

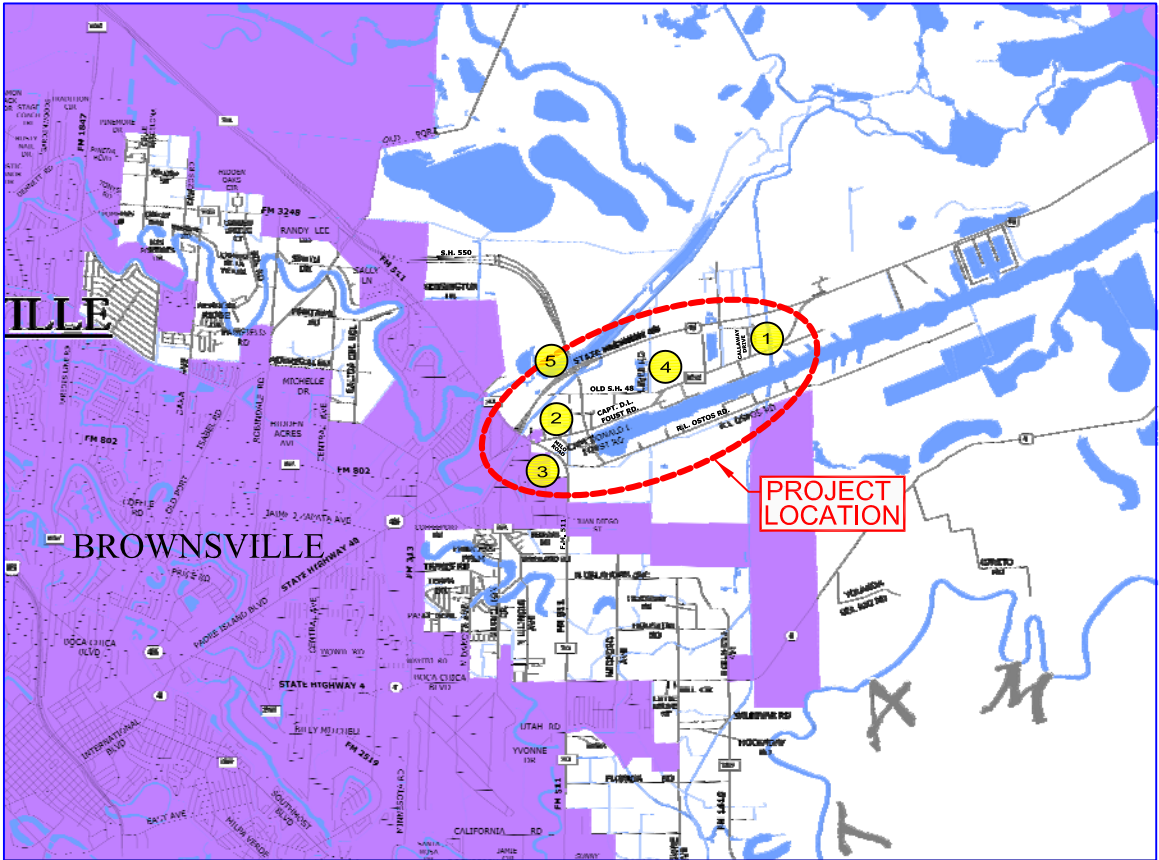
FINAL CONTRACT PRICE: \_\_\_\_\_  
CONTRACTOR'S NAME: \_\_\_\_\_  
CONTACTOR'S ADDRESS: \_\_\_\_\_  
LETING DATE: \_\_\_\_\_  
DATE WORK BEGUN: \_\_\_\_\_  
DATE WORK COMPLETED: \_\_\_\_\_  
DATE OF ACCEPTANCE: \_\_\_\_\_  
DATE WORK BEGUN: \_\_\_\_\_

CHANGE ORDERS & SUPP. AGREEMENTS:

BROWNSVILLE NAVIGATION DISTRICT  
PLANS OF PROPOSED IMPROVEMENT  
FEDERAL AID PROJECT NUMBER:  
CSJ NUMBER: 0921 - 06 - 275  
0220 - 07 - 090  
CAMERON COUNTY  
2016 BND INTERNAL ROADS REHABILITATION PROJECT

LOC. NO.	ROADWAY	CSJ	LENGTH	
			FEET	MILES
1	CALLAWAY DRIVE	0921 - 06 - 275	2,269.85	.430
2	CAPT. D.L. FOUST RD	0921 - 06 - 275	238.00	.045
3	MILO ROAD	0921 - 06 - 275	1,294.00	.245
4	OLD S.H. No. 48	0921 - 06 - 275	12,220.15	2.314
5	S.H. No. 48 / S.H. 550	0220 - 07 - 090		
	TOTAL		15,902.70	3.010

OVERLAY OR RECONSTRUCT EXISTING ROADWAYS CONSISTING OF GRADING, LIMESTONE ASPHALT CONCRETE PAVEMENT, REINFORCED CONCRETE PAVEMENT, POT HOLE REPAIR



NOTE: T.D.L.R. INSPECTION NOT REQUIRED

PROJECT DATA

DESIGN SPEED:

EXCEPTIONS  
NONE

EQUATIONS:

RAILROAD CROSSINGS:

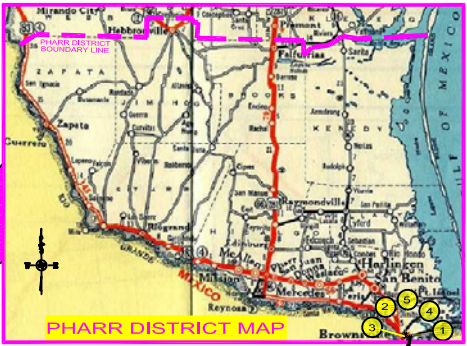
OLD S.H. 48: STA. 99+23  
STA. 106+23  
STA. 115+92  
STA. 120+86

CALLAWAY DRIVE: STA. 22+78.5

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION ON NOVEMBER 1, 2014 SHALL GOVERN ON THIS PROJECT.  
REQUIRED CONTRACT PROVISIONS FOR FEDERAL AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, MAY 2012).

ALL CONSTRUCTION WORK WAS PERFORMED IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND CONTRACT. ALL PROPOSED CONSTRUCTION WAS COMPLETED UNLESS OTHERWISE NOTED.

ARIEL CHÁVEZ II  
P.E./ R.P.L.S. DATE



PROJECT LOCATION

CONCURRENCE :  
BROWNSVILLE NAVIGATION DISTRICT

DATE

NAME

TITLE



RECOMMENDED FOR LETTING

DATE:

NORMA Y. GARZA

ADVANCED PROJECT DEVELOPMENT SUPERVISOR

PORT OF  
BROWNSVILLE  
• WORLD CLASS •

TITLE SHEET

Texas Department of Transportation

FHWA TEXAS DIVISION	FEDERAL AID PROJECT NUMBER		DISTRICT	COUNTY		JOB NO.	SHEET NO.
	STATE	TEXAS		PHARR	CAMERON		
	CONTROL NO.	0921	SECTION NO.	06		275	1 OF 133
	HIGHWAY NO.		DATE:	OCTOBER 2017			

SHEET  
1  
OF 133

CSJ: 0921-06-275      GENERAL	
1	TITLE SHEET
2	INDEX OF PLAN SHEETS
3	PROJECT LAYOUT
4 - 6	CALLAWAY DRIVE TYPICAL SECTIONS
7	CAPT. D.L. FOUST RD. TYPICAL SECTIONS
8	MILO ROAD TYPICAL SECTIONS
9 - 10	OLD S.H. No. 48 TYPICAL SECTIONS
11 - 12	GENERAL NOTES
13	ESTIMATE SUMMARY

TRAFFIC CONTROL PLAN	
14	TCP AT CALLAWAY DRIVE - PHASE 1
15	TCP AT CALLAWAY DRIVE - PHASE 2
16	TCP AT CALLAWAY DRIVE - PHASE 3
17	TCP AT CALLAWAY DRIVE - PHASE 4
18	TCP AT CALLAWAY DRIVE - PHASE 5
19	TCP AT CAPT. D.L. FOUST ROAD - PHASE 1
20	TCP AT CAPT. D.L. FOUST ROAD - PHASE 2
21	TCP AT MILO ROAD - PHASE 1
22	TCP AT MILO ROAD - PHASE 2
23 - 26	TCP AT OLD S.H. No. 48 - PHASE 1
27 - 30	TCP AT OLD S.H. No. 48 - PHASE 2
31 - 35	TCP AT OLD S.H. No. 48 - PHASE 3
36 - 40	TCP AT OLD S.H. No. 48 - PHASE 4

TRAFFIC CONTROL PLAN STANDARDS	
41	TCP(2-2)-12
42 - 53	BC(1-12)-14

TRAFFIC CONTROL PLAN STANDARDS	
54	CALLAWAY DRIVE PLAN AT STA. 00+00 - STA. 9+50
55	CALLAWAY DRIVE PLAN AT STA. 9+50 - STA.16+65.5
56	CALLAWAY DRIVE PLAN AT STA. 16+65.5 - STA. 22+73.85
57	CAPT. D.L. FOUST RD. PLAN AT STA. 11+87.13 - STA. 14+25.13
58	MILO ROAD PLAN AT STA. 10+67 - STA. 14+00
59	MILO ROAD PLAN AT STA. 14+00 - STA. 18+00
60	MILO ROAD PLAN AT STA. 18+00 - STA. 21+00
61	MILO ROAD PLAN AT STA. 21+00 - STA. 23+61
62	OLD S.H. No. 48 PLAN AT STA. 9+89.35 - STA. 31+50
63	OLD S.H. No. 48 PLAN AT STA. 31+50 - STA. 54+50
64	OLD S.H. No. 48 PLAN AT STA. 54+50 - STA. 76+00
65	OLD S.H. No. 48 PLAN AT STA. 76+00 - STA. 99+00
66	OLD S.H. No. 48 PLAN AT STA. 99+00 - STA.121+50
67	OLD S.H. No. 48 PLAN AT STA. 121+50 - STA.132+09.5

ROADWAY DETAILS STANDARDS	
68	CALLAWAY DRIVE CONCRETE DETAILS
69	OLD S.H. No.48 CONCRETE PAVEMENT
70 - 71	CRCP(1)-17
72	JS-14
73	TE(HMAC)-11

RAILROAD CROSSING DETAILS	
74	OLD S.H. No.48 RAILROAD CROSSINGS
75 - 76	OLD S.H. No.48 CONCRETE DETAILS AT RR CROSSINGS

ENVIRONMENTAL ISSUES	
77 - 78	ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS
78A - 78C	TPWD BMPs EPIC SHEET SUPPLEMENTALS
79	STORM WATER POLLUTION PREVENTION PLAN (SW3P)
80	SW3P SITE PLAN

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81	TECL-17(PHR)
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CSJ: 0220-07-090      GENERAL	
83	SH 48 & SH 550 COVER SHEET
84	SH 48 & SH 550 INTERSECTION SUMMARY TABLES

TRAFFIC CONTROL PLAN	
85	TRAFFIC CONTROL PLAN NOTES
86	PROPOSED TCP SH 48 AT SH 550 INTERSECTION

TRAFFIC CONTROL PLAN STANDARDS	
87 - 98	98 BC(1-12)-14
99 - 102	102 TCP(1-1), (1-2), (2-1), (1-4)-12
103 - 104	WZ(BTS-1), (BTS-2)-13
105	WZ(STPM)-13

ROADWAY DETAILS	
106	EXISTING SH 48 AT SH 550 INTERSECTION
107	PROPOSED SH 48 AT SH 550 INTERSECTION
108	PROPOSED CONCRETE PAVERS DETAILS SH 48 AT SH 550

ROADWAY DETAILS STANDARDS	
109 - 110	110 CRCP(1)-17
111 - 112	112 CPCD-14
113	CCCCG-12
114	JS-14
115	DISTRICT STANDARD FOR LANDSCAPE PAVERS

PAVEMENT MARKINGS & DELINEATION	
116	PROPOSED STRIPING SH 48 AT SH 550 INTERSECTION
117 - 119	119 PM(1-3)-12

TRAFFIC SIGNALS & STANDARDS	
120	TRAFFIC SIGNAL ESTIMATES AND QUANTITIES
121	TRAFFIC SIGNAL SH 48 & SH 550 (MODIFICATIONS)
122	CFA-12
123	ED(8)-14
124	ED(1)-14
125	LUM-A-12
126	ED(3)-14
127	RID(1)-17
128	ED(4)-14
129 - 130	130 SP-100(1-2)-12
131 - 132	132 ED(5-6)-14
133	TS-FD-12

THE STANDARD SHEETS 11-12, 41-53, 70-73 AND 81-82 HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

12-01-17  
DATE

  
ARIEL CHAVEZ II, P.E.



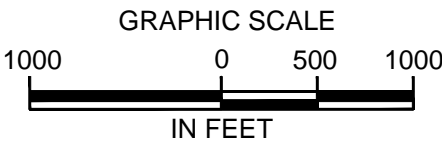
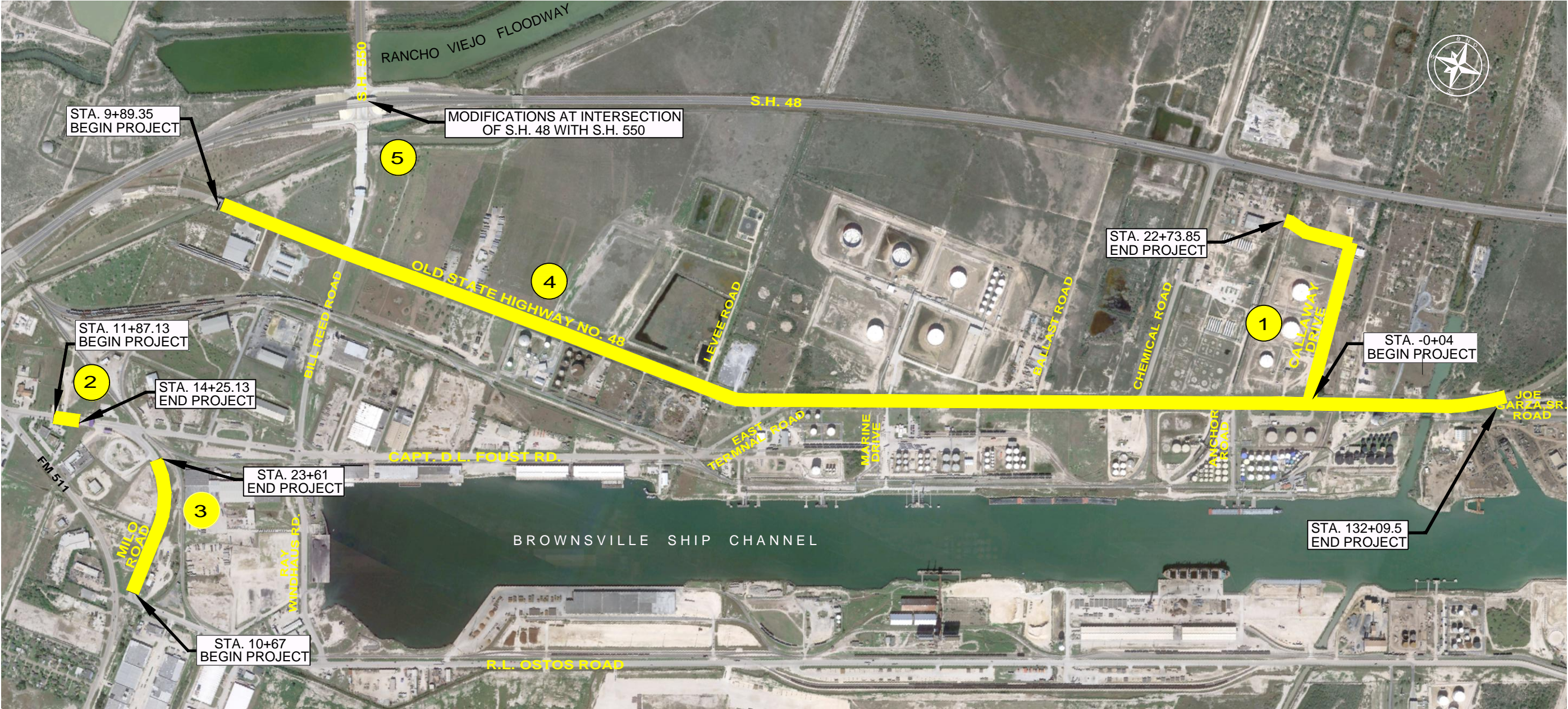
FHWA TEXAS DIVISION	FEDERAL AID PROJECT NUMBER 0921-J6-275			
	STATE	TEXAS	DISTRICT	PHARR
	CONTROL NO. 0921		SECTION NO. 06	JOB NO. 275
	HIGHWAY NO. INTERNAL PORT ROADS		DATE: OCTOBER 2017	SHEET NO. X OF X



2016 BND INTERNAL ROADS REHABILITATION PROJECT  
CSJ : 0921 - 06 -275

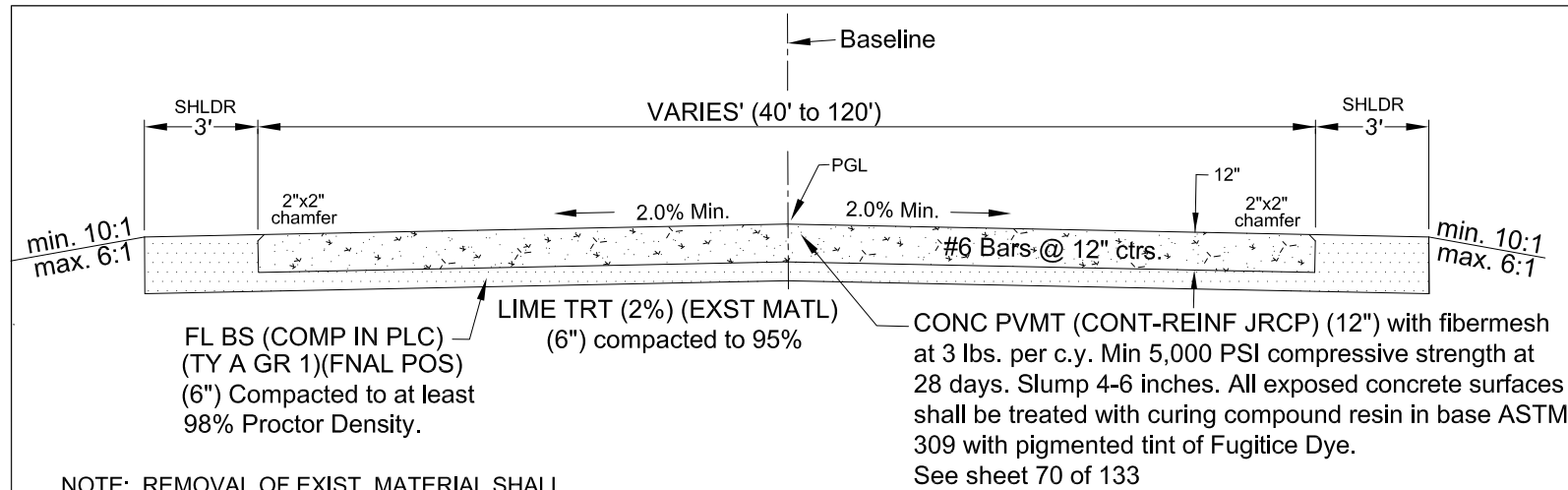
- 1 CALLAWAY DRIVE LIMITS: FROM THE INTERSECTION OF CALLAWAY DRIVE & OLD S.H. NO. 48, NORTH & WEST 0.407 MI.
  - 2 CAPT. D.L. FOUST RD. LIMITS: 0.092 MI. EAST FROM THE INTERSECTION OF CAPT. D.L. FOUST RD. & FM 511, EAST 0.045 MI.
  - 3 MILO RD. LIMITS: 0.164 MI SOUTHEAST FROM THE INTERSECTION OF MILO RD. & CAPT. D.L. FOUST RD., SOUTH 0.245 MI.
  - 4 OLD S.H. NO. 48 LIMITS: FROM THE EAST END OF A CONCRETE BRIDGE .086 MI. WEST FROM THE INTERSECTION OF OLD S.H. NO. 48 & N. RAY WINDHAUS RD., EAST 2.314 MI.
- ACP OVERLAY, POT HOLE REPAIR  
NET LENGTH = 15,902.70 FT. = 3.010 MI.

- 5 MODIFICATIONS AT INTERSECTION OF S.H. 48 AND S.H. 550



FHWA TEXAS DIVISION	FEDERAL AID PROJECT NUMBER		COUNTY CAMERON	
	STATE TEXAS	DISTRICT PHARR	JOB NO. 275	
		SECTION NO. 06	SHEET NO. X OF X	
	CONTROL NO. 0921	DATE: OCTOBER 2017		

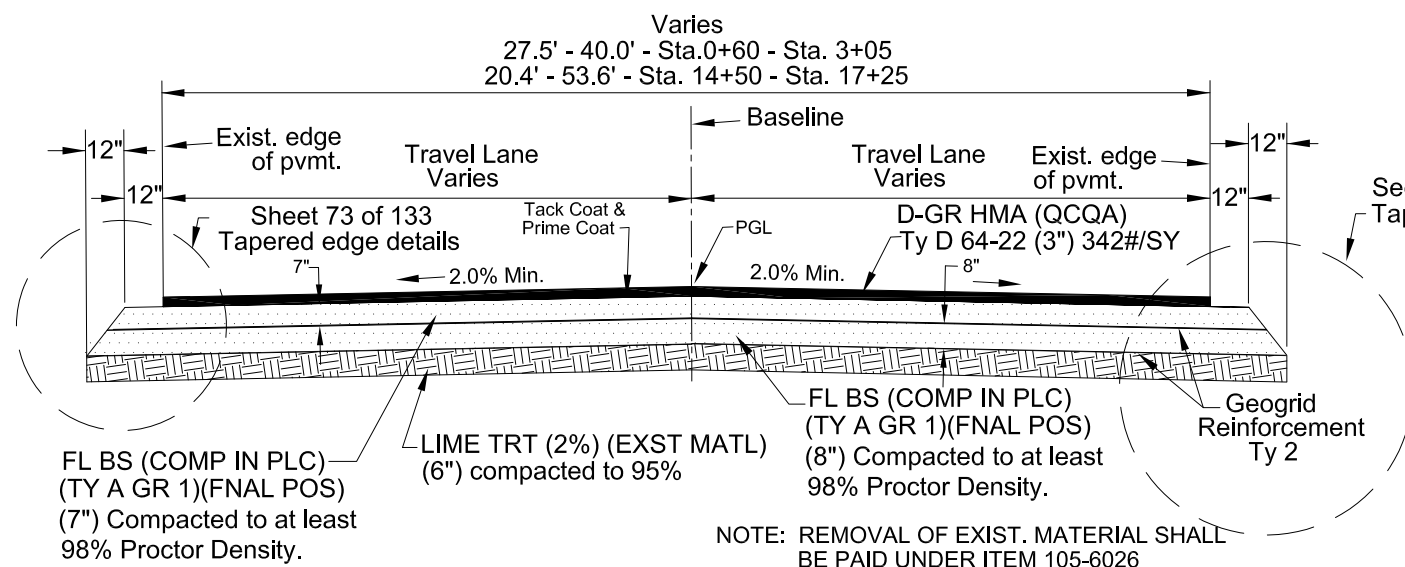




NOTE: REMOVAL OF EXIST. MATERIAL SHALL BE PAID UNDER ITEM 105-6026

### TYPICAL SECTION PROPOSED CONCRETE PAVEMENT

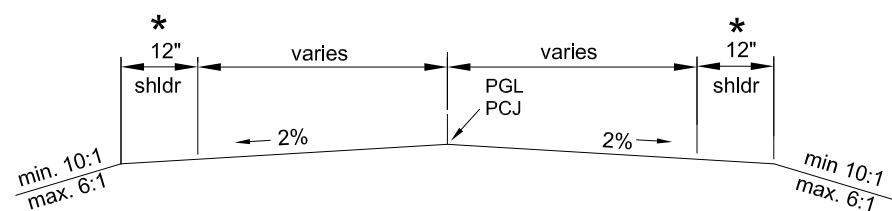
Sta. - 0+04 to Sta. 0+60  
SCALE: = NTS



NOTE: REMOVAL OF EXIST. MATERIAL SHALL BE PAID UNDER ITEM 105-6026

### TYPICAL SECTION PROPOSED HMA PAVEMENT RECONSTRUCTION

Sta. 0+60 - Sta. 3+05  
Sta. 14+50 - Sta. 17+25  
NTS



### PROPOSED GRADING SECTION

Sta. - 0+04 - Sta. 0+60  
Sta. 0+60 - Sta. 3+05  
Sta. 14+50 - Sta. 17+25  
N.T.S.  
3' Shoulder at  
\* Sta. 0+00 - Sta. 0+60

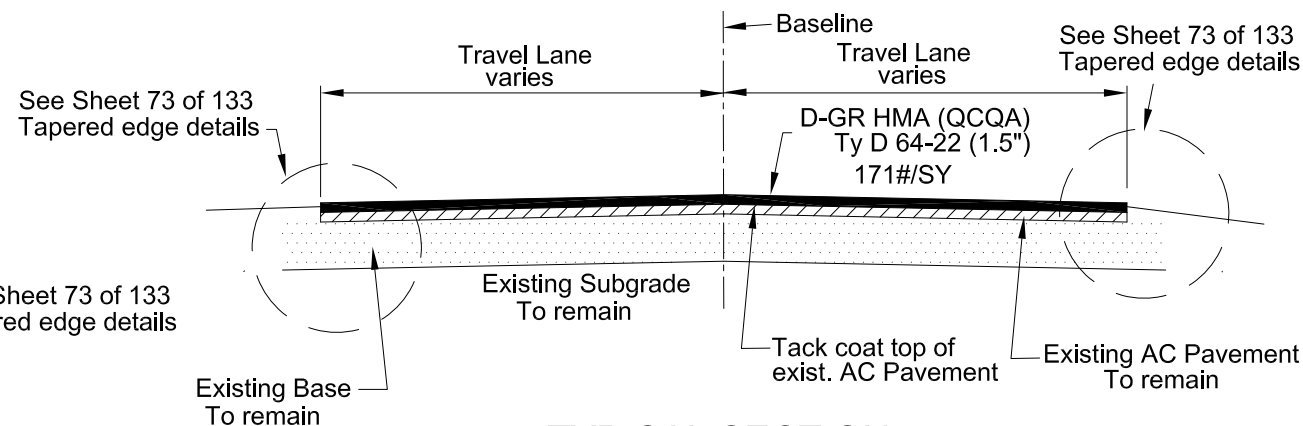
### NOTES:

1. Stockpile all material generated from this project at the BND Shop Yard (5100 R.L. Ostos Road ).
2. The subgrade shall be shaped and bladed a minimum distance of one foot beyond the edge of the proposed base course. The complete base shall be rolled before the earth shoulder is shaped and final compaction shall be done over base and edge of shoulder. All grading shall be within the limits shown.
3. 114#/SY of ACP is equivalent to 1" in depth of ACP
4. Where required by fixed features or unusual conditions, the governing slopes may be varied when directed by the Engineer.

5. Prime Coat: MC-30 at a rate of 0.20 Gal./S.Y.
6. Tack Coat: RC-2 at a rate of 0.05 Gal./S.Y. Subsidiary to Item 341.

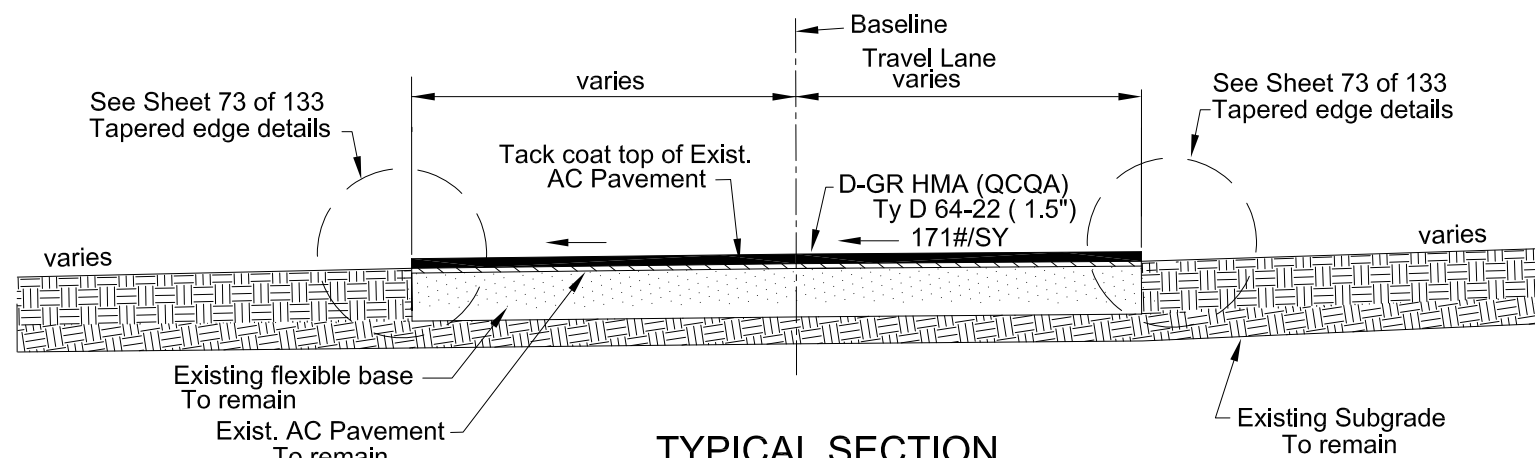


12/01/17  
DATE



### TYPICAL SECTION PROPOSED 1.5" HMA PAVEMENT OVERLAY

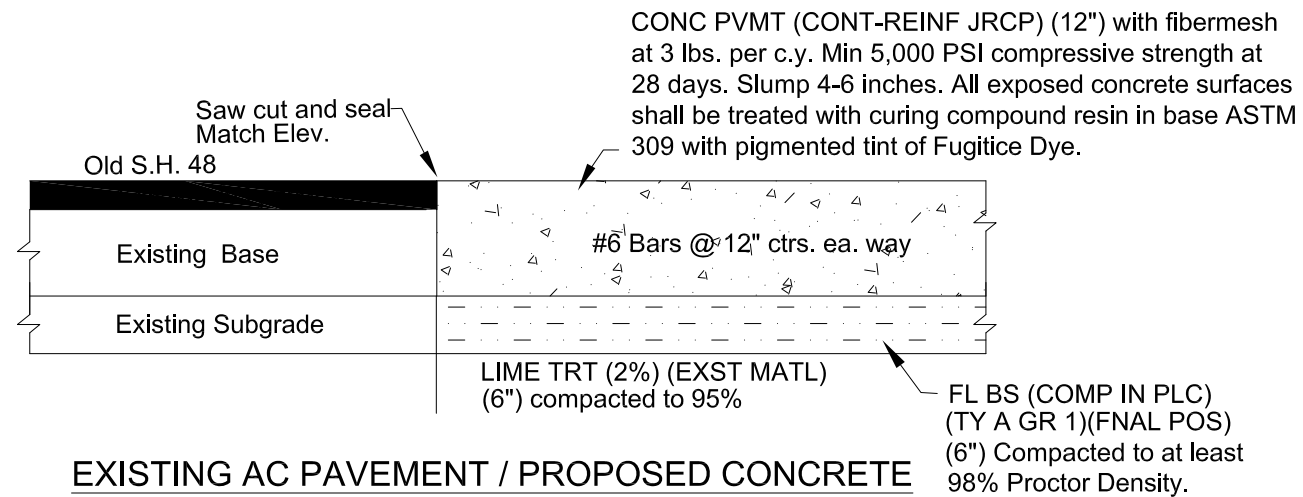
Sta. 3+05 to Sta. 10+50  
Sta. 13+50 to Sta. 14+50  
Sta. 17+25 to Sta. 22+73.85  
SCALE: = NTS



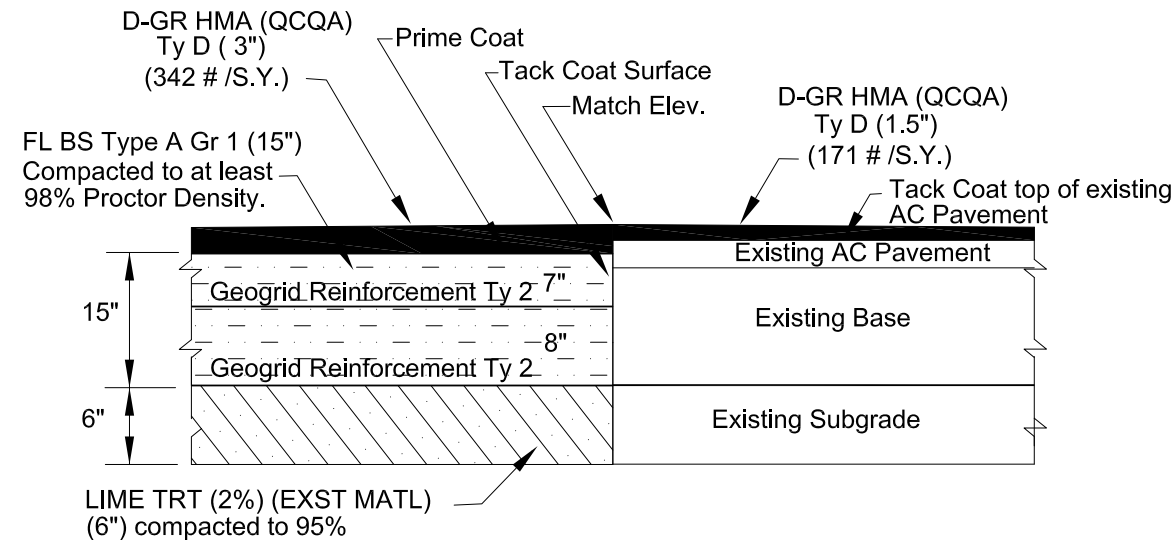
### TYPICAL SECTION PROPOSED 1.5" HMA PAVEMENT OVERLAY

Sta. 10+50 to Sta. 13+50  
SCALE: = NTS

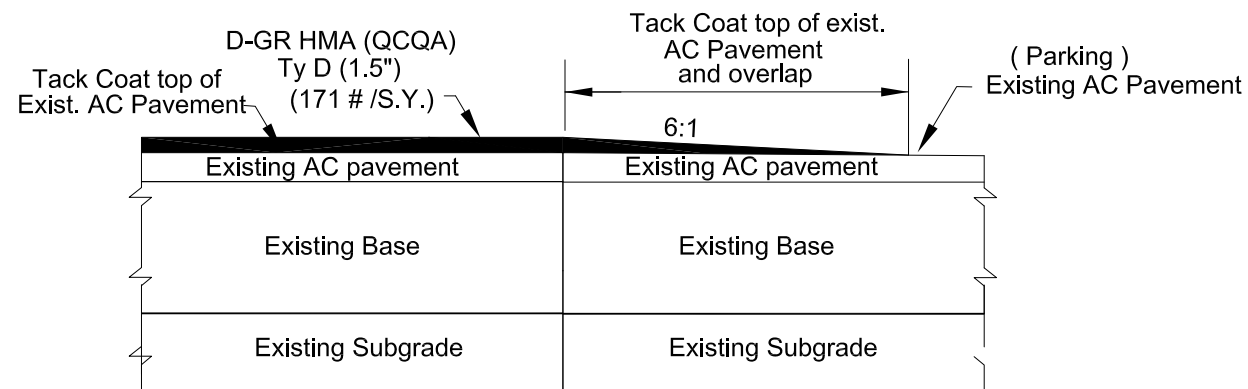




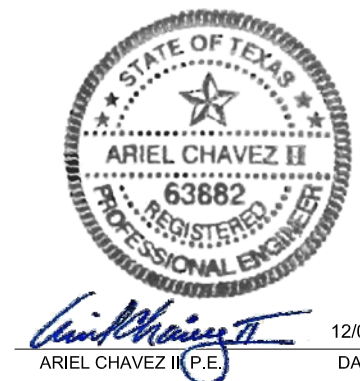
EXISTING AC PAVEMENT / PROPOSED CONCRETE PAVEMENT INTERFACE DETAIL  
N.T.S.



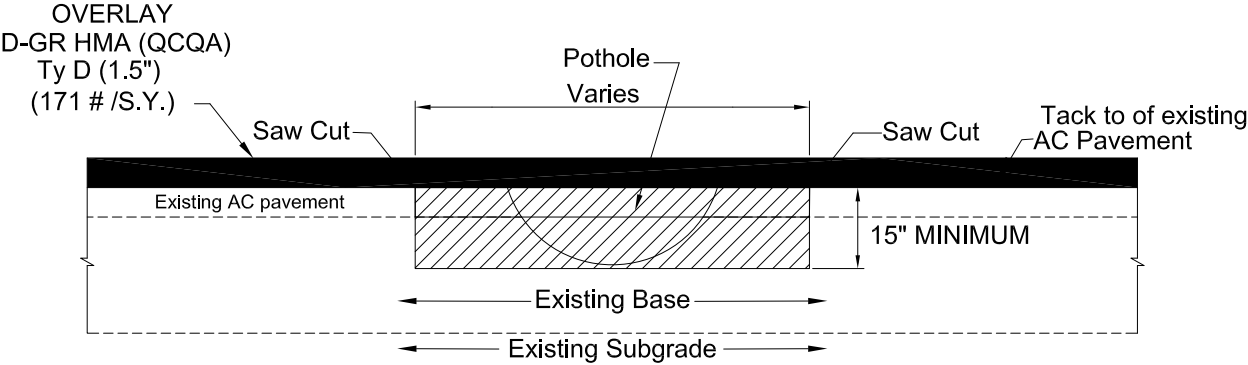
PROPOSED 1.5" HMA PAVEMENT OVERLAY / PROPOSED HMA PAVEMENT RECONSTRUCTION INTERFACE DETAIL  
N.T.S.



EXISTING AC PAVEMENT / PROPOSED 1.5" HMA PAVEMENT OVERLAY INTERFACE DETAIL  
N.T.S.

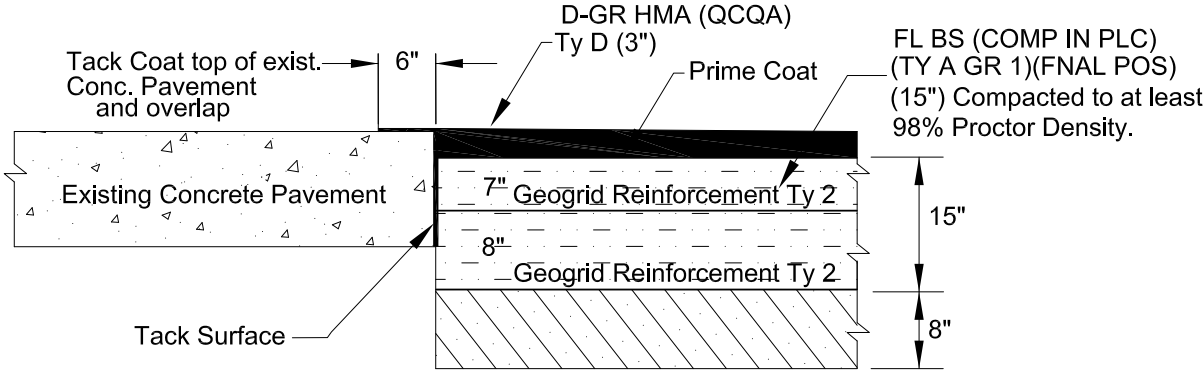






Note:  
Remove all unstable material to neat lines. Replace with approved cold mix asphaltic concrete mechanically compacted to match existing asphalt pavement surface. Apply tack coat to surfaces of the repair area unless otherwise directed. Must meet the requirement of TXDOT Pothole Repair.

TYPICAL DETAIL  
(POTHOLE REPAIR (SAW-CUT))  
N.T.S.



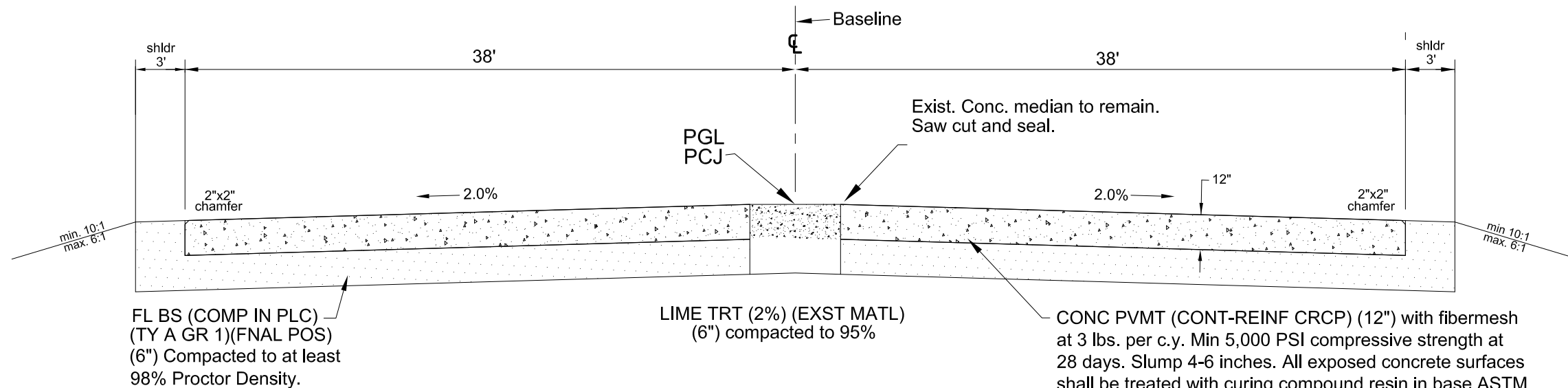
EXISTING CONCRETE PAVEMENT / PROPOSED HMA  
PAVEMENT RECONSTRUCTION INTERFACE DETAIL  
N.T.S.



*Ariel Chavez II*  
ARIEL CHAVEZ II, P.E.  
12/01/17  
DATE

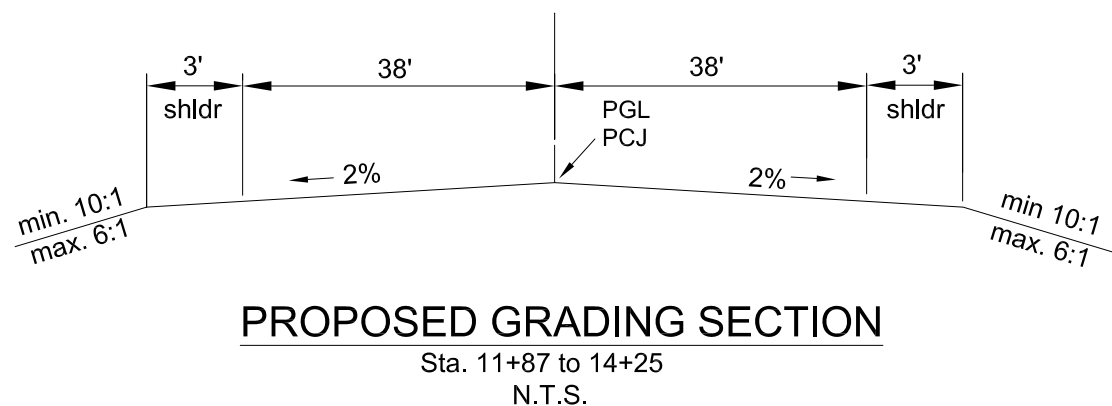
FEDERAL AID PROJECT NUMBER	COUNTY	CAMERON	JOB NO.	275	SHEET NO.	3 OF 3
FHWA TEXAS DIVISION	DISTRICT	PHARR	SECTION NO.	06	DATE:	OCTOBER 2017
STATE	TEXAS	CONTROL NO.	0921	HIGHWAY NO.	INTERNAL PORT ROADS	



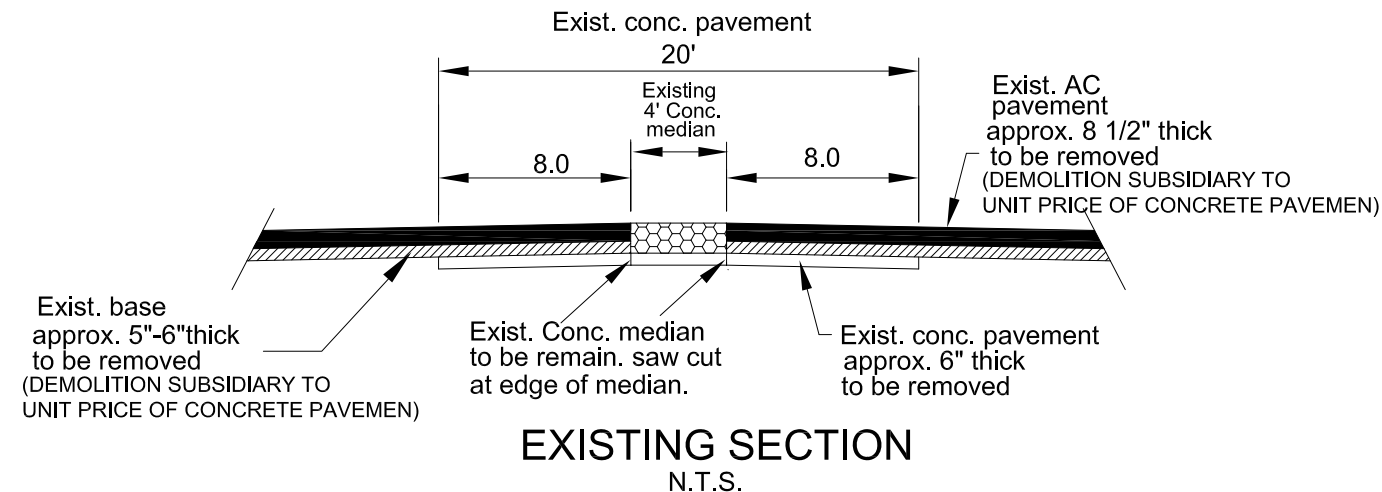


**TYPICAL SECTION  
PROPOSED CONCRETE PAVEMENT**  
Sta. 11+87 to Sta. 14+25  
N.T.S.

NOTE: REMOVAL OF EXIST. MATERIAL SHALL BE PAID UNDER ITEM 105-6026



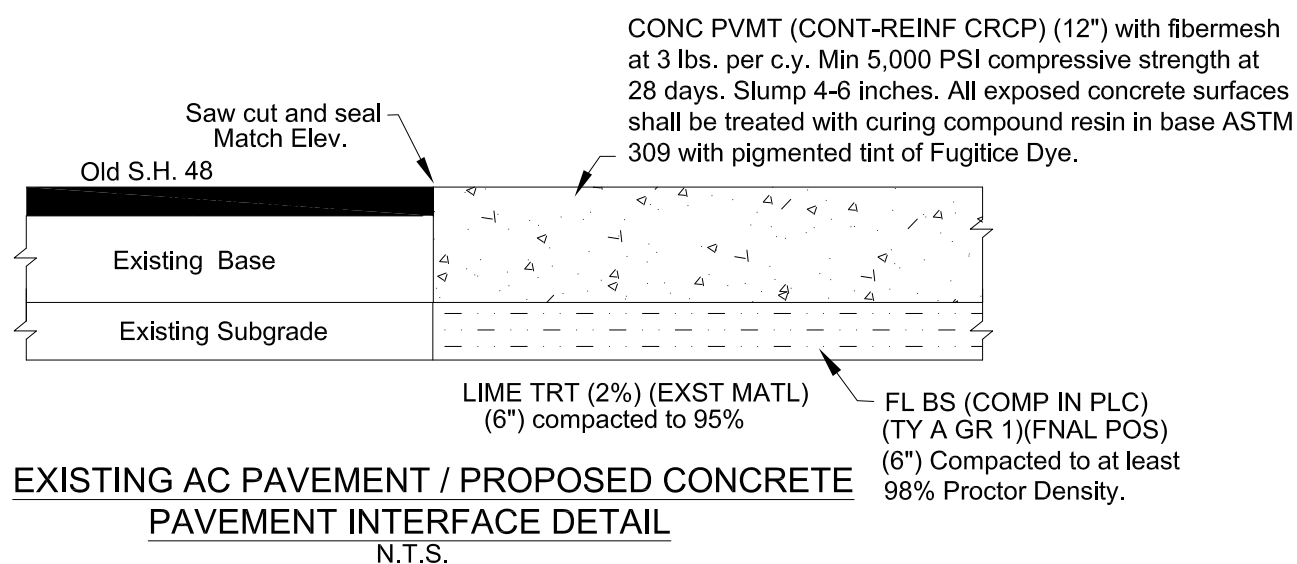
**PROPOSED GRADING SECTION**  
Sta. 11+87 to 14+25  
N.T.S.



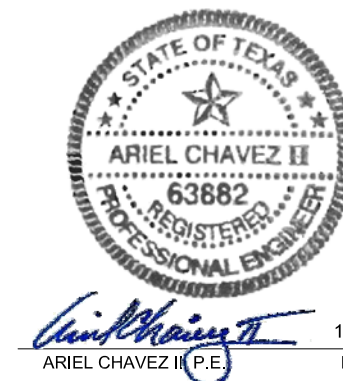
**EXISTING SECTION**  
N.T.S.

**NOTES:**

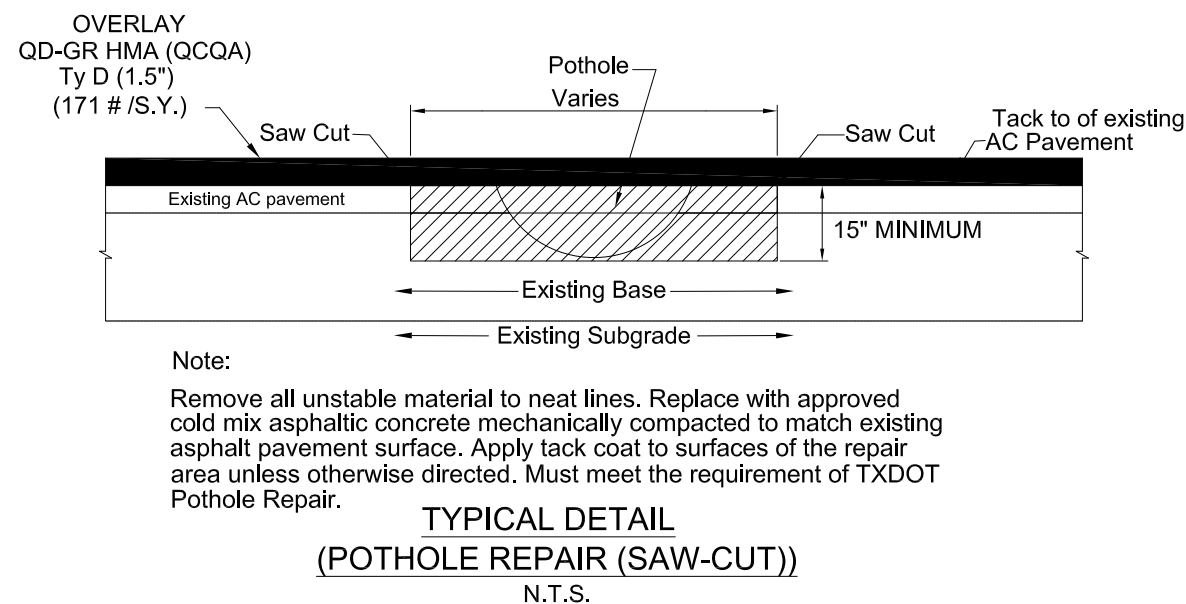
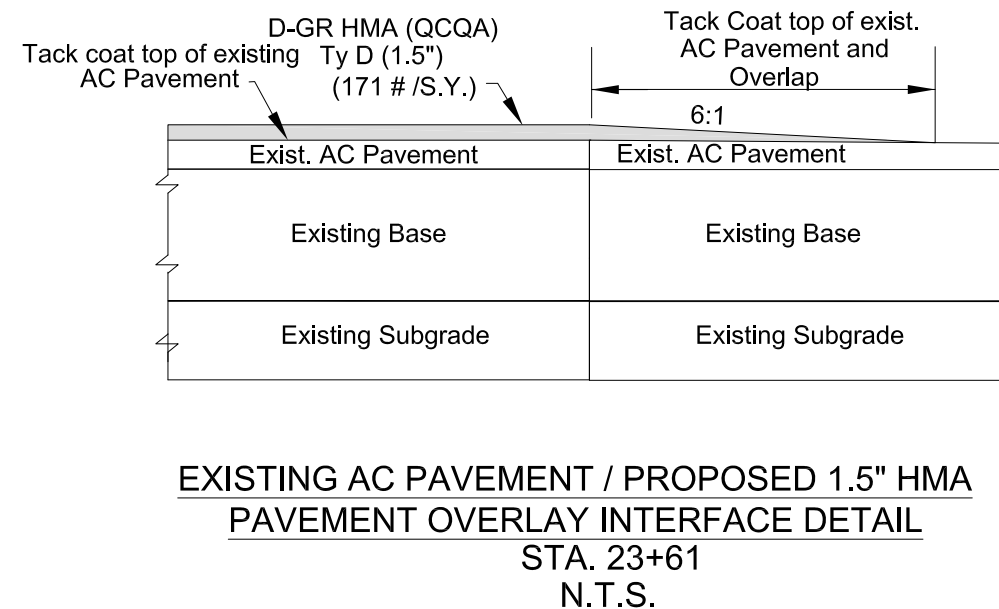
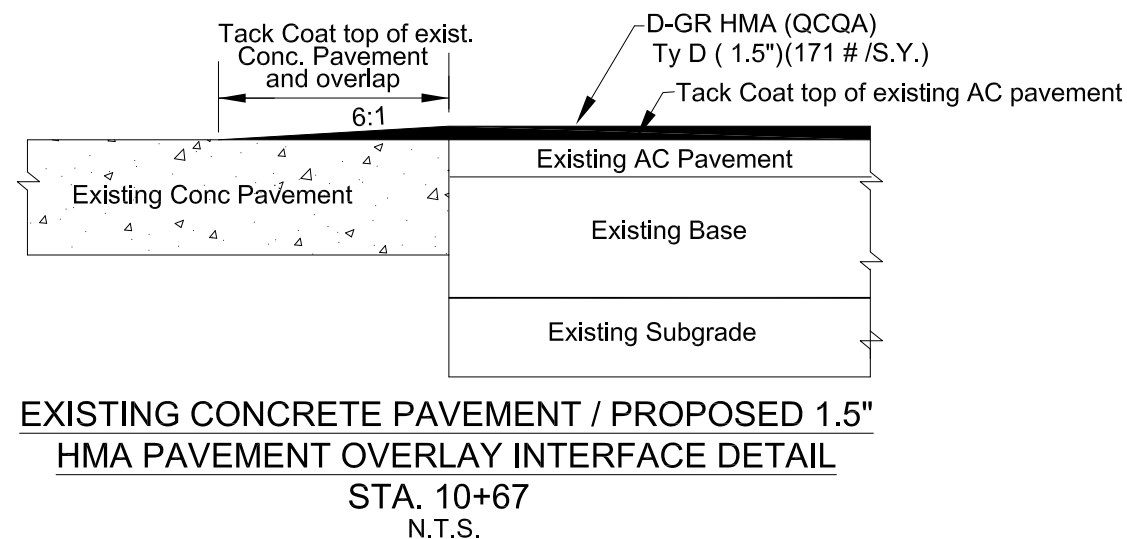
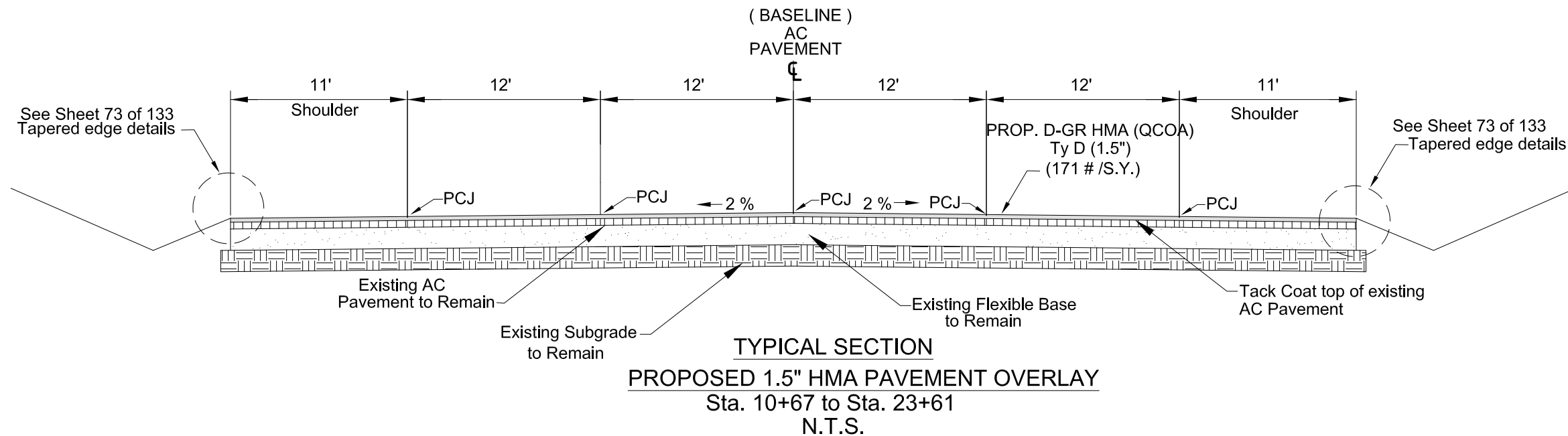
1. Stockpile all material generated from this project at the BND Shop Yard ( 5100 R.L. Ostos Road ). Ensure material meets the requirements of Item 305.
2. The subgrade shall be shaped and bladed a minimum distance of one foot beyond the edge of the proposed base course. The complete base shall be rolled before the earth shoulder is shaped and final compaction shall be done over base and edge of shoulder. All grading shall be within the limits shown.
3. Where required by fixed features or unusual conditions, the governing slopes may be varied when directed by the Engineer.
4. See Sheet 71 of 133 for Existing Concrete to Proposed CRCP Interface.



**EXISTING AC PAVEMENT / PROPOSED CONCRETE  
PAVEMENT INTERFACE DETAIL**  
N.T.S.







# NOTES:

1. Stockpile all material generated from this project at the BND Shop Yard ( 5100 R.L. Ostos Road ) Ensure all material meets requirements of Item 305.
2. 114#/SY of ACP is equivalent to 1" in depth of ACP
3. Where required by fixed features or unusual conditions, the governing slopes may be varied when directed by the Engineer.
4. Tack Coat: RC-2 at a rate of 0.05 Gal./S.Y. Subsidiary to Item 341





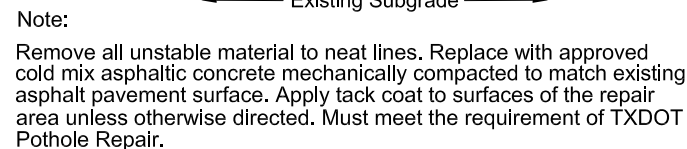


Sta. 23+08.5 to Sta. 25+98.5  
Sta. 105+92.2 to Sta. 106+52.2  
Sta. 115+56.6 to Sta. 116+21.8  
Sta. 119+91.8 to Sta. 120+75.8

SCALE: = NTS

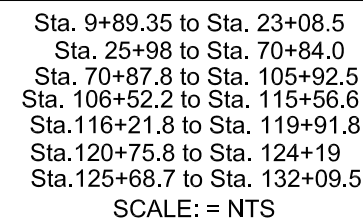


Sta. 70+84.80 - Sta. 70+97.80  
NTS



N.T.S.

5. Prime Coat: MC-30 at a rate of 0.20 Gal./S.Y.
6. Tack Coat: RC-2 at a rate of 0.05 Gal./S.Y.  
Subsidiary to Item 341.



Sta. 23+08.5 to Sta. 25+98.5  
Sta. 70+84.80 to Sta. 70+97.80  
Sta. 105+92.2 to Sta. 106+52.2  
Sta. 115+56.6 to Sta. 116+21.8  
Sta. 119+91.8 to Sta. 120+75.8

SCALE: = NTS

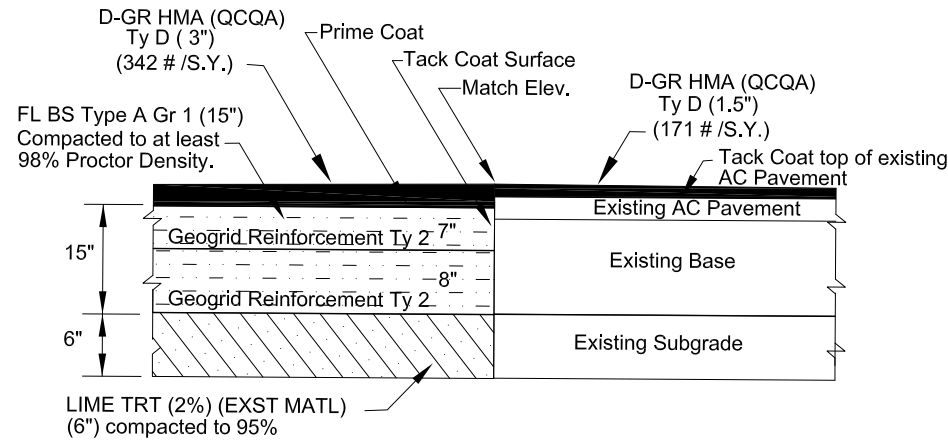
12" Shoulder at  
\* Sta. 70+84.80 to Sta. 70+97.80

BROWNSVILLE NAVIGATION DISTRICT  
1000 CAPT. D.L. FOUST ROAD  
BROWNSVILLE, TEXAS 78521  
PHONE (956) 831-4592 1-800-378-5395  
FAX (956) 831-6153  
EMAIL [achavez@portofbrownsville.com](mailto:achavez@portofbrownsville.com)

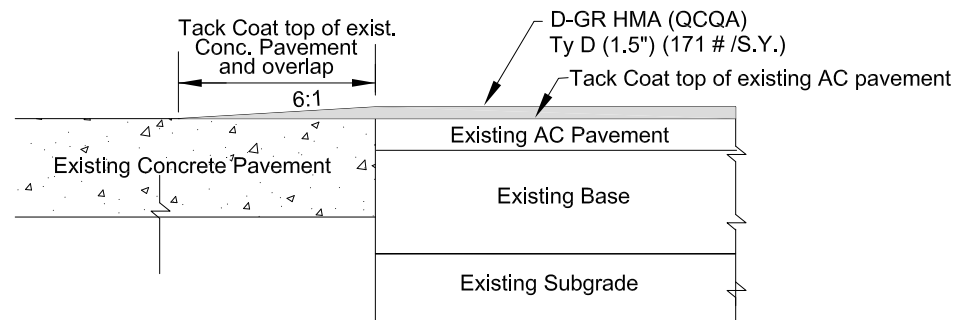
OLD S.H. No. 48  
TYPICAL SECTIONS



FWHA TEXAS DIVISION	FEDERAL AID PROJECT NUMBER XXXXXX		
STATE	DISTRICT	PHARR	COUNTY
CONTROL NO.	SECTION NO.	JOB NO.	
HIGHWAY NO.	DATE:	SHEET NO.	

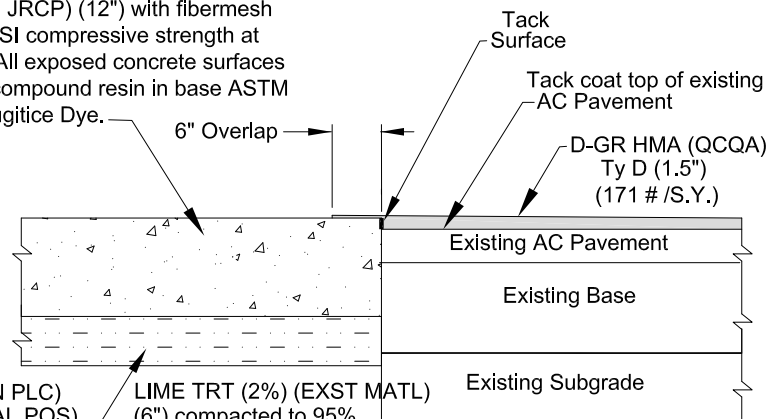


PROPOSED 1.5" HMA PAVEMENT OVERLAY /  
PROPOSED HMA PAVEMENT RECONSTRUCTION  
INTERFACE DETAIL  
N.T.S.



EXISTING CONCRETE PAVEMENT / PROPOSED 1.5"  
HMA PAVEMENT OVERLAY INTERFACE DETAIL  
N.T.S.

CONC PVMT (CONT-REINF JRCP) (12") with fibermesh at 3 lbs. per c.y. Min 5,000 PSI compressive strength at 28 days. Slump 4-6 inches. All exposed concrete surfaces shall be treated with curing compound resin in base ASTM 309 with pigmented tint of Fugitice Dye. See Sheet 70 of 133

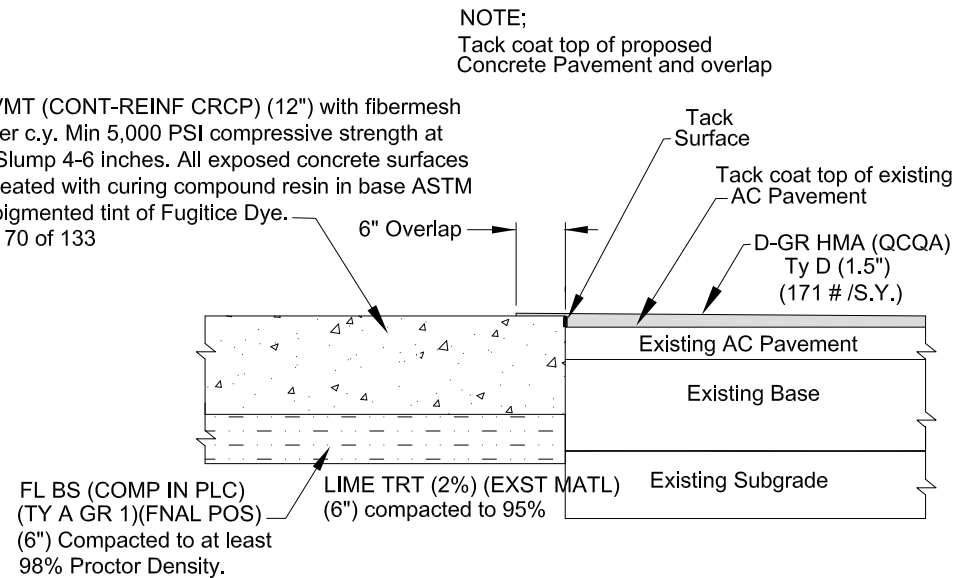


NOTE;  
Tack coat top of Proposed  
Concrete Pavement and overlap

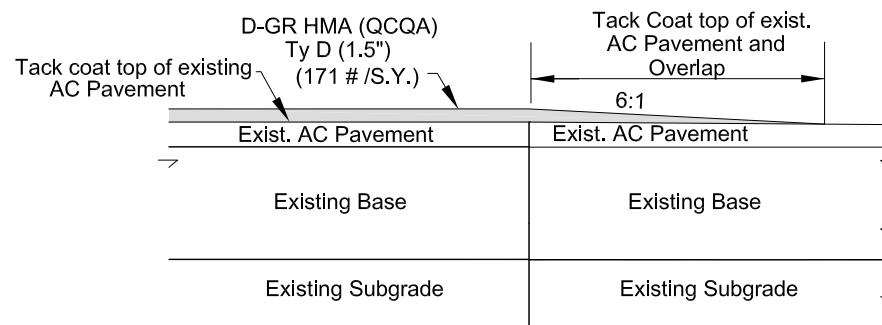
FL BS (COMP IN PLC)  
(TY A GR 1)(FNAL POS)  
(6") Compacted to at least  
98% Proctor Density.

PROPOSED CONCRETE PAVEMENT / PROPOSED 1.5" HMA PAVEMENT  
OVERLAY INTERFACE DETAIL AT RAILROAD CROSSINGS  
N.T.S.

CONC PVMT (CONT-REINF CRCP) (12") with fibermesh at 3 lbs. per c.y. Min 5,000 PSI compressive strength at 28 days. Slump 4-6 inches. All exposed concrete surfaces shall be treated with curing compound resin in base ASTM 309 with pigmented tint of Fugitice Dye. See Sheet 70 of 133



PROPOSED CONCRETE PAVEMENT / PROPOSED 1.5"  
HMA PAVEMENT OVERLAY INTERFACE DETAIL  
N.T.S.



EXISTING AC PAVEMENT / PROPOSED 1.5" HMA  
PAVEMENT OVERLAY INTERFACE DETAIL  
N.T.S.



*Ariel Chavez II* 12/01/17



GENERAL NOTES:

\*\*\*\*\*

GENERAL REQUIREMENTS AND COVENANTS TO ITEMS 1 THRU 9

For all pits or quarries, comply with the "Texas Aggregate Quarry and Pit Safety Act."

Provide on a weekly basis a list of equipment, including idle equipment, utilized on the project that week.

The 1-800 call services for utility locations do not include TxDOT facilities. Contact the Pharr District Signal Section (956-702-6225) for coordination regarding TxDOT underground lines.

ITEM 4: Scope of Work

Work in this contract is required to be done on railroad property. Cooperate with the railroad companies and comply with all of their requirements including obtaining any training they require before performing work on railroad property.

ITEM 7: Legal Relations and Responsibilities

The disturbed area for all project locations in the Contract, and the Contractor project specific locations (PSLs) within 1 mile of the project limits for the Contract, will further establish the authorization requirements for storm water discharges. The Department will obtain an authorization to discharge storm water from the Texas Commission on Environmental Quality (TCEQ) for the construction activities shown on the plans. The Contractor is to obtain required authorization from the TCEQ for Contractor PSLs for construction support activities on or off the ROW. When the total area disturbed in the Contract and PSLs within 1 mile of the project limits exceeds 5 acres, provide a copy of the Contractor NOI for PSLs on the ROW to the Engineer and to the local government that operates a separate storm sewer system.

Requests submitted to the area engineer will be evaluated on this basis, and will require documentation showing substantial early coordination efforts to expedite the approval process as herein stated. The request shall include a detailed chronological summary status with dates of coordination activities with the resource agencies, including those occurring after the initial coordination, to be reviewed and confirmed by the district's environmental section.

ITEM 8: Prosecution and Progress

Working days will be computed and charged in accordance with Article 8.3.1.1. Five-Day Workweek.

The latest roadway-start-work date and beginning of time charges is \_\_\_\_\_. These days may be extended as directed by the Engineer.

Where road closures or detours around structures are necessary to accomplish proposed work, the removal of existing structures and/or cutting of existing pavement will not be permitted until all pre-cast members for the proposed structure have been cast, tested and approved for use.

TxDOT is required to provide 10 working days advanced written notice of all proposed bridge widening, rehabilitation or demolition work to the Texas Department of State Health Services (TDSHS) to allow them the opportunity to both verify information provided regarding asbestos containing materials and abatement, and observe the demolition/renovation work. Considering that this notice will be provided to TDSHS at the beginning of the project for all affected bridge work based on start and finish dates included in the Contractor's original submitted work schedule, any schedule changes proposed by the Contractor shall be submitted to TxDOT at least 15 days prior to the revised or original start date to accommodate the required coordination with TDSHS.

Prepare progress schedules as a Bar Chart.

ITEM 247: Flexible Base

Flexible Base Type E will be composed of caliche (argillaceous Limestone, calcareous or calcareous clay particles) and may contain stone, conglomerate, gravel, sand or granular materials when these materials are in situ with the caliche.

The percent of density as determined by Compaction Ratio (Tex-113-E) for the new Flexible Base shall be a minimum of 98%.

The Contractor's attention is called to the fact that certain existing and/or proposed structures may be within the limits of the Flexible Base. It shall be the Contractor's responsibility to perform construction operations without damage to these structures.

For water added under Item 247, the sulfate content will not exceed 3000-ppm and the chloride content will not exceed 3000-ppm.

Proof roll constructed flexible base in accordance with Item 216, "Proof Rolling." Correct soft spots as directed.

ITEM 260: Lime Treatment (Road Mixed)

The percent of density as determined by Tex-121-E for the new and salvage Flexible Base shall be a minimum of 98% for all courses.

In order to avoid damaging the Geogrid, add lime to the first lift of new base and/or salvage base at a central mixing site or mixing plant away from the construction area. The Engineer shall approve the site or plant location and method of mixing.

Proof roll all constructed subgrade and bases courses in accordance with Item 216, "Proof Rolling." Correct soft spots as directed. Correction of soft spots in the subgrade or base courses will be at the Contractor's expense.

ITEM 300: Asphalts, Oils, and Emulsions

Temporary ramps/detours and driveways may use performance grade binder 64-22.

ITEM 301: Asphalt Antistripping Agents

Hydrated Lime shall be added as an Antistripping additive between the rates of 1 % minimum and 2.0% maximum by weight for item 341. If the Hamburg wheel test cannot be met within these limits, Liquid Antistripping agents as approved by the Engineer may be used in conjunction with lime for item 341.

ITEM 310: Prime Coat

The Contractor shall exercise diligence in the application of asphalt by the use of flagging and rolling procedures to keep from spraying or splattering the traveling public with asphaltic material.

All existing Flexible Base, which may become exposed by the milling operation, if any, shall be primed at the rate of 0.2 Gal/SY.

Do not apply subsequent courses over the initial prime coat any earlier than the day after the prime coat was applied, unless otherwise authorized or directed by the Engineer.

ITEM 341: Dense-Graded Hot-Mix Asphalt

The contractor shall exercise diligence in the application of "Tack Coat" by the use of flagging and rolling procedures to keep from spraying or splattering the traveling public with asphaltic material.

Blading (not to exceed more than 3-ft from the pavement edge) may also be necessary to clean dirt and grass from pavement edges and turnout areas as work under this bid Item. The cost of this blading will not be paid for directly, but shall be considered subsidiary to this bid Item.

This project will require the following minimum surface aggregate Classifications:

County	CSJ	Highway	Classification
Cameron	0921-06-275	Old SH 48 (et al)	A
Level-up will be placed before the surface course. An asphaltic concrete spreading and finishing machine and/or motor graders; when approved by the Engineer may be used to place the ACP level-up.			

All unconfined longitudinal joints shall be constructed with a joint maker providing a maximum ½-inch vertical edge and a minimum 6:1 edge taper or as approved by the Engineer.

The Hamburg wheel Test requirement for PG 64 binder will be 5,000 passes @ 0.5 inch rut depth.

Target Lab Molded Density for this project shall be 97%.

Public and private driveways need to have a smooth vertical transition between the edge of pavement and the existing driveways. The contractor is to add a vertical taper if needed which will be subsidiary to Item 341.

The use of RAP and RAS will not be allowed as part of the mix design for the final riding surface.

Use a release agent from the Department's MPL to clean and to coat the inside of truck beds for hauling equipment. Hauling equipment shall be cleaned prior to hauling material to job site. Submit a copy of the bill of lading to the Engineer as part of the QCP. Ensure the pavement is free from any spillage of hydraulic oil or diesel from construction equipment. The Department may reject trucks that contain any foreign material and suspend production if the pavement is contaminated by any pollutants mentioned above.

SAC B aggregate must have material properties that require 5 or less on the magnesium sulfate soundness test and 15 or less on the Micro-Deval test.

ITEM 416: Drilled Shaft Foundations

Payment for furnishing and installing anchor bolts mounted in drill shafts will be included in the unit price bid for the various diameter drill shafts.

The Contractor shall coordinate with the utility companies to verify utility locations before drilling foundations.



GENERAL NOTES



FHWA TEXAS DIVISION STATE	FEDERAL AID PROJECT NUMBER 0921-J6-275		TEXAS CONTROL NO. 0921 HIGHWAY NO. INTERNAL PORT ROADS
	DISTRICT	COUNTY CAMERON	
	SECTION NO.	PHARR 06	
	DATE:	OCTOBER 2017	
		JOB NO. 275	SHEET NO. 1 OF 2

The Contractor shall form, or provide a smooth finish, the portions of drilled shaft that project above the ground line. Place a ¾ inch chamfer on the top edge of each pole foundation. This work will not be paid for directly, but will be considered subsidiary to this bid item.

All drilled shaft foundations will be based on the lengths shown on the plans or those established in writing. Adequate calculations for measurements of foundations have been made in accordance with Article 9.1. of the Standard Specifications. Increases or decreases in the quantities required by change in design will be measured as specified and the revised quantities will be the basis for payment.

In the presence of excess ground water and/or unstable conditions in sub-grade soils prevents excavation to the line and depths indicated on the plans for “Drilled Shaft Foundation”, other proposed methods of foundation installation such as casing, etc. shall be submitted for review and approved by the Engineer.

ITEM 421: Hydraulic Cement Concrete

Provide equipment at the batch plant for determining the free moisture and/or absorption of aggregates in accordance with applicable TXDOT Test.

Provide the following items for concrete batch inspection in accordance with specifications outlined in DMS-10101, “Computer Equipment”:

- (1) One Desktop Microcomputer or One Laptop Microcomputer
- (2) One Integrated Printer/Scanner/Copier/Fax Unit
- (3) Contractor-Furnished Software
- (4) Hardware

Submit to the Engineer for approval the project locations for all Portland Cement concrete washout areas prior to starting any concrete work.

Use membrane curing, Type 2, for concrete curb, gutter and combined curb and gutter, concrete medians, directional islands and sidewalks.

ITEM 504: Field Office and Laboratory

For this project a field office will not be required at the project site.

ITEM 506: Temporary Erosion, Sedimentation, and Environmental Controls

Due to the nature of this project, it is unlikely a significant amount of soil will be disturbed. However, if erosion control logs are needed; it shall be placed as directed by the Engineer.

The Contractor Force Account “Erosion Control Maintenance” that has been established for this project is intended to be utilized for work zone Best Management Practice (BMP) maintenance, to improve the effectiveness of the Environmental Controls that may need maintenance attention and/or require replacement while the project is still under the construction stage. These procedures will be mutually agreed upon by the Engineer and the Contractor’s Responsible Person based on weekly or more frequent BMP management reviews on the project. The “Erosion Control Maintenance” is not intended to be used in lieu of bid items established by the contract.

ITEM 5001: Geogrid Base Reinforcement

Provide a construction plan to the engineer detailing how the base will be lime treated without damaging the Geogrid Base Reinforcement placed on top of the subgrade.

ITEM 618: Conduit

All conduit ends in pole bases, controllers and ground boxes shall be plugged with 4 to 6 inches of polyurethane sealant or its equivalent after cables are in place.

Conduit shall be placed in a straight line not to exceed 2.0 feet in any direction. The depth of the conduit shall be 2.0 feet except when crossing a roadway where the depth shall not be more than 3.0 feet nor less than 1.0 foot below the bottom of the base material in the roadway when placed by the jacking or boring method. Any evidence of damage to the roadway during the jacking or boring operation shall be sufficient grounds to stop the method being used.

Conduit runs under paved roadways or driveways shall be jacked or bored and then pushed across. At these locations, galvanized rigid metal may be used. All other runs shall be made by trenching. Existing pavement which will be removed, reconstructed or overlaid with new pavement may be trenched across.

Trenches for conduit runs shall be a minimum 2 feet deep and 4 inches wide. The conduit shall be placed on a 2-inch sand cushion and then backfilled with a minimum of 6 inches sand fill. The remainder of the trench shall be backfilled with flexible base, soil or two-sack concrete as required by location of conduit on the project or as directed. The top 3 inches shall match the existing surface material.

All conduit elbows and rigid extensions required to be installed on PVC conduit systems will not be paid for separately, but will be considered subsidiary to the various bid items.

Use materials from prequalified material producers list as shown on the Texas Department of Transportation (TxDOT) - Construction Division's (CST) materials producers list. Category is “Roadway Illumination and Electrical Supplies.”

ITEM 621: Tray Cable

Connect luminaires on traffic signal poles using a 4 conductor tray cable with conductor colors of red, black and green #12 AWG (XHHW). The white (neutral) conductor will not be needed and will be capped.

ITEM 680: Highway Traffic Signals

The installation of highway traffic signals shall consist of the following principal Items:

- 1. Furnishing and installing post mounted flashing beacon controller(s) and cabinet(s).
- 2. Furnishing and installing steel strain poles, electrical service, luminaries, signal heads and cables, galvanized steel span wire and conduit runs.
- 3. Removal and disposal of existing flashing beacon material specified in the plans.
- 4. All other Items not listed above which are needed to provide for complete flashing beacon installations and for proper operation as called for in the plans and specifications shall be furnished and installed.

Any deviation of location for proposed signal work shall be as approved.

All wiring not covered by the plans and specifications shall be in accordance with the latest edition of the National Electrical Code,

Existing Utilities

The exact location of existing underground utilities shall be verified with the utility companies prior to construction to avoid conflict with or damage to these utilities. Coordination with the utility companies will be required to make any adjustments, due to utility conflicts, as defined in the specifications or deemed necessary.

Uniformity in Equipment

- 1. All flashing beacon controllers furnished shall be by the same manufacturer.
- 2. All flashing beacon heads furnished shall be by the same manufacturer.
- 3. All signal fittings and pipe brackets shall be of an approved metallic material and of the same design and manufacturer.
- 4. All traffic signal poles furnished shall be by the same manufacturer.

Handling of Traffic

Roads and streets shall be kept open to traffic at all times. The installation of flashing beacon heads, steel strain poles and conduit runs shall be arranged so as to permit the continuous movement of traffic in both directions at all times.

All construction operations shall be conducted to provide the least possible interference to traffic as shown on the plans, as provided for in the specifications and/or as directed. All signing, barricading and handling of traffic shall conform to the current edition of the "Texas Manual on Uniform Traffic Control Devices".

Sequence of work

- 1. The existing flashing beacon installation(s) shall remain in operation at all times during construction of the proposed flashing beacon installation(s) or modification(s).
- 2. The complete removal of the specified existing flashing beacon installation or specified Items will be required when the proposed flashing beacon installation(s) are in place and operational.
- 3. All labor, tools, and materials used to remove the specified existing flashing beacon material shall not be paid for directly, but be considered subsidiary to the various items of work.
- 4. Final inspection shall be performed in conjunction with the district signal shop.

ITEM 684: Traffic Signal Cables

All signal cable shall be #12 AWG; 2/c loop. Lead-In shall be #14 AWG shielded and loop wires in pavement.

ITEM 686: Traffic Signal Pole Assemblies (Steel)

The locations for the proposed traffic signal poles are approximate. The exact locations will be determined in the field in coordination with the District Signal Shop.

Erection and/or removal of poles and luminaries located near any overhead electrical power lines shall be accomplished using established industry and utility safety practices. The appropriate utility company shall be consulted with prior to beginning such work.



GENERAL NOTES



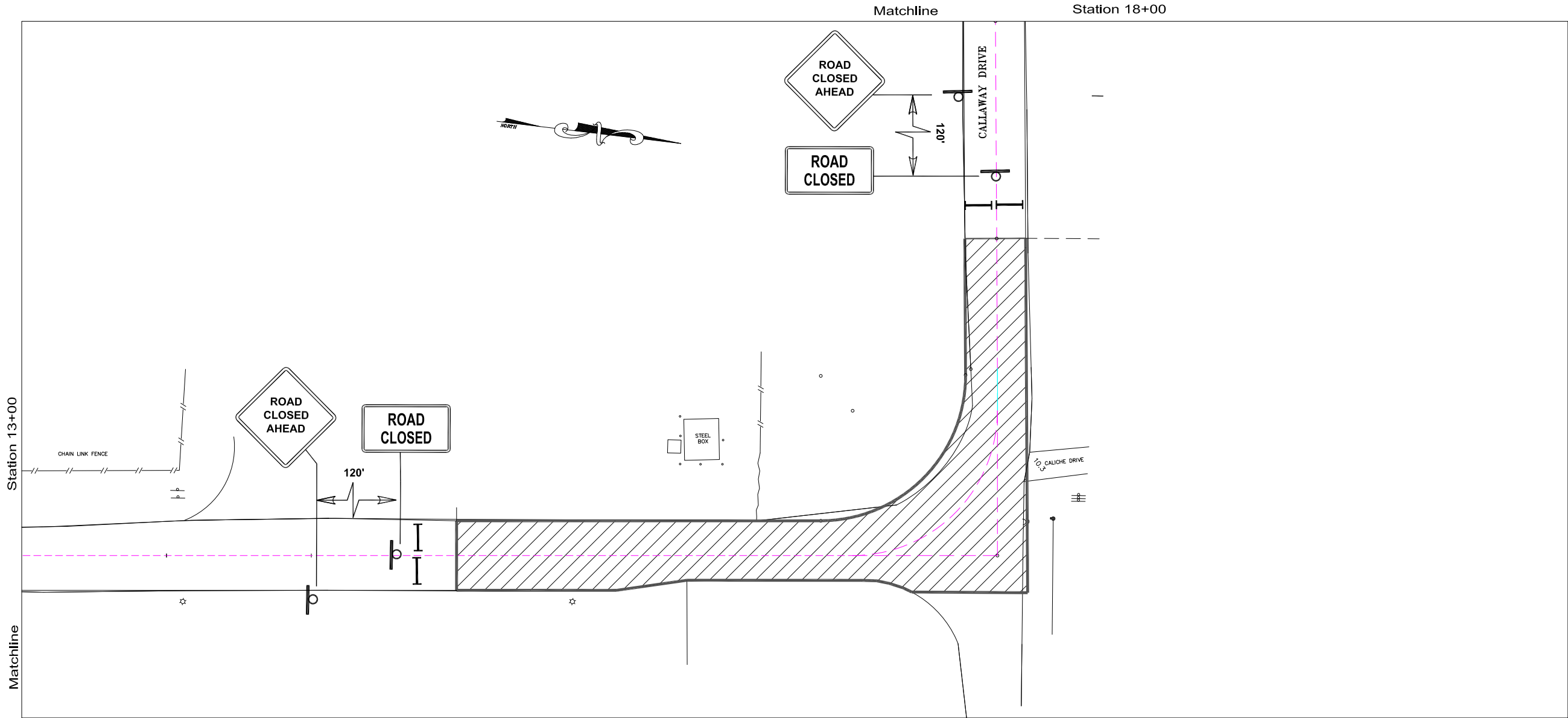
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	STATE TEXAS	DISTRICT PHARR	COUNTY CAMERON				
		SECTION NO. 06					
		CONTROL NO. 0921					
HIGHWAY NO. INTERNAL PORT ROADS							DATE: OCTOBER 2017



CSJ: 0921-06-275      SUMMARY OF INTERNAL ROADS ITEMS												
	SUBGRADE TREATMENT AND BASE							SURFACE COARSES AND PAVEMENT				SW3P
ITEM	0247	0247	0247	5001	105	260	260	0360	0341	0341	351	506
CODE	6041	6041	6041	6002	6026	6079	6001	6006	6047	6047	9001	6041
LOCATION	FL BS (COMP IN (IN PLC ) (TY A GR 1) (FINAL POS)	FL BS (COMP IN (IN PLC ) (TY A GR 1) (FINAL POS)	FL BS (COMP IN (IN PLC ) (TY A GR 1) (FINAL POS)	GEOGRID REIN- FORCEMENT (TY II)	REMOVING STAVILIZED BASE AND ASP. PAV.	LIME TREATMET (2%) (SUBGRADE)	LIME (HYDRATED LIME (DRY))	CONC PVMT (CONT REINF- CRCP) (12")	D-GR HMA (QCQA) TY- D   SAC-A PG 76-22 171# / SY	D-GR HMA (QCQA) TY- D   SAC-A PG 76-22 342# / SY	SPOT REPAIRS (VAR DEPTH)	BIODEG. EROSN. CONT. LOGS (INST)
	6"	7"	8"		13" - 18"	6"			1.5"	3"		12"
	CY	CY	CY	SY	SY	SY	TON	SY	TON	TON	SY	LF
CALLAWAY DRIVE	87.57	252.23	308.70	2681.18	1,907.11	1,907.11	8.5	475	338.74	199.86	7.30	0
CAPT. D.L.FOUST RD	361.41	0	0	0	2,168.44	2,168.44	9.27	1953.77	0	0	0	0
MILO ROAD	0	0	0	0	0	0	0	0	830.41	10.98	66.54	0
OLD S.H. 48	614.18	6.83	8.15	71.8	3,739.7	3,739.7	15.99	3371.10	5257.89	80.90	456.31	1,200.0
TOTAL	1,063.16	259.06	422.03	2,752.98	7,815.3	7,815.3	33.4	5800.26	6427.04	291.74	530.15	1,200.0

  
  
ARIEL CHAVEZ II P.E.

12/01/17  
DATE



CONSTRUCTION SEQUENCE	
PHASE 1	STA 14+50 to STA 17+25
PHASE 2	STA -0+04 to STA 14+50
PHASE 3	STA -0+04 to STA 14+50
PHASE 4	STA 17+50 to STA 22+73.85
PHASE 5	STA 17+50 to STA 22+73.85

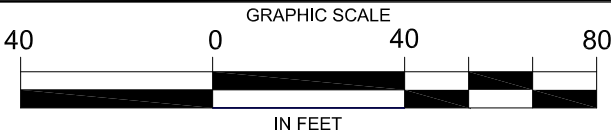
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UTILIZE TCP 2-2 TxDOT STANDARDS FOR SPOT REPAIR WORK.

- LEGEND:
- PROP. TY 3 BARRICADE
  - PROP. SIGN
  - PLASTIC BARRELS
  - VERTICAL PANELS
  - WORK SPACE
  - TRAFFIC FLOW

NOTE:  
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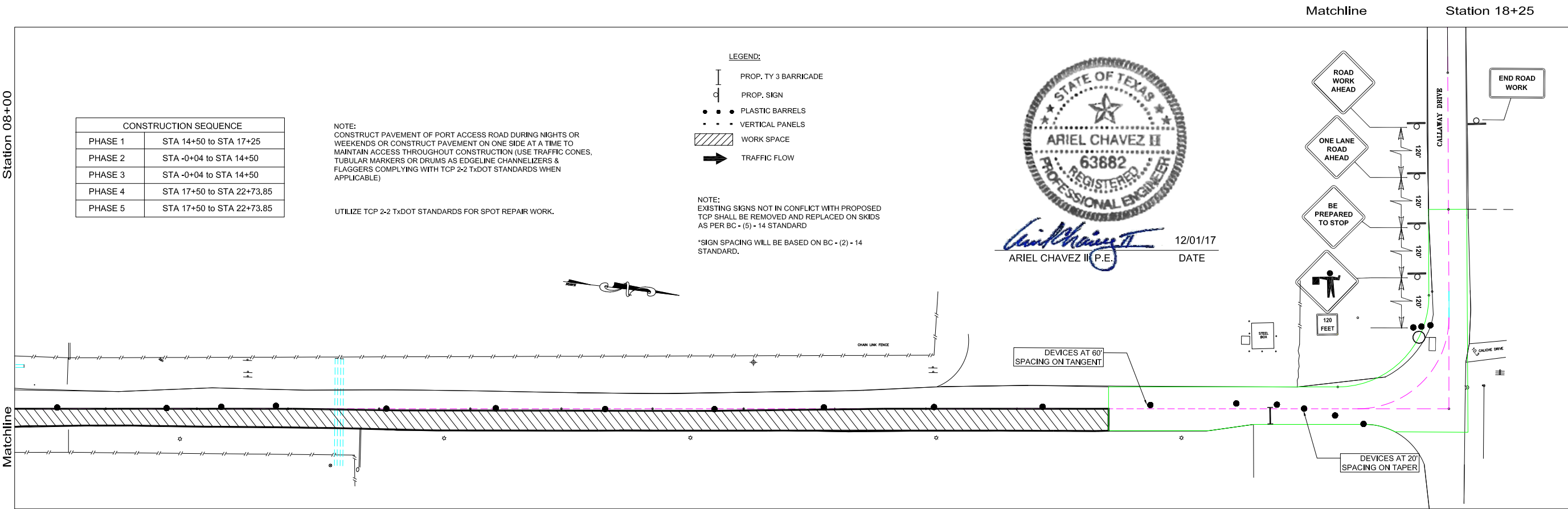
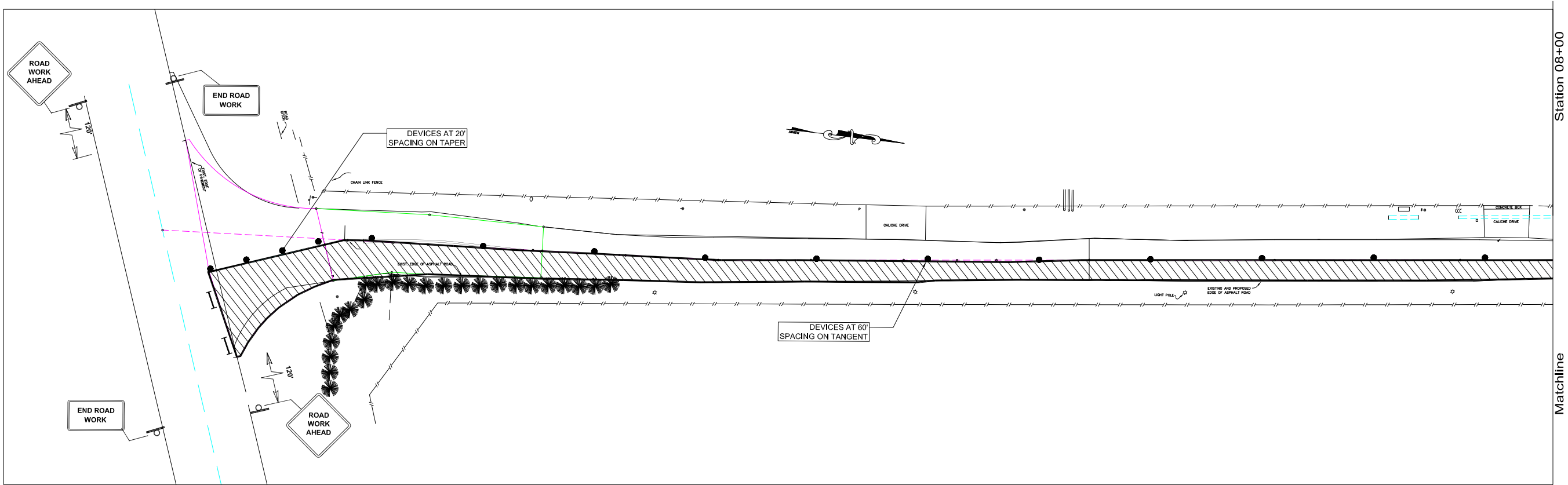
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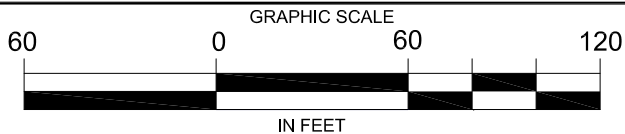
FHWA TEXAS DIVISION	FEDERAL AID PROJECT NUMBER		
	STATE TEXAS	DISTRICT PHARR	COUNTY CAMERON
	CONTROL NO. 0921	SECTION NO. 06	JOB NO. 275
	HIGHWAY NO. INTERNAL PORT ROADS	DATE: OCTOBER 2017	SHEET NO. 1 OF 5







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BROWNSVILLE NAVIGATION DISTRICT  
ENGINEERING DEPARTMENT  
BROWNSVILLE, TEXAS 78521  
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EMAIL achavez@portofbrownsville.com

TRAFFIC CONTROL PLAN  
CALLAWAY DRIVE  
PHASE 3

FHWA TEXAS DIVISION	FEDERAL AID PROJECT NUMBER	COUNTY CAMERON	JOB NO. 275	SHEET NO. 3 OF 5
STATE TEXAS	DISTRICT PHARR	SECTION NO. 06	DATE OCTOBER 2017	
CONTROL NO. 0921	HIGHWAY NO. INTERNAL PORT ROADS			

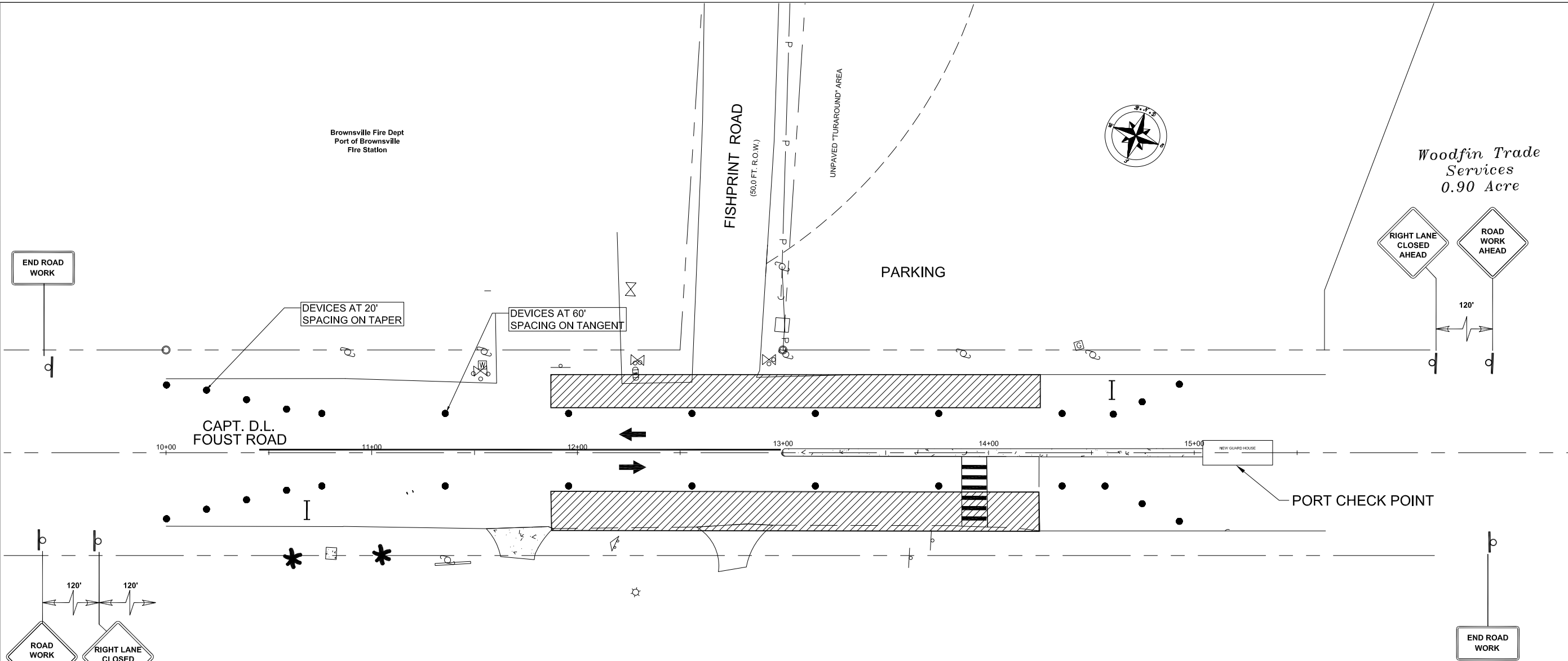
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NOTE:  
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TRAFFIC CONTROL PLAN  
CAPT. D.L. FOUST RD  
PHASE 1

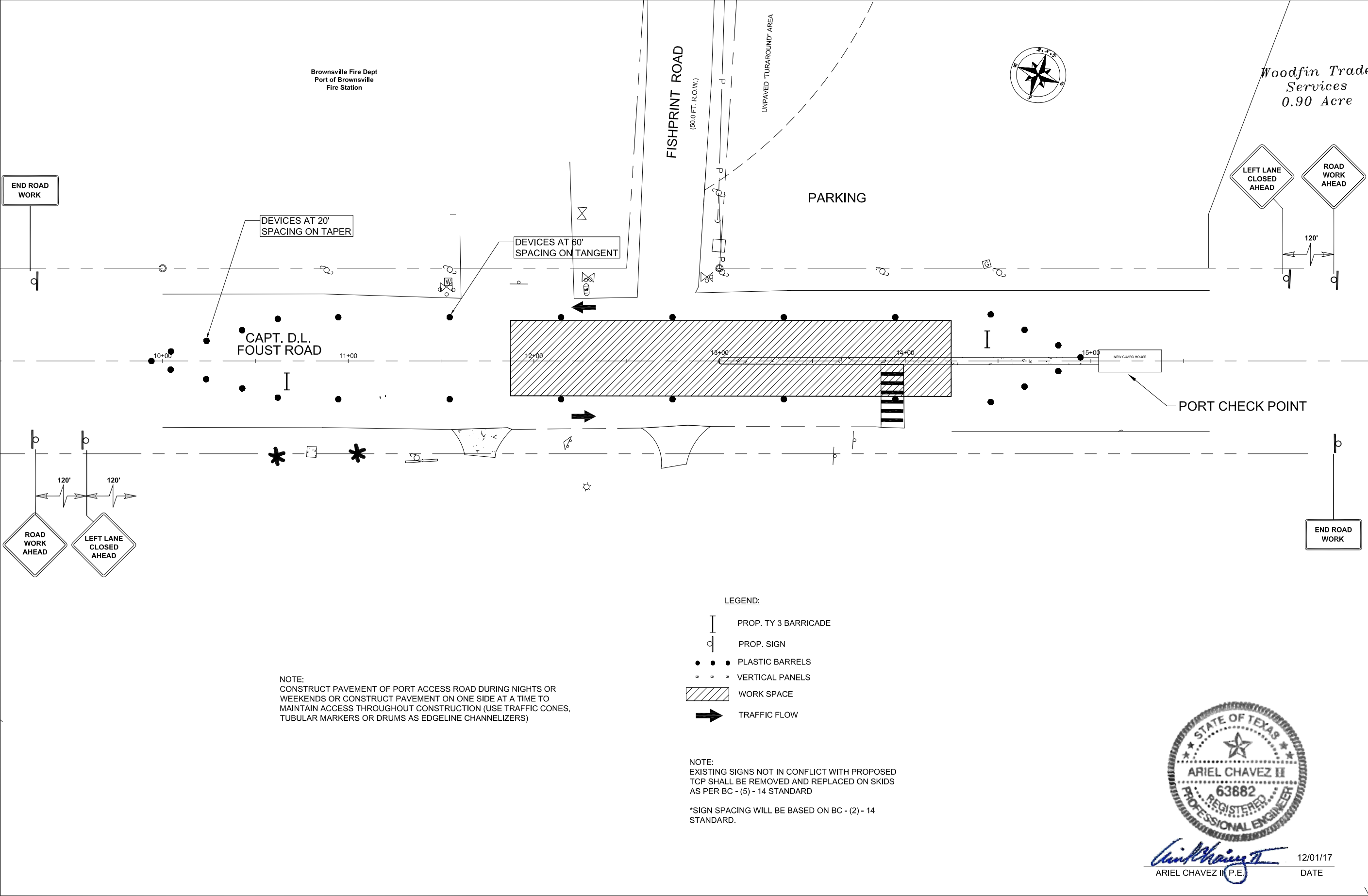


FHWA	FEDERAL AID PROJECT NUMBER	COUNTY	CAMERON
STATE	TEXAS	DISTRICT	PHARR
CONTROL NO.	0921	SECTION NO.	06
HIGHWAY NO.	INTERNAL PORT ROADS	DATE:	OCTOBER 2017
		SHEET NO.	1 OF 2

SHEET

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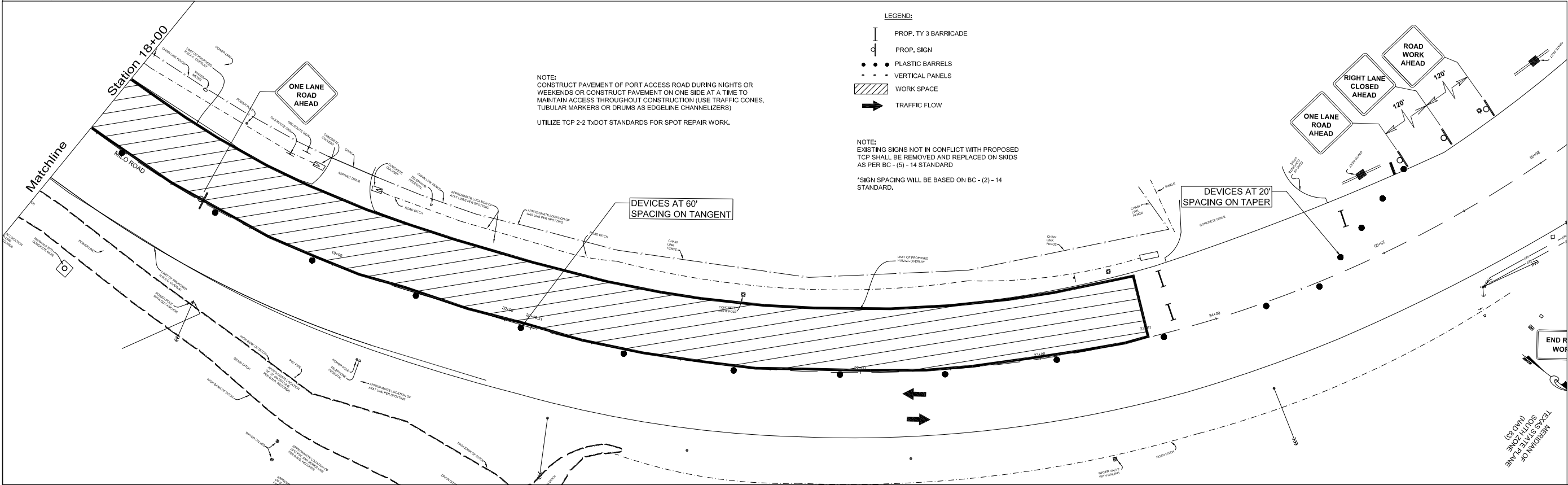
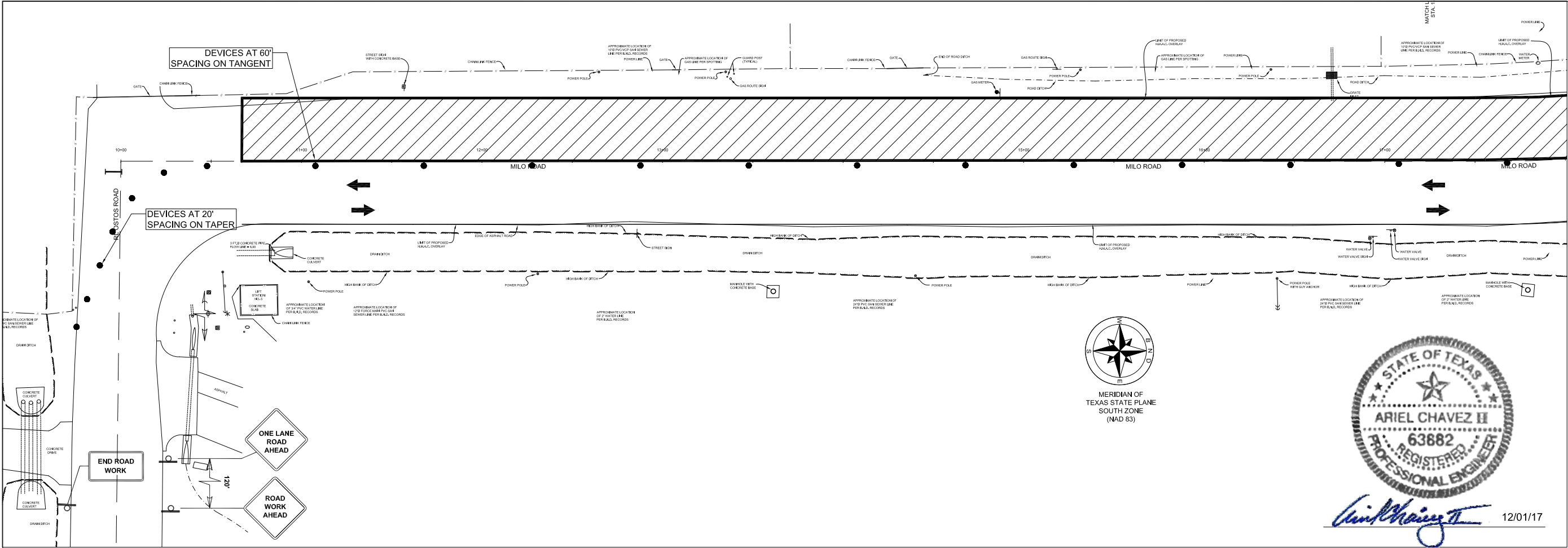
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	CONTROL NO.	0921	DISTRICT	PHARR	JOB NO.	275
HIGHWAY NO.		0921	SECTION NO.	06	SHEET NO.	2 OF 2
INTERNAL PORT ROADS		DATE:		OCTOBER 2017		



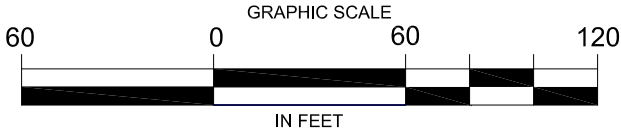
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ARIEL CHAVEZ II P.E.

12/01/17  
DATE





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BROWNSVILLE NAVIGATION DISTRICT  
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**PORT of BROWNSVILLE**  
•WORLD CLASS•

TRAFFIC CONTROL  
PLAN  
MILO ROAD  
PHASE 1

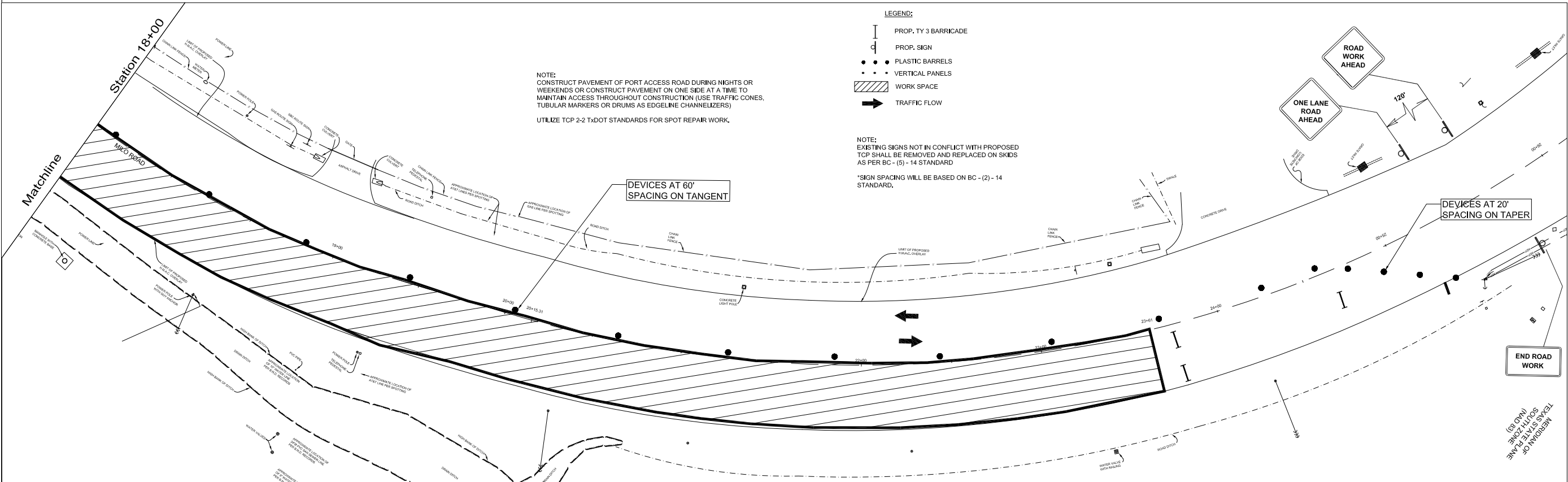
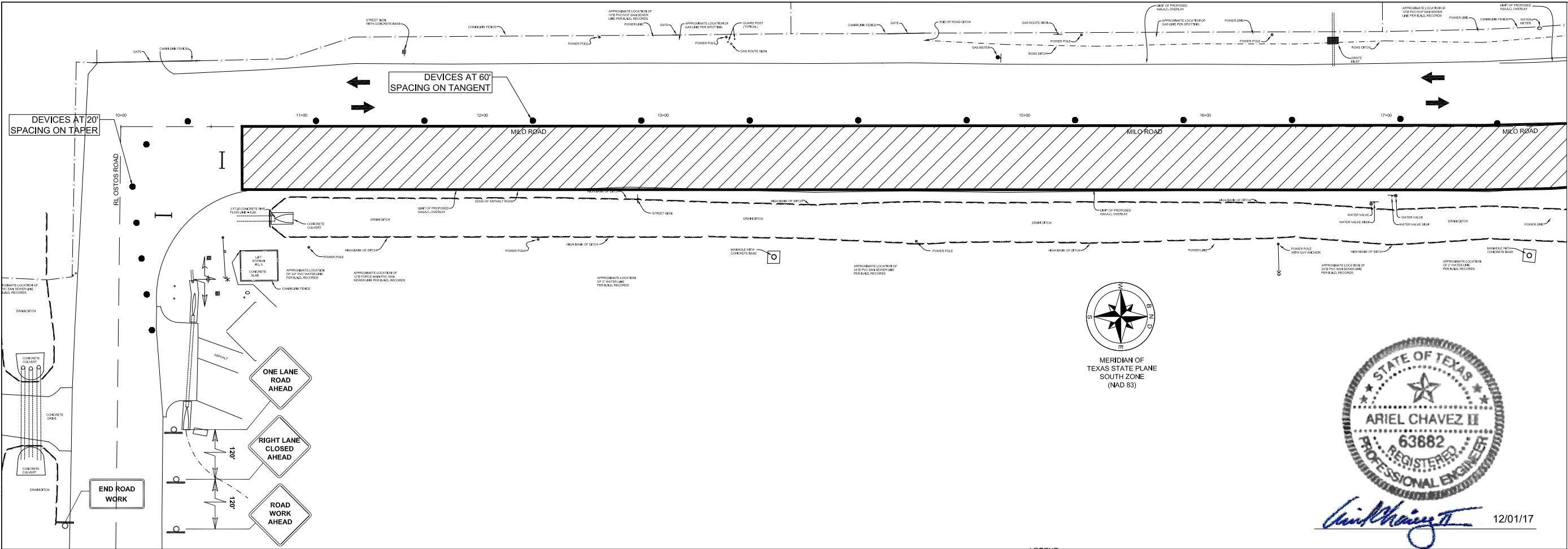


Texas Department of Transportation

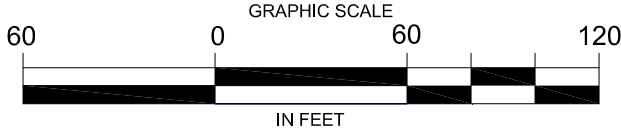
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	TEXAS	PHARR	CAMERON	06	275	OCTOBER 2017	1 OF 2

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**PORT OF BROWNSVILLE**  
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TRAFFIC CONTROL PLAN  
MILO ROAD  
PHASE 2



Texas Department of Transportation

FHWA	TEXAS DIVISION	FEDERAL AID PROJECT NUMBER	COUNTY	CAMERON
STATE	TEXAS	DISTRICT	PHARR	
CONTROL NO.	0921	SECTION NO.	06	JOB NO. 275
HIGHWAY NO.		DATE:	OCTOBER 2017	SHEET NO. 2 OF 2

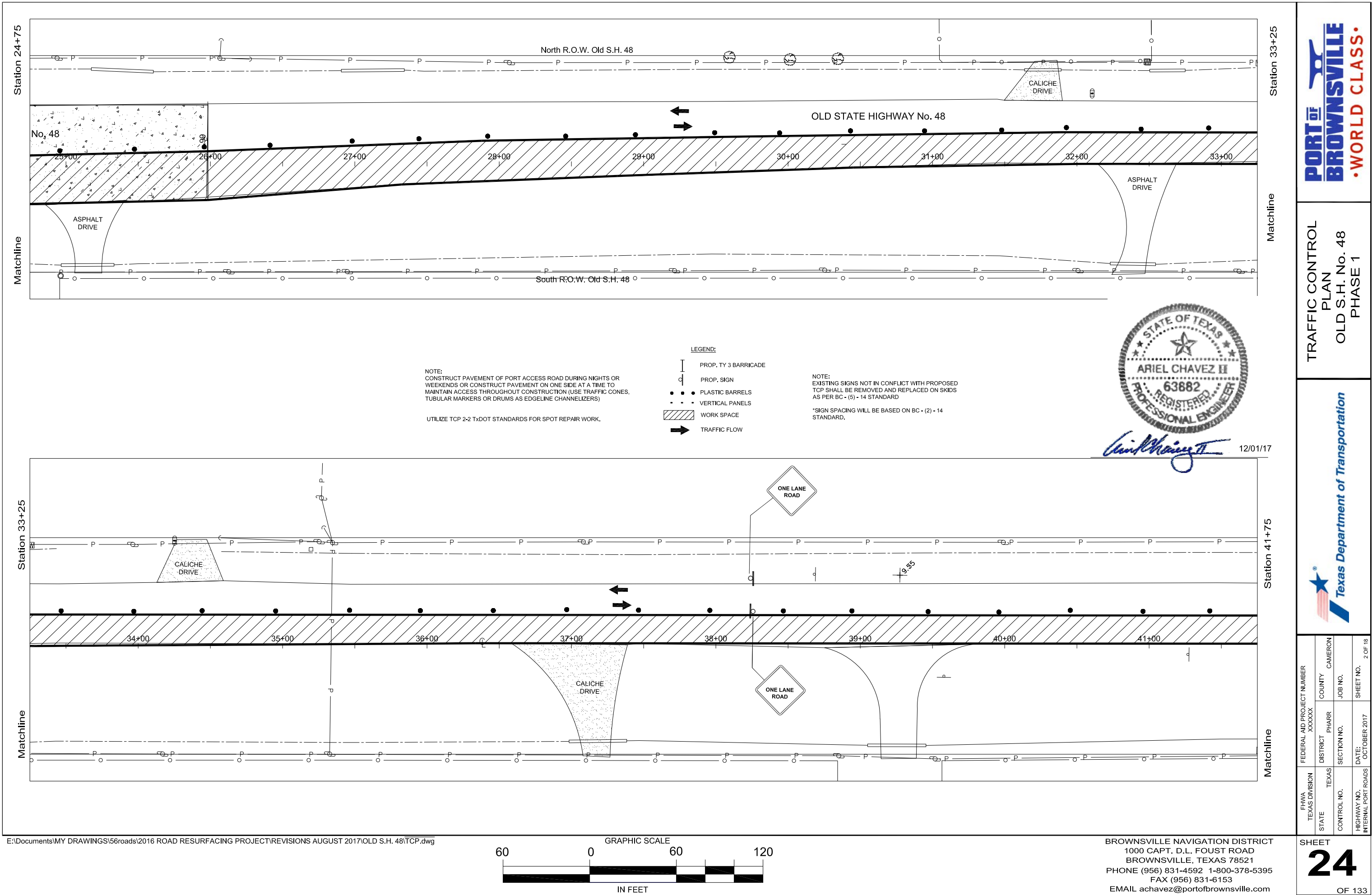
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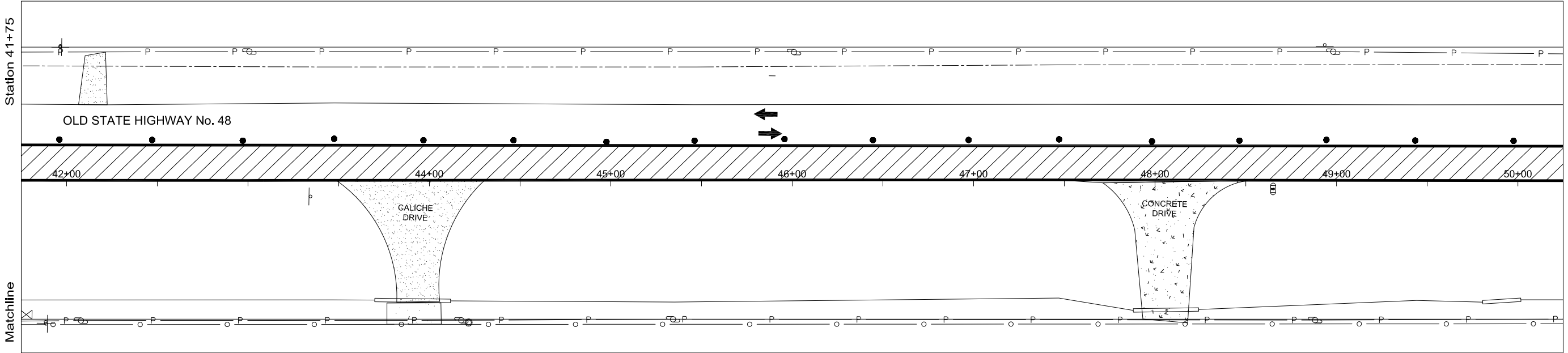
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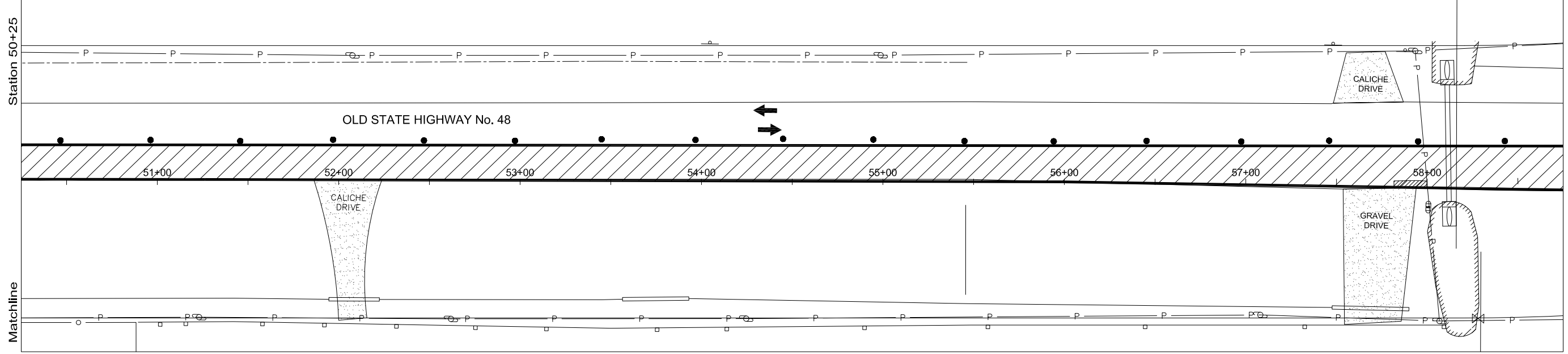
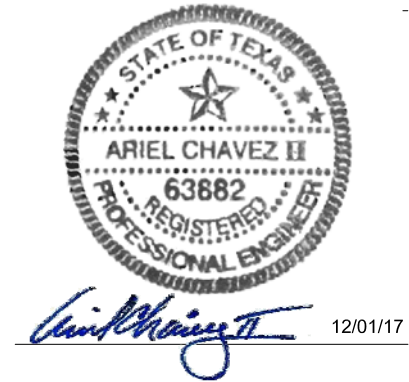
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UTILIZE TCP 2-2 TxDOT STANDARDS FOR SPOT REPAIR WORK.

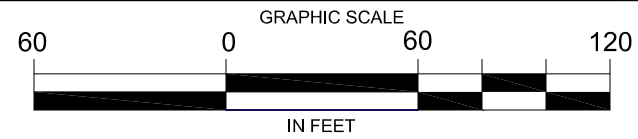
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\*SIGN SPACING WILL BE BASED ON BC - (2) - 14 STANDARD.



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BROWNSVILLE NAVIGATION DISTRICT  
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TRAFFIC CONTROL  
PLAN  
OLD S.H. No. 48  
PHASE 1



FHWA TEXAS DIVISION	FEDERAL AID PROJECT NUMBER XXXXXX	DISTRICT PHARR	COUNTY CAMERON	JOB NO.	SHEET NO. 3 OF 18
STATE	TEXAS	SECTION NO.	DATE: OCTOBER 2017		
CONTROL NO.	HIGHWAY NO. INTERNAL PORT ROADS				

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