

SUBJECT: PLANS AND PROPOSAL ADDENDUMS

PROJECT: F 2022(758)

CONTROL: 0374-06-022

COUNTY: HUDSPETH

LETTING: 06/29/2022

REFERENCE NO: 0615

PROPOSAL ADDENDUMS

PROPOSAL COVER

X BID INSERTS (SH. NO.: 9 OF 11)

X GENERAL NOTES (SH. NO.: A, P, R, S)

X SPEC LIST (SH. NO.: 3, 4)

X SPECIAL PROVISIONS:

ADDED: SP344-005

DELETED: 346---004

X SPECIAL SPECIFICATIONS:

ADDED: 3077

DELETED: 3080

X OTHER: PLAN SHEETS AND OTHER CHANGES

DESCRIPTION OF ABOVE CHANGES
(INCLUDING PLANS SHEET CHANGES)

***** BID INSERTS *****

ADDED THE FOLLOWING BID ITEMS: 3077-6022, 3077-6075

DELETED THE FOLLOWING BID ITEMS: 3080-6001, 3080-6029

***** GENERAL NOTES *****

SHEET A: REVISED ITEM IN TABLE 1 FROM 3080 TO 3077.

SHEET P: REVISED GENERAL NOTE FOR ITEM 666 TO REMOVE REFERENCE TO SMA AND SHOW SP-C INSTEAD.

SHEET R: REPLACED GENERAL NOTE FOR ITEM 3080 WITH ITEM 3077.

SHEET S: DELETE PARAGRAPH NOT RELATED TO ITEM 3077 AND REVISED GENERAL NOTE FOR ITEM 3085.

DESCRIPTION OF ABOVE CHANGES
(INCLUDING PLANS SHEET CHANGES)

(CONTINUED)

***** SPECIFICATIONS LIST *****

SHEET 3 OF 4: DELETE ITEM 3080 (300) (301) (320) (346) (520) (585) (3096)

ADD ITEM 3077 (300) (301) (316) (320) (342) (344) (347) (520) (585) (348) (3079)
(3081) (3082) (3096)

DELETE SPECIAL PROVISION TO ITEM 346 (346---004)

ADD SPECIAL PROVISION TO ITEM 344 (344---005)

***** PLAN SHEETS *****

SHEETS 007-014: REVISED PAVEMENT SURFACE COURSE ON TYPICAL SECTIONS.

SHEET 15, 15G - 15I: REFER TO GENERAL NOTES CHANGES AS NOTED ABOVE.

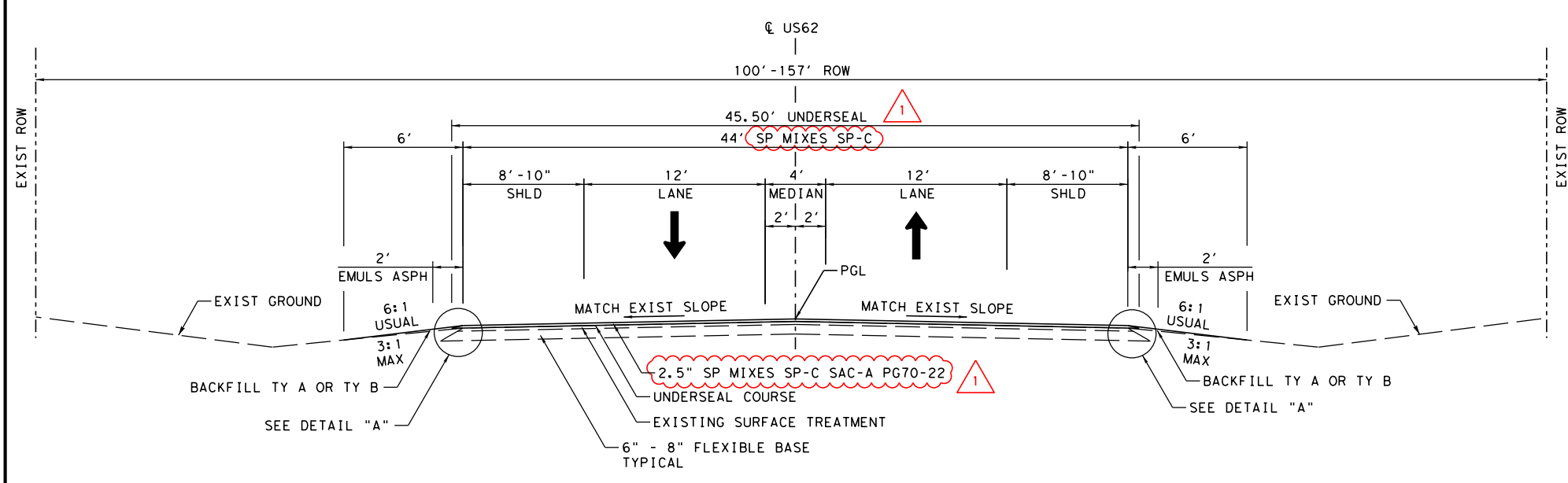
SHEET 16B: REPLACED ITEM 3080-6001 WITH ITEM 3077-6022 AND ITEM
3080-6029 WITH ITEM 3077-6075.

SHEET 20: ADDED NOTE 5 FOR BLADING WORK.

SHEET 21: REMOVED ITEM 3080-6001 AND 3080-6029. ADD ITEM 3077-6022 AND
3077-6075. QUANTITIES REMAINED THE SAME.

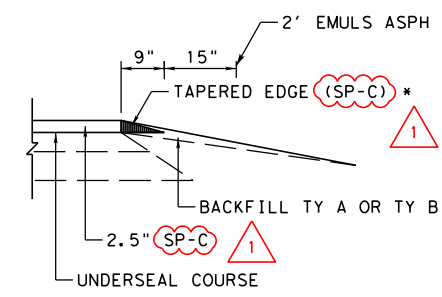
SHEET 37-38: REVISED A NOTE TO REMOVE REFERENCE TO SMA TO REFERENCE
SP-C INSTEAD.

SHEET 256: REVISED LONGITUDINAL DETAIL WITH SP-C AND NOTE 3 TO SHOW
ITEM 3077 SP-C.



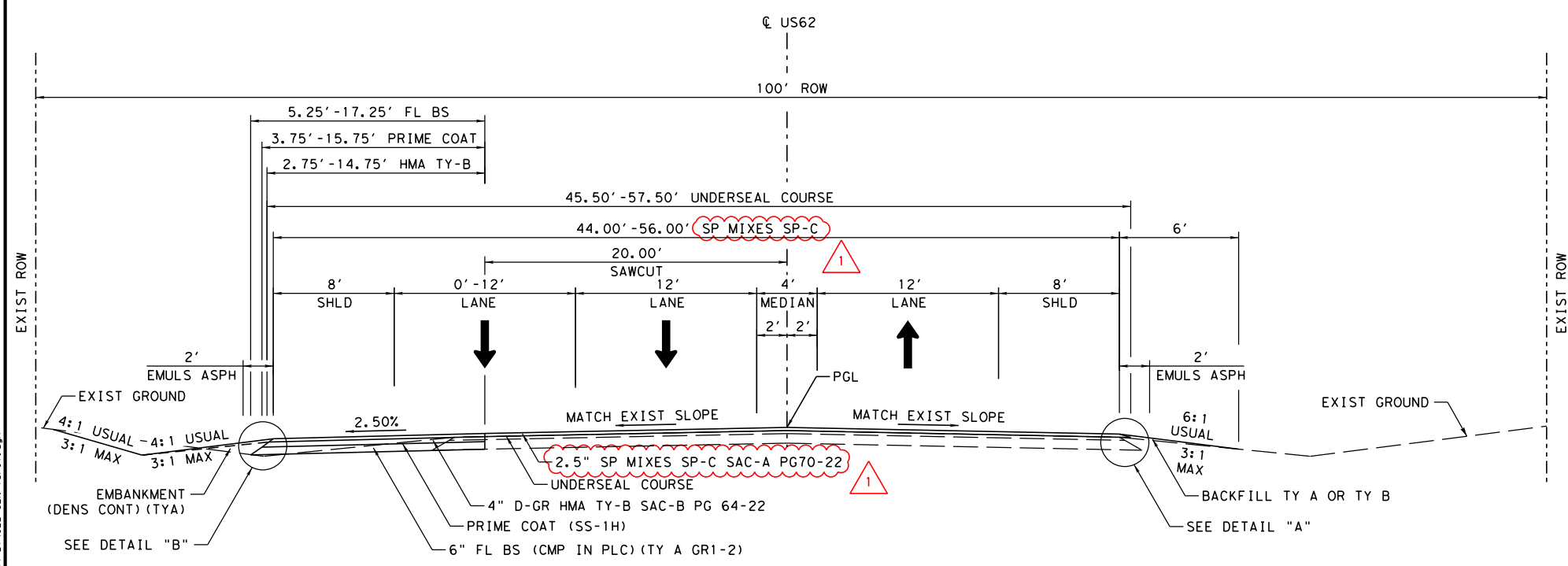
US 62/180 PROPOSED TYPICAL SECTION

STA 3021+50.00 TO STA 3055+60.00
 STA 3187+77.00 TO STA 3200+00.00
 STA 3305+20.00 TO STA 3428+45.00
 STA 3550+03.00 TO STA 3637+50.00
 STA 3730+20.00 TO STA 3756+80.00
 STA 3849+50.00 TO STA 3863+50.00



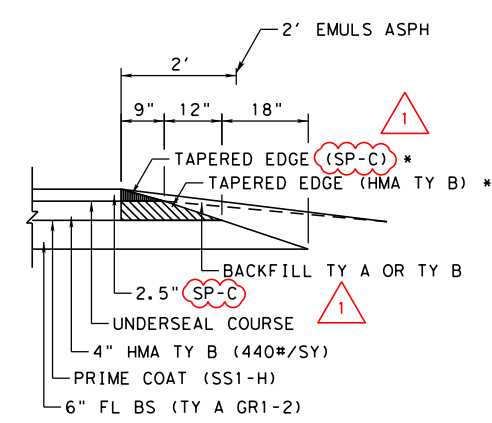
DETAIL "A"

△ TAPERED EDGE QUANTITIES
 * SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
 NOTE: SEE TE(HMAC)-11 FOR ADDITIONAL INFORMATION



US 62/180 PROPOSED TYPICAL SECTION

STA 3055+60.00 TO STA 3064+60.00
 STA 3428+45.00 TO STA 3437+45.00
 STA 3756+80.00 TO STA 3765+80.00
 STA 3845+00.00 TO STA 3849+50.00



DETAIL "B"

△ TAPERED EDGE QUANTITIES
 * SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
 ** HMA TY B - (EST. @ 3.06 TONS/STA PER EDGE)

6/14/22	WT	1	REVISED PAVEMENT SURFACE COURSE
DATE	BY	REV	REVISION



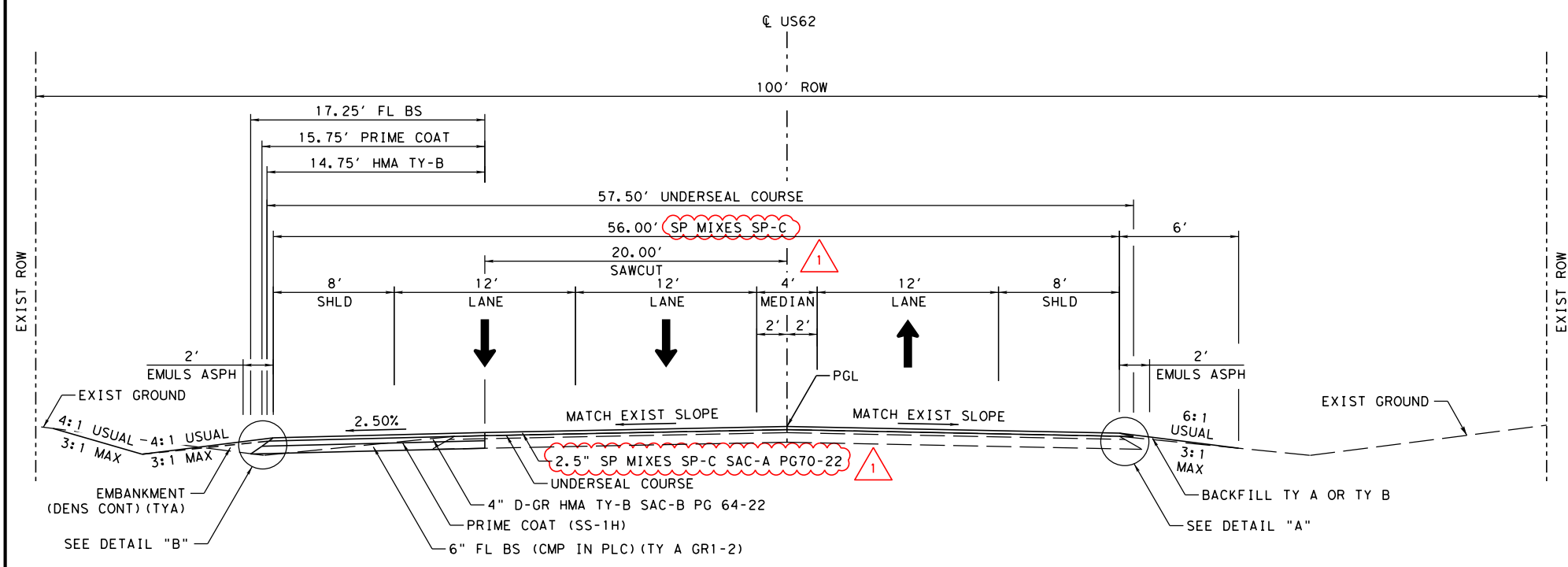
US 62/180
 PROPOSED
 TYPICAL SECTIONS

SCALE: N. T. S. SHEET 1 OF 8

FED RD DIV NO	FEDERAL AID PROJECT NO.	HIGHWAY
6	SEE TITLE SHEET	US 62/180
STATE	DISTRICT	COUNTY
TEXAS	ELP	HUDSPETH
CONTROL	SECTION	JOB
0374	06	022

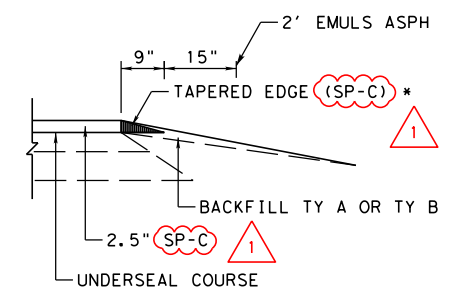
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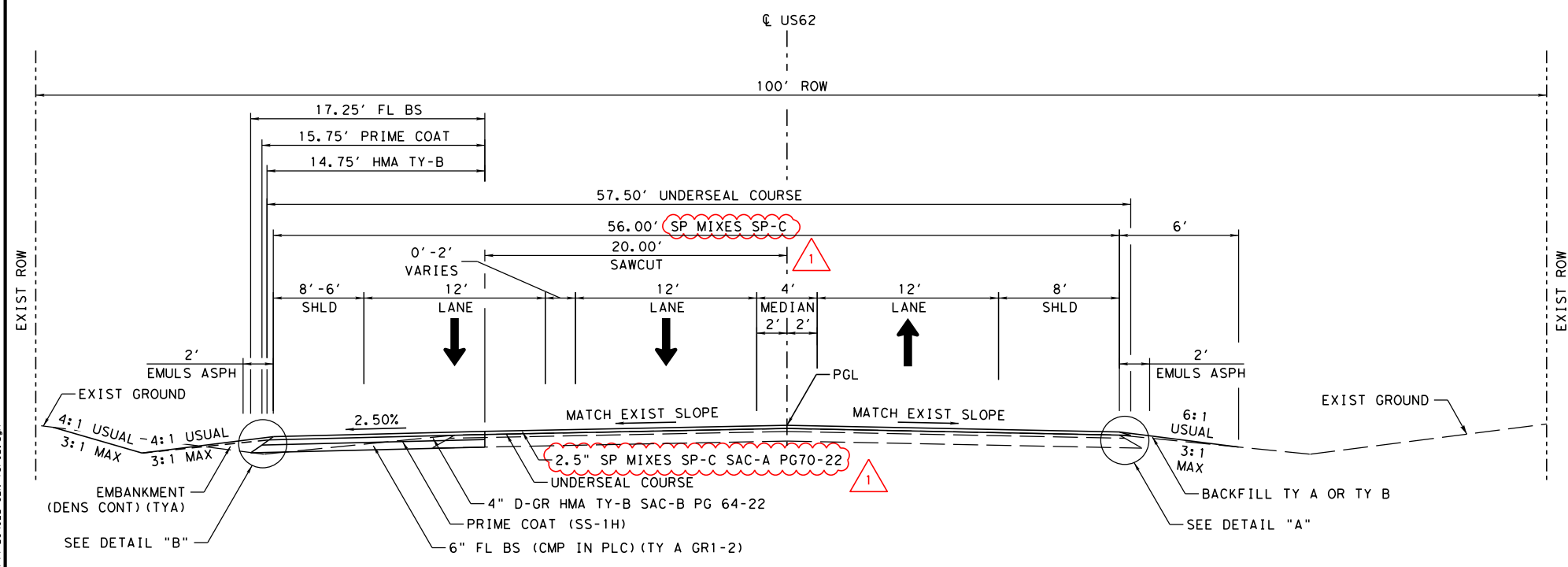
US 62/180 PROPOSED TYPICAL SECTION

STA 3064+60.00 TO STA 3154+40.00
 STA 3437+45.00 TO STA 3516+65.00
 STA 3765+80.00 TO STA 3845+00.00



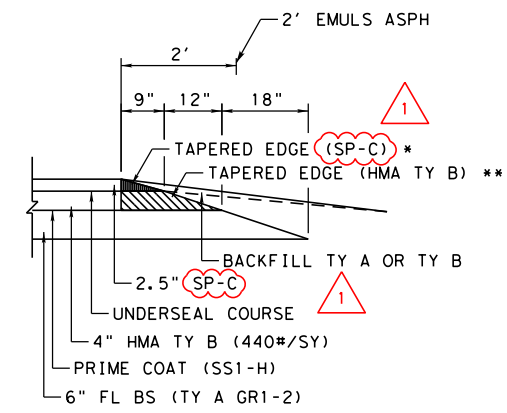
DETAIL "A"

△ TAPERED EDGE QUANTITIES
 * SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
 NOTE: SEE TE(HMAC)-11 FOR ADDITIONAL INFORMATION



US 62/180 PROPOSED TYPICAL SECTION

STA 3154+40.00 TO STA 3155+90.00
 STA 3516+65.00 TO STA 3518+15.00



DETAIL "B"

△ TAPERED EDGE QUANTITIES
 * SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
 ** HMA TY B - (EST. @ 3.06 TONS/STA PER EDGE)

6/14/22	WT	1	REVISED PAVEMENT SURFACE COURSE
DATE	BY	REV	REVISION

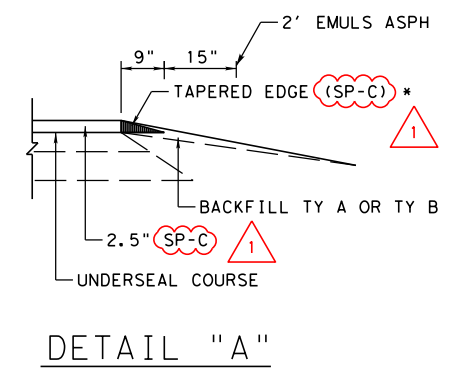
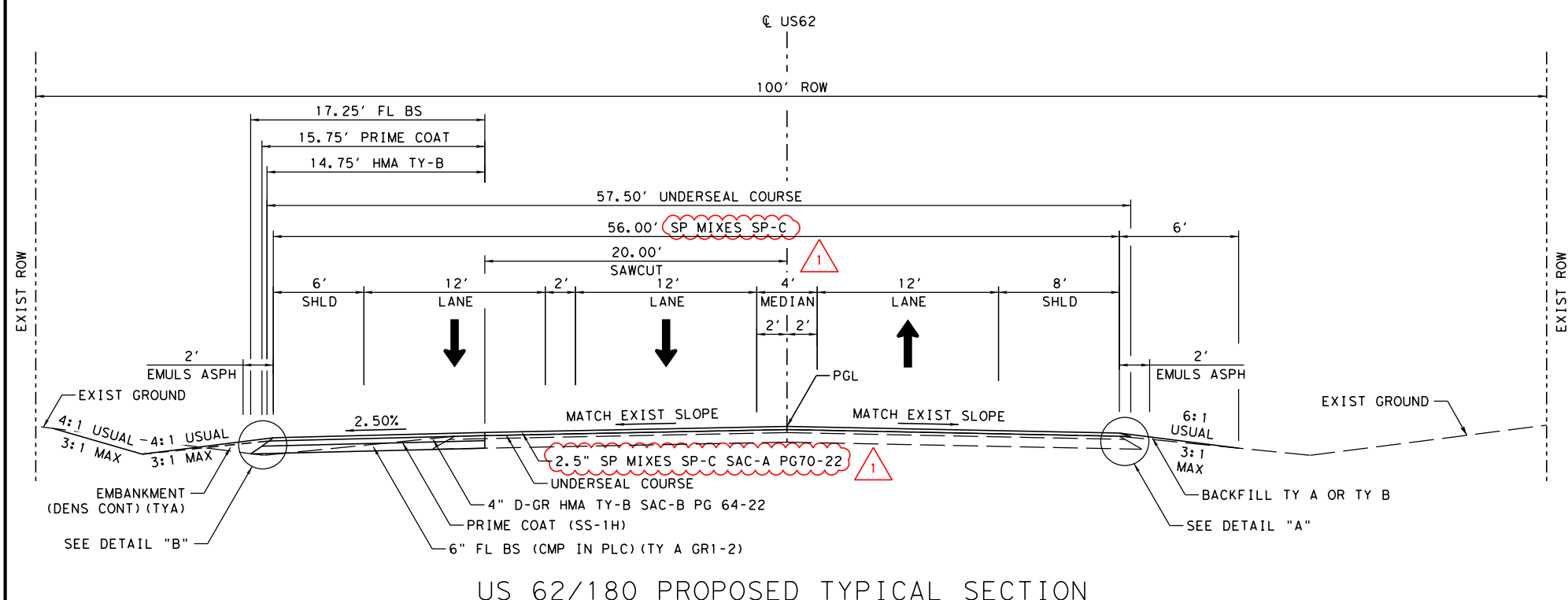


US 62/180
 PROPOSED
 TYPICAL SECTIONS

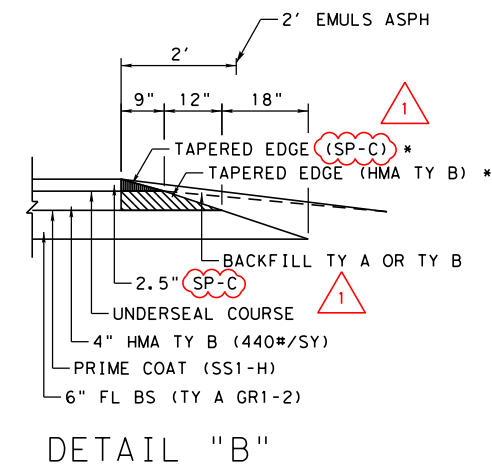
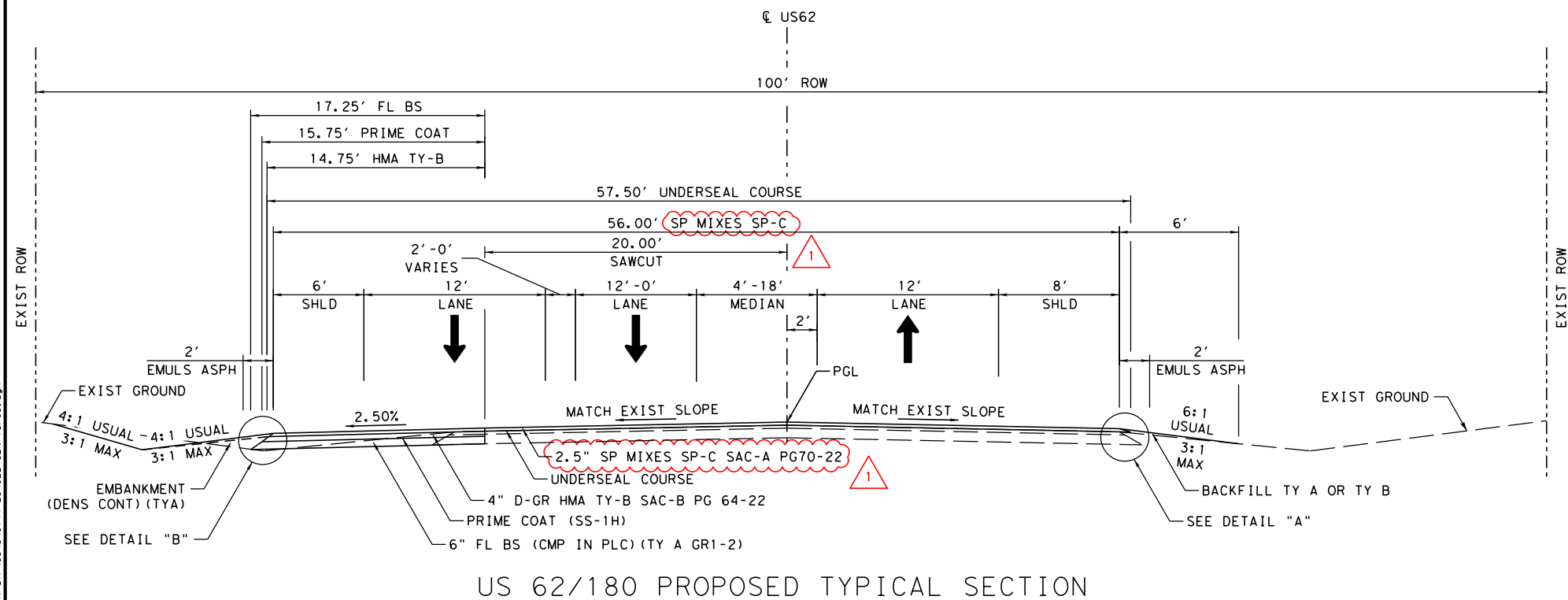
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FED RD DIV NO	FEDERAL AID PROJECT NO.	HIGHWAY
6	SEE TITLE SHEET	US 62/180
STATE	DISTRICT	COUNTY
TEXAS	ELP	HUDSPETH
CONTROL	SECTION	JOB
0374	06	022

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△ TAPERED EDGE QUANTITIES
* SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
NOTE: SEE TE(HMAC)-11 FOR ADDITIONAL INFORMATION



△ TAPERED EDGE QUANTITIES
* SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
** HMA TY B - (EST. @ 3.06 TONS/STA PER EDGE)

6/14/22	WT	1	REVISED PAVEMENT SURFACE COURSE
DATE	BY	REV	REVISION

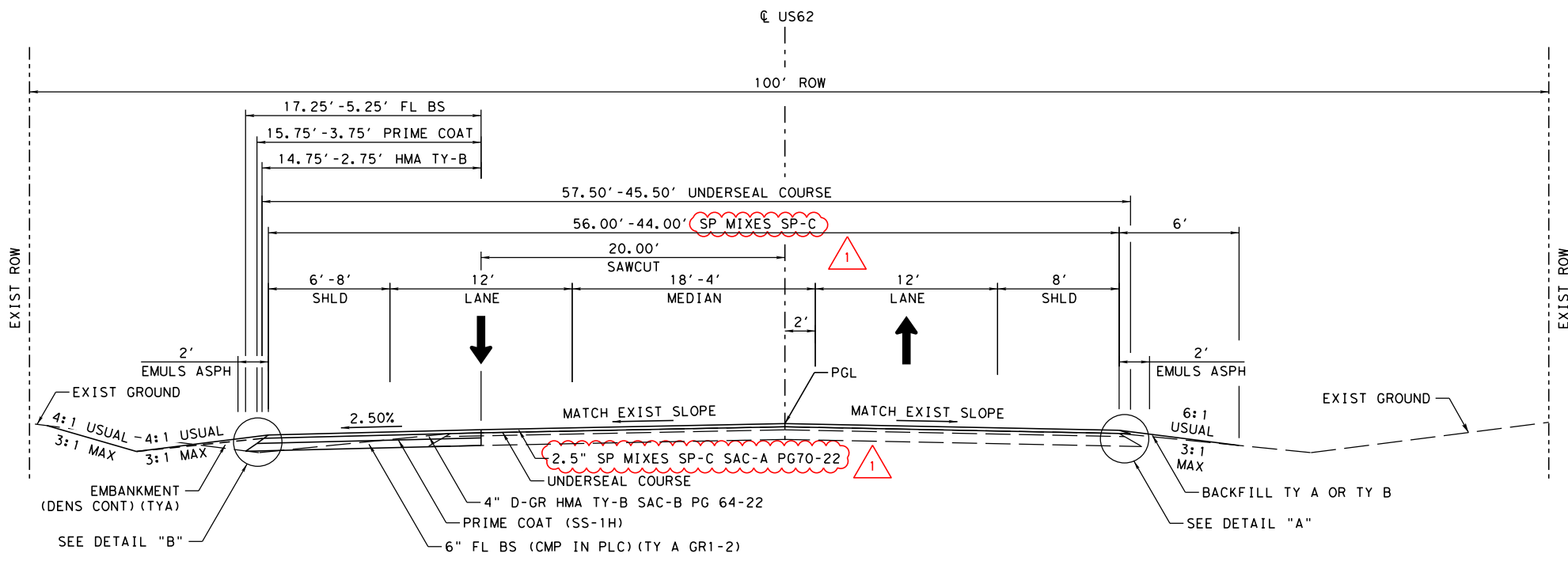


**US 62/180
PROPOSED
TYPICAL SECTIONS**

SCALE: N. T. S. SHEET 3 OF 8

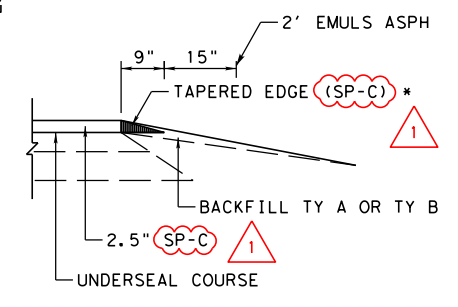
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6	SEE TITLE SHEET	US 62/180	
STATE	DISTRICT	COUNTY	SHEET NO
TEXAS	ELP	HUDSPETH	9
CONTROL	SECTION	JOB	
0374	06	022	

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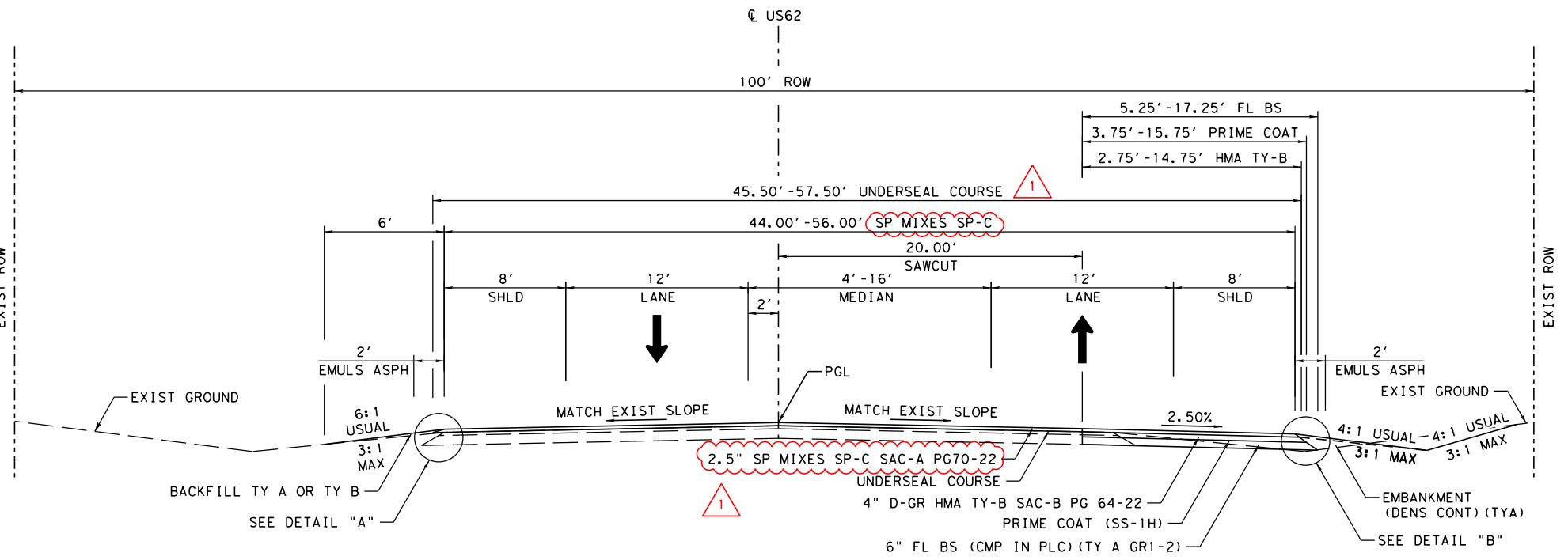
US 62/180 PROPOSED TYPICAL SECTION

STA 3183+27.00 TO STA 3187+77.00
 STA 3545+53.00 TO STA 3550+03.00



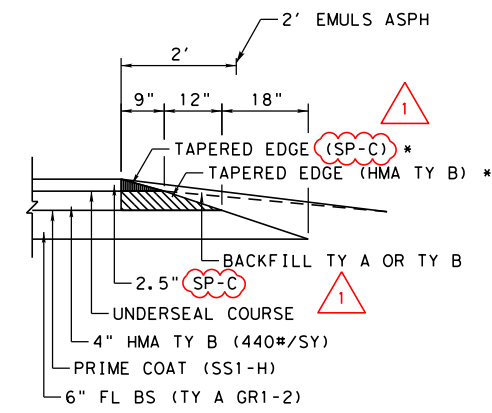
DETAIL "A"

△ TAPERED EDGE QUANTITIES
 * SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
 NOTE: SEE TE(HMAC)-11 FOR ADDITIONAL INFORMATION



US 62/180 PROPOSED TYPICAL SECTION

STA 3200+00.00 TO STA 3204+50.00



DETAIL "B"

△ TAPERED EDGE QUANTITIES
 * SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
 ** HMA TY B - (EST. @ 3.06 TONS/STA PER EDGE)

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DATE	BY	REV	REVISION

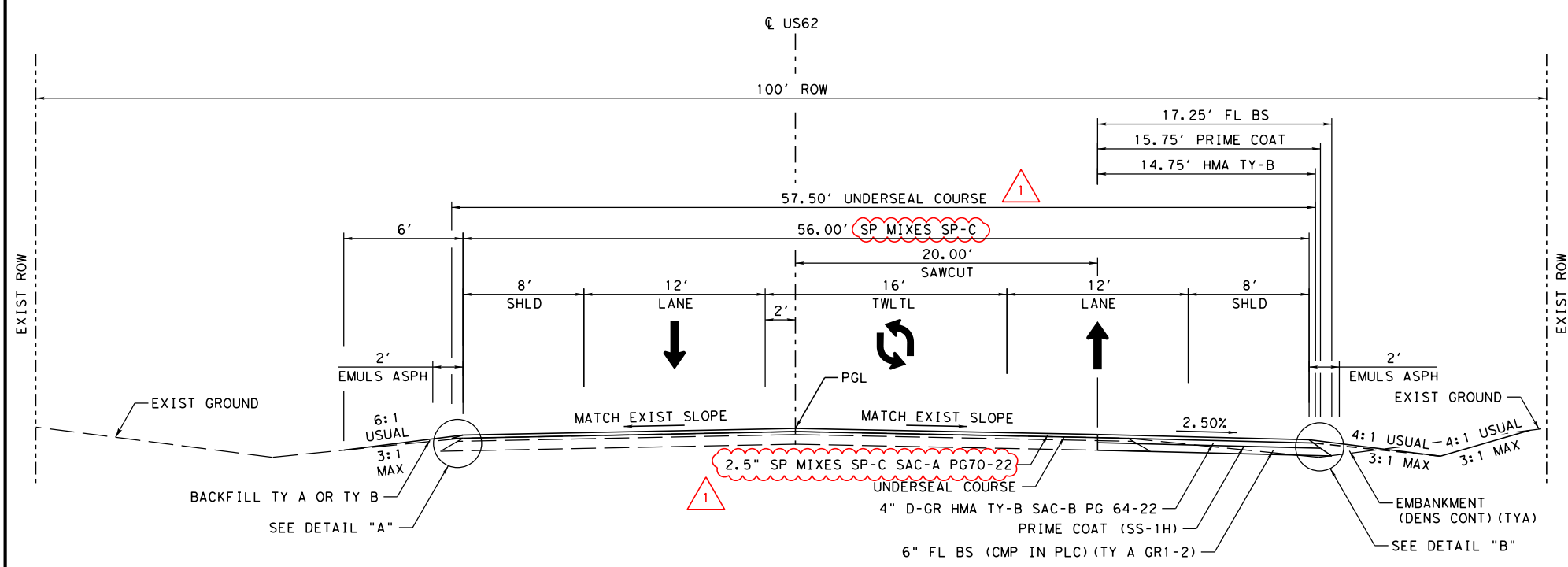


US 62/180
 PROPOSED
 TYPICAL SECTIONS

SCALE: N. T. S. SHEET 4 OF 8

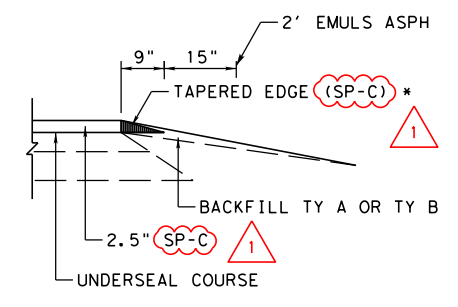
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6	SEE TITLE SHEET	US 62/180	
STATE	DISTRICT	COUNTY	SHEET NO
TEXAS	ELP	HUDSPETH	10
CONTROL	SECTION	JOB	
0374	06	022	

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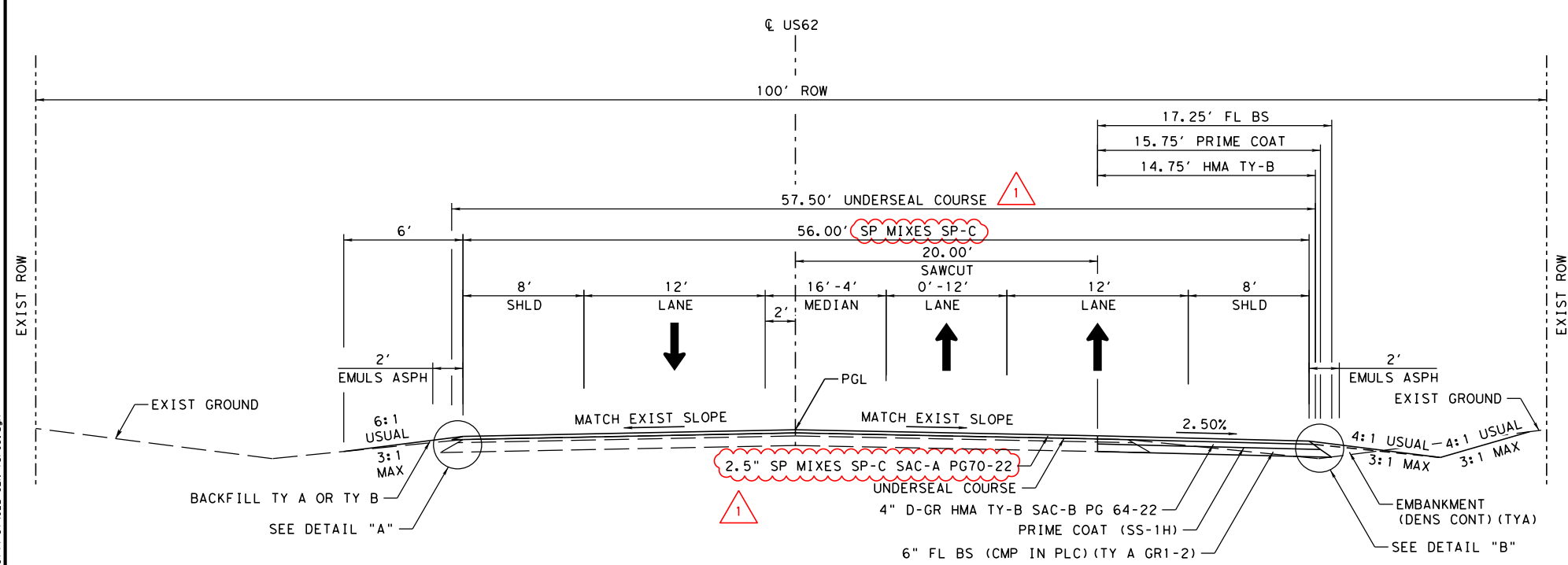
US 62/180 PROPOSED TYPICAL SECTION

STA 3204+50.00 TO STA 3212+50.00



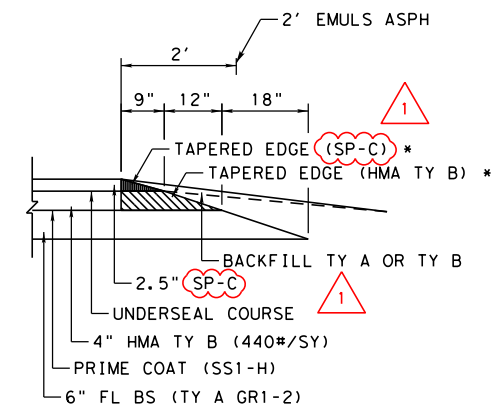
DETAIL "A"

△ TAPERED EDGE QUANTITIES
 * SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
 NOTE: SEE TE(HMAC)-11 FOR ADDITIONAL INFORMATION



US 62/180 PROPOSED TYPICAL SECTION

STA 3212+50.00 TO STA 3217+00.00



DETAIL "B"

△ TAPERED EDGE QUANTITIES
 * SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
 ** HMA TY B - (EST. @ 3.06 TONS/STA PER EDGE)

6/14/22	WT	1	REVISED PAVEMENT SURFACE COURSE
DATE	BY	REV	REVISION

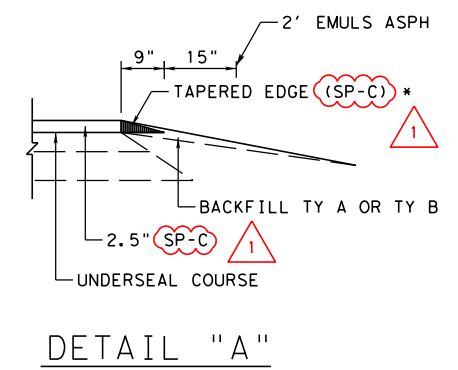
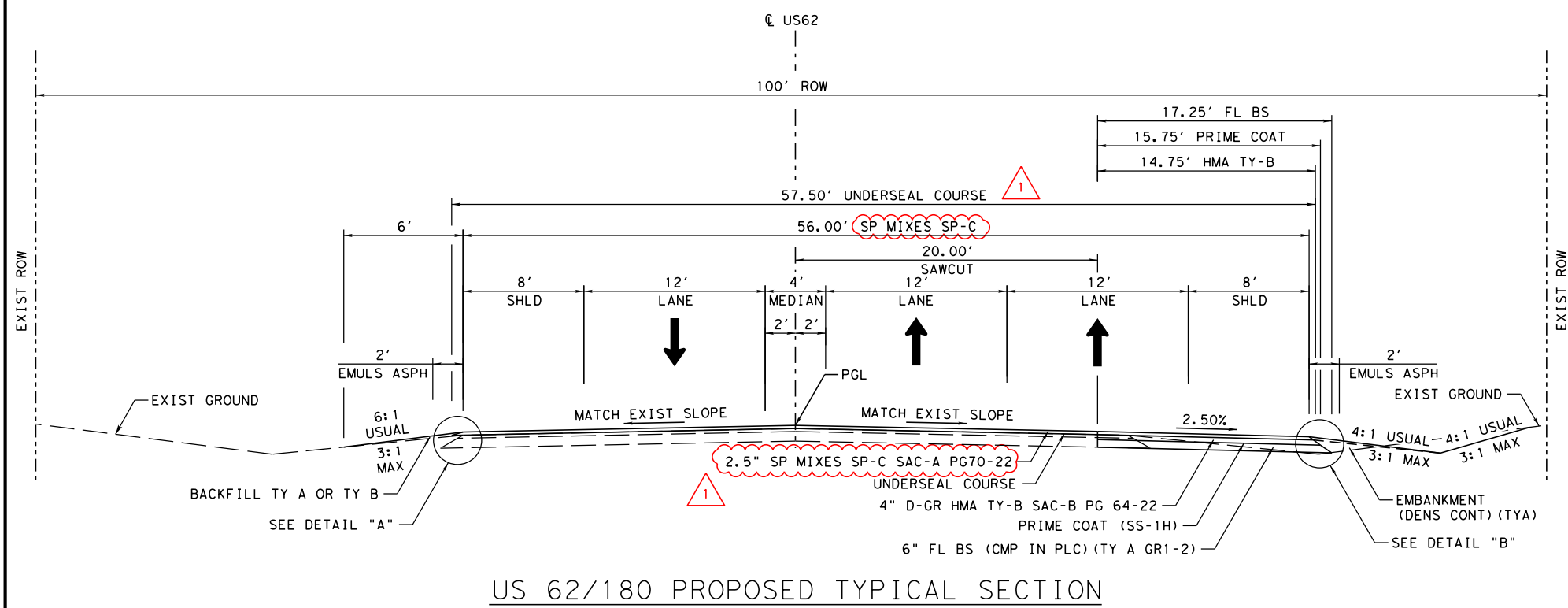


US 62/180
 PROPOSED
 TYPICAL SECTIONS

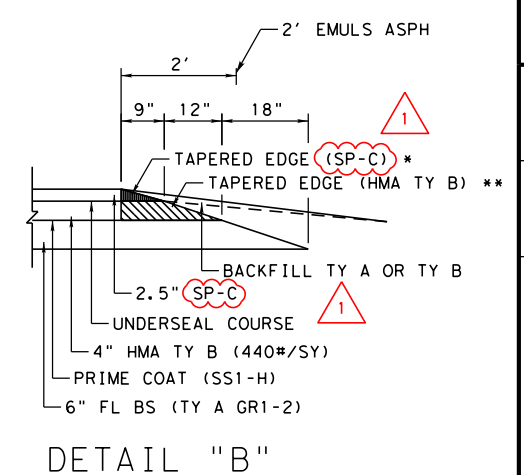
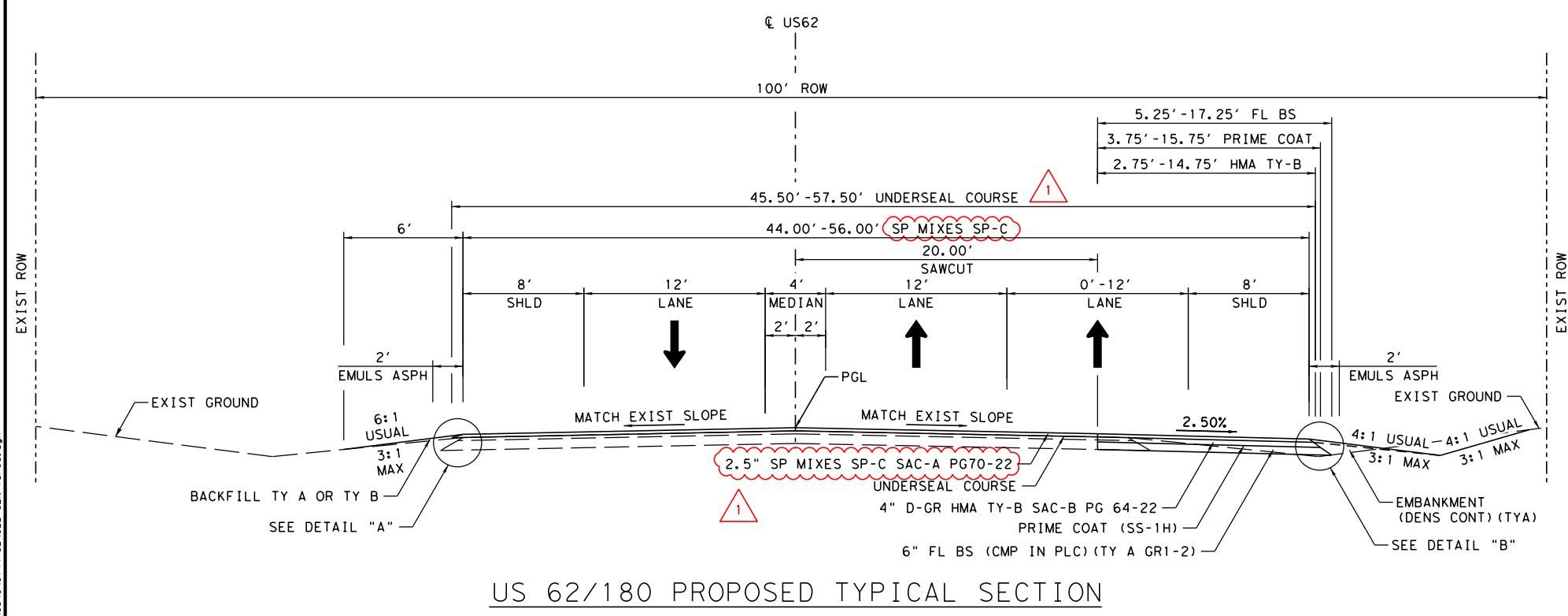
SCALE: N. T. S. SHEET 5 OF 8

FED RD DIV NO	FEDERAL AID PROJECT NO.	HIGHWAY
6	SEE TITLE SHEET	US 62/180
STATE	DISTRICT	COUNTY
TEXAS	ELP	HUDSPETH
CONTROL	SECTION	JOB
0374	06	022

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△ TAPERED EDGE QUANTITIES
 * SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
 NOTE: SEE TE(HMAC)-11 FOR ADDITIONAL INFORMATION



△ TAPERED EDGE QUANTITIES
 * SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
 ** HMA TY B - (EST. @ 3.06 TONS/STA PER EDGE)

6/14/22	WT	1	REVISED PAVEMENT SURFACE COURSE
DATE	BY	REV	REVISION

WEIYIH TEE
 98478
 LICENSED PROFESSIONAL ENGINEER
 6/14/2022

Stantec
 Engineered by Stantec Consulting Services Inc.
 Texas Registered Engineering Firm F-6324

Texas Department of Transportation

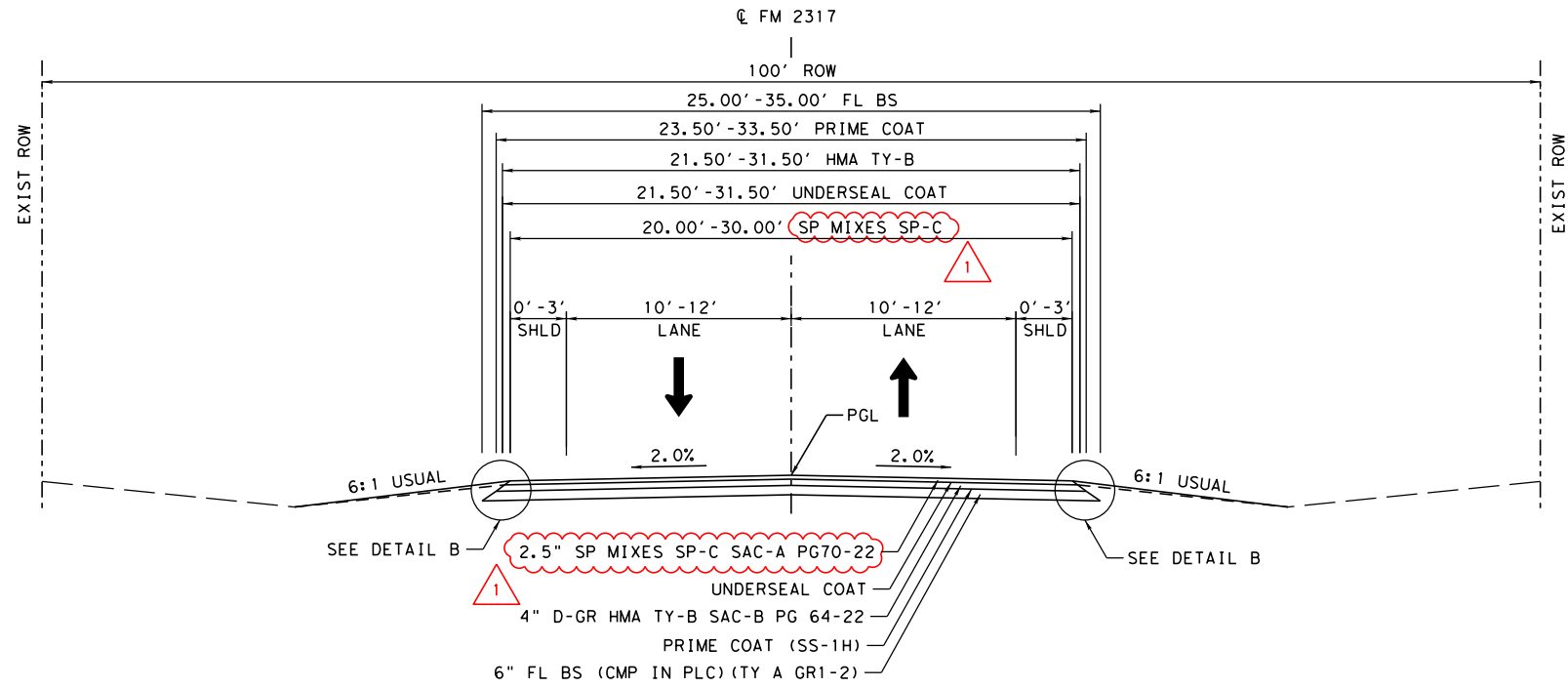
US 62/180
PROPOSED
TYPICAL SECTIONS

SCALE: N. T. S. SHEET 6 OF 8

FED RD DIV NO	FEDERAL AID PROJECT NO.	HIGHWAY
6	SEE TITLE SHEET	US 62/180
STATE	DISTRICT	COUNTY
TEXAS	ELP	HUDSPETH
CONTROL	SECTION	JOB
0374	06	022

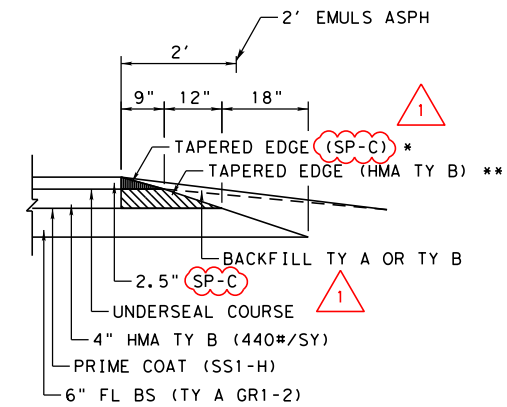
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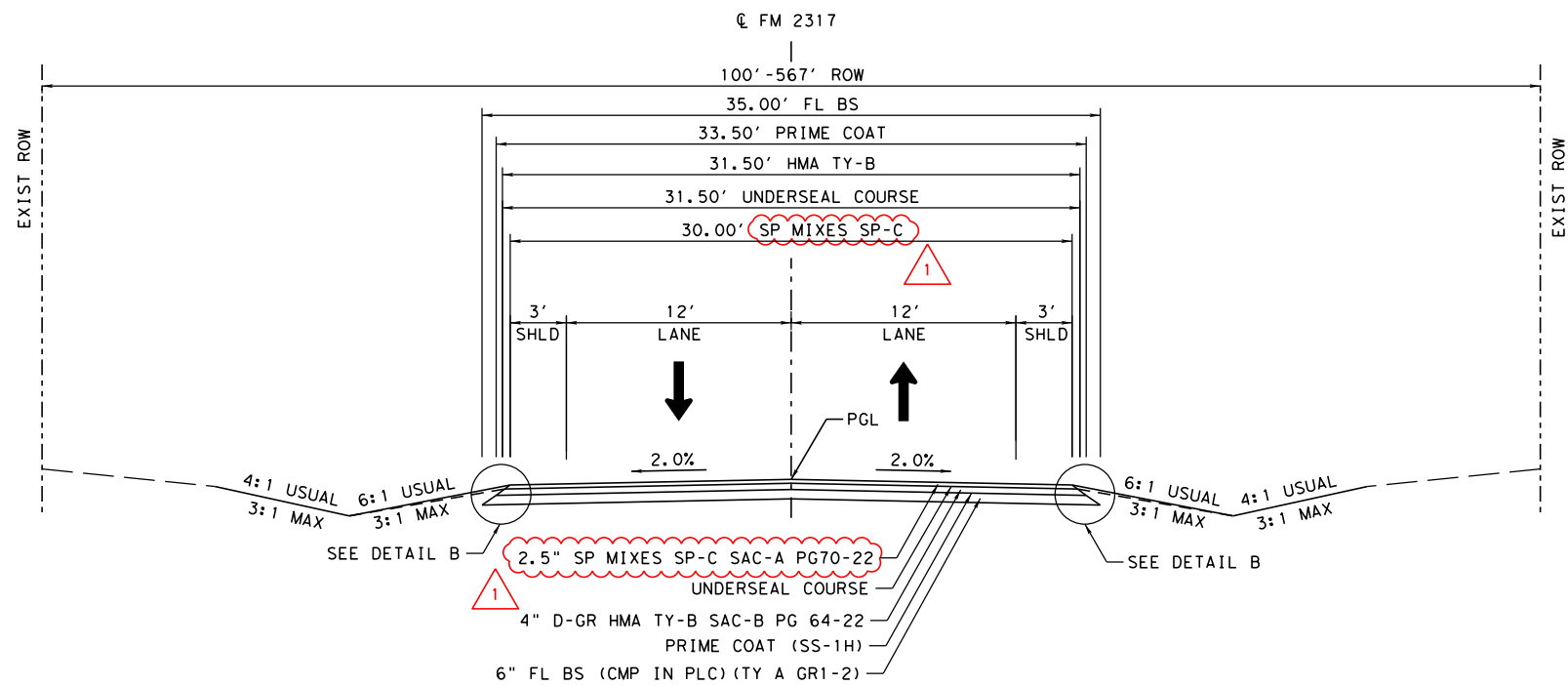
FM 2317 PROPOSED TYPICAL SECTION

STA 196+60.00 TO STA 197+36.34



DETAIL "B"

△ TAPERED EDGE QUANTITIES
 * SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
 ** HMA TY B - (EST. @ 3.06 TONS/STA PER EDGE)



FM 2317 PROPOSED TYPICAL SECTION

STA 197+36.34 TO STA 199+78.00

DATE	BY	REV	REVISION
6/14/22	WT	1	REVISED PAVEMENT SURFACE COURSE

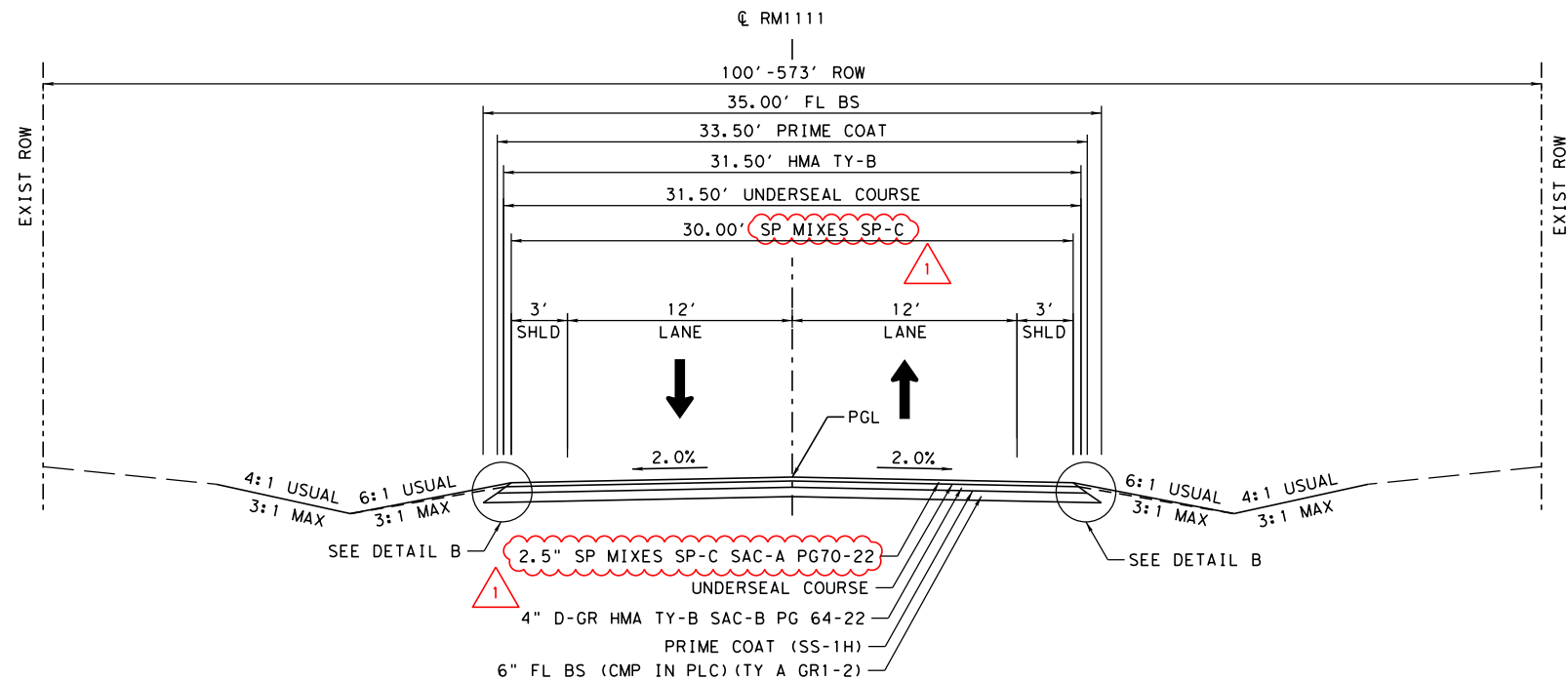


**US 62/180
 PROPOSED
 TYPICAL SECTIONS**

SCALE: N. T. S. SHEET 7 OF 8

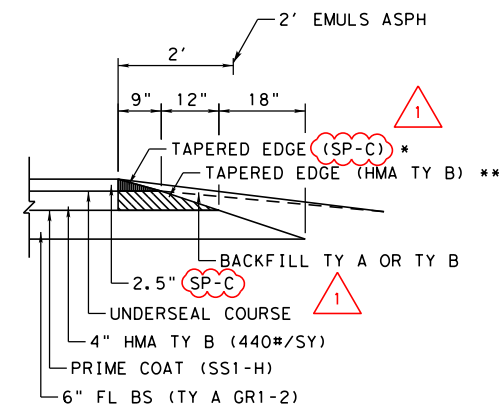
FED RD DIV NO	FEDERAL AID PROJECT NO.	HIGHWAY	
6	SEE TITLE SHEET	US 62/180	
STATE	DISTRICT	COUNTY	SHEET NO
TEXAS	ELP	HUDSPETH	13
CONTROL	SECTION	JOB	
0374	06	022	

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RM 1111 PROPOSED TYPICAL SECTION

STA 196+00.00 TO STA 199+78.00



DETAIL "B"

- △ TAPERED EDGE QUANTITIES
- * SP-C - (EST. @ 0.57 TONS/STA PER EDGE)
 - ** HMA TY B - (EST. @ 3.06 TONS/STA PER EDGE)

DATE	BY	REV	REVISION
6/14/22	WT	1	REVISED PAVEMENT SURFACE COURSE



Stantec
 Engineered by Stantec Consulting Services Inc.
 Texas Registered Engineering Firm F-6324



US 62/180
PROPOSED
TYPICAL SECTIONS

SCALE: N. T. S. SHEET 8 OF 8

FED RD DIV NO	FEDERAL AID PROJECT NO.	HIGHWAY	
6	SEE TITLE SHEET	US 62/180	
STATE	DISTRICT	COUNTY	SHEET NO
TEXAS	ELP	HUDSPETH	14
CONTROL	SECTION	JOB	
0374	06	022	

CONTROL: 0374-06-022

COUNTY: HUDSPETH

HIGHWAY: US 62/180

CONTROL: 0374-06-022

SHEET 15

COUNTY: HUDSPETH


HIGHWAY: US 62/180

***** GENERAL NOTES *****

2014 Specification Book (Revised: August 26, 2020)

Specification Data

Table 1
Basis of Estimate

Item	Description	Rate
310	Prime Coat (SS-1H)	0.20 gal./sq.yd.
314	Emulsified Asphalt Treatment (Erosion Control)	9.0 gal./STA
3076	Dense-Graded Hot-Mix Asphalt Tack Coat (TRAIL) ²	1 in. = 110 lb./sq.yd. 0.15 gal./sq.yd.
3077	Superpave Mixtures Tack Coat (TRAIL) ² 	1 in. = 110 lb./sq.yd. 0.15 gal./sq.yd.
3085	Underseal Course: Refer to Item 3085 general note for material information	Refer to Item 3085 general note for rates

1. Deviation from the rates shown will require approval.
2. Tack Coat to be applied to each layer as directed by the Engineer. Rate shown is based on the desired residual application of 0.10 gal./sq.yd.

General Requirements

Maintain the entire project area in a neat and orderly manner throughout the duration of the work. Remove all construction litter and undesirable vegetation within the right of way inside the project limits. This work will be subsidiary to the various bid items.

General Project Description – This project consists of the construction of SP2 – Super-2 highway on US 62 in Hudspeth County, TX.

TRAFFIC

Contact the Engineer or the City when construction operations are within 400 feet of an illumination pole to determine/verify the location of conduit, ground-boxes, etc. Repair or replace any illumination equipment damaged by construction operations. The method of repair or replacement shall be pre-approved and inspected. This work shall be completed at the Contractor's expense.

Inform the Engineer and the respective utility companies, when it becomes apparent that the utility lines will interfere with the work in progress.

Contractor questions on this project are to be addressed to the following individual(s):

Monica Ruiz, P.E.
District Construction Engineer
Monica.Ruiz@txdot.gov

Aldo Madrid, P.E.
Director of Construction
Aldo.Madrid@txdot.gov

Contractor questions will be accepted through email, phone, and in person by the above individuals.

All contractor questions will be reviewed by the Engineer. Once a response is developed, it will be posted to TxDOT's Public FTP at the following Address:

<https://ftp.dot.state.tx.us/pub/txdot-info/Pre-Letting%20Responses/>

All questions submitted that generate a response will be posted through this site. The site is organized by District, Project Type (Construction or Maintenance), Letting Date, CCSJ/Project Name.

ITEM 4 – SCOPE OF WORK

Schedule and perform all work to assure proper drainage during the course of construction. All labor, tools, equipment and supervision required, to ensure drainage, removal, and handling of water shall be considered incidental work.

ITEM 5 – CONTROL OF WORK

The Department will furnish horizontal and vertical reference points. Contractor must verify horizontal and vertical reference points with conventional survey methods before proceeding with construction activities. Verification must be submitted for review and approval to the Department's R.P.L.S. prior to start of construction. Any discrepancies not reported will be at no additional cost to the Department.

Plan datum for this project is NAD 83 for horizontal and NAVD 88 for elevation based.

Electronic earthwork cross sections are available upon request, at bidding Contractor's expense, at the Area Engineer's office.

Keep traveled surfaces used in hauling operations clear and free of dirt or other material.

Existing pavement, utilities, structures, etc. damaged as a result of the operations will be repaired at no additional cost to the Department.

Protect from damage and destruction all areas of the right of way, which are not included in the actual limits of the proposed construction areas. Exercise care to prevent damage to trees, vegetation, and other natural features.

Protect trees, shrubs, and other landscape features from abuse, marring, or damage within the actual construction and/or fenced protection areas designated for preservation. Restore any area disturbed or damaged to a condition "as good as" or "better than" prior to start of construction operation. This work will be at the Contractor's expense.

Contractor to coordinate with Dell Telephone Cooperative, Inc. representative Canuto Mariscal at (432) 940-6654 or Marcos Morales at (432) 940-5418 to locate the lines before beginning work to identify any utility conflict. Notify the Engineer immediately of utility conflicts. The Dell Telephone Cooperative, Inc is responsible for any required utility adjustments in timely manner to avoid any effects on construction.

CONTROL: 0374-06-022

COUNTY: HUDSPETH

HIGHWAY: US 62/180

When conduit is to be installed where riprap presently exists, take care in breaking the existing riprap for placement of the conduit. Do not break out a greater area that is required for placement of the conduit. Replace broken riprap with Class "C" concrete to the exact slope, pattern, color and thickness of the existing riprap. Replacement of riprap will be subsidiary to this Item.

ITEM 624 – GROUND BOXES

Remove all conductors in ground boxes as shown on the plans to be abandoned. Payment for removal of conductors will be subsidiary to this Item.

ITEM 644 – SMALL ROADSIDE SIGN ASSEMBLIES

Stake all sign locations and receive approval prior to sign placement.

The 2-1/2 inch, Schedule 10 post will meet the following requirements:

- 0.120 in. nominal wall thickness
- Seamless or electric resistance welded steel tubing or pipe
- Steel will be HSLAS Grade 55 per ASTM A1011 or ASTM A1008

Other steel may be used, if it meets the following:

- 55,000 psi minimum yield strength
- 70,000 psi minimum tensile strength
- 20% minimum elongation in 2 in.
- Wall thickness (uncoated) to be within the range of 0.108 in. to 0.132 in. galvanization per ASTM A123 or ASTM A653 G90

For pre-coated steel tubing (ASTM A653), recoat tube outside diameter weld seam by metalizing with zinc wire per ASTM B833.

Verify all post lengths to ensure the proper sign height. Remove and replace any sign installed incorrectly. This work will be done at no expense to the Department.

Provide Texas Universal Triangular Slip Base clamp type for all signs as shown on SMD (Slip-1)-08.

As directed, some regulatory and guide signs will be relocated before construction begins. Mark and locate each reference marker perpendicular to the road and along the right of way, or as directed, prior to removal. Re-erect reference markers at their original location upon completion of construction.

ITEM 658 – DELINEATOR AND OBJECT MARKER ASSEMBLIES

Verify all locations with the Engineer prior to installation.

Removal and proper disposal of all existing delineators, object markers, and any non-standard hardware assemblies are not paid directly, but will be considered subsidiary to pertinent items for payment.

CONTROL: 0374-06-022

SHEET 15G

COUNTY: HUDSPETH

HIGHWAY: US 62/180

ITEM 662 – WORK ZONE PAVEMENT MARKINGS

In those areas where existing pavement markings are to be covered or removed, field locate and record the existing pavement markings by survey or other approved method by the Engineer as directed. Place final striping on these locations.

Remove and properly dispose of tabs upon completion of the final striping. This work is considered subsidiary to various bid items.

ITEM 666 – RETROREFLECTORIZED PAVEMENT MARKINGS

Use a pilot line for final striping and remove pilot line after all striping is complete. Removal will be in accordance with the methods specified in Item 677, "Eliminating Existing Pavement Markings and Markers," and will be subsidiary to this Item.

Air blasting is required as pavement surface preparation.

Place pavement markings no later than 14 calendar days after placement of the SP-C surface course. When inclement weather prohibits placement of the markings, the 14-day period may be extended until weather permits proper application.

In those areas where existing pavement markings are to be covered or removed, field locate and record the existing pavement markings by survey or other approved method by the Engineer as directed. Place final striping on these locations.

ITEM 672 – RAISED PAVEMENT MARKERS

Use a pilot line for final striping and remove pilot line after all striping is complete. Removal will be in accordance with the methods specified in Item 677, "Eliminating Existing Pavement Markings and Markers," and will be subsidiary to this Item.

Air blasting is required for pavement surface preparation.

Furnish adhesives that conform to DMS-6100, "Epoxy and Adhesives," and DMS-6130, "Bituminous Adhesive for Pavement Markers," for this Item.

Do not place raised pavement markers when the pavement surface temperature is below 60°F.

Removal of all existing raised pavement markers will be considered subsidiary to the various bid items.

CONTROL: 0374-06-022

COUNTY: HUDSPETH

HIGHWAY: US 62/180

ITEM 3020 – REMOVE SHOULDER TEXTURING

Prior to widening work, remove and repair existing rumble strips by planing to the width and depth of the existing rumble strips. Then remove loose and foreign materials from the planed areas and apply tack coat prior to placing and compacting asphalt material. Removing and repairing of milled rumble strips to be paid under this Item. Asphalt concrete placed in the planed surface shall be in accordance with Item 3076, "Dense-Graded Hot-Mix Asphalt". Provide D-GR HMA TY-F PG64-22 (EXEMPT) or D-GR HMA TY-D PG 64-22 (EXEMPT) or as directed by the Engineer.

ITEM 3076 – DENSE-GRADED HOT-MIX ASPHALT

Provide aggregates with a Surface Aggregate Classification (SAC) of "A" for all surface mixes. Provide aggregates with a minimum SAC of B for all other layers unless otherwise shown on the plans.

In place of typical tack materials shown in Table 18 under Item 300, use a tracking resistant asphalt interlayer (TRAIL) material as a tack coat. Approved TRAIL products are found on TxDOT's Material Producer List under Asphalt Interlayer (Tracking Resistant) through <http://www.txdot.gov/business/resources/materials.html>.

Do not dilute the tack coat.

Tack coat shall be applied to each layer as directed by the Engineer.

Hydrated Lime shall be added as an additive as per Item 301 "Asphalt Antistripping Agents" between the rates of 1.0% minimum and 2.0% maximum by weight. 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.

Supply Warm-Mix Asphalt (WMA) under this Item.

When Reclaimed Asphalt Pavement (RAP) is used in the production of hot-mix asphaltic concrete, use fractionated RAP. Do not exceed 10.0% of Fractionated RAP on surface mixtures.

Use of RAS is not allowed for any mixtures.

Substitute PG Binders (grade dumping) will not be allowed for any mixtures.

Obtain the current version of the templates at <http://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/forms/site-manager.html>. Submit electronically to the Engineer.

Design the mixture at 50 gyrations (Ndesign).

Do not cover with asphaltic material, any existing survey monuments, manholes, or valve covers, etc. Adjustments will be done in coordination with the respective utility owners.

Place a string line or other suitable marking to ensure smooth, neat lines, or as directed. Provide smooth transitions to existing driveways and intersections.

Place longitudinal joints approximately 6 in. from the broken striping, or as directed, to avoid placing under the wheel path.

CONTROL: 0374-06-022

SHEET 15H

COUNTY: HUDSPETH

HIGHWAY: US 62/180

Operate the spreading and finishing machine at a uniform forward speed consistent with the plant production rate, hauling capability, and roller train capacity to result in a continuous operation. The speed will be slow enough, so that stopping between trucks is not ordinarily required. If the Engineer determines non-uniform delivery of material is affecting the HMA placement, the Engineer may require the paving operations to cease until acceptable methods are employed to minimize starting and stopping of the paver.

Perform Surface Test Type B as per Item 585 and Tex-1001-S to locate areas requiring either corrective action or localize roughness. Place D-GR HMA TY-D PG 64-22 (EXEMPT) to fill the dips identified by surface Test Type B prior to the SP-C Inlay, as directed by the Engineer. The quantity may vary.



ITEM 3077 – SUPERPAVE MIXTURES

Use Surface Aggregate Classification "A" material for all surface mixes.

In place of typical tack materials shown in Table 18 under Item 300, use a tracking resistant asphalt interlayer (TRAIL) material as a tack coat. Approved TRAIL products are found on TxDOT's Material Producer List under Asphalt Interlayer (Tracking Resistant) through <http://www.txdot.gov/business/resources/materials.html>.

Do not dilute the tack coat.

Tack coat shall be applied to each layer as directed by the Engineer.

Tack coat will be required only if the seal coat items are used as underseal membrane. Tack coat will not be required with spray applied underseal membrane.

Hydrated Lime shall be added as an additive as per Item 301 "Asphalt Antistripping Agents" between the rates of 1.0% minimum and 2.0% maximum by weight. 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.

Supply Warm-Mix Asphalt (WMA) under this Item.

When Reclaimed Asphalt Pavement (RAP) is used in the production of hot-mix asphaltic concrete, use fractionated RAP. Do not exceed 10.0% of Fractionated RAP on surface mixtures.

Use of RAS is not allowed for any mixtures.

Substitute PG Binders (grade dumping) will not be allowed for any mixtures.

Obtain the current version of the templates at <http://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/forms/site-manager.html>. Submit electronically to the Engineer.

Design the mixture at 50 gyrations (Ndesign).

Do not cover with asphaltic material, any existing survey monuments, manholes, or valve covers, etc. Adjustments will be done in coordination with the respective utility owners.

CONTROL: 0374-06-022

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Place a string line or other suitable marking to ensure smooth, neat lines, or as directed. Provide smooth transitions to existing driveways and intersections.

Provide a minimum of 40 ft skis during paving operations to ensure smooth final surface.

Place longitudinal joints approximately 6 in. from the broken striping, or as directed. Avoid placing under the wheel path.

Operate the spreading and finishing machine at a uniform forward speed consistent with the plant production rate, hauling capability, and roller train capacity to result in a continuous operation. The speed will be slow enough, so that stopping between trucks is not ordinarily required. If the Engineer determines non-uniform delivery of material is affecting the SP-C placement, the Engineer may require the paving operations to cease until acceptable methods are employed to minimize starting and stopping of the paver.



ITEM 3085 – UNDERSEAL COURSE

The minimum application rates are listed in Table UC. The Engineer may adjust the application rate taking in consideration the existing pavement surface conditions.

Construct an underseal course using a Spray Applied Underseal Membrane, or a single layer of Seal Coat, applied before the placement of SP-C.



Table UC

Material	Minimum Application Rate
AGGR (TY-PB GR-4 SAC-B)(110 SY/CY)	110 SY/CY
ASPH (AC-20-5TR)(Warm Weather)	0.35 GAL/SY
ASPH (AC12-5TR) or RC-250 (Cool Weather)	0.35 GAL/SY (AC12-5TR) or 0.47 GAL/SY (RC-250)
OR	
Spray Applied Underseal Membrane	0.20 GAL/SY

ITEM 6001 – PORTABLE CHANGEABLE MESSAGE SIGN

Provide messages as directed.

Portable Changeable Message Sign to be available as deemed necessary.

CONTROL: 0374-06-022

SHEET 15I

COUNTY: HUDSPETH

HIGHWAY: US 62/180

ITEM 6185 – TRUCK MOUNTED ATTENUATOR (TMA) AND TRAILER ATTENUATOR (TA)

All TMA Operators must participate in a TMA workshop to be conducted by the El Paso District Safety Office, on the proper use of TMAs, prior to working on Department Right of Way (ROW). A certificate of completion will be issued to TMA Operators that successfully complete the TMA workshop. The certificate of completion must be carried by TMA Operators at all times while working on Department right of way.

Acquire the TCP and TMA Operator's certificates of completion prior to the authorization to begin work. No time suspension will be granted and no traffic control work will be allowed without certificates of completion.

Up to 2 total shadow vehicles with TMA will be required for this type of work. The contractor will be responsible for determining if one or more of these operations will be ongoing at the same time to determine the total number of TMAs needed for the project.

The supporting vehicle for the TMA shall have a minimum gross (i.e., ballasted) vehicular weight of 19,000 pounds.

Basis of Estimate for Stationary TMAs				
Phase	Standard	TMA(Stationary)		
		Required	Additional	TOTAL
1 - Step 1	TCP(2-2b)-18	2		2
1 - Step 2	TCP(2-2b)-18	2		2
2 - Step 1	TCP(2-3)-18	2		2
3 - Step 1A	TCP(2-2b)-18	2		2
3 - Step 1B	TCP(2-2b)-18	2		2
3 - Step 2B	TCP(2-2b)-18	2		2
3 - Step 2B	TCP(2-2b)-18	2		2

Basis of Estimate for Mobile TMAs				
Phase	Standard	TMA(Mobile)		
		Required	Additional	TOTAL
3	TCP(3-1)13/(3-3)-14	2		2



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0374-06-022

DISTRICT El Paso
HIGHWAY US 62

COUNTY Hudspeth

CONTROL SECTION JOB				0374-06-022		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00059468			
COUNTY				Hudspeth			
HIGHWAY				US 62			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	644-6030	IN SM RD SN SUP&AM TYS80(1)SA(T)	EA	3.000		3.000	
	644-6031	IN SM RD SN SUP&AM TYS80(1)SA(T-2EXT)	EA	1.000		1.000	
	644-6033	IN SM RD SN SUP&AM TYS80(1)SA(U)	EA	6.000		6.000	
	644-6034	IN SM RD SN SUP&AM TYS80(1)SA(U-1EXT)	EA	6.000		6.000	
	644-6035	IN SM RD SN SUP&AM TYS80(1)SA(U-2EXT)	EA	2.000		2.000	
	644-6037	IN SM RD SN SUP&AM TYS80(1)SA(U-WC)	EA	6.000		6.000	
	644-6076	REMOVE SM RD SN SUP&AM	EA	72.000		72.000	
	658-6047	INSTL OM ASSM (OM-2Y)(WC)GND	EA	72.000		72.000	
	658-6060	REMOVE DELIN & OBJECT MARKER ASSMS	EA	86.000		86.000	
	658-6062	INSTL DEL ASSM (D-SW)SZ 1(BRF)GF2(BI)	EA	11.000		11.000	
	662-6063	WK ZN PAV MRK REMOV (W)4"(SLD)	LF	307,320.000		307,320.000	
	662-6095	WK ZN PAV MRK REMOV (Y)4"(SLD)	LF	307,320.000		307,320.000	
	662-6109	WK ZN PAV MRK SHT TERM (TAB)TY W	EA	9,398.000		9,398.000	
	662-6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	EA	6,265.000		6,265.000	
	666-6006	REFL PAV MRK TY I (W)4"(DOT)(100MIL)	LF	1,596.000		1,596.000	
	666-6141	REFL PAV MRK TY I (Y)12"(SLD)(100MIL)	LF	955.000		955.000	
	666-6303	RE PM W/RET REQ TY I (W)4"(SLD)(100MIL)	LF	12,347.000		12,347.000	
	666-6306	RE PM W/RET REQ TY I (W)6"(BRK)(100MIL)	LF	8,899.000		8,899.000	
	666-6309	RE PM W/RET REQ TY I (W)6"(SLD)(100MIL)	LF	167,967.000		167,967.000	
	666-6312	RE PM W/RET REQ TY I (Y)4"(BRK)(100MIL)	LF	2,692.000		2,692.000	
	666-6315	RE PM W/RET REQ TY I (Y)4"(SLD)(100MIL)	LF	164,243.000		164,243.000	
	668-6076	PREFAB PAV MRK TY C (W) (24") (SLD)	LF	44.000		44.000	
	668-6077	PREFAB PAV MRK TY C (W) (ARROW)	EA	12.000		12.000	
	668-6083	PREFAB PAV MRK TY C (W) (LNDP ARROW)	EA	10.000		10.000	
	668-6085	PREFAB PAV MRK TY C (W) (WORD)	EA	6.000		6.000	
	672-6007	REFL PAV MRKR TY I-C	EA	452.000		452.000	
	672-6009	REFL PAV MRKR TY II-A-A	EA	2,323.000		2,323.000	
	3020-6001	REMOVE SHOULDER TEXTURING	LF	122,485.000		122,485.000	
	3076-6002	D-GR HMA TY-B SAC-B PG64-22	TON	19,936.000		19,936.000	
	3076-6066	TACK COAT	GAL	4,906.000		4,906.000	
	3076-6071	D-GR HMA TY-D PG 64-22 (EXEMPT)	TON	2,000.000		2,000.000	
	3077-6022	SP MIXESSP-CSAC-A PG70-22	TON	66,755.000		66,755.000	
	3077-6075	TACK COAT	GAL	74,600.000		74,600.000	
	3085-6001	UNDERSEAL COURSE	GAL	99,463.000		99,463.000	
	6000-6016	INSTALL ELECTRICAL SPLICE	EA	7.000		7.000	
	6001-6002	PORTABLE CHANGEABLE MESSAGE SIGN	EA	2.000		2.000	
	6010-6011	CCTV FIELD EQUIP (DIGITAL) (INSTL ONLY)	EA	2.000		2.000	



Replaced Item 3080 with 3077. Revised 6/15/2022. SP

US 62

SEQUENCE OF CONSTRUCTION

DETOURS, BARRICADES, WARNING SIGNS, SEQUENCE OF WORK, ETC.

A. GENERAL NOTES

1. FURNISH AND INSTALL ALL TRAFFIC CONTROL DEVICES, INCLUDING BUT NOT LIMITED TO BARRICADES, SIGNS, AND WORK ZONE MARKINGS, IN COMPLIANCE WITH THE LATEST VERSION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TXMUTCD), THE STATE STANDARD TRAFFIC CONTROL PLANS (TCP), AND THE BARRICADES AND CONSTRUCTION (BC) SHEETS. REFER TO THE PROJECT GENERAL NOTES AND ITEM 8 "PROSECUTION AND PROGRESS" FOR ADDITIONAL INFORMATION REGARDING THE TRAFFIC CONTROL PLAN.
2. CONSTRUCT THE ROADWAY PAVEMENT IN SECTIONS OF APPROXIMATELY EQUAL LENGTH. NO SECTION IS TO EXCEED 2 MILES IN LENGTH WITHOUT PRIOR APPROVAL OF THE ENGINEER. DO NOT PROCEED TO THE NEXT ROADWAY SECTION WITHOUT APPROVAL FROM THE ENGINEER.
3. LIMIT LANE CLOSURES TO 2 MILES IN LENGTH AND MAINTAIN A MINIMUM DISTANCE OF 1 MILE BETWEEN CLOSURES. THE MAXIMUM LENGTH OF THE LANE CLOSURE MAY BE MODIFIED WITH WRITTEN APPROVAL FROM THE ENGINEER IF THE ENGINEER DETERMINES THAT SIGHT DISTANCE FROM EACH DRIVEWAY AND INTERSECTION POINT ALONG THE CLOSURE IS ADEQUATE TO ALLOW SAFE NAVIGATION OF THE PROJECT ROUTE. UTILIZE PILOT CARS.
4. THE CONTRACTOR SHALL PROVIDE QUALIFIED FLAGGERS EQUIPPED WITH TWO-WAY COMMUNICATION TO HANDLE TRAFFIC THROUGH THE WORK AREAS. THE COST SHALL BE SUBSIDIARY TO ITEM 502.
5. PRIOR TO THE END OF WORK EACH DAY, THE ROADWAY MUST BE REOPENED TO TWO-WAY, TWO-LANE TRAFFIC WITHIN THE ENTIRE PROJECT LIMITS. UNDER NO CIRCUMSTANCES SHALL ANY SECTION OF THE ROADWAY BE RESTRICTED TO ONE LANE WITHOUT QUALIFIED FLAGGERS PRESENT AT BOTH ENDS OF THE LANE CLOSURE, EQUIPPED WITH TWO-WAY COMMUNICATION DEVICES TO PROVIDE SAFE TRAFFIC CONTROL.
6. VERIFY THE LOCATION AND SPACING OF SIGNS, BARRICADES, AND CHANNELIZING DEVICES PRIOR TO THEIR PLACEMENT ALONG VERTICAL CURVES, HORIZONTAL CURVES, AND OTHER GEOMETRIC CONSTRAINTS TO ENSURE VISIBILITY TO ALL MOTORISTS.
7. PLACE THE TRAFFIC CONTROL DEVICES ONLY WHILE WORK IS ACTUALLY IN PROGRESS OR A DEFINITE NEED EXISTS. REPLACE ANY DAMAGED BARRICADES, CHANNELIZING DEVICES, OR SIGNS.
8. COVER ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN AND UNCOVER DURING NON-WORKING HOURS OR AS DIRECTED BY THE ENGINEER. PARTIAL COVERAGE OF THE SIGN OR COVERAGE BY MATERIAL THAT WILL NOT COVER THE ENTIRE SIGN ALL THE TIME IS NOT PERMITTED.
9. VARY THE SPACING OF SIGNS TO MEET TRAFFIC CONDITIONS OR AS DIRECTED BY THE ENGINEER AND ENSURE THAT ALL TRAFFIC CONTROL DEVICES AND WORK ZONE PAVEMENT MARKINGS ARE KEPT IN A HIGHLY VISIBLE CONDITION (CLEAN, UPRIGHT AND AT PROPER LOCATIONS).
10. MAINTAIN THE ROADWAY SURFACE AND WORK ZONE STRIPING WITHIN THE PROJECT WHILE THE TRAFFIC CONTROL PLAN IS IN EFFECT. PLACE AND BE RESPONSIBLE FOR ALL WORK ZONE PAVEMENT MARKINGS IN ACCORDANCE WITH STANDARD SHEETS WZ(STPM)-13, BC(10), BC(11) AND THE TMUTCD.
11. CONDUCT CONSTRUCTION OPERATIONS SO AS TO PROVIDE THE LEAST POSSIBLE INTERFERENCE TO TRAFFIC AND TO PERMIT THE CONTINUOUS MOVEMENT OF TRAFFIC IN ALL ALLOWABLE DIRECTIONS AT ALL TIMES OR AS PERMITTED BY THE SEQUENCE OF CONSTRUCTION. PROVIDE FOR SAFE AND CONVENIENT ACCESS TO ABUTTING PROPERTY, HIGHWAYS, PUBLIC ROADS, AND STREET CROSSINGS EXCEPT AS OTHERWISE SHOWN ON THE SEQUENCE OF CONSTRUCTION. THE CONTRACTOR WILL MAINTAIN AT ALL TIMES TWO-WAY TRAFFIC OR A MINIMUM OF ONE LANE USING TCP(1-2B)-18.
12. CONTRACTOR TO PROVIDE ACCESS TO ADJACENT PROPERTIES AT ALL TIMES DURING CONSTRUCTION.
13. REGULATE ALL CONSTRUCTION TRAFFIC SO AS TO CAUSE A MINIMAL INCONVENIENCE TO THE TRAVELING PUBLIC. AT THE TIMES WHEN IT IS NECESSARY FOR TRUCKS TO STOP, UNLOAD OR CROSS ROADWAYS UNDER TRAFFIC, PROVIDE WARNING SIGNS AND FLAGGERS AS NEEDED TO ADEQUATELY PROTECT THE TRAVELING PUBLIC.
14. CONSTRUCT CULVERT ACCORDING TO THE APPLICABLE TYPICAL SECTION AND PCTB DETAILS.
15. PLACE ALL STOCKPILED MATERIAL, WASTE MATERIAL, SIGNS, BARRICADES, CHANNELIZING DEVICES AND WORK VEHICLES NOT IN USE, AT A MINIMUM OF 16 FEET FROM THE OUTER EDGE OF THE NEAREST TRAVEL LANE AND WITHIN TXDOT ROW.
16. MAINTAIN ALL EXISTING DRAINAGE CONDITIONS DURING ALL CONSTRUCTION PHASES UNTIL THE PERMANENT DRAINAGE FACILITIES ARE CONSTRUCTED AND READY TO USE. HANDLE EXCAVATED AND STOCKPILED MATERIAL IN SUCH A WAY THAT IT WILL NOT BLOCK DRAINAGE.
17. ALL PAVEMENT EDGE DROP-OFFS USED BY THE TRAVELING PUBLIC SHALL BE BACK FILLED WITH A SUITABLE MATERIAL TO FORM A STABLE 3:1 SLOPE AT THE END OF EACH WORKDAY PER WZ(UL)-13.
18. REMOVE FROM THE WORK AREA ALL LOOSE MATERIALS AND DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS AT THE END OF EACH WORKDAY.
19. MAINTAIN A MINIMUM OF ONE THROUGH LANE OPEN IN EACH DIRECTION DURING WORKING HOURS EXCEPT AS DIRECTED BY THE ENGINEER.
20. IMPLEMENT ALL REQUIRED EROSION CONTROL MEASURES AS SHOWN IN THE PLANS DURING THE VARIOUS STAGES OF CONSTRUCTION.
21. MOVING AN EXISTING SIGN TO A TEMPORARY LOCATION IS SUBSIDIARY TO ITEM 502. INSTALLATIONS WITH PERMANENT SUPPORTS AT PERMANENT LOCATIONS WILL BE PAID FOR UNDER THE APPLICABLE BID ITEM(S).
22. USE OF PORTABLE CHANGEABLE MESSAGE SIGN AS ADVANCE NOTICE OF LANE CLOSURES WILL BE REQUIRED, AS DIRECTED BY THE ENGINEER. FOR LOCATIONS THAT ARE ADJACENT TO EACH OTHER, A SINGLE SIGN IN ADVANCE OF THE ENTIRE WORK AREA IS ACCEPTABLE.
23. PLACE PORTABLE CHANGEABLE MESSAGE SIGNS AT LOCATIONS REQUIRING LANE CLOSURES FOR ONE WEEK BEFORE THE CLOSURES OR AS DIRECTED BY THE ENGINEER.

24. REFER TO BC(6)-14 PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) STANDARDS FOR A LISTING OF ABBREVIATED WORDS AND TWO-WORD PHRASES THAT ARE ACCEPTABLE FOR USE ON PCMS. SUBMIT THE SUGGESTED MESSAGE FOR THE SIGN TO THE ENGINEER FOR APPROVAL.
25. ADDITIONAL SIGNS, BARRICADES AND CHANNELIZING DEVICES MAY BE REQUIRED TO MAINTAIN TRAFFIC DURING CONSTRUCTION, AS SHOWN ON TCP STANDARDS. ADDITIONAL SIGNS, BARRICADES, ETC. (IF ANY), WILL BE SUBSIDIARY TO ITEMS 502 "BARRICADES, SIGNS AND TRAFFIC HANDLING".
26. CONTRACTOR SHALL TEMPORARILY RELOCATE MAILBOXES AS NEEDED OR AS DIRECTED BY THE ENGINEER. TEMPORARY RELOCATION WILL BE SUBSIDIARY TO ITEM 502. PERMANENT LOCATION WILL BE PAID OF UNDER ITEM 560. CONTRACTOR SHALL COORDINATE RELOCATION WITH THE POSTMASTER.
27. CONTRACTOR MAY CONSTRUCT THE FIRST AND FIFTH WB SUPER-2 PAVEMENT WIDENING AND CULVERT REPLACEMENT AT THE SAME TIME. CONTRACTOR MAY CONSTRUCT THE SECOND AND FOURTH EB SUPER-2 PAVEMENT WIDENING AND CULVERT REPLACEMENT AT THE SAME TIME. CONTRACTOR SHALL NOT WORK ON TWO SUPER-2 LOCATIONS THAT ARE NEXT TO EACH OTHER.
28. AT NO TIME SHALL FM 2317 AND RM 1111 BE CLOSED AT THE SAME TIME.
29. PLANING, SURFACE TREATMENTS, AND OVERLAYS SHALL BE PERFORMED IN THE DIRECTION OF TRAFFIC.

B. SEQUENCE OF WORK

1. THIS PROJECT WILL BE CONSTRUCTED IN FOUR (4) PHASES. BEFORE THE COMMENCEMENT OF EACH PHASE, INSTALL OR MAINTAIN ADVANCE WARNING SIGNS, TEMPORARY SIGNS AND BARRICADES AS SHOWN ON THE PLANS AND/OR AS DIRECTED/APPROVED BY THE ENGINEER. DAILY LANE CLOSURES WILL BE USED IN ACCORDANCE WITH TXDOT TCP STANDARDS. DROP OFF CONDITION OF GREATER THAN 2 INCHES MUST HAVE A 3:1 SLOPE AT THE END OF EACH DAY. THE SLOPE MUST BE CONSTRUCTED WITH A COMPACTED MATERIAL CAPABLE OF SUPPORTING VEHICLES. SIGNING FOR SHOULDER DROP-OFF (CW8-9AT) SHALL BE INSTALLED AS REQUIRED IN ADVANCED OF THE CONDITIONS AND REPEATED EVERY 1 MILE.
2. PLACE SW3P ITEMS PRIOR TO ANY WORK PERFORMED. ITEMS WILL BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT.
3. FOLLOW PHASE NARRATIVE APPROPRIATE FOR WORK AS DESCRIBED ON THIS SHEET.
4. PERFORM FINAL SITE CLEANUP AS DIRECTED BY THE ENGINEER.
5. REMOVE SW3P DEVICES UPON FINAL ESTABLISHMENT OF VEGETATIVE COVER.
6. REMOVE PROJECT LIMIT/ADVANCE WARNING SIGNS. GENERAL NOTES & SEQUENCE OF CONSTRUCTION.

PHASE 1

THE INTENT OF THIS PHASE IS TO REMOVE EXISTING RUMBLE STRIPS

PHASE 1 STEP 1

EASTBOUND RUMBLE STRIP REMOVAL

1. PLACE CHANNELIZING DEVICES THROUGH THE WORK AREAS.
2. SEAL EXISTING RUMBLE STRIPS ALONG THE EASTBOUND LANES USING ASPHALT MATERIAL.
 - a. PRIOR TO WIDENING WORK, REMOVE AND REPAIR EXISTING RUMBLE STRIPS BY PLANING TO THE WIDTH AND DEPTH OF THE EXISTING RUMBLE STRIPS
 - b. REMOVE LOOSE AND FOREIGN MATERIALS FROM THE PLANED AREAS
 - c. APPLY TACK COAT PRIOR TO PLACING AND COMPACTING ASPHALT MATERIAL
 - d. REMOVING AND REPAIRING OF MILLED RUMBLE STRIPS TO PAID UNDER ITEM 3020.
 - e. ASPHALT CONCRETE PLACED IN THE PLANED SURFACE SHALL BE IN ACCORDANCE WITH ITEM 3076, DENSE -GRADED HOT-MIX ASPHALT (EXEMPT).
 - f. PROVIDE D-GR HMA TY-F PG64-22 (EXEMPT) OR D-GR HMA TY-D PG 64-22 (EXEMPT) OR AS DIRECTED BY THE ENGINEER

PHASE 1 STEP 2

WESTBOUND RUMBLE STRIP REMOVAL

1. REPEAT PHASE 1 STEP 1 FOR OPPOSITE DIRECTION OF TRAFFIC.

PHASE 2

THE INTENT OF THIS PHASE IS TO CONSTRUCT CULVERTS AND PAVEMENT WIDENING

PHASE 2 STEP 1

US 62 WIDENING AND PARTIAL CROSS CULVERT CONSTRUCTION

1. PREPARE ROW, BLADE EXISTING TOPSOIL INTO NEAT WINDROWS AT RIGHT OF WAY LINE. TOPSOIL TO BE REDISTRIBUTED ACROSS EMBANKMENT TO HELP REESTABLISH VEGETATION.
2. PLACE CHANNELIZING DEVICES THROUGH WORK AREAS.
3. INSTALL WORKZONE PAVEMENT MARKINGS (PAINT) AS SHOWN IN THE TYPICAL SECTIONS.
4. CONTRACTOR SHALL CONSTRUCT EACH SEGMENT INDIVIDUALLY UNLESS OTHERWISE PERMITTED BY THE ENGINEER
5. FOLLOW THE BELOW STEPS FOR THESE SEGMENTS:
 - a. SHIFT TRAFFIC TO THE EASTBOUND (PROPOSED WB SUPER 2)/WESTBOUND (PROPOSED EB SUPER 2 SEGMENTS) ONTO EXISTING PAVEMENT.
 - b. REMOVE EXISTING PAVEMENT AT THE LOCATIONS SHOWN IN THE PLANS USING A METHOD ACCEPTABLE TO THE ENGINEER.
 - c. CONSTRUCT PROPOSED PAVEMENT, INCLUDING DRIVEWAYS AND DRIVEWAY CULVERTS. ALL DRIVEWAY CONSTRUCTION SHALL BE COMPLETED PRIOR TO PLACEMENT OF (SP-C) SURFACE COURSE (PHASE 3)



6/14/22	WSB	1	REVISED PAVEMENT SURFACE COURSE				
DATE	BY	REV	REVISION				

W. Scott Bollinger
6/14/2022

LINA T. RAMEY & ASSOCIATES, INC.
3320 Belt Line Rd
Farmers Branch, Texas 75234
Firm Registration No. F-782

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Texas Department of Transportation

US 62/180

TRAFFIC CONTROL PLAN NARRATIVE

SCALE: N. T. S.		SHEET 1 OF 3	
FED RD DIV NO	FEDERAL AID PROJECT NO.	HIGHWAY	
6	SEE TITLE SHEET	US 62/180	
STATE	DISTRICT	COUNTY	SHEET NO
TEXAS	ELP	HUDSPETH	37
CONTROL	SECTION	JOB	
0374	06	022	

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PHASE 2 STEP 1 - CONTINUED

- d. USE SIGNING, MARKING, RIGID BARRIER, AND DELINEATORS TO DENOTE WORK AREA. PROTECT VEHICLES FROM PAVEMENT DROP-OFFS PER TXDOT GUIDELINES FOR TREATMENT FOR VARIOUS EDGE CONDITIONS IN WORK ZONES.
- e. EXISTING PAVEMENT SURFACE SHALL BE RESTORED PER CUT AND RESTORE DETAILS WHERE CULVERT STRUCTURE IS BEING REPLACED.
- f. CONTRACTOR SHALL CONSTRUCT ONE CULVERT COMPLETELY BEFORE MOVING TO THE NEXT, UNLESS OTHERWISE PERMITTED BY THE ENGINEER.

PHASE 2 STEP 2

REMAINING CROSS CULVERT CONSTRUCTION (ONLY APPLICABLE TO CULVERT AREAS)

1. PLACE CHANNELIZING DEVICES THROUGH THE WORK AREAS.
2. CONSTRUCT REMAINING HALF OF NEW CULVERTS.
3. USE SIGNING, MARKING, RIGID BARRIER, AND DELINEATORS TO DENOTE WORK AREA. PROTECT VEHICLES FROM PAVEMENT DROP-OFFS PER TXDOT GUIDELINES FOR TREATMENT OF PAVEMENT DROP-OFFS IN WORK ZONES.
4. EXISTING PAVEMENT SURFACE SHALL BE RESTORED PER CUT AND RESTORE DETAILS WHERE CULVERT STRUCTURE IS BEING REPLACED.
5. CONTRACTOR SHALL CONSTRUCT ONE CULVERT COMPLETELY BEFORE MOVING TO THE NEXT, UNLESS OTHERWISE PERMITTED BY THE ENGINEER.

NON- CULVERT AREAS

1. PLACE CHANNELIZING DEVICES THROUGH THE WORK AREAS.
2. SHIFT TRAFFIC TO THE CONFIGURATION SHOWN IN THE TYPICAL SECTION.

PHASE 2 STEP 3

CULVERT AREAS FROM PHASE 2 STEP 2

1. PLACE CHANNELIZING DEVICES THROUGH THE WORK AREAS.
2. SHIFT TRAFFIC TO THE CONFIGURATION SHOWN IN THE TYPICAL SECTION.

CONSTRUCT FM 2317 AND RM 1111

1. PLACE CHANNELIZING DEVICES THROUGH WORK AREAS.
2. CONTRACTOR SHALL CONSTRUCT EACH INTERSECTION INDIVIDUALLY UNLESS OTHERWISE PERMITTED BY THE ENGINEER. REFER TO FM 2317 AND RM 1111 DETOUR SHEETS FOR MORE INFORMATION.
3. FOLLOW THE BELOW STEPS FOR THESE SEGMENTS:
 - a. EXCAVATE, PLACE EMBANKMENT, AND PREPARE SUBGRADE TO PROPOSED ROADWAY GRADES.
 - b. LAY FLEX BASE TO WIDTHS SHOWN IN THE TYPICAL SECTION TO A DEPTH OF 6"
 - c. APPLY PRIME COAT AND PLACE 4" TY B HMA FOR PROPOSED SURFACES AND 2" D-GR HMA TY-D FOR TEMPORARY SURFACES. CONTRACTOR SHALL ALLOW 48 HRS. PRIOR TO BEGINNING HMA PLACEMENT OR AS DIRECTED BY THE ENGINEER. PLACE EMBANKMENT ALONG PAVEMENT EDGES.

PHASE 3

THE INTENT OF THIS PHASE IS TO OVERLAY US 62, INCLUDING THE PREVIOUSLY CONSTRUCTED FM 2317 AND RM 1111, FROM BEGIN TO END PROJECT LIMITS.

1. PLACE CHANNELIZING DEVICES THROUGH WORK AREAS.
2. THE WORK ZONE IS RESTRICTED TO THE LENGTH THAT CAN BE OVERLAID IN ONE WORKDAY TO ELIMINATE THE CENTERLINE LONGITUDINAL DROP-OFF BETWEEN THE OPPOSING TRAVEL LANES. THE INTENT IS TO PROCEED FOR CERTAIN DISTANCE BEFORE MOVING BACK TO PLACE THE ADJACENT LANE TO ACCOMPLISH THE OVERLAYING OF OPPOSING TRAVEL LANES IN ONE WORKDAY. UTILIZE PILOT CAR AND FLAGGERS FOR ONE LANE TWO-WAY TRAFFIC. USING THE ONE LANE TWO-WAY TRAFFIC CONTROL THE CONTRACTOR SHALL COMPLETE THE PAVING OF THE FULL ROADBED INCLUDING THIRD LANE (IF IN THE PASSING LANE SECTIONS) AND BOTH SHOULDERS BEFORE PROCEEDING TO THE NEXT WORK ZONE SECTION. TRANSVERSE FACES THAT ARE PRESENT AT THE END OF THE WORKDAY SHALL BE TAPERED IN A MANNER ACCEPTABLE TO THE ENGINEER.
3. AT THE END OF EACH WORKING DAY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THE ROADWAY WILL BE OPENED TO TWO-LANES TRAFFIC.
4. ANY LONGITUDINAL DIFFERENCE IN THE PAVEMENT SURFACE (BETWEEN PAVED TRAVEL LANE AND UNPAVED SHOULDER OR PAVED TRAVEL LANE AND UNPAVED TRAVEL LANE IN PASSING LANE SECTIONS) OPEN TO TRAFFIC AT THE END OF THE DAY SHALL BE SLOPED AS SHOWN IN THE LONGITUDINAL JOINT DETAIL OR A MINIMUM OF 3:1 AND PROVIDE SIGNAGE PER STANDARD WZ (UL)-13.
5. SHORT TERM FLEXIBLE REFLECTIVE ROADWAY TABS SHALL BE USED TO DELINEATE THE CENTERLINE AND LANE LINE (BROKEN LINE) FOR MAXIMUM OF 14 DAYS. PERMANENT STRIPING SHALL THEN BE PLACED. PERMANENT STRIPING SHALL BE DONE IN ACCORDANCE WITH ALL APPLICABLE STANDARDS. THE CONTRACTOR SHOULD BE AWARE, DEPENDING ON THE SEQUENCE OF CONSTRUCTION, THE STRIPING CREW MAY HAVE SEVERAL MOVE-INS. ALL SHORT TERM FLEXIBLE REFLECTIVE ROADWAY TABS SHALL BE REPLACES AS NEEDED WITHIN THAT 14-DAY PERIOD AT THE CONTRACTOR'S EXPENSE.
6. PROPOSED PASSING LANE SECTION NEEDS TO BE COMPLETED BEFORE THE CONTRATOR IS ALLOWED TO PLACE PERMANENT MARKING.

PHASE 3 STEP 1A

OVERLAY FIRST US 62 INSIDE LANE

1. FOLLOW THE BELOW STEPS FOR THESE SEGMENTS:
 - a. SHIFT TRAFFIC TO THE CONFIGURATION SHOWN IN THE TYPICAL SECTION.
 - b. DURING WORK HOURS, SET UP DAILY LANE CLOSURES WITH ONE LANE TWO WAY (OLTW) TRAFFIC CONTROL PER TCP (2-2B)-18 AND ITEM 510 WITH PILOT CAR.
 - c. APPLY UNDERSEAL COURSE, PLACE 2.5" SP-C AS SHOWN ON THE TYPICAL SECTIONS. AT THE END OF EACH WORK DAY, WHERE OVERLAY LIMITS TIE TO A NON-OVERLAY SECTION, PROVIDE A 5' RAMP TO FACILITATE A SMOOTH TRANSITION FOR TRAFFIC GOING FROM ONE CONSTRUCTION SEGMENT TO ANOTHER OR AS DIRECTED BY THE ENGINEER.

PHASE 3 STEP 1B

OVERLAY SECOND US 62 INSIDE LANE

1. SHIFT TRAFFIC TO THE CONFIGURATION SHOWN IN THE TYPICAL SECTION.
2. FOLLOW THE STEPS IN PHASE 3 STEP 1A FOR THE LIMITS SHOWN IN THE TYPICAL SECTIONS.
3. PHASE 3 STEP 1A AND PHASE 3 STEP 1B SHALL BE COMPLETED IN ONE WORKDAY TO ELIMINATE THE CENTERLINE LONGITUDINAL DROP-OFF BETWEEN OPPOSING TRAVEL LANES. LIMIT WORK ZONE LENGTH THAT CAN BE OVERLAID IN ONE WORKDAY.
4. INSTALL WORK ZONE PAVEMENT MARKINGS (TABS).

PHASE 3 STEP 2A

OVERLAY FIRST SHOULDER

1. THE CONTRACTOR SHALL COMPLETE SHOULDER PAVING AND BACKFILL PAVEMENT EDGES BEFORE PROCEEDING TO THE NEXT WORK ZONE SECTION USING THE ONE LANE TWO WAY TRAFFIC CONTROL.
2. SHIFT TRAFFIC TO THE CONFIGURATION SHOWN IN THE TYPICAL SECTION.
3. FOLLOW THE STEPS IN PHASE 3 STEP 1A FOR THE LIMITS SHOWN IN THE TYPICAL SECTIONS.

PHASE 3 STEP 2B

OVERLAY THIRD TRAVEL LANE (IN THE PASSING LANE SECTION) AND SECOND SHOULDER

1. THE CONTRACTOR SHALL COMPLETE THIRD TRAVEL LANE (IN PASSING LANE SECTIONS), SHOULDER PAVING, AND BACKFILL PAVEMENT EDGES BEFORE PROCEEDING TO THE NEXT WORK ZONE SECTION USING THE ONE LANE TWO WAY TRAFFIC CONTROL.
2. SHIFT TRAFFIC TO THE CONFIGURATION SHOWN IN THE TYPICAL SECTION.
3. FOLLOW THE STEPS IN PHASE 3 STEP 1A FOR THE LIMITS SHOWN IN THE TYPICAL SECTIONS.
4. CONSTRUCT PERMANENT MBGF
5. INSTALL WORK ZONE PAVEMENT MARKINGS (TABS) AS SHOWN IN THE TYPICAL SECTIONS.

PHASE 3 STEP 3

1. PLACE CHANNELIZING DEVICES THROUGH THE WORK AREAS.
2. SHIFT TRAFFIC TO THE CONFIGURATION SHOWN IN THE TYPICAL SECTION.

PHASE 4

OPEN EB AND WB TRAFFIC

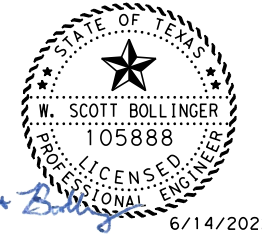


1. EVENLY REDISTRIBUTE WINDROWED TOPSOIL AND STABILIZE DISTURBED AREAS.
2. INSTALL NEW SIGNS, DELINEATORS, AND OBJECT MARKERS.
3. APPLY REMAINING PERMANENT PAVEMENT MARKINGS.

C. SAFETY

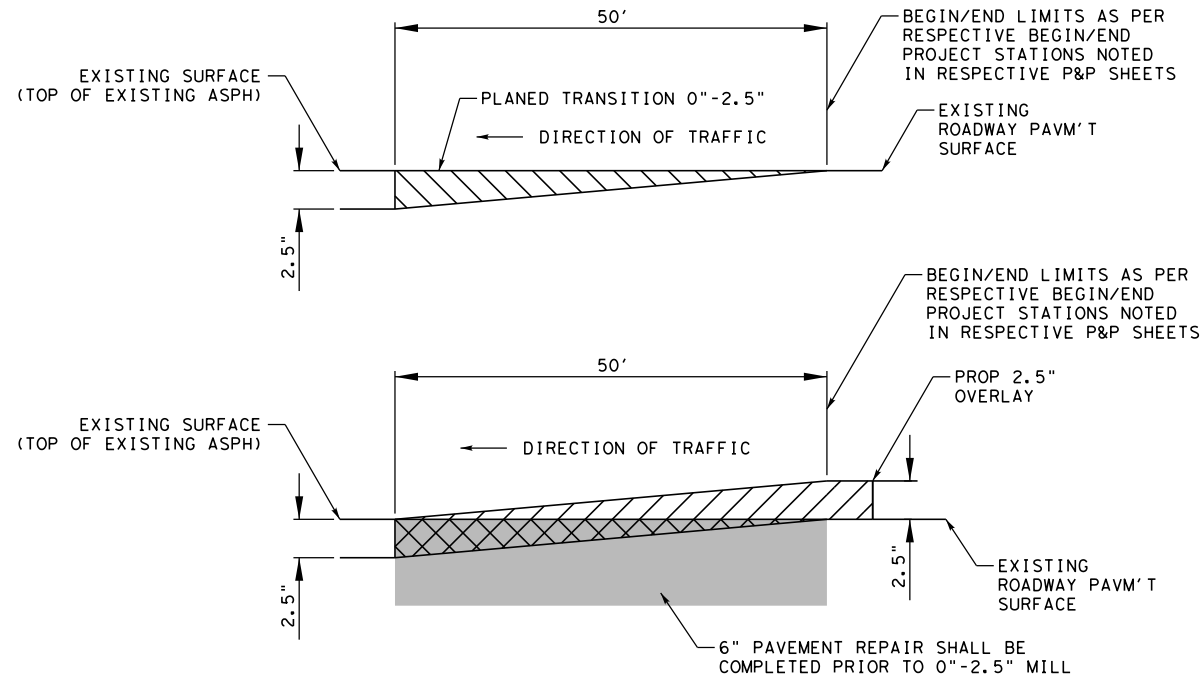
1. THE CONTRACTOR WILL PROVIDE, CONSTRUCT AND MAINTAIN BARRICADES AND SIGNS IN ACCORDANCE WITH STATE STANDARDS BC(1)-21 THROUGH BC(12)-21. ANY SIGNS REQUIRED THAT ARE NOT DETAILED IN THE STANDARD SHEETS SHALL BE IN CONFORMANCE WITH THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND THE "STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS".
2. BARRICADES AND WARNING SIGNS SHALL BE PLACED AS INDICATED ON THE PLANS. THIS SHALL BE CONSIDERED THE MINIMUM REQUIRED TO PROVIDE FOR THE SAFETY OF TRAFFIC DURING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN OTHER SUCH BARRICADES AND SIGNS DEEMED NECESSARY BY THE ENGINEER OR AS DIRECTED BY FIELD CONDITIONS, TO PROVIDE FOR THE PASSAGE OF TRAFFIC IN SAFETY AT ALL TIMES.
3. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN FLAGGERS AS DIRECTED/APPROVED BY THE ENGINEER, AT SUCH POINTS, AND FOR SUCH PERIODS OF TIME, AS MAY BE REQUIRED TO PROVIDE FOR THE SAFETY OF THE TRAVELING PUBLIC AND THE CONTRACTOR'S PERSONNEL.
4. THE CONTRACTOR SHALL KEEP THE ROADWAY CLEAN AND FREE OF DIRT AND OTHER SUCH MATERIALS DURING THE HAULING OPERATIONS. IF THE CONTRACTOR DOES NOT MAINTAIN A CLEAN ROADWAY, THEY SHALL CEASE ALL CONSTRUCTION OPERATIONS, WHEN DIRECTED BY THE ENGINEER, AND CLEAN THE ROADWAY TO THE SATISFACTION OF THE ENGINEER.

D. FINAL CLEANUP

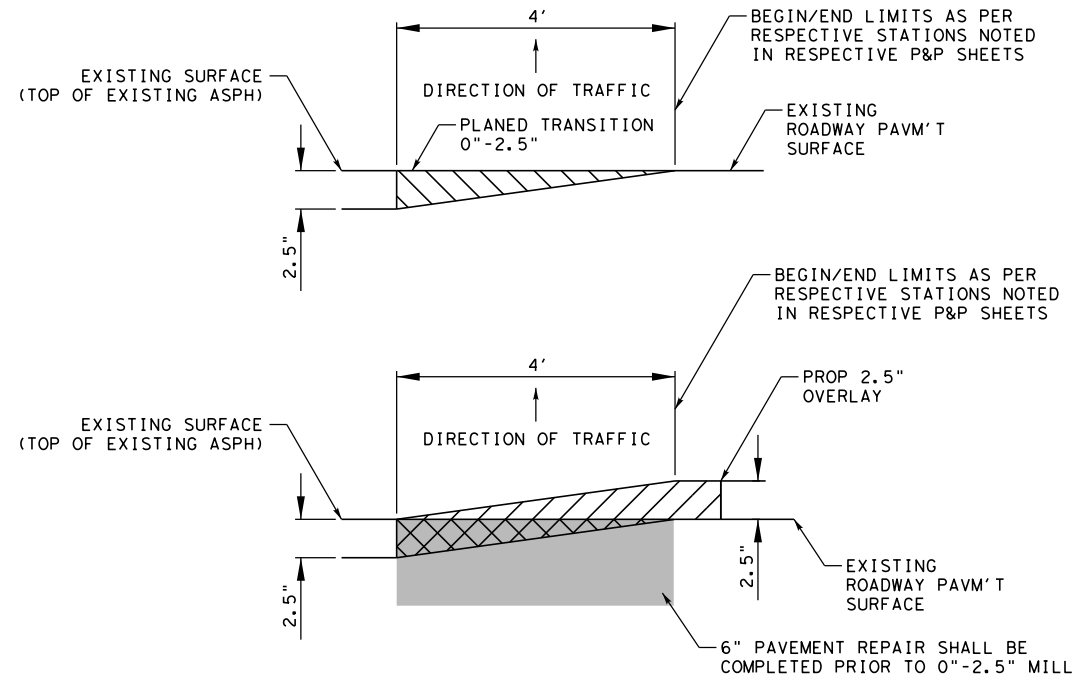
1. UPON COMPLETION OF THE WORK AND BEFORE FINAL ACCEPTANCE AND FINAL PAYMENT IS MADE, THE CONTRACTOR SHALL CLEAR AND REMOVE FROM THE SITE ALL SURPLUS AND DISCARDED MATERIALS AND DEBRIS OF EVERY KIND AND LEAVE THE ENTIRE PROJECT IN A SMOOTH, NEAT AND SLIGHTLY CONDITION.

6/14/22	WSB	1	REVISED PAVEMENT SURFACE COURSE				
DATE	BY	REV	REVISION				
 <i>W. Scott Bollinger</i> 6/14/2022							
		LINA T. RAMEY & ASSOCIATES, INC. 3320 Belt Line Rd Farmers Branch, Texas 75234 Firm Registration No. F-782					
							
US 62/180 TRAFFIC CONTROL PLAN NARRATIVE							
SCALE: N. T. S.				SHEET 2 OF 3			
FED RD DIV NO	FEDERAL AID PROJECT NO.			HIGHWAY			
6				US 62/180			
STATE	DISTRICT	COUNTY	SHEET NO				
TEXAS	ELP	HUDSPETH	38				
CONTROL	SECTION	JOB					
0374	06	022					

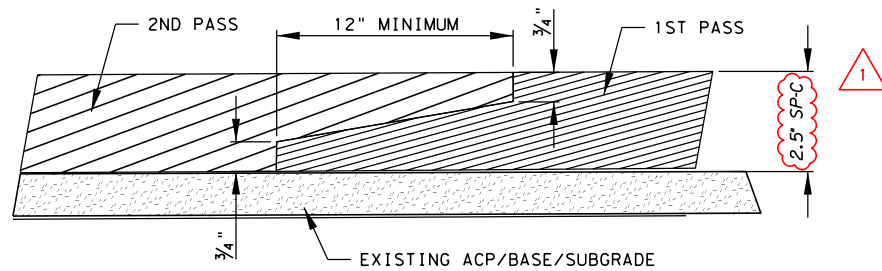
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PROPOSED PLANE TRANSITION DETAIL
(PLANE PAVE 0"-2.5")
OVERLAY TAPER DETAIL AT BEGIN & END OF PROJECT

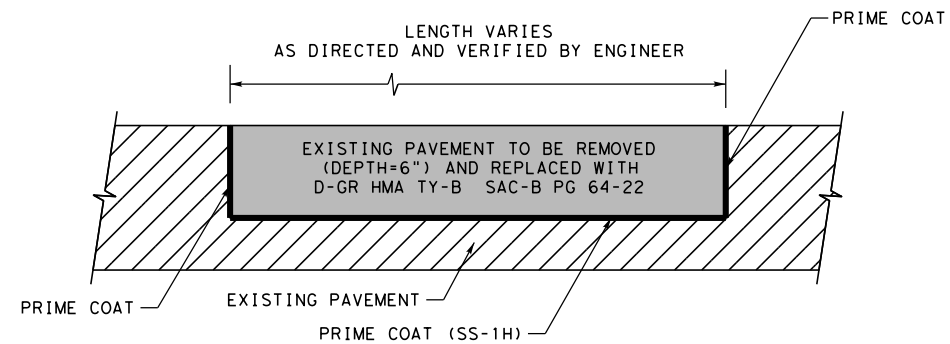


PROPOSED PLANE TRANSITION DETAIL
(PLANE PAVE 0"-2.5")
OVERLAY TAPER DETAIL AT OTHER LOCATIONS



LONGITUDINAL JOINT DETAIL

1. CONSTRUCT LONGITUDINAL JOINTS BY TAPERING THE BITUMINOUS MAT.
2. EXTEND THE TAPERED PORTION BEYOND THE NORMAL PAVING LANE WIDTH TO AVOID JOINTS AND TAPERS IN THE WHEEL PATH.
3. CONSTRUCT THE TAPERED PORTION OF THE MAT USING A STRIKE OFF DEVICE THAT WILL PROVIDE A UNIFORM SLOPE AND WILL NOT RESTRICT THE MAIN SCREED (STRIKE OFF DEVICE IS SUBSIDIARY TO ITEM 3077 SP-C).
4. COMPACT THE TAPER USING A PNEUMATIC ROLLER OR A STATIC WHEEL ROLLER WITHOUT DAMAGING THE NOTCH.
5. APPLY TACK COAT TO THE IN-PLACE TAPER BEFORE PLACING THE ADJACENT MAT.
6. FINAL DENSITY REQUIREMENTS FOR THE ENTIRE PAVEMENT INCLUDING THE TAPERED AREA WILL REMAIN UNCHANGED.
7. ENGINEER MAY WAIVE THE TAPERED JOINT REQUIREMENTS.
8. FULL PAVING OF ALL LANES AND SHOULDER BY THE END OF EACH DAY'S PRODUCTION WILL NOT REQUIRE A TAPERED JOINT.



FLEXIBLE PAVEMENT REPAIR DETAIL

1. EXACT LOCATIONS MUST BE VERIFIED WITH THE ENGINEER. QUANTITIES WILL BE ADJUSTED AS DIRECTED BY THE ENGINEER.
2. PROVIDE MATERIALS OF TYPE AND GRADE AS SHOWN BELOW AND IN ACCORDANCE WITH ITEM 3076 "DENSE-GRADED HOT-MIX ASPHALT." THE FOLLOWING DATA IS FOR CONTRACTOR'S INFORMATION ONLY AND WILL BE SUBSIDIARY TO ITEM 351 "FLEXIBLE PAVEMENT STRUCTURE REPAIR."
D-GR HMA TY-B SAC-B PG 64-22, 11N = 110 LBS/SY
PRIME COAT (SS-1H) = 0.20 GAL/SY
TACK COAT = 0.15 GAL/SY
3. CONTRACTOR TO PROVIDE CLEAN SAW-CUT EDGES.
4. PLACE 6" OF PROPOSED MIXTURE AND COMPACT TO REQUIRED DENSITY. MATCH THE EXISTING PAVEMENT SURFACE ELEVATION.

6/14/22	WT	1	REVISED PAVEMENT SURFACE COURSE
DATE	BY	REV	REVISION

Engineered by Stantec Consulting Services Inc.
Texas Registered Engineering Firm F-6324

US 62/180
ROADWAY
MISCELLANEOUS DETAILS

SCALE: N. T. S.		SHEET 1 OF 1	
FED RD DIV NO	FEDERAL AID PROJECT NO.	HIGHWAY	
6	SEE TITLE SHEET	US 62/180	
STATE	DISTRICT	COUNTY	SHEET NO
TEXAS	ELP	HUDSPETH	256
CONTROL	SECTION	JOB	
0374	06	022	