCC-MD) standard sheet for details pertaining to skewed ends, angle sections, and lengthening.

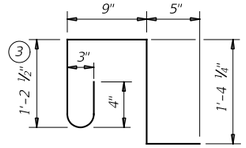
Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing bar dimensions shown are out-to-out of bar.



BARS C



BARS D



BARS K (#4)
(Spa = 1'-0" Max)
(Length = 4'-2")

HL93 LOADING SHEET 1 OF 2

Texas Department of Transportation

Bridge Division Standard

SINGLE BOX CULVERTS CAST-IN-PLACE
0' TO 30' FILL

SCC-5 & 6

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SECTION DIMENSIONS				FILL HEIGHT (5)	BILLS OF REINFORCING STEEL (For Box Length = 40 feet)																										QUANTITIES					
					Bars B					Bars C							Bars D							Bars M ~ #4				Bars F1 ~ #4 at 18" Spa			Bars F2 ~ #4 at 18" Spa			Bars H 4 ~ #4		Bars K		Per Foot of Barrel		Curb		Total	
S	H	T	U		No.	Size	Spa	Length	Weight	No.	Size	Spa	Length	Weight	" X "	" Y "	No.	Size	Spa	Length	Weight	" Y "	" Z "	No.	Spa	Length	Weight	No.	Length	Wt	No.	Length	Weight	Length	Wt	No.	Wt	Conc (CY)	Reinf (Lb)	Conc (CY)	Reinf (Lb)	Conc (CY)	Reinf (Lb)
5' – 0"	2' – 0"	8"	7"	26'	108	#6	9"	5' – 11"	960	108	#5	9"	6' – 3"	704	2' – 6"	3' – 9"	108	#5	9"	6' – 5"	723	3' – 9"	2' – 8"	108	9"	2' – 0"	144	4	39' – 9"	106	22	39' – 9"	584	5' – 11"	16	14	39	0.391	80.5	0.5	55	16.1	3,276
5' – 0"	2' – 0"	9"	7"	30'	108	#6	9"	5' – 11"	960	108	#5	9"	6' – 4"	713	2' – 7"	3' – 9"	108	#5	9"	6' – 6"	732	3' – 9"	2' – 9"	108	9"	2' – 0"	144	4	39' – 9"	106	22	39' – 9"	584	5' – 11"	16	14	39	0.429	81.0	0.5	55	17.6	3,294
5' – 0"	3' – 0"	8"	7"	26'	108	#6	9"	5' – 11"	960	108	#5	9"	7' – 3"	817	3' – 6"	3' – 9"	108	#5	9"	6' – 5"	723	3' – 9"	2' – 8"	108	9"	3' – 0"	216	4	39' – 9"	106	26	39' – 9"	690	5' – 11"	16	14	39	0.434	87.8	0.5	55	17.8	3,567
5' – 0"	3' – 0"	9"	7"	30'	108	#6	9"	5' – 11"	960	108	#5	9"	7' – 4"	826	3' – 7"	3' – 9"	108	#5	9"	6' – 6"	732	3' – 9"	2' – 9"	108	9"	3' – 0"	216	4	39' – 9"	106	26	39' – 9"	690	5' – 11"	16	14	39	0.472	88.3	0.5	55	19.3	3,585
5' – 0"	4' – 0"	8"	7"	26'	108	#6	9"	5' – 11"	960	108	#5	9"	8' – 3"	929	4' – 6"	3' – 9"	108	#5	9"	6' – 5"	723	3' – 9"	2' – 8"	108	9"	4' – 0"	289	4	39' – 9"	106	26	39' – 9"	690	5' – 11"	16	14	39	0.477	92.4	0.5	55	19.5	3,752
5' – 0"	4' – 0"	9"	7"	30'	108	#6	9"	5' – 11"	960	108	#5	9"	8' – 4"	939	4' – 7"	3' – 9"	108	#5	9"	6' – 6"	732	3' – 9"	2' – 9"	108	9"	4' – 0"	289	4	39' – 9"	106	26	39' – 9"	690	5' – 11"	16	14	39	0.515	92.9	0.5	55	21.1	3,771
5' – 0"	5' – 0"	8"	7"	26'	108	#6	9"	5' – 11"	960	108	#5	9"	9' – 3"	1,042	5' – 6"	3' – 9"	108	#5	9"	6' – 5"	723	3' – 9"	2' – 8"	108	9"	5' – 0"	361	4	39' – 9"	106	30	39' – 9"	797	5' – 11"	16	14	39	0.521	99.7	0.5	55	21.3	4,044
5' – 0"	5' – 0"	9"	7"	30'	108	#6	9"	5' – 11"	960	108	#5	9"	9' – 4"	1,051	5' – 7"	3' – 9"	108	#5	9"	6' – 6"	732	3' – 9"	2' – 9"	108	9"	5' – 0"	361	4	39' – 9"	106	30	39' – 9"	797	5' – 11"	16	14	39	0.559	100.2	0.5	55	22.8	4,062
6' – 0"	2' – 0"	8"	7"	20'	108	#6	9"	6' – 11"	1,122	108	#5	9"	6' – 7"	742	2' – 6"	4' – 1"	108	#5	9"	6' – 9"	760	4' – 1"	2' – 8"	108	9"	2' – 0"	144	5	39' – 9"	133	25	39' – 9"	664	6' – 11"	18	16	45	0.440	89.1	0.5	63	18.1	3,628
6' – 0"	2' – 0"	9"	7"	26'	108	#6	9"	6' – 11"	1,122	162	#5	6"	6' – 8"	1,126	2' – 7"	4' – 1"	162	#5	6"	6' – 10"	1,155	4' – 1"	2' – 9"	108	9"	2' – 0"	144	5	39' – 9"	133	25	39' – 9"	664	6' – 11"	18	16	45	0.485	108.6	0.5	63	19.9	4,407
6' – 0"	2' – 0"	10"	8"	30'	108	#6	9"	7' – 1"	1,149	162	#5	6"	6' – 10"	1,155	2' – 8"	4' – 2"	162	#5	6"	7' – 0"	1,183	4' – 2"	2' – 10"	82	12"	2' – 0"	110	5	39' – 9"	133	25	39' – 9"	664	7' – 1"	19	18	50	0.551	109.9	0.5	69	22.6	4,463
6' – 0"	3' – 0"	8"	7"	20'	108	#6	9"	6' – 11"	1,122	108	#5	9"	7' – 7"	854	3' – 6"	4' – 1"	108	#5	9"	6' – 9"	760	4' – 1"	2' – 8"	108	9"	3' – 0"	216	5	39' – 9"	133	29	39' – 9"	770	6' – 11"	18	16	45	0.484	96.4	0.5	63	19.9	3,918
6' – 0"	3' – 0"	9"	7"	26'	108	#6	9"	6' – 11"	1,122	162	#5	6"	7' – 8"	1,295	3' – 7"	4' – 1"	162	#5	6"	6' – 10"	1,155	4' – 1"	2' – 9"	108	9"	3' – 0"	216	5	39' – 9"	133	29	39' – 9"	770	6' – 11"	18	16	45	0.528	117.3	0.5	63	21.6	4,754
6' – 0"	3' – 0"	10"	8"	30'	108	#6	9"	7' – 1"	1,149	162	#5	6"	7' – 10"	1,324	3' – 8"	4' – 2"	162	#5	6"	7' – 0"	1,183	4' – 2"	2' – 10"	82	12"	3' – 0"	164	5	39' – 9"	133	29	39' – 9"	770	7' – 1"	19	18	50	0.601	118.1	0.5	69	24.6	4,792
6' – 0"	4' – 0"	8"	7"	20'	108	#6	9"	6' – 11"	1,122	108	#5	9"	8' – 7"	967	4' – 6"	4' – 1"	108	#5	9"	6' – 9"	760	4' – 1"	2' – 8"	108	9"	4' – 0"	289	5	39' – 9"	133	29	39' – 9"	770	6' – 11"	18	16	45	0.527	101.0	0.5	63	21.6	4,104
6' – 0"	4' – 0"	9"	7"	26'	108	#6	9"	6' – 11"	1,122	162	#5	6"	8' – 8"	1,464	4' – 7"	4' – 1"	162	#5	6"	6' – 10"	1,155	4' – 1"	2' – 9"	108	9"	4' – 0"	289	5	39' – 9"	133	29	39' – 9"	770	6' – 11"	18	16	45	0.571	123.3	0.5	63	23.4	4,996
6' – 0"	4' – 0"	10"	8"	30'	108	#6	9"	7' – 1"	1,149	162	#5	6"	8' – 10"	1,493	4' – 8"	4' – 2"	162	#5	6"	7' – 0"	1,183	4' – 2"	2' – 10"	82	12"	4' – 0"	219	5	39' – 9"	133	29	39' – 9"	770	7' – 1"	19	18	50	0.650	123.7	0.5	69	26.5	5,016
6' – 0"	5' – 0"	8"	7"	20'	108	#6	9"	6' – 11"	1,122	108	#5	9"	9' – 7"	1,080	5' – 6"	4' – 1"	108	#5	9"	6' – 9"	760	4' – 1"	2' – 8"	108	9"	5' – 0"	361	5	39' – 9"	133	33	39' – 9"	876	6' – 11"	18	16	45	0.570	108.3	0.5	63	23.3	4,395
6' – 0"	5' – 0"	9"	7"	26'	108	#6	9"	6' – 11"	1,122	162	#5	6"	9' – 8"	1,633	5' – 7"	4' – 1"	162	#5	6"	6' – 10"	1,155	4' – 1"	2' – 9"	108	9"	5' – 0"	361	5	39' – 9"	133	33	39' – 9"	876	6' – 11"	18	16	45	0.614	132.0	0.5	63	25.1	5,343
6' – 0"	5' – 0"	10"	8"	30'	108	#6	9"	7' – 1"	1,149	162	#5	6"	9' – 10"	1,661	5' – 8"	4' – 2"	162	#5	6"	7' – 0"	1,183	4' – 2"	2' – 10"	82	12"	5' – 0"	274	5	39' – 9"	133	33	39' – 9"	876	7' – 1"	19	18	50	0.700	131.9	0.5	69	28.5	5,345
6' – 0"	6' – 0"	8"	7"	20'	108	#6	9"	6' – 11"	1,122	108	#5	9"	10' – 7"	1,192	6' – 6"	4' – 1"	108	#5	9"	6' – 9"	760	4' – 1"	2' – 8"	108	9"	6' – 0"	433	5	39' – 9"	133	37	39' – 9"	982	6' – 11"	18	16	45	0.613	115.6	0.5	63	25.0	4,685
6' – 0"	6' – 0"	9"	7"	26'	108	#6	9"	6' – 11"	1,122	162	#5	6"	10' – 8"	1,802	6' – 7"	4' – 1"	162	#5	6"	6' – 10"	1,155	4' – 1"	2' – 9"	108	9"	6' – 0"	433	5	39' – 9"	133	37	39' – 9"	982	6' – 11"	18	16	45	0.657	140.7	0.5	63	26.8	5,690
6' – 0"	6' – 0"	10"	8"	30'	108	#6	9"	7' – 1"	1,149	162	#5	6"	10' – 10"	1,830	6' – 8"	4' – 2"	162	#5	6"	7' – 0"	1,183	4' – 2"	2' – 10"	82	12"	6' – 0"	329	5	39' – 9"	133	37	39' – 9"	982	7' – 1"	19	18	50	0.749	140.2	0.5	69	30.5	5,675

(5) For direct traffic culverts (fill height ≤ 2 ft.), identify the required box size and select the option with the minimum fill height.

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HL93 LOADING SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

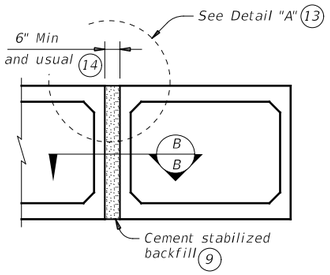
SINGLE BOX CULVERTS CAST-IN-PLACE
0' TO 30' FILL

SCC-5 & 6

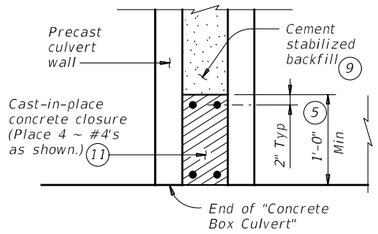
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©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS				
04/2021 Updated X values.	DIST	COUNTY		SHEET NO.
				251

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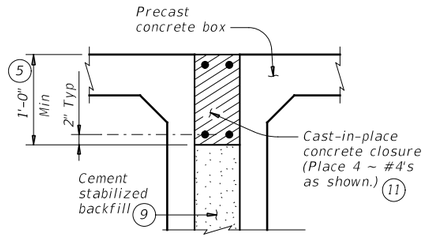
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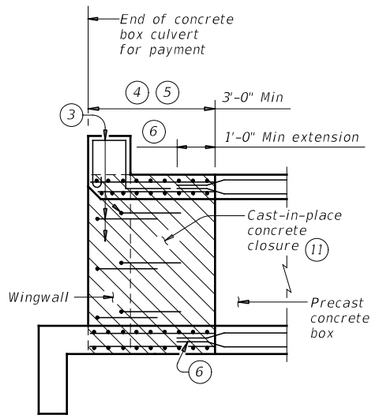
MULTIPLE UNIT PLACEMENT



SECTION B-B

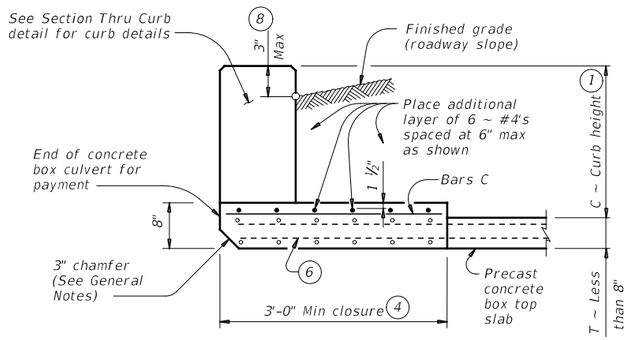


DETAIL "A" (13)

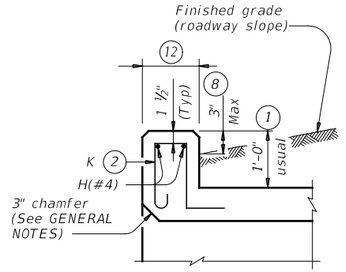


WINGWALL CONNECTION

(Also applies to safety end treatment.)

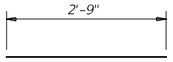


SECTION THRU TOP SLABS LESS THAN 8"

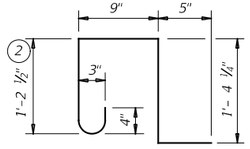


SECTION THRU CURB

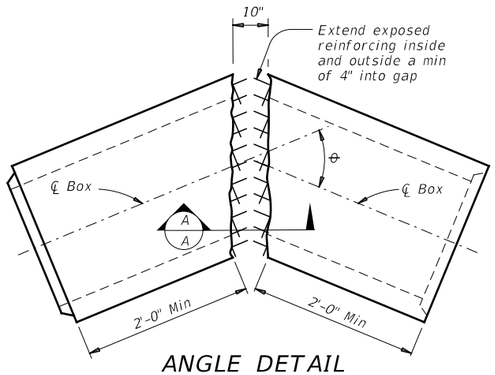
QUANTITIES PER FOOT OF CURB (10)	
Reinforcing Steel	4.12 Lb
Concrete	0.037 CY



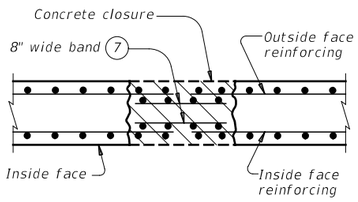
BARS C (#4)
(Spa = 1'-0" Max)



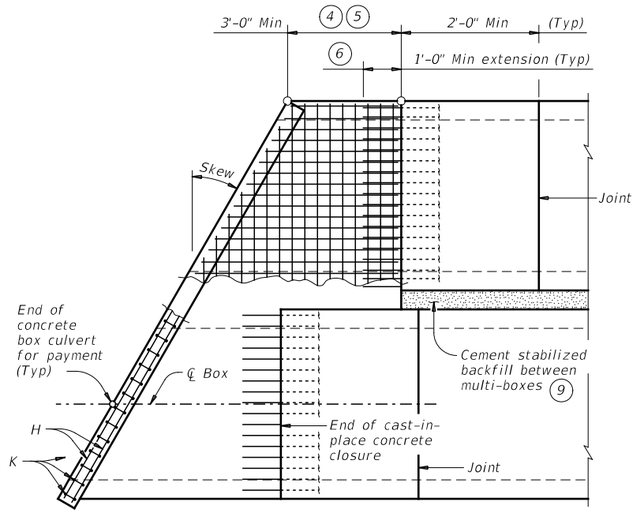
BARS K (#4)
(Spa = 1'-0" Max)
(Length = 4'-2")



ANGLE DETAIL



SECTION A-A



PLAN OF SKEWED ENDS

(Showing multi-box placement.)

(1) 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail, bicycle rail, or curbs taller than 1'-0, refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Box Culvert Rail Mounting Details (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.

(2) For curbs less than 1'-0" high, tilt Bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, Bars K may be omitted.

(3) Extend curb, wingwall, or safety end treatment reinforcing into concrete closure. Bend or trim, as necessary, any reinforcing that does not fit into closure area.

(4) Provide a 3'-0" Min cast-in-place concrete closure. Break back boxes in the field or cast boxes short. Provide bands of reinforcing in the closure that are the same size and spacing as in the precast box section. Provide #4 longitudinal reinforcement spaced at 12 inches Max within the closure. Except where shown otherwise, construct the cast-in-place closure flush with the inside and outside faces of the precast box section.

(5) For multiple unit placements, adjust the length of the closure for the interior walls as necessary. Provide a 3'-0" Min cast-in-place closure in the top slab, bottom slab, and exterior wall. See Section B-B detail when interior walls are cast full length.

(6) Extend precast box reinforcing a minimum of 1'-0" into concrete closure (Typ).

(7) Place bands of reinforcing matching the inside and outside face reinforcing in the gaps of the top and bottom slabs. Place a band matching the outside face reinforcing of the wall in the gaps of the walls (placed in the outside face only). Tack weld the bands to the exposed reinforcing at each point of contact.

(8) For vehicle safety, the following requirements must be met:
- For structures without bridge rail, construct curbs no more than 3" above finished grade.
- For structures with bridge rail, construct curbs flush with finished grade.

Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

(9) Cement stabilized backfill between boxes is considered part of the box culvert for payment.

(10) All curb concrete and reinforcing is considered part of the box culvert for payment.

(11) Any additional concrete and reinforcing required for the closures will be considered subsidiary to the box culvert for payment.

(12) 1'-0" typical. 2'-3" when the Box Culvert Rail Mounting Details (RAC) standard sheet is referred to elsewhere in the plans.

(13) For multiple unit placement with overlay, with 1 to 2 course surface treatment, or with the top slab as the final riding surface, provide wall closure as shown in Detail "A".

(14) This dimension may be increased with approval of the Engineer to allow the precast boxes to be tunneled or jacked in accordance with Item 476, "Jacking, Boring, or Tunneling Pipe or Box". No payment will be made for any additional material in the gap between adjacent boxes.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.
Provide ASTM A1064 welded wire reinforcement.
Provide Class C concrete (f'c = 3,600 psi) for the closures.
Provide cement stabilized backfill meeting the requirements of Item 400, "Excavation and Backfill for Structures."
Any additional concrete required for the closures will be considered subsidiary to the box culvert.

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.
Refer to the Single Box Culverts Precast (SCP) standard sheets for details and notes not shown.
Chamfer the bottom edge of the top slab closure 3 inches at culvert closure ends.

Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing bars dimensions are out-to-out of bars.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

BOX CULVERTS PRECAST MISCELLANEOUS DETAILS

SCP-MD

FILE: scpmdsts-20.dgn	DN: GAF	CK: LMW	DW: BWH/TxDOT	CK: GAF
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.
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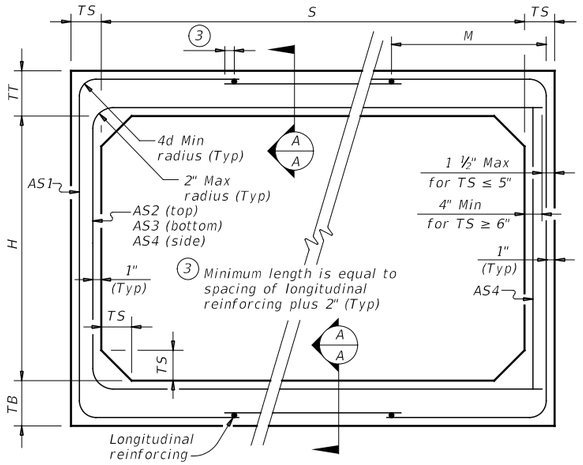
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BOX DATA

SECTION DIMENSIONS					Fill Height	M (Min)	REINFORCING (sq. in. / ft.) (2)							(1) Lift Weight
S (ft.)	H (ft.)	TT (in.)	TB (in.)	TS (in.)	(ft.)	(in.)	AS1	AS2	AS3	AS4	AS5	AS7	AS8	(tons)
3	2	7	6	4	< 2	–	0.17	0.25	0.16	0.10	0.17	0.17	0.14	3.3
3	2	4	4	4	2 < 3	31	0.13	0.19	0.18	0.10	–	–	–	2.4
3	2	4	4	4	3 – 5	31	0.10	0.11	0.12	0.10	–	–	–	2.4
3	2	4	4	4	10	31	0.10	0.10	0.10	0.10	–	–	–	2.4
3	2	4	4	4	15	31	0.10	0.13	0.13	0.10	–	–	–	2.4
3	2	4	4	4	20	31	0.11	0.17	0.17	0.10	–	–	–	2.4
3	2	4	4	4	25	31	0.14	0.21	0.21	0.10	–	–	–	2.4
3	2	4	4	4	30	31	0.17	0.25	0.25	0.10	–	–	–	2.4
3	2	4	4	4	35	31	0.20	0.29	0.30	0.10	–	–	–	2.4
3	3	7	6	4	< 2	–	0.17	0.27	0.17	0.10	0.17	0.17	0.14	3.7
3	3	4	4	4	2 < 3	31	0.10	0.22	0.21	0.10	–	–	–	2.8
3	3	4	4	4	3 – 5	31	0.10	0.14	0.14	0.10	–	–	–	2.8
3	3	4	4	4	10	31	0.10	0.11	0.11	0.10	–	–	–	2.8
3	3	4	4	4	15	31	0.10	0.14	0.15	0.10	–	–	–	2.8
3	3	4	4	4	20	31	0.10	0.18	0.19	0.10	–	–	–	2.8
3	3	4	4	4	25	31	0.10	0.23	0.23	0.10	–	–	–	2.8
3	3	4	4	4	30	31	0.12	0.27	0.28	0.10	–	–	–	2.8
3	3	4	4	4	35	31	0.14	0.32	0.32	0.10	–	–	–	2.8

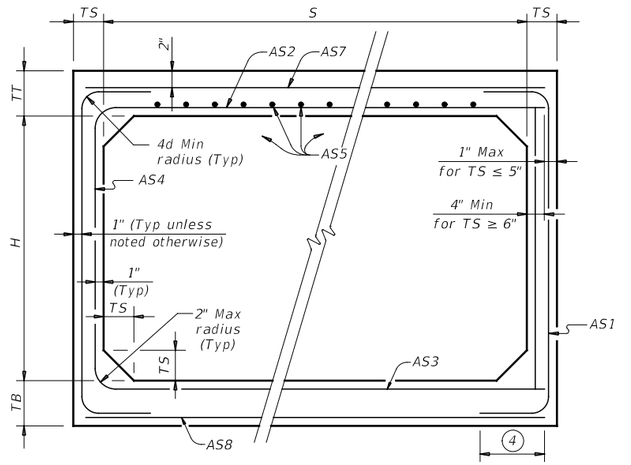
(1) For box length = 8'-0"

(2) AS1 thru AS4, AS7 and AS8 are minimum required areas of reinforcement per linear foot of box length. AS5 is minimum required area of reinforcement per linear foot of box width.



CORNER OPTION "A" CORNER OPTION "B"

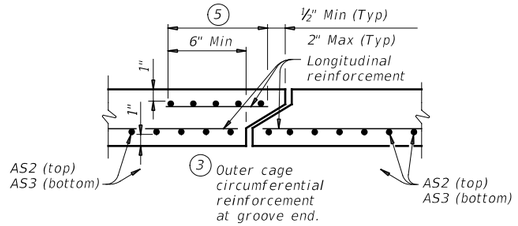
FILL HEIGHT 2 FT AND GREATER



CORNER OPTION "A" CORNER OPTION "B"

FILL HEIGHT LESS THAN 2 FT

(4) Length is equal to spacing of longitudinal reinforcing plus 2". (10" Min) (Typ)



SECTION A-A

(Showing top and bottom slab joint reinforcement.)

MATERIAL NOTES:

Provide 0.03 sq. in./ft. minimum longitudinal reinforcement at each face in slabs and walls. This minimum requirement may be met by the transverse wires when wire mesh reinforcement is used.

Provide Class H concrete (f`c = 5,000 psi).

GENERAL NOTES:

Designs shown conform to ASTM C1577. Refer to ASTM C1577 for information or details not shown.

See Box Culverts Precast Miscellaneous Details (SCP-MD) standard sheet for details and notes not shown.

In lieu of furnishing the designs shown on this sheet, the contractor may furnish an alternate design that is equal to or exceeds the box design for the design fill height in the table. Submit shop plans for alternate designs in accordance with Item "Precast Concrete Structural Members (Fabrication)".

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

SINGLE BOX CULVERTS PRECAST

3'-0" SPAN

SCP-3

FILE: scp03sts-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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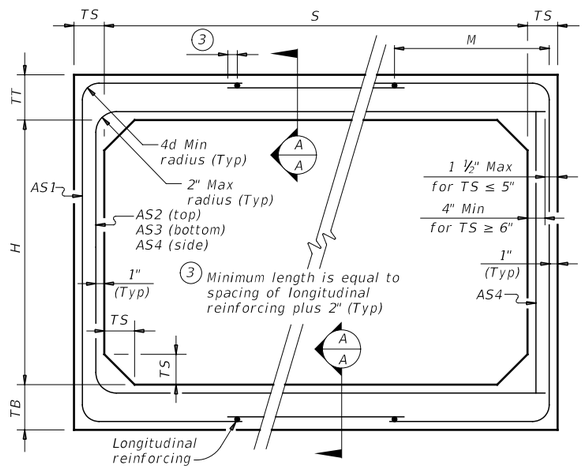
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BOX DATA

SECTION DIMENSIONS					Fill Height	M (Min)	REINFORCING (sq. in. / ft.) (2)							(1) Lift Weight
S (ft.)	H (ft.)	TT (in.)	TB (in.)	TS (in.)	(ft.)	(in.)	AS1	AS2	AS3	AS4	AS5	AS7	AS8	(tons)
4	2	7.5	6	5	< 2	–	0.18	0.27	0.15	0.12	0.18	0.18	0.14	4.5
4	2	5	5	5	2 < 3	38	0.18	0.19	0.17	0.12	–	–	–	3.6
4	2	5	5	5	3 – 5	38	0.13	0.13	0.13	0.12	–	–	–	3.6
4	2	5	5	5	10	38	0.12	0.12	0.12	0.12	–	–	–	3.6
4	2	5	5	5	15	38	0.14	0.16	0.16	0.12	–	–	–	3.6
4	2	5	5	5	20	38	0.18	0.20	0.21	0.12	–	–	–	3.6
4	2	5	5	5	25	38	0.23	0.25	0.25	0.12	–	–	–	3.6
4	2	5	5	5	30	38	0.28	0.30	0.30	0.12	–	–	–	3.6
4	3	7.5	6	5	< 2	–	0.18	0.31	0.18	0.12	0.18	0.18	0.14	5.0
4	3	5	5	5	2 < 3	38	0.15	0.23	0.20	0.12	–	–	–	4.1
4	3	5	5	5	3 – 5	38	0.12	0.16	0.16	0.12	–	–	–	4.1
4	3	5	5	5	10	38	0.12	0.14	0.14	0.12	–	–	–	4.1
4	3	5	5	5	15	38	0.12	0.18	0.18	0.12	–	–	–	4.1
4	3	5	5	5	20	38	0.14	0.23	0.24	0.12	–	–	–	4.1
4	3	5	5	5	25	38	0.17	0.29	0.29	0.12	–	–	–	4.1
4	3	5	5	5	30	38	0.21	0.35	0.35	0.12	–	–	–	4.1
4	4	7.5	6	5	< 2	–	0.18	0.33	0.20	0.12	0.18	0.18	0.14	5.5
4	4	5	5	5	2 < 3	38	0.12	0.26	0.23	0.12	–	–	–	4.6
4	4	5	5	5	3 – 5	38	0.12	0.18	0.18	0.12	–	–	–	4.6
4	4	5	5	5	10	38	0.12	0.15	0.15	0.12	–	–	–	4.6
4	4	5	5	5	15	38	0.12	0.19	0.20	0.12	–	–	–	4.6
4	4	5	5	5	20	38	0.12	0.25	0.25	0.12	–	–	–	4.6
4	4	5	5	5	25	38	0.14	0.31	0.31	0.12	–	–	–	4.6
4	4	5	5	5	30	38	0.17	0.37	0.37	0.12	–	–	–	4.6

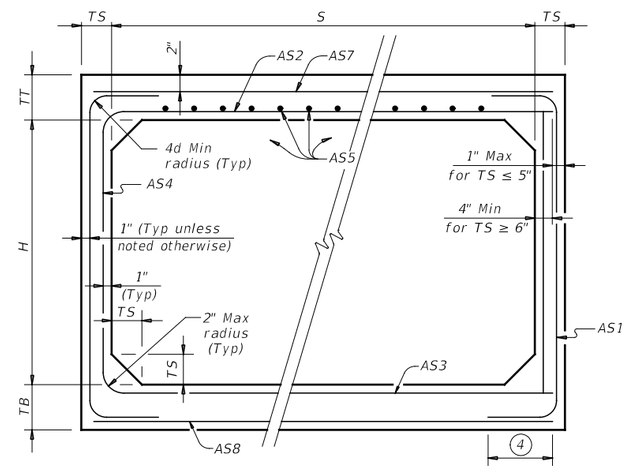
(1) For box length = 8'-0"

(2) AS1 thru AS4, AS7 and AS8 are minimum required areas of reinforcement per linear foot of box length. AS5 is minimum required area of reinforcement per linear foot of box width.



CORNER OPTION "A" CORNER OPTION "B"

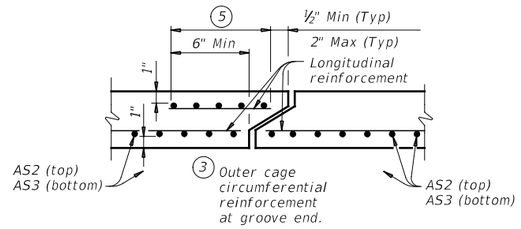
FILL HEIGHT 2 FT AND GREATER



CORNER OPTION "A" CORNER OPTION "B"

FILL HEIGHT LESS THAN 2 FT

(4) Length is equal to spacing of longitudinal reinforcing plus 2". (10" Min) (Typ)



SECTION A-A

(Showing top and bottom slab joint reinforcement.)

MATERIAL NOTES:

Provide 0.03 sq. in./ft. minimum longitudinal reinforcement at each face in slabs and walls. This minimum requirement may be met by the transverse wires when wire mesh reinforcement is used.

Provide Class H concrete (f`c = 5,000 psi).

GENERAL NOTES:

Designs shown conform to ASTM C1577. Refer to ASTM C1577 for information or details not shown.

See Box Culverts Precast Miscellaneous Details (SCP-MD) standard sheet for details and notes not shown.

In lieu of furnishing the designs shown on this sheet, the contractor may furnish an alternate design that is equal to or exceeds the box design for the design fill height in the table. Submit shop plans for alternate designs in accordance with Item "Precast Concrete Structural Members (Fabrication)".

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

SINGLE BOX CULVERTS PRECAST

4'-0" SPAN

SCP-4

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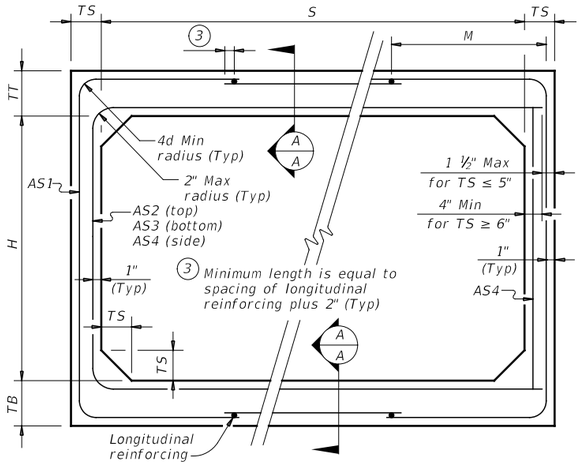
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BOX DATA

SECTION DIMENSIONS					Fill Height	M (Min)	REINFORCING (sq. in. / ft.) (2)							(1) Lift Weight
S (ft.)	H (ft.)	TT (in.)	TB (in.)	TS (in.)	(ft.)	(in.)	AS1	AS2	AS3	AS4	AS5	AS7	AS8	(tons)
5	2	8	7	6	< 2	–	0.19	0.27	0.18	0.14	0.19	0.19	0.17	6.0
5	2	6	6	6	2 < 3	44	0.22	0.20	0.16	0.14	–	–	–	5.1
5	2	6	6	6	3 – 5	44	0.16	0.14	0.14	0.14	–	–	–	5.1
5	2	6	6	6	10	36	0.15	0.14	0.14	0.14	–	–	–	5.1
5	2	6	6	6	15	36	0.20	0.18	0.18	0.14	–	–	–	5.1
5	2	6	6	6	20	36	0.26	0.23	0.24	0.14	–	–	–	5.1
5	2	6	6	6	25	36	0.33	0.29	0.29	0.14	–	–	–	5.1
5	2	6	6	6	30	36	0.39	0.34	0.35	0.14	–	–	–	5.1
5	3	8	7	6	< 2	–	0.19	0.31	0.21	0.14	0.19	0.19	0.17	6.6
5	3	6	6	6	2 < 3	45	0.18	0.24	0.19	0.14	–	–	–	5.7
5	3	6	6	6	3 – 5	36	0.14	0.17	0.16	0.14	–	–	–	5.7
5	3	6	6	6	10	36	0.14	0.16	0.17	0.14	–	–	–	5.7
5	3	6	6	6	15	35	0.16	0.21	0.22	0.14	–	–	–	5.7
5	3	6	6	6	20	35	0.21	0.27	0.28	0.14	–	–	–	5.7
5	3	6	6	6	25	35	0.26	0.34	0.34	0.14	–	–	–	5.7
5	3	6	6	6	30	35	0.31	0.41	0.41	0.14	–	–	–	5.7
5	4	8	7	6	< 2	–	0.19	0.33	0.24	0.14	0.19	0.19	0.17	7.2
5	4	6	6	6	2 < 3	45	0.16	0.27	0.22	0.14	–	–	–	6.3
5	4	6	6	6	3 – 5	45	0.14	0.19	0.18	0.14	–	–	–	6.3
5	4	6	6	6	10	36	0.14	0.18	0.18	0.14	–	–	–	6.3
5	4	6	6	6	15	35	0.14	0.23	0.24	0.14	–	–	–	6.3
5	4	6	6	6	20	35	0.17	0.30	0.31	0.14	–	–	–	6.3
5	4	6	6	6	25	35	0.21	0.37	0.38	0.14	–	–	–	6.3
5	4	6	6	6	30	35	0.25	0.44	0.45	0.14	–	–	–	6.3
5	5	8	7	6	< 2	–	0.19	0.35	0.26	0.14	0.19	0.19	0.17	7.8
5	5	6	6	6	2 < 3	45	0.14	0.29	0.24	0.14	–	–	–	6.9
5	5	6	6	6	3 – 5	45	0.14	0.21	0.20	0.14	–	–	–	6.9
5	5	6	6	6	10	45	0.14	0.19	0.20	0.14	–	–	–	6.9
5	5	6	6	6	15	36	0.14	0.24	0.25	0.14	–	–	–	6.9
5	5	6	6	6	20	35	0.15	0.31	0.32	0.14	–	–	–	6.9
5	5	6	6	6	25	35	0.18	0.38	0.39	0.14	–	–	–	6.9
5	5	6	6	6	30	35	0.21	0.46	0.47	0.14	–	–	–	6.9

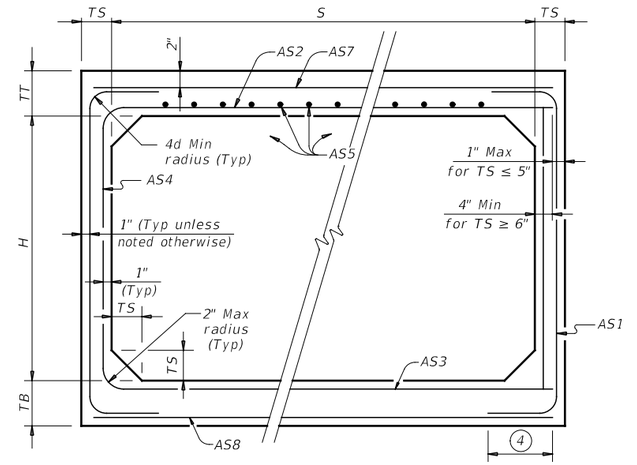
(1) For box length = 8'-0"

(2) AS1 thru AS4, AS7 and AS8 are minimum required areas of reinforcement per linear foot of box length. AS5 is minimum required area of reinforcement per linear foot of box width.



CORNER OPTION "A" CORNER OPTION "B"

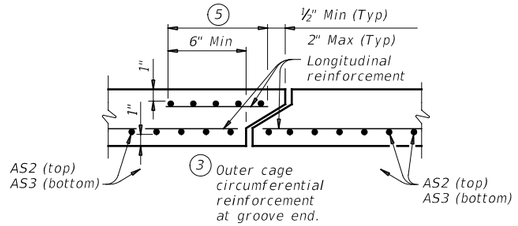
FILL HEIGHT 2 FT AND GREATER



CORNER OPTION "A" CORNER OPTION "B"

FILL HEIGHT LESS THAN 2 FT

(4) Length is equal to spacing of longitudinal reinforcing plus 2". (10" Min) (Typ)



SECTION A-A

(Showing top and bottom slab joint reinforcement.)

MATERIAL NOTES:

Provide 0.03 sq. in./ft. minimum longitudinal reinforcement at each face in slabs and walls. This minimum requirement may be met by the transverse wires when wire mesh reinforcement is used.

Provide Class H concrete (f`c = 5,000 psi).

GENERAL NOTES:

Designs shown conform to ASTM C1577. Refer to ASTM C1577 for information or details not shown.

See Box Culverts Precast Miscellaneous Details (SCP-MD) standard sheet for details and notes not shown.

In lieu of furnishing the designs shown on this sheet, the contractor may furnish an alternate design that is equal to or exceeds the box design for the design fill height in the table. Submit shop plans for alternate designs in accordance with Item "Precast Concrete Structural Members (Fabrication)".

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

SINGLE BOX CULVERTS PRECAST

5'-0" SPAN

SCP-5

FILE: scp05sts-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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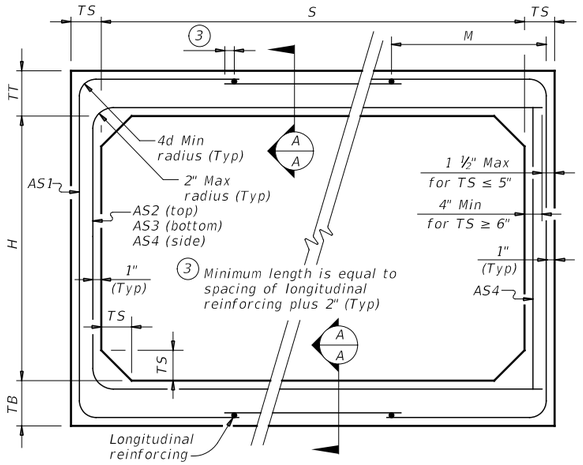
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BOX DATA

SECTION DIMENSIONS					Fill Height	M (Min)	REINFORCING (sq. in. / ft.) (2)							(1) Lift Weight
S (ft.)	H (ft.)	TT (in.)	TB (in.)	TS (in.)	(ft.)	(in.)	AS1	AS2	AS3	AS4	AS5	AS7	AS8	(tons)
7	3	8	8	8	< 2	–	0.23	0.31	0.22	0.19	0.19	0.19	0.19	9.6
7	3	8	8	8	2 < 3	47	0.27	0.25	0.24	0.19	–	–	–	9.6
7	3	8	8	8	3 – 5	43	0.19	0.19	0.19	0.19	–	–	–	9.6
7	3	8	8	8	10	43	0.21	0.20	0.21	0.19	–	–	–	9.6
7	3	8	8	8	15	43	0.28	0.26	0.27	0.19	–	–	–	9.6
7	3	8	8	8	20	43	0.36	0.34	0.35	0.19	–	–	–	9.6
7	3	8	8	8	25	43	0.45	0.42	0.43	0.19	–	–	–	9.6
7	3	8	8	8	30	43	0.54	0.50	0.51	0.19	–	–	–	9.6
7	4	8	8	8	< 2	–	0.21	0.34	0.25	0.19	0.19	0.19	0.19	10.4
7	4	8	8	8	2 < 3	43	0.23	0.28	0.28	0.19	–	–	–	10.4
7	4	8	8	8	3 – 5	43	0.19	0.22	0.19	0.19	–	–	–	10.4
7	4	8	8	8	10	43	0.19	0.23	0.23	0.19	–	–	–	10.4
7	4	8	8	8	15	41	0.24	0.30	0.30	0.19	–	–	–	10.4
7	4	8	8	8	20	41	0.31	0.38	0.39	0.19	–	–	–	10.4
7	4	8	8	8	25	41	0.38	0.47	0.48	0.19	–	–	–	10.4
7	4	8	8	8	30	41	0.46	0.57	0.57	0.19	–	–	–	10.4
7	5	8	8	8	< 2	–	0.19	0.36	0.27	0.19	0.19	0.19	0.19	11.2
7	5	8	8	8	2 < 3	47	0.21	0.31	0.31	0.19	–	–	–	11.2
7	5	8	8	8	3 – 5	43	0.19	0.24	0.21	0.19	–	–	–	11.2
7	5	8	8	8	10	43	0.19	0.25	0.26	0.19	–	–	–	11.2
7	5	8	8	8	15	41	0.21	0.32	0.33	0.19	–	–	–	11.2
7	5	8	8	8	20	41	0.27	0.41	0.42	0.19	–	–	–	11.2
7	5	8	8	8	25	41	0.33	0.51	0.52	0.19	–	–	–	11.2
7	5	8	8	8	30	41	0.40	0.61	0.62	0.19	–	–	–	11.2
7	6	8	8	8	< 2	–	0.19	0.38	0.30	0.19	0.19	0.19	0.19	12.0
7	6	8	8	8	2 < 3	59	0.19	0.33	0.34	0.19	–	–	–	12.0
7	6	8	8	8	3 – 5	47	0.19	0.25	0.23	0.19	–	–	–	12.0
7	6	8	8	8	10	43	0.19	0.26	0.27	0.19	–	–	–	12.0
7	6	8	8	8	15	41	0.19	0.34	0.35	0.19	–	–	–	12.0
7	6	8	8	8	20	41	0.24	0.43	0.45	0.19	–	–	–	12.0
7	6	8	8	8	25	41	0.29	0.53	0.55	0.19	–	–	–	12.0
7	6	8	8	8	30	41	0.35	0.64	0.65	0.19	–	–	–	12.0
7	7	8	8	8	< 2	–	0.19	0.40	0.33	0.19	0.19	0.19	0.19	12.8
7	7	8	8	8	2 < 3	59	0.19	0.36	0.37	0.19	–	–	–	12.8
7	7	8	8	8	3 – 5	59	0.19	0.27	0.25	0.19	–	–	–	12.8
7	7	8	8	8	10	47	0.19	0.27	0.29	0.19	–	–	–	12.8
7	7	8	8	8	15	43	0.19	0.35	0.37	0.19	–	–	–	12.8
7	7	8	8	8	20	43	0.22	0.44	0.46	0.19	–	–	–	12.8
7	7	8	8	8	25	43	0.27	0.54	0.57	0.19	–	–	–	12.8
7	7	8	8	8	30	41	0.32	0.65	0.67	0.19	–	–	–	12.8

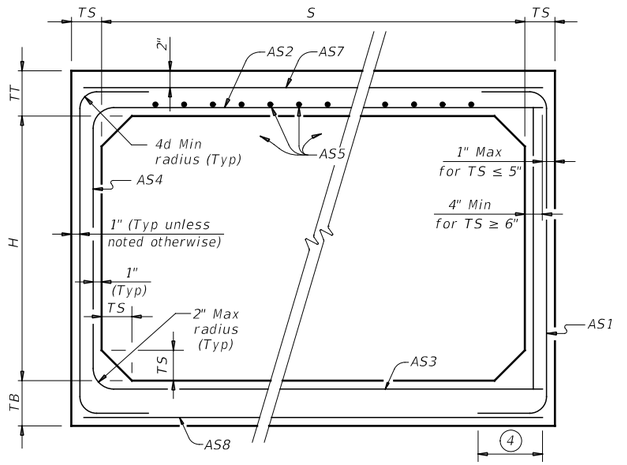
(1) For box length = 8'-0"

(2) AS1 thru AS4, AS7 and AS8 are minimum required areas of reinforcement per linear foot of box length. AS5 is minimum required area of reinforcement per linear foot of box width.



CORNER OPTION "A" CORNER OPTION "B"

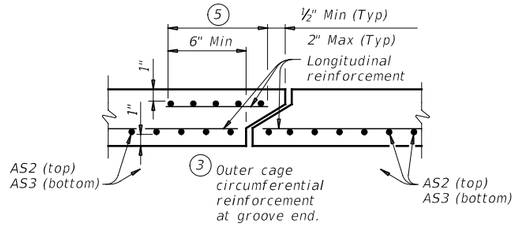
FILL HEIGHT 2 FT AND GREATER



CORNER OPTION "A" CORNER OPTION "B"

FILL HEIGHT LESS THAN 2 FT

(4) Length is equal to spacing of longitudinal reinforcing plus 2". (10" Min) (Typ)



SECTION A-A

(Showing top and bottom slab joint reinforcement.)

MATERIAL NOTES:

Provide 0.03 sq. in./ft. minimum longitudinal reinforcement at each face in slabs and walls. This minimum requirement may be met by the transverse wires when wire mesh reinforcement is used.

Provide Class H concrete (f`c = 5,000 psi).

GENERAL NOTES:

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HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

SINGLE BOX CULVERTS PRECAST

7'-0" SPAN

SCP-7

FILE: scp07sts-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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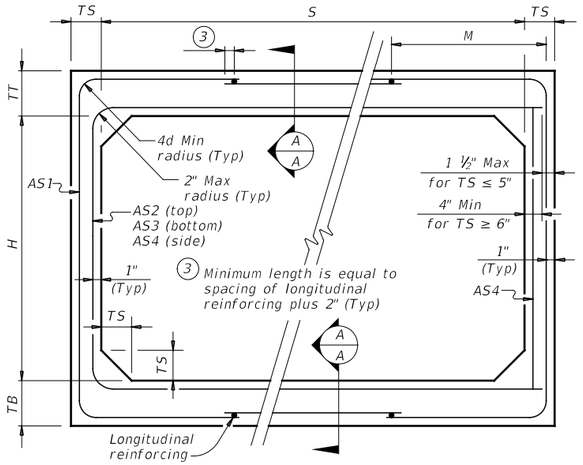
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BOX DATA

SECTION DIMENSIONS					Fill Height	M (Min)	REINFORCING (sq. in. / ft.) (2)							(1) Lift Weight
S (ft.)	H (ft.)	TT (in.)	TB (in.)	TS (in.)	(ft.)	(in.)	AS1	AS2	AS3	AS4	AS5	AS7	AS8	(tons)
10	4	10	10	10	< 2	–	0.33	0.34	0.27	0.24	0.24	0.24	0.24	16.5
10	4	10	10	10	2 < 3	58	0.38	0.35	0.30	0.24	–	–	–	16.5
10	4	10	10	10	3 – 5	53	0.31	0.28	0.27	0.24	–	–	–	16.5
10	4	10	10	10	10	52	0.36	0.32	0.33	0.24	–	–	–	16.5
10	4	10	10	10	15	52	0.47	0.42	0.43	0.24	–	–	–	16.5
10	4	10	10	10	20	52	0.61	0.54	0.55	0.24	–	–	–	16.5
10	4	10	10	10	25	52	0.75	0.67	0.68	0.24	–	–	–	16.5
10	5	10	10	10	< 2	–	0.30	0.36	0.30	0.24	0.24	0.24	0.24	17.5
10	5	10	10	10	2 < 3	58	0.35	0.39	0.34	0.24	–	–	–	17.5
10	5	10	10	10	3 – 5	52	0.28	0.31	0.30	0.24	–	–	–	17.5
10	5	10	10	10	10	52	0.33	0.35	0.36	0.24	–	–	–	17.5
10	5	10	10	10	15	47	0.42	0.46	0.47	0.24	–	–	–	17.5
10	5	10	10	10	20	47	0.55	0.59	0.61	0.24	–	–	–	17.5
10	5	10	10	10	25	47	0.68	0.73	0.75	0.24	–	–	–	17.5
10	6	10	10	10	< 2	–	0.28	0.38	0.33	0.24	0.24	0.24	0.24	18.5
10	6	10	10	10	2 < 3	58	0.32	0.42	0.37	0.24	–	–	–	18.5
10	6	10	10	10	3 – 5	53	0.26	0.34	0.33	0.24	–	–	–	18.5
10	6	10	10	10	10	52	0.30	0.38	0.39	0.24	–	–	–	18.5
10	6	10	10	10	15	47	0.39	0.49	0.51	0.24	–	–	–	18.5
10	6	10	10	10	20	47	0.50	0.63	0.65	0.24	–	–	–	18.5
10	6	10	10	10	25	47	0.61	0.78	0.80	0.24	–	–	–	18.5
10	7	10	10	10	< 2	–	0.25	0.40	0.36	0.24	0.24	0.24	0.24	19.5
10	7	10	10	10	2 < 3	58	0.30	0.45	0.40	0.24	–	–	–	19.5
10	7	10	10	10	3 – 5	58	0.24	0.36	0.35	0.24	–	–	–	19.5
10	7	10	10	10	10	52	0.28	0.40	0.42	0.24	–	–	–	19.5
10	7	10	10	10	15	47	0.36	0.52	0.54	0.24	–	–	–	19.5
10	7	10	10	10	20	47	0.46	0.67	0.69	0.24	–	–	–	19.5
10	7	10	10	10	25	47	0.56	0.82	0.85	0.24	–	–	–	19.5
10	8	10	10	10	< 2	–	0.24	0.41	0.38	0.24	0.24	0.24	0.24	20.5
10	8	10	10	10	2 < 3	64	0.27	0.47	0.43	0.24	–	–	–	20.5
10	8	10	10	10	3 – 5	58	0.24	0.38	0.38	0.24	–	–	–	20.5
10	8	10	10	10	10	52	0.26	0.42	0.44	0.24	–	–	–	20.5
10	8	10	10	10	15	47	0.34	0.54	0.57	0.24	–	–	–	20.5
10	8	10	10	10	20	47	0.43	0.69	0.72	0.24	–	–	–	20.5
10	9	10	10	10	< 2	–	0.24	0.42	0.41	0.24	0.24	0.24	0.24	21.5
10	9	10	10	10	2 < 3	70	0.26	0.50	0.46	0.24	–	–	–	21.5
10	9	10	10	10	3 – 5	64	0.24	0.40	0.40	0.24	–	–	–	21.5
10	9	10	10	10	10	58	0.25	0.43	0.46	0.24	–	–	–	21.5
10	9	10	10	10	15	52	0.32	0.56	0.59	0.24	–	–	–	21.5
10	9	10	10	10	20	47	0.40	0.71	0.75	0.24	–	–	–	21.5
10	10	10	10	10	< 2	–	0.24	0.44	0.44	0.24	0.24	0.24	0.24	22.5
10	10	10	10	10	2 < 3	79	0.25	0.52	0.48	0.24	–	–	–	22.5
10	10	10	10	10	3 – 5	70	0.24	0.42	0.43	0.24	–	–	–	22.5
10	10	10	10	10	10	64	0.24	0.44	0.48	0.24	–	–	–	22.5
10	10	10	10	10	15	52	0.30	0.57	0.61	0.24	–	–	–	22.5
10	10	10	10	10	20	52	0.38	0.73	0.77	0.24	–	–	–	22.5

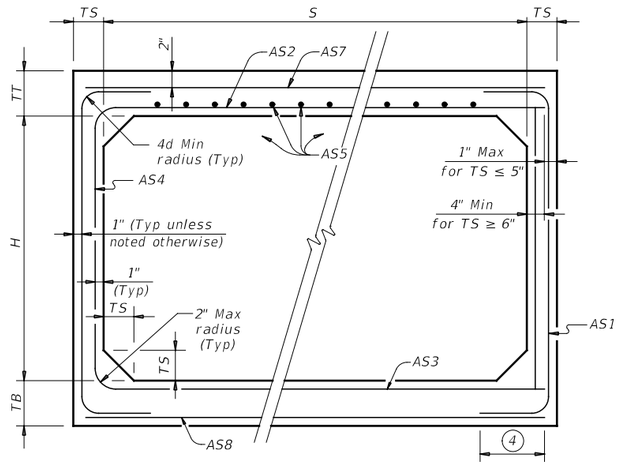
(1) For box length = 8'-0"

(2) AS1 thru AS4, AS7 and AS8 are minimum required areas of reinforcement per linear foot of box length. AS5 is minimum required area of reinforcement per linear foot of box width.



CORNER OPTION "A" CORNER OPTION "B"

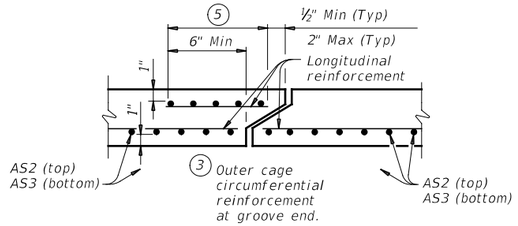
FILL HEIGHT 2 FT AND GREATER



CORNER OPTION "A" CORNER OPTION "B"

FILL HEIGHT LESS THAN 2 FT

(4) Length is equal to spacing of longitudinal reinforcing plus 2". (10" Min) (Typ)



SECTION A-A

(Showing top and bottom slab joint reinforcement.)

MATERIAL NOTES:

Provide 0.03 sq. in./ft. minimum longitudinal reinforcement at each face in slabs and walls. This minimum requirement may be met by the transverse wires when wire mesh reinforcement is used.

Provide Class H concrete (f`c = 5,000 psi).

GENERAL NOTES:

Designs shown conform to ASTM C1577. Refer to ASTM C1577 for information or details not shown.

See Box Culverts Precast Miscellaneous Details (SCP-MD) standard sheet for details and notes not shown.

In lieu of furnishing the designs shown on this sheet, the contractor may furnish an alternate design that is equal to or exceeds the box design for the design fill height in the table. Submit shop plans for alternate designs in accordance with Item "Precast Concrete Structural Members (Fabrication)".

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SINGLE BOX CULVERTS PRECAST

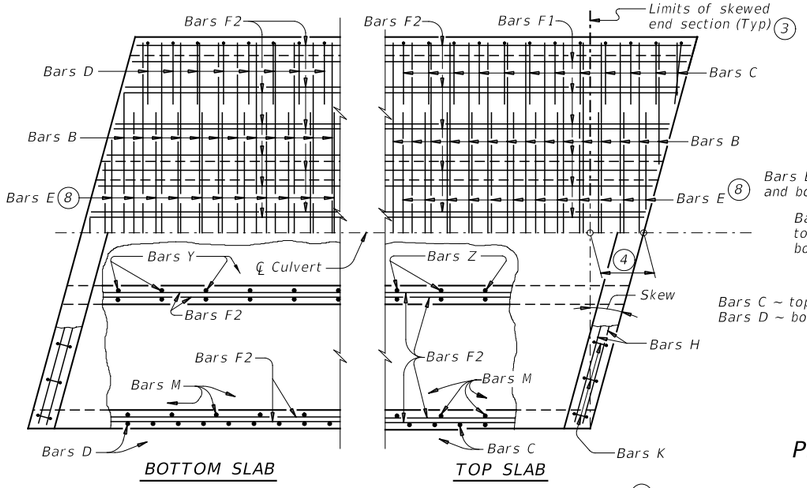
10'-0" SPAN

SCP-10

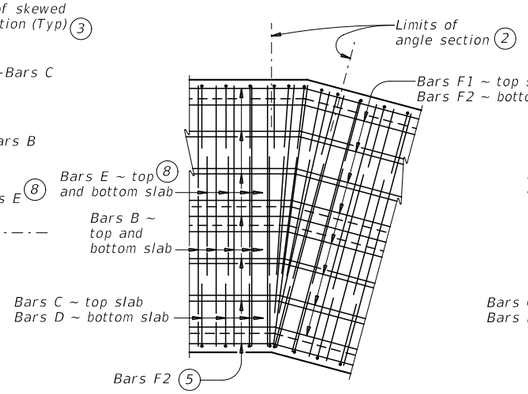
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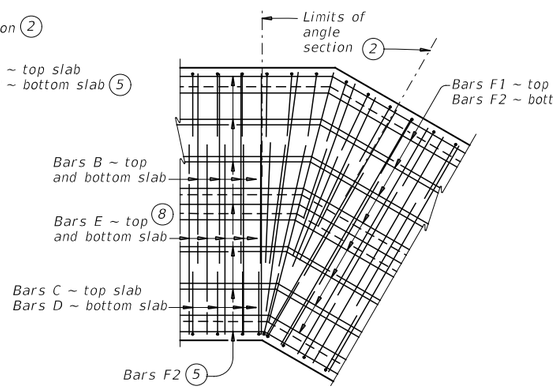
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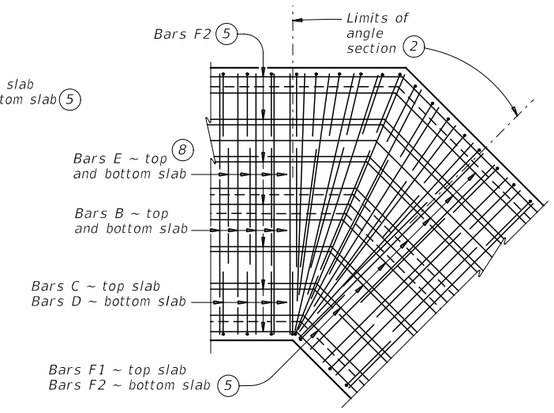
PLAN OF SKEWED ENDS ~ FROM 0° TO 15° 7



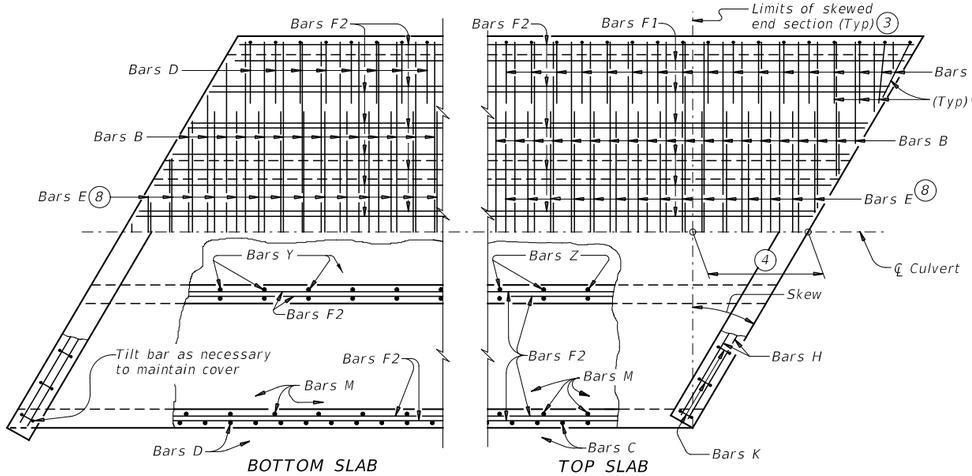
PLAN OF ANGLE SECTION ~ FROM 0° TO 15°



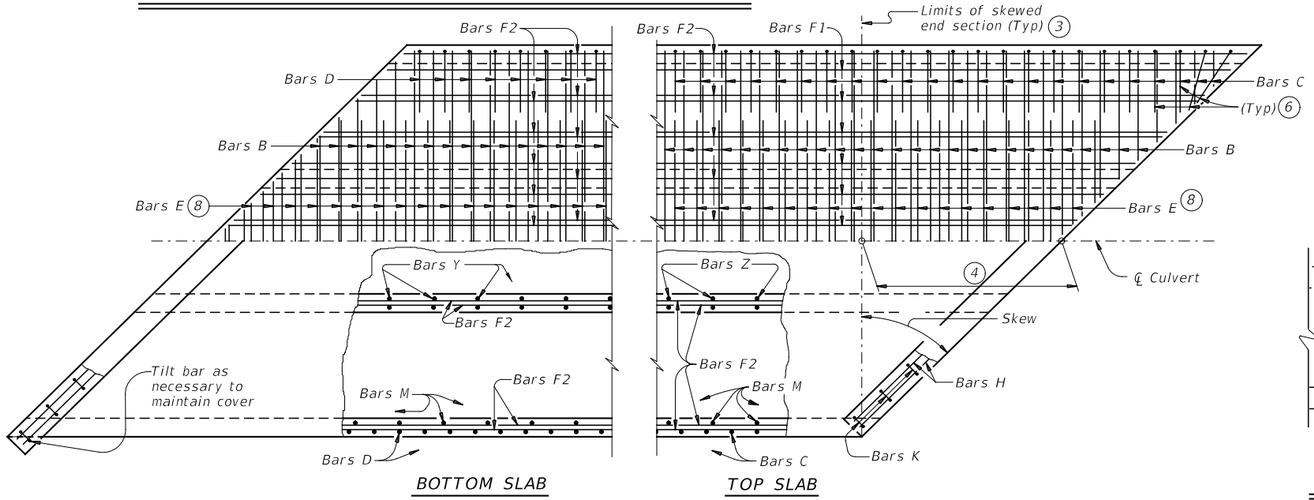
PLAN OF ANGLE SECTION ~ OVER 15° TO 30°



PLAN OF ANGLE SECTION ~ OVER 30° TO 45°



PLAN OF SKEWED ENDS ~ OVER 15° TO 30°



PLAN OF SKEWED ENDS ~ OVER 30° TO 45°

1 For skewed box culverts with less than 2'-0" of fill, break back the top slab to provide a 1'-10" minimum lap of the existing longitudinal bars with the longitudinal bars in the extension.

For non-skewed box culverts with less than 2'-0" of fill and for skewed or non-skewed culverts with a fill depth of 2'-0" or greater, break back the top slab to provide a 1'-10" minimum lap of the existing longitudinal bars with the longitudinal bars in the extension. Alternatively, if the box is non-skewed, embed #6 anchor bars with a Type III, Class C, D, E, or F anchor adhesive into the existing walls, top and bottom slab at 1'-6" center-to-center spacing. Minimum embedment depth is 8". Anchor adhesive chosen must be able to achieve a basic bond strength in tension, Nba, of 26.4 kips. Submit signed and sealed calculations or the manufacturer's published literature showing the proposed anchor adhesive's ability to develop this load to the Engineer for approval prior to use. Anchor installation, including hole size, drilling, and clean out, must be in accordance with Item 450, "Railing." Test adhesive anchors in accordance with Item 450.3.3, "Tests." Test 3 anchors per 100 anchors installed.

Break back wings and apron as necessary to install the extension. Clean and extend the exposed wingwall and apron reinforcing into the extension. When lengthening existing box culverts with dimensions different than current standard dimensions, form horizontal and vertical transitions as directed by the Engineer. Match bottom slabs to maintain an uninterrupted flow line. Field bend existing and new reinforcing into transitions and maintain specified cover requirements. For top slabs of culverts with overlay, with 1-to-2 course surface treatment, or with the top slab as the final riding surface, adjust the "H" dimension to provide a smooth riding surface.

2 When the spacing between Bars B or Bars E becomes less than half of the normal spacing, cut bars to avoid conflict.

3 The length of Bars B and Bars E will vary in the skewed end sections.

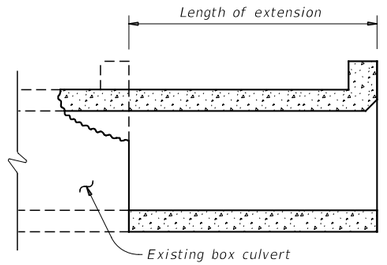
4 [One half of overall width] x [tangent of the skew angle]

5 Place Bars F1 and F2 continuously through the angle section. Bend Bars F1 and F2 to remain parallel to the walls of the box culvert.

6 When necessary to avoid conflict in acute corners, shorten the slab extension leg of Bars C and Bars D to a minimum of 1'-6" for skews of 30° thru 45°.

7 At the Contractor's option, for skews of 15° or less, place Bars B, C, D, and E parallel to the skewed end while maintaining spacing along centerline of box. Increase lengths of Bars B and Bars E shown on the Multiple Box Culverts Cast-In-Place (MC) standard sheets to accommodate the skew.

8 Extend Bars E as shown on the MC standard sheet for direct traffic culverts.



LENGTHENING DETAIL 1

CONSTRUCTION NOTES:

Do not use permanent forms.
When required, lap Bars H 1'-8" for uncoated or galvanized bars.
Provide a minimum of 1 ½" clear cover.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.
Provide galvanized reinforcing steel, if required elsewhere in the plans.
Provide Class C concrete (f'c = 3,600 psi) with these exceptions: provide Class S concrete (f'c = 4,000 psi) for top slabs of culverts with overlay, with 1-to-2 course surface treatment, or with the top slab as the final riding surface.

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.
Refer to Multiple Box Culverts Cast-in-Place (MC) standard sheets for details of straight sections of culvert.
For skewed sections and angle sections, refer to Multiple Box Culverts Cast-in-Place (MC) standard sheets for slab and wall dimensions, bar sizes, maximum bar spacing, and any other details not shown.
For skewed ends with curbs, adjust length of Bars H, number of Bars K, curb concrete volume, and reinforcing steel weight by dividing the values shown on the Multiple Box Culverts Cast-In-Place (MC) standard sheets by the cosine of the skew angle.

Cover dimensions are clear dimensions, unless noted otherwise.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

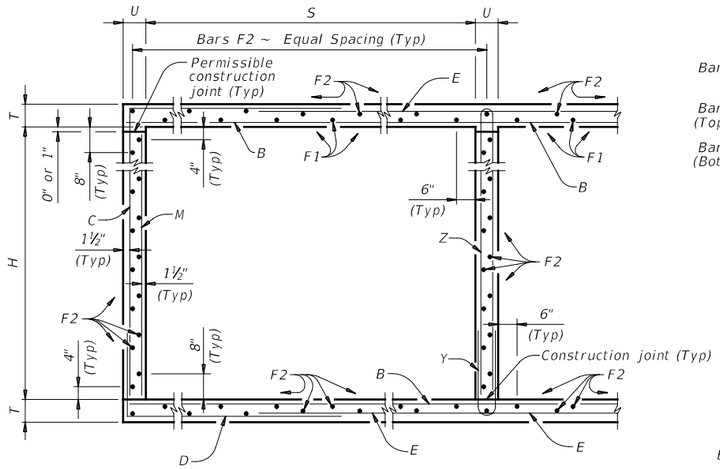
MULTIPLE BOX CULVERTS CAST-IN-PLACE MISCELLANEOUS DETAILS

MC-MD

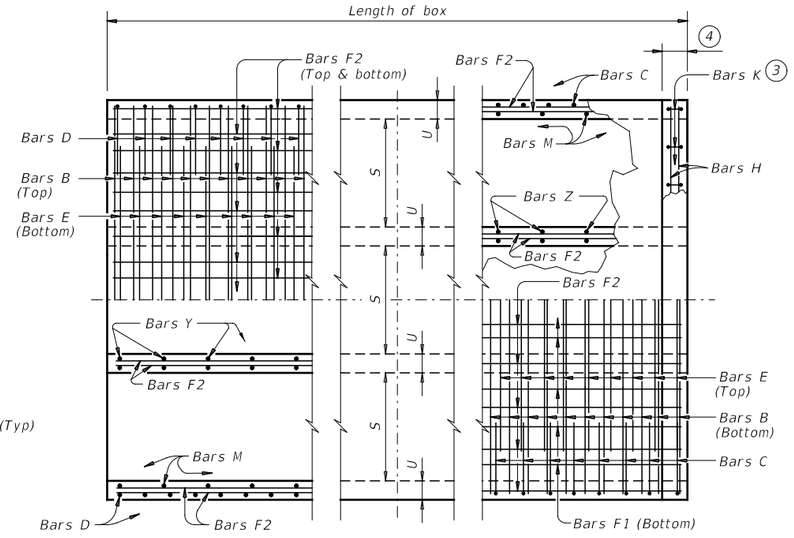
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TYPICAL SECTION



BOTTOM SLAB TOP SLAB

PART PLANS

1. 0" Min to 5'–0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'–0", refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631–CM) standard sheet. Refer to the Rail Anchorage Curb (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.

2. For vehicle safety, the following requirements must be met:
   - For structures without bridge rail, construct curbs no more than 3" above finished grade.
   - For structures with bridge rail, construct curbs flush with finished grade.

   Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

3. For curbs less than 1'–0" high, tilt Bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, Bars K may be omitted.

4. 1'–0" typical. 2'–3" when the Rail Anchorage Curb (RAC) standard sheet is referred to elsewhere in the plans.

The Contractor may replace Bars B, C, D, E, F1, F2, M, Y, and/or Z with deformed welded wire reinforcement (WWR) meeting the requirements of ASTM A1064. The area of required reinforcement may be reduced by the ratio of 60 ksi / 70 ksi. Spacing of WWR is limited to 4" Min and 18" Max. When required, provide lap splices in the WWR of the same length required for the equivalent bar size, rounded up for wire sizes between conventional bar sizes. The lap length required for WWR is never less than the lap length required for uncoated #4 bars.

Example conversion: Replacing No. 6 Gr 60 at 6" Spacing with WWR
Required WWR = (0.44 sq. in. per 0.5 ft.) x (60 ksi / 70 ksi) = 0.755 sq. in. per ft.
If D30.6 wire is used to meet the 0.755 sq. in. per ft. requirement in this example, the required spacing = (0.306 sq. in.) / (0.755 sq. in. per ft.) x (12 in. per ft.) = 4.86" Max spacing. Required lap length for the provided D30.6 wire is 2'–1" (the same minimum lap length required for uncoated #5 bars, as listed under MATERIAL NOTES).

CONSTRUCTION NOTES:

Do not use permanent forms.
Chamfer the bottom edge of the top slab 3" at the entrance.
Optionally, raise construction joints shown at the flow line by a maximum of 6". If this option is taken, Bars M may be cut off or raised, Bars C and D may be reversed, and Bars Y and Z may be reversed.

MATERIAL NOTES:

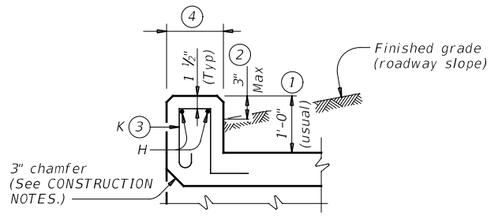
Provide Grade 60 reinforcing steel.
Provide galvanized reinforcing steel if required elsewhere in the plans.
Provide Class C concrete (f'c = 3,600 psi) for culvert barrel and curb, with the following exceptions: provide Class S concrete (f'c = 4,000 psi) for top slabs of:
- culverts with overlay,
- culverts with 1–to–2 course surface treatment, or
- culverts with the top slab as the final riding surface.

Provide bar laps, where required, as follows:
- Uncoated or galvanized ~ #4 = 1'–8" Min
- Uncoated or galvanized ~ #5 = 2'–1" Min
- Uncoated or galvanized ~ #6 = 2'–6" Min

GENERAL NOTES:

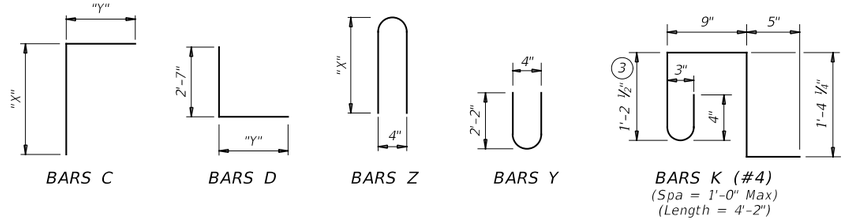
Designed according to AASHTO LRFD Bridge Design Specifications for the range of fill heights shown.
See the Multiple Box Culverts Cast–In–Place Miscellaneous Detail (MC–MD) standard sheet for details pertaining to skewed ends, angle sections, and lengthening.

Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing bar dimensions shown are out–to–out of bar.



SECTION THRU CURB

TABLE OF BAR DIMENSIONS		
H	"X"	"Y"
2'–0"	2'–6 ½"	3'–8 ½"
3'–0"	3'–6 ½"	3'–8 ½"
4'–0"	4'–6 ½"	3'–8 ½"
5'–0"	5'–6 ½"	3'–8 ½"



BARS C BARS D BARS Z BARS Y BARS K (#4)
(Spa = 1'–0" Max)
(Length = 4'–2")

HL93 LOADING SHEET 1 OF 2

Texas Department of Transportation — Bridge Division Standard

MULTIPLE BOX CULVERTS CAST-IN-PLACE
5'-0" SPAN
0' TO 20' FILL

MC-5-20

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NUMBER OF SPANS	SECTION DIMENSIONS				BILLS OF REINFORCING STEEL (For Box Length = 40 feet)																																QUANTITIES					
					Bars B					Bars C & D							Bars E					Bars F1 ~ #4				Bars F2 ~ #4				Bars M ~ #4				Bars Y & Z ~ #4								Bars H 4 ~ #4		Bars K		Per Foot of Barrel		Curb		Total	
	S	H	T	U	No.	Size	Spa	Length	Wt	No.	Size	Spa	Bars C Length	Bars C Wt	Bars D Length	Bars D Wt	No.	Size	Spa	Length	Wt	No.	Spa	Length	Wt	No.	Spa	Length	Wt	No.	Spa	Length	Wt	No.	Spa	Bars Y Length	Bars Y Wt	Bars Z Length	Bars Z Wt	Length	Wt	No.	Wt	Conc (CY)	Renf (Lb)	Conc (CY)	Renf (Lb)	Conc (CY)	Renf (Lb)
2	5'-0"	2'-0"	8"	7"	108	#5	9"	11'-6"	1,295	108	#5	9"	6'-3"	704	6'-4"	713	108	#5	9"	8'-8"	976	8	18"	39'-9"	212	38	18"	39'-9"	1,009	108	9"	2'-0"	144	54	9"	4'-7"	165	5'-3"	189	11'-6"	31	26	72	0.710	135.2	0.9	103	29.3	5,510
3	5'-0"	2'-0"	8"	7"	108	#5	9"	17'-1"	1,924	108	#5	9"	6'-3"	704	6'-4"	713	108	#5	9"	14'-3"	1,605	12	18"	39'-9"	319	54	18"	39'-9"	1,434	108	9"	2'-0"	144	108	9"	4'-7"	331	5'-3"	379	17'-1"	46	38	106	1.029	188.8	1.3	152	42.4	7,705
4	5'-0"	2'-0"	8"	7"	108	#5	9"	22'-8"	2,553	108	#5	9"	6'-3"	704	6'-4"	713	108	#5	9"	19'-10"	2,234	16	18"	39'-9"	425	70	18"	39'-9"	1,859	108	9"	2'-0"	144	162	9"	4'-7"	496	5'-3"	568	22'-8"	61	48	134	1.348	242.4	1.7	195	55.6	9,891
5	5'-0"	2'-0"	8"	7"	108	#5	9"	28'-3"	3,182	108	#5	9"	6'-3"	704	6'-4"	713	108	#5	9"	25'-5"	2,863	20	18"	39'-9"	531	86	18"	39'-9"	2,284	108	9"	2'-0"	144	216	9"	4'-7"	661	5'-3"	758	28'-3"	75	60	167	1.667	296.0	2.1	242	68.8	12,082
6	5'-0"	2'-0"	8"	7"	108	#5	9"	33'-10"	3,811	108	#5	9"	6'-3"	704	6'-4"	713	108	#5	9"	31'-0"	3,492	24	18"	39'-9"	637	102	18"	39'-9"	2,708	108	9"	2'-0"	144	270	9"	4'-7"	827	5'-3"	947	33'-10"	90	70	195	1.986	349.6	2.5	285	82.0	14,268
2	5'-0"	3'-0"	8"	7"	108	#6	9"	11'-6"	1,865	108	#5	9"	7'-3"	817	6'-4"	713	108	#5	9"	8'-8"	976	8	18"	39'-9"	212	44	18"	39'-9"	1,168	108	9"	3'-0"	216	54	9"	4'-7"	165	7'-3"	262	11'-6"	31	26	72	0.775	159.9	0.9	103	31.9	6,497
3	5'-0"	3'-0"	8"	7"	108	#6	9"	17'-1"	2,771	108	#5	9"	7'-3"	817	6'-4"	713	108	#5	9"	14'-3"	1,605	12	18"	39'-9"	319	62	18"	39'-9"	1,646	108	9"	3'-0"	216	108	9"	4'-7"	331	7'-3"	523	17'-1"	46	38	106	1.115	223.5	1.3	152	45.9	9,093
4	5'-0"	3'-0"	8"	7"	108	#6	9"	22'-8"	3,677	108	#5	9"	7'-3"	817	6'-4"	713	108	#5	9"	19'-10"	2,234	16	18"	39'-9"	425	80	18"	39'-9"	2,124	108	9"	3'-0"	216	162	9"	4'-7"	496	7'-3"	785	22'-8"	61	48	134	1.456	287.2	1.7	195	59.9	11,682
5	5'-0"	3'-0"	8"	7"	108	#6	9"	28'-3"	4,583	108	#5	9"	7'-3"	817	6'-4"	713	108	#5	9"	25'-5"	2,863	20	18"	39'-9"	531	98	18"	39'-9"	2,602	108	9"	3'-0"	216	216	9"	4'-7"	661	7'-3"	1,046	28'-3"	75	60	167	1.796	350.8	2.1	242	73.9	14,274
6	5'-0"	3'-0"	8"	7"	108	#6	9"	33'-10"	5,488	108	#5	9"	7'-3"	817	6'-4"	713	108	#5	9"	31'-0"	3,492	24	18"	39'-9"	637	116	18"	39'-9"	3,080	108	9"	3'-0"	216	270	9"	4'-7"	827	7'-3"	1,308	33'-10"	90	70	195	2.137	414.5	2.5	285	88.0	16,863
2	5'-0"	4'-0"	8"	7"	108	#6	9"	11'-6"	1,865	108	#5	9"	8'-3"	929	6'-4"	713	108	#5	9"	8'-8"	976	8	18"	39'-9"	212	44	18"	39'-9"	1,168	108	9"	4'-0"	289	54	9"	4'-7"	165	9'-3"	334	11'-6"	31	26	72	0.840	166.3	0.9	103	34.5	6,754
3	5'-0"	4'-0"	8"	7"	108	#6	9"	17'-1"	2,771	108	#5	9"	8'-3"	929	6'-4"	713	108	#5	9"	14'-3"	1,605	12	18"	39'-9"	319	62	18"	39'-9"	1,646	108	9"	4'-0"	289	108	9"	4'-7"	331	9'-3"	667	17'-1"	46	38	106	1.202	231.8	1.3	152	49.4	9,422
4	5'-0"	4'-0"	8"	7"	108	#6	9"	22'-8"	3,677	108	#5	9"	8'-3"	929	6'-4"	713	108	#5	9"	19'-10"	2,234	16	18"	39'-9"	425	80	18"	39'-9"	2,124	108	9"	4'-0"	289	162	9"	4'-7"	496	9'-3"	1,001	22'-8"	61	48	134	1.564	297.2	1.7	195	64.3	12,083
5	5'-0"	4'-0"	8"	7"	108	#6	9"	28'-3"	4,583	108	#5	9"	8'-3"	929	6'-4"	713	108	#5	9"	25'-5"	2,863	20	18"	39'-9"	531	98	18"	39'-9"	2,602	108	9"	4'-0"	289	216	9"	4'-7"	661	9'-3"	1,335	28'-3"	75	60	167	1.926	362.7	2.1	242	79.1	14,748
6	5'-0"	4'-0"	8"	7"	108	#6	9"	33'-10"	5,488	108	#5	9"	8'-3"	929	6'-4"	713	108	#5	9"	31'-0"	3,492	24	18"	39'-9"	637	116	18"	39'-9"	3,080	108	9"	4'-0"	289	270	9"	4'-7"	827	9'-3"	1,668	33'-10"	90	70	195	2.288	428.1	2.5	285	94.0	17,408
2	5'-0"	5'-0"	8"	7"	108	#6	9"	11'-6"	1,865	108	#5	9"	9'-3"	1,042	6'-4"	713	108	#5	9"	8'-8"	976	8	18"	39'-9"	212	50	18"	39'-9"	1,328	108	9"	5'-0"	361	54	9"	4'-7"	165	11'-3"	406	11'-6"	31	26	72	0.904	176.7	0.9	103	37.0	7,171
3	5'-0"	5'-0"	8"	7"	108	#6	9"	17'-1"	2,771	108	#5	9"	9'-3"	1,042	6'-4"	713	108	#5	9"	14'-3"	1,605	12	18"	39'-9"	319	70	18"	39'-9"	1,859	108	9"	5'-0"	361	108	9"	4'-7"	331	11'-3"	812	17'-1"	46	38	106	1.288	245.3	1.3	152	52.8	9,965
4	5'-0"	5'-0"	8"	7"	108	#6	9"	22'-8"	3,677	108	#5	9"	9'-3"	1,042	6'-4"	713	108	#5	9"	19'-10"	2,234	16	18"	39'-9"	425	90	18"	39'-9"	2,390	108	9"	5'-0"	361	162	9"	4'-7"	496	11'-3"	1,217	22'-8"	61	48	134	1.672	313.9	1.7	195	68.6	12,750
5	5'-0"	5'-0"	8"	7"	108	#6	9"	28'-3"	4,583	108	#5	9"	9'-3"	1,042	6'-4"	713	108	#5	9"	25'-5"	2,863	20	18"	39'-9"	531	110	18"	39'-9"	2,921	108	9"	5'-0"	361	216	9"	4'-7"	661	11'-3"	1,623	28'-3"	75	60	167	2.056	382.5	2.1	242	84.3	15,540
6	5'-0"	5'-0"	8"	7"	108	#6	9"	33'-10"	5,488	108	#5	9"	9'-3"	1,042	6'-4"	713	108	#5	9"	31'-0"	3,492	24	18"	39'-9"	637	130	18"	39'-9"	3,452	108	9"	5'-0"	361	270	9"	4'-7"	827	11'-3"	2,029	33'-10"	90	70	195	2.439	451.0	2.5	285	100.1	18,326

HL93 LOADING SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

MULTIPLE BOX CULVERTS CAST-IN-PLACE

5'-0" SPAN

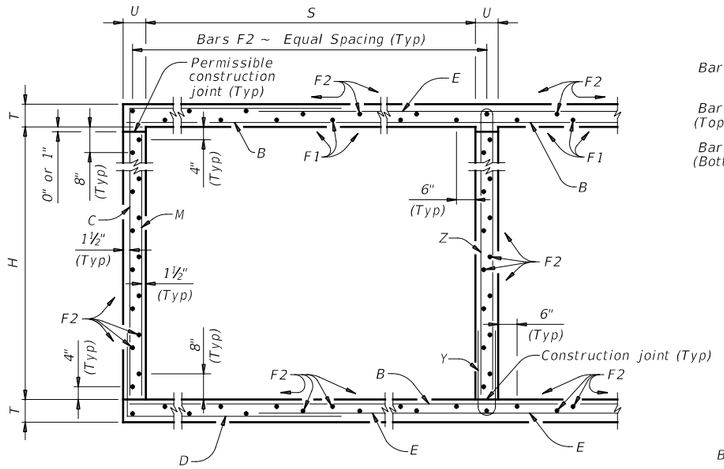
0' TO 20' FILL

MC-5-20

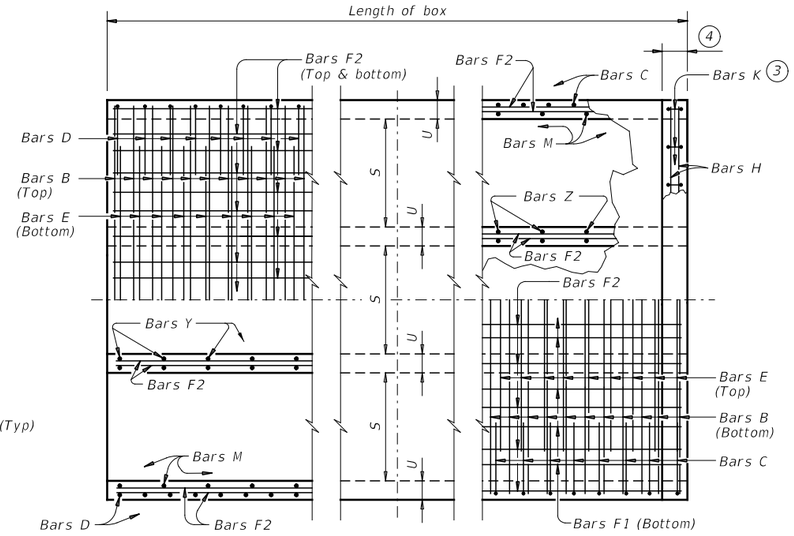
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©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
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	DIST	COUNTY		SHEET NO.
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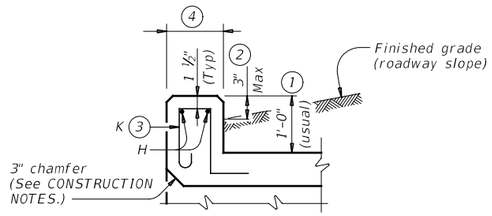


TYPICAL SECTION



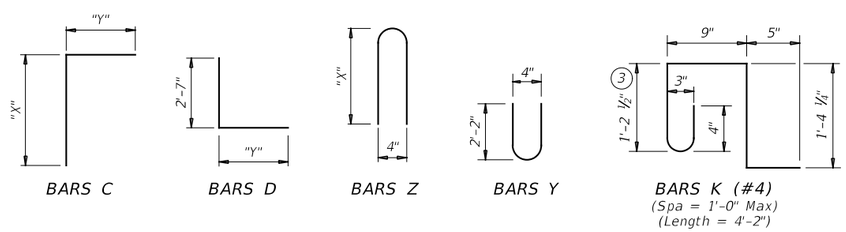
BOTTOM SLAB TOP SLAB

PART PLANS



SECTION THRU CURB

TABLE OF BAR DIMENSIONS		
H	"X"	"Y"
3'-0"	3'-6 ½"	4'-5"
4'-0"	4'-6 ½"	4'-5"
5'-0"	5'-6 ½"	4'-5"
6'-0"	6'-6 ½"	4'-5"
7'-0"	7'-6 ½"	4'-5"



1. 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0", refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Rail Anchorage Curb (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.

2. For vehicle safety, the following requirements must be met:
   - For structures without bridge rail, construct curbs no more than 3" above finished grade.
   - For structures with bridge rail, construct curbs flush with finished grade.

   Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

3. For curbs less than 1'-0" high, tilt Bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, Bars K may be omitted.

4. 1'-0" typical. 2'-3" when the Rail Anchorage Curb (RAC) standard sheet is referred to elsewhere in the plans.

The Contractor may replace Bars B, C, D, E, F1, F2, M, Y, and/or Z with deformed welded wire reinforcement (WWR) meeting the requirements of ASTM A1064. The area of required reinforcement may be reduced by the ratio of 60 ksi / 70 ksi. Spacing of WWR is limited to 4" Min and 18" Max. When required, provide lap splices in the WWR of the same length required for the equivalent bar size, rounded up for wire sizes between conventional bar sizes. The lap length required for WWR is never less than the lap length required for uncoated #4 bars.

Example conversion: Replacing No. 6 Gr 60 at 6" Spacing with WWR
Required WWR = (0.44 sq. in. per 0.5 ft.) x (60 ksi / 70 ksi) = 0.755 sq. in. per ft.
If D30.6 wire is used to meet the 0.755 sq. in. per ft. requirement in this example, the required spacing = (0.306 sq. in.) / (0.755 sq. in. per ft.) x (12 in. per ft.) = 4.86" Max spacing. Required lap length for the provided D30.6 wire is 2'-1" (the same minimum lap length required for uncoated #5 bars, as listed under MATERIAL NOTES).

CONSTRUCTION NOTES:

Do not use permanent forms.
Chamfer the bottom edge of the top slab 3" at the entrance.
Optionally, raise construction joints shown at the flow line by a maximum of 6". If this option is taken, Bars M may be cut off or raised, Bars C and D may be reversed, and Bars Y and Z may be reversed.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.
Provide galvanized reinforcing steel if required elsewhere in the plans.
Provide Class C concrete (f'c = 3,600 psi) for culvert barrel and curb, with the following exceptions: provide Class S concrete (f'c = 4,000 psi) for top slabs of:
- culverts with overlay,
- culverts with 1-to-2 course surface treatment, or
- culverts with the top slab as the final riding surface.

Provide bar laps, where required, as follows:
- Uncoated or galvanized ~ #4 = 1'-8" Min
- Uncoated or galvanized ~ #5 = 2'-1" Min
- Uncoated or galvanized ~ #6 = 2'-6" Min

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications for the range of fill heights shown.
See the Multiple Box Culverts Cast-In-Place Miscellaneous Detail (MC-MD) standard sheet for details pertaining to skewed ends, angle sections, and lengthening.

Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing bar dimensions shown are out-to-out of bar.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

MULTIPLE BOX CULVERTS CAST-IN-PLACE
7'-0" SPAN
0' TO 10' FILL

MC-7-10

FILE: mc710ste-20.dgn	DN: TBE	CK: BMP	DW: TxDOT	CK: TxDOT
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				261

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DATE:
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NUMBER OF SPANS	SECTION DIMENSIONS				BILLS OF REINFORCING STEEL (For Box Length = 40 feet)																														QUANTITIES					
					Bars B					Bars C & D							Bars E					Bars F1 ~ #4				Bars F2 ~ #4				Bars M ~ #4				Bars Y & Z ~ #4								Bars H 4 ~ #4		Bars K		Per Foot of Barrel		Curb		Total	
												Bars C		Bars D																				Bars Y		Bars Z											
	S	H	T	U	No.	Size	Spa	Length	Wt	No.	Size	Spa	Length	Wt	Length	Wt	No.	Size	Spa	Length	Wt	No.	Spa	Length	Wt	No.	Spa	Length	Wt	No.	Spa	Length	Wt	No.	Spa	Length	Wt	No.	Spa	Length	Wt	Length	Wt	No.	Wt	Conc (CY)	Renf (Lb)	Conc (CY)	Renf (Lb)	Conc (CY)	Renf (Lb)
2	7' – 0"	3' – 0"	8"	7"	108	#6	9"	15' – 6"	2,514	162	#5	6"	7' – 11"	1,338	7' – 0"	1,183	108	#6	9"	11' – 5"	1,852	10	18"	39' – 9"	266	54	18"	39' – 9"	1,434	108	9"	3' – 0"	216	54	9"	4' – 7"	165	7' – 3"	262	15' – 6"	41	34	95	0.972	230.8	1.2	136	40.0	9,366
3	7' – 0"	3' – 0"	8"	7"	108	#6	9"	23' – 1"	3,744	162	#5	6"	7' – 11"	1,338	7' – 0"	1,183	108	#6	9"	19' – 0"	3,082	15	18"	39' – 9"	398	77	18"	39' – 9"	2,045	108	9"	3' – 0"	216	108	9"	4' – 7"	331	7' – 3"	523	23' – 1"	62	50	139	1.412	321.5	1.7	201	58.2	13,061
4	7' – 0"	3' – 0"	8"	7"	108	#6	9"	30' – 8"	4,975	162	#5	6"	7' – 11"	1,338	7' – 0"	1,183	108	#6	9"	26' – 7"	4,312	20	18"	39' – 9"	531	100	18"	39' – 9"	2,655	108	9"	3' – 0"	216	162	9"	4' – 7"	496	7' – 3"	785	30' – 8"	82	64	178	1.851	412.3	2.3	260	76.3	16,751
5	7' – 0"	3' – 0"	8"	7"	108	#6	9"	38' – 3"	6,205	162	#5	6"	7' – 11"	1,338	7' – 0"	1,183	108	#6	9"	34' – 2"	5,542	25	18"	39' – 9"	664	123	18"	39' – 9"	3,266	108	9"	3' – 0"	216	216	9"	4' – 7"	661	7' – 3"	1,046	38' – 3"	102	80	223	2.290	503.0	2.8	325	94.4	20,446
6	7' – 0"	3' – 0"	8"	7"	108	#6	9"	45' – 10"	7,435	162	#5	6"	7' – 11"	1,338	7' – 0"	1,183	108	#6	9"	41' – 9"	6,773	30	18"	39' – 9"	797	146	18"	39' – 9"	3,877	108	9"	3' – 0"	216	270	9"	4' – 7"	827	7' – 3"	1,308	45' – 10"	122	94	262	2.729	593.9	3.4	384	112.6	24,138
2	7' – 0"	4' – 0"	8"	7"	108	#6	9"	15' – 6"	2,514	162	#5	6"	8' – 11"	1,507	7' – 0"	1,183	108	#6	9"	11' – 5"	1,852	10	18"	39' – 9"	266	54	18"	39' – 9"	1,434	108	9"	4' – 0"	289	54	9"	4' – 7"	165	9' – 3"	334	15' – 6"	41	34	95	1.037	238.6	1.2	136	42.6	9,680
3	7' – 0"	4' – 0"	8"	7"	108	#6	9"	23' – 1"	3,744	162	#5	6"	8' – 11"	1,507	7' – 0"	1,183	108	#6	9"	19' – 0"	3,082	15	18"	39' – 9"	398	77	18"	39' – 9"	2,045	108	9"	4' – 0"	289	108	9"	4' – 7"	331	9' – 3"	667	23' – 1"	62	50	139	1.498	331.2	1.7	201	61.6	13,447
4	7' – 0"	4' – 0"	8"	7"	108	#6	9"	30' – 8"	4,975	162	#5	6"	8' – 11"	1,507	7' – 0"	1,183	108	#6	9"	26' – 7"	4,312	20	18"	39' – 9"	531	100	18"	39' – 9"	2,655	108	9"	4' – 0"	289	162	9"	4' – 7"	496	9' – 3"	1,001	30' – 8"	82	64	178	1.959	423.7	2.3	260	80.6	17,209
5	7' – 0"	4' – 0"	8"	7"	108	#6	9"	38' – 3"	6,205	162	#5	6"	8' – 11"	1,507	7' – 0"	1,183	108	#6	9"	34' – 2"	5,542	25	18"	39' – 9"	664	123	18"	39' – 9"	3,266	108	9"	4' – 0"	289	216	9"	4' – 7"	661	9' – 3"	1,335	38' – 3"	102	80	223	2.420	516.3	2.8	325	99.6	20,977
6	7' – 0"	4' – 0"	8"	7"	108	#6	9"	45' – 10"	7,435	162	#5	6"	8' – 11"	1,507	7' – 0"	1,183	108	#6	9"	41' – 9"	6,773	30	18"	39' – 9"	797	146	18"	39' – 9"	3,877	108	9"	4' – 0"	289	270	9"	4' – 7"	827	9' – 3"	1,668	45' – 10"	122	94	262	2.881	608.9	3.4	384	118.6	24,740
2	7' – 0"	5' – 0"	8"	7"	108	#6	9"	15' – 6"	2,514	162	#5	6"	9' – 11"	1,676	7' – 0"	1,183	108	#6	9"	11' – 5"	1,852	10	18"	39' – 9"	266	60	18"	39' – 9"	1,593	108	9"	5' – 0"	361	54	9"	4' – 7"	165	11' – 3"	406	15' – 6"	41	34	95	1.102	250.4	1.2	136	45.2	10,152
3	7' – 0"	5' – 0"	8"	7"	108	#6	9"	23' – 1"	3,744	162	#5	6"	9' – 11"	1,676	7' – 0"	1,183	108	#6	9"	19' – 0"	3,082	15	18"	39' – 9"	398	85	18"	39' – 9"	2,257	108	9"	5' – 0"	361	108	9"	4' – 7"	331	11' – 3"	812	23' – 1"	62	50	139	1.584	346.1	1.7	201	65.1	14,045
4	7' – 0"	5' – 0"	8"	7"	108	#6	9"	30' – 8"	4,975	162	#5	6"	9' – 11"	1,676	7' – 0"	1,183	108	#6	9"	26' – 7"	4,312	20	18"	39' – 9"	531	110	18"	39' – 9"	2,921	108	9"	5' – 0"	361	162	9"	4' – 7"	496	11' – 3"	1,217	30' – 8"	82	64	178	2.067	441.8	2.3	260	85.0	17,932
5	7' – 0"	5' – 0"	8"	7"	108	#6	9"	38' – 3"	6,205	162	#5	6"	9' – 11"	1,676	7' – 0"	1,183	108	#6	9"	34' – 2"	5,542	25	18"	39' – 9"	664	135	18"	39' – 9"	3,585	108	9"	5' – 0"	361	216	9"	4' – 7"	661	11' – 3"	1,623	38' – 3"	102	80	223	2.549	537.5	2.8	325	104.8	21,825
6	7' – 0"	5' – 0"	8"	7"	108	#6	9"	45' – 10"	7,435	162	#5	6"	9' – 11"	1,676	7' – 0"	1,183	108	#6	9"	41' – 9"	6,773	30	18"	39' – 9"	797	160	18"	39' – 9"	4,248	108	9"	5' – 0"	361	270	9"	4' – 7"	827	11' – 3"	2,029	45' – 10"	122	94	262	3.032	633.2	3.4	384	124.7	25,713
2	7' – 0"	6' – 0"	8"	7"	108	#6	9"	15' – 6"	2,514	162	#5	6"	10' – 11"	1,845	7' – 0"	1,183	108	#6	9"	11' – 5"	1,852	10	18"	39' – 9"	266	66	18"	39' – 9"	1,752	108	9"	6' – 0"	433	54	9"	4' – 7"	165	13' – 3"	478	15' – 6"	41	34	95	1.167	262.2	1.2	136	47.8	10,624
3	7' – 0"	6' – 0"	8"	7"	108	#6	9"	23' – 1"	3,744	162	#5	6"	10' – 11"	1,845	7' – 0"	1,183	108	#6	9"	19' – 0"	3,082	15	18"	39' – 9"	398	93	18"	39' – 9"	2,469	108	9"	6' – 0"	433	108	9"	4' – 7"	331	13' – 3"	956	23' – 1"	62	50	139	1.671	361.0	1.7	201	68.6	14,642
4	7' – 0"	6' – 0"	8"	7"	108	#6	9"	30' – 8"	4,975	162	#5	6"	10' – 11"	1,845	7' – 0"	1,183	108	#6	9"	26' – 7"	4,312	20	18"	39' – 9"	531	120	18"	39' – 9"	3,186	108	9"	6' – 0"	433	162	9"	4' – 7"	496	13' – 3"	1,434	30' – 8"	82	64	178	2.175	459.9	2.3	260	89.3	18,655
5	7' – 0"	6' – 0"	8"	7"	108	#6	9"	38' – 3"	6,205	162	#5	6"	10' – 11"	1,845	7' – 0"	1,183	108	#6	9"	34' – 2"	5,542	25	18"	39' – 9"	664	147	18"	39' – 9"	3,903	108	9"	6' – 0"	433	216	9"	4' – 7"	661	13' – 3"	1,912	38' – 3"	102	80	223	2.679	558.7	2.8	325	110.0	22,673
6	7' – 0"	6' – 0"	8"	7"	108	#6	9"	45' – 10"	7,435	162	#5	6"	10' – 11"	1,845	7' – 0"	1,183	108	#6	9"	41' – 9"	6,773	30	18"	39' – 9"	797	174	18"	39' – 9"	4,620	108	9"	6' – 0"	433	270	9"	4' – 7"	827	13' – 3"	2,390	45' – 10"	122	94	262	3.183	657.6	3.4	384	130.7	26,687
2	7' – 0"	7' – 0"	8"	7"	108	#6	9"	15' – 6"	2,514	162	#5	6"	11' – 11"	2,014	7' – 0"	1,183	108	#6	9"	11' – 5"	1,852	10	18"	39' – 9"	266	66	18"	39' – 9"	1,752	108	9"	7' – 0"	505	54	9"	4' – 7"	165	15' – 3"	550	15' – 6"	41	34	95	1.231	270.0	1.2	136	50.4	10,937
3	7' – 0"	7' – 0"	8"	7"	108	#6	9"	23' – 1"	3,744	162	#5	6"	11' – 11"	2,014	7' – 0"	1,183	108	#6	9"	19' – 0"	3,082	15	18"	39' – 9"	398	93	18"	39' – 9"	2,469	108	9"	7' – 0"	505	108	9"	4' – 7"	331	15' – 3"	1,100	23' – 1"	62	50	139	1.757	370.7	1.7	201	72.0	15,027
4	7' – 0"	7' – 0"	8"	7"	108	#6	9"	30' – 8"	4,975	162	#5	6"	11' – 11"	2,014	7' – 0"	1,183	108	#6	9"	26' – 7"	4,312	20	18"	39' – 9"	531	120	18"	39' – 9"	3,186	108	9"	7' – 0"	505	162	9"	4' – 7"	496	15' – 3"	1,650	30' – 8"	82	64	178	2.283	471.3	2.3	260	93.6	19,112
5	7' – 0"	7' – 0"	8"	7"	108	#6	9"	38' – 3"	6,205	162	#5	6"	11' – 11"	2,014	7' – 0"	1,183	108	#6	9"	34' – 2"	5,542	25	18"	39' – 9"	664	147	18"	39' – 9"	3,903	108	9"	7' – 0"	505	216	9"	4' – 7"	661	15' – 3"	2,200	38' – 3"	102	80	223	2.809	571.9	2.8	325	115.2	23,202
6	7' – 0"	7' – 0"	8"	7"	108	#6	9"	45' – 10"	7,435	162	#5	6"	11' – 11"	2,014	7' – 0"	1,183	108	#6	9"	41' – 9"	6,773	30	18"	39' – 9"	797	174	18"	39' – 9"	4,620	108	9"	7' – 0"	505	270	9"	4' – 7"	827	15' – 3"	2,750	45' – 10"	122	94	262	3.334	672.6	3.4	384	136.8	27,288

HL93 LOADING SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

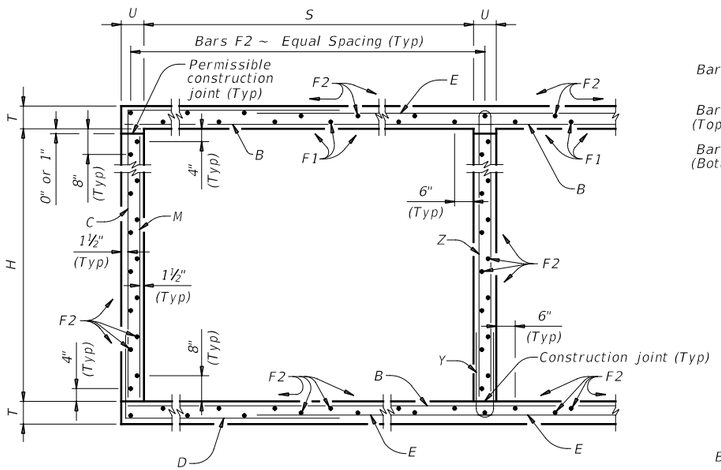
MULTIPLE BOX CULVERTS CAST-IN-PLACE
7'-0" SPAN
0' TO 10' FILL

MC-7-10

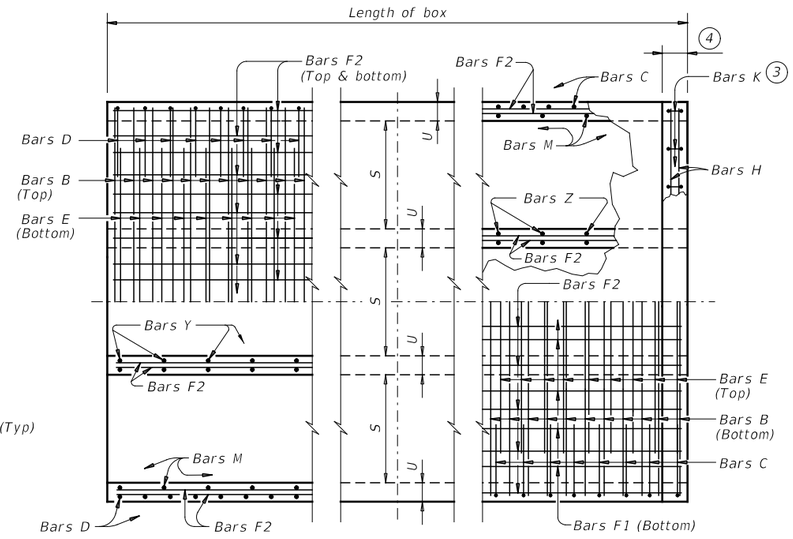
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	DIST	COUNTY		SHEET NO.
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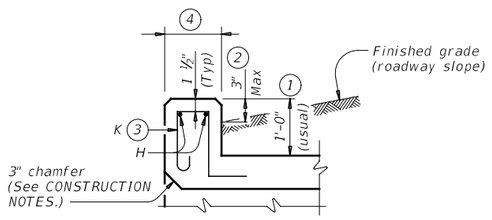
TYPICAL SECTION



BOTTOM SLAB

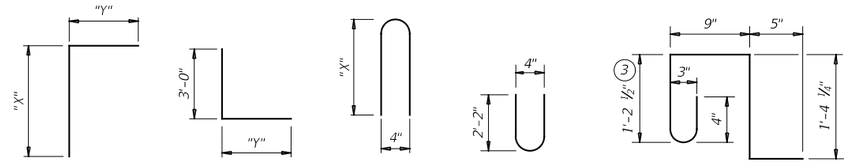
TOP SLAB

PART PLANS



SECTION THRU CURB

TABLE OF BAR DIMENSIONS		
H	"X"	"Y"
4'-0"	4'-6 ½"	5'-9"
5'-0"	5'-6 ½"	5'-9"
6'-0"	6'-6 ½"	5'-9"
7'-0"	7'-6 ½"	5'-9"
8'-0"	8'-6 ½"	5'-9"
9'-0"	9'-6 ½"	5'-9"
10'-0"	10'-6 ½"	5'-9"



(1) 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0", refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Rail Anchorage Curb (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.

(2) For vehicle safety, the following requirements must be met:
- For structures without bridge rail, construct curbs no more than 3" above finished grade.
- For structures with bridge rail, construct curbs flush with finished grade.

Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

(3) For curbs less than 1'-0" high, tilt Bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, Bars K may be omitted.

(4) 1'-0" typical. 2'-3" when the Rail Anchorage Curb (RAC) standard sheet is referred to elsewhere in the plans.

The Contractor may replace Bars B, C, D, E, F1, F2, M, Y, and/or Z with deformed welded wire reinforcement (WWR) meeting the requirements of ASTM A1064. The area of required reinforcement may be reduced by the ratio of 60 ksi / 70 ksi. Spacing of WWR is limited to 4" Min and 18" Max. When required, provide lap splices in the WWR of the same length required for the equivalent bar size, rounded up for wire sizes between conventional bar sizes. The lap length required for WWR is never less than the lap length required for uncoated #4 bars.

Example conversion: Replacing No. 6 Gr 60 at 6" Spacing with WWR
Required WWR = (0.44 sq. in. per 0.5 ft.) x (60 ksi / 70 ksi) = 0.755 sq. in. per ft.
If D30.6 wire is used to meet the 0.755 sq. in. per ft. requirement in this example, the required spacing = (0.306 sq. in.) / (0.755 sq. in. per ft.) x (12 in. per ft.) = 4.86" Max spacing. Required lap length for the provided D30.6 wire is 2'-1" (the same minimum lap length required for uncoated #5 bars, as listed under MATERIAL NOTES).

CONSTRUCTION NOTES:

Do not use permanent forms.
Chamfer the bottom edge of the top slab 3" at the entrance.
Optionally, raise construction joints shown at the flow line by a maximum of 6". If this option is taken, Bars M may be cut off or raised, Bars C and D may be reversed, and Bars Y and Z may be reversed.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.
Provide galvanized reinforcing steel if required elsewhere in the plans.
Provide Class C concrete (f'c = 3,600 psi) for culvert barrel and curb, with the following exceptions: provide Class S concrete (f'c = 4,000 psi) for top slabs of:
- culverts with overlay,
- culverts with 1-to-2 course surface treatment, or
- culverts with the top slab as the final riding surface.

Provide bar laps, where required, as follows:
- Uncoated or galvanized ~ #4 = 1'-8" Min
- Uncoated or galvanized ~ #5 = 2'-1" Min
- Uncoated or galvanized ~ #6 = 2'-6" Min

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications for the range of fill heights shown.
See the Multiple Box Culverts Cast-In-Place Miscellaneous Detail (MC-MD) standard sheet for details pertaining to skewed ends, angle sections, and lengthening.

Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing bar dimensions shown are out-to-out of bar.

HL93 LOADING

SHEET 1 OF 2

Texas Department of Transportation

Bridge Division Standard

MULTIPLE BOX CULVERTS CAST-IN-PLACE
10'-0" SPAN
0' TO 7' FILL

MC-10-7

FILE: mc107ste-20.dgn	DN: TBE	CK: BMP	DW: TxDOT	CK: TxDOT
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	DIST	COUNTY		SHEET NO.
				263

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NUMBER OF SPANS	SECTION DIMENSIONS				BILLS OF REINFORCING STEEL (For Box Length = 40 feet)																														QUANTITIES					
					Bars B (5)					Bars C & D							Bars E					Bars F1 ~ #4				Bars F2 ~ #4				Bars M ~ #4				Bars Y & Z ~ #4						Bars H 4 ~ #4 (5)		Bars K		Per Foot of Barrel		Curb		Total	
	S	H	T	U	No.	Size	Spa	Length	Wt	No.	Size	Spa	Bars C Length	Bars C Wt	Bars D Length	Bars D Wt	No.	Size	Spa	Length	Wt	No.	Spa	Length	Wt	No.	Spa	Length	Wt	No.	Spa	Length	Wt	No.	Spa	Bars Y Length	Bars Y Wt	Bars Z Length	Bars Z Wt	Length	Wt	No.	Wt	Conc (CY)	Renf (Lb)	Conc (CY)	Renf (Lb)	Conc (CY)	Renf (Lb)
2	10' – 0"	4' – 0"	8"	7"	162	#6	6"	21' – 6"	5,231	108	#6	9"	10' – 4"	1,676	8' – 10"	1,433	162	#6	6"	15' – 4"	3,731	14	18"	39' – 9"	372	66	18"	39' – 9"	1,752	108	9"	4' – 0"	289	54	9"	4' – 7"	165	9' – 3"	334	21' – 6"	57	46	128	1.333	374.6	1.6	185	54.9	15,168
3	10' – 0"	4' – 0"	8"	7"	162	#6	6"	32' – 1"	7,807	108	#6	9"	10' – 4"	1,676	8' – 10"	1,433	162	#6	6"	25' – 11"	6,306	21	18"	39' – 9"	558	95	18"	39' – 9"	2,523	108	9"	4' – 0"	289	108	9"	4' – 7"	331	9' – 3"	667	32' – 1"	86	68	189	1.942	539.8	2.4	275	80.1	21,865
4	10' – 0"	4' – 0"	8"	7"	162	#6	6"	42' – 8"	10,382	108	#6	9"	10' – 4"	1,676	8' – 10"	1,433	162	#6	6"	36' – 6"	8,881	28	18"	39' – 9"	743	124	18"	39' – 9"	3,293	108	9"	4' – 0"	289	162	9"	4' – 7"	496	9' – 3"	1,001	42' – 8"	114	88	245	2.551	704.9	3.2	359	105.2	28,553
5	10' – 0"	4' – 0"	8"	7"	162	#6	6"	53' – 3"	12,957	108	#6	9"	10' – 4"	1,676	8' – 10"	1,433	162	#6	6"	47' – 1"	11,457	35	18"	39' – 9"	929	153	18"	39' – 9"	4,063	108	9"	4' – 0"	289	216	9"	4' – 7"	661	9' – 3"	1,335	53' – 3"	142	110	306	3.160	870.0	3.9	448	130.3	35,248
6	10' – 0"	4' – 0"	8"	7"	162	#6	6"	66' – 4"	16,140	108	#6	9"	10' – 4"	1,676	8' – 10"	1,433	162	#6	6"	57' – 8"	14,032	42	18"	39' – 9"	1,115	182	18"	39' – 9"	4,833	108	9"	4' – 0"	289	270	9"	4' – 7"	827	9' – 3"	1,668	65' – 6"	175	130	362	3.770	1,050.3	4.7	537	155.5	42,550
2	10' – 0"	5' – 0"	8"	7"	162	#6	6"	21' – 6"	5,231	108	#6	9"	11' – 4"	1,838	8' – 10"	1,433	162	#6	6"	15' – 4"	3,731	14	18"	39' – 9"	372	72	18"	39' – 9"	1,912	108	9"	5' – 0"	361	54	9"	4' – 7"	165	11' – 3"	406	21' – 6"	57	46	128	1.398	386.2	1.6	185	57.5	15,634
3	10' – 0"	5' – 0"	8"	7"	162	#6	6"	32' – 1"	7,807	108	#6	9"	11' – 4"	1,838	8' – 10"	1,433	162	#6	6"	25' – 11"	6,306	21	18"	39' – 9"	558	103	18"	39' – 9"	2,735	108	9"	5' – 0"	361	108	9"	4' – 7"	331	11' – 3"	812	32' – 1"	86	68	189	2.029	554.5	2.4	275	83.5	22,456
4	10' – 0"	5' – 0"	8"	7"	162	#6	6"	42' – 8"	10,382	108	#6	9"	11' – 4"	1,838	8' – 10"	1,433	162	#6	6"	36' – 6"	8,881	28	18"	39' – 9"	743	134	18"	39' – 9"	3,558	108	9"	5' – 0"	361	162	9"	4' – 7"	496	11' – 3"	1,217	42' – 8"	114	88	245	2.659	722.7	3.2	359	109.5	29,268
5	10' – 0"	5' – 0"	8"	7"	162	#6	6"	53' – 3"	12,957	108	#6	9"	11' – 4"	1,838	8' – 10"	1,433	162	#6	6"	47' – 1"	11,457	35	18"	39' – 9"	929	165	18"	39' – 9"	4,381	108	9"	5' – 0"	361	216	9"	4' – 7"	661	11' – 3"	1,623	53' – 3"	142	110	306	3.290	891.0	3.9	448	135.5	36,088
6	10' – 0"	5' – 0"	8"	7"	162	#6	6"	66' – 4"	16,140	108	#6	9"	11' – 4"	1,838	8' – 10"	1,433	162	#6	6"	57' – 8"	14,032	42	18"	39' – 9"	1,115	196	18"	39' – 9"	5,204	108	9"	5' – 0"	361	270	9"	4' – 7"	827	11' – 3"	2,029	65' – 6"	175	130	362	3.921	1,074.5	4.7	537	161.6	43,516
2	10' – 0"	6' – 0"	8"	7"	162	#6	6"	21' – 6"	5,231	108	#6	9"	12' – 4"	2,001	8' – 10"	1,433	162	#6	6"	15' – 4"	3,731	14	18"	39' – 9"	372	78	18"	39' – 9"	2,071	108	9"	6' – 0"	433	54	9"	4' – 7"	165	13' – 3"	478	21' – 6"	57	46	128	1.463	397.9	1.6	185	60.1	16,100
3	10' – 0"	6' – 0"	8"	7"	162	#6	6"	32' – 1"	7,807	108	#6	9"	12' – 4"	2,001	8' – 10"	1,433	162	#6	6"	25' – 11"	6,306	21	18"	39' – 9"	558	111	18"	39' – 9"	2,947	108	9"	6' – 0"	433	108	9"	4' – 7"	331	13' – 3"	956	32' – 1"	86	68	189	2.115	569.3	2.4	275	87.0	23,047
4	10' – 0"	6' – 0"	8"	7"	162	#6	6"	42' – 8"	10,382	108	#6	9"	12' – 4"	2,001	8' – 10"	1,433	162	#6	6"	36' – 6"	8,881	28	18"	39' – 9"	743	144	18"	39' – 9"	3,824	108	9"	6' – 0"	433	162	9"	4' – 7"	496	13' – 3"	1,434	42' – 8"	114	88	245	2.767	740.7	3.2	359	113.8	29,986
5	10' – 0"	6' – 0"	8"	7"	162	#6	6"	53' – 3"	12,957	108	#6	9"	12' – 4"	2,001	8' – 10"	1,433	162	#6	6"	47' – 1"	11,457	35	18"	39' – 9"	929	177	18"	39' – 9"	4,700	108	9"	6' – 0"	433	216	9"	4' – 7"	661	13' – 3"	1,912	53' – 3"	142	110	306	3.420	912.1	3.9	448	140.7	36,931
6	10' – 0"	6' – 0"	8"	7"	162	#6	6"	66' – 4"	16,140	108	#6	9"	12' – 4"	2,001	8' – 10"	1,433	162	#6	6"	57' – 8"	14,032	42	18"	39' – 9"	1,115	210	18"	39' – 9"	5,576	108	9"	6' – 0"	433	270	9"	4' – 7"	827	13' – 3"	2,390	65' – 6"	175	130	362	4.072	1,098.7	4.7	537	167.6	44,484
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3	10' – 0"	7' – 0"	8"	7"	162	#6	6"	32' – 1"	7,807	108	#6	9"	13' – 4"	2,163	8' – 10"	1,433	162	#6	6"	25' – 11"	6,306	21	18"	39' – 9"	558	111	18"	39' – 9"	2,947	108	9"	7' – 0"	505	108	9"	4' – 7"	331	15' – 3"	1,100	32' – 1"	86	68	189	2.202	578.8	2.4	275	90.5	23,425
4	10' – 0"	7' – 0"	8"	7"	162	#6	6"	42' – 8"	10,382	108	#6	9"	13' – 4"	2,163	8' – 10"	1,433	162	#6	6"	36' – 6"	8,881	28	18"	39' – 9"	743	144	18"	39' – 9"	3,824	108	9"	7' – 0"	505	162	9"	4' – 7"	496	15' – 3"	1,650	42' – 8"	114	88	245	2.876	751.9	3.2	359	118.2	30,436
5	10' – 0"	7' – 0"	8"	7"	162	#6	6"	53' – 3"	12,957	108	#6	9"	13' – 4"	2,163	8' – 10"	1,433	162	#6	6"	47' – 1"	11,457	35	18"	39' – 9"	929	177	18"	39' – 9"	4,700	108	9"	7' – 0"	505	216	9"	4' – 7"	661	15' – 3"	2,200	53' – 3"	142	110	306	3.549	925.1	3.9	448	145.9	37,453
6	10' – 0"	7' – 0"	8"	7"	162	#6	6"	66' – 4"	16,140	108	#6	9"	13' – 4"	2,163	8' – 10"	1,433	162	#6	6"	57' – 8"	14,032	42	18"	39' – 9"	1,115	210	18"	39' – 9"	5,576	108	9"	7' – 0"	505	270	9"	4' – 7"	827	15' – 3"	2,750	65' – 6"	175	130	362	4.223	1,113.5	4.7	537	173.7	45,078
2	10' – 0"	8' – 0"	8"	7"	162	#6	6"	21' – 6"	5,231	108	#6	9"	14' – 4"	2,325	8' – 10"	1,433	162	#6	6"	15' – 4"	3,731	14	18"	39' – 9"	372	84	18"	39' – 9"	2,230	108	9"	8' – 0"	577	54	9"	4' – 7"	165	17' – 3"	622	21' – 6"	57	46	128	1.593	417.2	1.6	185	65.3	16,871
3	10' – 0"	8' – 0"	8"	7"	162	#6	6"	32' – 1"	7,807	108	#6	9"	14' – 4"	2,325	8' – 10"	1,433	162	#6	6"	25' – 11"	6,306	21	18"	39' – 9"	558	119	18"	39' – 9"	3,160	108	9"	8' – 0"	577	108	9"	4' – 7"	331	17' – 3"	1,244	32' – 1"	86	68	189	2.288	593.5	2.4	275	93.9	24,016
4	10' – 0"	8' – 0"	8"	7"	162	#6	6"	42' – 8"	10,382	108	#6	9"	14' – 4"	2,325	8' – 10"	1,433	162	#6	6"	36' – 6"	8,881	28	18"	39' – 9"	743	154	18"	39' – 9"	4,089	108	9"	8' – 0"	577	162	9"	4' – 7"	496	17' – 3"	1,867	42' – 8"	114	88	245	2.984	769.8	3.2	359	122.5	31,152
5	10' – 0"	8' – 0"	8"	7"	162	#6	6"	53' – 3"	12,957	108	#6	9"	14' – 4"	2,325	8' – 10"	1,433	162	#6	6"	47' – 1"	11,457	35	18"	39' – 9"	929	189	18"	39' – 9"	5,019	108	9"	8' – 0"	577	216	9"	4' – 7"	661	17' – 3"	2,489	53' – 3"	142	110	306	3.679	946.2	3.9	448	151.1	38,295
6	10' – 0"	8' – 0"	8"	7"	162	#6	6"	66' – 4"	16,140	108	#6	9"	14' – 4"	2,325	8' – 10"	1,433	162	#6	6"	57' – 8"	14,032	42	18"	39' – 9"	1,115	224	18"	39' – 9"	5,948	108	9"	8' – 0"	577	270	9"	4' – 7"	827	17' – 3"	3,111	65' – 6"	175	130	362	4.374	1,137.7	4.7	537	179.7	46,045
2	10' – 0"	9' – 0"	8"	7"	162	#6	6"	21' – 6"	5,231	162	#6	6"	15' – 4"	3,731	8' – 10"	2,149	162	#6	6"	15' – 4"	3,731	14	18"	39' – 9"	372	90	18"	39' – 9"	2,390	108	9"	9' – 0"	649	54	9"	4' – 7"	165	19' – 3"	694	21' – 6"	57	46	128	1.657	477.8	1.6	185	67.9	19,297
3	10' – 0"	9' – 0"	8"	7"	162	#6	6"	32' – 1"	7,807	162	#6	6"	15' – 4"	3,731	8' – 10"	2,149	162	#6	6"	25' – 11"	6,306	21	18"	39' – 9"	558	127	18"	39' – 9"	3,372	108	9"	9' – 0"	649	108	9"	4' – 7"	331	19' – 3"	1,389	32' – 1"	86	68	189	2.374	657.3	2.4	275	97.3	26,567
4	10' – 0"	9' – 0"	8"	7"	162	#6	6"	42' – 8"	10,382	162	#6	6"	15' – 4"	3,731	8' – 10"	2,149	162	#6	6"	36' – 6"	8,881	28	18"	39' – 9"	743	164	18"	39' – 9"	4,355	108	9"	9' – 0"	649	162	9"	4' – 7"	496	19' – 3"	2,083	42' – 8"	114	88	245	3.092	836.7	3.2	359	126.8	33,828
5	10' – 0"	9' – 0"	8"	7"	162	#6	6"	53' – 3"	12,957	162	#6	6"	15' – 4"	3,731	8' – 10"	2,149	162	#6	6"	47' – 1"	11,457	35	18"	39' – 9"	929	201	18"	39' – 9"	5,337	108	9"	9' – 0"	649	216	9"	4' – 7"	661	19' – 3"	2,778	53' – 3"	142	110	306	3.809	1,016.2	3.9	448	156.3	41,096
6	10' – 0"	9' – 0"	8"	7"	162	#6	6"	66' – 4"	16,140	162	#6	6"	15' – 4"	3,731	8' – 10"	2,149	162	#6	6"	57' – 8"	14,032	42	18"	39' – 9"	1,115	238	18"	39' – 9"	6,320	108	9"	9' – 0"	649	270	9"	4' – 7"	827	19' – 3"	3,472	65' – 6"	175	130	362	4.526	1,210.9	4.7	537	185.8	48,972
2	10' – 0"	10' – 0"	8"	7"	162	#6	6"	21' – 6"	5,231	162	#6	6"	16' – 4"	3,974	8' – 10"	2,149	162	#6	6"	15' – 4"	3,731	14	18"	39' – 9"	372	90	18"	39' – 9"	2,390	108	9"	10' – 0"	721	54	9"	4' – 7"	165	21' – 3"	767	21' – 6"	57	46	128	1.722	487.5	1.6	185	70.5	19,685
3	10' – 0"	10' – 0"	8"	7"	162	#6	6"	32' – 1"	7,807	162	#6	6"	16' – 4"	3,974	8' – 10"	2,149	162	#6	6"	25' – 11"	6,306	21	18"	39' – 9"	558	127	18"	39' – 9"	3,372	108	9"	10' – 0"	721	108	9"	4' – 7"	331	21' – 3"	1,533	32' – 1"	86	68	189	2.461	668.8	2.4	275	100.8	27,026
4	10' – 0"	10' – 0"	8"	7"	162	#6	6"	42' – 8"	10,382	162	#6	6"	16' – 4"	3,974	8' – 10"	2,149	162	#6	6"	36' – 6"	8,881	28	18"	39' – 9"	743	164	18"	39' – 9"	4,355	108	9"	10' – 0"	721	162	9"	4' – 7"	496	21' – 3"	2,300	42' – 8"	114	88	245	3.200	850.0	3.2	359	131.2	34,360
5	10' – 0"	10' – 0"	8"	7"	162	#6	6"	53' – 3"	12,957	162	#6	6"	16' – 4"	3,974	8' – 10"	2,149	162	#6	6"	47' – 1"	11,457	35	18"	39' – 9"	929	201	18"	39' – 9"	5,337	108	9"	10' – 0"	721	216	9"	4' – 7"	661	21' – 3"	3,066	53' – 3"	142	110	306	3.938	1,031.3	3.9	448	161.5	41,699
6	10' – 0"	10' – 0"	8"	7"	162	#6	6"	66' – 4"	16,140	162	#6	6"	16' – 4"	3,974	8' – 10"	2,149	162	#6	6"	57' – 8"	14,032	42	18"	39' – 9"	1,115	238	18"	39' – 9"	6,320	108	9"	10' – 0"	721	270	9"	4' – 7"	827	21' – 3"	3,833	65' – 6"	175	130	362	4.677	1,227.8	4.7	537	191.8	49,648

(5) Bar lengths over 60' include one bar lap; refer to MATERIAL NOTES for minimum lap lengths.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

MULTIPLE BOX CULVERTS CAST-IN-PLACE

10'-0" SPAN

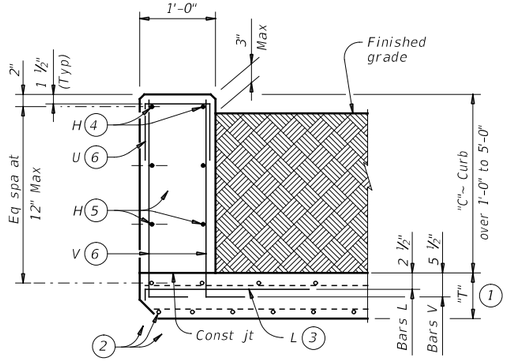
0' TO 7' FILL

MC-10-7

FILE: mc107ste-20.dgn	DN: TBE	CK: BMP	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.
				264

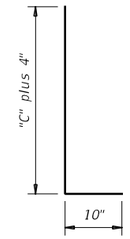
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DATE:
FILE:

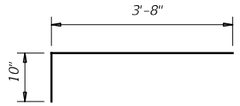


TYPICAL SECTION

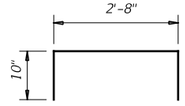
Used for curbs over 1'–0" to 5'–0"



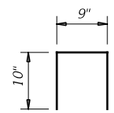
BARS V (#5) (6)
Spaced at 12" Max



BARS L (#5) (3)
Spaced at 12" Max



OPTIONAL BARS L (#5) (3) (7)
Spaced at 12" Max



BARS U (#4) (6)
Spaced at 12" Max

(1) "T" is equal to the culvert top slab thickness. For precast boxes with slabs less than 8" thick, see SCP-MD standard for additional details.

(2) Adjust normal culvert slab bars as necessary to clear obstructions.

(3) Place bars L as shown. Tilt hook as necessary to maintain cover.

(4) Place normal culvert curb bars H(#4) as shown. Adjust as necessary to clear obstructions.

(5) Additional bars H(#4) as required to maintain 12" Max spacing.

(6) Replace normal culvert curb bars K with one bar U and two bars V as shown spaced at 12" Max. Adjust length of bars V as necessary to maintain clear cover.

(7) Optional bars L are to be used only for precast box culverts with 3'–0" closure pour.

(8) Quantities shown are for Contractor's information only. Quantities are per linear foot of curb length. The value in table can be interpolated for intermediate values of curb height, "C". Quantity includes bars K (when applicable).

TABLE OF ESTIMATED CURB QUANTITIES (8)

Curb Height "C"	Conc (CY/LF)	Reinf Steel (Lb/LF)
1'–0"	0.037	10.4
1'–6"	0.056	14.5
2'–0"	0.074	15.6
2'–6"	0.093	18.0
3'–0"	0.111	19.0
3'–6"	0.130	21.3
4'–0"	0.148	22.4
4'–6"	0.167	24.8
5'–0"	0.185	25.9

CONSTRUCTION NOTES:

Adjust reinforcing steel as necessary to provide 1 ¼" cover.

For vehicle safety, top of the curb must not project more than 3" above the finished grade.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.

Provide galvanized reinforcing steel if required elsewhere in the plans.

Provide Class "C" concrete (f'c = 3,600 psi) minimum for curbs.

Provide bar laps, where required, as follows:

- Uncoated or galvanized ~ #4 = 1'–8" Min

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.

These extended curb details have sufficient strength to allow for future retrofit of Type T631 or T631LS railing. These details are suitable for use with PR11, PR22 and PR3 type rails. These details are not suitable for the mounting of other rail types. For new construction using T631 or T631LS railing, use the T631-CM standard.

This Curb is considered as part of the Box Culvert for payment.

Cover dimensions are clear dimensions, unless noted otherwise.

Reinforcing bar dimensions shown are out-to-out of bar.

Texas Department of Transportation

Bridge Division Standard

EXTENDED CURB DETAILS

FOR BOX CULVERTS WITH CURBS OVER 1'-0" TO 5'-0" TALL

ECD

FILE: ecdstde1-20.dgn	DN: GAF	CK: TxDOT	DW: TxDOT	CK: GAF
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.
				265

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Culvert Station and/or Creek Name followed by applicable end (Lt, Rt or Both)	Description of Box Culvert No. Spans ~ Span X Height	Max Fill Height (Ft)	Applicable Box Culvert Standard (4)	Applicable Wingwall or End Treatment Standard	Skew Angle (0°,15°, 30° or 45°)	Side Slope or Channel Slope Ratio (SL:1)	T Culvert Top Slab Thickness (In)	U Culvert Wall Thickness (In)	C Estimated Curb Height (Ft)	Hw (1) Height of Wingwall (Ft)	A Curb to End of Wingwall (Ft)	B Offset of End of Wingwall (Ft)	Lw Length of Longest Wingwall (Ft)	Ltw Culvert Toewall Length (Ft)	Atw Anchor Toewall Length (Ft)	Riprap Apron (CY)	Class (2) "C" Conc (Curb) (CY)	Class (3) "C" Conc (Wingwall) (CY)	Total Wingwall Area (SF)
CLV 1 STA 44+85 (Lt)	4 ~ 7'x 4'	1'	SCP-7	PW-1	30°	3:1	8"	8"	0.500'	5.167'	N/A	N/A	17.898'	40.222'	N/A	0.0	0.7	15.0	185
CLV 1 STA 44+85 (Rt)	4 ~ 7'x 4'	1'	SCP-7	FW-S	30°	6:1	8"	8"	0.500'	4.917'	27.500'	27.500'	38.891'	N/A	N/A	22.5	0.7	11.4	174
CLV 2 STA 86+10 (Lt)	4 ~ 7'x 4'	2'	SCP-7	PW-1	45°	3:1	8"	8"	1.000'	5.667'	N/A	N/A	24.042'	49.262'	N/A	0.0	1.8	21.4	272
CLV 2 STA 86+10 (Rt)	4 ~ 7'x 4'	2'	SCP-7	FW-S	45°	6:1	8"	8"	0.500'	4.917'	27.500'	47.631'	55.000'	N/A	N/A	30.8	0.9	14.1	217
CLV 3 STA 92+50 (Lt)	2 ~ 5'x 3'	1'	SCP-5	PW-1	15°	6:1	8"	6"	0.500'	4.167'	N/A	N/A	25.882'	12.941'	N/A	0.0	0.2	15.6	216
CLV 3 STA 92+50 (Rt)	2 ~ 5'x 3'	1'	SCP-5	FW-S	15°	6:1	8"	6"	1.000'	4.417'	24.500'	14.145'	28.290'	N/A	N/A	6.8	0.5	8.7	125
CLV 5 STA 118+33 (Lt)	4 ~10'x 4'	5'	SCP-10	PW-1	15°	3:1	10"	10"	2.000'	6.833'	N/A	N/A	21.223'	49.866'	N/A	0.0	3.7	23.0	290
CLV 5 STA 118+33 (Rt)	4 ~10'x 4'	5'	SCP-10	FW-S	15°	6:1	10"	10"	3.000'	7.583'	43.500'	25.115'	50.229'	N/A	N/A	40.0	5.5	22.8	371
CLV 6A CR 289 STA 14+84.15 (Lt)	2 ~ 5'x 2'	1'	SCP-5	PW-1	30°	3:1	8"	6"	1.000'	3.667'	N/A	N/A	12.702'	14.434'	N/A	0.0	0.5	7.8	93
CLV 6A CR 289 STA 14+84.15 (Rt)	2 ~ 5'x 2'	1'	SCP-5	PW-1	30°	3:1	8"	6"	0.500'	3.167'	N/A	N/A	10.970'	14.434'	N/A	0.0	0.3	6.1	69
CLV 6B STA 143+65 (Lt)	2 ~ 5'x 3'	2'	SCP-5	PW-1	45°	3:1	6"	6"	0.500'	4.000'	N/A	N/A	16.971'	17.678'	N/A	0.0	0.3	10.3	136
CLV 6B STA 143+65 (Rt)	2 ~ 5'x 3'	2'	SCP-5	PW-1	45°	3:1	6"	6"	0.500'	4.000'	N/A	N/A	16.971'	17.678'	N/A	0.0	0.3	10.3	136
CLV 7 STA 151+00 (Lt)	1 ~ 5'x 3'	1'	SCP-5	SETB-CD	0°	4:1	8"	6"	0.500'	3.917'	N/A	N/A	14.333'	N/A	6.167'	0.0	0.1	3.4	N/A
CLV 7 STA 151+00 (Rt)	1 ~ 5'x 3'	1'	SCP-5	SETB-CD	0°	6:1	8"	6"	0.500'	3.917'	N/A	N/A	21.500'	N/A	6.167'	0.0	0.1	5.0	N/A
CLV 8 STA 157+50 (Lt)	1 ~ 4'x 2'	2'	SCP-4	FW-S	30°	6:1	5"	5"	0.500'	2.667'	14.000'	14.000'	19.799'	N/A	N/A	2.5	0.1	4.4	51
CLV 8 STA 157+50 (Rt)	1 ~ 4'x 2'	2'	SCP-4	FW-S	30°	6:1	5"	5"	0.500'	2.667'	14.000'	14.000'	19.799'	N/A	N/A	2.5	0.1	4.4	51
CLV 2B DANIEL MOUNTAIN RD (Lt)	4 ~ 7'x 4'	1'	SCP-7	PW-1	0°	2:1	8"	8"	2.000'	6.667'	N/A	N/A	13.333'	34.833'	N/A	0.0	2.6	14.8	178
CLV 2B DANIEL MOUNTAIN RD (Rt)	4 ~ 7'x 4'	1'	SCP-7	PW-1	0°	3:1	8"	8"	0.500'	5.167'	N/A	N/A	15.500'	34.833'	N/A	0.0	0.6	13.0	160
LINE 1A3 (Both)	2 ~ 4'x 3'	1'	SCP-4	SETB-PD	0°	6:1	7.5"	5"	0.500'	3.875'	N/A	N/A	21.750'	N/A	10.500'	0.0	0.4	16.2	N/A
LINE 1A5 (Both)	2 ~ 5'x 3'	1'	SCP-5	SETB-PD	0°	6:1	8"	6"	0.500'	3.917'	N/A	N/A	22.000'	N/A	12.667'	0.0	0.4	18.6	N/A
LINE 1B3 - LT (Lt)	1 ~ 3'x 2'	1'	SCP-3	SETB-CD	0°	3:1	7"	4"	0.500'	2.833'	N/A	N/A	7.500'	N/A	4.167'	0.0	0.1	1.3	N/A
LINE 2A7 (Both)	1 ~ 3'x 2'	1'	SCP-3	SETB-PD	0°	6:1	7"	4"	0.500'	2.833'	N/A	N/A	15.500'	N/A	4.167'	0.0	0.2	5.0	N/A
LINE 2A9 (Both)	1 ~ 3'x 2'	1'	SCP-3	SETB-PD	0°	6:1	7"	4"	0.500'	2.833'	N/A	N/A	15.500'	N/A	4.167'	0.0	0.2	5.0	N/A
LINE 5B3 - LT (Lt)	1 ~ 4'x 2'	1'	SCP-4	SETB-CD	0°	3:1	7.5"	5"	0.500'	2.875'	N/A	N/A	7.625'	N/A	5.167'	0.0	0.1	1.5	N/A
LINE 1B3 - RT (Rt)	1 ~ 3'x 2'	1'	SCP-3	SETB-PD	0°	6:1	7"	4"	0.500'	2.833'	N/A	N/A	15.500'	N/A	4.167'	0.0	0.1	2.5	N/A
LINE 5B3 - RT (Rt)	1 ~ 4'x 2'	1'	SCP-4	SETB-PD	0°	6:1	7.5"	5"	0.500'	2.875'	N/A	N/A	15.750'	N/A	5.167'	0.0	0.1	2.9	N/A

NOTES:
Skew = 0° on SW-0, FW-0, SETB-CD, SETB-SW-0, and SETB-FW-0 standard sheets;
30° maximum for safety end treatment

SL:1 = Horizontal : 1 Vertical
- Side slope at culvert for flared or straight wingwalls.
- Channel slope for parallel wingwalls.
- Slope must be 3:1 or flatter for safety end treatments.

T = Box culvert top slab thickness. Dimension can be found on the applicable box culvert standard sheet.

U = Box culvert wall thickness. Dimension can be found on the applicable box culvert standard sheet.

C = Curb height

See applicable wing or end treatment standard sheets for calculations of Hw, A, B, Lw, Ltw, Atw, and Total Wingwall Area.

Hw = Height of wingwall

A = Distance from face of curb to end of wingwall (not applicable to parallel or straight wingwalls)

B = Offset of end of wingwall (not applicable to parallel or straight wingwalls)

Lw = Length of longest wingwall.

Ltw = Length of culvert toewall (not applicable when using riprap apron)

Atw = Length of anchor toewall (applicable to safety end treatment only)
Total Wingwall Area = Wingwall area in sq. ft. for two wingwalls (one structure end) if Lt or Rt.
Area for four wingwalls (two structure ends) if Both.

(1) Round the wall heights shown to the nearest foot for bidding purposes.

(2) Concrete volume shown is for box culvert curb only. For curbs using the Box Culvert Rail Mounting Details (RAC) standard sheet quantities shown must be increased by a factor of 2.25. If Class S concrete is required for the top slab of the culvert, also provide Class S concrete for the curb. Curb concrete is considered part of the Box Culvert for payment.

(3) Concrete volume shown is total of wings, footings, culvert toewall (if any), anchor toewalls (if any) and wingwall toewalls. Riprap aprons, culverts, and curb quantities are not included.

(4) Regardless of the type of culvert shown on this sheet, the Contractor has the option of furnishing cast-in-place or precast culverts unless otherwise shown elsewhere on the plans. If the Contractor elects to provide culverts of a different type than those shown on this sheet, it is the Contractor's responsibility to make the necessary adjustments to the dimensions and quantities shown.

SPECIAL NOTE:

This sheet is a supplement to the box culvert standards. It is to be filled out by the culvert specifier and provides dimensions for the construction of the box culvert wingwalls and safety end treatments.

An Excel 2010 spreadsheet to assist in completing this table can be downloaded from the Bridge Standards (English) web page on the TxDOT web site. The completed sheet must be signed, sealed, and dated by a licensed Professional Engineer.

STATE OF TEXAS
CLAY E. GANN
88491
LICENSED PROFESSIONAL ENGINEER

Clay E Gann 10/25/202

Texas Department of Transportation

Bridge Division Standard

BOX CULVERT SUPPLEMENT
WINGS AND END TREATMENTS

BCS

FILE:	bcsstde1-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT	February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS					
		DIST	COUNTY		SHEET NO.
					266

DATE:
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DATE:
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TABLE OF DIMENSIONS AND REINFORCING STEEL
(Wings for one structure end)

Dimensions					Variable Reinforcing				Estimated Quantities per ft of wing length (2~wings) (3)	
					Bars J1		Bars J2			
Maximum Wingwall Height Hw	W	X	Y	Z	Size	Spa	Size	Spa	Reinf Lb/Ft)	Conc (CY/Ft)
2'-6"	2'-5"	1'-0"	9"	7"	#4	1'-0"	#4	1'-0"	33.73	0.248
3'-0"	2'-5"	1'-0"	9"	7"	#4	1'-0"	#4	1'-0"	37.07	0.261
3'-6"	2'-5"	1'-0"	9"	7"	#4	1'-0"	#4	1'-0"	37.74	0.273
4'-0"	2'-5"	1'-0"	9"	7"	#4	1'-0"	#4	1'-0"	38.41	0.285
4'-6"	3'-2"	1'-6"	1'-0"	7"	#4	1'-0"	#4	1'-0"	41.75	0.330
5'-0"	3'-2"	1'-6"	1'-0"	7"	#4	1'-0"	#4	1'-0"	45.09	0.343
5'-6"	3'-2"	1'-6"	1'-0"	7"	#4	1'-0"	#4	1'-0"	45.75	0.355
6'-0"	3'-2"	1'-6"	1'-0"	7"	#4	1'-0"	#4	1'-0"	46.42	0.367
7'-0"	3'-8"	1'-9"	1'-3"	7"	#4	1'-0"	#4	1'-0"	52.77	0.414
8'-0"	4'-2"	2'-0"	1'-6"	8"	#5	1'-0"	#4	1'-0"	60.19	0.486
9'-0"	4'-8"	2'-3"	1'-9"	8"	#4	6"	#4	6"	81.49	0.535
10'-0"	5'-2"	2'-6"	2'-0"	8"	#5	6"	#4	6"	97.25	0.584
11'-0"	5'-8"	2'-9"	2'-3"	8"	#6	6"	#5	6"	133.65	0.634
12'-0"	6'-2"	3'-0"	2'-6"	9"	#7	6"	#5	6"	162.29	0.721
13'-0"	6'-8"	3'-3"	2'-9"	11"	#7	6"	#5	6"	178.80	0.856
14'-0"	7'-2"	3'-6"	3'-0"	1'-0"	#8	6"	#5	6"	216.78	0.959
15'-0"	7'-8"	4'-0"	3'-0"	1'-1"	#9	6"	#6	6"	283.06	1.068
16'-0"	8'-2"	4'-6"	3'-0"	1'-3"	#9	6"	#6	6"	297.02	1.234

TABLE OF WINGWALL REINFORCING
(2~wings)

Bar	Size	No.	Spa
D	#5	~	1'-0"
E	#4	~	1'-0"
F	#4	~	1'-0"
G	#6	4	~
M	#4	4	~
P	#4	~	1'-0"
R	#5	6	~
V	#4	~	1'-0"

TABLE OF ESTIMATED CULVERT TOEWALL QUANTITIES

Bar	Size	No.	Spa
L	#4	~	1'-6"
Q	#4	1	~
Reinf (Lb/Ft)			2.45
Conc (CY/Ft)			0.037

WING DIMENSION FORMULAS:

(All values are in feet.)

Hw = H + T + C - 0.250'
Lw = (Hw - 0.333') (SL)

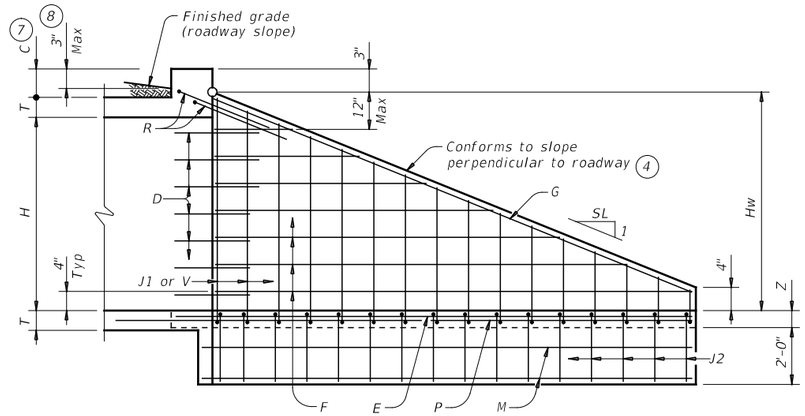
For cast-in-place culverts:
Ltw = (N) (S) + (N + 1) (U)

For precast culverts:
Ltw = (N) (2U + S) + (N - 1) (0.5')

Total Wingwall Area (two wings ~ SF) = (Hw + 0.333') (Lw)

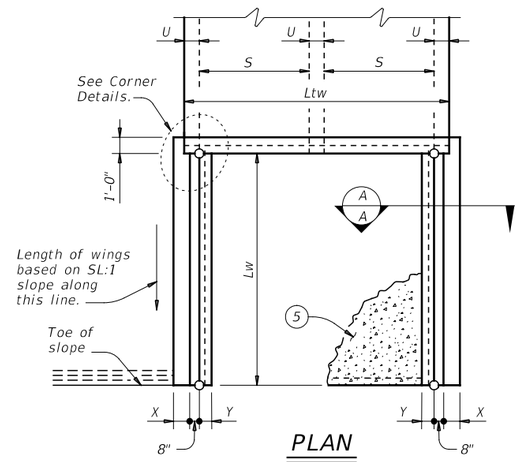
Hw = Height of wingwall
SL:1 = Side slope ratio (horizontal:1 vertical)
Lw = Length of wingwall
Ltw = Culvert toewall length
N = Number of culvert spans

See applicable box culvert standard sheet for H, S, T, and U values.



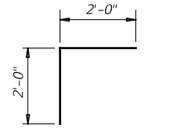
INSIDE ELEVATION

(Showing reinforcing. Culvert and culvert toewall reinforcing not shown for clarity.)

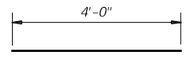


PLAN

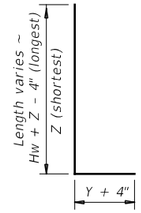
(Showing dimensions.)



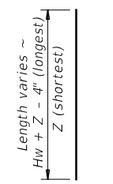
BARS R



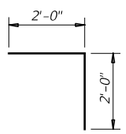
BARS D



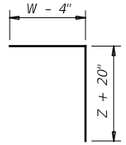
BARS J1



BARS V



BARS L



BARS J2

(1) Extend Bars P 3'-0" minimum into bottom slab of box culvert.

(2) Adjust as necessary to maintain 1 1#2" clear cover and 4" minimum between bars.

(3) Quantities shown are based on an average wing height for two wings (one structure end). To determine total quantities for two wings, multiply the tabulated values by Lw.

(4) Recommended values of side slope are: 2:1, 3:1, 4:1, and 6:1.

(5) When shown elsewhere on the plans, construct 5" deep concrete riprap. Payment for riprap is as required by Item 432, "Riprap." Unless otherwise shown on the plans or directed by the Engineer, provide a 6" wide by 1'-6" deep reinforced concrete toewall along all edges of the riprap adjacent to natural ground; reinforce the toewall by extending typical riprap reinforcing into the toewall; and extend construction joints or grooved joints oriented in the direction of flow across the full distance of the riprap at intervals of approximately 20'. When such riprap is provided, the culvert toewall shown in SECTION B-B will not be required.

(6) At Contractor's option, culvert toewall may be ended flush with wingwall toewall. Adjust reinforcing as needed.

(7) 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0, refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Box Culvert Rail Mounting Details (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.

(8) For vehicle safety, the following requirements must be met:
- For structures without bridge rail, construct curbs no more than 3" above finished grade.
- For structures with bridge rail, construct curbs flush with finished grade.

Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

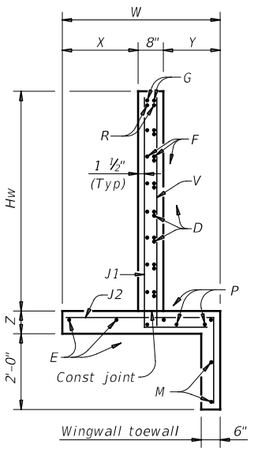
MATERIAL NOTES:

Provide Class C concrete (f'c=3,600 psi).
Provide Grade 60 reinforcing steel.
Provide galvanized reinforcing steel if required elsewhere in the plans.
In riprap concrete, synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing unless noted otherwise.

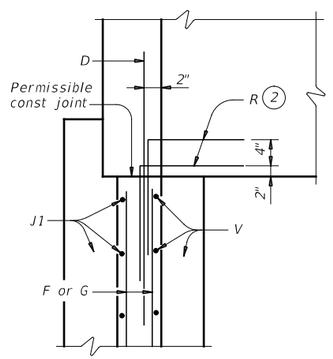
GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.
When structure is founded on solid rock, depth of toewalls for culverts and wingwalls may be reduced or eliminated as directed by the Engineer.
See Box Culvert Supplement (BCS) standard sheet for additional dimensions and information.
The quantities for concrete and reinforcing steel resulting from the formulas given on this sheet are for Contractor's information only.

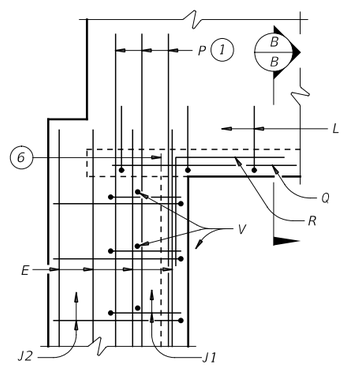
Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing dimensions are out-to-out of bars.



SECTION A-A

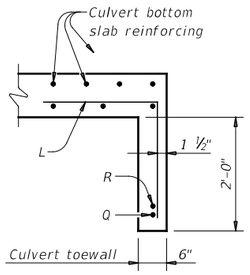


WINGWALL



FOOTING AND TOEWALL

CORNER DETAILS



SECTION B-B (5)

Texas Department of Transportation

Bridge Division Standard

CONCRETE WINGWALLS
WITH STRAIGHT WINGS FOR 0° SKEW BOX CULVERTS

SW-0

FILE: CD-SW0-20.dgn	DN: GAF	CK: CAT	DW: TxDOT	CK: TxDOT
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	DIST	COUNTY		SHEET NO.
				267

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TABLE OF DIMENSIONS AND REINFORCING STEEL
(Wings for one structure end)

Dimensions					Variable Reinforcing				Estimated Quantities per ft of wing length (2~wings) (3)	
					Bars J1		Bars J2			
Maximum Wingwall Height Hw	W	X	Y	Z	Size	Spa	Size	Spa	Reinf (Lb/Ft)	Conc (CY/Ft)
2'-6"	2'-5"	1'-0"	9"	7"	#4	1'-0"	#4	1'-0"	33.73	0.248
3'-0"	2'-5"	1'-0"	9"	7"	#4	1'-0"	#4	1'-0"	37.07	0.261
3'-6"	2'-5"	1'-0"	9"	7"	#4	1'-0"	#4	1'-0"	37.74	0.273
4'-0"	2'-5"	1'-0"	9"	7"	#4	1'-0"	#4	1'-0"	38.41	0.285
4'-6"	3'-2"	1'-6"	1'-0"	7"	#4	1'-0"	#4	1'-0"	41.75	0.330
5'-0"	3'-2"	1'-6"	1'-0"	7"	#4	1'-0"	#4	1'-0"	45.09	0.343
5'-6"	3'-2"	1'-6"	1'-0"	7"	#4	1'-0"	#4	1'-0"	45.75	0.355
6'-0"	3'-2"	1'-6"	1'-0"	7"	#4	1'-0"	#4	1'-0"	46.42	0.367
7'-0"	3'-8"	1'-9"	1'-3"	7"	#4	1'-0"	#4	1'-0"	52.77	0.414
8'-0"	4'-2"	2'-0"	1'-6"	8"	#5	1'-0"	#4	1'-0"	60.19	0.486
9'-0"	4'-8"	2'-3"	1'-9"	8"	#4	6"	#4	6"	81.49	0.535
10'-0"	5'-2"	2'-6"	2'-0"	8"	#5	6"	#4	6"	97.25	0.584
11'-0"	5'-8"	2'-9"	2'-3"	8"	#6	6"	#5	6"	133.65	0.634
12'-0"	6'-2"	3'-0"	2'-6"	9"	#7	6"	#5	6"	162.29	0.721
13'-0"	6'-8"	3'-3"	2'-9"	11"	#7	6"	#5	6"	178.80	0.856
14'-0"	7'-2"	3'-6"	3'-0"	1'-0"	#8	6"	#5	6"	216.78	0.959
15'-0"	7'-8"	4'-0"	3'-0"	1'-1"	#9	6"	#6	6"	283.06	1.068
16'-0"	8'-2"	4'-6"	3'-0"	1'-3"	#9	6"	#6	6"	297.02	1.234

TABLE OF WINGWALL REINFORCING
(2~wings)

Bar	Size	No.	Spa
DL	#5	~	1'-0"
DS	#5	~	1'-0"
E	#4	~	1'-0"
F	#4	~	1'-0"
G	#6	4	~
M	#4	4	~
P	#4	~	1'-0"
RS	#5	3	~
RL	#5	3	~
V	#4	~	1'-0"

TABLE OF ESTIMATED CULVERT TOEWALL QUANTITIES

Bar	Size	No.	Spa
L	#4	~	1'-6"
Q	#4	1	~
Reinf (Lb/Ft)			2.45
Conc (CY/Ft)			0.037

WING DIMENSION FORMULAS:

(All values are in feet.)

Hw = H + T + C - 0.250'
A = (Hw - 0.333')(SL)
B = (A) [tanget (θ + 15°)]
Lw = (A) ÷ [cosine (θ + 15°)]

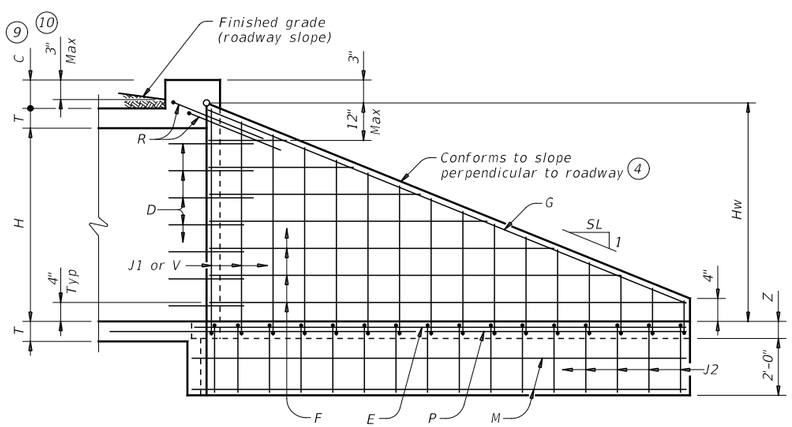
For cast-in-place culverts:
Ltw = [(N) (S) + (N + 1) (U)] ÷ cosine θ

For precast culverts:
Ltw = [(N) (2U + S) + (N - 1) (0.5')] ÷ cosine θ

Total wingwall area (two wings ~ SF) = 0.5 (Hw + 0.333') (Lw + A)

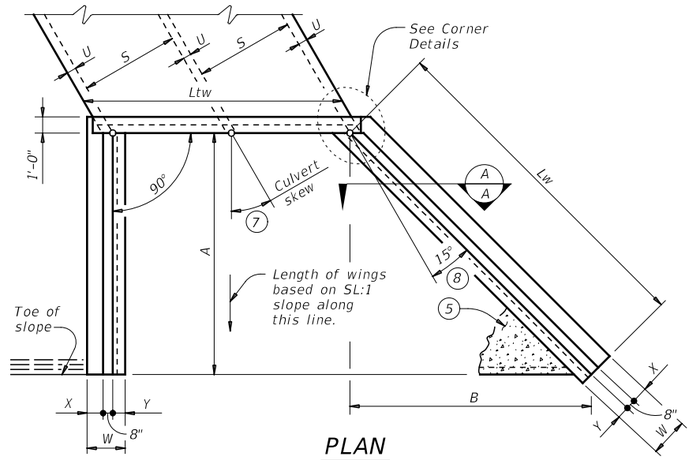
Hw = Height of wingwall
SL:1 = Side slope ratio (horizontal:1 vertical)
A = Length of short wingwalls
Lw = Length of long wingwall
Ltw = Culvert toewall length
N = Number of culvert spans
θ = Culvert skew

See applicable box culvert standard sheet for H, S, T, and U values.



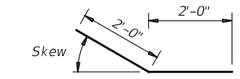
INSIDE ELEVATION

(Showing reinforcing. Culvert and culvert toewall reinforcing not shown for clarity.)

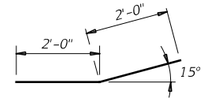


PLAN

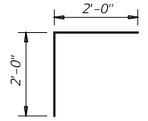
(Showing dimensions and 30° skew.)



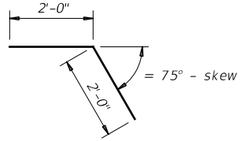
BARS DS
(Short wing)



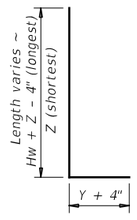
BARS DL
(Long wing)



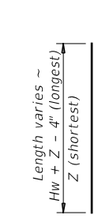
BARS RS
(Short wing)



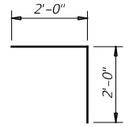
BARS RL
(Long wing)



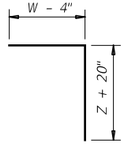
BARS J1



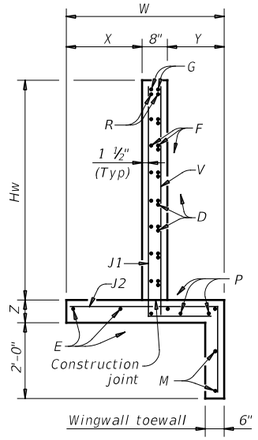
BARS V



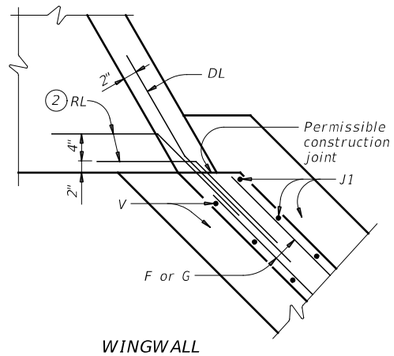
BARS L



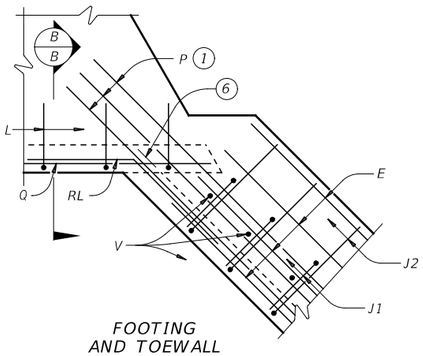
BARS J2



SECTION A-A



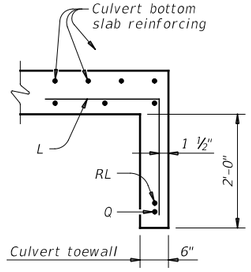
WINGWALL



FOOTING AND TOEWALL

CORNER DETAILS

(Culvert and culvert toewall reinforcing not shown for clarity.)



SECTION B-B 5

1. Extend Bars P 3'-0" minimum into bottom slab of box culvert.
2. Adjust as necessary to maintain 1 1#2" clear cover and 4" minimum between bars.
3. Quantities shown are based on an average wing height for two wings (one structure end). To determine total quantities for two wings, multiply the tabulated values by 0.5 x (A + Lw).
4. Recommended values of side slope are: 2:1, 3:1, 4:1, and 6:1.
5. When shown elsewhere on the plans, construct 5" deep concrete riprap. Payment for riprap is as required by Item 432, "Riprap". Unless otherwise shown on the plans or directed by the Engineer, provide a 6" wide by 1'-6" deep reinforced concrete toewall along all edges of the riprap adjacent to natural ground; reinforce the toewall by extending typical riprap reinforcing into the toewall; and extend construction joints or grooved joints oriented in the direction of flow across the full distance of the riprap at intervals of approximately 20'. When such riprap is provided, the culvert toewall shown in SECTION B-B will not be required.
6. At Contractor's option, culvert toewall may be ended flush with wingwall toewall. Adjust reinforcing as needed.
7. Applicable values of skew are: 15°, 30°, and 45°.
8. Typical wingwall angle for all skews.
9. 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0, refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Box Culvert Rail Mounting Details (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.
10. For vehicle safety, the following requirements must be met:
    - For structures without bridge rail, construct curbs no more than 3" above finished grade.
    - For structures with bridge rail, construct curbs flush with finished grade.

    Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

MATERIAL NOTES:

Provide Class C concrete (f'c=3,600 psi).
Provide Grade 60 reinforcing steel.
Provide galvanized reinforcing steel if required elsewhere in the plans.
In riprap concrete, synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.
When structure is founded on solid rock, depth of toewalls for culverts and wingwalls may be reduced or eliminated as directed by the Engineer.
See Box Culvert Supplement (BCS) standard sheet for additional dimensions and information.
The quantities for concrete and reinforcing steel resulting from the formulas given on this sheet are for Contractor's information only.

Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing dimensions are out-to-out of bars.

Texas Department of Transportation

Bridge Division Standard

CONCRETE WINGWALLS WITH FLARED WINGS FOR SKEWED BOX CULVERTS

FW-S

FILE: fw-sstde-20.dgn	DN: GAF	CK: CAT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.
				268

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DATE:
FILE:

TABLE OF DIMENSIONS AND REINFORCING STEEL
(Wings for one structure end)

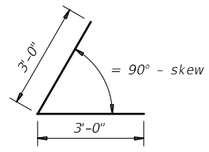
Dimensions					Variable Reinforcing				Estimated Quantities per ft of wing (2~wings) (4)		Estimated Quantities per ft of Toewall (1~toewall)	
					Bars J1		Bars J2					
Maximum Wingwall Height Hw	W	X	Y	Z	Size	Spa	Size	Spa	Reinf (Lb/Ft)	Conc (CY/Ft)	Reinf (Lb/Ft)	Conc (CY/Ft)
2'-6"	2'-10"	10"	1'-0"	7"	#4	1'-0"	#4	1'-0"	48.64	0.406	6.85	0.071
2'-9"	2'-10"	10"	1'-0"	7"	#4	1'-0"	#4	1'-0"	49.31	0.424	6.85	0.071
3'-0"	2'-10"	10"	1'-0"	7"	#4	1'-0"	#4	1'-0"	49.98	0.444	6.85	0.071
3'-3"	2'-10"	10"	1'-0"	7"	#4	1'-0"	#4	1'-0"	53.32	0.462	6.85	0.071
3'-6"	2'-10"	10"	1'-0"	7"	#4	1'-0"	#4	1'-0"	53.98	0.480	6.85	0.071
4'-0"	3'-2"	1'-2"	1'-0"	7"	#4	1'-0"	#4	1'-0"	55.77	0.532	6.85	0.071
4'-6"	3'-2"	1'-2"	1'-0"	7"	#4	1'-0"	#4	1'-0"	59.77	0.568	6.85	0.071
5'-0"	3'-9"	1'-7"	1'-2"	7"	#4	1'-0"	#4	1'-0"	63.45	0.632	6.96	0.075
5'-6"	3'-9"	1'-7"	1'-2"	7"	#4	1'-0"	#4	1'-0"	67.46	0.668	6.96	0.075
6'-0"	4'-4"	2'-0"	1'-4"	7"	#5	1'-0"	#5	1'-0"	80.67	0.730	7.07	0.078
6'-6"	4'-4"	2'-0"	1'-4"	7"	#5	1'-0"	#5	1'-0"	85.05	0.768	7.07	0.078
7'-0"	5'-0"	2'-3"	1'-9"	8"	#5	1'-0"	#5	1'-0"	92.15	0.864	8.07	0.093
7'-6"	5'-0"	2'-3"	1'-9"	8"	#5	1'-0"	#5	1'-0"	96.54	0.902	8.07	0.093
8'-0"	5'-6"	2'-8"	1'-10"	8"	#5	6"	#5	6"	139.04	0.962	8.13	0.095
8'-6"	5'-6"	2'-8"	1'-10"	8"	#5	6"	#5	6"	144.47	1.000	8.13	0.095
9'-6"	6'-0"	2'-10"	2'-2"	9"	#5	6"	#5	6"	156.93	1.136	8.41	0.110
10'-6"	6'-5"	3'-0"	2'-5"	9"	#6	6"	#5	6"	196.27	1.234	8.57	0.117
11'-6"	7'-2"	3'-6"	2'-8"	11"	#6	6"	#6	6"	230.13	1.438	9.52	0.140
12'-6"	7'-8"	3'-9"	2'-11"	1'-0"	#7	6"	#6	6"	283.41	1.592	9.74	0.157
13'-6"	8'-2"	4'-0"	3'-2"	1'-2"	#8	6"	#6	6"	348.72	1.804	10.02	0.186
14'-6"	8'-10"	4'-5"	3'-5"	1'-4"	#9	6"	#6	6"	432.94	2.046	10.30	0.218
15'-6"	9'-6"	4'-10"	3'-8"	1'-6"	#9	6"	#7	6"	489.52	2.302	11.24	0.253
16'-0"	9'-11"	5'-0"	3'-11"	1'-7"	#9	6"	#7	6"	505.72	2.448	11.47	0.279

TABLE OF WINGWALL REINFORCING
(2~wings)

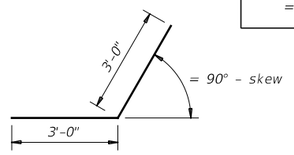
Bar	Size	No.	Spa
D1	#6	~	1'-0"
D2	#6	~	1'-0"
E1	#4	~	1'-0"
F	#4	~	1'-0"
G	#6	~	8"
M1	#4	4	~
P	#4	~	1'-0"
V	#4	~	1'-0"

TABLE OF TOEWALL REINFORCING

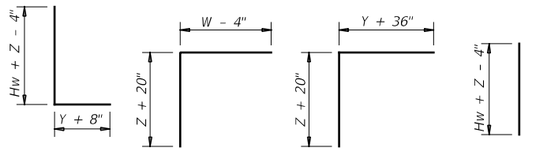
Bar	Size	No.	Spa
J3	#4	~	1'-0"
M2	#4	2	~
E2	#4	~	1'-0"



BARS D1



BARS D2



BARS J1 BARS J2 BARS J3 BARS V

WING DIMENSION FORMULAS:

(All values are in feet.)

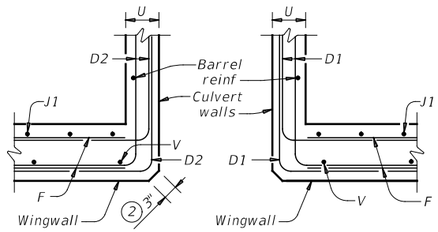
Hw = H + T + C
Lw = (Hw) (SL) ÷ cosine (θ) for Type PW-1
= (Hw - 1') (SL) ÷ cosine (θ) for Type PW-2 and Hw ≥ 4'
= (Hw - 0.5') (SL) ÷ cosine (θ) for Type PW-2 and Hw < 4'

For cast-in-place culverts:
Ltw = [(N) (S) + (N + 1) (U)] ÷ cosine (θ)

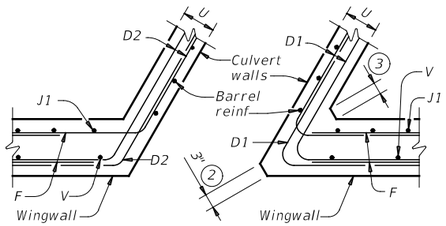
For precast culverts:
Ltw = [(N) (2 U + S) + (N - 1) (0.5')] ÷ cosine (θ)
Total Wingwall Area (two wings ~ SF)
= (2)(Hw)(Lw) for Type PW-1
= (2)(Hw)(Lw) - 6 SF for Type PW-2 and Hw ≥ 4'
= (2)(Hw)(Lw) - 1.5 SF for Type PW-2 and Hw < 4'

Hw = Height of wingwall
Lw = Length of wingwall
Ltw = Culvert toewall length
N = Number of culvert spans
SL:1 = Channel slope ratio. (horizontal: 1 vertical, usual value is 2:1)
θ = Culvert skew

See applicable box culvert standard sheet for S, H, T, and U values.



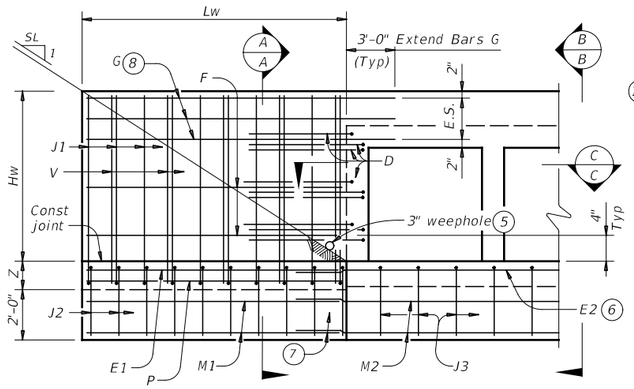
SECTION C-C - PW-1



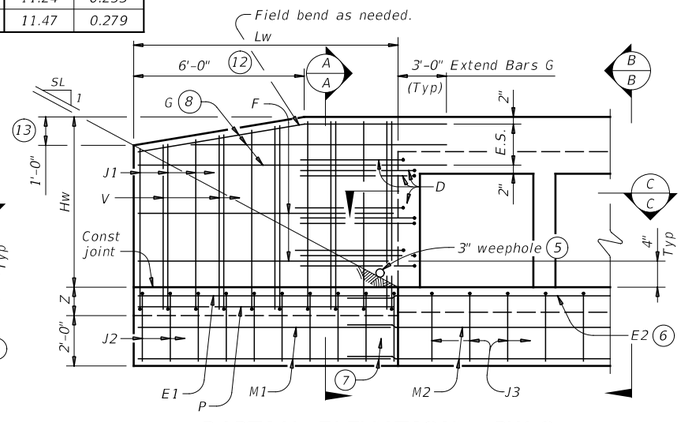
SECTION C-C - PW-2

1. Skew = 0°
2. At discharge end, chamfer may be ¾" minimum.
3. For 15° skew ~ 1"
   For 30° skew ~ 2"
   For 45° skew ~ 3"
4. Quantities shown are for two Type PW-1 wings. Adjust concrete volume for Type PW-2 wings. To determine estimated quantities for two wings, multiply the tabulated values by Lw. Quantities shown do not include weight of Bars D.
5. Provide weepholes for Hw = 5'-0" and greater. Fill around weepholes with coarse gravel.
6. Extend Bars E2 1'-6" minimum into the wingwall footing.
7. Lap Bars M1 1'-6" minimum with Bars M2.
8. Place Bars G as shown, equally spaced at 8" maximum. Provide at least two pairs of Bars G per wing.
9. 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0, refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Box Culvert Rail Mounting Details (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.
10. For vehicle safety, the following requirements must be met:
    - For structures without bridge rail, construct curbs no more than 3" above finished grade.
    - For structures with bridge rail, construct curbs flush with finished grade.

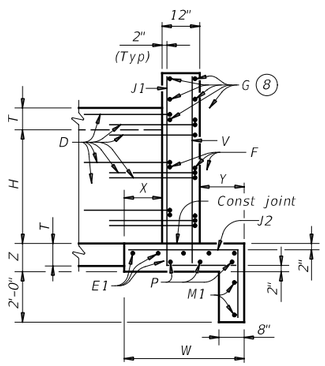
    Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.
11. 1'-0" typical. 2'-3" when the Box Culvert Rail Mounting Details (RAC) standard sheet is referred to elswhere in the plans.
12. 3'-0" for Hw < 4'.
13. 6" for Hw < 4'.



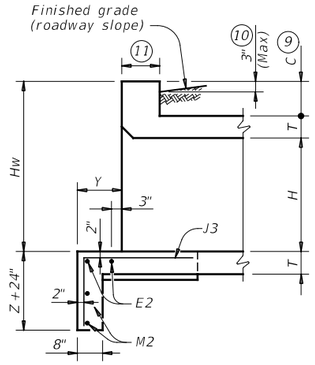
PARTIAL ELEVATION - PW-1



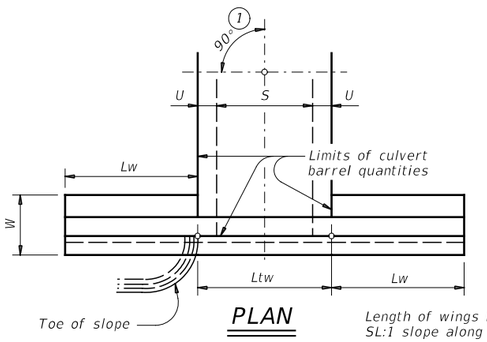
PARTIAL ELEVATION - PW-2



SECTION A-A
(Showing wing reinforcement.)

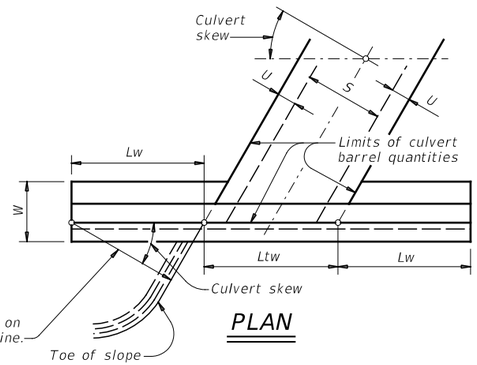


SECTION B-B
(Showing wing reinforcement.)



PLAN

DETAILS FOR NON-SKEWED BOX CULVERTS



PLAN

DETAILS FOR SKEWED BOX CULVERTS
(Showing 30° skew.)

DESIGNER NOTES:

Type PW-1 can be used for all applications and must be used if railing is to be mounted to the wingwall.
Type PW-2 can only be used for applications without a railing mounted to the wingwall.

MATERIAL NOTES:

Provide Class C concrete (f'c=3,600 psi).
Provide Grade 60 reinforcing steel.
Provide galvanized reinforing steel if required elsewhere in the plans.

GENERAL NOTES:

Designed in accordance with AASHTO LRFD Bridge Design Specifications.
Depth of toewalls for wingwalls and culverts may be reduced or eliminated when founded on solid rock, when directed by the Engineer.
See Box Culvert Supplement (BCS) standard sheet for wingwall type and additional dimensions and information.
Quantities for concrete and reinforcing steel resulting from the formulas given on this sheet are for the Contractor's information only.

Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing dimensions are out-to-out of bars.

Texas Department of Transportation

Bridge Division Standard

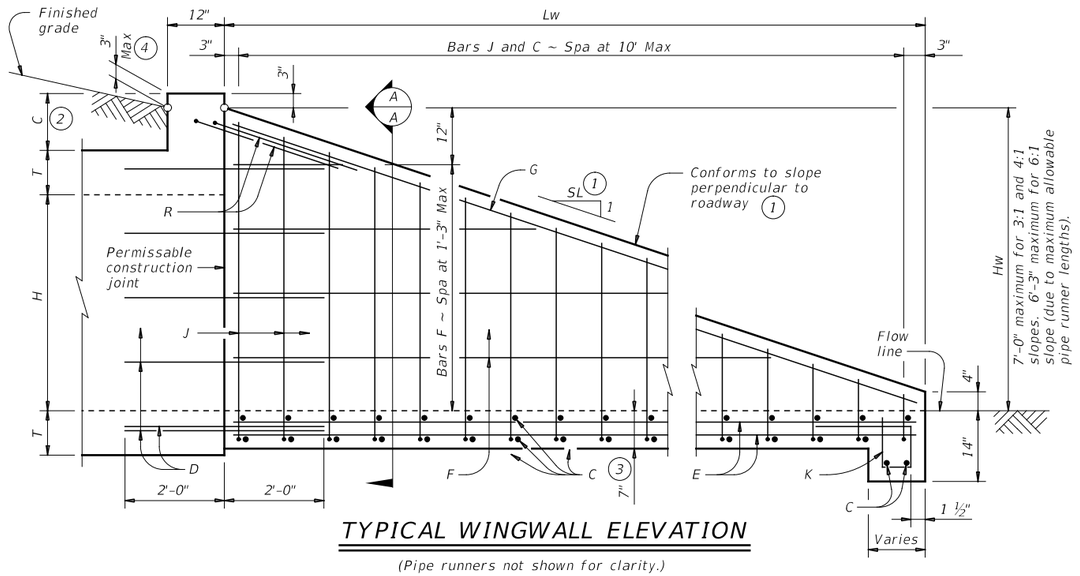
CONCRETE WINGWALLS
WITH PARALLEL WINGS FOR BOX CULVERTS
TYPES PW-1 AND PW-2

PW

FILE: pwstde01-20.dgn	DN: GAF	CK: CAT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.
				269

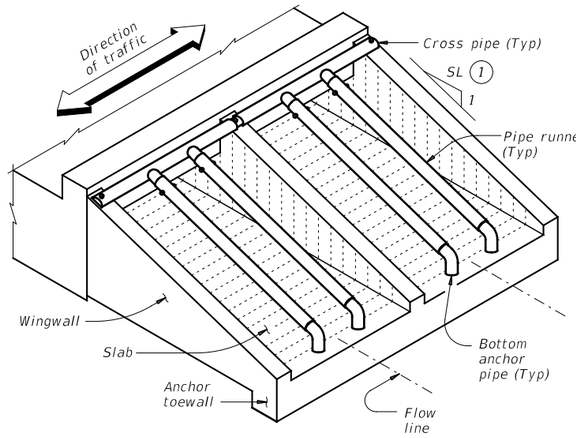
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TYPICAL WINGWALL ELEVATION

(Pipe runners not shown for clarity.)



ISOMETRIC VIEW OF TYPICAL INSTALLATION

WING DIMENSION CALCULATIONS:

Hw = H + T + C - 0.250'
Lw = (Hw - 0.333') (SL)

For cast-in-place culverts:
Atw = (N) (S) + (N + 1) (U)
For precast culverts:
Atw = (N) (2U + S) + (N - 1) (0.500')

Total Wingwall Area (SF)
= (0.5) (Hw + 0.333') (Lw) (N + 1)
Total Concrete Volume (CY)
= [(Wingwall Area) (0.583') +
(Lw) (Atw) (0.583') +
(Atw) (1.167') (1.167' - 0.583')] ÷ (27)

PIPE RUNNER DIMENSION CALCULATIONS:

Pipe Runner Length
= (Lw) (K1) - (1.917')
Total Reinforcing (Lb)
= (1.55) (Lw) (Atw) +
(4.43) (Atw) +
(K2) (Hw) (N + 1) (√Lw)

C = Height of curb above top of top slab (feet)
Hw = Height of wingwall (feet)
K = Constant value for use in formulas

Slope SL:1	K1	K2
3:1	~ 1.054 ~	7.45
4:1	~ 1.031 ~	8.49
6:1	~ 1.014 ~	10.30

Atw = Anchor toewall length (feet)
Lw = Length of wingwall (feet)
N = Number of culvert barrels
SL:1 = Side slope ratio (horizontal : 1 vertical)

See applicable box culvert standard for H, S, T, and U values.

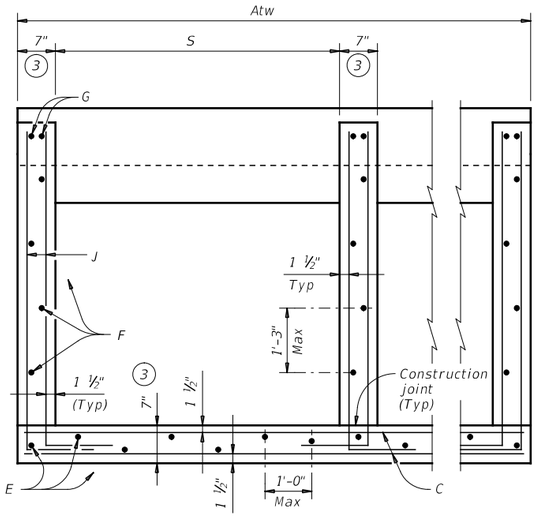
MATERIAL NOTES:

Provide Grade 60 reinforcing steel.
Provide galvanized reinforcing steel if required elsewhere in the plans.
Adjust reinforcing as necessary to provide a minimum clear cover of 1 ½".
Provide Class "C" concrete (f`c = 3,600 psi).
Provide pipe runners, cross pipes, and anchor pipes meeting the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.
Provide ASTM A307 bolts.
Galvanize all steel components, except the concrete reinforcing, unless required elsewhere in the plans, after fabrication.
Repair galvanizing damaged during transport or construction in accordance with the Item 445, "Galvanizing".

GENERAL NOTES:

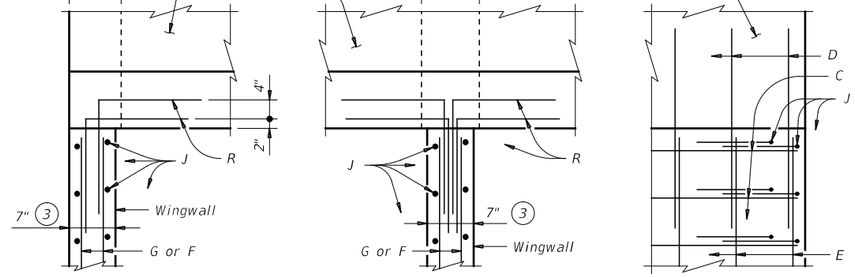
Designed according to AASHTO LRFD Bridge Design Specifications.
The safety end treatments shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the pipe runners.
Pipe runners are designed for a traversing load of 1,800 pounds at yield as recommended by Research Report 280-1, "Safety Treatment of Roadside Cross-Drainage Structures", Texas Transportation Institute, March 1981.
The quantities for pipe runners, reinforcing steel, and concrete resulting from the formulas given herein are for Contractor's information only.
See the Box Culvert Supplement (BCS) standard sheet for additional dimensions and information.
Alternate design drawings bearing the seal of a professional engineer will be acceptable for precast construction of the safety end treatments.

Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing dimensions are out-to-out of bars.



SECTION A-A

(Showing typical wingwall and wing slab reinforcing. Pipe runners not shown for clarity.)



AT TOP OF EXTERIOR WINGWALL

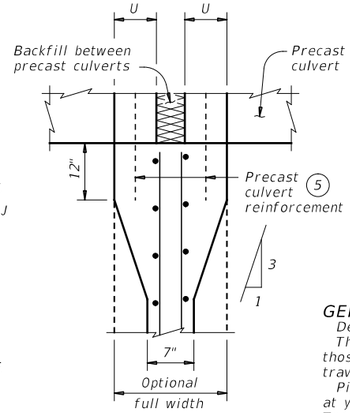
(Cast-in-place culvert)

AT TOP OF INTERIOR WINGWALL

(Cast-in-place culvert)

AT OUTSIDE OF BOTTOM SLAB

(Cast-in-place culvert)



AT INTERIOR WINGWALL

(Precast culvert)

PLAN VIEWS OF CORNER DETAILS

Bar	Size	Spacing
C	#4	10" Max
D	#4	Match F and E
E	#4	1'-0" Max
F	#4	1'-3" Max
G	#6	As shown
J	#4	10" Max
K	#4	1'-0" Max
R	#4	As shown

TABLE OF REINFORCING BAR SIZES AND SPACING

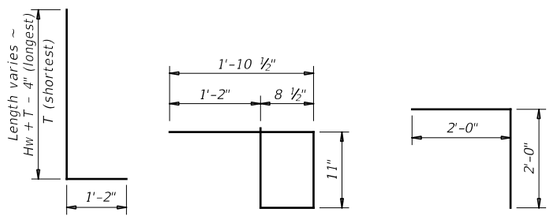
(1) *Recommended values of slope are: 3:1, 4:1, and 6:1. Provide 3:1 or flatter slope.*

(2) *0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures without railing and curbs taller than 1'-0", refer to the Extended Curb Details (ECD) standard sheet.*

(3) *Wingwall and slab thicknesses may be the same as the adjacent culvert wall and slab thicknesses (7" minimum). If thicknesses greater than the minimum (7") are used, no changes will be made in quantities and no additional compensation will be allowed.*

(4) *For vehicle safety, reduce curb height, if necessary, to provide a maximum 3" projection. No changes will be made in quantities and no additional compensation will be allowed for this work.*

(5) *For culverts with C = 0", the precast culvert reinforcing may extend 1'-0" minimum into wingwall. Wingwall Bars D and R may be omitted. Otherwise, refer to the Wingwall Connection detail on the Box Culvert Precast Miscellaneous Details (SCP-MD) standard sheet.*



BARS J

BARS K
(Length = 4'-3")

BARS R

SHEET 1 OF 2

Texas Department of Transportation

Bridge Division Standard

SAFETY END TREATMENT

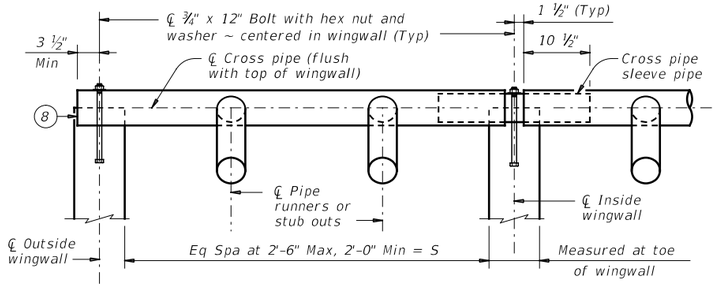
FOR 0° SKEW BOX CULVERTS (MAXIMUM Hw = 7'-0") TYPE I ~ CROSS DRAINAGE

SETB-CD

FILE: setbcdse-20.dgn	DN: GAF	CK: CAT	DW: TxDOT	CK: TxDOT
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REVISIONS				
	DIST	COUNTY		SHEET NO.
				270

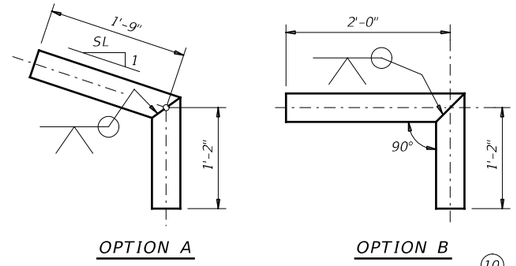
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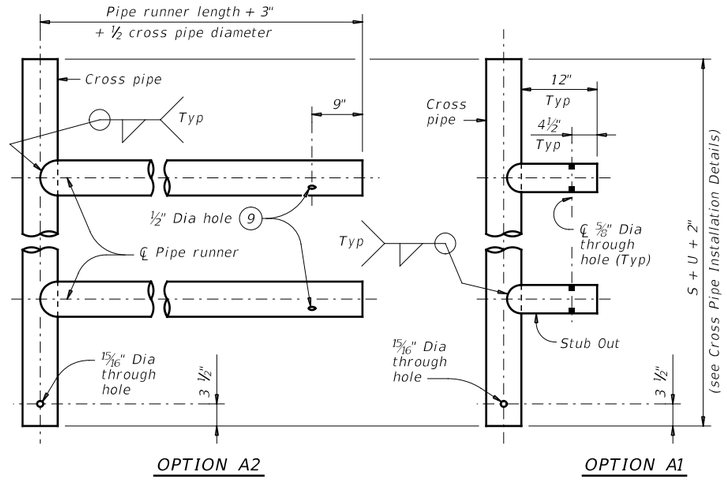
NOTE: At Contractor's option, make the cross pipe continuous across the inside wingwalls. If option is selected, omit the sleeve pipe and make a $^{15}/_{16}$" diameter through hole in the cross pipe to accept the anchor bolt at the centerline of each inside wingwall.

CROSS PIPE INSTALLATION DETAILS



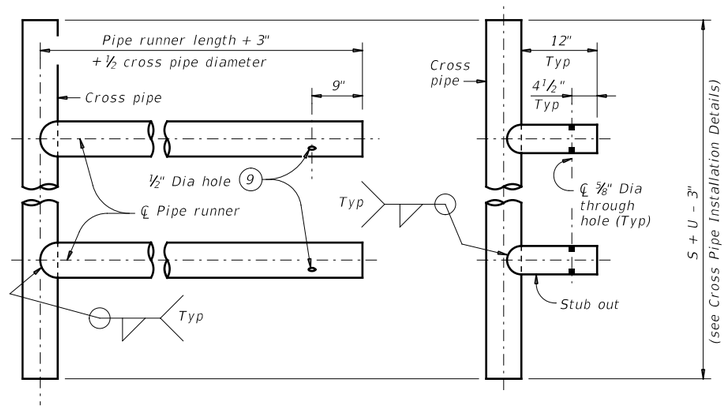
OPTION A OPTION B

BOTTOM ANCHOR PIPE DETAILS (10)



OPTION A2 OPTION A1

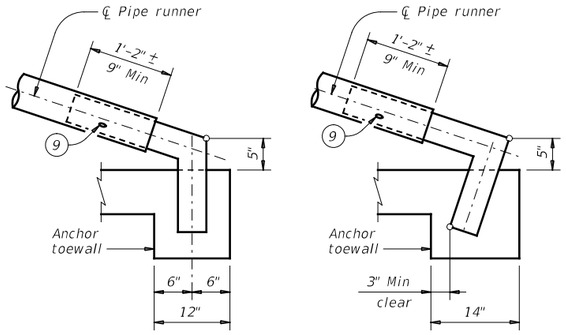
FOR USE IN OUTSIDE CULVERT BAY



OPTION A2 OPTION A1

FOR USE IN INSIDE CULVERT BAY

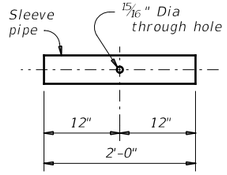
CROSS PIPE AND CONNECTIONS DETAILS



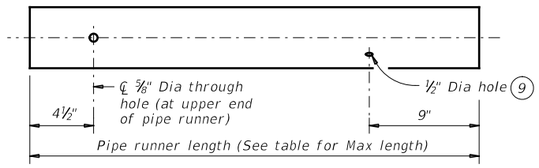
OPTION B1 OPTION B2

BOTTOM ANCHOR TOEWALL DETAILS

(Wingwall not shown for clarity.)



CROSS PIPE SLEEVE PIPE DETAILS



NOTE: The separate pipe runner shown is required when Cross Pipe Connection Option A1 is used.

PIPE RUNNER DETAILS

(6) Cross pipe is the same size as the pipe runner. Cross pipe stub out is the same size as the anchor pipe.

(7) Note that actual slope of safety pipe runner may vary slightly from side slope.

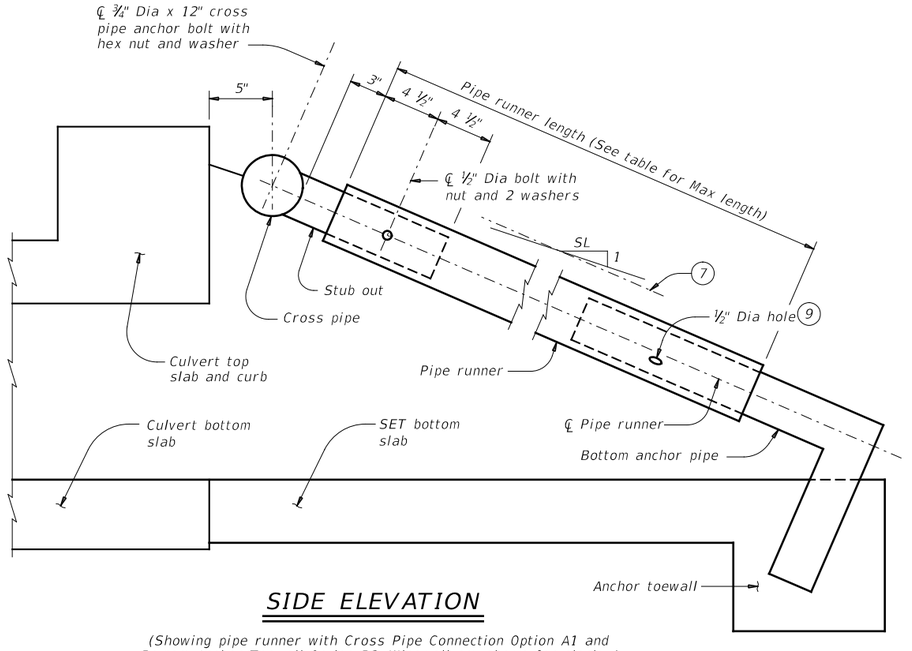
(8) Take care to ensure that riprap concrete does not flow into the cross pipe so as to permit disassembly of the bolted connection to allow cleanout access.

(9) After installation, inspect the 1#2" hole to ensure that the lap of the safety pipe runner with the bottom anchor pipe is adequate.

(10) At fabricator's option, a heat bend to a smooth 5" radius or a manufactured elbow (of the same material as the runner) may be substituted for the mitered and welded joint in the bottom anchor pipe.

MAXIMUM PIPE RUNNER LENGTHS AND (6) REQUIRED PIPE RUNNER AND ANCHOR PIPE SIZES

Maximum Pipe Runner Length	Required Pipe Runner Size			Required Anchor Pipe Size		
	Pipe Size	Pipe O.D.	Pipe I.D.	Pipe Size	Pipe O.D.	Pipe I.D.
10'– 0"	3" STD	3.500"	3.068"	2" STD	2.375"	2.067"
19'– 8"	4" STD	4.500"	4.026"	3" STD	3.500"	3.068"
34'– 2"	5" STD	5.563"	5.047"	4" STD	4.500"	4.026"



SIDE ELEVATION

(Showing pipe runner with Cross Pipe Connection Option A1 and Bottom Anchor Toewall Option B2. Wingwall not shown for clarity.)

SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

SAFETY END TREATMENT

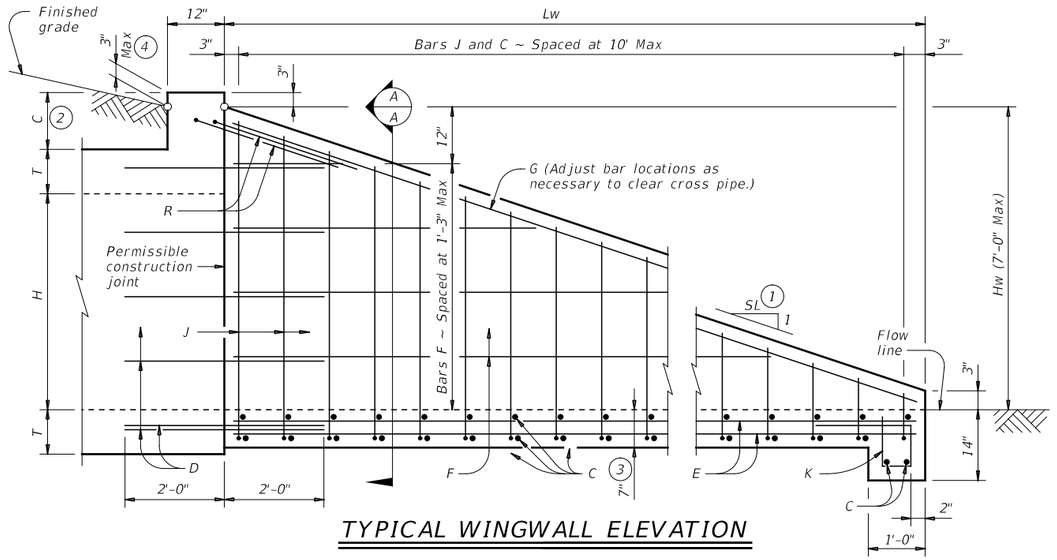
FOR 0° SKEW BOX CULVERTS
(MAXIMUM Hw = 7'-0")
TYPE I ~ CROSS DRAINAGE

SETB-CD

FILE: setbcdse-20.dgn	DN: GAF	CK: CAT	DW: TxDOT	CK: TxDOT
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	DIST	COUNTY		SHEET NO. 271

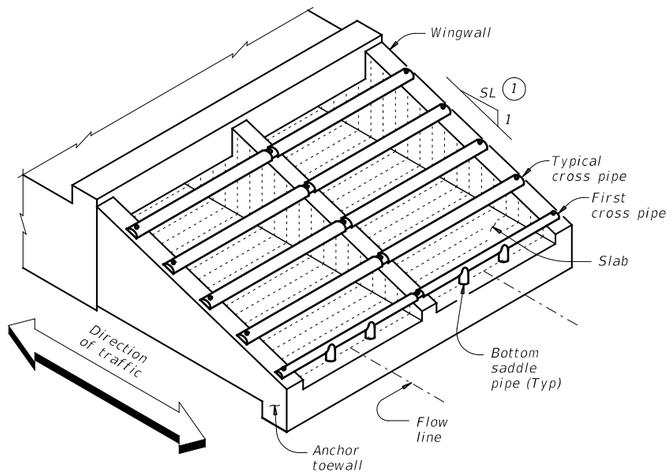
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TYPICAL WINGWALL ELEVATION

(Cross pipes not shown for clarity.)



ISOMETRIC VIEW OF TYPICAL INSTALLATION

(Showing bolted anchor option.)

WING DIMENSION CALCULATIONS:

$Hw = H + T + C - 0.250'$

$Lw = (Hw - 0.250')\ (SL)$

For cast-in-place culverts:

$Atw = (N)\ (S) + (N + 1)\ (U)$

For precast culverts:

$Atw = (N)\ (2U + S) + (N - 1)\ (0.500')$

Total Wingwall Area (SF)
$= (0.5)\ (Hw + 0.250')\ (Lw)\ (N - 1)$

Total Concrete Volume (CY)
$= [(\text{Wingwall Area})\ (0.583') +$
$(Lw)\ (Atw)\ (0.583') +$
$(Atw)\ (1.000')\ (1.167' - 0.583')] \div (27)$

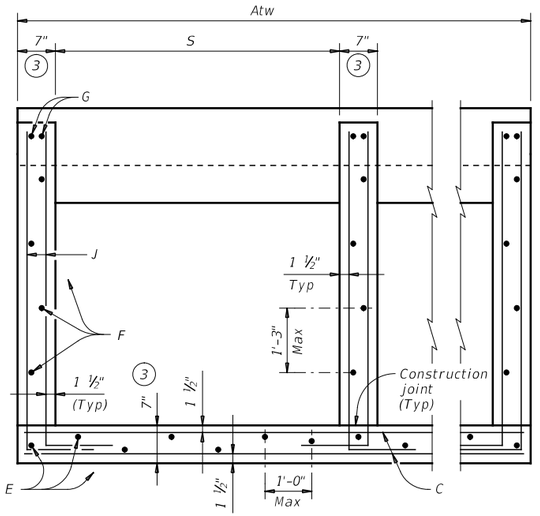
Total Reinforcing (Lb)
$= (1.55)\ (Lw)\ (Atw) +$
$(4.43)\ (Atw) +$
$(K)\ (Hw)\ (N + 1)\ (\sqrt{Lw})$

C = Height of curb above top of top slab (feet)
Hw = Height of wingwall (feet)
K = Constant value for use in formulas

Slope SL:1	K
6:1 ~	10.41

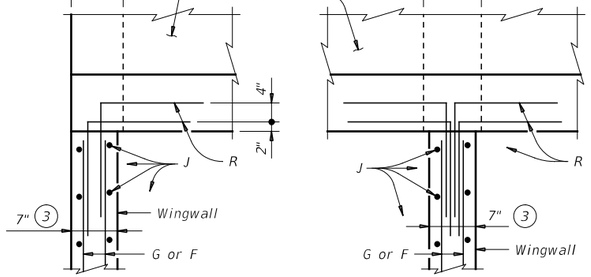
Atw = Anchor toewall length (feet)
Lw = Length of wingwall (feet)
N = Number of culvert barrels
SL:1 = Side slope ratio (horizontal : 1 vertical)

See applicable box culvert standard for H, S, T, and U values.



SECTION A-A

(Showing typical wingwall and wing slab reinforcing. Pipe runners not shown for clarity.)

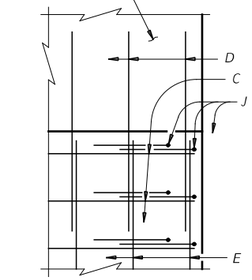


AT TOP OF EXTERIOR WINGWALL

(Cast-in-place culvert)

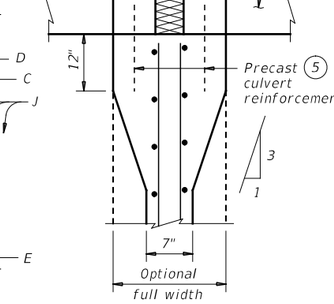
AT TOP OF INTERIOR WINGWALL

(Cast-in-place culvert)



AT OUTSIDE OF BOTTOM SLAB

(Cast-in-place culvert)



AT INTERIOR WINGWALL

(Precast culvert)

PLAN VIEWS OF CORNER DETAILS

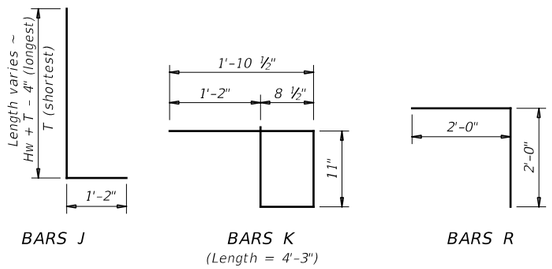


TABLE OF REINFORCING BAR SIZES AND SPACING		
Bar	Size	Spacing
C	#4	10" Max
D	#4	Match F and E
E	#4	1'- 0" Max
F	#4	1'- 3" Max
G	#6	As shown
J	#4	10" Max
K	#4	1'- 0" Max
R	#4	As shown

(1) Provide 6:1 or flatter slope.

(2) 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures without railing and curbs taller than 1'-0", refer to Extended Curb Details the Extended Curb Details (ECD) standard sheet.

(3) Wingwall and slab thicknesses may be the same as the adjacent culvert wall and slab thicknesses (7" Minimum). If thicknesses greater than the minimum (7") are used, no changes will be made in quantities and no additional compensation will be allowed.

(4) For vehicle safety, reduce height, if necessary, to provide a maximum 3" projection above finished grade. No changes will be made in quantities and no additional compensation will be allowed for this work.

(5) For culverts with C = 0", the precast culvert reinforcing may extend 1'-0" minimum into wingwall. Wingwall bars D and R may be omitted. Otherwise, refer to the Wingwall Connection detail on the Box Culvert Precast Miscellaneous Details (SCP-MD) standard sheet.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.
Provide galvanized reinforcing steel if required elsewhere in the plans.
Adjust reinforcing as necessary to provide a minimum clear cover of 1½".
Provide Class "C" concrete (f`c = 3,600 psi).
Provide pipe runners, cross pipes, and anchor pipes meeting the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.
Provide ASTM A307 bolts.
Galvanize all steel components, except the concrete reinforcing, unless required elsewhere in the plans, after fabrication.
Repair galvanizing damaged during transport or construction in accordance with Item 445, "Galvanizing."

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.
The safety end treatments shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the cross pipes.
Cross pipes are designed for a traversing load of 10,000 pounds at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981.
The quantities for concrete, reinforcing steel, and cross pipes resulting from the formulas given herein are for Contractor's information only.
See the Box Culvert Supplement (BCS) standard sheet for additional dimensions and information.
Alternate design drawings bearing the seal of a professional engineer will be acceptable for precast construction of the safety end treatments.

Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing dimensions are out-to-out of bars.

SHEET 1 OF 2

Texas Department of Transportation

Bridge Division Standard

SAFETY END TREATMENT

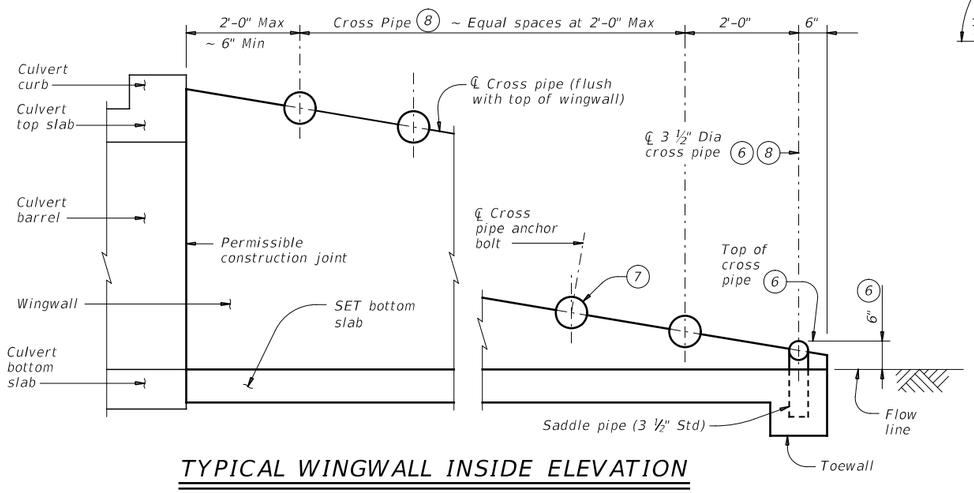
FOR BOX CULVERTS (MAXIMUM Hw = 7'-0") TYPE I ~ PARALLEL DRAINAGE

SETB-PD

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REVISIONS 06-2022 ~ Wing dimensions	DIST	COUNTY		SHEET NO.
				272

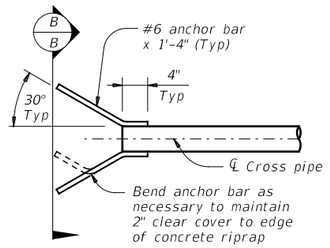
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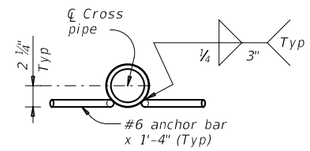


TYPICAL WINGWALL INSIDE ELEVATION

(Showing installation of cross pipes.)

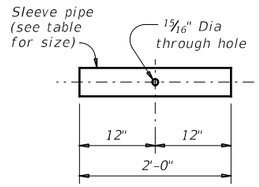


PART PLAN



SECTION B-B

OPTIONAL ANCHOR BAR DETAILS



SLEEVE PIPE DETAILS (9)

REQUIRED PIPE SIZES (8)		
Culvert Span Sizes	Cross Pipe Size	Sleeve Pipe Size (9)
First Pipe	3 ½" STD	2 ½" STD
30" to 42"	4" STD	3" STD
48" to 72"	5" STD	4" STD
78" to 120"	6" STD	5" STD

STANDARD PIPE SIZES		
Pipe Size	Pipe O.D.	Pipe I.D.
2 ½" STD	2.875"	2.469"
3" STD	3.500"	3.068"
3 ½" STD	4.000"	3.548"
4" STD	4.500"	4.026"
5" STD	5.563"	5.047"
6" STD	6.625"	6.065"

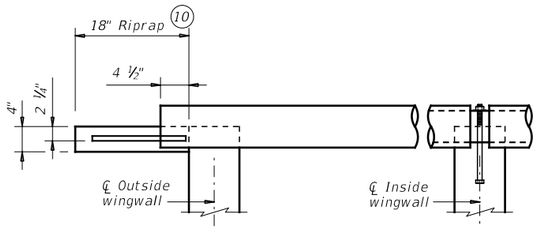
(6) The proper installation of the first cross pipe is critical for vechicle saftey. Place the top of the first cross pipe at no more than 6" above the flow line.

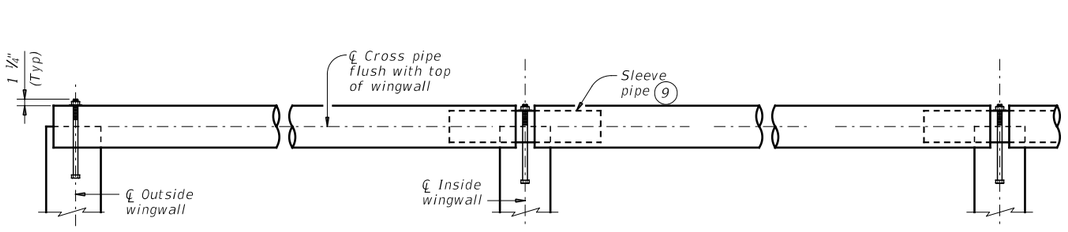
(7) Always install the third cross pipe from the bottom of the culvert using a bolted connection. Take care to ensure that concrete does not flow into this cross pipe so as to permit disassembly of the bolted connection to allow cleanout access.

(8) Provide cross pipes and sleeve pipes (if required) as shown in the Required Pipe Sizes table. Provide 3 1#2" saddle pipes for the 3 1#2" first cross pipe.

(9) At Contractor's option, make the cross pipe continuous across the inside wingwalls. If this option is selected, omit the sleeve pipe and make a 15#16" diameter throughhole in the cross pipe to accept the anchor bolt at the centerline of each interior wingwall.

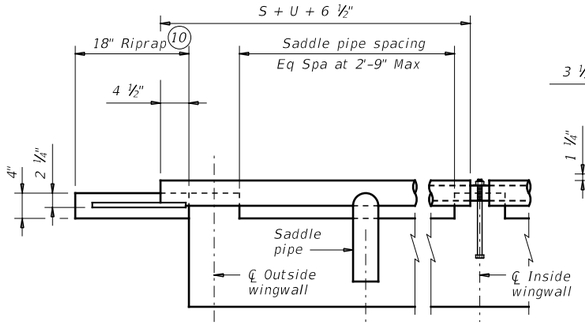
(10) Provide riprap when using the Optional Anchor Bar details. Riprap is included in the bid price for Safety End Treatment. Provide riprap in accordance with Item 432, "Riprap".

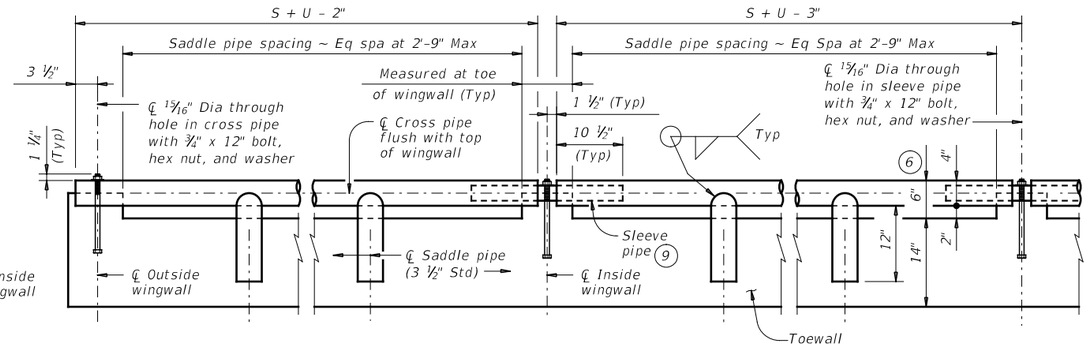




SECTION THROUGH INSTALLATION OF TYPICAL FULL CROSS PIPE

(Anchor details and dimensions are similar to those shown below in Section Through Installation of 3 ½" First Cross Pipe detail.)





SECTION THROUGH INSTALLATION OF 3 ½" FIRST CROSS PIPE

OUTSIDE CULVERT BARREL WITH OPTIONAL ANCHOR BARS & RIPRAP

OUTSIDE CULVERT BARREL WITH BOLTED ANCHOR

INSIDE CULVERT BARREL

CROSS PIPE INSTALLATION DETAILS

Texas Department of Transportation

Bridge Division Standard

SAFETY END TREATMENT

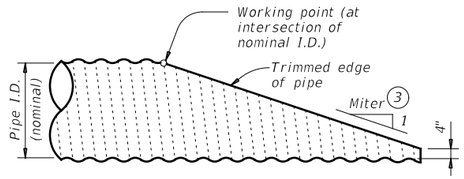
FOR BOX CULVERTS
(MAXIMUM Hw = 7'-0")
TYPE I ~ PARALLEL DRAINAGE

SETB-PD

FILE: setbpdse-22.dgn	DN: GAF	CK: CAT	DW: TxDOT	CK: TxDOT
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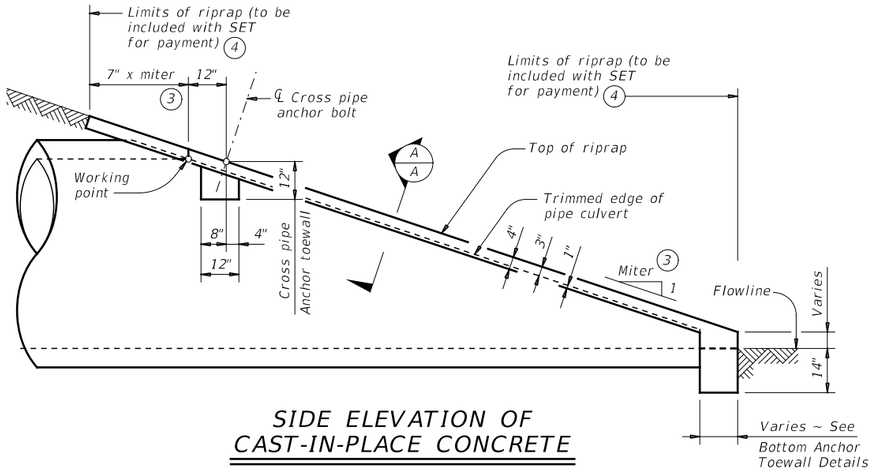
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NOTE: All pipe runners, calculations, and dimensions are based on the pipe culverts mitered as shown in this detail. Alternate styles of mitered ends will require that appropriate adjustments be made to the values presented on this standard.

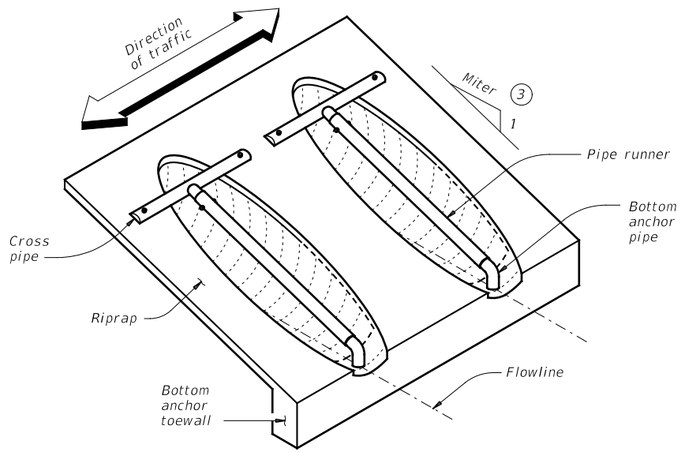
SIDE ELEVATION OF TYPICAL PIPE CULVERT MITER

(Showing corrugated metal pipe (CMP) culvert.
Details of reinforced concrete pipe (RCP) culvert are similar.)



SIDE ELEVATION OF CAST-IN-PLACE CONCRETE

(Showing reinforced concrete pipe (RCP) culvert.
Details of corrugated metal pipe (CMP) culvert
are similar. Pipe runners not shown for clarity)



ISOMETRIC VIEW OF TYPICAL INSTALLATION

(Showing installation with no skew.)

CROSS PIPE LENGTHS AND PIPE RUNNER LENGTHS (1) (2)

Nominal Culvert I.D.	Pipe Culvert Spa ~ G	Cross Pipe Length	Pipe Runner Length											
			3:1 Side Slope				4:1 Side Slope				6:1 Side Slope			
			0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew
24"	1' – 7"	3' – 5"	N/A	N/A	N/A	5' – 10"	N/A	N/A	N/A	8' – 1"	N/A	N/A	N/A	12' – 9"
27"	1' – 8"	3' – 8"	N/A	N/A	5' – 5"	6' – 11"	N/A	N/A	7' – 7"	9' – 7"	N/A	N/A	11' – 11"	14' – 11"
30"	1' – 10"	3' – 11"	N/A	N/A	6' – 4"	8' – 0"	N/A	N/A	8' – 9"	11' – 0"	N/A	N/A	13' – 8"	17' – 0"
33"	1' – 11"	4' – 2"	6' – 2"	6' – 5"	7' – 3"	9' – 1"	8' – 6"	8' – 10"	10' – 0"	12' – 5"	13' – 3"	13' – 9"	15' – 5"	19' – 2"
36"	2' – 1"	4' – 5"	6' – 11"	7' – 3"	8' – 2"	10' – 2"	9' – 6"	9' – 11"	11' – 2"	13' – 10"	14' – 9"	15' – 3"	17' – 2"	21' – 3"
42"	2' – 4"	4' – 11"	8' – 6"	8' – 10"	9' – 11"	12' – 4"	11' – 7"	12' – 0"	13' – 6"	16' – 8"	17' – 9"	18' – 5"	20' – 8"	25' – 7"
48"	2' – 7"	5' – 5"	10' – 1"	10' – 5"	11' – 9"	N/A	13' – 7"	14' – 2"	15' – 10"	N/A	20' – 9"	21' – 6"	24' – 2"	N/A
54"	3' – 0"	5' – 11"	11' – 8"	12' – 1"	N/A	N/A	15' – 8"	16' – 3"	N/A	N/A	23' – 10"	24' – 8"	N/A	N/A
60"	3' – 3"	6' – 5"	13' – 3"	N/A	N/A	N/A	17' – 9"	N/A	N/A	N/A	26' – 10"	N/A	N/A	N/A

TYPICAL PIPE CULVERT MITERS (3)

Side Slope	0° Skew	15° Skew	30° Skew	45° Skew
3:1	3:1	3.106:1	3.464:1	4.243:1
4:1	4:1	4.141:1	4.619:1	5.657:1
6:1	6:1	6.212:1	6.928:1	8.485:1

CONDITIONS WHERE PIPE RUNNERS ARE NOT REQUIRED (2)

Nominal Culvert I.D.	Single Pipe Culvert	Multiple Pipe Culverts
12" thru 21"	Skews thru 45°	Skews thru 45°
24"	Skews thru 45°	Skews thru 30°
27"	Skews thru 30°	Skews thru 15°
30"	Skews thru 15°	Skews thru 15°
33"	Skews thru 15°	Always required
36"	Normal (no skew)	Always required
42" thru 60"	Always required	Always required

STANDARD PIPE SIZES AND MAX PIPE RUNNER LENGTHS (1)

Pipe Size	Pipe O.D.	Pipe I.D.	Max Pipe Runner Length
2" STD	2.375"	2.067"	N/A
3" STD	3.500"	3.068"	10' – 0"
4" STD	4.500"	4.026"	19' – 8"
5" STD	5.563"	5.047"	34' – 2"

ESTIMATED CONCRETE RIPRAP QUANTITIES (CY) (5)

Nominal Culvert I.D.	3:1 Side Slope				4:1 Side Slope				6:1 Side Slope			
	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew
12"	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.6	0.7	0.7	0.7	0.8
15"	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.9
18"	0.5	0.5	0.6	0.6	0.6	0.7	0.7	0.8	0.8	0.8	0.9	1.0
21"	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.9	0.9	0.9	1.0	1.2
24"	0.6	0.7	0.7	0.8	0.8	0.8	0.8	1.0	1.0	1.0	1.1	1.3
27"	0.7	0.7	0.8	0.9	0.8	0.9	0.9	1.1	1.1	1.1	1.2	1.4
30"	0.8	0.8	0.8	0.9	0.9	0.9	1.0	1.2	1.2	1.2	1.3	1.6
33"	0.8	0.8	0.9	1.0	1.0	1.0	1.1	1.3	1.3	1.4	1.5	1.7
36"	0.9	0.9	0.9	1.1	1.1	1.1	1.2	1.4	1.4	1.5	1.6	1.8
42"	1.0	1.0	1.1	1.3	1.2	1.3	1.3	1.6	1.6	1.7	1.8	2.1
48"	1.1	1.1	1.2	N/A	1.4	1.4	1.5	N/A	1.9	1.9	2.1	N/A
54"	1.3	1.3	N/A	N/A	1.6	1.6	N/A	N/A	2.1	2.1	N/A	N/A
60"	1.4	N/A	N/A	N/A	1.7	N/A	N/A	N/A	2.3	N/A	N/A	N/A

(1) Provide pipe runner of the size shown in the tables. Provide cross pipe of the same size as the pipe runner. Provide cross pipe stub out and bottom anchor pipe of the next smaller size pipe as shown in the Standard Pipe Sizes and Max Pipe Runner Lengths table.

(2) This standard allows for the placement of only one pipe runner across each culvert pipe opening. In order to limit the clear opening to be traversed by an errant vehicle, the following conditions must be met:

For 60" culvert pipes, the skew must not exceed 0°.
For 54" culvert pipes, the skew must not exceed 15°.
For 48" culvert pipes, the skew must not exceed 30°.
For all culvert pipe sizes 42" and less, the skew must not exceed 45°.

If the above conditions cannot be met, the designer should consider using a safety end treatment with flared wings. For further information, refer to the TxDOT Roadway Design Manual.

(3) Miter = slope of mitered end of pipe culvert.

(4) Riprap placed beyond the limits shown will be paid for as concrete riprap in accordance with Item 432, "Riprap".

(5) Quantities shown are for one end of one reinforced concrete pipe (RCP) culvert. For multiple pipe culverts or for corrugated metal pipe (CMP) culverts, quantities will need to be adjusted. Riprap quantities are for Contractor's information only.

Texas Department of Transportation

Bridge Division Standard

SAFETY END TREATMENT

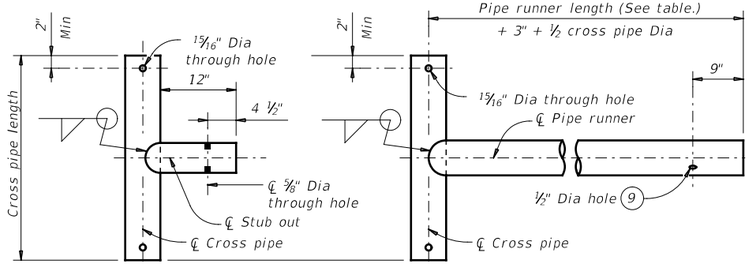
FOR 12" DIA TO 60" DIA
PIPE CULVERTS
TYPE II ~ CROSS DRAINAGE

SETP-CD

FILE: setpcdse-20.dgn	DN: GAF	CK: CAT	DW: JRP	CK: GAF
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
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	DIST	COUNTY		SHEET NO.
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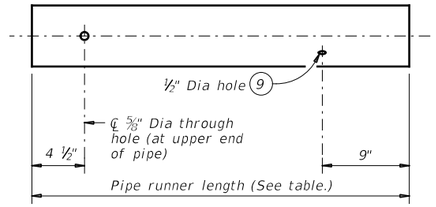
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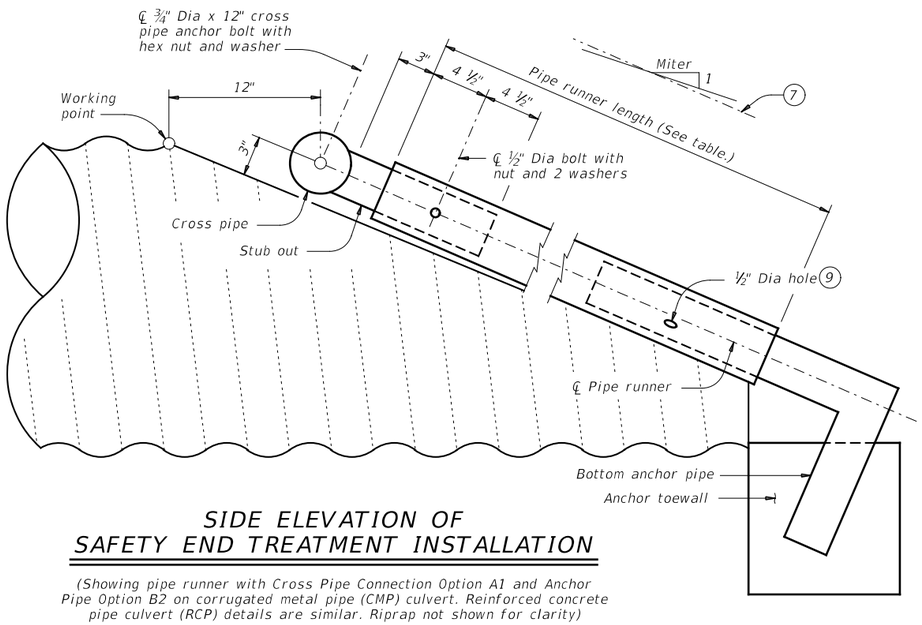
OPTION A1 OPTION A2

CROSS PIPE AND CONNECTIONS DETAILS



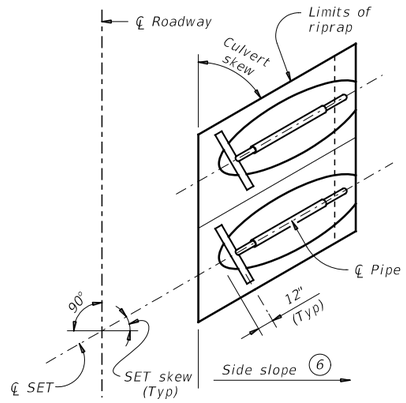
NOTE: The separate pipe runner shown is required when Cross Pipe Connection Option A1 is used.

PIPE RUNNER DETAILS

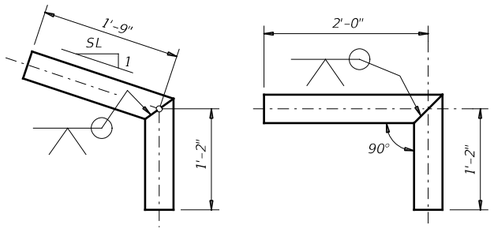


SIDE ELEVATION OF SAFETY END TREATMENT INSTALLATION

(Showing pipe runner with Cross Pipe Connection Option A1 and Anchor Pipe Option B2 on corrugated metal pipe (CMP) culvert. Reinforced concrete pipe culvert (RCP) details are similar. Riprap not shown for clarity)

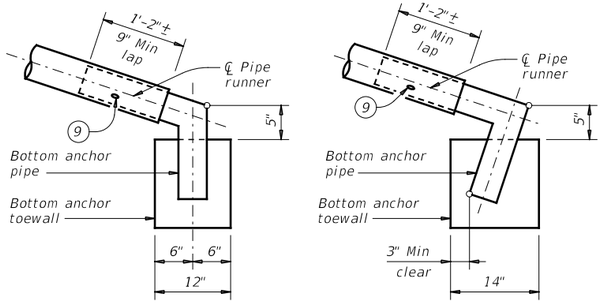


PLAN OF SKEWED INSTALLATION



OPTION B1 OPTION B2

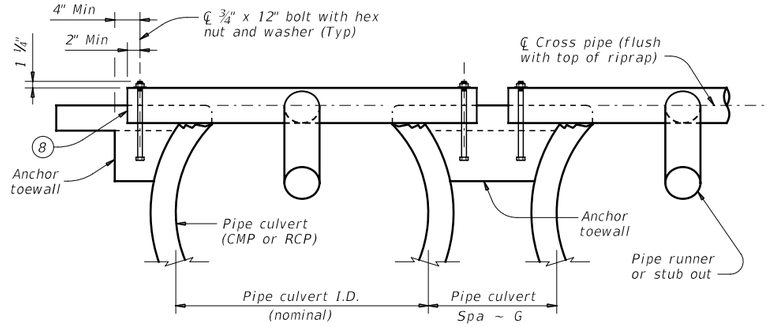
BOTTOM ANCHOR PIPE DETAILS (10)



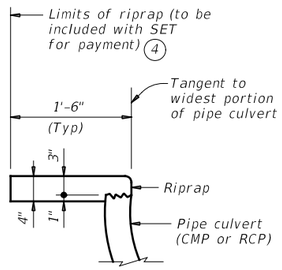
OPTION B1 OPTION B2

BOTTOM ANCHOR TOEWALL DETAILS

(Culvert and riprap not shown for clarity.)



SHOWING CROSS PIPE AND ANCHOR TOEWALL



SHOWING TYPICAL PIPE CULVERT AND RIPRAP

SECTION A-A

(4) Riprap placed beyond the limits shown will be paid for as concrete riprap in accordance with Item 432, "Riprap".

(6) Recommended values of side slope are 3:1, 4:1, and 6:1. All quantities, calculations, and dimensions shown herein are based on these recommended values. Slope of 3:1 or flatter is required for vehicle safety.

(7) Note that actual slope of pipe runner may vary slightly from side slope of riprap and trimmed culvert pipe edge.

(8) Ensure that riprap concrete does not flow into the cross pipe so as to permit disassembly of the bolted connection to allow cleanout access.

(9) After installation, inspect the 1/2" hole to ensure that the lap of the pipe runner with the bottom anchor pipe is adequate.

(10) At fabricator's option, a heat bend to a smooth 5" radius or a manufactured elbow (of the same material as the runner) may be substituted for the mitered and welded joint in the bottom anchor pipe.

MATERIAL NOTES:

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Provide pipe runners, cross pipes, and anchor pipes conforming to the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.

Provide ASTM A307 bolts and nuts.

Galvanize all steel components, except concrete reinforcing, after fabrication.

Repair galvanizing damaged during transport or construction in accordance with the specifications.

GENERAL NOTES:

Pipe runners are designed for a traversing load of 1,800 pounds at yield as recommended by Research Report 280-1, "Safety Treatment of Roadside Cross-Drainage Structures", Texas Transportation Institute, March 1981.

Safety end treatments (SET) shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the pipe runners.

Payment for riprap and toewall is included in the price bid for each safety end treatment.

Construct concrete riprap and all necessary inverts in accordance with the requirements of Item 432, "Riprap".

Texas Department of Transportation

Bridge Division Standard

SAFETY END TREATMENT

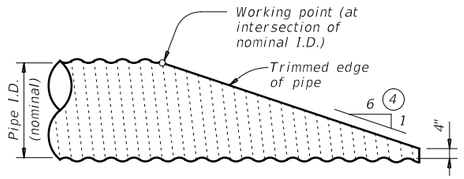
FOR 12" DIA TO 60" DIA PIPE CULVERTS
TYPE II ~ CROSS DRAINAGE

SETP-CD

FILE: setpcdse-20.dgn	DN: GAF	CK: CAT	DW: JRP	CK: GAF
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REVISIONS				
	DIST	COUNTY		SHEET NO.
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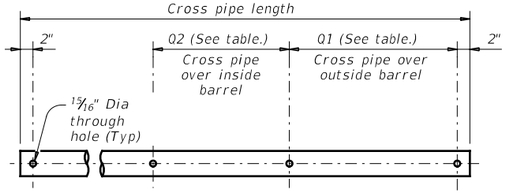
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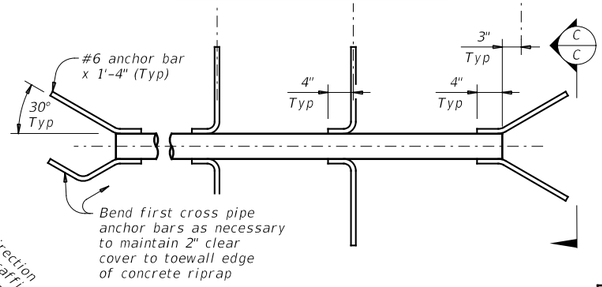
NOTE: All cross pipes, calculations, and dimensions are based on the pipe culverts mitered as shown in this detail. Alternate styles of mitered ends will require that appropriate adjustments be made to the values presented on this standard.

SIDE ELEVATION OF TYPICAL PIPE CULVERT MITER

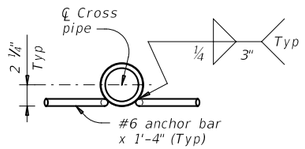
(Showing corrugated metal pipe (CMP) culvert Details at reinforced concrete pipe (RCP) culvert are similar.)



PIPE WITH BOLTED ANCHOR

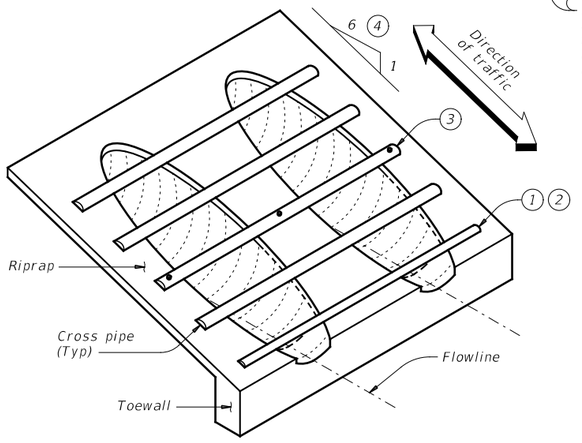


PIPE WITH ANCHOR BARS

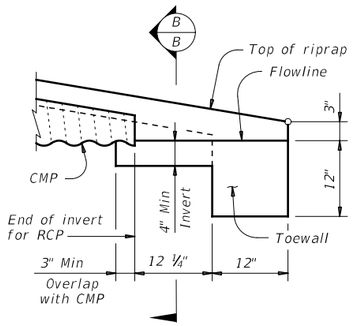


SECTION C-C

CROSS PIPE DETAILS

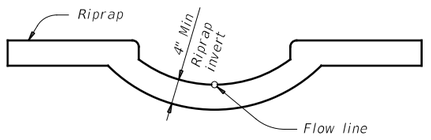


ISOMETRIC VIEW OF TYPICAL INSTALLATION



DETAIL "A"

(Showing invert with corrugated metal pipe (CMP) culvert. Reinforced concrete pipe (RCP) culvert details are similar. Cross pipes not shown for clarity.)



SECTION B-B

(Cross pipes not shown for clarity.)

CROSS PIPE LENGTHS, REQUIRED PIPE SIZES, AND RIPRAP QUANTITIES (2)

Nominal Culvert I.D.	Conc Riprap (CY) (6)	Pipe Culvert Spa ~ G	Single Barrel ~ Q1	Multi-Barrel ~ Q1	Q2	Conditions for Use of Cross Pipes	Cross Pipe Sizes
12"	0.6	0' - 9"	N/A	2' - 1"	1' - 9"	3 or more pipe culverts	3" Std (3.500" O.D.)
15"	0.7	0' - 11"	N/A	2' - 5"	2' - 2"		
18"	0.8	1' - 2"	N/A	2' - 10"	2' - 8"		
21"	0.9	1' - 4"	N/A	3' - 2"	3' - 1"		
24"	0.9	1' - 7"	N/A	3' - 6"	3' - 7"		
27"	1.0	1' - 8"	N/A	3' - 10"	3' - 11"	3 or more pipe culverts	3 1/2" Std (4.000" O.D.)
30"	1.1	1' - 10"	N/A	4' - 2"	4' - 4"	2 or more pipe culverts	
33"	1.2	1' - 11"	4' - 2"	4' - 5"	4' - 8"	All pipe culverts	
36"	1.3	2' - 1"	4' - 5"	4' - 9"	5' - 1"	All pipe culverts	4" Std (4.500" O.D.)
42"	1.5	2' - 4"	4' - 11"	5' - 5"	5' - 10"		
48"	1.7	2' - 7"	5' - 5"	6' - 0"	6' - 7"	All pipe culverts	5" Std (5.563" O.D.)
54"	2.0	3' - 0"	5' - 11"	6' - 9"	7' - 6"		
60"	2.2	3' - 3"	6' - 5"	7' - 4"	8' - 3"		
66"	2.4	3' - 3"	6' - 11"	7' - 10"	8' - 9"		
72"	2.7	3' - 4"	7' - 5"	8' - 5"	9' - 4"		

(1) The proper installation of the first cross pipe is critical for vehicle safety. Place the top of the first cross pipe no more than 6" above the flow line.

(2) Provide cross pipes, except the first bottom pipe, of the size shown in the table. Provide a 3 1#2" standard pipe (4" O.D.) for the first bottom pipe.

(3) Install the third cross pipe from the bottom of the culvert using a bolted connection. Ensure that riprap concrete does not flow into the cross pipe so as to permit disassembly of the bolted connection to allow cleanout access. At the Contractor's option, install all other cross pipes using the bolted connection details.

(4) Match cross slope as shown elsewhere in the plans. Cross slope of 6:1 or flatter is required for vehicle safety.

(5) Riprap placed beyond the limits shown will be paid for as concrete riprap in accordance with Item 432, "Riprap".

(6) Quantities shown are for one end of one reinforced concrete pipe (RCP) culvert. For multiple pipe culverts or for corrugated metal pipe (CMP) culverts, quantities will need to be adjusted. Riprap quantities are for contractor's information only.

MATERIAL NOTES:

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Provide cross pipes that meet the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 (Gr B), or API 5LX52.

Provide ASTM A307 bolts and nuts.

Galvanize all steel components, except concrete reinforcing, after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

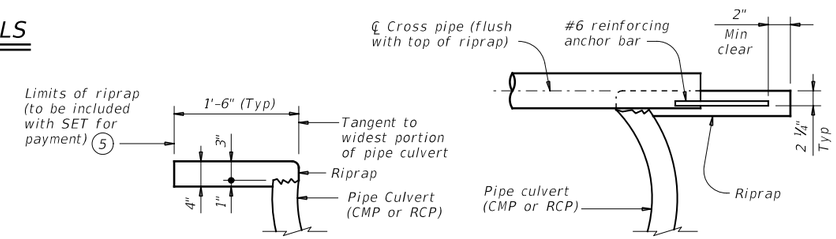
GENERAL NOTES:

Cross pipes are designed for a traversing load of 10,000 pounds at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981.

Safety end treatments (SET) shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the cross pipes.

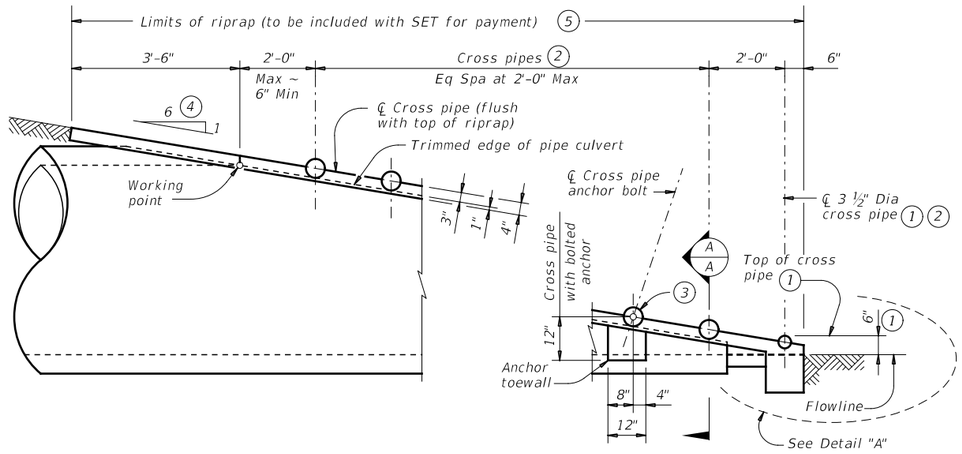
Construct concrete riprap and all necessary inverts in accordance with the requirements of Item 432, "Riprap".

Payment for riprap and toewall is included in the Price Bid for each Safety End Treatment.



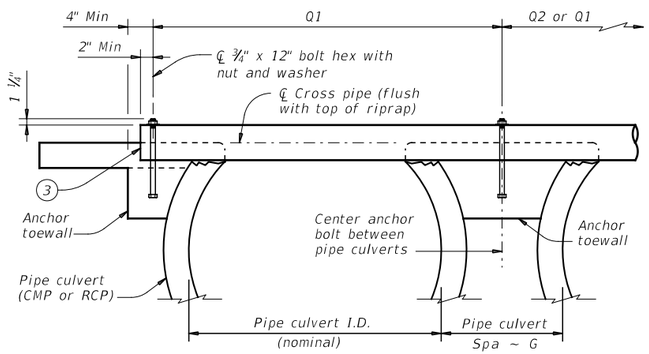
SHOWING TYPICAL PIPE CULVERT AND RIPRAP

SHOWING CROSS PIPE WITH ANCHOR BAR



SIDE ELEVATION OF CAST-IN-PLACE CONCRETE

(Showing reinforced concrete pipe (RCP) culvert. Details at corrugated metal pipe (CMP) culvert are similar.)



SHOWING CROSS PIPE WITH BOLTED ANCHOR

SECTION A-A

Texas Department of Transportation

Bridge Division Standard

SAFETY END TREATMENT

FOR 12" DIA TO 72" DIA
PIPE CULVERTS
TYPE II ~ PARALLEL DRAINAGE

SETP-PD

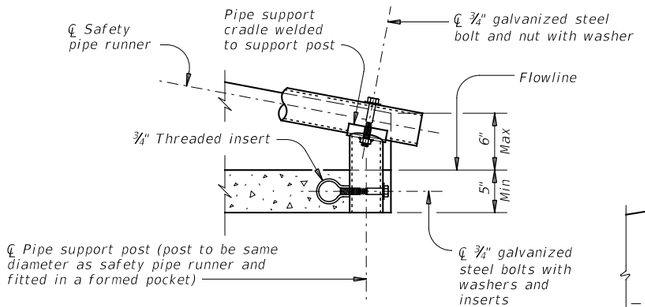
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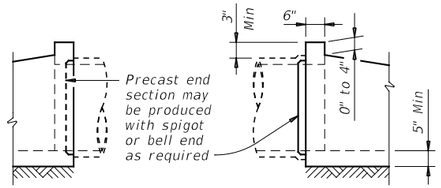
REQUIREMENTS FOR CULVERT PIPES AND SAFETY PIPE RUNNERS

Pipe I.D.	RCP Wall "B" Thickness	TP Wall Thickness (8)	"D" (1)	Slope	Min Length of Unit	Single Pipe		Multiple Pipes	
						Skew	Pipe Runners Required	Skew	Pipe Runners Required
12"	2"	1.15"	17.00"	3:1	2' – 11"	≤ 45°	No	≤ 45°	No
				4:1	3' – 6"				
				6:1	4' – 9"				
15"	2 ¼"	1.30"	20.50"	3:1	3' – 8"	≤ 45°	No	≤ 45°	No
				4:1	4' – 7"				
				6:1	6' – 5"				
18"	2 ½"	1.60"	24.00"	3:1	4' – 6"	≤ 45°	No	≤ 45°	No
				4:1	5' – 8"				
				6:1	8' – 0"				
24"	3"	1.95"	31.00"	3:1	6' – 2"	≤ 45°	No	= 30°	No
				4:1	7' – 10"			> 30°	Yes
				6:1	11' – 3"				
30"	3 ½"	2.65"	38.50"	3:1	7' – 10"	= 15°	No	= 15°	No
				4:1	10' – 1"	> 15°	Yes	> 15°	Yes
				6:1	14' – 8"				
36"	4"	2.75"	45.50"	3:1	9' – 5"	= 0°	No	≥ 0°	Yes
				4:1	12' – 3"	> 0°	Yes		
				6:1	17' – 11"				
42"	4 ½"	2.7"	52.50"	3:1	11' – 1"	≥ 0°	Yes	≥ 0°	Yes
				4:1	14' – 5"				
				6:1	21' – 2"				



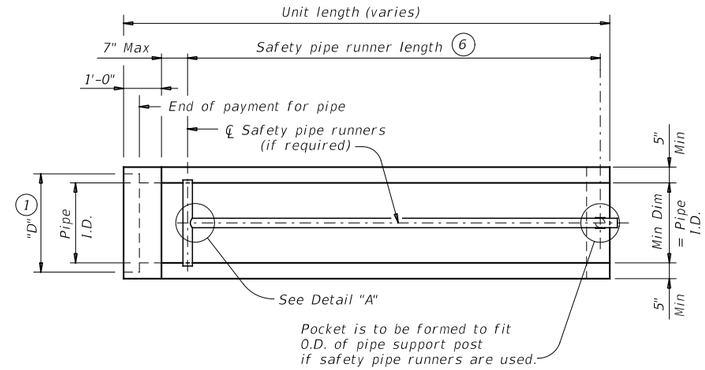
END DETAIL FOR INSTALLATION OF SAFETY PIPE RUNNERS

(If required)



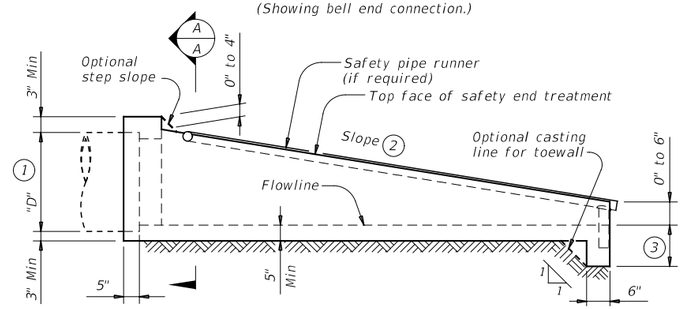
OPTIONAL JOINT FOR RCP

(Showing joint between RCP and precast safety end treatment)



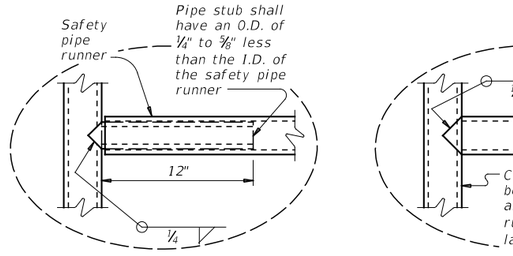
PLAN

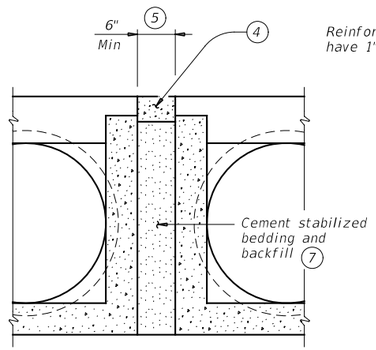
(Showing bell end connection.)



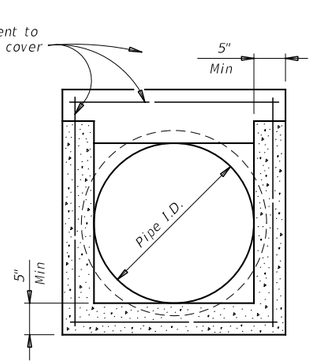
LONGITUDINAL ELEVATION

(Showing bell end connection.)

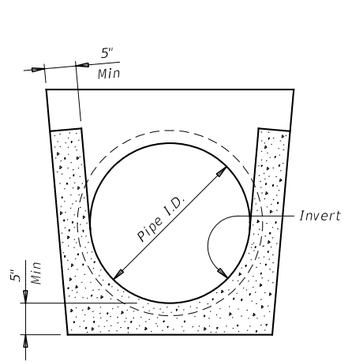




MULTIPLE PIPE INSTALLATION

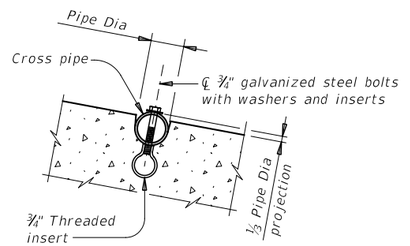


OPTION WITH SQUARE BOTTOM



OPTION WITH INVERT BOTTOM

SECTION A-A



INSTALLATION DETAIL FOR SAFETY PIPE RUNNERS

(If required)

SAFETY PIPE RUNNER DIMENSIONS

Max Safety Pipe Runner Length	Required Pipe Runner Size		
	Pipe Size	Pipe O.D.	Pipe I.D.
11' – 2"	3" STD	3.500"	3.068"
15' – 6"	3 ½" STD	4.000"	3.548"
20' – 10"	4" STD	4.500"	4.026"
35' – 4"	5" STD	5.563"	5.047"

(1) Dimension "D" is based on reinforced concrete pipe (RCP) meeting the requirements of ASTM C-76, Class III, (RCP Wall "B" thickness). Adjust "D" for any other wall thickness used. For thermoplastic pipe (TP) take into account the annular space requirements for grouted connections.

(2) Slope as shown elsewhere in plans. Slope of 3:1 or flatter is required for vehicle safety.

(3) Toewall to be used only when dimension is shown elsewhere in the plans.

(4) Fill the top 4" of void between precast end treatments with concrete riprap. Concrete riprap is considered subsidiary to the Item 467, "Safety End Treatment".

(5) Adjust clear distance between pipes to provide for the minimum distance between safety end treatments.

(6) Measured along slope.

(7) Provide cement stabilized bedding and backfill in accordance with the Item 400, "Excavation and Backfill for Structures". Bedding and backfill is considered subsidiary to the Item 467, "Safety End Treatment". When concrete riprap is specified around the safety end treatment, backfill as directed by Engineer.

(8) Thermoplastic pipe wall thickness may vary. Adjust accordingly. Thermoplastic pipe requires the safety end treatments to have a bell end for grouted connections.

GENERAL NOTES:

Precast safety end treatment for reinforced concrete pipe (RCP), and thermoplastic pipe (TP) may be used for TYPE II end treatment as specified in Item "Safety End Treatment".

When precast safety end treatment is used as a Contractor's alternate to mitered RCP, riprap will not be required unless noted otherwise on the plans.

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Manufacture this product in accordance with Item 467, "Safety End Treatment" except as noted below :

A. Provide minimum reinforcing of #4 at 6" (Grade 40) or #4 at 9" (Grade 60) each way or 6"x6" – D12 x D12 or 5"x5" – D10 x D10 welded wire reinforcement (WWR).

B. For precast (steel formed) sections, provide Class "C" concrete (f'c = 3,600 psi).

At the option and expense of the Contractor, the next larger size of safety end treatment may be furnished as long as the "D" dimension cast is that of the required size of pipe.

Pipe runners are designed for a traversing load of 1,800 Lbs at yield as recommended by Research Report 280-1, "Safety Treatment of Roadside Cross-Drainage Structures", Texas Transportation Institute, March 1981.

Provide safety pipe runners, cross pipes, pipe support posts, and pipe stubs meeting the requirements of ASTM A53 (Type E or S, Grade B), ASTM A500 (Grade B), or API 5LX52.

Galvanize all steel components except reinforcing steel after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

Connect RCP using the Optional Joint for RCP detail shown or in accordance with Item 464 "Reinforced Concrete Pipe". Connect TP by grouting. See Pipe and Box Grouted Connections (PBGC) standard for grouted connections with TP and precast safety end treatment.

Texas Department of Transportation

Bridge Division Standard

PRECAST SAFETY END TREATMENT

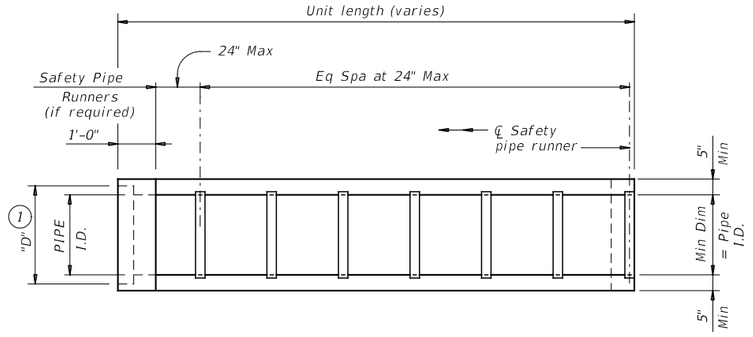
TYPE II ~ CROSS DRAINAGE

PSET-SC

FILE: psetscss-21.dgn	DN: RLW	CK: KLR	DW: JTR	CK: GAF
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS 12-21: Added 42" TP	DIST	COUNTY		SHEET NO. 277

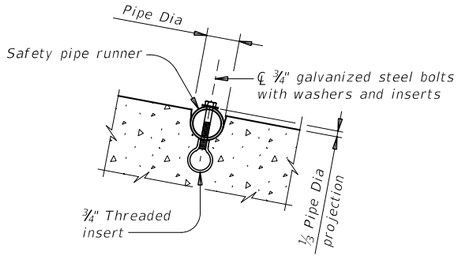
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DATE:
FILE:



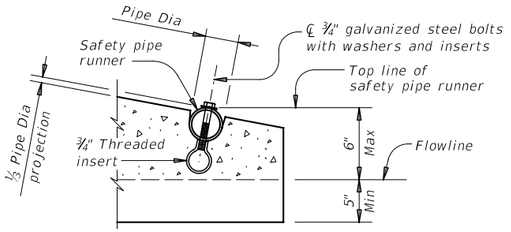
PLAN

(Showing bell end connection.)

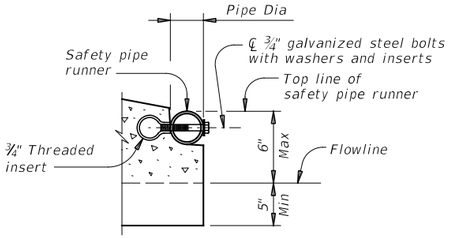


INSTALLATION DETAIL FOR SAFETY PIPE RUNNERS

(If required)



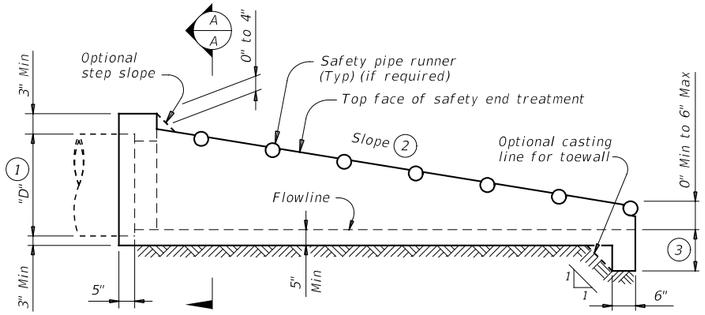
OPTION A



OPTION B

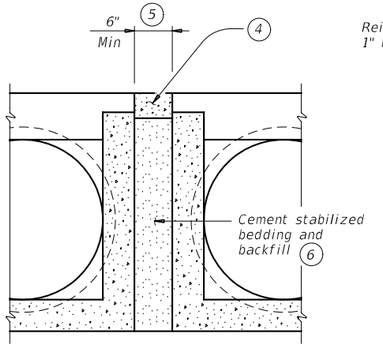
END DETAILS FOR INSTALLATION OF SAFETY PIPE RUNNERS

(If required)

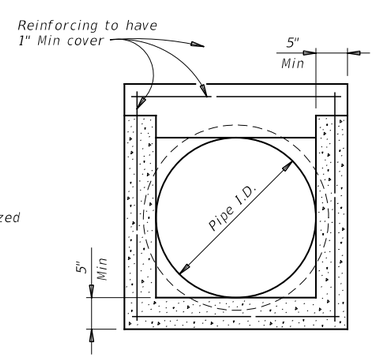


LONGITUDINAL ELEVATION

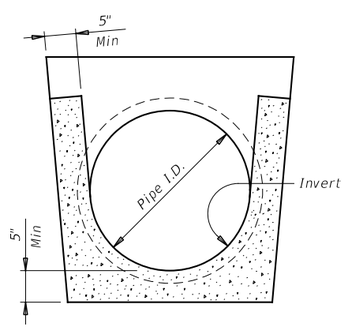
(Showing bell end connection.)



MULTIPLE PIPE INSTALLATION

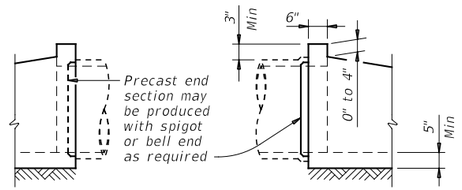


OPTION WITH SQUARE BOTTOM



OPTION WITH INVERT BOTTOM

SECTION A-A



OPTIONAL JOINT FOR RCP

(Showing joint between RCP and precast safety end treatment.)

REQUIREMENTS FOR CULVERT PIPES AND SAFETY PIPE RUNNERS

Pipe I.D.	RCP Wall "B" Thickness	TP Wall Thickness (7)	"D" (1)	Slope	Min Length	Pipe Runners Required		Required Pipe Runner Size		
						Single Pipe	Multiple Pipe	Nominal Dia.	O.D.	I.D.
12"	2"	1.15"	17.00"	6:1	4' – 9"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
15"	2 ¼"	1.30"	20.50"	6:1	6' – 5"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
18"	2 ½"	1.60"	24.00"	6:1	8' – 0"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
24"	3"	1.95"	31.00"	6:1	11' – 3"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
30"	3 ½"	2.65"	38.50"	6:1	14' – 8"	No	Yes	4" STD	4.500"	4.026"
36"	4"	2.75"	45.50"	6:1	17' – 11"	Yes	Yes	4" STD	4.500"	4.026"
42"	4 ½"	2.7"	52.50"	6:1	21' – 2"	Yes	Yes	4" STD	4.500"	4.026"

(1) Dimension "D" is based on reinforced concrete pipe (RCP) meeting the requirements of ASTM C-76, Class III, (RCP Wall "B" thickness). Adjust "D" for any other wall thickness used. For thermoplastic pipe (TP) take into account the annular space requirements for grouted connections.

(2) Slope as shown elsewhere in the plans. Slope of 6:1 or flatter is required for vehicle safety.

(3) Toewall to be used only when dimension is shown elsewhere in the plans.

(4) Fill the top 4" of void between precast end treatments with concrete riprap. Concrete riprap is considered subsidiary to the Item 467, "Safety End Treatment".

(5) Adjust clear distance between pipes to provide for the minimum distance between safety end treatments.

(6) Provide cement stabilized bedding and backfill in accordance with the Item 400, "Excavation and Backfill for Structures". Bedding and backfill is considered subsidiary to the Item 467, "Safety End Treatment". When concrete riprap is specified around the safety end treatment, backfill as directed by Engineer.

(7) Thermoplastic pipe wall thickness may vary. Adjust accordingly. Thermoplastic pipe requires the safety end treatments to have a bell end for grouted connections.

GENERAL NOTES:

Precast safety end treatment for reinforced concrete pipe (RCP), and thermoplastic pipe (TP) may be used for TYPE II end treatment as specified in Item "Safety End Treatment".

When precast safety end treatment is used as a Contractor's alternate to mitered RCP, riprap will not be required unless noted otherwise on the plans.

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Manufacture this product in accordance with Item 467, "Safety End Treatment" except as noted below :

A. Provide minimum reinforcing of #4 at 6" (Grade 40) or #4 at 9" (Grade 60) each way or 6"x6" – D12 x D12 or 5"x5" – D10 x D10 welded wire reinforcement (WWR).

B. For precast (steel formed) sections, provide Class "C" concrete (f'c = 3,600 psi).

At the option and expense of the Contractor the next larger size of safety end treatment may be furnished; as long as the "D" dimension cast is that of the required size of pipe.

Pipe runners are designed for a traversing load of 10,000 Lbs at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981.

Provide pipe runners meeting the requirements of ASTM A53 (Type E or S, Grade B), ASTM A500 (Grade B), or API 5LX52.

Galvanize all steel components except reinforcing steel after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

Connect RCP using the Optional Joint for RCP detail shown or in accordance with Item 464, "Reinforced Concrete Pipe". Connect TP by grouting. See Pipe and Box Grouted Connections (PBGC) standard for grouted connections with TP and precast safety end treatment.

Texas Department of Transportation

Bridge Division Standard

PRECAST SAFETY END TREATMENT

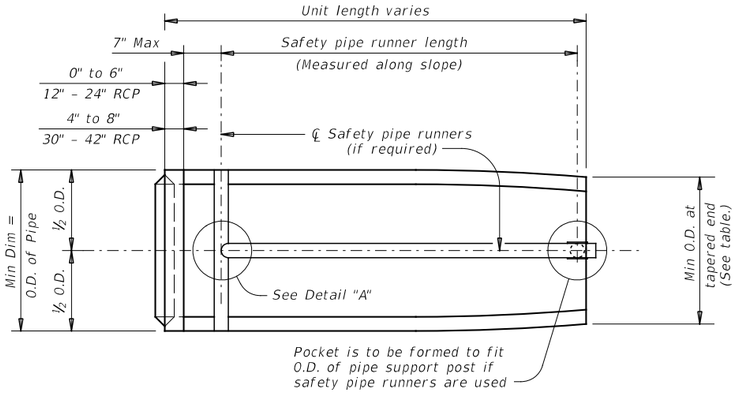
TYPE II ~ PARALLEL DRAINAGE

PSET-SP

FILE: psetspss-21.dgn	DN: RLW	CK: KLR	DW: JTR	CK: GAF
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS 12-21: Added 42" TP				
	DIST	COUNTY		SHEET NO.
				278

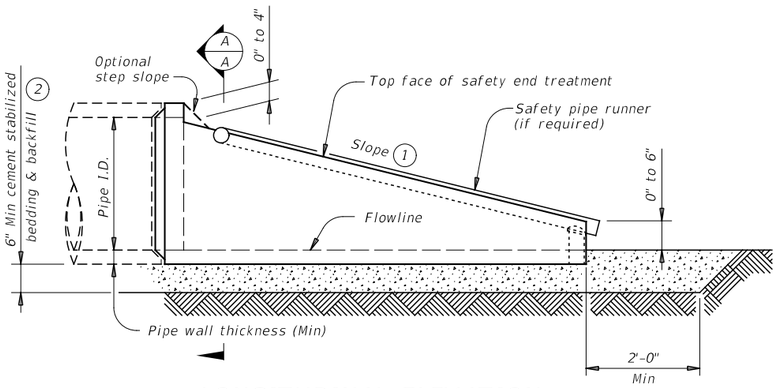
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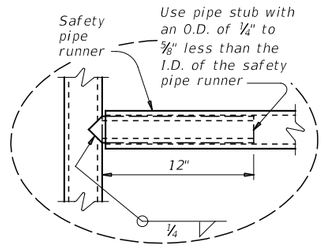
PLAN VIEW

(Showing spigot end connection.)

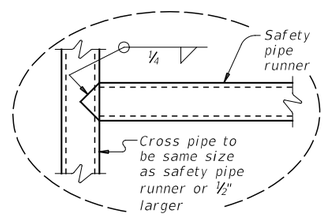


LONGITUDINAL ELEVATION

(Showing spigot end connection.)

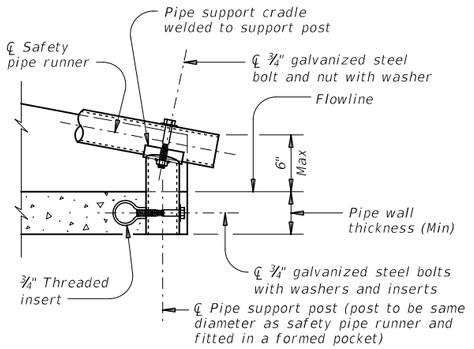


OPTION A



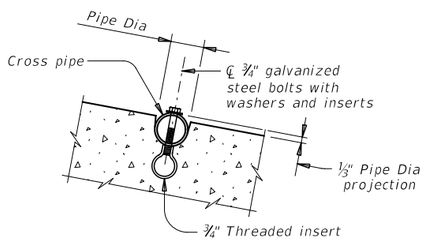
OPTION B

DETAIL A



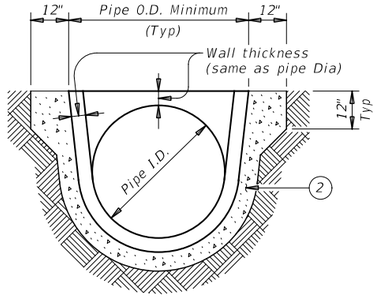
END DETAIL FOR INSTALLATION OF SAFETY PIPE RUNNERS

(If required)

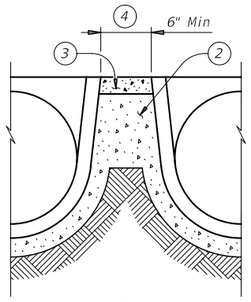


INSTALLATION DETAIL FOR SAFETY PIPE RUNNERS

(If required)



SECTION A-A



MULTIPLE PIPE INSTALLATION

MAX SAFETY PIPE RUNNER LENGTHS AND REQUIRED SAFETY PIPE RUNNER SIZES

Max Safety Pipe Runner Length	Required Pipe Runner Size		
	Pipe Size	Pipe O.D.	Pipe I.D.
11' – 2"	3" STD	3.500"	3.068"
15' – 6"	3 ½" STD	4.000"	3.548"
20' – 10"	4" STD	4.500"	4.026"
35' – 4"	5" STD	5.563"	5.047"

(1) Slope as shown elsewhere in the plans. Slope of 3:1 or flatter is required for vehicle safety.

(2) Provide cement stabilized bedding and backfill in accordance with the Item, "Excavation and Backfill for Structures". Bedding and backfill is considered subsidiary to the Item "Safety End Treatment". When concrete riprap is specified around the safety end treatment, backfill as directed by Engineer.

(3) Fill the top 4" of void between precast end treatments with concrete riprap. Concrete riprap be considered subsidiary to the Item "Safety End Treatment".

(4) Adjust clear distance between pipes to provide for the minimum distance between safety end treatments.

REQUIREMENTS FOR CULVERT PIPES AND SAFETY PIPE RUNNERS

Pipe I.D.	Min Wall Thickness	Min O.D.	Min O.D. at Tapered End	Min Reinf Requirements (sq. in. / ft. of pipe)	Slope	Minimum Length of Unit	Single Pipe		Multiple Pipe	
							Skew	Pipe Runners Required	Skew	Pipe Runners Required
12"	2"	16"	16"	0.07 Circ.	3:1	2' – 0"	≤ 45°	No	≤ 45°	No
					4:1	2' – 8"				
					6:1	4' – 0"				
15"	2 ¼"	19 ½"	19"	0.07 Circ.	3:1	2' – 10"	≤ 45°	No	≤ 45°	No
					4:1	3' – 9"				
					6:1	5' – 8"				
18"	2 ½"	23"	21 ½"	0.07 Circ.	3:1	3' – 8"	≤ 45°	No	≤ 45°	No
					4:1	4' – 10"				
					6:1	7' – 3"				
24"	3"	30"	27"	0.07 Circ.	3:1	5' – 3"	≤ 45°	No	≤ 30°	No
					4:1	7' – 0"			> 30°	Yes
					6:1	10' – 6"				
30"	3 ½"	37"	31"	0.18 Circ.	3:1	6' – 3"	≤ 15°	No	≤ 15°	No
					4:1	8' – 2"	> 15°	Yes	> 15°	Yes
					6:1	12' – 1"				
36"	4"	44"	36"	0.19 Ellip.	3:1	7' – 10"	= 0°	No	≥ 0°	Yes
					4:1	10' – 4"	> 0°	Yes		
					6:1	15' – 4"				
42"	4 ½"	51"	41 ½"	0.23 Ellip.	3:1	9' – 6"	≥ 0°	Yes	≥ 0°	Yes
					4:1	12' – 6"				
					6:1	18' – 7"				

MATERIAL NOTES:

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Provide safety pipe runners, cross pipes, pipe support posts, and pipe stubs meeting the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.

Galvanize all steel components except reinforcing steel after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

GENERAL NOTES:

Precast safety end treatment for reinforced concrete pipe (CRP) may be used for TYPE II end treatment as specified in Item 467, "Safety End Treatment".

When precast safety end treatment is used as a Contractor's alternate to mitered RCP, riprap will not be required unless noted otherwise on the plans.

Manufacture precast concrete end sections in accordance with Item 464, "Reinforced Concrete Pipe" and in accordance with ASTM Specification C–76, Class III, Wall B for circular pipe.

Provide precast concrete end sections with a spigot or bell end for compatibility to upstream or downstream end conditions with sufficient annular space to allow for grout, mortar, cold applied asphalt joint compound or pre–formed plastic gasket material.

Methods of lifting shall be provided by the manufacturer for ease of loading, unloading, and installation.

Pipe runners are designed for a traversing load of 1,800 Lbs at yield as recommended by Research Report 280–1, "Safety Treatment of Roadside Cross–Drainage Structures", Texas Transportation Institute, March 1981.

Texas Department of Transportation

Bridge Division Standard

PRECAST SAFETY END TREATMENT

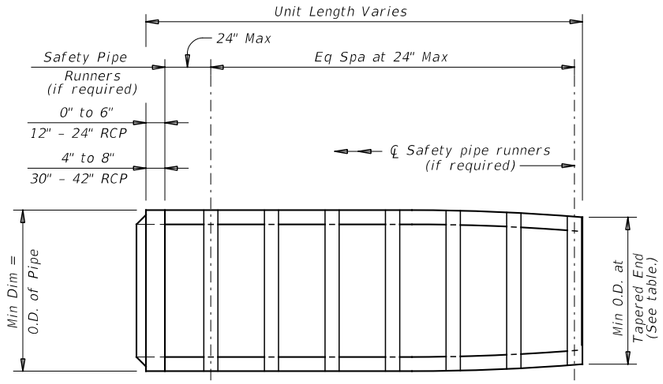
TYPE II ~ CROSS DRAINAGE

PSET-RC

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©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.
				279

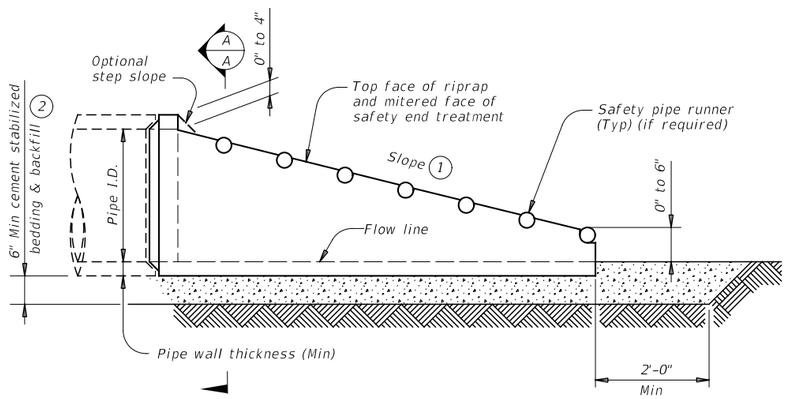
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DATE:
FILE:



PLAN VIEW – 12" THRU 24"

(Showing spigot end connection.)



LONGITUDINAL ELEVATION - 12" THRU 24"

(Showing spigot end connection.)

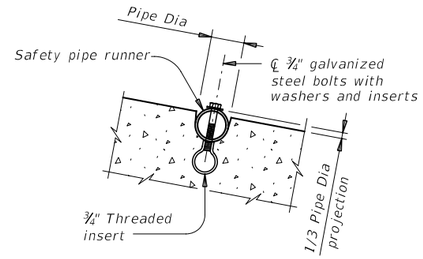
(1) Slope as shown elsewhere in the plans. Slope of 6:1 or flatter is required for vehicle safety.

(2) Provide cement stabilized bedding and backfill in accordance with the Item, "Excavation and Backfill for Structures". Bedding and backfill is considered subsidiary to the Item 467, "Safety End Treatment". When concrete riprap is specified around the safety end treatment, backfill as directed by Engineer.

(3) Fill the top 4" of void between precast end treatments with concrete riprap. Concrete riprap is considered subsidiary to the Item 467, "Safety End Treatment".

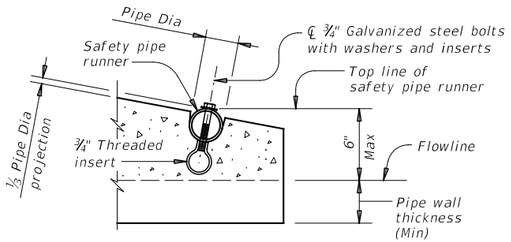
(4) Adjust clear distance between pipes to provide for the minimum distance between safety end treatments.

(5) Safety pipe runners are required for multiple pipe culverts with more than two pipes.

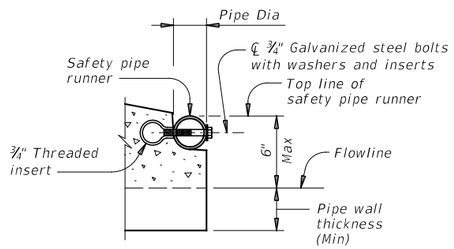


INSTALLATION DETAIL FOR SAFETY PIPE RUNNERS

(If required)



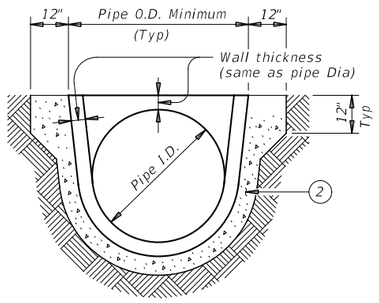
OPTION A



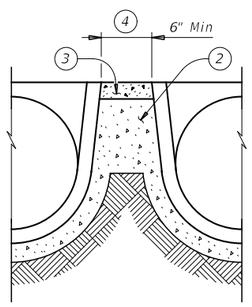
OPTION B

END DETAILS FOR INSTALLATION OF SAFETY PIPE RUNNERS

(If required)



SECTION A-A



MULTIPLE PIPE INSTALLATION

REQUIREMENTS FOR CULVERT PIPES AND SAFETY PIPE RUNNERS

Pipe I.D.	Min Wall Thickness	Min O.D.	Min O.D. at Tapered End	Min Reinf Requirements (sq. in. per ft. of Pipe)	Max Slope	Min Length of Unit	Pipe Runner Requirements		Required Pipe Runner Sizes		
							Single Pipe	Multiple Pipe	Nominal Dia	O.D.	I.D.
12"	2"	16"	16"	0.07 Circ.	6:1	4'–0"	No	(5)	3" STD	3.500"	3.068"
15"	2 ¼"	19 ½"	19"	0.07 Circ.	6:1	5'–8"	No	(5)	3" STD	3.500"	3.068"
18"	2 ½"	23"	21 ½"	0.07 Circ.	6:1	7'–3"	No	(5)	3" STD	3.500"	3.068"
24"	3"	30"	27"	0.07 Circ.	6:1	10'–6"	No	(5)	3" STD	3.500"	3.068"
30"	3 ½"	37"	31"	0.18 Circ.	6:1	12'–1"	No	Yes	4" STD	4.500"	4.026"
36"	4"	44"	36"	0.19 Ellip.	6:1	15'–4"	Yes	Yes	4" STD	4.500"	4.026"
42"	4 ½"	51"	41 ½"	0.23 Ellip.	6:1	18'–7"	Yes	Yes	4" STD	4.500"	4.026"

MATERIAL NOTES:

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Provide pipe runners meeting the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.

Galvanize steel components except reinforcing steel after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

GENERAL NOTES:

Precast safety end treatment for reinforced concrete pipe (RCP) may be used for TYPE II end treatment as specified in Item 467, "Safety End Treatment".

When precast safety end treatment is used as a Contractor's alternate to mitered RCP, riprap will not be required unless noted otherwise on the plans.

Manufacture precast concrete end sections in accordance with Item 464, "Reinforced Concrete Pipe" and in accordance with ASTM Specification C-76, Class III, Wall B for circular pipe.

Provide precast concrete end sections with a spigot or bell end for compatibility to upstream or downstream end conditions with sufficient annular space to allow for grout, mortar, cold applied asphalt joint compound or pre-formed plastic gasket material.

Methods of lifting shall be provided by the manufacturer for ease of loading, unloading and installation.

Pipe runners are designed for a traversing load of 10,000 Lbs at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981.

Texas Department of Transportation

Bridge Division Standard

PRECAST SAFETY END TREATMENT

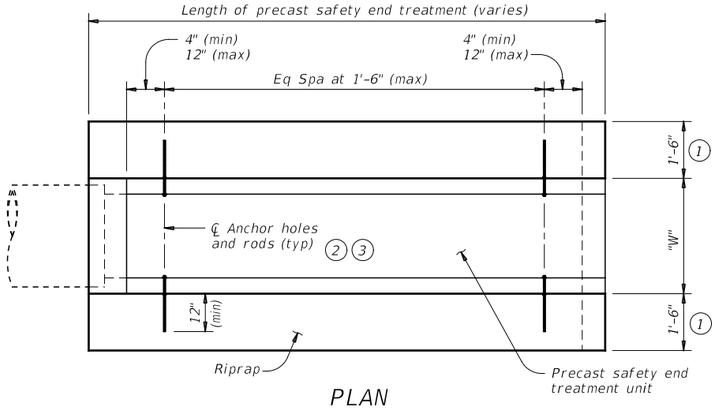
TYPE II ~ PARALLEL DRAINAGE

PSET-RP

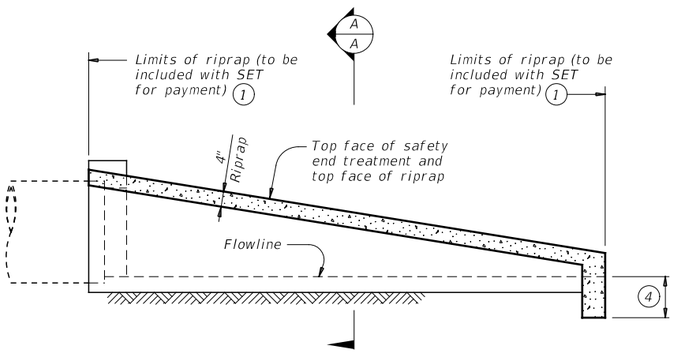
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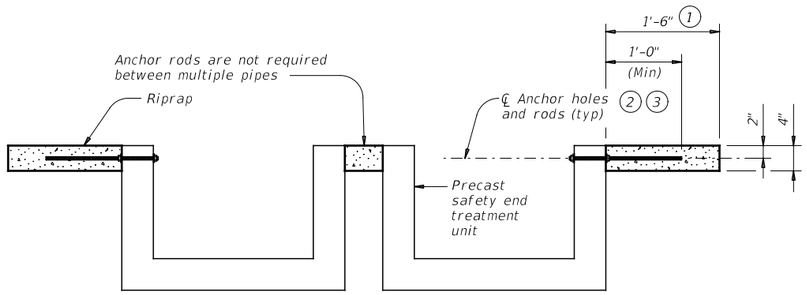
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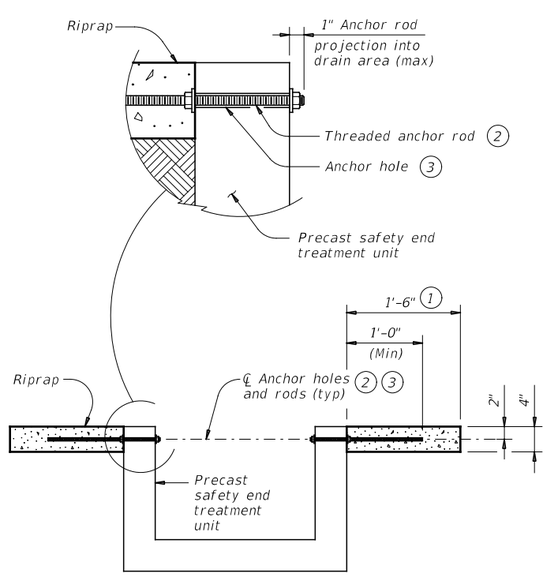
PLAN



LONGITUDINAL ELEVATION



MULTIPLE PIPE INSTALLATION



SINGLE PIPE INSTALLATION

SECTION A-A

ESTIMATED CONCRETE RIPRAP QUANTITIES (CY) (5)

Nominal Culvert (Pipe) I.D.	PSET-SC and PSET-SP Standards				PSET-RC and PSET-RP Standards			
	Unit Width "W"	Side Slope			Unit Width "W"	Side Slope		
		3:1	4:1	6:1		3:1	4:1	6:1
12"	23.0"	0.1	0.2	0.2	16.0"	0.1	0.1	0.2
15"	26.5"	0.2	0.2	0.3	19.5"	0.1	0.2	0.2
18"	30.0"	0.2	0.2	0.3	23.0"	0.2	0.2	0.3
24"	37.0"	0.3	0.3	0.5	30.0"	0.2	0.3	0.4
30"	44.5"	0.3	0.4	0.6	37.0"	0.3	0.3	0.5
36"	51.5"	0.4	0.5	0.7	44.0"	0.3	0.4	0.6
42"	58.5"	0.5	0.6	0.8	51.0"	0.4	0.5	0.7

(1) Riprap placed beyond the limits shown will be paid as concrete riprap in accordance with Item 432, "Riprap". When riprap is cast integrally with the precast safety end treatment, this dimension is 1'-0" minimum.

(2) 1#2" Dia ASTM A307 Gr A threaded anchor rod with 2 nuts and 2 washers. Galvanize all components in accordance with Item 445, "Galvanizing". Repair galvanizing that is damaged during transport or construction in accordance with the specifications.

(3) 3#4" through holes in walls of safety end treatment for riprap anchor rods may be drilled with rotary (coring or masonry) type drilling equipment or may be formed. Do not use percussive (star) type drilling equipment. If holes are drilled, patch spalls in the inside face of the wall exceeding 1#2" from the holes.

(4) Provide riprap toe wall when dimension is shown elsewhere in the plans or when field conditions require a toe wall.

(5) Quantities shown are for one end of one reinforced concrete pipe culvert. For multiple pipe culverts, quantities will need to be adjusted. Riprap quantities are for Contractor's information only. Quantities are based on the minimum unit lengths shown on the Precast Saftey End Treatment (SET) standard sheets.

MATERIAL NOTES:

Provide Class "B" riprap in accordance with Item 432, "Riprap".
Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise. The anchor rods shown are always required.

GENERAL NOTES:

Precast safety end treatment for reinforced concrete pipe may be used for TYPE II end treatment as specified in Item 467, "Safety End Treatment".
Refer to PSET-SC or PSET-SP standard sheets for details of square safety end treatments not shown. Refer to PSET-RC or PSET-RP standard sheets for details of round safety end treatments not shown.
For precast units with integrally cast riprap, substitute reinforcing steel in the amount on 0.26 in./ft. minimum for the threaded anchor rods shown. When requested, submit sealed engineering drawings for approval prior to construction. Shop drawings will not be required. Note that a proprietary precast unit with integral riprap is available from L&R Precast Concrete Works, Inc. (956) 583-6293 or www.lrprecast.com.
Payment for riprap and toewalls is included in the price bid for each safety end treatment.

These riprap details are only applicable when notes that require placement of riprap with precast safety end treatments are shown elsewhere in the plans.

Precast units with integrally cast riprap are permitted unless noted otherwise on the plans.

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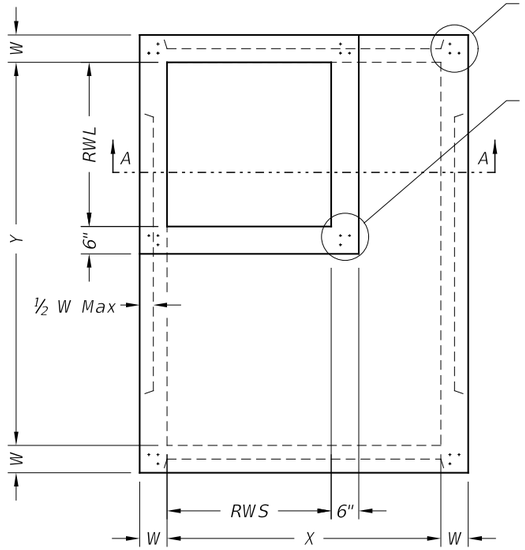
Bridge Division Standard

PRECAST SAFETY END TREATMENT
TYPE II
RIPRAP DETAILS

PSET-RR

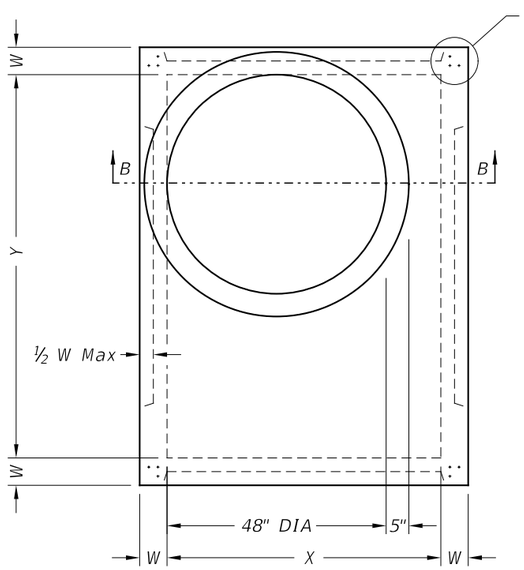
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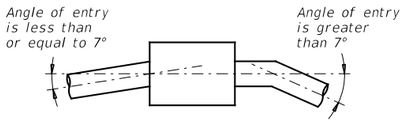
PLAN VIEW "A"

SQUARE REDUCED RISER OPTION



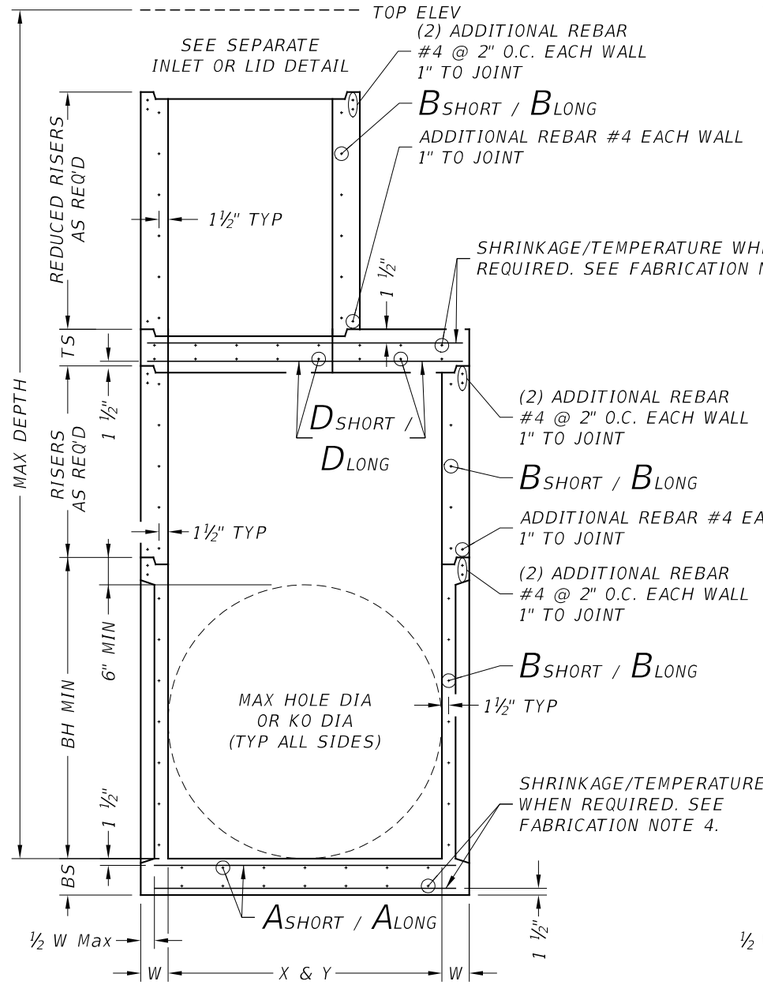
PLAN VIEW "B"

ROUND REDUCED RISER OPTION



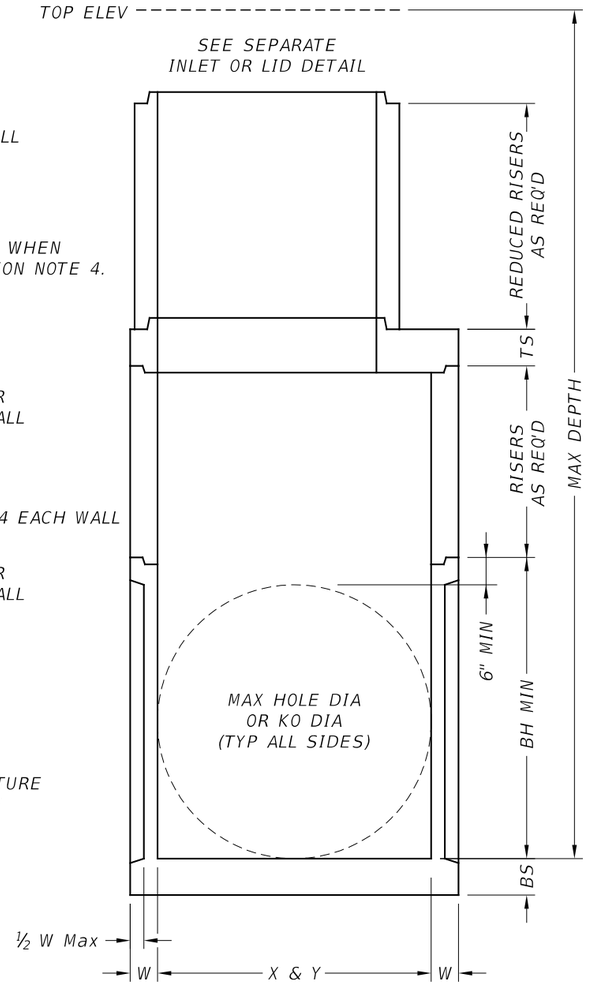
PIPE CONNECTION DETAIL

Connect pipes within 7° of normal to PB wall.
If necessary, use pipe elbow or curved
approach alignment to stay within this limit.



SECTION A-A

SQUARE REDUCED RISER OPTION



SECTION B-B

ROUND REDUCED RISER OPTION

FABRICATION NOTES:

1. Provide Class "H" concrete in accordance with Item 421 and having a minimum compressive strength of 5,000 psi.
2. Provide Grade 60 reinforcing steel or equivalent area of WWR.
3. Provide typical clear cover of 1 ½" to reinforcing steel at interior or exterior walls.
4. Walls or slabs with a thickness of 8" or greater require shrinkage and temperature reinforcing steel. Provide steel area = 0.11 in^2/ft each way.
5. No substitution is allowed for vertical and horizontal #4 bars in corners.
6. Manufacture base and risers to nearest 3" increment.
7. Design tongue and groove joints for full closure on both shoulders. Minimum spigot depth is ¾".
8. Provide lifting devices in conformance with Manufacturer's recommendations.
9. See sheet PDD for sizes, dimensions, and reinforcing steel not shown.

INSTALLATION NOTES:

1. If required elsewhere. Inverts (benching) to be provided by Contractor. Concrete or mortar used for invert is subsidiary to specified inlet or manhole.
2. Seal tongue and groove joints with preformed or bulk mastic in conformance with Manufacturer's recommendations. Tongue and groove joints may be grouted no more than 1" between each section, or ½ the joint depth, whichever is greater.
3. Do not grout rubber gasket joints without Manufacturer's recommendation.
4. For rigid pipe, cut hole in thin wall panel (KO) 4" Max, 2" Min larger than pipe OD.
5. For flexible pipe, consult boot/seal Manufacturer's specification for placement tolerance and hole size. Center pipe in hole and install boot/seal per Manufacturer's specification.

GENERAL NOTES:

1. Precast Base consists of base slab, base unit, risers (as required), reducing slab (as required), and reduced risers (as required). See sheet PDD for sizes.
2. Designed according to ASTM C913.
3. Payment for precast base is subsidiary to the specified inlet, per Item 465, "Junction Boxes, Manholes, and Inlets."

Cover dimensions are clear dimensions, unless noted otherwise.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

PRECAST BASE

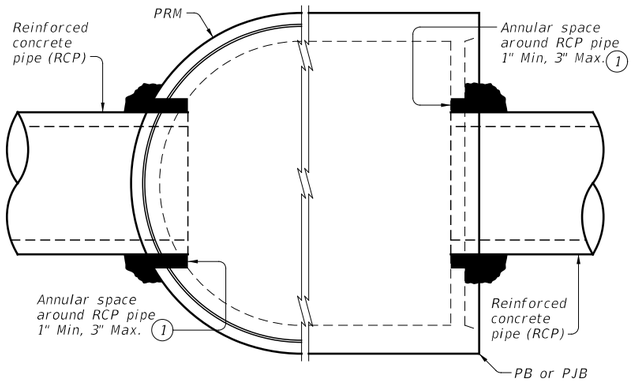
PB

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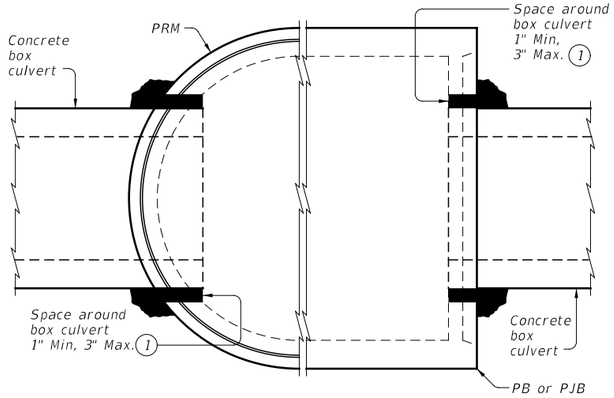
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PRECAST ROUND MANHOLE (PRM) WITH THROUGH-HOLE

PRECAST BASE (PB) OR PRECAST JUNCTION BOX (PJB) WITH THIN-WALL KNOCK-OUT

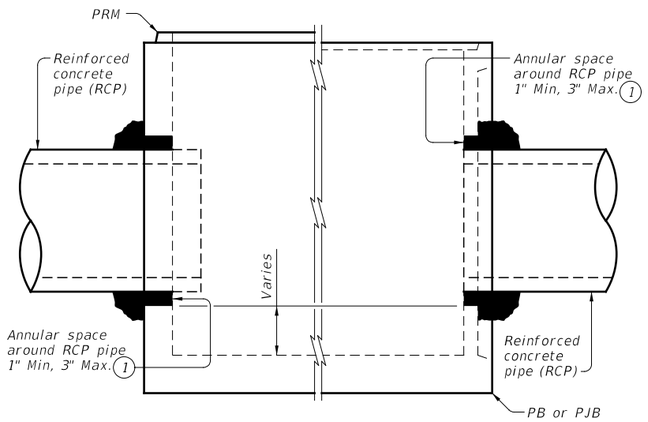
TYPICAL HALF PLAN



PRECAST ROUND MANHOLE (PRM) WITH THROUGH-HOLE

PRECAST BASE (PB) OR PRECAST JUNCTION BOX (PJB) WITH THIN-WALL KNOCK-OUT

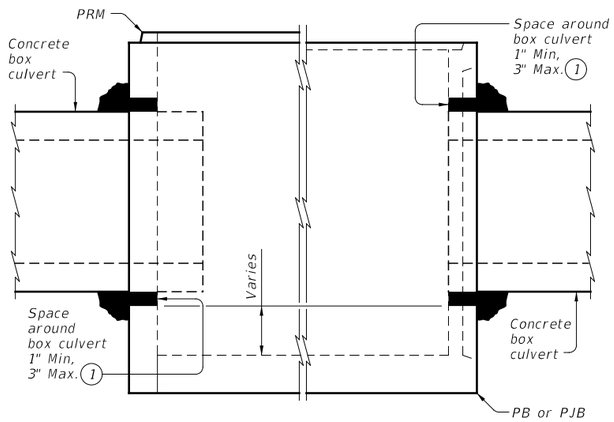
TYPICAL HALF PLAN



PRECAST ROUND MANHOLE (PRM) WITH THROUGH-HOLE

PRECAST BASE (PB) OR PRECAST JUNCTION BOX (PJB) WITH THIN-WALL KNOCK-OUT

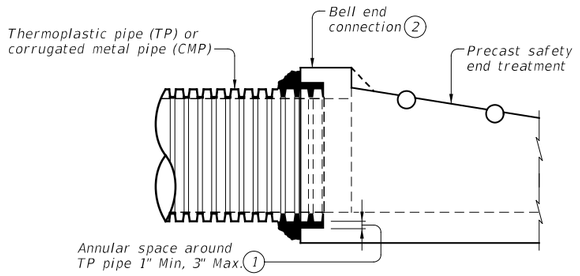
TYPICAL HALF ELEVATION



PRECAST ROUND MANHOLE (PRM) WITH THROUGH-HOLE

PRECAST BASE (PB) OR PRECAST JUNCTION BOX (PJB) WITH THIN-WALL KNOCK-OUT

TYPICAL HALF ELEVATION



TYPICAL PARTIAL ELEVATION OF PRECAST SAFETY END TREATMENTS

Showing square PSET for parallel drainage, cross drainage shown similar.

(1) Completely fill the void between the precast structure and the connecting pipe or box with cementitious grouts and mortars in accordance with DMS-4675 "Cementitious Grouts and Mortars for Miscellaneous Application."

(2) For thermoplastic pipe, do not use bell or spigot for grouted connections. Remove the bell or spigot from the pipe by cutting between two exterior corrugations of the pipe before connecting and grouting the thermoplastic pipe to the structure.

CONSTRUCTION NOTES:

Do not grout rubber gasket joints without Manufacturer's recommendations.

Do not use bricks, masonry blocks, native stone, or similar materials in conjunction with grouted connections when filling void spaces around pipes or box culverts.

MATERIAL NOTES:

Provide grouted connections in accordance with DMS-4675, "Cementitious Grouts and Mortars for Miscellaneous Application."

GENERAL NOTES:

See applicable standards for notes and details not shown:

- Precast Base (PB)
- Precast Junction Box (PJB)
- Precast Round Manhole (PRM)
- Precast Safety End Treatments C/D Square (PSET-SC)
- Precast Safety End Treatments P/D Square (PSET-SP)

Provide Concrete Box Culverts in accordance with Item 462, "Concrete Box Culverts and Drains."

Provide Reinforced Concrete Pipe (RCP) in accordance with Item 464, "Reinforced Concrete Pipe."

Provide Thermoplastic Pipe (TP) in accordance with Item 468, "Thermoplastic Pipe Culverts and Drains".

Payment for grouted connections is considered subsidiary to other bid Items.

Texas Department of Transportation

Bridge Division Standard

PIPE AND BOX GROUTED CONNECTIONS
FOR PRECAST STRUCTURES

PBGC

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		MAX DEPTH = 15 ft. to top of BASE SLAB										MAX DEPTH = 25 ft. to top of BASE SLAB												
		Base Slab			Base Unit or Riser Walls			Below Grade Slab (w/PJB) Reducing Slab (w/PB)				Base Slab			Base Unit or Riser Walls			Below Grade Slab (w/PJB) Reducing Slab (w/PB)				Min Height (See Gen Note 3)	Max HOLE DIA (See Fab Note 2)	Max KO DIA (See Fab Note 2)
	Size	Short Span Reinf Steel Area	Long Span Reinf Steel Area	Thickness	Short Span Reinf Steel Area	Long Span Reinf Steel Area	Thickness	Reduced Riser Size	Short Span Reinf Steel Area	Long Span Reinf Steel Area	Thickness	Short Span Reinf Steel Area	Long Span Reinf Steel Area	Thickness	Short Span Reinf Steel Area	Long Span Reinf Steel Area	Thickness	Reduced Riser Size	Short Span Reinf Steel Area	Long Span Reinf Steel Area	Thickness			
	X x Y	Ashort	Along	BS	Bshort	Blong	W	RWSxRWL or ID	Dshort	Dlong	TS	Ashort	Along	BS	Bshort	Blong	W	RWSxRWL or ID	Dshort	Dlong	TS	BH MIN	HOLE DIA	KO DIA
	ft.	in^2/ft	in^2/ft	in.	in^2/ft	in^2/ft	in.	ft. **	in^2/ft	in^2/ft	in.	in^2/ft	in^2/ft	in.	in^2/ft	in^2/ft	in.	ft. **	in^2/ft	in^2/ft	in.	ft.	in.	in.
Precast Junction Box (PJB)	3x3	0.23	0.23	6	0.19	0.19	6	N/A	0.37	0.37	9	0.29	0.29	6	0.24	0.24	6	N/A	0.37	0.37	9	3.5	36	36
	4x4	0.29	0.29	6	0.24	0.24	6	N/A	0.41	0.41	9	0.47	0.47	6	0.38	0.38	6	N/A	0.41	0.41	9	4.5	48	48
	3x5	0.29	0.18	6	0.19	0.35	6	N/A	0.48	0.48	9	0.39	0.18	6	0.23	0.59	6	N/A	0.48	0.48	9	3.5	36/60	36/60
	4x5	0.36	0.18	6	0.22	0.34	6	N/A	0.42	0.42	9	0.53	0.26	6	0.39	0.59	6	N/A	0.42	0.42	9	4.5	48/60	48/60
	5x5	0.36	0.36	6	0.34	0.34	6	N/A	0.43	0.43	9	0.62	0.62	6	0.59	0.59	6	N/A	0.43	0.43	9	5.5	60	60
	5x6	0.27	0.27	9	0.34	0.45	6	N/A	0.48	0.48	9	0.47	0.45	9	0.38	0.54	8	N/A	0.48	0.48	9	5.5	60/72	60/72
	6x6	0.27	0.27	9	0.45	0.45	6	N/A	0.56	0.56	9	0.52	0.52	9	0.54	0.54	8	N/A	0.56	0.56	9	6.5	72	72
	8x8	0.46	0.46	9	0.51	0.51	8	N/A	0.45	0.45	12	0.87	0.87	9	0.59	0.59	10	N/A	0.45	0.45	12	8.5	96	72
Precast Base (PB)	3x3	0.23	0.23	6	0.19	0.19	6	N/A	N/A	N/A	N/A	0.29	0.29	6	0.24	0.24	6	N/A	N/A	N/A	N/A	3.5	36	36
	4x4	0.29	0.29	6	0.24	0.24	6	N/A	N/A	N/A	N/A	0.47	0.47	6	0.38	0.38	6	N/A	N/A	N/A	N/A	4.5	48	48
	3x5	0.29	0.18	6	0.19	0.35	6	3x3	0.30	0.34	9	0.39	0.18	6	0.23	0.59	6	3x3	0.40	0.40	9	3.5	36/60	36/60
	4x5	0.36	0.18	6	0.22	0.34	6	3x3	0.30	0.30	9	0.53	0.26	6	0.39	0.59	6	3x3	0.46	0.37	9	4.5	48/60	48/60
	4x5	0.36	0.18	6	0.22	0.34	6	4x4	0.30	0.30	9	0.53	0.26	6	0.39	0.59	6	4x4	0.39	0.39	9	4.5	48/60	48/60
	4x5	0.36	0.18	6	0.22	0.34	6	48"	0.39	0.39	9	0.53	0.26	6	0.39	0.59	6	48"	0.47	0.47	9	4.5	48/60	48/60
	4x5	0.36	0.18	6	0.22	0.34	6	3x5	0.33	0.40	9	0.53	0.26	6	0.39	0.59	6	3x5	0.48	0.48	9	4.5	48/60	48/60
	5x5	0.36	0.36	6	0.34	0.34	6	3x3	0.34	0.34	9	0.62	0.62	6	0.59	0.59	6	3x3	0.53	0.53	9	5.5	60	60
	5x5	0.36	0.36	6	0.34	0.34	6	4x4	0.36	0.36	9	0.62	0.62	6	0.59	0.59	6	4x4	0.64	0.64	9	5.5	60	60
	5x5	0.38	0.38	6	0.34	0.34	6	48"	0.36	0.36	9	0.62	0.62	6	0.59	0.59	6	48"	0.64	0.64	9	5.5	60	60
	5x5	0.36	0.36	6	0.34	0.34	6	3x5	0.34	0.40	9	0.62	0.62	6	0.59	0.59	6	3x5	0.53	0.53	9	5.5	60	60
	5x6	0.31	0.31	9	0.34	0.45	6	3x3	0.34	0.34	9	0.47	0.45	9	0.38	0.54	8	3x3	0.61	0.50	9	5.5	60/72	60/72
	5x6	0.27	0.27	9	0.34	0.45	6	4x4	0.36	0.45	9	0.47	0.45	9	0.38	0.54	8	4x4	0.74	0.57	9	5.5	60/72	60/72
	5x6	0.29	0.29	9	0.34	0.45	6	48"	0.36	0.45	9	0.47	0.45	9	0.38	0.54	8	48"	0.74	0.57	9	5.5	60/72	60/72
	5x6	0.29	0.29	9	0.34	0.45	6	3x5	0.45	0.45	9	0.47	0.45	9	0.38	0.54	8	3x5	0.61	0.61	9	5.5	60/72	60/72
	6x6	0.29	0.29	9	0.45	0.45	6	3x3	0.41	0.41	9	0.52	0.52	9	0.54	0.54	8	3x3	0.74	0.74	9	6.5	72	72
	6x6	0.27	0.27	9	0.45	0.45	6	4x4	0.45	0.45	9	0.52	0.52	9	0.54	0.54	8	4x4	0.87	0.87	9	6.5	72	72
	6x6	0.29	0.29	9	0.45	0.45	6	48"	0.45	0.45	9	0.52	0.52	9	0.54	0.54	8	48"	0.87	0.87	9	6.5	72	72
	6x6	0.29	0.29	9	0.45	0.45	6	3x5	0.45	0.45	9	0.52	0.52	9	0.54	0.54	8	3x5	0.87	0.87	9	6.5	72	72
	8x8	0.52	0.52	9	0.51	0.51	8	3x3	0.61	0.61	12	0.91	0.91	9	0.70	0.70	10	3x3	0.85	0.85	12	8.5	96	72
	8x8	0.52	0.52	9	0.51	0.51	8	4x4	0.70	0.70	12	0.87	0.87	9	0.70	0.70	10	4x4	1.01	1.01	12	8.5	96	72
	8x8	0.52	0.52	9	0.51	0.51	8	48"	0.70	0.70	12	0.87	0.87	9	0.70	0.70	10	48"	1.01	1.01	12	8.5	96	72
	8x8	0.52	0.52	9	0.51	0.51	8	3x5	0.70	0.85	12	0.87	0.87	9	0.70	0.70	10	3x5	1.01	1.01	12	8.5	96	72

** Unless otherwise indicated.

FABRICATION NOTES:
1. Maximum spacing of reinforcement is 8".
2. At manufacturer's option, provide cast or cored holes or thin wall panels (KO) to the maximum diameter shown for each. When no penetration is required, it is acceptable to provide a wall with no sectional reduction.

GENERAL NOTES:
1. Precast Junction Box consists of base slab, base unit, risers (as required), and below grade slab. See sheet PJB for details.
2. Precast Base consists of base slab, base unit, risers (as required), reducing slab (as required), and reduced risers (as required). See sheet PB for details.
3. Min Height shown is for stock base units. Use stock base units whenever practical. Smaller height base units can be used in special installation circumstances, when noted elsewhere in the plans. Absolute minimum height of base units is 2'-6".

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

DESIGN DATA FOR PRECAST BASE AND JUNCTION BOX

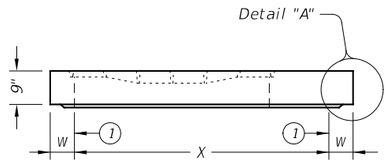
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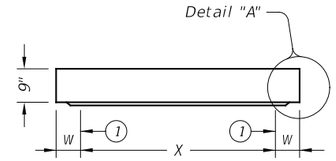
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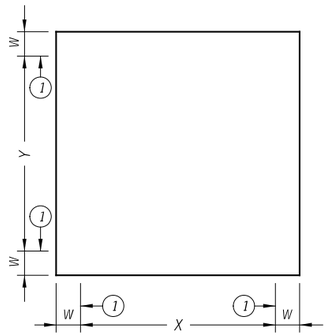
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STYLE 'FG'



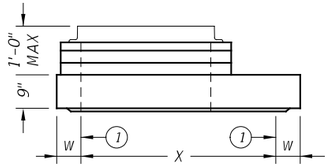
ELEVATION VIEW



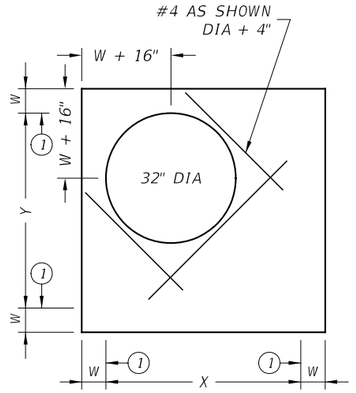
PLAN VIEW

NO OPENINGS

STYLE 'SL'



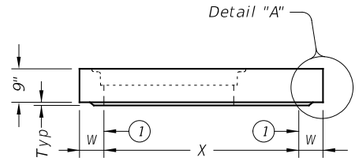
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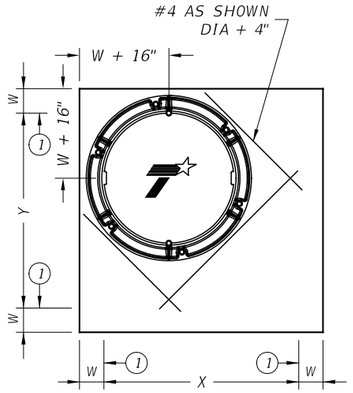
PLAN VIEW

SHIP LOOSE RING & COVER

STYLE 'RH'



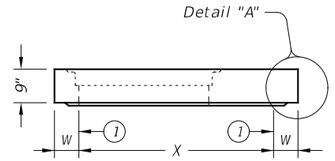
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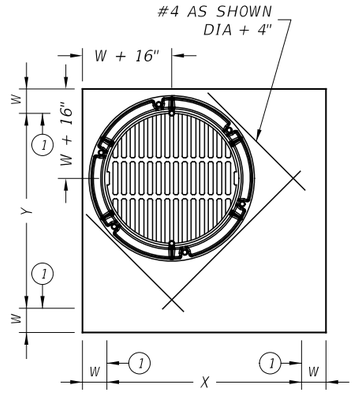
PLAN VIEW

32" DIA CAST-IN RING & COVER

STYLE 'RC'



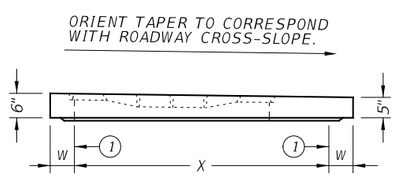
ELEVATION VIEW



PLAN VIEW

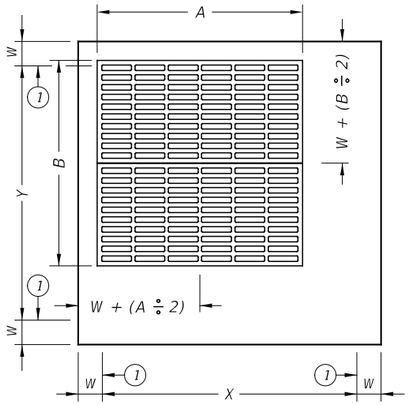
32" DIA CAST-IN RING & GRATE

STYLE 'RG'



STYLE 'SFG'

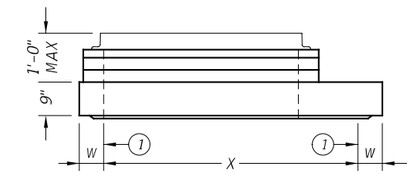
ELEVATION VIEW



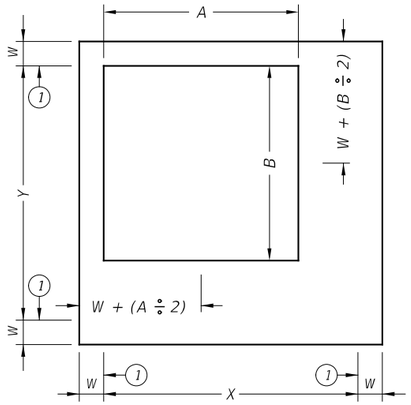
PLAN VIEW

CAST-IN FRAME & GRATE

STYLES 'FG' & 'SFG'



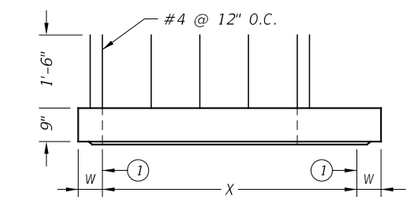
ELEVATION VIEW



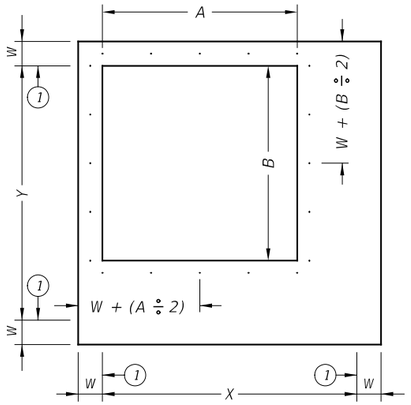
PLAN VIEW

SHIP LOOSE FRAME & GRATE

STYLE 'SH'



ELEVATION VIEW



PLAN VIEW

EXPOSED REBAR

STYLE 'S1'

(1) Matches inside face of wall of precast base or riser below inlet.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

PRECAST SLAB LID

PSL

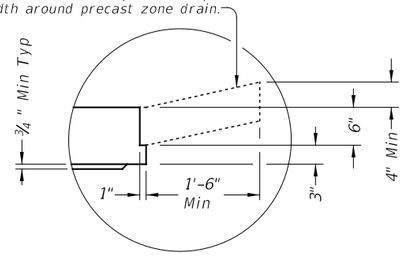
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Style	Size (X x Y)	W (2)	A x B (nominal)	Short Span Reinf Steel Area	Long Span Reinf Steel Area
SL	3'x3'	6"	n/a	0.37 in²/ft	0.37 in²/ft
RH,RC,RG,SH,S1,FG	3'x3'	6"	3'x3' or 32" Dia	0.37 in²/ft	0.37 in²/ft
SFG	3'x3'	6"	3'x3'	0.32 in²/ft	0.32 in²/ft
SL	4'x4'	6"	n/a	0.34 in²/ft	0.34 in²/ft
RH,RC,RG,SH,S1,FG	4'x4'	6"	3'x3' or 32" Dia	0.41 in²/ft	0.41 in²/ft
SH,S1,FG	4'x4'	6"	4'x4'	0.41 in²/ft	0.41 in²/ft
SFG	4'x4'	6"	4'x4'	0.32 in²/ft	0.32 in²/ft
SL	3'x5'	6"	n/a	0.39 in²/ft	0.39 in²/ft
RH,RC,RG,SH,S1,FG	3'x5'	6"	3'x3' or 32" Dia	0.48 in²/ft	0.48 in²/ft
SH,S1,FG	3'x5'	6"	3'x5'	0.48 in²/ft	0.48 in²/ft
SFG	3'x5'	6"	3'x5'	0.32 in²/ft	0.32 in²/ft
SL	4'x5'	6"	n/a	0.42 in²/ft	0.42 in²/ft
RH,RC,RG,SH,S1,FG	4'x5'	6"	3'x3' or 32" Dia	0.42 in²/ft	0.42 in²/ft
SH,S1,FG	4'x5'	6"	4'x4'	0.63 in²/ft	0.63 in²/ft
SH,S1,FG	4'x5'	6"	3'x5'	0.66 in²/ft	0.66 in²/ft
SL	5'x5'	6"	n/a	0.36 in²/ft	0.36 in²/ft
RH,RC,RG,SH,S1,FG	5'x5'	6"	3'x3' or 32" Dia	0.43 in²/ft	0.43 in²/ft
SH,S1,FG	5'x5'	6"	4'x4'	0.63 in²/ft	0.63 in²/ft
SH,S1,FG	5'x5'	6"	3'x5'	0.63 in²/ft	0.63 in²/ft
SL	5'x6'	6"/8"	n/a	0.48 in²/ft	0.48 in²/ft
RH,RC,RG,SH,S1,FG	5'x6'	6"/8"	3'x3' or 32" Dia	0.48 in²/ft	0.48 in²/ft
SH,S1,FG	5'x6'	6"/8"	4'x4'	0.60 in²/ft	0.60 in²/ft
SH,S1,FG	5'x6'	6"/8"	3'x5'	0.60 in²/ft	0.60 in²/ft
SL	6'x6'	6"/8"	n/a	0.43 in²/ft	0.43 in²/ft
RH,RC,RG,SH,S1,FG	6'x6'	6"/8"	3'x3' or 32" Dia	0.56 in²/ft	0.56 in²/ft
SH,S1,FG	6'x6'	6"/8"	4'x4'	0.56 in²/ft	0.56 in²/ft
SH,S1,FG	6'x6'	6"/8"	3'x5'	0.59 in²/ft	0.59 in²/ft
SL	8'x8'	8"/10"	n/a	0.45 in²/ft	0.45 in²/ft
RH,RC,RG,SH,S1,FG	8'x8'	8"/10"	3'x3' or 32" Dia	0.45 in²/ft	0.45 in²/ft
SH,S1,FG	8'x8'	8"/10"	4'x4'	0.45 in²/ft	0.45 in²/ft
SH,S1,FG	8'x8'	8"/10"	3'x5'	0.45 in²/ft	0.45 in²/ft

(2) See sheet PDD for corresponding wall thickness (W) of base unit or riser.

Construct cast-in-place reinforced concrete apron, when shown elsewhere in plans. Use Class "A" concrete. Apron is subsidiary to PSL. Apron is 1'-6" Min width around precast zone drain.



DETAIL "A"

(Reinforcing not shown for clarity)

When an apron is to be cast around PSL, use detail above to create an apron ledge on all 4 sides.

FABRICATION NOTES:

1. Locate penetration (Style 'RH'), ring and cover (Style 'RC'), ring and grate (Style 'RG'), and frame and grate (Style 'FG') in a corner. Only one penetration is allowed per slab lid.
2. Provide Class "H" concrete in accordance with Item 421 and having a minimum compressive strength of 5,000 psi.
3. Provide Grade 60 reinforcing steel or equivalent area of WWR.
4. Provide clear cover of ¾" to reinforcing from lower outside shoulder of slab for structural reinforcement, and 2" from top of slab for shrinkage and temperature reinforcement. Place short span reinforcing closest to surface.
5. Slabs with a thickness of 8" or greater require shrinkage and temperature reinforcing. Provide steel area = 0.11 in²/ft each way.
6. No substitution is allowed for diagonal #4 bars around openings.
7. Design tongue and groove joints for full closure on both shoulders. Minimum spigot depth is ¾".
8. Provide lifting devices in conformance with Manufacturer's recommendations.

INSTALLATION NOTES:

1. Precast slab lids are intended for direct traffic and may be placed in roadway.
2. Seal tongue and groove joints with preformed or bulk mastic in conformance with Manufacturer's recommendations. Tongue and groove joints may be grouted no more than 1" between each section, or ½ the joint depth, whichever is greater.
3. Do not grout rubber gasket joints without Manufacturer's recommendation.
4. Initial installation of grade adjustment rings for Styles 'RH' and 'SH' is limited to 1'-0" Max as shown.
5. Grade adjustment rings for Styles 'RH' and 'SH' may be increased to 2'-0" Max when future construction affects final grade of structure. Make adjustments greater than 2'-0" with additional risers. Adjustments can be made up to Max depth shown on sheet PDD. Structure must be evaluated if Max depth will be exceeded.
6. Orient long dimension of grate slots perpendicular to traffic, unless noted otherwise on plans

GENERAL NOTES:

1. Designed according to ASTM C913.
2. Payment for lid is per Item 465, "Junction Boxes, Manholes, and Inlets" by type, style, size, and opening size (when applicable).

Cover dimensions are clear dimensions, unless noted otherwise.

HL93 LOADING SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

PRECAST SLAB LID

PSL

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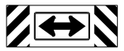
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FILE: pw://server.sig-eng.com:Sig-ds/Documents/WILC0302-CR255_CR289/Design_Plans/sums16.dgn

SUMMARY OF SMALL SIGNS

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

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	POST TYPE FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	POSTS 1 or 2	ANCHOR TYPE UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	MOUNTING DESIGNATION PREFABRICATED P = "Plain" T = "T" U = "U"	1EXT or 2EXT = # of Ext BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	BRIDGE MOUNT CLEARANCE SIGNS (See Note 2) TY = TYPE TY N TY S
1	1	W1-7T		96"X36"	X		S80	1	SA	T		
1	2	D3-3T	CR 254	30"X8"	X		S80	1	SA	P	BM	
		D3-3T	CR 255	30"X8"								
		R1-1	STOP	36"X36"								
		W4-4P	CROSS TRAFFIC DOES NOT STOP	36"X18"								
1	3	D20-2T	CO RD 254	24"X24"	X		TWT	1	WS	P		
1	4	W3-1		36"X36"	X		TWT	1	WS	P		
1	5	R2-1	SPEED LIMIT XX	30"X36"	X		TWT	1	WS	P		
1	6	W2-4		36"X36"	X		TWT	1	WS	P		
3	1	W1-7T		96"X36"	X		S80	1	SA	T		
3	2	D3-1G(3)	Bon Winde Rd	48"X8"	X		10BWG	1	SA	P	BM	
		D3-3T	CR 255	30"X8"								
		R1-1	STOP	36"X36"								
4	1	D3-1G(3)	Hill Top Springs Rd	60"X8"	X		10BWG	1	SA	P	BM	
		D3-3T	CR 255	30"X8"								
		R1-1	STOP	36"X36"								
4	2	D3-1G(3)	Daniels Mountain Rd	60"X8"	X		10BWG	1	SA	P	BM	
		D3-3T	CR 255	30"X8"								
		R1-1	STOP	36"X36"								
4	3	W1-7T		96"X36"	X		S80	1	SA	T		

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
Greater than 15	0.125"

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

http://www.txdot.gov/

NOTE:

1. Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.
2. For installation of bridge mount clearance signs, see Bridge Mounted Clearance Sign Assembly (BMCS)Standard Sheet.
3. For Sign Support Descriptive Codes, see Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).

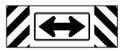
Texas Department of Transportation — Traffic Operations Division Standard

SUMMARY OF SMALL SIGNS

SOSS

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8-16	AUS	WILLIAMSON		287

SUMMARY OF SMALL SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX) POST TYPE: FRP = Fiberglass, TWT = Thin-Wall, 10BWG = 10 BWG, S80 = Sch 80	POSTS: 1 or 2	ANCHOR TYPE: UA=Universal Conc, UB=Universal Bolt, SA=Slipbase-Conc, SB=Slipbase-Bolt, WS=Wedge Steel, WP=Wedge Plastic	MOUNTING DESIGNATION: PREFABRICATED: P = "Plain", T = "T", U = "U"	MOUNTING DESIGNATION: 1EXT or 2EXT = # of Ext, BM = Extruded Wind Beam, WC = 1.12 #/ft Wing Channel, EXAL= Extruded Alum Sign Panels	BRIDGE MOUNT CLEARANCE SIGNS (See Note 2) TY = TYPE: TY N, TY S
4	4	W1-7T		96"X36"	X		S80	1	SA	T		
4	5	D3-1G(3)	BIG OAKS DR	42"X8"	X		10BWG	1	SA	P	BM	
		D3-3T	CR 255	30"X8"								
		R1-1	STOP	36"X36"								
4	6	R3-8CR	ONLY ONLY	36"X30"	X		TWT	1	SA	P		
5	1	D3-1G(3)	Lost Spring Lake Rd	60"X8"	X		10BWG	1	SA	P	BM	
		D3-3T	CR 255	30"X8"								
		R1-1	STOP	36"X36"								
5	2	D3-1G(3)	Timber Ranch Dr	54"X8"	X		10BWG	1	SA	P	BM	
		D3-3T	CR 255	30"X8"								
		R1-1	STOP	36"X36"								
5	3	W1-7T		96"X36"	X		S80	1	SA	T		
5	4	D3-1G(3)	Powder Horn Rd	54"X8"	X		10BWG	1	SA	P	BM	
		D3-3T	CR 255	30"X8"								
		R1-1	STOP	36"X36"								
5	5	D1-2	CR 289 / CR 255	54"X24"	X		10BWG	1	SA	T		
6	1	D1-2	CR 255 / CR 255	54"X24"	X		10BWG	1	SA	T		
7	1	W2-4		36"X36"	X		TWT	1	WS	P		
8	1	W3-1		36"X36"	X		TWT	1	WS	P		

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
Greater than 15	0.125"

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

http://www.txdot.gov/

NOTE:

1. Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.
2. For installation of bridge mount clearance signs, see Bridge Mounted Clearance Sign Assembly (BMCS)Standard Sheet.
3. For Sign Support Descriptive Codes, see Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).

Texas Department of Transportation — Traffic Operations Division Standard

SUMMARY OF SMALL SIGNS

SOSS

FILE: sums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS 4-16 8-16				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		288

18

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SUMMARY OF SMALL SIGNS

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

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	POST TYPE FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	POSTS 1 or 2	ANCHOR TYPE UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	MOUNTING DESIGNATION PREFABRICATED P = "Plain" T = "T" U = "U"	MOUNTING DESIGNATION 1EXT or 2EXT = # of Ext BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	BRIDGE MOUNT CLEARANCE SIGNS (See Note 2) TY = TYPE TY N TY S
8	2	R2-1	SPEED LIMIT XX	30"X36"	X		TWT	1	WS	P		
8	3	D3-2(1)	Ronald W Reagan Blvd NEXT INTERSECTION	114"X30"	X		S80	1	SA	U	BM	
8	4	R3-5R	ONLY	36"X30"	X		TWT	1	WS	P		
8	5	D3-1G(3)	Ronald Reagan Blvd	60"X8"	X		** - MOUNTED BACK	TO BACK	SA	P	BM	
		D3-1G(3)	← CR 289 ALT **	36"X8"								
		R4-4	CR 289 ALT → **	36"X8"			S80	1				
		R1-1	STOP	36"X36"								
		W4-4P	CROSS TRAFFIC DOES NOT STOP	36"X18"								
8	6	W1-7T		96"X36"	X		S80	1	SA	T		
INT 1	1	W1-7T		96"X36"	X		S80	1	SA	T		
INT 1	2	D3-3T	↑ CR 289 CR 255 → **	42"X8"	X		** - MOUNTED BACK	TO BACK	SA	P	BM	
		D3-3T	← CR 255 CR 255 ↑ **	42"X8"								
		D3-3T	← CR 255 CR 289 →	42"X8"			S80	1				
		R1-1	STOP	36"X36"								
		W4-4P	CROSS TRAFFIC DOES NOT STOP	36"X18"								
INT 1	3	W3-1		36"X36"	X		TWT	1	WS	P		

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
Greater than 15	0.125"

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

http://www.txdot.gov/

NOTE:

1. Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.
2. For installation of bridge mount clearance signs, see Bridge Mounted Clearance Sign Assembly (BMCS)Standard Sheet.
3. For Sign Support Descriptive Codes, see Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).

Texas Department of Transportation

Traffic Operations Division Standard

SUMMARY OF SMALL SIGNS

SOSS

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4-16	DIST	COUNTY		SHEET NO.
8-16	AUS	WILLIAMSON		289

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SUMMARY OF SMALL SIGNS

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

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	POST TYPE FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	POSTS 1 or 2	ANCHOR TYPE UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	MOUNTING DESIGNATION PREFABRICATED P = "Plain" T = "T" U = "U"	1EXT or 2EXT = # of Ext BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	BRIDGE MOUNT CLEARANCE SIGNS (See Note 2) TY = TYPE TY N TY S
INT 1	4	D3-3T	CR 289	30"X8"	X		S80	1	SA	P	BM	
		D3-3T	←CR 289 ALT CR 289→	54"X8"								
		R1-1	STOP	36"X36"								
		W4-4P	CROSS TRAFFIC DOES NOT STOP	36"X18"								
INT 1	5	D1-3	↑ BIG VALLEY ← CR 289 ALT CR 289 →	66"X36"	X		S80	1	SA	T		
INT 1	6	D3-3T	Big Valley Spur	48"X8"	X		S80	1	SA	P	BM	
		D3-3T	←CR 289 CR 289 ALT→	54"X8"								
		R1-1	STOP	36"X36"								
		W4-4P	CROSS TRAFFIC DOES NOT STOP	36"X18"								
INT 1	7	D1-3	↑ CR 289 ← CR 289 CR 289 ALT →	66"X36"	X		S80	1	SA	T		
INT 1	8	W3-1		36"X36"	X		TWT	1	WS	P		
INT 1	9	W3-1		36"X36"	X		TWT	1	WS	P		
RR 1	1	W2-2R		36"X36"	X		TWT	1	WS	P		
RR 1	2	D20-1T	CO RD 289 ALT ←	36"X24"	X		TWT	1	WS	P		
RR 1	3	R1-2	YIELD	36"X36"X36"	X		TWT	1	WS	P		
RR 1	4	R3-7R	RIGHT LANE MUST TURN RIGHT	36"X36"	X		TWT	1	WS	P		
RR 1	5	R4-4	BEGIN RIGHT TURN LANE YIELD TO PEDS	36"X30"	X		TWT	1	WS	P		
RR 1	6	D20-1T	CO RD 289 ALT →	36"X24"	X		TWT	1	WS	P		
RR 1	7	W2-2R		36"X36"	X		TWT	1	WS	P		

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
Greater than 15	0.125"

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

http://www.txdot.gov/

NOTE:

1. Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.
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3. For Sign Support Descriptive Codes, see Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).

SHEET 4 OF 4

Texas Department of Transportation — Traffic Operations Division Standard

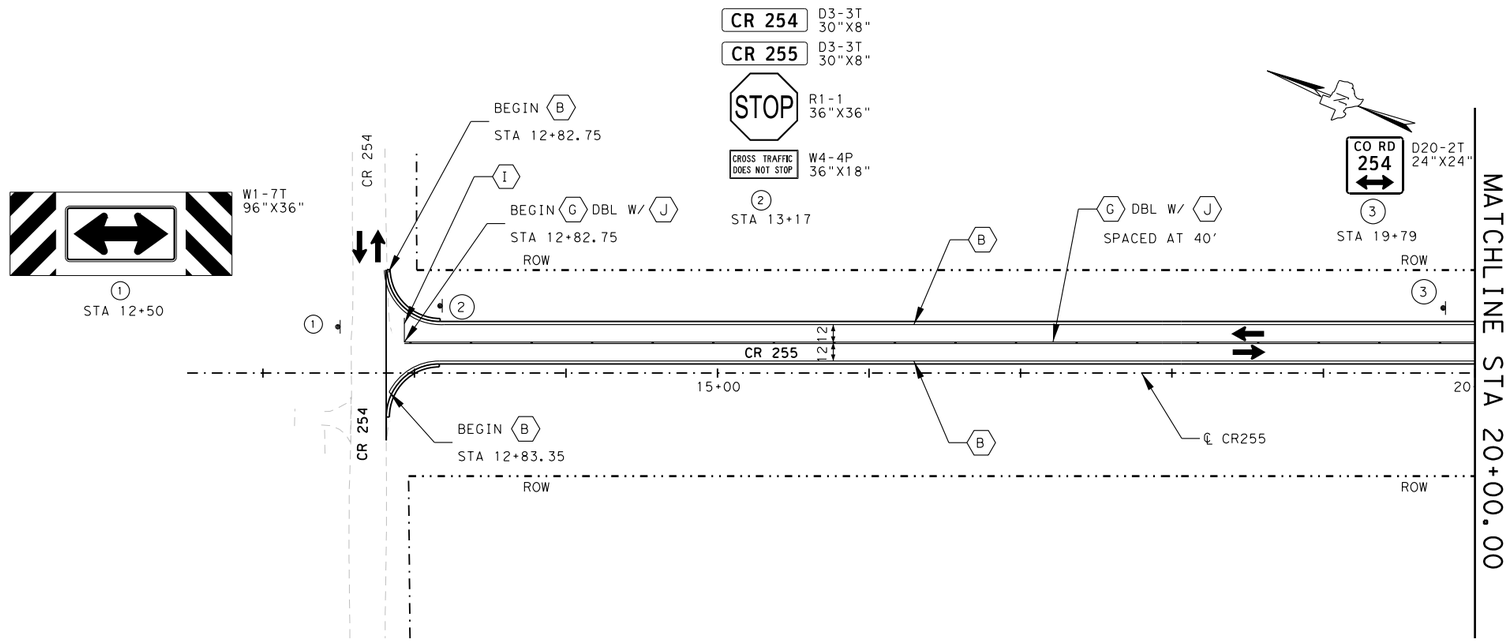
SUMMARY OF SMALL SIGNS

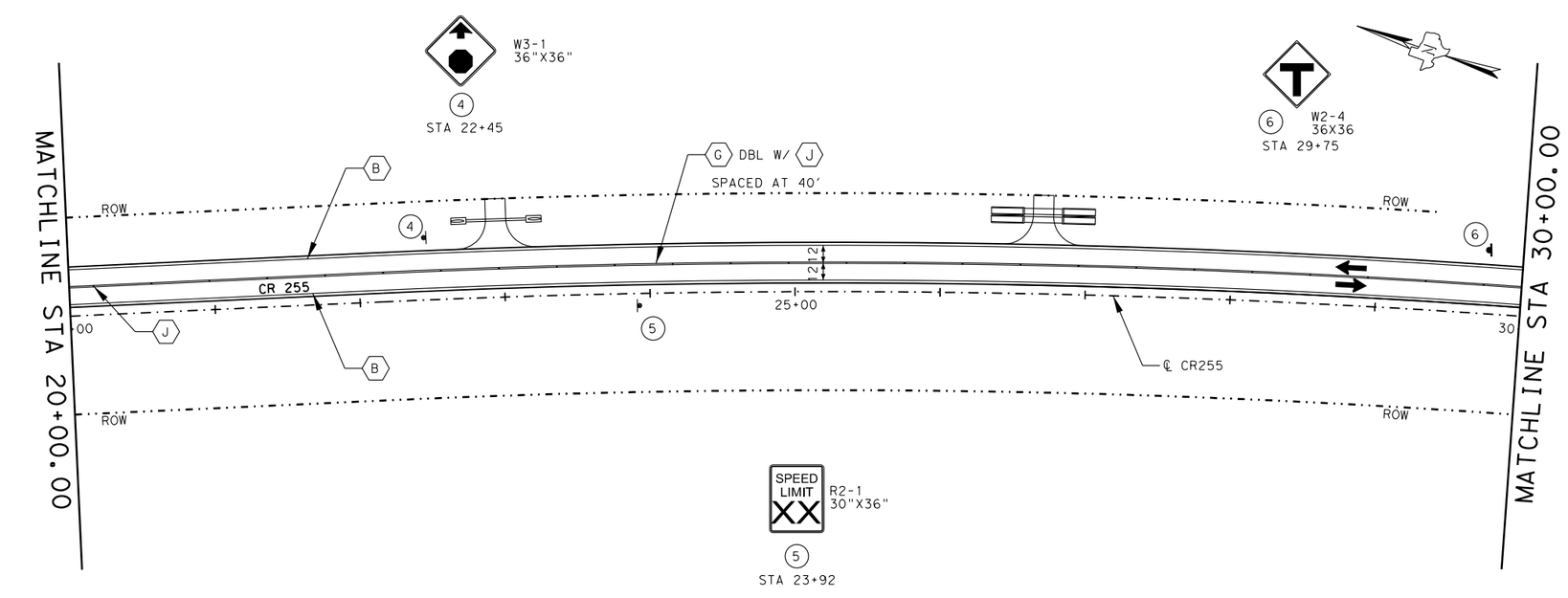
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4-16	DIST	COUNTY		SHEET NO.
8-16	AUS	WILLIAMSON		290

T8

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0 50 100

SCALE: 1" = 100'

PAVEMENT MARKINGS LEGEND

SYM	ITEM	DESCRIPTION	UNIT	QTY
	658	DEL ASSM D-SW SZ 1(WFLX)GND	EA	
	658	OM ASSM OM-2Y (WC)(GND)	EA	
A	666	6"WHITE BRK TYP I & TYP II	LF	
B	666	6"WHITE SLD TYP I & TYP II	LF	3470
C	666	8"WHITE SLD TYP I & TYP II	LF	
D	666	ARROW WHITE TYP I & TYP II	EA	
E	666	WORD WHITE TYP I & TYP II	EA	
F	666	6"YELLOW BRK TYP I & TYP II	LF	
G	666	6"YELLOW SLD TYP I & TYP II	LF	3417
H	666	12"YELLOW SLD TYP I & TYP II	LF	
I	666	24"WHITE SLD TYP I & TYP II	LF	16
J	672	REFL PAV MRKR TY II-A-A	EA	52
K	672	REFL PAV MRKR TY II-C-R	EA	
L	672	REFL PAV MRKR TY I-C	EA	

SEE TYPICAL STANDARD PAVEMENT MARKINGS SHEETS PM(1)-22 THROUGH PM(4)-22A FOR DETAILS.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

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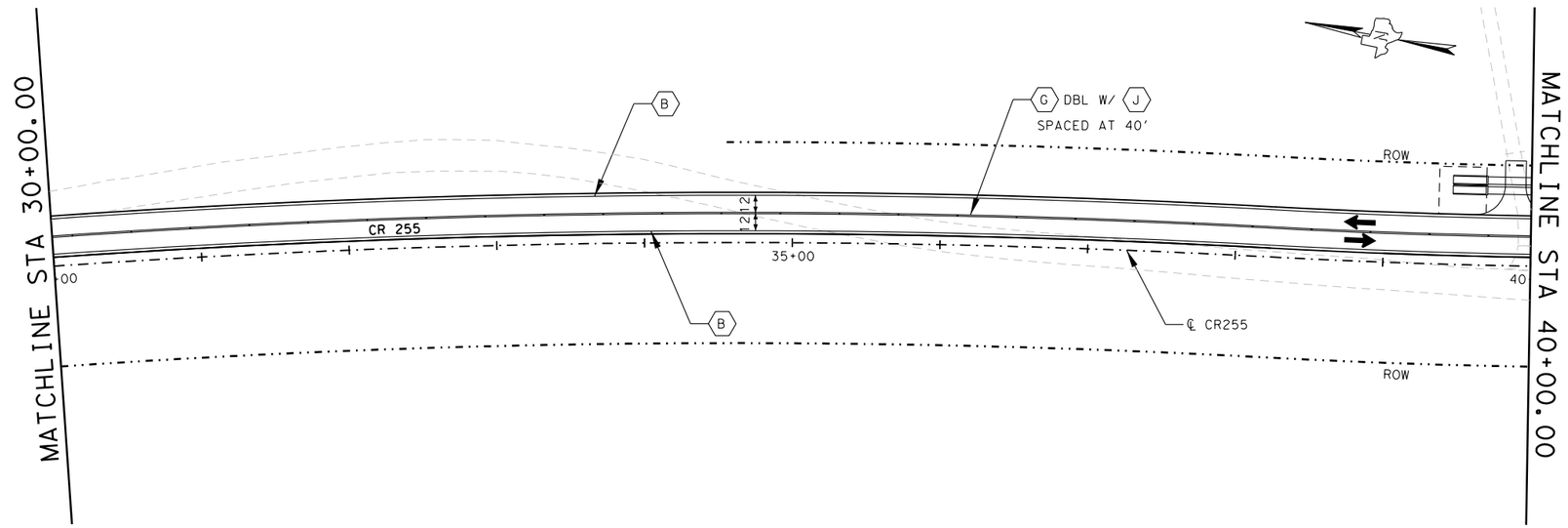
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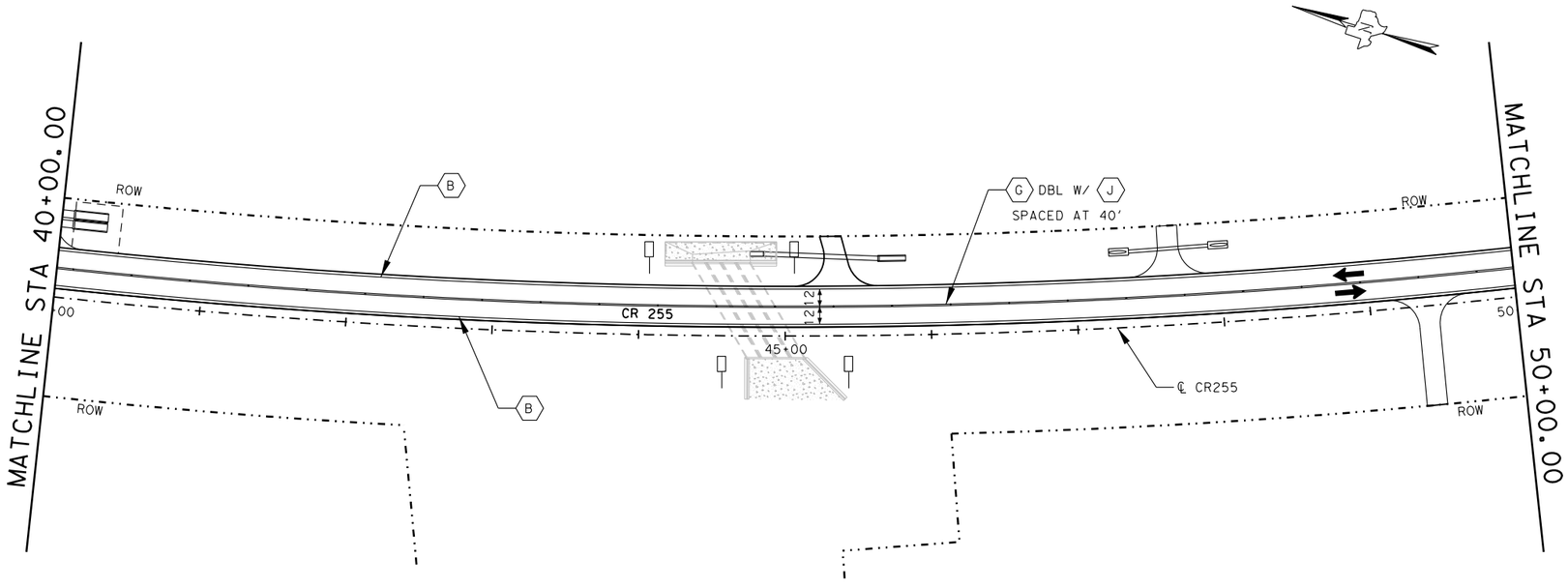
CR 255 SIGNING AND PAVEMENT MARKING LAYOUT BEGIN TO STA 30+00

SHEET 1 OF 8

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DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			291

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0 50 100

SCALE: 1" = 100'

PAVEMENT MARKINGS LEGEND

SYM	ITEM	DESCRIPTION	UNIT	QTY
	658	DEL ASSM D-SW SZ 1(WFLX)GND	EA	
	658	OM ASSM OM-2Y (WC)(GND)	EA	4
A	666	6"WHITE BRK TYP I & TYP II	LF	
B	666	6"WHITE SLD TYP I & TYP II	LF	4008
C	666	8"WHITE SLD TYP I & TYP II	LF	
D	666	ARROW WHITE TYP I & TYP II	EA	
E	666	WORD WHITE TYP I & TYP II	EA	
F	666	6"YELLOW BRK TYP I & TYP II	LF	
G	666	6"YELLOW SLD TYP I & TYP II	LF	4006
H	666	12"YELLOW SLD TYP I & TYP II	LF	
I	666	24"WHITE SLD TYP I & TYP II	LF	
J	672	REFL PAV MRKR TY II-A-A	EA	52
K	672	REFL PAV MRKR TY II-C-R	EA	
L	672	REFL PAV MRKR TY I-C	EA	

SEE TYPICAL STANDARD PAVEMENT MARKINGS SHEETS PM(1)-22 THROUGH PM(4)-22A FOR DETAILS.

STATE OF TEXAS
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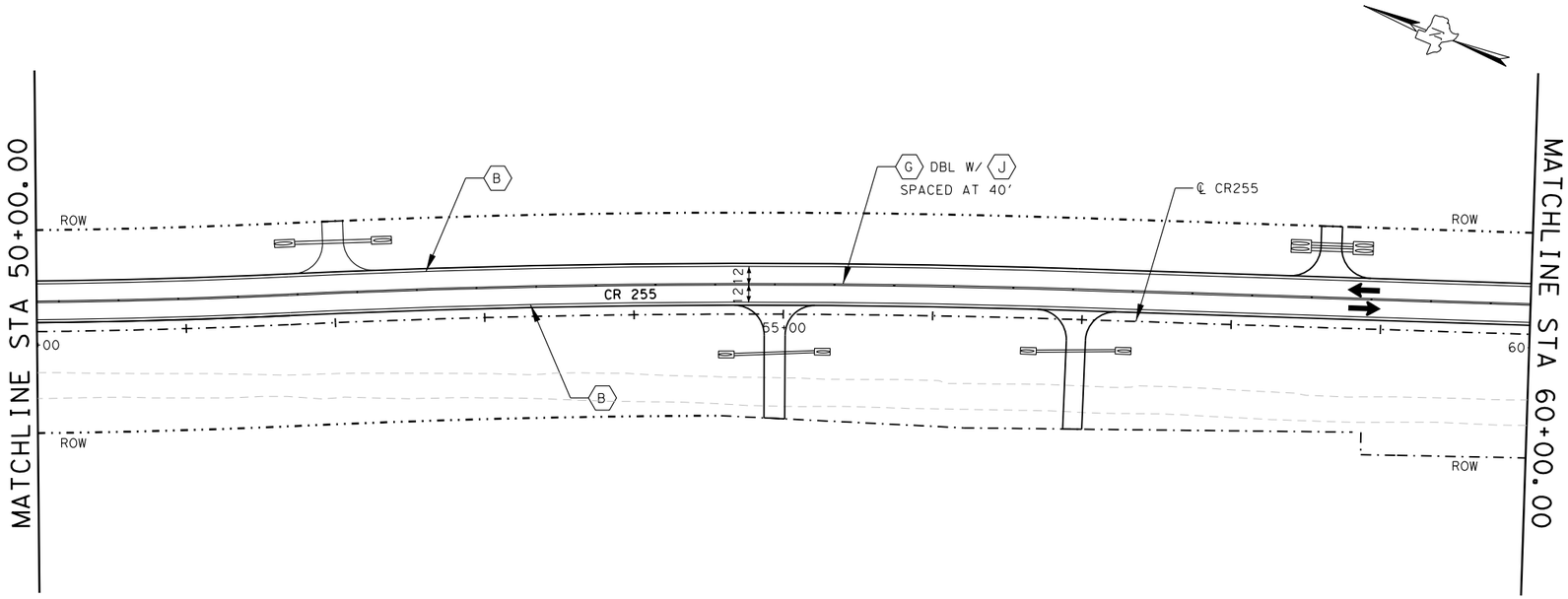
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SHEET 2 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
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DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			292

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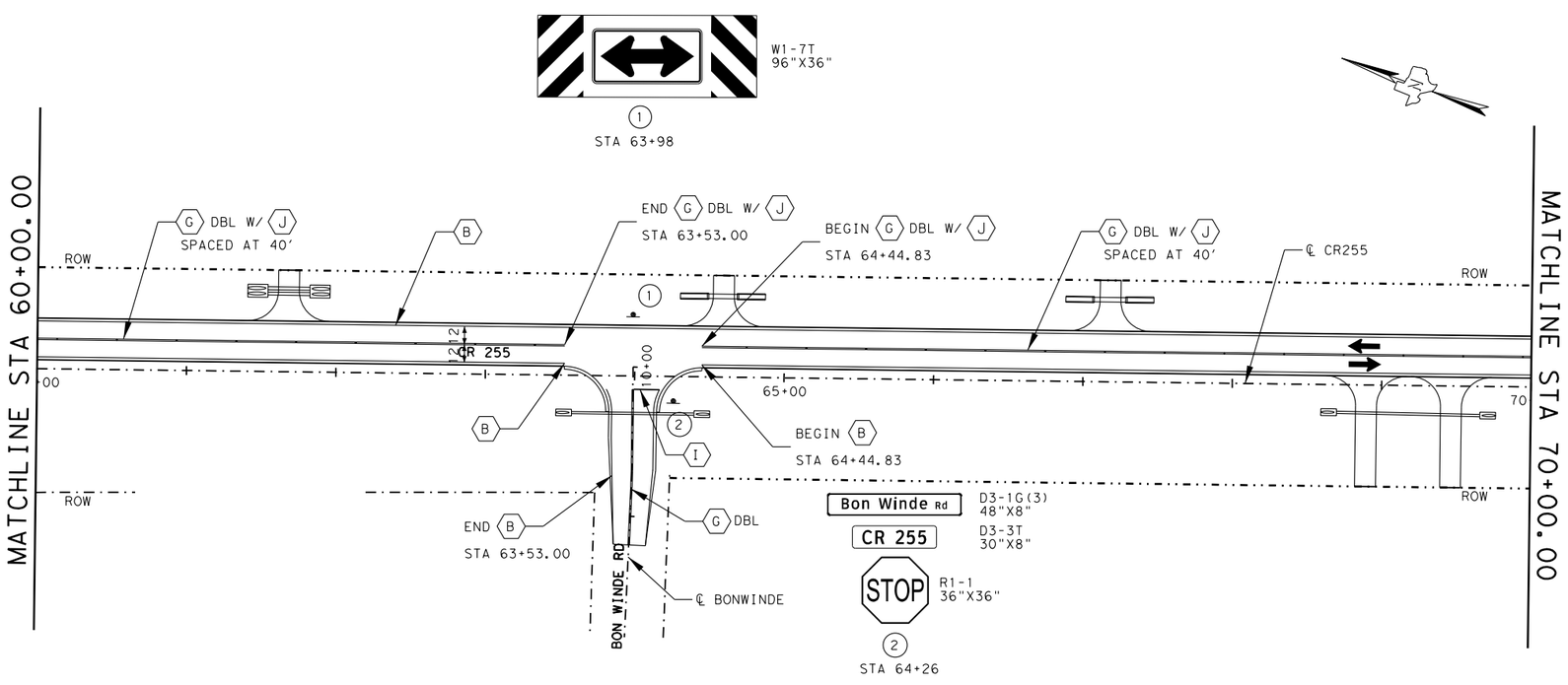
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SCALE: 1" = 100'

PAVEMENT MARKINGS LEGEND

SYM	ITEM	DESCRIPTION	UNIT	QTY
	658	DEL ASSM D-SW SZ 1(WFLX)GND	EA	
	658	OM ASSM OM-2Y (WC)(GND)	EA	
A	666	6"WHITE BRK TYP I & TYP II	LF	
B	666	6"WHITE SLD TYP I & TYP II	LF	4106
C	666	8"WHITE SLD TYP I & TYP II	LF	
D	666	ARROW WHITE TYP I & TYP II	EA	
E	666	WORD WHITE TYP I & TYP II	EA	
F	666	6"YELLOW BRK TYP I & TYP II	LF	
G	666	6"YELLOW SLD TYP I & TYP II	LF	3916
H	666	12"YELLOW SLD TYP I & TYP II	LF	
I	666	24"WHITE SLD TYP I & TYP II	LF	17
J	672	REFL PAV MRKR TY II-A-A	EA	50
K	672	REFL PAV MRKR TY II-C-R	EA	
L	672	REFL PAV MRKR TY I-C	EA	

SEE TYPICAL STANDARD PAVEMENT MARKINGS SHEETS PM(1)-22 THROUGH PM(4)-22A FOR DETAILS.



STATE OF TEXAS
GERALD A. LANKES
107484
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PROFESSIONAL ENGINEER
11/6/2024

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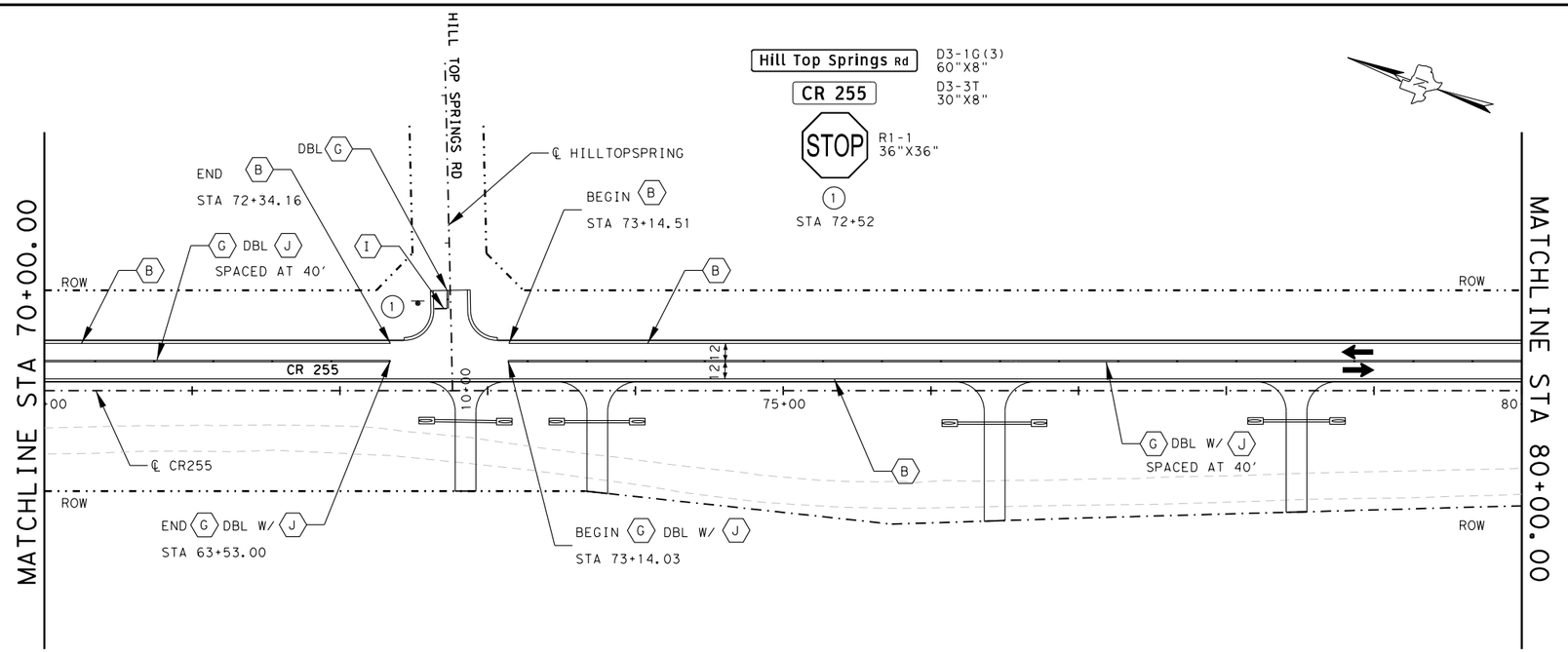
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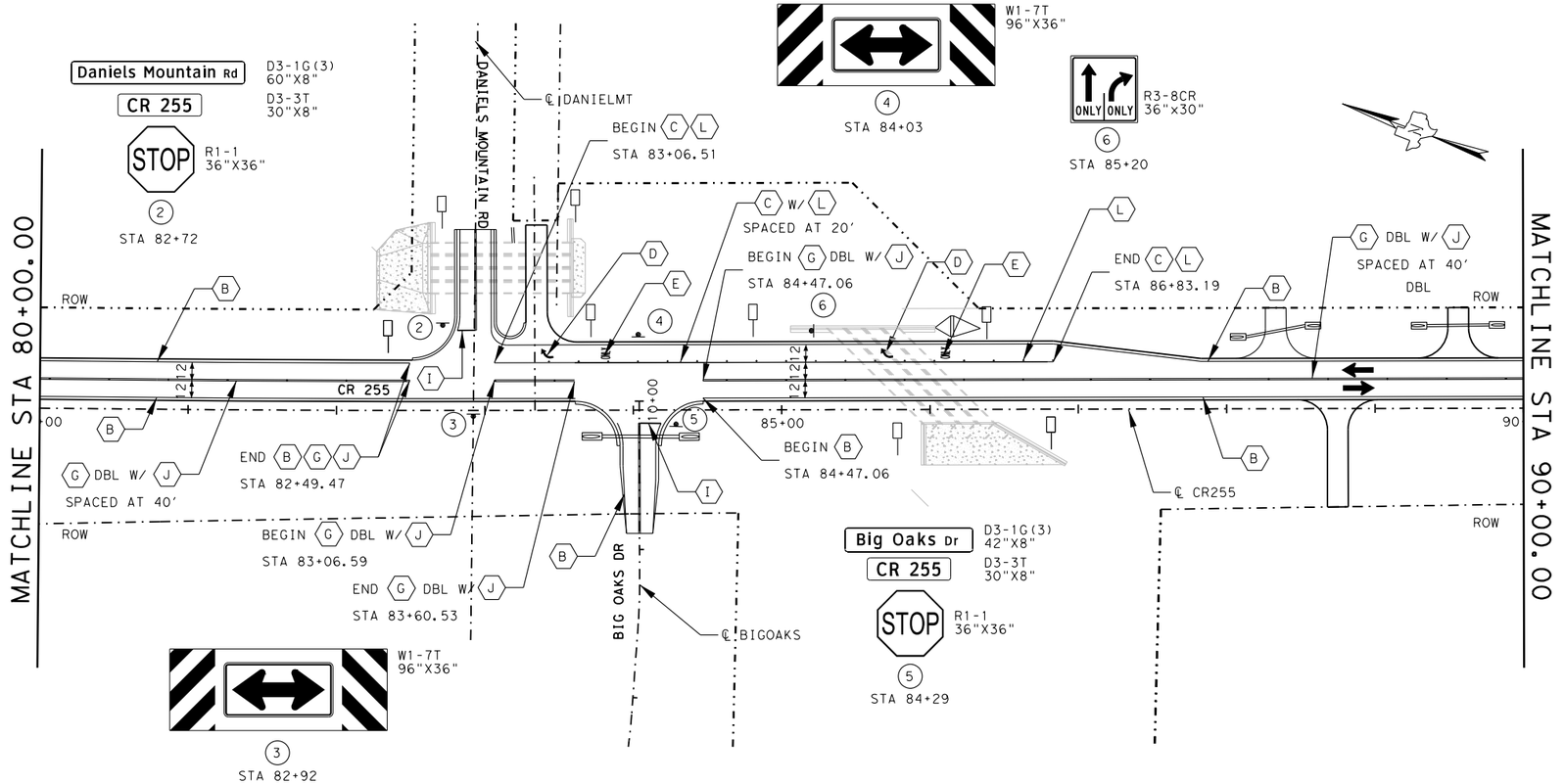
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SIGNING AND PAVEMENT MARKING LAYOUT
STA 50+00 TO STA 70+00

SHEET 3 OF 8

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CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			293

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0 50 100

SCALE: 1" = 100'

PAVEMENT MARKINGS LEGEND

SYM	ITEM	DESCRIPTION	UNIT	QTY
	658	DEL ASSM D-SW SZ 1(WFLX)GND	EA	
	658	OM ASSM OM-2Y (WC)(GND)	EA	8
A	666	6"WHITE BRK TYP I & TYP II	LF	
B	666	6"WHITE SLD TYP I & TYP II	LF	3831
C	666	8"WHITE SLD TYP I & TYP II	LF	319
D	666	ARROW WHITE TYP I & TYP II	EA	2
E	666	WORD WHITE TYP I & TYP II	EA	2
F	666	6"YELLOW BRK TYP I & TYP II	LF	
G	666	6"YELLOW SLD TYP I & TYP II	LF	4104
H	666	12"YELLOW SLD TYP I & TYP II	LF	
I	666	24"WHITE SLD TYP I & TYP II	LF	35
J	672	REFL PAV MRKR TY II-A-A	EA	59
K	672	REFL PAV MRKR TY II-C-R	EA	
L	672	REFL PAV MRKR TY I-C	EA	17

SEE TYPICAL STANDARD PAVEMENT MARKINGS SHEETS PM(1)-22 THROUGH PM(4)-22A FOR DETAILS.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER

11/6/2024

WILCO TEXAS

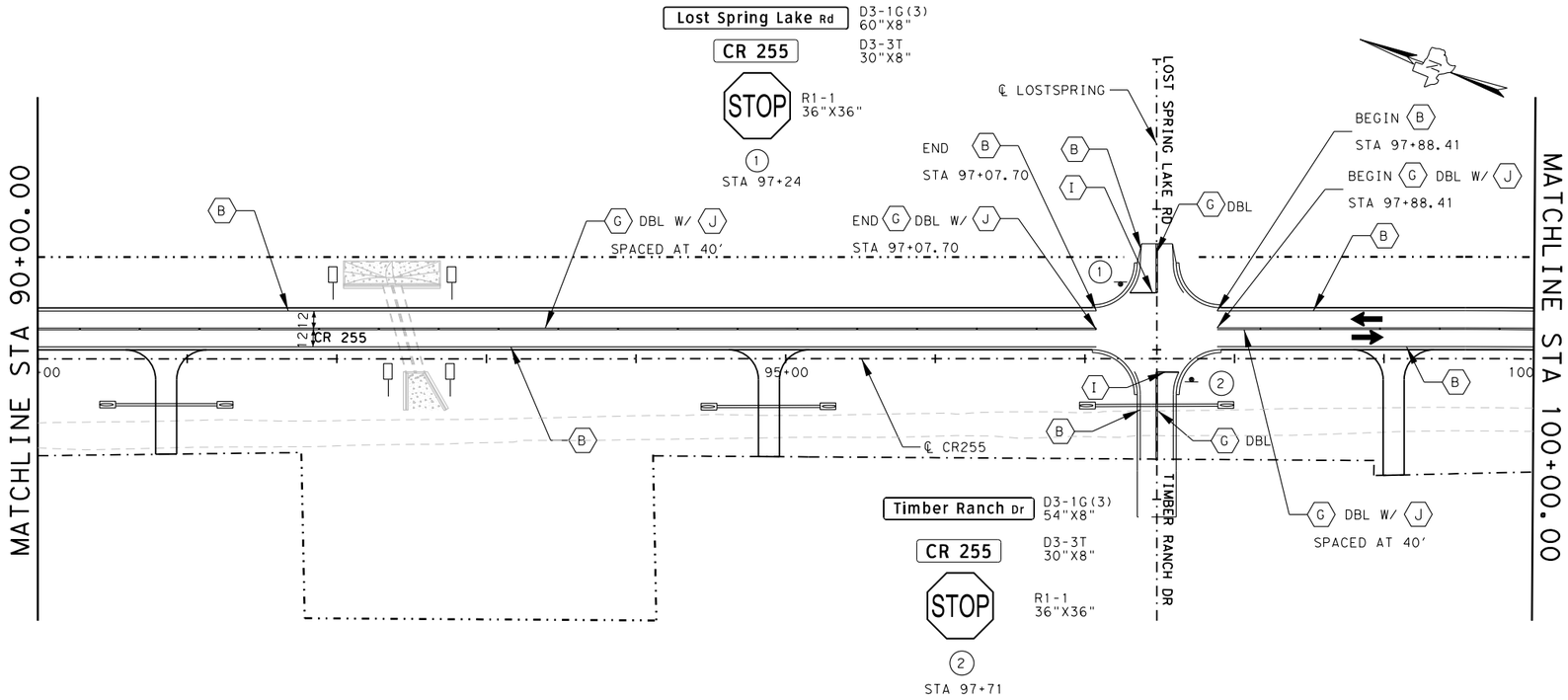
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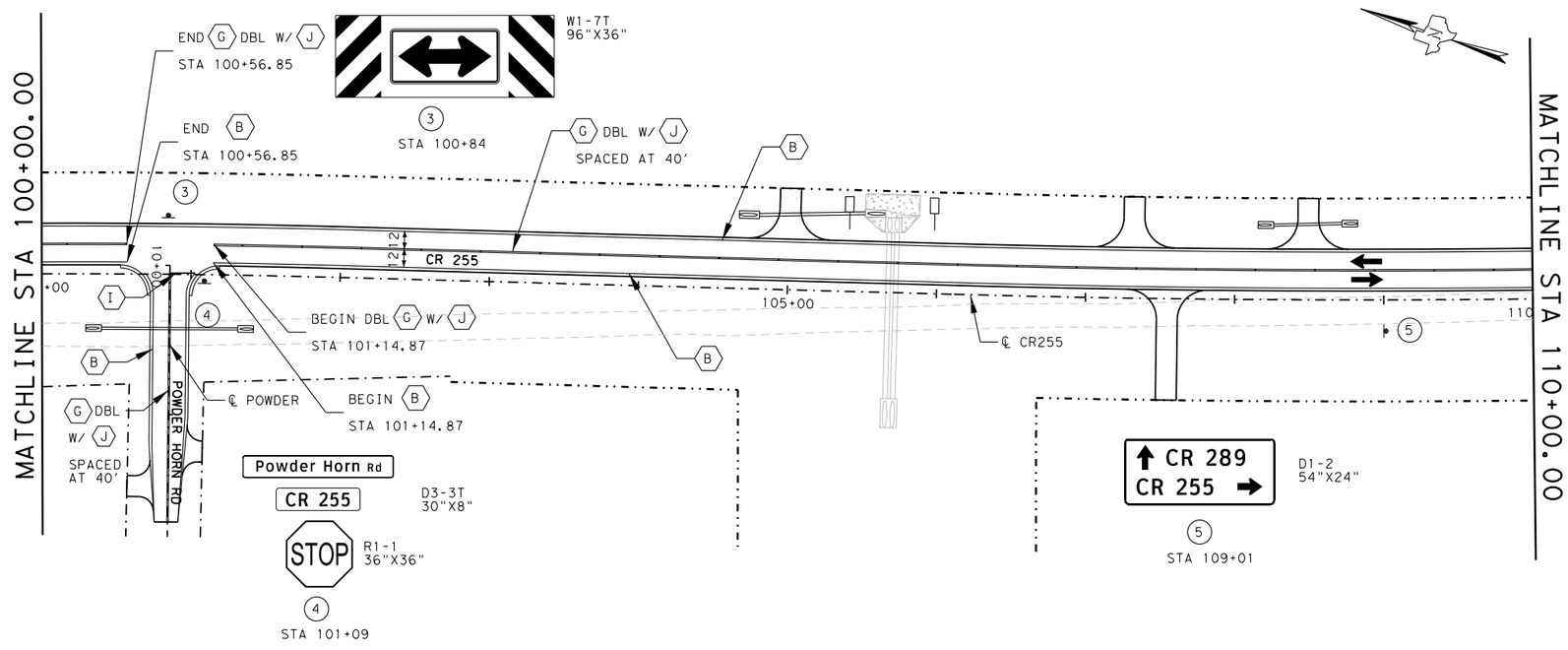
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CR 255
SIGNING AND PAVEMENT MARKING LAYOUT
STA 70+00 TO STA 90+00

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
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CHECKED:	WILLIAMSON			294

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0 50 100

SCALE: 1" = 100'

PAVEMENT MARKINGS LEGEND

SYM	ITEM	DESCRIPTION	UNIT	QTY
	658	DEL ASSM D-SW SZ 1(WFLX)GND	EA	
	658	OM ASSM OM-2Y (WC)(GND)	EA	8
A	666	6"WHITE BRK TYP I & TYP II	LF	
B	666	6"WHITE SLD TYP I & TYP II	LF	3780
C	666	8"WHITE SLD TYP I & TYP II	LF	
D	666	ARROW WHITE TYP I & TYP II	EA	
E	666	WORD WHITE TYP I & TYP II	EA	
F	666	6"YELLOW BRK TYP I & TYP II	LF	
G	666	6"YELLOW SLD TYP I & TYP II	LF	4376
H	666	12"YELLOW SLD TYP I & TYP II	LF	
I	666	24"WHITE SLD TYP I & TYP II	LF	48
J	672	REFL PAV MRKR TY II-A-A	EA	49
K	672	REFL PAV MRKR TY II-C-R	EA	
L	672	REFL PAV MRKR TY I-C	EA	

SEE TYPICAL STANDARD PAVEMENT MARKINGS SHEETS PM(1)-22 THROUGH PM(4)-22A FOR DETAILS.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

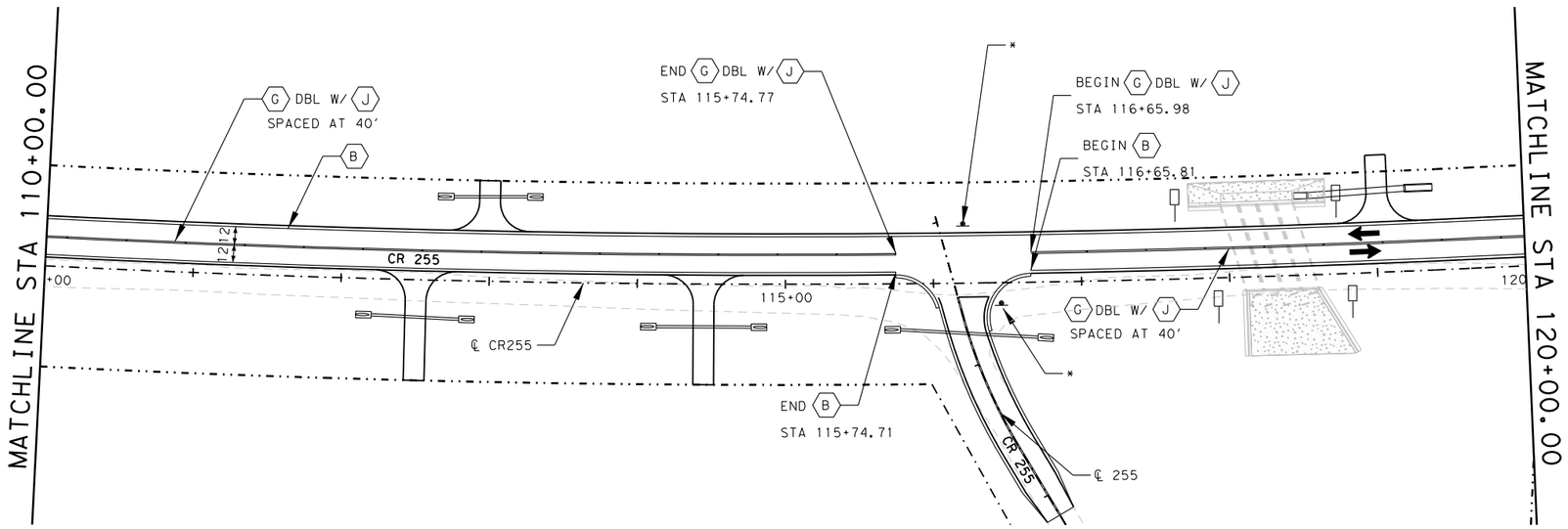
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
SIGNING AND PAVEMENT MARKING LAYOUT
STA 90+00 TO STA 110+00

SHEET 5 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			295

USER: korahoske
DATE: 11/6/2024 2:10
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0 50 100

SCALE: 1" = 100'

PAVEMENT MARKINGS LEGEND

SYM	ITEM	DESCRIPTION	UNIT	QTY
	658	DEL ASSM D-SW SZ 1(WFLX)GND	EA	
	658	OM ASSM OM-2Y (WC)(GND)	EA	4
A	666	6"WHITE BRK TYP I & TYP II	LF	
B	666	6"WHITE SLD TYP I & TYP II	LF	4384
C	666	8"WHITE SLD TYP I & TYP II	LF	
D	666	ARROW WHITE TYP I & TYP II	EA	
E	666	WORD WHITE TYP I & TYP II	EA	
F	666	6"YELLOW BRK TYP I & TYP II	LF	
G	666	6"YELLOW SLD TYP I & TYP II	LF	4293
H	666	12"YELLOW SLD TYP I & TYP II	LF	
I	666	24"WHITE SLD TYP I & TYP II	LF	
J	672	REFL PAV MRKR TY II-A-A	EA	49
K	672	REFL PAV MRKR TY II-C-R	EA	
L	672	REFL PAV MRKR TY I-C	EA	

SEE TYPICAL STANDARD PAVEMENT MARKINGS SHEETS PM(1)-22 THROUGH PM(4)-22A FOR DETAILS.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

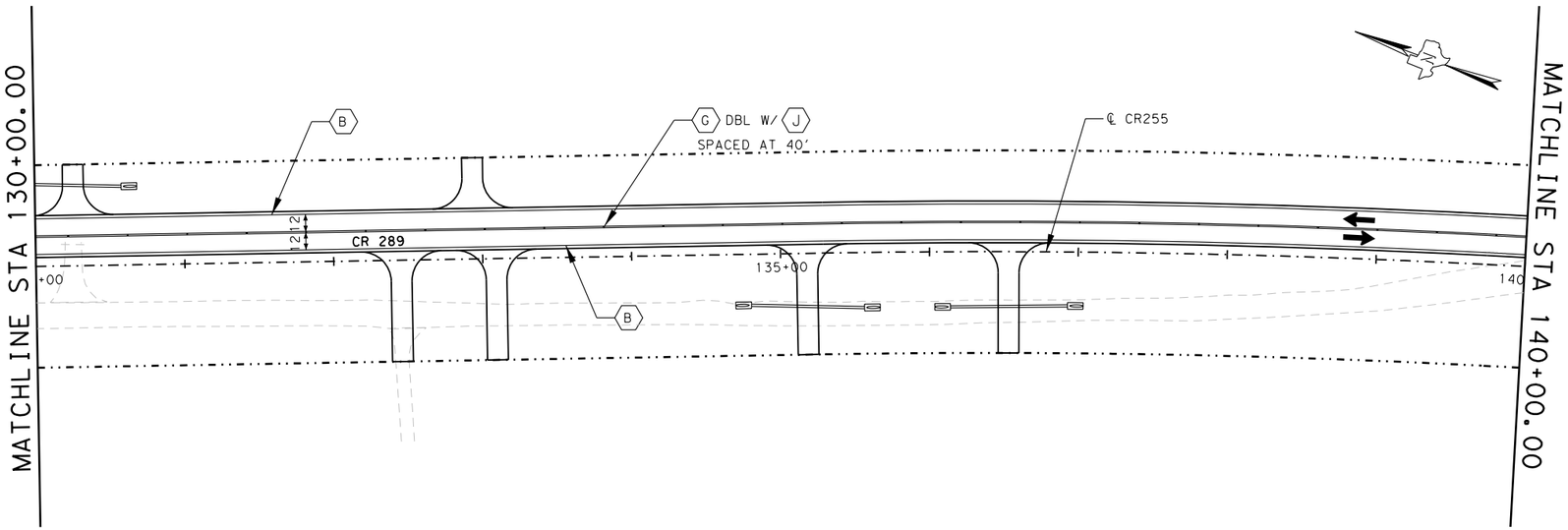
Seiler Lankes Group
TBPE License No. 12170
PLANNING • ENGINEERING • CONSTRUCTION

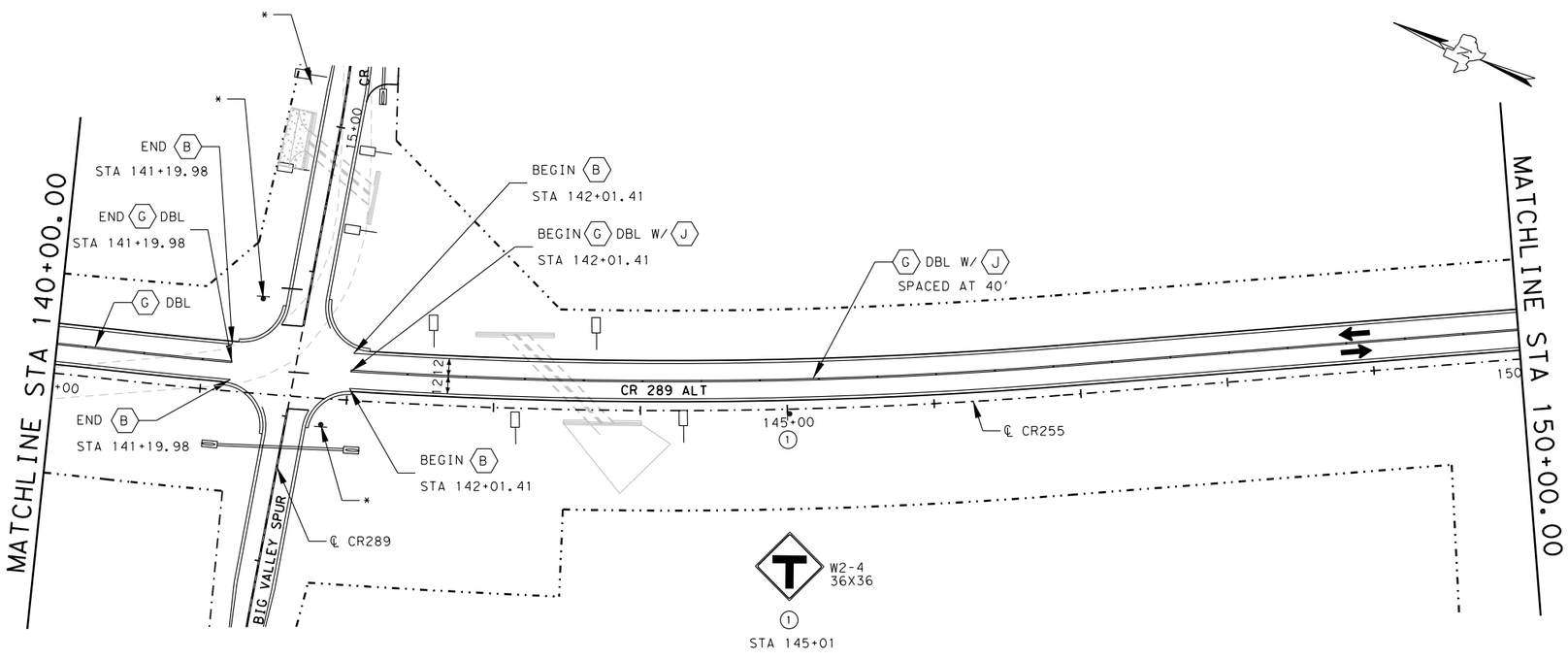
CR 255
SIGNING AND PAVEMENT MARKING LAYOUT
STA 110+00 TO STA 130+00

SHEET 6 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY		JOB No.	SHEET No.
CHECKED:	WILLIAMSON			296

USER: korallnoske
DATE: 11/6/2024 2:10
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* SEE SIGNING AND PAVEMENT MARKING LAYOUT 255/CR289/BIG VALLEY SPUR FOR DETAILS.

0 50 100

SCALE: 1" = 100'

PAVEMENT MARKINGS LEGEND

SYM	ITEM	DESCRIPTION	UNIT	QTY
	658	DEL ASSM D-SW SZ 1(WFLX)GND	EA	
	658	OM ASSM OM-2Y (WC)(GND)	EA	4
A	666	6"WHITE BRK TYP I & TYP II	LF	
B	666	6"WHITE SLD TYP I & TYP II	LF	4769
C	666	8"WHITE SLD TYP I & TYP II	LF	
D	666	ARROW WHITE TYP I & TYP II	EA	
E	666	WORD WHITE TYP I & TYP II	EA	
F	666	6"YELLOW BRK TYP I & TYP II	LF	
G	666	6"YELLOW SLD TYP I & TYP II	LF	4771
H	666	12"YELLOW SLD TYP I & TYP II	LF	
I	666	24"WHITE SLD TYP I & TYP II	LF	28
J	672	REFL PAV MRKR TY II-A-A	EA	50
K	672	REFL PAV MRKR TY II-C-R	EA	
L	672	REFL PAV MRKR TY I-C	EA	

SEE TYPICAL STANDARD PAVEMENT MARKINGS SHEETS PM(1)-22 THROUGH PM(4)-22A FOR DETAILS.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

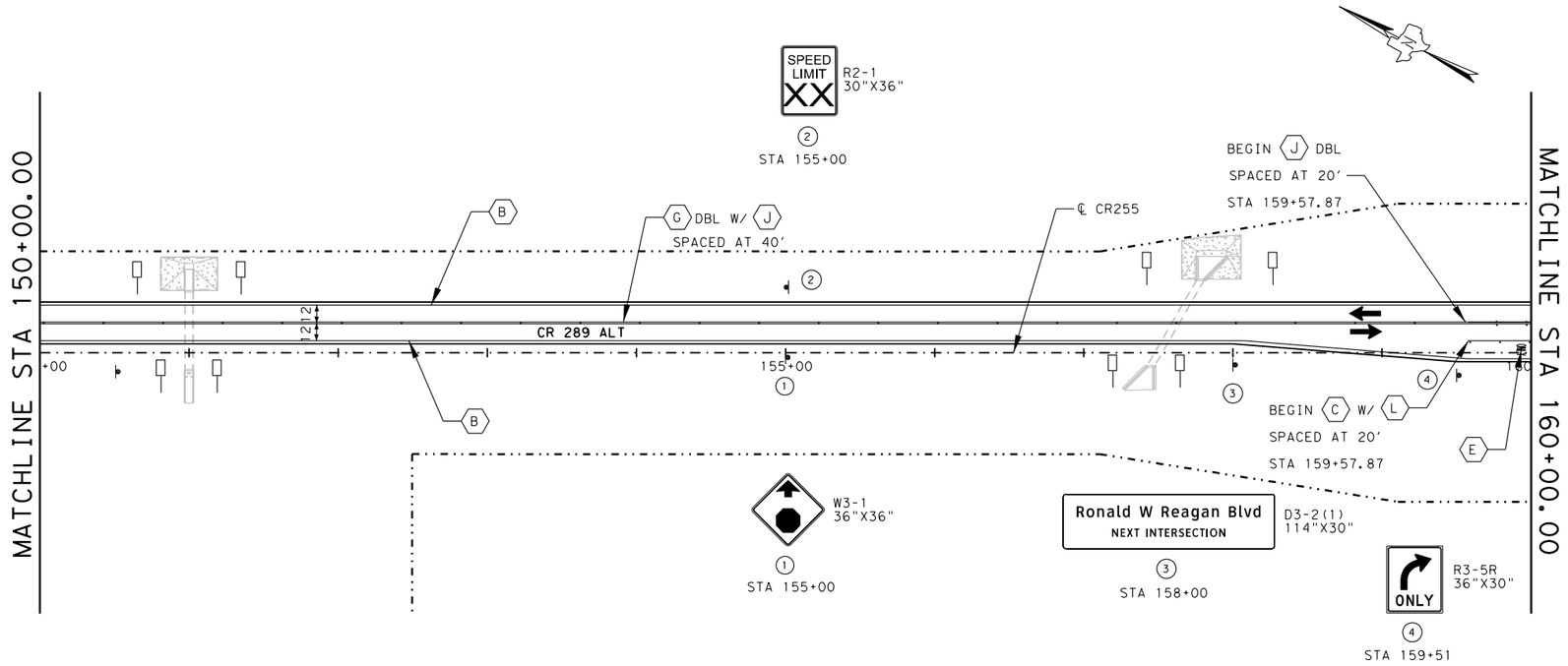
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

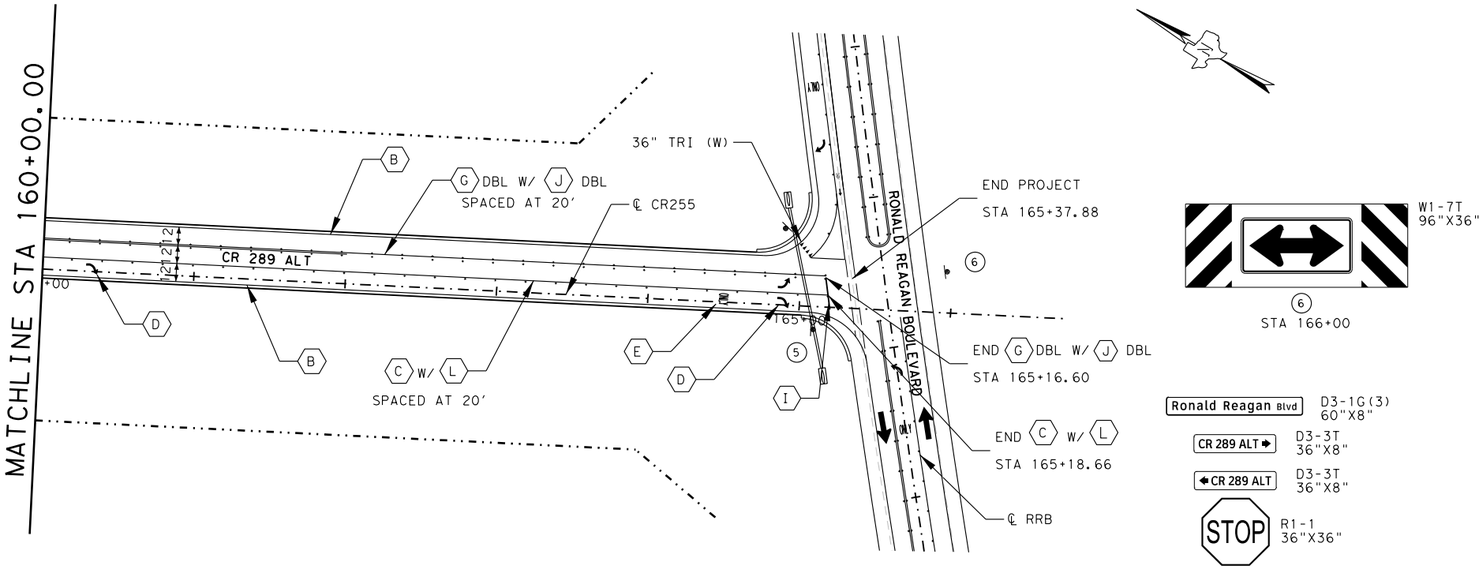
CR 255
SIGNING AND PAVEMENT MARKING LAYOUT
STA 130+00 TO STA 150+00

SHEET 7 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			297

USER: korahoske
DATE: 11/6/2024 2:10
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W1-7T
96"X36"
6
STA 166+00

Ronald Reagan Blvd D3-1G(3) 60"X8"

CR 289 ALT → D3-3T 36"X8"

← CR 289 ALT D3-3T 36"X8"

STOP R1-1 36"X36"

CROSS TRAFFIC DOES NOT STOP W4-4P 36"X18"

5
STA 165+10

0 50 100
SCALE: 1" = 100'

PAVEMENT MARKINGS LEGEND

SYM	ITEM	DESCRIPTION	UNIT	QTY
	658	DEL ASSM D-SW SZ 1(WFLX)GND	EA	
	658	OM ASSM OM-2Y (WC)(GND)	EA	8
A	666	6"WHITE BRK TYP I & TYP II	LF	
B	666	6"WHITE SLD TYP I & TYP II	LF	3092
C	666	8"WHITE SLD TYP I & TYP II	LF	561
D	666	ARROW WHITE TYP I & TYP II	EA	2
E	666	WORD WHITE TYP I & TYP II	EA	2
F	666	6"YELLOW BRK TYP I & TYP II	LF	
G	666	6"YELLOW SLD TYP I & TYP II	LF	3260
H	666	12"YELLOW SLD TYP I & TYP II	LF	
I	666	24"WHITE SLD TYP I & TYP II	LF	22
J	672	REFL PAV MRKR TY II-A-A	EA	58
K	672	REFL PAV MRKR TY II-C-R	EA	
L	672	REFL PAV MRKR TY I-C	EA	31

SEE TYPICAL STANDARD PAVEMENT MARKINGS SHEETS PM(1)-22 THROUGH PM(4)-22A FOR DETAILS.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

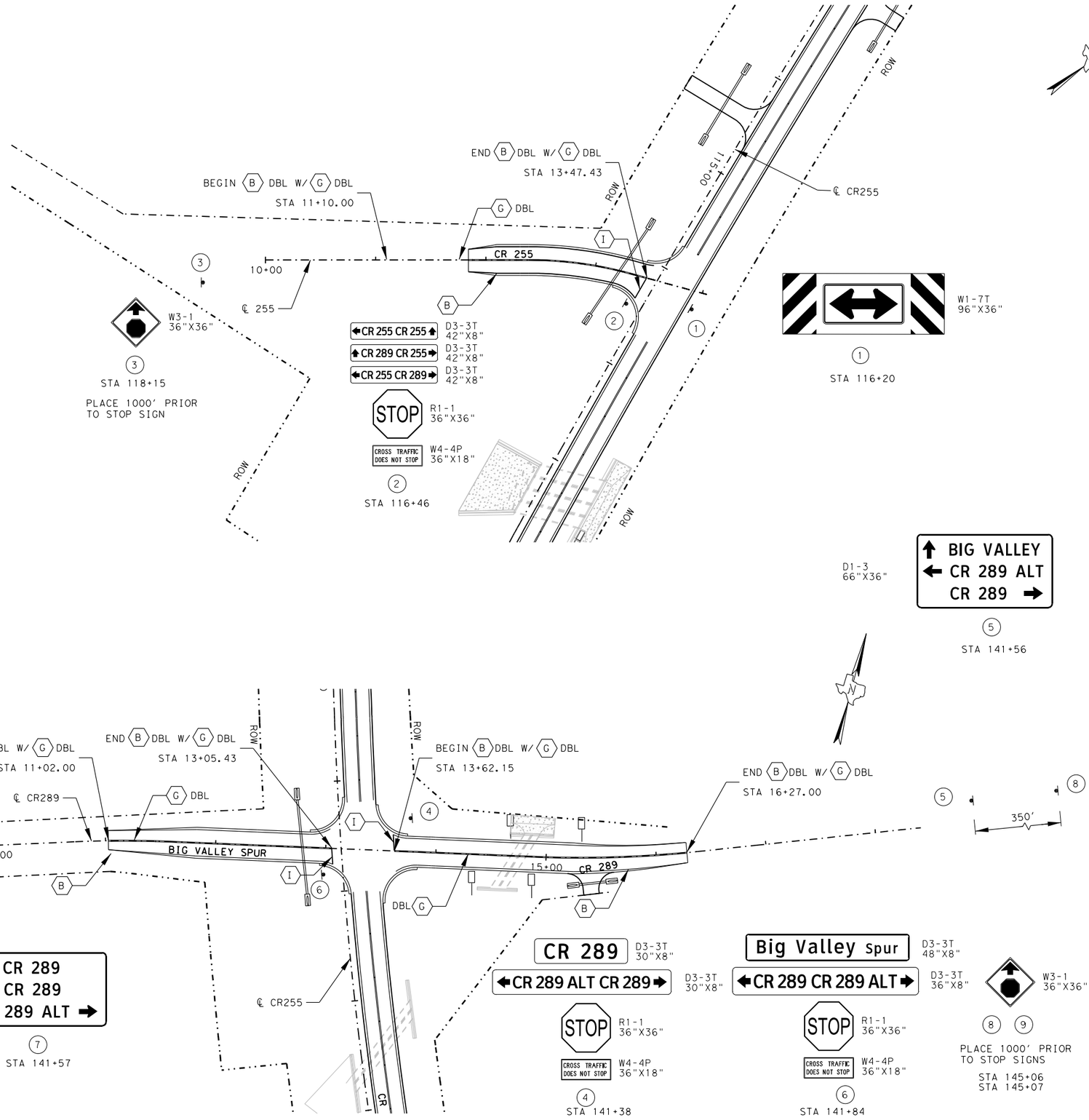
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
SIGNING AND PAVEMENT MARKING LAYOUT
STA 150+00 TO END

SHEET 8 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY		JOB No.	SHEET No.
CHECKED:	WILLIAMSON			298

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0 50 100

SCALE: 1" = 100'

PAVEMENT MARKINGS LEGEND

SYM	ITEM	DESCRIPTION	UNIT	QTY
	658	DEL ASSM D-SW SZ 1(WFLX)GND	EA	
	658	OM ASSM OM-2Y (WC)(GND)	EA	4
(A)	666	6"WHITE BRK TYP I & TYP II	LF	1607
(B)	666	6"WHITE SLD TYP I & TYP II	LF	1607
(C)	666	8"WHITE SLD TYP I & TYP II	LF	
(D)	666	ARROW WHITE TYP I & TYP II	EA	
(E)	666	WORD WHITE TYP I & TYP II	EA	
(F)	666	6"YELLOW BRK TYP I & TYP II	LF	
(G)	666	6"YELLOW SLD TYP I & TYP II	LF	1607
(H)	666	12"YELLOW SLD TYP I & TYP II	LF	
(I)	666	24"WHITE SLD TYP I & TYP II	LF	48
(J)	672	REFL PAV MRKR TY II-A-A	EA	20
(K)	672	REFL PAV MRKR TY II-C-R	EA	
(L)	672	REFL PAV MRKR TY I-C	EA	

SEE TYPICAL STANDARD PAVEMENT MARKINGS SHEETS PM(1)-22 THROUGH PM(4)-22A FOR DETAILS.

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

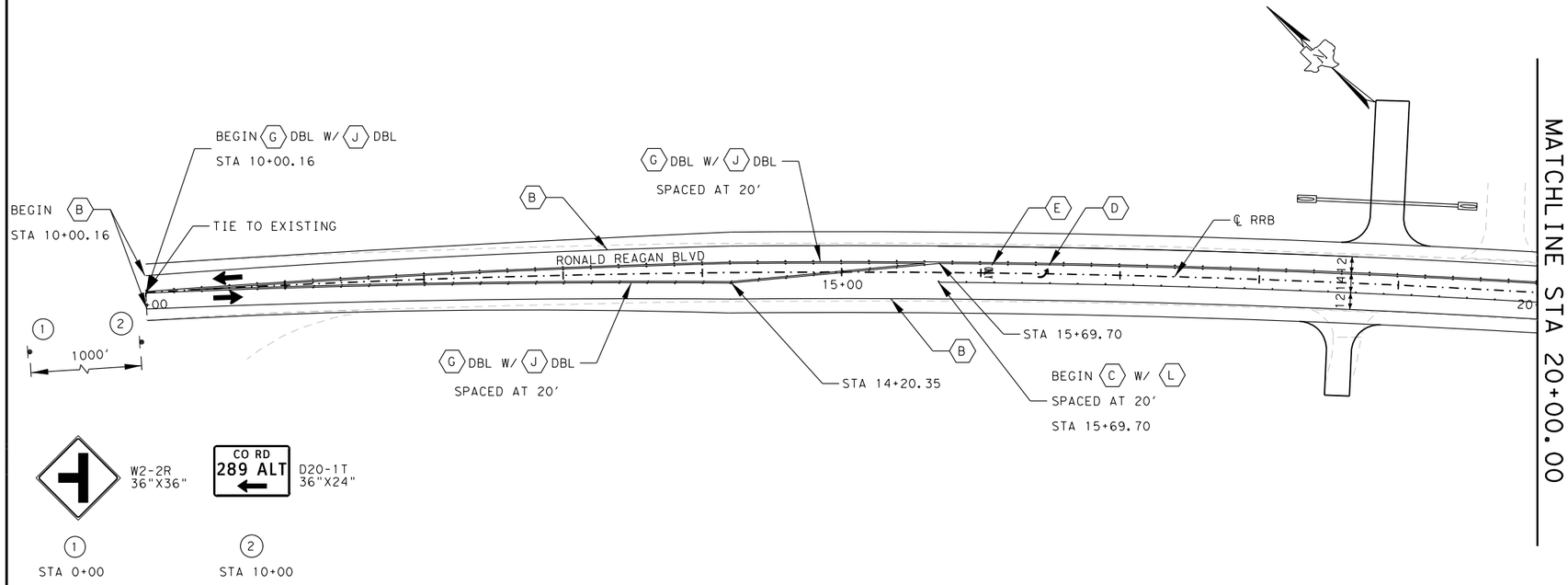
Seiler Lankes Group
TBPE License No. 12670
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
SIGNING AND PAVEMENT MARKING LAYOUT
255/CR289/BIG VALLEY SPUR

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			299

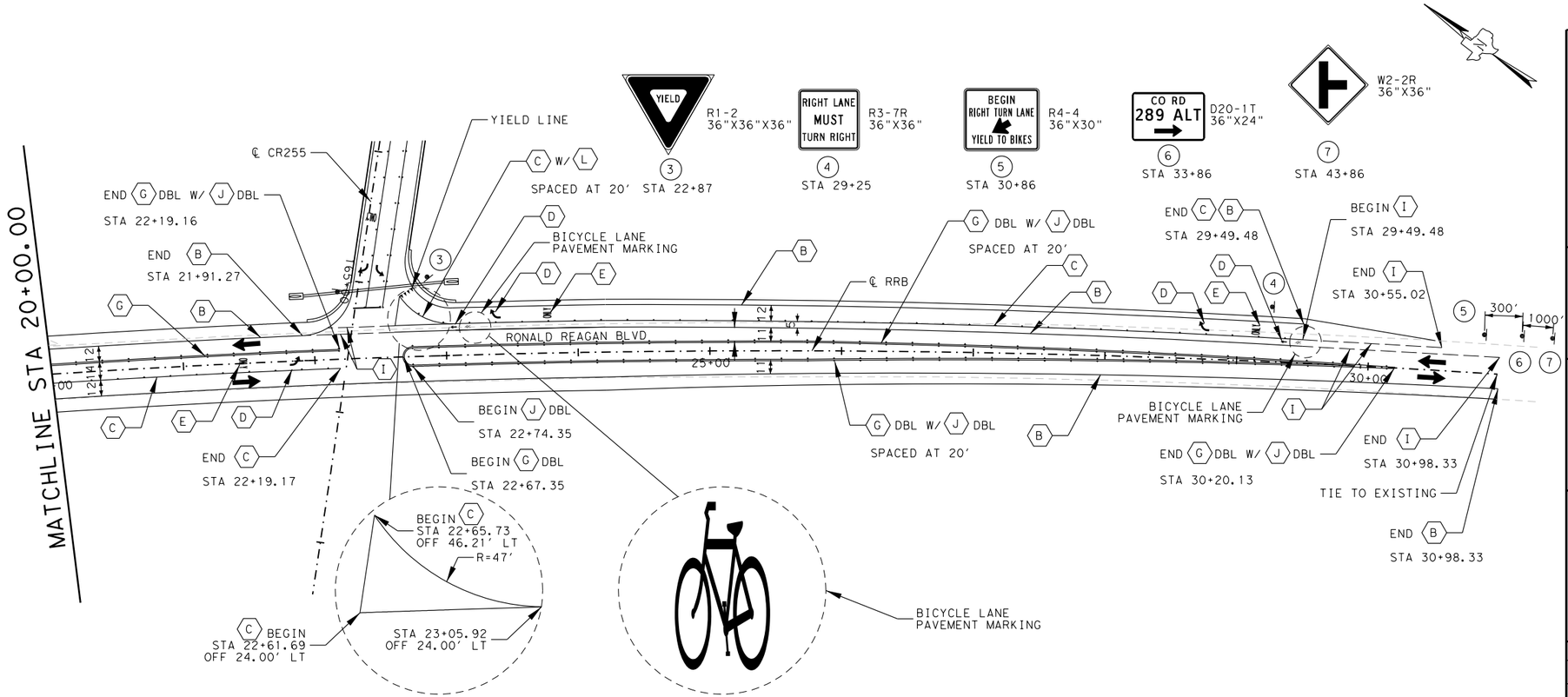
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PAVEMENT MARKINGS LEGEND

SYM	ITEM	DESCRIPTION	UNIT	QTY
	658	DEL ASSM D-SW SZ 1(WFLX)GND	EA	
	658	OM ASSM OM-2Y (WC)(GND)	EA	
A	666	6"WHITE BRK TYP I & TYP II	LF	
B	666	6"WHITE SLD TYP I & TYP II	LF	5450
C	666	8"WHITE SLD TYP I & TYP II	LF	2058
D	666	ARROW WHITE TYP I & TYP II	EA	6
E	666	WORD WHITE TYP I & TYP II	EA	4
F	666	6"YELLOW BRK TYP I & TYP II	LF	
G	666	6"YELLOW SLD TYP I & TYP II	LF	3708
H	666	12"YELLOW SLD TYP I & TYP II	LF	
I	666	WHITE BIKE DOT TYP I & TYP II	EA	47
J	672	REFL PAV MRKR TY II-A-A	EA	169
K	672	REFL PAV MRKR TY II-C-R	EA	
L	672	REFL PAV MRKR TY I-C	EA	70

SEE TYPICAL STANDARD PAVEMENT MARKINGS SHEETS PM(1)-22 THROUGH PM(4)-22A FOR DETAILS.



STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

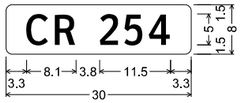
Seiler Lankes Group
TBPE License No. 12170
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
RONALD REAGAN
SIGNING AND PAVEMENT MARKING LAYOUT
BEGIN TO END

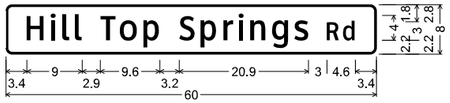
SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			300

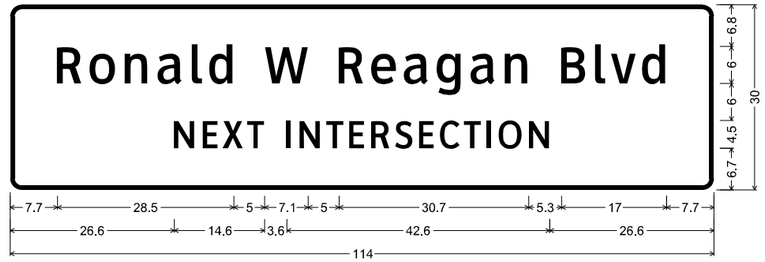
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D3-3T;
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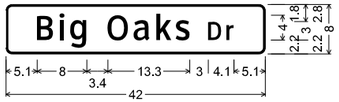
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"Rd", ClearviewHwy-3-W;



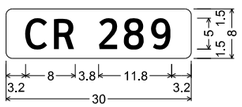
D3-2(1)_VARx30;
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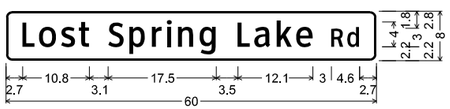
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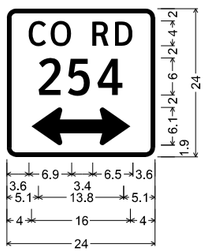
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"Dr", ClearviewHwy-3-W;



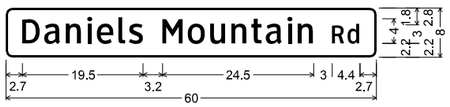
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"CR 289" White, ClearviewHwy-3-W specified length;



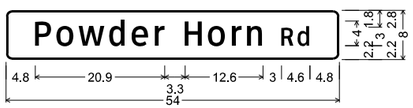
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"Rd", ClearviewHwy-3-W 95% spacing;



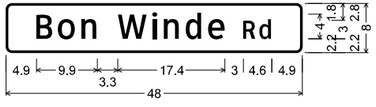
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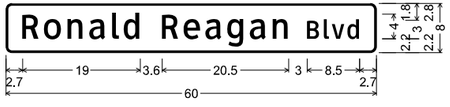
D3-1G(3) 4in;
1.0" Radius, 0.4" Border, White on Green;
"Daniels Mountain", ClearviewHwy-3-W 81% spacing;
"Rd", ClearviewHwy-3-W 81% spacing;



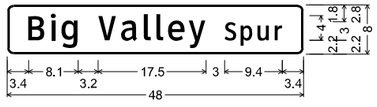
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"Powder Horn", ClearviewHwy-3-W;
"Rd", ClearviewHwy-3-W;



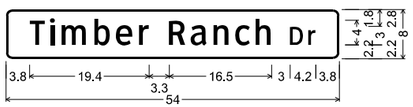
D3-1G(3) 4in;
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"Bon Winde", ClearviewHwy-3-W;
"Rd", ClearviewHwy-3-W;



D3-1G(3) 4in;
1.0" Radius, 0.4" Border, White on Green;
"Ronald Reagan", ClearviewHwy-3-W;
"Blvd", ClearviewHwy-3-W;



D3-1G(3) 4in;
1.0" Radius, 0.4" Border, White on Green;
"Big Valley", ClearviewHwy-3-W;
"Spur", ClearviewHwy-3-W;



D3-1G(3) 4in;
1.0" Radius, 0.4" Border, White on Green;
"Timber Ranch", ClearviewHwy-3-W;
"Dr", ClearviewHwy-3-W;

USER: korahoske
DATE: 11/6/2024 2:10
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STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

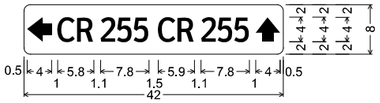
WILCO TEXAS

WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

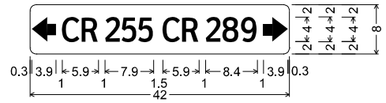
Seiler Lankes Group
TBPE License No. 12170
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CR 255
SIGN DETAILS

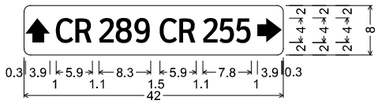
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CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			301



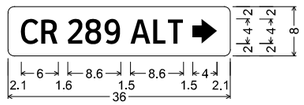
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Arrow Custom 90° White;



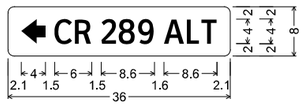
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"CR 289" White, ClearviewHwy-3-W 35% spacing;
Arrow Custom 0° White;



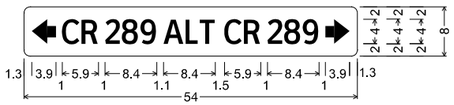
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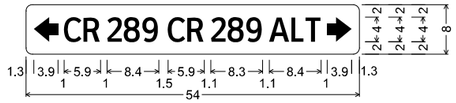
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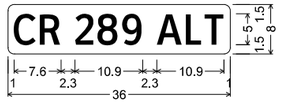
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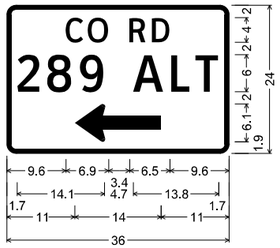
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Arrow Custom 0° White;



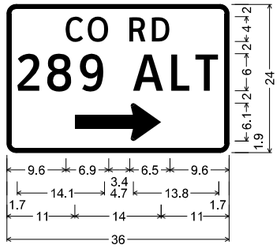
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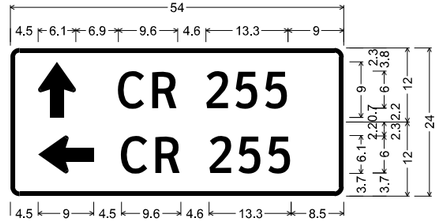
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"CR 289 ALT" White, ClearviewHwy-3-W specified length;



D20-1TL(5-6)_36x24;
1.5" Radius, 0.8" Border, White on Green;
"CO RD", ClearviewHwy-3-W;
"289 ALT", ClearviewHwy-3-W;
Standard Arrow Custom 14.0" X 6.1" 180°;



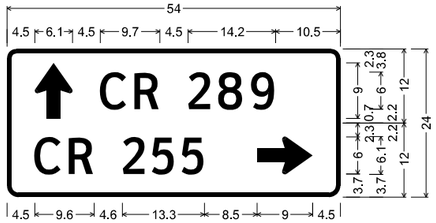
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"CO RD", ClearviewHwy-3-W;
"289 ALT", ClearviewHwy-3-W;
Standard Arrow Custom 14.0" X 6.1" 0°;



D1-2 6in UP-LT;

1.5" Radius, 0.8" Border, White on Green;
Standard Arrow Custom 9.0" X 6.1" 90°;
"CR 255", ClearviewHwy-3-W;

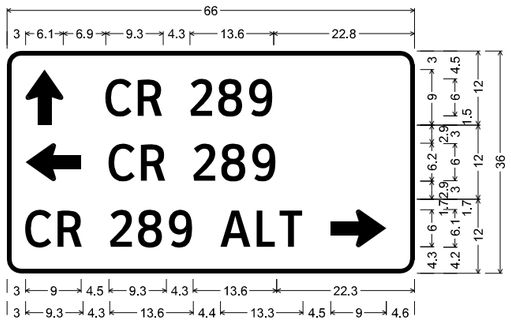
1.5" Radius, 0.8" Border, White on Green;
Standard Arrow Custom 9.0" X 6.1" 180°;
"CR 255", ClearviewHwy-3-W;



D1-2 6in UP-RT;

1.5" Radius, 0.8" Border, White on Green;
Standard Arrow Custom 9.0" X 6.1" 90°;
"CR 289", ClearviewHwy-3-W;

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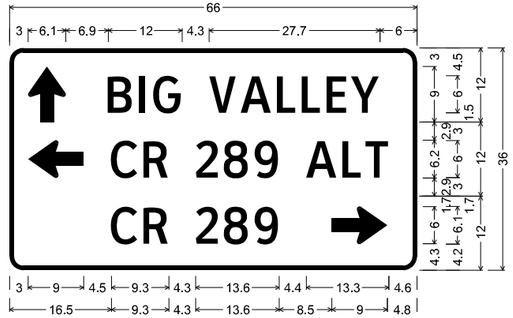


D1-3 6in UP-LT-RT;

2.3" Radius, 0.8" Border, White on Green;
Standard Arrow Custom 9.0" X 6.1" 90°;
"CR 289", ClearviewHwy-3-W 75% spacing;

2.3" Radius, 0.8" Border, White on Green;
Standard Arrow Custom 9.0" X 6.1" 180°;
"CR 289", ClearviewHwy-3-W 75% spacing;

2.3" Radius, 0.8" Border, White on Green;
"CR 289 ALT", ClearviewHwy-3-W 75% spacing;
Standard Arrow Custom 9.0" X 6.1" 0°;



D1-3 6in UP-LT-RT;

2.3" Radius, 0.8" Border, White on Green;
Standard Arrow Custom 9.0" X 6.1" 90°;
"BIG VALLEY", ClearviewHwy-3-W 75% spacing;

2.3" Radius, 0.8" Border, White on Green;
Standard Arrow Custom 9.0" X 6.1" 180°;
"CR 289 ALT", ClearviewHwy-3-W 75% spacing;

2.3" Radius, 0.8" Border, White on Green;
"CR 289", ClearviewHwy-3-W 75% spacing;
Standard Arrow Custom 9.0" X 6.1" 0°;

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED
PROFESSIONAL ENGINEER
11/6/2024

WILCO TEXAS
WILLIAMSON COUNTY
DEPT. OF
INFRASTRUCTURE

Seiler Lankes Group
TBPE License No. 12670
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CR 255
SIGN DETAILS

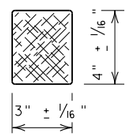
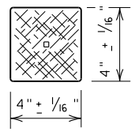
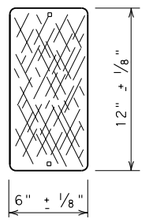
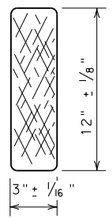
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CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			302

USER: korahoske
DATE: 11/6/2024 2:10
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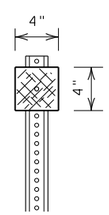
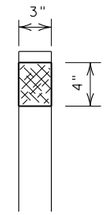
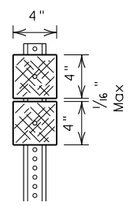
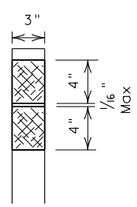
DISCLAIMER:
The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

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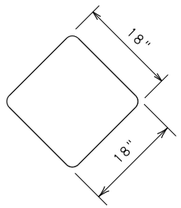
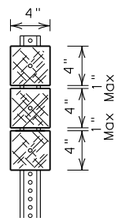
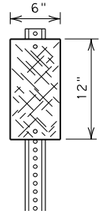
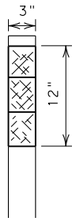
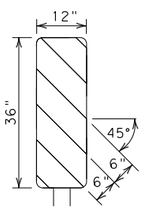
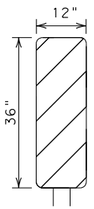
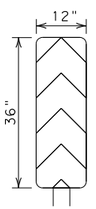
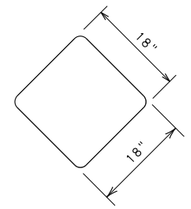
REFLECTOR UNIT SIZES FOR DELINEATORS AND OBJECT MARKERS

	SIZE 1	SIZE 2	SIZE 3	SIZE 4
DEVICE				
SHEETING	Yellow, White or Red Type B or C reflective sheeting			
NOTE	1. Size 1 and 4 - Direct applied reflective sheeting for use on flexible post (flx). 2. Size 2 and 3 - For use on wing channel (wc) post only. Use approved metal, plastic or fiberglass backplate with 17/64" mounting holes.			

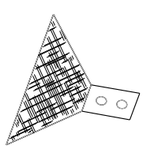
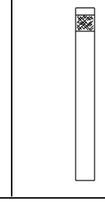
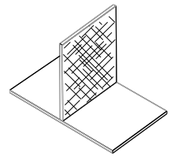
DELINEATORS

DEVICE	SINGLE		DOUBLE	
				
	1-Size 2 reflector unit	1-Size 1 reflector unit	2-Size 2 reflector units	2-Size 1 reflector units
SHEETING	Yellow, White or Red Type B or C Reflective Sheeting			
POST TYPE	WC	YFLX, WFLX	WC	YFLX, WFLX
MOUNT TYPE	GND	GND, SRF	GND	GND, SRF

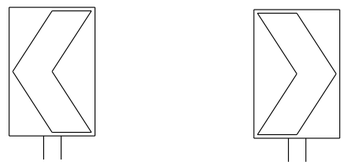
OBJECT MARKERS

	Type 1 (OM-1)	Type 2 (OM-2)			Type 3 (OM-3)			Type 4 (OM-4)
	OM-1	OM-2X	OM-2Y	OM-2Z	OM-3L	OM-3R	OM-3C	OM-4
DEVICE								
		3-Size 2 reflector units	1-Size 3 reflector unit	3-Size 1 reflector units or 1-Size 4 reflector unit				
SHEETING	Yellow-Type B_{FL} or C_{FL} Sheeting	Yellow - Type B or C Sheeting			Alternating acrylic black and retroflective yellow - Type B_{FL} or C_{FL} Sheeting			Red -Type B_{FL} or C_{FL} Sheeting
POST TYPE	TWT	WC	WC	WFLX	TWT			TWT
MOUNT TYPE	WAS, WAP	GND	GND	GND, SRF	WAS, WAP			WAS, WAP

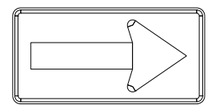
BARRIER REFLECTORS (BRF)

	GF1	GF2	CTB
DEVICE			
NOTE	1. Barrier reflectors shall meet the requirements of DMS 8600. 2. Approved Barrier Reflectors are listed on the "Barrier Reflectors" Material Producer List at: www.txdot.gov.		
SHEETING	Yellow, White, Red		
NOTE	1. Reflective sheeting shall have a minimum dimension of 3 inches and minimum surface area of 9 square inches.		

CHEVRONS

DEVICE	 W1-8			
SIZE (W x L)	18"x 24" (Conventional)	24"x 30" (Conventional Oversize)	30"x 36" (Expressway)	36" x 48" (Freeway)
MOUNTING HEIGHT	4'-0" or 7'-0"		7'-0" Only	
NOTE	1. CHEVRON (W1-8) signs and ONE DIRECTION LARGE ARROW (W1-6) Signs shall be installed per Sign Mounting Details (SMD) Standard Sheets and paid under Item 644 (Small Roadside Sign Assemblies). 2. When there is a need to increase conspicuity, the Texas version of the ONE DIRECTION LARGE ARROW sign (W1-9T) may be used instead of the ONE DIRECTION LARGE ARROW (W1-6).			

ONE DIRECTION LARGE ARROW

DEVICE	 W1-6	
SIZE (W x L)	48" x 24" (Conventional)	60" x 30" (Expressway & Freeway)
MOUNTING HEIGHT	7'-0"	

D & OM DESCRIPTIVE CODES

INSTL DEL ASSM (D-XX)SZ X (XXXX)XXX(XX)

NUMBER OF REFLECTORS
- S = Single
- D = Double

COLOR OF REFLECTORS
- W = White
- Y = Yellow
- R = Red

REFLECTOR UNIT SIZE
- 1 or 2

TYPE OF POST OR DELINEATOR
- WC = Wing Channel Post
- YFLX = Yellow Flexible Post
- WFLX = White Flexible Post
- BRF = Barrier Reflector

TYPE OF MOUNT
- GND = Embedded (drivable or set in concrete)
- CTB = Concrete Barrier Mount
- GF1 or GF2 = Guard Fence Attachment
- SRF = Surface Mount

DIRECTION
- If Required
- BI = Bi-Directional
- BR = Bi-Directional with red on back

INSTL OM ASSM (OM-XX) (XXXX)XXX(XX)

TYPE OF OBJECT MARKER
- 1, 2, 3, or 4

NUMBER OF REFLECTORS OR DIRECTION
- X = 3-Size 2 reflector units (Type 2 only)
- Y = 1-Size 3 reflector unit (Type 2 only)
- Z = 3-Size 1 or 1-Size 4 reflector unit(s)(Type 2 only)
- L = Left Side (Type 3 Object Marker only)
- R = Right Side (Type 3 Object Marker only)
- C = Center (Type 3 Object Marker only)

TYPE OF POST
- WC = Wing Channel Post
- WFLX = White Flexible Post
- TWT = Thin Walled Tubing

TYPE OF MOUNT
- GND = Embedded (drivable)
- SRF = Surface Mount
- WAS = Wedge Anchor Steel
- WAP = Wedge Anchor Plastic

DIRECTION
- If Required
- BI = Bi-Directional

DEPARTMENTAL MATERIAL SPECIFICATIONS	
FLEXIBLE DELINEATOR & OBJECT MARKER POSTS (EMBEDDED & SURFACE MOUNT TYPES)	DMS-4400
SIGN FACE MATERIALS	DMS-8300
DELINEATORS, OBJECT MARKERS AND BARRIER REFLECTORS	DMS-8600

NOTE:

Delineator and object marker substrates and sign substrates shall be 0.080" Aluminum sign blank to conform to ASTM B-209 Alloy 6061-T6 or approved alternative.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER MATERIAL DESCRIPTION

D & OM(1)-20

FILE: dom1-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
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REVISIONS				CR 255
10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	AUS	WILLIAMSON		303

20A

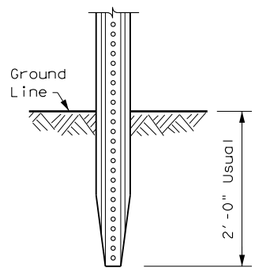
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POST TYPE AND SUPPORT FOUNDATION DETAILS

WING CHANNEL (WC)

GND

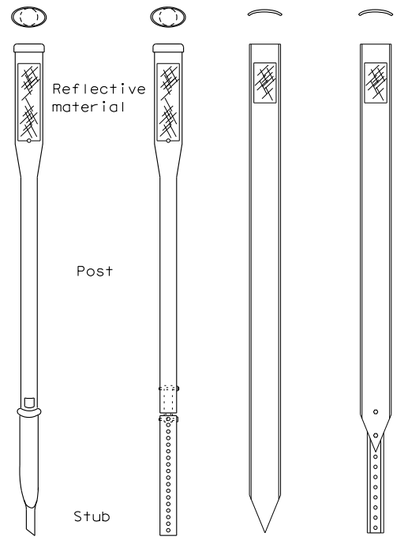


NOTES

1. Embedded Wing Channel (WC) post option may be used for Type 2 Object Markers and Delineators only.
2. 1.12 lbs/ft steel per ASTM A 1011 SS Gr. 50, or ASTM A499.

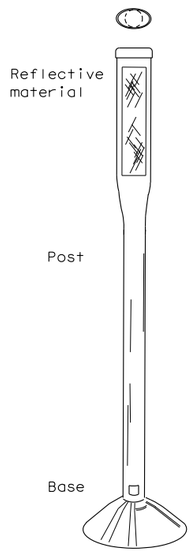
FLEXIBLE POSTS (YFLX, WFLX)

GND



EMBEDDED

SRF



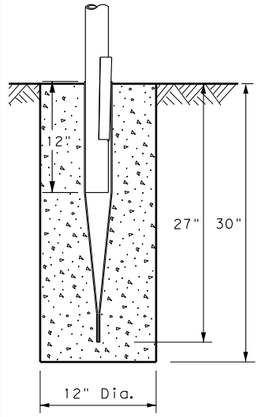
SURFACE MOUNT

NOTES

1. See "Flexible Delineator and Object Marker Posts" Material Producer List for approved devices.
2. Install per manufacturer's recommendations.
3. Post length may vary to meet field conditions.
4. When using yellow delineators with flexible posts to separate opposing direction of travel, such as centerline or median use, the flexible posts shall be yellow.

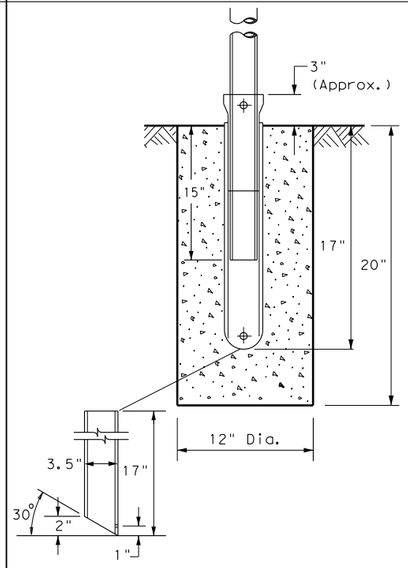
WEDGE ANCHOR SYSTEMS

WAS



STEEL

WAP



PLASTIC

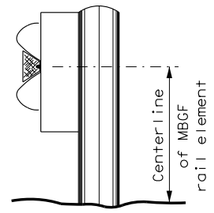
NOTE

1. Install per manufacturer's recommendations.

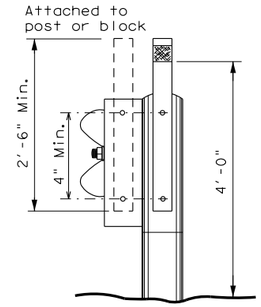
TYPE OF BARRIER MOUNTS

GUARD FENCE ATTACHMENT

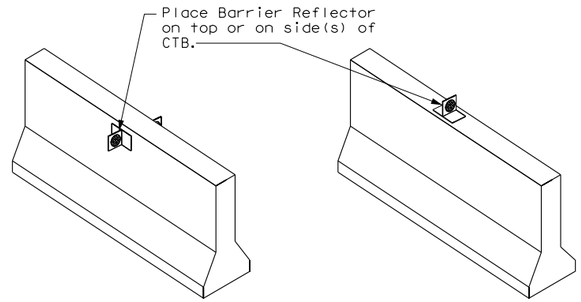
GF1



GF2



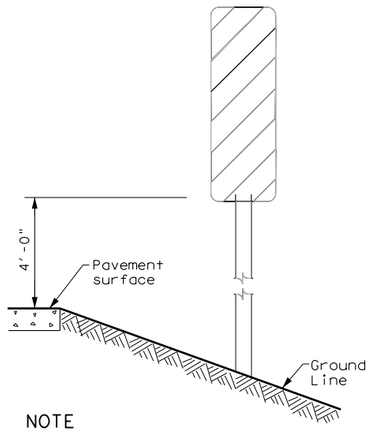
CONCRETE TRAFFIC BARRIER (CTB)



GENERAL NOTES

1. Place delineators on a section of roadway at a consistent distance from the edge of pavement.
2. Where a restriction prevents consistent placement from the pavement edge, place the affected object markers in line with the innermost edge of the obstruction.
3. When Type 2 object markers and delineators are more than 8'-0" from the edge of the pavement, it may not be possible to maintain a height of approximately 4'-0". If this is the case, place the object marker or delineator as close to the desired height as possible.
4. Install all delineators, object markers and barrier reflectors in accordance with the manufacturer's recommendation.
5. Barrier reflectors should be installed a minimum of 18 inches above the edge of the pavement surface.
6. Diagonal stripes on Type 3 object markers shall slope down toward the intended travel lane.

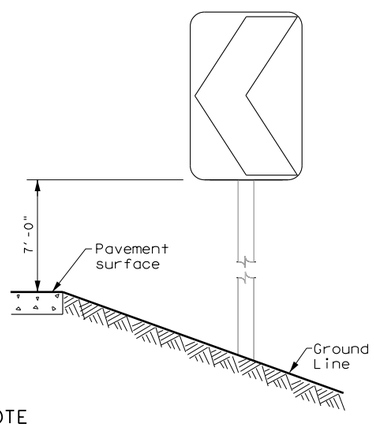
TYPES 1, 3, AND 4 OBJECT MARKERS AND CHEVRONS



NOTE

Mounting at 4 feet to the bottom of the chevron is permitted for chevrons that will not exceed a height of 6'-6" to the top of the chevron (sizes 24" x 30" and smaller)

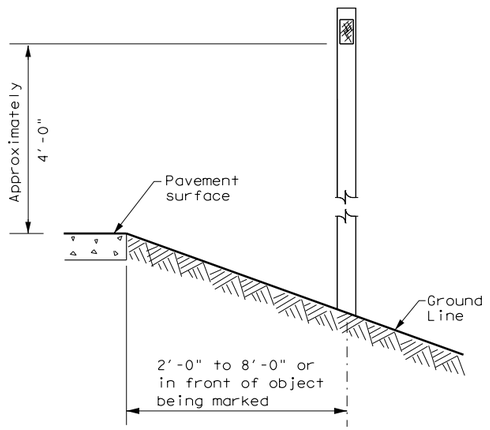
CHEVRONS AND ONE DIRECTION LARGE ARROW SIGN



NOTE

Chevrons 30" x 36" and larger shall be mounted at a height of 7' to the bottom of the chevron. Chevron sign and ONE DIRECTION LARGE ARROW sign (W1-9T)shall be installed per SMD standard sheets and paid under item 644.

DELINEATORS AND TYPE 2 OBJECT MARKERS



See general notes 1, 2 and 3.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER INSTALLATION

D & OM(2)-20

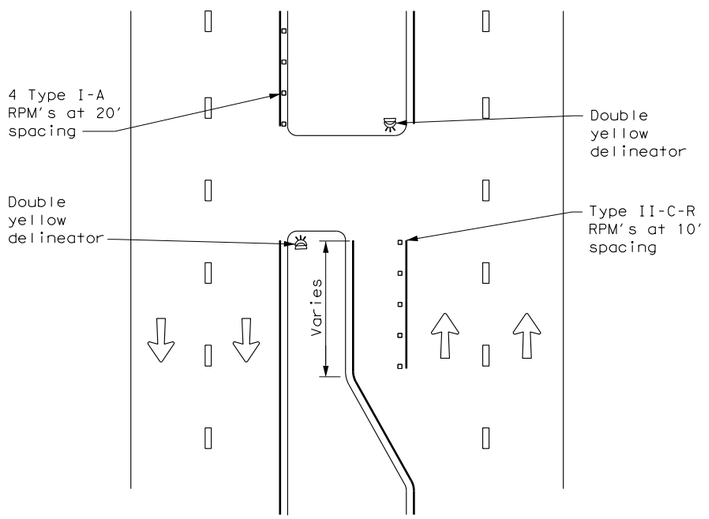
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©TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS				CR 255
10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	AUS	WILLIAMSON		304

20B

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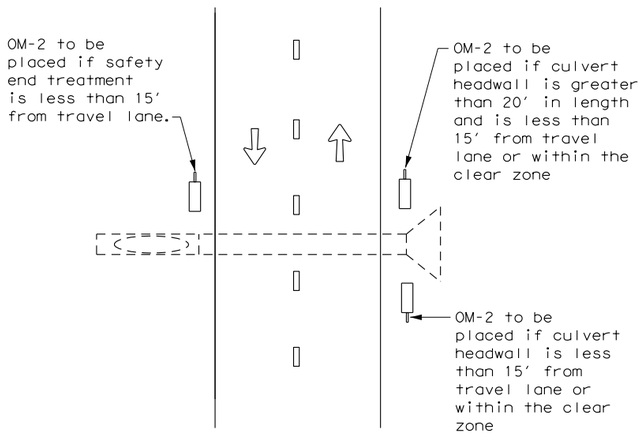
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CROSSOVERS



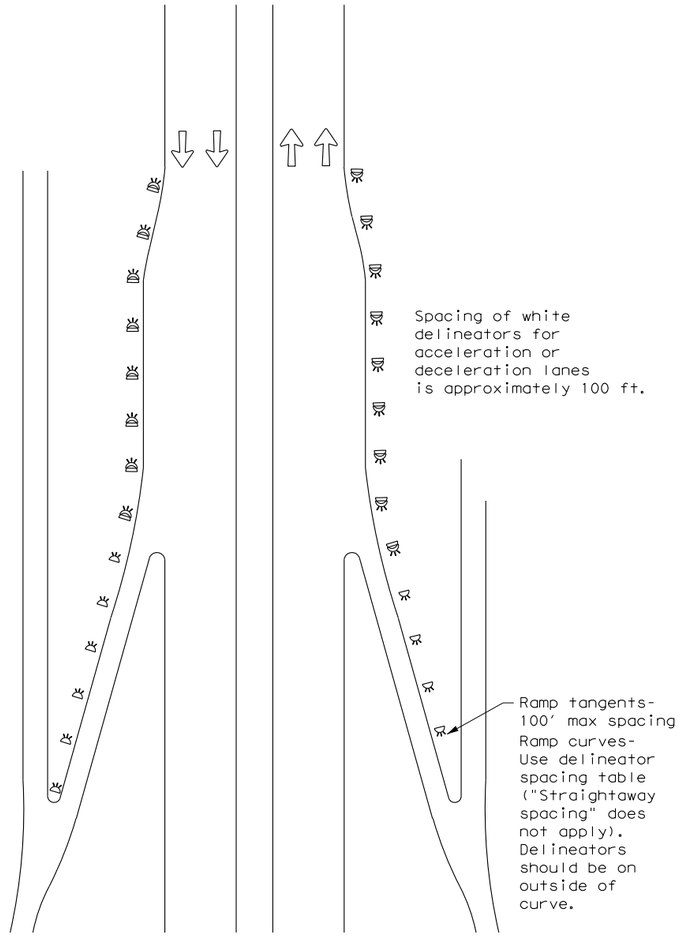
DETAIL 1

FOR CULVERTS WITHOUT MBGF



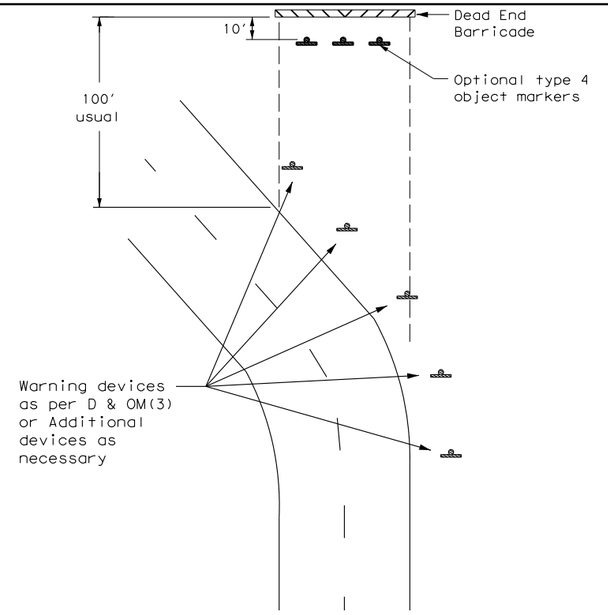
DETAIL 2

FREEWAY DELINEATION FOR RAMPS AND ACCELERATION/DECELERATION LANES



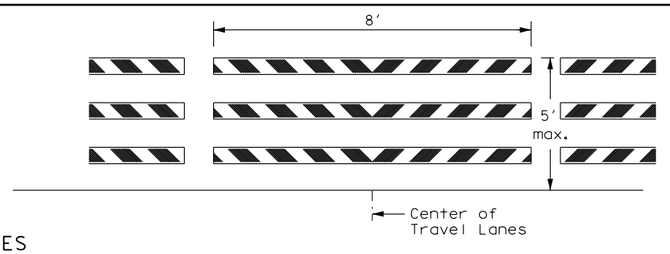
DETAIL 3

TYPICAL APPLICATION OF DEAD END BARRICADE



DETAIL 4

TYPICAL DEAD END BARRICADE INSTALLATION



NOTES

1. Barricade striping shall be red and white reflective sheeting for all permanent road closures.
2. Barricade striping is red and white sloping toward the center of the roadway.
3. Type 3 Barricade Supports should be anchored to soil or pavement as described in compliant Work Zone Traffic Control Devices List, section D.2.f and D.2.g.

DETAIL 5

LEGEND	
	Bidirectional Delineator
	Delineator
	OM-3
	Barricade
	Sign
	OM-2
	Double Delineator

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

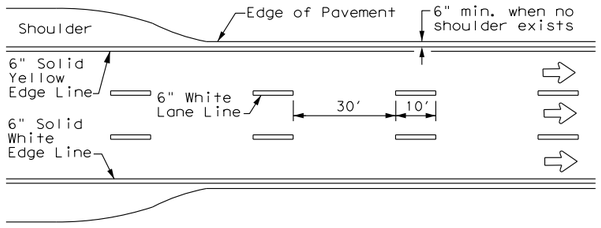
D & OM(4)-20

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	AUS	WILLIAMSON		305

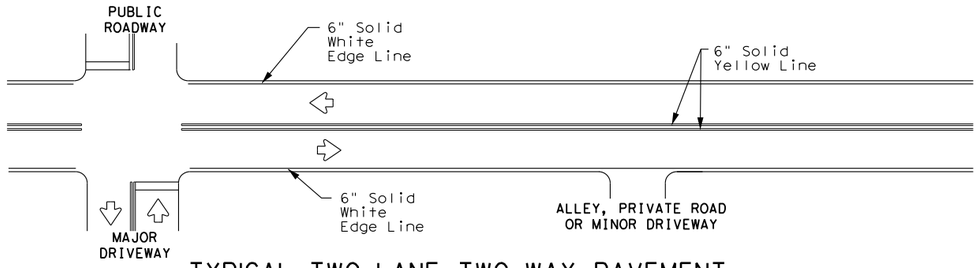
20D

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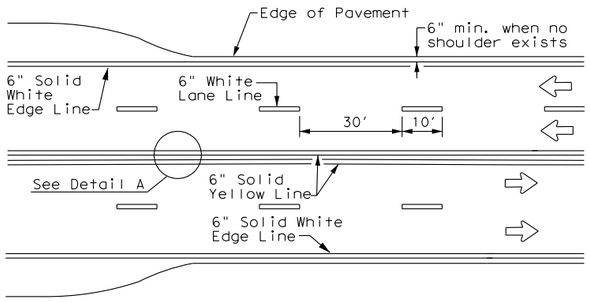
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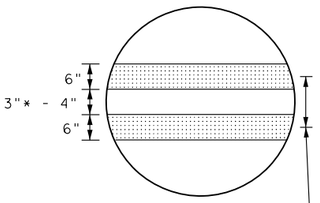


EDGE LINE AND LANE LINES ONE-WAY ROADWAY WITH OR WITHOUT SHOULDERS



TYPICAL TWO-LANE, TWO-WAY PAVEMENT MARKINGS THROUGH INTERSECTIONS





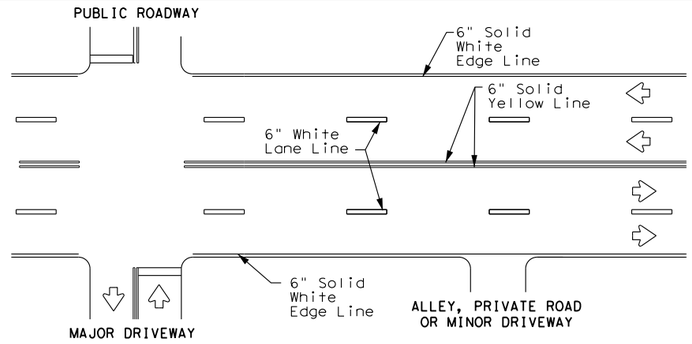
DETAIL "A"

9"** min. - 10" typ.
(18" max. for traveled way greater than 48' only)

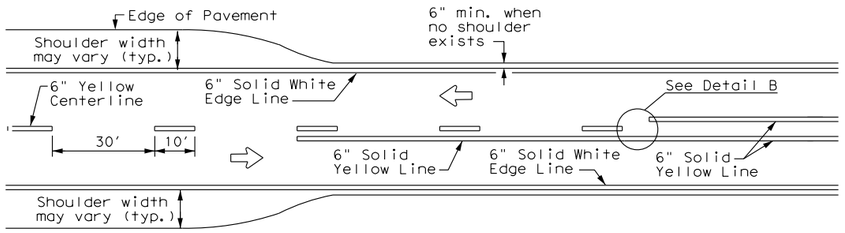
CENTERLINE AND LANE LINES FOUR LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS

* 2" minimum for restripe projects when approved by the Engineer.

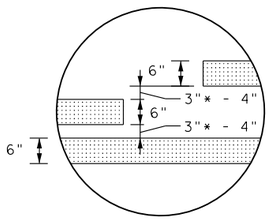
** 8" minimum for restripe projects when approved by the Engineer.



TYPICAL MULTI-LANE, TWO-WAY PAVEMENT MARKINGS THROUGH INTERSECTIONS



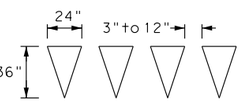
TWO LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS



18" min. - 20" max.
(16" minimum for restripe projects when approved by the Engineer.)

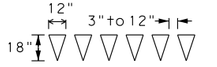
DETAIL "B"

* 2" minimum for restripe projects when approved by the Engineer.

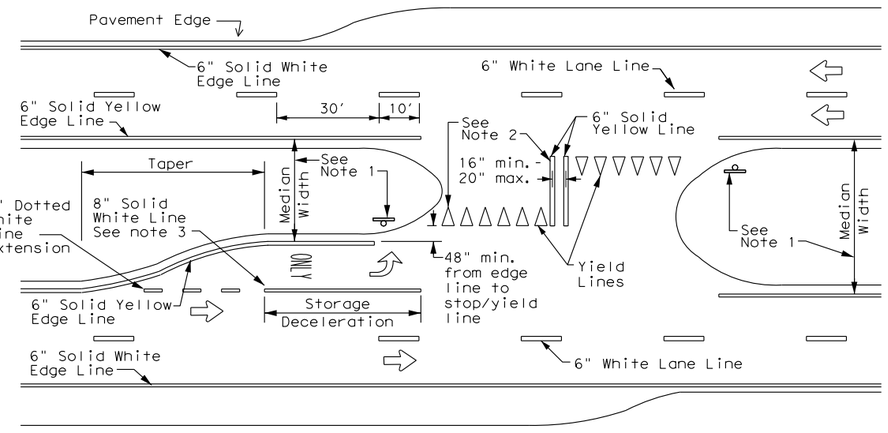


For posted speed on road being marked equal to or greater than 45 MPH.

YIELD LINES



For posted speed on road being marked equal to or less than 40 MPH.



FOUR LANE DIVIDED ROADWAY CROSSOVERS

NOTES

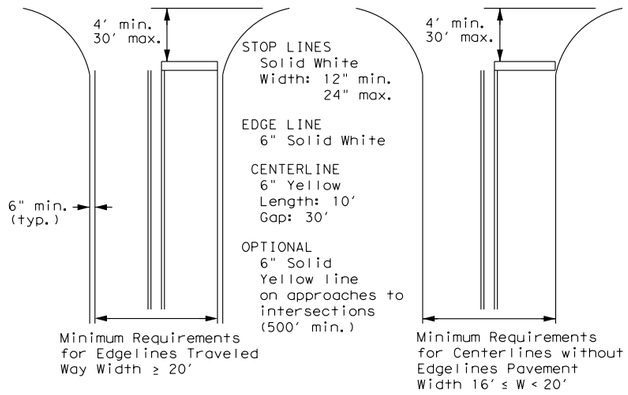
1. Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections. Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling width to determine if signs are required. Yield signs are the typical intersection control. Stop signs and stop bars are optional as determined by the Engineer.
2. Install median striping (double yellow centerlines and stop lines/yield lines) when a 50' or greater median centerline can be placed. Stop lines shall only be used with stop signs. Yield lines shall only be used with yield signs.
3. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.

GENERAL NOTES

1. 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 distance may vary due to pavement raveling or other conditions. Edge lines are not required in curb and gutter sections of roadways.
2. 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.



NOTE: Traveled way is exclusive of shoulder widths. Refer to General Note 2 for additional details.

GUIDE FOR PLACEMENT OF STOP LINES, EDGE LINE & CENTERLINE

Based on Traveled Way and Pavement Widths for Undivided Roadways

Texas Department of Transportation

Traffic Safety Division Standard

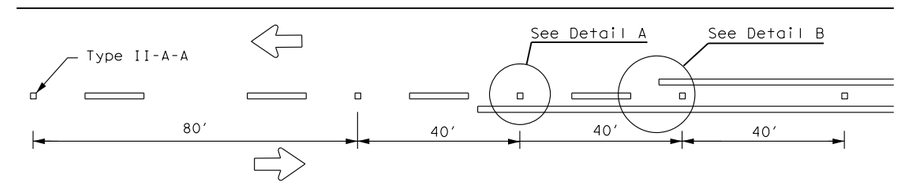
TYPICAL STANDARD PAVEMENT MARKINGS

PM(1)-22

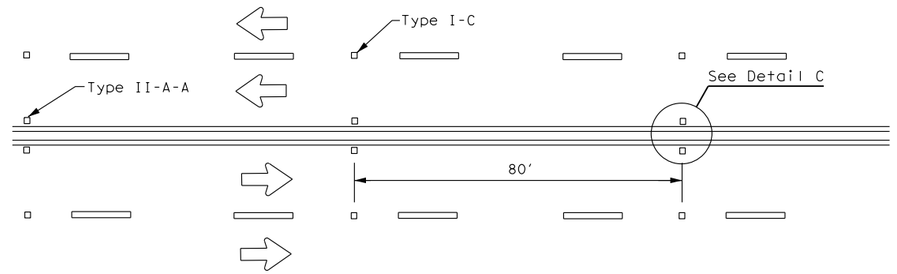
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8-95 3-03 12-22	AUS	WILLIAMSON		306
5-00 2-12				

22A

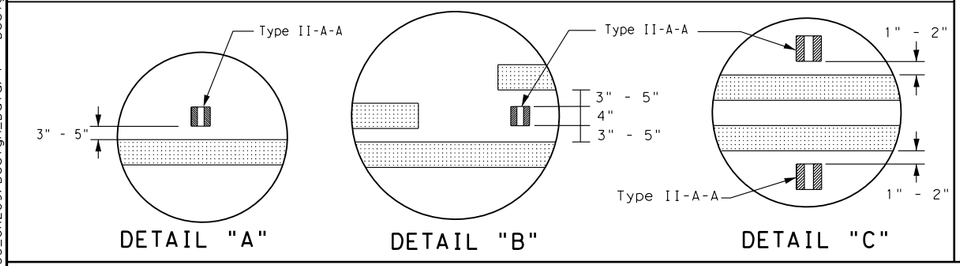
REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE



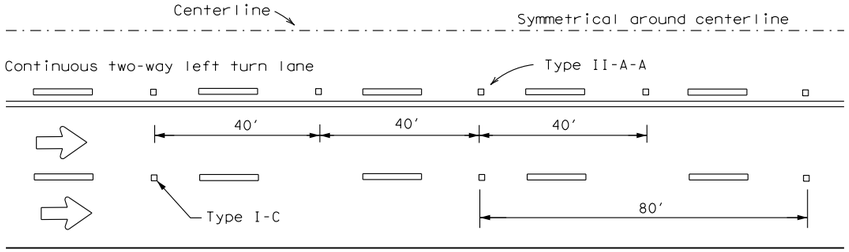
CENTERLINE FOR ALL TWO LANE TWO-WAY ROADWAYS



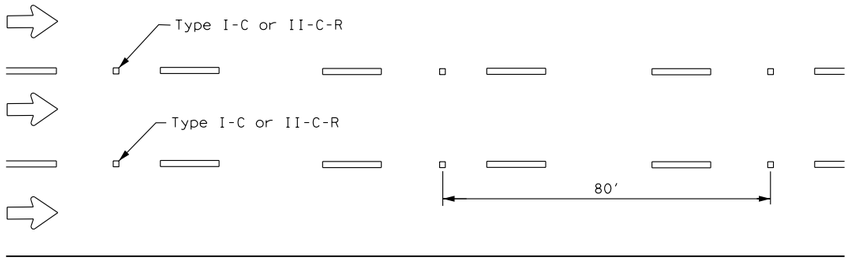
CENTERLINE & LANE LINES FOR FOUR LANE TWO-WAY ROADWAYS



DETAIL "A" DETAIL "B" DETAIL "C"



CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



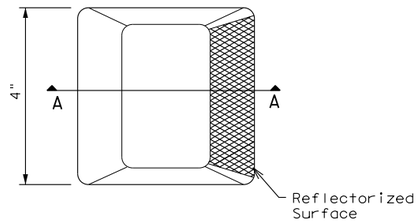
LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

Raised pavement markers Type II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.

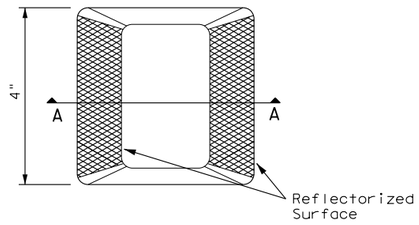
See Note 3.

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

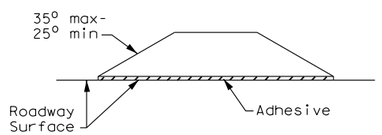
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)

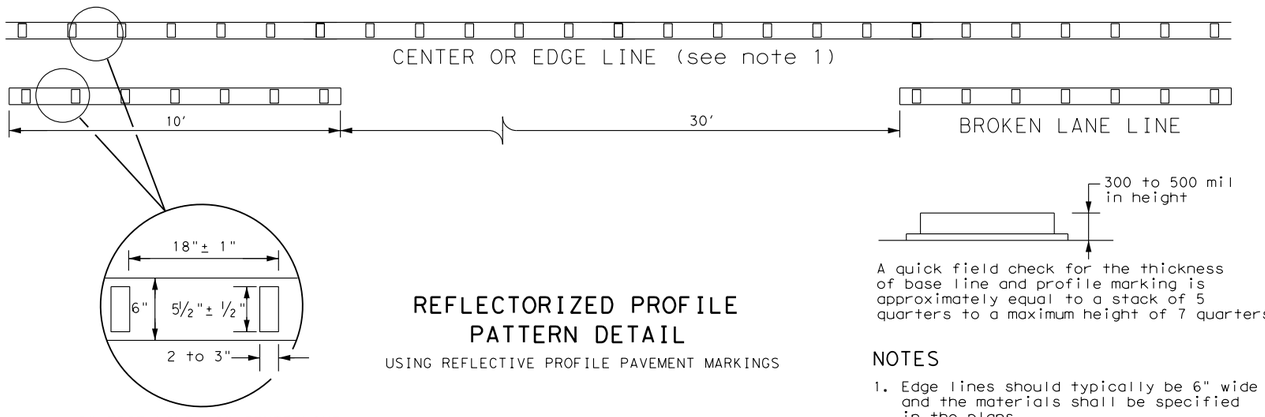


Type II (Top View)



SECTION A

RAISED PAVEMENT MARKERS



6" EDGE LINE, 6" CENTERLINE OR 6" LANE LINE

REFLECTORIZED PROFILE PATTERN DETAIL

USING REFLECTIVE PROFILE PAVEMENT MARKINGS

A quick field check for the thickness of base line and profile marking is approximately equal to a stack of 5 quarters to a maximum height of 7 quarters.

NOTES

1. Edge lines should typically be 6" wide and the materials shall be specified in the plans.
2. Profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.

GENERAL NOTES

1. All raised pavement markers placed along broken lines shall be placed in line with and midway between the stripes.
2. On concrete pavements the raised pavement markers should be placed to one side of the longitudinal joints.
3. Use raised pavement marker Type I-C with undivided roadways, flush medians and two way left turn lanes. Use raised pavement marker Type II-C-R with divided highways and raised medians.

Texas Department of Transportation

Traffic Safety Division Standard

POSITION GUIDANCE USING RAISED MARKERS RELECTORIZED PROFILE MARKINGS PM(2)-22

FILE: pm2-22.dgn	DN:	CK:	DW:	CK:
©TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-77 8-00 6-20 4-92 2-10 12-22 5-00 2-12				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		307

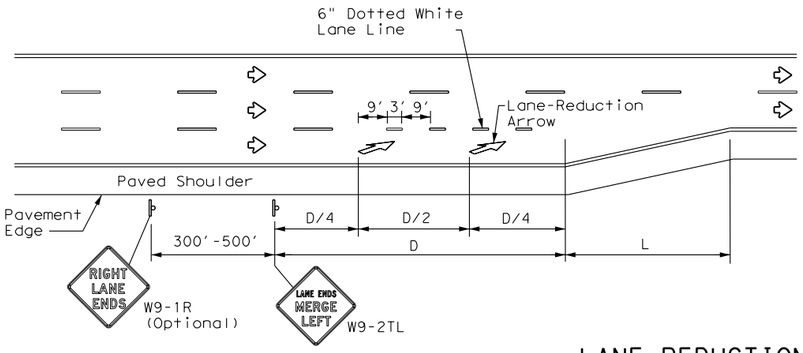
22B

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FILE: pw://server.sig-eng.com:Sig-ds/Documents/WILCO302-CR255_CR289/Design/pm3-22.dgn

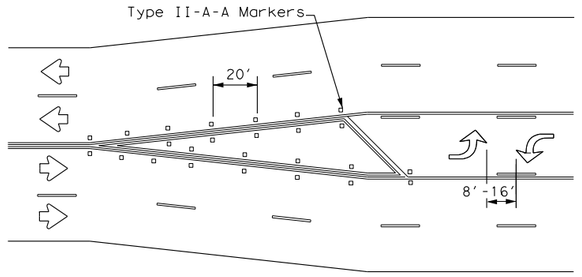


LANE REDUCTION

NOTES

1. Lane reduction pavement markings are used where the number of through lanes is reduced because of narrowing of the roadway or because of a section of on-street parking in what would otherwise be a through lane. For Texas Super 2 Passing Lanes, see TS2(PL) standard sheets.
2. On divided highways, an additional RIGHT LANE ENDS (W9-1R) sign may be installed in the median aligned with the W9-1R sign on the right side of the highway.
3. Lane reduction arrows are required for speeds of 45 mph or greater. An optional third lane reduction arrow may be added based on engineering judgement. If used, the optional third lane reduction arrow should be centered between the first and last lane reduction arrows.
4. For lane reductions on Freeways and Expressways, signing shall conform to the TxDOT Freeway Signing Handbook.

ADVANCED WARNING SIGN DISTANCE (D)		
Posted Speed	D (ft)	L (ft)
30 MPH	460	$L=\frac{WS^2}{60}$
35 MPH	565	
40 MPH	670	
45 MPH	775	L=WS
50 MPH	885	
55 MPH	990	
60 MPH	1,100	
65 MPH	1,200	
70 MPH	1,250	
75 MPH	1,350	



A two-way left-turn (TWLT) lane-use arrow pavement marking should be used at or just downstream from the beginning of a two-way left-turn lane within a corridor. Repeating the marking after each intersection or dedicated turn bay is not required unless stated elsewhere in the plans.

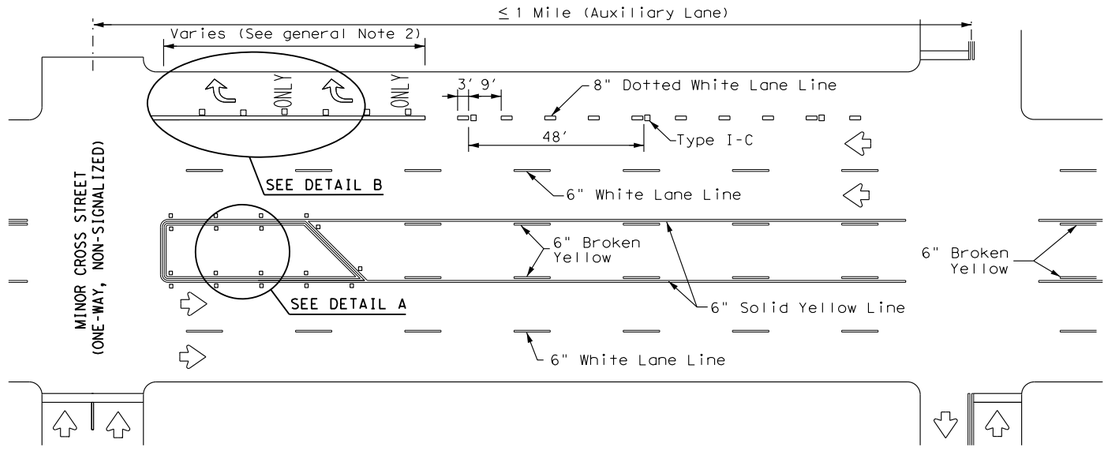
TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY

GENERAL NOTES

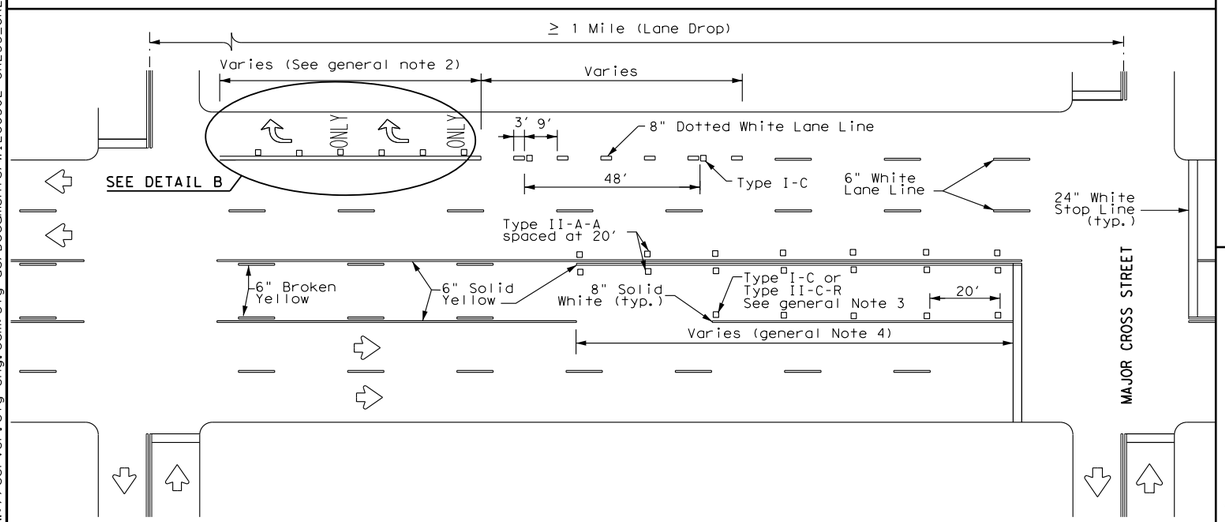
1. Lane use word and arrow markings shall be used where through lanes approaching an intersection become mandatory turn lanes. Lane use word and arrow markings should be used in auxiliary lanes of substantial length. Lane use arrow markings or word and arrow markings may be used in other lanes and turn bays for emphasis. Details for words and arrows are as shown in the Standard Highway Sign Designs for Texas.
2. When lane-use words and arrow markings are used, two sets of arrows should be used if the length of the bay is greater than 180 feet. When a single lane use arrow or word and arrow marking is used for a short turn lane, it should be located at or near the upstream end of the full-width turn lane.
3. Use raised pavement marker Type I-C with undivided highways, flush medians and two way left turn lanes. Use raised pavement marker Type II-C-R with divided highways and raised medians.
4. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer. See Chapter 3 of the Roadway Design Manual for additional information on turning lanes or storage lengths.

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

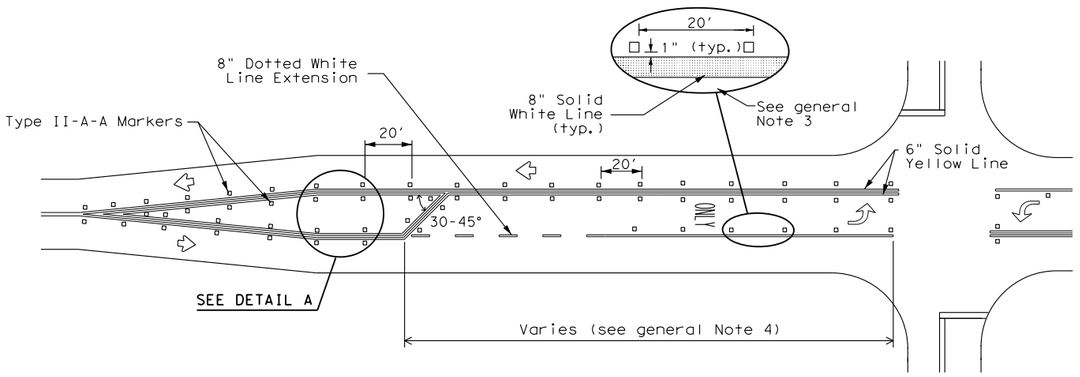
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



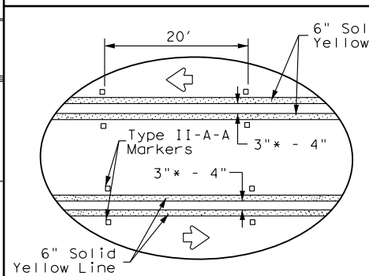
TYPICAL TWLTL AT ONE-WAY STREET AND RIGHT TURN AUXILIARY LANE



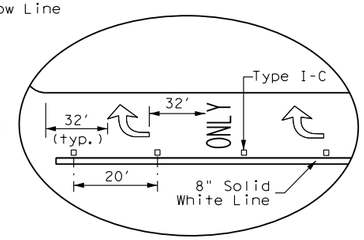
TYPICAL TWLTL AT TWO-WAY CROSS STREET AND RIGHT TURN LANE DROP



TYPICAL TWO-LANE ROADWAY INTERSECTION WITH LEFT TURN BAYS



DETAIL A



DETAIL B

* 2" minimum allowed for restripe projects when approved by the Engineer.

Texas Department of Transportation

Traffic Safety Division Standard

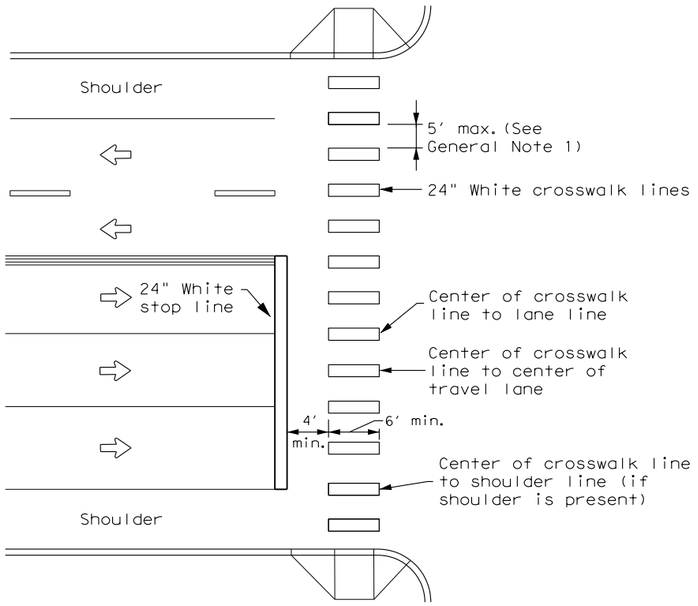
TWO-WAY LEFT TURN LANES, RURAL LEFT TURN BAYS, AND LANE REDUCTION PAVEMENT MARKINGS PM(3)-22

FILE: pm3-22.dgn	DN:	CK:	DW:	CK:
©TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS				CR 255
4-98 3-03 6-20	DIST	COUNTY		SHEET NO.
5-00 2-10 12-22	AUS	WILLIAMSON		308
8-00 2-12				

22C

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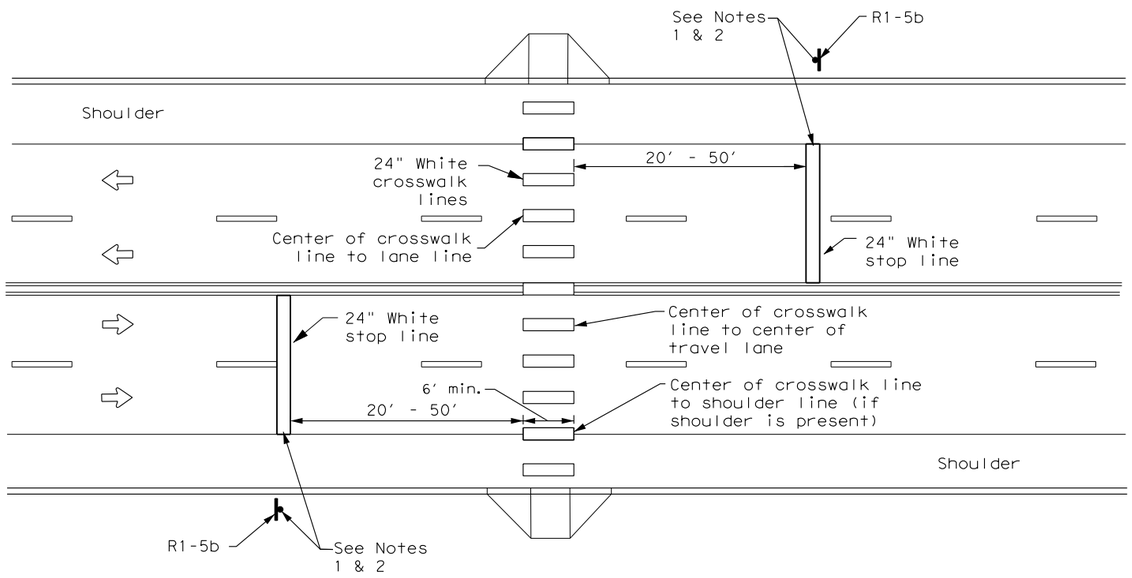
HIGH-VISIBILITY LONGITUDINAL CROSSWALK AT CONTROLLED APPROACH

GENERAL NOTES

1. Longitudinal crosswalk lines should not be placed in the wheel path of vehicles. Center the crosswalk lines on travel lanes, lane lines, and shoulder lines (if present).
2. A minimum 6" clear distance shall be provided to the curb face. If the last crosswalk line falls into this distance it must be omitted.
3. For divided roadways, adjustments in spacing of the crosswalk lines should be made in the median so that the crosswalk lines are maintained in their proper location across the travel portion of the roadway.
4. At skewed crosswalks, the crosswalk lines are to remain parallel to the lane lines.
5. Each crosswalk shall be a minimum of 6′ wide.
6. The High-Visibility Longitudinal Crosswalk is the preferred crosswalk pattern on State Highways. Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used. All crosswalk designs and dimension shall comply with the "Texas Manual on Uniform Traffic Control Devices."
7. Final placement of Stop Bar and Crosswalk shall be approved by the Engineer in the field.

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.



UNSIGNALIZED MIDBLOCK HIGH-VISIBILITY LONGITUDINAL CROSSWALK

NOTES:

1. Use stop bars with Stop Here For Pedestrians (R1-5b) signs at unsignalized midblock cross walks.
2. Use stop bars with STOP HERE ON RED (R10-6 or R10-6a) signs at mid block crosswalks controlled by traffic signals or pedestrian hybrid beacons.

Texas Department of Transportation

Traffic Safety Division Standard

CROSSWALK PAVEMENT MARKINGS

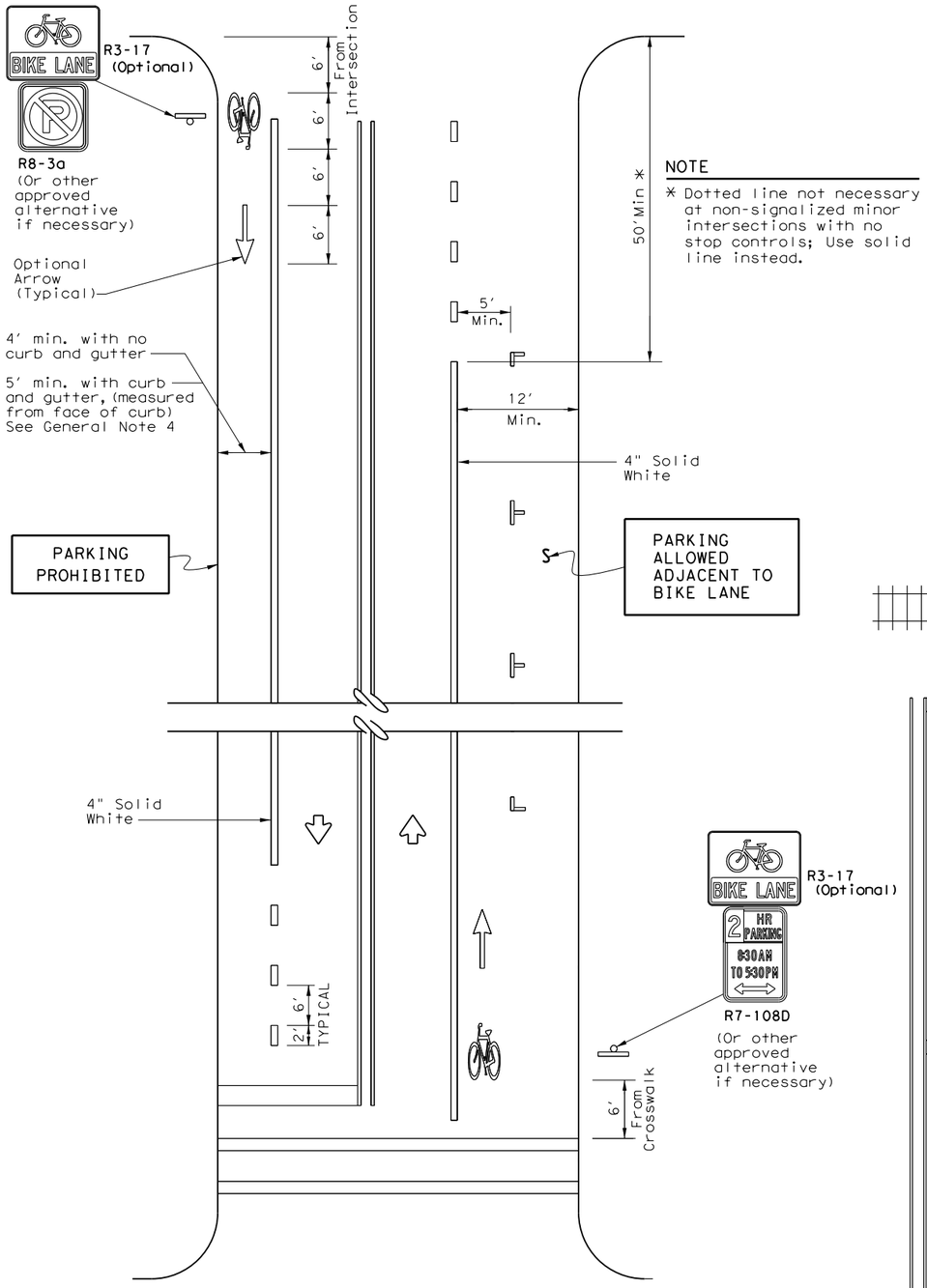
PM(4)-22A

FILE: pm4-22a.dgn	DN:	CK:	DW:	CK:
©TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS				CR 255
6-20	DIST	COUNTY		SHEET NO.
6-22	AUS	WILLIAMSON		309
12-22				

22D

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FILE: pw://server.sig-eng.com:Sig-ds/Documents/WILCO302-CR255*CR289/Design*Data/4 - Design/Plan*Set/02. TCP/Standards/blpm-10 (1).dgn



NOTE

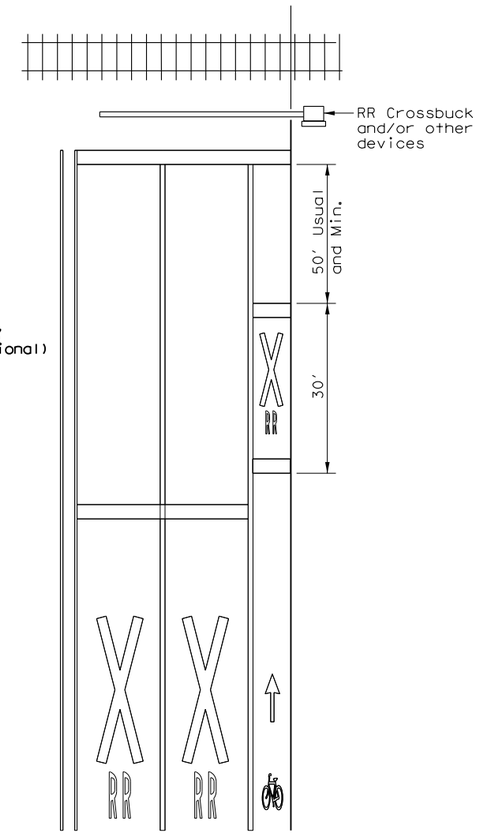
* Dotted line not necessary at non-signalized minor intersections with no stop controls; Use solid line instead.

NOTES

1. Bicycle lane pavement markings typically repeated after each intersection or signalized driveway.
2. On uninterrupted sections of roadway, bicycle lane pavement markings typically repeated as follows:

   -1200' for 45 MPH or less roads
   -2500' for 50 MPH and greater roads.

TWO-WAY STREET



(See RCPM Standard for travel lane details)

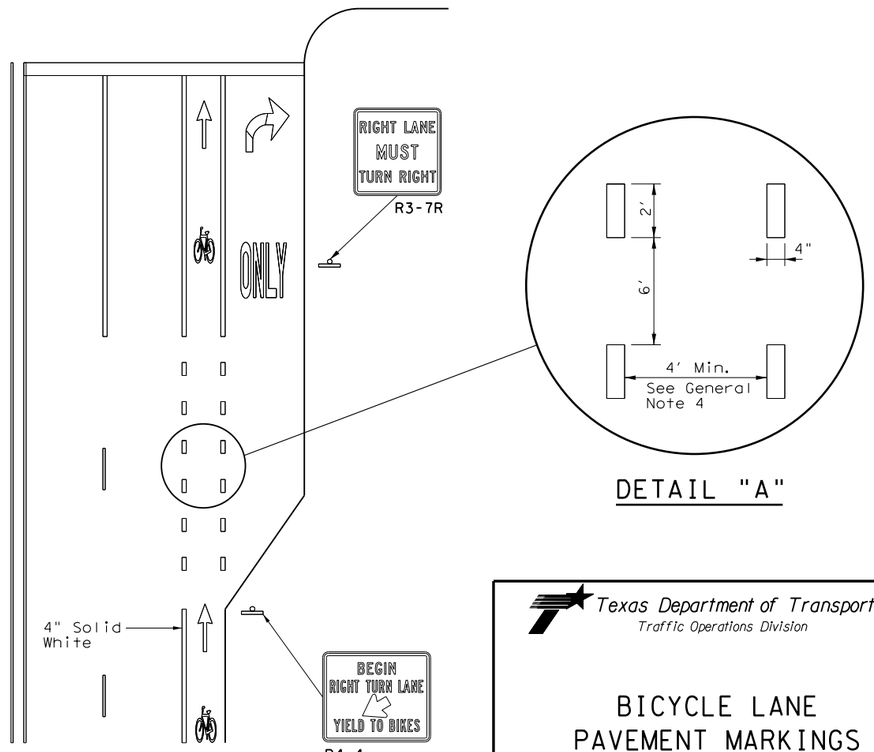
RAILROAD CROSSING APPROACH

GENERAL NOTES

1. All bicycle lane pavement markings shall be white unless otherwise noted.
2. All pavement marking materials shall meet the required Department Material Specifications as specified by the plans.
3. Exact sign placement and details are shown elsewhere in the plans.
4. The current edition of AASHTO'S Guide for the Development of Bicycle Facilities should be referenced for variations in design, other geometric conditions, and lane width options.
5. Other bicycle lane symbol or word markings as shown in the Texas Manual on Uniform Traffic Control Devices may be used. Details for words, arrows and symbols as shown in the Standard Highway Sign Designs for Texas.
6. The "BIKE LANE" (R3-17) sign with the "AHEAD" (R3-17a) sign mounted directly below should be installed in advance of the beginning of a marked bike lane.
7. The "BIKE LANE" (R3-17) sign with the "END" (R3-17b) sign mounted directly below should be installed at the end of marked bicycle lane.

LEGEND	
	Sign
	Traffic Flow

SPECIFICATION REFERENCE TABLE	
Traffic Paint	DMS-8200
Hot Applied Thermoplastic	DMS-8220
Permanent Prefabricated Pavement Markings	DMS-8240
Glass Traffic Beads	DMS-8290



RIGHT TURN ONLY LANE

DETAIL "A"

Texas Department of Transportation
Traffic Operations Division

BICYCLE LANE PAVEMENT MARKINGS

BLPM-10

© TxDOT May 2010	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
REVISIONS	CONT	SECT	JOB	HIGHWAY
				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		310

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FILE: pw://server.sig-eng.com:Sig-ds/Documents/WILCO302-CR255*CR289/Design*Data/4 - Design/Plans*Set/08. Traffic/Standards/smdgen.dgn

SIGN SUPPORT DESCRIPTIVE CODES

(Descriptive Codes correspond to project estimate and quantities sheets)

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

Post Type

FRP = Fiberglass Reinforced Plastic Pipe (see SMD(FRP))
TWT = Thin-Walled Tubing (see SMD(TWT))
10BWG = 10 BWG Tubing (see SMD(SLIP-1) to (SLIP-3))
S80 = Schedule 80 Pipe (see SMD(SLIP-1) to (SLIP-3))

Number of Posts (1 or 2)

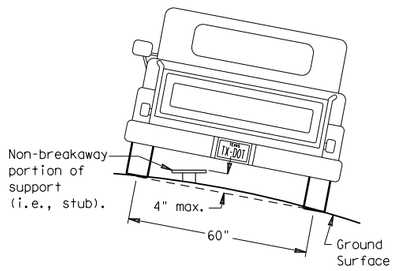
Anchor Type

UA = Universal Anchor - Concreted (see SMD(FRP) and (TWT))
UB = Universal Anchor - Bolted down (see SMD(FRP) and (TWT))
WS = Wedge Anchor Steel - (see SMD(TWT))
WP = Wedge Anchor Plastic (see SMD(TWT))
SA = Slipbase - Concreted (see SMD(SLIP-1) to (SLIP-3))
SB = Slipbase - Bolted Down (see SMD(SLIP-1) to (SLIP-3))

Sign Mounting Designation

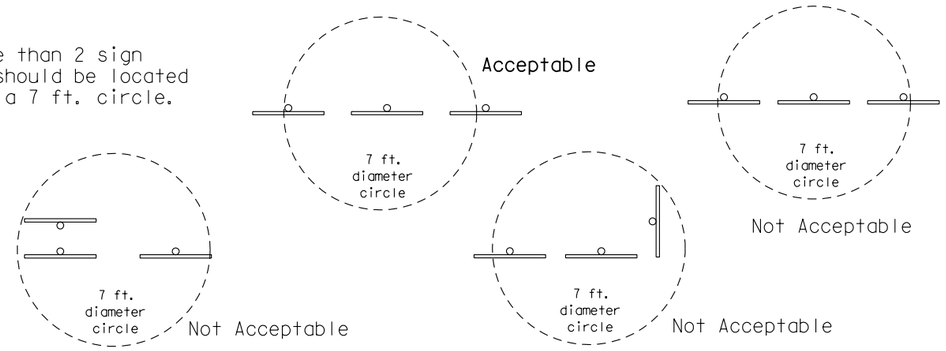
P = Prefab. "Plain" (see SMD(SLIP-1) to (SLIP-3), (TWT), (FRP))
T = Prefab. "T" (see SMD(SLIP-1) to (SLIP-3), (TWT))
U = Prefab. "U" (see SMD(SLIP-1) to (SLIP-3))
IF REQUIRED
1EXT or 2EXT = Number of Extensions (see SMD(SLIP-1) to (SLIP-3), (TWT))
BM = Extruded Wind Beam (see SMD(SLIP-1) to (SLIP-3))
WC = 1.12 #/ft Wing Channel (see SMD(SLIP-1) to (SLIP-3))
EXAL = Extruded Aluminum Sign Panels (see SMD(SLIP-1))

REQUIRED CLEARANCE FOR BREAKAWAY SUPPORT



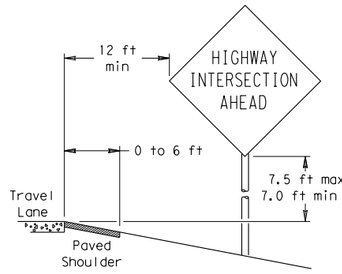
To avoid vehicle undercarriage snagging, any substantial remains of a breakaway support, when it is broken away, should not project more than 4 inches above a 60-inch chord (i.e., typical space between wheel paths).

No more than 2 sign posts should be located within a 7 ft. circle.



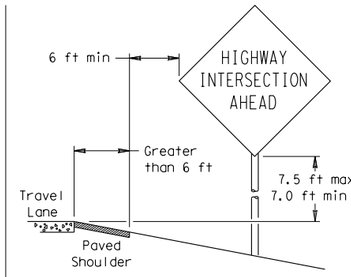
SIGN LOCATION

PAVED SHOULDERS



LESS THAN 6 FT. WIDE

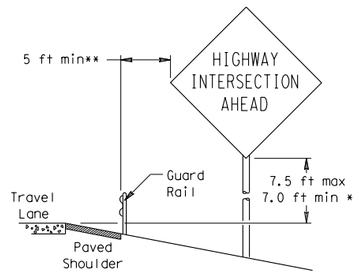
When the shoulder is 6 ft. or less in width, the sign must be placed at least 12 ft. from the edge of the travel lane.



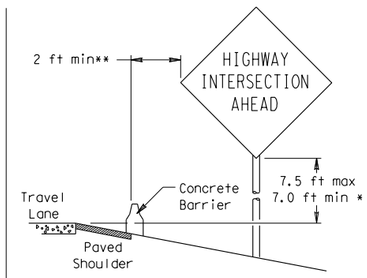
GREATER THAN 6 FT. WIDE

When the shoulder is greater than 6 ft in width, the sign must be placed at least 6 ft. from the edge of the shoulder.

BEHIND BARRIER



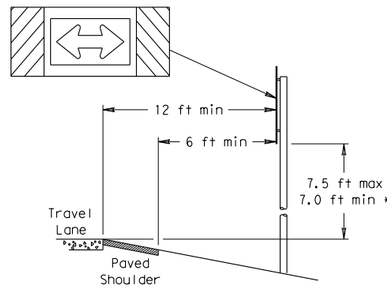
BEHIND GUARDRAIL



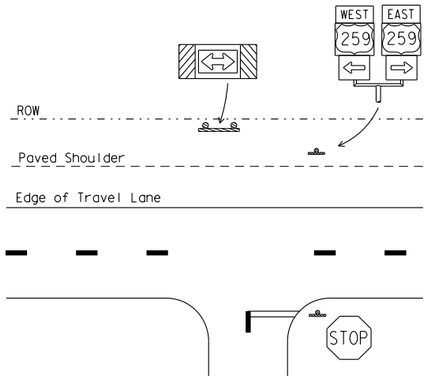
BEHIND CONCRETE BARRIER

**Sign clearance based on distance required for proper guard rail or concrete barrier performance.

T-INTERSECTION



When this sign is needed at the end of a two-lane, two way roadway, the right edge of the sign should be in line with the centerline of the roadway. Place as close to ROW as practical.



* Signs shall be mounted using the following condition that results in the greatest sign elevation:

(1) a minimum of 7 to a maximum of 7.5 feet above the edge of the travel lane or

(2) a minimum of 7 to a maximum of 7.5 feet above the grade at the base of the support when sign is installed on the backslope.

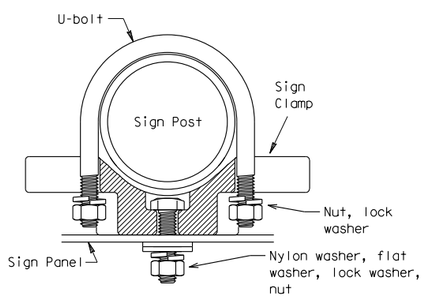
The maximum values may be increased when directed by the Engineer.

See the Traffic Operations Division website for detailed drawings of sign clamps, Triangular Slipbase System components and Wedge Anchor System components.

The website address is:
http://www.txdot.gov/publications/traffic.htm

TYPICAL SIGN ATTACHMENT DETAIL

Single Signs

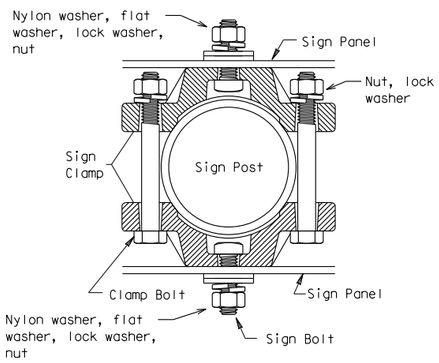


Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

When two sign clamps are used to mount signs back-to-back, use a 5/16-18 UNC galvanized hex head per ASTM A307 with nut and helical-spring lock washer. The approximate bolt lengths for various post sizes and sign clamp types are given in the table at right. The bolt length may need to be adjusted depending upon field conditions.

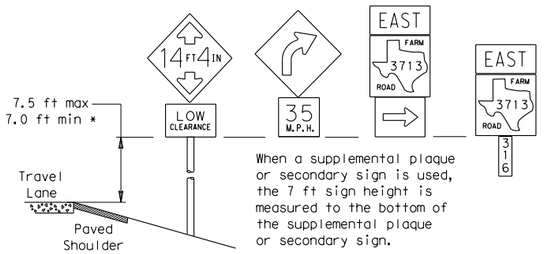
Sign clamps may be either the specific size clamp or the universal clamp.

Back-to-Back Signs



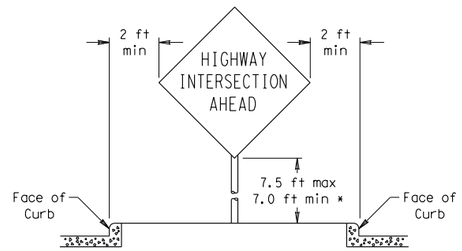
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

SIGNS WITH PLAQUES



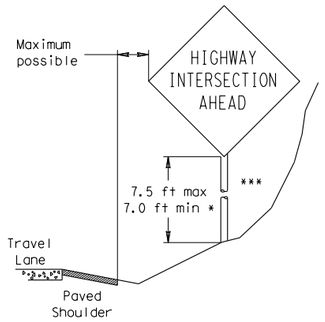
When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

CURB & GUTTER OR RAISED ISLAND



RESTRICTED RIGHT-OF-WAY

(When 6 ft min. is not possible.)



Right-of-way restrictions may be created by rocks, water, vegetation, forest, buildings, a narrow island, or other factors.

In situations where a lateral restriction prevents the minimum horizontal clearance from the edge of the travel lane, signs should be placed as far from the travel lane as practical.

*** Post may be shorter if protected by guardrail or if Engineer determines the post could not be hit due to extreme slope.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS

SMD(GEN)-08

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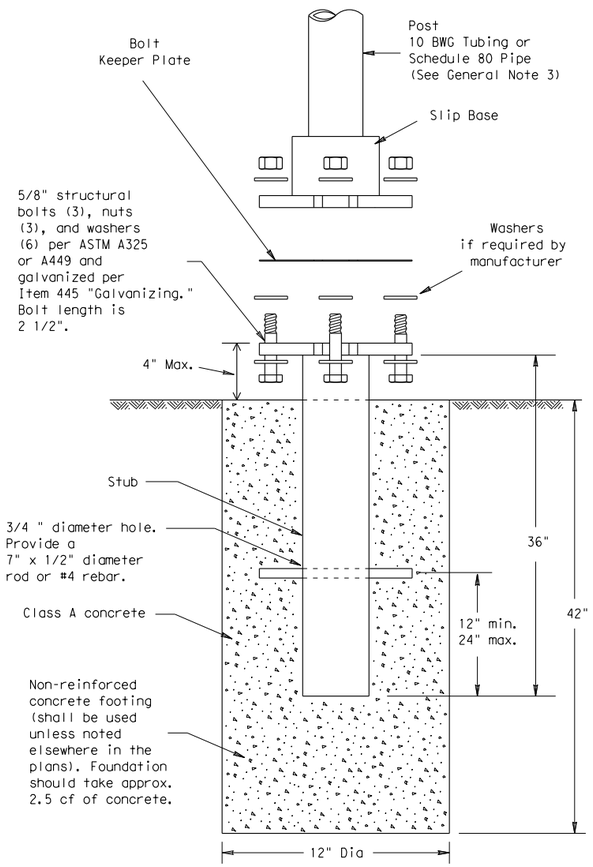
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9-08 REVISIONS	CONT	SECT	JOB	HIGHWAY
				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		311

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TRIANGULAR SLIPBASE INSTALLATION GENERAL REQUIREMENTS



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

NOTE

There are various devices approved for the Triangular Slipbase System. Please reference the Material Producer List for approved slip base systems. http://www.txdot.gov/business/producer_list.htm The devices shall be installed per manufacturers' recommendations. Installation procedures shall be provided to the Engineer by Contractor.

GENERAL NOTES:

1. Slip base shall be permanently marked to indicate manufacturer. Method, design, and location of marking are subject to approval of the TxDOT Traffic Standards Engineer.
2. Material used as post with this system shall conform to the following specifications:
   10 BWG Tubing (2.875" outside diameter)
   - 0.134" nominal wall thickness
   - Seamless or electric-resistance welded steel tubing or pipe
   - Steel shall be HSLAS Gr 55 per ASTM A1011 or ASTM A1008
   - Other steels may be used if they meet the following:
     - 55,000 PSI minimum yield strength
     - 70,000 PSI minimum tensile strength
     - 20% minimum elongation in 2"
   - Wall thickness (uncoated) shall be within the range of 0.122" to 0.138"
   - Outside diameter (uncoated) shall be within the range of 2.867" to 2.883"
   - Galvanization per ASTM A123 or ASTM A653 G210. For precoated steel tubing (ASTM A653), recoat tube outside diameter weld seam by metallizing with zinc wire per ASTM B833.

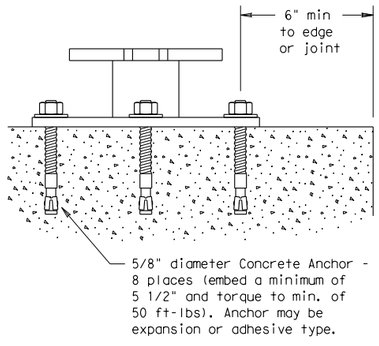
   Schedule 80 Pipe (2.875" outside diameter)
   - 0.276" nominal wall thickness
   - Steel tubing per ASTM A500 Gr C
   - Other seamless or electric-resistance welded steel tubing or pipe with equivalent outside diameter and wall thickness may be used if they meet the following:
     - 46,000 PSI minimum yield strength
     - 62,000 PSI minimum tensile strength
     - 21% minimum elongation in 2"
   - Wall thickness (uncoated) shall be within the range of 0.248" to 0.304"
   - Outside diameter (uncoated) shall be within the range of 2.855" to 2.895"
   - Galvanization per ASTM A123
3. See the Traffic Operations Division website for detailed drawings of sign clamps and Texas Universal Triangular Slipbase System components. The website address is: http://www.txdot.gov/publications/traffic.htm
4. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.

ASSEMBLY PROCEDURE

Foundation
1. Prepare 12-inch diameter by 42-inch deep hole. If solid rock is encountered, the depth of the foundation may be reduced such that it is embedded a minimum of 18 inches into the solid rock.
2. The Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor-driven concrete mixer. For small placements less than 0.5 cubic yards, hand mixing in a suitable container may be allowed by Engineer. Concrete shall be Class A.
3. Push the pipe end of the slip base stub into the center of the concrete. Rotate the stub back and forth while pushing it down into the concrete to assure good contact between the concrete and stub. Continue to work the stub into the concrete until it is between 2 to 4 inches above the ground.
4. Plumb the stub. Allow a minimum of 4 days to set, unless otherwise directed by the Engineer.
5. The triangular slipbase system is multidirectional and is designed to release when struck from any direction.

Support
1. Cut support so that the bottom of the sign will be 7 to 7.5 feet above the edge of the travelway (i.e., edge of the closest lane) when slip plate is below the edge of pavement or 7 to 7.5 feet above slip plate when the slip plate is above the edge of the travelway. The cut shall be plumb and straight.
2. Attach sign to support using connections shown. When multiple signs are installed on the same support, ensure the minimum clearance between each sign is maintained. See SMD(SLIP-2) for clearances based on sign types.

CONCRETE ANCHOR



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

Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. Heavy hex nut per ASTM A563, and hardened washer per ASTM F436. The stud bolt shall have a minimum yield and ultimate tensile strength of 50 and 75 KSI, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "Epoxies and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations. Top of bolt shall extend at least flush with top of the nut when installed. The anchor, when installed in 4000 psi normal-weight concrete with a 5 1/2" minimum embedment, shall have a minimum allowable tension and shear of 3900 and 3100 psi, respectively.

Texas Department of Transportation
Traffic Operations Division

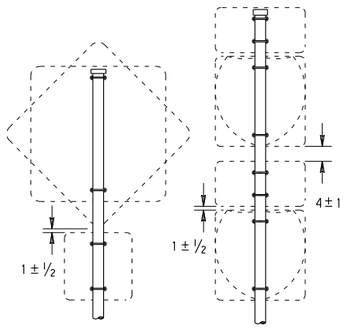
SIGN MOUNTING DETAILS
SMALL ROADSIDE SIGNS
TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-1)-08

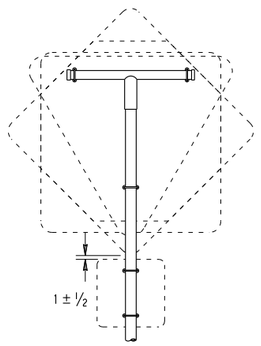
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REVISIONS	CONT	SECT	JOB	HIGHWAY
9-08				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		312

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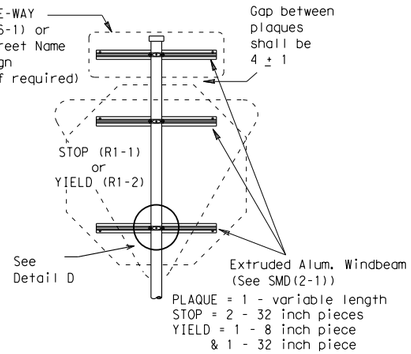
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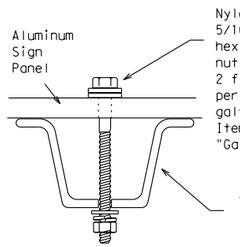
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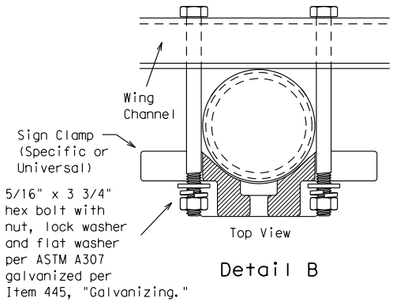
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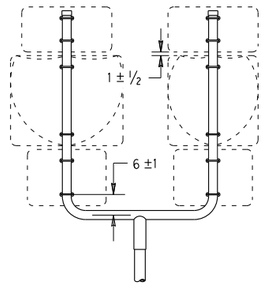
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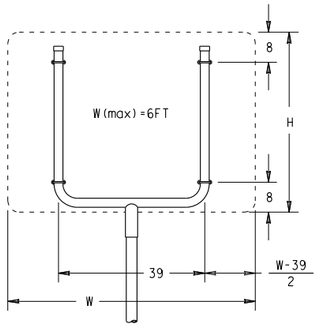
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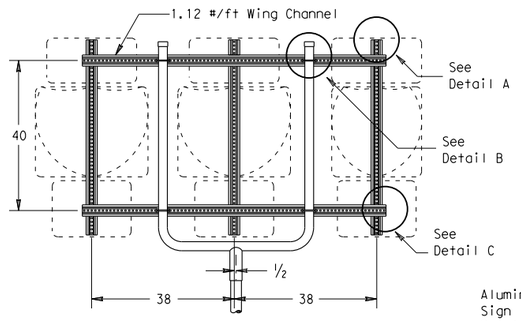
Detail B



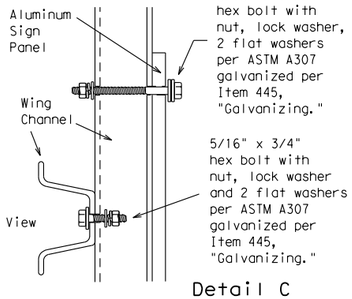
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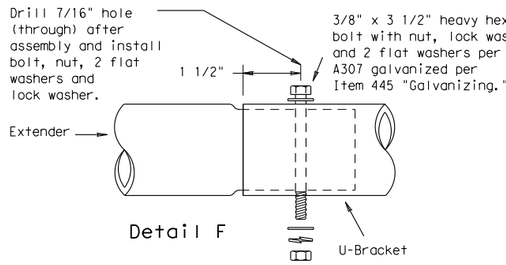
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SM RD SGN ASSM TY XXXXX(1)XX(U-WC)
(See Note 11)

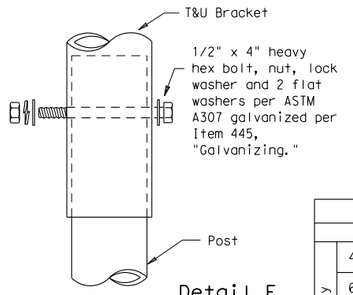


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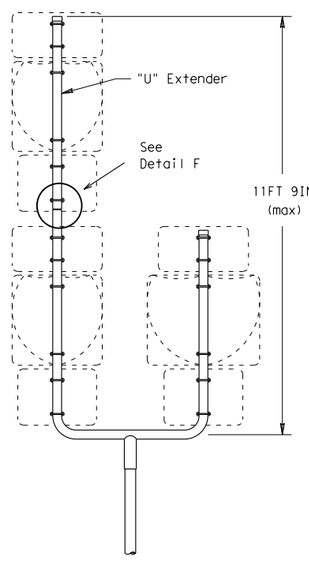


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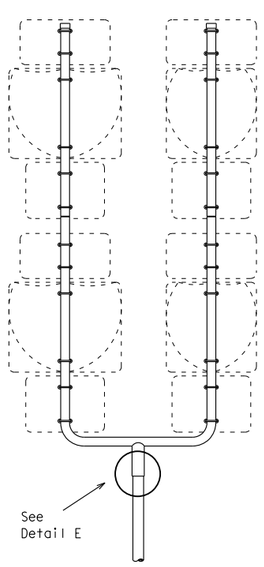
Splices shall only be allowed behind the sign substrate.



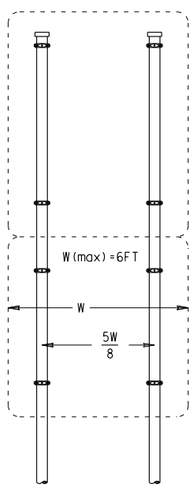
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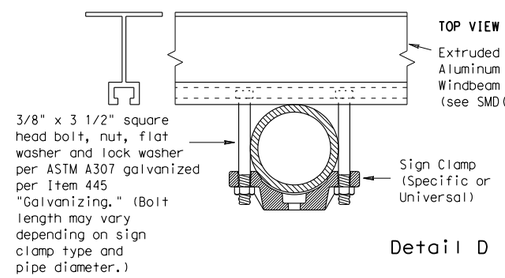


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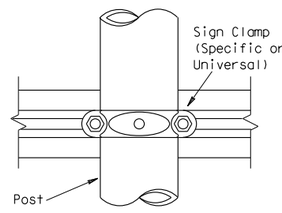


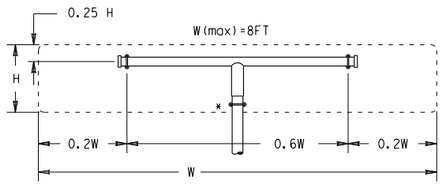
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SIDE VIEW



Detail D

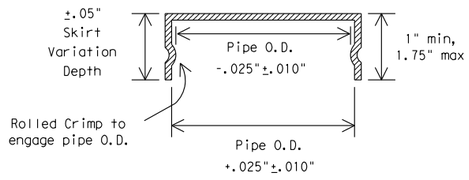




SM RD SGN ASSM TY XXXXX(1)XX(T)
(* - See Note 12)

All dimensions are in english unless detailed otherwise.

FRICTION CAP DETAIL



Friction caps may be manufactured from hot rolled or cold rolled steel sheets. The minimum sheet metal thickness shall be 24 gauge for all cap sizes.

The rim edges shall be reasonably straight and smooth. Caps shall be sized and formed in such a manner as to produce a drive-on friction fit and have no tendency to rock when seated on the pipe. The depth shall be sufficient to give positive protection against entrance of rainwater. They shall be free of sharp creases or indentations and show no evidence of metal fracture.

Caps shall have an electrodeposited coating of zinc in accordance with the requirements of ASTM B633 Class FE/ZN 8.

GENERAL NOTES:

1.

SIGN SUPPORT	# OF POSTS	MAX. SIGN AREA
10 BWG	1	16 SF
10 BWG	2	32 SF
Sch 80	1	32 SF
Sch 80	2	64 SF

2. The Engineer may require that a Schedule 80 post be used in place of a 10 BWG where a sign height is abnormally high due to a fill slope.
3. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
4. Aluminum sign blanks shall conform to Departmental Material Specifications DMS-7110 and shall have the following minimum thicknesses: 0.080 for signs less than 7.5 sq. ft., 0.100 for signs 7.5 to 15 sq. ft., and 0.125 for signs greater than 15 sq. ft.
5. Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
6. For horizontal rectangular signs fabricated from flat aluminum, T-brackets are used for signs 24 inches or less in height. U-brackets are used for signs of greater height.
7. When two triangular slipbase supports are used to support a single sign, they shall not be "rigidly" connected to each other except through the sign panel. This will allow each support to act independently when impacted by an errant vehicle.
8. Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
9. Excess pipe, wing channel, or windbeam shall be cut off so that it does not extend beyond the sign panel (i.e., excess support shall not be visible when the sign is viewed from the front.) Repair galvanized coating at cut support ends per Item 445, "Galvanizing."
10. Additional route markers may be added vertically, provided the total sign area does not exceed the maximum allowable amount per Note 1.
11. Additional sign clamp required on the "T-bracket" post for 24 inch height signs. Place the clamp 3 inches above bottom of sign when possible.
12. Post open ends shall be fitted with Friction Caps.
13. Sign blanks shall be the sizes and shapes shown on the plans.

REQUIRED SUPPORT

	SIGN DESCRIPTION	SUPPORT
Regulatory	48-inch STOP sign (R1-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	60-inch YIELD sign (R1-2)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	48x16-inch ONE-WAY sign (R6-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	36x48, 48x36, and 48x48-inch signs	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
Warning	48x48-inch signs (diamond or square)	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
	48-inch Advance School X-ing sign (S1-1)	TY 10BWG(1)XX(T)
	48-inch School X-ing sign (S2-1)	TY 10BWG(1)XX(T)
	Large Arrow sign (W1-6 & W1-7)	TY 10BWG(1)XX(T)

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-2)-08

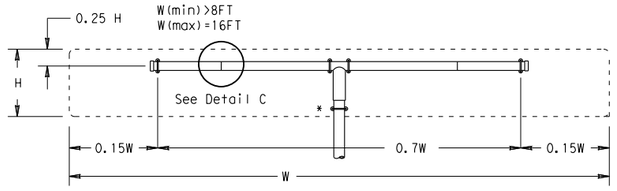
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REVISIONS	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
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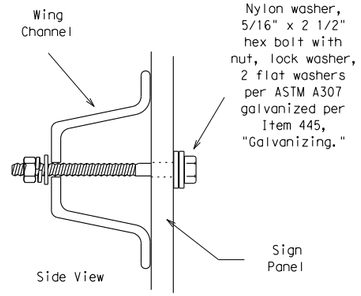
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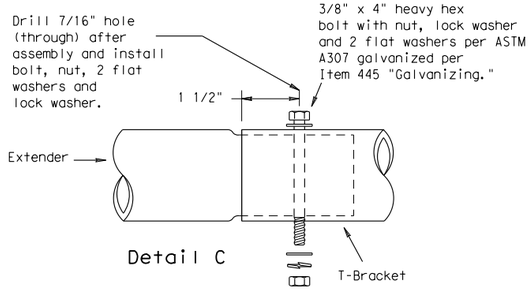
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SM RD SGN ASSM TY XXXXX(1)XX(T-2EXT)
(* - See Note 12)



Detail B



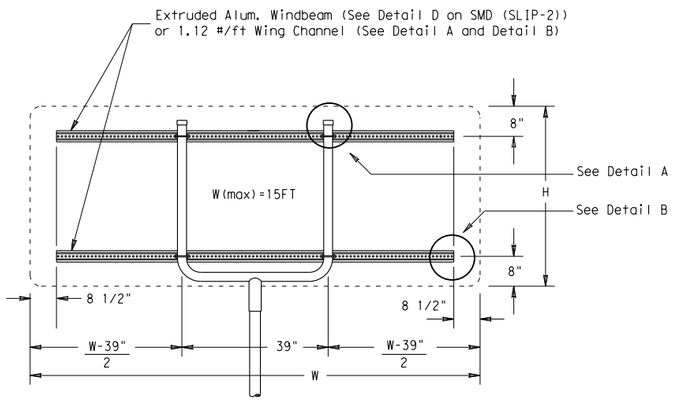
Detail C

Splices shall only be allowed behind the sign substrate.

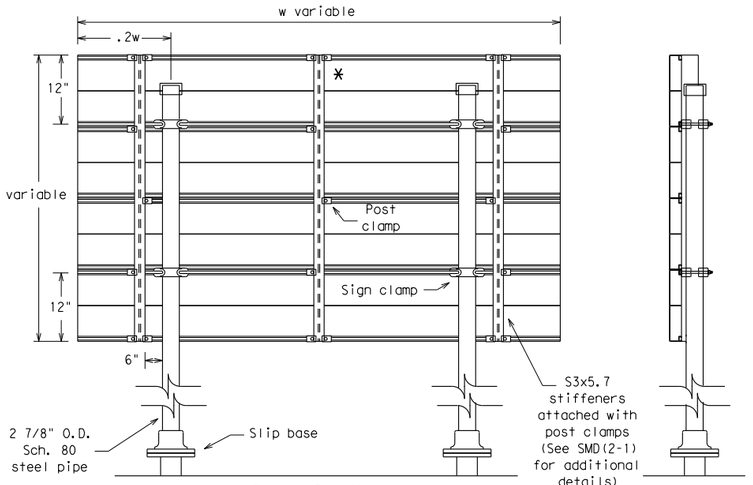
GENERAL NOTES:

SIGN SUPPORT	# OF POSTS	MAX. SIGN AREA
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Sch 80	1	32 SF
Sch 80	2	64 SF

1. The Engineer may require that a Schedule 80 post be used in place of a 10 BWG where a sign height is abnormally high due to a fill slope.
2. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
3. Aluminum sign blanks shall conform to Departmental Material Specifications DMS-7110 and shall have the following minimum thicknesses: 0.080 for signs less than 7.5 sq. ft., 0.100 for signs 7.5 to 15 sq. ft., and 0.125 for signs greater than 15 sq. ft.
4. Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
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6. When two triangular slipbase supports are used to support a single sign, they shall not be "rigidly" connected to each other except through the sign panel. This will allow each support to act independently when impacted by an errant vehicle.
7. Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
8. Excess pipe, wing channel, or windbeam shall be cut off so that it does not extend beyond the sign panel (i.e., excess support shall not be visible when the sign is viewed from the front.) Repair galvanized coating at cut support ends per Item 445, "Galvanizing."
9. Sign blanks shall be the sizes and shapes shown on the plans.
10. Additional sign clamp required on the "T-bracket" post for 24 inch high signs. Place the clamp 3 inches above bottom of sign when possible.
11. Post open ends shall be fitted with Friction Caps.



SM RD SGN ASSM TY XXXXX(1)XX(U-XX)

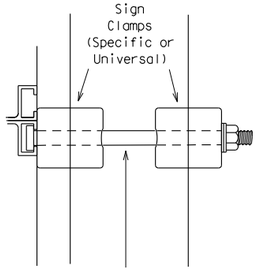


Typical Sign Mount

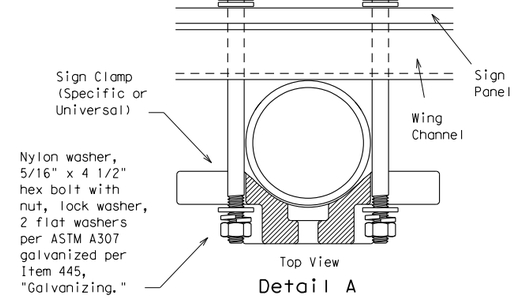
SM RD SGN ASSM TY S80(2)XX(P-EXAL)

* Additional stiffener placed at approximate center of signs when sign width is greater than 10'.

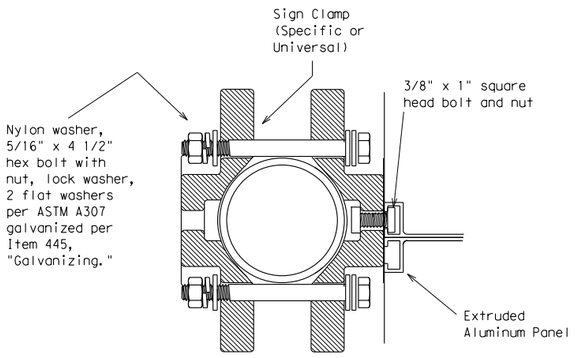
See Detail E
for clamp installation



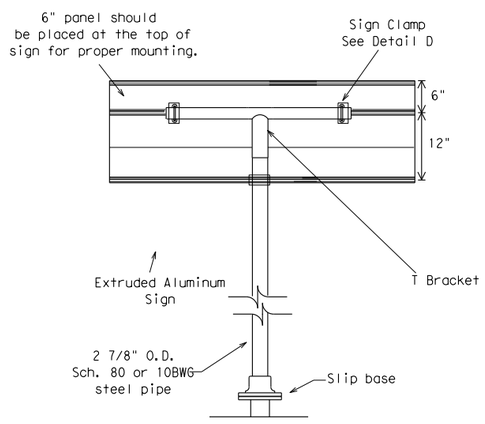
Detail E



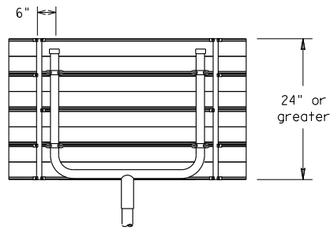
Detail A



Detail D
EXTRUDED ALUMINUM SIGN WITH T BRACKET



Extruded Aluminum Sign
With T Bracket



Use Extruded Alum. Windbeam as stiffeners
See SMD (2-1) for additional details

See Detail E
for clamp installation

REQUIRED SUPPORT		
	SIGN DESCRIPTION	SUPPORT
Regulatory	48-inch STOP sign (R1-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	60-inch YIELD sign (R1-2)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	48x16-inch ONE-WAY sign (R6-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	36x48, 48x36, and 48x48-inch signs	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
Warning	48x48-inch signs (diamond or square)	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
	48-inch Advance School X-ing sign (S1-1)	TY 10BWG(1)XX(T)
	48-inch School X-ing sign (S2-1)	TY 10BWG(1)XX(T)
	Large Arrow sign (W1-6 & W1-7)	TY 10BWG(1)XX(T)

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-3)-08

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DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

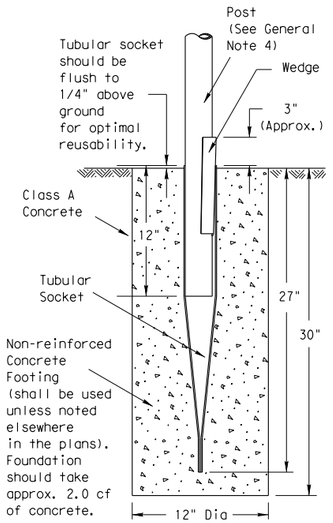
CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		314

9-08 REVISIONS

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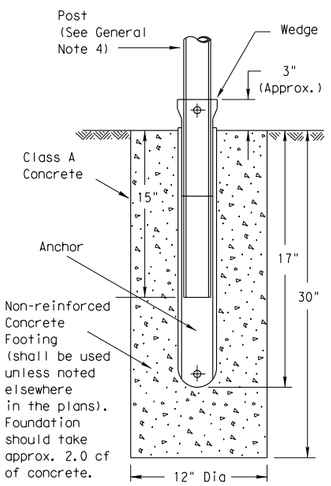
DATE: 11/6/2024 2:11
FILE: pw://server.sig-eng.com:Sig-ds/Documents/WILCO302-CR255*CR289/Design*Data/4 - Design/Plan*Set/08. Traffic/Standards/smdtwt.dgn

Wedge Anchor Steel System



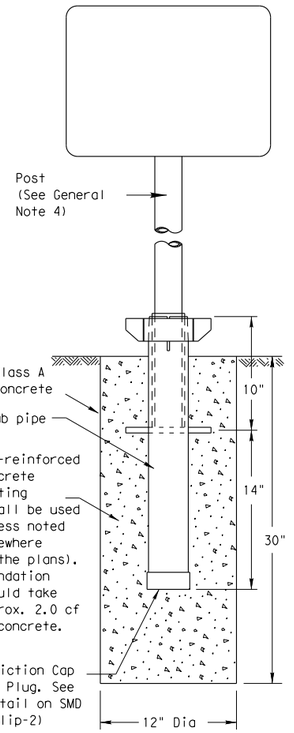
SM RD SGN ASSM TY TWT(X)WS(X)

Wedge Anchor High Density Polyethylene (HDPE) System

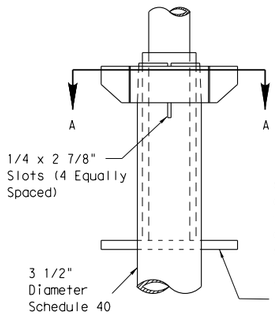


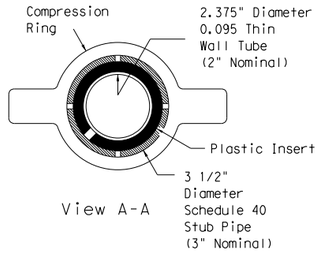
SMD RD SGN ASSM TY TWT(X)WP(X)

Universal Anchor System with Thin-Walled Tubing Post



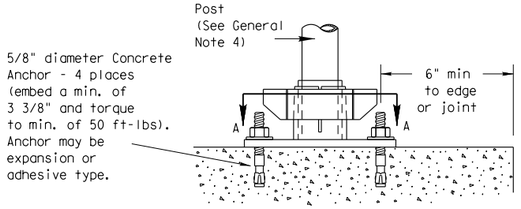
SM RD SGN ASSM TY TWT(X)UA(P)



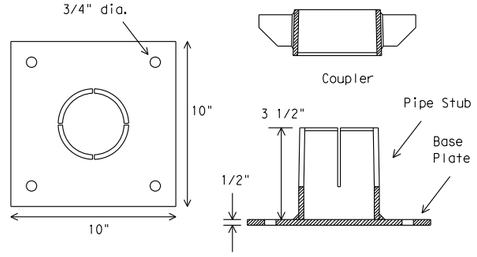


View A-A

Plastic insert must be used when using the TWT with either the Universal Anchor System or the Bolt Down Universal Anchor System. The insert should be approx. 10" long and cover the tubing from just above the top of the stub pipe to the bottom of the sign post when using the Universal Anchor System. The insert should be cut to approx. 4 1/2" when used with the Bolt Down Universal Anchor System.

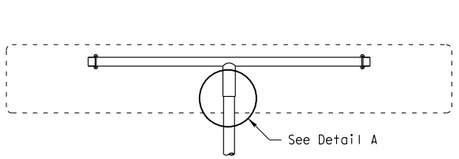


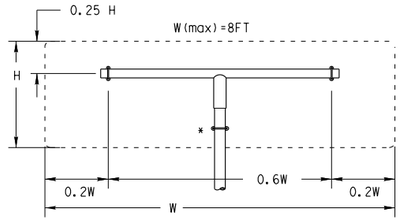
Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. A heavy hex nut per ASTM A563 and hardened washer per ASTM F436. The stud bolt shall have minimum yield and ultimate tensile strengths of 50 and 75 ksi, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Top of bolt shall extend at least flush with top of nut when installed. The anchor, when installed in 4000 psi normal-weight concrete with a 3 3/8" minimum embedment, shall have a minimum allowable tension and shear of 2450 and 1525 psi, respectively. Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "Epoxies and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations.



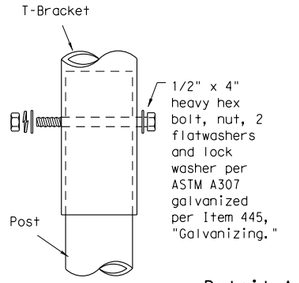
SM RD SGN ASSM TY TWT(X)UB(P)

Sign Installation Using a Prefabricated T-Bracket for Thin-Wall Tubing Post





SM RD SGN ASSM TY TWT(X)XX(T)
(* - See General Note 6)



Detail A

9/16" hole may need to be drilled through post to accommodate bolt.

NOTE

The devices shall be installed per manufacturer's recommendations.
Installation procedures shall be provided to the Engineer by Contractor.

GENERAL NOTES:

1. The Wedge Anchor System and the Universal Anchor System with thin wall tubing post may be used to support up to 10 square feet of sign area.
2. The tubular socket, wedge and prefabricated T-bracket shall be permanently marked to indicate manufacturer. Method, design, and location of marking are subject to the approval of the TxDOT Traffic Standards Engineer.
3. Except for posts (13 BWG Tubing), clamps, nuts and bolts, all components shall be prequalified. A list of prequalified vendors may be obtained from the Material Producer List web page. The website address is: http://www.txdot.gov/business/producer list.htm
4. Material used as post with this system shall conform to the following specifications:
   13 BWG Tubing (2.375" outside diameter) (TWT)
   0.095" nominal wall thickness
   Seamless or electric-resistance welded steel tubing
   Steel shall be HSLAS Gr 55 per ASTM A1011 or ASTM A1008
   Other steels may be used if they meet the following:
   55,000 PSI minimum yield strength
   70,000 PSI minimum tensile strength
   18% minimum elongation in 2"
   Wall thickness (uncoated) shall be within the range of .083" to .099"
   Outside diameter (uncoated) shall be within the range of 2.369" to 2.381"
   Galvanization per ASTM 123 or ASTM A653 G210. For precoated steel tubing (ASTM A653), recoat tube outside diameter weld seam by metallizing with zinc wire per ASTM B833.
5. Sign blanks shall be the sizes and shapes shown on the plans.
6. Additional sign clamp required on the "T-bracket" post for 24" high signs. Place clamp at least 3" above bottom of sign when possible.
7. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
8. See the Traffic Operations Division website for detailed drawings of sign clamps and Wedge Anchor System components. The website address is: http://www.txdot.gov/publications/traffic.htm

WEDGE ANCHOR SYSTEM INSTALLATION PROCEDURE

1. Dig foundation hole. Where solid rock is encountered at ground level, the foundation shall be a minimum depth of 18". When solid rock is encountered below ground level, the foundation shall extend in the solid rock a minimum depth of 18" or provide a minimum foundation depth of 30". If solid rock is encountered, the socket/stub may be reduced in length as required to a minimum length of 18". Any material removed from the socket/stub shall be from the bottom and the clearance requirements given on SMD(GEN) must be followed. The inner surfaces of the socket/stub must remain free of concrete or other debris.
2. The Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor driven concrete mixer. For small placements less than 0.5 cubic yards, hand mixing in a suitable container may be allowed by Engineer. Place concrete into hole until it is approximately flush with the ground. Concrete shall be Class A.
3. Insert tubular socket into concrete until top of socket is approximaely 1/4 " above the concrete footing.
4. Plumb the socket. Allow a minimum 4 days for concrete to set, unless otherwise directed by Engineer..
5. Attach the sign to the sign post.
6. Insert the sign post into socket and align sign face with roadway.
7. Drive the wedge into the socket to secure post. This will leave approximately 3 inches of the wedge exposed.

UNIVERSAL ANCHOR SYSTEM INSTALLATION PROCEDURE

1. Dig foundation hole. Where solid rock is encountered at ground level, the foundation shall be a minimum depth of 18". When solid rock is encountered below ground level, the foundation shall extend in the solid rock a minimum depth of 18" or provide a minimum foundation depth of 30". If solid rock is encountered, the socket/stub may be reduced in length as required to a minimum length of 18". Any material removed from the socket/stub shall be from the bottom and the clearance requirements given on SMD(GEN) must be followed. The inner surfaces of the socket/stub must remain free of concrete or other debris.
2. Insert base post in hole to depths shown and backfill hole with concrete.
3. Level and plumb the base post using a torpedo level and allow concrete adequate time to set. The bottom of the slots provided in the stub pipe shall remain above the top of the concrete foundation.
4. Attach the sign to the sign post.
5. Install plastic insert around bottom of post.
6. Insert sign post into base post. Lower until the post comes to rest on steel rod.
7. Seat compression ring using a hammer. Typically, the top of compression ring will be approximately level with top of stub post when optimally installed.
8. Check sign post by hand to ensure it is unable to turn. If loose, increase the tightening of the compression ring.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS WEDGE & UNIVERSAL ANCHOR WITH THIN WALL TUBING POST

SMD(TWT)-08

©TxDOT July 2002	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
9-08 REVISIONS	CONT	SECT	JOB	HIGHWAY
				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		315

26E

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DATE:
FILE:

I. STORMWATER POLLUTION PREVENTION-CLEAN WATER ACT SECTION 402

TPDES TXR 150000: Stormwater Discharge Permit or Construction General Permit required for projects with 1 or more acres disturbed soil. Projects with any disturbed soil must protect for erosion and sedimentation in accordance with Item 506.

List MS4 Operator(s) that may receive discharges from this project. They may need to be notified prior to construction activities.

1.

2.

☐ No Action Required ☒ Required Action

Action No.

1. Prevent stormwater pollution by controlling erosion and sedimentation in accordance with TPDES Permit TXR 150000
2. Comply with the SW3P and revise when necessary to control pollution or required by the Engineer.
3. Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and TCEQ, EPA or other inspectors.
4. When Contractor project specific locations (PSL's) increase disturbed soil area to 5 acres or more, submit NOI to TCEQ and the Engineer.

II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS CLEAN WATER ACT SECTIONS 401 AND 404

USACE Permit required for filling, dredging, excavating or other work in any water bodies, rivers, creeks, streams, wetlands or wet areas.

The Contractor must adhere to all of the terms and conditions associated with the following permit(s):

☒ No Permit Required

☐ Nationwide Permit 14 - PCN not Required (less than 1/10th acre waters or wetlands affected)

☐ Nationwide Permit 14 - PCN Required (1/10 to <1/2 acre, 1/3 in tidal waters)

☐ Individual 404 Permit Required

☐ Other Nationwide Permit Required: NWP# _____

Required Actions: List waters of the US permit applies to, location in project and check Best Management Practices planned to control erosion, sedimentation and post-project TSS.

1.

2.

3.

4.

The elevation of the ordinary high water marks of any areas requiring work to be performed in the waters of the US requiring the use of a nationwide permit can be found on the Bridge Layouts.

Best Management Practices:

Erosion	Sedimentation	Post-Construction TSS
☒ Temporary Vegetation	☒ Silt Fence	☒ Vegetative Filter Strips
☒ Blankets/Matting	☒ Rock Berm	☐ Retention/Irrigation Systems
☒ Mulch	☐ Triangular Filter Dike	☐ Extended Detention Basin
☐ Sodding	☐ Sand Bag Berm	☐ Constructed Wetlands
☐ Interceptor Swale	☐ Straw Bale Dike	☐ Wet Basin
☐ Diversion Dike	☐ Brush Berms	☒ Erosion Control Compost
☐ Erosion Control Compost	☐ Erosion Control Compost	☐ Mulch Filter Berm and Socks
☐ Mulch Filter Berm and Socks	☐ Mulch Filter Berm and Socks	☐ Compost Filter Berm and Socks
☐ Compost Filter Berm and Socks	☐ Compost Filter Berm and Socks	☒ Vegetation Lined Ditches
	☐ Stone Outlet Sediment Traps	☐ Sand Filter Systems
	☐ Sediment Basins	☐ Grassy Swales

III. CULTURAL RESOURCES

Refer to TxDOT Standard Specifications in the event historical issues or archeological artifacts are found during construction. Upon discovery of archeological artifacts (bones, burnt rock, flint, pottery, etc.) cease work in the immediate area and contact the Engineer immediately.

☐ No Action Required ☐ Required Action

Action No.

1.

2.

3.

4.

IV. VEGETATION RESOURCES

Preserve native vegetation to the extent practical.
Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751, 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

☐ No Action Required ☐ Required Action

Action No.

1.

2.

3.

4.

V. FEDERAL LISTED, PROPOSED THREATENED, ENDANGERED SPECIES, CRITICAL HABITAT, STATE LISTED SPECIES, CANDIDATE SPECIES AND MIGRATORY BIRDS.

☐ No Action Required ☐ Required Action

Action No.

1.

2.

3.

4.

If any of the listed species are observed, cease work in the immediate area, do not disturb species or habitat and contact the Engineer immediately. The work may not remove active nests from bridges and other structures during nesting season of the birds associated with the nests. If caves or sinkholes are discovered, cease work in the immediate area, and contact the Engineer immediately.

LIST OF ABBREVIATIONS

BMP:	Best Management Practice	SPCC:	Spill Prevention Control and Countermeasure
CGP:	Construction General Permit	SW3P:	Storm Water Pollution Prevention Plan
DSHS:	Texas Department of State Health Services	PCN:	Pre-Construction Notification
FHWA:	Federal Highway Administration	PSL:	Project Specific Location
MOA:	Memorandum of Agreement	TCEQ:	Texas Commission on Environmental Quality
MOU:	Memorandum of Understanding	TPDES:	Texas Pollutant Discharge Elimination System
MS4:	Municipal Separate Stormwater Sewer System	TPWD:	Texas Parks and Wildlife Department
MBTA:	Migratory Bird Treaty Act	TxDOT:	Texas Department of Transportation
NOT:	Notice of Termination	T&E:	Threatened and Endangered Species
NWP:	Nationwide Permit	USACE:	U.S. Army Corps of Engineers
NOI:	Notice of Intent	USFWS:	U.S. Fish and Wildlife Service

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

General (applies to all projects):

Comply with the Hazard Communication Act (the Act) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropriate for any hazardous materials used.

Obtain and keep on-site Material Safety Data Sheets (MSDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: Paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bare ground and covered, for products which may be hazardous. Maintain product labelling as required by the Act.

Maintain an adequate supply of on-site spill response materials, as indicated in the MSDS. In the event of a spill, take actions to mitigate the spill as indicated in the MSDS, in accordance with safe work practices, and contact the District Spill Coordinator immediately. The Contractor shall be responsible for the proper containment and cleanup of all product spills.

Contact the Engineer if any of the following are detected:
* Dead or distressed vegetation (not identified as normal)
* Trash piles, drums, canister, barrels, etc.
* Undesirable smells or odors
* Evidence of leaching or seepage of substances

Does the project involve any bridge class structure rehabilitation or replacements (bridge class structures not including box culverts)?

☐ Yes ☒ No

If "No", then no further action is required.
If "Yes", then TxDOT is responsible for completing asbestos assessment/inspection.

Are the results of the asbestos inspection positive (is asbestos present)?

☐ Yes ☐ No

If "Yes", then TxDOT must retain a DSHS licensed asbestos consultant to assist with the notification, develop abatement/mitigation procedures, and perform management activities as necessary. The notification form to DSHS must be postmarked at least 15 working days prior to scheduled demolition.

If "No", then TxDOT is still required to notify DSHS 15 working days prior to any scheduled demolition.

In either case, the Contractor is responsible for providing the date(s) for abatement activities and/or demolition with careful coordination between the Engineer and asbestos consultant in order to minimize construction delays and subsequent claims.

Any other evidence indicating possible hazardous materials or contamination discovered on site. Hazardous Materials or Contamination Issues Specific to this Project:

☐ No Action Required ☐ Required Action

Action No.

1.

2.

3.

VII. OTHER ENVIRONMENTAL ISSUES

(includes regional issues such as Edwards Aquifer District, etc.)

☐ No Action Required ☒ Required Action

Action No.

1. CONTRACTOR TO FOLLOW TCEQ REQUIREMENTS AS REQUIRED IN EDWARDS AQUIFER PROTECTION PROGRAM ROADWAY APPLICATION
2.
3.

Texas Department of Transportation

Design Division Standard

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

EPIC

FILE: epic.dgn	DN: TxDOT	CK: RG	DW: VP	CK: AR	
©TxDOT: February 2015	CONT	SECT	JOB	HIGHWAY	
REVISIONS				CR 255	
12-12-2011 (DS)	DIST	COUNTY		SHEET NO.	
05-07-14 ADDED NOTE SECTION IV.					
01-23-2015 SECTION I (CHANGED ITEM 1122 TO ITEM 506, ADDED GRASSY SWALES.		WILLIAMSON		316	

A. GENERAL SITE DATA

1. PROJECT LIMITS: From CR 254 to Ronald Reagan Blvd.

Begin Project Coordinates : Latitude (N): 30.7603939° *Longitude (W):* -097.8567168°

2. PROJECT SITE MAPS:

- *Project Location Map: The Title Sheet*
- *Drainage Patterns: Drainage Area Maps SHEETS 181 - 182*
- *Slopes Anticipated After Major Gradings or Areas of Soil Disturbance: Typical Sections SHEETS 8 - 9*
- *Location of Erosion and Sediment Controls: SW3P Site Maps SHEETS 316 - 325*
- *Surface Waters and Discharge Locations: Drainage and Culvert Layouts SHEETS 163 - 265*
- *Project Specific Location(s) (PSL): To be determined by the project Construction Personnel. Location(s) shown on SW3P Site Map (if PSL location(s) is within one mile of project) and information located in project SW3P Binder (Reference Item #10 below).*

3. PROJECT DESCRIPTION:

For the construction of a 2-lane roadway including earthwork, grading, drainage and structures, base course, asphaltic concrete pavement and pavement markings.

4. MAJOR SOIL DISTURBING ACTIVITIES:

roadway and open channel grading and pavement removal, excavation for cross culverts.

5. EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER:

Upper Glen Rose Limestone formation, consisting of poorly bedded, plastic clay, sand, and limestone. Vegitation consist of native grasses with aproximatly 90% coverage.

6. TOTAL PROJECT AREA: *68.44* Acres

7. TOTAL AREA TO BE DISTURBED: *57.1* Acres (*83.5 %*)

8. WEIGHTED RUNOFF COEFFICIENT

BEFORE CONSTRUCTION: *0.38*
AFTER CONSTRUCTION: *0.43*

9. NAME OF RECEIVING WATERS:

North Fork San Gabriel River
Segment 1214

10. PROJECT SW3P Binder:

A. For projects disturbing one to five acres, The Contractor will maintain a SW3P Binder at the project field office (If there is not a project field office, should be kept on the Job Site at all times) which contains the following: Index Sheet, TCEQ Signature Authority, TCEQ Small Construction Site Notice, Contractor Certification of Compliance, SW3P Inspector Qualification Statements, Inspection and Maintenance Reports (Form 2118), SW3P Sheet, Site Location Maps, Stored Material Lists specifying associated control measures and the Appendix which contains the TPDES Construction General Permit, MS4 Operator Notification(s) and the Construction PSL Permits per all applicable requirements.

B. For projects disturbing 5 acres or more, the Contractor will follow the actions listed in (10.A.) above with the addition of the following: Notice Of Intent (N.O.I.) and Fee Payment Form, TCEQ Large Construction Site Notice (to be used instead of Small Site Notice), and TPDES Permit Coverage Notice.

C. For projects disturbing less than one acre, actions described in (10.A.) and (10.B.) above are not required. Acreage is calculated by adding Total Area To Be Disturbed Acres on project (See #7 above) and the PSL(s) acreage located within one mile of project.

B. EROSION AND SEDIMENT CONTROLS

1. SOIL STABILIZATION PRACTICES: (Select T = Temporary or P = Permanent, as applicable)

____ TEMPORARY SEEDING
____ MULCHING (Hay or Straw)
____ BUFFER ZONES
____ PLANTING
_P_ SEEDING
____ SODDING
____ PRESERVATION OF NATURAL RESOURCES
____ FLEXIBLE CHANNEL LINER
____ RIGID CHANNEL LINER
_P_ SOIL RETENTION BLANKET
____ COMPOST MANUFACTURED TOPSOIL
____ VERTICAL TRACKING
____ OTHER: *Disturbed areas on which construction activity has ceased, either temporarily or permanently, shall be stabilized within 14 days unless activities are scheduled to resume and do so within 21 days.*

2. STRUCTURAL PRACTICES:
(T = Temporary or P = Permanent)

_T_ SILT FENCES
____ EROSION CONTROL LOGS
____ EROSION CONTROL COMPOST BERMS (Low Velocity)
_T_ ROCK FILTER DAMS
____ DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
____ DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
____ DIVERSION DIKE AND SWALE COMBINATIONS
____ PIPE SLOPE DRAINS
____ PAVED FLUMES
_T_ ROCK BEDDING AT CONSTRUCTION EXIT
____ TIMBER MATTING AT CONSTRUCTION EXIT
_P_ CHANNEL LINERS
____ SEDIMENT TRAPS
____ SEDIMENT BASINS
____ STORM INLET SEDIMENT TRAP
____ STONE OUTLET STRUCTURES
_P_ CURBS AND GUTTERS
____ STORM SEWERS
_P_ VELOCITY CONTROL DEVICES
____ OTHER:

NOTE: TOP OF BMP'S SHOULD NOT BE HIGHER THAN ROADWAY ELEVATION AS NOT TO FLOOD ROADWAY UNLESS PRIOR APPROVAL FROM ENGINEER IS OBTAINED.

3. STORM WATER MANAGEMENT:

A. Storm water drainage will be provided by ditches, and storm water systems which carry drainage within the R.O.W. to the lows within the roadway and project site which drains to natural facilities.

B. Non paved areas and ditches shall be stabilized with a permanent vegetative cover.

C. Other permanent erosion controls include hydraulic design to limit structure outlet velocities and grading design generally consisting of 4 :1 or flatter slopes with permanent vegetative cover.

4. STORM WATER MANAGEMENT ACTIVITIES: (Sequence of Construction)

IT IS THE INTENT OF THE PROJECT'S SEQUENCE OF CONSTRUCTION TO PHASE THE WORK IN A MANNER THAT MINIMIZES THE RISK OF CONCENTRATED DRAINAGE FLOWS OVER ROADWAY SEGMENTS OPEN TO TRAFFIC. AS SUCH, CONSTRUCTION OF SPECIFIC CULVERTS, ROADWAY SEGMENTS AND DETOUR TRANSITIONS ARE ISOLATED ONTO SPECIFIC PHASES OR STEPS SO CONSTRUCTION EFFORTS CAN BE FOCUSED ON THE SPECIFIC TASK AND COMPLETED IN THE SHORTEST TIME POSSIBLE. REQUESTS, TO THE OBSERVER, TO AMEND THE SEQUENCE OF CONSTRUCTION BY THE CONTRACTOR WILL BE EVALUATED ON THIS BASIS.

5. NON-STORM WATER DISCHARGES:

Filter non-storm water discharges, or hold in retention basins, before being allowed to mix with storm water. These discharges consist of, but not limited to, non-polluted ground water, spring water, foundation or footing drain water, water used for dust control or pavement washing and vehicle washwater containing no detergents.

C. OTHER REQUIREMENTS & PRACTICES

1. MAINTENANCE:

Maintain all erosion and sediment controls in good working order. Perform any necessary cleaning/repairs/replacements at the earliest possible date prior to next rain event, but no later than 7 calendar days. Ensure the surrounding ground has dried sufficiently to prevent damage from equipment. "Too Wet" is the only reason for not adhering to time frames described. When construction activities permanently or temporarily cease and are not expected to resume for 14 or more days on a disturbed portion of the site, stabilization measures must be initiated immediately.

2. INSPECTION:

A Construction Observer will perform a regularly scheduled SW3P inspection every 7 calendar days. An Inspection and Maintenance Report, signed by the Construction Observer and the Contractor, will be filed for each inspection. Revise/clean/repair/replace each BMP control device in accordance with the current Field Inspection and Maintenance Report (Form 2118) and Item 1 (Maintenance) above.

3. WASTE MATERIALS:

On a daily basis, or as may be directed, collect all waste materials, trash and debris from the construction site and deposit into a metal dumpster having a secure cover and which meets all state and local city solid waste management requirements. Empty the dumpster as required by regulation, or as may be directed, at a local approved landfill site. Do not bury construction waste on the construction project site.

4. HAZARDOUS WASTE & SPILL REPORTING:

As a minimum, any products in the following categories are considered to be hazardous: Paints, Acids, Solvents, Fuels, Asphalt Products, Chemical Additives for Soil Stabilization, and Concrete Curing Compounds or Additives. When storing hazardous material on the project site, or at a Project Specific Location, take all practicable precaution to prevent and/or contain any spillage of these materials. In the event of a spill, contact the spill coordinator immediately.

5. SANITARY WASTE:

Use a licensed sanitary waste management contractor to collect all sanitary waste from portable units as may be required by local regulation, or as directed.

6. CONSTRUCTION VEHICLE TRACKING:

On a regular basis, or as may be directed, dampen haul roads for dust control and stabilize construction entrances/exits. Provide for a motorized broom or vacuum type sweeper to be available on a daily basis, or as may be directed, to remove sediment from paved roadways abutting or traversing the project site.

7. MANAGEMENT PRACTICES:

A. Construct disposal areas, stockpiles, haul roads and PSL's in a manner that will minimize and control the amount of sediment that may enter receiving waters. Do not locate disposal areas in any wetland, waterbody or streambed.

B. Locate construction staging areas, vehicle maintenance and PSL's areas in a manner to minimize the runoff of pollutants.

C. When working in or near a wetland, install and maintain operating soil erosion and sediment controls at all times during construction and isolate the work from the wetland.

D. Clear all waterways as soon as practicable of temporary embankment, temporary bridges, matting, falsework, piling, debris or other obstructions placed during construction operations that are not a part of the finished work.

E. Procedures and/or practices should be taken to control dust.

F. Sediment to be removed from roadways daily or when work begins after weather events if construction activities have ceased due to weather event.

G. The Contractor will be required to contain wash water from concrete trucks in a manner that will prevent same from entering any waterway.

H. The Contractor is responsible for insuring that all Subcontractors are aware and comply with all components of the Temporary Erosion Control Plans.

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11/6/2024

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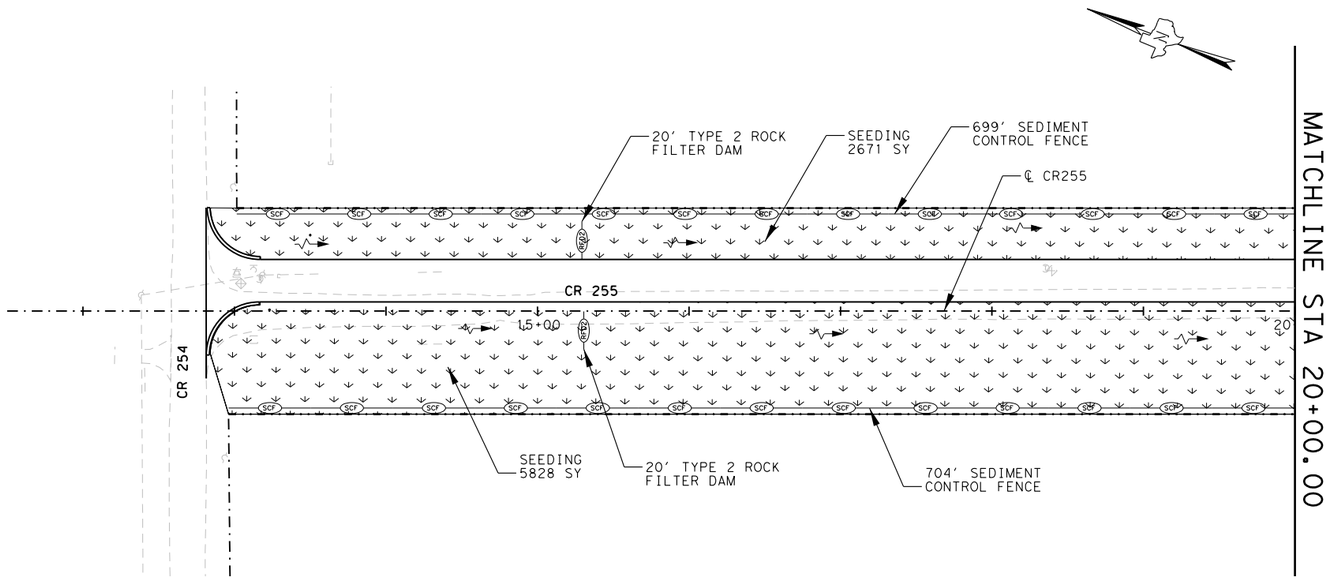
WILLIAMSON COUNTY

STORM WATER POLLUTION PREVENTION PLAN (SW3P)

TEMPLATE REVISION DATE: 06/12/2015

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
GRAPHICS	6			CR 255
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS		WILLIAMSON	317
CHECK	CONTROL	SECTION	JOB	

FILE NAME
DATE
DESIGNER



NOTES:

1. LOCATIONS PER CONSTRUCTION OBSERVER.

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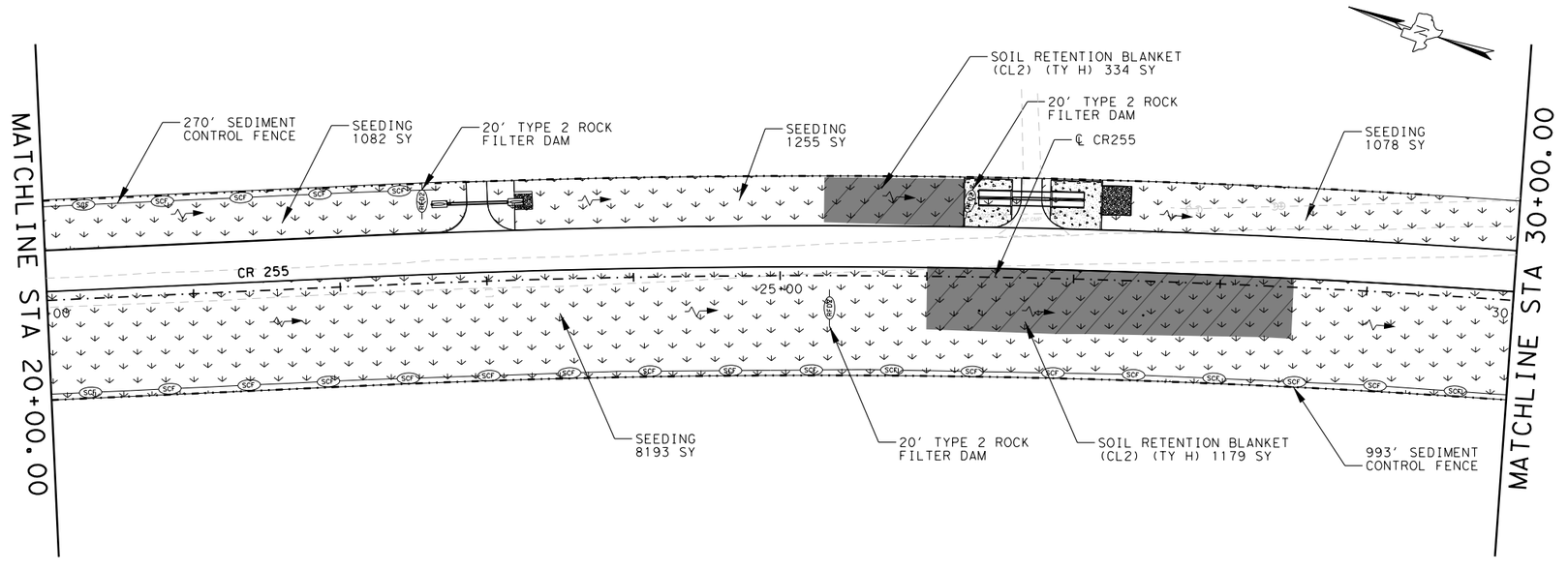
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LEGEND

- OUTFALL DIRECTION
- FLOW DIRECTION
- RFD-2 — ROCK FILTER DAM TY 2
- RFD-3 — ROCK FILTER DAM TY 3
- SCF — SEDIMENT CONTROL FENCE
- ROCK CONSTRUCTION EXIT
- SEEDING
- SOIL RETENTION BLANKETS(CL1)(TYP A)
- SOIL RETENTION BLANKETS(CL2)(TYP H)

SWP3 QUANTITIES

SYM	ITEM	DESCRIPTION	UNIT	QTY
	164-WC05	SEEDING	SY	20107
	169-6001	SOIL RETENTION BLANKETS (CL1)(TYP A)	SY	
	169-6008	SOIL RETENTION BLANKETS (CL2)(TYP H)	SY	1513
RFD-2	506-6002	ROCK FILTER DAMS(INSTALL)(TY2)	LF	100
RFD-3	506-6003	ROCK FILTER DAMS(INSTALL)(TY3)	LF	
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	100
SCF	506-6038	TEMP SEDMT CONT FENCE(INSTALL)	LF	2666
	506-6039	TEMP SEDMT CONT FENCE(REMOVE)	LF	2666



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CR 255

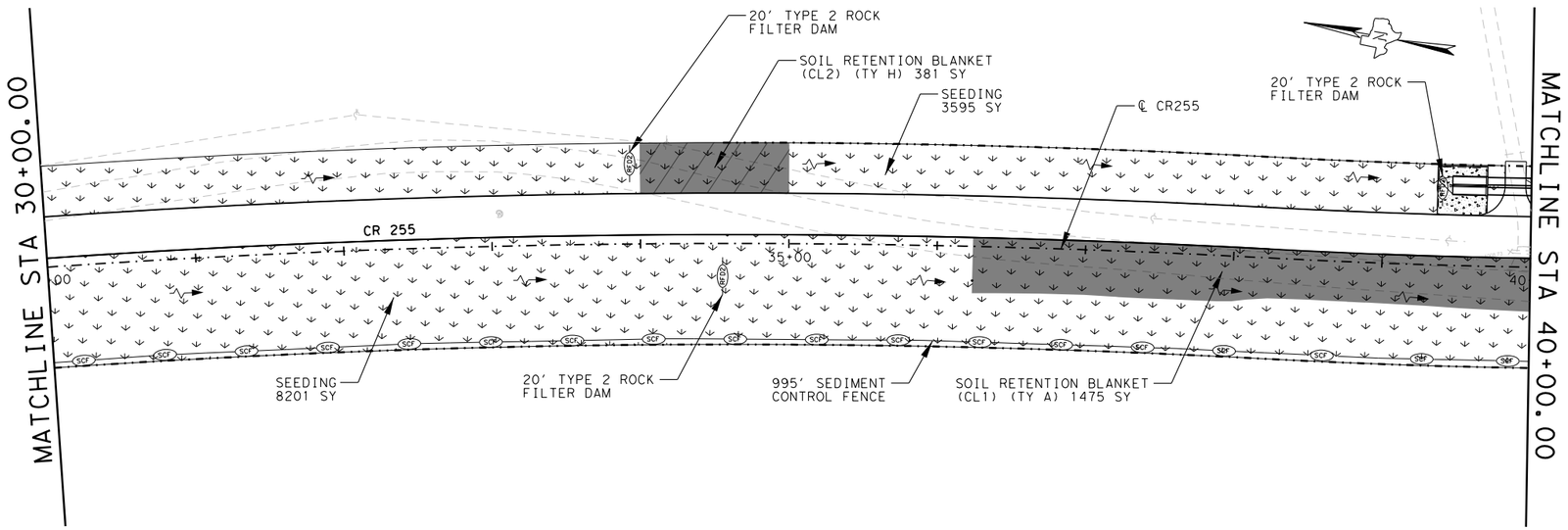
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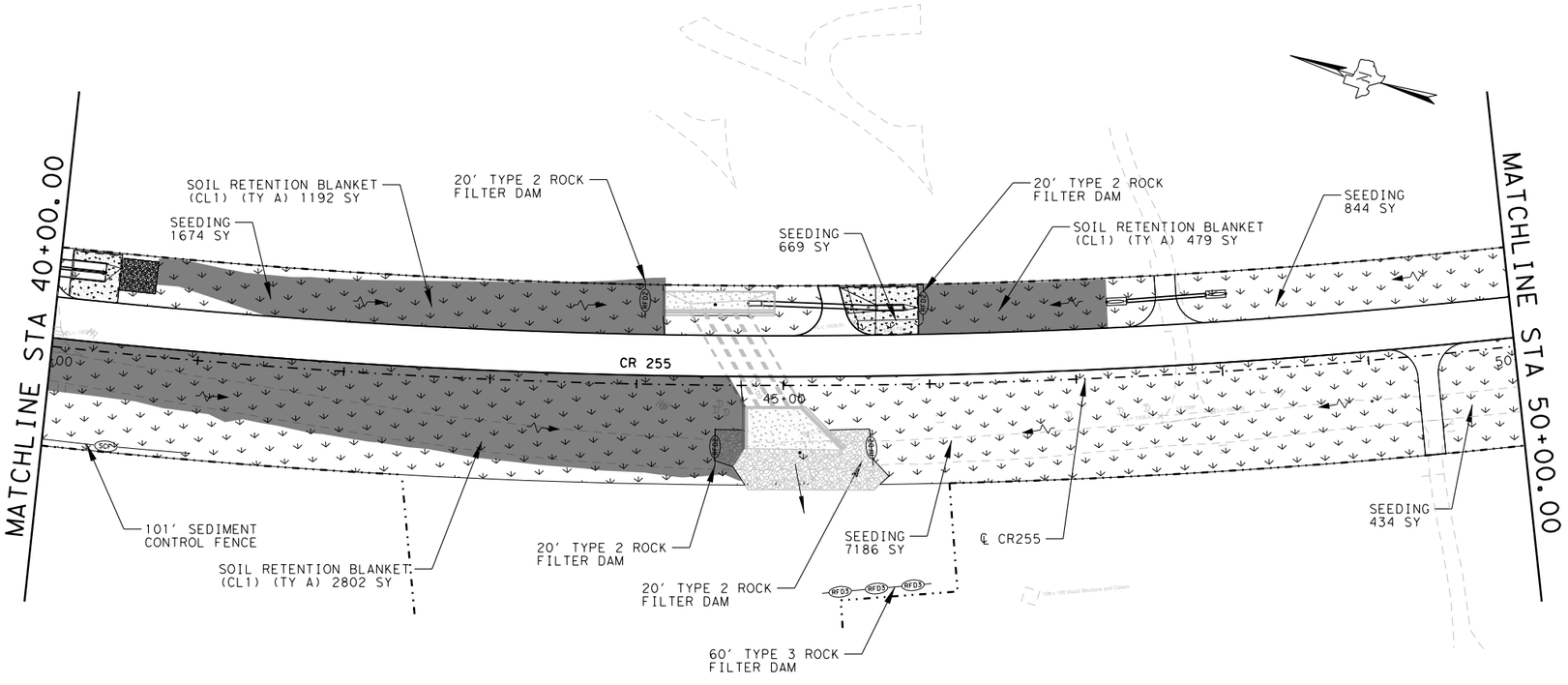
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SHEET 1 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
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DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			318

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SCALE: 1" = 100'

LEGEND

- OUTFALL DIRECTION
- FLOW DIRECTION
- RFD-2 — ROCK FILTER DAM TY 2
- RFD-3 — ROCK FILTER DAM TY 3
- SCF — SEDIMENT CONTROL FENCE
- ROCK CONSTRUCTION EXIT
- SEEDING
- SOIL RETENTION BLANKETS(CL1)(TYP A)
- SOIL RETENTION BLANKETS(CL2)(TYP H)

NOTES:

1. LOCATIONS PER CONSTRUCTION OBSERVER.

SWP3 QUANTITIES

SYM	ITEM	DESCRIPTION	UNIT	QTY
	164-WC05	SEEDING	SY	22603
	169-6001	SOIL RETENTION BLANKETS (CL1)(TYP A)	SY	5948
	169-6008	SOIL RETENTION BLANKETS (CL2)(TYP H)	SY	381
RFD-2	506-6002	ROCK FILTER DAMS(INSTALL)(TY2)	LF	140
RFD-3	506-6003	ROCK FILTER DAMS(INSTALL)(TY3)	LF	60
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	200
SCF	506-6038	TEMP SEDMT CONT FENCE(INSTALL)	LF	1096
	506-6039	TEMP SEDMT CONT FENCE(REMOVE)	LF	1096

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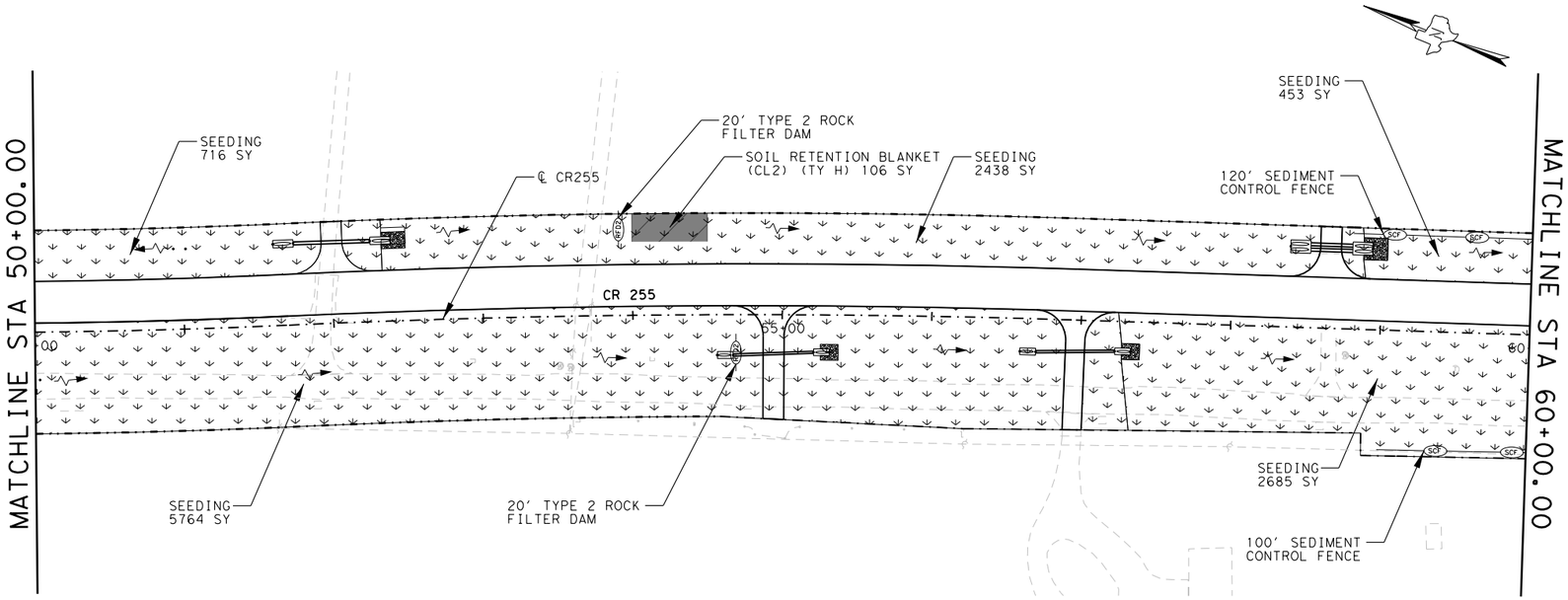
CR 255

SWP3

STA 30+00 TO STA 50+00

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CHECKED:	WILLIAMSON			319

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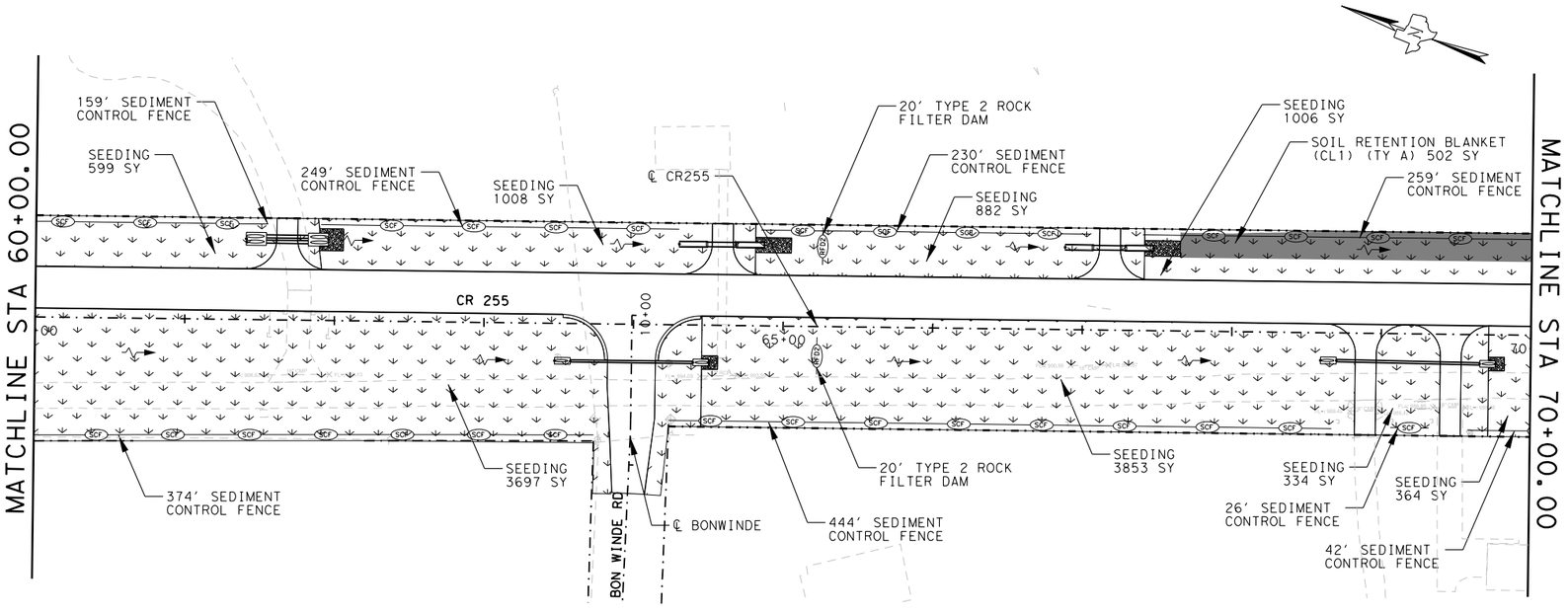
- OUTFALL DIRECTION
- FLOW DIRECTION
- RFD-2 — ROCK FILTER DAM TY 2
- RFD-3 — ROCK FILTER DAM TY 3
- SCF — SEDIMENT CONTROL FENCE
- ROCK CONSTRUCTION EXIT
- SEEDING
- SOIL RETENTION BLANKETS(CL1)(TYP A)
- SOIL RETENTION BLANKETS(CL2)(TYP H)

NOTES:

1. LOCATIONS PER CONSTRUCTION OBSERVER.

SWP3 QUANTITIES

SYM	ITEM	DESCRIPTION	UNIT	QTY
	164-WC05	SEEDING	SY	23799
	169-6001	SOIL RETENTION BLANKETS (CL1)(TYP A)	SY	502
	169-6008	SOIL RETENTION BLANKETS (CL2)(TYP H)	SY	106
RFD-2	506-6002	ROCK FILTER DAMS(INSTALL)(TY2)	LF	80
RFD-3	506-6003	ROCK FILTER DAMS(INSTALL)(TY3)	LF	
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	80
SCF	506-6038	TEMP SEDMT CONT FENCE(INSTALL)	LF	2003
	506-6039	TEMP SEDMT CONT FENCE(REMOVE)	LF	2003



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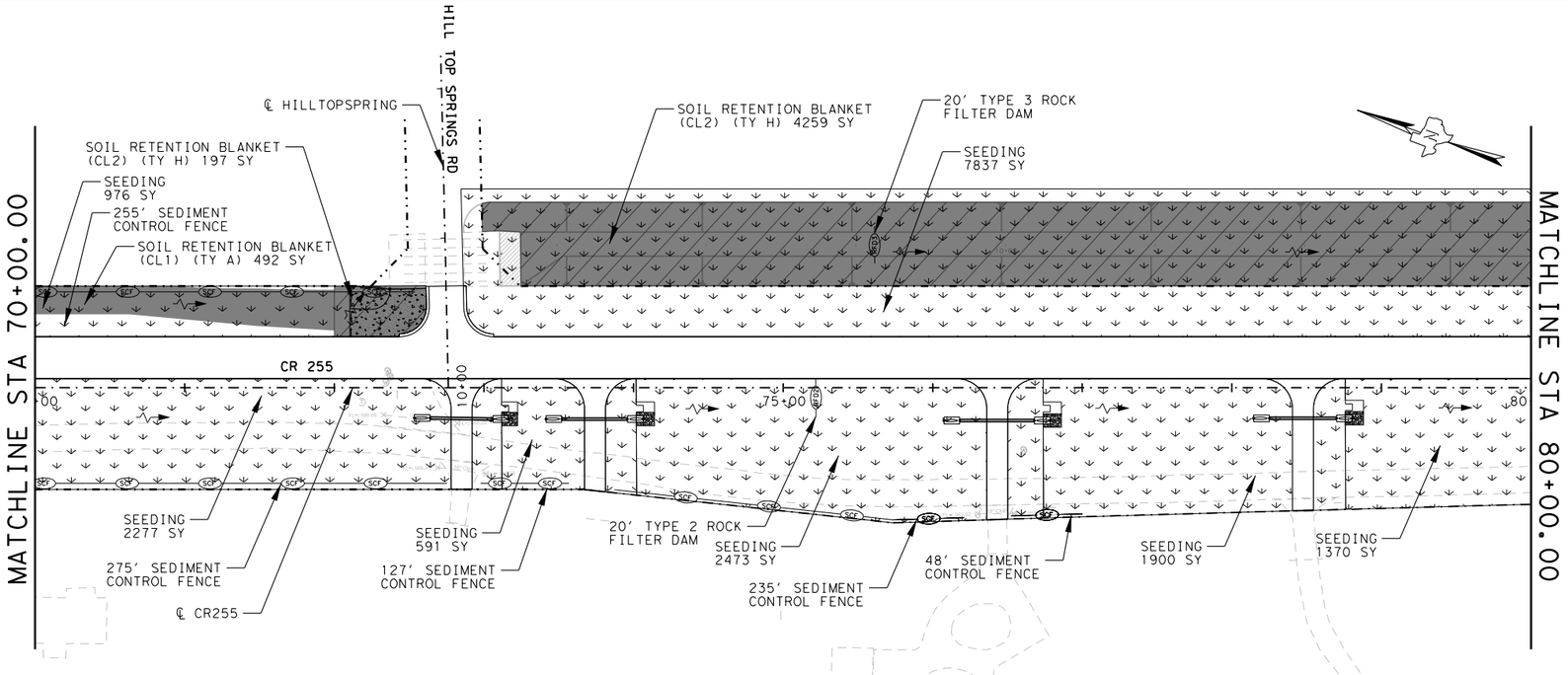
SWP3

STA 50+00 TO STA 70+00

SHEET 3 OF 8

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DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			320

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NOTES:

1. LOCATIONS PER CONSTRUCTION OBSERVER.

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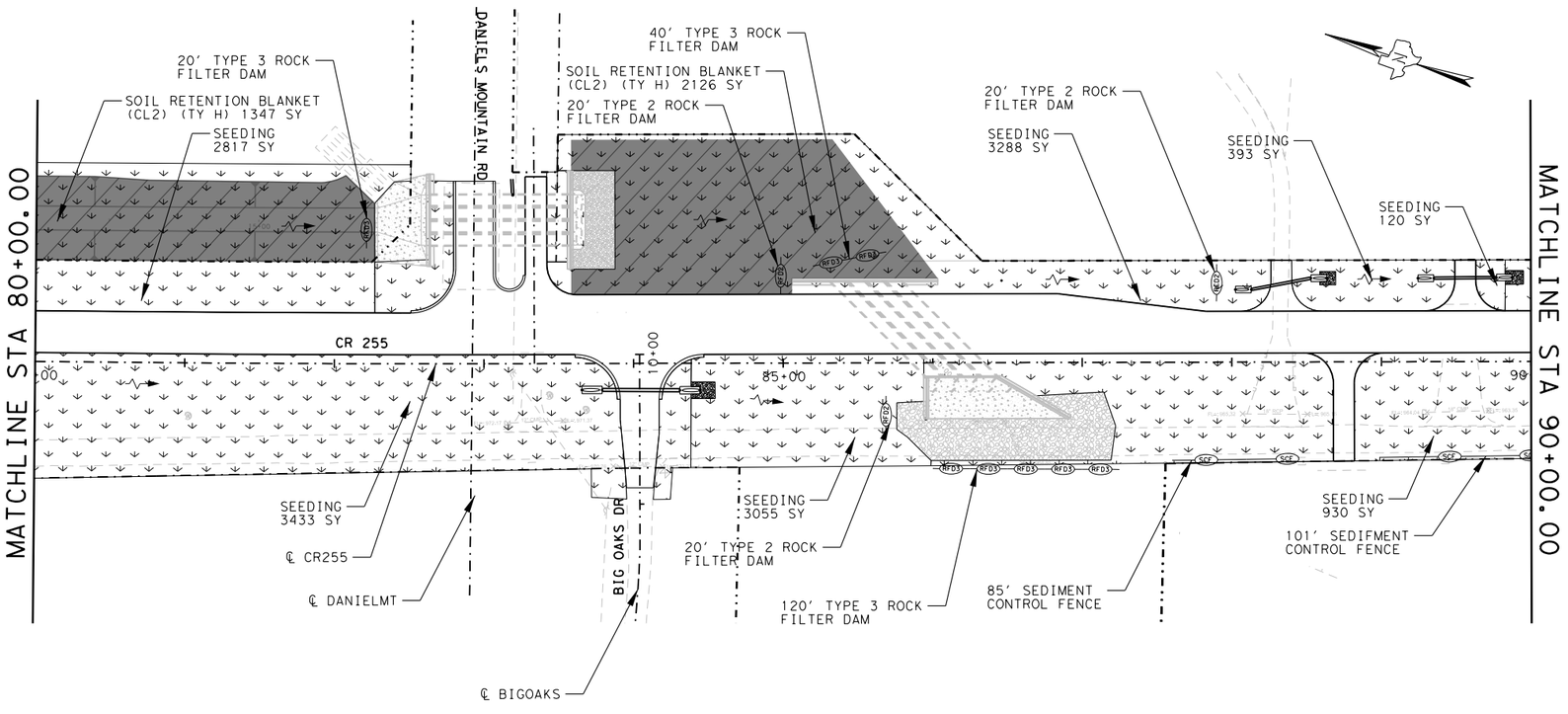
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LEGEND

- OUTFALL DIRECTION
- FLOW DIRECTION
- RFD-2 — ROCK FILTER DAM TY 2
- RFD-3 — ROCK FILTER DAM TY 3
- SCF — SEDIMENT CONTROL FENCE
- ROCK CONSTRUCTION EXIT
- SEEDING
- SOIL RETENTION BLANKETS(CL1)(TYP A)
- SOIL RETENTION BLANKETS(CL2)(TYP H)

SWP3 QUANTITIES

SYM	ITEM	DESCRIPTION	UNIT	QTY
	164-WC05	SEEDING	SY	31460
	169-6001	SOIL RETENTION BLANKETS (CL1)(TYP A)	SY	492
	169-6008	SOIL RETENTION BLANKETS (CL2)(TYP H)	SY	7929
RFD-2	506-6002	ROCK FILTER DAMS(INSTALL)(TY2)	LF	60
RFD-3	506-6003	ROCK FILTER DAMS(INSTALL)(TY3)	LF	200
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	260
SCF	506-6038	TEMP SEDMT CONT FENCE(INSTALL)	LF	1126
	506-6039	TEMP SEDMT CONT FENCE(REMOVE)	LF	1126



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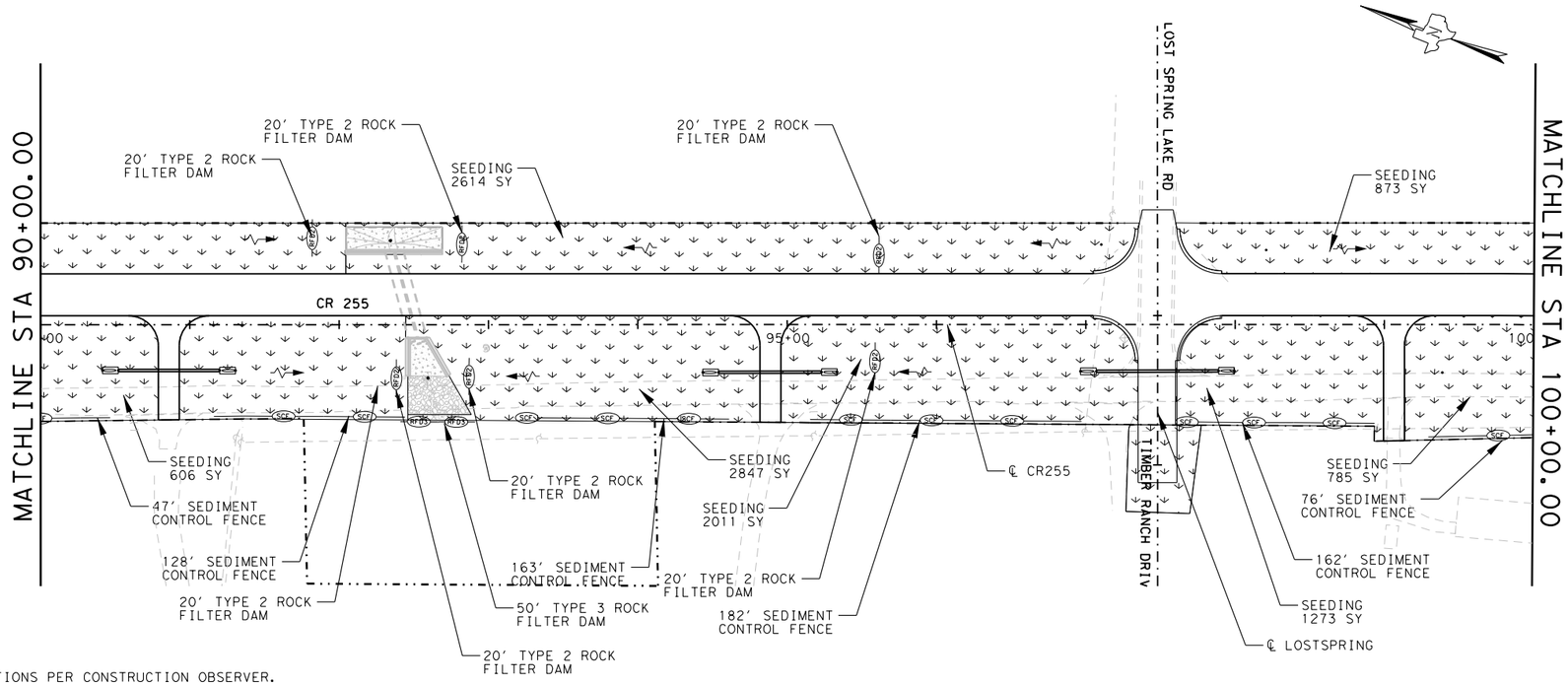
SWP3

STA 70+00 TO STA 90+00

SHEET 4 OF 8

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CHECKED:	WILLIAMSON			321

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NOTES:

1. LOCATIONS PER CONSTRUCTION OBSERVER.

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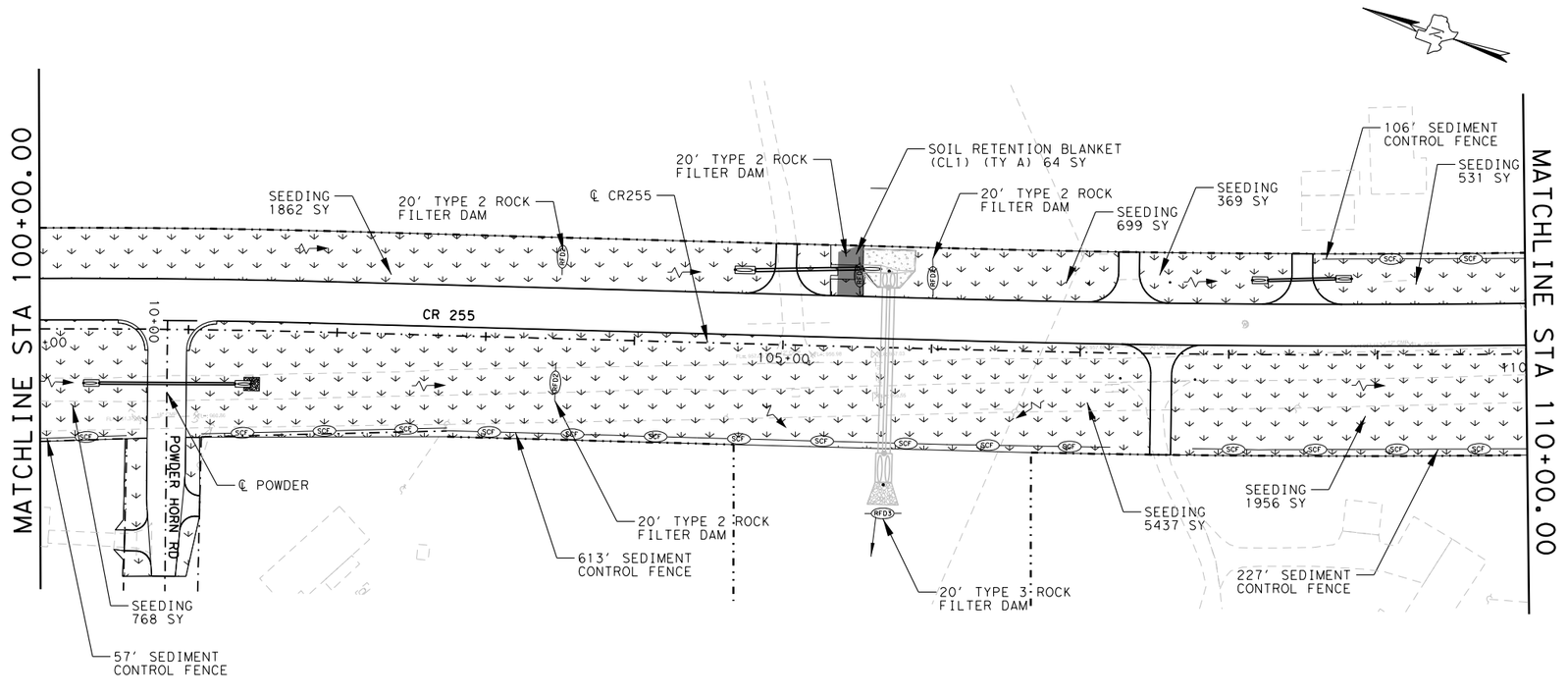
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LEGEND

- OUTFALL DIRECTION
- FLOW DIRECTION
- RFD-2 — ROCK FILTER DAM TY 2
- RFD-3 — ROCK FILTER DAM TY 3
- SCF — SEDIMENT CONTROL FENCE
- ROCK CONSTRUCTION EXIT
- SEEDING
- SOIL RETENTION BLANKETS(CL1)(TYP A)
- SOIL RETENTION BLANKETS(CL2)(TYP H)

SWP3 QUANTITIES

SYM	ITEM	DESCRIPTION	UNIT	QTY
	164-WC05	SEEDING	SY	22631
	169-6001	SOIL RETENTION BLANKETS (CL1)(TYP A)	SY	64
	169-6008	SOIL RETENTION BLANKETS (CL2)(TYP H)	SY	
RFD-2	506-6002	ROCK FILTER DAMS(INSTALL)(TY2)	LF	220
RFD-3	506-6003	ROCK FILTER DAMS(INSTALL)(TY3)	LF	70
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	290
SCF	506-6038	TEMP SEDMT CONT FENCE(INSTALL)	LF	1761
	506-6039	TEMP SEDMT CONT FENCE(REMOVE)	LF	1761



STATE OF TEXAS
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CR 255

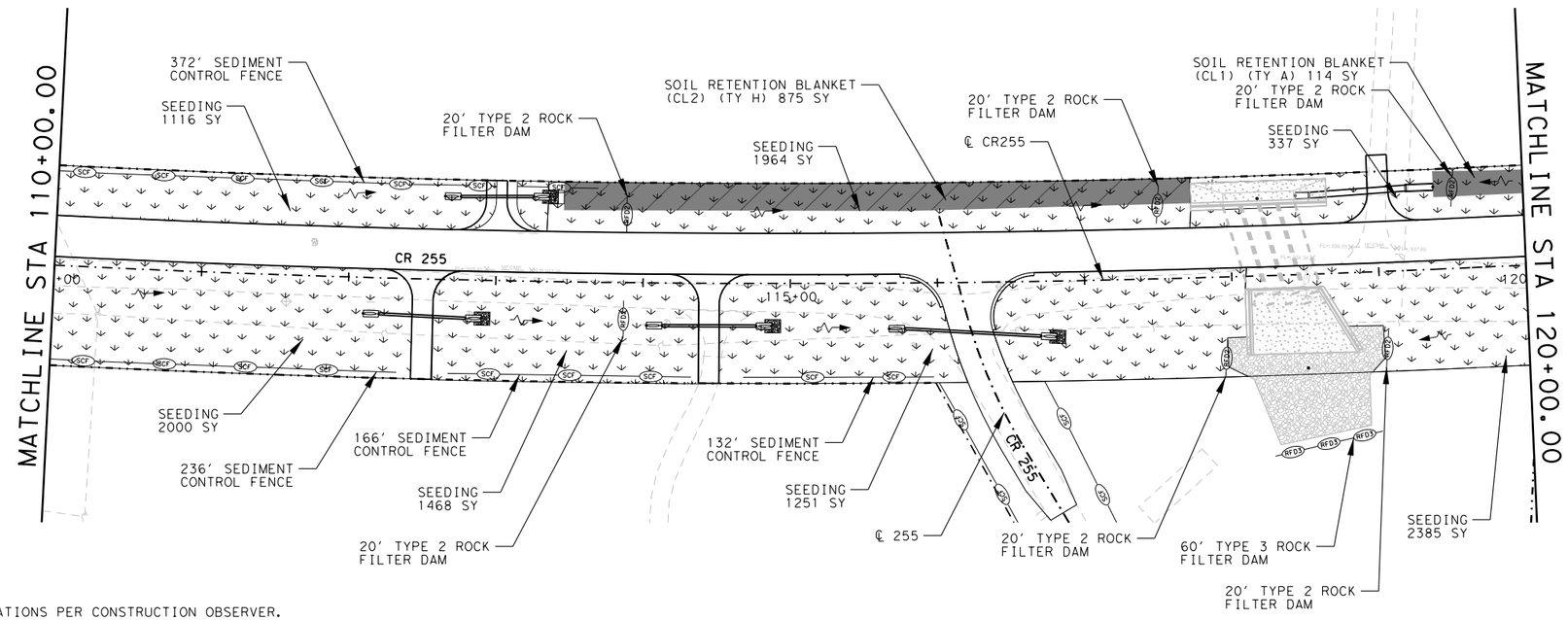
SWP3

STA 90+00 TO STA 110+00

SHEET 5 OF 8

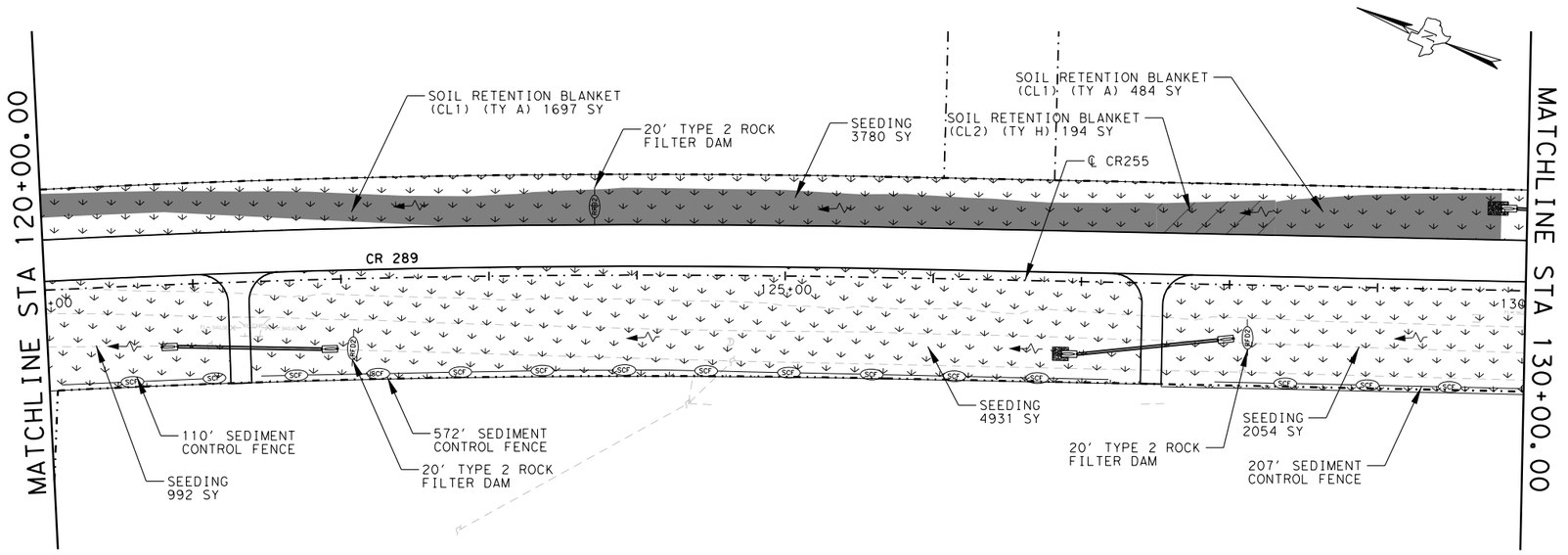
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CHECKED:		TEXAS		CR 255
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CHECKED:	WILLIAMSON			322

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NOTES:

1. LOCATIONS PER CONSTRUCTION OBSERVER.



0 50 100

SCALE: 1" = 100'

LEGEND

- OUTFALL DIRECTION
- FLOW DIRECTION
- RFD-2 — ROCK FILTER DAM TY 2
- RFD-3 — ROCK FILTER DAM TY 3
- SCF — SEDIMENT CONTROL FENCE
- ROCK CONSTRUCTION EXIT
- SEEDING
- SOIL RETENTION BLANKETS (CL1) (TYP A)
- SOIL RETENTION BLANKETS (CL2) (TYP H)

SWP3 QUANTITIES

SYM	ITEM	DESCRIPTION	UNIT	QTY
	164-WC05	SEEDING	SY	22278
	169-6001	SOIL RETENTION BLANKETS (CL1) (TYP A)	SY	2295
	169-6008	SOIL RETENTION BLANKETS (CL2) (TYP H)	SY	1069
RFD-2	506-6002	ROCK FILTER DAMS (INSTALL) (TY2)	LF	180
RFD-3	506-6003	ROCK FILTER DAMS (INSTALL) (TY3)	LF	60
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	240
SCF	506-6038	TEMP SEDMT CONT FENCE (INSTALL)	LF	1795
	506-6039	TEMP SEDMT CONT FENCE (REMOVE)	LF	1795

STATE OF TEXAS
GERALD A. LANKES
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11/6/2024

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WILLIAMSON COUNTY DEPT. OF INFRASTRUCTURE

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CR 255

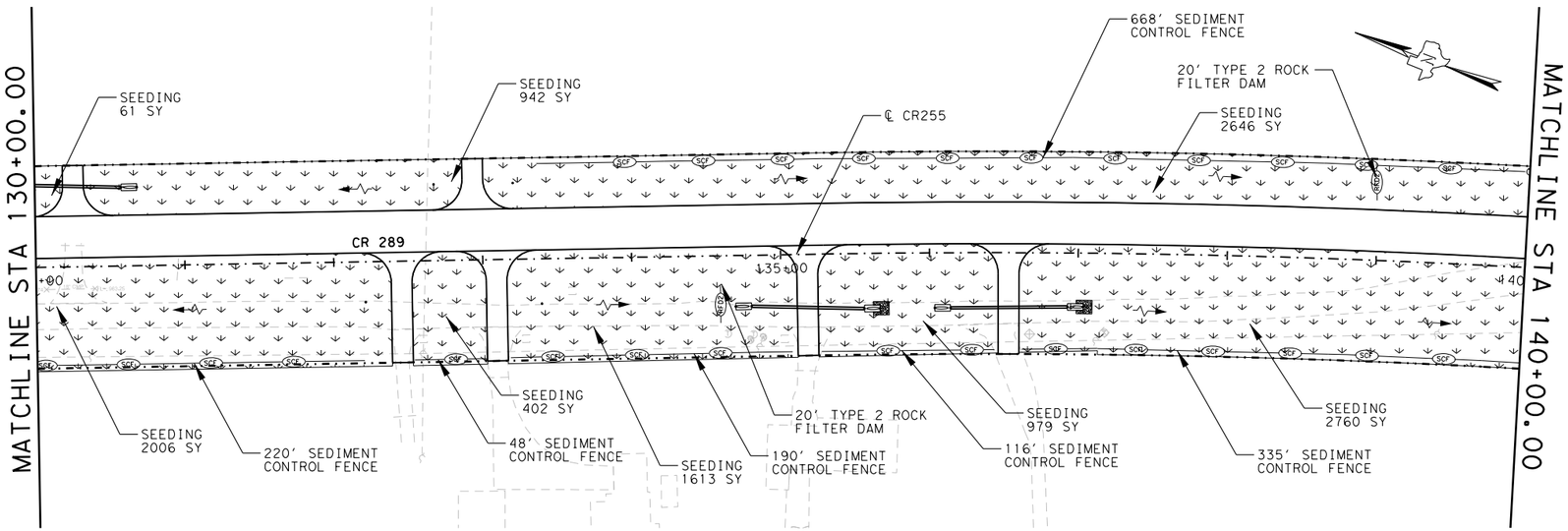
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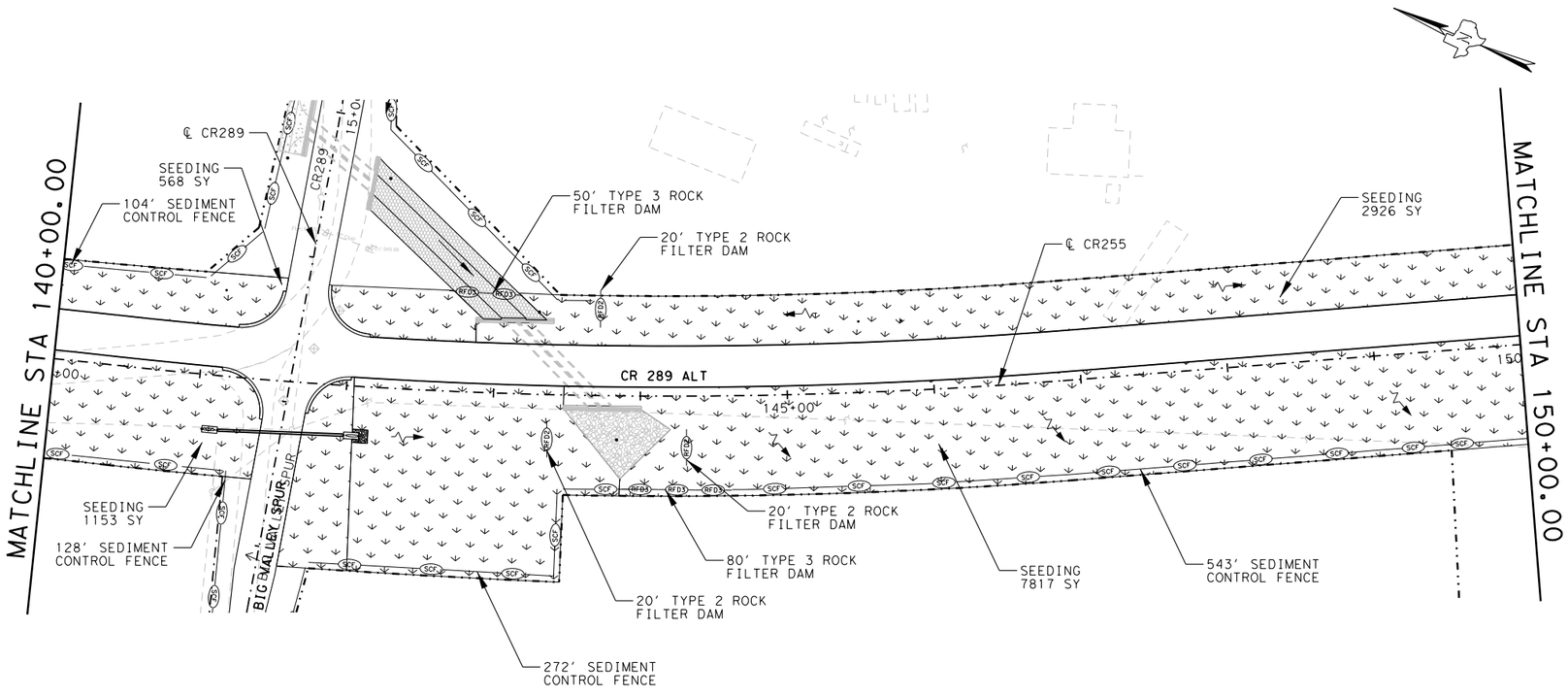
STA 110+00 TO STA 130+00

SHEET 6 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
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CHECKED:	WILLIAMSON			323

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0 50 100

SCALE: 1" = 100'

LEGEND

- OUTFALL DIRECTION
- FLOW DIRECTION
- RFD-2 — ROCK FILTER DAM TY 2
- RFD-3 — ROCK FILTER DAM TY 3
- SCF — SEDIMENT CONTROL FENCE
- ROCK CONSTRUCTION EXIT
- SEEDING
- SOIL RETENTION BLANKETS(CL1)(TYP A)
- SOIL RETENTION BLANKETS(CL2)(TYP H)

NOTES:

1. LOCATIONS PER CONSTRUCTION OBSERVER.

SWP3 QUANTITIES

SYM	ITEM	DESCRIPTION	UNIT	QTY
	164-WC05	SEEDING	SY	23873
	169-6001	SOIL RETENTION BLANKETS (CL1)(TYP A)	SY	
	169-6008	SOIL RETENTION BLANKETS (CL2)(TYP H)	SY	
RFD-2	506-6002	ROCK FILTER DAMS(INSTALL)(TY2)	LF	100
RFD-3	506-6003	ROCK FILTER DAMS(INSTALL)(TY3)	LF	130
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	230
SCF	506-6038	TEMP SEDMT CONT FENCE(INSTALL)	LF	2624
	506-6039	TEMP SEDMT CONT FENCE(REMOVE)	LF	2624

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CR 255

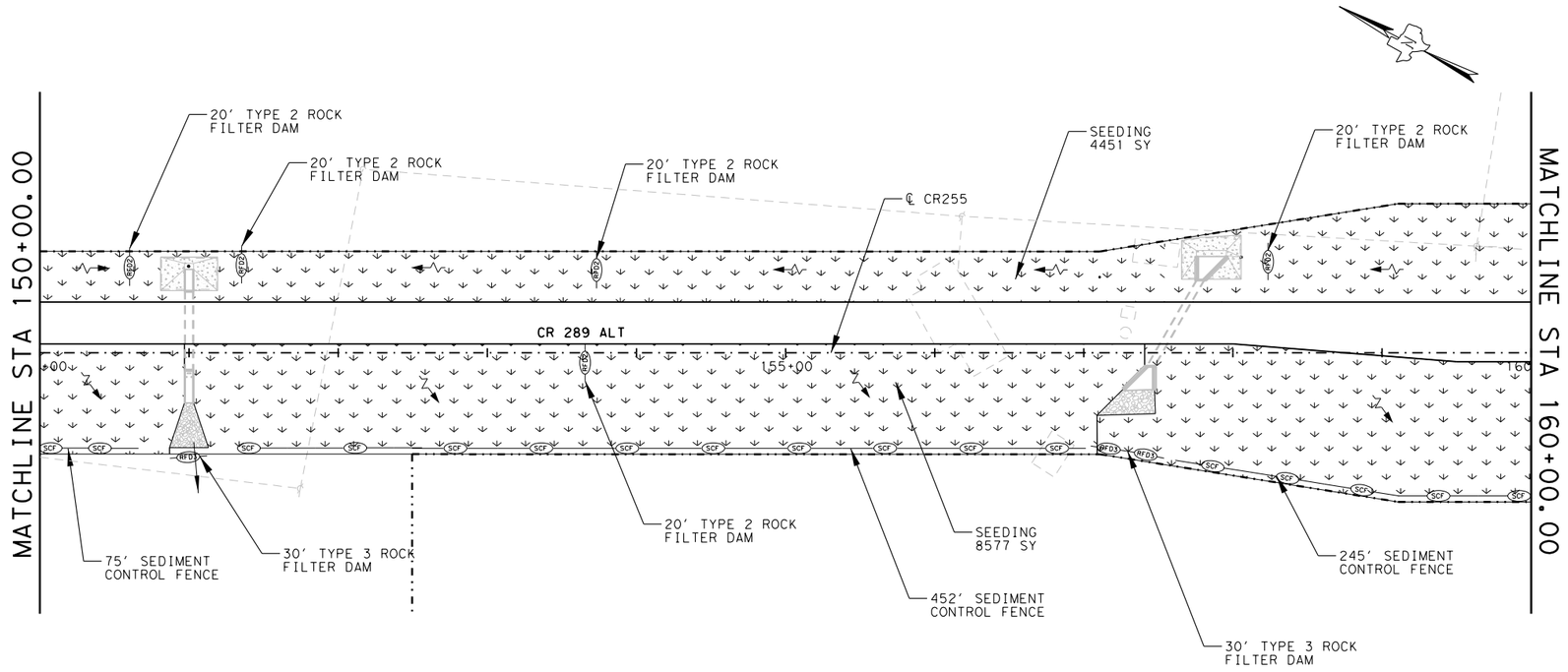
SWP3

STA 130+00 TO STA 150+00

SHEET 7 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			324

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NOTES:

1. LOCATIONS PER CONSTRUCTION OBSERVER.

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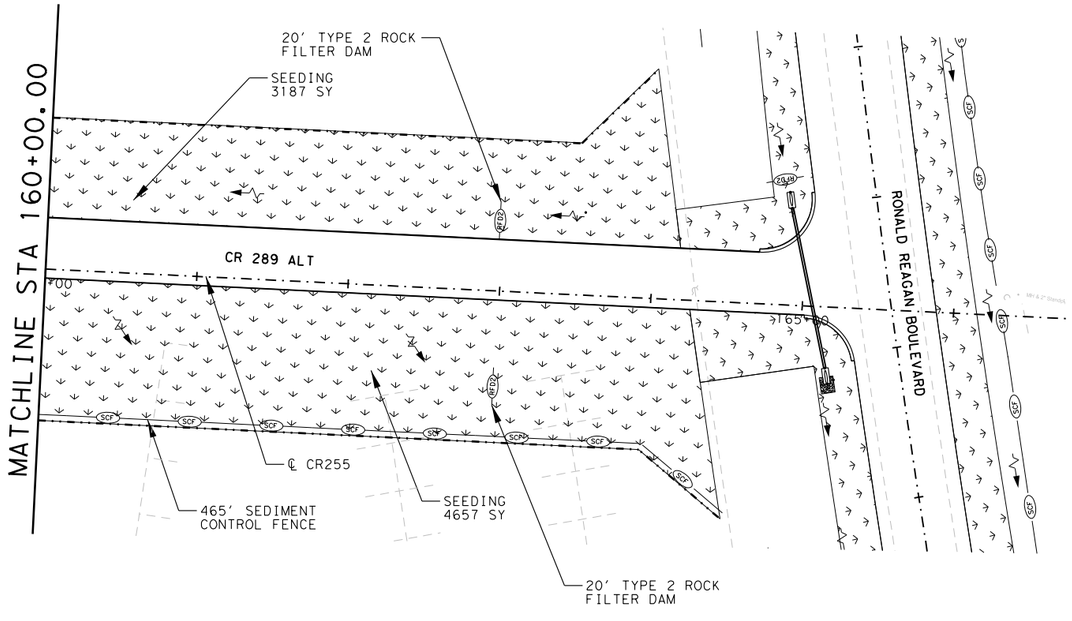
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LEGEND

- OUTFALL DIRECTION
- FLOW DIRECTION
- RFD-2 — ROCK FILTER DAM TY 2
- RFD-3 — ROCK FILTER DAM TY 3
- SCF — SEDIMENT CONTROL FENCE
- ROCK CONSTRUCTION EXIT
- SEEDING
- SOIL RETENTION BLANKETS(CL1)(TYP A)
- SOIL RETENTION BLANKETS(CL2)(TYP H)

SWP3 QUANTITIES

SYM	ITEM	DESCRIPTION	UNIT	QTY
	164-WC05	SEEDING	SY	20872
	169-6001	SOIL RETENTION BLANKETS (CL1)(TYP A)	SY	
	169-6008	SOIL RETENTION BLANKETS (CL2)(TYP H)	SY	
RFD-2	506-6002	ROCK FILTER DAMS(INSTALL)(TY2)	LF	140
RFD-3	506-6003	ROCK FILTER DAMS(INSTALL)(TY3)	LF	60
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	200
SCF	506-6038	TEMP SEDMT CONT FENCE(INSTALL)	LF	1237
	506-6039	TEMP SEDMT CONT FENCE(REMOVE)	LF	1237



STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/6/2024

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CR 255

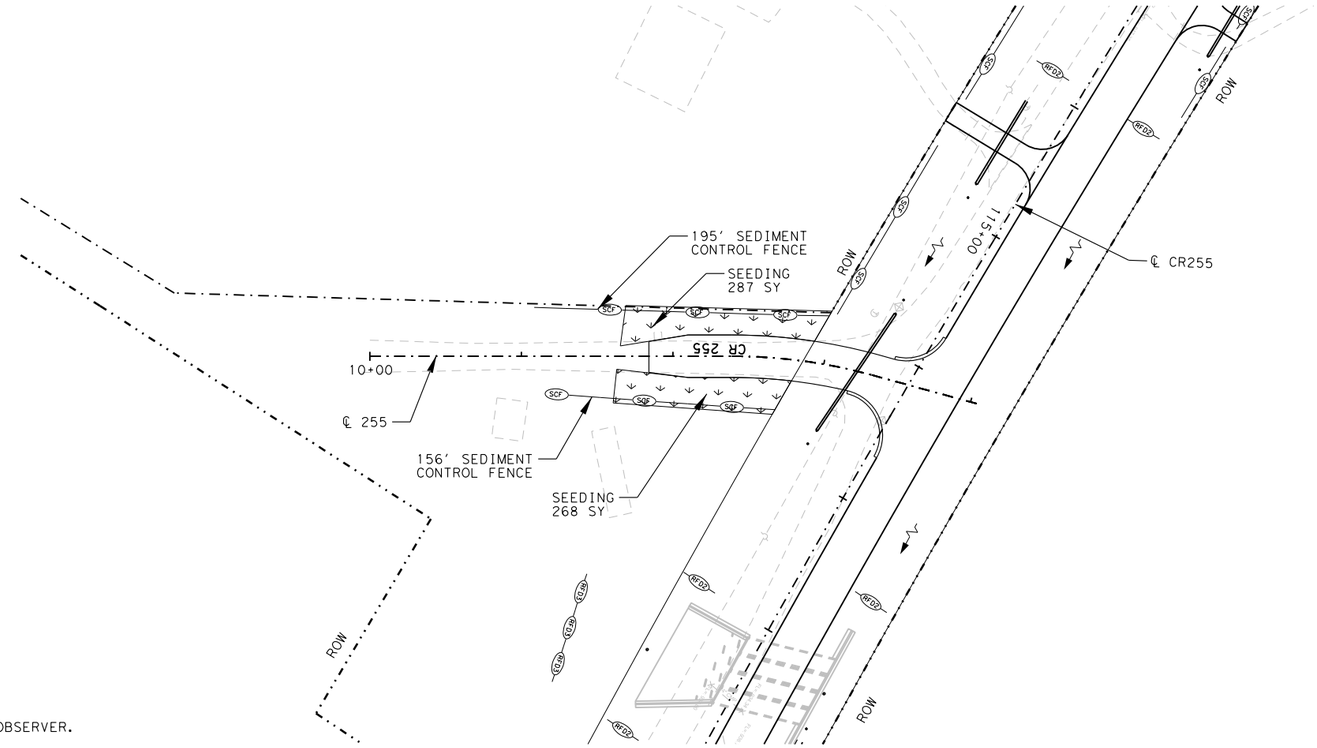
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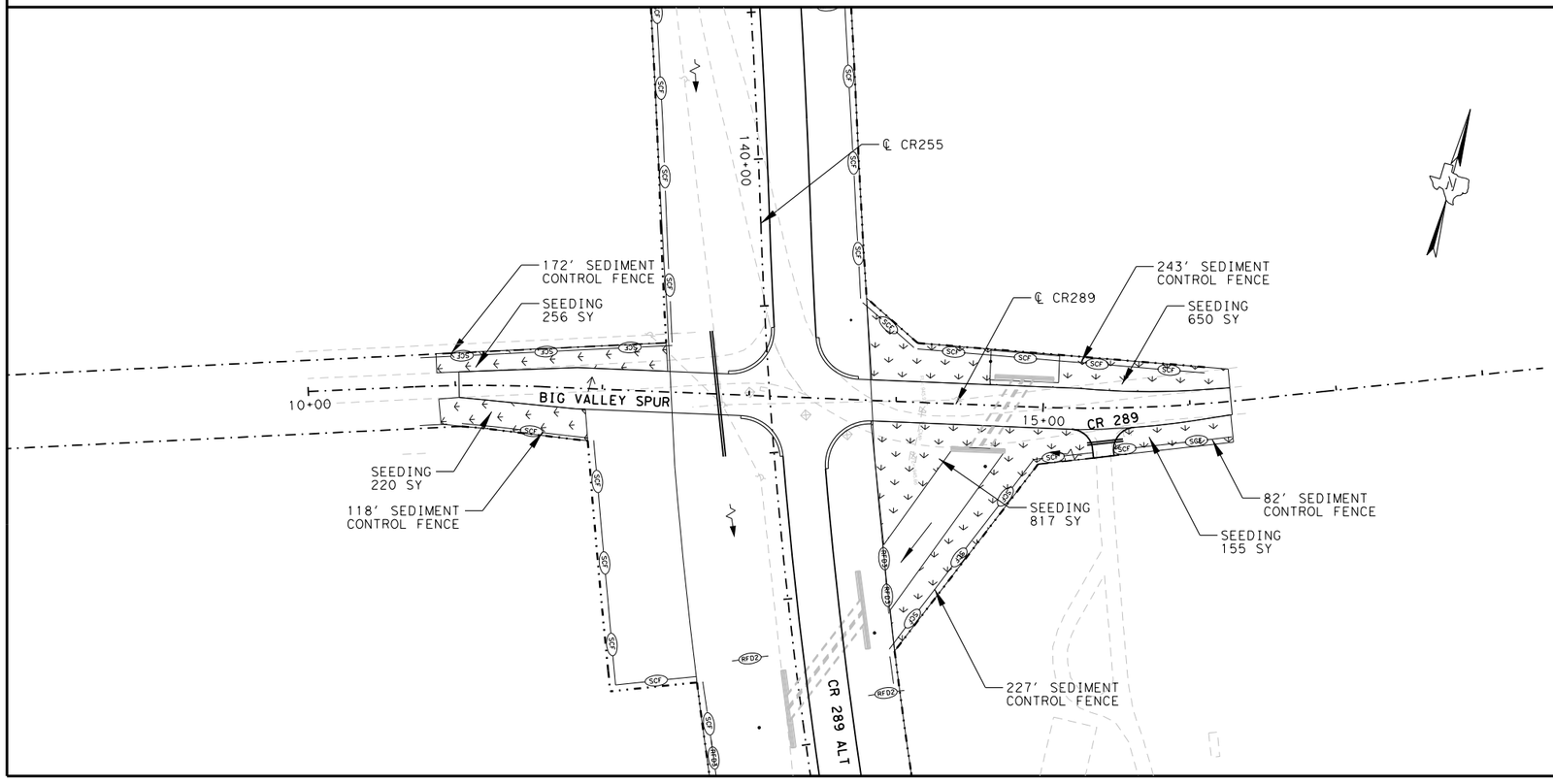
STA 150+00 TO END

SHEET 8 OF 8

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
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DRAWN:	COUNTY			JOB No. / SHEET No.
CHECKED:	WILLIAMSON			325

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0 50 100

SCALE: 1" = 100'

LEGEND

- OUTFALL DIRECTION
- FLOW DIRECTION
- RFD-2 — ROCK FILTER DAM TY 2
- RFD-3 — ROCK FILTER DAM TY 3
- SCF — SEDIMENT CONTROL FENCE
- ROCK CONSTRUCTION EXIT
- SEEDING
- SOIL RETENTION BLANKETS(CL1)(TYP A)
- SOIL RETENTION BLANKETS(CL2)(TYP H)

SWP3 QUANTITIES				
SYM	ITEM	DESCRIPTION	UNIT	QTY
	164-WC05	SEEDING	SY	2653
	169-6001	SOIL RETENTION BLANKETS (CL1)(TYP A)	SY	
	169-6008	SOIL RETENTION BLANKETS (CL2)(TYP H)	SY	
RFD-2	506-6002	ROCK FILTER DAMS(INSTALL)(TY2)	LF	
RFD-3	506-6003	ROCK FILTER DAMS(INSTALL)(TY3)	LF	
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	
SCF	506-6038	TEMP SEDMT CONT FENCE(INSTALL)	LF	1193
	506-6039	TEMP SEDMT CONT FENCE(REMOVE)	LF	1193

NOTES:

1. LOCATIONS PER CONSTRUCTION OBSERVER.

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PROFESSIONAL ENGINEER
11/6/2024

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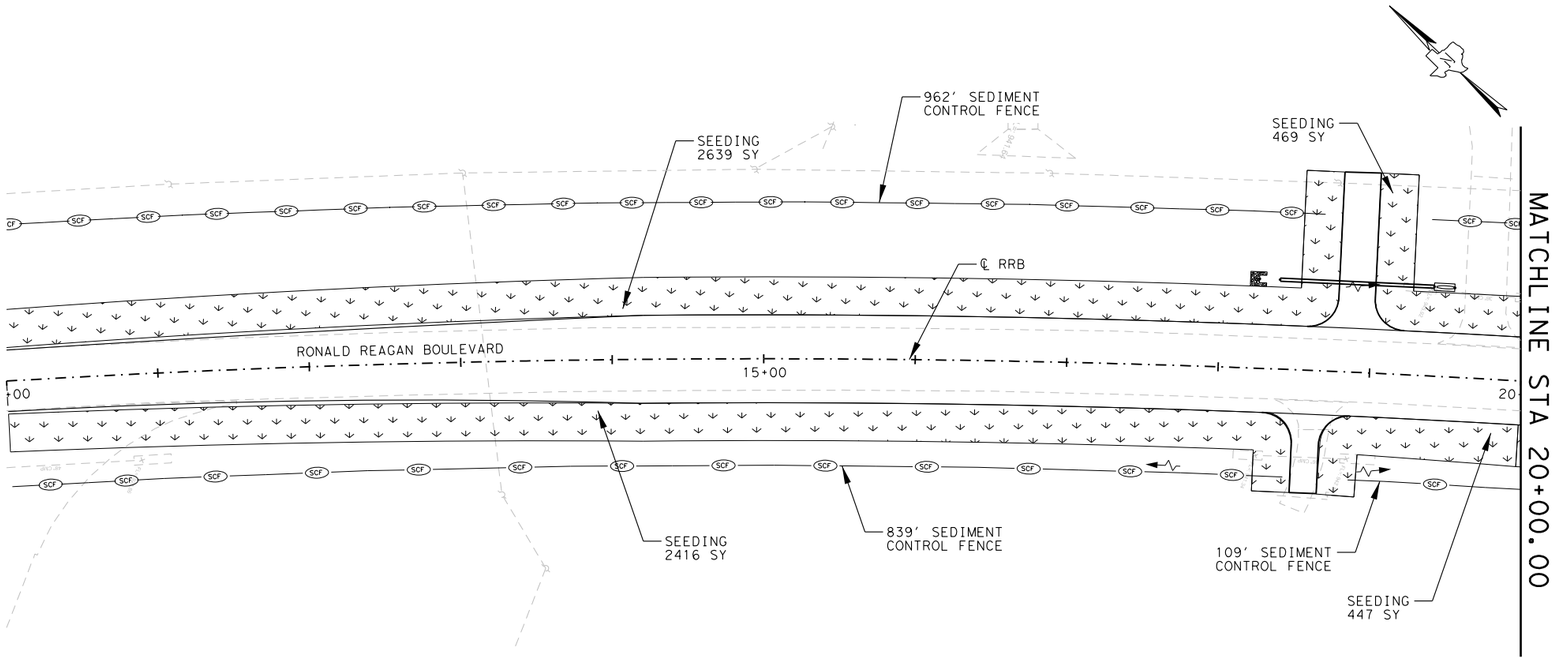
PLANNING • ENGINEERING • CONSTRUCTION

CR 255
CR255/CR289
SWP3

SHEET 1 OF 1

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		CR 255
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CHECKED:	WILLIAMSON			326

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SCALE: 1" = 100'

LEGEND

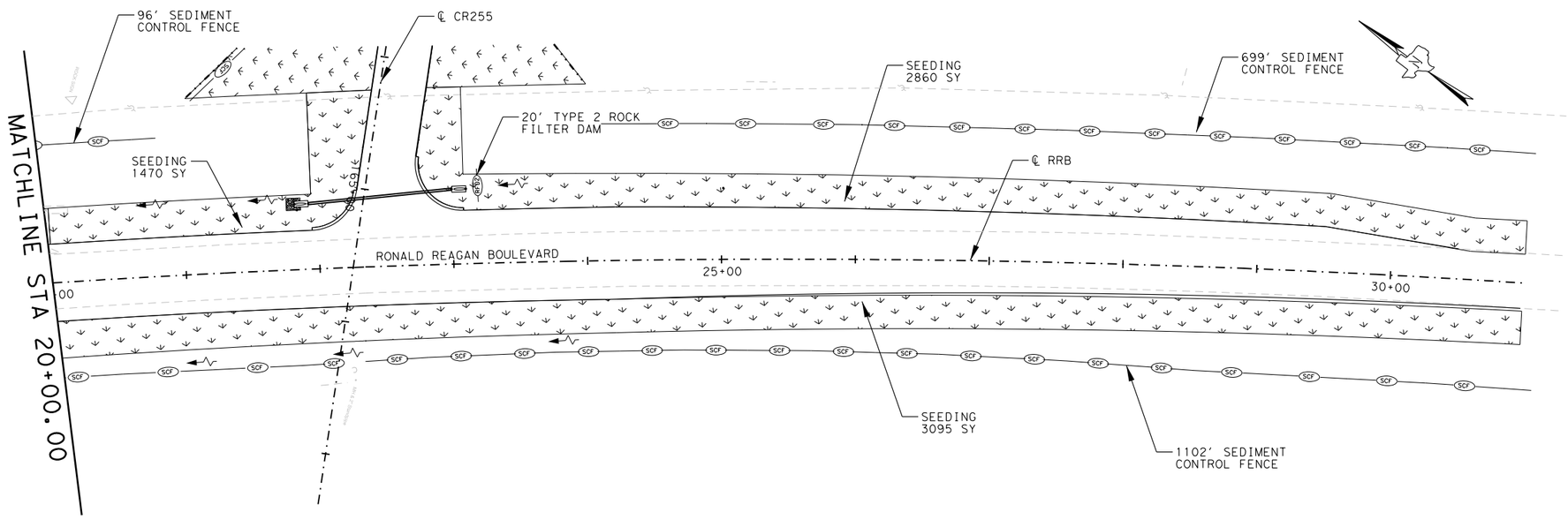
- OUTFALL DIRECTION
- FLOW DIRECTION
- RFD-2 — ROCK FILTER DAM TY 2
- RFD-3 — ROCK FILTER DAM TY 3
- SCF — SEDIMENT CONTROL FENCE
- ROCK CONSTRUCTION EXIT
- SEEDING
- SOIL RETENTION BLANKETS(CL1)(TYP A)
- SOIL RETENTION BLANKETS(CL2)(TYP H)

NOTES:

1. LOCATIONS PER CONSTRUCTION OBSERVER.

SWP3 QUANTITIES

SYM	ITEM	DESCRIPTION	UNIT	QTY
	164-WC05	SEEDING	SY	13396
	169-6001	SOIL RETENTION BLANKETS (CL1)(TYP A)	SY	
	169-6008	SOIL RETENTION BLANKETS (CL2)(TYP H)	SY	
RFD-2	506-6002	ROCK FILTER DAMS(INSTALL)(TY2)	LF	20
RFD-3	506-6003	ROCK FILTER DAMS(INSTALL)(TY3)	LF	
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	20
SCF	506-6038	TEMP SEDMT CONT FENCE(INSTALL)	LF	3807
	506-6039	TEMP SEDMT CONT FENCE(REMOVE)	LF	3807



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CR 255
RONALD REAGAN
SWP3
BEGIN TO END

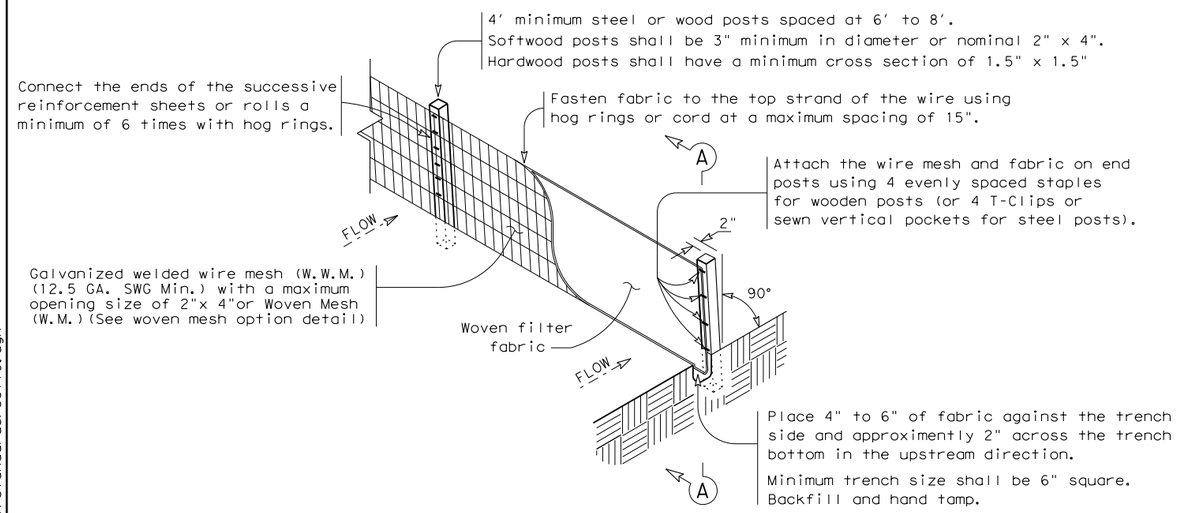
SHEET 1 OF 1

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CHECKED:		TEXAS		CR 255
DRAWN:	COUNTY			JOB No. / SHEET No.
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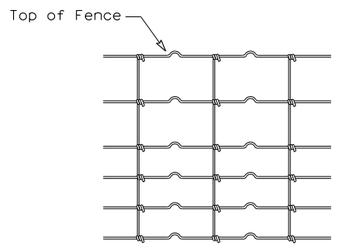
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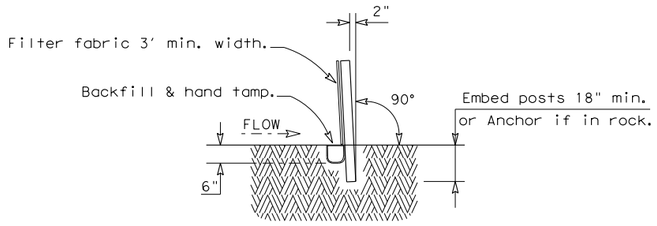
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TEMPORARY SEDIMENT CONTROL FENCE

SCF





SECTION A-A

HINGE JOINT KNOT WOVEN MESH (OPTION) DETAIL

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

SEDIMENT CONTROL FENCE USAGE GUIDELINES

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

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

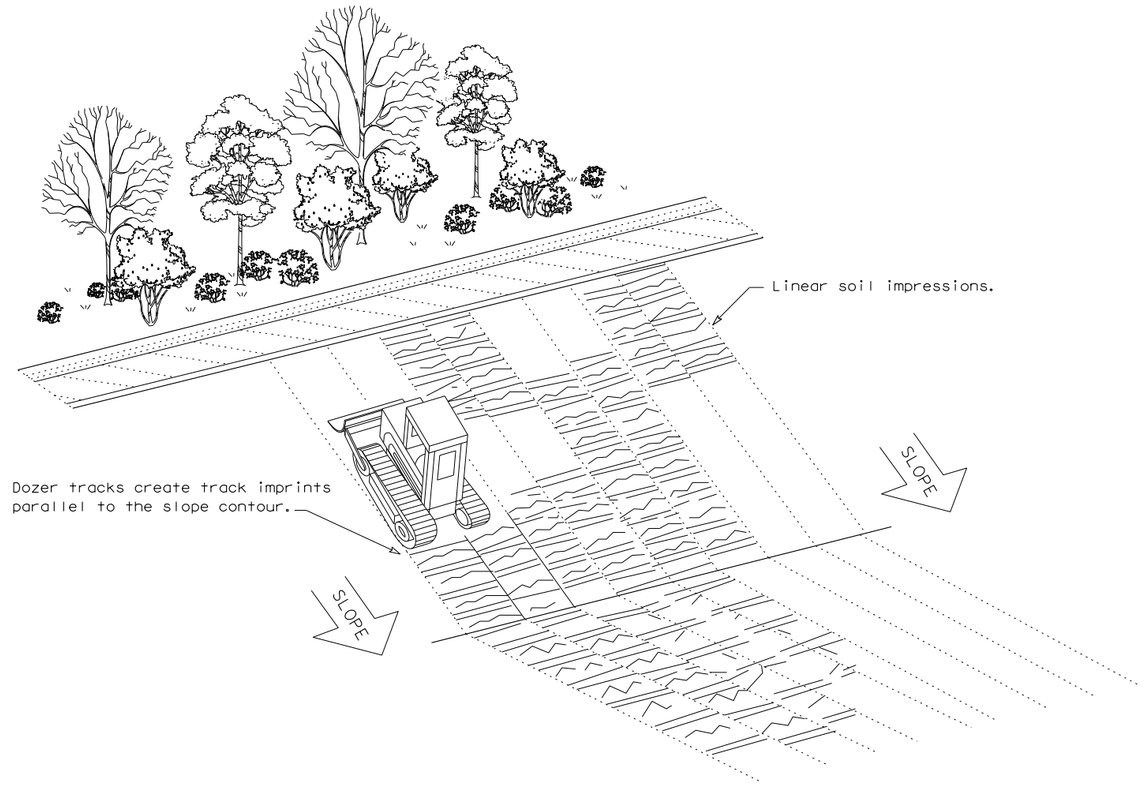
LEGEND

Sediment Control Fence

SCF

GENERAL NOTES

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



VERTICAL TRACKING

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

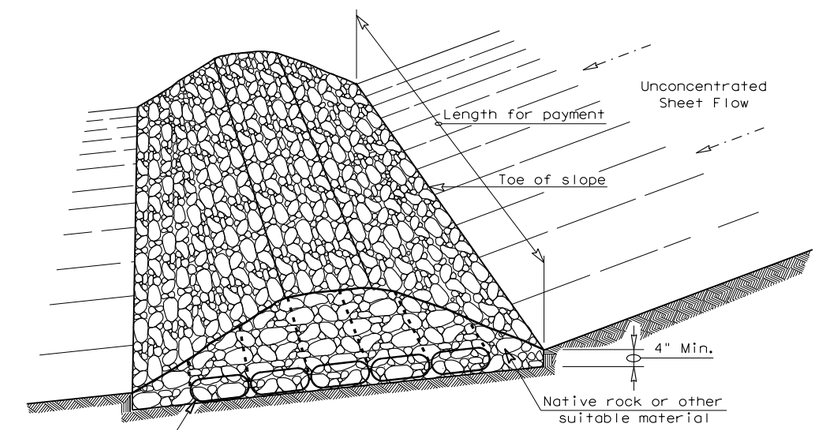
FENCE & VERTICAL TRACKING

EC(1)-16

FILE: ec116	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		328

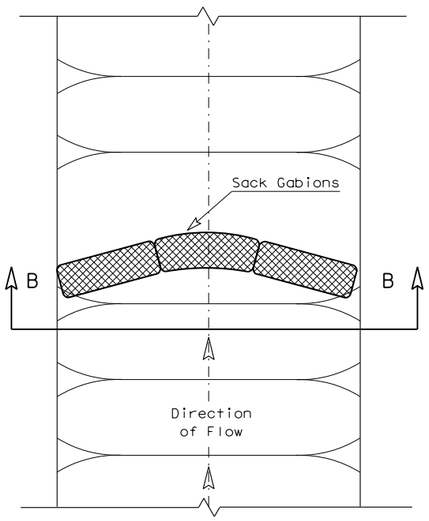
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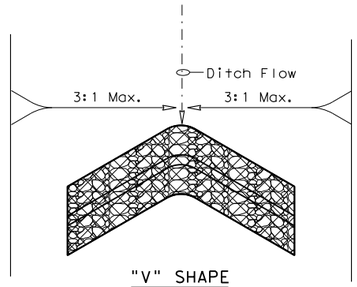


FILTER DAM AT TOE OF SLOPE

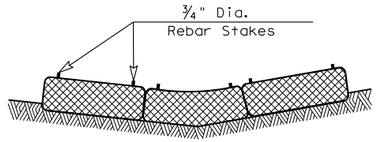
RFD1



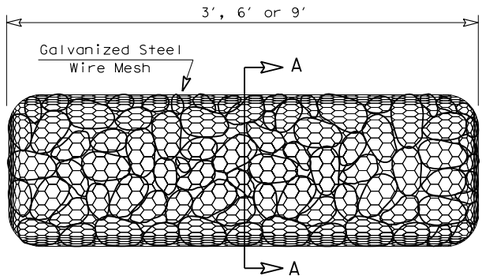
PLAN VIEW



"V" SHAPE
PLAN VIEW

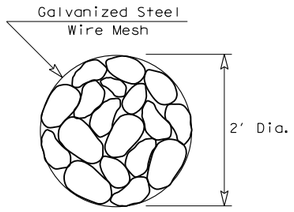


SECTION B-B

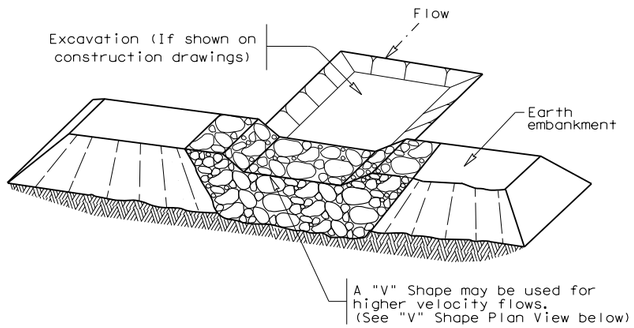


TYPE 4 (SACK GABIONS)

RFD4

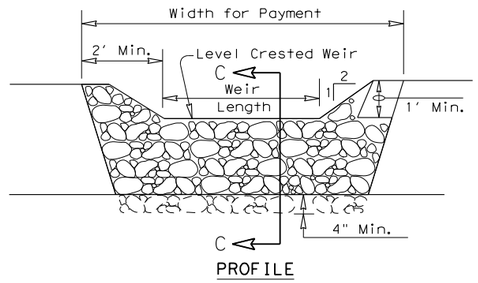


SECTION A-A

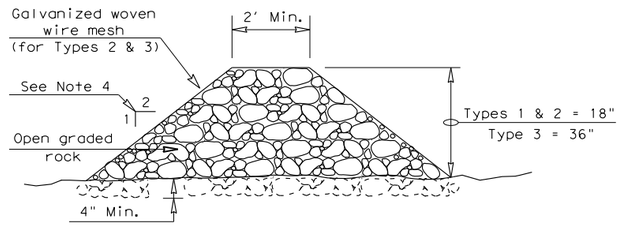


FILTER DAM AT SEDIMENT TRAP

RFD1 OR RFD2



PROFILE



SECTION C-C

ROCK FILTER DAM USAGE GUIDELINES

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

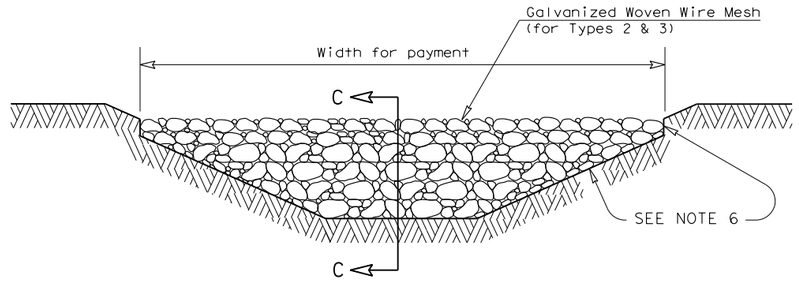
Type 1 (18" high with no wire mesh) (3" to 6" aggregate): Type 1 may be used at the toe of slopes, around inlets, in small ditches, and at dike or swale outlets. This type of dam is recommended to control erosion from a drainage area of 5 acres or less. Type 1 may not be used in concentrated high velocity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

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

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

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

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



FILTER DAM AT CHANNEL SECTIONS

RFD1 OR RFD2 OR RFD3

GENERAL NOTES

1. If shown on the plans or directed by the Engineer, filter dams should be placed near the toe of slopes where erosion is anticipated, upstream and/or downstream at drainage structures, and in roadway ditches and channels to collect sediment.
2. Materials (aggregate, wire mesh, sandbags, etc.) shall be as indicated by the specification for "Rock Filter Dams for Erosion and Sedimentation Control".
3. The rock filter dam dimensions shall be as indicated on the SW3P plans.
4. Side slopes should be 2:1 or flatter. Dams within the safety zone shall have sideslopes of 6:1 or flatter.
5. Maintain a minimum of 1' between top of rock filter dam weir and top of embankment for filter dams at sediment traps.
6. Filter dams should be embedded a minimum of 4" into existing ground.
7. The sediment trap for ponding of sediment laden runoff shall be of the dimensions shown on the plans.
8. Rock filter dam types 2 & 3 shall be secured with 20 gauge galvanized woven wire mesh with 1" diameter hexagonal openings. The aggregate shall be placed on the mesh to the height & slopes specified. The mesh shall be folded at the upstream side over the aggregate and tightly secured to itself on the downstream side using wire ties or hog rings. For in stream use, the mesh should be secured or staked to the stream bed prior to aggregate placement.
9. Sack Gabions should be staked down with ¾" dia. rebar stakes, and have a double-twisted hexagonal weave with a nominal mesh opening of 2 ½" x 3 ¼"
10. Flow outlet should be onto a stabilized area (vegetation, rock, etc.).
11. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

PLAN SHEET LEGEND

Type 1 Rock Filter Dam — RFD1
Type 2 Rock Filter Dam — RFD2
Type 3 Rock Filter Dam — RFD3
Type 4 Rock Filter Dam — RFD4

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

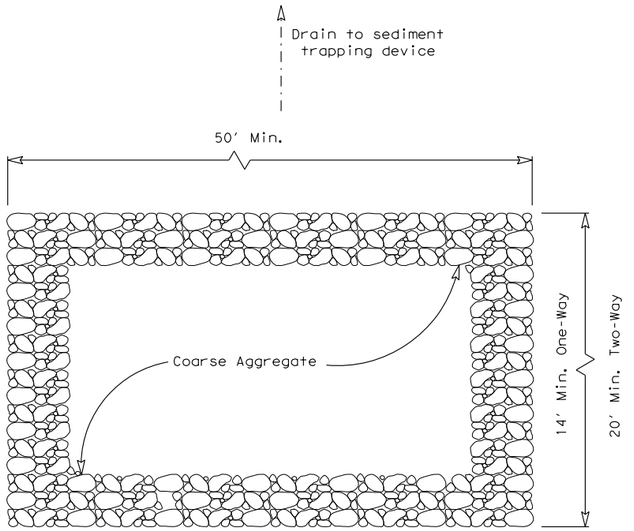
ROCK FILTER DAMS

EC(2)-16

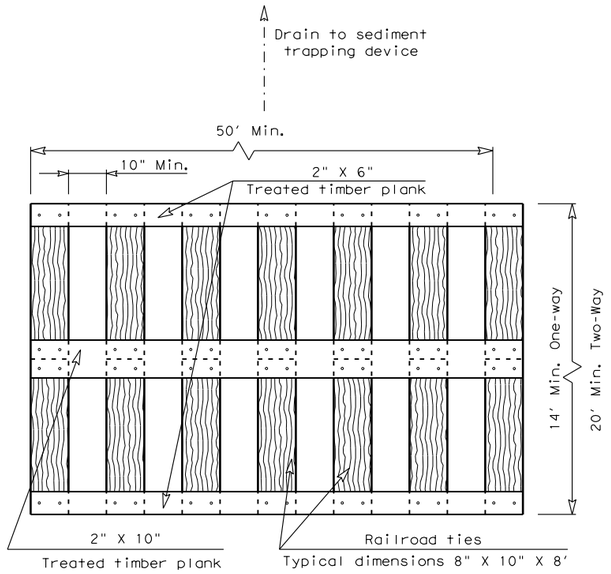
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© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		329

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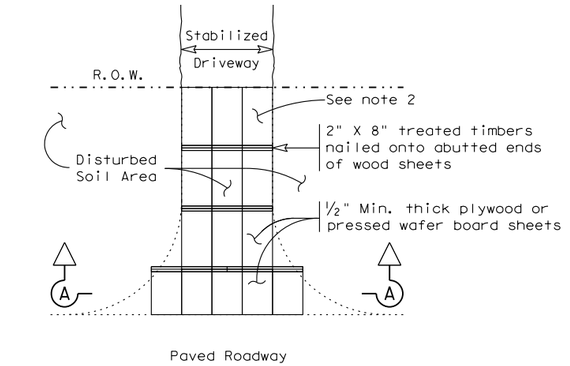
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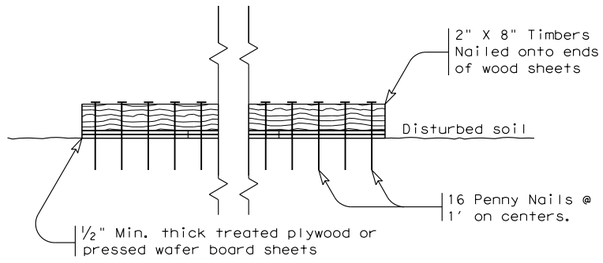
PLAN VIEW



PLAN VIEW



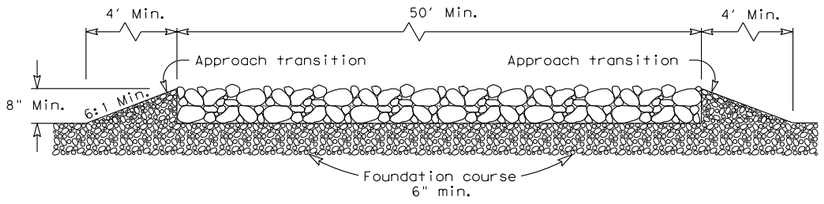
PLAN VIEW



SECTION A-A

CONSTRUCTION EXIT (TYPE 3)

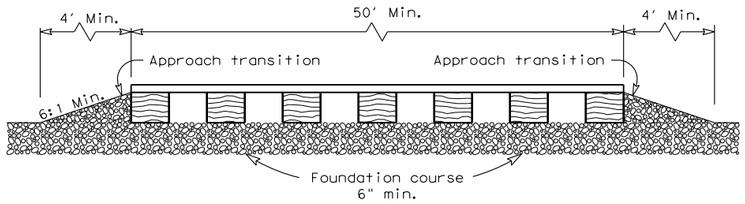
SHORT TERM



ELEVATION VIEW

CONSTRUCTION EXIT (TYPE 1)

ROCK CONSTRUCTION (LONG TERM)



ELEVATION VIEW

CONSTRUCTION EXIT (TYPE 2)

TIMBER CONSTRUCTION (LONG TERM)

GENERAL NOTES (TYPE 1)

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

GENERAL NOTES (TYPE 2)

1. The length of the type 2 construction exit shall be as indicated on the plans, but not less than 50'.
2. The treated timber planks shall be attached to the railroad ties with ½"x 6" min. lag bolts. Other fasteners may be used as approved by the Engineer.
3. The treated timber planks shall be #2 grade min., and should be free from large and loose knots.
4. The approach transitions shall be no steeper than 6:1 and constructed as directed by the Engineer.
5. The construction exit foundation course shall be flexible base, bituminous concrete, portland cement concrete or other material as approved by the Engineer.
6. The construction exit should be graded to allow drainage to a sediment trapping device.
7. The guidelines shown hereon are suggestions only and may be modified by the Engineer.
8. Construct exits with a width of at least 14 ft. for one-way and 20 ft. for two-way traffic for the full width of the exit, or as directed by the engineer.

GENERAL NOTES (TYPE 3)

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

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

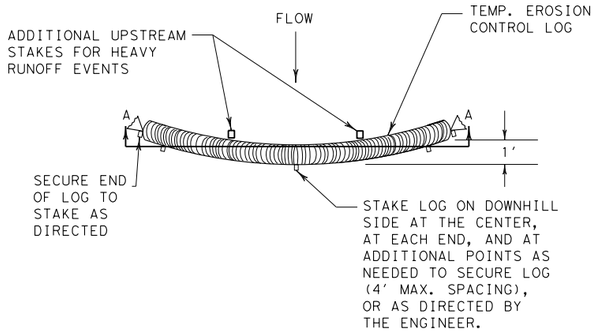
CONSTRUCTION EXITS

EC(3)-16

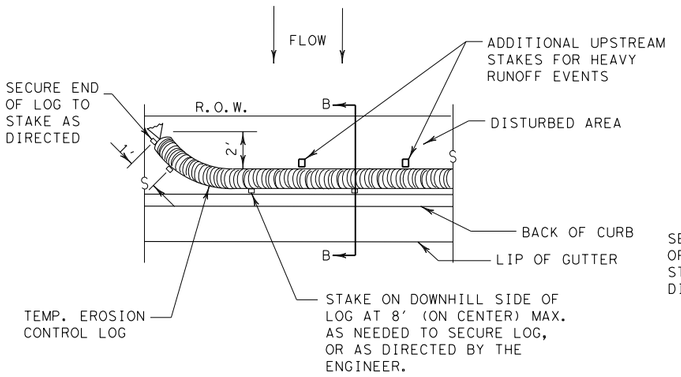
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©TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS				CR 255
	DIST	COUNTY		SHEET NO.
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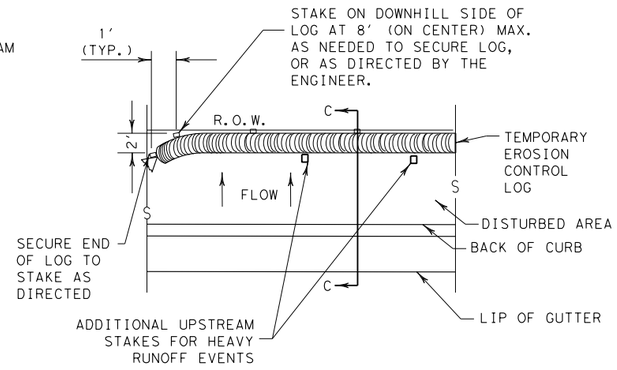
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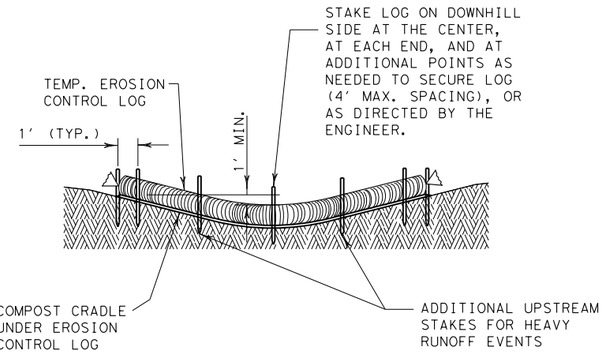
PLAN VIEW



PLAN VIEW



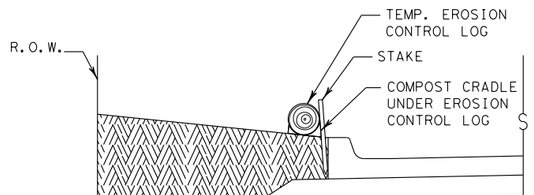
PLAN VIEW



SECTION A-A

EROSION CONTROL LOG DAM

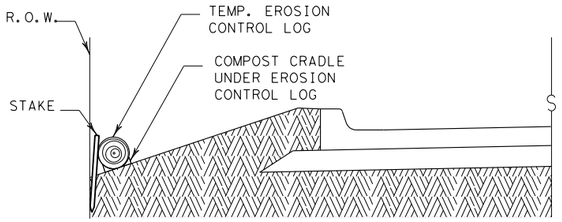
CL-D



SECTION B-B

EROSION CONTROL LOG AT BACK OF CURB

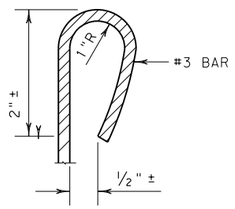
CL-BOC



SECTION C-C

EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW



REBAR STAKE DETAIL

LEGEND

CL-D	EROSION CONTROL LOG DAM
CL-BOC	EROSION CONTROL LOG AT BACK OF CURB
CL-ROW	EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY
CL-SST	EROSION CONTROL LOGS ON SLOPES STAKE AND TRENCHING ANCHORING
CL-SSL	EROSION CONTROL LOGS ON SLOPES STAKE AND LASHING ANCHORING
CL-DI	EROSION CONTROL LOG AT DROP INLET
CL-CI	EROSION CONTROL LOG AT CURB INLET
CL-GI	EROSION CONTROL LOG AT CURB & GRATE INLET

GENERAL NOTES:

1. EROSION CONTROL LOGS SHALL BE INSTALLED IN ACCORDANCE WITH MANFACTURER'S RECOMMENDATIONS, OR AS DIRECTED BY THE ENGINEER.
2. LENGTHS OF EROSION CONTROL LOGS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS REQUIRED FOR THE PURPOSE INTENDED.
3. UNLESS OTHERWISE DIRECTED, USE BIODEGRADABLE OR PHOTODEGRADABLE CONTAINMENT MESH ONLY WHERE LOG WILL REMAIN IN PLACE AS PART OF A VEGETATIVE SYSTEM. FOR TEMPORARY INSTALLATIONS, USE RECYCLABLE CONTAINMENT MESH.
4. FILL LOGS WITH SUFFICIENT FILTER MATERIAL TO ACHIEVE THE MINIMUM COMPACTED DIAMETER SPECIFIED IN THE PLANS WITHOUT EXCESSIVE DEFORMATION.
5. STAKES SHALL BE 2" X 2" WOOD OR #3 REBAR, 2'-4' LONG, EMBEDDED SUCH THAT 2" PROTRUDES ABOVE LOG, OR AS DIRECTED BY THE ENGINEER.
6. DO NOT PLACE STAKES THROUGH CONTAINMENT MESH.
7. COMPOST CRADLE MATERIAL IS INCIDENTAL & WILL NOT BE PAID FOR SEPARATELY.
8. SANDBAGS USED AS ANCHORS SHALL BE PLACED ON TOP OF LOGS & SHALL BE OF SUFFICIENT SIZE TO HOLD LOGS IN PLACE.
9. TURN THE ENDS OF EACH ROW OF LOGS UPSLOPE TO PREVENT RUNOFF FROM FLOWING AROUND THE LOG.
10. FOR HEAVY RUNOFF EVENTS, ADDITIONAL UPSTREAM STAKES MAY BE NECESSARY TO KEEP LOG FROM FOLDING IN ON ITSELF.

SEDIMENT BASIN & TRAP USAGE GUIDELINES

An erosion control log sediment trap may be used to filter sediment out of runoff draining from an unstabilized area.

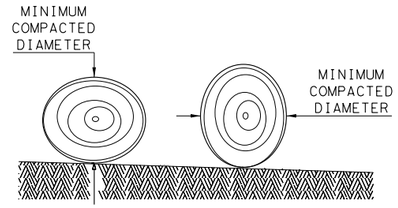
Log Traps: The drainage area for a sediment trap should not exceed 5 acres. The trap capacity should be 1800 CF/Acre (0.5" over the drainage area).

Control logs should be placed in the following locations:

1. Within drainage ditches spaced as needed or min. 500' on center
2. Immediately preceding ditch inlets or drain inlets
3. Just before the drainage enters a water course
4. Just before the drainage leaves the right of way
5. Just before the drainage leaves the construction limits where drainage flows away from the project.

The logs should be cleaned when the sediment has accumulated to a depth of 1/2 the log diameter.

Cleaning and removal of accumulated sediment deposits is incidental and will not be paid for separately.



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

SHEET 1 OF 3

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

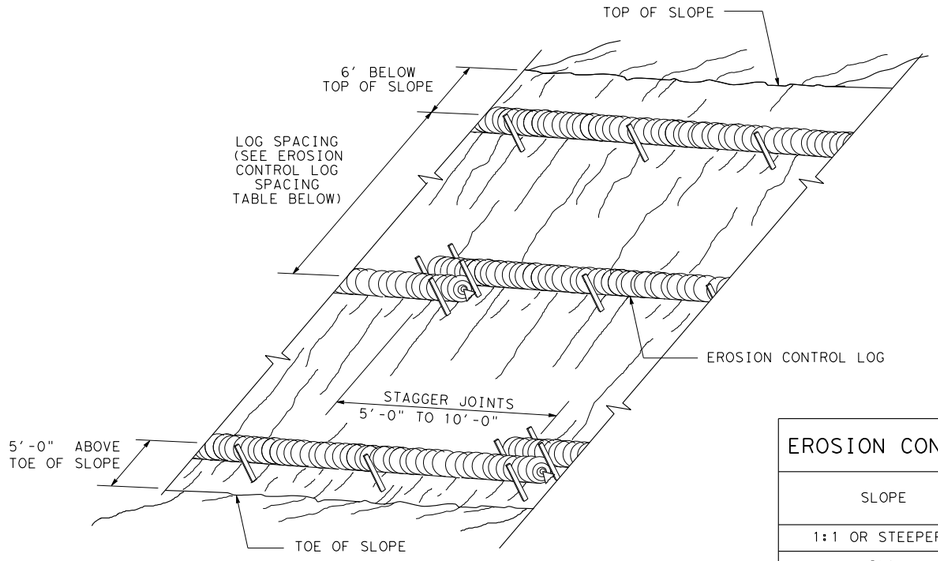
EROSION CONTROL LOG

EC(9)-16

FILE: ec916	DN: TxDOT		CK: KM	DW: LS/PT		CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY	
REVISIONS					CR 255	
	DIST	COUNTY			SHEET NO.	
	AUS	WILLIAMSON			331	

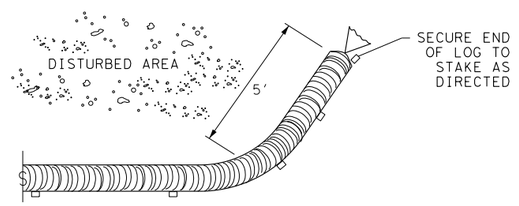
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EROSION CONTROL LOGS ON SLOPES
STAKE AND TRENCHING ANCHORING

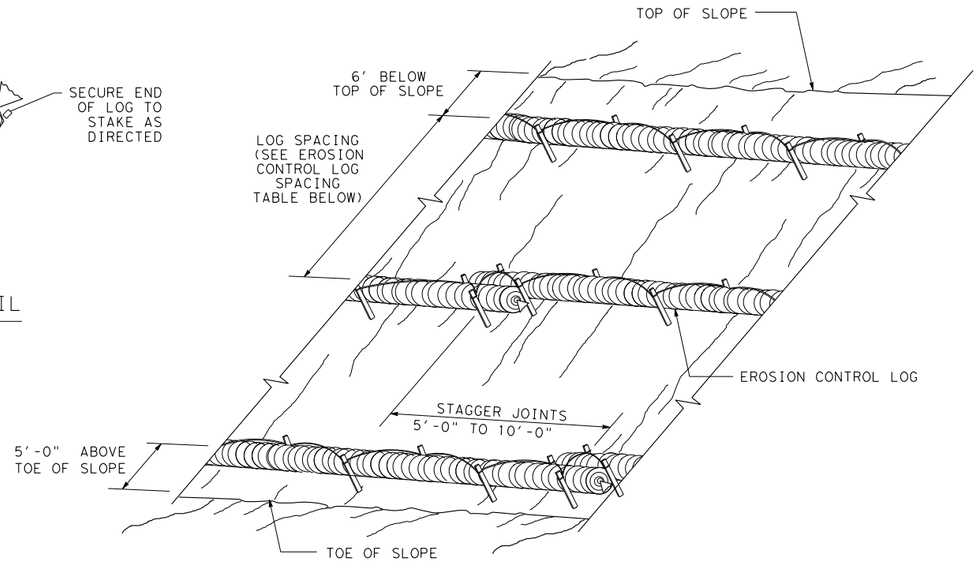
CL-SST



END SECTION RAP DETAIL

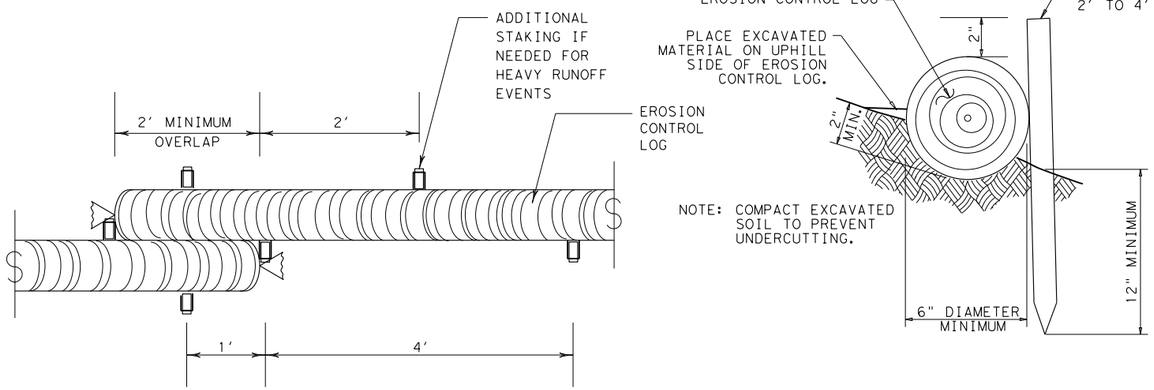
EROSION CONTROL LOG SPACING TABLE				
SLOPE	LOG DIAMETER			
	6"	8"	12"	18"
1:1 OR STEEPER	5'	10'	15'	20'
2:1	10'	20'	30'	40'
3:1	15'	30'	45'	60'
4:1 OR FLATTER	20'	40'	60'	80'

* ADJUSTMENTS CAN BE MADE FOR SOIL TYPE:
SOFT, LOAMY SOILS-ADJUST ROWS CLOSER TOGETHER;
HARD, ROCKY SOILS- ADJUST ROWS FARTHER APART



EROSION CONTROL LOGS ON SLOPES
STAKE AND LASHING ANCHORING

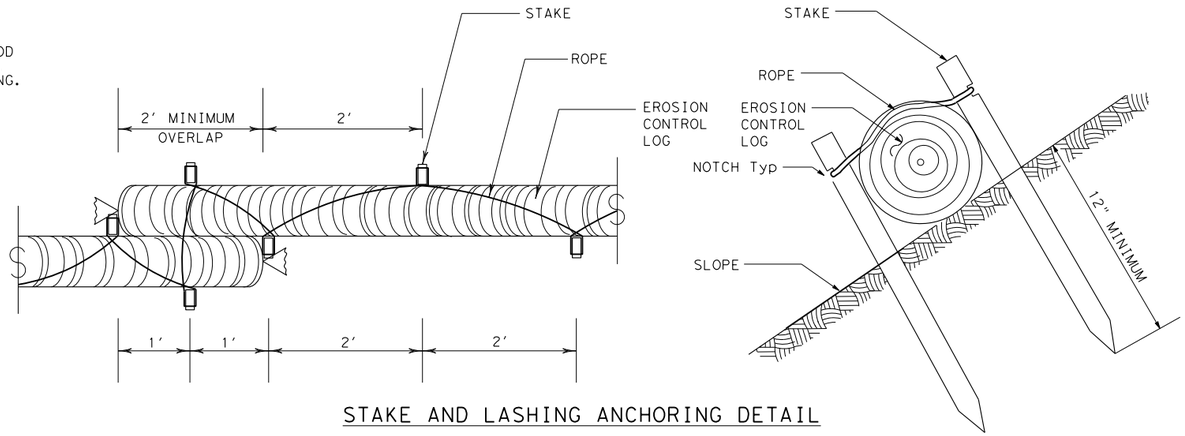
CL-SSL



STAKE AND TRENCHING ANCHORING DETAIL

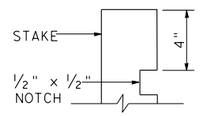
CL-SST

TRENCH DEPTH TABLE	
LOG DIAMETER	DEPTH
6"	2"
8"	3"
12"	4"
18"	5"



STAKE AND LASHING ANCHORING DETAIL

CL-SSL



STAKE NOTCH DETAIL

Texas Department of Transportation — Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

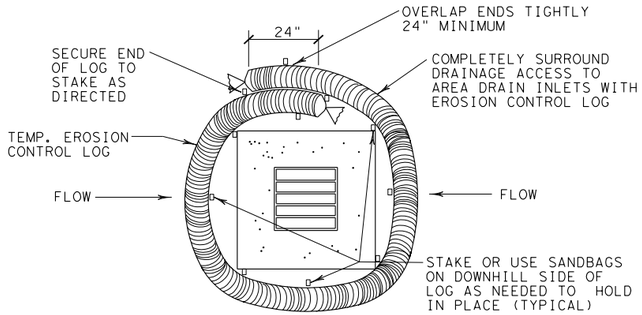
EROSION CONTROL LOG

EC(9)-16

FILE: ec116	DN: TxDOT	CK: KM	DW: LS/PT	CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS				CR 255
	DIST	COUNTY		SHEET NO.
	AUS	WILLIAMSON		332

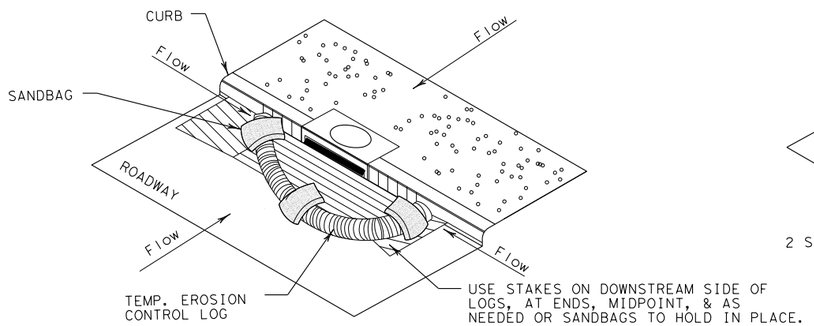
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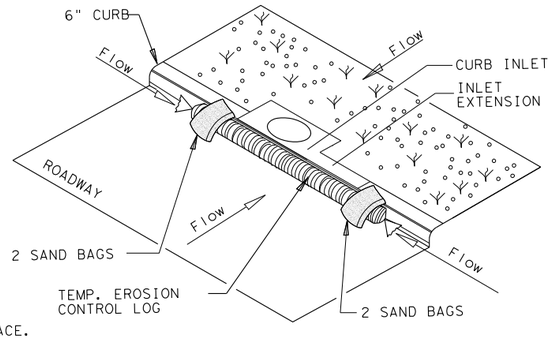
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

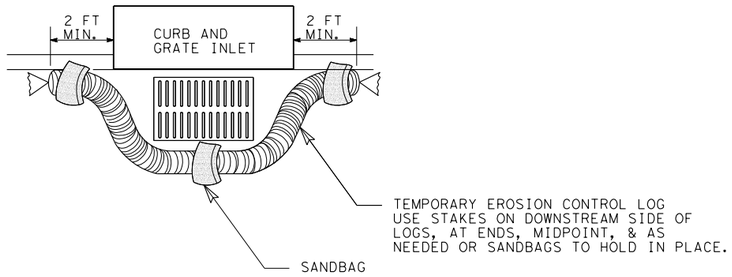
CL-CI



EROSION CONTROL LOG AT CURB INLET

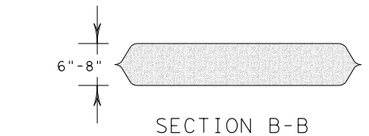
CL-CI

NOTE:
EROSION CONTROL LOGS USED AT CURB INLETS SHOULD ONLY BE USED IF THEY WILL NOT IMPEDE TRAFFIC OR FLOOD THE ROADWAY OR WHEN THE STORM SEWER SYSTEM IS NOT FULLY FUNCTIONAL.

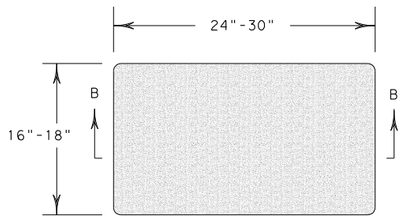


EROSION CONTROL LOG AT CURB & GRADE INLET

CL-GI



SECTION B-B



SANDBAG DETAIL

SHEET 3 OF 3

Texas Department of Transportation

Design Division Standard

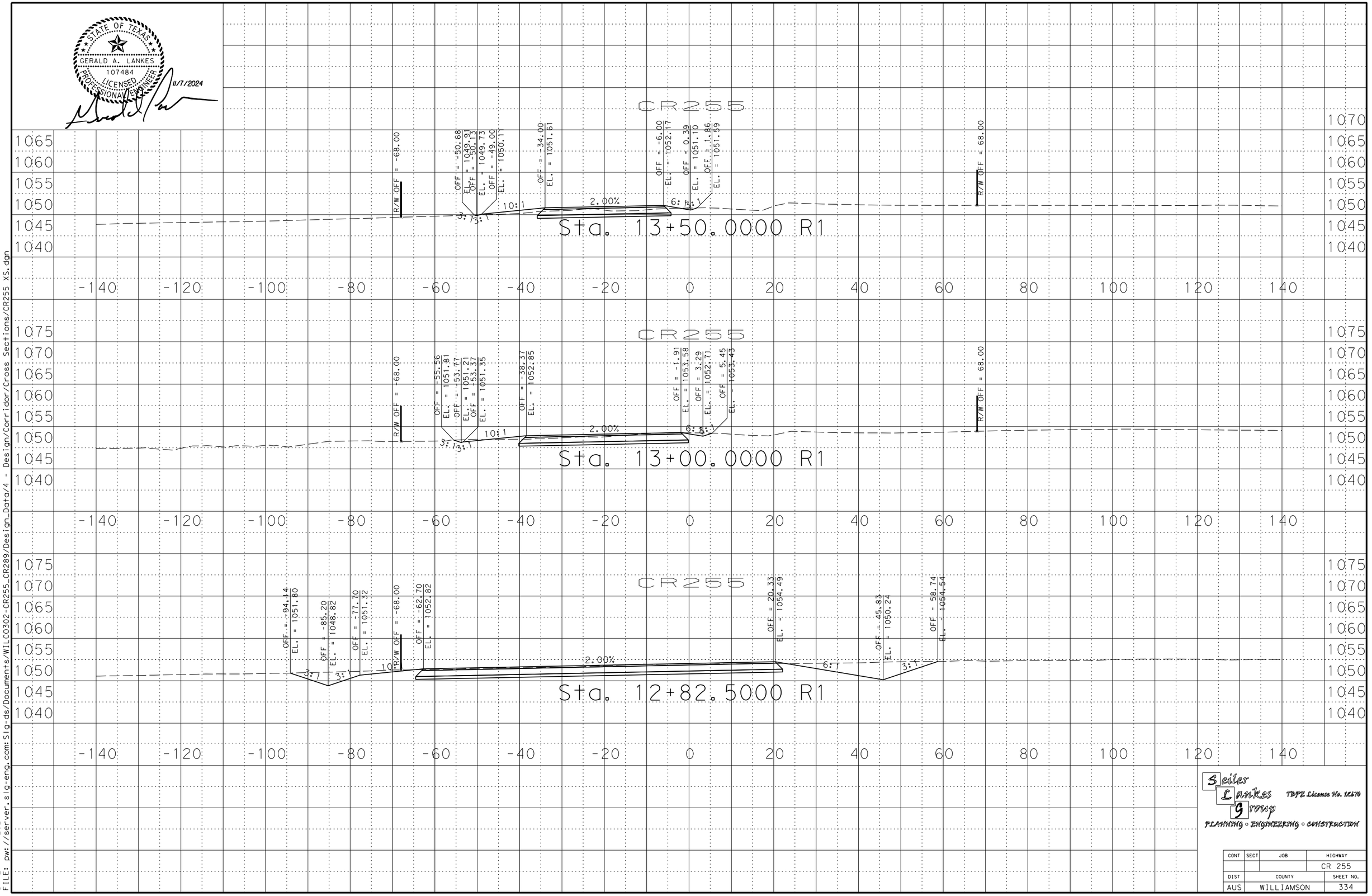
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

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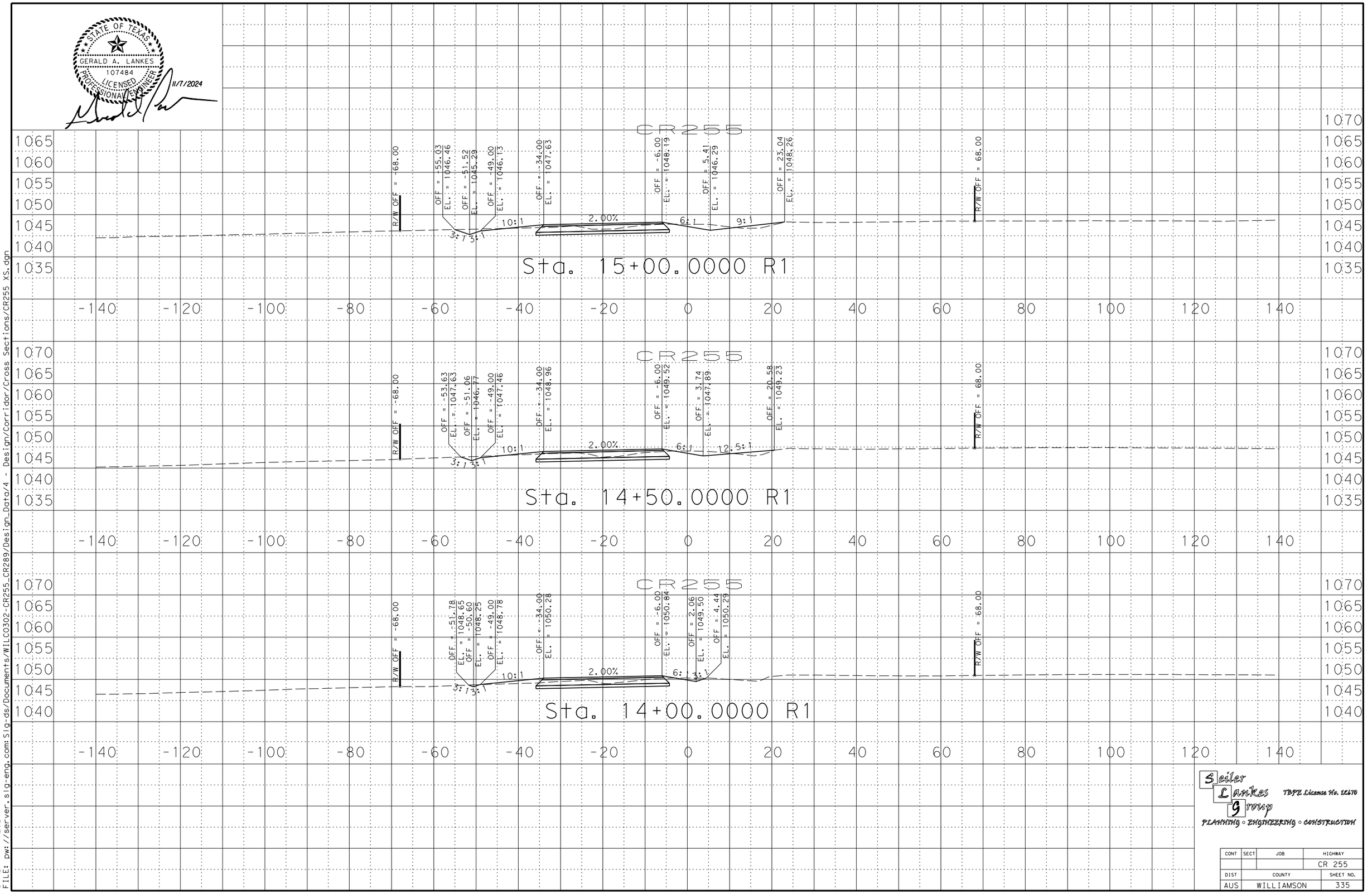
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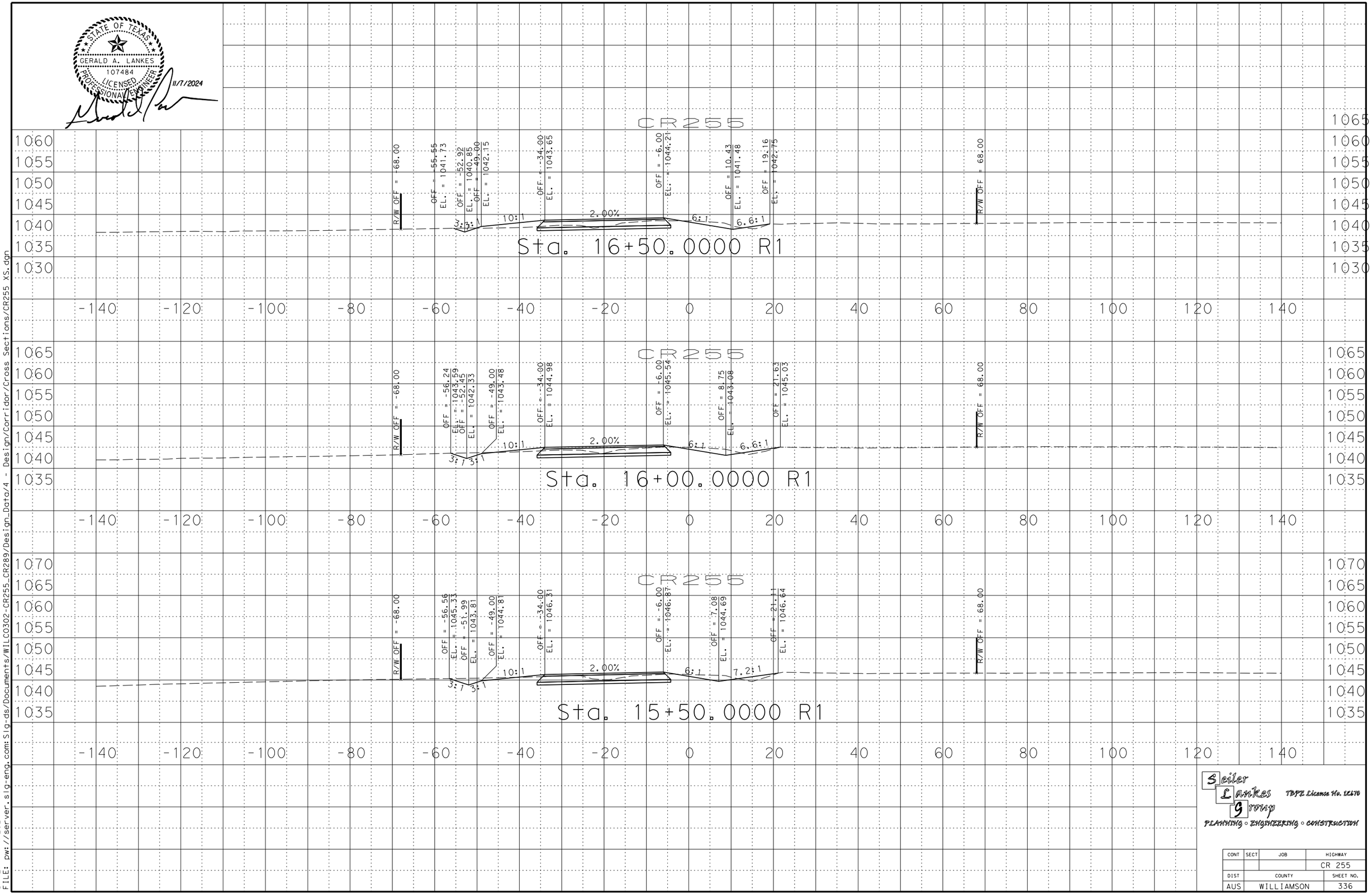


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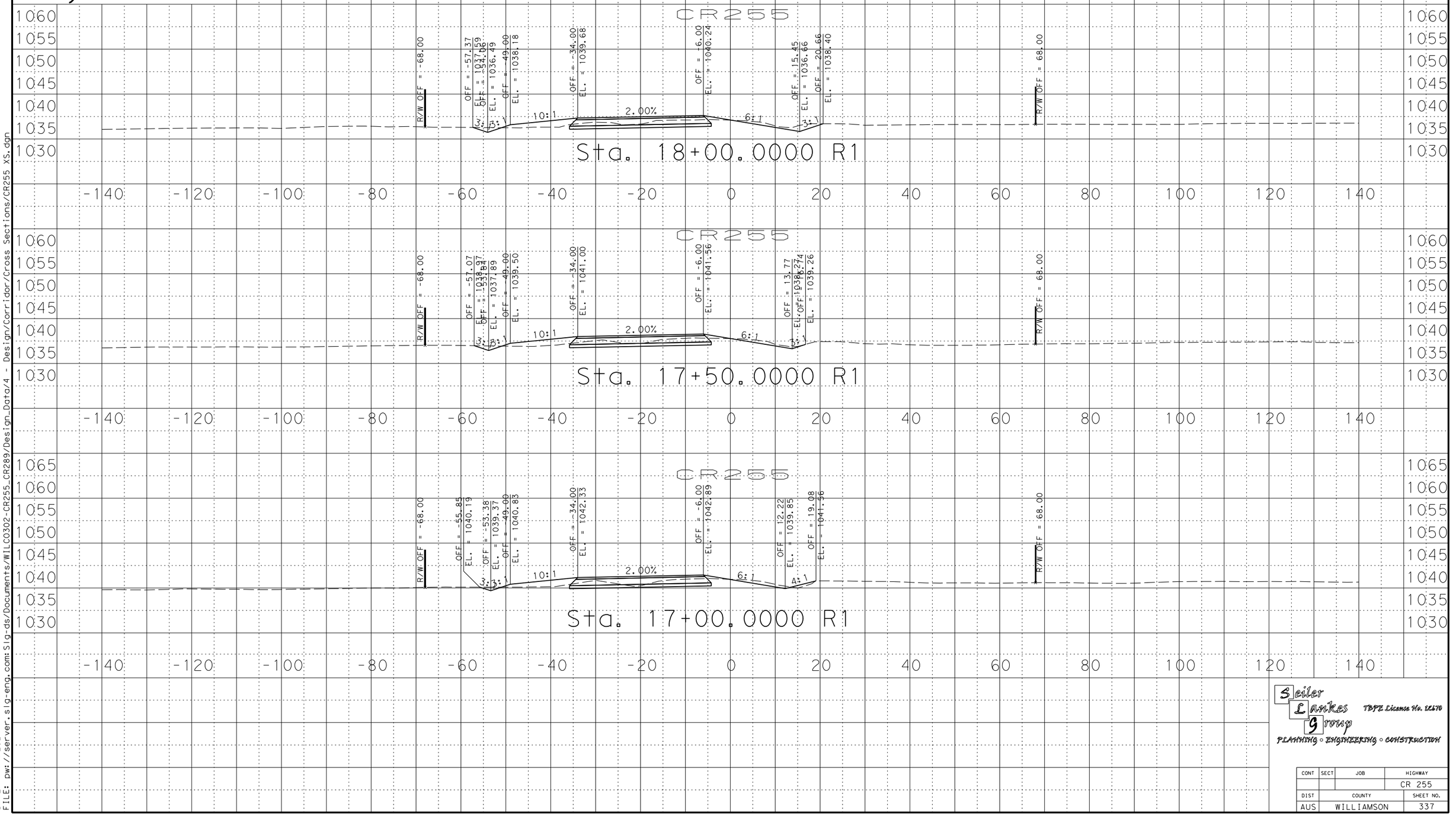


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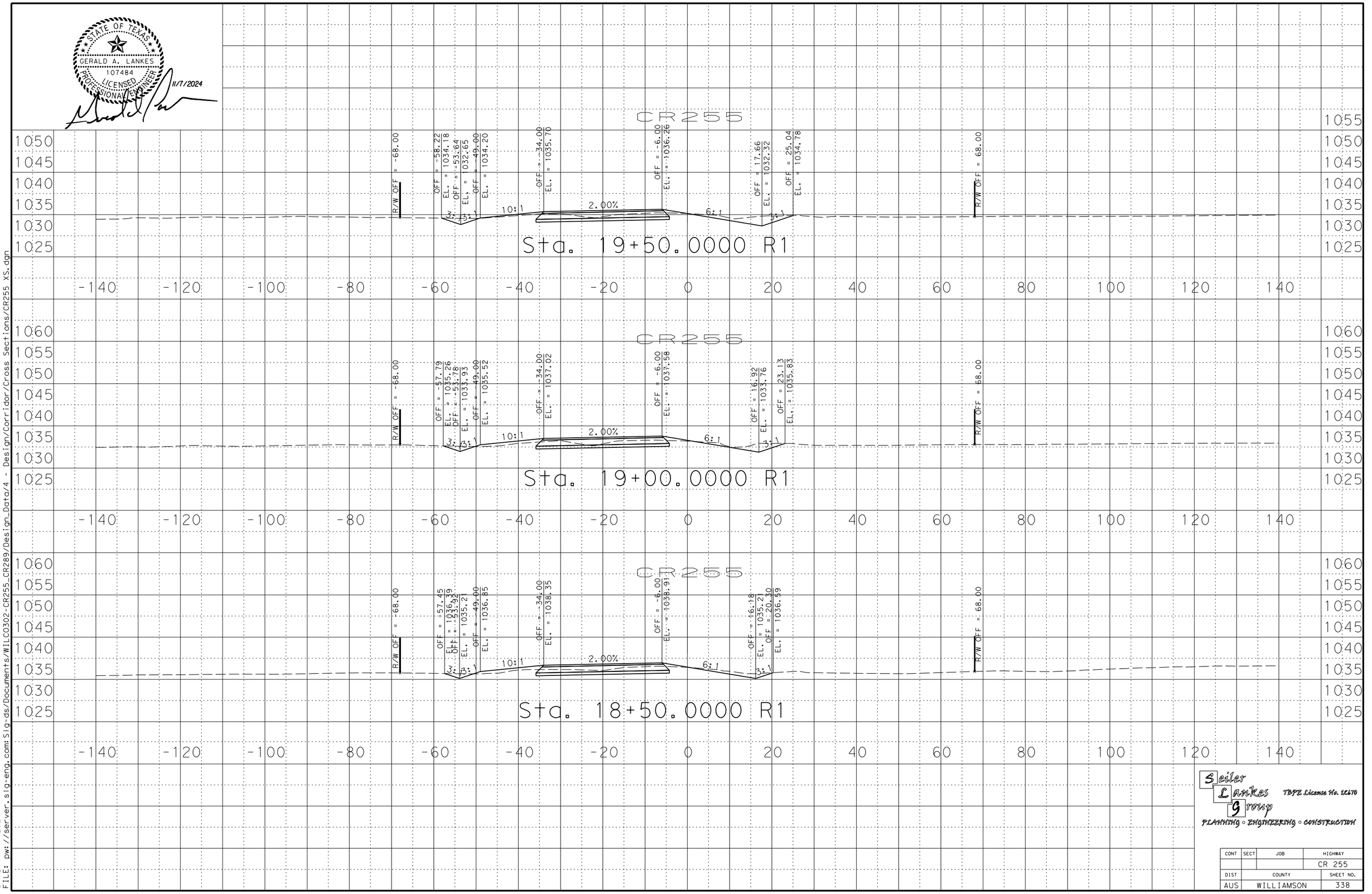
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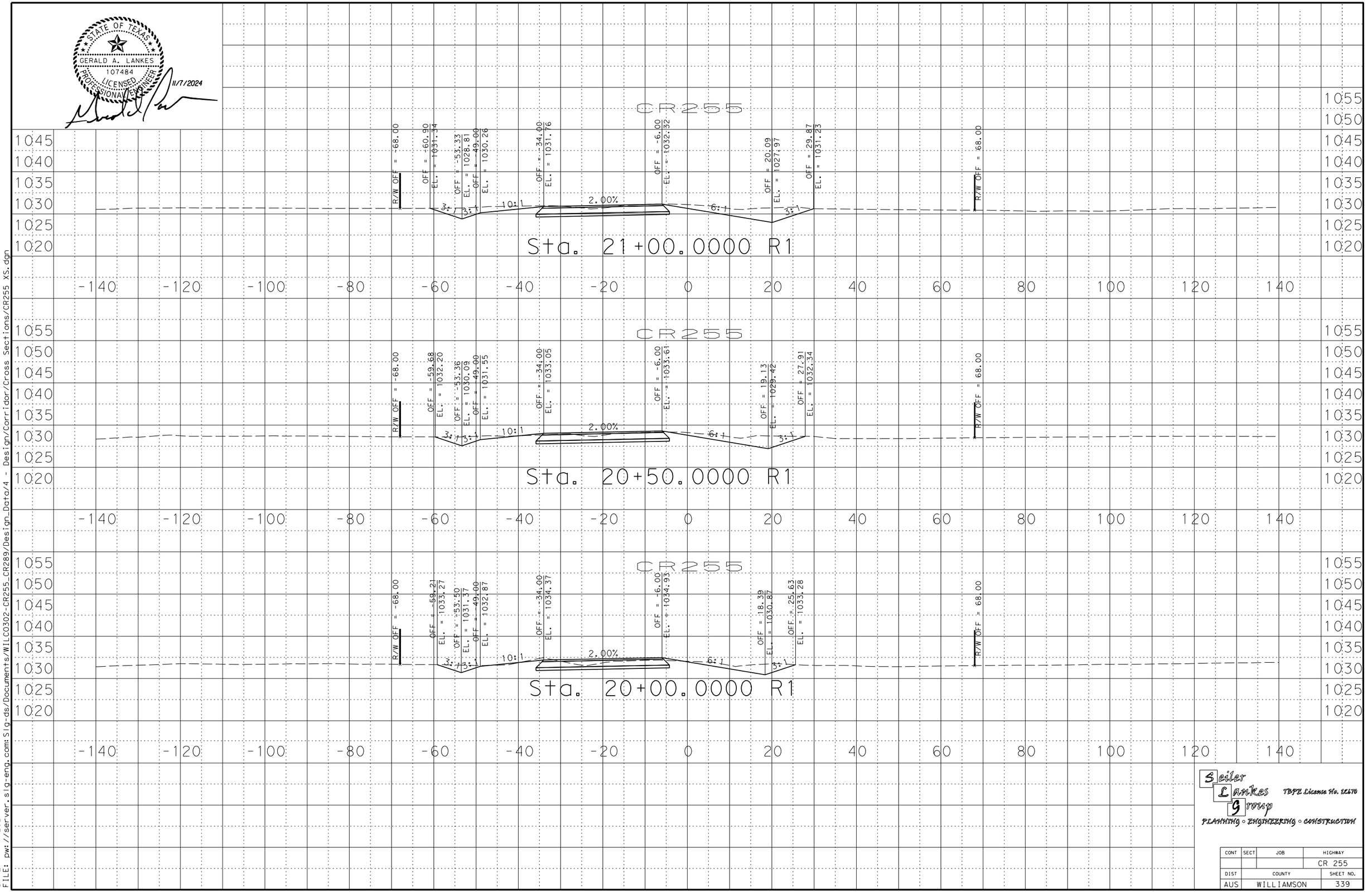


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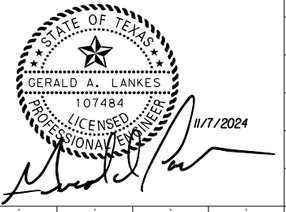
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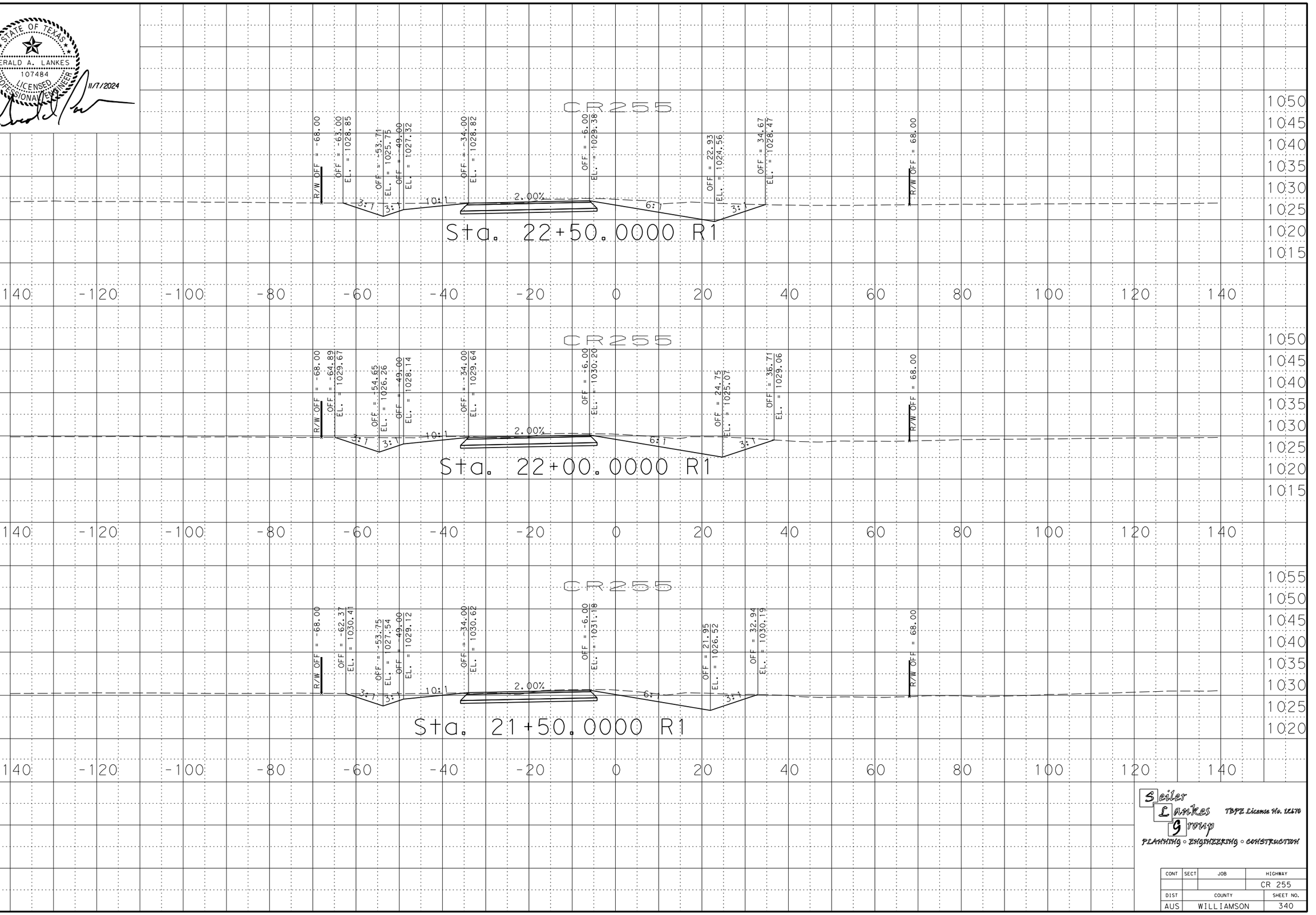


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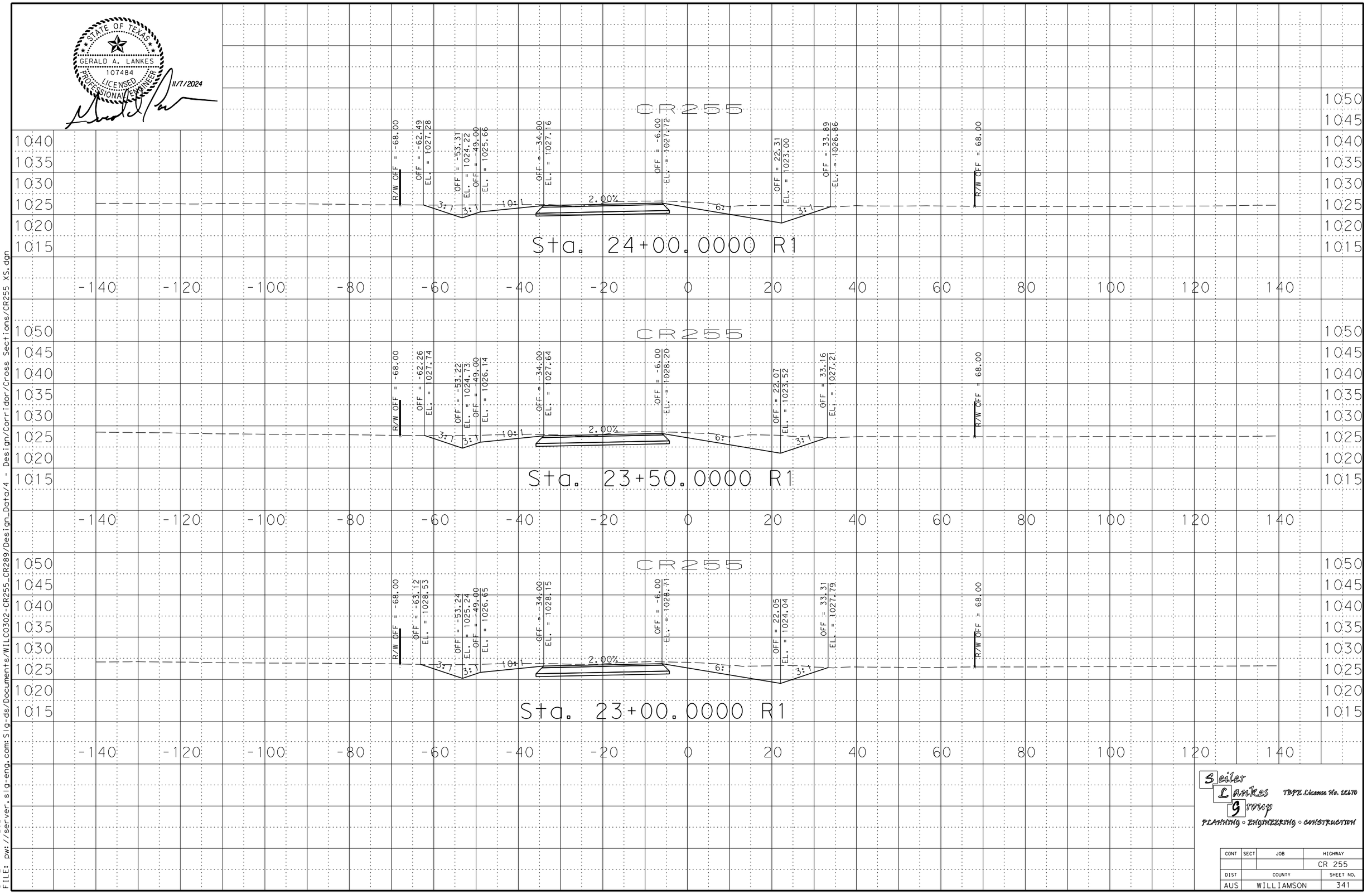




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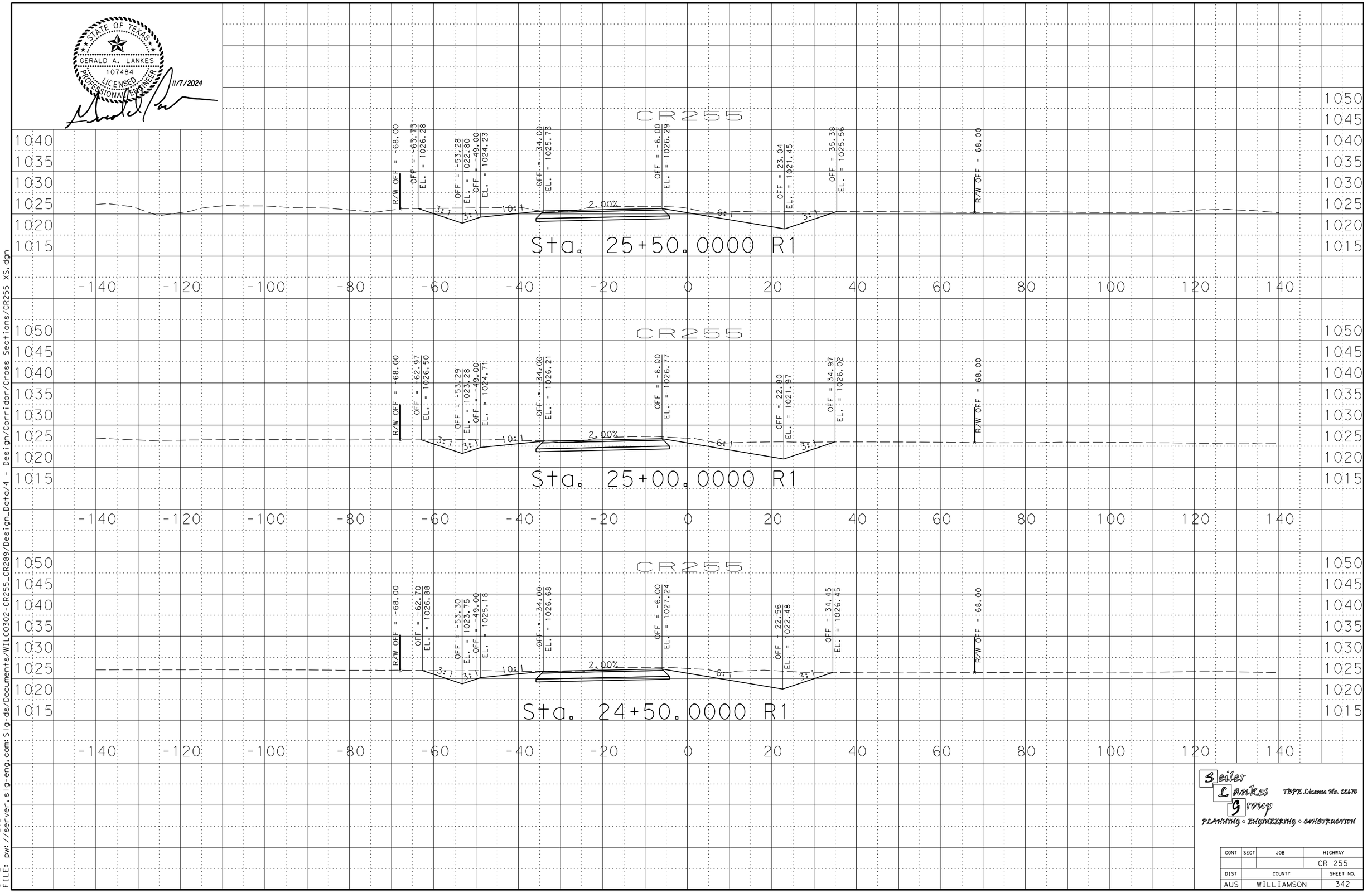


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DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		341

DATE: 11/7/2024 12:58
FILE: pw://server.slg-eng.com:Slg-ds/Documents/WILC0302-CR255_CR289/Design_Data/4 - Design/Corridor/Cross Sections/CR255 XS.dgn

STATE OF TEXAS
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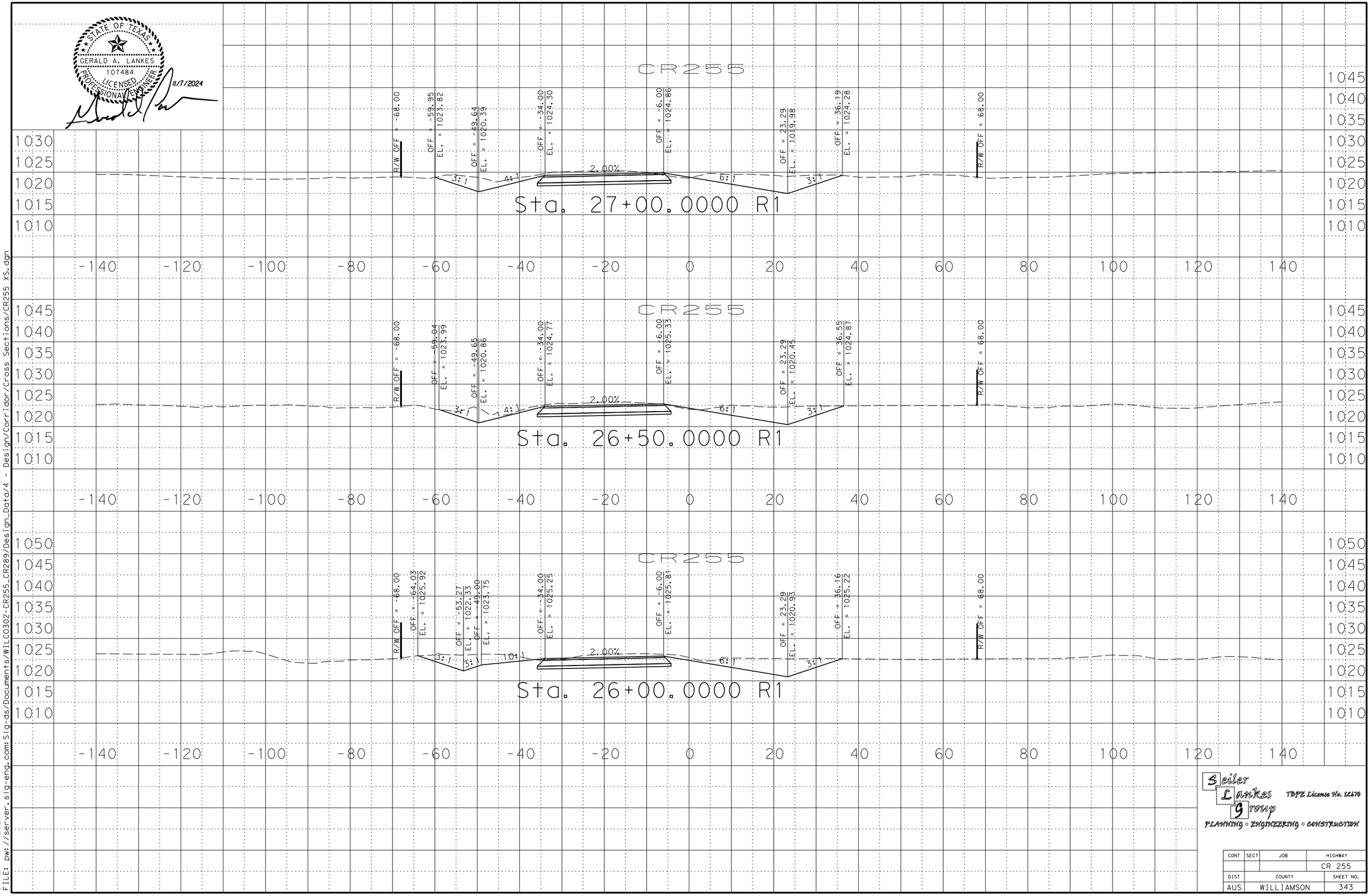


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		342

DATE: 11/7/2024 12:58
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STATE OF TEXAS
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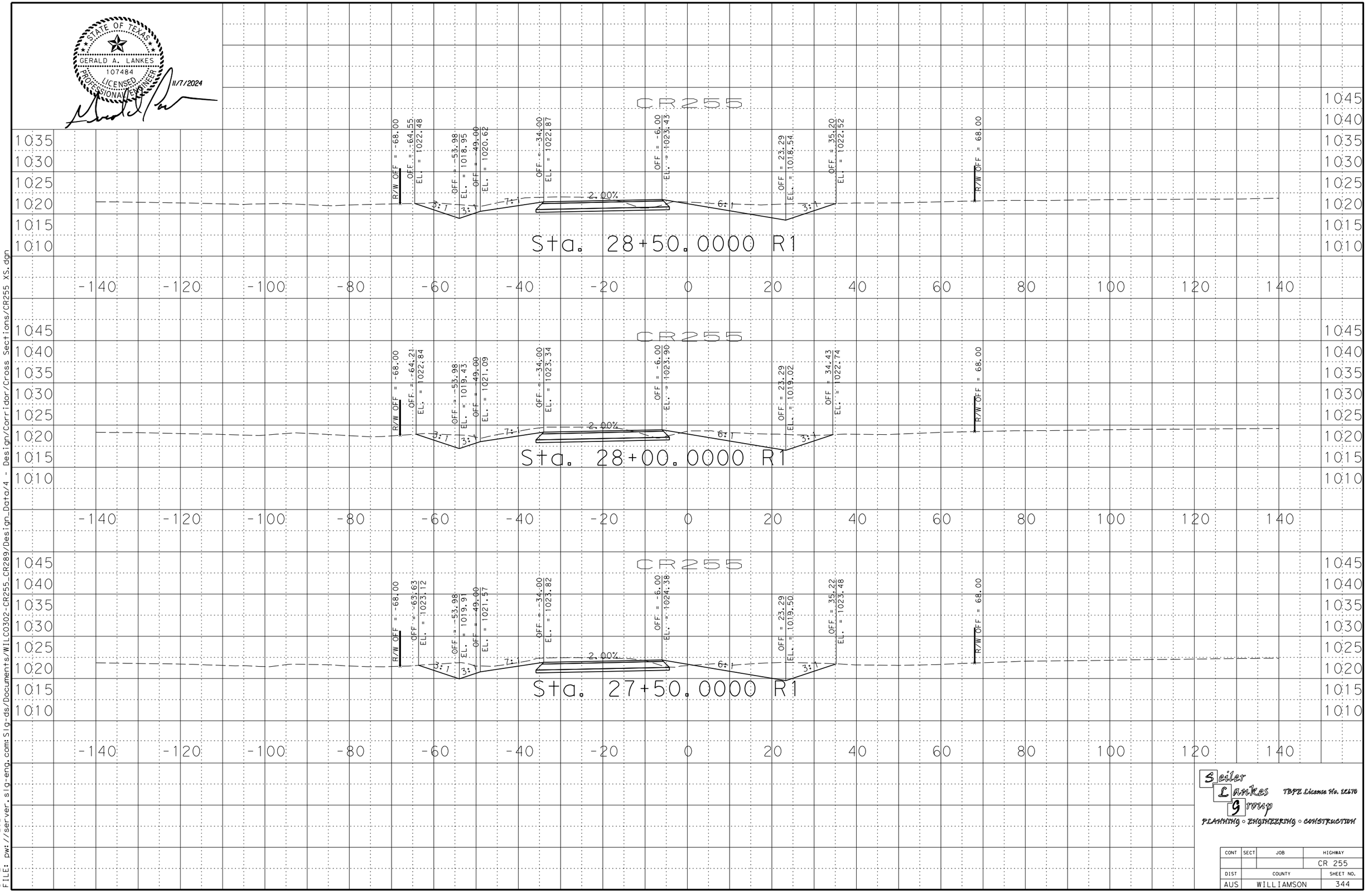


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		343

DATE: 11/7/2024 12:58
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STATE OF TEXAS
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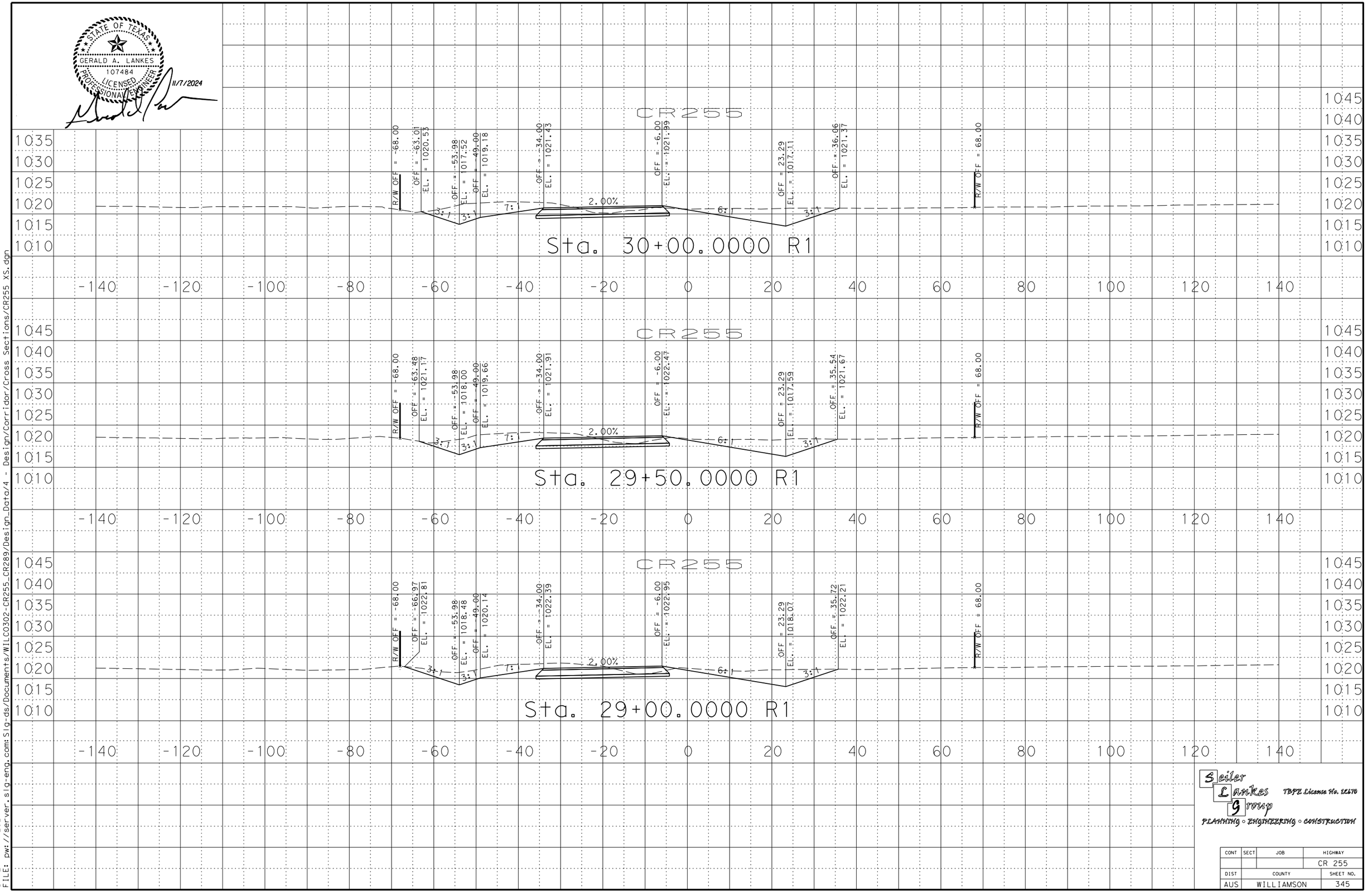


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		344

DATE: 11/7/2024 12:58
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STATE OF TEXAS
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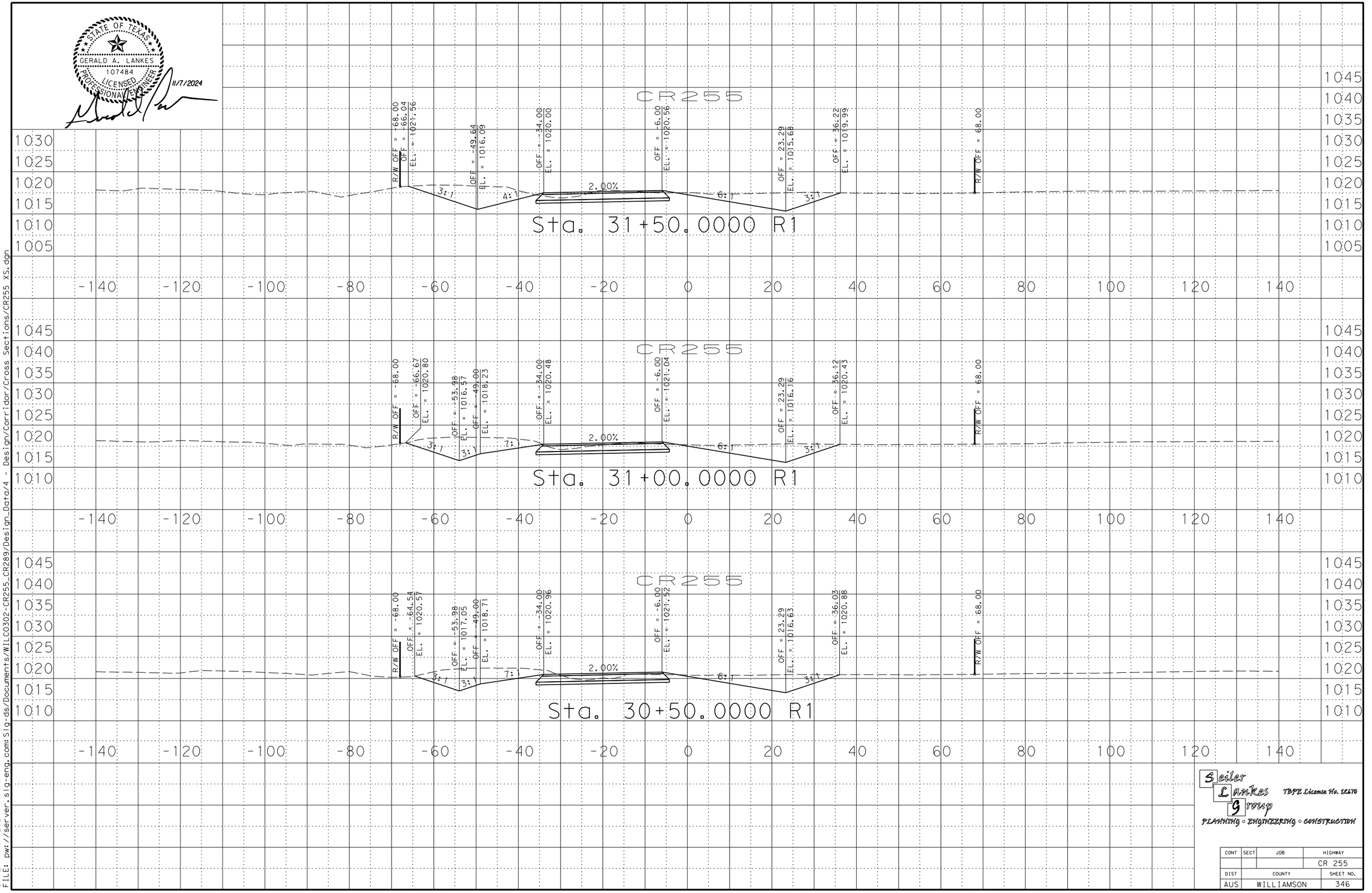


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		345

DATE: 11/7/2024 12:58
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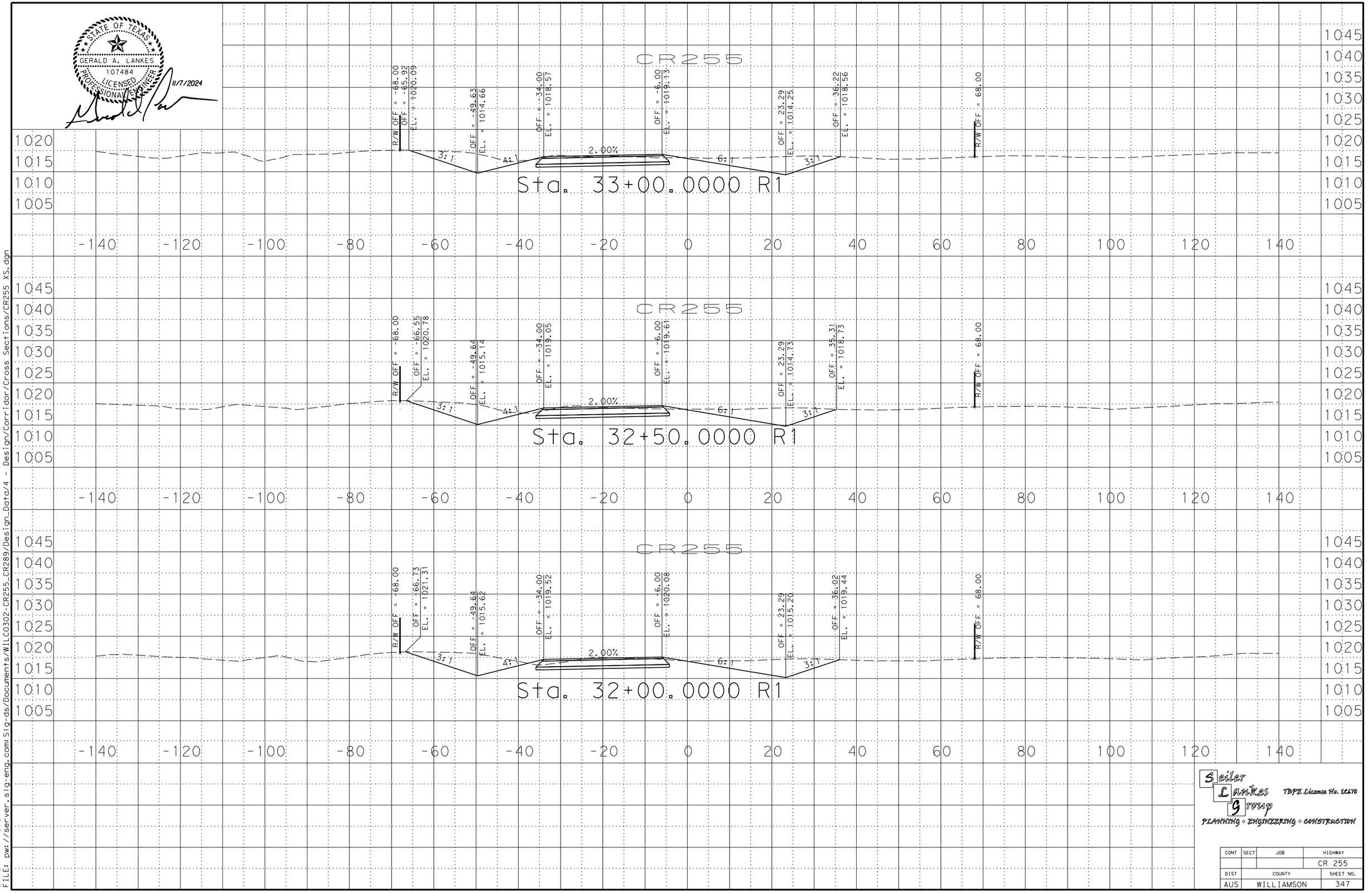


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		346

DATE: 11/7/2024 12:58
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STATE OF TEXAS
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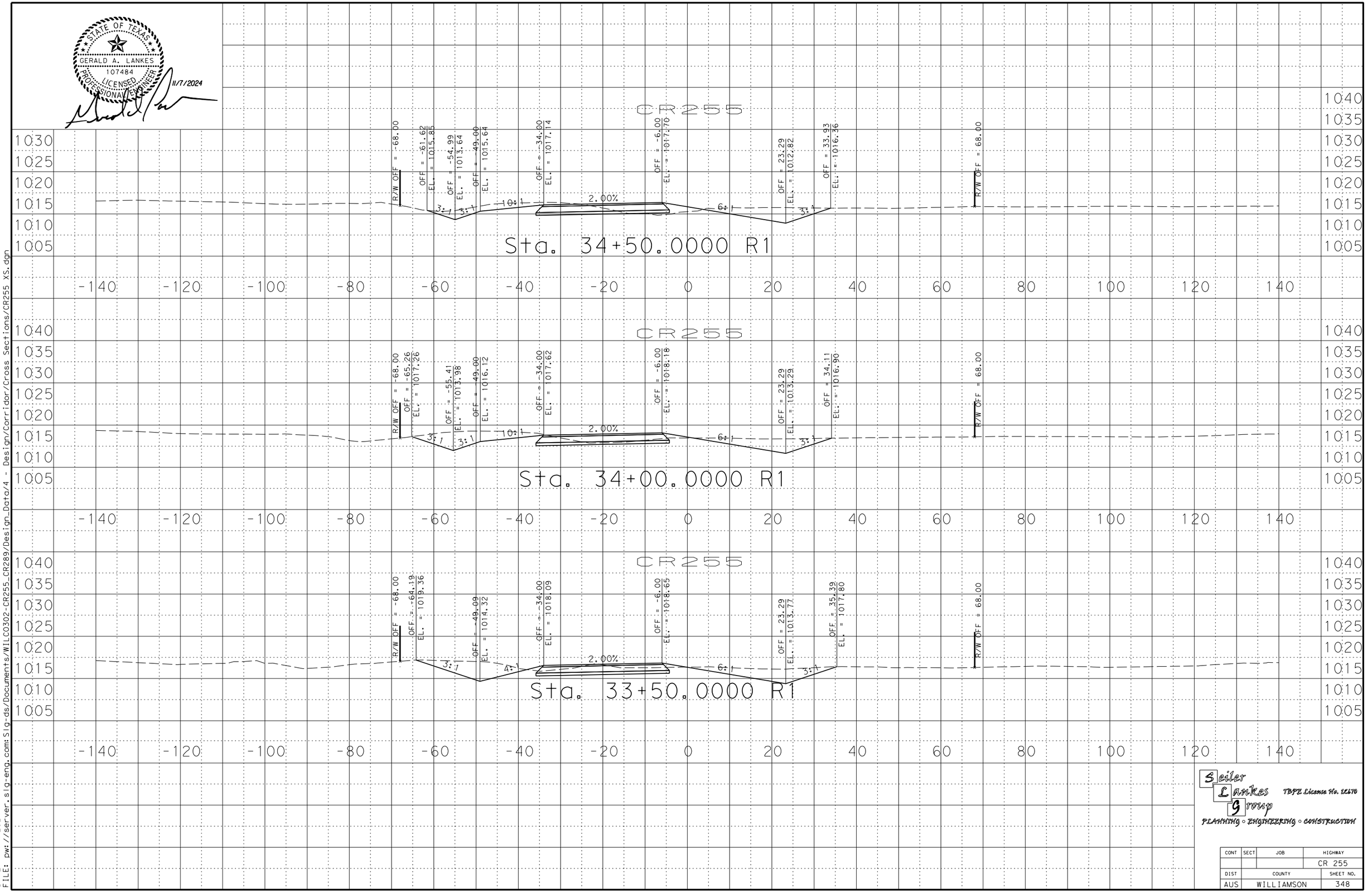


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		347

DATE: 11/7/2024 12:58
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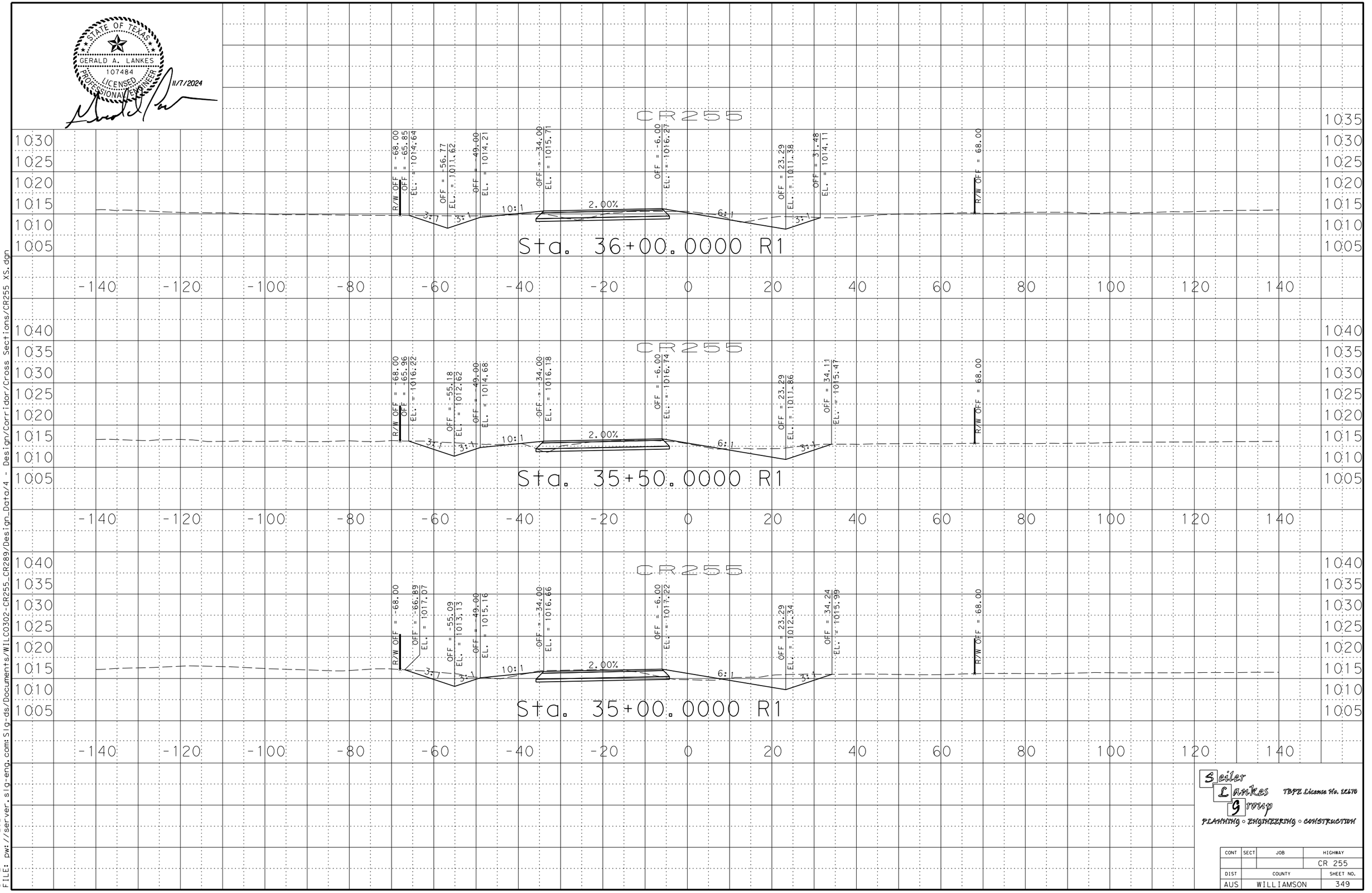


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		348

DATE: 11/7/2024 12:58
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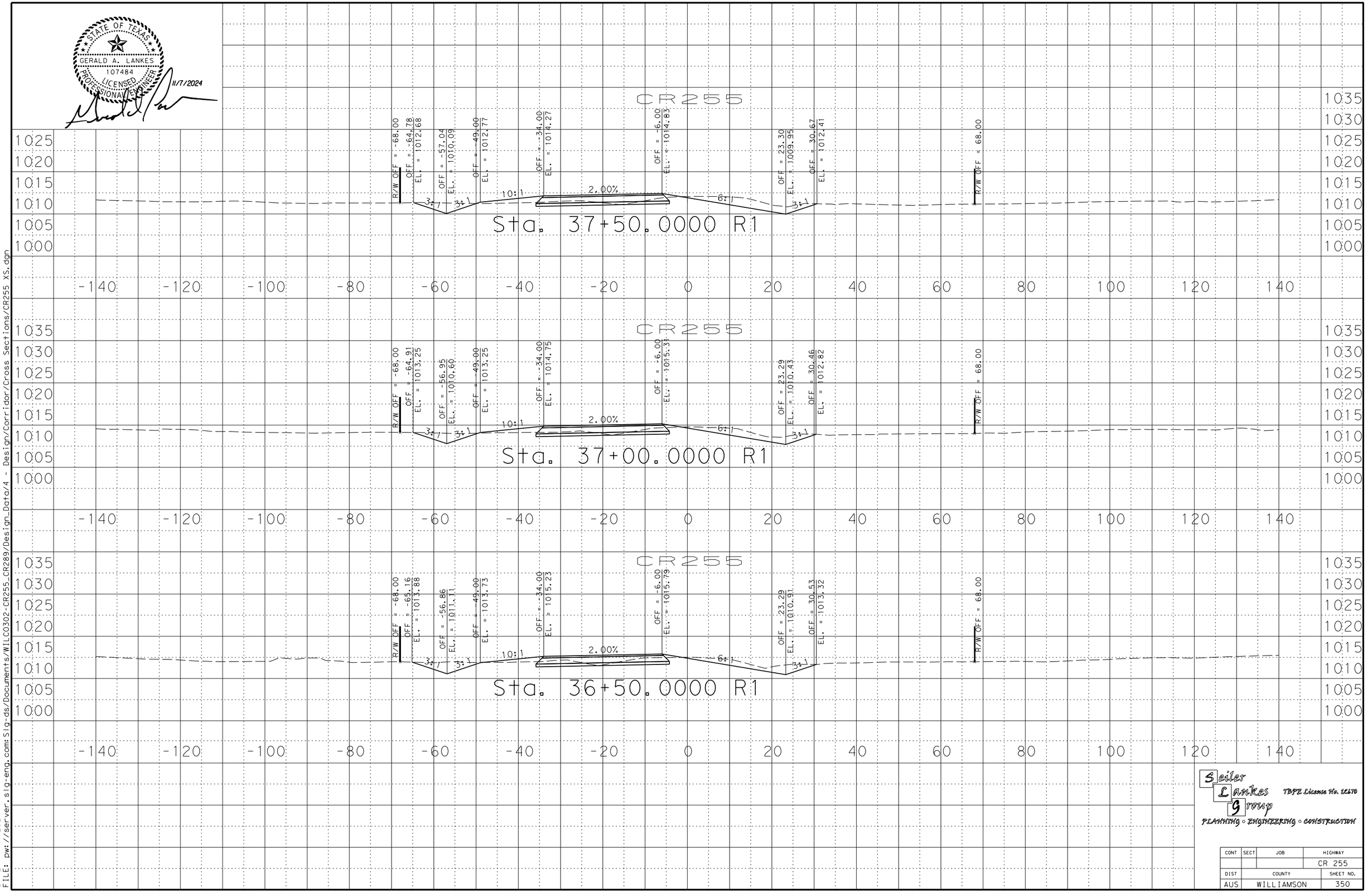


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		349

DATE: 11/7/2024 12:58
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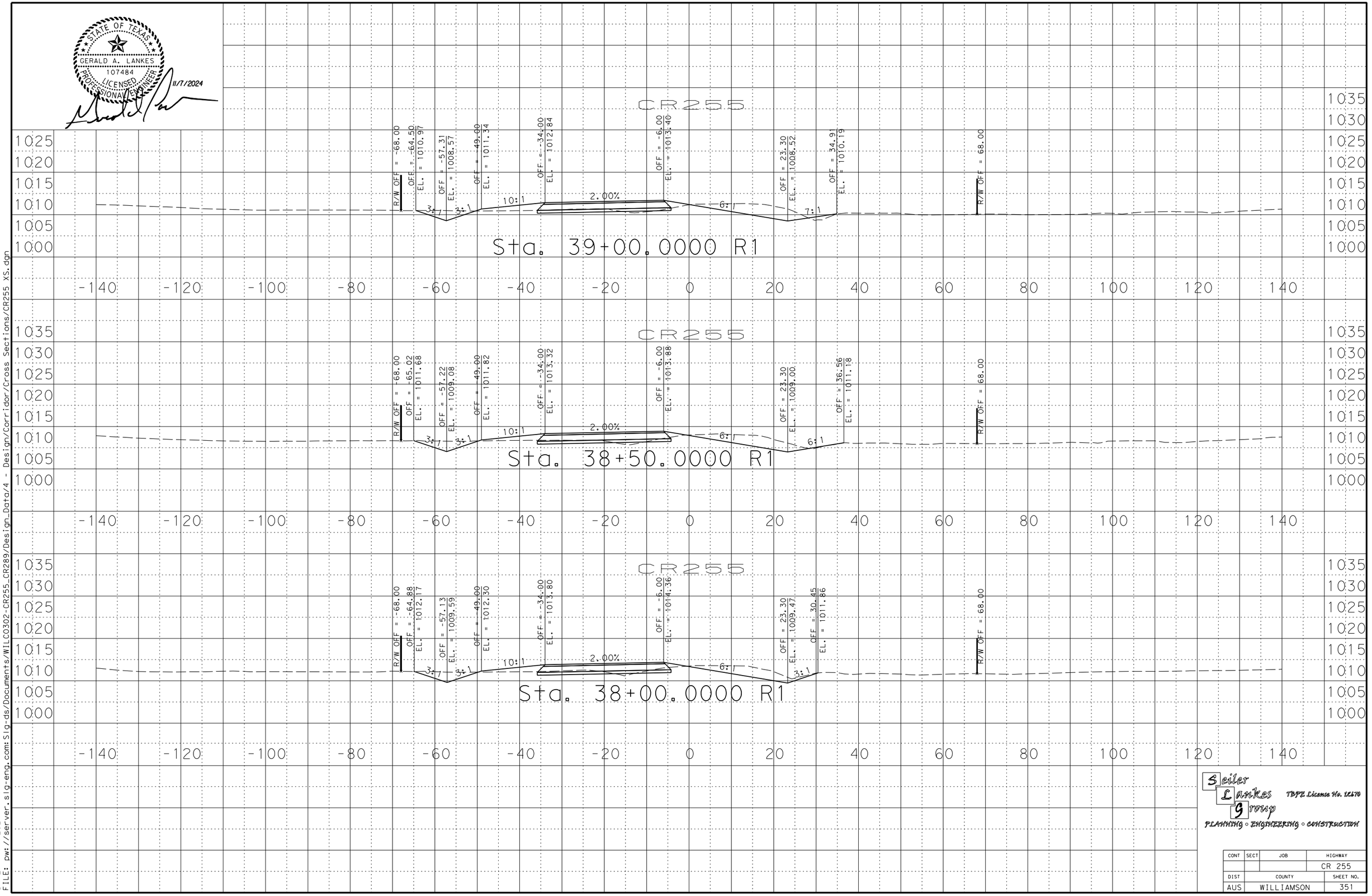


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		350

DATE: 11/7/2024 12:58
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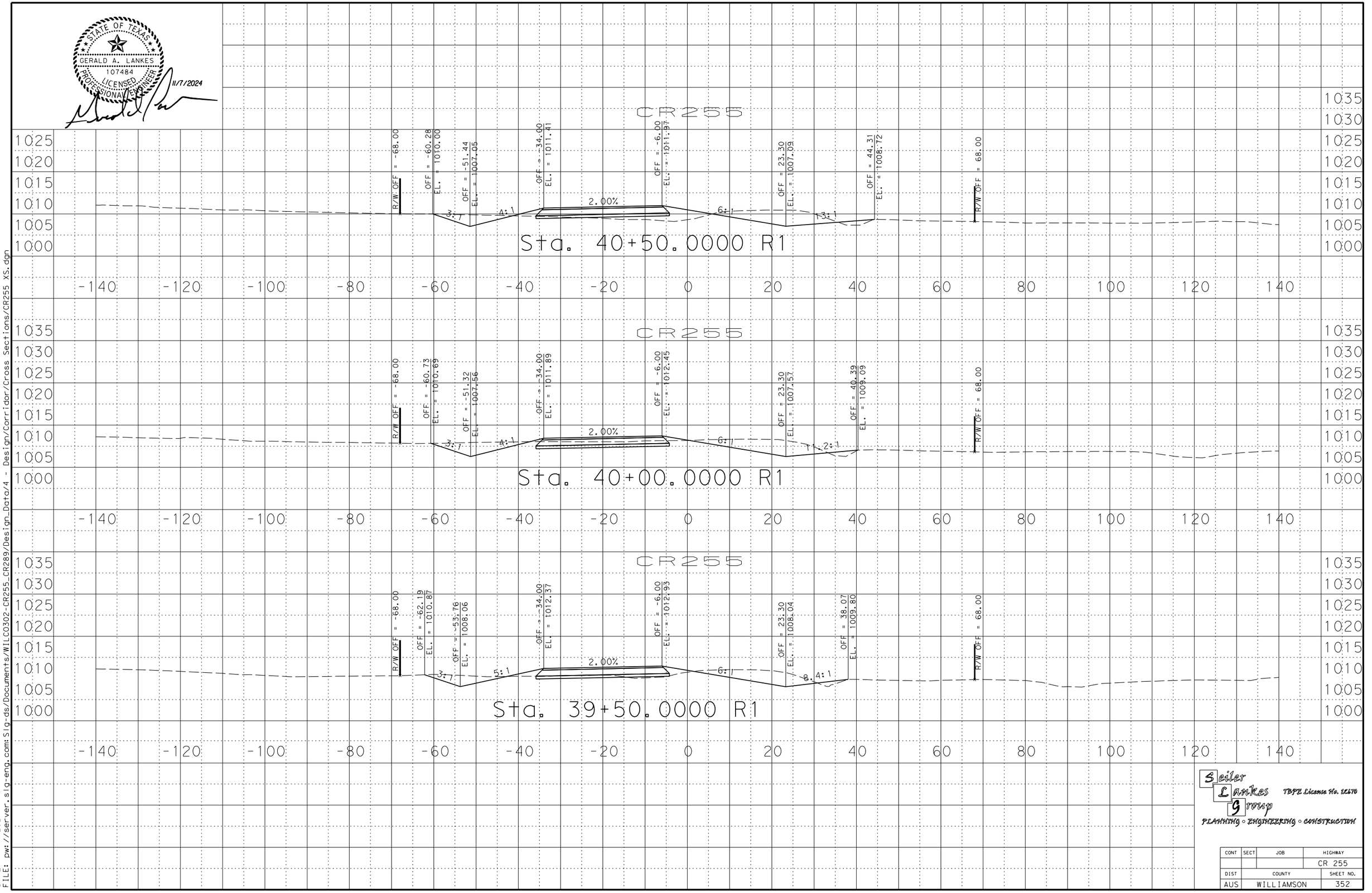


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		351

DATE: 11/7/2024 12:58
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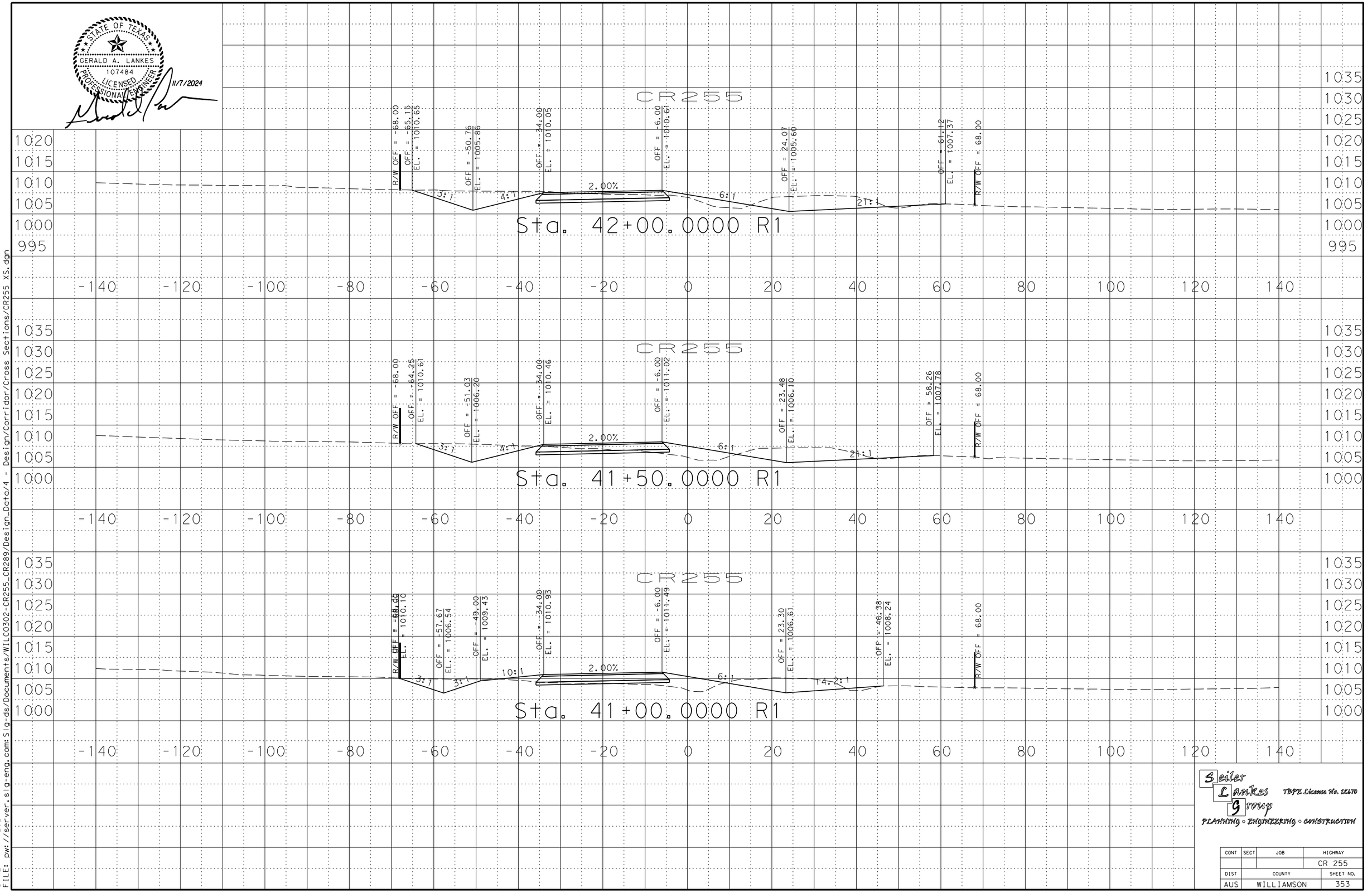


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		352

DATE: 11/7/2024 12:58
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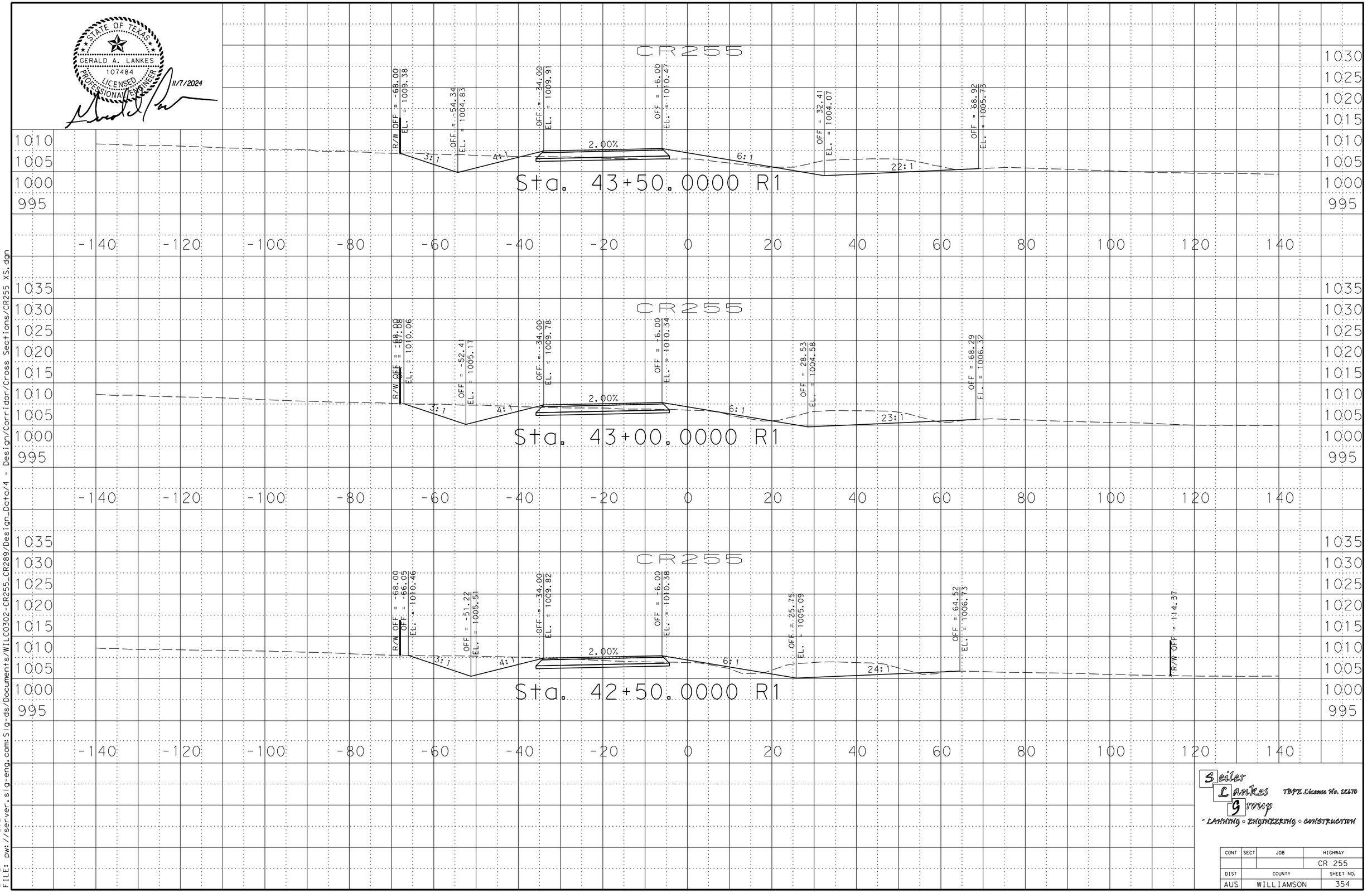


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		353

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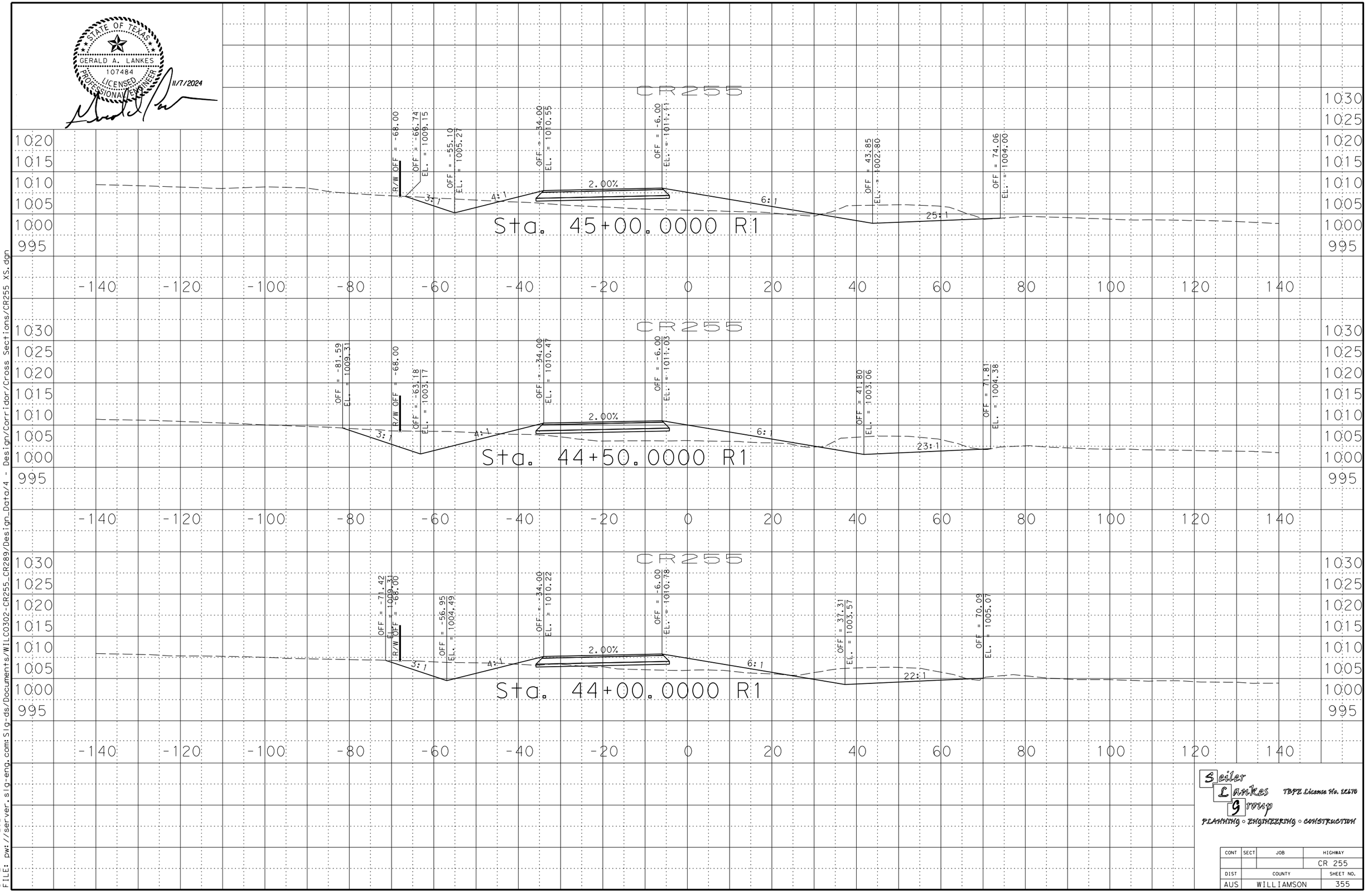


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		354

DATE: 11/7/2024 12:58
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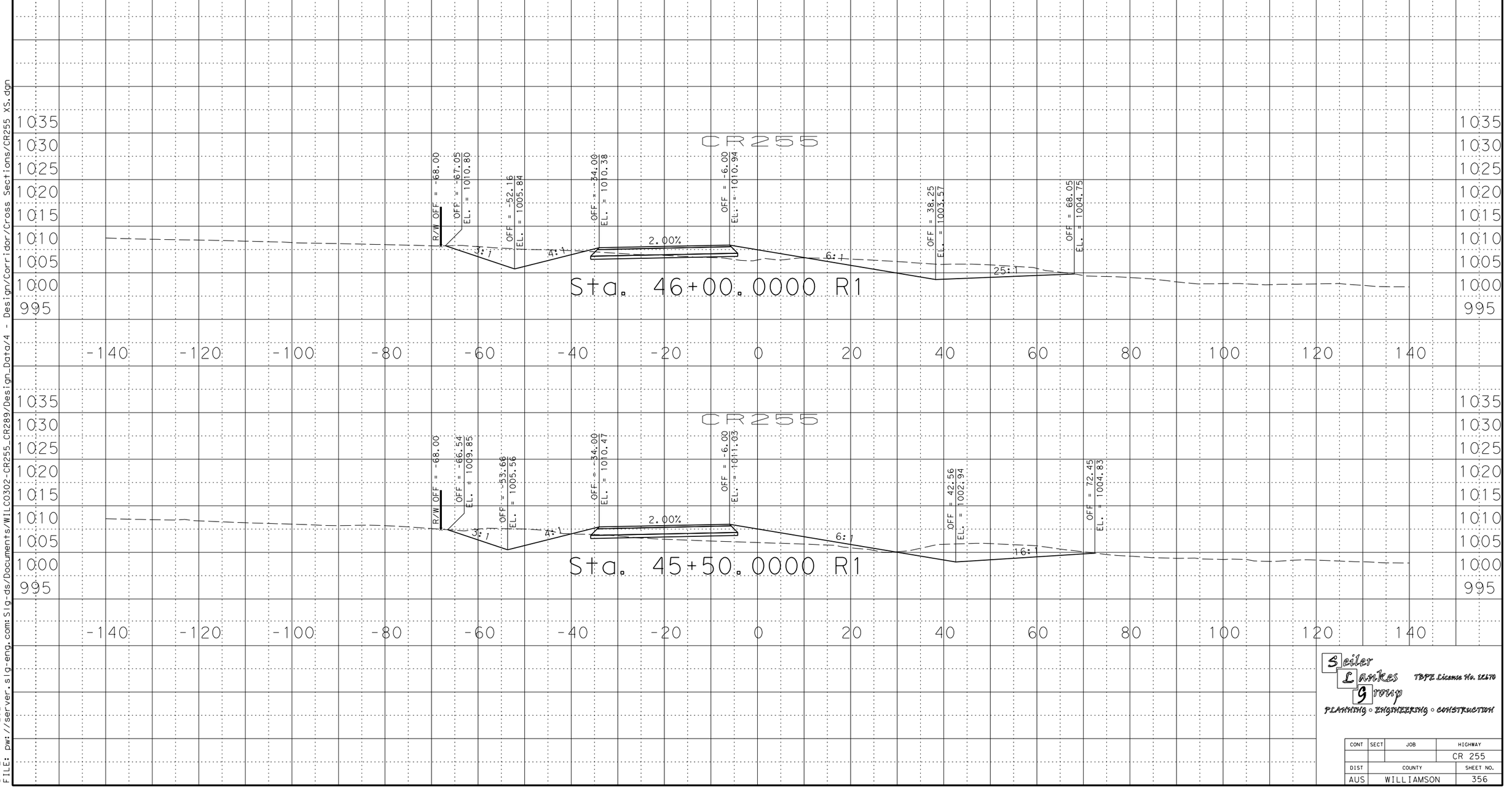


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		355

DATE: 11/7/2024 12:58
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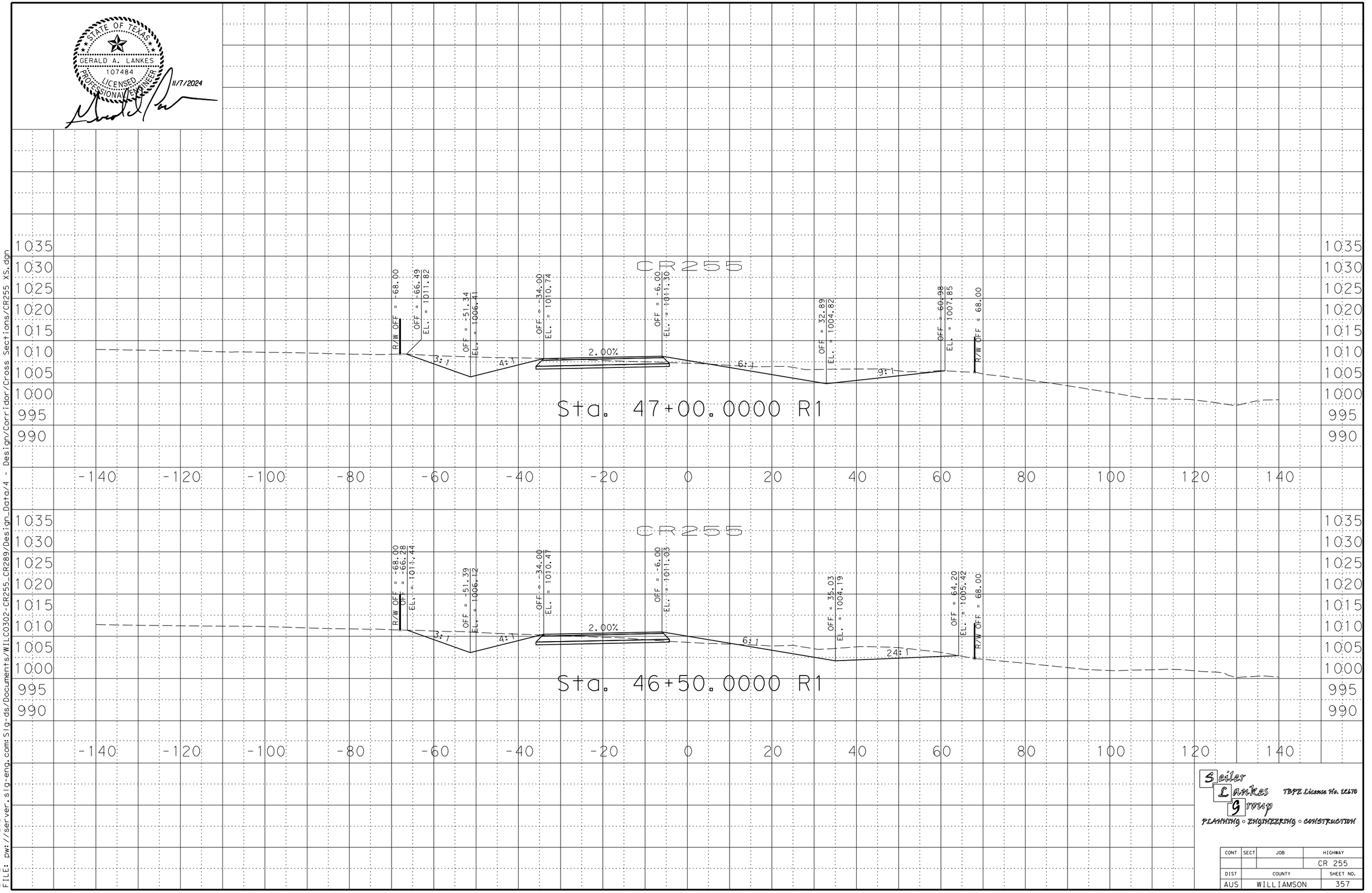


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		356

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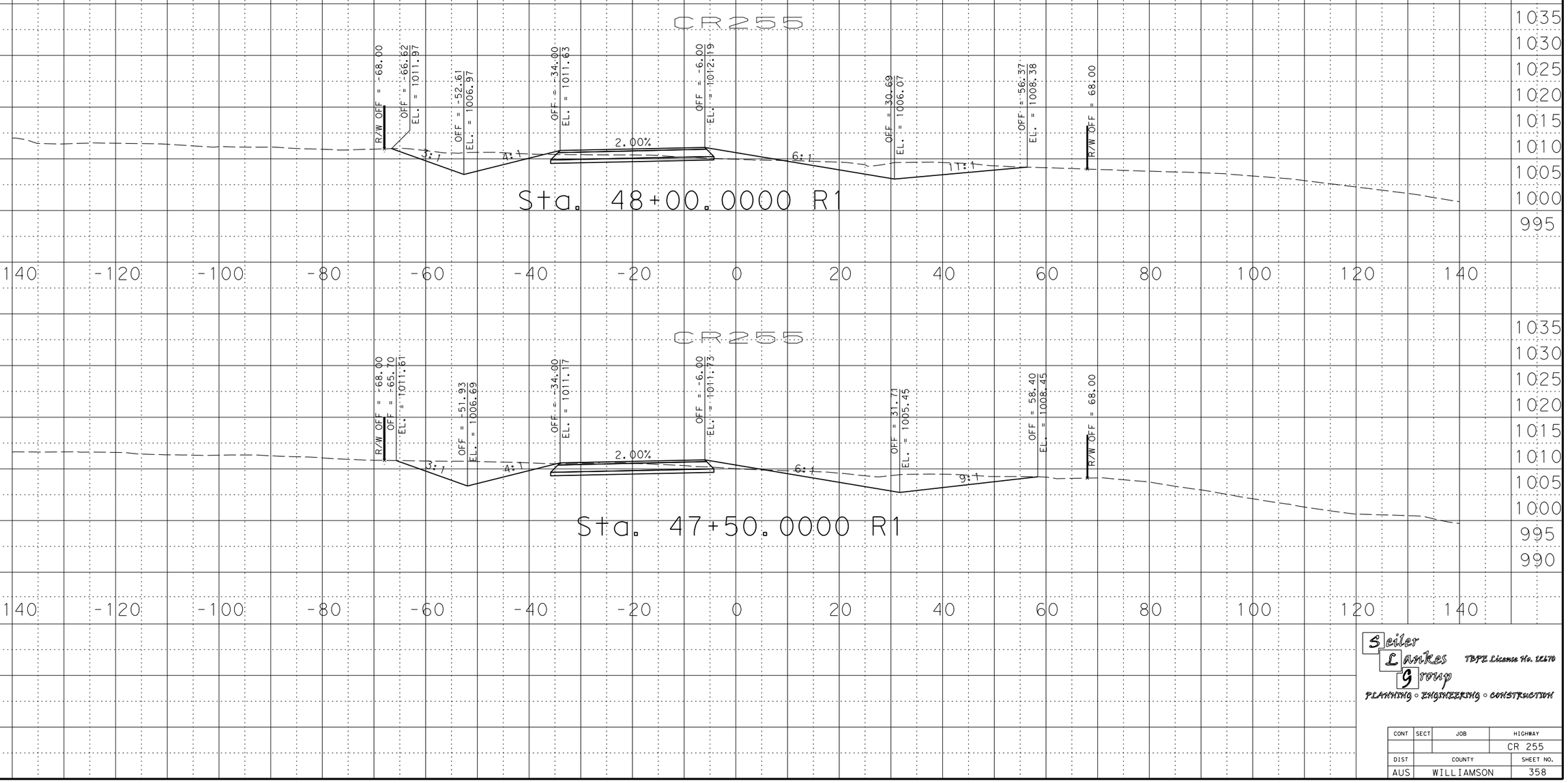


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		357

DATE: 11/7/2024 12:58
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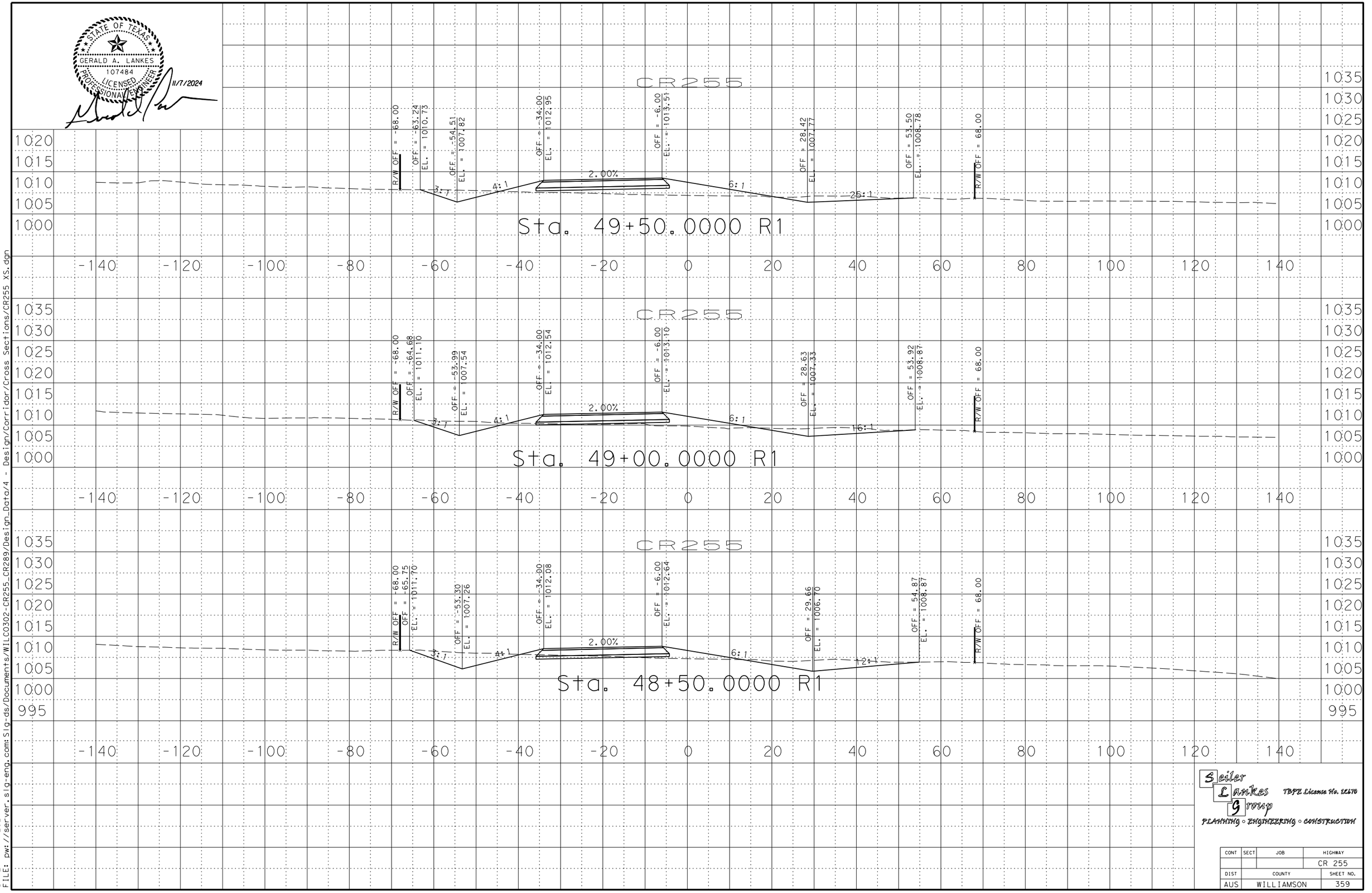


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		358

DATE: 11/7/2024 12:58
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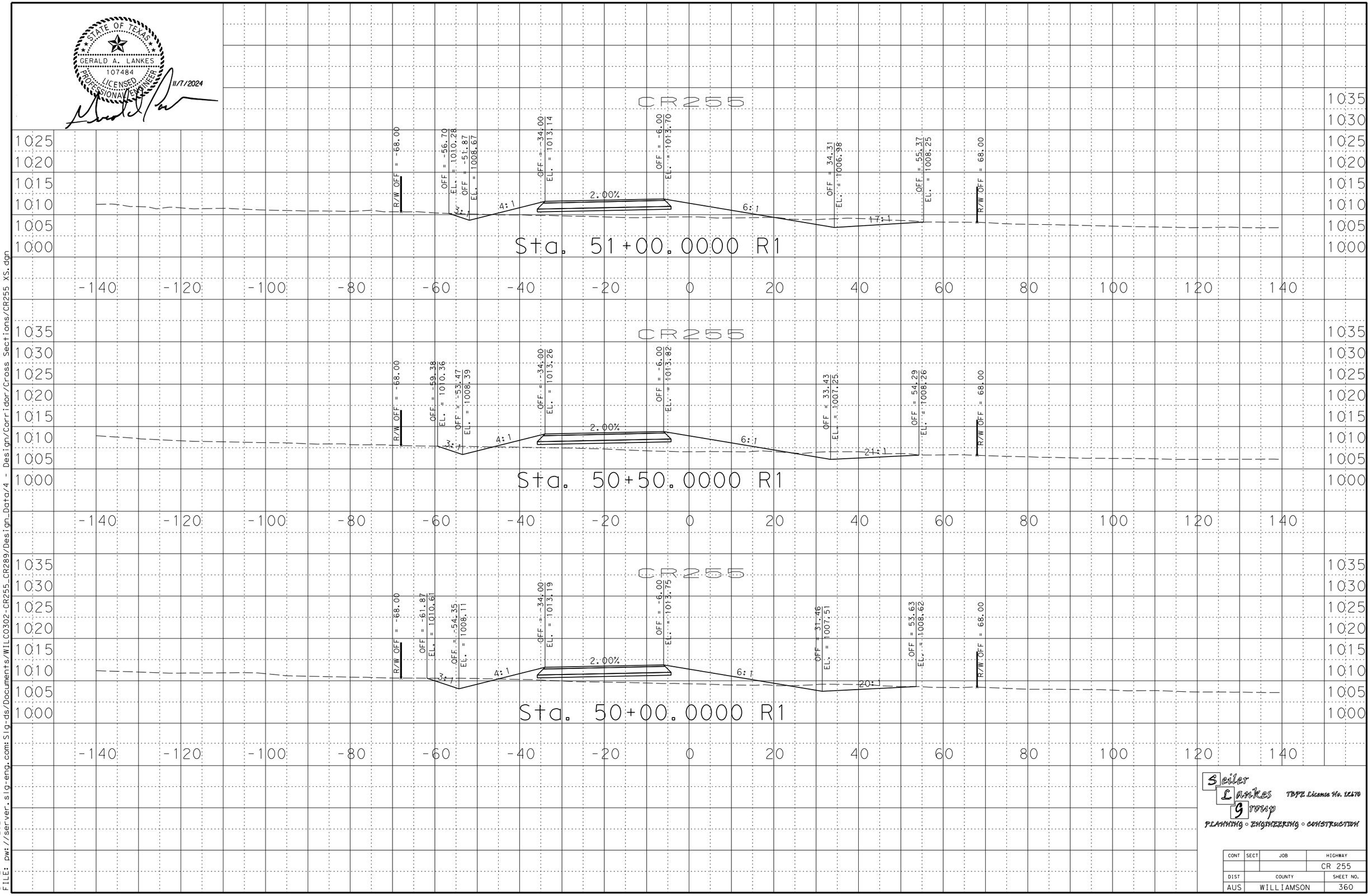


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		359

DATE: 11/7/2024 12:58
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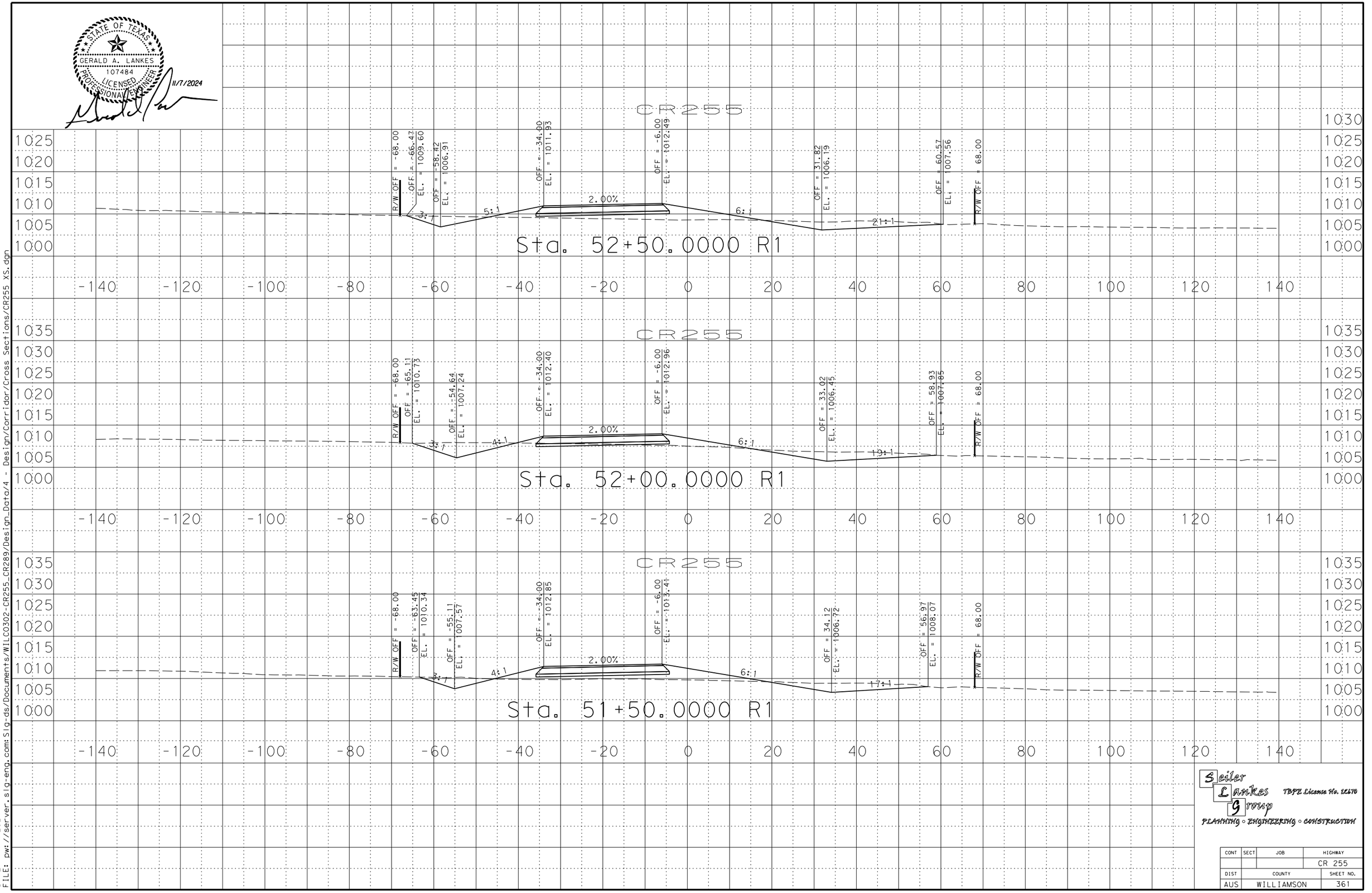


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		360

DATE: 11/7/2024 12:58
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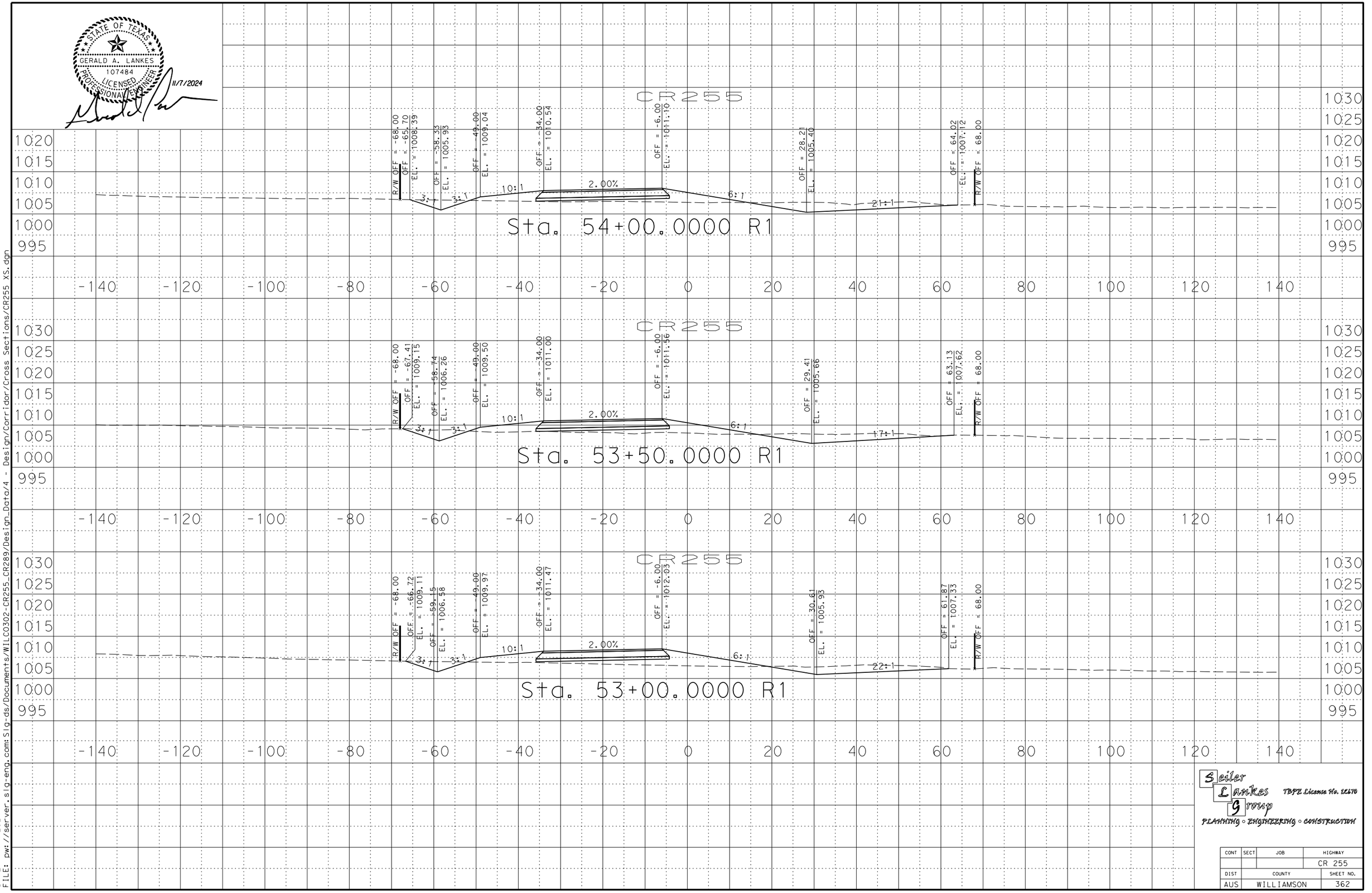


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		361

DATE: 11/7/2024 12:58
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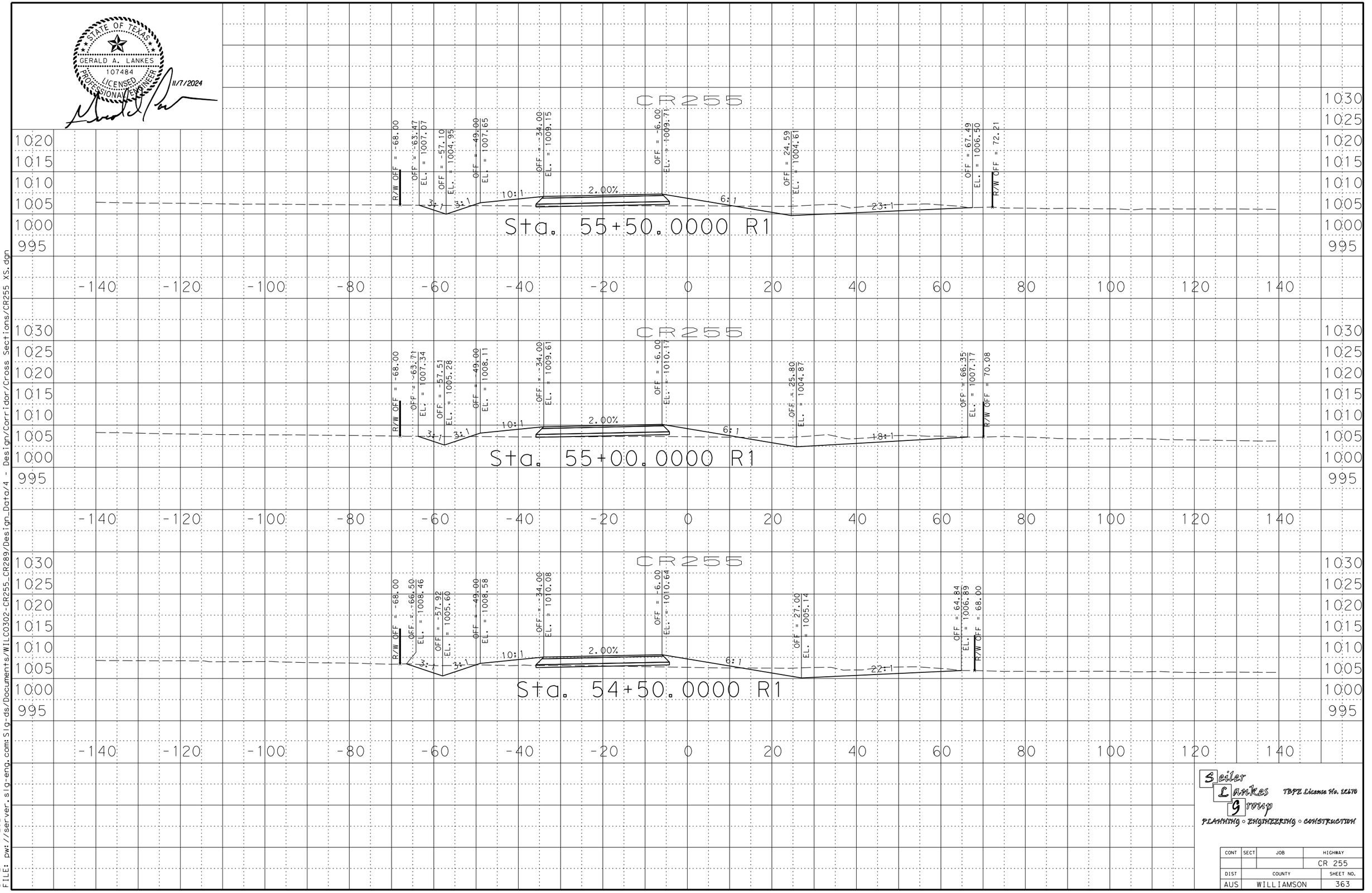


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		362

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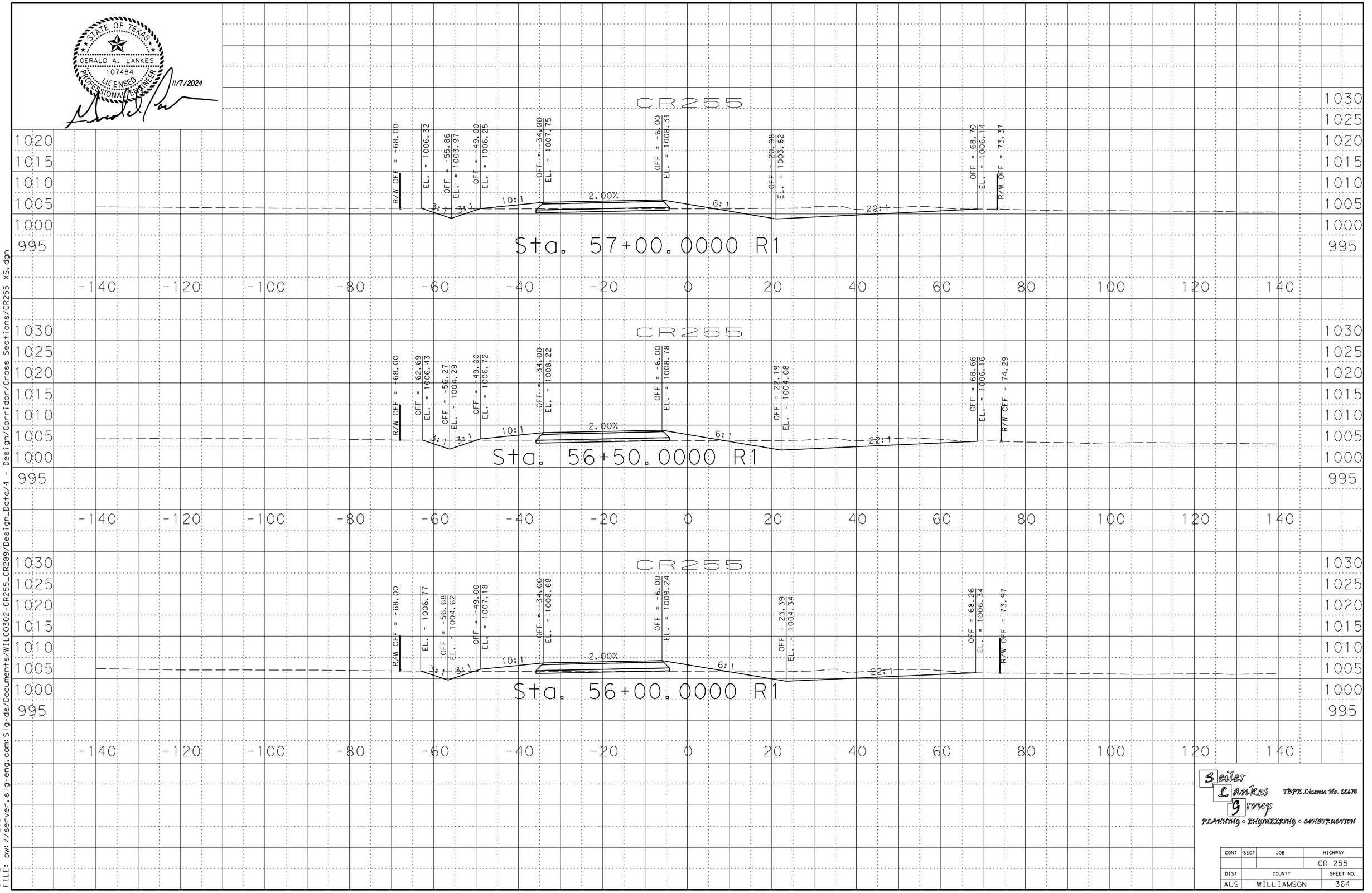


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		363

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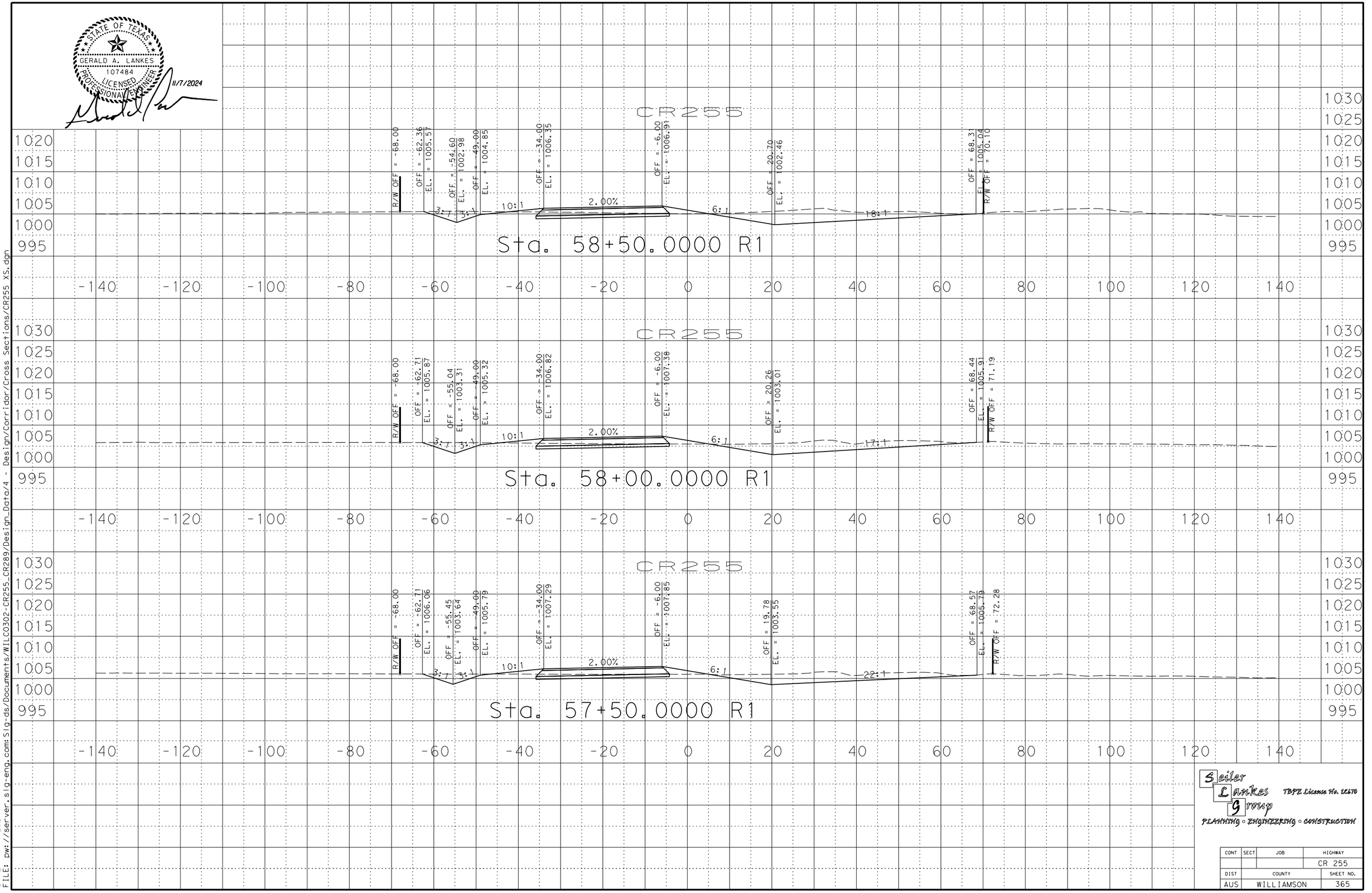


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		364

DATE: 11/7/2024 12:58
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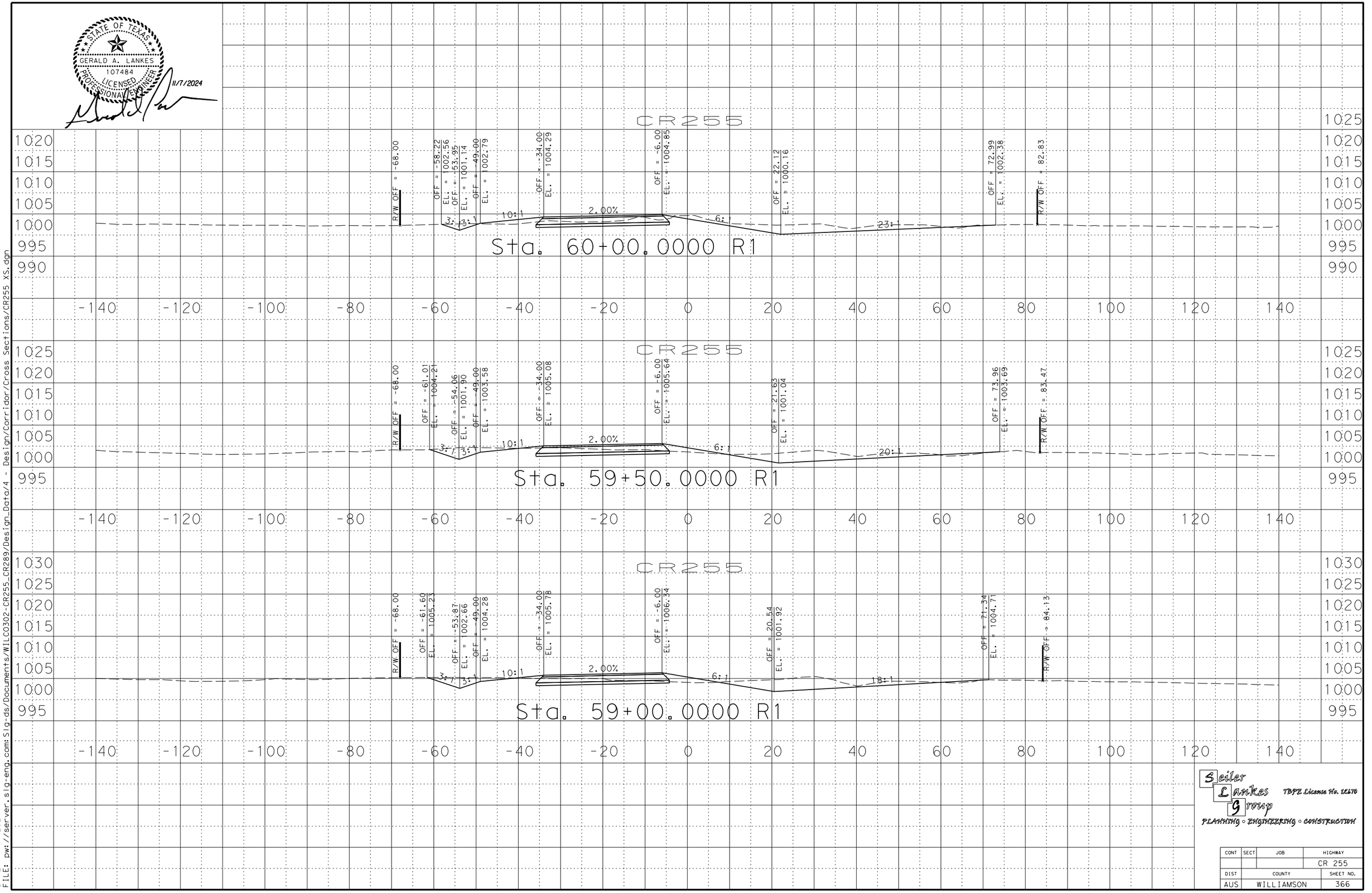


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		365

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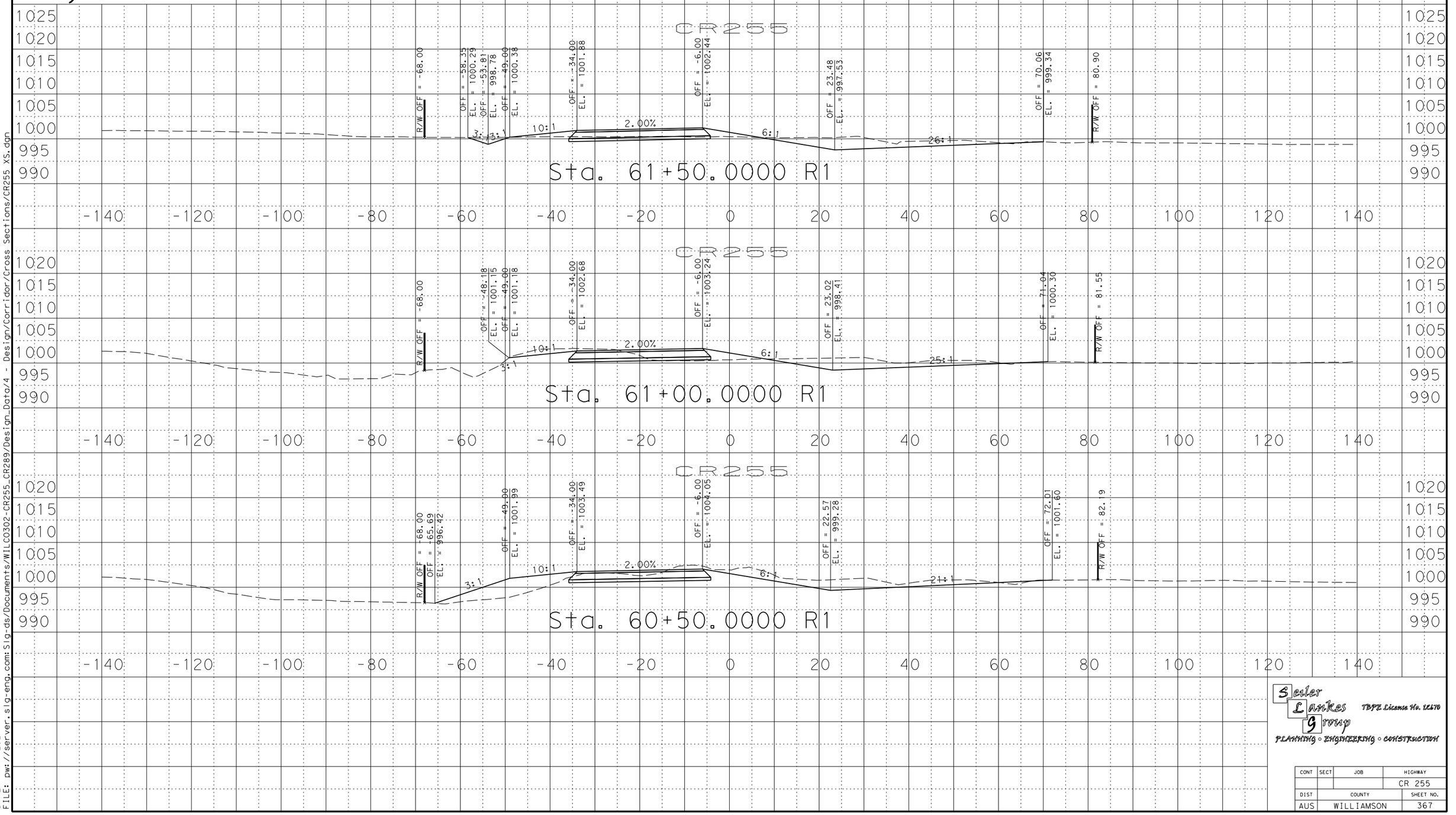


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		366

DATE: 11/7/2024 12:58
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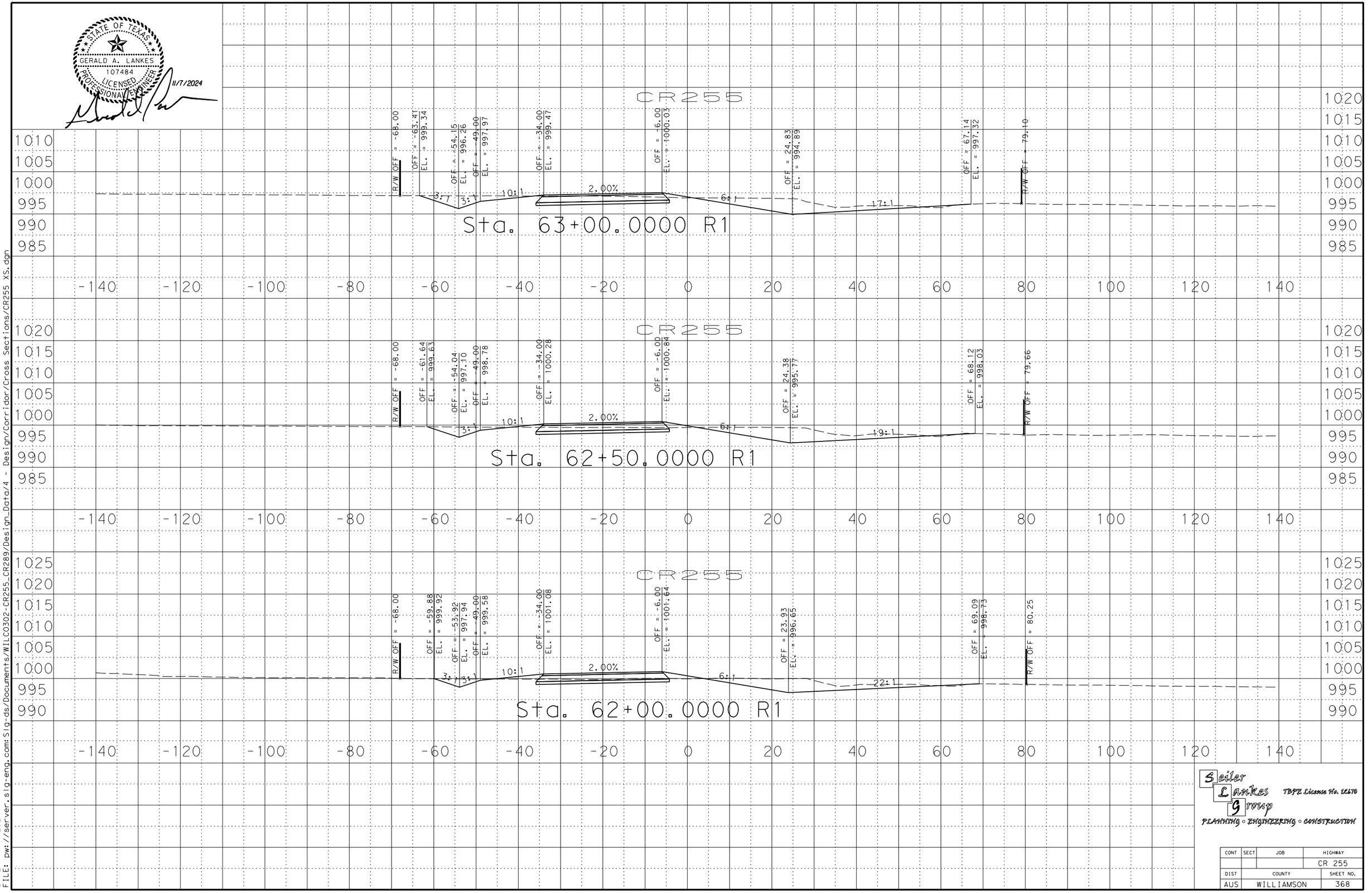


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		367

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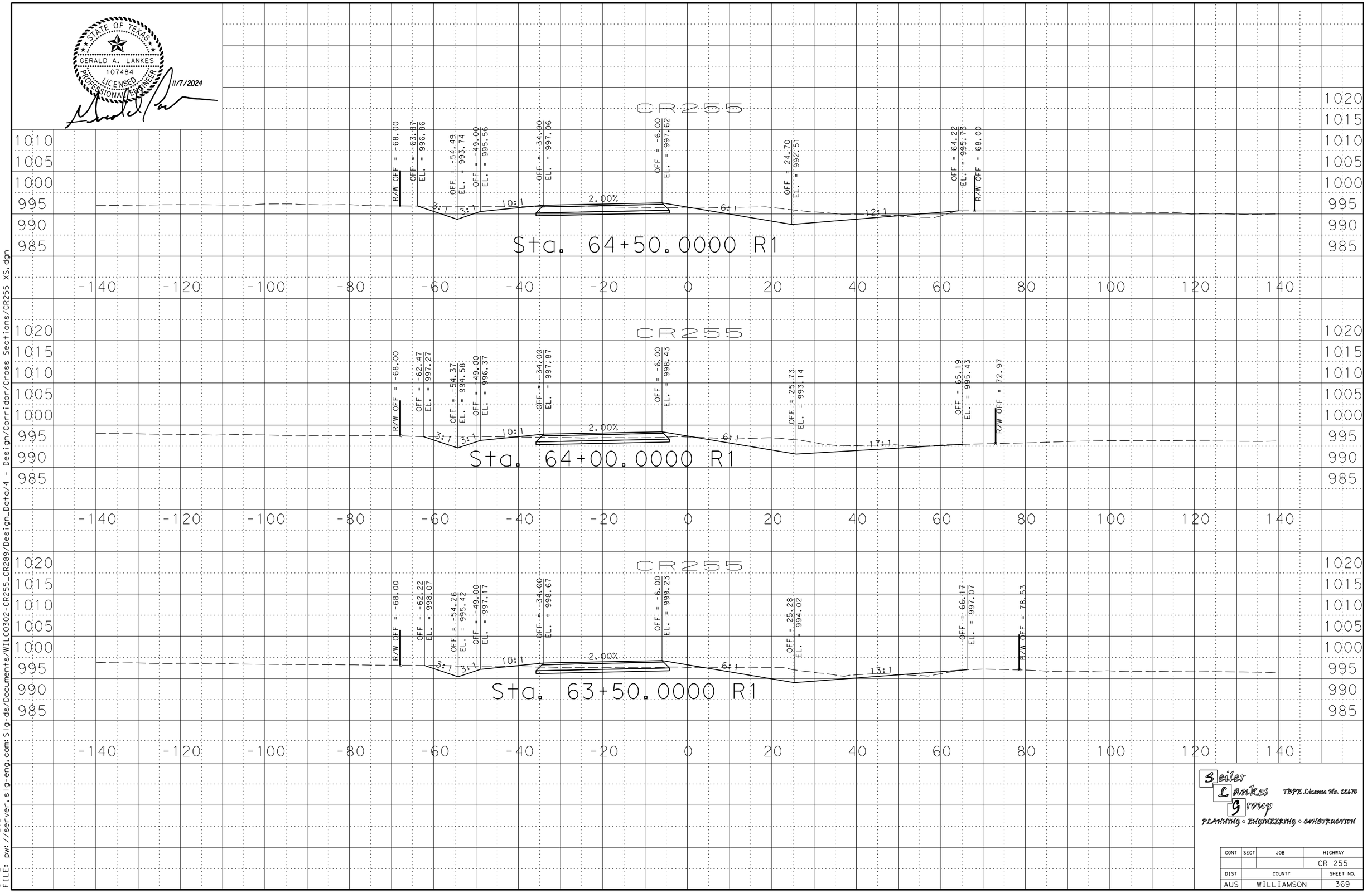


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		368

DATE: 11/7/2024 12:58
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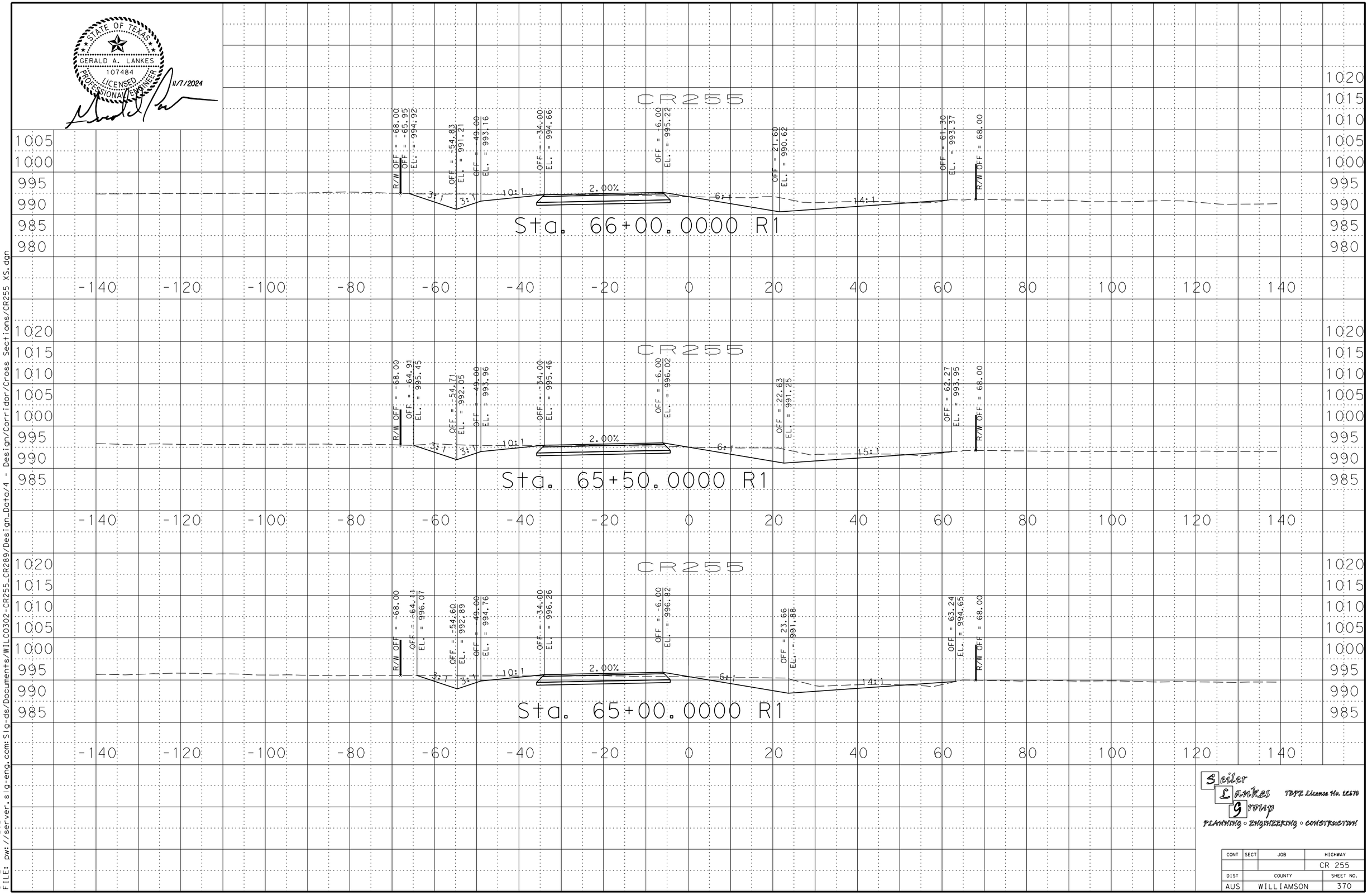
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		369



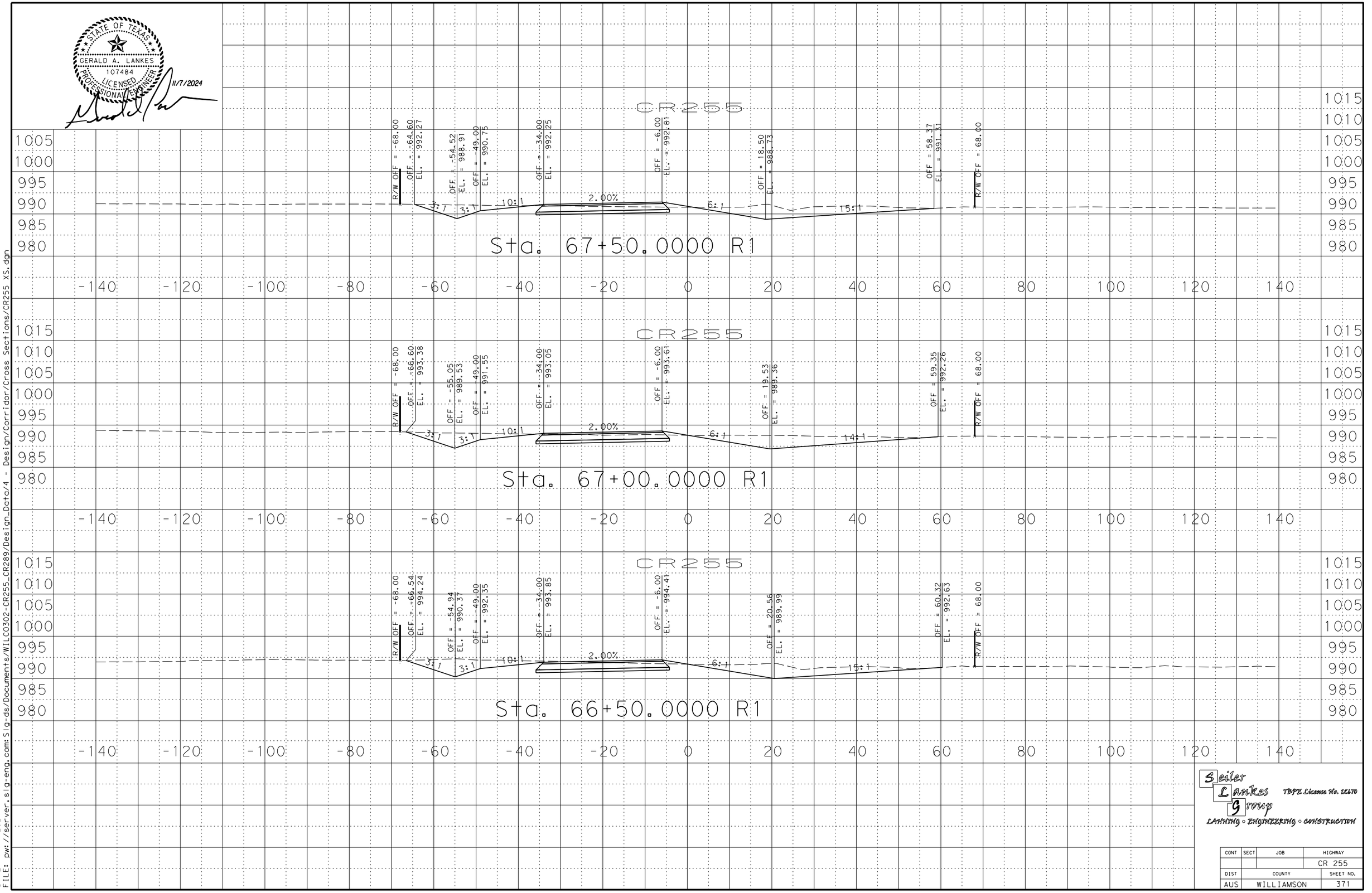
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		370

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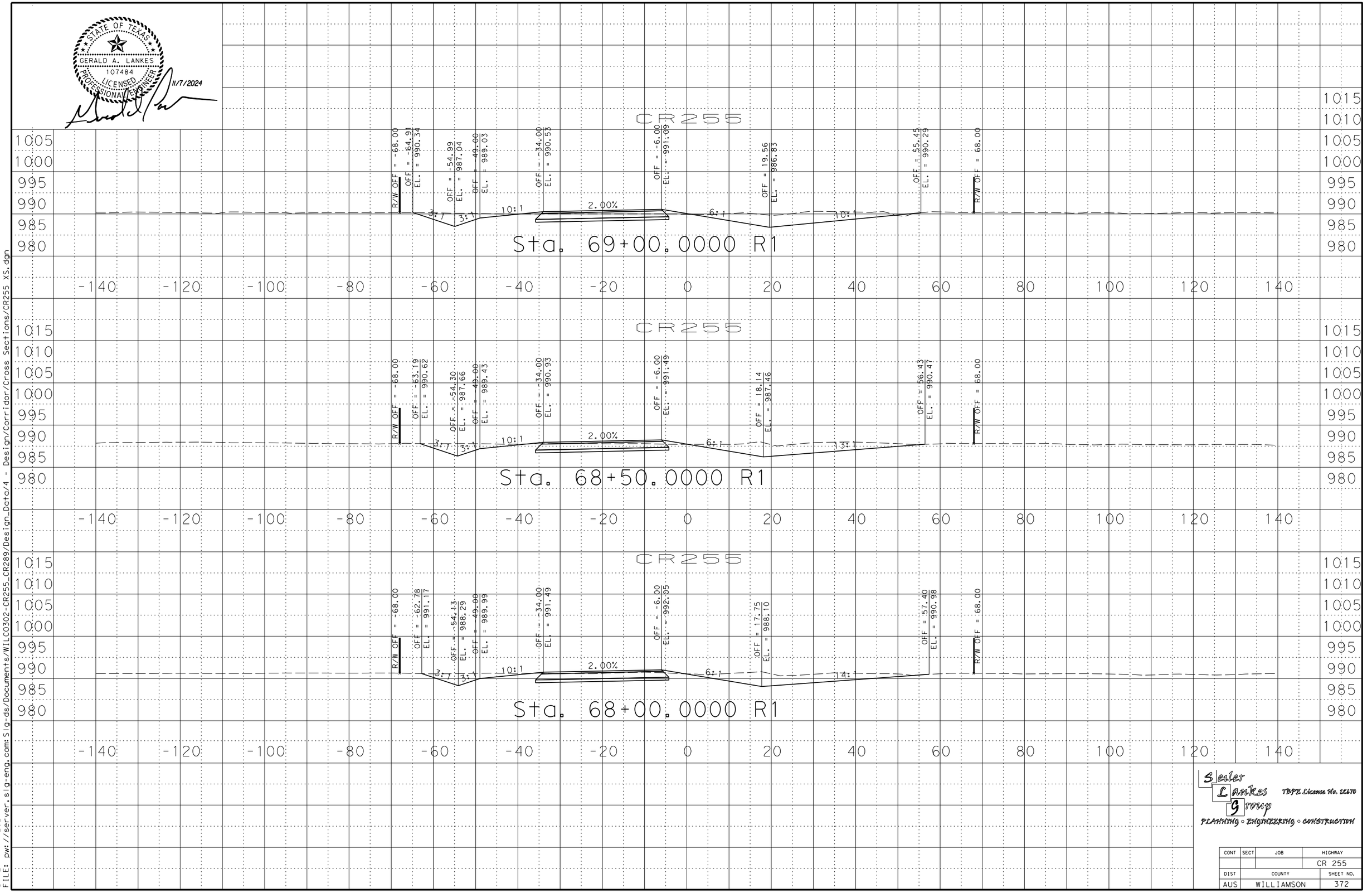


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		371

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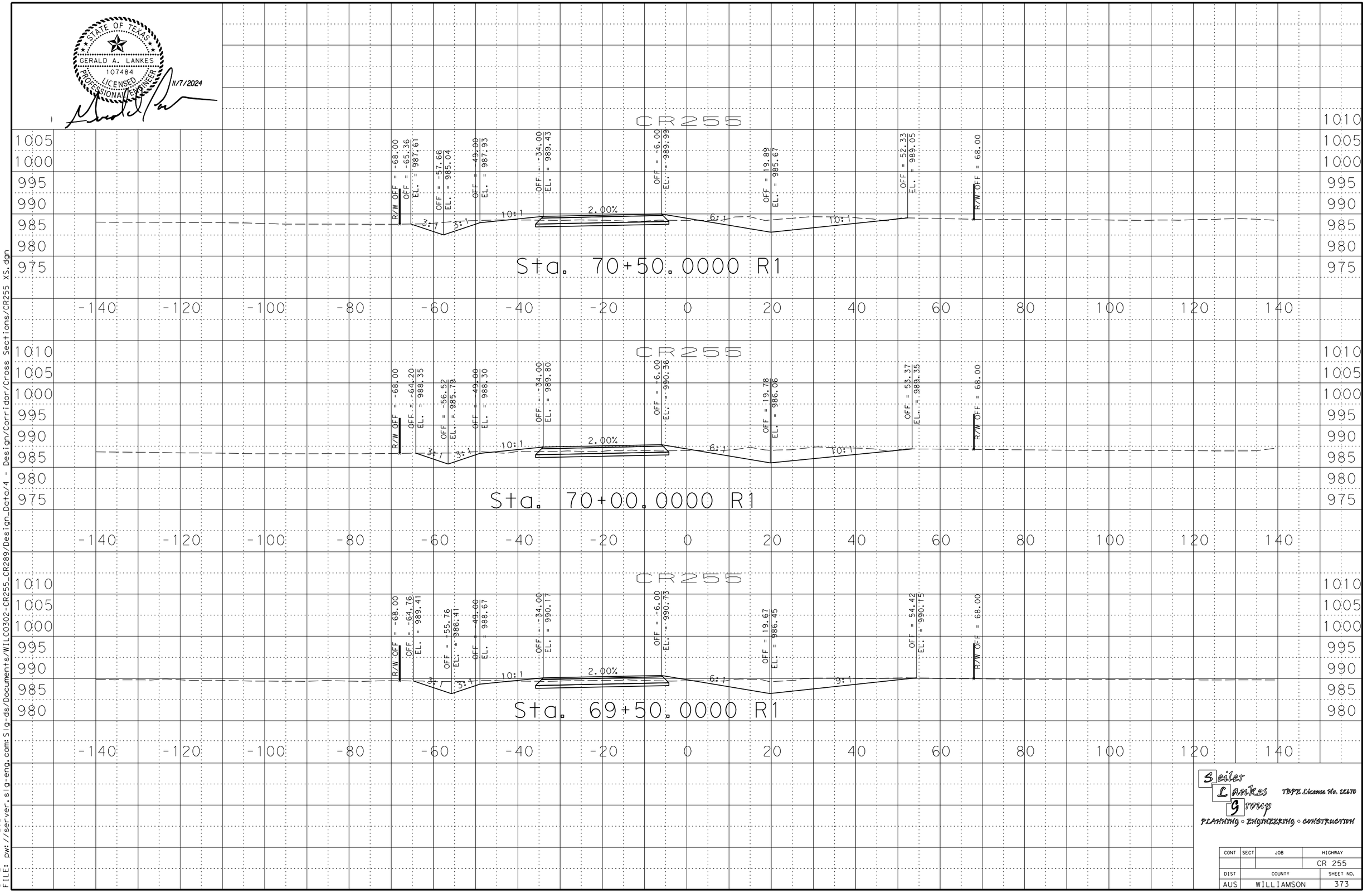


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		372

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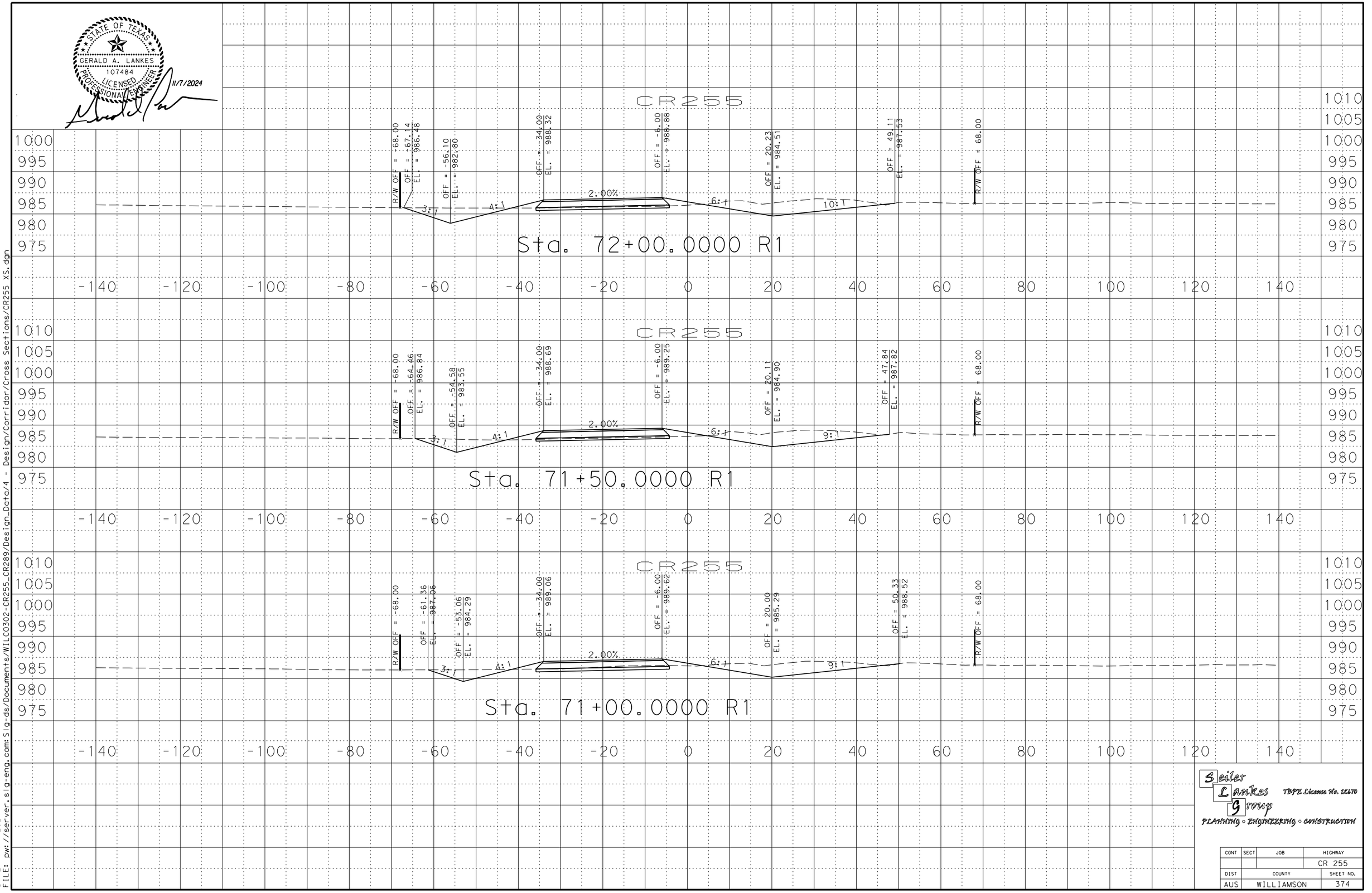


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		373

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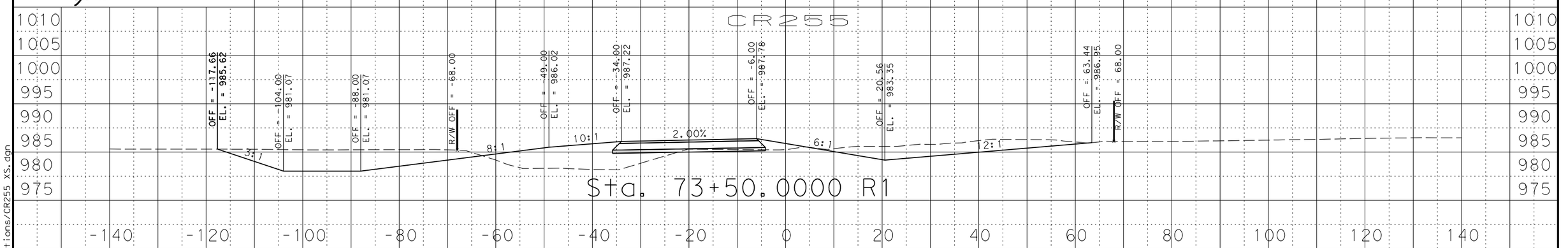


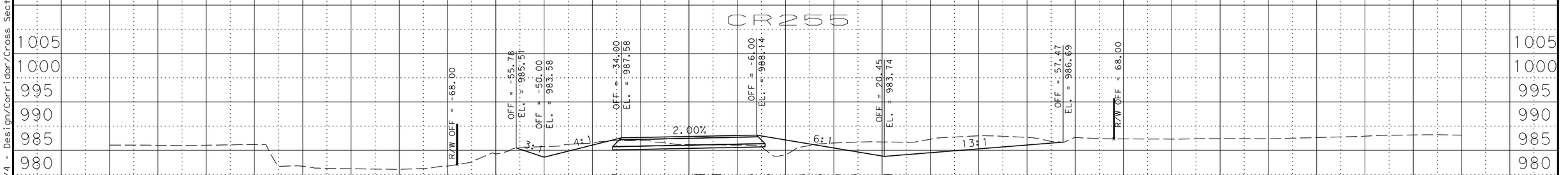
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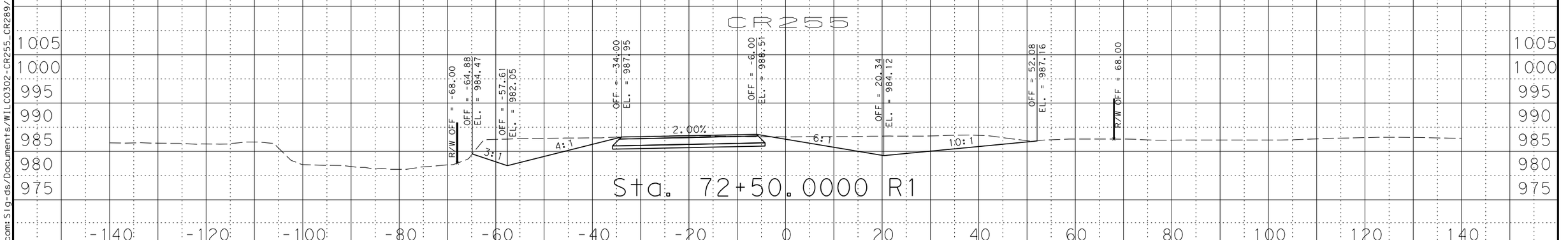
CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		374

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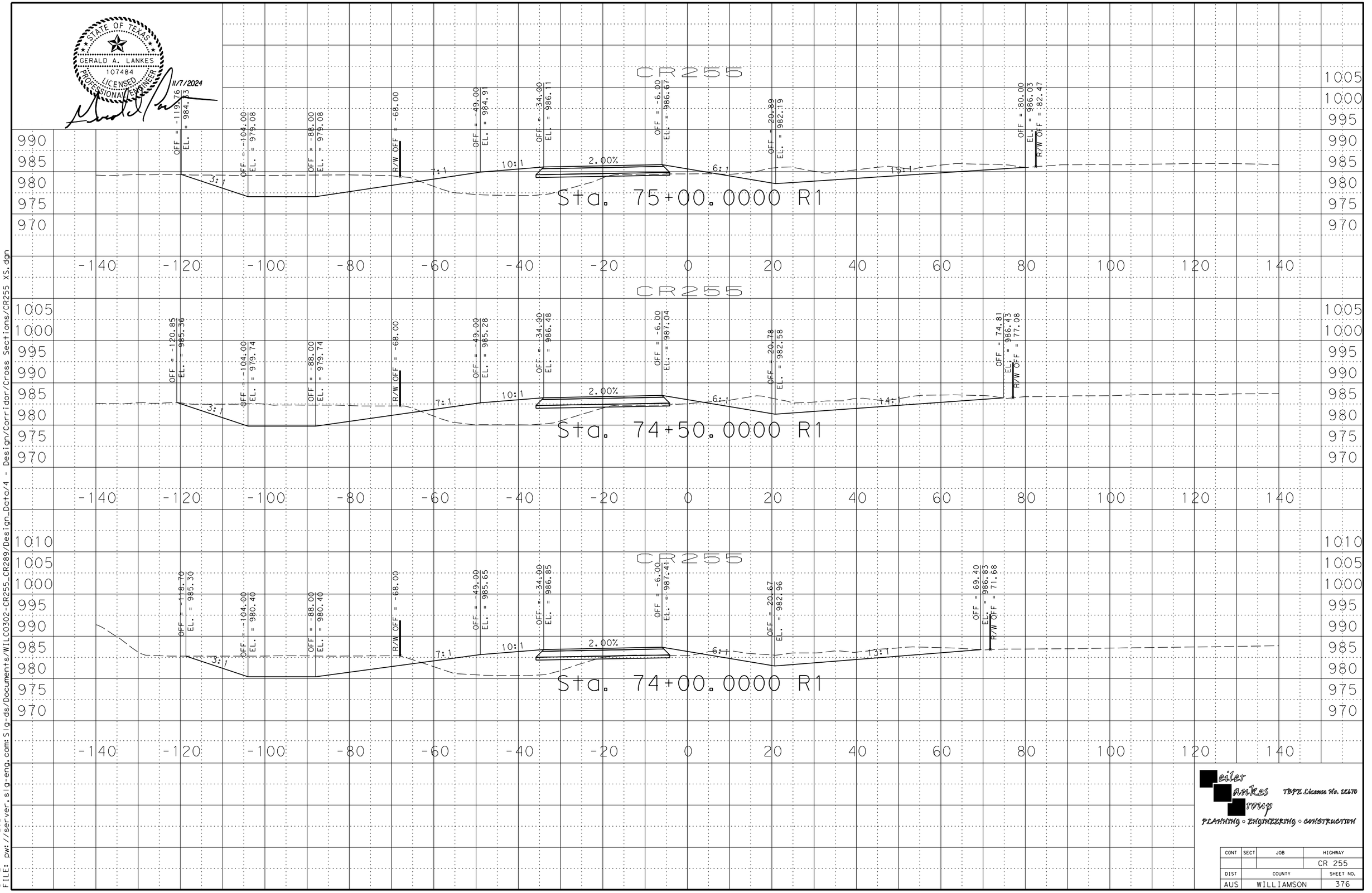


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		375

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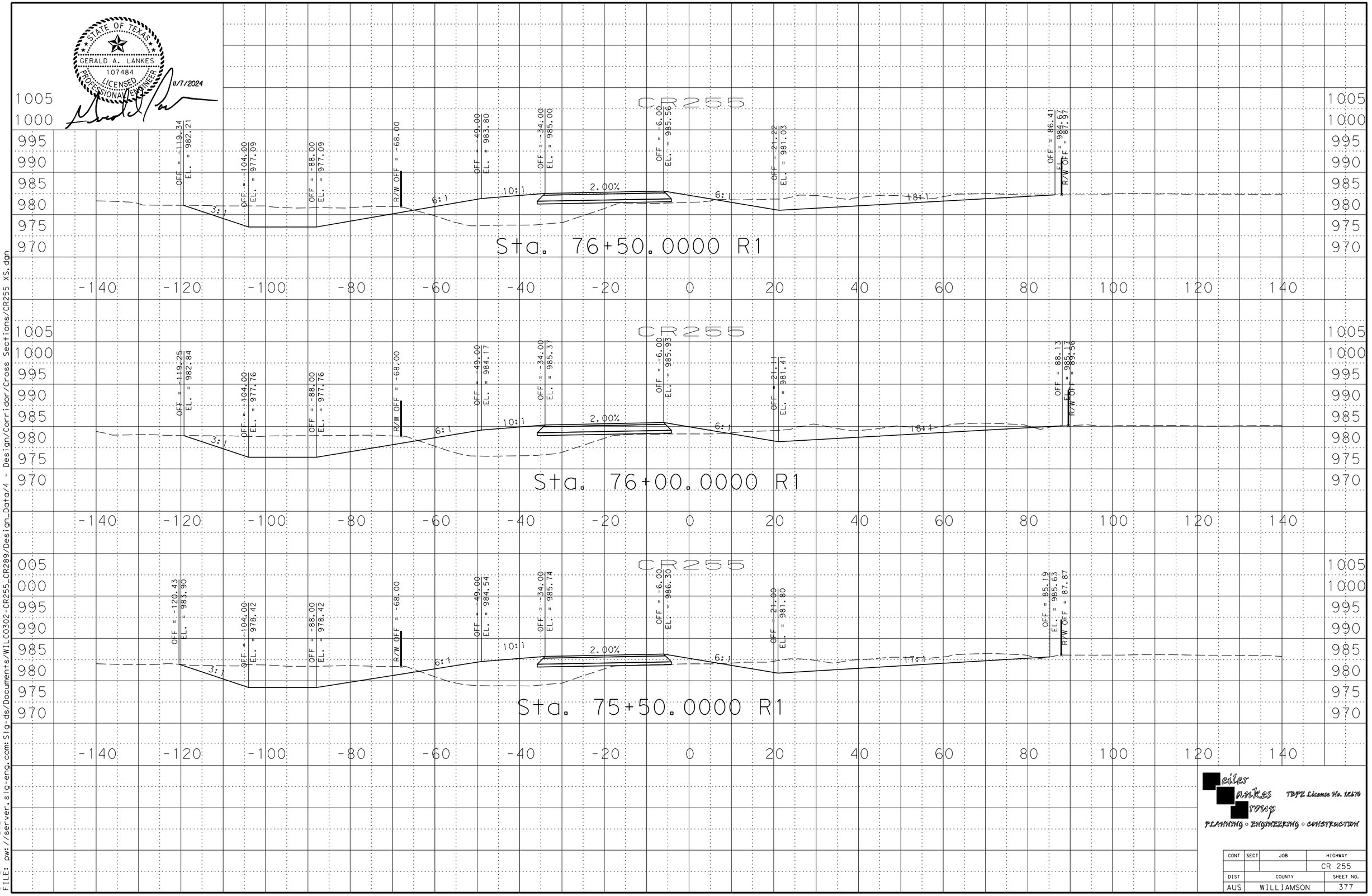
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		376

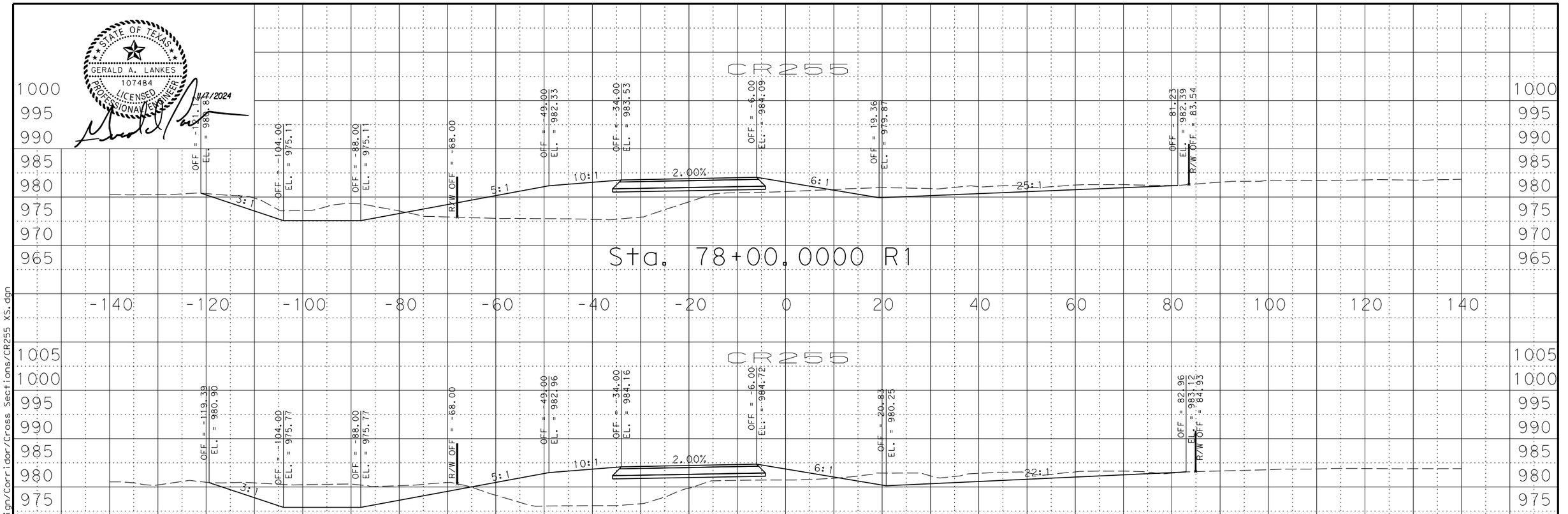


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		377



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CR255

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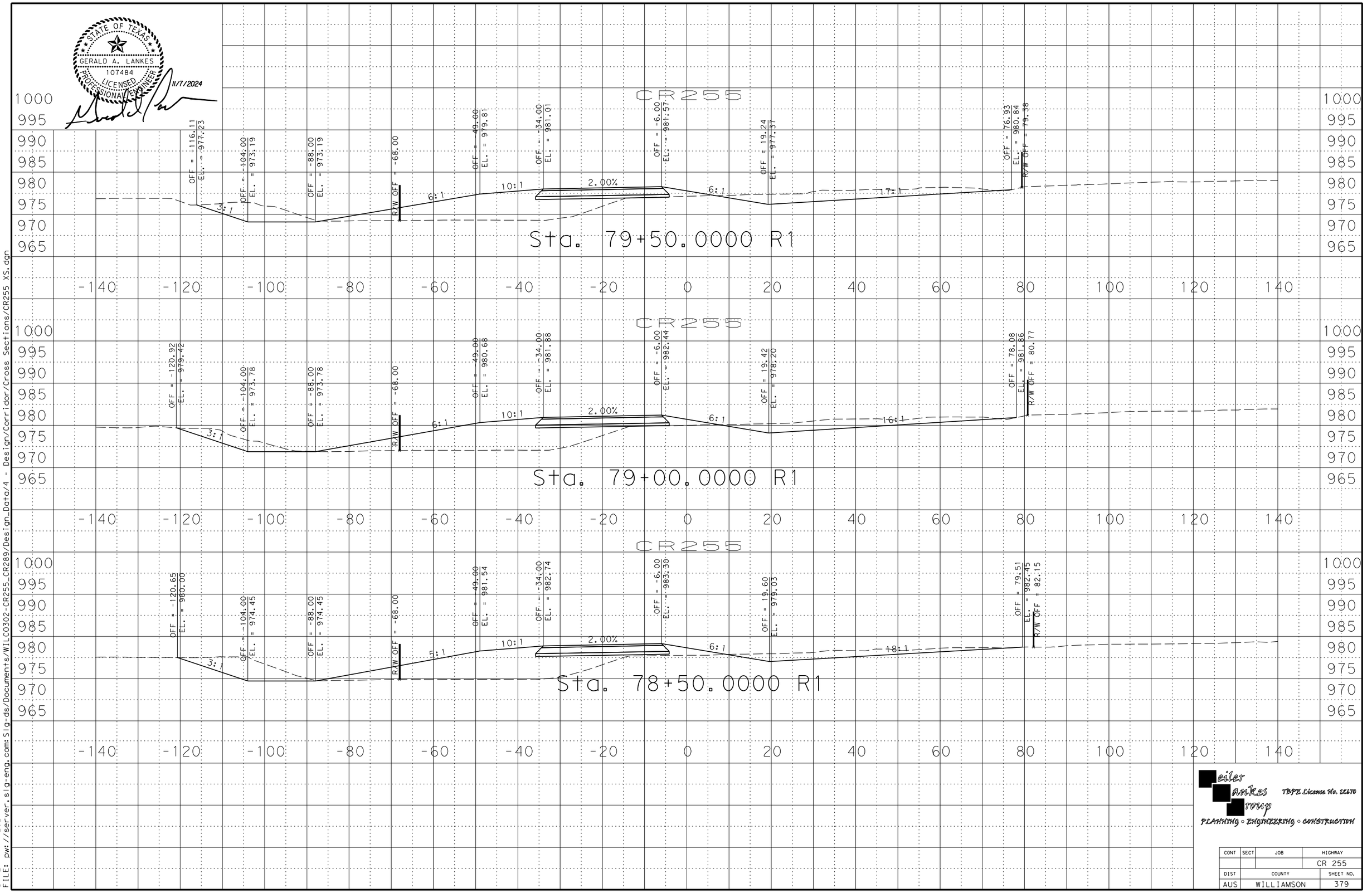
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		378

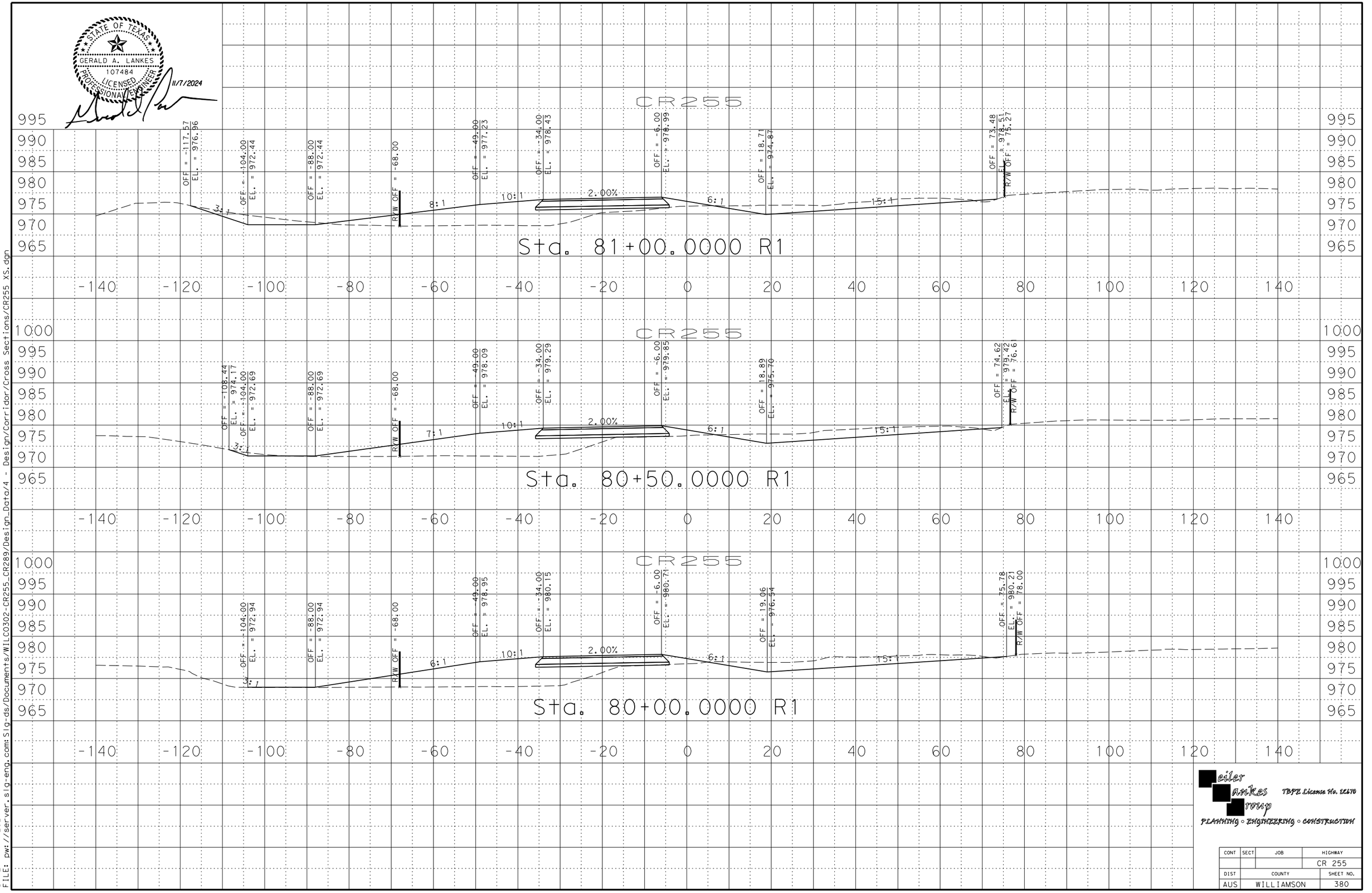


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		379

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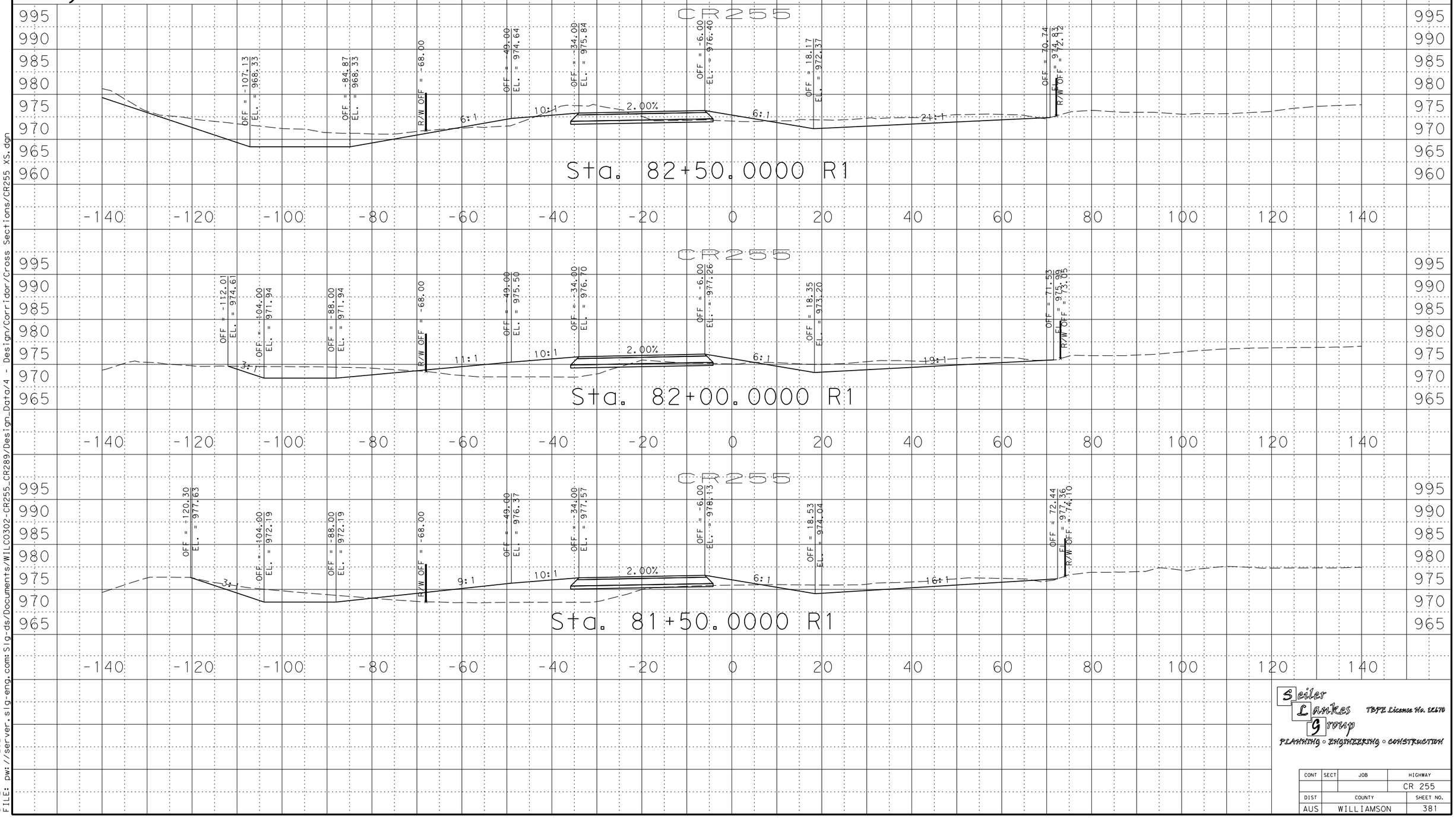


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		380

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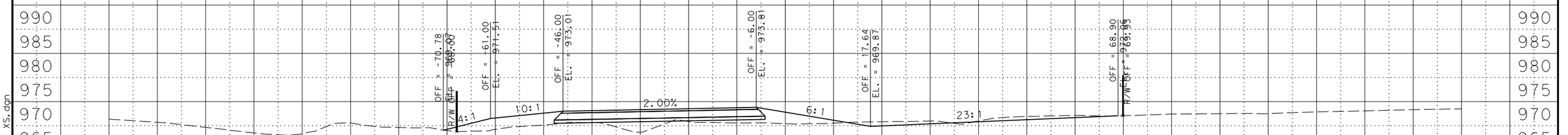
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CONT	SECT	JOB	HIGHWAY
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DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		381

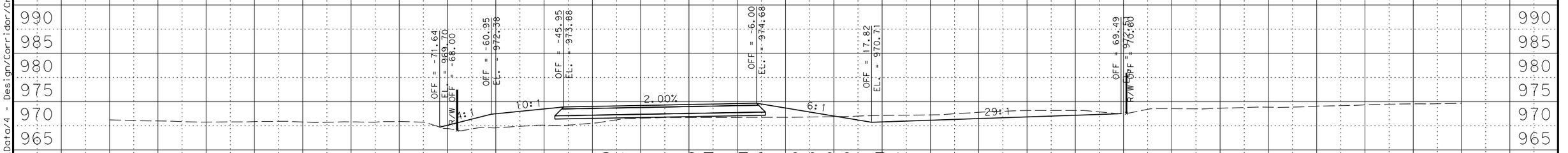
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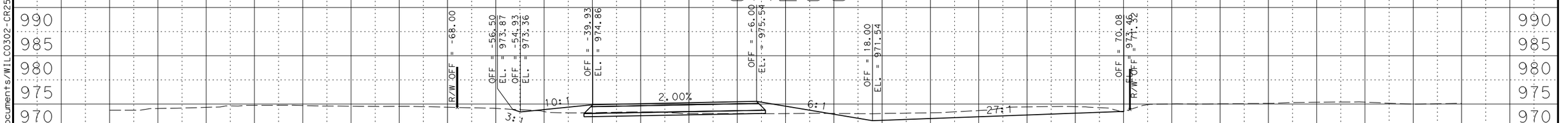
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CR255



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CR255



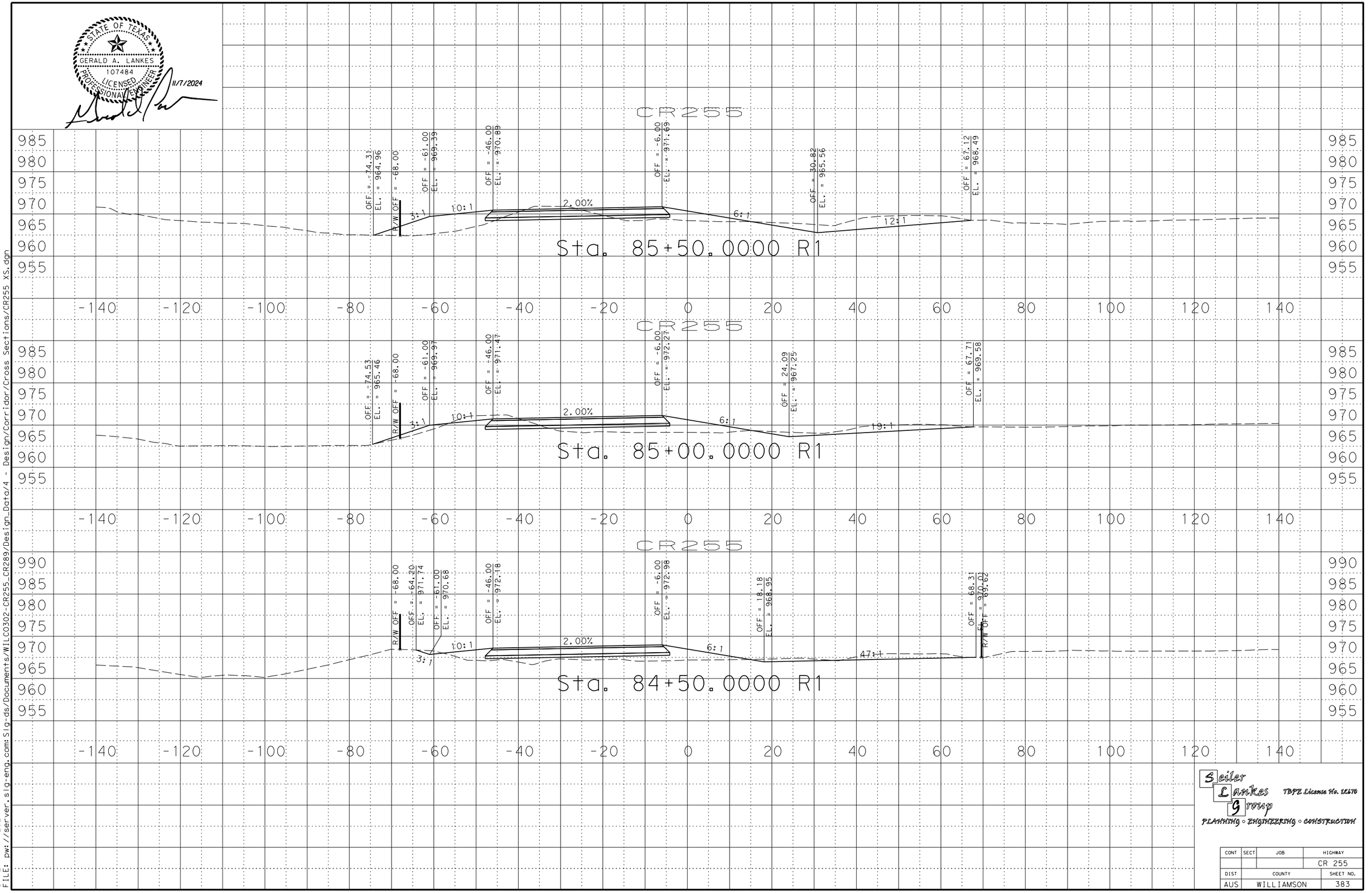
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		382

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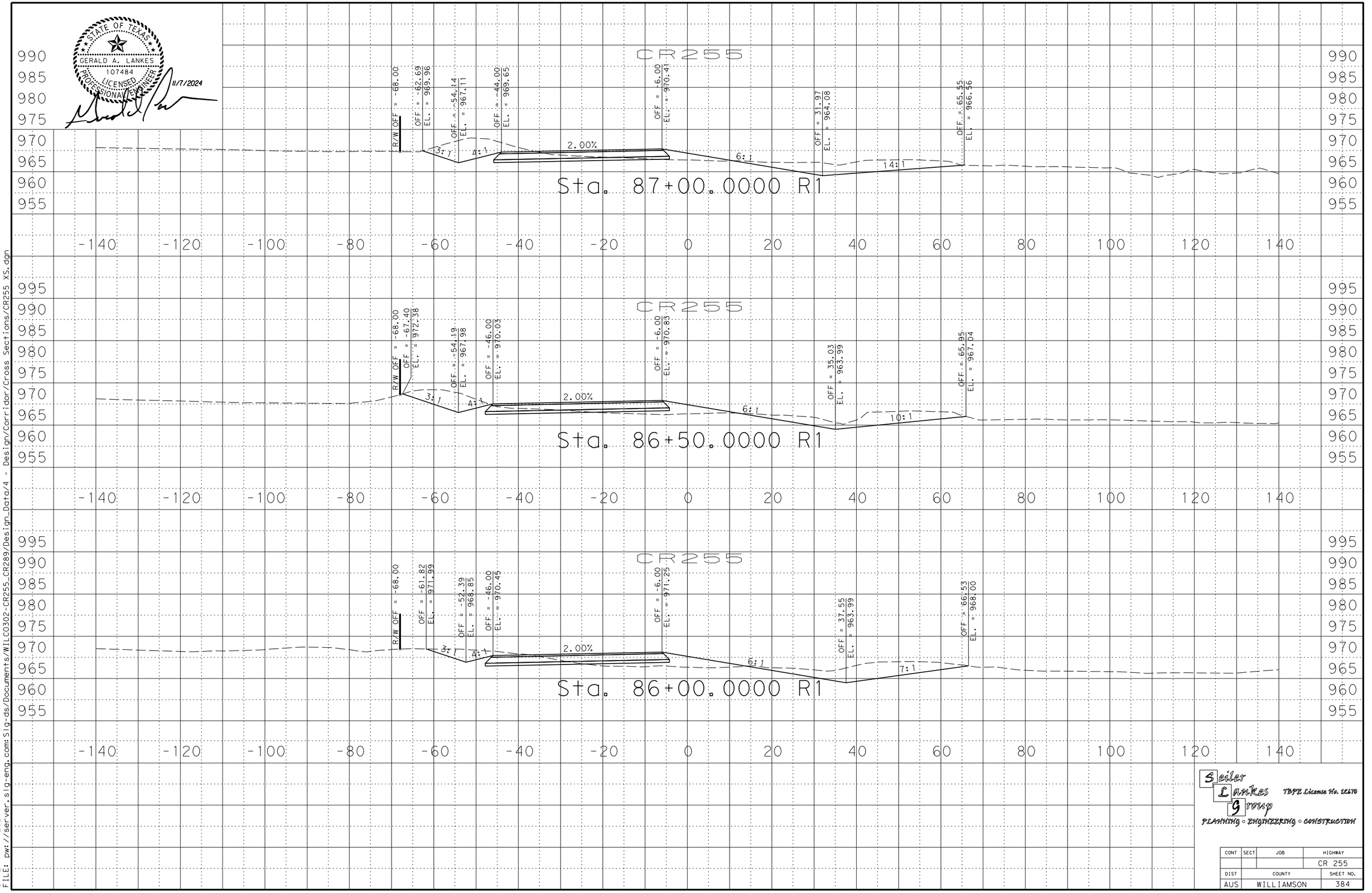
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		383

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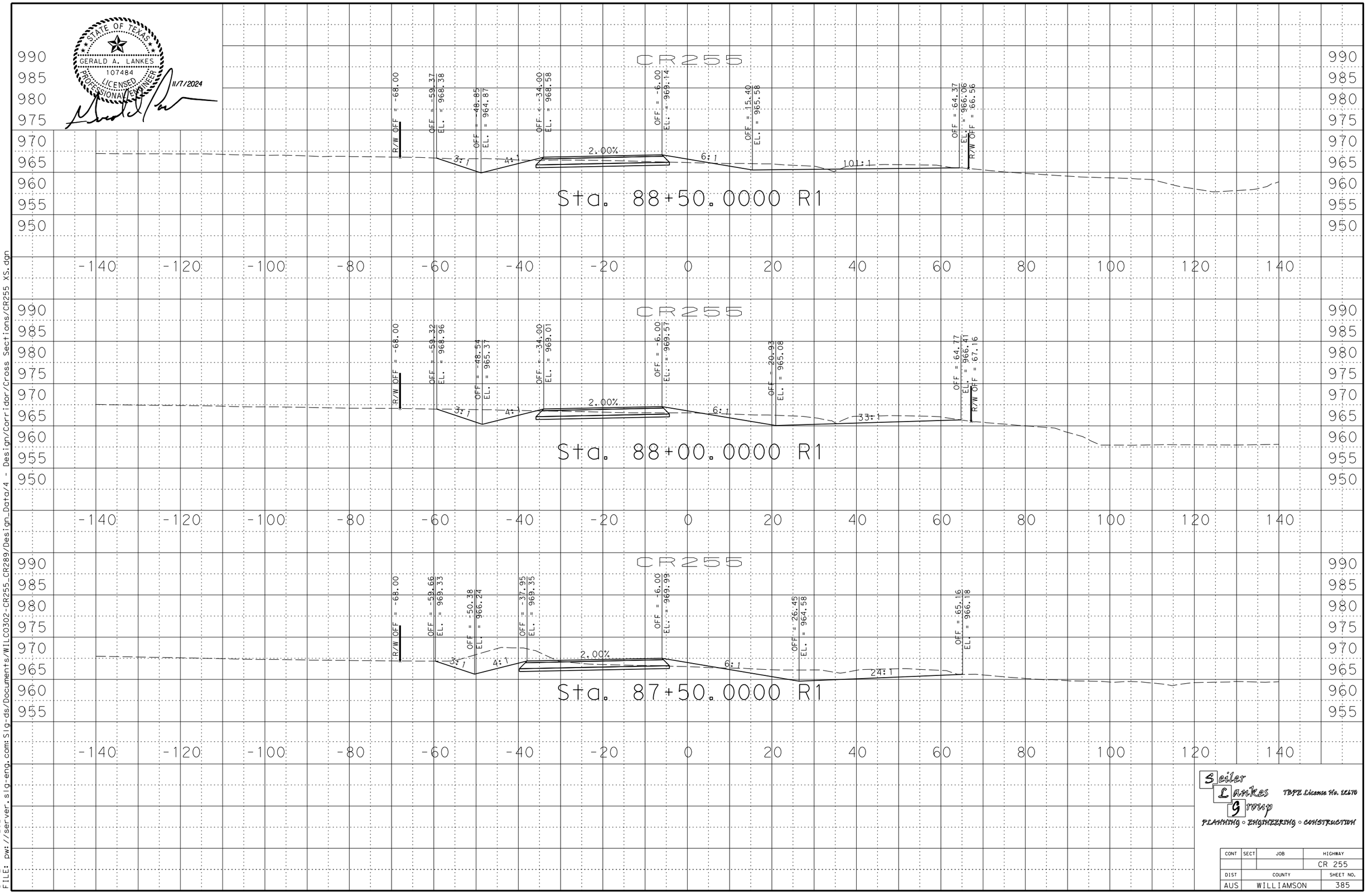
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		384

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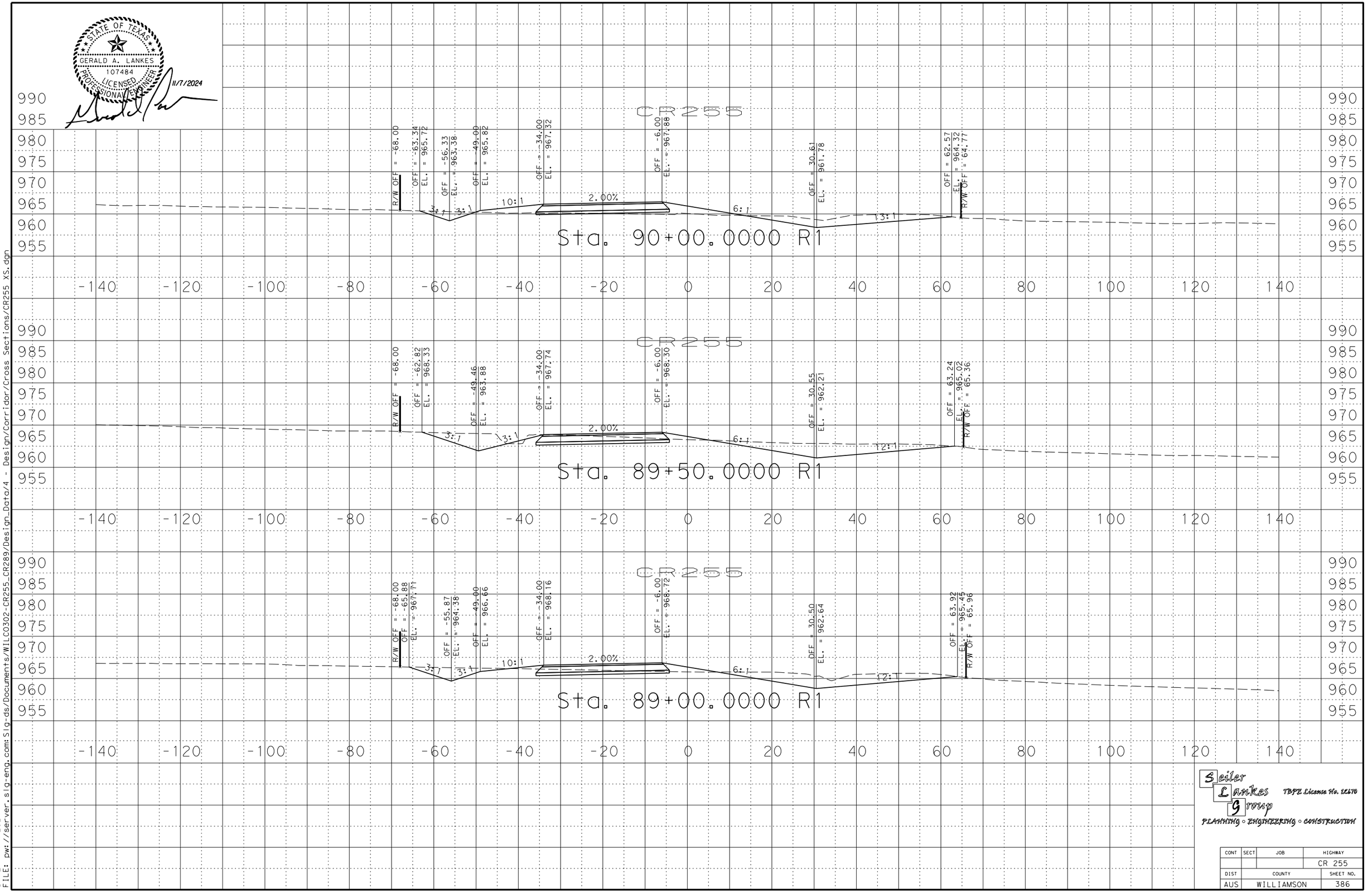


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CONT	SECT	JOB	HIGHWAY
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AUS	WILLIAMSON		385

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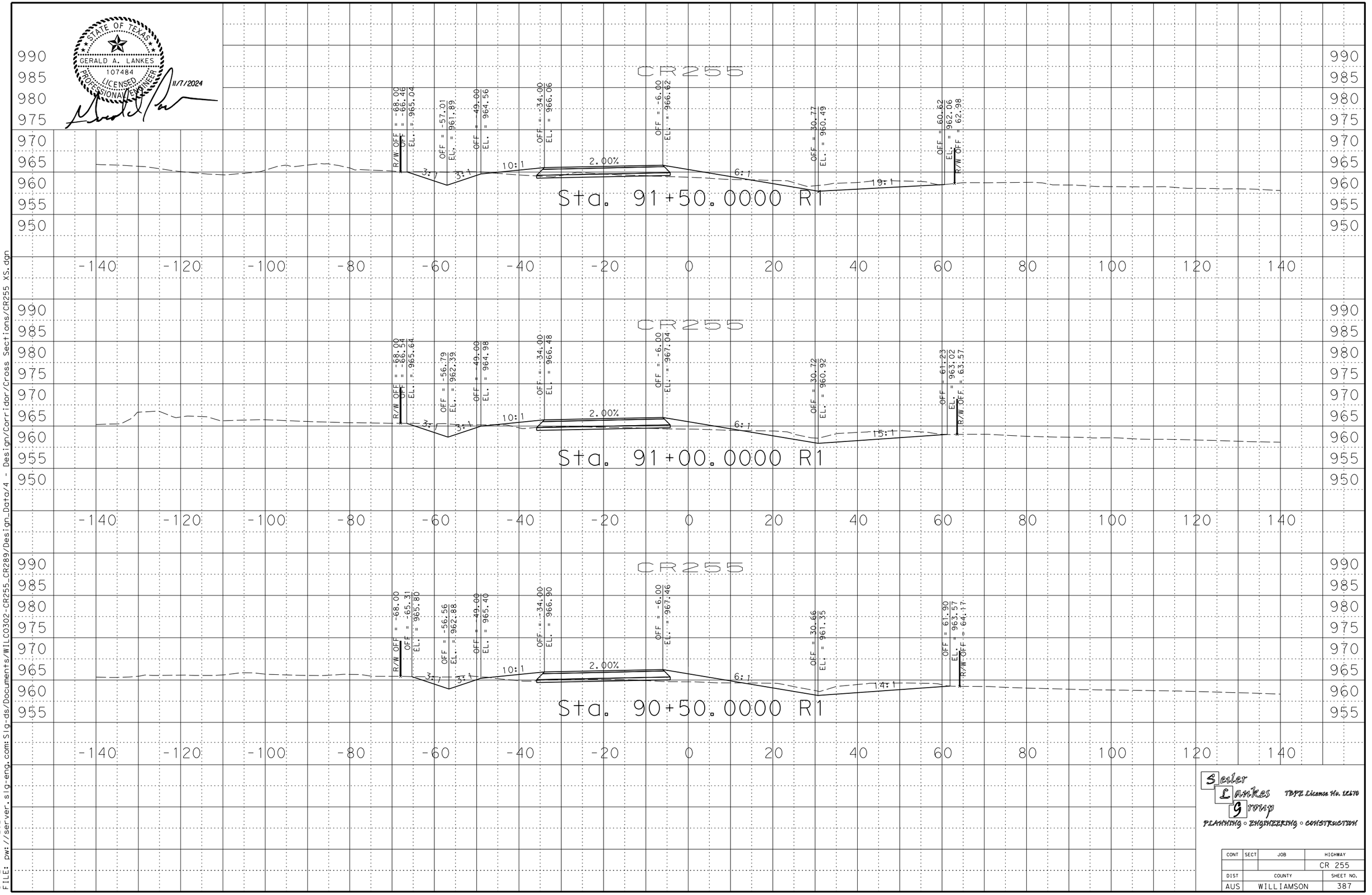
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			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		386

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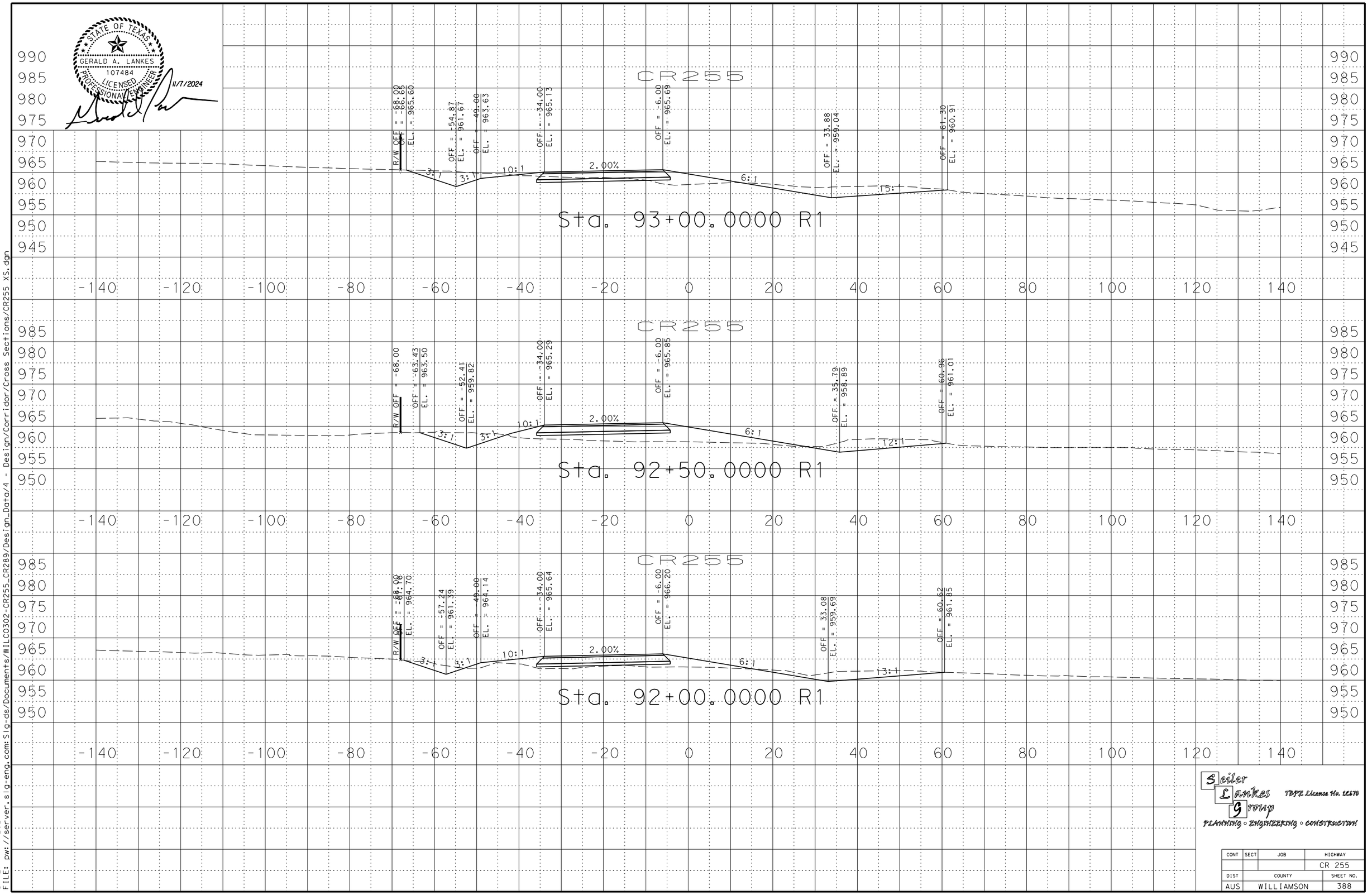


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		387

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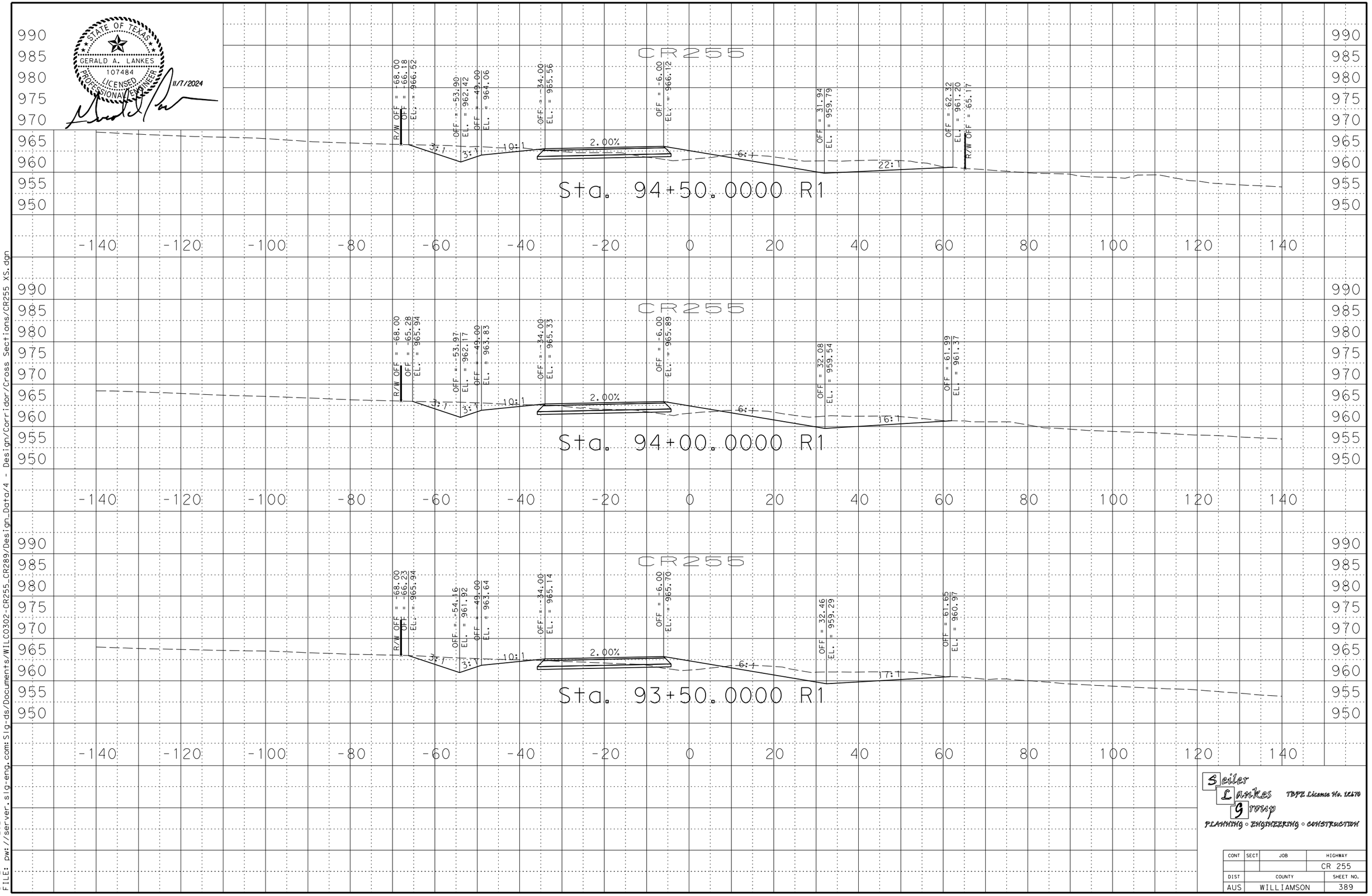


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		388

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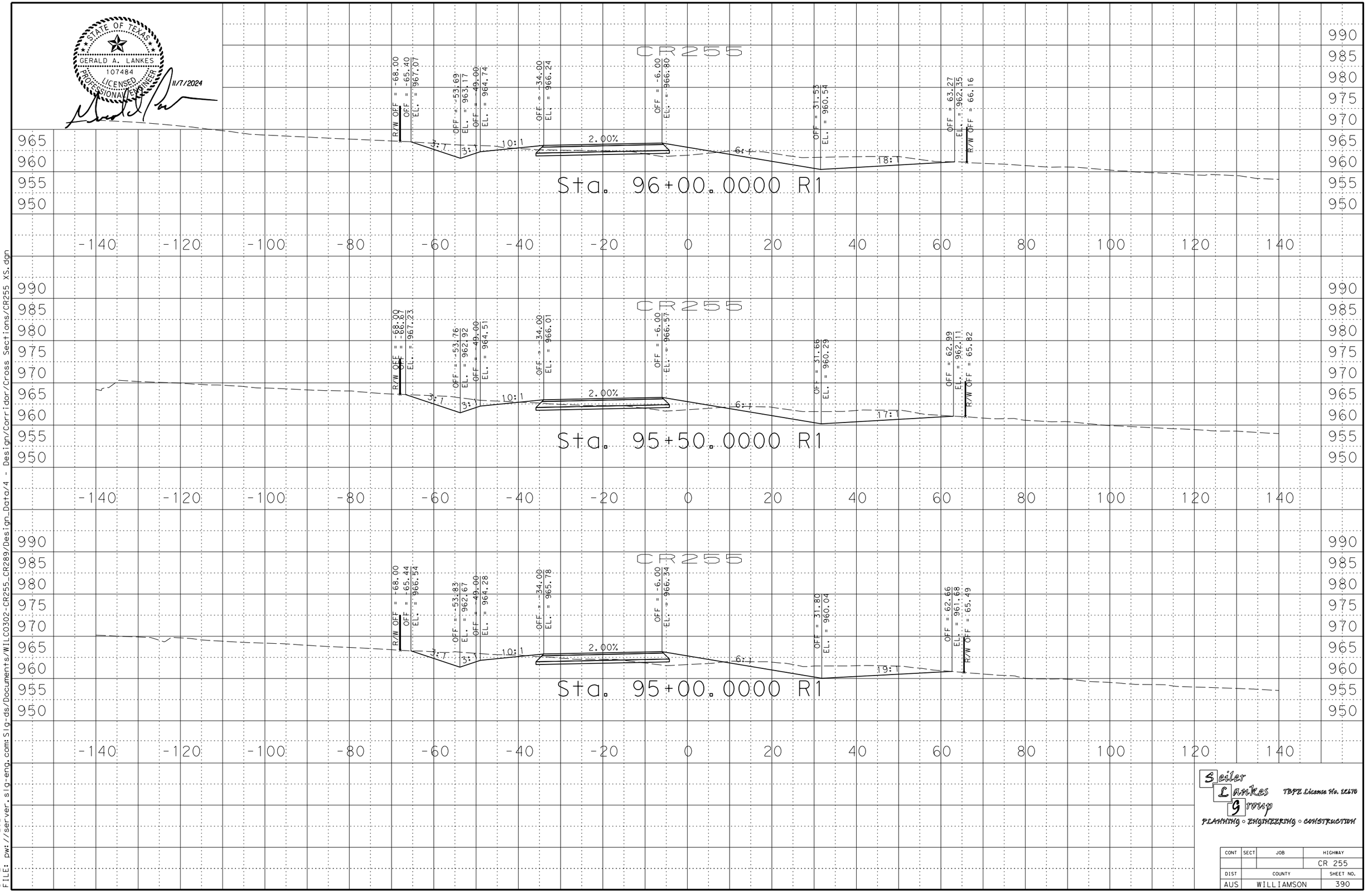
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			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		389

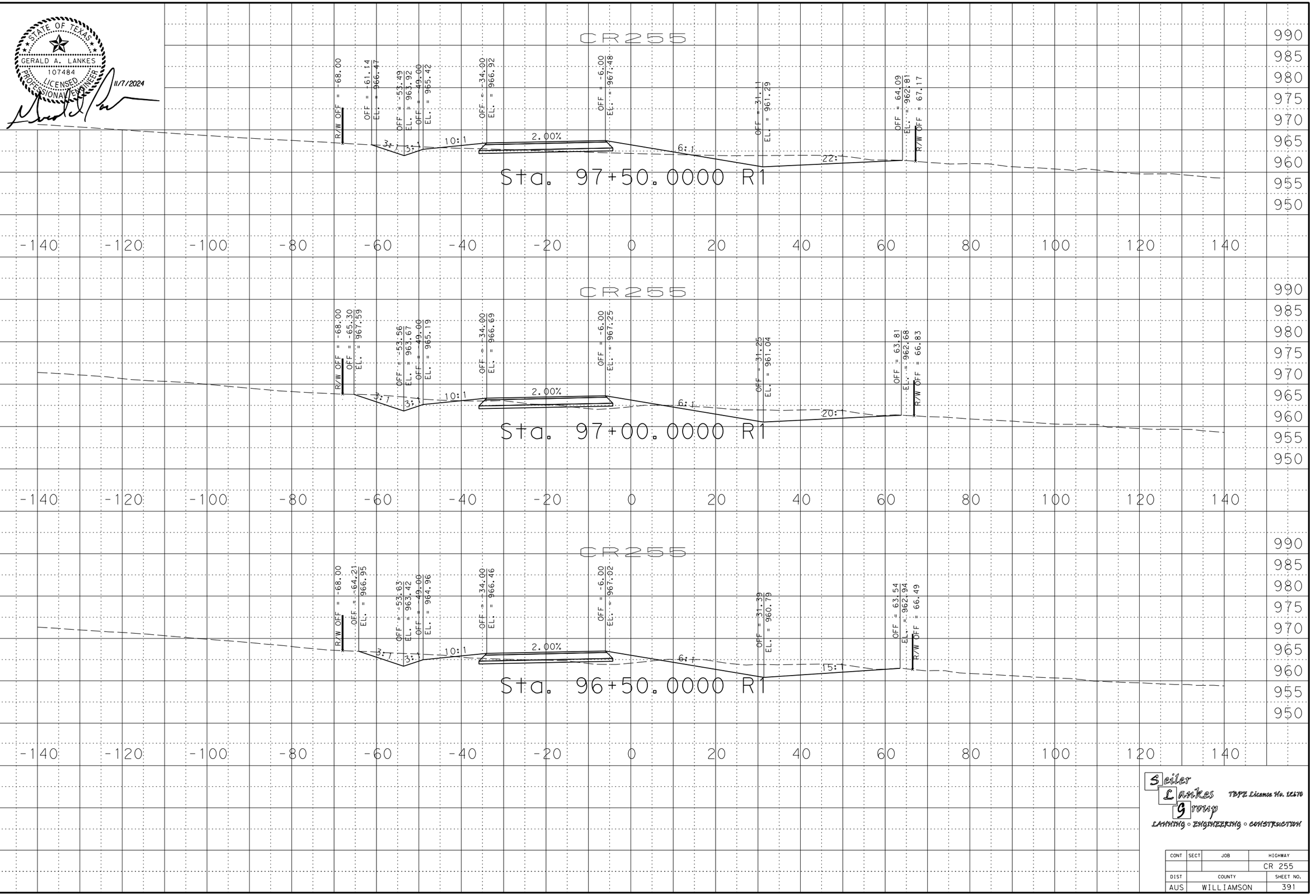
STATE OF TEXAS
GERALD A. LANKES
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		390



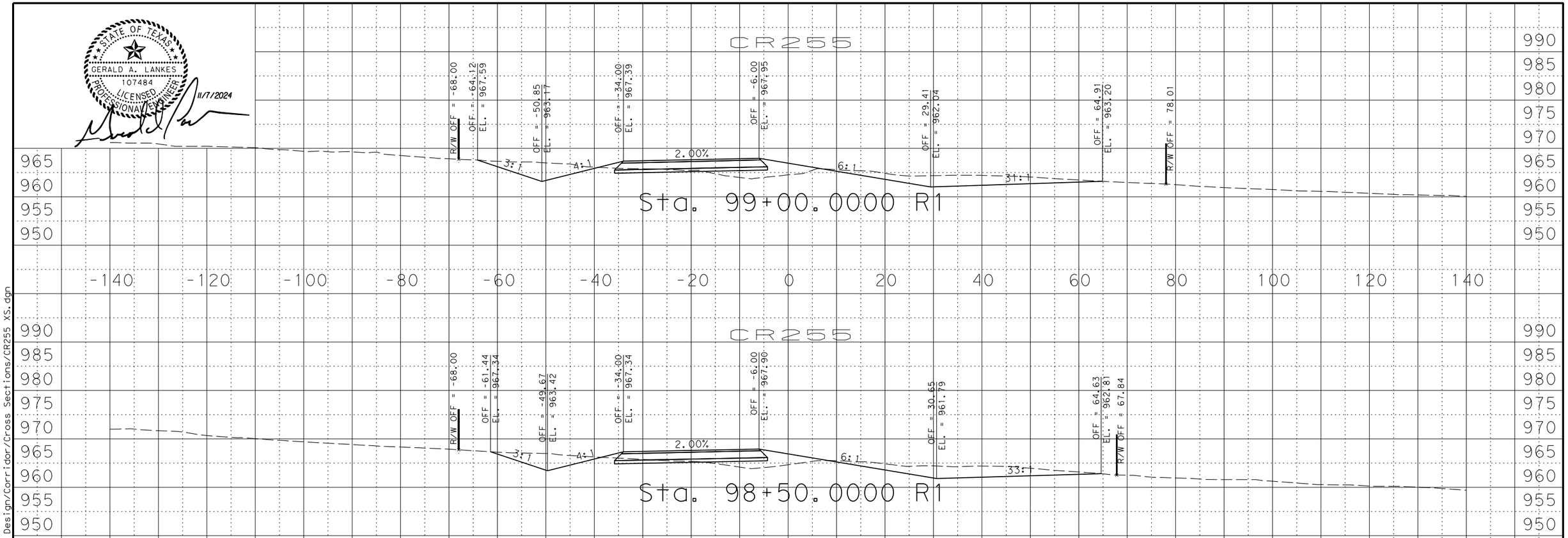
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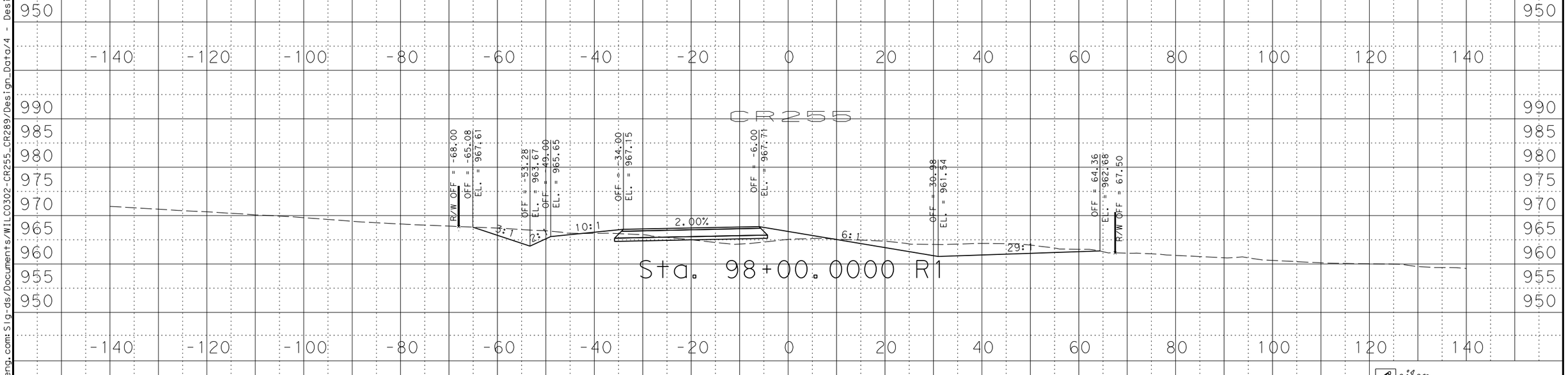
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		391

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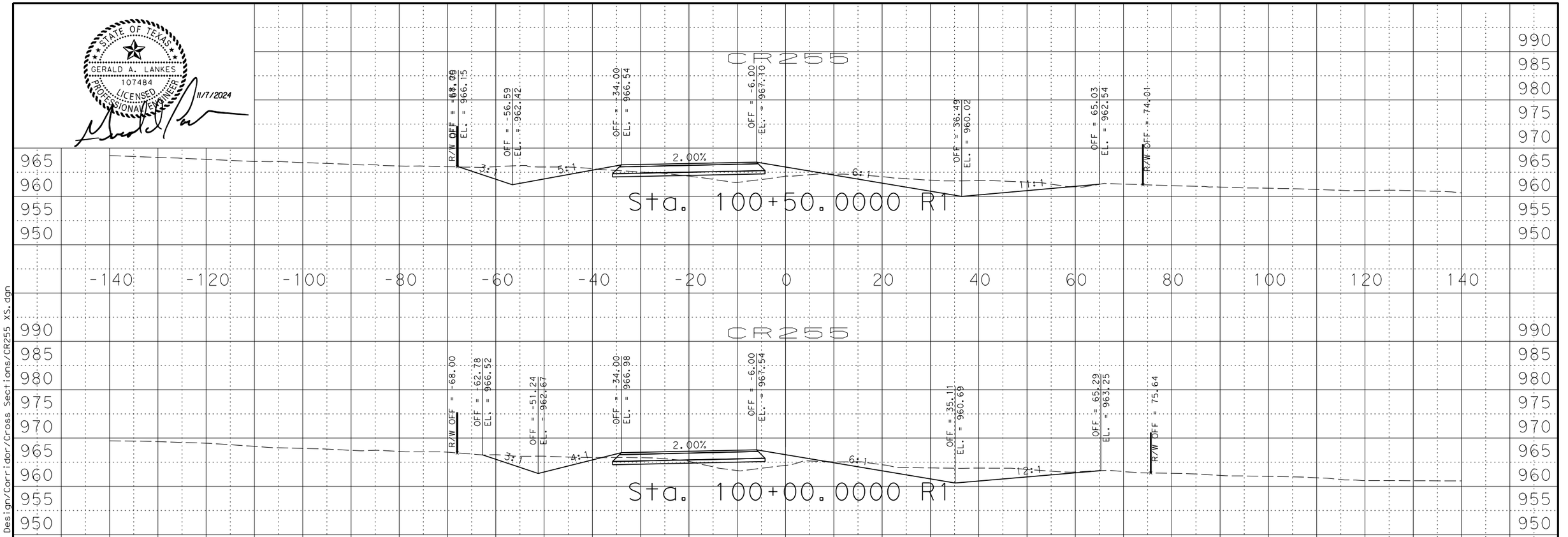


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		392

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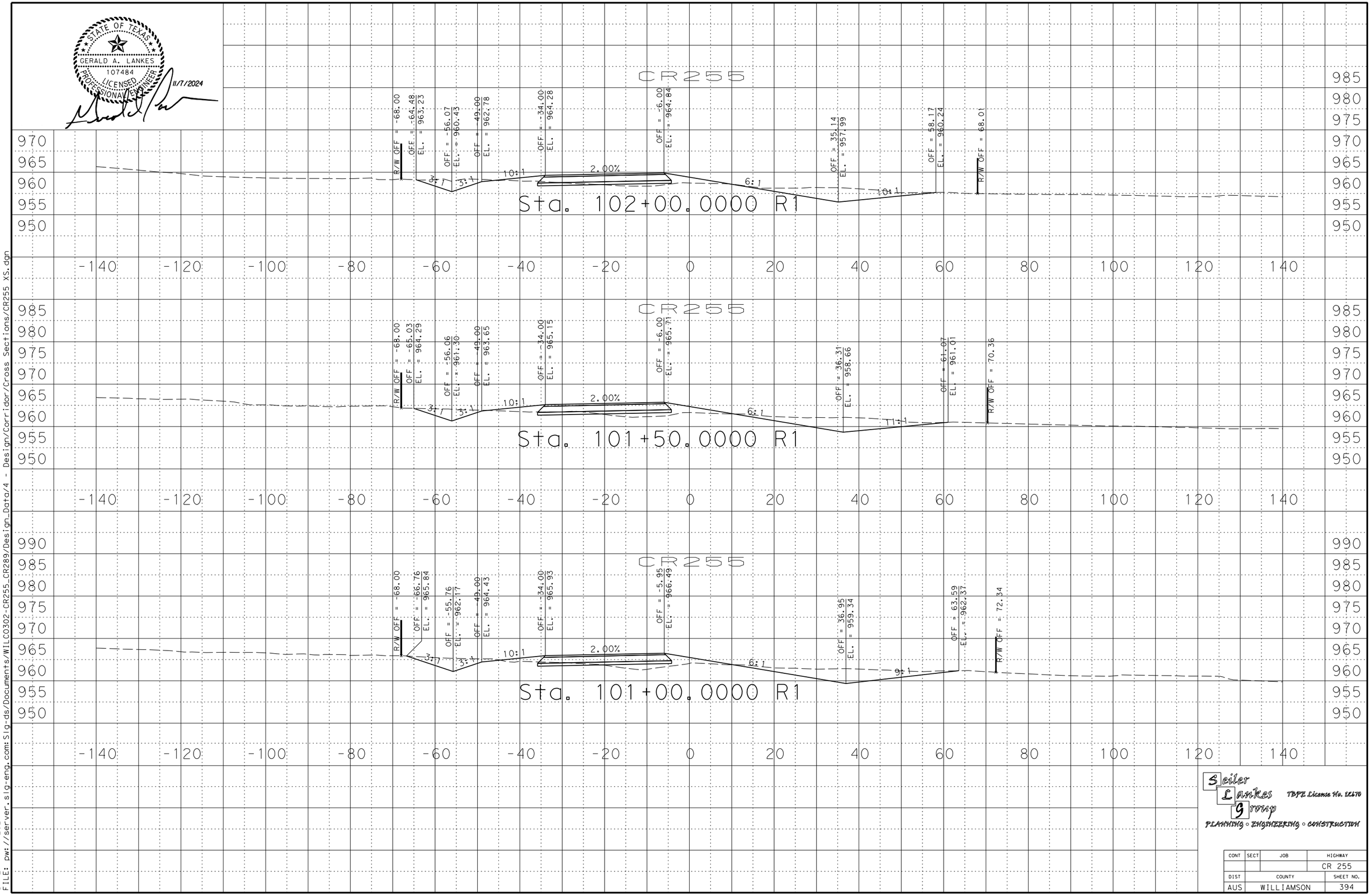


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		393

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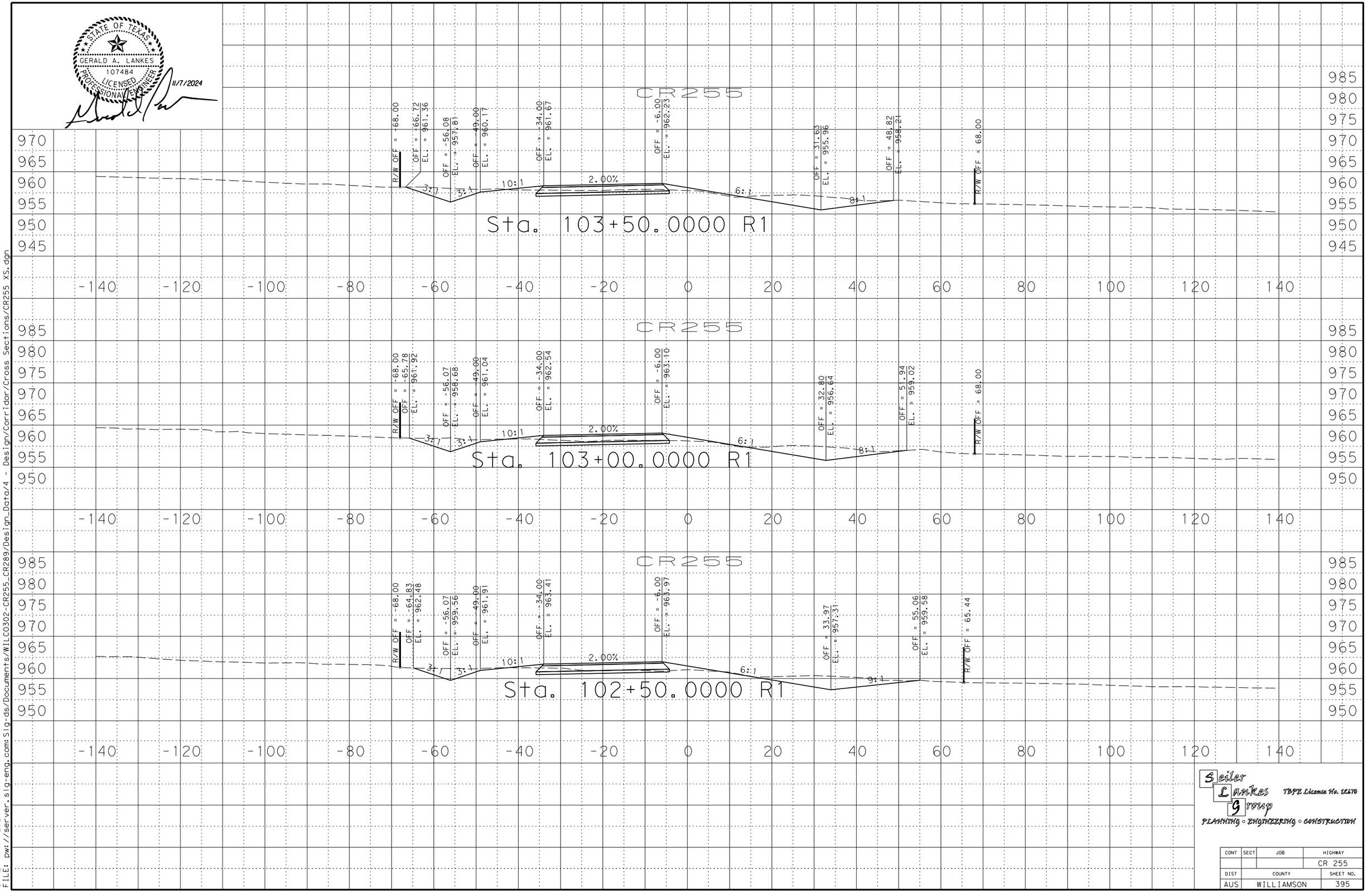


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		394

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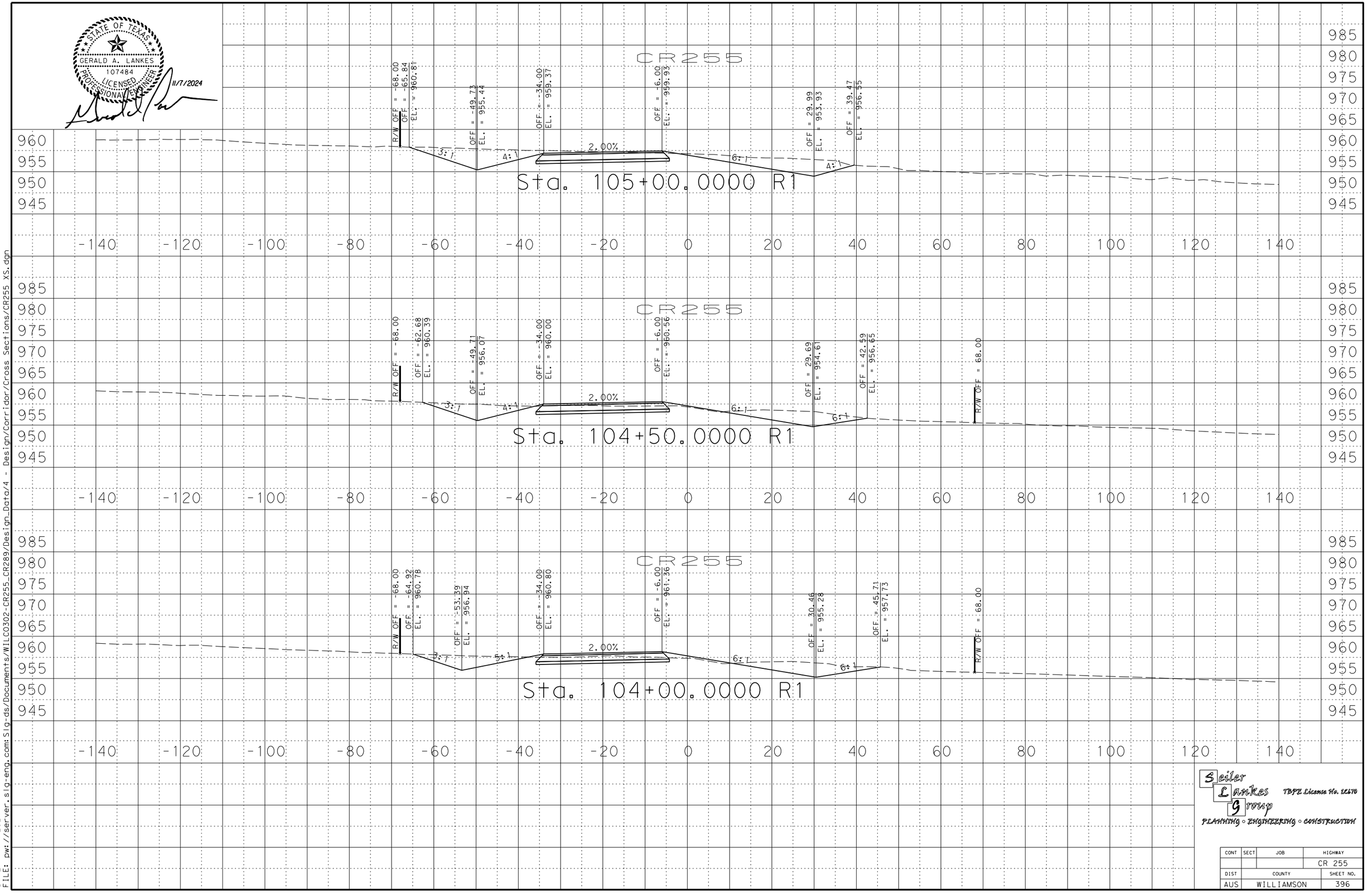


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CONT	SECT	JOB	HIGHWAY
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DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		395

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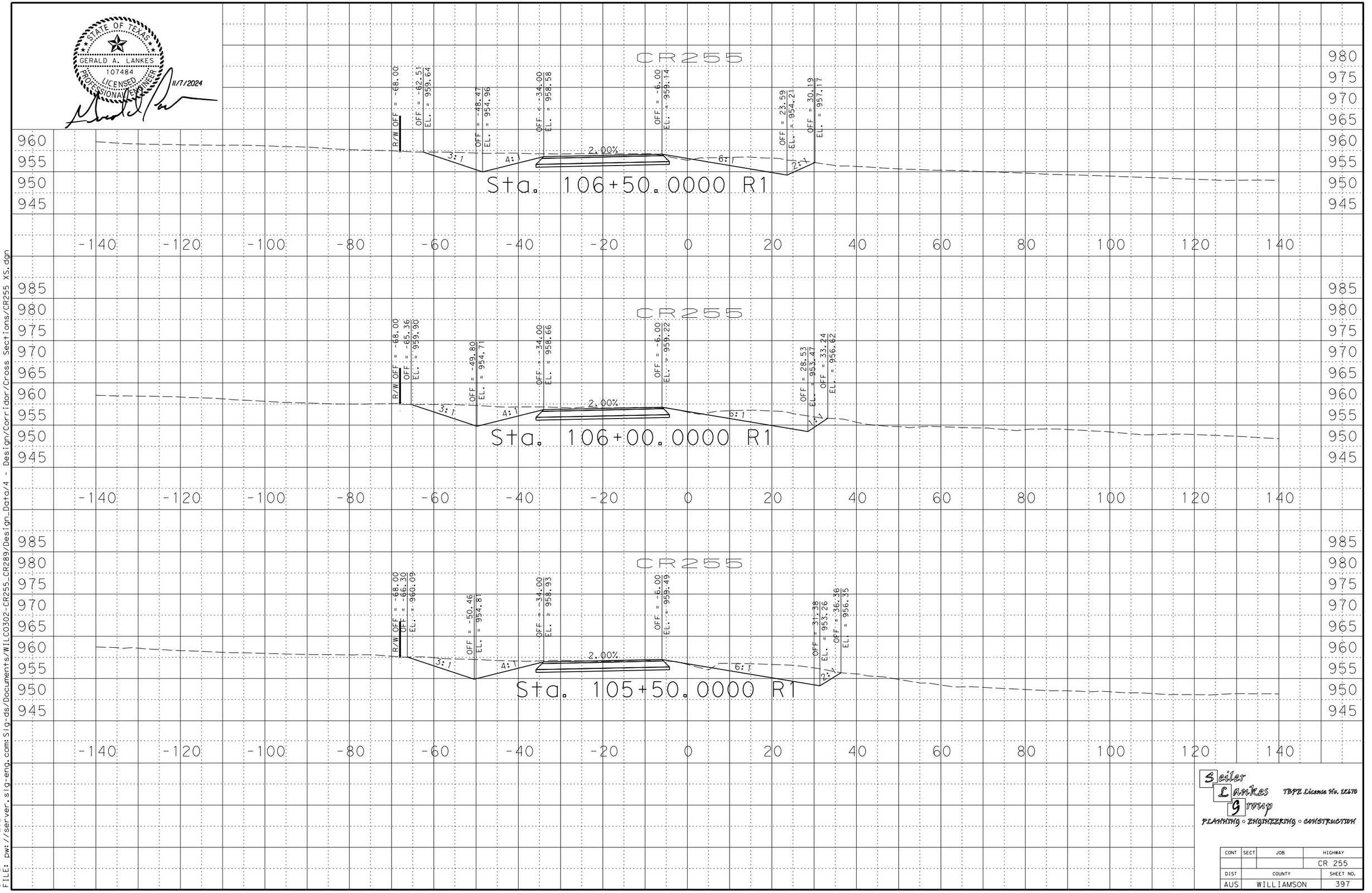


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		396

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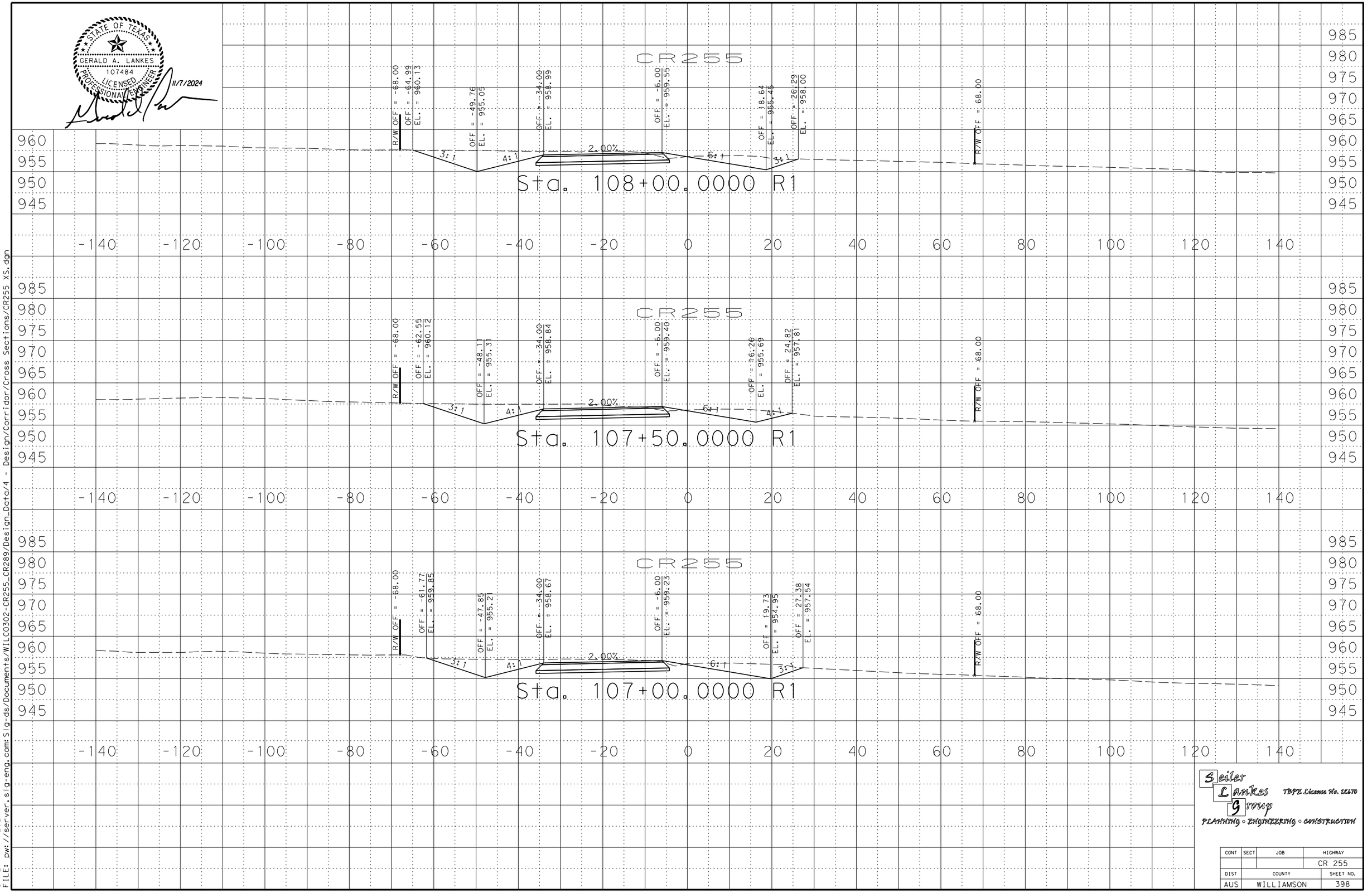


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		397

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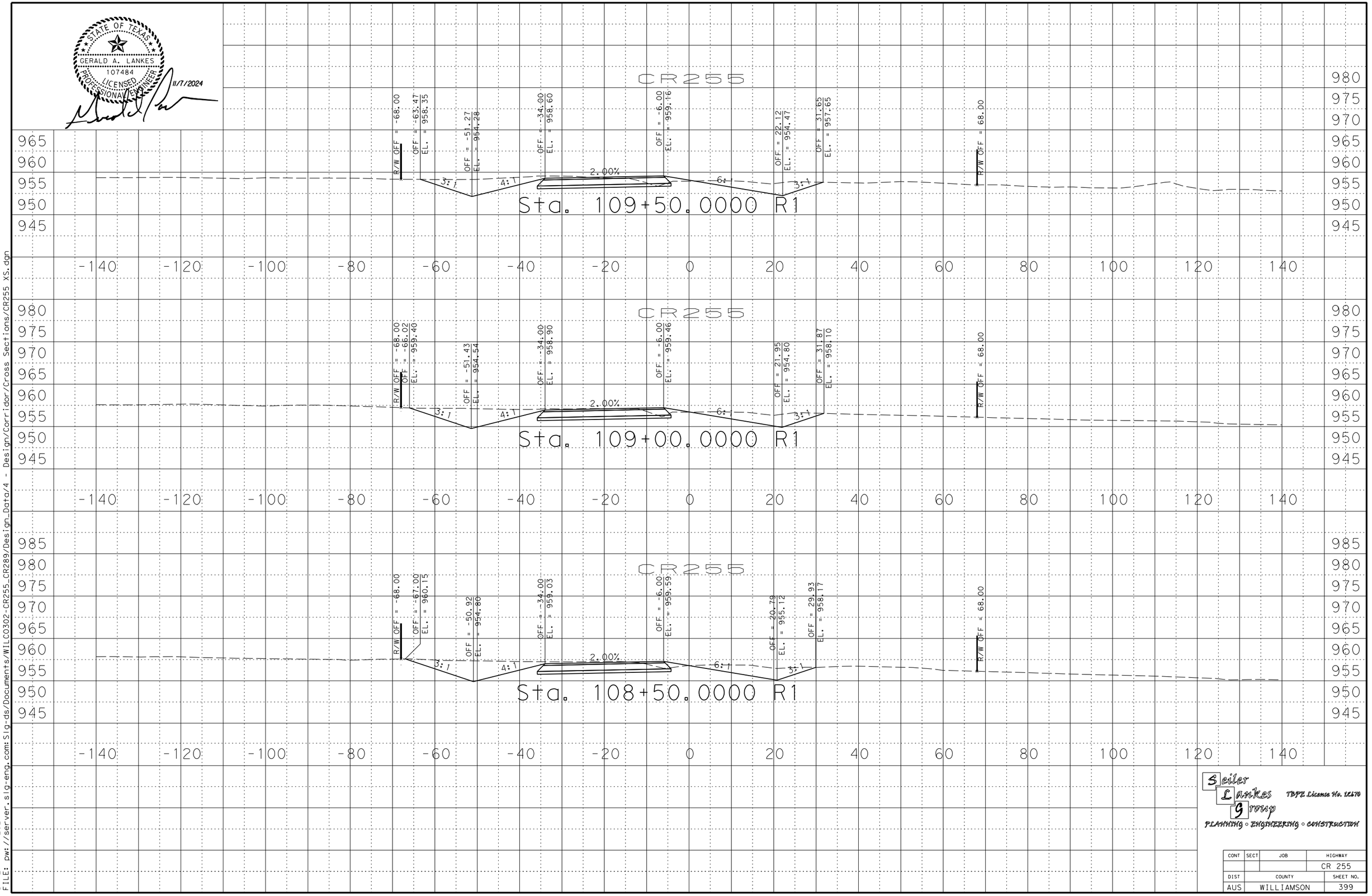


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		398

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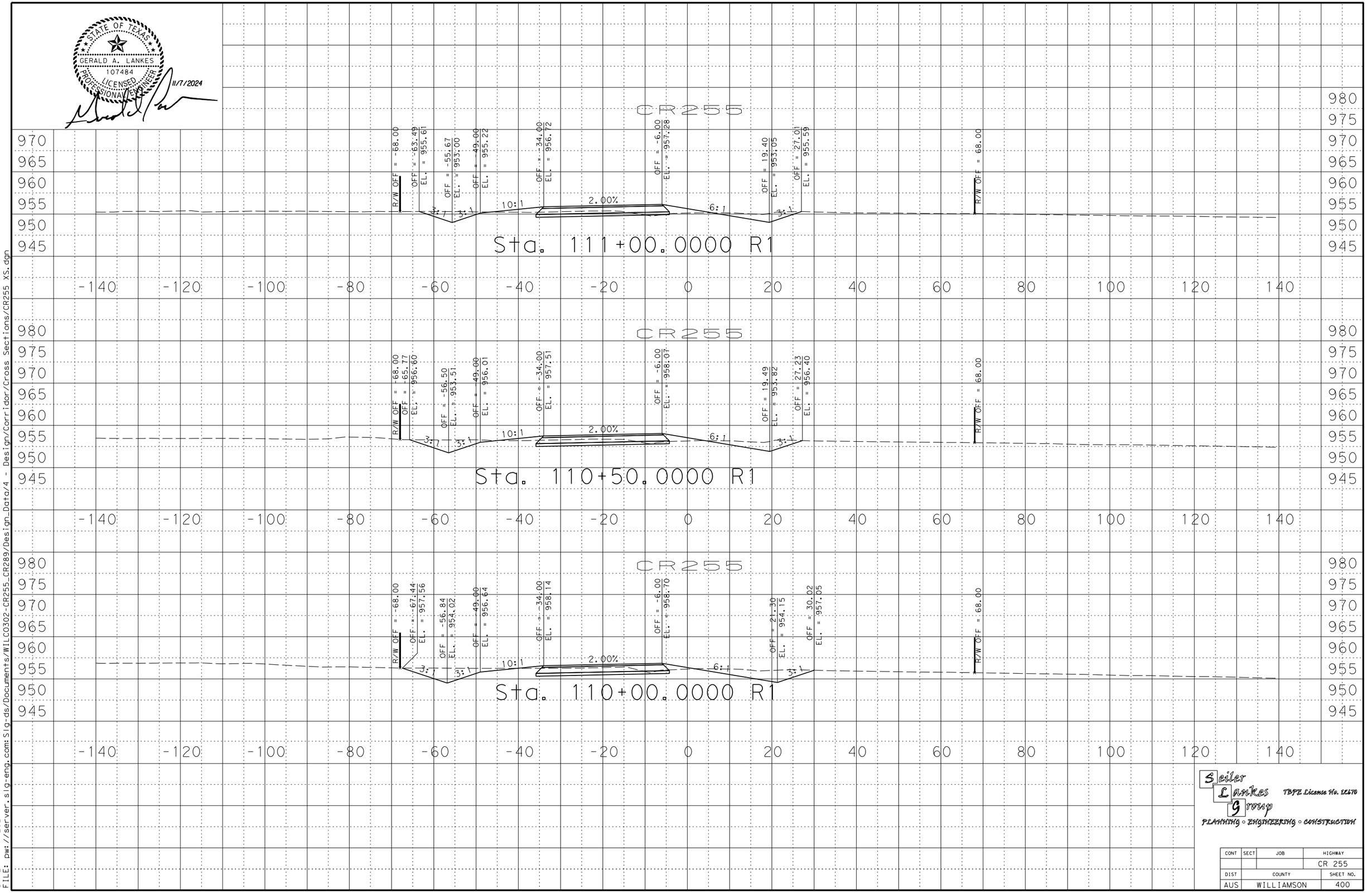
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		399

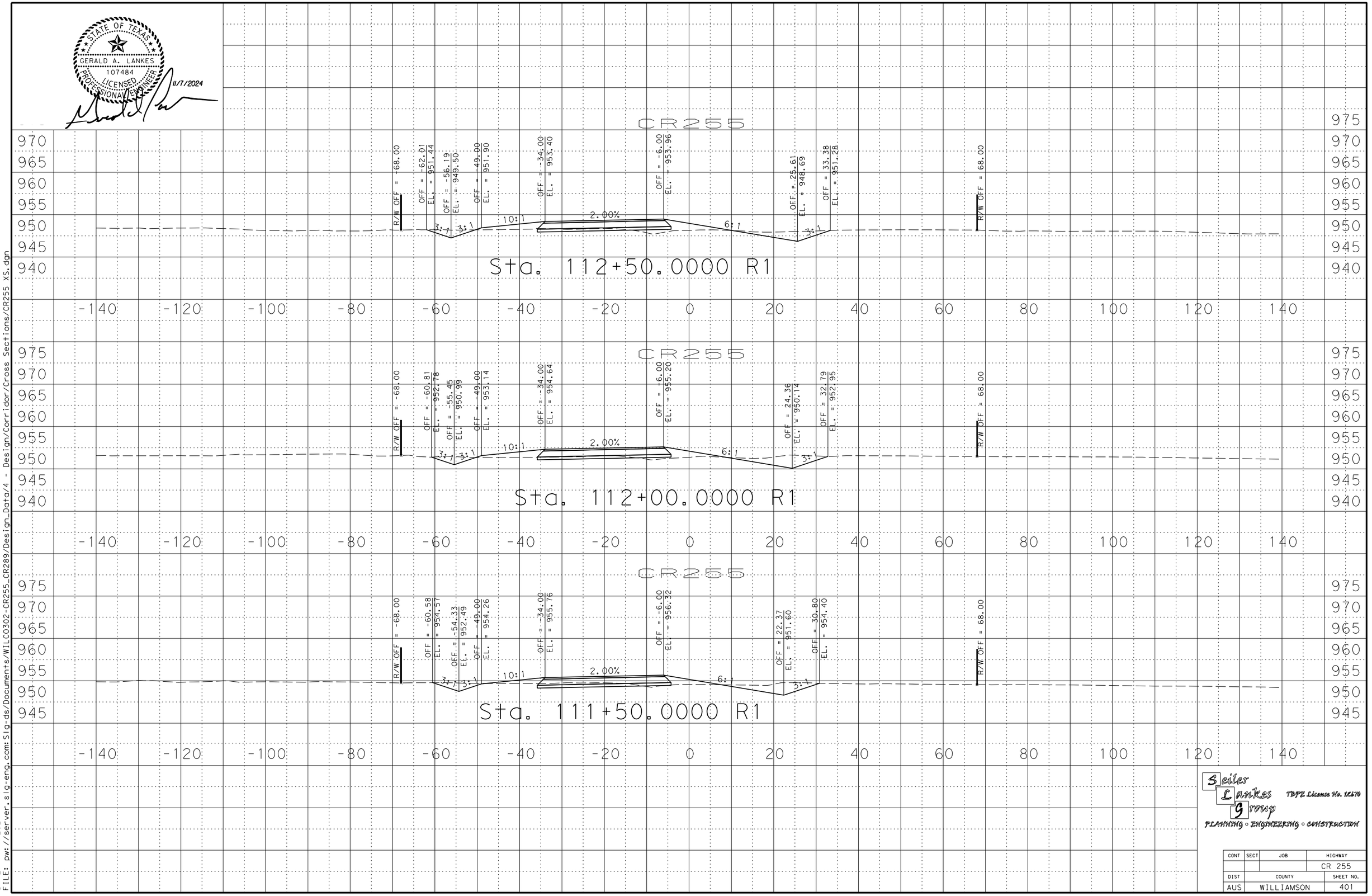


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		400

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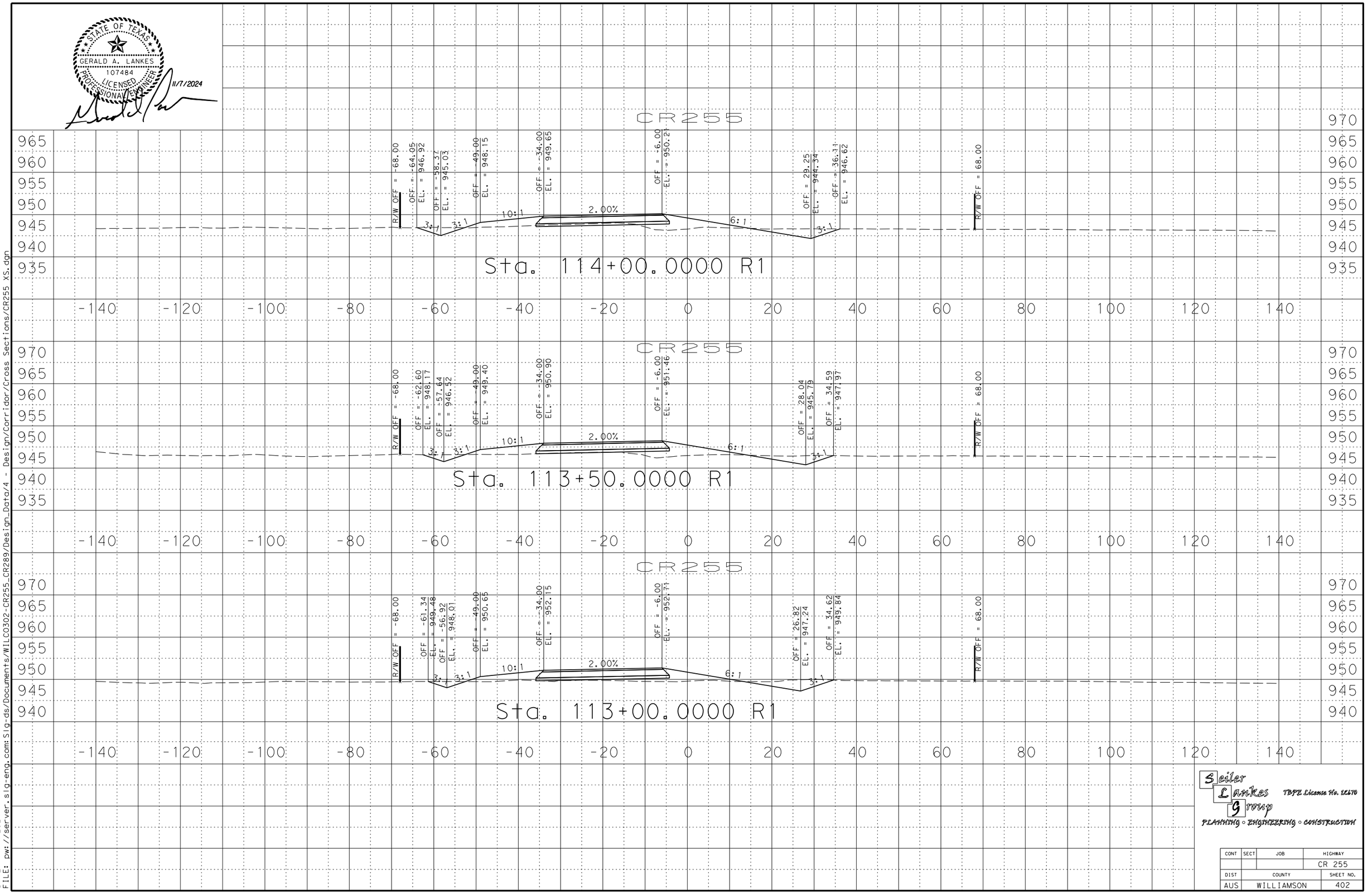
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		401

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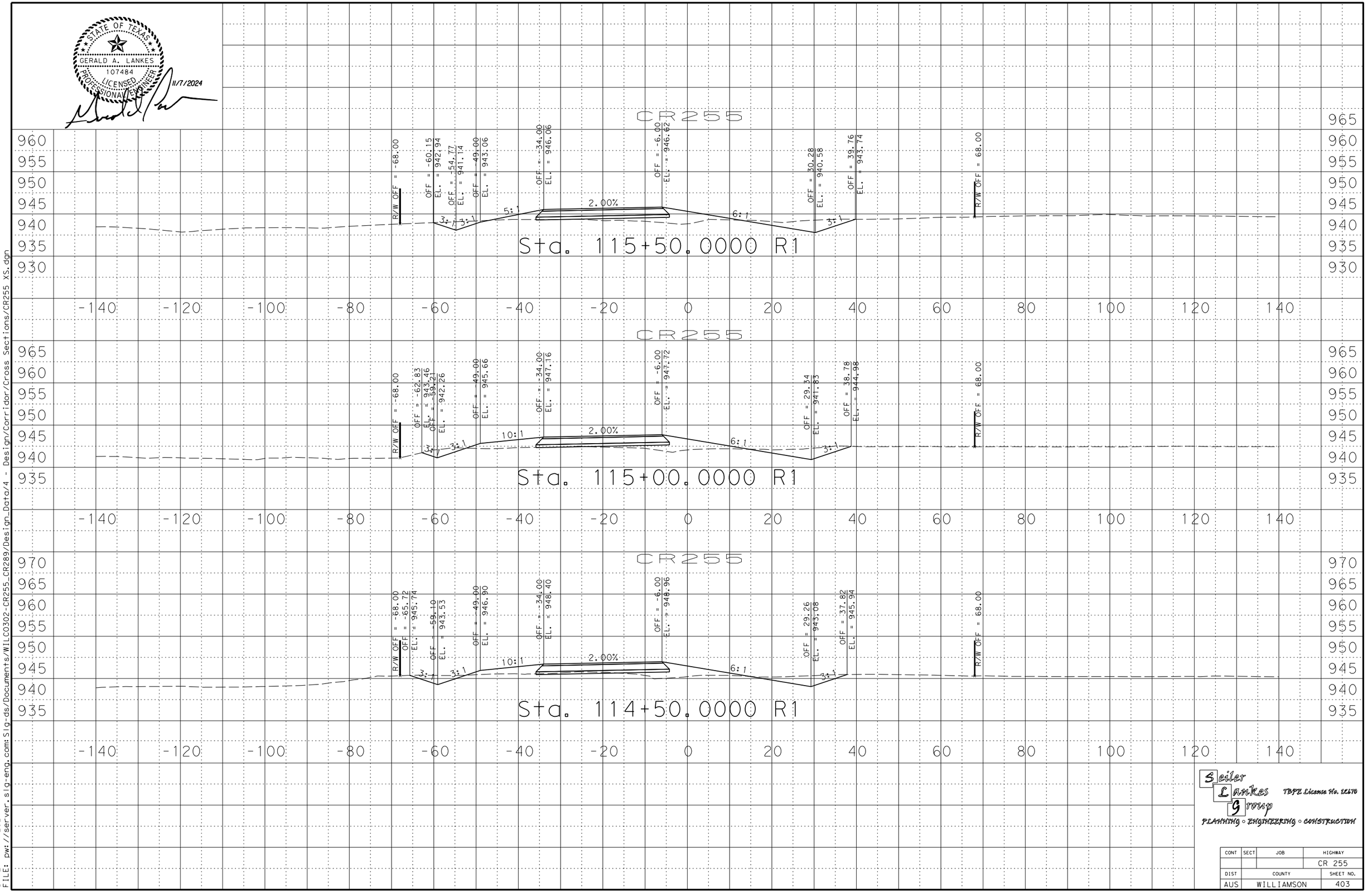


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		402

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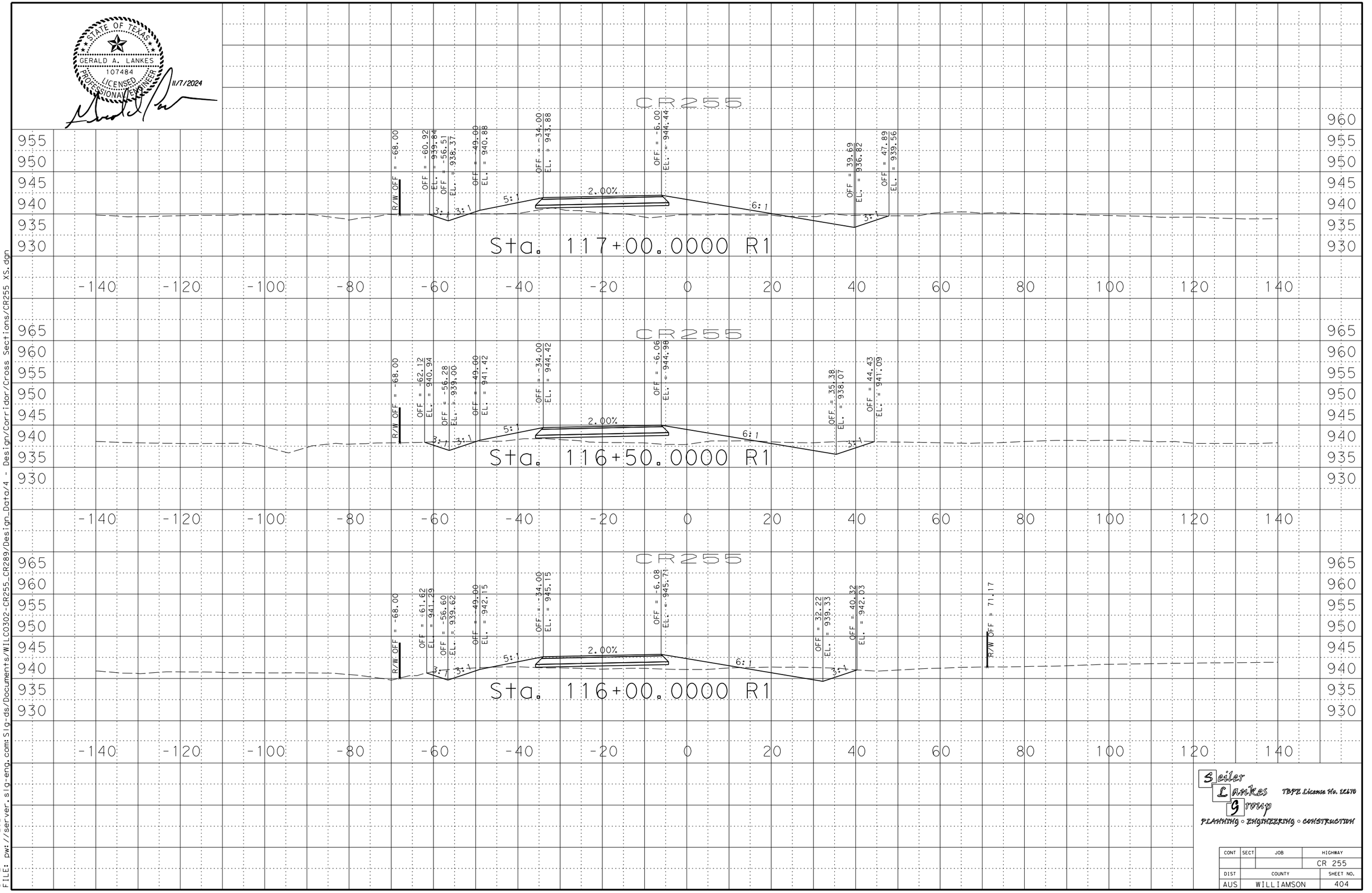


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		403

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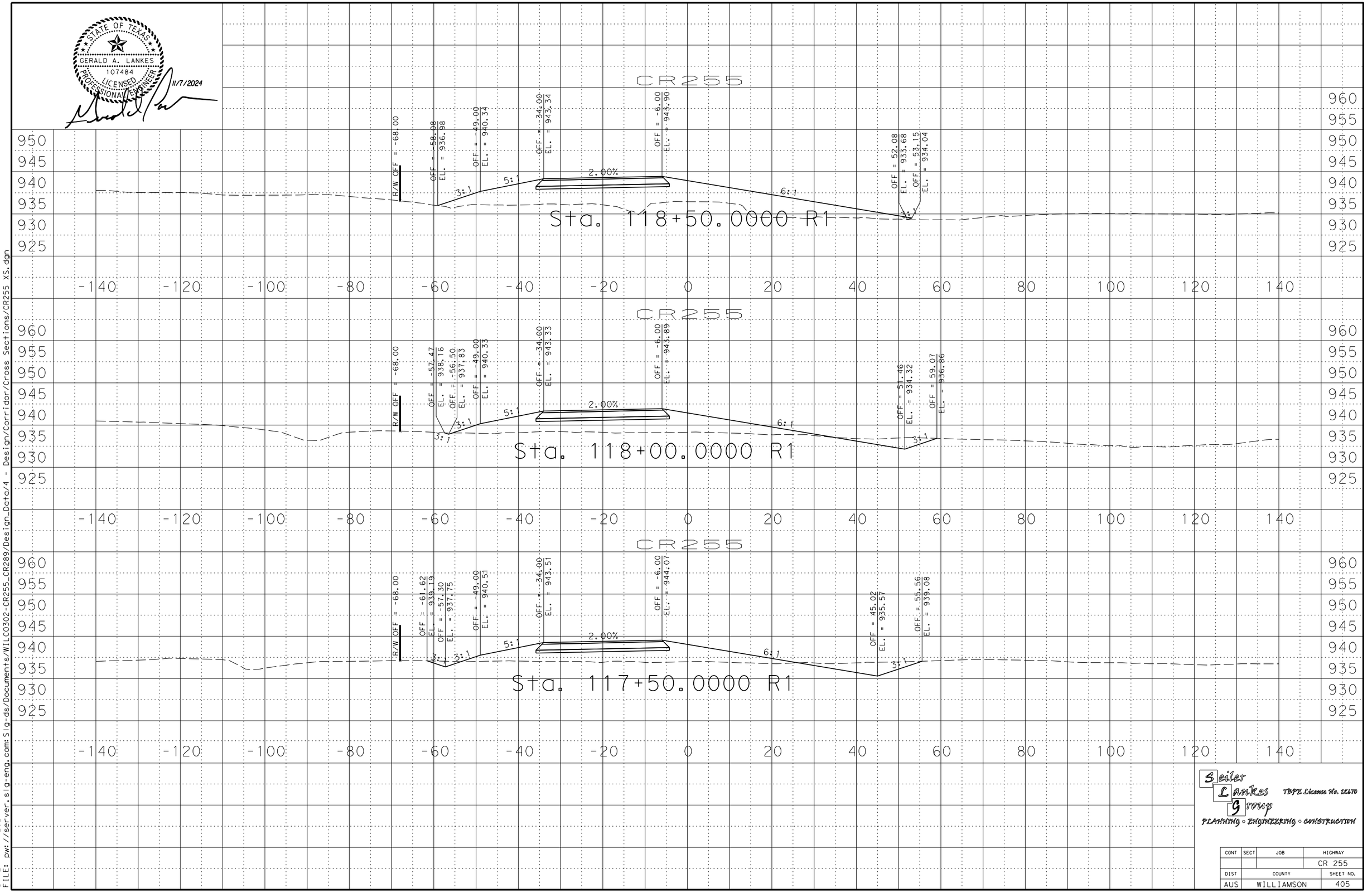
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		404

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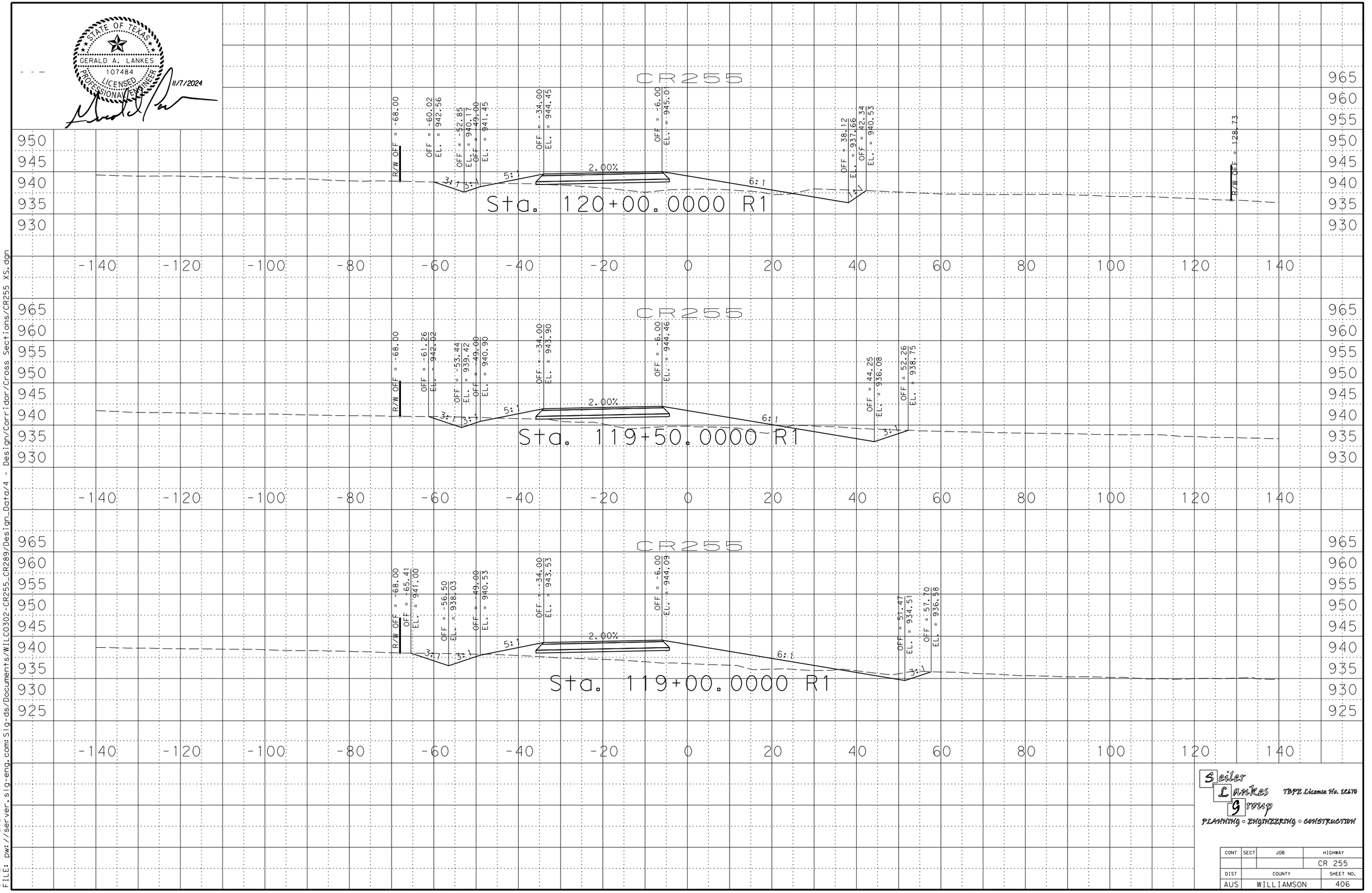
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		405

DATE: 11/7/2024 12:58
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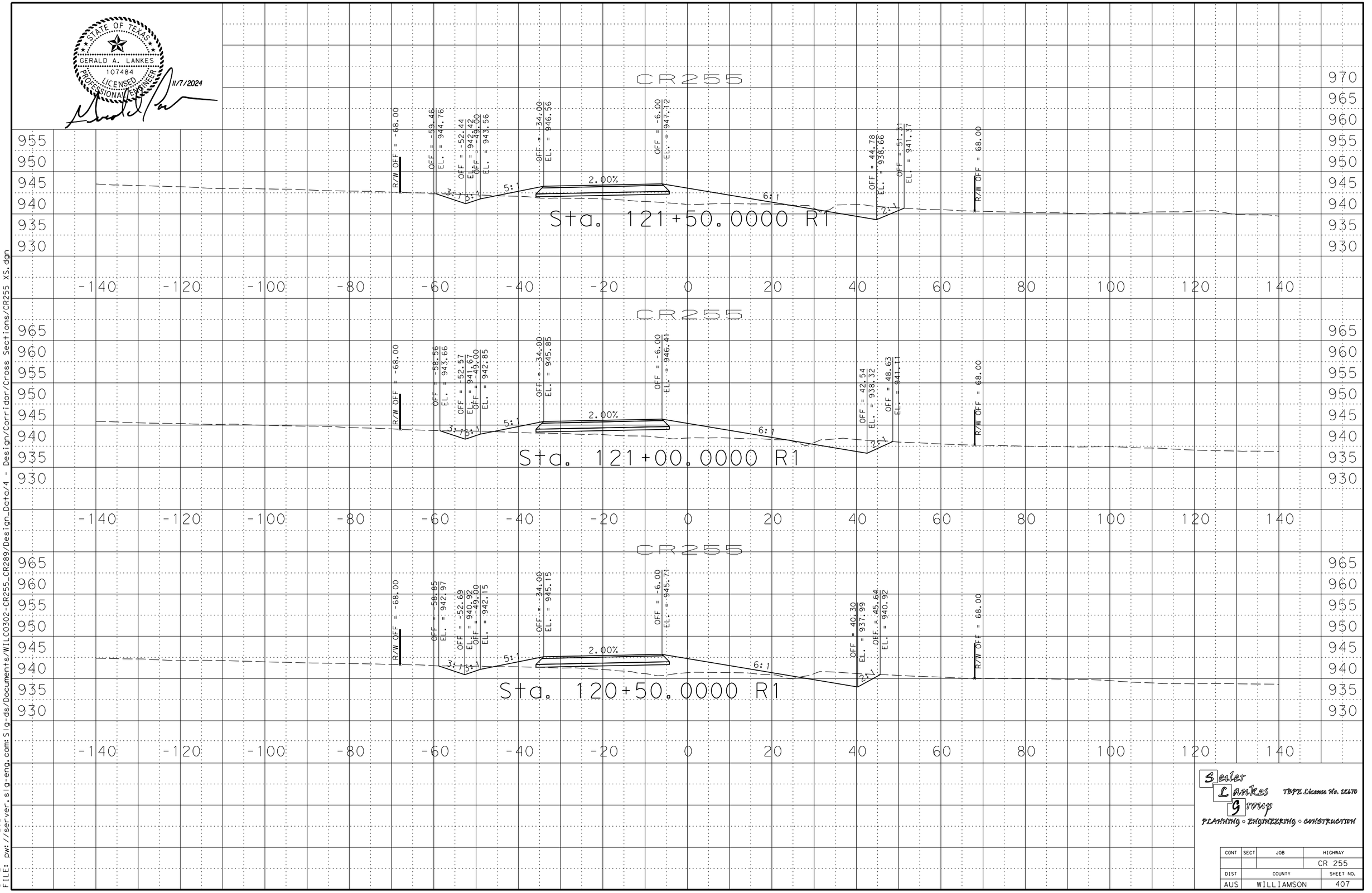


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CONT	SECT	JOB	HIGHWAY
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DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		406

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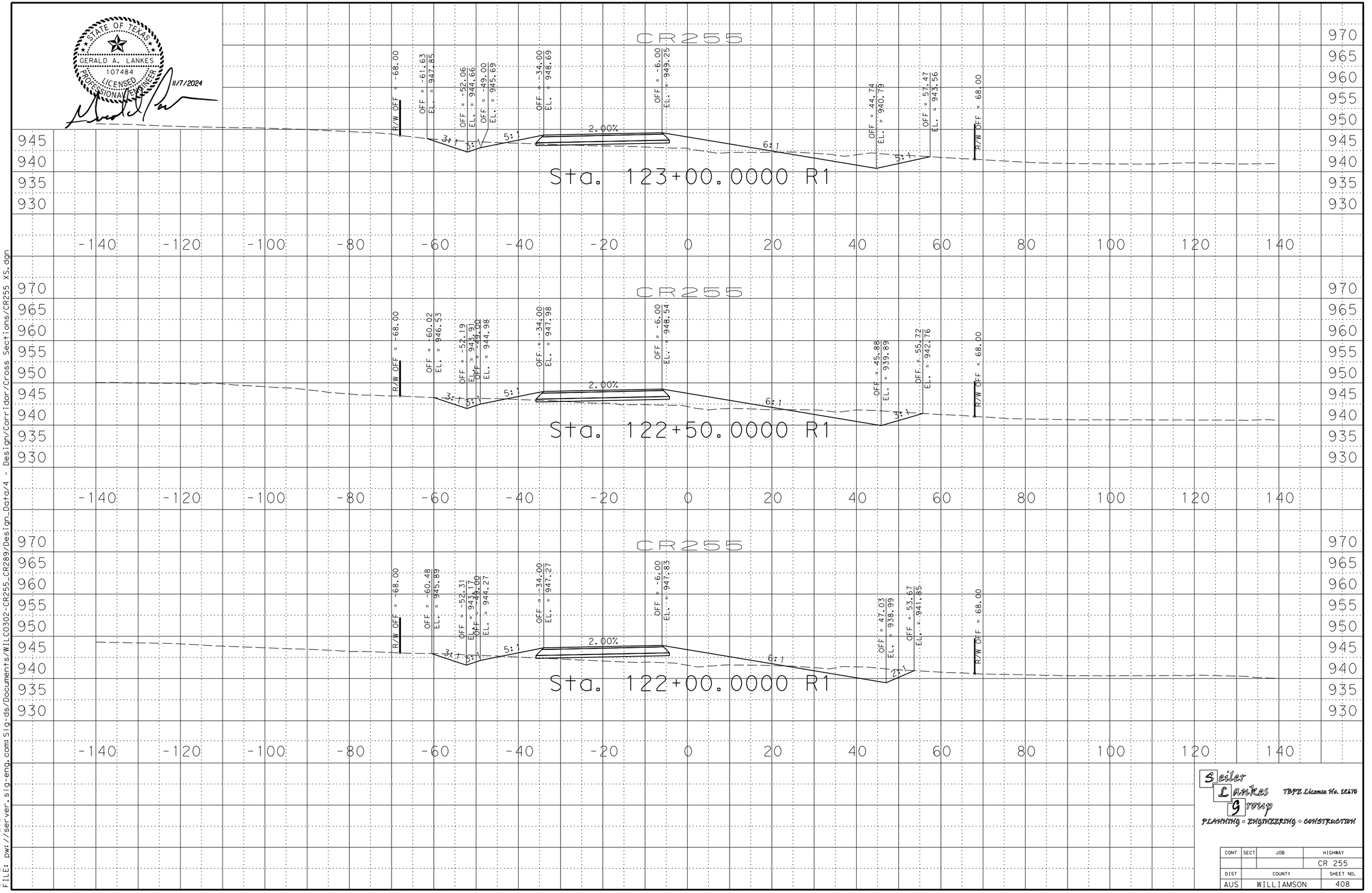


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		407

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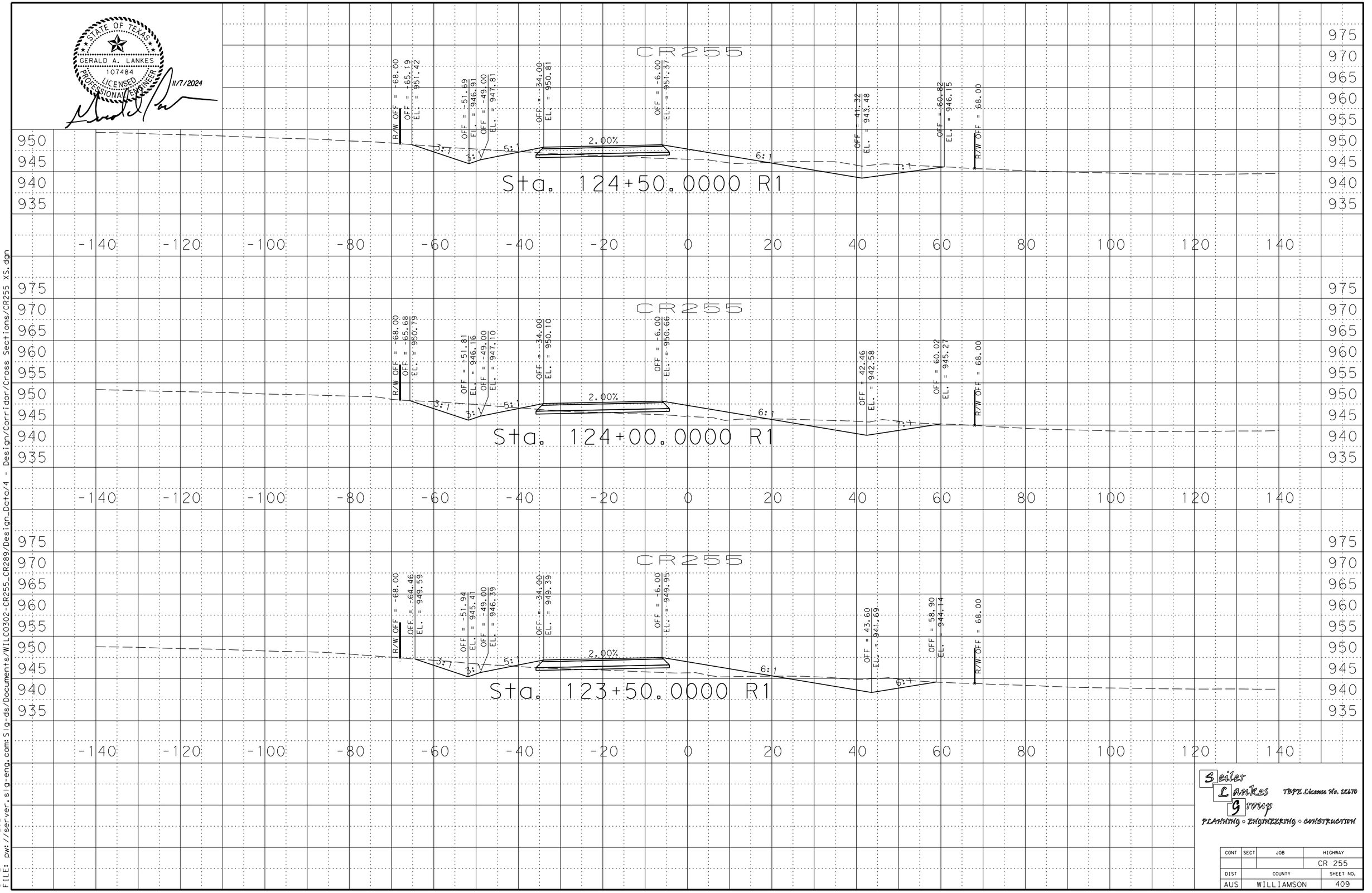


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		408

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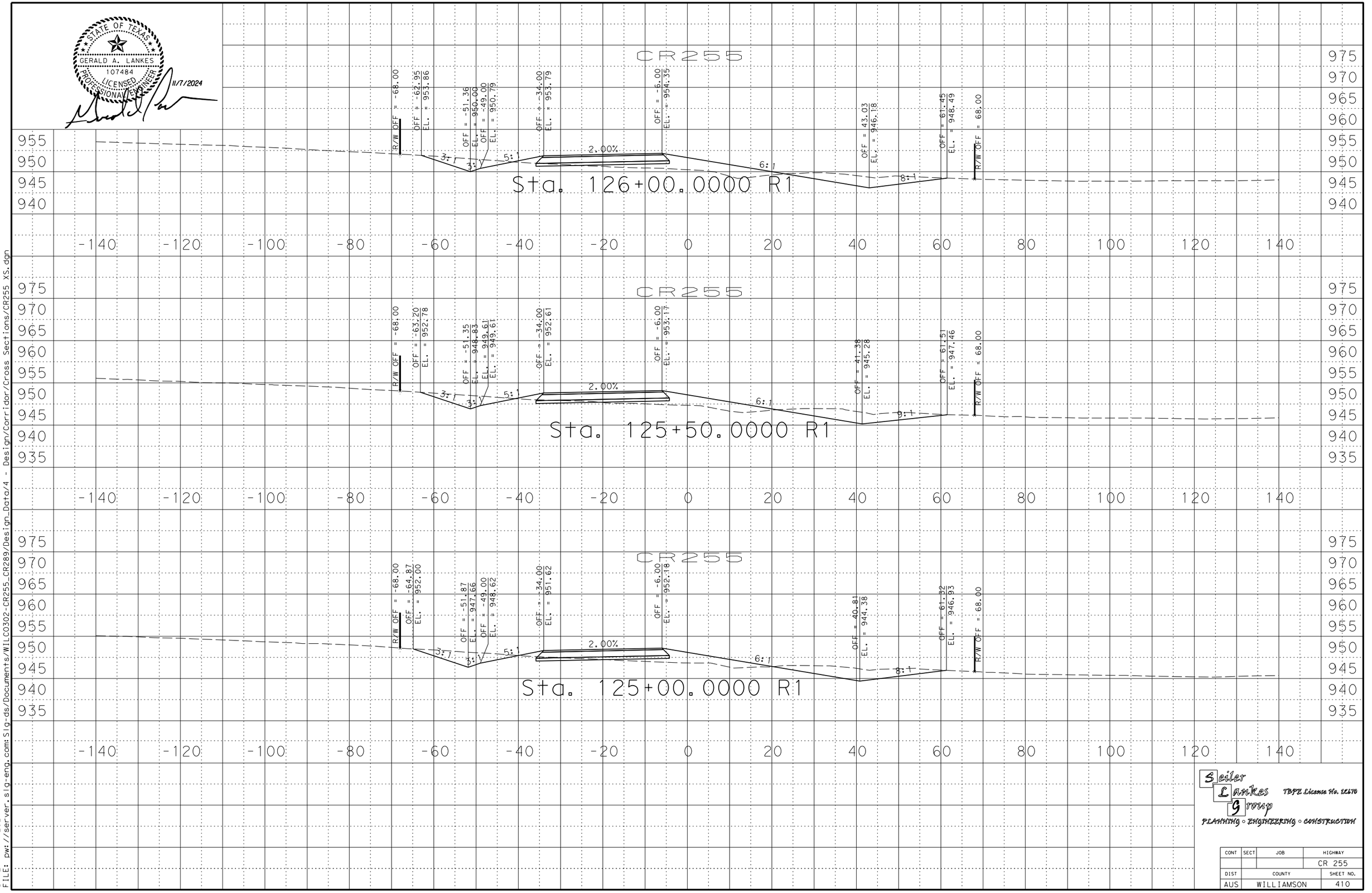


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CONT	SECT	JOB	HIGHWAY
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DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		409

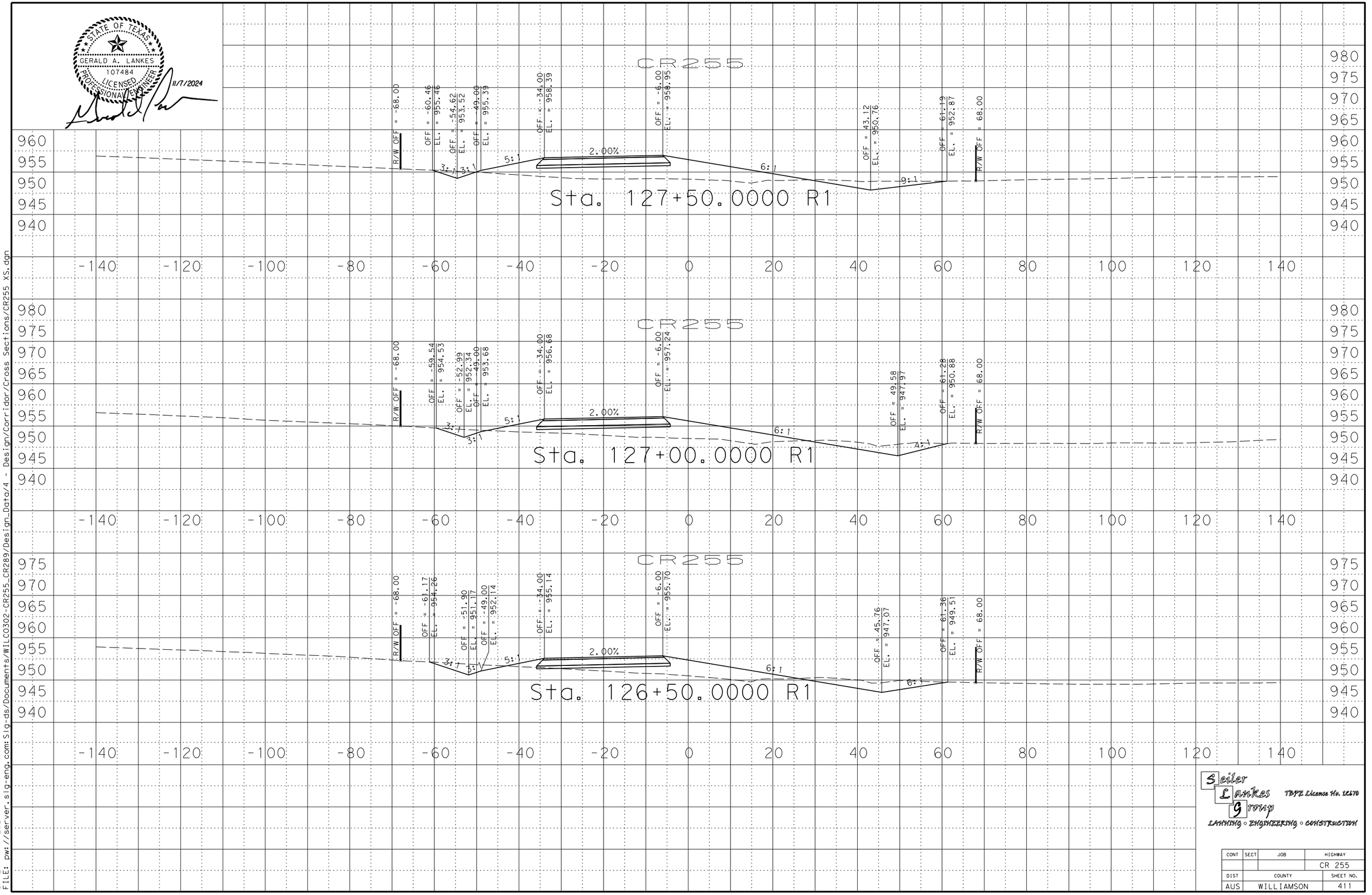
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		410

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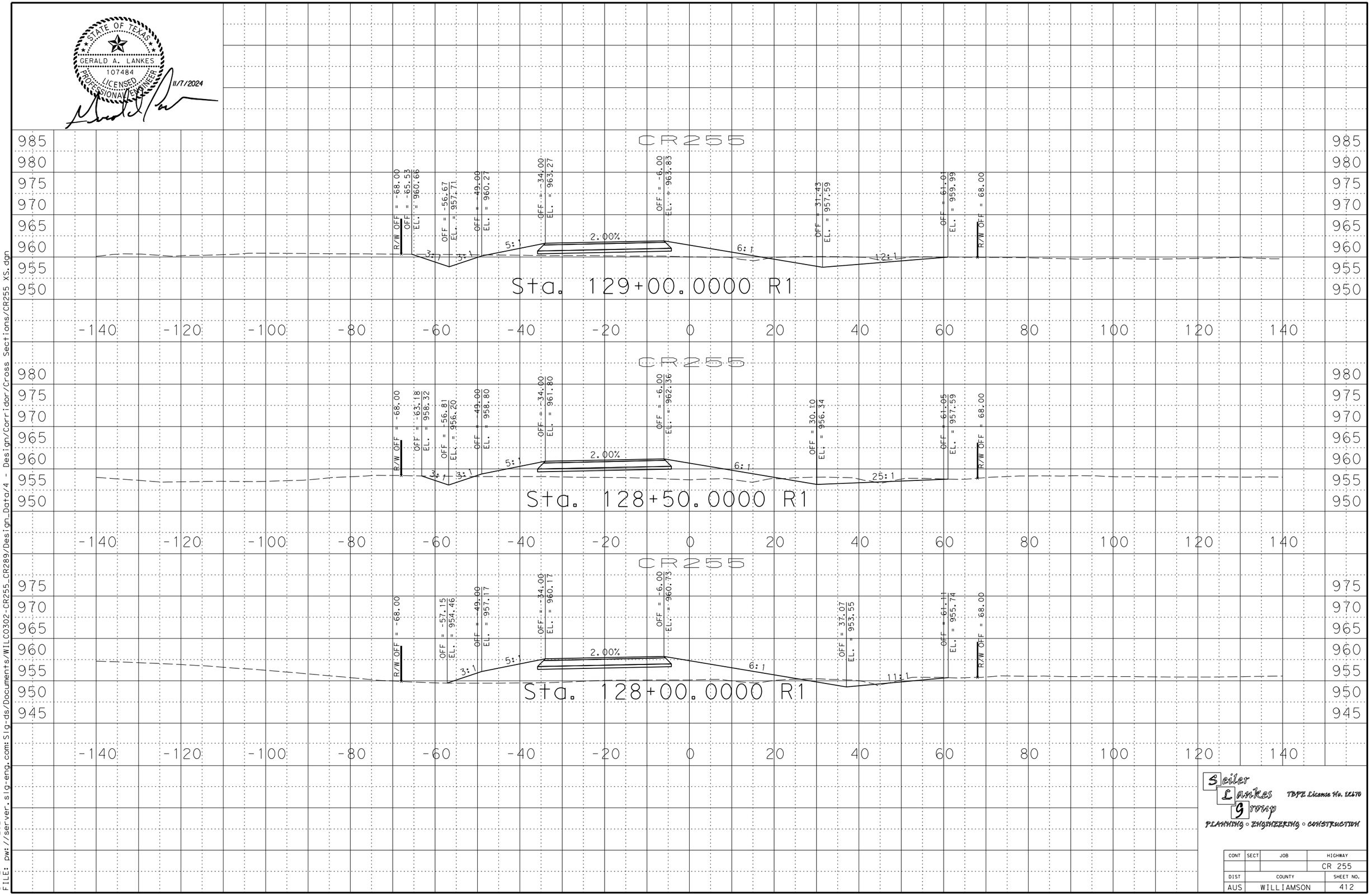
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		411

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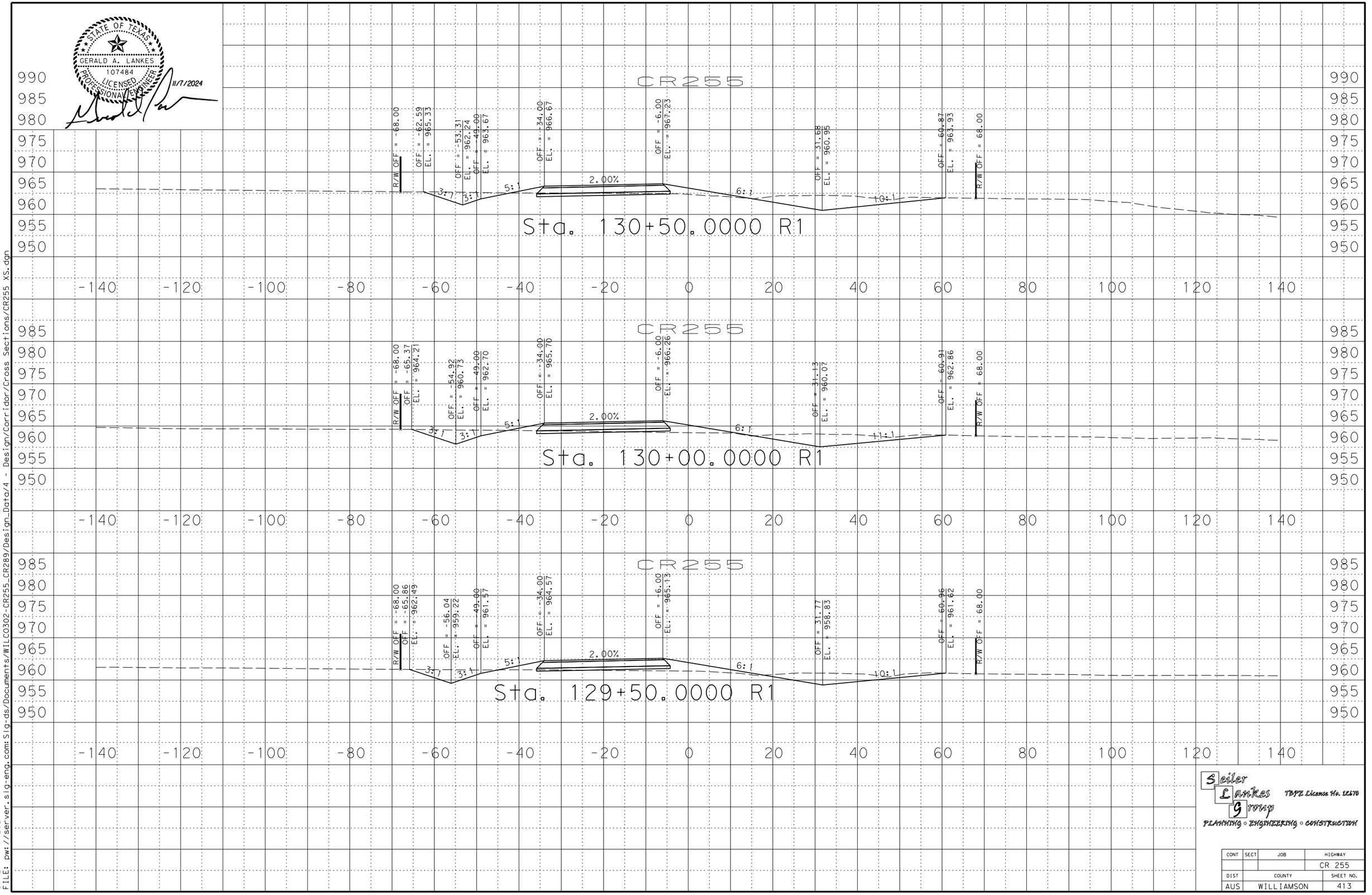
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		412

DATE: 11/7/2024 12:58
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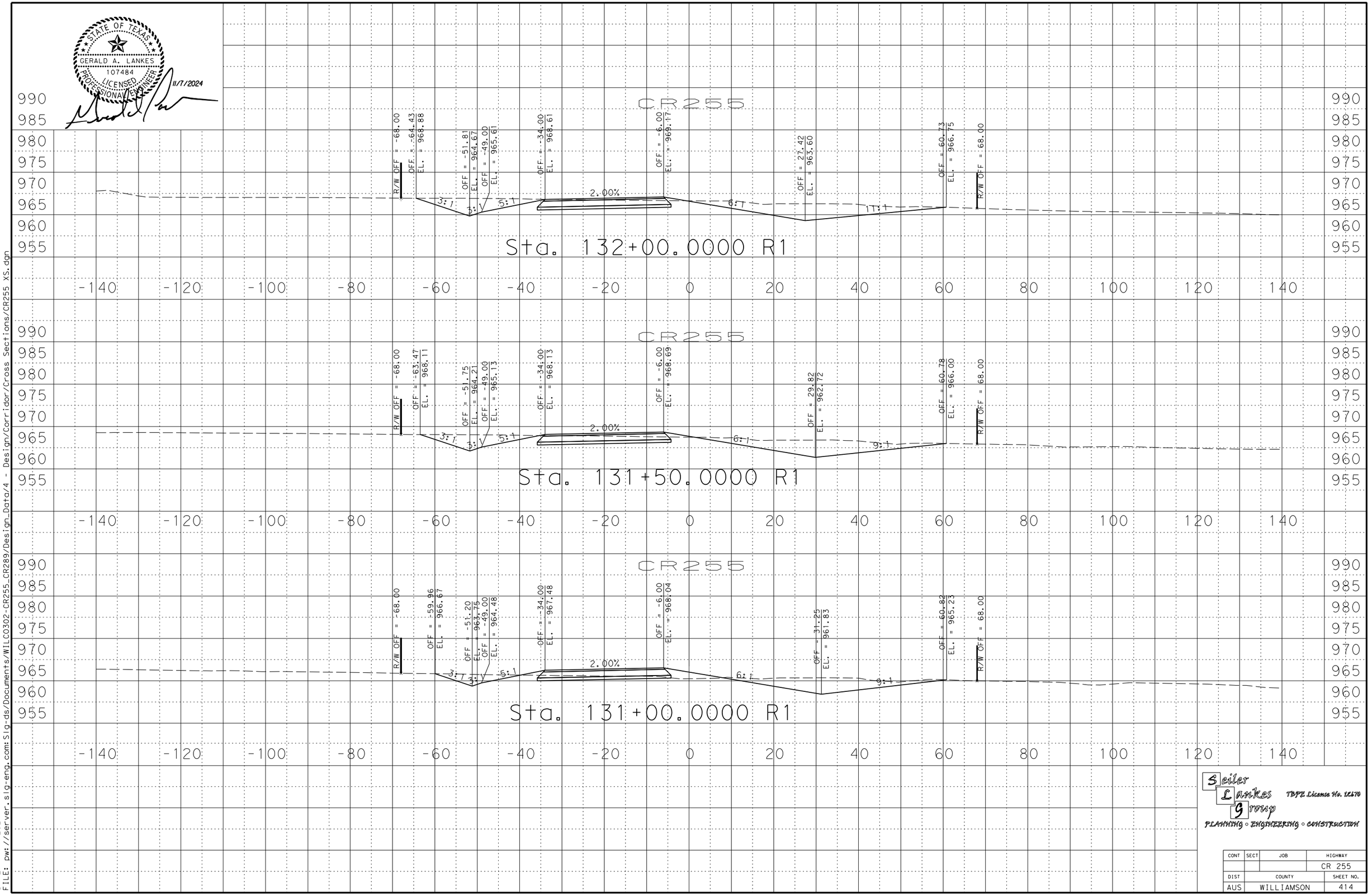


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		413

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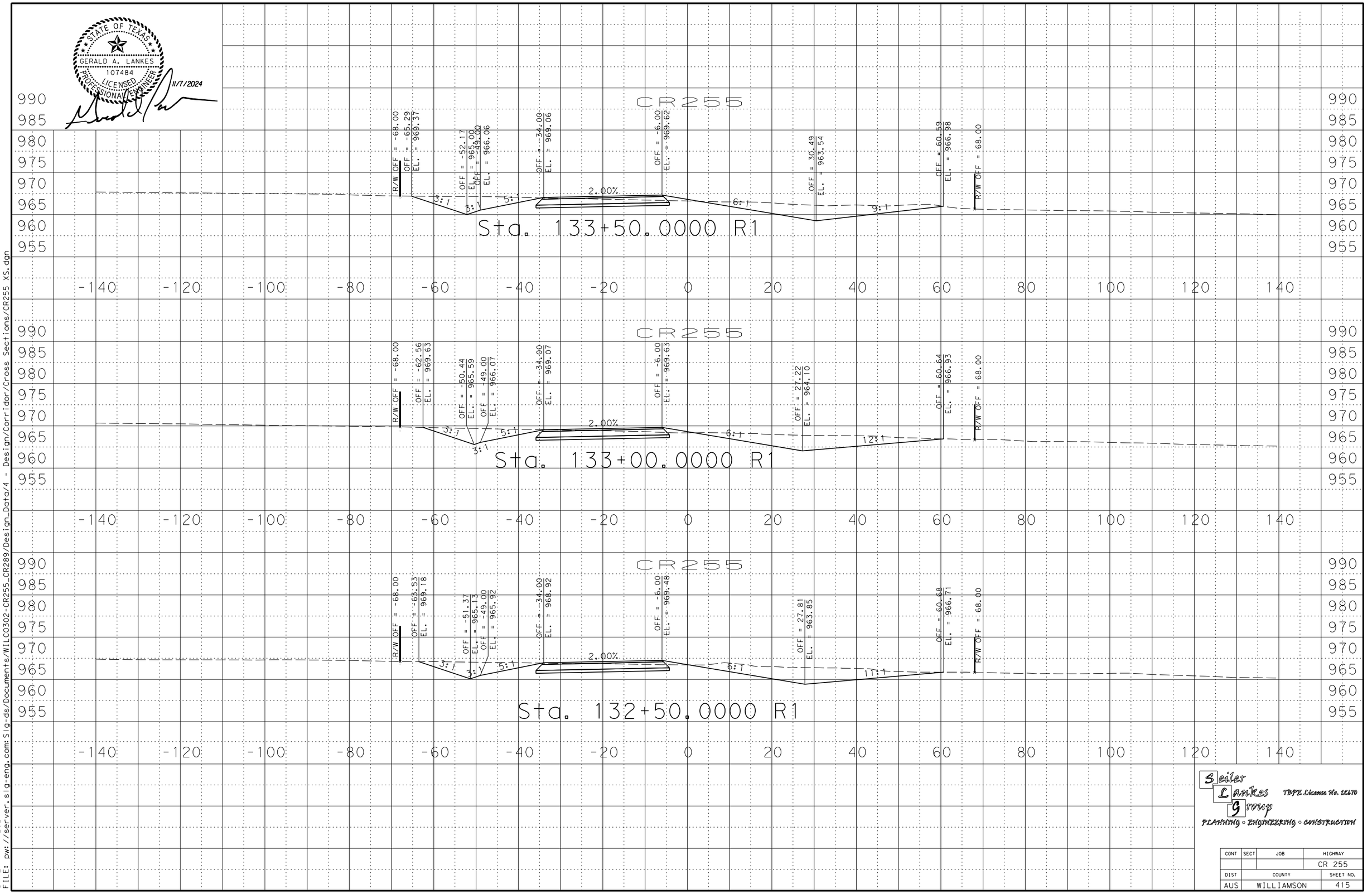


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		414

DATE: 11/7/2024 12:58
FILE: pw://server.slg-eng.com:Slg-ds/Documents/WILC0302-CR255_CR289/Design_Data/4 - Design/Corridor/Cross Sections/CR255 XS.dgn

STATE OF TEXAS
GERALD A. LANKES
107484
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11/7/2024

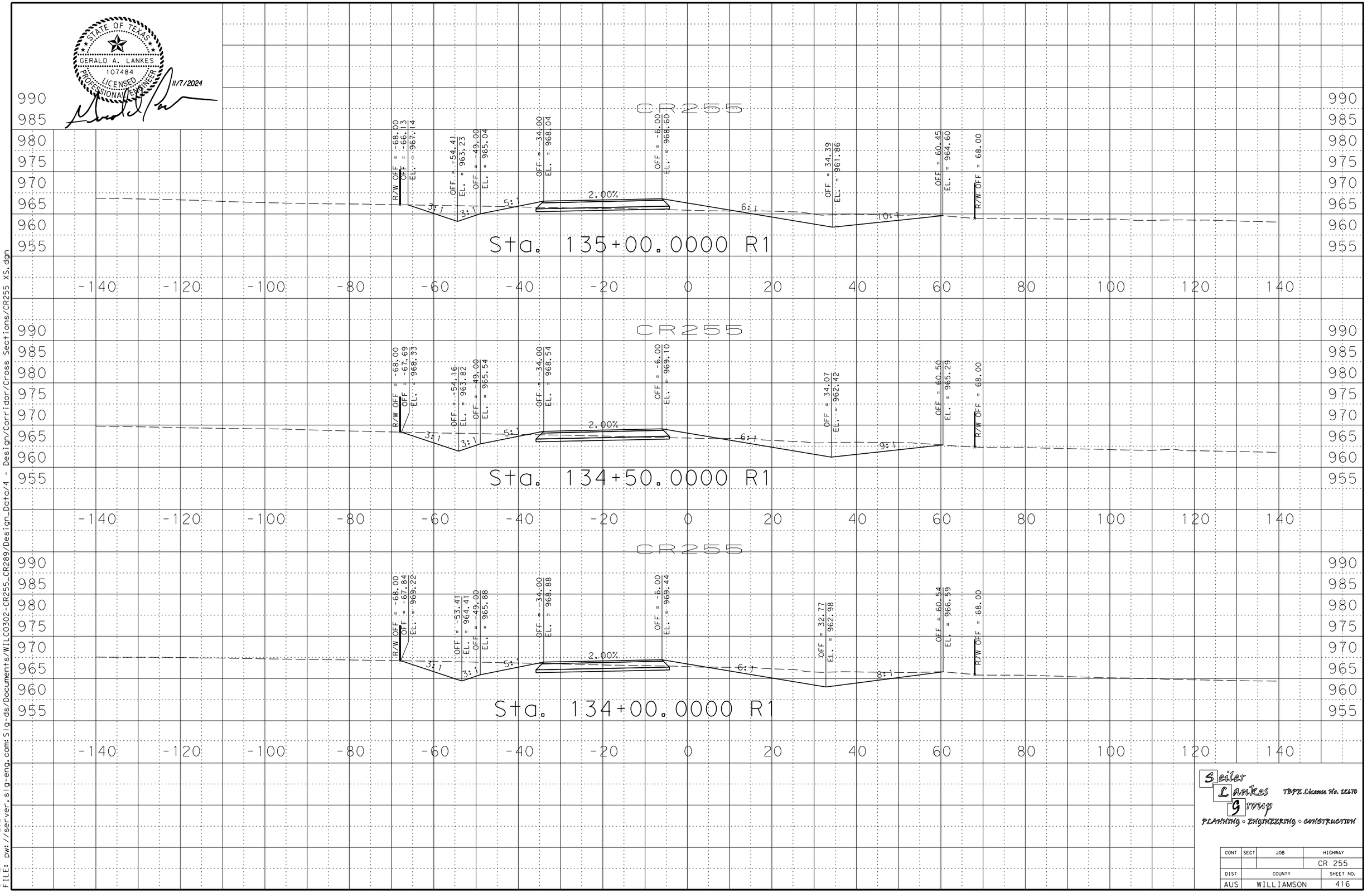


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		415

DATE: 11/7/2024 12:58
FILE: pw://server.slg-eng.com:Slg-ds/Documents/WILC0302-CR255_CR289/Design_Data/4 - Design/Corridor/Cross Sections/CR255 XS.dgn

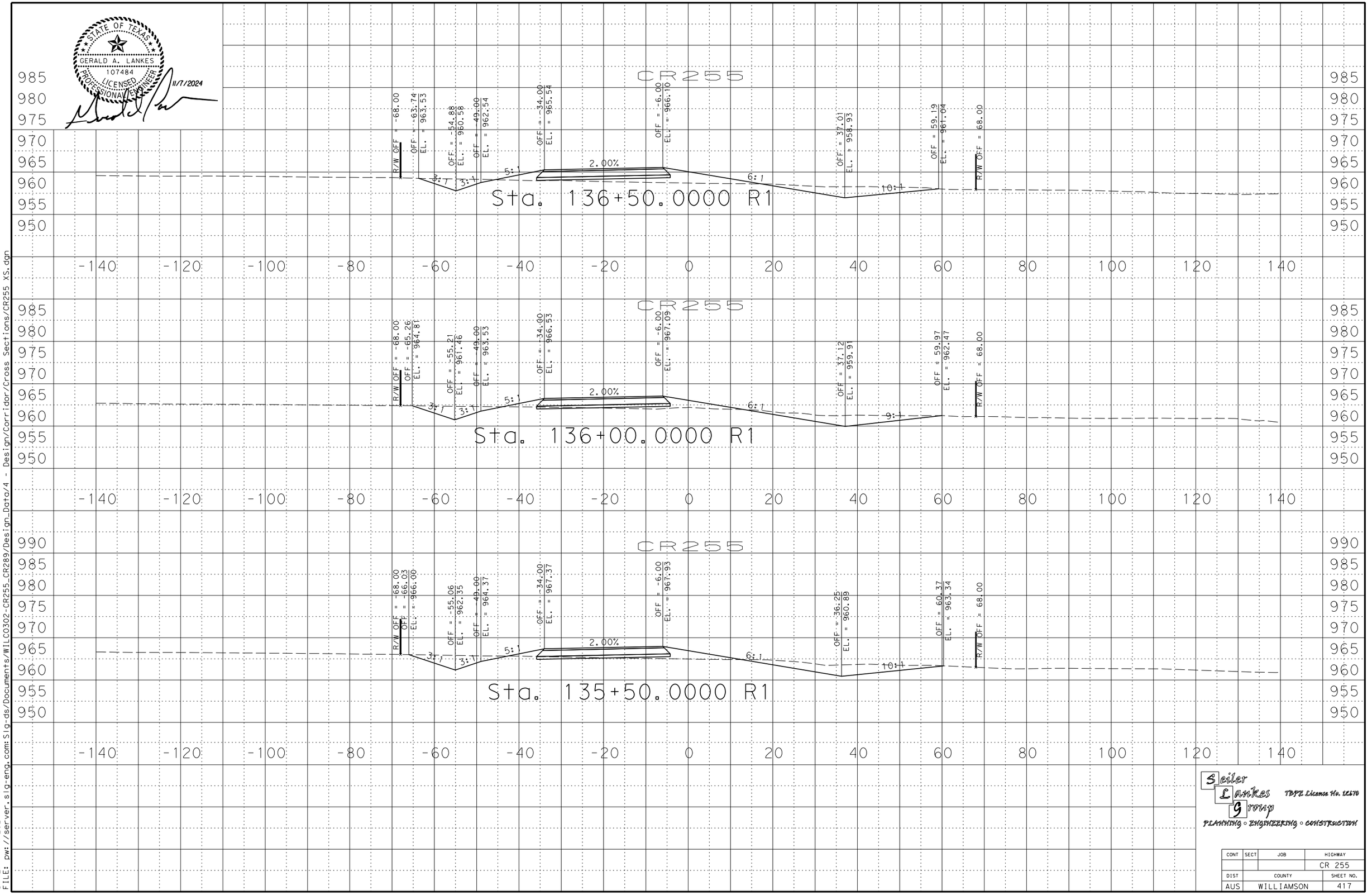
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		416

DATE: 11/7/2024 12:58
FILE: pw://server.slg-eng.com:Slg-ds/Documents/WILC0302-CR255_CR289/Design_Data/4 - Design/Corridor/Cross Sections/CR255 XS.dgn



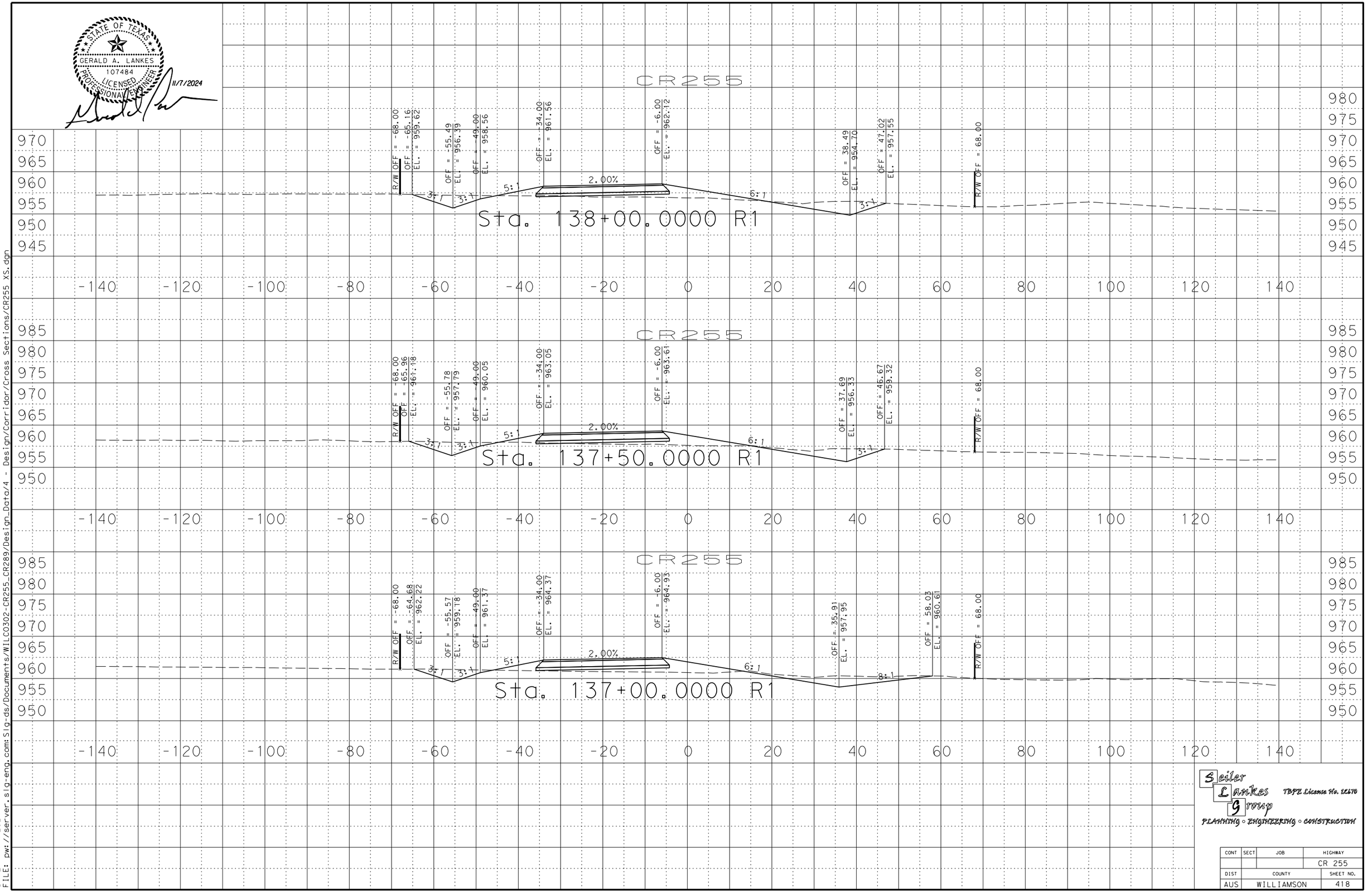
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		417

DATE: 11/7/2024 12:58
FILE: pw://server.slg-eng.com:Slg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Corridor/Cross Sections/CR255 XS.dgn

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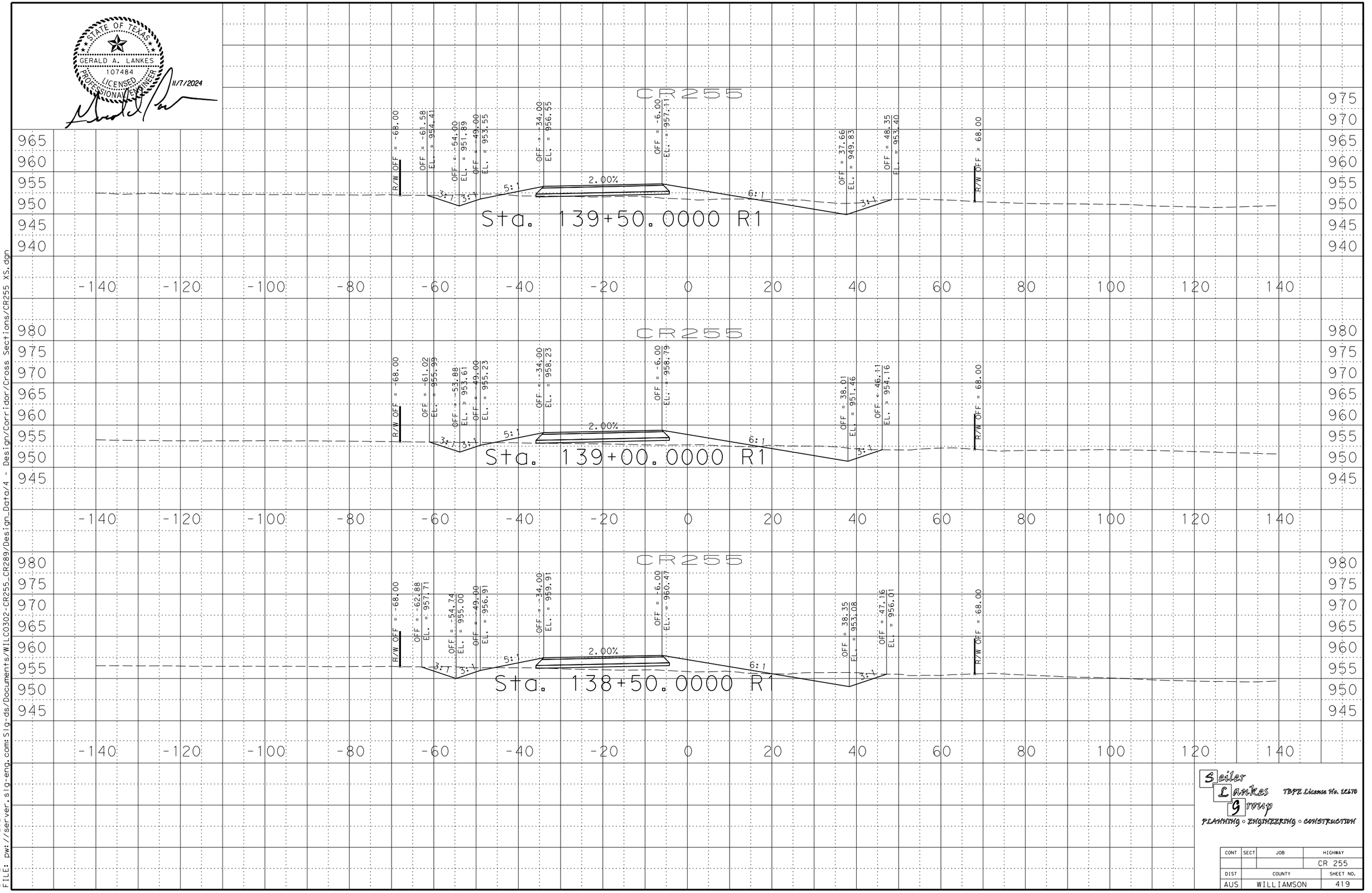


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		418

DATE: 11/7/2024 12:58
FILE: pw://server.slg-eng.com:Slg-ds/Documents/WILC0302-CR255_CR289/Design_Data/4 - Design/Corridor/Cross Sections/CR255 XS.dgn

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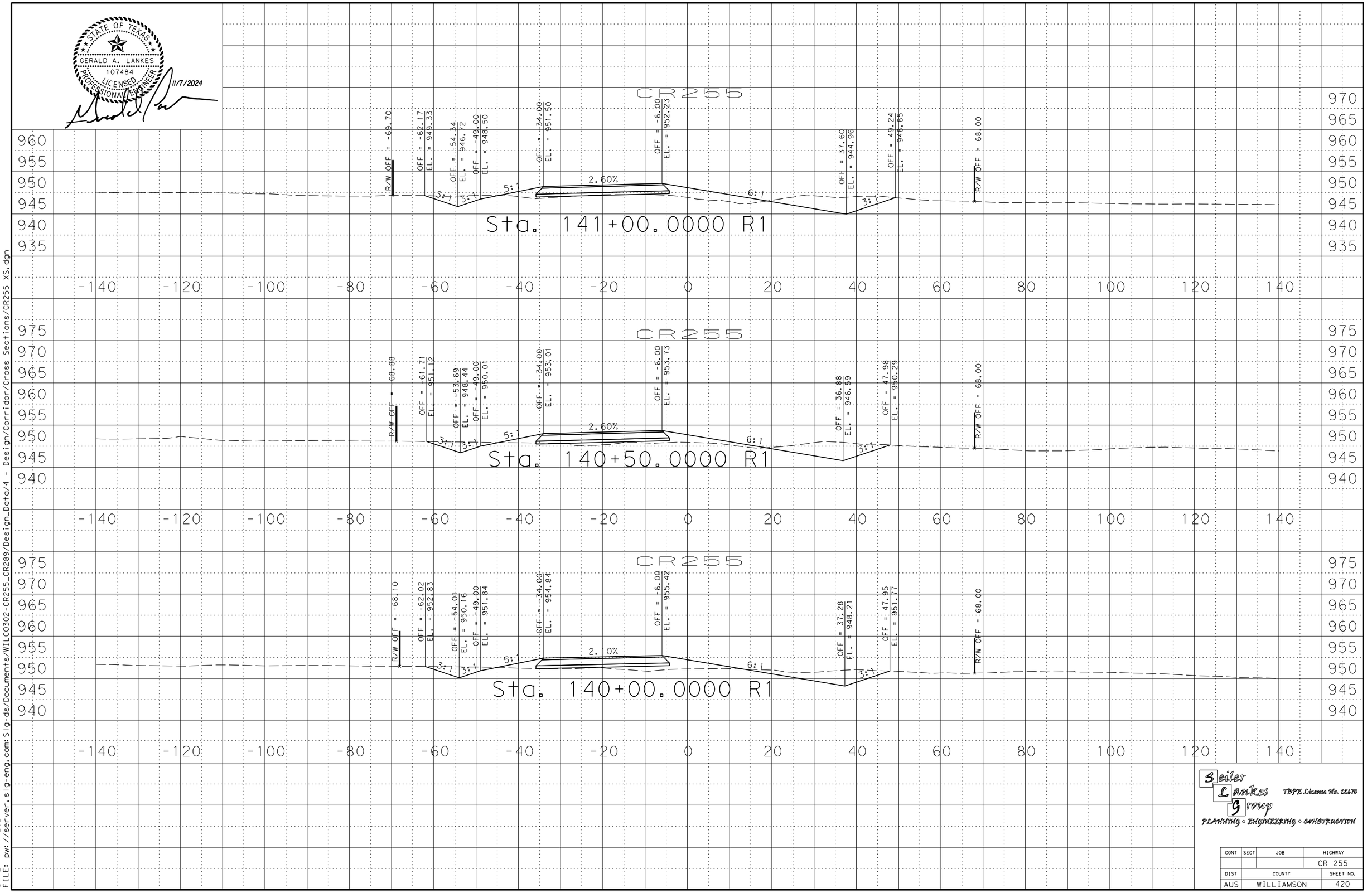


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		419

DATE: 11/7/2024 12:58
FILE: pw://server.slg-eng.com:Slg-ds/Documents/WILC0302-CR255_CR289/Design_Data/4 - Design/Corridor/Cross Sections/CR255 XS.dgn

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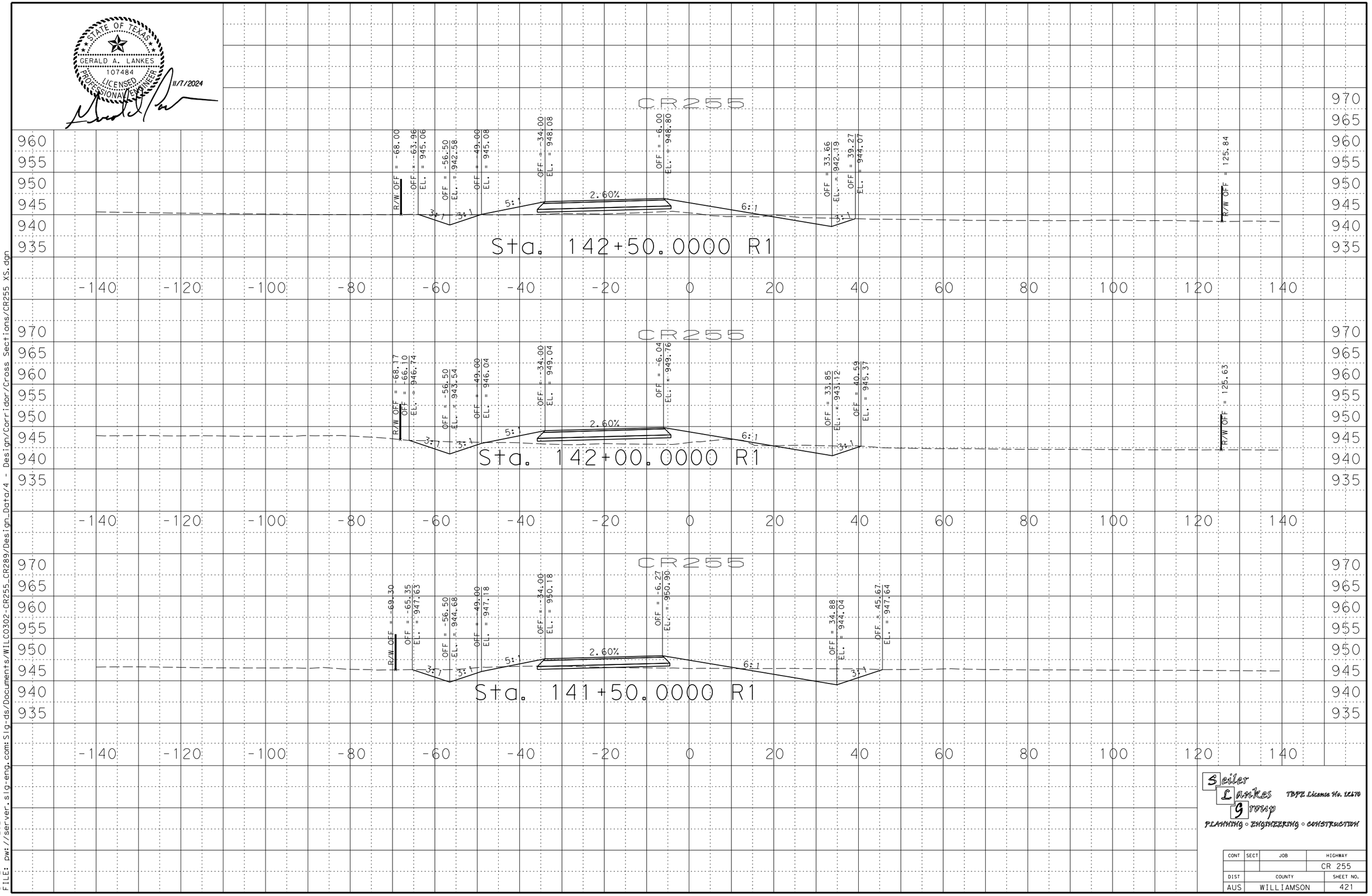


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		420

DATE: 11/7/2024 12:58
FILE: pw://server.slg-eng.com:Slg-ds/Documents/WILC0302-CR255_CR289/Design_Data/4 - Design/Corridor/Cross Sections/CR255 XS.dgn

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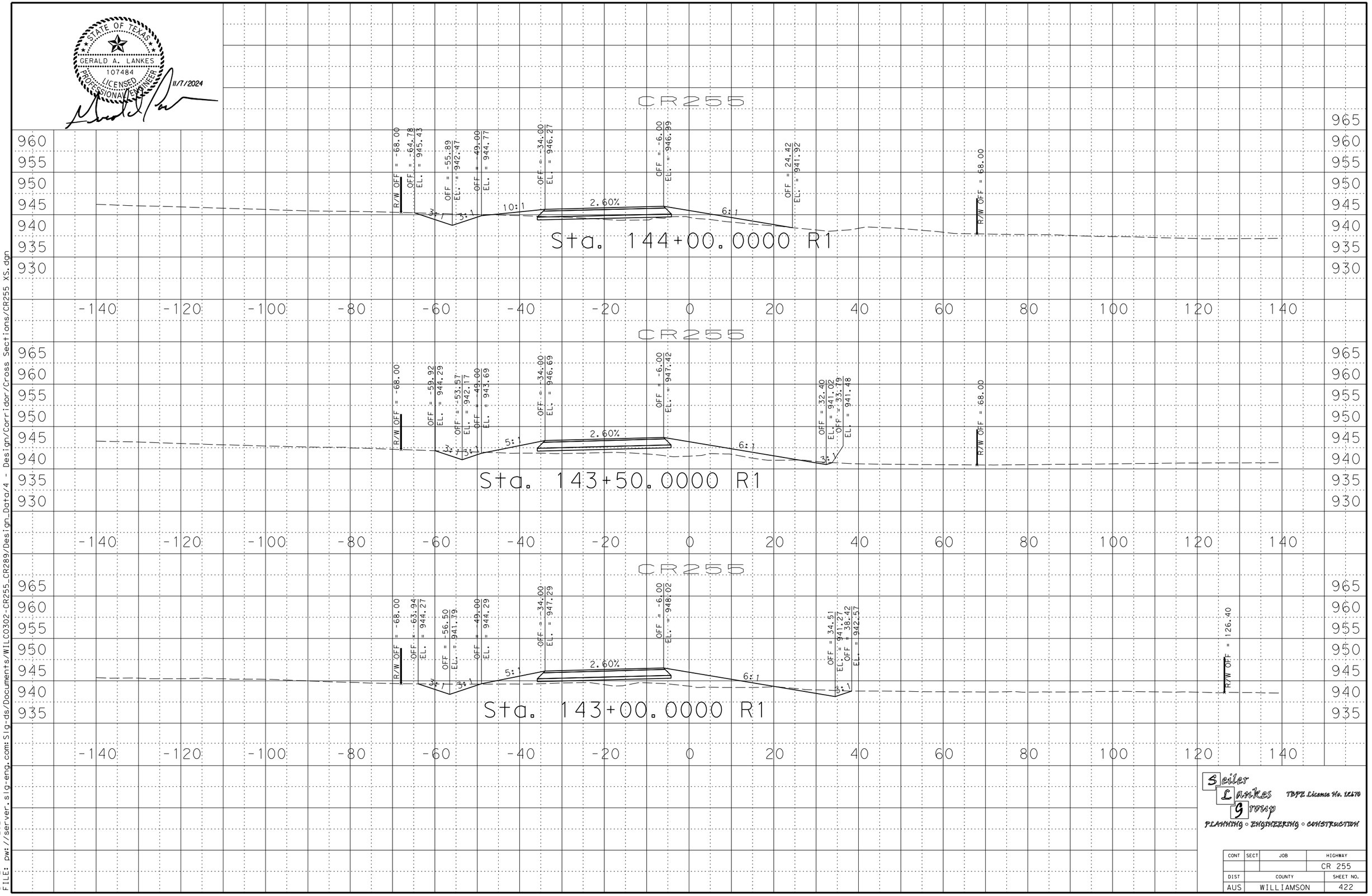


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		421

DATE: 11/7/2024 12:58
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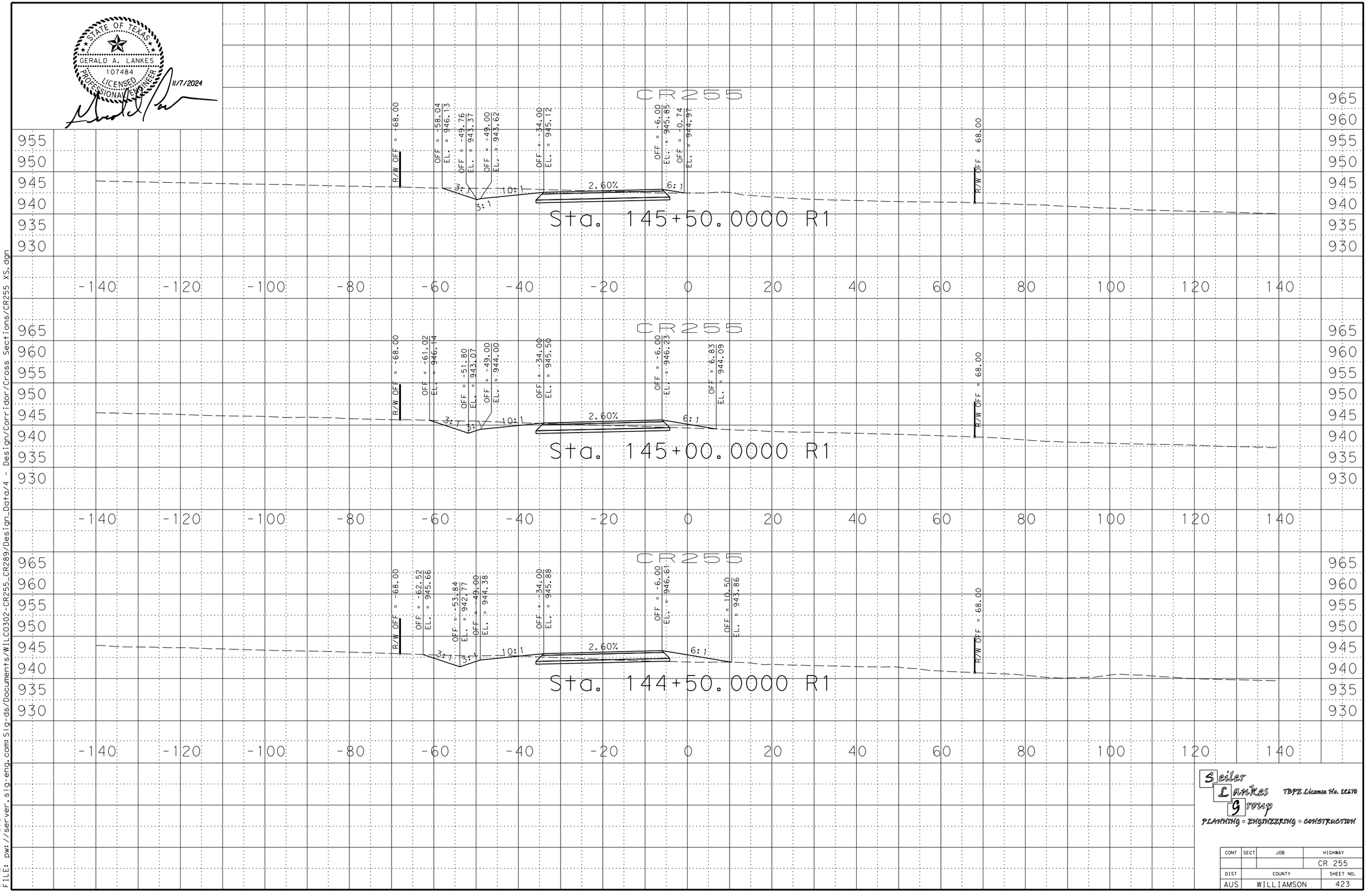


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		422

DATE: 11/7/2024 12:58
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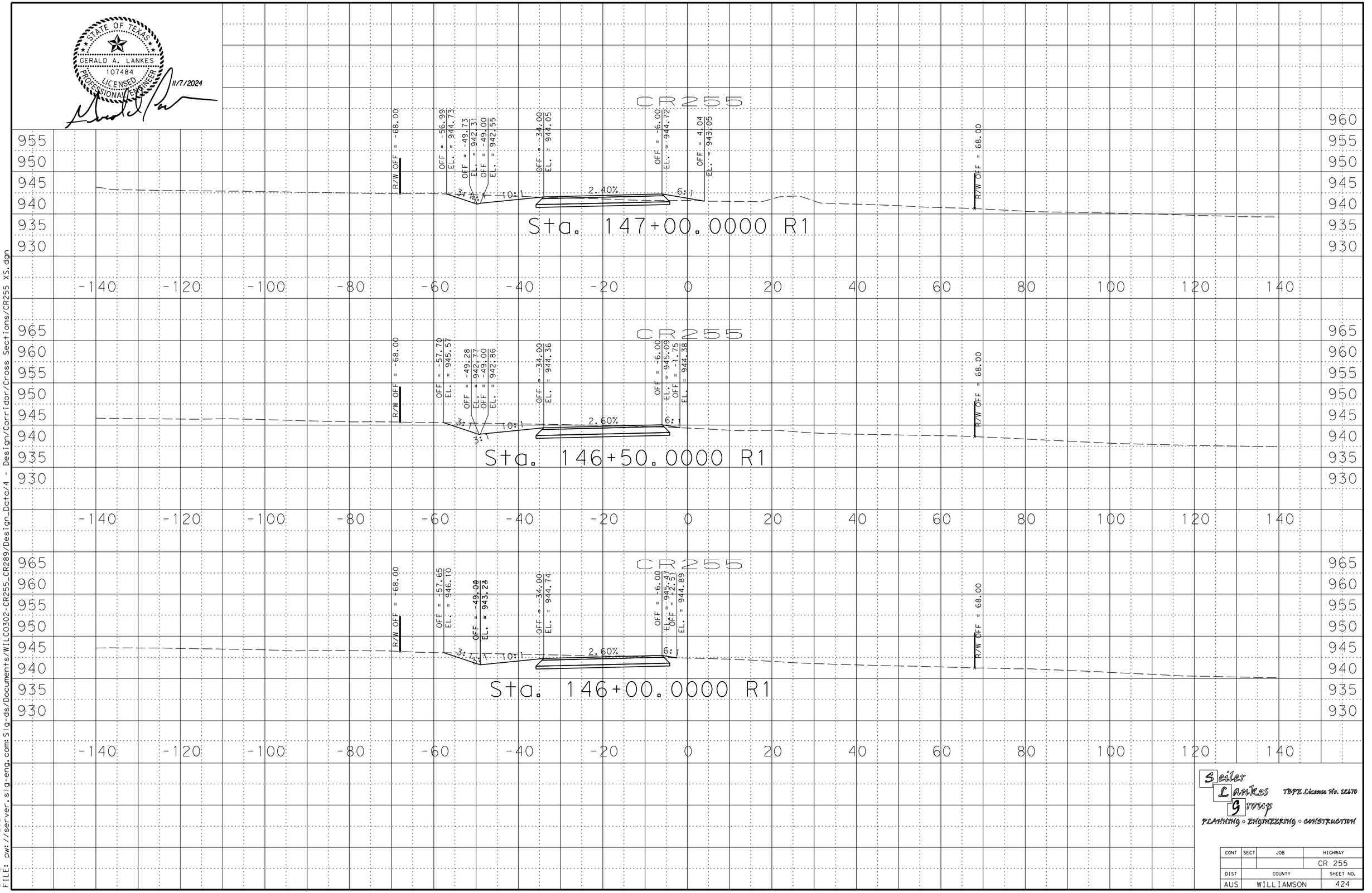


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		423

DATE: 11/7/2024 12:58
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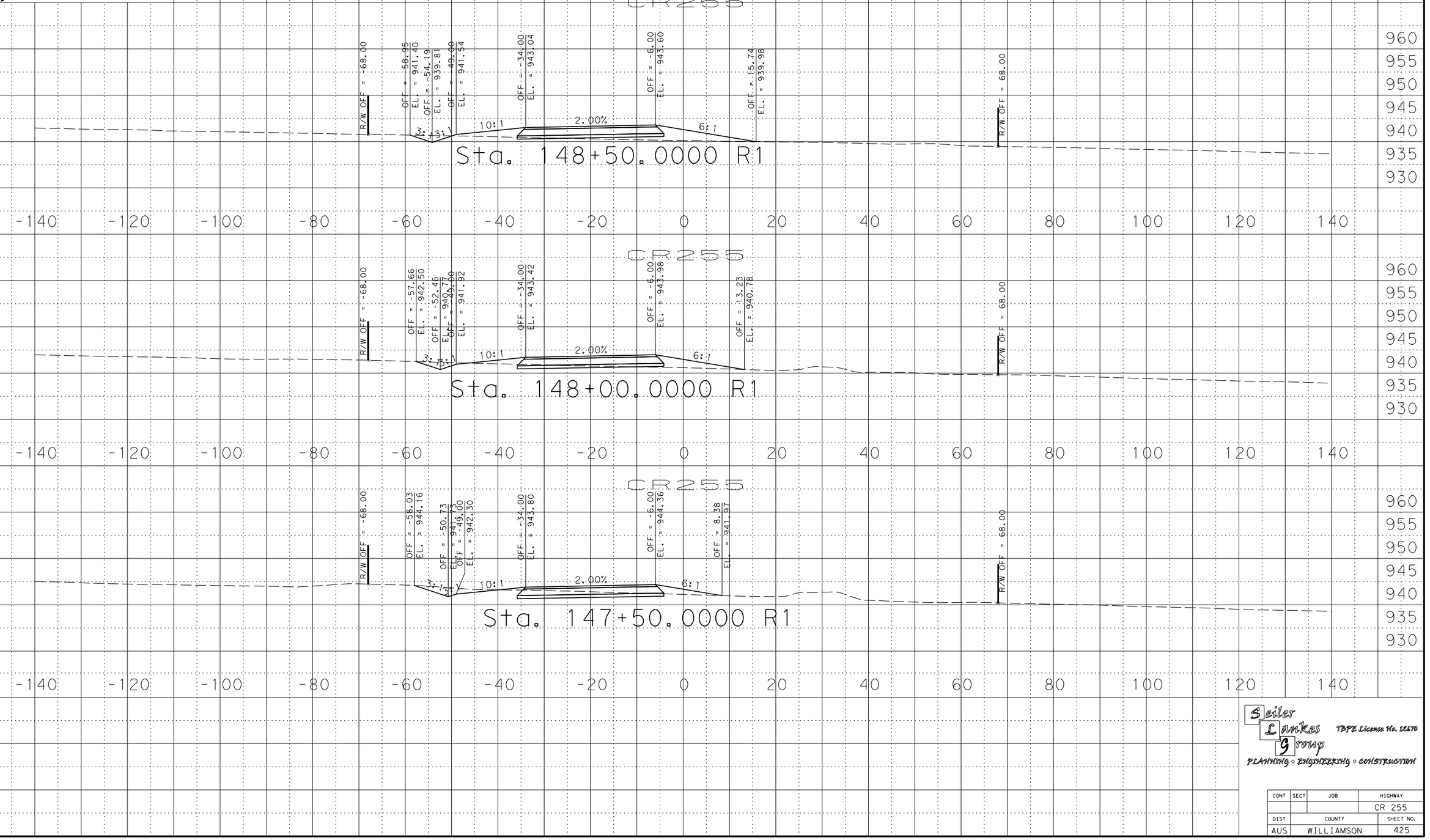
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		424



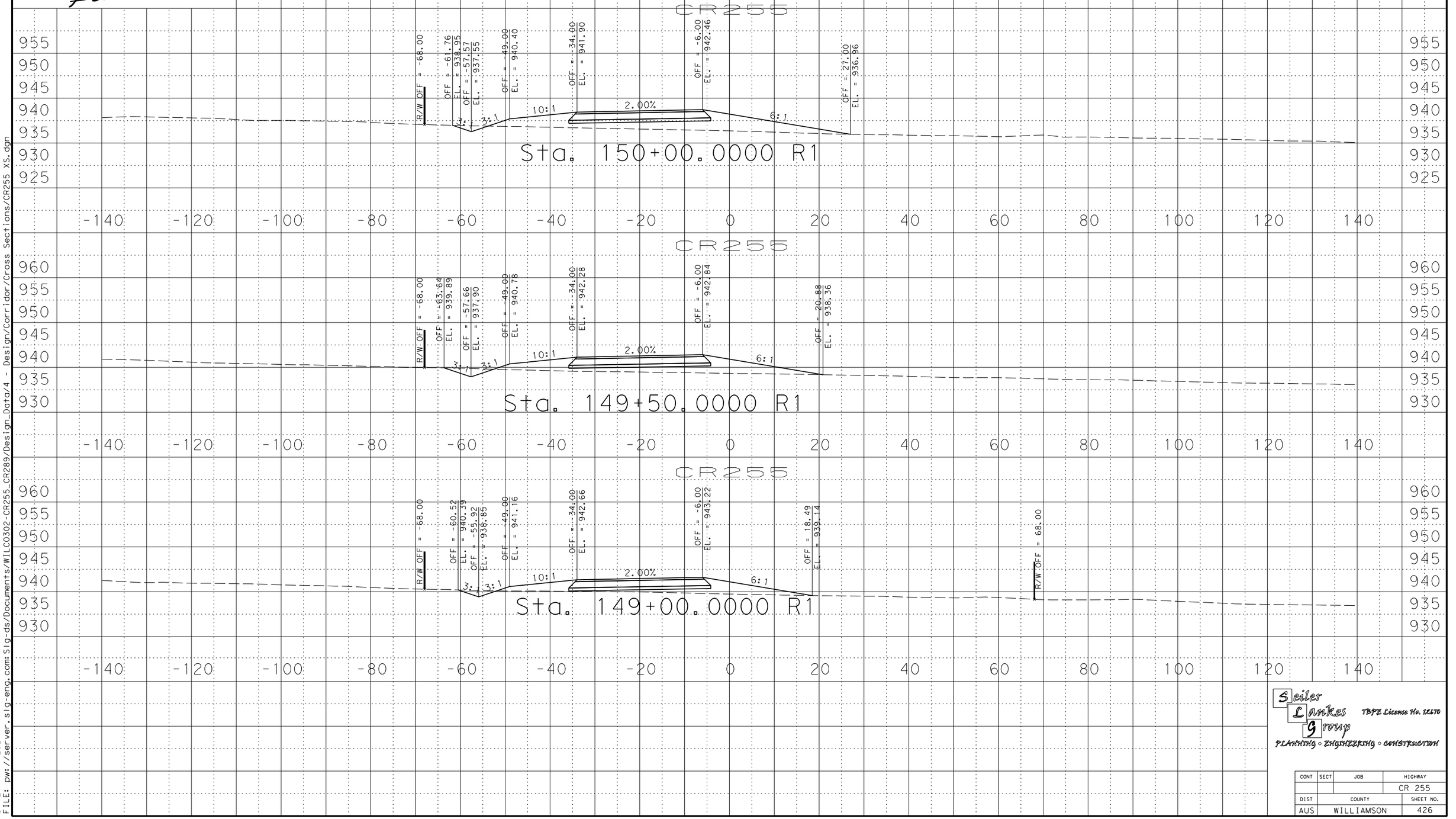
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		425

DATE: 11/7/2024 12:58
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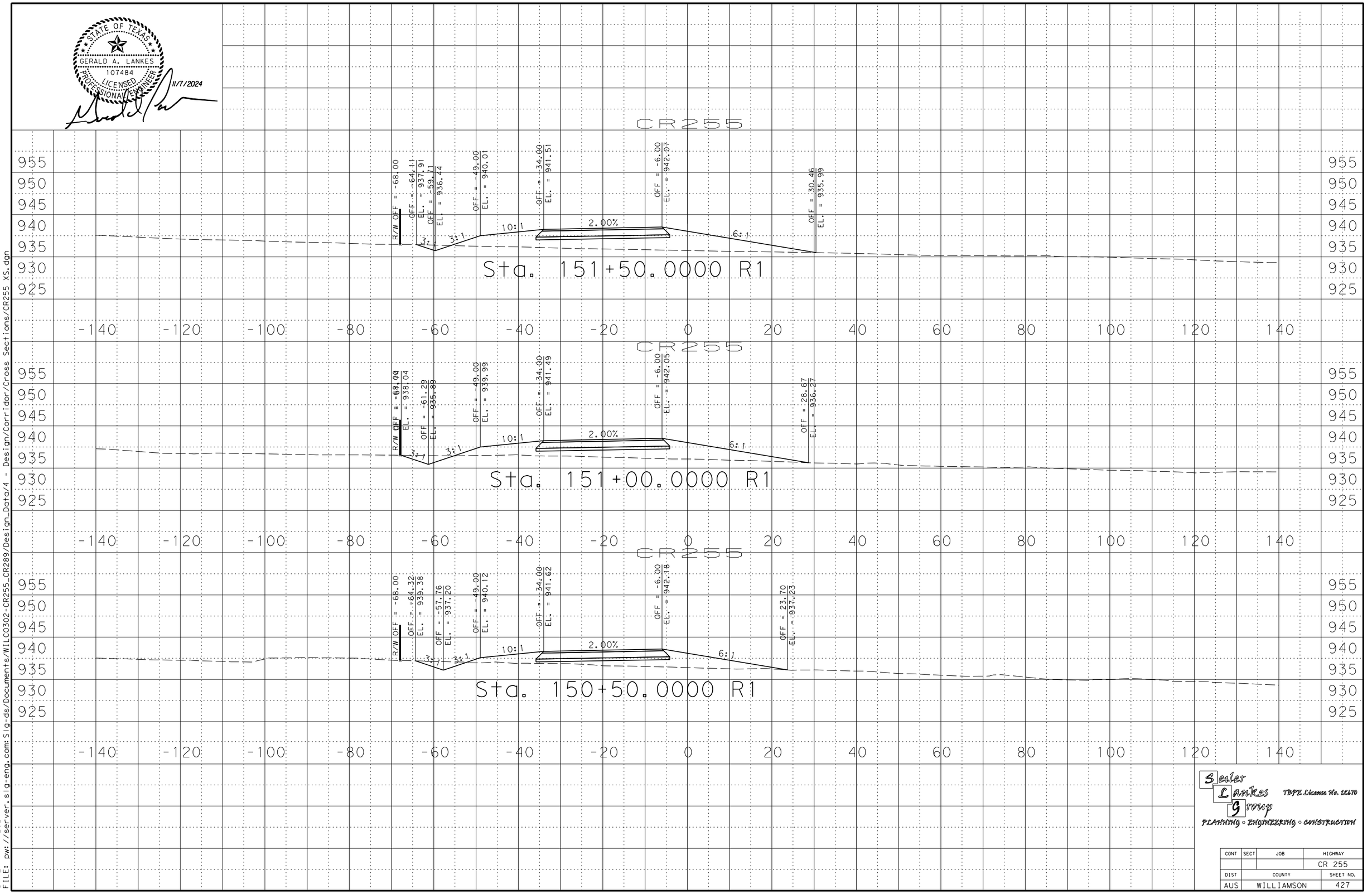


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		426

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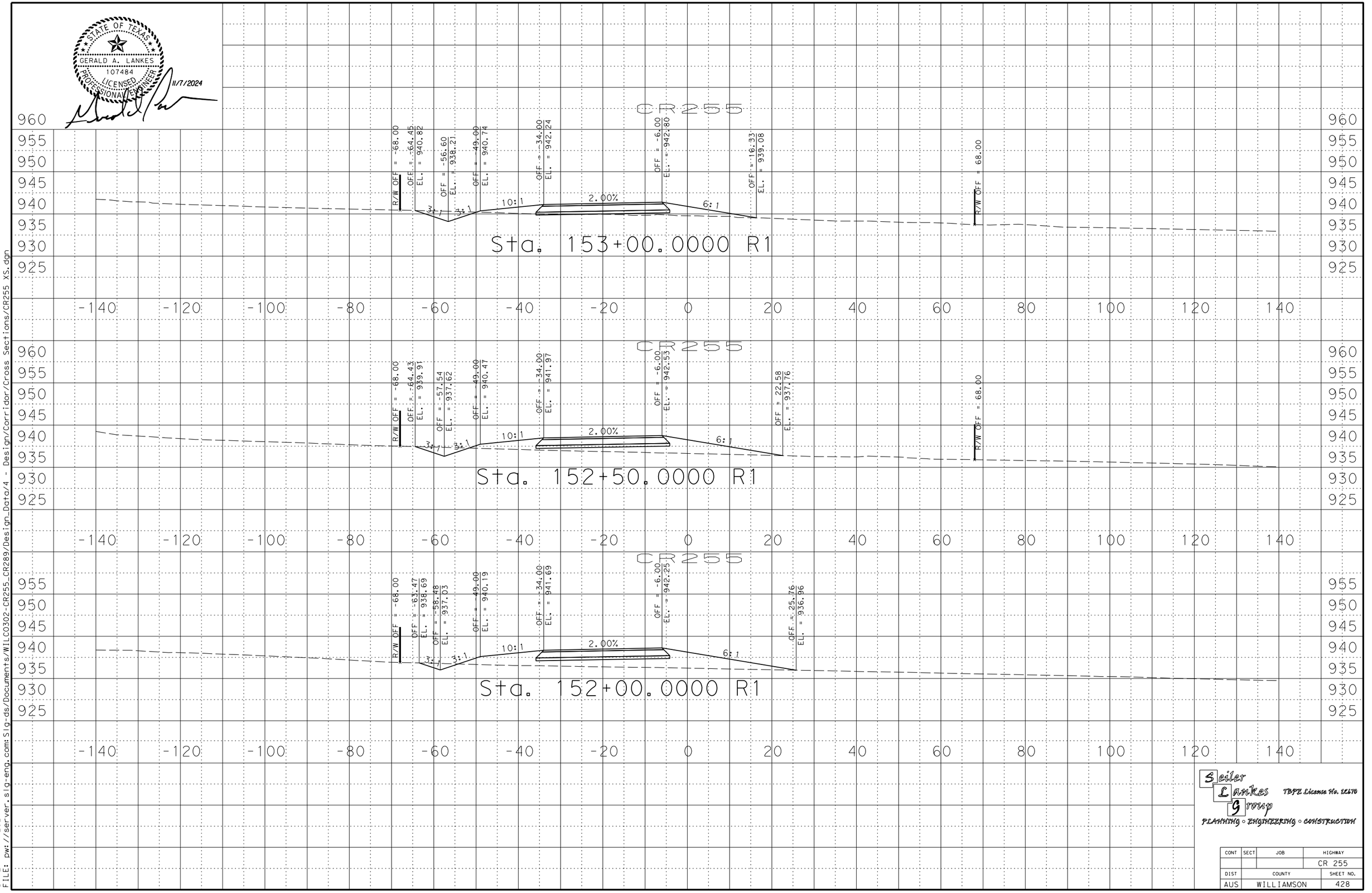


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		427

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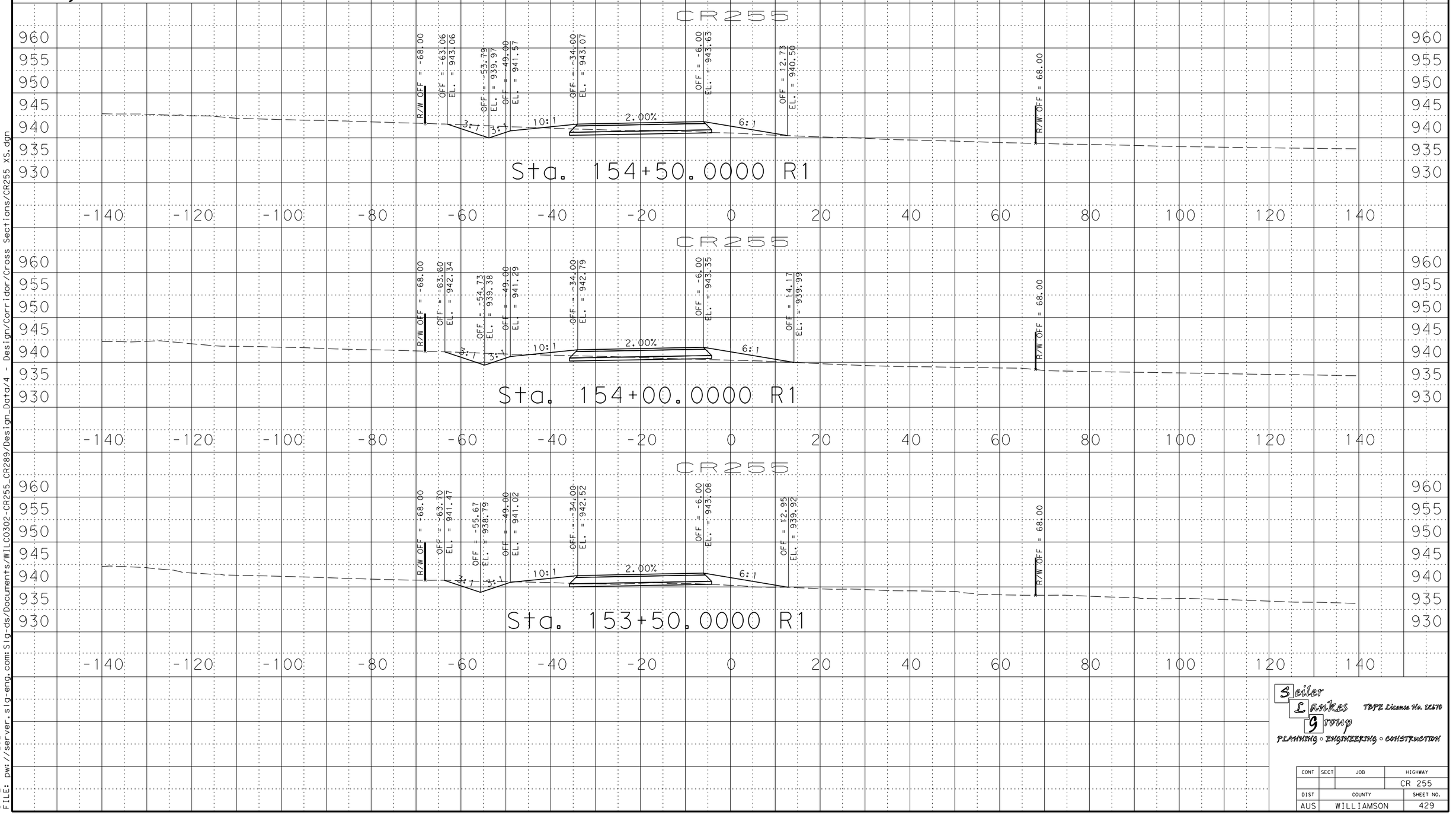


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		428

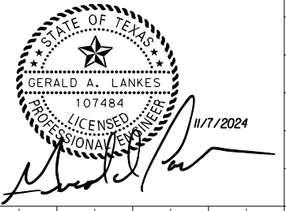
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STATE OF TEXAS
11/7/2024

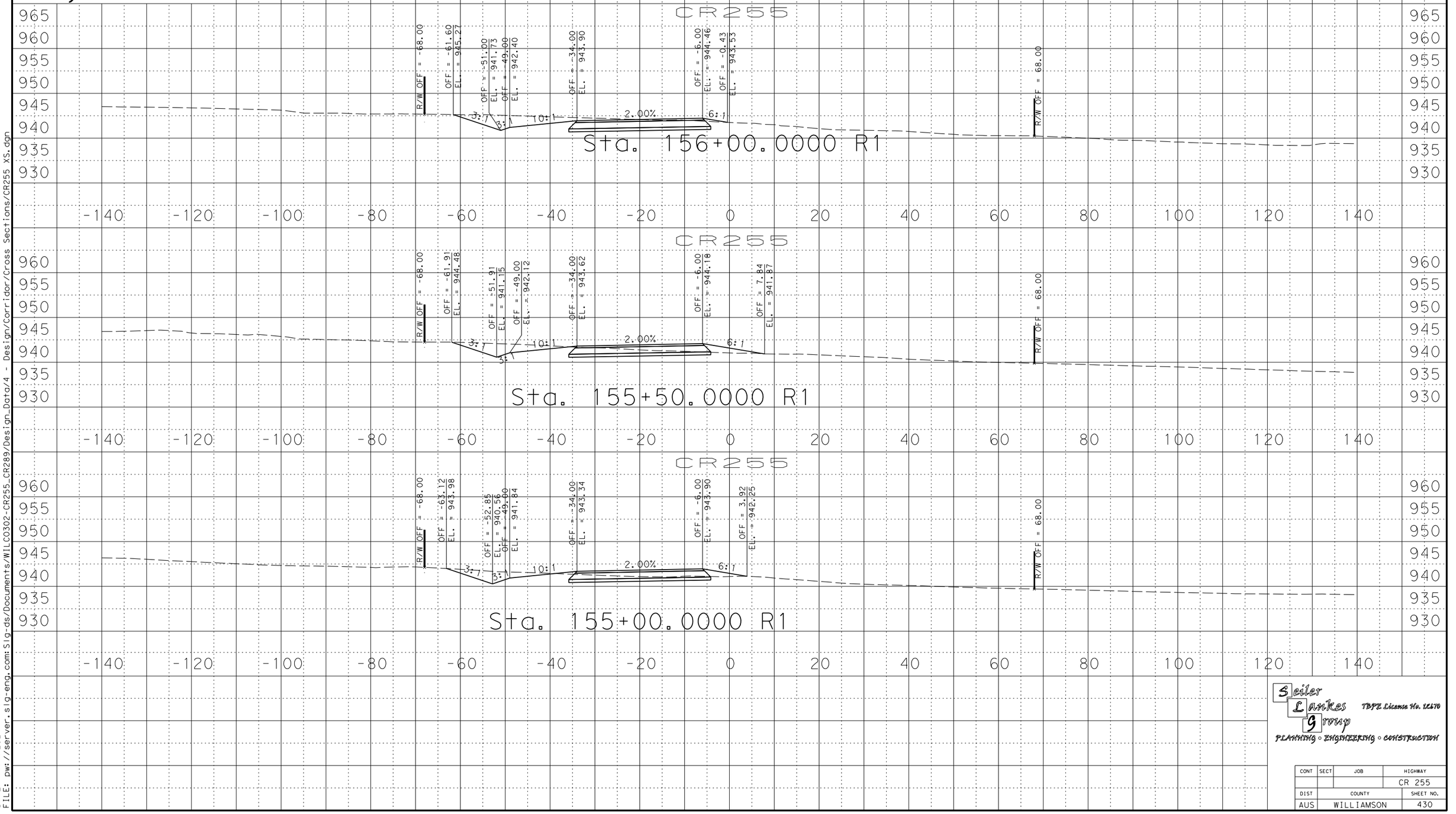


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		429

DATE: 11/7/2024 12:58
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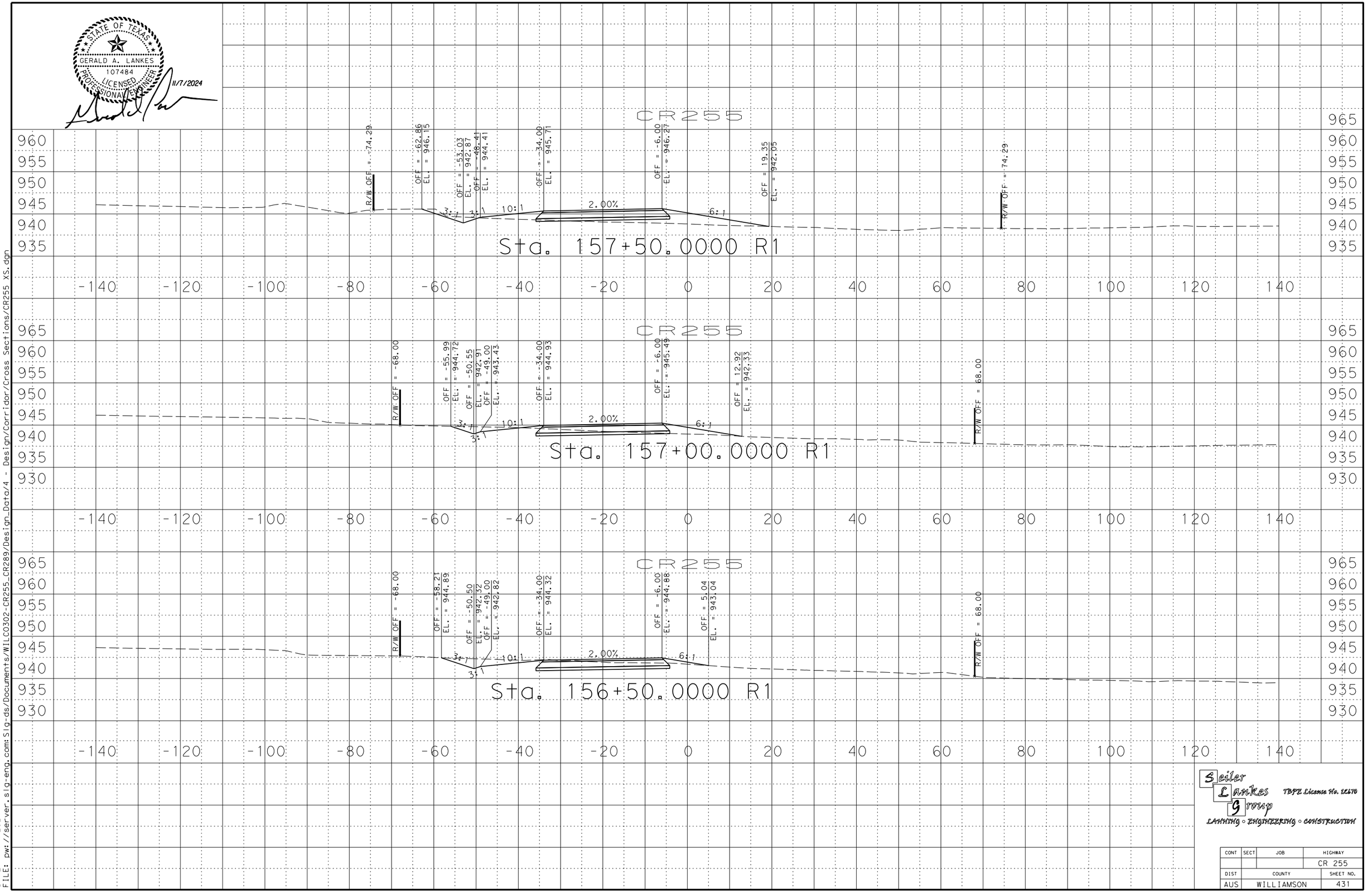


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		430

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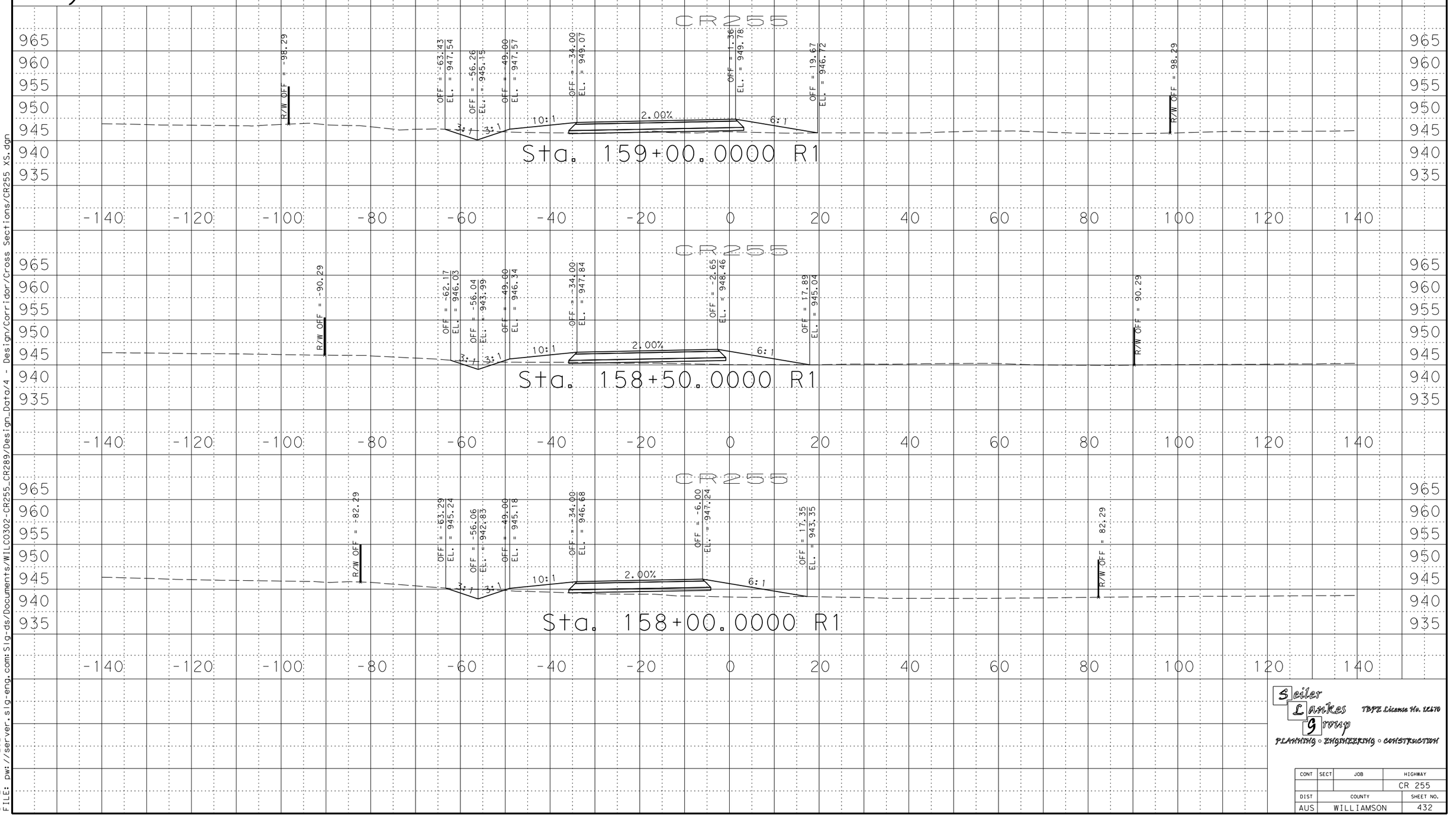


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		431

DATE: 11/7/2024 12:58
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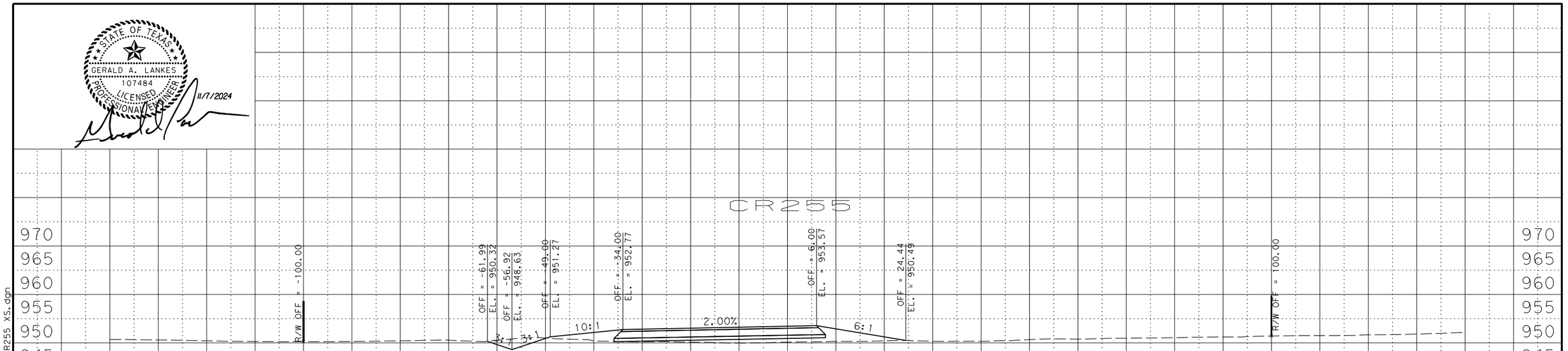


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		432

DATE: 11/7/2024 12:58
FILE: pw://server.slg-eng.com:Slg-ds/Documents/WILC0302-CR255_CR289/Design_Data/4 - Design/Corridor/Cross Sections/CR255 XS.dgn

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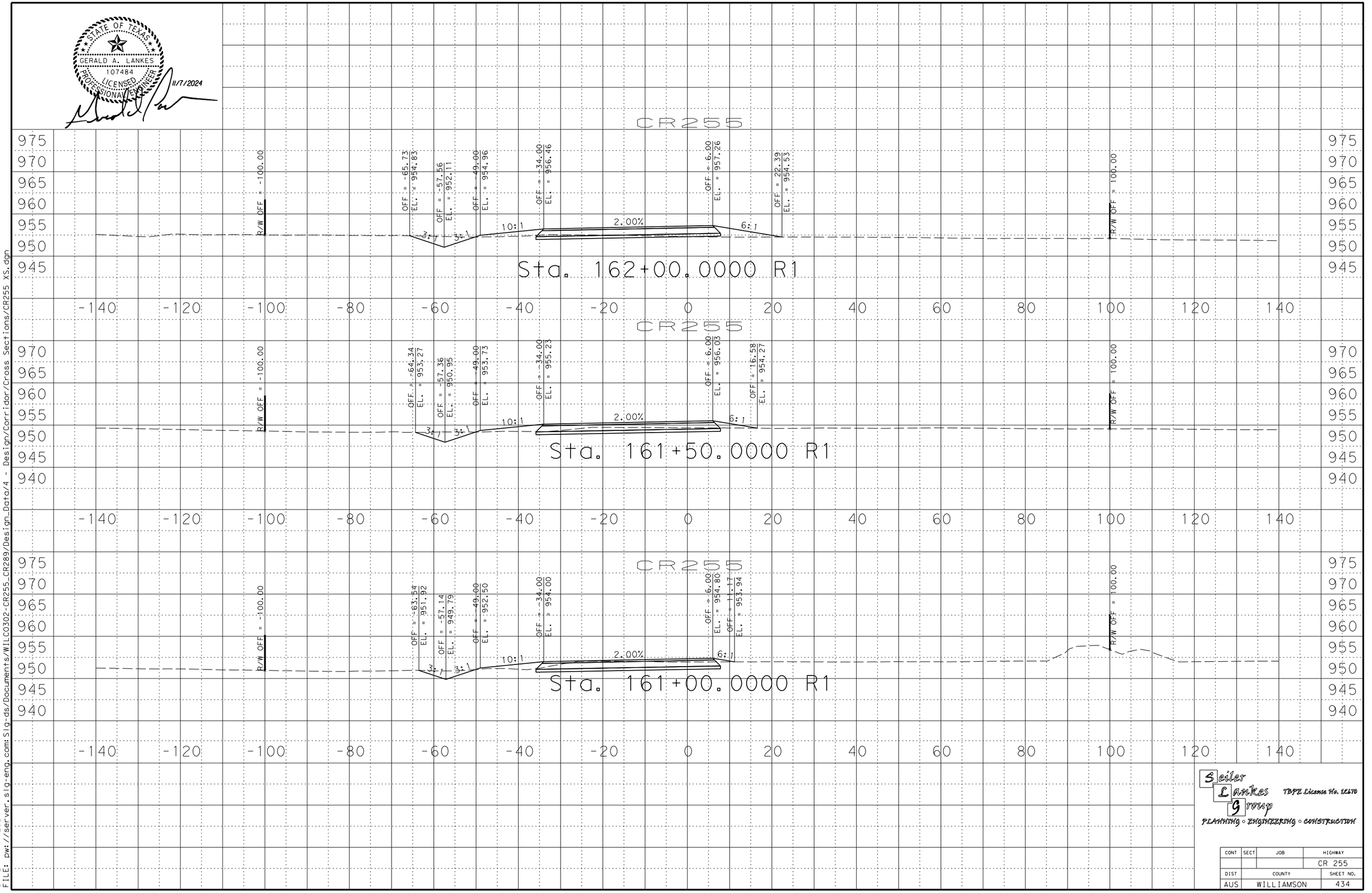


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		433

DATE: 11/7/2024 12:58
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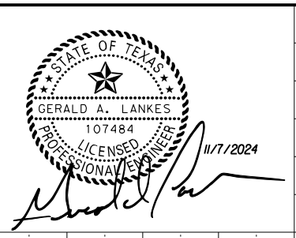
STATE OF TEXAS
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PROFESSIONAL ENGINEER
11/7/2024

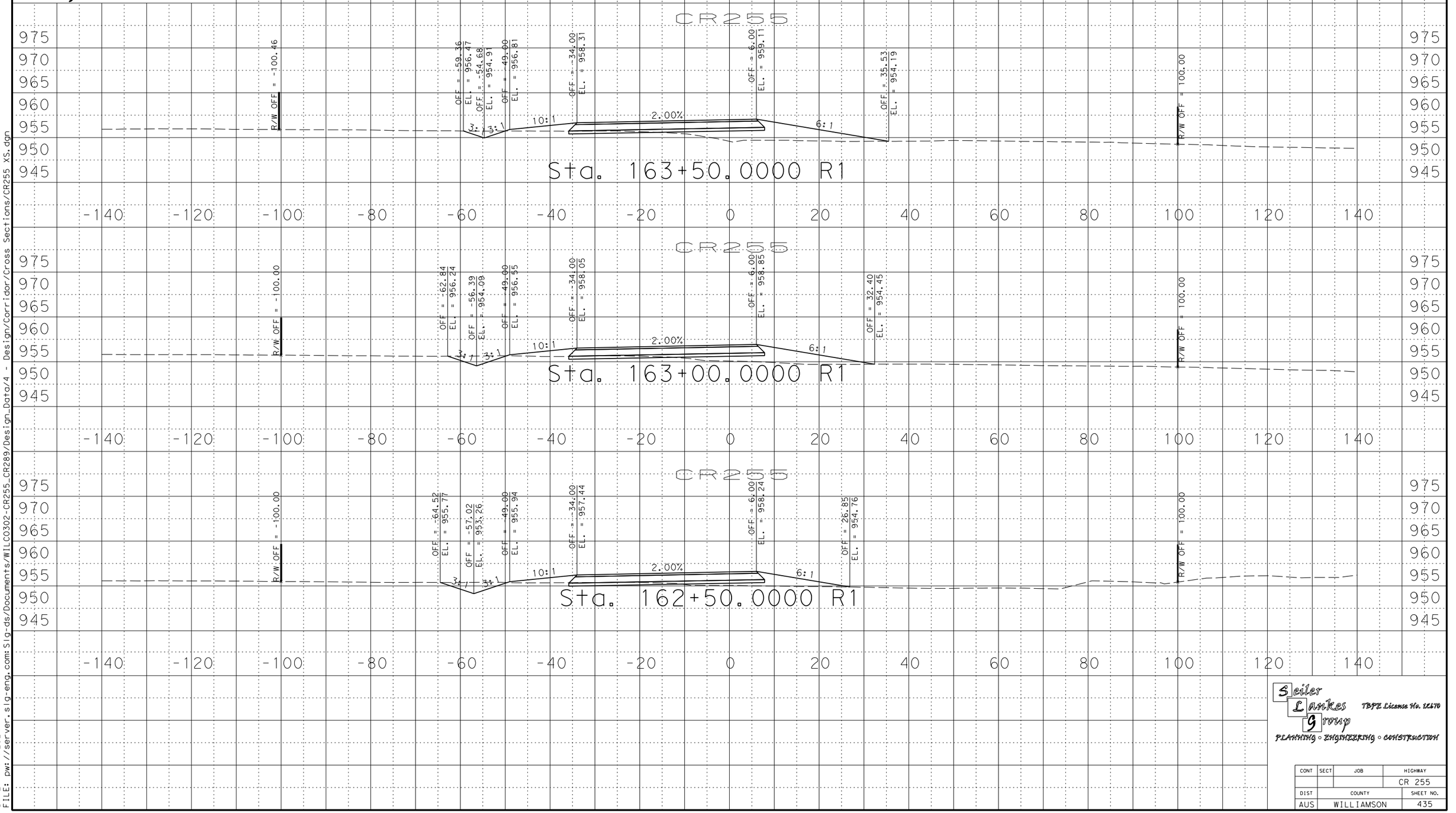


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		434

DATE: 11/7/2024 12:58
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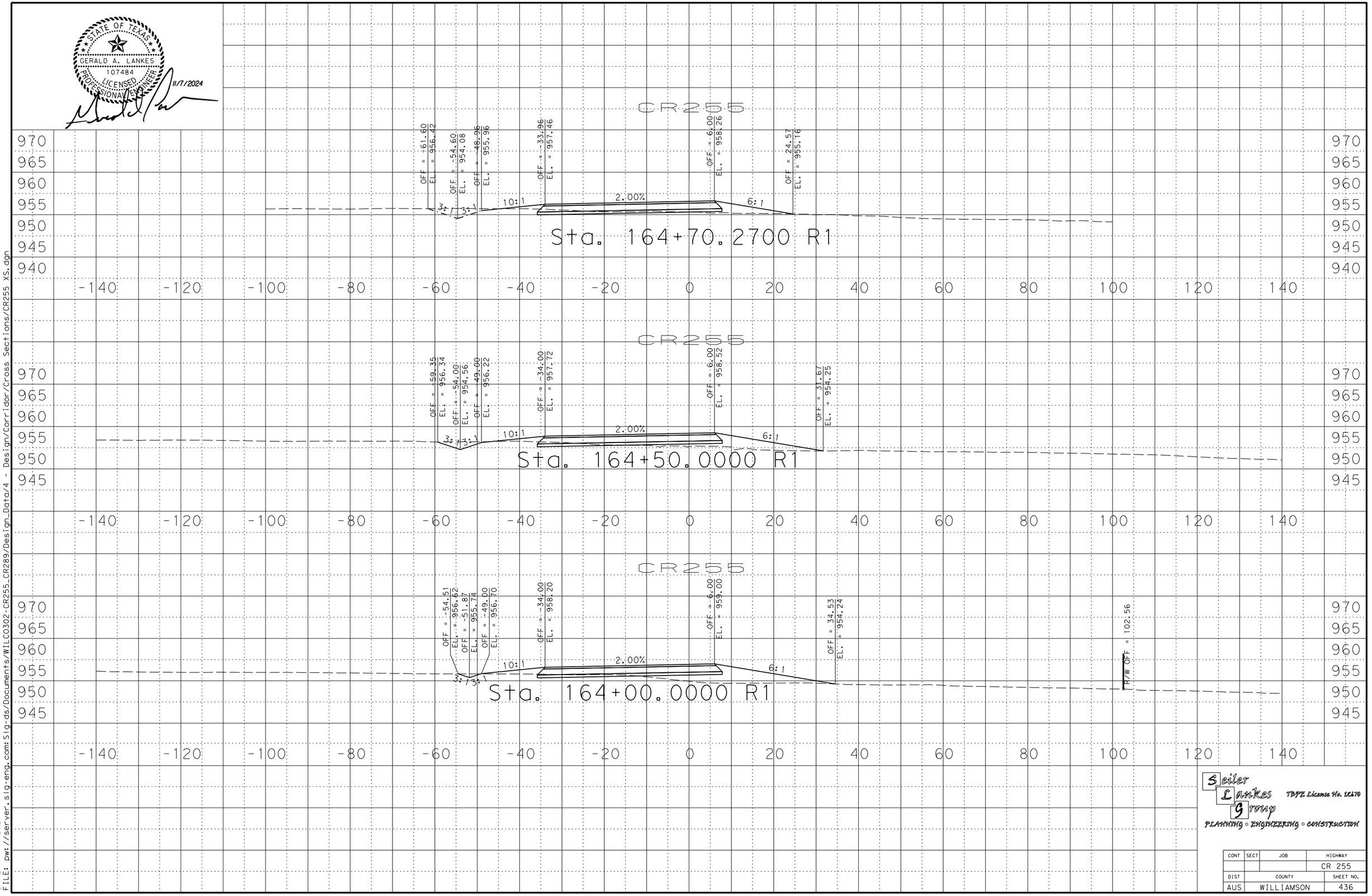


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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		435

DATE: 11/7/2024 12:58
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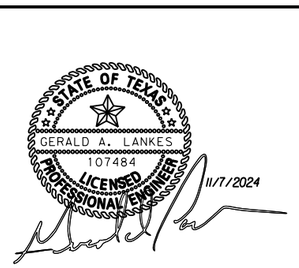
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		436

DATE: 11/7/2024 12:58
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DN: | CK: | DW: | CK:

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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		437

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CR289

R/W OFF = -77.48'

OFF = -31.59
EL. = 948.50

OFF = -25.66
EL. = 949.98

OFF = -0.00
EL. = 949.76

OFF = 47.76
EL. = 948.84

OFF = 61.50
EL. = 945.41

4:1 | 0.87% | -1.92% | 4:1

Sta. 13+50.0000 R1

CR289

R/W OFF = -92.5'

OFF = -25.73
EL. = 948.43

OFF = -17.84
EL. = 950.41

OFF = -0.00
EL. = 950.76

OFF = 14.42
EL. = 950.47

OFF = 44.94
EL. = 945.39

4:1 | -2.00% | -2.00% | 6:1

Sta. 13+00.0000 R1

CR289

R/W OFF = -107.53'

OFF = -26.89
EL. = 946.50

OFF = -14.00
EL. = 949.73

OFF = -0.00
EL. = 950.01

OFF = 14.00
EL. = 949.73

OFF = 41.69
EL. = 945.11

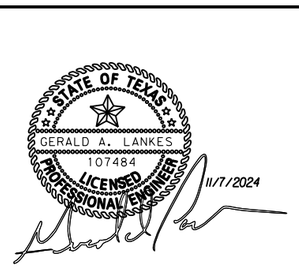
3:1 | 4:1 | -2.00% | -2.00% | 6:1

Sta. 12+50.0000 R1

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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		438

DATE: 11/7/2024 12:58
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		439

DATE: 11/7/2024 12:58
FILE: pw://server.slg-eng.com:Slg-ds/Documents/WILCO302-CR255_CR289/Design_Data/4 - Design/Corridor/Cross Sections/CR289_CORRIDOR.dgn

STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/7/2024

CR289

R/W OFF = -26.65
OFF = -16.49
EL. = 948.69
OFF = -9.67
EL. = 950.39
OFF = 0.00
EL. = 950.75
OFF = 11.13
EL. = 950.35
OFF = 12.08
EL. = 950.11
3:1
4:1
-3.72%
-3.65%
4:1
3:1

Sta. 16+00.0000 R1

CR289

R/W OFF = -32.85
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EL. = 947.24
OFF = -11.57
EL. = 949.29
OFF = -0.00
EL. = 949.52
OFF = 14.04
EL. = 949.24
OFF = 23.82
EL. = 946.79
R/W OFF = 32.23
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4:1
-2.00%
-2.00%
4:1
3:1

Sta. 15+50.0000 R1

970 965 960 955 950 945 940

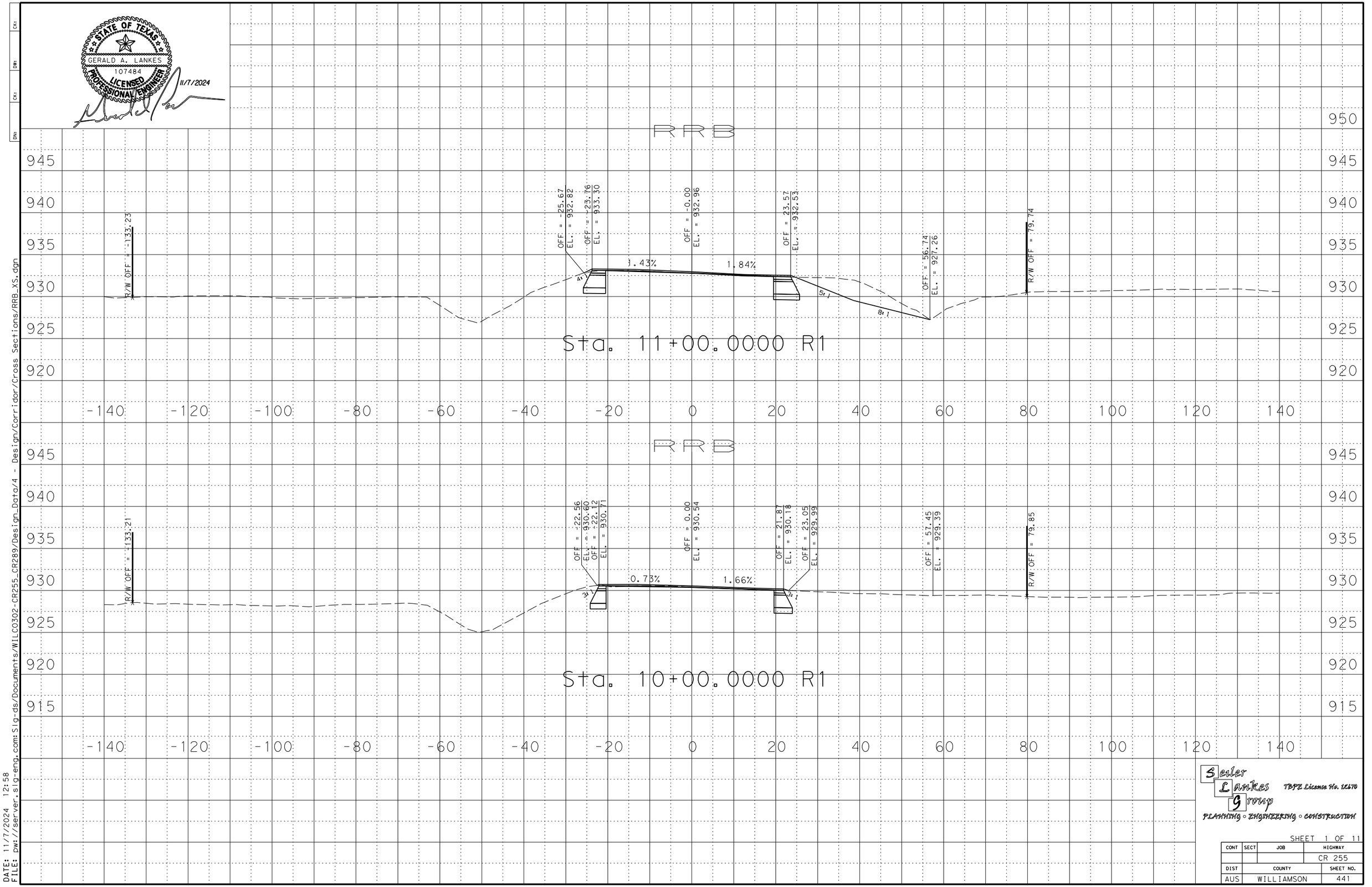
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		440

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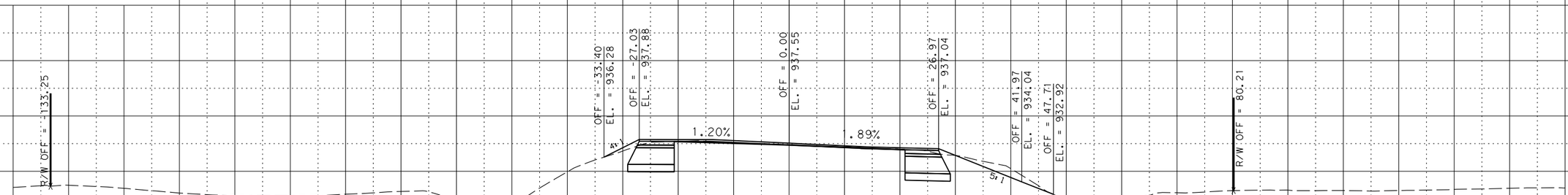
SHEET 1 OF 11

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		441

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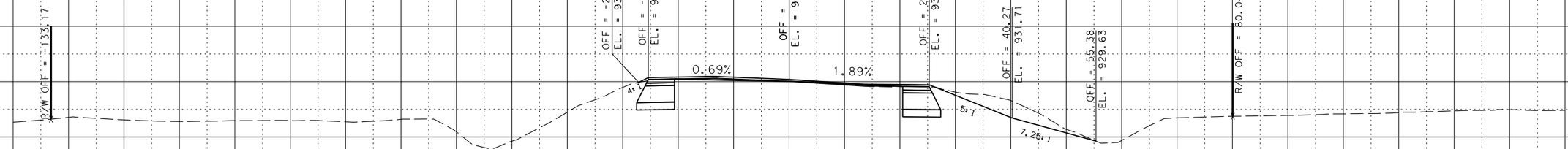
STATE OF TEXAS
GERALD A. LANKES
107484
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11/7/2024

RRB



Sta. 13+00.0000 R1

RRB



Sta. 12+00.0000 R1

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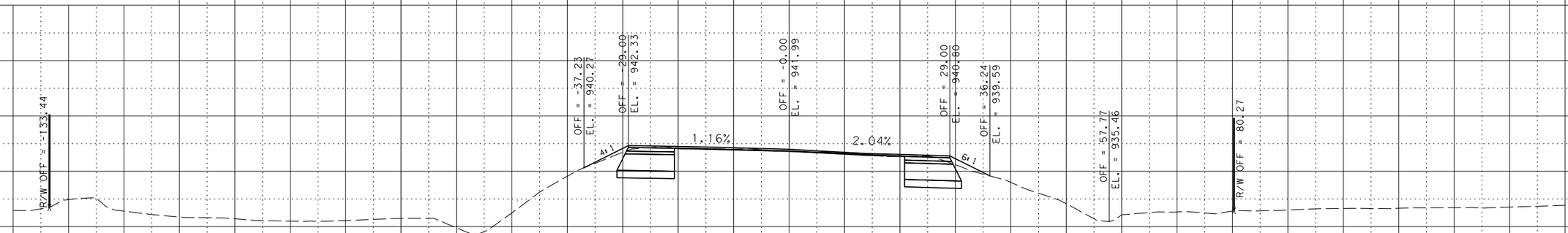
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DIST	COUNTY		SHEET NO.
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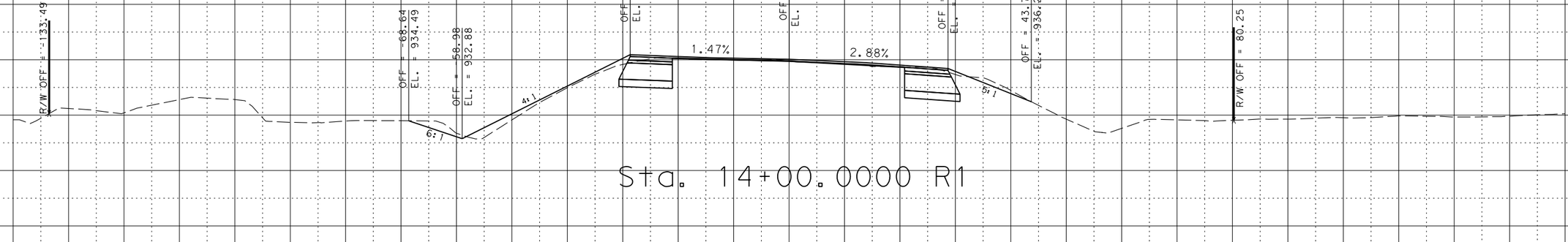
STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/7/2024

RRB



Sta. 15+00.0000 R1

RRB



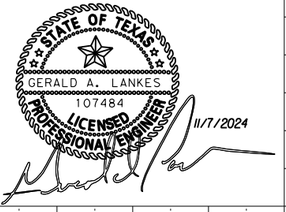
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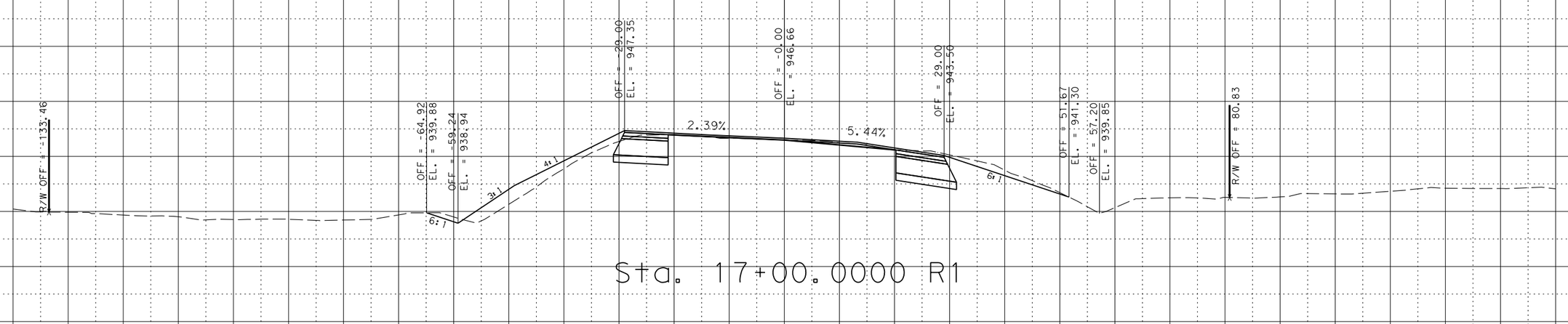
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CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		443

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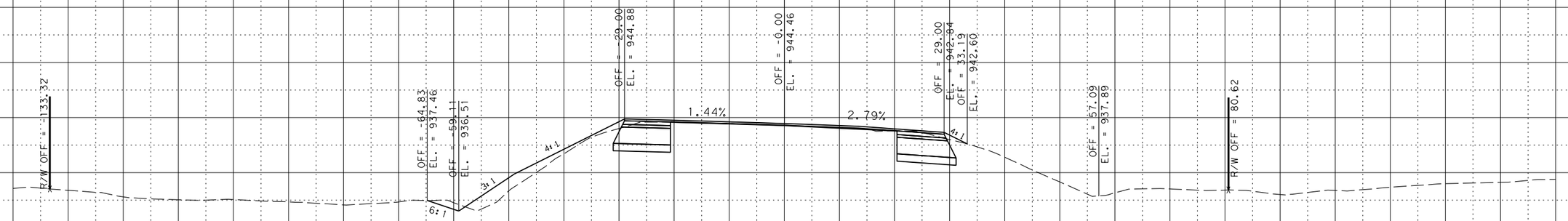


RRB



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RRB



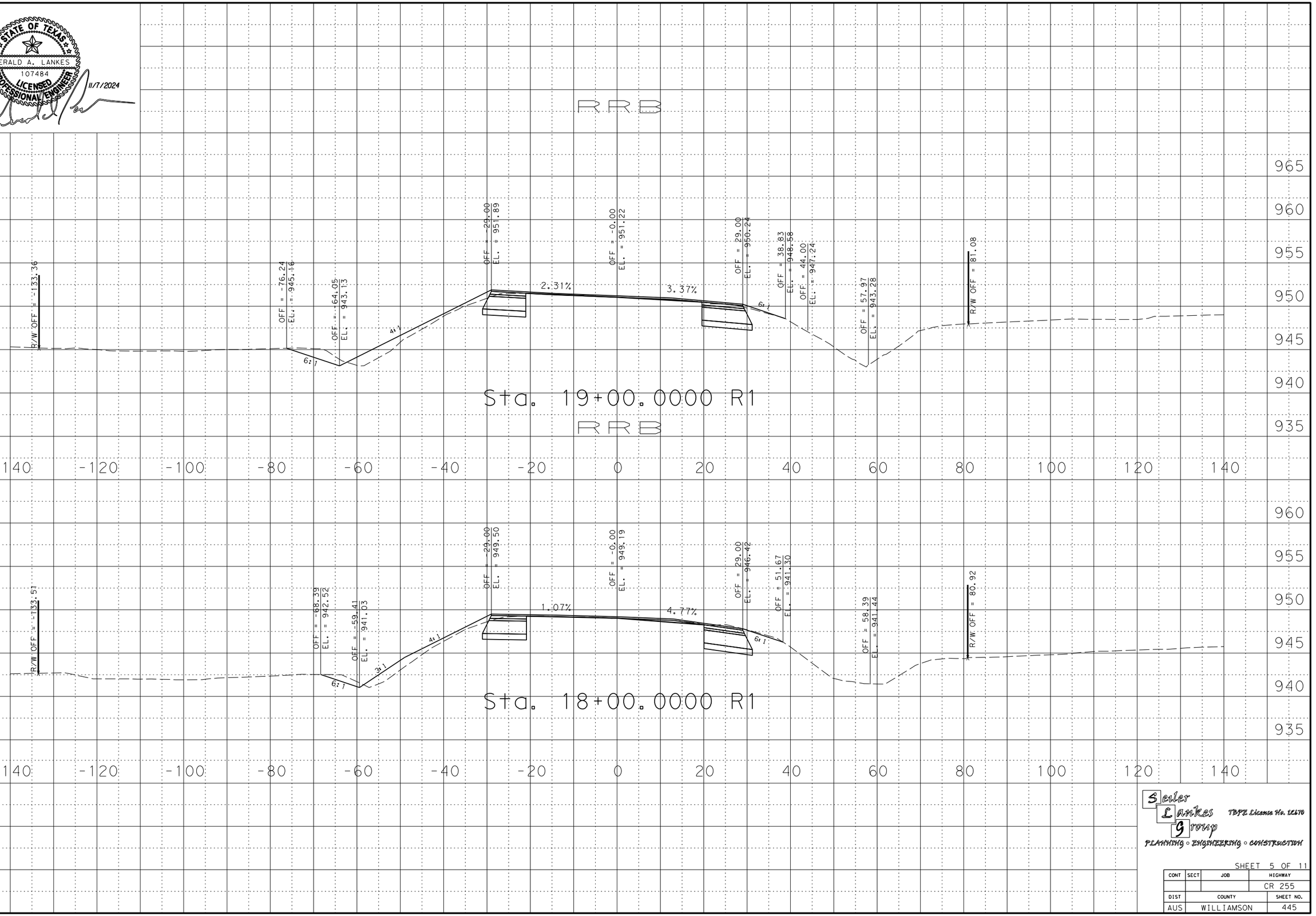
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PLANNING ◦ ENGINEERING ◦ CONSTRUCTION

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		444

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STATE OF TEXAS
GERALD A. LANKES
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11/7/2024



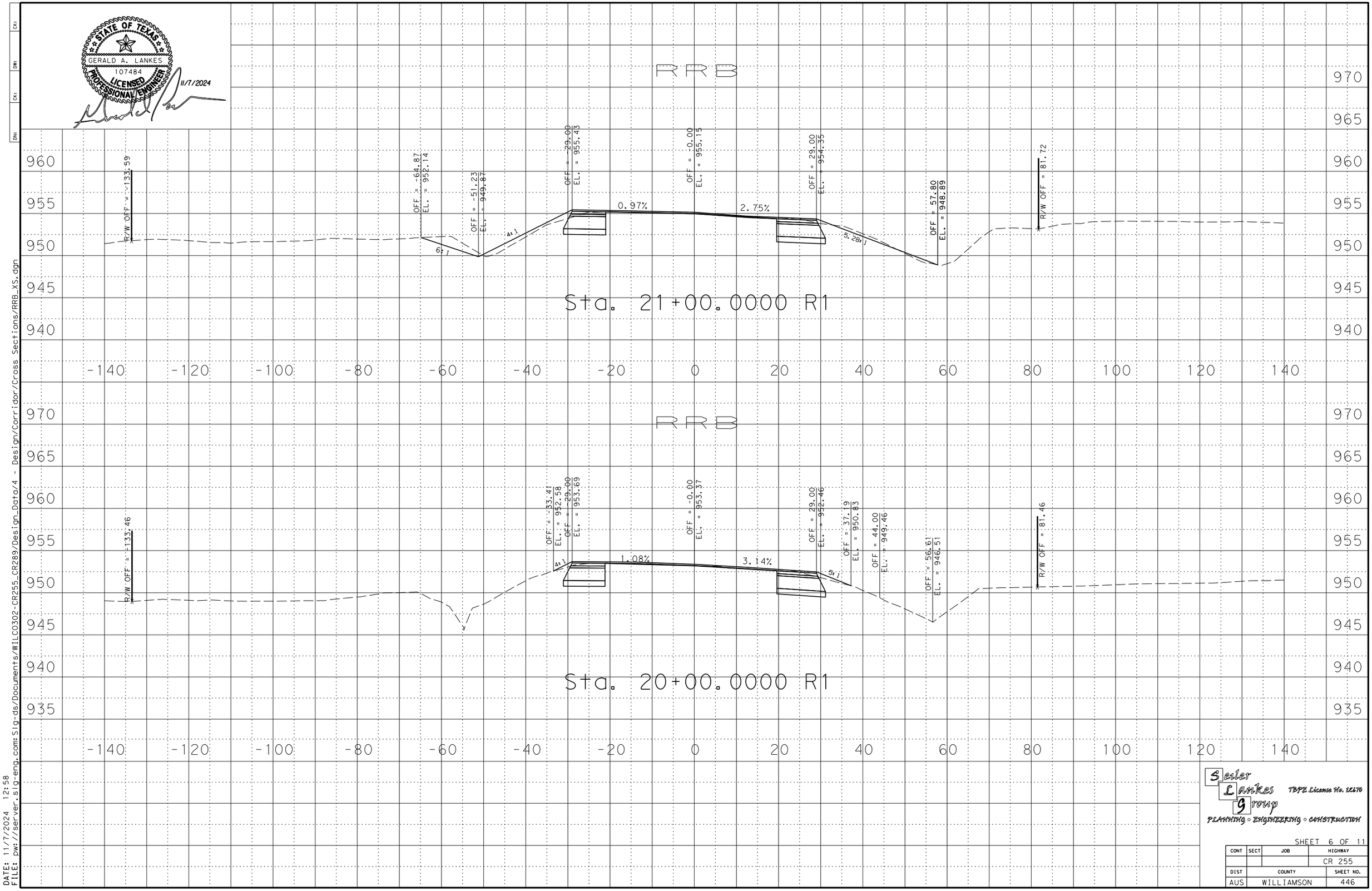
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SHEET 5 OF 11

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		445

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STATE OF TEXAS
GERALD A. LANKES
107484
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11/7/2024

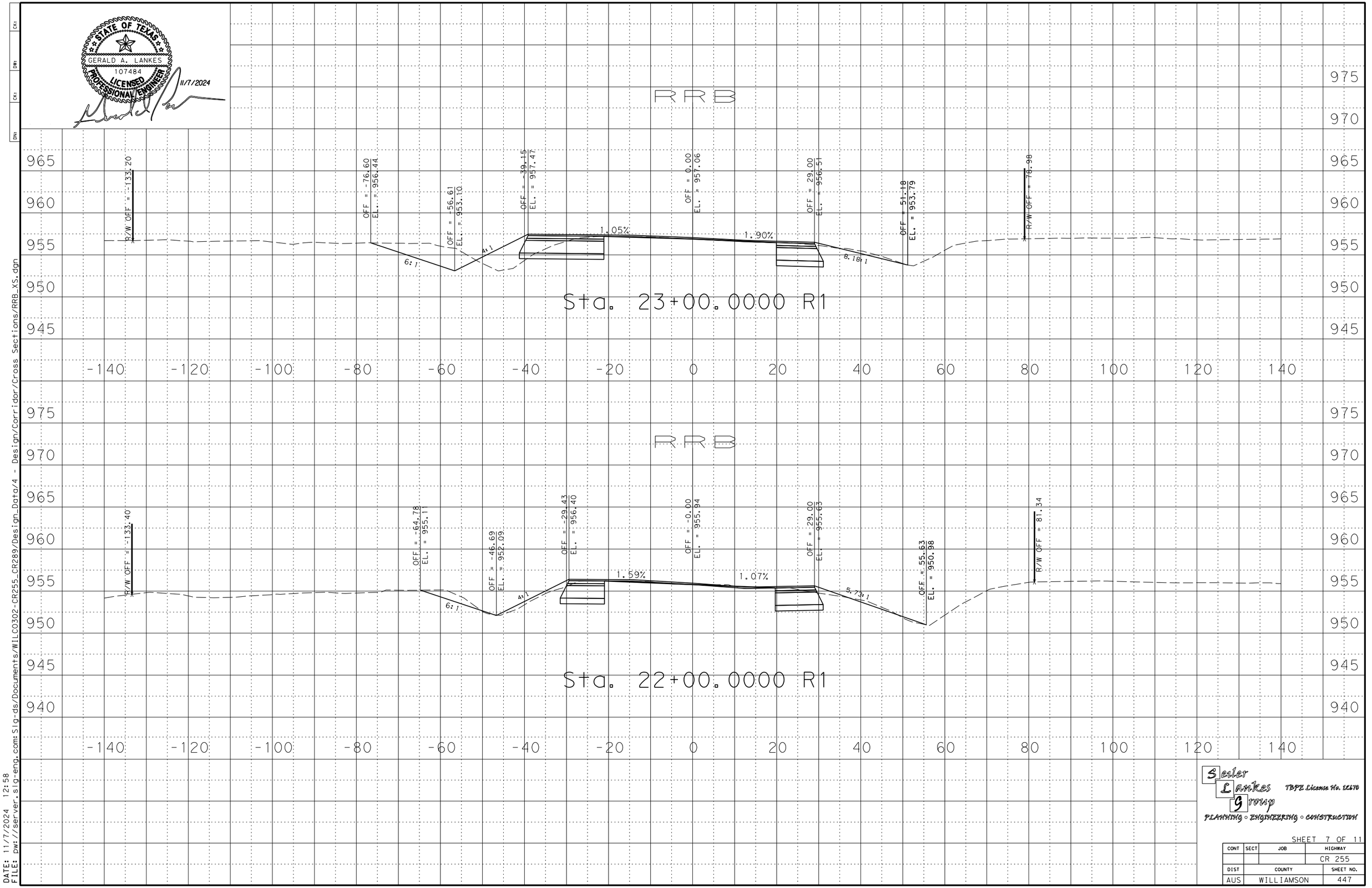


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SHEET 6 OF 11

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		446

DATE: 11/7/2024 12:58
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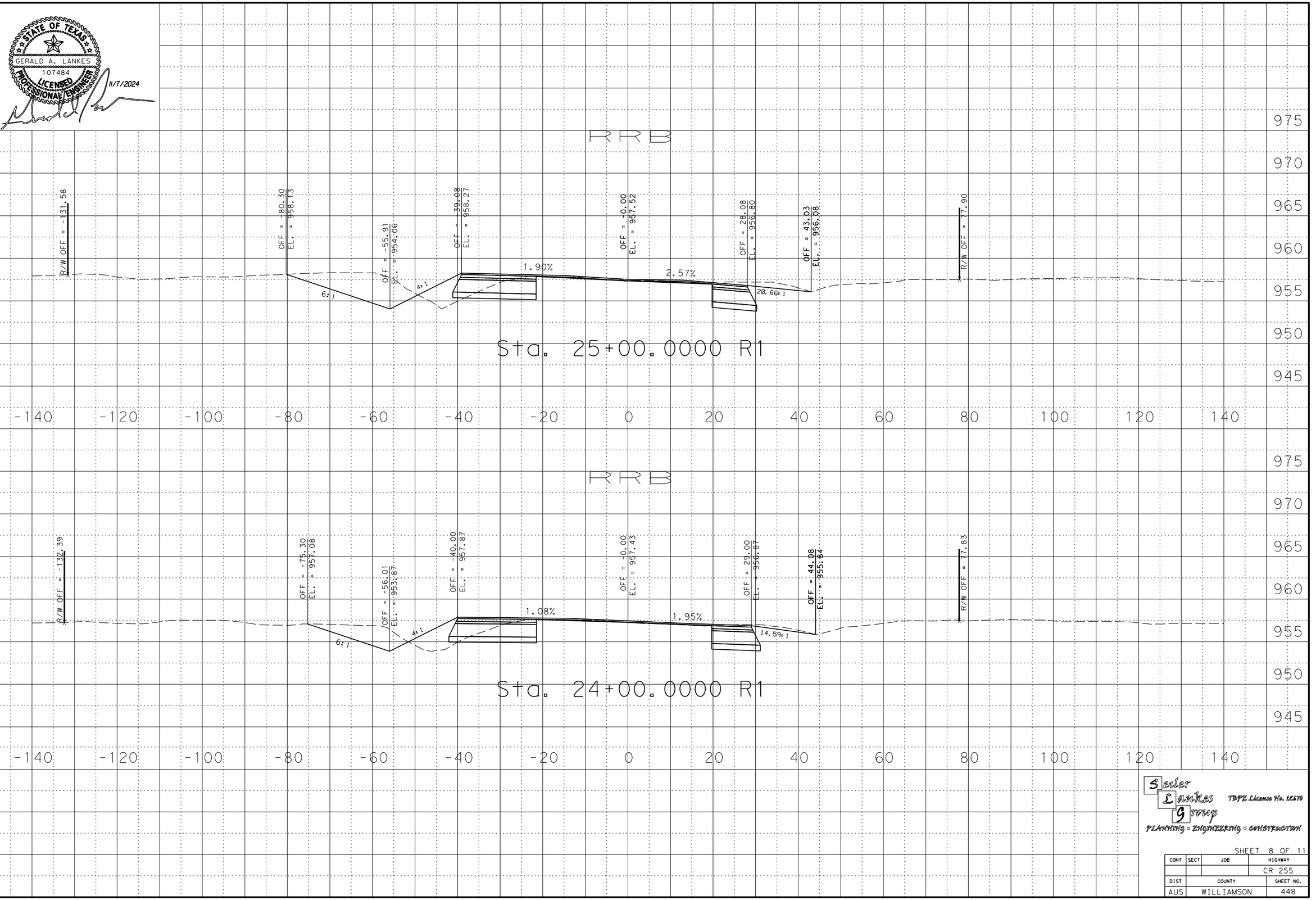
STATE OF TEXAS
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11/7/2024

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SHEET 7 OF 11

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		447

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STATE OF TEXAS
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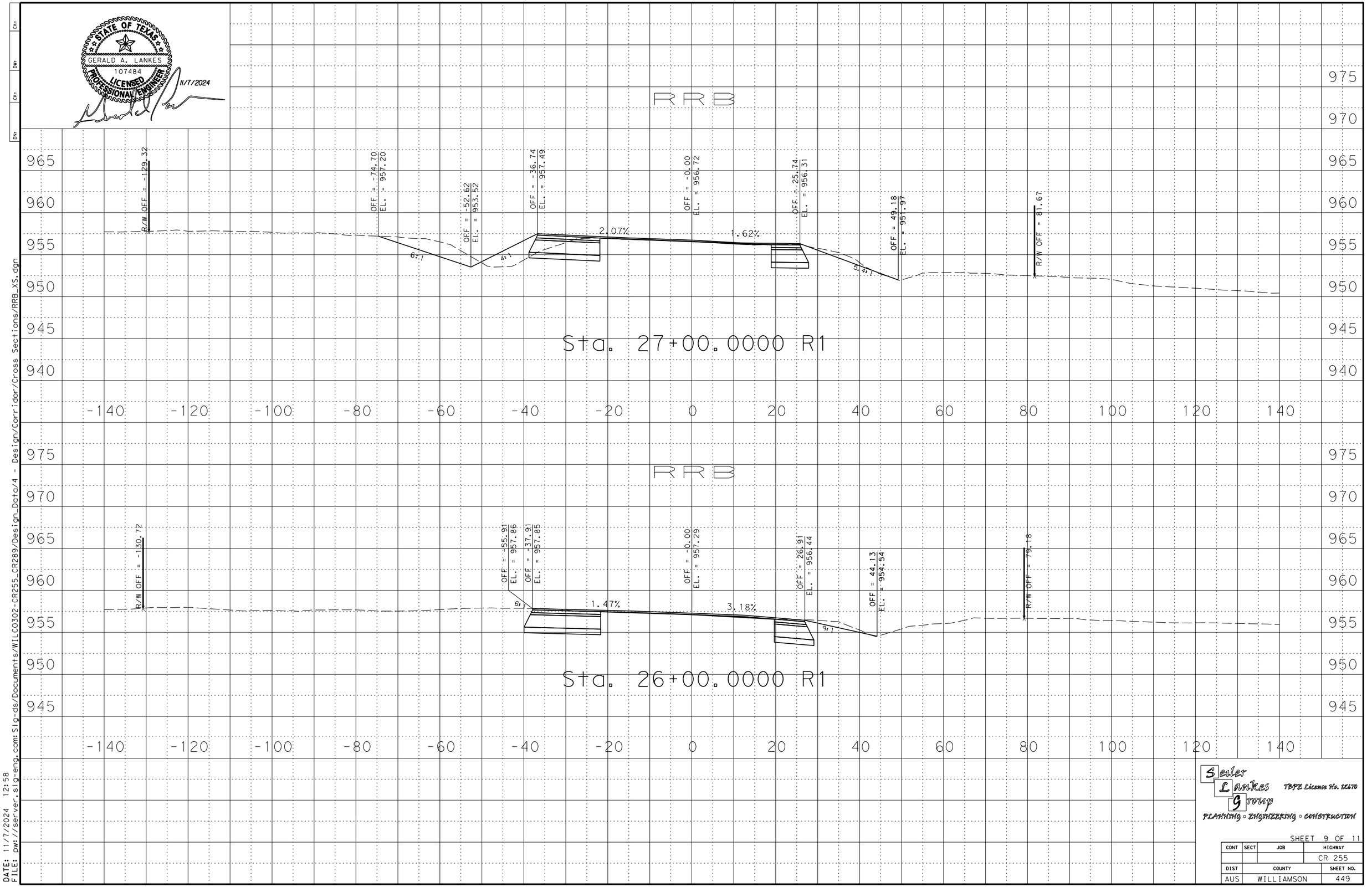
Seiler Lankes Group
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SHEET 8 OF 11

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		448

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STATE OF TEXAS
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11/7/2024



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SHEET 9 OF 11

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		449

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STATE OF TEXAS
GERALD A. LANKES
107484
LICENSED PROFESSIONAL ENGINEER
11/7/2024

RRB

R/W OFF = -127.88

OFF = -55.96
EL. = 949.35

OFF = -34.41
EL. = 954.74

OFF = 0.00
EL. = 954.02

OFF = 23.41
EL. = 953.60

OFF = 38.41
EL. = 950.60

OFF = 44.33
EL. = 949.61

OFF = 59.41
EL. = 945.19

R/W OFF = 88.35

4:1
2.09%
1.78%
5:1
6:1

Sta. 29+00.0000 R1

RRB

R/W OFF = -128.37

OFF = -52.07
EL. = 951.49

OFF = -35.58
EL. = 955.61

OFF = -0.00
EL. = 955.47

OFF = 24.58
EL. = 954.96

OFF = 39.58
EL. = 951.62

OFF = 52.74
EL. = 948.14

R/W OFF = 85.37

4:1
0.40%
2.07%
5:1
6:1

Sta. 28+00.0000 R1

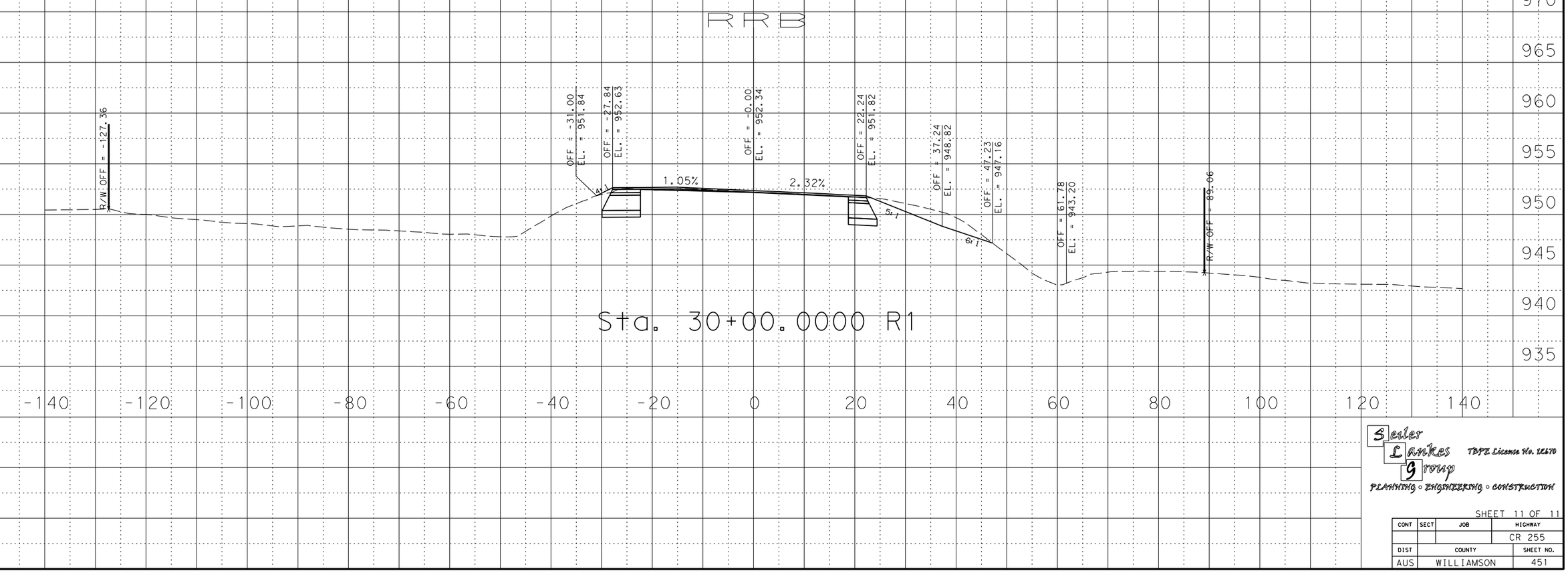
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SHEET 10 OF 11

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			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		450

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GERALD A. LANKES
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SHEET 11 OF 11

CONT	SECT	JOB	HIGHWAY
			CR 255
DIST	COUNTY		SHEET NO.
AUS	WILLIAMSON		451

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SUMMARY OF SHEET INDEX:

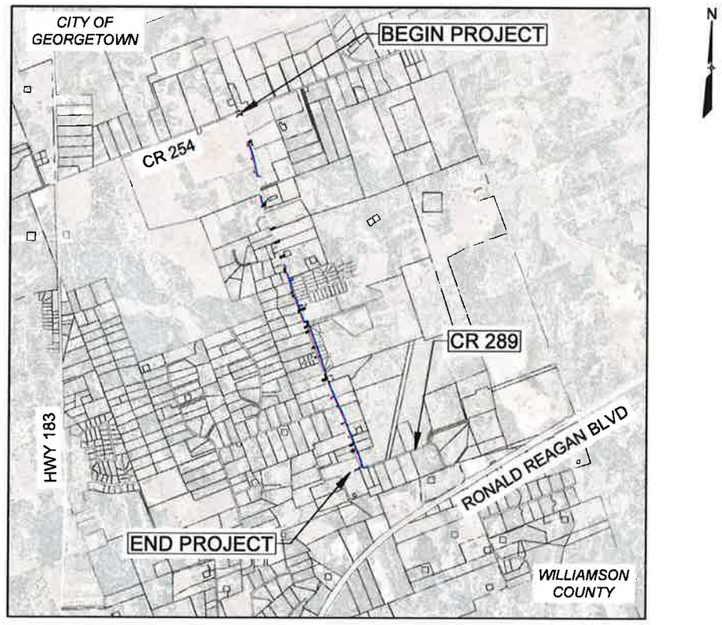
C-001	COVER
C-002	GENERAL NOTES
C-003	SUMMARY OF QUANTITIES (1 OF 2)
C-004	SUMMARY OF QUANTITIES (2 OF 2)
C-100	KEYMAP
C-101-114	EROSION AND SEDIMENTATION CONTROLS
C-200	WATERLINE "A" & "A2" RELOCATION
C-201-203	WATERLINE "B" RELOCATION
C-204	WATERLINE "C" RELOCATION
C-205-208	WATERLINE "D" RELOCATION
C-209	WATERLINE "E" RELOCATION
C-209	WATERLINE "F" RELOCATION
C-210-224	WATERLINE "G" RELOCATION
C-225	WATERLINE "H" RELOCATION
C-225	WATERLINE "I" RELOCATION
C-226	WATERLINE "J" RELOCATION
C-227	WATERLINE "K" RELOCATION
C-228	WATERLINE "L" RELOCATION
C-229	WATERLINE "M" RELOCATION
C-230	WATERLINE "N" RELOCATION
C-250-255	WATER SERVICES
C-260	RESTRAINED JOINT CALCULATIONS
C-500-502	STANDARD WATER DETAILS

WILLIAMSON COUNTY
CR 255
COGT WATER LINE RELOCATIONS
100% DESIGN

TOTAL LENGTH OF PROJECT: 13,203 LF

PROJECT LIMITS: CR 255 FROM CR 254 TO CR 289

CONSTRUCTION OF 2", 3", 8" ,12" , 16", 30" MAIN, 6" FIRE HYDRANT LEADS, AND 2" WATER SERVICE LINE. 12", 24", 30", 48" STEEL ENCASEMENT INSTALLED VIA OPEN TRENCH AND JACK/BORE, REQUIRED APPURTENANCES, AND CONNECTIONS TO THE EXISTING 2", 3", 12", 15" WATER LINES.



VICINITY MAP
(NOT TO SCALE)

REV. NO.	REVISION DESCRIPTION	(C)ORRECT, (A)DD, (V)OID SHEET NUMBERS	APPR'D BY:	DATE

OWNER INFORMATION

OWNER:
CITY OF GEORGETOWN, TEXAS
300 INDUSTRIAL AVENUE
GEORGETOWN, TEXAS 78626

CONTACT:
CHRIS POUSSON
512-930-8162

DESIGNER:
COBB FENDLEY
9600 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759

CONTACT:
KRISTEN VAN HOOSIER, P.E.
512-646-4326

SUBMITTED FOR APPROVAL:

STATE OF TEXAS · KRISTEN VAN HOOSIER · 136882 · LICENSED PROFESSIONAL ENGINEER

NOVEMBER 15, 2024

KRISTEN VAN HOOSIER, P.E. DATE
COBBFENDLEY

APPROVALS:

11-15-24

CHRIS POUSSON DATE
CITY OF GEORGETOWN, TEXAS

CobbFendley
TBPE NO. 274 / TBPLS NO. 10046701
9600 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9798 | FAX 512.834.9553
WWW.COBBFENDLEY.COM

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\WUW\47_CR255\01\DESIGN\C-001-COVER.dwg -- Tab: LAYOUT1 -- Plotted: 11/13/2024 4:03 PM By: DENO DRULIAS

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF GEORGETOWN STANDARD SPECIFICATIONS.
2. ALL RESPONSIBILITY FOR THE ADEQUACY OF THESE PLANS REMAINS WITH THE ENGINEER WHO PREPARED THEM. IN REVIEWING THESE PLANS, THE CITY OF GEORGETOWN MUST RELY ON THE ADEQUACY OF THE WORK OF THE DESIGN ENGINEER.
3. DESIGN PROCEDURES SHALL BE IN COMPLIANCE WITH THE CITY OF GEORGETOWN ENGINEERING DESIGN GUIDELINES AND UNIFIED DEVELOPMENT CODE. ALL WAIVERS OR VARIANCES ARE LISTED BELOW:
4. AFTER THE CONSTRUCTION PERMIT HAS BEEN ISSUED AND PRIOR TO THE BEGINNING CONSTRUCTION, THE OWNER OR HIS REPRESENTATIVE SHALL CONVENE A PRE-CONSTRUCTION CONFERENCE BETWEEN THE CITY OF GEORGETOWN, DESIGN ENGINEER, CONTRACTOR(S), WILLIAMSON COUNTY (IF IN THE ETJ), OTHER UTILITY COMPANIES, AND ANY OTHER AFFECTED PARTIES. THE CITY OF GEORGETOWN SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO THE PROPOSED MEETING TIME (512-930-3569).
5. THE CONTRACTOR SHALL GIVE THE CITY OF GEORGETOWN CONSTRUCTION INSPECTOR AT LEAST 48 HOURS NOTICE BEFORE BEGINNING EACH PHASE OF CONSTRUCTION.
6. ANY CHANGES OR REVISIONS TO THESE APPROVED PLANS MUST BE SUBMITTED BY THE DESIGN ENGINEER AND APPROVED BY THE CITY OF GEORGETOWN PRIOR TO CONSTRUCTION OF THE REVISION.
7. ANY EXISTING UTILITIES, PAVEMENT, CURBS, SIDEWALKS, STRUCTURES, TREES, ETC., NOT PLANNED FOR DESTRUCTION OR REMOVAL OR OTHER PUBLIC INFRASTRUCTURE DAMAGED OR REMOVED WILL BE BY THE CONTRACTOR AT HIS EXPENSE BEFORE ACCEPTANCE OF THE SUBDIVISION.
8. BLASTING OR BURNING SHALL NOT BE PERMITTED ON THIS PROJECT.
9. THE CONTRACTOR SHALL VERIFY ALL DEPTHS AND LOCATIONS OF EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION. ANY DISCREPANCIES WITH THE CONSTRUCTION PLANS FOUND IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE DESIGN ENGINEER IMMEDIATELY. THE DESIGN ENGINEER SHALL BE RESPONSIBLE FOR REVISING THE PLANS AS APPROPRIATE AND SUBMITTING A REVISION TO THE CITY. USE ONE CALL UTILITY SYSTEM: DIAL 1-800-344-8377, 48 HOURS BEFORE YOU DIG.
10. EXCESS SOIL SHALL BE REMOVED AT THE CONTRACTOR'S EXPENSE. NOTIFY THE CITY OF GEORGETOWN IF THE DISPOSAL SITE IS INSIDE THE CITY'S JURISDICTIONAL BOUNDARIES.
11. ALL AREAS DISTURBED OR EXPOSED DURING CONSTRUCTION SHALL BE REVEGETATED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. REVEGETATION OF ALL DISTURBED AREAS OR EXPOSED AREAS SHALL CONSIST OF SODDING OR SEEDING; AT THE CONTRACTOR'S OPTION.
12. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSPECT TEMPORARY EROSION CONTROLS ON A DAILY BASIS. ADJUST THE CONTROLS AND/OR REMOVE ANY SEDIMENT BUILDUP AS NECESSARY.
13. CONTRACTOR WILL BE RESPONSIBLE FOR KEEPING ROADS AND DRIVES ADJACENT TO AND NEAR THE SITE FREE FROM SOIL, SEDIMENT AND DEBRIS. CONTRACTOR WILL NOT REMOVE SOIL, SEDIMENT OR DEBRIS FROM ANY AREA OR VEHICLE BY MEANS OF WATER, ONLY SHOVELING AND SWEEPING WILL BE ALLOWED. CONTRACTOR WILL BE RESPONSIBLE FOR DUST CONTROL FROM THE SITE.
14. PRIOR TO ANY CONSTRUCTION, THE CONTRACTOR SHALL APPLY FOR AND SECURE ALL PROPER PERMITS FROM THE APPROPRIATE AUTHORITIES.
15. ALL WET UTILITIES SHALL BE INSTALLED AND ALL DENSITIES MUST HAVE PASSED INSPECTIONS(S) PRIOR TO THE INSTALLATION OF DRY UTILITIES.
16. A TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, SHALL BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO ANY PARTIAL OR COMPLETE ROADWAY CLOSURES. TRAFFIC CONTROL PLANS SHALL BE SITE SPECIFIC AND BE SEALED BY A REGISTERED TEXAS PROFESSIONAL ENGINEER.

EROSION AND SEDIMENTATION CONTROL NOTES

1. EROSION CONTROL MEASURES, SITE WORK, AND RESTORATION WORK SHALL BE IN ACCORDANCE WITH THE CITY OF GEORGETOWN'S SUBDIVISION CODE AND CONSTRUCTION STANDARDS MANUAL, EXCEPT AS NOTED BELOW AND APPROVED BY CITY COUNCIL:
2. SLOPES SHALL BE SODDED OR SEEDED WITH THE APPROPRIATE GRASS, GRASS MIXTURES, OR GROUND COVER SUITABLE TO THE AREA AND SEASON TO WHICH THEY ARE APPLIED.
3. SILT FENCES, ROCK BERMS AND SIMILARLY RECOGNIZED TECHNIQUES AND MATERIALS SHALL BE EMPLOYED DURING CONSTRUCTION TO PREVENT POINT SOURCE SEDIMENTATION LOADING OF DOWNSTREAM FACILITIES. SUCH INSTALLATION SHALL BE REGULARLY INSPECTED BY THE CITY OF GEORGETOWN FOR EFFECTIVENESS. ADDITIONAL MEASURES MAY BE REQUIRED IF, IN THE OPINION OF THE CITY ENGINEER, THEY ARE WARRANTED.
4. ALL TEMPORARY EROSION CONTROL MEASURES SHALL NOT BE REMOVED UNTIL FINAL INSPECTION AND APPROVAL OF THE PROJECT BY THE ENGINEER.
5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN ALL TEMPORARY EROSION CONTROL STRUCTURES AND TO REMOVE EACH STRUCTURE AS APPROVED BY THE ENGINEER.

UTILITY NOTES

1. THESE CONSTRUCTION PLANS WERE PREPARED, SEALED, SIGNED AND DATED BY A TEXAS LICENSED PROFESSIONAL ENGINEER. THEREFORE BASED ON THE ENGINEER'S CONCURRENCE OF COMPLIANCE, THE CONSTRUCTION PLANS FOR CONSTRUCTION OF THE PROPOSED PROJECT ARE HEREBY APPROVED SUBJECT TO THE STANDARD CONSTRUCTION SPECIFICATIONS AND DETAILS MANUAL AND ALL OTHER APPLICABLE CITY, STATE AND FEDERAL REQUIREMENTS AND CODES.
2. THIS PROJECT IS SUBJECT TO ALL CITY STANDARD SPECIFICATIONS AND DETAILS IN EFFECT AT THE TIME OF SUBMITTAL OF THE PROJECT TO THE CITY.
3. THE SITE CONSTRUCTION PLANS SHALL MEET ALL REQUIREMENTS OF THE APPROVED SITE PLAN.
4. WASTEWATER MAINS AND SERVICE LINES SHALL BE SDR 26 PVC.
5. WASTEWATER MAINS SHALL BE INSTALLED WITHOUT HORIZONTAL OR VERTICAL BENDS.
6. MAXIMUM DISTANCE BETWEEN WASTEWATER MANHOLES IS 500 FEET.
7. WASTEWATER MAINS SHALL BE LOW PRESSURE AIR TESTED AND MANDREL TESTED BY THE CONTRACTOR ACCORDING TO CITY OF GEORGETOWN AND TCEQ REQUIREMENTS.
8. WASTEWATER MANHOLES SHALL BE VACUUM TESTED AND COATED BY THE CONTRACTOR ACCORDING TO CITY OF GEORGETOWN AND TCEQ REQUIREMENTS.
9. WASTEWATER MAINS SHALL BE CAMERA TESTED BY THE CONTRACTOR AND SUBMITTED TO THE CITY ON DVD FORMAT PRIOR TO PAVING THE STREETS.
10. PRIVATE WATER SYSTEM FIRE LINES SHALL BE TESTED BY THE CONTRACTOR TO 200 PSI FOR 2 HOURS.
11. PRIVATE WATER SYSTEM FIRE LINES SHALL BE DUCTILE IRON PIPING FROM THE WATER MAIN TO THE BUILDING SPRINKLER SYSTEM, AND 200 PSI C900 PVC FOR ALL OTHERS.
12. PUBLIC WATER SYSTEM MAINS SHALL BE 150 PSI C900 PVC OR DI AND TESTED BY THE CONTRACTOR AT 150 PSI FOR 4 HOURS.
13. ALL BENDS AND CHANGES IN DIRECTION ON WATER MAINS SHALL BE RESTRAINED AND THRUST BLOCKED.
14. LONG FIRE HYDRANT LEADS SHALL BE RESTRAINED.
15. ALL WATER LINES ARE TO BE BACTERIA TESTED BY THE CONTRACTOR ACCORDING TO THE CITY STANDARDS AND SPECIFICATIONS.
16. WATER AND SEWER MAIN CROSSINGS SHALL MEET ALL REQUIREMENTS OF THE TCEQ AND THE CITY.
17. WHEN POSSIBLE, FOSTER ADAPTERS SHALL BE USED TO CONNECT PROPOSED GATE VALVES TO PROPOSED TEE FITTINGS.

CONTRACTOR TO GIVE CITY OF GEORGETOWN A MINIMUM OF TWO WEEKS NOTICE FOR ALL WATERLINE SHUT DOWNS

WATERLINE SHUT DOWNS SHALL ONLY BE PERFORMED DURING THE MONTHS OF DECEMBER, JANUARY, AND FEBRUARY. SHUT DOWNS NOT ALLOWED FROM MARCH THROUGH NOVEMBER.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9600 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

GENERAL NOTES

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-002

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-002-GNOT.dwg - Tab: GEN-NOTES - Plotted: 11/13/2024 4:03 PM By: DENO DRULIAS

Bid Item	501S-18	501S-24	501S-42	CIP11.06-B	W2.10.AR-2"	W2.10.AR-3"	W2.10.AR-4"	W1.17.AR-8"	W1.17.AR-12"	W1.17.AR-16"	W1.17.AR-30"	W1.17.A-8"	W1.17.A-12"	W1.17.A-30"	W1.17.B-2"	W1.17.C	W1.17.D-2"x2"	W1.17.D-8"x2"	W1.17.D-8"x8"	W1.17.D-12"x12"	W1.17.D-16"x15"	W1.17.D-30"x3-"	W1.17.F	W3.21.A-8"	W3.21.A-12"
Description	JACKING OR BORING, 18" STEEL PIPE, ASTM A134	JACKING OR BORING, 24" STEEL PIPE, ASTM A134	JACKING OR BORING, 48" STEEL PIPE, ASTM A134	TRENCH EXCAVATION SAFETY PROTECTION SYSTEM (ALL DEPTHS)	PIPE, 2" PVC SDR 21 (RESTRAINED), ALL DEPTHS, COMPLETE IN PLACE, INCLUDING EXCAVATION AND BACKFILL	PIPE, 3" PVC SDR 21 (RESTRAINED), ALL DEPTHS, COMPLETE IN PLACE, INCLUDING EXCAVATION AND BACKFILL	PIPE, 4" DIA. PVC C-900 (RESTRAINED), ALL DEPTHS, COMPLETE IN PLACE, INCLUDING EXCAVATION AND BACKFILL	PIPE, 8" DIA. PVC C-900 (RESTRAINED), ALL DEPTHS, COMPLETE IN PLACE, INCLUDING EXCAVATION AND BACKFILL	PIPE, 12" DIA. PVC C-900 (RESTRAINED), ALL DEPTHS, COMPLETE IN PLACE, INCLUDING EXCAVATION AND BACKFILL	PIPE, 16" DIA. PVC C-900 (RESTRAINED), ALL DEPTHS, COMPLETE IN PLACE, INCLUDING EXCAVATION AND BACKFILL	PIPE, 30" DIA. DI CL-200 (RESTRAINED), ALL DEPTHS, COMPLETE IN PLACE, INCLUDING EXCAVATION AND BACKFILL	PIPE, 8" DIA. PVC C-900, ALL DEPTHS, COMPLETE IN PLACE, INCLUDING EXCAVATION AND BACKFILL	PIPE, 12" DIA. PVC C-900, ALL DEPTHS, COMPLETE IN PLACE, INCLUDING EXCAVATION AND BACKFILL	PIPE, 30" DIA. DI CL-200, ALL DEPTHS, COMPLETE IN PLACE, INCLUDING EXCAVATION AND BACKFILL	PIPE, 2" DIA. HDPE DR9, COMPLETE IN PLACE, INCLUDING EXCAVATION AND BACKFILL	DUCTILE IRON FITTINGS (C-153 WEIGHT SCHEDULE)	WET CONNECTIONS, 2"X2"	WET CONNECTIONS, 8"X2"	WET CONNECTIONS, 8"X8"	WET CONNECTIONS, 12"X12"	WET CONNECTIONS, 16"X15"	WET CONNECTIONS, 30"X30"	WATERLINE MARKER	VALVES, GATE 8" DIA.	VALVES, GATE 12" DIA.
Sheet	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	TON	EA	EA	EA	EA	EA	EA	EA	EA	EA
C-200		53		171		4	10		210							0.66							1		4
C-201				410					173				237			0.22							1		3
C-202				450					266				184												1
C-203				412					204				208			0.29							1		3
C-204				405					364				41			0.53							2		4
C-205				400					156				244			0.15				1					1
C-206				400					341				59			0.41									4
C-207				400					45				355			0.06									
C-208				304					292	4	8					0.38									
C-209	55	63		150				135	132	1						0.61			1		1			2	2
C-210				402							402					1.63									
C-211				450							450					1.92									
C-212				450							450					1.44									
C-213				450							450					0.37									
C-214				450							446			4		0.37									
C-215				450							369			81		2.77									
C-216				400							368			32		0.36									
C-217				450				57		2	262			129		1.58									
C-218				450				341				109				0.128								1	
C-219				450								450													
C-220				400								400													
C-221				400				100				300				0.04								1	
C-222				400								400													
C-223				350								350				0									
C-224				247	5			214				28				0.25		1						2	
C-225				170				20			150					0.51			1			1		1	
C-226	53			106	4			155								0.12		1						1	
C-227			72	103						31	144					1.72					1				
C-228	45			303	3			267				78				0.21		1						1	
C-229				27	3		2	22								0.05	1							1	
C-230				35				35								0.05			1						
C-250				623											623										
C-251				187											187										
C-252				255											255										
C-253				417											417										
C-254				429											429										
C-255				410											410										
TOTAL =	153	116	72	12766	15	4	12	1346	2183	38	3499	2115	1328	246	2321	16.8	1	3	3	1	2	1	5	10	22

Bid Item	W3.21.A-30"	W3.21.B	W3.21.E-2"	W4.05-4"	W4.05-18"	W4.05-24"	W4.05-48"	SP.W2.10.A-2"	SP.W2.10.A-3"	SP.W2.10.A-8"	SP.W1.17.A-12"	SP.W2.10.A-15"	SP.W3.21.A	SP.W3.21.B	SP.W3.21.C-3"x3"	SP.W3.21.C-12"x12"	SP.W3.21.C-30"x8"	SP.W3.21.D-3"	SP.W3.21.D-12	SP.W3.21.G-2"	SP.W3.21.G-12"	SP.W3.21.G-15"	SP.W3.21.H-8"	SP.W3.21.I	SP.W1.17.A	G4.05.C
Description	VALVES, GATE 30" DIA.	FIRE HYDRANT ASSEMBLY, INCLUDING 6" GATE VALVE, 6" LEAD PIPE, AND FITTINGS	COMBINATION AIR VALVE AND VAULT, 2"	ENCASEMENT PIPE, 4" DIA., STEEL	ENCASEMENT PIPE, 18" DIA., STEEL	ENCASEMENT PIPE, 24" DIA., STEEL	ENCASEMENT PIPE, 48" DIA., STEEL	RESTRAIN EXISTING PVC PIPE, 2" DIAMETER	RESTRAIN EXISTING PVC PIPE, 3" DIAMETER	RESTRAIN EXISTING PVC PIPE, 8" DIAMETER	RESTRAIN EXISTING DI PIPE,12" DIAMETER	RESTRAIN EXISTING PVC PIPE, 15" DIAMETER	WATER SERVICE RECONNECTION	WATER METER RELOCATION AND RECONNECTION	PRESSURE TAP, 3"X3", INCLUDING 2" TAPPING SLEEVE, 3" GATE VALVE	PRESSURE TAP, 12"X12", INCLUDING 12" FULL-BODY SLEEVE WITH 12" GATE VALVE	PRESSURE TAP, 30"X8", INCLUDING 30" FULL-BODY SLEEVE WITH 8" GATE VALVE	LINE STOP, 3"	LINE STOP, 12"	PVC C-900 TO PVC SDR-21/26 TRANSITION ADAPTER, 2" DIA.	PVC C-900 TO PVC SDR-21/26 TRANSITION ADAPTER, 12" DIA.	PVC C-900 TO PVC SDR-21/26 TRANSITION ADAPTER, 15" DIA.	FOSTER ADAPTER, 8" DIA.	NEW WATER METER INSTALLATION	16"X14" REDUCING COUPLING	CONCRETE TRENCH CAP (6" THICK, 2000 PSI)
Sheet	EA	EA	EA	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	LF
C-200		1				47			1		2				1	2		1	2							31
C-201											1					1			1							10
C-202																										
C-203		1									1					1			1							11
C-204			1													2			2							61
C-205		1									1										1					
C-206		1	1																							
C-207		1																								
C-208	1																									
C-209	1				51	43				1		1													1	
C-210	3						23																			
C-211	2	1					220																			
C-212	2	1					75																			
C-213	2		1																							
C-214	2																									
C-215	1	1					45																			
C-216	1	1																								
C-217	2						82																			
C-218		1			102																					
C-219																										
C-220																										
C-221		1																								
C-222			1																							
C-223																										
C-224		1	1		50			1												1						
C-225	1						101			1																
C-226		1			56			1												1						
C-227	1	1	1				33					1										1			1	18
C-228					45			1												1						
C-229								1												1			1			
C-230																	1									
C-250				388										4												
C-251				103										5												
C-252				105									1	1												
C-253				307									4	1										1		
C-254				287									0	6												
C-255				306									3	2												
TOTAL =	19	14	6	1496	304	90	579	4	1	2	5	2	8	19	1	6	1	1	6	4	1	1	1	1	2	131

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

SUMMARY OF QUANTITIES (1 OF 2)

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-003

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-002-GNOT.dwg -- Tab: WL-SOQ-1 -- Plotted: 11/13/2024 4:03 PM By: DENO DRULIAS

Bid Item	160 WC02	161 WC01	162 WC03	164 WC04	164 WC05	166 6002	168 WC01	0506 6002	0506 6011	0506 6038	0506 6039
Description	FURNISHING AND PLACING TOPSOIL (4")	EROSION CONTROL COMPOST (3")	MULCH TOPDRESSING (5")	SEEDING FOR EROSION CONTROL (TEMP)(COOL)(TY 4)	SEEDING FOR EROSION CONTROL (PERM)(WARM)(TY 5)	FERTILIZER	VEGETATIVE WATERING	ROCK FILTER DAMS (INSTALL)(TY 2)	ROCK FILTER DAMS (REMOVE)	TEMP SEDMT CONT FENCE (INSTALL)	TEMP SEDMT CONT FENCE (REMOVE)
Sheet	SY	SY	SY	SY	SY	TON	MG	LF	LF	LF	LF
C-101	2367	592	592	1184	2367	0.15	71.0				
C-102	2674	669	669	1337	2674	0.17	80.2				
C-103	2745	686	686	1373	2745	0.17	82.4			549	549
C-104	2626	657	657	1313	2626	0.16	78.8			57	57
C-105	565	141	141	283	565	0.04	17.0			407	407
C-106	1550	388	388	775	1550	0.10	46.5			613	613
C-107	1003	251	251	502	1003	0.06	30.1			153	153
C-108	3319	830	830	1660	3319	0.21	99.6				
C-109	3137	784	784	1569	3137	0.20	94.1				
C-110	3339	835	835	1670	3339	0.21	100.2	20	20	322	322
C-111	2760	690	690	1380	2760	0.17	82.8			888	888
C-112	2754	689	689	1377	2754	0.17	82.6			799	799
C-113	2838	710	710	1419	2838	0.18	85.1			37	37
C-114	1603	401	401	802	1603	0.10	48.1				
TOTAL =	33280	8320	8320	16640	33280	2.08	998.4	20	20	3825	3825

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9600 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

SUMMARY OF QUANTITIES (2 OF 2)

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

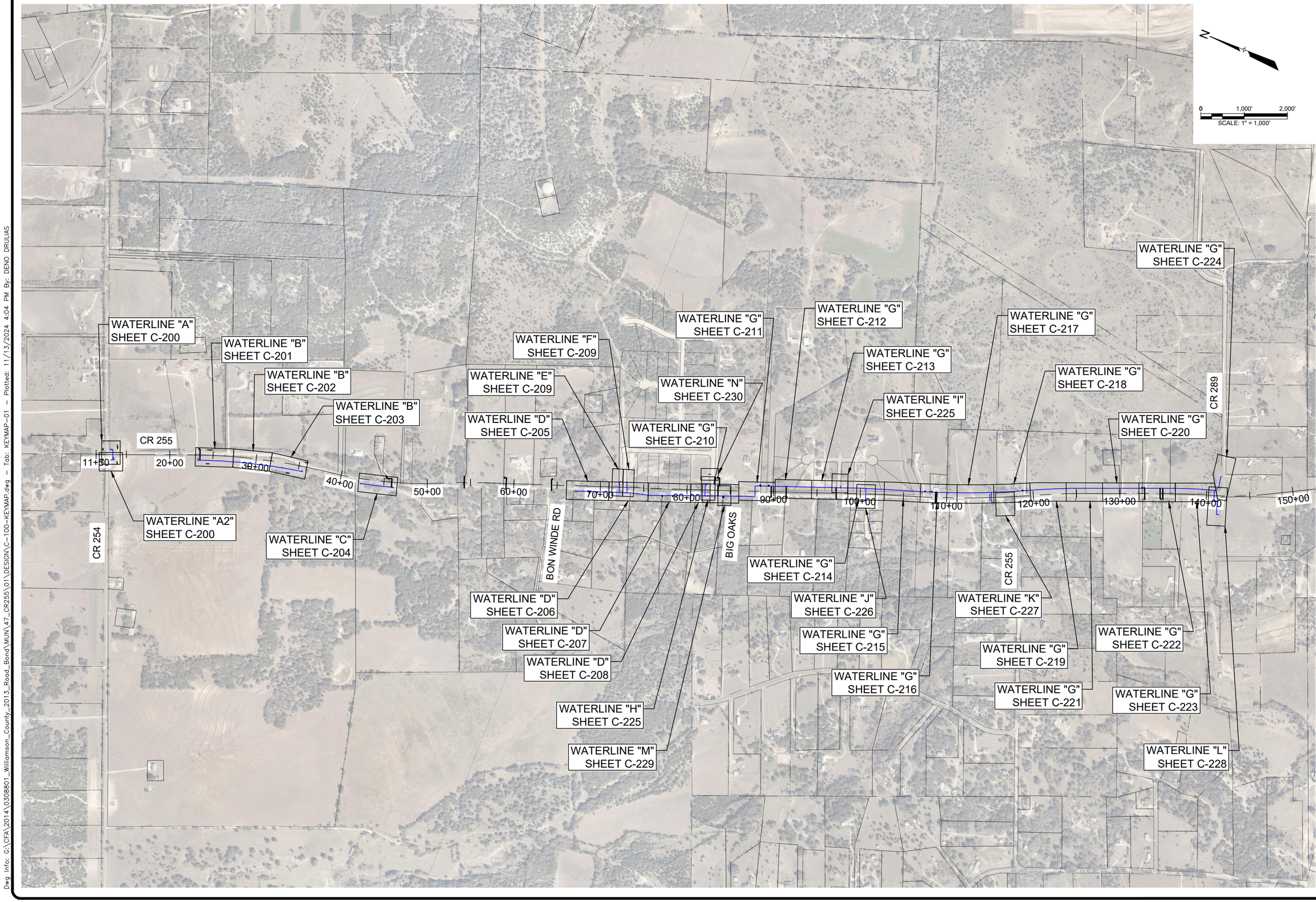
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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SHEET
C-004

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REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

KEYMAP

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

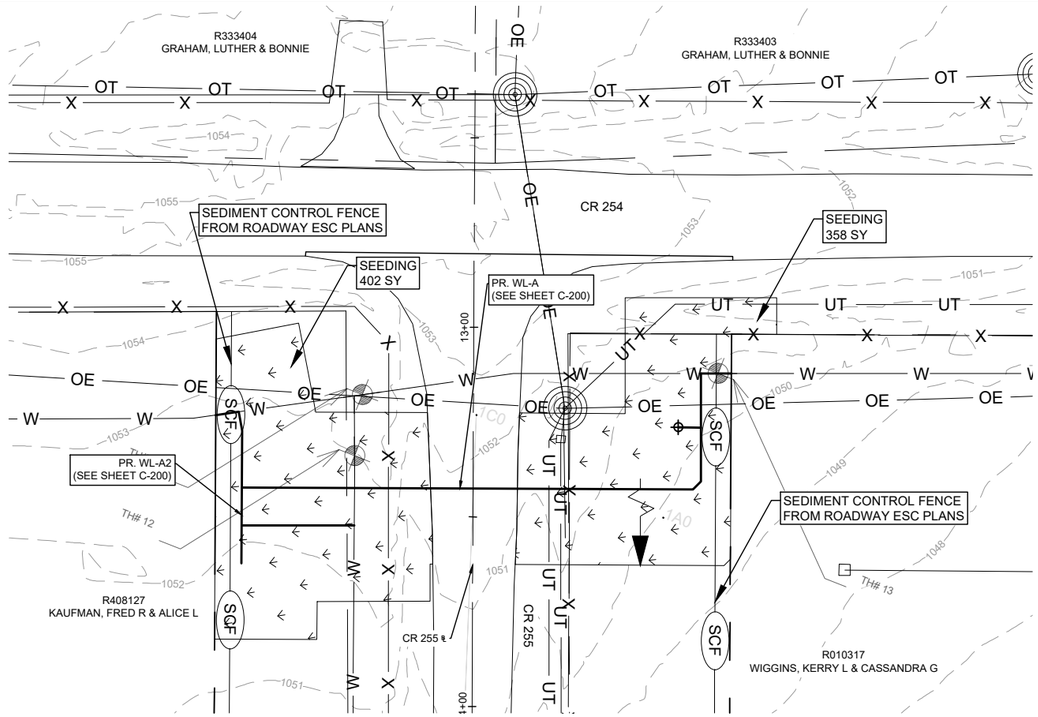
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

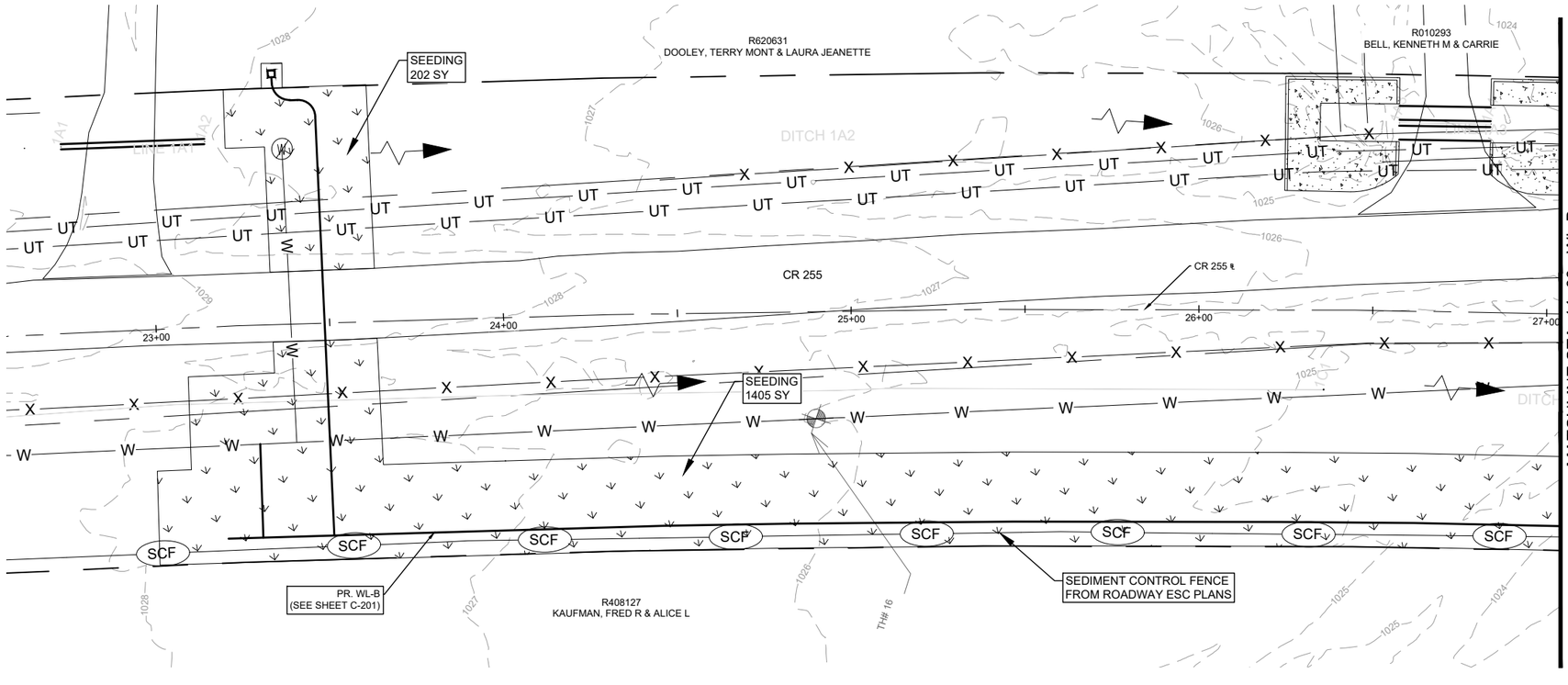
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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SHEET
C-100

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-100-KEYMAP.dwg - Tab: KEYMAP-01 - Plotted: 11/13/2024 4:04 PM By: DENO DRULIAS







LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
- OC — EX. OVERHEAD CABLE
- OH — EX. OVERHEAD UTILITIES
- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

GENERAL NOTES:

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES THAT MIGHT BE OCCASIONED BY THE FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. WHEN THE CONTRACTOR IS USING TRENCHLESS INSTALLATION METHODS, THE CONTRACTOR SHALL LOCATE ALL UTILITIES FOR THE ENTIRE LENGTH OF THE INSTALLATION PRIOR TO ANY ACTIVITIES. ANY DISCREPANCIES FROM WHAT IS SHOWN SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ENGINEER.
2. CONTRACTOR TO GIVE CITY OF GEORGETOWN A MINIMUM OF TWO WEEKS NOTICE FOR ALL WATERLINE SHUTDOWNS. SHUTDOWNS MUST OCCUR ONLY DURING THE MONTHS OF DECEMBER, JANUARY, AND FEBRUARY.
3. EXISTING 2", 3", 8", 12", AND 15" WATER MAINS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL THE NEW MAINS ARE CONSTRUCTED, TESTED, APPROVED AND SERVICE LINES RECONNECTED AND THE NEW MAIN IS PLACED IN SERVICE.
4. EXISTING WATER SERVICE LINES AND METERS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL NEW SERVICE LINES ARE CONSTRUCTED, TESTED, APPROVED AND RECONNECTED AND IN SERVICE.
5. EXISTING WATER MAINS THAT ARE TO BE ABANDONED IN PLACE AND ARE UNDER THE PROPOSED ROADWAY ARE TO BE CUT, CAPPED, AND FILLED WITH FLOWABLE FILL. SUBSIDIARY TO COST OF PIPE, NO SEPARATE PAY. EXISTING WATER LINES THAT ARE TO BE ABANDONED IN PLACE AND ARE NOT UNDER THE PROPOSED ROADWAY WILL BE CAPPED.
6. THERE ARE TREES WITHIN THE PROJECT LIMITS. THE CONTRACTOR IS TO PROTECT THE TREE ROOT ZONES DURING CONSTRUCTION. TREE REMOVAL AND REQUIRED MITIGATION ARE NOT COVERED IN THE UTILITY BID ITEMS AND ARE INCLUDED IN THE ROADWAY PS&E.
7. REMOVAL AND REPLACEMENT OF FENCES AND GATES ON PROPERTY ASSOCIATED WITH WATERLINE INSTALLATIONS SHALL BE SUBSIDIARY TO THE COST OF PIPE.
8. WATERLINES TO BE INSTALLED PRIOR TO ROADWAY CONSTRUCTION. MINIMUM DEPTH OF COVER SHOWN IS TO FINISHED GRADE. CONTRACTOR SHALL INSTALL VALVES AND HYDRANTS AS SHOWN. ADJUSTMENTS TO FINISHED GRADE MAY BE NECESSARY DURING ROADWAY CONSTRUCTION.
9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046703
9600 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
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ESC - SHEET 1 OF 14

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

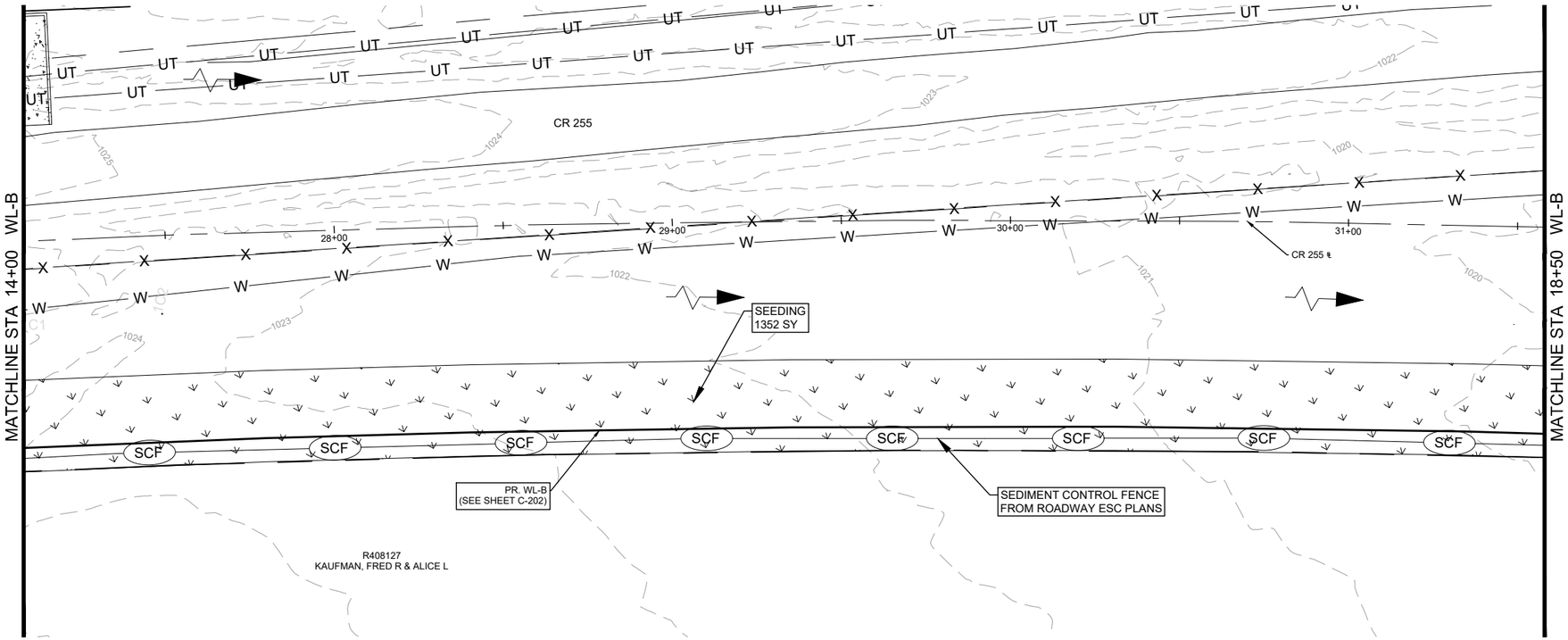
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

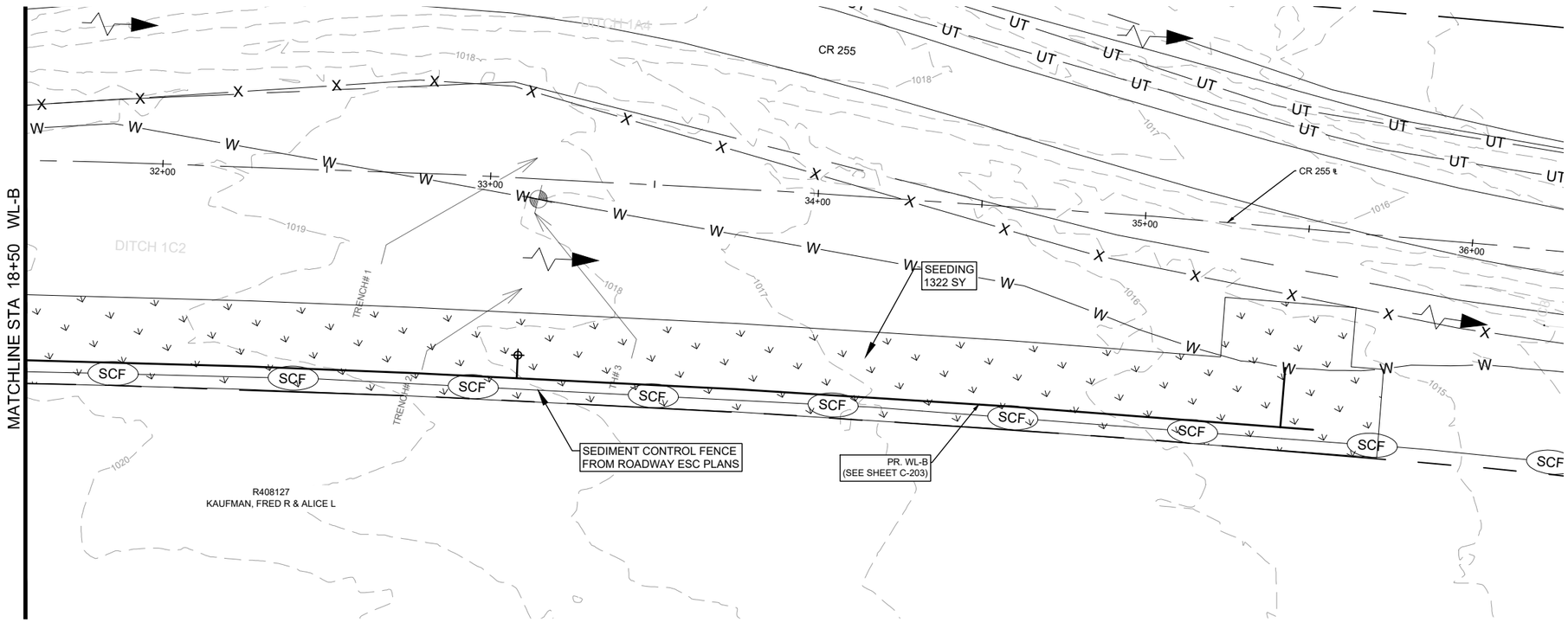
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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SHEET
C-101

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-101-ENS.dwg - Tab: ENS (1) - Plotted: 11/13/2024 4:05 PM By: DENO DRULIAS





N

0 20' 40'
SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
- OC — EX. OVERHEAD CABLE
- OH — EX. OVERHEAD UTILITIES
- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

GENERAL NOTES:

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3. EXISTING 2", 3", 8", 12", AND 15" WATER MAINS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL THE NEW MAINS ARE CONSTRUCTED, TESTED, APPROVED AND SERVICE LINES RECONNECTED AND THE NEW MAIN IS PLACED IN SERVICE.
4. EXISTING WATER SERVICE LINES AND METERS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL NEW SERVICE LINES ARE CONSTRUCTED, TESTED, APPROVED AND RECONNECTED AND IN SERVICE.
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7. REMOVAL AND REPLACEMENT OF FENCES AND GATES ON PROPERTY ASSOCIATED WITH WATERLINE INSTALLATIONS SHALL BE SUBSIDIARY TO THE COST OF PIPE.
8. WATERLINES TO BE INSTALLED PRIOR TO ROADWAY CONSTRUCTION. MINIMUM DEPTH OF COVER SHOWN IS TO FINISHED GRADE. CONTRACTOR SHALL INSTALL VALVES AND HYDRANTS AS SHOWN. ADJUSTMENTS TO FINISHED GRADE MAY BE NECESSARY DURING ROADWAY CONSTRUCTION.
9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

ESC - SHEET 2 OF 14

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

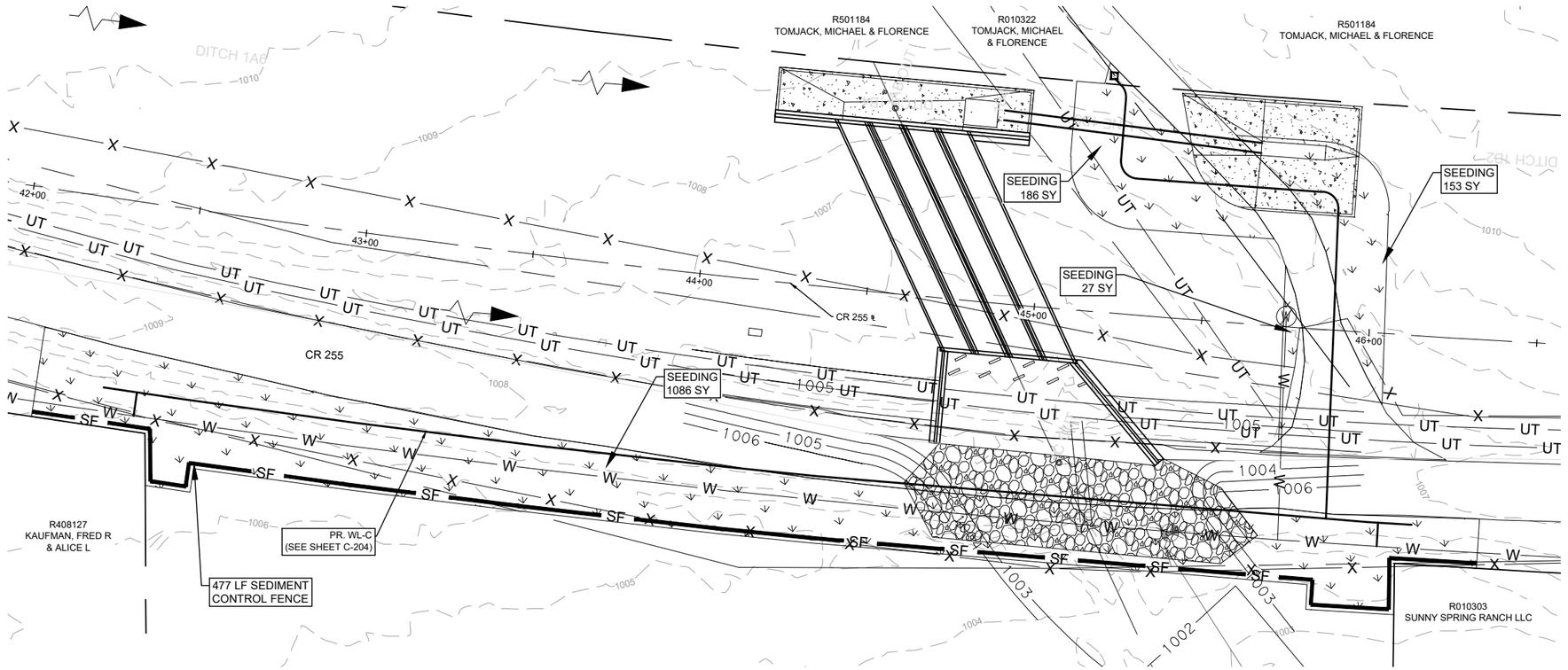
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

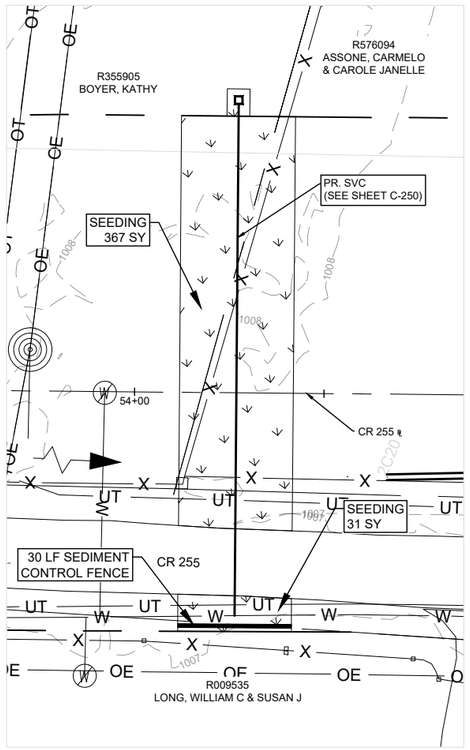
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

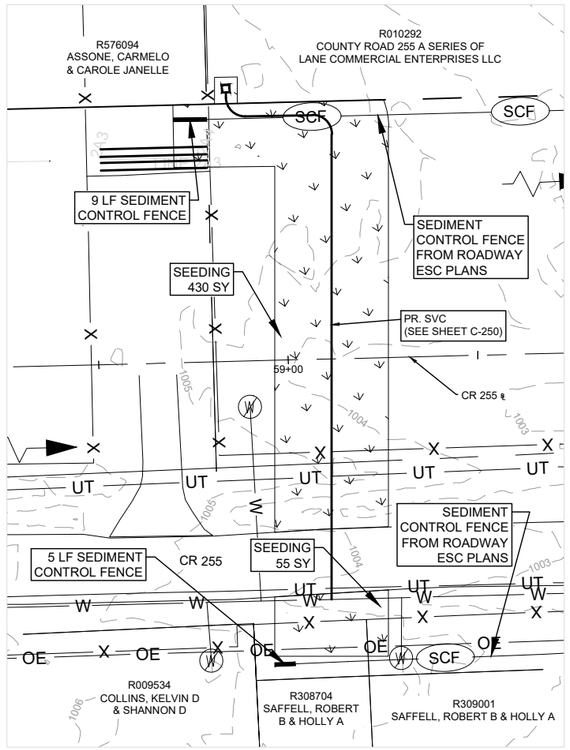
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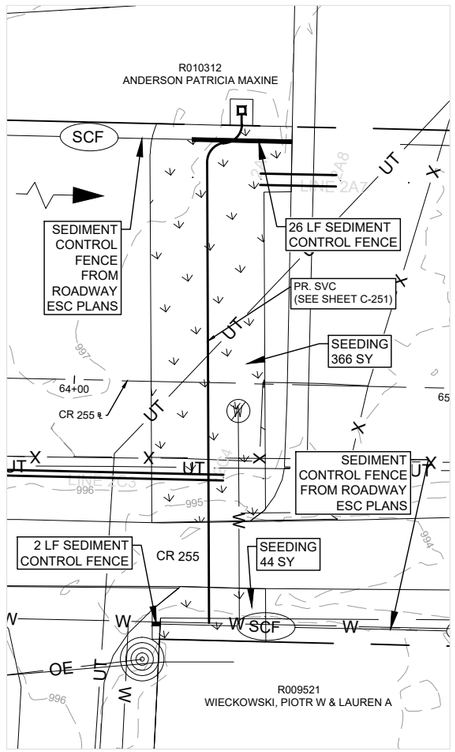
SHEET
C-102

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-101-ENS.dwg - Tab: ENS (2) - Plotted: 11/13/2024 4:05 PM By: DENO DRULIAS









0 20' 40'
SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
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- PR. WATER VALVE
- EX. FIRE HYDRANT
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- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9600 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

ESC - SHEET 3 OF 14

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

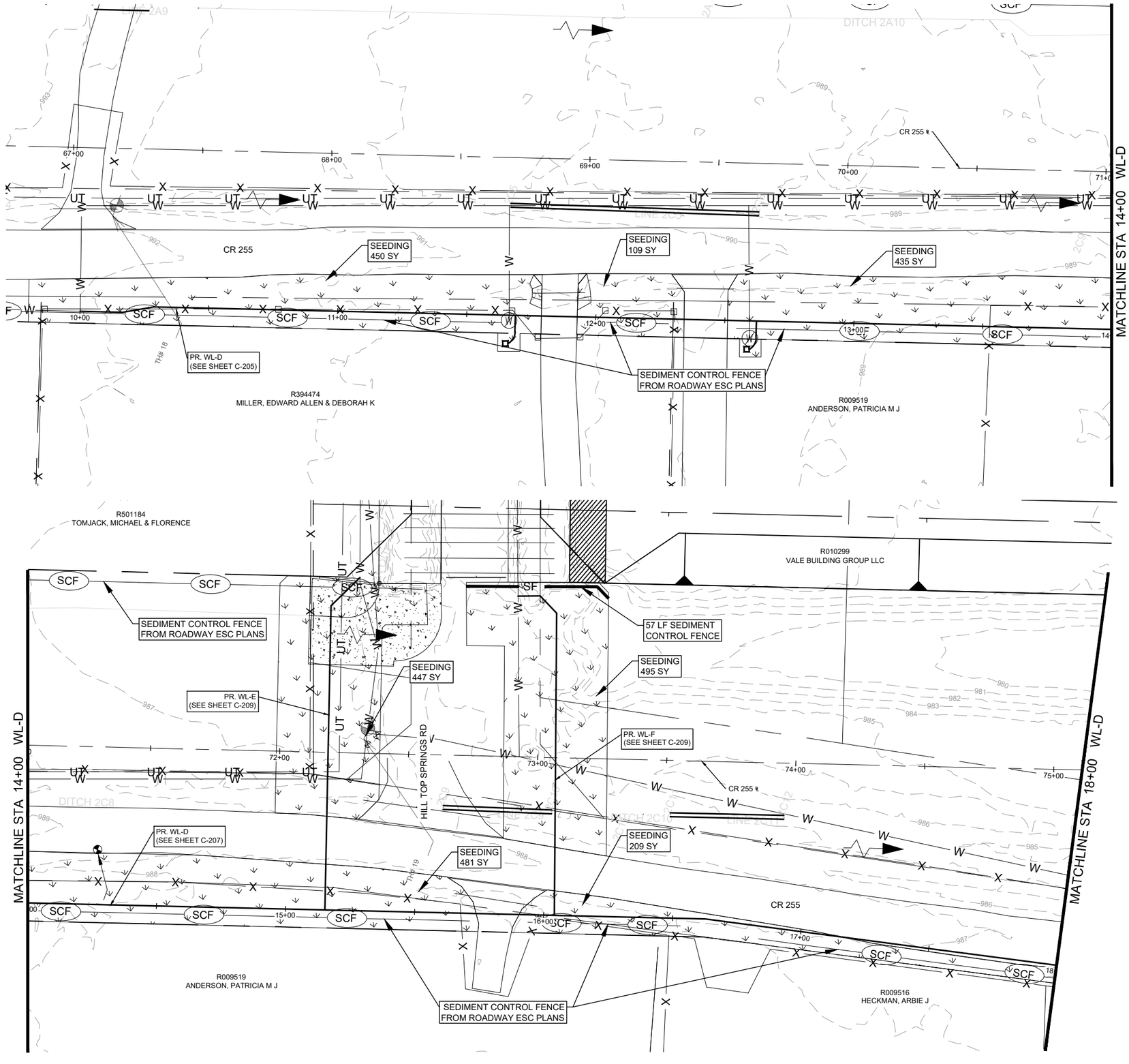
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-103

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-101-ENS.dwg - Tab: ENS (3) - Plotted: 11/13/2024 4:05 PM By: DENO DRULIAS



0 20' 40'
SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
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- EX. FENCE
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- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9600 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

ESC - SHEET 4 OF 14

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

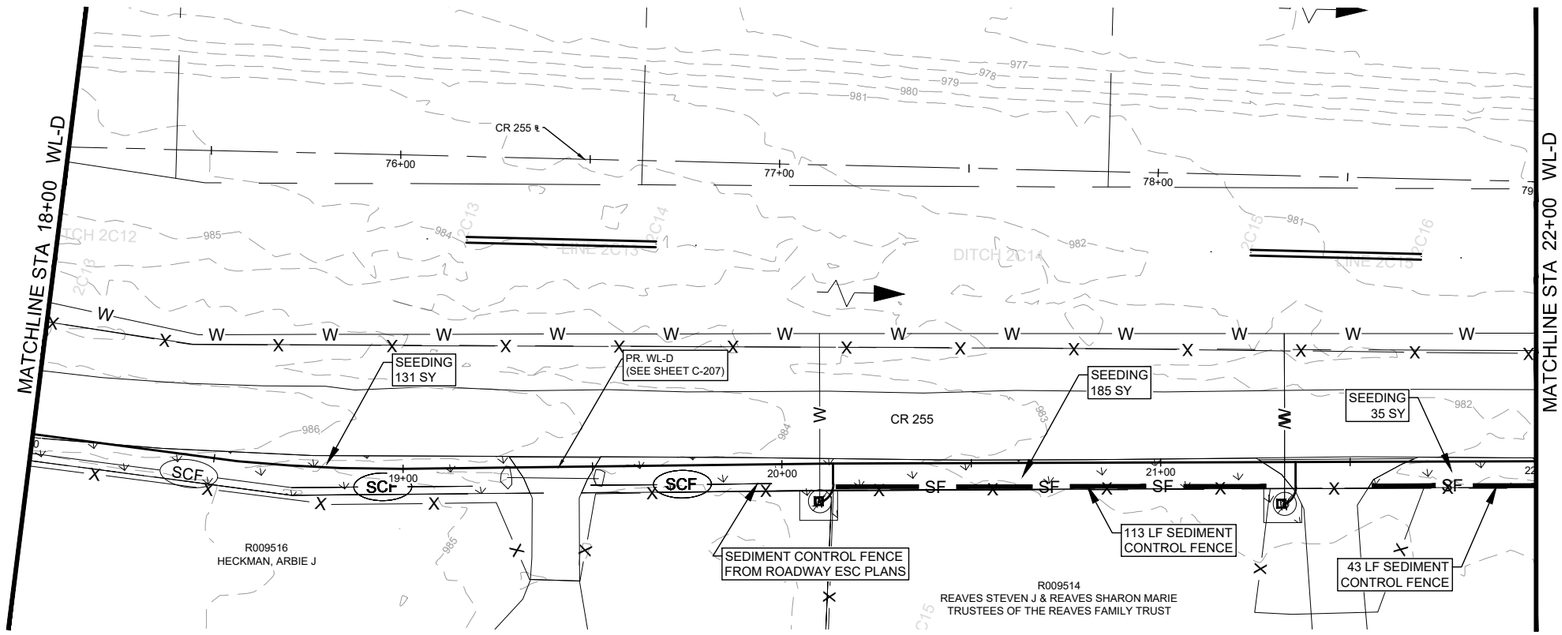
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

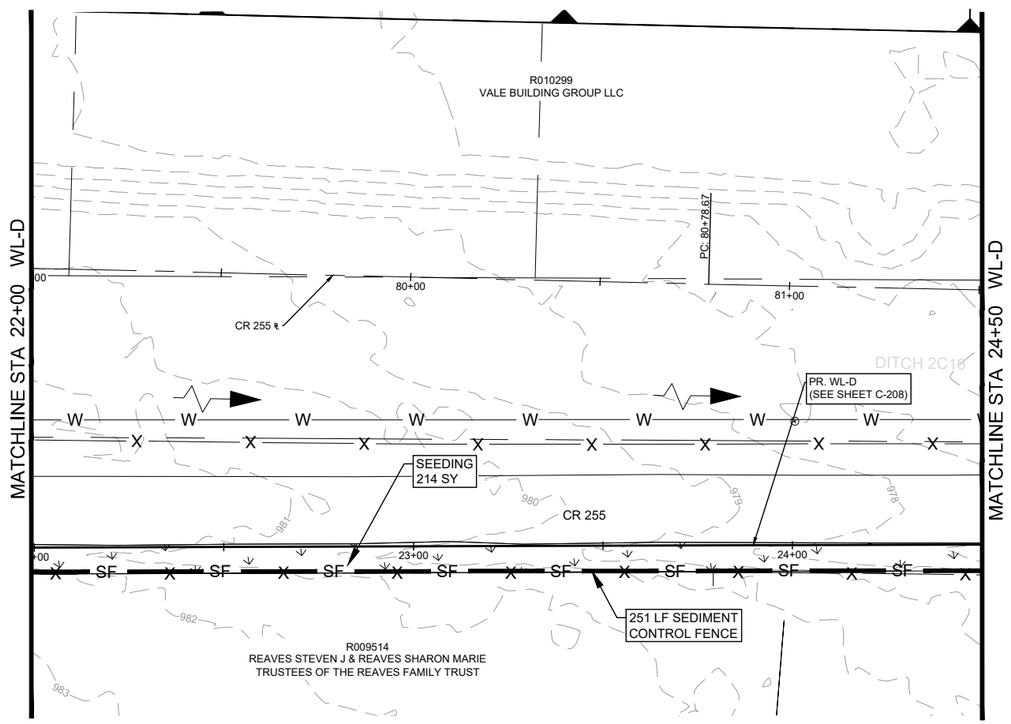
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

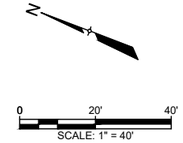
THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-104

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-101-ENS.dwg -- Tab: ENS (4) -- Plotted: 11/13/2024 4:06 PM By: DENO DRULIAS







LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
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- PR. WATER
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XXX.X GRADE
XXX.XX FLOW LINE

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CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
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ESC - SHEET 5 OF 14

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

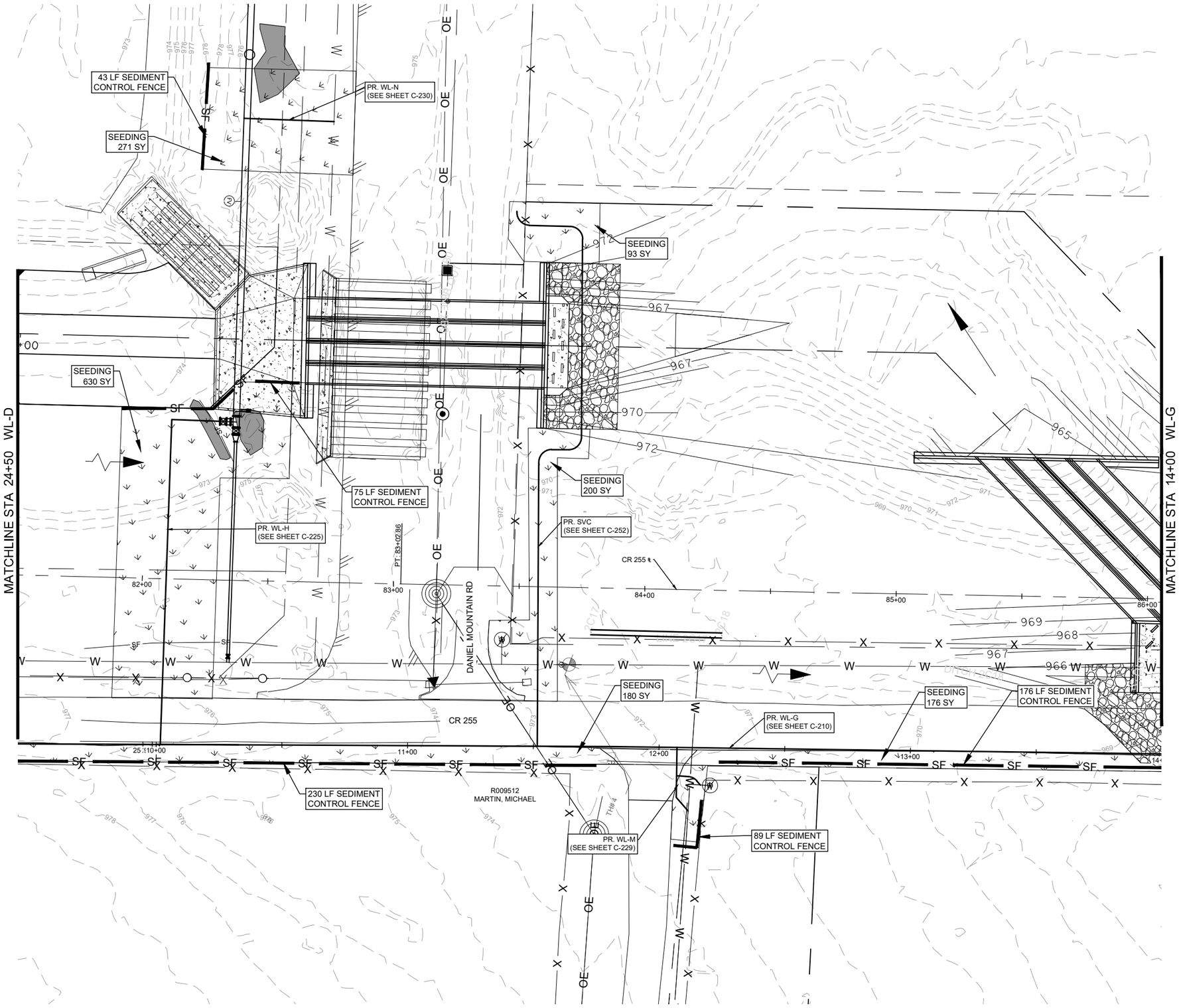
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DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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SHEET
C-105

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-101-ENS.dwg - Tab: ENS (5) - Plotted: 11/13/2024 4:06 PM By: DENO DRULIAS



LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
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7. REMOVAL AND REPLACEMENT OF FENCES AND GATES ON PROPERTY ASSOCIATED WITH WATERLINE INSTALLATIONS SHALL BE SUBSIDIARY TO THE COST OF PIPE.
8. WATERLINES TO BE INSTALLED PRIOR TO ROADWAY CONSTRUCTION. MINIMUM DEPTH OF COVER SHOWN IS TO FINISHED GRADE. CONTRACTOR SHALL INSTALL VALVES AND HYDRANTS AS SHOWN. ADJUSTMENTS TO FINISHED GRADE MAY BE NECESSARY DURING ROADWAY CONSTRUCTION.
9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046703
9600 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

ESC - SHEET 6 OF 14

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

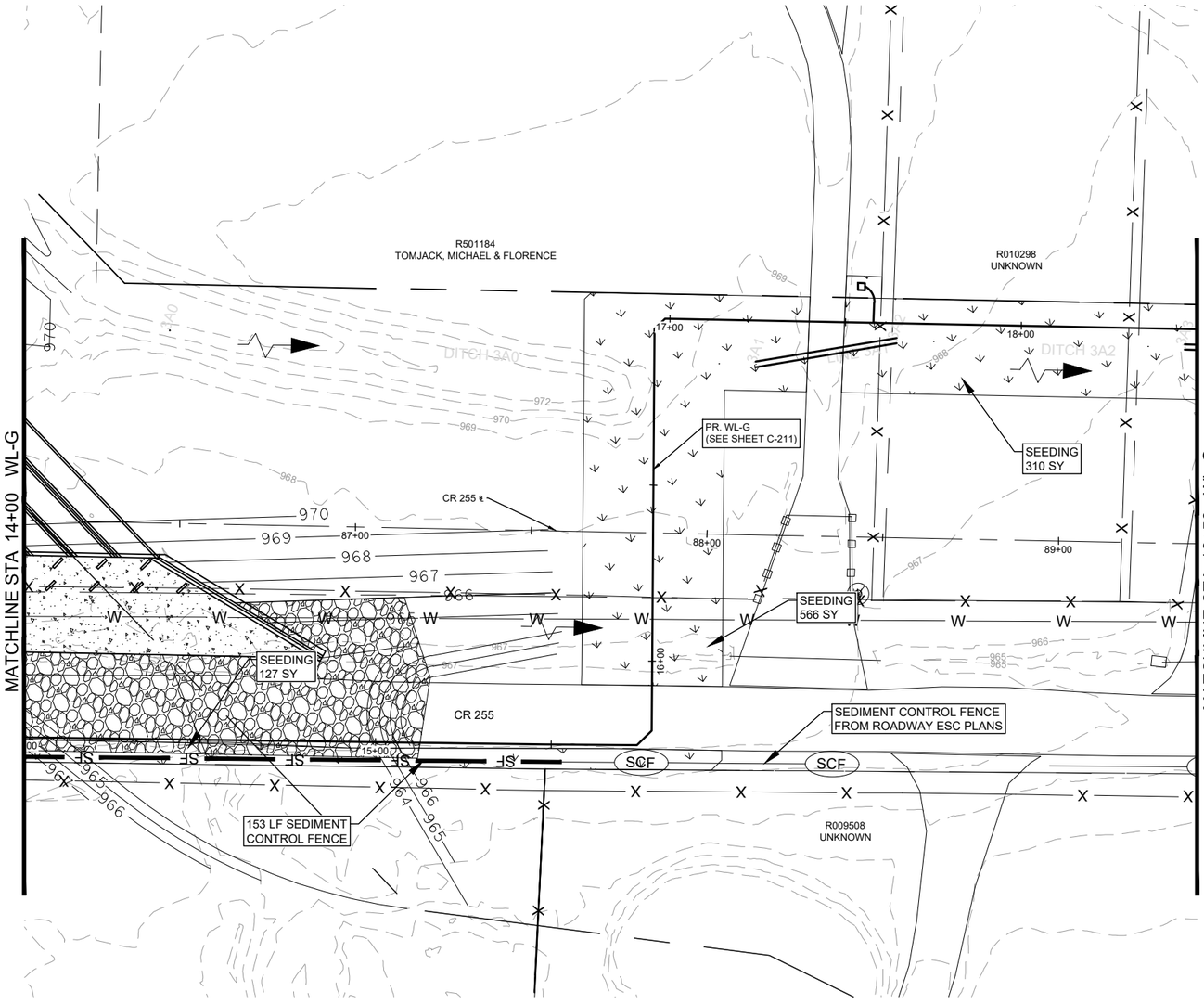
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-106

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-101-ENS.dwg – Tab: ENS (6) – Plotted: 11/13/2024 4:06 PM By: DENO DRULIAS



N

0 20' 40'

SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
- OC — EX. OVERHEAD CABLE
- OH — EX. OVERHEAD UTILITIES
- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

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3. EXISTING 2", 3", 8", 12", AND 15" WATER MAINS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL THE NEW MAINS ARE CONSTRUCTED, TESTED, APPROVED AND SERVICE LINES RECONNECTED AND THE NEW MAIN IS PLACED IN SERVICE.
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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
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1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
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AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

ESC - SHEET 7 OF 14

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

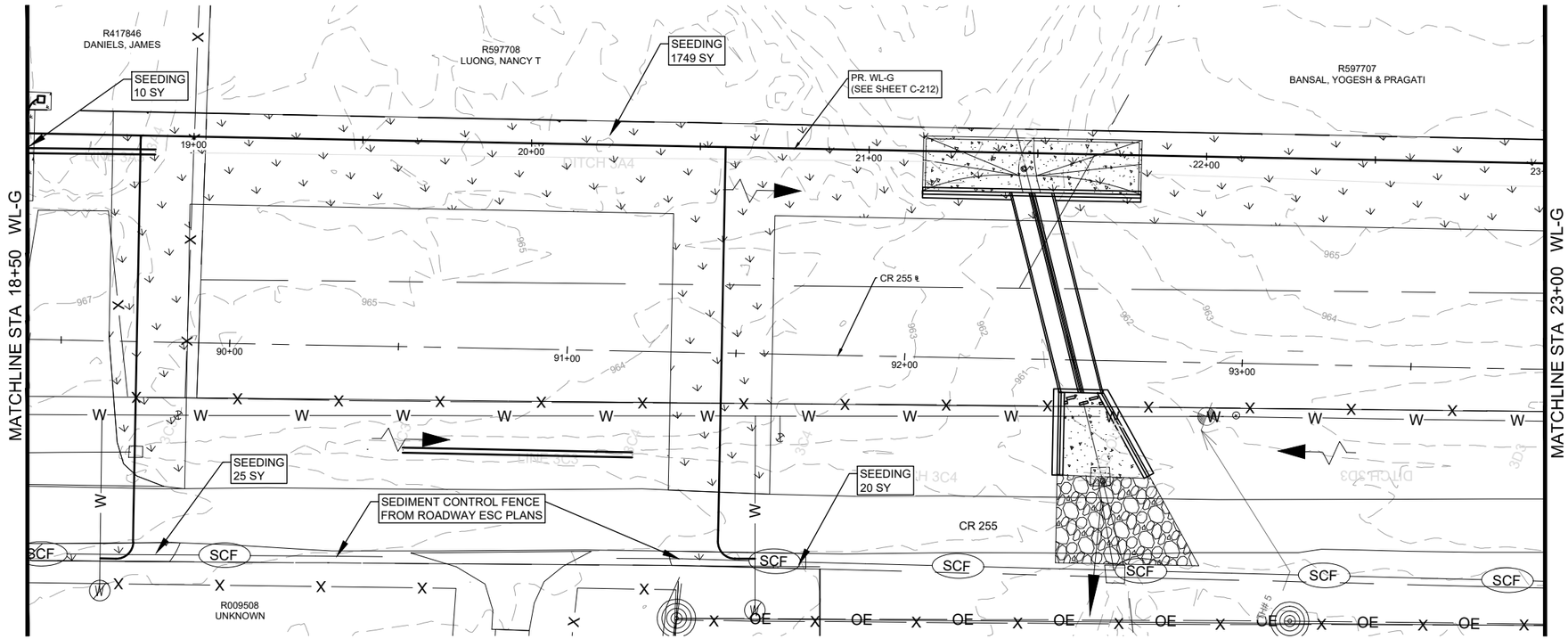
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

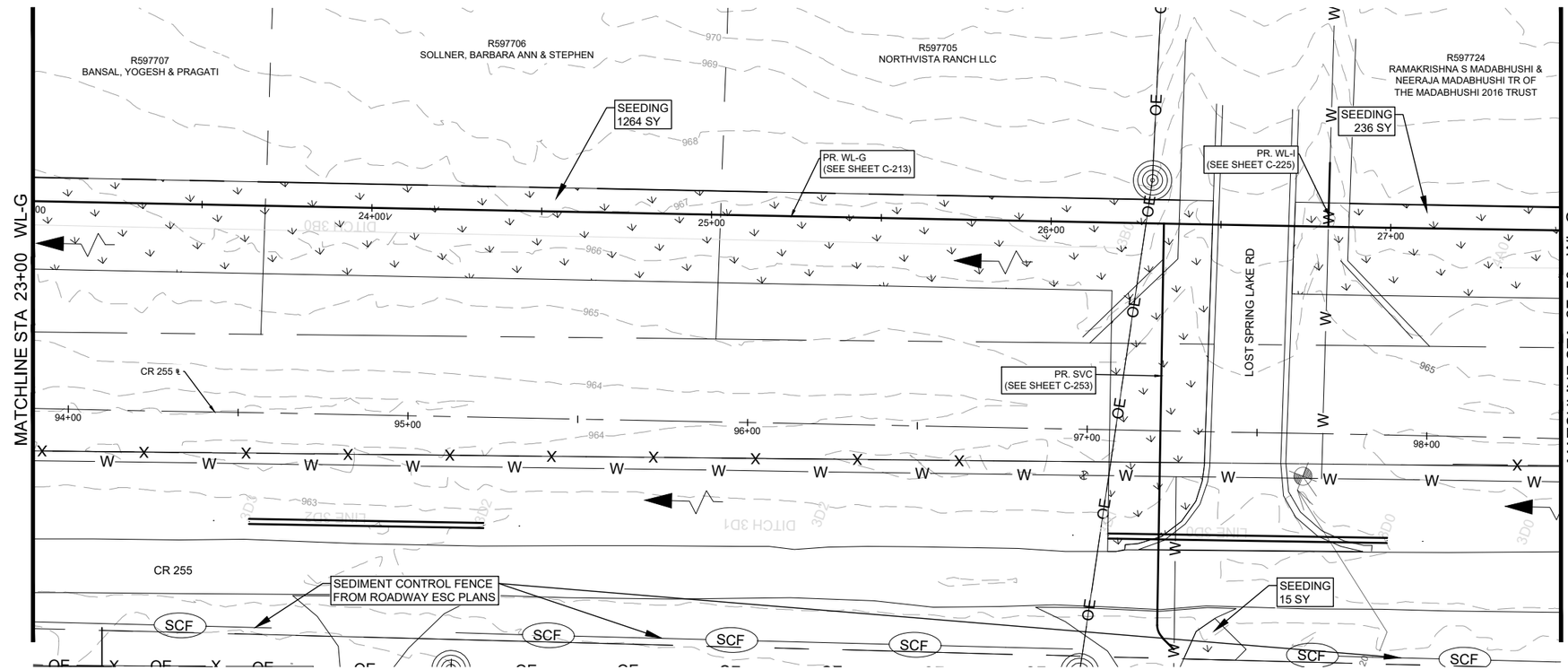
STATE OF TEXAS
KRISTEN VAN HOOSIER
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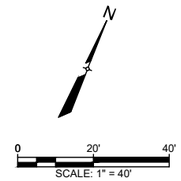
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SHEET
C-107

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-101-ENS.dwg - Tab: ENS (7) - Plotted: 11/13/2024 4:06 PM By: DENO DRULIAS







LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
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- PR. WATER
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- PR. STORM DRAIN
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- OE — EX. OVERHEAD ELECTRIC
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- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
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1"=4' VERT.

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CobbFendley
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512.834.9789 | FAX 512.834.7727
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ESC - SHEET 8 OF 14

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

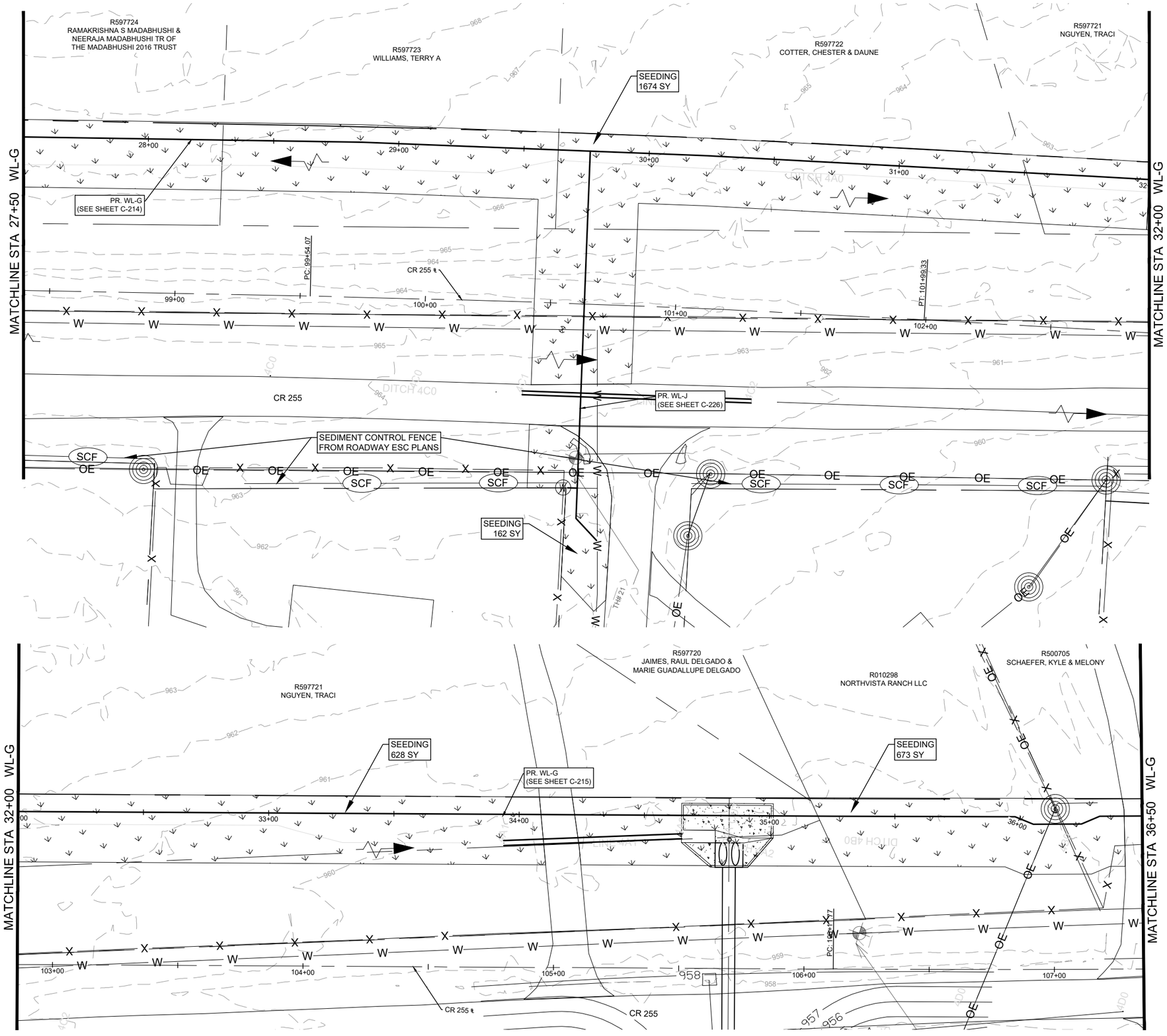
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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SHEET
C-108

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-101-ENS.dwg - Tab: ENS (8) - Plotted: 11/13/2024 4:06 PM By: DENO DRULIAS



0 20' 40'
SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
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9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
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ESC - SHEET 9 OF 14

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

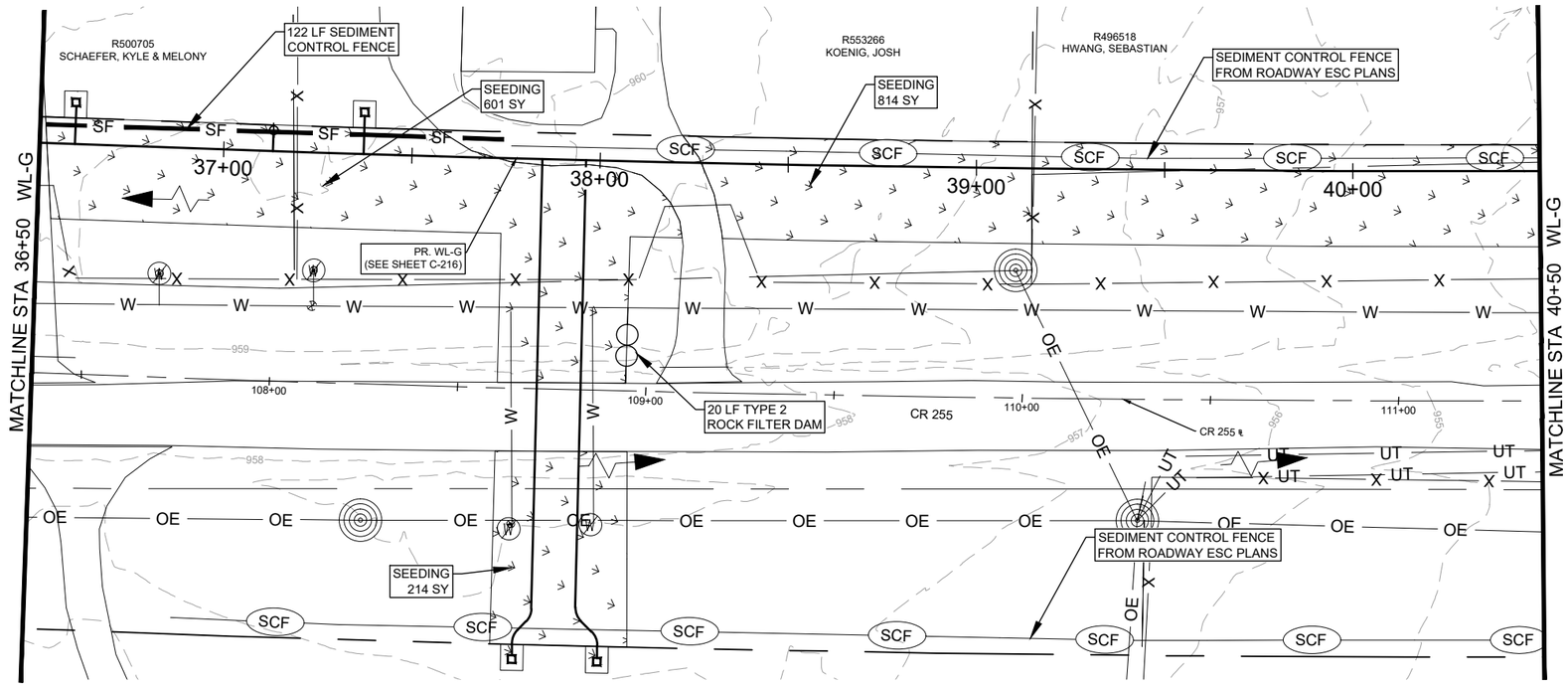
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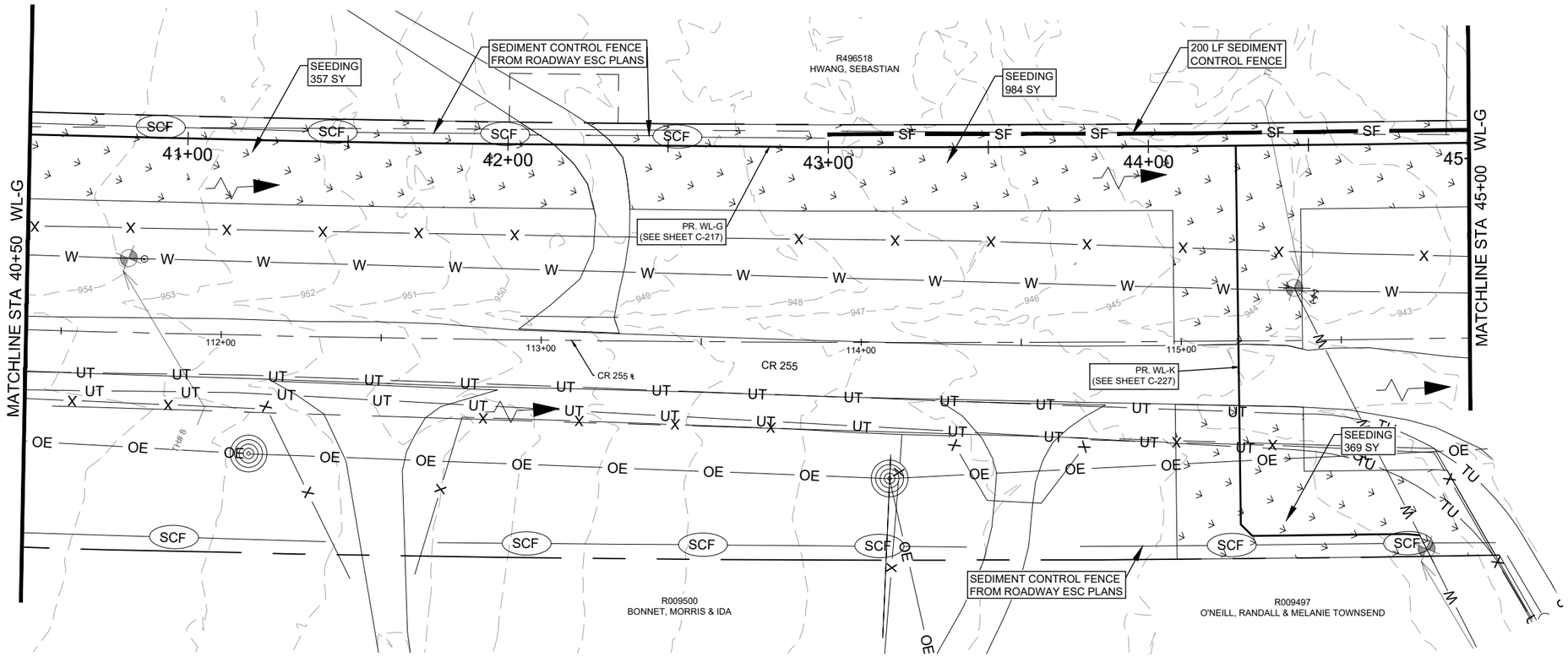
STATE OF TEXAS
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11/15/2024

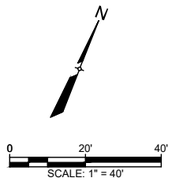
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SHEET
C-109

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-101-ENS.dwg – Tab: ENS (9) – Plotted: 11/13/2024 4:07 PM By: DENO DRULIAS







LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
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ESC - SHEET 10 OF 14

CR 255 WL RELOCATIONS
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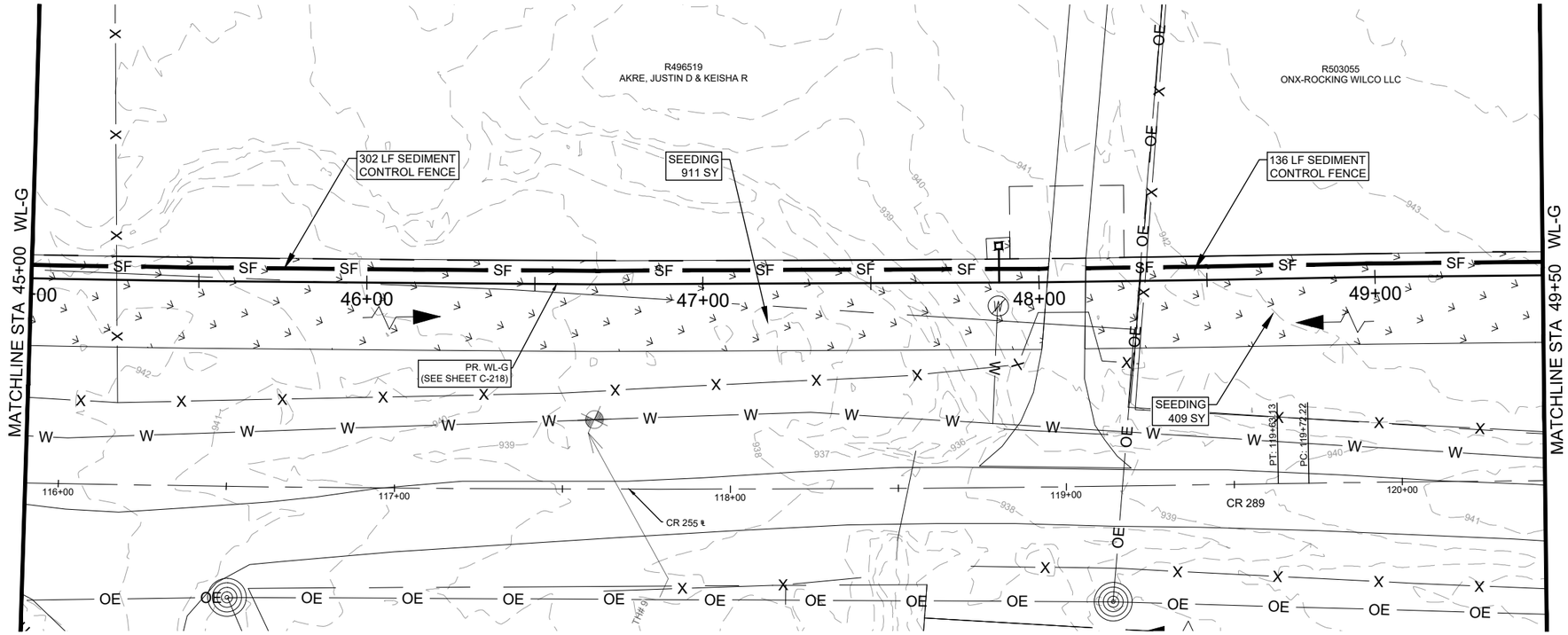
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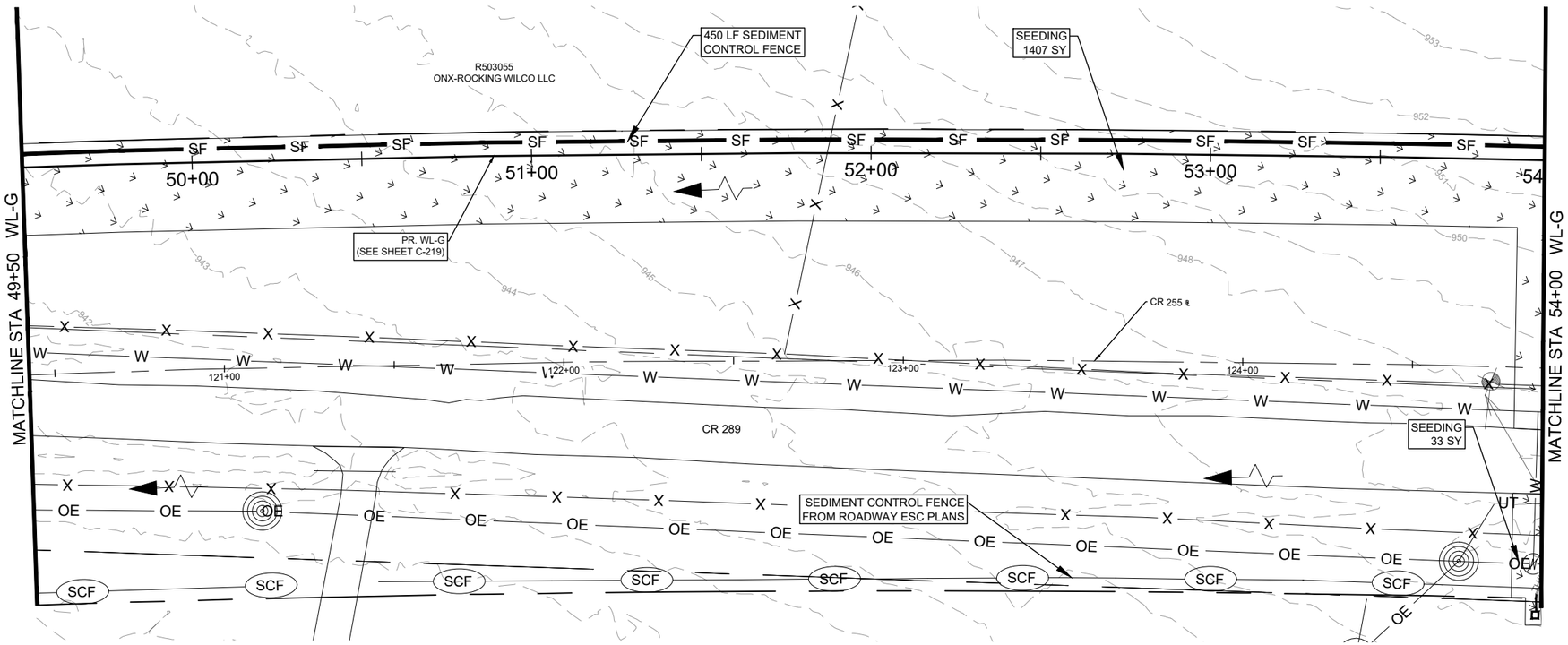
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PROFESSIONAL ENGINEER
11/15/2024

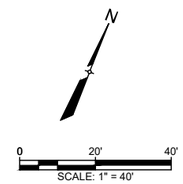
THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-110

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-102-ENS.dwg - Tab: ENS (10) - Plotted: 11/13/2024 4:08 PM By: DENO DRULIAS







LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
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- PR. WATER
- WW — EX. WASTEWATER
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- PR. STORM DRAIN
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- PR. AIR RELEASE VALVE
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3. EXISTING 2", 3", 8", 12", AND 15" WATER MAINS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL THE NEW MAINS ARE CONSTRUCTED, TESTED, APPROVED AND SERVICE LINES RECONNECTED AND THE NEW MAIN IS PLACED IN SERVICE.
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REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046703
9600 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

ESC - SHEET 11 OF 14

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

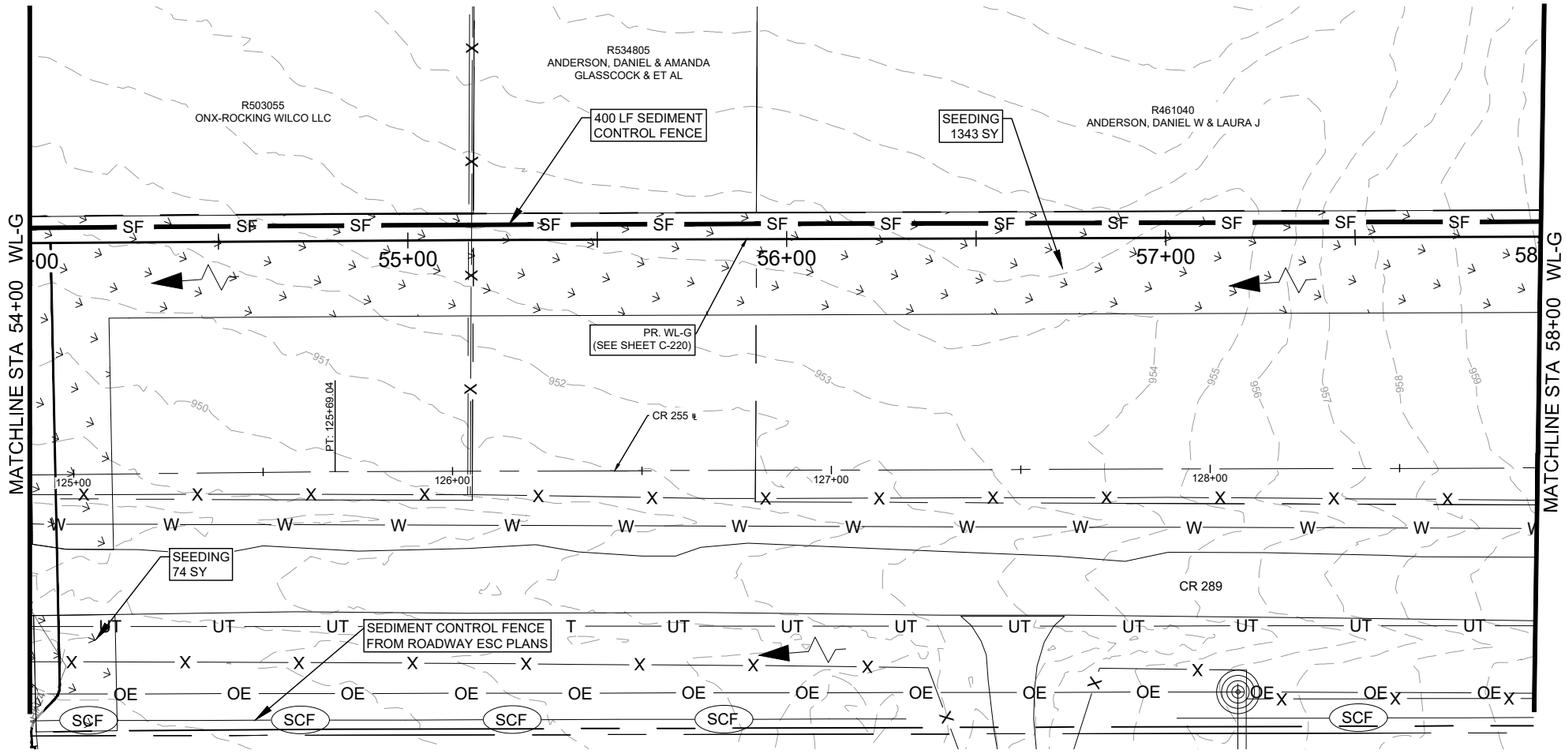
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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SHEET
C-111

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-102-ENS.dwg - Tab: ENS (11) - Plotted: 11/13/2024 4:08 PM By: DENO DRULIAS



N

0 20' 40'

SCALE: 1" = 40'

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CobbFendley
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AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

ESC - SHEET 12 OF 14

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

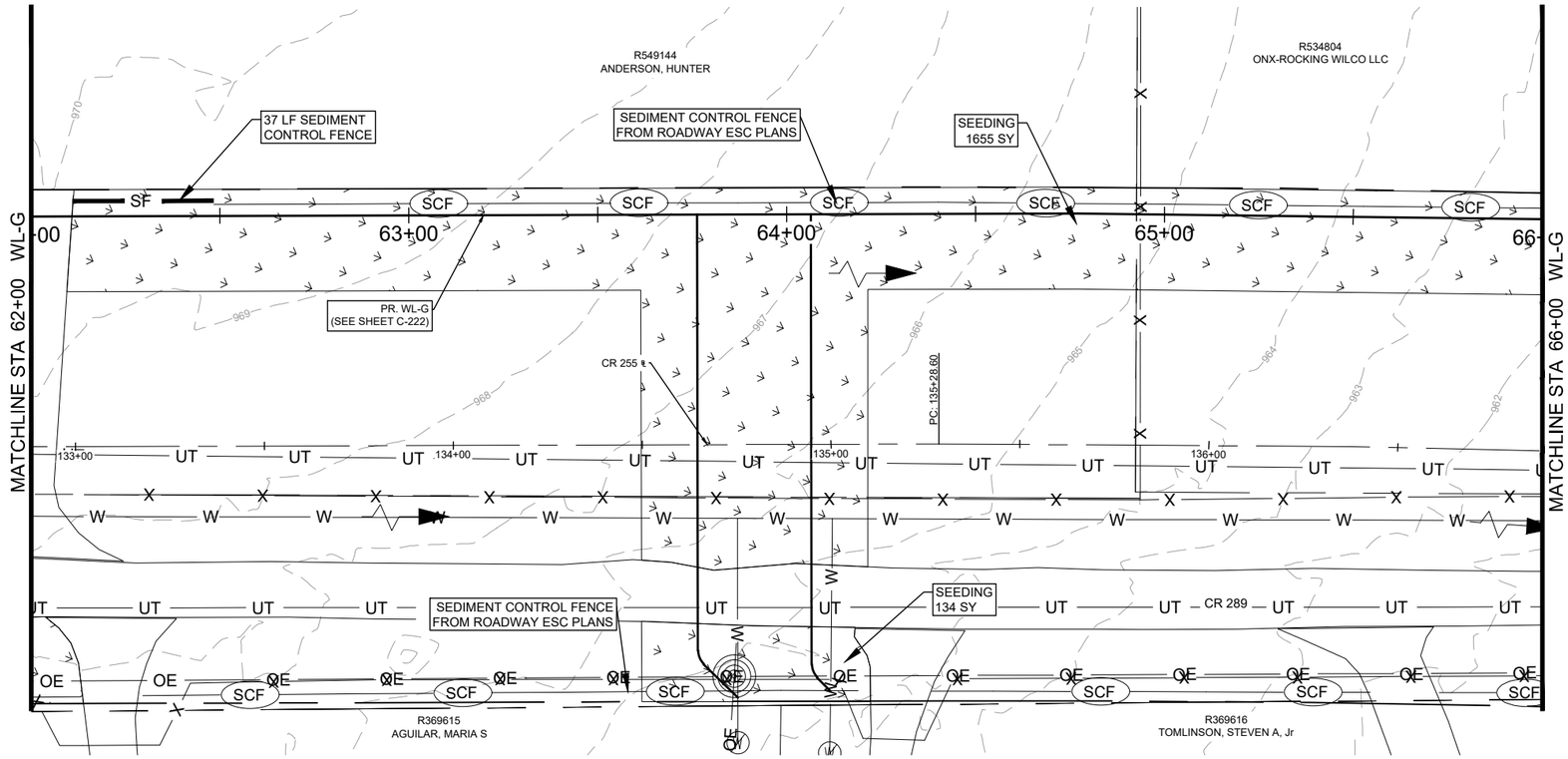
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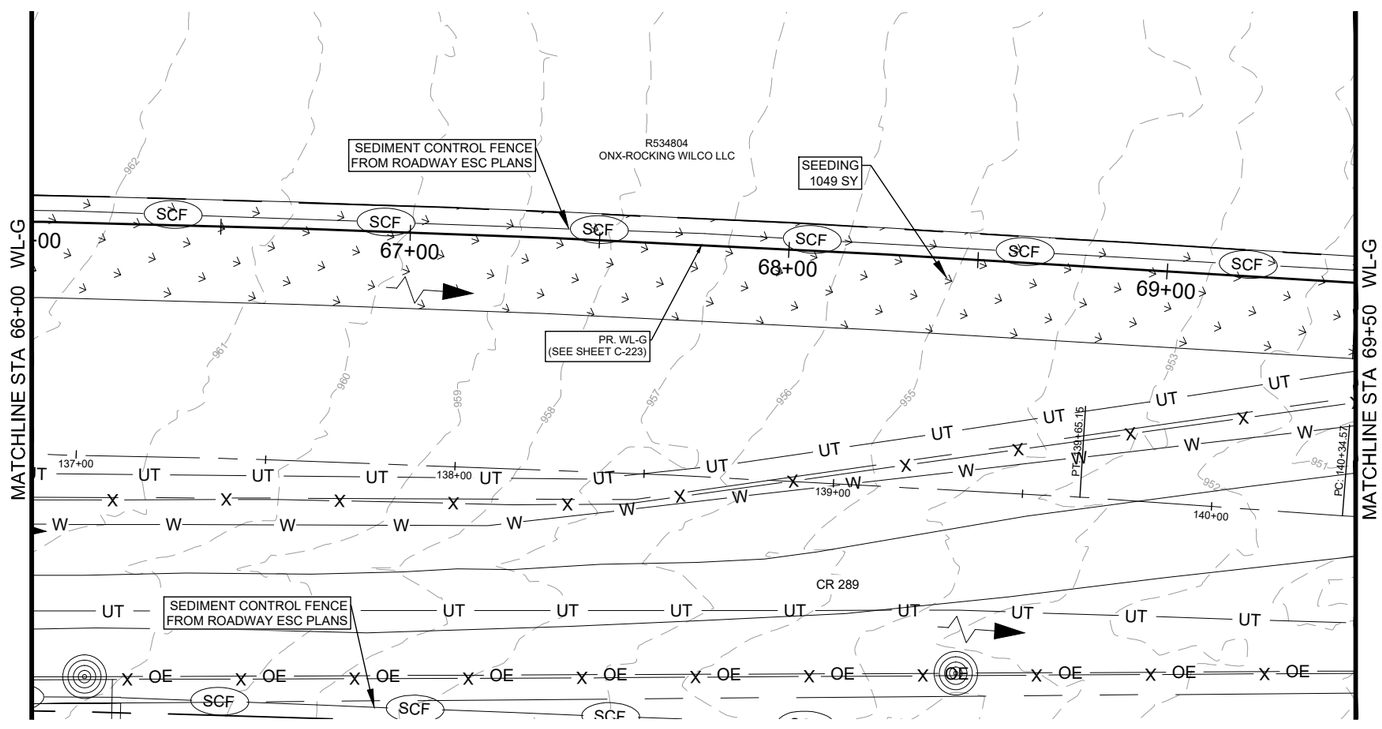
STATE OF TEXAS
KRISTEN VAN HOOSIER
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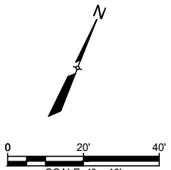
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SHEET
C-112

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-102-ENS.dwg — Tab: ENS (12) — Plotted: 11/13/2024 4:08 PM By: DENO DRULIAS







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CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

ESC - SHEET 13 OF 14

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

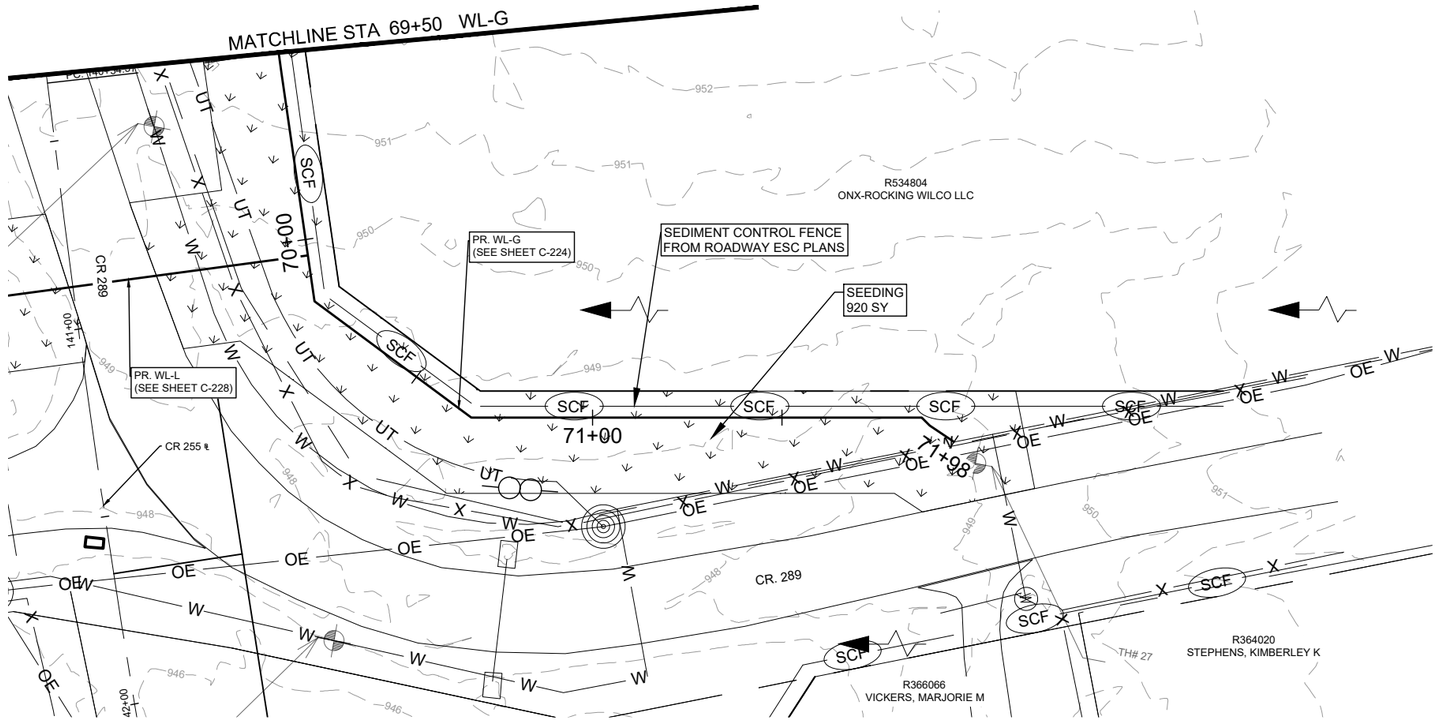
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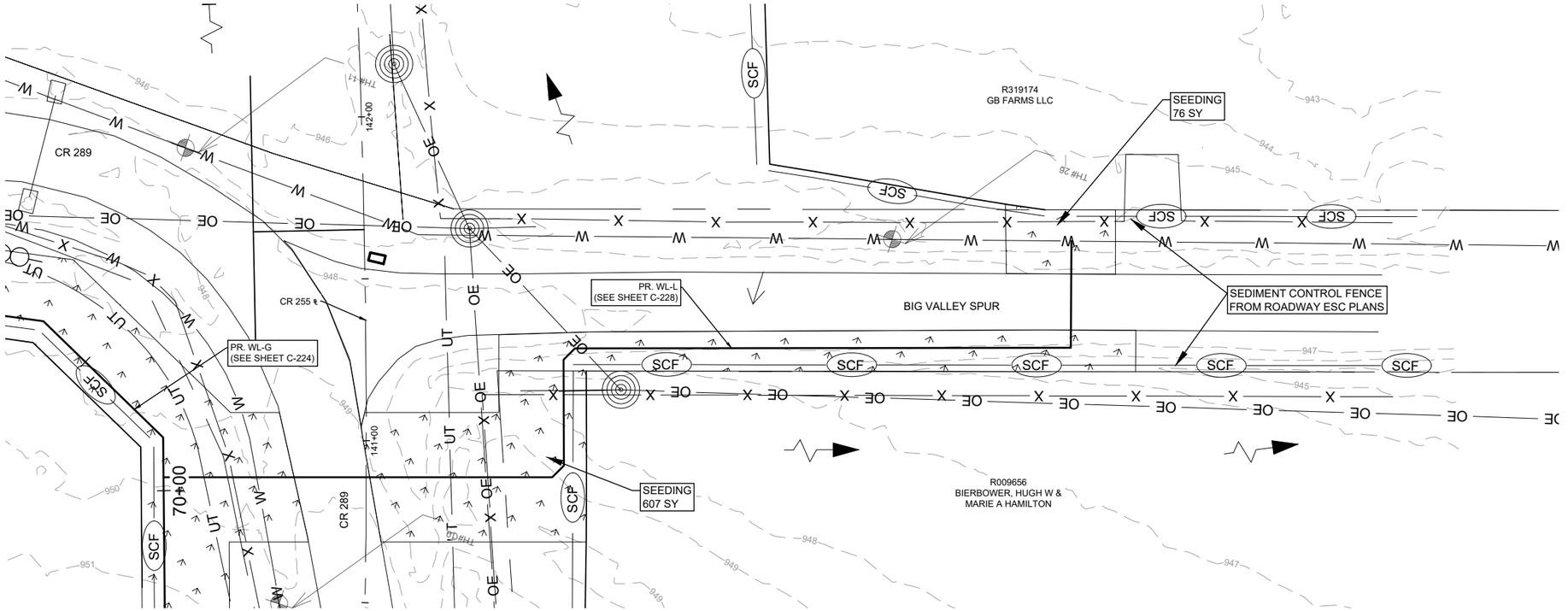
STATE OF TEXAS
KRISTEN VAN HOOSIER
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SHEET
C-113

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-102-ENS.dwg - Tab: ENS (13) - Plotted: 11/13/2024 4:08 PM By: DENO DRULIAS





0 20' 40'
SCALE: 1" = 40'

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ESC - SHEET 14 OF 14

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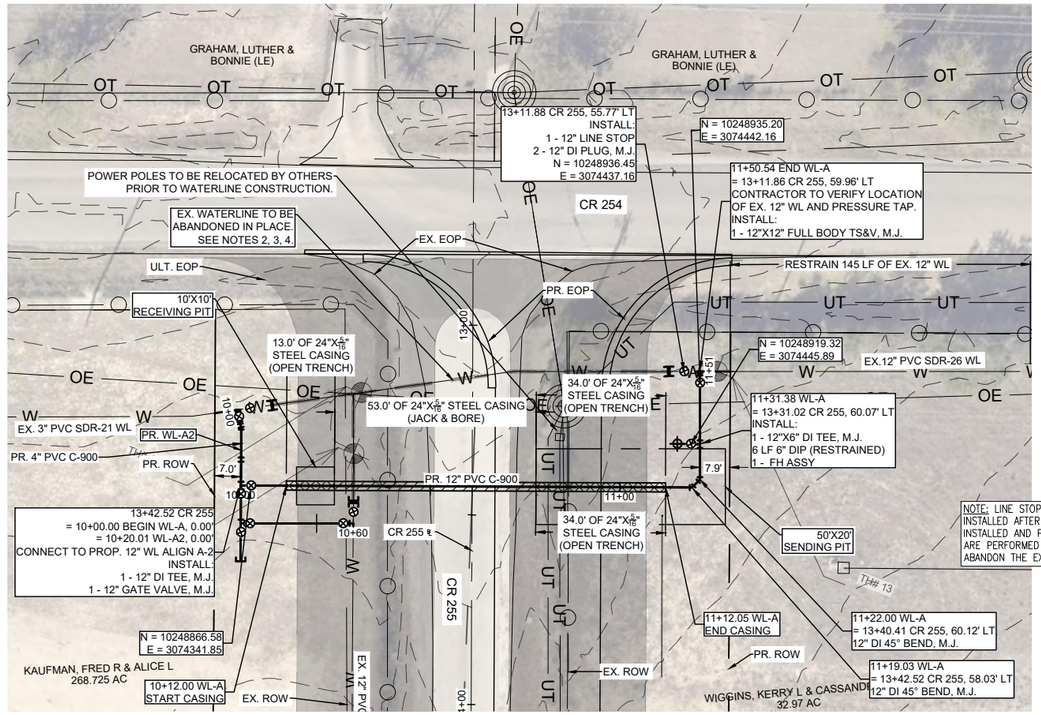
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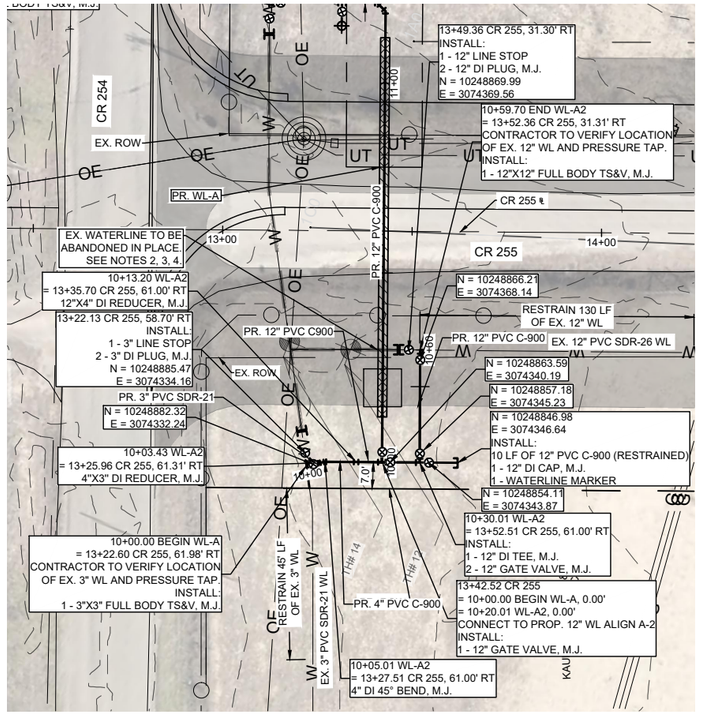
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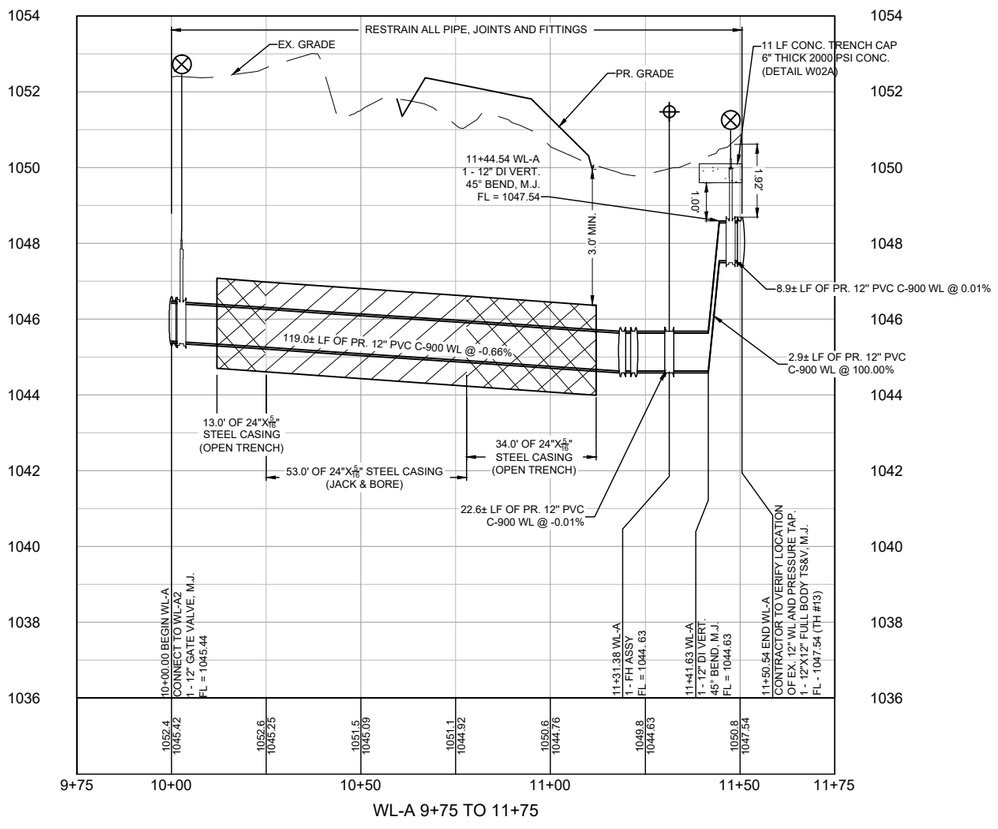
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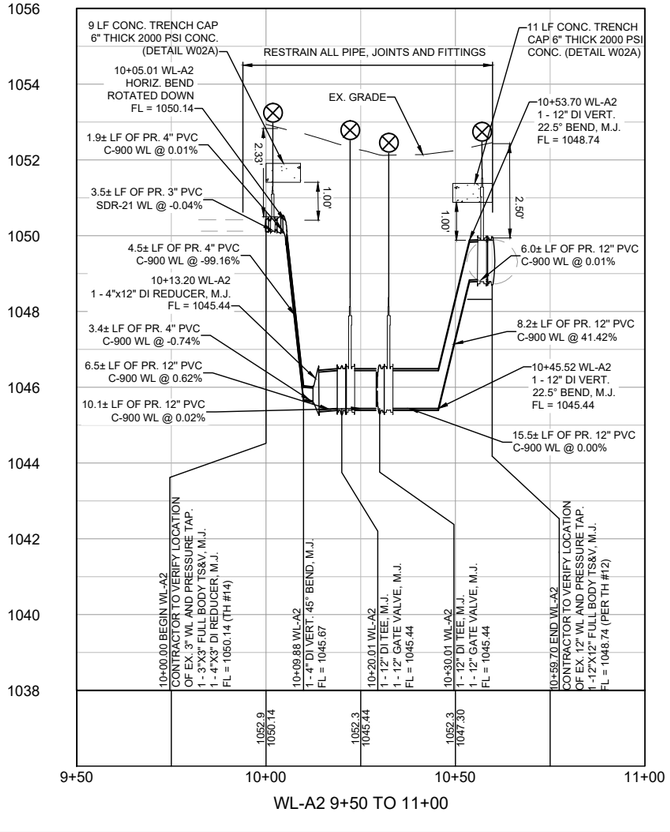
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WL-A 9+75 TO 11+75



WL-A2 9+50 TO 11+00

0 20' 40'
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7. REMOVAL AND REPLACEMENT OF FENCES AND GATES ON PROPERTY ASSOCIATED WITH WATERLINE INSTALLATIONS SHALL BE SUBSIDIARY TO THE COST OF PIPE.
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9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "A" & "A2" - STA. 10+00 TO END PLAN AND PROFILE
CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

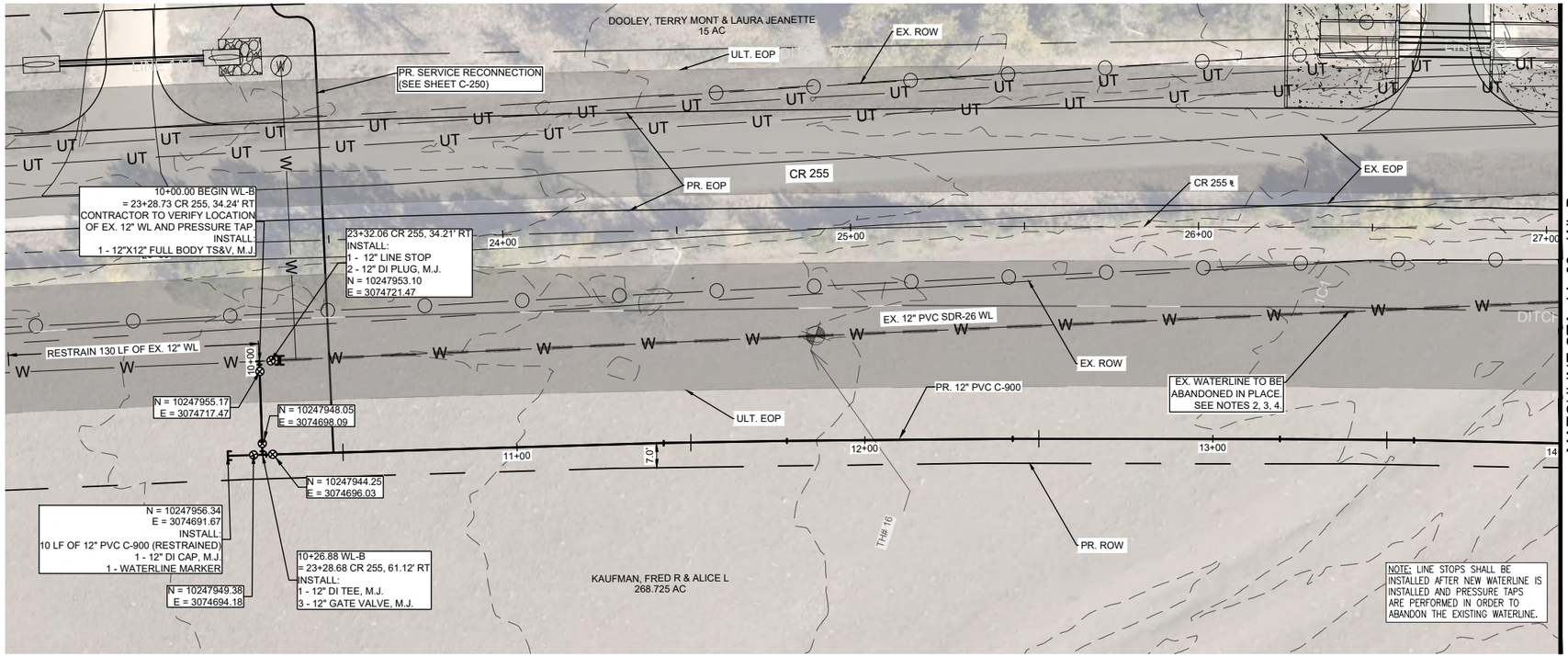
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

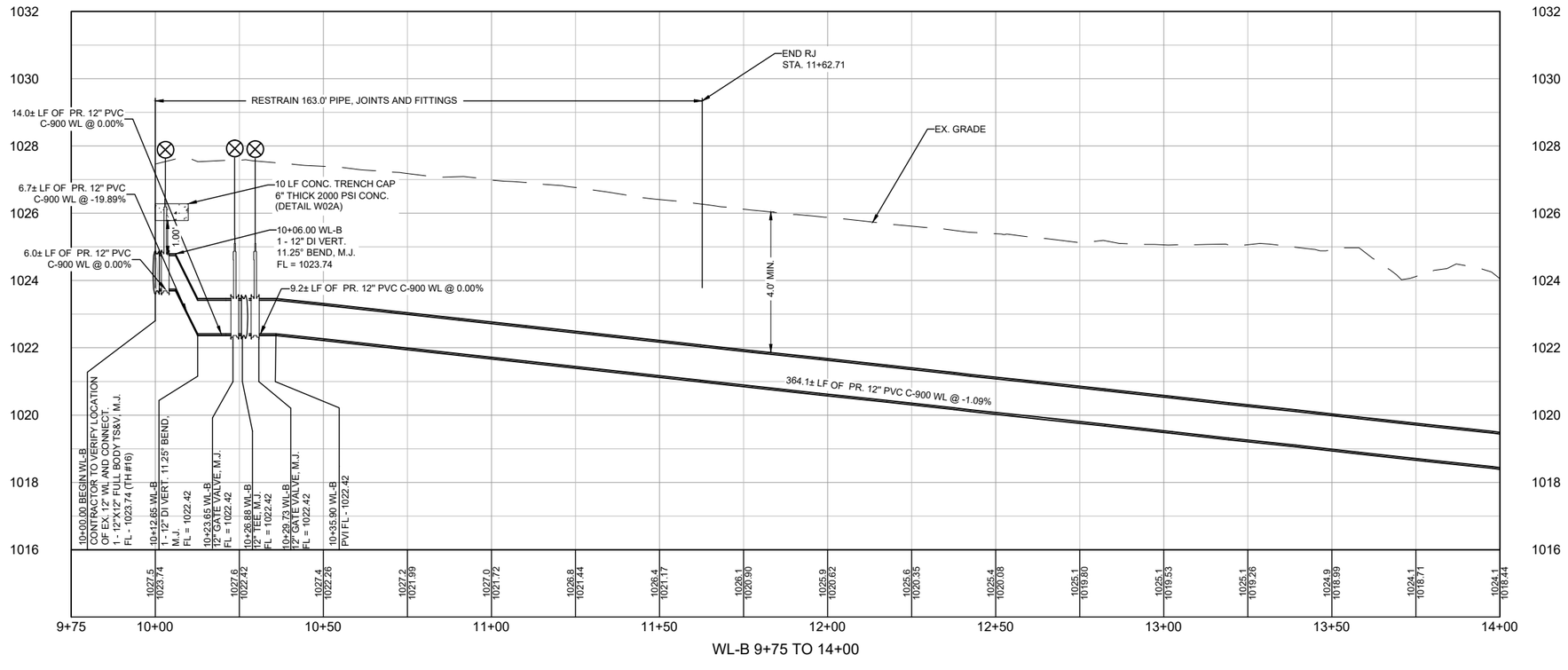
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

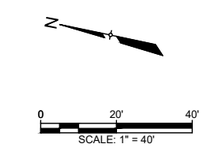
SHEET
C-200

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-A-B_TAPS.dwg – Tab: WL-A – Plotted: 11/13/2024 4:09 PM By: DENO DRULIAS





WL-B 9+75 TO 14+00



LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
- OC — EX. OVERHEAD CABLE
- OH — EX. OVERHEAD UTILITIES
- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
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1"=4' VERT.

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CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "B" - STA. 10+00 TO 14+00
PLAN AND PROFILE

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

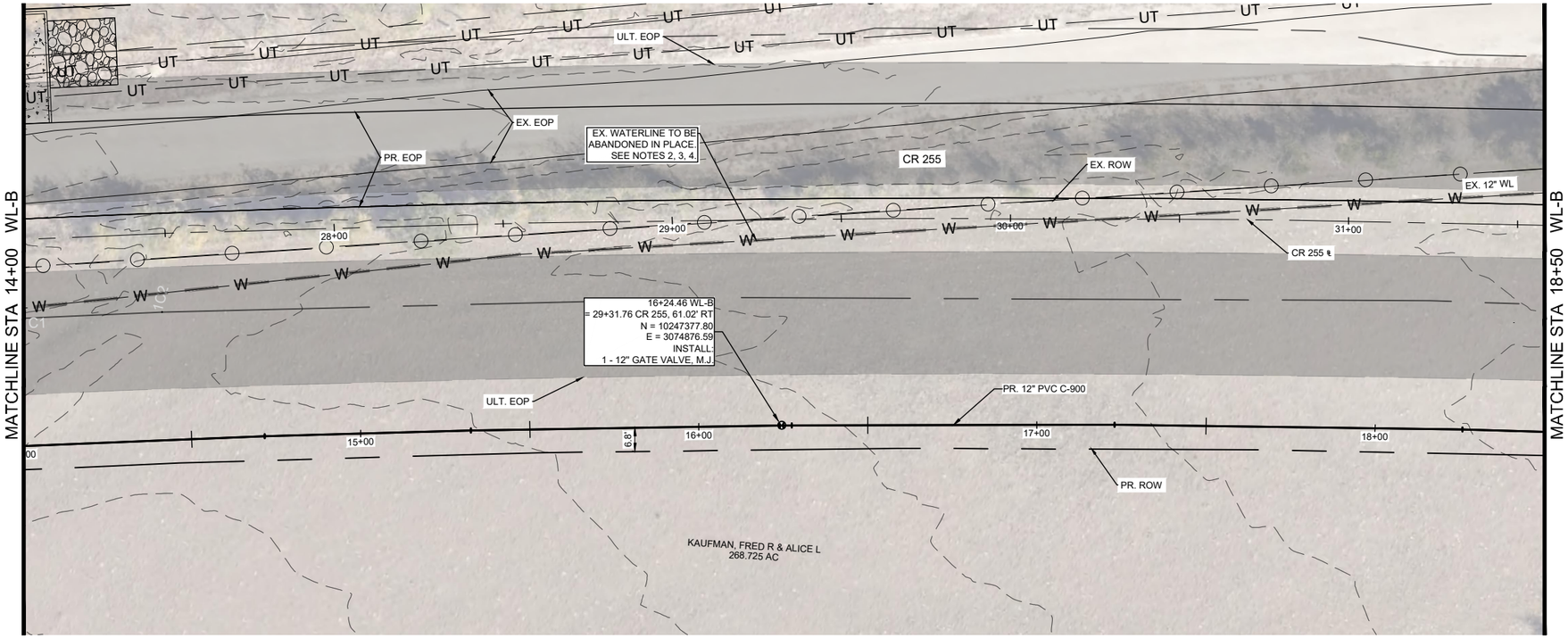
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
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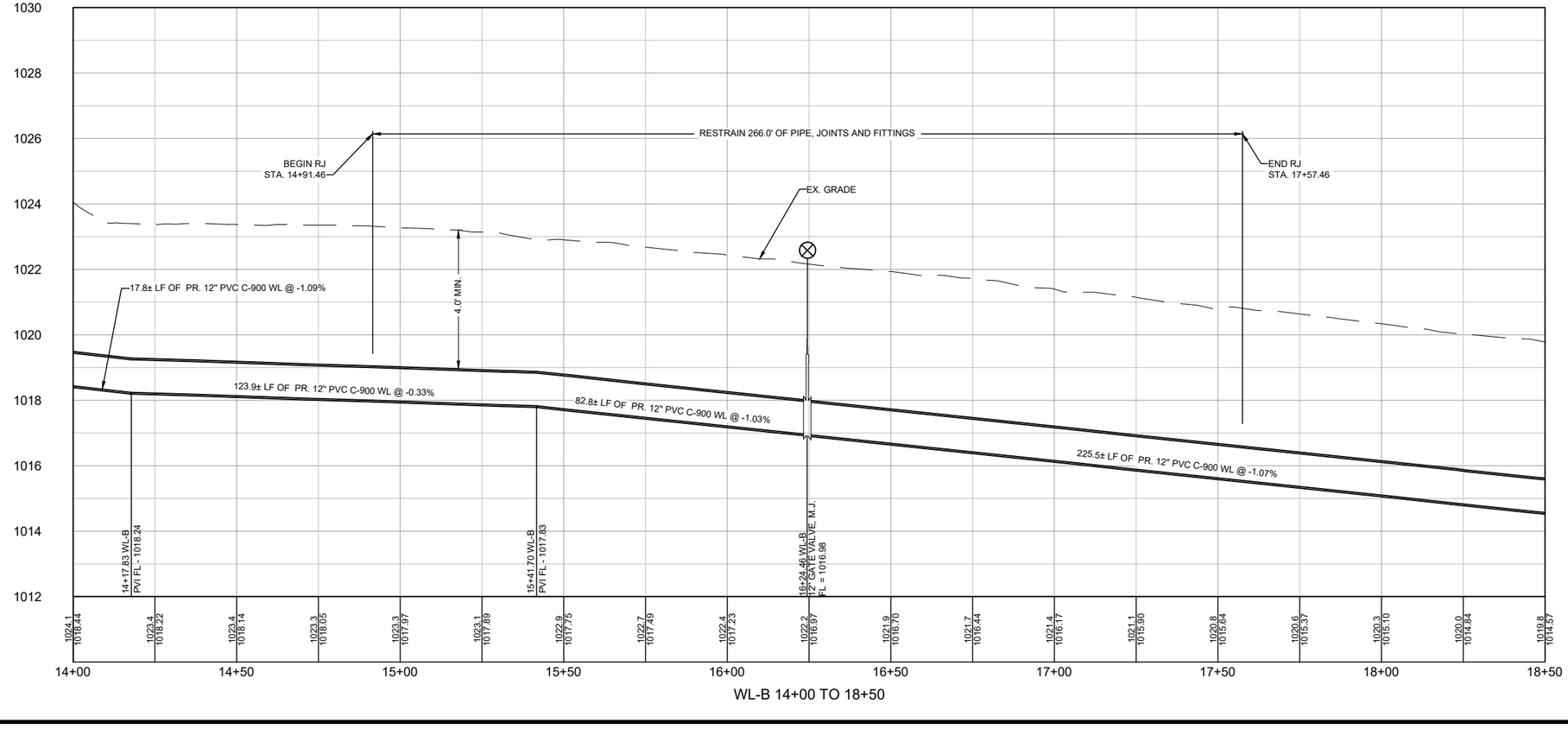
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-201

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-A-B_TAPS.dwg - Tab: WL-B (1) - Plotted: 11/13/2024 4:09 PM By: DENO DRULIAS





WL-B 14+00 TO 18+50

N

0 20' 40'
SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
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- OE — EX. OVERHEAD ELECTRIC
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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "B" - STA. 14+00 TO 18+50
PLAN AND PROFILE

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

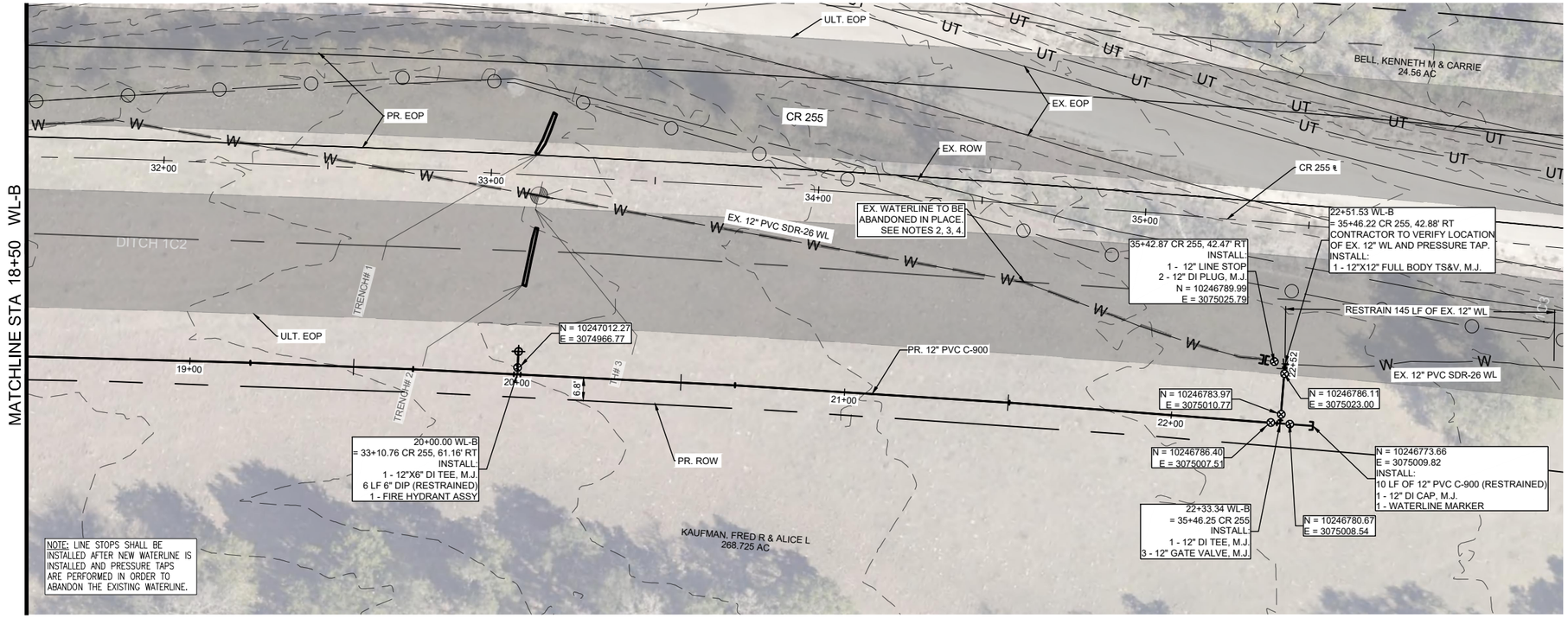
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

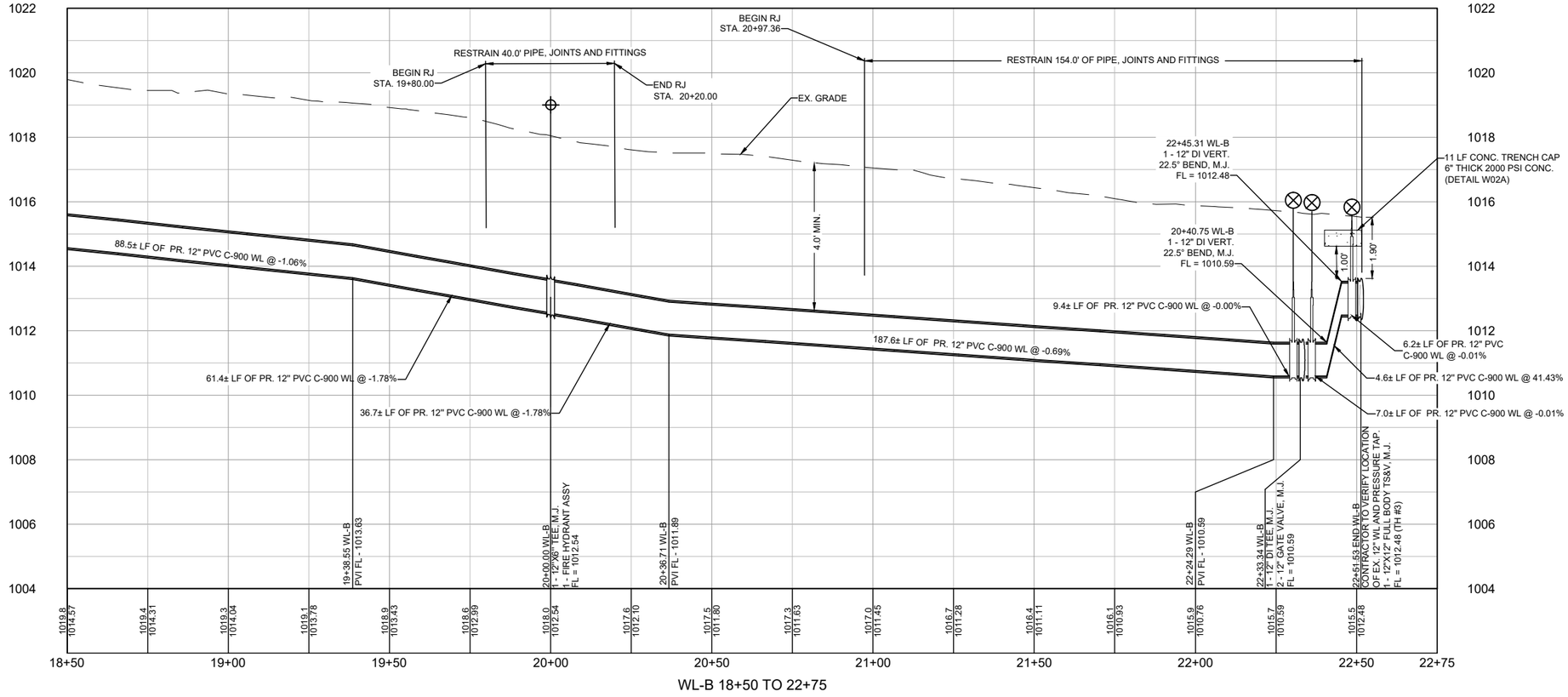
THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-202

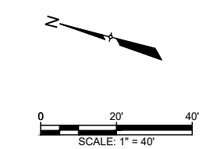
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Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-A-B_TAPS.dwg – Tab: WL-B (3) – Plotted: 11/13/2024 4:10 PM By: DENO DRULIAS





WL-B 18+50 TO 22+75



LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
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- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

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XXX.X GRADE
XXX.XX FLOW LINE

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AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
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WATERLINE "B" - STA. 18+50 TO END
CR 255 WL RELOCATIONS
PLAN AND PROFILE
GEORGETOWN, TEXAS

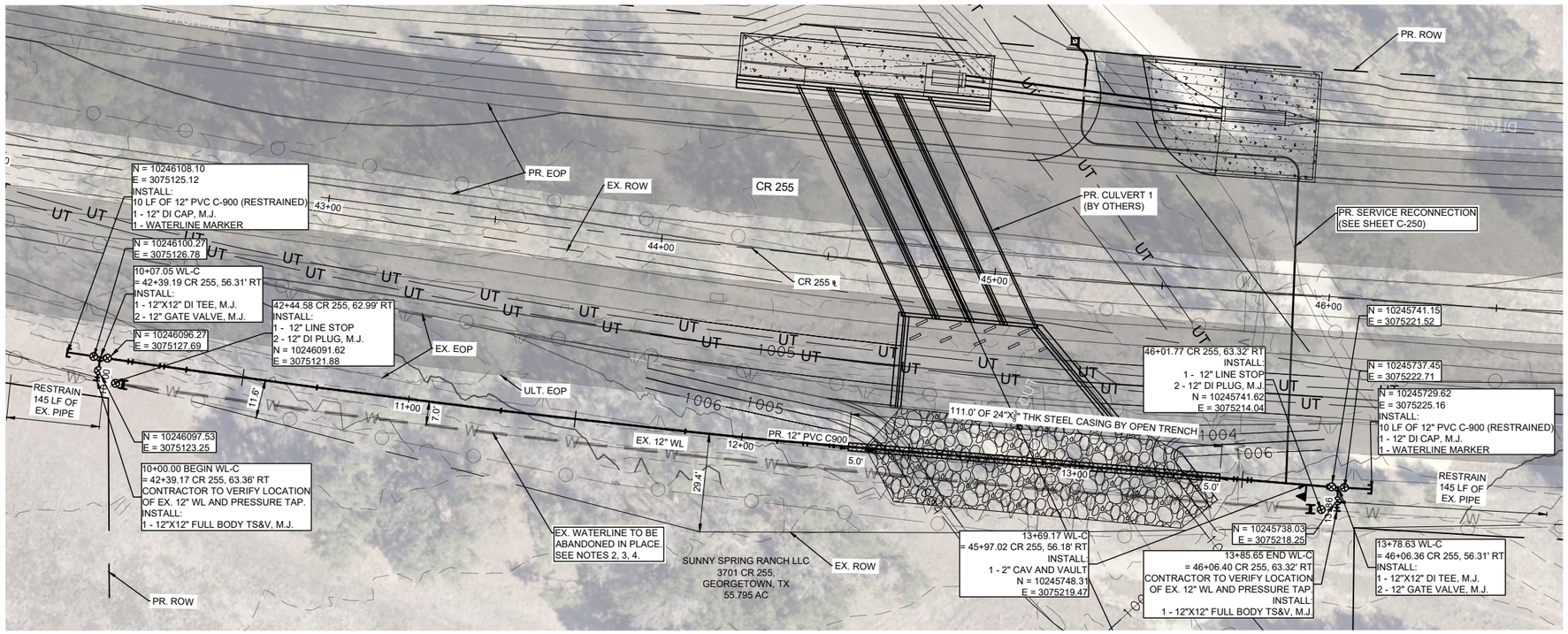
WILCO TEXAS

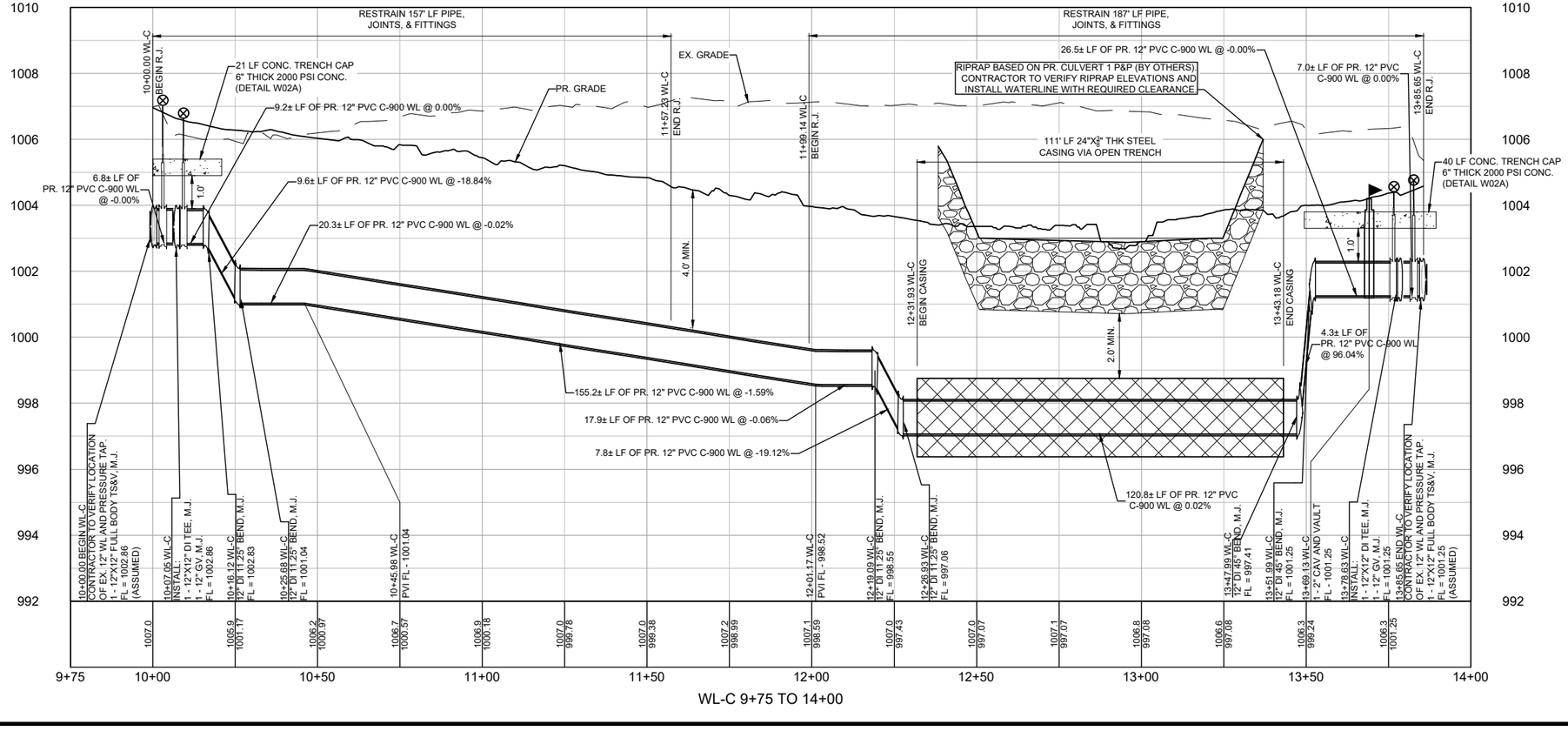
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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SHEET
C-203





WL-C 9+75 TO 14+00

0 20' 40'
SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
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- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
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7. REMOVAL AND REPLACEMENT OF FENCES AND GATES ON PROPERTY ASSOCIATED WITH WATERLINE INSTALLATIONS SHALL BE SUBSIDIARY TO THE COST OF PIPE.
8. WATERLINES TO BE INSTALLED PRIOR TO ROADWAY CONSTRUCTION. MINIMUM DEPTH OF COVER SHOWN IS TO FINISHED GRADE. CONTRACTOR SHALL INSTALL VALVES AND HYDRANTS AS SHOWN. ADJUSTMENTS TO FINISHED GRADE MAY BE NECESSARY DURING ROADWAY CONSTRUCTION.
9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "C" - STA. 10+00 TO END
CR 255 WL RELOCATIONS
PLAN AND PROFILE
GEORGETOWN, TEXAS

WILCO TEXAS

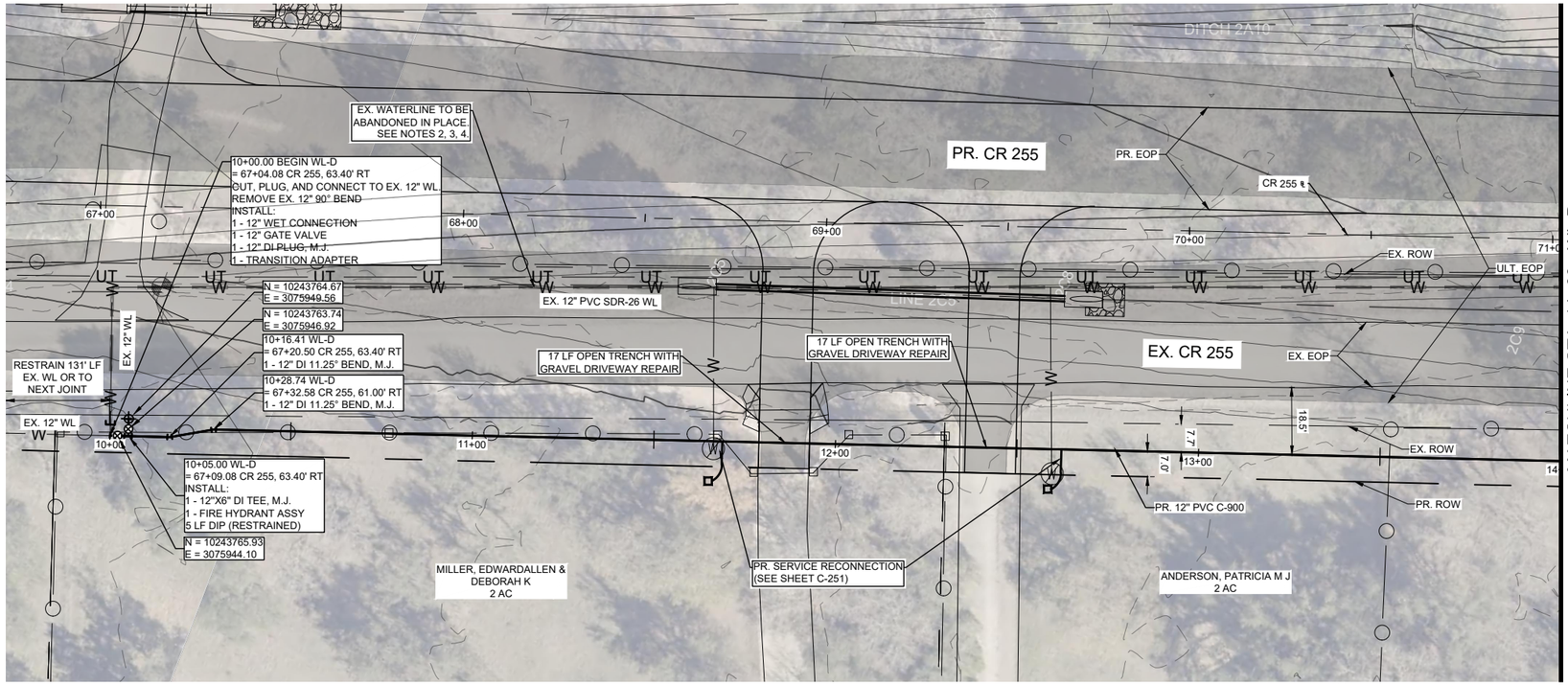
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: A. TERRAZAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

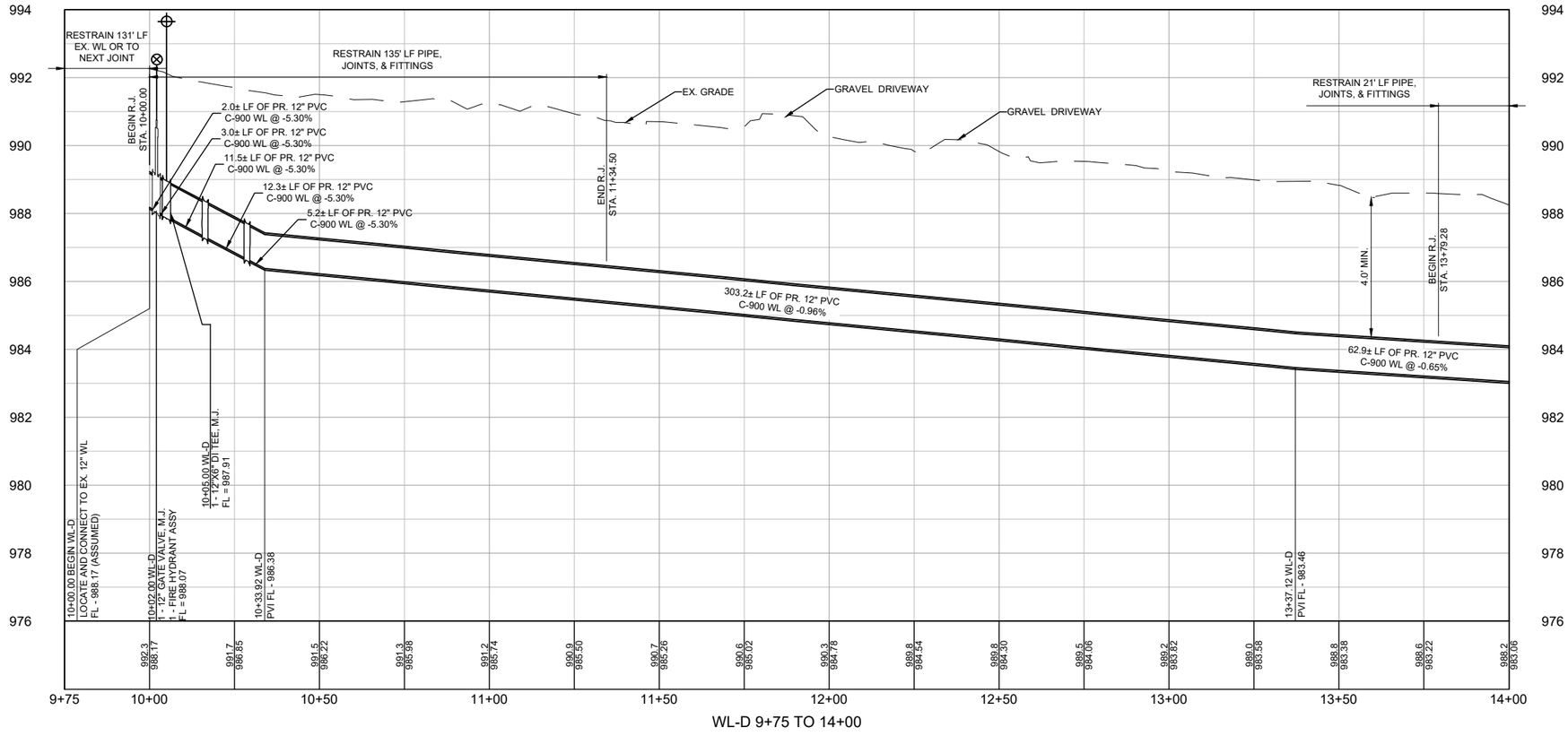
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-204

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-C_TAPS.dwg — Tab: WL-C — Plotted: 11/15/2024 9:33 AM By: KRISTEN VAN HOOSIER







LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
- OC — EX. OVERHEAD CABLE
- OH — EX. OVERHEAD UTILITIES
- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10061500
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "D" - STA. 10+00 TO 14+00
CR 255 WL RELOCATIONS
PLAN AND PROFILE
GEORGETOWN, TEXAS

WILCO TEXAS

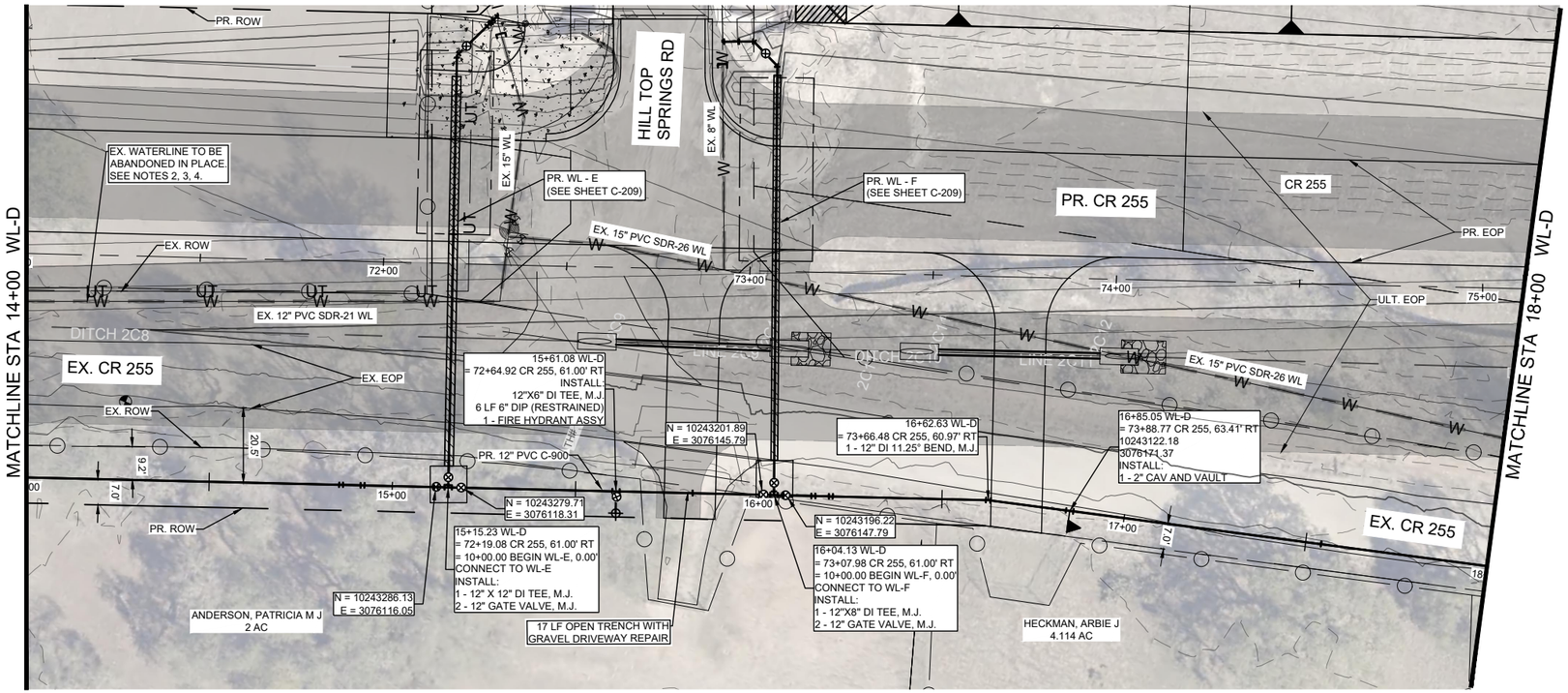
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: O. SAENZ
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

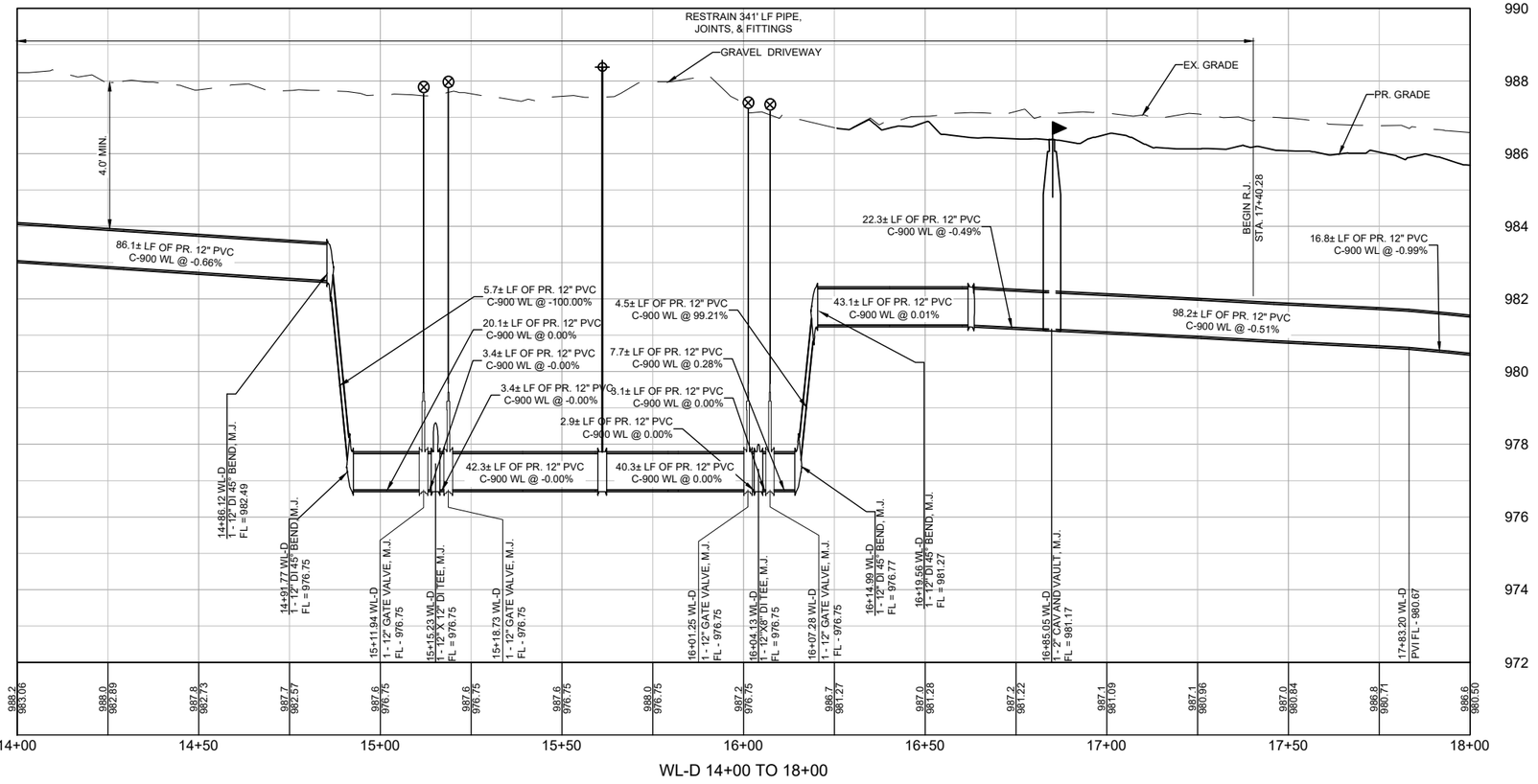
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT.

SHEET
C-205

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-D-E-F.dwg — Tab: WL-D — Plotted: 11/13/2024 4:13 PM By: DENO DRULIAS





990 990

0 20' 40'
SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
- OC — EX. OVERHEAD CABLE
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- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
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- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
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- PR. FIRE HYDRANT
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- PR. AIR RELEASE VALVE
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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WILCO TEXAS

PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: O. SAENZ
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136682
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

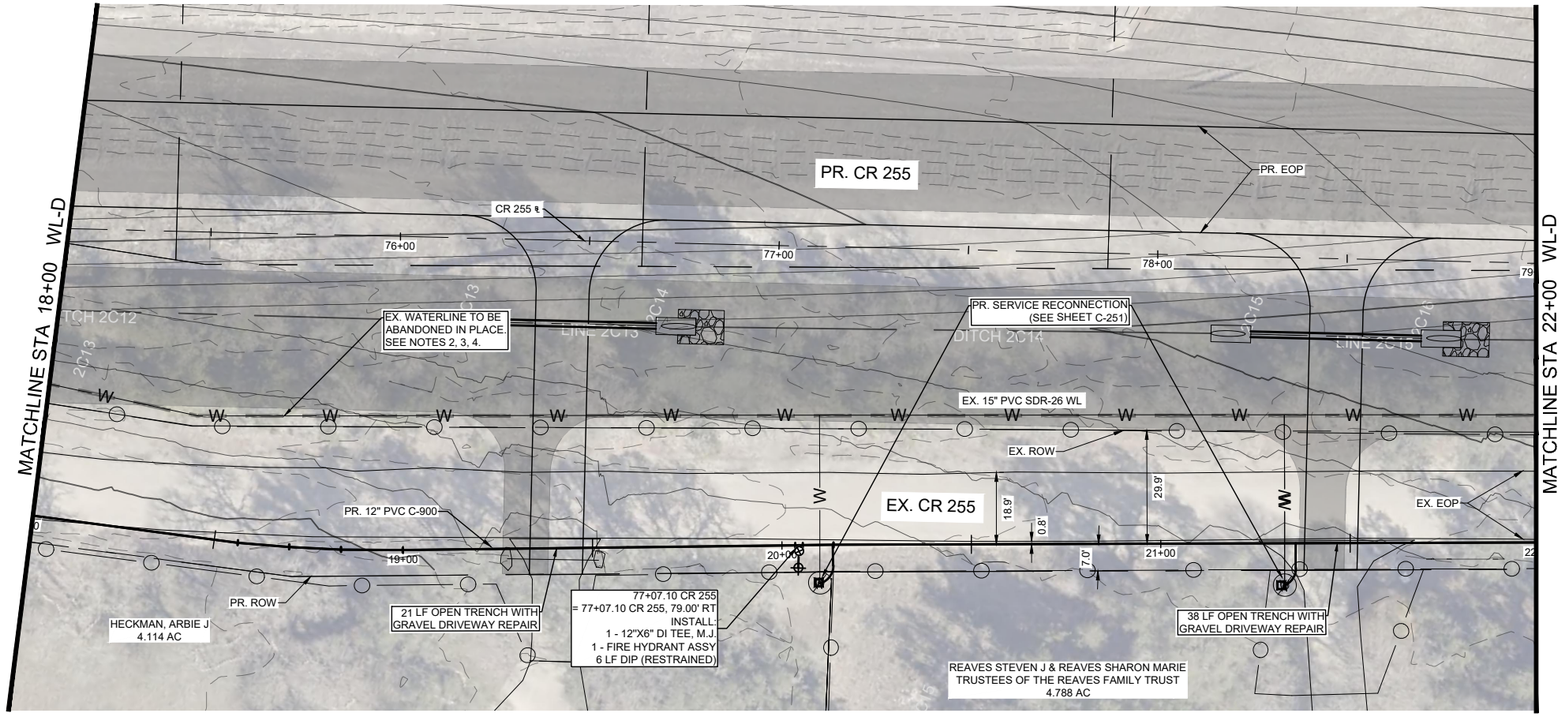
THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT.

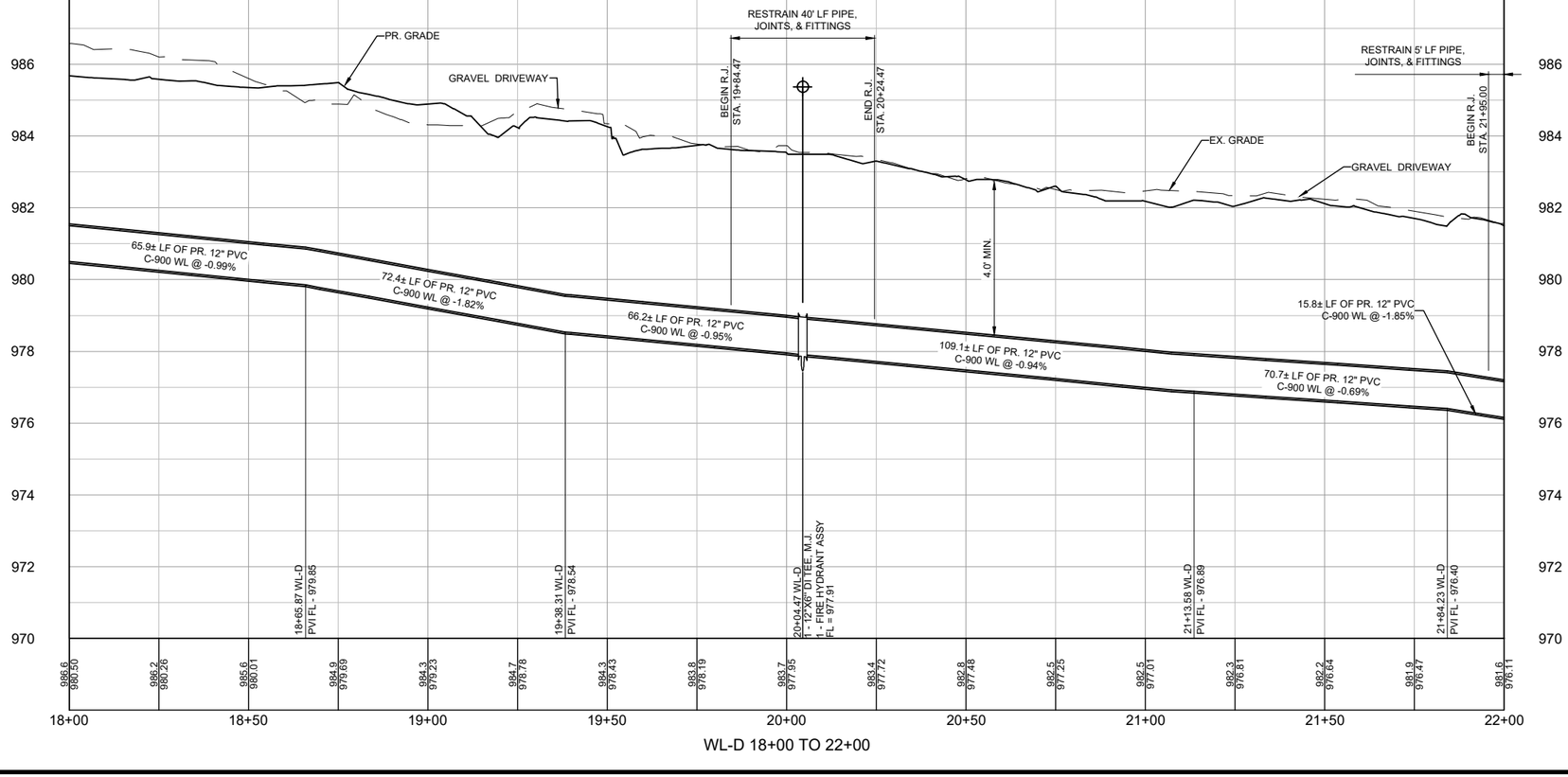
SHEET
C-206

WATERLINE "D" - STA. 14+00 TO 18+00 PLAN AND PROFILE

CR 255 WL RELOCATIONS GEORGETOWN, TEXAS

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-D-E-F.dwg — Tab: WATERLINE "D" – STA. 14+00 TO 18+00 PLAN AND PROFILE — Plotted: 11/13/2024 4:13 PM By: DENO DRULIAS







LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
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- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
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- PR. FIRE HYDRANT
- W — EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

GENERAL NOTES:

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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "D" - STA. 18+00 TO 22+00
PLAN AND PROFILE
CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

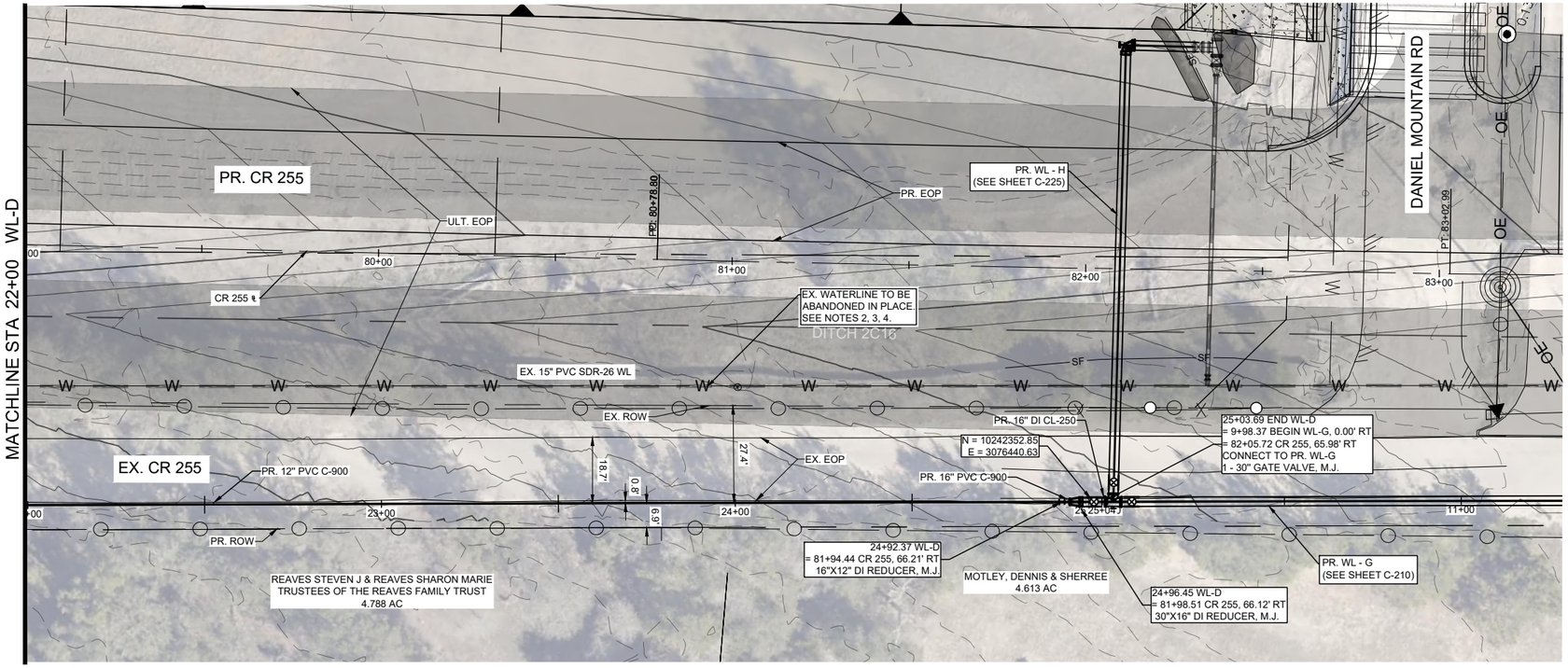
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: O. SAENZ
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

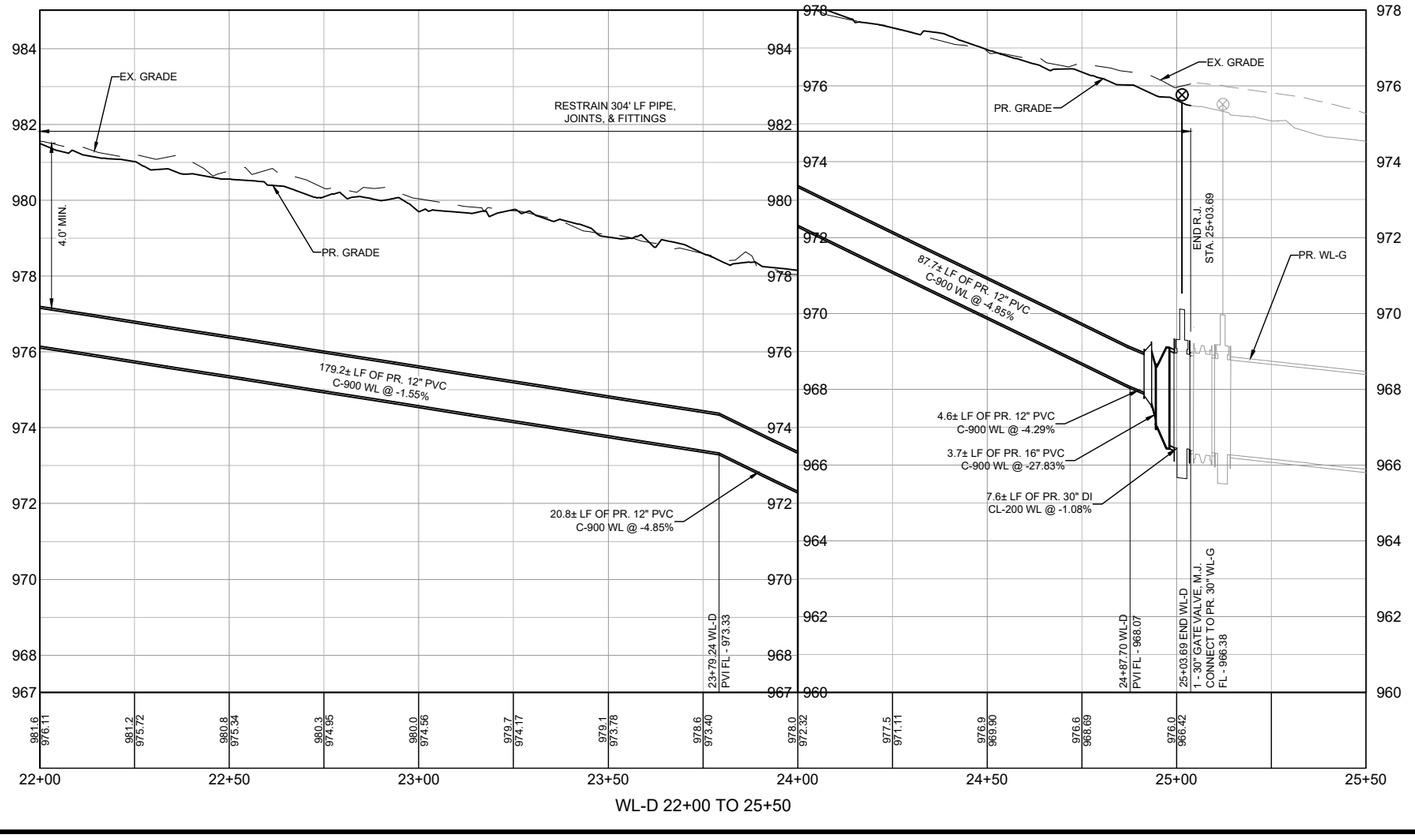
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-207

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-D-E-F.dwg — Tab: WATERLINE D — STA. 18+00 TO 22+00 PLAN AND PROFILE — Plotted: 11/13/2024 4:13 PM By: DENO DRULIAS





WL-D 22+00 TO 25+50



LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
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512.834.9789 | FAX 512.834.7727
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WATERLINE "D" - STA. 22+00 TO END
PLAN AND PROFILE
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GEORGETOWN, TEXAS

WILCO TEXAS

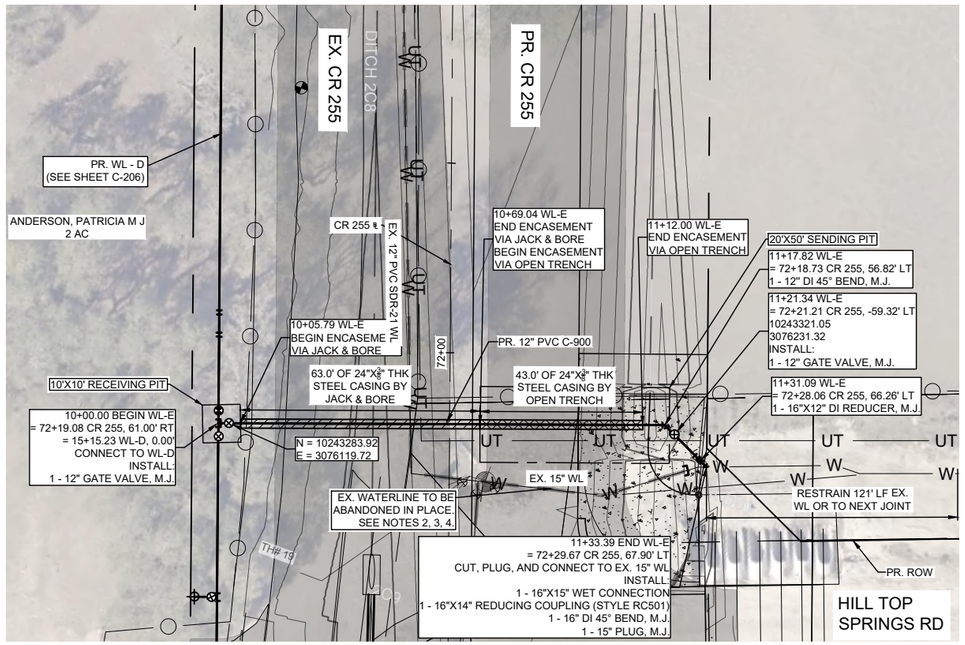
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APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

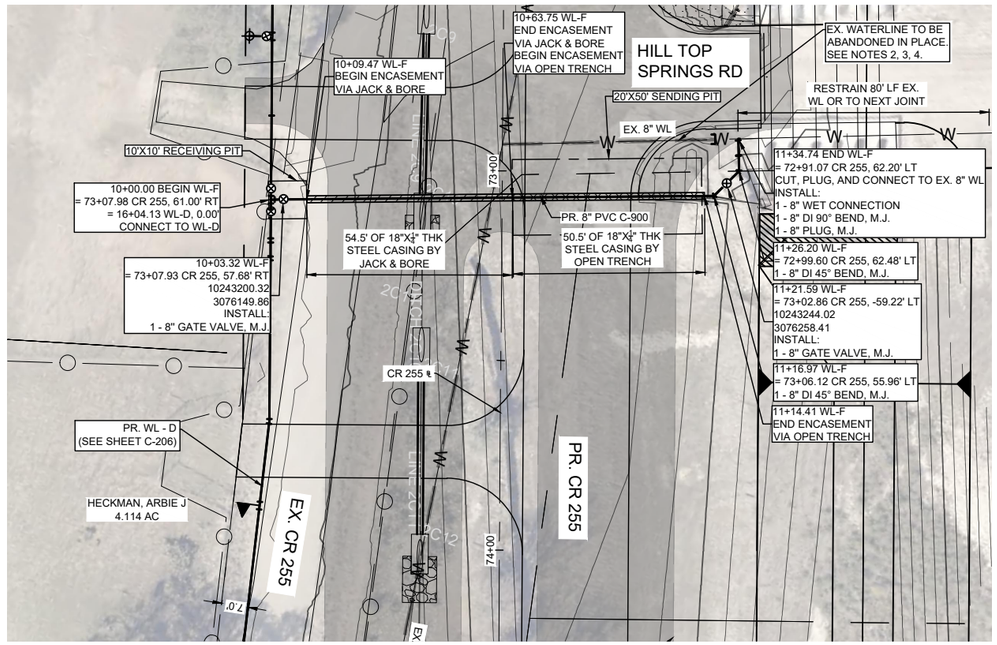
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

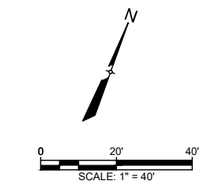
THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-208

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-D-E-F.dwg - Tab: WATERLINE D - STA. 22+00 TO END PLAN AND PROFILE - Plotted: 11/13/2024 4:13 PM By: DENO DRULIAS





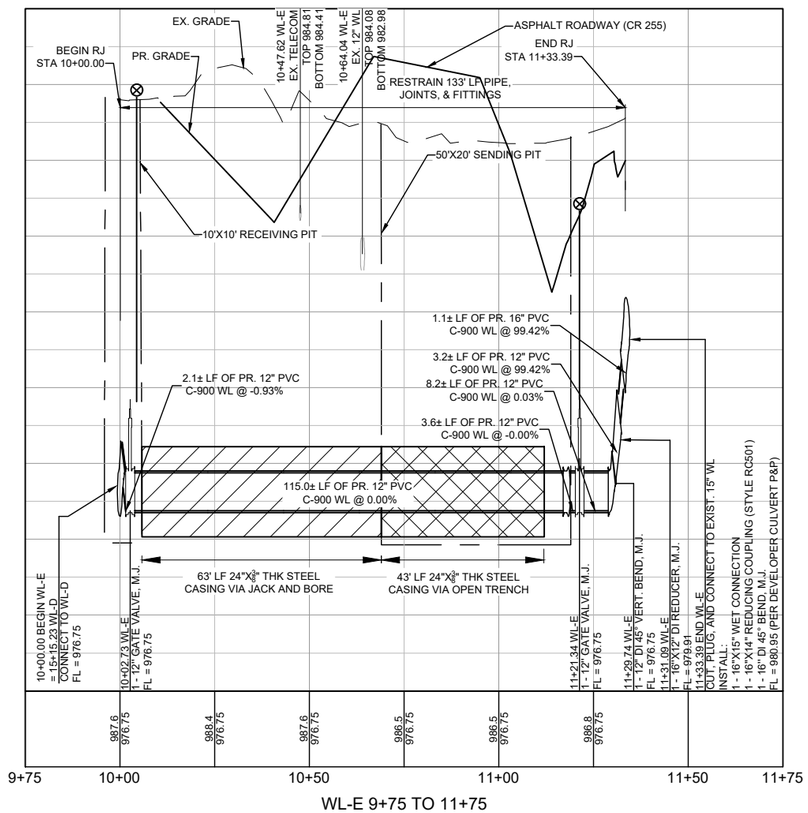


LEGEND

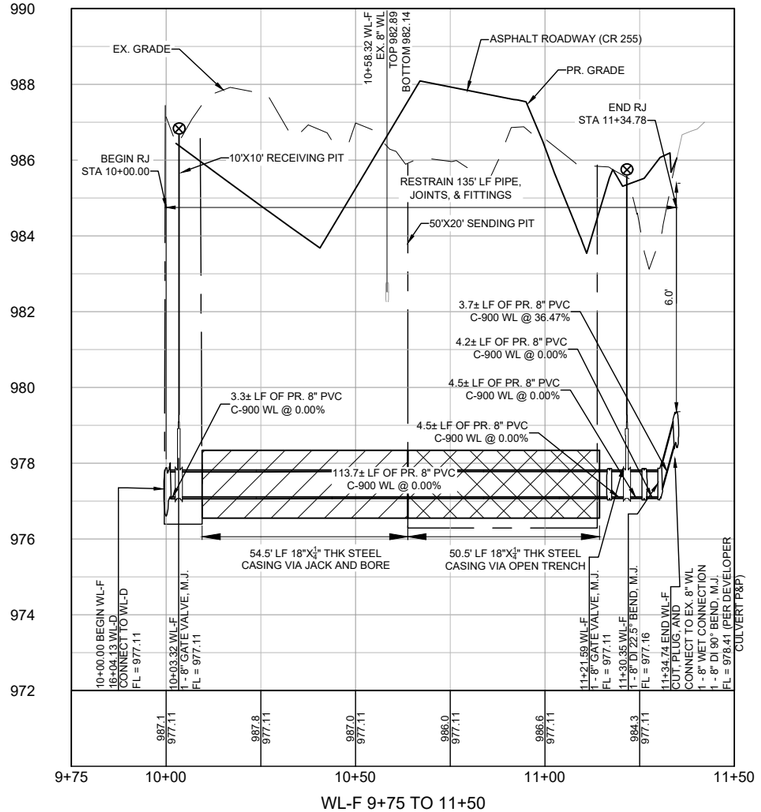
- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
- OC — EX. OVERHEAD CABLE
- OH — EX. OVERHEAD UTILITIES
- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

GENERAL NOTES:

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES THAT MIGHT BE OCCASIONED BY THE FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. WHEN THE CONTRACTOR IS USING TRENCHLESS INSTALLATION METHODS, THE CONTRACTOR SHALL LOCATE ALL UTILITIES FOR THE ENTIRE LENGTH OF THE INSTALLATION PRIOR TO ANY ACTIVITIES. ANY DISCREPANCIES FROM WHAT IS SHOWN SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ENGINEER.
2. CONTRACTOR TO GIVE CITY OF GEORGETOWN A MINIMUM OF TWO WEEKS NOTICE FOR ALL WATERLINE SHUTDOWNS. SHUTDOWNS MUST OCCUR ONLY DURING THE MONTHS OF DECEMBER, JANUARY, AND FEBRUARY.
3. EXISTING 2", 3", 8", 12", AND 15" WATER MAINS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL THE NEW MAINS ARE CONSTRUCTED, TESTED, APPROVED AND SERVICE LINES RECONNECTED AND THE NEW MAIN IS PLACED IN SERVICE.
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6. THERE ARE TREES WITHIN THE PROJECT LIMITS. THE CONTRACTOR IS TO PROTECT THE TREE ROOT ZONES DURING CONSTRUCTION. TREE REMOVAL AND REQUIRED MITIGATION ARE NOT COVERED IN THE UTILITY BID ITEMS AND ARE INCLUDED IN THE ROADWAY PS&E.
7. REMOVAL AND REPLACEMENT OF FENCES AND GATES ON PROPERTY ASSOCIATED WITH WATERLINE INSTALLATIONS SHALL BE SUBSIDIARY TO THE COST OF PIPE.
8. WATERLINES TO BE INSTALLED PRIOR TO ROADWAY CONSTRUCTION. MINIMUM DEPTH OF COVER SHOWN IS TO FINISHED GRADE. CONTRACTOR SHALL INSTALL VALVES AND HYDRANTS AS SHOWN. ADJUSTMENTS TO FINISHED GRADE MAY BE NECESSARY DURING ROADWAY CONSTRUCTION.
9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES



WL-E 9+75 TO 11+75



WL-F 9+75 TO 11+50

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "E" & "F" - STA. 10+00 TO END PLAN AND PROFILE

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

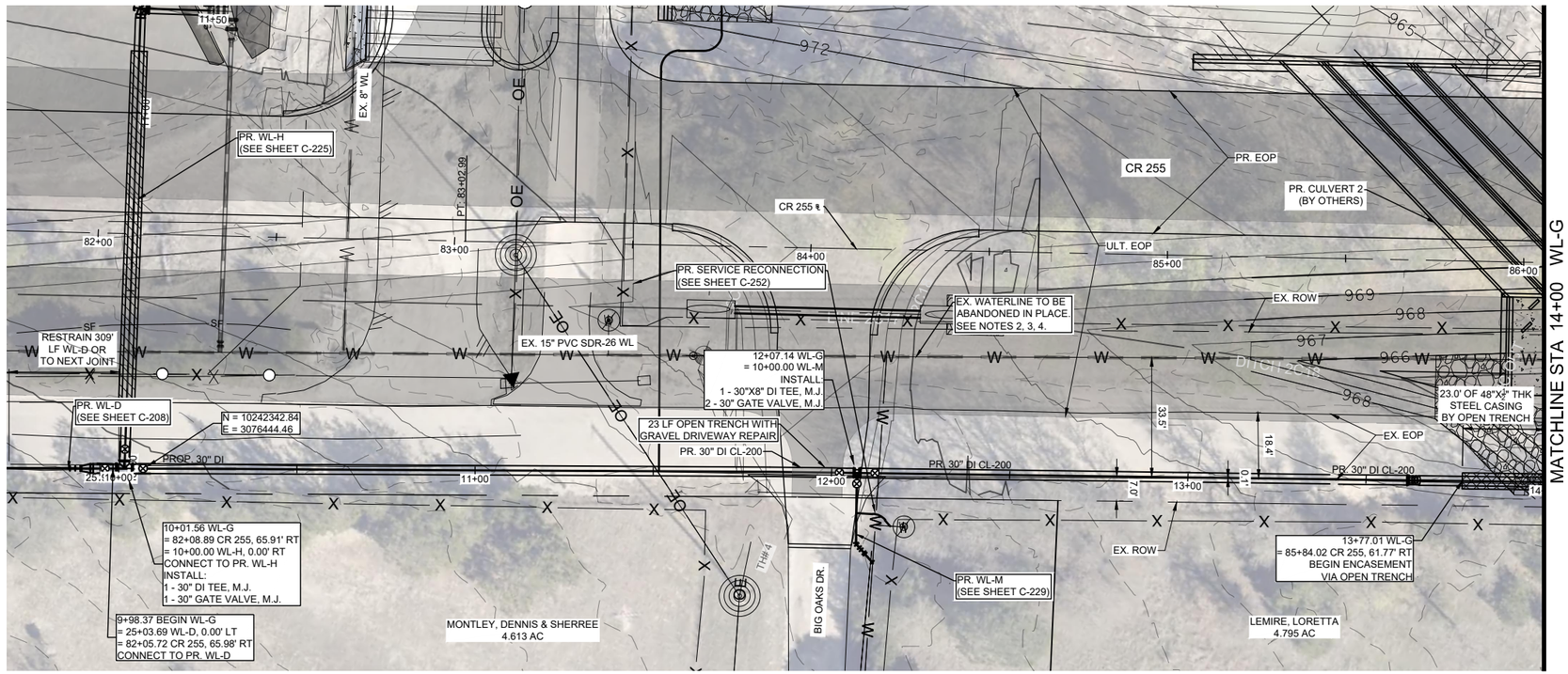
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: O. SAENZ
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

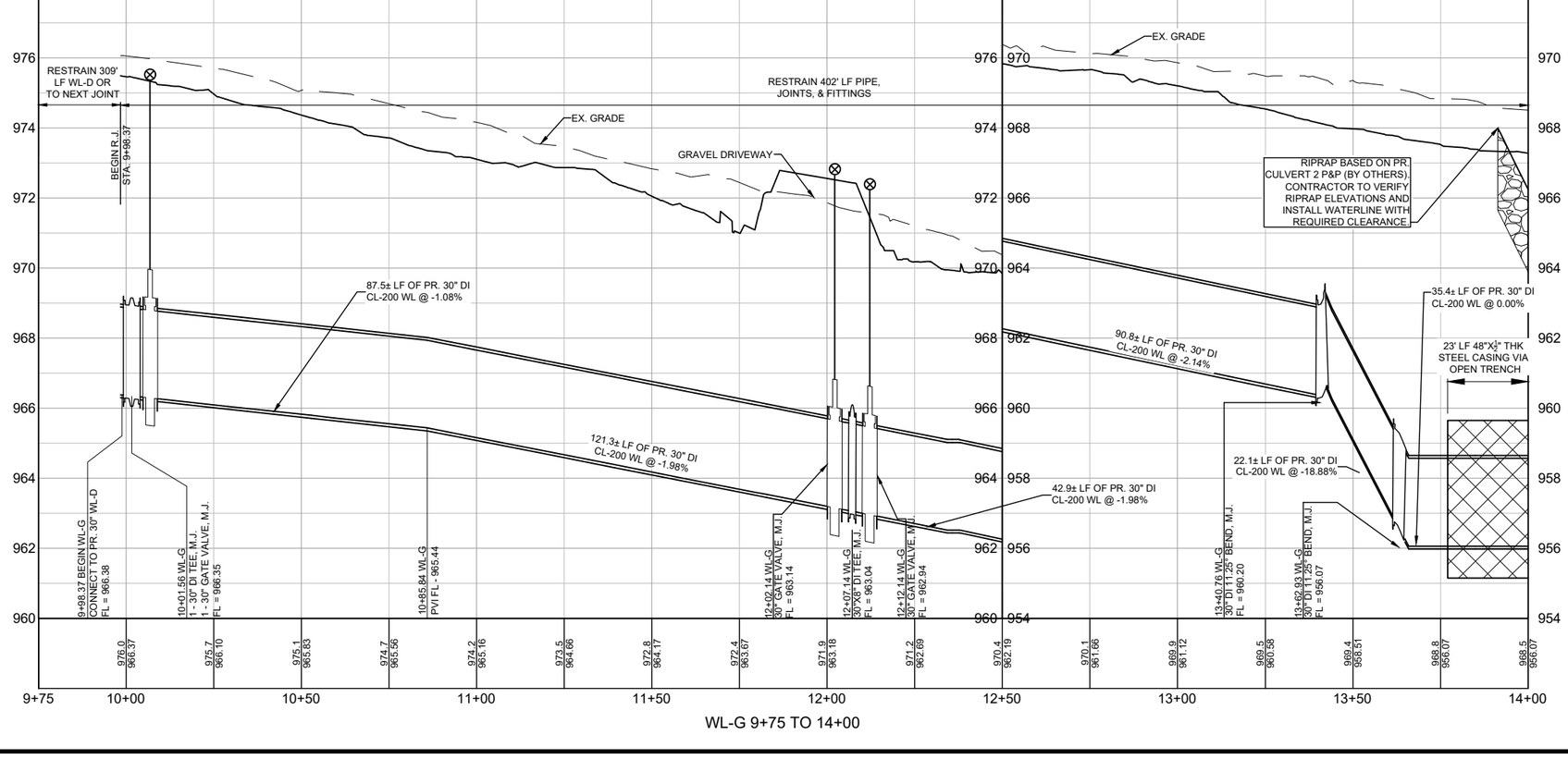
STATE OF TEXAS
KRISTEN VAN HOOSIER
136682
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

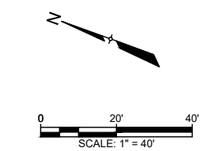
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SHEET
C-209

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-D-E-F.dwg — Tab: WATERLINE "E" & "F" — STA. 10+00 TO END PLAN AND PROFILE — Plotted: 11/13/2024 4:13 PM By: DENO DRULIAS







LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
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- PR. WATER
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- PR. STORM DRAIN
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- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

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9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "G" - STA. 10+00 TO 14+00 PLAN AND PROFILE

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

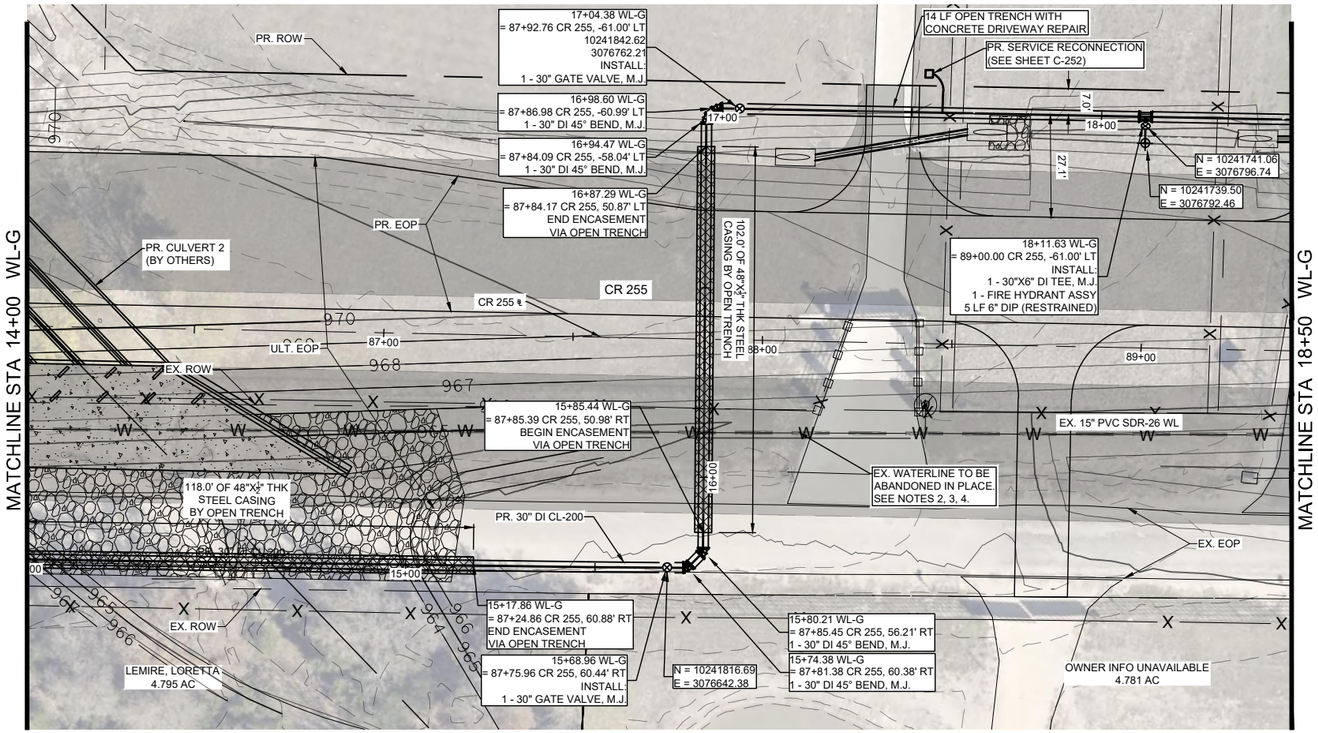
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: O. SAENZ
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

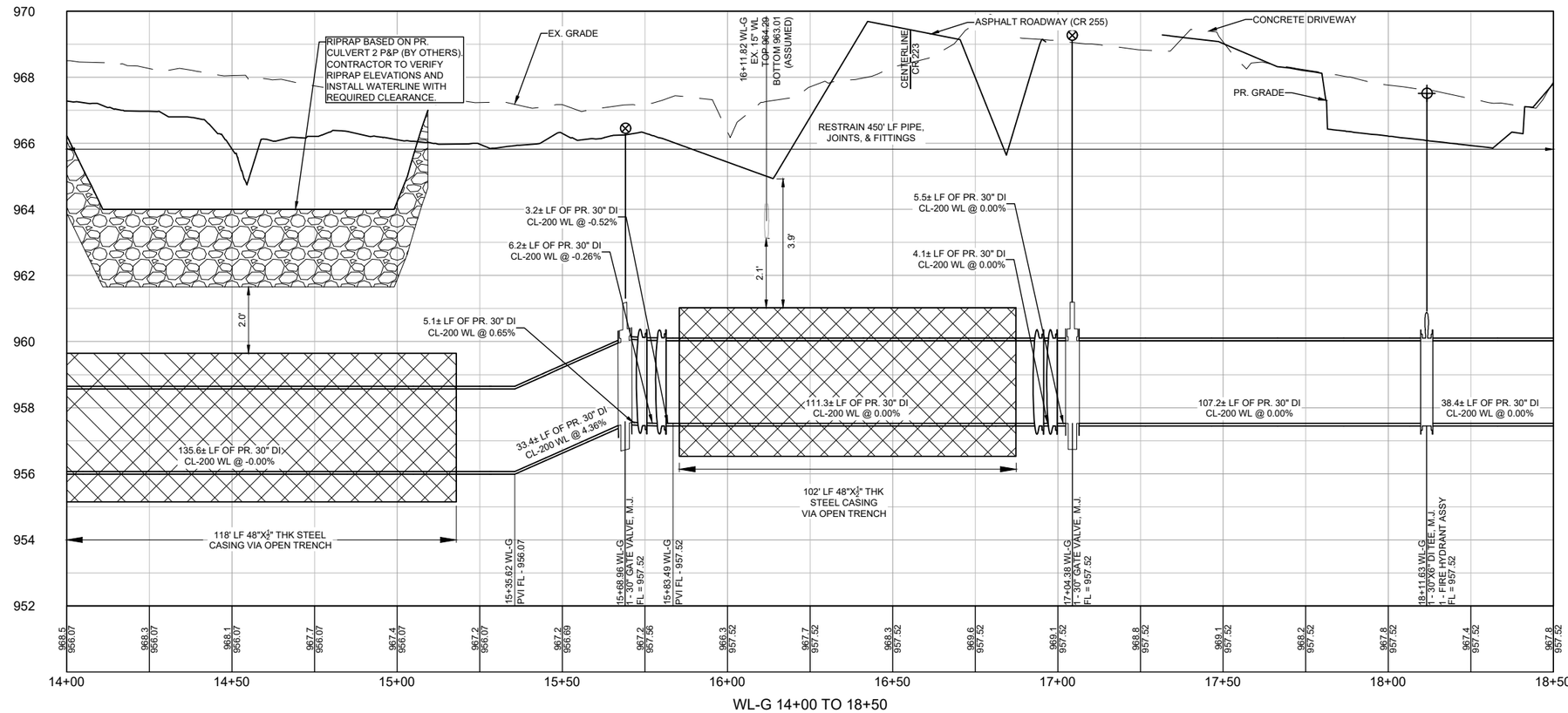
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

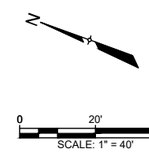
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SHEET
C-210

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G1.dwg — Tab: WATERLINE "G" — STA. 10+00 TO 14+00 PLAN AND PROFILE — Plotted: 11/13/2024 4:14 PM By: DENO DRULIAS







LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
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- EX. WATER VALVE
- PR. WATER VALVE
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- PR. FIRE HYDRANT
- EX. WATER METER
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- FUTURE ULTIMATE ROAD PAVEMENT

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9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
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AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "G" - STA. 14+00 TO 18+50
CR 255 WL RELOCATIONS
PLAN AND PROFILE
GEORGETOWN, TEXAS

WILCO TEXAS

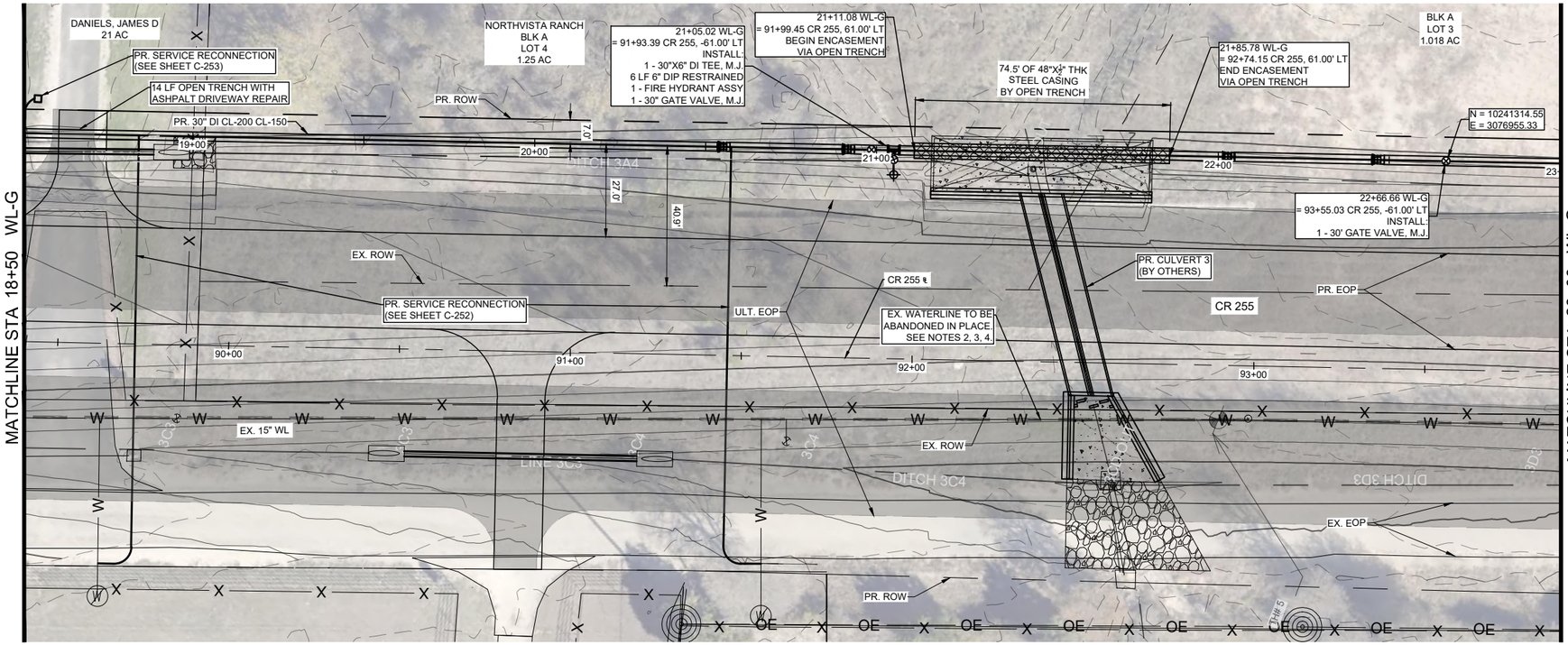
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: O. SAENZ
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DATE: NOVEMBER 13, 2024

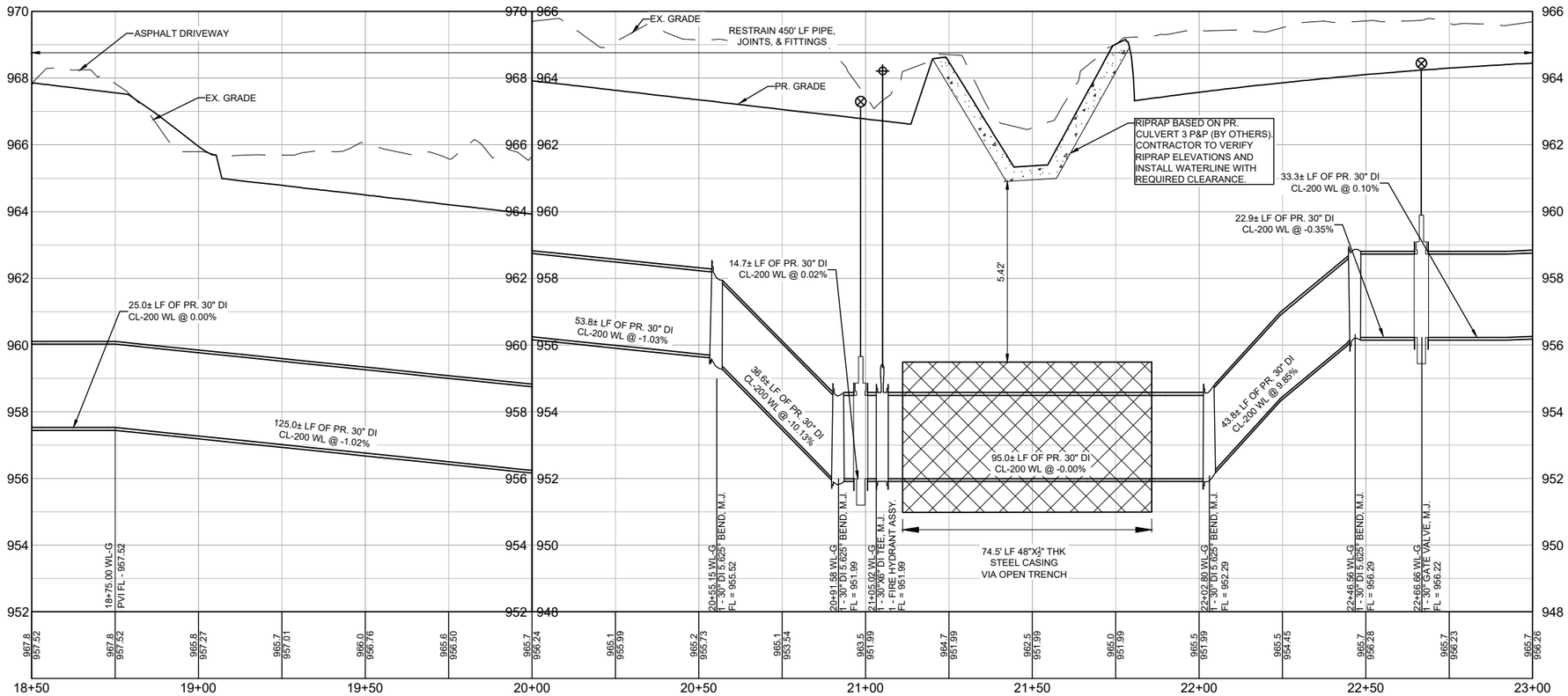
STATE OF TEXAS
KRISTEN VAN HOOSIER
136682
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PROFESSIONAL ENGINEER
11/15/2024

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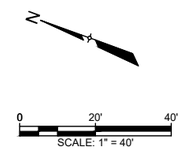
SHEET
C-211

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G1.dwg - Tab: WATERLINE "G" - STA. 14+00 TO 18+50 PLAN AND PROFILE - Plotted: 11/13/2024 4:14 PM By: DENO DRULIAS





WL-G 18+50 TO 23+00



LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
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- PR. WATER
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WATERLINE "G" - STA. 18+50 TO 23+00
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PROJ. NO. 1903-108-05
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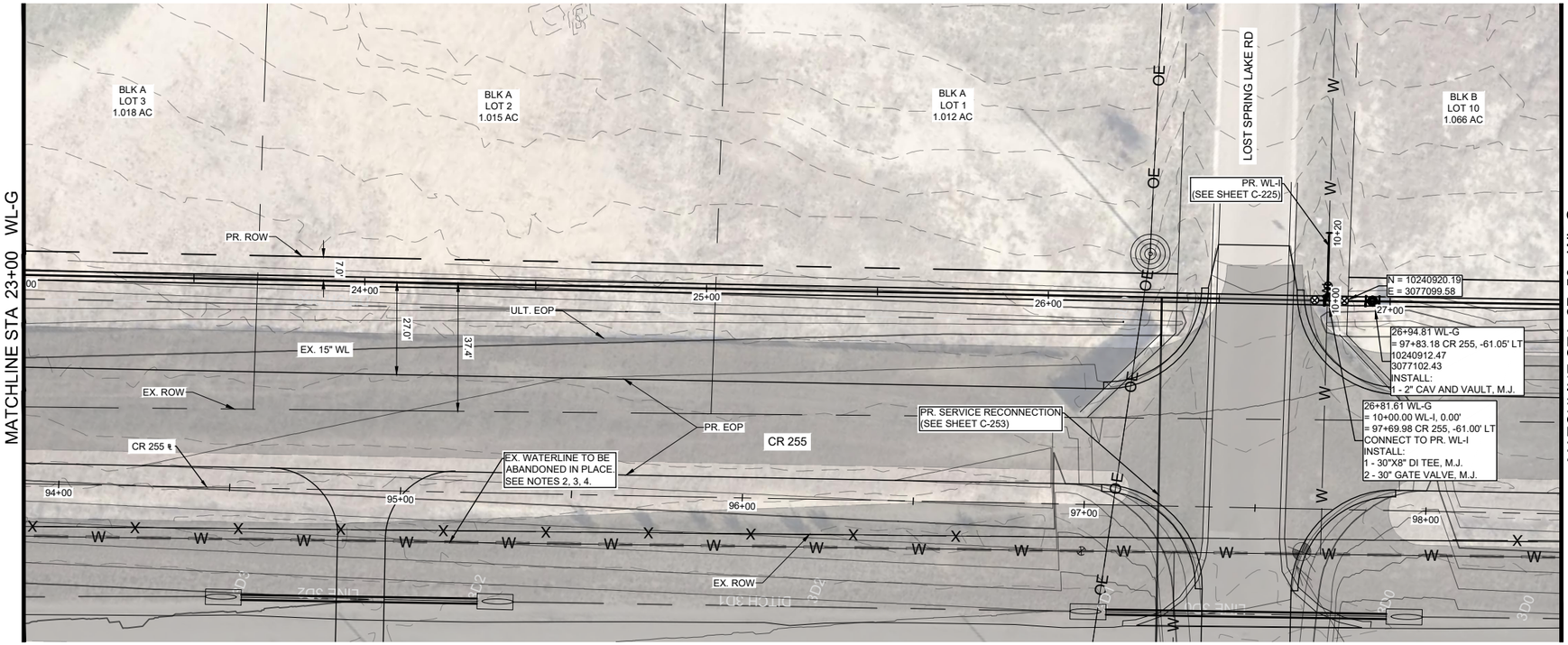
STATE OF TEXAS
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LICENSED
PROFESSIONAL ENGINEER
11/15/2024

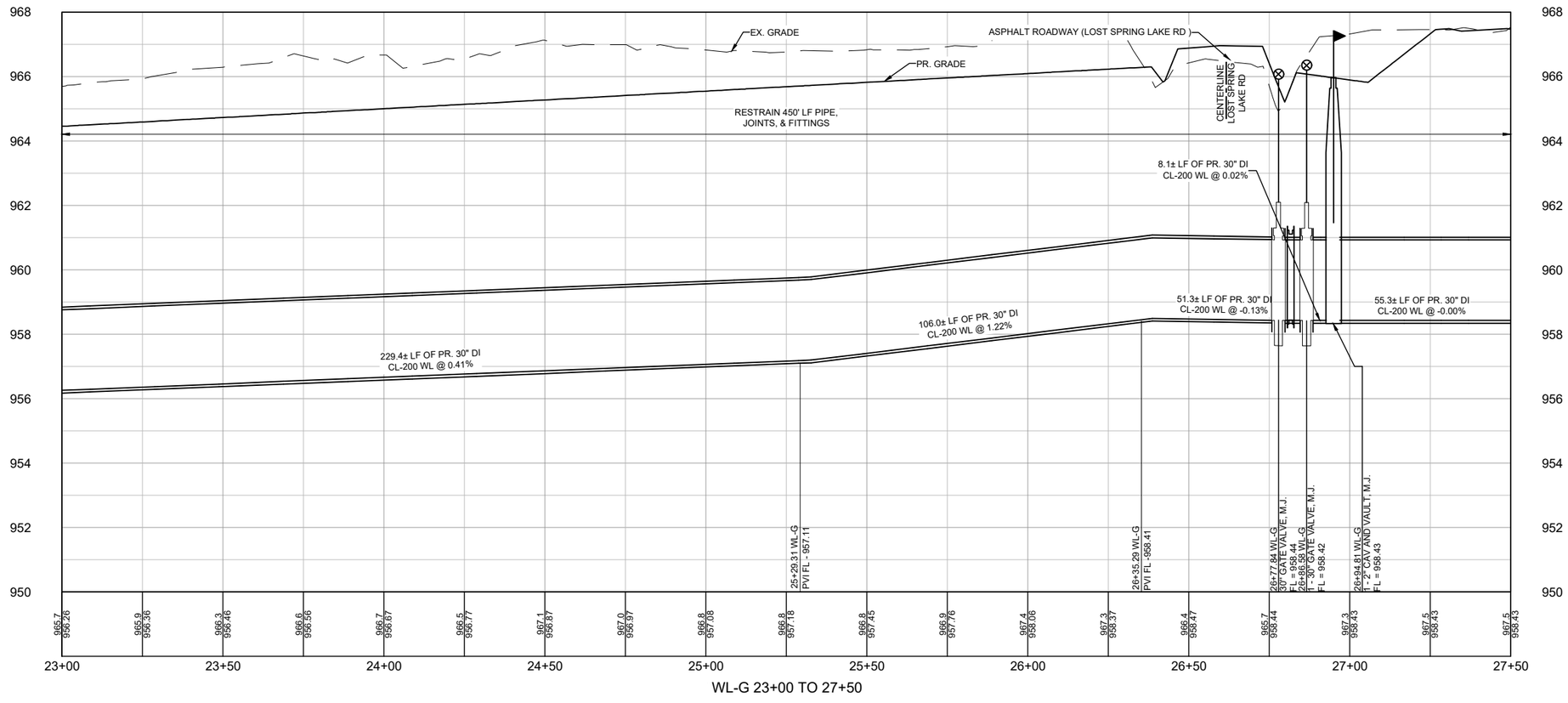
THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-212

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G1.dwg — Tab: WATERLINE "G" — STA. 18+50 TO 23+00 PLAN AND PROFILE — Plotted: 11/13/2024 4:14 PM By: DENO DRULIAS

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G1.dwg — Tab: WATERLINE "G" — STA. 23+00 TO 27+50 PLAN AND PROFILE — Plotted: 11/13/2024 4:14 PM By: DENO DRULIAS





0 20' 40'
SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
- OC — EX. OVERHEAD CABLE
- OH — EX. OVERHEAD UTILITIES
- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- W — EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

GENERAL NOTES:

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES THAT MIGHT BE OCCASIONED BY THE FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. WHEN THE CONTRACTOR IS USING TRENCHLESS INSTALLATION METHODS, THE CONTRACTOR SHALL LOCATE ALL UTILITIES FOR THE ENTIRE LENGTH OF THE INSTALLATION PRIOR TO ANY ACTIVITIES. ANY DISCREPANCIES FROM WHAT IS SHOWN SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ENGINEER.
2. CONTRACTOR TO GIVE CITY OF GEORGETOWN A MINIMUM OF TWO WEEKS NOTICE FOR ALL WATERLINE SHUTDOWNS. SHUTDOWNS MUST OCCUR ONLY DURING THE MONTHS OF DECEMBER, JANUARY, AND FEBRUARY.
3. EXISTING 2", 3", 8", 12", AND 15" WATER MAINS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL THE NEW MAINS ARE CONSTRUCTED, TESTED, APPROVED AND SERVICE LINES RECONNECTED AND THE NEW MAIN IS PLACED IN SERVICE.
4. EXISTING WATER SERVICE LINES AND METERS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL NEW SERVICE LINES ARE CONSTRUCTED, TESTED, APPROVED AND RECONNECTED AND IN SERVICE.
5. EXISTING WATER MAINS THAT ARE TO BE ABANDONED IN PLACE AND ARE UNDER THE PROPOSED ROADWAY ARE TO BE CUT, CAPPED, AND FILLED WITH FLOWABLE FILL. SUBSIDIARY TO COST OF PIPE, NO SEPARATE PAY. EXISTING WATER LINES THAT ARE TO BE ABANDONED IN PLACE AND ARE NOT UNDER THE PROPOSED ROADWAY WILL BE CAPPED.
6. THERE ARE TREES WITHIN THE PROJECT LIMITS. THE CONTRACTOR IS TO PROTECT THE TREE ROOT ZONES DURING CONSTRUCTION. TREE REMOVAL AND REQUIRED MITIGATION ARE NOT COVERED IN THE UTILITY BID ITEMS AND ARE INCLUDED IN THE ROADWAY PS&E.
7. REMOVAL AND REPLACEMENT OF FENCES AND GATES ON PROPERTY ASSOCIATED WITH WATERLINE INSTALLATIONS SHALL BE SUBSIDIARY TO THE COST OF PIPE.
8. WATERLINES TO BE INSTALLED PRIOR TO ROADWAY CONSTRUCTION. MINIMUM DEPTH OF COVER SHOWN IS TO FINISHED GRADE. CONTRACTOR SHALL INSTALL VALVES AND HYDRANTS AS SHOWN. ADJUSTMENTS TO FINISHED GRADE MAY BE NECESSARY DURING ROADWAY CONSTRUCTION.
9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "G" - STA. 23+00 TO 27+50
CR 255 WL RELOCATIONS
PLAN AND PROFILE
GEORGETOWN, TEXAS

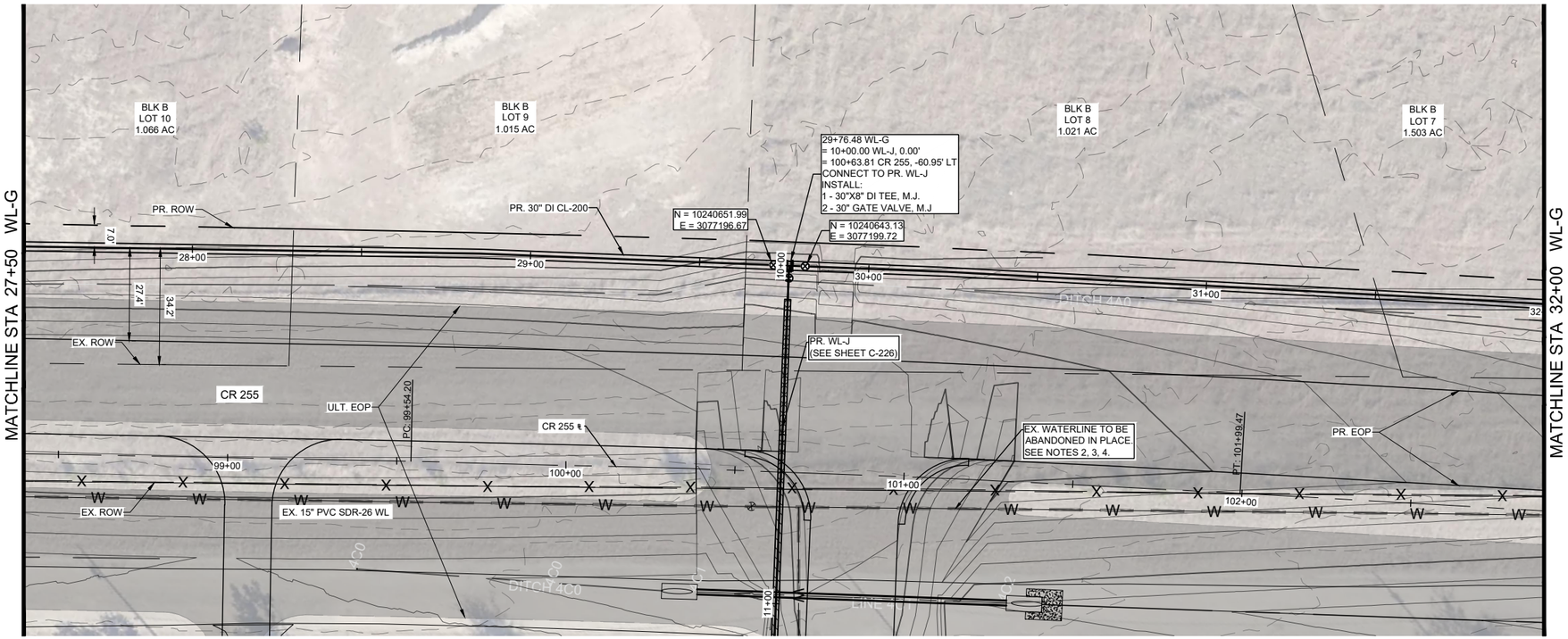
WILCO TEXAS

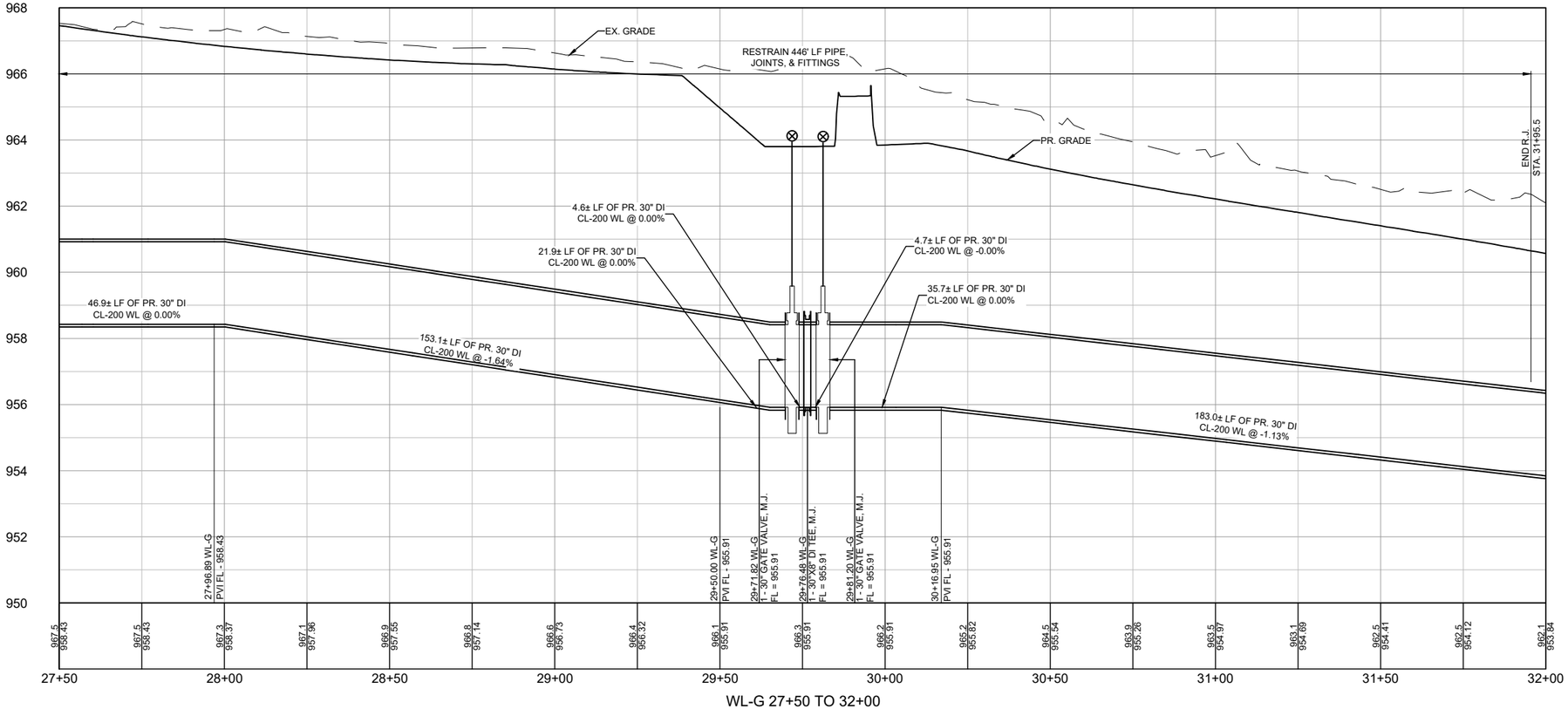
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: O. SAENZ
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

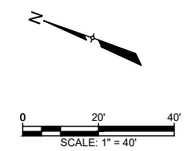
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-213







LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
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- PR. WATER
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- PR. STORM DRAIN
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- EX. WATER T.B.A
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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "G" - STA. 27+50 TO 32+00
CR 255 WL RELOCATIONS
PLAN AND PROFILE
GEORGETOWN, TEXAS

WILCO TEXAS

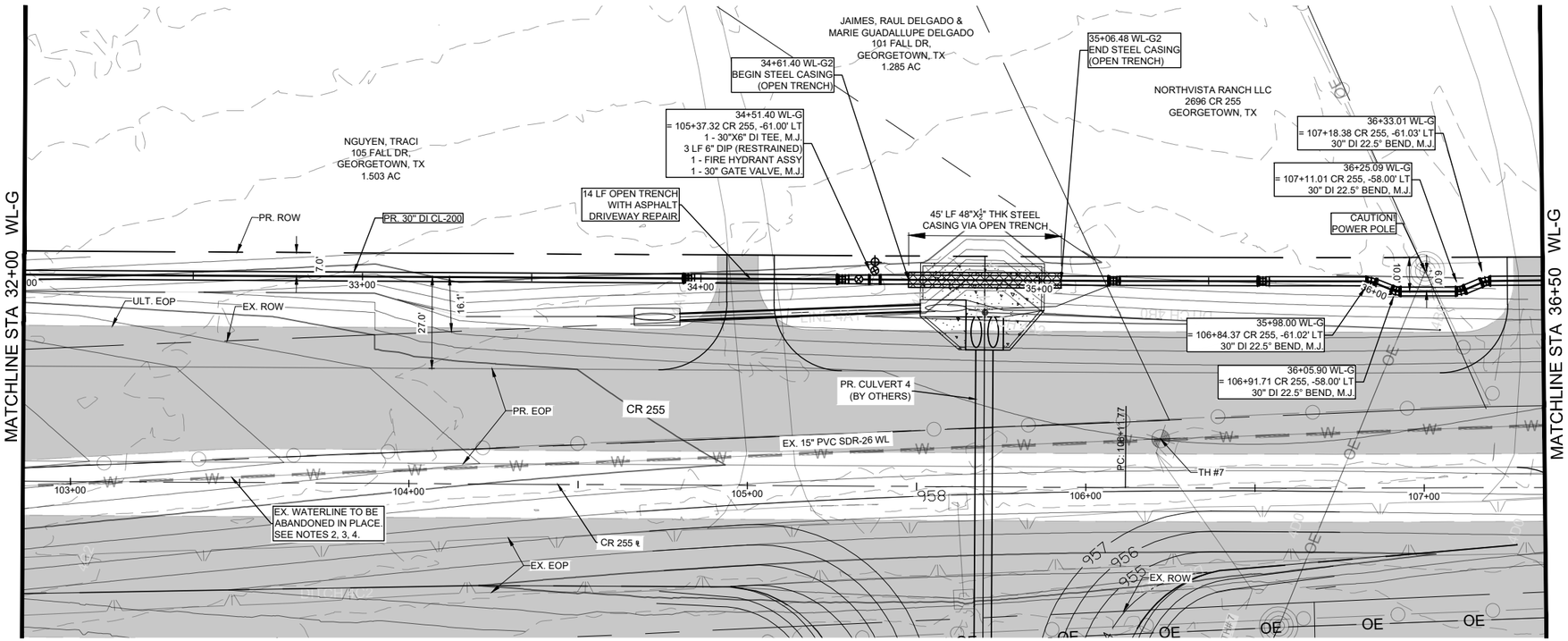
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: O. SAENZ
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

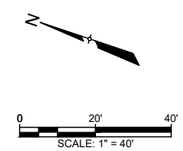
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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SHEET
C-214

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G1.dwg — Tab: WATERLINE "G" — STA. 27+50 TO 32+00 PLAN AND PROFILE — Plotted: 11/13/2024 4:14 PM By: DENO DRULIAS





LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
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- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
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- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "G" - STA. 32+00 TO 36+50
CR 255 WL RELOCATIONS
PLAN AND PROFILE
GEORGETOWN, TEXAS

WILCO TEXAS

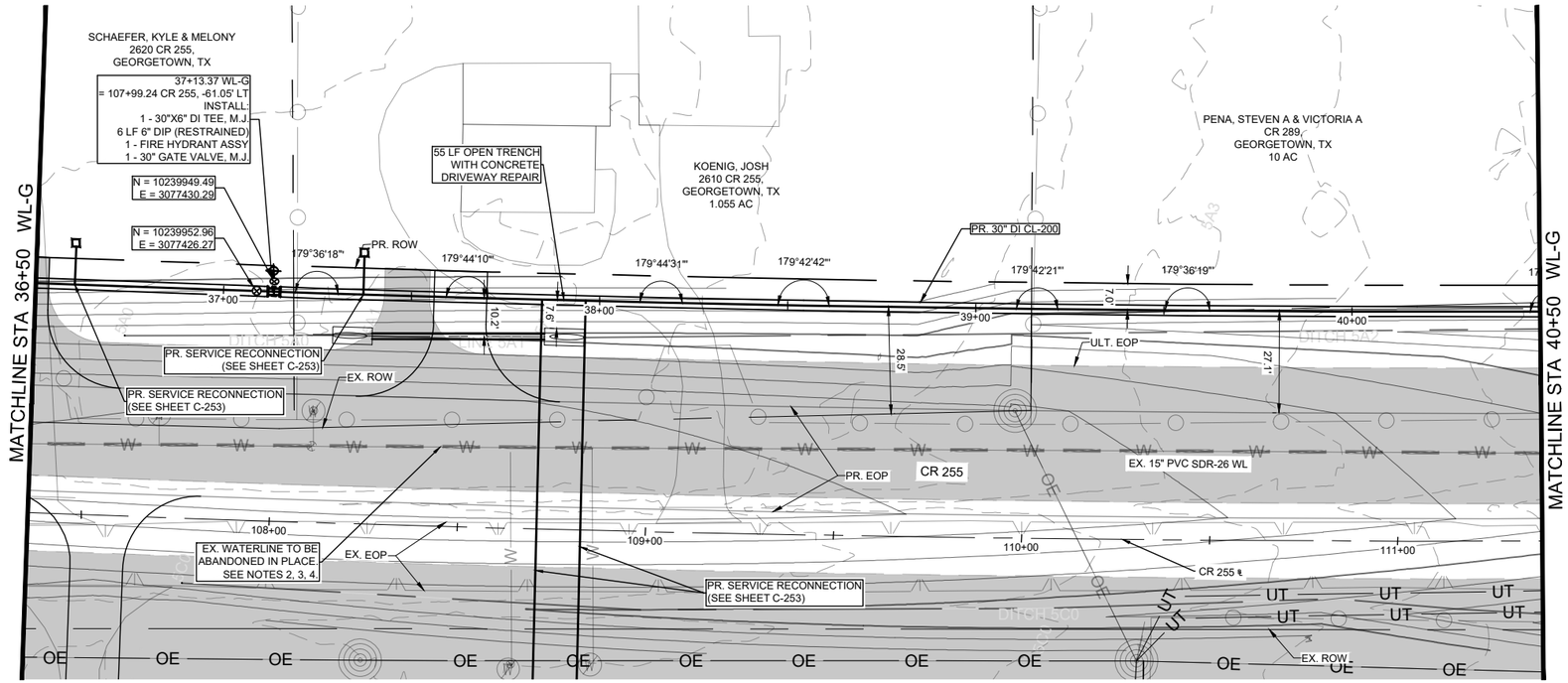
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: A. TERRAZAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

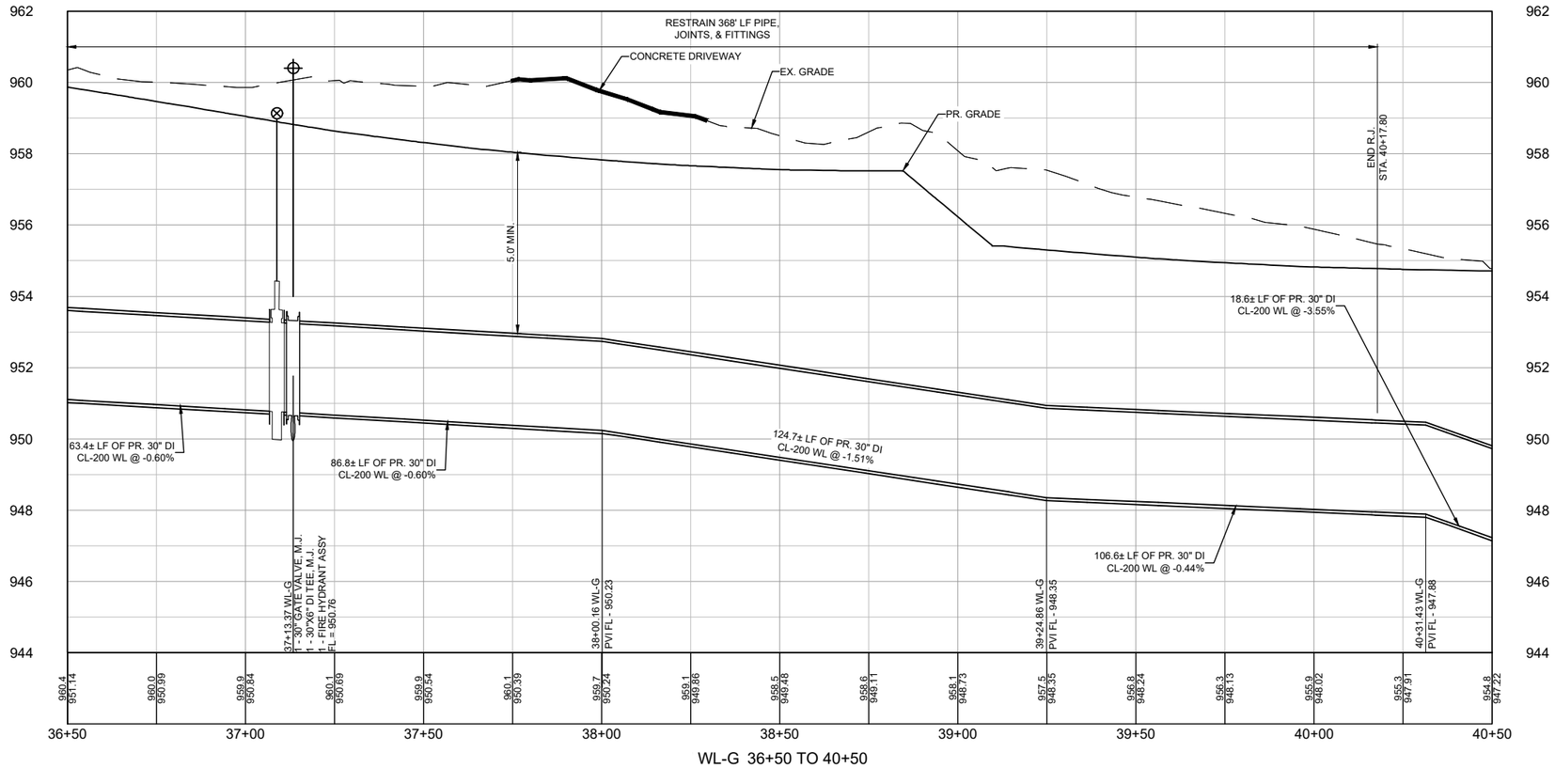
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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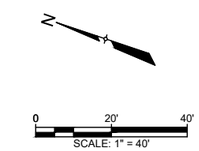
SHEET
C-215

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G2.dwg — Tab: WL-G2-01 — Plotted: 11/13/2024 4:15 PM By: DENO DRULIAS





WL-G 36+50 TO 40+50



LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
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CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046703
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
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WATERLINE "G" - STA. 36+50 TO 40+50
PLAN AND PROFILE
CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

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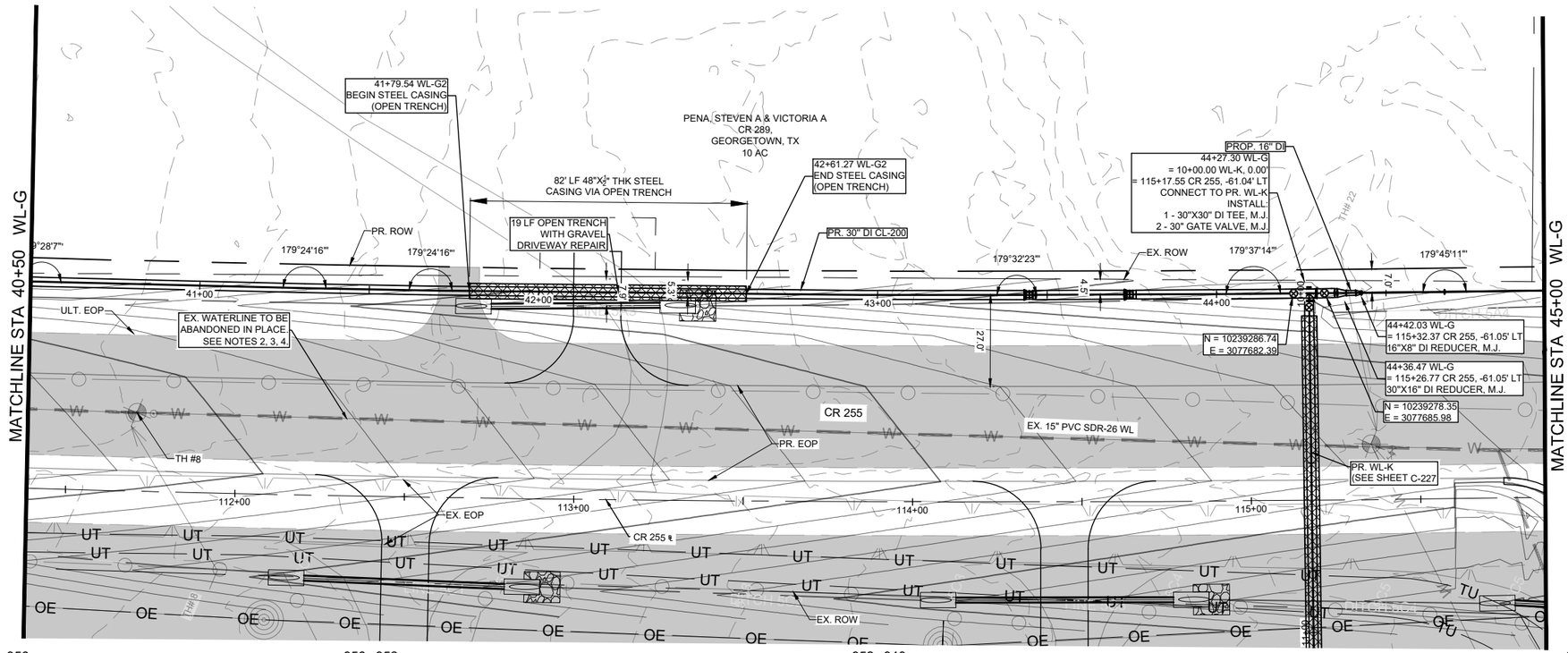
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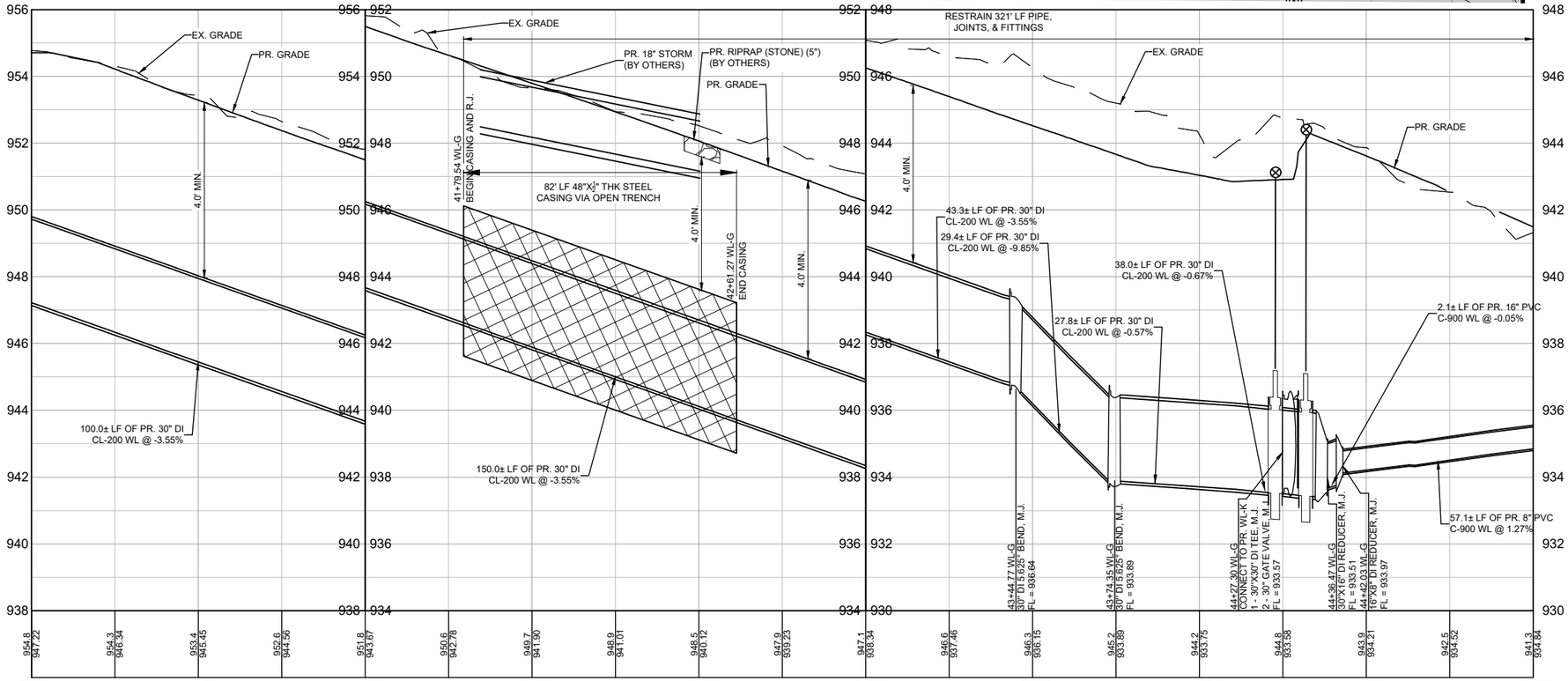
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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SHEET
C-216

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G2.dwg – Tab: WL-G2-02 – Plotted: 11/13/2024 4:15 PM By: DENO DRULIAS







LEGEND

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- FUTURE ULTIMATE ROAD PAVEMENT

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1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES THAT MIGHT BE OCCASIONED BY THE FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. WHEN THE CONTRACTOR IS USING TRENCHLESS INSTALLATION METHODS, THE CONTRACTOR SHALL LOCATE ALL UTILITIES FOR THE ENTIRE LENGTH OF THE INSTALLATION PRIOR TO ANY ACTIVITIES. ANY DISCREPANCIES FROM WHAT IS SHOWN SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ENGINEER.
2. CONTRACTOR TO GIVE CITY OF GEORGETOWN A MINIMUM OF TWO WEEKS NOTICE FOR ALL WATERLINE SHUTDOWNS. SHUTDOWNS MUST OCCUR ONLY DURING THE MONTHS OF DECEMBER, JANUARY, AND FEBRUARY.
3. EXISTING 2", 3", 8", 12", AND 15" WATER MAINS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL THE NEW MAINS ARE CONSTRUCTED, TESTED, APPROVED AND SERVICE LINES RECONNECTED AND THE NEW MAIN IS PLACED IN SERVICE.
4. EXISTING WATER SERVICE LINES AND METERS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL NEW SERVICE LINES ARE CONSTRUCTED, TESTED, APPROVED AND RECONNECTED AND IN SERVICE.
5. EXISTING WATER MAINS THAT ARE TO BE ABANDONED IN PLACE AND ARE UNDER THE PROPOSED ROADWAY ARE TO BE CUT, CAPPED, AND FILLED WITH FLOWABLE FILL. SUBSIDIARY TO COST OF PIPE, NO SEPARATE PAY. EXISTING WATER LINES THAT ARE TO BE ABANDONED IN PLACE AND ARE NOT UNDER THE PROPOSED ROADWAY WILL BE CAPPED.
6. THERE ARE TREES WITHIN THE PROJECT LIMITS. THE CONTRACTOR IS TO PROTECT THE TREE ROOT ZONES DURING CONSTRUCTION. TREE REMOVAL AND REQUIRED MITIGATION ARE NOT COVERED IN THE UTILITY BID ITEMS AND ARE INCLUDED IN THE ROADWAY PS&E.
7. REMOVAL AND REPLACEMENT OF FENCES AND GATES ON PROPERTY ASSOCIATED WITH WATERLINE INSTALLATIONS SHALL BE SUBSIDIARY TO THE COST OF PIPE.
8. WATERLINES TO BE INSTALLED PRIOR TO ROADWAY CONSTRUCTION. MINIMUM DEPTH OF COVER SHOWN IS TO FINISHED GRADE. CONTRACTOR SHALL INSTALL VALVES AND HYDRANTS AS SHOWN. ADJUSTMENTS TO FINISHED GRADE MAY BE NECESSARY DURING ROADWAY CONSTRUCTION.
9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046703
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "G" - STA. 40+50 TO 45+00
CR 255 WL RELOCATIONS
PLAN AND PROFILE
GEORGETOWN, TEXAS

WILCO TEXAS

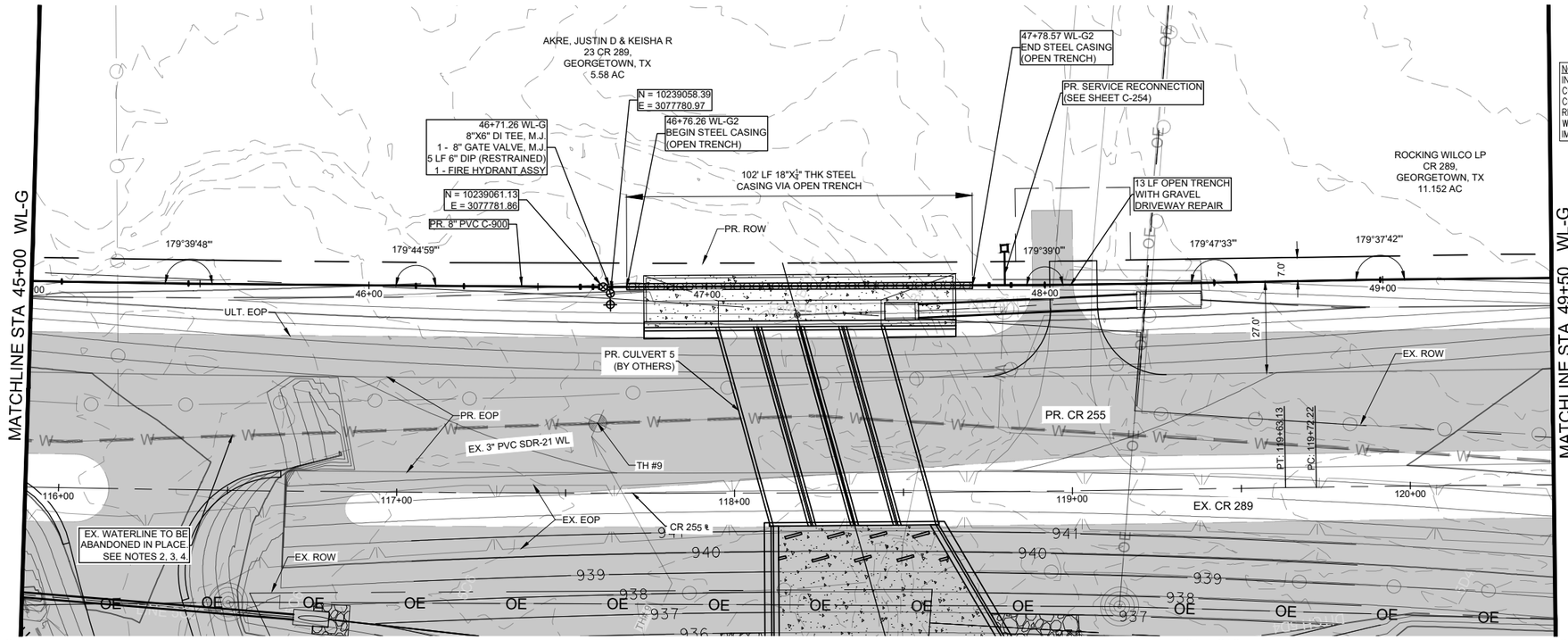
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: A. TERRAZAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT.

SHEET
C-217

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G2.dwg — Tab: WL-G2-03 — Plotted: 11/13/2024 4:15 PM By: DENO DRULIAS



WL-G 45+00 TO 49+50

NOTE: THE EXISTING ROAD IN THIS AREA IS CURRENTLY IDENTIFIED AS CR 289 BUT WILL BE REDESIGNATED AS CR 255 WITH THE ROADWAY IMPROVEMENTS PROJECT

N

0 20' 40'

SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W EX. WATER
- PR. WATER
- WW EX. WASTEWATER
- SD EX. STORM DRAIN
- PR. STORM DRAIN
- G EX. GAS LINE
- OE EX. OVERHEAD ELECTRIC
- OC EX. OVERHEAD CABLE
- OH EX. OVERHEAD UTILITIES
- OT EX. OVERHEAD TELECOM
- UT EX. U.G. TELECOM
- UE EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

GENERAL NOTES:

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9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "G" - STA. 45+00 TO 49+50
CR 255 WL RELOCATIONS
PLAN AND PROFILE
GEORGETOWN, TEXAS

WILCO TEXAS

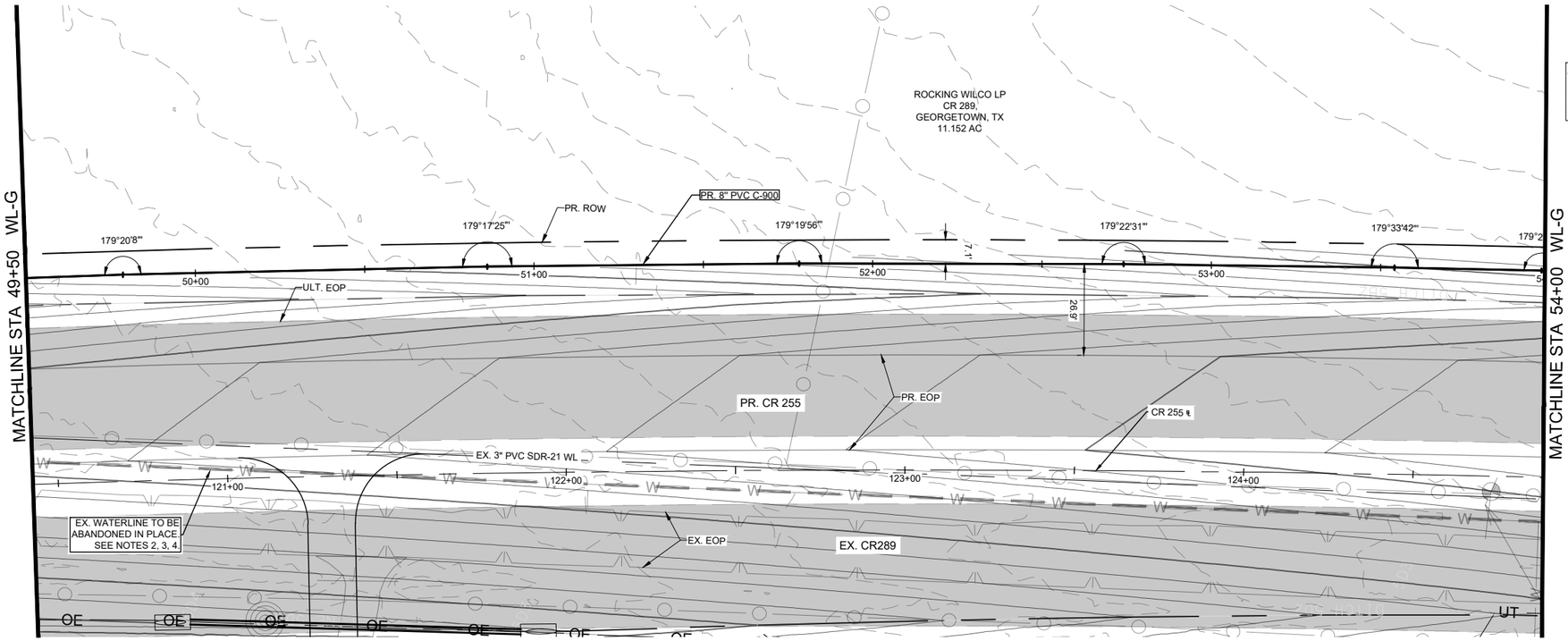
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: A. TERRAZAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

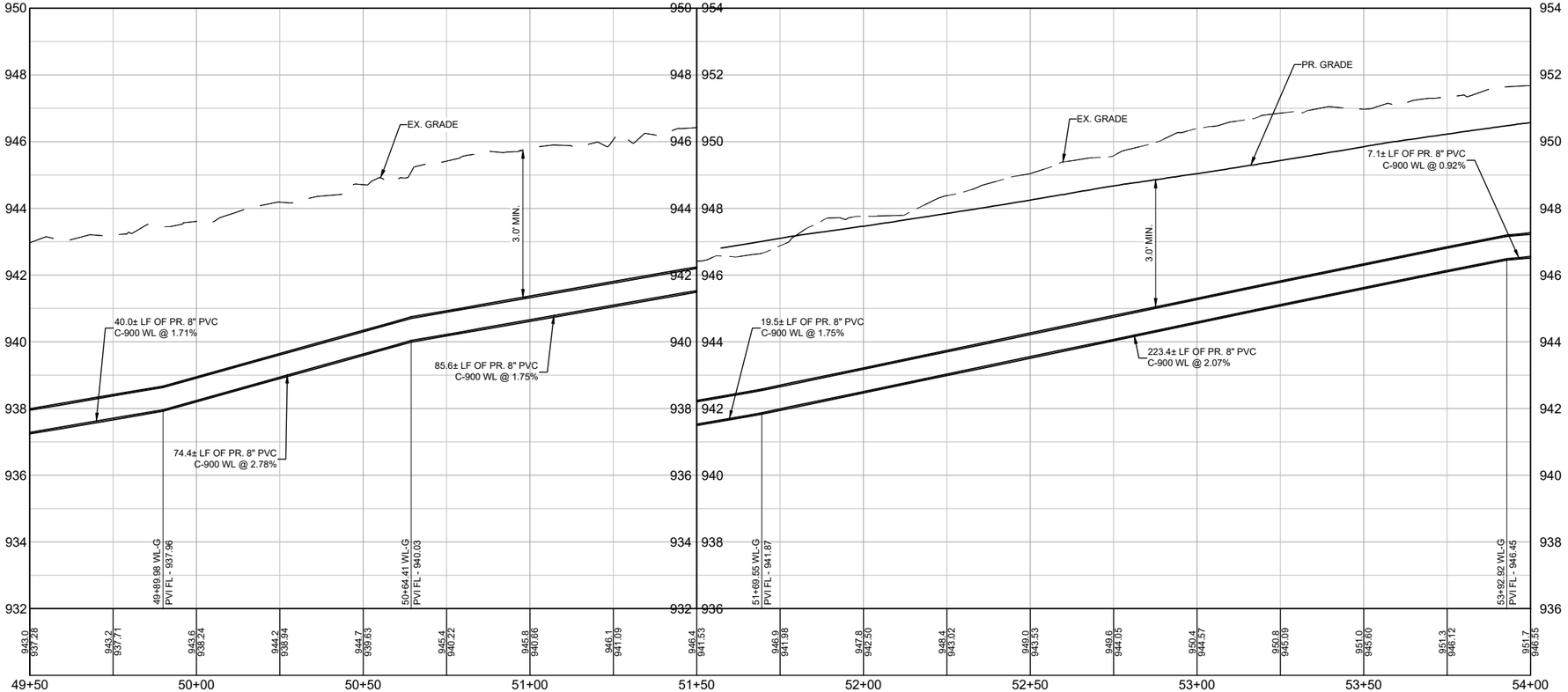
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT.

SHEET
C-218

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G2.dwg — Tab: WL-G2-04 — Plotted: 11/13/2024 4:16 PM By: DENO DRULIAS





WL-G 49+50 TO 54+00

NOTE: THE EXISTING ROAD IN THIS AREA IS CURRENTLY IDENTIFIED AS CR 289 BUT WILL BE REDESIGNATED AS CR 255 WITH THE ROADWAY IMPROVEMENTS PROJECT

N

0 20' 40'

SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W EX. WATER
- PR. WATER
- WW EX. WASTEWATER
- SD EX. STORM DRAIN
- PR. STORM DRAIN
- G EX. GAS LINE
- OE EX. OVERHEAD ELECTRIC
- OC EX. OVERHEAD CABLE
- OH EX. OVERHEAD UTILITIES
- OT EX. OVERHEAD TELECOM
- UT EX. U.G. TELECOM
- UE EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
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- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10061500
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "G" - STA. 49+50 TO 54+00
CR 255 WL RELOCATIONS
PLAN AND PROFILE
GEORGETOWN, TEXAS

WILCO TEXAS

PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: A. TERRAZAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

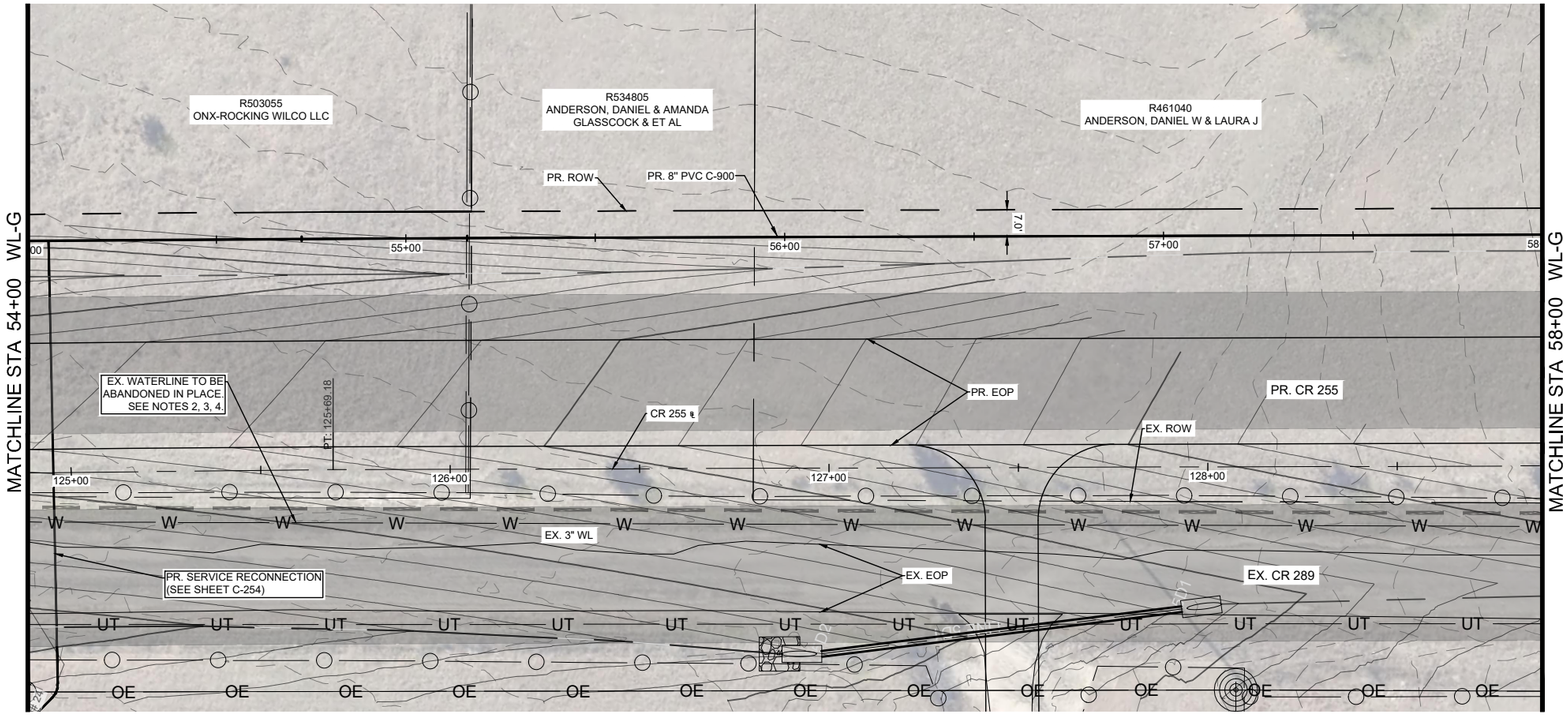
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT.

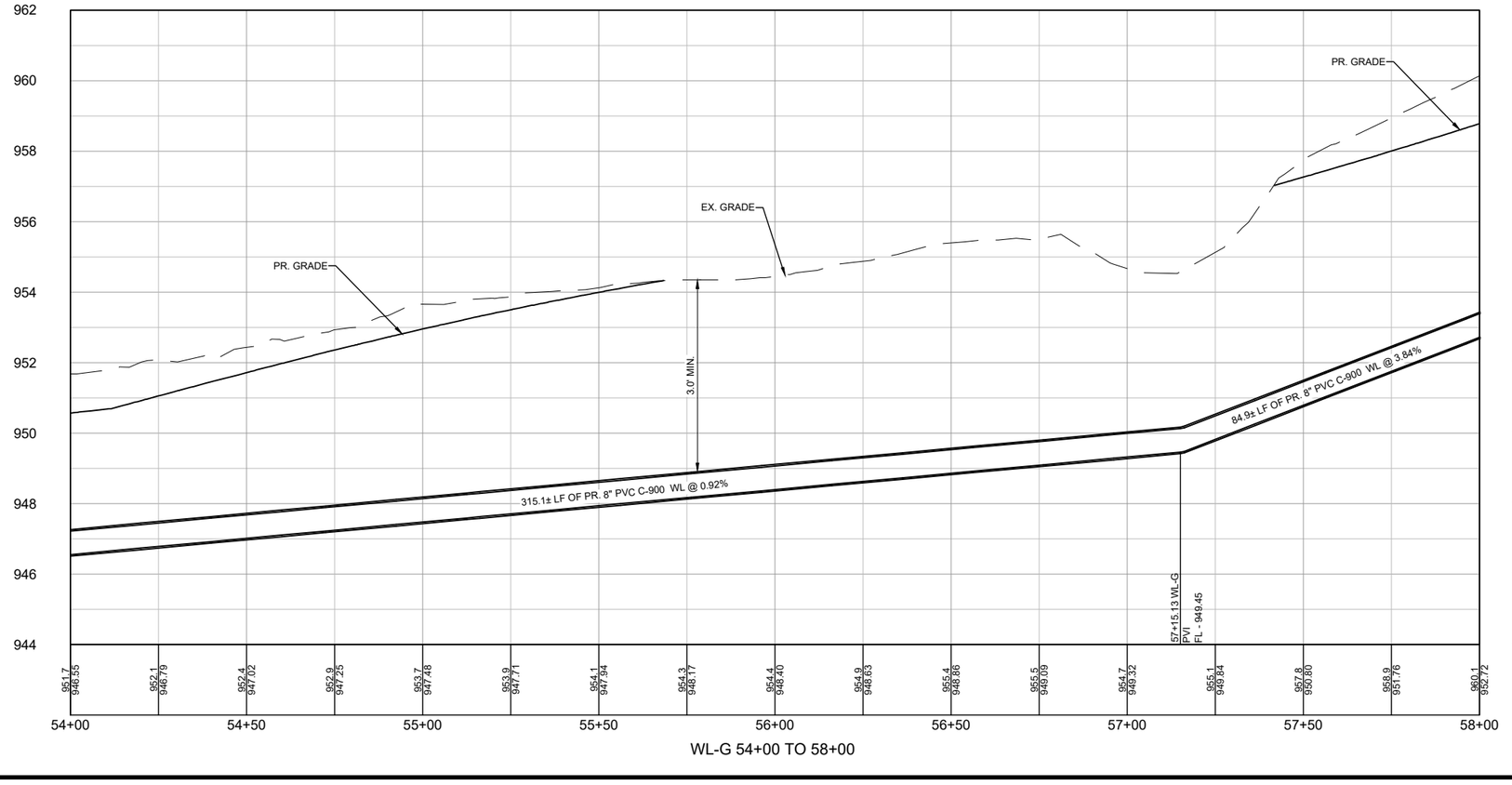
SHEET
C-219

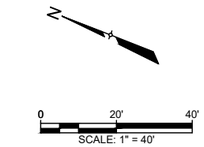
Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G2.dwg – Tab: WL-G2-05 – Plotted: 11/15/2024 9:47 AM By: RACHAEL NEWTON

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G3-L.dwg – Tab: WL-G3 (1) – Plotted: 11/13/2024 4:17 PM By: DENO DRULIAS



NOTE: THE EXISTING ROAD IN THIS AREA IS CURRENTLY IDENTIFIED AS CR 289 BUT WILL BE REDESIGNATED AS CR 255 WITH THE ROADWAY IMPROVEMENTS PROJECT





LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
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- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
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- OC — EX. OVERHEAD CABLE
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XXX.XX FLOW LINE

PROFILE SCALE
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1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "G" - STA. 54+00 TO 58+00
PLAN AND PROFILE

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

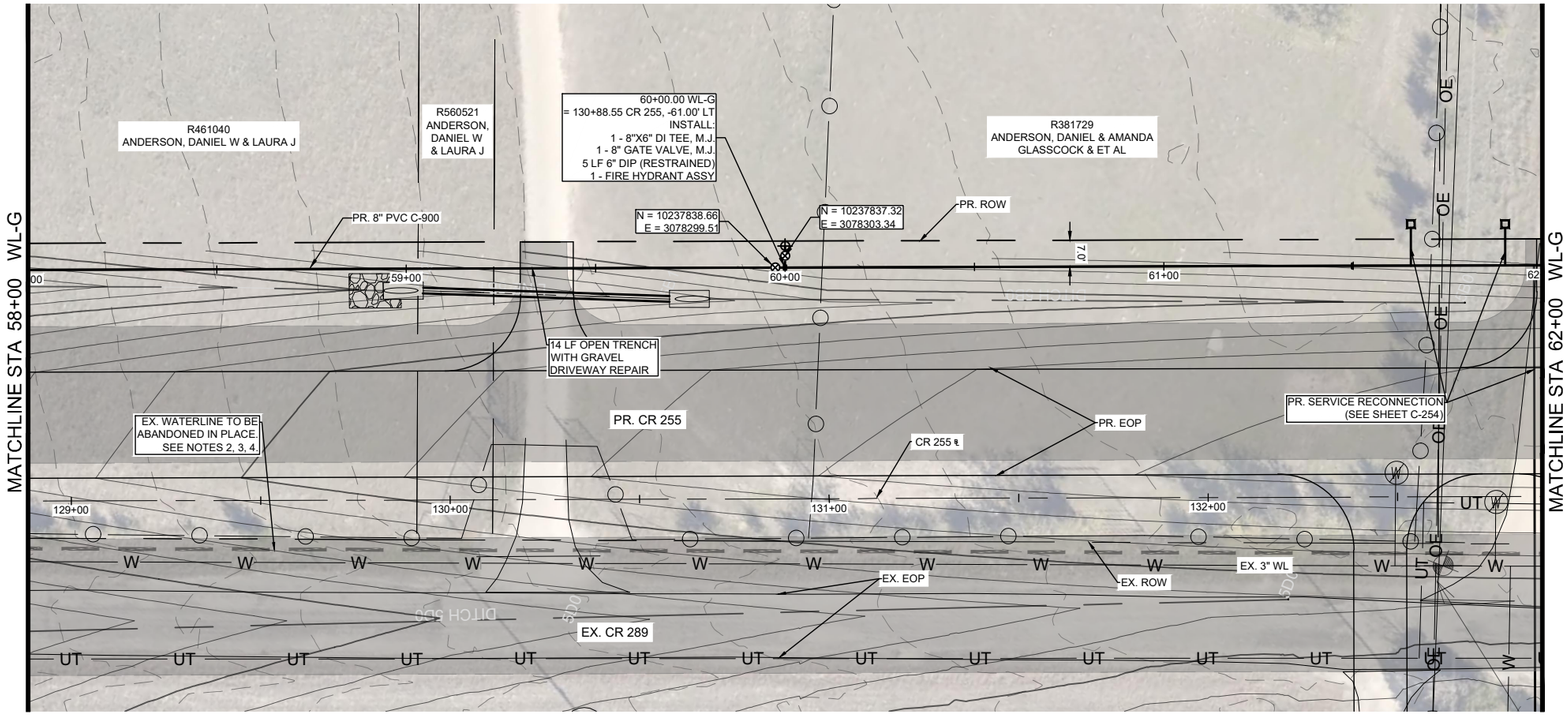
WILCO TEXAS

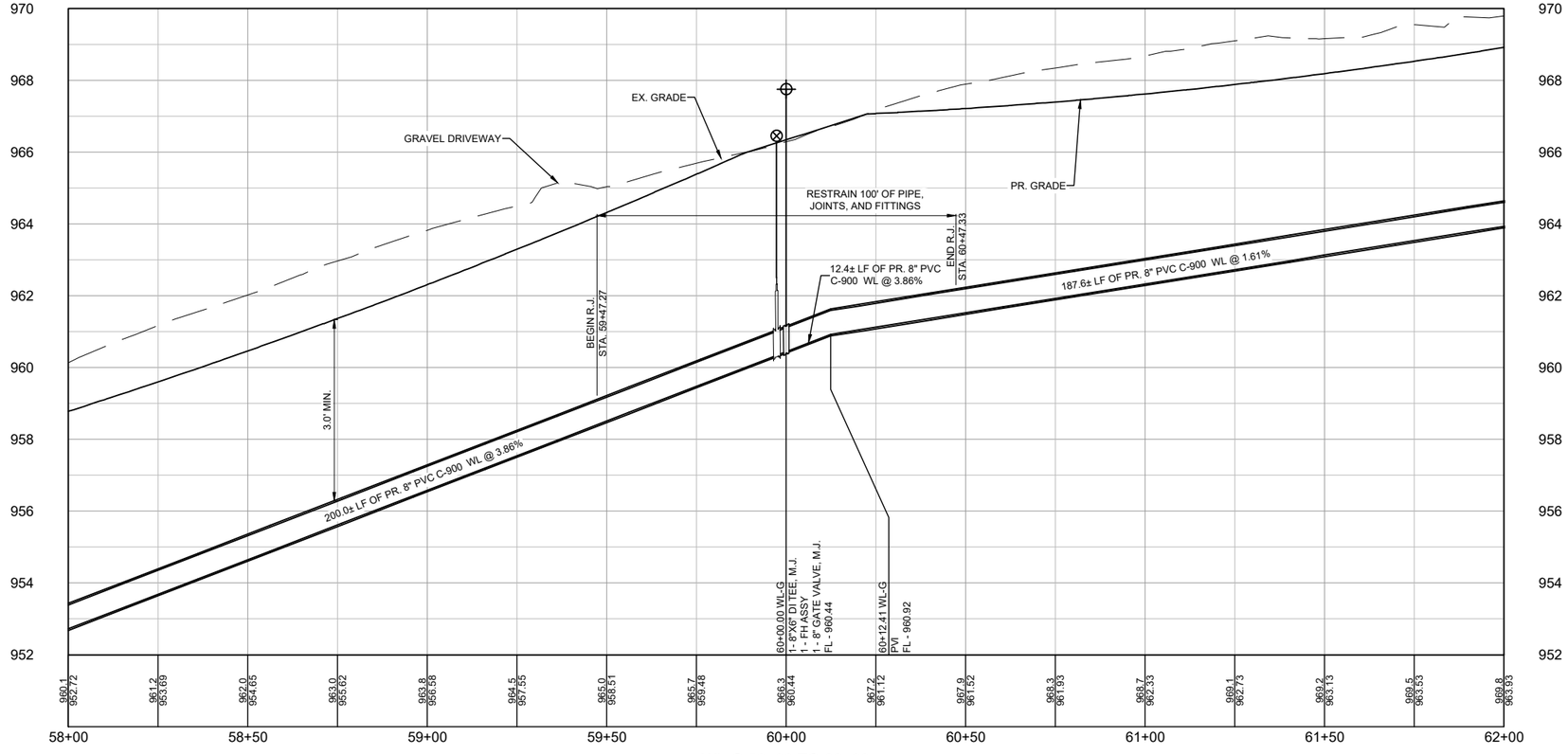
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-220





WL-G 58+00 TO 62+00

NOTE: THE EXISTING ROAD IN THIS AREA IS CURRENTLY IDENTIFIED AS CR 289 BUT WILL BE REDESIGNATED AS CR 255 WITH THE ROADWAY IMPROVEMENTS PROJECT

N

0 20' 40'
SCALE: 1" = 40'

LEGEND

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- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
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8. WATERLINES TO BE INSTALLED PRIOR TO ROADWAY CONSTRUCTION. MINIMUM DEPTH OF COVER SHOWN IS TO FINISHED GRADE. CONTRACTOR SHALL INSTALL VALVES AND HYDRANTS AS SHOWN. ADJUSTMENTS TO FINISHED GRADE MAY BE NECESSARY DURING ROADWAY CONSTRUCTION.
9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "G" - STA. 58+00 TO 62+00
CR 255 WL RELOCATIONS
PLAN AND PROFILE
GEORGETOWN, TEXAS

WILCO TEXAS

PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

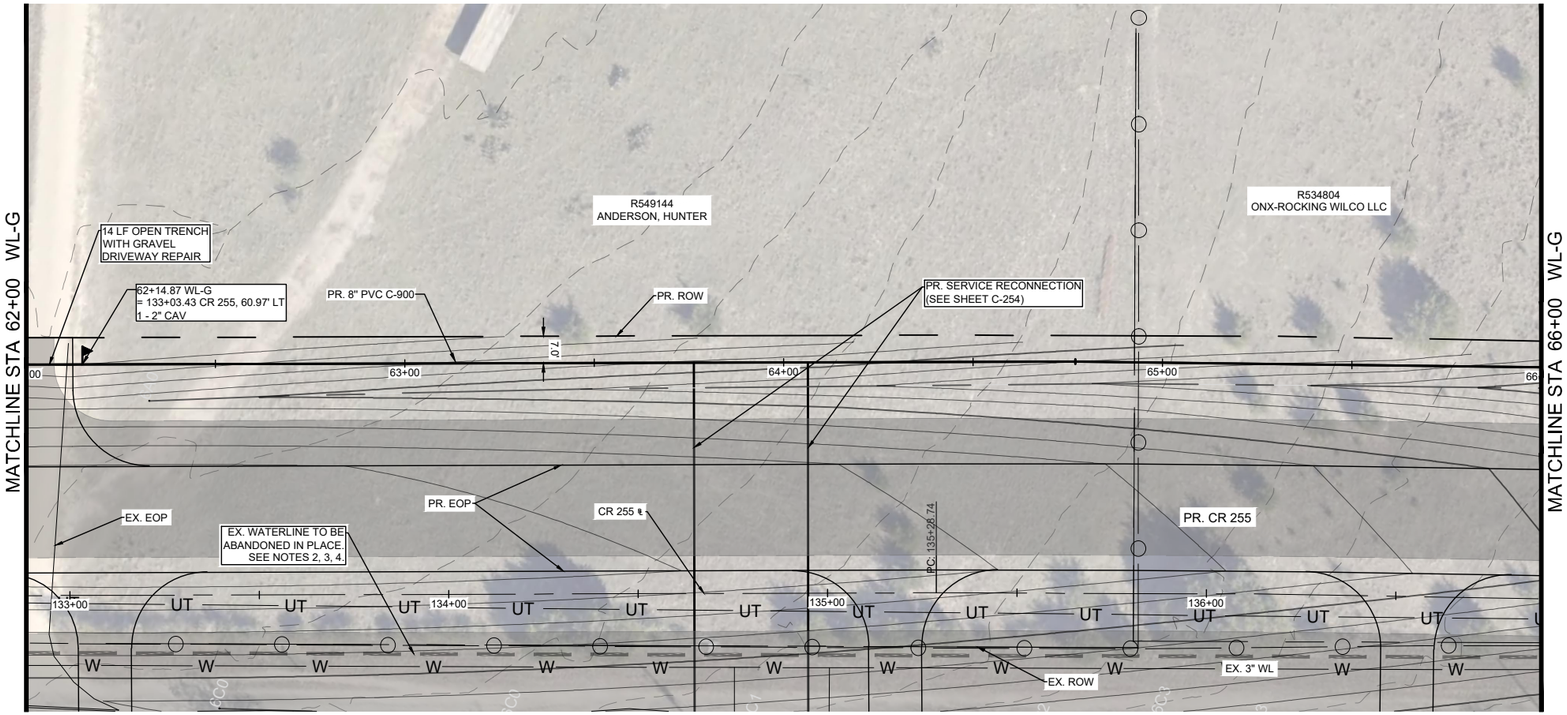
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

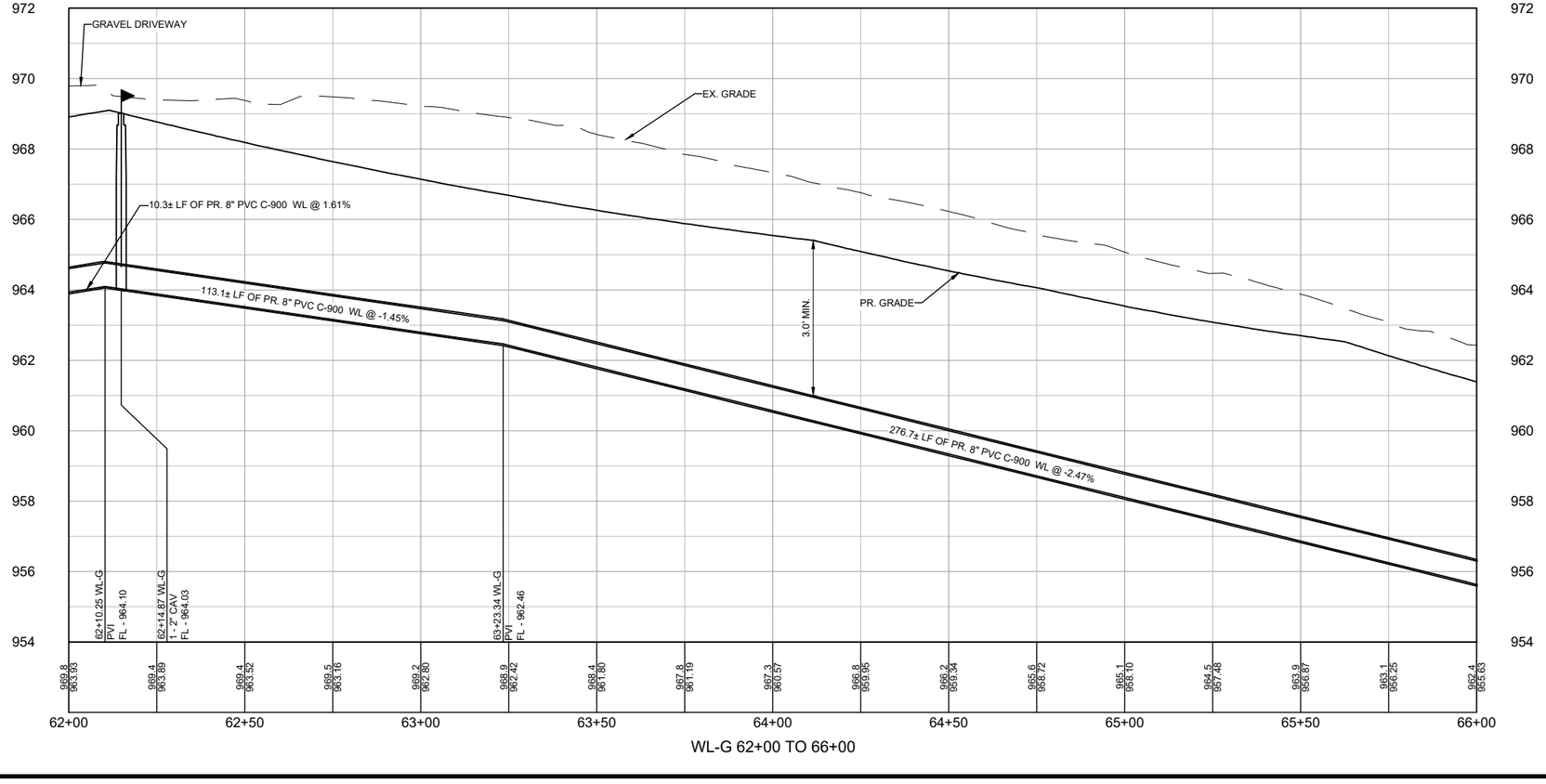
THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-221

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G3-L.dwg - Tab: WL-G3 (2) - Plotted: 11/13/2024 4:17 PM By: DENO DRULIAS

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WL-G 62+00 TO 66+00

NOTE: THE EXISTING ROAD IN THIS AREA IS CURRENTLY IDENTIFIED AS CR 289 BUT WILL BE REDESIGNATED AS CR 255 WITH THE ROADWAY IMPROVEMENTS PROJECT

0 20' 40'
SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
- OC — EX. OVERHEAD CABLE
- OH — EX. OVERHEAD UTILITIES
- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

GENERAL NOTES:

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES THAT MIGHT BE OCCASIONED BY THE FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. WHEN THE CONTRACTOR IS USING TRENCHLESS INSTALLATION METHODS, THE CONTRACTOR SHALL LOCATE ALL UTILITIES FOR THE ENTIRE LENGTH OF THE INSTALLATION PRIOR TO ANY ACTIVITIES. ANY DISCREPANCIES FROM WHAT IS SHOWN SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ENGINEER.
2. CONTRACTOR TO GIVE CITY OF GEORGETOWN A MINIMUM OF TWO WEEKS NOTICE FOR ALL WATERLINE SHUTDOWNS. SHUTDOWNS MUST OCCUR ONLY DURING THE MONTHS OF DECEMBER, JANUARY, AND FEBRUARY.
3. EXISTING 2", 3", 8", 12", AND 15" WATER MAINS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL THE NEW MAINS ARE CONSTRUCTED, TESTED, APPROVED AND SERVICE LINES RECONNECTED AND THE NEW MAIN IS PLACED IN SERVICE.
4. EXISTING WATER SERVICE LINES AND METERS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL NEW SERVICE LINES ARE CONSTRUCTED, TESTED, APPROVED AND RECONNECTED AND IN SERVICE.
5. EXISTING WATER MAINS THAT ARE TO BE ABANDONED IN PLACE AND ARE UNDER THE PROPOSED ROADWAY ARE TO BE CUT, CAPPED, AND FILLED WITH FLOWABLE FILL. SUBSIDIARY TO COST OF PIPE, NO SEPARATE PAY. EXISTING WATER LINES THAT ARE TO BE ABANDONED IN PLACE AND ARE NOT UNDER THE PROPOSED ROADWAY WILL BE CAPPED.
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9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9600 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 51 2.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "G" - STA. 62+00 TO 66+00
CR 255 WL RELOCATIONS
PLAN AND PROFILE
GEORGETOWN, TEXAS

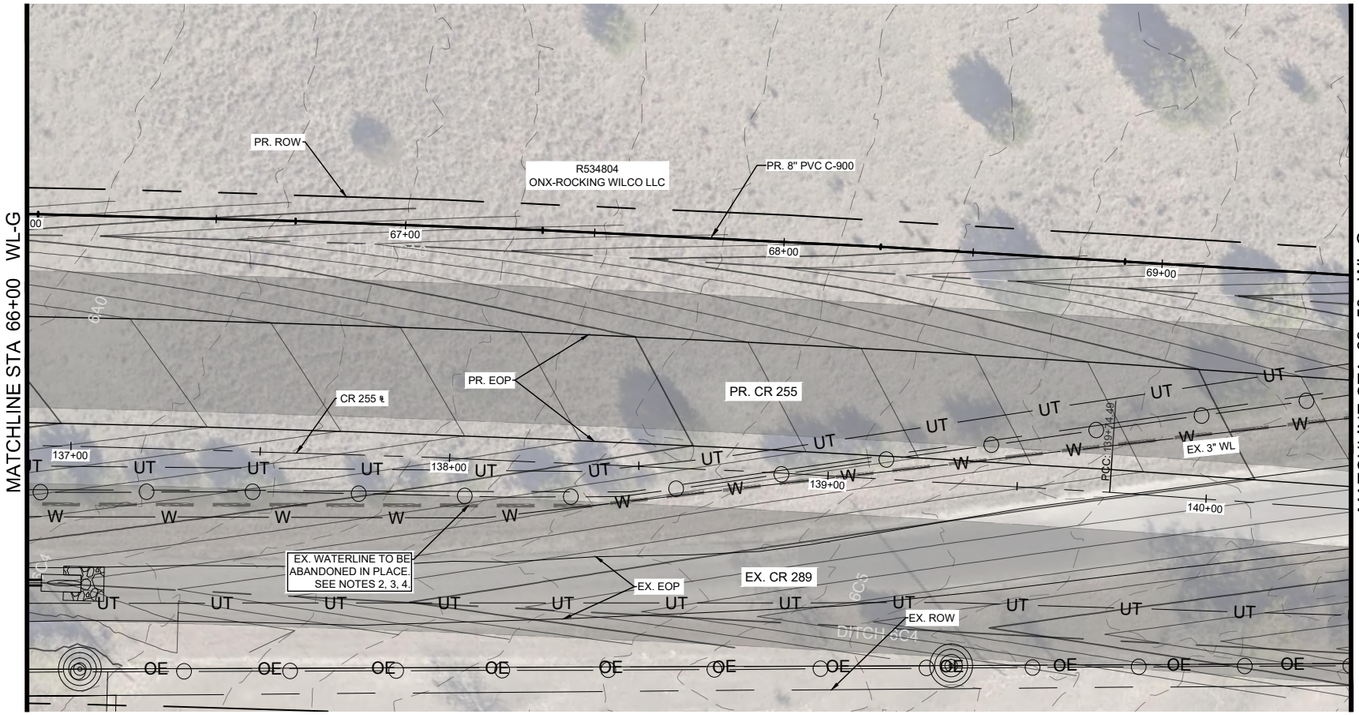
WILCO TEXAS

PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

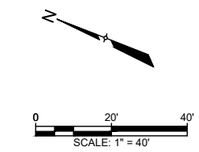
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-222



NOTE: THE EXISTING ROAD IN THIS AREA IS CURRENTLY IDENTIFIED AS CR 289 BUT WILL BE REDESIGNATED AS CR 255 WITH THE ROADWAY IMPROVEMENTS PROJECT

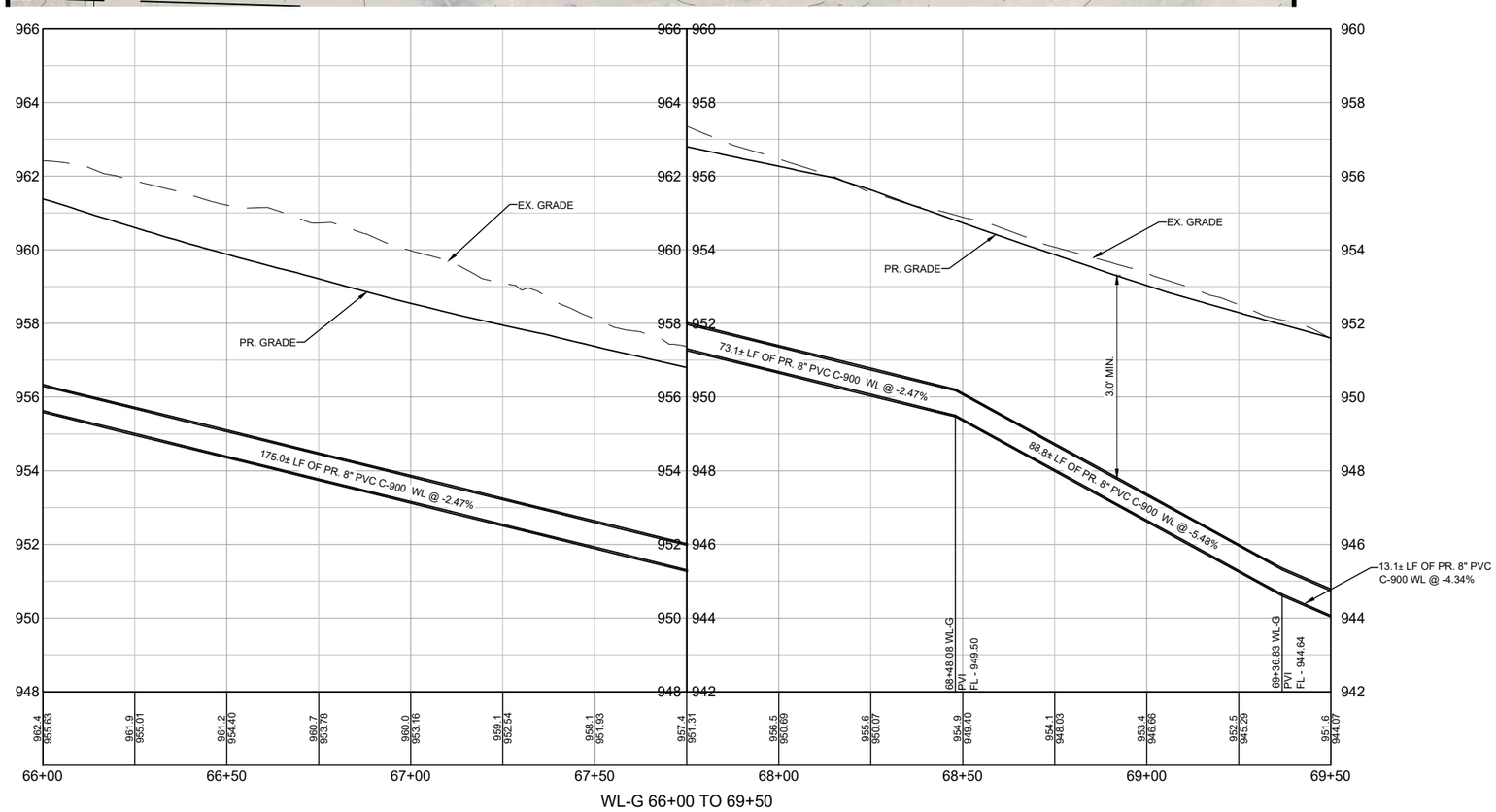


LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
- OC — EX. OVERHEAD CABLE
- OH — EX. OVERHEAD UTILITIES
- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

GENERAL NOTES:

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3. EXISTING 2", 3", 8", 12", AND 15" WATER MAINS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL THE NEW MAINS ARE CONSTRUCTED, TESTED, APPROVED AND SERVICE LINES RECONNECTED AND THE NEW MAIN IS PLACED IN SERVICE.
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9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES



WL-G 66+00 TO 69+50

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "G" - STA. 66+00 TO 69+50
PLAN AND PROFILE
CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

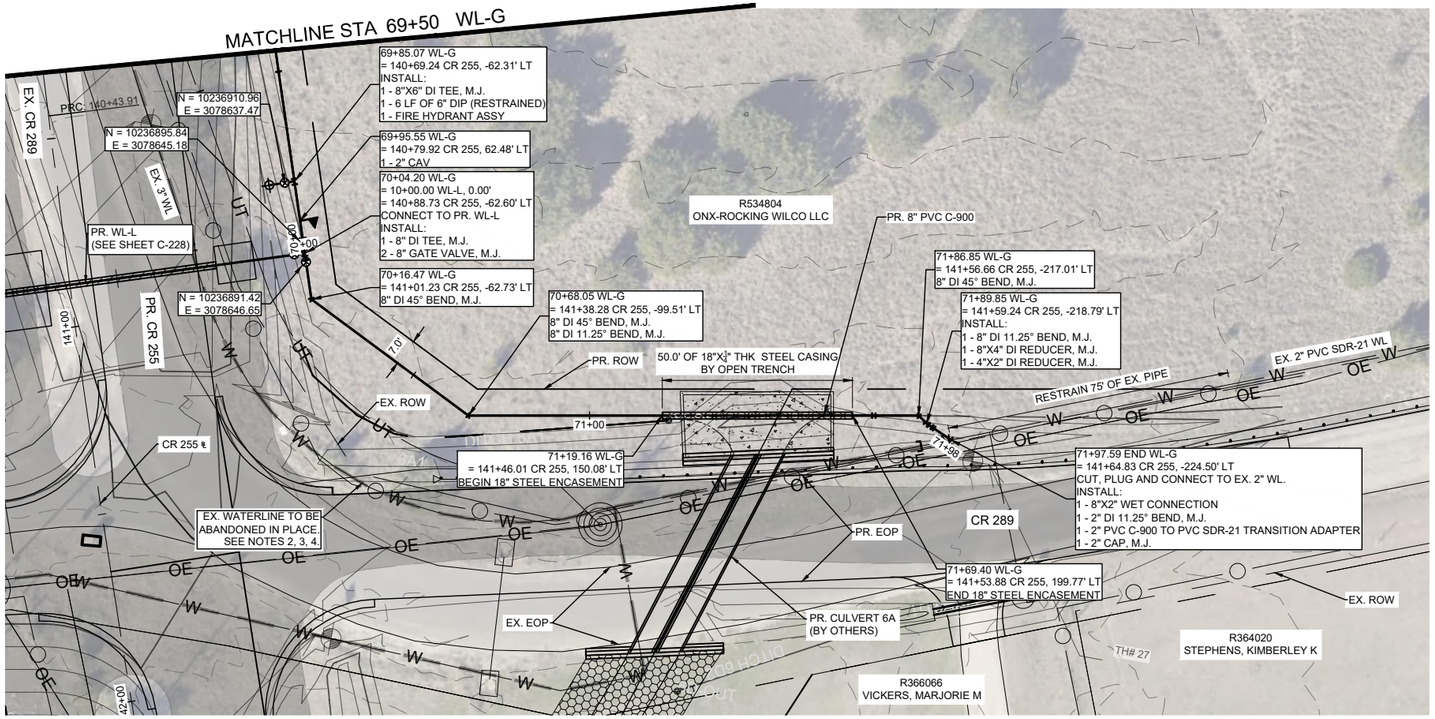
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

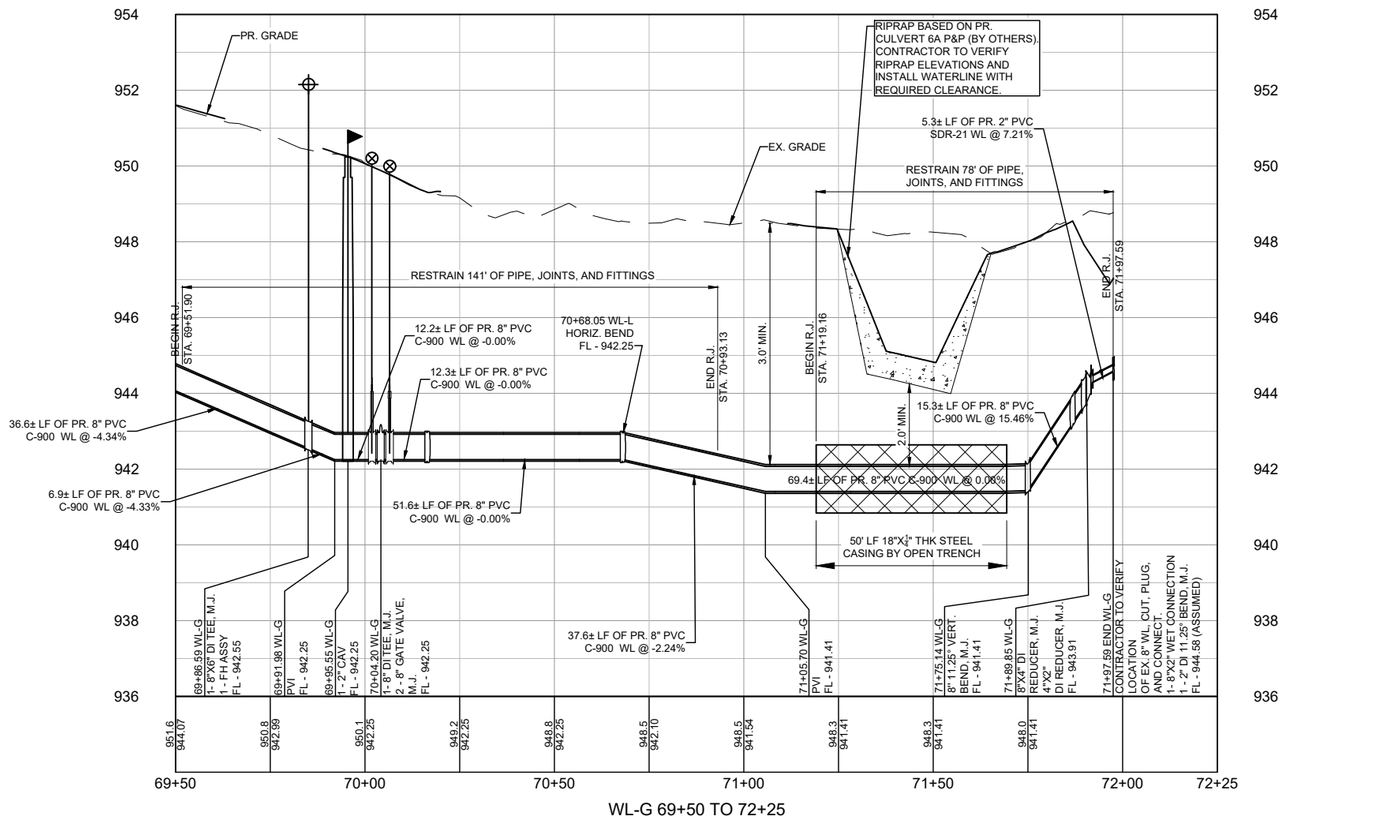
THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-223

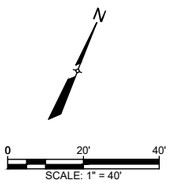
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NOTE: THE EXISTING ROAD IN THIS AREA IS CURRENTLY IDENTIFIED AS CR 289 BUT WILL BE REDESIGNATED AS CR 255 WITH THE ROADWAY IMPROVEMENTS PROJECT



WL-G 69+50 TO 72+25



LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
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- EX. FENCE
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- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
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- FUTURE ULTIMATE ROAD PAVEMENT

GENERAL NOTES:

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9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
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WATERLINE "G" - STA. 69+50 TO END
CR 255 WL RELOCATIONS
PLAN AND PROFILE
GEORGETOWN, TEXAS

WILCO TEXAS

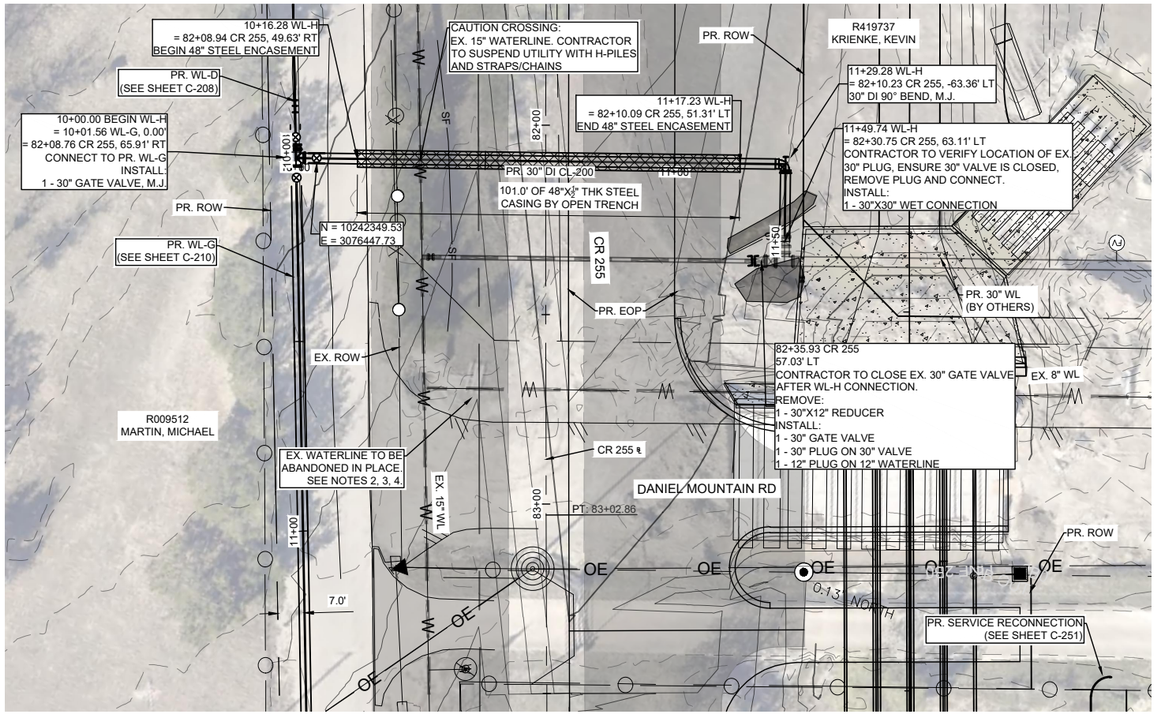
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
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CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

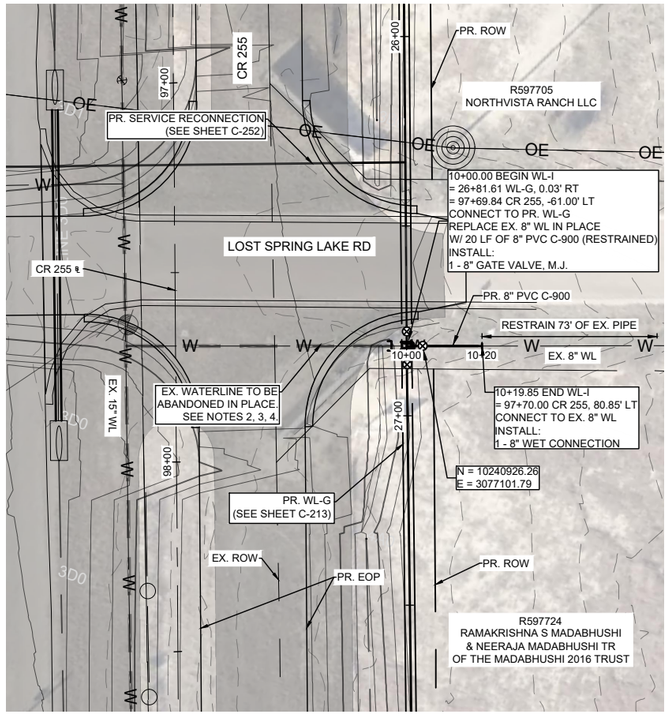
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

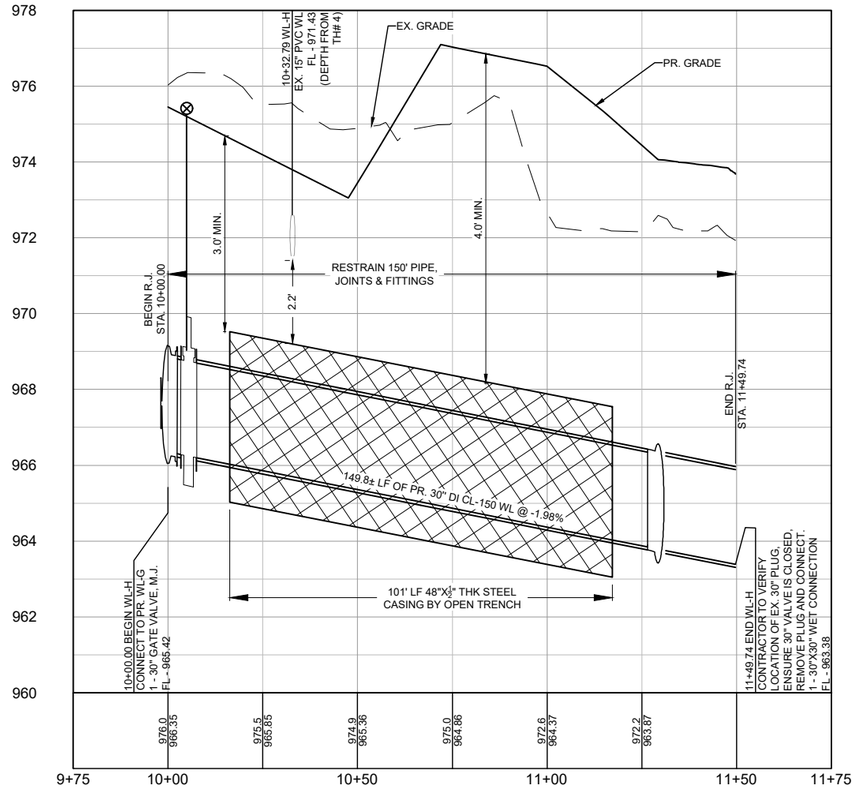
THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-224

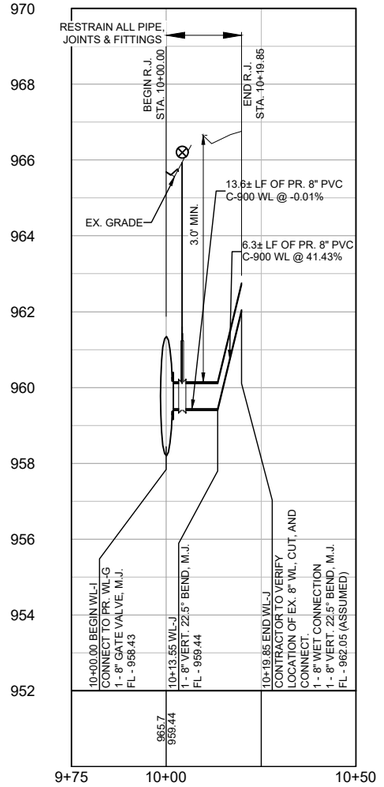
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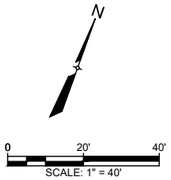




WL-H 9+75 TO 11+75



WL-I 9+75 TO 10+50



LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
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6. THERE ARE TREES WITHIN THE PROJECT LIMITS. THE CONTRACTOR IS TO PROTECT THE TREE ROOT ZONES DURING CONSTRUCTION. TREE REMOVAL AND REQUIRED MITIGATION ARE NOT COVERED IN THE UTILITY BID ITEMS AND ARE INCLUDED IN THE ROADWAY PS&E.
7. REMOVAL AND REPLACEMENT OF FENCES AND GATES ON PROPERTY ASSOCIATED WITH WATERLINE INSTALLATIONS SHALL BE SUBSIDIARY TO THE COST OF PIPE.
8. WATERLINES TO BE INSTALLED PRIOR TO ROADWAY CONSTRUCTION. MINIMUM DEPTH OF COVER SHOWN IS TO FINISHED GRADE. CONTRACTOR SHALL INSTALL VALVES AND HYDRANTS AS SHOWN. ADJUSTMENTS TO FINISHED GRADE MAY BE NECESSARY DURING ROADWAY CONSTRUCTION.
9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10061701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "H" & "I" - STA. 10+00 TO END PLAN AND PROFILE

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

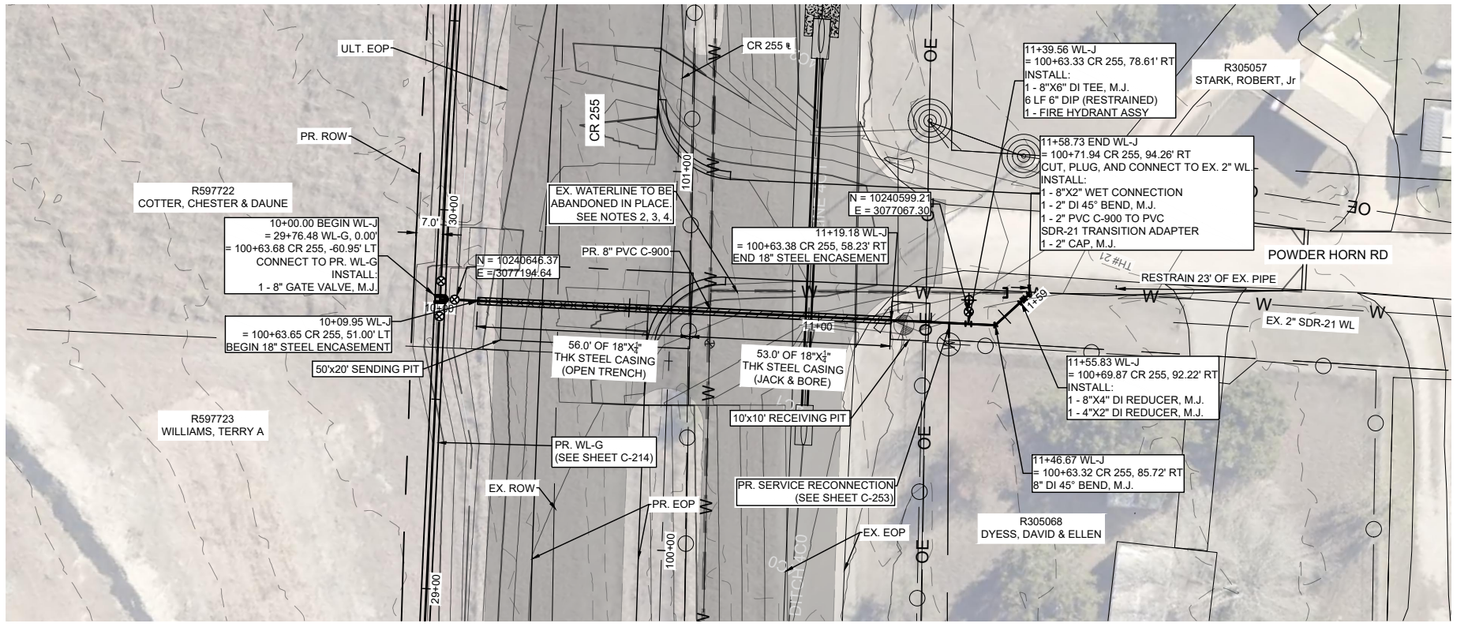
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

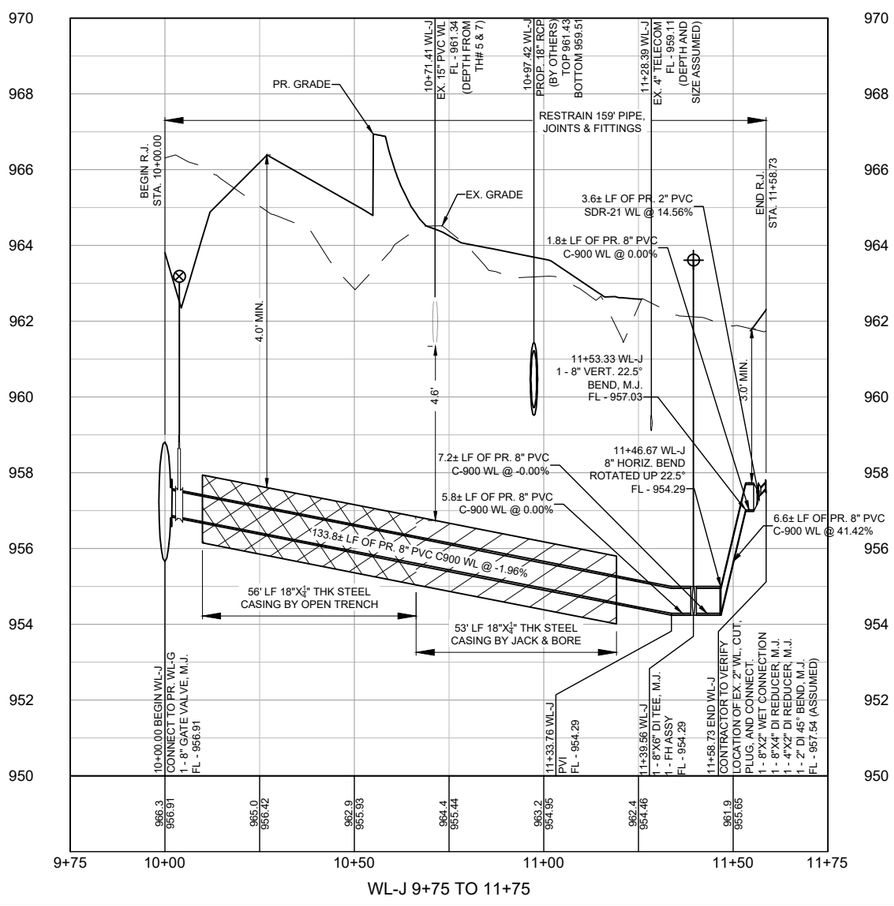
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT.

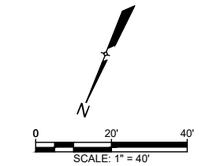
SHEET
C-225

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-H-I-J-K.dwg - Tab: WL-H-I - Plotted: 11/13/2024 4:18 PM By: DENO DRULIAS





WL-J 9+75 TO 11+75



LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
- OC — EX. OVERHEAD CABLE
- OH — EX. OVERHEAD UTILITIES
- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

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9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "J" - STA. 10+00 TO END PLAN AND PROFILE

CR 255 WL RELOCATIONS GEORGETOWN, TEXAS

WILCO TEXAS

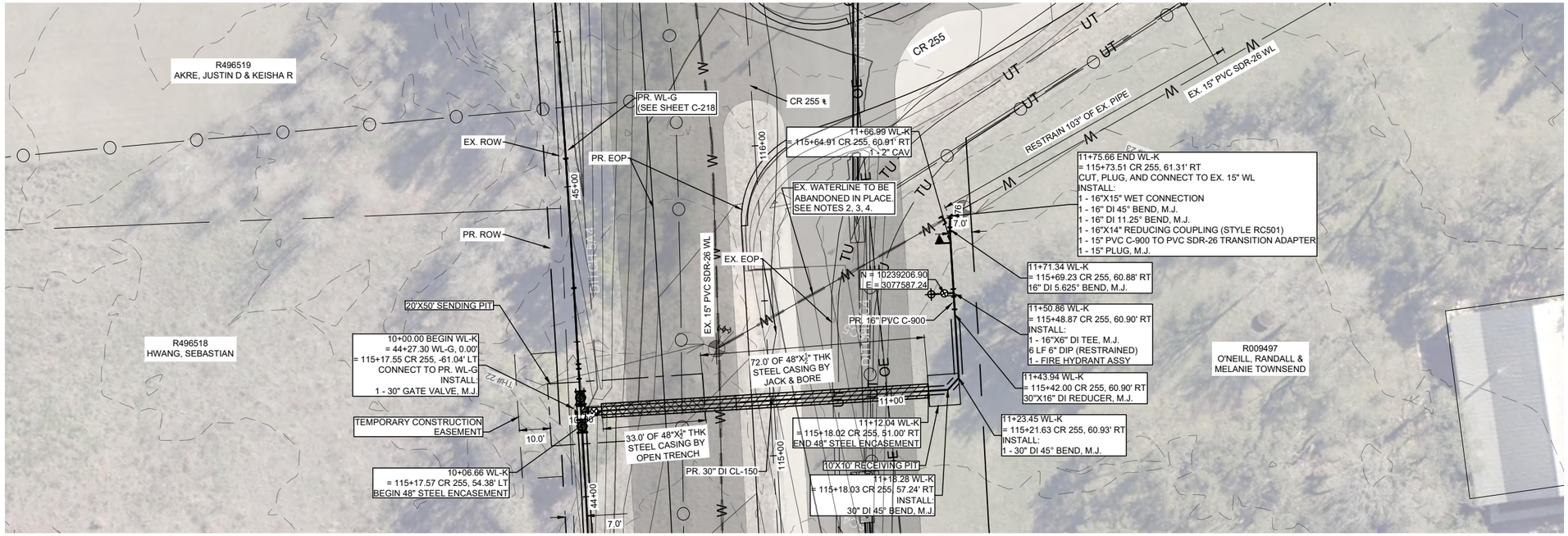
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

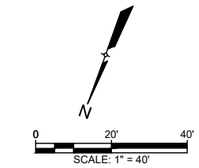
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-226

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-H-I-J-K.dwg – Tab: WL-J – Plotted: 11/13/2024 4:18 PM By: DENO DRULIAS





LEGEND

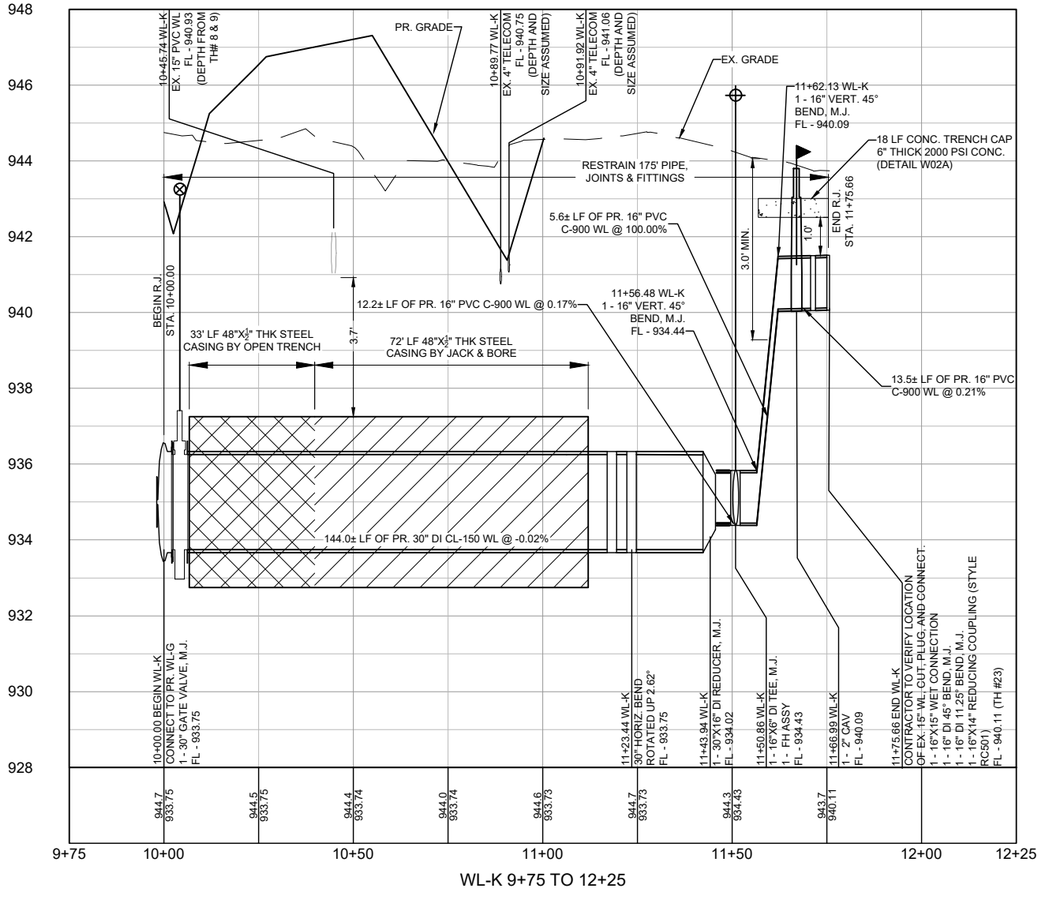
- EX. RIGHT-OF-WAY
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- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
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- PR. WATER
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- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

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9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.



WL-K 9+75 TO 12+25

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "K" - STA. 10+00 TO END PLAN AND PROFILE

CR 255 WL RELOCATIONS GEORGETOWN, TEXAS

WILCO TEXAS

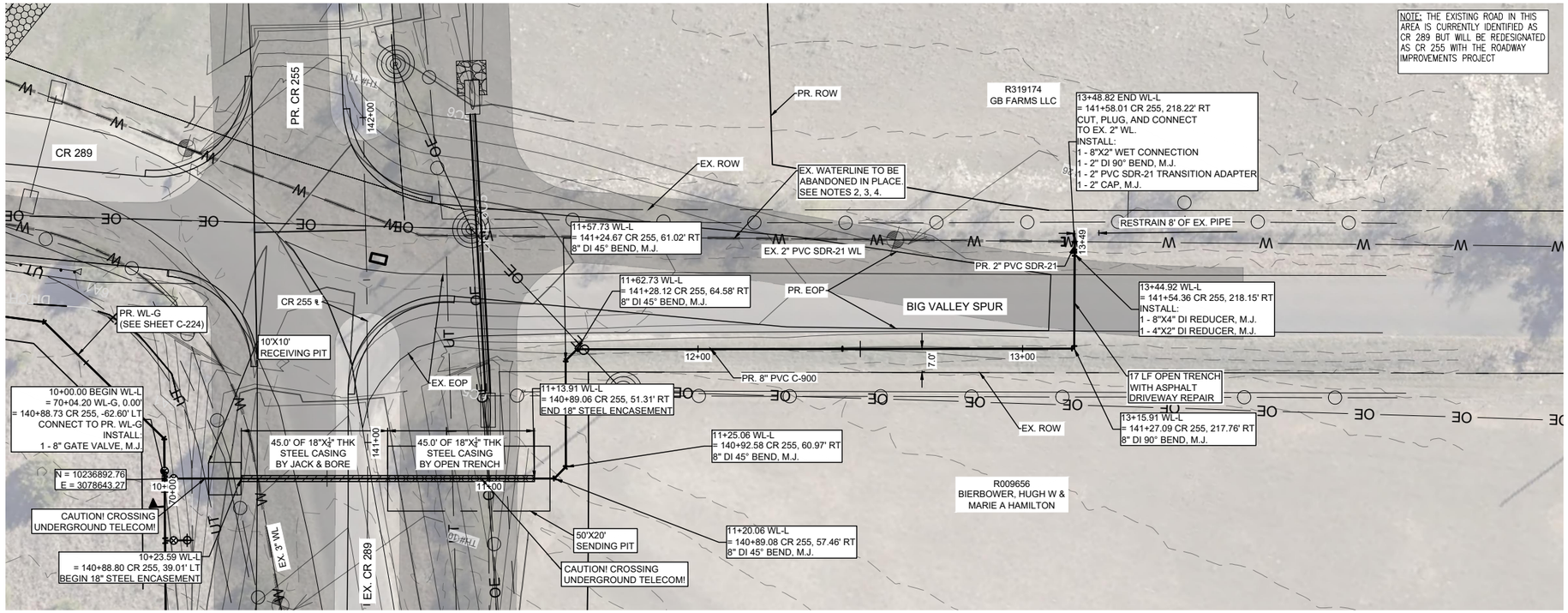
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

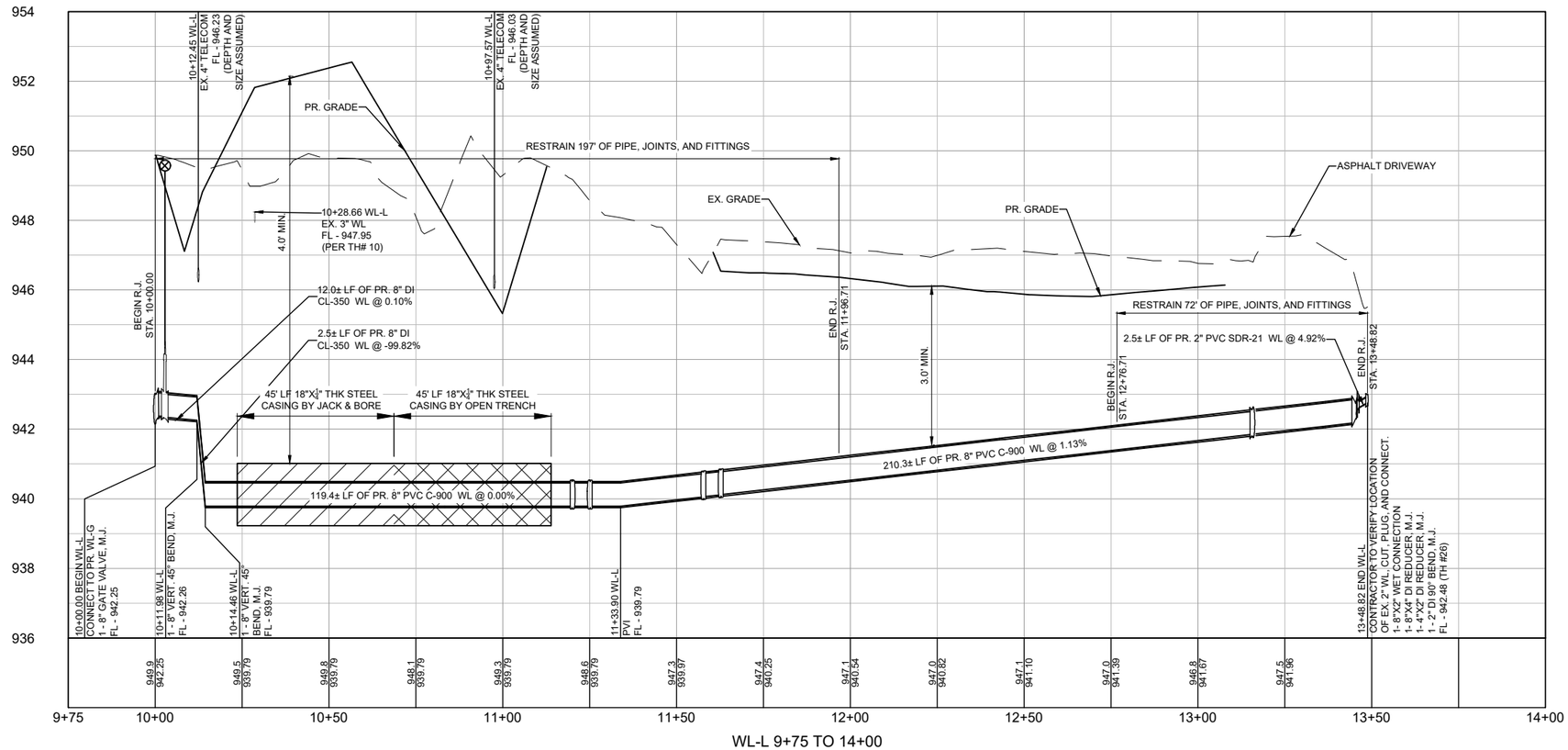
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

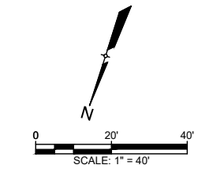
THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT.

SHEET
C-227

Dwg Info: G:\CFA\2014\0308801__Williamson_County_-_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-H-I-J-K.dwg - Tab: WL-K - Plotted: 11/13/2024 4:18 PM By: DENO DRULIAS







LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
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- PR. WATER VALVE
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- PR. FIRE HYDRANT
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GENERAL NOTES:

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XXX.X GRADE
XXX.XX FLOW LINE

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1"=40' HORIZ.
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REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "L" - STA. 10+00 TO END
PLAN AND PROFILE
CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

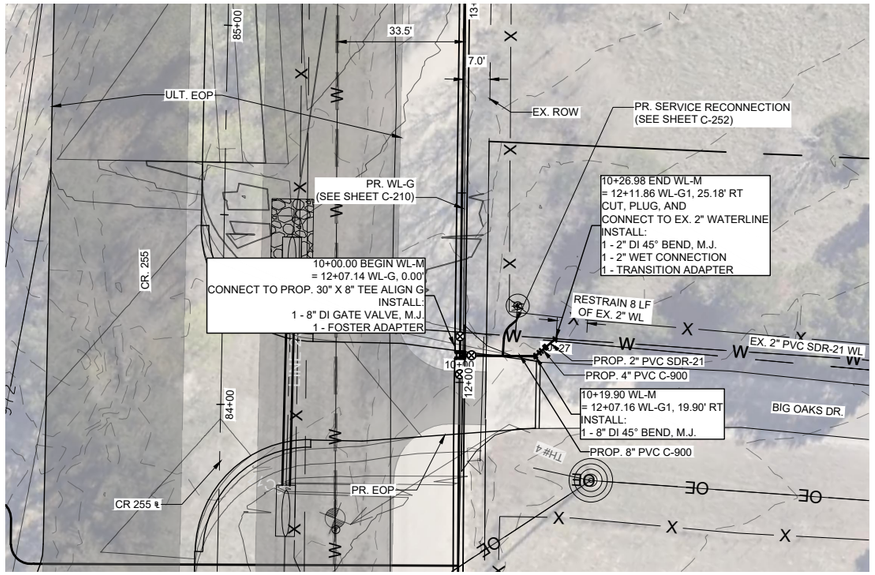
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
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DATE: NOVEMBER 13, 2024

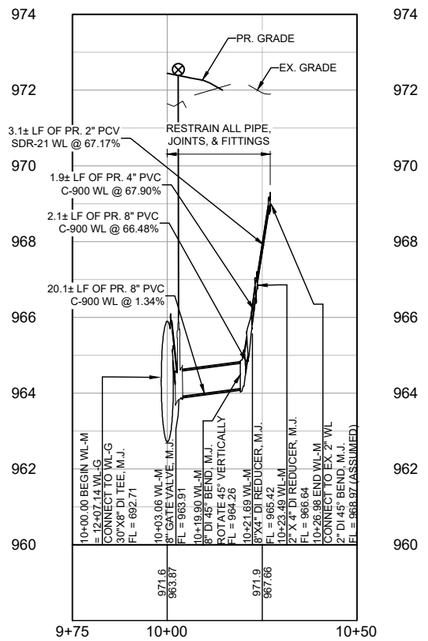
STATE OF TEXAS
KRISTEN VAN HOOSIER
136682
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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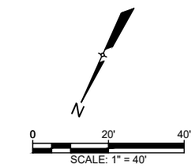
SHEET
C-228

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G3-L.dwg — Tab: WL-L — Plotted: 11/13/2024 4:19 PM By: DENO DRULIAS





WL-M 9+75 TO 10+50



LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
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8. WATERLINES TO BE INSTALLED PRIOR TO ROADWAY CONSTRUCTION. MINIMUM DEPTH OF COVER SHOWN IS TO FINISHED GRADE. CONTRACTOR SHALL INSTALL VALVES AND HYDRANTS AS SHOWN. ADJUSTMENTS TO FINISHED GRADE MAY BE NECESSARY DURING ROADWAY CONSTRUCTION.
9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9600 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATERLINE "M" - STA. 10+00 TO END
PLAN AND PROFILE

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

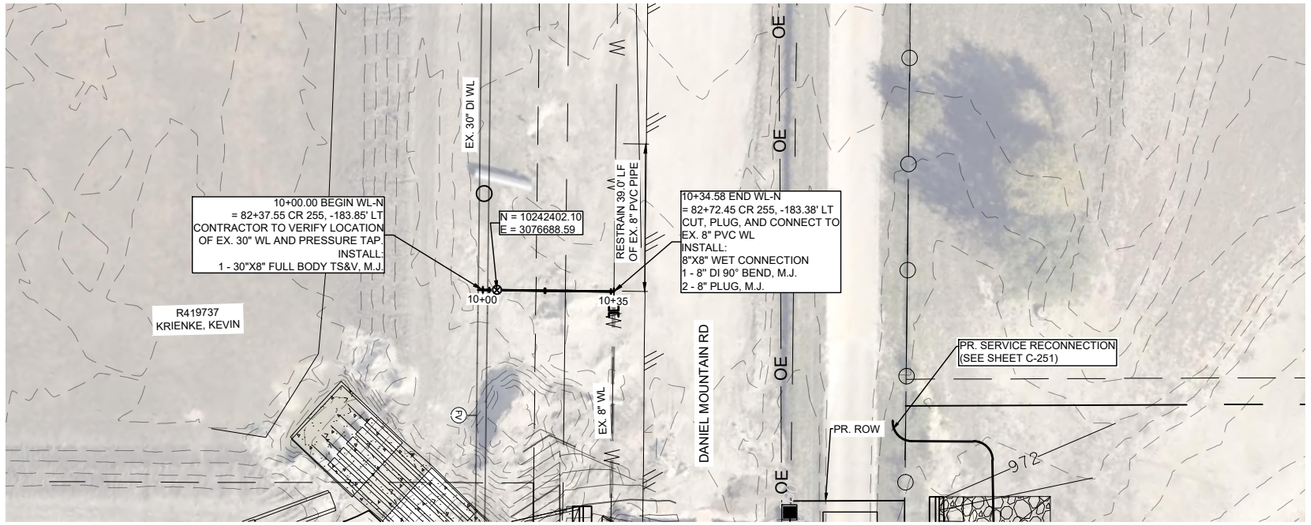
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: O. SAENZ
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

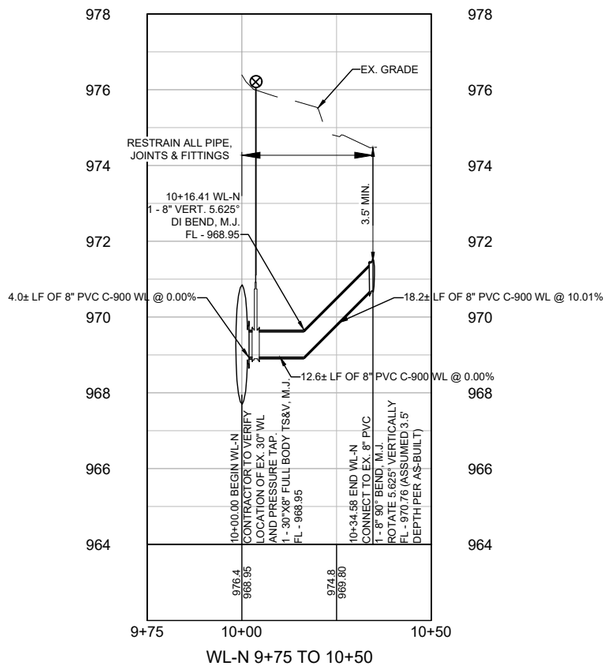
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-229

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-G1.dwg - Tab: WL-M - Plotted: 11/13/2024 4:20 PM By: DENO DRULIAS





WL-N 9+75 TO 10+50

N

0 20' 40'

SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
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- PR. WATER VALVE
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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

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CobbFendley
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WATERLINE "N" - STA 10+00 TO END
PLAN AND PROFILE

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

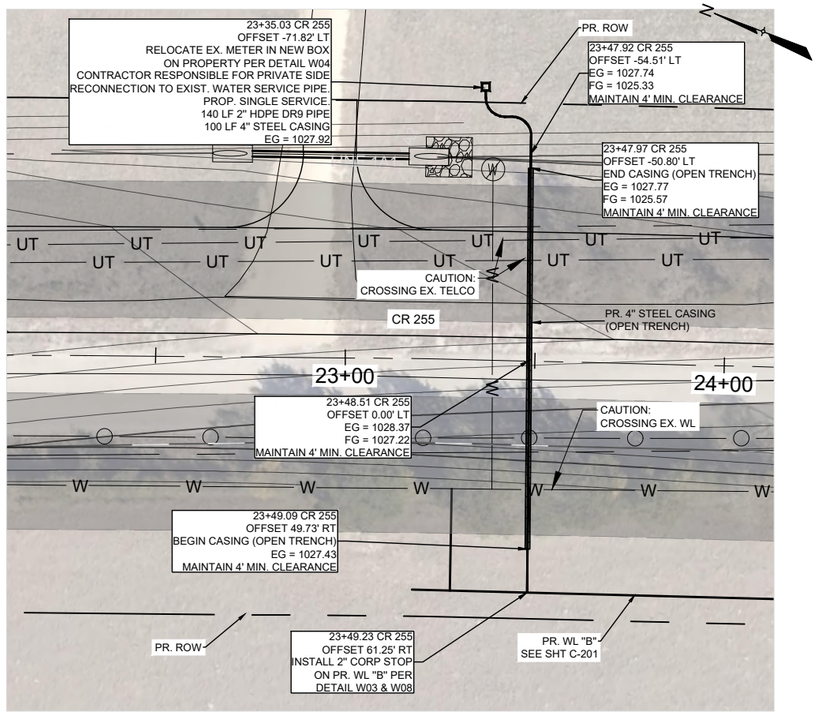
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

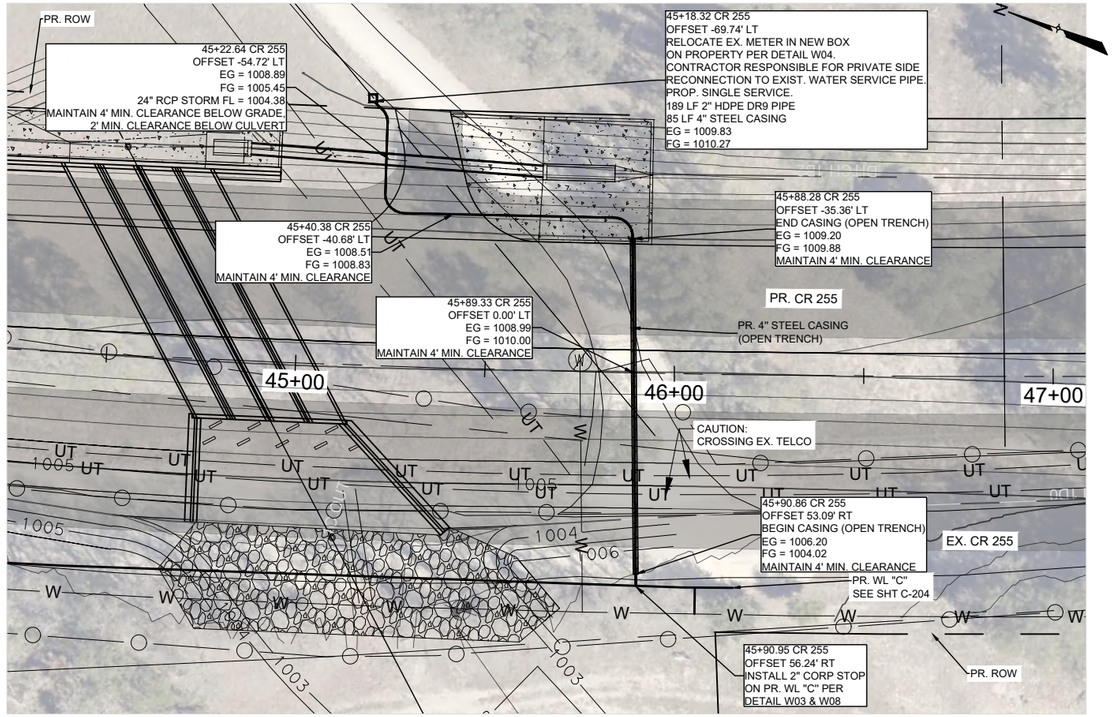
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

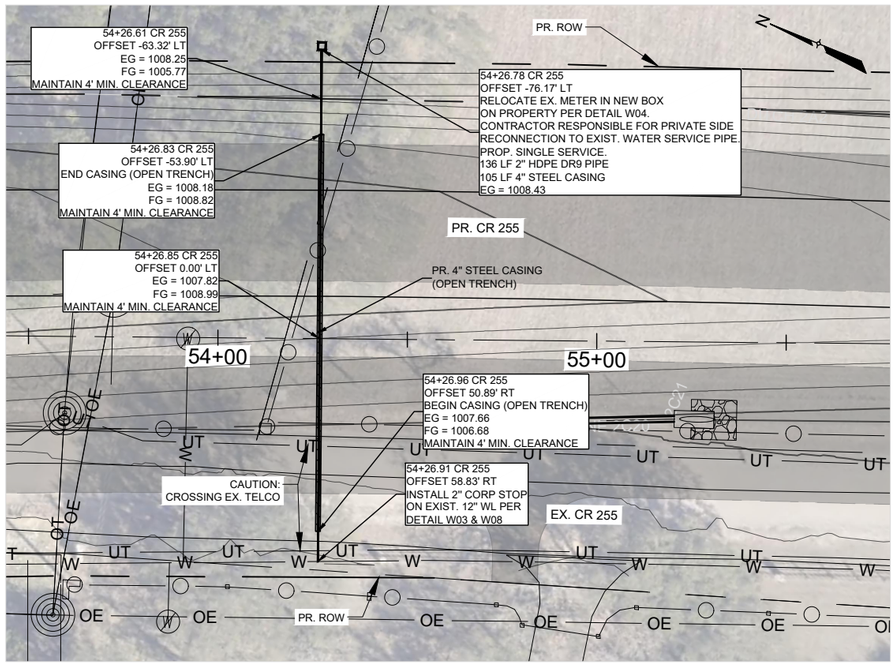
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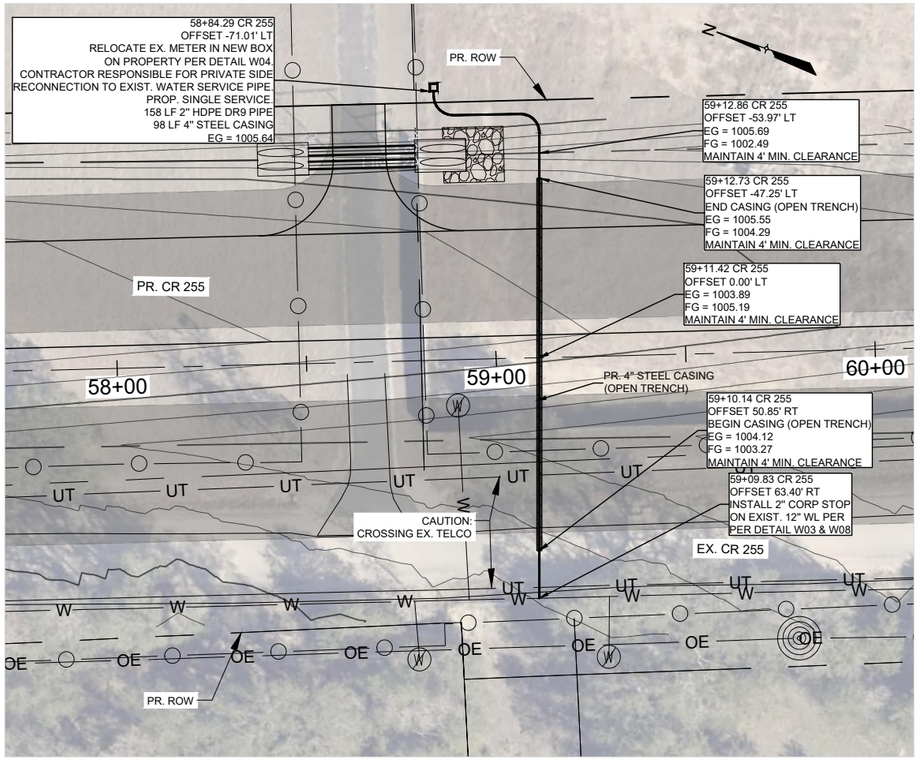
SHEET
C-230

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\XREF\C-NP-WATR-H-I-J-K.dwg – Tab: WL-N – Plotted: 11/13/2024 4:21 PM By: DENO DRULIAS









0 20' 40'
SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATER SERVICES - SHEET 1 OF 6

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

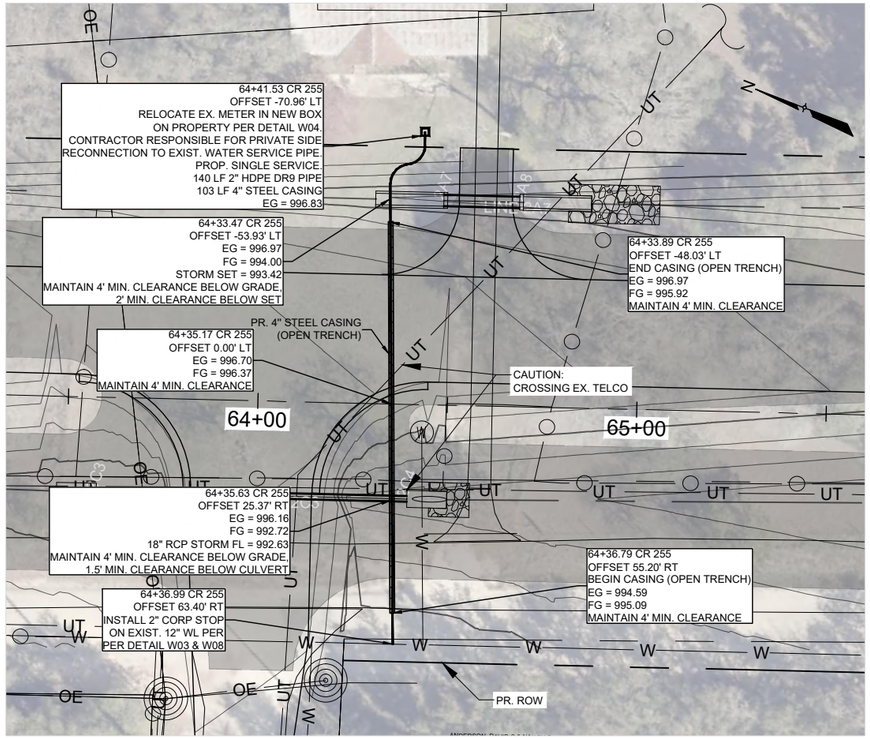
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

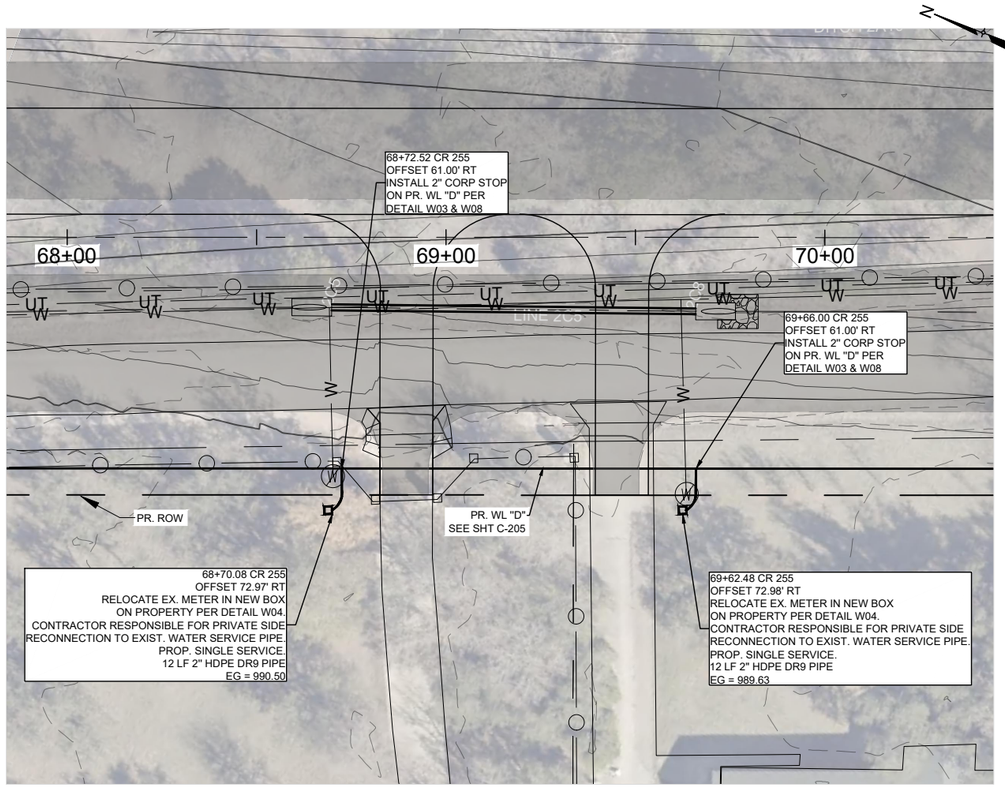
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

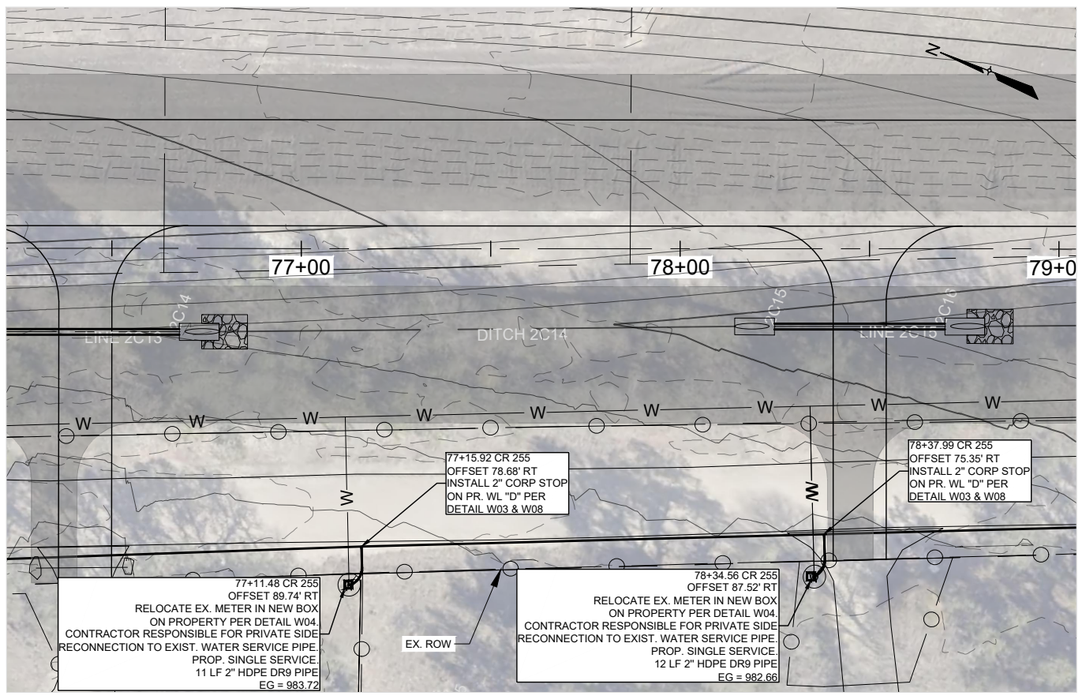
THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-250

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-200-WTR-SVCS.dwg - Tab: C-250
Plotted: 11/13/2024 4:21 PM By: DENO DRULIAS







0 20' 40'
SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
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CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9800 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATER SERVICES - SHEET 2 OF 6

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

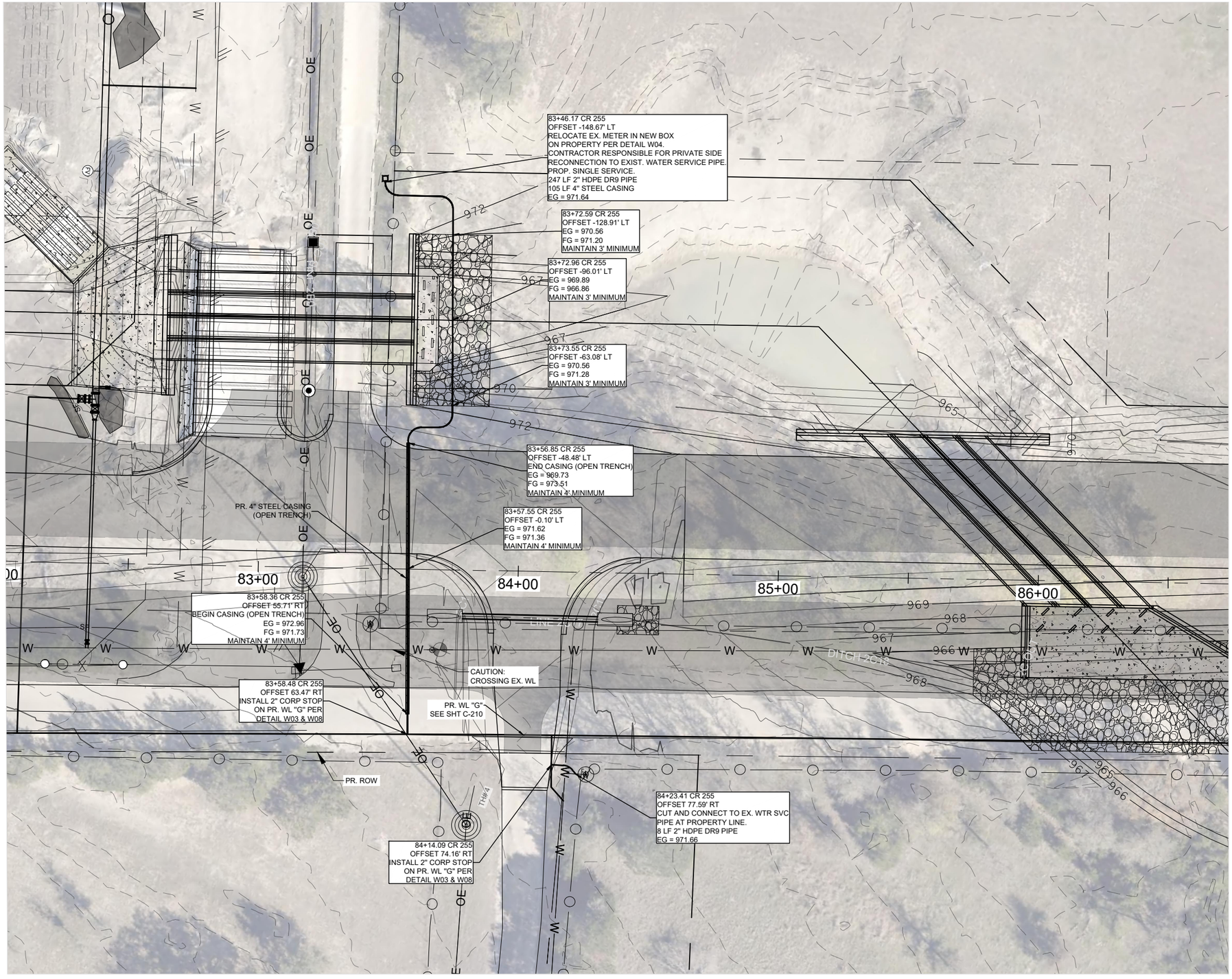
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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SHEET
C-251

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-200-WTR-SVCS.dwg - Tab: C-251 - Plotted: 11/13/2024 4:21 PM By: DENO DRULIAS



N

0 20' 40'

SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
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WATER SERVICES - SHEET 3 OF 6

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

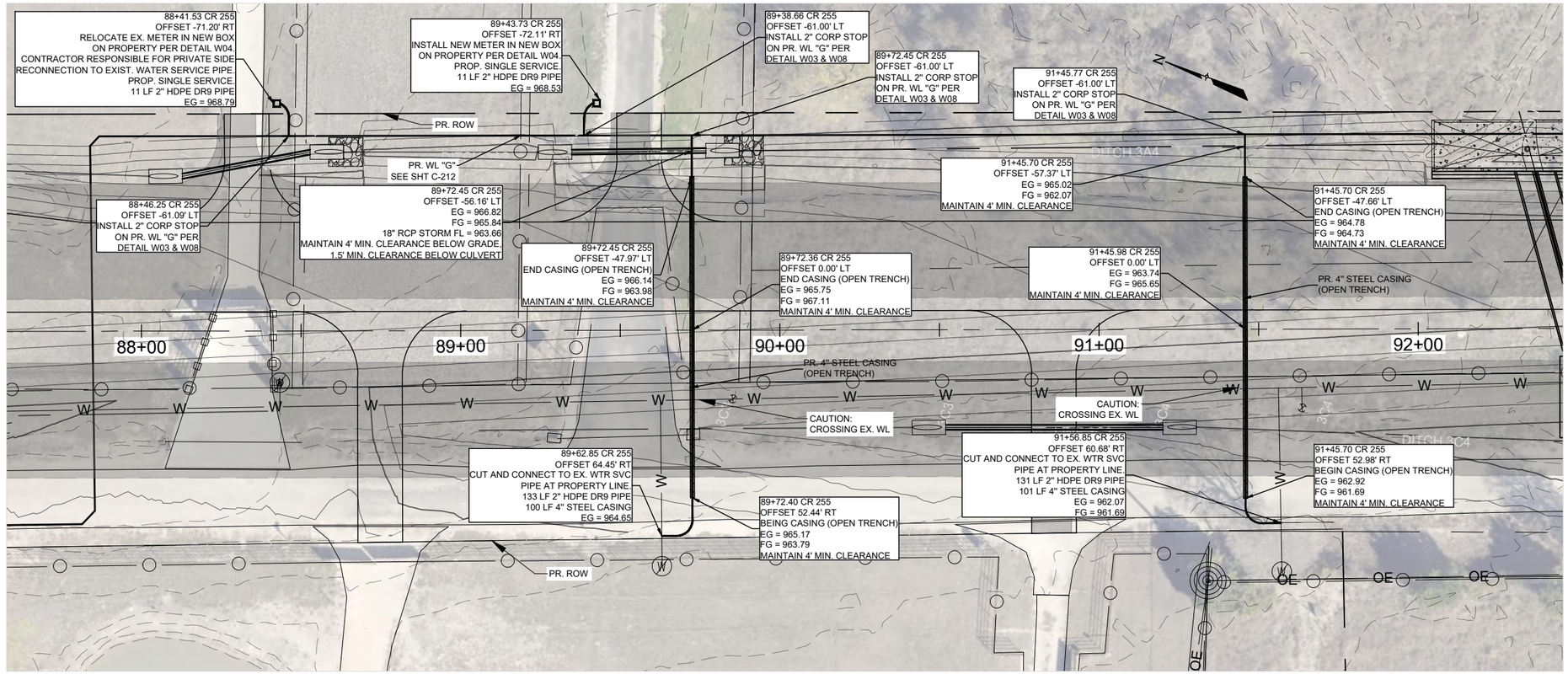
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APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

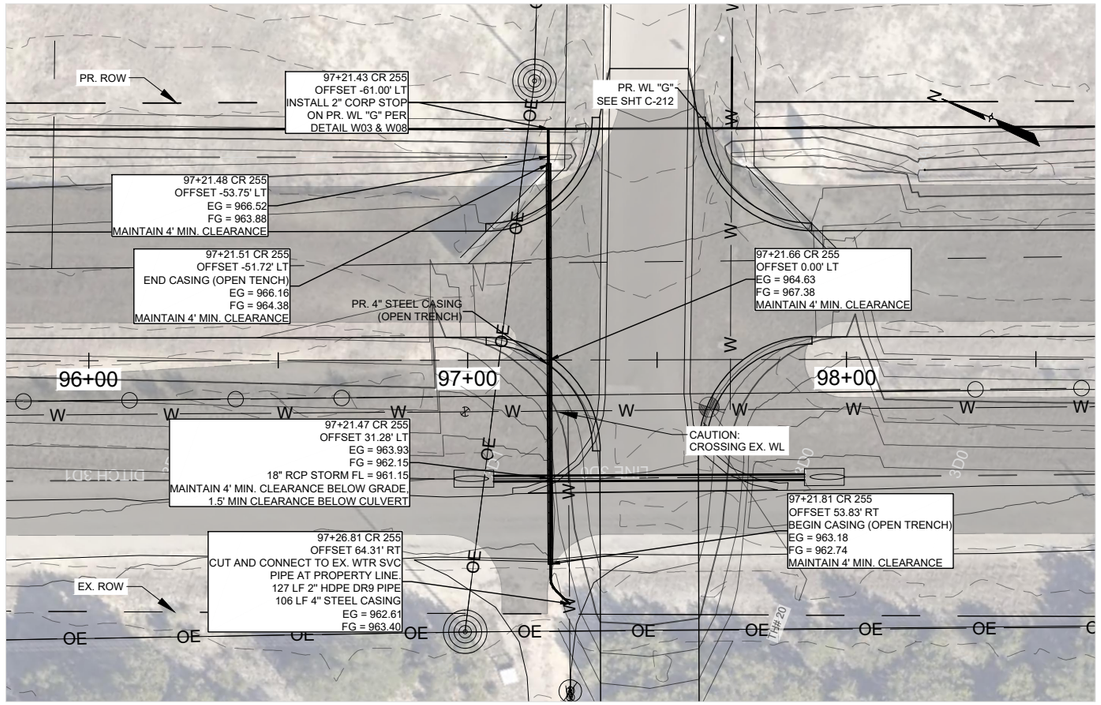
STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

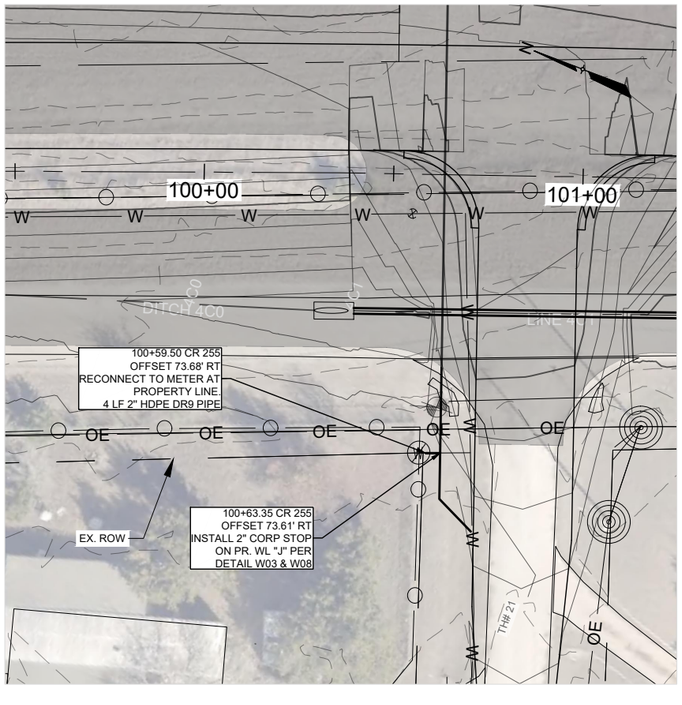
THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-252

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-200-WTR-SVCS.dwg - Tab: C-252 - Plotted: 11/13/2024 4:22 PM By: DENO DRULIAS







0 20' 40'
SCALE: 1" = 40'

LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
- W — EX. WATER
- PR. WATER
- WW — EX. WASTEWATER
- SD — EX. STORM DRAIN
- PR. STORM DRAIN
- G — EX. GAS LINE
- OE — EX. OVERHEAD ELECTRIC
- OC — EX. OVERHEAD CABLE
- OH — EX. OVERHEAD UTILITIES
- OT — EX. OVERHEAD TELECOM
- UT — EX. U.G. TELECOM
- UE — EX. U.G. ELECTRIC
- EX. FENCE
- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
- EX. FIRE HYDRANT
- PR. FIRE HYDRANT
- W — EX. WATER METER
- PR. AIR RELEASE VALVE
- FUTURE ULTIMATE ROAD PAVEMENT

GENERAL NOTES:

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES THAT MIGHT BE OCCASIONED BY THE FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. WHEN THE CONTRACTOR IS USING TRENCHLESS INSTALLATION METHODS, THE CONTRACTOR SHALL LOCATE ALL UTILITIES FOR THE ENTIRE LENGTH OF THE INSTALLATION PRIOR TO ANY ACTIVITIES. ANY DISCREPANCIES FROM WHAT IS SHOWN SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ENGINEER.
2. CONTRACTOR TO GIVE CITY OF GEORGETOWN A MINIMUM OF TWO WEEKS NOTICE FOR ALL WATERLINE SHUTDOWNS. SHUTDOWNS MUST OCCUR ONLY DURING THE MONTHS OF DECEMBER, JANUARY, AND FEBRUARY.
3. EXISTING 2", 3", 8", 12", AND 15" WATER MAINS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL THE NEW MAINS ARE CONSTRUCTED, TESTED, APPROVED AND SERVICE LINES RECONNECTED AND THE NEW MAIN IS PLACED IN SERVICE.
4. EXISTING WATER SERVICE LINES AND METERS ARE TO BE PROTECTED AND REMAIN IN SERVICE UNTIL NEW SERVICE LINES ARE CONSTRUCTED, TESTED, APPROVED AND RECONNECTED AND IN SERVICE.
5. EXISTING WATER MAINS THAT ARE TO BE ABANDONED IN PLACE AND ARE UNDER THE PROPOSED ROADWAY ARE TO BE CUT, CAPPED, AND FILLED WITH FLOWABLE FILL. SUBSIDIARY TO COST OF PIPE, NO SEPARATE PAY. EXISTING WATER LINES THAT ARE TO BE ABANDONED IN PLACE AND ARE NOT UNDER THE PROPOSED ROADWAY WILL BE CAPPED.
6. THERE ARE TREES WITHIN THE PROJECT LIMITS. THE CONTRACTOR IS TO PROTECT THE TREE ROOT ZONES DURING CONSTRUCTION. TREE REMOVAL AND REQUIRED MITIGATION ARE NOT COVERED IN THE UTILITY BID ITEMS AND ARE INCLUDED IN THE ROADWAY PS&E.
7. REMOVAL AND REPLACEMENT OF FENCES AND GATES ON PROPERTY ASSOCIATED WITH WATERLINE INSTALLATIONS SHALL BE SUBSIDIARY TO THE COST OF PIPE.
8. WATERLINES TO BE INSTALLED PRIOR TO ROADWAY CONSTRUCTION. MINIMUM DEPTH OF COVER SHOWN IS TO FINISHED GRADE. CONTRACTOR SHALL INSTALL VALVES AND HYDRANTS AS SHOWN. ADJUSTMENTS TO FINISHED GRADE MAY BE NECESSARY DURING ROADWAY CONSTRUCTION.
9. CONTRACTOR TO VERIFY SIZES OF WATER LINES, SERVICE LINES, AND METERS PRIOR TO INSTALLATION AND NOTIFY ENGINEER OF ANY DISCREPANCIES

XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATER SERVICES - SHEET 4 OF 6

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

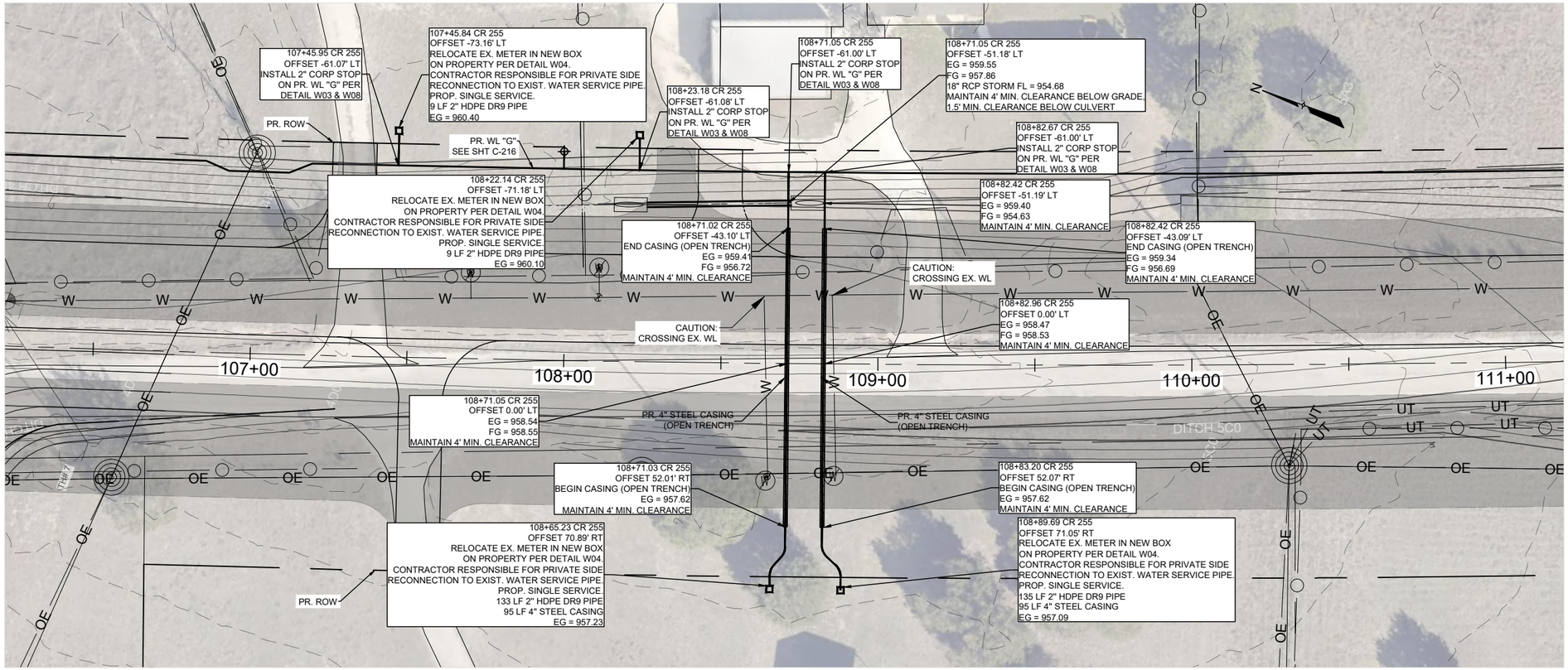
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

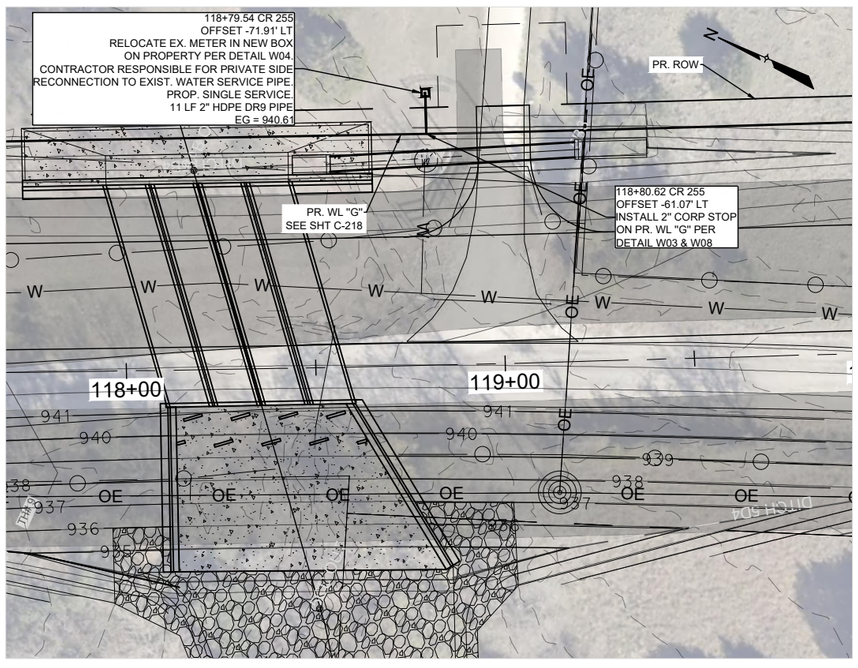
STATE OF TEXAS
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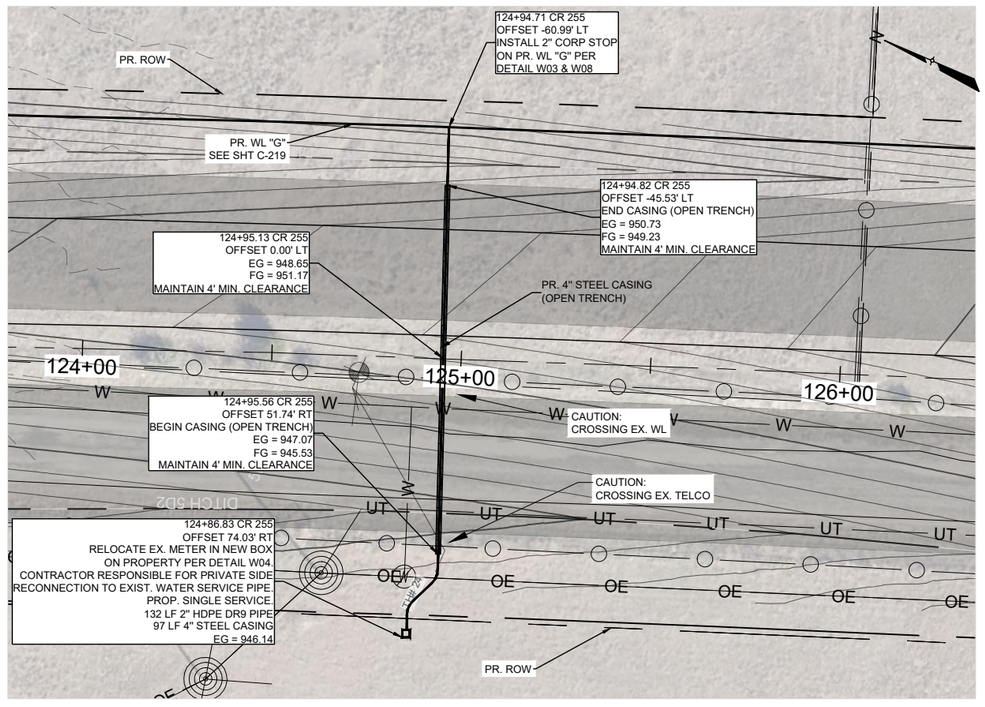
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SHEET
C-253

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-200-WTR-SVCS.dwg - Tab: C-253 - Plotted: 11/13/2024 4:22 PM By: DENO DRULIAS







LEGEND

- EX. RIGHT-OF-WAY
- PR. RIGHT-OF-WAY
- TEMP. CONST. ESMT.
- EX. EDGE OF PAVEMENT
- PR. EDGE OF PAVEMENT
- ULTIMATE PAVEMENT
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- EX. WATER T.B.A
- EX. WATER VALVE
- PR. WATER VALVE
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- PR. FIRE HYDRANT
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XXX.X GRADE
XXX.XX FLOW LINE

PROFILE SCALE
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1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9600 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

WATER SERVICES - SHEET 5 OF 6

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

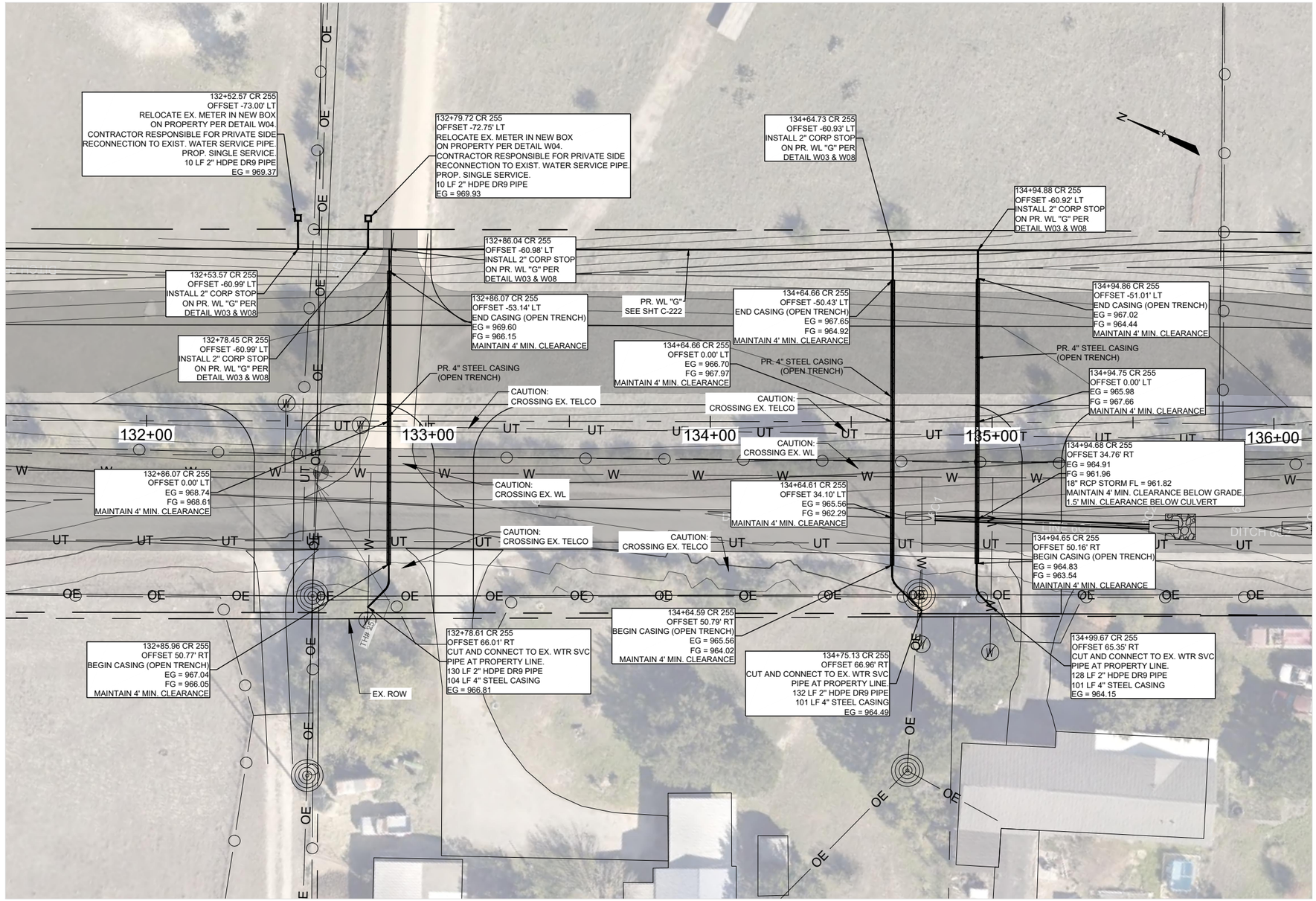
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
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APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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SHEET
C-254

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-200-WTR-SVCS.dwg - Tab: C-254 - Plotted: 11/13/2024 4:22 PM By: DENO DRULIAS



0 20' 40'

SCALE: 1" = 40'

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XXX.XX FLOW LINE

PROFILE SCALE
1"=40' HORIZ.
1"=4' VERT.

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

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WATER SERVICES - SHEET 6 OF 6

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
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SHEET
C-255

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-200-WTR-SVCS.dwg - Tab: C-255 - Plotted: 11/13/2024 4:22 PM By: DENO DRULIAS

WL-A RESTRAINED JOINTS CALCULATIONS						
Pipe Size (inch)	Fitting	Angle (degrees)	Test Pressure (psi)	Depth of Cover (ft)	Required Joint Restraint (ft)	Notes
12x12	Tee	-	250	3	81	1, 3
12	Dead End	-	250	2	148	1, 4
12	Dead End	-	250	3	133	1, 4
12	Double Horiz. Bend	45	250	3	46	1, 6
12	Horiz. Bend	90	250	3	56	1, 6
12	Vert. Bend	45	250	1.5	107, 30	1, 6, 7
WL-A2 RESTRAINED JOINTS CALCULATIONS						
3	Dead End	-	250	3	45	1, 4
4x3	Reducer	-	250	1.5	19	1, 2
12x4	Reducer	-	250	1.5	136	1, 2
12	Dead End	-	250	3	133	1, 4
12	Horiz. Bend	90	250	3	56	1, 6
12	Horiz. Bend	11.25	250	3	6	1, 6
12x12	Tee	-	250	3	81	1, 3
12	Vert. Bend	45	250	3	83, 23	1, 6, 7
12	Vert. Bend	11.25	250	3	20, 6	1, 6, 7
WL-B RESTRAINED JOINTS CALCULATIONS						
12X12	Tee	-	250	2	98	1, 3
12	Horiz. Bend	90	250	3	56	1, 6
12	Vert. Bend	11.25	250	2	24, 7	1, 6, 7
12	Vert. Bend	11.25	250	3	20, 6	1, 6, 7
12	Vert. Bend	22.5	250	2	47, 13	1, 6, 7
12	Vert. Bend	22.5	250	3	40, 11	1, 6, 7
12	Dead End	-	250	2	148	1, 4
12	Dead End	-	250	3	133	1, 4
WL-C RESTRAINED JOINTS CALCULATIONS						
12X12	Tee	-	250	2	98	1, 3
12	Dead End	-	250	2	148	1, 4
12	Dead End	-	250	3	133	1, 4
12	Vert. Bend	11.25	250	2	24, 7	1, 6, 7
12	Vert. Bend	11.25	250	3	20, 6	1, 6, 7
12	Vert. Bend	45	250	3	83, 23	1, 6, 7
12	Horiz.	90	250	3	56	1, 6
WL-D RESTRAINED JOINTS CALCULATIONS						
12X12	Tee	-	250	3	81	1, 3
12X6	Tee	-	250	3	1	1, 3
12	Dead End	-	250	3	133	1, 4
12	Horiz. Bend Offset	11.25	250	3	12	1, 6
12	Horiz. Bend	11.25	250	3	6	1, 6
12x8	Tee	-	250	3	16	1, 3
12	Vert. Bend	45	250	3	20, 6	1, 6, 7
12X16	Reducer	-	250	3	74	1, 2
16X30	Reducer	-	250	3	218	1, 2
30	Dead End	-	250	3	309	1, 4
WL-E RESTRAINED JOINTS CALCULATIONS						
12	Dead End	-	250	3	133	1, 4
12	Horiz. Bend	45	250	3	23	1, 6
12	Vert. Bend	45	250	3	20, 6	1, 6, 7
16	Horiz. Bend	45	250	3	30	1, 6
12x16	Reducer	-	250	3	74	1, 2
WL-F RESTRAINED JOINTS CALCULATIONS						
8	Dead End	-	250	3	93	1, 4
8	Horiz. Bend	45	250	3	17	1, 6
8	Horiz. Bend	90	250	3	39	1, 6
8	Vert. Bend	45	250	3	58, 17	1, 6, 7
WL-G RESTRAINED JOINTS CALCULATIONS						
8	Vert. Bend	45	250	3	58, 17	1, 6, 7
8	Vert. Bend	45	250	3	58, 17	1, 6, 7
8X16	Reducer	-	250	3	127	1, 2
12X16	Reducer	-	250	3	74	1, 2
16X30	Reducer	-	250	3	218	1, 2
30	Dead End	-	250	3	309	1, 4
30	Tee	-	250	3	254	1, 3
30x8	Tee	-	250	3	1	1, 3
30X6	Tee	-	250	3	1	1, 3
30	Horiz. Bend	22.5	250	3	25	1, 6
30	Horiz. Bend	45	250	3	51	1, 6
30	Vert. Bend	5.625	250	3	45, 12	1, 6, 7
30	Vert. Bend	11.25	250	3	45, 12	1, 6, 7
30	Vert. Bend	22.5	250	3	91, 25	1, 6, 7
30	Vert. Bend	45	250	3	189, 51	1, 6, 7
8X6	Tee	-	250	3	4	1, 3
8	Dead End	-	250	3	93	1, 4
8X8	Tee	-	250	3	41.0	1, 3
8	Horiz. Bend	45	250	3	17	1, 6
8	Horiz. Bend	11.25	250	3	4	1, 6
8	Vert. Bend	11.25	250	3	14, 4	1, 6, 7
8x4	Reducer	-	250	3	67	1, 2
4x2	Reducer	-	250	3	16	1, 2
2	Horiz. Bend	11.25	250	3	2	1, 6

WL-H RESTRAINED JOINTS CALCULATIONS						
30	Dead End	-	250	3	309	1, 4
30	Horiz. Bend	45	250	3	98	1, 6
WL-I RESTRAINED JOINTS CALCULATIONS						
8	Dead End	-	250	3	93	1, 4
8	Vert. Bend (up)	22.5	250	3	6	1, 6
WL-J RESTRAINED JOINTS CALCULATIONS						
8	Dead End	-	250	3	93	1, 4
8X6	Tee	-	250	3	1	1, 3
8	Horiz. Bend	45	250	3	17	1, 6
8	Vert. Bend	22.5	250	3	28, 8	1, 6, 7
8x4	Reducer	-	250	3	67	1, 2
4x2	Reducer	-	250	3	16	1, 2
2	Horiz. Bend	45	250	3	8	1, 6
WL-K RESTRAINED JOINTS CALCULATIONS						
30	Dead End	-	250	3	309	1, 4
30	Double Horiz. Bend	45	250	3	102	1, 6
30X16	Reducer	-	250	3	218	1, 2
16X6	Tee	-	250	3	1	1, 3
16	Vert. Bend	45	250	3	108, 30	1, 6, 7
16	Horiz. Bend	5.625	250	3	8	1, 6
16	Horiz. Bend	11.25	250	3	8	1, 6
16	Horiz. Bend	45	250	3	30	1, 6
WL-L RESTRAINED JOINTS CALCULATIONS						
8	Dead End	-	250	3	93	1, 4
8	Vert. Bend	45	250	3	58, 17	1, 6, 7
8	Double Horiz. Bend	45	250	3	34	1, 6
8	Horiz. Bend	90	250	3	39	1, 6
8X4	Reducer	-	250	3	67	1, 2
4X2	Reducer	-	250	3	16	1, 2
2	Horiz. Bend	90	250	3	20	1, 6
WL-M RESTRAINED JOINTS CALCULATIONS						
30X8	Tee	-	250	3	1	1, 3
8	Horiz. Bend	45	250	3	17	1, 6
8X4	Reducer	-	250	3	67	1, 2
4X2	Reducer	-	250	3	16	1, 2
2	Horiz. Bend	45	250	3	8	1, 6
WL-N RESTRAINED JOINTS CALCULATIONS						
8	Dead End	-	250	3	93	1, 4
8	Vert. Bend	5.625	250	3	14, 4	1, 6, 7
8	Horiz. Bend	90	250	3	39	1, 6

Note:

1. All restrained joints must be greater than or equal to the distances given above. If the required restrained joint length occurs to the middle of a pipe segment, then the contractor shall restrain the next joint beyond the required restraint at no additional cost.
2. The EBAA calculator determines the restrained length only on the larger side of the reducer.
3. This assumes that at least 10' is restrained on the length along each run for tees.
4. This is measured from the location of the dead end or gate valve. For dead ends/stubs, restrain from the end of the line; for gate valves, restrain the length on both sides.
5. If two fittings are close enough that adjacent calculated restrained lengths overlap, then restrain all pipe between the two fittings and assume half of the restrained pipe length beween the two fittings acts to resist the thrust force of each fitting.
6. This length is required on each side of the fitting.
7. The first length listed is if it is the upper bend, and second length is if it is the lower bend.

Settings:

Pipe Material	PVC
Laying Condition	Type 4
Soil Designation	CL
Depth of Cover (FT)	3
Design Pressure (psi)	250
Safety Factor	1.5

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9600 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

RESTRAINED JOINTS CALCULATIONS

CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

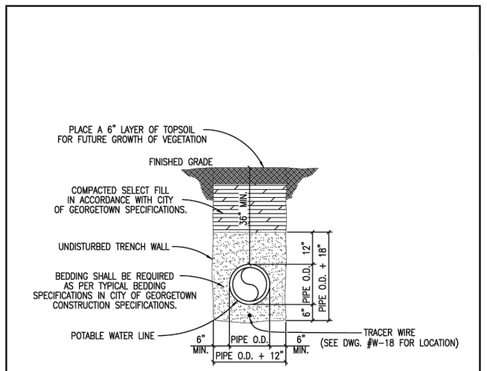
PROJ. NO. 1903-108-05
DESIGN: C. DRULIAS
DRAWN: C. DRULIAS
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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SHEET
C-260

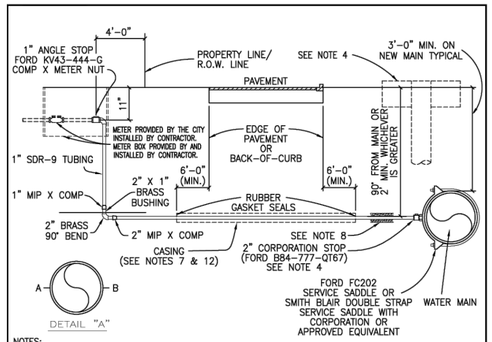
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TRENCH WIDTHS
*PIPE LESS THAN 20" DIAMETER
1'-0" + PIPE O.D.
*20" DIAMETER PIPE AND LARGER
2'-0" + PIPE O.D.

The Architect/Engineer assumes responsibility for appropriate use of this standard.

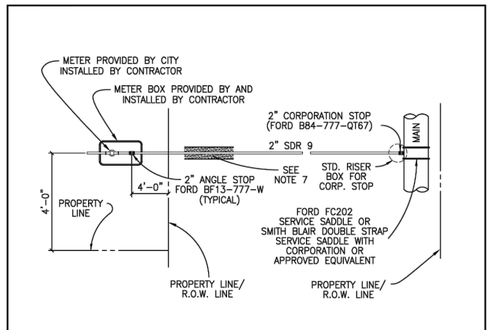
CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS	REVISION NOTE: ADOPTED 6/21/2006
TRENCH AND EMBEDMENT DETAIL UNDER NON-PAVED AREAS	DRAWING NAME: W02
	SCALE: NTS; DATE: 1/2003; DRAWN BY: MRS; APPROVED BY: TRB



NOTES:
1. SUCCESSIVE TAPS INTO THE WATER MAIN SHALL BE SPACED A MINIMUM OF 18" OFFSET AND AT THE CENTERLINE AS SHOWN ON DETAIL "A".
2. WHERE NO SIDEWALK EXISTS, METER BOXES SHALL BE SET TO CONFORM TO FINISHED GRADE.
3. AUTHORIZED SERVICE LINE MATERIAL: POLYETHYLENE TUBING SHALL BE SDR-9. CLASS 200, SDR TUBING SHALL HAVE STAINLESS STEEL STIFFENERS.
4. ROTATE THE CORPORATION STOP SO THAT THE OPERATING NUT IS ACTUATED FROM THE VERTICAL POSITION RATHER THAN THE HORIZONTAL. SEE STD. RISER FOR CORP. STOP DETAIL, (DWG # W08).
5. SERVICE LINES SHALL BE CONTINUOUS FROM CORPORATION STOP TO CORPORATION STOP WITH NO FITTINGS IN BETWEEN.
6. SERVICE CASING SHALL NOT BE INSTALLED BY WATER JETTING UNDER ROADWAY.
7. CASING REQUIRED FOR ALL PAVEMENT CROSSINGS. 4" SDR-26 REQUIRED FOR OPEN-CUT. STEEL CASING PIPE REQUIRED FOR JACK AND BORE. LIMITS OF CASING SHOULD EXTEND SIX FEET BEYOND THE EDGE OF PAVEMENT OR BACK-OF-CURB.
8. BEDDING MATERIAL AS PER CITY OF GEORGETOWN CONSTRUCTION SPECIFICATIONS.
9. ANY VARIATIONS ON FITTINGS MUST BE APPROVED BY THE CITY ENGINEER.
10. METER BOX TO BE CAPABLE OF HOUSING ITRON AUTOMATIC METER READING DEVICE. USE DFW-PLASTICS, INC. PART NO. 1200.SBAMR OR APPROVED EQUAL.
11. ALL SERVICE LINES SHALL BE PLACED 90° PERPENDICULAR TO THE ROADWAY. SEE DETAIL W23.
12. CASING SHALL EXTEND OUT TO WITHIN 4' INSIDE OF THE R.O.W. LINE, ON BOTH SIDES.

The Architect/Engineer assumes responsibility for appropriate use of this standard.

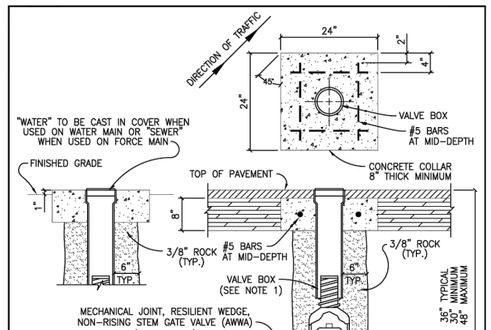
CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS	REVISION NOTE: ADOPTED 01/23/2013
TYPICAL WATER SERVICE-ELEVATION	DRAWING NAME: W03
	SCALE: NTS; DATE: 1/2013; DRAWN BY: --; APPROVED BY: MH



NOTES:
1. AUTHORIZED SERVICE LINE MATERIAL: POLYETHYLENE TUBING SHALL BE SDR-9. CLASS 200, SDR TUBING SHALL HAVE STAINLESS STEEL STIFFENERS.
2. ANGLE STOP SHALL BE 1" MINIMUM.
3. 1" ANGLE STOPS WITH 3/4" VALVES SHALL NOT BE PERMITTED.
4. MULTIPLE SERVICE/METER INSTALLATIONS OF MORE THAN 4 METERS PER SERVICE AND SERVICE LINES LARGER THAN 2" IN DIAMETER SHALL BE HANDLED ON AN INDIVIDUAL BASIS.
5. ANGLE STOPS 1 1/2" AND 2" IN SIZE SHALL BE PROVIDED WITH BOTH A LOCKING CAP AND METER FLANGE.
6. ANGLE STOPS SHALL BE INSTALLED 8" BELOW FINISHED GRADE AND MARKED WITH A 2" X 2" X 48" TREATED WOOD STAKE, PAINTED BLUE.
7. BEDDING MATERIAL AS PER CITY OF GEORGETOWN CONSTRUCTION SPECIFICATIONS.
8. CASING REQUIREMENTS FOR SERVICE LINES CROSSING ROADWAYS SEE DETAIL W-03 NOTE #7.
9. ANY VARIATIONS ON FITTINGS MUST BE APPROVED BY THE CITY ENGINEER.
10. ALL SERVICE LINES SHALL BE PLACED 90° PERPENDICULAR TO THE ROADWAY.

The Architect/Engineer assumes responsibility for appropriate use of this standard.

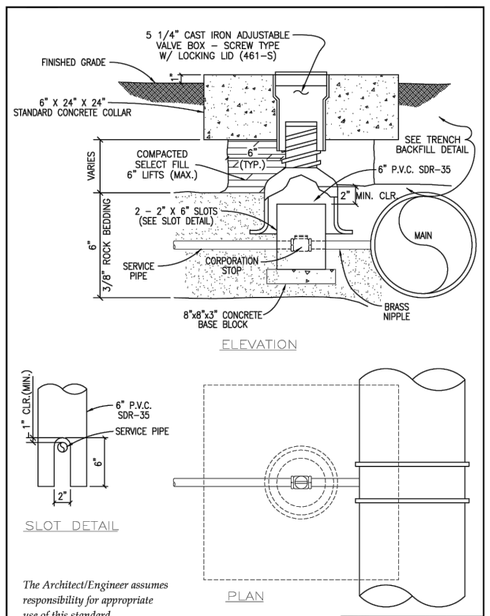
CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS	REVISION NOTE: ADOPTED 01/23/2013
SINGLE WATER SERVICE PLAN	DRAWING NAME: W04
	SCALE: NTS; DATE: 1/2013; DRAWN BY: --; APPROVED BY: MH



NOTES:
1. VALVE BOX SHALL BE 5 1/4" CAST IRON ADJUSTABLE HAVING AN ADJUSTABLE RANGE OF + OR - 6 INCHES FROM INSTALLED FINISH GRADE.
2. ACCEPTABLE GATE VALVES ARE:
   A. AMERICAN FLOW CONTROL - SERIES 2500
   B. MUELLER - 2360 SERIES
   C. CLOW

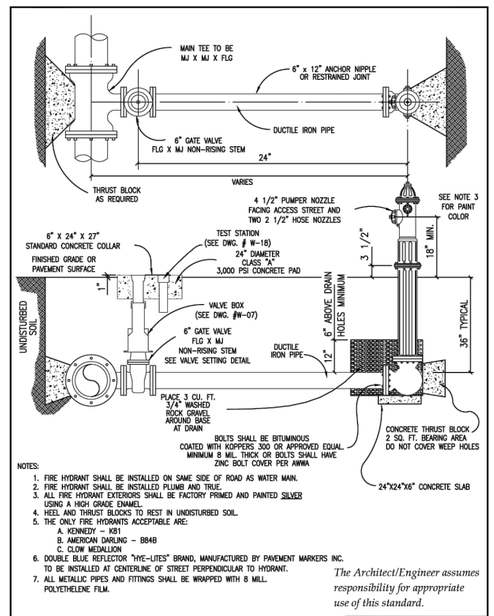
The Architect/Engineer assumes responsibility for appropriate use of this standard.

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS	REVISION NOTE: ADOPTED 6/21/2006
TYPICAL VALVE SETTING	DRAWING NAME: W07
	SCALE: NTS; DATE: 1/2003; DRAWN BY: MRS; APPROVED BY: TRB



The Architect/Engineer assumes responsibility for appropriate use of this standard.

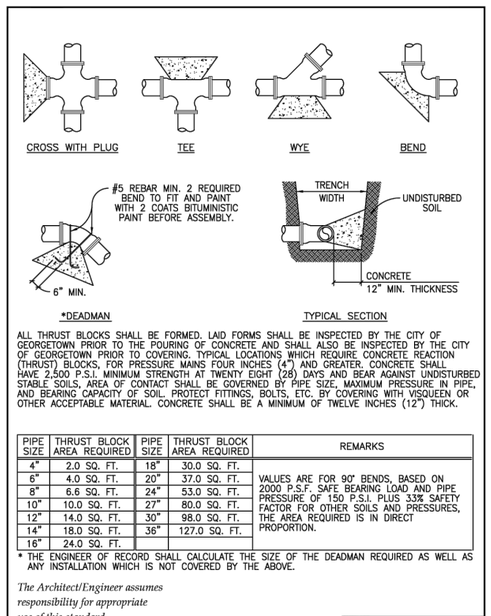
CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS	REVISION NOTE: ADOPTED 6/21/2006
STANDARD RISER BOX FOR CORPORATION STOP	DRAWING NAME: W08
	SCALE: NTS; DATE: 1/2003; DRAWN BY: MRS; APPROVED BY: TRB



NOTES:
1. FIRE HYDRANT SHALL BE INSTALLED ON SAME SIDE OF ROAD AS WATER MAIN.
2. FIRE HYDRANT SHALL BE INSTALLED PLUMB AND TRUE.
3. ALL FIRE HYDRANT EXTERIORS SHALL BE FACTORY PRIMED AND PAINTED SILVER USING A HIGH GRADE ENAMEL.
4. HEEL AND THRUST BLOCKS TO REST IN UNDISTURBED SOIL.
5. THE ONLY FIRE HYDRANTS ACCEPTABLE ARE:
   A. KENNEDY - K81
   B. AMERICAN DARLING - B84B
   C. CLOW MEDALLION
6. DOUBLE BLUE REFLECTOR "HYE-LITES" BRAND, MANUFACTURED BY PAVEMENT MARKERS INC. TO BE INSTALLED AT CENTERLINE OF STREET PERPENDICULAR TO HYDRANT.
7. ALL METALLIC PIPES AND FITTINGS SHALL BE WRAPPED WITH 8 MILL. POLYETHELENE FILM.

The Architect/Engineer assumes responsibility for appropriate use of this standard.

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS	REVISION NOTE: ADOPTED 6/21/2006
TYPICAL FIRE HYDRANT INSTALLATION	DRAWING NAME: W10
	SCALE: NTS; DATE: 1/2003; DRAWN BY: MRS; APPROVED BY: TRB



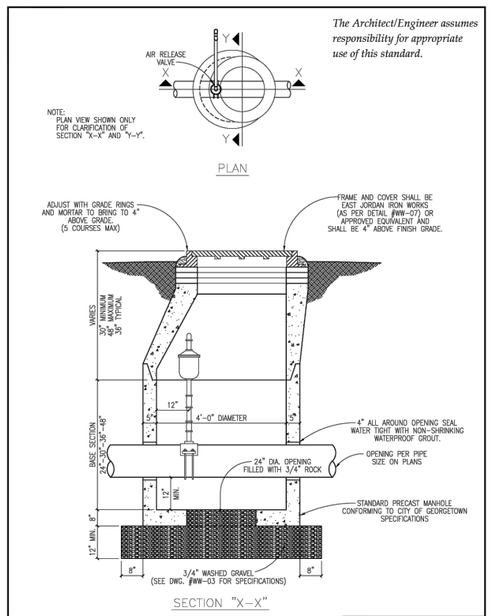
ALL THRUST BLOCKS SHALL BE FORMED. LAID FORMS SHALL BE INSPECTED BY THE CITY OF GEORGETOWN PRIOR TO THE POURING OF CONCRETE AND SHALL ALSO BE INSPECTED BY THE CITY OF GEORGETOWN PRIOR TO COVERING. TYPICAL LOCATIONS WHICH REQUIRE CONCRETE REACTION (THRUST) BLOCKS, FOR PRESSURE MAINS FOUR INCHES (4") AND GREATER, CONCRETE SHALL HAVE 2,500 P.S.I. MINIMUM STRENGTH AT TWENTY EIGHT (28) DAYS AND BEAR AGAINST UNDISTURBED STABLE SOILS. AREA OF CONTACT SHALL BE GOVERNED BY PIPE SIZE, MAXIMUM PRESSURE IN PIPE, AND BEARING CAPACITY OF SOIL. PROTECT FITTINGS, BOLTS, ETC. BY COVERING WITH VISQUEEN OR OTHER ACCEPTABLE MATERIAL. CONCRETE SHALL BE A MINIMUM OF TWELVE INCHES (12") THICK.

PIPE SIZE	THRUST BLOCK AREA REQUIRED	PIPE SIZE	THRUST BLOCK AREA REQUIRED	REMARKS
4"	2.0 SQ. FT.	18"	30.0 SQ. FT.	
6"	4.0 SQ. FT.	20"	37.0 SQ. FT.	VALUES ARE FOR 90° BENDS, BASED ON 2000 P.S.F. SAFE BEARING LOAD AND PIPE PRESSURE OF 150 P.S.I. PLUS 33% SAFETY FACTOR FOR OTHER SOILS AND PRESSURES, THE AREA REQUIRED IS IN DIRECT PROPORTION.
8"	6.6 SQ. FT.	24"	53.0 SQ. FT.	
10"	10.0 SQ. FT.	27"	80.0 SQ. FT.	
12"	14.0 SQ. FT.	30"	98.0 SQ. FT.	
14"	18.0 SQ. FT.	36"	127.0 SQ. FT.	
16"	24.0 SQ. FT.			

* THE ENGINEER OF RECORD SHALL CALCULATE THE SIZE OF THE DEADMAN REQUIRED AS WELL AS ANY INSTALLATION WHICH IS NOT COVERED BY THE ABOVE.

The Architect/Engineer assumes responsibility for appropriate use of this standard.

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS	REVISION NOTE: ADOPTED 6/21/2006
TYPICAL THRUST BLOCKS FOR WATER AND FORCE MAIN	DRAWING NAME: W11
	SCALE: NTS; DATE: 1/2003; DRAWN BY: MRS; APPROVED BY: TRB



The Architect/Engineer assumes responsibility for appropriate use of this standard.

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS	REVISION NOTE: ADOPTED 6/21/2006
STANDARD AIR RELEASE VALVE FOR WATER MAIN	DRAWING NAME: W12
	SCALE: NTS; DATE: 1/2003; DRAWN BY: MRS; APPROVED BY: TRB

REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

STANDARD WATER DETAILS - SHEET 1 OF 3
CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

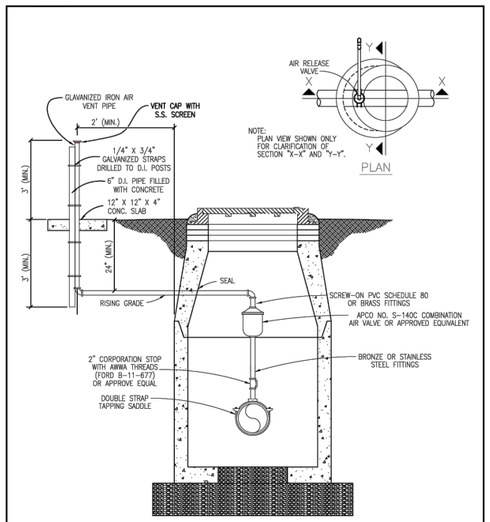
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136682
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

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SHEET
C-500

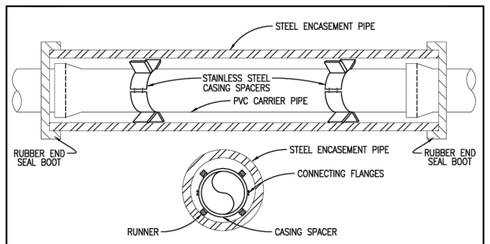
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The Architect/Engineer assumes responsibility for appropriate use of this standard.

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS
STANDARD AIR RELEASE VALVE FOR WATER MAIN

REVISION NOTE: ADOPTED 6/21/2006 | DRAWING NAME: W13 | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB



NOTES:

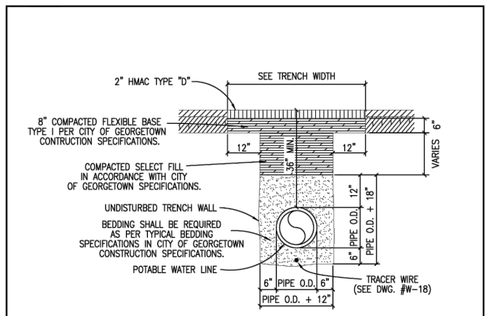
1. CASING SPACERS SHALL BE BOLT ON STYLE WITH A SHELL MADE IN TWO SECTIONS OF HEAVY T-304 STAINLESS STEEL. CONNECTING FLANGES SHALL BE RIBBED FOR EXTRA STRENGTH. CASING SPACERS SHALL BE MADE BY CASCADE WATERWORKS MFG. CO. OR APPROVED EQUAL.
2. CASING SPACERS SHALL HAVE RUNNERS MADE OF ULTRA HIGH MOLECULAR WEIGHT POLYMER, WITH A MINIMUM HEIGHT OF 2 INCHES.
3. DO NOT USE WEDGES BETWEEN TOP OF PVC CARRIER PIPE AND INSIDE OF CASING TO KEEP PVC FROM MOVING.
4. PRIOR TO INSERTING PVC CARRIER PIPE, ANY WATER SHOULD BE PUMPED OUT OF THE CASING PIPE SO THAT NO MORE THAN A FEW INCHES OF WATER REMAINS.
5. SPACERS WILL BE REQUIRED WITHIN AT LEAST 3 FEET FROM BOTH OPENINGS OF THE ENCASEMENT PIPE AND SPACED NO GREATER THAN 6 FEET THROUGHOUT THE ENCASEMENT PIPE.
6. ENCASEMENT PIPE SHALL BE SMOOTH STEEL 35,000 PSI YIELD STRENGTH WITH THICKNESS ACCORDING TO THE FOLLOWING TABLE:
7. WHEN CASING IS REQUIRED UNDER PAVEMENT WITHIN THE R.O.W., THE CASING SHALL EXTEND OUT TO WITHIN 4' INSIDE OF THE R.O.W. LINE, ON BOTH SIDES.
8. ALL JOINTS SHALL BE RESTRAINED ON PVC CARRIER PIPE.

PIPE SIZE-CARRIER (DIAMETER)	PIPE SIZE-CASING (DIAMETER)(MIN.)	MINIMUM PIPE THICKNESS (INCHES)	
6"	16"		
8"	18"	1/4	0.2500
10"	20"	5/16	0.3125
12" – 14"	24"	3/8	0.3750
16" – 18"	30"	7/16	0.4375
20"	36"	1/2	0.5000
24"	42"	1/2	0.5000
30"	48"	1/2	0.5000

The Architect/Engineer assumes responsibility for appropriate use of this standard.

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS
INSTALLATION OF P.V.C. PIPE THROUGH CASING

REVISION NOTE: ADOPTED 6/21/2006 | DRAWING NAME: W14 | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB



TRENCH WIDTHS
*PIPE LESS THAN 20" DIAMETER
1'-0" + PIPE O.D.
*20" DIAMETER PIPE AND LARGER
2'-0" + PIPE O.D.

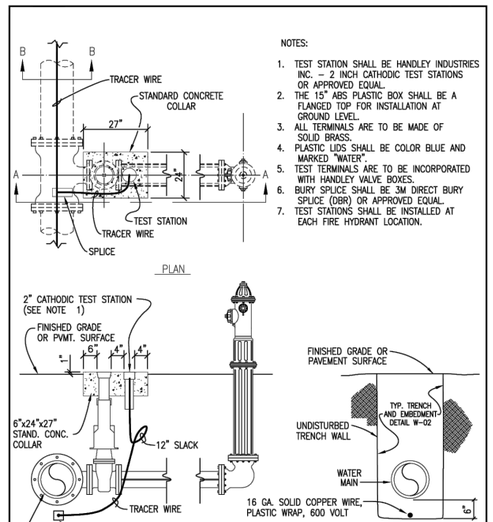
NOTES:

1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE.
2. BASE MATERIAL SHALL BE IN LIFTS NOT TO EXCEED 6" AND EACH LIFT THOROUGHLY ROLLED OR TAMPED TO SPECIFIED MAXIMUM DENSITY.
3. ASPHALT CONCRETE PAVEMENT JOINTS SHALL BE MECHANICALLY SAWED.
4. SURFACE MATERIAL WILL BE CONSISTENT WITH THE EXISTING SURFACE.
5. DENSITY TESTS SHALL BE TAKEN IN ACCORDANCE WITH THE CITY OF GEORGETOWN CONSTRUCTION SPECIFICATIONS AND STANDARDS.
6. CONTRACTOR OR ENGINEER MAY USE FLOWABLE BACKFILL AS AN ALTERNATE BACKFILL MATERIAL (SEE C9 FLOWABLE BACKFILL FOR THE SPECIFICATION).

The Architect/Engineer assumes responsibility for appropriate use of this standard.

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS
TRENCH AND EMBEDMENT AND PAVEMENT REPLACEMENT DETAIL UNDER EXISTING ROADWAY

REVISION NOTE: ADOPTED 6/21/2006 | DRAWING NAME: W17 | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB



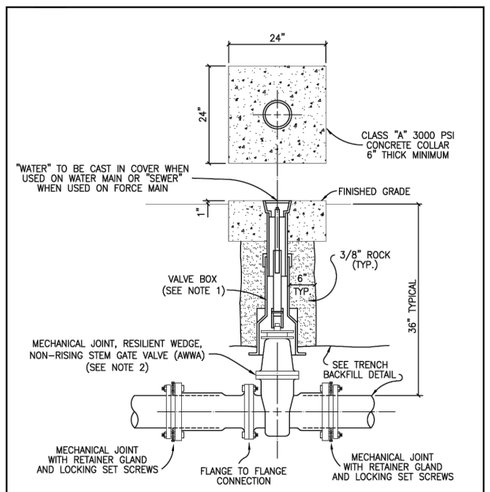
NOTES:

1. TEST STATION SHALL BE HANDLEY INDUSTRIES INC. – 2 INCH CATHODIC TEST STATIONS OR APPROVED EQUAL.
2. THE 15" ABS PLASTIC BOX SHALL BE A FLANGED TOP FOR INSTALLATION AT GROUND LEVEL.
3. ALL TERMINALS ARE TO BE MADE OF SOLID BRASS.
4. PLASTIC LIDS SHALL BE COLOR BLUE AND MARKED "WATER".
5. TEST TERMINALS ARE TO BE INCORPORATED WITH HANDLEY VALVE BOXES.
6. BURY SPLICE SHALL BE 3M DIRECT BURY SPLICE (DBR) OR APPROVED EQUAL.
7. TEST STATIONS SHALL BE INSTALLED AT EACH FIRE HYDRANT LOCATION.

The Architect/Engineer assumes responsibility for appropriate use of this standard.

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS
TRACER WIRE INSTALLATION AND TEST STATION LOCATION

REVISION NOTE: ADOPTED 6/21/2006 | DRAWING NAME: W18 | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB



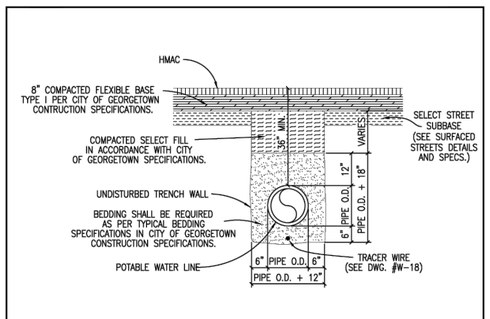
NOTES:

1. SEE VALVE SETTING DETAIL, DWG. #W-07.
2. ACCEPTABLE GATE VALVES ARE:
   A. MUELLER – 2360 SERIES
   B. CLOW

The Architect/Engineer assumes responsibility for appropriate use of this standard.

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS
INLINE VALVE INSTALLATION

REVISION NOTE: ADOPTED 6/21/2006 | DRAWING NAME: W21 | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB



TRENCH WIDTHS
*PIPE LESS THAN 20" DIAMETER
1'-0" + PIPE O.D.
*20" DIAMETER PIPE AND LARGER
2'-0" + PIPE O.D.

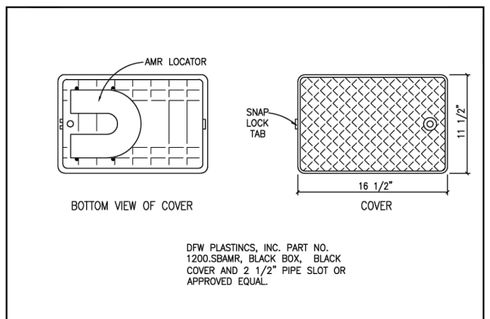
NOTES:

1. DENSITY TESTS SHALL BE TAKEN IN ACCORDANCE WITH THE CITY OF GEORGETOWN CONSTRUCTION SPECIFICATIONS AND STANDARDS.
2. CONTRACTOR OR ENGINEER MAY USE FLOWABLE BACKFILL AS AN ALTERNATE BACKFILL MATERIAL (SEE C9 FLOWABLE BACKFILL FOR THE SPECIFICATION).

The Architect/Engineer assumes responsibility for appropriate use of this standard.

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS
TRENCH AND EMBEDMENT DETAIL UNDER PROPOSED ROADWAY

REVISION NOTE: ADOPTED 6/21/2006 | DRAWING NAME: W22 | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB

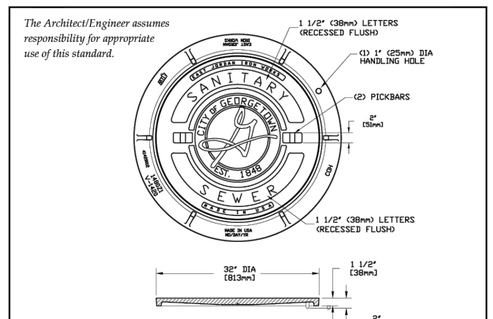


The Architect/Engineer assumes responsibility for appropriate use of this standard.

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS
METER BOX (NON-TRAFFIC AREAS)

REVISION NOTE: ADOPTED 6/21/2006 | DRAWING NAME: W23 | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB

The Architect/Engineer assumes responsibility for appropriate use of this standard.



NOTES:

1. STANDARD WASTEWATER MANHOLE SET TO BE EAST JORDAN IRON WORKS, INC. CATALOG NO. 1480A V-1420/1480Z1, COVER TO BE STAMPED WITH "SANITARY SEWER".
2. STANDARD WASTEWATER MANHOLE SET TO BE HEAVY DUTY LOAD RATED.
3. FOR MORE DETAILED SPECIFICATIONS REFER TO EAST JORDAN IRON WORKS, INC. REFERENCE PRODUCT DRAWING 41420012 00148390.
4. FOR BOLTED WASTEWATER MANHOLE SET REFER TO DETAIL WW07A.

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS
STANDARD WASTEWATER MANHOLE SET

REVISION NOTE: ADOPTED 6/21/2006 | DRAWING NAME: WW07 | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB

REV. NO. | REVISION DESCRIPTION | APPROVED BY: | DATE

CobbFendley
TBPELS ENGINEERING FIRM NO. F-274, LAND SURVEYING FIRM NO. 10046701
9900 N MOPAC EXPRESSWAY, SUITE 800
AUSTIN, TEXAS 78759
512.834.9789 | FAX 512.834.7727
WWW.COBBFENDLEY.COM

STANDARD WATER DETAILS - SHEET 2 OF 3
CR 255 WL RELOCATIONS
GEORGETOWN, TEXAS

WILCO TEXAS

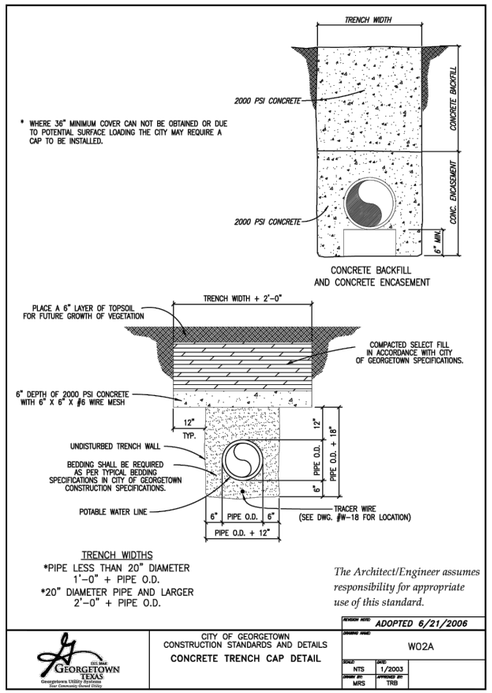
PROJ. NO. 1903-108-05
DESIGN: R. NEWTON
DRAWN: R. NEWTON
CHECK: C. WEEKS
APPR: K. VAN HOOSIER
DATE: NOVEMBER 13, 2024

STATE OF TEXAS
KRISTEN VAN HOOSIER
136882
LICENSED
PROFESSIONAL ENGINEER
11/15/2024

THESE DESIGN DOCUMENTS ARE NOT TO BE USED FOR CONSTRUCTION PRIOR TO REGULATORY SIGNATURE AND PERMIT

SHEET
C-501

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-500-DETL-CoGT.dwg – Tab: C-501 STANDARD WATER DETAILS – SHEET 2 – Plotted: 11/13/2024 4:22 PM By: DENO DRULIAS



REV. NO.	REVISION DESCRIPTION	APPROVED BY:	DATE

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STANDARD WATER DETAILS - SHEET 3 OF 3

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C-502

Dwg Info: G:\CFA\2014\0308801_Williamson_County_2013_Road_Bond\MUN\47_CR255\01\DESIGN\C-500-DETL-CoGT.dwg — Tab: C-502 STANDARD WATER DETAILS — SHEET 3 — Plotted: 11/13/2024 4:22 PM By: DENO DRULIAS

Exhibit C: Prior Rights Location



0 100' 200'
SCALE: 1"=100'

LEGEND

PROPOSED ROW
EXISTING ROW
PROPERTY LINES
EXISTING ROADWAY
PROPOSED ROADWAY

WATER:

COG SERVICE
COG 2"
COG 3"
COG 8"
COG 12"
COG 15"

PROP WATER:
COG

ELIGIBLE FOR PRIOR RIGHTS:
NOT ELIGIBLE
ELIGIBLE

WILCO TEXAS

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CR 255 COG PRIOR RIGHTS EXHIBIT

DATE: 10/1/2024 SHEET: 1 OF 14

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0 100′ 200′

SCALE: 1"=100′

LEGEND

- PROPOSED ROW
- EXISTING ROW
- PROPERTY LINES
- EXISTING ROADWAY
- PROPOSED ROADWAY

WATER:

- COG SERVICE
- W1-2 / W1-2-D — COG 2"
- W1-3 / W1-3-D — COG 3"
- W1-8 / W1-8-D — COG 8"
- W1-12 / W1-12-D — COG 12"
- W1-15 / W1-15-D — COG 15"

PROP WATER:

- COG

ELIGIBLE FOR PRIOR RIGHTS:

- NOT ELIGIBLE
- ELIGIBLE

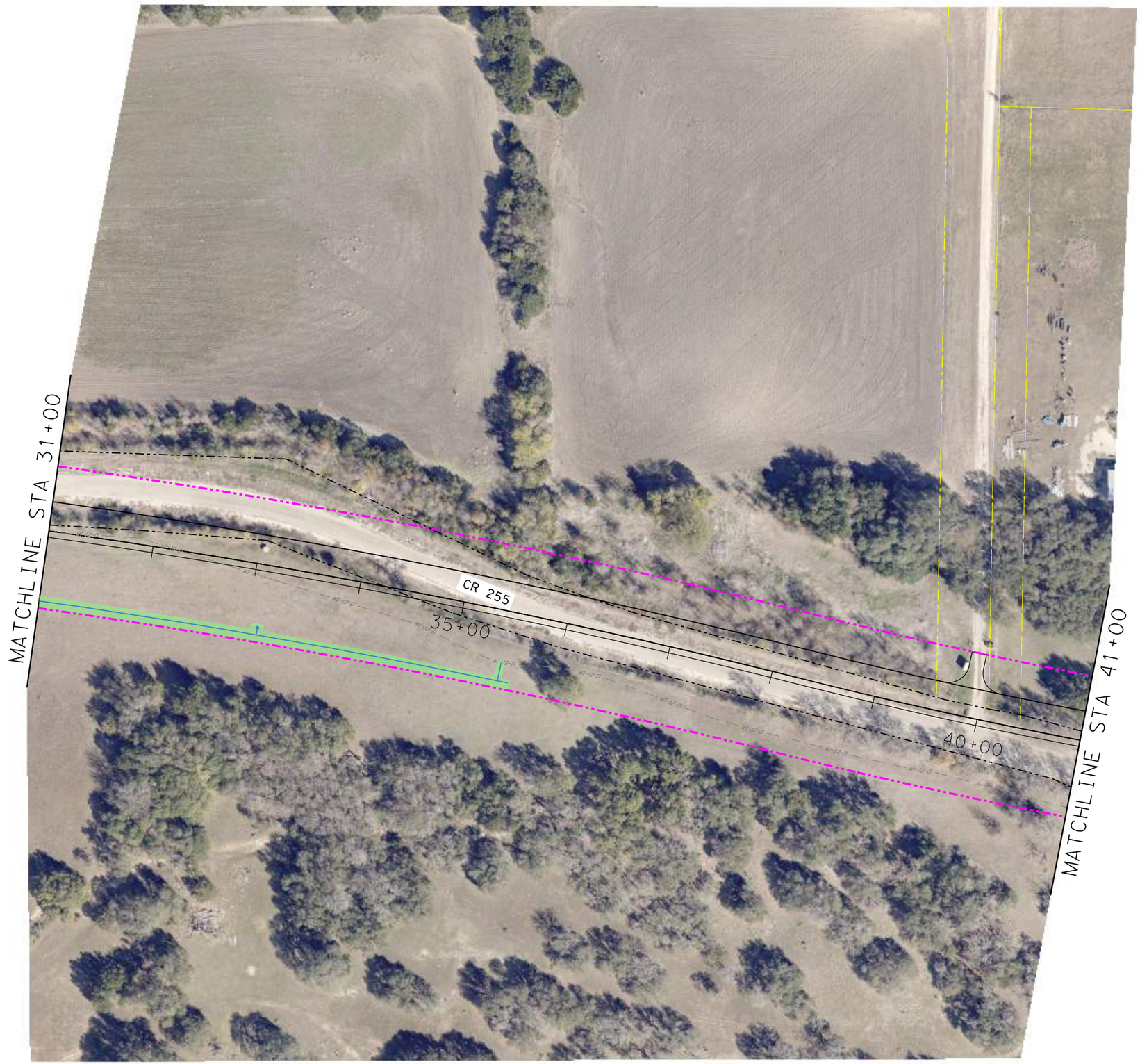
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0 100' 200'
SCALE: 1"=100'

LEGEND

- PROPOSED ROW
- EXISTING ROW
- PROPERTY LINES
- EXISTING ROADWAY
- PROPOSED ROADWAY

WATER:

- COG SERVICE
- W1-2 / W1-2-D — COG 2"
- W1-3 / W1-3-D — COG 3"
- W1-8 / W1-8-D — COG 8"
- W1-12 / W1-12-D — COG 12"
- W1-15 / W1-15-D — COG 15"

PROP WATER:

- COG

ELIGIBLE FOR PRIOR RIGHTS:

- NOT ELIGIBLE
- ELIGIBLE

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0 100′ 200′

SCALE: 1"=100′

LEGEND

- PROPOSED ROW
- EXISTING ROW
- PROPERTY LINES
- EXISTING ROADWAY
- PROPOSED ROADWAY

WATER:

- COG SERVICE
- W1-2 / W1-2-D — COG 2"
- W1-3 / W1-3-D — COG 3"
- W1-8 / W1-8-D — COG 8"
- W1-12 / W1-12-D — COG 12"
- W1-15 / W1-15-D — COG 15"

PROP WATER:

- COG

ELIGIBLE FOR PRIOR RIGHTS:

- NOT ELIGIBLE
- ELIGIBLE

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0 100′ 200′

SCALE: 1"=100′

LEGEND

- PROPOSED ROW
- EXISTING ROW
- PROPERTY LINES
- EXISTING ROADWAY
- PROPOSED ROADWAY

WATER:

- COG SERVICE
- W1-2 / W1-2-D — COG 2"
- W1-3 / W1-3-D — COG 3"
- W1-8 / W1-8-D — COG 8"
- W1-12 / W1-12-D — COG 12"
- W1-15 / W1-15-D — COG 15"

PROP WATER:

- COG

ELIGIBLE FOR PRIOR RIGHTS:

- NOT ELIGIBLE
- ELIGIBLE

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CR 255 COG PRIOR RIGHTS EXHIBIT

DATE: 10/1/2024 SHEET: 5 OF 14

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0 100′ 200′
SCALE: 1"=100′

LEGEND

- PROPOSED ROW
- EXISTING ROW
- PROPERTY LINES
- EXISTING ROADWAY
- PROPOSED ROADWAY

WATER:

- COG SERVICE
- W1-2 / W1-2-D — COG 2"
- W1-3 / W1-3-D — COG 3"
- W1-8 / W1-8-D — COG 8"
- W1-12 / W1-12-D — COG 12"
- W1-15 / W1-15-D — COG 15"

PROP WATER:

- COG

ELIGIBLE FOR PRIOR RIGHTS:

- NOT ELIGIBLE
- ELIGIBLE

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DATE: 10/1/2024 SHEET: OF 14

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0 100' 200'
SCALE: 1"=100'

LEGEND

- PROPOSED ROW
- EXISTING ROW
- PROPERTY LINES
- EXISTING ROADWAY
- PROPOSED ROADWAY

WATER:

- COG SERVICE
- COG 2"
- COG 3"
- COG 8"
- COG 12"
- COG 15"

PROP WATER:

- COG

ELIGIBLE FOR PRIOR RIGHTS:

- NOT ELIGIBLE
- ELIGIBLE

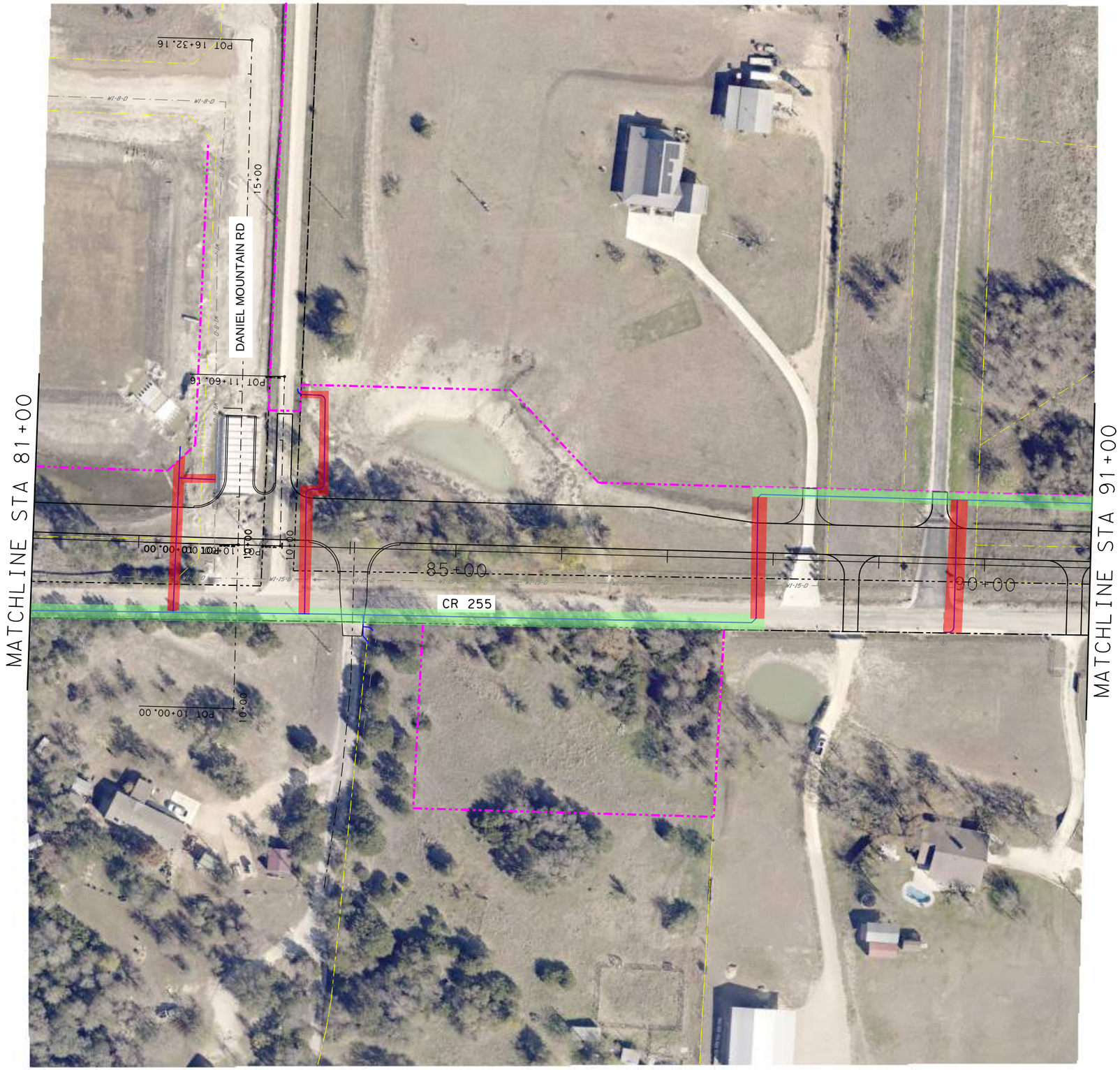
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0 100′ 200′

SCALE: 1"=100′

LEGEND

- PROPOSED ROW
- EXISTING ROW
- PROPERTY LINES
- EXISTING ROADWAY
- PROPOSED ROADWAY

WATER:

- COG SERVICE
- W1-2 / W1-2-D — COG 2"
- W1-3 / W1-3-D — COG 3"
- W1-8 / W1-8-D — COG 8"
- W1-12 / W1-12-D — COG 12"
- W1-15 / W1-15-D — COG 15"

PROP WATER:

- COG

ELIGIBLE FOR PRIOR RIGHTS:

- NOT ELIGIBLE
- ELIGIBLE

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DATE: 10/1/2024 SHEET: 8 OF 14

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0 100' 200'

SCALE: 1"=100'

LEGEND

- PROPOSED ROW
- EXISTING ROW
- PROPERTY LINES
- EXISTING ROADWAY
- PROPOSED ROADWAY

WATER:

- COG SERVICE
- W1-2 / W1-2-D — COG 2"
- W1-3 / W1-3-D — COG 3"
- W1-8 / W1-8-D — COG 8"
- W1-12 / W1-12-D — COG 12"
- W1-15 / W1-15-D — COG 15"

PROP WATER:

- COG

ELIGIBLE FOR PRIOR RIGHTS:

- NOT ELIGIBLE
- ELIGIBLE

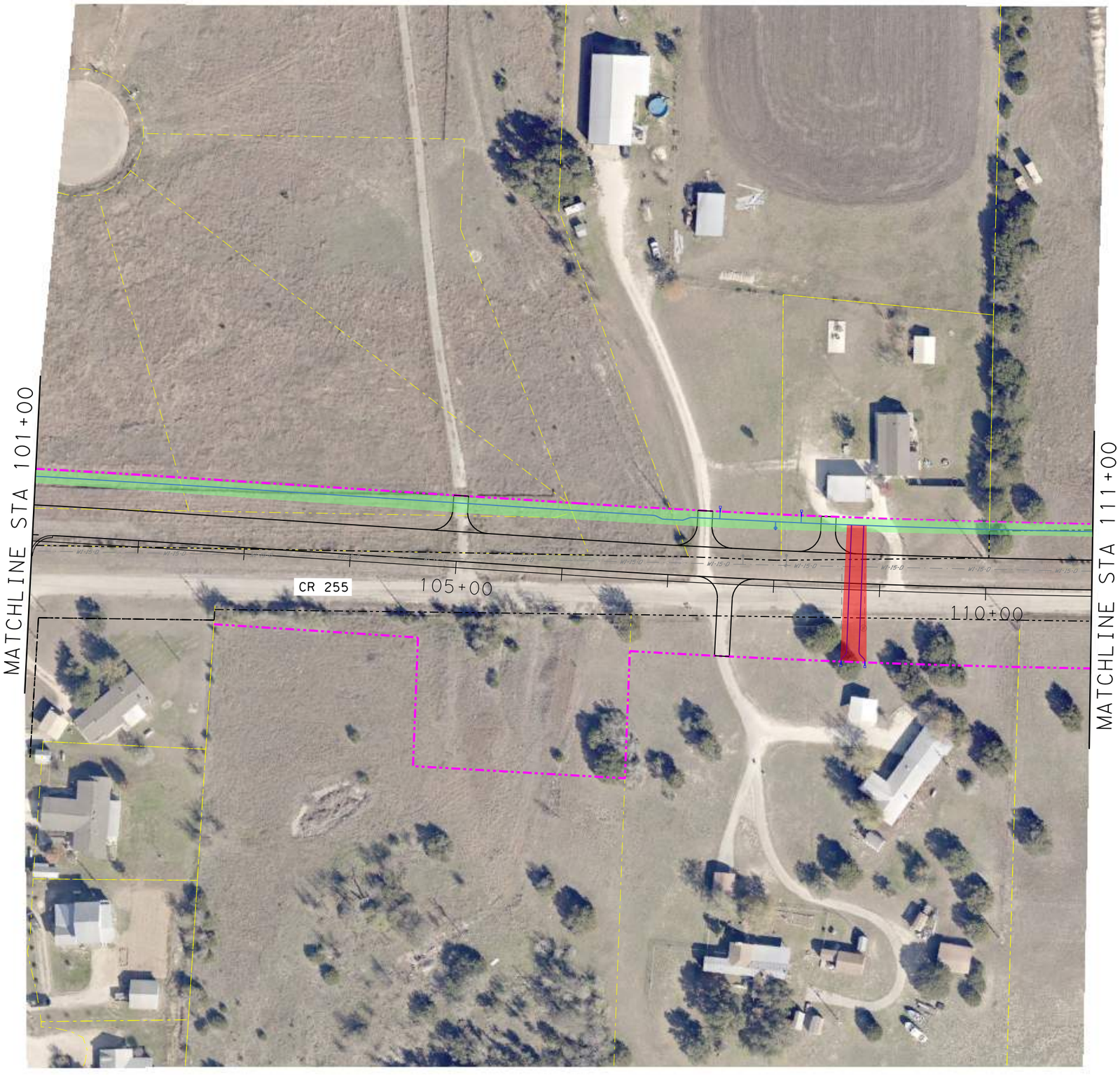
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0 100′ 200′

SCALE: 1"=100′

LEGEND

- PROPOSED ROW
- EXISTING ROW
- PROPERTY LINES
- EXISTING ROADWAY
- PROPOSED ROADWAY

WATER:

- COG SERVICE
- W1-2 / W1-2-D — COG 2"
- W1-3 / W1-3-D — COG 3"
- W1-8 / W1-8-D — COG 8"
- W1-12 / W1-12-D — COG 12"
- W1-15 / W1-15-D — COG 15"

PROP WATER:

- COG

ELIGIBLE FOR PRIOR RIGHTS:

- NOT ELIGIBLE
- ELIGIBLE

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DATE: 10/1/2024 SHEET: 10 OF 14

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0 100' 200'

SCALE: 1"=100'

LEGEND

- PROPOSED ROW
- EXISTING ROW
- PROPERTY LINES
- EXISTING ROADWAY
- PROPOSED ROADWAY

WATER:

- COG SERVICE
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- W1-15 / W1-15-D — COG 15"

PROP WATER:

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DATE: 10/1/2024 SHEET: 11 OF 14

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0 100′ 200′

SCALE: 1"=100′

LEGEND

- PROPOSED ROW
- EXISTING ROW
- PROPERTY LINES
- EXISTING ROADWAY
- PROPOSED ROADWAY

WATER:

- COG SERVICE
- W1-2 / W1-2-D — COG 2"
- W1-3 / W1-3-D — COG 3"
- W1-8 / W1-8-D — COG 8"
- W1-12 / W1-12-D — COG 12"
- W1-15 / W1-15-D — COG 15"

PROP WATER:

- COG

ELIGIBLE FOR PRIOR RIGHTS:

- NOT ELIGIBLE
- ELIGIBLE

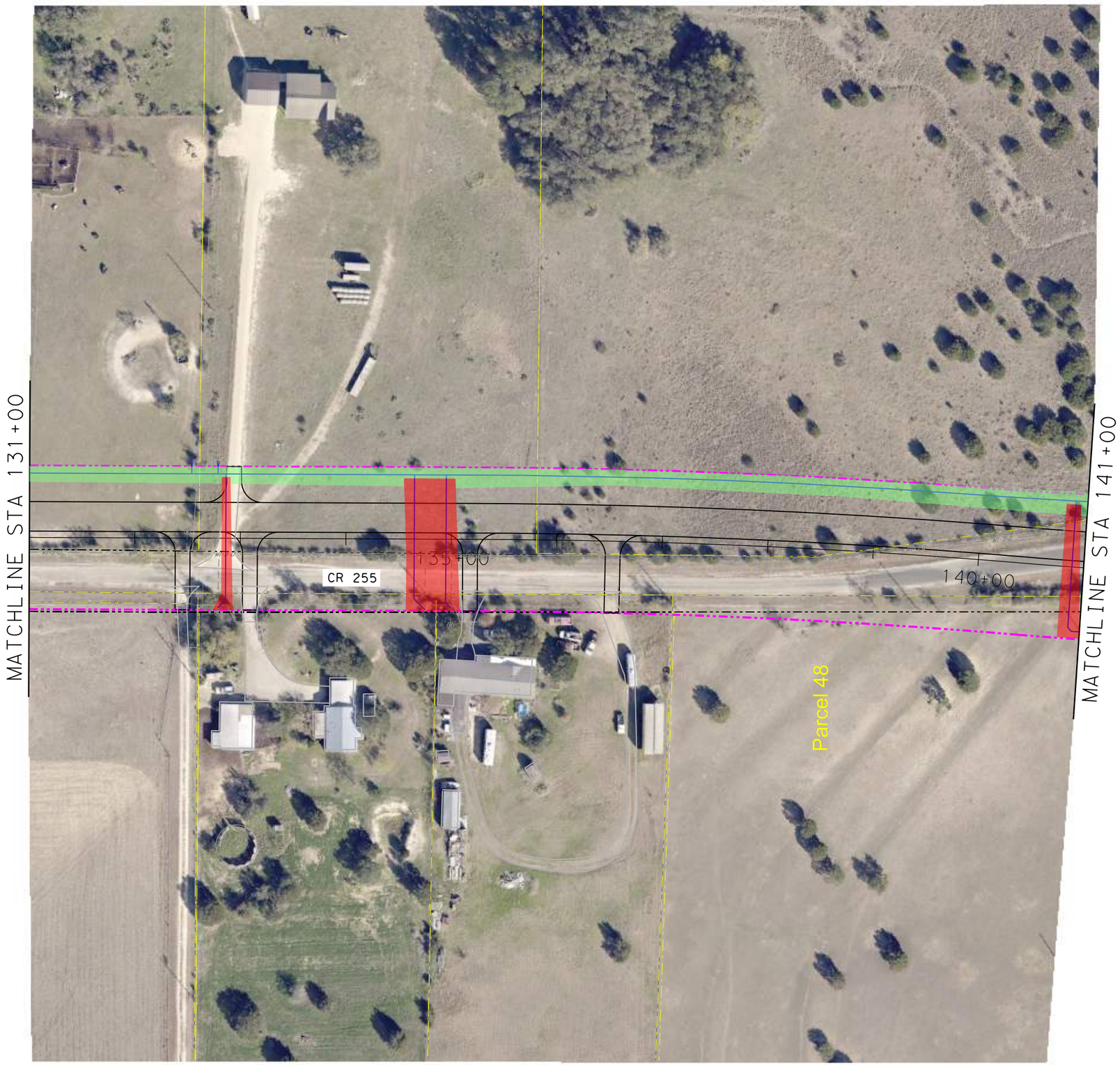
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CR 255 COG PRIOR RIGHTS EXHIBIT

DATE: 10/1/2024 SHEET: 12 OF 14

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0 100' 200'

SCALE: 1"=100'

LEGEND

- PROPOSED ROW
- EXISTING ROW
- PROPERTY LINES
- EXISTING ROADWAY
- PROPOSED ROADWAY

WATER:

- COG SERVICE
- W1-2 / W1-2-D — COG 2"
- W1-3 / W1-3-D — COG 3"
- W1-8 / W1-8-D — COG 8"
- W1-12 / W1-12-D — COG 12"
- W1-15 / W1-15-D — COG 15"

PROP WATER:

- COG

ELIGIBLE FOR PRIOR RIGHTS:

- NOT ELIGIBLE
- ELIGIBLE

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DATE: 10/1/2024 SHEET: 13 OF 14

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0 100′ 200′

SCALE: 1"=100′

LEGEND

- PROPOSED ROW
- EXISTING ROW
- PROPERTY LINES
- EXISTING ROADWAY
- PROPOSED ROADWAY

WATER:

- COG SERVICE
- W1-2 / W1-2-D — COG 2"
- W1-3 / W1-3-D — COG 3"
- W1-8 / W1-8-D — COG 8"
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- W1-15 / W1-15-D — COG 15"

PROP WATER:

- COG

ELIGIBLE FOR PRIOR RIGHTS:

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DATE: 10/1/2024 | SHEET: 14 OF 14

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Exhibit D: Payment Schedule

City Amount Due: Not to Exceed $1,493,148.24

25% ($373,287.06) – Due Upon Agreement Execution

25% ($373,287.06) – Due Upon Bid Award

25% ($373,287.06) – Due Upon 50% Project Completion, by Value

25% ($373,287.06) – Due Upon Substantial Completion