

WOODLANDS STREET REHAB OVERLAY

RFP 2022-004

PID: CIPTR-2022A

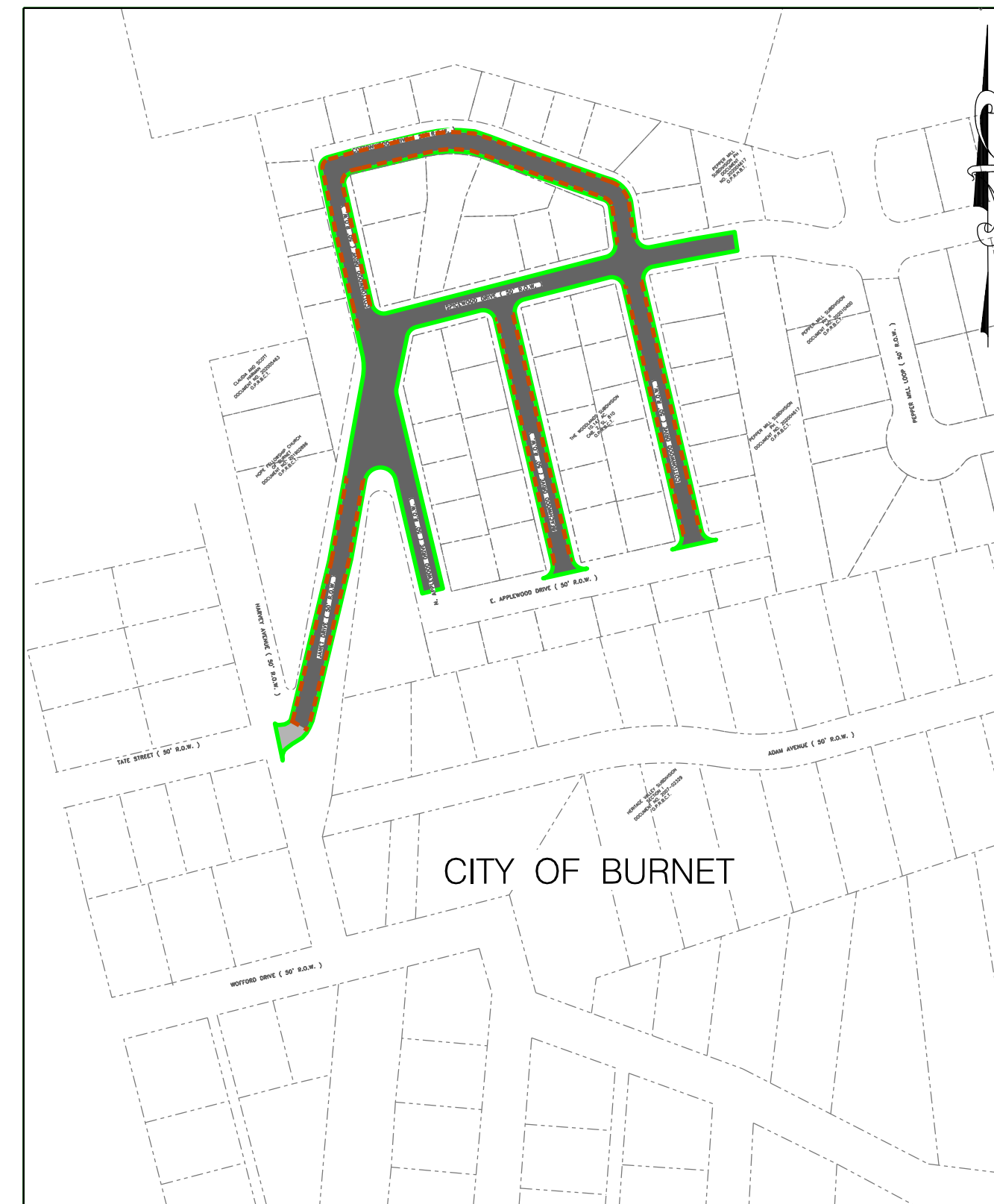


NOTES:

1. ALL LOCATIONS SHOWN ARE APPROXIMATE AND BASED ON AERIAL IMAGES. CONTRACTOR SHALL VISIT THE SITE TO BECOME ACQUAINTED WITH THE PROJECT AND ITS LIMITS PRIOR TO BIDDING.
2. CONTRACTOR SHALL NOTIFY THE CITY 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.
3. ALL PAVING INSTALLATIONS SHALL BE SUBJECT TO CITY INSPECTION PRIOR TO THEIR BACKFILL. NO HMAC SHALL BE LAID PRIOR TO CITY INSPECTION.
4. CONTRACTOR SHALL MARK WITH PAINT LIMITS OF STREET REHAB FOR REVIEW & APPROVAL PRIOR TO CITY INSPECTION
5. ALL CONSTRUCTION ACTIVITIES SHALL BE DONE IN ACCORDANCE TO THE CITY OF LAGO VISTA TECHNICAL STANDARD MANUAL AND DETAILS.
6. CONSTRUCTION SHALL COMPLY WITH ALL OSHA SAFETY REGULATIONS AND ADDITIONAL MEASURES AS DIRECTED BY THE CITY.
7. WHERE PAVEMENT IS TO BE CUT, THE EXIST. ASPH PVMT SHALL BE SAWCUT, REMOVED, AND REPAVED. ANY ADDITIONAL PVMT DAMAGE CAUSED OUTSIDE SAWCUT LINE AS A RESULT OF CONSTRUCTION ACTIVITIES, SHALL BE SAWCUT, REMOVED, AND REPAVED.
8. REFER TO SPECIFICATIONS AND DETAILS FOR ADDITIONAL NOTES AND INSTRUCTIONS.
9. CONTRACTOR SHALL MAINTAIN TRAFFIC FLOW AT ALL TIMES, VIA FLAGMEN, GUIDE VEHICLES, OR OTHER MEANS AS APPROVED BY THE CITY.
10. CONTRACTOR SHALL PRESENT A TRAFFIC CONTROL PLAN TO THE CITY PRIOR TO CONSTRUCTION.
11. CONTRACTOR SHALL INSTALL VALVE RISERS AND MANHOLE RISERS. THE CITY SHALL SUPPLY THE RISERS MATERIAL, CONTRACTOR TO PERFORM INSTALL DURING PAVING OPERATION. NO SEPARATE PAY APP BUT SUBSIDIARY TO PAVING QUANTITIES.
12. CONTRACTOR SHALL USE A PLATE COMPACTOR TO COMPACTED TAPERED EDGE ON DESIGNATED ROADS.

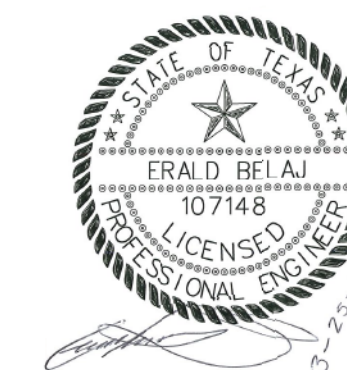
SHEET INDEX

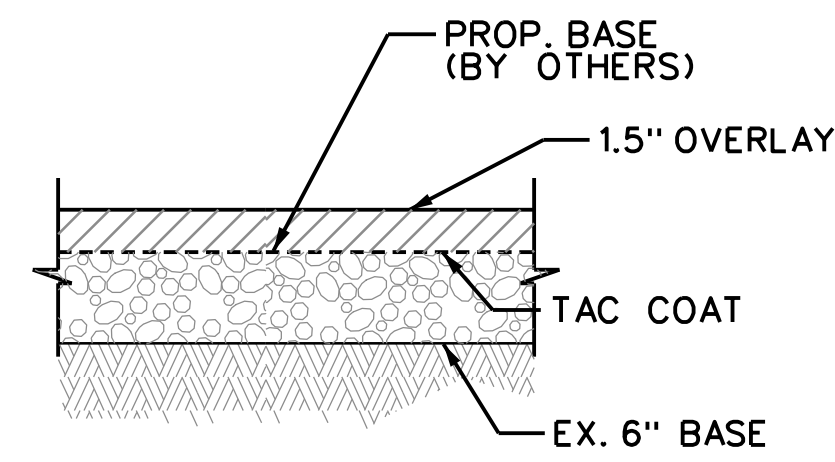
C01	COVER SHEET
C02	PAVING PLAN
<u>TCP DETAILS</u>	
C03	TCP(1-2)-18



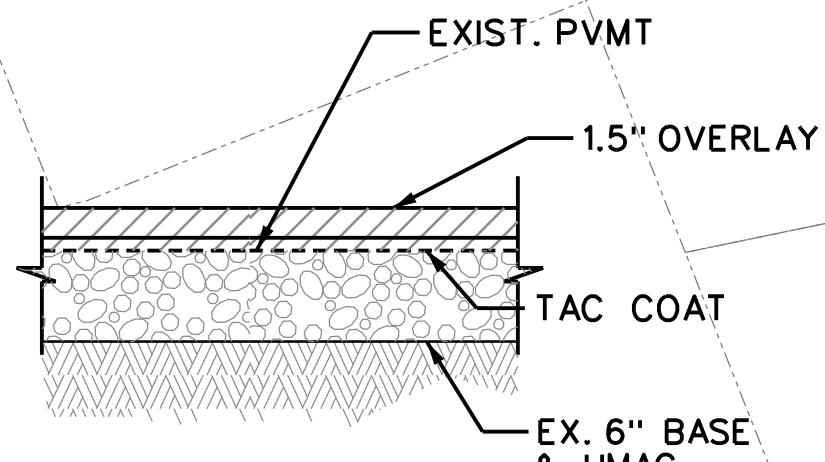
LOCATION MAP
N.T.S.

TOPOGRAPHIC SURVEY: DRAWINGS AND DESIGN ARE BASED ON AERIAL IMAGE.

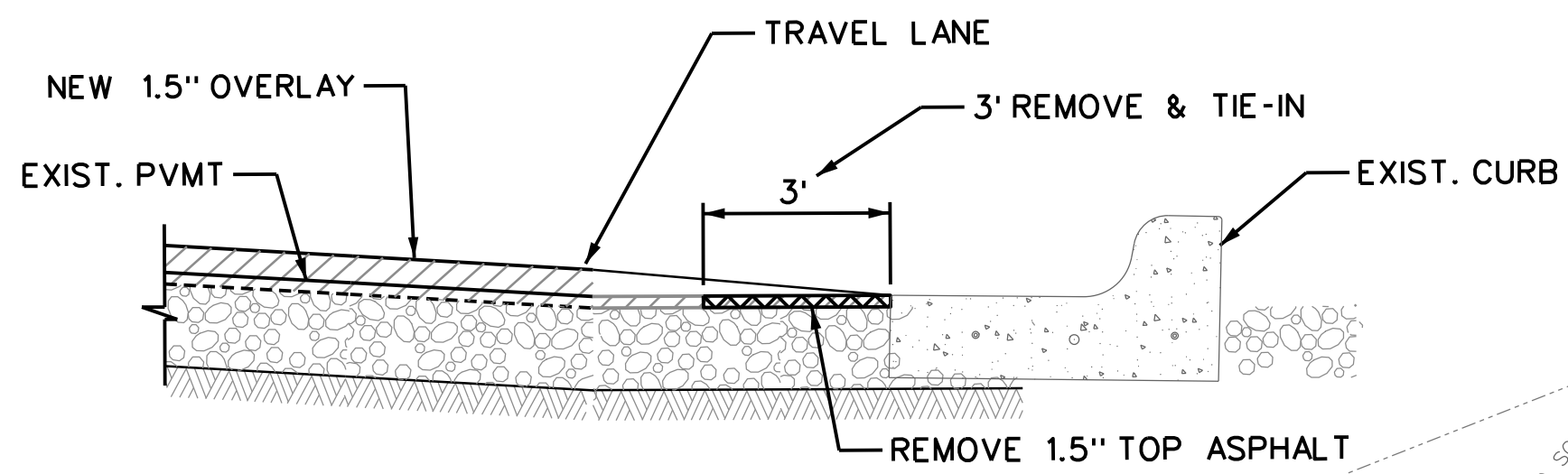




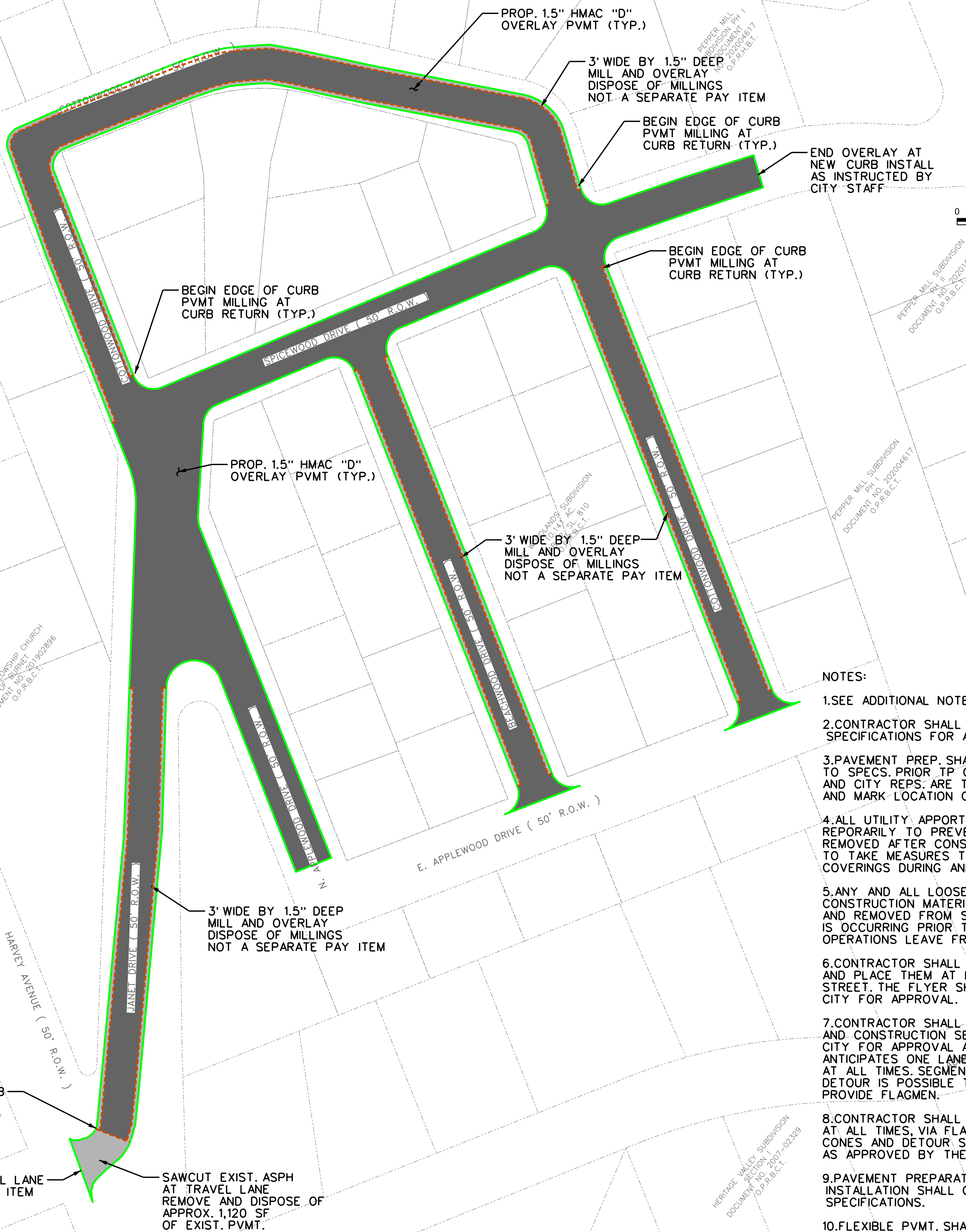
PAVEMENT DETAIL "A"
NTS



PAVEMENT DETAIL "B"
NTS



MILLING DETAIL "C"
NTS



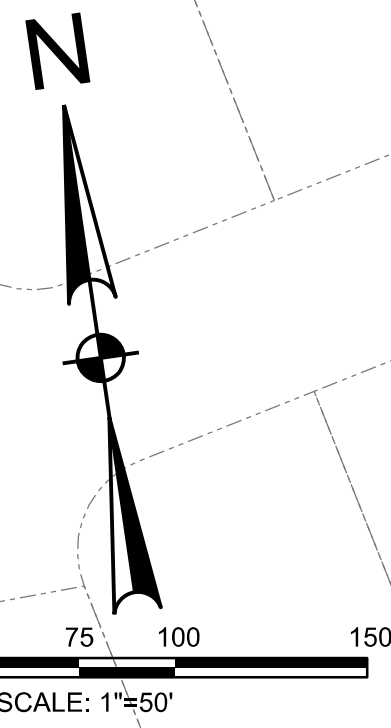
CLAUDIA AND SCOTT
HOPE, TEXAS
DOCUMENT NO. 202005463
O.P.R.B.C.T.

HOPE FELLOWSHIP CHURCH
OF HOPE, TEXAS
DOCUMENT NO. 2019022896
O.P.R.B.C.T.

HERITAGE VALLEY SUBDIVISION
SECTION I
DOCUMENT NO. 2007-02329
O.P.R.B.C.T.

PEPPER MILL SUBDIVISION
SECTION II
DOCUMENT NO. 2020104600
O.P.R.B.C.T.

PEPPER MILL SUBDIVISION
SECTION I
DOCUMENT NO. 202046177
O.P.R.B.C.T.

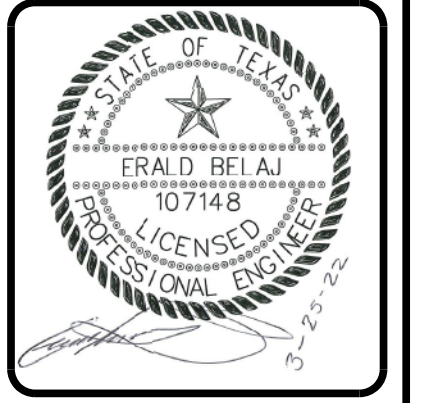


- NOTES:
1. SEE ADDITIONAL NOTES ON COVER SHEET.
 2. CONTRACTOR SHALL SUBMIT TO CITY MATERIAL SPECIFICATIONS FOR APPROVAL PRIOR TO CONSTRUCTION
 3. PAVEMENT PREP. SHALL OCCUR ACCORDING TO SPECS. PRIOR TP CONSTRUCTION. CONTRACTOR AND CITY REPS. ARE TO WALK THE ENTIRE ROADWAY AND MARK LOCATION OF UTILITY APPORTENANCES.
 4. ALL UTILITY APPORTENANCES ARE TO BE COVERED REPARABLY TO PREVENT PAVING OVER, AND REMOVED AFTER CONSTRUCTION. CONTRACTOR TO TAKE MEASURES TO LOCATE SUCH APPURTENENCE COVERINGS DURING AND AFTER PAVING OPERATIONS.
 5. ANY AND ALL LOOSE ASPHALT AND OTHER CONSTRUCTION MATERIALS SHALL BE SWEEP AND REMOVED FROM SITE WHERE CONSTRUCTION IS OCCURRING PRIOR TO THE CONTRACTOR'S OPERATIONS LEAVE FROM THAT VICINITY.
 6. CONTRACTOR SHALL PREPARE CONSTRUCTION FLYERS AND PLACE THEM AT EACH RESIDENCE FRONTING THE STREET. THE FLYER SHALL ALSO BE PRESENTED TO THE CITY FOR APPROVAL.
 7. CONTRACTOR SHALL SUBMIT A TRAFFIC FLOW AND CONSTRUCTION SEQUENCING PLAN TO THE CITY FOR APPROVAL AND DISCUSSION. THE CITY ANTICIPATES ONE LANE OF TRAFFIC BEING OPEN AT ALL TIMES. SEGMENTS, WHERE NO DETOUR IS POSSIBLE THE CONTRACTOR TO PROVIDE FLAGMEN.
 8. CONTRACTOR SHALL MAINTAIN TRAFFIC FLOW AT ALL TIMES, VIA FLAGMEN, GUIDE VEHICLES, CONES AND DETOUR SIGNS OR OTHER MEANS AS APPROVED BY THE CITY.
 9. PAVEMENT PREPARATION, OVERLAY AND STRIPING INSTALLATION SHALL CONFORM TO THE CITY'S SPECIFICATIONS.
 10. FLEXIBLE PVMT. SHALL COMPLY WITH SECTION 406.1 OF THE SPECIFICATIONS.

CITY OF BURNET
1001 BUCHANAN DR. SUITE 04
BURNET, TX 78611
PH: (512) 756-6093



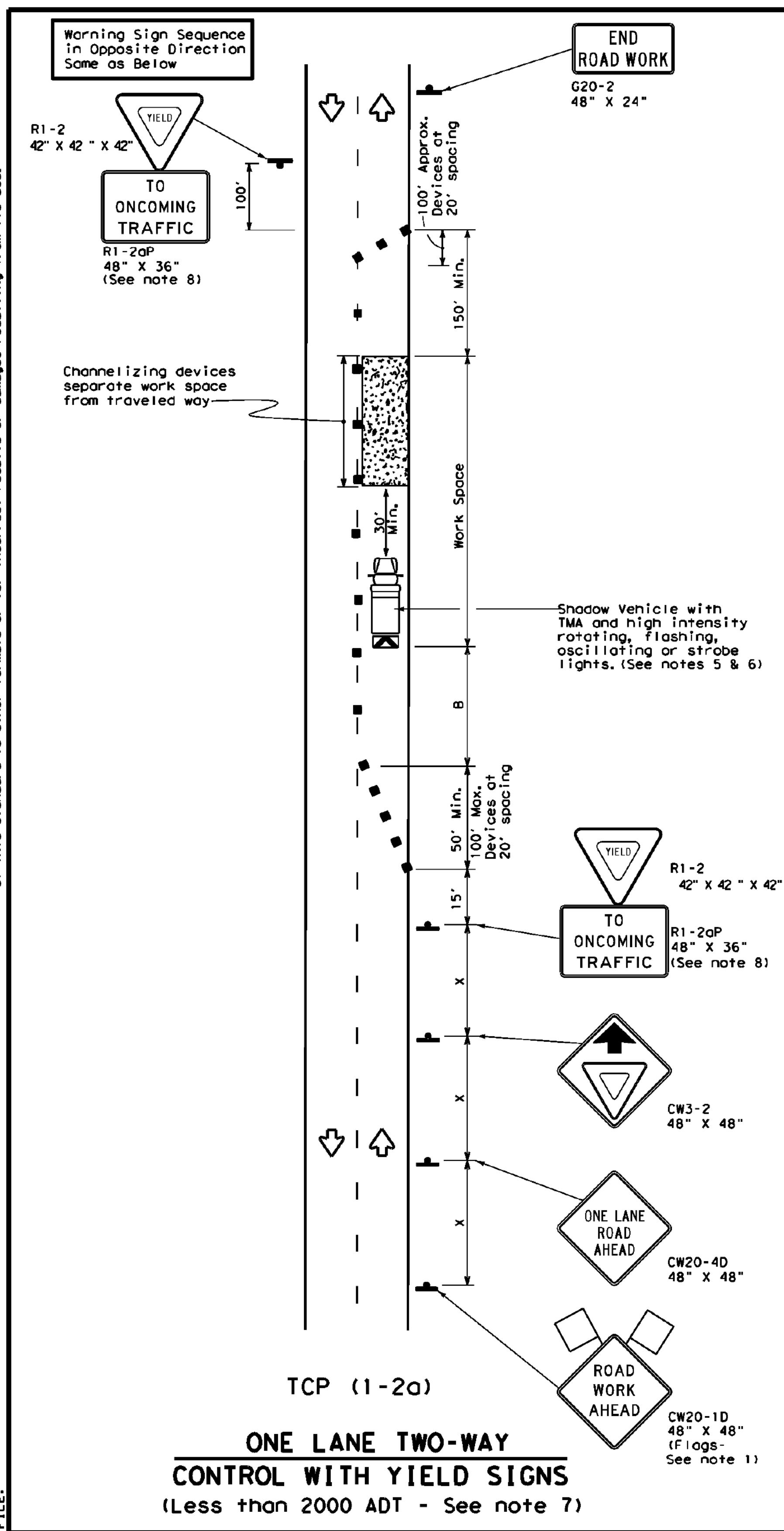
NO.	DESCRIPTION	DATE



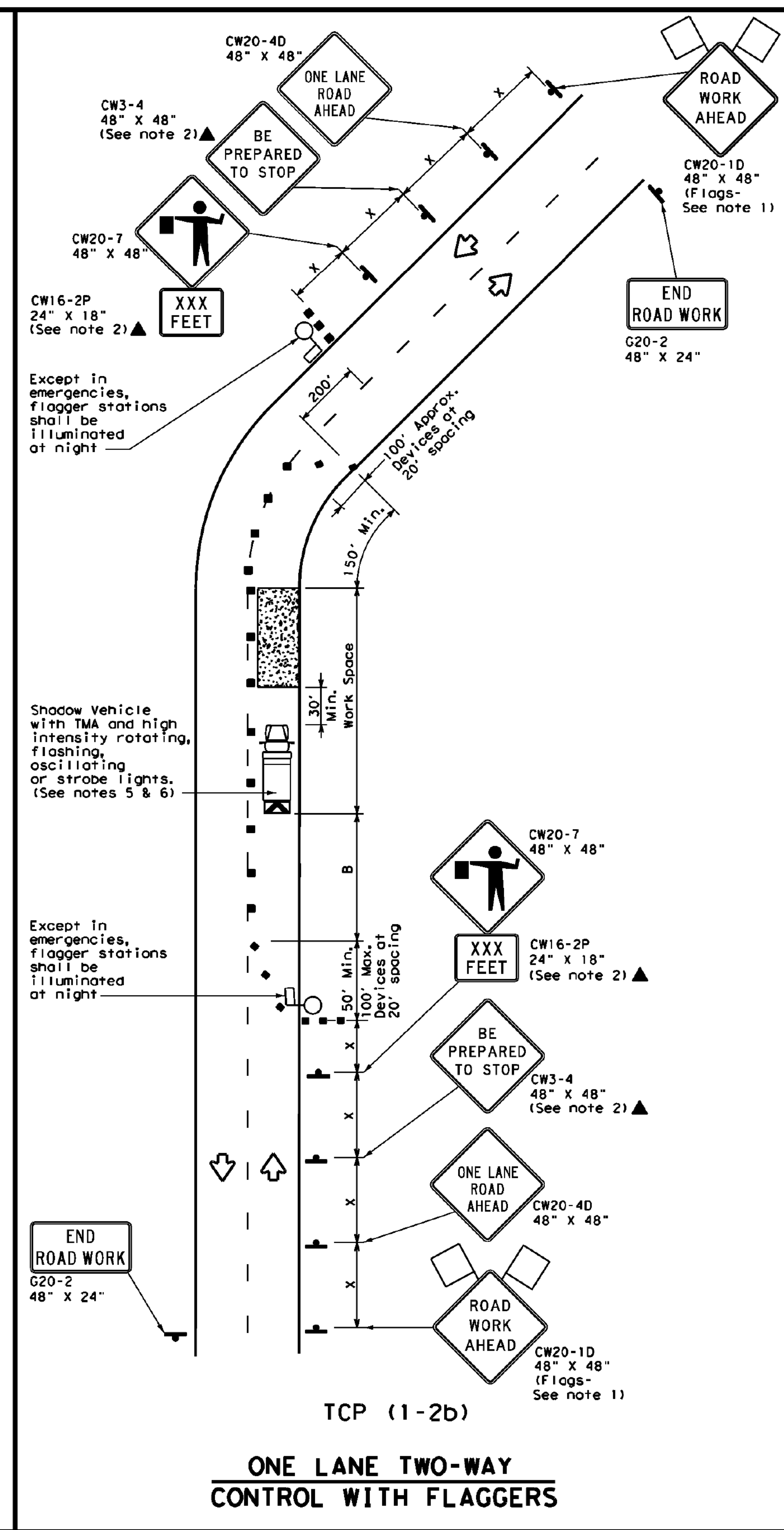
2022 STREET REHAB PROGRAM
WOODLANDS NEIGHBORHOOD

SHEET NO.
C02

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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		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 *X*	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	L = 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

- Flags attached to signs where shown are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - 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.
 - 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.
 - 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.
 - 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)**
- 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.
 - 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)**
- Flaggers should use two-way radios or other methods of communication to control traffic.
 - Length of work space should be based on the ability of flaggers to communicate.
 - 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).
 - Channelizing devices on the center-line may be omitted when a pilot car is leading traffic and approved by the Engineer.
 - Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

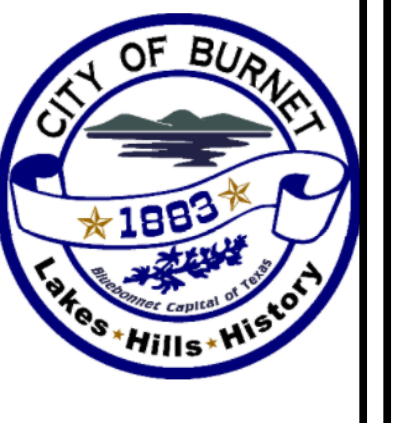
Texas Department of Transportation
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

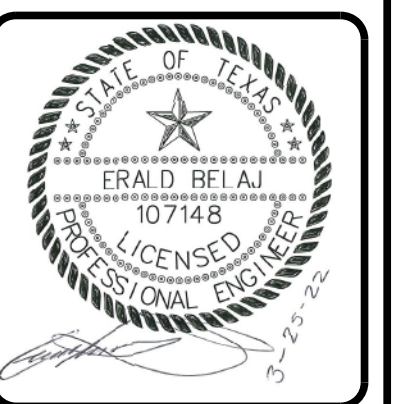
TCP (1-2) - 18

FILE: tcp1-2-18.dgn	DN:	CKI:	DW:	CKI:
© TxDOT December 1985	CONT:	SECT:	JOB:	HIGHWAY:
4-90 4-98 REVISIONS	DIST:	COUNTY:	SHEET NO.	
2-94 2-12				
1-97 2-18				

CITY OF BURNET
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NO.	DESCRIPTION	DATE



2022 STREET REHAB PROGRAM
TRAFFIC CONTROL
TxDOT TCP (1-2) 18

SHEET NO.
C03