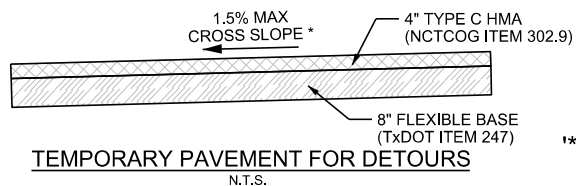


**TRAFFIC CONTROL GENERAL NOTES**

- MAINTENANCE OF TRAFFIC AND TRAFFIC CONTROL MEASURES IMPLEMENTED DURING CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD), LATEST REVISION, AND THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) TRAFFIC PROJECT ENGINEERING STANDARDS BC, WZ, AND TCP.
- THESE TRAFFIC CONTROL PLANS SERVE AS A GUIDE FOR THE SEQUENCING OF CONSTRUCTION OF THE PROPOSED IMPROVEMENTS. THESE TRAFFIC CONTROL PLANS DO NOT ATTEMPT TO ADDRESS EVERY ASPECT OF CONSTRUCTION THAT IS REQUIRED OR COULD BE ENCOUNTERED DURING EACH PHASE OF CONSTRUCTION. THE CONTRACTOR HAS THE SOLE RESPONSIBILITY OF CONSTRUCTING THE PROPOSED IMPROVEMENTS AND PROVIDING FOR THE SAFE HANDLING OF TRAFFIC AND WORKER PROTECTION DURING CONSTRUCTION.
- THE CONTRACTOR HAS THE OPTION TO PREPARE AND SUBMIT AN ALTERNATE TRAFFIC CONTROL PLAN FOR THE PROJECT. PROJECT ENGINEER TO REVIEW. THE CONTRACTOR SHALL NOT IMPLEMENT ANY SUCH ALTERNATE PLAN WITHOUT THE PRIOR WRITTEN APPROVAL OF THE PROJECT ENGINEER. THE ALTERNATE CONSTRUCTION SEQUENCE AND TRAFFIC CONTROL PLAN SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF TEXAS. THE CONTRACTOR WILL NOT BE COMPENSATED FOR THE DESIGN OF ALTERNATE CONSTRUCTION SEQUENCE/ TRAFFIC CONTROL PLAN WHETHER ACCEPTED OR REJECTED BY THE PROJECT ENGINEER AND ANY SUCH EFFORT SHALL BE CONSIDERED SUBSIDIARY TO THE CONTRACT.
- THE PROJECT ENGINEER MAY DIRECT THE CONTRACTOR TO FURNISH AND INSTALL ADDITIONAL TRAFFIC CONTROL MEASURES BEYOND THAT SHOWN IN THE TRAFFIC CONTROL PLANS AS REQUIRED TO MAINTAIN SAFETY OF THE TRAVELING PUBLIC, PEDESTRIANS, AND THE CONTRACTOR DURING CONSTRUCTION. ANY SUCH ADDITIONAL TRAFFIC CONTROL MEASURES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE CONTRACT.
- THE CONTRACTOR SHALL ENSURE THAT ALL IMPLEMENTED TRAFFIC CONTROL MEASURES ARE MAINTAINED IN A CLEAN AND FUNCTIONAL CONDITION AT ALL TIMES, INCLUDING MAINTENANCE DUE TO ACTS OF VANDALISM OR ACCIDENT. THE CONTRACTOR SHALL HAVE ADEQUATE REPLACEMENT TRAFFIC CONTROL DEVICES AVAILABLE, AT ALL TIMES, TO REPLACE THOSE SO DAMAGED.
- IN ADDITION TO THE ONES SHOWN ON THE TRAFFIC CONTROL PLANS, THE CONTRACTOR SHALL HAVE TRAILER MOUNTED FLASHING ARROW PANELS AVAILABLE (IN WORKING ORDER) AT ALL TIMES AT THE PROJECT. TO BE USED WHEN NEEDED AS DIRECTED BY THE PROJECT ENGINEER. TRAILER MOUNTED FLASHING ARROW PANELS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE CONTRACT.
- FLAGGER CONTROL SHALL BE IMPLEMENTED WHEN REQUIRED BY THE STANDARDS OR AS DIRECTED BY THE PROJECT ENGINEER TO PROVIDE FOR THE SAFE HANDLING OF TRAFFIC DURING CONSTRUCTION OF THE PROPOSED IMPROVEMENTS. FLAGGER CONTROL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE CONTRACT.
- THE CONTRACTOR SHALL IMPLEMENT TRAFFIC CONTROL MEASURES AS REQUIRED BY THE TMUTCD, LATEST EDITION, AND AS DIRECTED BY THE PROJECT ENGINEER TO GUIDE AND DIRECT PEDESTRIANS THROUGH, OR AROUND, AS APPLICABLE, THE VARIOUS CONSTRUCTION ZONES. PEDESTRIAN ROUTES SHALL BE ADEQUATELY FENCED OFF OR SEPARATED FROM UTILITY WORK ZONES TO PREVENT PEDESTRIAN ACCESS TO POTENTIALLY DANGEROUS AREAS. SUCH TRAFFIC CONTROL MEASURES REQUIRED TO MEET THESE PROVISIONS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE CONTRACT.
- THE CONTRACTOR SHALL INSTALL APPROPRIATE CHANNELIZING DEVICES, AT SPACING SPECIFIED BY THE TMUTCD FOR THE POSTED SPEED INDICATED. CHANNELIZING DEVICES SHALL BE PLACED ALONG THE LIMITS OF CONSTRUCTION ZONE AND TRAVEL WAYS TO DELINEATE ONGOING CONSTRUCTION OPERATIONS AND TO PROVIDE FOR THE SAFE HANDLING OF TRAFFIC DURING CONSTRUCTION OF THE PROPOSED IMPROVEMENTS. SUCH CHANNELIZING DEVICES SHALL BE LOCATED ALONG THE PERIMETER OF THE CONSTRUCTION ZONE AND SHALL NOT BE PLACED WITHIN TRAVEL LANES THAT ARE SCHEDULED TO REMAIN OPEN. SUCH TRAFFIC CONTROL MEASURES PROVIDED TO MEET THESE REQUIREMENTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE CONTRACT.
- THE CONTRACTOR SHALL NOTIFY LOCAL POLICE AND FIRE DEPARTMENT OFFICIALS OF IMPENDING CONSTRUCTION PHASE TRAFFIC SHIFTS AND LANE CLOSURES TWO WORKING DAYS PRIOR TO SHIFTS OR CLOSURES.
- THE CONTRACTOR SHALL INSTALL SAFETY FENCING AND SHORING MEASURES OF THE SIZE AND TYPE REQUIRED BY FEDERAL AND STATE REGULATIONS AROUND ALL OPEN EXCAVATIONS AT THE END OF EACH WORK DAY AND WHEN WORKERS ARE PRESENT OR ABSENT FROM THE OPEN EXCAVATIONS, OR AS DIRECTED BY THE PROJECT ENGINEER. SUCH FENCING SHALL NOT OBSTRUCT VISION LINES OF THE TRAVELING PUBLIC. ANY SUCH CONSTRUCTION FENCING REQUIRED TO MEET THIS PROVISION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE CONTRACT.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR MAINTAINING TEMPORARY DRAINAGE THROUGHOUT THE PROJECT LIMITS DURING ALL CONSTRUCTION PHASES TO ENSURE SAFE ROAD CONDITIONS AND PREVENT FLOODING OF PROPERTIES AND IMPROVEMENTS ADJACENT TO THE PROJECT AREA. SUCH WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE CONTRACT.
- THE CONTRACTOR SHALL COMPLETELY REMOVE EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE TRAFFIC CONTROL PLANS OR THE INTENT THEREOF. METHODS FOR THE REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE APPROVED BY THE PROJECT ENGINEER PRIOR TO THE CONTRACTOR COMMENCING ANY REQUIRED REMOVAL OF EXISTING PAVEMENT MARKINGS. THE PAVEMENT MARKINGS SHALL BE REMOVED BY ANY METHOD THAT DOES NOT MATERIALLY DAMAGE THE SURFACE OR TEXTURE OF THE PAVEMENT. PAVEMENT MARKING REMOVAL BY OVER-PAINTING IS PROHIBITED. SUCH MEASURES SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE CONTRACT.
- AFTER INSTALLATION OF DRAINAGE STRUCTURES, STORM SEWERS, PUBLIC OR PRIVATE UTILITY FACILITY BY OPEN CUT BENEATH EXISTING PAVEMENTS CARRYING TRAFFIC DURING CONSTRUCTION, THE PAVEMENT SHALL BE RESTORED TO PROVIDE STRUCTURALLY SOUND SUPPORT AND SATISFACTORY RIDING SURFACE, PRIOR TO RE-OPENING ROADWAY TO TRAFFIC.
- THE CONTRACTOR SHALL COVER OR TEMPORARILY REMOVE EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLANS OR THE INTENT THEREOF. EXISTING SIGNS THAT DO NOT CONFLICT WITH THE TRAFFIC CONTROL PLANS OR THE INTENT THEREOF BUT REQUIRE RELOCATION DUE TO PHYSICAL CONFLICTS SHALL NOT BE RELOCATED UNTIL THE TEMPORARY SIGN SUPPORTS HAVE BEEN INSTALLED TO ALLOW FOR THE IMMEDIATE RELOCATION OF SUCH SIGNS. SUCH MEASURES SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE CONTRACT.
- ALL TRAFFIC CONTROL DEVICES THAT ARE NOT REQUIRED FOR ONGOING CONSTRUCTION OPERATIONS SHALL BE REMOVED WHEN NOT NEEDED. WHEN WORK IS SUSPENDED FOR SHORT OR EXTENDED PERIODS, ADVANCE WARNING, REGULATORY, AND/OR GUIDE SIGNS THAT ARE NO LONGER APPROPRIATE FOR THE PRESENT CONDITIONS SHALL BE REMOVED FROM THE WORK AREA OR COVERED SO THEY ARE NOT VISIBLE TO THE TRAVELING PUBLIC.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS AT ALL TIMES DURING CONSTRUCTION OF ALL OPERATIONAL SERVICES SUCH AS TRASH COLLECTION, POSTAL SERVICE, UTILITY METER READING, ETC. TO PREVENT INTERRUPTION OR DELAYS OF THE RESPECTIVE SERVICES. ACCESS TO PROPERTY ALONG THE CORRIDOR SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT THE CONSTRUCTION DURATION. THIS MAINTENANCE SHALL BE COORDINATED WITH WITH THE PROJECT ENGINEER AND SHALL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED SUBSIDIARY TO THE CONTRACT.
- WORK ZONE PAVEMENT MARKINGS SHALL BE INSTALLED PER TXDOT WZ TRAFFIC PROJECT ENGINEERING STANDARD SHEETS. WORK ZONE MARKINGS AND MATERIALS SHALL BE INSTALLED PER TXDOT ITEM 662.
- CONTRACTOR SHALL BE RESPONSIBLE FOR CONDITION OF TEMPORARILY REMOVED EXISTING SIGNS. REMOVED SIGNS MUST BE IN SAME OR BETTER CONDITION WHEN REINSTALLED.
- THE CONTRACTOR SHALL COORDINATE THE LOCATION OF ANY LOCAL STAGING AREA (IF AVAILABLE) WITH THE TOWN PRIOR TO IMPLEMENTATION.
- IF ANY EXISTING UTILITIES ARE ENCOUNTERED DURING OPERATIONS AND DAMAGED THAT RESULTS IN A LOSS OF THE UTILITY TO THE RESIDENTS THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE TOWN AND REPAIR THE DAMAGE AS SOON AS POSSIBLE TO THE SATISFACTION OF THE TOWN OR THE PROJECT ENGINEER. ANY DAMAGE REPAIR SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR MUST MAINTAIN AN ADA AND TAS COMPLIANT PATH TO HOMES WITHIN THE WORK AREA.
- THE CONTRACTOR MUST MAINTAIN POSITIVE DRAINAGE AT ALL TIMES.
- THE CONTRACTOR SHALL LIMIT DRIVEWAY CLOSURES AND BACKFILL / PLATE TRENCHES IN FRONT OF DRIVEWAYS TO MAINTAIN ACCESS AFTER HOURS OF OPERATION.



**TEMPORARY PAVEMENT FOR DETOURS**  
N.T.S.

NOTE:  
1. TO BE PAID BY 'TEMPORARY PAVEMENT'  
BID ITEM - MEASURED BY SY.

**SUGGESTED TRAFFIC CONTROL NARRATIVE**

PRIOR TO START OF CONSTRUCTION:  
INSTALL TEMPORARY EROSION CONTROL ELEMENTS.  
NOTIFY PROPERTY OWNERS OF CONSTRUCTION OPERATIONS A MINIMUM OF 24 HOURS IN ADVANCE.

**PHASE 1 CONSTRUCTION**

LOWER EXISTING WATER MAIN AT CROSSINGS WITH PROPOSED STORM SEWER MAIN. NOTIFY PROPERTY OWNERS OF INTERMITTENT WATER SHUTDOWNS.

**PHASE 2 CONSTRUCTION**

INSTALL ADVANCE WARNING SIGNS AND ALL TEMPORARY SIGNS AND TRAFFIC CONTROL DEVICES AS PER NOTE 2.

CONSTRUCT PROPOSED STORM SEWER GENERALLY CONTAINED WITHIN THE NORTHBOUND LANE OF OAKS NORTH DRIVE FROM STATION 10+40 TO END OF PROJECT AS SHOWN IN PHASING PLAN.  
SAWCUT, REMOVE, AND RECONSTRUCT PAVEMENT AS PER PLAN DETAILS. TEMPORARY PAVEMENT FOR TRENCH REPAIRS SHALL BE UTILIZED UNTIL PERMANENT PAVEMENT CAN BE PLACED. INLET INSTALLATION WILL REQUIRE SIDEWALK REMOVAL AND RECONSTRUCTION COINCIDENT WITH THE LIMITS OF CURB REMOVAL AND RECONSTRUCTION. SIDEWALK SHALL BE RECONSTRUCTED TO MATCH EXISTING FINISH.  
AT THE CONCLUSION OF DAILY OPERATIONS, ALL OPEN TRENCH SHALL BE COVERED.  
IF IN CONFLICT WITH PROPOSED STORM SEWER, EXISTING WASTEWATER SERVICES SHALL BE RECONSTRUCTED.

CONTRACTOR TO PROVIDE ONE LANE, TWO-WAY TRAFFIC CONTROL WITH FLAGGERS AND ROAD TO BE OPEN TO NORMAL OPERATION AT THE END OF EACH WORK DAY DURING THIS CONSTRUCTION PHASE.  
MAINTAIN MINIMUM OF ONE 10-FOOT TRAVEL LANE AT ALL TIMES.

**PHASE 3 CONSTRUCTION**

INSTALL ADVANCE WARNING SIGNS AND ALL TEMPORARY SIGNS AND TRAFFIC CONTROL DEVICES AS PER NOTE 2.

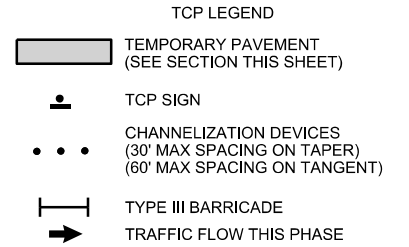
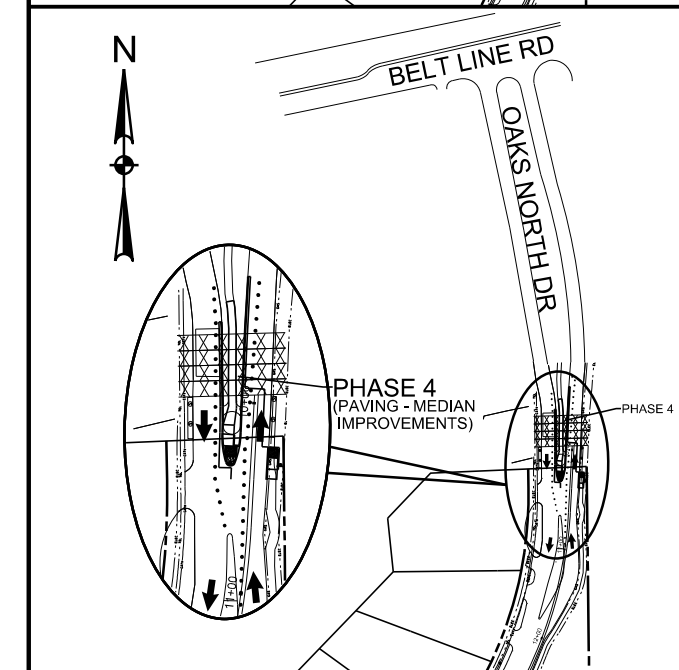
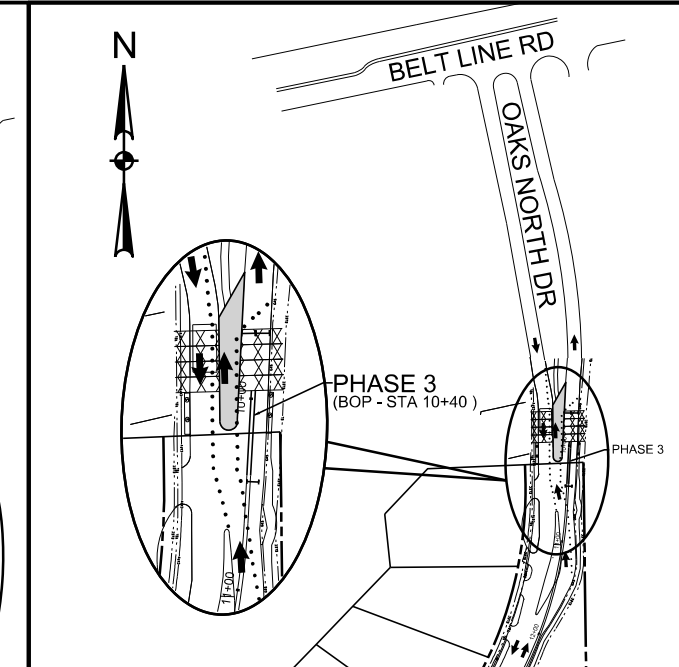
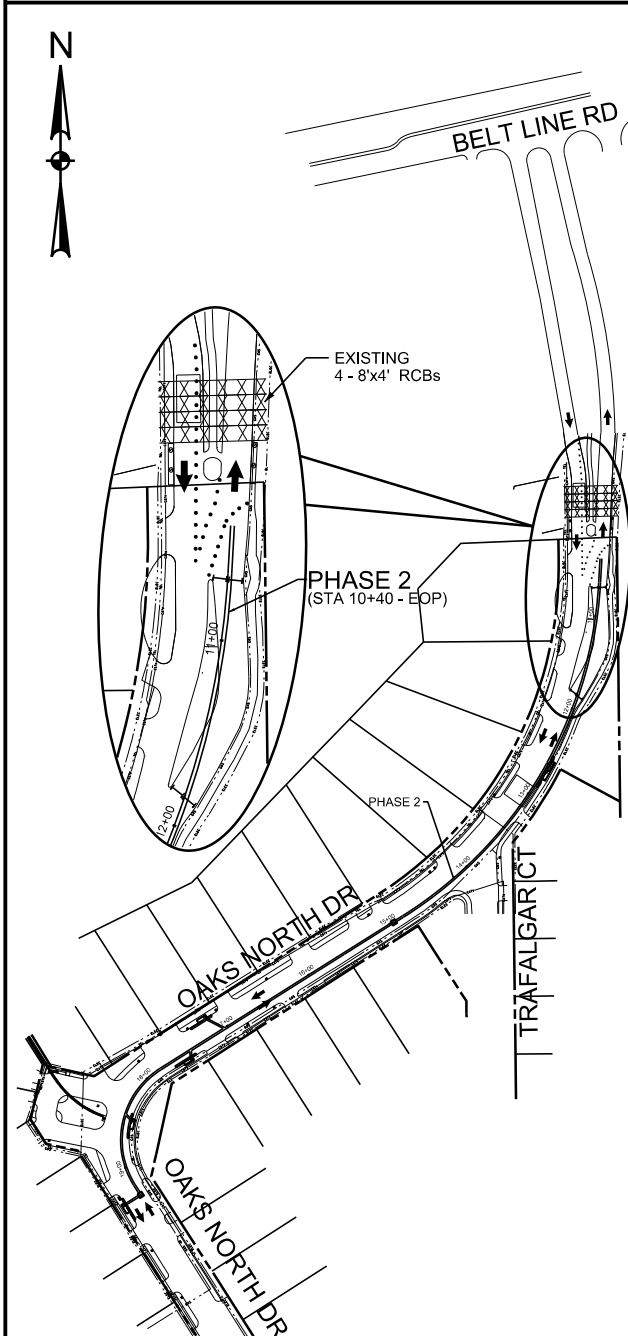
REMOVE EXISTING MEDIAN & CONSTRUCT TEMPORARY PAVEMENT AT SOUTH END OF DIVIDED ROADWAY SECTION, JUST SOUTH OF BELT LINE ROAD, TO MAINTAIN ACCESS TO / FROM BELT LINE ROAD. SEE 'TEMPORARY PAVEMENT FOR DETOURS' SECTION THIS SHEET.

CONSTRUCT PROPOSED STORM SEWER GENERALLY CONTAINED WITHIN THE NORTHBOUND LANE OF OAKS NORTH DRIVE FROM BEGINNING OF PROJECT TO STATION 10+40 AS SHOWN IN PHASING PLAN.  
SAWCUT, REMOVE, AND RECONSTRUCT PAVEMENT PER PLAN DETAILS. TEMPORARY PAVEMENT FOR TRENCH REPAIRS SHALL BE UTILIZED UNTIL PERMANENT PAVEMENT CAN BE PLACED.  
AT THE CONCLUSION OF DAILY OPERATIONS, ALL OPEN TRENCH SHALL BE COVERED.  
MAINTAIN MINIMUM OF ONE 10-FOOT TRAVEL LANE AT ALL TIMES.

**PHASE 4 CONSTRUCTION**

INSTALL ADVANCE WARNING SIGNS AND ALL TEMPORARY SIGNS AND TRAFFIC CONTROL DEVICES AS PER NOTE 2.

REMOVE TEMPORARY PAVEMENT FOR DETOURS. CONSTRUCT MEDIAN AND RAMP IMPROVEMENTS, AS SHOWN IN PHASING PLAN.



**NOTES:**

- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES ADJACENT TO CONSTRUCTION. COORDINATE ACCESS WITH ALL PROPERTY OWNERS.
- ALL TRAFFIC CONTROL DEVICES SHALL BE TXDOT APPROVED AND SHALL BE INSTALLED AS RECOMMENDED BY THE MANUFACTURER AND APPLICABLE TXDOT STANDARDS.
- ANY DEVIATION FROM THE PLAN SHALL REQUIRE THE APPROVAL OF THE PROJECT ENGINEER.
- THE CONTRACTOR SHALL INSTALL AND REMOVE TEMPORARY PAVEMENT AS REQUIRED TO MAINTAIN A SMOOTH DRIVING SURFACE FROM PROPOSED PAVEMENT TO EXISTING PAVEMENT TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR SHALL LEAVE NO OPEN TRENCHES AT THE END OF THE WORK DAY.
- THE CONTRACTOR MUST MAINTAIN POSITIVE DRAINAGE AT ALL TIMES.
- ALL ITEMS NECESSARY TO IMPLEMENT TRAFFIC CONTROL FOR CONSTRUCTION SHALL BE SUBSIDIARY TO THE 'TRAFFIC CONTROL' PAY ITEM, UNLESS OTHERWISE NOTED.

**RECORD DRAWINGS**

THE INTENT OF THE OWNER AND ENGINEER WAS TO CONSTRUCT THE FACILITIES ACCORDING TO THESE PLANS AS APPROVED BY THE TOWN OF ADDISON. THE OWNER OR ENGINEER DID NOT VERIFY LINES OR GRADES AFTER CONSTRUCTION AND IS NOT AWARE OF ANY CHANGES OR REVISIONS TO THESE PLANS DURING CONSTRUCTION EXCEPT AS NOTED BASED ON INFORMATION PROVIDED BY: JOE FUNK CONSTRUCTION, INC.  
11226 INDIAN TRAIL  
DALLAS, TX 75229

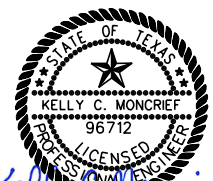
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**CRIADO** 4100 SPRING VALLEY ROAD, SUITE 1001  
DALLAS, TX 75244  
O: 972-392-9092 F: 972-392-9192  
FIRM NO. F-4373

**TRAFFIC CONTROL PLAN  
NARRATIVE AND OVERALL PHASING PLAN  
OAKS NORTH DRIVE  
DRAINAGE IMPROVEMENTS  
TOWN OF ADDISON, TEXAS**

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
CRIADO	CRIADO	NOV 2019	AS SHOWN	R14285.01	TCP-01	8



*Kelly C. Moncrief*  
Nov. 7, 2019

DATE: 11/18/2020 TIME: 12:08:29 PM FILE NAME: N:\PROJECTS\R14285.00\_Addison\_2017\_Various Projects\Drawings\07\_DON\076\_Sheet\1428501\_TCP-01.dgn