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STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
HIGHWAY ROUTINE MAINTENANCE

MAINTENANCE PROJECT NO.: 6460-71-001
 COUNTY: NUECES
 HIGHWAY: SH0286

FOR BRIDGE PREVENTATIVE MAINTENANCE
 CONSISTING OF CONCRETE CRACK REPAIR

CORPUS CHRISTI DISTRICT



VARIOUS LOCATIONS IN NUECES COUNTY

NOT TO SCALE



THE STANDARD SHEETS SPECIFICALLY IDENTIFIED ABOVE BY A *
 HAVE BEEN ISSUED BY ME AND ARE APPLICABLE TO THIS PROJECT.

Paul A. Reyes P.E. 11-14-2023
 DATE

5460	71	001	SH 286, ETC.
CRP		NUECES	

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION,
 NOVEMBER 1, 2014 AND SPECIFICATION ITEMS LISTED AS FOLLOWS,
 SHALL GOVERN ON THIS PROJECT: SPECIAL LABOR PROVISIONS FOR STATE
 PROJECTS: SP000-008

EXCEPTIONS: NONE
 EQUATIONS: NONE
 RAILROAD CROSSINGS: NONE



APPROVED FOR LETTING: 11/16/2023

DocuSigned by:
Armando Boagway
 B8B23CC13362472...
 BRIDGE ENGINEER

RECOMMENDED FOR LETTING: 11/15/2023

DocuSigned by:
James D. Harris
 E29424502945458...
 DIRECTOR OF MAINTENANCE

Project Number: RMC 6460-71-001

Sheet A

County: NUECES

Control: 6460-71-001

Highway: SH 286, ETC.

GENERAL NOTES:

General

This contract shall commence upon the issuance of a work order by the Director of Maintenance or his representative and shall continue for 365 calendar days, with a renewal option in accordance with Special Provision 004-001 "Scope of Work". Contract completion date shall not exceed July 31, 2024. This is a Bridge Preventative Maintenance (BPM) project. This project consists of various concrete crack repair work defined with the 2014 Texas Standard Specifications, General Notes and Plans.

Additional locations, not shown in the plans, may be added to the contract if funds become available. Additional locations will be located in Nueces County.

The Contractor is to visit the site(s), and make his/her own examination of the site(s) where work is to be performed. The Contractor shall carefully examine these specifications and secure from the State any additional information that may be essential for a clear and full understanding of the work.

All work will be scheduled and directed by the following named Area Engineer or their pre-authorized representative.

Ernest Longoria P.E.

Ernest.Longoria@txdot.gov

The Contractor shall contact the following named Maintenance Supervisors when commencing work within their respective area.

David Franco

David.Franco@txdot.gov

(East Nueces)

George Cavazos

George.Cavazos@txdot.gov

(West Nueces)

In the event of a called evacuation, emergencies, impending adverse weather or as directed, do not perform any work without written authorization. The State reserves the right to suspend all work in support of evacuations or emergencies occurring from other parts of the state. Any work performed, other than work directed by the State, is unauthorized in accordance with Item 5.

Equipment that remains in the ROW outside of working hours must be parked outside of the clear zone and in a way that does not obstruct sight distance for the traveling public.

General Notes

Sheet A

Project Number: RMC 6460-71-001

Sheet B

County: NUECES

Control: 6460-71-001

Highway: SH 286, ETC.

ITEM 2: Instructions to Bidders

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

Ernest Longoria, P.E.

Ernest.Longoria@txdot.gov

Fidencio Lopez, P.E.

Fidencio.Lopez@txdot.gov

Contractor questions will be accepted through email, phone, and in person by the above individuals. Questions may also be submitted via the Letting Pre-Bid Q&A web page. This webpage can be accessed from the Notice to Contractors dashboard located at the following Address:

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

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

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

ITEM 5: Control of the Work

Questions regarding the plan work limits should be brought to the Engineer's attention prior to commencing work. Measuring equipment will be in working condition and calibrated to the manufacturer's specifications.


Field verify all dimensions and notify Engineer prior to initiating any work.

Verify the locations of utilities, underground or overhead, shown within the limits of the right-of-way. Adhere to OSHA Standards when working within the vicinity of overhead power lines. Coordinate with utility companies, City, and TxDOT and notify the Engineer of any possible conflicts. The work performed will not be measured or paid for directly, but will be subsidiary to pertinent Items.

Notify the Engineer immediately of utility conflicts in accordance with Item 5.6. Refer to Item 4.5 for consideration of differing site conditions.

General Notes

Sheet B

 <p>© 2023 Texas Department of Transportation</p>		FED. RD. DIV. NO.	FEDERAL AD PROJECT NO.	HIGHWAY NO.
STATE	DISTRICT	COUNTY	SH 286, ETC.	
TEXAS	CRP	NUECES		
CONTROL	SECTION	JOB		
6460	71	001	SHEET NO. 2	

GENERAL NOTES

Project Number: RMC 6460-71-001

Sheet C

County: NUECES

Control: 6460-71-001

Highway: SH 286, ETC.

ITEM 7: Legal Relationships and Responsibilities

The work performed for Item 7.2.4, "Public Safety and Convenience" will not be measured or paid for directly, but will be subsidiary to pertinent Items

For each working day that any work remains incomplete after the expiration of the allowed working days in the Contract, the amount per day given in Special Provision 000-001 "Schedule of Liquidated Damages" will be deducted from the money due to the Contractor, not as a penalty, but as liquidated damages.

Submit charge summary and invoices for Law Enforcement Personnel using the Department forms.

Patrol vehicles must be clearly marked to correspond with the officer's agency and equipped with appropriate lights to identify them as law enforcement. For patrol vehicles not owned by a law enforcement agency, markings will be retroreflective and legible from 100 ft. from both sides and the rear of the vehicle. Lights will be high intensity and visible from all angles.

No payment will be made for law enforcement personnel needed for moving equipment or payment for drive time to/from the event site.

A maximum combined rate of \$70 per hour for the law enforcement personnel and the patrol vehicle will be allowed. Any scheduling fee is subsidiary per Standard Specification 502.4.2.

Cancel law enforcement personnel when the event is canceled. Cancellation, minimums or "show up" fees will not be paid when cancellation is made 12 hours prior to beginning of the event. Failure to cancel within 12 hours will not be cause for payment for cancellation, minimums, or "show up" time. Payment of actual "show up" time to the event site due to cancellation will be on a case by case basis at a maximum of 2 hours per officer.

Alterations to the cancellation and maximum rate must be approved by the Engineer or pre-determined by official policy of the officers governing authority.

ITEM 8: Prosecution and Progress

Prepare the progress schedule using a bar chart. Submit (2) two 11" x 17" hard copies and an electronic file of the original or updated progress schedule. Submit the original progress schedule seven (7) days before the Preconstruction Conference.

Submit an updated progress schedule every month or as directed in to show proposed major changes, changes affecting compliance with the contract requirements, or changes affecting the critical path/controlling item of work.

General Notes

Sheet C

Project Number: RMC 6460-71-001

Sheet D

County: NUECES

Control: 6460-71-001

Highway: SH 286, ETC.

Working days will be computed and charged in accordance with Article 8.3.1.5, "Calendar Day".

Total days for this contract are 365 Calendar days. Days for identified workings plans is 60 calendar days

Work above traffic is not allowed.

Lane closures are not permitted Monday through Friday before 9 AM or after 4 PM unless otherwise approved by the Engineer.

Weekend and night time work will be allowed if approved by the Engineer. Requests for weekend work shall be made at least 48 hours in advance of weekend or nighttime work.

The Engineer reserves the right to change working hours as working conditions warrant.

ITEM 9: Measurement and Payment

Submit signed request for compensation for material-on-hand (MOH), including any requests from subcontractors, suppliers, or fabricators for MOH, at least two (3) working days prior to the end of the month on the Departments approved forms.

ITEM 500: Mobilization

"Materials on Hand" payments are not considered when determining partial payments.

ITEM 502: Barricades, Signs, and Traffic Handling

Traffic Control Plan (TCP) items listed in standard sheets as optional, such as arrow panels and TMAs, are required.

Furnish additional barricades, signs, and traffic handling as directed. The work performed will not be measured or paid for directly, but will be subsidiary to pertinent Items.


Traffic control for lane closures shall be in accordance with applicable standards.

Project limit barricades shall be required for each work area, and shall conform to BC (2)-14.

The Contractor's Responsible Person (CRP) or his representative(s) shall be located within one hour of traveling time to the project site(s). The Contractor shall notify the Engineer in writing of the name, physical address, and telephone number of this employee or these employees. The Engineer shall furnish this information to local law enforcement officials.

General Notes

Sheet D

 <p>© 2023 Texas Department of Transportation</p>		FED. RD. DIV. NO.	FEDERAL AD PROJECT NO.	HIGHWAY NO.
STATE	DISTRICT	TEXAS	CRP	NUECES
CONTROL	SECTION	6460	71	001
GENERAL NOTES				SHEET NO. 3

Project Number: RMC 6460-71-001

Sheet E

County: NUECES

Control: 6460-71-001

Highway: SH 286, ETC.

Maintain traffic control devices by taking corrective action as soon as possible. Complete corrective action **within forty-eight (48) hours of written notification** regardless of the day of the week involved, unless otherwise directed.

All signs shall be erected in a manner that they shall not obstruct the traveling public's view of the normal roadway signing. Signs, stands and safety flags shall not be furnished by TxDOT.

ITEM 780: Concrete Crack Repair

The Contractor and Engineer shall agree on the length of the repair area before beginning work. The Contractor shall provide appropriate repair material for cracks in which a significant amount of movement is anticipated.

Locations for additional crack repair to be identified in the field as approved by the Engineer.

Areas to be repaired at each location shall be repaired in accordance with the Department's Concrete Repair Manual. The Contractor must prepare and submit formal procedures outlining repair plans and which proprietary implementation, so the Engineer has sufficient time to review. The Engineer must approve in writing any procedures that differ from those in the Concrete Repair Manual or materials that are not included in one of TxDOT's MPLS materials they plan to utilize. Submit the package a minimum of two weeks prior to performing repair. A hard copy of the Department's Concrete Repair Manual shall be on-hand whenever concrete repairs are being performed. Provide containment for repair materials to prevent materials from falling into water. Remove any repair materials that do fall into the water.

ITEM 6001: Portable Changeable Message Signs

Furnish the portable changeable message signs displaying the correct message at least seven (7) days prior to beginning work or as directed.

The Contractor's Responsible Person (CRP) will maintain full control of messages at all times.

A minimum of 2 PCMS will be required. However, additional units may be necessary depending on the work in progress.

Standby time will not be measured or paid for directly, but will be subsidiary to pertinent Items.

Portable changeable message signs may be moved and message changed at any time as deemed necessary by the Engineer. This will be considered subsidiary to Item 6001.

General Notes

Sheet E

Project Number: RMC 6460-71-001

Sheet F

County: NUECES

Control: 6460-71-001

Highway: SH 286, ETC.

ITEM 6185: Truck-Mounted Attenuator


A minimum of 2 TMAS will be required. However, additional units may be necessary depending on the work in progress.

Provide manufacturer's curb weight or certified scales weight ticket to the Engineer for approval.

TMAs paid by the each shall be available for the duration of the project. Relocation of TMAs will be as directed by the Engineer and will be considered subsidiary to this Item.

General Notes

Sheet F

 <p>© 2023 Texas Department of Transportation</p>		FED. RD. DIV. NO.	FEDERAL AD PROJECT NO.	HIGHWAY NO.
STATE	DISTRICT			SH 286, ETC.
TEXAS	CRP		NUECES	
CONTROL	SECTION		JOB	SHEET NO.
6460	71		001	4

GENERAL NOTES



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 6460-71-001

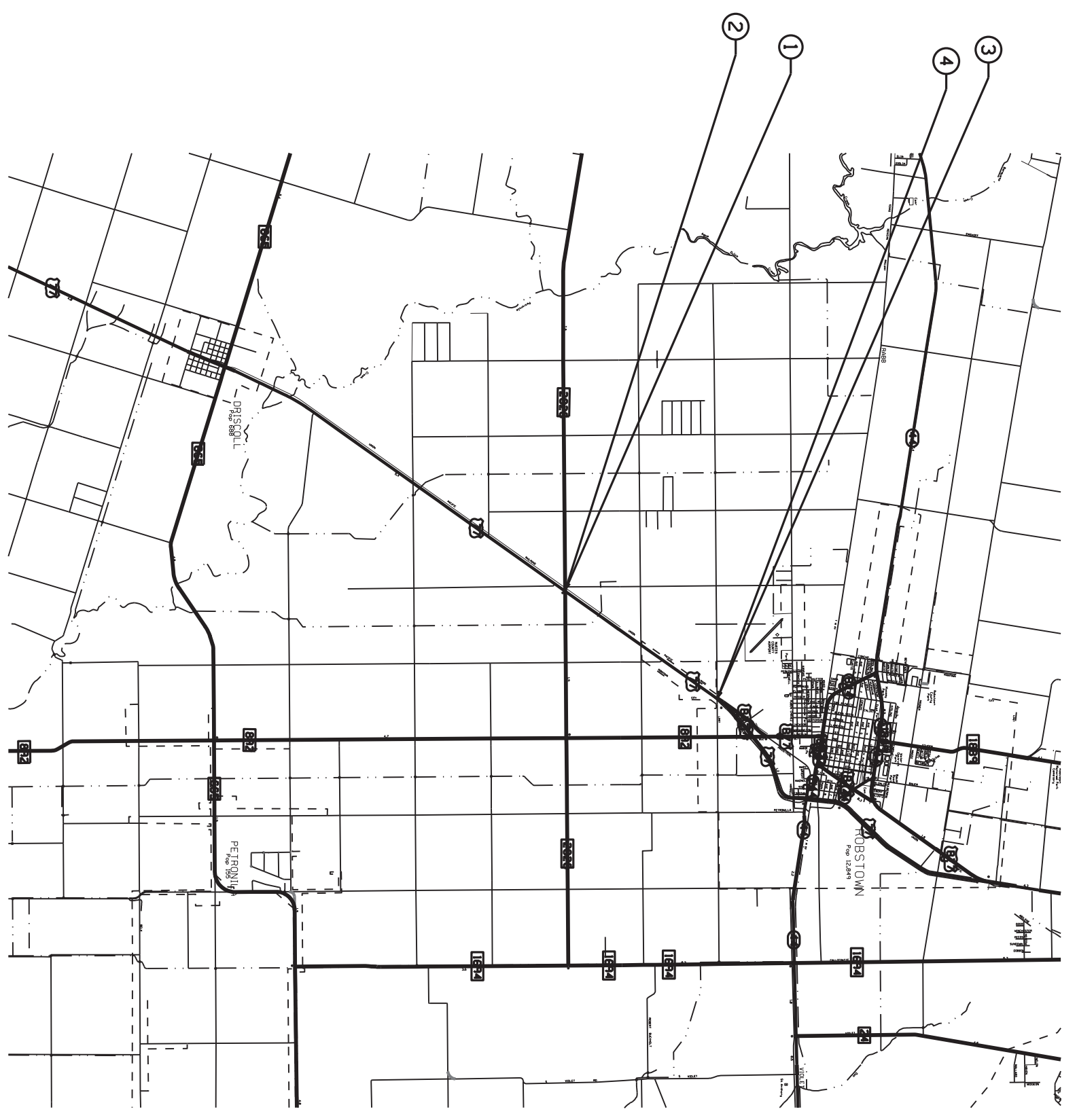
DISTRICT Corpus Christi
HIGHWAY SH0286

COUNTY Nueces

CONTROL SECTION JOB		6460-71-001		TOTAL EST.	TOTAL FINAL
PROJECT ID	COUNTY	A00205839	Nueces		
HIGHWAY		SH0286			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL
	500-6001	MOBILIZATION	LS	1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2.000	
	780-6004	CONC CRCK REPR(DISCRETE)/(ROUT AND SEAL)	LF	11,891.000	
	6001-6001	PORTABLE CHANGEABLE MESSAGE SIGN	DAY	80.000	
	6185-6002	TMA (STATIONARY)	DAY	40.000	
					40.000



DISTRICT	COUNTY	CCSJ	SHEET
Corpus Christi	Nueces	6460-71-001	5



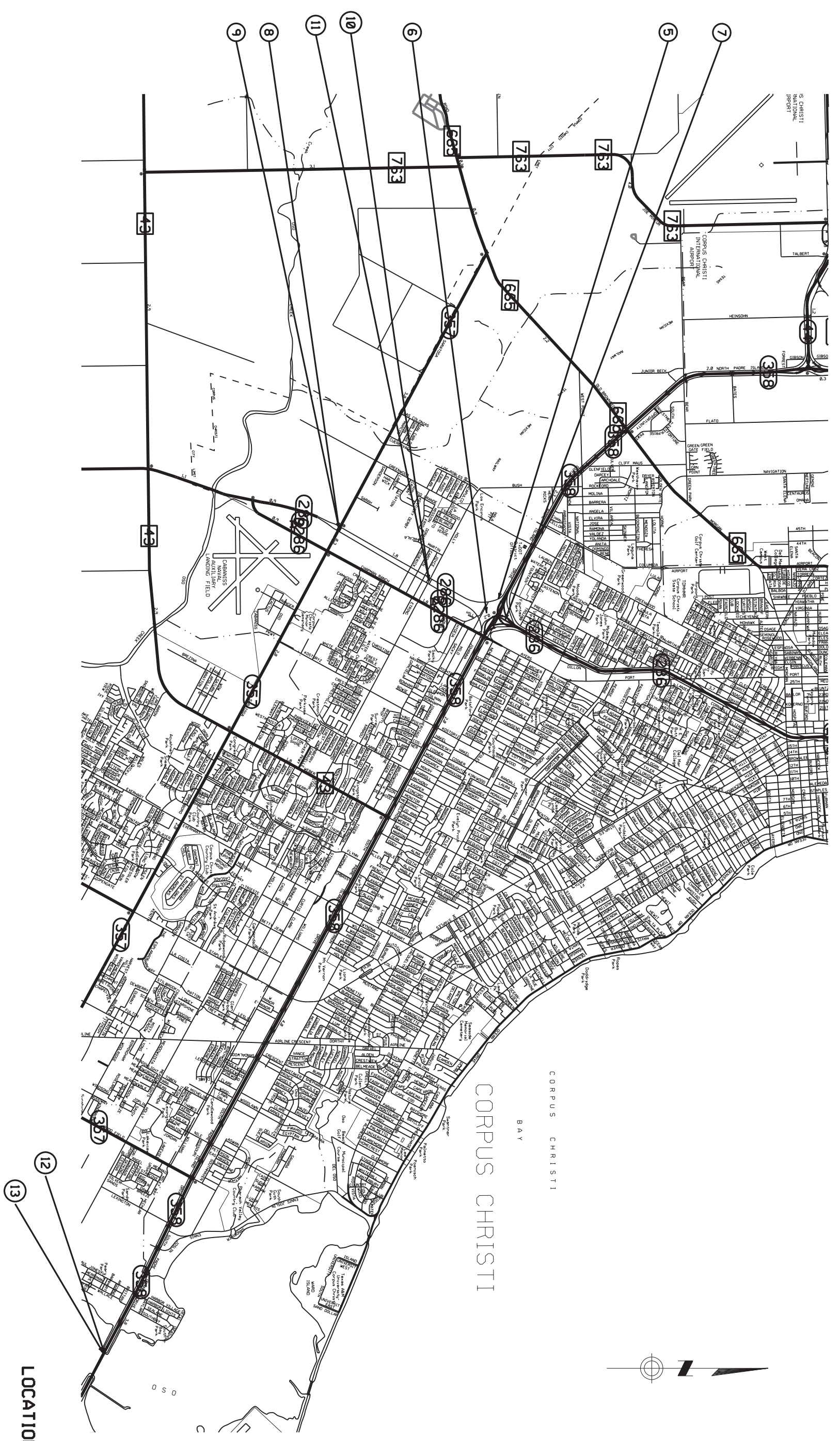
REPAIR NO.	HWY	LOCATION	COUNTY	GPS	NBI
1	US 77 NB	FM 2826	NUECES	27.73967511, -97.69990042	16-178-0-0102-02-180
2	US 77 SB	FM 2826	NUECES	27.73996706, -97.69987125	16-178-0-0102-02-181
3	US 77 NB	CR 36	NUECES	27.76917851, -97.67680555	16-178-0-0102-02-182
4	US 77 SB	CR 36	NUECES	27.76917851, -97.67680555	16-178-0-0102-02-182

LOCATION MAP

SHEET 1 OF 2



CONTRACT NO.	5450 71	JOB NO.	001	HIGHWAY	SH 286, ETC.
DIST.	CRP	COUNTY	NUECES	SHEET NO.	6



REPAIR NO.	Hwy	LOCATION	COUNTY	CPS	NBI
5	SH 356 / SH 286 CONW-K	SH 356 EB FR	NECES	27.73628189, -97.43205243	16-178-0-0617-01-088
6	SH 286 / SH 358 CONW-L	SH 286	NECES	27.73482951, -97.43142344	16-178-0-0326-01-092
7	SH 286 NB ML	SH 358	NECES	27.73621662, -97.43136338	16-178-0-0326-01-043
8	SH 286 NB ML	SARDOA BL VD	NECES	27.71527418, -97.44434038	16-178-0-0326-01-050
9	SH 286 SB ML	SARDOA BL VD	NECES	27.71527418, -97.44434038	16-178-0-0326-01-050
10	SH 286 NB ML	HOLL Y RD	NECES	27.72705108, -97.43608590	16-178-0-0326-01-044
11	SH 286 SB ML	HOLL Y RD	NECES	27.72705108, -97.43608590	16-178-0-0326-01-044
12	PR 22 EB	WEST LAQUINA MADRE	NECES	27.66313045, -97.27237353	16-178-0-0617-02-121
13	PR 22 WB	WEST LAQUINA MADRE	NECES	27.66313045, -97.27237353	16-178-0-0617-02-121

LOCATION MAP


SHEET 2 OF 2

Texas Department of Transportation

CRP	5450 71	001	SH 286, ETC.
DIST		COUNTY	
			SHEET NO. 7

REPAIR NO.	HWY	LOCATION	COUNTY	GPS	NBI	ITEM	
						CONC CRCK REPR (DISCRETE) (ROUT AND SEAL)	LF
1	US 77 NB	FM 2826	NUECES	27.73957511, -97.699990092	16-178-0-0102-02-180	634	
2	US 77 SB	FM 2826	NUECES	27.73996706, -97.69987125	16-178-0-0102-02-181	1327	
3	US 77 NB	CR 36	NUECES	27.76917851, -97.67680555	16-178-0-0102-02-182	881	
4	US 77 SB	CR 36	NUECES	27.76917851, -97.67680555	16-178-0-0102-02-182	991	
5	SH 358 / SH 286 CONN-K	SH 358 EB FR	NUECES	27.73528189, -97.43205243	16-178-0-0617-01-088	140	
6	SH 286 / SH 358 CONN-L	SH 286	NUECES	27.73482951, -97.43142344	16-178-0-0326-01-092	196	
7	SH 286 NB ML	SH 358	NUECES	27.73521462, -97.43136338	16-178-0-0326-01-043	2992	
8	SH 286 NB ML	SARATOGA BLVD	NUECES	27.71527418, -97.44434038	16-178-0-0326-01-050	303	
9	SH 286 SB ML	SARATOGA BLVD	NUECES	27.71527418, -97.44434038	16-178-0-0326-01-050	270	
10	SH 286 NB ML	HOLLY RD	NUECES	27.72785108, -97.43608590	16-178-0-0326-01-044	398	
11	SH 286 SB ML	HOLLY RD	NUECES	27.72785108, -97.43608590	16-178-0-0326-01-044	226	
12	PR 22 EB	WEST LAGUNA MADRE	NUECES	27.66313045, -97.27237353	16-178-0-0617-02-121	2029	
13	PR 22 WB	WEST LAGUNA MADRE	NUECES	27.66313045, -97.27237353	16-178-0-0617-02-121	1504	
TOTAL							11891

**CONCRETE
CRACK REPAIR
SUMMARY**



CONT	SECT	JOB	HIGHWAY
5460	71	001	SH 286, ETC.
DIST	COUNTY	SHEET NO.	
CRP	NUECES	8	

BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

1. The Barricade and Construction Standard Sheets (BC sheets) are intended to show typical examples for placement of temporary traffic control devices, construction pavement markings, and typical work zone signs. The information contained in these sheets meet or exceed the requirements shown in the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
2. The development and design of the Traffic Control Plan (TCP) is the responsibility of the Engineer.
3. The Contractor may propose changes to the TCP that are signed and sealed by a licensed professional engineer for approval. The Engineer may develop, sign and seal Contractor proposed changes.
4. The Contractor is responsible for installing and maintaining the traffic control devices as shown in the plans. The Contractor may not move or change the approximate location of any device without the approval of the Engineer.
5. Geometric design of lane shifts and detours should, when possible, meet the applicable design criteria contained in manuals such as the American Association of State Highway and Transportation Officials (AASHTO), "A Policy on Geometric Design of Highways and Streets," the TxDOT "Roadway Design Manual" or engineering judgment.
6. When projects about, the Engineer(s) may omit the END ROAD WORK, TRAFFIC FINES DOUBLE, and other advance warning signs if the signing would be redundant and the work areas appear continuous to the motorists. If the adjacent project is completed first, the Contractor shall erect the necessary warning signs as shown on these sheets, the TCP sheets or as directed by the Engineer. The BEGIN ROAD WORK NEXT X MILES sign shall be revised to show appropriate work zone distance.
7. The Engineer may require duplicate warning signs on the median side of divided highways where median width will permit and traffic volumes justify the signing.
8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.
9. The temporary traffic control devices shown in the illustrations of the BC sheets are examples. As necessary, the Engineer will determine the most appropriate traffic control devices to be used.
10. Where highway construction or maintenance work is being undertaken, other than mobile operations as defined by the Texas Manual on Uniform Traffic Control Devices, CSJ limit signs are required. CSJ limit signs are shown on BC(2). The OBEY WARNING SIGNS STATE LAW sign, STAY ALERT TALK OR TEXT LATER and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. The BEGIN ROAD WORK NEXT X MILES, CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits. For mobile operations, CSJ limit signs are not required.
11. Traffic control devices should be in place only while work is actually in progress or a definite need exists.
12. The Engineer has the final decision on the location of all traffic control devices.
13. Inactive equipment and work vehicles, including workers' private vehicles must be parked away from travel lanes. They should be as close to the right-of-way line as possible, or located behind a barrier or guardrail, or as approved by the Engineer.

WORKER SAFETY NOTES:

1. Workers on foot who are exposed to traffic or to construction equipment within the right-of-way shall wear high-visibility safety apparel meeting the requirements of ISEA "American National Standard for High-Visibility Apparel" or equivalent revisions, and labeled as ANSI 107-2004 standard performance for Class 2 or 3 risk exposure. Class 3 garments should be considered for high traffic volume work areas or night time work.
2. Except in emergency situations, flogger stations shall be illuminated when flogging is used at night.

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

1. Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources.
2. Work zone traffic control devices shall be compliant with the Manual for Assessing safety Hardware (MASH).

THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT
http://www.txdot.gov
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)
MATERIAL PRODUCER LIST (MPL)
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)
TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD)
TRAFFIC ENGINEERING STANDARD SHEETS

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.

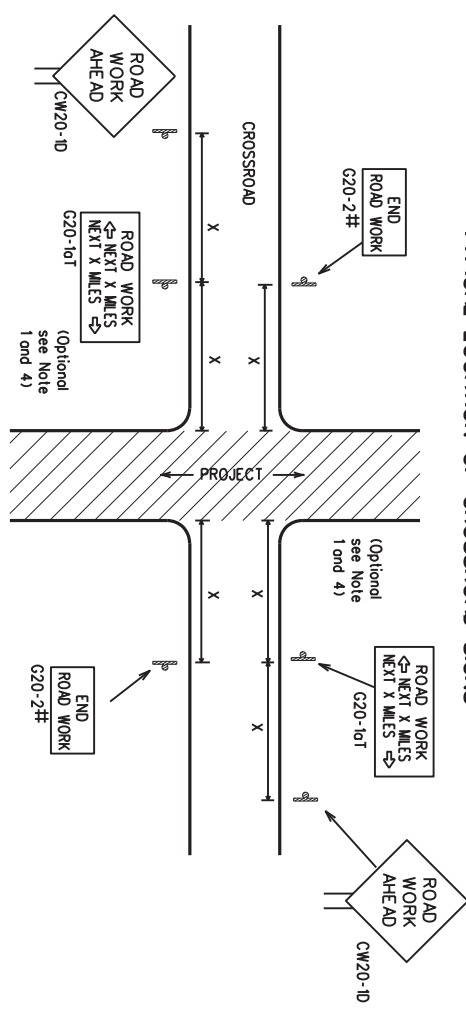


BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-21

FILE:	bc-21.dgn	DN:	TxDOT	CR:	TxDOT	OW:	TxDOT	CK:	TxDOT
REV:	1	DATE:	NOVEMBER 2002	CON:	71	SECT:	001	JOB:	SH 286, ETC.
REV:	2	DATE:	7-13	DIST:		COUNTY:		SHEET NO.:	9
REV:	3	DATE:	9-07	CRP:		NECES:			
REV:	4	DATE:	5-10						

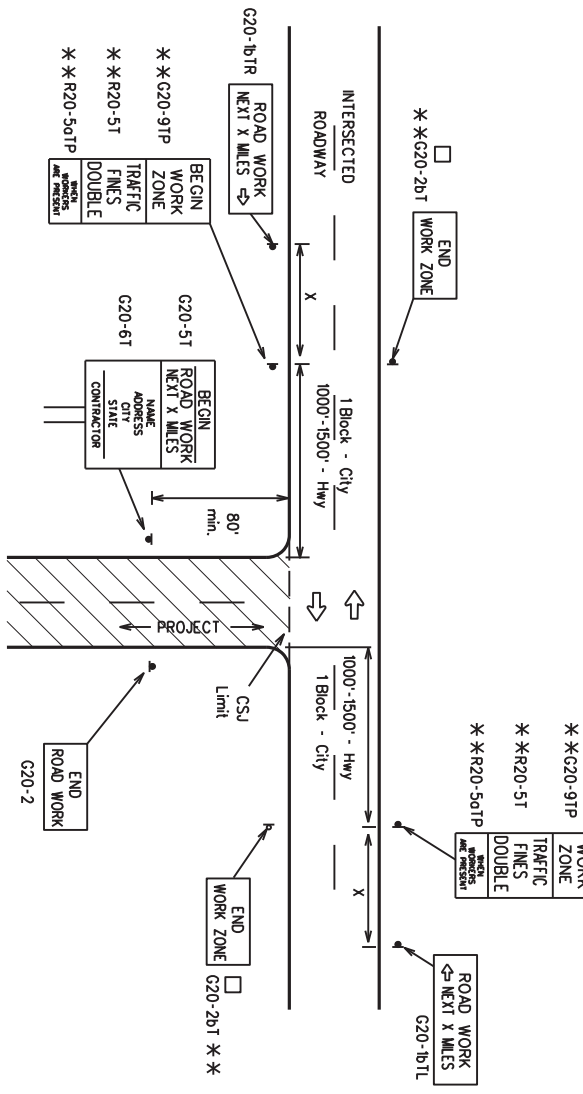
TYPICAL LOCATION OF CROSSROAD SIGNS



- # May be mounted on back of "ROAD WORK AHEAD" (CW20-1D) sign with approval of Engineer. (See note 2 below)

1. The typical minimum signing on a crossroad approach should be a "ROAD WORK AHEAD" (CW20-1D) sign and a (G20-2) "END ROAD WORK" sign, unless noted otherwise in plans.
2. The Engineer may use the reduced size 36" x 36" ROAD WORK AHEAD (CW20-1D) sign on low volume crossroads (see Note 4 under "Typical Construction Warning Sign Size and Spacing"). See the "Standard Highway Sign Designs for Texas" manual for sign details. The Engineer may omit the advance warning signs on low volume crossroads. The Engineer will determine whether a road is low volume as per TMUTCD Part 5. This information shall be shown in the plans.
3. Based on existing field conditions, the Engineer/Inspector may require additional signs such as FLAGGER AHEAD, LOOSE GRAVEL, or other appropriate signs. When additional signs are required, these signs will be considered part of the minimum requirements. The Engineer/Inspector will determine the proper location and spacing of any sign not shown on the BC sheets, Traffic Control Plan sheets or the Work Zone Standard Sheets.
4. The "ROAD WORK NEXT X MILES" (G20-10T) sign shall be required at high volume crossroads to advise motorists of the length of construction in either direction from the intersection. The Engineer will determine whether a roadway is considered high volume.
5. Additional traffic control devices may be shown elsewhere in the plans for higher volume crossroads.
6. When work occurs in the intersection area, appropriate traffic control devices, as shown elsewhere in the plans or as determined by the Engineer/Inspector, shall be in place.

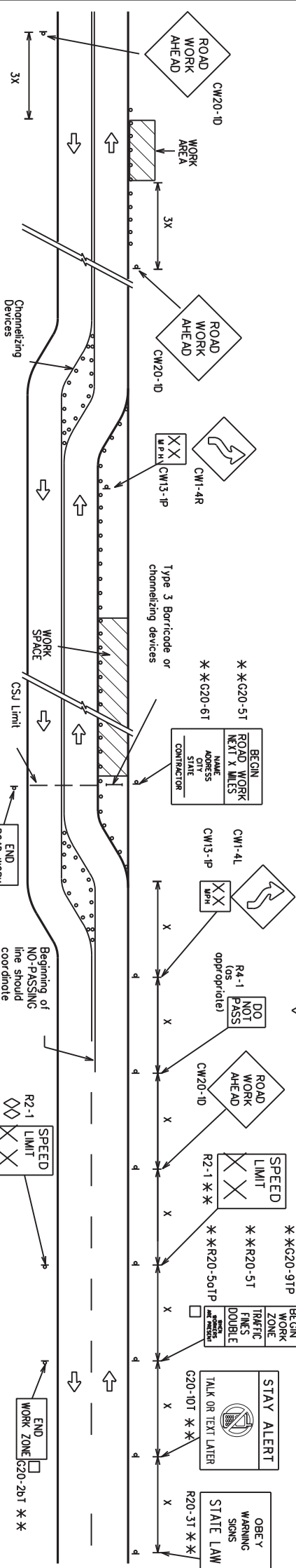
T-INTERSECTION



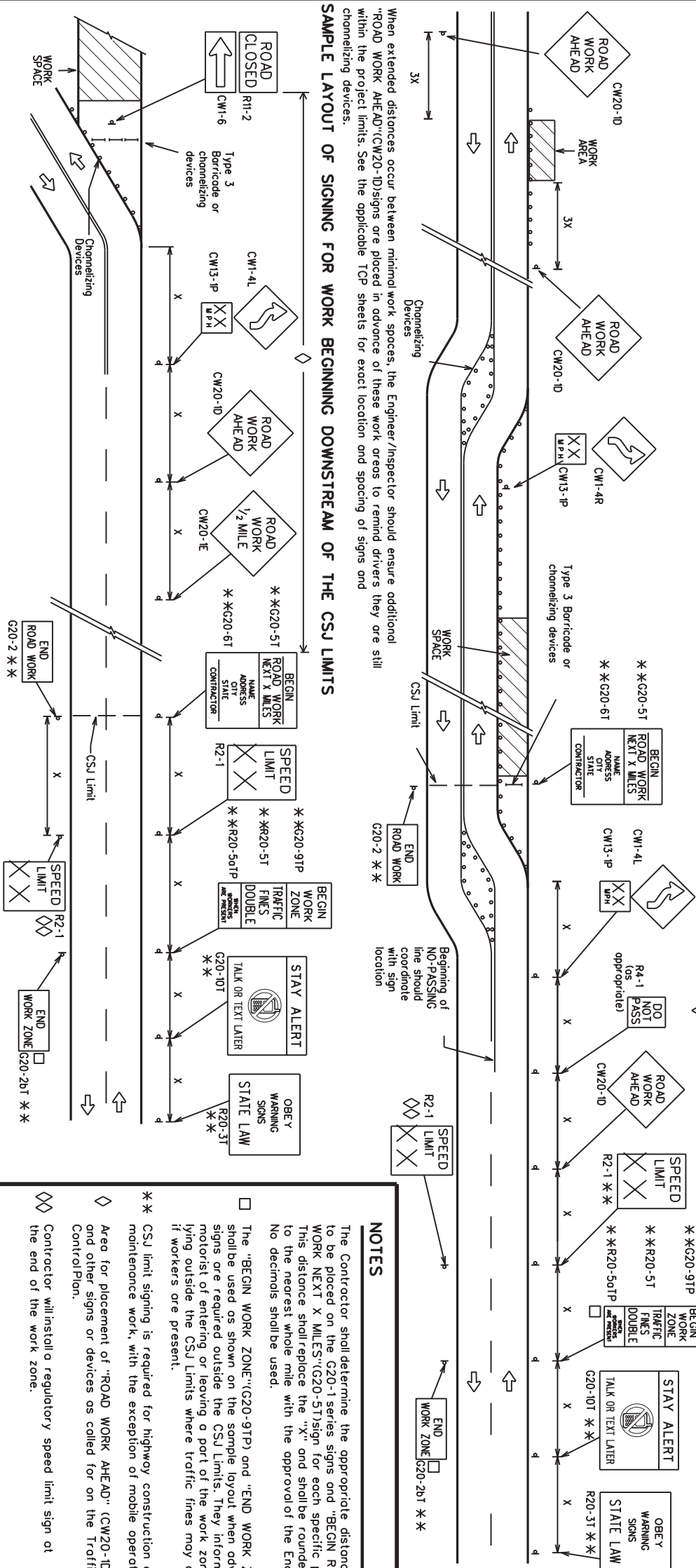
CSJ LIMITS AT T-INTERSECTION

1. The Engineer will determine the types and location of any additional traffic control devices, such as a flagger and accompanying signs, or other signs, that should be used when work is being performed at or near an intersection.
2. If construction closes the road at a T-intersection, the Contractor shall place the "CONTRACTOR NAME" (G20-61T) sign behind the Type 3 Barricade for the road closure (see BC(10) also). The "ROAD WORK NEXT X MILES" (left arrow/G20-1bT1L) and "ROAD WORK NEXT X MILES" (right arrow/G20-1bTR) signs shall be replaced by the detour signing called for in the plans.

WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS



SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS



NOTES

The Contractor shall determine the appropriate distance to be placed on the (G20-1) series signs and "BEGIN ROAD WORK NEXT X MILES" (G20-5T) sign for each specific project. This distance shall replace the "X" and shall be rounded to the nearest whole mile with the approval of the Engineer. No decimals shall be used.

The "BEGIN WORK ZONE" (G20-9TP) and "END WORK ZONE" (G20-2bT) shall be used as shown on the sample layout when advance signs are required outside the CSJ Limits. They inform the motorist of entering or leaving a part of the work zone lying outside the CSJ Limits where traffic fines may double if workers are present.

CSJ limit signing is required for highway construction and maintenance work, with the exception of mobile operations.

Area for placement of "ROAD WORK AHEAD" (CW20-1D) sign and other signs or devices as called for on the Traffic Control Plan.

Contractor will install a regulatory speed limit sign at the end of the work zone.

TYPICAL CONSTRUCTION WARNING SIGN SIZE AND SPACING

Sign Number or Series	SIZE		Posted Speed	Sign Spacing * ("X")	SPACING
	Conventional Road	Expressway/Freeway			
CW20 ⁴					
CW21	48" x 48"	48" x 48"	30	120	
CW22	48" x 48"	48" x 48"	35	160	
CW23			40	240	
CW25			45	320	
CW1, CW2, CW7, CW8, CW9, CW11, CW14	36" x 36"	48" x 48"	50	400	
CW3, CW4, CW5, CW6, CW8-3, CW10, CW12	48" x 48"	48" x 48"	55	500 2	
			60	600 2	
			65	700 2	
			70	800 2	
			75	900 2	
			80	1000 2	
			*	* 3	

- * For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.
- * Minimum distance from work area to first Advance Warning sign nearest the work area and/or distance between each additional sign.

GENERAL NOTES

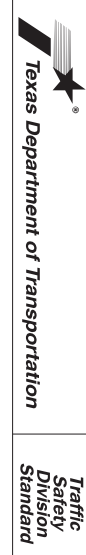
1. Special or larger size signs may be used as necessary.
2. Distance between signs should be increased as required to have 1500 feet advance warning.
3. Distance between signs should be increased as required to have 1/2 mile or more advance warning.
4. 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be used on low volume crossroads at the discretion of the Engineer as per TMUTCD Part 5. See Note 2 under "Typical Location of Crossroad Signs".
5. Only diamond shaped warning sign sizes are indicated.
6. See sign size listing in "TMUTCD", Sign Appendix or the "Standard Highway Sign Designs for Texas" manual for complete list of available sign designs.

LEGEND

Symbol	Description
— —	Type 3 Barricade
○ ○ ○	Channelizing Devices
— —	Sign

See Typical Construction Warning Sign Size and Spacing chart or the TMUTCD for sign spacing requirements.

SHEET 2 OF 12



BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

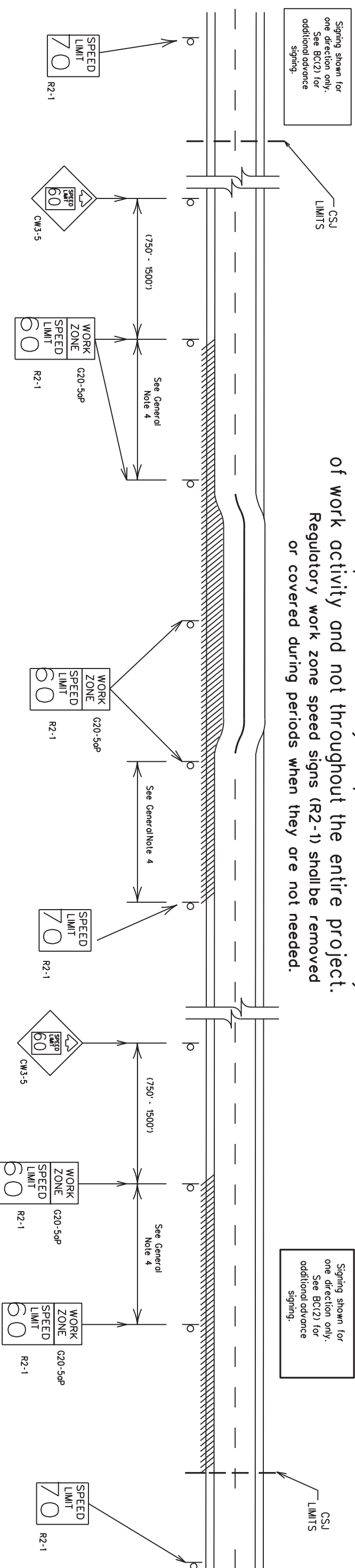
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SHEET NO. 10		

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TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

Work zone speed limits shall be regulatory, established in accordance with the "Procedures for Establishing Speed Zones," and approved by the Texas Transportation Commission, or by City Ordinance when within Incorporated City Limits.

Reduced speeds should only be posted in the vicinity of work activity and not throughout the entire project. Regulatory work zone speed signs (R2-1) shall be removed or covered during periods when they are not needed.



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

This type of work zone speed limit should be included on the design of the traffic control plans when restricted geometrics with a lower design speed are present in the work zone and modification of the geometrics to a higher design speed is not feasible.

Long/Intermediate Term Work Zone Speed Limit signs, when approved as described above, should be posted and visible to the motorist when work activity is present. Work activity may also be defined as a change in the roadway that requires a reduced speed for motorists to safely negotiate the work area, including:

- a) rough road or damaged pavement surface
 - b) substantial alteration of roadway geometrics (diversions)
 - c) construction detours
 - d) grade
 - e) width
 - f) other conditions readily apparent to the driver
- As long as any of these conditions exist, the work zone speed limit signs should remain in place.

SHORT TERM WORK ZONE SPEED LIMITS

This type of work zone speed limit may be included on the design of the traffic control plans when workers or equipment are not behind concrete barrier, when work activity is within 10 feet of the traveled way or actually in the traveled way.

Short Term Work Zone Speed Limit signs should be posted and visible to the motorists only when work activity is present. When work activity is not present, signs shall be removed or covered. (See Removing or Covering on BC(4)).

GENERAL NOTES

1. Regulatory work zone speed limits should be used only for sections of construction projects where speed controls of major importance.
 2. Regulatory work zone speed limit signs shall be placed on supports at a 7 foot minimum mounting height.
 3. Speed zone signs are illustrated for one direction of travel and are normally posted for each direction of travel.
 4. Frequency of work zone speed limit signs should be:
 - 40 mph and greater 0.2 to 2 miles
 - 35 mph and less 0.2 to 1 mile
 5. Regulatory speed limit signs shall have black legend and border on a white reflective background (See "Reflective Sheeting" on BC(4)).
 6. Fabrication, erection and maintenance of the "ADVANCE SPEED LIMIT" (CW-3-5) sign, "WORK ZONE" (G20-50P) plaque and the "SPEED LIMIT" (R2-1) signs shall not be paid for directly, but shall be considered subsidiary to Item 502.
 7. Turning signs from view, laying signs over or down will not be allowed, unless as otherwise noted under "REMOVING OR COVERING" on BC(4).
 8. Techniques that may help reduce traffic speeds include but are not limited to:
 - A. Low enforcement.
 - B. Flagger stationed next to sign.
 - C. Portable changeable message sign (PCMS).
 - D. Low-power (drone) radar transmitter.
 - E. Speed monitor trailers or signs.
 9. Speeds shown on details above are for illustration only. Work Zone Speed Limits should only be posted as approved for each project.
10. For more specific guidance concerning the type of work, work zone conditions and factors impacting allowable regulatory construction speed zone reduction see TxDOT form *1204 in the TxDOT e-form system.

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Texas Department of Transportation

Traffic Safety Division
Standard

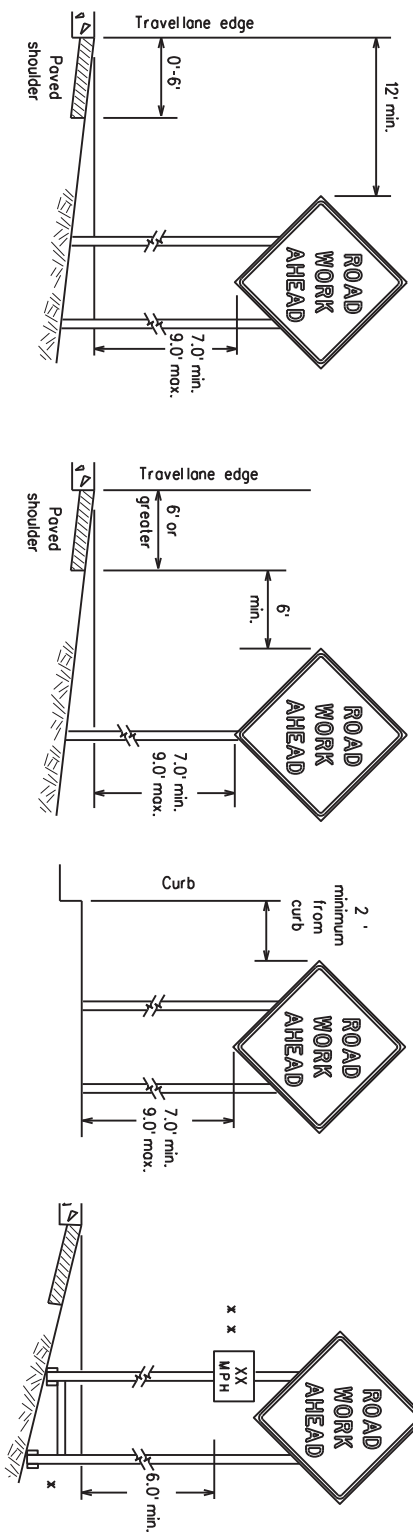
BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC(3)-21

SHEET 3 OF 12

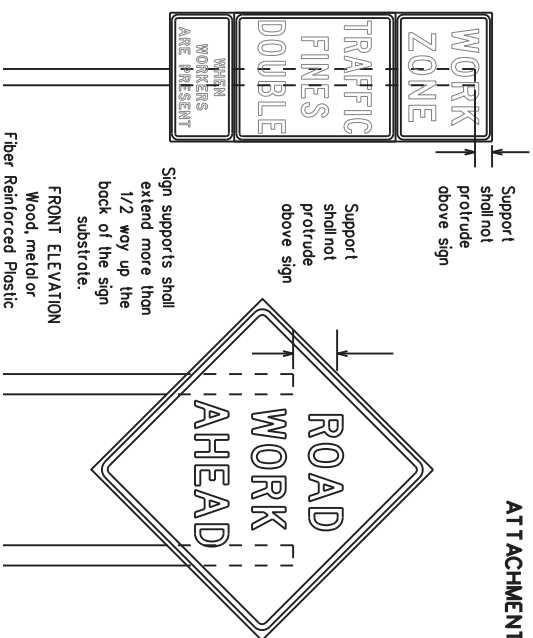
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TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



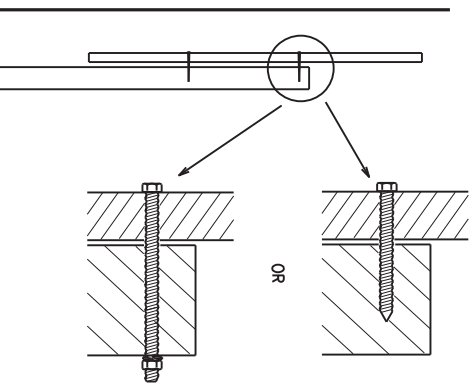
- When placing skid supports on uneven ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.
- When plaques are placed on dual-leg supports, they should be attached to the upright nearest the travel lane. Supplemental plaques (advisory or distance) should not cover the surface of the parent sign.

ATTACHMENT FOR SIGN SUPPORTS



Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports.

Nails shall NOT be allowed. Each sign shall be attached directly to the sign support. Multiple signs shall not be joined or spliced by any means. Wood supports shall not be extended or repaired by splicing or other means.

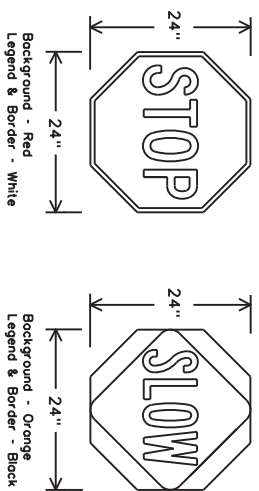


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Splicing embedded perforated square metal tubing in order to extend post height will only be allowed when the splice is made using four bolts, two above and two below the splice point. Splice must be located entirely behind the sign substrate, not near the base of the support. Splice insert lengths should be at least 5 times nominal post size, centered on the splice and of at least the same gauge material.

STOP/SLOW PADDLES

- STOP/SLOW paddles are the primary method to control traffic by flaggers. The STOP/SLOW paddle size should be 24" x 24".
- STOP/SLOW paddles shall be retroreflectORIZED when used at night.
- STOP/SLOW paddles may be attached to a staff with a minimum length of 6" to the bottom of the sign.
- Any lights incorporated into the STOP or SLOW paddle faces shall only be as specifically described in Section 6E.03 Hand Signaling Devices in the TMUTCD.



SHEETING REQUIREMENTS (WHEN USED AT NIGHT)

USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	RED	TYPE B OR C SHEETING
BACKGROUND	ORANGE	TYPE B ₁ OR C ₁ SHEETING
LEGEND & BORDER	WHITE	TYPE B OR C SHEETING
LEGEND & BORDER	BLACK	ACRYLIC NON-REFLECTIVE FILM

CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

- Permanent signs are used to give notice of traffic laws or regulations, call attention to conditions that are potentially hazardous to traffic operations, show route designations, destinations, directions, distances, services, points of interest, and other geographical, recreational, specific service (LQOO), or cultural information. Drivers proceeding through a work zone need the same, if not better route guidance as normally installed on a roadway without construction.
- When permanent regulatory or warning signs conflict with work zone conditions, remove or cover the permanent signs until the permanent sign message matches the roadway condition. For details for covering large guide signs see the TS-CD standard.
- When existing permanent signs are moved and relocated due to construction purposes, they shall be visible to motorists at all times.
- If existing signs are to be relocated on their original supports, they shall be installed on crashworthy bases as shown on the SMD Standard sheets. The signs shall meet the required mounting heights shown on the BC Sheets or the SMD Standards. This work should be paid for under the appropriate pay item for relocating existing signs.
- If permanent signs are to be removed and relocated using temporary supports, the Contractor shall use crashworthy supports as shown on the BC Standard sheets, TLR Standard sheets or the CWZTCD list. The signs shall meet the required mounting heights shown on the BC, or the SMD Standard sheets during construction. This work should be paid for under the appropriate pay item for relocating existing signs.
- Any sign or traffic control device that is struck or damaged by the Contractor or his/her construction equipment shall be replaced as soon as possible by the Contractor to ensure proper guidance for the motorists. This will be subsidiary to Item 502.

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 painted white.
- Barricades shall NOT be used as sign supports.
- All signs shall be installed in accordance with the plans or as directed by the Engineer. Signs shall be used to regulate, warn, and guide the traveling public safely through the work zone.
- The Contractor may furnish either the sign design shown in the plans or in 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 variations must be documented in writing before being implemented. This can include documenting the changes in the Inspector's TxDOT diary and having both the Inspector and Contractor initial and date the agreed upon changes.
- The Contractor shall furnish sign supports listed in the "Compliant Work Zone Traffic Control Devices List" (CWZTCD) for small roadside signs. Supports for temporary large roadside signs shall meet the requirements detailed on the Temporary Large Roadside Signs (TLRS) standard sheets. 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 furnish the Engineer a copy of the manufacturer's installation recommendations so the Engineer can verify the correct procedures are being followed.
- The Contractor is responsible for installing signs on approved supports and replacing signs with damaged or cracked substrates and/or damaged or mottled reflective sheeting as directed by the Engineer/Inspector.
- Identification markings may be shown only on the back of the sign substrate. The maximum height of letters and/or company logos used for identification shall be 1 inch.
- The Contractor shall replace damaged wood posts. New or damaged wood sign posts shall not be spliced.

DURATION OF WORK LAGS defined by the "Texas Manual Uniform Traffic Control Devices" Part 6j

- The types of sign supports, sign mounting height, the size of signs, and the type of sign substrates can vary based on the type of work being performed. The Engineer is responsible for selecting the appropriate size sign for the type of work being performed. The Contractor is responsible for ensuring the sign support, sign mounting height and substrate meets manufacturer's recommendations in regard to crashworthiness and duration of work requirements.
- Long-term stationary - work that occupies a location more than 3 days.
- Intermediate-term stationary - work that occupies a location for more than one daylight period up to 3 days, or nighttime work lasting more than one hour.
- Short-term stationary - daytime work that occupies a location for more than 1 hour in a single daylight period.
- Short-term duration - work that occupies a location up to 1 hour.
- Mobile - work that moves continuously or intermittently (stopping for up to approximately 15 minutes.)

SIGN MOUNTING HEIGHT

- The bottom of Long-Term/Intermediate-term signs shall be at least 7 feet, but not more than 9 feet, above the paved surface, except as shown for supplemental plaques mounted below other signs.
- The bottom of Short-Term/Short Duration signs shall be a minimum of 1 foot above the pavement surface but no more than 2 feet above the ground.
- Long-Term/Intermediate-term Signs may be used in lieu of Short-Term/Short Duration signs.
- Short-Term/Short Duration signs shall be used only during daylight and shall be removed at the end of the workday or raised to appropriate Long-Term/Intermediate sign height.
- Regulatory signs shall be mounted at least 7 feet, but not more than 9 feet, above the paved surface regardless of work duration.

SIZE OF SIGNS

- The Contractor shall furnish the sign sizes shown on BC (2) unless otherwise shown in the plans or as directed by the Engineer.

SIGN SUBSTRATES

- The Contractor shall ensure the sign substrate is installed in accordance with the manufacturer's recommendations for the type of sign support that is being used. The CWZTCD lists each substrate that can be used on the different types and models of sign supports.
- Wash type materials are NOT approved sign substrate, regardless of the tightness of the weave.
- All wood 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 that do not penetrate the face of the sign panel. The screws shall be placed on both sides of the splice and spaced at 6" centers. The Engineer may approve other methods of splicing the sign face.

REFLECTIVE SHEETING

- All signs shall be retroreflective and constructed of sheeting meeting the color and retro-reflectivity requirements of DMS-8300 for rigid signs or DMS-8310 for roll-up signs. The web address for DMS specifications is shown on BC(1).
- White sheeting, meeting the requirements of DMS-8300 Type A, shall be used for signs with a white background.
- Orange sheeting, meeting the requirements of DMS-8300 Type B or Type F₁, shall be used for rigid 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

- When sign messages may be confusing or do not apply, the signs shall be removed or completely covered.
- Long-term stationary or intermediate stationary signs installed on square metal tubing may be turned away from traffic 90 degrees when the sign message is not applicable. This technique may not be used for signs installed in the median of divided highways or near any intersections where the sign may be seen from approaching traffic.
- Signs installed on wooden skids shall not be turned at 90 degree angles to the roadway. These signs should be removed or completely covered when not required.
- When signs are covered, the material used shall be opaque, such as heavy milblack plastic, or other materials which will cover the entire sign face and maintain their opaque properties under automobile headlights at night, without damaging the sign sheeting.
- Burlop shall NOT be used to cover signs.
- Duct tape or other adhesive material shall NOT be affixed to a sign face.
- Signs and anchor studs shall be removed and holes backfilled upon completion of work.

SIGN SUPPORT WEIGHTS

- Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand should be used.
- 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 shall not be permitted for use as sign support weights.
- Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs.
- Sandbags should be made of a durable material that tears upon vehicular impact. Rubber (such as tire inner tubes) shall NOT be used.
- Rubber balloons designed for channelizing devices should not be used for ballast on portable sign supports. Sign supports designed and manufactured with rubber hoses may be used when shown on the CWZTCD list.
- Sandbags shall only be placed along or held over the base supports of the traffic control device and shall not be suspended above ground level or hung with rope, wire, chains or other fasteners. Sandbags shall be placed along the length of the skids to weigh down the sign support.
- Sandbags shall NOT be placed under the skid and shall not be used to level sign supports placed on slopes.

FLAGS ON SIGNS

- Flags may be used to draw attention to warning signs. When used, the flag shall be 16 inches square or larger and shall be orange or fluorescent, red-orange in color. Flags shall not be allowed to cover any portion of the sign face.

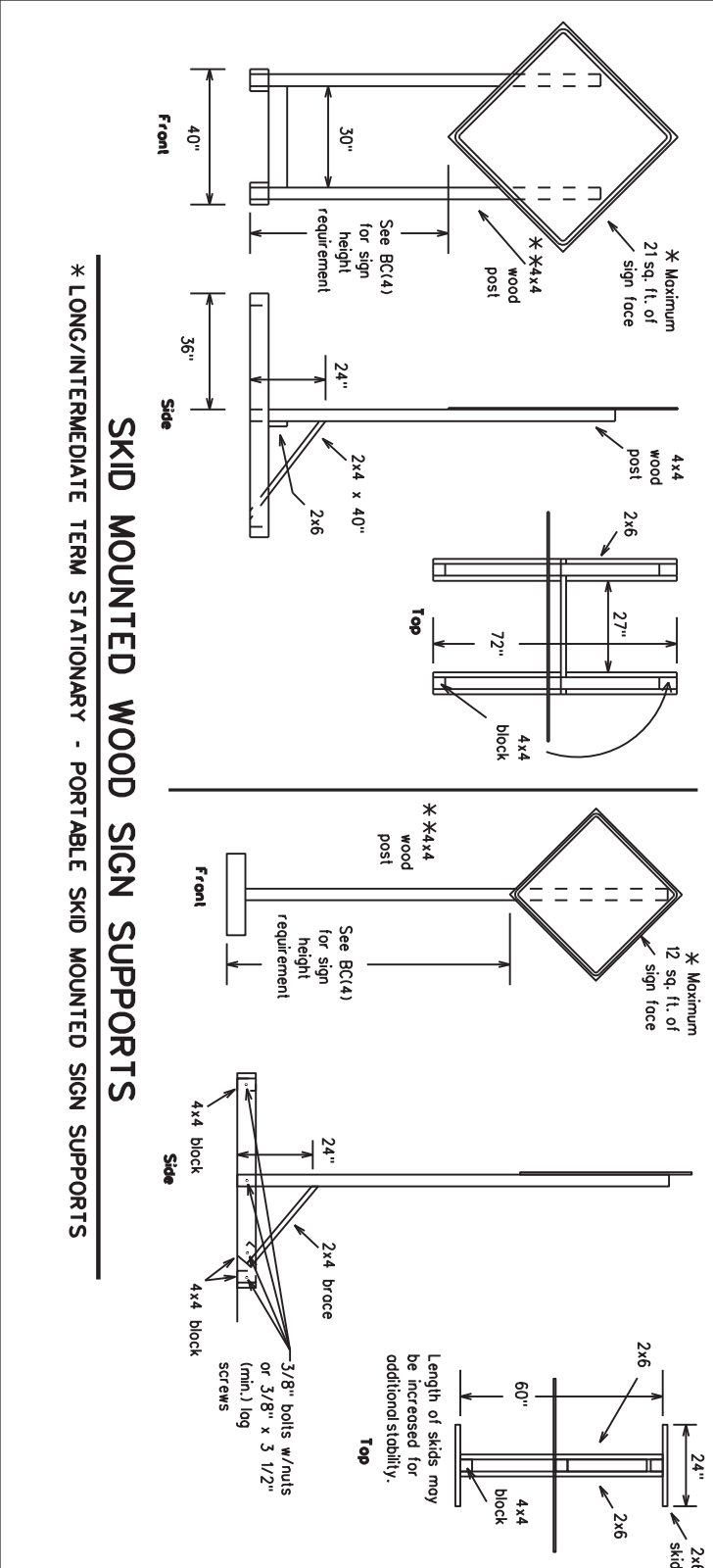


BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

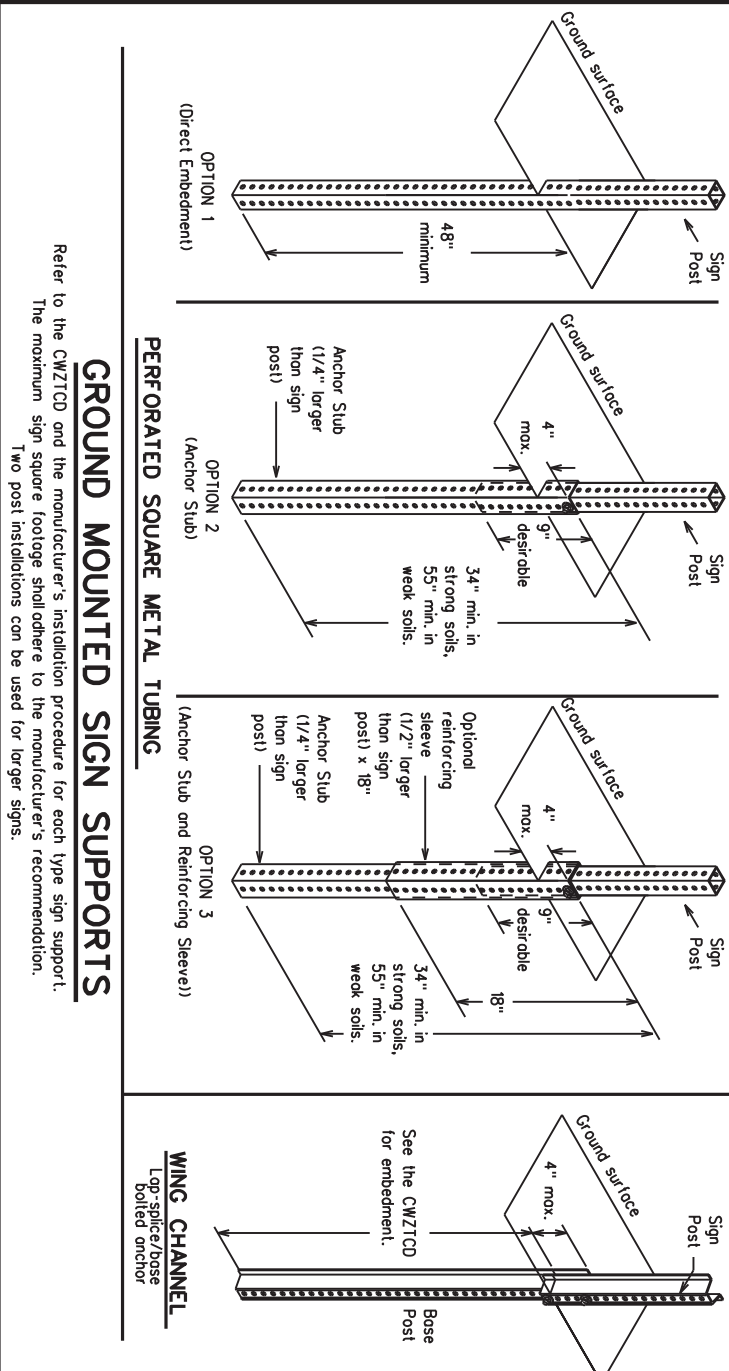
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SHEET 4 OF 12

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SKID MOUNTED WOOD SIGN SUPPORTS
* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS



GROUND MOUNTED SQUARE METAL TUBING

Refer to the CWZTCO and the manufacturer's installation procedure for each type sign support. The maximum sign square footage shall adhere to the manufacturer's recommendation. Two post installations can be used for larger signs.

WING CHANNEL
Lap-splice/Dose bolted anchor

WEDGE ANCHORS
Both steel and plastic Wedge Anchor Systems as shown on the SMD Standard Sheets may be used as temporary sign supports for signs up to 10 square feet of sign face. They may be set in concrete or in sturdy soils if approved by the Engineer. (See web address for "Traffic Engineering Standard Sheets" on BC(1)).

OTHER DESIGNS
MORE DETAILS OF APPROVED LONG/INTERMEDIATE AND SHORT TERM SUPPORTS CAN BE FOUND ON THE CWZTCO LIST. SEE BC(1) FOR WEBSITE LOCATION.

GENERAL NOTES

1. Nails may be used in the assembly of wooden sign supports, but 3/8" bolts with nuts or 3/8" x 3 1/2" lag screws must be used on every joint for final connection.
2. No more than 2 sign posts shall be placed within a 7 ft. circle, except for specific materials noted on the CWZTCO List.
3. When project is completed, all sign supports and foundations shall be removed from the project site. This will be considered subsidiary to Item 502.

* See BC(4) for definition of "Work Duration."
* Wood sign posts MUST be one piece. Splicing will NOT be allowed. Posts shall be painted white.
 See the CWZTCO for the type of sign substrate that can be used for each approved sign support.

SHEET 5 OF 12



Texas Department of Transportation
Traffic Safety Division Standard

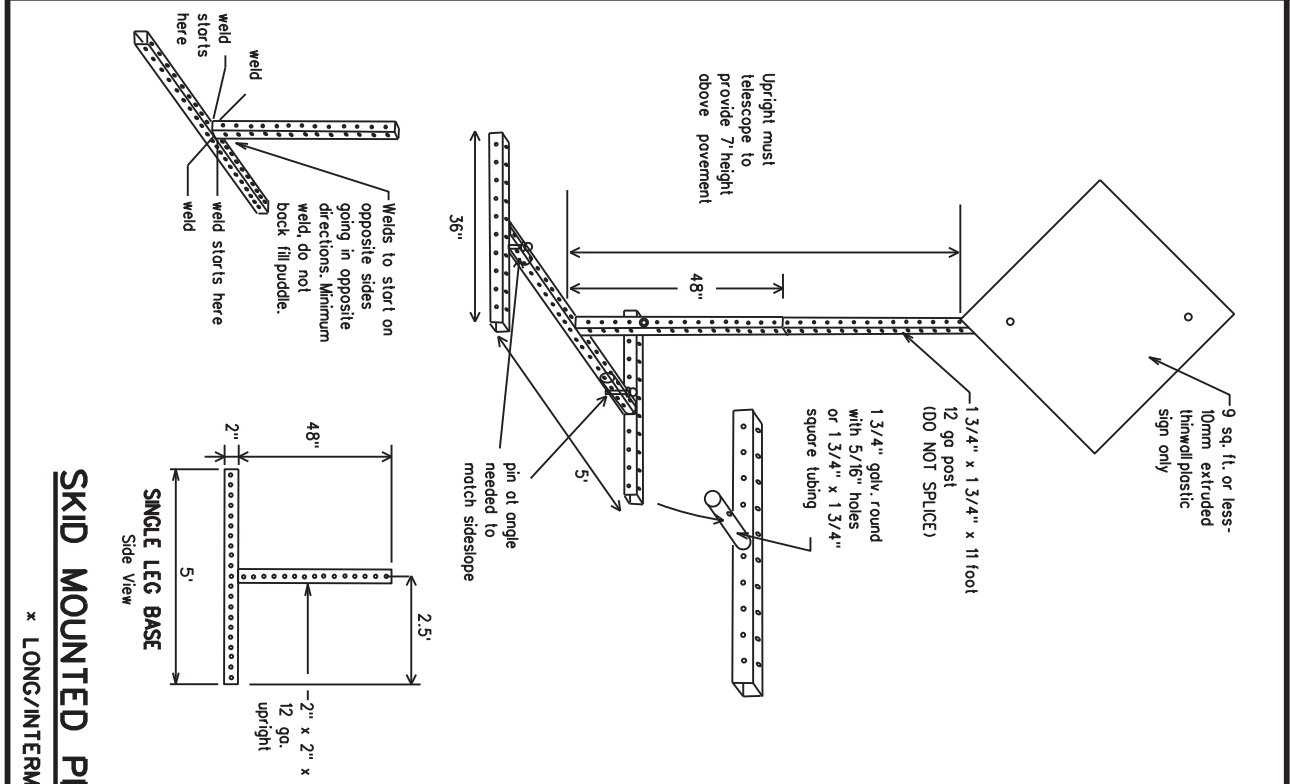
BARRICADE AND CONSTRUCTION
TYPICAL SIGN SUPPORT

BC(5)-21

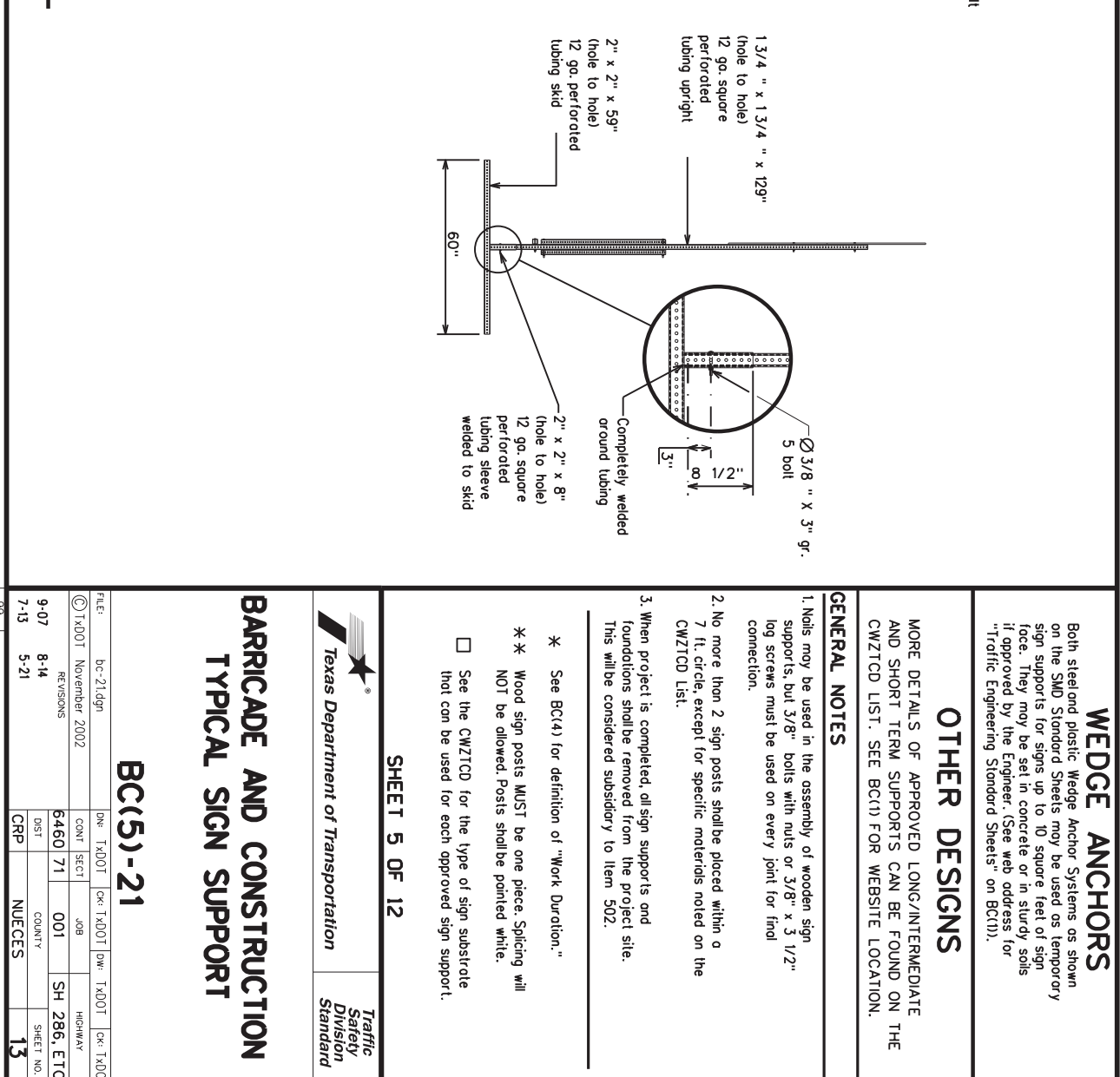
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SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS
* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS



WHEN NOT IN USE, REMOVE THE PCMS FROM THE RIGHT-OF-WAY OR PLACE THE PCMS BEHIND BARRIER OR GUARDRAIL WITH SIGN PANEL TURNED PARALLEL TO TRAFFIC

PORTABLE CHANGEABLE MESSAGE SIGNS

- The Engineer/Inspector shall approve all messages used on portable changeable message signs (PCMS).
- Messages on PCMS should contain no more than 8 words (about four to eight characters per word), not including simple words such as "TO," "OR," "AT," etc.
- Messages should consist of a single phrase, or two phrases that alternate. Three-phrase messages are not allowed. Each phrase of the message should convey a single thought, and must be understood by itself.
- Use the word "EXIT" to refer to an exit ramp on a freeway; i.e., "EXIT CLOSED." Do not use the term "RAMP."
- Always use the route or interstate designation (IH, US, SH, FM) along with the number when referring to a roadway.
- When in use, the bottom of a stationary PCMS message panel should be a minimum 7 feet above the roadway, where possible.
- The message term "WEEKEND" should be used only if the work is to start on Saturday morning and end by Sunday evening at midnight. Actual days and hours of work should be displayed on the PCMS if work is to begin on Friday evening and/or continue into Monday morning.
- The Engineer/Inspector may select one of two options which are available for displaying a two-phrase message on a PCMS. Each phrase may be displayed for either four seconds each or for three seconds each.
- Do not "flash" messages or words included in a message. The message should be steady burn or continuous while displayed.
- Do not present redundant information on a two-phrase message; i.e., keeping two lines of the message the same and changing the third line.
- Do not use the word "Danger" in a message.
- Do not display the message "LANES SHIFT LEFT" or "LANES SHIFT RIGHT" on a PCMS. Drivers do not understand the message.
- Do not display messages that scroll horizontally or vertically across the face of the sign.
- The following table lists abbreviated words and two-word phrases that are acceptable for use on a PCMS. Both words in a phrase must be displayed together. Words or phrases not on this list should not be abbreviated unless shown in the TMAUCD.
- PCMS character height should be at least 18 inches for trailer-mounted units. They should be legible from at least 1/2 (.5) mile and the text should be legible from at least 600 feet at night and 800 feet in daylight. Truck-mounted units must have a character height of 10 inches and must be legible from at least 400 feet.
- Each line of text should be centered on the message board rather than left or right justified.
- If disabled, the PCMS should default to an illegible display that will not alarm motorists and will only be used to alert workers that the PCMS has malfunctioned. A pattern such as a series of horizontal solid bars is appropriate.

WORD OR PHRASE	ABBREVIATION	WORD OR PHRASE	ABBREVIATION
Access Road	ACCS RD	Motor	MAU
Alt route	ALT	Miles Per Hour	MPH
Avenue	AVE	Minor	MINR
Best Route	BEST RTE	Monday	MOND
Boulevard	BLVD	Normal	NORM
Bridge	BRDG	North	N
Canot	CANT	Northbound	(route) N
Center	CTR	Parking	PKNIG
Construction Ahead	CONST AHD	Road	RD
CROSSING	XING	Right Lane	RT LN
Detour Route	DETOUR RTE	Saturday	SAT
Do Not	DONT	Service Road	SERV RD
East	E	Shoulder	SHLDR
Eastbound	(route) E	Slitbery	SLTBR
Emergency Vehicle	EMER VEH	South	S
Entrance, Enter	ENT	Southbound	(route) S
Express Lane	EXP LN	Speed	SPD
Expressway	EXPWY	Street	ST
XXXX Feet	XXXX FT	Sunday	SUN
FOG AHEAD	FOG AHD	Telephone	PHONE
Free Way	FRWY, FWY	Temporary	TEMP
Free Way Blocked	FRWY BLKD	Thursday	THURS
Friday	FRI	To Downtown	TO DOWNTN
Hazardous Driving	HAZ DRIVING	Trailer	TRAILR
Hazardous Material	HAZMAT	Travelers	TRVLRS
High Occupancy	HOV	Tuesday	TUES
Vehicle	HR, HRS	Time Minutes	TIME MIN
Hour(s)	HR, HRS	Upper Level	UPR LEVEL
Information	INFO	VEH. VEHs	VEH, VEHs
It Is	ITS	Warning	WARN
Junction	JCT	Wednesday	WED
Left	LFT	Weight Limit	WT LIMIT
Left Lane	LFT LN	West	W
Lane Closed	LN CLOSED	Westbound	(route) W
Lower Level	LWR LEVEL	Westbound	WBT PWMT
Maintenance	MAINT	Will Not	WONT

Roadway designation • Ht-number, US-number, SH-number, FM-number

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES
(The Engineer may approve other messages not specifically covered here.)

Phase 1: Condition Lists

Road/Lane/Ramp Closure List	Other Condition List
FREEWAY CLOSED X MILE	FRONTAGE ROAD CLOSED
ROAD CLOSED AT SH XXX	SHOULDER CLOSED XXX FT
ROAD CLSD AT FM XXXX	RIGHT LN CLOSED XXX FT
RIGHT X LANES CLOSED	RIGHT X LANES OPEN
CENTER LANE CLOSED	DAYTIME LANE CLOSURES
NIGHT LANE CLOSURES	1-XX SOUTH EXIT CLOSED
VARIOUS LANES CLOSED	EXIT XXX CLOSED X MILE
EXIT CLOSED	RIGHT LN TO BE CLOSED
MALL DRIVEWAY CLOSED	X LANES CLOSED TUE - FRI
XXXXXXXX BLVD CLOSED	LANES SHIFT in Phase 2.

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List	Location List	Warning List	Advance Notice List
MERGE RIGHT	AT FM XXXX	SPEED LIMIT XX MPH	TUE-FRI XX AM
DETOUR NEXT X EXITS	BEFORE RAILROAD CROSSING	MAXIMUM SPEED XX MPH	APR XX- XX PM-X AM
USE EXIT XXX	NEXT X MILES	MINIMUM SPEED XX MPH	BEGINS MONDAY
STAY ON US XXX SOUTH	PAST US XXX EXIT	ADVISORY SPEED XX MPH	BEGINS MAY XX
TRUCKS USE US XXX N	XXXXXXXX TO XXXXXXX	RIGHT LANE EXIT	MAY X-X XX PM - XX AM
WATCH FOR TRUCKS	US XXX TO FM XXXX	USE CAUTION	NEXT FRI-SUN
EXPECT DELAYS	PREPARE TO STOP	DRIVE SAFELY	XX AM TO XX PM
REDUCE SPEED XXX FT	END SHOULDER USE	DRIVE WITH CARE	NEXT TUE AUG XX
USE OTHER ROUTES	WATCH FOR WORKERS		TONIGHT XX PM- XX AM
STAY IN LANE			

* * See Application Guidelines Note 6.

APPLICATION GUIDELINES

- Only 1 or 2 phases are to be used on a PCMS.
- The 1st phase (or both) should be selected from the "Road/Lane/Ramp Closure List" and the "Other Condition List".
- A 2nd phase can be selected from the "Action to Take/Effect on Travel, Location, General Warning, or Advance Notice Phase Lists".
- A Location Phase is necessary only if a distance or location is not included in the first phase selected.
- If two PCMS are used in sequence, they must be separated by a minimum of 1000 ft. Each PCMS should be limited to two phrases, and should be understandable by themselves.
- For advance notice, when the current date is within seven days of the actual work date, calendar days should be replaced with days of the week. Advance notification should typically be for no more than one week prior to the work.


WORDING ALTERNATIVES

- The words RIGHT, LEFT and ALL can be interchanged as appropriate.
- Roadway designations IH, US, SH, FM and LP can be interchanged as appropriate.
- EAST, WEST, NORTH and SOUTH (or abbreviations E, W, N and S) can be interchanged as appropriate.
- Highway names and numbers replaced as appropriate.
- ROAD, HIGHWAY and FREEWAY can be interchanged if necessary.
- AHEAD may be used instead of distances if necessary.
- FT and MI, MILE and MILES interchanged as appropriate.
- AT, BEFORE and PAST interchanged as needed.
- Distances or AHEAD can be eliminated from the message if a location phase is used.

PCMS SIGNS WITHIN THE R.O.W. SHALL BE BEHIND GUARDRAIL OR CONCRETE BARRIER OR SHALL HAVE A MINIMUM OF FOUR (4) PLASTIC DRUMS PLACED PERPENDICULAR TO TRAFFIC ON THE UPSTREAM SIDE OF THE PCMS, WHEN EXPOSED TO ONE DIRECTION OF TRAFFIC. WHEN EXPOSED TO TWO WAY TRAFFIC, THE FOUR DRUMS SHOULD BE PLACED WITH ONE DRUM AT EACH OF THE FOUR CORNERS OF THE UNIT.

FULL MATRIX PCMS SIGNS

- When FullMatrix PCMS signs are used, the character height and legibility/visibility requirements shall be maintained as listed in Note 15 under "PORTABLE CHANGEABLE MESSAGE SIGNS" above.
- When symbol signs, such as the "Tigger Symbol" (CW20-7), are represented graphically on the FullMatrix PCMS sign and, with the approval of the Engineer, it shall maintain the legibility/visibility requirement listed above.
- When symbol signs are represented graphically on the FullMatrix PCMS, they shall only supplement the use of the static sign represented, and shall not substitute for, or replace that sign.
- A FullMatrix PCMS may be used to simulate a flashing arrow board provided it meets the visibility, flash rate and dimming requirements on BC(7), for the same size arrow.



Texas Department of Transportation

Traffic Safety Division
Standard

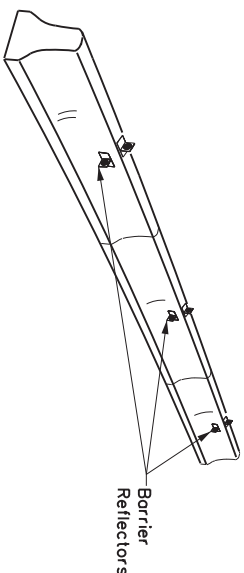
SHEET 6 OF 12

BARRICADE AND CONSTRUCTION
PORTABLE CHANGEABLE
MESSAGE SIGN (PCMS)

BC(6)-21

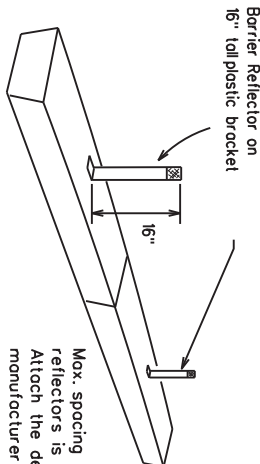
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NO. 5460	SECT. 71	JOB 001	SH 286, ETC.	HIGHWAY
DIST CRP	COUNTY NIECES	SHEET NO. 14		

1. Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
2. Color of Barrier Reflectors shall be as specified in the TMUTCD. The cost of the reflectors shall be considered subsidiary to Item 512.



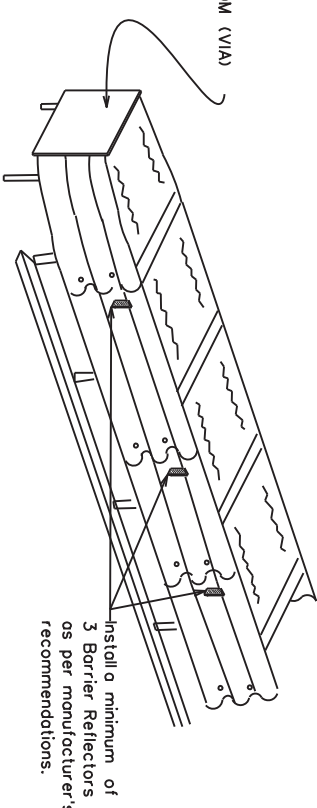
CONCRETE TRAFFIC BARRIER (CTB)

3. Where traffic is on one side of the CTB, two (2) Barrier Reflectors shall be mounted in approximately the midsection of each section of CTB. An alternate mounting location is uniformly spaced at one end of each CTB. This will allow for attachment of a barrier grapple without damaging the reflector. The Barrier Reflector mounted on the side of the CTB shall be located directly below the reflector mounted on top of the barrier, as shown in the detail above.
4. Where CTB separates two-way traffic, three barrier reflectors shall be mounted on each section of CTB. The reflector unit on top shall have two yellow reflective faces (Bi-Directional) while the reflectors on each side of the barrier shall have one yellow reflective face, as shown in the detail above.
5. When CTB separates traffic traveling in the same direction, no barrier reflectors will be required on top of the CTB.
6. Barrier Reflector units shall be yellow or white in color to match the edge line being supplemented.
7. Maximum spacing of Barrier Reflectors is forty (40) feet.
8. Pavement markers or temporary flexible-reflective roadway marker tabs shall NOT be used as CTB delineation.
9. Attachment of Barrier Reflectors to CTB shall be per manufacturer's recommendations.
10. Missing or damaged Barrier Reflectors shall be replaced as directed by the Engineer.
11. Single slope barriers shall be delineated as shown on the above detail.



LOW PROFILE CONCRETE BARRIER (LPCB)

LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES
LPCB is approved for use in work zone locations, where the posted speed is 45mph. or less. See Roadway Standard Sheet LPCB.



DELINEATION OF END TREATMENTS

END TREATMENTS FOR CTB'S USED IN WORK ZONES

End treatments used on CTB's in work zones shall meet the appropriate crashworthy standards as defined in the Manual for Assessing Safety Hardware (MASH). Refer to the CWZTCD List for approved end treatments and manufacturers.

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS

WARNING LIGHTS

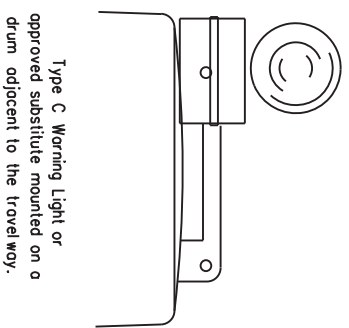
1. Warning lights shall meet the requirements of the TMUTCD.
2. Warning lights shall NOT be installed on barricades.
3. Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "FL". The Type A Warning Lights shall not be used with signs manufactured with Type B or C sheeting, meeting the requirements of Departmental Material Specification DMS-8300.
4. Type C and Type D 360 degree Steady Burn Lights are intended to be used in a series for delineation to supplement other traffic control devices. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "SB".
5. The Engineer/Inspector or the plans shall specify the location and type of warning lights to be installed on the traffic control devices.
6. When required by the Engineer, the Contractor shall furnish a copy of the warning lights certification. The warning light manufacturer will certify the warning lights meet the requirements of the latest ITE Purchase Specifications for Flashing and Steady-Burn Warning Lights.
7. When used to delineate curves, Type C and Type D Steady Burn Lights should only be placed on the outside of the curve, not the inside.
8. The location of warning lights and warning reflectors on drums shall be as shown elsewhere in the plans.

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

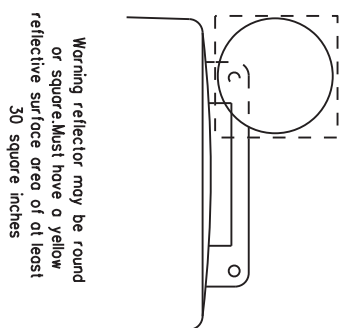
1. Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
2. Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
3. A series of sequential flashing warning lights placed on channelizing devices to form a merging taper may be used for delineation. If used, the successive flashing of the sequential warning lights should occur from the beginning of the taper to the end of the merging taper in order to identify the desired vehicle path. The rate of flashing for each light shall be 65 flashes per minute, plus or minus 10 flashes.
4. Type C and D steady-burn warning lights are intended to be used in a series to delineate the edge of the travel lane on detours, on lane changes, on lane closures, and on other similar conditions.
5. Type A, Type C and Type D warning lights shall be installed at locations as detailed on other sheets in the plans.
6. Warning lights shall not be installed on a drum that has a sign, chevron or vertical panel.
7. The maximum spacing for warning lights on drums should be identical to the channelizing device spacing.

WARNING REFLECTORS MOUNTED ON PLASTIC DRUMS AS A SUBSTITUTE FOR TYPE C (STEADY BURN) WARNING LIGHTS

1. A warning reflector or approved substitute may be mounted on a plastic drum as a substitute for a Type C, steady burn warning light of the discretion of the Contractor unless otherwise noted in the plans.
2. The warning reflector shall be yellow in color and shall be manufactured using a sign substrate approved for use with plastic drums listed on the CWZTCD.
3. The warning reflector shall have a minimum retroreflective surface area (one-side) of 30 square inches.
4. Round reflectors shall be fully reflectorized, including the area where attached to the drum.
5. Square substrates must have a minimum of 30 square inches of reflectorized sheeting. They do not have to be reflectorized where it attaches to the drum.
6. The side of the warning reflector facing approaching traffic shall have sheeting meeting the color and retroreflectivity requirements for DMS 8300-Type B or Type C.
7. When used near two-way traffic, both sides of the warning reflector shall be reflectorized.
8. The warning reflector should be mounted on the side of the handle nearest approaching traffic.
9. The maximum spacing for warning reflectors should be identical to the channelizing device spacing requirements.



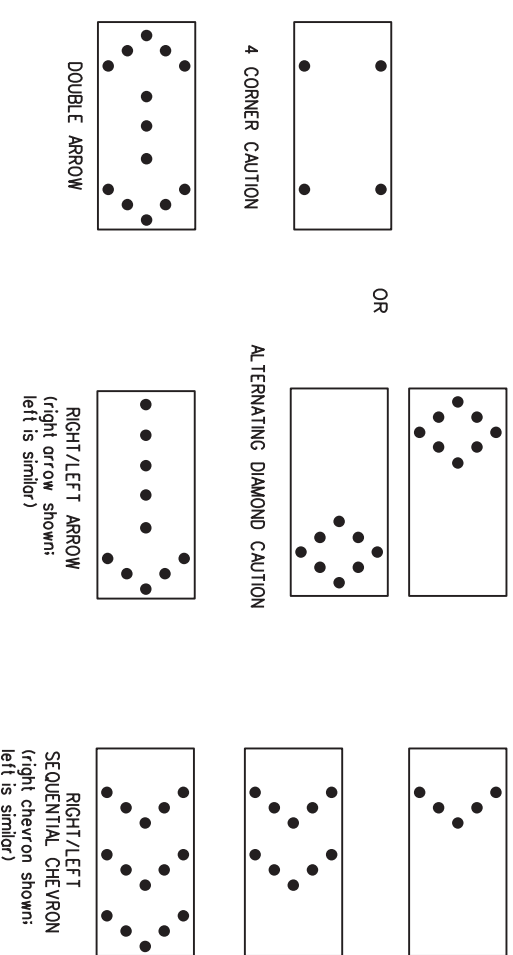
Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



Warning reflector may be round or square. Must have a yellow reflective surface area of at least 30 square inches.

Arrow Boards may be located behind channelizing devices in place for a shoulder taper or merging taper, otherwise they shall be delineated with four (4) channelizing devices placed perpendicular to traffic on the upstream side of traffic.

1. The Flashing Arrow Board should be used for all lane closures on multi-lane roadways, or slow moving maintenance or construction activities on the travel lanes.
2. Flashing Arrow Boards should not be used on two-lane, two-way roadways, detours, diversions or work on shoulders unless the "CAUTION" display (see detail below) is used.
3. The Engineer/Inspector shall choose all appropriate signs, barricades and/or other traffic control devices that should be used in conjunction with the Flashing Arrow Board.
4. The Flashing Arrow Board should be able to display the following symbols:



5. The "CAUTION" display consists of four corner lamps flashing simultaneously, or the Alternating Diamond Caution mode as shown.
6. The straight line caution display is NOT ALLOWED.
7. The Flashing Arrow Board shall be capable of minimum 50 percent dimming from rated lamp voltage.
8. Minimum lamp "on time" shall be approximately 30 percent for the flashing arrow and equal intervals of 25 percent for each sequential phase of the flashing chevron.
9. The sequential arrow display is NOT ALLOWED.
10. The flashing arrow display is the TxDOT standard; however, the sequential chevron display may be used during daylight operations.
11. The Flashing Arrow Board shall be mounted on a vehicle trailer or other suitable support.
12. A Flashing Arrow Board SHALL NOT BE USED to laterally shift traffic.
13. A full matrix PCMS may be used to simulate a Flashing Arrow Board provided it meets visibility, flash rate and dimming requirements on this sheet for the same size arrow.
14. Minimum mounting height of trailer mounted Arrow Boards should be 7 feet from roadway to bottom of panel.

REQUIREMENTS

TYPE	MINIMUM SIZE	MINIMUM NUMBER OF PANEL LAMPS	MINIMUM VISIBILITY DISTANCE
B	30 x 60	13	3/4 mile
C	48 x 96	15	1 mile

ATTENTION
Flashing Arrow Boards should be equipped with automatic dimming devices.

FLASHING ARROW BOARDS

SHEET 7 OF 12

TRUCK-MOUNTED ATTENUATORS

1. Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the Manual for Assessing Safety Hardware (MASH).
2. Refer to the CWZTCD for the requirements of Level 2 or Level 3 TMAs.
3. Refer to the CWZTCD for a list of approved TMAs.
4. TMAs are required on freeways unless otherwise noted in the plans.
5. A TMA should be used anytime that it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the work performance.
6. The only reason a TMA should not be required is when a work area is spread down the roadway and the work crew is on extended distance from the TMA.



Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION ARROW PANEL, REFLECTORS, WARNING LIGHTS & ATTENUATOR

BC(7)-21

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GENERAL NOTES

1. For long term stationary work zones on freeways, drums shall be used as the primary channelizing device.
2. For intermediate term stationary work zones on freeways, drums should be used as the primary channelizing device but may be replaced in tangent sections by vertical panels, or 42" two-piece cones, in tangent sections, one-piece cones may be used with the approval of the Engineer but only if personnel are present on the project at all times to maintain the cones in proper position and location.
3. For short term stationary work zones on freeways, drums are the preferred channelizing device but may be replaced in tapers, transitions and tangent sections by vertical panels, two-piece cones or one-piece cones as approved by the Engineer.
4. Drums and all related items shall comply with the requirements of the current version of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and the "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
5. Drums, bases, and related materials shall exhibit good workmanship and shall be free from objectionable marks or defects that would adversely affect their appearance or serviceability.
6. The Contractor shall have a maximum of 24 hours to replace any plastic drums identified for replacement by the Engineer/Inspector. The replacement device must be an approved device.

GENERAL DESIGN REQUIREMENTS

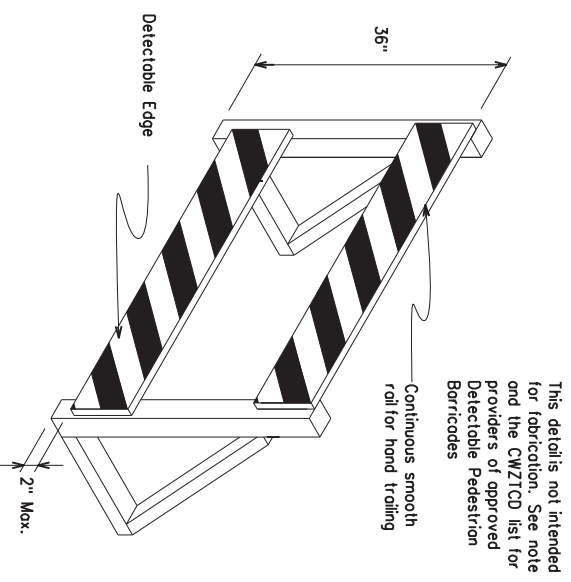
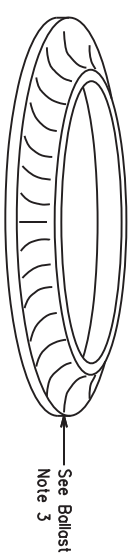
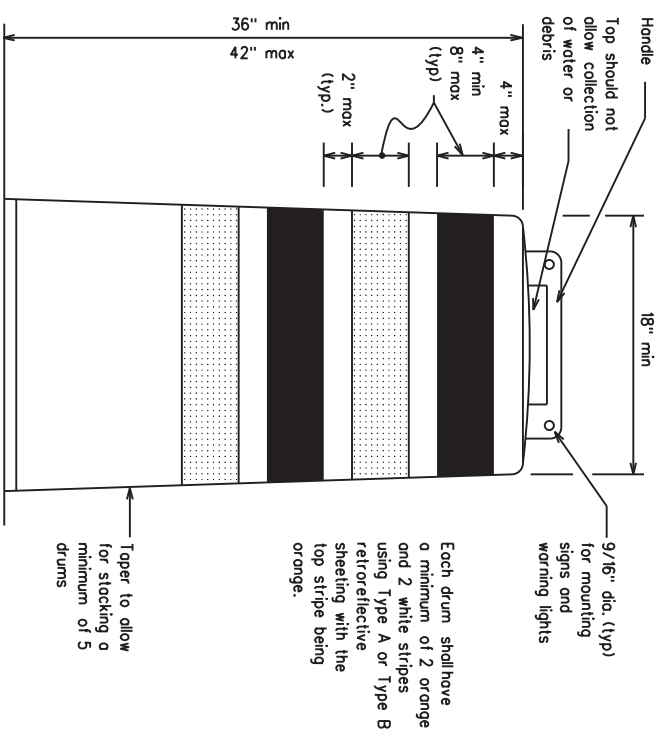
- Pre-qualified plastic drums shall meet the following requirements:
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
 2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents accidental separation due to normal handling and/or air turbulence created by passing vehicles.
 3. Plastic drums shall be constructed of lightweight flexible and deformable materials. The Contractor shall NOT use metal drums or single piece plastic drums or channelization devices or sign supports.
 4. Drums shall present a profile that is a minimum of 18 inches in width at the 36 inch height when viewed from any direction. The height of drum unit (body installed on base) shall be a minimum of 36 inches and a maximum of 42 inches.
 5. The top of the drum shall have a built-in handle for easy pickup and shall be designed to drain water and not collect debris. The handle shall have a minimum of two widely spaced 9/16 inch diameter holes to allow attachment of a warning light, warning reflector unit or approved compliant sign.
 6. The exterior of the drum body shall have a minimum of four alternating orange and white retroreflective circumferential stripes not less than 4 inches nor greater than 8 inches in width. Any non-reflectORIZED space between any two adjacent stripes shall not exceed 2 inches in width.
 7. Bases shall have a maximum width of 36 inches, a maximum height of 4 inches, and a minimum of two footholds of sufficient size to allow base to be held down while separating the drum body from the base.
 8. Plastic drums shall be constructed of ultra-violet stabilized, orange, high-density polyethylene (HDPE) or other approved material.
 9. Drum body shall have a maximum unblasted weight of 11 lbs.
 10. Drum and base shall be marked with manufacturer's name and model number.

RETROREFLECTIVE SHEETING

1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials," Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall be suitable for use on and shall adhere to the drum surface such that, upon vehicular impact, the sheeting shall remain adhered in-place and exhibit no delaminating, cracking, or loss of retroreflectivity other than that loss due to abrasion of the sheeting surface.

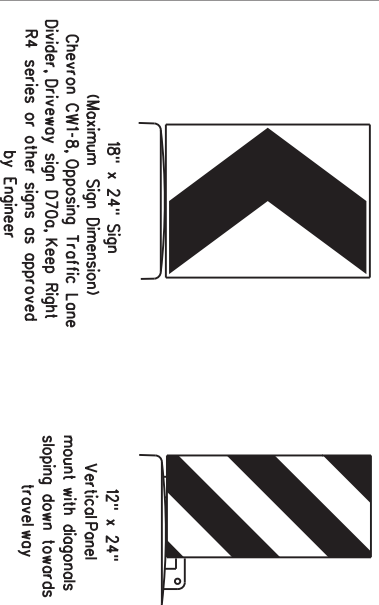
BALLAST

1. Unblasted bases shall be large enough to hold up to 50 lbs. of sand. This base, when filled with the ballast material, should weigh between 35 lbs (minimum) and 50 lbs (maximum). The ballast may be sand in one to three sandbags separate from the base, sand in a sand-filled plastic base, or other ballasting devices as approved by the Engineer. Stacking of sandbags will be allowed, however height of sandbags above pavement surface may not exceed 12 inches.
2. Bases with built-in ballast shall weigh between 40 lbs. and 50 lbs. Built-in ballast can be constructed of an integral crumb rubber base or a solid rubber base.
3. Recycled truck tire sidewalls may be used for ballast on drums approved for this type of ballast on the CWZTCD list.
4. The ballast shall not be heavy objects, water, or any material that would become hazardous to motorists, pedestrians, or workers when the drum is struck by a vehicle.
5. When used in regions susceptible to freezing, drums shall have drainage holes in the bottoms so that water will not collect and freeze becoming a hazard when struck by a vehicle.
6. Ballast shall not be placed on top of drums.
7. Adhesives may be used to secure base of drums to pavement.



DETECTABLE PEDESTRIAN BARRICADES

1. When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. Refer to WZ(BTS-2) for Pedestrian Control requirements for Sidewalk Diversions, Sidewalk Detours and Crosswalk Closures.
2. Where pedestrians with visual disabilities normally use the closed sidewalk, a Detectable Pedestrian Barricade shall be placed across the full width of the closed sidewalk instead of a Type 3 Barricade.
3. Detectable pedestrian barricades similar to the one pictured above, longitudinal channelizing devices, some concrete barriers, and wood or chain link fencing with a continuous detectable edging can satisfactorily delineate a pedestrian path.
4. Tape, rope, or plastic chain strung between devices are not detectable, do not comply with the design standards in the "Americans with Disabilities Act Accessibility Guidelines (ADAAG)" and should not be used as a control for pedestrian movements.
5. Warning lights shall not be attached to detectable pedestrian barricades.
6. Detectable pedestrian barricades should use 8" nominal barricade rolls as shown on BC(10) provided that the top roll provides a smooth continuous roll suitable for hand trailing with no splinters, burrs, or sharp edges.



Plywood, Aluminum or Metal sign substrates shall NOT be used on plastic drums

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

1. Signs used on plastic drums shall be manufactured using substrates listed on the CWZTCD.
2. Chevrons and other work zone signs with an orange background shall be manufactured with Type B or Type C Orange sheeting meeting the color and retroreflectivity requirements of DMS-8300, "Sign Face Material," unless otherwise specified in the plans.
3. Vertical Panels shall be manufactured with orange and white sheeting meeting the requirements of DMS-8300 Type A or Type B. Diagonal stripes on Vertical Panels shall slope down toward the intended traveled lane.
4. Other sign messages (text or symbolic) may be used as approved by the Engineer. Sign dimensions shall not exceed 18 inches in width or 24 inches in height, except for the R9 series signs discussed in note 8 below.
5. Signs shall be installed using a 1/2 inch bolt (nominal) and nut, two washers, and one locking washer for each connection.
6. Mounting bolts and nuts shall be fully engaged and adequately torqued. Bolts should not extend more than 1/2 inch beyond nuts.
7. Chevrons may be placed on drums on the outside of curves, on merging tapers or on shifting tapers. When used in these locations, they may be placed on every drum or spaced not more than on every third drum. A minimum of three (3) should be used at each location called for in the plans.
8. R9-9, R9-10, R9-11 and R9-11a Sidewalk Closed signs which are 24 inches wide may be mounted on plastic drums, with approval of the Engineer.

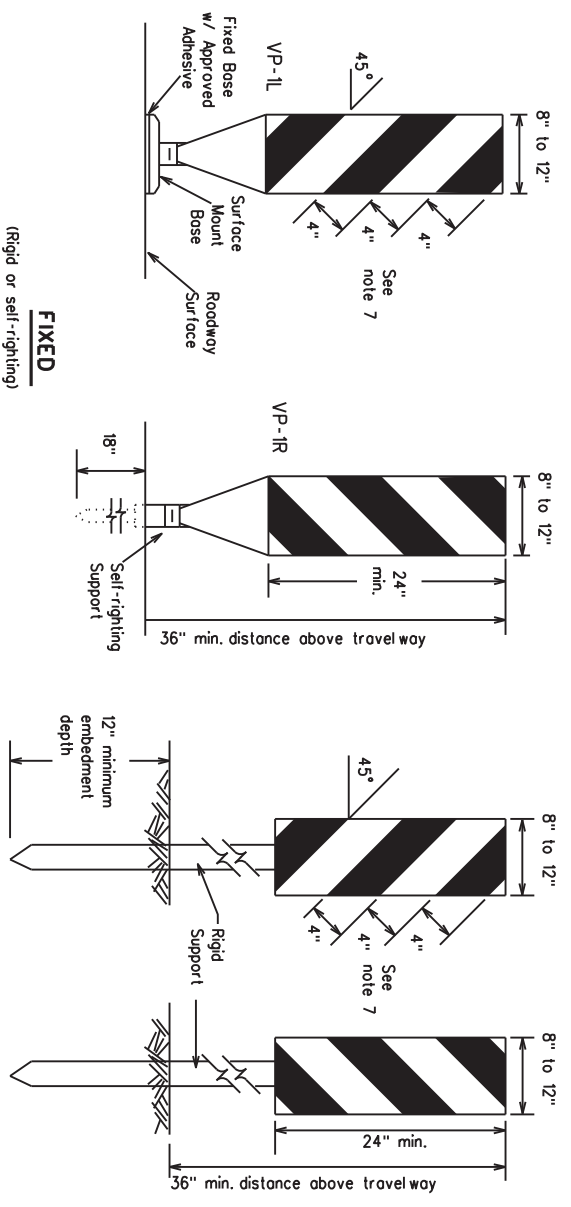
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BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

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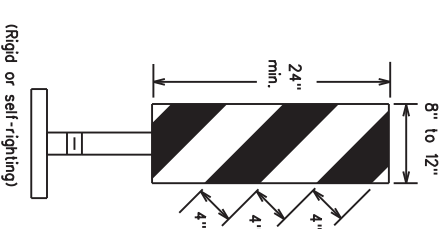


FIXED
(Rigid or self-righting)

DRIVEABLE

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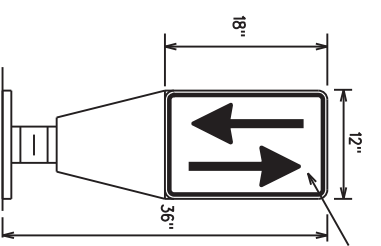
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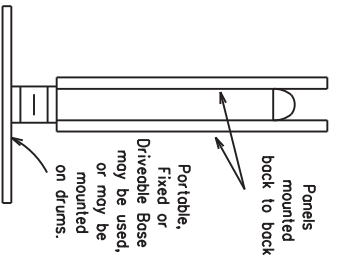
PORTABLE

VERTICAL PANELS (VPS)

1. Vertical Panels (VPS) are normally used to channelize traffic or divide opposing lanes of traffic.
2. VPS may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is required. The Engineer/Inspector shall refer to the Roadway Design Manual for additional requirements on the use of VPS or drop-offs.
3. VPS should be mounted back to back if used at the edge of cuts adjacent to two-way two lane roadways. Stripes are to be reflective orange and reflective white and should always slope downward toward the travel lane.
4. VPS used on expressways and freeways or other high speed roadways, may have more than 270 square inches of retroreflective area facing traffic.
5. Self-righting supports are available with portable base. See "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
6. Sheeting for the VPS shall be retroreflective Type A or Type B conforming to Departmental Material Specification DMS-8300, unless noted otherwise.
7. Where the height of reflective material on the vertical panels is 36 inches or greater, a panel stripe of 6 inches shall be used.

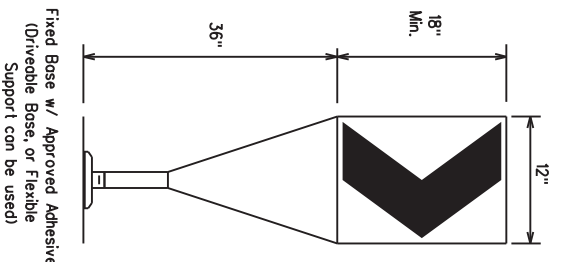


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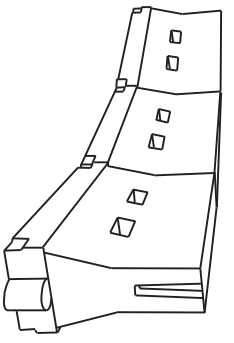
1. Opposing Traffic Lane Dividers (OTLD) are delineation devices designed to convert a normal one-way roadway section to two-way operation. OTLDs are used on temporary centerlines. The upward and downward arrows on the signs face indicate the direction of traffic on either side of the divider. The base is secured to the pavement with an adhesive or rubber weight to minimize movement caused by a vehicle impact or wind gust.
2. The OTLD may be used in combination with 42" cones or VPS.
3. Spacing between the OTLD shall not exceed 500 feet. 42" cones or VPS placed between the OTLDs should not exceed 100 foot spacing.
4. The OTLD shall be orange with a black non-reflective legend. Sheeting for the OTLD shall be retroreflective Type B or Type C conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.

OPPOSING TRAFFIC LANE DIVIDERS (OTLD)



1. The chevron shall be a vertical rectangle with a minimum size of 12 by 18 inches.
2. Chevrons are intended to give notice of a sharp change of alignment with the direction of travel and provide additional emphasis and guidance for vehicle operators with regard to changes in horizontal alignment of the roadway.
3. Chevrons, when used, shall be erected on the outside of a sharp curve or turn, or on the far side of an intersection. They shall be in line with and at right angles to approaching traffic. Spacing should be such that the motorist always has three in view, until the change in alignment eliminates its need.
4. To be effective, the chevron should be visible for at least 500 feet.
5. Chevrons shall be orange with a black non-reflective legend. Sheeting for the chevron shall be retroreflective Type B or Type C conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.
6. For Long Term Stationary use on topers or transitions on freeways and divided highways, self-righting chevrons may be used to supplement plastic drums but not to replace plastic drums.

CHEVRONS



- LONGITUDINAL CHANNELIZING DEVICES (LCD)**
1. LCDs are crashworthy, lightweight, deformable devices that are highly visible, have good target value and can be connected together. They are not designed to contain or redirect a vehicle on impact.
 2. LCDs may be used instead of a line of cones or drums.
 3. LCDs shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
 4. LCDs should not be used to provide positive protection for obstacles, pedestrians or workers.
 5. LCDs shall be supplemented with retroreflective delineation as required for temporary barriers.
 6. LCDs used as barricades placed perpendicular to traffic should have at least one row of reflective sheeting meeting the requirements for barricade rails as shown on BC(10). Place reflective sheeting near the top of the LCD along the full length of the device.

WATER BALLASTED SYSTEMS USED AS BARRIERS

1. Water ballasted systems used as barriers shall not be used solely to channelize road users, but also to protect the work space per the appropriate Manual for Assessing Safety Hardware (MASHW) crashworthiness requirements based on roadway speed and barrier application.
2. Water ballasted systems used to channelize vehicular traffic shall be supplemented with retroreflective delineation or channelizing devices to improve daytime/nighttime visibility. They may also be supplemented with pavement markings.
3. Water ballasted systems used as barriers shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
4. Water ballasted systems used as barriers should not be used for a merging taper except in low speed (less than 45 MPH) urban areas. When used on a taper in a low speed urban area, the taper shall be delineated and the taper length should be designed to optimize road user operations considering the avoidable geometric conditions.
5. When water ballasted systems used as barriers have blunt ends exposed to traffic, they should be attenuated as per manufacturer recommendations or flared to a point outside the clear zone.

If used to channelize pedestrians, longitudinal channelizing devices or water ballasted systems must have a continuous detectable bottom for users of long cones and the top of the unit shall not be less than 32 inches in height.

HOLLOW OR WATER BALLASTED SYSTEMS USED AS LONGITUDINAL CHANNELIZING DEVICES OR BARRIERS

- GENERAL NOTES**
1. Work Zone channelizing devices illustrated on this sheet may be installed in close proximity to traffic and are suitable for use on high or low speed roadways. The Engineer/Inspector shall ensure that spacing and placement is uniform and in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
 2. Channelizing devices shown on this sheet may have a driveable, fixed or portable base. The requirement for self-righting channelizing devices must be specified in the General Notes or other plan sheets.
 3. Channelizing devices on self-righting supports should be used in work zone areas where channelizing devices are frequently impacted by errant vehicles or vehicle related wind gusts making alignment of the channelizing devices difficult to maintain. Locations of these devices shall be detailed elsewhere in the plans. These devices shall conform to the TMUTCD and the "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
 4. The Contractor shall maintain devices in a clean condition and replace damaged, non-effective, faded, or broken devices and bases as required by the Engineer/Inspector. The Contractor shall be required to maintain proper device spacing and alignment.
 5. Portable bases shall be fabricated from virgin and/or recycled rubber. The portable bases shall weigh a minimum of 30 lbs.
 6. Pavement surfaces shall be prepared in a manner that ensures proper bonding between the adhesives, the fixed mount bases and the pavement surface. Adhesives shall be prepared and applied according to the manufacturer's recommendations.
 7. The installation and removal of channelizing devices shall not cause detrimental effects to the final pavement surfaces, including government surface discoloration or surface integrity. Driveable bases shall not be permitted on final pavement surfaces. The Engineer/Inspector shall approve all application and removal procedures of fixed bases.

Posted Speed	Formula	Minimum Desirable Taper Lengths x x			Suggested Spacing of Channelizing Devices	Maximum Spacing of Channelizing Devices
		10'	11'	12'		
30		150'	165'	180'	30'	60'
35	$L = \frac{WS^2}{60}$	205'	225'	245'	35'	70'
40		265'	295'	320'	40'	80'
45		450'	495'	540'	45'	90'
50		500'	550'	600'	50'	100'
55		550'	605'	660'	55'	110'
60	L = WS	600'	660'	720'	60'	120'
65		650'	715'	780'	65'	130'
70		700'	770'	840'	70'	140'
75		750'	825'	900'	75'	150'
80		800'	880'	960'	80'	160'

x x Taper lengths have been rounded off.
L = Length of Taper (FT.) W = Width of Offset (FT.)
S = Posted Speed (MPH)

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

SHEET 9 OF 12

Texas Department of Transportation

Traffic Safety Division
Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

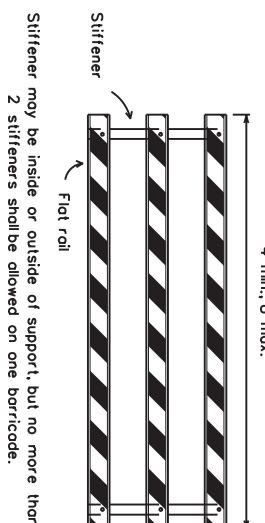
BC(9)-21

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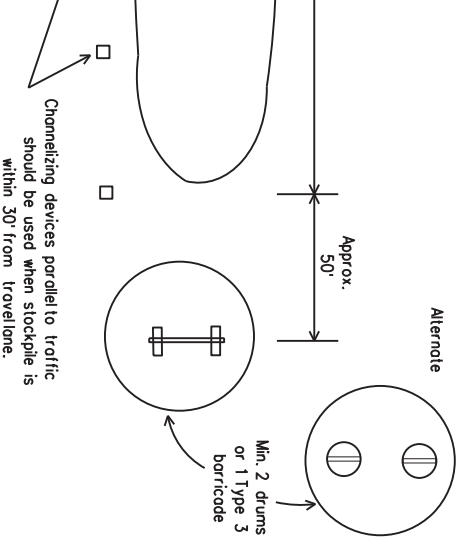
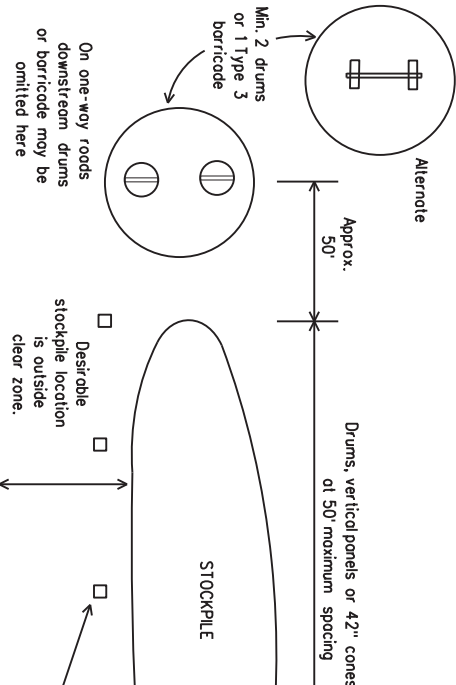
TYPE 3 BARRICADES

1. Refer to the Compliant Work Zone Traffic Control Devices List (CWZTCD) for details of the Type 3 Barricades and a list of all materials used in the construction of Type 3 Barricades.
2. Type 3 Barricades shall be used at each end of construction projects closed to all traffic.
3. Barricades extending across a roadway should have stripes that slope downward in the direction toward which traffic must turn in detouring. When both right and left turns are provided, the chevron striping may slope downward in both directions from the center of the barricade. Where no turns are provided at a closed road, striping should slope downward in both directions toward the center of roadway.
4. Striping of rolls, for the right side of the roadway, should slope downward to the left. For the left side of the roadway, striping should slope downward to the right.
5. Identification markings may be shown only on the back of the barricade rolls. The maximum height of letters and/or company logos used for identification shall be 1".
6. Barricades shall not be placed parallel to traffic unless an adequate clear zone is provided.
7. Warning lights shall NOT be installed on barricades.
8. Where barricades 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. Sand bags shall not be stacked in a manner that covers any portion of a barricade rolls reflective striping. Rock, concrete, iron, steel or other solid objects will NOT be permitted. Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs. Sandbags should be made of a durable material that tears upon vehicular impact. Rubber (such as tire inner tubes) shall not be used for sandbags. Sandbags shall only be placed along or upon the base supports of the device and shall not be suspended above ground level or hung with rope, wire, chains or other fasteners.
9. Sheeting for barricades shall be retroreflective Type A or Type B conforming to Departmental Material Specification DMS-8-300 unless otherwise noted.

Barricades shall NOT be used as a sign support!

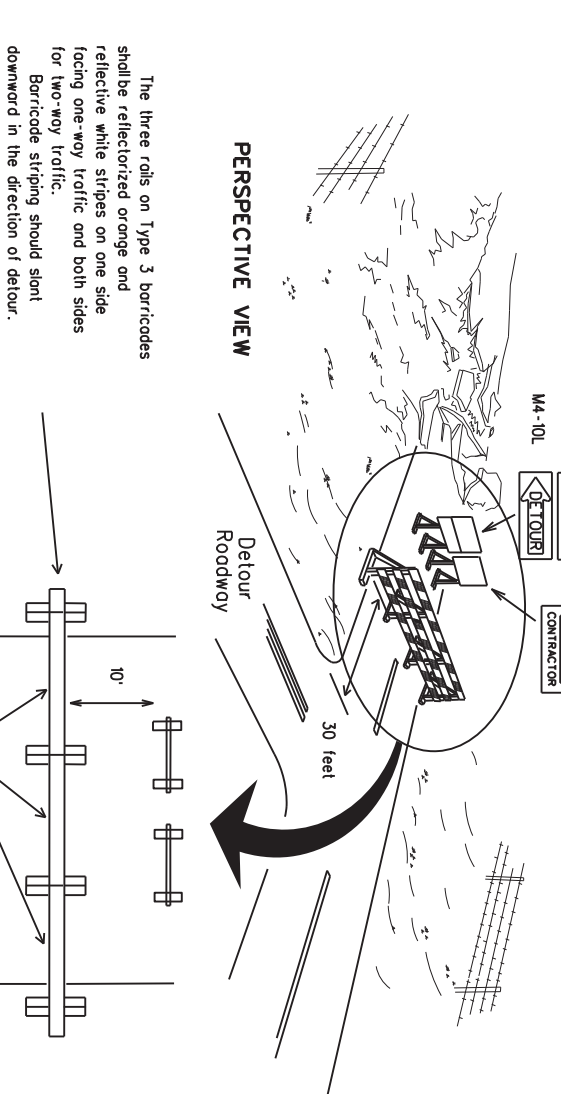


TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES



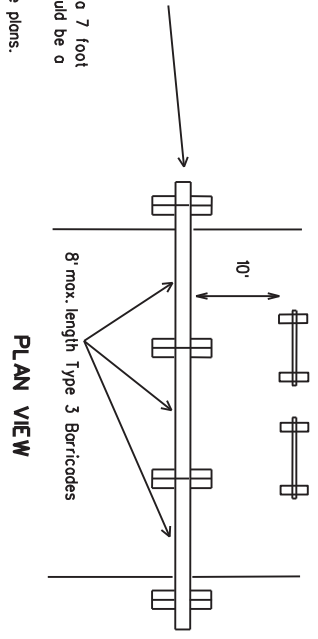
TRAFFIC CONTROL FOR MATERIAL STOCKPILES

Each roadway of a divided highway shall be barricaded in the same manner.

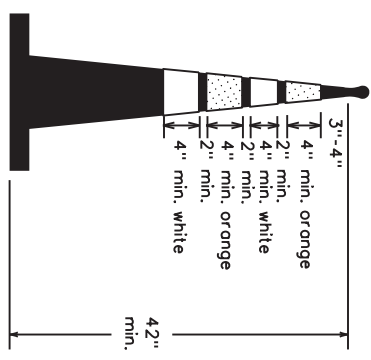
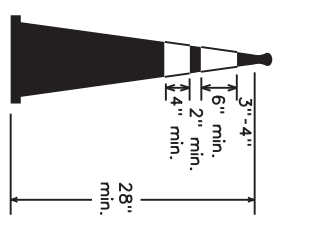


1. Signs should be mounted on independent supports of a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

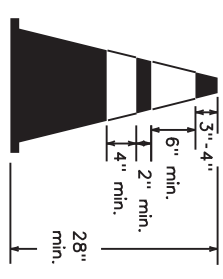
TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



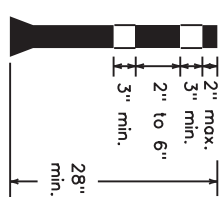
CONES



Two-Piece cones



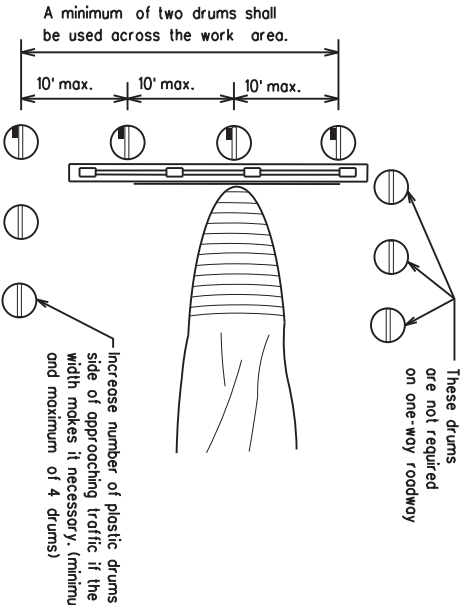
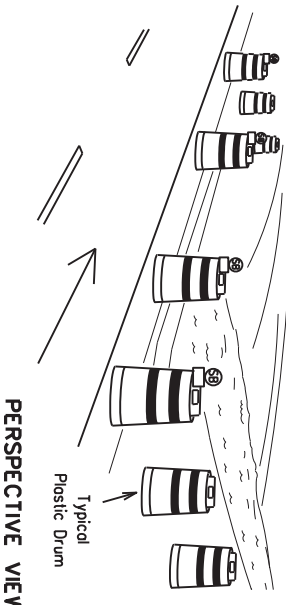
One-Piece cones



Tubular Marker

28" Cones shall have a minimum weight of 9 1/2 lbs.
42" 2-piece cones shall have a minimum weight of 30 lbs, including base.

1. Traffic cones and tubular markers shall be predominantly orange, and meet the height and weight requirements shown above.
2. One-piece cones have the body and base of the cone molded in one consolidated unit. Two-piece cones have a cone shaped body and a separate rubber base, or ballast, that is added to keep the device upright and in place.
3. Two-piece cones may have a handle or loop extending up to 8" above the minimum height shown, in order to aid in retrieving the device.
4. Cones or tubular markers shall have white or white and orange reflective bands as shown above. The reflective bands shall have a smooth, sealed outer surface and meet the requirements of Departmental Material Specification DMS-8300 Type A or Type B.
5. 28" cones and tubular markers are generally suitable for short duration and short-term stationary work as defined in BC(4). These should not be used for intermediate-term or long-term stationary work unless personnel on-site to maintain them in their proper upright position.
6. 42" two-piece cones, vertical panels or drums are suitable for all work zone durations.
7. Cones or tubular markers used on each project should be of the same size and shape.



CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS

1. Where positive redirection capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder width is greater than 12 feet, steady-burn lights may be omitted if drums are used.
5. Drums must extend the length of the culvert widening.

LEGEND

	Plastic drum
	Plastic drum with steady burn light or yellow warning reflector
	Steady burn warning light or yellow warning reflector

SHEET 10 OF 12

Texas Department of Transportation
Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(10)-21

FILE:	bc-21.dgn	ONE:	TxDOT	CHK:	TxDOT	DATE:	11/14/2023
REV:	9-07	NOVEMBER 2002	REV:	8-14	NOVEMBER 2002	REV:	5-21
CONTRACT NO.:	6460 71	CONTRACT SECT.:	001	CONTRACT JOB:	SH 286, ETC.	CONTRACT COUNTY:	CRP
SHEET NO.:	18	SHEET TOTAL:	18	PROJECT NO.:		PROJECT NAME:	

WORK ZONE PAVEMENT MARKINGS

GENERAL

1. The Contractor shall be responsible for maintaining work zone and existing pavement markings in accordance with the standard specifications and special provisions, on all roadways open to traffic within the CSA limits unless otherwise stated in the plans.
2. Color, patterns and dimensions shall be in conformance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
3. Additional supplemental pavement marking details may be found in the plans or specifications.
4. Pavement markings shall be installed in accordance with the TMUTCD and as shown on the plans.
5. When short term markings are required on the plans, short term markings shall conform with the TMUTCD, the plans and details as shown on the Standard Plan Sheet WZSTPM.
6. When standard pavement markings are not in place and the roadway is opened to traffic, DO NOT PASS signs shall be erected to mark the beginning of the sections where passing is prohibited and PASS WITH CARE signs at the beginning of sections where passing is permitted.
7. All work zone pavement markings shall be installed in accordance with item 662, "Work Zone Pavement Markings."

RAISED PAVEMENT MARKERS

1. Raised pavement markers are to be placed according to the patterns on BC(12).
2. All raised pavement markers used for work zone markings shall meet the requirements of item 672, "RAISED PAVEMENT MARKERS" and Departmental Material Specification DMS-4200 or DMS-4300.

PREFABRICATED PAVEMENT MARKINGS

1. Removable prefabricated pavement markings shall meet the requirements of DMS-8241.
2. Non-removable prefabricated pavement markings (foilback) shall meet the requirements of DMS-8240.

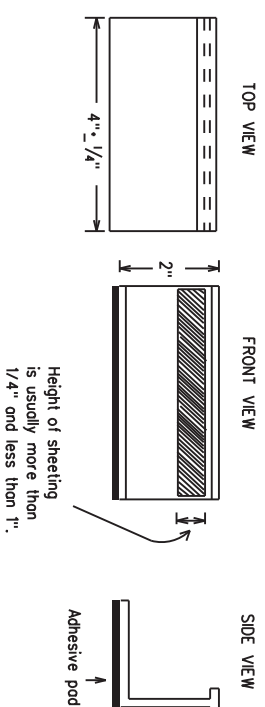
MAINTAINING WORK ZONE PAVEMENT MARKINGS

1. The Contractor will be responsible for maintaining work zone pavement markings within the work limits.
2. Work zone pavement markings shall be inspected in accordance with the frequency and reporting requirements of work zone traffic control device inspections as required by Form 599.
3. The markings should provide a visible reference for a minimum distance of 300 feet during normal daylight hours and 160 feet when illuminated by automobile low-beam headlights at night, unless sight distance is restricted by roadway geometrics.
4. Markings failing to meet this criteria within the first 30 days after placement shall be replaced at the expense of the Contractor as per Specification Item 662.

REMOVAL OF PAVEMENT MARKINGS

1. Pavement markings that are no longer applicable, could create confusion or direct a motorist toward or into the closed portion of the roadway shall be removed or obliterated before the roadway is opened to traffic.
2. The above shall not apply to detours in place for less than three days, where flaggers and/or sufficient channelizing devices are used in lieu of markings to outline the detour route.
3. Pavement markings shall be removed to the fullest extent possible, so as not to leave a discernible marking. This shall be by any method approved by TxDOT Specification Item 677 for "Eliminating Existing Pavement Markings and Markers".
4. The removal of pavement markings may require resurfacing or seal coating portions of the roadway as described in item 677.
5. Subject to the approval of the Engineer, any method that proves to be successful on a particular type pavement may be used.
6. Blast cleaning may be used but will not be required unless specifically shown in the plans.
7. Over-painting of the markings SHALL NOT BE permitted.
8. Removal of raised pavement markers shall be as directed by the Engineer.
9. Removal of existing pavement markings and markers will be paid for directly in accordance with item 677, "ELIMINATING EXISTING PAVEMENT MARKINGS AND MARKERS," unless otherwise stated in the plans.
10. Block-out marking tape may be used to cover conflicting existing markings for periods less than two weeks when approved by the Engineer.

Temporary Flexible-Reflective Roadway Marker Tabs



STAPLES OR NAILS SHALL NOT BE USED TO SECURE TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS TO THE PAVEMENT SURFACE

1. Temporary flexible-reflective roadway marker tabs used as guidemarks shall meet the requirements of DMS-8242.
2. Tabs detailed on this sheet are to be inspected and accepted by the Engineer or designated representative. Sampling and testing is not normally required, however, at the option of the Engineer, either "A" or "B" below may be imposed to assure quality before placement on the roadway.
 - A. Select five (5) or more tabs at random from each lot or shipment and submit to the Construction Division, Materials and Pavement Section to determine specification compliance.
 - B. Select five (5) tabs and perform the following test. Affix five (5) tabs at 24 inch intervals on an asphaltic pavement in a straight line. Using a medium size passenger vehicle or pickup, run over the markers with the front and rear tires at a speed of 35 to 40 miles per hour, four (4) times in each direction. No more than one (1) out of the five (5) reflective surfaces shall be lost or displaced as a result of this test.
3. Small design variances may be noted between tab manufacturers.
4. See Standard Sheet WZSTPM for tab placement on new pavements. See Standard Sheet TCP(7-1) for tab placement on seal coat work.

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

1. Raised pavement markers used as guidemarks shall be from the approved product list, and meet the requirements of DMS-4200.
 2. All temporary construction raised pavement markers provided on a project shall be of the same manufacturer.
 3. Adhesive for guidemarks shall be bituminous material hot applied or butyl/rubber pod for all surfaces, or thermoplastic for concrete surfaces.
- Guidemarks shall be designated as:
 YELLOW - (two amber reflective surfaces with yellow body).
 WHITE - (one silver reflective surface with white body).

DEPARTMENTAL MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
TRAFFIC BUTTONS	DMS-4300
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
TEMPORARY REMOVABLE, PREFABRICATED PAVEMENT MARKINGS	DMS-8241
TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS	DMS-8242

A list of prequalified reflective raised pavement markers, non-reflective traffic buttons, roadway marker tabs and other pavement markings can be found at the Material/Producer List web address shown on BC(1).



BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-21

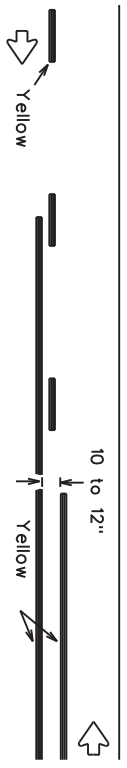
SHEET 11 OF 12

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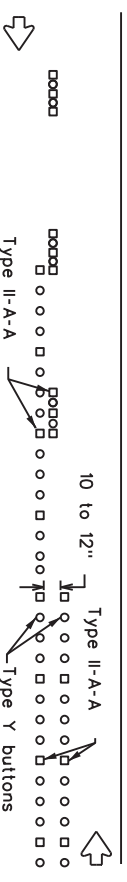
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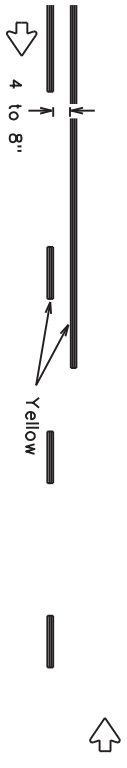
PAVEMENT MARKING PATTERNS



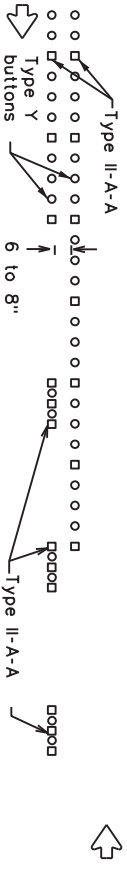
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



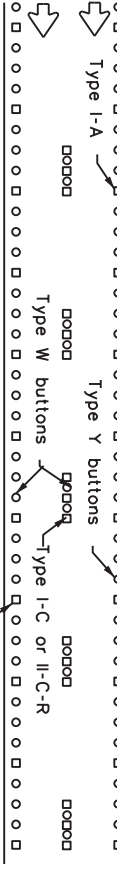
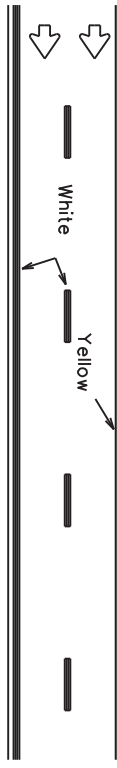
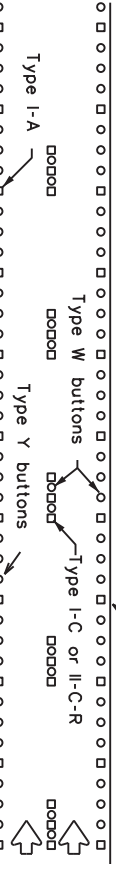
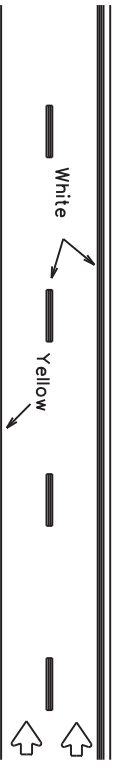
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



RAISED PAVEMENT MARKERS - PATTERN B

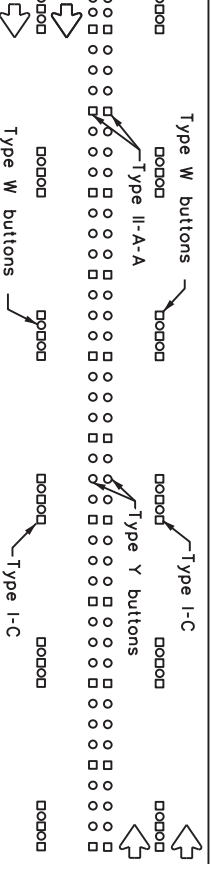
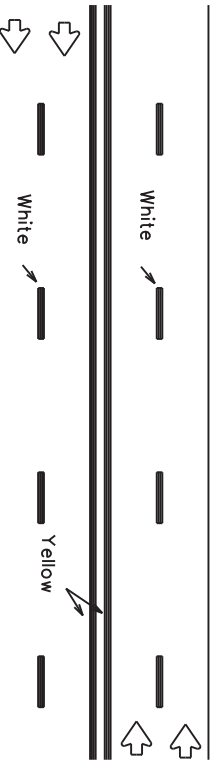
Pattern A is the TxDOT Standard, however Pattern B may be used if approved by the Engineer.
 Prefabricated markings may be substituted for reflectORIZED pavement markings.

CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO-LANE, TWO-WAY HIGHWAYS



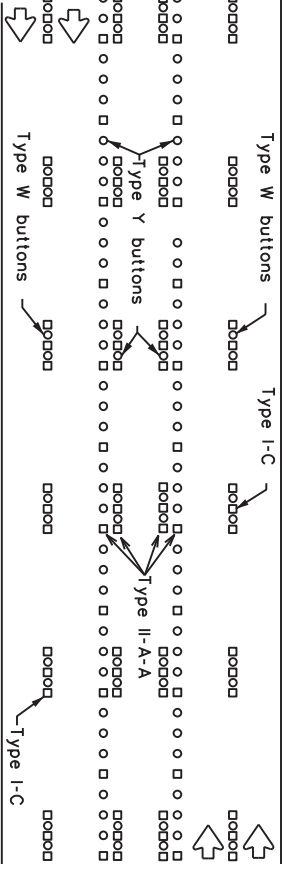
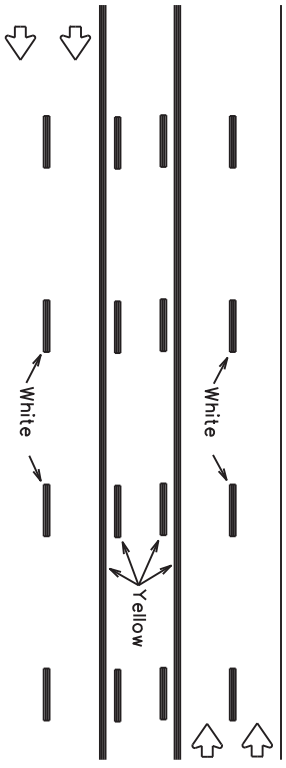
Prefabricated markings may be substituted for reflectORIZED pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



Prefabricated markings may be substituted for reflectORIZED pavement markings.

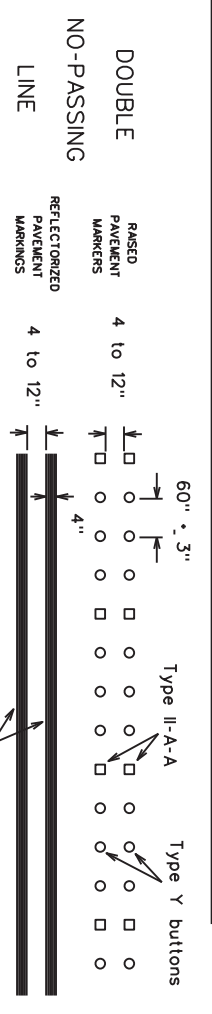
LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



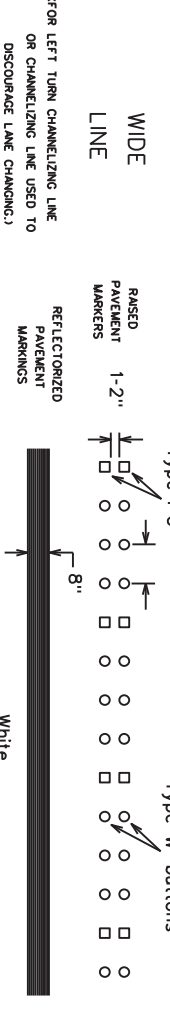
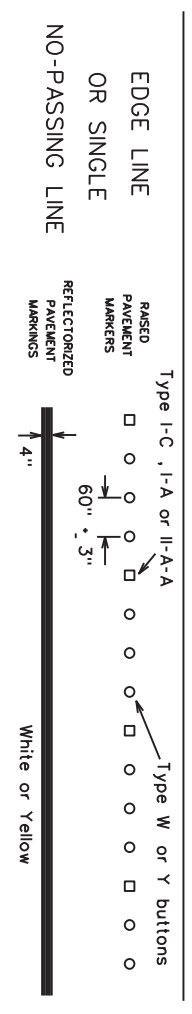
Prefabricated markings may be substituted for reflectORIZED pavement markings.

TWO-WAY LEFT TURN LANE

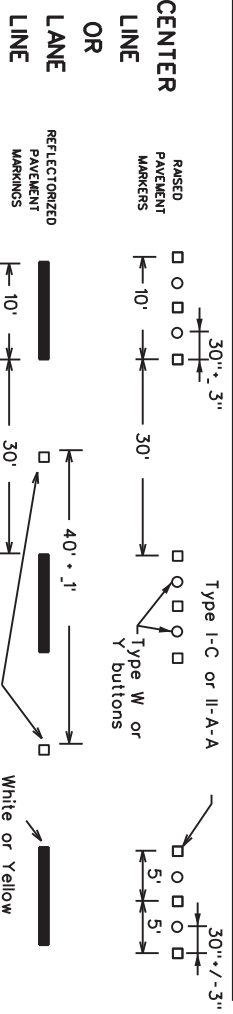
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



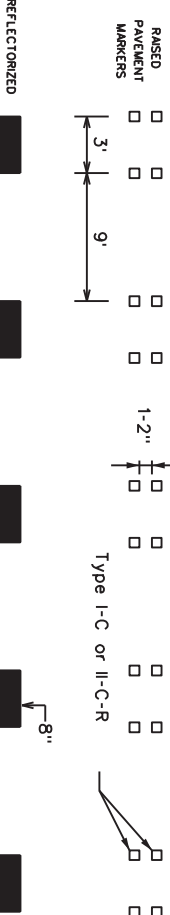
SOLID LINES



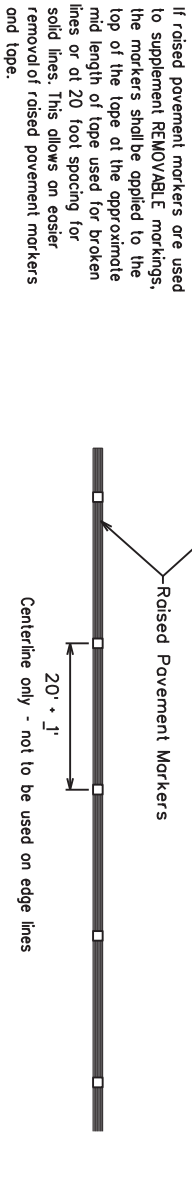
BROKEN LINES



AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS



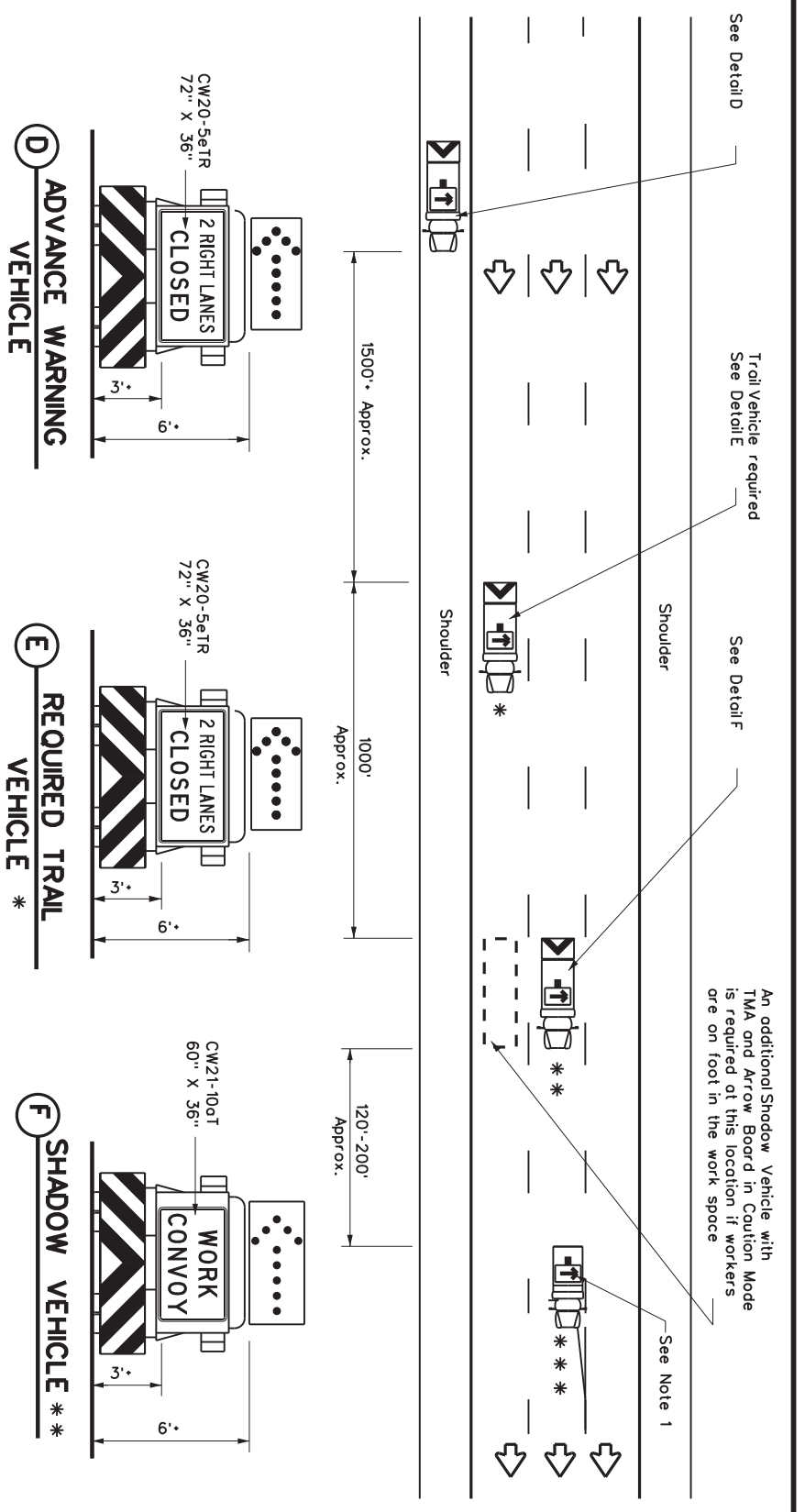
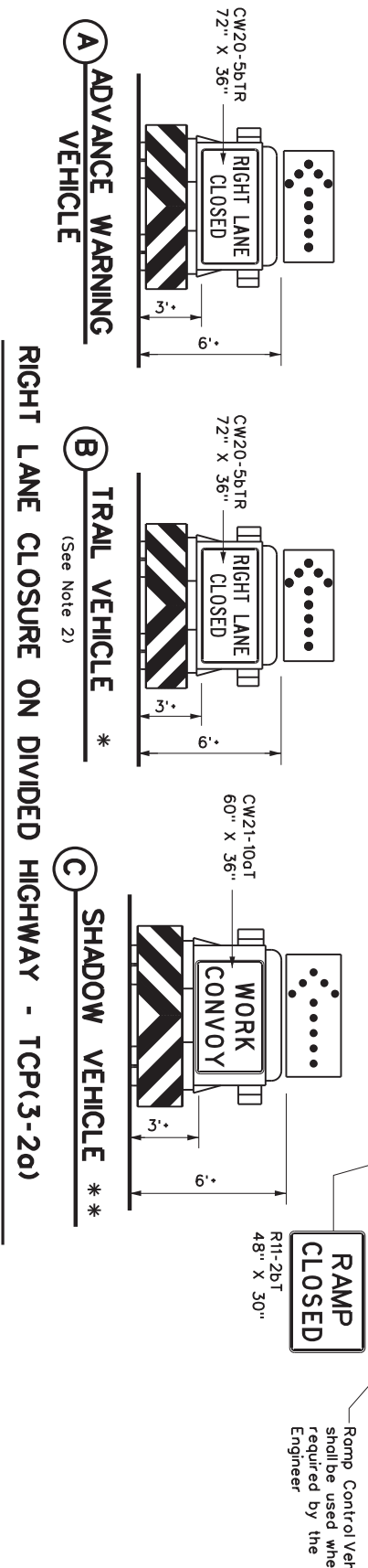
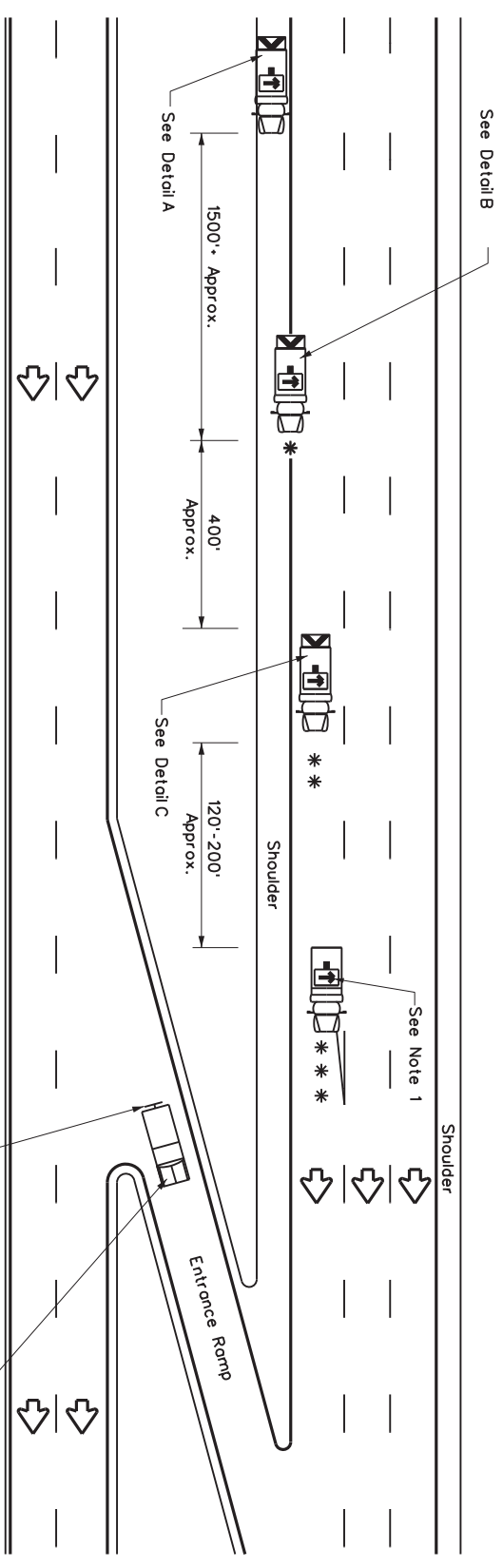
Raised pavement markers used as standard pavement markings shall be from the approved products list and meet the requirements of Item 672 "RAISED PAVEMENT MARKERS."



BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

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REV:	9	BY:	CRP
REV:	10	BY:	CRP



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

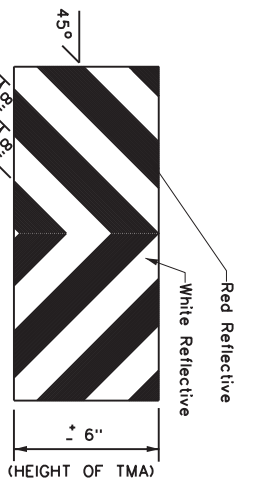
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LEGEND		ARROW BOARD DISPLAY		
*	Trail Vehicle	→	→	→
**	Shadow Vehicle	→	→	→
** *	Work Vehicle	→	→	→
** *	Heavy Work Vehicle	→	→	→
☑	Truck Mounted Attenuator (TMA)	→	→	→
↔	Traffic Flow	↔	↔	↔

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

GENERAL NOTES

1. ADVANCE WARNING, TRAIL and SHADOW vehicles shall be equipped with Type B or Type C flashing arrow boards as per the Barricade and Construction (BC) standards. Arrow boards on WORK vehicles will be optional based on the type of work being performed. The arrow boards shall be operated from inside the vehicle.
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 on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
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 changeable message sign (PCMS) or a truck mounted changeable message sign (TMCMS) with a minimum character height of 12", and displaying the same legend may be substituted for these signs. An appropriate directional arrow display, simulating the size and legibility of the flashing arrow board, must be used in the second phase of the PCMS/TMCMS message. When this is done, the arrow board will not be required on the Advance Warning Vehicle.
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 ramp 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

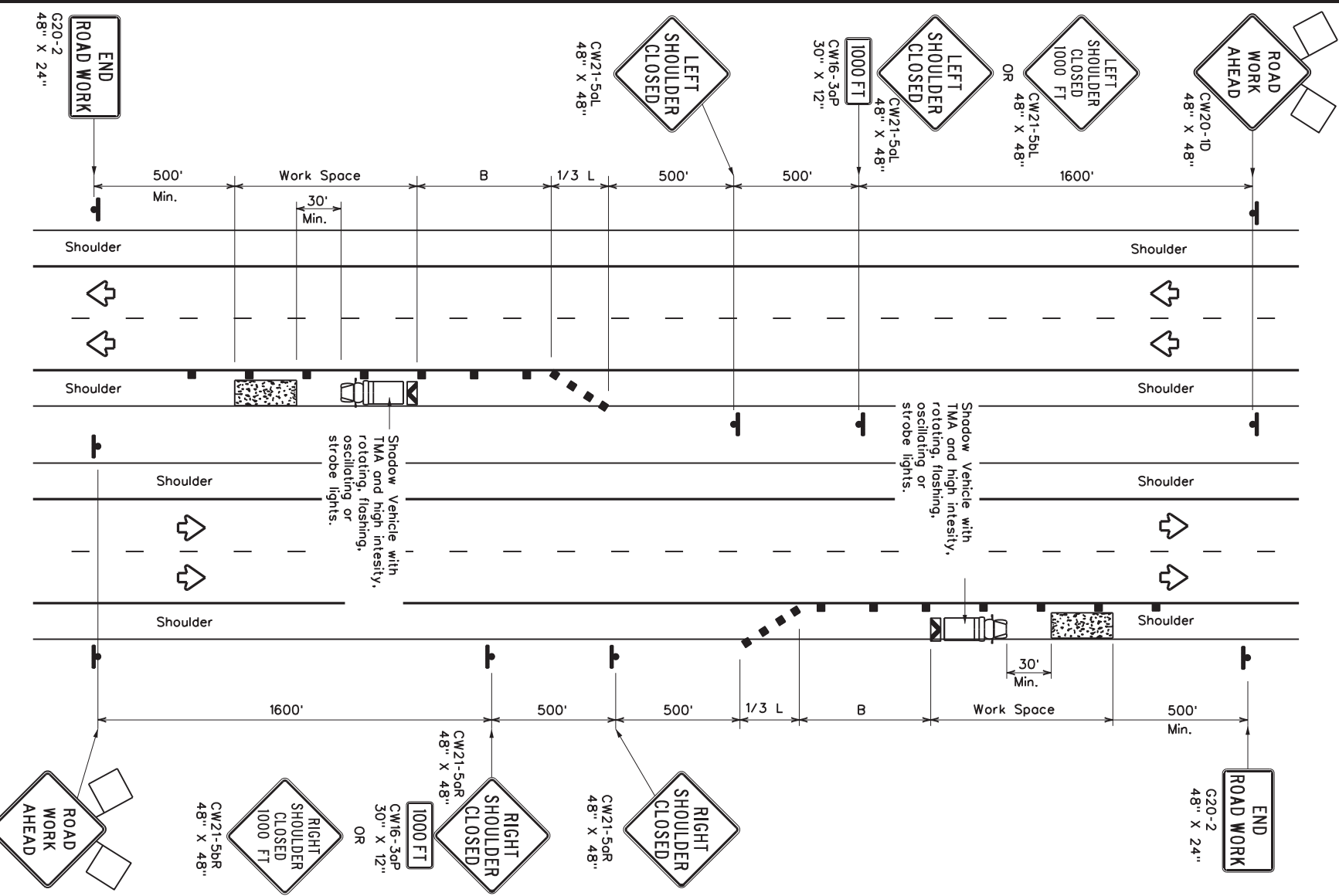
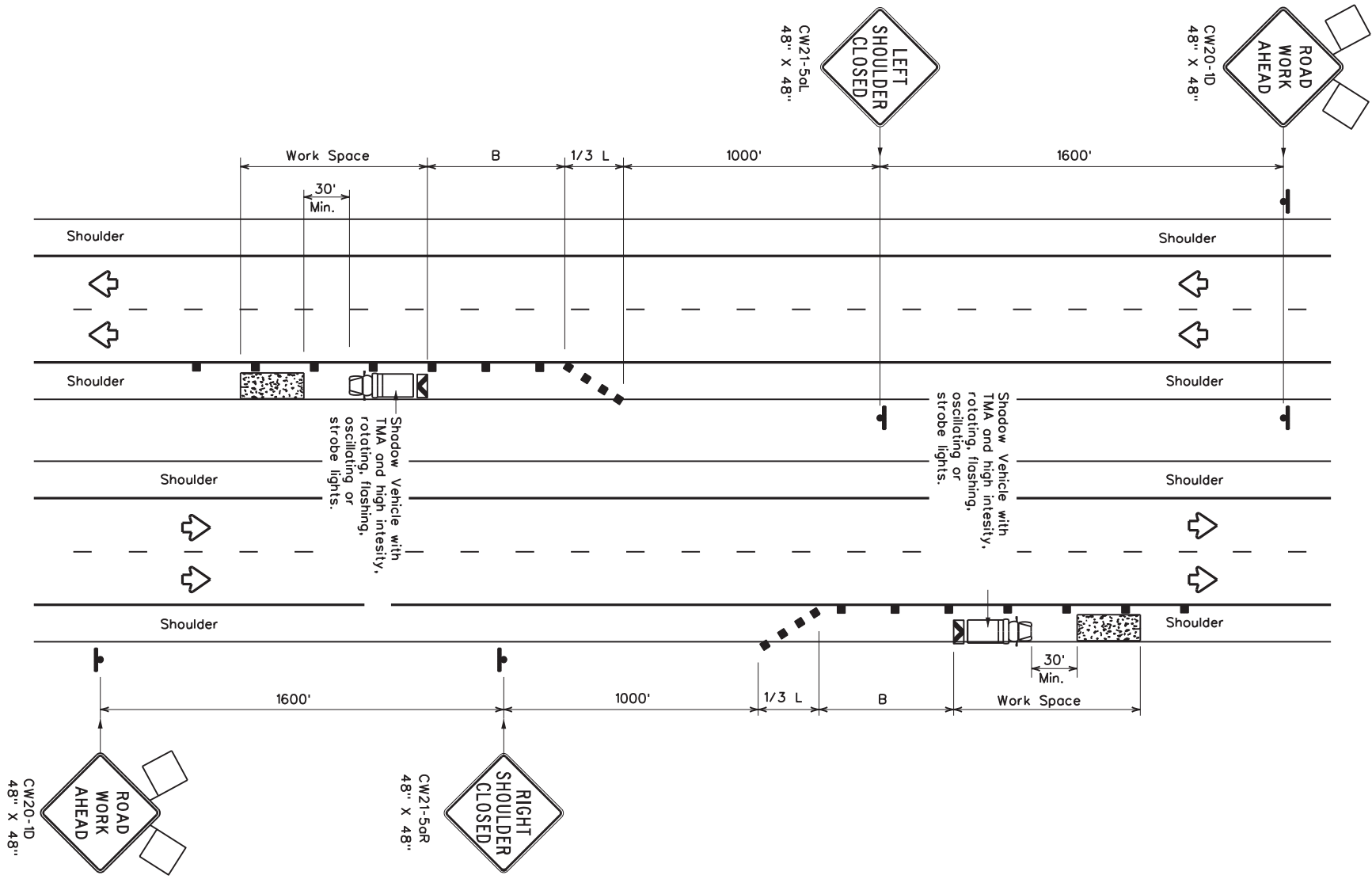
DIVIDED HIGHWAYS

TCP(3-2)-13

FILE: ICP3-2.dgn	DATE: 12/01/1985	REV: 1	DATE: 12/01/1985
2-94 4-98	5460 71	001	SH 286, ETC.
8-95 7-13			
1-97			

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DATE: 11/14/2023 3:58:59 PM
 FILE: \\fs-crphq.dot.state.tx.us\datal\DATA\CRP\GROUPS\CRPCCAO\Maintenance\2024 Bridge Check Report\CONSTRUCTION\CP5-1-18.dgn



LEGEND	
	Type 3 Barricade
	Heavy Work Vehicle
	Trailer Mounted Flashing Arrow Board
	Sign
	Flag
	Channelizing Devices
	Truck Mounted Attenuator (TMA)
	Portable Changeable Message Sign (PCMS)
	Traffic Flow
	Flagger

Posted Speed	Formula	Minimum Taper Lengths	Suggested Maximum Spacing of Channelizing Devices	Suggested Longitudinal Buffer Space
30	WS^2	10' Offset	On a Taper	On a Tangent
35	60	150' 165' 180'	30'	60'
40		205' 225' 245'	35'	70'
45		265' 295' 320'	40'	80'
50		450' 495' 540'	45'	90'
55		500' 550' 600'	50'	100'
60		550' 605' 660'	55'	110'
65		600' 660' 720'	60'	120'
70		650' 715' 780'	65'	130'
75		700' 770' 840'	70'	140'
80		750' 825' 900'	75'	150'
		800' 880' 960'	80'	160'

TYPICAL USAGE			
MOBILE DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
TCP(5-1a)	TCP(5-1b)	TCP(5-1b)	TCP(5-1b)

GENERAL NOTES

1. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the performance or quality of the work. Type 3 barricades or drums may be substituted when workers on tool are no longer present when approved by the Engineer.

2. 28" tall or taller one-piece cones will be allowed only for Short Duration or Short Term stationary operations when workers are present to maintain the devices upright and in proper location. Intermediate Term stationary work areas should use Drums, Vertical Panels or 42" tall two-piece cones.

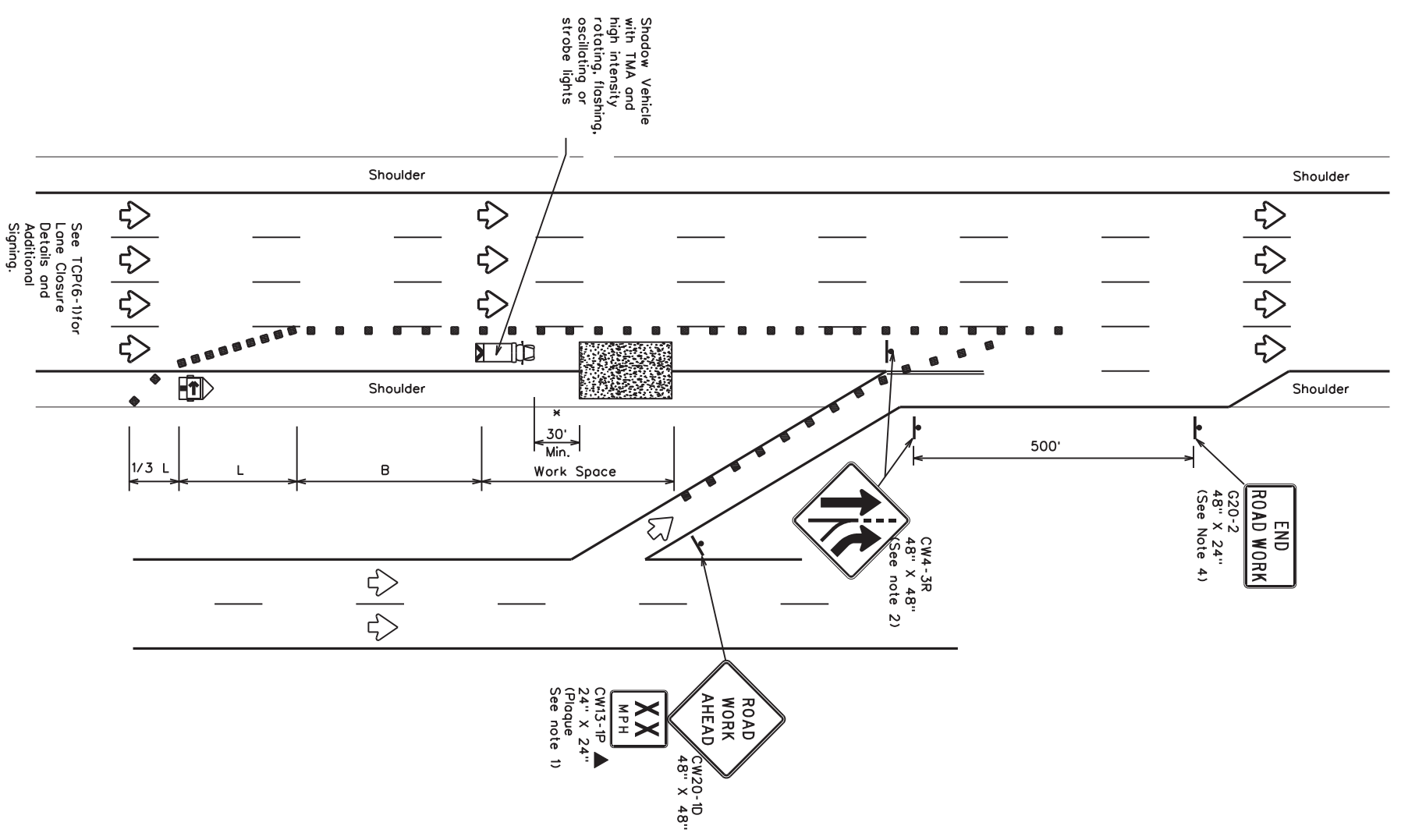
Texas Department of Transportation
 Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN
 SHOULDER WORK FOR
 FREEWAYS / EXPRESSWAYS**

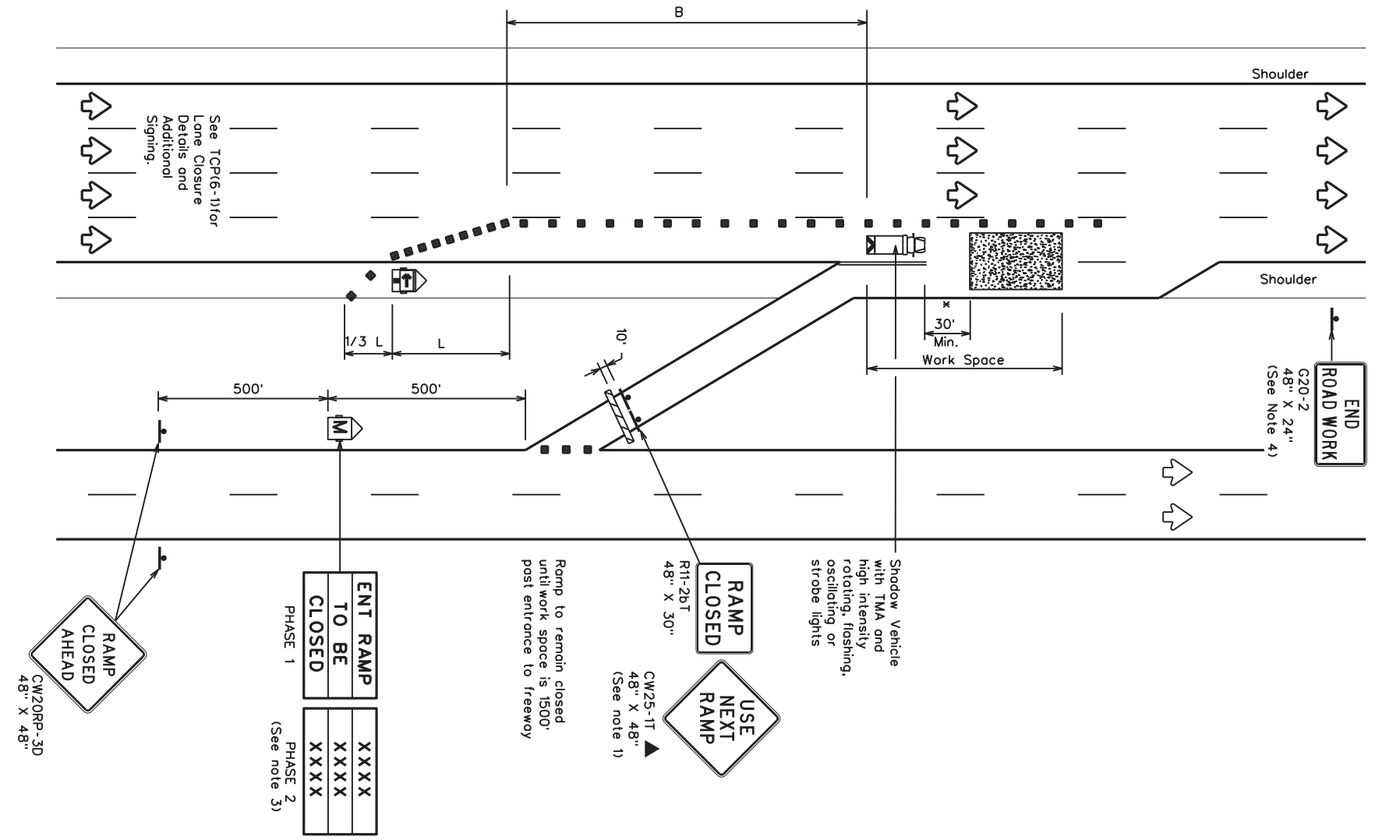
TCP(5-1)-18

FILE:	tcp5-1-18.dgn	DN:		CK:		OW:		CK:	
© TxDOT	February 2012	COM:	SECT	JOB:		HIGHWAY:			
REVISIONS		6460	71	001	SH 286, ETC.				
2-18		DIST		COUNTY:		SHEET NO.:			
		CRP		NIECES		22			

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TCP (6-2a)
ENTRANCE RAMP OPEN
WORK WITHIN 500' OF RAMP



TCP (6-2b)
ENTRANCE RAMP CLOSED

LEGEND

	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flogger

Posted Speed	Formula	Minimum Taper Lengths "L"		Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		10'	12'	On a Tangent	On a Taper	
45		10'	11'	50'	50'	240'
50		450'	495'	540'	45'	195'
55		500'	550'	600'	50'	240'
60		550'	605'	660'	55'	295'
65	L * W S	600'	660'	720'	60'	350'
70		650'	715'	780'	65'	410'
75		700'	770'	840'	70'	475'
80		750'	825'	900'	75'	540'
		800'	880'	960'	80'	615'

* * * 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

- All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
- ADDED LANE Symbol (CW4-3) sign may be omitted when sign between ramp and mainline can be seen from both roadways.
- See "Advance Notice List" on BC(6) for recommended date and time formatting options for PCMS Phase 2 message.
- The END ROAD WORK (G20-2) sign may be omitted when it conflicts with G20-2 signs already in place on the project.

* A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30 to 100' in advance of the area of crew exposure without adversely affecting the work performance.

Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.

Texas Department of Transportation
 Traffic Operations Division Standard

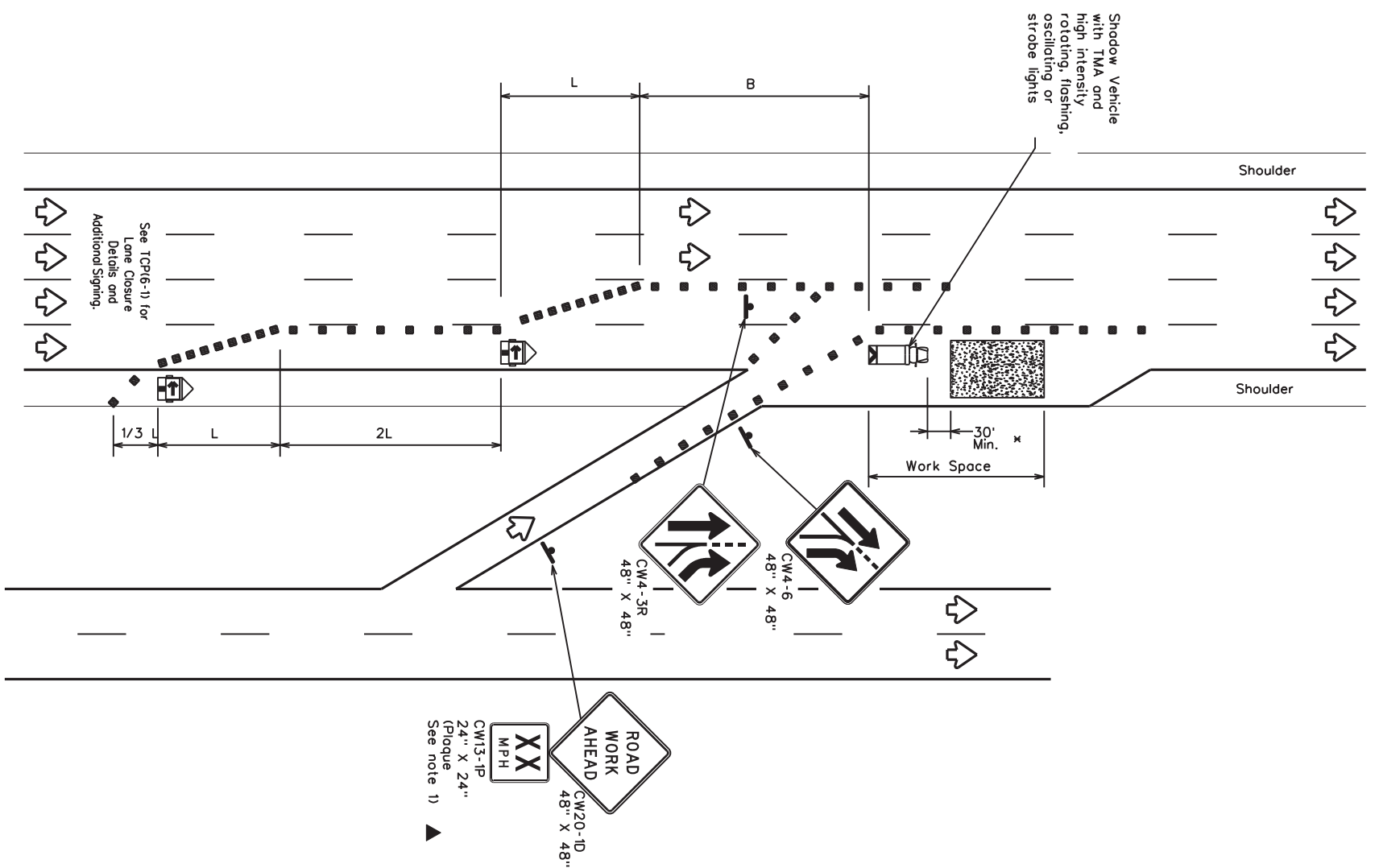
TRAFFIC CONTROL PLAN
WORK AREA NEAR RAMP

TCP(6-2)-12

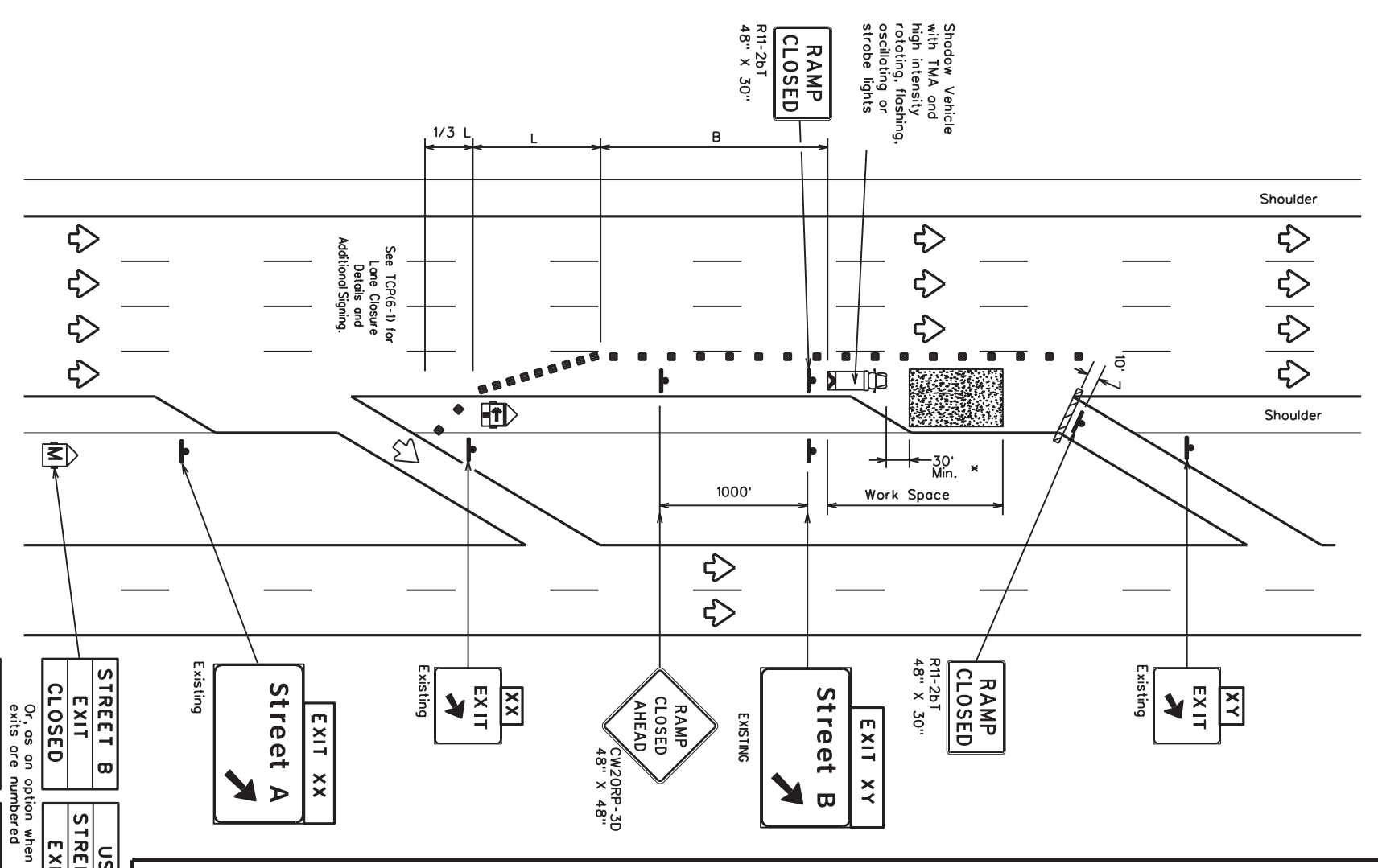
FILE: tcp6-2.dgn	DATE: 11/14/2023	BY: TxDOT	CHK: TxDOT
PROJECT: FEBRUARY 1994	CONTRACT: 5460 71	JOB: 001	HIGHWAY: SH 286, ETC.
REVISIONS: 1-97 8-98	DIST: CRP	COUNTY: NUECES	SHEET NO: 24

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DATE: 11/14/2023 3:59:00 PM
 FILE: \\fs-crphq.dot.state.tx.us\data\DATA\CRP\GROUPS\CRPCCAO\Maintenance\2024 Bridge Crack Repair\CONTRACTS\CRP6-3-12.dwg



TCP (6-3a)
ENTRANCE RAMP OPEN



TCP (6-3b)
EXIT RAMP CLOSED
TRAFFIC EXITS PRIOR TO CLOSED RAMP

Street A	EXIT XX	USE	Street A	EXIT
Street B	EXIT XY	USE	Street B	EXIT
Or, as an option when exits are numbered				
	CLOSED			
	CLOSED			

Place 1 mile (approx.) in advance of Street A exit.

LEGEND	
	Type 3 Barricade
	Heavy Work Vehicle
	Trailer Mounted Flashing Arrow Board
	Sign
	Flag
	Channelizing Devices
	Truck Mounted Attenuator (TMA)
	Portable Changeable Message Sign (PCMS)
	Traffic Flow
	Flagger

Posted Speed	Formula	Minimum Desirable Taper Lengths "L"		Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"	
		10' Offset	12' Offset	On a Tangent	On a Tangent		
45		450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60	L = WS	600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'

** 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
	✓	✓	✓

GENERAL NOTES:
 1. All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.

* A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.

Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.

Texas Department of Transportation
 Traffic Operations Division Standard

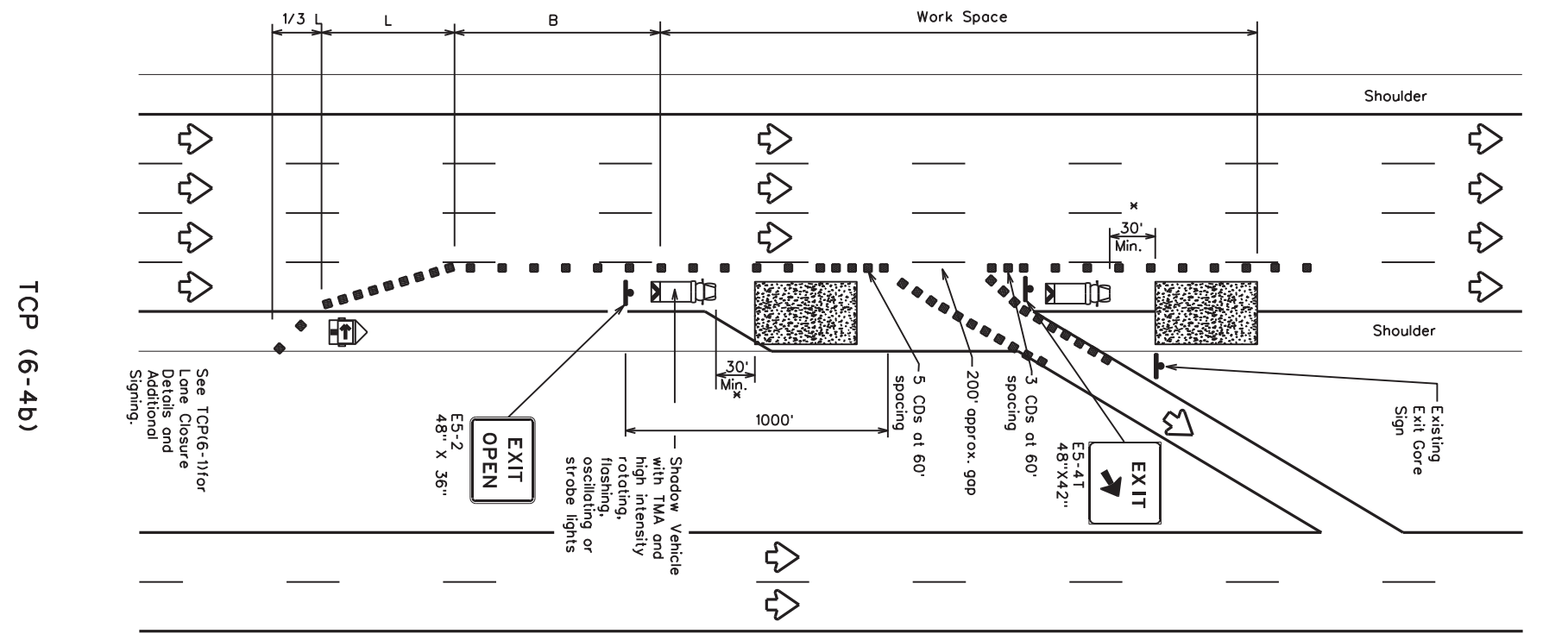
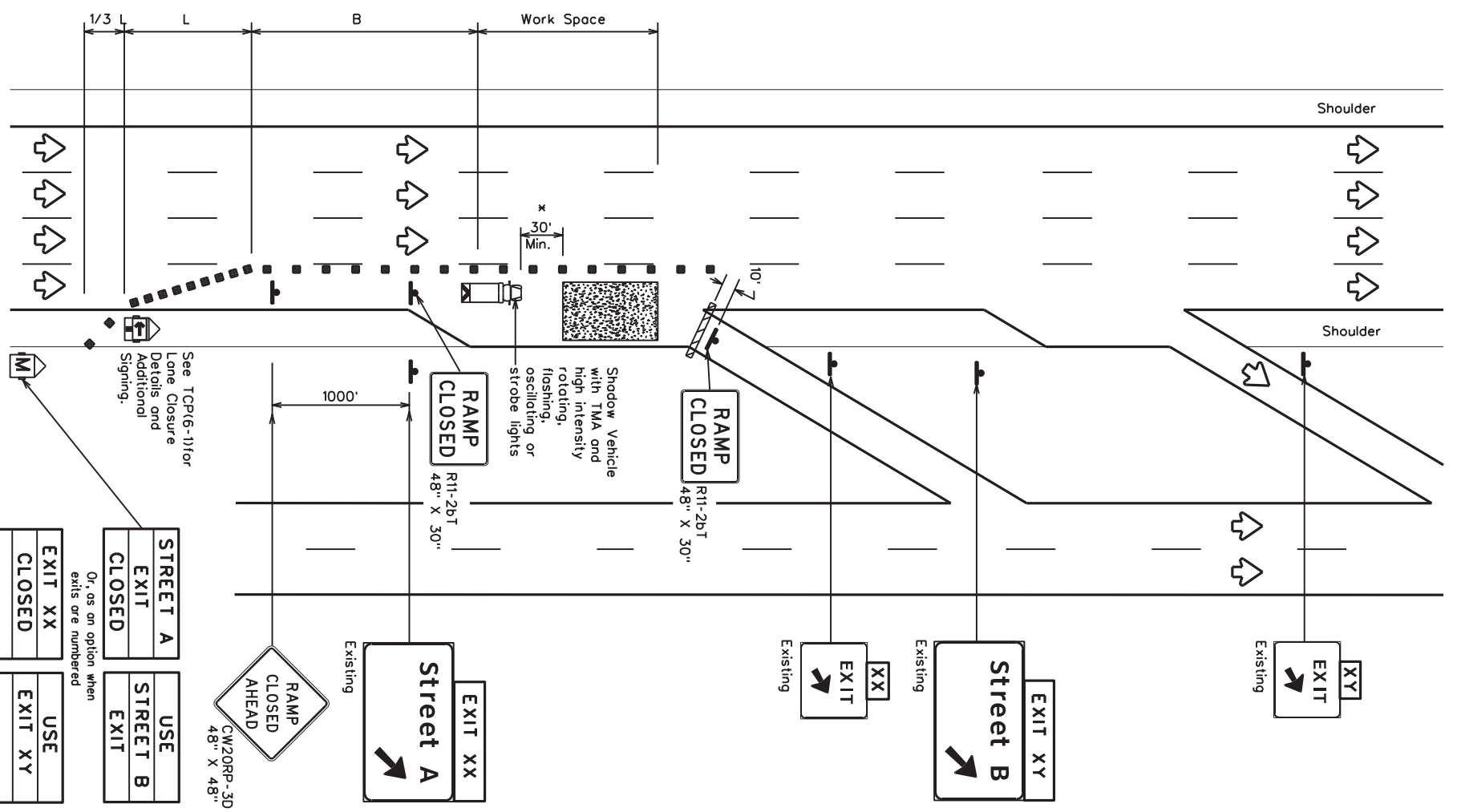
TRAFFIC CONTROL PLAN
WORK AREA BEYOND RAMP

TCP(6-3)-12

FILE:	tcp6-3.dgn	ONE	TxDOT	ONE	TxDOT	ONE	TxDOT	ONE	TxDOT
DATE:	11/14/2023	REV:	1	DATE:	11/14/2023	REV:	1	DATE:	11/14/2023
PROJECT:	CRP6-3-12	CONTRACT:	71	JOB:	001	SECTION:	286	COUNTY:	ETC.
DESIGNER:	4-98-8-12	DISTRICT:	CRP	PROJECT:	25	SHEET NO.:			

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DATE: 11/14/2023 3:59:00 PM
 FILE: \\fs-crphq.dot.state.tx.us\datal\DATA\CRP\GROUPS\CRPCCA0\Maintenance\2024 Bridge Check Report\CDN\505\CP6-4\CP6-4-2.dgn



EXIT RAMP CLOSED
TCP (6-4a)
TRAFFIC EXITS PAST CLOSED RAMP

- See TCP(6-1) for Lane Closure Details and Additional Signing.
- | | |
|----------------------------|-------------------------|
| STREET A
EXIT
CLOSED | USE
STREET B
EXIT |
| EXIT XX
CLOSED | USE
EXIT XY |
- Or, as an option when exits are numbered
- Place 1 mile (approx.) in advance of closed ramp.

EXIT RAMP OPEN
TCP (6-4b)

- See TCP(6-1) for Lane Closure Details and Additional Signing.

LEGEND	
	Type 3 Barricade
	Heavy Work Vehicle
	Trailer Mounted Flashing Arrow Board
	Sign
	Flag
	Channelizing Devices (CDS)
	Truck Mounted Attenuator (TMA)
	Portable Changeable Message Sign (PCMS)
	Traffic Flow
	Flagger

Posted Speed	Formula	Minimum Taper Lengths "L"		Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		11'	12'	On a Tangent	On a Curve	
45		10'	11'	50'	50'	195'
50		4.50'	4.95'	54.0'	4.5'	90'
55		5.00'	5.50'	60.0'	5.0'	100'
60		5.50'	6.05'	66.0'	5.5'	110'
65	L * W S	6.00'	6.60'	72.0'	6.0'	120'
70		6.50'	7.15'	78.0'	6.5'	130'
75		7.00'	7.70'	84.0'	7.0'	140'
80		7.50'	8.25'	90.0'	7.5'	150'
		8.00'	8.80'	96.0'	8.0'	160'

* * * 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
	✓	✓	✓

GENERAL NOTES

- All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
- See BC Standards for sign details.

x A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.

Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.

Texas Department of Transportation
 Traffic Operations Division Standard

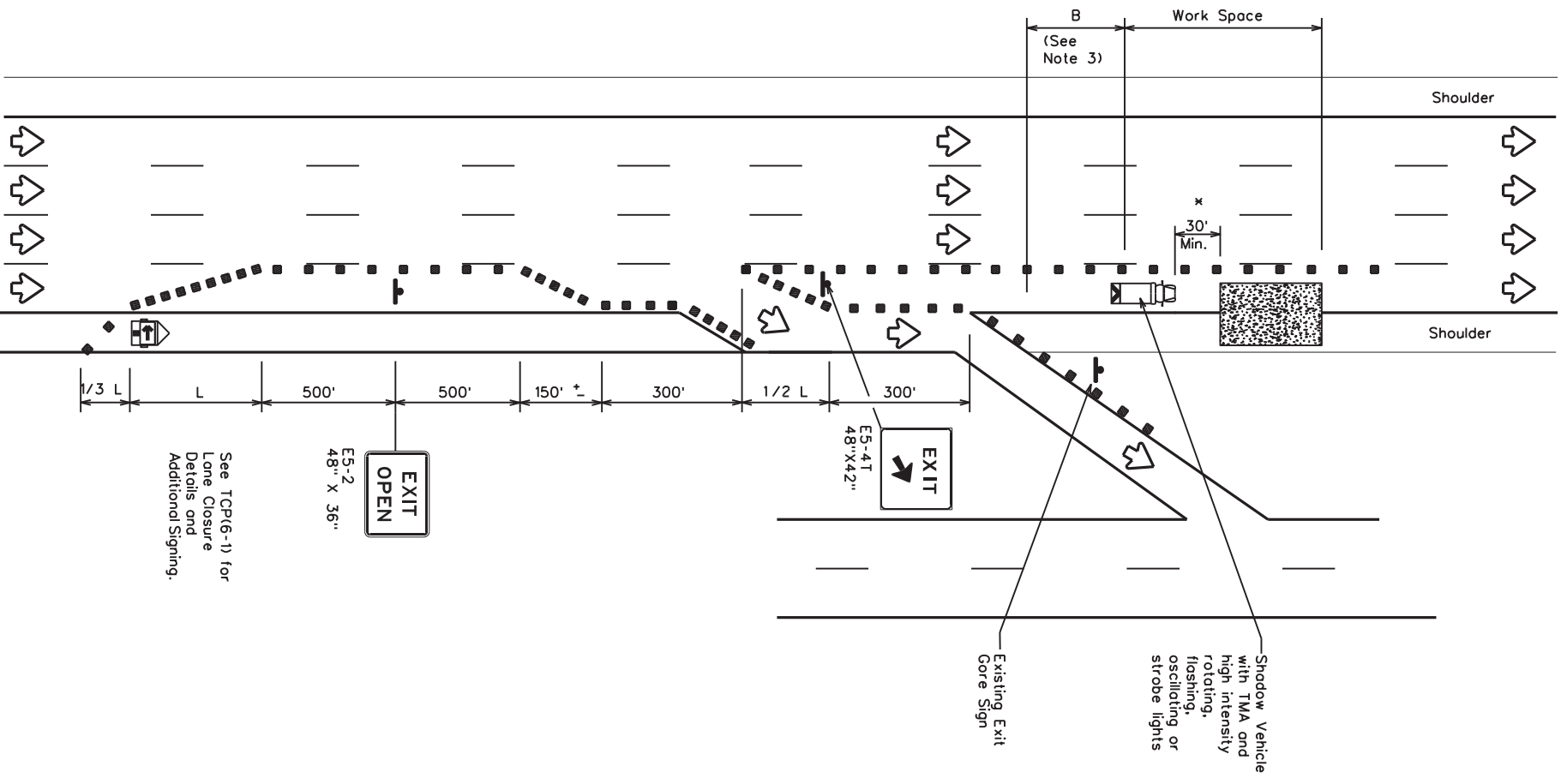
TRAFFIC CONTROL PLAN
WORK AREA AT EXIT RAMP

TCP(6-4)-12

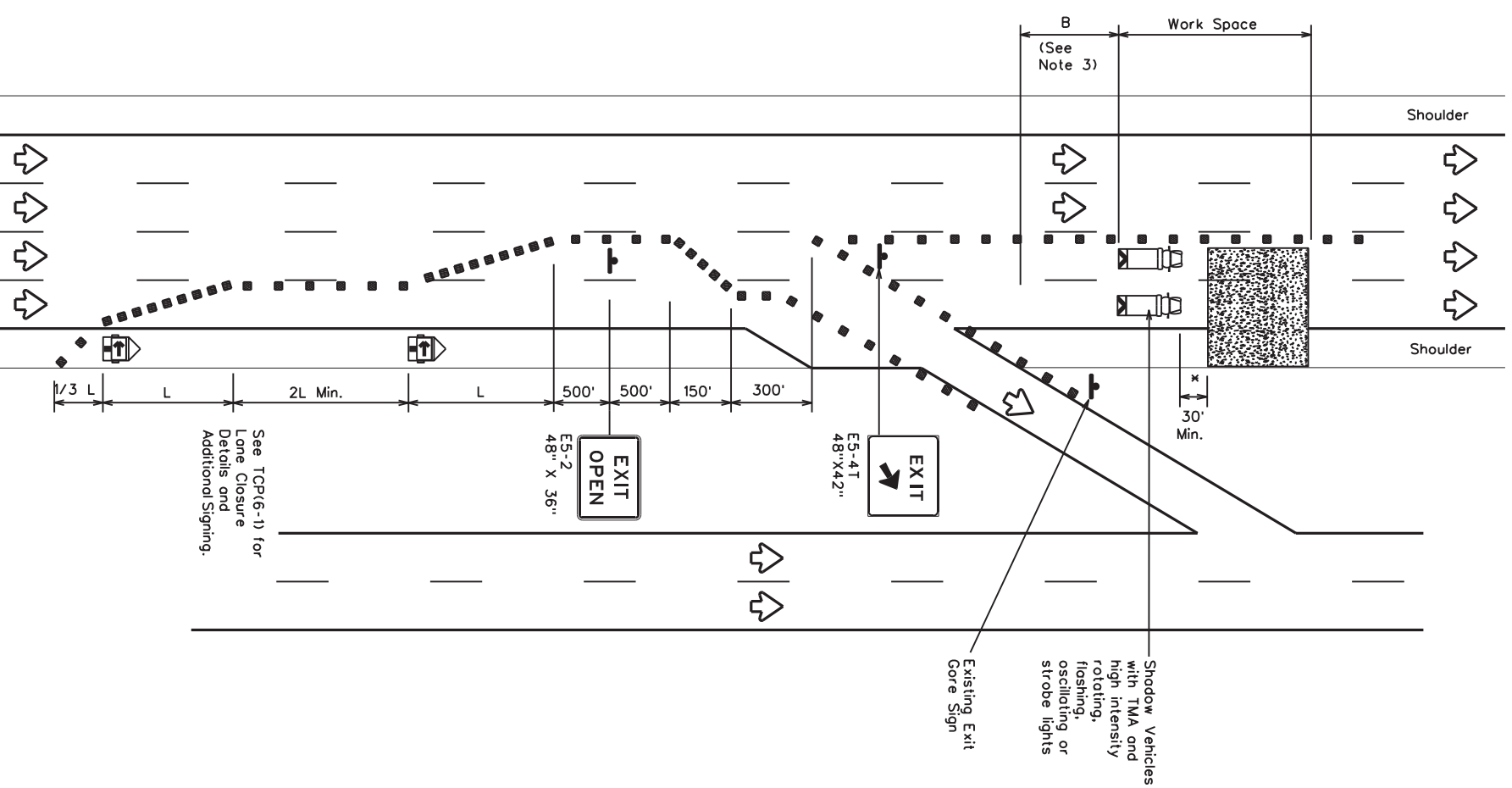
FILE:	ICP6-4.dgn	ONE:	TxDOT	CHK:	TxDOT	DATE:	10/01
REV:	1	DATE:	10/01	BY:	10/01	CHK:	10/01
PROJECT:	ICP6-4	CONTRACT:	71	JOB:	001	SHEET:	26
DATE:	1-97 8-98	COUNTY:	001	COUNTY:	001	SHEET NO.:	26
DATE:	4-98 8-12	CRP:	CRP	NECES:			

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DATE: 11/14/2023 3:59:00 PM
 FILE: \\fs-crphq.dot.state.tx.us\data\DATA\CRP\GROUPS\CRPCCAO\Maintenance\2024 Bridge Crack Repair\CONCRETE\CP6-5-12.dgn



TCP (6-5a)
EXIT RAMP OPEN



TCP (6-5b)
EXIT RAMP OPEN
TWO LANE CLOSURE WITHIN
1500' PAST EXIT RAMP

LEGEND	
	Type 3 Barricade
	Truck Mounted Attenuator (TMA)
	Heavy Work Vehicle
	Flashing Arrow Board
	Portable Changeable Message Sign (PCMS)
	Traffic Flow
	Flag
	Channelizing Devices
	Frogger

Posted Speed	Formula	Minimum Desirable Taper Lengths "L"			Suggested Maximum Spacing of Channelizing Devices			Suggested Longitudinal Buffer Space "B"
		10'	11'	12'	On a Tangent	On a Taper	On a Tangent	
45		450'	495'	540'	45'	50'	90'	195'
50		500'	550'	600'	50'	55'	100'	240'
55		550'	605'	660'	55'	60'	110'	295'
60	L * W S	600'	660'	720'	60'	65'	120'	350'
65		650'	715'	780'	65'	70'	130'	410'
70		700'	770'	840'	70'	75'	140'	475'
75		750'	825'	900'	75'	80'	150'	540'
80		800'	880'	960'	80'	85'	160'	615'

* * * 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

- All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
- See BC standards for sign details.
- If adequate longitudinal buffer length "B" does not exist between the work space and the exit ramp, consideration should be given to closing the ramp.

* A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.

Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.



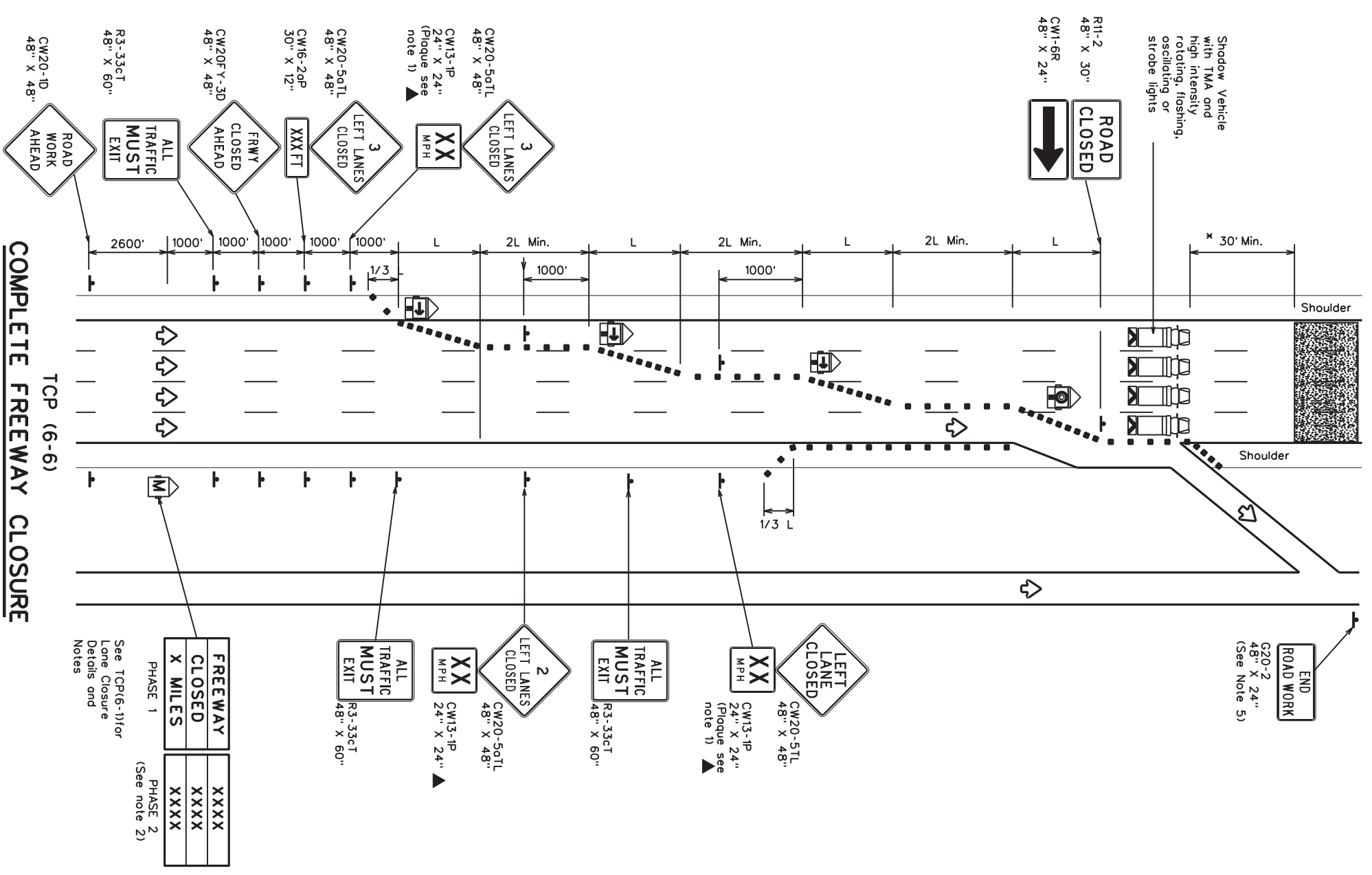
Traffic Control Plan
WORK AREA BEYOND EXIT RAMP

TCP(6-5)-12

FILE:	TC6-5.dgn	ONE	TxDOT	CHK	TxDOT	DATE	TxDOT	CHK	TxDOT
REVISONS	1-97 8-98	CON	SECT	JOB	HIGHWAY	5460 71	001	SH 286, ETC.	
	4-98 8-12	DIST	COUNTY	CITY	SHEET NO.				27
	205	CRP	NIECES						

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DATE: 11/14/2023 3:59:00 PM
 FILE: \\fs-crphq.dot.state.tx.us\datal\DATA\CRP\GROUPS\CRPCCAO\Maintenance\2024 Bridge Check Report\001656\for signs\CP(6-6)-12.dgn



COMPLETE FREEWAY CLOSURE
 TCP (6-6)

FREEWAY CLOSED	XXXXX
X MILES	XXXXX
PHASE 1	
PHASE 2	

See TCP(6-1) for Lane Closure Details and Notes

LEGEND	
	Type 3 Barricade
	Truck Mounted Heavy Work Vehicle
	Trailer Mounted Board
	Flashing Arrow Board
	Sign
	Channeled Devices
	Truck Mounted Attenuator (TMA)
	Portable Changeable Message Sign (PCMS)
	Traffic Flow

* * Taper lengths have been rounded off.
 L- Length of Taper (FT) W-Width of Offset(FT) S-Posted Speed(MPH)

Posted Speed	Formula	Minimum Desirable "L"			Suggested Maximum Spacing of Channeled Devices	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset		
45		450'	495'	540'	45'	90'
50		500'	550'	600'	50'	100'
55		550'	605'	660'	55'	110'
60		600'	660'	720'	60'	120'
65		650'	715'	780'	65'	130'
70		700'	770'	840'	70'	140'
75		750'	825'	900'	75'	150'
80		800'	880'	960'	80'	160'

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

- GENERAL NOTES**
- All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted elsewhere in the plans.
 - Phase 2 of the PCMS message should include appropriate information formatted as shown on BC(6), such as "MERGE RIGHT", recommended speed, delay, exit information, or other specific warnings.
 - Where queuing is anticipated beyond signing shown, additional PCMS signs, other warning signs, devices or Law Enforcement Officers should be available to warn approaching high speed traffic of the end of the queue, as directed by the Engineer.
 - Entrance ramps located from the advance warning area to the exit ramp should be closed whenever possible.
 - The END ROAD WORK (G20-2) sign may be omitted when it conflicts with G20-2 signs already in place on the project.

* A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.

Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.

Texas Department of Transportation
 Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
FREEWAY CLOSURE

TCP(6-6)-12

FILE:	tcp6-6.dgn	DN:	TxDOT	CK:	TxDOT	OW:	TxDOT	CK:	TxDOT
© TxDOT	February 1994	CON:	SECT	JOB	SH	286, ETC.			
REVISONS	5460 71	DIST	001	COUNTY					
1-97 8-98		CRP		NUECES					
4-98 8-12									28