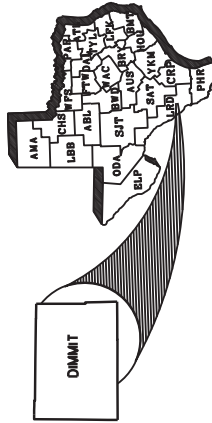


**INDEX OF SHEETS**

SHEET NO.	DESCRIPTION
<b>GENERAL</b>	
1	TITLE SHEET
2	LOCATION MAPS
3	TYPICAL SECTIONS
4-6	GENERAL NOTES
7	ESTIMATE & QUANTITY
8	PROJECT SUMMARY
<b>STANDARD SHEETS</b>	
9	RS-TCP-05
10	SMOWND-04
11	SMOWD-04
12	TCP (3-1)-13
13	TCP (3-2)-13



THE STANDARD SHEETS SPECIFICALLY IDENTIFIED WITH SINGLE ASTERISKS (\*) HAVE BEEN ISSUED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

DATE: 8/29/2024  
 DocuSigned by: Rogelio Chapa  
 ROC-30794658A3784F3

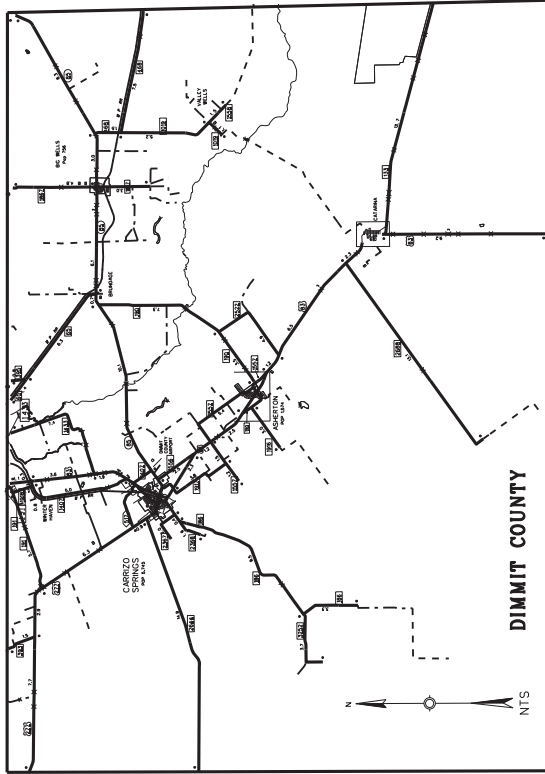
**STATE OF TEXAS  
 DEPARTMENT OF TRANSPORTATION**

**PLANS OF PROPOSED  
 HIGHWAY ROUTINE MAINTENANCE CONTRACT**

**PROJECT NO. RMC: 6473-30-001  
 HWY: US 83, ETC.  
 DIMMIT COUNTY**

NET LENGTH OF BRIDGE : N/A  
 NET LENGTH OF PROJECT : VARIOUS  
 LIMITS : VARIOUS

**FOR THE MOWING OF HIGHWAYS RIGHT-OF-WAY**



EXCEPTIONS: NONE  
 EQUATIONS: NONE  
 RAILROAD CROSSINGS: NONE

© 2024 by Texas Department of Transportation. All rights reserved.

FEDERAL PROJECT NO.	
CONTRACT	SECTION
6473	30
HIGHWAY	
US 83, ETC.	
COUNTY	SHEET NO.
DIMMIT	1

**FINAL PLANS**

LETTING DATE: \_\_\_\_\_  
 DATE CONTRACTOR BEGAN WORK: \_\_\_\_\_  
 DATE WORK WAS COMPLETED & ACCEPTED: \_\_\_\_\_  
 FINAL CONTRACT COST: \$ \_\_\_\_\_  
 CONTRACTOR: \_\_\_\_\_



DocuSigned by:  
 Vanessa Rosales-Huerta  
 8/28/2024

DocuSigned by:  
 Jorge A. Millan, P.E.  
 8/28/2024

HIGHWAY	TRACT NO.	LIMITS	FROM R.M.	TO R.M.	LENGTH (Miles)
US 83	1A	FROM ZAVALA COUNTY LINE TO E. WIDE IN CARRIZO SPRINGS	626	634	7.8
US 83	1B	FROM US 277 IN CARRIZO SPRINGS TO S. CITY LIMITS OF ASHERTON	635	644	8.9
US 277	1C	FROM SOUTH ASHERTON TO WEBB COUNTY LINE	644	665	20.8
US 277	2	FROM MAVERICK COUNTY LINE TO CARRIZO SPRINGS	632	660	19.3
SH 85	3	FROM CARRIZO SPRINGS JR. HIGH TO FRID COUNTY LINE	408	438	29.8
FM 85	4	FROM SH 85 TO ZAVALA COUNTY LINE	416	424	7.7
FM 133	5	FROM US 83 TO LA SALLE COUNTY LINE	426	441	13.7
FM 196	6	FROM LP 225 IN CARRIZO SPRINGS TO END OF MAINTENANCE	564	576	14.3
FM 190	7	FROM SH 85 NW OF ASHERTON TO US 83 SE OF ASHERTON	557	572	13.3
FM 191	8	FROM ZAVALA COUNTY LINE TO US 277	406	412	5.9
FM 393	9	FROM FM 65 TO DIMMIT - ZAVALA COUNTY LINE	402	404	1.5
FM 395	10	FROM FM 65 TO DIMMIT - ZAVALA COUNTY LINE	554	555	0.8
FM 488	11	FROM SH 85 EAST OF BIG WELLS TO LA SALLE COUNTY LINE	431	440	9.0
FM 1919	12	FROM SOUTH OF FM 488 TO 6.3 MILES EAST-SOUTHEAST	558	565	6.3
FM 1407	13	FROM SH 85 TO US 83	554	562	7.4
FM 1433	14	FROM US 83 TO ZAVALA COUNTY LINE	556	564	7.4
FM 1556	15	FROM SH 85 TO US 83	552	565	2.5
FM 1557	16	FROM US 83 SOUTH OF ASHERTON TO END OF 8 MILES WEST	410	420	8.8
FM 1558	17	FROM WEST OF FM 1919 TO 1.5 MILES EAST	566	568	1.5
FM 1597	18	FROM ZAVALA COUNTY LINE TO 3 MILES SOUTH OF BIG WELLS	558	566	7.8
FM 1916	19	FROM FM 190 TO END OF MAINTENANCE	568	571	3.0
FM 1917	20	FROM SH 85 TO FM 1557	562	567	4.6
FM 1918	21	FROM FM 1407 TO FM 191	554	556	1.2
FM 2367	22	FROM FM 186 TO 2.0 MILES WEST & SOUTHWEST	406	408	2.0
FM 2644	23	FROM US 277 TO MAVERICK COUNTY LINE	396	411	14.9
FM 2368	24	FROM FM 186 TO 1.8 MILES SOUTHWEST	566	568	1.6
FM 2522	25	FROM US 83 TO FM 190	566	571	4.9
FM 2688	26	FROM US 83 TO 13.1 MILES SOUTHWEST	574	588	13.1
FM 3252	27	FROM ACT WEST FM 186 TO 3.7 MILES SOUTHWEST	574	578	3.7
SL 517	28	FROM US 277 TO US 83	408	411	2.7
TOTAL					246.2

STATE OF TEXAS  
 ROCHELLO CHAPA JR.  
 148468  
 LICENSED SURVEYOR  
 PROFESSIONAL ENGINEER

The seal appearing on this document was prepared by:  
 ROCHELLO CHAPA JR.  
 P.E. 148468, on Designation No. 74  
 Rogelio Chapa  
 30794583A/07/04/13.

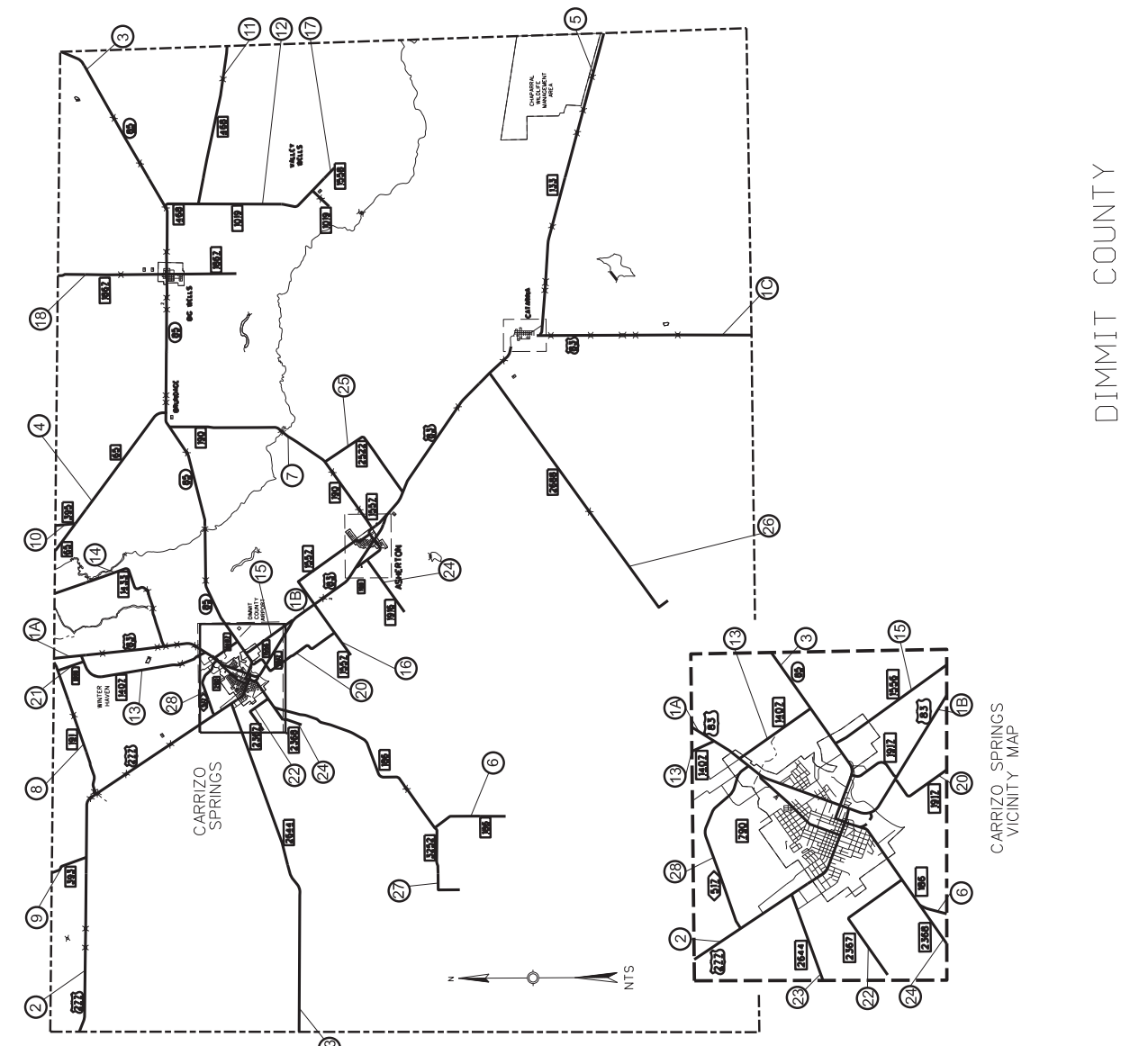
Texas Department of Transportation

LOCATION MAP

© TxDOT 2024  
 SHEET 1 OF 1

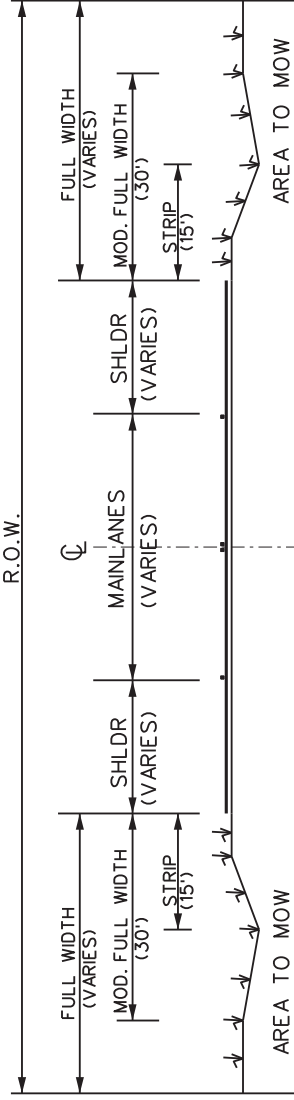
PROJECT: 6473  
 DIST: 30  
 COUNTY: DIMMIT

DATE: 8/29/2024 1:18:58 PM  
 FILE: T:\RDST\MT\FY 2025\INT Contact (FY25)\RMC\Kowal\DimmitPlan Sheet.dgn

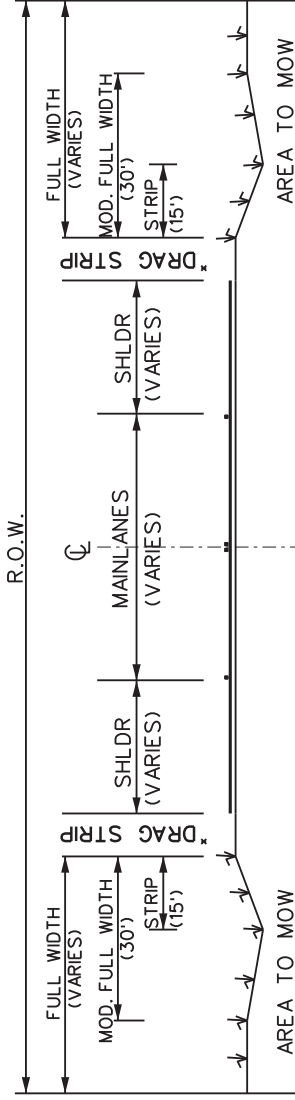


DIMMIT COUNTY

CARRIZO SPRINGS VICINITY MAP



**A** TYPICAL WITH OR WITHOUT SHOULDERS



**B** TYPICAL WITH OR WITHOUT SHOULDERS (DRAG STRIP)

**GENERAL NOTES**

- A. MOW FROM EDGE OF PAVEMENT, APPLIES TO STRIP, MODIFIED AND FULL WIDTH MOWING
- B. DRAG STRIP IS BARREN GROUND (CALICHE, GRAVEL, OR UNVEGETATED GROUND).
- \* C. DRAG STRIP WIDTH VARIES AND MOWING BEGINS FROM THE EDGE OF IT WHEN ENCOUNTERED.
- D. THE STATE HAS THE OPTION OF ANY OR ALL TRACTS STRIP MOWED FROM THE RIGHT-OF-WAY LINE INWARD OR FROM THE EDGE OF PAVEMENT OUTWARD.



This document is authorized by  
**ROGELIO OLVERA, JR.**  
 P.E. 148468, on  
 Behalf of  
*Rogelio Olvera*  
 307M5B8A876AF3

Texas Department of Transportation

TYPICAL SECTIONS

© 1/2007, 2024 SHEET 1 OF 1

DATE	8/29/2024	1:18:58 PM
FILE:	T:\RFDST\MT\FY 2025\MT Contact (FY25)\RMC\Mow\Dimt\Fin Sheet.dgn	
NO.	09	
CR.	09	
CONTRACT	6473	30
DISTRICT	001	
COUNTRY	US 93, ETC.	
SHEET NO.	22	
DIVISION	DMMIT	
		3

**Project Number:** RMC-6473-30-001

**SHEET:** 4

**County:** Dimmit

**Control:** 6473-30-001.

**Highway:** US 83, Etc.

**GENERAL NOTES:**

The contract becomes effective upon receipt of the work authorization letter and covers one (1) year. Provide sufficient staff to concurrently pursue each contract in the event that additional mowing contracts are awarded to the same contractor.

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

Rogelio Chapa, P.E at [Rogelio.chapa@txdot.gov](mailto:Rogelio.chapa@txdot.gov)  
Angel Alejo at [angel.alejo@txdot.gov](mailto:angel.alejo@txdot.gov)  
Irazema Cavazos at [Irazema.Cavazos@txdot.gov](mailto:Irazema.Cavazos@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 webpage 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.

Provide and maintain an e-mail address for receipt of Work Order and correspondence throughout the term of this contract.

Confine all operations to daylight hours with no work performed on Saturday, Sundays, or State-observed holidays, unless otherwise authorized by the Engineer.

The approximate quantities determined for this project are for information only and are not to be considered as actual quantities. Contractors are hereby instructed to assure themselves of the actual conditions of the work area before bidding.

If agreed upon in writing by both parties to the contract, the contract may be extended for an additional period of time, not to exceed the original contract time period. The extended contract shall be for the original bid quantities, terms, and conditions, plus any approved applicable change orders.

When the contract is extended by agreement, a performance and/or payment bond, if required, shall be executed in the amount of the extension before the additional work begins.

**Project Number:** RMC-6473-30-001

**SHEET:** 4

**County:** Dimmit

**Control:** 6473-30-001.

**Highway:** US 83, Etc.

**SUPERVISION:**

The Engineer's representative is in charge of the inspection of all work in this contract. The Pre-Work Meeting will be held at this location and all requests for payment will be certified by this office.

For this project the roadway Maintenance Supervisor in charge is:

Dimmit County  
Juan D. Moreno  
2001 N. 1<sup>st</sup> St.  
Carrizo Springs, TX 78834  
(830) 876-2535

When arrow boards are required, provide a standby unit in good working condition at the jobsite ready for immediate use.

Placement and removal of all traffic control devices will be done within the working hours listed.

**ITEM 8 PROSECUTION AND PROGRESS:**

Roadway closures during the following key dates and/or special events are prohibited: January 1, Easter Weekend, the last Monday in May, July 4, the first Monday in September, the fourth Thursday in November, and December 24 or 25.

If the construction of the project requires the closing of a highway, as directed, coordinate the closure with the Engineer and work to ensure all lanes and ramps possible are available during peak traffic periods before, during, and after significant traffic generator events to avoid any adverse economic impact on the municipalities.

**WORK PROSECUTION:**

Written notification will be given to begin mowing operations via Work Order. The Work Order will consist of the applicable mowing cycle, the number of working days allowed to complete the cycle, and date when the time charges for said cycle will start. Contractor will commence mowing within 10 business days of notification. Fall cut(s) should be performed between October 15 through December 20, weather permitting. Summer cut(s) should begin no sooner than May 20. Contractor request for variation(s) from these time frames will need prior approval from the Engineer. The number of working days allowed to complete the mowing cycle will be determined by the Engineer based upon the minimum amount of mowing acreage required per working day. For this contract, the mowing acreage required per normal working days is 125 acres of Strip Mowing Full-Width Modified, and Full Width Mowing. Except for Spot Mowing, additional acres may be required to be mowed while the Contractor is mowing. Additional working days for these added acres will be determined and allowed by the Engineer based on the minimum daily mowing acreage required per applicable cycle.

**Project Number:** RMC-6473-30-001

**County:** Dimmit

**Highway:** US 83, Etc.

**SHEET:** 5

**Control:** 6473-30-001.

Charge liquidated damages as per "Schedule of Liquidated Damages" if work is not completed in the time specified.

**HAY BAILING:**

Will not be permitted.

**ITEM 502 BARRICADES, SIGNS AND TRAFFIC HANDLING:**

Comply with the requirements of Article 7.2., "Safety."

Designate, as the Contractor Responsible Person (CRP), an English-speaking employee on-call nights and weekends (or any other time that work is not in progress) with a local address and telephone number for maintenance of signs and barricades.

This employee will be located within one (1) hour of traveling time to the project site. Notify the Engineer in writing of the name, address, and telephone number of this employee. Furnish this information to local law enforcement officials.

Provide traffic control in accordance with plan standards and specifications and the Texas Manual on Uniform Traffic Control Devices.

Traffic control required for this project will not be paid for directly but will be considered subsidiary to the various bid items.

Signs will have two safety flags attached to it at all times. It will not be permissible to hang or lean these signs on or against the State's sign posts, guardrails, bridge rail, etc. "Mowers Ahead" sign is intended for use in advance of mowing operations on the progress to keep within 2 miles or less from the work area. All sign stands and safety flags will be provided by the Contractor.

**ITEM 505 TRUCK MOUNTED ATTENUATOR (TMA) AND TRAILER**

The total number of truck mounted attenuators (TMA) required when utilizing the traffic control standards are shown in the tables below.

TCP 3 SERIES	SCENARIO	REQUIRED TMA
(3-1)-13	All	2
(3-2)-13	All	3

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 TMA needed for the project for those times per plan requirements. Additional TMAs used that are not specified in the plans in which the Contractor expects compensation will require prior approval from Engineer.

**Project Number:** RMC-6473-30-001

**County:** Dimmit

**Highway:** US 83, Etc.

**SHEET:** 5

**Control:** 6473-30-001.

The Contractor will provide backup truck mounted attenuator, keep it operational, and available on the jobsite at all times during traffic control operations. The Truck Mounted Attenuator will be made available for the utilization for the entire duration of the project, including all alternative locations.

**ITEM 730 ROADSIDE MOWING**

Perform mowing for number of cycles as shown in the estimate for the corresponding tract. Care is to be taken when mowing around plant materials, trees, and palms located within the contract limits. Remove grass from or around all obstructions, including riprap, rail, metal beam guard fence (MBGF), sidewalks, driveways, under bridges, and all hard-surfaced areas. The Engineer will mark non-mow areas.

Trimming is required around all MBGF signs, the face of retaining walls, bridge sloped riprap embankments and around all landscape plantings within the right-of-way (ROW), regardless of location. Cracks in concreted areas, where vegetation is rooted out, will be filled with commercial grade epoxy for concrete.

Strip mowing shall be a maximum of 15-foot wide along the edge of pavement, unpaved shoulders, or end of drainage structures.

Full-Width Mowing Tract 1 represents a Modified 30-foot wide mowing along the edge of the pavement or where vegetation commences.

The state has the option of any or all tracts strip mowed from the right-of-way (ROW) line inward or from the edge of pavement outward.

Mowing is not allowed during the wildflower blooming/growing season.

Trim limbs/branches to ensure visibility of traffic signs. Work is subsidiary to mowing items. Contractor to document roadway location(s) and stockpile branches by right-of-way (ROW) fence. Provide list to Maintenance Supervisor.

Mowing for sight distance per standard is required and shall be considered subsidiary to pertinent bid items. See standard Standard-Mow-ND-04 and Strip-Mow-D-04 for more detailed information.

At the time of letting for this contract, there may be locations of existing cable barrier fence, MBGF, concrete traffic barriers, post-and-cable, and/or other types of traffic barriers in the ROW within the limits of this mowing contract. The contractor is responsible for traveling the highways within this contract to determine what type of mowing equipment will be necessary for mowing these narrow areas.

**Project Number:** RMC-6473-30-001

**SHEET:** 6

**Project Number:** RMC-6473-30-001

**SHEET:** 6

**County:** Dimmit

**Control:** 6473-30-001.

**County:** Dimmit

**Control:** 6473-30-001.

**Highway:** US 83, Etc.

**Highway:** US 83, Etc.

Conventional batwing mowers may not be suitable or acceptable for mowing along the narrow side of existing or new traffic barrier. Encroachment of equipment onto the paved shoulder or travel lane will not be permitted for mowing this narrow width area. Therefore, the contractor must utilize mowing equipment that will not encroach into or adversely affect traffic in the travel lanes. Encroaching onto the roadway will require mobile traffic control for a mobile operation in accordance with applicable standards and specifications.

When performing Type I mowing (divided and undivided roadway) in front of private dwellings, churches, schools, and developed areas, the contractor will mow the entire ROW from the pavement edge to the ROW line including the areas for transition and safety mowing. The contractor will mow an area 15 feet wide past the ends of all pipes and culverts.

There will be no adjustment to the unit bid prices on this contract for mowing along existing or new traffic barrier, MBGF, post-and-cable, and/or any other type of traffic barrier. Any additional or alternative equipment, additional labor, or other anticipated expenses necessary to complete the work required by this contract will be paid for at the unit price bid for the items in this contract. No additional payment will be made for mowing of these narrow width areas along existing or new traffic barrier.

The rate of transition between the designated strip-width and other areas is 6:1 parallel to the roadway for every one (1) foot increase or decrease in width.

Divided Highway:

Mow an area approximately 15-feet wide on each side of all ramps and on each side of crossing roads within the limits of the highway ROW, area approximately 15-feet wide adjacent to the inside shoulder of the through lanes in locations where the unpaved width of the median exceeds 84-feet including the areas for transition and safety mowing, and area approximately 15-feet wide adjacent to the outside shoulder of the through lanes and 15-feet wide adjacent to the inside shoulder of the frontage roads where the outer separation exceed 84 feet including the areas for transition and safety mowing.

Equipment:

Equipment must have four daytime fluorescent orange flags in good condition, two mounted on the rear of the equipment and two mounted on the front of the equipment. Provide highly visible omni-directional amber flashing warning lights on tractors and work trucks. Ensure that all workers have personal equipment as per Item 7.2.1 "Safety".

Mow the entire median area where the width is 84-feet or less. Mow the entire outer separation where the width is 84-feet or less.

Mow an area of 15-feet wide along the outside shoulder of all frontage roads including the area for transition and safety mowing.

Undivided Highway:

Mow an area approximately 15-feet wide on each side of all ramps and on each side of crossing roads within the limits of the highway right-of-way, area approximately 15-feet wide adjacent to the inside shoulder of the through lanes in locations where the unpaved width of the median exceeds 84-feet including the areas for transition and safety mowing, and area approximately 15-feet wide adjacent to the inside shoulder of the frontage roads where the outer separations exceed, 84-feet including the areas for transition and safety mowing.

Mow an area of 15-feet wide along the outside shoulder of all frontage roads including the area for transition and safety mowing.



# Estimate & Quantity Sheet

CONTROLLING PROJECT ID 6473-30-001

DISTRICT Laredo  
HIGHWAY US0083

COUNTY Dimmit

CONTROL SECTION JOB		6473-30-001		TOTAL EST.	TOTAL FINAL
PROJECT ID	A00212183	Dimmit			
COUNTY	Dimmit	US0083			
HIGHWAY	US0083	EST.	FINAL		
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL
	505-7003	TMA (MOBILE OPERATION)	DAY	10.000	10.000
	730-7001	FULL - WIDTH MOWING - TRACT (1)	AC	1,723.000	1,723.000
	730-7020	STRIP MOWING	AC	896.000	896.000
	730-7022	FULL - WIDTH MOWING	AC	7,365.000	7,365.000

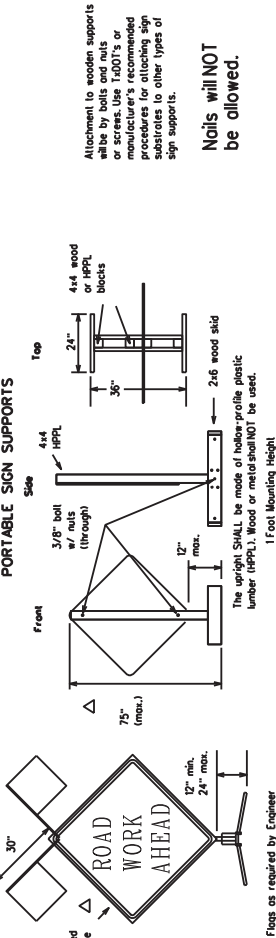
DISTRICT	COUNTY	CCSJ	SHEET
Laredo	Dimmit	6473-30-001	7





### EXAMPLES OF SIGN SUPPORTS

#### SHORT TERM, DURATION, DAYTIME USE ONLY PORTABLE SIGN SUPPORTS

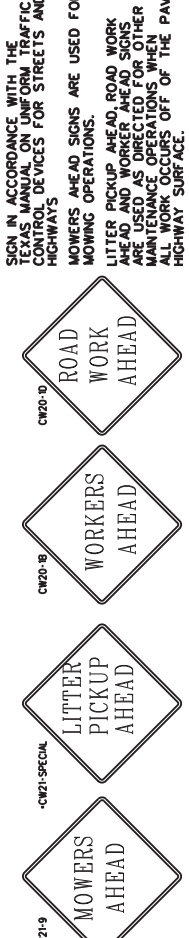


Attachment to wooden supports shall be by bolts and nuts or screws. Use TADOT's or other approved sign support procedures for attaching sign substrates to other types of sign supports.

The upright shall be made of hollow-profile plastic lumber (HPLP), wood or metal shall NOT be used.

1 Foot Mounting Height

Flags as required by Engineer or as shown on plans



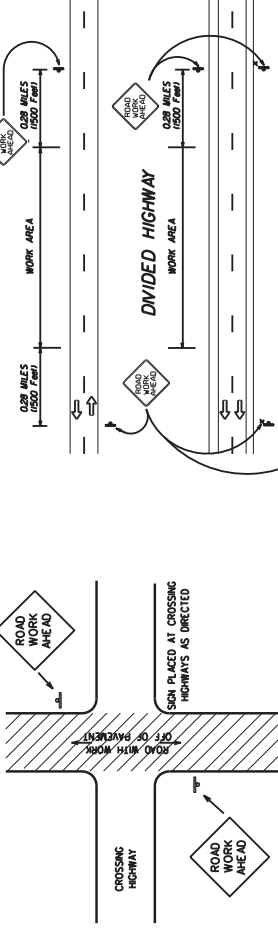
SIGN IN ACCORDANCE WITH THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS

MOWERS AHEAD SIGNS ARE USED FOR MOWING OPERATIONS.

LITTER PICKUP AHEAD, ROAD WORK AHEAD AND WORKER AHEAD SIGNS ARE USED AS DIRECTED FOR OTHER MANTENANCE OPERATIONS WHEN ALL OTHERS OCCUR OFF OF THE PAVED HIGHWAY SURFACE.

ROLL-UP SIGNS CONFORMING TO DMS-8310 AND THE CW2TC2 ALLOWED

\*Letter dimensions and spacing for "CW21-SPECIAL" is the same as CW20-10



TYPICAL LOCATION OF SIGNS AT HIGHWAY CROSSING

WORK AREA IS A MAXIMUM OF 20 MILES UNLESS OTHERWISE DIRECTED. SIGNS MAY REMAIN IN PLACE ONLY DURING DAYLIGHT HOURS. SIGNS ARE TO BE PLACED 6 TO 12 FEET OFF OF THE PAVED SURFACE UNLESS OTHERWISE DIRECTED. ROAD WORK AHEAD SIGNS SHOWN AS EXAMPLES ONE OF THE FOUR TYPE SIGNS WILL BE USED AS DIRECTED.

\* SIGNS IN THE MEDIAN ARE REQUIRED WHEN WORK OCCURS IN MEDIAN

### TRAFFIC CONTROL PLAN FOR WORK OFF OF THE PAVED SURFACE.

### GENERAL NOTES FOR WORK ZONE SIGNS

- Contractor shall install and maintain signs in a straight and plumb condition and/or as directed by the Engineer.
- Wooden sign posts shall be pointed white.
- Barricades shall NOT be used as sign supports.
- Flags shall be installed in accordance with the plans or as directed by the Engineer. Signs shall be used to regulate work, and flags shall NOT be used to attach signs to any support.
- Flags shall be installed in accordance with the plans or as directed by the Engineer. Signs shall be used to regulate work, and flags shall NOT be used to attach signs to any support.
- The Contractor may furnish either the sign design shown in the plans or the "Standard Highway Sign Designs for Texas" (SHSD). The Engineer/Inspector may require the Contractor to furnish other work zone signs that are shown in the TMUTCD but may have been omitted from the plans. Any variation in the plans shall be documented by written agreement between the Engineer and the Contractor's Responsible Person. All changes must be documented in writing before being implemented. This can include documenting the changes in the Inspector's TADOT diary and having both the Inspector and Contractor initial and date the agreed upon changes. The additional signs shall be furnished by the Contractor.
- The Contractor shall furnish the "Construction Work Zone Traffic Control/Device List" (CWZTCO). The Contractor shall install the sign support in accordance with the manufacturer's recommendations. If there is a question regarding installation procedures, the Contractor shall consult with the Engineer. A copy of the manufacturer's installation recommendations so that the Engineer can verify the correct procedures are being followed.
- The Contractor is responsible for sign installations and replacing signs with damaged or cracked substrates and/or damaged or marred reflective sheeting as directed by the Engineer/Inspector.
- Signs shall be shown only on the back of the sign substrate. The maximum height of letters and/or company logos used for identification shall be 7".
- The Contractor shall replace damaged wood posts. New or damaged wood sign posts shall not be spaced.
- Duration of Work (as defined by the "Texas Maintenance Uniform Traffic Control/Devices" Part VI)
- The Contractor is responsible for ensuring the sign support and substrate meets crashworthiness. For meaning operation all signs and supports are Short-term. Duration for daytime work.
- The Contractor shall furnish the sign sizes shown on this sheet or as directed by the Engineer.
- The Contractor shall ensure that the sign substrate is allowed for the type of sign support that is being used. The CWZTCO lists each substrate that can be used on the different types and models of sign supports.
- "Mesh" type materials are NOT an approved sign substrate.
- All wooden individual sign panels fabricated from 2" or more pieces shall have one or more plywood cleat, 1/2" thick by 6" wide, fastened to the back of the sign and extending fully across the sign. The cleat shall be attached to the back of the sign using wood screws. The Engineer may approve other methods of spacing the sign faces.

### REFLECTIVE SHEETING

- Reflective sheeting shall be constructed of sheathing meeting the color and retro-reflectivity requirements of DMS-8300 or DMS-8310.
- The DMS specifications can be accessed from the following web address: [http://monitors.dot.state.tx.us/80/dynweb/computer/generic\\_collection/taacs-defa01taacs-defa01](http://monitors.dot.state.tx.us/80/dynweb/computer/generic_collection/taacs-defa01taacs-defa01)
- White sheathing meeting the requirements of DMS-8300 Type C (High Specific Intensity), shall be used for signs with white background.
- Orange sheathing meeting the requirements of DMS-8300 Type E (Fluorescent Prismatic), shall be used for signs with orange backgrounds.

### SIGN LETTERS

- All sign letters and numbers shall be clear, and open rounded type uppercase alphabet letters as approved by the Federal Highway Administration (FHWA) and as published in the "Standard Highway Sign Design for Texas" manual. Signs, letters and numbers shall be of first class workmanship in accordance with Department Standards and Specifications.

### REMOVING OR COVERING

- Signs should be removed or completely covered when not moving.
- Back type or other adhesive materials shall NOT be affixed to a sign face.
- Signs and supports shall be removed by the end of the day.

### SIGN SUPPORT WEIGHTS

- Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry cohesionless sand is recommended. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
- Rock, concrete, iron, steel or other solid objects will not be permitted for use as sign support weights.
- Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs.
- Sandbags shall be made of a durable material that tears upon vehicular impact.
- Huber ballasts (such as life inner tubes) shall NOT be used for sandbags.
- Huber ballasts (such as those used with cones or delineators) shall NOT be used as sign support weights.
- Sandbags shall only be placed along or laid over the base supports of the traffic cone/delineator and shall not be suspended above ground.
- Sandbags shall be placed along with ropes, wires, chains or other fasteners. Sandbags shall be placed along the length of the studs to weigh down the sign supports.
- Sandbags shall NOT be placed under the skirt and shall not be used to level sign supports placed on slopes.

### CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

All signs, supports or other materials that are damaged or destroyed by the Contractor or his/her construction equipment shall be replaced or repaired as soon as possible by the Contractor at the Contractor's expense.

Only pre-specified products shall be used. A copy of the "Contract Manual for Traffic Control Devices" (CWZTCO) describes pre-qualified products and their sources and may be obtained by contacting:

Standards Engineer  
Traffic Operations Division - TE  
Texas Department of Transportation  
125 Airport Blvd., Suite 1100  
Austin, Texas 78701-2483  
Phone (512) 416-3100  
Fax (512) 416-3799

Instructions to locate the "CWZTCO" on TADOT website are:  
Click on "About TADOT".  
Click on "Organizational Chart".  
Click on "Traffic Operations Box".  
Click on "Construction Work Zone Traffic Control/Devices".  
This site is protected.

Texas Department of Transportation  
Maintenance Division  
Standard Plans

ROADSIDE  
TRAFFIC CONTROL PLAN

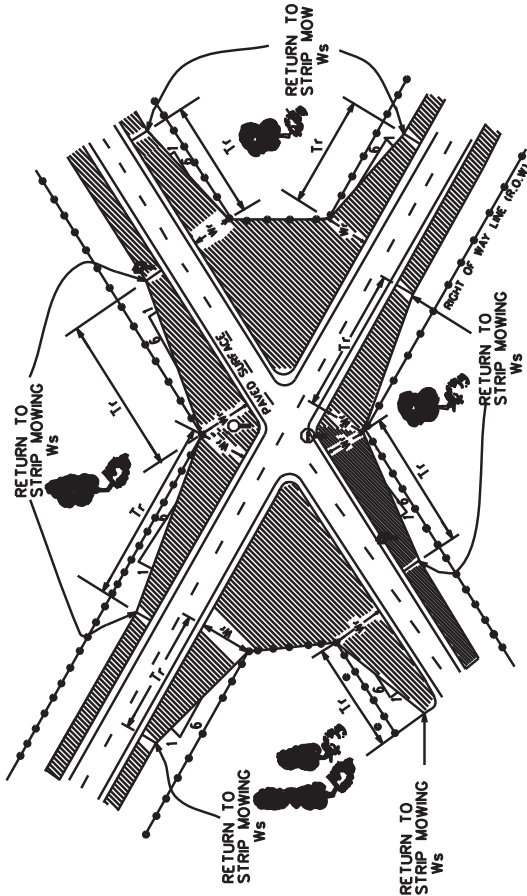
SHEET 1 OF 1  
RS-TCP-05  
NOT TO SCALE

REV:	RST0503JDN	DATE:	03/01/05	BY:	CM	CHK:	CM	NO.:	9
REVISED:	SEPTEMBER 12, 2004	DATE:	02/01/05	BY:	CM	CHK:	CM	NO.:	9
REVISED:	SEPTEMBER 12, 2004	DATE:	02/01/05	BY:	CM	CHK:	CM	NO.:	9
REVISED:	SEPTEMBER 12, 2004	DATE:	02/01/05	BY:	CM	CHK:	CM	NO.:	9
REVISED:	SEPTEMBER 12, 2004	DATE:	02/01/05	BY:	CM	CHK:	CM	NO.:	9
REVISED:	SEPTEMBER 12, 2004	DATE:	02/01/05	BY:	CM	CHK:	CM	NO.:	9

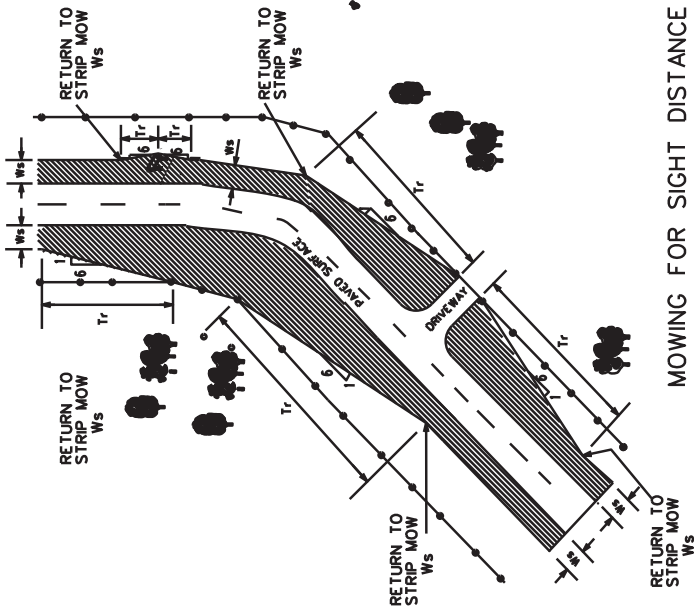
COUNTY: DIMITT  
PROJECT NO.: 642330001  
JOB NO.: 83.11.C

DISCLAIMER  
The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

LETALS DISPLAYED  
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16  
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32  
33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48  
49 50 51 52 53 54 55 56 57 58 59 60 61 62 63



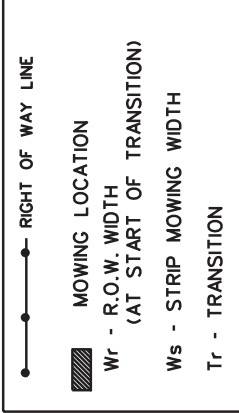
MOWING FOR SIGHT DISTANCE WITH TRANSITION FROM INTERSECTION BACK TO STRIP MOWING



MOWING FOR SIGHT DISTANCE TRANSITIONS AT DRIVEWAYS, SIGNS, AND CURVES

**GENERAL NOTES:**

1. THE NORMAL WIDTH FOR STRIP MOWING IS 15' UNLESS OTHERWISE SHOWN ON THE PLANS.
2. MOW TO THE R.O.W. LINE IN FRONT OF BUSINESSES, RESIDENCES, CHURCHES, OR CULTIVATED FIELDS UNLESS OTHERWISE SHOWN ON THE PLANS.
3. TRANSITION FOR SIGHT DISTANCE TO R.O.W LINE OR AROUND SIGNS AS SHOWN ON THIS SHEET UNLESS OTHERWISE SHOWN ON THE PLANS.

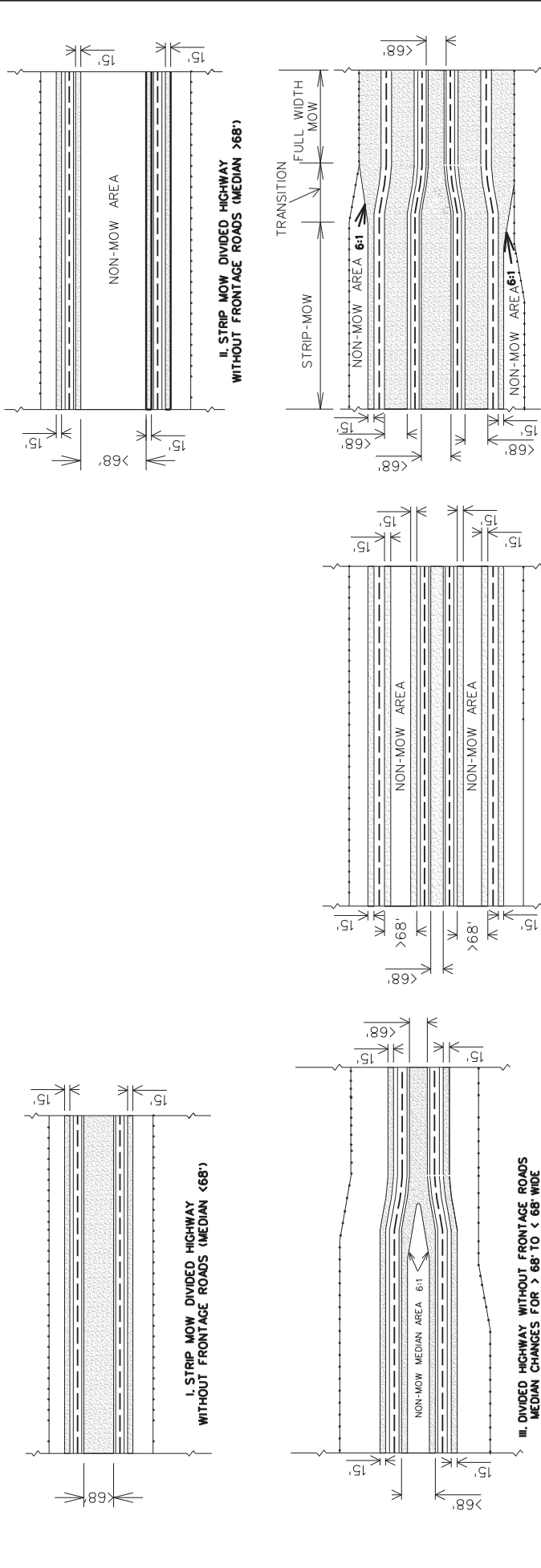


Texas Department of Transportation  
Maintenance Division  
Standard Plans

STRIP MOWING NON-DIVIDED HIGHWAYS

SHEET 1 OF 1 STRIP-MOW-ND-04 NOT TO SCALE

FILE: SMOWND04.DGN	DN: LUB	CR: JC	DM: CR	NEG NO.:
© TXDOT 2004	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
REVISED: 5/18/2004	LUB	Z2	N/A	10
REVISED:		COUNTY:	CONTROL SECTION	JOB
REVISED:		DIMMIT	647330	001 US 83, ETC.



**I. STRIP MOW DIVIDED HIGHWAY WITHOUT FRONTAGE ROADS (MEDIAN < 68')**

**II. STRIP MOW DIVIDED HIGHWAY WITHOUT FRONTAGE ROADS (MEDIAN > 68')**

**III. DIVIDED HIGHWAY WITHOUT FRONTAGE ROADS MEDIAN CHANGES FOR > 68' TO < 68' WIDE**

**IV. STRIP MOW WHEN SEPARATION BETWEEN MAIN LANE AND FRONTAGE ROADS IS WIDER THAN 68'**

**V. TRANSITION FROM FULL WIDTH TO STRIP MOWING DIVIDED HIGHWAY WITH FRONTAGE ROADS (MEDIAN < 68' WIDE)**

**GENERAL NOTES:**

- MOW THE ENTIRE WIDTH OF MEDIANS AND OUTER SEPARATIONS (AREAS BETWEEN MAIN LANES, RAMPS, AND FRONTAGE ROAD) EXCEPT FOR NON-MOW AREAS.
- MOW FULL-WIDTH ALL MEDIANS AND OUTER SEPARATIONS 68' OR LESS FROM PAVEMENT EDGE TO PAVEMENT EDGE.
- FOR MEDIANS AND OUTER SEPARATIONS GREATER THAN 68' MOW A 15' ALONG EACH PAVEMENT EDGE.
- NON-MOW AREAS IN MEDIANS & OUTER SEPARATIONS WILL BE CONSIDERED THE AREA IN MEDIANS AND OUTER SEPARATIONS GREATER THAN 68' BETWEEN THE 15' STRIP MOW AREAS.
- OTHER NON-MOW AREA'S WILL BE SHOWN ELSEWHERE ON PLANS OR MARKED ON THE RIGHT OF WAY.

**KEY**

- MOW AREA
- PAVED ROADWAY
- RIGHT-OF-WAY LINE

*Texas Department of Transportation*  
 Maintenance Division  
 Standard Plans

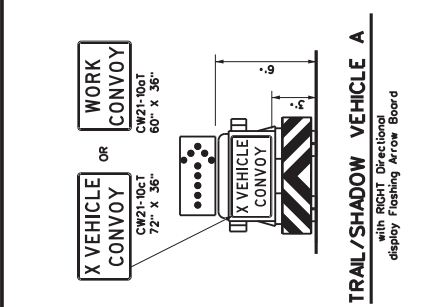
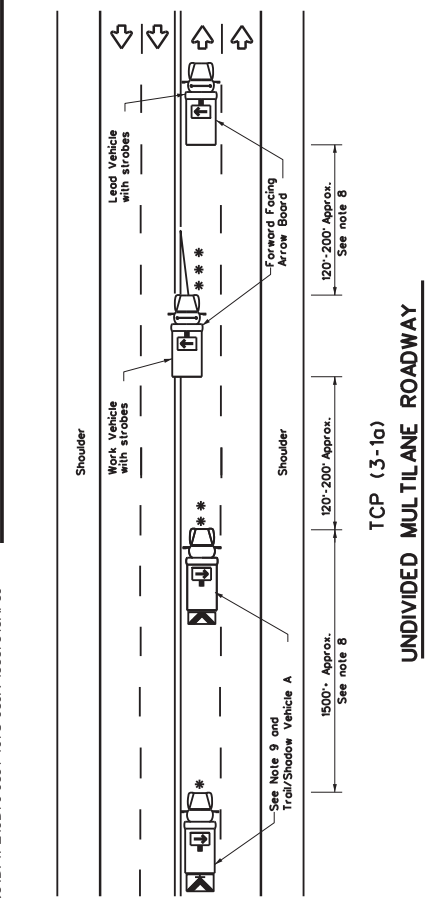
STRIP MOWING  
 (DIVIDED HIGHWAYS)  
 STRIP-MOW-D-04

SHEET 1 OF 1

NOT TO SCALE

FILE:	SMOWD04.DGN	DW:	LJB	CR:	CM	DR:	CR:	REG. NO.:
PROJECT:	TXDOT JUNE 2004	FEDERAL AID PROJECT:	N/A	STATE:	N/A	COUNTY:	DIMMIT	
REVISED:	6/03/2004	CONTROL SECTION:	N/A	HIGHWAY:	001 JS 83, ETC	JOB:	6473 30	

DISCLAIMER  
 The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.



**LEGEND**

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

SHORT DURATION	INTERMEDIATE TERM	LONG TERM STATIONARY
MOBILE		

**TYPICAL USAGE**

**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 combined 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 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 all-way shall be sufficient to allow adequate 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" (CW21-10c1) or "WORK CONVOY" (CW21-10a1) signs shall be used on TRAIL VEHICLES and SHADOW VEHICLES as shown. As an option, 48" x 48" diamond shaped "X VEHICLE CONVOY" signs shall be used on TRAIL VEHICLES and SHADOW VEHICLES where adequate mounting space exists. When used the "X VEHICLE CONVOY" sign shall show 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.

Texas Department of Transportation

**TRAFFIC CONTROL PLAN**  
**MOBILE OPERATIONS**  
**UNDIVIDED HIGHWAYS**

**TCP(3-1)-13**

FILE:	10/31/19	DATE:	10/31/19
PROJECT:	December 1985	CONTRACT NO.:	647330
SECTION:	MOBILE OPERATIONS	SECTION:	001
DATE:	8-95	DATE:	7-13
BY:	1-97	BY:	

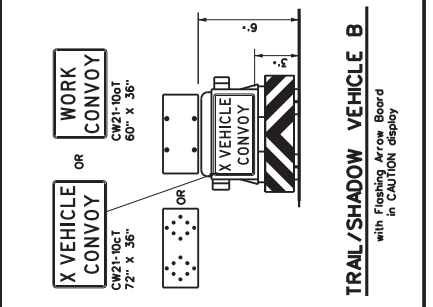
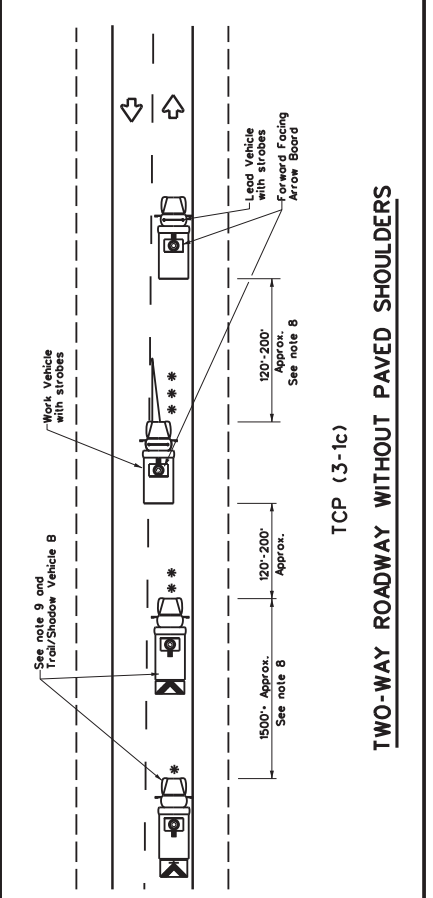
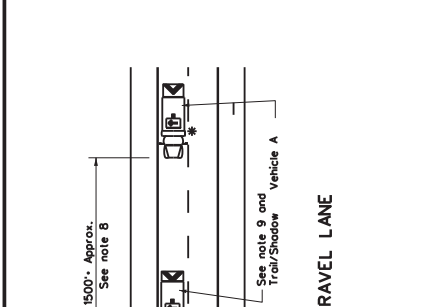
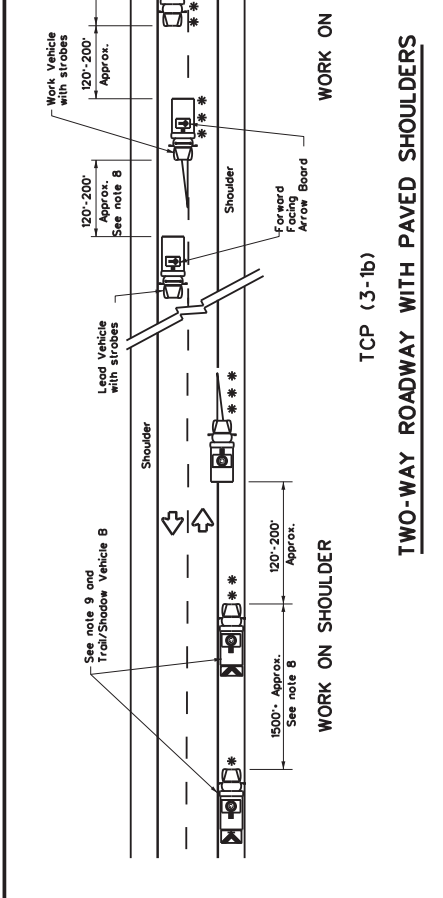
HEIGHT OF TMA: 6'-0"

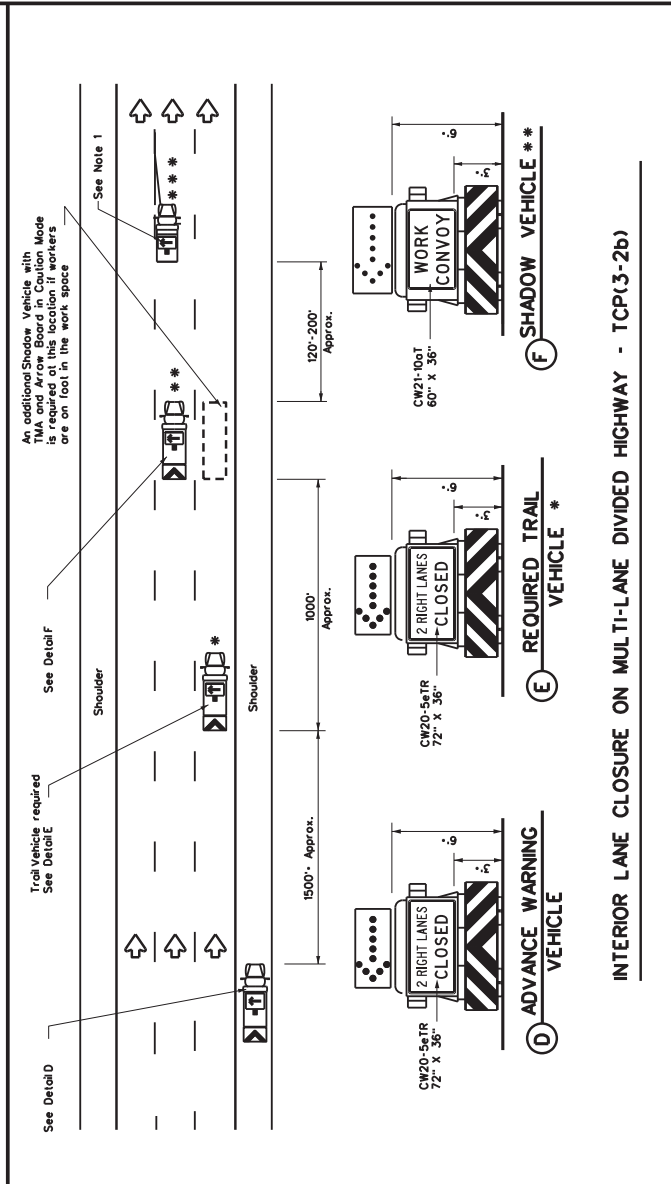
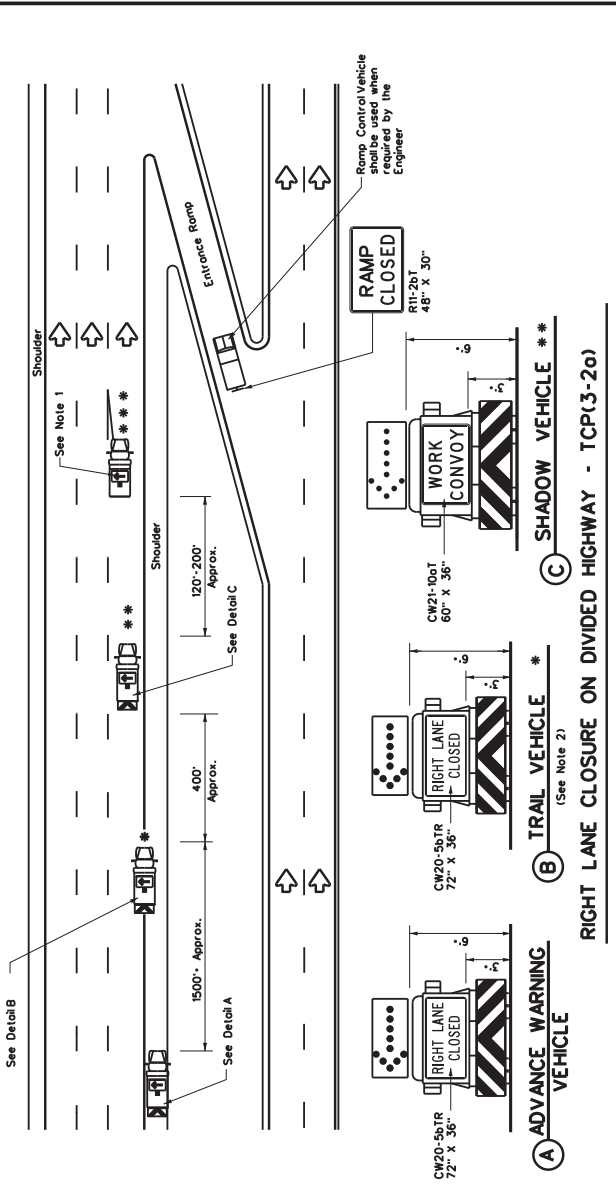
RED REFLECTIVE WHITE REFLECTIVE

45°

(WIDTH OF TMA) 6'-0"

**STRIPING FOR TMA**



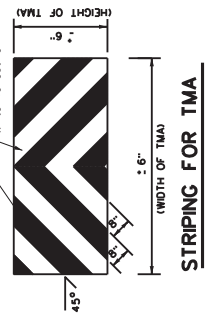


LEGEND		ARROW BOARD DISPLAY
* Trail Vehicle		
** Shadow Vehicle		
*** Work Vehicle		RIGHT Directional
*** Heavy Work Vehicle		LEFT Directional
Truck Mounted Attenuator (TMA)		Double Arrow
Traffic Flow		CAUTION (Intersecting Diamond or 4-Corner Flash)

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

**GENERAL NOTES**

1. ADVANCE WARNING, TRAIL, and SHADOW vehicles shall be equipped with Type B TMA's. Type C flash boards may be used on the Back of the Convoy (BOC) 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.
2. 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.
3. The use of amber high intensity rotating, flashing, oscillating, or strobe lights shall be used on the front and rear of the vehicle. The use of flashing strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
4. The use of truck-mounted attenuators (TMA) on the ADVANCE WARNING, SHADOW, and TRAIL vehicles are required.
5. Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DMS 8300, Type A.
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 may vary according to terrain, work activity and other factors.
9. Standard 48" x 48" diamond shaped warning signs with the same message as those shown may be used where adequate mounting space exists.
10. The signs shown should be used on the Advance Warning Vehicle. As an option, a portable TMA may be used on the Advance Warning Vehicle. The TMA shall be a minimum character height of 12" and displaying the same legend as those shown on 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 PCS/IMCBS message. When this is done, the arrow board will not be required on the Advance Warning Vehicle.
11. Standard diamond shape versions of the CW20-5 series signs may be used as an option if the rectangular signs shown are not available.
12. 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 camp frequency.
13. Signs and flashing arrow board modes shall be appropriately altered when implementing left lane closures or interior closures which close the left lanes.
14. The Advance Warning Vehicle may straddle the edgeline when shoulder width makes it necessary.



Texas Department of Transportation  
 Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN  
 MOBILE OPERATIONS  
 DIVIDED HIGHWAYS**

TCP(3-2)-13

FILE:	10-25-2 sign	REV:	1-001	DATE:	1-001
	1-001	REVISED:	1-001	DATE:	1-001
	2-94	REVISED:	3-00	DATE:	3-00
	8-95	REVISED:	7-13	DATE:	7-13
	1-97	REVISED:		DATE:	

US 83, ETC.  
 COUNTY: 001  
 DIST: 001  
 SHEET NO.: 22  
 DIMAT: 13