

**CITY OF CORPUS CHRISTI
ENGINEERING SERVICES
CHANGE ORDER**

PROJECT: Long Meadow Dr. (Hunt Dr. to St. Andrews Dr.)(Bond 2018)(RFB 4117)
CONTRACTOR: JE Construction Services, LLC.
ENGINEER: Freese and Nichols
PROJECT MANAGER: Ryan Hedrick
OPERATING DEPT.: Streets - Public Works

CHANGE ORDER NO: 1
CHANGE ORDER DATE: drafted 10/11/22
PROJECT NUMBER: 18030A
ORIGINAL CONTRACT TIME: 150 CD's

Make the following additions, modifications or deletions to the work described in the Contract Documents:

ADDITIONS		Quantity	Unit	Unit Price	Total
Long Meadow Failure at Saratoga					
PART A - GENERAL					
A1	Mobilization (Max 5% Part A)	1	LS	\$ 1,248.44	\$ 1,248.44
A2	Bonds and Insurance (Max 2%)	1	AL	\$ 1,668.75	\$ 1,668.75
A6	Traffic Control Plan by Professional Engineer	1	EA	\$ 2,400.00	\$ 2,400.00
A7	Traffic Control Mobilization/Adjustments	1	LS	\$ 7,400.00	\$ 7,400.00
A8	Traffic Control Items (Signs, Barricades, Channelizing Devices, LPCBs, etc.)	1	MO	\$ 1,000.00	\$ 1,000.00
A11	Temporary Traffic Signalization (Timber Pole Span Wire for all Traffic Control Phases)	1	EA	\$ 12,500.00	\$ 12,500.00
Part A: \$					26,217.19
PART B - STREET IMPROVEMENTS					
B1	Mobilization (Max 5% Part B)	1	LS	\$ 6,757.52	\$ 6,757.52
B2	Street Excavation	494	SY	\$ 21.00	\$ 10,374.00
B3	12" Compacted Subgrade with top 8" Lime Stabilized	494	SY	\$ 31.00	\$ 15,314.00
B4	Lime	6	TON	\$ 300.00	\$ 1,800.00
B5	9" Crushed Limestone Flexible Base (Type A, Gr. 1-2)	494	SY	\$ 43.00	\$ 21,242.00
B6	Prime Coat (0.15 GAL/SY)	200	GAL	\$ 11.00	\$ 2,200.00
B7	One Course Surface Treatment Underseal (Asphalt Binder and Aggregate)	494	SY	\$ 8.00	\$ 3,952.00
B8	3" HMA CP (Type D) Surface Course	494	SY	\$ 34.00	\$ 16,796.00
B9	6" Concrete Driveway	360	SF	\$ 15.00	\$ 5,400.00
B15	REFL PAV MRK TY C HEAT APPLIED PREFAB PREFORMED THERMOPLASTIC (W)(ARROV	3	EA	\$ 400.00	\$ 1,200.00
B16	REFL PAV MRK TY C HEAT APPLIED PREFAB PREFORMED THERMOPLASTIC (W)(WORD)	1	EA	\$ 500.00	\$ 500.00
B18	REFL PAV MRK TY I (Y) 4"(SLD)(DBL)(090MIL)	320	LF	\$ 2.00	\$ 640.00
B19	REFL PAV MRK TY I (W) 8"(SLD)(090MIL)	130	LF	\$ 2.00	\$ 260.00
B21	TY II-C Raised Pavement Marker (Reflectorized)	7	EA	\$ 8.00	\$ 56.00
B22	TY II-A-A Raised Pavement Marker (Reflectorized)	34	EA	\$ 8.00	\$ 272.00
B29 - N1	Demo Driveway	360	SF	\$ 5.00	\$ 1,800.00
B29 - N2	Demo Curb and Gutter	75	LF	\$ 8.00	\$ 600.00
Part B: \$					89,163.52
PART D - STORM WATER DRAINAGE IMPROVEMENTS					
D11	6" Concrete Curb and Gutter	75	LF	\$ 29.00	\$ 2,175.00
D - N1	3" Mill and Overlay	857.11	SY	\$ 59.00	\$ 50,569.49
Part D: \$					52,744.49
Additional contract time due to: Scope of Work		28	DAY	\$ -	\$ -
Additions Total: \$					168,125.20
DELETIONS					
none					
1	n/a	0	LS	\$ -	\$ -
Deletions Total: \$					-

Additional Calendar Days requested 28

NET TOTAL OF THIS CHANGE ORDER: \$ 168,125.20

Why was this Change necessary:

The Public Works Department requested that a section of Long Meadow Drive between Saratoga Blvd and Middlecoff Circle be added to the project due to significant road failures. The new scope will require an additional 28 contract days to complete.

This Contract Modification represents Final Adjustment for any and all amounts due or to become due to Contractor for changes referred to herein. Contractor further releases all other claims, if any (except those claims previously submitted in writing in strict accordance with the Contract), for additional compensation under this Contract, including without limitation any rights Contractor may have for additional compensation arising out of delays or disruption of Contractor's schedule as may have arisen prior to the date of this Contract Modification. Unless otherwise expressly provided herein, the time of completion and all other terms and conditions of the Contract remain unchanged.

**CITY OF CORPUS CHRISTI
ENGINEERING SERVICES
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CHANGE ORDER NO: 1
CHANGE ORDER DATE: drafted 10/11/22
PROJECT NUMBER: 18030A
ORIGINAL CONTRACT TIME: 150 CD's

Original Contract Amount	\$	1,825,283.00
Maximum Change Order Contingency Amount (25%)	\$	456,320.75
Remaining Available Contingency Amount (including this CO)	\$	288,195.55
Previously Approved Change Order Amount	\$	-
Proposed Change Order Amount	\$	168,125.20
Revised Contract Amount	\$	1,993,408.20
Percent of Total Change Orders (including this CO)		9.21%
Original Contract Time for Substantial Completion		150 CD's
Notice to Proceed Date		10/3/2022
Original Substantial Completion Date		3/2/2023
Previously Approved Change Order Time		0 CD's
Additional Time on This Change Order		28 CD's
Revised Contract Time for Substantial Completion		178 CD's
Revised Substantial Completion Date		3/30/2023

REVIEWED BY:

Eng. Proj. Specialist	Liza Steele
Constr. Supervisor	Amie Wojtasczyk
Constr. Inspector	Geoffrey Mayer
Constr. Sr. Project Mgr.	Ruben Barrera

Initial	Date
LS	
ADW	
G. M.	
R. B.	

REQUESTED BY: JE Construction Services, LLC.

Grant Dietze **Date**
Vice President

CITY OF CORPUS CHRISTI

RECOMMENDED BY:

Brett Van Hazel **Date**
Construction Engineer

	SECTION/FUND	SECTION/FUND
FUND:	XXXX-XXX	XXXX-XXX
ACCOUNT:	XXXXXX	XXXXXX
ACTIVITY:	XXXXXX-XX-XXXX-XXX	XXXXXX-XX-XXXX-XXX
AMOUNT:	\$0.00	\$0.00

APPROVED AS TO

FORM: **Kent McIlyar** **Date**
Assistant City Attorney

APPROVED BY:

n/a *n/a*
Neiman Young **Date**
Assistant City Manager

RECOMMENDED BY:

Kamil Taras **Date**
Management and Budget Designee

Authorized _____ **initials** _____
 Registrar No. _____
By Council _____ **Council Date** _____

APPROVED BY:

Jeff H. Edmonds **Date**
Director of Engineering Services

ATTEST:

(Council) **Rebecca Huerta** **Date**
 (≥ \$100,000.00 or ≥ 25%) City Secretary



JE Construction Services

7505 Up River Rd.
Corpus Christi, TX 78409

Change Request 01 Rev 01

TO: City of Corpus Christi

PROJECT: Long Meadow Drive

Please see pricing below reflecting the quantities necessary to perform full depth repair of the right lane on Long Meadow beginning at the fence line of American Bank going towards Saratoga Blvd for roughly 320 LF. Full depth repair will also include full width of the road at the intersection of Long Meadow and Saratoga just before the cross walk striping and not extending past the American Bank driveway on the left lane. There is one pot hole on the left lane that will also receive full depth repair. The left lane will receive a 3" mill and overlay roughly 300 LF from the first American Bank driveway to just past the fence line.

Upon request from the city, original contract items have been applied to capture the required scopes of work pricing with additional change order contract items necessary to complete the scope of work. There will be phasing for each side of the road to allow one way traffic from Saratoga through Long Meadow. Please advise.

Labor, Material, Insurances, Bonds, Overhead and Profit to provide the following:

- Over run of quantities in the original contract to perform the street reconstruction on the south side of Long Meadow Dr.

Long Meadow Saratoga towards Hunt Dr. Rev 1					
Contract Item	Description	Unit	Qty	Unit Price	Total
A01	Mobilization 5% Part A	LS	1	\$ 1,748.59	\$ 1,748.59
A02	Bonds and Insurance	LS	1	\$ 2,071.80	\$ 2,071.80
A06	Traffic Control Plan by Professional Engineer	EA	1	\$ 12,000.00	\$ 12,000.00
A07	Traffic Control Mobilization/Adjustments	LS	1	\$ 7,400.00	\$ 7,400.00
A08	Traffic Control Items (Signs Barricades Channeli	MOS	1	\$ 1,000.00	\$ 1,000.00
A11	Temporary Traffic Signalization	EA	1	\$ 12,500.00	\$ 12,500.00
B01	Mobilization 5% Part B	LS	1	\$ 8,200.40	\$ 8,200.40
B02	Street Excavation	SY	660	\$ 21.00	\$ 13,860.00
B03	12" Compacted Subgrade with top 8" Lime Stabilized	SY	660	\$ 31.00	\$ 20,460.00
B04	Lime	TON	12	\$ 300.00	\$ 3,600.00
B05	9" Crushed Limestone Flexible Base (Type A Gr. 1-	SY	660	\$ 43.00	\$ 28,380.00
B06	Prime Coat (0.15 GAL/SY)	GAL	200	\$ 11.00	\$ 2,200.00
B07	One Course Surface Treatment Underseal (Asphalt Bi	SY	660	\$ 8.00	\$ 5,280.00
B08	3" HMA CP (Type D) Surface Course	SY	1280	\$ 34.00	\$ 43,520.00
B09	6" Concrete Driveway	SF	360	\$ 15.00	\$ 5,400.00
B15	REFL PAV MRK TY C HEAT APPLIED PREFAB PREFORMED THERMOPLASTIC (W)(ARROW)(125 MIL)	EA	3	\$ 400.00	\$ 1,200.00
B16	REFL PAV MRK TY C HEAT APPLIED PREFAB PREFORMED THERMOPLASTIC (W)(WORD)(125 MIL)	EA	1	\$ 500.00	\$ 500.00
B18	REFL PAV MRK TY I (Y) 4"(SLD)(DBL)(090MIL)	LF	320	\$ 2.00	\$ 640.00
B19	REFL PAV MRK TY I (W) 8"(SLD)(090MIL)	LF	130	\$ 2.00	\$ 260.00
B21	TY I-C Raised Pavement Marker (Reflectorized)	EA	7	\$ 8.00	\$ 56.00
B22	TY II-A-A Raised Pavement Marker (Reflectorized)	EA	34	\$ 8.00	\$ 272.00
CO 1.1	Demo Driveway	SF	360	\$ 5.00	\$ 1,800.00
CO1.2	3" Mill And Overlay	SY	620	\$ 59.00	\$ 36,580.00
Total					\$ 207,180.20

Exclusions: Common fill/topsoil, anchor bolts, utilities and conduit/piping; Windstorm Engineering/Certification; TxDOT Traffic Control; Fencing (temp and permanent), Materials Testing, Permits, Repair/relocation to unknown underground utilities; Disposal of any contaminated materials; any work not specifically stated above.

City of Corpus Christi

JE Construction Services

Date: _____

Date: _____

Print: _____

Print: _____

Signature: _____

Signature: _____

JE Construction Services

Project Name: Long Meadow Drive

Project Number: 18030A

Submittal Name: Traffic Control Plan

Specification Section: 025802

Date: 9/7/2022

To: Geoffry Mayer,
City of Corpus Christi

From: John M Gonzalez
JE Construction

Contractor's Stamp:

- APPROVED AS SUBMITTED**
- APPROVED AS NOTED**
- REVISE AND RESUBMIT**

THIS STAMP CERTIFIES THAT J.E. CONSTRUCTION SERVICES HAS REVIEWED THIS SUBMITTAL FOR GENERAL CONFORMANCE WITH THE CONTRACT DOCUMENTS ONLY. IT NEITHER OVERRIDES NOR SUPERCEDES ANY OF THE REQUIREMENTS AS SET FORTH BY THE DRAWINGS OR SPECIFICATIONS.

J.E. CONSTRUCTION SERVICES

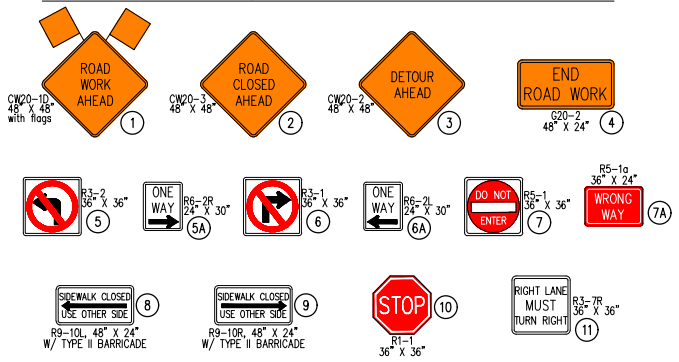
BY: JMG DATE: 9/7/22

JOB # 18030A SUBMITTAL TCP

Arch/Engineer Stamp:

7505 Up River Road
Corpus Christi, Texas 78409
Off: 361.289.2901
Fax: 361.289.2904

REQUIRED TRAFFIC CONTROL SIGNS



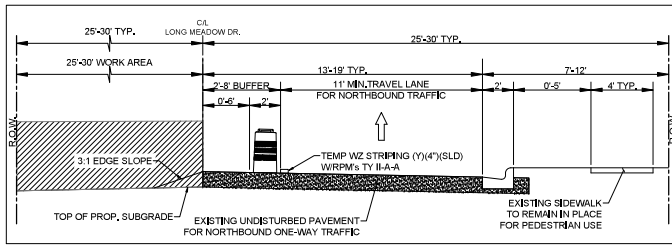
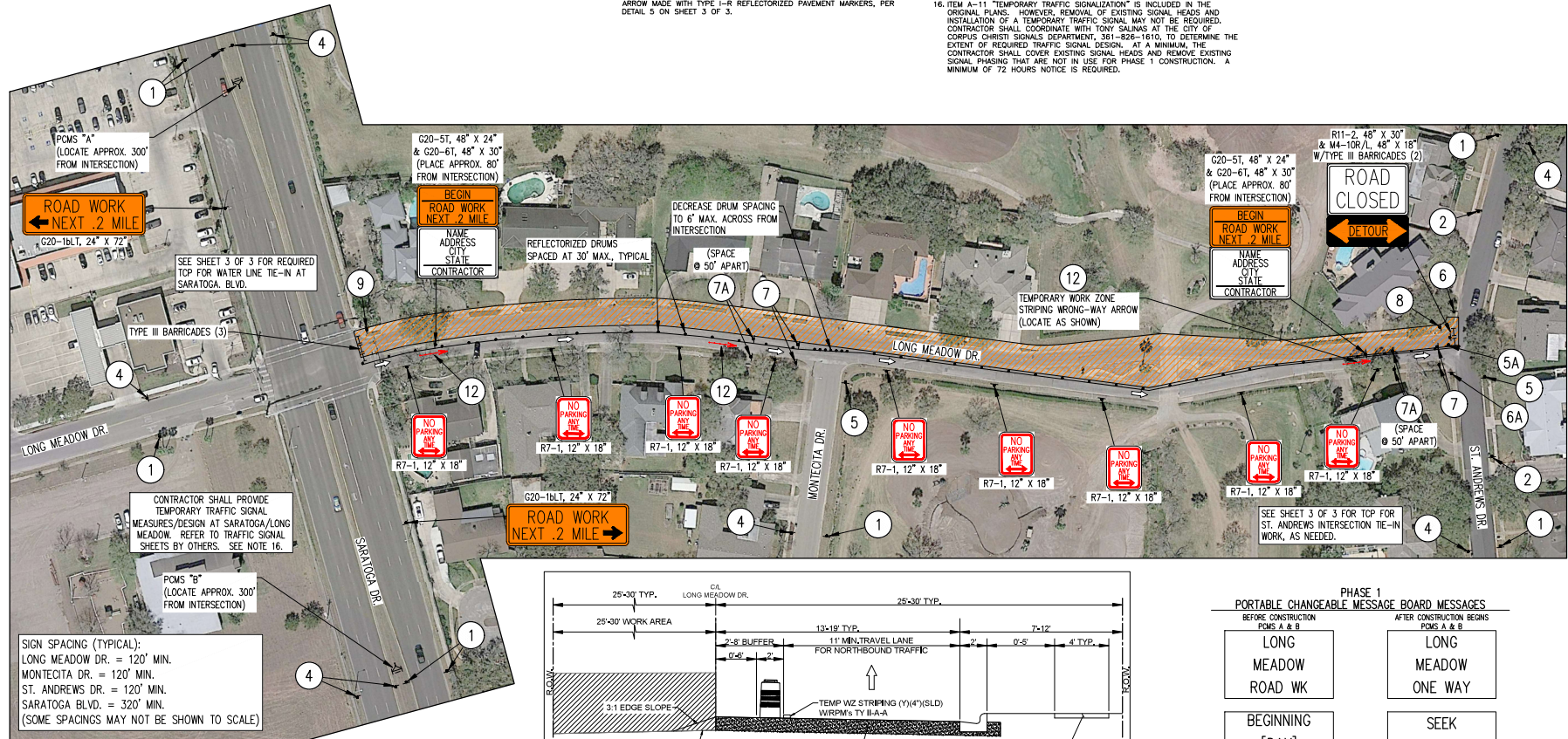
TRAFFIC CONTROL PLAN - PHASE 1 NARRATIVE/NOTES

- PHASE 1 CONSTRUCTION LIMITS SHALL BE LONG MEADOW DR. FROM SARATOGA BLVD. TO ST. ANDREWS DR. (STA. 0+67.45 TO STA. 12+61.01), INCLUDING THE WATER LINE TIE-IN AT SARATOGA BLVD.
- PRIOR TO BEGINNING PHASE 1 CONSTRUCTION, THE CONTRACTOR SHALL INSTALL ALL PHASE 1 TRAFFIC CONTROL DEVICES AND SIGNS REQUIRED FOR THIS TRAFFIC CONTROL PLAN. SOUTHBOUND LONG MEADOW DR. SHALL BE CLOSED AT ST. ANDREWS DR., AS SHOWN. ST. ANDREWS DR. TRAFFIC SHALL BE DETOURED BACK TO WOODBRIKE RD. LONG MEADOW DR. SHALL REMAIN A ONE LANE ONE-WAY ROADWAY WITH TRAFFIC FLOWING NORTHBOUND ON THE UNDISTURBED EXISTING NORTHBOUND HALF OF THE ROADWAY FOR THE DURATION OF THIS PHASE. ON-STREET PARKING ALONG LONG MEADOW DR. SHALL BE PROHIBITED, AND R7-1 "NO PARKING" SIGNS SHALL BE PLACED AS SHOWN, AT APPROX. 120' SIGN SPACING.
- WITHIN THE PHASE 1 LIMITS, THE CONTRACTOR SHALL CONSTRUCT FULL DEPTH PAVEMENT, ALL UNDERGROUND UTILITIES, STORM WATER IMPROVEMENTS (INCLUDING ANY TEMPORARY MEASURES REQUIRED TO FACILITATE PHASE 1 CONSTRUCTION), CURBS, SIDEWALKS, DRIVEWAYS, AND ADA IMPROVEMENTS, PER THE PLANS, FROM THE LEFT R.O.W. LINE TO THE LONG MEADOW DR. CENTERLINE.
- TWO (2) PORTABLE CHANGEABLE MESSAGE BOARDS ARE REQUIRED FOR THIS PHASE. THE POMS'S SHALL BE LOCATED AS SHOWN ON THIS SHEET. MESSAGE BOARDS SHALL BE IN PLACE A MINIMUM OF 7 DAYS PRIOR TO ANY PHASE 1 CONSTRUCTION. THE MESSAGE BOARDS SHALL REMAIN IN PLACE FOR THE DURATION OF PHASE 1 CONSTRUCTION. MESSAGES SHALL BE AS APPROVED BY THE CITY.
- CONTRACTOR SHALL PROVIDE CONTINUOUS PEDESTRIAN/ADA ACCESS THROUGHOUT PHASE 1 CONSTRUCTION. CONTRACTOR SHALL DEMOLISH/RECONSTRUCT THE SIDEWALK ON ONLY ONE SIDE OF THE ROADWAY AT A TIME. THE EXISTING SIDEWALK ON THE OPPOSITE SIDE OF THE ROADWAY SHALL REMAIN IN PLACE UNTIL THE NEW SIDEWALK IS COMPLETED ON THE FIRST SIDE. SEE DETAIL 1 ON SHEET 3 OF 3.
- TO CLARIFY THE DIRECTION OF TRAFFIC FLOW ALONG LONG MEADOW DR., TEMPORARY STRIPING WILL BE REQUIRED AS SHOWN IN THIS TRAFFIC CONTROL PLAN. TEMPORARY STRIPING SHALL CONSIST OF A WOOD-WAY ARROW MADE WITH TYPE I-R REFLECTORIZED PAVEMENT MARKERS, PER DETAIL 5 ON SHEET 3 OF 3.
- CONTRACTOR SHALL MOVE TRASH AND RECYCLE BINS FROM RESIDENTS' PROPERTIES TO A LOCATION OUTSIDE OF THE STREET CLOSURES (INCLUDING RESIDENTS ON STREETS CLOSED TO THRU TRAFFIC) FOR TRASH/RECYCLE PICK-UP ON THE APPROPRIATE PICK-UP DAYS, AND BACK TO THE CORRECT PROPERTIES AT THE END OF THE SAME DAYS.
- CONTRACTOR SHALL MAINTAIN A MINIMUM LANE WIDTH OF 11' FOR ALL OPEN TRAFFIC LANES, NON-INCLUDING OF THE REQUIRED CHANNELIZING DEVICES.
- CONTRACTOR SHALL NOTIFY PROPERTY OWNERS OF PROPOSED CONSTRUCTION IN FRONT OF THEIR RESPECTIVE PROPERTIES AT LEAST 72 HOURS PRIOR TO START OF CONSTRUCTION. ACCESS COORDINATION IS ALSO REQUIRED.
- ERECT SIGNS IN LOCATIONS NOT OBSTRUCTING THE TRAVELING PUBLIC'S VIEW OF THE NORMAL ROADWAY SIGNING OR NECESSARY SIGHT DISTANCE AT INTERSECTIONS AND CURVES.
- ALL TRAFFIC CONTROL DEVICES AND SIGNAGE SHALL BE IN ACCORDANCE WITH CITY REQUIREMENTS AND THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (TEXAS MUTCD), LATEST EDITION.
- ALL CONSTRUCTION TRAFFIC CONTROL SIGNS SHALL BE SKID-MOUNTED UNLESS OTHERWISE NOTED.
- CONTRACTOR MAY BE REQUIRED TO FURNISH ADDITIONAL BARRICADES AND SIGNS TO MAINTAIN TRAFFIC AND MOTORISTS SAFETY. ALL SIGNS, BARRICADES, AND POSTS SHALL BE EITHER NEW OR FRESHLY PAINTED.
- AFTER COMPLETION OF THE PROJECT, WHEN REMOVING THE BARRICADES AND SIGNS THE CONTRACTOR SHALL FILL ANY HOLES LEFT BY THE BARRICADES OR SIGN SUPPORTS AND RESTORE THE AREA IN WHICH THE SIGNS WERE REMOVED TO ITS ORIGINAL CONDITION.
- REFLECTORIZED DRUMS SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, AND AS APPROVED BY THE ENGINEER. ALL DRUMS ALONG AN INCOMING TRAFFIC/MERGING TAPER SHALL HAVE CHEVRON SIGNS, CW1-8 (L OR R ACCORDINGLY), ATTACHED.
- ITEM A-11 "TEMPORARY TRAFFIC SIGNALIZATION" IS INCLUDED IN THE ORIGINAL PLANS. HOWEVER, REMOVAL OF EXISTING SIGNAL HEADS AND INSTALLATION OF A TEMPORARY TRAFFIC SIGNAL MAY NOT BE REQUIRED. CONTRACTOR SHALL COORDINATE WITH TONY SALINAS AT THE CITY OF CORPUS CHRISTI SIGNALS DEPARTMENT, 381-825-1610, TO DETERMINE THE EXTENT OF REQUIRED TRAFFIC SIGNAL DESIGN. AT A MINIMUM, THE CONTRACTOR SHALL COVER EXISTING SIGNAL HEADS AND REMOVE EXISTING SIGNAL PHASING THAT ARE NOT IN USE FOR PHASE 1 CONSTRUCTION. A MINIMUM OF 72 HOURS NOTICE IS REQUIRED.



LEGEND

- REFLECTORIZED TRAFFIC DRUM
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC
- PHASE 1 WORK AREA



PHASE 1 PORTABLE CHANGEABLE MESSAGE BOARD MESSAGES

BEFORE CONSTRUCTION POMS A & B	AFTER CONSTRUCTION BEGINS POMS A & B
LONG MEADOW ROAD WK	LONG MEADOW ONE WAY
BEGINNING [DAY] [DATE]	SEEK ALTERNATE ROUTE

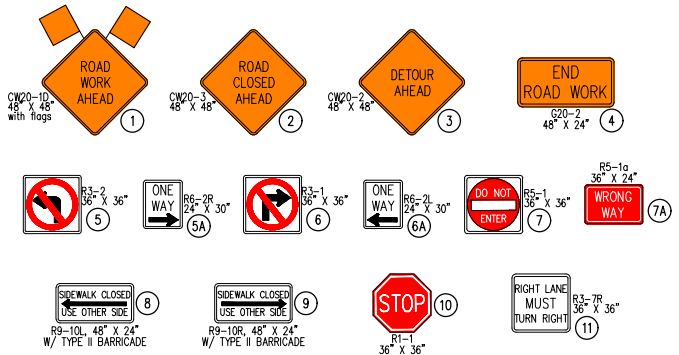


RTP
RTP ENGINEERING PLLC
TEXAS PERM NO. 18679

PROJECT # 18030A- LONG MEADOW DRIVE
HUNT DR. TO ST. ANDREWS DR. (BOND 2018)
Corpus Christi, Texas

Scale: AS SHOWN
Date: 8/22/2022
Project No: JEC-LNGMEDOW-1
TCP1.1
Sheet 1 of 3

REQUIRED TRAFFIC CONTROL SIGNS



TRAFFIC CONTROL PLAN - PHASE 2 NARRATIVE/NOTES

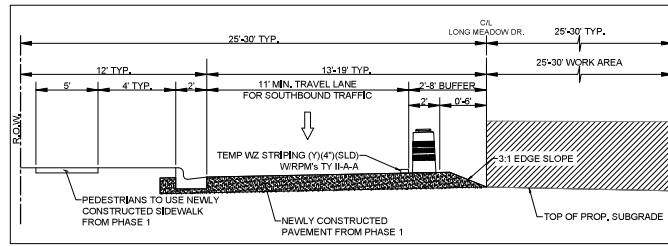
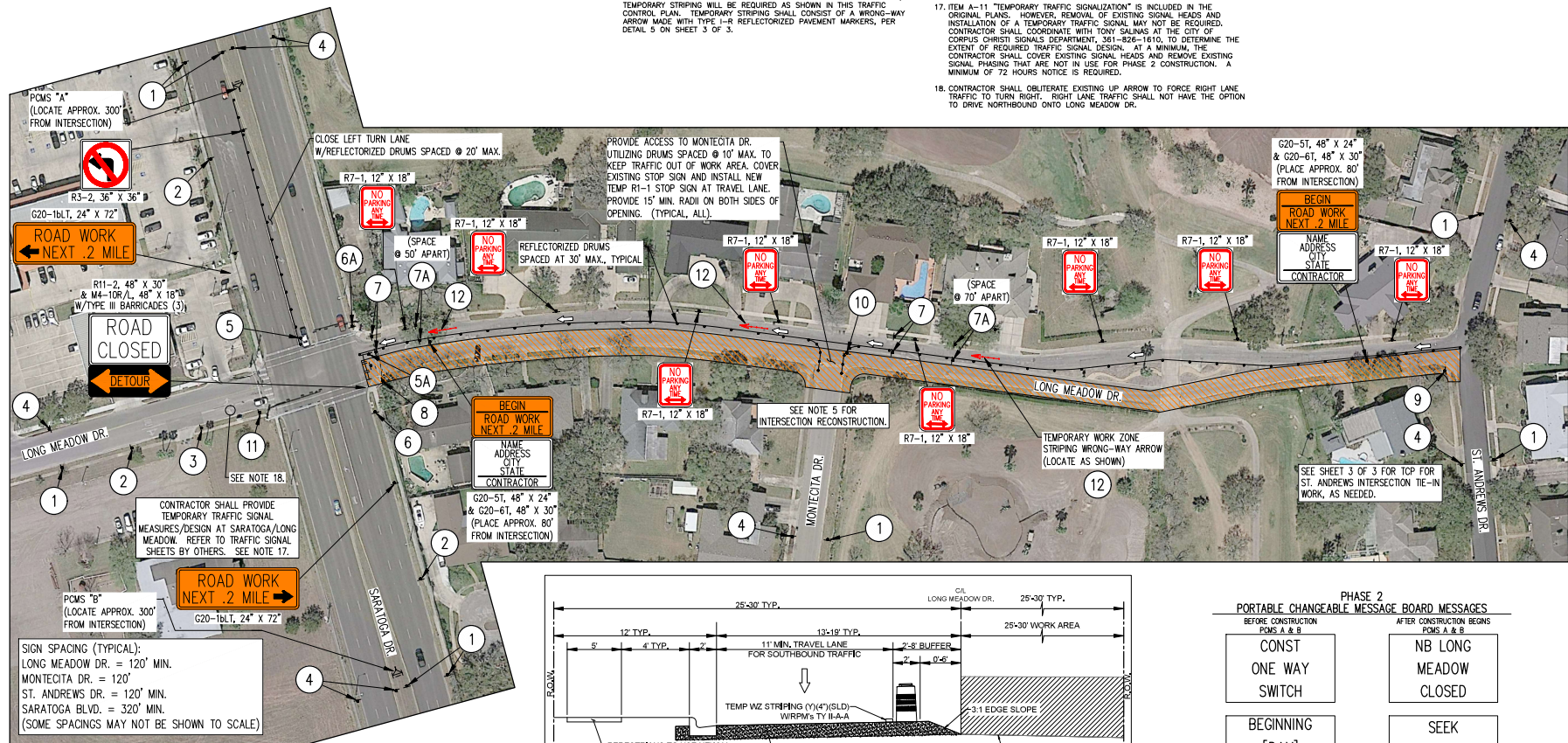
- PHASE 2 CONSTRUCTION LIMITS SHALL BE LONG MEADOW DR. FROM SARATOGA BLVD. TO ST. ANDREWS DR. (STA. 0+47.45 TO STA. 12+61.01).
- PRIOR TO BEGINNING PHASE 2 CONSTRUCTION, THE CONTRACTOR SHALL INSTALL ALL PHASE 2 TRAFFIC CONTROL DEVICES AND SIGNS REQUIRED PER THIS TRAFFIC CONTROL PLAN. A NORTHBOUND LONG MEADOW DR. SHALL BE CLOSED AT SARATOGA BLVD. AS SHOWN. NORTHBOUND ST. ANDREWS DR. TRAFFIC SHALL BE DETOURED TO WOODBRIDGE RD., LONG MEADOW DR. SHALL REMAIN A ONE LANE ONE-WAY ROADWAY WITH TRAFFIC FLOWING SOUTHBOUND ON THE NEWLY CONSTRUCTED SOUTHBOUND HALF OF THE ROADWAY FOR THE DURATION OF THIS PHASE. ON-STREET PARKING ALONG LONG MEADOW DR. SHALL BE PROHIBITED, AND R7-1 "NO PARKING" SIGNS SHALL BE PLACED AS SHOWN, AT APPROX. 120' SIGN SPACING.
- WITHIN THE PHASE 2 LIMITS, THE CONTRACTOR SHALL CONSTRUCT FULL DEPTH PAVEMENT, ALL REMAINING UNDERGROUND UTILITIES, STORM WATER IMPROVEMENTS (INCLUDING ANY TEMPORARY MEASURES REQUIRED TO FACILITATE PHASE 2 CONSTRUCTION), CURB, SIDEWALK, DRIVEWAYS, AND ADA IMPROVEMENTS, PER THE PLANS, FROM THE RIGHT R.O.W. LINE TO THE LONG MEADOW DR. CENTERLINE.
- TWO (2) PORTABLE CHANGEABLE MESSAGE BOARDS ARE REQUIRED FOR THIS PHASE. THE PCMB'S SHALL BE LOCATED AS SHOWN ON THIS SHEET. MESSAGE BOARDS SHALL BE IN PLACE A MINIMUM OF 7 DAYS PRIOR TO ANY PHASE 2 CONSTRUCTION. THE MESSAGE BOARDS SHALL REMAIN IN PLACE FOR THE DURATION OF PHASE 2 CONSTRUCTION. MESSAGES SHALL BE AS APPROVED BY THE CITY.
- THE CONTRACTOR IS ALLOWED TO FULLY CLOSE THE MONTECITA DR. INTERSECTION FOR RECONSTRUCTION PER DETAIL 2 ON SHEET 3 OF 3. THE CONTRACTOR SHALL EXPEDITE CONSTRUCTION AT THE INTERSECTION TO ALLOW LOCAL TRAFFIC THRU MONTECITA DR. WITHIN 2 WEEKS OF THE START OF THE INTERSECTION CLOSURE.
- CONTRACTOR SHALL PROVIDE CONTINUOUS PEDESTRIAN/ADA ACCESS THROUGHOUT PHASE 2 CONSTRUCTION ALONG THE NEW SIDEWALK CONSTRUCTED DURING PHASE 1.
- TO CLARIFY THE DIRECTION OF TRAFFIC FLOW ALONG LONG MEADOW DR., TEMPORARY STRIPING WILL BE REQUIRED AS SHOWN IN THIS TRAFFIC CONTROL PLAN. TEMPORARY STRIPING SHALL CONSIST OF A WRONG-WAY ARROW MADE WITH TYPE I-R REFLECTORIZED PAVEMENT MARKERS, PER DETAIL 5 ON SHEET 3 OF 3.
- CONTRACTOR SHALL MOVE TRASH AND RECYCLE BINS FROM RESIDENTS' PROPERTIES TO A LOCATION OUTSIDE OF THE STREET CLOSURES (INCLUDING RESIDENTS ON STREETS CLOSED TO THRU TRAFFIC) FOR TRASH/RECYCLE PICK-UP ON THE APPROPRIATE PICK-UP DAYS, AND BACK TO THE CORRECT PROPERTIES AT THE END OF THE SAME DAYS.
- CONTRACTOR SHALL MAINTAIN A MINIMUM LANE WIDTH OF 11' FOR ALL OPEN TRAFFIC LANES, NON-INCLUSIVE OF THE REQUIRED CHANNELIZING DEVICES.
- CONTRACTOR SHALL NOTIFY PROPERTY OWNERS OF PROPOSED CONSTRUCTION IN FRONT OF THEIR RESPECTIVE PROPERTIES AT LEAST 72 HOURS PRIOR TO START OF CONSTRUCTION. ACCESS COORDINATION IS ALSO REQUIRED.
- ERECT SIGNS IN LOCATIONS NOT OBSTRUCTING THE TRAVELING PUBLIC'S VIEW OF THE NORMAL ROADWAY SIGNING OR NECESSARY SIGHT DISTANCE AT INTERSECTIONS AND CURVES.
- ALL TRAFFIC CONTROL DEVICES AND SIGNAGE SHALL BE IN ACCORDANCE WITH CITY REQUIREMENTS AND THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (TEXAS MUTCD), LATEST EDITION.
- ALL CONSTRUCTION TRAFFIC CONTROL SIGNS SHALL BE SKID-MOUNTED UNLESS OTHERWISE NOTED.
- THE CONTRACTOR MAY BE REQUIRED TO FURNISH ADDITIONAL BARRICADES AND SIGNS TO MAINTAIN TRAFFIC AND MOTORISTS SAFETY. ALL SIGNS, BARRICADES, AND POSTS SHALL BE EITHER NEW OR FRESHLY PAINTED.
- AFTER COMPLETION OF THE PROJECT, WHEN REMOVING THE BARRICADES AND SIGNS THE CONTRACTOR SHALL FILL ANY HOLES LEFT BY THE BARRICADES OR SIGN SUPPORTS AND RESTORE THE AREA IN WHICH THE SIGNS WERE REMOVED TO ITS ORIGINAL CONDITION.
- REFLECTORIZED DRUMS SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, AND AS APPROVED BY THE ENGINEER. ALL DRUMS ALONG AN INCOMING TRAFFIC/MERGING TAPER SHALL HAVE CHEVRON SIGNS, CW1-8 (L OR R ACCORDINGLY), ATTACHED.
- ITEM A-11 "TEMPORARY TRAFFIC SIGNALIZATION" IS INCLUDED IN THE ORIGINAL PLANS. HOWEVER, REMOVAL OF EXISTING SIGNAL HEADS AND INSTALLATION OF A TEMPORARY TRAFFIC SIGNAL MAY NOT BE REQUIRED. CONTRACTOR SHALL COORDINATE WITH TONY SALINAS AT THE CITY OF CORPUS CHRISTI SIGNALS DEPARTMENT, 381-825-1610, TO DETERMINE THE EXTENT OF REQUIRED TRAFFIC SIGNAL DESIGN. AT A MINIMUM, THE CONTRACTOR SHALL COVER EXISTING SIGNAL HEADS AND REMOVE EXISTING SIGNAL PHASING THAT ARE NOT IN USE FOR PHASE 2 CONSTRUCTION. A MINIMUM OF 72 HOURS NOTICE IS REQUIRED.
- CONTRACTOR SHALL OBLITERATE EXISTING UP ARROW TO FORCE RIGHT LANE TRAFFIC TO TURN RIGHT. RIGHT LANE TRAFFIC SHALL NOT HAVE THE OPTION TO DRIVE NORTHBOUND ONTO LONG MEADOW DR.



GRAPHIC SCALE IN FEET
SCALE: 1" = 120' (HALF-SIZE)
SCALE: 1" = 60' (FULL-SIZE)

LEGEND

- TRAFFIC CONTROL SIGN
- REFLECTORIZED TRAFFIC DRUM
- TYPE III BARRICADE
- ⇄ DIRECTION OF TRAFFIC
- ▨ PHASE 2 WORK AREA



PHASE 2 PORTABLE CHANGEABLE MESSAGE BOARD MESSAGES

BEFORE CONSTRUCTION BEGINS PMS A & B	AFTER CONSTRUCTION BEGINS PMS A & B
CONST ONE WAY SWITCH	NB LONG MEADOW CLOSED
BEGINNING [DAY] [DATE]	SEEK ALTERNATE ROTE

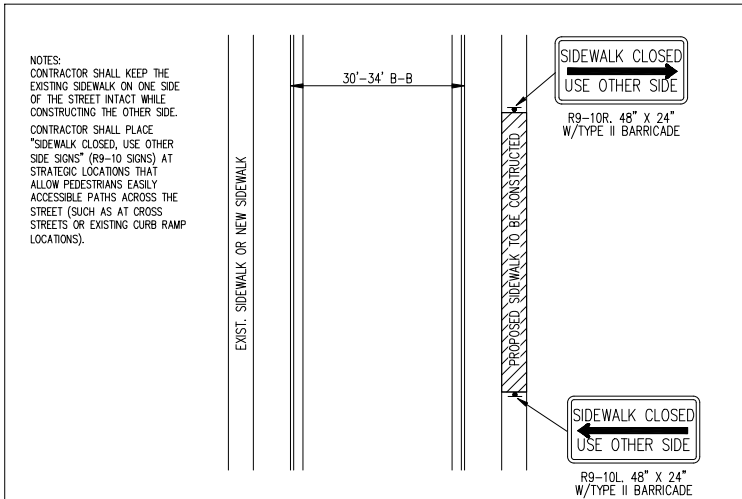


RTP
RTP ENGINEERING PLLC
TEXAS FIRM NO. 18679

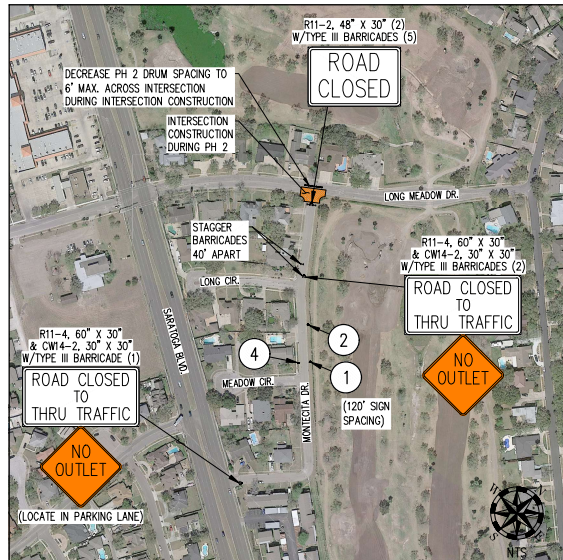
PROJECT #18030A- LONG MEADOW DRIVE
HUNT DR. TO ST. ANDREWS DR. (BOND 2018)
Corpus Christi, Texas

Scale: AS SHOWN
Date: 8/22/2022
Project No: JEC-LONGMEDOW-1

TCP1.2
Sheet 2 of 3



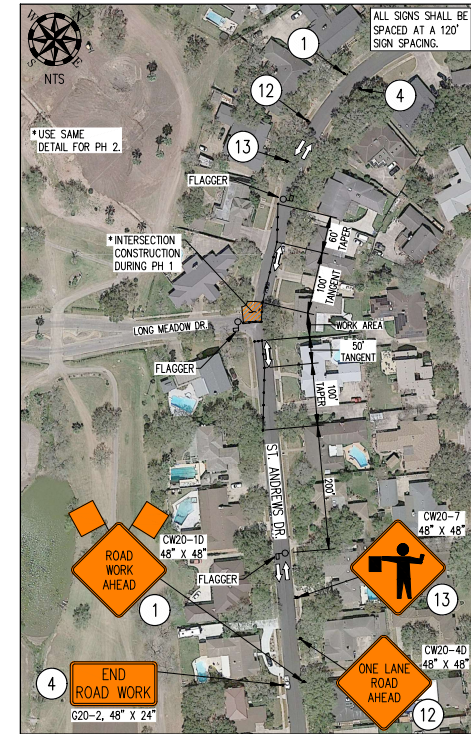
DETAIL 1- TYPICAL SIDEWALK CLOSURE



DETAIL 2- MONTECOTA DR. TEMPORARY CLOSURE FOR INTERSECTION CONSTRUCTION



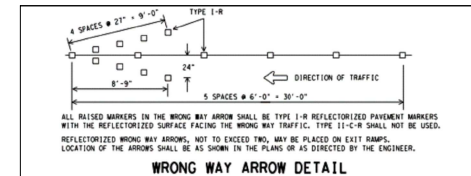
DETAIL 3- SARATOGA BLVD. TEMPORARY OUTSIDE LANE CLOSURE FOR TIE-IN WORK



DETAIL 4- ST. ANDREWS DR. TEMPORARY HALF-WIDTH CLOSURE FOR TIE-IN WORK (ONE LANE TWO-WAY CONTROL W/FLAGGERS)

FLAGGER OPERATION NOTES

1. FLAGGERS SHALL HAVE POSITIVE COMMUNICATION BETWEEN EACH OTHER TO APPROPRIATELY DIRECT TRAFFIC. TWO-WAY RADIOS ARE PREFERRED.
2. FLAGGERS SHOULD USE 24" STOP/SLOW PADDLES TO CONTROL TRAFFIC. FLAGS SHOULD BE LIMITED TO EMERGENCY USE.
3. CONTRACTOR SHALL MAINTAIN A MINIMUM LANE WIDTH OF 11' FOR THE OPEN TRAFFIC LANE.



DETAIL 5- TEMPORARY STRIPING DETAIL FOR TRAFFIC FLOW DIRECTION



RTP
RTP ENGINEERING PLLC
TEXAS FIRM NO. 18679

PROJECT #18030A- LONG MEADOW DRIVE
HUNT DR. TO ST. ANDREWS DR. (BOND 2018)
Corpus Christi, Texas

TRAFFIC CONTROL PLAN- DETAILS

Scale: AS SHOWN
Date: 8/22/2022
Project No: JEC-LNGMEDOW-1

TCP1.3

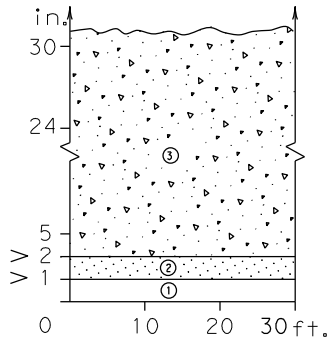
Sheet: 3 of 3

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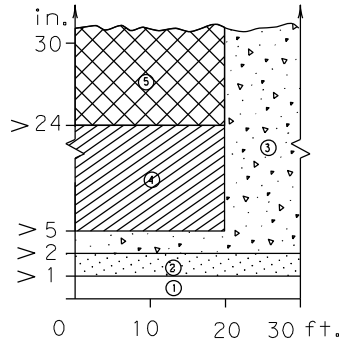
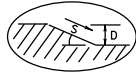
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DEFINITION OF TREATMENT ZONES FOR VARIOUS EDGE CONDITIONS

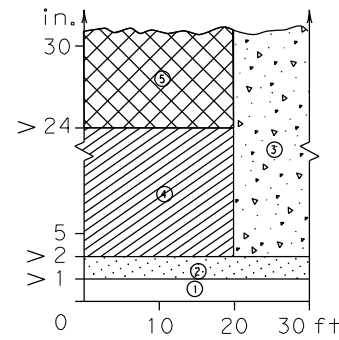
Edge Height (D) in Inches versus Lateral Clearance (Y) in Feet



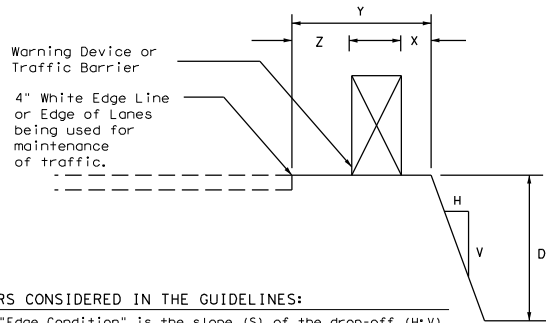
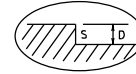
Edge Condition I
S = (3:1) (or flatter)



Edge Condition II
S = ((2.99):1) to (1:1)



Edge Condition III
S is steeper than (1:1)



Zone	Treatment Types Guidelines:
①	No treatment
②	CW 8-11 "Uneven Lanes" signs.
③	CW 8-9a Shoulder Drop-Off" or CW 8-11 signs plus vertical panels.
④	CW8-9a or CW 8-11, signs plus drums. Where restricted space precludes the use of drums, use vertical panels. An edge slope to that of the proferred Edge Condition I.
⑤	Check indications (Figure-1) for positive barrier. Where positive barrier is not indicated, the treatment shown above for Zone-4 may be used after consideration of other applicable factors.

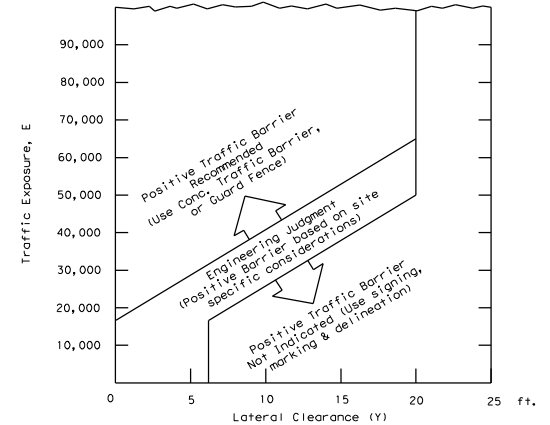
FACTORS CONSIDERED IN THE GUIDELINES:

- The "Edge Condition" is the slope (S) of the drop-off (H:V). The "Edge Height" is the depth of the drop-off "D".
- Distance "X" is to be the maximum practical under job conditions. Two feet minimum for high speed conditions. Distance "Y" is the lateral clearance from edge of travel lane to edge of dropoff. Distance "Z" does not have a minimum.
- In addition to the factors considered in the guidelines, each construction zone drop-off situation should be analyzed individually, taking into account other variables, such as: traffic mix, posted speed in the construction zone, horizontal curvature, and the practicality of the treatment options.
- The conditions for indicating the use of positive or protective barriers are given by Zone-5 and Figure-1. Traffic barriers are primarily applicable for high speed conditions. Urban areas with speeds of 30 mph or less may have a lesser need for signing, delineation, and barriers. Right-angled edges, however, with "D" greater than 2 inches and located within a lateral offset of 6 feet, may indicate a higher level of treatment.
- If the distance "Y" must be less than 3 feet, the use of a positive barrier may not be feasible. In such a case, consider either: 1) narrowing the lanes to a desired 11 to 12 feet or 10 foot minimum (see CW20-8 sign), or 2) provide an edge slope such as Edge Condition I.

Edge Condition Notes:

- Edge Condition I: Most vehicles are able to traverse an edge condition with a slope rate of (3 to 1) or flatter. The slope must be constructed with a compacted material capable of supporting vehicles.
- Edge Condition II: Most vehicles are able to traverse an edge condition with a slope between (2.99 to 1) and (1 to 1) so long as "D" does not exceed 5 inches. Under-carriage drag on most automobiles will occur when "D" exceeds 6 inches. As "D" exceeds 24 inches, the possibility for rollover is greater in most vehicles.
- Edge Condition III: When slopes are greater than (1 to 1) and where "D" is greater than 2 inches, a more difficult control factor may exist for some vehicles, if not properly treated. For example, where "D" is greater than 2 inches and up to 24 inches different types of vehicles may experience different steering control at different edge heights. Automobiles might experience more steering control differential when "D" is greater than 2 inches and up to 5 inches. Trucks, particularly those with high loads, have more steering control differential when "D" is greater than 5 inches and up to 24 inches. When "D" exceeds 24 inches, the possibility of rollover is greater for most vehicles.
- Milling or overlay operations that result in Edge Condition III should not be in place without appropriate warning treatments, and these conditions should not be left in place for extended periods of time.

FIGURE-1: CONDITIONS INDICATING USE OF POSITIVE BARRIER FOR ZONE 5 ([hatched box])



- $E = ADT \times T$
Where ADT is that portion of the average daily traffic volume traveling within 20 feet (generally two adjacent lanes) of the edge dropoff condition; and, T is the duration time in years of the dropoff condition.
- Figure-1 provides a practical approach to the use of positive barriers for the protection of vehicles from pavement drop-offs. Other factors, such as the presence of heavy machinery, construction workers, or the mix and volume of traffic may make the use of positive barriers appropriate, even when the edge condition alone may not justify the use of a barrier.
- An approved end treatment should be provided for any positive barrier end located within the clear zone.

These guidelines apply to temporary traffic control areas or work zones where continuous pavement edges or drop-offs exists parallel and adjacent to a lane used by traffic. The edge conditions may be present between shoulders and travel lanes, between adjacent or opposing travel lanes, or at intermediate points across the width of the paved surface. Due to the variability in construction operations, tolerances in the variables may be allowed by the engineer. These guidelines do not apply to short term operations. These guidelines do not constitute a rigid standard or policy; rather, they are guidance to be used in conjunction with engineering judgement. These guidelines may be updated on the Design Division's on-line manuals.

Engineer's Seal
8/22/2022
STATE OF TEXAS
RUBEN T. PEREZ, JR.
93971
LICENSED PROFESSIONAL ENGINEER
Date 8/22/2022
Ruben T. Perez, Jr., P.E.

Texas Department of Transportation
Traffic Safety Division Standard

TREATMENT FOR VARIOUS EDGE CONDITIONS

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