TxDOT Directive

Subject: 12" and 24" Diagonal Pavement Markings for Exit Gores

Purpose: To promote cost savings TxDOT will not require 12" or 24" diagonal pavement markings for exit gores.

Policy:

- TxDOT will not place 12" or 24" diagonal pavement markings in exit gores, in accordance to the Federal Highway Administration MUTCD and Texas MUTCD.

General Comments:

Standard sheets have been revised accordingly and may be obtained at the below link.

2/26/2010
Effective Date

Caddo Rawson P.E.
Signature

http://www.dot.state.tx.us/insdtdot/orgchart/cmd/cserve/standard/toc.htm

TxDOT Directive

Subject: Turn Arrows in Two-Way Left Turn Lanes (TWLTL)

Purpose: To promote cost savings by removing the option to apply/install Turn Arrows in TWLTL.

Policy:

TxDOT will not apply/install turn arrows for continuous two-way left turn lanes.

General Comments:

Standard sheets have been revised accordingly and may be obtained at the below link.

Exceptions to this policy must be approved by the District Engineer.

2/24/2010
Effective Date

Carlos Lawson, P.E.
Signature

http://www.dot.state.tx.us/insdtdot/orgchart/cmd/cserve/standard/toc.htm

TxDOT Directive

Subject: Increase Spacing of RRPMs along 8 inch White Pavement Markings

Purpose: To promote cost savings by decreasing the number of RRPMs required in Gores.

Policy:

TxDOT will only install RRPMs at the minimum distance of 20 feet along 8 inch white pavement markings.

General Comments:

Standard sheets have been revised accordingly and may be obtained at the below link.

Exceptions to this policy must be approved by the District Engineer.

2/26/2010
Effective Date

Caddo L. Rawson, P.E.
Signature

http://www.dot.state.tx.us/insdtdot/orgchart/cmd/cserve/standard/toc.htm

TxDOT Directive

Subject: Signing and Sealing of Mutually Beneficial Modifications to Traffic Control Plans

Purpose: To promote cost savings by encouraging TxDOT to develop, sign and seal traffic control plan sheets when it is mutually beneficial to both the contractor and TxDOT.

Policy:

TxDOT engineers should develop, sign, and seal modifications to traffic control plans in compliance with the Texas Manual on Uniform Traffic Control Devices when it is mutually beneficial to both the contractor and TxDOT.

When mutually beneficial changes are proposed to existing traffic control plans and are agreed upon by the contractor and TxDOT, the plan sheets should be developed, signed and sealed by the TxDOT engineer.

General Comments:

TxDOT may, at its discretion, elect to develop TCP changes proposed by the contractor. This directive is not meant to conflict with any provisions of the Texas Engineering Practice Act.

2/26/2010
Effective Date

Carol J. Rawson, P.E.
Signature

TxDOT Directive

Subject: Rumble Strips and Profile Markings on Roadways Posted at 45 MPH or Less.

Purpose: To promote cost savings by prohibiting the use of rumble strips and profile markings on roadways posted at 45mph or less.

Policy:

TxDOT will prohibit the use of rumble strips and profile markings on roadways posted at 45mph or less.

General Comments:

Standard sheets have been revised accordingly and may be obtained at the below link.

Exceptions to this policy must be approved by the District Engineer.

2/26/2010
Effective Date

Cordell Lawson, P.E.
Signature

http://www.dot.state.tx.us/insdtdot/orgchart/cmd/cserve/standard/toc.htm

TxDOT Directive

Subject: Use of Internally Lighted Street Name Signs

Purpose: To promote savings by prohibiting the use of internally lighted street name signs on new installations unless paid for by local entities or by outside agencies.

Policy:

TxDOT will not install internally lighted street name signs on new installations. TxDOT will begin to phase out existing internally lighted street signs at the end of the existing sign's life cycle.

General Comments:

- TxDOT will install a standard D3-1 street name sign on new installations.
- Internally lighted street signs may be placed on new installation if the local entities or outside agencies pay for the additional costs associated with the internally lighted street sign. Additional costs will include but is not limited to the following:
    - Installation and Manufacturing
    - Utility (Electricity) Costs
    - Maintenance and Replacement.

Exceptions to this policy must be approved by the District Engineer/Director of Traffic Operations.

2/26/2010
Effective Date

Carlos H. Lawson, P.E.
Signature

TxDOT Directive

Subject: Placement of Underseals

Purpose: To promote cost savings by limiting the placement of underseals for mixes with low permeability.

Policy:

No underseals shall be placed under low permeable asphaltic concrete pavement (ACP) mixes or on top of thick subsurface mix sections of 6" or greater.

Exceptions to this policy must be approved by the District Engineer.

General Comments:

Seals placed below low permeable mixes provide a little additional protection to pavement structure.
If base layer of mix is exposed to traffic and weather, consider using a less permeable mixes than Dense-Graded TY-A, TY-B or TY-C.
Examples of low permeable mixes include Stone-matrix Asphalt (SMA and SMAR) and Crack Attenuating Mixture (CAM).
Elimination of underseals for mixes such as Dense-Graded mixes Type F and Superpave mixes (SP-D) are encouraged as a cost savings measure, especially if well drained.

The DE may consider and approve exceptions to the policy based on the following criteria:

- Placement over granular layers or thin (less than 6") permeable mixes that will carry traffic prior to the placement of the low permeable mix,
- Used to eliminate traffic control markings and sealing should be limited to those areas that might create confusion,
- Urban areas where it may be carrying water along the curb and gutter, limit seal to the ponding width or offset and shoulder or outside lane,
- Other factors.

02/26/2010
Effective Date

mark a. mark
Signature

TxDOT Directive

Subject: **Item 450: Concrete Rail**

Purpose: To promote cost savings by limiting the use of concrete rail types which are more difficult to construct.

Policy:

T- and C-411 rail shall not be specified in plans unless this rail type is requested by a community or an outside agency. T- and C-411 rail may be allowed if it is paid for by a third party in an agreement negotiated prior to bid letting. Exceptions to this policy must be approved by the District Engineer.

2/26/2010
Effective Date

Signature

TxDOT Directive

Subject: **Integral Concrete Colorant**

Purpose: To limit the use of integral concrete colorant and reduce related construction costs.

Policy:

Integral concrete colorant shall not be specified in plans for aesthetic purposes unless its use is desired by a community or some other agency. Integral concrete colorant may be allowed if the associated costs are paid for by a third party in an agreement negotiated prior to bid letting. Exceptions to this policy must be approved by the District Engineer in writing.

02/26/2010
Effective Date

Mark A. Marek
Signature

TxDOT Directive

Subject: **Design and Construction of Approaches to Off-System Bridges**

Purpose: To require design and construction of approaches to off-system bridges which are cost effective to construct, yet are reasonably designed for existing and projected traffic loads.

Policy:

Off-system bridge approaches should be designed and constructed to match existing roadways. Pavement structures should reasonably be designed for existing and future traffic loads. The pavement surface should be constructed to closely match the type of surface existing prior to construction. Use of stabilized materials or oil sands may be considered. Stabilization of the abutment fill at the backwall should be required as traffic loads warrant. Concrete approach slabs should be required as appropriate when heavy truck traffic is present.

General Comments:

- Plans should not require seal coat or ACP surfaces for off-system bridge projects unless the existing paved surfaces are similar in nature. Constructed approaches to off-system bridges should be designed to perform adequately under existing and project traffic loads.

02/26/2010
Effective Date

Mark A. Marek
Signature

TxDOT Directive

Subject: **Concrete Mow Strip Thickness**

Purpose: To promote cost savings by limiting the maximum thickness of concrete mow strips to 4 inches.

Work Item: Item 432

Policy:

Concrete mow strips shall not exceed 4 inches in thickness.

General Comments:

Division and district standards detailing concrete mow strips shall be revised accordingly.

02/26/2010
Effective Date

mark d. mark
Signature

TxDOT Directive

Subject: Use of Native Plants in Landscaping Applications

Purpose: To promote cost savings by encouraging the use of native and adapted plants in landscaping applications.

Policy:

TxDOT will use native and adapted plants in roadside re-vegetation and landscaping.

Exceptions to this policy must be approved by the District Engineer.

General Comments:

Where possible, TxDOT should use native and adapted plants in roadside re-vegetation and landscaping. Research has demonstrated that native and adapted plants can be as effective as a non-native mix in establishing cover. Research has proven that this mix will establish an area quicker and provide a long term sustainable right of way sooner than a pure native or non-native mix. Studies also have shown that decreased mowing frequency can be favorable for the establishment and maintenance of native plant populations on roadsides (and detrimental to the establishment and spread of some invasive species). Plus, this mixture fits in well with the surrounding natural landscape. Using native and adapted plants in roadside landscaping can be aesthetically appealing, ecological and cost-effective.

The DE may consider exceptions to the policy based on the following criteria:

- Seasonal establishments,
- Mitigation of existing species,
- Other factors.

02/26/2010
Effective Date

Mark A. Marek
Signature

Evaluation of Texas Native Grasses for TxDOT ROW

Roadside Vegetation Document

TxDOT Directive

Subject: **Use of Recycled Asphalt Pavement (RAP) and Salvaged Concrete**

Purpose: To promote cost savings by designating Recycled Asphalt Pavement (RAP) and salvageable concrete material to be retained by the contractor to use in the current construction project or in future projects.

Policy:

Districts shall determine amounts of RAP and salvaged concrete material necessary to fulfill the county assistance program and the district's maintenance needs. Quantities in excess of these predetermined requirements shall not be retained or stockpiled. Excess quantities of RAP or salvaged concrete material shall be designated in the plans as being retained by the contractor.

General Comments:

A. This directive serves to reinforce Casteel memo dated 11-02-2009.
- RAP generated should be re-used in the project when possible.
- Plans should not contain notes which preclude or restrict the use of RAP.
- RAP not re-used in the project where generated should become property of the contractor for use on an up-coming project or be placed in designated maintenance stockpile sites to be used on specified maintenance projects or transferred to counties as part of the county assistance program.

B. Contractors should be allowed to re-use salvaged concrete in applicable highway project applications such as flexible base, as aggregate in non-structural concrete, as allowed for common rock riprap, as allowed in rock embankment, etc.

02/26/2010
Effective Date

Mark A. Marek
Signature

TxDOT Directive

Subject: **Contractor Determined Start Dates for Projects**

Purpose: To promote cost savings and competition by allowing contractor determined start dates for projects

Policy:

Special provisions to Item 8 will be required on all projects allowing work to start up to either 60 or 90 days after written authorization to begin work. These special provisions are intended to give the contractor flexibility in scheduling their work load.

Exceptions to this policy must be approved by the District Engineer.

General Comments:

The DE may consider exceptions to the policy based on the following criteria:

- Work is critical to the safety of the traveling public,
- Work is seasonally driven,
- Funding considerations,
- Other factors.

The special provisions will allow the contractor to begin work prior to the delayed start work date.
If the contractor chooses to start early time charges will begin also.

2/26/2010
Effective Date

Signature

Special Provision 008---007 (90 Day)

Special Provision 008---006 (60 Day)

TxDOT Directive

Subject: **Crushed Concrete in Flexible Bases**

Purpose: To promote cost savings by allowing crushed concrete to be used in flexible base and promotes recycling materials.

Policy:

Type D Flexible Base shall be used in lieu of Type A Flexible Base.

Exceptions to this policy must be approved by the District Engineer.

General Comments:
Type D material is Type A material or crushed concrete. Refer to Item 247 Section 247.2.A.3.b "Recycle Material (including Crushed Concrete)".Requirements provides guidance on objectionable materials and limits on deleterious materials. Special Provision limits sulfates to a maximum allowable to 3000ppm which will allow us to detect unwanted materials such as gyp board, natural sulfates as well as external sulfates.

Select material requirements by using Table 1 of Special Provision to Item 247. Use Grade 2 or 5 on higher volume roadways where there is concern with material quality and strength. If Grade 4 is selected and strength requirements are a concern, select the appropriate classification and minimum compressive strength.

1.5 to 2% cement treatment has been recommended by several districts because crushed concrete base is very absorptive (cement treating dramatically reduces this property) and the cement assists with surface irregularities such as raveling.

The DE may consider exceptions to the policy based on the following criteria:

- Factors documented and approved by the District Engineer.

2/26/2010
Effective Date

Signature

TxDOT Directive

Subject: **Contractor Supplied Field Offices on Projects**

Purpose: To promote cost savings by limiting the need for Contractor supplied field offices on projects.

Work Item: Item 504

Policy:

Contractor supplied state field offices will no longer be allowed. Exceptions to this policy require the approval of the District Engineer in writing.

General Comments:
Size and appurtenances should be stated in the approval letter and listed in the General Notes. Item 504.2.A.3.
Use of locked cabinets in a contractor's field office in lieu of a field office for TxDOT hard copy records is encouraged.
When the use of a field office is allowed, use the minimum functional size possible.
This directive does not pertain to Field Labs, but, minimal lab requirements should also be utilized.

Projects that typically would NOT require Field Office:
PM overlay projects
Shoulder widening projects
Seal Coat projects
Off-System Bridges
On-System Bridges

The DE may consider exceptions to the policy based on the following criteria:

- Duration is estimated to be greater than 24 months,
- Scope creates unusual situations requiring on-site facilities,
- Travel time or distance between project site and existing TxDOT facilities is excessive,
- Other factors.

2/26/2010
Effective Date

Signature

John Barton 9/8/2008 Field Office Memo

TxDOT Directive

Subject: **Use of Native Plants in Landscaping Applications**

Purpose: To promote cost savings by encouraging the use of native and adapted plants in landscaping applications.

Policy:

TxDOT will use native and adapted plants in roadside re-vegetation and landscaping.

Exceptions to this policy must be approved by the District Engineer.

General Comments:

Where possible, TxDOT should use native and adapted plants in roadside re-vegetation and landscaping. Research has demonstrated that native and adapted plants can be as effective as a non-native mix in establishing cover. Research has proven that this mix will establish an area quicker and provide a long term sustainable right of way sooner than a pure native or non-native mix. Studies also have shown that decreased mowing frequency can be favorable for the establishment and maintenance of native plant populations on roadsides (and detrimental to the establishment and spread of some invasive species). Plus, this mixture fits in well with the surrounding natural landscape. Using native and adapted plants in roadside landscaping can be aesthetically appealing, ecological and cost-effective.

The DE may consider exceptions to the policy based on the following criteria:

- Seasonal establishments,
- Mitigation of existing species,
- Other factors.

2/26/2010
Effective Date

Signature

Evaluation of Texas Native Grasses for TxDOT ROW

Roadside Vegetation Document

TxDOT Directive

Subject: 30 Foot Maximum Mowing Width

Purpose: To promote cost savings by setting a 30 foot maximum mowing width on rural roadways with very wide right-of -ways.

Policy:

Mowing width outside the pavement shall be limited to a maximum of 30' in rural areas with very wide ROW's or medians.

General Comments:

The DE may consider exceptions to the policy based on the following criteria:

- Distance to ROW
- Brush control
- Adjacent land use
- Wildlife incident history/potential
- Wildfire history/potential
- Drainage issues
- Other factors.

2/26/2010
Effective Date

Signature

Revised Mowing Policy - Casteel 9/16/2009

TxDOT Directive

Subject: Salvaging Functional Guard Rail Elements

Purpose: To promote cost savings by salvaging guard rail elements to re-use on current /other projects.

Policy:

All functional steel guardrail elements, including steel posts, shall be salvaged and reused in the existing project or retained for use by TxDOT in future projects.

General Comments:
Non-standard or damaged guardrail elements, wood posts and non-functional elements will become the property of and be disposed by the contractor.

2/26/2010
Effective Date

Signature

FHWA W-Beam Guardrail Repair Guide

TxDOT Directive

Subject: **Requirement of a Contractor's Paving Schedule Which Details Plans to Complete Work Within the Seal Coat Season Established by the Plans.**

Purpose: To promote cost savings by allowing scheduling flexibility to contractors through paving schedules submitted to TxDOT which details how seal coat paving operations will be completed within the allocated working days and within the seal coat season established by the plans.

Policy:

The following general note will be included on all Routine Maintenance Seal Coat Contracts:

ITEM 8: PROSECUTION AND PROGRESS

Before starting work, provide a sequence of work and estimated progress schedule meeting the requirements of Section 8.2.B, "Construction Contracts."

Failure to complete work within the seal coat season established by the plans will result in liquidated damages as described in Section 8.5, "Failure to Complete Work on Time." This includes any surface treatment work carried over to the next year.

The Engineer may consider extending working days beyond the end of the seal coat season.

2/26/2010
Effective Date

Signature

TxDOT Directive

Subject: Seal Coating Shoulders

Purpose: To promote cost savings by limiting seal coating shoulders 4' and greater to every other seal coat cycle.

Work Item: Item 316

Policy:

Paved shoulders are to be resurfaced no more than every other seal coat cycle unless otherwise approved by the District Engineer.

General Comments:
Seal coating shoulders 4' and greater every other cycle could potentially save as much as $50,000,000 per year.
Shoulders typically do not carry traffic.
Due to the minimal traffic using the shoulders, surface irregularities such as flushing do not create safety problems.
Crack sealing should be encouraged as part of the overall maintenance plan and is a less expensive means of keeping water out of the substructure.

The DE may consider exceptions to the policy based on the following criteria:

- Shoulder width is less than 4'.
- Shoulders were not sealed on previous seal coat project.
- Surface deteriorating features such as raveling.
- Other factors documented and approved by the District Engineer.

2/26/2010
Effective Date

Signature

TxDOT Directive

Subject: Use of Horizontal Signing (Route Shield Pavement Markings)

Purpose: To promote cost savings by limiting the placement of horizontal signing (route shield pavement markings).

Policy:

TxDOT will only allow horizontal signing to be installed at complex interchanges or intersections when unexpected geometry, increases in crash history, high volume, or complicated lane assignments indicates the need for horizontal signing.

Horizontal signing should be applied on all lanes when used. Districts should follow the design details per the Standard Highway Sign Design (SHSD) manual.

General Comments:

The SHSD manual is available on-line at the below link.

2/26/2010
Effective Date

Carlos Lawson, P.E.
Signature

http://www.txdot.gov/txdot_library/publications/highway_signs.htm