1. All roadway concrete tests shall be coordinated with the city.
2. The contractor shall submit a material testing plan for the project.
3. The city will conduct all material testing as per the instructions on the test sheets.
4. The contractor shall be responsible for taking all necessary precautions to ensure the safety of their employees and the public.
5. The contractor shall be responsible for maintaining all required permits and licenses.
6. The contractor shall ensure all roadways are open to traffic during the construction phase.
7. The contractor shall submit a final report to the city within 30 days of project completion.
8. The contractor shall be responsible for any damage to existing structures or utilities.
9. The contractor shall ensure all equipment is properly maintained and calibrated.
10. The contractor shall be responsible for all costs associated with delays or stoppages due to their fault.

Supervision and Control

1. The city will have final approval of the construction activity.
2. The contractor shall submit a weekly progress report to the city.
3. The contractor shall be responsible for ensuring all work is in compliance with the plans and specifications.
4. The contractor shall be responsible for all costs associated with exceeding the time allotted for project completion.
5. The contractor shall be responsible for all costs associated with compliance failures.
6. The contractor shall be responsible for obtaining all necessary permits and licenses before starting construction.
7. The contractor shall be responsible for ensuring all work is completed in accordance with the plans and specifications.
8. The contractor shall be responsible for all costs associated with delays or stoppages due to their fault.
9. The contractor shall be responsible for ensuring all equipment is properly maintained and calibrated.
10. The contractor shall be responsible for all costs associated with exceeding the time allotted for project completion.

Additional Notes

1. The contractor shall be responsible for ensuring all work is in compliance with the plans and specifications.
2. The contractor shall be responsible for obtaining all necessary permits and licenses before starting construction.
3. The contractor shall be responsible for ensuring all equipment is properly maintained and calibrated.
4. The contractor shall be responsible for all costs associated with delays or stoppages due to their fault.
5. The contractor shall be responsible for all costs associated with compliance failures.
6. The contractor shall be responsible for ensuring all work is completed in accordance with the plans and specifications.
7. The contractor shall be responsible for all costs associated with exceeding the time allotted for project completion.
8. The contractor shall be responsible for ensuring all equipment is properly maintained and calibrated.
9. The contractor shall be responsible for all costs associated with delays or stoppages due to their fault.
10. The contractor shall be responsible for all costs associated with compliance failures.

Scale: 1/2 inch = 1 foot

City of New Braunfels
MAINTENANCE PROJECT
GENERAL NOTES SHEET 2 OF 2

By:

City of New Braunfels

Union Avenue

Scale: 1/2 inch = 1 foot

Drawn By:

Date:

Rev.

No.:

Page:

City of New Braunfels

Union Avenue

MAINTENANCE PROJECT
GENERAL NOTES SHEET 2 OF 2

By:

City of New Braunfels

Union Avenue

Scale: 1/2 inch = 1 foot

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Date:

Rev.

No.:

Page:

City of New Braunfels

Union Avenue

MAINTENANCE PROJECT
GENERAL NOTES SHEET 2 OF 2

By:

City of New Braunfels

Union Avenue

Scale: 1/2 inch = 1 foot

Drawn By:

Date:

Rev.

No.:

Page:
PROPOSED TYPICAL SECTION

UNION AVE (STA 33400.00 TO STA 34400.00)

EXISTING CONCRETE
LIMITS OF BLOCK
MOLDING AND TYPICAL
(NEW OR ST. AUGUSTINE)

PROPOSED CONCRETE AT LOCATIONS
SHOWN ON SHEET 02

TYPICAL CONCRETE DETAIL SEE SHEET 02 FOR VARIOUS
DETAILS

NO BASE REPAIR REQUIRED

LIMITS OF BLOCK
MOLDING AND TYPICAL
(NEW OR ST. AUGUSTINE)

PROPOSED CONCRETE DETAILS
AS SHOWN ON SHEET 02

FOR ALL OTHER AREAS, EXIST BASE TO REMAIN

BASE REPAIR SECTION

- AREA OF BASE
- REMOVED FOR
- REMOVAL AND
- REPLACEMENT

BASE REPAIR PLAN VIEW

- AREA OF FAULTED
- CONCRETE

- AREA BASE
- REPAIR
# Quantity Summary

## Roadway Summary

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TRAFFIC CONTROL PLAN

1. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO SEE THAT ALL TRAFFIC CONTROL DEVICES, SIGNS, AND MARKINGS ARE PLACED AND REMOVED IN TIMELY MANNER AND THAT THEY ARE PROPERLY MAINTAINED AND REPLACED AS SOON AS POSSIBLE.

2. TRAFFIC CONTROL DEVICES AND SIGNS USED MUST BE APPROPRIATE FOR THE SPECIFIC SITE AND THE SPECIFIC TASKS THEY ARE TO PERFORM. ALL SIGNS AND MARKINGS MUST BE DESIGNED AND LOCATED TO MAXIMIZE SAFETY AND COMPLIANCE WITH LOCAL, STATE, AND FEDERAL SAFETY STANDARDS.

3. TRAFFIC CONTROL DEVICES AND SIGNS MUST BE PLACED AND REMOVED IN ACCORDANCE WITH THE LOCAL REGULATIONS RELATING TO THE USE OF TRAFFIC CONTROL DEVICES. THIS MEANS THAT THE CONTRACTOR MUST BE ADEQUATELY TRAINED TO PERFORM THIS WORK AND THAT THE CONTRACTOR MUST BE LICENSED AND INSURED ACCORDINGLY.

4. THE CONTRACTOR MUST ENSURE THAT ALL WORK IS PERFORMED IN A MANNER THAT IS SAFE FOR THE PUBLIC AND FOR THE CONTRACTOR'S WORKERS. THIS MEANS THAT THE CONTRACTOR MUST TAKE ALL REASONABLE PRECAUTIONS TO ENSURE THAT WORKERS AND THE PUBLIC ARE PROTECTED FROM INJURY AND THAT THE WORK IS PERFORMED IN A MANNER THAT IS CONFORMING WITH THE REQUIREMENTS OF THE CODE OF FEDERAL REGULATIONS.

5. TRAFFIC CONTROL DEVICES AND SIGNS MUST BE MAINTAINED IN A MANNER THAT IS EFFECTIVE IN PROMOTING SAFETY. THIS MEANS THAT THE CONTRACTOR MUST PERFORM MAINTENANCE WORK IN A MANNER THAT IS CONFORMING WITH THE REQUIREMENTS OF THE CODE OF FEDERAL REGULATIONS.

6. THE CONTRACTOR MUST ENSURE THAT ALL WORK IS PERFORMED IN A MANNER THAT IS SAFE FOR THE PUBLIC AND FOR THE CONTRACTOR'S WORKERS. THIS MEANS THAT THE CONTRACTOR MUST TAKE ALL REASONABLE PRECAUTIONS TO ENSURE THAT WORKERS AND THE PUBLIC ARE PROTECTED FROM INJURY AND THAT THE WORK IS PERFORMED IN A MANNER THAT IS CONFORMING WITH THE REQUIREMENTS OF THE CODE OF FEDERAL REGULATIONS.

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13. TRAFFIC CONTROL PLAN NOTICES SHALL BE POSTED AT ALL ENTRANCE AND EXIT POINTS TO INFORM THE PUBLIC OF THE EXISTING TRAFFIC CONDITIONS. THIS INCLUDES THE MANNER IN WHICH TRAFFIC CONTROL DEVICES ARE TO BE REMOVED AND REPLACED.

14. ALL TRAFFIC CONTROL DEVICES AND SIGNS MUST BE REMOVED AND REPLACED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CODE OF FEDERAL REGULATIONS.

15. THE CONTRACTOR MUST MAINTAIN ALL TRAFFIC CONTROL DEVICES IN A MANNER THAT IS CONFORMING WITH THE REQUIREMENTS OF THE CODE OF FEDERAL REGULATIONS. THIS INCLUDES THE MANNER IN WHICH THE DEVICES ARE TO BE MAINTAINED.

16. TRAFFIC CONTROL DEVICES AND SIGNS MUST BE MAINTAINED IN A MANNER THAT IS EFFECTIVE IN PROMOTING SAFETY. THIS MEANS THAT THE CONTRACTOR MUST PERFORM MAINTENANCE WORK IN A MANNER THAT IS CONFORMING WITH THE REQUIREMENTS OF THE CODE OF FEDERAL REGULATIONS.

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TRAFFIC CONTROL PLAN NOTES

SCALE: NTS

DRAWN BY: DESIGN BY: CHECKED BY: DATE: 8/18/2020

City of New Braunfels
TRAFFIC CONTROL PLAN
MAINTENANCE PROJECT

TRAFFIC CONTROL PLAN (CONTINUED)
**DO NOT PASS** SIGN (RA-1) and NO-PASSING ZONES

A. Prior to the beginning of construction, all temporary striping containing black and orange traffic signs should be installed on the roadway. Signs will be posted at the end of the no-passing zone. Temporary signs will be installed at the end of the no-passing zone.

B. The signs shown in the diagram are to be installed at the end of the no-passing zone, and the signs shown in the diagram are to be installed at the beginning of the no-passing zone. The signs shown in the diagram are to be installed at the end of the no-passing zone, and the signs shown in the diagram are to be installed at the beginning of the no-passing zone. The signs shown in the diagram are to be installed at the end of the no-passing zone, and the signs shown in the diagram are to be installed at the beginning of the no-passing zone. The signs shown in the diagram are to be installed at the end of the no-passing zone, and the signs shown in the diagram are to be installed at the beginning of the no-passing zone.

C. The no-passing zone markings are to be removed when the no-passing zone is no longer in effect.

**NO CENTER LINE** SIGN (CM-81-12)

A. Center line markings are yellow pavement markings that indicate the direction of travel on a two-lane roadway. Center line markings are to be installed on the roadway.

B. The center line markings are to be installed on the roadway.

C. The center line markings are to be installed on the roadway.

**LOOSE GRAVEL** SIGN (CM-8-7)

A. The loose gravel markings are to be installed on the roadway.

B. The loose gravel markings are to be installed on the roadway.

Pavement Markings

A. Temporary markings for surfacing projects shall be temporary flexible reflective roadway markers. These markings are to be temporary flexible reflective roadway markers.

B. Temporary markings for surfacing projects shall be temporary flexible reflective roadway markers. These markings are to be temporary flexible reflective roadway markers.

C. Temporary markings for surfacing projects shall be temporary flexible reflective roadway markers. These markings are to be temporary flexible reflective roadway markers.

Coordination of Sign Locations

A. The location of warning signs shall be at the beginning and end of a work zone to ensure adequate visibility.

B. The location of warning signs shall be at the beginning and end of a work zone to ensure adequate visibility.

C. The location of warning signs shall be at the beginning and end of a work zone to ensure adequate visibility.

Traffic Control Details for Surfacing Operations

TCP (7-1) - 13

- **Temporary Flexible Reflective Roadway Markers (TFRM)**
- **Temporary Centerline Markers (TCM)**
- **Loose Gravel (LG)**
- **Temporary No-Pass Zone Markings (NPZM)**

These markings are to be installed on the roadway.

**General Notes**

1. The traffic control devices detailed on this sheet shall be installed on the roadway as directed by the Engineer. The signs shown herein shall be installed on the roadway as directed by the Engineer.

2. The traffic control devices detailed on this sheet shall be installed on the roadway as directed by the Engineer. The signs shown herein shall be installed on the roadway as directed by the Engineer.

3. The traffic control devices detailed on this sheet shall be installed on the roadway as directed by the Engineer. The signs shown herein shall be installed on the roadway as directed by the Engineer.

Traffic Control Devices for Surfacing Operations (TCP 7-1-13)

- **Temporary Flexible Reflective Roadway Markers (TFRM)**
- **Temporary Centerline Markers (TCM)**
- **Loose Gravel (LG)**
- **Temporary No-Pass Zone Markings (NPZM)**

These markings are to be installed on the roadway.
NOTES
1. STREET DRAINAGE SHOULD NOT BE ALTERED UNLESS NOTED ON THE PLAN OR SPECIFIED BY CITY OF NEW BRAUNFELS OR ENGINEER.
2. REFER TO SHEET 22 FOR DRAINAGE IMPROVEMENTS.
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<td>421</td>
<td>29</td>
<td></td>
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</table>

SCALE: NTS

DRAWN BY: DESIGNED BY: CHK'D BY: SIGNATURE:

City of New Braunfels
MAY STREET
MAINTENANCE PROJECT
DRIVEWAY STANDARDS AND SUMMARY
CONCRETE CURB (TYPE I)

NOTES:

1. PROPS CURB TO EXTEND CURB MATCH ELEV. AND GRADE.

2. Flange (as noted on the plan)

3. T-48 SLOPE OR FLAT T-lN ABUTMENT PAD

FLOW LINE

ACP SURF.

TYPICAL SECTION

SIDEWALK

RECOMMENDED CURB TYPE

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(TYPICAL)

RECOMMENDED CURB TYPE

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RECOMMENDED CURB TYPE

SIDEWALK

(TYPICAL)
TWO LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS

CENTERLINE AND LANE LINES
FOUR LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS

EDGE LINE AND LANE LINES
ONE-WAY ROADWAY
WITH OR WITHOUT SHOULDERS

FOUR LANE DIVIDED ROADWAY INTERSECTIONS

GENERAL NOTES

1. Edge line shall be placed as shown in the plan or as directed by the Engineer.
2. The edge line should be placed at least 6 inches from the edge of the roadway. A 4-inch Epoxy and Adhesive is required for edge line placement.
3. No edge line is required at the edge of a two-lane roadway.

GUIDE FOR PLACEMENT OF STOP LINES, EDGE LINE & CENTERLINE
Based on Dotted Line and Paved Marker Width for Unpaved Highways

TABLE 1 - TYPICAL LENGTH (L)

<table>
<thead>
<tr>
<th>Condition</th>
<th>Width (ft)</th>
<th>Formula</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td>2500</td>
<td>460</td>
<td>L &lt;= 1000 ft</td>
<td>460/1000 = 0.46</td>
</tr>
<tr>
<td>3000</td>
<td>480</td>
<td>L &lt;= 1000 ft</td>
<td>480/1000 = 0.48</td>
</tr>
</tbody>
</table>

Note: Calculations based on vehicles traveling at 20 mph on a 15 ft. wide roadway.

ROADWAYS WITH REDUCED SHOULDER WIDTHS ACROSS BRIDGE OR CULVERT

MATERIAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>Material</th>
<th>Description</th>
<th>Specifications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement Marking</td>
<td>Paint</td>
<td>ASTM D-3600</td>
</tr>
<tr>
<td>Epoxy and Adhesive</td>
<td>Paint</td>
<td>ASTM D-6121</td>
</tr>
<tr>
<td>Reflective Markers</td>
<td>Strips</td>
<td>AASHTO M-501</td>
</tr>
<tr>
<td>Traffic Paint</td>
<td>Paint</td>
<td>AASHTO M-502</td>
</tr>
<tr>
<td>Thermoplastic Pavement Marking</td>
<td>Paint</td>
<td>AASHTO M-1100</td>
</tr>
</tbody>
</table>

All pavement marking materials shall meet the requirements for the material specifications as specified by the plan.

TYPICAL STANDARD PAVEMENT MARKINGS

YIELD LINES
REFLECTIVE RAISED PAVEMENT MARKERS
FOR VEHICLE POSITIONING GUIDANCE

CENTERLINE FOR ALL TWO LANE ROADWAYS

CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE

CENTERLINE & LANE LINES
FOR FOUR LANE TWO-WAY HIGHWAYS

LAME LINES FOR ONE-WAY ROADWAY (NON-FREeways FACILITIES)

RAISED PAVEMENT MARKERS
POSITION GUIDANCE USING RAISED MARKERS
REFLECTORIZED PROFILE MARKINGS

GENERAL NOTES
1. All raised pavement markers placed in broken line shall be placed in line with and midway between
   the centerline.
2. On concrete pavement the raised pavement markers should be placed to one side of the longitudinal
   seams.

REFLECTORIZED PROFILE PATTERN DETAIL
USING REFLECTORIZED PROFILE PAYMENT WORKS

NOTE:
Projected markings shall not be placed on approaches with a posted speed limit of 45 MPH or less.

SECTION A
RAISED PAVEMENT MARKERS

Texas Department of Transportation
Traffic Operations Division

PM(2)-12

MATERIAL SPECIFICATIONS
PAINT MARKERS (REFLECTORIZED): ENO-4200
EPOXY AND ADHESIVES: ENO-4100
INTERMEDIATE ADHESIVE FOR PAINT MARKERS: ENO-4130
PAINT SHOP: ENO-4500
METAL APPLIED MEMBRANES: ENO-8000
PERMANENT PREAPPLIED MARKERS: ENO-9300

All pavement marking materials shall meet the required Departmental material specifications as specified in the plans.

5/9/99
P.O. 10370

For use only for TxDOT Traffic Operations Division

Related guidelines: Traffic Manual Volume IV, Sections A.2.2, A.2.4.2, A.2.4.9, Section B.3.3
For use only for TxDOT Traffic Operations Division
**GENERAL NOTES:**

1. Erosion control logs shall be installed in accordance with manufacturer's recommendations, or as directed by the engineer.
2. Labeling of erosion control logs shall be in accordance with manufacturer's recommendations and as required for the purpose intended.
3. Unless otherwise directed, use biodegradable or nonbiodegradable containment mesh only where logs will remain in place as part of a vegetative system. For temporary installations, use recyclable containment mesh.
4. Fill logs with sufficient filter material to achieve the minimum compacted diameter specified in the plans without excessive degradation.
5. Stakes shall be 2" x 2" made of 3/4" long, spaced such that at least 12" above log, or as directed by the engineer.
6. Do not place stakes through containment mesh.
7. Compost cobble material will not be placed for stability.
8. Sandbags used as anchors shall be placed on top of logs and shall be of sufficient size to hold logs in place.
9. Turn the ends of each log to an upslope to prevent runoff from flowing around the log.
10. For heavy runoff events, additional upstream stakes may be necessary to keep log from eroding into stream.

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**SECTION B-B**

**EROSION CONTROL LOG AT BACK OF CURB**

**SECTION C-C**

**EROSION CONTROL LOG AT EDGE OF RIGHT-OFF-WAY**

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**SEDIMENT BASIN & TRAP USAGE GUIDELINES**

An erosion control log sediment trap may be used as filter sediment out of runoff draining from an unstabilized area.

**Log Trap**

The drainage area for a sediment trap should not exceed 0.10 acres. The trap capacity should be 0.85 GPM (12.5" over the drainage area).

Control logs should be placed in the following locations:

1. Within drainage ditches exposed as needed or within 50' of the discharge area.
2. Immediately preceding fish habitats or drain inlets.
3. Near to the end of a discharging water source.
4. Just before the drainage leaves the right of way.
5. Just before the drainage leaves the construction site.

**NOTE:** Where drainage flows away from the project, the logs should be cleaned when the sediment has accumulated to a depth of 1.5 feet or log diameter.

Cleaning and removal of accumulated sediment deposits is incidental and will not be paid for separately.
Erosion Control Log at Drop Inlet

Erosion Control Log at Curb Inlet

Erosion Control Log at Curb Inlet

NOTE:
Erosion control logs used at curb inlets should only be used if they will not impede traffic or flood the roadway or when the storm sewer system is not fully functional.

Erosion Control Log at Curb & Grade Inlet

SANDBAG DETAIL