

May 16, 2025

Fort Bend County Engineering
301 Jackson Street, 4th Floor
Richmond, TX 77469

Re: Pecan Grove Municipal Utility District
Waterline Replacement Project Phase II
Odyssey Project No.17-020-032-Phase II
Request for Traffic Control Detour Route

To Fort Bend County Traffic Management:

We are the district engineer for Pecan Grove Municipal Utility District (District). As part of a capital improvement plan, we have prepared plans to replace existing water lines and appurtenances that have met their design life. We are requesting a partial lane closure of a Fort Bend County maintained Road as part of this replacement project to improve the safety of construction workers and the residents of Pecan Grove. The District has awarded the contract to a Utility Contractor. Part of the scope of the contract is to set up regular traffic control but also to request a lane closure and detour route.

The anticipated lane closure and detour will begin on July 7, 2025.

Enclosed, for your review, is a copy of the detour plans prepared and sealed by a licensed engineer in the State of Texas. If you should have any questions or require any additional information, please do not hesitate to contact the undersigned at 281-306-0240 ext. 107

Sincerely,

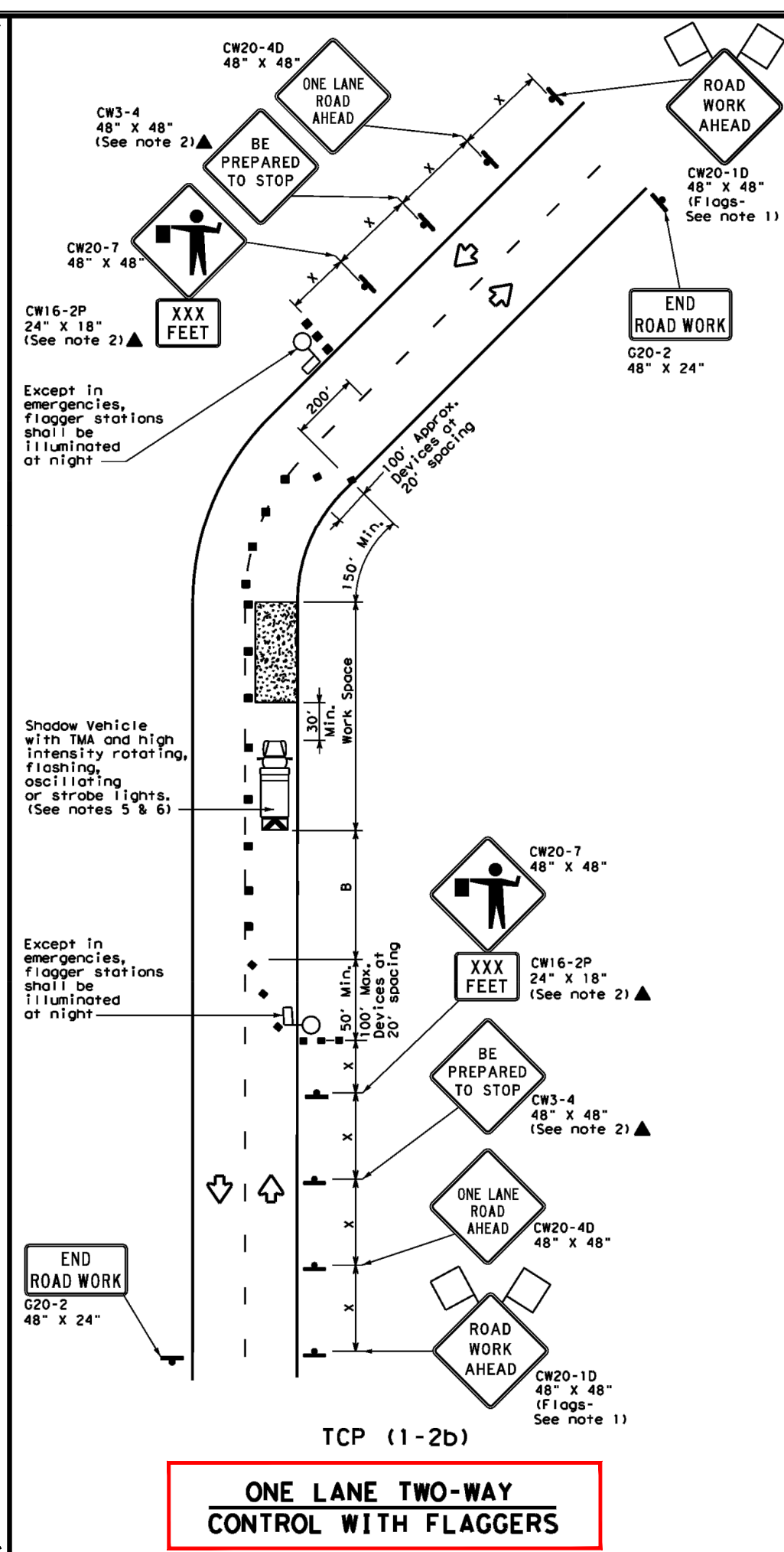


Philip W. Huseman, P.E.
Senior Project Manager

Enclosures:
Traffic Control Sheets

cc:

Mr. Justin R. Ring, P.E. – Odyssey Engineering Group, LLC **(via email)**
Pecan Grove Municipal Utility District c/o
Ms. Hannah Brook - Allen Boone Humphries Robinson, LLP **(via email)**



GENERAL NOTES

Flags placed 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.

When a "ROAD AHEAD" sign is required, it shall be installed after the CRK2-4D ONE LANE ROAD AHEAD sign, but proper sign spacing shall be maintained.

Sign spacing may be increased or an additional CRK2-10 "ROAD WORK AHEAD" sign may be added to the front of the CRK2-4D ONE LANE ROAD AHEAD sign when 1500 feet or more is required.

A Shadow vehicle with a TMS 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 of the work. The Shadow vehicle should be positioned at the front of the work zone, in the traffic control to remain in place. Type 3 Barricades or other channelizing device may be substituted for the Shadow vehicle and TMS.

Additional signs may be used as needed off the paved surface, next to the work zone, those shown in order to protect worker and workers.

P. 1-2(d)
 R-12 "V" shaped sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work spaces should be no longer than 400 feet. In rural areas on roadways with more than 2000 ADT, work spaces should be no longer than 400 feet.
 R-12 "V" shaped sign with R10-2b "NO ONCOMING TRAFFIC" plaque should be placed on a superelevation at a 3:1 foot minimum runout height.

P. 1-2(b)
 Flaggers should use two-way radios or other methods of communication to control traffic. Length of work space should be based on the ability of flaggers to communicate.
 If the work space is located near a horizontal or vertical curve, the buffer distance should be increased to allow for the possibility of vehicles stopping sight distance to the flag and a queue of stopped vehicles (see table above).
 Channelizing devices on the *SLOW* line may be omitted when a pilot car is leading the work space.
 Flaggers should use 24" STOP/SLR paddles to control traffic. Flags should be

CONTRACTOR TO IMPLEMENT TxDOT TRAFFIC
"TCP(1-2)-18: ONE LANE TWO-WAY CONTR
FOR DURATION OF WORK PERFORMED ALON

FBC ROW permit required with bond.
Contact office at 281-633-7500



BENCHMARK(S) / FLOODPLAIN

RM02 PECAN GROVE BENCHMARK
 NETWORK. BRONZE DISC IN TOP OF
 STORM JUNCTION BOX NEAR FM 359.
 GRID N: 13,789,148.01
 GRID E: 3,002,848.28
 ELEV: 86.09 (NAVD88)

APPR.	REVISION	DATE

2500 Tanglewilde Street, Suite 300

Houston, Texas 77063

t: 281.306.0240 | www.odysseyeg.com

TBPE No. F-17637

3/28/2025

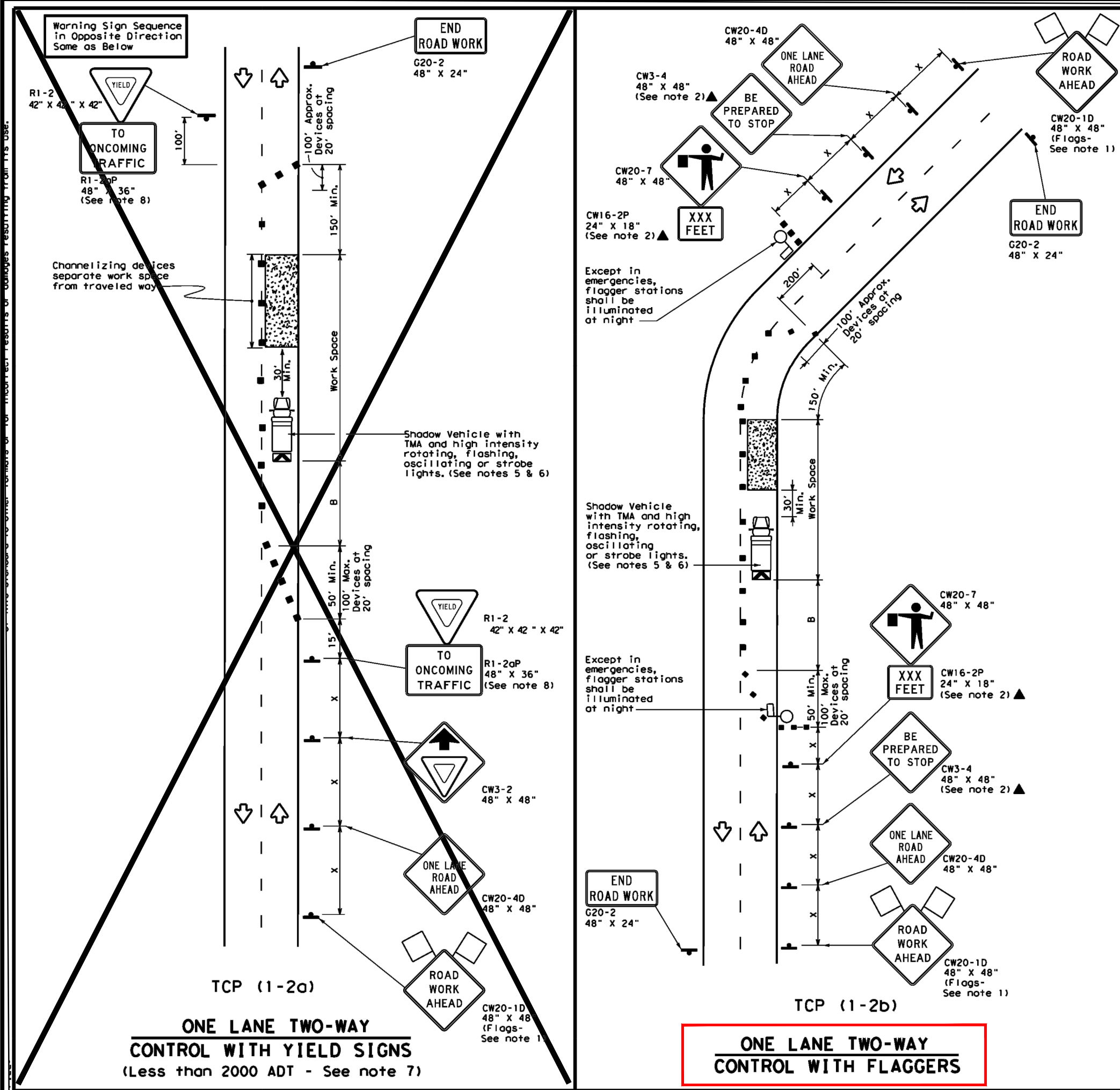
CITY OF RICHMOND FORT BEND COUNTY, TEXAS

402 Morton Street
 Richmond, Texas 77469

PECAN GROVE M.U.D. WATERLINE REPLACEMENT PROJECT PHASE 2

TRAFFIC CONTROL SHEET (1 OF 4)

SURV. DSGN. OWN. CHKD. APPR.	KM	DATE	06/24	JOB NO. 17-020-32-2 IMAGE NO. I-17020322	
	NC	DATE	08/24		
	NC	DATE	08/24		
	PWH	DATE	10/24		
SCALE:					
HORIZ.		1" = 100'			
VERT.		N/A			
SHEET 6 OF 38				SHEET	



LEGEND									
	Type 3 Barricade		Channelizing Devices						
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)						
	Flagger 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	Suggested Maximum Spacing of Channelizing Devices	Minimum Sign Spacing	Stopping Sight Distance
30	10' + 1' x 10'	10' 10'	30'	60'	30'	60'	200'
35	10' + 1' x 10'	10' 10'	30'	60'	30'	60'	200'
40	10' + 1' x 10'	10' 10'	30'	60'	30'	60'	200'
45	10' + 1' x 10'	10' 10'	30'	60'	30'	60'	200'
50	10' + 1' x 10'	10' 10'	30'	60'	30'	60'	200'
55	10' + 1' x 10'	10' 10'	30'	60'	30'	60'	200'
60	10' + 1' x 10'	10' 10'	30'	60'	30'	60'	200'
65	10' + 1' x 10'	10' 10'	30'	60'	30'	60'	200'
70	10' + 1' x 10'	10' 10'	30'	60'	30'	60'	200'
75	10' + 1' x 10'	10' 10'	30'	60'	30'	60'	200'

GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.

2. 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.

3. The "BE PREPARED TO STOP" sign may be installed after the "ONE LANE ROAD AHEAD" sign, but proper sign spacing shall be maintained.

4. Sign spacing may be increased or an additional "ROAD WORK AHEAD" sign may be used if advance warning ahead of the flagger or "BE PREPARED TO STOP" sign is less than 1500 feet.

5. 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.

6. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

TCP (1-2a)

1. R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work spaces should be no longer than one half city block. In rural areas on roadways with less than 2000 ADT, work spaces should be no longer than 400 feet.

2. R1-2 "YIELD" sign with R1-2a "TO ONCOMING TRAFFIC" plaque shall be placed on a support at a 7 foot minimum mounting height.

TCP (1-2b)

3. Flaggers should use two-way radios or other methods of communication to control traffic.

4. Length of work space should be based on the ability of flaggers to communicate.

5. If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).

6. Channelizing devices on the center-line may be omitted when a pilot car is leading traffic and approved by the Engineer.

7. Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

Texas Department of Transportation

Traffic Operations Division

Standard

TRAFFIC CONTROL PLAN

ONE-LANE TWO-WAY TRAFFIC CONTROL

TCP (1-2)-18

FILED: 11/01/2018, 09:01 AM

DATE: 11/01/2018

BY: [Signature]

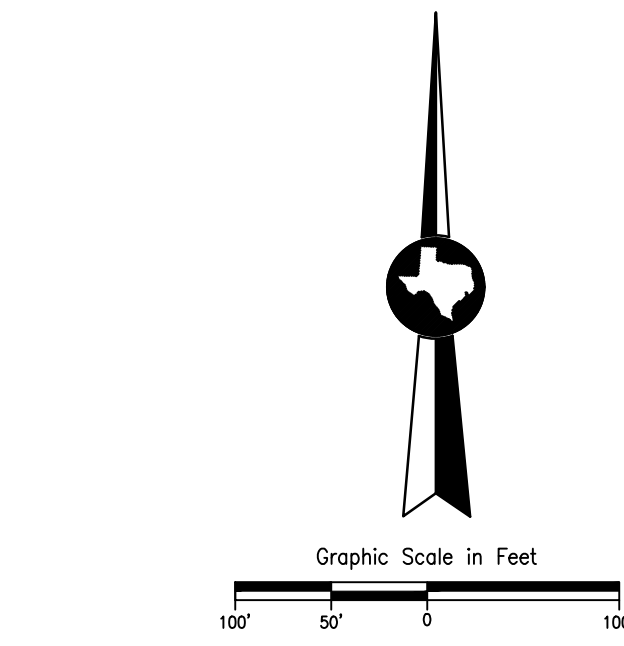
4-30 4-30

2-34 2-12

1-37 2-18

- GENERAL NOTES:
- IN ADDITION TO DETOUR PLAN, CONTRACTOR SHALL IMPLEMENT TRAFFIC CONTROL FOR DURATION OF CONSTRUCTION PER TxDOT STANDARDS TCP (1-1)-18 AND/OR TCP (1-2)-18 PROVIDED ON PLAN SHEETS 8 & 9.
 - IN STREETS OTHER THAN THOSE CLOSED, TWO LANES TO BE OPEN AT THE END OF EACH WORK DAY.
 - CONTRACTOR TO SUBMIT TRAFFIC CONTROL PLAN AND ROAD CLOSURE TO FORT BEND COUNTY AND OBTAIN APPROVAL FROM FORT BEND COUNTY COMMISSIONER'S COURT.
 - CONTRACTOR REQUIRED TO OBTAIN BOND AND DEVELOPMENT PERMIT VIA MyGovernmentOnline.org FOR WORK WITHIN COUNTY RIGHT-OF WAY
 - DIGITAL MESSAGE BOARDS WITH DETOUR DATES TO BE PLACED TWO WEEKS IN ADVANCE TO IMPLEMENTING DETOUR PLAN.
 - NO LANE CLOSURES BETWEEN 7-9AM AND 4-6:30PM MONDAY THRU FRIDAY.

FBC ROW permit required with bond.
Contact office at 281-633-7500



FBC ENGINEERING APPROVAL



BENCHMARK(S) / FLOODPLAIN

RM02, PECAN GROVE BENCHMARK NETWORK, BRONZE DISC, IN TOP OF STORM JUNCTION BOX NEAR FM 359. GRID N: 13,789,148.01 GRID E: 3,002,848.28 ELEV: 86.09 (NAVD88)

APPR.	REVISION	DATE

ODYSSEY
ENGINEERING GROUP

2500 Tanglewilde Street, Suite 300
Houston, Texas 77063
t: 281.306.0240 | www.odysseyeg.com
TBPE No. F-17637

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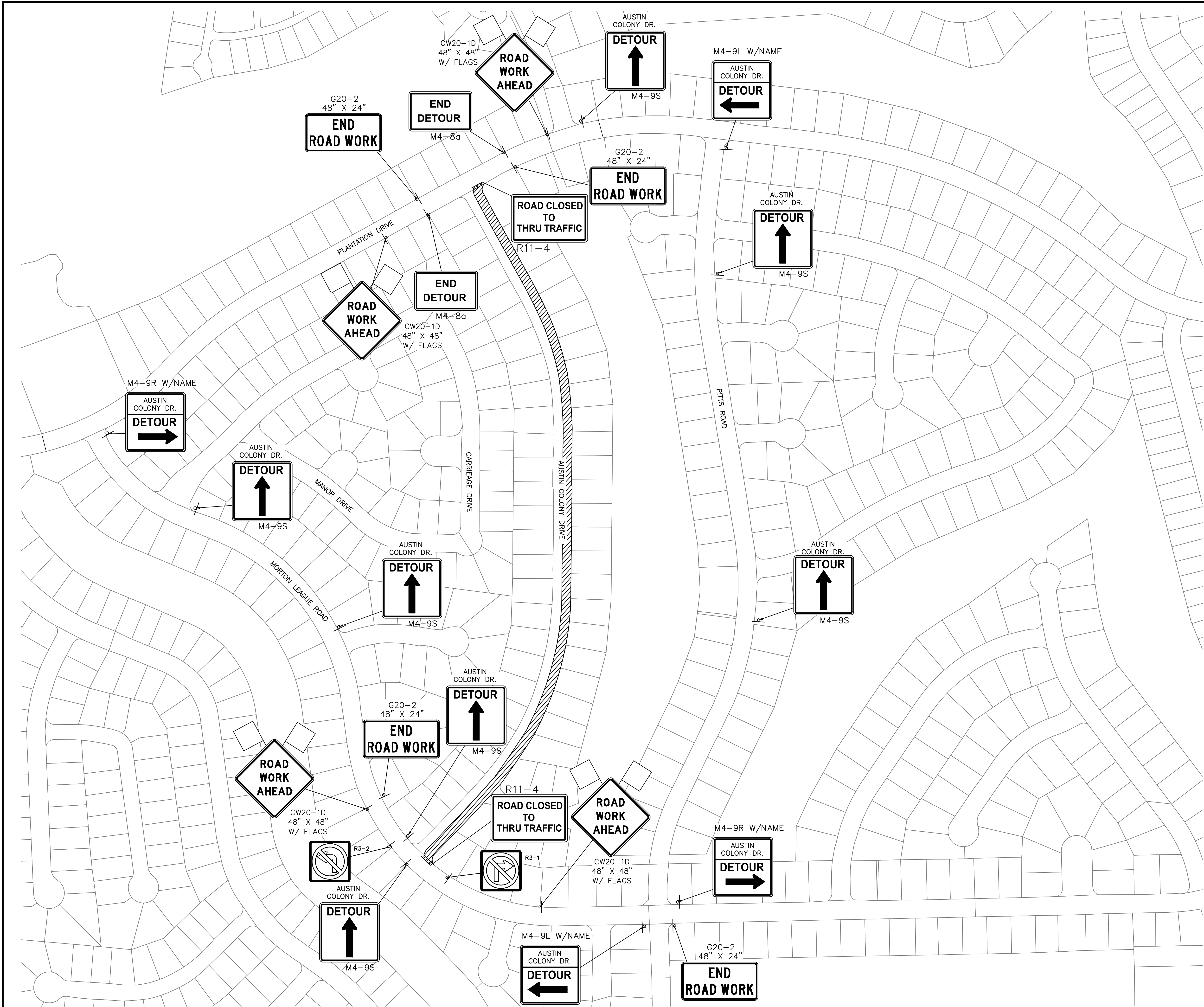
PECAN GROVE M.U.D.
WATERLINE REPLACEMENT
PROJECT PHASE 2

TRAFFIC CONTROL SHEET
(2 OF 4)

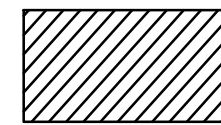
SURV. KM	DATE 06/24	JOB NO.
DSGN. NC	DATE 08/24	17-020-32-2
DWN. NC	DATE 08/24	IMAGE NO.
CHKD. PWH	DATE 10/24	I-17020322
APPR. PWH	DATE 10/24	

SCALE: HORIZ. 1" = 100'
VERT. N/A

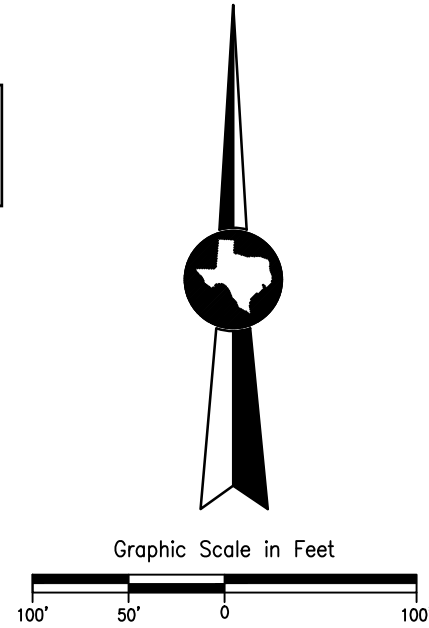
SHEET 7 OF 38 SHEETS



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WORK ZONE/ EAST SIDE
ROAD CLOSURE



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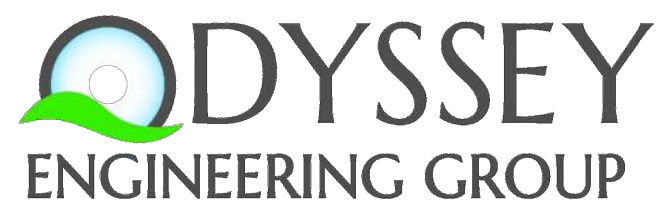
FBC ENGINEERING APPROVAL

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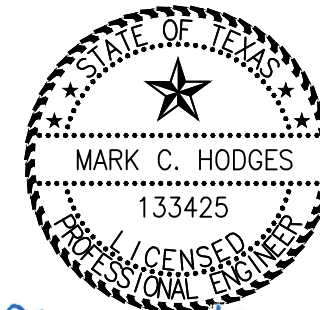
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Philip W. Kusman

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FORT BEND COUNTY, TEXAS

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PECAN GROVE M.U.D.
WATERLINE REPLACEMENT
PROJECT PHASE 2

TRAFFIC CONTROL SHEET
(3 OF 4)

SURV. KM DATE 06/24
DSGN. NC DATE 08/24
DWN. NC DATE 08/24
CHKD. PWH DATE 10/24
APPR. PWH DATE 10/24

JOB NO.
17-020-32-2
IMAGE NO.
I-17020322

SCALE:
HORIZ. 1" = 150'
VERT. N/A

SHEET 8 OF 38 SHEETS

C:\17-020-32\WTF-Phase 1\Drawings\layouts\1702032-02-1A- TRAFFIC CONTROL (3 OF 4).dwg Mar 28, 2025 1:38pm Edited by: richau