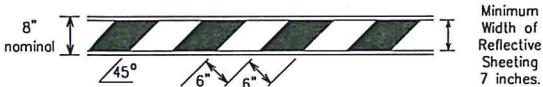


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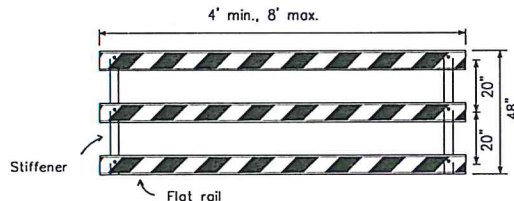
TYPE 3 BARRICADES

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 on adequate clear zone is provided.
7. Warning lights shall NOT be installed on barricades.
8. Where barricades require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand is recommended. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight. Sand bags shall not be stacked in a manner that covers any portion of a barricade rails reflective sheeting. Rock, concrete, iron, steel or other solid objects will NOT be permitted. Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs. Sandbags shall be made of a durable material that tears upon vehicular impact. Rubber (such as tire inner tubes) shall not be used for sandbags. Sandbags shall only be placed along or upon the base supports of the device and shall not be suspended above ground level or hung with rope, wire, chains or other fasteners.
9. Sheeting for barricades shall be retroreflective Type A conforming to Departmental Material Specification DMS-8300 unless otherwise noted.

Barricades shall NOT be used as a sign support.

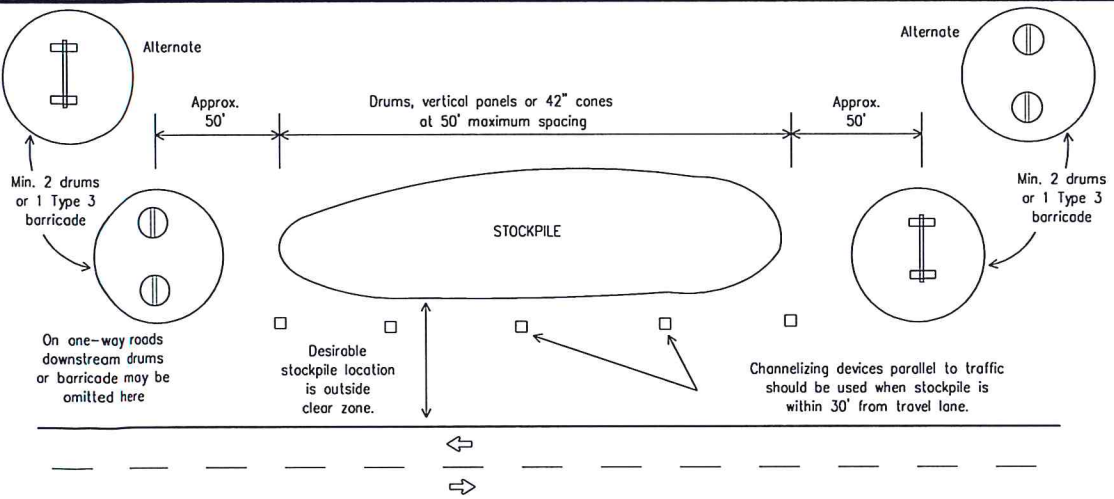


TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



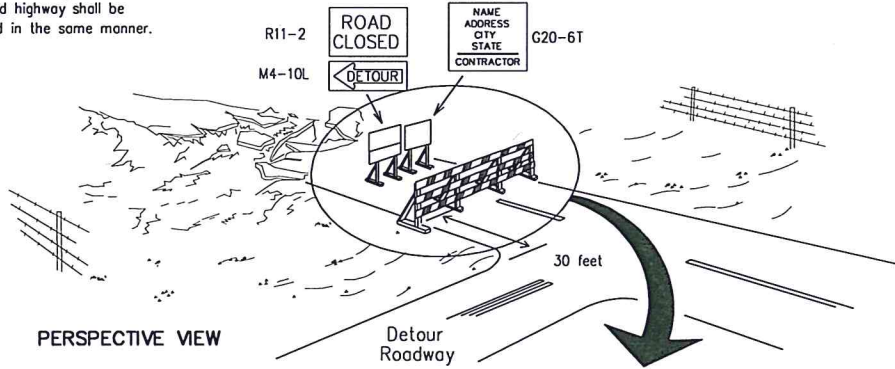
Stiffener may be inside or outside of support, but no more than 2 stiffeners shall be allowed on one barricade.

TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES



TRAFFIC CONTROL FOR MATERIAL STOCKPILES

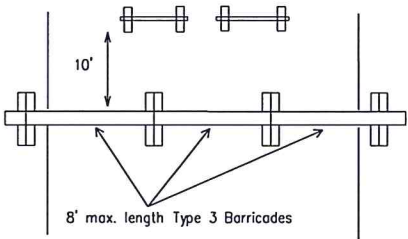
Each roadway of a divided highway shall be barricaded in the same manner.



PERSPECTIVE VIEW

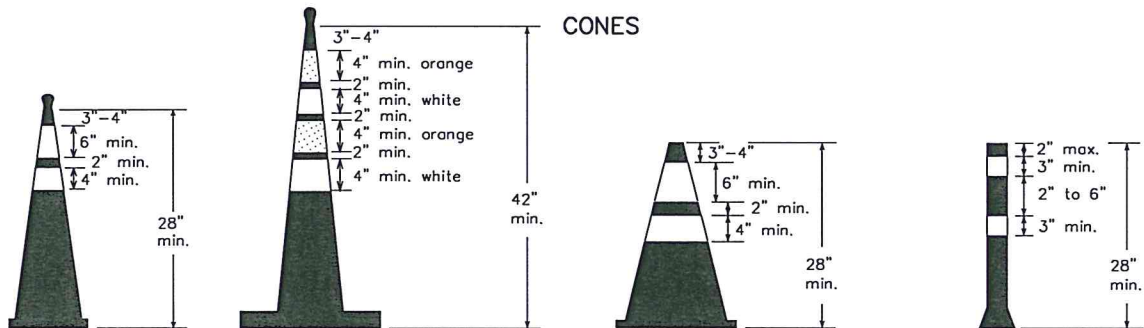
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.

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.



PLAN VIEW

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



Two-Piece cones

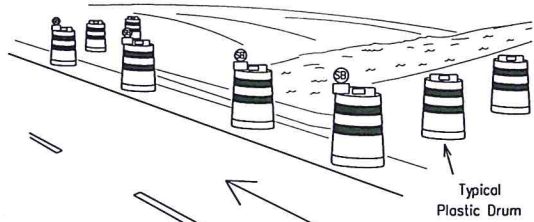
One-Piece cones

Tubular Marker

28" Cones shall have a minimum weight of 9 1/2 lbs.

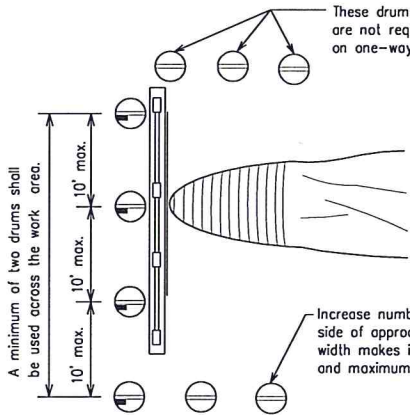
42" 2-piece cones shall have a minimum weight of 30 lbs. including base.

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 used at night 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.
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.



PERSPECTIVE VIEW

These drums are not required on one-way roadway



PLAN VIEW

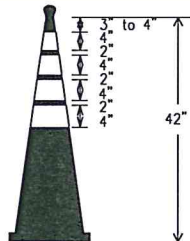
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS

1. Where positive redirection capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder width is greater than 12 feet, steady-burn lights may be omitted if drums are used.
5. Drums must extend the length of the culvert widening.

LEGEND

	Plastic drum
	Plastic drum with steady burn light or yellow warning reflector
	Steady burn warning light or yellow warning reflector

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



EDGE LINE CHANNELIZER

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



ENGINEERING SERVICES
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Barricade and Construction Channelizing Devices

BC(10)-13

Sheet 10 of 12

M-877J

KDC

KJB

N/A

N/A

ES-01-15

NOVEMBER, 2014

DRAWN BY:

CHECKED BY:

HORIZONTAL SCALE:

VERTICAL SCALE:

JOB NUMBER:

DATE:

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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.

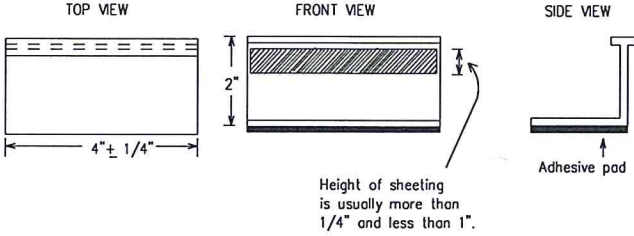
MAINTAINING WORK ZONE PAVEMENT MARKINGS

- 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).

Barricade and Construction
Pavement Markings

BC(11)-13

Sheet 11 of 12

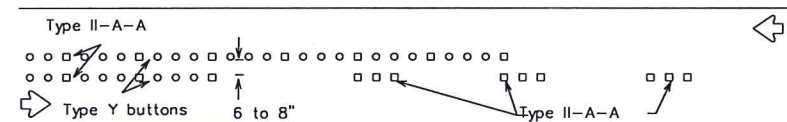


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M-877K

428

TWO-WAY LEFT TURN LANE

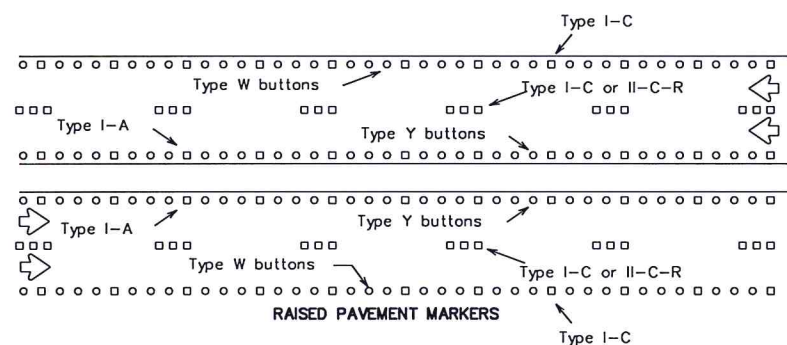


RAISED PAVEMENT MARKERS – PATTERN A

RAISED PAVEMENT MARKERS – PATTERN B

Prefabricated markings may be substituted for reflectorized pavement markings.

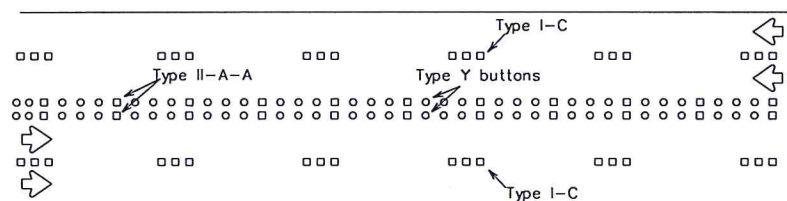
LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

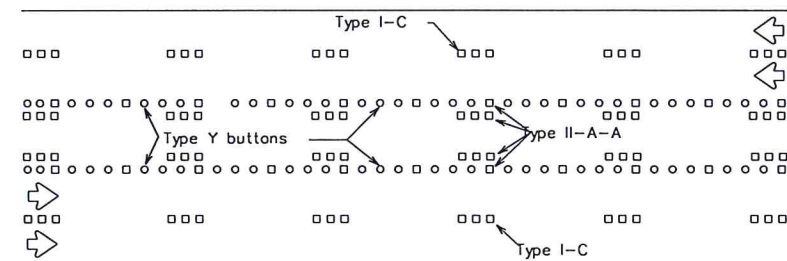
TWO-WAY LEFT TURN LANE



RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

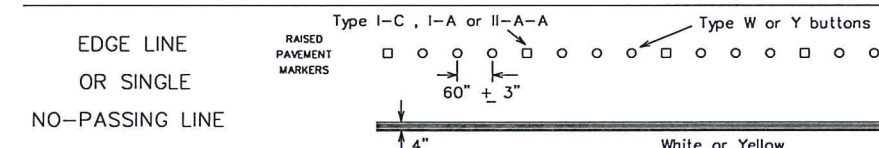
LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



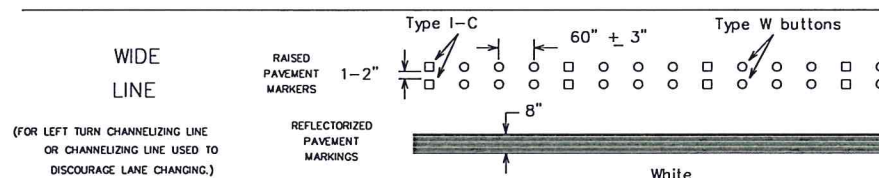
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

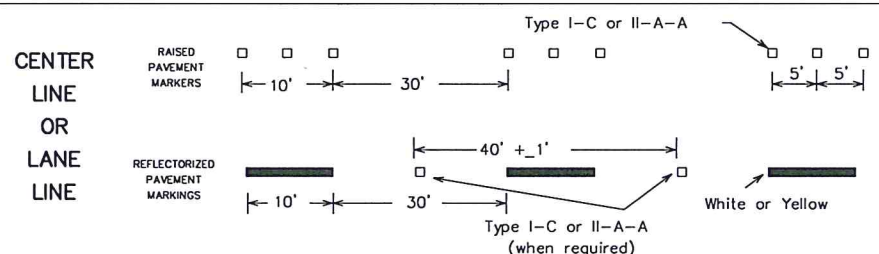
SOLID
LINES



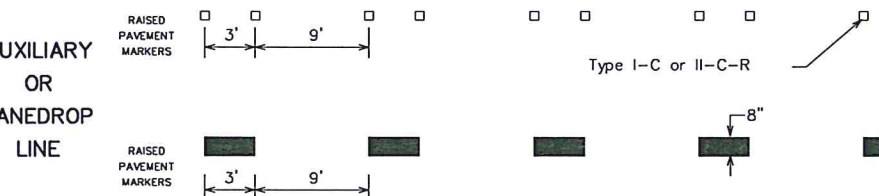
(FOR LEFT TURN CHANNELIZING LINE
OR CHANNELIZING LINE USED TO
DISCOURAGE LANE CHANGING.)



BROKEN
LINES

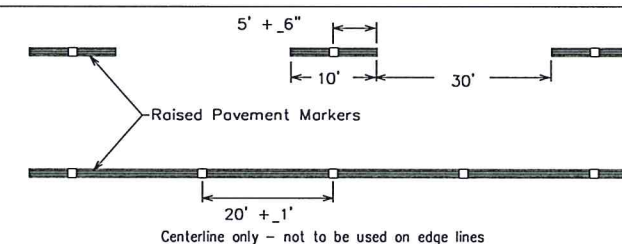


AUXILIARY
OR
LANEDROP
LINE



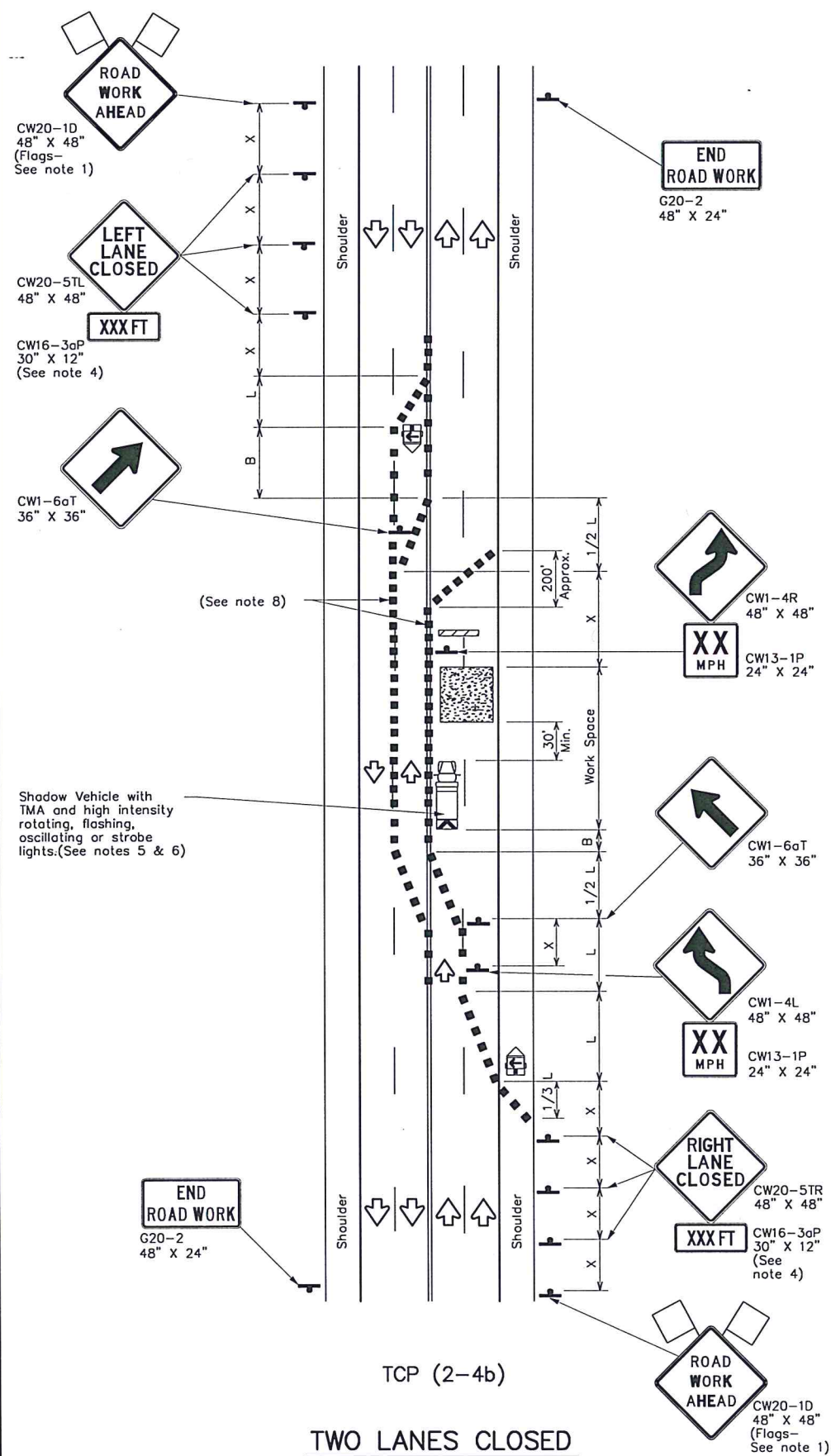
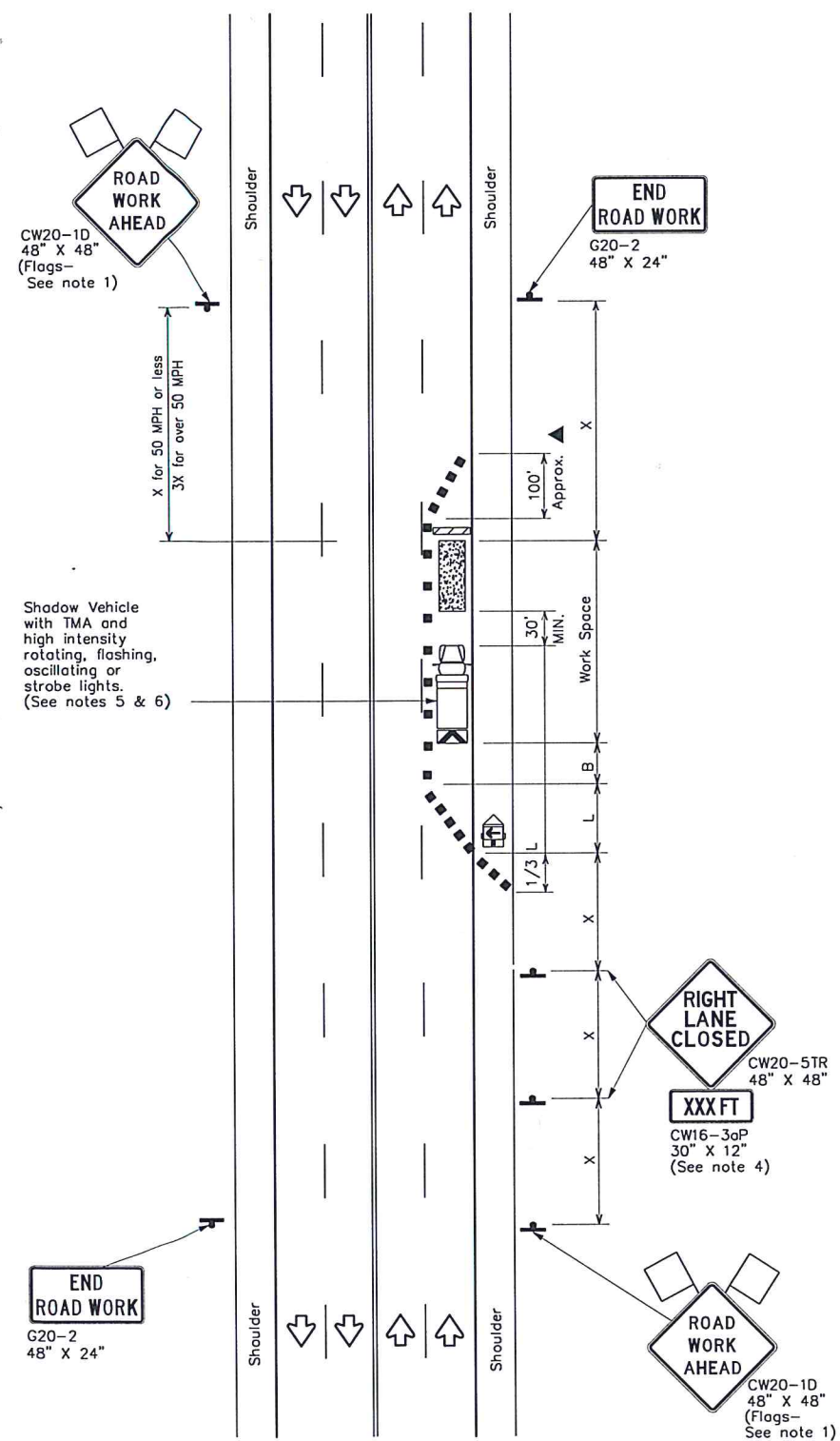
REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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.



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."

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths *'			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing *' Distance	Suggested Longitudinal Buffer Space *'
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
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 elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The downstream taper is optional. When used, it should be 100 feet minimum length per lane.
4. For short term applications, when post mounted signs are not used, the distance legend may be shown on the sign face rather than on a CW16-3aP supplemental plaque.
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 in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

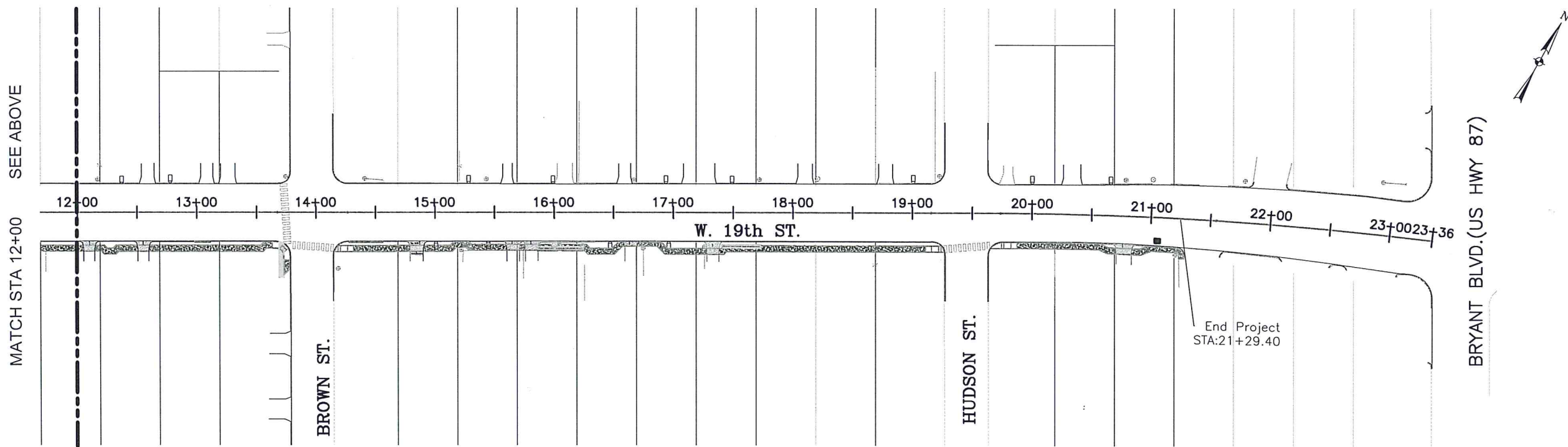
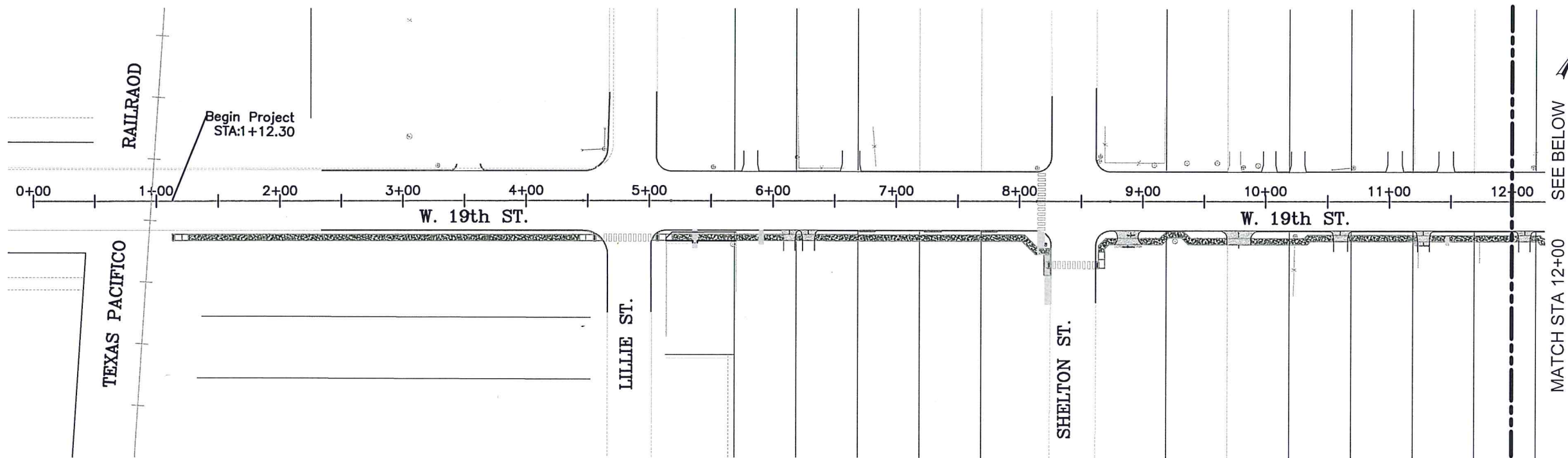
TCP (2-4a)

7. If this TCP is used for a left lane closure, CW20-5TL "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the centerline to protect the work space from opposing traffic with the arrow board placed in the closed lane near the end of the merging taper.

TCP (2-4b)

8. For shorter durations where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20' or 15' if posted speeds are 35 mph or slower, and for tangent sections, at $1/2(S)$ where S is the speed in mph. This tighter devices spacing is intended for the area of conflicting markings, not the entire work zone.

For construction or maintenance contract work, specific project requirements for shadow vehicles can be found in the project GENERAL NOTES for Item 502, Barricades, Signs and Traffic Handling.



DRAWN BY:	KDC
CHECKED BY:	KJB
HORIZONTAL SCALE:	1"=100'
VERTICAL SCALE:	N/A
JOB NUMBER:	ES-01-15
DATE:	NOVEMBER, 2014

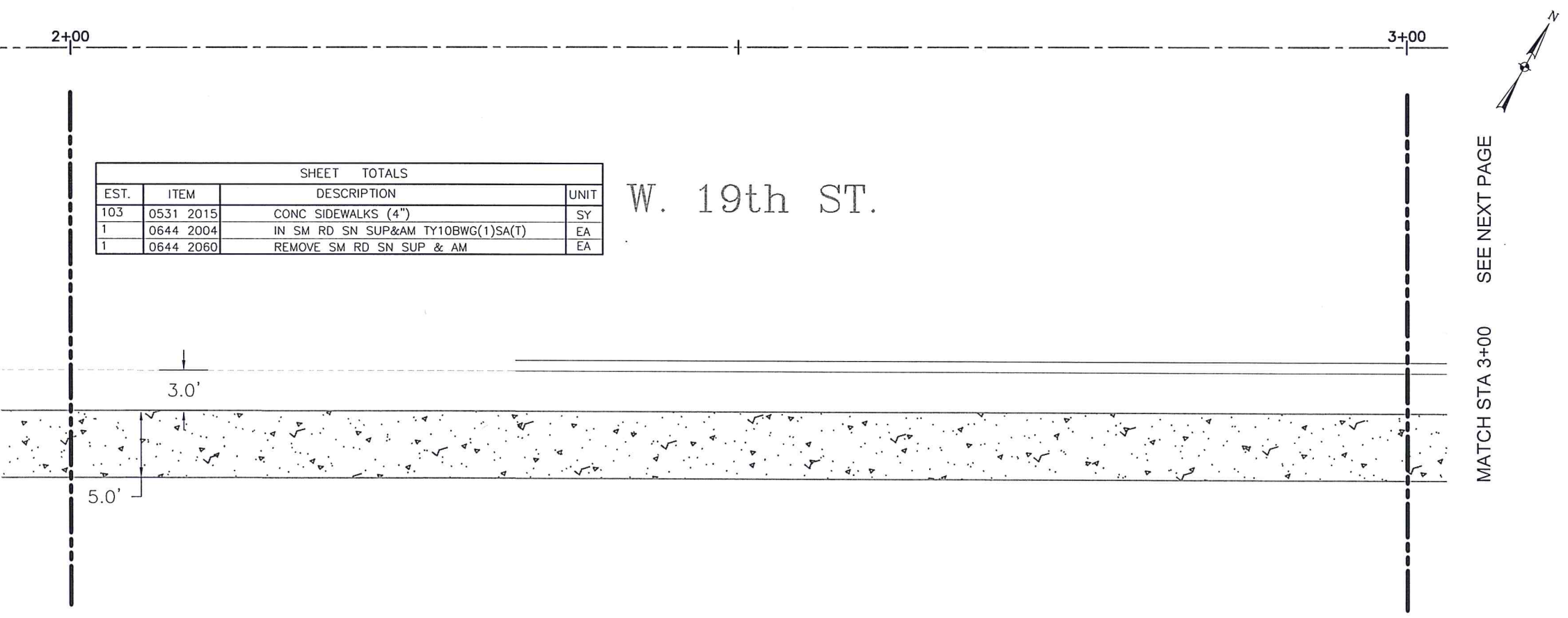
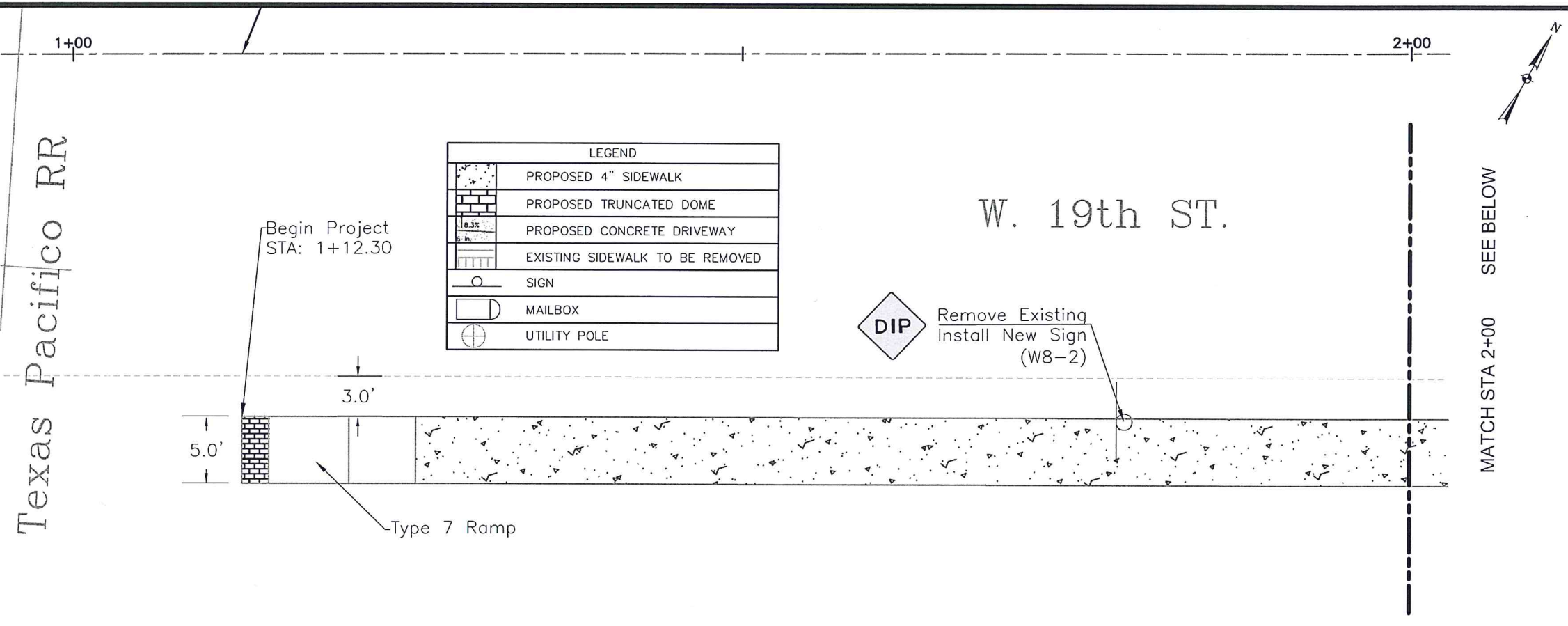
OVERALL SIDEWALK PROJECT
WEST 19TH STREET FROM LILLIE ST.
TO BRYANT BLVD. (U.S. HWY. 87)



ENGINEERING SERVICES
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SAN ANGELO, TX 76903



Karl J. Bednarz P.E.
4/7/15



SHEET TOTALS			
EST.	ITEM	DESCRIPTION	UNIT
103	0531 2015	CONC SIDEWALKS (4")	SY
1	0644 2004	IN SM RD SN SUP&AM TY10BWG(1)SA(T)	EA
1	0644 2060	REMOVE SM RD SN SUP & AM	EA

DRAWN BY:	KDC
CHECKED BY:	KJB
HORIZONTAL SCALE:	1"=10'
VERTICAL SCALE:	N/A
JOB NUMBER:	ES-01-15
DATE:	NOVEMBER, 2014

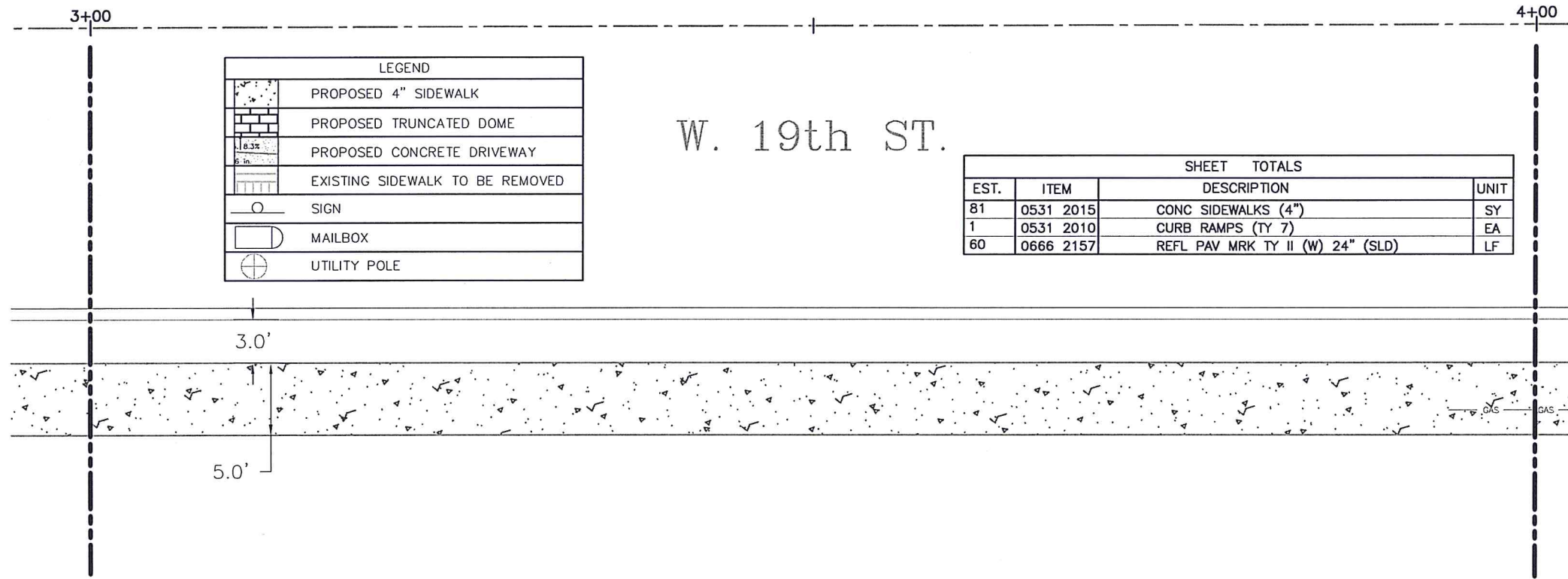
SIDEWALK PROJECT
WEST 19TH STREET FROM LILLIE ST.
TO BRYANT BLVD. (U.S. HWY. 87)

STA 1+00 TO STA 3+00


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 4/7/15

MATCH STA 3+00
SEE PREVIOUS PAGE

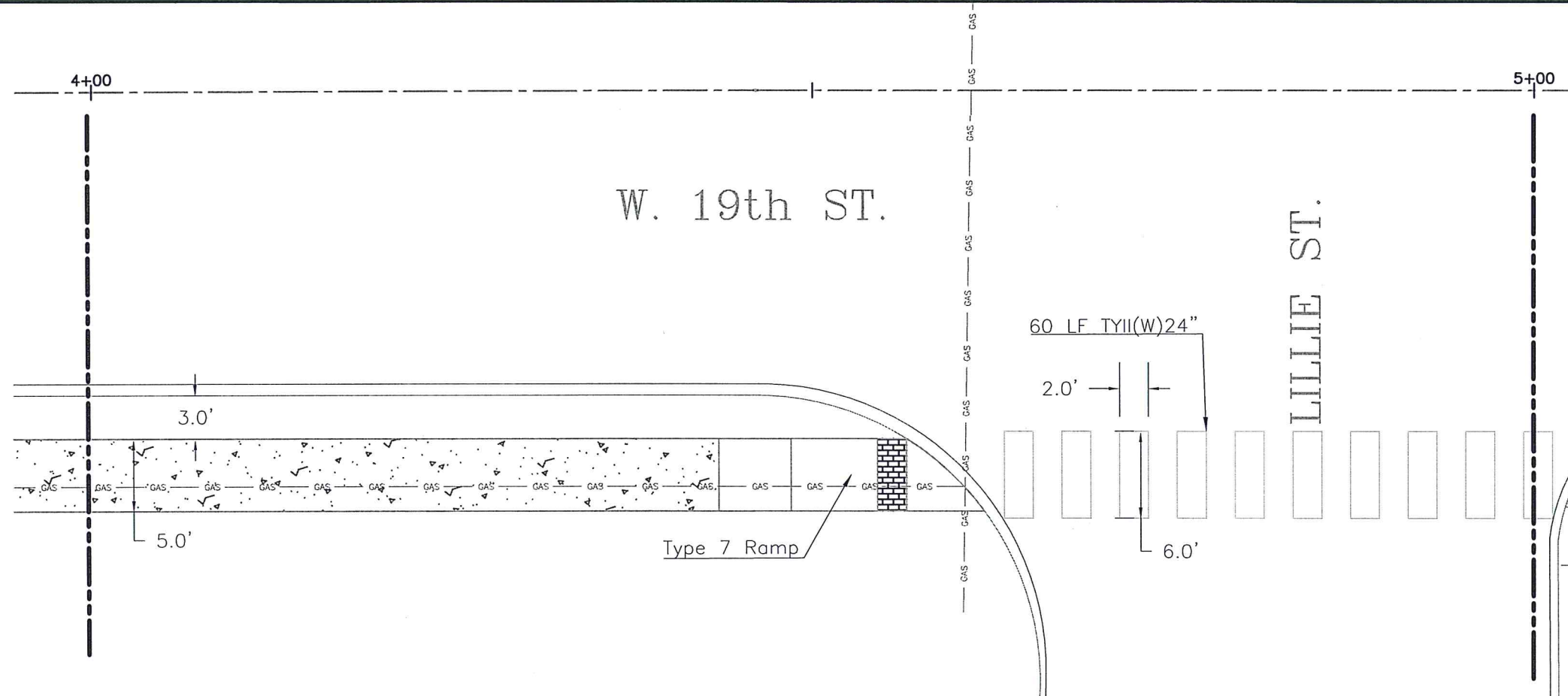


MATCH STA 4+00
SEE BELOW

LEGEND	
	PROPOSED 4" SIDEWALK
	PROPOSED TRUNCATED DOME
	PROPOSED CONCRETE DRIVEWAY
	EXISTING SIDEWALK TO BE REMOVED
	SIGN
	MAILBOX
	UTILITY POLE

SHEET TOTALS			
EST.	ITEM	DESCRIPTION	UNIT
81	0531 2015	CONC SIDEWALKS (4")	SY
1	0531 2010	CURB RAMPS (TY 7)	EA
60	0666 2157	REFL PAV MRK TY II (W) 24" (SLD)	LF

MATCH STA 4+00
SEE ABOVE



MATCH STA 5+00
SEE NEXT PAGE



ENGINEERING SERVICES
72 W. COLLEGE AVE.
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Karl J. Bednarz
4/7/15

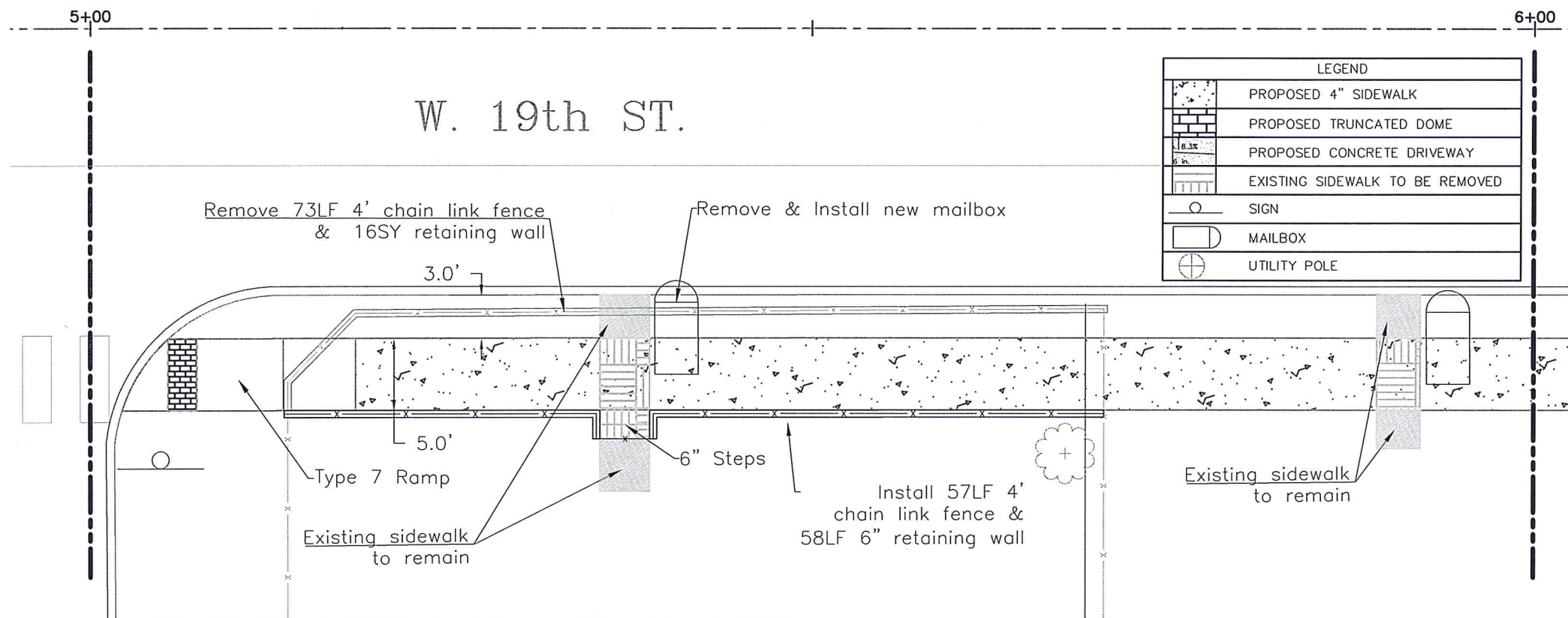
SHEET 2 OF 13

DRAWN BY:	KDC
CHECKED BY:	KJB
HORIZONTAL SCALE:	1"=10'
VERTICAL SCALE:	N/A
JOB NUMBER:	ES-01-15
DATE:	NOVEMBER, 2014

SIDEWALK PROJECT
WEST 19TH STREET FROM LILLIE ST.
TO BRYANT BLVD. (U.S. HWY. 87)

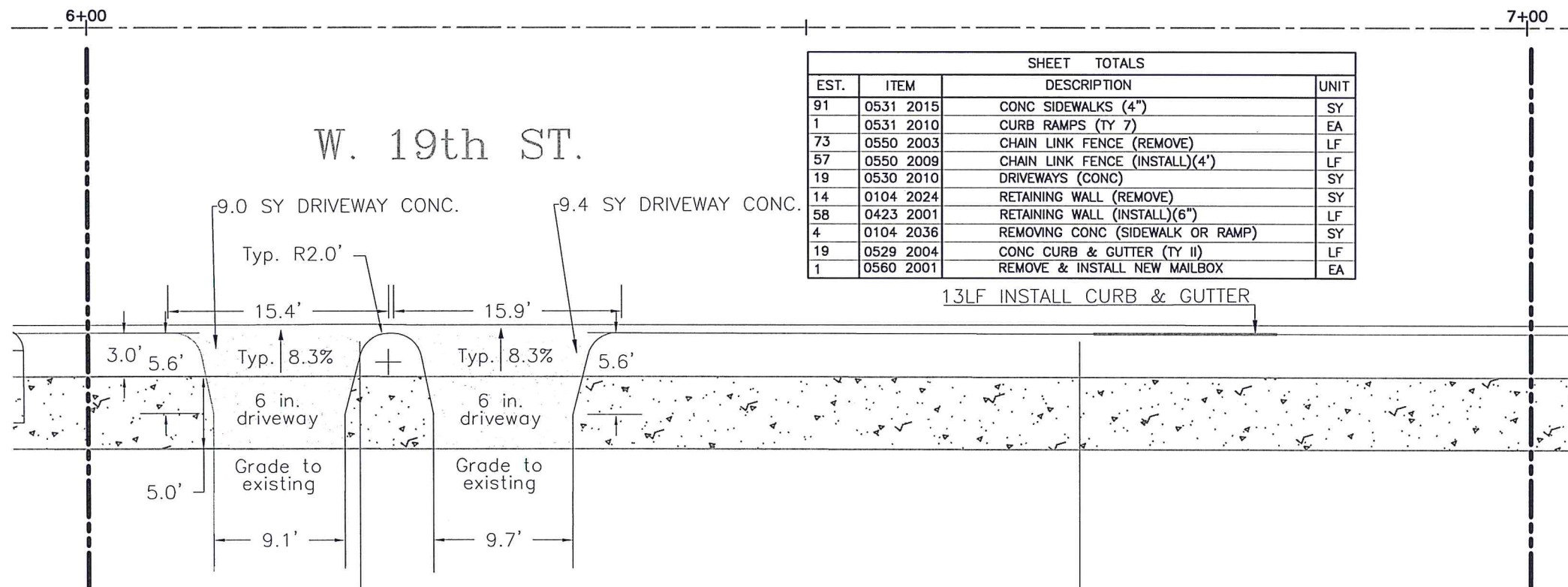
STA 3+00 TO STA 5+00

MATCH STA 5+00
SEE PREVIOUS PAGE



MATCH STA 6+00
SEE BELOW

MATCH STA 6+00
SEE ABOVE



MATCH STA 7+00
SEE NEXT PAGE

SHEET TOTALS			
EST.	ITEM	DESCRIPTION	UNIT
91	0531 2015	CONC SIDEWALKS (4")	SY
1	0531 2010	CURB RAMPS (TY 7)	EA
73	0550 2003	CHAIN LINK FENCE (REMOVE)	LF
57	0550 2009	CHAIN LINK FENCE (INSTALL)(4')	LF
19	0530 2010	DRIVEWAYS (CONC)	SY
14	0104 2024	RETAINING WALL (REMOVE)	SY
58	0423 2001	RETAINING WALL (INSTALL)(6")	LF
4	0104 2036	REMOVING CONC (SIDEWALK OR RAMP)	SY
19	0529 2004	CONC CURB & GUTTER (TY II)	LF
1	0560 2001	REMOVE & INSTALL NEW MAILBOX	EA

13LF INSTALL CURB & GUTTER

DRAWN BY:	KDC
CHECKED BY:	KLB
HORIZONTAL SCALE:	1"=10'
VERTICAL SCALE:	N/A
JOB NUMBER:	ES-01-15
DATE:	NOVEMBER, 2014

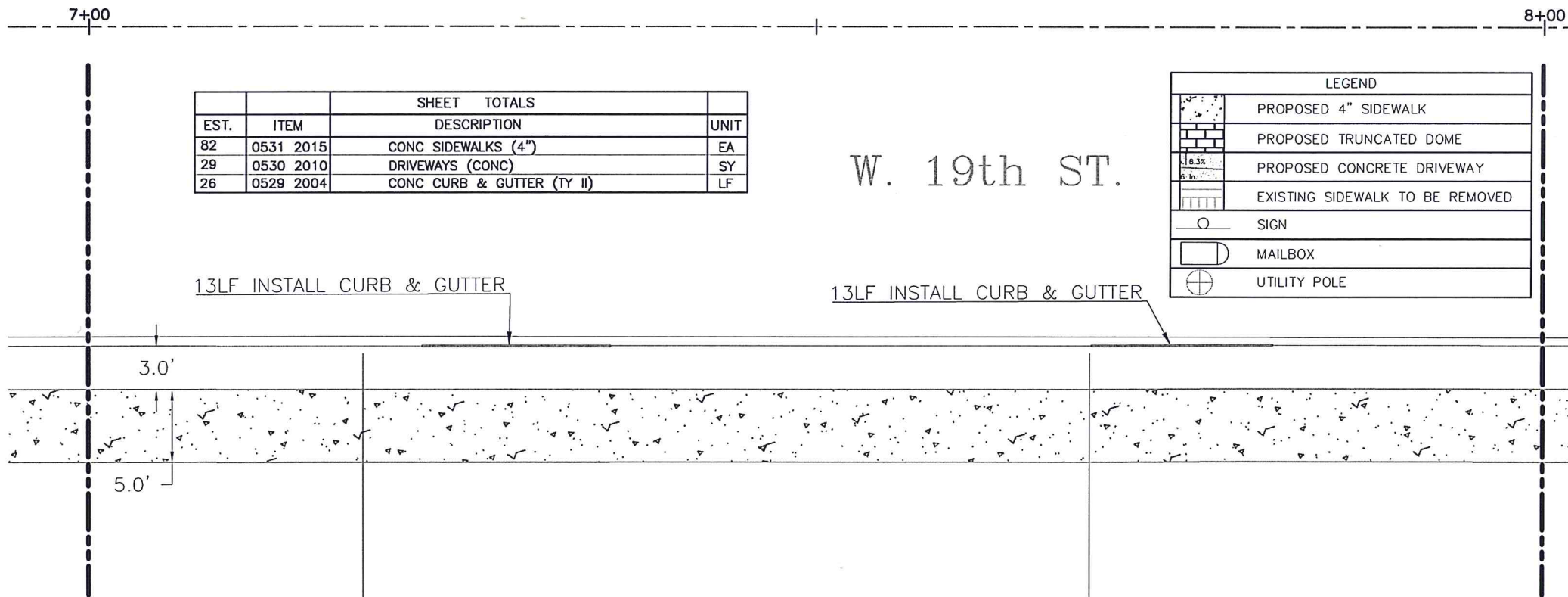
SIDEWALK PROJECT
WEST 19TH STREET FROM LILLIE ST.
TO BRYANT BLVD. (U.S. HWY. 87)

STA 5+00 TO STA 7+00


ENGINEERING SERVICES
72 W. COLLEGE AVE.
SAN ANGELO, TX 76903

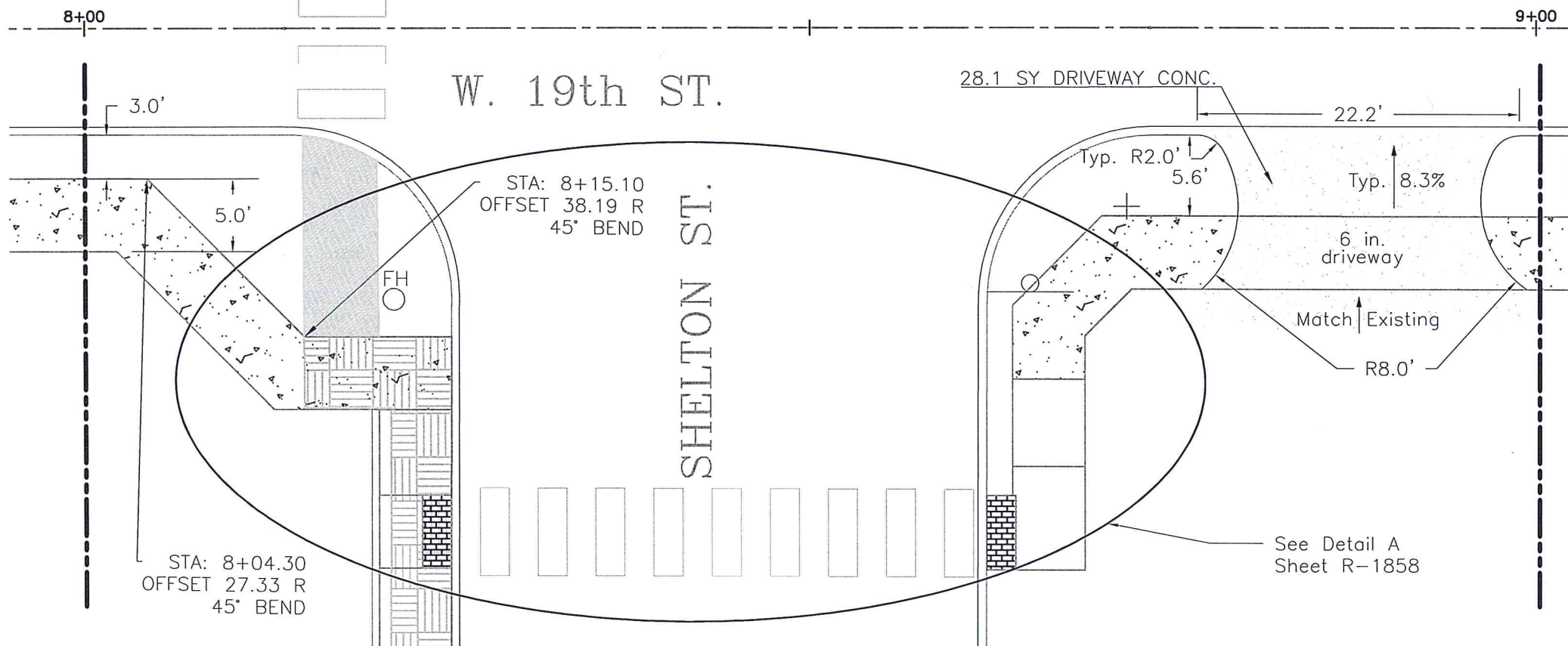

Karl J. Bednarz P.E.
4/7/15

MATCH STA 7+00
SEE PREVIOUS PAGE



MATCH STA 8+00 SEE BELOW

MATCH STA 8+00 SEE ABOVE

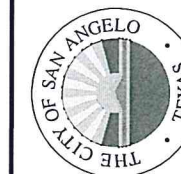


MATCH STA 9+00 SEE NEXT PAGE

DRAWN BY:	KDC
CHECKED BY:	KJB
HORIZONTAL SCALE:	1"=10'
VERTICAL SCALE:	N/A
JOB NUMBER:	ES-01-15
DATE:	NOVEMBER, 2014

SIDEWALK PROJECT
WEST 19TH STREET FROM LILLIE ST.
TO BRYANT BLVD. (U.S. HWY. 87)

STA 7+00 TO STA 9+00



ENGINEERING SERVICES
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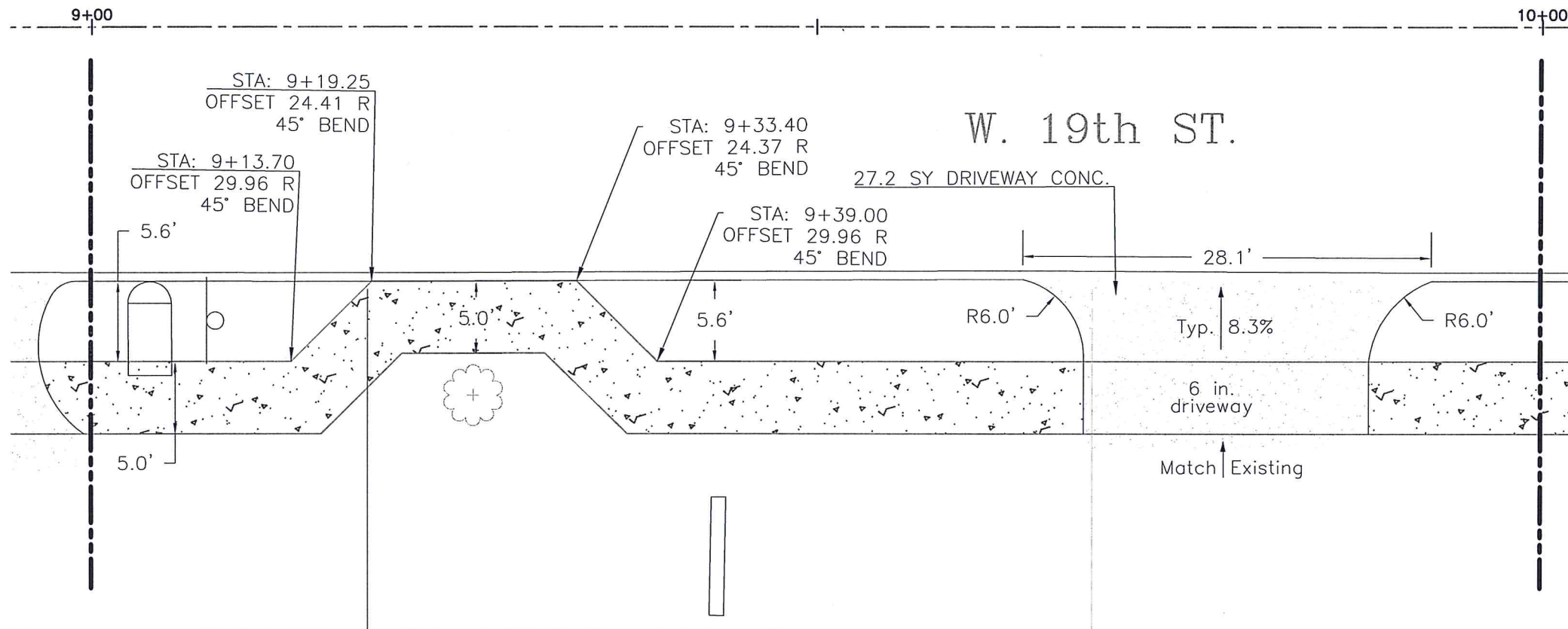


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4/7/15

SHEET 4 OF 13

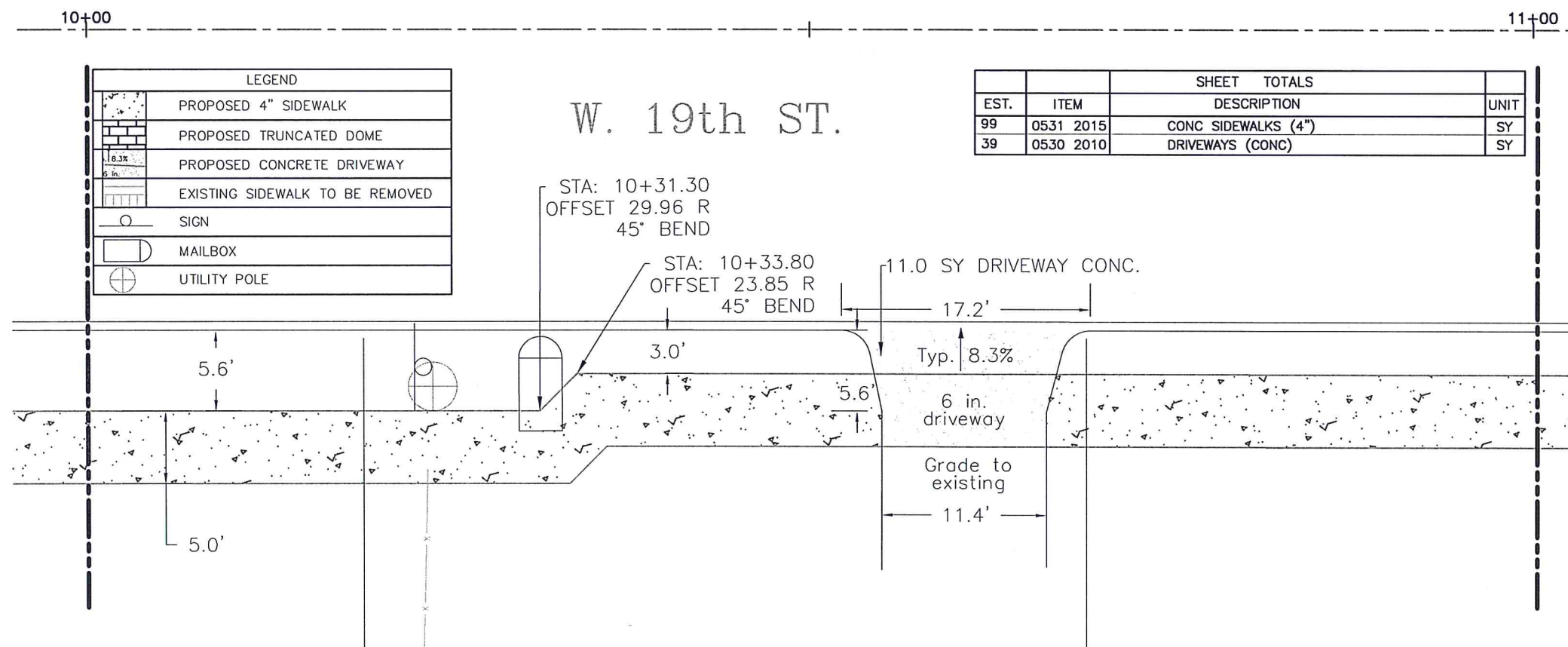
R-1857E

MATCH STA 9+00
SEE PREVIOUS PAGE



MATCH STA 10+00
SEE BELOW

MATCH STA 10+00
SEE ABOVE



MATCH STA 11+00
SEE NEXT PAGE

LEGEND	
	PROPOSED 4" SIDEWALK
	PROPOSED TRUNCATED DOME
	PROPOSED CONCRETE DRIVEWAY
	EXISTING SIDEWALK TO BE REMOVED
	SIGN
	MAILBOX
	UTILITY POLE

SHEET TOTALS			
EST.	ITEM	DESCRIPTION	UNIT
99	0531 2015	CONC SIDEWALKS (4")	SY
39	0530 2010	DRIVEWAYS (CONC)	SY

DRAWN BY:	KDC
CHECKED BY:	KJB
HORIZONTAL SCALE:	1"=10'
VERTICAL SCALE:	N/A
JOB NUMBER:	ES-01-15
DATE:	NOVEMBER, 2014

SIDEWALK PROJECT
WEST 19TH STREET FROM LILLIE ST.
TO BRYANT BLVD. (U.S. HWY. 87)

STA 9+00 TO STA 11+00



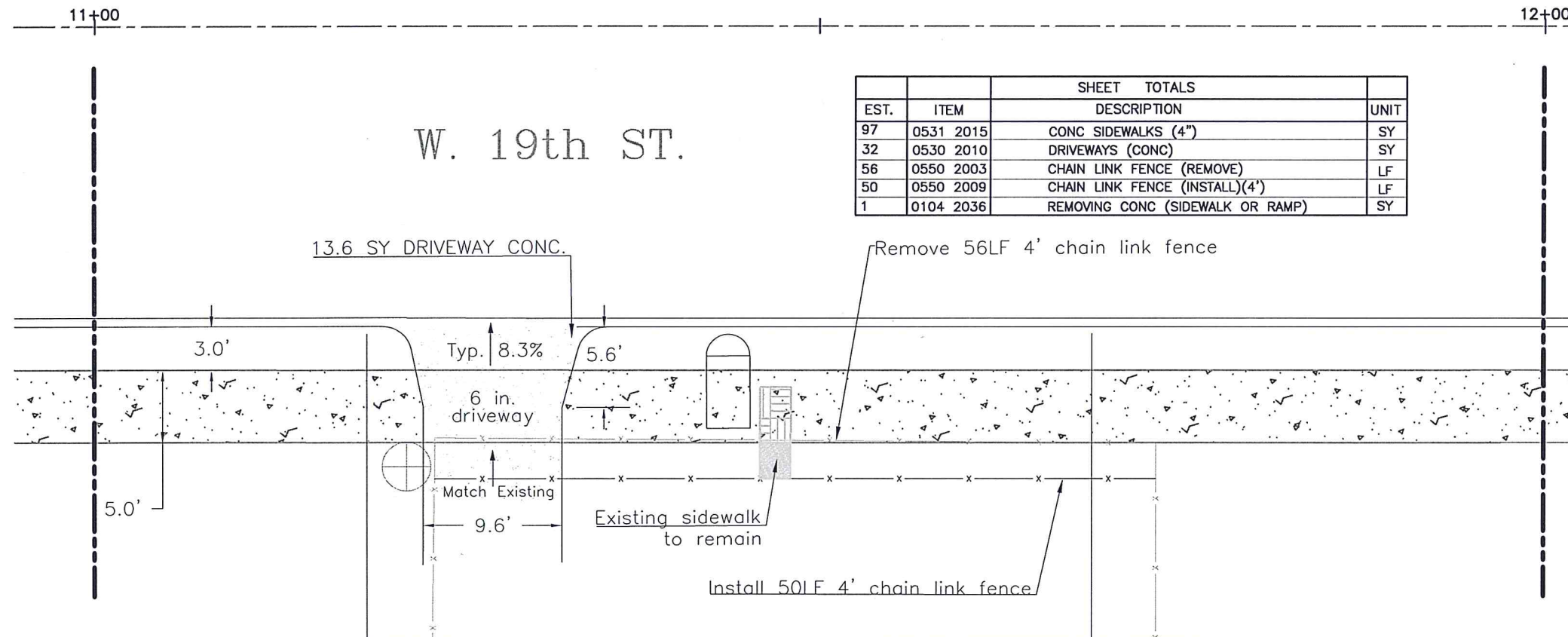
ENGINEERING SERVICES
72 W. COLLEGE AVE.
SAN ANGELO, TX 76903



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4/7/15

SHEET 5 OF 13

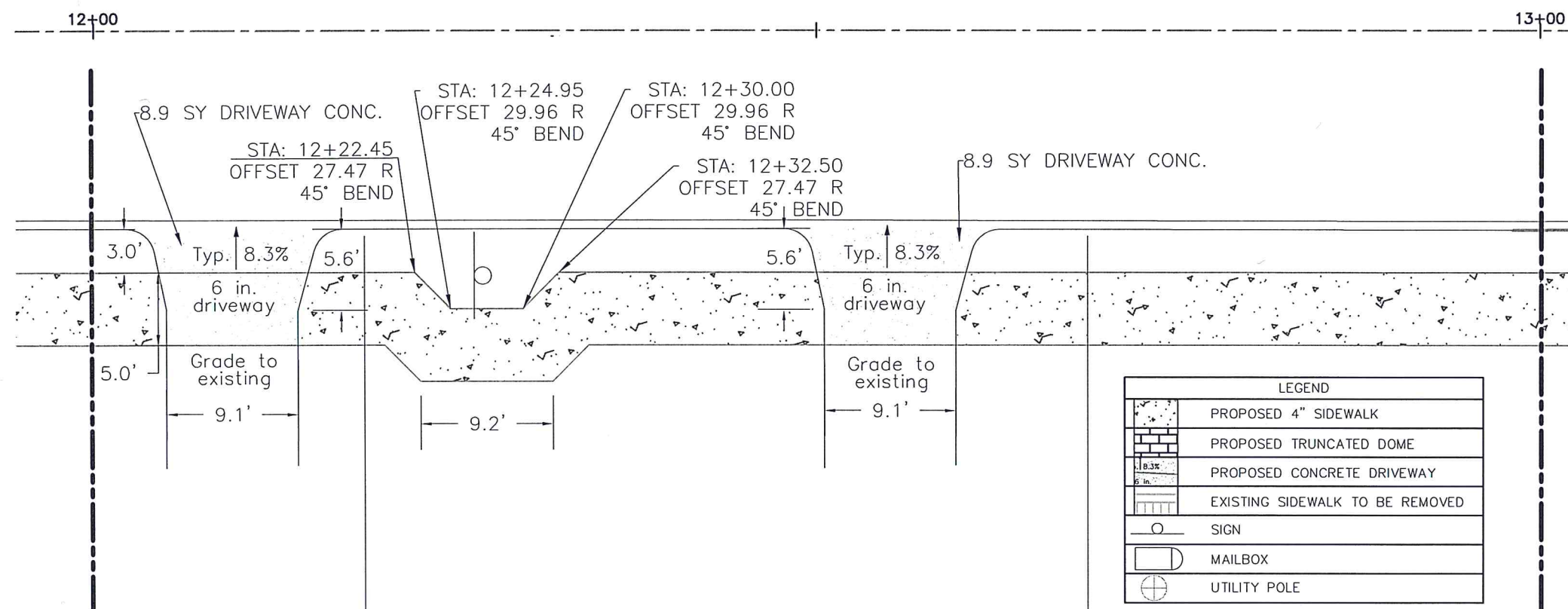
MATCH STA 11+00
SEE PREVIOUS PAGE



SHEET TOTALS			
EST.	ITEM	DESCRIPTION	UNIT
97	0531 2015	CONC SIDEWALKS (4")	SY
32	0530 2010	DRIVEWAYS (CONC)	SY
56	0550 2003	CHAIN LINK FENCE (REMOVE)	LF
50	0550 2009	CHAIN LINK FENCE (INSTALL)(4')	LF
1	0104 2036	REMOVING CONC (SIDEWALK OR RAMP)	SY

MATCH STA 12+00
SEE BELOW

MATCH STA 12+00
SEE ABOVE



LEGEND	
	PROPOSED 4" SIDEWALK
	PROPOSED TRUNCATED DOME
	PROPOSED CONCRETE DRIVEWAY
	EXISTING SIDEWALK TO BE REMOVED
	SIGN
	MAILBOX
	UTILITY POLE

MATCH STA 13+00
SEE NEXT PAGE



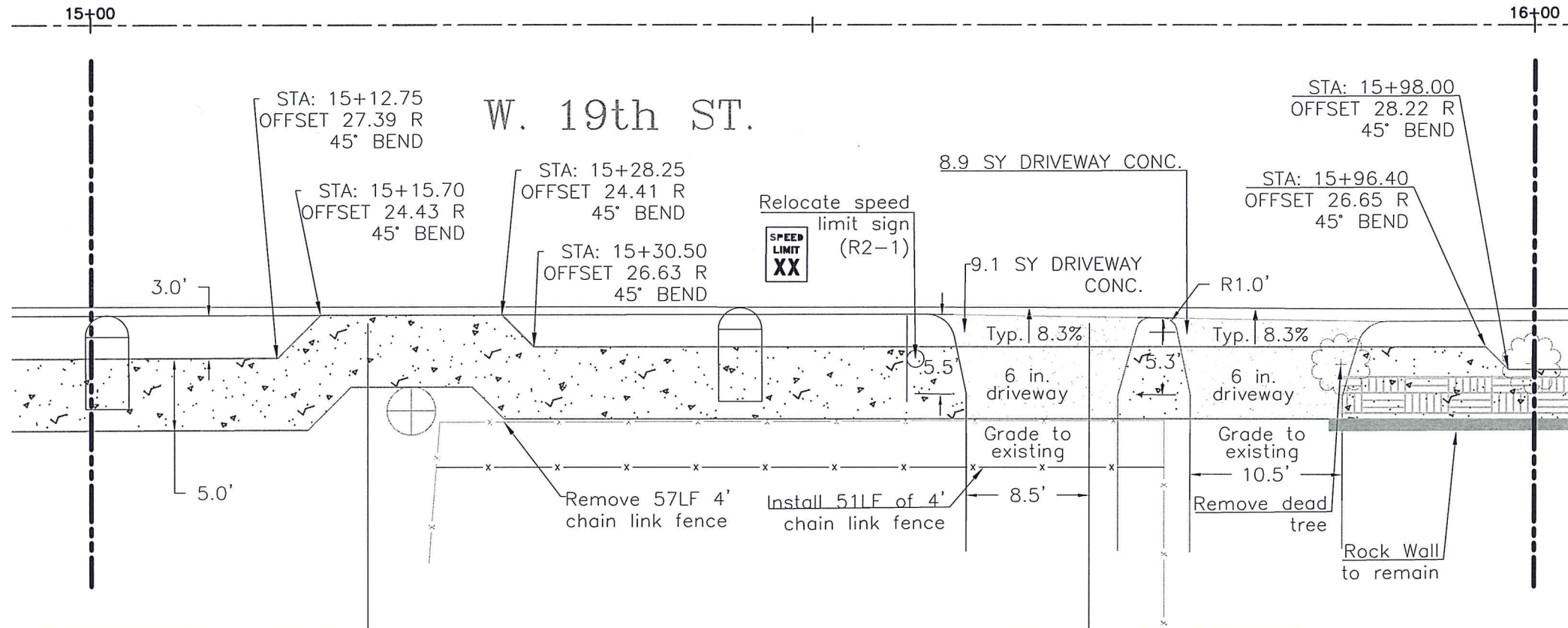
ENGINEERING SERVICES
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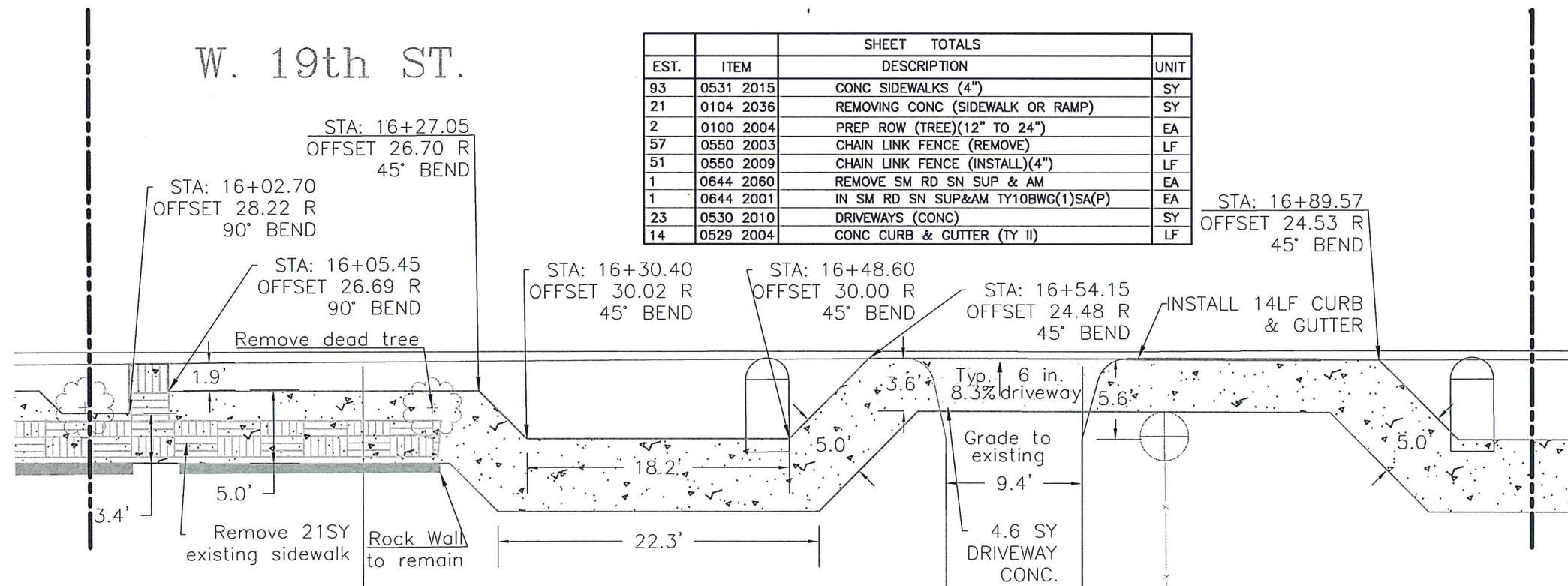
SHEET 6 OF 13

MATCH STA 15+00
SEE PREVIOUS PAGE



MATCH STA 16+00
SEE BELOW

MATCH STA 16+00
SEE ABOVE



MATCH STA 17+00
SEE NEXT PAGE

SHEET TOTALS			
EST.	ITEM	DESCRIPTION	UNIT
93	0531 2015	CONC SIDEWALKS (4")	SY
21	0104 2036	REMOVING CONC (SIDEWALK OR RAMP)	SY
2	0100 2004	PREP ROW (TREE)(12" TO 24")	EA
57	0550 2003	CHAIN LINK FENCE (REMOVE)	LF
51	0550 2009	CHAIN LINK FENCE (INSTALL)(4")	LF
1	0644 2060	REMOVE SM RD SN SUP & AM	EA
1	0644 2001	IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA
23	0530 2010	DRIVEWAYS (CONC)	SY
14	0529 2004	CONC CURB & GUTTER (TY II)	LF

DRAWN BY: KDC
CHECKED BY: KJB
HORIZONTAL SCALE: 1"=10'
VERTICAL SCALE: N/A
JOB NUMBER: ES-01-15
DATE: NOVEMBER, 2014

SIDEWALK PROJECT
WEST 19TH STREET FROM LILLIE ST.
TO BRYANT BLVD. (U.S. HWY. 87)

STA 15+00 TO STA 17+00



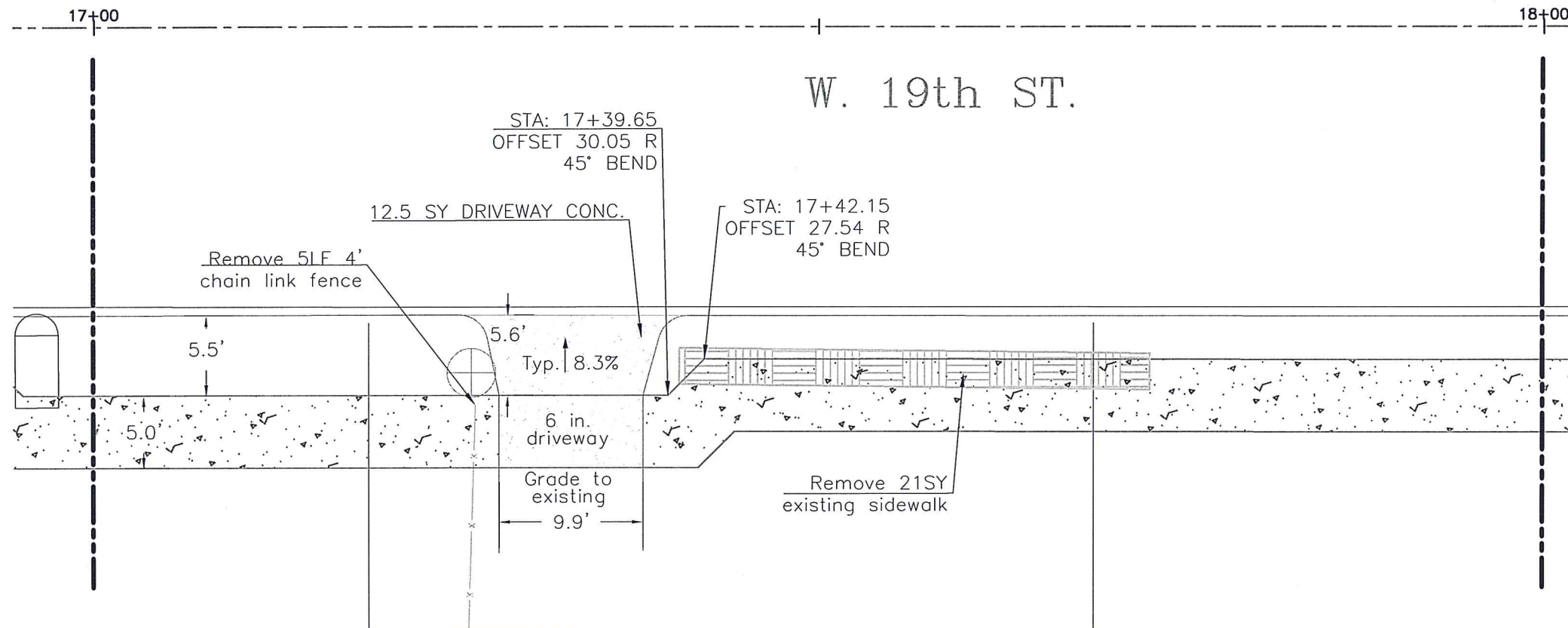
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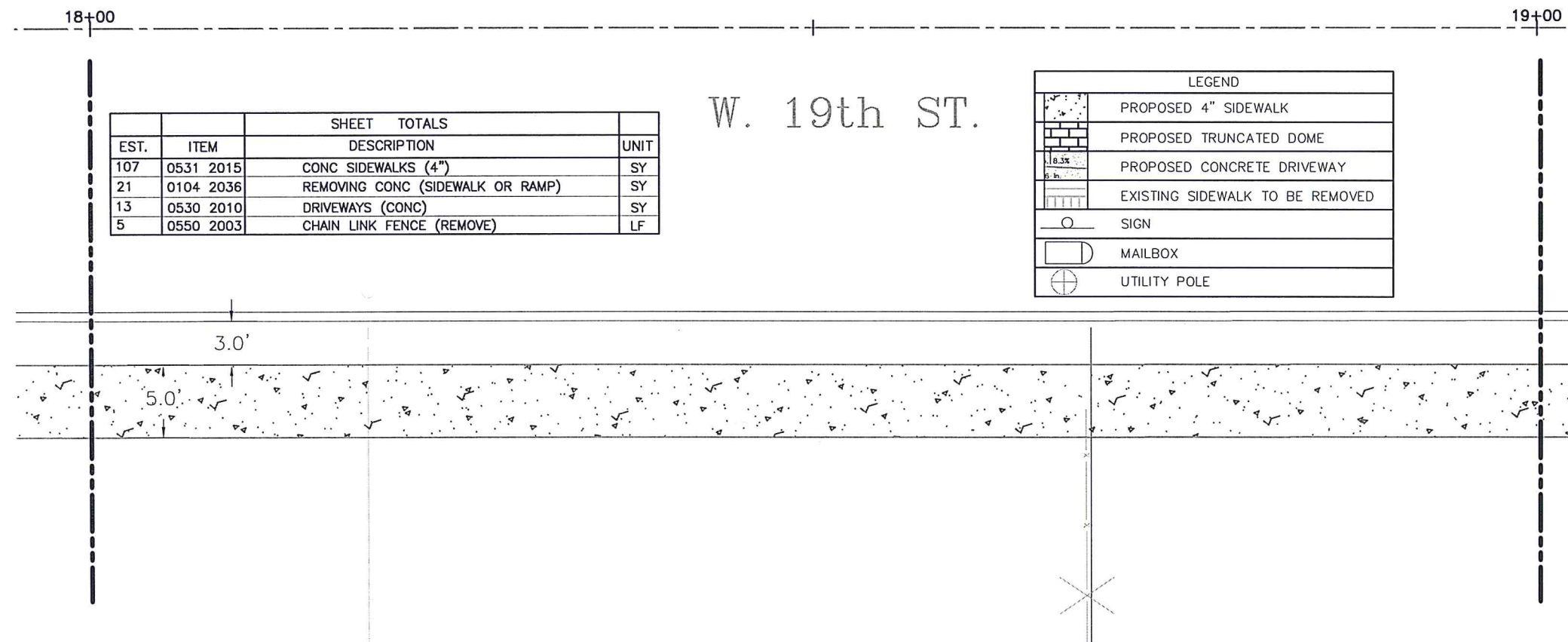
SHEET 8 OF 13

MATCH STA 17+00
SEE PREVIOUS PAGE



MATCH STA 18+00
SEE BELOW

MATCH STA 18+00
SEE ABOVE



MATCH STA 19+00
SEE NEXT PAGE

SHEET TOTALS			
EST.	ITEM	DESCRIPTION	UNIT
107	0531 2015	CONC SIDEWALKS (4")	SY
21	0104 2036	REMOVING CONC (SIDEWALK OR RAMP)	SY
13	0530 2010	DRIVEWAYS (CONC)	SY
5	0550 2003	CHAIN LINK FENCE (REMOVE)	LF

LEGEND	
	PROPOSED 4" SIDEWALK
	PROPOSED TRUNCATED DOME
	PROPOSED CONCRETE DRIVEWAY
	EXISTING SIDEWALK TO BE REMOVED
	SIGN
	MAILBOX
	UTILITY POLE

DRAWN BY:	KDC
CHECKED BY:	KJB
HORIZONTAL SCALE:	1"=10'
VERTICAL SCALE:	N/A
JOB NUMBER:	ES-01-15
DATE:	NOVEMBER, 2014

SIDEWALK PROJECT
WEST 19TH STREET FROM LILLIE ST.
TO BRYANT BLVD. (U.S. HWY. 87)

STA 17+00 TO STA 19+00

ENGINEERING SERVICES
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Karl J. Bednarz
4/7/15