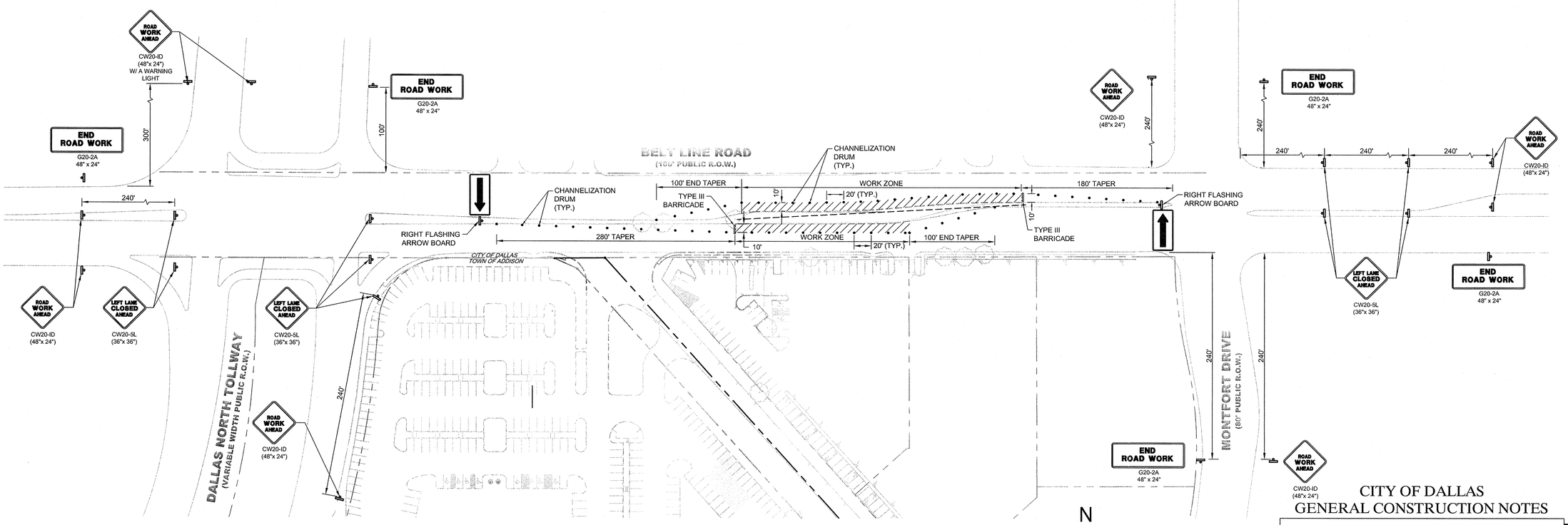
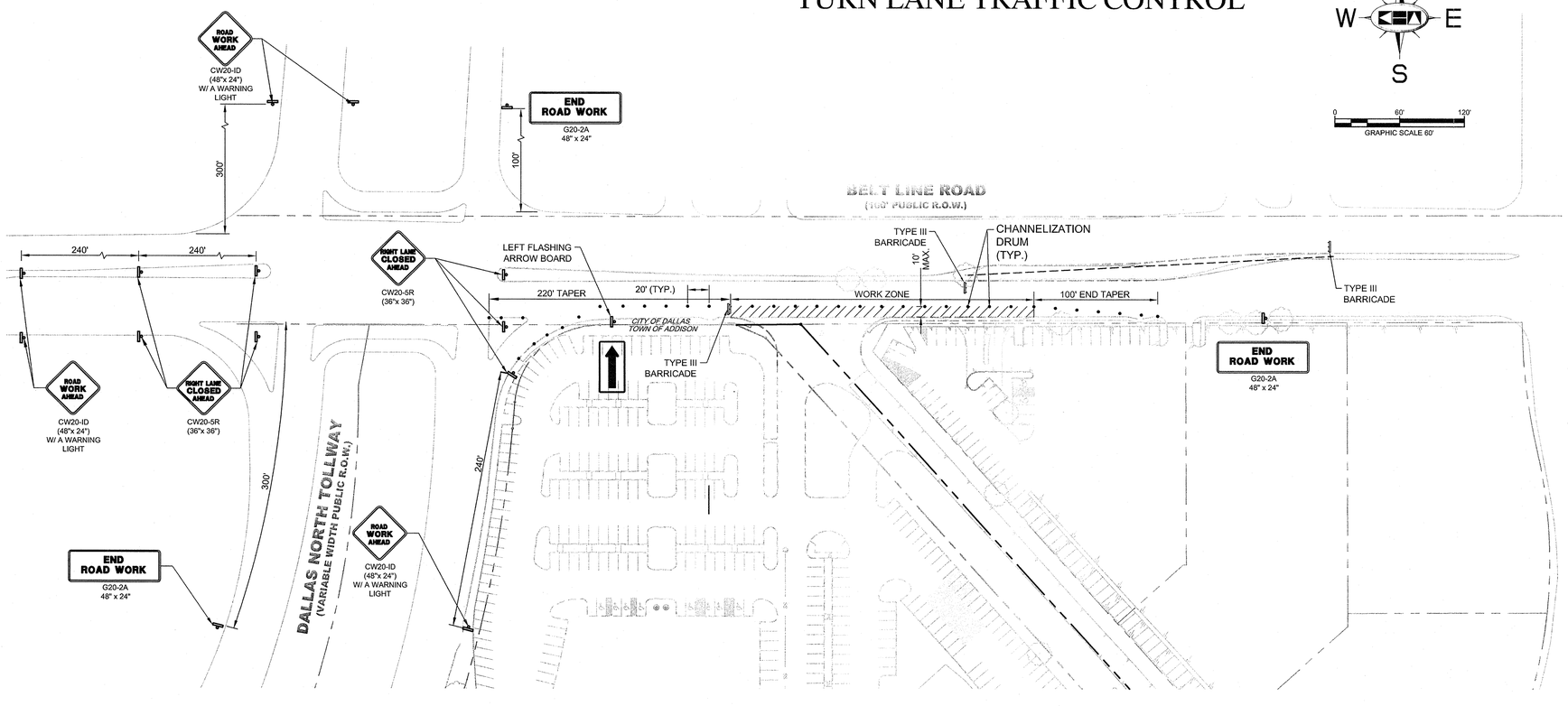


TURN LANE TRAFFIC CONTROL



ENTRANCE DRIVE TRAFFIC CONTROL

N
W E
S

0 60' 120'
GRAPHIC SCALE 60'

CITY OF DALLAS GENERAL CONSTRUCTION NOTES

1. ALL MATERIALS AND WORKMANSHIP (WITHIN BELT LINE ROAD RIGHT-OF-WAY) SHALL CONFORM WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION FOR NORTH CENTRAL TEXAS, LATEST EDITION, AND THE CITY OF DALLAS DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION ADDENDUM.
2. DURING THE CONSTRUCTION OF THESE IMPROVEMENTS (WITHIN BELT LINE ROAD RIGHT-OF-WAY), ANY INTERPRETATION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION FOR NORTH CENTRAL TEXAS, AND ANY MATTER WHICH REQUIRES THE APPROVAL OF THE OWNER, MUST BE APPROVED BY THE DIRECTOR OF PUBLIC WORKS AND TRANSPORTATION OR HIS DESIGNEE BEFORE ANY CONSTRUCTION INVOLVING THAT DECISION COMMENCES. ASSUMPTIONS ABOUT WHAT THESE DECISIONS MIGHT BE WHICH AREA MADE DURING THE BIDDING PHASE WILL HAVE NO BEARING ON THE DECISION.
3. FOR ADJUSTMENTS OF DALLAS WATER UTILITIES APPURTENANCES OR TO VERIFY LOCATIONS OF EXISTING WATER AND WASTEWATER MAINS IN AREA, CALL (214) 670-1770 AT LEAST (3) THREE WORKING DAYS PRIOR TO CONSTRUCTION.
4. STREETS, ALLEYS, SIDEWALKS, DRIVEWAYS AND STORM DRAINAGE FACILITIES WITHIN BELT LINE ROAD RIGHT-OF-WAY, SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE CITY OF DALLAS STANDARD CONSTRUCTION DETAILS, FILE 251D-1, LATEST EDITION.
5. ALL CONCRETE FOR PAVEMENT WITHIN BELT LINE ROAD RIGHT-OF-WAY SHALL BE 4,000 PSI FOR MACHINE FINISH AND 4,500 PSI IF IT IS NECESSARY FOR HAND FINISH.

RECORD DRAWINGS (October 2013)

INFORMATION PROVIDED BY: Bob Moore Construction

TRAFFIC CONTROL NOTES

1. ALL TRAFFIC CONTROL SHALL CONFORM TO THE LATEST VERSION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), PART VI. FIELD MODIFICATIONS MAY BE MADE TO ADDRESS LOCAL CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
2. DESIGN SPEED OF BELT LINE ROAD IS 40 MPH. MINIMUM SIGN SPACING IS 240'. TAPERS AND CHANNELIZATION DEVICE SPACING IS AS SHOWN ON PLANS.
3. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION, MAINTENANCE, AND REMOVAL OF TRAFFIC CONTROL DEVICES. TRAFFIC CONTROL DEVICES SHOULD BE INSPECTED DAILY AND REPAIRED OR REPLACED AS NECESSARY. AFTER REMOVAL, CONTRACTOR IS RESPONSIBLE FOR RESTORATION OF MODIFICATIONS TO ROADWAY AND SIDEWALK SURFACES, ROADWAY MARKINGS, AND SIGNAGE DUE TO TRAFFIC CONTROL DEVICES OR CONSTRUCTION ACTIVITY.
4. CHANNELIZATION DRUMS ARE THE MINIMUM LEVEL OF CHANNELIZATION DEVICE WHICH SHALL BE USED.
5. IF THE TCP IS ACTIVE DURING THE HOURS OF DARKNESS, ALL CHANNELIZATION DEVICES SHALL HAVE A TYPE "C" STEADY-BURN WARNING LIGHT OR EQUIVALENT REFLECTOR, AND ALL WARNING SIGNS SHALL HAVE A TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHT.
6. TWO-WAY VEHICULAR TRAFFIC FLOW AND ACCESS TO ALL PROPERTIES SHALL BE MAINTAINED AT ALL TIMES UNLESS NOTED. PEDESTRIAN PATHWAYS SHALL BE PROVIDED ACROSS OR AROUND THE WORK AREA IN ACCORDANCE WITH THE MUTCD.
7. TCP SHALL BE REMOVED AND ALL EXISTING LANES OPENED TO TRAFFIC IN BOTH DIRECTIONS ON WEEKDAYS FROM 6:30AM-9:00AM AND 4:00PM-6:30PM.
8. WHEN THE TCP IS NOT IN EFFECT, ALL CHANNELIZING DEVICES SHALL BE REMOVED FROM THE TRAVEL LANES AND ALL SIGNS SHALL BE COVERED OR TURNED AWAY FROM THE DIRECTION OF TRAFFIC. THE TRAVEL LANE SURFACES SHALL BE RESTORED WITH STEEL PLATES OR TEMPORARY PAVEMENT. WHERE A SAW CUT OR PAVEMENT REMOVAL RESULTS IN MORE THAN A 2" DROP-OFF ADJACENT TO THE TRAVEL LANE, THE EDGE SHALL BE MARKED WITH VERTICAL PANELS OR CHANNELIZATION DRUMS AT 25' SPACING, AND WARNING SIGN CW 8-9a "SHOULDER DROP-OFF" SHALL BE POSTED 240' IN ADVANCE OF THE DROP-OFF CONDITION.

No.	REVISIONS	DATE	BY

Kimley-Horn and Associates, Inc.
State of Texas Registration No. F-928
5750 GENESIS COURT, SUITE 200, FRISCO, TX 75034
PHONE: 972-335-3580 FAX: 972-335-3779
WWW.KIMLEY-HORN.COM

STATE OF TEXAS
ROY BRASWELL
104908
LICENSED PROFESSIONAL ENGINEER
6/14/13

KHA PROJECT 063319038
DATE 06/14/2013
SCALE AS SHOWN
DESIGNED BY TBB
DRAWN BY AAE
CHECKED BY TBB

CITY OF DALLAS 311T - 8155
BELT LINE ROAD IMPROVEMENTS
VILLAGE ON THE PARKWAY
ADDISON, TEXAS

TRAFFIC CONTROL PLAN

SHEET NUMBER
C-06

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PLOTTED BY LUCIO, ROMERO 6/6/2013 3:54 PM
DWG NAME K:\FRI_CIVIL\063319038\VOP\DWG\PLAN SET\BELT LINE ROAD\C-06-BL-TCP.DWG [Layout1]
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