

PROJECT NO. 10465344

(REHABILITATION OF THE EXISTING MARINA BOAT RAMP FACILITY AND PARKING LOT, INCLUDING PAVEMENT, STRIPING, ACCESSIBILITY, DRAINAGE, AND CONCRETE REPAIRS)



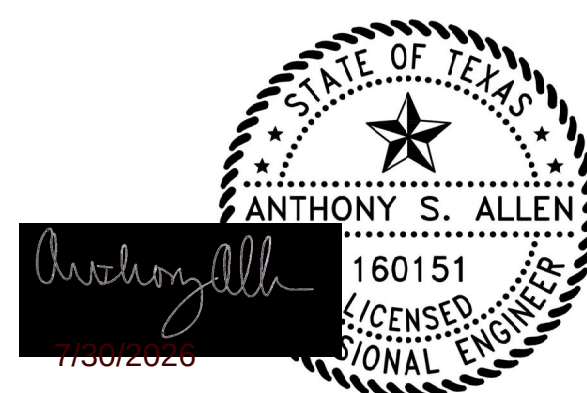
G1	TITLE SHEET & INDEX
C1	CONSTRUCTION NOTES
C2	PAVING AND STRIPING PLAN
C3	PAVING DETAIL SHEET
C4	DRAINAGE REPAIR DETAILS
C5	PARKING, ACCESSIBILITY AND STRIPING DETAILS
C6	POLLUTION PREVENTION PLAN AND DETAILS
C7	TXDOT POLLUTION CONTROL MEASURES EC (9) -16
C8	TXDOT PEDESTRIAN FACILITIES CURB RAMPS PED-18 (2)
C9	DETECTABLE WARNING SURFACE DETAILS

PARTICIPANTS REQUEST
48 HOURS NOTICE BEFORE YOU DIG,
DRILL, OR BLAST - STOP AND CALL
811

555 N. CARANCAHUA, CORPUS CHRISTI, TEXAS 78401
(361)-696-3300



			PROJECT MANAGER	ASA
			DESIGNED BY	ASA
			CHECKED BY	MTP
			DRAWN BY	JMP
ISSUE	DATE	DESCRIPTION	PROJECT NUMBER	10465344

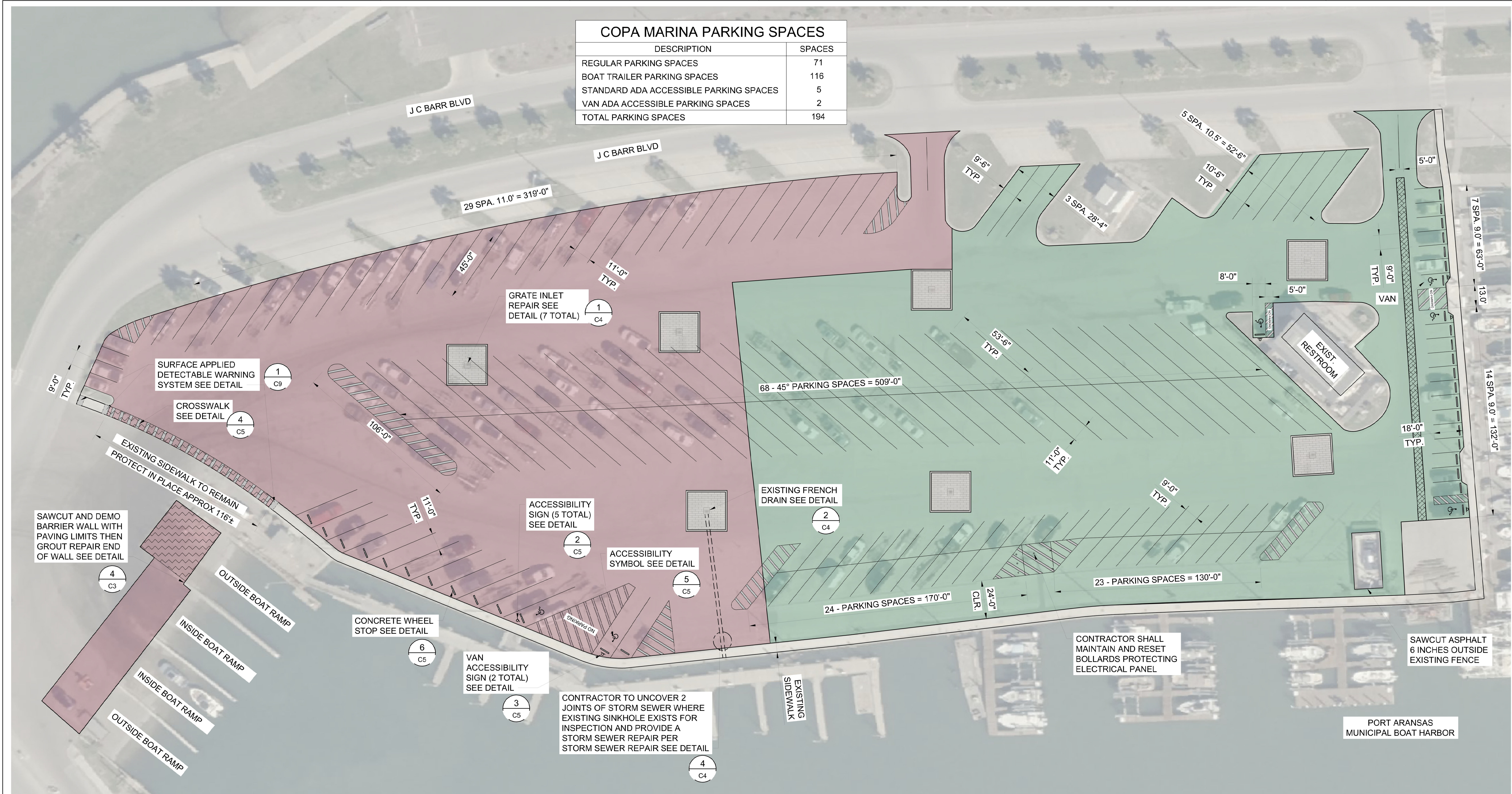


TITLE SHEET & INDEX



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Plot Time: Thursday, July 30, 2026 1:44pm Plotted by: JPRUITT
File Name: C:\pwworking\central02\00395756\002_PAVING.dwg Layout Name: FullSize0

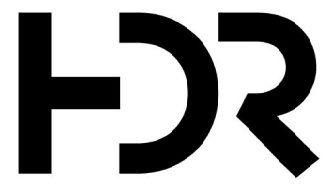


COPA MARINA PARKING SPACES	
DESCRIPTION	SPACES
REGULAR PARKING SPACES	71
BOAT TRAILER PARKING SPACES	116
STANDARD ADA ACCESSIBLE PARKING SPACES	5
VAN ADA ACCESSIBLE PARKING SPACES	2
TOTAL PARKING SPACES	194

PAVING AND STRIPING PLAN
1"=30'-0"

LEGEND

- PHASE 1 - RECONSTRUCTION
- PHASE 2 - MILL & OVERLAY
- CONCRETE DEMOLITION
- BASE REPAIR



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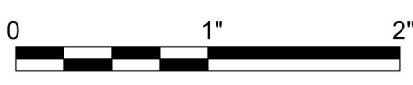
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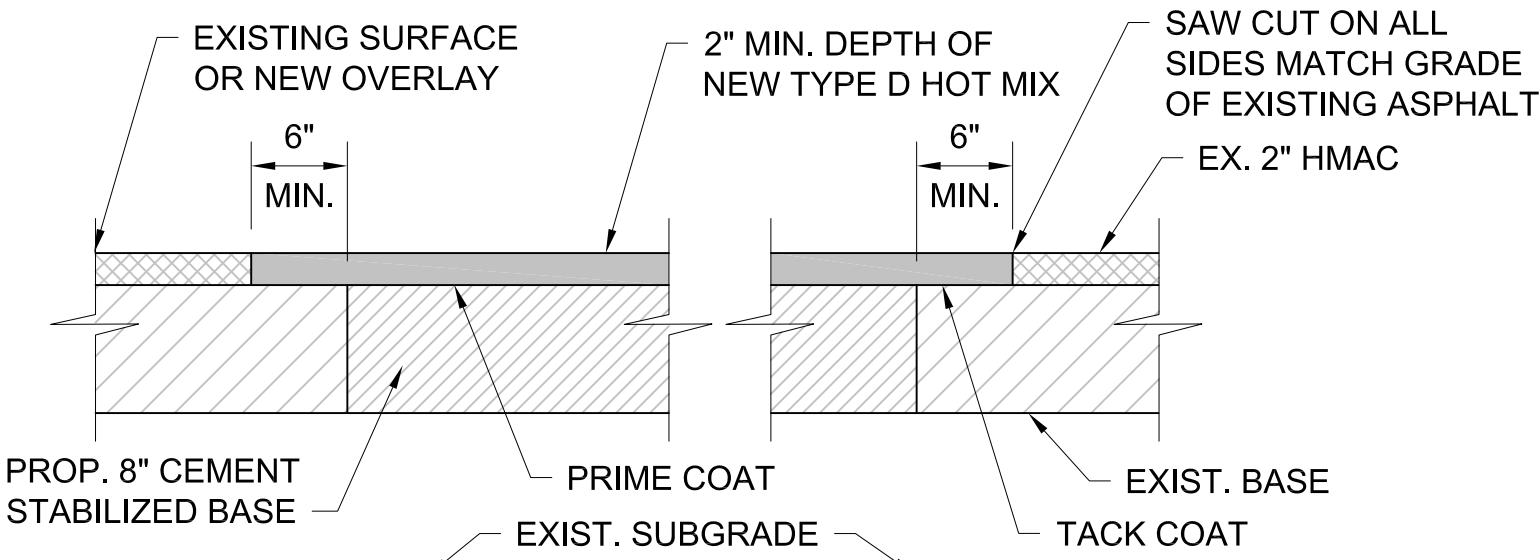
**COPA MARINA BOAT RAMP
PARKING LOT REPAIR**

PAVING AND STRIPING PLAN

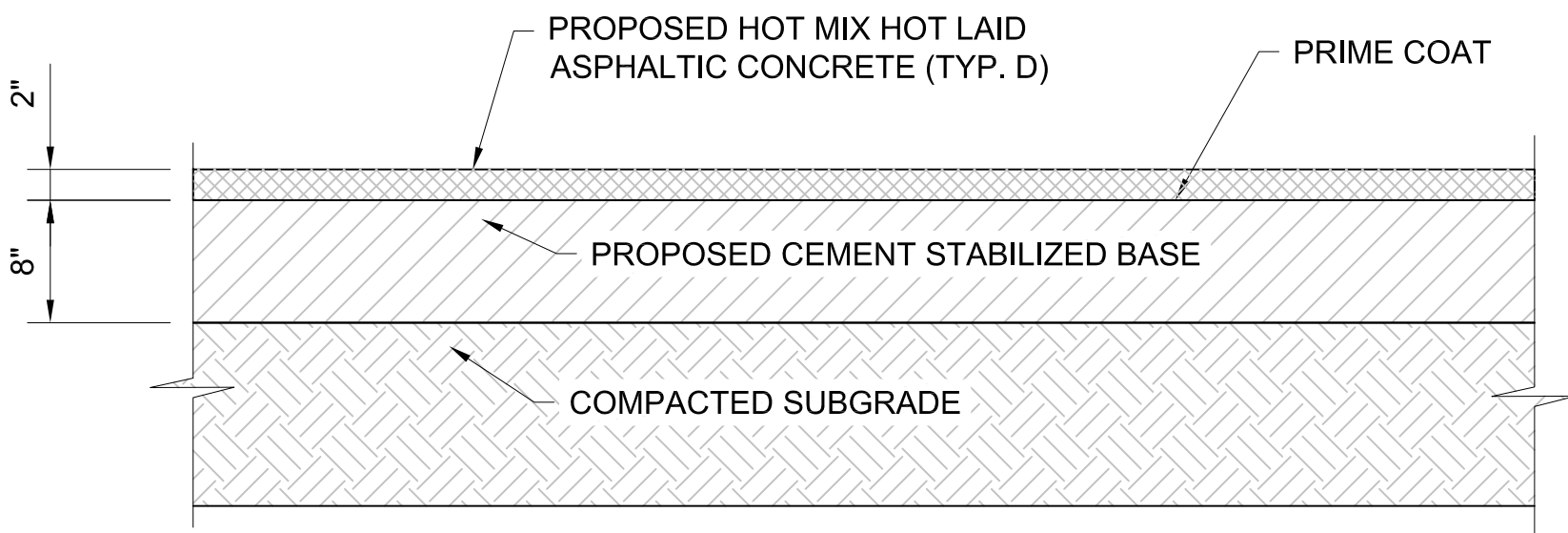


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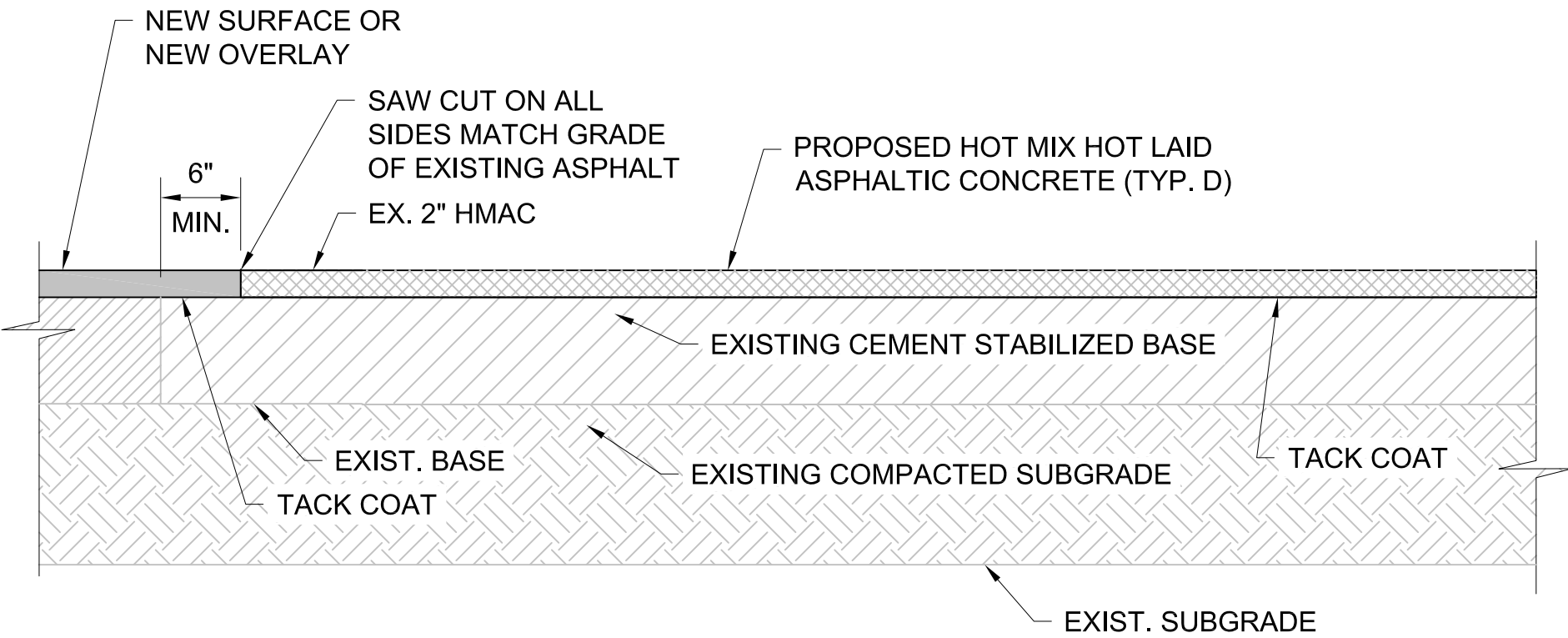
SHEET	C2
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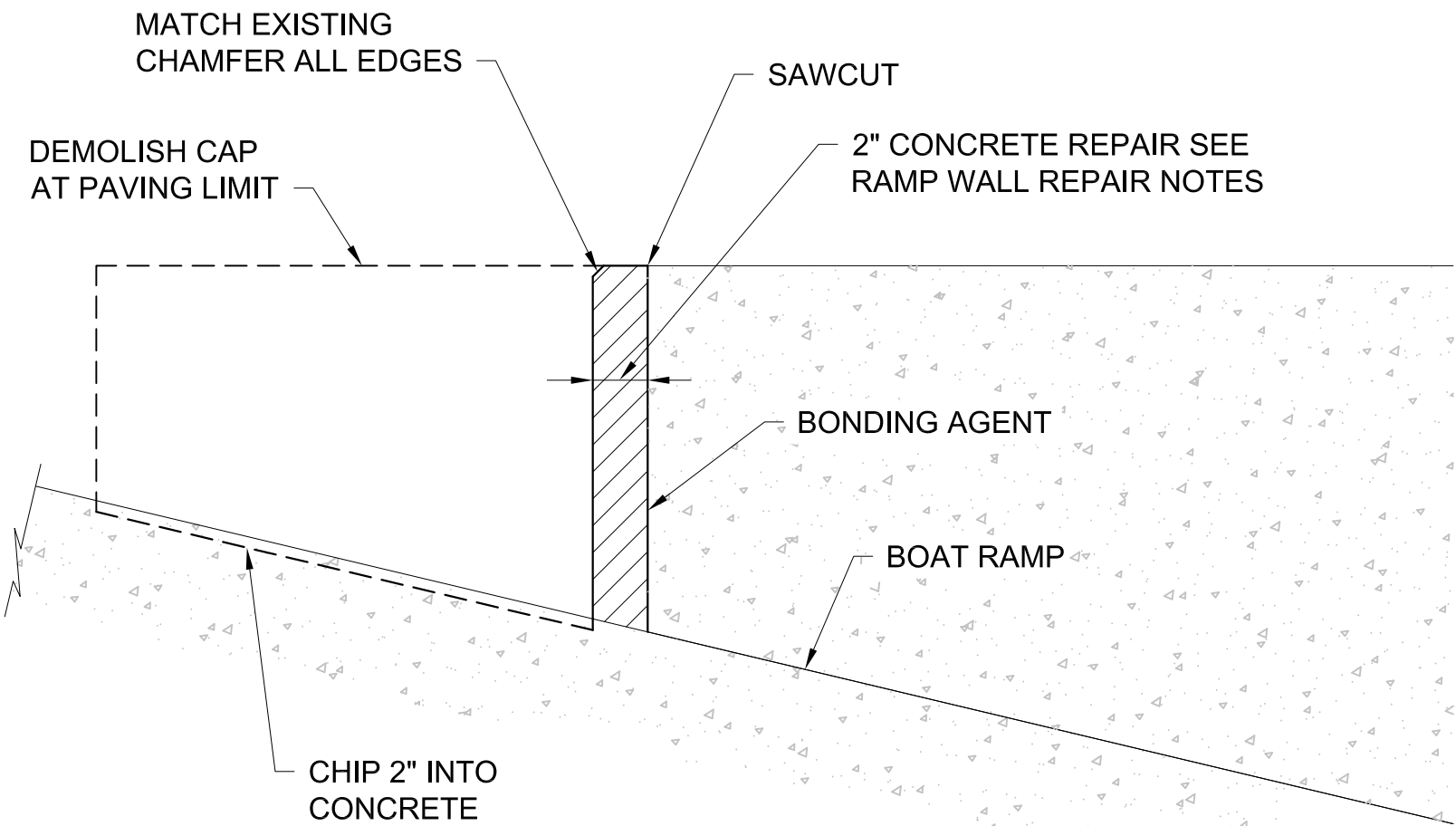
1 PAVEMENT REPAIR DETAIL
1"=1'-0"



2 ASPHALT PAVING RECONSTRUCTION SECTION
1"=1'-0"



3 ASPHALT PAVING MILL AND OVERLAY SECTION
1"=1'-0"



4 RAMP WALL REPAIR DETAIL
N.T.S.

RAMP WALL REPAIR NOTES:

1. REMOVE ALL LOOSE, UNSOUND, CRACKED, AND DELAMINATED CONCRETE TO SOUND CONCRETE. FIELD VERIFY REPAIR LIMITS PRIOR TO BEGINNING WORK.
2. SAWCUT THE PERIMETER OF THE REPAIR AREA AS SHOWN STRAIGHT CLEAN AND SQUARE. DO NOT FEATHER THE REPAIR MATERIAL TO ZERO THICKNESS.
3. PROVIDE SIKAQUICK VOH BY SIKA CORPORATION, OR APPROVED EQUAL LISTED AS A TXDOT DMS 4655 TYPE C VERTICAL AND OVERHEAD REPAIR MATERIAL ON THE CURRENT TXDOT MATERIAL PRODUCER LIST. INSTALL IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS.
4. PREPARE THE EXISTING CONCRETE SURFACE AND USE A BONDING AGENT ONLY WHEN REQUIRED BY THE REPAIR MATERIAL MANUFACTURER.
5. WHERE REINFORCING STEEL IS EXPOSED, REMOVE RUST AND LOOSE MATERIAL TO SOUND STEEL. NOTIFY THE ENGINEER OF SIGNIFICANT CORROSION OR SECTION LOSS PRIOR TO PLACING THE REPAIR MATERIAL.
6. RESTORE THE RAMP WALL TO THE ORIGINAL LINES, GRADES, DIMENSIONS, FINISH, AND CHAMFER. MATCH THE EXISTING ADJACENT CONCRETE.
7. PROTECT AND CURE THE COMPLETED REPAIR IN ACCORDANCE WITH THE REPAIR MATERIAL MANUFACTURER'S REQUIREMENTS.



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COPA MARINA BOAT RAMP
PARKING LOT REPAIR

PAVING DETAIL SHEET



FILENAME	C3_PAVING DETAIL.dwg
SCALE	AS SHOWN

SHEET
C3

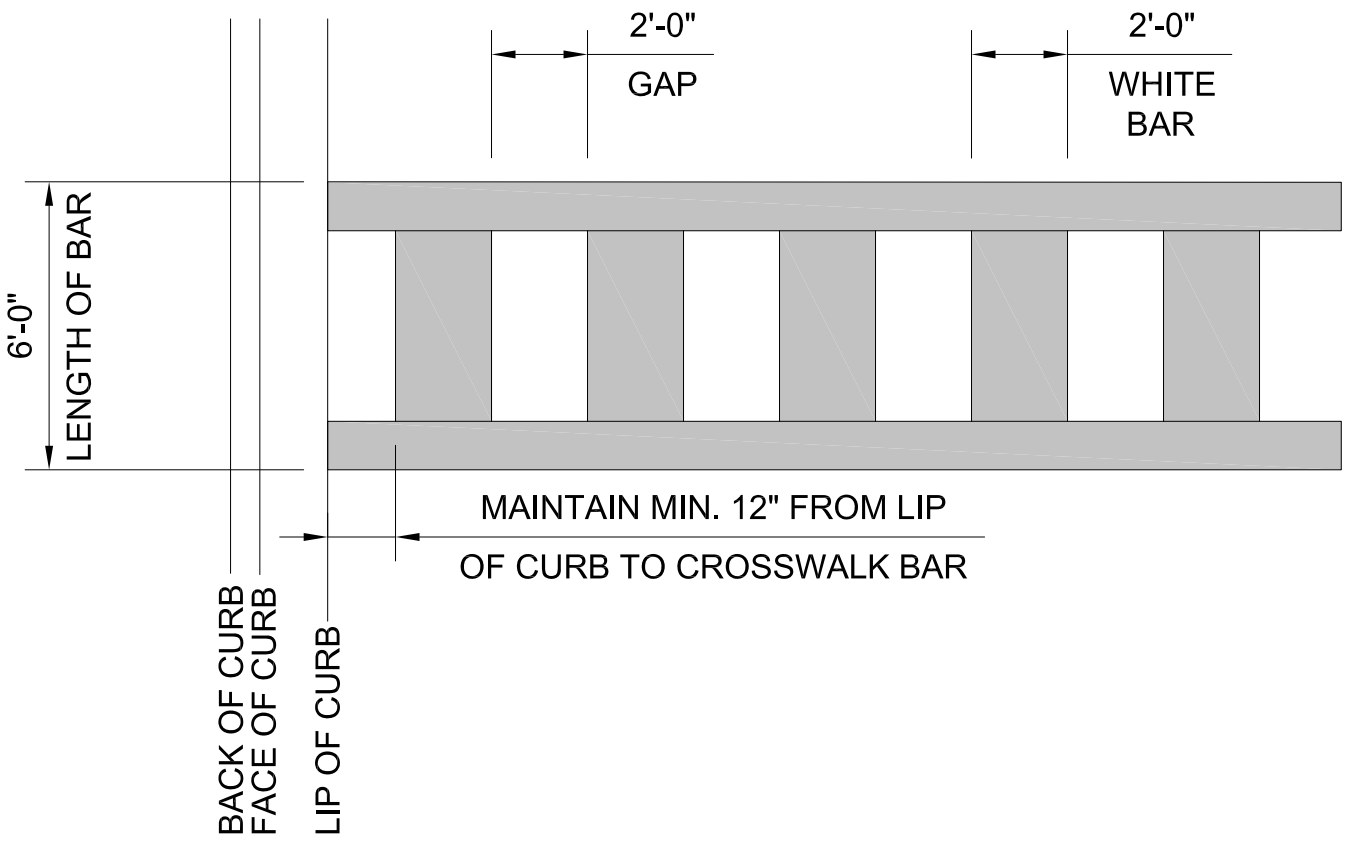
Plot Time: Thursday, July 30, 2026 — 4:18pm
File Name: C:\pwworking\central02\0395756\005_ADA STRIPING.dwg Layout Name: FullSizeD



ACCESS AISLE WIDTH VARIES 8 FT. MIN. WHERE SERVING A VAN ACCESSIBLE PARKING SPACE; 5 FT. MIN. OTHERWISE

1 PARKING STRIPING DETAIL
1/4"=1'-0"

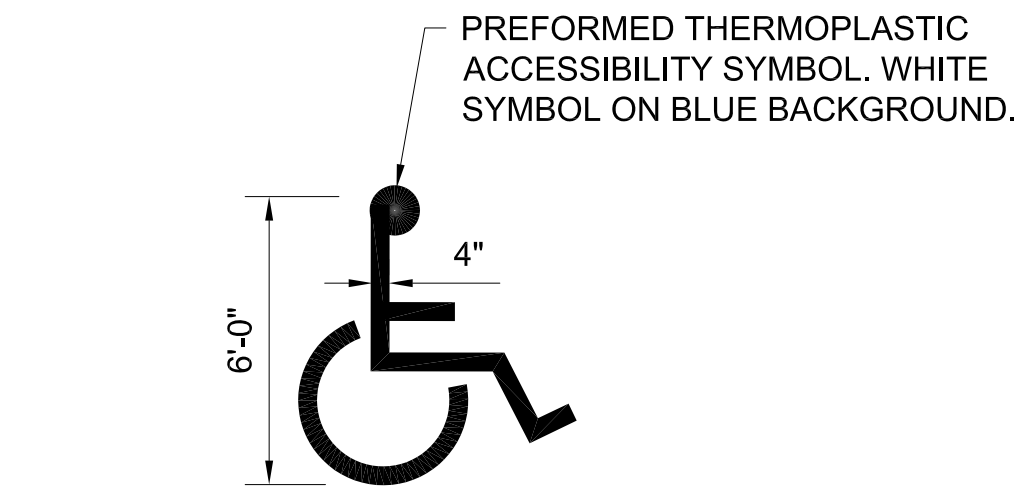
NOTE:
ALL REQUIRED FIRE LANE RESTRICTED PARKING SHALL BE APPLIED PER FIRE DEPARTMENT REQUIREMENTS.



4 CROSSWALK DETAIL
1/4"=1'-0"

CROSSWALK NOTES

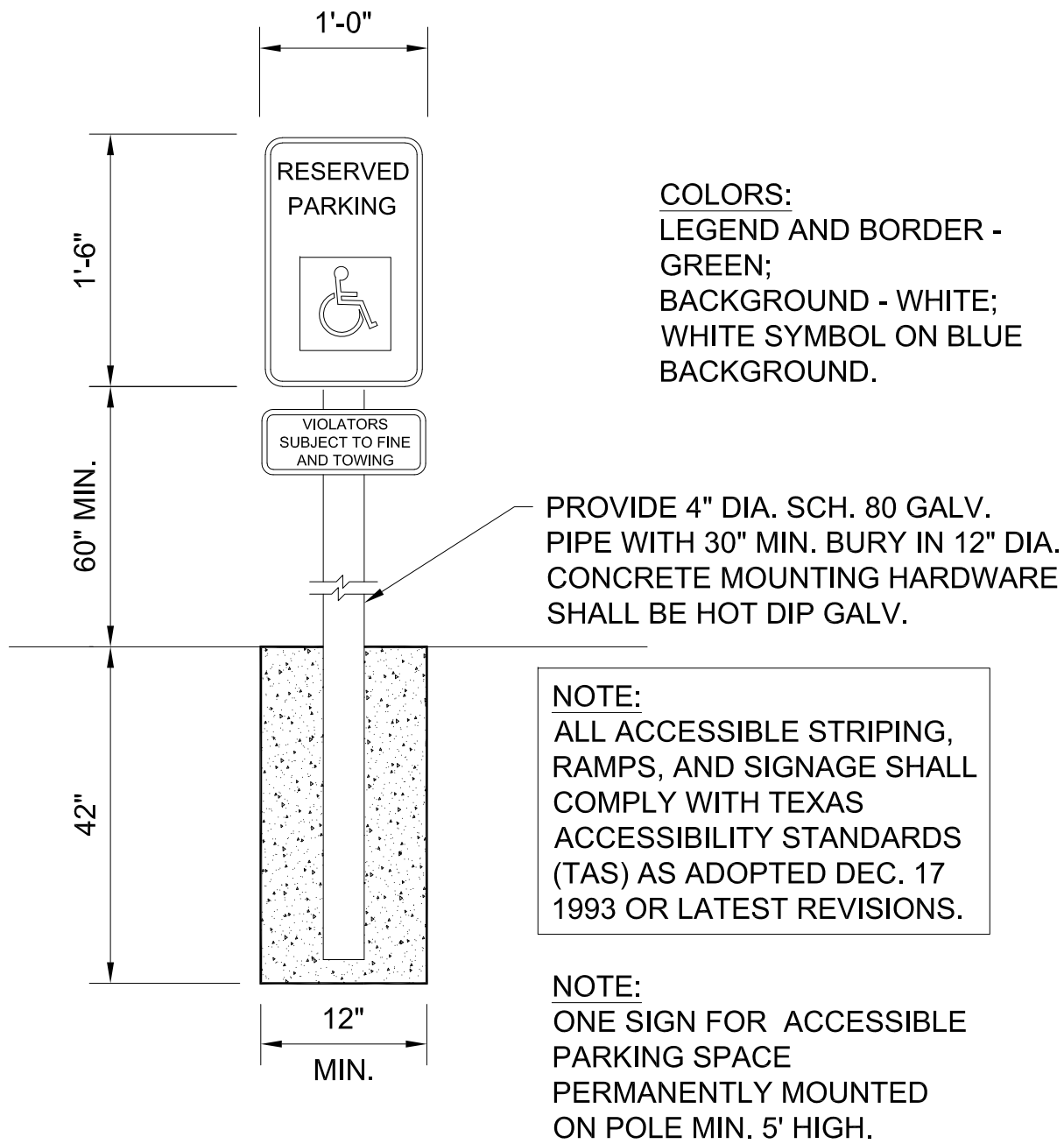
- ALL CROSSWALK MARKINGS SHALL BE WHITE THERMOPLASTIC MATERIAL.
- PROVIDE 24 IN. WIDE CROSSWALK BARS WITH 24 IN. CLEAR GAPS.
- MAINTAIN 12 IN. MINIMUM FROM THE LIP OF CURB TO THE NEAREST CROSSWALK BAR.
- CROSSWALK MARKINGS SHALL ALIGN WITH AND MAINTAIN THE REQUIRED CLEAR WIDTH OF THE ACCESSIBLE ROUTE.
- CONTRACTOR SHALL VERIFY CROSSWALK LAYOUT AND ALIGNMENT WITH THE ACCESSIBLE ROUTE PRIOR TO STRIPING.



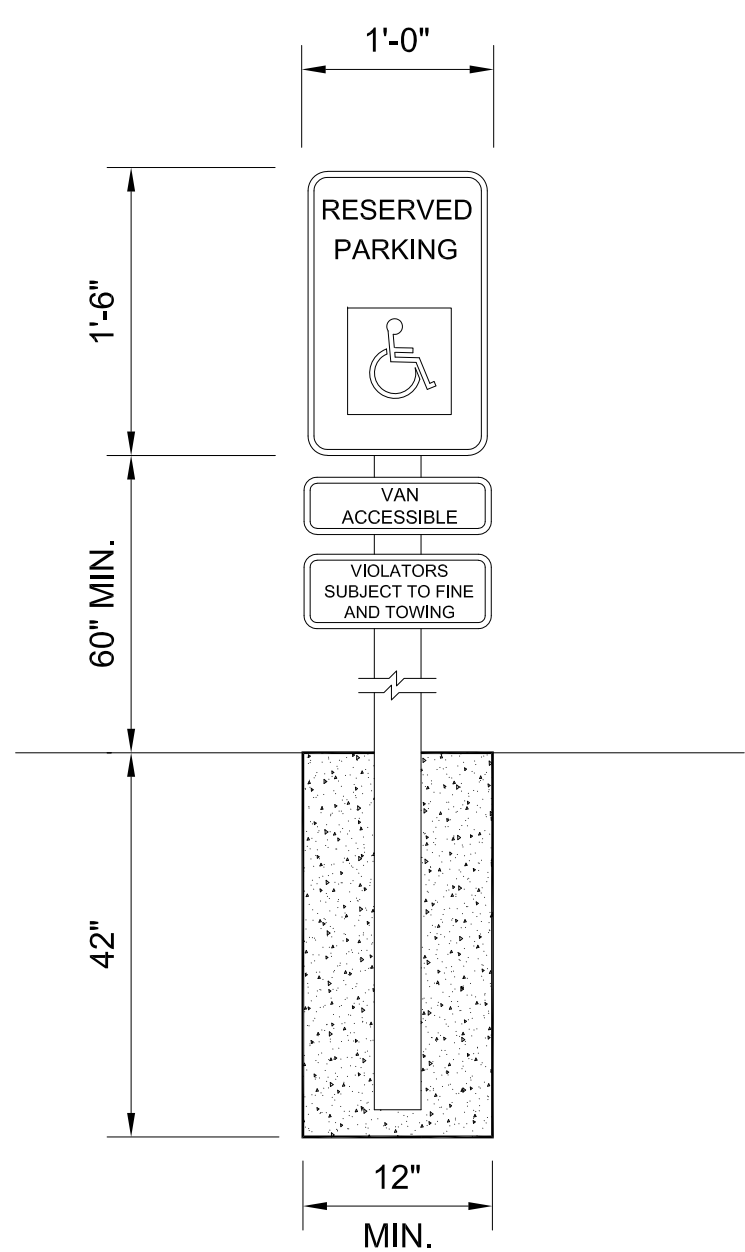
5 ACCESSIBILITY SYMBOL DETAIL
1/4"=1'-0"

ACCESSIBILITY SYMBOL NOTE

- PROVIDE ONE PREFORMED THERMOPLASTIC ACCESSIBILITY SYMBOL WITHIN EACH ACCESSIBLE PARKING SPACE. SYMBOL SHALL BE WHITE ON A BLUE BACKGROUND.



2 ACCESSIBILITY SIGN DETAIL
1"=1'-0"



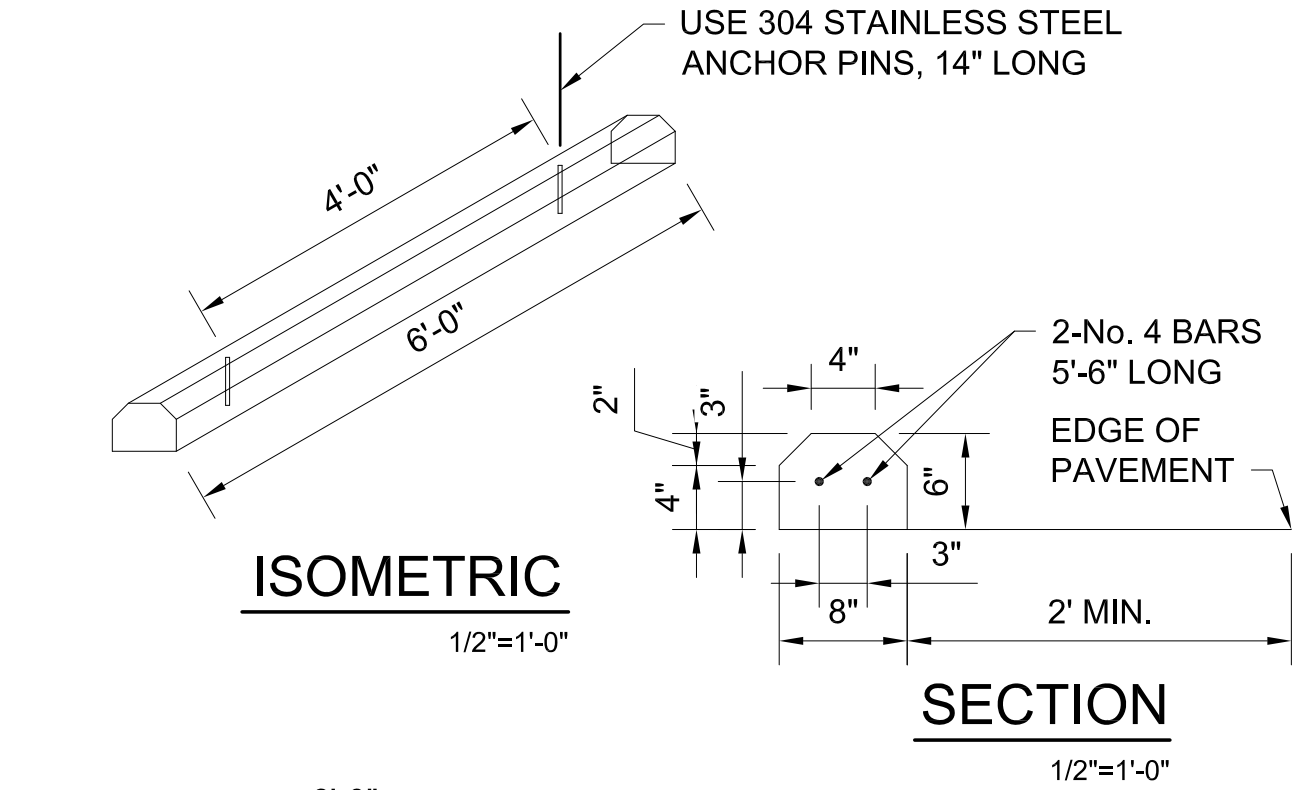
3 VAN ACCESSIBILITY SIGN DETAIL
1"=1'-0"

PARKING SPACE NOTES

- ALL ACCESSIBLE PARKING SPACES, ACCESS AISLES, SIGNAGE, AND PAVEMENT MARKINGS SHALL COMPLY WITH THE 2012 TEXAS ACCESSIBILITY STANDARDS AND TDLR ADMINISTRATIVE RULE 68.104, OR LATEST VERSION.
- ACTUAL PARKING SPACE LAYOUT AND DIMENSIONS SHALL BE AS SHOWN ON THE PLAN. PARKING SPACE AND ACCESS AISLE WIDTHS SHALL BE MEASURED TO THE CENTERLINES OF THE STRIPING.
- ACCESS AISLES SHALL EXTEND THE FULL LENGTH OF THE PARKING SPACES SERVED AND SHALL MAINTAIN THE REQUIRED MINIMUM CLEAR WIDTH FOR THEIR FULL LENGTH.
- ACCESS AISLE WIDTH MAY VARY. PROVIDE 5 FT MINIMUM CLEAR WIDTH AT STANDARD ACCESSIBLE PARKING SPACES AND 8 FT MINIMUM CLEAR WIDTH AT VAN ACCESSIBLE PARKING SPACES.
- ACCESS AISLES SERVING ANGLED VAN ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE PASSENGER SIDE OF THE PARKING SPACE.
- ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL HAVE A MAXIMUM SLOPE OF 1:48 IN ALL DIRECTIONS.
- ALL PARKING SPACE STRIPING AND ACCESS AISLE HATCHING SHALL BE 4 IN. WIDE WHITE TRAFFIC PAINT UNLESS OTHERWISE SHOWN.
- PAINT THE WORDS "NO PARKING" WITHIN EACH ACCESS AISLE. LETTERS SHALL BE ALL CAPITAL LETTERS, 12 IN. MINIMUM HEIGHT, 2 IN. MINIMUM STROKE WIDTH, AND CENTERED WITHIN THE ACCESS AISLE.
- CONTRACTOR SHALL VERIFY PARKING SPACE DIMENSIONS, ACCESS AISLE DIMENSIONS, AND FINISHED GRADES PRIOR TO FINAL PAVING AND STRIPING. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY CONFLICT PRIOR TO PROCEEDING WITH THE AFFECTED WORK.

ACCESSIBLE ROUTE NOTES

- ALL ACCESSIBLE ROUTES AND PEDESTRIAN CROSSINGS SHALL COMPLY WITH THE 2012 TEXAS ACCESSIBILITY STANDARDS, OR LATEST VERSION.
- ACCESSIBLE ROUTES SHALL HAVE A MINIMUM CLEAR WIDTH OF 36 IN., A MAXIMUM RUNNING SLOPE OF 1:20, AND A MAXIMUM CROSS SLOPE OF 1:48.
- TRANSITIONS ALONG THE ACCESSIBLE ROUTE AND AT THE PEDESTRIAN CROSSING SHALL BE FLUSH AND FREE OF ABRUPT CHANGES IN LEVEL.
- ACCESSIBLE ROUTE AND PEDESTRIAN CROSSING SURFACES SHALL BE FIRM, STABLE, SLIP RESISTANT, AND DESIGNED TO PREVENT THE ACCUMULATION OF WATER.
- MANHOLES, GRATES, SIGNS, POSTS, AND OTHER SURFACE APPURTENANCES SHALL NOT REDUCE THE REQUIRED CLEAR WIDTH OF THE ACCESSIBLE ROUTE OR CREATE AN ABRUPT CHANGE IN LEVEL.
- CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS, CLEAR WIDTHS, AND GRADES ALONG THE ACCESSIBLE ROUTE AND PEDESTRIAN CROSSING PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY CONFLICT PRIOR TO PROCEEDING WITH THE AFFECTED WORK.
- CONTRACTOR SHALL VERIFY FINAL CLEAR WIDTHS AND SLOPES PRIOR TO FINAL PAVING AND STRIPING. NONCOMPLIANT WORK SHALL BE CORRECTED PRIOR TO FINAL ACCEPTANCE.



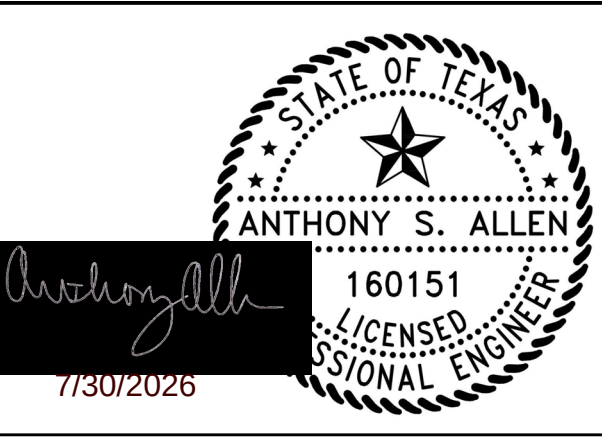
WHEEL STOP NOTES

- PROVIDE CONCRETE WHEEL STOPS ONLY WHERE SHOWN ON THE PLANS.
- CENTER WHEEL STOPS WITHIN THE PARKING SPACES AND INSTALL IN ACCORDANCE WITH THE CONCRETE WHEEL STOP DETAIL.
- LOCATE WHEEL STOPS SO PARKED VEHICLES DO NOT ENCROACH INTO AN ACCESS AISLE OR REDUCE THE REQUIRED CLEAR WIDTH OF AN ACCESSIBLE ROUTE.
- WHEEL STOPS SHALL NOT REDUCE THE REQUIRED PARKING SPACE LENGTH.
- CONTRACTOR SHALL VERIFY WHEEL STOP LOCATIONS AND CLEARANCES PRIOR TO INSTALLATION. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY CONFLICT PRIOR TO PROCEEDING WITH THE AFFECTED WORK.

6 CONCRETE WHEEL STOP
1/2"=1'-0"



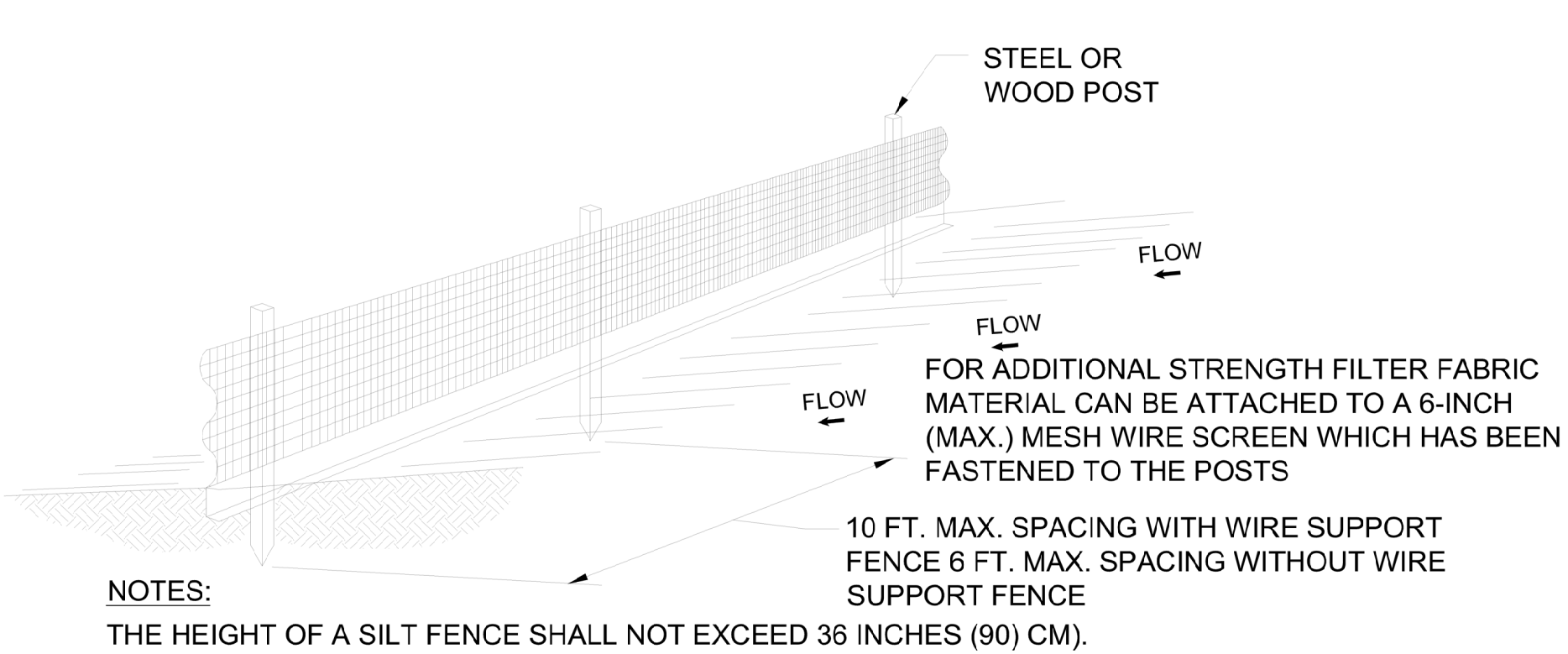
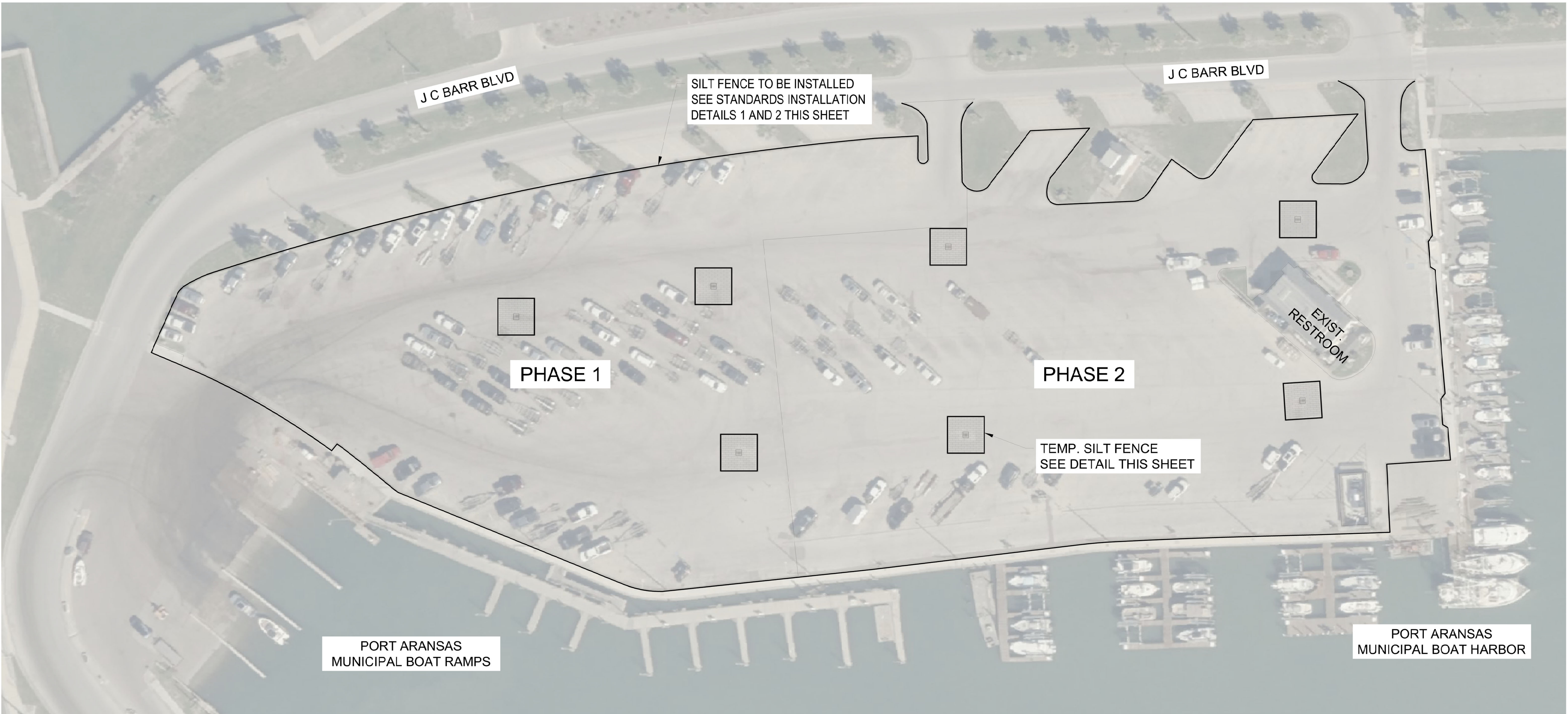
				PROJECT MANAGER	ASA
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				DRAWN BY	JMP
ISSUE	DATE	DESCRIPTION	PROJECT NUMBER	10465344	



**COPA MARINA BOAT RAMP
PARKING LOT REPAIR**

PARKING, ACCESSIBILITY AND STRIPING DETAILS

0 1" 2"	FILENAME	C5_ADA PLAN.dwg	SHEET
	SCALE	AS SHOWN	C5



NOTES:
THE HEIGHT OF A SILT FENCE SHALL NOT EXCEED 36 INCHES (90 CM).

THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS.

POSTS SHALL BE SPACED A MAXIMUM OF 10 FEET (3 M) APART AT THE BARRIER LOCATION AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 12 INCHES (30 CM). WHEN EXTRA STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE, POST SPACING SHALL NOT EXCEED 6 FEET (1.8 M).

A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4 INCHES (10 CM) WIDE AND 4 INCHES (10 CM) DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER.

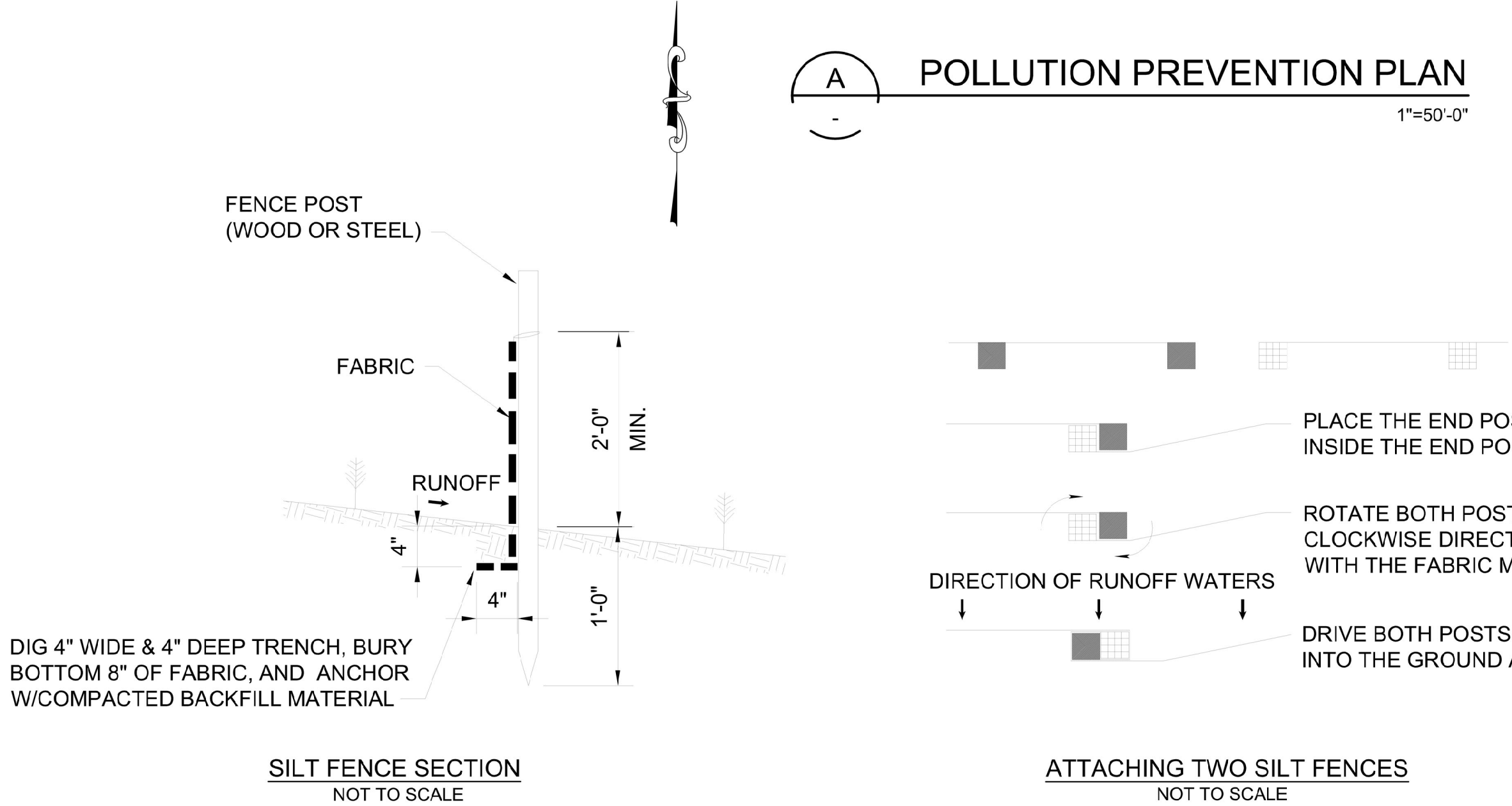
WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1 INCH (25 MM) LONG, TIE WIRES, OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 2 INCHES (5 CM) AND SHALL NOT EXTEND MORE THAN 36 INCHES (90 CM) ABOVE THE ORIGINAL GROUND SURFACE.

THE STANDARD STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 8 INCHES (20 CM) OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES (90 CM) ABOVE THE ORIGINAL GROUND SURFACE.

THE TRENCH SHALL BE BACKFILLED AND THE SOIL COMPACTED OVER THE FILTER FABRIC.

ALL PROJECTS REQUIRE SUBMITTAL OF POLLUTION PREVENTION PLAN (PPP).

ALL PROJECTS 1 AC. OR MORE MUST SUBMIT NOTICE OF INTENT (NOI) TO FDEP.



1 SILT FENCE INSTALLATION ELEVATION
NTS

2 SILT FENCE INSTALLATION
DETAIL
NTS

LEGEND
SILT FENCE



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**COPA MARINA BOAT RAMP
PARKING LOT REPAIR**

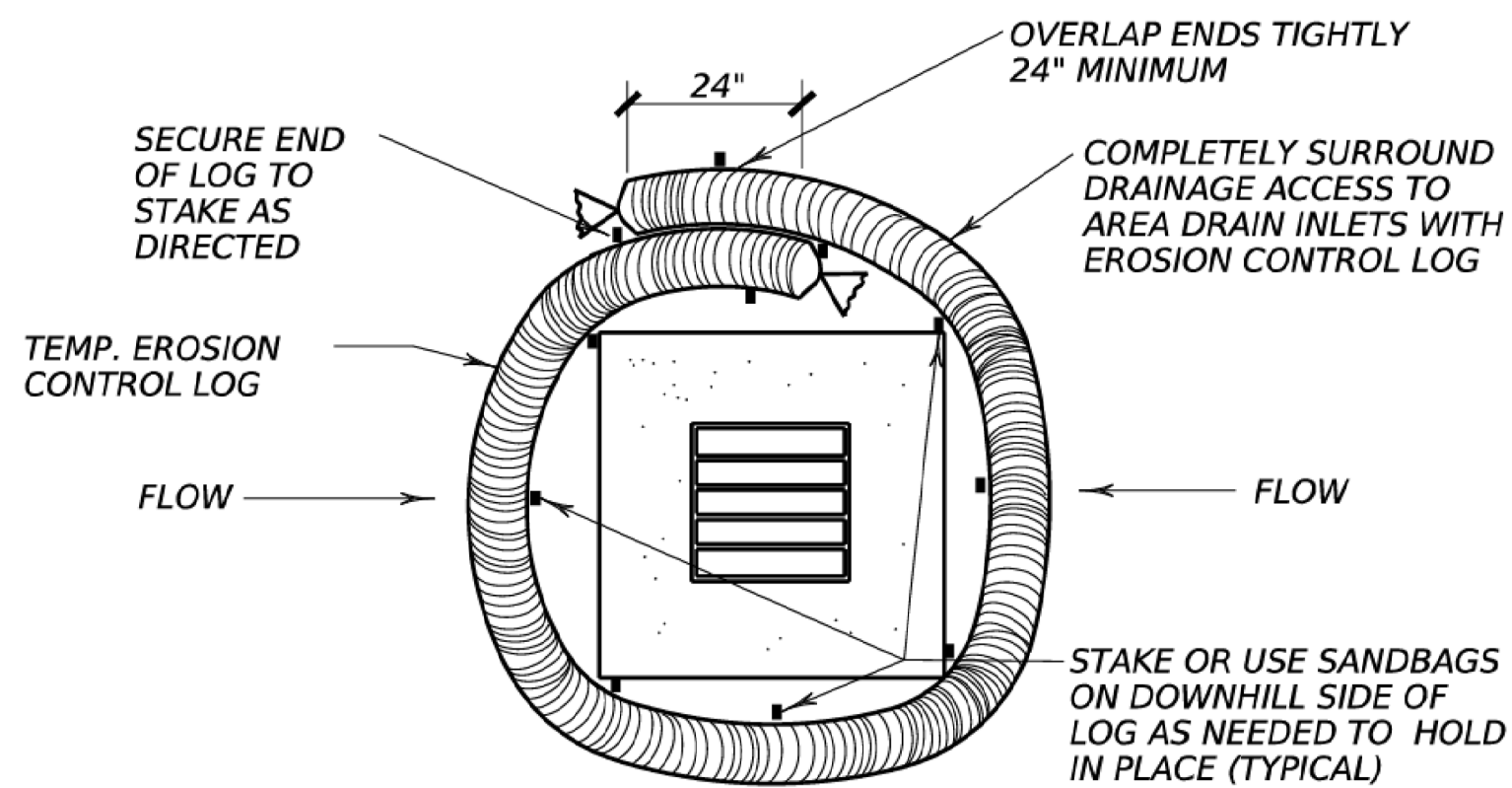
POLLUTION PREVENTION PLAN & DETAILS



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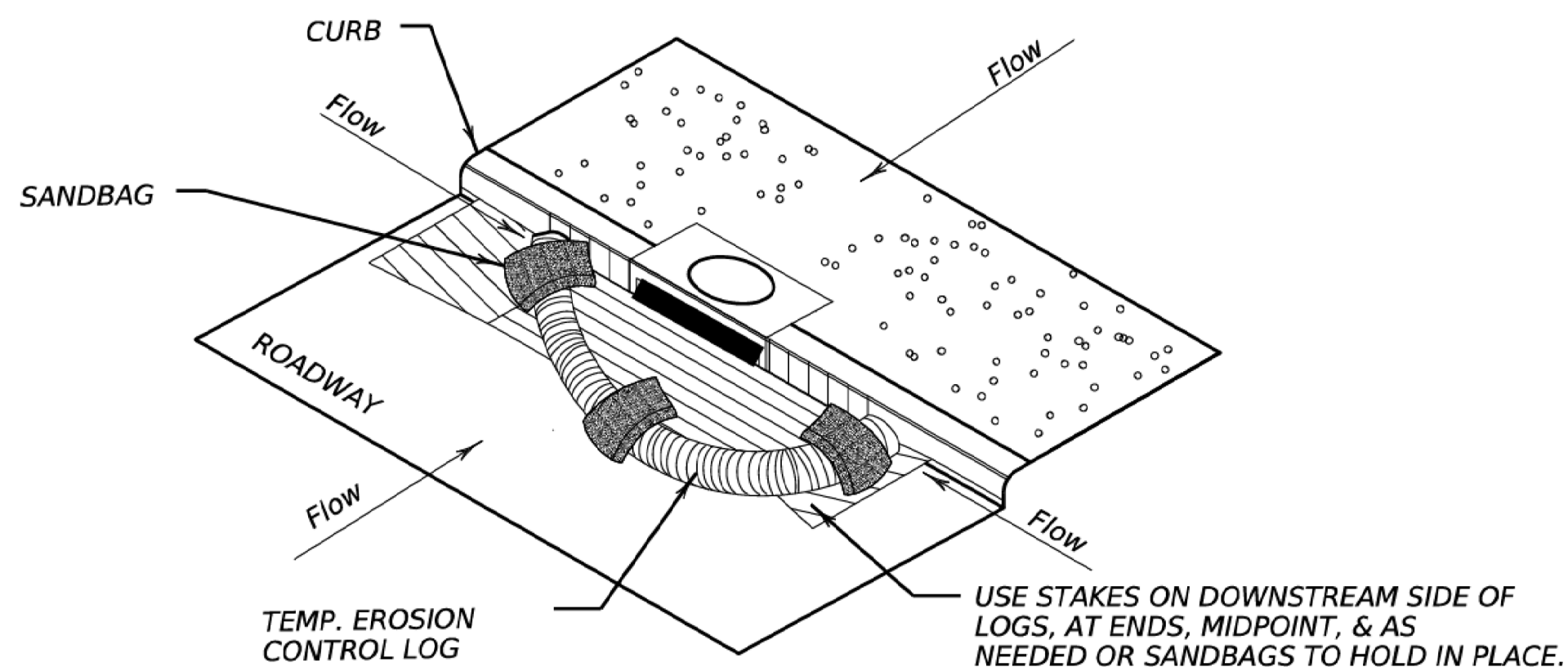
SHEET	C6
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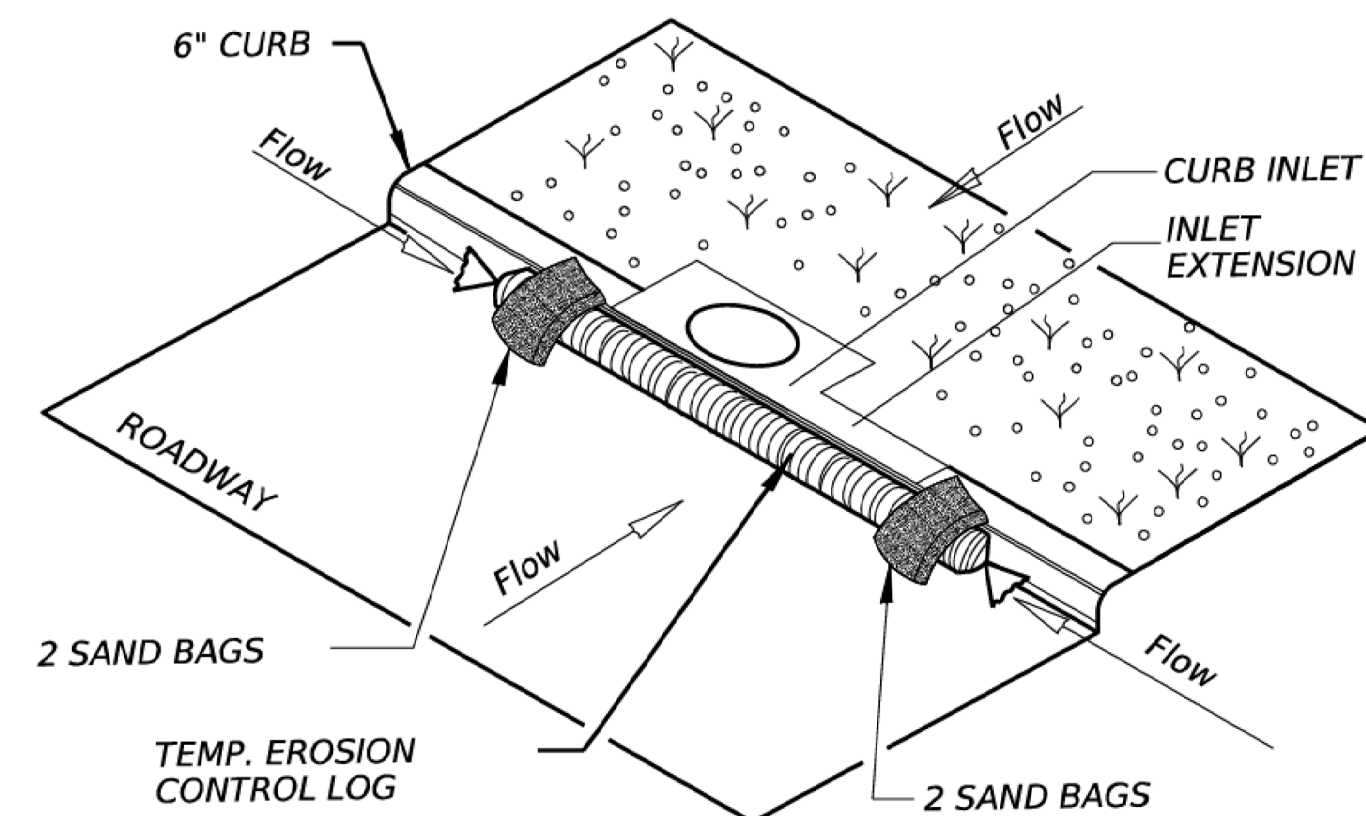
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

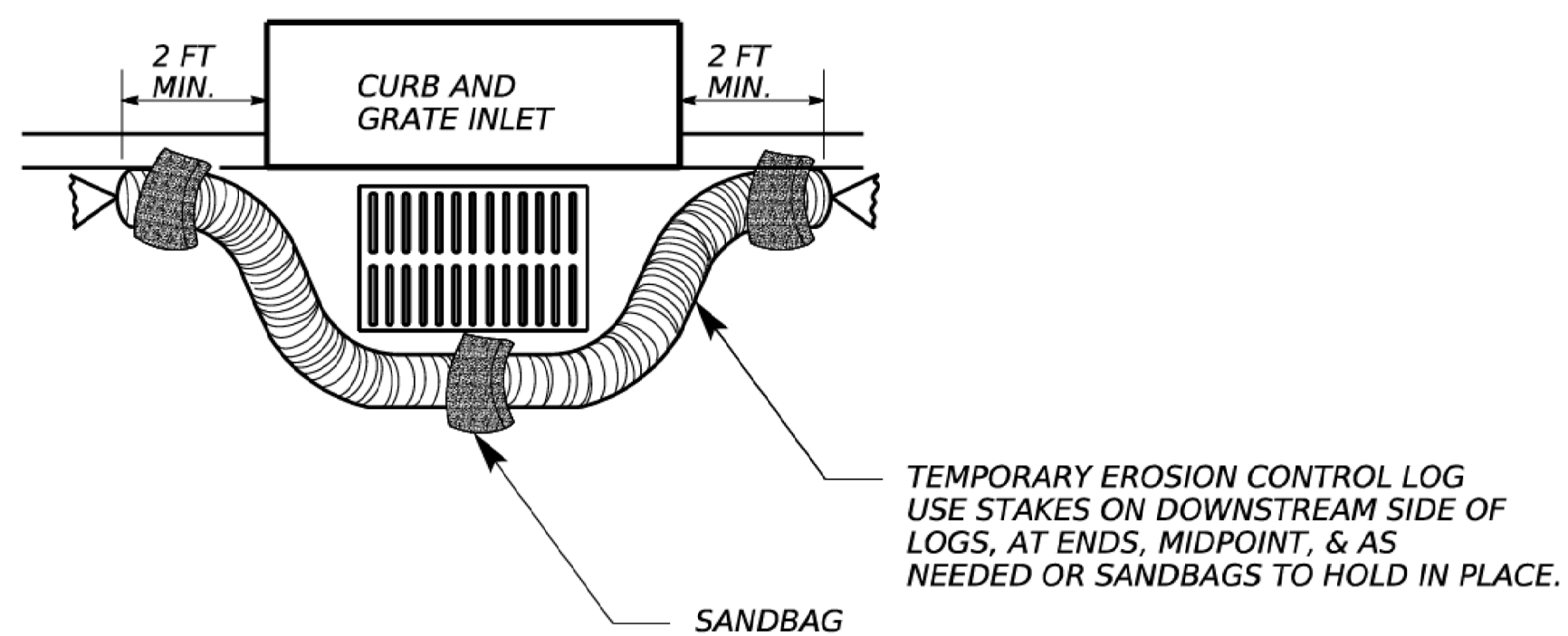
CL-CI



EROSION CONTROL LOG AT CURB INLET

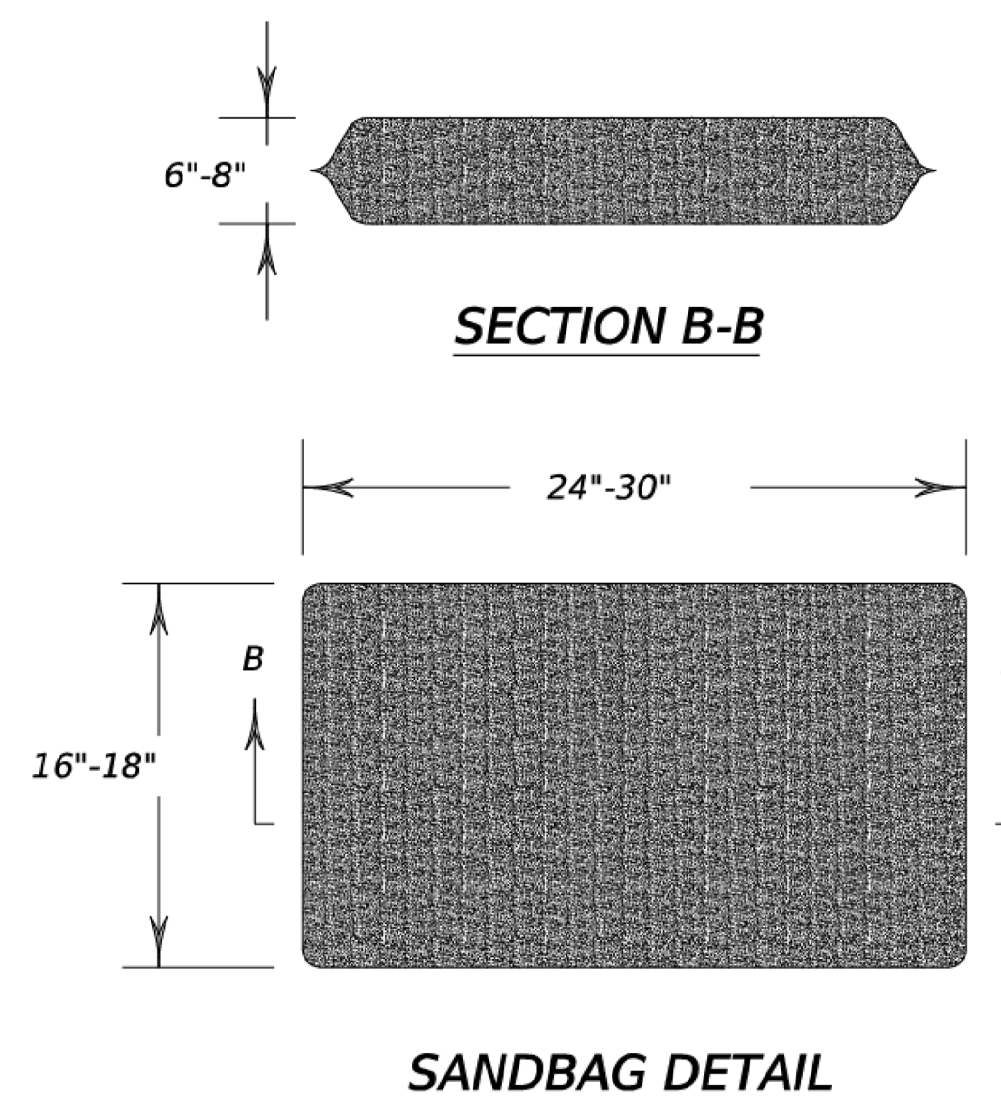
CL-CI

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



SHEET 3 OF 3



**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	DIST	COUNTY	SHEET NO.	C7

DATE:
FILE:

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GENERAL NOTES

CURB RAMPS

1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. All slopes shown are maximum allowable. Cross slopes of 1.5% and lesser running should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
3. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
4. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. 5'x 5' passing areas at intervals not to exceed 200' are required.
5. Turning Spaces shall be 5'x 5' minimum. Cross slope shall be maximum 2%.
6. Clear space at the bottom of curb ramps shall be a minimum of 4'x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
8. Additional information on curb ramp location, design, light reflective value and texture may be found in the latest draft of the Proposed Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG) as published by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).
9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
10. Small channelization islands, which do not provide a minimum 5'x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
11. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
12. Provide curb ramps to connect the pedestrian access route at each pedestrian street crossing. Handrails are not required on curb ramps.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
15. Furnish and install No. 3 reinforcing steel bars at 18" o.c. both ways, unless otherwise directed.
16. Provide a smooth transition where the curb ramps connect to the street.
17. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
18. Existing features that comply with applicable standards may remain in place unless otherwise shown on the plans.

DETECTABLE WARNING MATERIAL

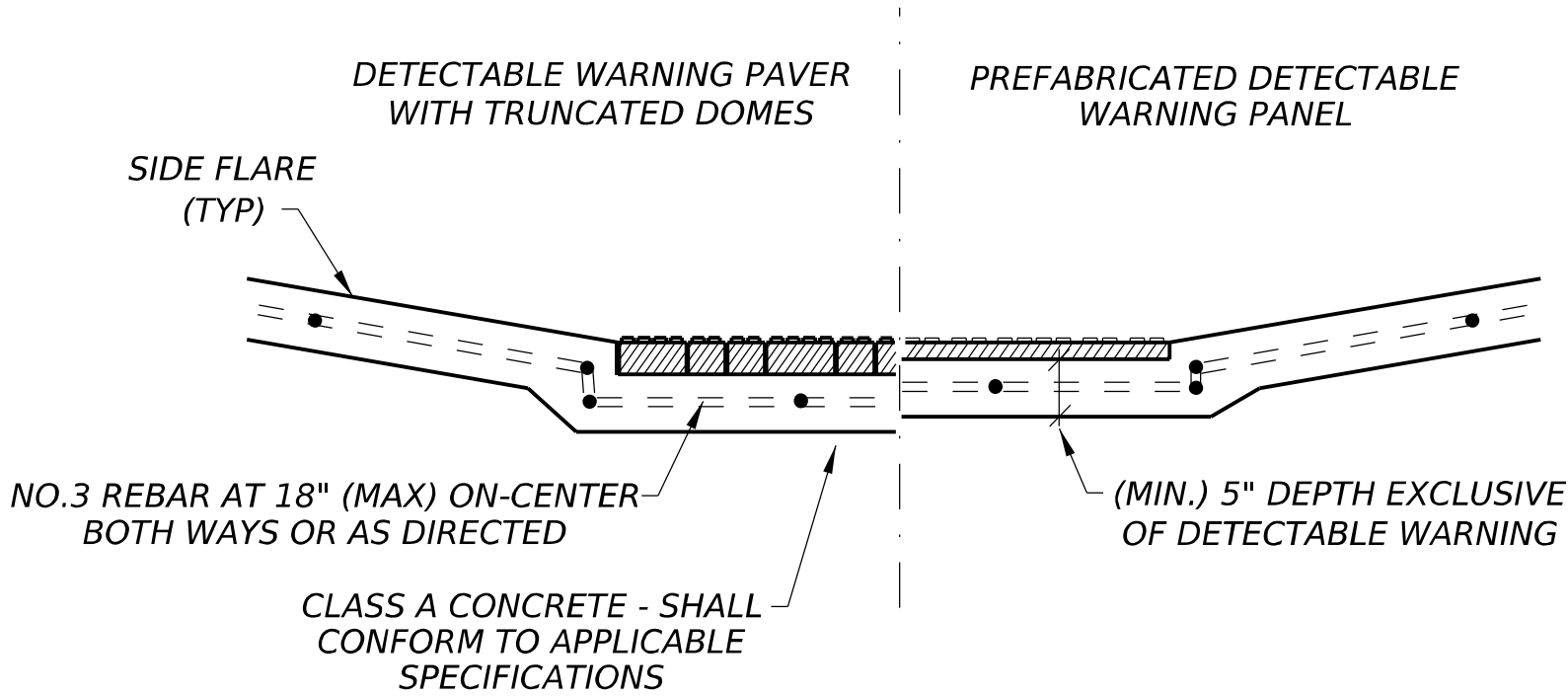
19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
20. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
21. Detectable warning surfaces must be firm, stable and slip resistant.
22. Detectable warning surfaces shall be a minimum of 24 inches in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
23. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb and neither end of that edge is greater than 5 feet from the back of curb. Detectable warning surfaces may be curved along the corner radius.
24. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

DETECTABLE WARNING PAVERS (IF USED)

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

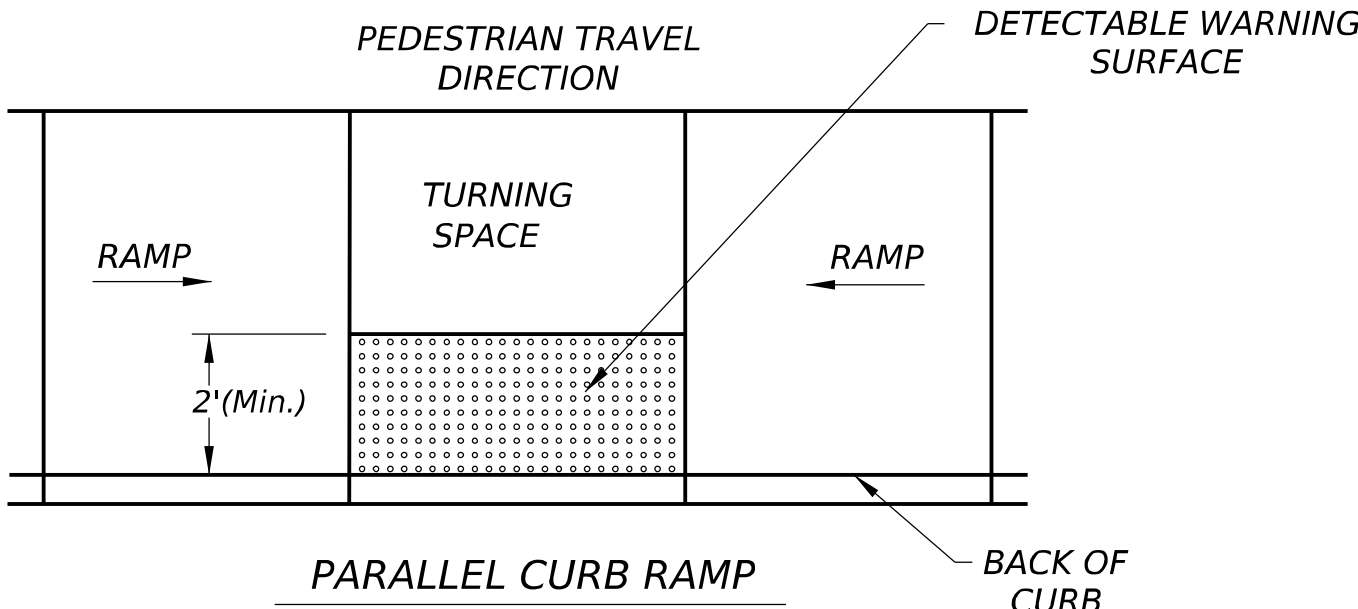
SIDEWALKS

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

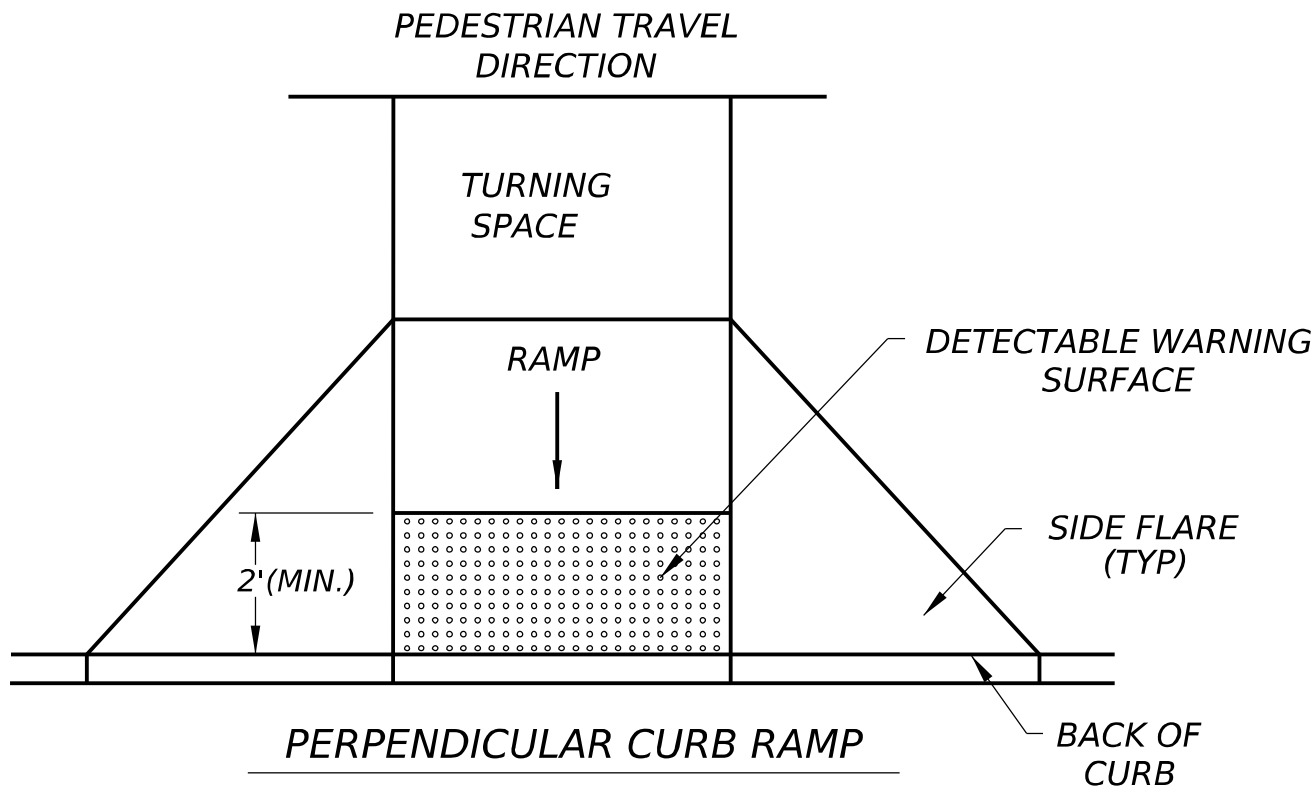


SECTION VIEW DETAIL
CURB RAMP AT DETECTIBLE WARNINGS

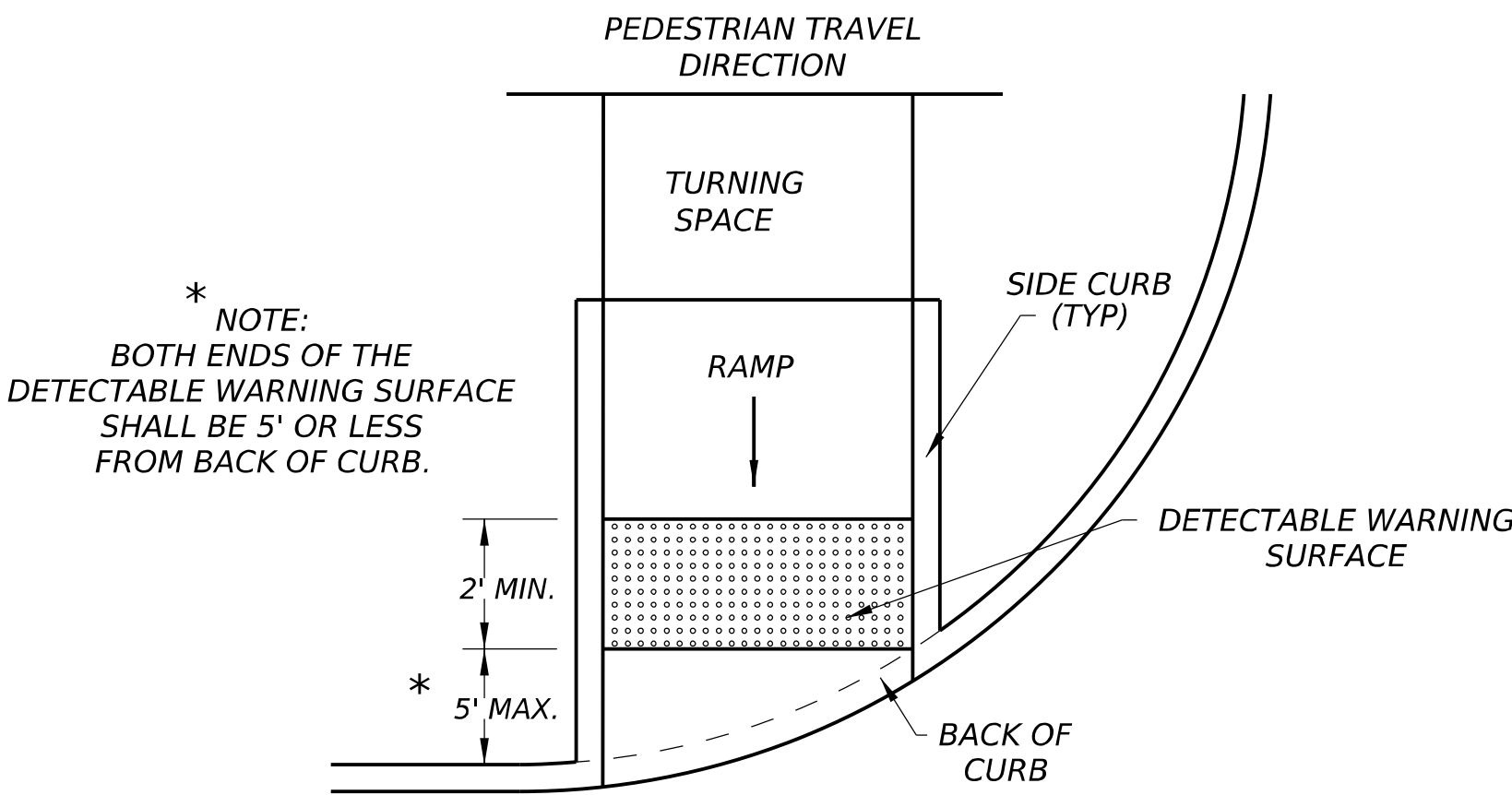
DETECTABLE WARNING SURFACE DETAILS



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



TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.



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

DIRECTIONAL CURB RAMP

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.

SHEET 2 OF 4



Design
Division
Standard

PEDESTRIAN FACILITIES
CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
REVISED 08, 2005				
REVISED 08, 2012				
REVISED 01, 2018				
	DIST		COUNTY	SHEET NO.
				C8

DATE:
FILE:

