

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
HIGHWAY ROUTINE MAINTENANCE CONTRACT

GRAPHICS FILE		MAINTENANCE PROJECT NO.		SHEET NO.
DN	DN	BPM-646070001	DALLAS	1
CHECKED	STATE	STATE DIST.	COUNTY	
DN	TEXAS	DALLAS	DALLAS	
CHECKED	CONT.	SECT.	JOB	HIGHWAY NO.
NP	6460	70	001	SS0408

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATE & QUANTITY SHEET
3A-3I	GENERAL NOTES
4	SUMMARY SHEET
5-16	BC(1)-21 THRU BC(12)-21
17	WZ(RS)-22
18-20	TCP(1-3)-18 THRU TCP(1-5)-18
21-22	TCP(2-1)-18 THRU TCP(2-2)-18
23	TCP(2-3)-23
24-26	TCP(2-4)-18 THRU TCP(2-6)-18
27	TCP(5-1)-18
28-32	TCP(6-1)-12 THRU TCP(6-5)-12
33-34	TCP(6-8)-14 THRU TCP(6-9)-14
35	CCCC-22
36	CRR

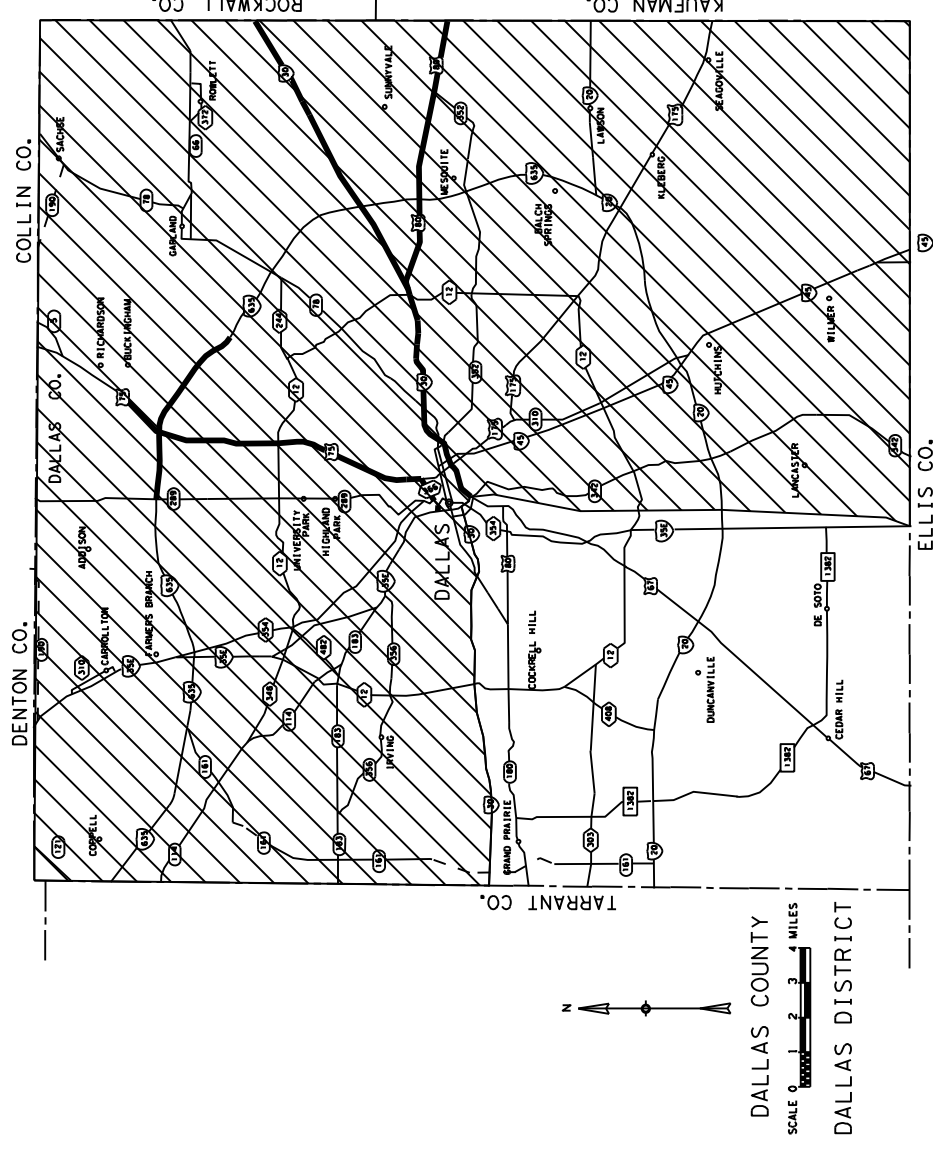
TYPE OF WORK:

MISCELLANEOUS CONCRETE REPAIR

PROJECT NO. : BPM-646070001

HIGHWAY : SS0408

LIMITS : VARIOUS ROADWAYS IN THE SOUTHWEST DALLAS COUNTY MAINTENANCE SECTION



Texas Department of Transportation

RECOMMENDED FOR LETTING

DocuSigned by:

 918B72172C2A05
 AREA ENGINEER

12/19/2023

RECOMMENDED FOR LETTING

DocuSigned by:

 722C6B665C6B64F4
 DISTRICT MAINTENANCE ENGINEER

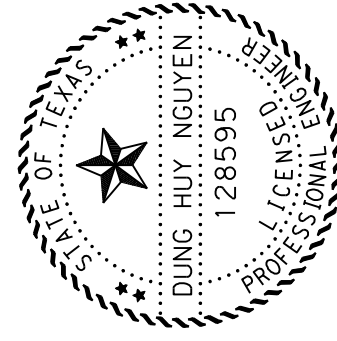
12/19/2023

RECOMMENDED FOR LETTING

DocuSigned by:

 8438765868994988
 DIRECTOR OF OPERATIONS

12/19/2023



THE STANDARD SHEETS SPECIFICALLY IDENTIFIED ABOVE HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

DocuSigned by:

 7A917E3EBCA0C715... , PE 12/14/2023
 DATE

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION NOVEMBER 1, 2014 AND SPECIAL SPECIFICATION ITEMS INCLUDED IN THE CONTRACT SHALL GOVERN ON THIS PROJECT.

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1	2	3	4
LEVELS DISPLAYED			

Estimate & Quantity Sheet



CONTROLLING PROJECT ID 6460-70-001 DISTRICT Dallas
 HIGHWAY SS0408

COUNTY Dallas

CONTROL SECTION JOB		6460-70-001		TOTAL EST.	TOTAL FINAL
PROJECT ID		A00205837			
COUNTY		Dallas			
HIGHWAY		SS0408			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL
	104-6010	REMOVING CONC (RIPRAP)	CY	13.000	13.000
	104-6021	REMOVING CONC (CURB)	LF	112.000	112.000
	401-6001	FLOWABLE BACKFILL	CY	70.000	70.000
	429-6007	CONC STR REPAIR (VERTICAL & OVERHEAD)	SF	849.000	849.000
	432-6001	RIPRAP (CONC)(4 IN)	CY	13.000	13.000
	500-6001	MOBILIZATION	LS	1.000	1.000
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4.000	4.000
	529-6002	CONC CURB (TY II)	LF	117.000	117.000
	6001-6001	PORTABLE CHANGEABLE MESSAGE SIGN	DAY	35.000	35.000
	6185-6002	TMA (STATIONARY)	DAY	81.000	81.000

DISTRICT	COUNTY	CCSJ	SHEET
Dallas	Dallas	6460-70-001	2

Project Number: BPM-646070001**Control:** 6460-70-001**County:** Dallas**Highway:** SS0408**GENERAL NOTES:****General:**

This project consists of performing "Miscellaneous Concrete Repairs" on various roadways in the Southwest Dallas County Maintenance Section.

Sequence of work will be approved.

The Department reserves the right to revise schedule as it deems necessary.

Provide and maintain a dedicated email address for receipt of work orders and correspondence throughout the term of this contract. Acknowledgement of emailed work order/callouts is required no more than 12 hr. from notification.

Contractor's attention is called to the fact that all adjoining pavement sections will be protected during all phases of construction and any damages incurred due to Contractor's operation will be repaired and replaced at the Contractor's expense.

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

Coordinate work through:

Terry Blocker
4777 E. Hwy 80
Mesquite, Texas 75150
214-320-6234

Contractor questions on this project are to be addressed to the following individuals:

Nathan Petter Nathan.Petter@txdot.gov
Terry Blocker Terry.Blocker@txdot.gov

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

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

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

General Notes

Sheet 3A

Project Number: BPM-646070001**Control:** 6460-70-001**County:** Dallas**Highway:** SS0408

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.

Attention is directed to the possible presence of underground utilities owned by the Texas Department of Transportation (irrigation, signal, illumination and surveillance, communication, and control) on the right of way. Call the Department for locates at 214-320-6682 and 214-320-6205 48 hr. in advance of excavation. Contact the appropriate department of the local city or town a minimum of 48 hr. in advance of excavation.

If overhead or underground power lines need to be de-energized, contact the electrical service provider to perform this work. Cost associated with de-energizing the power lines or other protective measures required are at no expense to the Department.

If working near power lines, comply with the appropriate sections of Texas State Law and Federal Regulations relating to the type of work involved.

Item 2 – Instructions to Bidders:

This project includes plan sheets that are not part of the bid proposal.

Order plans from any Reproduction Company listed at:

http://www.dot.state.tx.us/business/contractors_consultants/repro_companies.htm

View or download plans at:

<http://www.dot.state.tx.us/business/plansonline/plansonline.htm>

Item 3 – Award and Execution of Contract:

This contract is Site Specific.

After written notification, work will be continuously prosecuted to completion.

The work order letter will include all roadways contained on the Summary Sheet.

Notification to perform "Non-Site Specific" work at locations not presented on the Summary Sheet will be in writing.

General Notes

Sheet 3B

Project Number: BPM-646070001**Control:** 6460-70-001**County:** Dallas**Highway:** SS0408

“Non-Site Specific” minimum per notification will be 20 CY for Riprap, 30 LF for Curb, 21 CY for Flowable Backfill, and 25 SF for Concrete Structure Repair (Vertical & Overhead).

When “Non-Site Specific” locations are shown on the plans, no additional compensation will be made for re-mobilization or Item 502-Barricades, Signs, and Traffic Handling.

Item 7 – Legal Relations and Responsibilities:

Pre-construction safety meeting will be conducted with Contractor’s personnel prior to work beginning on a continuously prosecuted contract or before each callout work request.

Attendance of this meeting will not be paid directly but considered subsidiary to the various bid items.

Do not obtain law enforcement personnel without requesting in writing 48 hr. prior to need and the Engineer’s written approval. The Department may compensate the Contractor for providing full time, off-duty, uniformed, law enforcement personnel, and patrol car. The law enforcement personnel may be required for assistance with traffic control for lane or ramp closures or other situations that dictate the need for law enforcement officers as directed. Off-duty law enforcement personnel will have transportation jurisdiction and full police powers. Law enforcement personnel will show proof of certification by the Texas Commission on Law Enforcement (TCOLE). This will be paid under “Force Account – Law Enforcement Personnel”. TxDOT Form 318 will be utilized.

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.

Holiday restrictions – the Engineer may decide that no lane closures or construction operations will be allowed during the restricted periods listed in the following holiday schedule. TxDOT has the right to lengthen, shorten, or otherwise modify these restricted periods as actual, or expected, traffic conditions may warrant. Working days will not be charged for these restricted periods. No additional compensation will be allowed for these restricted closures (i.e., overhead, delays, stand-by, barricades or any other associated cost impacts).

- New Year’s Eve and Day (noon on December 31 thru 10 P.M. January 1)
- Easter Holiday weekend (noon on Friday thru 10 P.M. Sunday)
- Memorial Day weekend (noon on Friday thru 10 P.M. Monday)
- Independence Day (noon on July 3 thru 10 P.M. on July 5)
- Labor Day weekend (noon on Friday thru 10 P.M. Monday)
- Thanksgiving Holiday (noon on Wednesday thru 10 P.M. Sunday)
- Christmas Holiday (noon on December 23 thru 10 P.M. December 26)

General Notes

Sheet 3C

Project Number: BPM-646070001**Control:** 6460-70-001**County:** Dallas**Highway:** SS0408

Holiday restrictions for Independence Day, Thanksgiving Holiday, and the Christmas Holiday may be extended for the “week of” due to the nature of work being performed and the work location at the discretion of the Engineer for safety of the traveling public.

Roadway closures during the following key dates and/or special events are prohibited.

Event Restrictions – No Lane Closures that restricts or interferes with traffic will be allowed for the regional events set forth below. This affects IH30, IH30 HOV, IH35E, and IH35E HOV. TxDOT has the right to lengthen, shorten, or otherwise modify these restrictions as actual traffic conditions may warrant. TxDOT also has the right to modify the list of major events as they are added, renamed, rescheduled, or as warranted.

- State Fair of Texas (no lane closures after 6 A.M. on Fridays through 9 P.M. on Sundays; no full closures for any direction of any facility from opening day through the closing day).
- The University of Texas vs. University of Oklahoma football game (no lane closures beginning 4 hr. prior to the event and ending 3 hr. following event completion).
- The First Responder Bowl (no lane closures beginning 3 hr. prior to the event and ending 2 hr. following the event completion).
- Dallas Mavericks Home Games (no lane closure beginning 2 hr. prior to the event and ending ½ hr. following event commencement with no full lane closures considered until 2 hr. following event completion).
- Dallas Stars Home Games (no lane closure beginning 2 hr. prior to the event and ending ½ hr. following event commencement with no full lane closures considered until 2 hr. following event completion).
- Texas Rangers Home Games (no lane closure beginning 2 hr. prior to the event and ending ½ hr. following event commencement with no full lane closures considered until 2 hr. following event completion).
- Dallas Cowboys Home Games (no lane closure beginning 2 hr. prior to the event and ending ½ hr. following event commencement with no full lane closures considered until 2 hr. following event completion).
- Major Events at the American Airline Center, Globe Life Park in Arlington, AT&T Stadium with expected attendance exceeding 15,000 (no lane closures beginning 2 hr. prior to event and ending ½ hr. following event commencement with no full closures considered until 2 hr. following event completion).
- Major Downtown Dallas Events (restrictions will be considered on a case-by-case basis). This category could include, but is not limited to, parades for sports championships, major political events, major Art District Events, and large athletic events such as marathons.

General Notes

Sheet 3D

Project Number: BPM-646070001

Control: 6460-70-001

County: Dallas

Highway: SS0408

Item 8 – Prosecution and Progress:

Working days will be charged in accordance with Section 8.3.1.4, “Standard Workweek”.

Nighttime work is allowed in accordance with Article 8.3.3.

Liquidated damages will be charged for each working day exceeding the time allowed in the work order letter.

The Lane Closure Assessment Fee is shown on the following table. The fee applies to the Contractor for closures or obstructions that overlap into restricted hour traffic for each hour or portion thereof, regardless of the duration of the lane closure or obstruction.

Table 1
Lane Closure Assessment Fee Table

Roadway	Amount Per Lane Per Hour
IH 20	\$4,000
IH 30	\$3,000
IH 35E	\$4,500
US 67	\$2,000
SH 161	\$2,500
SH 180	\$300
SS 303	\$200
SS 408	\$2,000
SL 12	\$1,500
FM 1382	\$500

Contractor will submit a bar chart or CPM chart for progress of schedule. Present work to begin no later than 7 calendar days from the work order letter unless otherwise approved.

Perform work during the shaded months presented in the "Schedule of Work" Table.

TABLE 2
SCHEDULE OF WORK

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Site-Specific Work												
Non-Site-Specific Work												

General Notes

Sheet 3E

Project Number: BPM-646070001

Control: 6460-70-001

County: Dallas

Highway: SS0408

For Non-Site-Specific items, Contractor may prosecute work at any time only if locations are known and approved by the Engineer. Otherwise, work for Non-Site-Specific locations is expected to take place within the identified timeline shown on this “Schedule of Work” Table and the call-out work request.

Item 9 – Measurement and Payment:

Payment for police officer hours under force account method will not exceed the duration of the lane closure. Time will begin when set up operations commence and end when the closure is removed.

Item 104 – Removing Concrete:

In those areas where the pavement is not to be overlaid, provide a smooth surface after the curb removal. Planing or grinding is considered an acceptable method at these locations.

Sawing of concrete, planing or grinding is not paid for directly but is considered subsidiary to this item.

Item 420 – Concrete Structures:

Apply an ordinary surface finish to all concrete surfaces within the same day after form removal.

Item 421 – Hydraulic Cement Concrete:

Furnish mix designs to the Engineer in a format compatible to the latest version of the Department’s Construction Management System (Site Manager).

Mix Design templates may be downloaded at:

<http://www.txdot.gov/inside-ixdot/forms-publications/consultants-contractors/forms/site-manager.html>.

All test molds will be furnished by the Contractor and will be maintained in proper condition. Provide personnel to transport the test samples to a curing location as directed, remove from the mold to a curing tank. Concrete will not be placed when impending weather conditions arise, and it is determined rainfall may occur. If rainfall should begin after the placement operations begin, the Contractor will provide coverage to protect the work. If texture of the pavement is destroyed or damaged, Contractor will restore the pavement texture by grooving or as directed.

General Notes

Sheet 3F

Project Number: BPM-646070001

Control: 6460-70-001

County: Dallas

Highway: SS0408

Item 500 – Mobilization:

Mobilization is lump sum.

Item 502 – Barricades, Signs, and Traffic Handling:

Provide traffic control in compliance with the latest edition of the “Texas Manual on Uniform Traffic Control Devices” (TMUTCD), the “Traffic Control Standard Sheets” (TCSS), and as directed.

All work on traveled roadways surfaces will generally be performed at night.

All work requiring lane closures on a controlled access facility will be performed Sunday through Thursday between 9 P.M. and 5 A.M., unless otherwise approved.

Close no more than one lane at a time, unless otherwise approved. Provide proposed lane closure information to the Engineer by 1 P.M. on the day prior to the proposed closures. Furnish information for Monday closures or closures following a national or state holiday on the last office workday prior to the closures. Do not close lanes if the above reporting requirements have not been met.

Maximum length of lane closure will be 2 miles.

Traffic Control Plans with a lane closure causing backups of 10 minutes or greater in duration will be modified by the Engineer.

Erect barricades and signs in locations not obstructing the traveling public’s view of the normal roadway signing or necessary sight distance.

Provide sufficient and qualified staff and equipment to revise the traffic control as directed.

Trailer all slow moving vehicles (designed to operate 25 mph or less) crossing freeway main lanes.

When moving unlicensed equipment on or across any pavement or public highways, protect the pavement from all damage using an acceptable method.

Equipment and materials will not be left within 30 ft. of the travel lane during non-working hours.

The work performed, materials furnished and all labor, tools, and equipment necessary to complete the work for Non-Site Specific locations under this Item will not be measured or paid for directly but will be considered subsidiary to the various bid items of this contract.

General Notes

Sheet 3G

Project Number: BPM-646070001

Control: 6460-70-001

County: Dallas

Highway: SS0408

The “Force Account – Safety Contingency” has been established for this project and is intended to be utilized for work zone enhancements to improve the effectiveness of the Traffic Control Plan that could not be foreseen in the project planning and design stage. These enhancements will be mutually agreed upon by the Engineer and the Contractor’s Responsible Person based on weekly or more frequent traffic management reviews on the project. The Engineer may choose to use existing bid items if it does not slow the implementation of enhancement.

Item 529 – Concrete Curb, Gutter, and Combined Curb and Gutter:

Provide grooved joints at 10 ft. intervals and $\frac{3}{4}$ in. expansion joint material for doweled curb at the same locations as on the existing pavement.

For Curb and Gutter sections, provide grooved joints at 10 ft. intervals and $\frac{3}{4}$ in. expansion joint material at a maximum of 50 ft. centers and at all radius points and inlets.

Curb and Gutter transitions will be paid for by the foot at the unit price for the corresponding curb or curb and gutter section.

Saw joints at the same location as on the existing pavement.

Any removal of Hot-Mix Asphalt for installation of median/island Curb and Gutter will be subsidiary to Item 529.

Item 6001 – Portable Changeable Message Sign:

Provide Portable Changeable Message Signs (PCMS) units as directed.

PCMS will be placed as directed.

Item 6185 – Truck Mounted Attenuator (TMA) and Trailer Attenuator (TA):

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

TCP 1 Series	Scenario		Required TMA
(1-3)-18	A	B	1 2
(1-4)-18 / (1-5)-18			1

General Notes

Sheet 3H

Project Number: BPM-646070001**Control:** 6460-70-001**County:** Dallas**Highway:** SS0408

TCP 2 Series		Scenario	Required TMA
(2-1)-18 / (2-2)-18 / (2-4)-18 / (2-5)-18 / (2-6)-18		All	1
(2-3)-23		A	1
		B	2

TCP 5 Series	Scenario	Required TMA/TA
(5-1)-18	A	1
	B	

TCP 6 Series	Scenario	Required TMA
(6-1)-12	A	1
	B	2
(6-2)-12 / (6-3)-12	All	1
(6-4)-12	A	1
	B	2
(6-5)-12	A	1
	B	2
(6-8)-14 / (6-9)-14	All	1

Shadow vehicles equipped for truck mounted attenuators (TMA) for mobile and stationary operations must be available for use at any time as determined by the Engineer.

The Contractor will be responsible for determining if one or more of these operations will be ongoing at the same time to determine the total number of TMA needed for the project for those times per plan requirements. Additional TMAs used that are not specified in the plans in which the Contractor expects compensation will require prior approval from the Engineer.

When TMA's are paid by the hour or day, "ready for operation" is defined as all equipment, material, personnel, etc. are present on the project ready to begin work.

SUMMARY OF ROADWAY ITEMS												
REF NO	LOCATION	PHYSICAL LIMITS	ADT	TEXAS REFERENCE MARKERS	104 6010	104 6021	401 6001	429 6007	432 6001	529 6002	*DAYS ALLOWED TO COMPLETE	
					REMOVING CONC (RIPRAP)	REMOVING CONC (CURB)	FLOWABLE BACKFILL	CONC STR REPAIR (VERTICAL & OVERHEAD)	RIPRAP (CONC) (IN)	CONC CURB (TY II)		
					CY	LF	CY	SF	CY	LF	DAYS	
	SOUTHWEST											
	MAINT. SECTION											
1	IH20	WB CONNECTOR TO SB US67 (18057-023-4704-224)	464-465	191, 126				30			2	
2	US67	SB CONNECTOR TO GO EB IH20 (18057-023-7404-222)	412-414	103, 572				30			2	
3	US67	NB CONNECTOR TO GO WB IH20 (18057-023-4704-221)	412-414	103, 572				30			2	
4	US67	SB FRNT RD @ IH20 (18057-023-4704-217)	412-414	103, 572				20			1	
5	IH20	EB TO GO NB US67 (18057-023-7404-223)	464-465	191, 126				38			2	
6	IH35	NB FRNT RD @ RICKETTS (18057-004-4202-040)	418- 419	112, 446				255			11	
7	IH35	@ KIRKWOOD (18057-004-4202-044)	457-458	112, 446				175			7	
8	LP12	NB @ JEFFERSON (18057-005-8102-024)	594-596	142, 964	8			30	8		4	
9	IH20	EB @ BELT LINE RD (18057-023-4704-250)	257-258	196, 502		12				12	2	
10	IH20	WB @ BELT LINE RD (18057-023-7404-249)	257-258	196, 502		30				30	4	
11	LP12	SB @ JEFFERSON (18057-005-8102-024)	594-596	142, 964			15				1	
12	FM1382	NB @ JOHN PENN BRANCH CREEK (18057-010-4703-024)	276-278	17, 483				136			6	
13	SP408	NB @ ILLINOIS AVE (18057-030-0001-014)	272-274	107, 501				13			1	
14	FM1382	NB @ HEATH CREEK IN DESOTO (18057-010-4702-032)	284-286	20, 957			30				2	
15	IH20	EB @ HAMPTON (18057-023-7404-229)	465-466	161, 818				13			1	
16	FM1382	@ COTTONWOOD CREEK	268-270	28, 679			15				1	
17	IH35	@ LAURELAND (18057-004-4202-059)	420-421	110, 199				21				
18	US67	@ WINTERGREEN (18057-002-6102-068)	415-416	75, 216		23		18		23	5	
19	US67	@ WINTERGREEN (18057-002-6102-069)	415-416	75, 216		22				22	4	
	NON-SITE SPECIFIC	NON-SITE SPECIFIC LOCATIONS			5	25	10	40	5	30	9	
	PROJECT TOTALS				13	112	70	849	13	117	67	

*** THERE ARE A TOTAL OF 67 WORKING DAYS TO COMPLETE ALL WORK.**

REF NO	LOCATION	PHYSICAL LIMITS	LATITUDE	LONGITUDE
	SOUTHWEST			
	MAINT. SECTION			
1	IH20	WB CONNECTOR TO SB US67 (18057-023-4704-224)	32.65295000	-96.87349000
2	US67	SB CONNECTOR TO GO EB IH20 (18057-023-7404-222)	32.65551868	-96.87736783
3	US67	NB CONNECTOR TO GO WB IH20 (18057-023-4704-221)	32.65279915	-96.87807031
4	US67	SB FRNT RD @ IH20 (18057-023-4704-217)	32.65531464	-96.87874367
5	IH20	EB TO GO NB US67 (18057-023-7404-223)	32.65416700	-96.88024400
6	IH35	NB FRNT RD @ RICKETTS (18057-004-4202-040)	32.65822632	-96.82259212
7	IH35	@ KIRKWOOD (18057-004-4202-044)	32.65403079	-96.82306752
8	LP12	NB @ JEFFERSON (18057-005-8102-024)	32.74777700	-96.91925000
9	IH20	EB @ BELT LINE RD (18057-023-4704-250)	32.67214963	-96.98534842
10	IH20	WB @ BELT LINE RD (18057-023-7404-249)	32.67254616	-96.98500583
11	LP12	SB @ JEFFERSON (18057-005-8102-024)	32.74557053	-96.91922553
12	FM1382	NB @ JOHN PENN BRANCH CREEK (18057-010-4703-024)	32.62052051	-96.97603488
13	SP408	NB @ ILLINOIS AVE (18057-030-0001-014)	32.72054505	-96.91775156
14	FM1382	NB @ HEATH CREEK IN DESOTO (18057-010-4702-032)	32.589619	-96.86223600
15	IH20	EB @ HAMPTON (18057-023-7404-229)	32.64557587	-96.85720206
16	FM1382	@ COTTONWOOD CREEK	32.73221043	-96.99434296
17	IH35	@ LAURELAND (18057-004-4202-059)	32.67484054	-96.82228259
18	US67	@ WINTERGREEN (18057-002-6102-068)	32.61847858	-96.91511016
19	US67	@ WINTERGREEN (18057-002-6102-069)	32.61921985	-96.91480876



SUMMARY SHEET

DESIGN	FED. RD. DIV. NO.	MAINTENANCE PROJECT	HIGHWAY NO.
GRAPHICS	6	BPM-646070001	SS0408
CHECK	STATE	DISTRICT	SHEET NO.
CHECK	TEXAS	DALLAS	DALLAS
	CONTROL	SECTION	JOB
	6460	70	001

BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

- 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).
- The development and design of the Traffic Control Plan (TCP) is the responsibility of the Engineer.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- Traffic control devices should be in place only while work is actually in progress or a definite need exists.
- The Engineer has the final decision on the location of all traffic control devices.
- 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:

- 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.
- Except in emergency situations, flagger stations shall be illuminated when flagging is used at night.

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

- Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources.
- 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

SHEET 1 OF 12



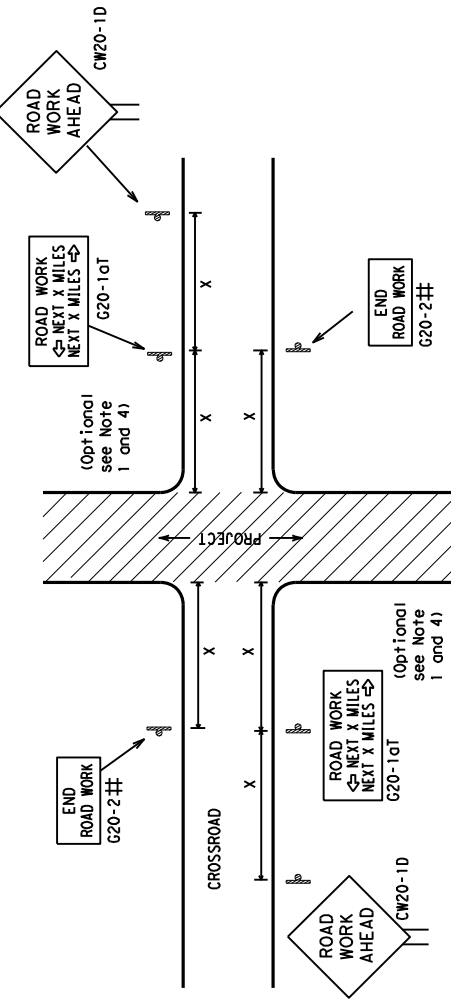
Traffic
Safety
Division
Standard

BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC (1) - 21

FILE:	bc-21.dgn	DN:	TxDOT	DR:	TxDOT	CK:	TxDOT
① TxDOT	November 2002	CONT	SECT	JOB	HIGHWAY		
4-03	7-13	6460	70	001	SS0408		
9-07	8-14	DIST	COUNTY				
5-10	5-21	18	DALLAS				
					SHEET NO.	5	

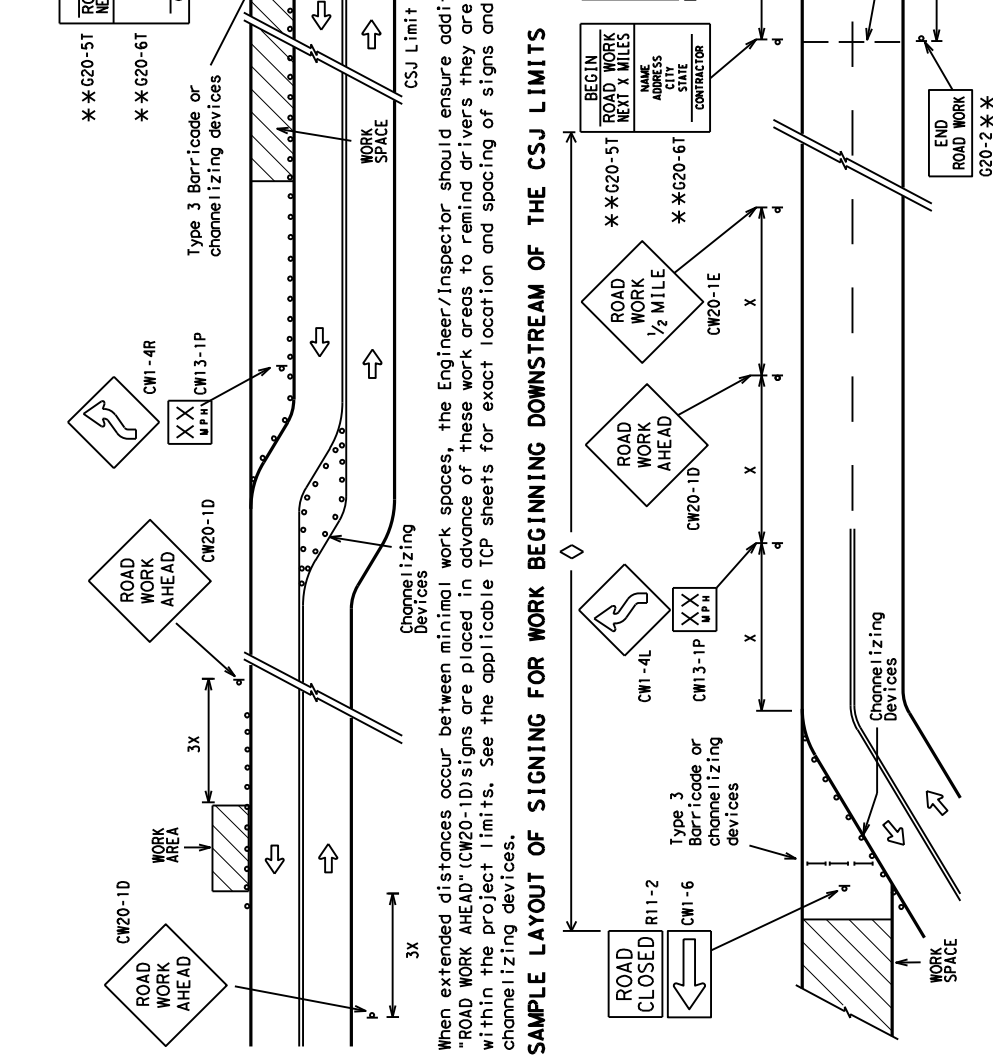
TYPICAL LOCATION OF CROSSROAD SIGNS



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

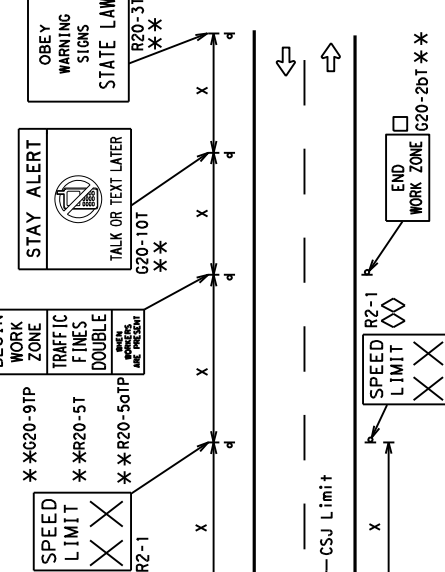
1. The typical minimum signing on a crossroad approach should be a "ROAD WORK AHEAD" (CW20-1D) sign and a (G20-2) "END ROAD WORK" sign, unless noted otherwise in plans.
2. The Engineer may use the reduced size 36" x 36" "ROAD WORK AHEAD" (CW20-1D) sign on low volume crossroads (see Note 4 under "Typical 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" (G20-1aT) 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.

WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS

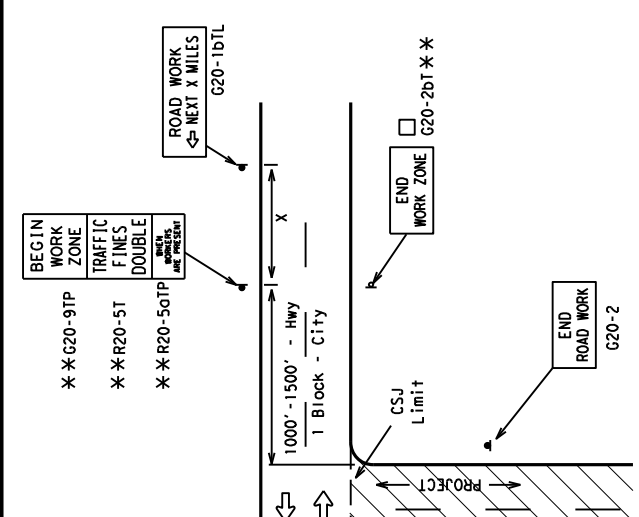


When extended distances occur between minimal work spaces, the Engineer/Inspector should ensure additional "ROAD WORK AHEAD" (CW20-1D) signs are placed in advance of these work areas to remind drivers they are still within the project limits. See the applicable TCP sheets for exact location and spacing of signs and channelizing devices.

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING DOWNSTREAM OF THE CSJ LIMITS



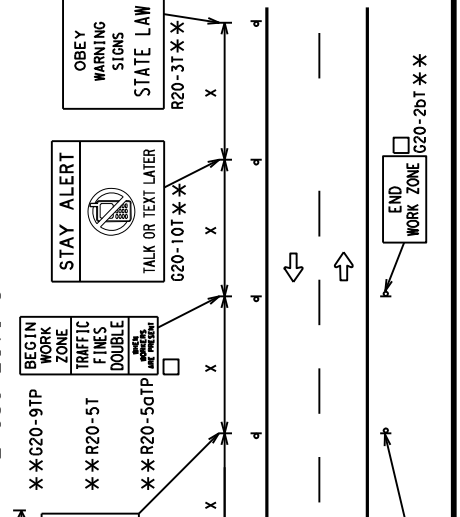
T- INTERSECTION



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" (G20-6T) sign behind the Type 3 Barricades for the road closure (see BC(10) also). The "ROAD WORK NEXT X MILES" (G20-1bTL) and "ROAD WORK NEXT X MILES" right arrow (G20-1bTR) signs shall be replaced by the detour signing called for in the plans.

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		Sign Spacing "x"
	Conventional Road	Expressway/Freeway	
CW20 ⁴			Feet (Apprx.)
CW21	48" x 48"	48" x 48"	
CW22	48" x 48"	48" x 48"	
CW23	48" x 48"	48" x 48"	
CW25	48" x 48"	48" x 48"	
CW1, CW2, CW7, CW8, CW9, CW11, CW14	36" x 36"	48" x 48"	320
CW3, CW4, CW5, CW6, CW8-3, CW10, CW12	48" x 48"	48" x 48"	400
			500.2
			600.2
			700.2
			800.2
			900.2
			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 design sizes.

LEGEND

—	Type 3 Barricade
○ ○ ○	Channelizing Devices
—	Sign
X	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

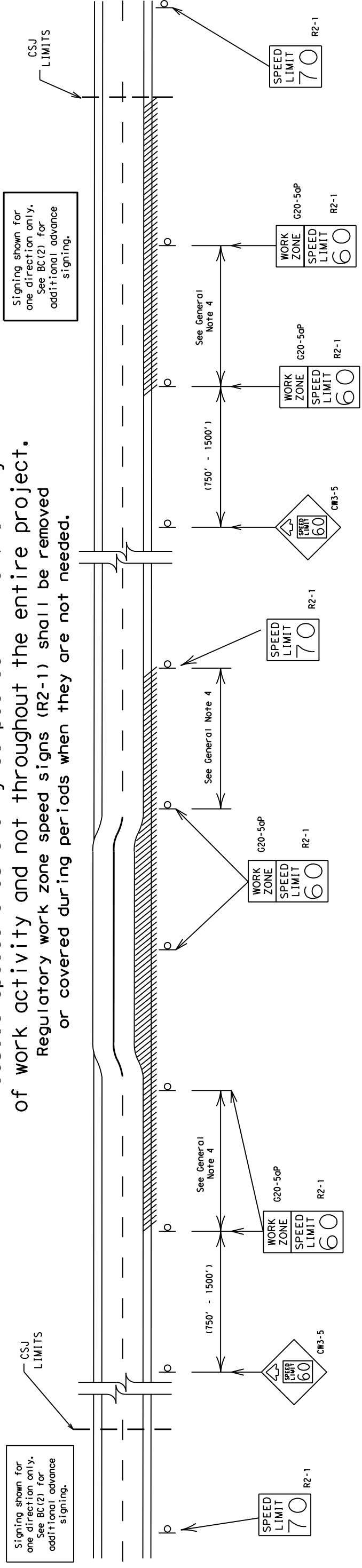
BC (2) - 21

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DATE: 9-07-13	TIME: 5-21	COUNTY: DALLAS	
REVISIONS: 001	JOB: S50408		
DATE: 8-14			
DATE: 7-13			

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 control is 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" (CW3-5) sign, "WORK ZONE" (G20-5aP) 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. Law 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.

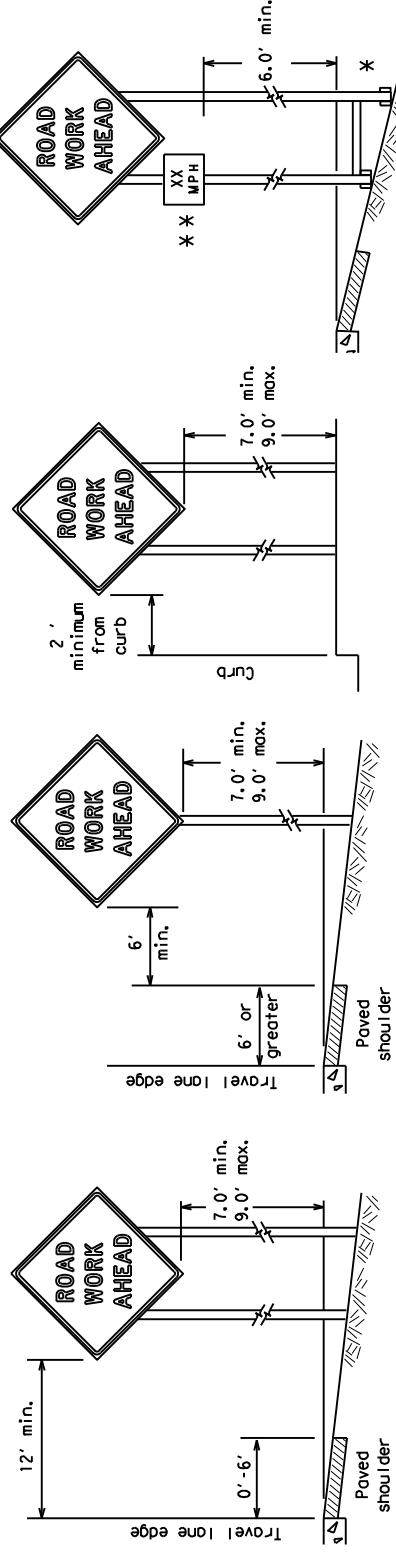


BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC (3) - 21

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SHEET NO.:							7

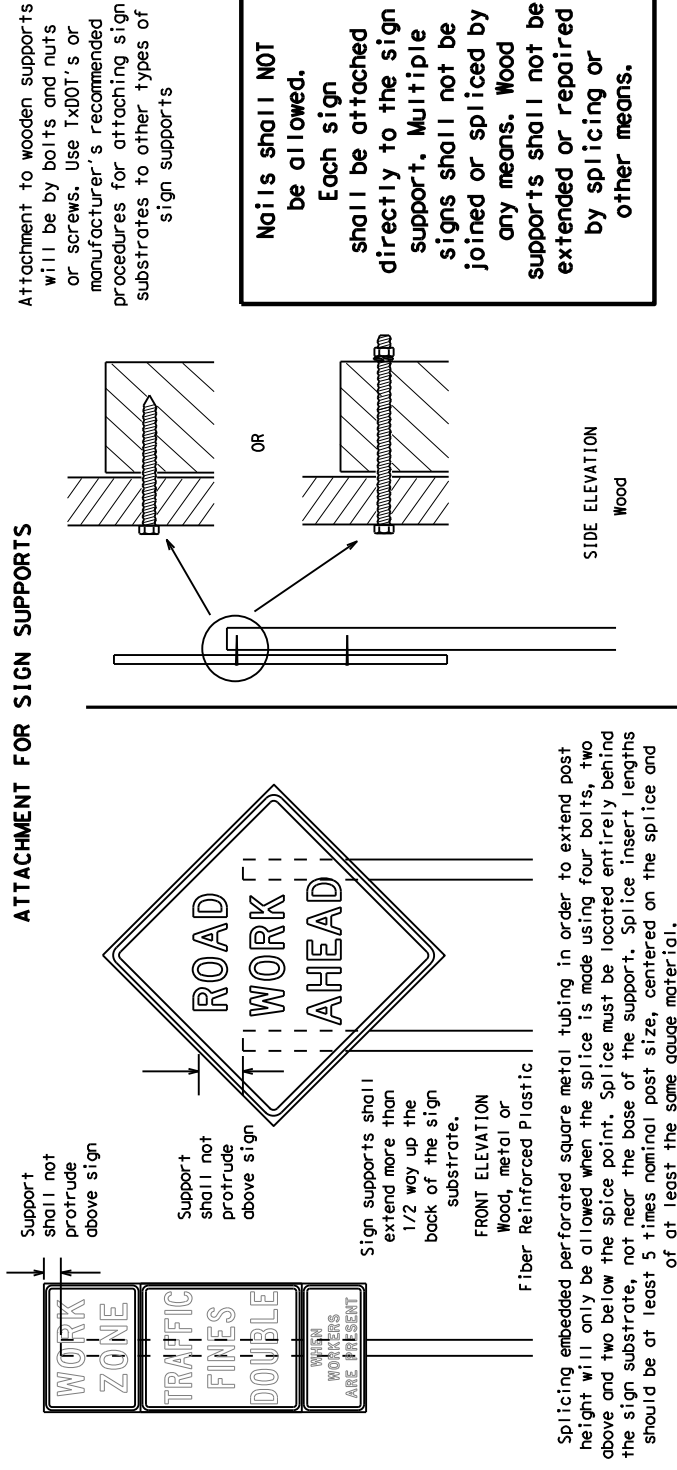
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



* When placing skid supports on unlevel 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.

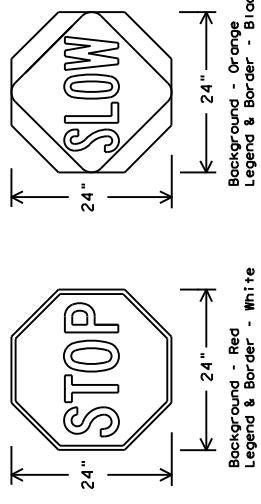
ATTACHMENT FOR SIGN SUPPORTS



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

1. STOP/SLOW paddles are the primary method to control traffic by flaggers. The STOP/SLOW paddle size should be 24" x 24".
2. STOP/SLOW paddles shall be retroreflective when used at night.
3. STOP/SLOW paddles may be attached to a staff with a minimum length of 6' to the bottom of the sign.
4. 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 _{PL} OR C _{PL} 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

1. 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 (LOCO), 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.
2. 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 TSD standard.
3. When existing permanent signs are moved and relocated due to construction purposes, they shall be visible to motorists at all times.
4. 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.
5. 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, TLRs 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.
6. 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

1. Contractor shall install and maintain signs in a straight and plumb condition and/or as directed by the Engineer.
2. Wooden sign posts shall be painted white.
3. Barricades shall NOT be used as sign supports.
4. 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.
5. 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 will require the Contractor to furnish other work zone signs that are shown in the TMUTCD but may have been omitted from the plans. Any variation in the plans shall be documented by written agreement between the Engineer and the Contractor's Responsible Person. All changes must be documented in writing before being implemented. This can include documenting the changes in the Inspector's TxDOT diary and having both the Inspector and Contractor initial and date the agreed upon changes.
6. The Contractor shall furnish sign supports listed in the "Compliant Work Zone Traffic Control Device 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.
7. The Contractor is responsible for installing signs on approved supports and replacing supports with damaged or cracked substrates and/or damaged or marred reflective sheeting as directed by the Engineer/Inspector.
8. 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.
9. The Contractor shall replace damaged wood posts. New or damaged wood sign posts shall not be spliced.

DURATION OF WORK (as defined by the "Texas Manual on Uniform Traffic Control Devices" Part 6)

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.

- a. Long-term stationary - work that occupies a location more than 3 days.
- b. Intermediate-term stationary - work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than one hour.
- c. Short-term stationary - daytime work that occupies a location for more than 1 hour in a single daylight period.
- d. Short, duration - work that occupies a location up to 1 hour.
- e. Mobile - work that moves continuously or intermittently (stopping for up to approximately 15 minutes.)

SIGN MOUNTING HEIGHT

1. 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.
2. 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.
3. Long-Term/Intermediate-term signs may be used in lieu of Short-Term/Short Duration signing.
4. 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.
5. 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

1. 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

1. 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.
2. "Mesh" type materials are NOT an approved sign substrate, regardless of the tightness of the weave.
3. All wooden individual sign panels fabricated from 2 or more pieces shall have one or more plywood cleat, 1/2" thick by 6" wide, fastened to the back of the sign and extending fully across the sign. The cleat shall be attached to the back of the sign using wood screws 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

1. 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).
2. White sheeting, meeting the requirements of DMS-8300 Type A, shall be used for signs with a white background.
3. Orange sheeting, meeting the requirements of DMS-8300 Type B_{PL} or Type C_{PL}, shall be used for rigid signs with orange backgrounds.

SIGN LETTERS

1. 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

1. When sign messages may be confusing or do not apply, the signs shall be removed or completely covered.
2. 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.

3. 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.

4. When signs are covered, the material used shall be opaque, such as heavy mil black 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.
5. Burlap shall NOT be used to cover signs.
6. Duct tape or other adhesive material shall NOT be affixed to a sign face.
7. Signs and anchor studs shall be removed and holes backfilled upon completion of work.

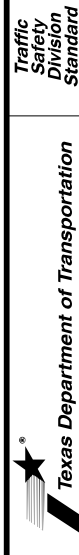
SIGN SUPPORT WEIGHTS

1. Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand should be used.
2. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
3. Rock, concrete, iron, steel or other solid objects shall not be permitted for use as sign support weights.
4. Sandbags shall weigh a minimum of 35 lbs and a maximum of 50 lbs.
5. Sandbags shall be made of a durable material that tears upon vehicular impact. Rubber (such as fire inner tubes) shall NOT be used.
6. Rubber ballasts designed for channelizing devices should not be used for ballast on portable sign supports. Sign supports designed and manufactured with rubber bases may be used when shown on the CWZTCD list.
7. Sandbags shall only be placed along or laid 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.
8. Sandbags shall NOT be placed under the skid and shall not be used to level sign supports placed on slopes.

FLAGS ON SIGNS

1. 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.

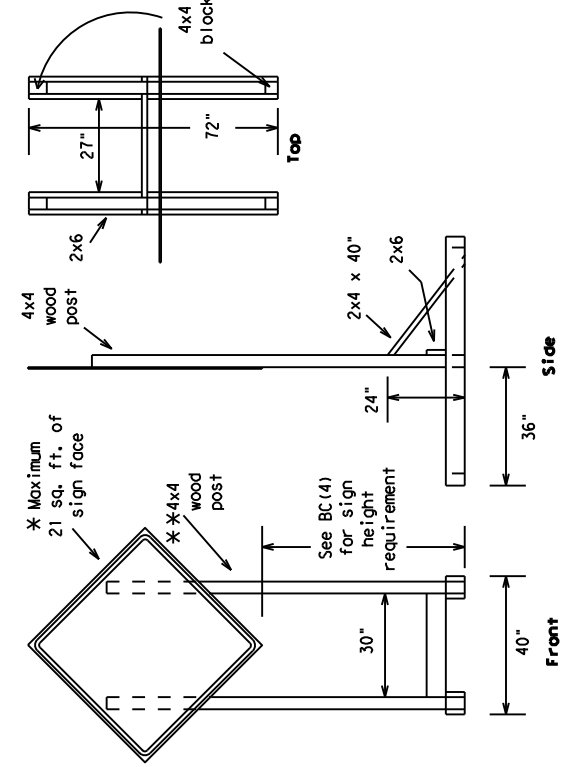
SHEET 4 OF 12



BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

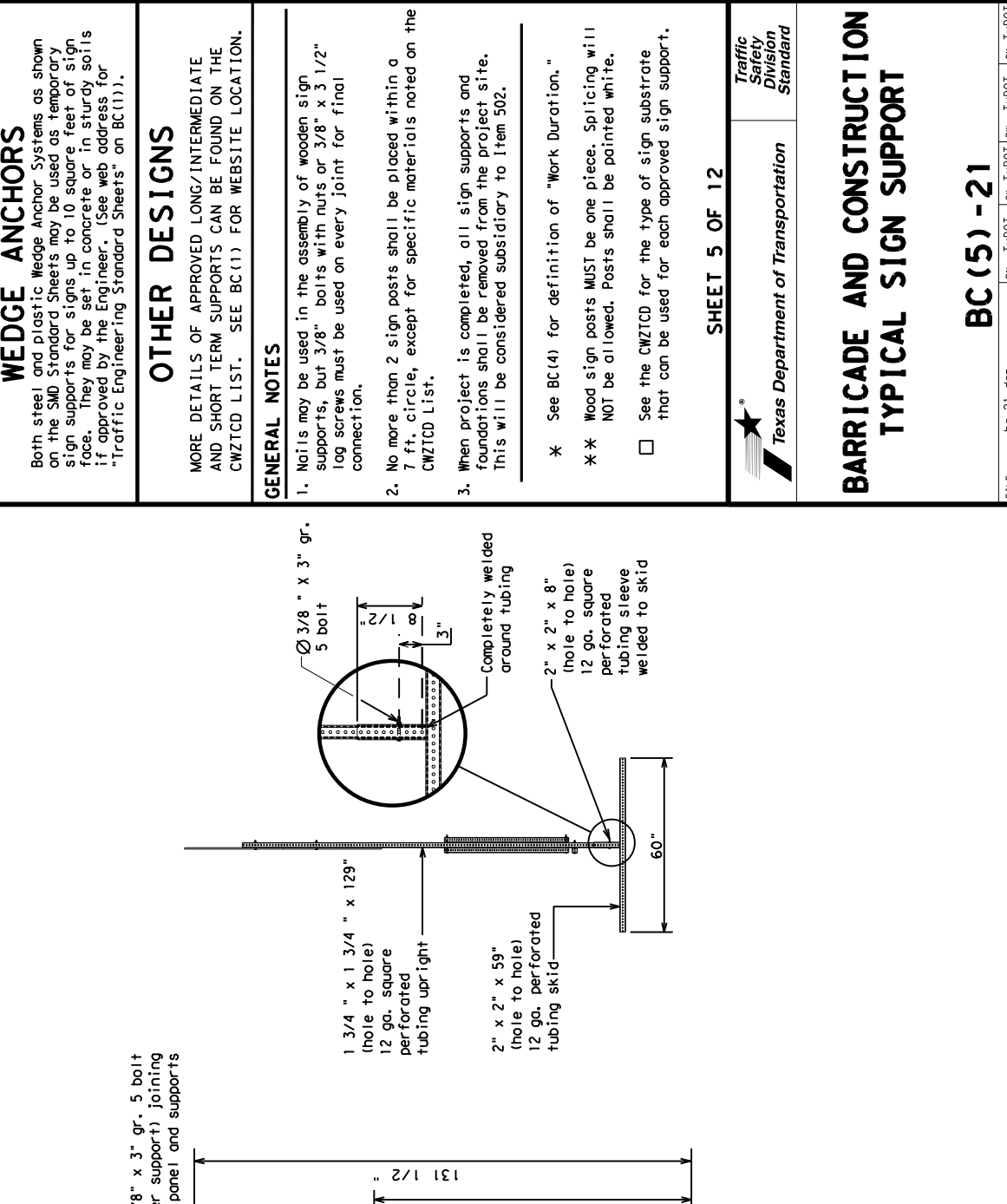
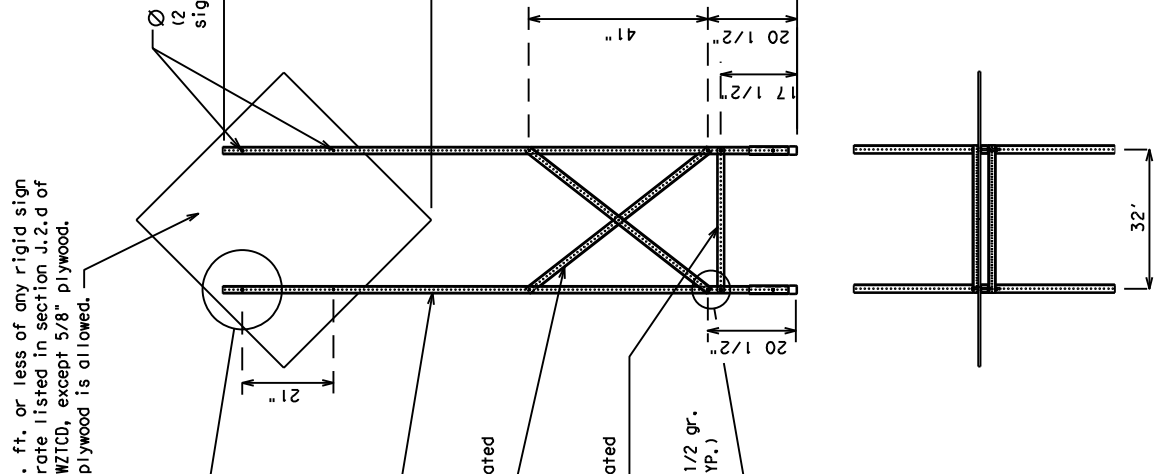
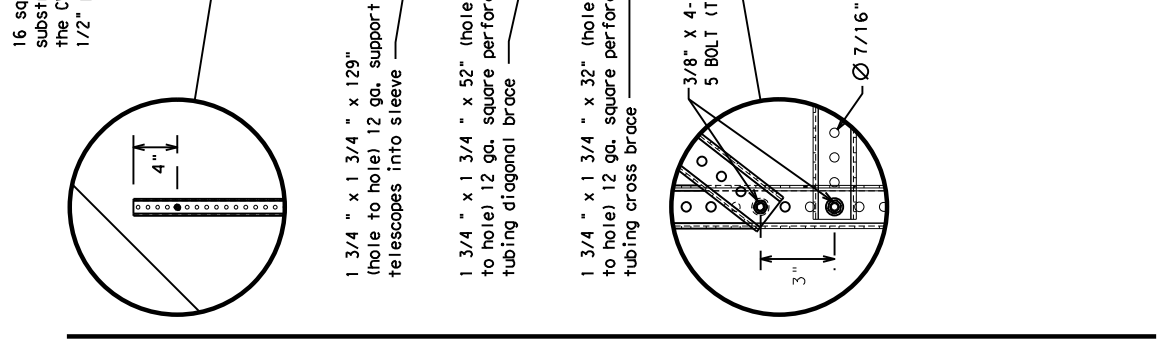
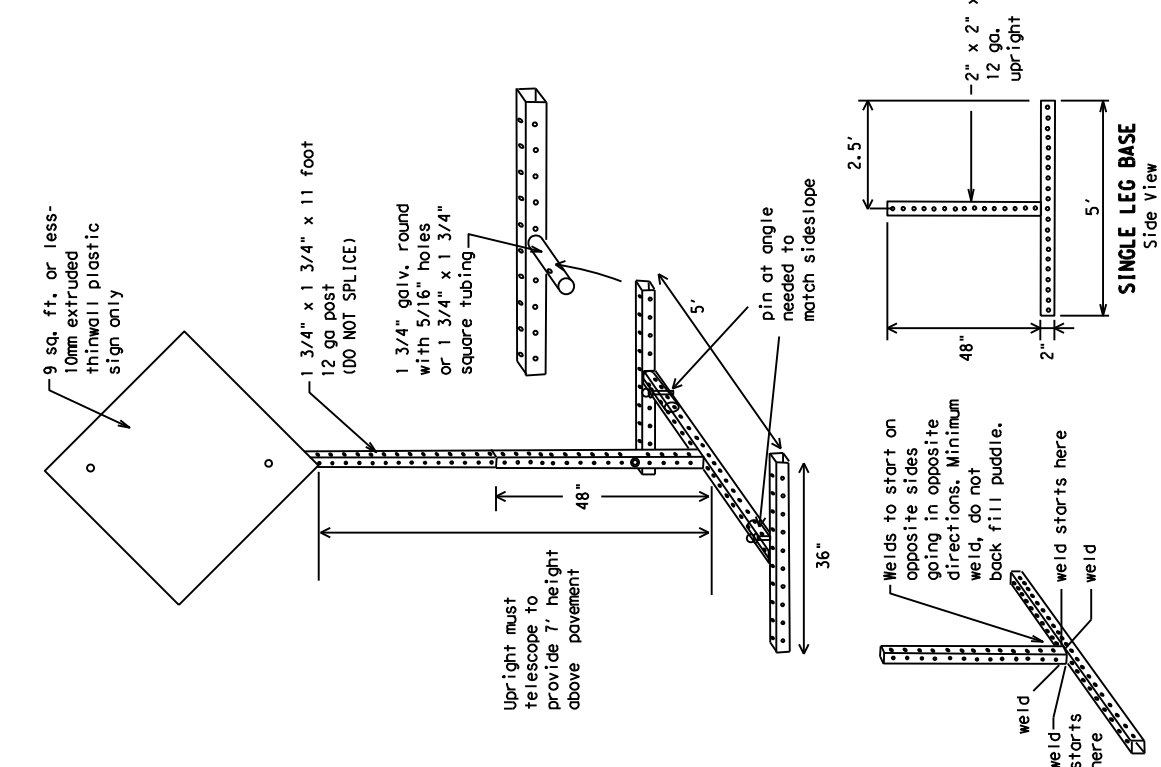
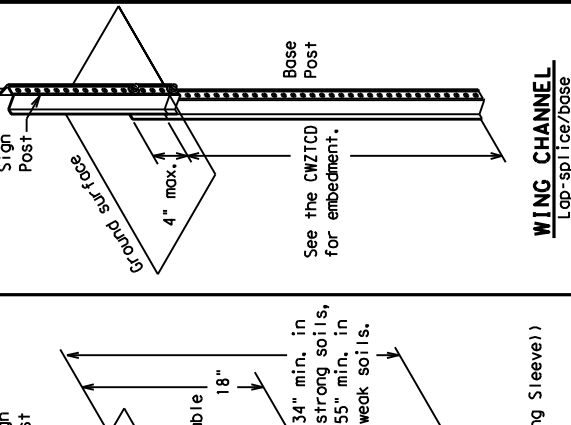
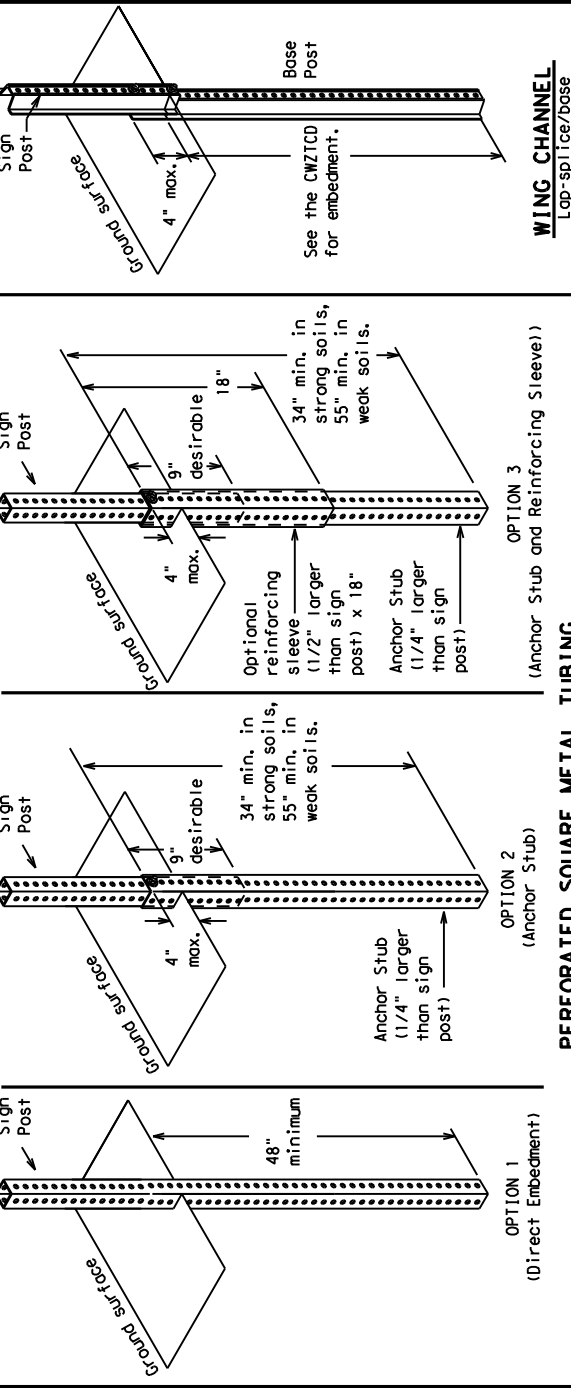
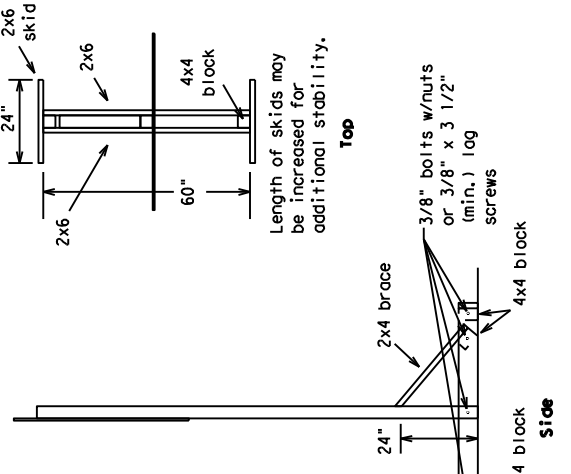
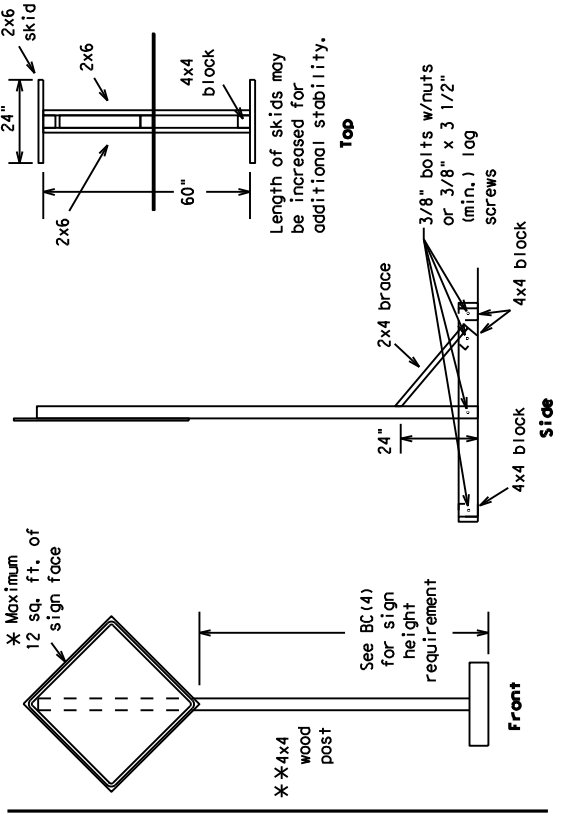
BC (4) - 21

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REV:	001	DATE:	8-14		
		DATE:	7-13		



SKID MOUNTED WOOD SIGN SUPPORTS

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



SKID MOUNTED PERFORMED SQUARE STEEL TUBING SIGN SUPPORTS

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

BC (5) - 21

FILE:	bc-21.dgn	DWG:	TXDOT	CHK:	TXDOT	CRK:	TXDOT
REVISED:	NOVEMBER 2002	CONT:	SECT	JOB:	SS0408	HIGHWAY:	
REVISED:	9-07 8-14	NO:	6460 70	001			
REVISED:	7-13 5-21	DIST:				COUNTY:	DALLAS
		SHEET NO.:	18				9

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

Texas Department of Transportation
Traffic Safety Division Standard

SHEET 5 OF 12

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

(The Engineer may approve other messages not specifically covered here.)

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," "for," "at," etc.
- Messages should consist of a single phase, or two phases that alternate. Three-phase messages are not allowed. Each phase 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-phase message on a PCMS. Each phase 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-phase message; i.e., keeping two lines of the message the same and changing the third line.
- Do not use the word "Danger" in 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 TMTUCD.
- PCMS character height should be at least 18 inches for trailer mounted units. They should be visible 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.

Phase 1: Condition Lists

Road/Lane/Ramp Closure List	Other Condition List
FREEWAY CLOSED X MILE	ROADWORK XXX FT
ROAD CLOSED AT SH XXX	FLAGGER XXXX FT
ROAD CLSD AT FM XXXX	RIGHT LN NARROWS XXXX FT
RIGHT X LANES CLOSED	MERGING TRAFFIC XXXX FT
CENTER LANE CLOSED	LOOSE GRAVEL XXXX FT
NIGHT LANE CLOSURES	DETOUR X MILE
VARIOUS LANES CLOSED	ROADWORK PAST SH XXXX
EXIT CLOSED	BUMP XXXX FT
MALL DRIVEWAY CLOSED	TRAFFIC SIGNAL XXXX FT
XXXXXXXXX BLVD CLOSED	LANES SHIFT * * * * *

* LANES SHIFT in Phase 1 must be used with STAY IN LANE 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-XX PM
DETOUR NEXT X EXITS	BEFORE RAILROAD CROSSING	MAXIMUM SPEED XX MPH	APR XX-XX PM-X AM
USE EXIT I-XX NORTH	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 XXX N	XXXXXXX TO XXXXXX	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.

Phase 1: Condition Lists

Road/Lane/Ramp Closure List	Other Condition List
FRONTAGE ROAD CLOSED	ROADWORK XXX FT
SHOULDER CLOSED XXX FT	FLAGGER XXXX FT
RIGHT LN CLOSED XXX FT	RIGHT LN NARROWS XXXX FT
RIGHT X LANES OPEN	MERGING TRAFFIC XXXX FT
DAYTIME LANE CLOSURES	LOOSE GRAVEL XXXX FT
I-XX SOUTH EXIT CLOSED	DETOUR X MILE
EXIT XXX CLOSED X MILE	ROADWORK PAST SH XXXX
RIGHT LN TO BE CLOSED	BUMP XXXX FT
X LANES CLOSED TUE - FRI	TRAFFIC SIGNAL XXXX FT
XXXXXXXXX BLVD CLOSED	LANES SHIFT * * * * *

* LANES SHIFT in Phase 1 must be used with STAY IN LANE 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-XX PM
DETOUR NEXT X EXITS	BEFORE RAILROAD CROSSING	MAXIMUM SPEED XX MPH	APR XX-XX PM-X AM
USE EXIT I-XX NORTH	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 XXX N	XXXXXXX TO XXXXXX	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 shall be limited to two phases, 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 as needed.
- 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.

FULL MATRIX PCMS SIGNS

- When Full Matrix 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 "Flagger Symbol" (CW20-7) are represented graphically on the Full Matrix 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 Full Matrix PCMS, they shall only supplement the use of the static sign represented, and shall not substitute for, or replace that sign.
- A full matrix 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

BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC (6) - 21

FILE: bc-21.dgn	DATE: 11/1/2023	TIME: 8:53:28 AM	USER: T:\DALA\DALNEA\MO\INT
CONT: 6460	SECT: 70	JOB: 001	HIGHWAY: SS0408
REV: 9-07	REV: 8-14	REV: 7-13	REV: 5-21
DIST: 18	COUNTY: DALLAS	SHEET NO: 10	

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.

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.

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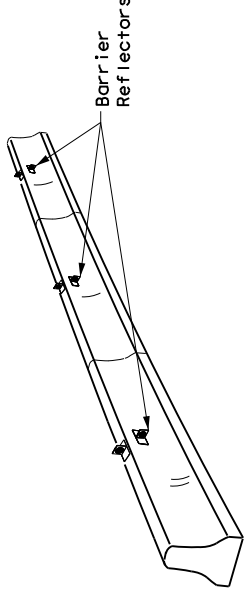
PCMS SIGNS WITHIN THE R.O.W. SHALL BE BEHIND GUARDRAIL OR CONCRETE BARRIER OR SHALL HAVE A MINIMUM OF FOUR (4) PLASTIC DRUMS PLACED PERPENDICULAR TO TRAFFIC ON THE UPSTREAM SIDE OF THE PCMS, WHEN EXPOSED TO ONE DIRECTION OF TRAFFIC. WHEN EXPOSED TO TWO WAY TRAFFIC, THE FOUR DRUMS SHOULD BE PLACED WITH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

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- 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(11).
- Color of Barrier Reflectors shall be as specified in the TMTUCD. The color of the reflectors shall be considered subsidiary to Item 512.

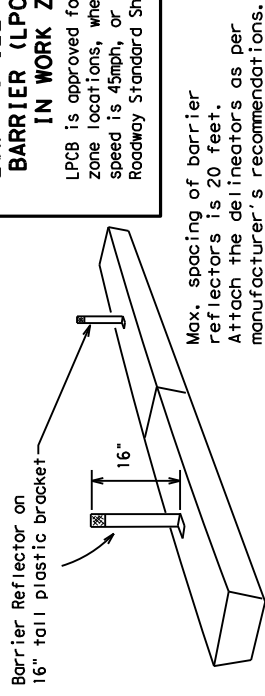


CONCRETE TRAFFIC BARRIER (CTB)

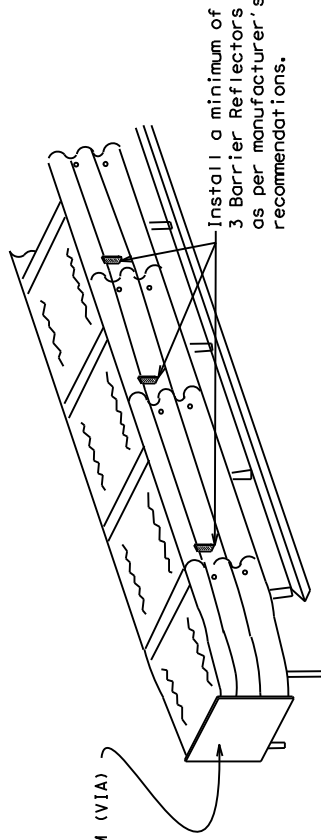
- Where traffic is on one side of the CTB, two (2) Barrier Reflectors shall be mounted in approximately the midsection of each section of CTB. An alternate mounting location is uniformly spaced at one end of each CTB. This will allow for attachment of a barrier grapple without damaging the reflector.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

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.



LOW PROFILE CONCRETE BARRIER (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

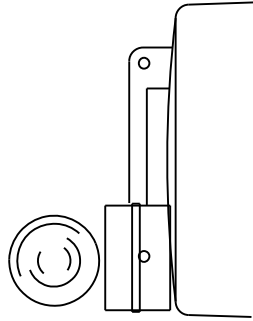
- Warning lights shall meet the requirements of the TMTUCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet 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 B₁ or C₁ Sheeting meeting the requirements of Departmental Material Specification DMS-8300.
- 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".
- The Engineer/Inspector or the plans shall specify the location and type of warning lights to be installed on the traffic control devices. 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.
- 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.
- The location of warning lights and warning reflectors on drums shall be as shown elsewhere in the plans.

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

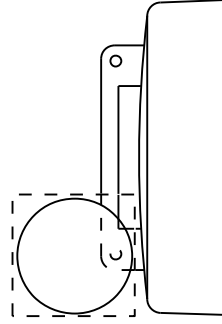
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing 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.
- 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.
- Type A, Type C and Type D warning lights shall be installed at locations as detailed on other sheets in the plans.
- Warning lights shall not be installed on a drum that has a sign, chevron or vertical panel.
- 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

- A warning reflector or approved substitute may be mounted on a plastic drum as a substitute for a Type C, steady burn warning light at the discretion of the Contractor unless otherwise noted in the plans.
- 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.
- The warning reflector shall have a minimum retroreflective surface area (one-side) of 30 square inches.
- Round reflectors shall be fully reflectorized, including the area where attached to the drum.
- 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.
- 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.
- When used near two-way traffic, both sides of the warning reflector shall be reflectorized.
- The warning reflector should be mounted on the side of the handle nearest approaching traffic.
- The maximum spacing for warning reflectors should be identical to the channelizing device spacing requirements.



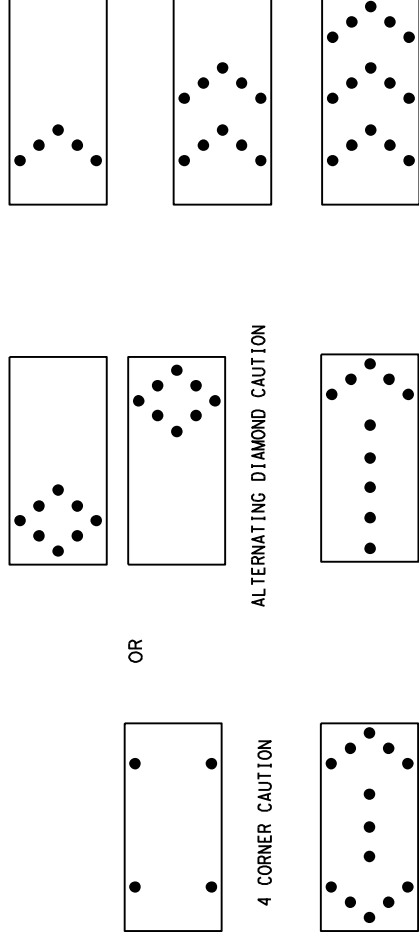
Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



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.

- 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.
- 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.
- 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.
- The Flashing Arrow Board should be able to display the following symbols:



RIGHT/LEFT SEQUENTIAL CHEVRON (right chevron shown; left is similar)

RIGHT/LEFT ARROW (right arrow shown; left is similar)

DOUBLE ARROW

ALTERNATING DIAMOND CAUTION

4 CORNER CAUTION

- The "CAUTION" display consists of four corner lamps flashing simultaneously, or the Alternating Diamond Caution mode as shown.
- The straight line caution display is NOT ALLOWED.
- The Flashing Arrow Board shall be capable of minimum 50 percent dimming from rated lamp voltage.
- The flashing rate of the lamps shall not be less than 25 nor more than 40 flashes per minute.
- Minimum lamp "on time" shall be approximately 50 percent for the flashing arrow and equal intervals of 25 percent for each sequential phase of the flashing chevron.
- The flashing arrow display is NOT ALLOWED.
- The flashing arrow display is the TxDOT standard; however, the sequential chevron display may be used during daylight operations.
- The Flashing Arrow Board shall be mounted on a vehicle, trailer or other suitable support.
- A Flashing Arrow Board SHALL NOT BE USED to laterally shift traffic.
- A full matrix PCBs 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.
- Minimum mounting height of trailer mounted Arrow Boards should be 7 feet from roadway to bottom of panel.

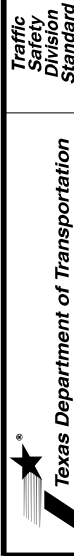
REQUIREMENTS		
TYPE	MINIMUM SIZE	MINIMUM VISIBILITY DISTANCE
B	30 x 60	3/4 mile
C	48 x 96	1 mile

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

WHEN NOT IN USE, REMOVE THE ARROW BOARD FROM THE RIGHT-OF-WAY OR PLACE THE ARROW BOARD BEHIND CONCRETE TRAFFIC BARRIER OR GUARDRAIL.

FLASHING ARROW BOARDS

SHEET 7 OF 12



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

BC (7) - 21

FILE:	bc-21.dgn	DWG:	TxDOT	DATE:	TxDOT	CHK:	TxDOT
REVISED:	November 2002	CONT:	SECT	JOB:	HIGHWAY	SSO408	
REVISED:	9-07 8-14	DIST:	6460 70	COUNTY:	001		
REVISED:	7-13 5-21	SHEET NO.:	18	COUNTY:	DALLAS		

TRUCK-MOUNTED ATTENUATORS

- Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the Manual for Assessing Safety Hardware (MASH).
- Refer to the CWZTCD for the requirements of Level 2 or Level 3 TMAs.
- Refer to the CWZTCD for a list of approved TMAs.
- TMAs are required on freeways unless otherwise noted in the plans.
- 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.
- 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.

GENERAL NOTES

- For long term stationary work zones on freeways, drums shall be used as the primary channelizing device.
- 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.
- 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.
- 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).
- 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.
- 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:

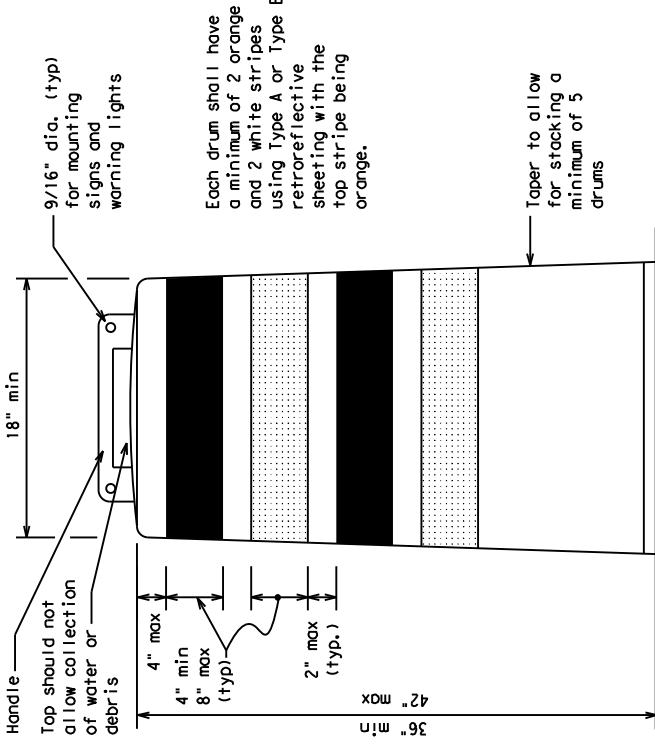
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
- The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents accidental separation due to normal handling and/or air turbulence created by passing vehicles.
- Plastic drums shall be constructed of lightweight flexible, and deformable materials. The Contractor shall NOT use metal drums or single piece plastic drums as channelization devices or sign supports.
- 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.
- 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.
- 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.
- 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.
- Plastic drums shall be constructed of ultra-violet stabilized, orange, high-density polyethylene (HDPE) or other approved material.
- Drum body shall have a maximum unballasted weight of 11 lbs.
- Drum and base shall be marked with manufacturer's name and model number.

RETROREFLECTIVE SHEETING

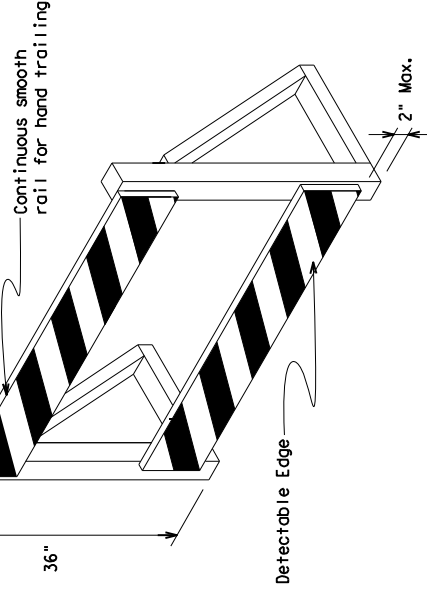
- The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials." Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
- The sheeting shall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

BALLAST

- Unballasted 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.
- 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.
- Recycled truck tire sidewalls may be used for ballast on drums approved for this type of ballast on the CWZTCD list.
- 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.
- 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.
- Ballast shall not be placed on top of drums.
- Adhesives may be used to secure base of drums to pavement.



This detail is not intended for fabrication. See note 3 and the CWZTCD list for providers of approved Detectable Pedestrian Barricades

**DETECTABLE PEDESTRIAN BARRICADES**

- 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(BIS-2) for Pedestrian Control requirements for Sidewalk Diversions, Sidewalk Detours and Crosswalk Closures.
- 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.
- 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.
- 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.
- Warning lights shall not be attached to detectable pedestrian barricades.
- Detectable pedestrian barricades should use 8" nominal barricade rails as shown on BC(10) provided that the top rail provides a smooth continuous rail suitable for hand trailing with no splinters, burrs, or sharp edges.



18" x 24" Sign
(Maximum Sign Dimension)
Chevron CWI-8, Opposing Traffic Lane
Divider, Driveway sign D70a, Keep Right
R4 Series or other signs as approved
by Engineer



12" x 24"
Vertical Panel
Mount with diagonals
sloping down towards
travel way

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

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

- Signs used on plastic drums shall be manufactured using substrates listed on the CWZTCD.
- Chevrons and other work zone signs with an orange background shall be manufactured with Type B_{PL} or Type C_{PL} Orange sheeting meeting the color and retroreflectivity requirements of DMS-8300, "Sign Face Material," unless otherwise specified in the plans.
- 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.
- 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.
- Signs shall be installed using a 1/2 inch bolt (nominal) and nut, two washers, and one locking washer for each connection.
- Mounting bolts and nuts shall be fully engaged and adequately torqued. Bolts should not extend more than 1/2 inch beyond nuts.
- 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.
- 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.

SHEET 8 OF 12



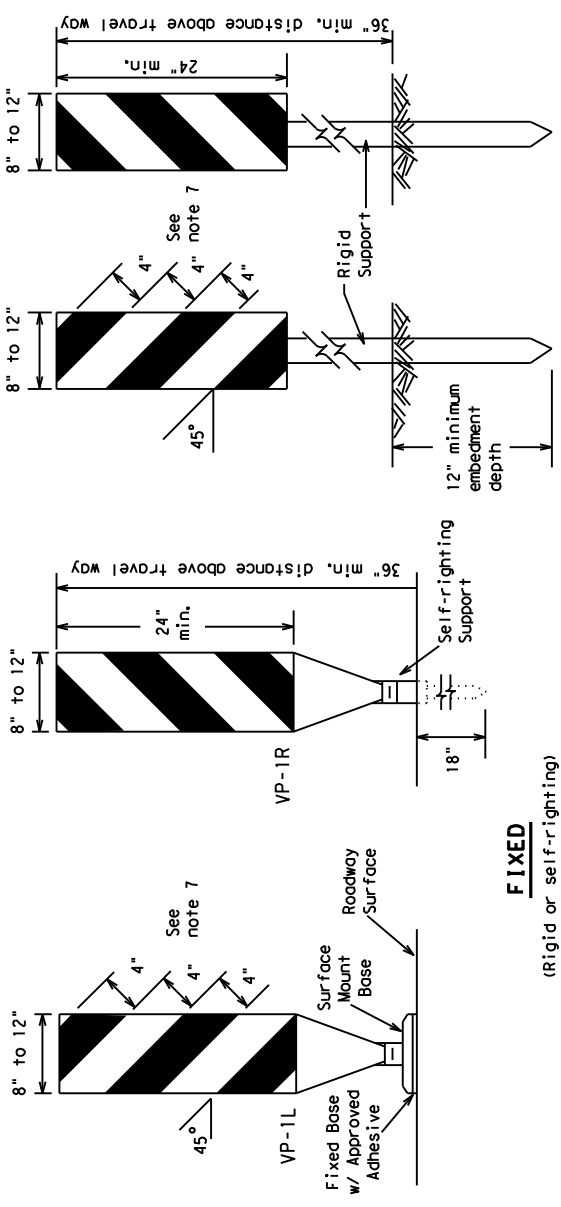
Texas Department of Transportation

Traffic
Safety
Division
Standard**BARRICADE AND CONSTRUCTION
CHANNELIZING DEVICES**

BC (8) - 21

FILE:	bc-21.dgn	DATE:	NOVEMBER 2002	PROJECT:	SS0408
DESIGNER:	TXDOT	CHECKER:	TXDOT	JOB:	001
CONTRACTOR:	TXDOT	SECTION:	6460	COUNTY:	DALLAS
REVISIONS:	4-03	DATE:	8-14	SHEET NO.:	12
	9-07	DATE:	5-21		
	7-13				

DISCLAIMER: The use of this standard is governed by the Texas Engineering Practice Act. TxDOT assumes no responsibility for its use. Kindly note for any purpose whatsoever, TxDOT does not warrant the accuracy of this standard or for incorrect results or damages resulting from its use. File: T:\DALA\VDALNEA\04\Mounting_Concrete_Repairs\Standards\bc-21.dgn



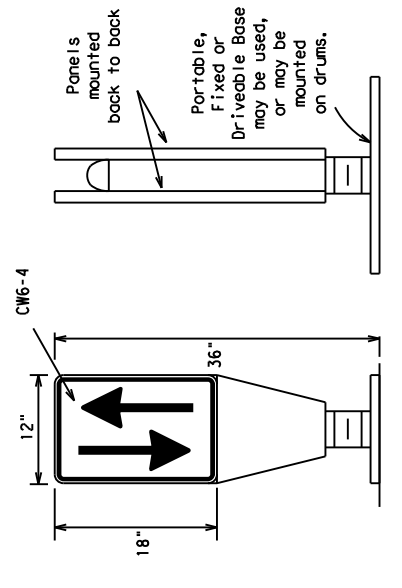
FIXED
(Rigid or self-righting)

PORTABLE
(Rigid or self-righting)

- DRIVEABLE**
- Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
 - VP's 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 VP's for drop-offs.
 - VP's 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.
 - VP's used on expressways and freeways or other high speed roadways, may have more than 270 square inches of retroreflective area facing traffic.
 - Self-righting supports are available with portable base. See "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
 - Sheeting for the VP's shall be retroreflective Type A or Type B conforming to Departmental Material Specification DMS-8300, unless noted otherwise.
 - Where the height of reflective material on the vertical panel is 36 inches or greater, a panel stripe of 6 inches shall be used.

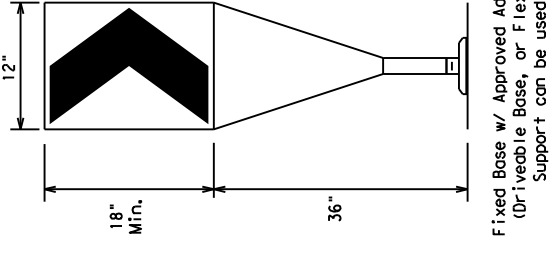
VERTICAL PANELS (VPS)

- Opposing Traffic Lane Dividers (OTLD) are delineation devices designed to convert a normal one-way roadway section to two-way operation. OTLD's are used on temporary centerlines. The upward and downward arrows on the sign's 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.
- The OTLD may be used in combination with 42" cones or VPs.
- Spacing between the OTLD shall not exceed 500 feet. 42" cones or VPs placed between the OTLD's should not exceed 100 foot spacing.
- The OTLD shall be orange with a black non-reflective legend. Sheeting for the OTLD shall be retroreflective Type B₁ or Type C₁ conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.

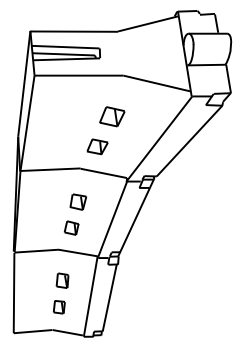


OPPOSING TRAFFIC LANE DIVIDERS (OTLD)

- The chevron shall be a vertical rectangle with a minimum size of 12 by 18 inches.
- 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.
- 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.
- To be effective, the chevron should be visible for at least 500 feet.
- Chevrons shall be orange with a black nonreflective legend. Sheeting for the chevron shall be retroreflective Type B₁ or Type C₁ conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.
- For Long Term Stationary use on tapers 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)

- 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.
- LCDs may be used instead of a line of cones or drums.
- LCDs shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
- LCDs should not be used to provide positive protection for obstacles, pedestrians or workers.
- LCDs shall be supplemented with retroreflective delineation as required for temporary barriers on BC(7) when placed roughly parallel to the travel lanes.
- 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

- 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 (MASH) crashworthiness requirements based on roadway speed and barrier application.
- 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 specific to the device, and used only when shown on the CWZTCD list.
- 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.
- 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 available geometric conditions.
- 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 canes 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

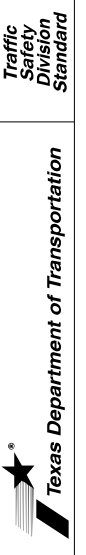
GENERAL NOTES

- 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).
- 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.
- 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).
- The Contractor shall maintain devices in a clean condition and replace damaged, nonreflective, faded, or broken devices and bases as required by the Engineer/Inspector. The Contractor shall be required to maintain proper device spacing and alignment.
- Portable bases shall be fabricated from virgin and/or recycled rubber. The portable bases shall weigh a minimum of 30 lbs.
- 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.
- The installation and removal of channelizing devices shall not cause detrimental effects to the final pavement surfaces, including pavement 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		Suggested Maximum Spacing of Channelizing Devices	
		Offset	On a Tangent	On a Tangent	On a Tangent
30	WS ² L = 60	10'	11'	12'	30'
35		150'	165'	180'	60'
40		205'	225'	245'	70'
45	L = WS	265'	295'	320'	80'
50		450'	495'	540'	90'
55		500'	550'	600'	100'
60	L = WS	550'	605'	660'	110'
65		600'	660'	720'	120'
70		650'	715'	780'	130'
75	L = WS	700'	770'	840'	140'
80		750'	825'	900'	150'
85		800'	880'	960'	160'

**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



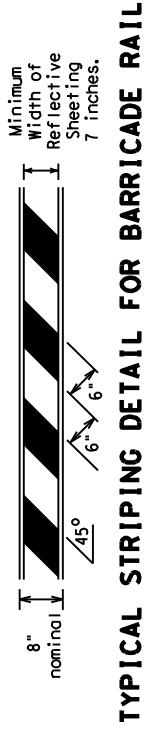
BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

FILE:	bc-21.dgn	DATE:	11/1/2023	TIME:	8:53:32 AM
CONT:	November 2002	JOB:	001	PROJECT:	SS0408
REV:	9-07	DIST:	18	COUNTY:	DALLAS
REV:	8-14	SHEET NO.:	13		
REV:	5-21				

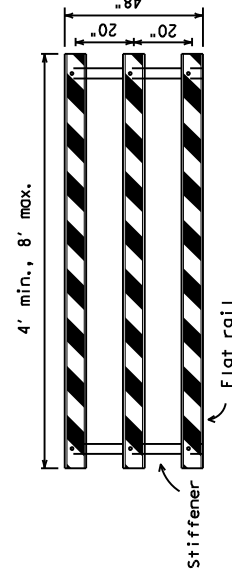
TYPE 3 BARRICADES

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 rails, 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 rails. 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 rails reflective sheeting. 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 shall 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-8300 unless otherwise noted.

Barricades shall NOT be used as a sign support.

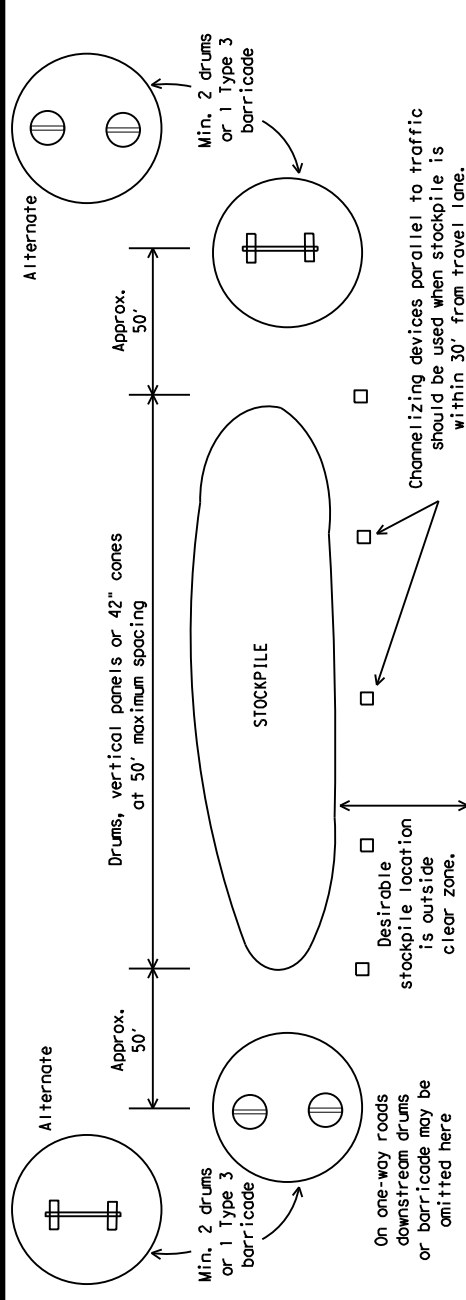


TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



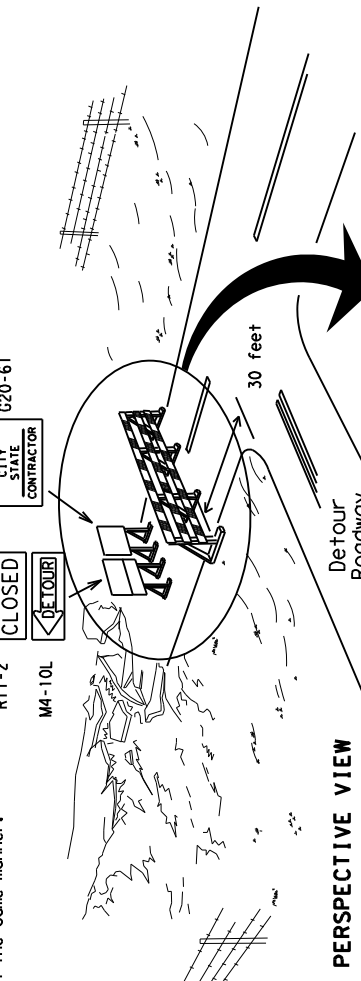
Stiffener may be inside or outside of support, but no more than 2 stiffeners shall be allowed on one barricade.

TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES

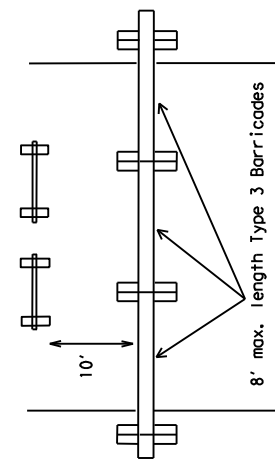


TRAFFIC CONTROL FOR MATERIAL STOCKPILES

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



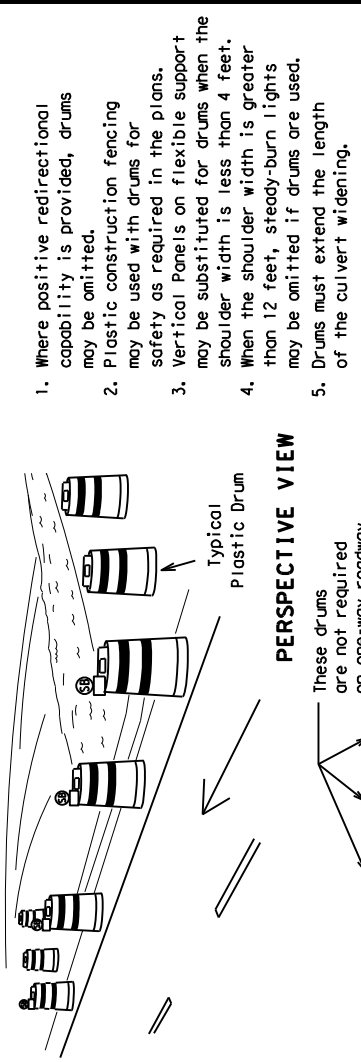
PERSPECTIVE VIEW



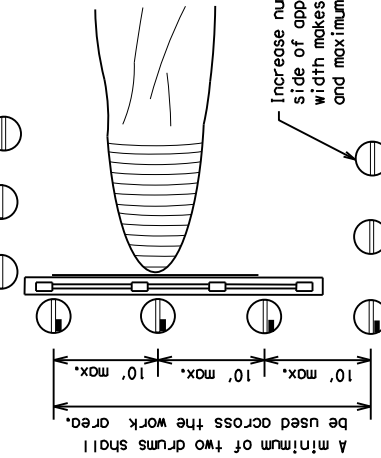
PLAN VIEW

1. Signs should be mounted on independent supports at 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



PERSPECTIVE VIEW

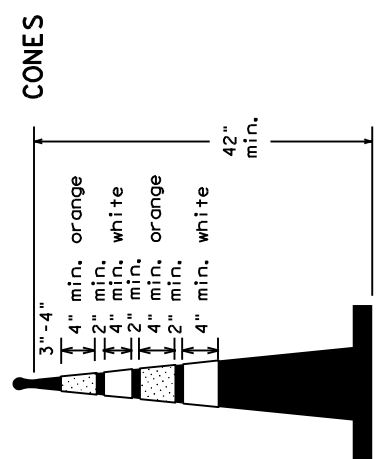


LEGEND

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

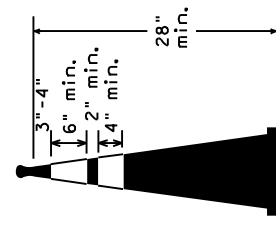
1. Where positive redirection capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder 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.

CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



CONES

- 3"-4" 4" min. orange
- 2" min. white
- 4" min. white
- 4" min. orange
- 2" min. white
- 4" min. white

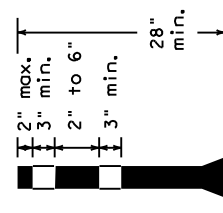


Two-Piece cones

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 on BC(4). These should not be used for intermediate-term or long-term stationary work unless personnel is 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.

Tubular Marker



Texas Department of Transportation

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (10) - 21

FILE: bc-21.dgn DNE: TXDOT DM: TXDOT CK: TXDOT
 (C) TXDOT November 2002 CONT: SECT: JOB: HIGHWAY: S50408
 REVISIONS: 6460 70 001 DIST: COUNTY: DALLAS SHEET NO.: 14
 9-07 8-14 7-13 5-21

WORK ZONE PAVEMENT MARKINGS**GENERAL**

- 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 CSJ limits unless otherwise stated in the plans.
- Color, patterns and dimensions shall be in conformance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
- Additional supplemental pavement marking details may be found in the plans or specifications.
- Pavement markings shall be installed in accordance with the TMUTCD and as shown on the plans.
- 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 WZ(STPM).
- 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.
- All work zone pavement markings shall be installed in accordance with Item 662, "Work Zone Pavement Markings."

RAISED PAVEMENT MARKERS

- Raised pavement markers are to be placed according to the patterns on BC(112).
- 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

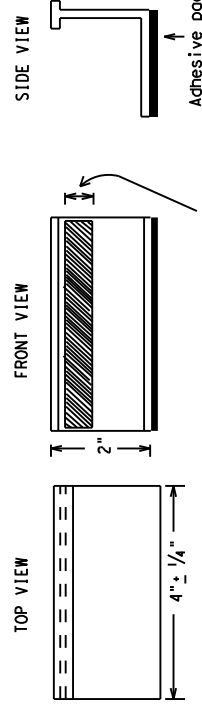
- Removable prefabricated pavement markings shall meet the requirements of DMS-8241.
- Non-removable prefabricated pavement markings (foil back) shall meet the requirements of DMS-8240.

MAINTAINING WORK ZONE PAVEMENT MARKINGS

- The Contractor will be responsible for maintaining work zone pavement markings within the work limits.
- 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.
- 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.
- 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

- 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.
- 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.
- Pavement markings shall be removed to the fullest extent possible, so as not to leave a discernable marking. This shall be by any method approved by TxDOT Specification Item 677 for "Eliminating Existing Pavement Markings and Markers".
- The removal of pavement markings may require resurfacing or seal coating portions of the roadway as described in Item 677.
- Subject to the approval of the Engineer, any method that proves to be successful on a particular type pavement may be used.
- Blast cleaning may be used but will not be required unless specifically shown in the plans.
- Over-painting of the markings SHALL NOT BE permitted.
- Removal of raised pavement markers shall be as directed by the Engineer.
- 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.
- Black-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**

- Temporary flexible-reflective roadway marker tabs used as guidemarks shall meet the requirements of DMS-8242.
- Tab details 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.
 - 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.
 - 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.
- Small design variances may be noted between tab manufacturers.
- See Standard Sheet WZ(STPM) 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

- Raised pavement markers used as guidemarks shall be from the approved product list, and meet the requirements of DMS-4200.
- All temporary construction raised pavement markers provided on a project shall be of the same manufacturer.
- Adhesive for guidemarks shall be bituminous material hot applied or butyl rubber pad 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).

SHEET 11 OF 12



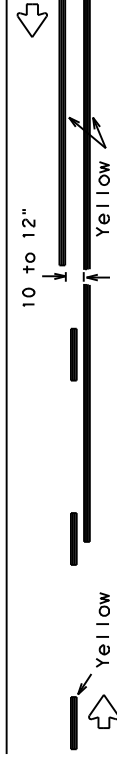
Texas Department of Transportation

Traffic Safety Division Standard

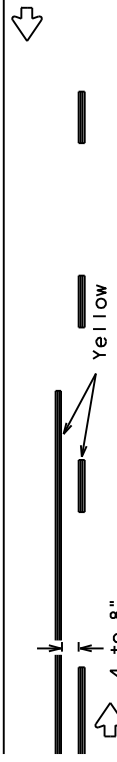
BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS**BC(11) -21**

FILE:	bc-21.dgn	DWG:	TxDOT	CHK:	TxDOT	CK:	TxDOT
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REV:	2-98 9-07 5-21	NO:	6460 70	001	SS0408		
	1-02 7-13	DIST:		COUNTY:			
	11-02 8-14		18	DALLAS			
							15

PAVEMENT MARKING PATTERNS



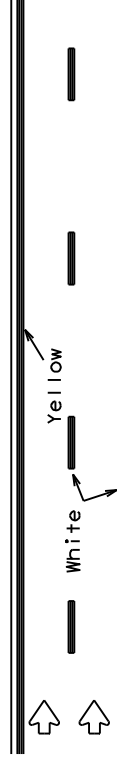
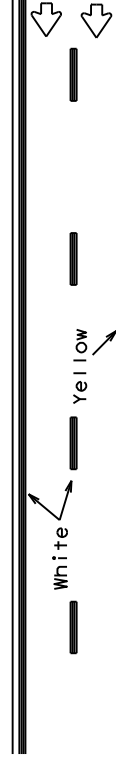
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



REFLECTORIZED PAVEMENT MARKINGS - 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.

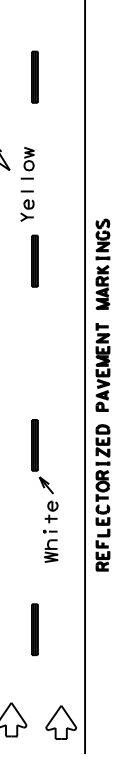
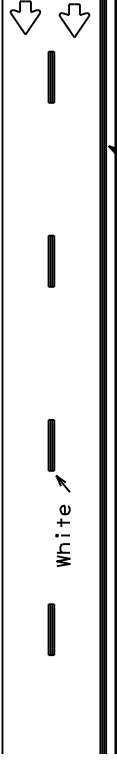
CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO-LANE, TWO-WAY HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectorized pavement markings.

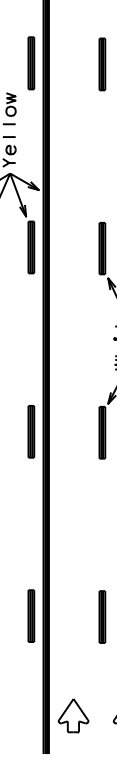
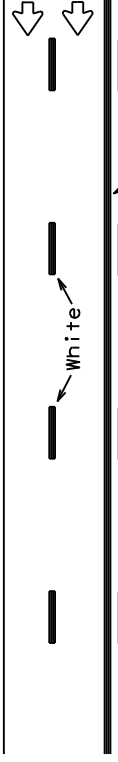
EDGE & LANE LINES FOR DIVIDED HIGHWAY



REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectorized pavement markings.

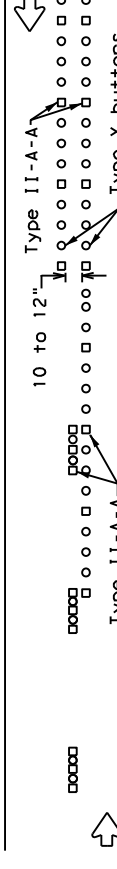
LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



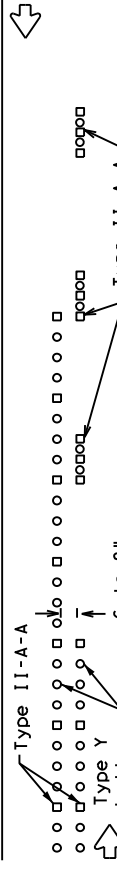
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

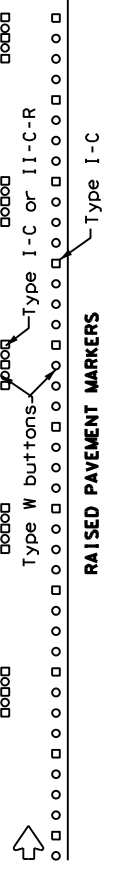
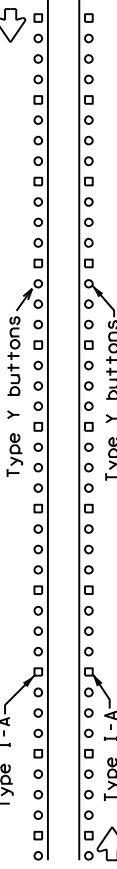
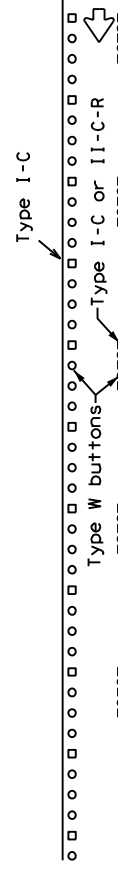


RAISED PAVEMENT MARKERS - PATTERN A



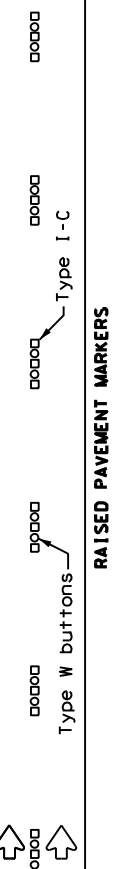
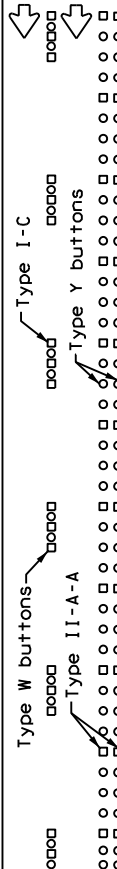
RAISED PAVEMENT MARKERS - PATTERN B

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



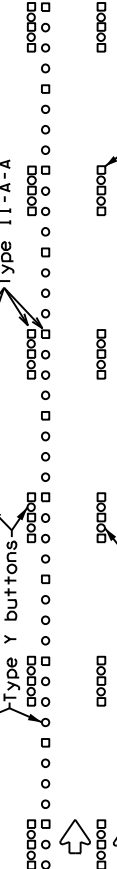
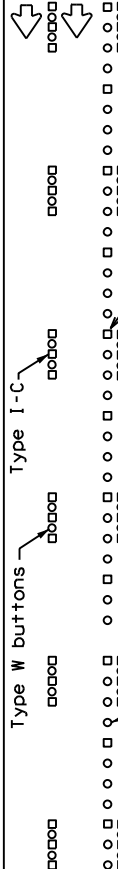
RAISED PAVEMENT MARKERS

EDGE & LANE LINES FOR DIVIDED HIGHWAY



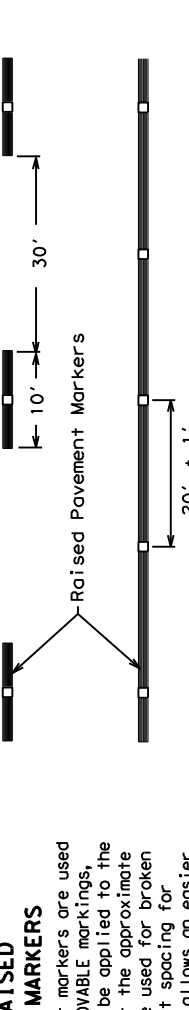
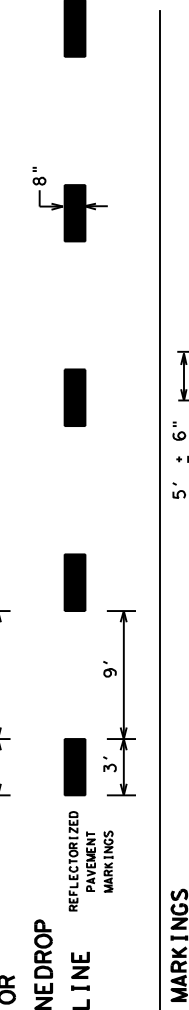
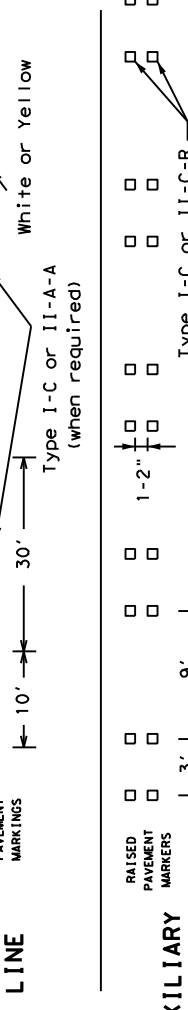
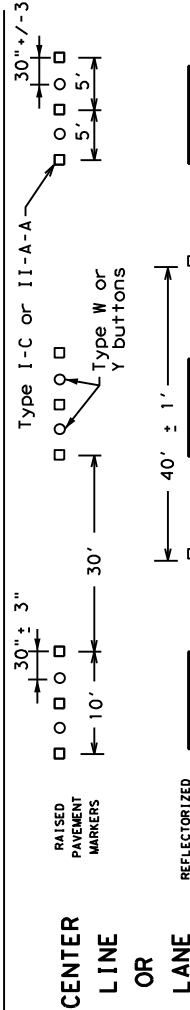
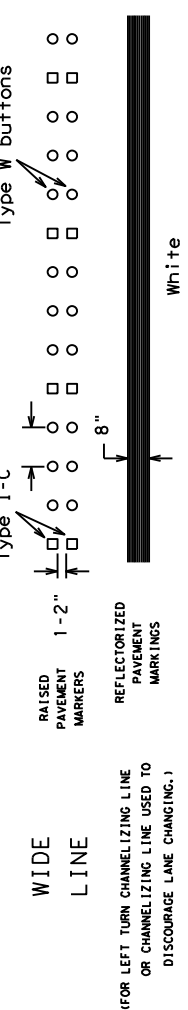
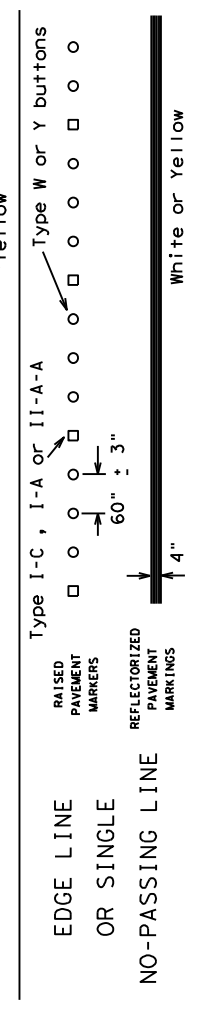
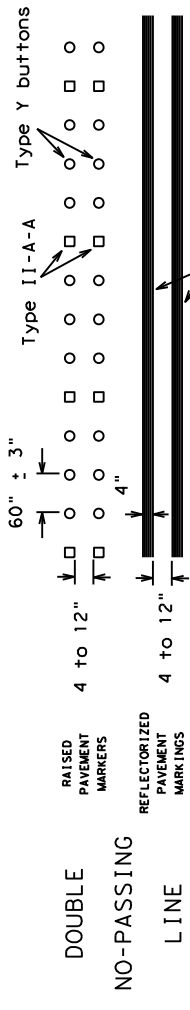
RAISED PAVEMENT MARKERS

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



RAISED PAVEMENT MARKERS

STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

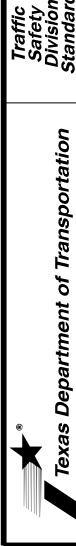


REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

If raised pavement markers are used to supplement removable markings, the markers shall be applied to the top of the tape at the approximate mid length of tape used for broken lines or at 20 foot spacing for solid lines. This allows an easier removal of raised pavement markers and tape.

Centerline only - not to be used on edge lines

SHEET 12 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

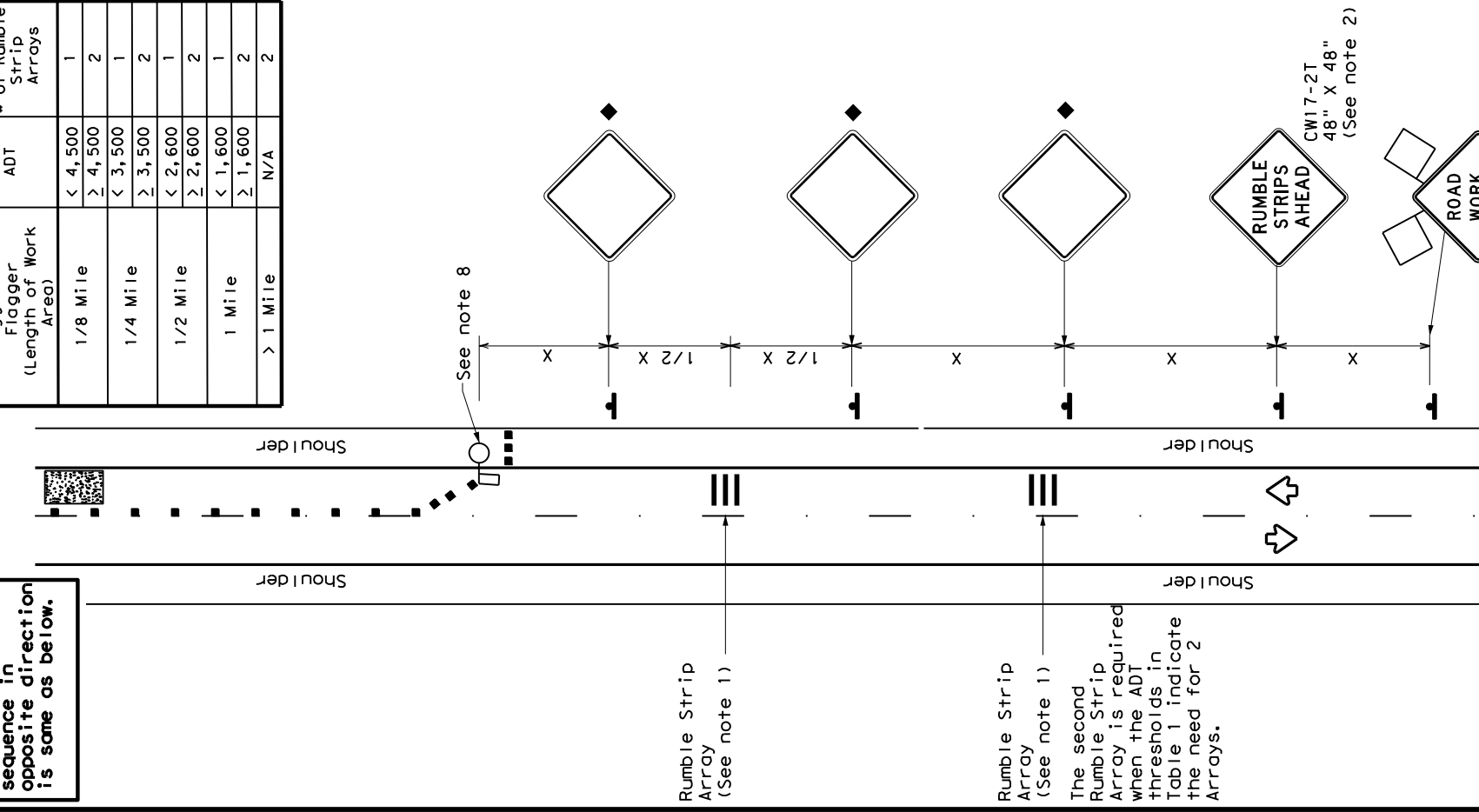
Raised pavement markers used as standard pavement markings shall be from the approved products list and meet the requirements of Item 672 "RAISED PAVEMENT MARKERS."

BC (12) - 21

FILE: bc-21.dgn	CHK: TxDOT	CHK: TxDOT	CHK: TxDOT
DATE: 11/1/2023 8:53:35 AM	REVISED: 02/07/1998	JOB: SS0408	HIGHWAY:
PROJECT: 1-97 9-07 5-21	REVISED: 02/07/1998	JOB: 6460 70	001
DATE: 2-98 7-13	DIST: 18	COUNTY: DALLAS	SHEET NO. 16

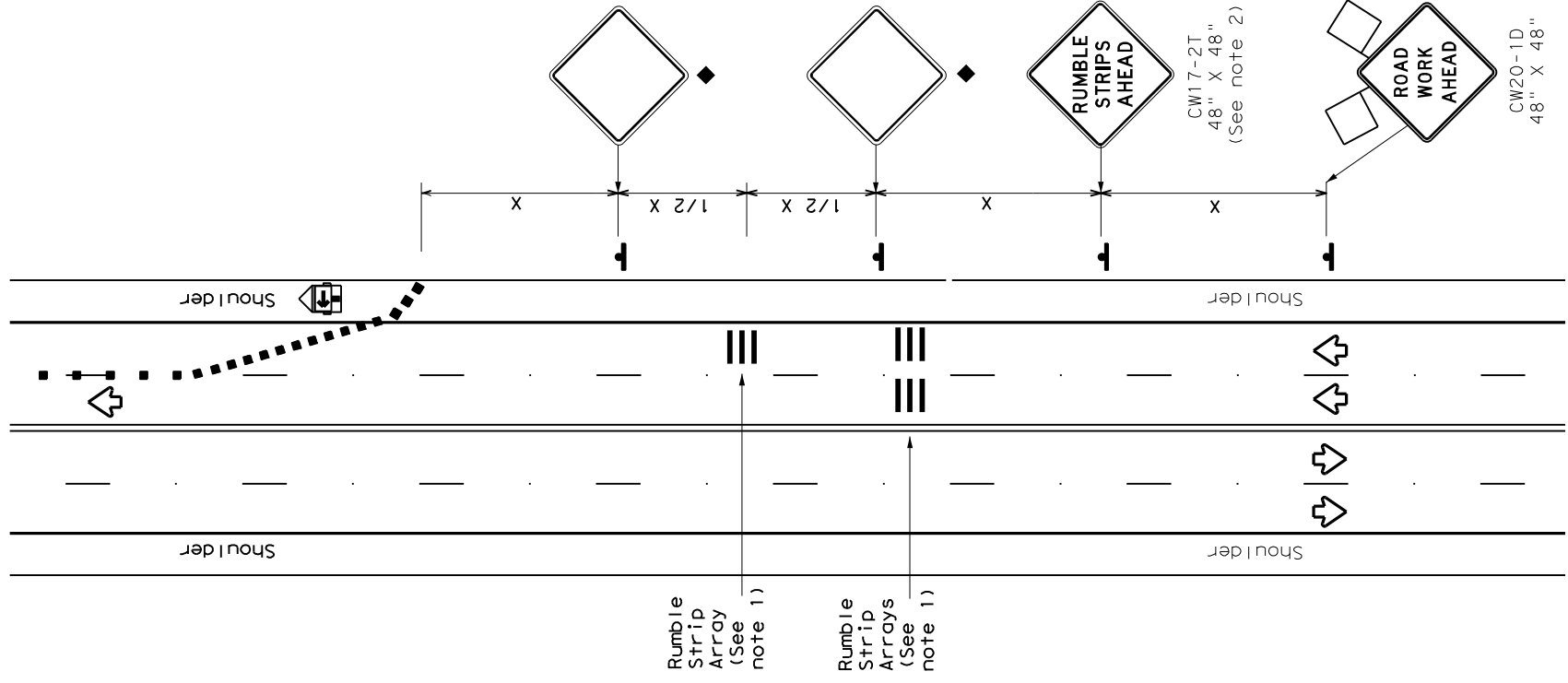
Warning sign and rumble strip sequence in opposite direction is same as below.

Flagger to Flagger (Length of Work Area)	ADT	# of Rumble Strip Arrays
1/8 Mile	< 4,500	1
	≥ 4,500	2
1/4 Mile	< 3,500	1
	≥ 3,500	2
1/2 Mile	< 2,600	1
	≥ 2,600	2
1 Mile	< 1,600	1
	≥ 1,600	2
> 1 Mile	N/A	2



WZ (RS-1a)

RUMBLE STRIPS ON ONE-LANE TWO-WAY APPLICATION



WZ (RS-1b)

RUMBLE STRIPS FOR LANE CLOSURE ON CONVENTIONAL ROADWAY

GENERAL NOTES

- Each Rumble Strip Array should consist of three rumble strips spaced center to center of the spacing shown in Table 2, placed transverse across the lane at locations shown.
- The CWI7-2T "RUMBLE STRIPS AHEAD" sign should be located after the CW20-1D "ROAD WORK AHEAD" sign and spaced as shown. If traffic is observed to be queuing, or is expected to queue beyond the Rumble Strips, the CWI7-2T sign and the first Rumble Strip Array may be located upstream of the CW20-1D sign as necessary to provide needed warning.
- Temporary Rumble Strips will be considered subsidiary to Item 502, and shall be a product listed on the Compliant Work Zone Traffic Control Devices.
- Remove Temporary Rumble Strips before removing the advanced warning signs.
- Temporary Rumble Strips should not be used on horizontal curves, loose gravel, soft or bleeding asphalt, heavily rutted pavements or unpaved surfaces.
- Temporary Rumble Strips shall be installed and maintained as per manufacturer's recommendations.
- This standard sheet shall be used in conjunction with other appropriate TCP standard, TMUTCD typical application or project specific detail for the project.
- The one-lane two-way application may utilize a flagger, an Automated Flagger Assistance Device (AFAD) or a Portable Traffic Signal (PTS).
- Replace defective Temporary Rumble Strips as directed by the Engineer.
- Temporary Rumble Strips may be used on freeways or expressways based on engineering judgment and written direction from the Engineer.

LEGEND

Symbol	Description
ZZZZZZ	Type 3 Barricade
Truck	Heavy Work Vehicle
Trailer	Trailer Mounted Flashing Arrow Panel
Sign	Sign
Flag	Flag

Posted Speed *	Formula	Minimum Desirable Taper Lengths **		Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x"	Distance	Suggested Longitudinal Buffer Space "B"
		Offset	Offset	On a Taper	On a Tangent			
30	$L = \frac{WS^2}{60}$	10'	11'	12'	12'	30'	60'	90'
35		150'	165'	180'	180'	35'	70'	120'
40		265'	295'	320'	320'	40'	80'	155'
45		450'	495'	540'	540'	45'	90'	320'
50		500'	550'	600'	600'	50'	100'	400'
55		550'	605'	660'	660'	55'	110'	500'
60		600'	660'	720'	720'	60'	120'	600'
65		650'	715'	780'	780'	65'	130'	700'
70		700'	770'	840'	840'	70'	140'	800'
75		750'	825'	900'	900'	75'	150'	900'

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

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

◆ Signs are for illustrative purposes only. Signs required may vary depending on the TCP, TMUTCD Typical Application, or project specific details for the project.
 * For posted speeds in excess of 65 MPH, it is recommended that spacing is increased as speed limits increase. Increasing space between rumble strips will improve effectiveness.

Speed	Approximate distance between strips in an array
≤ 40 MPH	10'
> 40 MPH & ≤ 55 MPH	15'
= 60 MPH	20'
≥ 65 MPH	* 35' +

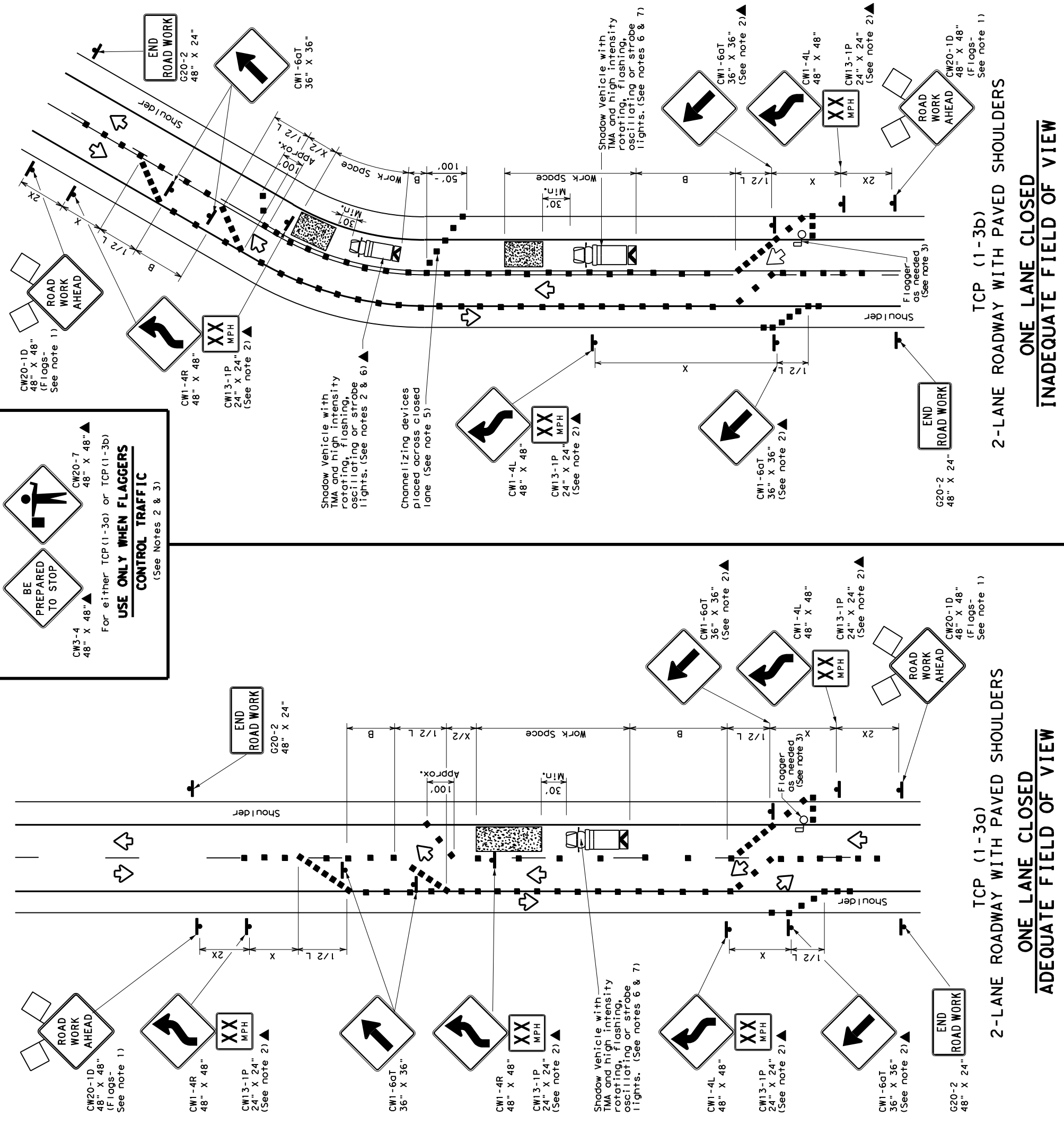
Texas Department of Transportation
 Traffic Safety Division Standard

TEMPORARY RUMBLE STRIPS

WZ (RS) - 22

FILE: WZrs22.dgn DNE: TXDOT Ck: TXDOT DW: TXDOT Cks: TXDOT
 (C) TXDOT November 2012 CONT: SECT: JOB: HIGHWAY: SSO408
 REVISIONS: 6460 70 001
 2-14 1-22 DIST: COUNTY: SHEET NO.:
 4-16 18 DALLAS 17

BE PREPARED TO STOP
CW3-4
 48" X 48"
 For either TCP (1-3a) or TCP (1-3b)
USE ONLY WHEN FLAGGERS
CONTROL TRAFFIC
 (See Notes 2 & 3)



LEGEND

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths * X		Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
		10' Offset	12' Offset	On a Taper	On a Tangent		
30		150'	165'	180'	30'	60'	90'
35	$L = \frac{WS^2}{60}$	205'	225'	245'	35'	70'	120'
40		265'	295'	320'	40'	80'	155'
45		450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55	$L = WS$	550'	605'	660'	55'	110'	295'
60		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'

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

TYPICAL USAGE

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

GENERAL NOTES

- Flags attached to signs where shown are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol which may be omitted when stated elsewhere in the Plans, or for routine maintenance work, when approved by the Engineer.
- Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safely control traffic. Additional flaggers may be positioned in advance of traffic queues to alert traffic to reduce speed.
- DO NOT PASS, PASS WITH CARE and construction regulatory speed zone signs may be installed downstream of the ROAD WORK AHEAD signs.
- When the work zone is made up of several work spaces, channelizing devices should be placed laterally across the closed lane to re-emphasize closure. Laterally placed channelizing devices should be repeated every 500 to 1000 feet in urban areas and every 1/4 to 1/2 mile in rural areas.
- A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
- Where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20', or 15' if posted speed are 35 mph or slower, and for tangent sections, at 1/2S where S is the speed in mph. This tighter device spacing is intended for the area of conflicting markings not the entire work zone.

Texas Department of Transportation
 Traffic Operations Division Standard

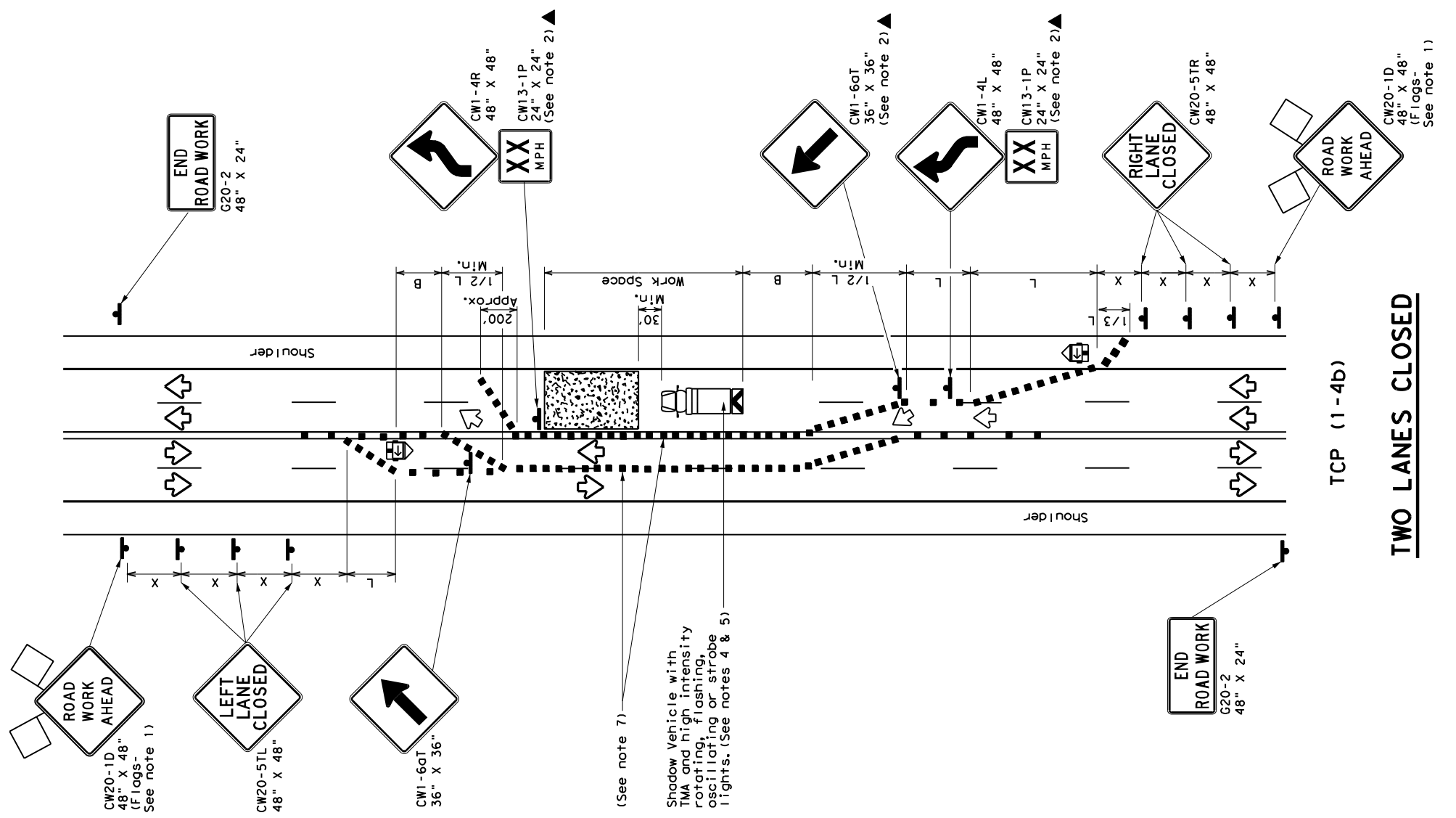
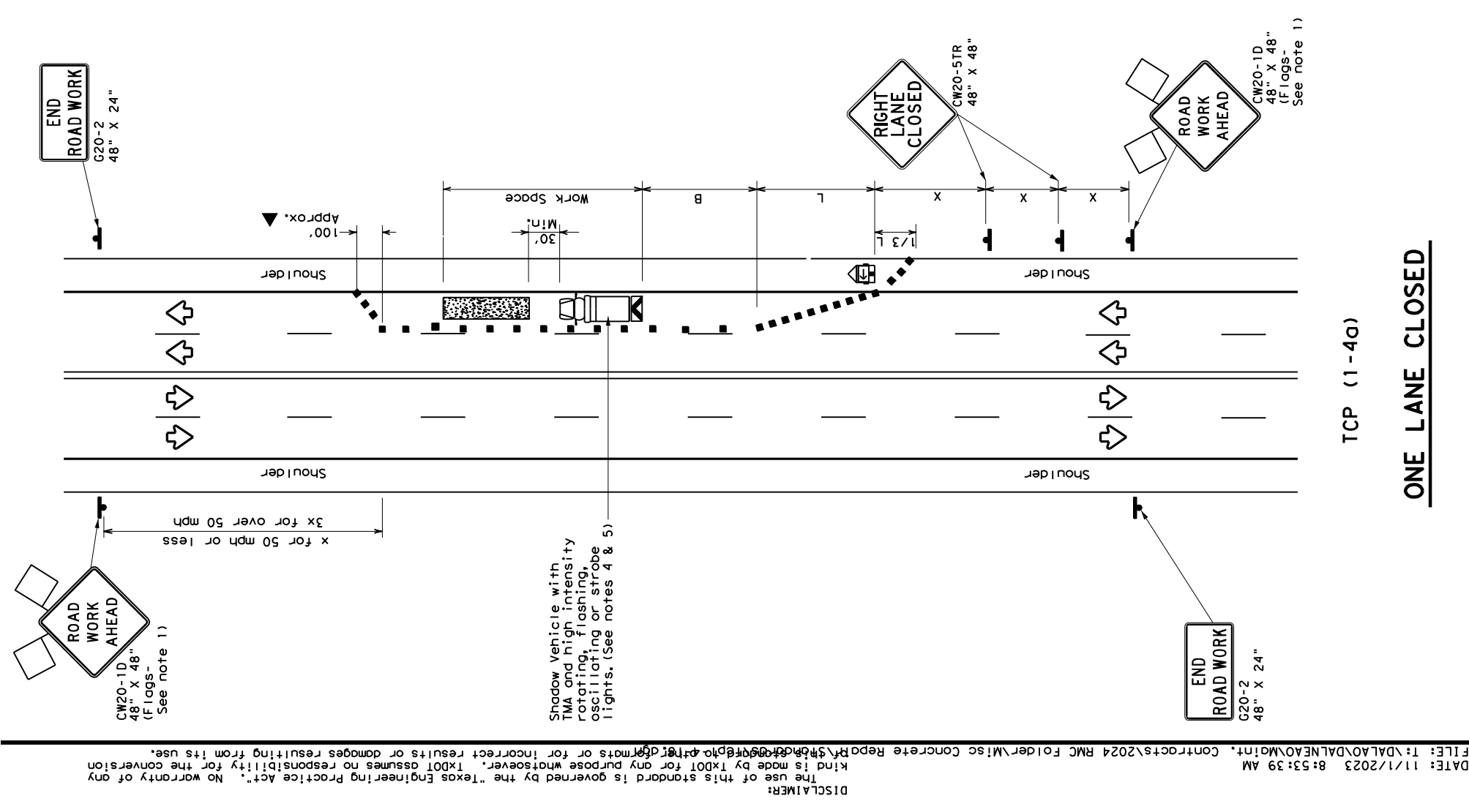
TRAFFIC CONTROL PLAN
TRAFFIC SHIFTS ON
TWO LANE ROADS

TCP (1-3) - 18

FILE: Tcp1-3-18.dgn DNE: CK: DWE: CK:
 (C) TxDOT December 1985 CONT SECT JOB HIGHWAY
 2-94 4-98 REVISONS 6460 70 001 SSO408
 8-95 2-12 DIST COUNTY SHEET NO.
 1-97 2-18 18 DALLAS 18

TCP (1-3a)
 2-LANE ROADWAY WITH PAVED SHOULDERS
 ONE LANE CLOSED
 ADEQUATE FIELD OF VIEW

TCP (1-3b)
 2-LANE ROADWAY WITH PAVED SHOULDERS
 ONE LANE CLOSED
 INADEQUATE FIELD OF VIEW



LEGEND

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

Posted Speed * *	Formula	Minimum Desirable Taper Lengths **		Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		Offset	Tangent	On a Taper	Distance	
30	WS^2	10'	11'	10'	12'	90'
35	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	120'
40		205'	225'	245'	35'	160'
45		265'	295'	320'	40'	155'
50		450'	495'	540'	45'	195'
55		500'	550'	600'	50'	240'
60		550'	605'	660'	55'	295'
65		600'	660'	720'	60'	350'
70		700'	770'	840'	70'	410'
75		750'	825'	900'	75'	475'
					150'	540'

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

TYPICAL USAGE

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

GENERAL NOTES

- Flags attached to signs where shown are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
- The CW20-1D "ROAD WORK AHEAD" sign may be replaced if the visibility of the work zone is less than 1500 feet.
- A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

TCP (1-4a)

6. If this TCP is used for a left lane closure, CW20-5TL "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the centerline where needed to protect the work space from opposing traffic with the arrow panel placed in the closed lane near the end of the merging taper.

TCP (1-4b)

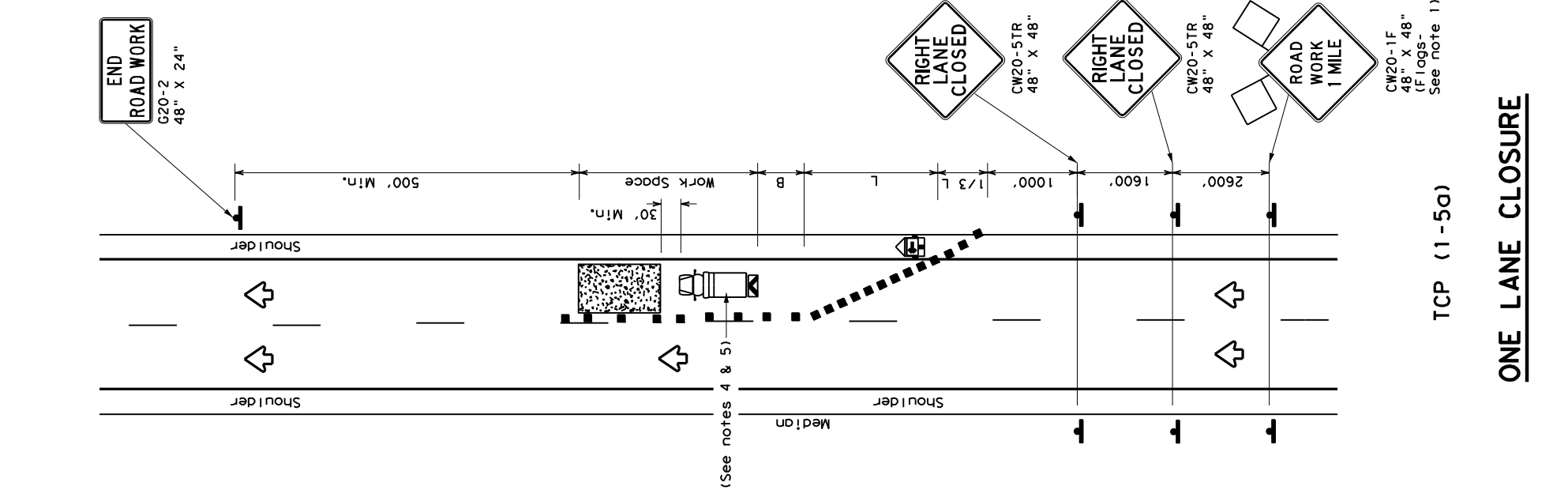
7. Where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20' or 15' if posted speeds are 35 mph or slower, and for tangent sections, at 1/2S where S is the speed in mph. This tighter device spacing is intended for the areas of conflicting markings, not the entire work zone.

Texas Department of Transportation
 Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN
 LANE CLOSURES ON MULTILANE
 CONVENTIONAL ROADS**

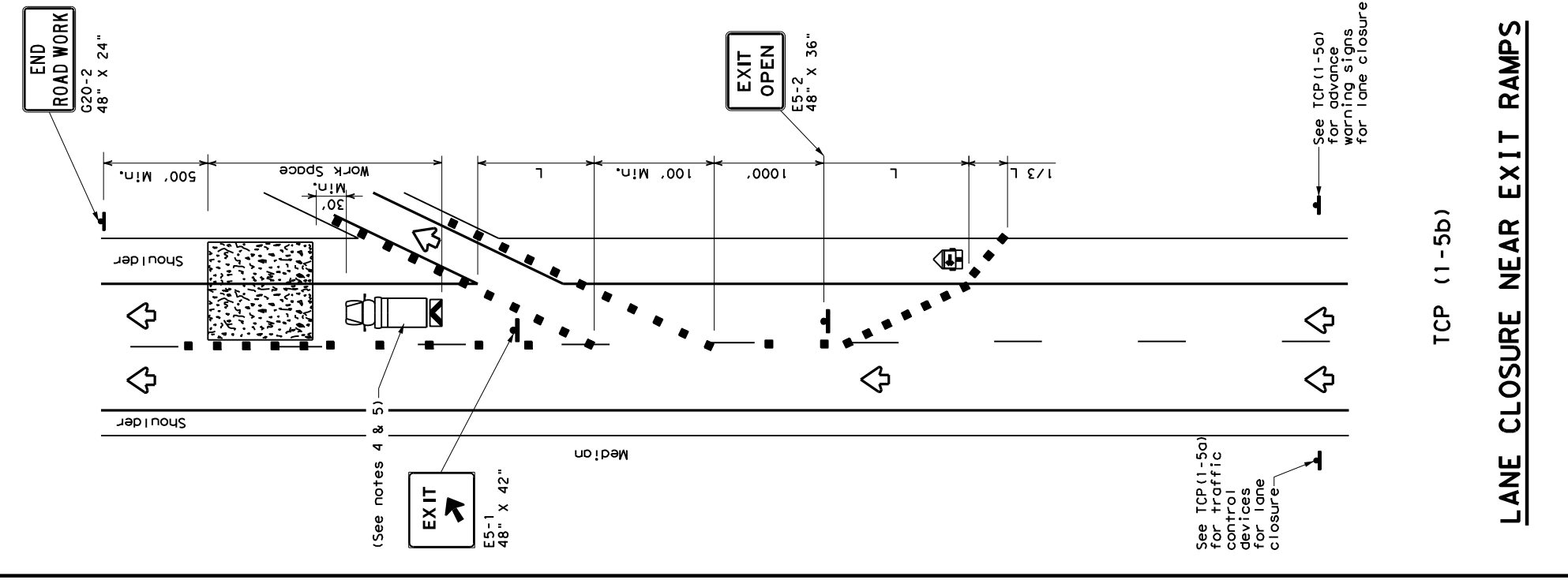
TCP (1-4) - 18

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 CONT: December 1985 SECT: JOB: HIGHWAY:
 2-94 4-98 REVIEWS: 6460 70 001 SSO408
 8-95 2-12 DIST: COUNTY: DALLAS SHEET NO.:
 1-97 2-18 18 19



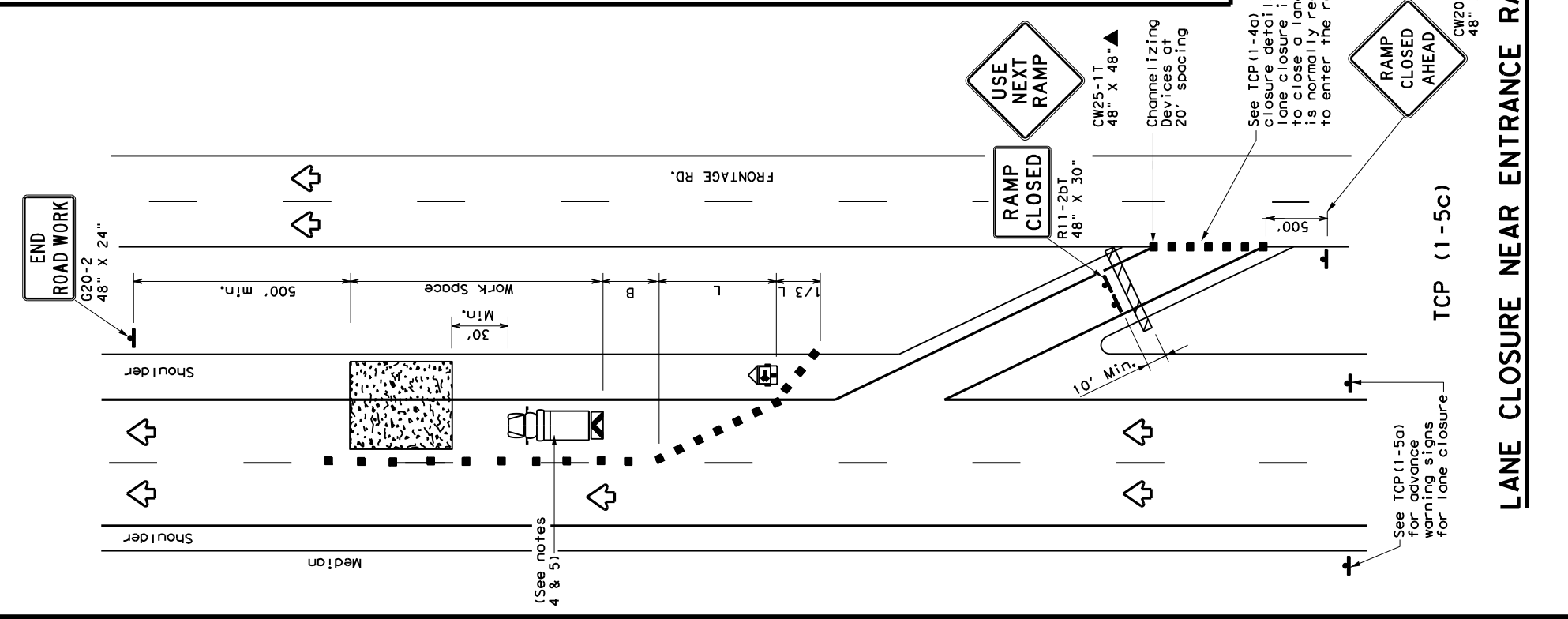
TCP (1-5a)

ONE LANE CLOSURE



TCP (1-5b)

LANE CLOSURE NEAR EXIT RAMPS



TCP (1-5c)

LANE CLOSURE NEAR ENTRANCE RAMPS

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

Posted Speed * *	Formula	Minimum Desirable Taper Lengths **		Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"		
		10' Offset	11' 12' Offset	On a Taper	On a Tangent			
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45		450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60	$L = WS$	600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

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

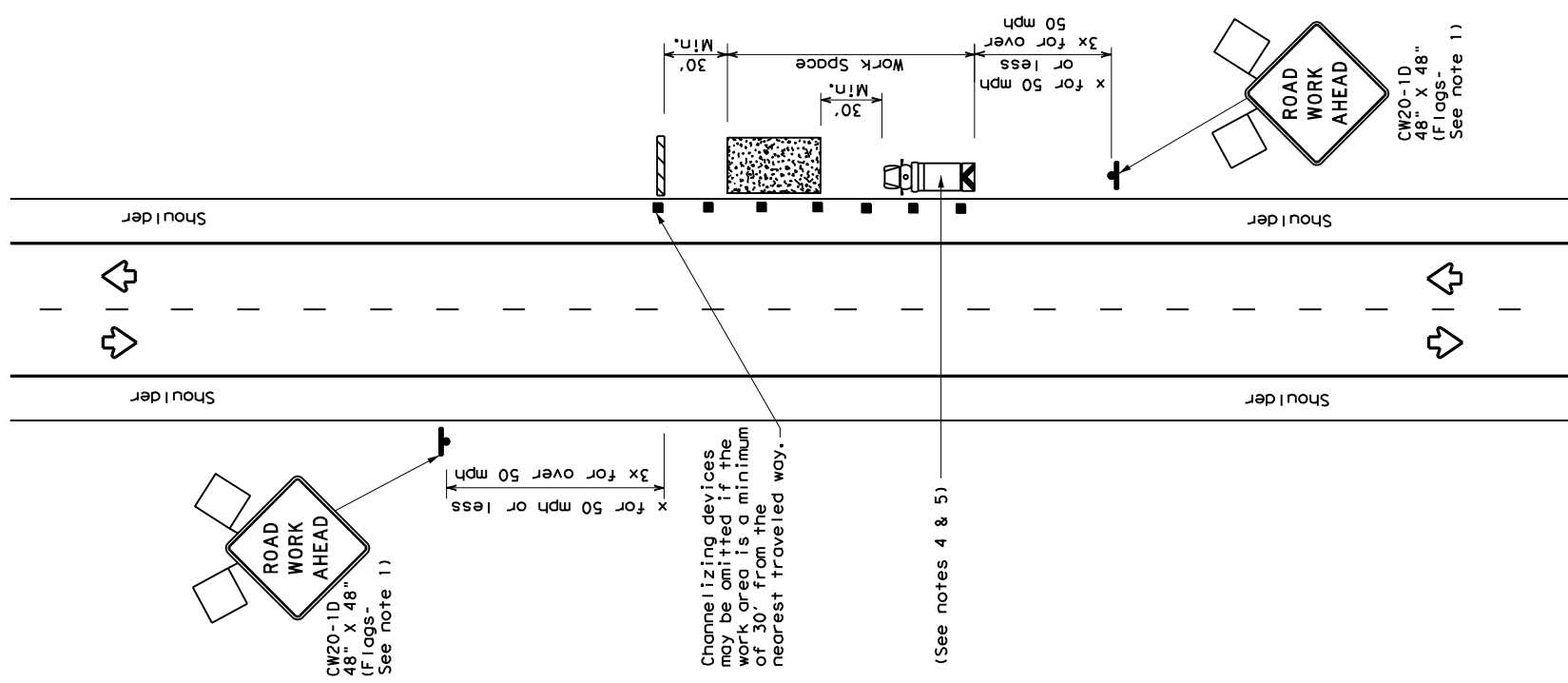
TYPICAL USAGE			
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	LONG TERM STATIONARY
		✓	

GENERAL NOTES

- Flags attached to signs where shown, are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
- Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
- Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

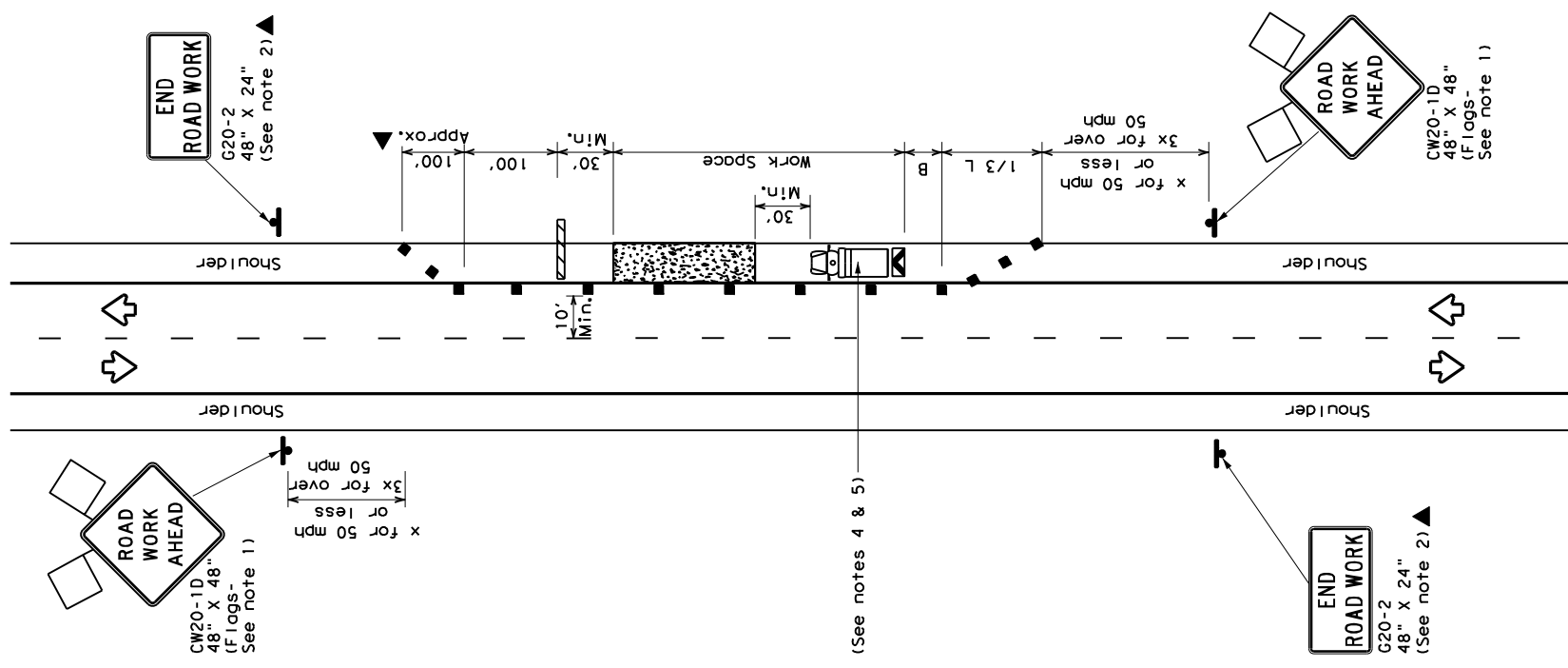
Texas Department of Transportation
TRAFFIC CONTROL PLAN
LANE CLOSURES FOR
DIVIDED HIGHWAYS
TCP (1-5) - 18

FILE: TCP1-5-18.dgn DNE: CK: DWE: CK:
 CONT: FEBRUARY 2012 SECT: JOB: HIGHWAY: S50408
 REV: 2-18 REVISTIONS: 6460 70 001 DIST: COUNTY: DALLAS SHEET NO.: 18
 155



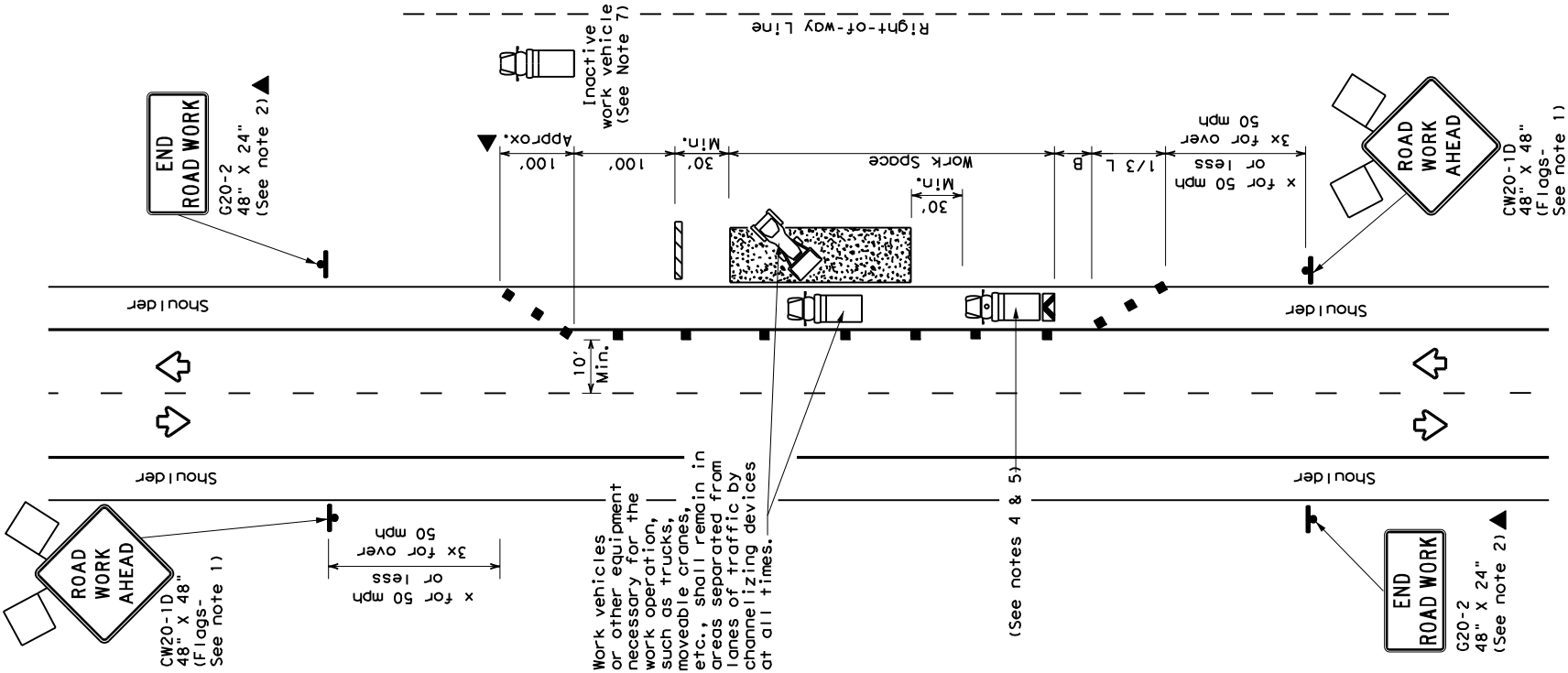
TCP (2-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (2-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (2-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

LEGEND

Type 3 Barricade	Channelizing Devices
	Truck Mounted Attenuator (TMA)
	Portable Changeable Message Sign (PCMS)
	Traffic Flow
	Flagger

Posted Speed * *	Formula	Minimum Desirable Taper Lengths **		Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		Offset/Offset	On a Tangent	On a Tangent	Distance	
30	WS^2	10'	11'	30'	60'	90'
35	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	120'
40		205'	225'	245'	35'	160'
45		265'	295'	320'	40'	240'
50		330'	375'	420'	45'	330'
55	$L = WS$	405'	465'	540'	50'	420'
60		495'	570'	660'	55'	510'
65		600'	690'	810'	60'	600'
70		720'	810'	990'	65'	700'
75		855'	960'	1200'	70'	800'
					75'	900'

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

TYPICAL USAGE

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

- GENERAL NOTES**
- Flags attached to signs where shown, are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated in the plans, or for routine maintenance work, when approved by the Engineer.
 - Stockpiled material should be placed a minimum of 30 feet from nearest traveled way.
 - Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
 - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space. See TCP(5-1) for shoulder work on divided highways, expressways and freeways.
 - Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
 - CW21-5 "SHOULDER WORK" signs may be used in place of CW21-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

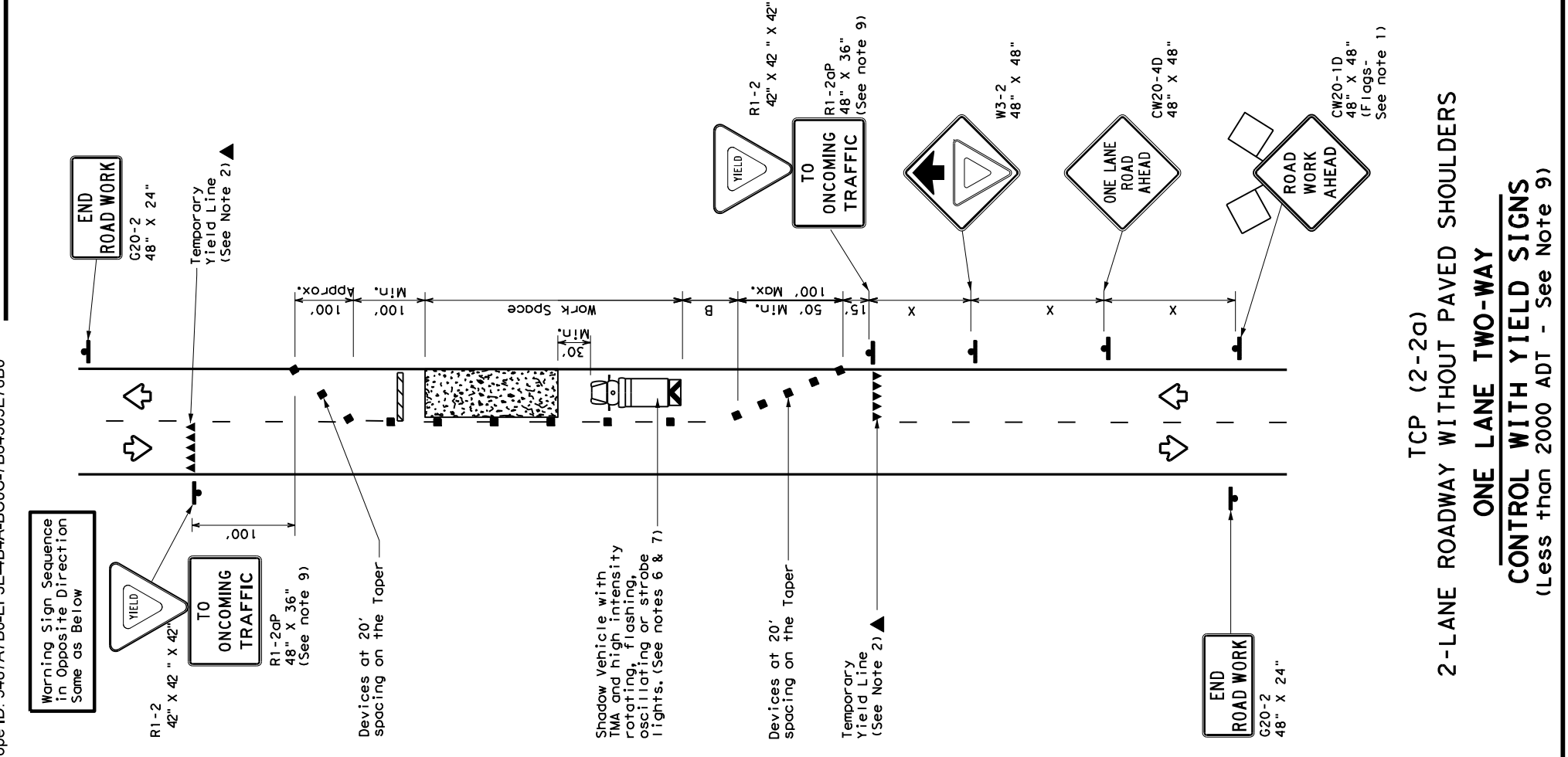
Texas Department of Transportation
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK

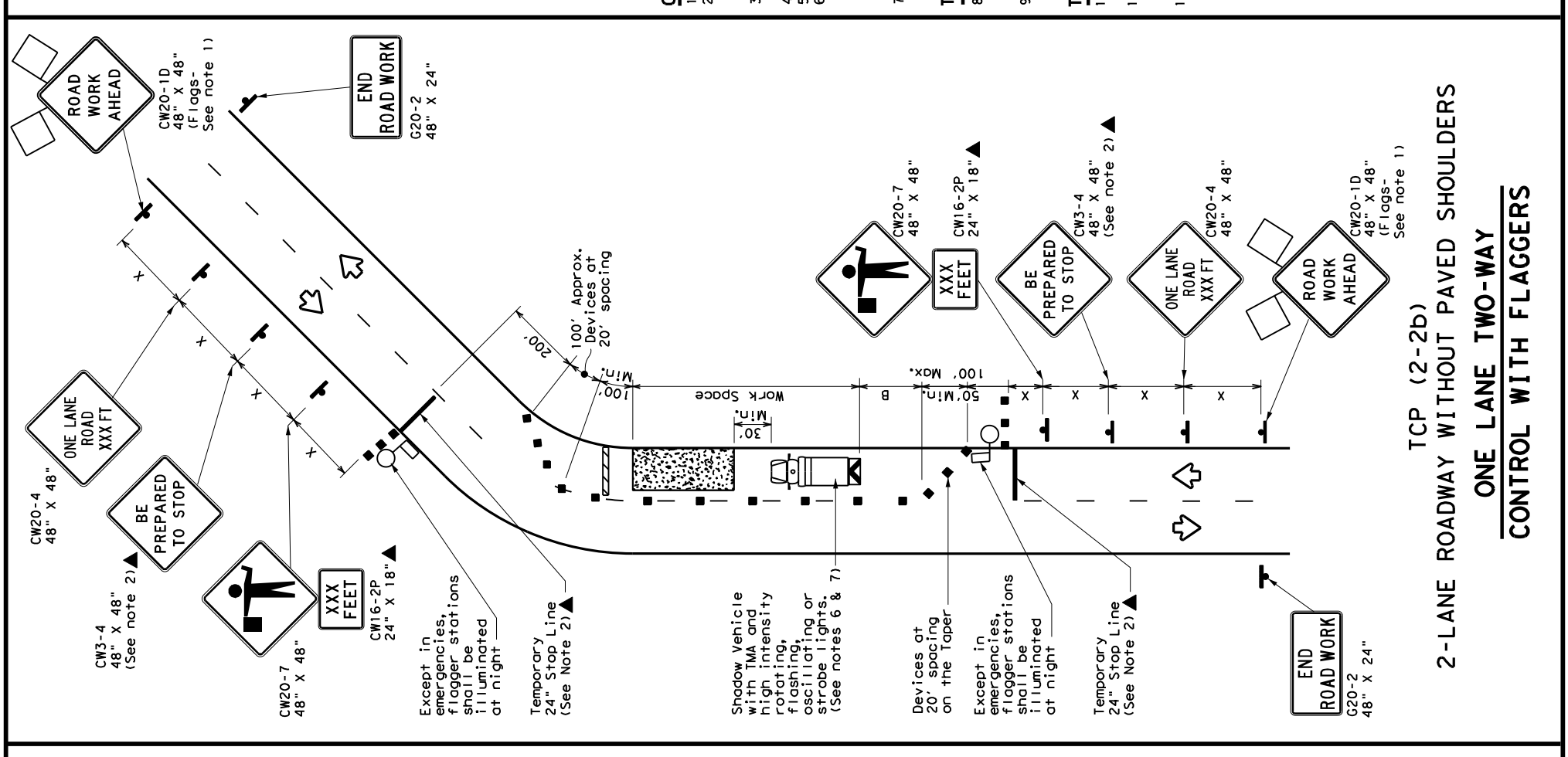
TCP (2-1) - 18

FILE:	Tcp2-1-18.dgn	DWG:	CK:
CONT:	December 1985	SECT:	JOB:
REV:	6460 70	DIST:	001
2-94	4-98	REVISED:	SS0408
8-95	2-12	COUNTY:	DALLAS
1-97	2-18	SHEET NO.:	21

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TCP (2-2a)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH YIELD SIGNS
(Less than 2000 ADT - See Note 9)



TCP (2-2b)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH FLAGGERS

LEGEND

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths * * *		Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing Distance "x"	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	On a Tangent	On a Taper			
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	90'	200'
35		205'	225'	245'	35'	70'	120'	250'
40		265'	295'	320'	40'	80'	155'	305'
45		450'	495'	540'	45'	90'	195'	360'
50		500'	550'	600'	50'	100'	240'	425'
55		550'	605'	660'	55'	110'	295'	495'
60		600'	660'	720'	60'	120'	350'	570'
65		650'	715'	780'	65'	130'	410'	645'
70		700'	770'	840'	70'	140'	475'	730'
75		750'	825'	900'	75'	150'	540'	820'

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

TYPICAL USAGE

MOBILE	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓	✓	✓	✓

GENERAL NOTES

- Flags attached to signs where shown, are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
- The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4 "ONE LANE ROAD XXX FT" sign, but proper sign spacing shall be maintained.
- Roads XXX FT sign, but proper sign spacing shall be maintained.
- Flagger should use two-way radios or other methods of communication to control traffic.
- Length of work space should be based on the ability of flaggers to communicate.
- A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.

TCP (2-2a)

- The R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work space should be no longer than one half city block. In rural areas, roadways with less than 2000 ADT, work space should be no longer than 400 feet.
- The R1-2aP "YIELD TO ONCOMING TRAFFIC" sign shall be placed on a support at a 7 foot minimum mounting height.

TCP (2-2b)

- Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
- If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain stopping sight distance to the flagger and a queue of stopped vehicles. (See table above).
- Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

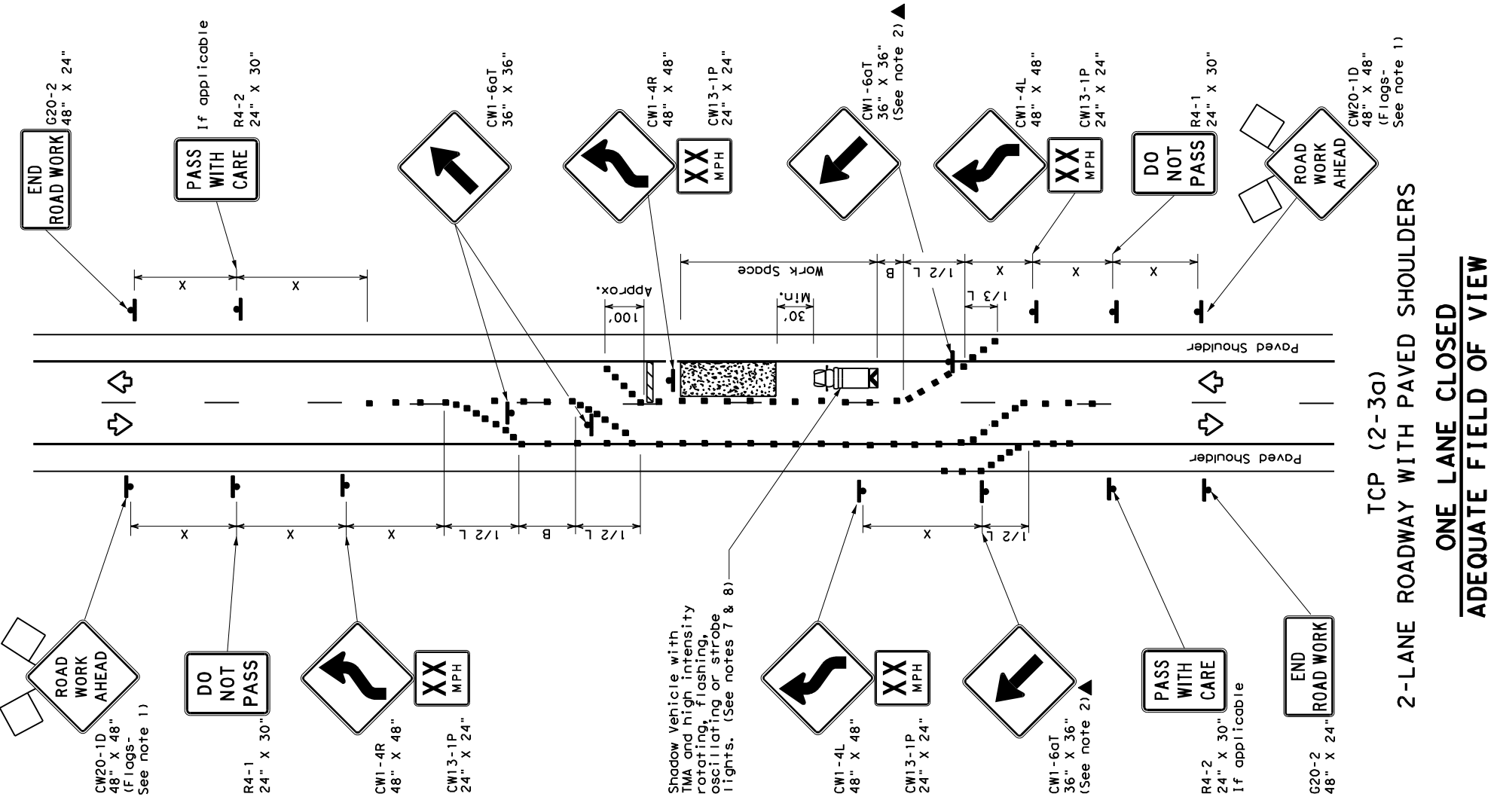
Texas Department of Transportation
Operations Division
Standard

TRAFFIC CONTROL PLAN

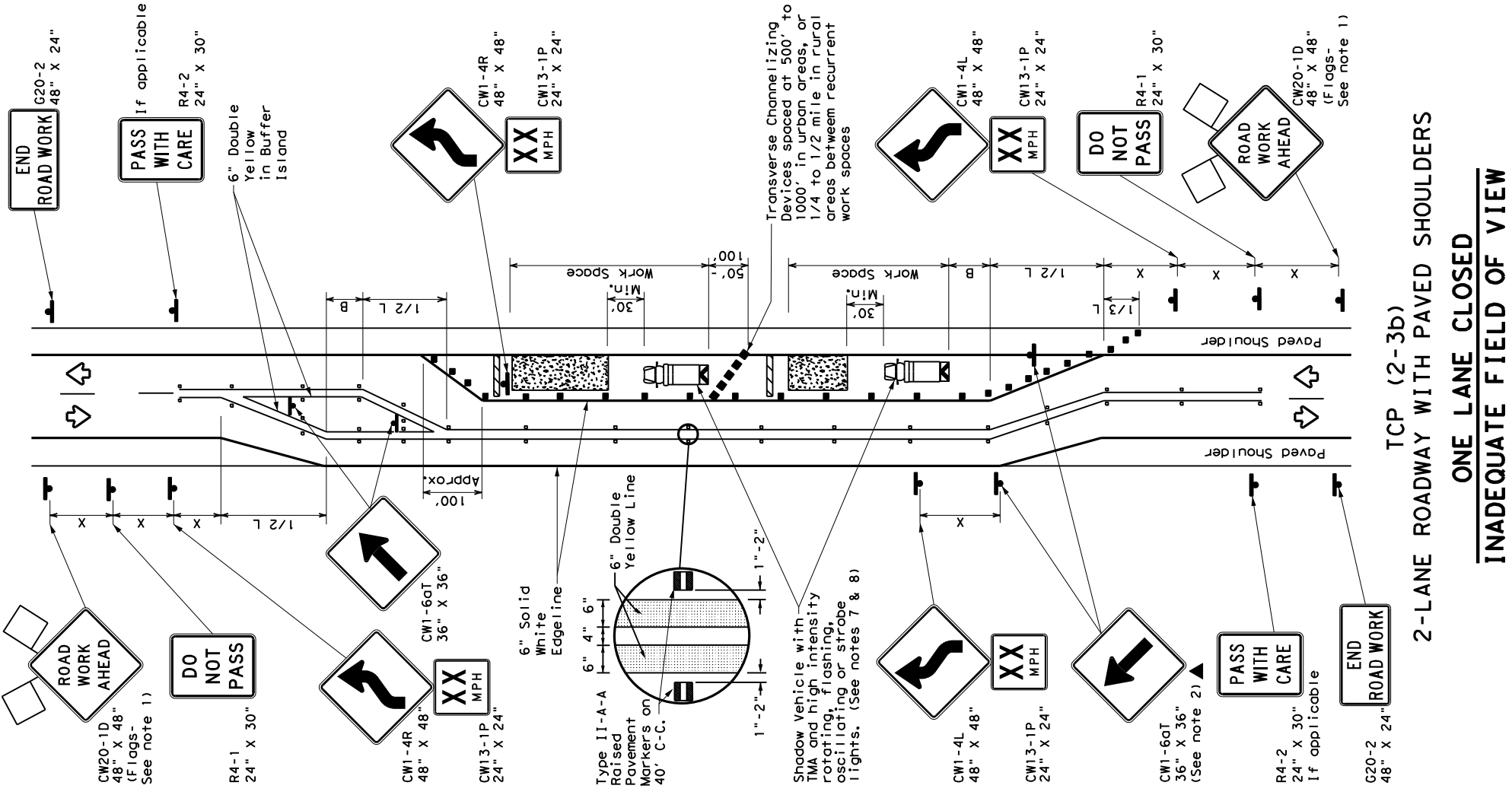
ONE-LANE TWO-WAY TRAFFIC CONTROL

TCP (2-2) - 18

FILE:	Tcp2-2-18.dgn	DN:	CK:	DW:	CK:
REVISED:	December 1985	CONT:	SECT:	JOB:	SS0408
8-95	3-03	REVISED:	6460	70	001
1-97	2-12	DIST:			
4-98	2-18	COUNTY:			DALLAS
		SHEET NO.:			22



TCP (2-3a)
 2-LANE ROADWAY WITH PAVED SHOULDERS
 ONE LANE CLOSED
 ADEQUATE FIELD OF VIEW



TCP (2-3b)
 2-LANE ROADWAY WITH PAVED SHOULDERS
 ONE LANE CLOSED
 INADEQUATE FIELD OF VIEW

LEGEND

	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Raised Pavement Markers by II-AA
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed * *	Formula	Minimum Desirable Taper Lengths *X*		Suggested Maximum Spacing of Channelizing Devices On a Taper	Minimum Sign Spacing "X"	Suggested Longitudinal Buffer Space "B"
		10' Offset	12' Offset			
30	$L = \frac{WS^2}{60}$	150'	165'	30'	60'	90'
35		205'	225'	35'	70'	120'
40		265'	295'	40'	80'	155'
45		450'	495'	45'	90'	195'
50		500'	550'	50'	100'	240'
55		550'	605'	55'	110'	295'
60		600'	660'	60'	120'	350'
65		650'	715'	65'	130'	410'
70		700'	770'	70'	140'	475'
75		750'	825'	75'	150'	540'

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

TYPICAL USAGE

MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
				TCP (2-3b) ONLY
				✓

- GENERAL NOTES**
- Flags attached to signs where shown, are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - When work space will be in place less than three days existing pavement markings may remain in place. Channelizing devices shall be used to separate traffic.
 - Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safely control traffic. Flagger should be positioned at end of traffic queue.
 - The R4-1 "DO NOT PASS," R4-2 "PASS WITH CARE" and construction regulatory speed zone signs may be installed within CW20-ID "ROAD WORK AHEAD" signs. Proper spacing of signs shall be maintained.
 - Conflicting pavement marking shall be removed for long term projects.
 - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer in place, Type 3 Barricades or other channelizing devices may be substituted. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.

TCP (2-3a)
 Conflicting pavement markings shall be removed for long-term projects. For shorter durations where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20' or 15' if posted speeds are 35 mph or slower, and for tangent sections, at 1/2(S) where S is the speed in mph. This tighter device spacing is intended for the area of the conflicting markings, not the entire work zone.

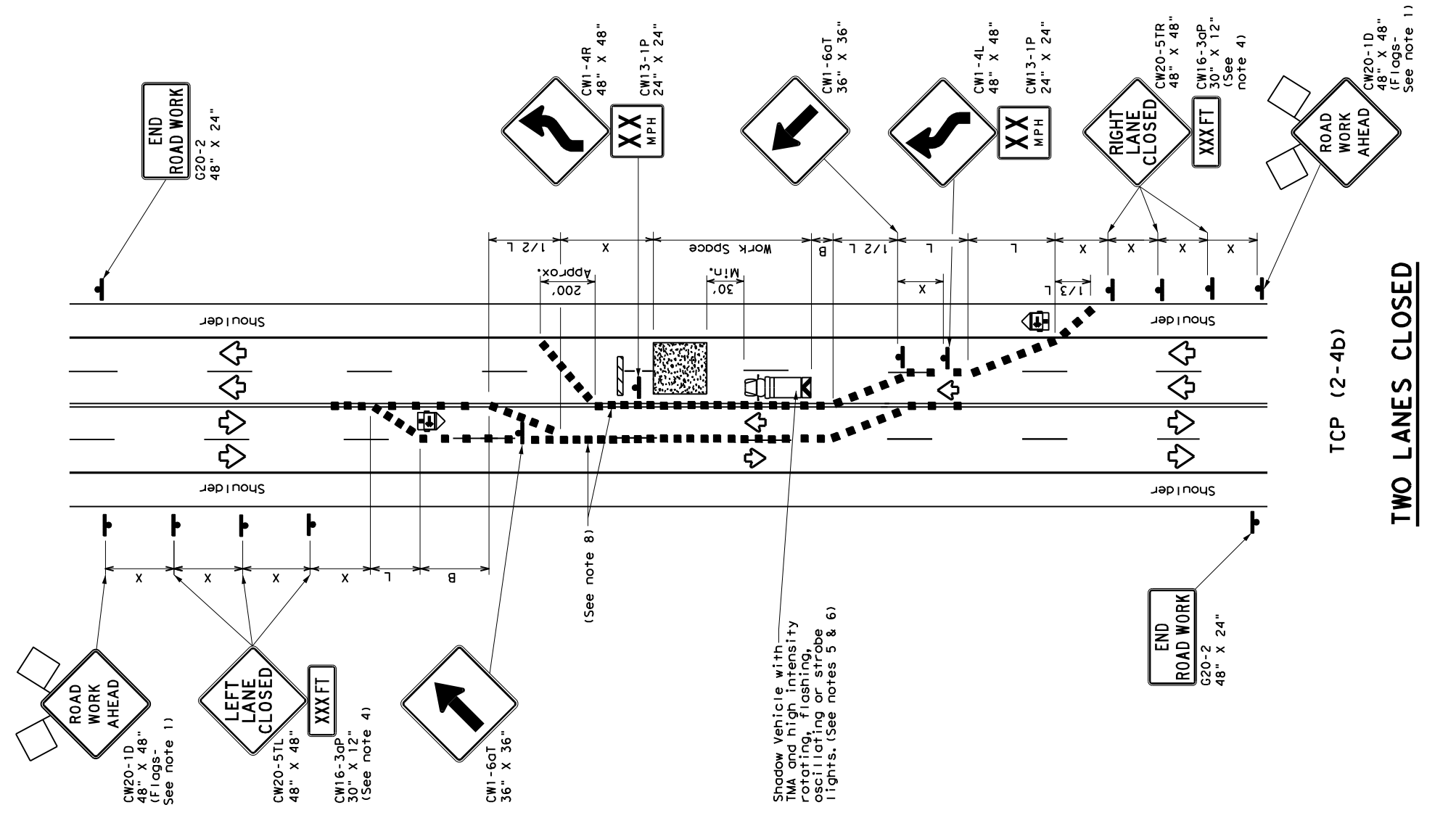
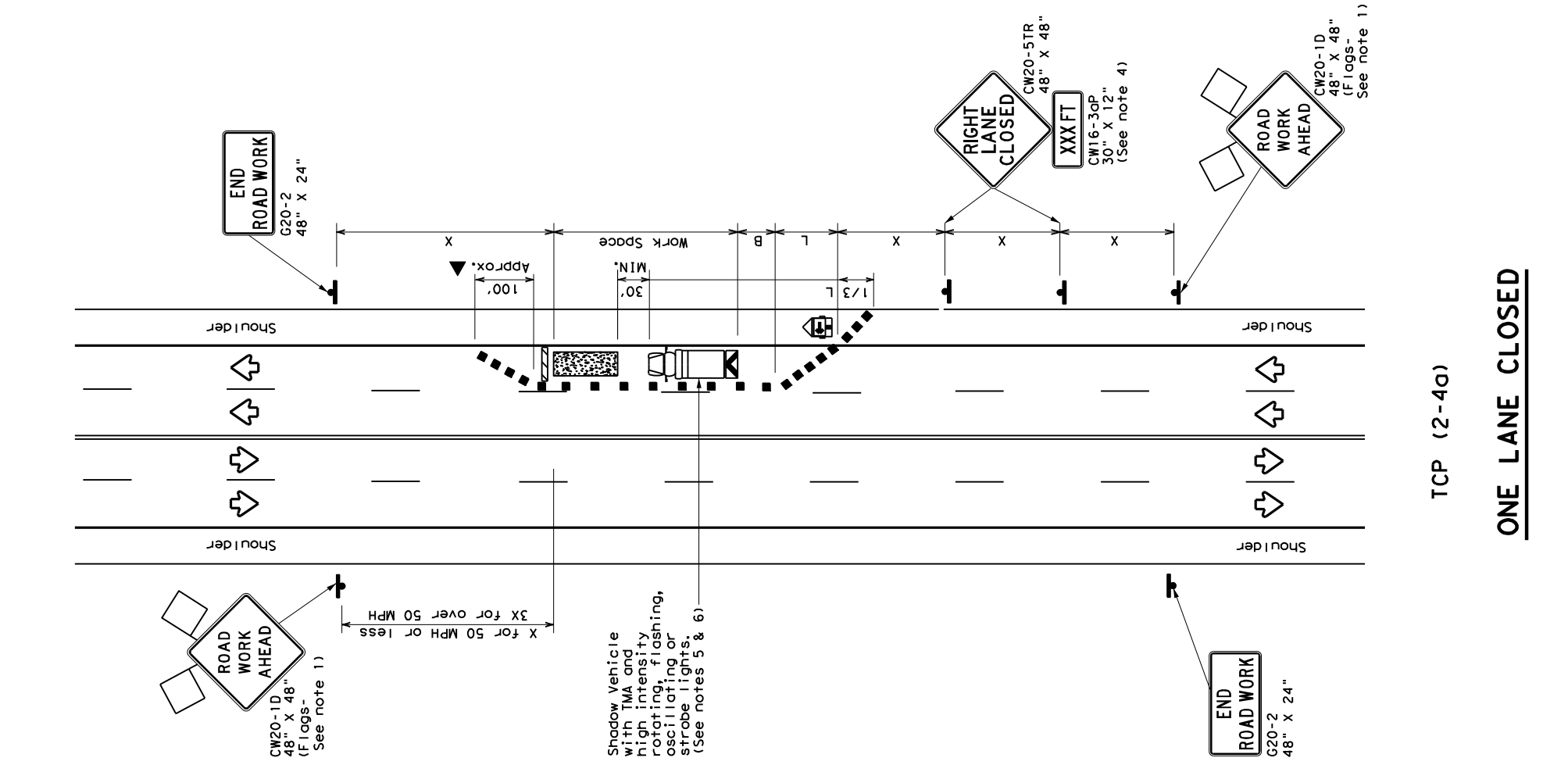
Texas Department of Transportation
 Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN
 TRAFFIC SHIFTS ON
 TWO-LANE ROADS**

TCP (2-3) - 23

FILE: tcp(2-3)-23.dgn
 DNE: CK: DWE: CK:
 (C) TxDOT Apr 11, 2023
 CONT SECT JOB DIST COUNTY HIGHWAY SHEET NO.
 12-85 4-98 2-18 6460 70 001 SSO408
 8-95 3-03 4-23
 1-97 2-12 18 DALLAS
 183

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LEGEND

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

Posted Speed * "M"	Minimum Desirable Taper Lengths **		Suggested Maximum Spacing of Channelizing Devices "X"	Minimum Sign Spacing "X"	Suggested Longitudinal Buffer Space "B"
	Offset/Offset/Offset	On a Tangent			
30	WS ² 150' 165' 180'	30' 60'	30'	120'	90'
35	L = $\frac{WS^2}{60}$ 205' 225' 245'	35' 70'	35'	160'	120'
40	L = WS 265' 295' 320'	40' 80'	40'	240'	155'
45	L = WS 450' 495' 540'	45' 90'	45'	320'	195'
50	L = WS 500' 550' 600'	50' 100'	50'	400'	240'
55	L = WS 550' 605' 660'	55' 110'	55'	500'	295'
60	L = WS 600' 660' 720'	60' 120'	60'	600'	350'
65	L = WS 650' 715' 780'	65' 130'	65'	700'	410'
70	L = WS 700' 770' 840'	70' 140'	70'	800'	475'
75	L = WS 750' 825' 900'	75' 150'	75'	900'	540'

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

TYPICAL USAGE

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

GENERAL NOTES

- Flags attached to signs where shown, are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
- The downstream taper is optional. When used, it should be 100 feet minimum length per lane.
- For short term applications, when post mounted signs are not used, the distance legend may be shown on the sign face rather than on a CW16-3aP supplemental plaque.
- A Shadow vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

TCP (2-4a)

7. If this TCP is used for a left lane closure, CW20-5TL "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the centerline to protect the work space from opposing traffic with the arrow board placed in the closed lane near the end of the merging taper.

TCP (2-4b)

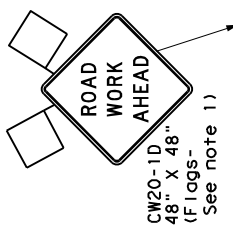
8. For shorter durations where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20' or 15' if posted speeds are 35 mph or slower, and for tangent sections, at 1/2(S) where S is the speed in mph. This tighter devices spacing is intended for the area of conflicting markings, not the entire work zone.

Texas Department of Transportation
 Traffic Operations Division
 Standard

**TRAFFIC CONTROL PLAN
 LANE CLOSURES ON MULTILANE
 CONVENTIONAL ROADS**

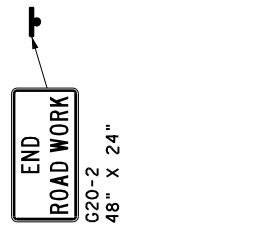
TCP (2-4) - 18

FILE: tcp2-4-18.dgn DNE: CK: CK: CK:
 (C) TXDOT DECEMBER 1985 CONT SECT JOB HIGHWAY
 8-95 3-03 REVIEWS 6460 70 001 SSO408
 1-97 2-12 DIST COUNTY DALLAS SHEET NO.
 4-98 2-18 18 24



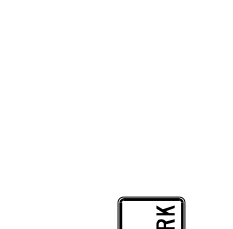
Shadow Vehicle with TMA and high intensity flashing, rotating, oscillating or strobe lights. (See notes 3 & 4)

Pavement Markings



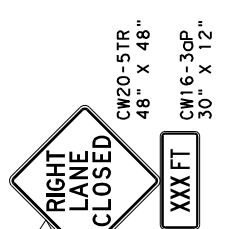
TCP (2-5a)

ONE LANE CLOSED



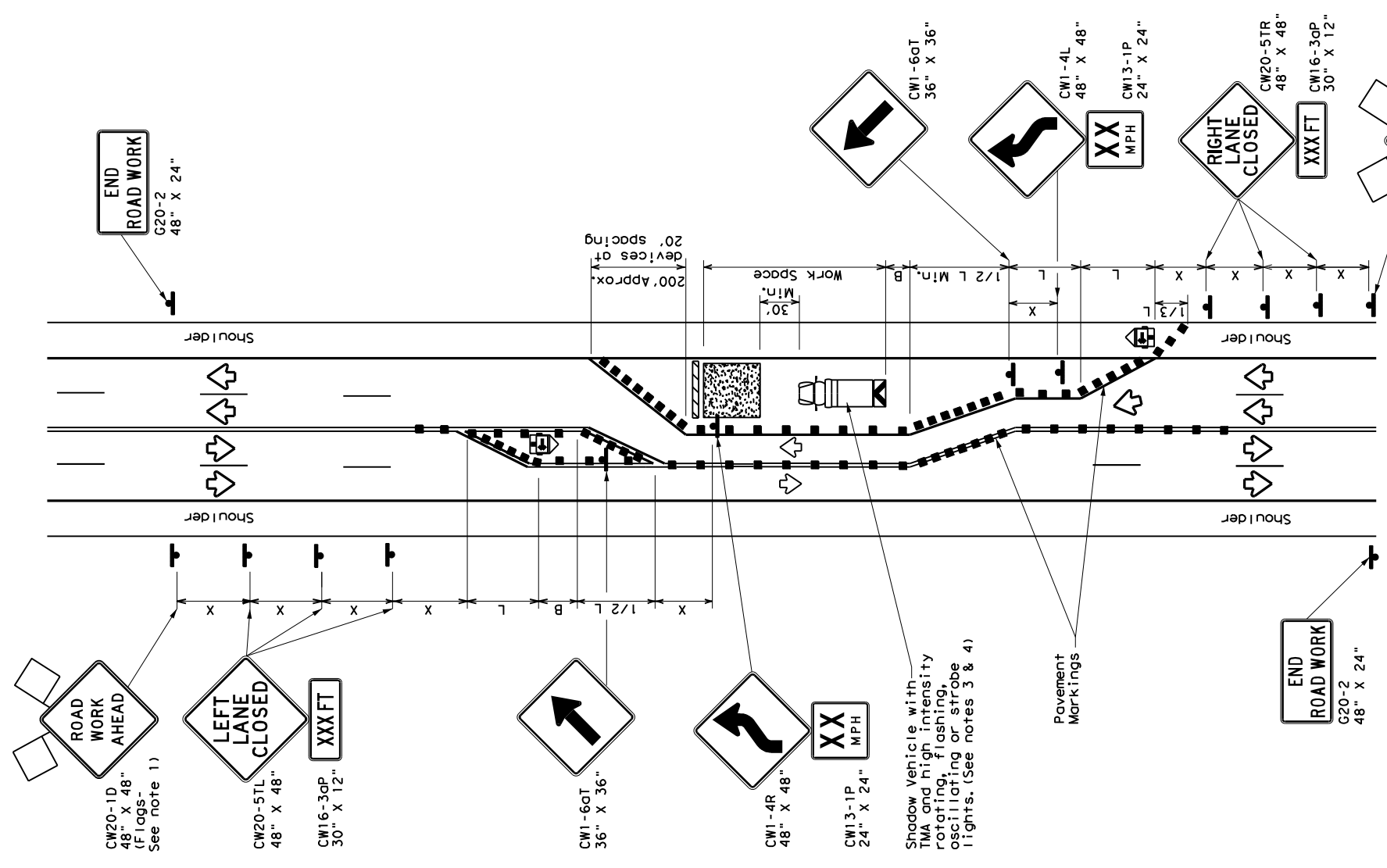
Shadow Vehicle with TMA and high intensity flashing, rotating, oscillating or strobe lights. (See notes 3 & 4)

Pavement Markings



TCP (2-5b)

TWO LANES CLOSED



TCP (2-5b)

TWO LANES CLOSED

LEGEND

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths *X*		Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing *X*	Suggested Longitudinal Buffer Space "B"
		10' Offset	12' Offset	On a Taper	On a Tangent		
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	90'
35		205'	225'	245'	35'	70'	120'
40		265'	295'	320'	40'	80'	155'
45		450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		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'

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

TYPICAL USAGE

MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
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GENERAL NOTES

- Flags attached to signs where shown, are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
- A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA. Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.
- The downstream taper is optional. When used, it should be 100 feet approximately per lane, with channelizing devices spaced at 20 feet.

TCP (2-5a)
 If this TCP is used for a left lane closure, CW20-5TL "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the centerline to protect the work space from opposing traffic, with the arrow board placed in the closed lane near the end of the merging taper.

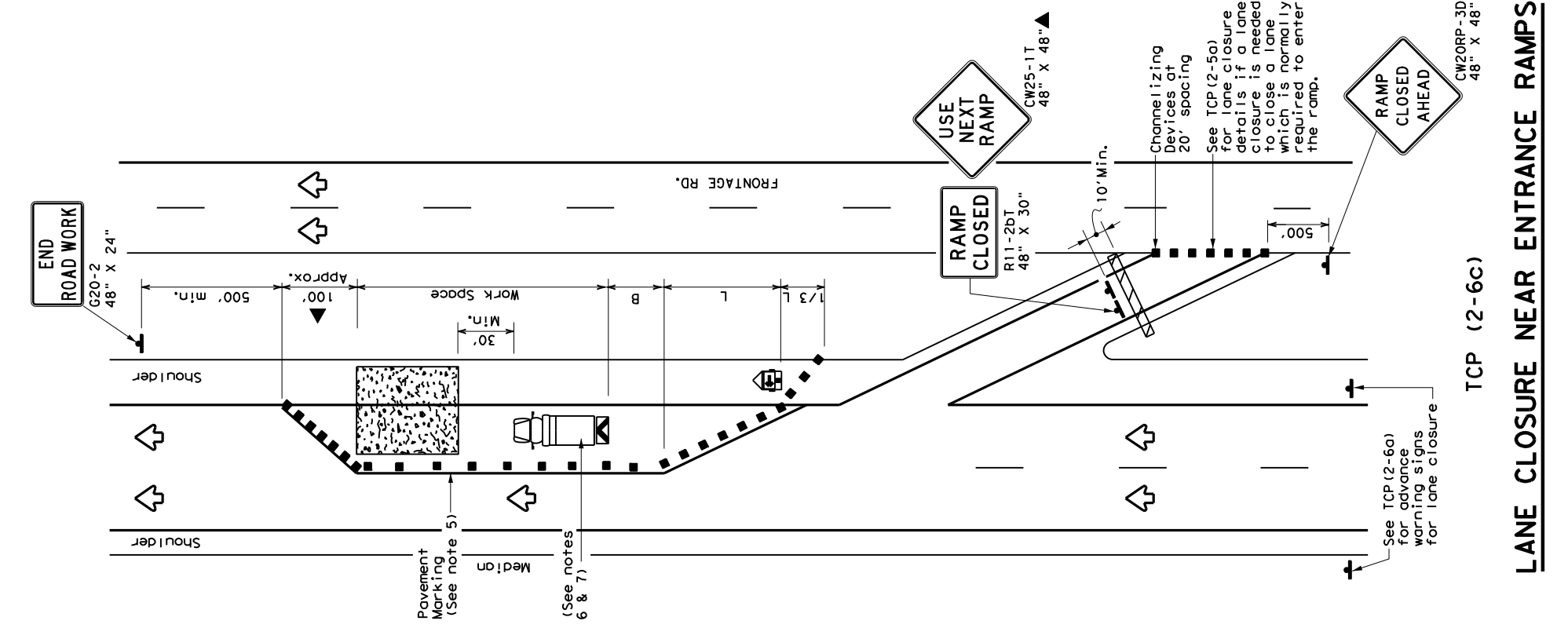
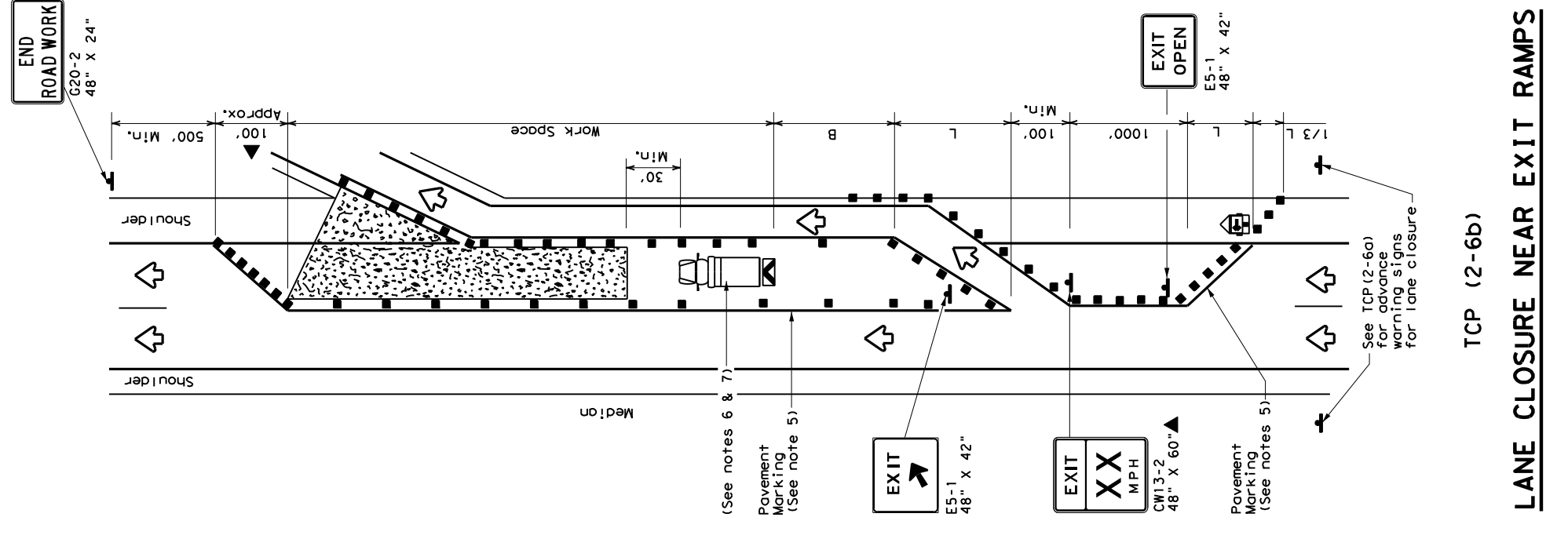
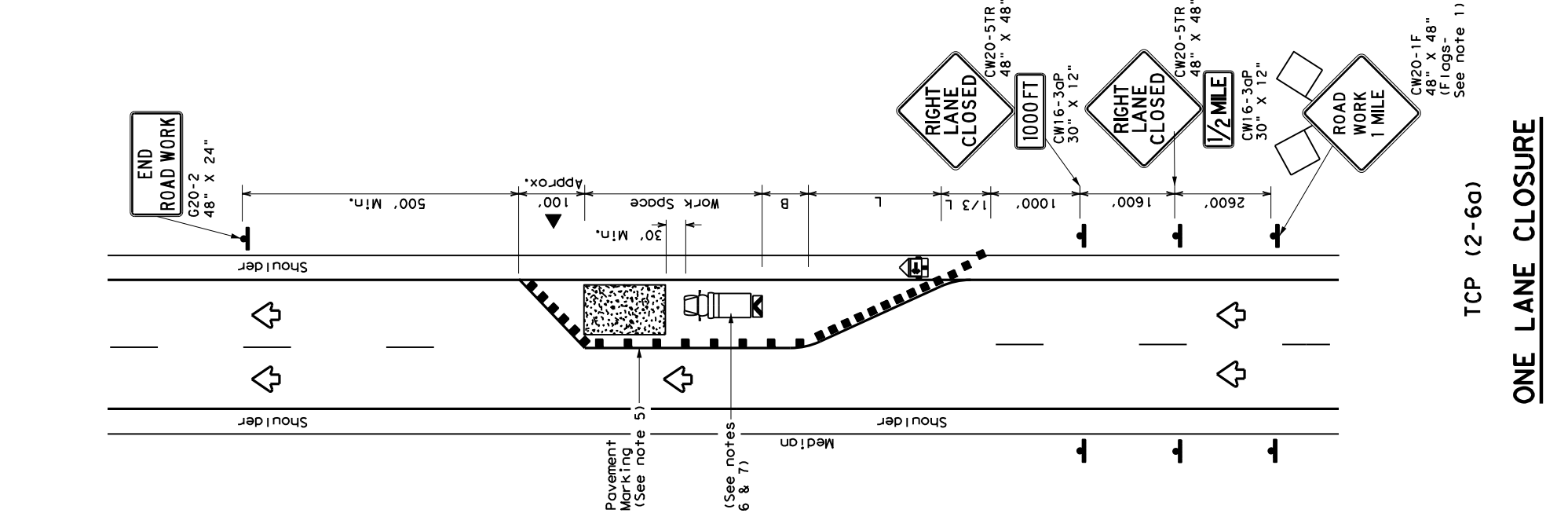
TCP (2-5b)
 Conflicting pavement markings shall be removed for long-term projects.

Texas Department of Transportation
 Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN
 LONG TERM LANE CLOSURES
 MULTILANE CONVENTIONAL RDS.**

TCP (2-5) - 18

FILE: Tcd2-5-18.dgn
 DWT: CK: CK:
 (C) TxDOT December 1985 CONT SECT JOB HIGHWAY
 8-95 2-12 REVISTIONS 6460 70 001 SSO408
 1-91 3-03 DIST COUNTY
 4-98 2-18 18 DALLAS SHEET NO.
 165



LEGEND

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths **		Suggested Maximum Spacing of Channelizing Devices	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
		10' Offset	12' Tangent			
30	$L = WS^2/60$	150'	180'	30'	120'	90'
35		205'	245'	35'	160'	120'
40		265'	320'	40'	240'	155'
45		450'	495'	45'	320'	195'
50		500'	600'	50'	400'	240'
55		550'	660'	55'	500'	295'
60		600'	720'	60'	600'	350'
65		650'	780'	65'	700'	410'
70		700'	840'	70'	800'	475'
75		750'	900'	75'	900'	540'

TYPICAL USAGE

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

- GENERAL NOTES**
- Flags attached to signs where shown, are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
 - Channelizing devices used along the work space or along tangent sections may be supplemented with vertical panels (VP) placed on every other channelizing device. If night time conditions make it difficult to see at least two VPs, the VPs may be placed on each channelizing device.
 - The placement of pavement markings may be omitted on intermediate-term stationary work zones with the approval of the Engineer.
 - Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
 - Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

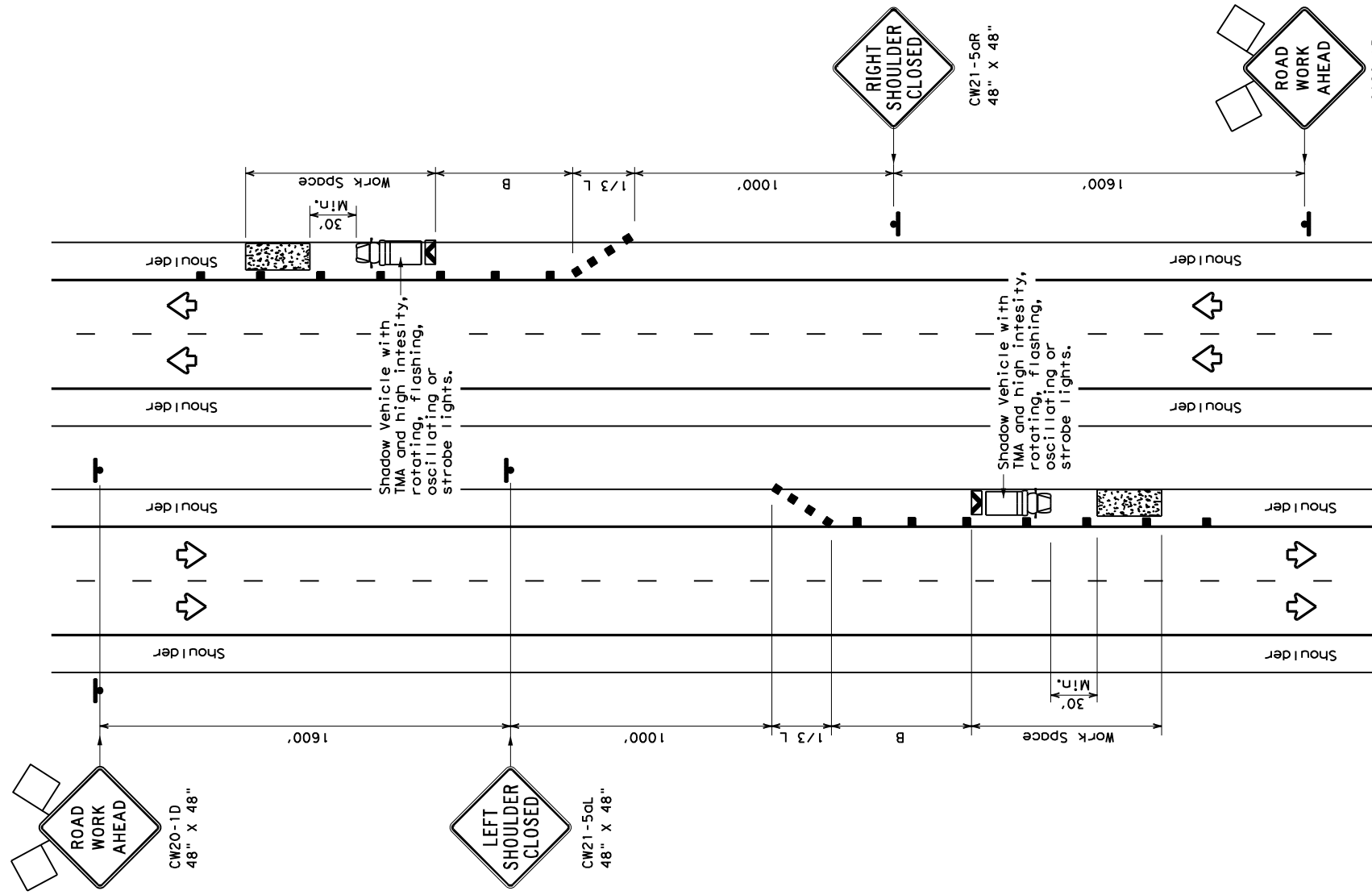
Texas Department of Transportation
 Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN
 LANE CLOSURES ON
 DIVIDED HIGHWAYS**

TCP (2-6) - 18

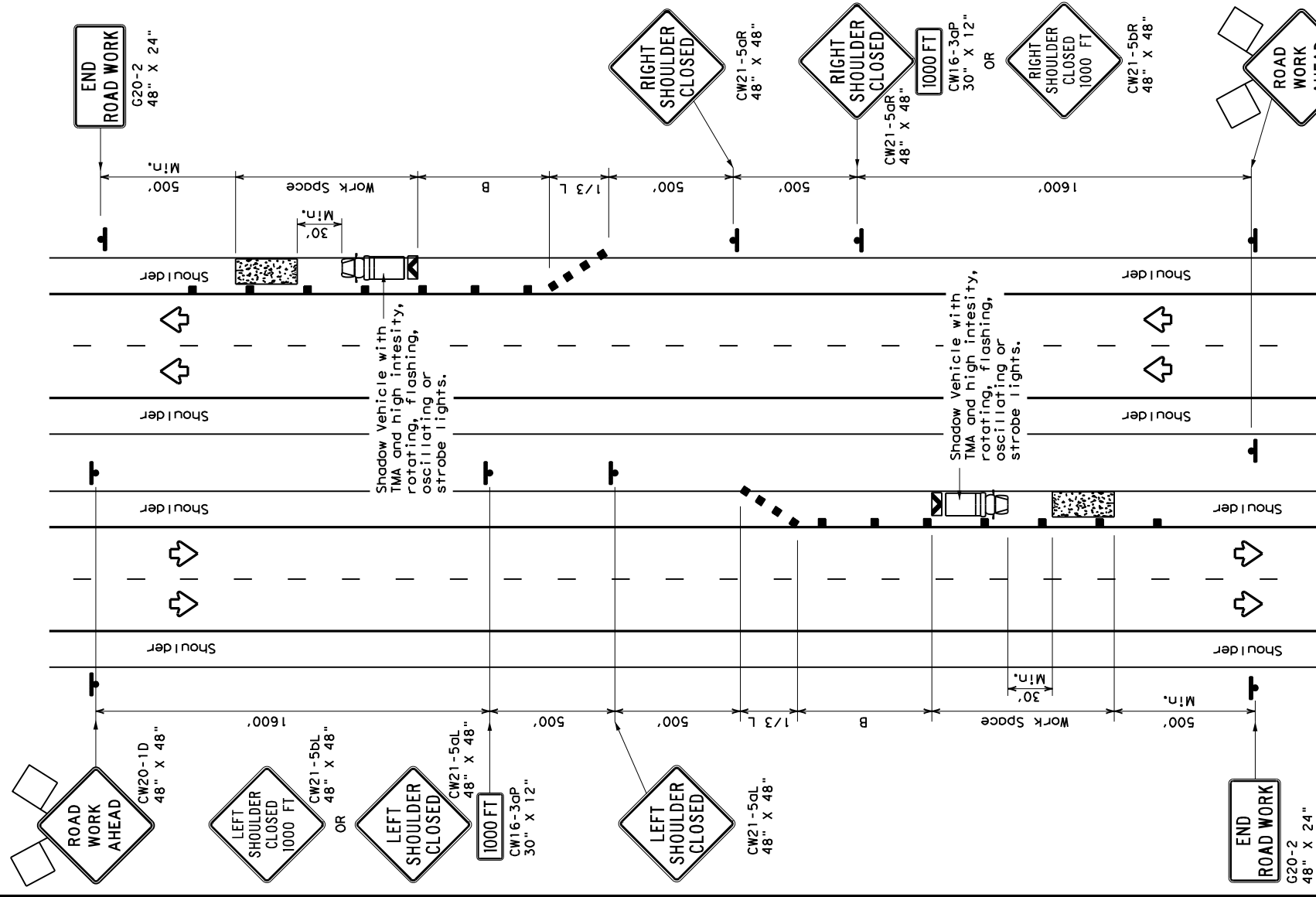
FILE: tcp2-6-18.dgn	DN: CK: DWE: CK:
CONT: December 1985	SECT: JOB: HIGHWAY:
REV: 2-94 4-98	REV: 6460 70 001
REV: 8-95 2-12	REV: DIST: COUNTY:
REV: 1-97 2-18	REV: 18 DALLAS:
SHEET NO. 26	

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TCP (5-1a)

WORK AREA ON SHOULDER



TCP (5-1b)

WORK AREA ON SHOULDER

LEGEND

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths **		Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		Off-Set	Offset/Offset	On a Taper	Tangent	
30	$L = WS^2/60$	10'	11'	12'	30'	90'
35	$L = WS^2/60$	150'	165'	180'	30'	120'
40	$L = WS^2/60$	205'	225'	245'	35'	155'
45	$L = WS^2/60$	265'	295'	320'	40'	195'
50	$L = WS^2/60$	450'	495'	540'	45'	240'
55	$L = WS^2/60$	500'	550'	600'	50'	295'
60	$L = WS^2/60$	600'	660'	720'	60'	350'
65	$L = WS^2/60$	650'	715'	780'	65'	410'
70	$L = WS^2/60$	700'	770'	840'	70'	475'
75	$L = WS^2/60$	750'	825'	900'	75'	540'
80	$L = WS^2/60$	800'	880'	960'	80'	615'

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

TYPICAL USAGE

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

GENERAL NOTES

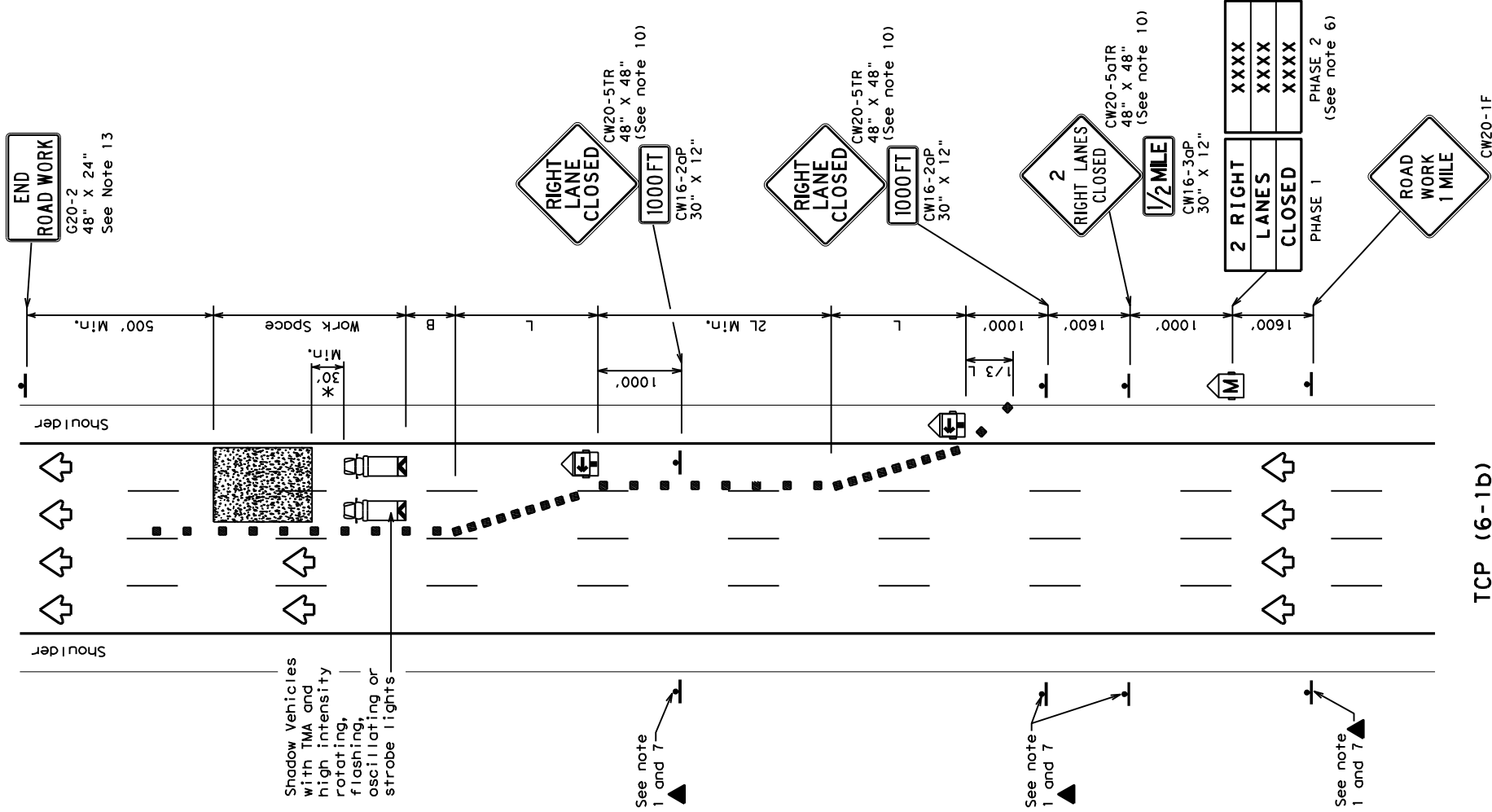
1. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the performance or quality of the work. Type 3 barricades or drums may be substituted when workers on foot are no longer present when approved by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

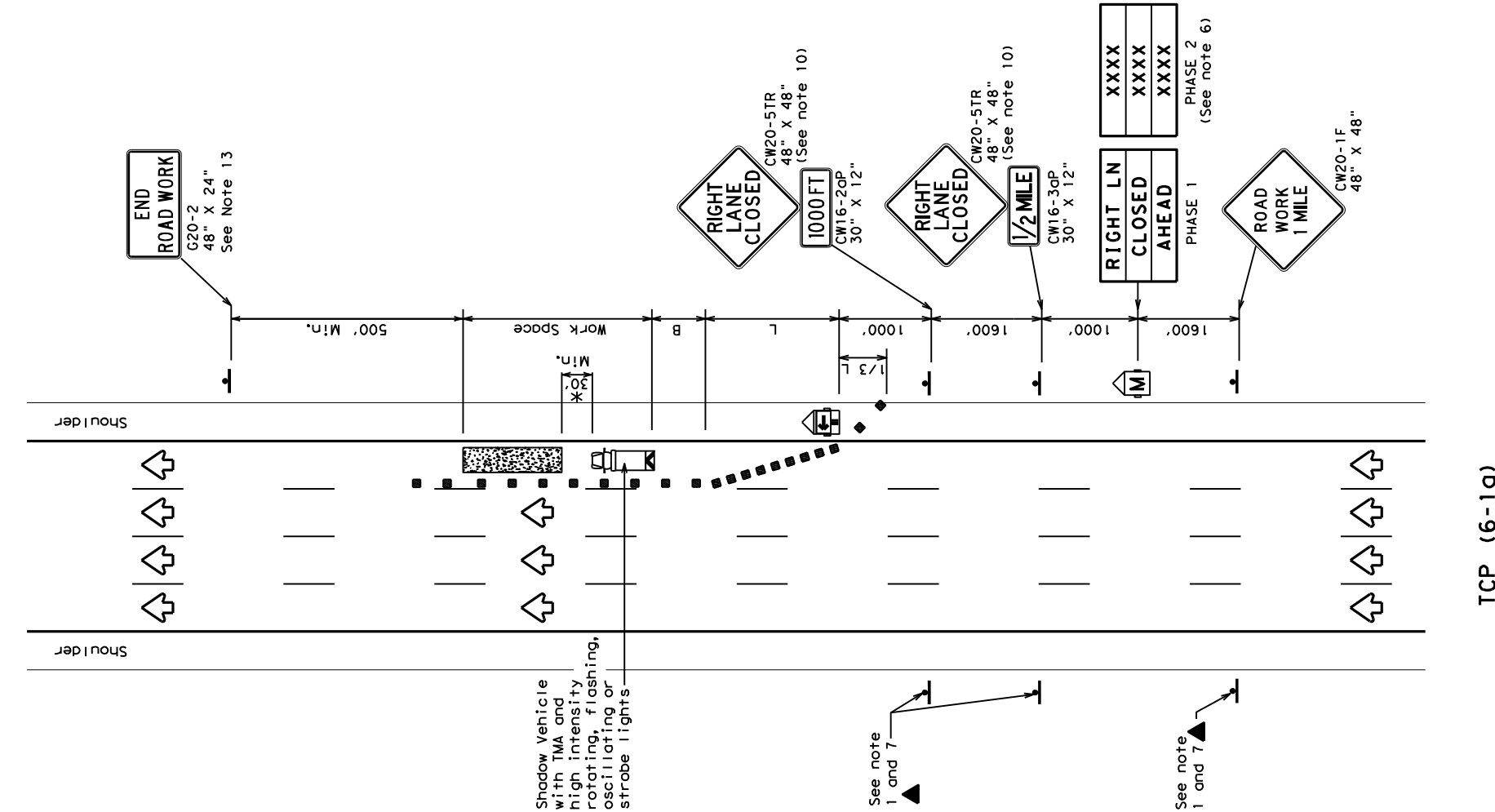
TCP (5-1) - 18

FILE: tcp5-1-18.dgn DWE: CK: CK: CK: CK:
 CONT SECT JOB JOB JOB JOB JOB JOB
 6460 70 001 SSO408
 REVISTIONS
 2-18 DIST COUNTY COUNTY COUNTY COUNTY COUNTY COUNTY
 18 DALLAS
 SHEET NO. **27**



TCP (6-1b)

**TYPICAL FREEWAY
TWO LANE CLOSURE**



TCP (6-1a)

**TYPICAL FREEWAY
ONE LANE CLOSURE**

LEGEND

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

Posted Speed	Formula	Minimum Desirable Taper Lengths "L"		Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		On a Taper	On a Tangent	On a Taper	On a Tangent	
45	L = WS	10'	11'	45'	90'	195'
50		150'	165'	50'	100'	240'
55		200'	220'	55'	110'	295'
60		250'	275'	60'	120'	350'
65		300'	330'	65'	130'	410'
70	350'	385'	70'	140'	475'	
75	400'	440'	75'	150'	540'	
80	450'	500'	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	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.
- Drums or 42" cones are the typical channelizing devices. For Intermediate Term Stationary work, drums shall be used on tapers with drums or 42" cones used on tangent sections. Other channelizing devices may be used as directed by the Engineer.
- All construction signs and barricades placed during any phase of work shall remain in place until removal is approved by the Engineer.
- The Engineer may direct the Contractor to furnish additional signs and barricades as required to maintain traffic flow, detours and motorist safety during construction.
- Static message boards or changeable message signs stating the date and duration of ramp or freeway lane closures shall be placed a minimum of seven (7) calendar days in advance of the actual closure.
- Phase 2 of the PCMS message should include appropriate information formatted as shown on BC(6), such as "MERGE LEFT," recommended advisory speed, delay information, or other specific warnings.
- Duplicate construction warning signs should be erected on the medians side of freeways where median width will permit and traffic volume justifies the signing.
- The number of closed lanes may be increased provided the spacing of traffic control devices, taper lengths and tangent lengths meet the requirements of the TMUTCD.
- Warning signs for intermediate term stationary work should be mounted at 7' to the bottom of the sign.
- Warning signs shown shall be appropriately altered for left lane closures. When signs are mounted at 1' height for short term stationary or short duration work, sign versions shown in the SHSD for Texas with distances on the sign face rather than mounted on a plaque below the sign may be used.
- When possible, PCMS units should be located in advance of the last available exit ramp prior to the lane closure to allow motorists an alternate route. They may also be relocated to improve advance warning in case of unanticipated queuing or congestion.
- For Intermediate Term Stationary work at night, floodlights should be used to illuminate the work area and equipment crossings. Floodlights shall not produce a disabling glare condition for road users or workers.
- The END ROAD WORK (G20-2) sign may be omitted when it conflicts with G20-2 signs already in place on the project.

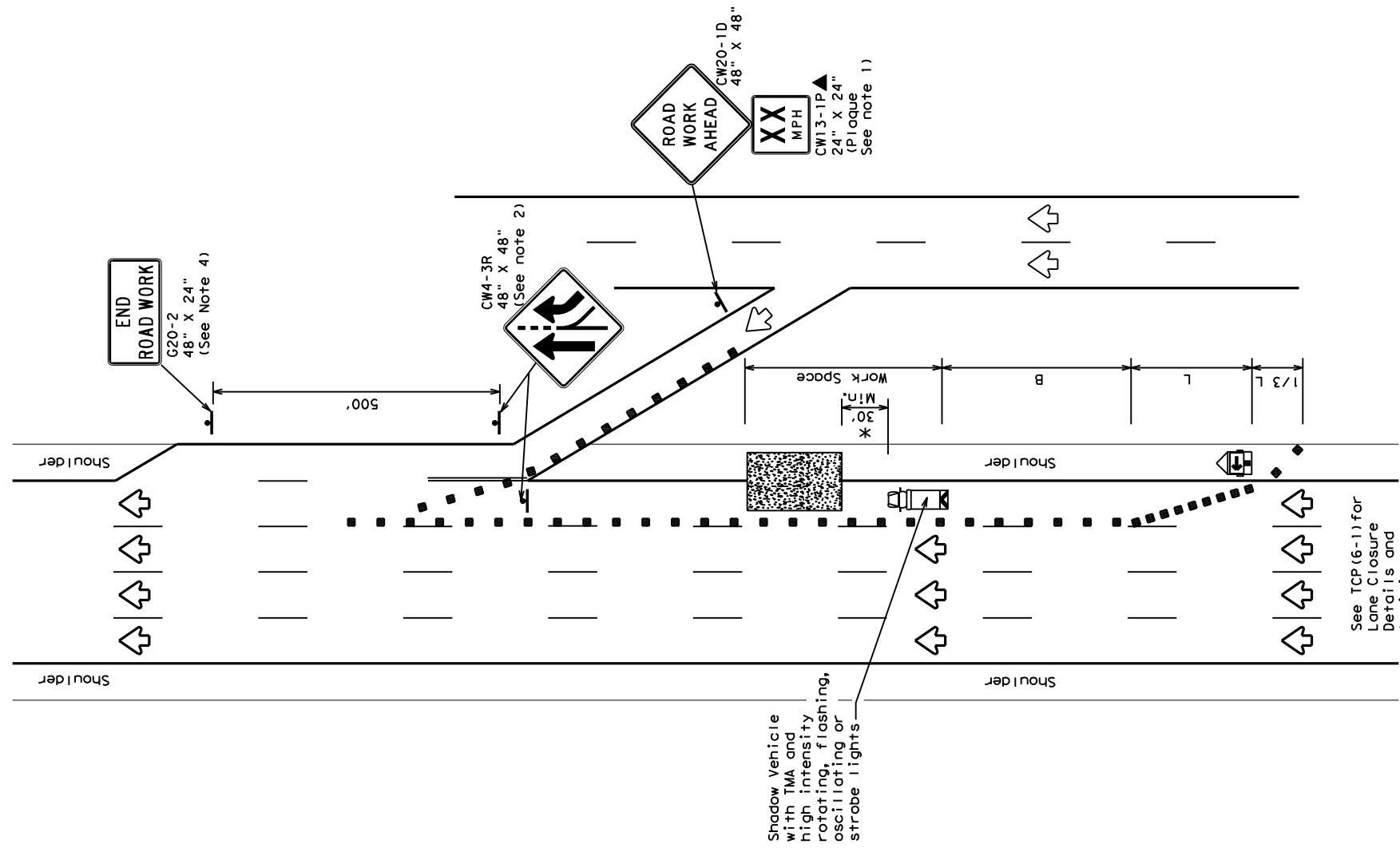
*A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.



**TRAFFIC CONTROL PLAN
FREEWAY LANE CLOSURES**

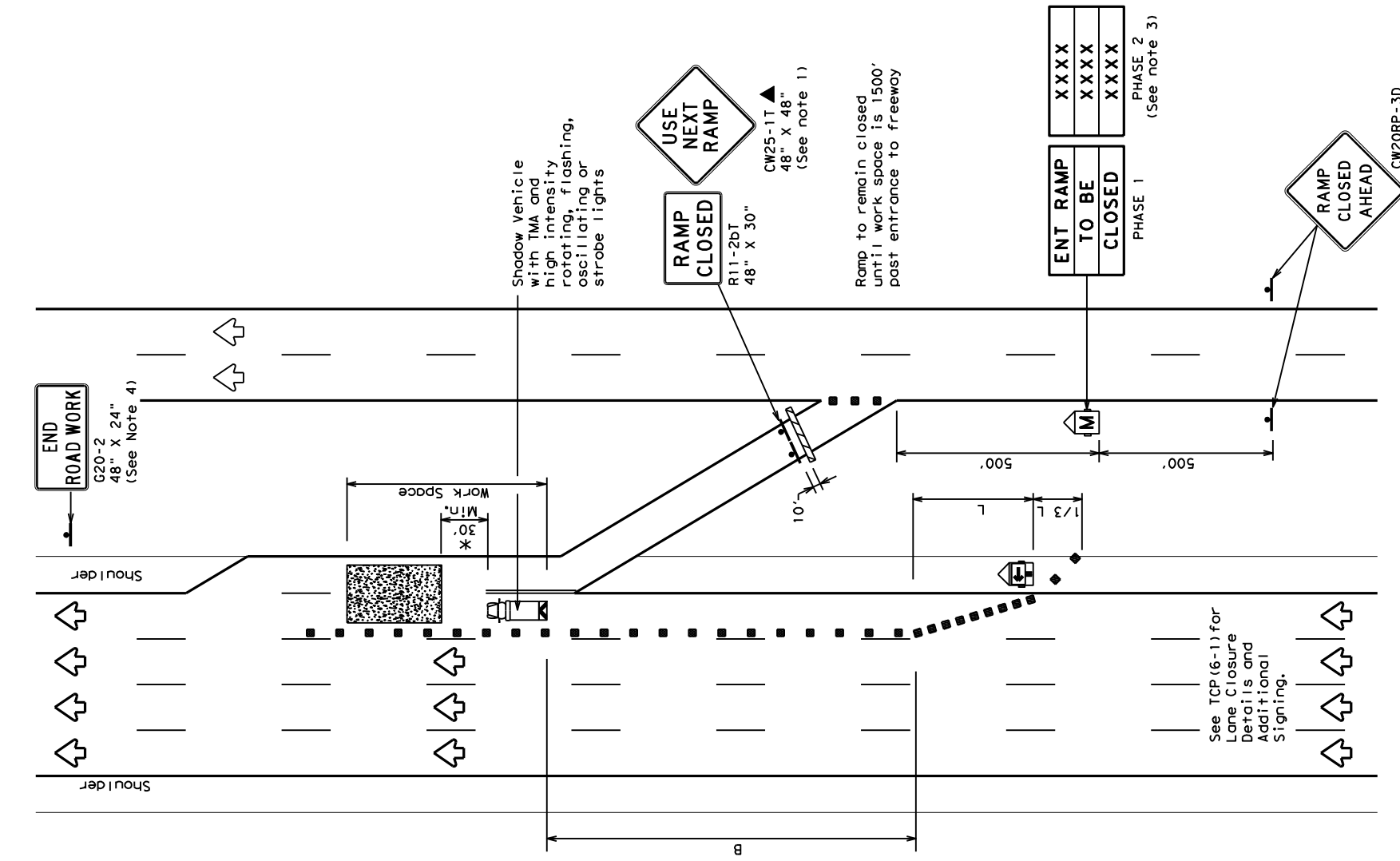
TCP (6-1) - 12

FILE:	tcp6-1.dgn	DN:	TxDOT	DR:	TxDOT	CK:	TxDOT
CONT:	FEBRUARY 1998	REV:	001	JOB:	SS0408	HIGHWAY:	
8-12		DIST:	18	COUNTY:	DALLAS	SHEET NO.:	28



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)
Trailer Mounted Flashing Arrow Board	Portable Changeable Message Sign (PCMS)
Sign	Traffic Flow
Flag	Flagger

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

**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.

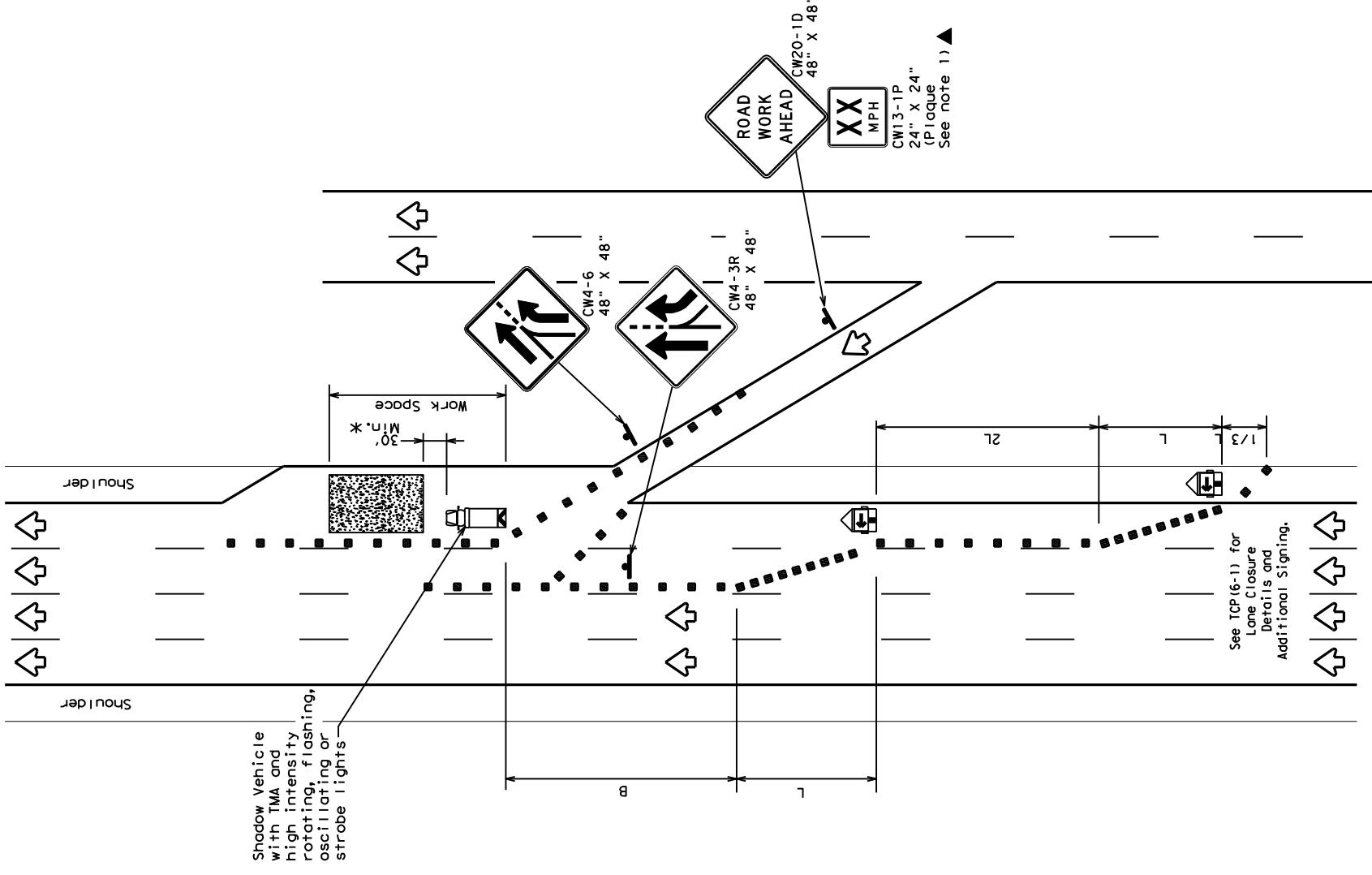
Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.

Texas Department of Transportation
 Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN
 WORK AREA NEAR RAMP**

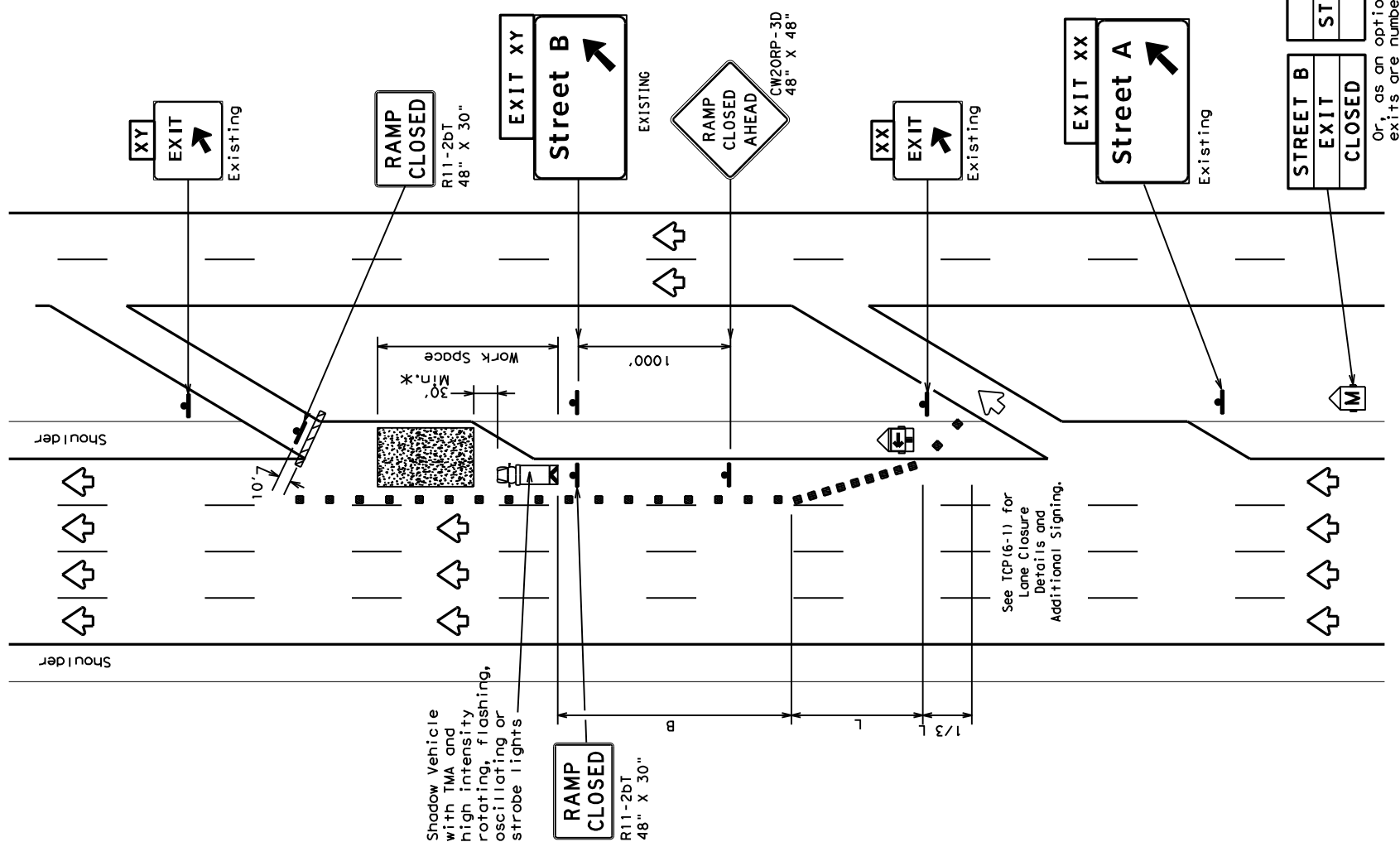
TCP (6-2) - 12

FILE:	Tcp6-2.dgn	DN:	TxDOT	DR:	TxDOT	CK:	TxDOT
CONT:	SECTION	NO:	6460	70	001	SS0408	
REV:	DATE	BY	1-97	8-98	4-98	8-12	
DIST:		COUNTY:	DALLAS	SHEET NO.:	18	TOTAL SHEETS:	29



TCP (6-3a)

ENTRANCE RAMP OPEN



TCP (6-3b)

EXIT RAMP CLOSED
TRAFFIC EXITS PRIOR TO CLOSED RAMP

LEGEND

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

Posted Speed	Formula	Minimum Desirable Taper Lengths "L" * X		Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		Offset	Tangent	On a Taper	On a Tangent	
45		10'	11'	45'	90'	195'
50		45'	49'	54'	90'	240'
55	L=WS	50'	55'	60'	100'	295'
60		60'	66'	72'	120'	350'
65		65'	71'	78'	130'	410'
70		70'	77'	84'	140'	475'
75		75'	82'	90'	150'	540'
80		80'	88'	96'	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 TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG 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.



TRAFFIC CONTROL PLAN
WORK AREA BEYOND RAMP

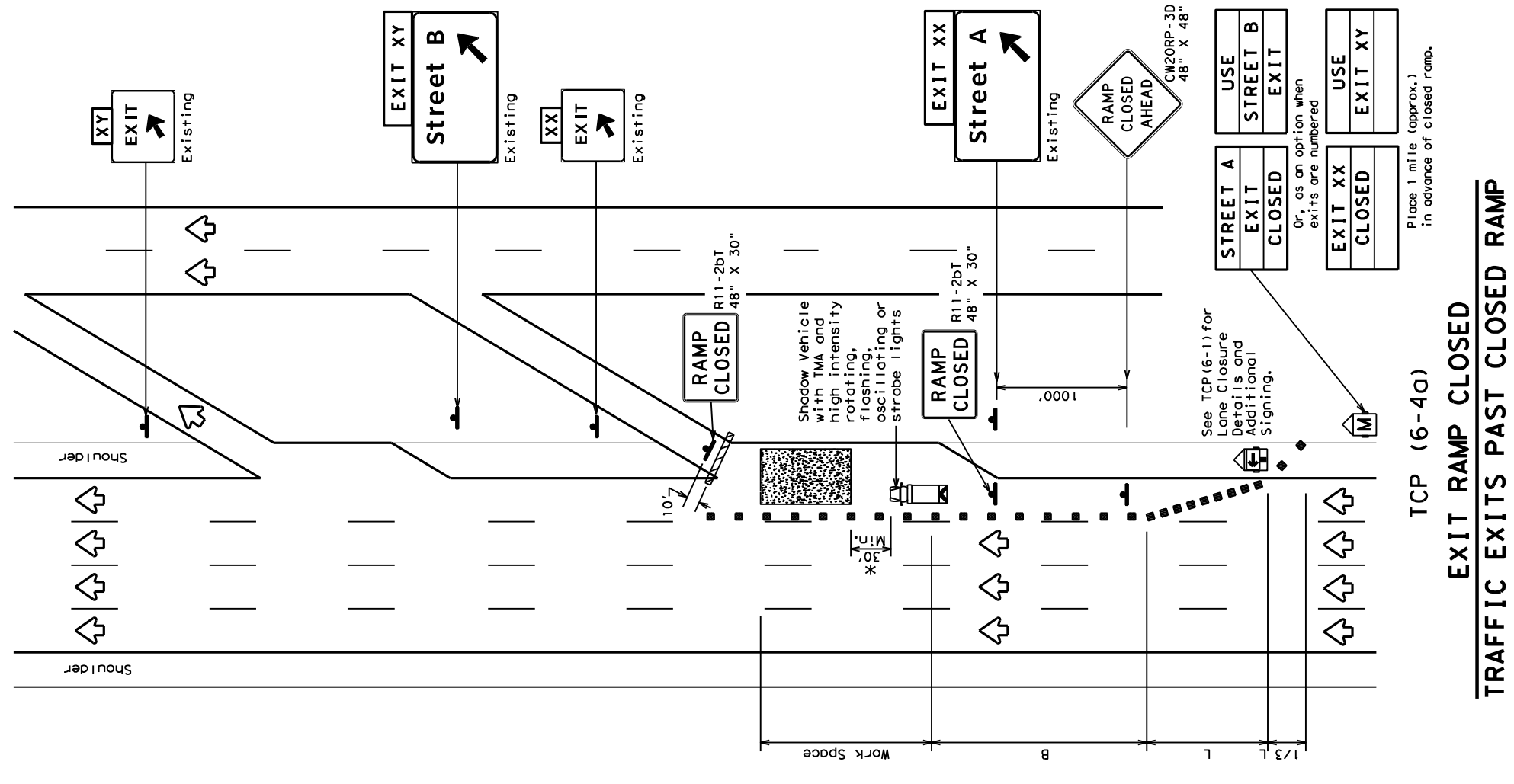
USE STREET A EXIT	USE STREET B EXIT
USE EXIT XX	USE EXIT XY

Or, as an option when exits are numbered

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

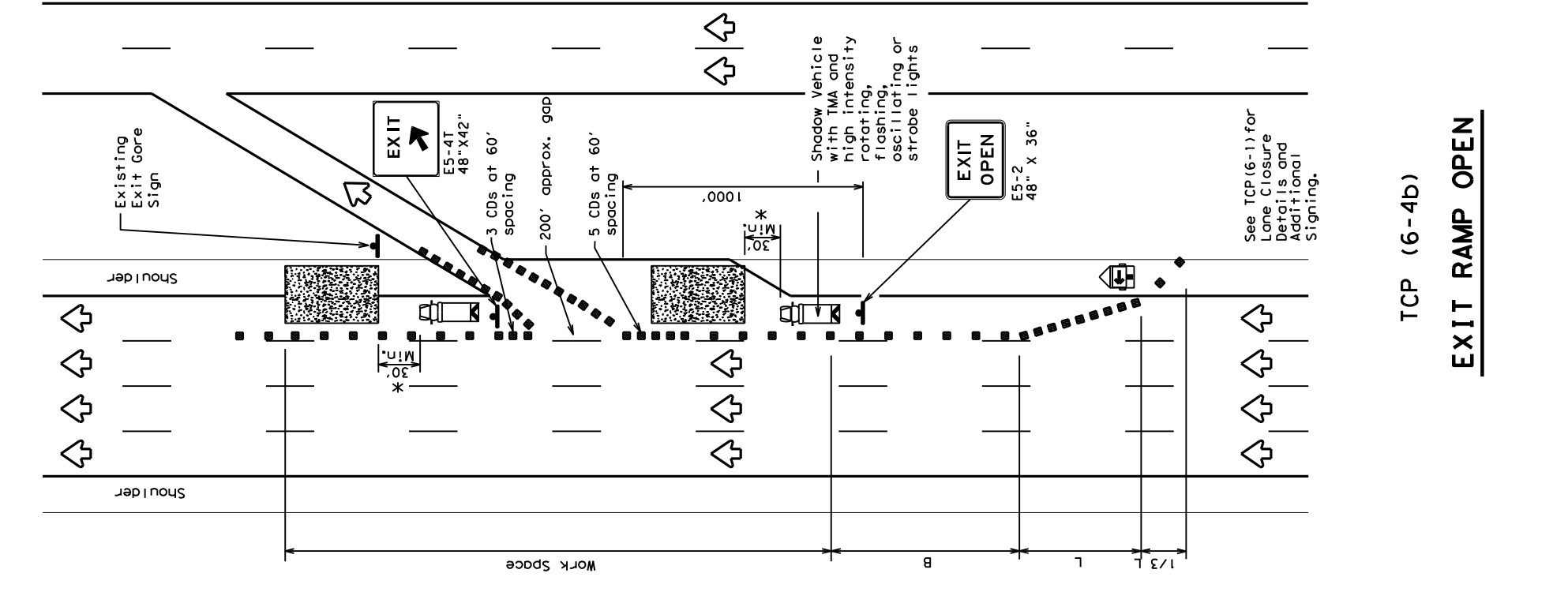
TCP (6-3)

TRAFFIC EXITS PRIOR TO CLOSED RAMP



TCP (6-4a)

EXIT RAMP CLOSED
TRAFFIC EXITS PAST CLOSED RAMP



TCP (6-4b)

EXIT RAMP OPEN

LEGEND

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

Posted Speed	Formula	Minimum Desirable Taper Lengths "L"		Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"	
		10' Offset	11' Offset	On a Taper	On a Tangent		
45		450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55	L=WS	550'	605'	660'	55'	110'	295'
60		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 TERM 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.
- See BC Standards for sign details.

*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.

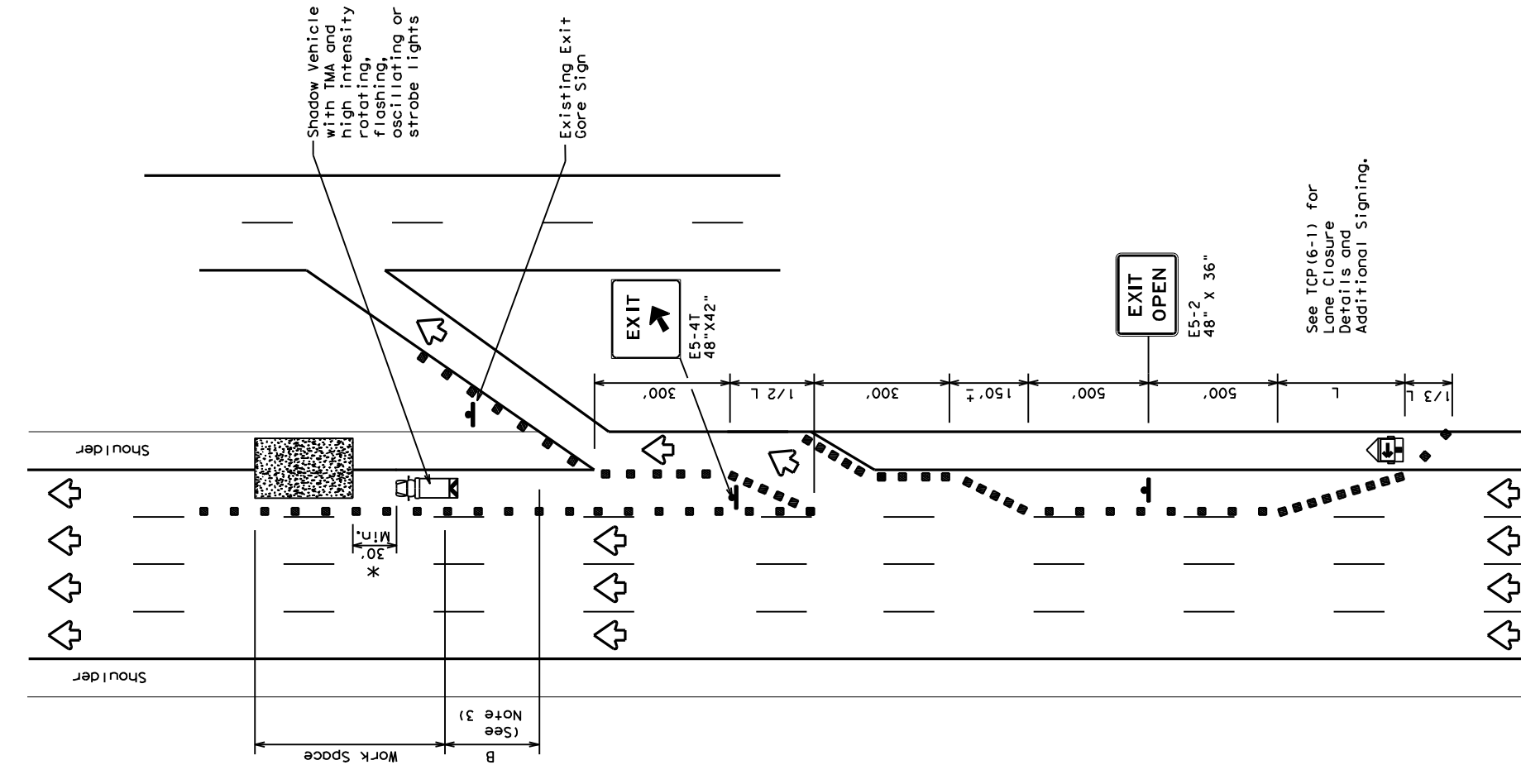
Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.



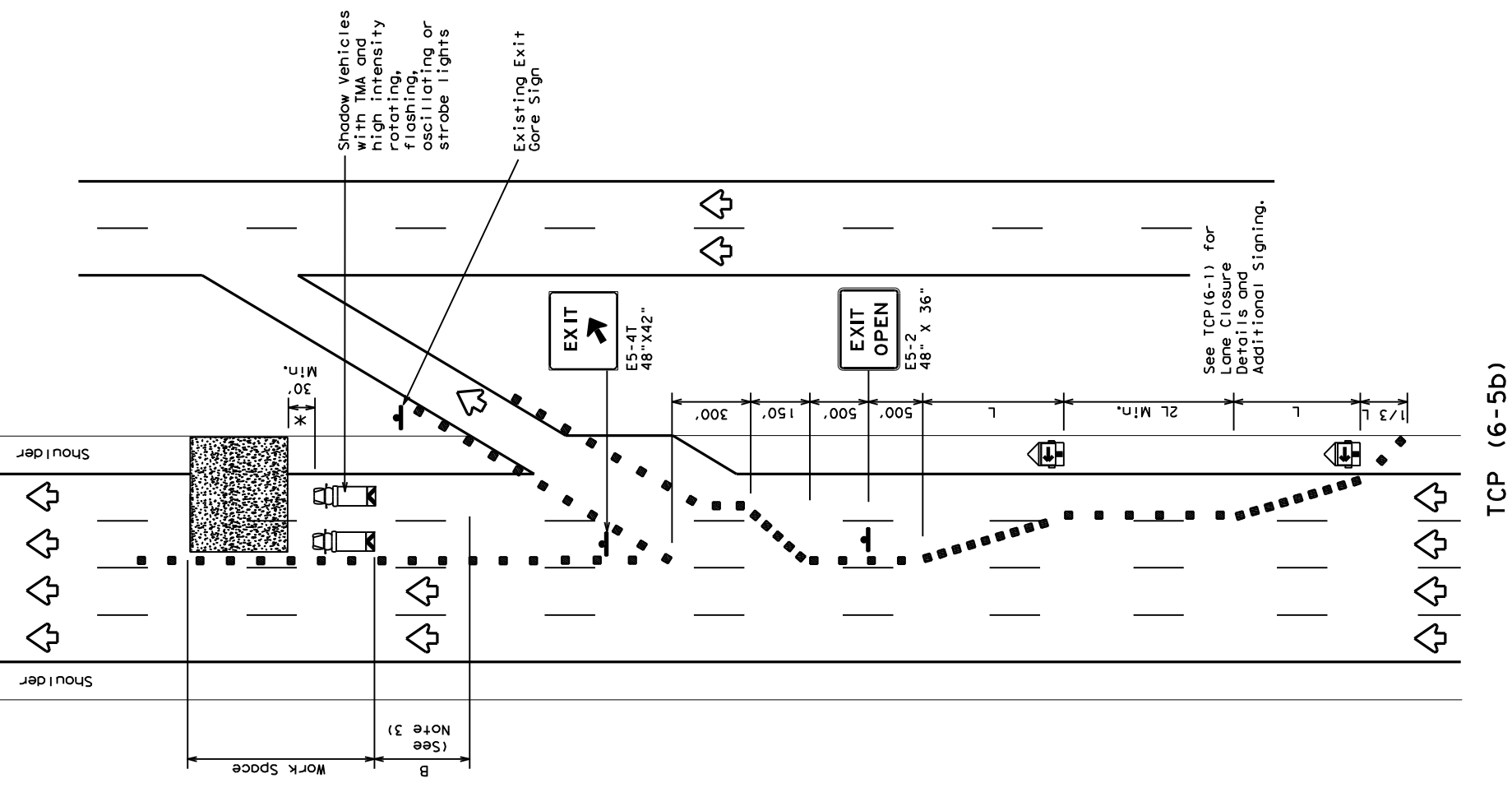
TRAFFIC CONTROL PLAN
WORK AREA AT EXIT RAMP

TCP (6-4) - 12

FILE: tcp6-4.dgn	DWG: TxDOT	CHK: TxDOT	DATE: 11/1/2023	TIME: 8:53:56 AM
REV: 01	DATE: 1-97	BY: 8-98	DATE: 4-98	BY: 8-12
PROJECT: 6460	SECTION: 70	JOB: 001	COUNTY: DALLAS	SHEET NO.: 31



TCP (6-5a)
EXIT RAMP OPEN



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

LEGEND

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

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

Texas Department of Transportation
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
WORK AREA BEYOND EXIT RAMP

TCP (6-5) - 12

FILE:	tcp6-5.dgn	DN:	TXDOT	DR:	TXDOT	CK:	TXDOT
REVISIONS	1-97	8-98	4-98	8-12			
			18		DALLAS		32

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LEGEND

	Type 3 Barricade		Channelizing Devices (CDs)
	Truck Mounted Attenuator (TMA)		Truck Mounted Attenuator (TMA)
	Portable Changeable Message Sign (PCMS)		Truck Mounted Attenuator (TMA)
	Sign		Traffic Flow
	Flag		Flag

Posted Speed	Formula	Minimum Desirable Taper Lengths "L"		Suggested Maximum Spacing of Channelizing Devices		Suggested Maximum Spacing of Longitudinal Buffer Space "B"
		On a Tangent	On a Curve	On a Tangent	On a Curve	
45		10'	11'	45'	45'	195'
50		10'	11'	45'	45'	240'
55	L=WS	10'	11'	45'	45'	295'
60		10'	11'	45'	45'	350'
65		10'	11'	45'	45'	410'
70		10'	11'	45'	45'	475'
75		10'	11'	45'	45'	540'
80		10'	11'	45'	45'	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

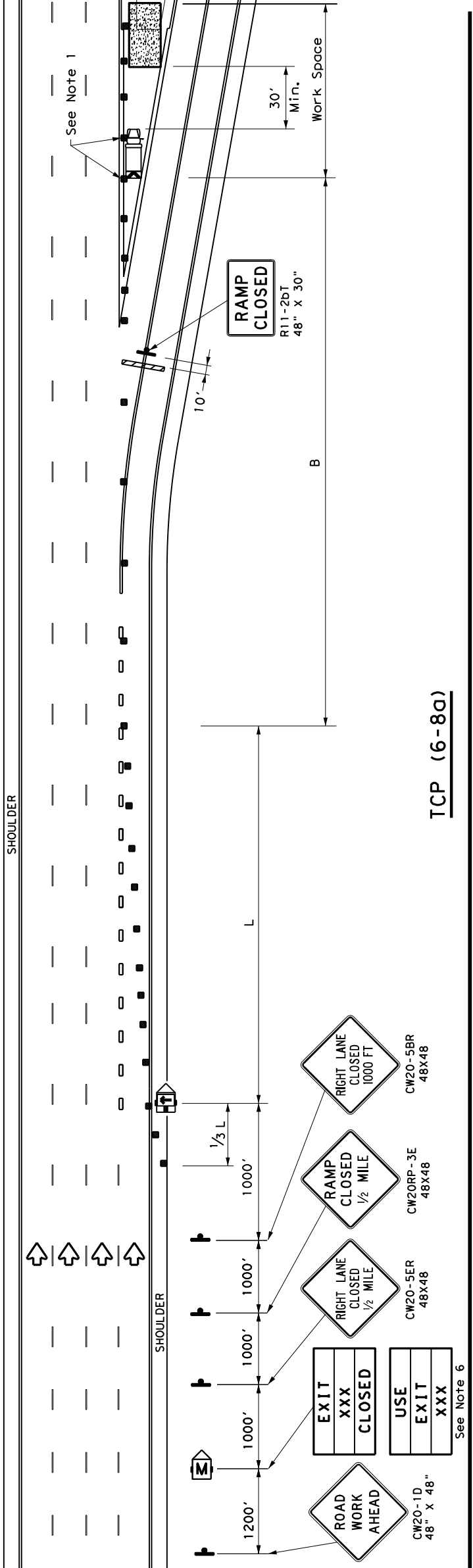
1. Place channelizing devices in the gore at 20' spacing.
2. See the Standard Highway Sign Design for Texas (SHSD) for sign details.
3. The PCMS may be omitted when a permanent DMS sign is available in an appropriate location to display a similar message as called for on the PCMS.
4. When it is determined that a through lane should be closed in addition to the exit ramp, refer to TCP(6-4) for traffic control details.
5. Truck mounted attenuator is required.
6. The PCMS may be omitted if replaced with a "RAMP CLOSED" AHEAD (CW20RP-3D) Sign.
7. Roadway ADT should be greater than 10,000.

Texas Department of Transportation
 Traffic Operations Division
 Standard

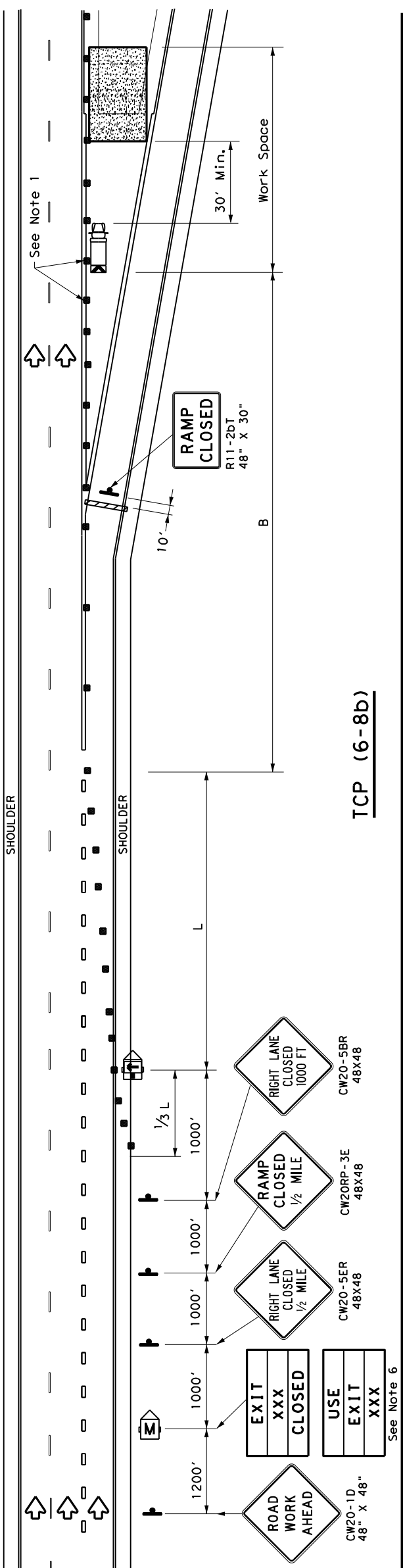
WORK IN EXIT GORE FOR ADT GREATER THAN 10,000

TCP (6-8) - 14

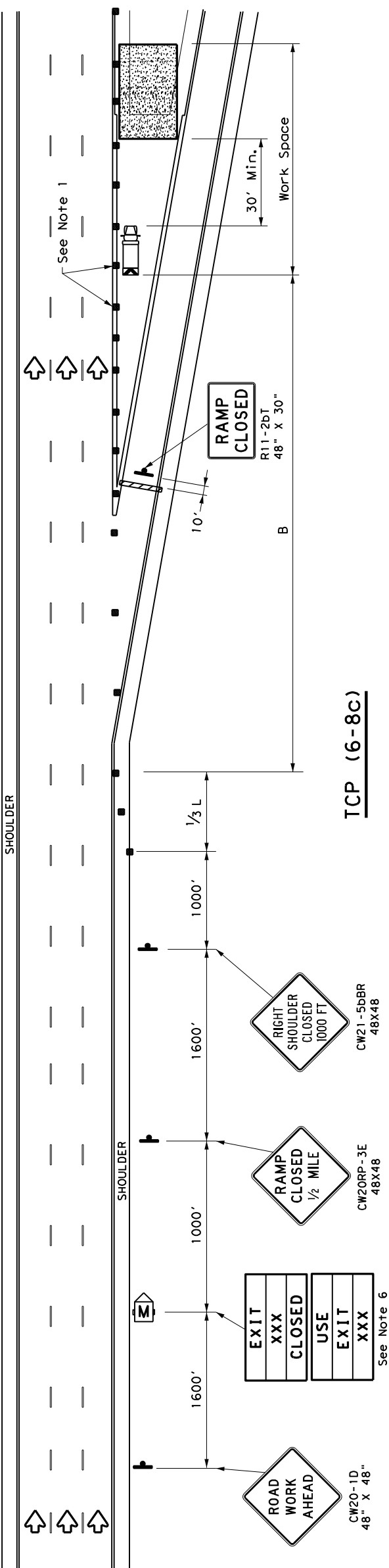
FILE: TCP6-8.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
REV: 001	REV: 001	REV: 001	REV: 001	REV: 001
DATE: 11/1/2023 8:53:58 AM	DATE: 11/1/2023 8:53:58 AM	DATE: 11/1/2023 8:53:58 AM	DATE: 11/1/2023 8:53:58 AM	DATE: 11/1/2023 8:53:58 AM
PROJECT: 646070	PROJECT: 646070	PROJECT: 646070	PROJECT: 646070	PROJECT: 646070
COUNTY: DALLAS	COUNTY: DALLAS	COUNTY: DALLAS	COUNTY: DALLAS	COUNTY: DALLAS
SHEET NO: 33	SHEET NO: 33	SHEET NO: 33	SHEET NO: 33	SHEET NO: 33



TCP (6-8a)



TCP (6-8b)



TCP (6-8c)

LEGEND	
	Type 3 Barricade
	Channelizing Devices (CDs)
	Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board
	Sign
	Flag

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

GENERAL NOTES

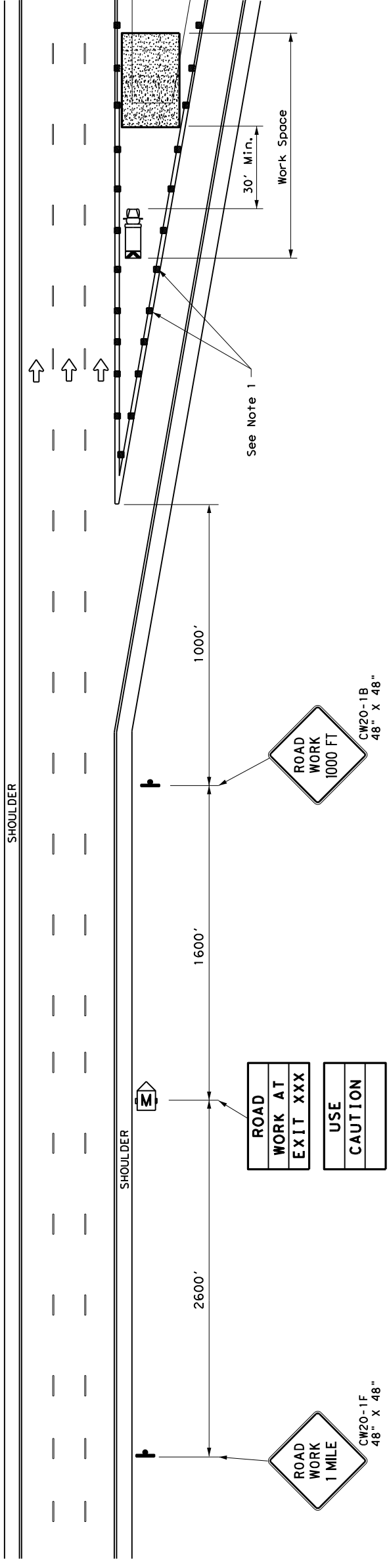
- Place channelizing devices in the gore at 20' spacing.
- See the Standard Highway Sign Design for Texas (SHSD) for sign details.
- The PCMS may be omitted when a permanent DMS sign is available in an appropriate location to display a similar message as called for on the PCMS.
- When it is determined that a through lane should be closed in addition to the exit ramp, refer to TCP(6-4) and TCP(6-8) for traffic control details.
- Truck mounted attenuators are required.
- The PCMS may be omitted if replaced with a "ROAD WORK 1/2 MILE" (CW20-1E).
- Roadway ADT should be less than 10,000.



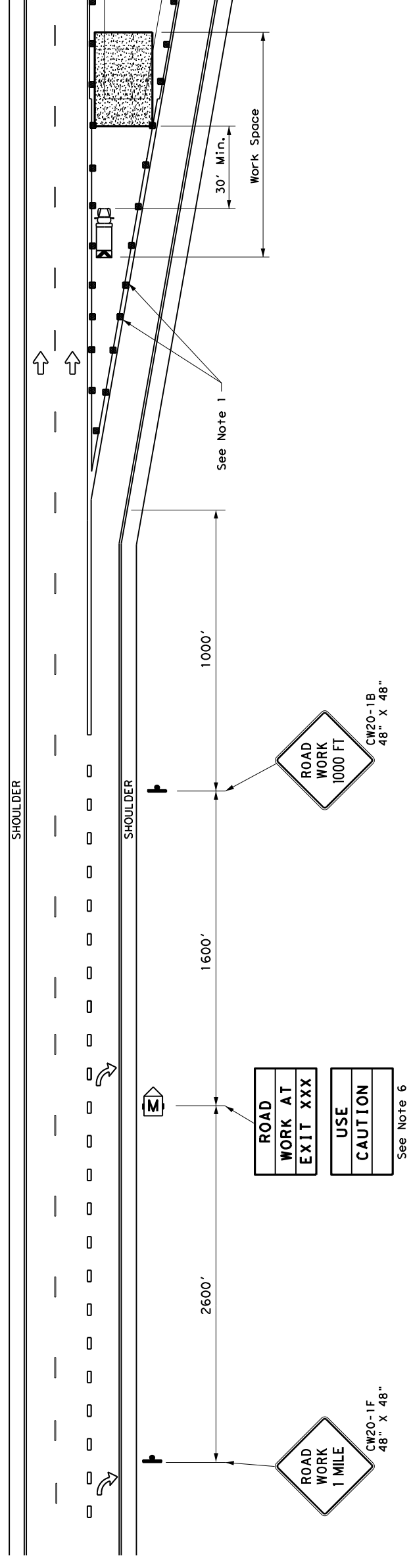
WORK IN EXIT GORE FOR ADT LESS THAN 10,000

TCP (6-9) - 14

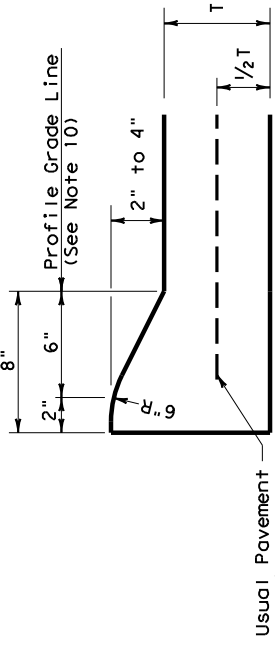
FILE:	tcp6-9.dgn	DN:	TXDOT	CK:	TXDOT	DW:	TXDOT	CK:	TXDOT
CONT:	FEBRUARY 2014	SECT:		JOB:	SS0408	HIGHWAY:			
REV:		DIST:	6460	70	001	COUNTY:	DALLAS	SHEET NO.:	34



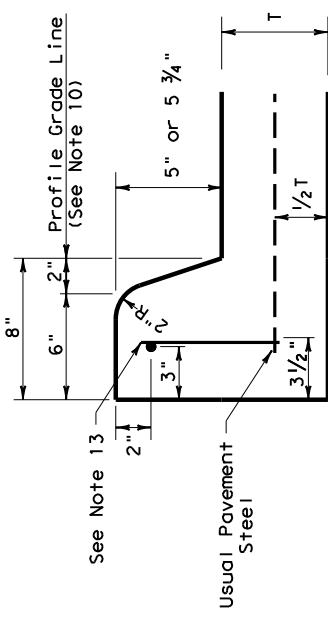
TCP (6-9a)



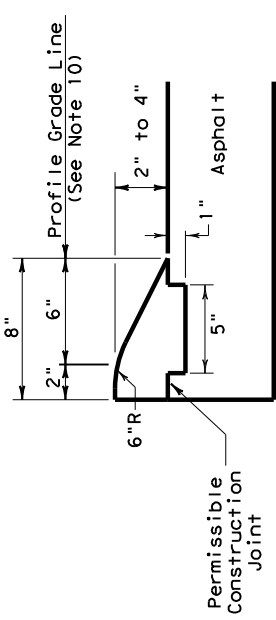
TCP (6-9b)



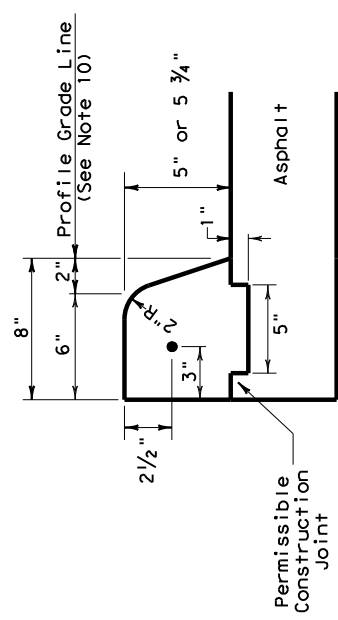
TYPE I CURB (MONOLITHIC)
2" - 4" HEIGHT



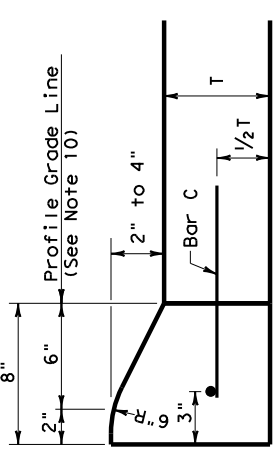
TYPE II CURB (MONOLITHIC)
5" - 5 3/4" HEIGHT



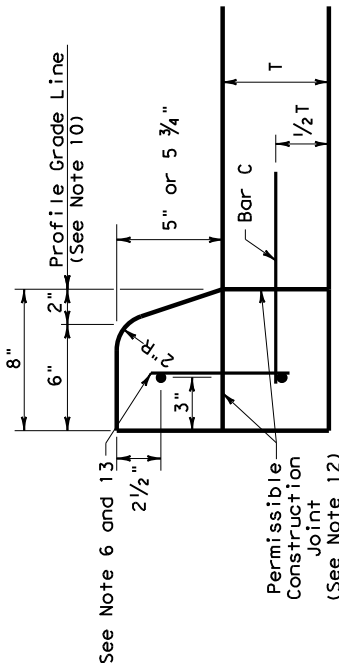
TYPE III CURB (KEYED)
2" - 4" HEIGHT



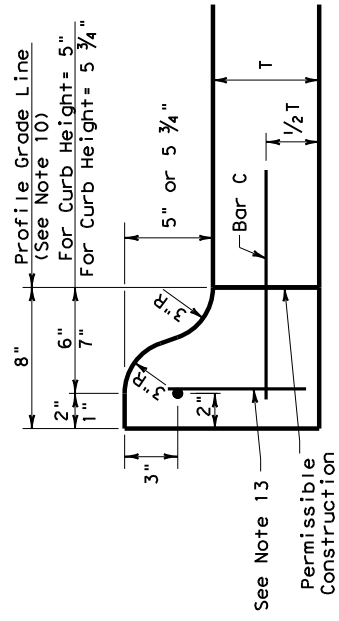
TYPE IV CURB (KEYED)
5" - 5 3/4" HEIGHT



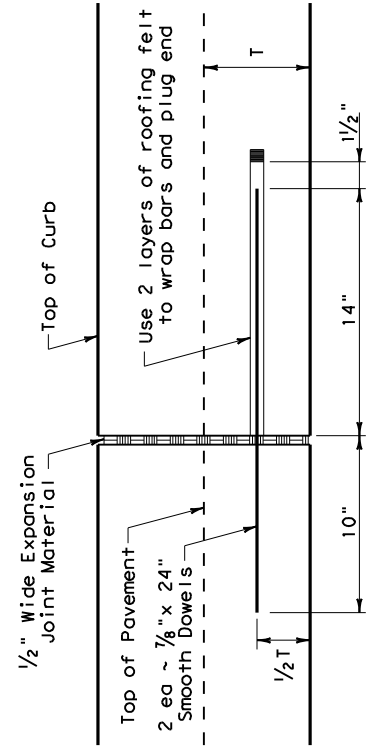
TYPE I CURB
2" - 4" HEIGHT



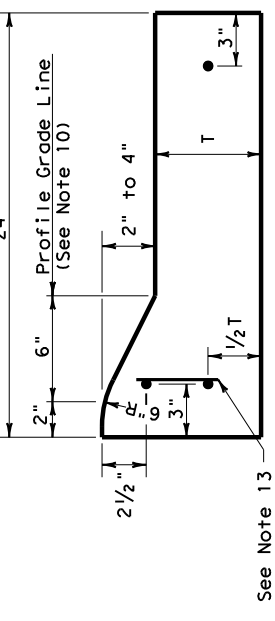
TYPE II CURB
5" - 5 3/4" HEIGHT



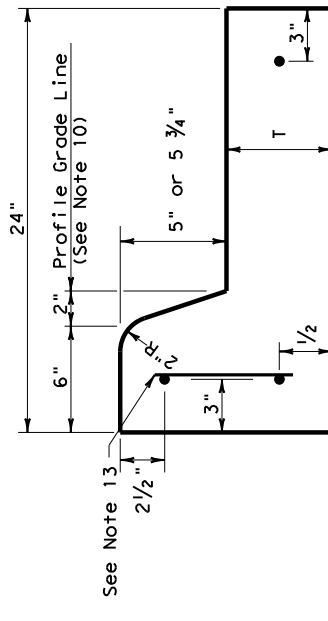
TYPE IIO CURB
5" - 5 3/4" HEIGHT



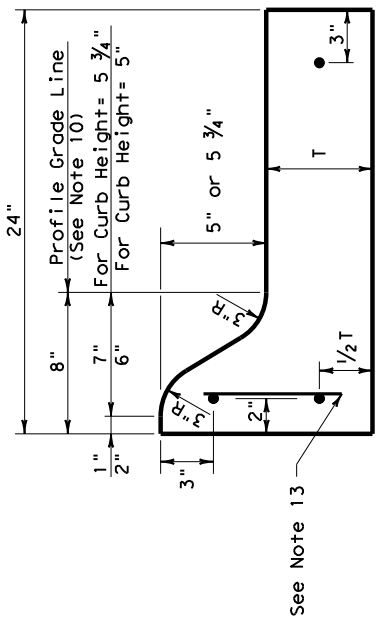
EXPANSION JOINT DETAIL



TYPE I CURB AND GUTTER
2" - 4" HEIGHT

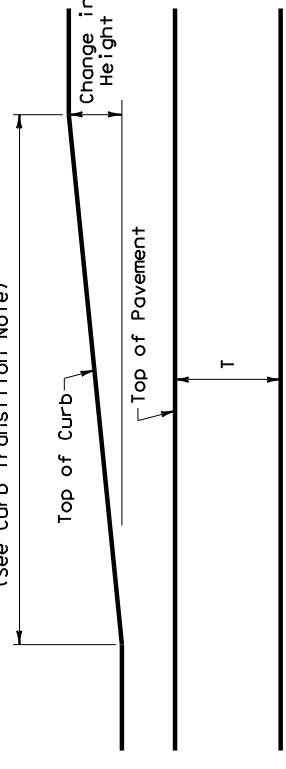


TYPE II CURB AND GUTTER
5" - 5 3/4" HEIGHT



TYPE IIO CURB AND GUTTER
5" - 5 3/4" HEIGHT

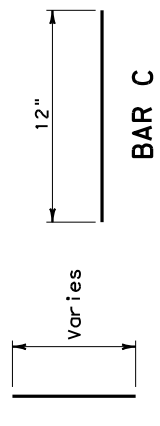
CURB TRANSITION NOTE:
Field conditions may require a longer or shorter transition, and shall be shown elsewhere in the plans, or as directed by the Engineer.
10' - 0" Curb Transition (0" to 2"), (See Curb Transition Note)



CURB TRANSITION
Note: To be paid for as Highest Curb

GENERAL NOTES

- All materials and construction shall be in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."
- Concrete shall be Class A.
- When reinforcing bars are used, they shall be No. 4 unless otherwise shown. The use of fiber reinforced concrete in lieu of reinforcing steel is acceptable. Use fibers meeting the requirements of DMS 4550, "Fibers for Concrete," and dose fibers in accordance with Material Producers List (MPL) "Fibers for Class A and B Concrete Applications."
- Round exposed sharp edges with a rounding tool, to a minimum radius of 1/4 inch.
- All existing curbs and driveways to be removed shall be sawed or removed at existing joints.
- Where concrete curb is to be placed on existing concrete pavement, Bar B may be drilled and grouted in place, or may be inserted into fresh concrete.
- Expansion and contraction joints shall be constructed to match pavement joints in all curbs and curb and gutter adjacent to jointed concrete pavement. Where placement of curb or curb and gutter is not adjacent to concrete pavement, expansion joints shall be provided at structures, curb returns at streets, and at locations directed by The Engineer.
- Vertical and horizontal dowel bars and transverse reinforcing bars shall be placed at four feet C-C.
- Dimension 'T' shown is the thickness of concrete pavement. When curb is installed adjacent to flexible pavement dimension 'T' is 8" maximum.
- Usual profile grade line. Refer to typical sections and plan-profile sheets for exact locations.
- One-half inch expansion joint material shall be provided where curb or curb and gutter is adjacent to sidewalk or riprap.
- When horizontal permissible construction joints are used, the longitudinal pavement steel shall be placed in accordance with pavement details shown elsewhere in the plans. Reinforcing steel for curb section shall then conform to that required for concrete curb.
- Bar B placement as needed (typically at four ft. C-C) to support curb reinforcing steel during concrete placement.



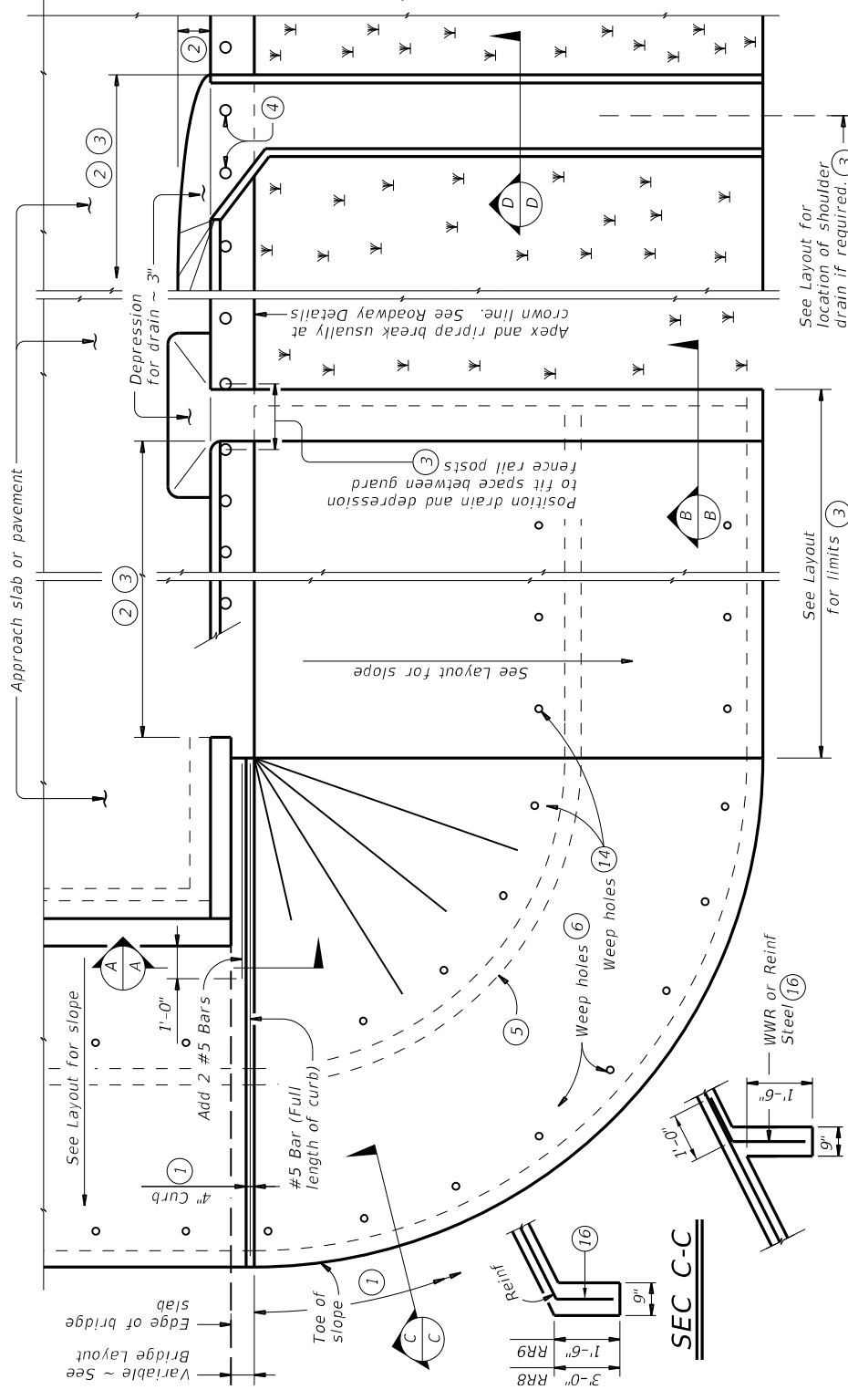
BAR B

Design Division Standard

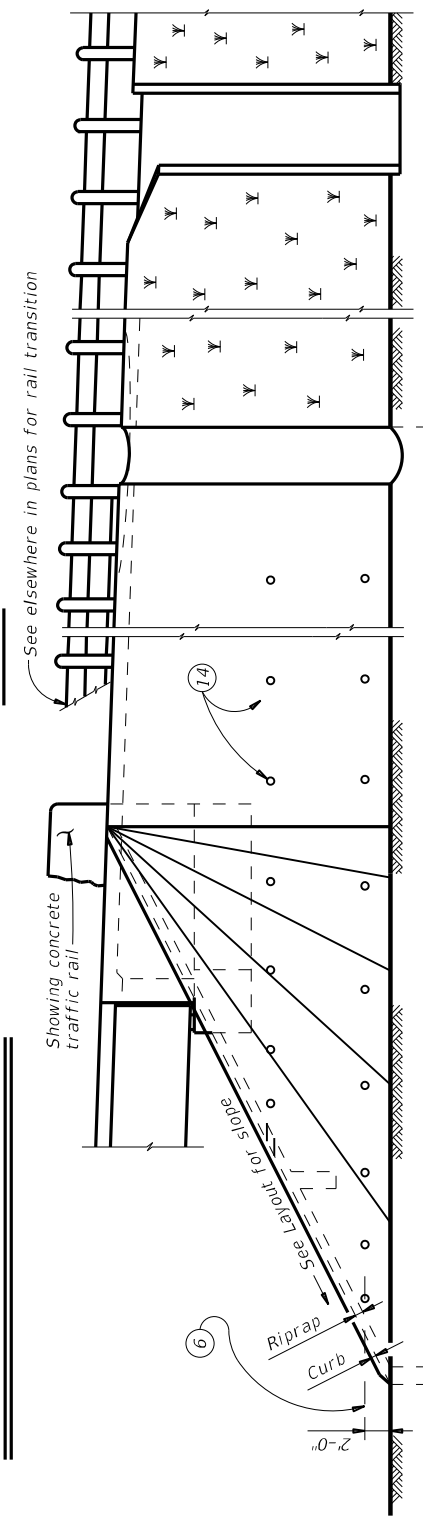
CONCRETE CURB AND GUTTER

CCCG-22

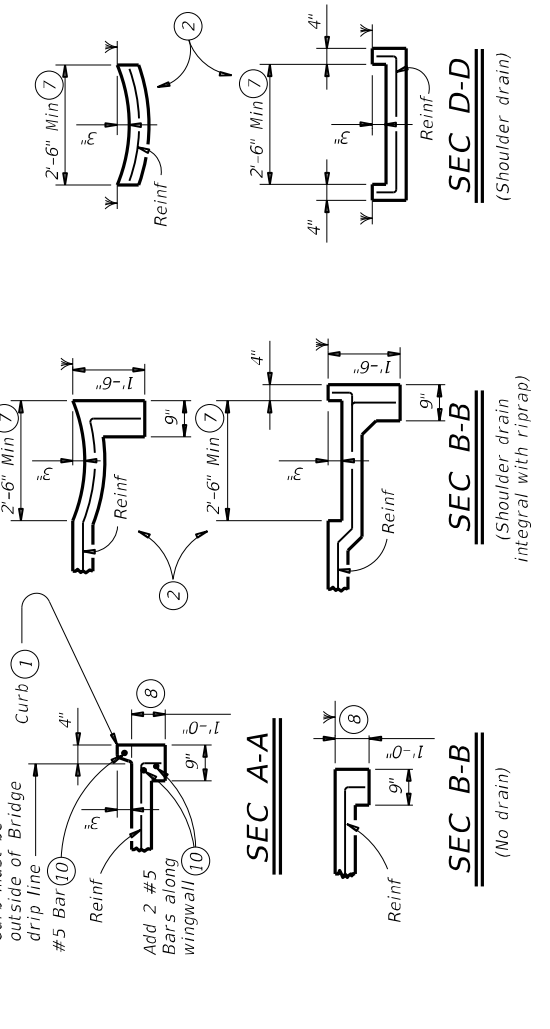
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REV: 001	REV: 001	DIST: COUNTY	18	DALLAS
				SHEET NO. 35



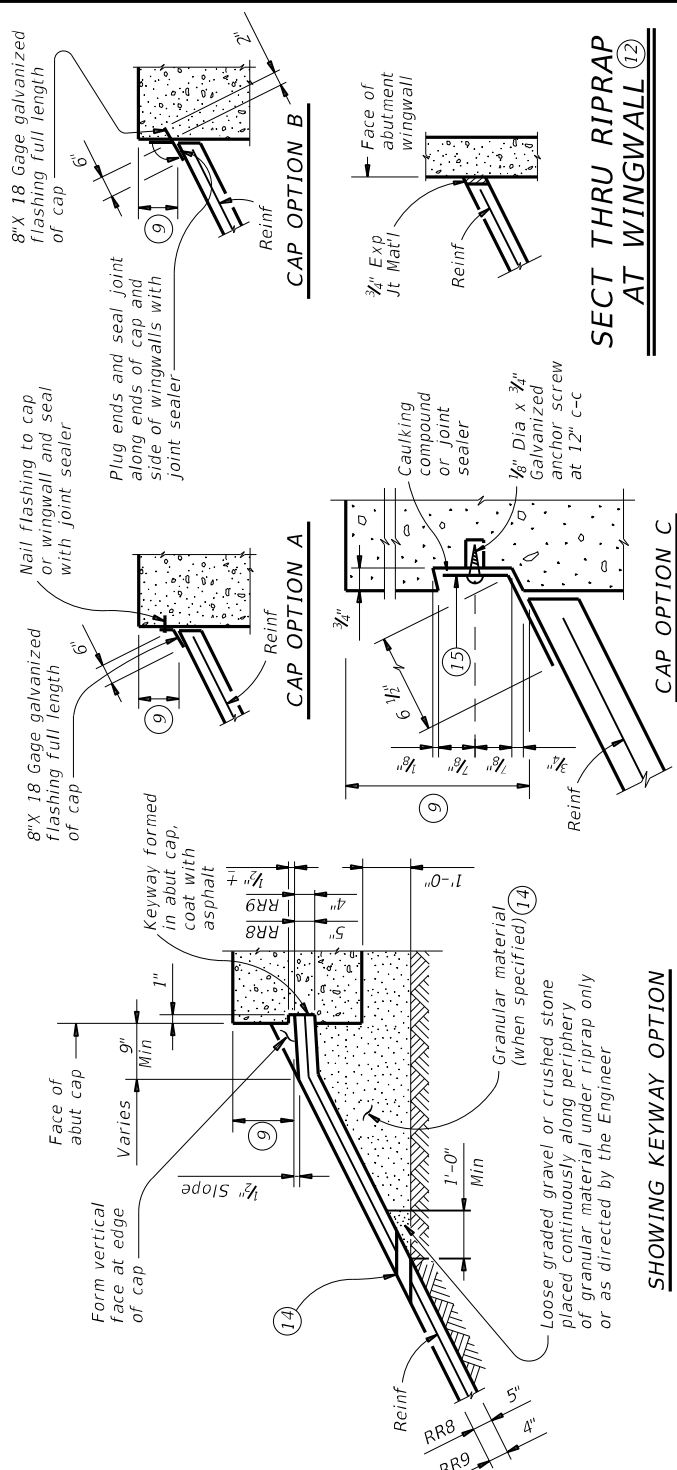
INTERMEDIATE TOEWALL



ELEVATION



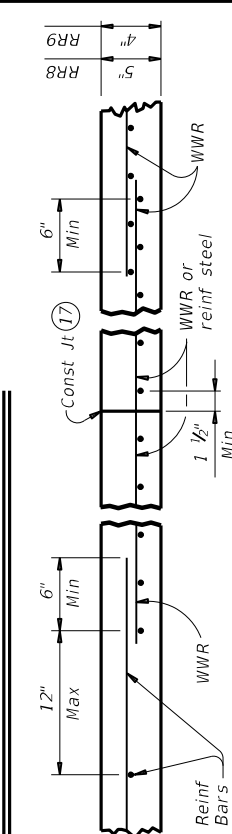
RIPRAP DETAIL AT COLUMNS



SHOWING KEYWAY OPTION

- When riprap is shown extended around header on layout, extend slab and toewall as shown and eliminate 4" curb.
- Limits and configuration of drains and depressions are as shown elsewhere in plans or as directed by the Engineer.
- Location of shoulder drain must consider limitations imposed by rail transition. Do not locate shoulder drains at expansion joints between approach slab and concrete pavement.
- See details elsewhere in plans for installation of guard fence posts through concrete riprap.
- Provide intermediate toewall only when designated elsewhere in the plans or included in the specifications.
- Provide lower level of 2" Dia weep holes at 10' c-c backed by 1' CF packet of gravel and galvanized hardware cloth at all locations unless directed by the Engineer to eliminate.
- Use wider or other drain configurations if shown elsewhere in plans or if directed by the Engineer.
- Wall extension may be reduced or modified if approved by the Engineer. Increase wall extension to 1'-6" whenever the optional intermediate toewall is called for in the plans.
- Top of cap to top of riprap dimension varies as directed by the Engineer. Should be 9" Min for beam/slab type bridges and 1'-6" for slab span, box beam, or slab beam bridges.
- #5 bars shown are required even when synthetic fiber reinforcing option is selected.
- Provide sealing option for joint between the face of cap and riprap as designated by the Engineer or as shown elsewhere on plans.
- Flashing (shown in Cap Option A) may be used at wingwall in addition to Exp Jt Mat'l if shown on plans or directed by the Engineer.
- Provide #3 reinforcing bars at 18" Spa c-c. Provide Welded Wire Reinforcement (WWR) as 6X6-D2.9XD2.9 or D3XD3. Combinations of WWR and reinforcing bars may be used if both are permitted. Use lap splices of a minimum 6 inches, measured from the transverse wire of WWR, and the ends of reinforcing bars.
- If granular material is specified, provide upper level of 2" Dia weep holes at 10' c-c backed by galvanized hardware cloth.
- 8" x 18 Gage Galv Sheet Metal
- Provide WWR or #3 bars with 1'-0" extension into slope.
- WWR or reinforcing steel is continuous through riprap construction joints. Provide WWR or reinforcing steel that extends 1'-1" minimum into adjacent riprap on each side of construction joint even if synthetic reinforcing fiber is utilized.

SECTIONS THRU RIPRAP AT CAP



REINFORCEMENT DETAILS

See General Notes for optional synthetic fiber reinforcement.

- GENERAL NOTES:**
- Provide Class "B" concrete ($f'c = 2,000$ psi) unless noted elsewhere in plans.
 - Provide Grade 60 reinforcing steel.
 - Provide deformed welded wire reinforcement (WWR) meeting ASTM A1064, unless otherwise shown.
 - Provide reinforcing bars, deformed WWR, or any suitable combination of both types for riprap reinforcing, unless specified elsewhere in the plans.
 - Optionally synthetic fibers may be used if approved by the Engineer.
 - Provide synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) in lieu of steel reinforcing in riprap concrete.
 - Install construction joints or grooved joints extending the full, slant slope height at intervals of approximately 20 feet unless otherwise directed by the Engineer.
 - Hardware cloth, loose grade stone behind weep holes, flashing, or other sealing material are subsidiary to the bid item "Riprap".
 - See Layout for limits of riprap.
 - RR8 is to be used on stream crossings.
 - RR9 is to be used on other embankments.

FOR CONTRACTOR'S INFORMATION ONLY:

5" of RR8	= 0.015 CY/SF
4" of RR9	= 0.012 CY/SF
#3 Reinf at 18" c-c	= 0.501 Lbs/SF
6X6-D3XD3	= 0.408 Lbs/SF

Nail flashing to cap or wingwall and seal along ends of cap and side of wingwalls with joint sealer

Plug ends and seal joint of wingwalls with joint sealer

8"X 18 Gage galvanized flashing full length of cap

Face of abutment wingwall

3/4" Exp Jt Mat'l

Reinforcing Bars

WWR or reinf steel

1 1/2" Min

6" Min

12" Max

Const Jt

WWR or reinf steel

1 1/2" Min

6" Min

RR8

RR9

4" Min

5" Min

6" Min

7" Min

8" Min

9" Min

10" Min

11" Min

12" Min

Form vertical face at edge of cap

Face of cap varies

9" Min

1" Min

RR8

RR9

5" Min

1'-0" Min

1/2" Slope

1'-0" Min

Granular material (when specified)

Loose graded gravel or crushed stone placed continuously along periphery of granular material under riprap only or as directed by the Engineer

1/8" Dia x 3/4" Galvanized anchor screw at 12" c-c

Caulking compound or joint sealer

Reinforcing Bars

WWR

6" Min

12" Max

Const Jt

WWR or reinf steel

1 1/2" Min

6" Min

RR8

RR9

4" Min

8"X 18 Gage galvanized flashing full length of cap

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Texas Department of Transportation
 Bridge Division
 Standard

CONCRETE RIPRAP AND SHOULDER DRAINS EMBANKMENTS AT BRIDGE ENDS (TYPES RR8 & RR9)

CRR

DN: TADOT	EC: TADOT	OW: TADOT	CK: TADOT
REV: 01	REV: 01	REV: 01	REV: 01
DATE: April 2019	JOB: 6460 70	001	SS0408
REV: 01	REV: 01	REV: 01	REV: 01
COUNTY: DALLAS	SHEET NO: 18	36	