

**CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY**

**IFB No. 2024-FC-09**

**VA CLINIC BUS PULL IN**

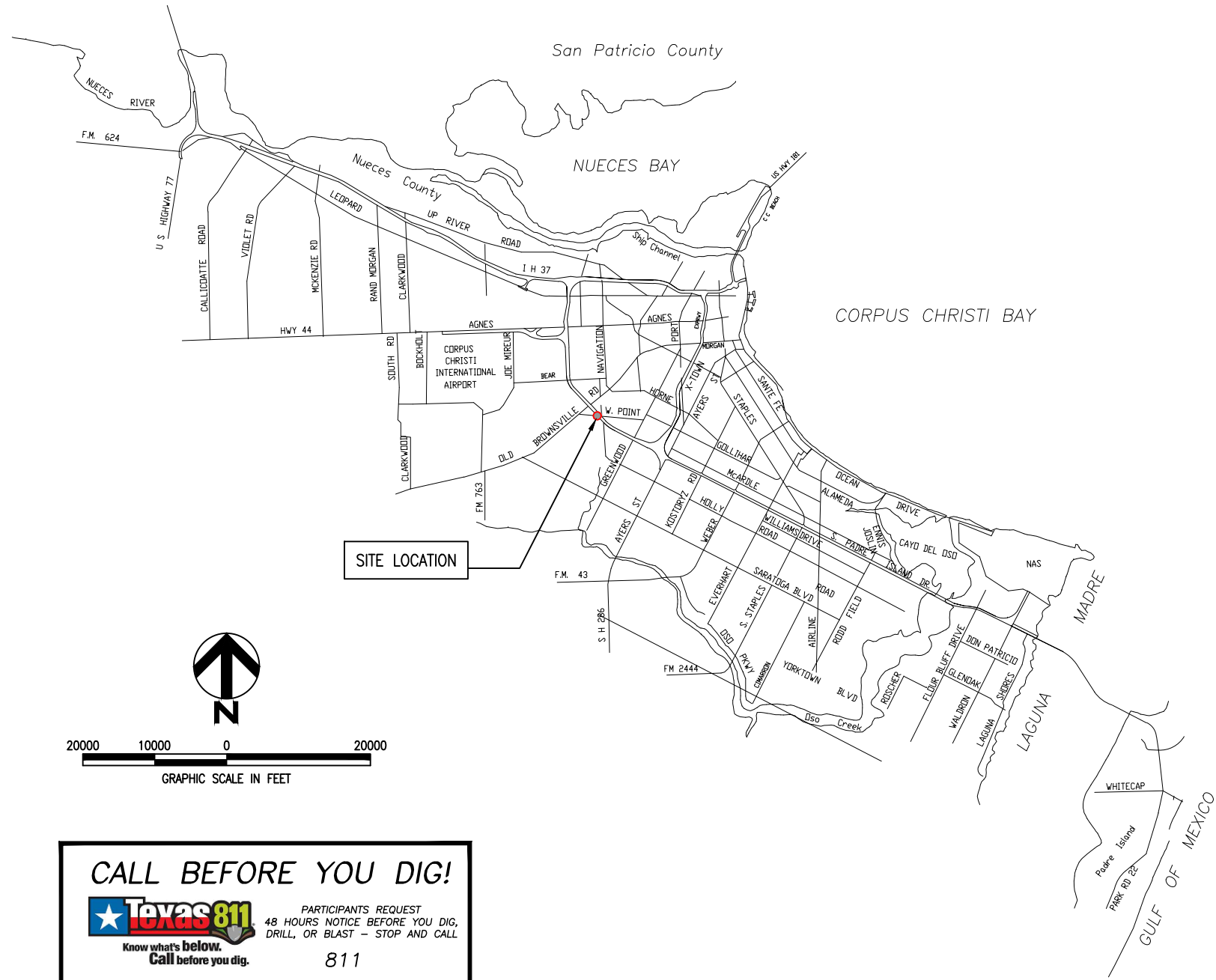
**CONSTRUCTION PLANS**

**(EXHIBIT II)**

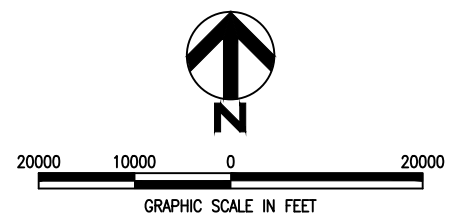
Prepared by

Hanson Professional Services, Inc.

# CCRTA VA CLINIC BUS PULL-IN SH 358 ACCESS ROAD @ W. POINT ROAD CORPUS CHRISTI, TEXAS



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*Gabriel Ortiz* 03/01/2024

MAR 01, 2024 2:22 PM TORRE02031 I:\19\085\19L0017C\CAD\SITE\SHEET\CCRTA BUS STOP PULLIN VA (SPID & W POINT RD)\CONSTRUCTION DRAWINGS\COVER SHEET.DWG

NUMBER	REVISION	DATE	DRAWN	DESIGNED	REVIEWED



Hanson No. 19L0017C		
Filename COVER SHEET.dwg		
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**COVER SHEET**  
**CCRTA VA CLINIC BUS PULL-IN**  
**SH 358 ACCESS ROAD @ W. POINT ROAD**

STOP ID (969)  
CORPUS CHRISTI, TEXAS

# GENERAL NOTES:

## 1. COORDINATION

A. AGENCIES, DEPARTMENTS, AND FIRMS WHO MAY NEED TO BE CONTACTED THROUGHOUT THE DURATION OF THIS PROJECT

REGIONAL TRANSPORTATION AUTHORITY	361-289-2712
CITY OF CORPUS CHRISTI	361-826-3500
CITY OF CORPUS CHRISTI TRAFFIC ENGINEERING	361-826-3500
CITY OF CORPUS CHRISTI MUNICIPAL INFORMATION SYSTEMS	361-826-3766
TEXAS DEPARTMENT OF TRANSPORTATION	361-808-2384
HANSON PROFESSIONAL SERVICES TEXAS 811	361-814-9900
SOUTHWESTERN BELL LOCATE	800-344-8377
LONE STAR NOTIFICATION	800-828-5127
TEXAS ONE CALL	800-669-8344
CITY OF CORPUS CHRISTI ENGINEERING SERVICES	800-245-4545
CITY OF ROBSTOWN	361-826-3500
CITY OF ROBSTOWN PUBLIC WORKS	361-387-4589
CITY OF ROBSTOWN UTILITIES	361-387-3131
	361-387-3554, EXT. 2

B. LOCATION AND ADJUSTMENT OF CONFLICTING UTILITIES SHALL BE COORDINATED WITH LOCAL UTILITY AFFECTED. SOME PLANS SHOW INFORMATION OBTAINED FROM SURFACE SURVEY WHICH IS INTENDED AS AN AID FOR THE CONTRACTOR IN DETERMINING APPROXIMATE LOCATION OF CERTAIN LINES. UNDERGROUND UTILITIES DO NOT APPEAR ON THE PLANS BUT MAY EXIST IN THE AREAS OF PROPOSED IMPROVEMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT ALL WORK WITH AGENCIES IN MAKING ALL ADJUSTMENTS REQUIRED BY THE PROJECT. ADJUSTMENTS SHALL BE PERFORMED BY CONTRACTOR OR AFFECTED UTILITY COMPANY WITH NO SEPARATE PAYMENT FOR THIS WORK.

C. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND UTILITY COMPANY IF THERE ARE ANY CONFLICTS WITH ANY UTILITIES.

D. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL APPLICABLE CONSTRUCTION PERMITS AND FOR PAYING ANY ASSOCIATED FEES.

E. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY ALL APPROPRIATE UTILITY COMPANIES 48 HOURS PRIOR TO COMMENCING WORK FOR THE EXACT LOCATION OF EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS OF PROPOSED CONSTRUCTION IN FRONT OF THE RESPECTIVE PROPERTIES AT LEAST 48 HOURS PRIOR TO COMMENCING WORK.

F. OSHA REGULATIONS PROHIBIT OPERATIONS THAT WILL BRING PERSONS OR EQUIPMENT WITHIN 10 FEET OF AN ENERGIZED ELECTRICAL LINE. WHERE WORKMEN AND/OR EQUIPMENT HAVE TO WORK CLOSE TO AN ENERGIZED ELECTRICAL LINE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE ENGINEER WILL COORDINATE WITH THE ELECTRICAL POWER COMPANY TO MAKE WHATEVER ADJUSTMENTS ARE NECESSARY TO ENSURE THE SAFETY OF WORKMEN WORKING NEAR THE ENERGIZED LINE. ERECTION AND/OR REMOVAL OF POLES LOCATED NEAR ANY OVERHEAD ELECTRICAL LINES SHALL BE ACCOMPLISHED USING ESTABLISHED INDUSTRY AND UTILITY SAFETY PRACTICES. THE CONTRACTOR SHALL CONSULT WITH THE APPROPRIATE UTILITY COMPANY PRIOR TO BEGINNING SUCH WORK.

## 2. TRAFFIC CONTROL

A. THE CONTRACTOR SHALL OBTAIN A PERMIT FROM TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) FOR THE LANE CLOSURE AND ALL WORK WITHIN THEIR RIGHT OF WAY, PRIOR OF COMMENCING ANY CONSTRUCTION.

B. VEHICULAR TRAFFIC TO ADJACENT PROPERTY, HIGHWAYS, PUBLIC ROADS AND STREET CROSSING MUST BE ACCOMMODATED AT ALL SITES DURING CONSTRUCTION. THE CONTRACTORS PLAN FOR ACCOMMODATING TRAFFIC MUST BE SUBMITTED TO AND APPROVED BY THE ENGINEER PRIOR TO DISTURBING OR DEMOLISHING ANY ROADWAY OR PEDESTRIAN SURFACES WITHIN THE LIMITS OF CONSTRUCTION.

C. ALL WORK IS TO BE COMPLETED BY THE CONTRACTOR DURING DAYLIGHT HOURS. THE CONTRACTOR IS TO PLACE BARRICADES AND BARRELS ADJACENT TO THE WORK SITE. DURING CONSTRUCTION, TRAFFIC CONTROL PLAN TCP (1-5a-18) FOR DAYTIME OPERATION SHALL BE USED. THE ROADWAY SHALL BE REOPENED TO TRAFFIC AT THE END OF EACH WORKDAY.

D. BARRICADE AND TRAFFIC CONTROL SHALL COMPLY WITH THE CITY OF CORPUS CHRISTI TRAFFIC ENGINEERING DIVISION "UNIFORM BARRICADING STANDARDS AND PRACTICES", AND THE TEXAS DEPARTMENT OF TRANSPORTATION. THE CONTRACTOR MAY BE REQUIRED TO FURNISH ADDITIONAL BARRICADES AND SIGN TO MAINTAIN TRAFFIC AND MOTORIST SAFETY. ANY SUCH ADDITIONAL SIGNS AND BARRICADES SHALL BE CONSIDERED SUBSIDIARY TO THE PROJECT. CONTRACTOR SHALL PROVIDE PEDESTRIAN TRAFFIC CONTROL FOR CLOSED SIDEWALK.

E. TRAFFIC CONTROL FOR LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE APPROPRIATE TRAFFIC CONTROL PLAN STANDARD SHEETS.

## 3. DEMOLITION

A. ALL CONCRETE SHALL BE SAW-CUT TO FULL DEPTH.

B. EXISTING UTILITIES SHOWN ON THE PLANS ARE FOR REFERENCE ONLY AND DO NOT NECESSARILY REPRESENT THE EXACT LOCATION OF SUCH FACILITIES, NOR IS IT IMPLIED THAT ALL EXISTING UTILITIES ARE SHOWN ON THE PLANS. NAISMITH ENGINEERING, INC. ASSUMES NO RESPONSIBILITY FOR THE EXISTENCE OR LOCATION OF ANY SUBSURFACE UTILITIES OR STRUCTURES. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE APPROPRIATE UTILITY OWNERS AND LOCATING ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES PRIOR TO COMMENCING WITH ANY CONSTRUCTION OPERATIONS.

C. CONTRACTOR SHALL EXTEND SIDEWALK DEMOLITION TO THE CLOSES EXPANSION OR CONTROL JOINT. THE CONTRACTOR SHALL RECEIVE APPROVAL FOR EXCESS DEMOLITION BEYOND THE PLAN LIMITS. EXTRA CONSTRUCTION RESULTING FROM EXCESS DEMOLITION WILL NOT BE PAID FOR.

## 4. CONSTRUCTION

A. THE CONTRACTOR SHALL VISIT THE PROJECT SITES TO EXAMINE LOCAL CONDITIONS AND PERFORM ACTIONS NECESSARY TO ASSURE THAT THEY UNDERSTAND THE PROJECT THOROUGHLY AND ARE FULLY AWARE OF ALL CONDITIONS AND CONSTRAINTS WHICH MAY BE ENCOUNTERED DURING THE COURSE OF CONSTRUCTION.

B. THE CONTRACTOR IS RESPONSIBLE FOR STAKING OUT AND CONSTRUCTING THE WORK IN ACCORDANCE WITH REQUIREMENTS OF THE PLANS AND SPECIFICATIONS. CONTRACTOR MAY NOT MAKE ADJUSTMENTS WITHOUT PRIOR APPROVAL OF THE ENGINEER.

C. CONSTRUCTION OF NEW CURB AND GUTTER SHALL MATCH EXISTING ELEVATIONS AT EACH END OF CURB AND GUTTER, AND SHALL BE SLOPED UNIFORMLY TO PREVENT PONDING. CONSTRUCTION OF NEW CONCRETE SHELTER PAD SHALL MATCH EXISTING/PROPOSED TOP OF STREET CURB AND GUTTER ELEVATION AND SHALL BE SLOPED 1.5% MAXIMUM TOWARDS CURB AND GUTTER, UNLESS OTHERWISE NOTED. CONSTRUCTION OF NEW CONCRETE SIDEWALK SHALL MATCH EXISTING/PROPOSED TOP OF STREET CURB AND GUTTER ELEVATION WHEN ABUTTING CURB AND GUTTER. CONSTRUCTION OF NEW CONCRETE SIDEWALK SHALL NOT EXCEED 2% CROSS SLOPE, AND 5% RUNNING SLOPE. PURPOSE OF NEW CONCRETE TRANSITIONS IS TO CONNECT PROPOSED ACCESSIBLE ROUTE IMPROVEMENT ELEVATIONS TO THE EXISTING WALKING SURFACES ELEVATIONS. CONCRETE TRANSITIONS SHALL BE CONSIDERED PROJECT IMPROVEMENTS AND SHALL NOT BE CONSIDERED A COMPONENT OF THE ACCESSIBLE ROUTE.

D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTMENT OF UTILITY BOXES, MANHOLES ETC., TO MATCH PROPOSED GRADES, AND ADJUSTMENT OF STANDARD SIGNAGE OBSTRUCTING ACCESSIBLE ROUTES. ADJUSTMENT OF UTILITIES, IF NEEDED, WILL BE THE CONTRACTORS RESPONSIBILITY, WITH COORDINATION PROVIDED BY THE ENGINEER. CONTRACTOR MAY NOT MAKE ADJUSTMENTS WITHOUT PRIOR APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL COORDINATE GAS VALVE ADJUSTMENTS WITH THE CITY GAS DEPARTMENT (885-8900)

E. EXCESS EXCAVATION AND DEMOLISHED MATERIALS WILL BECOME THE PROPERTY OF THE CONTRACTOR AND IS TO BE DISPOSED OF PROPERLY. ANY FILL MATERIAL REQUIRED FOR SUCCESSFUL COMPLETION OF THE PROJECT WILL BE SIMILAR TO THE NATIVE SOILS IN THE AREA IN CLASSIFICATION, GRADATION AND COMPACTION. EXCAVATION AND FILL REQUIRED TO COMPLY WITH SLOPE REQUIREMENTS IS CONSIDERED SUBSIDIARY TO THE PROJECT. CONTRACTOR SHALL REPLACE DISTURBED SOD WITH SAME SPECIES. SITE SHALL BE RESTORED TO ITS ORIGINAL CONDITION OR BETTER.

F. ANY PETROLEUM PRODUCTS SPILLED SHALL BE CLEANED UP AND DISPOSED OF PROPERLY. NO CONSTRUCTION WASTE MATERIALS WILL BE ALLOWED TO BE BURIED ON THE PROPERTY.

G. IF ANY HAZARDOUS MATERIALS AND/OR CONTAMINATED SOILS ARE DISCOVERED DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY FOR ASSISTANCE IN IDENTIFYING AND TESTING OF MATERIALS AND SOILS.

H. FIELD CONDITIONS SOMETIMES DICTATE THAT THE LAYOUT BE ADJUSTED. CONTRACTOR MAY NOT MAKE ADJUSTMENTS WITHOUT PRIOR APPROVAL OF THE ENGINEER.

I. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PROTECT ALL EXISTING UTILITIES, PIPES, UNDERGROUND STRUCTURES, TRAFFIC SIGNAL BOXES, ELECTRICAL CONDUIT AND CABLES, BUILDINGS, DRIVEWAYS, FENCES AND ALL OTHER PROPERTIES. ALL DAMAGED PROPERTY SHALL BE RESTORED BY THE CONTRACTOR TO ITS ORIGINAL CONDITION, ACCORDING TO CITY OF CORPUS CHRISTI STANDARDS, OR BETTER AT NO SEPARATE PAY.

J. FINAL GRADES SHALL BE SLOPED TO PROVIDE POSITIVE DRAINAGE WITH NO PONDING OF WATER. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN AND NOT BLOCK OR IMPEDED DRAINAGE.

K. THE CONTRACTOR SHALL HAVE IN PLACE THE NECESSARY STORM WATER SEDIMENT TRAPS AT CURB INLETS AND OPEN DITCH LINE AREA WHILE PERFORMING WORK AND UNTIL WORK IS COMPLETE IN THAT AREA AND VEGETATION IS ESTABLISHED.

## 5. SUBMITTAL NOTES

A. THE FOLLOWING PARTIAL LISTING OF SUBMITTALS SHALL BE FORWARDED TO THE ENGINEER FOR REVIEW. THE WORK ASSOCIATED WITH THESE ITEMS SHALL NOT COMMENCE UNTIL THE SUBMITTALS HAVE BEEN REVIEWED AND APPROVED BY THE ENGINEER.

B. SUBMIT MIX DESIGNS WITH TEST DATA FOR EACH TYPE AND STRENGTH OF CONCRETE SPECIFIED.

C. SUBMIT DATA SHEETS FOR REBAR, EXPANSION JOINTS, AND DOWELS AND OTHER MISCELLANEOUS PRODUCTS SPECIFIED HEREIN.

## 6. TESTING LABORATORY REQUIREMENTS

A. THE OWNER WILL SECURE THE SERVICES OF A COMMERCIAL TESTING LABORATORY TO PERFORM CONSTRUCTION MATERIALS TEST AND VISUAL INSPECTION SERVICES AS OUTLINED IN THE PROJECT SPECIFICATIONS OUTLINED IN THE TESTING SCHEDULE.

B. IF WORKMANSHIP IS FOUND TO BE BELOW THE REQUIREMENTS SET FORTH HEREIN OR IN THE SPECIFICATIONS AS RESULT OF TESTING AND/OR VISUAL INSPECTION, THE CONTRACTOR SHALL CORRECT OR REPLACE MATERIALS AT NO ADDITIONAL COST TO THE OWNER.

C. THE CONTRACTOR SHALL COOPERATE AND COORDINATE FULLY WITH THE TESTING LABORATORY AND PROJECT TESTING REQUIREMENTS.

## 7. COMPLIANCE WITH ADA AND TAS FOR ACCESSIBLE ROUTES

A. EVERY EFFORT HAS BEEN MADE BY THE ENGINEER TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT AND TEXAS ACCESSIBILITY STANDARDS. DURING CONSTRUCTION, THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR CONSTRUCTING THE IMPROVEMENTS IN ACCORDANCE WITH THE STANDARDS INCLUDED IN THESE DOCUMENTS. CONFLICTS WITH THE PLANS AND/OR SPECIFICATIONS FOUND BY THE CONTRACTOR SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER BEFORE PROCEEDING WITH CONSTRUCTION.

B. THE MINIMUM STANDARDS OUTLINED BELOW SHALL BE ADHERED TO AT ALL TIMES.

I. ALL SIDEWALKS SHALL BE A MINIMUM OF 4" THICK. SEE DETAIL SHEETS.

II. THE FOLLOWING GENERAL TEXAS DEPARTMENT OF LICENSING AND REGULATION (TDLR) CRITERIA APPLY TO MANEUVERING SURFACES AT DOORS, ENTRIES, PORCHES, RAMP LANDINGS, PARKING AREAS, WALKWAYS AND PAVEMENT WHICH ARE PART OF A REQUIRED ACCESSIBLE ROUTE FOR ENTRY/EXIT.

- THE REQUIRED CLEAR FLOOR SPACE AREA AT ACCESSIBLE ENTRY/EXIST DOORS SHALL NOT HAVE A SLOPE THAT EXCEEDS 1:50 (2%) IN ANY DIRECTION.
- CROSS SLOPE FOR ACCESSIBLE WALKWAYS SHALL NOT EXCEED 1:50 (2%).
- RUNNING SLOPE FOR ACCESSIBLE WALKWAYS SHALL NOT EXCEED 1:20 (5%).
- PAVEMENT SURFACES THAT ARE PART OF A REQUIRED ACCESSIBLE ROUTE SHALL NOT EXCEED 1:50 (2%) CROSS SLOPE AND 1:20 (5%) RUNNING SLOPE.
- CHANGES IN GRADE IN ACCESSIBLE ROUTES GREATER THAN 1:20 (5%) REQUIRE A RAMP.
- ABRUPT CHANGES IN LEVEL IN EXCESS OF 1/4" ARE NOT PERMITTED.
- LEVEL LANDINGS SHALL BE SLOPED 2% MAX TOWARDS STREET CURB & GUTTER. NATURAL GROUND ADJACENT TO PROJECT IMPROVEMENTS SHALL BE GRADED TO DRAIN INTO STREET CURB & GUTTER AND AWAY FROM PRIVATE PROPERTY.

III. ACCESSIBLE ROUTE ELEVATIONS INDICATED ON THE GRADING PLAN ARE SCHEMATIC, AND ARE INTENDED TO COMPLY IN ALL RESPECTS WITH TDLR REQUIREMENTS. THE CONTRACTOR IS TO ADJUST GRADES AS NECESSARY TO FIT PARTICULAR CONDITIONS. NOTIFY ENGINEER AND REQUEST INSTRUCTION IF NON-COMPLIANT SITUATIONS ARE ENCOUNTERED OR ANTICIPATED.

IV. CONCRETE SURFACE ALONG THE ACCESSIBLE PATHWAY SHALL RECEIVE A LIGHT BROOM FINISH UNLESS NOTED OTHERWISE.

V. THE DETECTABLE WARNING PANELS MUST COMPLY WITH TEXAS ACCESSIBILITY STANDARDS 705 AND ADMINISTRATIVE RULES OF THE TDLR, 16 TAC CHAPTER 68, SECTION 68.102 AT A MINIMUM OF 24 INCHES IN DEPTH (IN THE DIRECTION OF PEDESTRIAN TRAVEL) AND EXTEND THE FULL WIDTH OF THE CURB. DETECTABLE WARNING PANELS MUST BE A TXDOT APPROVED PANEL MATERIAL. BRICK PAVERS OR METAL PANELS WILL NOT BE ALLOWED. THE PANELS SHALL BE RED IN COLOR. DETECTABLE WARNING PANEL MUST FOLLOW THE CURB LINE ON CURB RADII AND MAY BE NO MORE THAN 6 TO 10 INCHES FROM THE PROJECTED FACE OF CURB. CURVED PANELS OR CUT PANELS WILL BE REQUIRED.

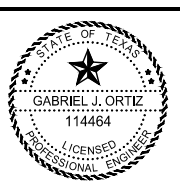
## 8. TESTING SCHEDULE

DESCRIPTION	RATE	BASE BID
<b>SOILS:</b>		
STANDARD PROCTOR - SUBGRADE	PER MATERIAL	1
DENSITIES - SUBGRADE	PER /AREA/5000 SF	1
<b>FLEXIBLE BASE:</b>		
SIEVE ANALYSIS	PER MATERIAL SOURCE	1
ATTERBURG LIMITS	PER MATERIAL SOURCE	1
MODIFIED PROCTOR	PER MATERIAL SOURCE	1
L.A. ABRASION	PER MATERIAL SOURCE	1
CBR (STANDARD)	PER MATERIAL SOURCE	1
WET BALL MILL TEST	PER MATERIAL SOURCE	1
TRIAxIAL TEST	PER MATERIAL SOURCE	1
DENSITIES OF COMPACTED BASE	PER AREA/LIFT/5000 SF	1
<b>RIGID CONCRETE PAVEMENT:</b>		
COMPRESSION STRENGTH (3, 7 & 28 DAY)	PER 500 SY OR DAY	2
FLEXURAL (BEAM) STRENGTH (7 & 28 DAY)	PER 500 SY OR DAY	2
AIR CONTENT	PER 500 SY OR DAY	2
SLUMP	PER 500 SY OR DAY	2

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*Gabriel J. Ortiz* 03/01/2024



CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

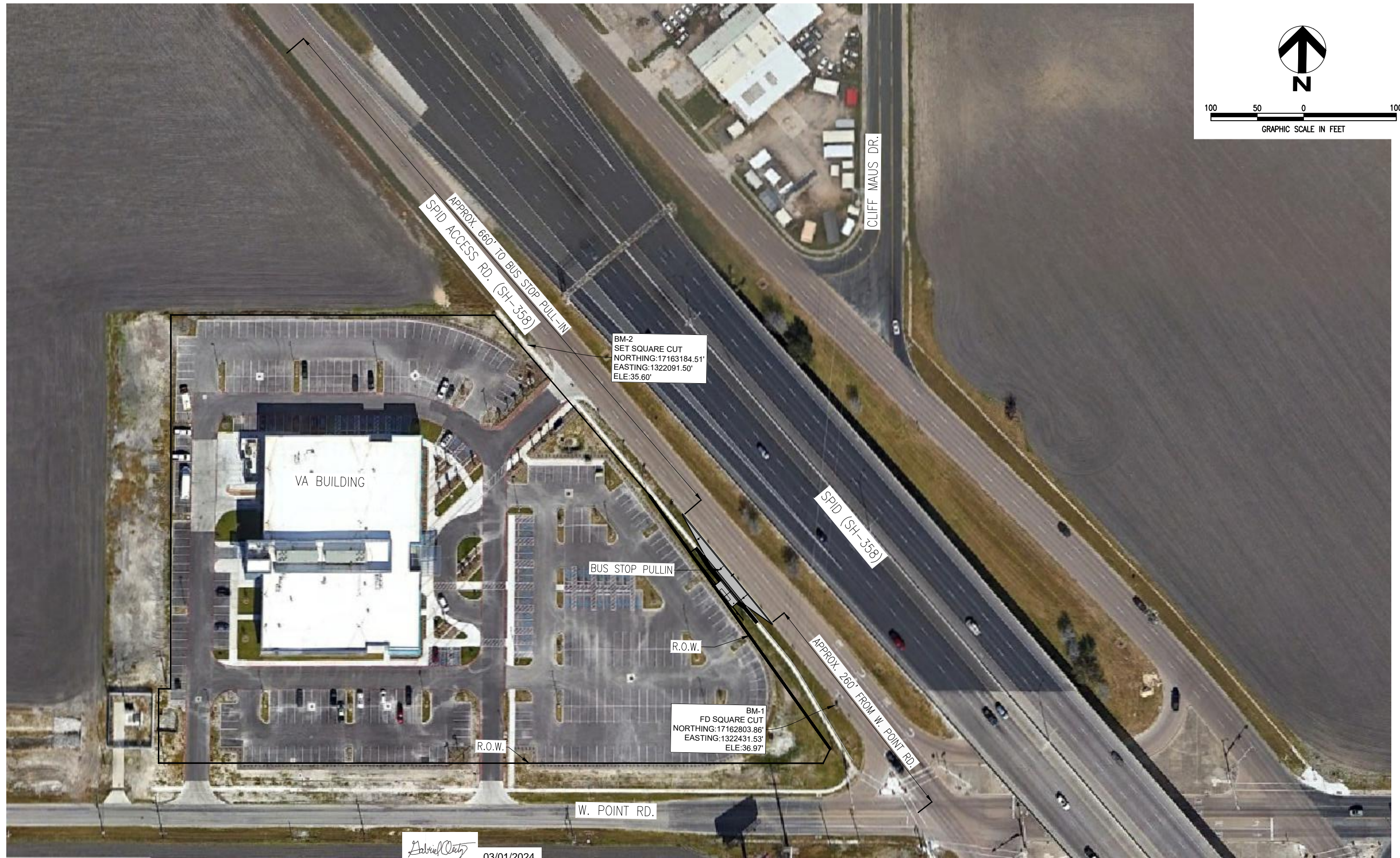
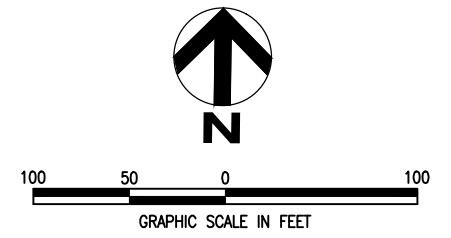
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**GENERAL NOTES**  
CCRTA VA CLINIC BUS PULL-IN  
SH 358 ACCESS ROAD @ W. POINT ROAD  
  
STOP ID (969)  
CORPUS CHRISTI, TEXAS



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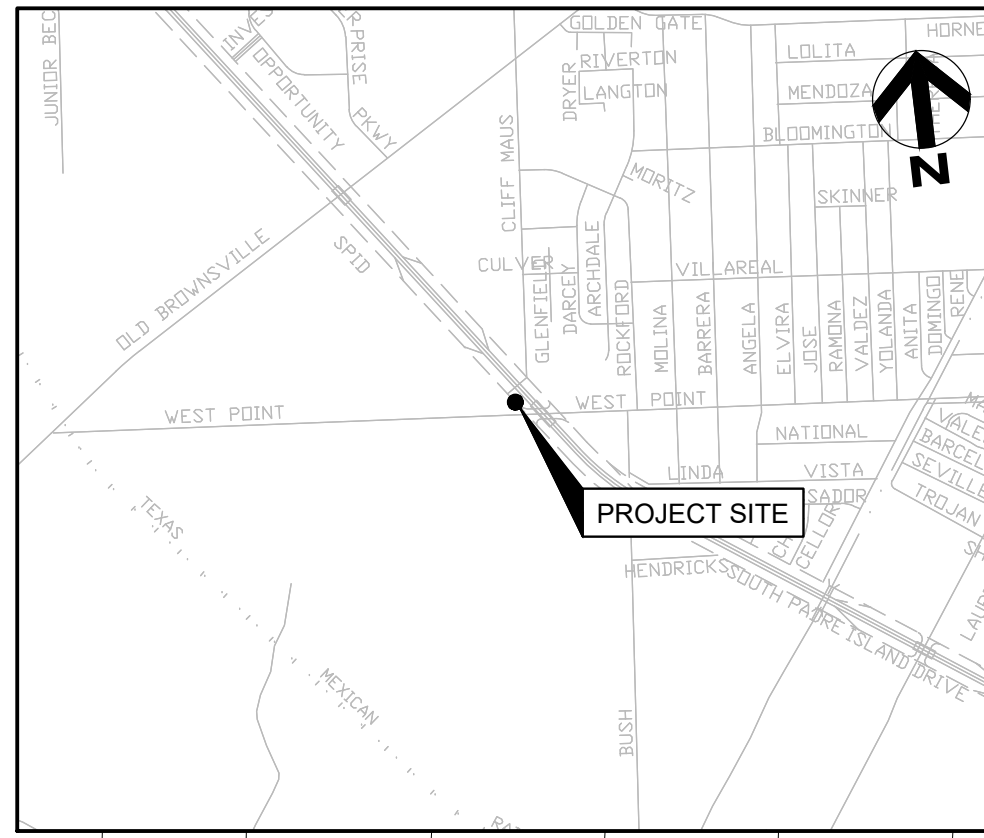
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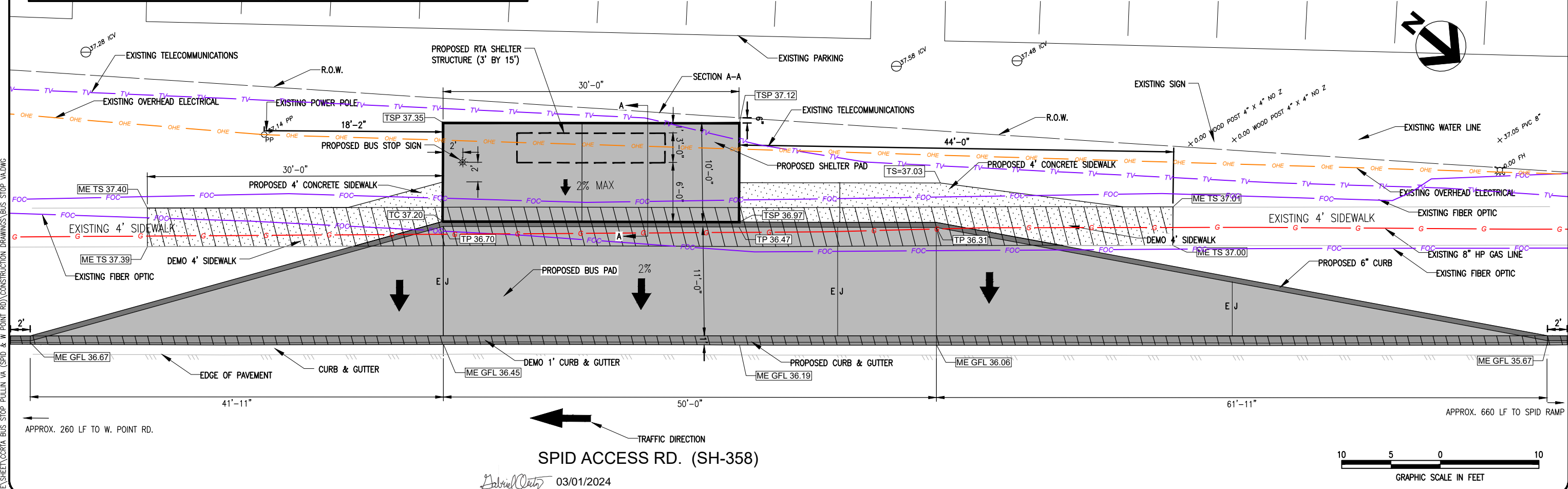
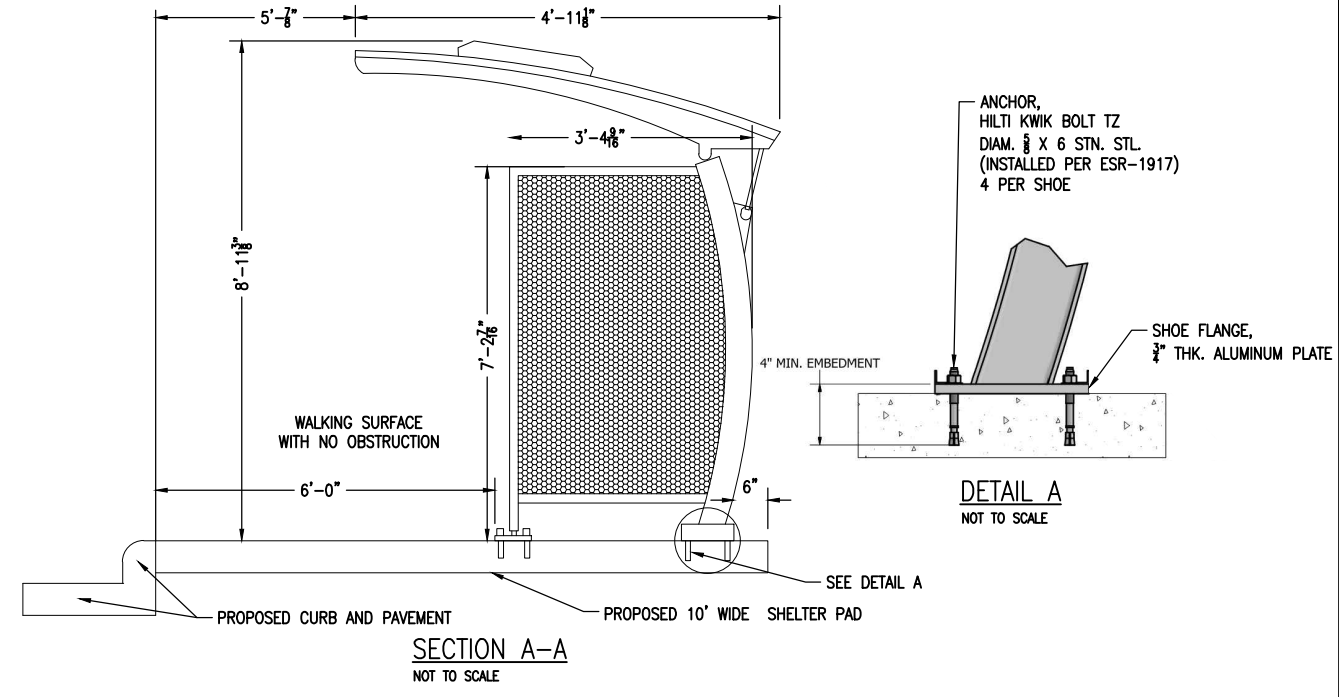
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VICINITY MAP  
CCRTA VA CLINIC BUS PULL-IN  
SH 358 ACCESS ROAD @ W. POINT ROAD  
  
STOP ID (969)  
CORPUS CHRISTI, TEXAS



- LEGEND**
- DEMOLITION
  - PROPOSED 4' CONCRETE SIDEWALK
  - PROPOSED 8" CONCRETE PAVEMENT
  - PROPOSED CURB AND GUTTER
  - PROPOSED 6" CURB
  - PROPOSED SHELTER PAD
  - TSP=X.XX' TSP- TOP OF SHELTER PAD ELEVATION
  - TC=X.XX' TC- TOP OF CURB ELEVATION
  - TP=X.XX' TP- TOP OF PAVEMENT ELEVATION
  - ME TS=X.XX' ME TS- MATCH EXISTING TOP OF SIDEWALK ELEVATION
  - ME GFL=X.XX' ME GFL- MATCH EXISTING GUTTER FLOW LINE ELEVATION



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TRANSPORTATION AUTHORITY

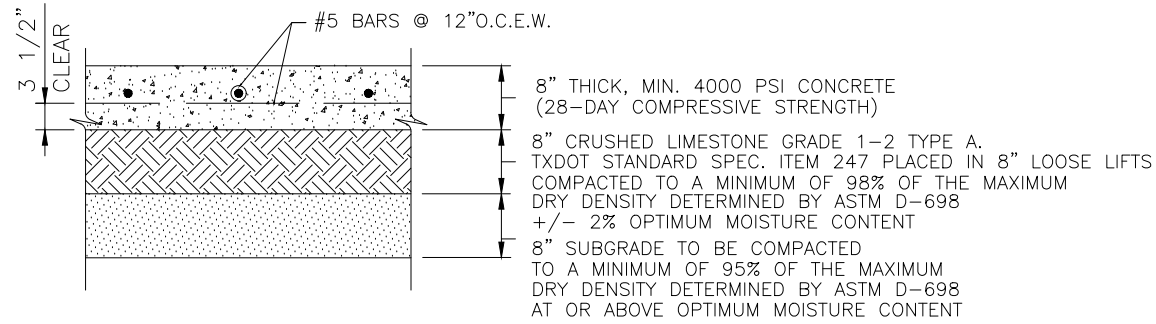
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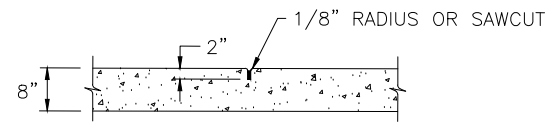
**SITE PLAN**  
**CCRTA VA CLINIC BUS PULL-IN**  
**SH 358 ACCESS ROAD @ W. POINT ROAD**  
 STOP ID (969)  
 CORPUS CHRISTI, TEXAS



NOTE: CONCRETE PAVEMENT SHALL HAVE HEAVY BROOM TEXTURED FINISH.

### CONCRETE PAVEMENT DETAIL (HEAVY DUTY)

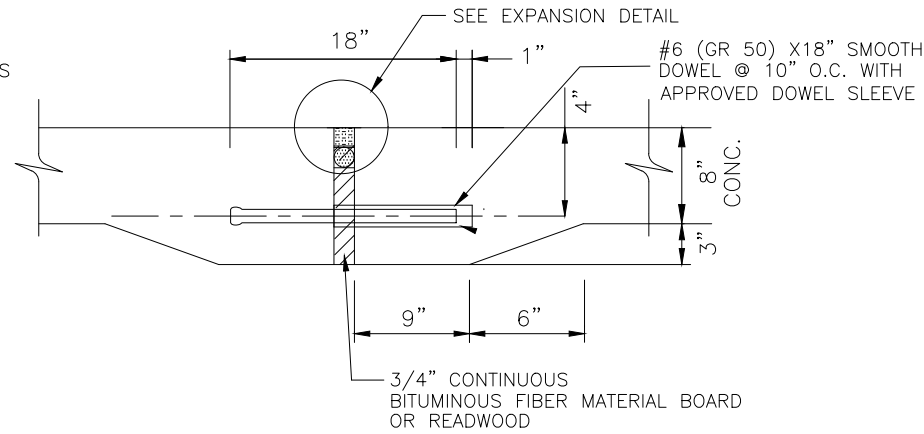
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\* CONTROL JOINT @ 10' O.C. MAX. OR AS INDICATED

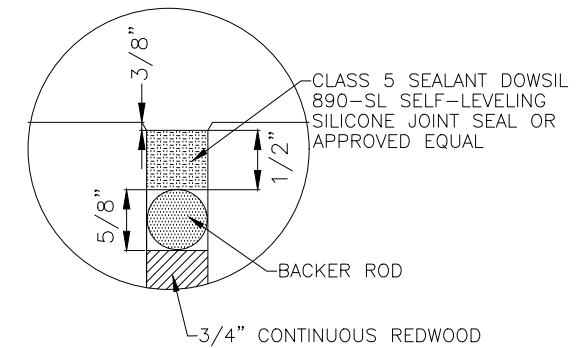
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### CONCRETE PAVEMENT EXPANSION JOINT

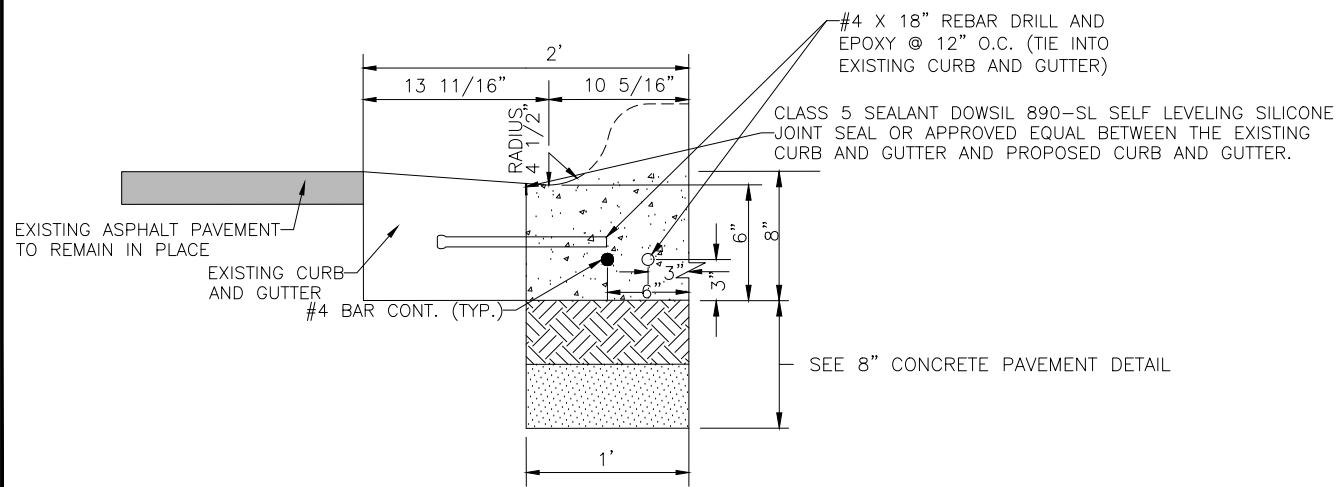
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EXPANSION JOINT @ 40' O.C. MAX. OR AS INDICATED

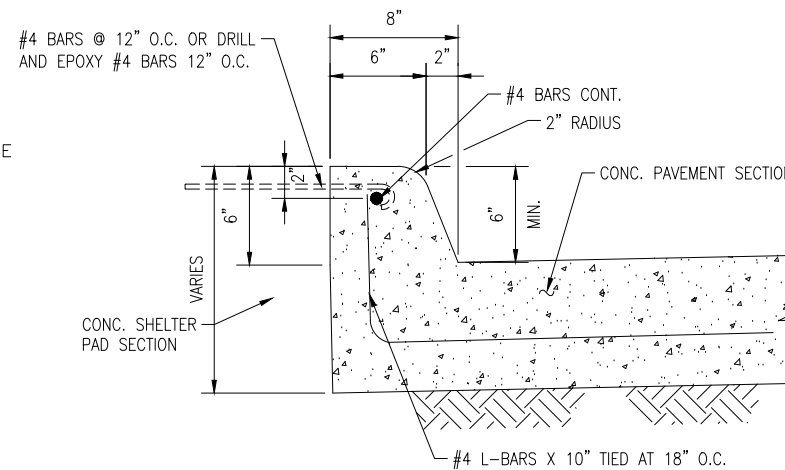
### EXPANSION DETAIL

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### CURB AND GUTTER CONNECTION

SCALE: N.T.S.



### TYPICAL 6" CURB DETAIL

SCALE: N.T.S.

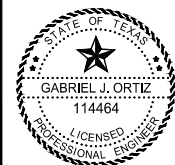
#### CURB AND GUTTER CONNECTION & 6" CURB NOTES:

1. EXPANSION AND CONSTRUCTION JOINTS OF THE 6" SEPARATE CURB SHALL MATCH THOSE OF THE TIED SIDEWALK AND/OR CONCRETE PAVEMENT, AND SHALL NOT EXCEED 39' O.C. (MAX) SPACING.
2. TRANSVERSE GROOVES 1/8" WIDE BY 1/2" DEEP SHALL BE MADE AT 10' O.C. (MAXIMUM).
3. WHERE NEW CURB JOINS EXISTING CURB AND GUTTER, TRANSITION THE LAST 10' OF THE NEW TO MATCH THE OLD IN SHAPE.
4. EXPANSION JOINTS ON ALL SIDEWALK AND CURB SHALL BE REDWOOD. ALL JOINTS IN 6" SEPARATE CURB SHALL BE SEALED WITH JOINT SEALANT.
5. TRANSVERSE CONTRACTION JOINTS 1/8" WIDE BY 1/2" DEEP SHALL BE CUT IN ALL SIDEWALKS AT 5'-0" INTERVALS (MAXIMUM).

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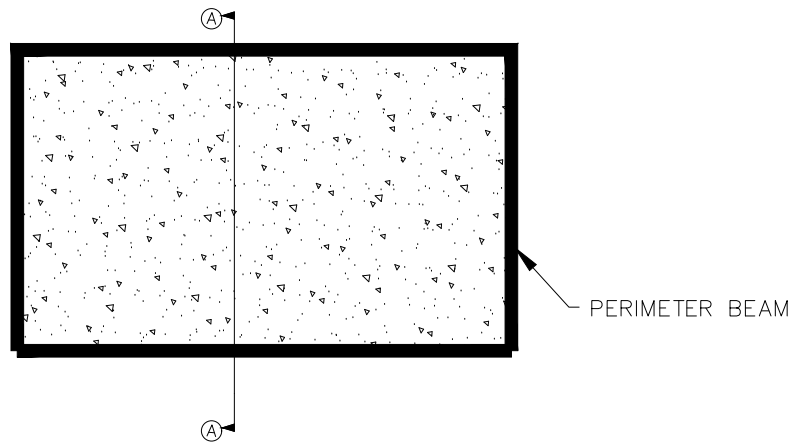
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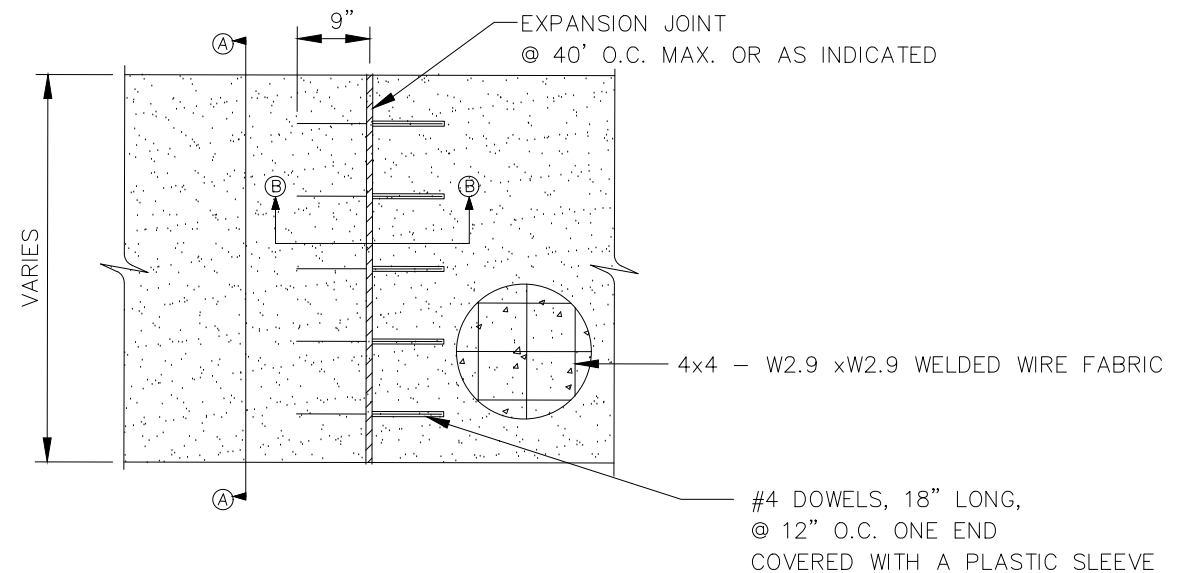
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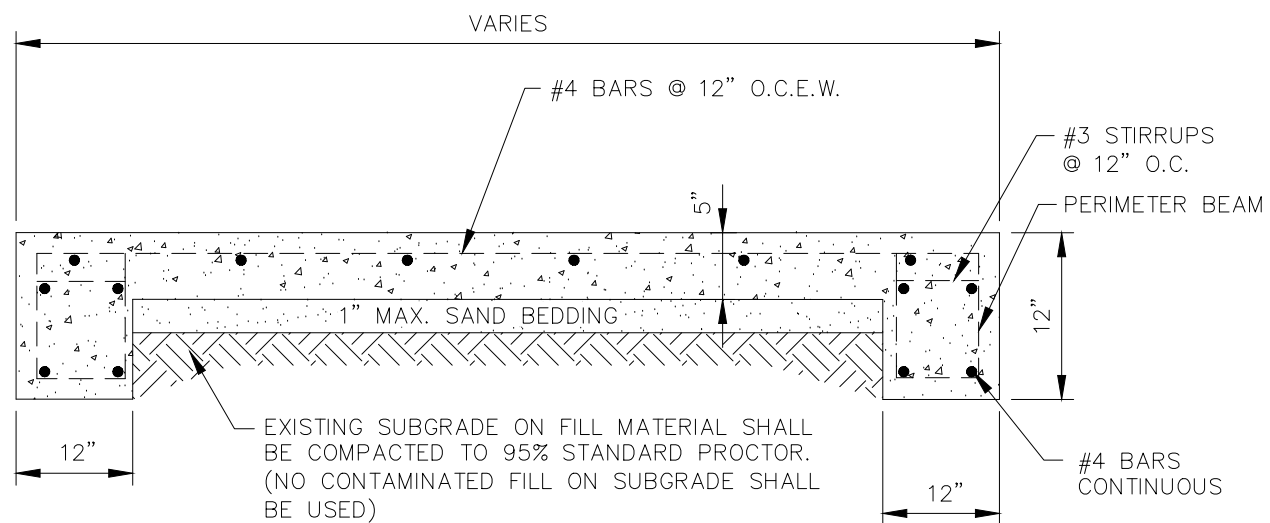
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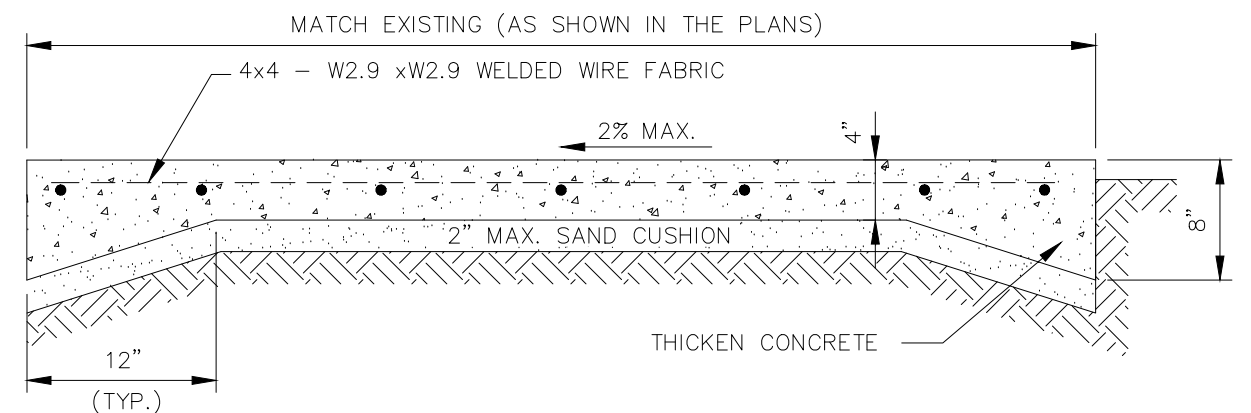
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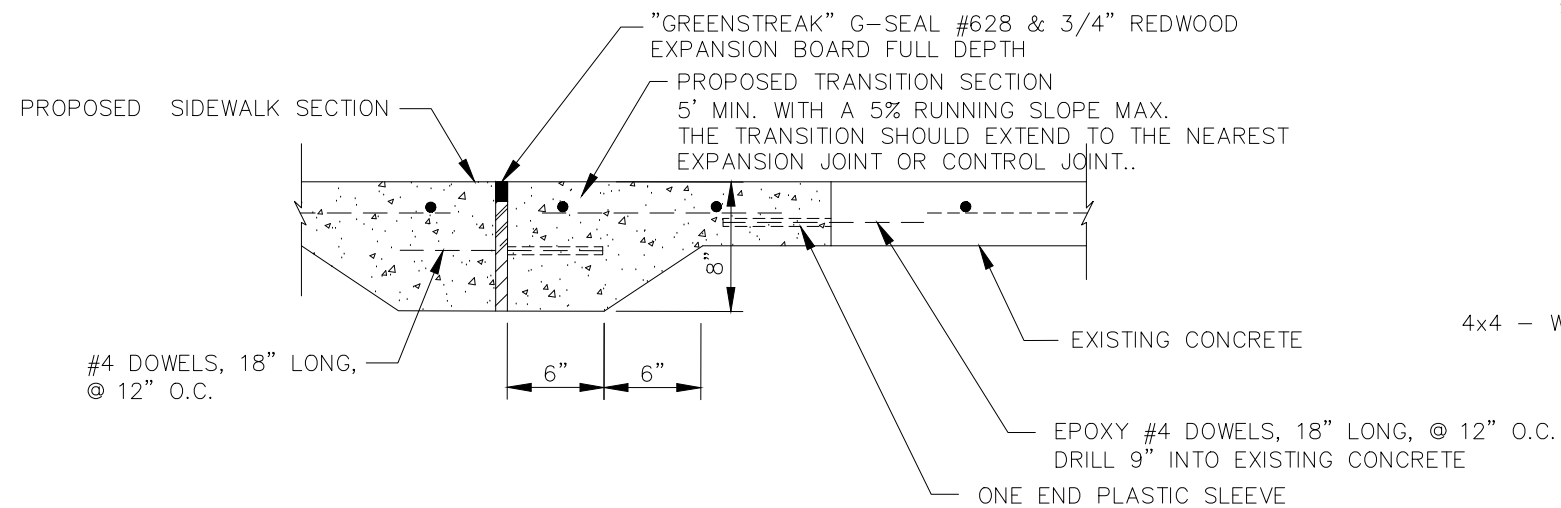
TYPICAL CONCRETE SIDEWALK PLAN VIEW  
SCALE: N.T.S.



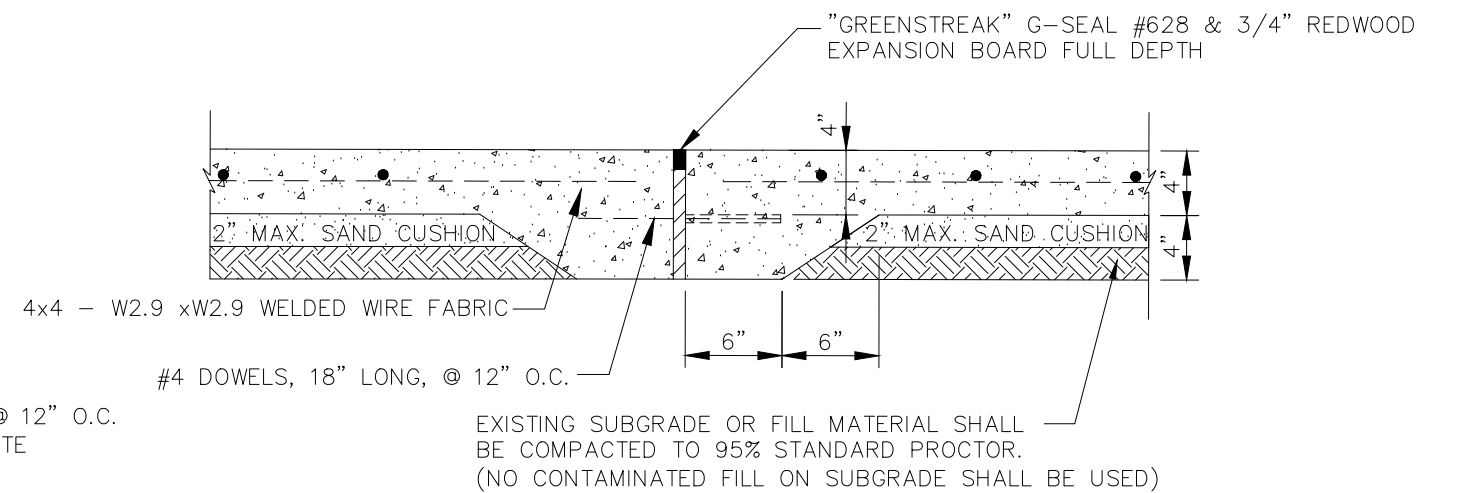
SHELTER PAD SECTION A-A  
SCALE: N.T.S.



CONCRETE SIDEWALK SECTION A-A  
SCALE: N.T.S.



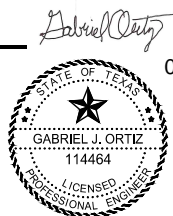
CONCRETE SIDEWALK TRANSITION DETAIL  
SCALE: N.T.S.



CONCRETE SIDEWALK AND EXPANSION JOINT DETAIL SECTION B-B  
SCALE: N.T.S.

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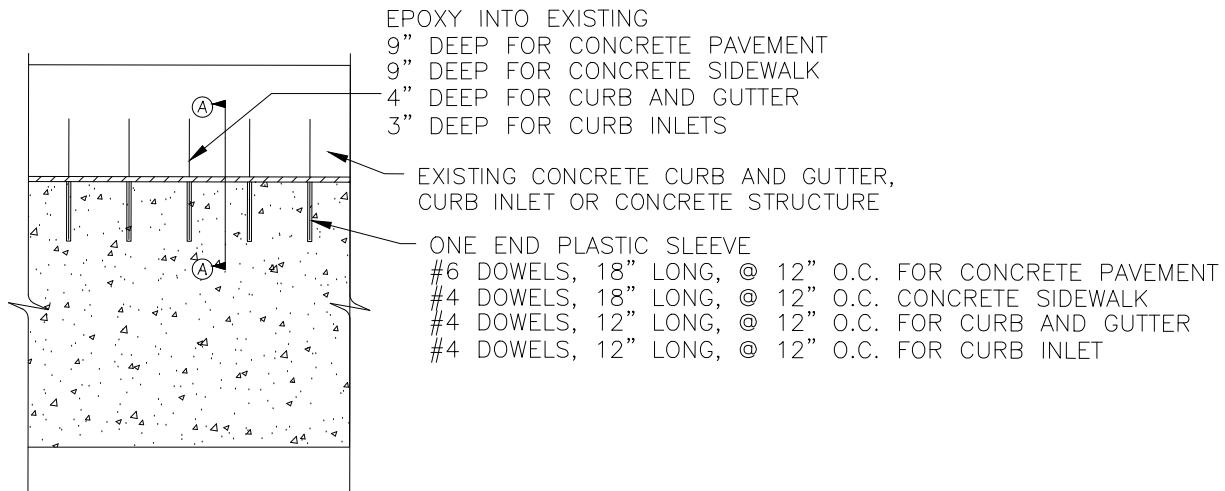


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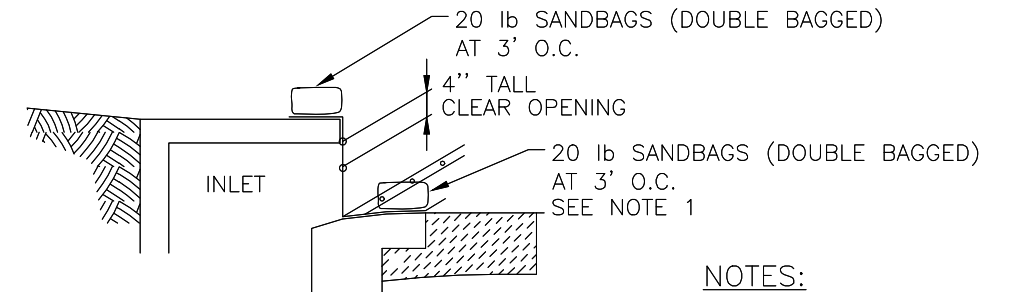
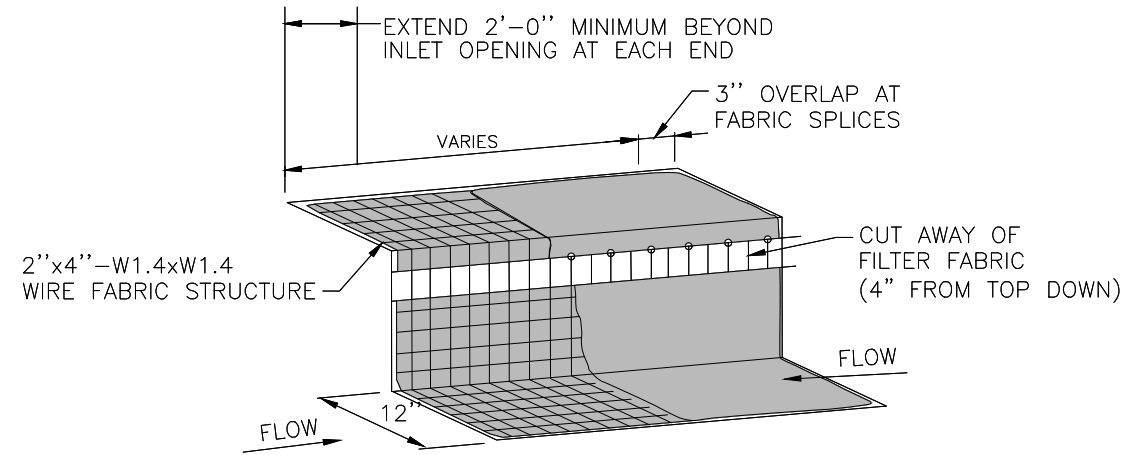
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**CONNECTION DETAIL PLAN VIEW**

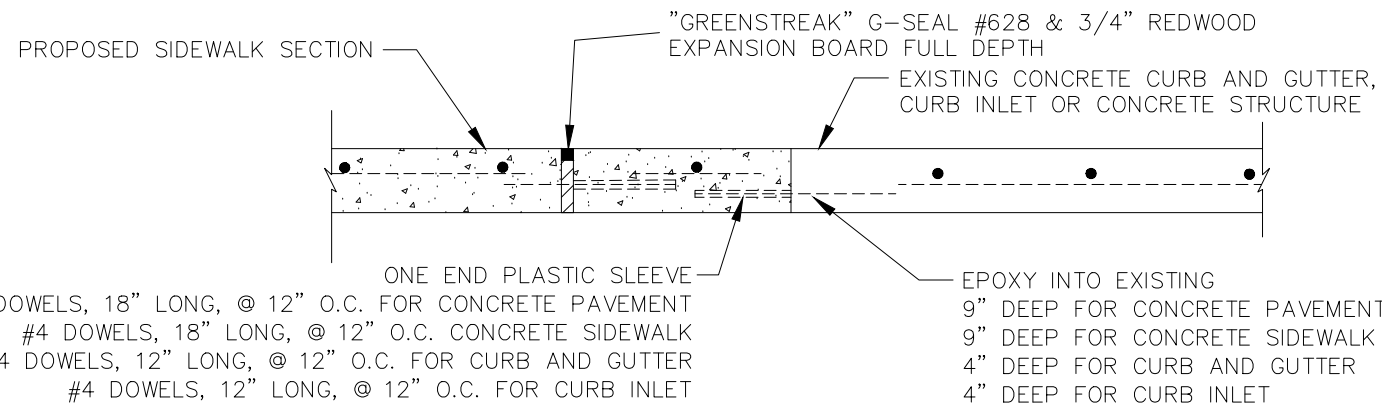
(FOR ALL CONNECTION TO EXISTING CONCRETE)  
SCALE: N.T.S.



**NOTES:**  
TYPICAL EROSION CONTROL INSTALLATION AT CURB INLET AFTER PLACEMENT OF CURB AND INLET TOP.

**CURB INLET PROTECTION DETAIL**

SCALE: N.T.S.



**CONNECTION DETAIL SECTION A-A**

(FOR ALL CONNECTION TO EXISTING CONCRETE)  
SCALE: N.T.S.

**CURB INLET PROTECTION NOTES:**

1. TO HOLD THE FILTER DIKE IN PLACE, 20 LB SANDBAGS SHALL BE USED AT 3' O.C. WHERE MINIMUM CLEARANCES CAUSE TRAFFIC TO DRIVE IN THE GUTTER, THE CONTRACTOR MAY SUBSTITUTE A 1"x4" BOARD, SECURED WITH 1/4" OR 3/8" CONCRETE SCREWS. THE 1/4" OR 3/8" CONCRETE SCREWS SHALL BE ATTACHED TO THE GUTTER BY DRILLING AN APPROPRIATE PILOT HOLE WITH A CONCRETE BIT AND INSERT PLASTIC FASTENERS. THE TOP OF THE SCREW SHALL BE RECESSED BELOW THE TOP OF THE BOARD. THE SCREWS SHALL BE PLACED ON 3' O.C. THIS METHOD IS USED IN LIEU OF SANDBAGS, IN THE GUTTER ONLY, TO HOLD THE FILTER DIKE IN PLACE. UPON REMOVAL, EITHER LEAVE THE PLASTIC FASTENERS IN PLACE, OR REMOVE THE PLASTIC FASTENERS, CLEAN ANY DIRT/DEBRIS FROM THE SCREW LOCATIONS, APPLY CHEMICAL SANDING AGENT AND APPLY NON-SHRINK GROUT FLUSH WITH THE SURFACE OF THE GUTTER. THIS METHOD SHALL NOT BE USED ON THE INLET IN LIEU OF SANDBAGS.
2. A SECTION OF FILTER FABRIC SHALL BE REMOVED AS SHOWN ON THIS DETAIL OR AS DIRECTED BY THE ENGINEER OR DESIGNATED REPRESENTATIVE. FABRIC MUST BE SECURED TO WIRE BACKING WITH CLIPS OR HOG RINGS AT THIS LOCATION.
3. DAILY INSPECTION SHALL BE MADE BY THE CONTRACTOR AND SILT ACCUMULATION MUST BE REMOVED WHEN DEPTH REACHES 2". INLET PROTECTION SHALL BE REPLACED AS NECESSARY DURING CONSTRUCTION DUE TO DAMAGE OR DETERIORATION (SUBSIDIARY TO INLET PROTECTION).
4. CONTRACTOR SHALL MONITOR THE PERFORMANCE OF INLET PROTECTION DURING EACH RAINFALL EVENT AND ONLY REMOVE INLET PROTECTION IF DIRECTED BY THE CITY OF CORPUS CHRISTI, OR IF CONTRACTOR OBSERVES AN IMMINENT THREAT OF FLOODING OF SURROUNDING PROPERTY.
5. INLET PROTECTIONS SHALL BE REMOVED AS SOON AS THE SOURCE OF SEDIMENT IS STABILIZED.

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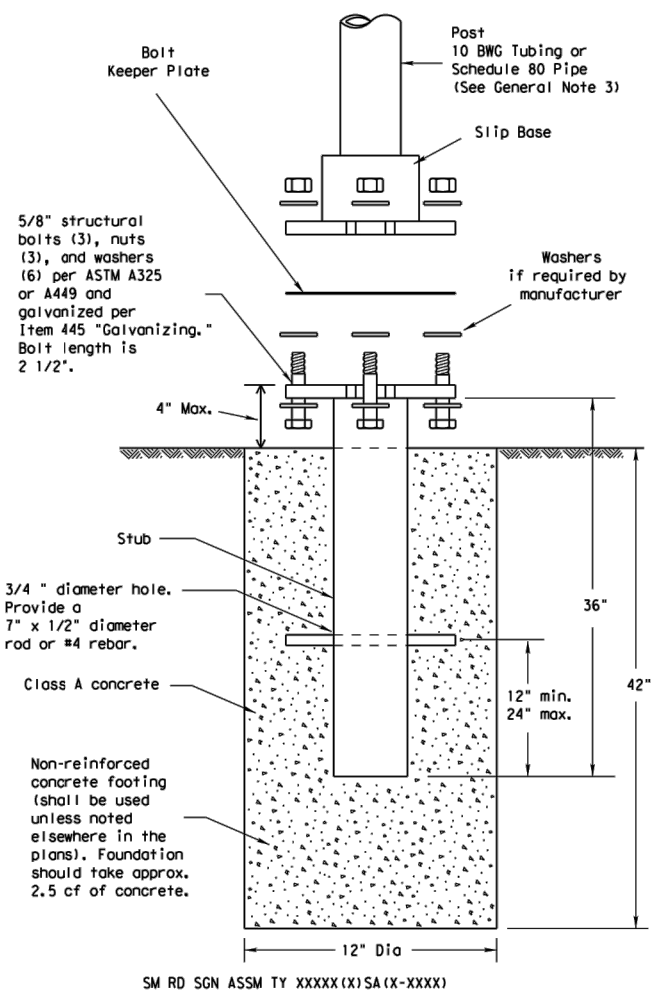
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# TRIANGULAR SLIPBASE INSTALLATION GENERAL REQUIREMENTS

DISCLAIMER: The use of this standard is governed by the Texas Engineering Practice Act. No warranty of any kind is made by the State of Texas for any damages resulting from its use.



## NOTE

There are various devices approved for the Triangular Slipbase System. Please reference the Material Producer List for approved slip base systems. [http://www.txdot.gov/business/producer\\_list.htm](http://www.txdot.gov/business/producer_list.htm) The devices shall be installed per manufacturers' recommendations. Installation procedures shall be provided to the Engineer by Contractor.

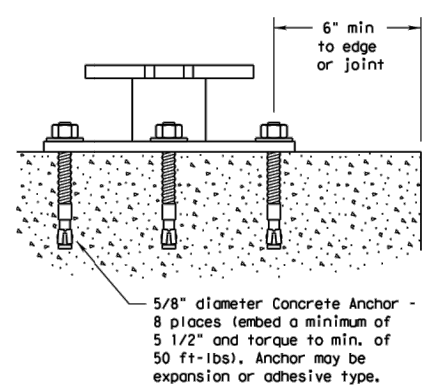
## GENERAL NOTES:

- Slip base shall be permanently marked to indicate manufacturer. Method, design, and location of marking are subject to approval of the TxDOT Traffic Standards Engineer.
- Material used as post with this system shall conform to the following specifications:
  - 10 BWG Tubing (2.875" outside diameter)
    - 0.134" nominal wall thickness
    - Seamless or electric-resistance welded steel tubing or pipe
    - Steel shall be HSLAS Gr 55 per ASTM A1011 or ASTM A1008
    - Other steels may be used if they meet the following:
      - 55,000 PSI minimum yield strength
      - 70,000 PSI minimum tensile strength
      - 20% minimum elongation in 2"
    - Wall thickness (uncoated) shall be within the range of 0.122" to 0.138"
    - Outside diameter (uncoated) shall be within the range of 2.867" to 2.883"
    - Galvanization per ASTM A123 or ASTM A653 G210. For pre-coated steel tubing (ASTM A653), recoat tube outside diameter weld seam by metallizing with zinc wire per ASTM B833.
  - Schedule 80 Pipe (2.875" outside diameter)
    - 0.276" nominal wall thickness
    - Steel tubing per ASTM A500 Gr C
    - Other seamless or electric-resistance welded steel tubing or pipe with equivalent outside diameter and wall thickness may be used if they meet the following:
      - 46,000 PSI minimum yield strength
      - 62,000 PSI minimum tensile strength
      - 21% minimum elongation in 2"
    - Wall thickness (uncoated) shall be within the range of 0.248" to 0.304"
    - Outside diameter (uncoated) shall be within the range of 2.855" to 2.895"
    - Galvanization per ASTM A123
- See the Traffic Operations Division website for detailed drawings of sign clamps and Texas Universal Triangular Slipbase System components. The website address is: <http://www.txdot.gov/publications/traffic.htm>
- Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.


## ASSEMBLY PROCEDURE

- Foundation**
- Prepare 12-inch diameter by 42-inch deep hole. If solid rock is encountered, the depth of the foundation may be reduced such that it is embedded a minimum of 18 inches into the solid rock.
  - The Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor-driven concrete mixer. For small placements less than 0.5 cubic yards, hand mixing in a suitable container may be allowed by Engineer. Concrete shall be Class A.
  - Push the pipe end of the slip base stub into the center of the concrete. Rotate the stub back and forth while pushing it down into the concrete to assure good contact between the concrete and stub. Continue to work the stub into the concrete until it is between 2 to 4 inches above the ground.
  - Plumb the stub. Allow a minimum of 4 days to set, unless otherwise directed by the Engineer.
  - The triangular slipbase system is multidirectional and is designed to release when struck from any direction.
- Support**
- Cut support so that the bottom of the sign will be 7 to 7.5 feet above the edge of the travelway (i.e., edge of the closest lane) when slip plate is below the edge of pavement or 7 to 7.5 feet above slip plate when the slip plate is above the edge of the travelway. The cut shall be plumb and straight.
  - Attach sign to support using connections shown. When multiple signs are installed on the same support, ensure the minimum clearance between each sign is maintained. See SMD(SLIP-2) for clearances based on sign types.

## CONCRETE ANCHOR



Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. Heavy hex nut per ASTM A563, and hardened washer per ASTM F436. The stud bolt shall have a minimum yield and ultimate tensile strength of 50 and 75 KSI, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "Epoxyes and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations. Top of bolt shall extend at least flush with top of the nut when installed. The anchor, when installed in 4000 psi normal-weight concrete with a 5 1/2" minimum embedment, shall have a minimum allowable tension and shear of 3900 and 3100 psi, respectively.


**Texas Department of Transportation**  
 Traffic Operations Division

**SIGN MOUNTING DETAILS**  
**SMALL ROADSIDE SIGNS**  
**TRIANGULAR SLIPBASE SYSTEM**  
**SMD(SLIP-1) - 08**

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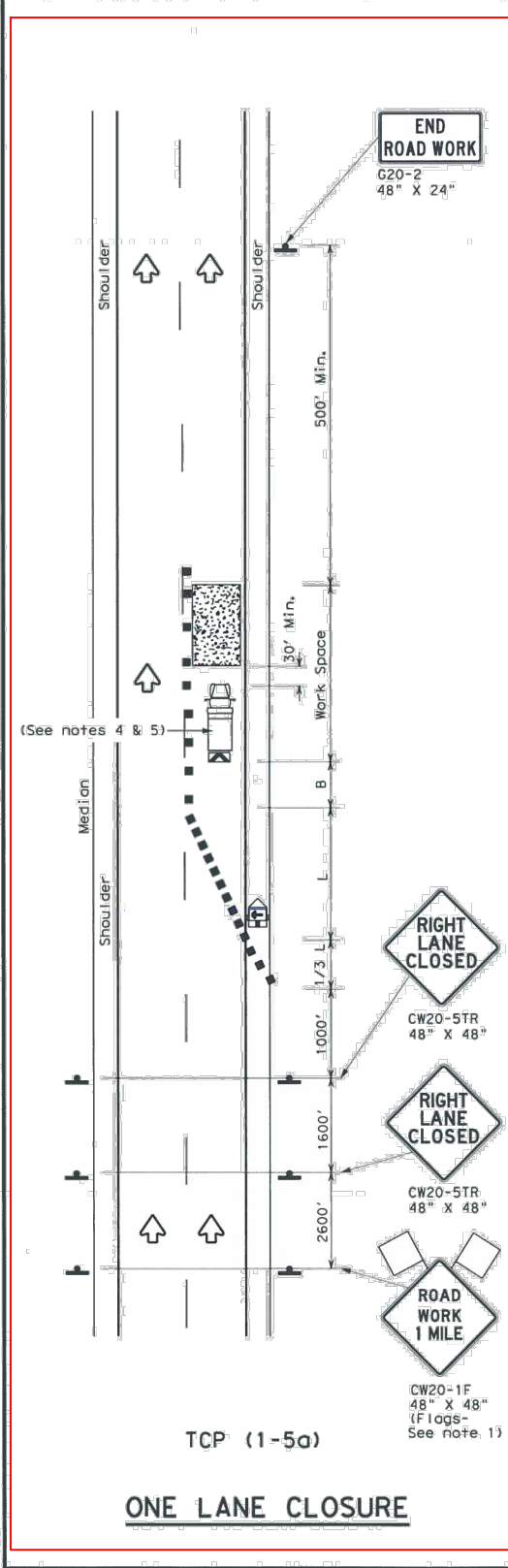
  
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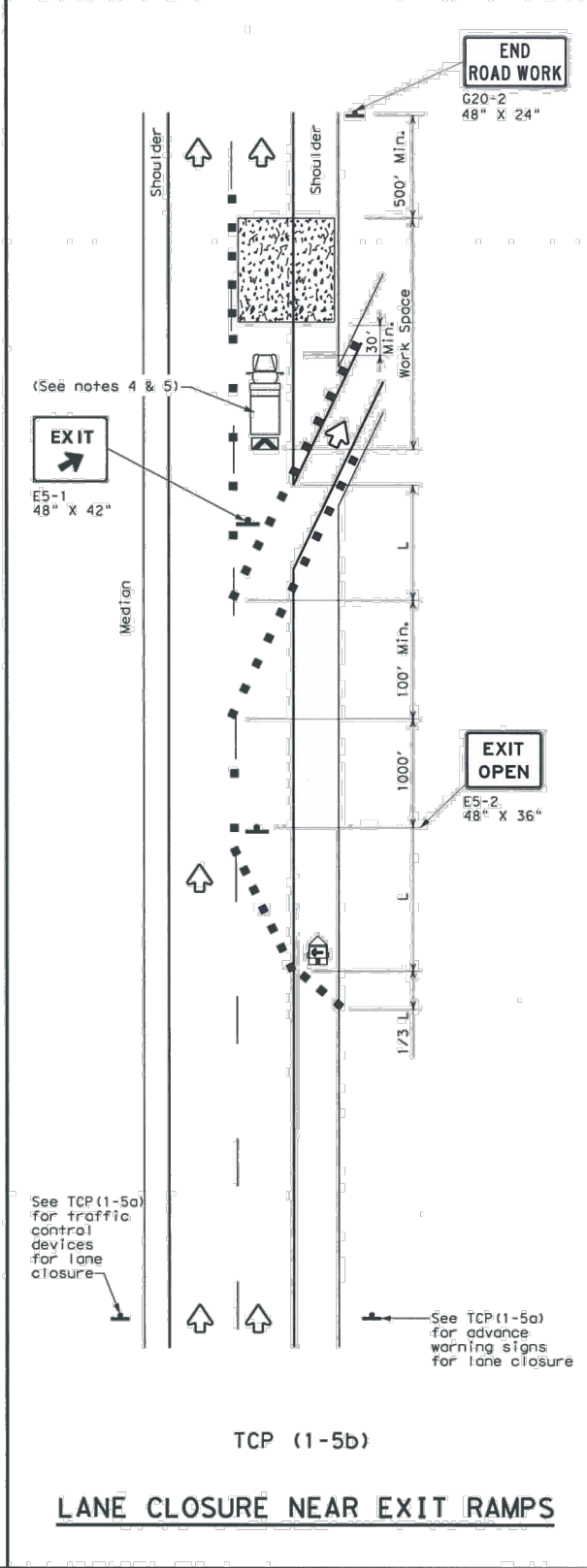
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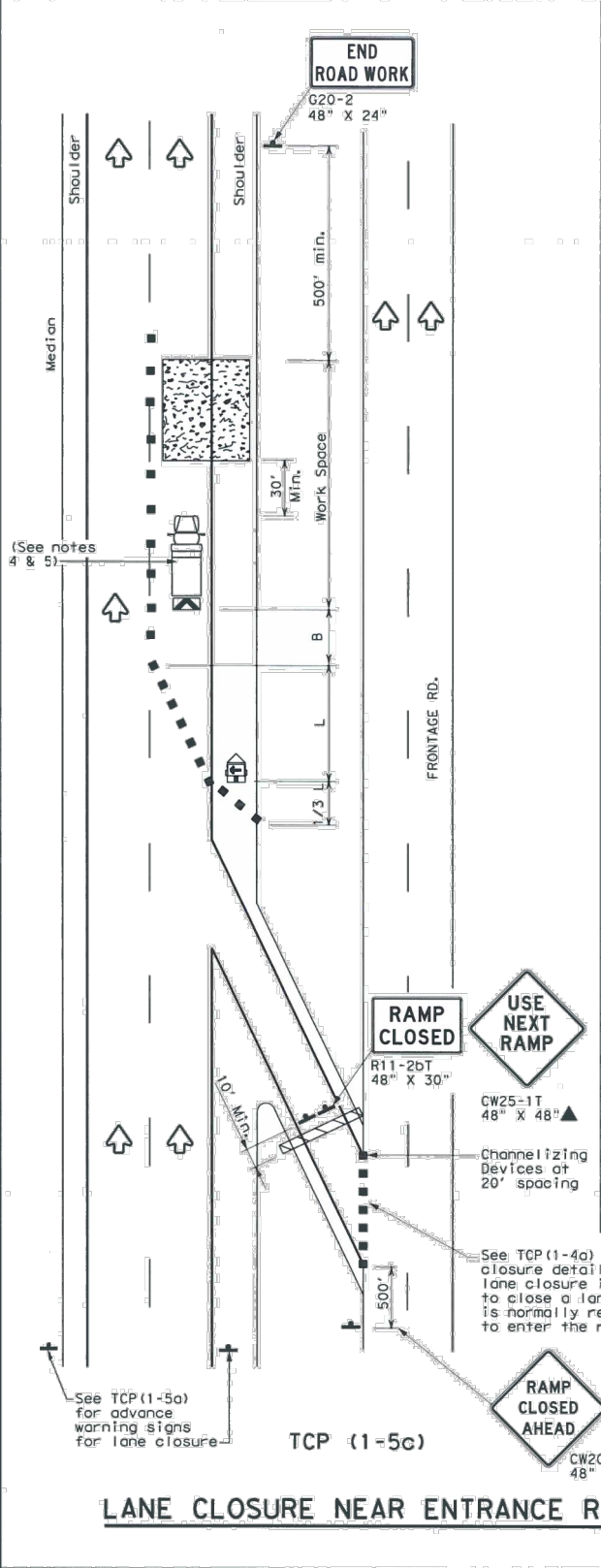
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**TCP (1-5a)**  
**ONE LANE CLOSURE**



**TCP (1-5b)**  
**LANE CLOSURE NEAR EXIT RAMP**



**TCP (1-5c)**  
**LANE CLOSURE NEAR ENTRANCE RAMP**

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"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	L = WS <sup>2</sup> / 60	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L = WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70	700'	770'	840'	70'	140'	800'	475'	
75	750'	825'	900'	75'	150'	900'	540'	

\* 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.
  - Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
  - Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. 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 in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

**Texas Department of Transportation**  
 Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN  
 LANE CLOSURES FOR  
 DIVIDED HIGHWAYS**

**TCP (1-5) - 18**

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