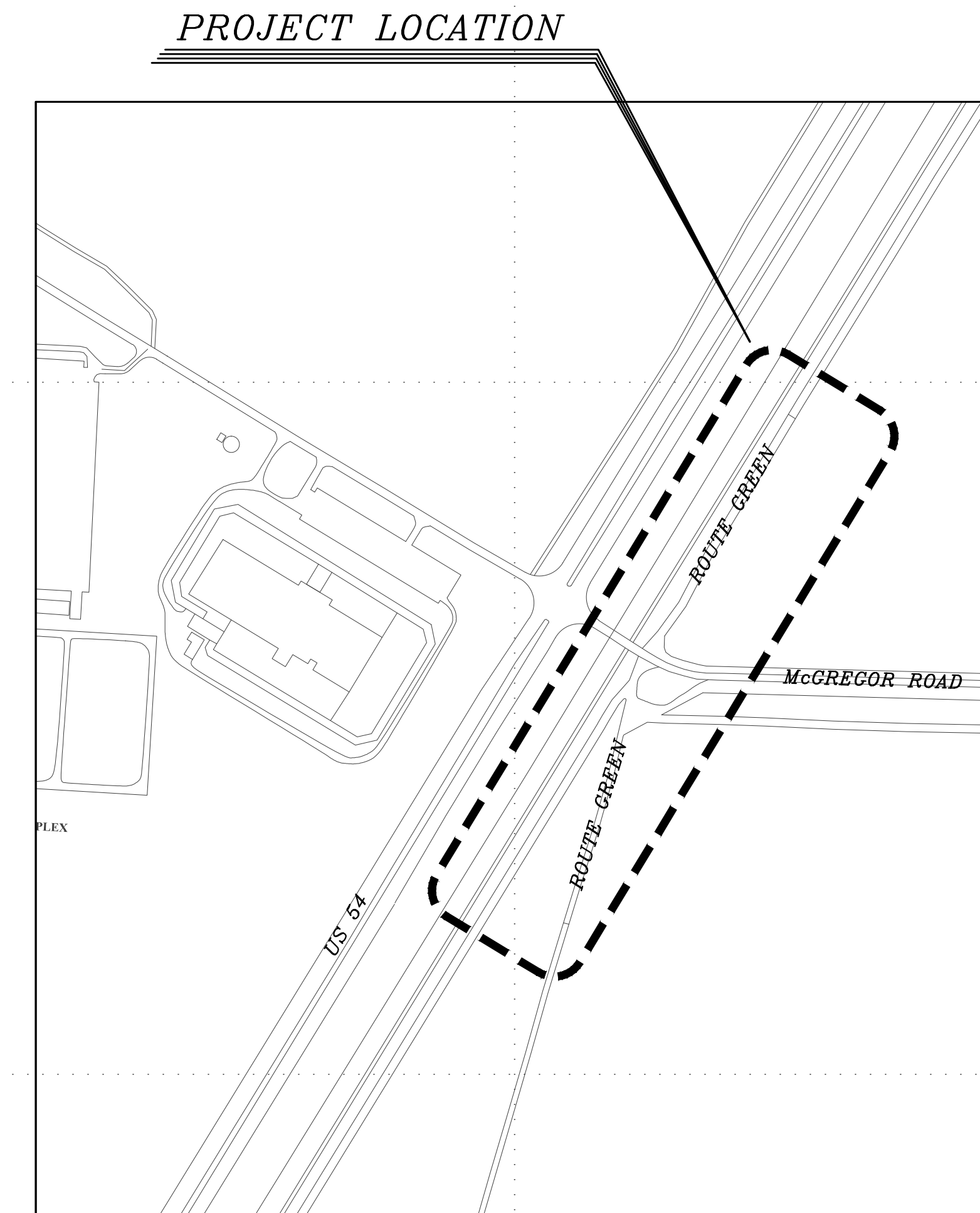


FORT BLISS, TEXAS

HARDENING OF ROUTE GREEN @ MCGREGOR INTERSECTION

INDEX OF DRAWINGS

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2	EXIST. SITE PLAN & LAY-DOWN AREA
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4	PROPOSED NEW WORK SITE PLAN
5	PROPOSED CONCRETE SPEED HUMP DETAILS
6	PROPOSED CONCRETE SPEED HUMP DETAILS
7	TRAFFIC CONTROL PLAN (CONCEPT - PHASE I)
8	TRAFFIC CONTROL PLAN (CONCEPT - PHASE II)



PROJECT LOCATION MAP
NOT TO SCALE

APPROVED BY: _____
CHIEF, DESIGN BRANCH, ESD, DPW

APPROVED BY: _____
CHIEF, ENGINEERING SERVICES DIVISION, DPW

<u>CONCURRENCES</u>	
USING AGENCY _____	DATE _____
FIRE DEPARTMENT _____	DATE _____
SAFETY OFFICER _____	DATE _____
PHYSICAL SECURITY OFFICER _____	DATE _____
INDUSTRIAL HYGIENE _____	DATE _____
NEC _____	DATE _____
ENVIRONMENTAL DIVISION _____	DATE _____
ANTI-TERRORISM/FORCE PROTECTION _____	DATE _____
MASTER PLANNING DIVISION _____	DATE _____
OPERATIONS & MAINTENANCE DIVISION _____	DATE _____

NOTES:
SIGNATURES INDICATE THAT THOSE SIGNING HAVE REVIEWED PROJECT PLANS AND SPECIFICATIONS AND ARE IN CONCURRENCE WITH THEM.

MARK	DESCRIPTION	DATE

DESIGNED BY: J.S.	DATE: JUNE 25, 2019	W.O. #	FE-10339-8J	SPEC. #
DRAWN BY: R.V.				
REVIEWED BY: J.S.				
SCALE: AS SHOWN				

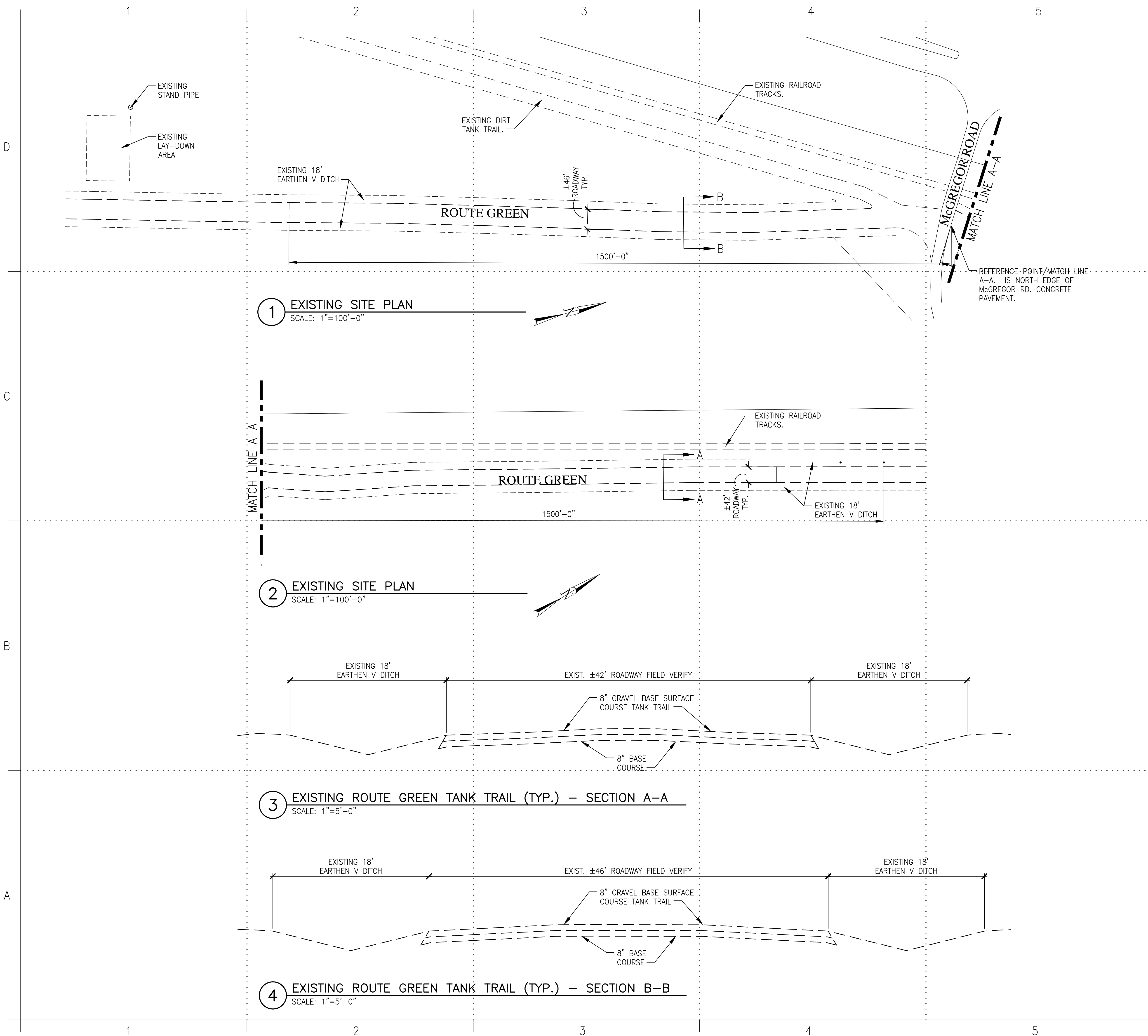
DIRECTORATE OF
PUBLIC WORKS
FORT BLISS, TEXAS

HARDENING OF ROUTE GREEN
@ MCGREGOR INTERSECTION

COVER SHEET

SHEET
NUMBER:

1 OF 8



GENERAL NOTES

1. STOW ALL FLAMMABLE MATERIALS IN ACCORDANCE WITH LATEST VERSION OF EM 385-1-1, 15, SECTION 9 OF THE U.S. ARMY CORPS OF ENGINEERS SAFETY AND HEALTH REQUIREMENTS MANUAL, EXCEPT FLAMMABLE LIQUIDS SHALL NOT BE STORED ON SITES UNLESS SIN AN APPROVED FLAMMABLE STORAGE LOCKER PER NFPA AND 29 CFR 1910.
2. PRIOR TO ANY CHANGE OR MODIFICATION TO THESE DRAWINGS DUE TO ACTUAL CONDITIONS, DPW REPRESENTATIVE SHALL BE NOTIFIED FOR REVIEW AND APPROVAL.
3. COMPLY WITH THE REQUIREMENTS OF NFPA 241 FOR FIRE PREVENTION DURING CONSTRUCTION.
4. CONTRACTOR SHALL COMPLY WITH CX-LOG FROM DPW ENVIRONMENTAL.
5. CONSTRUCTION PROJECTS WHICH REQUIRE ANY TYPE OF DISTURBANCE OF THE SOIL MUST OBTAIN AN EXCAVATION REQUEST.
6. CONSTRUCTION AND DEMOLITION DIVERSION: FORT BLISS REQUIRES A MINIMUM OF 60% OF CONSTRUCTION AND DEMOLITION MATERIAL AND DEBRIS FROM LANDFILL. IF CONTRACTOR HAS A VALID REASON FOR NOT BEING ABLE TO MEET THIS DIVERSION GOAL, THE CONTRACTOR NEEDS TO PRESENT THEIR REASONING IN WRITING TO DPW-ENVIRONMENTAL.
7. THE CONTRACTOR SHALL RESTORE ANY ACCESS ROADS AD LAY-DOWN AREAS USED BACK TO THEIR ORIGINAL STABILIZED CONDITION OR BETTER.
8. IF BONE IS ENCOUNTERED, STOP DIGGING IMMEDIATELY AND CONTACT MARTHA YDUARTE, ARCHEOLOGIST AT (915) 568-7015.
9. THE CONTRACTOR SHALL NOTIFY GOVERNMENT REPRESENTATIVE IF ANY SOIL DISCOLORATION, ODORS, RUBBISH AND/OR ANY ENVIRONMENTAL CONCERNS BE UNCOVERED, THE CONTRACTOR SHALL SUSPEND WORK ON THE SITE OF THE DISCOVERY AND CONTINUE OPERATIONS IN ALL OTHER AREAS.
10. EARTHWORK, GRADING OR ASPHALT ROUGHING, IF ANY, WILL REQUIRE DUST CONTROL WITH EITHER WATER OR DUST SUPPRESSANT DURING CONSTRUCTION OF PAVED AREA.
11. SURPLUS EARTH, GRAVEL, ASPHALT OR CONCRETE RUBBLE HAULED ON AND OFF THE INSTALLATION IN AN OPEN-BED TRUCK MUST BE COVERED OR WETTED TO MINIMIZE DUST.
12. ANY CRUSHING OF THIS MATERIALS SHOULD BE DONE OFF-POST BY AN AUTHORIZED AND PERMITTED FACILITY.

LAY-DOWN AREA NOTES

1. LAY-DOWN AREA SHALL BE DESIGNATED PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR SHALL COORDINATE WITH DPW MASTER PLANNING.
2. THE CONTRACTOR SHALL RESTORE ANY ACCESS ROADS AND LAY-DOWN AREAS USED BACK TO THEIR ORIGINAL STABILIZED CONDITION OR BETTER.

UTILITIES NOTES

1. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, WHETHER INDICATED ON THE DRAWING OR NOT, TO VERIFY THE LOCATION, DEPTH, AND CONDITION OF ALL EXISTING UTILITIES AND SUBSTRUCTURES AND PROTECT THEM FROM ANY DAMAGE.
2. THE CONTRACTOR SHALL CONTACT ALL THE UTILITY COMPANIES AND CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO ANY EXCAVATION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE PROMPTLY REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO GOVERNMENT.
3. NOTIFY THE DPW REPRESENTATIVE IN WRITING AT LEAST 14 DAYS BEFORE ANY UTILITY OUTAGE OR ROAD CLOSURE.

DATE	DESCRIPTION

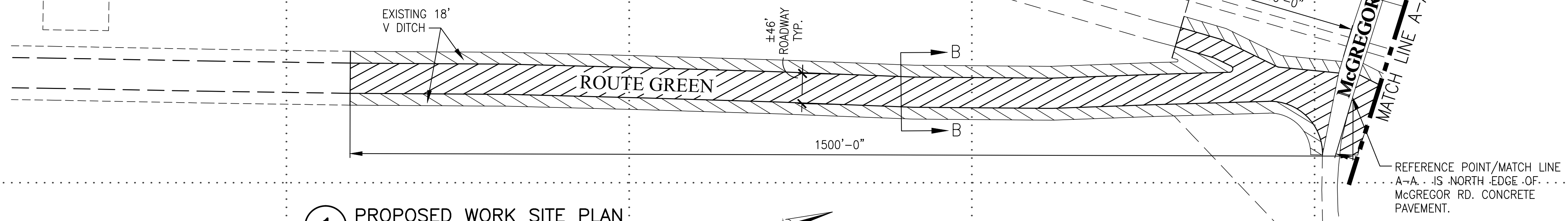
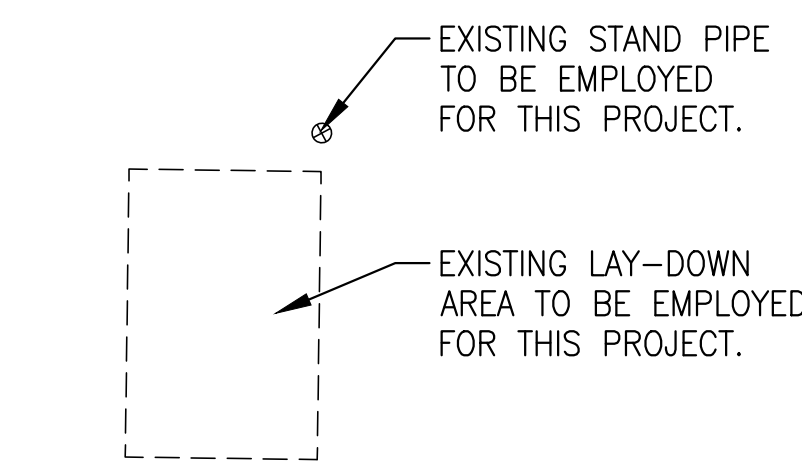
DESIGNED BY: J.S.	DATE: JUNE 25, 2019
DRAWN BY: R.V.	W.O. #: FE-10339-8J
REVIEWED BY: J.S.	SPEC. #
SCALE: AS SHOWN	

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PUBLIC WORKS
FORT BLISS, TEXAS

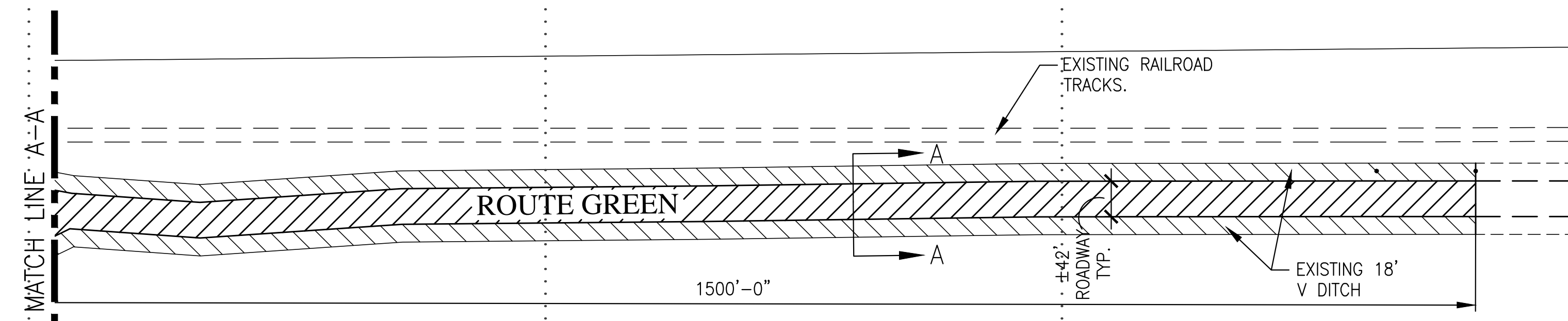


HARDENING OF ROUTE GREEN
@ Mcgregor Intersection
EXISTING SITE PLAN
& LAY-DOWN AREA

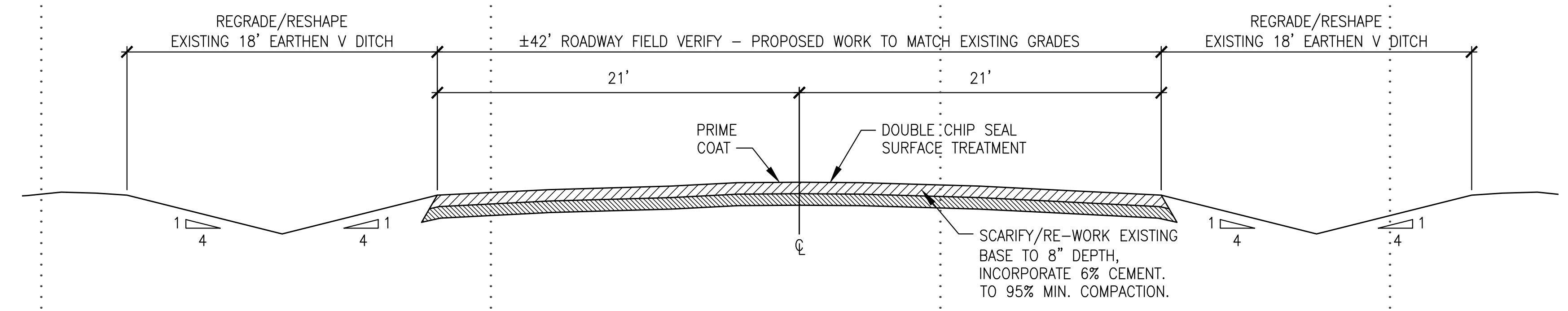
SHEET
NUMBER:
C-100
2 OF 8



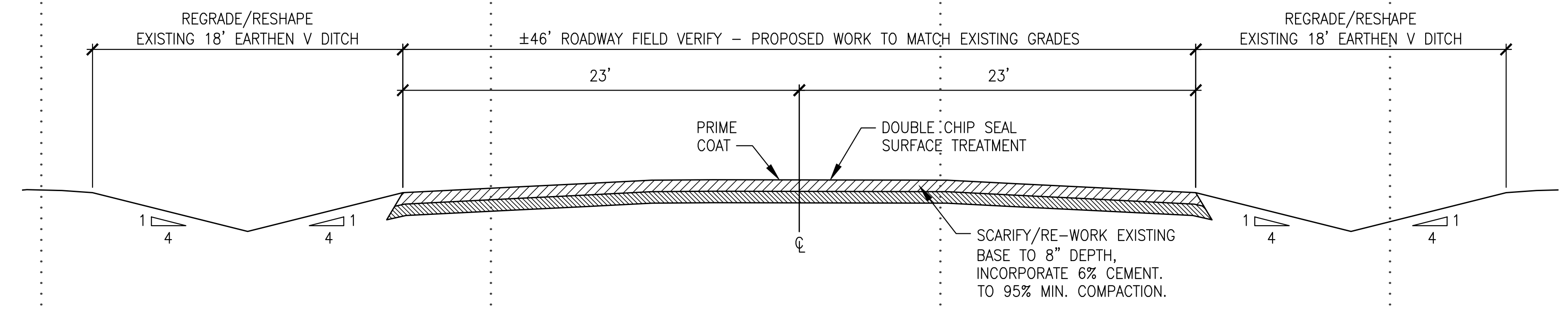
1 PROPOSED WORK SITE PLAN
SCALE: 1"=100'-0"



2 PROPOSED WORK SITE PLAN
SCALE: 1"=100'-0"



3 PROPOSED WORK ON ROUTE GREEN TANK TRAIL (TYP.) - SECTION A-A
SCALE: 1"=5'-0"



4 PROPOSED WORK ON ROUTE GREEN TANK TRAIL (TYP.) - SECTION B-B
SCALE: 1"=5'-0"

GENERAL NOTES

- STOW ALL FLAMMABLE MATERIALS IN ACCORDANCE WITH LATEST VERSION OF EM 385-1-1, 15, SECTION 9 OF THE U.S. ARMY CORPS OF ENGINEERS SAFETY AND HEALTH REQUIREMENTS MANUAL, EXCEPT FLAMMABLE LIQUIDS SHALL NOT BE STORED ON SITES UNLESS SIN AN APPROVED FLAMMABLE STORAGE LOCKER PER NFPA AND 29 CFR 1910.
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- PROPOSED WORK TO MATCH EXISTING GRADES WITH PROPER TIE IN TO EXISTING MCGREGOR RD. CONCRETE INTERSECTION.

DATE	DESCRIPTION

DESIGNED BY: J.S.	DATE: JUNE 25, 2019
DRAWN BY: R.V.	W.O. # FE-10339-BJ
REVIEWED BY: J.S.	SPEC. #
SCALE: AS SHOWN	

DIRECTORATE OF PUBLIC WORKS
FORT BLISS, TEXAS

FORT BLISS DPW

HARDENING OF ROUTE GREEN @ McGREGOR INTERSECTION

PROPOSED NEW WORK SITE PLAN

SHEET NUMBER:
C-101

3 OF 8

TRAFFIC SIGNS NOTES

1. REFER TO MUTCD FIGURE 2A-1 FOR TYPICAL INSTALLATION OF SIGNS. LATERAL LOCATIONS AND TYPICAL HEIGHTS.
2. ALL SIGNS TO USE A MINIMUM OF TYPE II RETROREFLECTIVE SHEETING.
3. SPACING BETWEEN SIGNS ARE MINIMUM, CAN BE ADJUSTED AS FIELD CONDITIONS WARRANT, AS APPROVED BY COR.

DATE	
MARK	
DESCRIPTION	

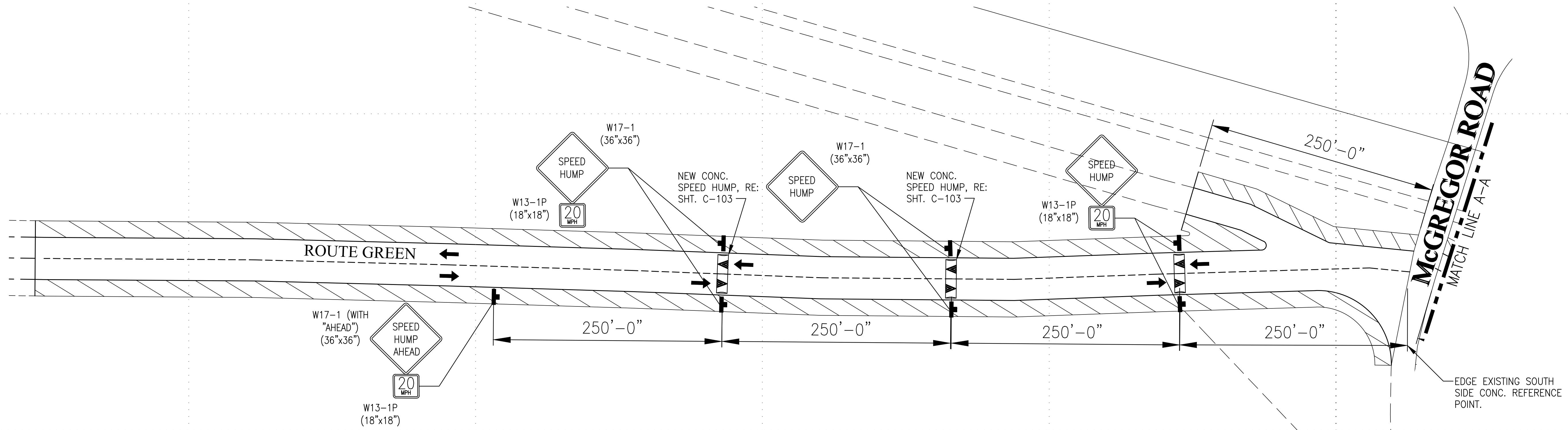
DESIGNED BY:	J.S.	DATE:	JUNE 25, 2019
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REVIEWED BY:	J.S.	SPEC. #	
SCALE:	AS SHOWN		

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FORT BLISS, TEXAS

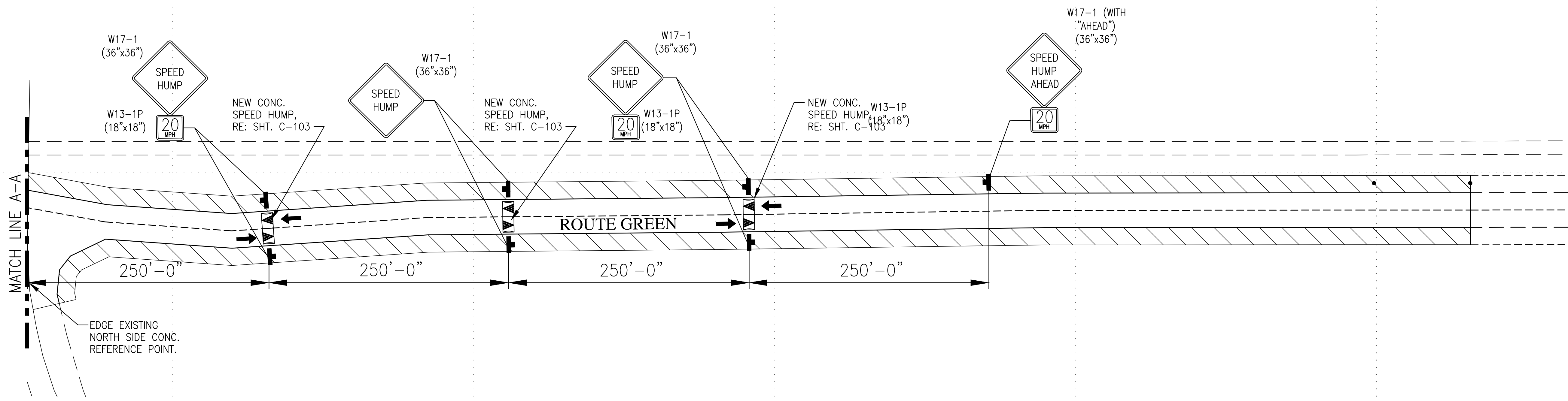


HARDENING OF ROUTE GREEN
@ Mcgregor Intersection
PROPOSED NEW WORK SITE PLAN

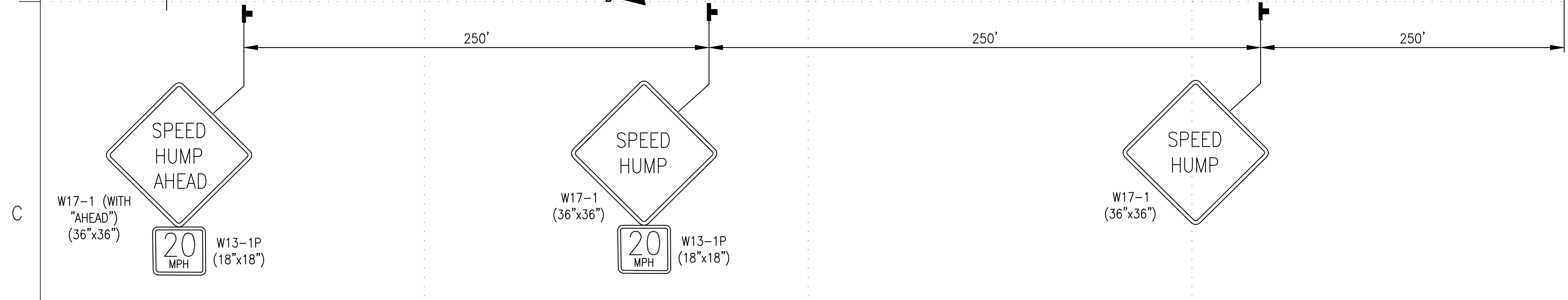
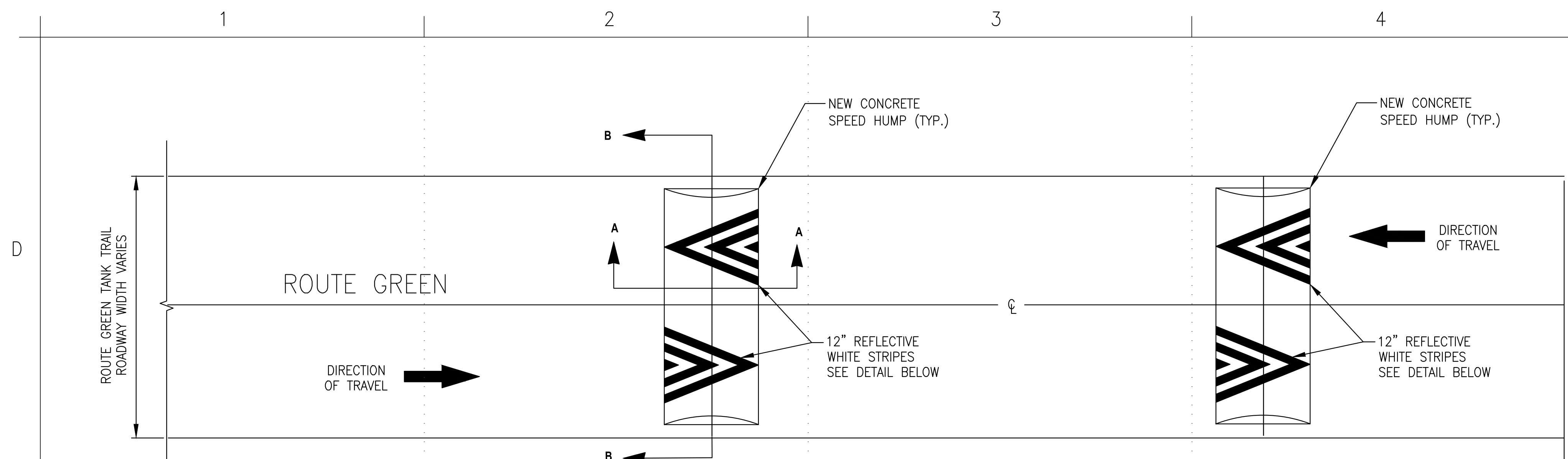
SHEET
NUMBER:
C-102
4 OF 8



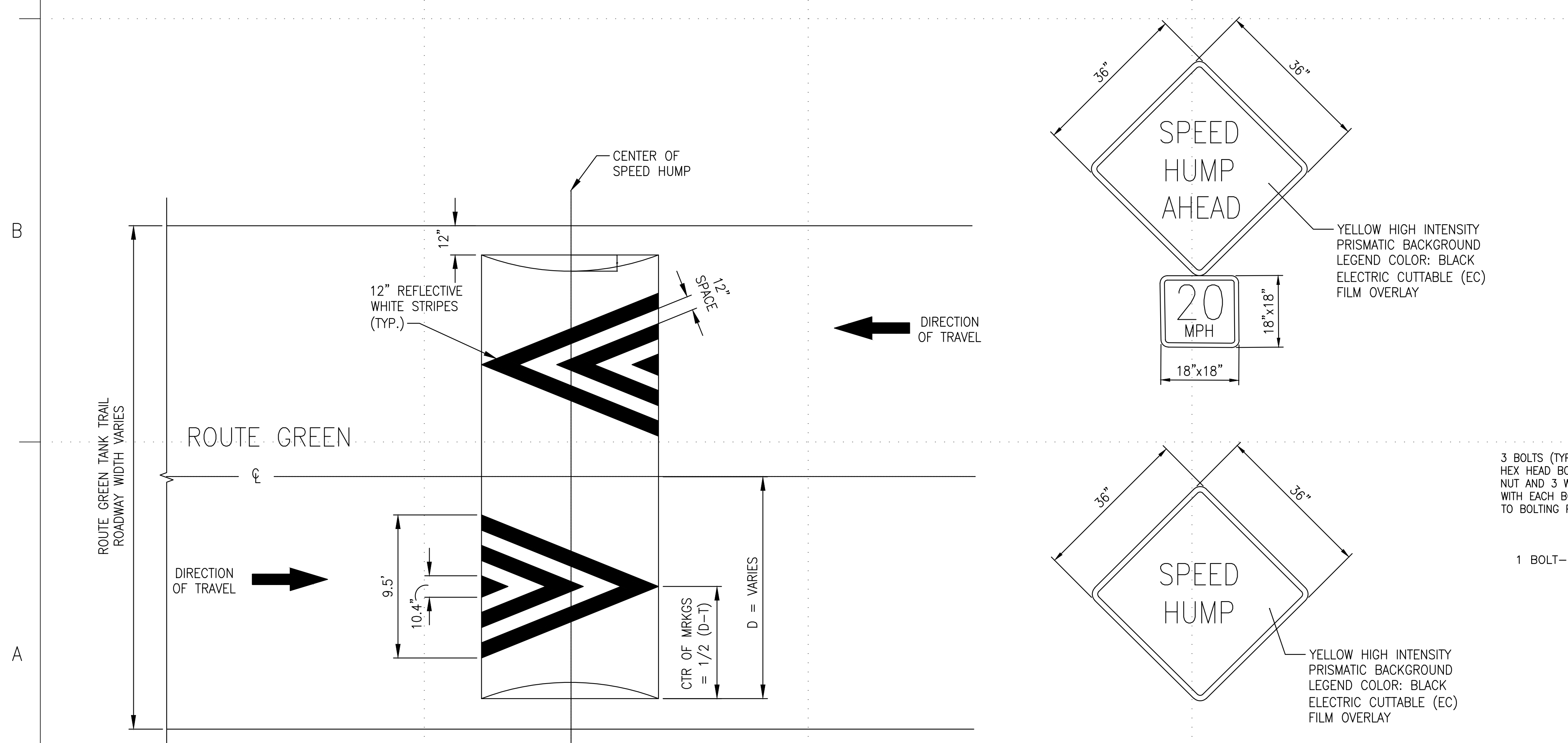
1 SITE PLAN
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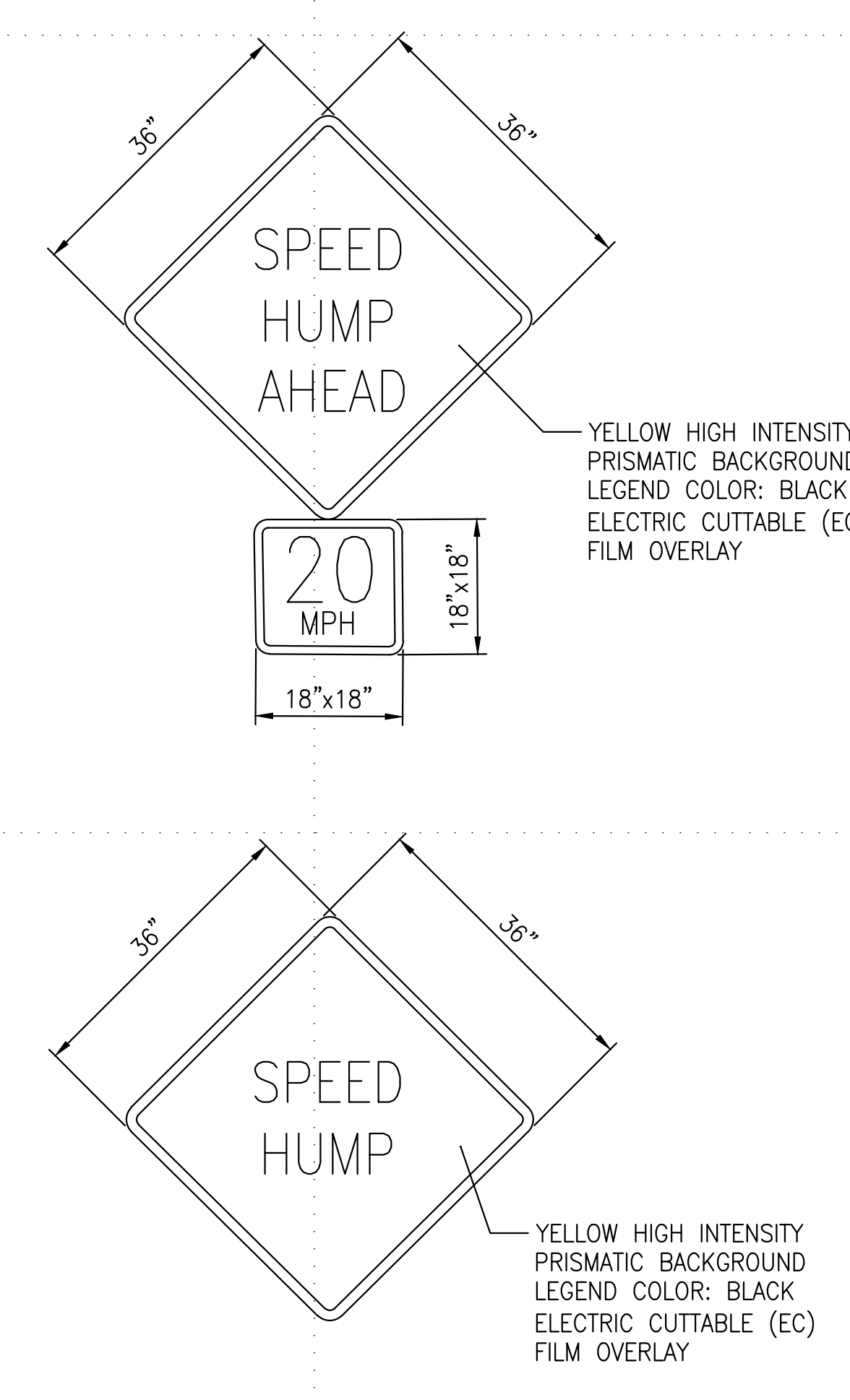
2 SITE PLAN
SCALE: 1"=60'-0"



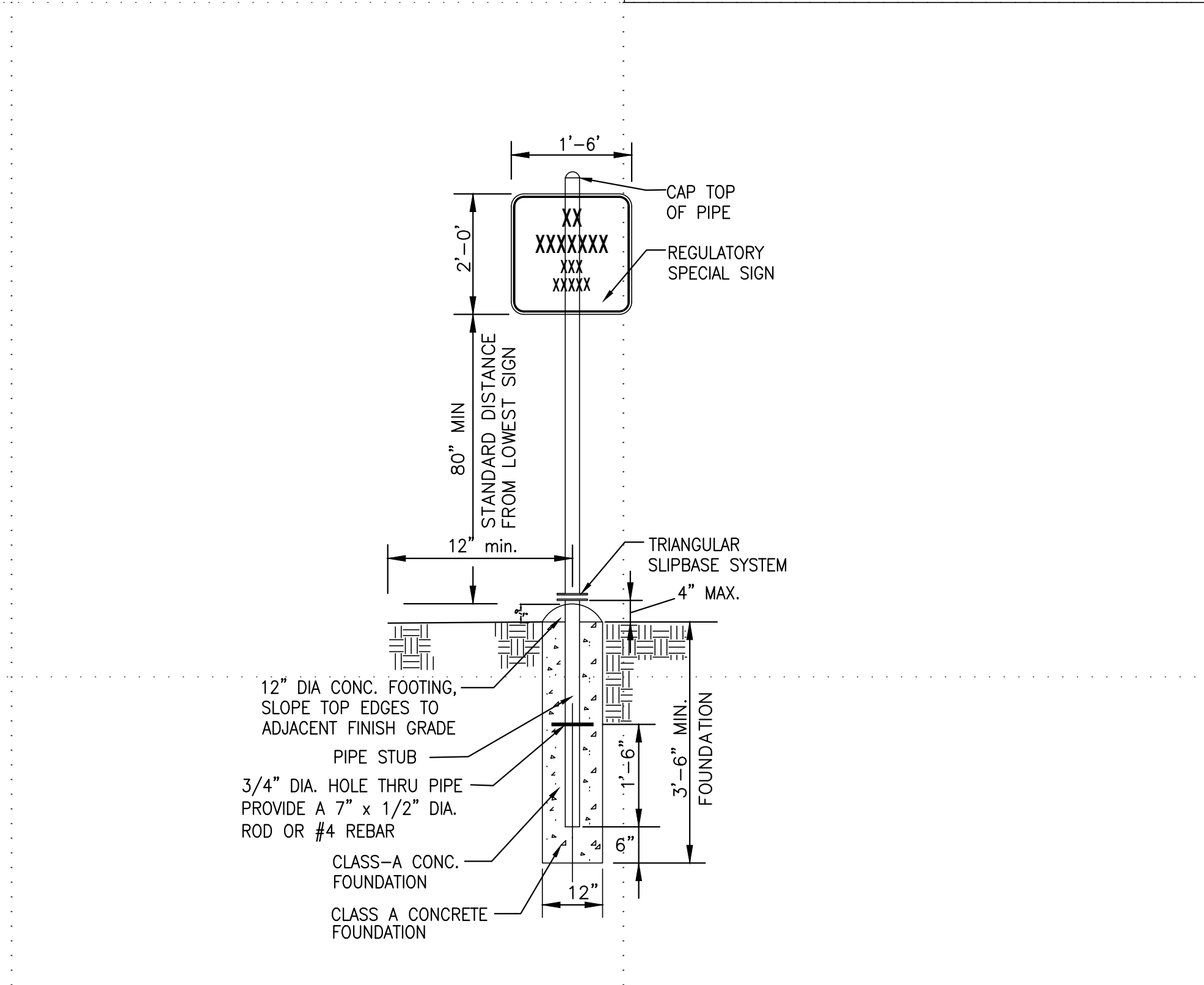
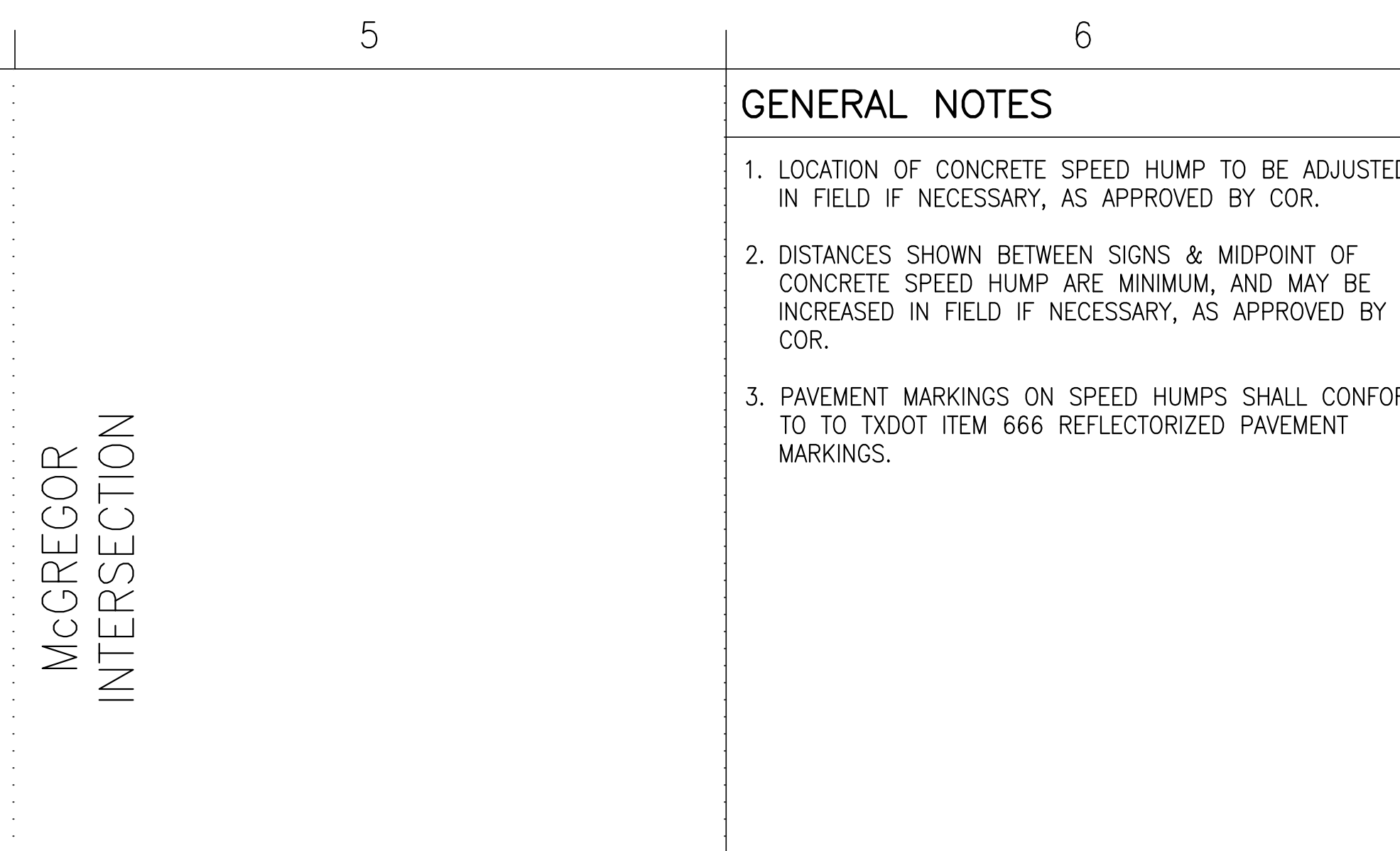
1 12 FOOT PARABOLIC CONCRETE SPEED HUMP
NOT TO SCALE



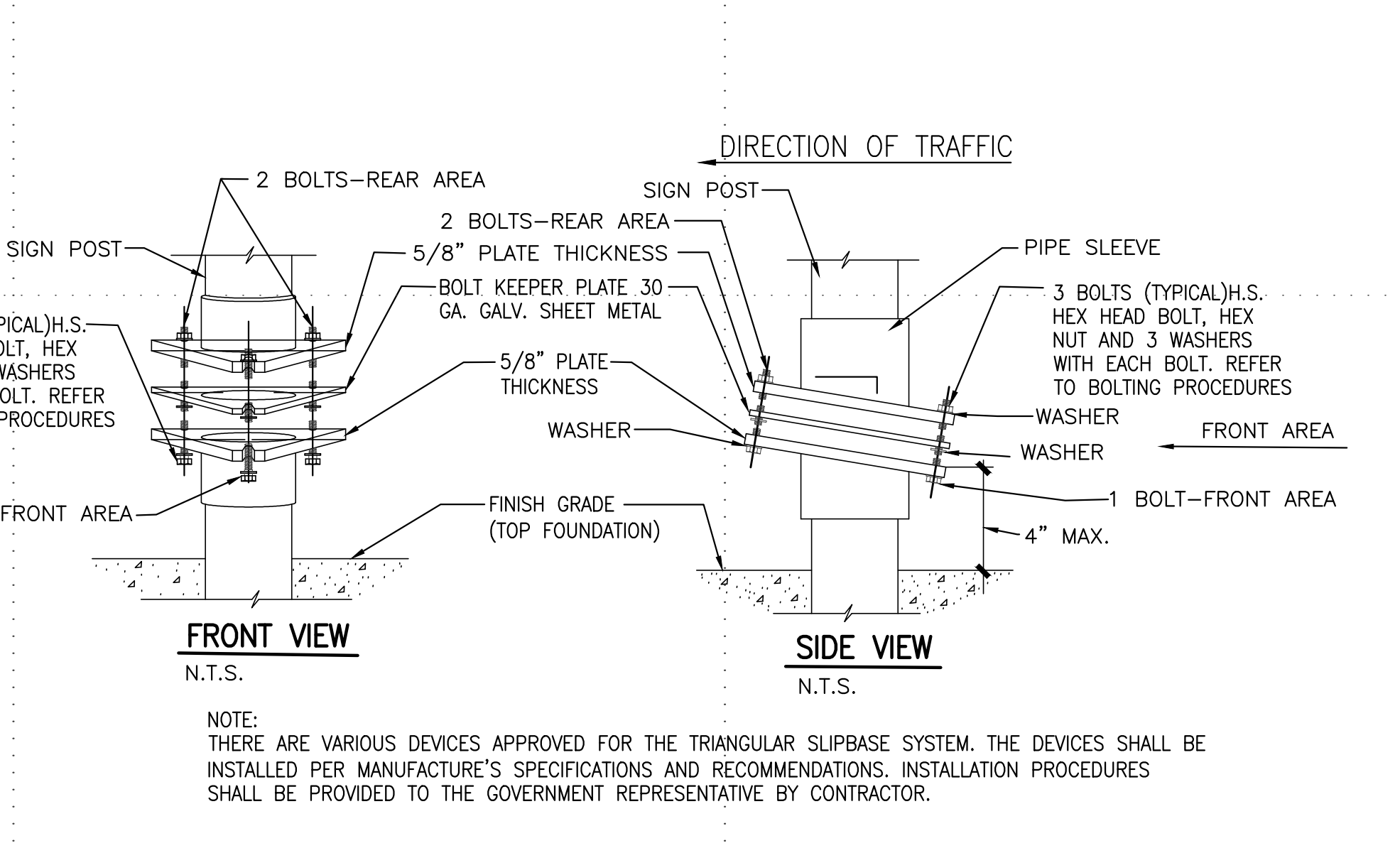
2 PAVEMENT MARKINGS DETAIL
NOT TO SCALE



3 SIGN DETAILS
NOT TO SCALE



4 SIGN POST DETAIL
NOT TO SCALE



5 TRIANGULAR SLIPBASE SYSTEM
NOT TO SCALE

- GENERAL NOTES**
1. LOCATION OF CONCRETE SPEED HUMP TO BE ADJUSTED IN FIELD IF NECESSARY, AS APPROVED BY COR.
 2. DISTANCES SHOWN BETWEEN SIGNS & MIDPOINT OF CONCRETE SPEED HUMP ARE MINIMUM, AND MAY BE INCREASED IN FIELD IF NECESSARY, AS APPROVED BY COR.
 3. PAVEMENT MARKINGS ON SPEED HUMPS SHALL CONFORM TO TOXDOT ITEM 666 REFLECTORIZED PAVEMENT MARKINGS.

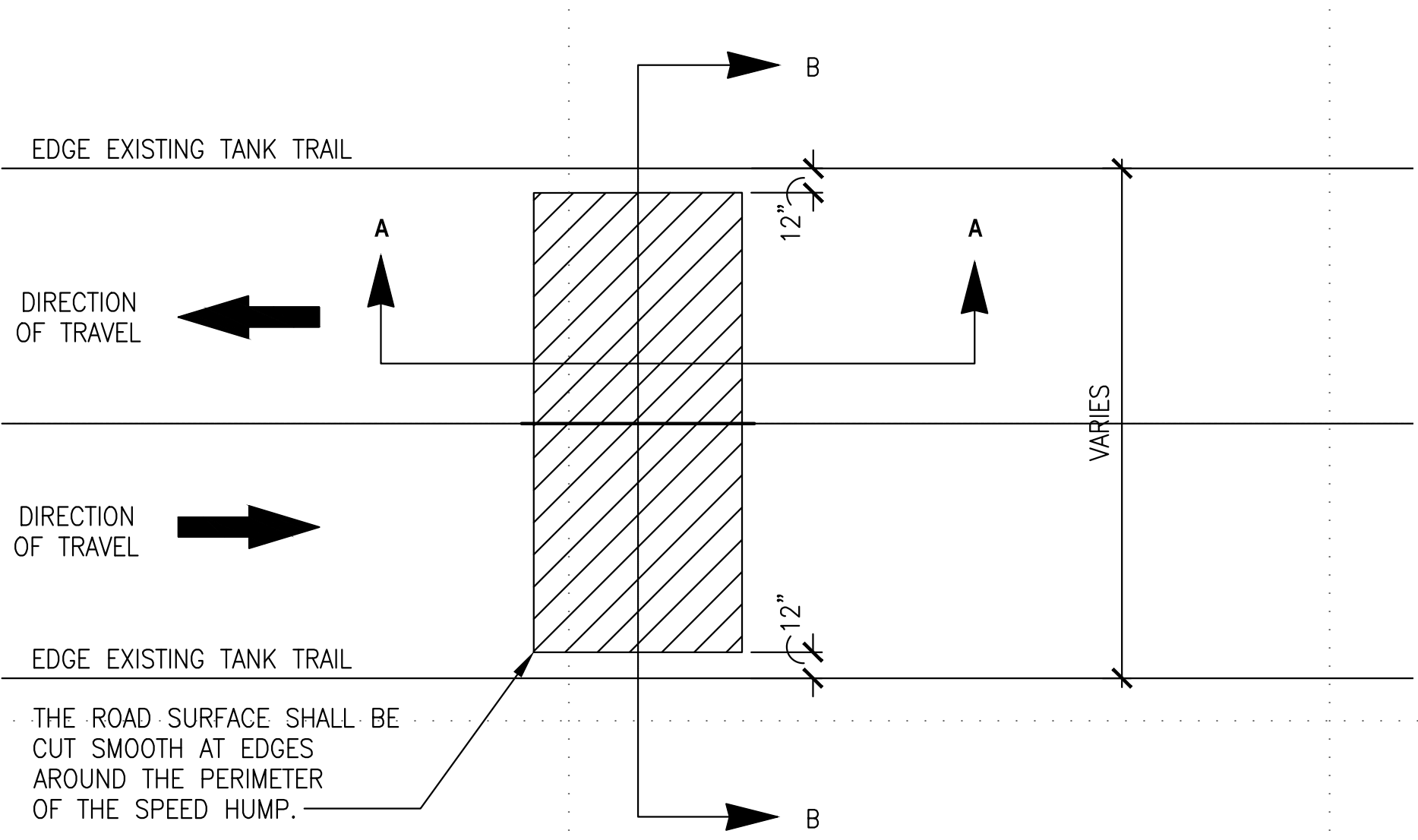
DATE	
MARK	
DESCRIPTION	

DESIGNED BY:	J.S.	DATE:	JUNE 25, 2019
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REVIEWED BY:	J.S.	SPEC. #	
SCALE:	AS SHOWN		

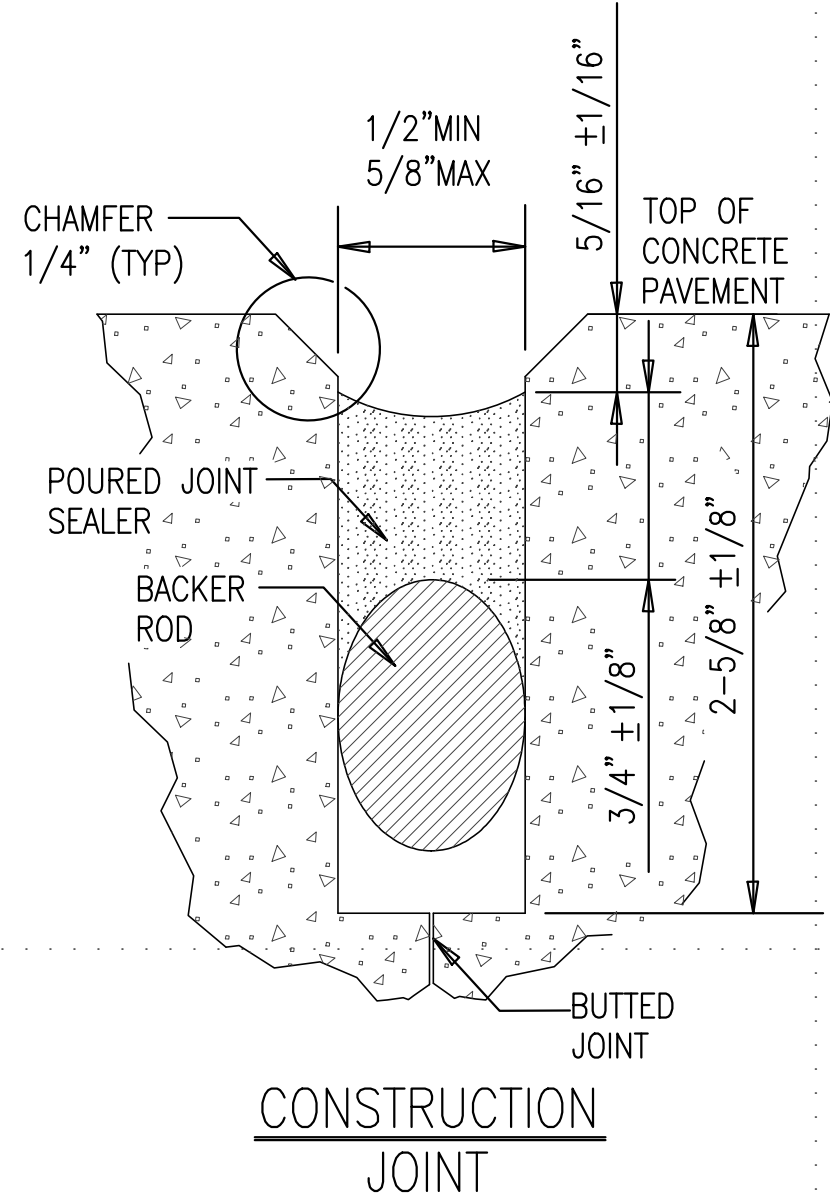
DIRECTORATE OF PUBLIC WORKS
FORT BLISS, TEXAS

HARDENING OF ROUTE GREEN
@ McGregor INTERSECTION
PROPOSED CONCRETE SPEED HUMP DETAILS

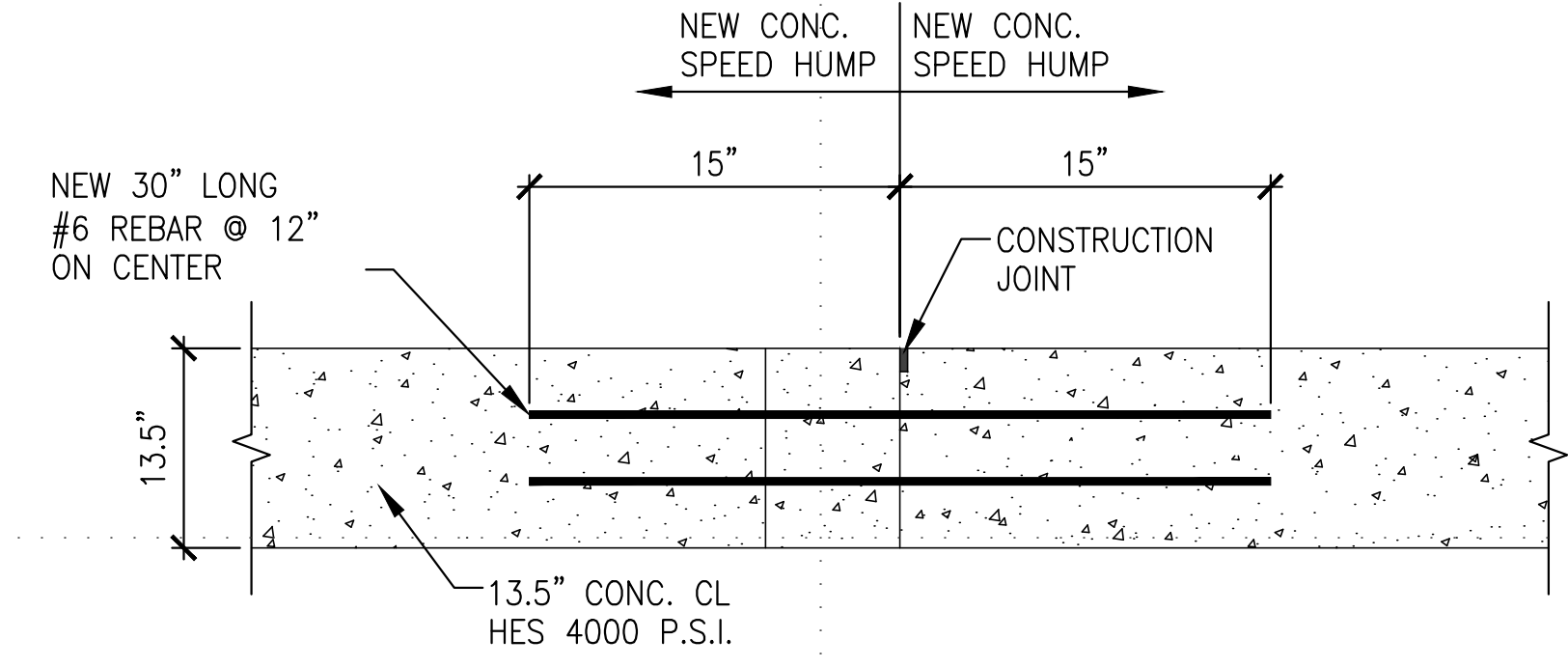
SHEET NUMBER:	C-103
	5 OF 8



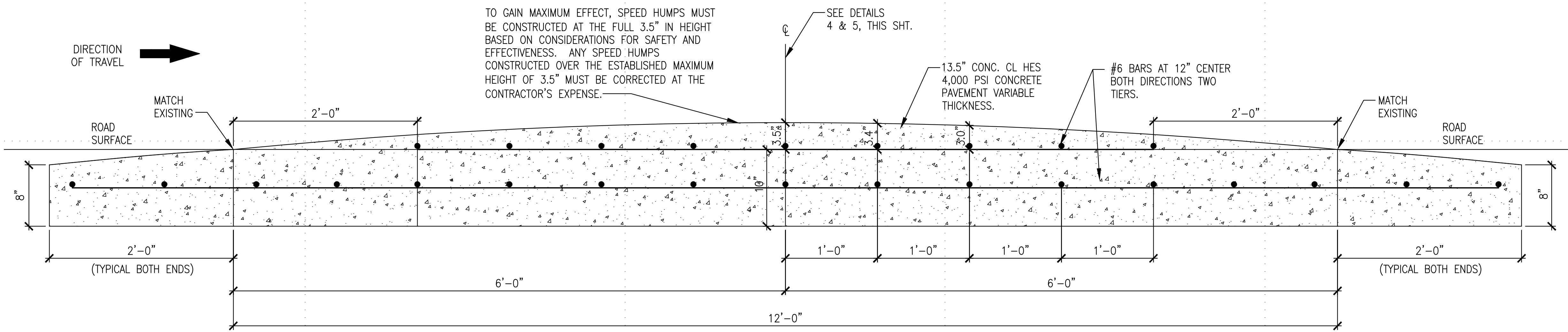
1 CUT & MILL DETAIL
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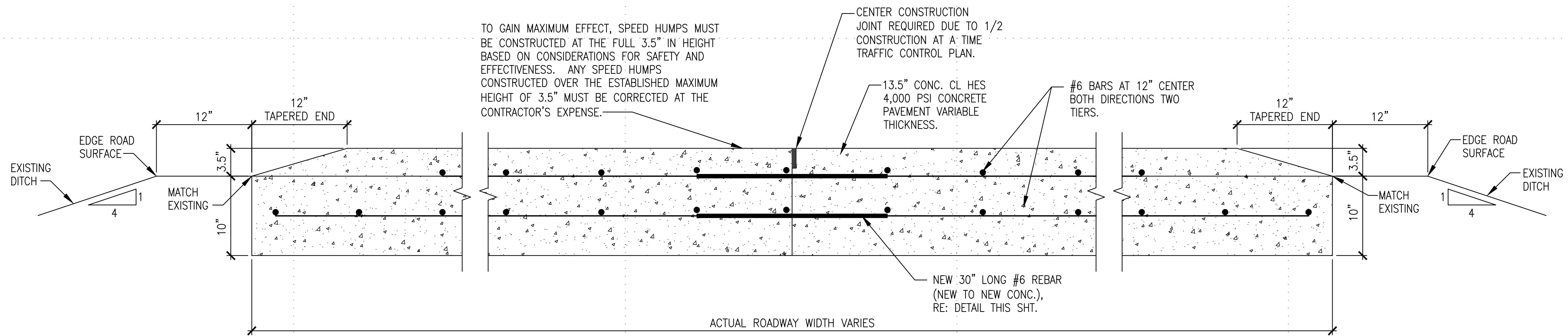
4 JOINT SEALANT DETAILS
NOT TO SCALE



5 TIE-BAR (NEW TO NEW)
NOT TO SCALE



2 SECTION A-A - PARABOLIC CROWN PROFILE
NOT TO SCALE



3 SECTION B-B - NO CURB
NOT TO SCALE

NOTES

1. THE 12-FOOT LONG VERTICAL CROSS-SECTION OF THE 12-FOOT SPEED HUMP, MEASURED THE DIRECTION OF TRAFFIC FLOW, SHALL BE A PARABOLIC CURVE WITH A MAXIMUM HEIGHT OF 3.5 INCHES AT THE MID-POINT, AND 12-FOET IN LENGTH AS DETAILED IN SECTION A-A OF THIS SHEET.
2. CONTRACTOR WILL BE REQUIRED TO CONSTRUCT CONCRETE HALF AT A TIME, IN ORDER TO ALLOW TRAFFIC ON HALF OF THE OPEN ROADWAY (TANK TRAILS).
3. CONCRETE SPEED HUMPS SHALL BE INSTALLED AT A RIGHT ANGLE TO THE CENTERLINE TANGENT OF THE ROADWAY.
4. CONTRACTOR SHALL PROVIDE VERIFICATION OF CROSS-SECTION DIMENSIONS AT FIELD, TO MATCH EXISTING ROADWAY.
5. THE ROAD SURFACE SHALL BE CUT WITH SMOOTH LINE EDGES AROUND THE PERIMETER OF THE SPEED HUMP. AS ILLUSTRATED IN SECTION B-B OF THIS SHEET.
6. CONTRACTOR SHALL NOT OPEN SPEED HUMP TO TRAFFIC UNTIL ALL REQUIRED WARNING SIGNS AND PAVEMENT MARKINGS ARE COMPLETE, OR AS APPROVED BY COR.
7. DOUBLE REINFORCEMENT OF #6 BARS SHALL BE REQUIRED WITH LENGTHS ADJUSTED IN FIELD, AS APPROVED BY COR, IF NECESSARY.
8. ALL PROPOSED WORK TO MATCH EXISTING GRADES.
9. HIGH EARLY STRENGTH (HES) CONCRETE TARGET COMPRESSIVE STRENGTH IS 3500 PSI IN 24 HOURS.

DATE	DESCRIPTION

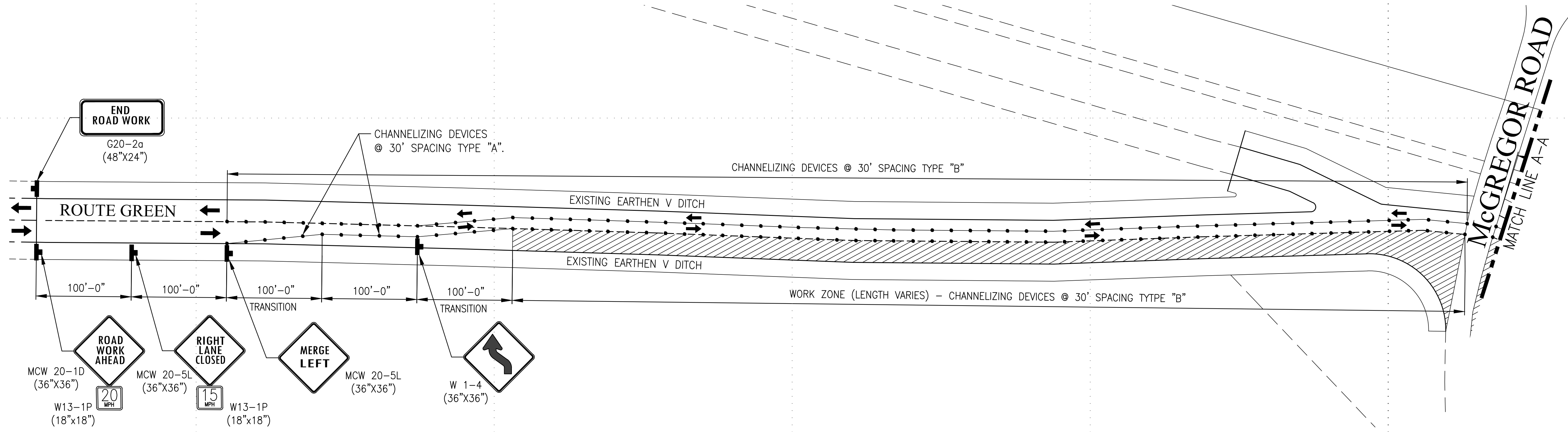
DESIGNED BY: J.S.	DATE: JUNE 25, 2019
DRAWN BY: R.V.	W.O. # FE-10339-8J
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SCALE: AS SHOWN	

DIRECTORATE OF PUBLIC WORKS
FORT BLISS, TEXAS

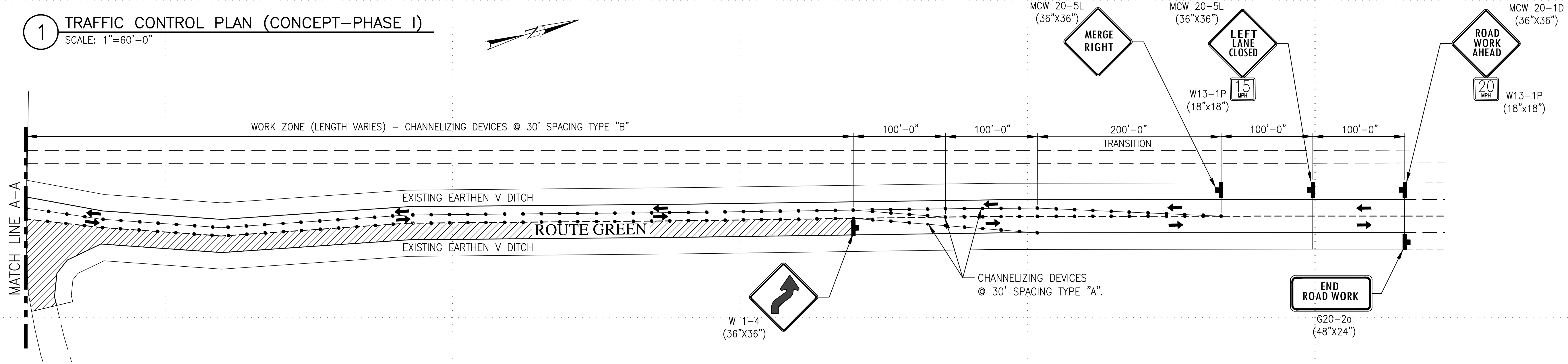
HARDENING OF ROUTE GREEN @ MCGREGOR INTERSECTION
PROPOSED CONCRETE SPEED HUMP DETAILS

LEGEND	
	ADVANCE WARNING SIGNS
	CHANNELIZING DEVICES
	WORK ZONE
	TRAFFIC FLOW

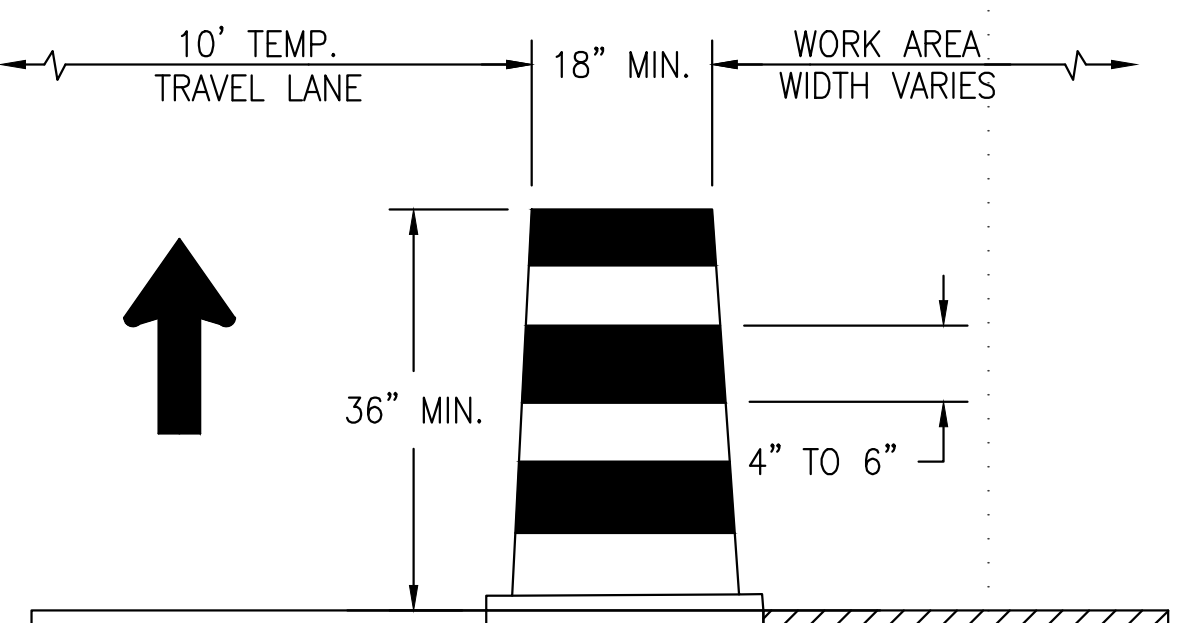
- GENERAL NOTES**
- CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN AND COORDINATE WITH DES, DPTSMS, AND IMPACTED FACILITIES. REFERENCE THE TRAFFIC CONTROL ATTACHMENT. ALL TRAFFIC SIGNS AND TRAFFIC CONTROL DEVICES SHALL COMPLY WITH THE LATEST EDITION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD). CONTRACTOR SHALL PROVIDE, INSTALL AND MAINTAIN ALL REQUIRED TRAFFIC CONTROL DEVICES DURING THE PROSECUTION OF ALL WORK SHOWN IN THE DRAWINGS.
 - SOME SIGNS OR CHANNELIZATION DEVICES MAY NOT BE SHOWN AT THE PRECISE OR MEASURED POSITION. NECESSARY ADJUSTMENTS MAY BE MADE TO MEET FIELD CONDITIONS, AS APPROVED BY THE GOVERNMENT REPRESENTATIVE.
 - FOR ADDITIONAL INFORMATION PERTAINING TO CHANNELIZATION, SIGNING, SPACING DETAILS, AND FLAGGING PROCEDURES TO REGULATE, WARN, AND GUIDE TRAFFIC THROUGH PROJECT REFER TO THE CURRENT TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICE (TMUTCD).
 - PROVIDE A TRAFFIC CONTROL APPROVED BY DPW. A LANE IN EACH DIRECTION MUST REMAIN OPEN DURING CONSTRUCTION.
 - THE CONTRACTOR SHALL PROVIDE AND MAINTAIN WARNING SIGNS, STRIPING AND FLAGGERS TO WARN AND GUIDE THE PUBLIC OF ALL HAZARDS THROUGH THE CONSTRUCTION ZONE AT ALL TIMES, AND AS DIRECTED BY THE GOVERNMENT REPRESENTATIVE.
 - LENGTH OF WORK ZONE VARIES AS PER FIELD CONDITIONS AS APPROVED BY THE GOVERNMENT REPRESENTATIVE.



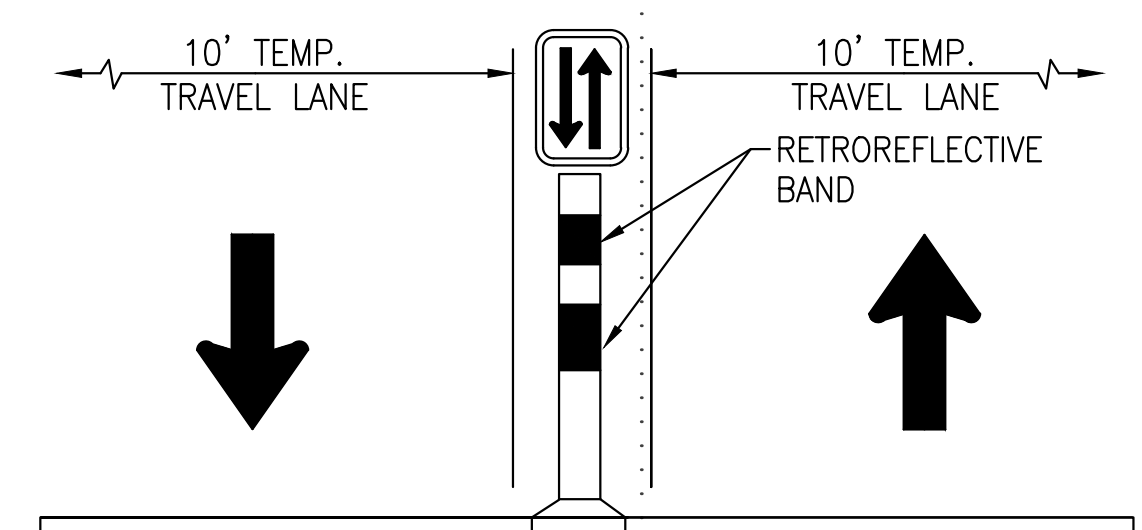
1 TRAFFIC CONTROL PLAN (CONCEPT-PHASE I)
SCALE: 1"=60'-0"



2 TRAFFIC CONTROL PLAN (CONCEPT-PHASE I)
SCALE: 1"=60'-0"



3 CHANNELIZING DRUM TYPE "A"
N.T.S.



4 CHANNELIZING TUBULAR TYPE "B"
N.T.S.

DATE	DESCRIPTION

DESIGNED BY: J.S.	DATE: JUNE 25, 2019
DRAWN BY: R.V.	W.O. #: FE-10339-BJ
REVIEWED BY: J.S.	SPEC. #:
SCALE: AS SHOWN	

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FORT BLISS, TEXAS

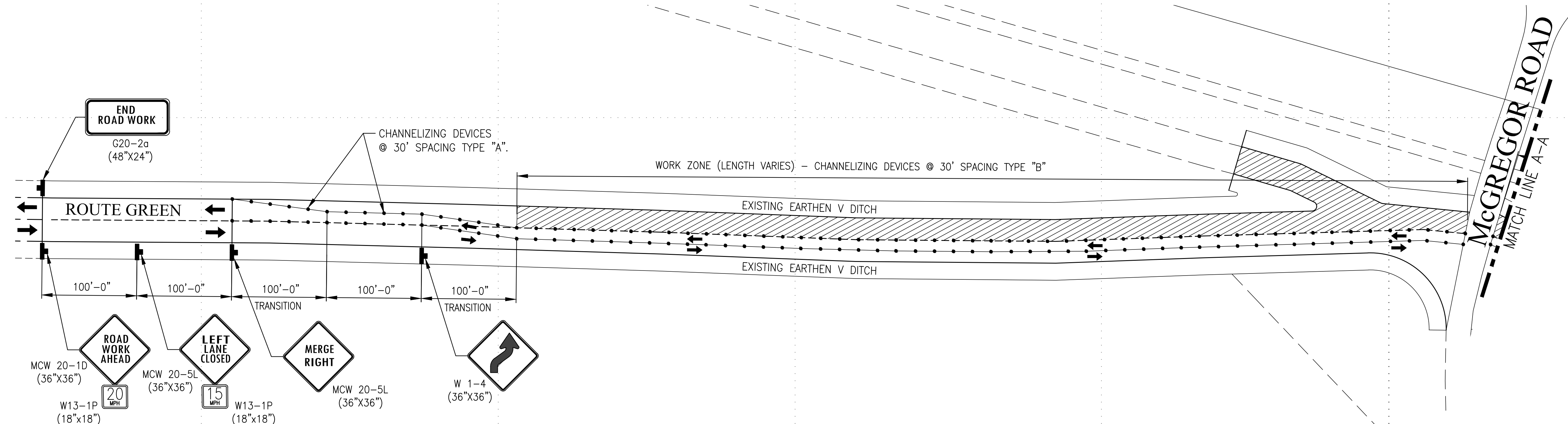
HARDENING OF ROUTE GREEN
@ MCGREGOR INTERSECTION
TRAFFIC CONTROL PLAN
(CONCEPT - PHASE I)

SHEET NUMBER:
C-105
7 OF 8

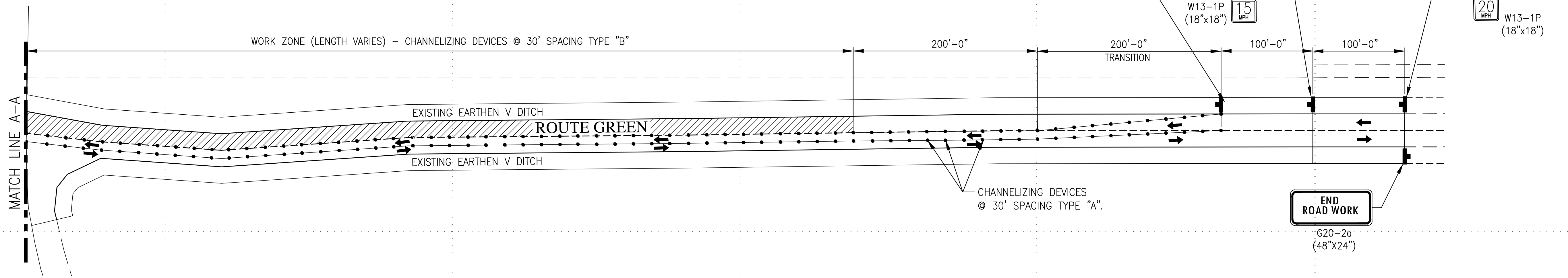
LEGEND	
	ADVANCE WARNING SIGNS
	CHANNELIZING DEVICES
	WORK ZONE
	TRAFFIC FLOW

GENERAL NOTES

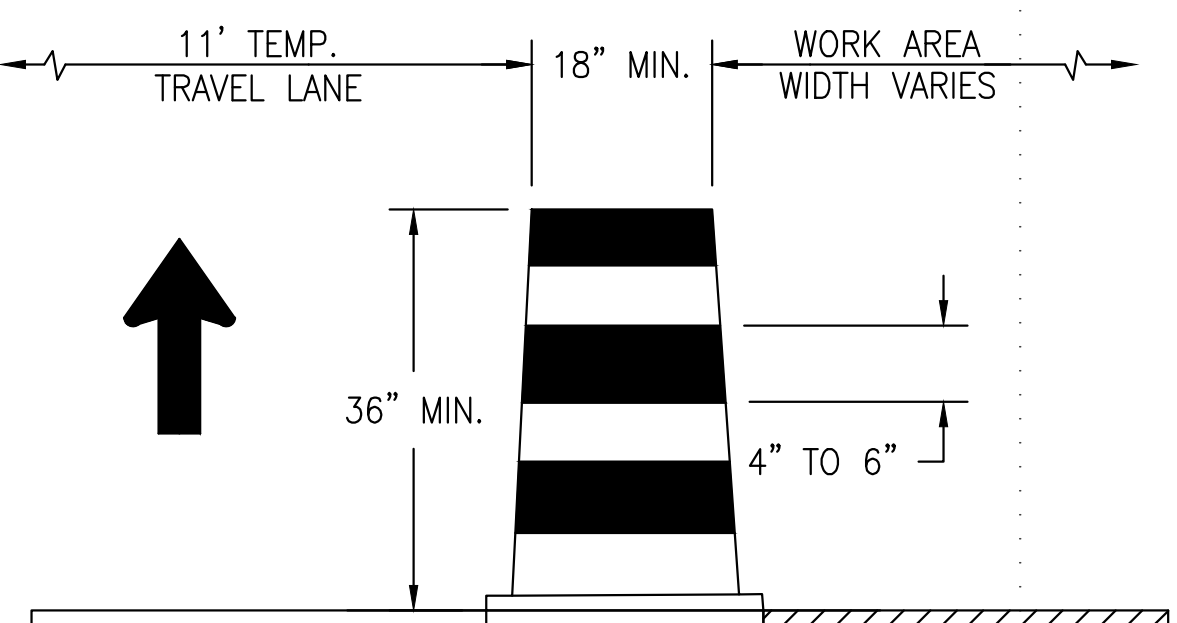
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- LENGTH OF WORK ZONE VARIES AS PER FIELD CONDITIONS AS APPROVED BY THE GOVERNMENT REPRESENTATIVE.



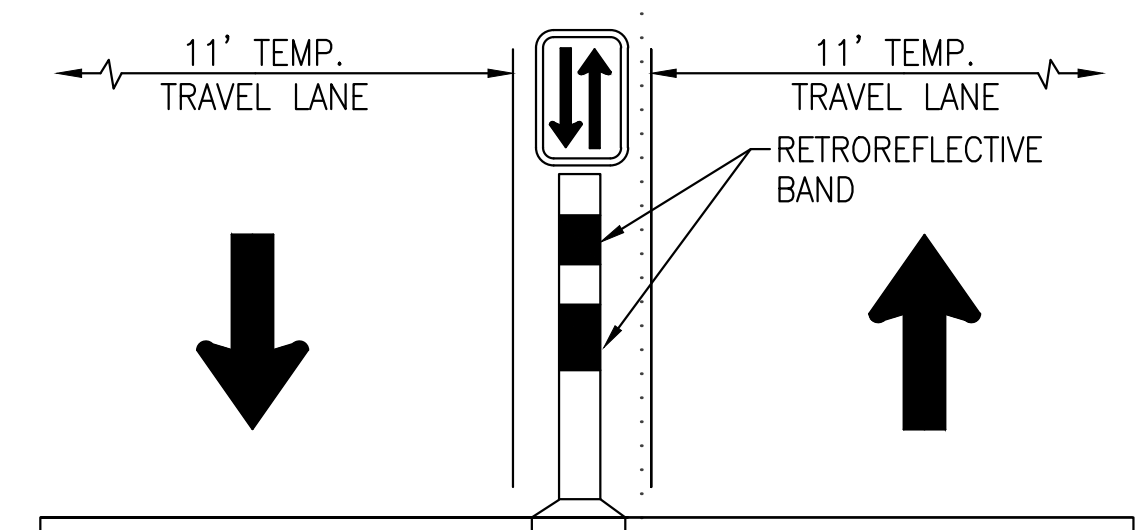
1 TRAFFIC CONTROL PLAN (CONCEPT-PHASE II)
SCALE: 1"=60'-0"



2 TRAFFIC CONTROL PLAN (CONCEPT-PHASE I)
SCALE: 1"=60'-0"



3 CHANNELIZING DRUM TYPE "A"
N.T.S.



4 CHANNELIZING TUBULAR TYPE "B"
N.T.S.

DATE	DESCRIPTION

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REVIEWED BY: J.S.	SPEC. #:
SCALE: AS SHOWN	

DIRECTORATE OF PUBLIC WORKS
FORT BLISS, TEXAS

HARDENING OF ROUTE GREEN
@ Mcgreggor Intersection
TRAFFIC CONTROL PLAN
(CONCEPT - PHASE II)