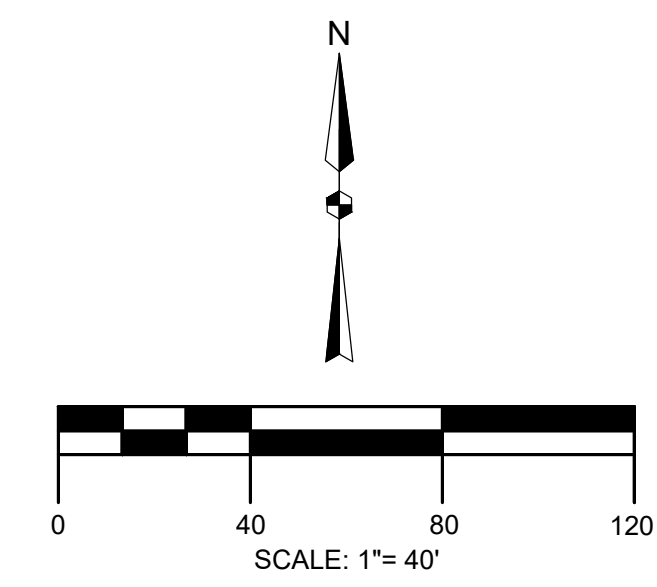


CAUTION: CONTACT TEXAS 811 AND LOCAL UTILITY PROVIDERS TO LOCATE EXISTING UTILITIES PRIOR TO CONSTRUCTION. CONTACT GESSNER ENGINEERING IF CONFLICTS OCCUR.



PROJECT BENCHMARK: BM
 BM1 BENCHMARK DESCRIPTION: SQUARE CUT IN CONCRETE ELEVATION = 69.270
 BM2 BENCHMARK DESCRIPTION: SQUARE CUT IN CONCRETE ELEVATION = 66.516



CIVIL | CMT | GEOTECHNICAL
 LAND SURVEYING | STRUCTURAL

CORPORATE OFFICE
 2501 ASHFORD DRIVE
 COLLEGE STATION, TEXAS 77840
 1-877-GESSNER (437-7637)
 www.gessnerengineering.com
 FIRM REGISTRATION NUMBERS:
 TBPE F-7451, TBPLS F-10193910



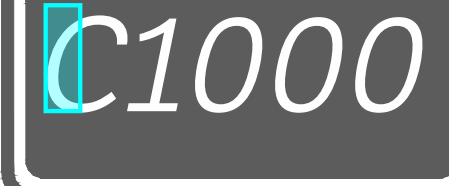
FOR CONSTRUCTION

GREEN VALLEY DRIVE AND WINNINGHAM LANE
 ROADWAY, DRAINAGE, AND UTILITY IMPROVEMENTS
 CITY OF SPRING VALLEY VILLAGE

OVERALL PHASING PLAN

ISSUE DATE: 10/01/2020
 DRAWN BY: NF
 CHECKED BY: PR
 PROJECT #: 19-1148

REVISIONS	
REV.	DESCRIPTION



- NOTES:**
- THE WARNING SIGNS ON THE OVERALL PHASING PLAN SHOULD BE DISPLAYED DURING PHASE III - PHASE VI.
 - THE CONTRACTOR SHALL SCHEDULE HIS WORK SUCH THAT EACH STREET WILL BE SUBSTANTIALLY COMPLETE PRIOR TO MOVING HIS CONSTRUCTION OPERATION TO ANOTHER STREET.
 - ALL TRAFFIC CONTROL DEVICES AND TRAFFIC MANAGEMENT SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF TMUTCD PART VI.
 - TRAFFIC CONTROL SHALL GENERALLY FOLLOW TXDOT TRAFFIC CONTROL PLAN - TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK TOP (2-1)-18 AND TRAFFIC CONTROL PLAN ONE-LANE TWO-WAY TRAFFIC CONTROL WITH FLAGGERS TCP (2-2B)-18.
 - ALL CONSTRUCTION BARRICADES, SIGNS, MARKINGS, CHANNELIZING DEVICES, AND SPACING SHALL BE IN ACCORDANCE TO TXDOT BARRICADE AND CONSTRUCTION STANDARDS BC (1-12) - 14.
 - TEMPORARY TRAFFIC CONTROL PLAN IS A LIVING DOCUMENT AND MAY REQUIRE MODIFICATION TO MEET PROJECT NEEDS. CONTRACTOR SHALL COORDINATE ALL CHANGES WITH THE ENGINEER OF RECORD.
 - ALL EXISTING TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS SHALL BE MAINTAINED ON VISIBLE LOCATIONS DURING CONSTRUCTION UNLESS PRIOR WRITTEN APPROVAL IS OBTAINED FROM THE ENGINEER. THE CONTRACTOR SHALL RESTORE OR REPLACE (AT THE DISCRETION OF THE ENGINEER) SIGNS AND PAVEMENT MARKING OR SIGNALS DAMAGED DURING CONSTRUCTION OPERATIONS, INCLUDING RAISED PAVEMENT MARKERS (RPMs) AND CHIP SEAL MARKERS.
 - ACCESS TO DRIVEWAYS ADJACENT TO THE CONSTRUCTION WORK ZONE SHALL BE MAINTAINED AT ALL TIMES AS MUCH AS POSSIBLE. ADDITIONAL DELINEATORS MAY BE REQUIRED TO DELINEATE THE DRIVEWAY ACCESS ROUTE THROUGH THE CONSTRUCTION WORK ZONE. A MINIMUM OF ONE TRAVEL LANE SHALL BE MAINTAINED ACROSS THE DRIVEWAYS, UNLESS PRIOR WRITTEN APPROVAL IS OBTAINED FROM ENGINEER.
 - A SHADOW VEHICLE WITH A TMA SHOULD BE USED ANYTIME IT CAN BE POSITIONED 30' TO 100' IN ADVANCE OF THE AREA OF THE CREW EXPOSURE WITHOUT ADVERSELY EFFECTING THE PERFORMANCE OR QUALITY OF THE WORK. TYPE 3 BARRICADES OR DRUMS MAY BE SUBSTITUTED WHEN WORKERS ON FOOT ARE NO LONGER PRESENT WHEN APPROVED BY THE ENGINEER.
 - AT THE END OF EACH WORK DAY, DURING NON-ACTIVE CONSTRUCTION PERIODS, AND AT ANY TIME A FLAGGER IS NOT PRESENT, TCP DEVICES SHALL BE REMOVED.
 - FOR NIGHT LANE CLOSURES, PLACE TYPE B FLASHING WARNING LIGHTS ON TOP OF SIGNAGE AND CHANNELIZATION DEVICES.
 - CONTRACTOR TO COORDINATE ANY NECESSARY ROAD CLOSURES WITH LOCAL RESIDENTS, BUSINESSES, AND EMERGENCY SERVICES.
 - CHANNELIZATION DEVICE SPACING:
 - 20' ALONG EDGE OF CONSTRUCTION ZONE ON A TAPER
 - 60' ALONG EDGE OF CONSTRUCTION ZONE ON A TANGENT
 - CONTRACTOR SHALL PROVIDE ADEQUATE SPACING BETWEEN CHANNELIZATION DEVICES TO ALLOW FOR ACCESS TO DRIVEWAYS AND ROADS LOCATED WITHIN THE WORK ZONE.

LEGEND	
	WORK ZONE
	PAVEMENT EDGE
	TEMPORARY SIGN
	DIRECTION OF TRAVEL
	CHANNELIZING DEVICE (NTS)
	PHASE I - STEP 1
	PHASE II - STEP 2
	PHASE III - STEP 3
	PHASE IV - STEP 4
	PHASE V - STEP 5
	PHASE VI - STEP 6