

Woods of Brushy Creek

NOTICE OF PROPOSED INSTALLATION
UTILITY LINE ON WILLIAMSON COUNTY RIGHT-OF-WAY

TO: Williamson County Unified Road System

DATE: 3-19-09

3151 S. E. Inner Loop, Suite B
Georgetown, Texas 78626

Formal notice is hereby given that FORMAN AUSTIN

Company proposes to place a 8 INCH WATERLINE

Line within the right-of-way of GREAT OAKS BLVD.

as follows: (give location, length, general design, etc.)

16255 GREAT OAKS
APPROX 90 LF.

TIE TO EXISTING 12" WATERLINE ON EAST SIDE OF
GREAT OAKS. CROSS GREAT OAKS TO SERVICE KRISO.

The line will be constructed and maintained on the road right-of-way as directed by the Williamson County Unified Road System in accordance with governing laws.

Our firm further understands that the County considers proper traffic control measures as those complying with applicable portions of the Texas Manual of Traffic Control Devices required for adoption by the "Transportation Code" (V.C.T.A. CH.251)

The location and description of the proposed line and appurtenances is more fully shown by 2 copies of drawings attached to this notice.

Construction of this line is proposed to begin on or after the 25th day of MARCH 2009

APPROVAL

This application is hereby approved subject to the following understandings and restrictions.

It is expressly understood that the said County Commissioners' Court does not imply hereby to grant any right, claim, title or easement in or upon this County Road; and it is further understood that in the future, should Williamson County, for any reason, need to work, improve, relocate, widen, increase, add to, decrease, or in any manner change the structure of this road or right-of-way, this line, if affected, will be moved at the direction of the Williamson County Engineer or County Commissioner. This installation work shall not damage any part of the roadway and adequate provisions shall be made to cause a minimum of inconvenience to traffic and adjacent property owners.

APPROVED BY WILLIAMSON COUNTY COMMISSIONERS' COURT

BY: Greg Buehner
COUNTY ROAD ADMINISTRATOR

DATE: 3/26/09

Firm: FORMAN AUSTIN
U. AUSTIN
Authorized Signature

MARK SCOTT
Printed Name
Address: P.O. Box 2380
Cedar Park, TX
78630

Phone: 512 940-5700

Fax: 512-733-7782

received
3-24-09

bond # 5-906-4703

Road cut S.M.S.
3-24-09

file pd. co. rept. # 59293

CONTRACTOR'S LIABILITY AGREEMENT

I, FORMAN AUSTIN, Contractor for KRISO. (STEWART Bids.)
in Williamson County, Texas do hereby agree to the following schedules and conditions for doing work within
the right-of-way of GREAT DARS which is a public roadway
maintained by Williamson County.

1. I will contact the Williamson County Unified Road System at least 48 hours prior to start of construction.
2. All work in the right-of-way will be done between the hours of 8:30 a.m. and 4:30 p.m. on Monday through Friday only.
3. Cuts will be opened for one-half the roadway only, with flagmen on both sides of the work area, allowing one-way traffic through. This type of operation will be held to a minimum and all advance warning signs and barricades shall be as specified in the Texas Manual on Uniform Traffic Control Devices. These cuts will also be filled and entire roadway opened at night and on weekends.
4. Roadside work in ditches alongside the trenched surface may be left opened at night, only if they can be barricaded solidly between open ditch and traveled roadway leaving a minimum 6' of road shoulder between the pavement edge and the barricades. The barricades must be reflective and lighted with warning lights and conform to the requirements of the T.M.U.T.C.D. for nighttime use.
5. Any construction area to be maintained from dusk to dawn shall have Type B High Intensity Steady Burn Warning Lights to delineate the traveled way through and around obstructions in a construction or maintenance area. All warning lights shall be installed to a minimum mounting height of 36" to the bottom of the lens.
6. Construction work and road repair on County right-of-way will be done to Williamson County Standards and to the approval of the Williamson County Unified Road System.
7. I will notify the Williamson County Unified Road System and obtain approval prior to any changes from this agreement if required due to soil conditions or other problems.

3-19-09
DATE

Williamson County Unified Road System
3151 S. E. Inner Loop, Ste. B
Georgetown, Texas 78626

M. Scott
SIGNED
MARK SCOTT FORMAN AUSTIN
CONTRACTOR (PRINT NAME)
P.O. Box 2380
ADDRESS
Cedar Park, TX 78630
CITY, STATE, ZIP CODE
512 940 5700
PHONE



SITE

16255 GREAT OAKS

GREAT OAKS

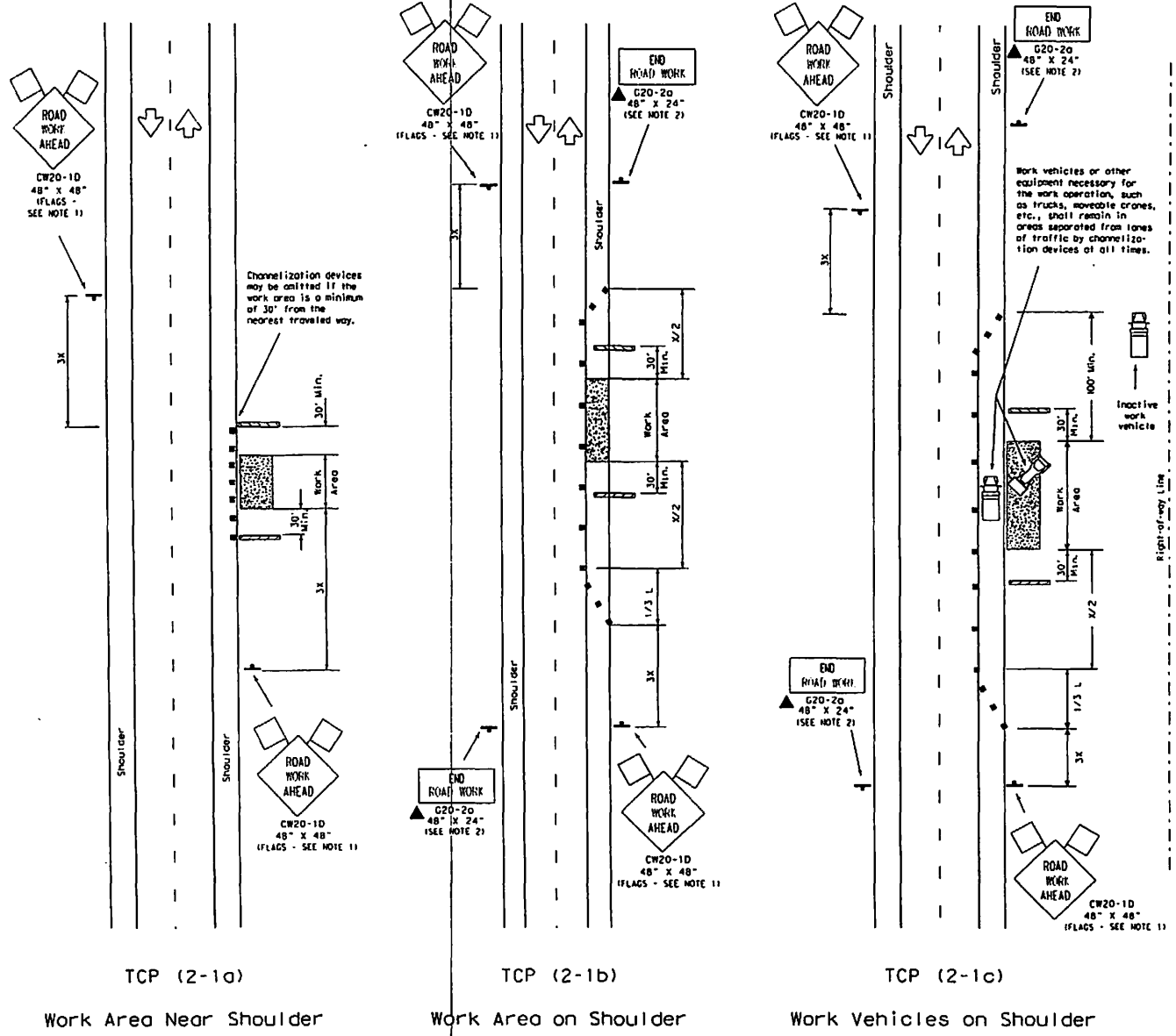
APPROX 90 LF '8"

12' 8" TAP

ET 12" WL

Consolidated
The use of this standard is governed by the Texas Engineer's Manual, the subject of which is the use of this standard in the design of traffic control plans. The use of this standard is not intended to be a substitute for the design of traffic control plans.

DATE	BY	REVISION
12/1/98	TE	1
12/1/98	TE	2
12/1/98	TE	3
12/1/98	TE	4
12/1/98	TE	5
12/1/98	TE	6
12/1/98	TE	7
12/1/98	TE	8
12/1/98	TE	9
12/1/98	TE	10
12/1/98	TE	11
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12/1/98	TE	98
12/1/98	TE	99
12/1/98	TE	100



LEGEND

Type III Barricade Channelizing Devices Flag

Heavy Work Vehicle Truck Mounted Attenuator

Trailer Mounted Flashing Arrow Panel Portable Changeable Message Sign

Flagger Sign Post

Posted Speed (mph)	Formula	Minimum Desirable Tower Lengths (ft)		Minimum Desirable Spacing of Device		Minimum Sign Spacing Distance
		On a Tangent	On a Curve	On a Tangent	On a Curve	
30	L = WS / 60	150'	165'	180'	30'	60' - 75'
35		205'	225'	245'	35'	70' - 90'
40		265'	295'	320'	40'	80' - 100'
45		330'	365'	395'	45'	90' - 110'
50		400'	440'	480'	50'	100' - 125'
55	L = WS	550'	605'	660'	55'	110' - 140'
60		660'	720'	780'	60'	120' - 150'
65		770'	835'	900'	65'	130' - 165'
70		880'	950'	1020'	70'	140' - 175'
75		990'	1065'	1140'	75'	150' - 190'

W = Conventional Road Width
 WS = Tower Lengths have been rounded off.
 L = Length of Tower (ft), W = Width of Offset (ft), S = Posted Speed (mph)

TYPICAL USAGE			
VEHICLE	SHORT DURATION	SHORT TERM STATIONARY	LONG TERM STATIONARY
VEHICLE	✓	✓	✓
SHORT DURATION	✓	✓	✓
SHORT TERM STATIONARY	✓	✓	✓
LONG TERM STATIONARY	✓	✓	✓

GENERAL NOTES:

- Unless otherwise stated in the plans, flags attached to signs are **REQUIRED**.
- All traffic control devices illustrated are **REQUIRED**, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
- Type III barricades are required on both sides of work area at all times. (See BC Standards for barricade details.)
- Stockpiled material should be placed a minimum 30' from nearest traveled way.
- On high speed facilities advance warning signs should be installed approximately 3x from the work area or from the beginning of a lane or shoulder taper. On low speed facilities the advance warning sign should be placed on the "x" minimum distance.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
 Traffic Operations Division - TE
 Texas Department of Transportation
 125 East 11th Street
 Austin, Texas 78701-2483
 Phone (512) 416-3335
 Fax (512) 416-3161
 E-mail: TRF-STANDARD@dot.state.tx.us

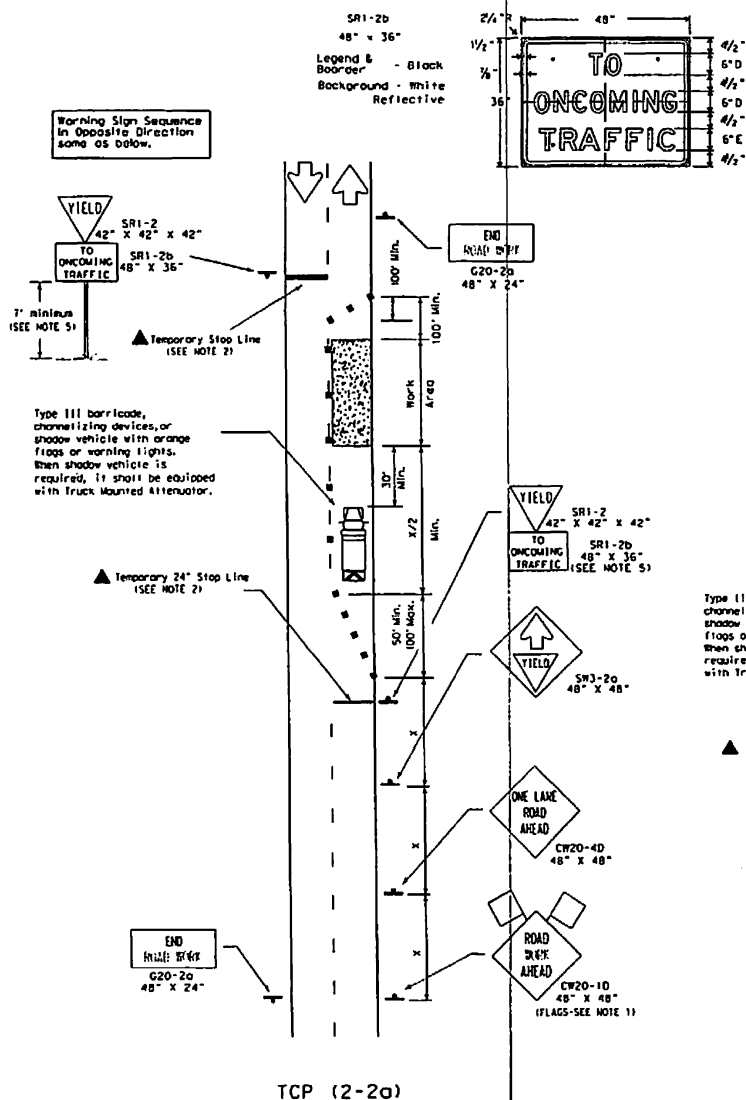
STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
 Traffic Operations Division

TRAFFIC CONTROL PLAN

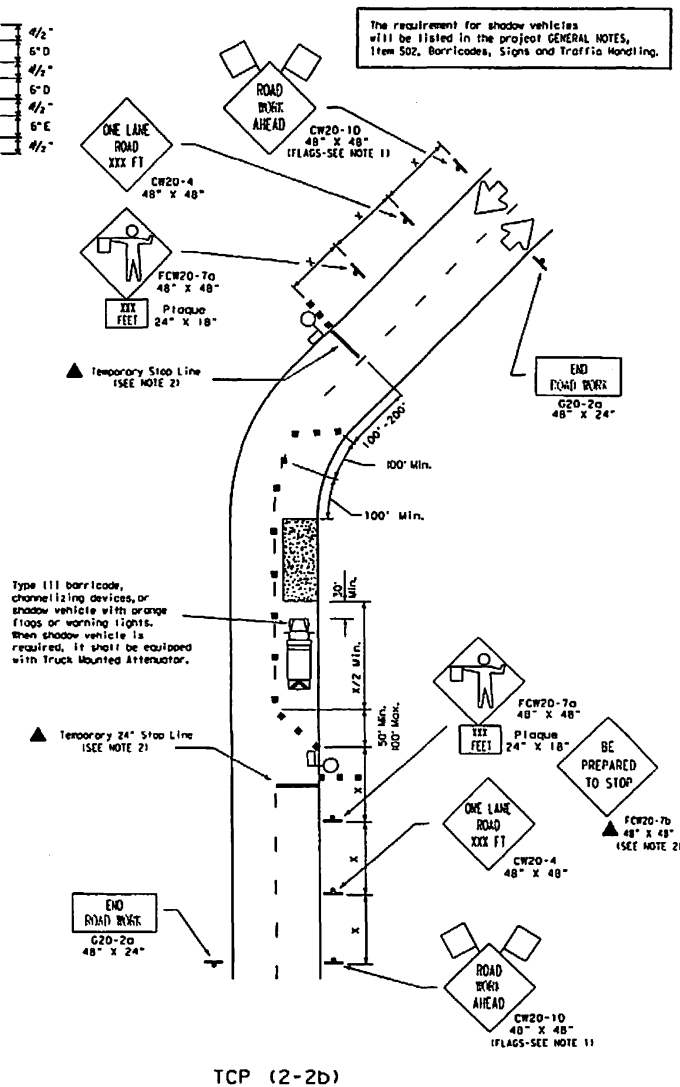
TCP(2-1)-98

© TEXDOT December 1995

DATE	BY	REVISION	REASON
12-95	TE	1	Initial
1-96	TE	2	Revised
4-96	TE	3	Revised

[illegible]

TCP (2-2a)	
2-Lane Roadway Without Paved Shoulders	
One Lane Closed	
Adequate Field of View	



TCP (2-2b)
2-Lane Roadway Without Paved Shoulders
One Lane Closed
Inadequate Field of View

The requirement for shadow vehicles will be listed in the project GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.

LEGEND

- | | | | | | |
|---|--------------------------------------|---|----------------------------------|---|------|
|  | Type III Barricade |  | Channelizing Devices |  | Flag |
|  | Heavy Work Vehicle |  | Truck Mounted Attenuator | | |
|  | Trailer Mounted Flashing Arrow Panel |  | Portable Changeable Message Sign | | |
|  | Flagger |  | Sign Post | | |

Posted Speed μ	Formula	Minimum Desirable Tower Lengths μ			Suggested Maximum Spacing of Towers		Minimum Sign Spacing μ
		10' μ	11' μ	12' μ	On μ μ	On μ μ	
30	L = WS 60	150	165	180	30'	60' - 75'	120'
35		205	225	245	35'	70' - 90'	160'
40		265	295	320	40'	80' - 100'	240'
45		450	495	540	45'	90' - 110'	320'
50		500	550	600	50'	100' - 125'	400'
55		550	605	660	55'	110' - 140'	500'
60		600	660	720	60'	120' - 150'	# 600'
65		650	715	780	65'	130' - 165'	# 700'
70		700	770	840	70'	140' - 175'	# 800'

* Conventional Bands Only

If lower teeth have been chipped off

L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

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

GENERAL NOTES:

1. Flags attached to signs are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
3. The 8x36 PARED TO STOP sign may be installed after the ONE LANE ROAD AHEAD sign, but proper sign spacing shall be maintained.
4. Yellow sign traffic control may be used on projects with approaches that have adequate sight distance, for projects in urban areas, work zones should be no longer than one half city block. In rural areas on roadways with less than 4000 ADT and work areas should be no longer than 400'.
5. YIELD TO ONCOMING TRAFFIC sign shall be placed on a support of a 7' minimum mounting height.
6. Flaggers should use two-way radios or other methods of communication to control traffic.
7. Length of work area should be based on the ability of flaggers to communicate.
8. For intermediate term situations, when it is not feasible to remove and repave pavement markings, the channelization must be made dominant by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 10 feet is recommended, the 10 foot channelizing device spacing recommendation is intended for the area between intersecting police vehicle entering zone.

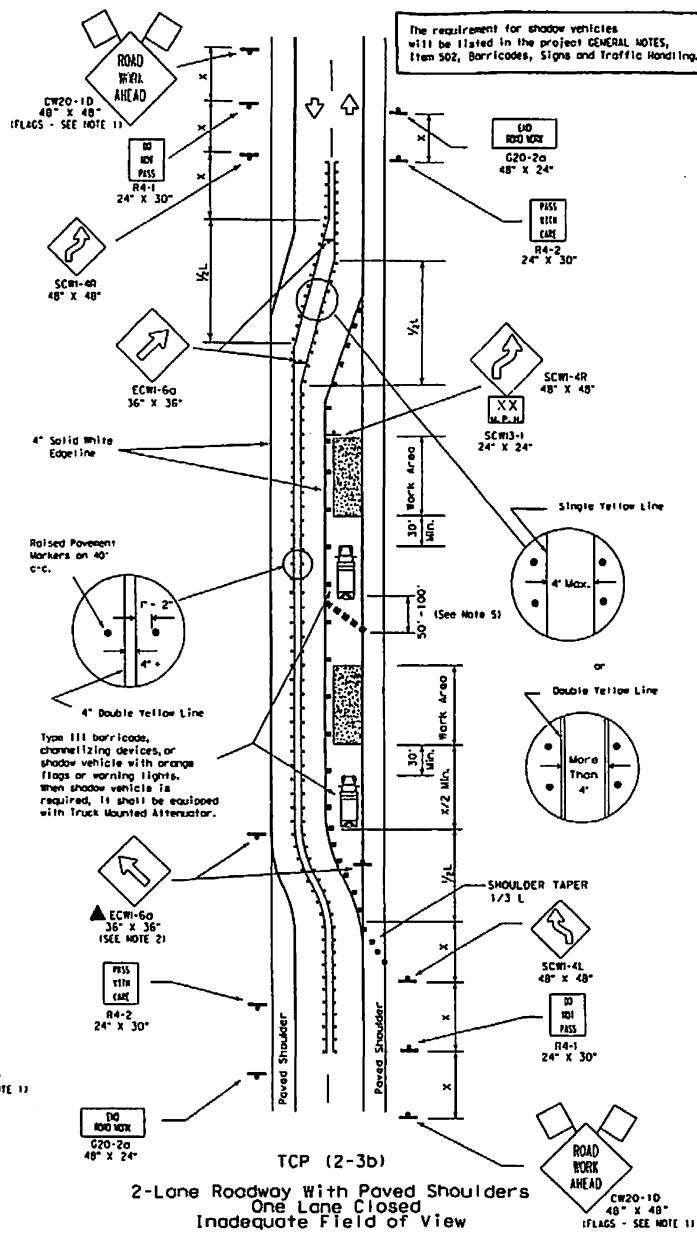
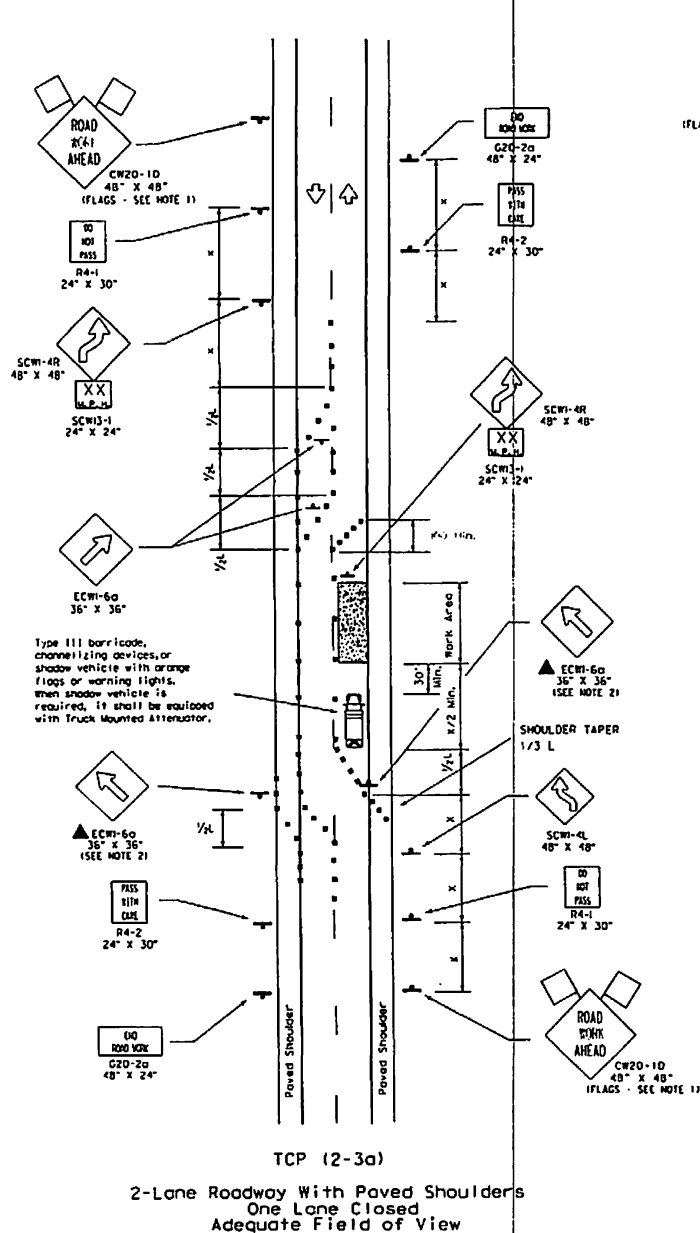


STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP (2-2) -03

IN 007 December 1985		PAC - LA		CIV - MT		PAC - OH		CIV - MT		REV. NO. 1	
AL-100000	77-100000	77-100000	PLANNING AND REPORTING						SPECI		
8-95											
1-97											
4-98											
3-99											

[illegible]

LEGEND

- | | | | | | |
|---|--------------------------------------|---|----------------------------------|---|------|
|  | Type III Barricade |  | Channelizing Devices |  | Flag |
|  | Heavy Work Vehicle |  | Truck Mounted Attenuator | | |
|  | Trailer Mounted Flashing Arrow Panel |  | Portable Changeable Message Sign | | |
|  | Flogger |  | Sign Post | | |

- • • Raised Pavement Markers Type II-A-A (40' spacing)

Passing Space H	Formula	Minimum Desirable	Suggested Maximum		Minimum
		Power Lengths H-M 10" - 11" Golfers	On a Tee On a Target	Swinging or Bats on a Target	Swinging Distance
30	L = WS 60	150' - 165'	180' - 30'	60' - 75'	120'
35		205' - 225'	245' - 35'	70' - 90'	160'
40		265' - 295'	320' - 40'	80' - 100'	240'
45		450' - 495'	540' - 45'	90' - 110'	320'
50		500' - 550'	600' - 50'	100' - 125'	400'
55		550' - 605'	660' - 55'	110' - 140'	500'
60		600' - 660'	720' - 60'	120' - 150'	600'
65		650' - 715'	780' - 65'	130' - 165'	700'
70		700' - 770'	840' - 70'	140' - 175'	800'

* Conventional Roads Only

***Lower tangins have been rounded off.

L=Length of Taper (ft.) w=Width of Offset (ft.) S=Posted Speed (mph)

TYPICAL USAGE:

MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
		☒	☒	☒ (2-3b only)

GENERAL NOTES:

1. Unless otherwise stated in the plans, flags attached to signs are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
3. When work zone will be in place more than one day but less than 2 weeks existing pavement markings may remain in place. Channelizing devices shall be used to separate traffic.
4. Flagging should NOT be used in adverse roadway conditions or heavy traffic volume require additional emphasis to safety control traffic. Flagger should be positioned at end of traffic queue.
5. NO HOT PASS, PASS WITH CAUTION, and construction regulatory speed zone signs may be installed on the leading HEAD signs. Proper spacing of signs shall be maintained.
6. When the work zone will be in place more than two weeks, conflicting pavement markings shall be removed, unless approved by the Engineer. Warning signs shall be placed and maintained to the satisfaction of the Engineer.
7. For intermediate term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made permanent by using a well defined and clearly visible and important locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 10 feet is recommended. The 10 foot spacing is intended to be used in the area of the work zone and the area of conflicting information and not the entire work zone.

 **STANDARD PLANS**
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

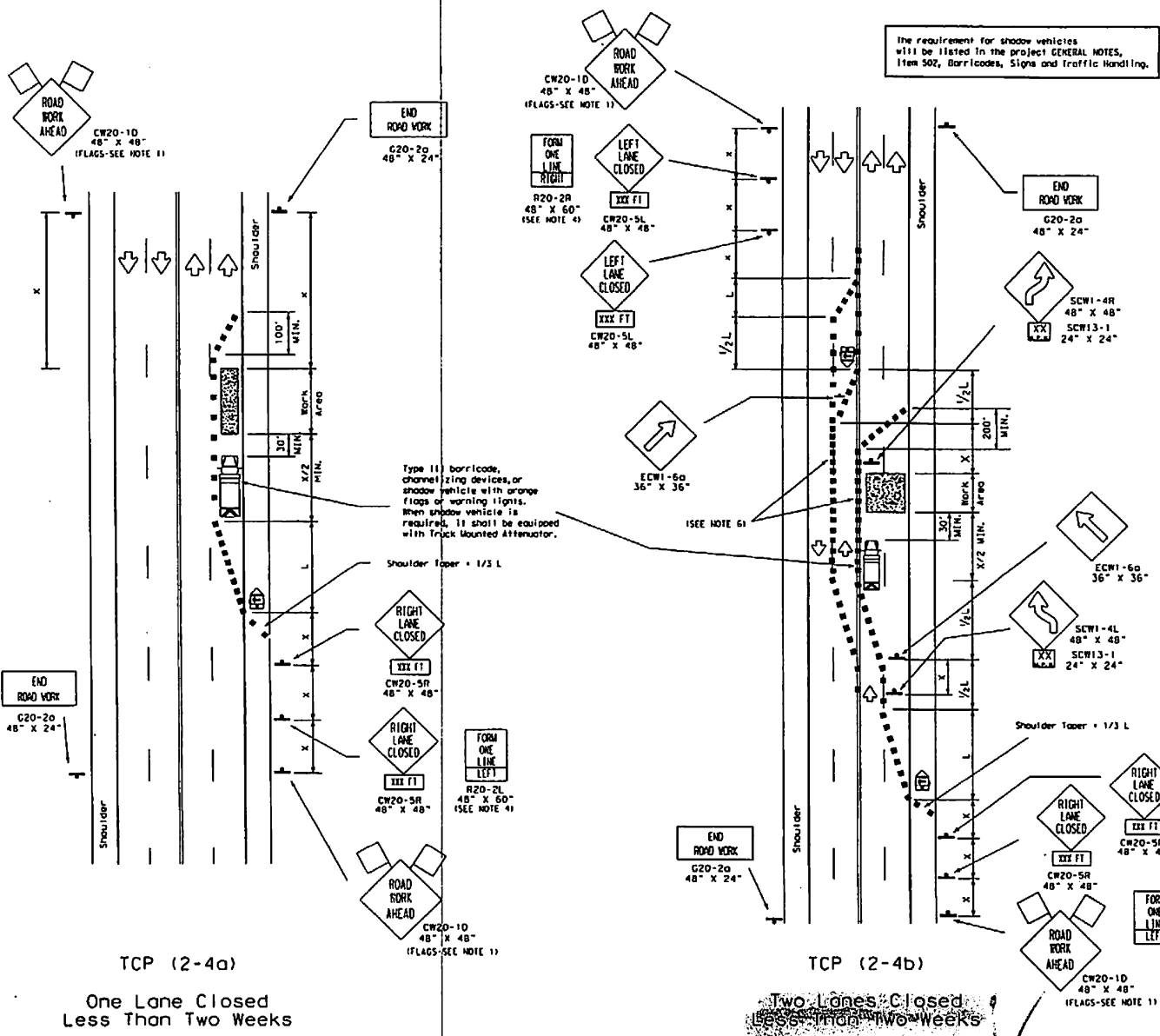
TRAFFIC CONTROL PLAN

TCP (2-3) -03

(K) 12001	December 1985	pp. 1-7	Cv. M1	Dm. D1	Pt. D2	Rev. S12
8-95						
1-97						
4-98						
3-03						

REGULATIONS: This standard is promulgated by the Texas Department of Transportation, the purpose of this standard is to provide a uniform method of traffic control for the purpose of maintaining the safety of the traveling public and the efficiency of the transportation system.

DATE	BY	REVISION
1-95	...	...
1-97	...	...
4-98	...	...
3-03	...	...



The requirement for shadow vehicles will be listed in the project GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.

- LEGEND**
- Type III Barricade
 - Heavy Work Vehicle
 - Trailer Mounted Flashing Arrow Panel
 - Flag
 - Channelizing Devices
 - Truck Mounted Attenuator
 - Portable Changeable Message Sign
 - Sign Post

Posted Speed W	Formula	Minimum Desirable Tower Lengths W x H			Suggested Maximum Spacing of Device on a		Minimum Sign Spacing Distance
		10' - 11'	12'	13'	Taper	Tangent	
30	L = WS / 60	150'	165'	180'	30'	60' - 75'	120'
35		205'	225'	245'	35'	70' - 90'	160'
40		265'	295'	320'	40'	80' - 100'	240'
45		450'	495'	540'	45'	90' - 110'	320'
50		500'	550'	600'	50'	100' - 125'	400'
55	L = WS	550'	605'	660'	55'	110' - 140'	500'
60		600'	660'	720'	60'	120' - 150'	N 600'
65		650'	715'	780'	65'	130' - 165'	N 700'
70		700'	770'	840'	70'	140' - 175'	N 800'

* Conventional Roads Only
 N = Taper lengths have been rounded off.
 L = Length of Taper (FT.), W = Width of Offset (FT.), S = Posted Speed (MPH)

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

- GENERAL NOTES:**
- Unless otherwise stated in the plans, flags attached to signs are **REQUIRED**.
 - TCP (2-4b) shall be used only on projects that will be at a location for less than two weeks.
 - Existing pavement markings may remain in place for projects less than two weeks in duration.
 - The FORM ONE LINE LEFT (or RIGHT) sign may be used following the RIGHT (or LEFT) LANE CLOSED XXX FT sign. Spacing distance between signs should be the minimum distance indicated.
 - Downstream taper is optional. When used, it should be 100' minimum length per lane.
 - For intermediate term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made dominant by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 10 feet is recommended. The 10 foot channelizing device spacing recommendation is intended for the area of conflicting information and not the entire work zone.

STANDARD PLANS
 TEXAS DEPARTMENT OF TRANSPORTATION
 Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP (2-4) - 03

1-00	1-01	1-02	1-03	1-04	1-05	1-06	1-07	1-08	1-09	1-10	1-11	1-12	1-13	1-14	1-15	1-16	1-17	1-18	1-19	1-20	1-21	1-22	1-23	1-24	1-25	1-26	1-27	1-28	1-29	1-30	1-31	1-32	1-33	1-34	1-35	1-36	1-37	1-38	1-39	1-40	1-41	1-42	1-43	1-44	1-45	1-46	1-47	1-48	1-49	1-50	1-51	1-52	1-53	1-54	1-55	1-56	1-57	1-58	1-59	1-60	1-61	1-62	1-63	1-64	1-65	1-66	1-67	1-68	1-69	1-70	1-71	1-72	1-73	1-74	1-75	1-76	1-77	1-78	1-79	1-80	1-81	1-82	1-83	1-84	1-85	1-86	1-87	1-88	1-89	1-90	1-91	1-92	1-93	1-94	1-95	1-96	1-97	1-98	1-99	1-100
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DISCLAIMER
The use of this standard is governed by the Texas Engineering Experiment Station. The responsibility of the user of this standard is to determine the applicability of the standard to the project and to ensure that the standard is used in accordance with the project requirements.

DATE	BY	CHKD	FILE
11/13/13	11/13/13	11/13/13	11/13/13
11/13/13	11/13/13	11/13/13	11/13/13
11/13/13	11/13/13	11/13/13	11/13/13
11/13/13	11/13/13	11/13/13	11/13/13
11/13/13	11/13/13	11/13/13	11/13/13
11/13/13	11/13/13	11/13/13	11/13/13
11/13/13	11/13/13	11/13/13	11/13/13
11/13/13	11/13/13	11/13/13	11/13/13
11/13/13	11/13/13	11/13/13	11/13/13

TCP (2-5a)
One Lane Closed
More Than Two Weeks

TCP (2-5b)
Two Lanes Closed
More Than Two Weeks

LEGEND

- Type III Barricade
- Channelizing Devices
- Flag
- Heavy Work Vehicle
- Truck Mounted Attenuator
- Trailer Mounted Flashing Arrow Panel
- Portable Changeable Message Sign
- Flagger
- Sign Post

Posted Speed (M)	Formula	Minimum Destructive Taper Lengths (W)			Suggested Maximum Spacing of Device		Minimum Sign Spacing (X)
		10' Offset	11' - 12' Offset	13' Offset	On a Taper	On a Tangent	
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60' - 75'	120'
35		205'	225'	245'	35'	70' - 90'	160'
40		265'	295'	320'	40'	80' - 100'	240'
45		450'	495'	540'	45'	90' - 110'	320'
50	$L = WS$	500'	550'	600'	50'	100' - 125'	400'
55		550'	605'	660'	55'	110' - 140'	500'
60		600'	660'	720'	60'	120' - 150'	600'
65		650'	715'	780'	65'	130' - 165'	700'
70		700'	770'	840'	70'	140' - 175'	800'

* Conventional Roads Only

** Taper lengths have been rounded off.

L = Length of Taper (ft.); W = Width of Offset (ft.); S = Posted Speed (mph)

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

GENERAL NOTES:

- Unless otherwise stated in the plans, flags attached to signs are **REQUIRED**.
- The **FORM ONE LINE LEFT** (or **RIGHT**) sign may be used following the **RIGHT** (or **LEFT**) **LANE CLOSED XXX FT** sign. Spacing distance between signs should be the minimum distance indicated.
- When the work zone will be in place more than two weeks, conflicting pavement markings shall be removed. New markings shall be installed and maintained to the satisfaction of the Engineer.
- Downstream taper is optional. When used, it should be 100' minimum length per lane.
- For intermediate term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made dominant by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 10 feet is recommended. The 10 foot channelizing device spacing recommendation is intended for the area of conflicting information and not the entire work zone.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

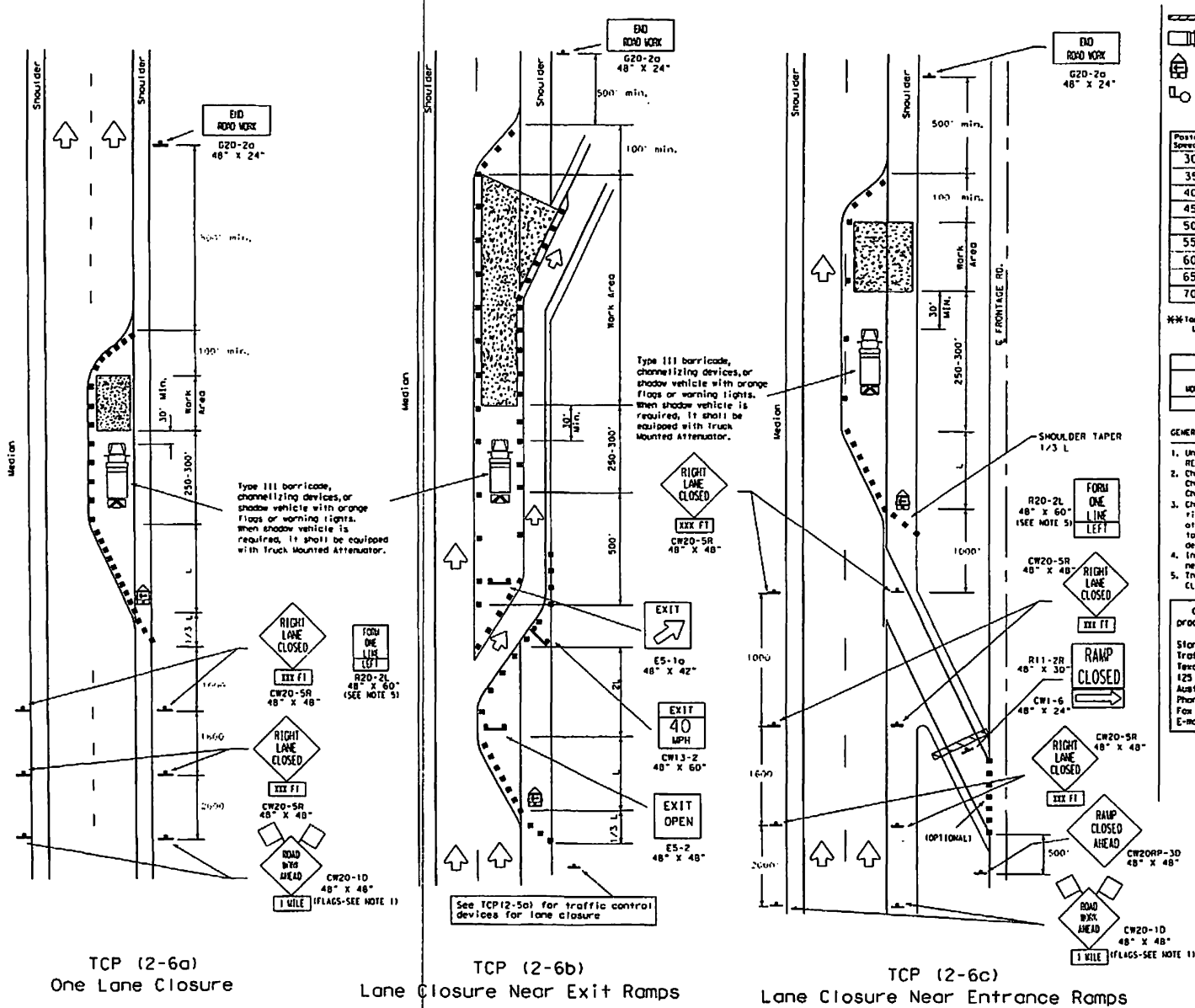
TRAFFIC CONTROL PLAN

TCP (2-5) - 03

11/13/13	11/13/13	11/13/13	11/13/13	11/13/13
11/13/13	11/13/13	11/13/13	11/13/13	11/13/13
11/13/13	11/13/13	11/13/13	11/13/13	11/13/13
11/13/13	11/13/13	11/13/13	11/13/13	11/13/13
11/13/13	11/13/13	11/13/13	11/13/13	11/13/13

1. This plan is to be used in conjunction with the Texas Department of Transportation Traffic Control Plan (TCP) (2-6)-98, which contains the details of the various traffic control devices and their placement. It is the responsibility of the user to ensure that the devices are placed in accordance with the plan and the applicable traffic laws.

DATE	BY	CHKD	FILED
10/1/98	J. L. B.	J. L. B.	J. L. B.
10/1/98	J. L. B.	J. L. B.	J. L. B.
10/1/98	J. L. B.	J. L. B.	J. L. B.
10/1/98	J. L. B.	J. L. B.	J. L. B.
10/1/98	J. L. B.	J. L. B.	J. L. B.
10/1/98	J. L. B.	J. L. B.	J. L. B.
10/1/98	J. L. B.	J. L. B.	J. L. B.
10/1/98	J. L. B.	J. L. B.	J. L. B.
10/1/98	J. L. B.	J. L. B.	J. L. B.



LEGEND

- Type III Barricade
- Channelizing Devices
- Flag
- Heavy Work Vehicle
- Truck Mounted Attenuator
- Trailer Mounted Flashing Arrow Panel
- Portable Changeable Message Sign
- Flagger
- Sign Post

Posted Speed	Formula	Minimum Desirable Taper Lengths (ft.)			Suggested Maximum Spacing of Device	
		On a Tangent	On a 12° Offset	On a 12° Offset	On a Tangent	On a Tangent
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60' - 75'
35		205'	225'	245'	35'	70' - 90'
40		265'	295'	320'	40'	80' - 100'
45		330'	375'	410'	45'	90' - 110'
50		400'	455'	500'	50'	100' - 125'
55	$L = WS$	550'	605'	660'	55'	110' - 140'
60		600'	660'	720'	60'	120' - 150'
65		650'	715'	780'	65'	130' - 165'
70		700'	770'	840'	70'	140' - 175'
75		750'	825'	900'	75'	150' - 190'

Note: Taper lengths have been rounded off. L = Length of Taper (ft.); W = Width of Offset (ft.); S = Posted Speed (mph).

TYPICAL USAGE			
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	LONG TERM STATIONARY

GENERAL NOTES:

- Unless otherwise stated in the plans, flags attached to signs are required.
- Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
- Channelizing devices used along the work area or along tangent sections may be supplemented with vertical panels (VP) placed on every other channelizing device. If night time conditions make it difficult to see at least two VPs, the VPs may be placed on each channelizing device.
- In areas with safety lighting or continuous illumination the channelizing devices can be supplemented with delineators.
- The FORM ONE LINE LEFT sign may be used following the RIGHT LANE CLOSED sign.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@tceq.state.tx.us

The requirement for shadow vehicles will be listed in the project GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.

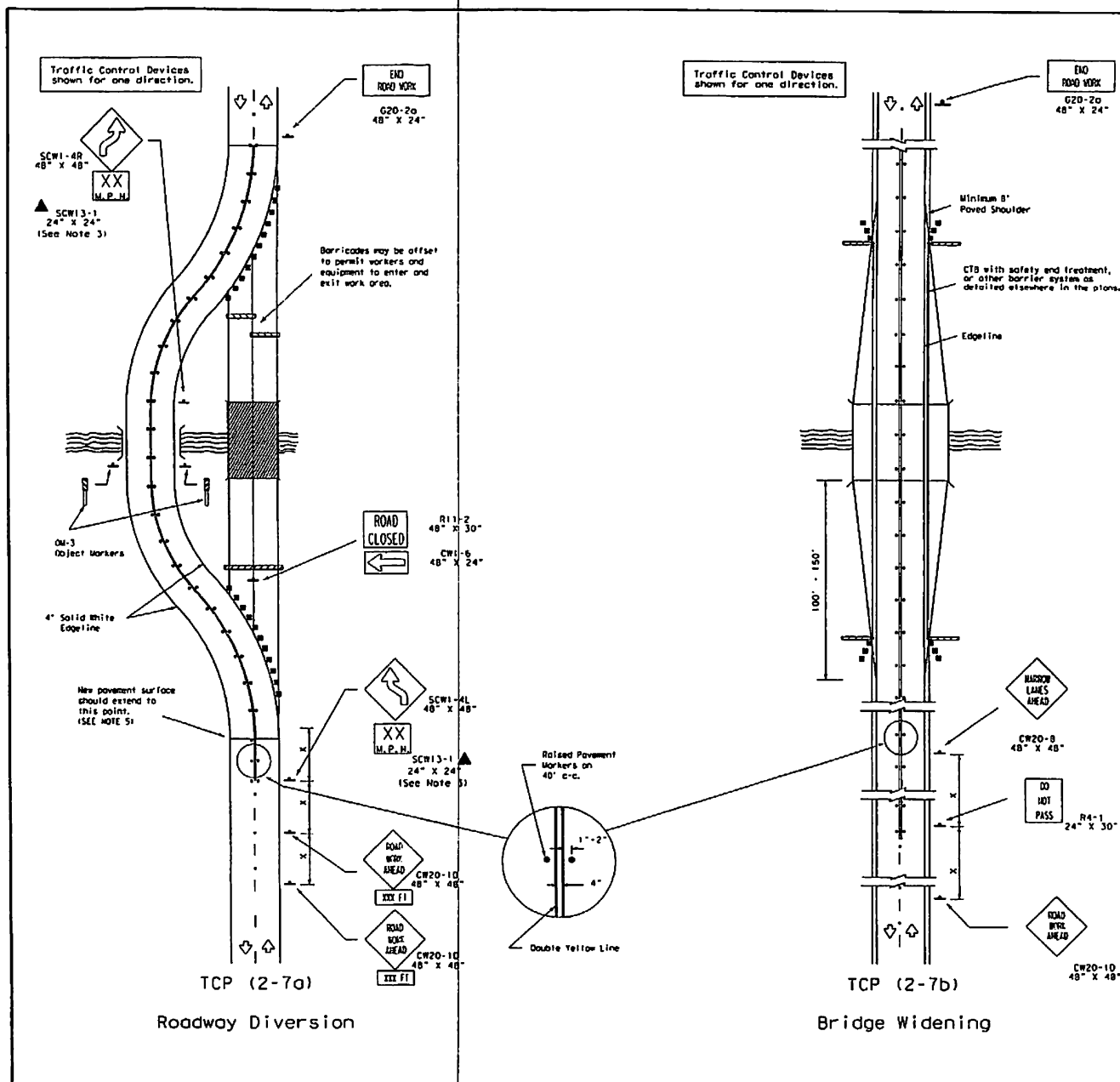
STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP (2-6)-98

Revised December 1993

DATE	BY	CHKD	FILED
2-94	J. L. B.	J. L. B.	J. L. B.
9-95	J. L. B.	J. L. B.	J. L. B.
1-97	J. L. B.	J. L. B.	J. L. B.
4-98	J. L. B.	J. L. B.	J. L. B.

[illegible]

1. LEGEND

-  Type III Barricade
  Channelizing Devices
  Flag
 Heavy Work Vehicle
  Truck Mounted Attenuator
 Trailer Mounted Flashing Arrow Panel
  Portable Changeable Message Sign
 Flagger
 Sign Post
 * * * Raised Pavement Markers Type III-A-A (40' spacing)

Feasted Speed M	Formula	Minimum Desirable Paper Lengths M		Suggested Maximum Spacing of Device		Minimum Sign Spacing L
		On a 15" x 11" Sheet	On a 17" x 11" Sheet	On a 15" x 11" Sheet	On a 17" x 11" Sheet	
30	L = WS ² 60	150'	165'	30"	60" - 75"	120'
35		150'	165'	30"	60" - 75"	120'
40		205'	225'	35"	70" - 90"	160'
45		265'	295'	320"	80" - 100"	240'
50		405'	495'	540"	90" - 110"	320'
55		500'	550'	600"	100" - 125"	400'
60		550'	605'	660"	110" - 140"	500'
65		600'	660'	720"	120" - 150"	600'
70		650'	715'	780"	130" - 165"	700'
75		700'	770'	840"	140" - 175"	800'

* Conventional Roads Only

**Taper lengths have been rounded off.

L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

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

GENERAL NOTES:

1. Unless otherwise stated in the plans, flags attached to signs are **REQUIRED**.
 2. Raised pavement markers shall be placed 40' c-c on centerline throughout project.
- TCR (2-7c)**
3. All traffic control devices illustrated are **REQUIRED**, except those with the triangle symbol may be omitted when stated otherwise in the plans.
 4. Roadway diversion design requirement should be based on posted speed limit or prevailing speed.
 5. New pavement surface should be extended across existing roadway edge to a point where existing pavement markings left in place during project do not conflict with construction traffic control markings.

TCP 12-70



TRAFFIC CONTROL PLAN

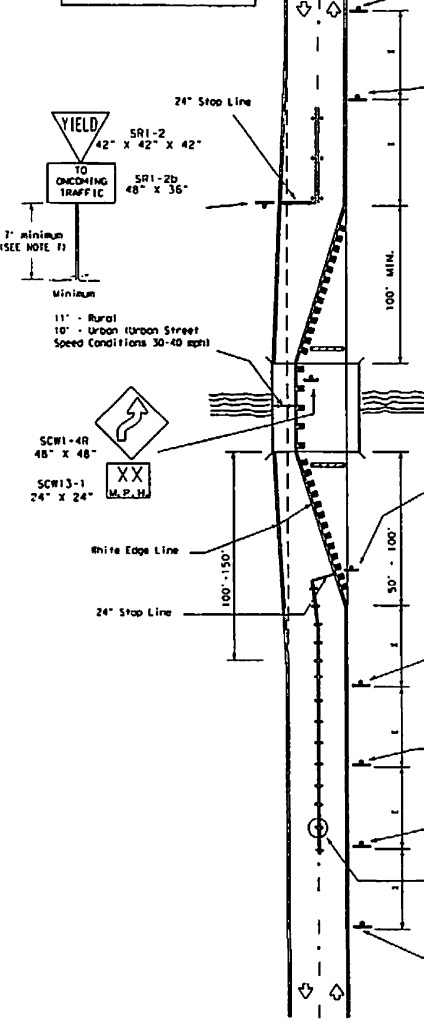
TCP (2-7) -03

1007 December 1995		PR - LR	PR - LT	PR - DM	PR - DM	PR - M
8-95	PR - LR	PR - LT	PR - DM	PR - DM	PR - M	PR - M
1-97	PR - LR	PR - LT	PR - DM	PR - DM	PR - M	PR - M
4-98	PR - LR	PR - LT	PR - DM	PR - DM	PR - M	PR - M
3-03	PR - LR	PR - LT	PR - DM	PR - DM	PR - M	PR - M

DESIGNED BY: [Blank]
 DRAWN BY: [Blank]
 CHECKED BY: [Blank]
 DATE: [Blank]

NO.	DATE	BY	FOR
1	12-1-85	W. J. [Blank]	TRAFFIC CONTROL PLAN
2	12-1-85	W. J. [Blank]	TRAFFIC CONTROL PLAN
3	12-1-85	W. J. [Blank]	TRAFFIC CONTROL PLAN
4	12-1-85	W. J. [Blank]	TRAFFIC CONTROL PLAN
5	12-1-85	W. J. [Blank]	TRAFFIC CONTROL PLAN
6	12-1-85	W. J. [Blank]	TRAFFIC CONTROL PLAN
7	12-1-85	W. J. [Blank]	TRAFFIC CONTROL PLAN
8	12-1-85	W. J. [Blank]	TRAFFIC CONTROL PLAN
9	12-1-85	W. J. [Blank]	TRAFFIC CONTROL PLAN
10	12-1-85	W. J. [Blank]	TRAFFIC CONTROL PLAN

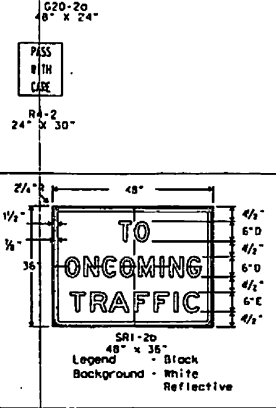
WARNING SIGN SEQUENCE
IN OPPOSITE DIRECTION
SAME AS BELOW



TCP (2-8a)

Two-Way Traffic Control
With Traffic Signal

END
ROAD WORK
G20-2a
48\"/>



YIELD TO ONCOMING TRAFFIC
SRI-2
42\"/>

SRI-2b
48\"/>

Type B High Intensity
Flashing Warning Light
or Flashing Beacon
(SEE NOTE 6)

SW3-2a
48\"/>

ONE LANE BRIDGE
SCW5-3
48\"/>

DO NOT PASS
R4-1
24\"/>

ROAD WORK AHEAD
CW20-1D
48\"/>

END
ROAD WORK
G20-2a
48\"/>

YIELD TO ONCOMING TRAFFIC
SRI-2
42\"/>

SRI-2b
48\"/>

Type B High Intensity
Flashing Warning Light
or Flashing Beacon
(SEE NOTE 6)

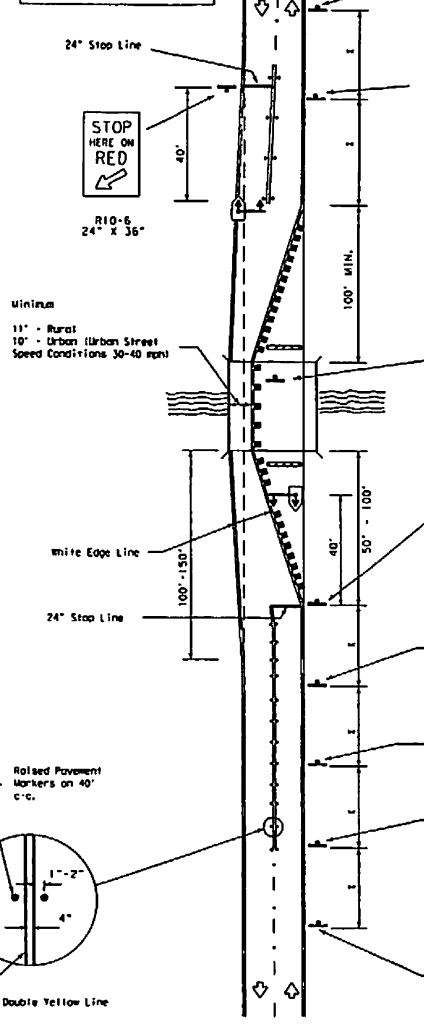
SW3-2a
48\"/>

ONE LANE BRIDGE
SCW5-3
48\"/>

DO NOT PASS
R4-1
24\"/>

ROAD WORK AHEAD
CW20-1D
48\"/>

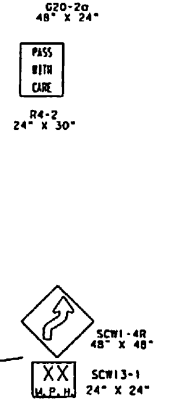
WARNING SIGN SEQUENCE
IN OPPOSITE DIRECTION
SAME AS BELOW



TCP (2-8b)

Two-Way Traffic Control
With Traffic Signal

END
ROAD WORK
G20-2a
48\"/>



YIELD TO ONCOMING TRAFFIC
SRI-2
42\"/>

SRI-2b
48\"/>

Type B High Intensity
Flashing Warning Light
or Flashing Beacon
(SEE NOTE 6)

SW3-2a
48\"/>

ONE LANE BRIDGE
SCW5-3
48\"/>

DO NOT PASS
R4-1
24\"/>

ROAD WORK AHEAD
CW20-1D
48\"/>

END
ROAD WORK
G20-2a
48\"/>

YIELD TO ONCOMING TRAFFIC
SRI-2
42\"/>

SRI-2b
48\"/>

Type B High Intensity
Flashing Warning Light
or Flashing Beacon
(SEE NOTE 6)

SW3-2a
48\"/>

ONE LANE BRIDGE
SCW5-3
48\"/>

DO NOT PASS
R4-1
24\"/>

ROAD WORK AHEAD
CW20-1D
48\"/>

LEGEND
 Type III Barricade ■ Channelizing Devices □ Flag
 Flopper Sign Post Temporary or Portable Traffic Signals
 Raised Pavement Markers Type II-A 140' spacing

Posted Speed M	Formula	Minimum Desirable Taper Lengths L (ft)			Suggested Maximum Spacing of Device		Sign Spacing Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
30	L = WS ² / 60	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45		450'	495'	540'	45'	90'-110'	320'
50	L = WS	500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	*600'
65		650'	715'	780'	65'	130'-165'	*700'
70		700'	770'	840'	70'	140'-175'	*800'

N Conventional Roads Only
 *Taper lengths have been rounded off.
 L=Length of Taper (FT), S=Speed of Offset (FT), S=Posted Speed (MPH)

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

GENERAL NOTES:

- Unless otherwise stated in the plans, flags attached to signs are REQUIRED.
- Advance warning signing shown for one direction.
- Raised reflective pavement markers shall be placed 40' c/c on centerline between ROAD WORK AHEAD signs and stop lines.
- For intermediate term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made dominant by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 10 feet is recommended. The 10 foot channelizing device spacing recommendation is intended for the area of conflicting information and not the entire work zone.

TCP (2-8a)

- Traffic control by YIELD AHEAD symbol signs for one lane two-way traffic control operations should be limited to structures less than 400' long and roadways with less than 4000 ADT. Portable traffic signals should be used on other roadways.
- If power is available, a flashing beacon should be attached to the YIELD AHEAD symbol sign for emphasis.
- YIELD and TO ONCOMING TRAFFIC signs and other regulatory signs shall be installed at 7' minimum mounting height.

TCP (2-8b)

- A list of approved Portable Traffic Signals can be found on consultant products list.

STANDARD PLANS
 TEXAS DEPARTMENT OF TRANSPORTATION
 Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP (2-8)-03

10/01 December 1985	by LR	by MT	by DM	by DM	by [Blank]
8-95					
1-97					
4-98					
3-03					