

ROAD REHAB OVERLAY

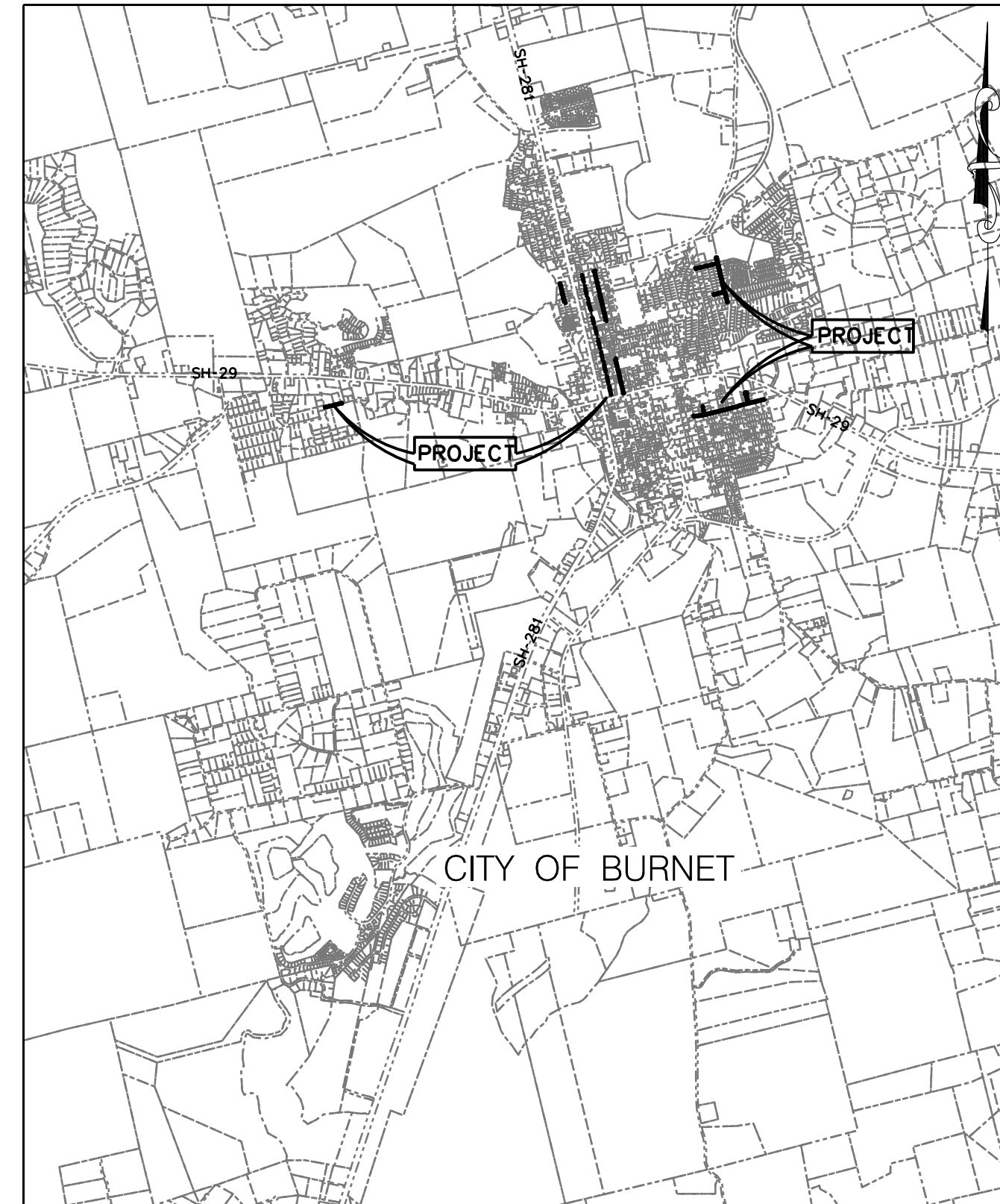
RFP: 2023-003

PID: CIPTR-2023A



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 BURNET 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.
13. SEE ADDITIONAL NOTES AND DETAILS ON KEY MAP.



LOCATION MAP
N.T.S.

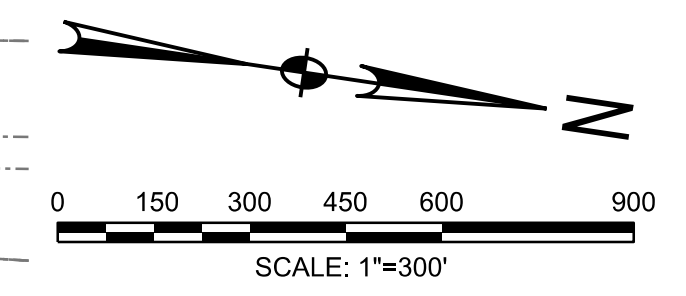
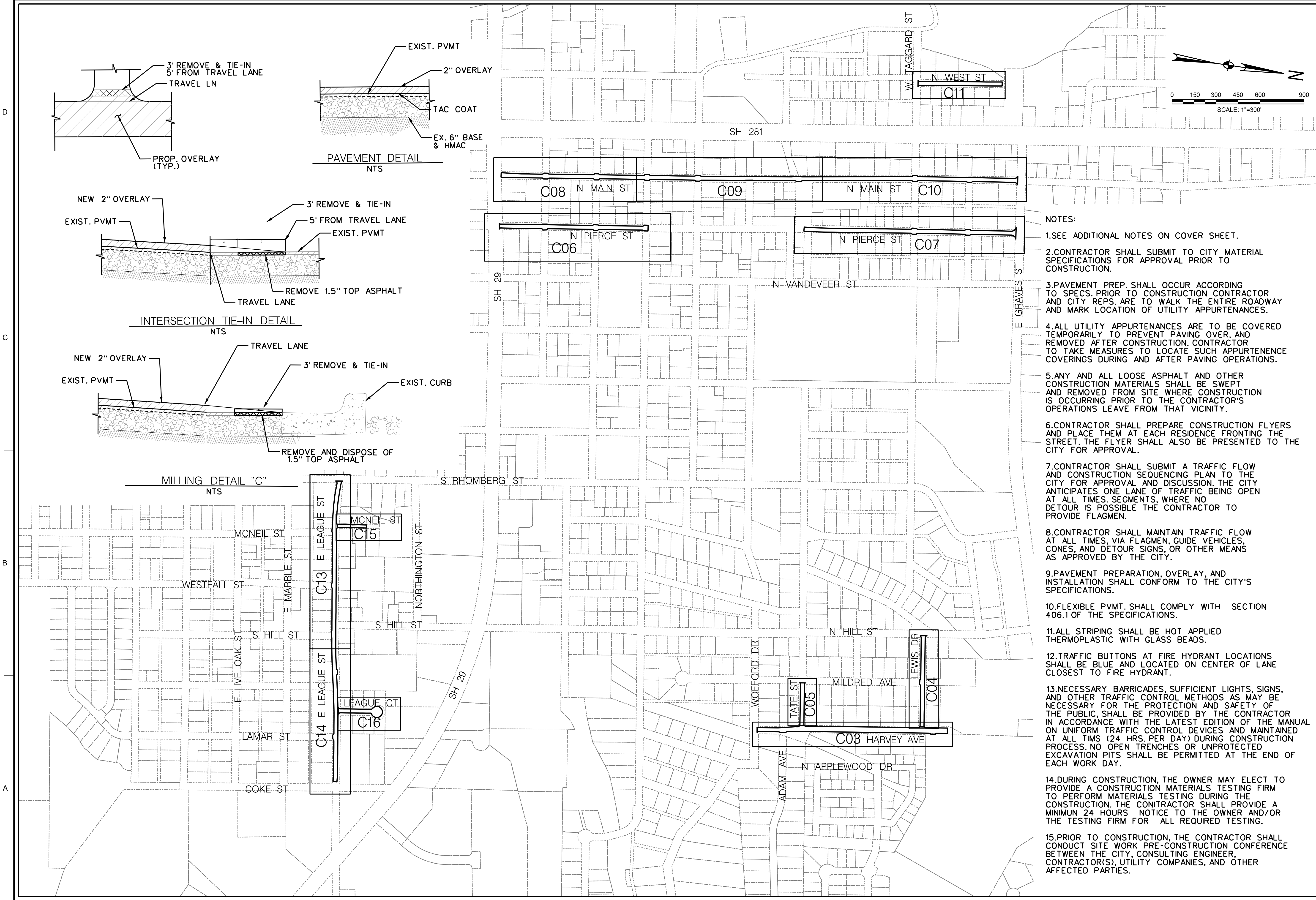
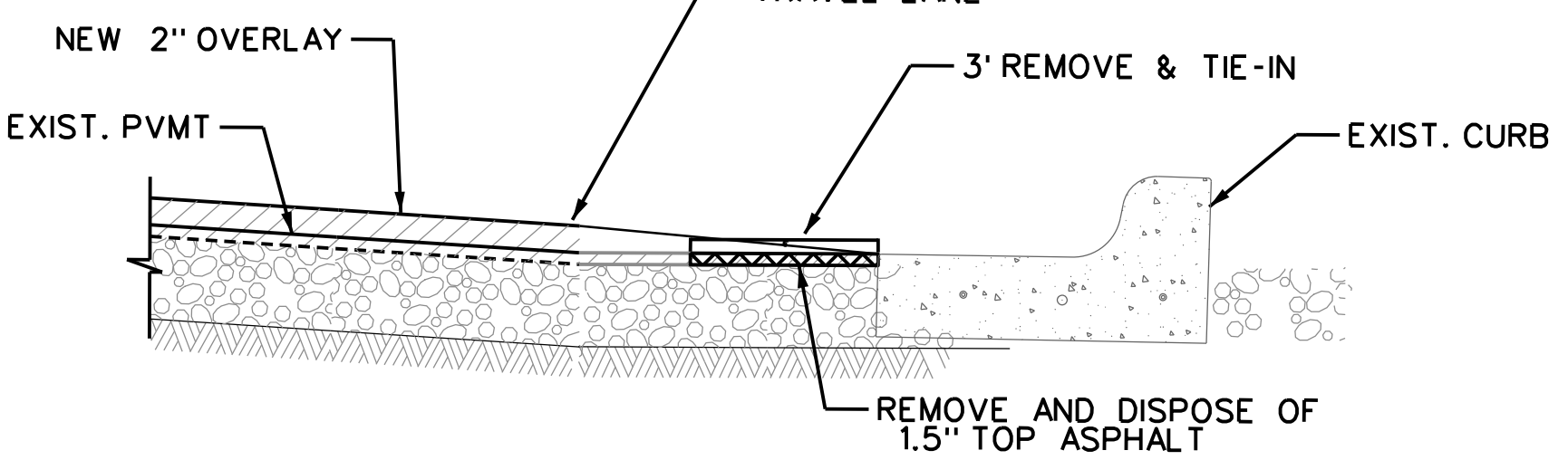
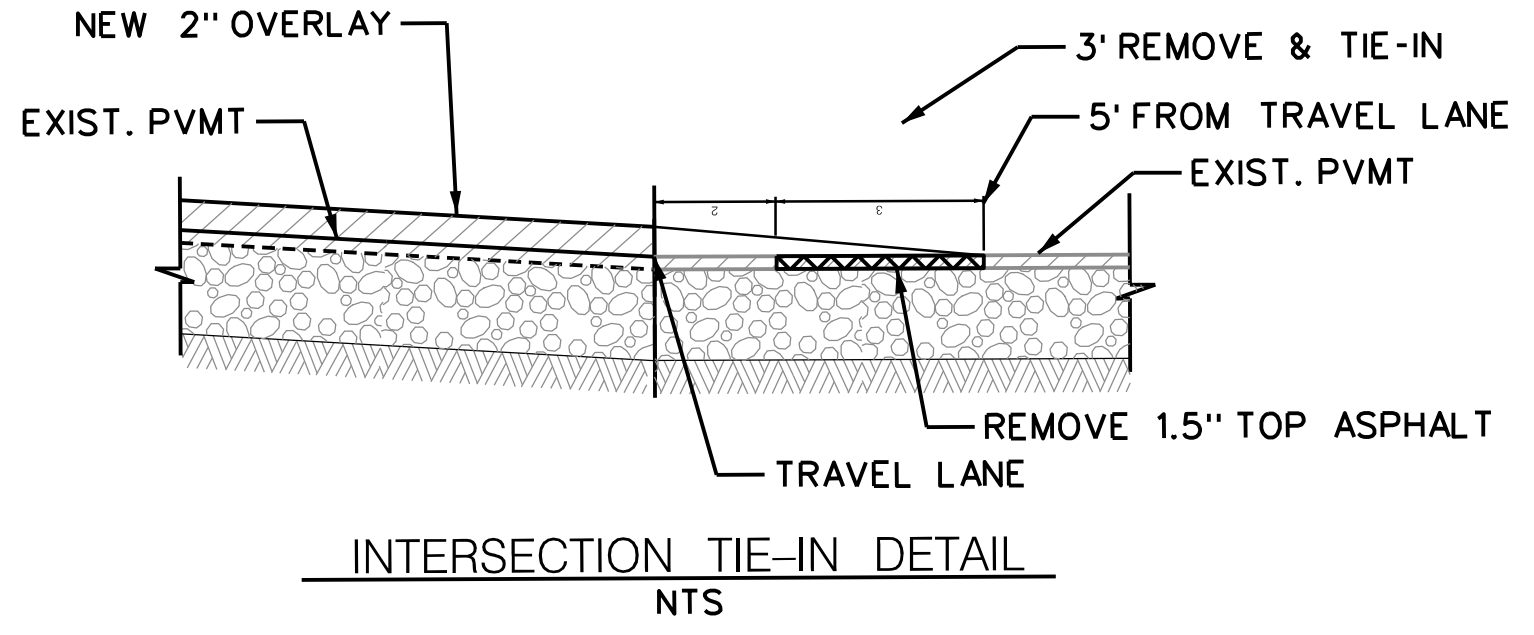
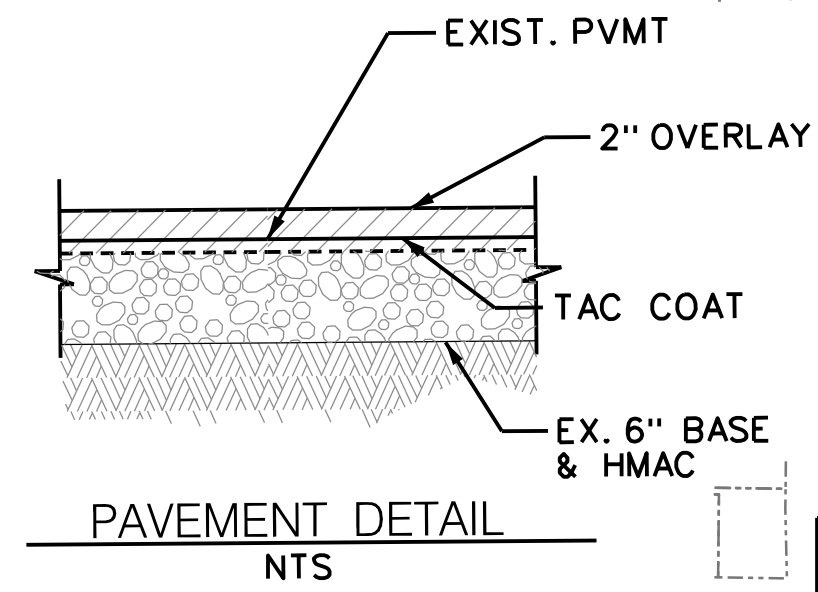
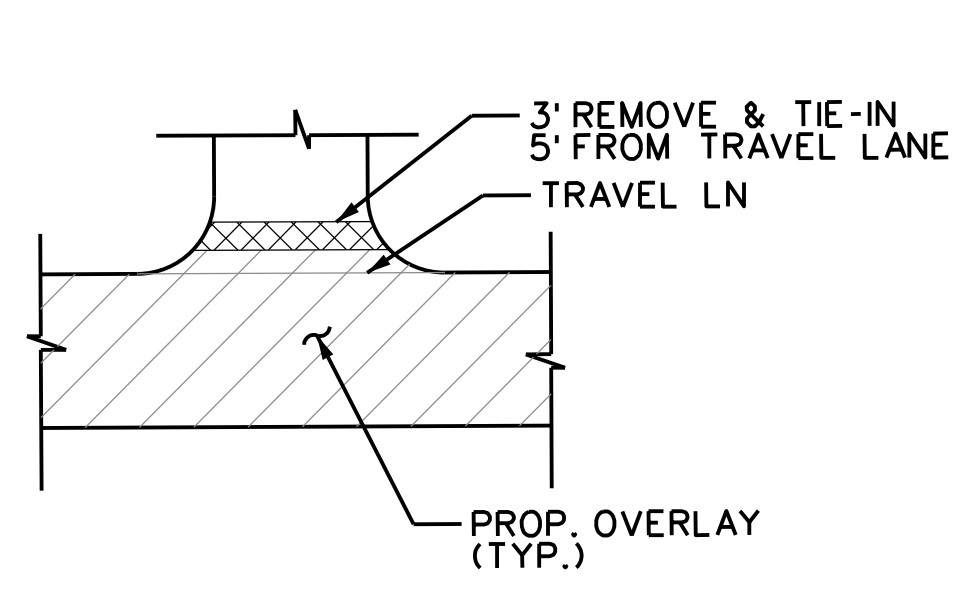
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TCP DETAILS
TCP(1-2)-18

TOPOGRAPHIC SURVEY: DRAWINGS AND DESIGN ARE BASED ON GRID SYSTEM CTx NAD 83





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 TO CONSTRUCTION CONTRACTOR AND CITY REPS. ARE TO WALK THE ENTIRE ROADWAY AND MARK LOCATION OF UTILITY APPURTENANCES.
4. ALL UTILITY APPURTENANCES ARE TO BE COVERED TEMPORARILY TO PREVENT PAVING OVER, AND REMOVED AFTER CONSTRUCTION. CONTRACTOR TO TAKE MEASURES TO LOCATE SUCH APPURTENANCE 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 INSTALLATION SHALL CONFORM TO THE CITY'S SPECIFICATIONS.
10. FLEXIBLE PVMT. SHALL COMPLY WITH SECTION 406.1 OF THE SPECIFICATIONS.
11. ALL STRIPING SHALL BE HOT APPLIED THERMOPLASTIC WITH GLASS BEADS.
12. TRAFFIC BUTTONS AT FIRE HYDRANT LOCATIONS SHALL BE BLUE AND LOCATED ON CENTER OF LANE CLOSEST TO FIRE HYDRANT.
13. NECESSARY BARRICADES, SUFFICIENT LIGHTS, SIGNS, AND OTHER TRAFFIC CONTROL METHODS AS MAY BE NECESSARY FOR THE PROTECTION AND SAFETY OF THE PUBLIC, SHALL BE PROVIDED BY THE CONTRACTOR IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND MAINTAINED AT ALL TIMES (24 HRS. PER DAY) DURING CONSTRUCTION PROCESS. NO OPEN TRENCHES OR UNPROTECTED EXCAVATION PITS SHALL BE PERMITTED AT THE END OF EACH WORK DAY.
14. DURING CONSTRUCTION, THE OWNER MAY ELECT TO PROVIDE A CONSTRUCTION MATERIALS TESTING FIRM TO PERFORM MATERIALS TESTING DURING THE CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE A MINIMUM 24 HOURS NOTICE TO THE OWNER AND/OR THE TESTING FIRM FOR ALL REQUIRED TESTING.
15. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT SITE WORK PRE-CONSTRUCTION CONFERENCE BETWEEN THE CITY, CONSULTING ENGINEER, CONTRACTOR(S), UTILITY COMPANIES, AND OTHER AFFECTED PARTIES.

CITY OF BURNET
 1001 BUCHANAN DR. SUITE 04
 BURNET, TX 78611
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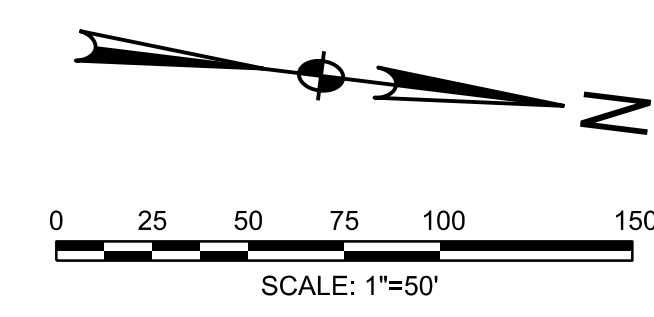
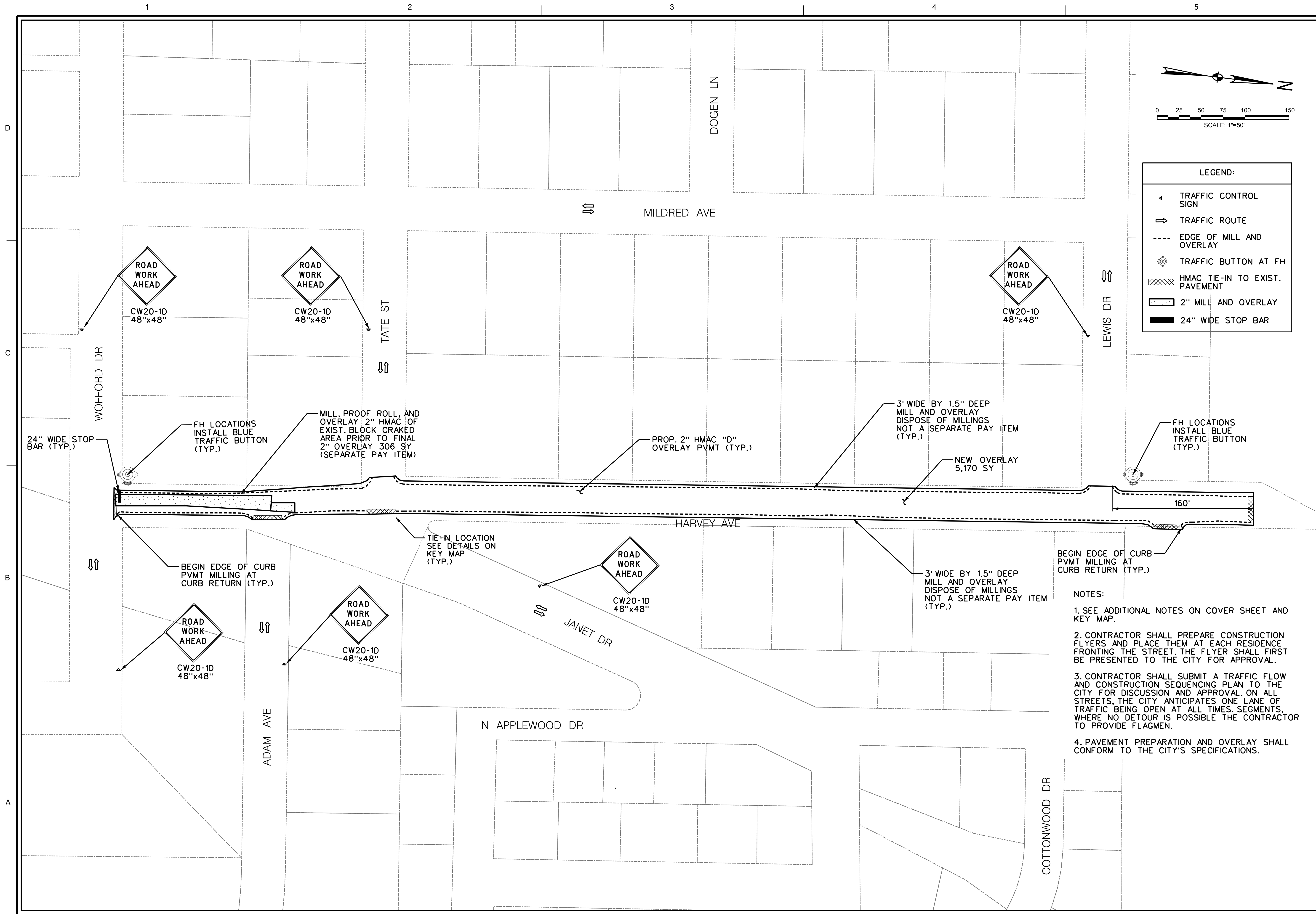


NO.	DESCRIPTION	DATE	ID



2023 STREET REHAB PROGRAM
KEY MAP

SHEET NO.
C02



LEGEND:

- TRAFFIC CONTROL SIGN
- TRAFFIC ROUTE
- EDGE OF MILL AND OVERLAY
- TRAFFIC BUTTON AT FH
- HMAC TIE-IN TO EXIST. PAVEMENT
- 2" MILL AND OVERLAY
- 24" WIDE STOP BAR

- NOTES:**
- SEE ADDITIONAL NOTES ON COVER SHEET AND KEY MAP.
 - CONTRACTOR SHALL PREPARE CONSTRUCTION FLYERS AND PLACE THEM AT EACH RESIDENCE FRONTING THE STREET. THE FLYER SHALL FIRST BE PRESENTED TO THE CITY FOR APPROVAL.
 - CONTRACTOR SHALL SUBMIT A TRAFFIC FLOW AND CONSTRUCTION SEQUENCING PLAN TO THE CITY FOR DISCUSSION AND APPROVAL. ON ALL STREETS, THE CITY ANTICIPATES ONE LANE OF TRAFFIC BEING OPEN AT ALL TIMES. SEGMENTS, WHERE NO DETOUR IS POSSIBLE THE CONTRACTOR TO PROVIDE FLAGMEN.
 - PAVEMENT PREPARATION AND OVERLAY SHALL CONFORM TO THE CITY'S SPECIFICATIONS.

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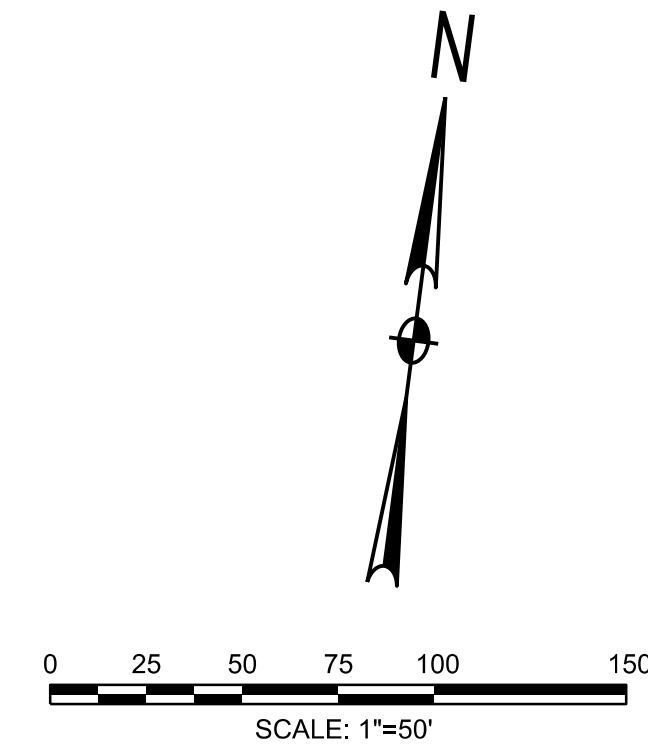
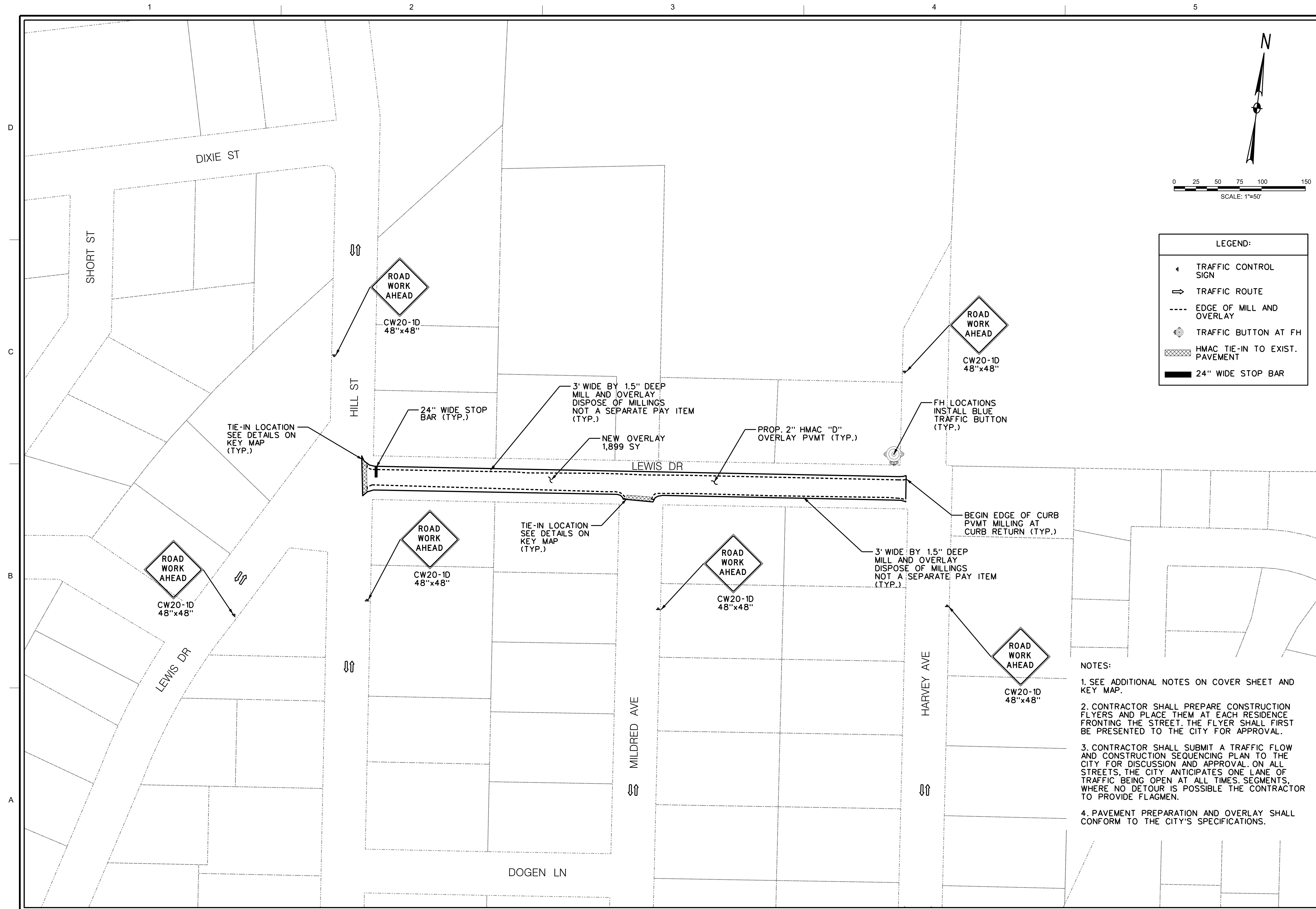


NO.	DESCRIPTION	DATE	ID



2023 STREET REHAB PROGRAM
HARVEY AVENUE

SHEET NO.
C03



LEGEND:

- TRAFFIC CONTROL SIGN
- TRAFFIC ROUTE
- EDGE OF MILL AND OVERLAY
- TRAFFIC BUTTON AT FH
- HMAC TIE-IN TO EXIST. PAVEMENT
- 24" WIDE STOP BAR

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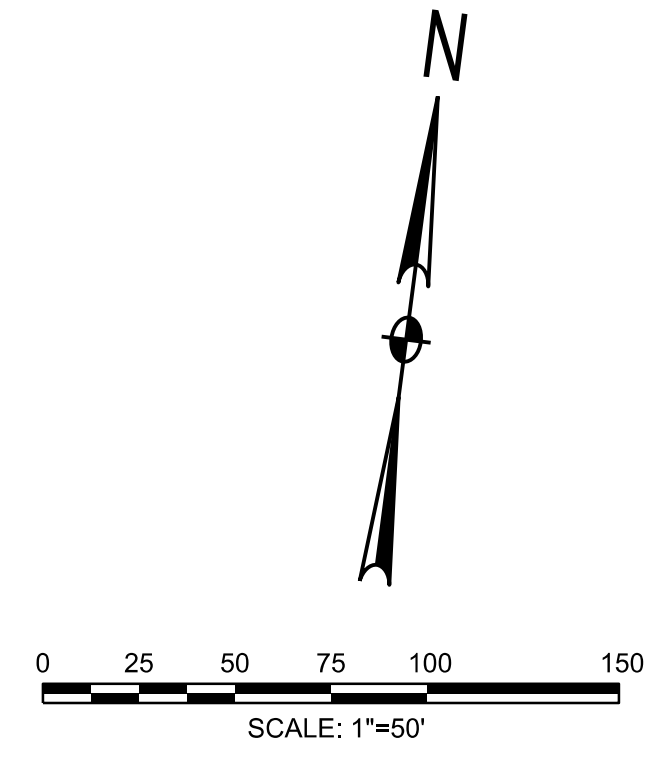
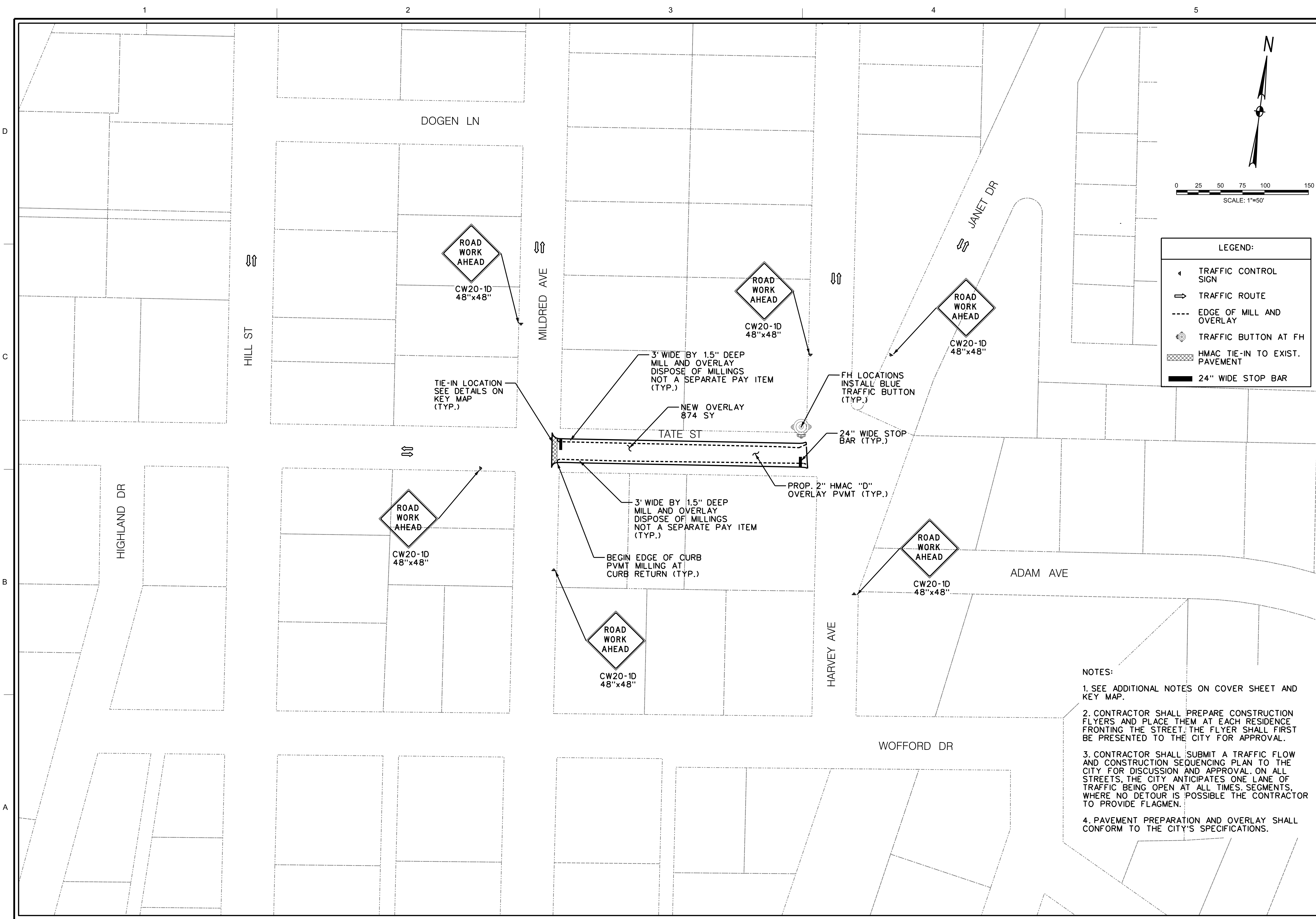


NO.	DESCRIPTION	DATE



2023 STREET REHAB PROGRAM
LEWIS DRIVE

SHEET NO.
C04



LEGEND:

	TRAFFIC CONTROL SIGN
	TRAFFIC ROUTE
	EDGE OF MILL AND OVERLAY
	TRAFFIC BUTTON AT FH
	HMAC TIE-IN TO EXIST. PAVEMENT
	24" WIDE STOP BAR

- NOTES:
1. SEE ADDITIONAL NOTES ON COVER SHEET AND KEY MAP.
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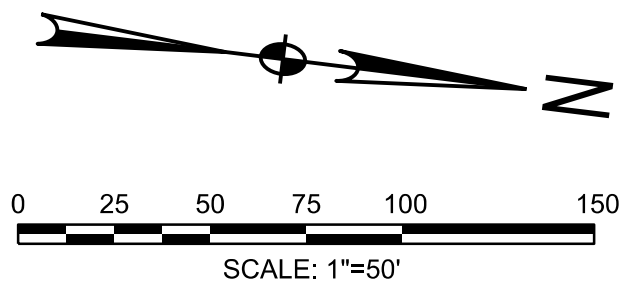
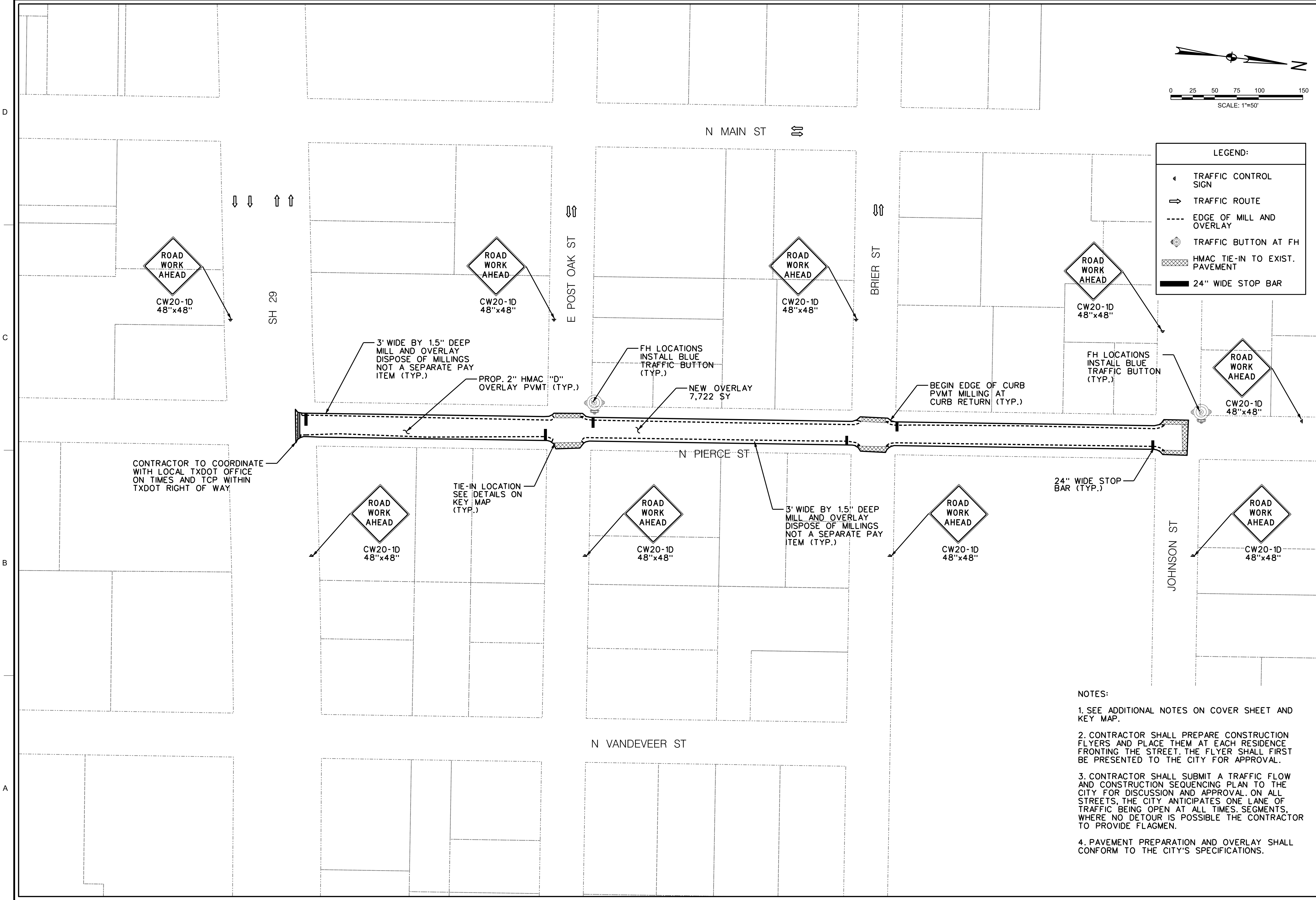


NO.	DESCRIPTION	DATE	ID



2023 STREET REHAB PROGRAM
LEWIS DRIVE

SHEET NO.
C05



LEGEND:

- TRAFFIC CONTROL SIGN
- TRAFFIC ROUTE
- EDGE OF MILL AND OVERLAY
- TRAFFIC BUTTON AT FH
- HMAC TIE-IN TO EXIST. PAVEMENT
- 24" WIDE STOP BAR

CONTRACTOR TO COORDINATE WITH LOCAL TXDOT OFFICE ON TIMES AND TCP WITHIN TXDOT RIGHT OF WAY

TIE-IN LOCATION SEE DETAILS ON KEY MAP (TYP.)

24" WIDE STOP BAR (TYP.)

NOTES:

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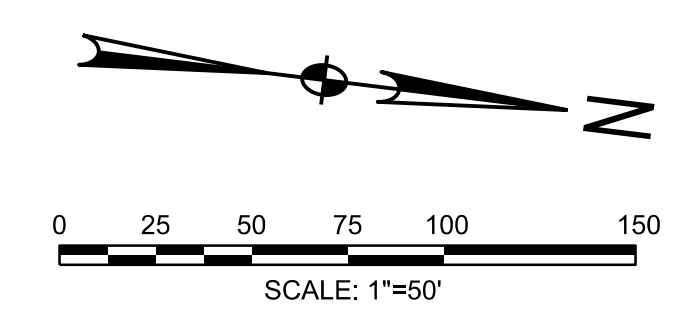
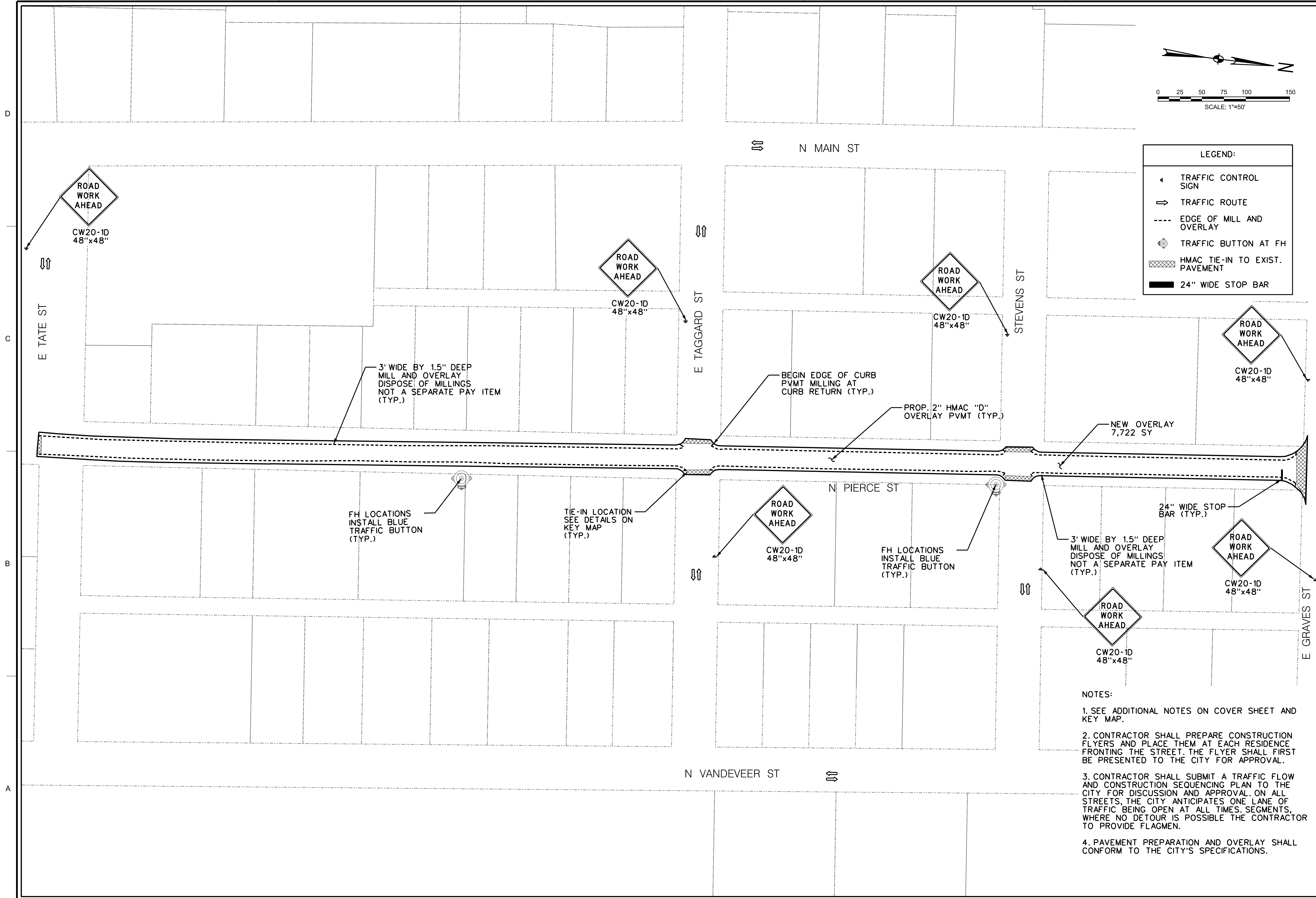


NO.	DESCRIPTION	DATE	ID



2023 STREET REHAB PROGRAM
N PIERCE STREET
 1 OF 2

SHEET NO.
C06



LEGEND:

- TRAFFIC CONTROL SIGN
- TRAFFIC ROUTE
- EDGE OF MILL AND OVERLAY
- TRAFFIC BUTTON AT FH
- HMAc TIE-IN TO EXIST. PAVEMENT
- 24" WIDE STOP BAR

- NOTES:**
1. SEE ADDITIONAL NOTES ON COVER SHEET AND KEY MAP.
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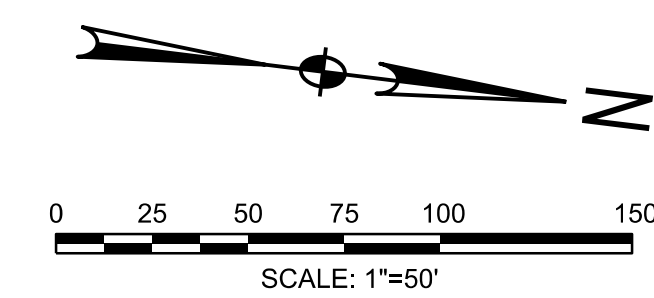


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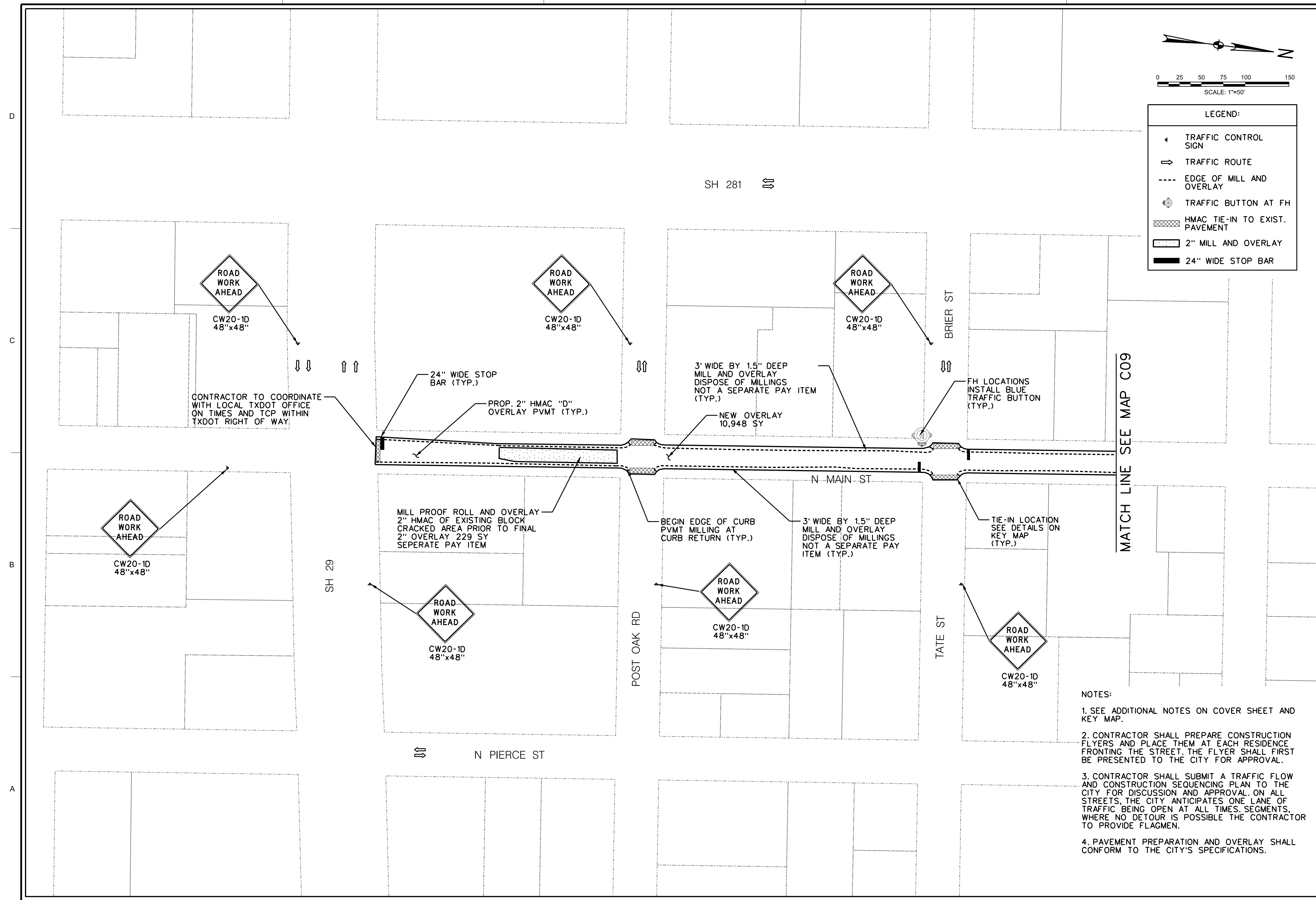


2023 STREET REHAB PROGRAM
N PIERCE STREET
2 OF 2

SHEET NO.
C07



LEGEND:	
	TRAFFIC CONTROL SIGN
	TRAFFIC ROUTE
	EDGE OF MILL AND OVERLAY
	TRAFFIC BUTTON AT FH
	HMAC TIE-IN TO EXIST. PAVEMENT
	2" MILL AND OVERLAY
	24" WIDE STOP BAR



CONTRACTOR TO COORDINATE WITH LOCAL TXDOT OFFICE ON TIMES AND TCP WITHIN TXDOT RIGHT OF WAY

MATCH LINE SEE MAP C09

- NOTES:**
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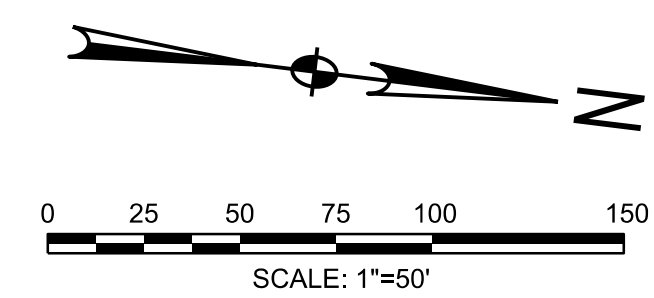
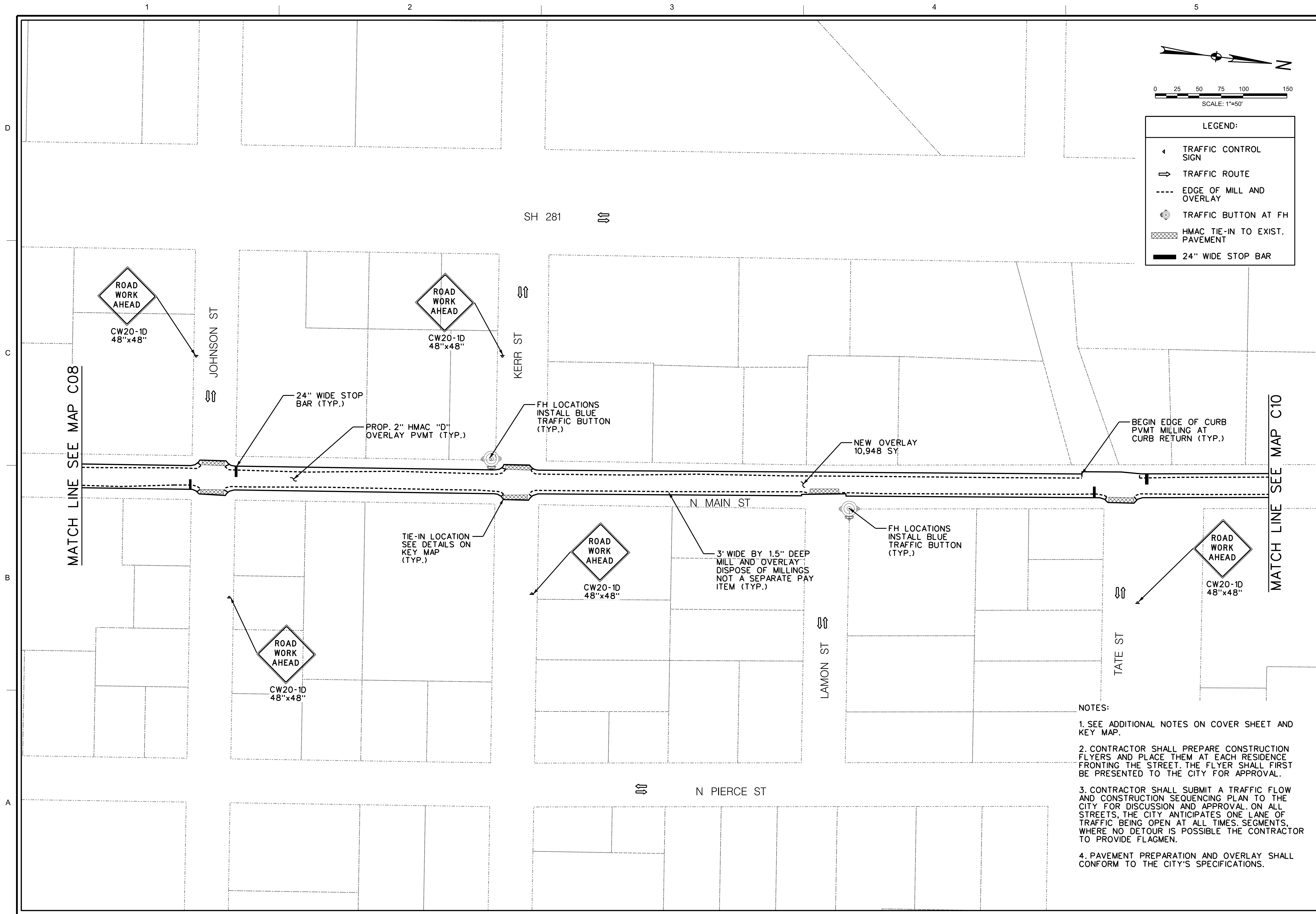


NO.	DESCRIPTION	DATE	ID



2023 STREET REHAB PROGRAM
N MAIN STREET
 1 of 3

SHEET NO.
C08



LEGEND:	
	TRAFFIC CONTROL SIGN
	TRAFFIC ROUTE
	EDGE OF MILL AND OVERLAY
	TRAFFIC BUTTON AT FH
	HMAC TIE-IN TO EXIST. PAVEMENT
	24" WIDE STOP BAR

- NOTES:
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NO.	DESCRIPTION	DATE	ID



2023 STREET REHAB PROGRAM
N MAIN STREET
 2 of 3

SHEET NO.
C09

1

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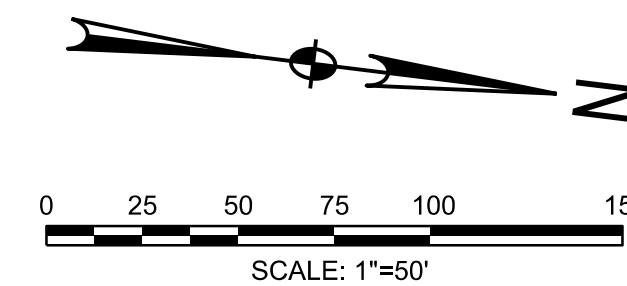
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LEGEND:	
	TRAFFIC CONTROL SIGN
	TRAFFIC ROUTE
	EDGE OF MILL AND OVERLAY
	TRAFFIC BUTTON AT FH
	HMAC TIE-IN TO EXIST. PAVEMENT

SH 281

E TAGGARD ST

E GRAVES ST

N MAIN ST

STEVENS ST

N PIERCE ST

MATCH LINE SEE MAP C09

FH LOCATIONS
INSTALL BLUE
TRAFFIC BUTTON
(TYP.)

PROP. 2" HMAC "D"
OVERLAY PVMT (TYP.)

TIE-IN LOCATION
SEE DETAILS ON
KEY MAP
(TYP.)

FH LOCATIONS
INSTALL BLUE
TRAFFIC BUTTON
(TYP.)

3' WIDE BY 1.5" DEEP
MILL AND OVERLAY
DISPOSE OF MILLINGS
NOT A SEPARATE PAY ITEM
(TYP.)

3' WIDE BY 1.5" DEEP
MILL AND OVERLAY
DISPOSE OF MILLINGS
NOT A SEPARATE PAY ITEM
(TYP.)

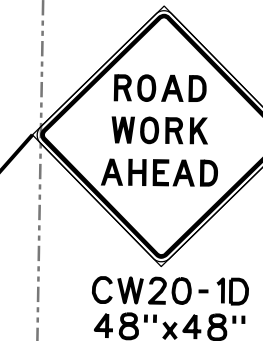
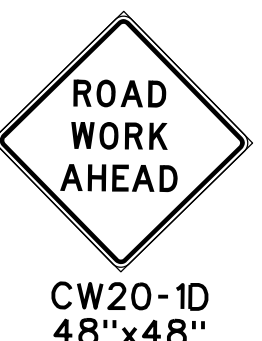
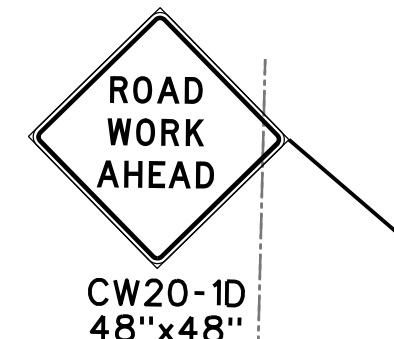
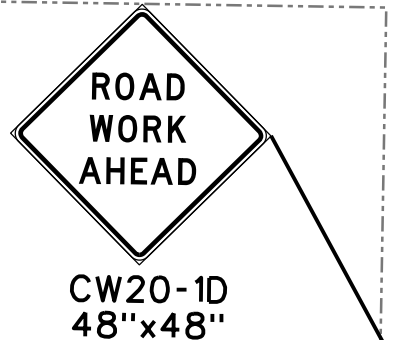
NEW OVERLAY
10,948 SY

BEGIN EDGE OF CURB
PVMT MILLING AT
CURB RETURN (TYP.)

24" WIDE STOP
BAR (TYP.)

NOTES:

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2. CONTRACTOR SHALL PREPARE CONSTRUCTION FLYERS AND PLACE THEM AT EACH RESIDENCE FRONTING THE STREET. THE FLYER SHALL FIRST BE PRESENTED TO THE CITY FOR APPROVAL.
3. CONTRACTOR SHALL SUBMIT A TRAFFIC FLOW AND CONSTRUCTION SEQUENCING PLAN TO THE CITY FOR DISCUSSION AND APPROVAL. ON ALL STREETS, THE CITY ANTICIPATES ONE LANE OF TRAFFIC BEING OPEN AT ALL TIMES. SEGMENTS, WHERE NO DETOUR IS POSSIBLE THE CONTRACTOR TO PROVIDE FLAGMEN.
4. PAVEMENT PREPARATION AND OVERLAY SHALL CONFORM TO THE CITY'S SPECIFICATIONS.



CITY OF BURNET
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BURNET, TX 78611
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NO.	DESCRIPTION	DATE	ID



2023 STREET REHAB PROGRAM
N MAIN STREET
3 of 3

SHEET NO.
C10

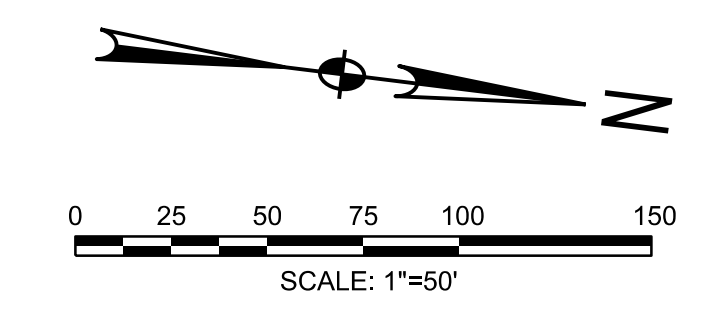
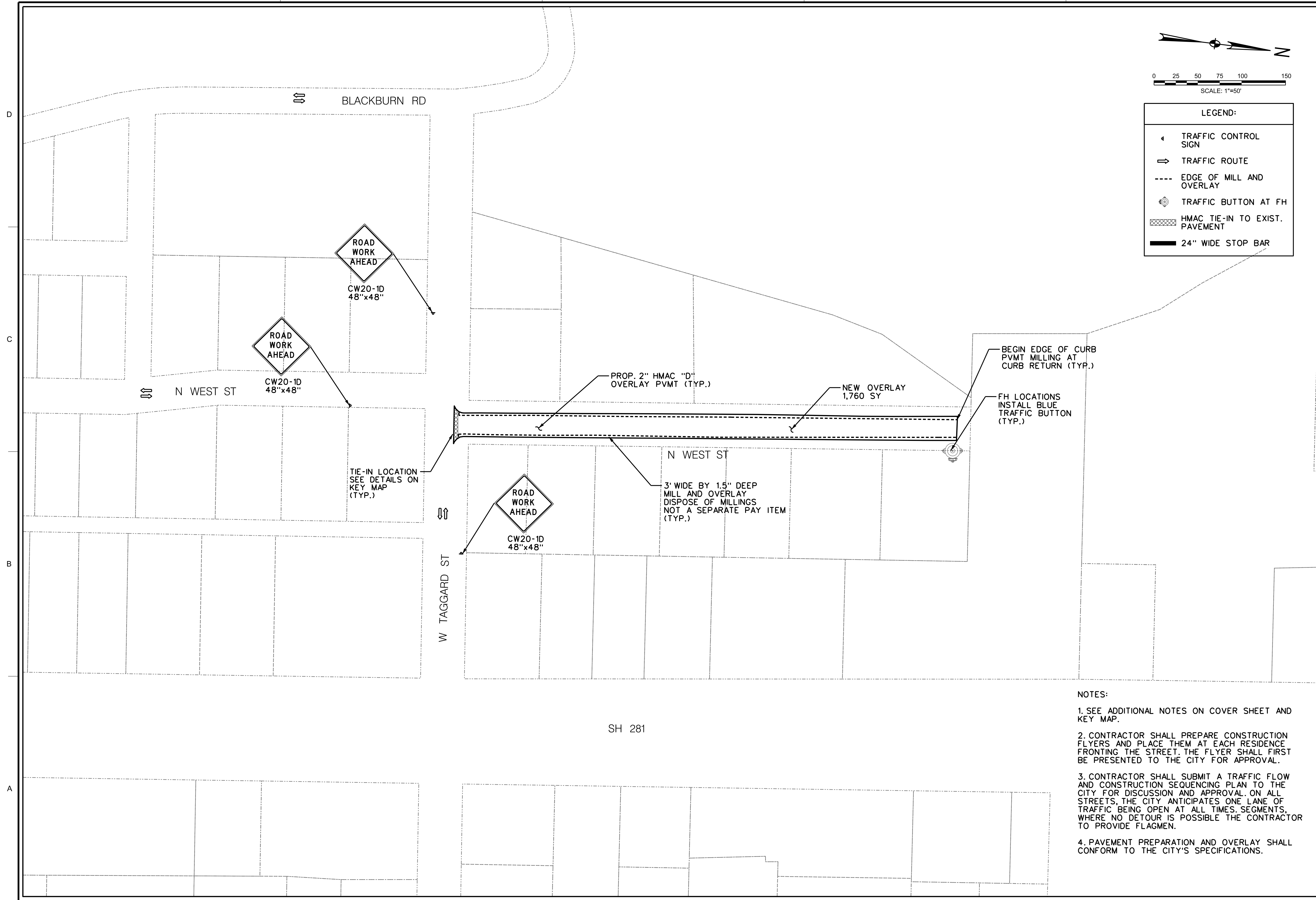
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LEGEND:

	TRAFFIC CONTROL SIGN
	TRAFFIC ROUTE
	EDGE OF MILL AND OVERLAY
	TRAFFIC BUTTON AT FH
	HMAC TIE-IN TO EXIST. PAVEMENT
	24" WIDE STOP BAR

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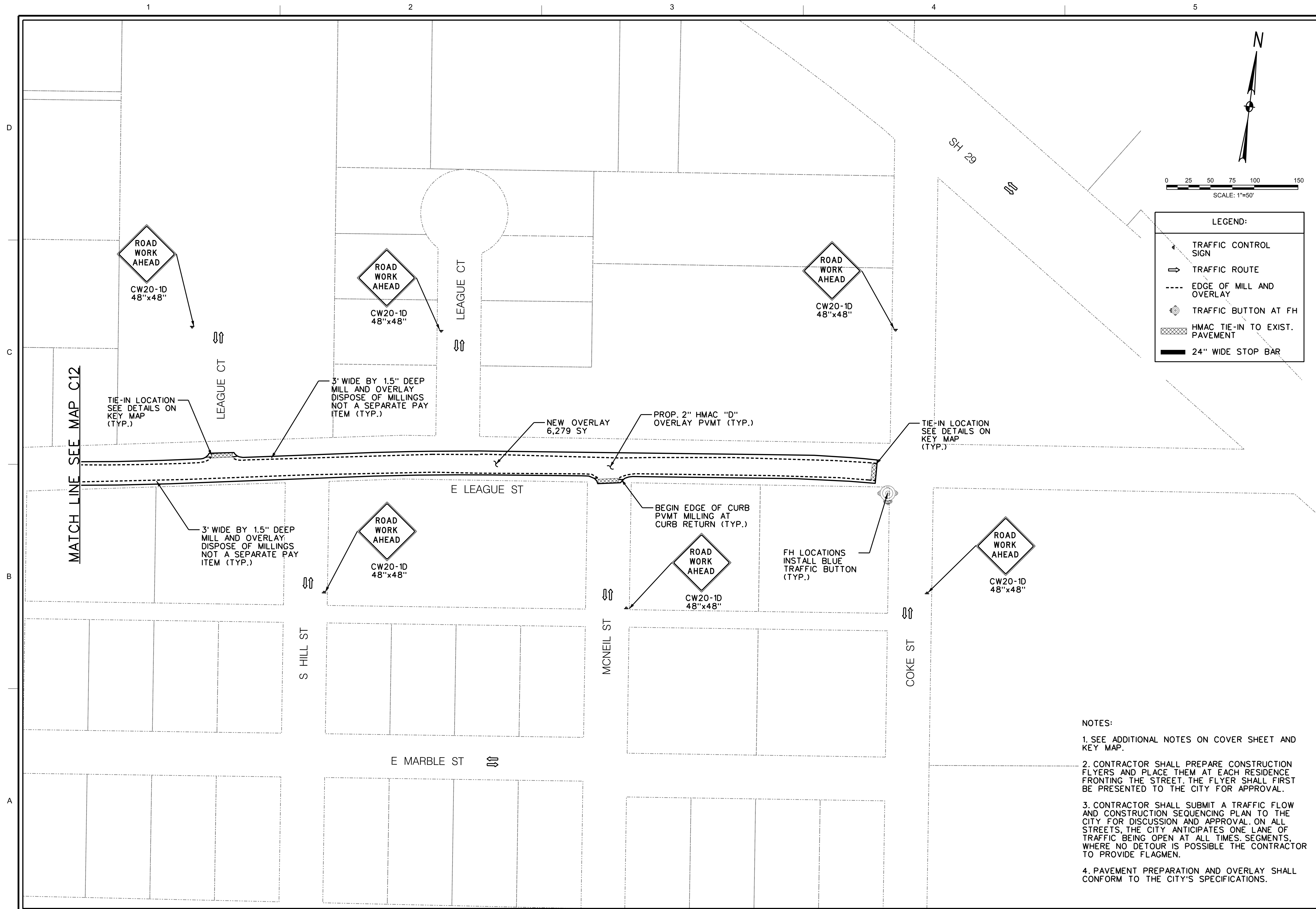


2023 STREET REHAB PROGRAM
N WEST STREET

SHEET NO.
C11

- NOTES:**
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 - PAVEMENT PREPARATION AND OVERLAY SHALL CONFORM TO THE CITY'S SPECIFICATIONS.

SH 281



LEGEND:

	TRAFFIC CONTROL SIGN
	TRAFFIC ROUTE
	EDGE OF MILL AND OVERLAY
	TRAFFIC BUTTON AT FH
	HMAC TIE-IN TO EXIST. PAVEMENT
	24" WIDE STOP BAR

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NO.	DESCRIPTION	DATE	ID



2023 STREET REHAB PROGRAM
E LEAGUE ST
2 OF 2

SHEET NO.
C13

- NOTES:**
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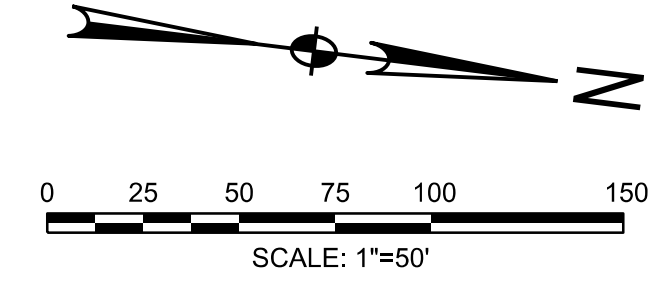
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C

B

A



LEGEND:	
	TRAFFIC CONTROL SIGN
	TRAFFIC ROUTE
	EDGE OF MILL AND OVERLAY
	TRAFFIC BUTTON AT FH
	HMAC TIE-IN TO EXIST. PAVEMENT
	24" WIDE STOP BAR

RHOMBERG ST

MCNEIL ST

MCNEIL ST

E MARBLE ST

E LEAGUE ST

WESTFALL ST

NORTHINGTON ST

ROAD WORK AHEAD
CW20-1D
48"x48"

ROAD WORK AHEAD
CW20-1D
48"x48"

ROAD WORK AHEAD
CW20-1D
48"x48"

PROP. 2" HMAC "D"
OVERLAY PVMT (TYP.)

NEW OVERLAY
480 SY

SCRAPE 1' OF OVERGROWTH
GRASS ALONG ROADWAY
EDGE ON BOTH SIDES OF
THE STREET PRIOR TO
PAVING (NOT A SEPARATE
PAY ITEM)

NOTES:

1. SEE ADDITIONAL NOTES ON COVER SHEET AND KEY MAP.
2. CONTRACTOR SHALL PREPARE CONSTRUCTION FLYERS AND PLACE THEM AT EACH RESIDENCE FRONTING THE STREET. THE FLYER SHALL FIRST BE PRESENTED TO THE CITY FOR APPROVAL.
3. CONTRACTOR SHALL SUBMIT A TRAFFIC FLOW AND CONSTRUCTION SEQUENCING PLAN TO THE CITY FOR DISCUSSION AND APPROVAL. ON ALL STREETS, THE CITY ANTICIPATES ONE LANE OF TRAFFIC BEING OPEN AT ALL TIMES. SEGMENTS, WHERE NO DETOUR IS POSSIBLE THE CONTRACTOR TO PROVIDE FLAGMEN.
4. PAVEMENT PREPARATION AND OVERLAY SHALL CONFORM TO THE CITY'S SPECIFICATIONS.

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



NO.	DESCRIPTION	DATE	ID



2023 STREET REHAB PROGRAM
MCNEIL ST

SHEET NO.
C14

1

2

3

4

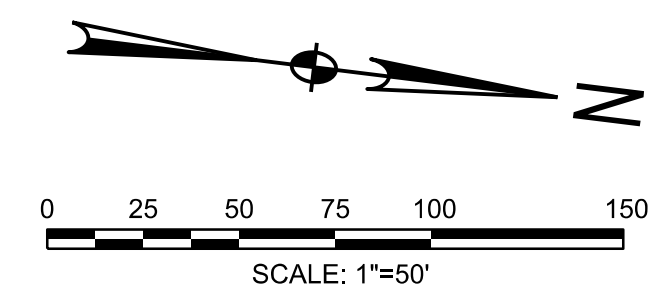
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D

C

B

A



LEGEND:	
	TRAFFIC CONTROL SIGN
	TRAFFIC ROUTE
	EDGE OF MILL AND OVERLAY
	TRAFFIC BUTTON AT FH
	HMAC TIE-IN TO EXIST. PAVEMENT
	24" WIDE STOP BAR

RHOMBERG ST

E MARBLE ST

MCNEIL ST

E LEAGUE ST

LEAGUE CT

SH 29



CW20-1D
48"x48"

BEGIN EDGE OF CURB
PVMT MILLING AT
CURB RETURN (TYP.)

PROP. 2" HMAC "D"
OVERLAY PVMT (TYP.)

NEW OVERLAY
1,199 SY

3' WIDE BY 1.5" DEEP
MILL AND OVERLAY
DISPOSE OF MILLINGS
NOT A SEPARATE PAY ITEM
(TYP.)



CW20-1D
48"x48"

NOTES:

1. SEE ADDITIONAL NOTES ON COVER SHEET AND KEY MAP.
2. CONTRACTOR SHALL PREPARE CONSTRUCTION FLYERS AND PLACE THEM AT EACH RESIDENCE FRONTING THE STREET. THE FLYER SHALL FIRST BE PRESENTED TO THE CITY FOR APPROVAL.
3. CONTRACTOR SHALL SUBMIT A TRAFFIC FLOW AND CONSTRUCTION SEQUENCING PLAN TO THE CITY FOR DISCUSSION AND APPROVAL. ON ALL STREETS, THE CITY ANTICIPATES ONE LANE OF TRAFFIC BEING OPEN AT ALL TIMES. SEGMENTS, WHERE NO DETOUR IS POSSIBLE THE CONTRACTOR TO PROVIDE FLAGMEN.
4. PAVEMENT PREPARATION AND OVERLAY SHALL CONFORM TO THE CITY'S SPECIFICATIONS.

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



NO.	DESCRIPTION	DATE	ID



2023 STREET REHAB PROGRAM
LEAGUE CT

SHEET NO.
C15

1

2

3

4

5

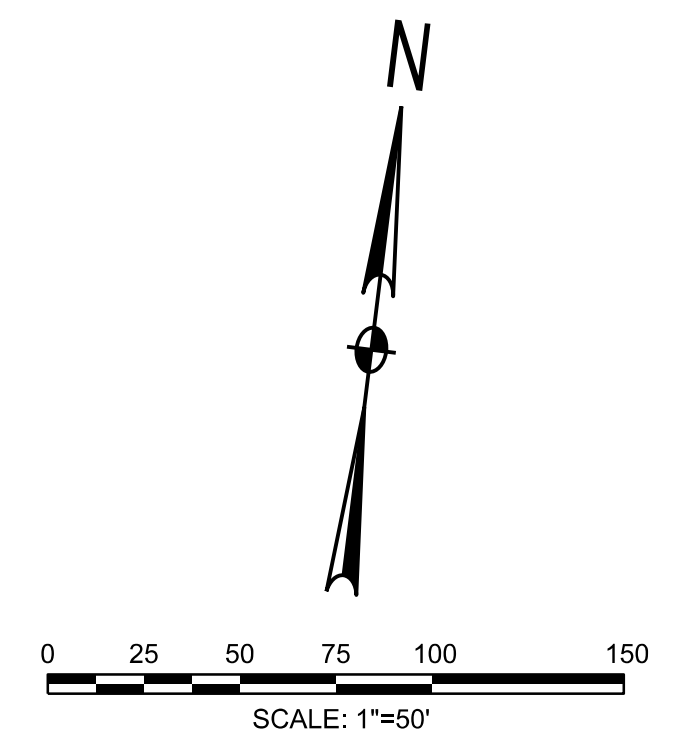
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C

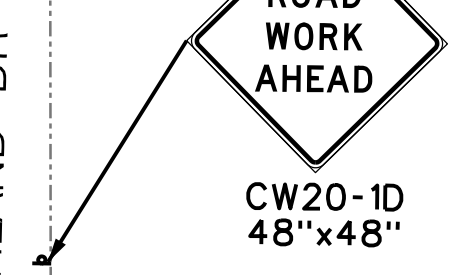
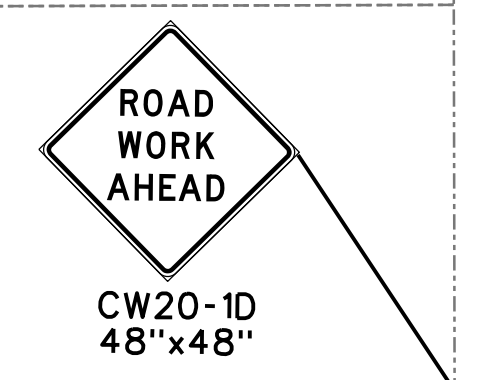
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A

BID ALTERNATE NO. 1

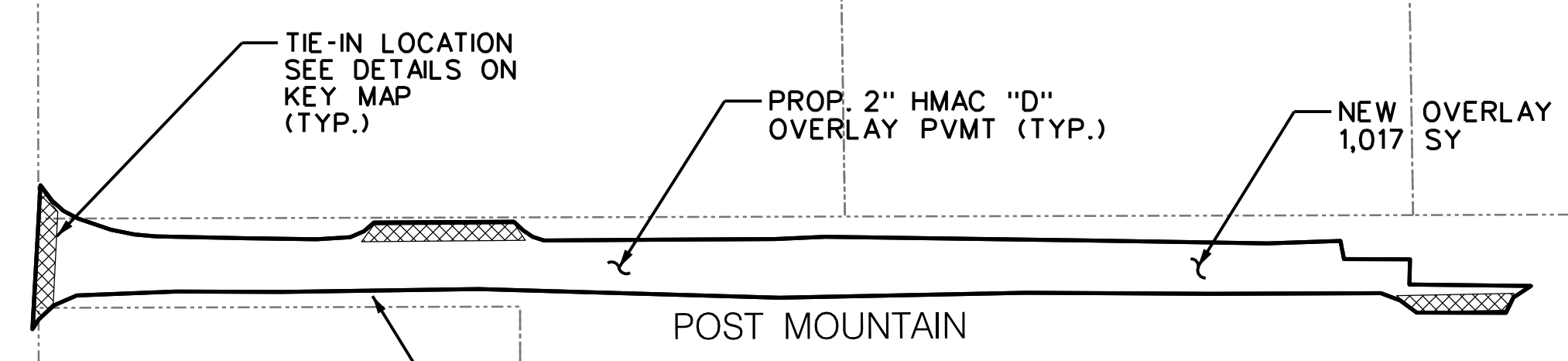
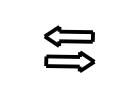


LEGEND:	
	TRAFFIC CONTROL SIGN
	TRAFFIC ROUTE
	EDGE OF MILL AND OVERLAY
	TRAFFIC BUTTON AT FH
	HMAC TIE-IN TO EXIST. PAVEMENT
	24" WIDE STOP BAR



SOUTHLAND DR

SUNSET DR



SCRAPE 1" OF OVERGROWTH GRASS ALONG ROADWAY EDGE ON BOTH SIDES OF STREET PRIOR TO PAVING (NOT A SEPARATE PAY ITEM)

NOTES:

1. SEE ADDITIONAL NOTES ON COVER SHEET AND KEY MAP.
2. CONTRACTOR SHALL PREPARE CONSTRUCTION FLYERS AND PLACE THEM AT EACH RESIDENCE FRONING THE STREET. THE FLYER SHALL FIRST BE PRESENTED TO THE CITY FOR APPROVAL.
3. CONTRACTOR SHALL SUBMIT A TRAFFIC FLOW AND CONSTRUCTION SEQUENCING PLAN TO THE CITY FOR DISCUSSION AND APPROVAL. ON ALL STREETS, THE CITY ANTICIPATES ONE LANE OF TRAFFIC BEING OPEN AT ALL TIMES. SEGMENTS, WHERE NO DETOUR IS POSSIBLE THE CONTRACTOR TO PROVIDE FLAGMEN.
4. PAVEMENT PREPARATION AND OVERLAY SHALL CONFORM TO THE CITY'S SPECIFICATIONS.

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



NO.	DESCRIPTION	DATE	ID

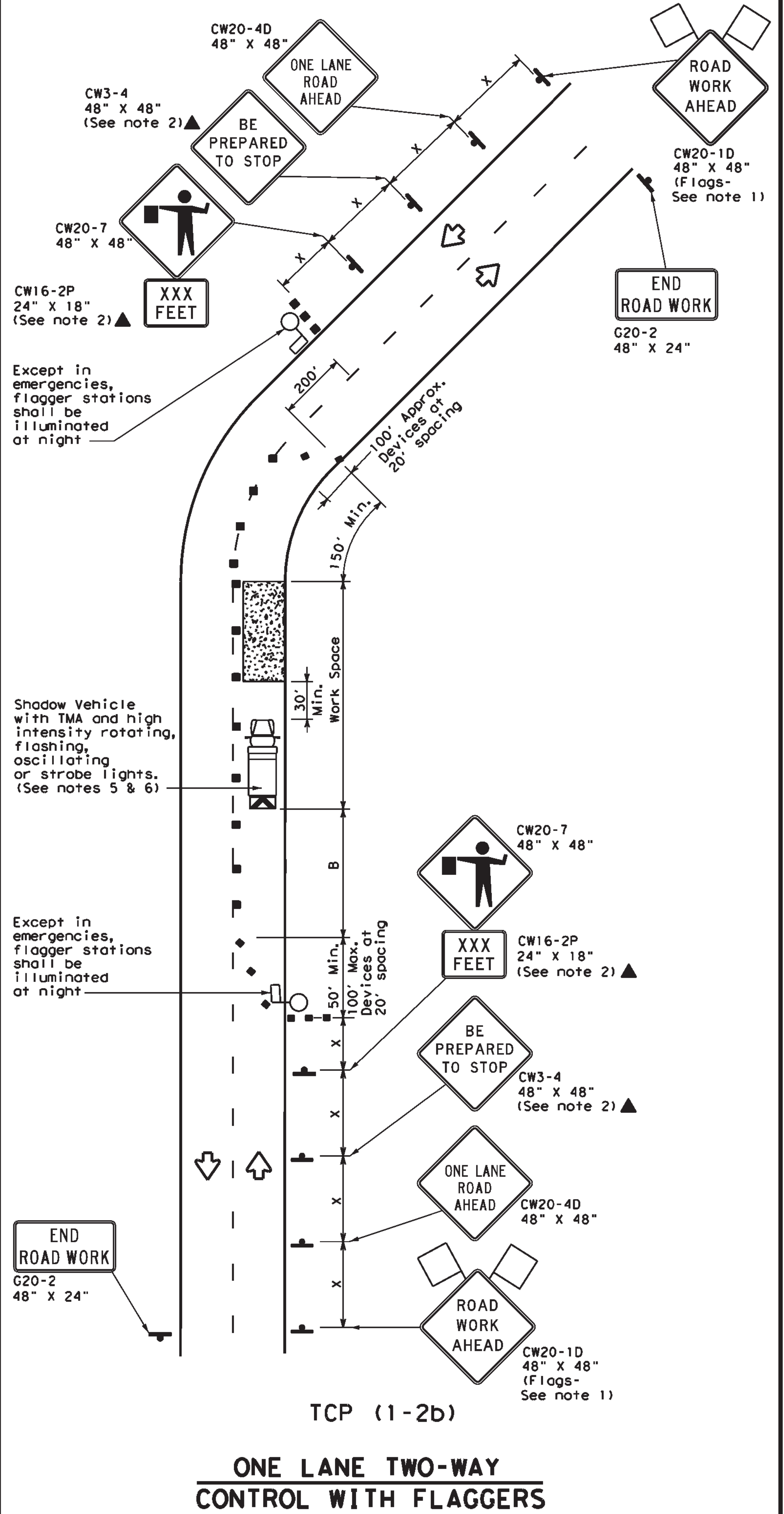
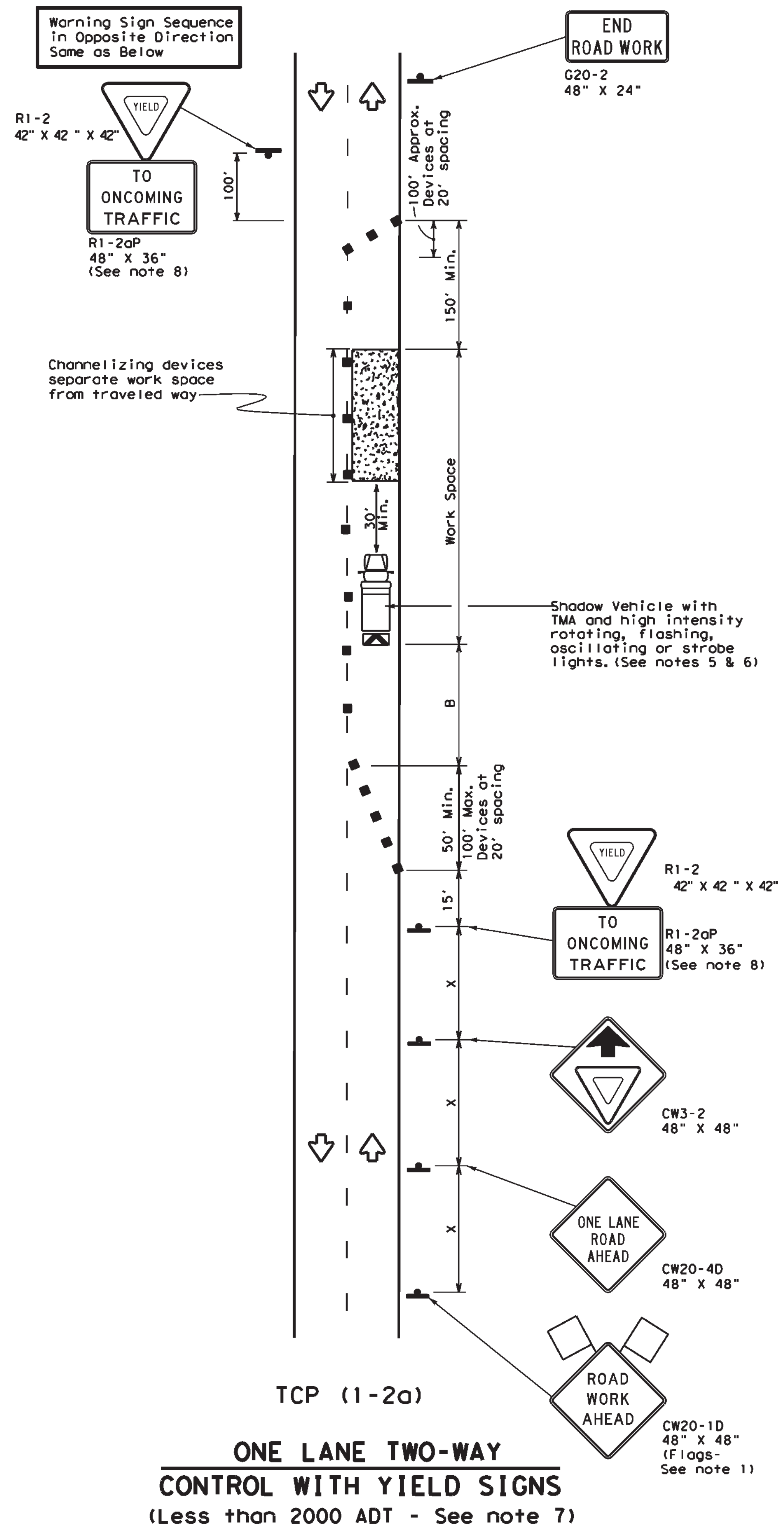


2023 STREET REHAB PROGRAM
POST MOUNTAIN

SHEET NO.
C16

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DATE: FILE:



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" Distance	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.

		Traffic Operations Division Standard	
TRAFFIC CONTROL PLAN ONE-LANE TWO-WAY TRAFFIC CONTROL TCP (1-2) - 18			
FILE: tcp1-2-18.dgn	DN:	CK:	DW:
© TxDOT December 1985	CONT	SECT	JOB
REVISIONS		HIGHWAY	
4-90 4-98	DIST		COUNTY
2-94 2-12	SHEET NO.		
1-97 2-18			