

Received

Received

WILLIAMSON COUNTY, TEXAS

CHANGE ORDER NUMBER: 1

HNTB Corporation
Round Rock

SEP 22 2017

HNTB Corporation

1. CONTRACTOR: Cox Commercial Construction
2. Change Order Work Limits: Sta. 413+26 to Sta. 460+15
3. Type of Change (on federal-aid non-exempt projects): Minor (Major/Minor)
4. Reasons: 2E & 3H (3 Max. - In order of importance - Primary first)
5. Describe the work being revised:

Project: R1608-108 Rock
Roadway: RM 620 Ph2
CSJ Number: _____

2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable). This change order adds revisions to the drainage system along Oaklands Drive, and the west end connection to the existing box culvert. 3H: County Convenience. Cost savings opportunity discovered during construction. This Change Order changed the full depth reconstruction on the east end of the project to level up with hot mix on the existing pavement which eliminated traffic control phases that results in a cost savings for the County.

6. Work to be performed in accordance with Items: See attached
7. New or revised plan sheet(s) are attached and numbered: RFI#2 sheets: 9, 159, 167, 168, 172
RFI#15 sheets: 22, 27, 28, 46, 50, 53, 59, 60, 66, 67
8. New Special Provisions/Specifications to the contract are attached: No
9. New Special Provisions to Item N/A No. N/A, Special Specification Item N/A are attached.

Each signatory hereby warrants that each has the authority to execute this Change Order (CO).

The contractor must sign the Change Order and, by doing so, agrees to waive any and all claims for additional compensation due to any and all other expenses; additional changes for time, overhead and profit; or loss of compensation as a result of this change.		The following information must be provided	
THE CONTRACTOR	Date <u>9/21/17</u>	Time Ext. #: <u>N/A</u>	Days added on this CO: <u>0</u>
By <u>[Signature]</u>		Amount added by this change order: <u>\$7,495.80</u>	
Typed/Printed Name <u>DARREN OKRUTNIK</u>			
Typed/Printed Title <u>SR. VP</u>			

RECOMMENDED FOR EXECUTION:

[Signature] P.E. 9/22/17
Project Manager Date

N/A
Design Engineer Date

9/1/17 9/22/2017
Program Manager Date

Design Engineer's Seal:

See attached plan sheets

County Commissioner Precinct 1 Date
☐ APPROVED ☐ REQUEST APPROVAL

County Commissioner Precinct 2 Date
☐ APPROVED ☐ REQUEST APPROVAL

County Commissioner Precinct 3 Date
☐ APPROVED ☐ REQUEST APPROVAL

County Commissioner Precinct 4 Date
☐ APPROVED ☐ REQUEST APPROVAL

[Signature] 9/22/17
County Judge Date

12-04-17

WILLIAMSON COUNTY, TEXAS

CHANGE ORDER NUMBER: 1

Project # 1608-108

TABLE A: Force Account Work and Materials Placed into Stock

	LABOR	HOURLY RATE			HOURLY RATE

TABLE B: Contract Items:

				ORIGINAL + PREVIOUSLY REVISED		ADD or (DEDUCT)	NEW		
ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	ITEM COST	QUANTITY	QUANTITY	ITEM COST	OVERRUN/ UNDERRUN
105 6094	REMOV STAB BASE AND ASPH PAV (12"-27")	SY	\$10.00	15,727.00	\$157,270.00	(1,831.00)	13,896.00	\$138,960.00	(\$18,310.00)
247 6366	FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	\$38.00	8,969.00	\$340,822.00	(342.00)	8,627.00	\$327,826.00	(\$12,996.00)
310 6027	PRIME COAT(MC-30 OR AE-P)	GAL	\$3.00	4,856.00	\$14,568.00	(224.00)	4,632.00	\$13,896.00	(\$672.00)
341 6062	D-GR HMA TY-D PG64-22(LEVEL-UP)	TON	\$70.00	2,954.00	\$206,780.00	905.36	3,859.36	\$270,155.20	\$63,375.20
354 6069	PLANE ASPH CONC PAV (0 - 2-1/2")	SY	\$2.20	16,335.00	\$35,937.00	2,250.00	18,585.00	\$40,887.00	\$4,950.00
464 6003	RC PIPE (CL III)(18 IN)	LF	\$65.00	2,403.00	\$156,195.00	(32.00)	2,371.00	\$154,115.00	(\$2,080.00)
464 6005	RC PIPE (CL III)(24 IN)	LF	\$75.00	2,137.00	\$160,275.00	21.00	2,158.00	\$161,850.00	\$1,575.00
464 6017	RC PIPE (CL IV)(18 IN)	LF	\$68.00	0.00	\$0.00	32.00	32.00	\$2,176.00	\$2,176.00
465 6181	INLET (COMPL)(CURB)(TY 2)(15')	EA	\$6,000.00	5.00	\$30,000.00	1.00	6.00	\$36,000.00	\$6,000.00
496 6002	REMOV STR (INLET)	EA	\$1,200.00	1.00	\$1,200.00	1.00	2.00	\$2,400.00	\$1,200.00
496 6007	REMOV STR (PIPE)	LF	\$27.00	1,592.00	\$42,984.00	21.00	1,613.00	\$43,551.00	\$567.00
508 6001	CONSTRUCTING DETOURS	SY	\$55.00	867.00	\$47,685.00	(487.60)	379.40	\$20,867.00	(\$26,818.00)
662 6001	WK ZN PAV MRK NON-REMOV (W)4"(BRK)	LF	\$0.50	2,507.00	\$1,253.50	271.00	2,778.00	\$1,389.00	\$135.50
662 6004	WK ZN PAV MRK NON-REMOV (W)4"(SLD)	LF	\$0.50	5,339.00	\$2,669.50	(268.00)	5,071.00	\$2,535.50	(\$134.00)
662 6012	WK ZN PAV MRK NON-REMOV (W)8"(SLD)	LF	\$1.00	2,165.00	\$2,165.00	(95.00)	2,070.00	\$2,070.00	(\$95.00)
662 6016	WK ZN PAV MRK NON-REMOV (W)24"(SLD)	LF	\$6.00	298.00	\$1,788.00	14.00	312.00	\$1,872.00	\$84.00
662 6017	WK ZN PAV MRK NON-REMOV (W)(ARROW)	EA	\$100.00	19.00	\$1,900.00	1.00	20.00	\$2,000.00	\$100.00
662 6029	WK ZN PAV MRK NON-REMOV (W)(WORD)	EA	\$110.00	19.00	\$2,090.00	1.00	20.00	\$2,200.00	\$110.00
662 6034	WK ZN PAV MRK NON-REMOV (Y)4"(SLD)	LF	\$0.50	9,804.00	\$4,902.00	1,307.00	11,111.00	\$5,555.50	\$653.50
662 6060	WK ZN PAV MRK REMOV (W)4"(BRK)	LF	\$1.00	2,156.00	\$2,156.00	(1,139.00)	1,017.00	\$1,017.00	(\$1,139.00)
662 6061	WK ZN PAV MRK REMOV (W)4"(DOT)	LF	\$1.00	293.00	\$293.00	(153.00)	140.00	\$140.00	(\$153.00)
662 6063	WK ZN PAV MRK REMOV (W)4"(SLD)	LF	\$1.00	6912.00	\$6,912.00	(6,300.00)	612.00	\$612.00	(\$6,300.00)
662 6071	WK ZN PAV MRK REMOV (W)8"(SLD)	LF	\$1.10	640.00	\$704.00	(324.00)	316.00	\$347.60	(\$356.40)
662 6075	WK ZN PAV MRK REMOV (W)24"(SLD)	LF	\$8.00	225.00	\$1,800.00	(98.00)	127.00	\$1,016.00	(\$784.00)
662 6095	WZ ZN PAV MRK REMOV (Y)4"(SLD)	LF	\$1.00	7910.00	\$7,910.00	(4,979.00)	2,931.00	\$2,931.00	(\$4,979.00)
677 6001	ELIM EXT PAV MARK (4")	LF	\$1.00	13920.00	\$13,920.00	1,074.00	14,994.00	\$14,994.00	\$1,074.00
677 6003	ELIM EXT PAV MARK (8")	LF	\$1.00	70.00	\$70.00	312.00	382.00	\$382.00	\$312.00
		TOTALS			\$1,244,249.00			\$1,251,744.80	\$7,495.80

CHANGE ORDER REASON(S) CODE CHART

1. Design Error or Omission	1A. Incorrect PS&E 1B. Other
2. Differing Site Conditions (unforeseeable)	2A. Dispute resolution (expense caused by conditions and/or resulting delay) 2B. Unavailable material 2C. New development (conditions changing after PS&E completed) 2D. Environmental remediation 2E. Miscellaneous difference in site conditions (unforeseeable)(Item 9) 2F. Site conditions altered by an act of nature 2G. Unadjusted utility (unforeseeable) 2H. Unacquired Right-of-Way (unforeseeable) 2I. Additional safety needs (unforeseeable) 2J. Other
3. County Convenience	3A. Dispute resolution (not resulting from error in plans or differing site conditions) 3B. Public relations improvement 3C. Implementation of a Value Engineering finding 3D. Achievement of an early project completion 3E. Reduction of future maintenance 3F. Additional work desired by the County 3G. Compliance requirements of new laws and/or policies 3H. Cost savings opportunity discovered during construction 3I. Implementation of improved technology or better process 3J. Price adjustment on finished work (price reduced in exchange for acceptance) 3K. Addition of stock account or material supplied by state provision 3L. Revising safety work/measures desired by the County 3M. Other
4. Third Party Accommodation	4A. Failure of a third party to meet commitment 4B. Third party requested work 4C. Compliance requirements of new laws and/or policies (impacting third party) 4D. Other
5. Contractor Convenience	5A. Contractor exercises option to change the traffic control plan 5B. Contractor requested change in the sequence and/or method of work 5C. Payment for Partnering workshop 5D. Additional safety work/measures desired by the contractor 5E. Other
6. Untimely ROW/Utilities	6A. Right-of-Way not clear (third party responsibility for ROW) 6B. Right-of-Way not clear (County responsibility for ROW) 6C. Utilities not clear 6D. Other

Williamson County Road Bond Program

RM 620 Phase 2 Williamson County Project No. 1608-108

Change Order No. 1

Reason for Change

This Change Order revises the drainage system along Oaklands Drive and at the west end of the project. It also revises construction on the east end of the project from full depth reconstruction to level-up asphalt on the existing pavement, resulting in a cost savings for the County. These revisions are explained in the following RFI's.

RFI #2. Changed the 18" storm sewer pipe from a Class III concrete pipe to a Class IV concrete pipe, due to the minimal cover over the pipe crossing at Oaklands Drive.

RFI#4. Revised the storm sewer pipe connection to an existing box culvert on the west end of the project. The pipe stub out at the existing box culvert, constructed on the previous project, was installed at an incorrect elevation. The error was discovered after a portion of the new pipe was already installed. The solution was to remove and re-lay a portion of the new pipe and construct a deeper curb inlet to match the elevation of the existing pipe.

RFI#15. Changed the construction of pavement at the east end of the project from full depth reconstruction to hot mix level up of the existing pavement. The full depth reconstruction was to be accomplished in three (3) traffic control phases which were eliminated and replaced with the nightly placement of hot mix level up. This change added hot mix level up, eliminated the need for the removal of the existing pavement section, placement of new flex base and pavement markings, resulting in a cost savings for the County.

Following is a summary of the new item required for this Change Order.

ITEM	DESCRIPTION	QTY	UNIT
464 6017	RC PIPE (CL IV)(18IN)	32.00	LF

This Change Order results in an increase of \$7,495.80 to the Contract amount, for an adjusted Contract total of \$6,089,721.50. The original Contract amount was \$6,082,225.70. Because of this Change Order, \$7,495.80 has been added to the Contract, resulting in a 0.12% net increase in the Contract cost. No additional days will be added to or deducted from the Contract as a result of this Change Order.

HNTB Corporation
James Klotz, P.E.

PROJECT
ITEM NUMBER/DESC
ESTIMATED QUANTITY
Data Prepared

ITEM DESCRIPTION	QTY	UNIT COSTS					TOTAL COSTS					
		UNIT	LABOR	EQUIP	MATERIAL	SUBCT.	O.T Factor	LABOR	EQUIP	MATERIAL	SUBCT.	MISC
#												
MATERIAL	-32.00											
CL III 18" RCP				\$	32.00					\$	(1,024.00)	
CL IV 18" RCP	32.00			\$	34.00					\$	1,088.00	
EQUIPMENT												
SUBCONTRACT												
								</				

[illegible]

Jan 12, 2017

REQUEST FOR INFORMATION FORMHNTB Corporation
Round Rock

RFI NO.: 2 DATE: 12/29/16
PROJECT: RM 620 PHASE 2 RESPONSE REQUESTED BY
DATE: 1/5/17
TO: CLAYTON WEBER, CONSTRUCTION MANAGER

REFERENCE: PRECAST STORM STRUCTURE QUESTIONS**PROBLEM:**

The attached shop drawings show where the HOSP & OL2 precast storm structures appear to have conflicts in relation to the pipe & the throat and/or top. Can you please review these structures & advise on any revisions that might be required?

GEC Additional Comments:

Please contact Clayton with the Wilco GEC, before ordering any of the above drainage items.

Also note that the "Revised Sheets" referred to in response for "OL2" are not approved yet by TxDOT and will be officially issued once concurrence is received.

DARREN OKRUHLIK
Originator

RESPONSE:**For HOSP:**

See attached sketch "HOSP Inlet Sketch" and picture "HOSP Existing Conditions" of existing conditions. The goal is to replicate existing conditions. If precast does not work, may need to do cast-in-place inlet in order to tie existing pipes to gutter depression. See Curb Inlet Type II detail provided in the plans (and attached here).

For OL2:

See attached revised sheets "Revised Sheets - Oaklands Drainage 20170106" for reconfiguration of Lat OL-MED. OL2 will no longer have a pipe entering on the curb inlet opening side. As for the opening on the ends of the inlet, see attached sketch "OL2 Inlet Sketch". Using the Curb Inlet Type II provided in the plans (and attached here), there should be enough room to fit this pipe in. If precast does not work, may require cast-in-place inlet. *ALSO NOTE* The 18" RCP for lateral OL-MED has been changed from a Class III pipe to a Class IV.

Andy Dutton, P.E.
Responder

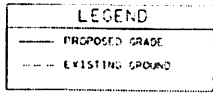
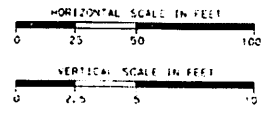
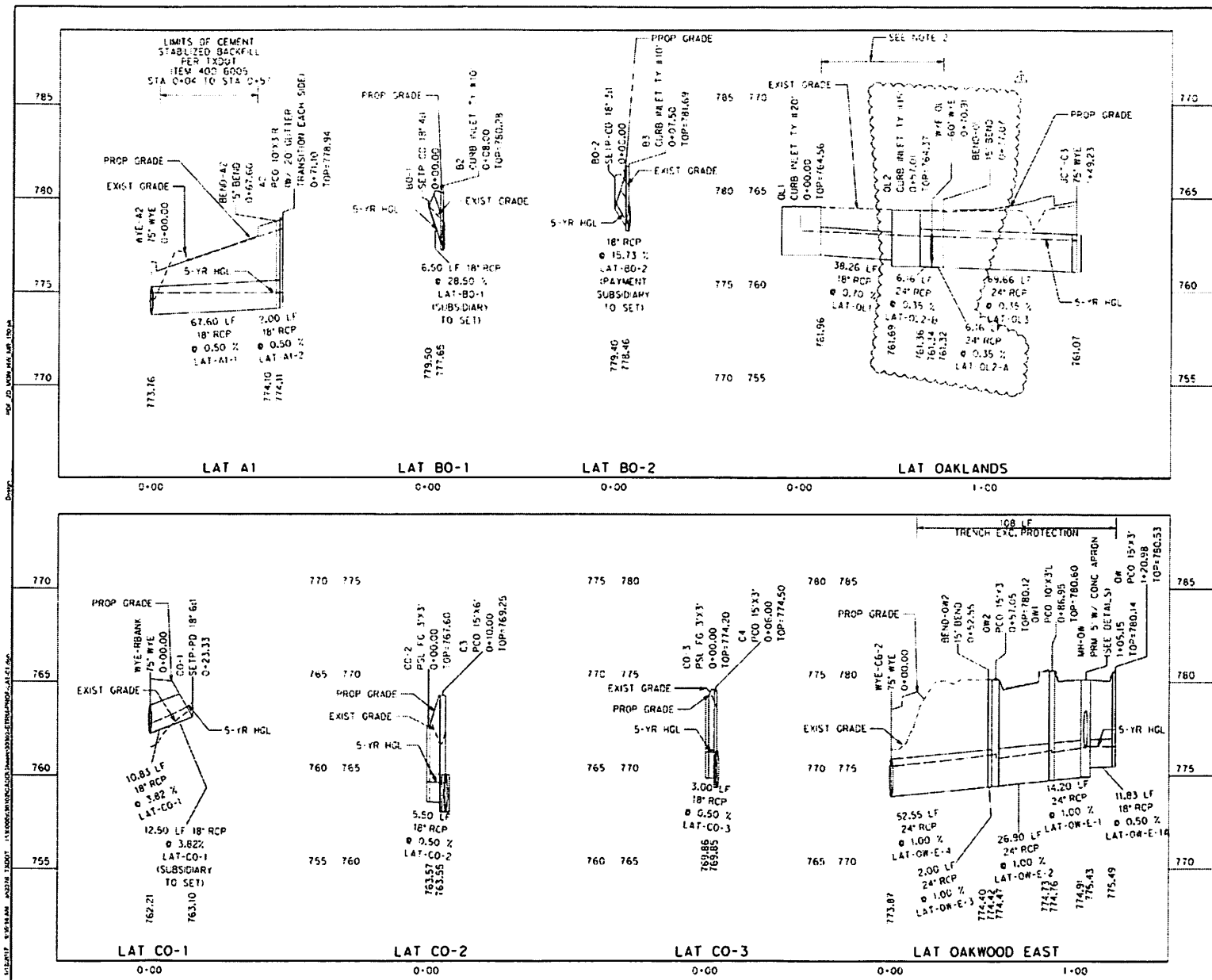
1/12/2017
Date

Sign, Date & Return to HNTB via e-mail or fax.

Mail original to: HNTB Corporation
14 Galloping Road
Round Rock, Texas 78781

Attachments to RFI: HOSP Inlet Sketch.pdf, HOSP Existing Conditions.pdf, Curb Inlet Type II detail.pdf, Revised Sheets - Oaklands Drainage 20170112.pdf, OL2 inlet Sketch.pdf

Cc:



NOTES:
 1. REFER TO EXISTING UTILITY PLANS AND FIELD VERIFY LOCATION OF NEARBY UTILITIES BEFORE CONSTRUCTION. NOTIFY THE CONSTRUCTION OBSERVER IF CONFLICTS EXIST.
 2. PLACE ROADWAY FLEX BASE WITH HAND COMPACTION IF REQUIRED TO PROTECT PIPE. TOP OF RCP MAY EXTEND INTO FLEX BASE.

STATE OF TEXAS
ANDREW L. DUTTON
117255
PROFESSIONAL ENGINEER

DAKLANDS LATERAL RECONFIGURATION AD 11/17/17

NO. **REVISION** **BY** **DATE**

HALFF
 403 WEST BRANDELL BLVD. #400
 AUSTIN, TEXAS 78704-5116
 TEL: (512) 476-1111
 FAX: (512) 476-1112
 WWW.HALFF.COM

2015 Texas Department of Transportation

RM 620
DRAINAGE PROFILES

SCALE: HORIZ. 1"=50' VERT. 1"=4' **SHEET 1 OF 3**

Project: RM 620 **State:** TEXAS **Federal Aid Project No.:** 117255

Drawn by: B. J. **Checked by:** J. C. **Design Section:** 08 **Scale:** 1"=4'

Drawn by: B. J. **Checked by:** J. C. **Design Section:** 08 **Scale:** 1"=4'



REQUEST FOR INFORMATION FORM

RFI NO.:	<u>4</u>	DATE:	<u>3/23/17</u>
PROJECT:	<u>RM 620 PHASE 2</u>	RESPONSE REQUESTED BY	
		DATE:	<u>3/24/17</u>
TO:	<u>CLAYTON WEBER, CONSTRUCTION MANAGER</u>		

REFERENCE: LINE A TIE-IN

PROBLEM:

It appears the flowline of the existing inlet pipe at the beginning of storm line A (stub-ex-p1) is 1.05' higher than what is shown on the plans. Attached is an image of the conflict. In addition, the plans show tying in with a 24" RCP and what is existing is an 18" RCP. Please advise on how you'd like us to proceed.

DARREN OKRUHLIK
Originator

RESPONSE:

Confirm FL and diameter of pipe at box culvert is 772.56 and 24" RCP. If FL is higher and pipe is not 24" at the box culvert, notify construction observer. Remove and replace as much of existing storm system from tie-in location to the box culvert as needed if existing pipe and inlet were not constructed per plan. 24" pipe should be set at slope of at least 0.5% from the box culvert. See plan sketches attached.

Eric Ratzman
Responder

3/24/2017
Date

Sign, Date & Return to HNTB via e-mail or fax.

Mail original to: HNTB Corporation
14 Galloping Road
Round Rock, Texas 78781

Attachments to RFI:
Cc:

- ① Remove 18" RCP between existing BC #5 (Phase 1) and Inlet P1 (Phase 1) and replace w/ 24" RCP. Hold OS elevation at 772' + build to proposed below.
- ② Replace existing Inlet P1 (Phase 1) approx. ¹and lower _{inlet} manhole 1.05' (13" ±), to accommodate required 24" RCP's + proposed FL's below.
- ③ Remove 18" RCP stub-out at US end of Inlet P1 (Phase 1) + replace with 24" RCP per plans (Phase 2).

Change Order Qty's

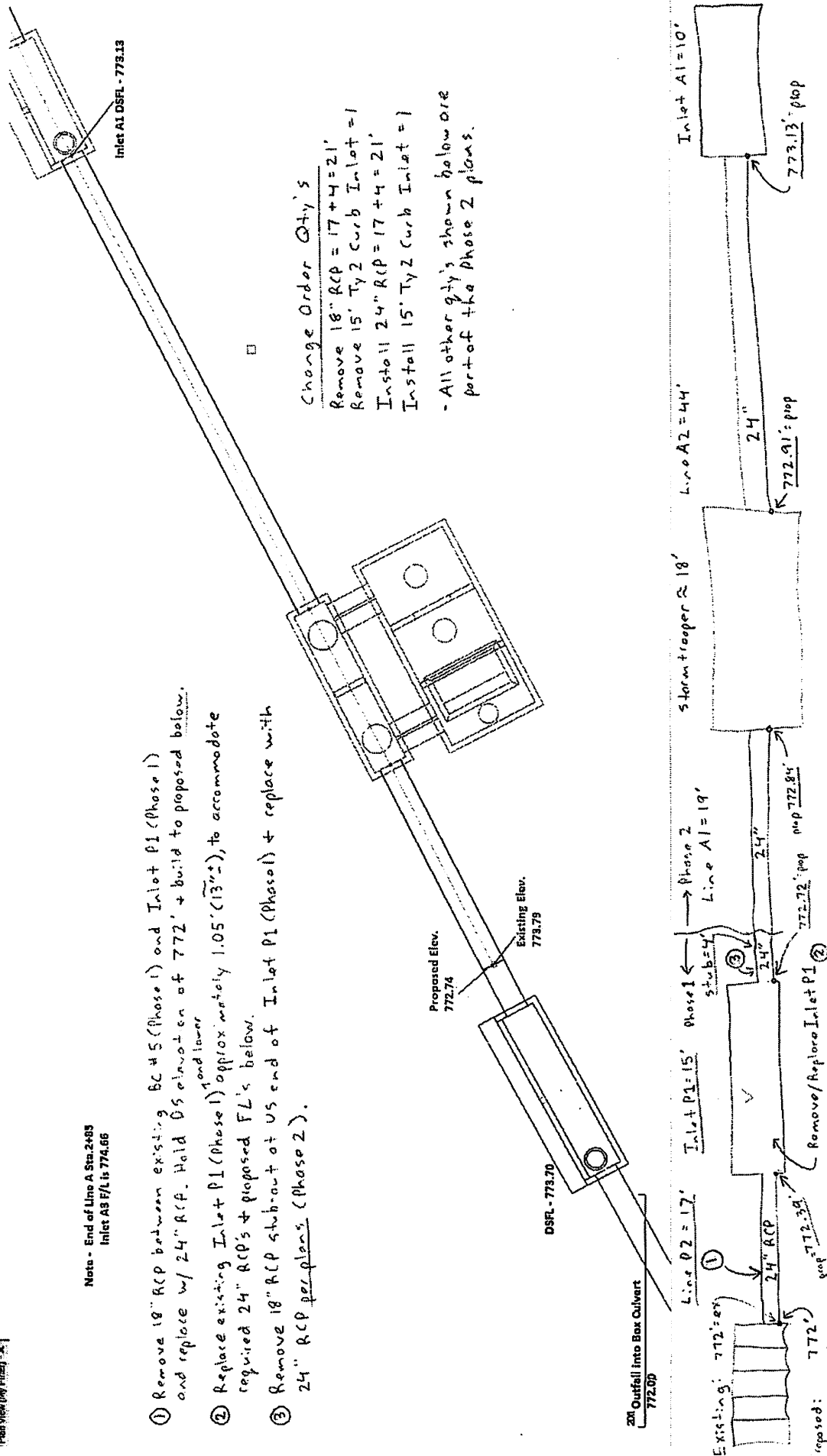
Remove 18" RCP = 17 + 4 = 21'

Remove 15' Ty 2 curb In lot = 1

Insto 11 24" RCP = 17 ÷ 4 = 21'

Install 15° TyZ curb Inlet = 1

- All other gty's shown below are part of the Phase 2 plans.





REQUEST FOR INFORMATION FORM

RFI NO.: 15 DATE: 7/5/17
PROJECT: RM 620 PHASE 2 RESPONSE REQUESTED BY
DATE: 7/10/17
TO: Eric Ratzman, P.E., Halff Associates

REFERENCE: Plan Sheet 46, TCP Phase 1, Step 3

PROBLEM:

As previously discussed on June 29th, Plan Sheet 46 shows the temporary pavement widening to impact the existing driveway. Can the temporary pavement widening be revised to eliminate or minimize the impact to the existing driveway.

RECOMMENDED SOLUTION:

Clayton Weber
Originator

7/5/2017
Date

RESPONSE:

Yes, based on our discussions of the contractor using HMA overlays (instead of full depth reconstruction) to construct the middle portions of work previously shown in Phase 1 Step 4B and 5, the temporary pavement east of Deep Wood Drive can be reduced. Revised TCP sheets are attached for this purpose.

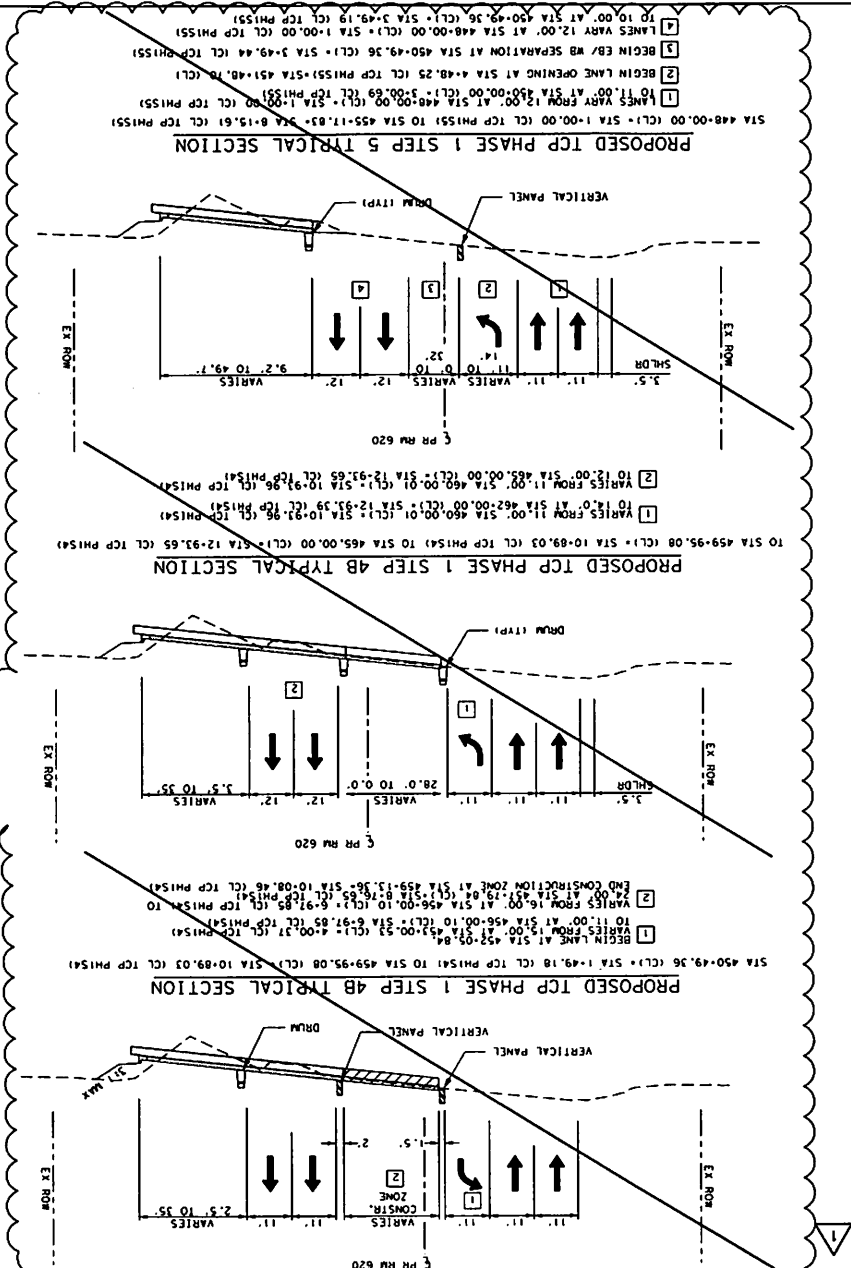
Eric Ratzman
Responder

7/10/2017
Date

Sign, Date & Return to HNTB via e-mail or fax.

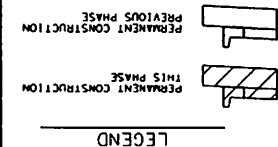
Mail original to: HNTB Corporation
101 E. Old Settlers Blvd.
Round Rock, Texas 78664

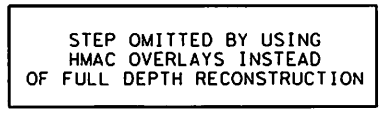
Attachments to RFI: Updated sheets 22, 27, 28, 46, 50, 53, 60, 66, & 67
Cc:



STEPS OMITTED BY USING
HMAC OVERLAYS INSTEAD
OF FULL DEPTH RECONSTRUCTION

SHEET 9 OF 8	
PROJECT NO. RM 620	DATE 01/09/17
DESIGNED BY: J. WILLIAMSON	CHECKED BY: J. WILLIAMSON
DRAWN BY: J. WILLIAMSON	DATE: 01/09/17
SCALE: N.T.S.	
TRAFFIC CONTROL PLAN	
TYPICAL SECTIONS	
NO.	REVISION
1	01/15/17
2	01/15/17
3	01/15/17
4	01/15/17
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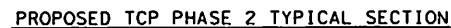




PERMANENT CONSTRUCTION
PREVIOUS PHASE



- 1 BEGIN CONSTRUCTION ZONE STA 422+01.72 (CL)
- 2 BEGIN LT LANE AT STA 420+35.72(CL) + 5+40.24 (CL TCP PH2 EB)
- 3 VARIES FROM 29.00' AT STA 418+83.75 (CL) TO 15.00' AT STA 423+00.00 (CL)



1 SEE PLANS FOR LIMITS OF LEFT TURN LANES
2 INSTALL TEMPORARY PAVEMENT AT INTERSECTIONS

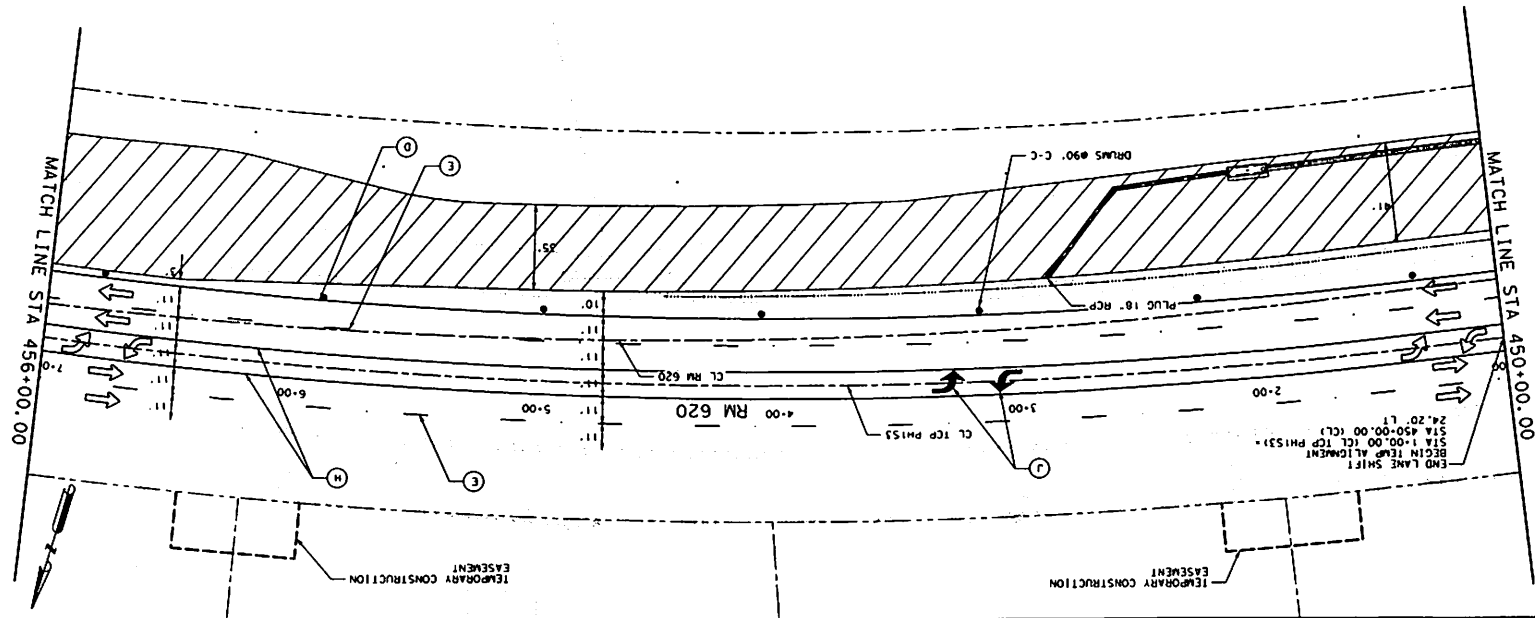


1	REF 15	NO	7/10
NO.	REVISION	BY	DATE

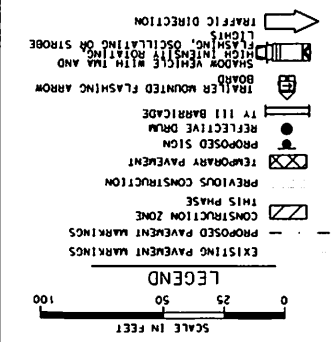


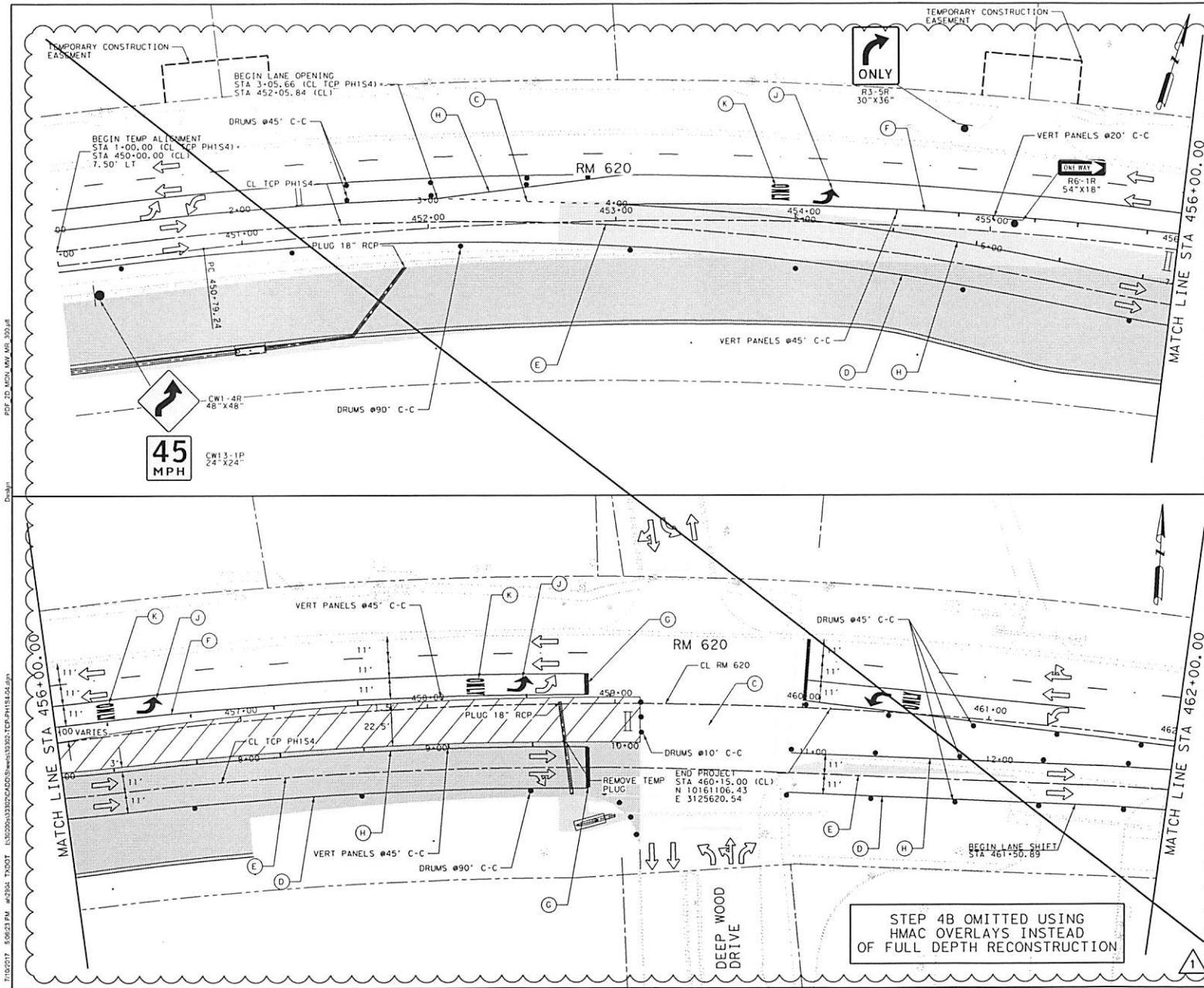
RM 620
TRAFFIC CONTROL PLAN
TYPICAL SECTIONS

SCALE: N. T. S.				SHEET 6 OF 1			
Designed	ER	STATE	FEDERAL AID PROJECT NO.			PROJECT NO.	
Checked	ER	TEXAS				RW 621	
DRAWN	ND	DIST.	COUNTY	CONTROL NO.	SECTION NO.	SHEET NO.	
Checked	ER	AUS	WILLIAMSON	0683	01	090 28	

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- | | | | | | | | |
|----|----|----|------|----|-----------|----|-------|
| 0 | NR | ZN | PLAY | NR | NON-REDEM | 0 | 75.0% |
| 1 | NR | ZN | PLAY | NR | NON-REDEM | 1 | 75.0% |
| 2 | NR | ZN | PLAY | NR | NON-REDEM | 2 | 75.0% |
| 3 | NR | ZN | PLAY | NR | NON-REDEM | 3 | 75.0% |
| 4 | NR | ZN | PLAY | NR | NON-REDEM | 4 | 75.0% |
| 5 | NR | ZN | PLAY | NR | NON-REDEM | 5 | 75.0% |
| 6 | NR | ZN | PLAY | NR | NON-REDEM | 6 | 75.0% |
| 7 | NR | ZN | PLAY | NR | NON-REDEM | 7 | 75.0% |
| 8 | NR | ZN | PLAY | NR | NON-REDEM | 8 | 75.0% |
| 9 | NR | ZN | PLAY | NR | NON-REDEM | 9 | 75.0% |
| 10 | NR | ZN | PLAY | NR | NON-REDEM | 10 | 75.0% |
| 11 | NR | ZN | PLAY | NR | NON-REDEM | 11 | 75.0% |
| 12 | NR | ZN | PLAY | NR | NON-REDEM | 12 | 75.0% |
| 13 | NR | ZN | PLAY | NR | NON-REDEM | 13 | 75.0% |
| 14 | NR | ZN | PLAY | NR | NON-REDEM | 14 | 75.0% |
| 15 | NR | ZN | PLAY | NR | NON-REDEM | 15 | 75.0% |
| 16 | NR | ZN | PLAY | NR | NON-REDEM | 16 | 75.0% |
| 17 | NR | ZN | PLAY | NR | NON-REDEM | 17 | 75.0% |
| 18 | NR | ZN | PLAY | NR | NON-REDEM | 18 | 75.0% |
| 19 | NR | ZN | PLAY | NR | NON-REDEM | 19 | 75.0% |
| 20 | NR | ZN | PLAY | NR | NON-REDEM | 20 | 75.0% |
| 21 | NR | ZN | PLAY | NR | NON-REDEM | 21 | 75.0% |
| 22 | NR | ZN | PLAY | NR | NON-REDEM | 22 | 75.0% |
| 23 | NR | ZN | PLAY | NR | NON-REDEM | 23 | 75.0% |
| 24 | NR | ZN | PLAY | NR | NON-REDEM | 24 | 75.0% |
| 25 | NR | ZN | PLAY | NR | NON-REDEM | 25 | 75.0% |
| 26 | NR | ZN | PLAY | NR | NON-REDEM | 26 | 75.0% |
| 27 | NR | ZN | PLAY | NR | NON-REDEM | 27 | 75.0% |
| 28 | NR | ZN | PLAY | NR | NON-REDEM | 28 | 75.0% |
| 29 | NR | ZN | PLAY | NR | NON-REDEM | 29 | 75.0% |
| 30 | NR | ZN | PLAY | NR | NON-REDEM | 30 | 75.0% |
| 31 | NR | ZN | PLAY | NR | NON-REDEM | 31 | 75.0% |
| 32 | NR | ZN | PLAY | NR | NON-REDEM | 32 | 75.0% |
| 33 | NR | ZN | PLAY | NR | NON-REDEM | 33 | 75.0% |
| 34 | NR | ZN | PLAY | NR | NON-REDEM | 34 | 75.0% |
| 35 | NR | ZN | PLAY | NR | NON-REDEM | 35 | 75.0% |
| 36 | NR | ZN | PLAY | NR | NON-REDEM | 36 | 75.0% |
| 37 | NR | ZN | PLAY | NR | NON-REDEM | 37 | 75.0% |
| 38 | NR | ZN | PLAY | NR | NON-REDEM | 38 | 75.0% |
| 39 | NR | ZN | PLAY | NR | NON-REDEM | 39 | 75.0% |
| 40 | NR | ZN | PLAY | NR | NON-REDEM | 40 | 75.0% |
| 41 | NR | ZN | PLAY | NR | NON-REDEM | 41 | 75.0% |
| 42 | NR | ZN | PLAY | NR | NON-REDEM | 42 | 75.0% |
| 43 | NR | ZN | PLAY | NR | NON-REDEM | 43 | 75.0% |
| 44 | NR | ZN | PLAY | NR | NON-REDEM | 44 | 75.0% |
| 45 | NR | ZN | PLAY | NR | NON-REDEM | 45 | 75.0% |
| 46 | NR | ZN | PLAY | NR | NON-REDEM | 46 | 75.0% |
| 47 | NR | ZN | PLAY | NR | NON-REDEM | 47 | 75.0% |
| 48 | NR | ZN | PLAY | NR | NON-REDEM | 48 | 75.0% |
| 49 | NR | ZN | PLAY | NR | NON-REDEM | 49 | 75.0% |
| 50 | NR | ZN | PLAY | NR | NON-REDEM | 50 | 75.0% |
| 51 | NR | ZN | PLAY | NR | NON-REDEM | 51 | 75.0% |
| 52 | NR | ZN | PLAY | NR | NON-REDEM | 52 | 75.0% |
| 53 | NR | ZN | PLAY | NR | NON-REDEM | 53 | 75.0% |
| 54 | NR | ZN | PLAY | NR | NON-REDEM | 54 | 75.0% |
| 55 | NR | ZN | PLAY | NR | NON-REDEM | 55 | 75.0% |
| 56 | NR | ZN | PLAY | NR | NON-REDEM | 56 | 75.0% |
| 57 | NR | ZN | PLAY | NR | NON-REDEM | 57 | 7 |





SCALE IN FEET

0 25 50 100

LEGEND

- EXISTING PAVEMENT MARKINGS
- PROPOSED PAVEMENT MARKINGS
- CONSTRUCTION ZONE THIS PHASE
- PREVIOUS CONSTRUCTION
- TEMPORARY PAVEMENT
- PROPOSED SIGN
- REFLECTIVE DRUM
- TY III BARRICADE
- TRAILER MOUNTED FLASHING ARROW BOARD
- SHADOW VEHICLE WITH TMA AND HIGH INTENSITY ROTATING FLASHING, OSCILLATING OR STROBE LIGHTS
- TRAFFIC DIRECTION

- (A) WK ZN PAV MRK NON-REMOV (W) 4" (SLD)
- (B) WK ZN PAV MRK NON-REMOV (Y) 4" (SLD)
- (C) WK ZN PAV MRK REMOV (W) 4" (DOT)
- (D) WK ZN PAV MRK REMOV (W) 4" (SLD)
- (E) WK ZN PAV MRK REMOV (W) 4" (BRK)
- (F) WK ZN PAV MRK REMOV (W) 8" (SLD)
- (G) WK ZN PAV MRK REMOV (W) 24" (SLD)
- (H) WK ZN PAV MRK REMOV (Y) 4" (SLD)
- (I) WK ZN PAV MRK REMOV (REFL) TY I-C
- (J) WK ZN PAV MRK REMOV (W) (ARROW)
- (K) WK ZN PAV MRK REMOV (W) (WORD)
- (L) WK ZN PAV MRK NON-REMOV (W) 4" (BRK)
- (M) WK ZN PAV MRK NON-REMOV (W) (WORD)
- (N) WK ZN PAV MRK NON-REMOV (W) (ARROW)
- (O) WK ZN PAV MRK NON-REMOV (W) 8" (SLD)
- (P) WK ZN PAV MRK NON-REMOV (W) 24" (SLD)
- (Q) WK ZN PAV MRK NON-REMOV (W) 12" (SLD)
- (R) WK ZN PAV MRK NON-REMOV (Y) 8" (SLD)



1	REF 15	NO	7/10/17
NO.	REVISION	BY	DATE

HALFF 430 WEST BRADEN LANE, SUITE 400
AUSTIN, TEXAS 78704
TEL (512) 251-4144
FAX (512) 251-4141
TOLL FREE 1-877-475-4141

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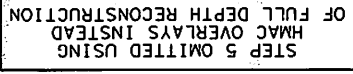
WILLIAMSON COUNTY

RM 620

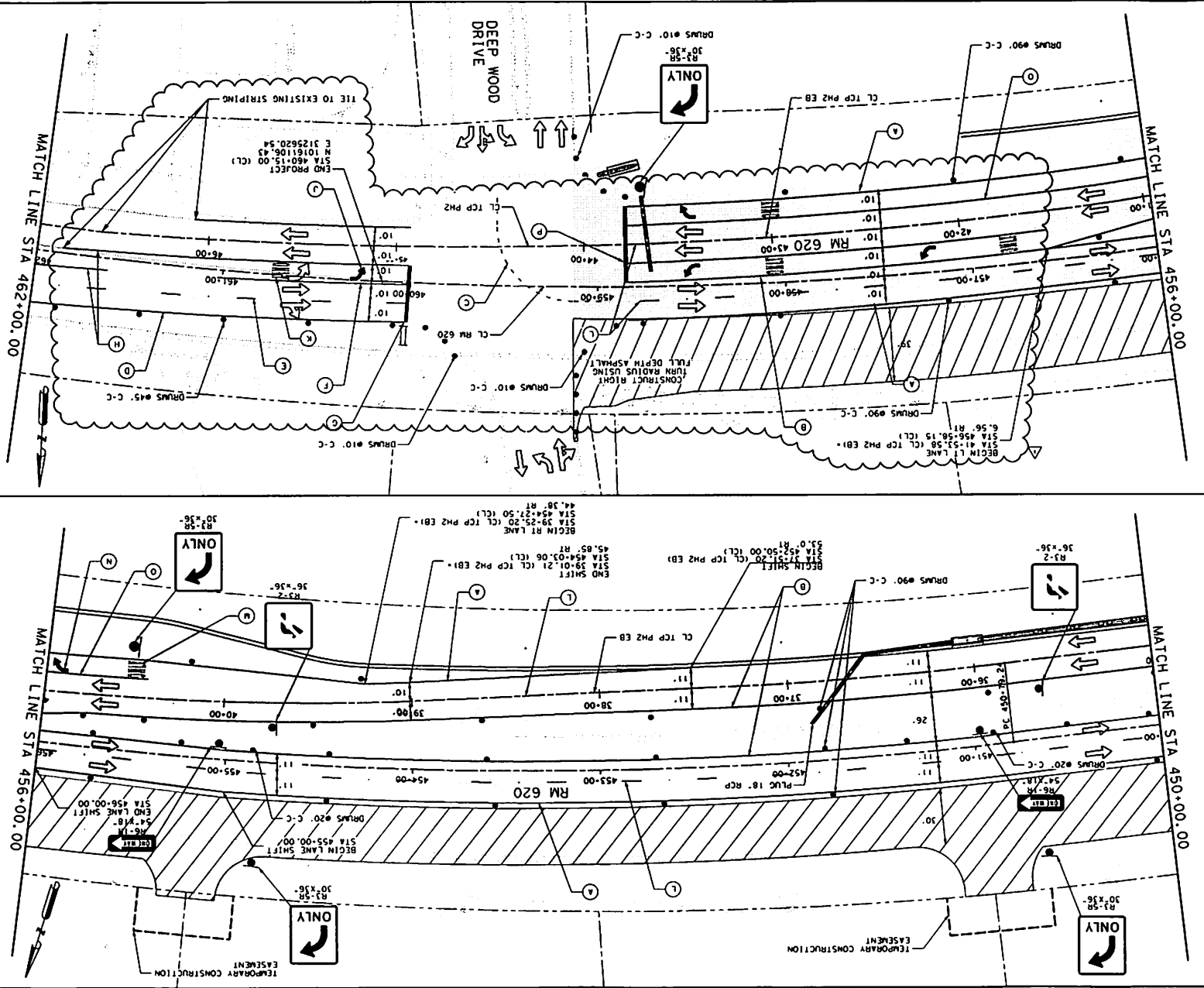
TRAFFIC CONTROL PLAN
PHASE 1 STEP 4B
STA 450+00 TO STA 462+00

SCALE: 1"=50' SHEET 1 OF 2

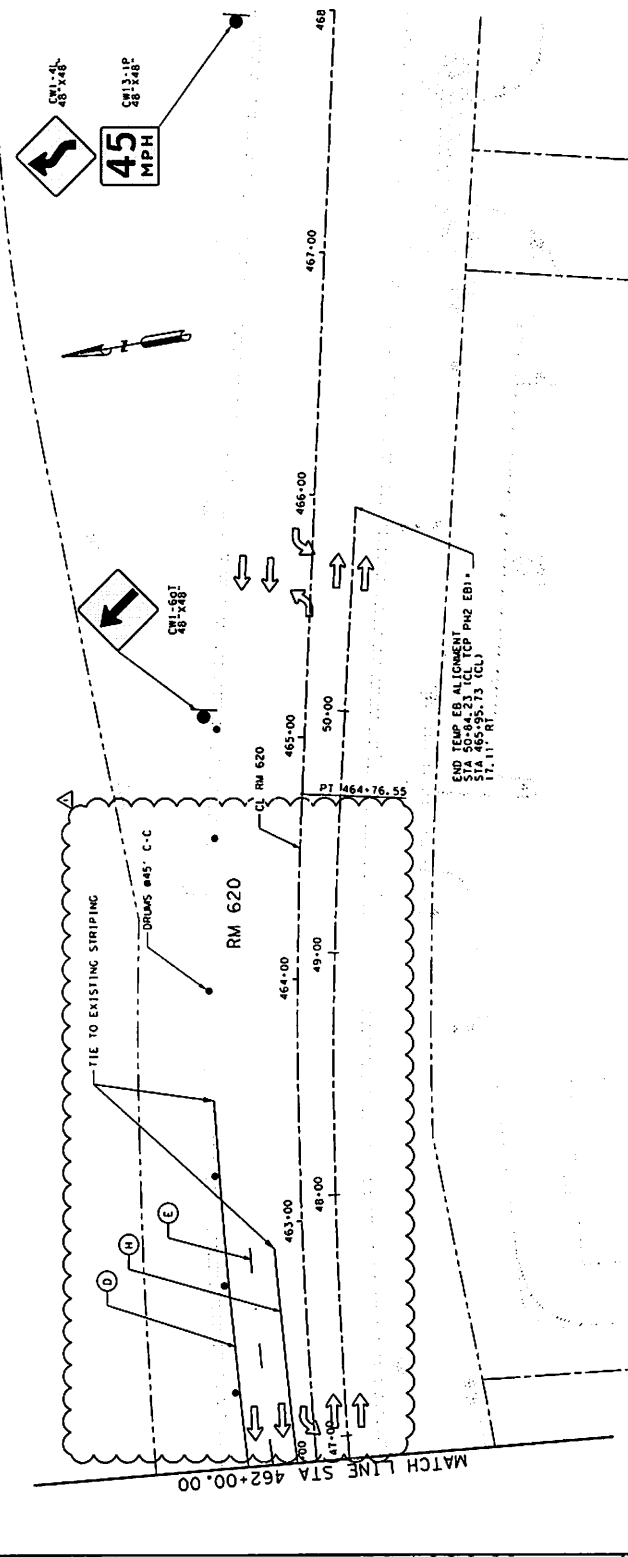
Designated	ER	STATE	FEDERAL AID PROJECT NO.	MICRA
Contract	ER	TEXAS	RM 620	
Drawn	ND	DIST.	COUNTY	CONTROL SECTION JOB
Checked	ER	AUS	WILLIAMSON	0683 01 090 50



		EXISTING PAVEMENT MARKINGS PROPOSED PAVEMENT MARKINGS CONSTRUCTION ZONE THIS PHASE PREVIOUS CONSTRUCTION TEMPORARY PAVEMENT PROPOSED SIGN REFLECTIVE DRAIN TRI L BARRICADE TRAILER MOUNTED FLASHING ARROW SHADOW CASTING WITH TMA AND LIGHTS TRAFFIC DIRECTION	
SCALE IN FEET 0 25 50 100		LEGEND	
① WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ② WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ③ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ④ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑤ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑥ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑦ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑧ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑨ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑩ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑪ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑫ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑬ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑭ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑮ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑯ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑰ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑱ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑲ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑳ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉑ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉒ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉓ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉔ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉕ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉖ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉗ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉘ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉙ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉚ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉛ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉜ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉝ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉞ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉟ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊱ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊲ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊳ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊴ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊵ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊶ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊷ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊸ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊹ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊺ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊻ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊼ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊽ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊾ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊿ WK ZN PAV MARK NON-REMOV (V) 4" (SLD)		① WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ② WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ③ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ④ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑤ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑥ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑦ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑧ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑨ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑩ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑪ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑫ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑬ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑭ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑮ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑯ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑰ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑱ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑲ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ⑳ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉑ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉒ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉓ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉔ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉕ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉖ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉗ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉘ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉙ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉚ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉛ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉜ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉝ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉞ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㉟ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊱ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊲ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊳ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊴ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊵ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊶ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊷ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊸ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊹ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊺ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊻ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊼ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊽ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊾ WK ZN PAV MARK NON-REMOV (V) 4" (SLD) ㊿ WK ZN PAV MARK NON-REMOV (V) 4" (SLD)	
NO. 1 NO. 2 NO. 3 NO. 4 NO. 5 NO. 6 NO. 7 NO. 8 NO. 9 NO. 10 NO. 11 NO. 12 NO. 13 NO. 14 NO. 15 NO. 16 NO. 17 NO. 18 NO. 19 NO. 20 NO. 21 NO. 22 NO. 23 NO. 24 NO. 25 NO. 26 NO. 27 NO. 28 NO. 29 NO. 30 NO. 31 NO. 32 NO. 33 NO. 34 NO. 35 NO. 36 NO. 37 NO. 38 NO. 39 NO. 40 NO. 41 NO. 42 NO. 43 NO. 44 NO. 45 NO. 46 NO. 47 NO. 48 NO. 49 NO. 50 NO. 51 NO. 52 NO. 53 NO. 54 NO. 55 NO. 56 NO. 57 NO. 58 NO. 59 NO. 60 NO. 61 NO. 62 NO. 63 NO. 64 NO. 65 NO. 66 NO. 67 NO. 68 NO. 69 NO. 70 NO. 71 NO. 72 NO. 73 NO. 74 NO. 75 NO. 76 NO. 77 NO. 78 NO. 79 NO. 80 NO. 81 NO. 82 NO. 83 NO. 84 NO. 85 NO. 86 NO. 87 NO. 88 NO. 89 NO. 90 NO. 9			



		EXISTING PAVEMENT MARKINGS PROPOSED PAVEMENT MARKINGS CONSTRUCTION ZONE THIS PHASE PREFIGURED CONSTRUCTION TEMPORARY PAVEMENT PROPOSED SIGN REFLECTIVE DRUM 111 BARRELCANE TRAILER MOUNTED FLASHING ARROW BOARD SHADOW TRAFFIC LIGHTS TRAFFIC DIRECTION	
SCALE IN FEET 0 25 50 100		LEGEND	
PROPOSED PAVEMENT MARKINGS CONSTRUCTION ZONE THIS PHASE PREFIGURED CONSTRUCTION TEMPORARY PAVEMENT PROPOSED SIGN REFLECTIVE DRUM 111 BARRELCANE TRAILER MOUNTED FLASHING ARROW BOARD SHADOW TRAFFIC LIGHTS TRAFFIC DIRECTION		EXISTING PAVEMENT MARKINGS PROPOSED PAVEMENT MARKINGS CONSTRUCTION ZONE THIS PHASE PREFIGURED CONSTRUCTION TEMPORARY PAVEMENT PROPOSED SIGN REFLECTIVE DRUM 111 BARRELCANE TRAILER MOUNTED FLASHING ARROW BOARD SHADOW TRAFFIC LIGHTS TRAFFIC DIRECTION	
1 1/2" 15L D 2 1/2" 15L D 3 1/2" 15L D 4 1/2" 15L D 5 1/2" 15L D 6 1/2" 15L D 7 1/2" 15L D 8 1/2" 15L D 9 1/2" 15L D 10 1/2" 15L D 11 1/2" 15L D 12 1/2" 15L D 13 1/2" 15L D 14 1/2" 15L D 15 1/2" 15L D 16 1/2" 15L D 17 1/2" 15L D 18 1/2" 15L D 19 1/2" 15L D 20 1/2" 15L D 21 1/2" 15L D 22 1/2" 15L D 23 1/2" 15L D 24 1/2" 15L D 25 1/2" 15L D 26 1/2" 15L D 27 1/2" 15L D 28 1/2" 15L D 29 1/2" 15L D 30 1/2" 15L D 31 1/2" 15L D 32 1/2" 15L D 33 1/2" 15L D 34 1/2" 15L D 35 1/2" 15L D 36 1/2" 15L D 37 1/2" 15L D 38 1/2" 15L D 39 1/2" 15L D 40 1/2" 15L D 41 1/2" 15L D 42 1/2" 15L D 43 1/2" 15L D 44 1/2" 15L D 45 1/2" 15L D 46 1/2" 15L D 47 1/2" 15L D 48 1/2" 15L D 49 1/2" 15L D 50 1/2" 15L D 51 1/2" 15L D 52 1/2" 15L D 53 1/2" 15L D 54 1/2" 15L D 55 1/2" 15L D 56 1/2" 15L D 57 1/2" 15L D 58 1/2" 15L D 59 1/2" 15L D 60 1/2" 15L D 61 1/2" 15L D 62 1/2" 15L D 63 1/2" 15L D 64 1/2" 15L D 65 1/2" 15L D 66 1/2" 15L D 67 1/2" 15L D 68 1/2" 15L D 69 1/2" 15L D 70 1/2" 15L D 71 1/2" 15L D 72 1/2" 15L D 73 1/2" 15L D 74 1/2" 15L D 75 1/2" 15L D 76 1/2" 15L D 77 1/2" 15L D 78 1/2" 15L D 79 1/2" 15L D 80 1/2" 15L D 81 1/2" 15L D 82 1/2" 15L D 83 1/2" 15L D 84 1/2" 15L D 85 1/2" 15L D 86 1/2" 15L D 87 1/2" 15L D 88 1/2" 15L D 89 1/2" 15L D 90 1/2" 15L D 91 1/2" 15L D 92 1/2" 15L D 93 1/2" 15L D 94 1/2" 15L D 95 1/2" 15L D 96 1/2" 15L D 97 1/2" 15L D 98 1/2" 15L D 99 1/2" 15L D 100 1/2" 15L D		1 1/2" 15L D 2 1/2" 15L D 3 1/2" 15L D 4 1/2" 15L D 5 1/2" 15L D 6 1/2" 15L D 7 1/2" 15L D 8 1/2" 15L D 9 1/2" 15L D 10 1/2" 15L D 11 1/2" 15L D 12 1/2" 15L D 13 1/2" 15L D 14 1/2" 15L D 15 1/2" 15L D 16 1/2" 15L D 17 1/2" 15L D 18 1/2" 15L D 19 1/2" 15L D 20 1/2" 15L D 21 1/2" 15L D 22 1/2" 15L D 23 1/2" 15L D 24 1/2" 15L D 25 1/2" 15L D 26 1/2" 15L D 27 1/2" 15L D 28 1/2" 15L D 29 1/2" 15L D 30 1/2" 15L D 31 1/2" 15L D 32 1/2" 15L D 33 1/2" 15L D 34 1/2" 15L D 35 1/2" 15L D 36 1/2" 15L D 37 1/2" 15L D 38 1/2" 15L D 39 1/2" 15L D 40 1/2" 15L D 41 1/2" 15L D 42 1/2" 15L D 43 1/2" 15L D 44 1/2" 15L D 45 1/2" 15L D 46 1/2" 15L D 47 1/2" 15L D 48 1/2" 15L D 49 1/2" 15L D 50 1/2" 15L D 51 1/2" 15L D 52 1/2" 15L D 53 1/2" 15L D 54 1/2" 15L D 55 1/2" 15L D 56 1/2" 15L D 57 1/2" 15L D 58 1/2" 15L D 59 1/2" 15L D 60 1/2" 15L D 61 1/2" 15L D 62 1/2" 15L D 63 1/2" 15L D 64 1/2" 15L D 65 1/2" 15L D 66 1/2" 15L D 67 1/2" 15L D 68 1/2" 15L D 69 1/2" 15L D 70 1/2" 15L D 71 1/2" 15L D 72 1/2" 15L D 73 1/2" 15L D 74 1/2" 15L D 75 1/2" 15L D 76 1/2" 15L D 77 1/2" 15L D 78 1/2" 15L D 79 1/2" 15L D 80 1/2" 15L D 81 1/2" 15L D 82 1/2" 15L D 83 1/2" 15L D 84 1/2" 15L D 85 1/2" 15L D 86 1/2" 15L D 87 1/2" 15L D 88 1/2" 15L D 89 1/2" 15L D 90 1/2" 15L D 91 1/2" 15L D 92 1/2" 15L D 93 1/2" 15L D 94 1/2" 15L D 95 1/2"	



LEGEND

- EXISTING PAVEMENT MARKINGS
- PROPOSED PAVEMENT MARKINGS
- CONSTRUCTION ZONE
- THIS PHASE
- PREVIOUS CONSTRUCTION
- TEMPORARY PAVEMENT
- PROPOSED SIGN
- REFLECTIVE TRUM
- TY III BARRICADE
- TRAILER MOUNTED FLASHING ARROW BOARD
- VEHICLE WITH FLASHING LIGHTS
- VEHICLE ROTATING LIGHTS
- VEHICLE OSCILLATING OR STROBE LIGHTS
- TRAFFIC DIRECTION

- WK ZN PAV MKK NON-REMOV (W) 4" (SLD)
- WK ZN PAV MKK NON-REMOV (Y) 4" (SLD)
- WK ZN PAV MKK REMOV (W) 4" (DOT)
- WK ZN PAV MKK REMOV (W) 4" (SLD)
- WK ZN PAV MKK REMOV (W) 4" (BRK)
- WK ZN PAV MKK REMOV (W) 4" (SLD)
- WK ZN PAV MKK REMOV (W) 24" (SLD)
- WK ZN PAV MKK REMOV (Y) 4" (SLD)
- WK ZN PAV MKK REMOV (REFL) TY I-C
- WK ZN PAV MKK REMOV (W) (ARROW)
- WK ZN PAV MKK REMOV (W) (WORD)
- WK ZN PAV MKK NON-REMOV (W) 4" (BRK)
- WK ZN PAV MKK NON-REMOV (W) (WORD)
- WK ZN PAV MKK NON-REMOV (W) (ARROW)
- WK ZN PAV MKK NON-REMOV (W) 24" (SLD)
- WK ZN PAV MKK NON-REMOV (W) 12" (SLD)
- WK ZN PAV MKK NON-REMOV (Y) 8" (SLD)



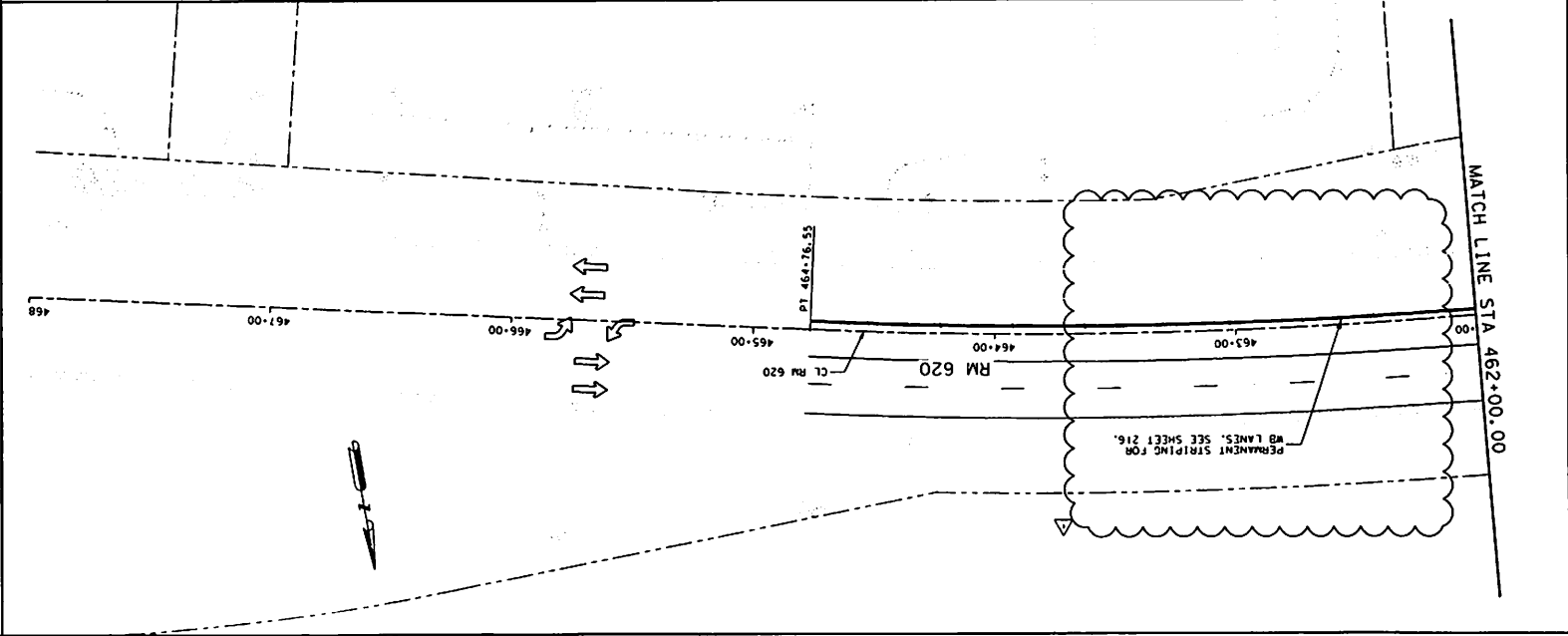
NO.	REVISION	DATE
1	REVISED	5/10/12



RM 620
TRAFFIC CONTROL PLAN
PHASE 2

STA 462+00 TO END

SCALE: 1" = 50'		SHEET 5 OF 5	
DATE: 5/10/12	BY: MBS	DATE: 5/10/12	BY: MBS
CHECKED: EBS	DATE: 5/10/12	CHECKED: EBS	DATE: 5/10/12
DESIGNED: EBS	DATE: 5/10/12	DESIGNED: EBS	DATE: 5/10/12
PROJECT NO: 0683	PROJECT NAME: WILLIAMSON	PROJECT NO: 0683	PROJECT NAME: WILLIAMSON



RM 620

TRAFFIC CONTROL PLAN

PHASE 3

STA 462+00 TO END

SCALE: 1"=50'

REVISION

NO.	DATE	BY	DATE
1	7/10/17	MD	

NO.

DATE

HALFF

400 WEST BARKER ROAD, SUITE 100
AUSTIN, TEXAS 78746
TEL: (512) 252-4444
FAX: (512) 252-4444
WWW.HALFF.COM

TEXAS

STATE ENGINEER

REGISTERED PROFESSIONAL ENGINEER

NO. 91480

DATE OF EXPIRATION: 07-16-2017

LEGEND

SCALE IN FEET

0 25 50 100

EXISTING PAVEMENT MARKINGS

PROPOSED PAVEMENT MARKINGS

CONSTRUCTION ZONE

THIS PHASE

PREVIOUS CONSTRUCTION

TEMPORARY PAVEMENT

REFLECTIVE DRUM

111 BARRICADE

TRAILER MOUNTED FLASHING ARROW

BOARD

SHADOW INTENSIFY ROTATING

HIGH INTENSITY ROTATING

FLASHING, OSCILLATING OR STROBE

LIGHTS

TRAFFIC DIRECTION

① MK 2N PAY MARK NON-REMOV (W) 4" (SLD)

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