

PROJECT NO.	RMC 6469-28-001		
STATE	DISTRICT	COUNTY	
TEXAS	01	GRAYSON	
CONTROL	SECTION	JOB	ROADWAY NO.
6469	28	001	VARIOUS

INDEX OF SHEETS

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**STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION**

**PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT**

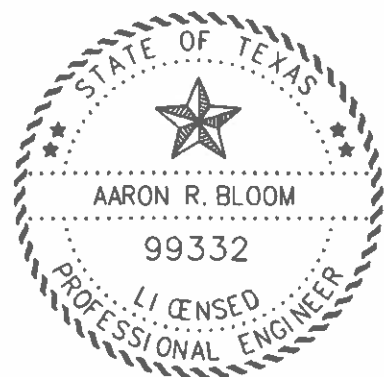
PROJECT: RMC 6469-28-001

GRAYSON COUNTY

LIMITS: VARIOUS HIGHWAYS

REMOVAL AND DISPOSAL OF DEBRIS

DESIGN SPEED - VARIES
ADT - VARIES
AREA OF DISTURBED SOIL - 0 ACRES



The seal appearing on this document was authorized by
AARON R. BLOOM, P.E. 99332

on June 7, 2024
Aaron R. Bloom, P.E.



SEE SHEET 5
GRAYSON COUNTY MAP FOR
BEGINNING AND ENDING PROJECT LOCATIONS

EXCEPTIONS: N/A
EQUATIONS: N/A

TEXAS DEPARTMENT OF TRANSPORTATION

SUBMITTED FOR LETTING

Aaron R. Bloom, P.E. 6-7 2024
AREA ENGINEER

RECOMMENDED FOR LETTING

Ellen Perry, P.E. 08/07/20 24
DISTRICT MAINTENANCE ENGINEER

APPROVED FOR LETTING:

John I. [Signature], P.E. 8/9 20 24
DIRECTOR OF OPERATIONS

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION,
SEPTEMBER 1, 2024 AND SPECIAL SPECIFICATION ITEMS INCLUDED IN THE CONTRACT
SHALL GOVERN ON THIS PROJECT.

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FILE: 8/15/24
DATE: 8/15/24

Project Number: RMC 6469-28-001

County: GRAYSON

Control: 6469-28-001

Highway: US 75, etc.

GENERAL NOTES:

Project Description - This project consists of removal and disposal of debris on or adjacent to various highways in Grayson County as denoted on the location map.

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

Sherman Area Office

Aaron Bloom, P.E. – Aaron.Bloom@txdot.gov

Melese Norcha, P.E. – Melese.Norcha@txdot.gov

Questions may be submitted via the Letting Pre-Bid Q&A web page. This webpage can be accessed from the Notice to Contractors dashboard located at the following Address:

<https://tableau.txdot.gov/views/ProjectInformationDashboard/NoticetoContractors>

All contractor questions will be reviewed by the Engineer. All questions and any corresponding responses that are generated will be posted through the same Letting Pre-Bid Q&A web page.

The Letting Pre-Bid Q&A web page for each project can be accessed by using the dashboard to navigate to the project you are interested in by scrolling or filtering the dashboard using the controls on the left. Hover over the blue hyperlink for the project you want to view the Q&A for and click on the link in the window that pops up.

TxDOT Project Supervisor – All work on this contract will be scheduled and directed by the following person. Payment will be made on a monthly basis for work completed and accepted according to specifications. All payment requests shall be directed to the same.

James Alexander, Grayson County Maintenance Supervisor
3904 Hwy 75 South
Sherman, TX 75090
Phone: 903-893-8831

Contract Prosecution: Each contract awarded by the Department stands on its own and as such, is separate from other contracts. A Contractor awarded multiple contracts, must be capable and sufficiently staffed to concurrently process any or all contracts at the same time.

ITEM 2 – INSTRUCTIONS TO BIDDERS

Article 2.5 – This project includes plan sheets that are not part of the bid proposal. View plans on-line or download from the web at:

Project Number: RMC 6469-28-001

County: GRAYSON

Control: 6469-28-001

Highway: US 75, etc.

http://www.txdot.gov/business/contractors_consultants/plans_online.htm

Order plans from any of the plan reproduction companies shown on the web at:

<http://www.txdot.gov/business/letting-bids/repro-companies.html>

Perform work on roadways in Grayson County as shown on the roadway list in the plan packet.

Furnish and wear safety vests/shirts at all times while within the departmental right-of-way. All vests/shirts will be fluorescent orange and approved by the Engineer. Maintain a safety program that includes furnishing and maintaining all necessary safety equipment as required by the Engineer.

ITEM 7 – LEGAL REGULATIONS AND RESPONSIBILITIES

No significant traffic generator events identified.

ITEM 8 – PROSECUTION AND PROGRESS

Only nighttime work after 7:30 PM will be permitted because of decreased traffic volume.

The number of working days for this project will be 365 days or until contract funds are expended. Time will be computed according to Item 8.3.3 Nighttime Work.

Utilize a crew experienced in the work of debris pickup and disposal and the necessary traffic control. Have a minimum of one English-speaking employee on the job site at all times.

ITEM 502 – BARRICADES, SIGNS, AND TRAFFIC HANDLING

Each corner of a caged vehicle will be mounted with high intensity amber strobe lights. In addition, a high intensity amber light bar will be located at the middle, rear of the cage. The use of high visibility, fluorescent flags mounted on vehicle high-points are recommended to further enhance the visual presence of the debris pick-up operation. If a trailer mounted cage is used, the vehicle pulling the trailer will also have an amber light bar mounted on the top of the cab.

An arrow board will be mounted above the cab. During each cycle, the strobe lights will be operating as well as a four-corner flashing pattern on the arrow board. The cage will have an opening (door) large enough to handle large items of debris. The tailgate of the truck will be painted according to the sheet titled "Work Vehicle Details" in the plan packet. Supply a sign reading "Vehicle Makes Frequent Stops" to be mounted on the rear of the cage.

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Highway: US 75, etc.

In the event of large debris in the roadway, which requires special handling, TxDOT will provide assistance as determined by the maintenance supervisor. Saturday work may be permitted due to rain out during prior week as approved by the Engineer.

Traffic control for this project will be in accordance with TCP (3-1) or TCP (3-2) depending on the roadway. Two vehicles equipped with truck mounted attenuators (TMA) will be required for each roadway and will be paid using Item 505-7003 TMA (Mobile Operation).

ITEM 735 – DEBRIS REMOVAL

Pickup and dispose of debris on a daily basis, according to the frequency and schedule shown on the roadway list in the plan packet.

All debris collected by the Contractor becomes the property of the Contractor and will be disposed of at state-approved solid waste site(s) and in accordance with local health department regulations.

Whole tires and portions of tires will be picked up and taken to the TXDOT maintenance warehouse lot located on US 75 at the intersection of FM 1417 in Sherman, Texas, between the hours of 7:00 AM and 5:00 PM.

Pick up all debris as outlined in Item 735.3.1 “Center Medians and Mainlanes” and Item 735.3.3 “Entrance and Exit Ramps” plus the immediate ten (10) feet of the area adjacent to the pavement. Clean out all storm drains in curbed roadways, center barrier drains, and or median drains. Remove debris that can prevent water drainage.

In addition, pickup **all** large debris within the **entire** center median on Reference No. 1 (US 75, From Red River to SH 91).

This item will be measured by the cycle. A cycle is defined as one (1) complete removal and proper disposal of all debris from within the limits indicated on the plans for a particular roadway as specified for any designated pickup.



Estimate & Quantity Sheet

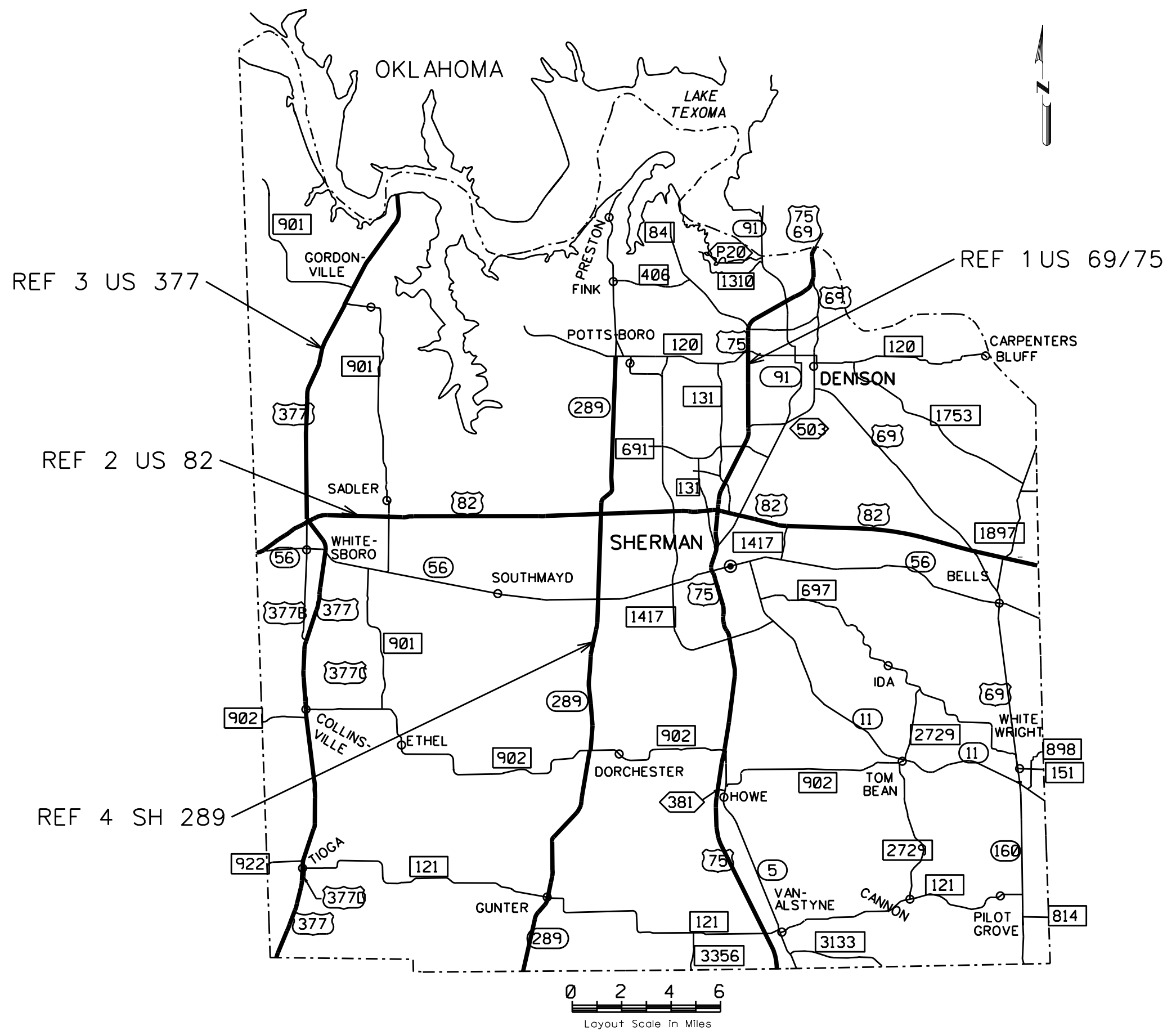
CONTROLLING PROJECT ID 6469-28-001

DISTRICT Paris
HIGHWAY US0075

COUNTY Grayson

CONTROL SECTION JOB				6469-28-001		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00210468			
COUNTY				Grayson			
HIGHWAY				US0075			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	500-7001	MOBILIZATION	LS	1.000		1.000	
	505-7003	TMA (MOBILE OPERATION)	DAY	512.000		512.000	
	735-7015	DEBRIS-CNTR MEDIANS/MAINLANES-AREA (1)	CYC	156.000		156.000	
	735-7016	DEBRIS-CNTR MEDIANS/MAINLANES-AREA (2)	CYC	52.000		52.000	
	735-7017	DEBRIS-CNTR MEDIANS/MAINLANES-AREA (3)	CYC	24.000		24.000	
	735-7018	DEBRIS-CNTR MEDIANS/MAINLANES-AREA (4)	CYC	24.000		24.000	
	735-7038	DEBRIS REMOVAL (ENTRANCE/EXIT RAMPS)	CYC	156.000		156.000	

FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.	
6	RMC 6469-28-001	5	
STATE	DIST.	COUNTY	
TEXAS	01	GRAYSON	
CONT.	SECT.	JOB	HIGHWAY NO.
6469	28	001	VARIOUS




SUMMARY OF QUANTITIES
GRAYSON COUNTY
REMOVAL AND DISPOSAL OF DEBRIS

REF	HWY.	LOCATION	REFERENCE MARKERS	CENTERLINE MILES	ITEM 735-7015	ITEM 735-7016	ITEM 735-7017	ITEM 735-7018	ITEM 735-7038	FREQUENCY
1**	US 69/US 75	RED RIVER BRIDGE TO COLLIN CO. LINE	#192 TO #224	32	156				156	3 TIMES PER WEEK NIGHT OPERATION: SUN. TUES. THURS.
2	US 82	COOKE CO LINE TO FANNIN CO LINE	#622 TO #656	34		52				1 TIME PER WEEK NIGHT OPERATION MONDAY
3	US 377	WILLIE BRIDGE TO DENTON CO. LINE	#192 TO #226	34			24			2 TIMES PER MONTH NIGHT - 1ST & 3RD WEDNESDAY
4	SH 289	FM 120 TO COLLIN CO. LINE	#199 TO #226	27				24		2 TIMES PER MONTH NIGHT - 2ND & 4TH WEDNESDAY
TOTALS					156	52	24	24	156	

** ALL LARGE DEBRIS WITHIN CENTER MEDIAN SHALL BE REMOVED.

ALL STORM DRAINS, CURB DRAINS, MEDIAN WALL DRAINS, AND GRATED MEDIAN DRAINS WILL HAVE DEBRIS CLEARED WEEKLY.
REF #1 INCLUDES THE RED RIVER BRIDGE
REF #3 DOES NOT INCLUDE THE WILLIS BRIDGE

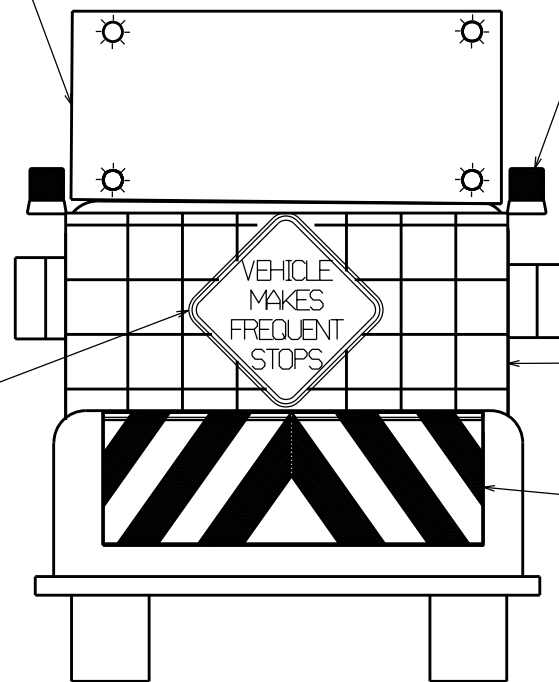
SUMMARY OF QUANTITIES



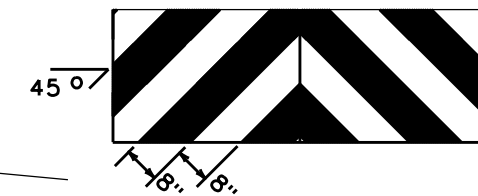
CONT	SECT	JOB	HIGHWAY
5469	28	001	VARIOUS
DIST	COUNTY	SHEET NO.	
PAR	GRAYSON	6	

FLASHING ARROW PANEL
WITH (FOUR CORNER FLASH)

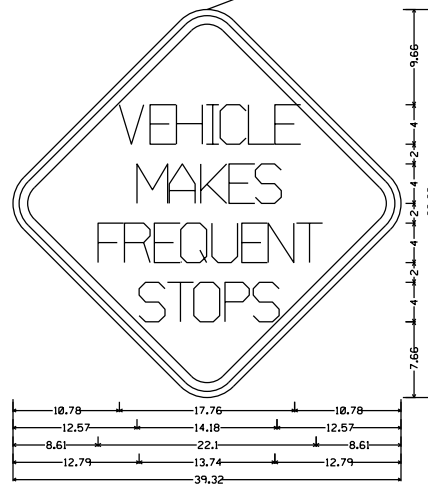
HIGH INTENSITY AMBER STROBE
LIGHTS ON EACH CORNER
OF DEBRIS CAGE (4 REQUIRED)



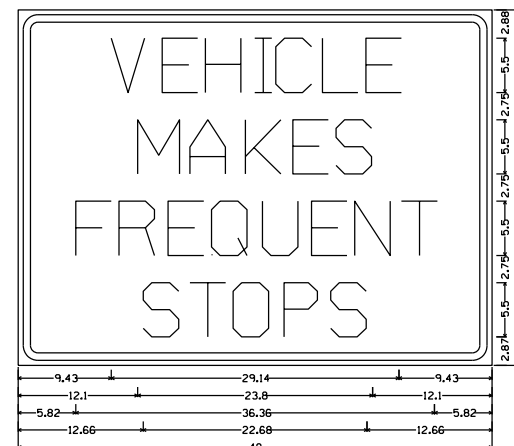
CAGE



INVERTED, 8 INCH WIDE, V-STRIPED
REFLECTIVE RED AND WHITE CHEVRONS



Vehicle Makes Frequent Stops
38.00" across sides 3.75" Radius, 0.88" Border, 0.63" Indent, Black on Orange:
(VEHICLE) C; (MAKES) C; (FREQUENT) C; (STOPS) C;



Vehicle Makes Frequent Stops: 2.00" Radius, 0.75" Border, 0.50" Indent, Black on Yellow:
(VEHICLE) D; (MAKES) D; (FREQUENT) D; (STOPS) D;

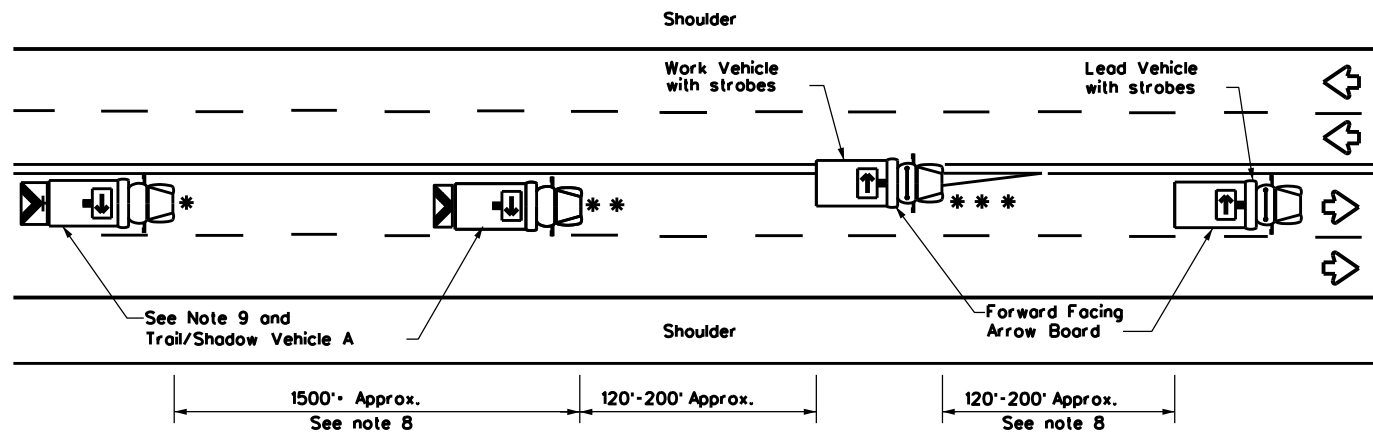
WORK VEHICLE DETAILS



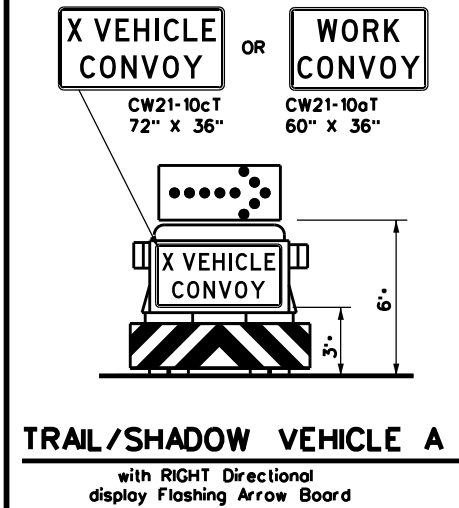
**TRAFFIC CONTROL PLAN
MOBILE OPERATIONS
WORK VEHICLE DETAILS**

REVISIONS	STATE DISTRICT	FEDERAL REGION	PROJECT NO.	DATE	BY	CHK	NEG NO.	SHEET
	6		RMC 646928001					7
	GRAYSON		6469	28	001			VARIOUS

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TCP (3-1a)
UNDIVIDED MULTILANE ROADWAY



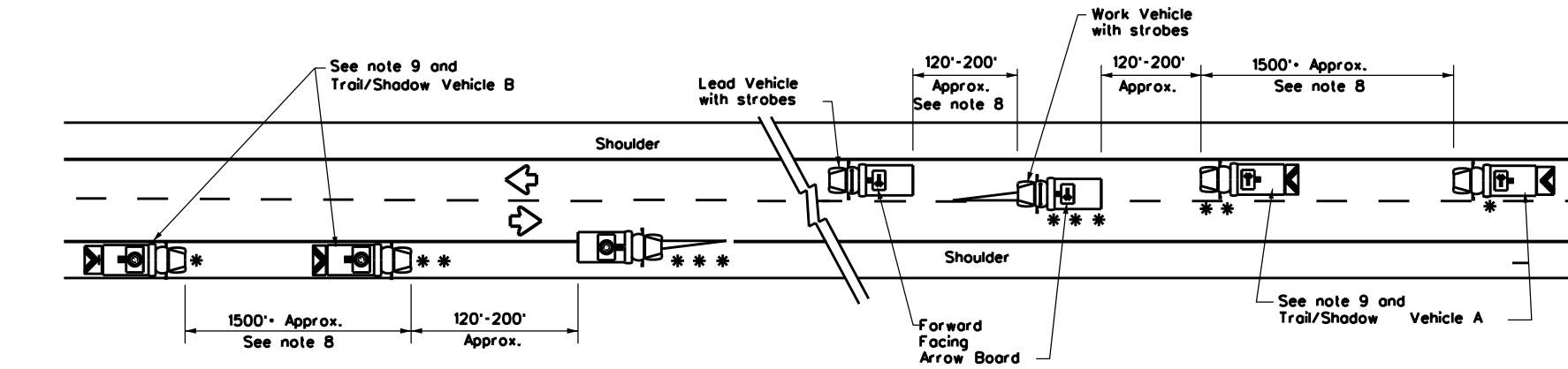
TRAIL/SHADOW VEHICLE A
with RIGHT Directional display Flashing Arrow Board

LEGEND		ARROW BOARD DISPLAY	
*	Trail Vehicle		
**	Shadow Vehicle		
***	Work Vehicle		RIGHT Directional
	Heavy Work Vehicle		LEFT Directional
	Truck Mounted Attenuator (TMA)		Double Arrow
	Traffic Flow		CAUTION (Alternating Diamond or 4 Corner Flash)

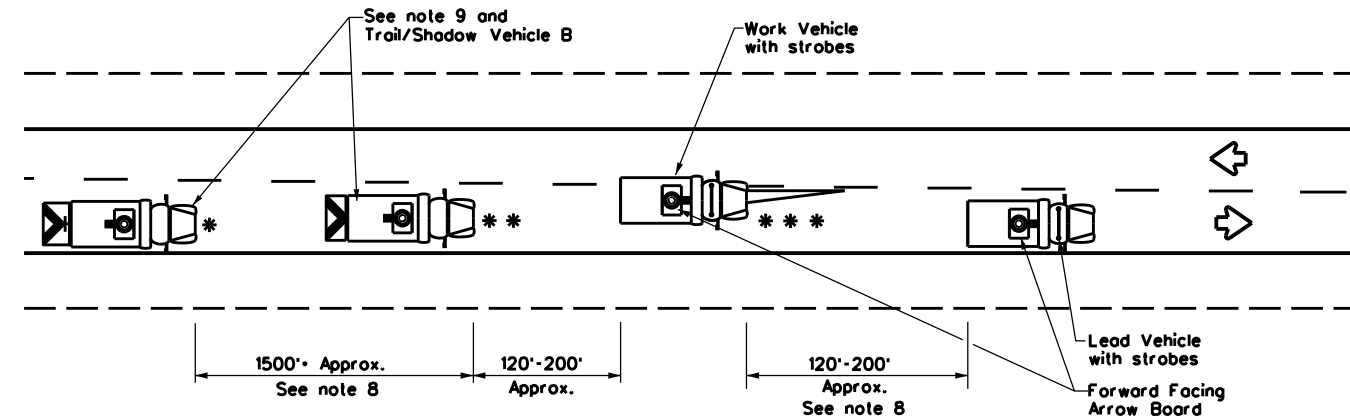
TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

GENERAL NOTES

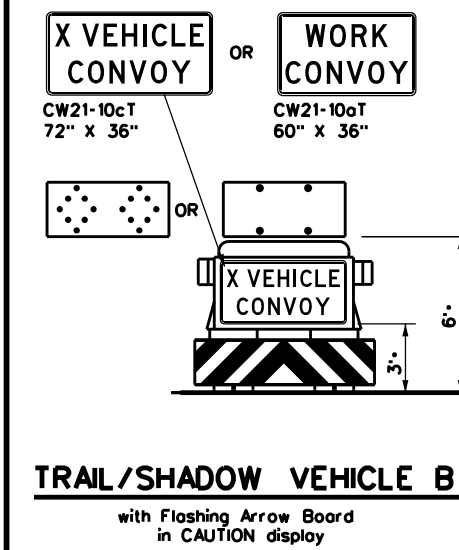
1. TRAIL, SHADOW, and LEAD vehicles shall be equipped with arrow boards as illustrated. When a LEAD vehicle is not used the WORK vehicle must be equipped with an arrow board. The Engineer will determine if the LEAD VEHICLE and/or TRAIL VEHICLE are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
2. The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
3. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE and TRAIL VEHICLE are required.
4. Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION DMS 8300, Type A.
5. Flashing arrow boards shall be Type B or Type C as per the Barricade and Construction (BC) standards. The board shall be controlled from inside the vehicle.
6. Each vehicle shall have two-way radio communication capability.
7. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
8. Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE and vehicle spacing between WORK VEHICLE and LEAD VEHICLE may vary according to terrain, work activity and other factors.
9. "X VEHICLE CONVOY" (CW21-10cT) or "WORK CONVOY" (CW21-10aT) signs shall be used on TRAIL VEHICLES and SHADOW VEHICLES as shown. As an option 48" X 48" diamond shaped "WORK CONVOY" (CW21-10T) or "X VEHICLE CONVOY" (CW21-10bT) signs may be used where adequate mounting space exists. When used, the X VEHICLE CONVOY sign shall have the number of the convoy vehicles displayed on the sign in the number designation "X" location. The "X VEHICLE CONVOY" sign shall not be used on the SHADOW VEHICLE if a TRAIL VEHICLE is used.
10. On two-lane two-way roadways, the work and protection vehicles should pull over periodically to allow motor vehicle traffic to pass. If motorists are not allowed to pass the work convoy, a "DO NOT PASS" (R4-1) sign should be placed on the back of the rearmost protection vehicle.



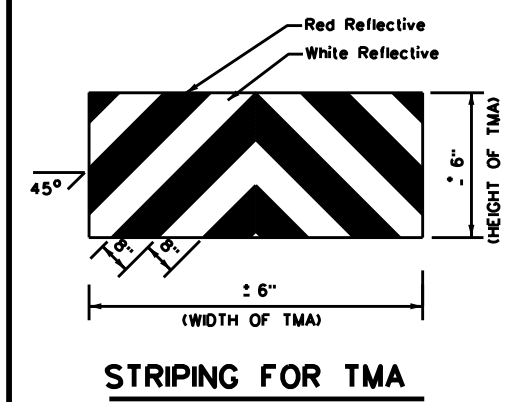
TCP (3-1b)
TWO-WAY ROADWAY WITH PAVED SHOULDERS



TCP (3-1c)
TWO-WAY ROADWAY WITHOUT PAVED SHOULDERS



TRAIL/SHADOW VEHICLE B
with Flashing Arrow Board in CAUTION display



STRIPING FOR TMA



TRAFFIC CONTROL PLAN
MOBILE OPERATIONS
UNDIVIDED HIGHWAYS

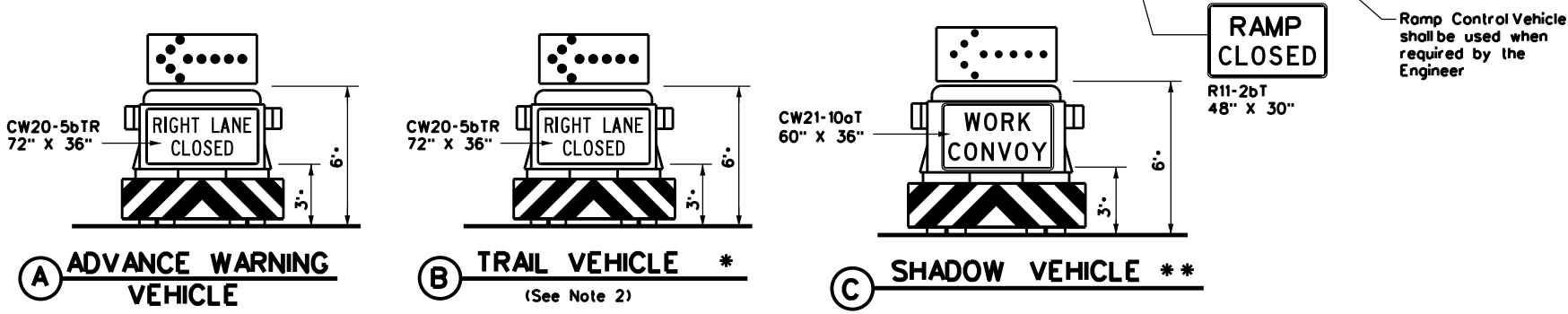
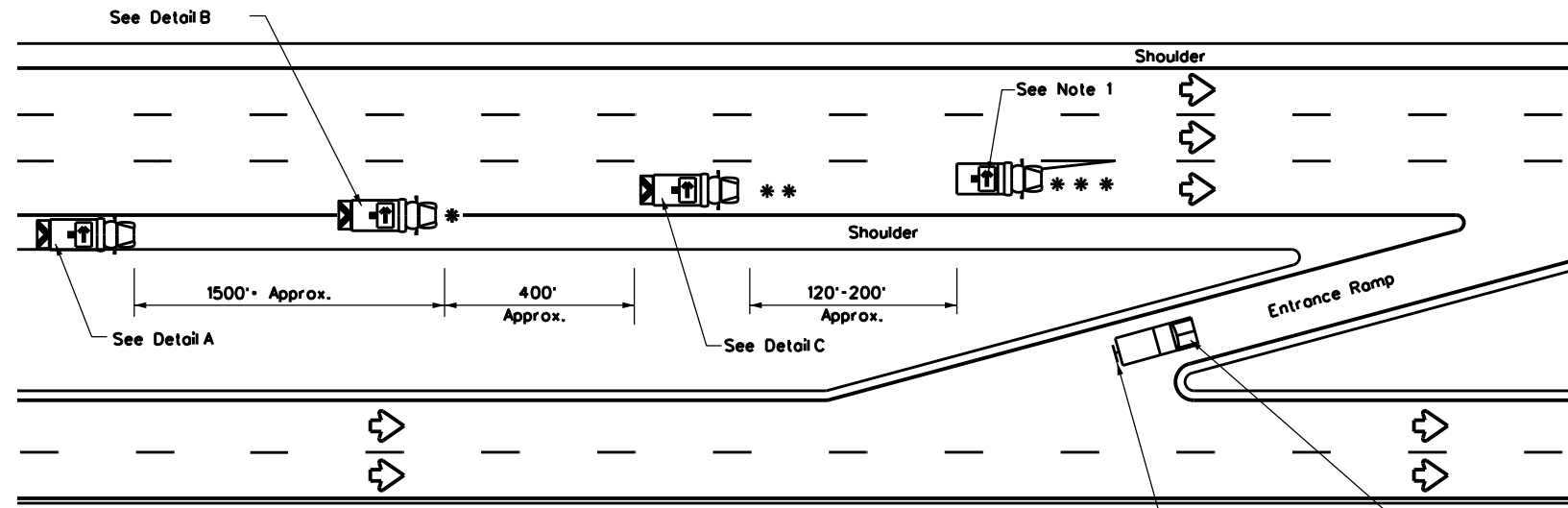
TCP(3-1)-13

FILE: tcp3-1.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	6469	28	001	VARIOUS
2-94 4-98	DIST	COUNTY	SHEET NO.	
8-95 7-13	01	GRAYSON	8	
1-97				

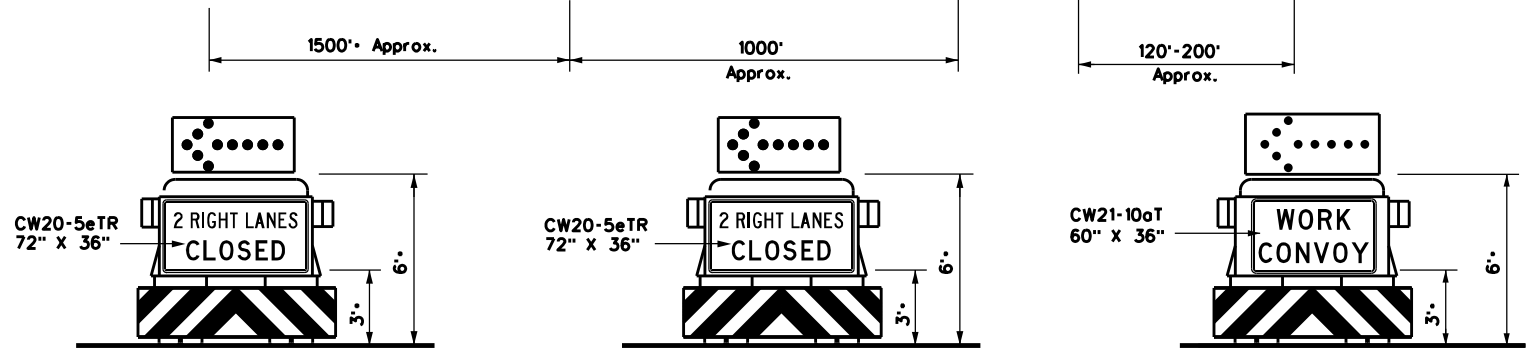
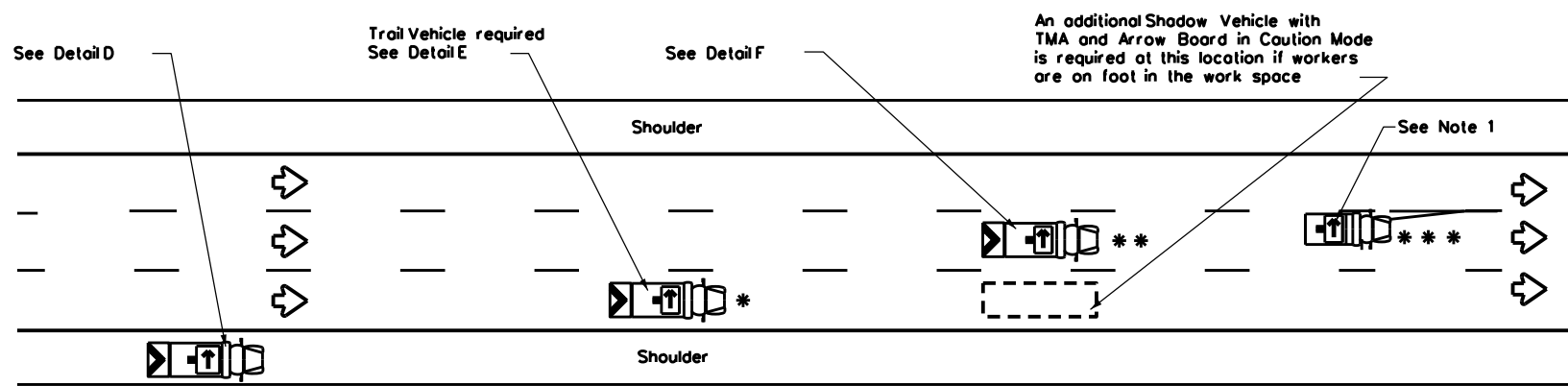
DATE: FILE:

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DATE: FILE:



RIGHT LANE CLOSURE ON DIVIDED HIGHWAY - TCP(3-2a)



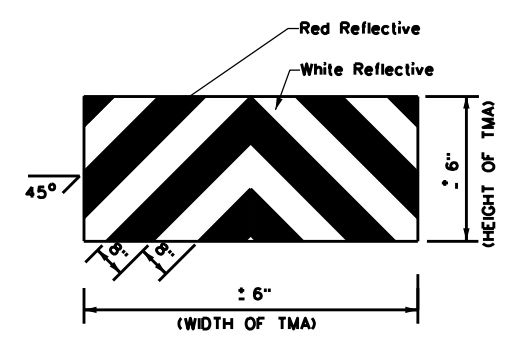
INTERIOR LANE CLOSURE ON MULTI-LANE DIVIDED HIGHWAY - TCP(3-2b)

LEGEND			
*	Trail Vehicle	ARROW BOARD DISPLAY	
**	Shadow Vehicle		
***	Work Vehicle	→	RIGHT Directional
☐	Heavy Work Vehicle	←	LEFT Directional
⬢	Truck Mounted Attenuator (TMA)	↔	Double Arrow
⬢	Traffic Flow	⚠	CAUTION (Alternating Diamond or 4 Corner Flash)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓				

GENERAL NOTES

- ADVANCE WARNING, TRAIL and SHADOW vehicles shall be equipped with Type B or Type C flashing arrow boards as per the Barricade and Construction (BC) standards. Arrow boards on WORK vehicles will be optional based on the type of work being performed. The arrow boards shall be operated from inside the vehicle.
- For TCP(3-2a) the Engineer will determine if the TRAIL VEHICLE is required based on prevailing roadway conditions, traffic volume, and sight distance restrictions. All other vehicles shown for both TCP(3-2a) and TCP(3-2b) are required.
- The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
- The use of truck mounted attenuators (TMA) on the ADVANCE WARNING, SHADOW, and TRAIL vehicles are required.
- Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DMS 8300, Type A.
- Each vehicle shall have two-way radio communication capability.
- When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
- Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE may vary according to terrain, work activity and other factors.
- Standard 48" X 48" diamond shaped warning signs with the same message as those shown may be used where adequate mounting space exists.
- The signs shown should be used on the Advance Warning Vehicle. As an option, a portable changeable message sign (PCMS) or a truck mounted changeable message sign (TMCMS) with a minimum character height of 12", and displaying the same legend may be substituted for these signs. An appropriate directional arrow display, simulating the size and legibility of the flashing arrow board, must be used in the second phase of the PCMS/TMCMS message. When this is done, the arrow board will not be required on the Advance Warning Vehicle.
- Standard diamond shape versions of the CW20-5 series signs may be used as an option if the rectangular signs shown are not available.
- The principles on this sheet may be used to close lanes from the left side of the roadway considering the number of lanes, shoulder width, sight distance, and ramp frequency.
- Signs and flashing arrow board modes shall be appropriately altered when implementing left lane closures or interior closures which close the left lanes.
- The Advance Warning Vehicle may straddle the edgeline when shoulder width makes it necessary.



STRIPING FOR TMA

		Traffic Operations Division Standard	
TRAFFIC CONTROL PLAN MOBILE OPERATIONS DIVIDED HIGHWAYS			
TCP(3-2)-13			
FILE: tcp3-2.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT
© TxDOT December 1985	CONT: 6469	SECT: 28	JOB: 001
REVISIONS: 2-94 4-98			HIGHWAY: VARIOUS
8-95 7-13			SHEET NO. 9
1-97	DIST: 01	COUNTY: GRAYSON	