

CONSTRUCTION PLANS
PIN OAK STREET
ROADWAY REHABILITATION

ROADWAY CLASSIFICATION: 2 LANE RURAL
DESIGN SPEED: 25 MPH
ADT: 100< ADT <1,000

JUNE 2021

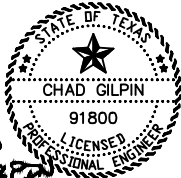
PROJECT # MAINT 2021-002

WORK TYPE: FULL DEPTH ROADWAY REPAIR WITH RECYCLED MATERIAL & TWO COURSE SURFACE TREATMENT
PROJECT LENGTH: 1120 LF

INDEX OF SHEETS

SHEET NO.	TITLE
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07	PAVING DETAILS

PREPARED BY:



CHAD GILPIN, P.E., CITY ENGINEER

6/14/21

DATE

RECOMMENDED BY:

CRAIG RICE, MAINTENANCE DIRECTOR

DATE

APPROVED BY:

MICHELLE FISCHER, CITY ADMINISTRATOR

DATE

CONTRACTOR: _____

CONSTRUCTION START: _____

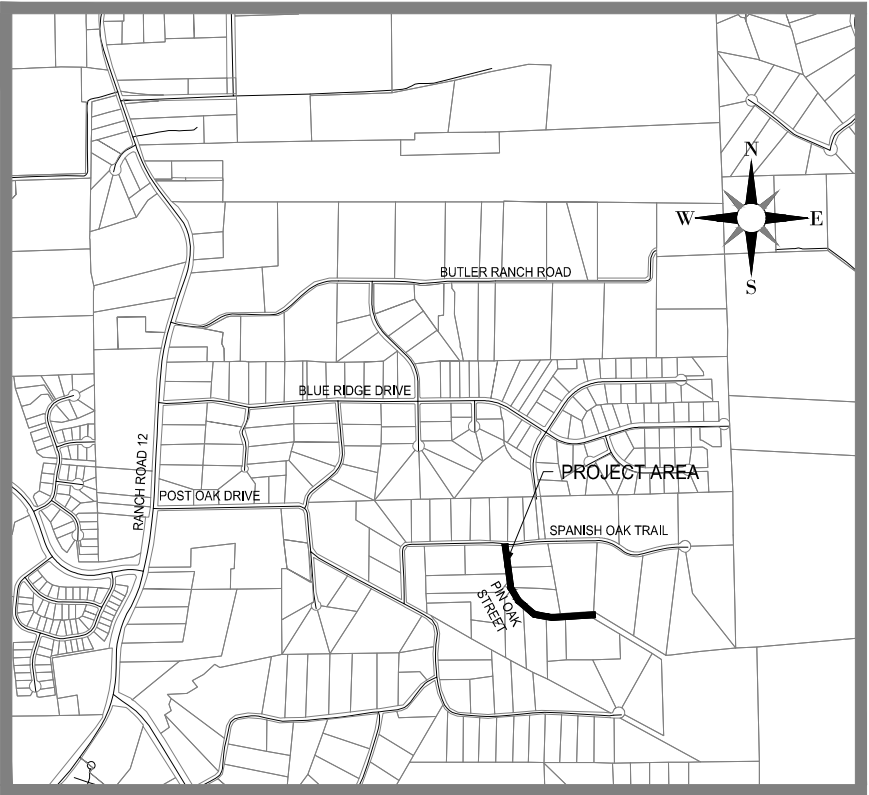
CONSTRUCTION ACCEPTED: _____

TOTAL CONSTRUCTION COST: _____

PREPARED BY:



T.B.P.L.S. Firm Registration # 10193770
T.B.P.E. Firm Registration # F-9266
9701 BRODIE LN, SUITE 203
AUSTIN, TX 78748
PH: 512.220.8100



APPROX. SCALE: 1" = 2,000'

PREPARED FOR:

CITY OF DRIPPING SPRINGS, TEXAS



REVISION BLOCK

NO.	REVISION DESCRIPTION	AFFECTED SHEETS	DATE	APPROVAL SIGNATURE	APPROVAL DATE

NOTES:

- THIS PROJECT LIES WITHIN THE CITY LIMITS OF DRIPPING SPRINGS, TEXAS.
- THIS PROJECT LIES WITHIN THE CONTRIBUTING ZONE OF THE EDWARDS AQUIFER.
- NO PORTION OF THIS PROJECT LIES WITHIN ZONE AE AS IDENTIFIED BY THE FEDERAL MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO.48209C0115F DATED SEPTEMBER 2, 2005 HAYS COUNTY, TEXAS AND INCORPORATED AREAS.
- ROADWAY IMPROVEMENT PLANS WERE PREPARED WITH THE BEST INFORMATION AVAILABLE THROUGH FIELD OBSERVATIONS. PER THE DIRECTIONS OF THE CITY EXISTING TOPOGRAPHIC SURVEY VERIFICATION ANALYSIS WERE NOT PERFORMED AS PART OF THIS PROJECT.
- TRAFFIC COUNTS FOR VEHICLES USING PIN OAK ROAD WERE NOT AVAILABLE TO THE ENGINEER DURING DESIGN. PAVEMENT SECTIONS RECOMMENDED ARE BASED ON AN APPROXIMATION OF EXISTING PAVEMENT SECTIONS OBSERVED IN THE FIELD BY PAVETEX AND DOCUMENTED IN AN EMAIL TO THE CITY ENGINEER DATED APRIL 10, 2019.
- CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL SURVEY VERIFICATION REQUIRED TO COMPLETE THE PROJECT.
- RIGHT-OF-WAY LINES SHOWN HEREON ARE APPROXIMATE.

A. GENERAL CONSTRUCTION NOTES

- THE CONTRACTOR IS TO CONTACT ONE OF THE FOLLOWING FOR THE LOCATION OF EXISTING FACILITIES AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES:
 - TEXAS EXCAVATION SAFETY SYSTEM (TESS) 1-800-245-4545
 - TEXAS ONE CALL SYSTEM (TOCS) 1-800-344-8377
- PRIOR TO ANY CONSTRUCTION, THE ENGINEER SHALL CONVENE A PRE-CONSTRUCTION CONFERENCE BETWEEN THE CITY OF WIMBERLY, HER/HIMSELF, THE CONTRACTOR, OTHER UTILITY COMPANIES, ANY AFFECTED PARTIES AND ANY OTHER ENTITY THE CITY OR ENGINEER MAY REQUIRE.
- ALL CONSTRUCTION OPERATIONS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH APPLICABLE REGULATIONS OF THE U.S. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION. OSHA STANDARDS MAY BE PURCHASED FROM THE GOVERNMENT PRINTING OFFICE; INFORMATION AND RELATED REFERENCE MATERIALS MAY BE PURCHASED FROM OSHA, 611 E. 6TH STREET, AUSTIN, TEXAS.
- CONTRACTOR SHALL TAKE ALL DUE PRECAUTIONS TO PROTECT EXISTING FACILITIES FROM DAMAGE. ANY DAMAGE INCURRED TO EXISTING FACILITIES AS A RESULT OF CONSTRUCTION OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR, AT NO ADDITIONAL COST TO OWNER.
- CONTRACTOR TO GIVE NOTICE TO ALL AUTHORIZED INSPECTORS, SUPERINTENDENTS OR PERSONS IN CHARGE OF PUBLIC AND PRIVATE UTILITIES AFFECTED BY HIS OPERATIONS AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF WORK.
- CONTRACTOR TO COMPLY WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REQUIREMENTS REGARDING EXCESS AND WASTE MATERIAL, INCLUDING METHODS OF HANDLING AND DISPOSAL.
- CONTRACTOR TO COORDINATE INTERRUPTIONS OF ALL UTILITIES AND SERVICES. ALL WORK TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE APPLICABLE UTILITY COMPANY OR AGENCY INVOLVED.
- WHEN UN-LOCATED OR INCORRECTLY LOCATED, A BREAK IN UTILITY LINES, OR OTHER UTILITIES AND SERVICES ARE ENCOUNTERED DURING SITE WORK OPERATIONS, CONTRACTOR SHALL NOTIFY THE APPLICABLE UTILITY COMPANY IMMEDIATELY TO OBTAIN PROCEDURE DIRECTIONS. CONTRACTOR SHALL COOPERATE WITH THE APPLICABLE UTILITY COMPANY IN MAINTAINING ACTIVE SERVICES IN OPERATION.
- WHEN CONSTRUCTION IS BEING CARRIED OUT WITHIN EASEMENTS, THE CONTRACTOR SHALL CONFINE HIS WORK TO WITHIN THE PERMANENT AND TEMPORARY EASEMENTS. PRIOR TO FINAL ACCEPTANCE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ALL TRASH AND DEBRIS WITHIN THE PERMANENT AND TEMPORARY EASEMENTS. CLEAN-UP SHALL BE TO THE SATISFACTION OF THE CITY.
- CONTRACTOR SHALL KEEP ACCURATE RECORDS OF ALL CONSTRUCTION THAT DEVIATES FROM THE PLANS.RECORD SHALL BE KEPT IN AN ONSITE SET OF MARKED-UP RECORD DRAWINGS.
- CONTRACTOR TO LOCATE, PROTECT, AND MAINTAIN BENCHMARKS, MONUMENTS, CONTROL POINTS AND PROJECT ENGINEERING REFERENCE POINTS. RE-ESTABLISH DISTURBED OR DESTROYED ITEMS BY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, AT NO ADDITIONAL COST TO OWNER.
- CONTRACTOR SHALL STRIP SIX (6) INCHES OF TOPSOIL FROM ALL AREAS SUBJECT TO GRADE MODIFICATION. REMOVE ALL AREAS OF WEAK SOIL.
- THE CONTRACTOR SHALL PROTECT ALL EXISTING FENCES. IN THE EVENT THAT A FENCE MUST BE REMOVED, THE CONTRACTOR SHALL REPLACE SAID FENCE OR PORTION THEREOF WITH THE SAME TYPE OF FENCING TO A QUALITY OF EQUAL OR BETTER THAN THE ORIGINAL FENCE.
- UPON COMPLETION OF THE PROJECT, THE SITE(S) AS DEFINED HEREIN SHALL BE CLEANED OF ALL DEBRIS AND LEFT IN A NEAT AND PRESENTABLE CONDITION.
- ALL ADJOINING PAVEMENT SECTIONS SHALL BE PROTECTED DURING ALL PHASES OF CONSTRUCTION AND ANY DAMAGES INCURRED DUE TO CONTRACTOR'S OPERATION SHALL BE REPAIRED AND/OR REPLACED AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR TO CONTROL DUST CAUSED BY THE WORK AND COMPLY WITH POLLUTION CONTROL REGULATIONS OF GOVERNING AUTHORITIES (NO SEPARATE PAY).
- TRAFFIC CONTROLS TO BE INSTALLED IN ACCORDANCE WITH THE CURRENT TxDOT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND TxDOT BARRICADE AND CONSTRUCTION STANDARDS.
- RE-VEGETATE ALL DISTURBED AREAS UPON COMPLETION OF THE WORK PER CITY CONSTRUCTION STANDARDS.
- CONTRACTOR TO EXERCISE CAUTION DURING CONSTRUCTION NEAR AND AROUND GAS LINES AND POWER LINES.
- ALL WORK IS TO BE PERFORMED BETWEEN THE FOLLOWING HOURS:
8:00 A.M. TO 5:00 P.M. MONDAY - FRIDAY
ALL WORK REQUIRING CITY INSPECTION SHALL BE PERFORMED MONDAY THRU FRIDAY. THE CITY RESERVES THE RIGHT TO REQUIRE THE CONTRACTOR TO UNCOVER ALL WORK PERFORMED WITHOUT INSPECTION.
- THE CONTRACTOR SHALL MAKE AN EXAMINATION OF THE PROJECT SITE AND COMPLETELY FAMILIARIZE HIMSELF WITH THE NATURE AND EXTENT OF ANY WORK TO BE ACCOMPLISHED. NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY WORK MADE NECESSARY BY UNUSUAL CONDITIONS OR OBSTACLES ENCOUNTERED DURING THE PROGRESS OF THE WORK. WHEN SUCH CONDITIONS OR OBSTACLES ARE READILY APPARENT UPON A VISIT TO THE SITE. IF THERE ARE ANY QUESTIONS OF THIS REGARD OR IF THERE ARE ANY DISCREPANCIES BETWEEN THE PLANS AND ACTUAL SITE CONDITIONS THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO THE SUBMISSION OF BIDS.
- IN THOSE CASES WHERE FIXED FEATURES REQUIRE, THE DESIGN SLOPES INDICATED HEREIN AND ON THE CROSS SECTIONS MAY BE MODIFIED IN THE FIELD AS DETERMINED BY THE CITY IF EXISTING CONDITIONS SO REQUIRE.

- ACCESS TO RESIDENCES, BUSINESSES, AND DRIVEWAYS ALONG THE PROJECT MUST RECEIVE PRIORITY BY THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF HIS MATERIALS AND EQUIPMENT FROM THEFT, VANDALISM, ANIMALS, FIRE, ETC. WHILE SAID MATERIALS AND EQUIPMENT ARE ON THE PROJECT, WHETHER STORED OR INSTALLED IN PLACE, UNTIL THE PROJECT HAS BEEN ACCEPTED BY THE CITY.

B. ENVIRONMENTAL NOTES

- THE CONTRACTOR TO INSTALL AND MAINTAIN EROSION/SEDIMENTATION CONTROLS AND TREE/NATURAL AREA PROTECTIVE FENCING PRIOR TO ANY SITE PREPARATION WORK (CLEARING, GRUBBING, GRADING, OR EXCAVATION). CONTRACTOR TO REMOVE EROSION/SEDIMENTATION CONTROLS AT THE COMPLETION OF THE PROJECT AND GRASS RESTORATION.
- THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS TO BE IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN. DEVIATIONS FROM THE APPROVED PLAN MUST BE SUBMITTED TO AND APPROVED BY THE OWNER'S REPRESENTATIVE.
- ALL DISTURBED AREAS TO BE RESTORED UPON COMPLETION OF CONSTRUCTION. NO SEPARATE PAYMENT WILL BE MADE FOR RE-VEGETATION ACTIVITIES. ALL MATERIALS AND LABOR SHALL BE SUBSIDIARY TO OTHER BID ITEMS.
- RESTORATION TO BE ACCEPTABLE WHEN THE GRASS HAS GROWN AT LEAST 1-1/2 INCHES HIGH WITH 85% COVERAGE, PROVIDED NO BARE SPOTS LARGER THAN 25 SQUARE FEET EXIST.
- A MINIMUM OF FOUR (4) INCHES OF NEW OR SALVAGED TOPSOIL TO BE PLACED IN ALL AREAS DISTURBED BY CONSTRUCTION.
- THE CONTRACTOR TO SEED, SOD OR HYDROMULCH ALL EXPOSED CUTS AND FILLS UPON COMPLETION OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR ALL IRRIGATION WATER REQUIRED TO ESTABLISH GRASS TO THE REQUIRED 85% COVERAGE.
- EROSION AND SEDIMENTATION CONTROLS TO BE INSTALLED OR MAINTAINED IN A MANNER WHICH DOES NOT RESULT IN SOIL BUILDUP WITHIN TREE DRIPLINE.
- TO AVOID SOIL COMPACTION, CONTRACTOR SHALL NOT ALLOW VEHICULAR TRAFFIC, PARKING, OR STORAGE OF EQUIPMENT OR MATERIALS IN THE TREE DRIPLINE AREAS.
- WHERE A FENCE IS CLOSER THAN FOUR (4) FEET TO A TREE TRUNK, PROTECT THE TRUNK WITH STRAPPED-ON PLANKING TO A HEIGHT OF EIGHT (8) FEET (OR TO THE LIMITS OF LOWER BRANCHING) IN ADDITION TO THE FENCING.
- TREES TO BE REMOVED IN A MANNER WHICH DOES NOT IMPACT TREES TO BE PRESERVED.
- ANY ROOT EXPOSED BY THE CONSTRUCTION ACTIVITY TO BE PRUNED FLUSH WITH THE SOIL. BACKFILL ROOT AREAS WITH GOOD QUALITY TOPSOIL AS SOON AS POSSIBLE. IF EXPOSED ROOT AREAS ARE NOT BACKFILLED WITHIN TWO DAYS, COVER THEM WITH ORGANIC MATTER IN A MANNER WHICH REDUCES SOIL TEMPERATURE AND MINIMIZES WATER LOSS DUE TO EVAPORATION.
- CONTRACTOR TO PRUNE VEGETATION TO PROVIDE CLEARANCE FOR STRUCTURES, VEHICULAR TRAFFIC, AND EQUIPMENT BEFORE DAMAGE OCCURS (RIPPING OF BRANCHES, ETC.) ALL FINISHED PRUNING TO BE DONE ACCORDING TO RECOGNIZED, APPROVED STANDARDS OF THE INDUSTRY (REFERENCE THE **'NATIONAL ARBORIST ASSOCIATION PRUNING STANDARDS FOR SHADE TREES'**).
- THE CONTRACTOR IS TO INSPECT THE CONTROLS AT WEEKLY INTERVALS AND AFTER EVERY RAINFALL EXCEEDING ¼ INCH TO VERIFY THAT THEY HAVE NOT BEEN SIGNIFICANTLY DISTURBED. ANY ACCUMULATED SEDIMENT AFTER A SIGNIFICANT RAINFALL TO BE REMOVED AND PLACED IN THE OWNER DESIGNATED SPOIL DISPOSAL.

C. EROSION & SEDIMENT CONTROL - SEQUENCE OF CONSTRUCTION:

- TEMPORARY EROSION AND SEDIMENTATION CONTROLS ARE TO BE INSTALLED AS INDICATED ON THE APPROVED SITE PLAN CONSTRUCTION PLAN AND IN ACCORDANCE WITH THE EROSION SEDIMENTATION CONTROL PLAN (ESC) AND STORMWATER POLLUTION PREVENTION PLAN (SWPPP) THAT IS REQUIRED TO BE POSTED ON THE SITE. INSTALL TREE PROTECTION, INITIATE TREE MITIGATION MEASURES AND CONDUCT "PRE - CONSTRUCTION" TREE FERTILIZATION (IF APPLICABLE).
- THE ENVIRONMENTAL PROJECT MANAGER, AND/OR SITE SUPERVISOR, AND/OR DESIGNATED RESPONSIBLE PARTY, AND THE GENERAL CONTRACTOR WILL FOLLOW THE EROSION SEDIMENTATION CONTROL PLAN (ESC) AND STORM WATER POLLUTION PREVENTION PLAN (SWPPP) POSTED ON THE SITE. TEMPORARY EROSION AND SEDIMENTATION CONTROLS WILL BE REVISED, IF NEEDED, TO COMPLY WITH CITY INSPECTORS' DIRECTIVES, AND REVISED CONSTRUCTION SCHEDULE RELATIVE TO THE WATER QUALITY PLAN REQUIREMENTS AND THE EROSION PLAN.
- THE TEMPORARY EROSION AND SEDIMENTATION CONTROLS WILL BE INSPECTED AND MAINTAINED IN ACCORDANCE WITH THE EROSION SEDIMENTATION CONTROL PLAN (ESC) AND STORM WATER POLLUTION PREVENTION PLAN (SWPPP) POSTED ON THE SITE.
- BEGIN SITE CLEARING/CONSTRUCTION (OR DEMOLITION) ACTIVITIES.
- PERMANENT WATER QUALITY PONDS OR CONTROLS WILL BE CLEANED OUT AND FILTER MEDIA WILL BE INSTALLED PRIOR TO/CONCURRENTLY WITH RE-VEGETATION OF SITE.
- COMPLETE CONSTRUCTION AND START RE-VEGETATION OF THE SITE AND INSTALLATION OF LANDSCAPING.
- AFTER A FINAL INSPECTION HAS BEEN CONDUCTED BY THE CITY INSPECTOR AND WITH APPROVAL FROM THE CITY INSPECTOR, REMOVE THE TEMPORARY EROSION AND SEDIMENTATION CONTROLS AND COMPLETE ANY NECESSARY FINAL RE-VEGETATION RESULTING FROM REMOVAL OF THE CONTROLS. CONDUCT ANY MAINTENANCE AND REHABILITATION OF THE WATER QUALITY PONDS OR CONTROLS.

D. STREET AND DRAINAGE NOTES:

- ALL TESTING SHALL BE DONE BY AN INDEPENDENT LABORATORY AT THE CITY'S EXPENSE. ANY RETESTING SHALL BE PAID FOR BY THE CONTRACTOR. A CITY INSPECTOR SHALL BE PRESENT DURING ALL TESTS. TESTING SHALL BE COORDINATED WITH THE CITY INSPECTOR AND HE SHALL BE GIVEN A MINIMUM OF 24 HOURS NOTICE PRIOR TO ANY TESTING.
- DEPTH OF COVER FOR ALL CROSSINGS UNDER PAVEMENT INCLUDING GAS, ELECTRIC, TELEPHONE, CABLE TV, WATER SERVICES, ETC., SHALL BE A MINIMUM OF 30" BELOW SUBGRADE UNLESS OTHERWISE SPECIFIED ON THE PLAN
- ALL R.C.P. SHALL BE MINIMUM CLASS III.

E. PROJECT NOTES:

- ASPHALT TO BE STORED ONSITE AFTER DEMOLITION FOR RECYCLED USE IN THE PROPOSED BASE SECTION PER TxDOT SPECIFICATION 305 AND SS3089.



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ENGINEER'S SEAL:



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REVISIONS:

NO.	REVISION	DATE

DATE: 06/02/2021
DESIGNED BY: SB
CHECKED BY: CWG
PROJ #: MAINT-2021-002



PROJECT:

PIN OAK STREET
ROADWAY
REHABILITATION

SHEET TITLE:

GENERAL NOTES

SCHEDULE OF QUANTITIES:

TXDOT SPEC NO.	HAYS CO. SPEC NO.	ITEM DESCRIPTION	UNITS	QTY
110	1.00	EXCAVATION (ROADWAY) (8IN)	SY	3,033
110	10.00	EXCAVATION (ROADSIDE DITCH)	LF	1,400
164	-	CELL FBR MULCH SEED (PERM)	SY	1,244
247	3.00	FLEXIBLE BASE (6 IN)	SY	3,033
302	5.00	TWO COURSE SURFACE TREATMENT	SY	2,785
305	-	SALV, HAUL & STKPL RCL APH PV (2IN)	SY	2,785
310	4.00	PRIME COAT	SY	3,033
460	2.00	CORRUGATED METAL PIPE (18 IN)	LF	63
460	2.00	CORRUGATED METAL PIPE (24 IN)	LF	25
466	9.00	HEADWALL (DOUBLE BARREL 18 IN)	EA	2
466	9.00	HEADWALL (SINGLE BARREL 24 IN)	EA	2
SS3089	-	EMUL TRTMENT (MX NEW BASE & RCL APH) (8IN)	SY	3,033
502	-	BARRICADES, SIGNS & TRAFFIC HANDLING	LS	1
506	-	TEMP EROSION & SEDIMENTATION CONTROLS	LS	1

NOTES RELATED TO PAY ITEMS AND SPECIFICATIONS

WHERE BOTH HAYS COUNTY AND TXDOT SPECIFICATIONS ARE NAMED IN THE SCHEDULE OF QUANTITIES ABOVE THE DIRECTION PROVIDED BY THE HAYS COUNTY SPECIFICATIONS SHALL SUPERSEDE WHERE IN CONFLICT WITH THE TXDOT SPEC ITEM. WHERE ADDITIONAL INFORMATION PROVIDED BELOW CONFLICTS WITH EITHER THE TXDOT OR HAYS COUNTY SPECIFICATIONS THE INFORMATION BELOW SHALL SUPERSEDE.

TXDOT ITEM 110 / HAYS CO. ITEM 1.00 - EXCAVATION (ROADWAY)

ITEM SHALL BE PAID FOR BY SQUARE YARD IN PLACE FOR DEPTH SPECIFIED.

TXDOT ITEM 110 / HAYS CO. ITEM 1.00 - EXCAVATION (ROADSIDE DITCH CLEANUP)

ITEM SHALL BE PAID FOR LINEAR FOOT OF ROADSIDE DITCH REPAIRED.

THE INTENT OF THIS WORK ITEMS IS TO REMOVE SILT AND SEDIMENT THAT HAS ACCUMULATED IN THE ROADSIDE DITCH OVER TIME AS WELL AS GRADE DITCH TO DRAIN AND IMPROVE DITCH CAPACITY.

TXDOT ITEM 164 CELL FBR MULCH SEED (PERM)

SEED MIXTURE SHALL COMPLY WITH THE PLANTING SEASON ACTIVE AT THE TIME PLANTING WILL OCCUR.

SEED MIXTURE SHALL BE APPLICABLE TO SOIL TYPE WITHIN THE PROJECT LIMITS.

THERE WILL BE NO SEPARATE PAY ITEM FOR TEMPORARY WATER FOR IRRIGATION AND ESTABLISHMENT OF GRASSES. ALL IRRIGATION WATER REQUIRED FOR THE ESTABLISHMENT OF 85% COVER FOR THIS PROJECT SHALL BE SUBSIDIARY TO THIS PAY ITEM.

ITEM 460 CORRUGATED METAL PIPE CULVERT

EXCAVATION AND BACKFILL, PIPE BEDDING AND CEMENT STABILIZED BACKFILL SHALL BE SUBSIDIARY TO THE PAY ITEMS FOR CORRUGATED METAL PIPE TXDOT SPEC 460.

ITEM 506 TEMP EROSION & SEDIMENTATION CONTROLS

NEED FOR EROSION CONTROLS IS ANTICIPATED TO BE LIMITED TO FIBER CONTROL LOGS OR SILT FENCE AS NEEDED AT THE DOWNSTREAM END OF EACH DAILY WORK PHASE AND THEREFORE CONTROLS ARE NOT SHOWN ON THE PLANS. CONTRACTOR SHALL INSTALL EROSION AND SEDIMENTATION CONTROLS AS NEEDED TO PREVENT THE MIGRATION OF SEDIMENT DOWNSTREAM INTO EXISTING STRUCTURES OR ONTO ADJACENT PROPERTIES.



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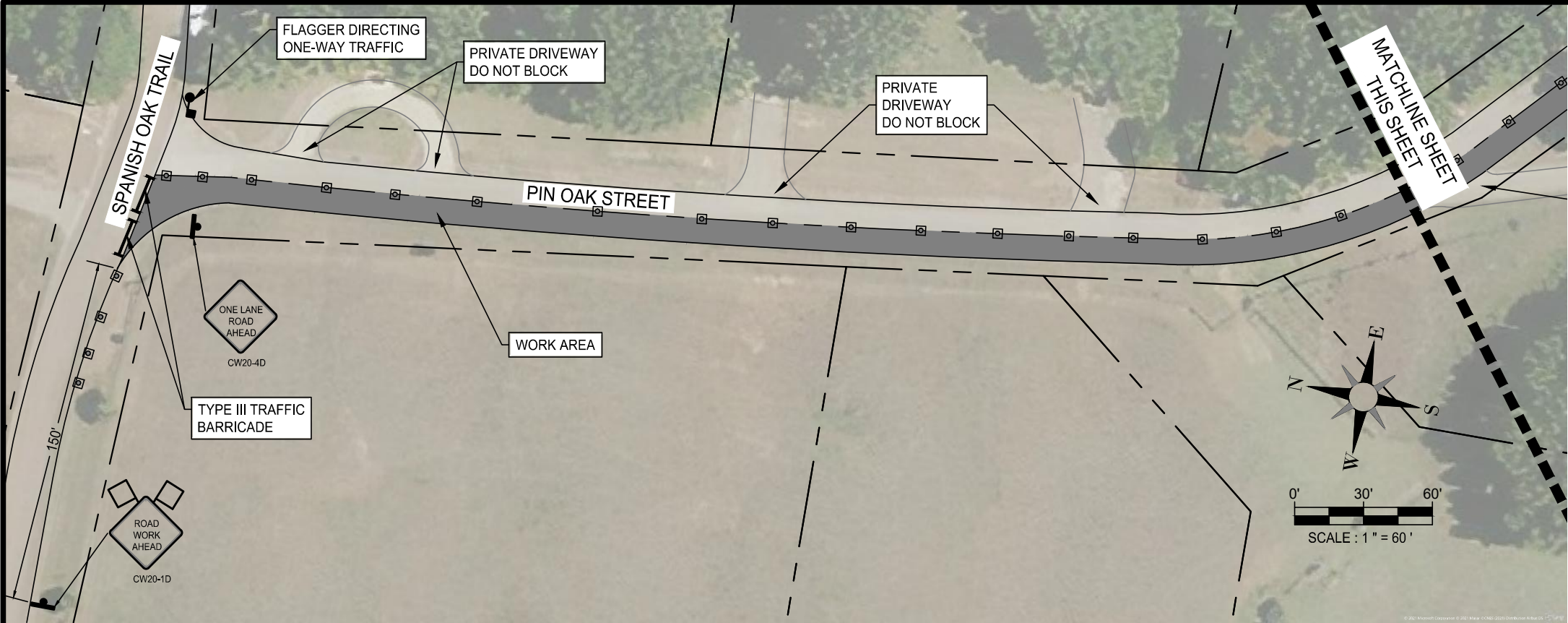


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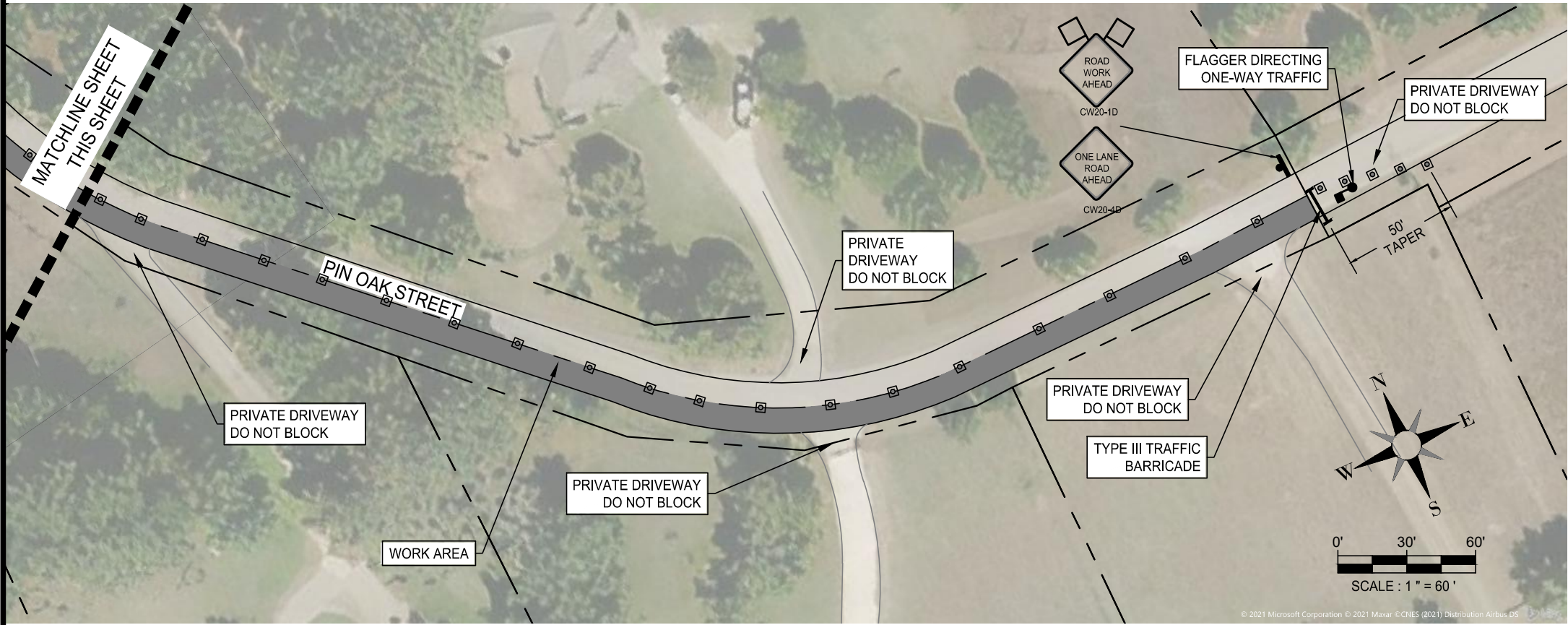
PIN OAK STREET
ROADWAY
REHABILITATION

SHEET TITLE:

SCHEDULE OF
QUANTITIES



TRAFFIC CONTROL PLANS SHOWN ARE A MINIMUM REQUIREMENT. CONTRACTOR SHALL PHASE WORK AREAS TO SIZES THAT WILL ALLOW THE ROAD TO OPEN FOR 2 WAY TRAFFIC FROM SUNSET TO SUNRISE



LEGEND

- WORK AREA
- STREET CENTERLINE
- ROW
- TEMPORARY TRAFFIC SIGN
- TRAFFIC CONTROL FLAGGER

TRAFFIC CONTROL NOTES:

- TRAFFIC CONTROL PLANS SHOWN WITHIN THESE PLANS ARE A MINIMUM REQUIREMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL SIGNS, BARRICADES, FLAGMEN OR OTHER TRAFFIC CONTROL DEVICES AS NECESSARY FOR THE SAFETY OF THE TRAVELING PUBLIC.
- THE CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS/MAINTENANCE DEPARTMENT WHEN ANY TRAFFIC CONTROL CHANGES ARE TO BE MADE. THE NOTIFICATION MUST BE MADE TWO DAYS PRIOR TO ANY CHANGE.
- ACCESS TO ALL DRIVES AND SIDE ROADS, BOTH PUBLIC AND PRIVATE, ARE TO BE MAINTAINED AT ALL TIMES.
- WORK SHALL BE CONDUCTED SO THAT ALL MACHINERY IS OFF PUBLIC RIGHT-OF-WAY BY SUNSET.
- CONTRACTOR SHALL EMPLOY ALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE TEXAS MANUAL OF UNIFORM CONTROL DEVICES FOR STREETS AND HIGHWAYS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF TRAFFIC CONTROL DEVICES THROUGHOUT ACTIVITIES.

IMPLEMENT TRAFFIC CONTROL PLAN FOR 30 MPH SPEED LIMIT

CONTRACTOR TO POSITION FLAGGERS ON ALL ENTRANCES TO THE WORK AREA TO CONTROL ONE-WAY TRAFFIC FLOW

GILPIN
ENGINEERING COMPANY

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Chad Gilpin
CHAD GILPIN
91800
6/2/21

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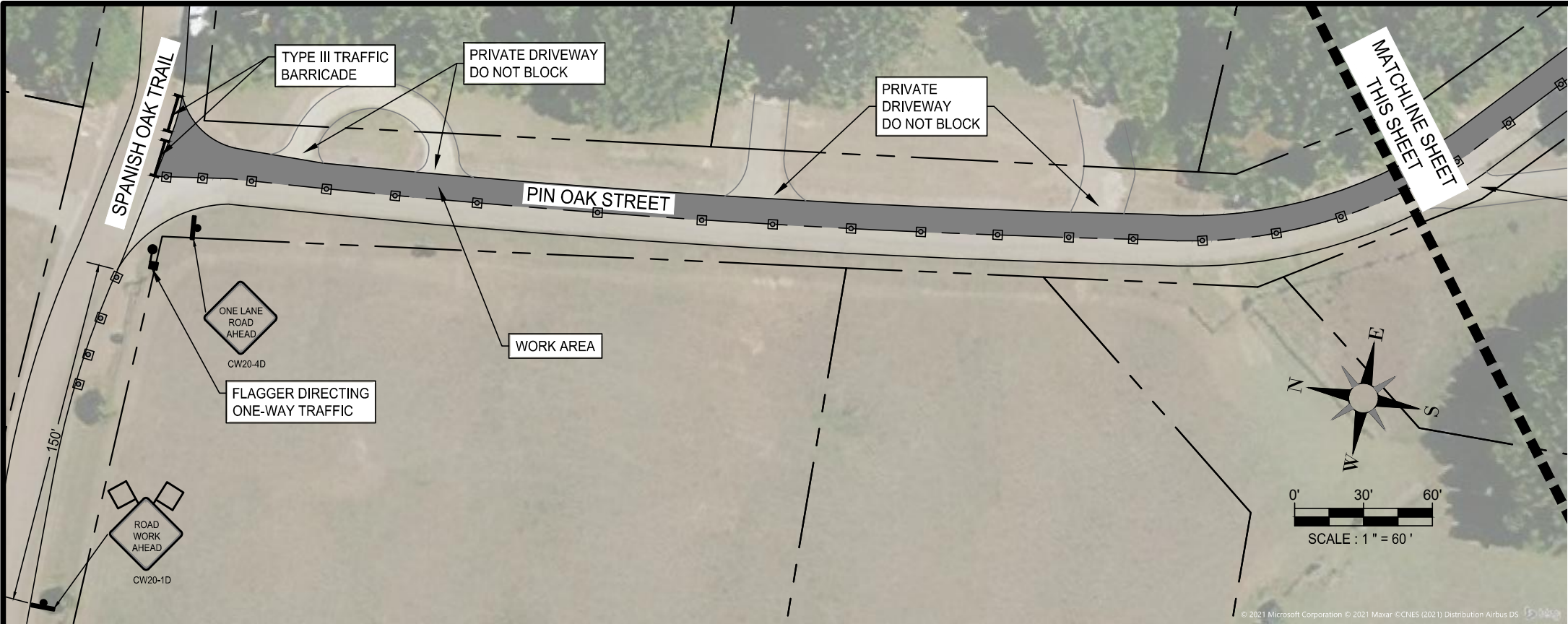


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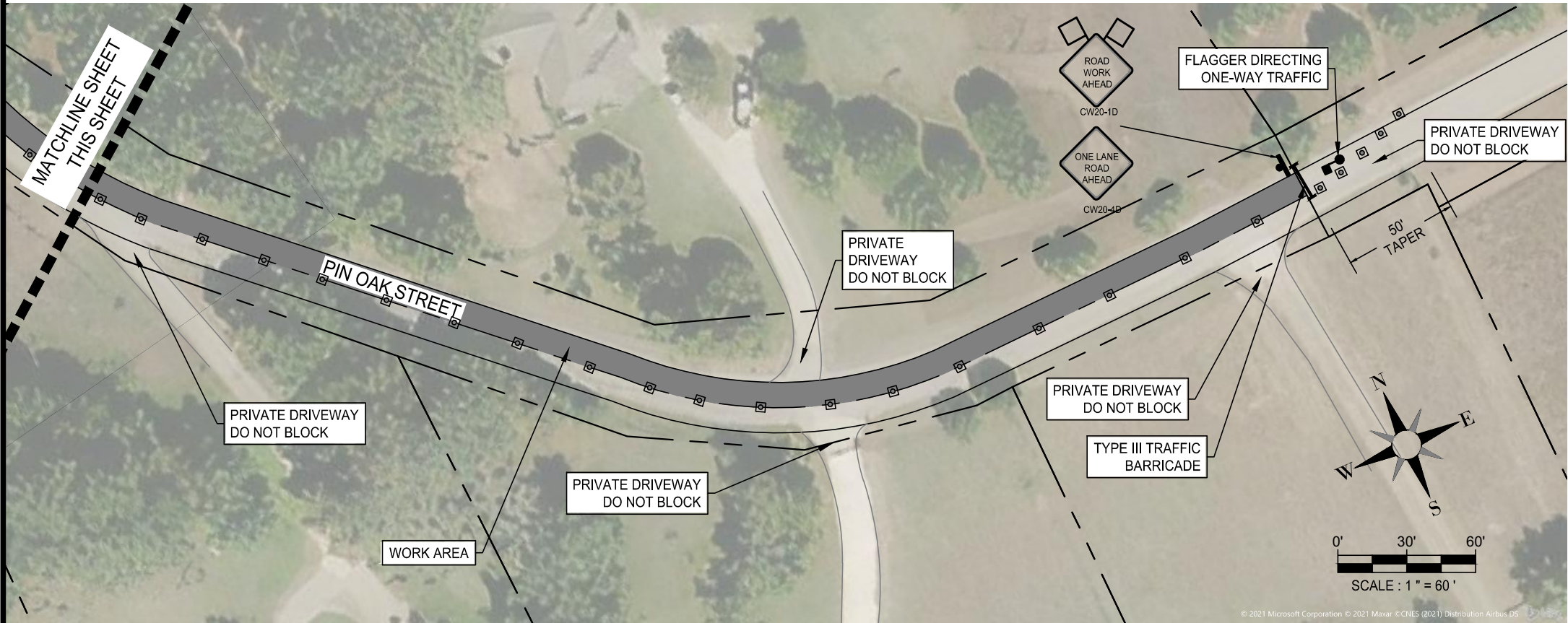
PIN OAK STREET
ROADWAY
REHABILITATION

SHEET TITLE:

TRAFFIC CONTROL
PLAN - PHASE 1



TRAFFIC CONTROL PLANS SHOWN ARE A MINIMUM REQUIREMENT. CONTRACTOR SHALL PHASE WORK AREAS TO SIZES THAT WILL ALLOW THE ROAD TO OPEN FOR 2 WAY TRAFFIC FROM SUNSET TO SUNRISE



LEGEND

- WORK AREA
- STREET CENTERLINE
- ROW
- TEMPORARY TRAFFIC SIGN
- TRAFFIC CONTROL FLAGGER

TRAFFIC CONTROL NOTES:

- TRAFFIC CONTROL PLANS SHOWN WITHIN THESE PLANS ARE A MINIMUM REQUIREMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL SIGNS, BARRICADES, FLAGMEN OR OTHER TRAFFIC CONTROL DEVICES AS NECESSARY FOR THE SAFETY OF THE TRAVELING PUBLIC.
- THE CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS/MAINTENANCE DEPARTMENT WHEN ANY TRAFFIC CONTROL CHANGES ARE TO BE MADE. THE NOTIFICATION MUST BE MADE TWO DAYS PRIOR TO ANY CHANGE.
- ACCESS TO ALL DRIVES AND SIDE ROADS, BOTH PUBLIC AND PRIVATE, ARE TO BE MAINTAINED AT ALL TIMES.
- WORK SHALL BE CONDUCTED SO THAT ALL MACHINERY IS OFF PUBLIC RIGHT-OF-WAY BY SUNSET.
- CONTRACTOR SHALL EMPLOY ALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE TEXAS MANUAL OF UNIFORM CONTROL DEVICES FOR STREETS AND HIGHWAYS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF TRAFFIC CONTROL DEVICES THROUGHOUT ACTIVITIES.

IMPLEMENT TRAFFIC CONTROL PLAN FOR 30 MPH SPEED LIMIT

CONTRACTOR TO POSITION FLAGGERS ON ALL ENTRANCES TO THE WORK AREA TO CONTROL ONE-WAY TRAFFIC FLOW



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PROJECT:

PIN OAK STREET
ROADWAY
REHABILITATION

SHEET TITLE:

TRAFFIC CONTROL
PLAN - PHASE 2



LEGEND


	FULL DEPTH REPAIR WITH RECYCLED BASE AND TWO COURSE SURFACE TREATMENT
	ROW
	CULVERT
	STREET CENTERLINE
	DRAINAGE SWALE

- NOTES:**
- CONTRACTOR TO MATCH EXISTING GRADE AT EDGE OF PAVEMENT, MAINTAIN EXISTING DRAINAGE CONTOURS & DRAINAGE PATTERNS UNLESS OTHERWISE NOTED.
 - CONTRACTOR TO RE-VEGETATE ALL DISTURBED AREAS UPON COMPLETION OF THE WORK IN COMPLIANCE WITH THE ENVIRONMENTAL NOTES AND SPECIFICATIONS IN THESE DOCUMENTS.
 - CONTRACTOR SHALL ADJUST TO PROPOSED FINISHED GRADE ALL EXISTING VALVES, MANHOLES, MANHOLE COVERS, CLEANOUTS, INLET COVERS AND/OR ANY OTHER OBJECTS WITHIN THE PROJECT AREA, IF APPLICABLE.
 - CONTRACTOR SHALL SAW-CUT AND/OR ADJUST EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH AND CONTINUOUS TRANSITION GRADE.
 - THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT BOTH OVERHEAD AND UNDERGROUND UTILITIES EXIST IN THE VICINITY OF THE CONSTRUCTION AREA. THE EXACT LOCATION OF UNDERGROUND UTILITIES IS NOT CERTAIN. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE AREA UTILITY COMPANIES FOR EXACT LOCATIONS AT LEAST 48 HOURS PRIOR TO CONSTRUCTION OR COMMENCING ANY WORK SO AS TO PREVENT ANY DAMAGE OR INTERFERENCE WITH PRESENT UTILITIES.
 - THE CONTRACTOR SHALL PROTECT ALL AREAS OF THE RIGHT-OF-WAY WHICH ARE NOT INCLUDED IN THE ACTUAL LIMITS OF THE PROPOSED CONSTRUCTION FROM DESTRUCTION. CARE SHALL BE EXERCISED TO PREVENT DAMAGE TO TREES, VEGETATION AND OTHER NATURAL SURROUNDINGS. THE CONTRACTOR, AT HIS EXPENSE, SHALL RESTORE ANY AREAS DISTURBED AS A RESULT OF THEIR OPERATIONS TO A CONDITION AS GOOD AS, OR BETTER THAN, THAT PRESENT PRIOR TO CONSTRUCTION.
 - A PRE-CONSTRUCTION MEETING WITH THE CITY ENGINEER AND CONTRACTOR IS REQUIRED PRIOR TO ANY SITE DISTURBANCE.
 - THE ESTIMATED QUANTITIES PUBLISHED WITH THESE CONSTRUCTION DOCUMENTS ARE FURNISHED AS AN AID IN THE BIDDING PROCESS AND ARE NOT TO BE SUBSTITUTED FOR CONTRACTORS QUANTITY TAKEOFFS.
 - THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY OBSTACLES THAT MAY IMPEDE OR PREVENT THE PROPER CONSTRUCTION OF THE PROJECT.
 - CONTRACTOR SHALL INSTALL EROSION AND SEDIMENTATION CONTROLS AS NEEDED TO PREVENT THE MIGRATION OF SEDIMENT DOWNSTREAM INTO EXISTING INFRASTRUCTURE OR ONTO ADJACENT PROPERTIES.



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ENGINEER'S SEAL:



6/14/21

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JUDICIAL ACTION AS PROVIDED BY FEDERAL LAW.

REVISIONS:		
NO.	REVISION	DATE

DATE: 06/14/2021
DESIGNED BY: SB
CHECKED BY: CWG
PROJ #: MAINT-2021-002

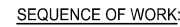


PROJECT:

PIN OAK STREET
ROADWAY
REHABILITATION

SHEET TITLE:

PAVING PLAN



1. RECLAIM THE EXISTING ASPHALT (APPROX. 2 IN) PER TXDOT ITEM 305. STOCKPILE EXISTING ASPHALT.
2. EXCAVATE 8 INCHES OF EXISTING SUBGRADE BELOW AND 1 FOOT WIDER THAN EXISTING PAVEMENT AND HAUL OFF.
3. PLACE NEW FLEXIBLE BASE (APPROX 6 IN) AND MIX IN THE RECLAIMED ASPHALT AND LIQUID EMULSION PER TXDOT SS3089. UNIFORMLY BLEND THE RECLAIMED ASPHALT, NEW BASE AND LIQUID EMULSION TO A DEPTH OF 7 INCHES LEAVING 1 INCH OF NEW FLEXIBLE BASE AT THE BOTTOM OF THE PROPOSED 8 INCH BASE SECTION AS A BUFFER BETWEEN THE TREATED BASE SECTION AND THE EXISTING SUBGRADE TO ENSURE THE MIXED AND TREATED BASE IS NOT CONTAMINATED BY NATIVE SUBGRADE MATERIAL.
4. COMPACT THE 8" OF STABILIZED BASE TO 97% MAX DENSITY (+/- 2% OPTIMUM MOISTURE PER TEX 115E).
5. ALLOW THE BASE SECTION TO CURE 3 TO 7 DAYS UNTIL MOISTURE CONTENT IS A MINIMUM 2% BELOW OPTIMUM. TRAFFIC MAY BE ALLOWED ON THE FINISHED SECTION DURING CURING.
6. APPLY PRIME COAT AND ALLOW TO CURE FOR MINIMUM 24 HOURS.
7. APPLY A TWO COURSE SURFACE TREATMENT.
THE FIRST COURSE: TXDOT ITEM 302 GRADE 3;
FINAL COURSE: TXDOT ITEM 302 GRADE 4, UN PRECOATED ROCKS.
SEAL COAT BINDER: HFRS-2 OR CRS-2

NOTES:

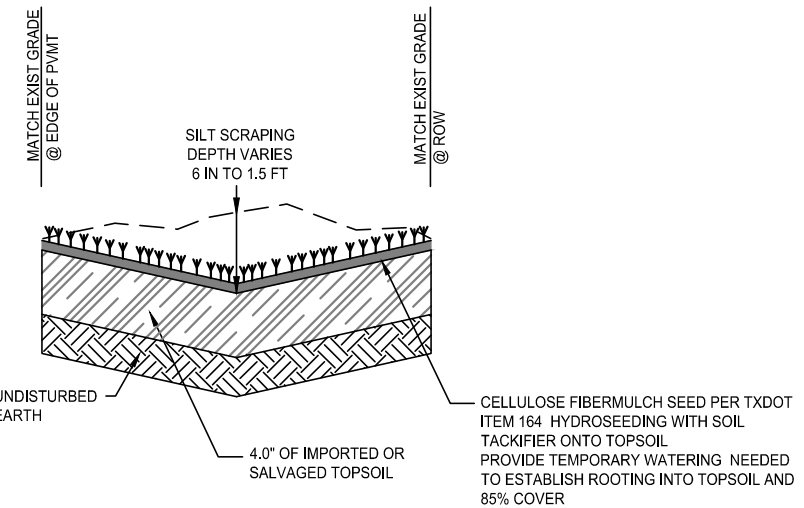
1. MIXTURE DESIGN FOR BID SHALL INCLUDE EITHER 5% STANDARD EMULSION OR 2.5% HIGH YIELD EMULSION. MIXTURE DESIGN SHALL BE CONFIRMED BY A LABORATORY TESTING PER TXDOT SS3089 AND IF NECESSARY MIX DESIGN MAY BE ADJUSTED PRIOR TO START OF CONSTRUCTION.
2. IN NO INSTANCE SHALL THE FINISH GRADE OF THE ROADWAY DRIVING SURFACE BE LOWER THAN EXISTING. IT IS ACCEPTABLE FOR THE FINISH GRADE TO BE UP TO 2 INCHES HIGHER THAN EXISTING AT THE EDGE OF PAVEMENT.
3. CONTRACTOR TO NOTIFY ENGINEER IF LIME STABILIZED OR OTHER UNDESIRABLE SUBGRADE MATERIAL IS EXPOSED.
4. WHERE THERE ARE EXISTING TREES OR OTHER OBSTRUCTIONS INTO THE PROPOSED BASE SECTION, NOTIFY THE CITY ENGINEER PRIOR TO INSTALLATION.
5. COMPLETED PAVING LIMITS SHOULD GENERALLY CONFORM TO THE WIDTH OF THE EXISTING ROADWAY. IN NO INSTANCES SHOULD THE PROPOSED PAVEMENT WIDTH BE LESS THAN 20'.
6. BASIS OF MIX DESIGN FOR BID:
 - WEIGHT OF NEW FLEX BASE + RAP = 135 LB/CF
 - 135 LB/CF = 101.25 LB/SY-IN
 - WEIGHT OF 7 INCHES NEW FLEX BASE + RAP PER SY = 708.75 LB/SY
 - WEIGHT OF ASPHALT EMULSION = 8.5 LB/GAL
 - ESTIMATED HIGH YIELD EMULSION APPLICATION RATE = 2.08 GAL/SY
 - ESTIMATED STANDARD EMULSION APPLICATION RATE = 4.17 GAL/SY

A cross-sectional diagram of a pipe bedding envelope. The diagram shows a central circular pipe with a diameter labeled 'PIPE DIAMETER + 2\''. The pipe is surrounded by a 'CEMENT STABILIZED BACKFILL' (TXDOT ITEM 400). Above the pipe, there is a 'TWO COURSE SURFACE TREATMENT' (HAYS CO SPEC 5.00). Below the pipe, there is an '8" BASE SECTION (EMULSION TREATED FLEX BASE & RECLAIMED ASPHALT)'. The entire structure is supported by 'UNDISTURBED EARTH'. The pipe is also surrounded by a 'PIPE BEDDING ENVELOPE' (TXDOT CLASS B). A 'CORRUGATED METAL PIPE CULVERT' is shown at the bottom of the diagram.

NOTES:

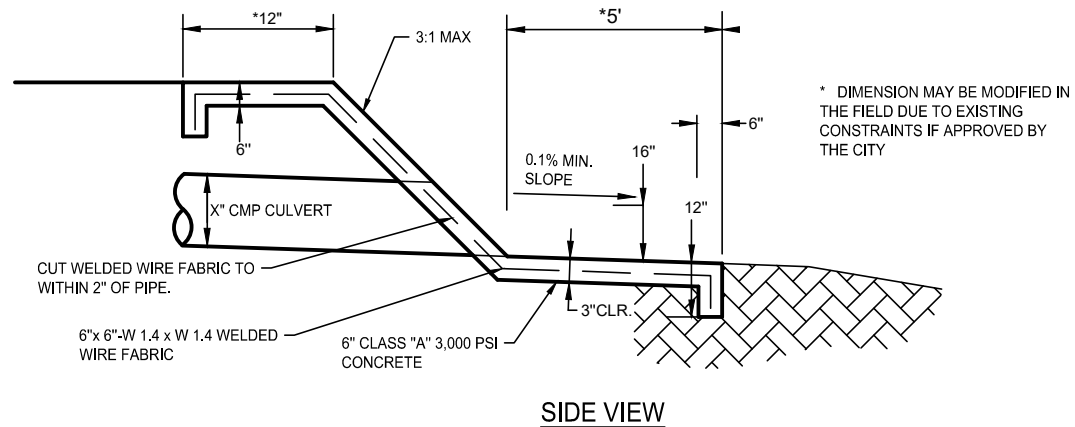
1. NEW CULVERTS SHALL GENERALLY MATCH THE EXISTING FLOWLINE OF THE CULVERT BEING REPLACED.
2. CONTRACTOR TO GRADE ROADSIDE DITCHES AND CULVERTS TO DRAIN.
3. PIPE COVER VARIES BASED ON EXISTING FLOWLINES.
4. EXCAVATION AND BACKFILL, PIPE BEDDING AND CEMENT STABILIZED BACKFILL SHALL BE SUBSIDIARY TO THE PAY ITEMS FOR CORRUGATED METAL PIPE TXDOT SPEC 460.

3 CULVERT SECTION
N.T.S.

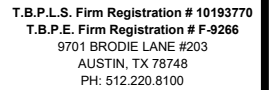


NOTES:

1. EXISTING TREES, UTILITIES, AND OTHER PERMANENT STRUCTURES ARE NOT TO BE DISTURBED DURING SWALE IMPROVEMENTS.
2. THE INTENT OF THIS WORK ITEM IS TO REMOVE SILT AND SEDIMENT THAT HAS ACCUMULATED IN THE ROADSIDE DITCH OVER TIME AS WELL AS GRADE DITCH TO DRAIN AND IMPROVE CAPACITY.



4 CULVERT HEADWALL N.T.S.



ENGINEER'S SEAL:



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REVISIONS:

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DATE: 06/02/2021
DESIGNED BY: SB
CHECKED BY: CWG
PROJ #: MAINT-2021-002



PROJECT:

PIN OAK STREET ROADWAY REHABILITATION

SHEET TITLE:

PAVING DETAILS