

SHEET	DESCRIPTION	SHEET	DESCRIPTION
<u>I. GENERAL</u>			
1	TITLE SHEET	-	NONE
2	INDEX OF SHEETS	-	NONE
3	TYPICAL SECTIONS	-	NONE
4.4A - 4D	GENERAL NOTES & SPECIFICATION DATA	-	NONE
5	ESTIMATE & QUANTITY SHEET	63	
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<u>II. TRAFFIC CONTROL PLAN</u>			
STANDARDS			
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26 - 27	# TCP (2-1) THRU (2-2) - 18	-	NONE
28	# TCP (2-3) - 23	-	NONE
29 - 31	# TCP (2-4) THRU (2-6) - 18	-	NONE
32 - 35	# TCP (3-1), (3-2), (3-4) - 13 AND (3-3) - 14	-	NONE
36	# TCP (5-1) - 18	-	NONE
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46	# WZ (STPM) - 23	-	NONE
47	# WZ (UL) - 13	-	NONE
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56	# PM (AP) - 21	-	NONE
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STANDARD SHEETS SPECIFICALLY IDENTIFIED WITH (#)
HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE
SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

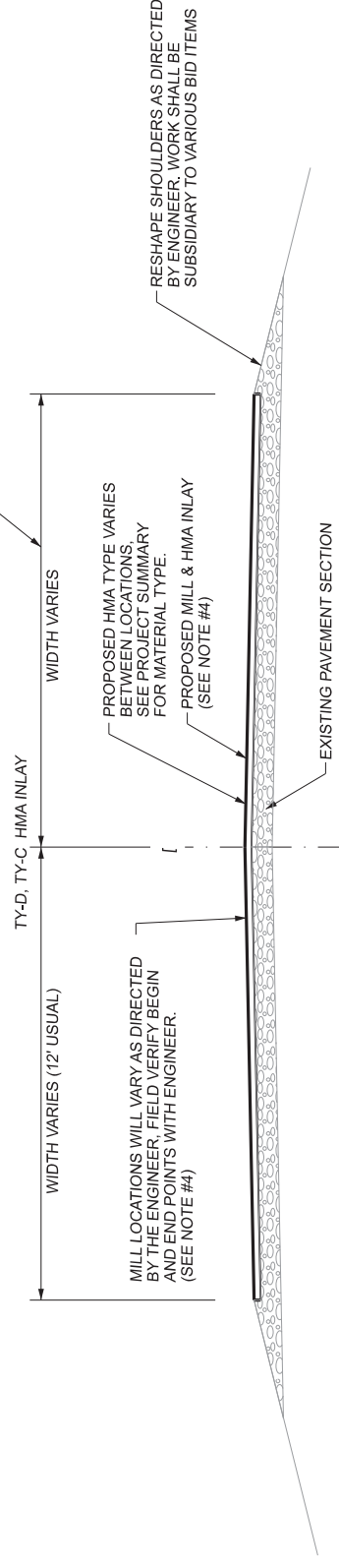
Charles W. Smith, PE 10/22/2024
DATE

Texas Department of Transportation
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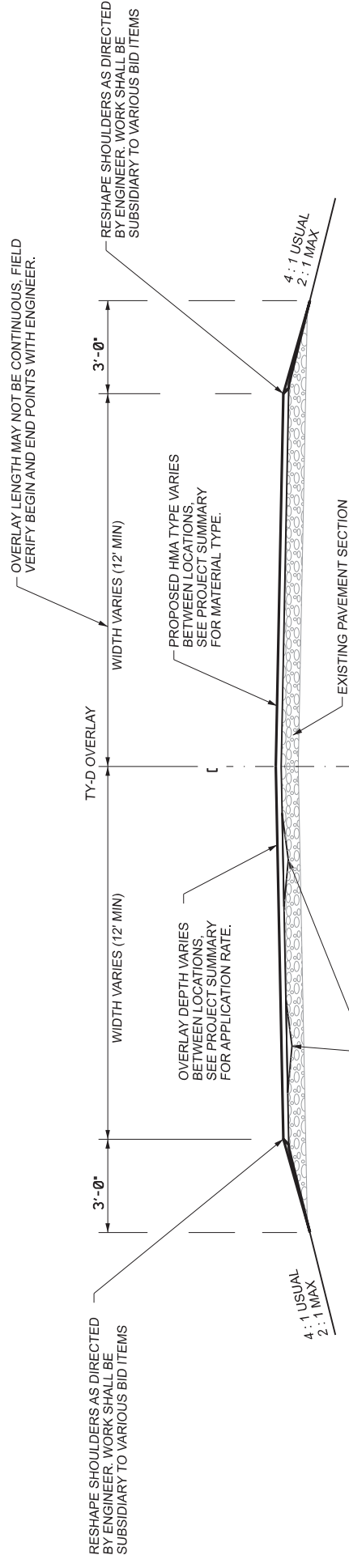
**BASE FAILURE PVMT MAINT
INDEX OF SHEETS**
HILL COUNTY

DESIGN TXDOT	FED RD DIV No.	PROJECT No.	HIGHWAY No.
CHECK CWS	6	RMC 647342001	SH 22, ETC
GRAPHICS TXDOT	STATE TEXAS	DISTRICT WACO	COUNTY HILL, ETC
CHECK CWS	CONTROL 6473	SECTION 42	JOB 001
			SHEET No. 2

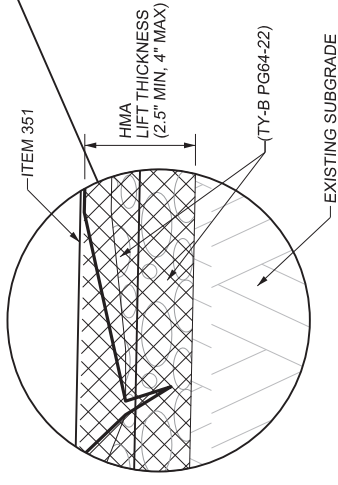
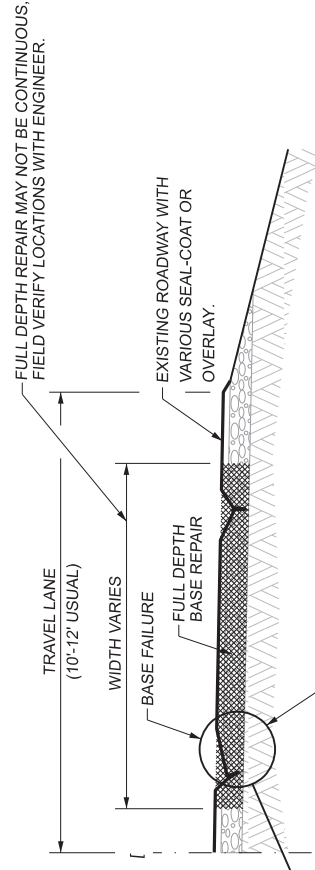
MILL & INLAY MAY NOT BE CONTINUOUS. FIELD VERIFY BEGIN AND END POINTS WITH ENGINEER.



**MILL (PLANE) & HMA INLAY
PROPOSED TYPICAL SECTION**



**HMA OVERLAY
PROPOSED TYPICAL SECTION**



**FLEXIBLE PAVEMENT STRUCTURE REPAIR
PROPOSED TYPICAL SECTION**

NOTES:

1. APPROXIMATE LOCATION AND DEPTH OF PROPOSED PLANING/MILLING), AND/OR PAVEMENT REMOVAL WILL VARY. FIELD VERIFY LOCATION AND DEPTH WITH THE ENGINEER.
2. CONTRACTOR WILL RETAIN OWNERSHIP OF PLANED AND MILLED ASPHALT MATERIALS WHICH WILL BE STOCKPILED AT A SAFE LOCATION OFF STATE RIGHT OF WAY UNLESS OTHERWISE APPROVED BY ENGINEER.
3. INSTALL WK ZN PAV MKR SHT TERM (TAB) AT LOCATIONS WHERE THE SCOPE OF THE WORK ELIMINATES THE EXISTING STRIPING AND/OR AS DIRECTED BY THE ENGINEER.
4. RIDE QUALITY OF THE COMPLETED REPAIR WILL BE TO THE SATISFACTION OF THE ENGINEER.
5. THE REMOVAL OF THE EXISTING PAVEMENT STRUCTURE WILL BE DONE WITH A MILLING MACHINE, RECLAIMER, SAWCUT/EXCAVATOR, OR OTHER EQUIPMENT APPROVED BY THE ENGINEER.
6. APPROXIMATE LOCATION AND QUANTITIES WILL VARY AS DIRECTED. THE MINIMUM AREA TO BE REPAIRED WILL BE (100) SY.
7. UNSUITABLE OR EXCESS MATERIAL REMOVED FROM REPAIRS WILL BECOME PROPERTY OF THE CONTRACTOR. THE REMOVAL OF SUCH MATERIAL WILL BE SUBSIDIARY TO ITEM 351.



The seal appearing on this document was authorized by CHARLES W. SMITH P.E. 110312, on

Charles W. Smith, PE
Signature of Registrant & Date **10/22/2024**



**BASE FAILURE PVMT MAINT
TYPICAL SECTIONS
HILL COUNTY**

SCALE: 1"= NTS

DESIGN TxDOT	FED RD DIV No.	PROJECT No.	HIGHWAY No.
CHECK CWS	6	RMC 647342001	SH 22, ETC
GRAPHICS TxDOT	STATE TEXAS	DISTRICT WACO	COUNTY HILL, ETC
CHECK CWS	CONTROL 6473	SECTION 42	JOB 001
			SHEET No. 3

PROJECT NUMBER: RMC 647342001

COUNTY: HILL, ETC

HIGHWAY: SH 174, ETC

GENERAL

This is a NON-SITE-SPECIFIC contract for base failure repairs, on various roadways in Hill, Falls, Limestone County, according to the standard specifications or as modified in the general specifications listed below.

The construction, operation and maintenance of the proposed project will be consistent with the state implementation plan as prepared by the Texas Commission on Environmental Quality.

The disturbed area for this project, as shown on the plans is 0 acres. However, the Total Disturbed Area (TDA) will establish the required authorization for storm water discharges. The TDA of this project will be determined by the sum of the disturbed area in all project locations in the contract, and all disturbed area on all Project-Specific Locations (PSL) located in the project limits and/or within 1 mile of the project limits. The department will obtain an authorization to discharge storm water from the Texas Commission on Environmental Quality (TCEQ) for the construction site as shown on the plans, according to the TDA of the project. The contractor will obtain any required authorization from the TCEQ for the discharge of storm water from any PSL for construction support activities on or off of the project row according to the TDA of the project. When the TDA for the project exceeds 1 acre, provide a copy of the appropriate application of permit (NOI, or Construction Site Notice) to the engineer, for any PSL located in the project limits or within 1 mile of the project limits. Follow the directives and adhere to all requirements set forth in the TCEQ, Texas Pollution Discharge Elimination System, Construction General Permit (TPDES, CGP).

PRE-BID QUESTIONS

Contractor questions on this project are to be emailed to the Waco District at the following address:

Stephen Kasberg - Wacoprebid@txdot.gov, 254-867-2780, 100 S. Loop Dr., Waco, TX
 Carmen Chau - Wacoprebid@txdot.gov, 254-867-2794, 100 S. Loop Dr., Waco, TX

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

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

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

The Letting Pre-Bid Q&A web page for each project can be accessed by using the dashboard to navigate to the project you are interested in by scrolling or filtering the dashboard using the

GENERAL NOTES

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PROJECT NUMBER: RMC 647342001

COUNTY: HILL, ETC

HIGHWAY: SH 174, ETC

CONTROL: 6473-42-001

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.

Quantities as shown in the plans are estimated quantities only. The actual quantities will vary.

Roadway locations and work areas will be as determined by the Engineer. Work locations and quantities will be field verified.

GENERAL NOTES

ITEM 2: INSTRUCTIONS TO BIDDERS

This proposed Contract will not include federal funds. Bid tabulations will include stipulations in accordance with 2.11.5.3 "Rubber Additives" and 2.11.5.5 "Home State Bidding Preference".

ITEM 4: SCOPE OF WORK

Flexible pavement structure repairs will be limited to areas where all work at the locations can be completed the same work day. The Engineers reserves the right to make changes in the work, including addition, reduction, or elimination of quantities and alterations to complete this contract.

ITEM 5: CONTROL OF THE WORK

All work on this contract will be scheduled and directed by the following person(s). Payments will be made on a monthly basis for work completed and accepted according to specifications. All payment requests will be directed to the same:

COUNTY	MAINTENANCE SUPERVISOR	PHONE NUMBER	ADDRESS
Hill	Eric Olivas	(254) 582-5411	1400 S Abbott Ave HILLSBORO TX 76645
Falls	Dennis Cheyne	(254) 883-3462	5092 Highway 7 MARLIN TX 76661
Limestone	Roger Brooks	(254) 562-2900	3229 Highway 14 N. MEXIA TX 76667-4669

Underground utilities owned by the Texas Department of Transportation may be present within the Right-Of-Way on this project. For signal, illumination, surveillance, and communications & control maintained by TxDOT, call the TxDOT Traffic Signal Office (254)867-2808 for locates a minimum of 48 hours in advance of excavation. For irrigation systems, call TxDOT Landscape Office (254)867-2726 for locates a minimum of 48 hours in advance of excavation. If city or

GENERAL NOTES

SHEET B

PROJECT NUMBER: RMC 647342001**COUNTY: HILL, ETC****HIGHWAY: SH 174, ETC****CONTROL: 6473-42-001**

town owned irrigation facilities are present, call the appropriate department of the local city or town a minimum of 48 hours in advance of excavation. The Contractor is liable for all damages when utilities are damaged due to Contractor's negligence including, but not limited to, repair or replacement at the Contractor's expense.

UNION PACIFIC RAILROAD COMPANY

Protection of Fiber Optic Cable Systems

Fiber optic cable systems may be buried on the railroad's property. Protection of the fiber optic cable systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits. The State and/or its Contractor will telephone the railroad during normal business hours (7:00 A.M. to 9:00 P.M., Central time, Monday through Friday, except holidays) at 1-800-336-9193 (also a 24-hour, seven-day number for emergency calls) to determine if fiber optic cable is buried on the railroad's premises to be used by the State. If it is, the State and/or its Contractor will telephone the telecommunications company(ies) involved, arrange for a cable locator and make arrangements for relocation or other protection of the fiber optic cable prior to beginning any work on the railroad's premises.

BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

Protection of Fiber Optic Cable Systems

The State and/or its Contractor must, five (5) working days before any work is performed, call the railroad's communications network control center at 1-800-533-2891 (a 24-hour number) to assist in determining if fiber optic communications, control systems, or other type of cable systems are buried in the general locations where work is to be performed. In the event such cable is present, the State and/or its Contractor must then call the owner of the cable line to determine its exact location. The Contractor will indemnify and hold harmless the railroad against any cost or claims arising out of damage to any fiber optic communications, control systems or other types of cable systems, but only to the extent such damage is caused by negligence of the Contractor.

Work in this contract is required to be done on railroad property. Cooperate with the railroads and comply with all railroad requirements including obtaining any training they require before performing work on railroad property.

ITEM 6: CONTROL OF MATERIALS

This proposed Contract will not include federal funds. Buy Texas stipulations apply in accordance with 6.1.3 "Buy Texas".

References to manufacturer's trade name or catalog numbers are for the purpose of identification only and the contractor will be permitted to furnish like materials of other manufacturers provided they are of equal quality and comply with specifications for this project.

GENERAL NOTES

SHEET C

PROJECT NUMBER: RMC 647342001**COUNTY: HILL, ETC****HIGHWAY: SH 174, ETC****CONTROL: 6473-42-001****ITEM 7: LEGAL RELATIONS AND RESPONSIBILITIES**

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

- Any high traffic days or holidays as determined by the Engineer

If the work is on or in the vicinity of an at-grade railroad crossing, involves incidental work on the railroad right of way, or involves construction of a railroad grade separation structure, notify the railroad company's Division engineer and the Department's Project Engineer at least 30 days before performing any work on the railroad right of way and make arrangements for railroad flaggers unless otherwise shown in the contract. Obtain the required Railroad Right of Entry Permit from the railroad company. Payment of flaggers and applicable insurance and permit fees is the responsibility of the Contractor. Allow sufficient time for acquiring the Railroad Right of Entry Permit.

If utilizing private property for field office sites, equipment storage sites or for any other purpose involved with this project, provide to the Engineer written proof of the property owner's approval of the use of this property. This proof may be in the form of a letter or agreement signed by the property owner or other documents acceptable to the Engineer.

Where existing pavement adjoins new pavement, saw the existing pavement to a neat transverse and/or longitudinal line to permit adequate joining. This will not be paid for directly, but will be considered subsidiary to the various bid items.

Protect all adjoining pavement sections during all phases of construction. Any damages incurred due to Contractor's operation will be repaired and/or replaced at the Contractor's expense.

Personal vehicles of the contractor's employees will not be parked within the right of way at anytime including any section closed to public traffic, unless the vehicle is being utilized for construction procedures. However, the contractor's employees may park on the right of way at the sites where the contractor has his office, equipment and materials storage yard.

The contractor is alerted to the possible presence of swallows under the existing bridges or culverts. Because the migratory bird treaty act prohibits harm to swallows, their eggs or their nestlings, the contractor will not begin potentially disturbing activities on or near the bridge until the birds have abandoned any occupied nests (approximately September 1). Active nests may not be removed regardless of the date.

Prior to the swallows returning to the nests (approximately March 1), abandoned nests will be removed from the bridge. The contractor will prevent the establishment of new nests on any portion of the structure. Methods for preventing the establishment of new nests must be approved by the project Engineer. Examples of acceptable nest prevention methods are bird-deterrent netting and bird-repelling sprays and/or gels to be applied to the structure. This work will not be paid for directly, but will be subsidiary to the various bid items.

GENERAL NOTES

SHEET D

PROJECT NUMBER: RMC 647342001

COUNTY: HILL, ETC

HIGHWAY: SH 174, ETC

CONTROL: 6473-42-001

ITEM 8: PROSECUTION AND PROGRESS

This Project will be Calendar Day in accordance with Article 8.3.1.5. Meet bi-weekly or at intervals as agreed upon with the engineer to notify him or her of planned work for the upcoming 3-week period.

Provide the engineer with a daily work schedule of planned activities including anticipated quantities of materials (tons of HMAC to be placed, etc.).

Work on areas inside city limits shall be performed at night unless otherwise approved by the Engineer.

Work in more than one location at a time shall be approved by the Engineer

Work may be performed under multiple work orders. The work order will include the date when work and time charges will begin, the allowable number of working days, and details specific to the item of work. The work order will consist of any combination of bid items listed in the contracts and may include multiple locations within the included counties as identified in the plans.

The Engineer will have the right to remove items and quantities of work on work orders after the work order is issued to the contractor.

The Contractor will furnish such suitable machinery, equipment and construction forces as may be necessary, in the opinion of the Engineer, for proper prosecution of the work.

The Contractor will use a crew experienced in pavement repair and in the necessary traffic control.

At all times, the Contractor's personnel will be dressed in approved safety attire while outside vehicles and/or while performing work on the highway right of way. This will include but is not limited to hard hats and safety vests.

The Contractor will clean up and remove from all work areas all loose material resulting from the contract operations each day before work is suspended. No loose material will remain at the work site overnight.

The Contractor will be responsible for leaving the project site clean and neat in appearance upon completion and before final acceptance by the Engineer.

ITEM 341: DENSE-GRADED HOT-MIX ASPHALT

Any Truck Bed Releasing Agent will need to be approved.

Design for a target Laboratory-molded density of 97.0% when using the Texas Gyrotratory Compactor (TGC) (Tex-204-F, Part I).

GENERAL NOTES

SHEET E

PROJECT NUMBER: RMC 647342001

COUNTY: HILL, ETC

HIGHWAY: SH 174, ETC

CONTROL: 6473-42-001

Use aggregate that meets the Surface Aggregate Classification (SAC) requirement of Class B. Dense-Graded Hot-Mix Asphalt used as concrete pavement underlayment is deemed as "Exempt Production".

Maximum stripping of 0% is required.

ITEM 344: SUPERPAVE MIXTURES

Use aggregate that meets the Surface Aggregate Classification (SAC) requirement of Class B.

No Recycled Asphalt Shingles (RAS) will be allowed in surface mixes.

Maximum stripping of 0% is required.

ITEM 351: FLEXIBLE PAVEMENT STRUCTURE REPAIR

Provide (4) or (8) inches of D-GR HMA TY B PG 64-22 for all repairs as specified on plans. D-GR HMA TY B PG 64-22 will not be measured but will be considered subsidiary to Item 351, "Flexible Pavement Structure Repair".

For this project, a laydown machine will be required during the construction & placement of this item.

Locations and Quantities will vary as directed. The minimum area to be repaired will be one hundred (100) SY.

ITEM 354: PLANING AND TEXTURING PAVEMENT

Saw existing asphalt along neat lines where portions are to be left in place temporarily or permanently. Sawing is not paid for directly but is subsidiary to this item. Reuse RAP material from project into Item 340 mixtures, excess material will become property of TxDOT and will be delivered to the county's maintenance yard, unless otherwise specified by the engineer.

ITEM 500: MOBILIZATION

Material On Hand (MOH) will not be used in calculating partial payments for Mobilization.

Each work order may include multiple locations, but only one mobilization (call out) will be paid per work order.

GENERAL NOTES

SHEET F

PROJECT NUMBER: RMC 647342001

COUNTY: HILL, ETC

HIGHWAY: SH 174, ETC

CONTROL: 6473-42-001

ITEM 502: BARRICADES, SIGNS, AND TRAFFIC HANDLING

Traffic control will not be paid for directly, but shall be considered subsidiary to the various bid items.

Prior to beginning work, the Contractor and Engineer will agree on the allowable length of lane closure.

The Contractor will be responsible for furnishing, erecting, and maintaining all signs and traffic control devices necessary to provide for the safe passage of traffic in and around the work zone. All traffic control devices will conform to the plan sheets and the Texas Manual of Uniform Traffic Control Devices (TMUTCD).

Flaggers will be required at locations where work could endanger the traveling public or as directed by the Engineer/Project Manager.

Rumble strips will be required for traffic control operations.

The Contractor Force Account "Safety Contingency" that has been established for this project 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.

Access will be provided to all business and residences at all times. Where turning radii are limited during phased construction at intersections, provide all weather surfaces such as RAP or base in turning movements to accommodate and to protect the traffic from edge drop-offs. Materials, labor, maintenance and removal for these temporary accesses and radii will not be paid for directly but will be considered subsidiary to the various bid items.

Provide written proposed lane closure information by 1:00 pm on the business day prior to the proposed closures. Do not close lanes when this requirement is not met.

Open the pavement to traffic each night. Remove all material stockpiles, equipment left overnight or any obstruction within thirty (30) feet of a travel way or clearly mark by warning lights and barricades.

Equip all construction equipment involved in roadway work with a permanently mounted warning light with amber lens as approved

Place barricades and signs in locations that do not obstruct the sight distance of drivers entering the highway from driveways or side streets.

GENERAL NOTES

SHEET G

PROJECT NUMBER: RMC 647342001

COUNTY: HILL, ETC

HIGHWAY: SH 174, ETC

CONTROL: 6473-42-001

As approved by the Engineer, provide uniformed off duty police officers and squad cars during lane or ramp closures, night time work or other situations that indicate a need for additional traffic control to protect the traveling public or the construction workforce. Provide documentation such as payroll, log sheets with signatures and badge number, or invoices from the government entity providing the officers for reimbursement. Complete the weekly tracking form provided by the department and submit invoices that agree with the tracking form for payment at the end of each month approved services were provided. Reimbursement will not be made for coordination fees charged by any party.

The Contractor Responsible Person(s) (CRP) for Work Zone Traffic Controls will inspect and ensure any deficiencies are corrected each and every day throughout the duration of this contract. Any misaligned or damaged traffic control devices will be repaired as soon as practical after deficiency is discovered.

In addition to providing a Contractor's Responsible Person and a phone number for emergency contact, have an employee(s) available to respond on the project for emergencies and for taking corrective measures within One (1) Hour.

ITEM 503: PORTABLE CHANGEABLE MESSAGE SIGN

This project will require "full matrix" type portable changeable message signs.

Ensure that the Contractor's Responsible Person for traffic control can revise messages within thirty (30) minutes of notification.

Furnish 2 portable changeable message signs. The portable changeable message sign(s) will be used for all lane closures and freeway closures as shown on the traffic control plan standard sheets.

Supply portable changeable message sign(s) in accordance with the Traffic Control Plan standard sheets and Article 6f.55 of the Texas Manual on Uniform Traffic Control Devices for Streets and Highways Part VI.

ITEM 505: TRUCK MOUNTED ATTENUATORS

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
(1-1)-18 / (1-2)-18			1
(1-3)-18	A	B	1 2
(1-4)-18 / (1-5)-18 / (1-6)-18			1

GENERAL NOTES

SHEET H

PROJECT NUMBER: RMC 647342001

COUNTY: HILL, ETC

HIGHWAY: SH 174, ETC

CONTROL: 6473-42-001

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)-18		A B	1 2

TCP 3 Series	Scenario	Required TMA
(3-1)-13	All	2
(3-2)-13	All	3
(3-3)-14	A B D	2
	C	3
(3-4)-13	All	1, unless working inside a twtlt, then 2.

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

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

Mobile operations will be paid for by the hour, per specifications. For mobile operations, payment will be made only while the TMA is in use.

For mobile operations requiring multiple TMA's, judgement may be applied in lower speed, urban / in town traffic environments to reduce the numbers of TMA in use where the added TMA may pose a hazard for traffic entering and exiting driveways, side streets, etc.

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.

ITEM 662: WORK ZONE PAVEMENT MARKINGS

Lane lines for transitions and detours will consist of raised pavement markers as shown for solid lines on the Barricade and Construction Standards Work Zone Pavement Marking Details.

Paint and beads may be used for non-removable pavement markings.

PROJECT NUMBER: RMC 647342001

COUNTY: HILL, ETC

HIGHWAY: SH 174, ETC

CONTROL: 6473-42-001

ITEM 666: RETROREFLECTORIZED PAVEMENT MARKINGS

The Contractor will layout the proposed striping in accordance with TxDOT Traffic Control Plan Standards and latest version Texas Manual on Uniform Traffic Control Devices (TMUTCD). The Engineer will verify proposed striping layout prior to the beginning of striping operations.

The Contractor will locate the beginning and ending points of No Pass Zones.

All stop lines will be twenty-four (24) inches wide.

Pavement Surface Preparation for Markings will not be paid for directly, but will be subsidiary to Item 666, "RetroreflectORIZED Pavement Markings".

Remove markings at own expense that are not in alignment or sequence, as shown on the standard sheets or as stated in the specifications, or do not meet the specification and/or approval of the Project Manager. Removal will be in accordance with Item 677, "Eliminating Existing Pavement Markings and Markers", except for measurement and payment.

ITEM 672: RAISED PAVEMENT MARKERS

Before the application of pavement markers, sufficiently clean pavement surfaces to remove all forms of contamination and loose materials, in accordance with Item 678, "Pavement Surface Preparation for Markings". This work will not be paid for directly, but will be subsidiary to Item 672, "Raised Pavement Markers".

Remove at Contractor's expense all markers placed that are not in alignment or sequence, as shown on the standard sheets or as stated in the specifications, or do not meet the specification and/or approval of the Project Manager. Removal will be in accordance with Item 677, "Eliminating Existing Pavement Markings and Markers", except for measurement and payment.

ITEM 7010: MAINTENANCE SPEED LIMIT SIGNING

All maintenance activity work sites will require Maintenance Work Zone Speed Limit Signs to temporarily lower regulatory speed limits. Form 1204M will be completed for each work site and this form will determine the temporary reduced speed based on the type of work and relevant work zone factors. Refer to the Maintenance Work Zone Speed Limit Standard Sheets for the listing of signs required and additional information on placement and covering of signs. At the conclusion of work, all signs related to the temporary speed limit must immediately be removed and permanent speed limit signs uncovered.



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 6473-42-001 DISTRICT Waco COUNTY Hill
 HIGHWAY SH0022

ALT		BID CODE	DESCRIPTION	UNIT	EST.	FINAL	TOTAL EST.	TOTAL FINAL
CONTROL SECTION JOB				6473-42-001				
PROJECT ID				A00212214				
COUNTY				Hill				
HIGHWAY				SH0022				
341-7022	D-GR HMA TY-C PG70-22	TON	1,050.000		1,050.000		1,050.000	
341-7045	D-GR HMA TY-D SAC-B PG64-22	TON	4,200.000		4,200.000		4,200.000	
341-7082	TACK COAT	GAL	3,000.000		3,000.000		3,000.000	
344-7021	SP MIXES SP-C SAC-B PG70-22	TON	3,000.000		3,000.000		3,000.000	
351-7003	FLEXIBLE PAVEMENT STRUCTURE REPAIR(4")	SY	2,700.000		2,700.000		2,700.000	
351-7007	FLEXIBLE PAVEMENT STRUCTURE REPAIR(8")	SY	600.000		600.000		600.000	
354-7051	PLANE ASPH CONC PAV(2")	SY	24,000.000		24,000.000		24,000.000	
500-7002	MOBILIZATION (CALLOUT)	EA	21.000		21.000		21.000	
500-7033	MOBILIZATION (EMERGENCY)	EA	9.000		9.000		9.000	
503-7001	PORTABLE CHANGEABLE MESSAGE SIGN	DAY	60.000		60.000		60.000	
505-7001	TMA (STATIONARY)	DAY	60.000		60.000		60.000	
505-7002	TMA (MOBILE OPERATION)	HR	60.000		60.000		60.000	
662-7112	WK ZN PAV MRK SHT TERM (TAB)TY W	EA	450.000		450.000		450.000	
662-7114	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	EA	450.000		450.000		450.000	
666-7036	REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	150.000		150.000		150.000	
666-7290	TY I HIGH PERF PM (W)6"(BRK)(100MIL)	LF	3,000.000		3,000.000		3,000.000	
666-7293	TY I HIGH PERF PM (W)6"(SLD)(100MIL)	LF	3,000.000		3,000.000		3,000.000	
666-7302	TY I HIGH PERF PM (Y)6"(BRK)(100MIL)	LF	3,000.000		3,000.000		3,000.000	
666-7305	TY I HIGH PERF PM (Y)6"(SLD)(100MIL)	LF	3,000.000		3,000.000		3,000.000	
672-7002	REFL PAV MRKR TY I-C	EA	600.000		600.000		600.000	
3006-7001	UNDERSEAL COURSE	GAL	5,100.000		5,100.000		5,100.000	
7010-7002	MAINTENANCE SPEED LIMIT SIGNING	DAY	60.000		60.000		60.000	

DISTRICT	COUNTY	CCSJ	SHEET
Waco	Hill	6473-42-001	5

COUNTY	ROADWAY	BASE FAILURES		MILLING		MOB		WZPM		PERM PM		PERM PM		TY HIGH PERF PM (Y16')(SLD) (100MIL)
		0351 7007	0351 7003	0354 7051	0500 7002	0500 7033	0662 7112	0662 7114	0666 7036	0666 7290	0666 7293	0666 7302	0666 7305	
		FLEXIBLE PAVEMENT STRUCTURE REPAIR(8")	FLEXIBLE PAVEMENT STRUCTURE REPAIR(4")	PLANE ASPH CONC PAV(2")	MOBILIZATION (CALLOUT)	MOBILIZATION (EMERGENCY)	WK ZN PAV MRK SHT TERM (TAB)TY W	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	REFL PAV MRK TY 1 (W)24"(SLD)(100MIL)	TY HIGH PERF PM (W16')(BRK) (100MIL)	TY HIGH PERF PM (W16')(SLD) (100MIL)	TY HIGH PERF PM (Y16')(BRK) (100MIL)	TY HIGH PERF PM (Y16')(SLD) (100MIL)	
		SY	SY	SY	EA	EA	EA	EA	LF	LF	LF	LF	LF	
HILL	TBD	200	900	8000	7	3	150	150	50	1000	1000	1000	1000	
FALLS	TBD	200	900	8000	7	3	150	150	50	1000	1000	1000	1000	
LIMESTONE	TBD	200	900	8000	7	3	150	150	50	1000	1000	1000	1000	
	PROJECT TOTALS	600	2700	24000	21	9	450	450	150	3000	3000	3000	3000	

TOTALS SHOWN ARE APPROXIMATE. QUANTITIES AND LOCATIONS ARE FOR ESTIMATION PURPOSES ONLY.
 WORK AREAS AND LOCATIONS MAY BE ADDED AND REMOVED, AND MUST BE VERIFIED BY ENGINEER PRIOR TO ANY WORK ACTIVITIES.
 CONSTRUCTION OPERATIONS MAY NOT BE CONTINUOUS, FIELD VERIFY WITH ENGINEER.



**BASE FAILURE PVMT MAINT
SUMMARY SHEET**
HILL COUNTY

DESIGN TXDOT	FED RD DIV No.	PROJECT No.	HIGHWAY No.
CHECK CWS	6	RMC 647342001	SH 22,ETC
GRAPHICS TXDOT	STATE TEXAS	DISTRICT WACO	COUNTY HILL, ETC
CHECK CWS	CONTROL 6473	SECTION 42	JOB 001

Sheet 1 of 2



The seal appearing on
this document was
authorized by
CHARLES W. SMITH
P.E. 110312, on

Charles W. Smith, PE
Signature of Registrant & Date

10/22/2024

10/22/2024

6

COUNTY	ROADWAY	RPM		HMA		HMA		PCMS, TMA & WZ SIGNS				MAINTENANCE SPEED LIMIT SIGNING
		REFL PAV MRKR TY I-C	D-GR HMA TY-C PG70-22	D-GR HMA TY-D SAC-B PG64-22	TACK COAT	SP MIXES SP-C SAC-B PG70-22	UNDERSEAL COURSE	PORTABLE CHANGEABLE MESSAGE SIGN	TMA (STATIONARY)	TMA (MOBILE OPERATION)	7010	
		EA	TON	TON	GAL	TON	GAL	DAY	DAY	HR	DAY	
HILL	TBD	200	350	1400	1000	1000	1700	20	20	20	20	
FALLS	TBD	200	350	1400	1000	1000	1700	20	20	20	20	
LIMESTONE	TBD	200	350	1400	1000	1000	1700	20	20	20	20	
PROJECT TOTALS		600	1050	4200	3000	3000	5100	60	60	60	60	60

TOTALS SHOWN ARE APPROXIMATE, QUANTITIES AND LOCATIONS ARE FOR ESTIMATION PURPOSES ONLY.
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Texas Department of Transportation
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BASE FAILURE PVMT MAINT SUMMARY SHEET
 HILL COUNTY

DESIGN TXDOT	FED RD DIV No.	PROJECT No.	HIGHWAY No.
CHECK CWS	6	RMC 647342001	SH 22, ETC
GRAPHICS TXDOT	STATE TEXAS	DISTRICT WACO	COUNTY HILL, ETC
CHECK CWS	CONTROL 6473	SECTION 42	JOB 001

Sheet 2 of 2



The seal appearing on this document was authorized by
 CHARLES W. SMITH
 P.E. 110312, on

Charles W. Smith PE
 Signature of Registrant & Date
 10/22/2024

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

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

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SHEET 1 OF 12

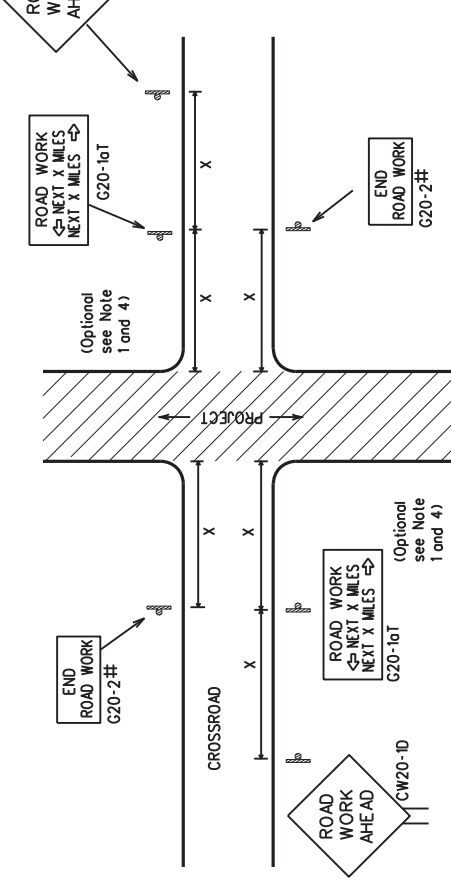
Traffic Safety Division Standard

**BARRICADE AND CONSTRUCTION
 GENERAL NOTES
 AND REQUIREMENTS**

BC(1)-21

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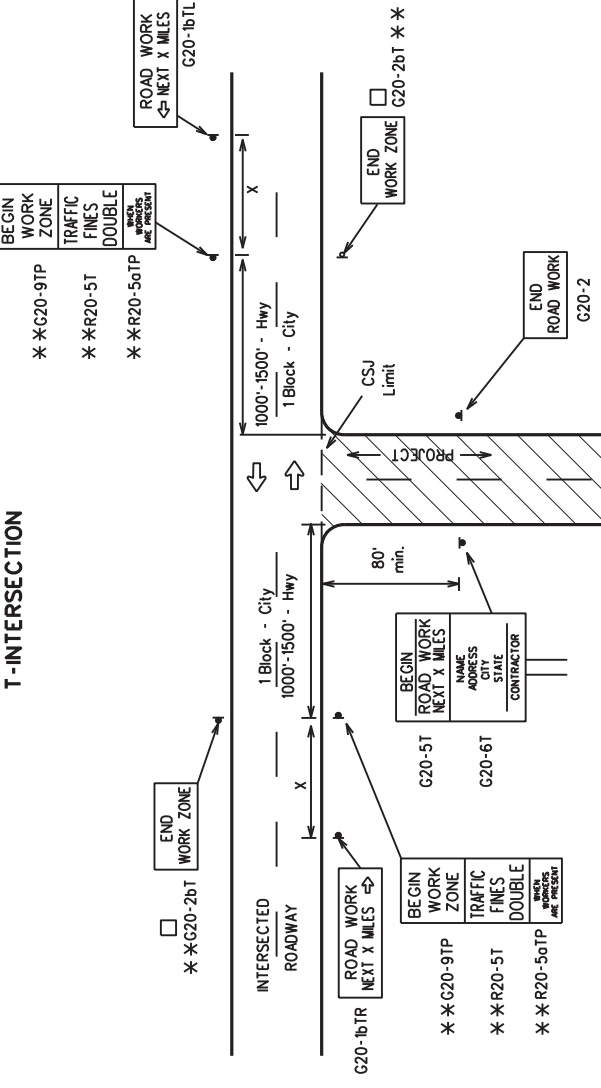
TYPICAL LOCATION OF CROSSROAD SIGNS



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

- 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.
- The Engineer may use the reduced size 36" x 36" ROAD WORK AHEAD (CW20-1D) sign mounted back to back with the reduced size 36" x 18" "END ROAD WORK" (G20-2) 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.
- 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.
- 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.
- Additional traffic control devices may be shown elsewhere in the plans for higher volume crossroads.
- When work occurs in the intersection area, appropriate traffic control devices, as shown elsewhere in the plans or as determined by the Engineer/Inspector, shall be in place.

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

- 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.
- If construction closes the road at a T-intersection, the Contractor shall place the "CONTRACTOR NAME" (G20-6T) sign behind the Type 3 Barricade for the road closure (see BC(10) also). The "ROAD WORK NEXT X MILES" (G20-1bTL) and "ROAD WORK NEXT X MILES" (G20-1bTR) signs shall be replaced by the detour signing called for in the plans.

TYPICAL CONSTRUCTION WARNING SIGN SIZE AND SPACING

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

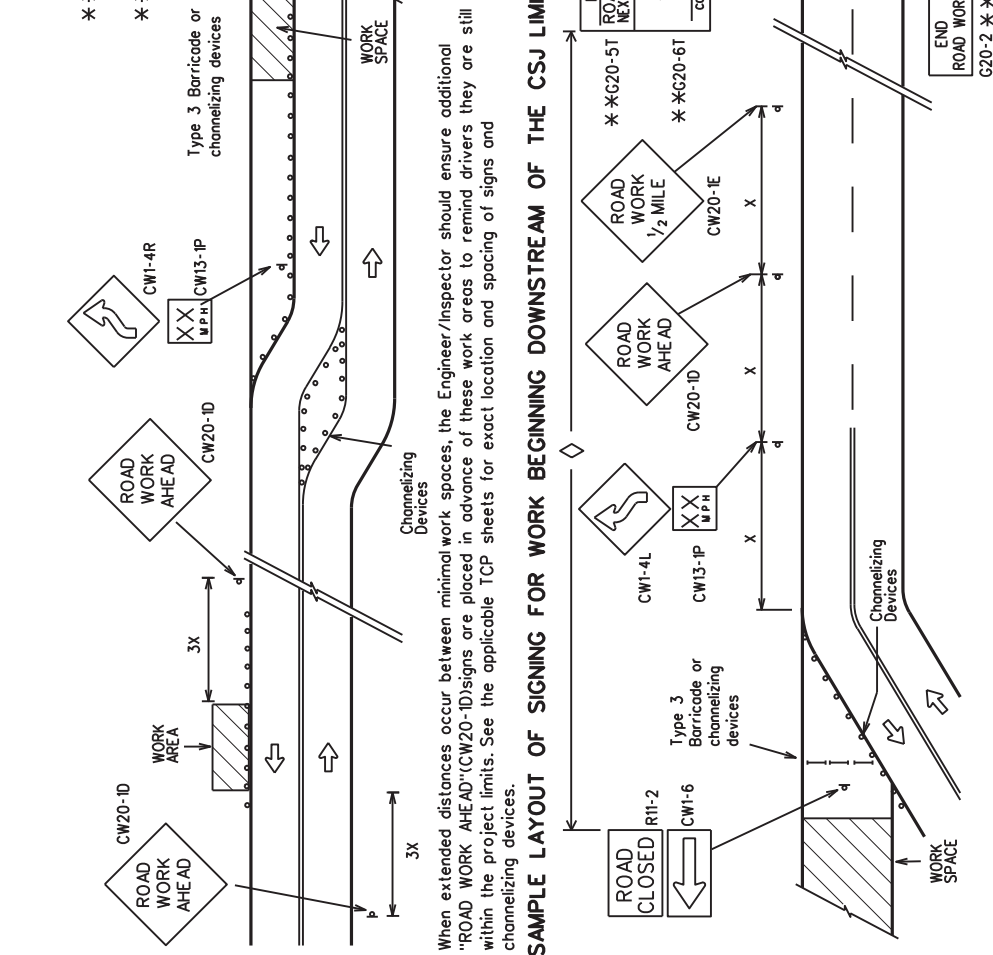
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

* Minimum distance from work area to first Advance Warning sign nearest the work area and/or distance between each additional sign.

GENERAL NOTES

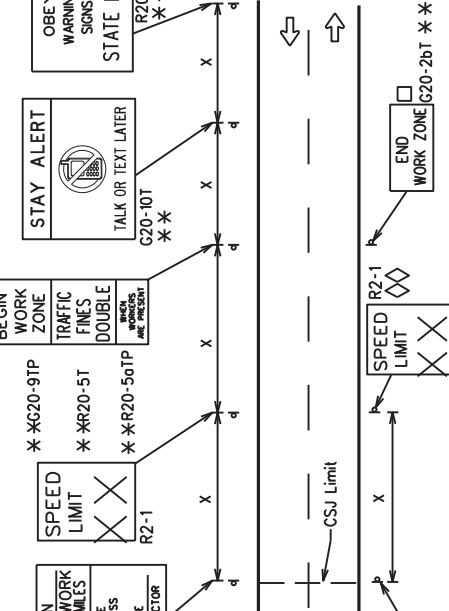
- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be 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".
- Only diamond shaped warning sign sizes are indicated.
- 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.

WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS

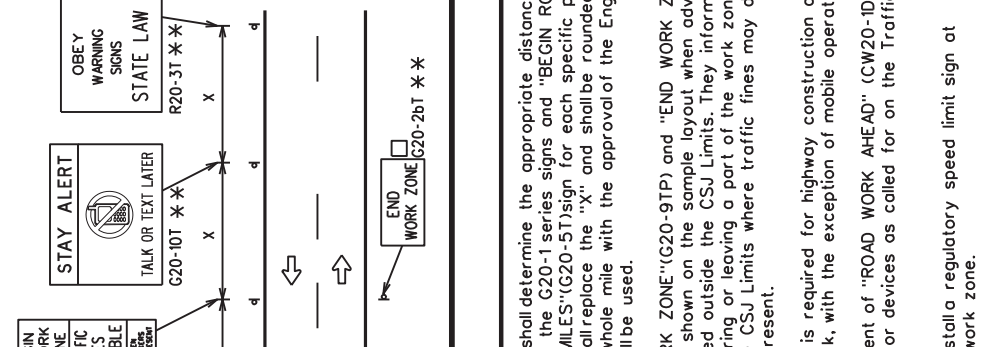


When extended distances occur between minimal work spaces, the Engineer/Inspector should ensure additional "ROAD WORK AHEAD" (CW20-1D) signs are placed in advance of these work areas to remind drivers they are still within the project limits. See the applicable TCP sheets for exact location and spacing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

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



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.

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

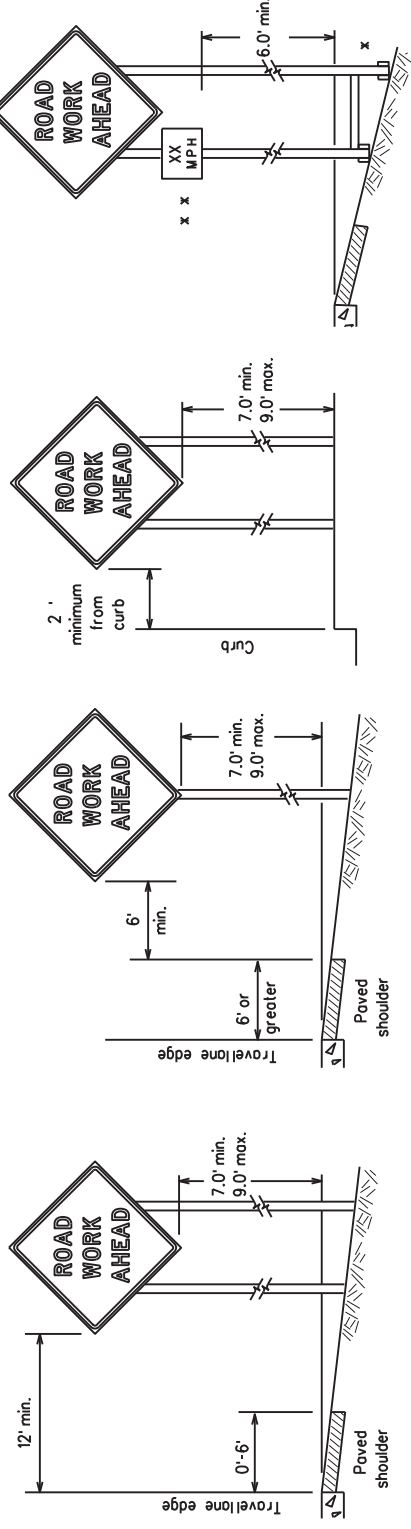


BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

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DATE: 10/22/2024	TIME: 10:22:02 PM	
PROJECT: November 2002	JOB: SH 22.ETC	
REVISIONS: 647342	DIST: COUNTY	
9-07	8-14	WACO
7-13	5-21	HILL, ETC
		SHEET NO. 9

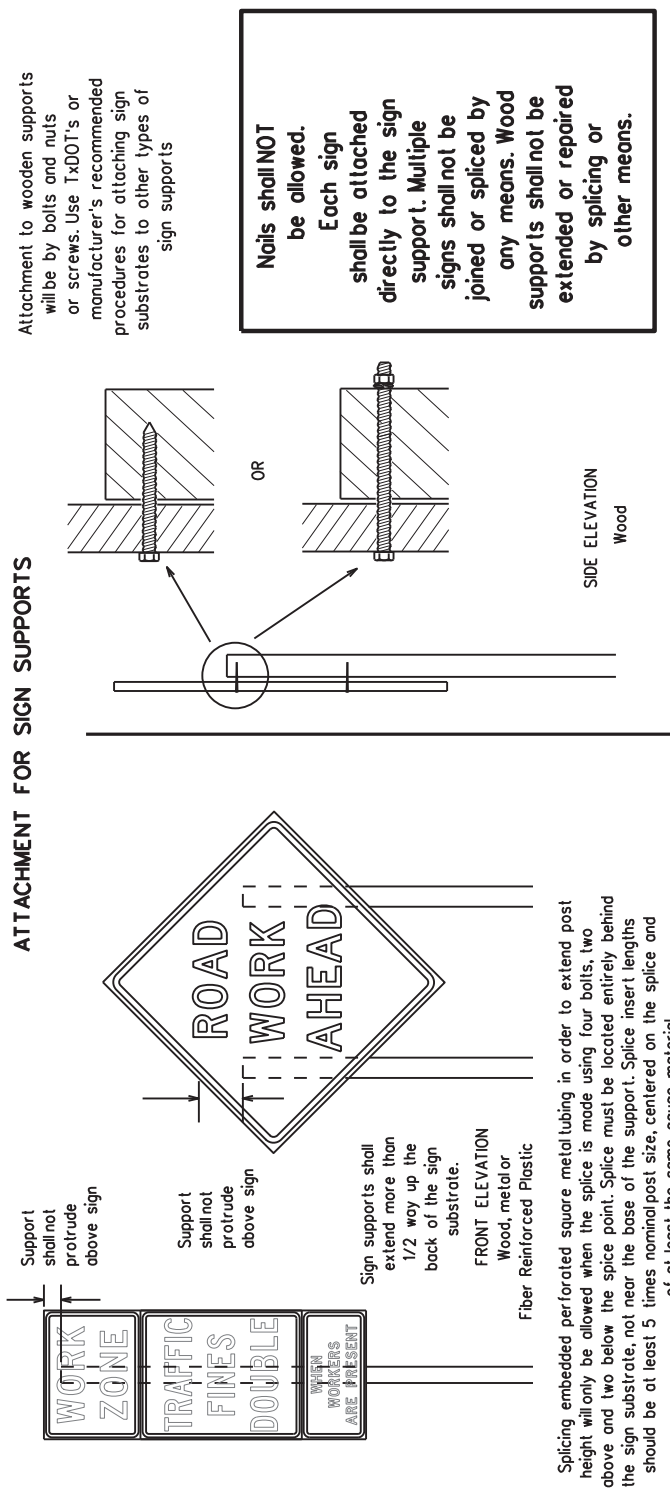
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



x When placing skid supports on uneven ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

x x When plaques are placed on dual-leg supports, they should be attached to the upright nearest the travel lane. Supplemental plaques (advisory or distance) should not cover the surface of the parent sign.

ATTACHMENT FOR SIGN SUPPORTS



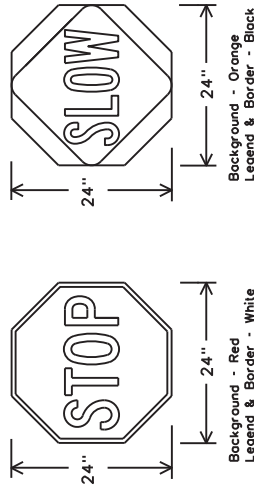
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

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

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	SIGN FACE MATERIAL
BACKGROUND	TYPE B OR C SHEETING
BACKGROUND & BORDER	TYPE B _{PL} OR C _{PL} SHEETING
LEGEND & BORDER	TYPE B OR C SHEETING
LEGEND & BORDER	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 (LOGO), 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 TS-CD 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, or the SMD standard sheets during construction. 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 may require the Contractor to furnish other work zone signs that are shown in the TMUTCD but may have been omitted from the plans. Any variation in the plans shall be documented by written agreement between the Engineer and the Contractor's Responsible Person. All changes must be documented in writing before being implemented. This can include documenting the changes in the Inspector's 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 signs 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)

1. 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 material 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 or Type C, 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 milblack plastic, or other materials which will cover the entire sign face and maintain their opaque properties under automobile headlights at night, without damaging the sign sheeting.
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 stubs 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 should 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 tire inner tubes) shall NOT be used.
6. Rubber ballistics 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.

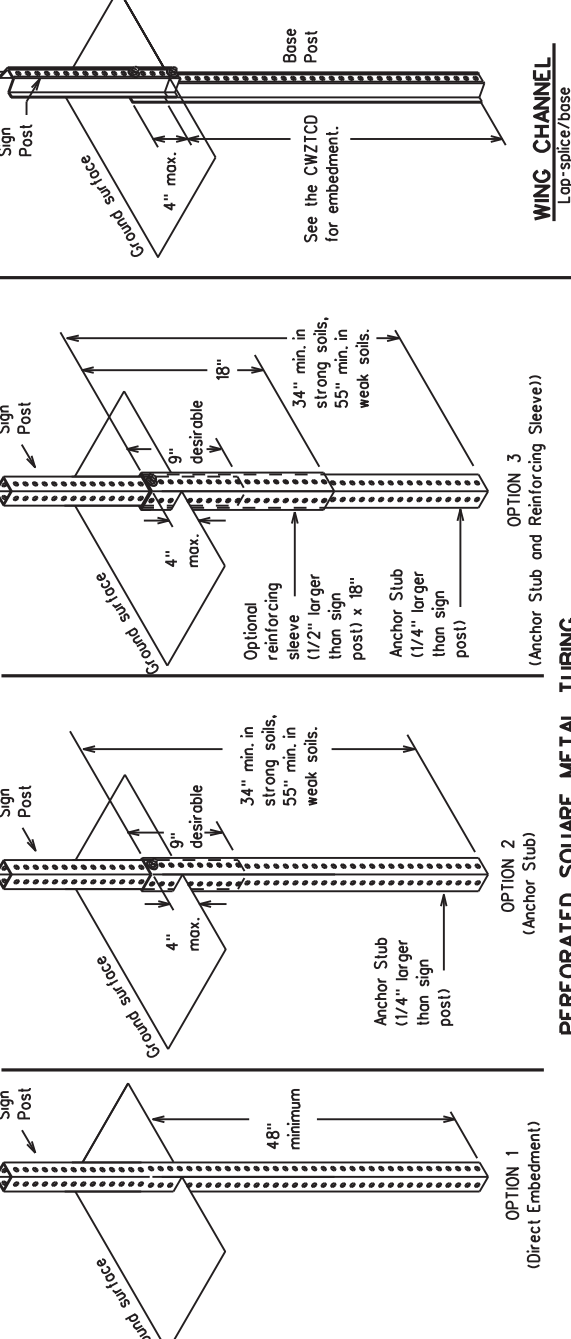
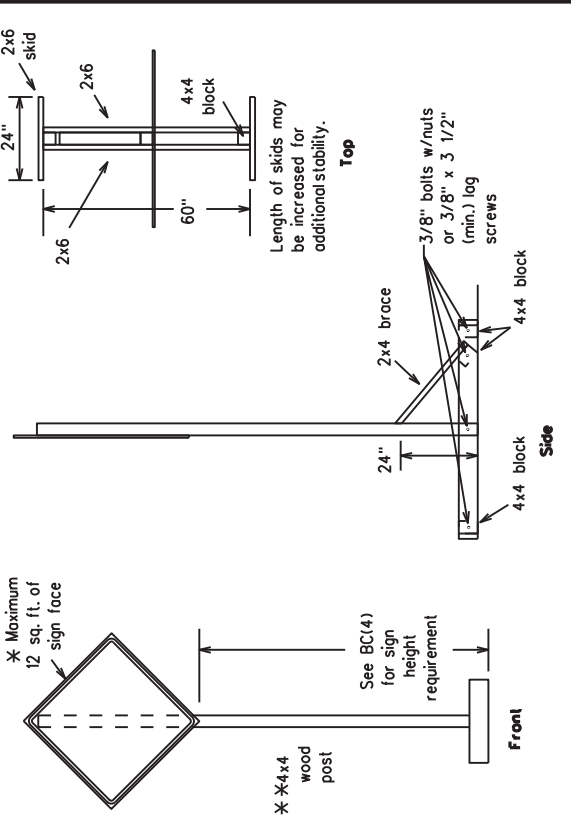
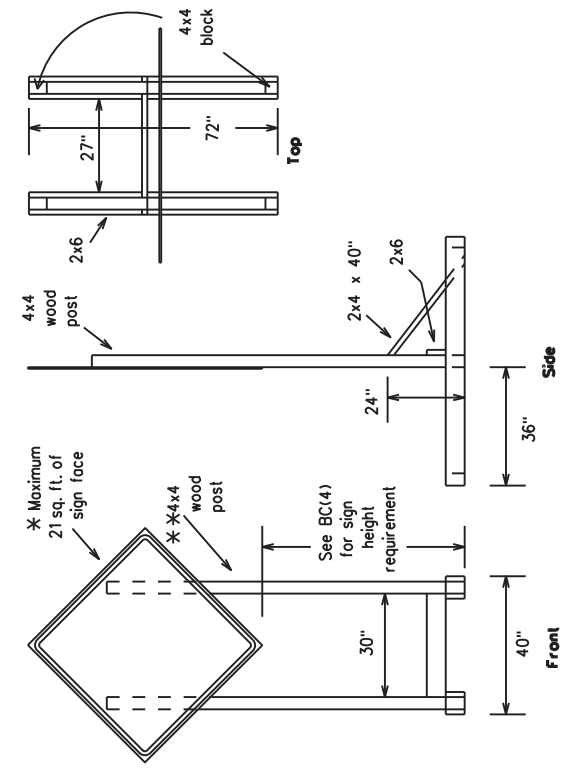
Texas Department of Transportation
Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC(4)-21

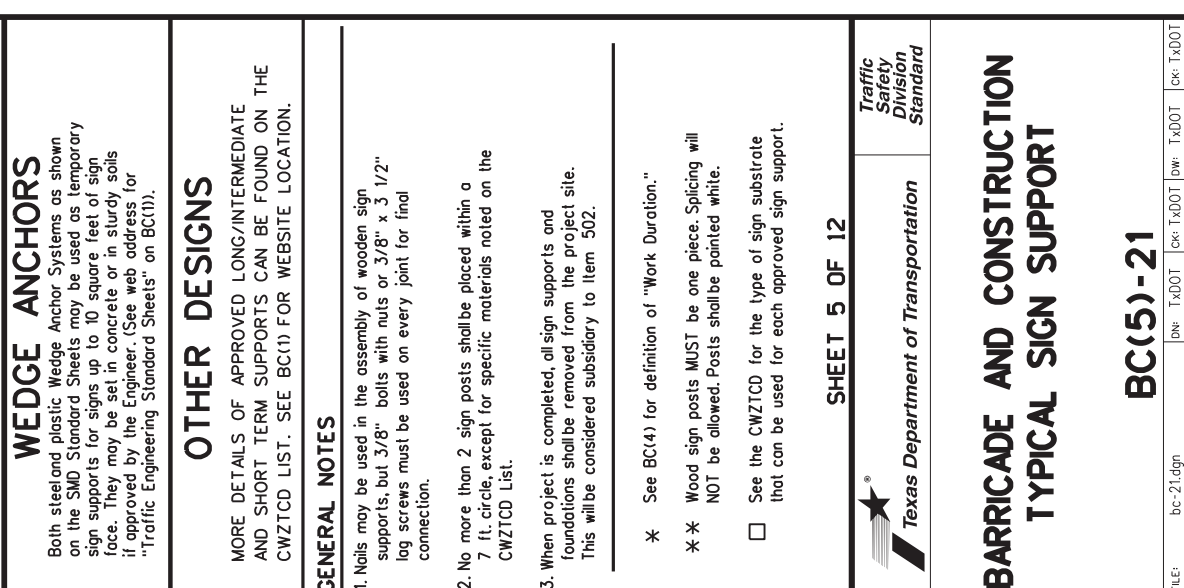
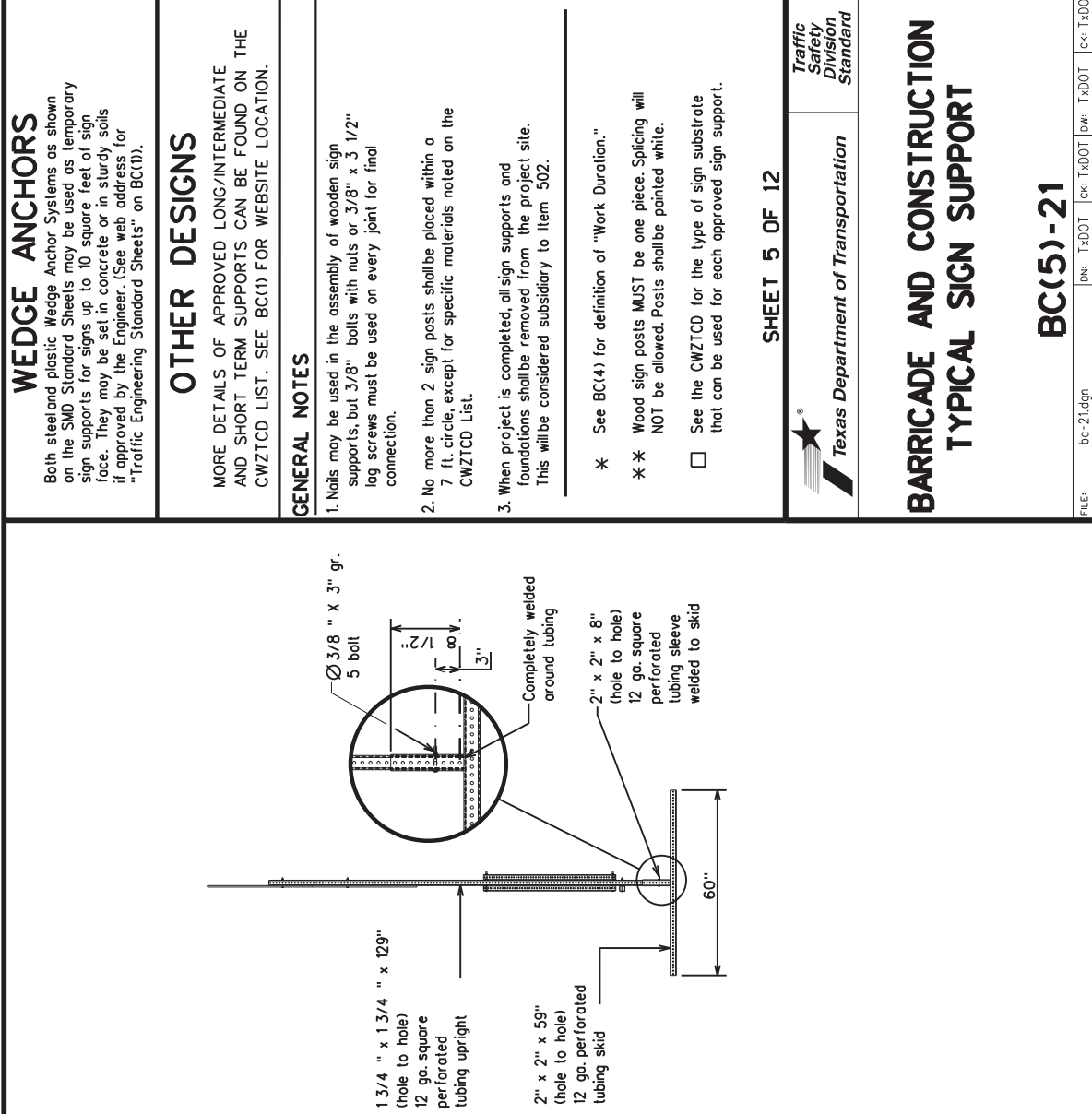
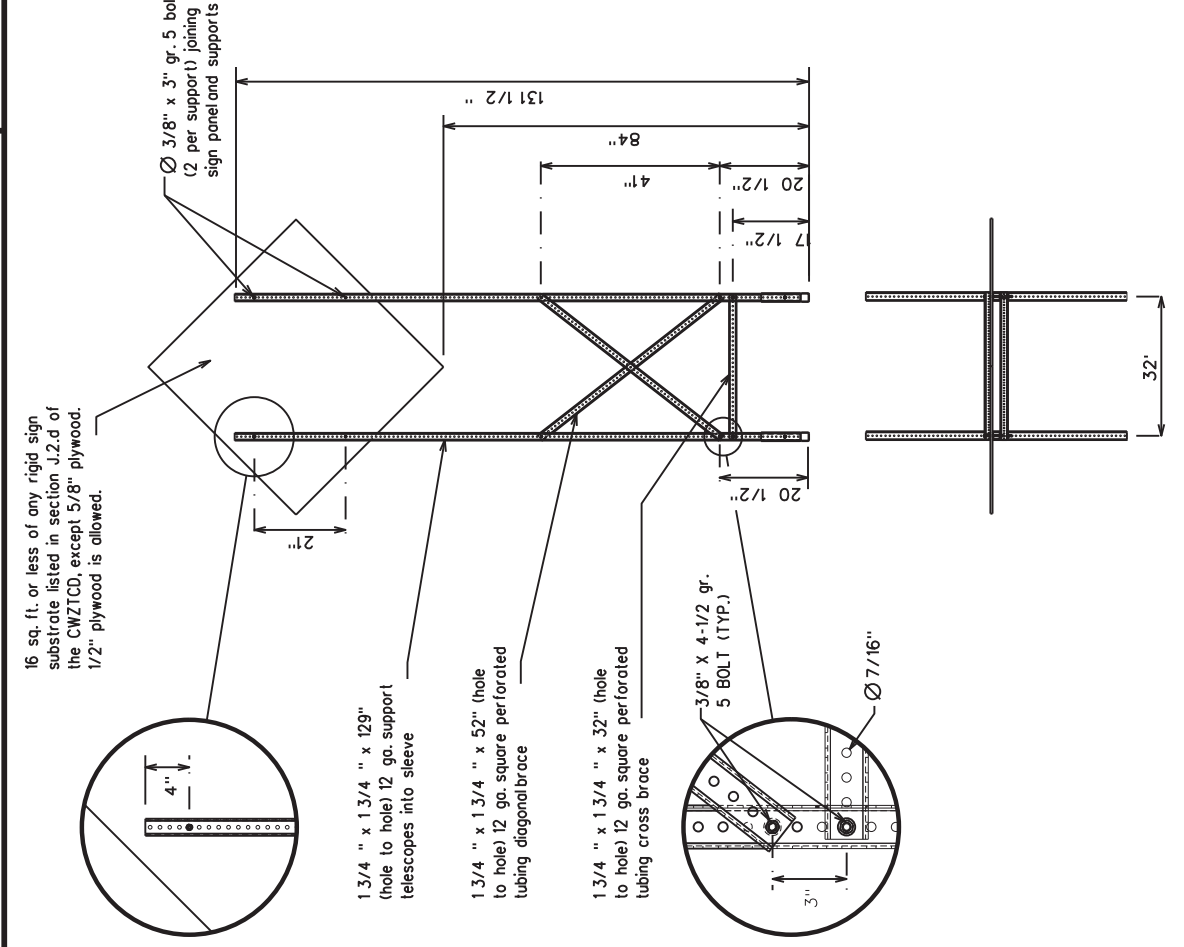
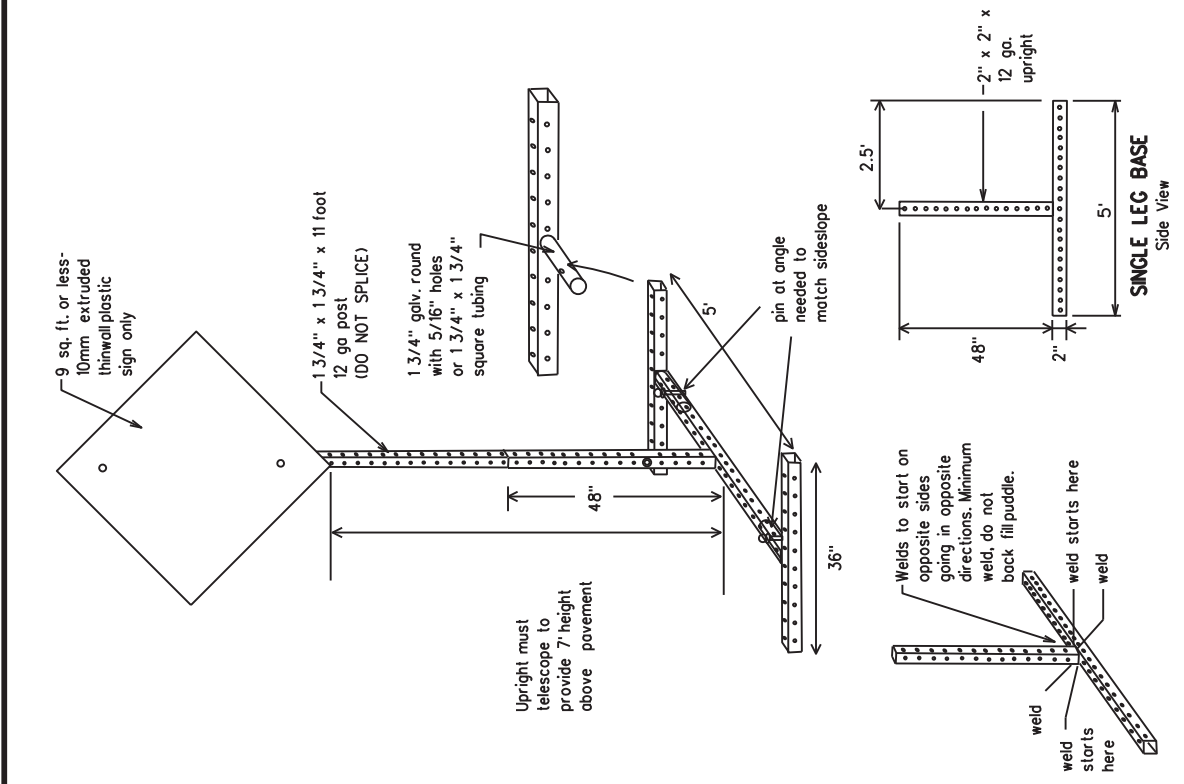
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PROJECT:	November 2002	JOB:	SH 22.ETC
SECTION:	647342	DIST:	001
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DATE:	8-14	COUNTY:	HILL, ETC
REV:	7-15	SHEET NO.:	11

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

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



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

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

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

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

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

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT
BC(5)-21

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DATE:	7-13	REV:	5-21	SH:	22.ETC	JOB:	647342	COUNTY:	WACO
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DATE:		REV:		SH:	22.ETC	JOB:	647342	COUNTY:	WACO

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

PORTABLE CHANGEABLE MESSAGE SIGNS

- The Engineer/Inspector shall approve all messages used on portable changeable message signs (PCMS).
- Messages on PCMS should contain no more than 8 words (about four to eight characters per word), not including simple words such as "TO," "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 a message.
- Do not display the message "LANES SHIFT LEFT" or "LANES SHIFT RIGHT" on a PCMS. Drivers do not understand the message.
- Do not display messages that scroll horizontally or vertically across the face of the sign.
- The following table lists abbreviated words and two-word phrases that are acceptable for use on a PCMS. Both words in a phrase must be displayed together. Words or phrases not on this list should not be abbreviated, unless shown in the TMUTCD.
- 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.

WORD OR PHRASE	ABBREVIATION	WORD OR PHRASE	ABBREVIATION
Access Road	ACCS RD	Major	MAJ
Alternate	ALT	Miles	MI
Avenue	AVE	Miles Per Hour	MPH
Best Route	BEST RTE	Minor	MNR
Boulevard	BLVD	Monday	MON
Bridge	BRDG	Normal	NORM
Cannot	CANT	North	N
Center	CTR	Northbound	(route) N
Construction Ahead	CONST AHD	Parking	PKING
CROSSING	XING	Road	RD
Detour Route	DETOUR RTE	Right Lane	RT LN
Do Not	DONT	Saturday	SAT
East	E	Service Road	SERV RD
Eastbound	(route) E	Shoulder	SHLDR
Emergency	EMER	Slippery	SLIP
Emergency Vehicle	EMER VEH	South	S
Entrance, Enter	ENT	Southbound	(route) S
Express Lane	EXP LN	Speed	SPD
Expressway	EXPWY	Street	ST
XXX Feet	XXX FT	Sunday	SUN
Fog Ahead	FOG AHD	Telephone	PHONE
Freeway	FRWY	Temporary	TEMP
Freeway Blocked	FRW BLDK	Thursday	THURS
Friday	FRI	To Downtown	TO DWTN
Hazardous Driving	HAZ DRIVING	Traffic	TRAF
Hazardous Material	HAZMAT	Travelers	TRVLRS
High-Occupancy	HOV	Tuesday	TUES
Highway	HWY	Time Minutes	TIME MIN
Hour(s)	HR, HRS	Upper Level	UPR LEVEL
Information	INFO	VEH, VEHs	VEH, VEHS
It Is	ITS	Warning	WARN
Junction	JCT	Weight Limit	WT LIMIT
Left Lane	LFT LN	West	W
Lane Closed	LN CLOSED	Westbound	(route) W
Lower Level	LWR LEVEL	West Payment	WET PMT
Maintenance	MAINT	Will Not	WONT

Roadway designation * IH-number, US-number, SH-number, FM-number

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

Phase 1: Condition Lists

Road/Lane/Ramp Closure List	Other Condition List
FREEWAY CLOSED X MILE	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 in Phase 1 must be used with STAY IN LANE in Phase 2.

Phase 2: Possible Component Lists

Action to Take/Effect on Travel	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 XXX	NEXT X MILES	MINIMUM SPEED XX MPH	BEGINS MONDAY
STAY ON US XXX SOUTH	PAST US XXX EXIT	ADVISORY SPEED XX MPH	BEGINS MAY XX
TRUCKS USE US XXX N	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		DRIVE SAFELY	XX AM TO XX PM
REDUCE SPEED XXX FT		DRIVE WITH CARE	NEXT TUE AUG XX
USE OTHER ROUTES			TONIGHT XX PM-XX AM
STAY IN LANE			

* * See Application Guidelines Note 6.

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 phrase is used.

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 no more than one week prior to the work.



SHEET 6 OF 12

BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC(6)-21

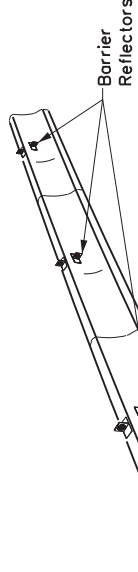
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SECTION: 001	COUNTY: WACO	SHEET NO: 13
DATE: 9-07	REVISED: 8-14	DATE: 7-13
		DATE: 5-21

FULL MATRIX PCMS SIGNS

- When FullMatrix PCMS signs are used, the character height and legibility/visibility requirements shall be maintained as listed in Note 15 under "PORTABLE CHANGEABLE MESSAGE SIGNS" above.
- When symbol signs, such as the "Flagger Symbol" (CW20-7) are represented graphically on the FullMatrix PCMS sign and, with the approval of the Engineer, it shall maintain the legibility/visibility requirement listed above.
- When symbol signs are represented graphically on the FullMatrix PCMS, they shall only supplement the use of the static sign represented, and shall not substitute for, or replace that sign.
- A 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.

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.

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

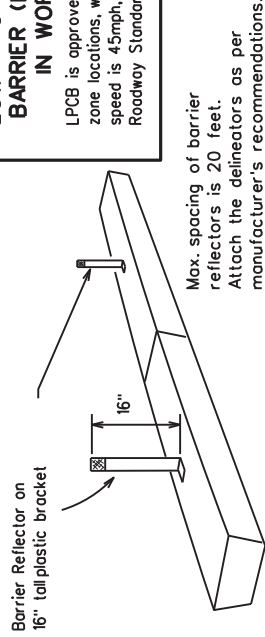


CONCRETE TRAFFIC BARRIER (CTB)

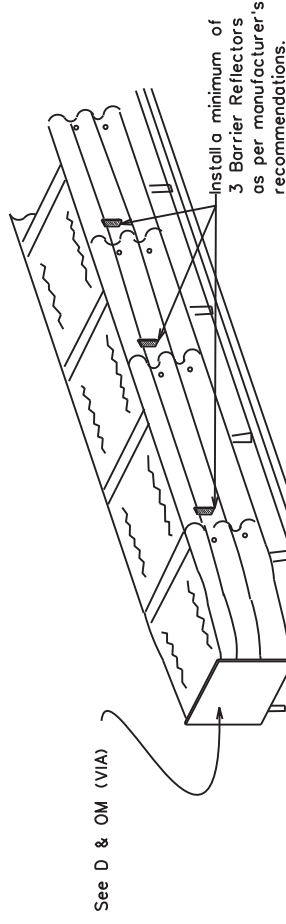
- Where traffic is on one side of the CTB, two (2) Barrier Reflectors shall be mounted in approximately the midsection of each section of CTB. An alternate mounting location is uniformly spaced at one end of each CTB. This will allow for attachment of a barrier grapple without damaging the reflector. 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 (B-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

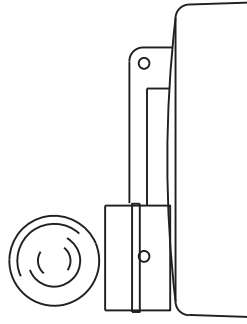
- Warning lights shall meet the requirements of the T MUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet 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 B or C 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

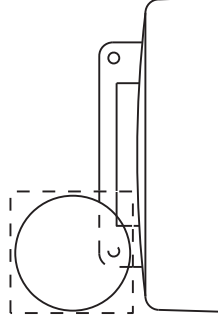
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing 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.



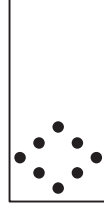
Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



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.

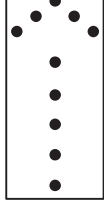
- The Flashing Arrow Board should be used for all lane closures on multi-lane roadways, or slow moving maintenance or construction activities on the travel lanes.
- Flashing Arrow Boards should not be used on two-lane, two-way roadways, detours, diversions or work on shoulders unless the "CAUTION" display (see detail below) is used.
- The Engineer/Inspector shall choose 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:



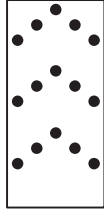
4 CORNER CAUTION



DOUBLE ARROW



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



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

5. The "CAUTION" display consists of four corner lamps flashing simultaneously, or the Alternating Diamond Caution mode as shown.

6. The straight line caution display is NOT ALLOWED.

7. The Flashing Arrow Board shall be capable of minimum 50 percent dimming from rated lamp voltage. The flashing rate of the lamps shall not be less than 25 nor more than 40 flashes per minute.

8. 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.

9. The sequential arrow display is NOT ALLOWED.

10. The flashing arrow display is the TxDOT standard; however, the sequential chevron display may be used during daylight operations.

11. The Flashing Arrow Board shall be mounted on a vehicle, trailer or other suitable support.

12. A Flashing Arrow Board SHALL NOT BE USED to laterally shift traffic.

13. A full matrix PCMS may be used to simulate a Flashing Arrow Board provided it meets visibility, flash rate and dimming requirements on this sheet for the same size arrow.

14. Minimum mounting height of trailer mounted Arrow Boards should be 7 feet from roadway to bottom of panel.

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

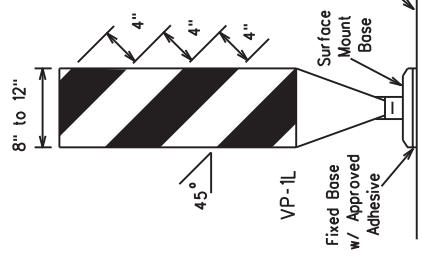
BC(7)-21

FILE:	bc-21.dgn	DATE:	November 2002
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REVISIONS:	9-07	8-14	7-13
SHEET NO.:	14	HILL, ETC	

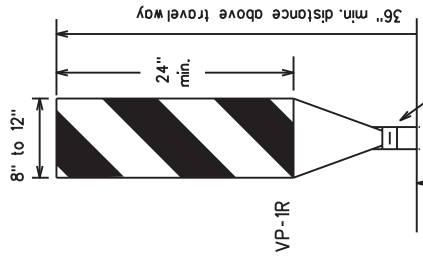
TRUCK-MOUNTED ATTENUATORS

- 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.
- 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.

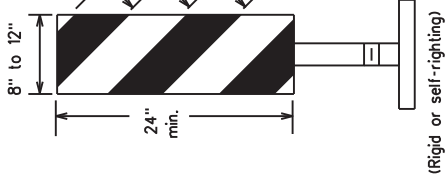
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FIXED
(Rigid or self-righting)



DRIVEABLE

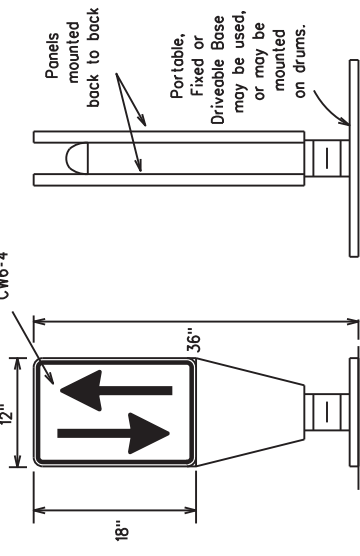


PORTABLE
(Rigid or self-righting)

1. Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
2. 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 of VP's for drop-offs.
3. VP's should be mounted back to back if used at the edge of cuts adjacent to two-way lane roadways. Stripes are to be reflective orange and reflective white and should always slope downward toward the travel lane.
4. VP's used on expressways and freeways or other high speed roadways, may have more than 270 square inches of retroreflective area facing traffic.
5. Self-righting supports are available with portable base. See "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
6. Sheeting for the VP's shall be retroreflective Type A or Type B conforming to Departmental Material Specification DMS-8300, unless noted otherwise.
7. Where the height of reflective material on the vertical panels is 36 inches or greater, a panel stripe of 6 inches shall be used.

VERTICAL PANELS (VPS)

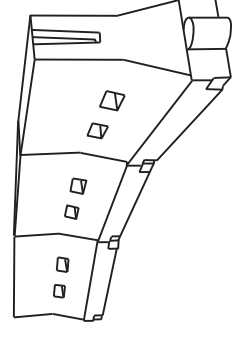
1. Opposing Traffic Lane Dividers (OTLD) are delineation devices designed to convert a normal one-way roadway section to two-way operation. OTLD's are used on temporary centerlines. The upward and downward arrows on the sign's face indicate the direction of traffic on either side of the divider. The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



OPPOSING TRAFFIC LANE DIVIDERS (OTLD)

1. The chevron shall be a vertical rectangle with a minimum size of 12 by 18 inches.
2. Chevrons are intended to give notice of a sharp change of alignment with the direction of travel and provide additional emphasis and guidance for vehicle operators with regard to changes in horizontal alignment of the roadway.
3. Chevrons, when used, shall be erected on the outside of a sharp curve or turn, or on the far side of an intersection. They shall be in line with and at right angles to approaching traffic. Spacing should be such that the motorist always has three in view, until the change in alignment eliminates its need.
4. To be effective, the chevron should be visible for at least 500 feet.
5. Chevrons shall be orange with a black nonreflective legend. Sheeting for the chevron shall be retroreflective Type B or Type C, conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.
6. For Long Term Stationary use on 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)

1. LCDs are crashworthy, lightweight, deformable devices that are highly visible, have good target value and can be connected together. They are not designed to contain or redirect a vehicle on impact.
2. LCDs may be used instead of a line of cones or drums.
3. LCDs shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
4. LCDs should not be used to provide positive protection for obstacles, pedestrians or workers.
5. LCDs shall be supplemented with retroreflective delineation as required for temporary barriers on BC(7) when placed roughly parallel to the travel lanes.
6. LCDs used as barricades placed perpendicular to traffic should have at least one row of reflective sheeting meeting the requirements for barricade rails as shown on BC(10). Place reflective sheeting near the top of the LCD along the full length of the device.

WATER BALLASTED SYSTEMS USED AS BARRIERS

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

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

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

GENERAL NOTES

1. Work Zone channelizing devices illustrated on this sheet may be installed in close proximity to traffic and are suitable for use on high or low speed roadways. The Engineer/Inspector shall ensure that spacing and placement is uniform and in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
2. Channelizing devices shown on this sheet may have a driveable, fixed or portable base. The requirement for self-righting channelizing devices must be specified in the General Notes or other plan sheets.
3. Channelizing devices on self-righting supports should be used in work zone areas where channelizing devices are frequently impacted by errant vehicles or vehicle related wind gusts making alignment of the channelizing devices difficult to maintain. Locations of these devices shall be detailed elsewhere in the plans. These devices shall conform to the TMUTCD and the "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
4. The Contractor shall maintain devices in a clean condition and replace damaged, non-reflective, faded, or broken devices and bases as required by the Engineer/Inspector. The Contractor shall be required to maintain proper device spacing and alignment.
5. Portable bases shall be fabricated from virgin and/or recycled rubber. The portable bases shall weigh a minimum of 30 lbs.
6. Pavement surfaces shall be prepared in a manner that ensures proper bonding between the adhesives, the fixed mount bases and the pavement surface. Adhesives shall be prepared and applied according to the manufacturer's recommendations.
7. The installation and removal of channelizing devices shall not cause detrimental effects to the final pavement surfaces, including 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 x			Suggested Maximum Spacing of Channelizing Devices	On a Taper	On a Tangent
		10'	11'	12'			
30		150'	165'	180'	30'	60'	
35	WS^2	205'	225'	245'	35'	70'	
40	$L \cdot \frac{WS^2}{60}$	265'	295'	320'	40'	80'	
45		450'	495'	540'	45'	90'	
50		500'	550'	600'	50'	100'	
55	$L \cdot WS$	550'	605'	660'	55'	110'	
60		600'	660'	720'	60'	120'	
65		650'	715'	780'	65'	130'	
70		700'	770'	840'	70'	140'	
75		750'	825'	900'	75'	150'	
80		800'	880'	960'	80'	160'	

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

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

SHEET 9 OF 12



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

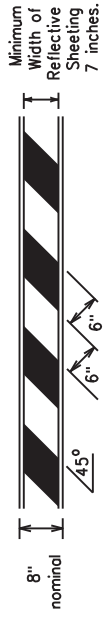
BC(9)-21

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7-13	5-21	COUNTY:	WACO	HILL, ETC	SHEET NO.		16

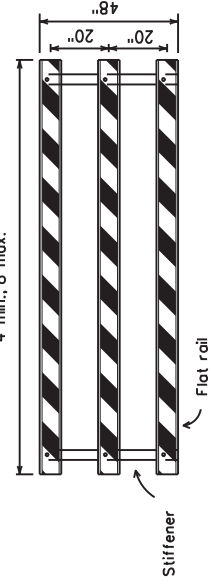
TYPE 3 BARRICADES

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 extending to all traffic.
3. Barricades closed 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.

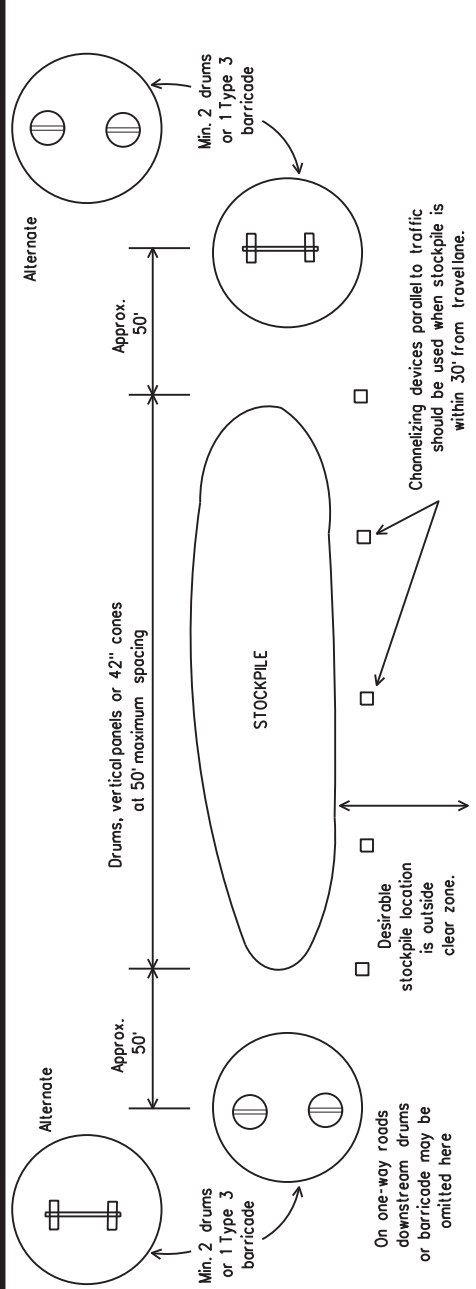


TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



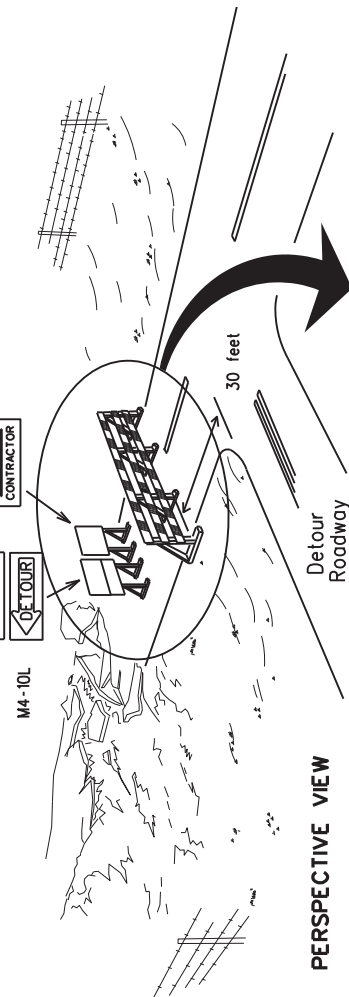
Stiffener may be inside or outside of support, but no more than 2 stiffeners shall be allowed on one barricade.

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.

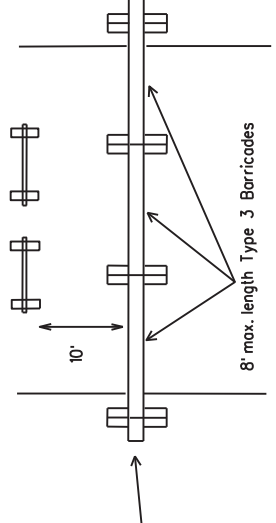


PERSPECTIVE VIEW

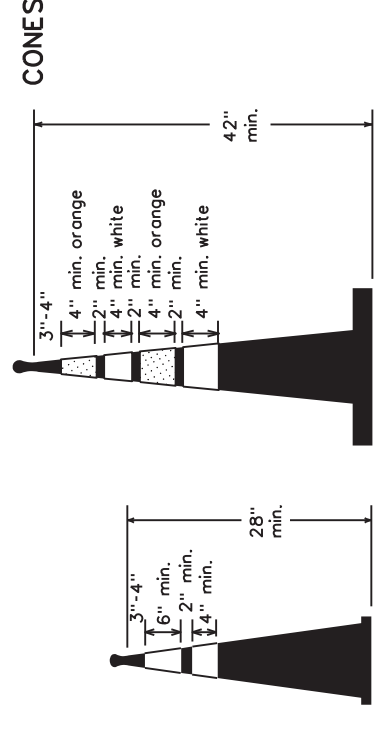
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.

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.

PLAN VIEW



TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION

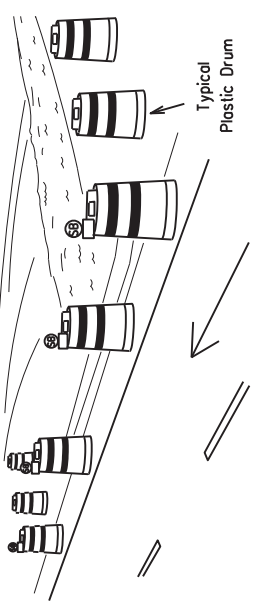


Two-Piece cones

One-Piece cones

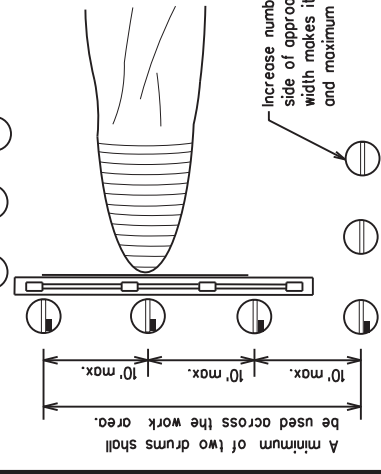
28" Cones shall have a minimum weight of 9 1/2 lbs.
42" 2-piece cones shall have a minimum weight of 30 lbs. including base.

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 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.



PERSPECTIVE VIEW

These drums are not required on one-way roadway



PLAN VIEW

A minimum of two drums shall be used across the work area.
Increase number of plastic drums on the side of approaching traffic if the crown width makes it necessary. (minimum of 2 and maximum of 4 drums)

CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS

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

LEGEND

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

Texas Department of Transportation
Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(10)-21

FILE:	bc-21.dgn	DATE:	10/22/2024	PROJECT:	WACO	SHEET NO.:	17
DESIGNER:	TXDOT	CHECKER:	TXDOT	JOB:	SH 22.ETC	COUNTY:	HILL, ETC
DATE:	November 2002	REVISIONS:	9-07 8-14 7-13	JOB:	001	PROJECT:	6473 42

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WORK ZONE PAVEMENT MARKINGS

GENERAL

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

RAISED PAVEMENT MARKERS

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

PREFABRICATED PAVEMENT MARKINGS

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

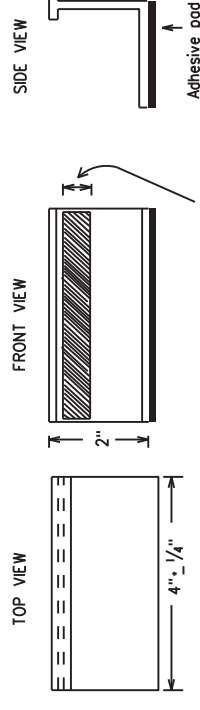
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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

REMOVAL OF PAVEMENT MARKINGS

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

Temporary Flexible-Reflective Roadway Marker Tabs



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

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

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

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

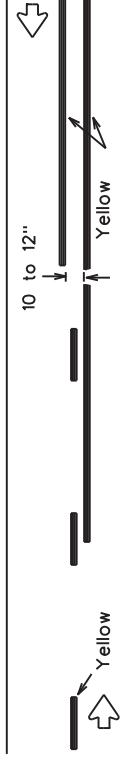


BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

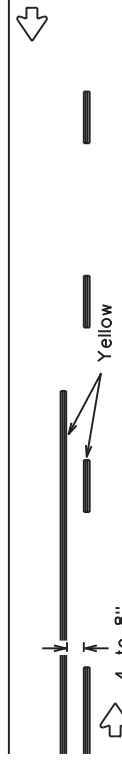
BC(11)-21

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PAVEMENT MARKING PATTERNS



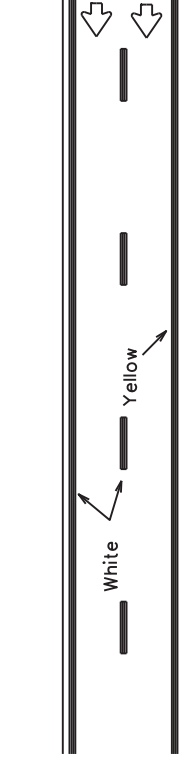
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



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.

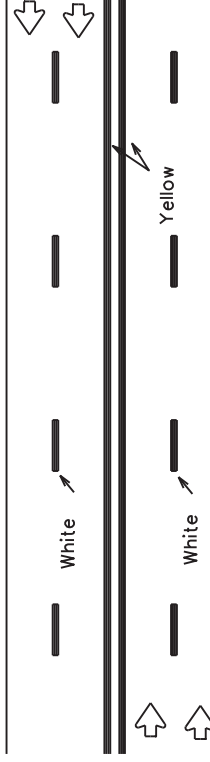
CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO-LANE, TWO-WAY HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectorized pavement markings.

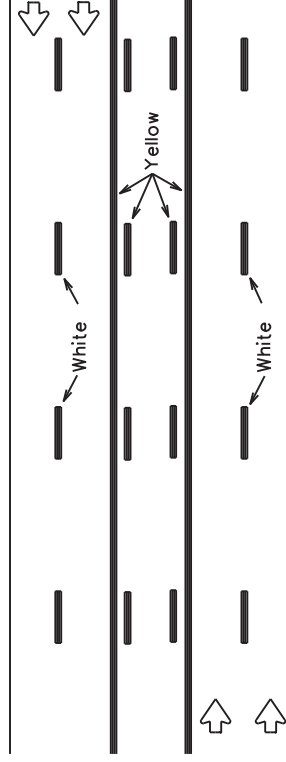
EDGE & LANE LINES FOR DIVIDED HIGHWAY



REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectorized pavement markings.

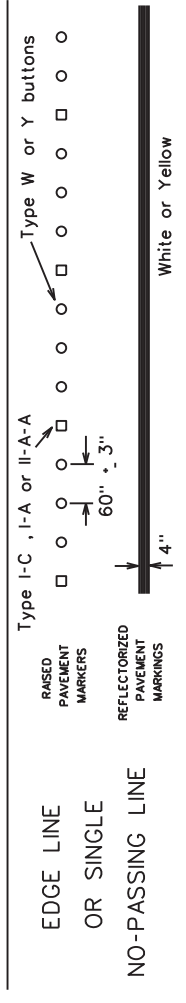
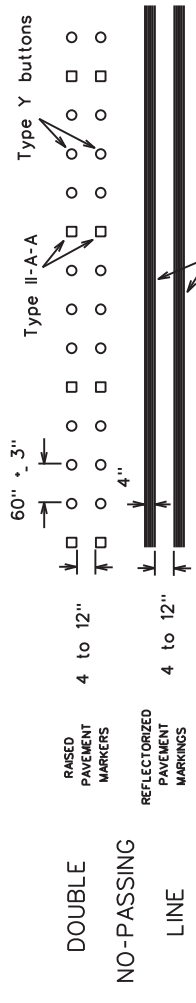
LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



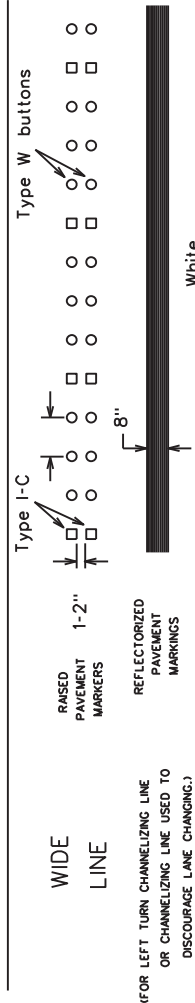
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectorized pavement markings.

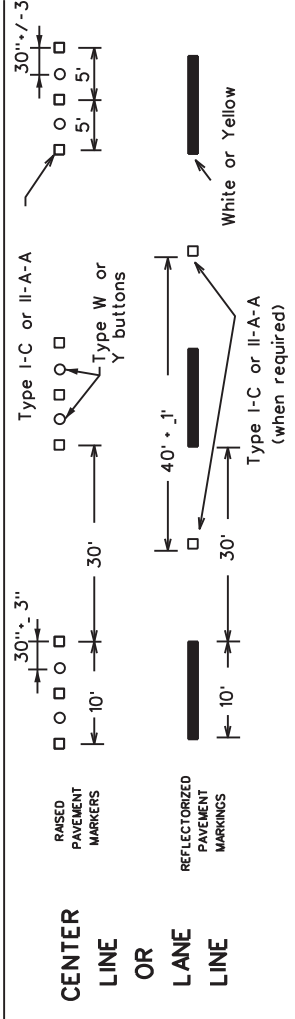
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



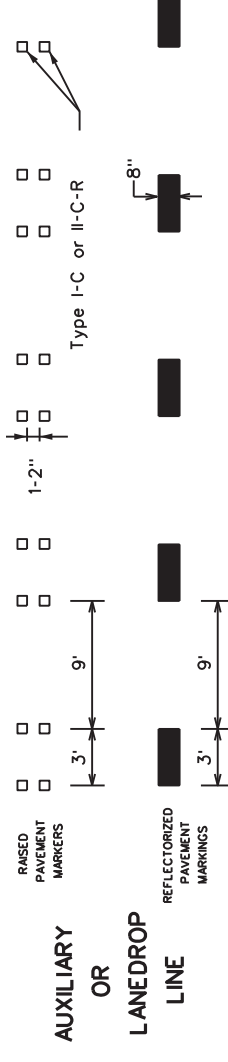
SOLID LINES



(FOR LEFT TURN CHANNELIZING LINE OR CHANNELIZING LINE USED TO DISCOURAGE LANE CHANGING.)

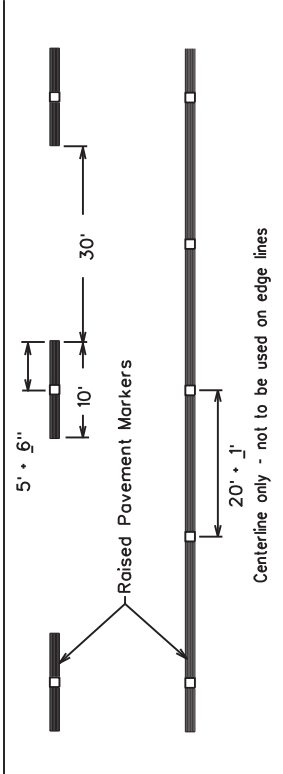


BROKEN LINES



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.



SHEET 12 OF 12



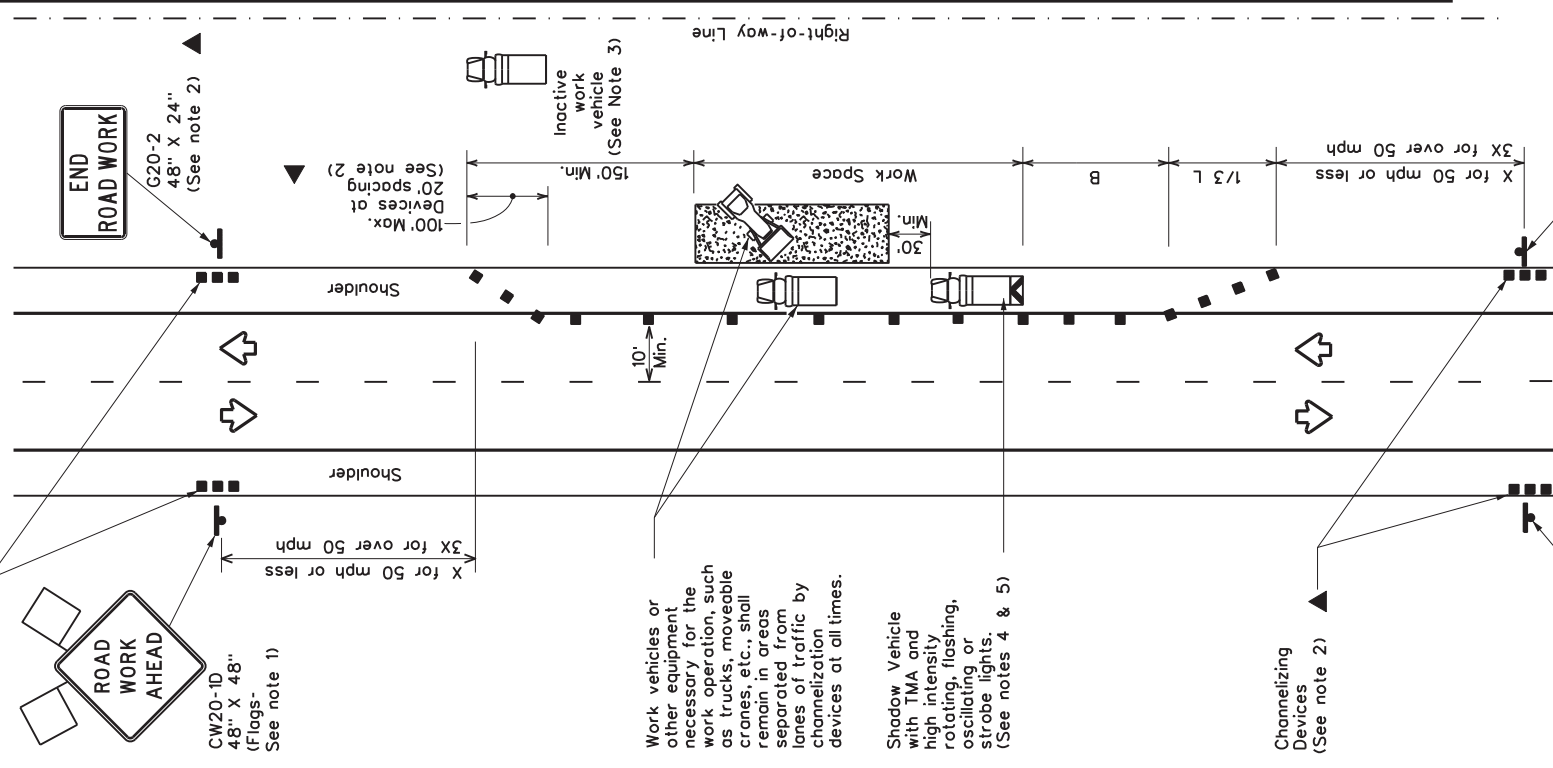
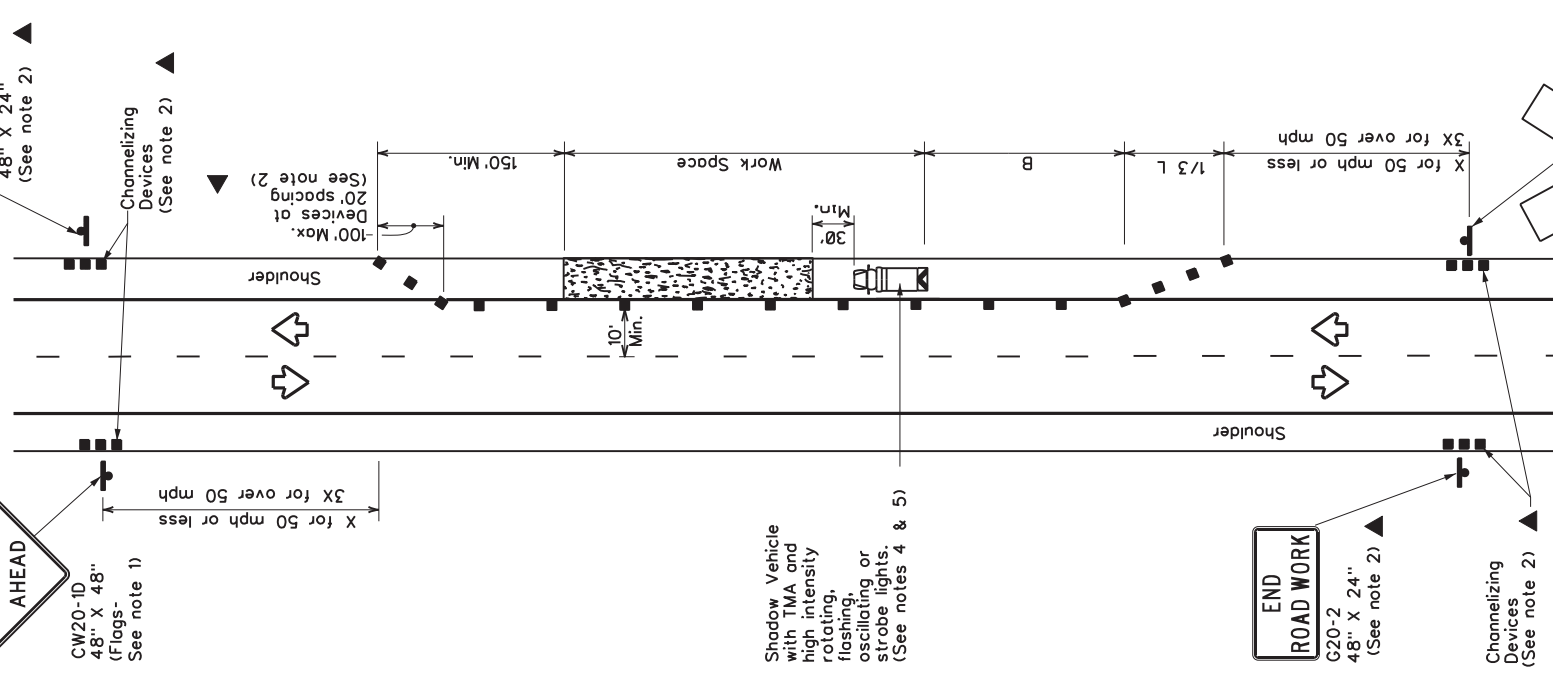
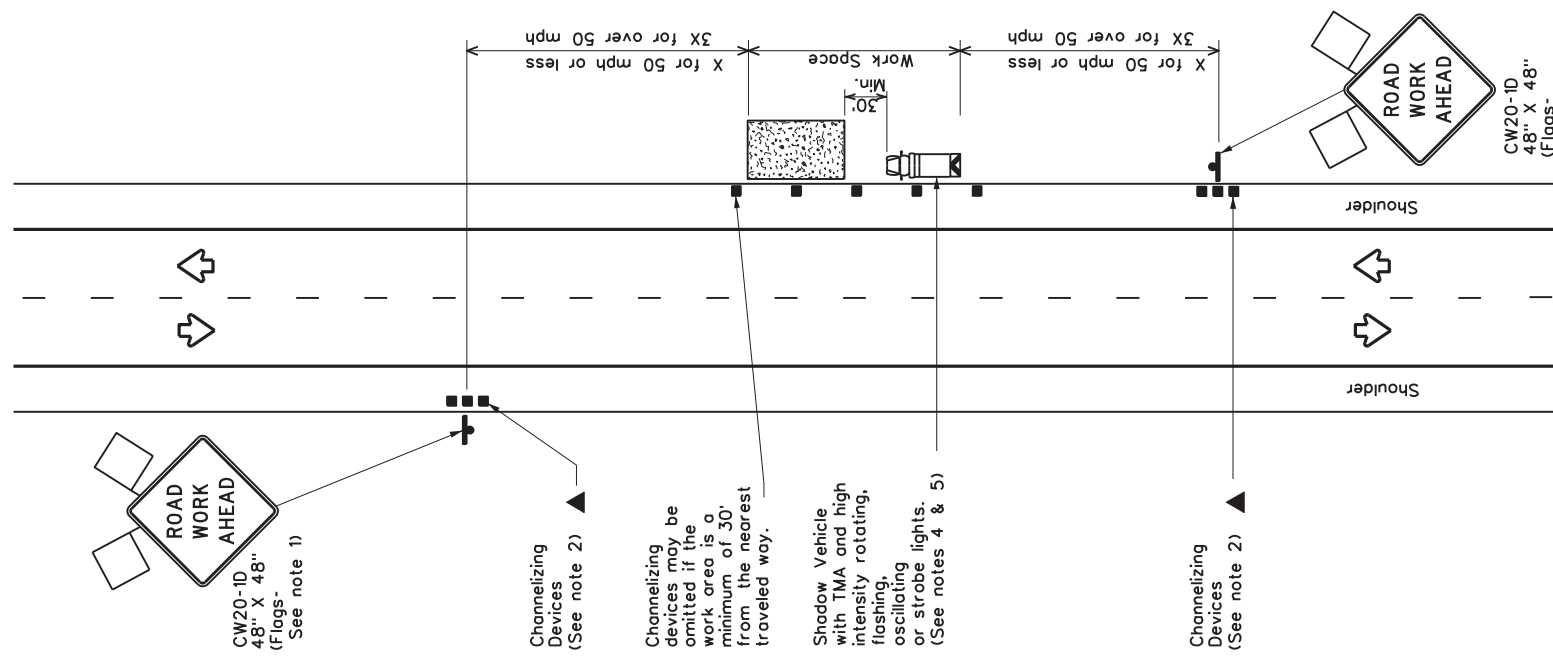
BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

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."

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DATE: 1-97 9-07 5-21	REV: 2-98 7-13	REV: 11-02 8-14	COUNTY: WACO	SHEET NO.: HILL, ETC
				19

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LEGEND

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

Posted Speed x	Minimum Desirable Taper Lengths x x		Suggested Maximum Spacing of Channelizing Devices	Minimum Sign Spacing "x" x "x" Distance	Suggested Longitudinal Buffer Space "B"
	10' Offset	12' Offset			
30	150'	180'	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'

x Conventional Roads Only
 x x 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.
- Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
- 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.
- See TCP(5-1) for shoulder work on divided highways, expressways and freeways.
- CW21-5 "SHOULDER WORK" signs may be used in place of CW20-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

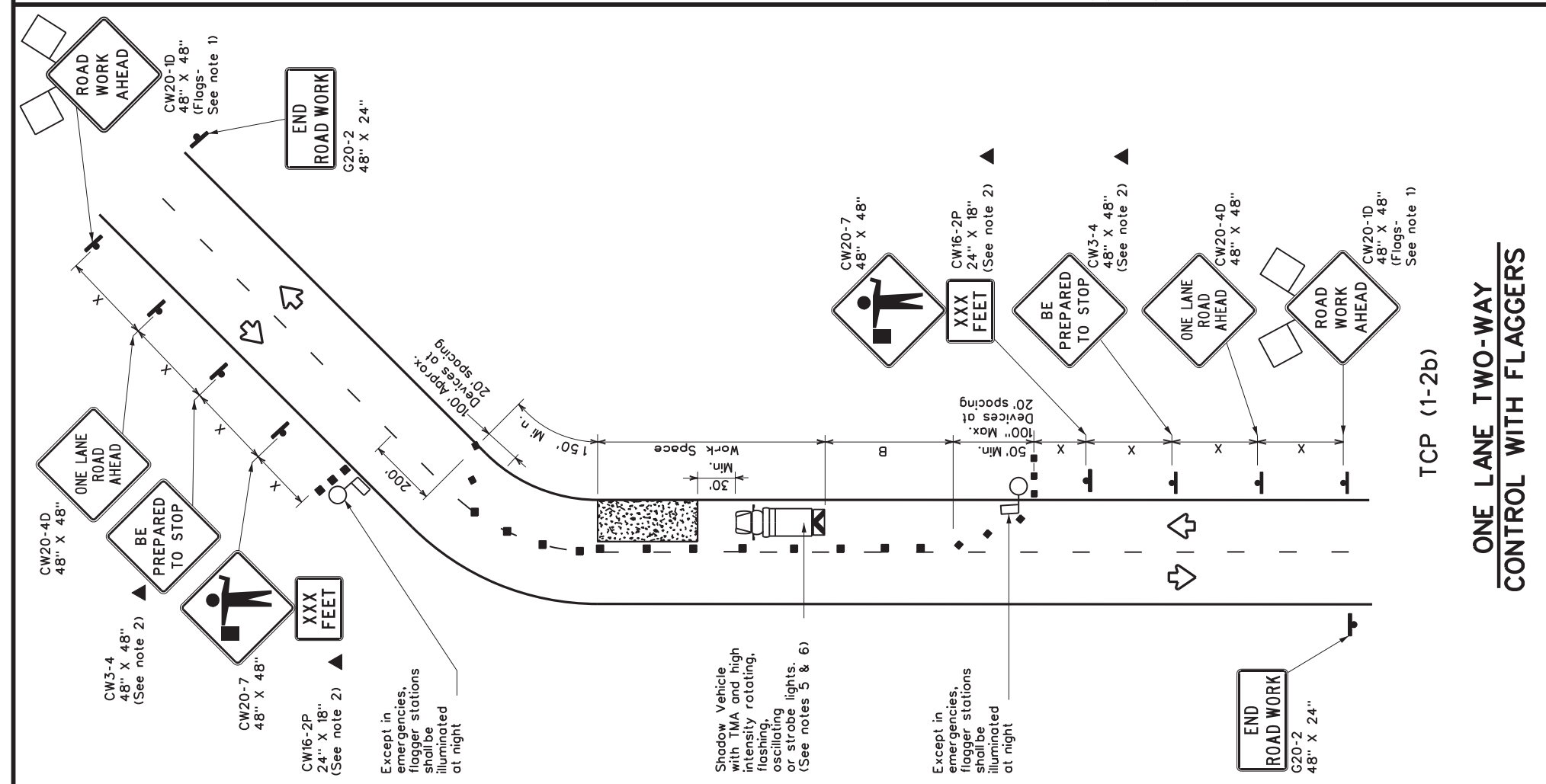
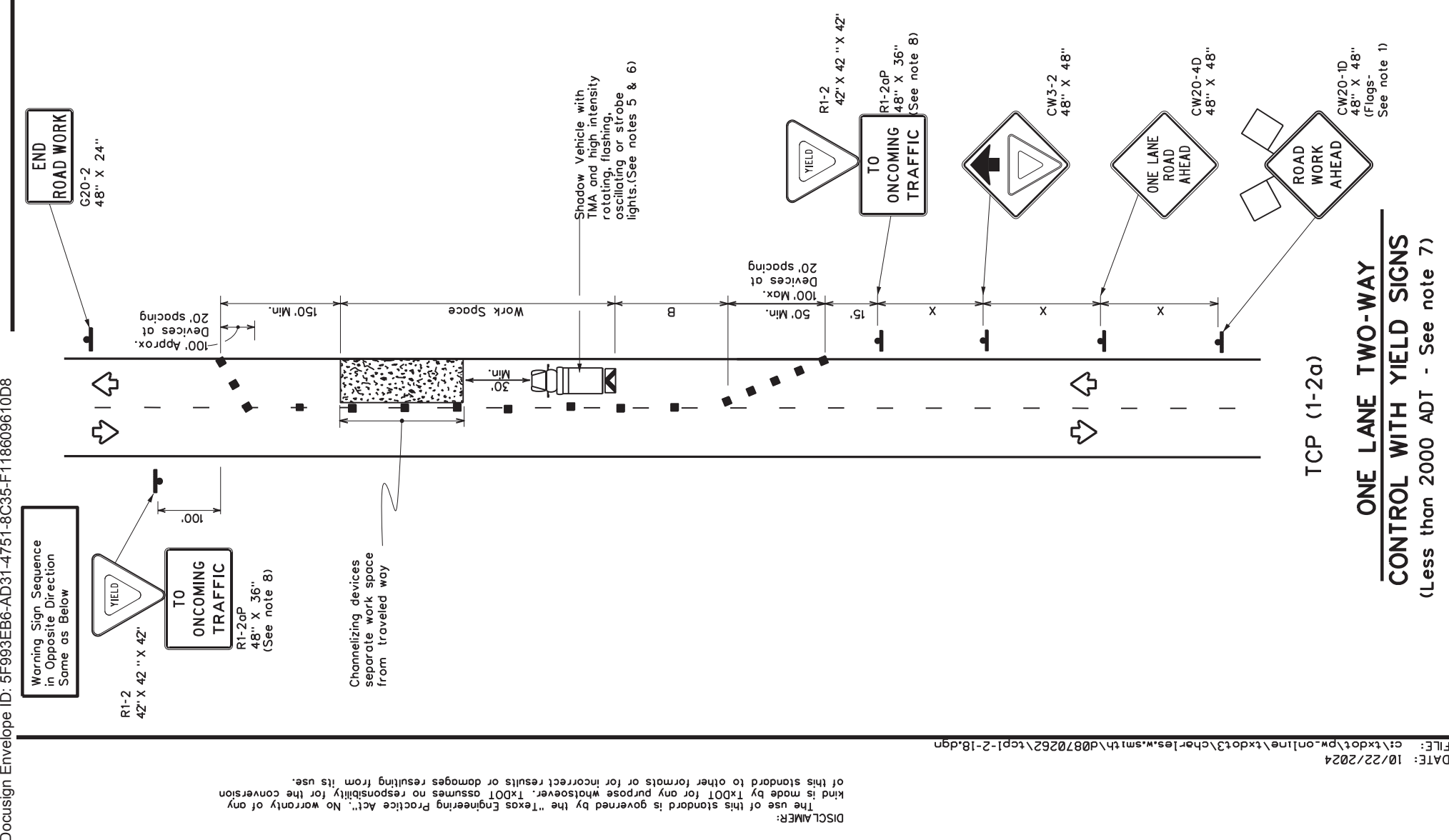
Texas Department of Transportation

**TRAFFIC CONTROL PLAN
 CONVENTIONAL ROAD
 SHOULDER WORK**

TCP(1-1)-18

Traffic Operations Division Standard

FILE: tcp1-1-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
2-94 4-98	REVISIONS	6473	42	001
8-95 2-12	DIST	WACO	HILL, ETC	20
1-97 2-18				



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 x	Formula	Minimum Desirable Taper Lengths x x		Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	12' Offset	On a Taper	On a Tangent			
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'

x Conventional Roads Only
 x x 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 CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4D "ONE LANE ROAD AHEAD" sign, but proper sign spacing shall be maintained.
- Sign spacing may be increased or an additional CW20-ID "ROAD WORK AHEAD" sign may be used if advance warning ahead of the flagger or R1-2 "YIELD" sign 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 (1-2a)

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

TCP (1-2b)

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

Texas Department of Transportation

TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

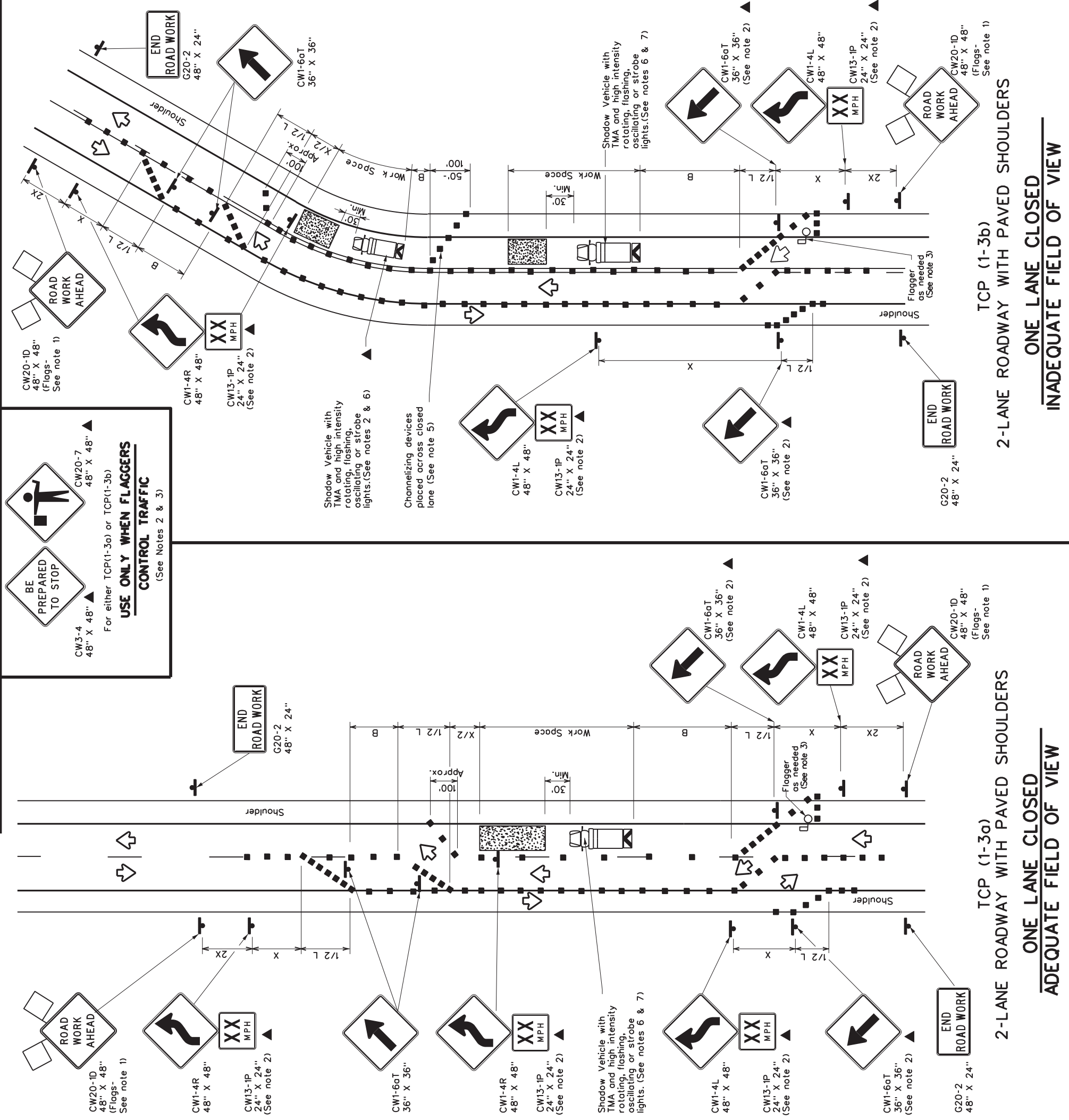
TCP(1-2)-18

FILE: tcp1-2-18.dgn
 DN: CK: DW: CK:
 TxDOT December 1985 CONT SECT JOB HIGHWAY
 4-90 4-98 REVISIONS 6473 42 001 SH 22.ETC
 2-94 2-12 COUNTY
 1-97 2-18 WACO HILL, ETC SHEET NO. 21

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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)

CW20-7
 48" X 48"



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

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

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 x	Formula	Minimum Desirable Taper Lengths x 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 Tongue		
30		150'	165'	30'	30'	60'	90'
35	$WS^2/60$	205'	225'	35'	35'	70'	120'
40		265'	295'	40'	40'	80'	155'
45		450'	495'	45'	45'	90'	195'
50		500'	550'	50'	50'	100'	240'
55	L-WS	550'	605'	55'	55'	110'	295'
60		600'	660'	60'	60'	120'	350'
65		650'	715'	65'	65'	130'	410'
70		700'	770'	70'	70'	140'	475'
75		750'	825'	75'	75'	150'	540'

x Conventional Roads Only
 x x 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.
- Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safety 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 50 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 lighter device spacing is intended for the area of conflicting markings not the entire work zone.

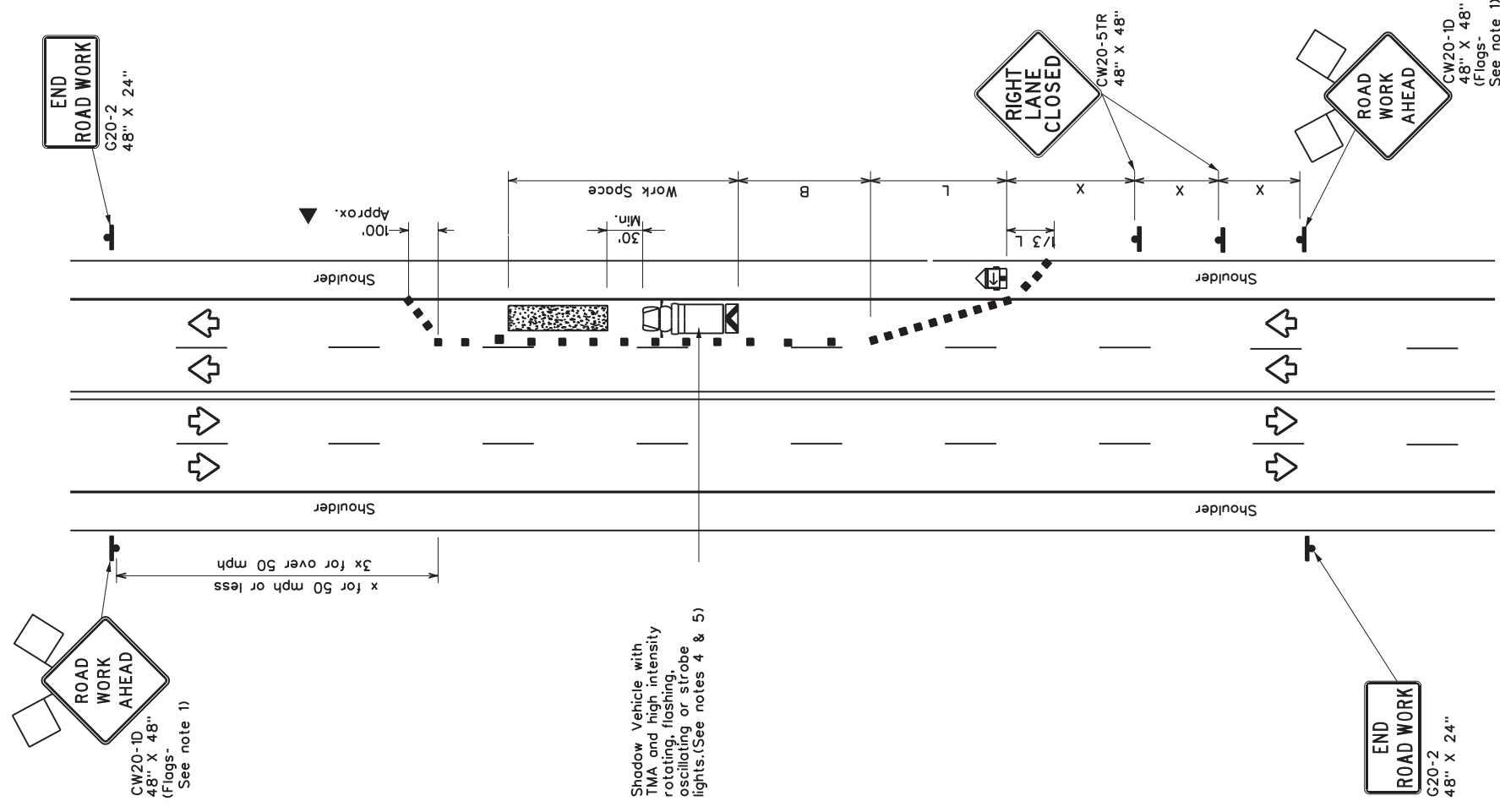
Texas Department of Transportation
 Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
TRAFFIC SHIFTS ON
TWO LANE ROADS

TCP(1-3)-18

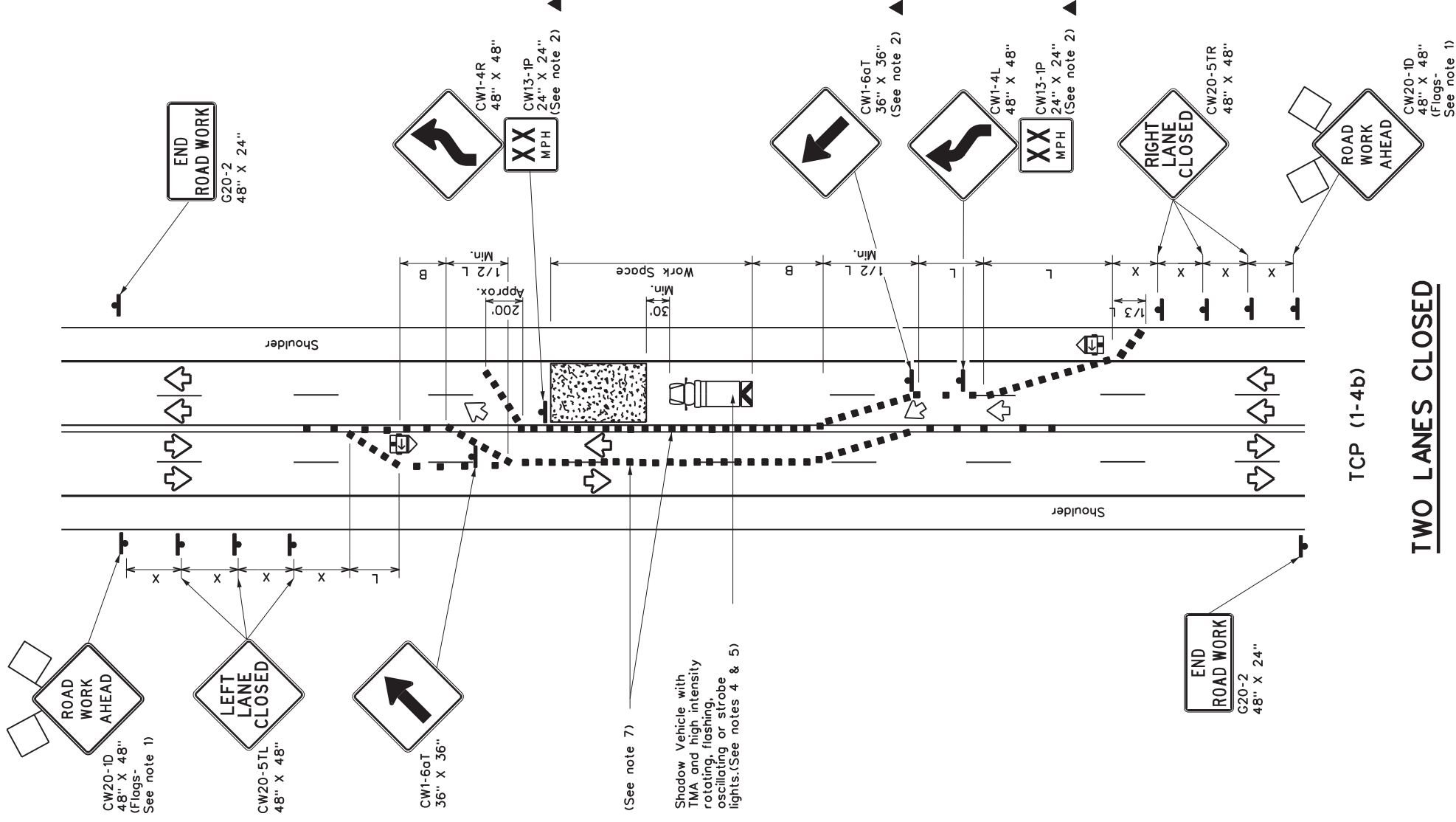
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TxDOT	December 1985	CONT	SECT	HIGHWAY
2-94	4-98	6473	42	001
8-95	2-12			
1-97	2-18			
		WACO	HILL, ETC	22

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TCP (1-4-o)

ONE LANE CLOSED



TCP (1-4-b)

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 x	Formula	Minimum Desirable Taper Lengths x		Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"	
		10' Offset	12' Offset	On a Taper	On a Tangent		
30	$WS^2/60$	150'	165'	180'	30'	60'	90'
35	L-WS	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'

x Conventional Roads Only
 xx 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-ID "ROAD WORK AHEAD" sign may be repeated 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 (1-4-o)

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 (1-4-b)

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 lighter device spacing is intended for the areas of conflicting markings, not the entire work zone.

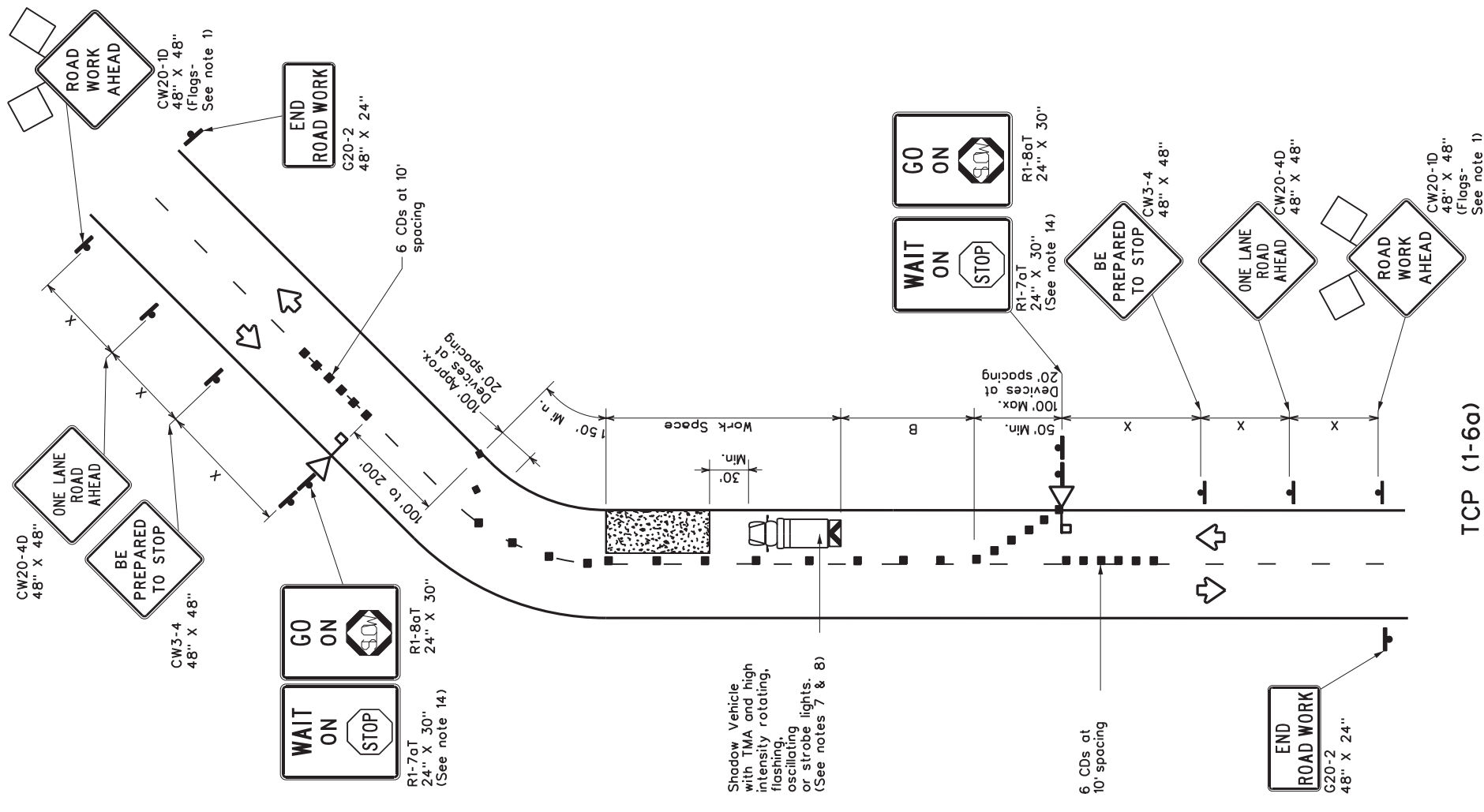
Texas Department of Transportation
 Traffic Operations Division Standard

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

TCP(1-4)-18

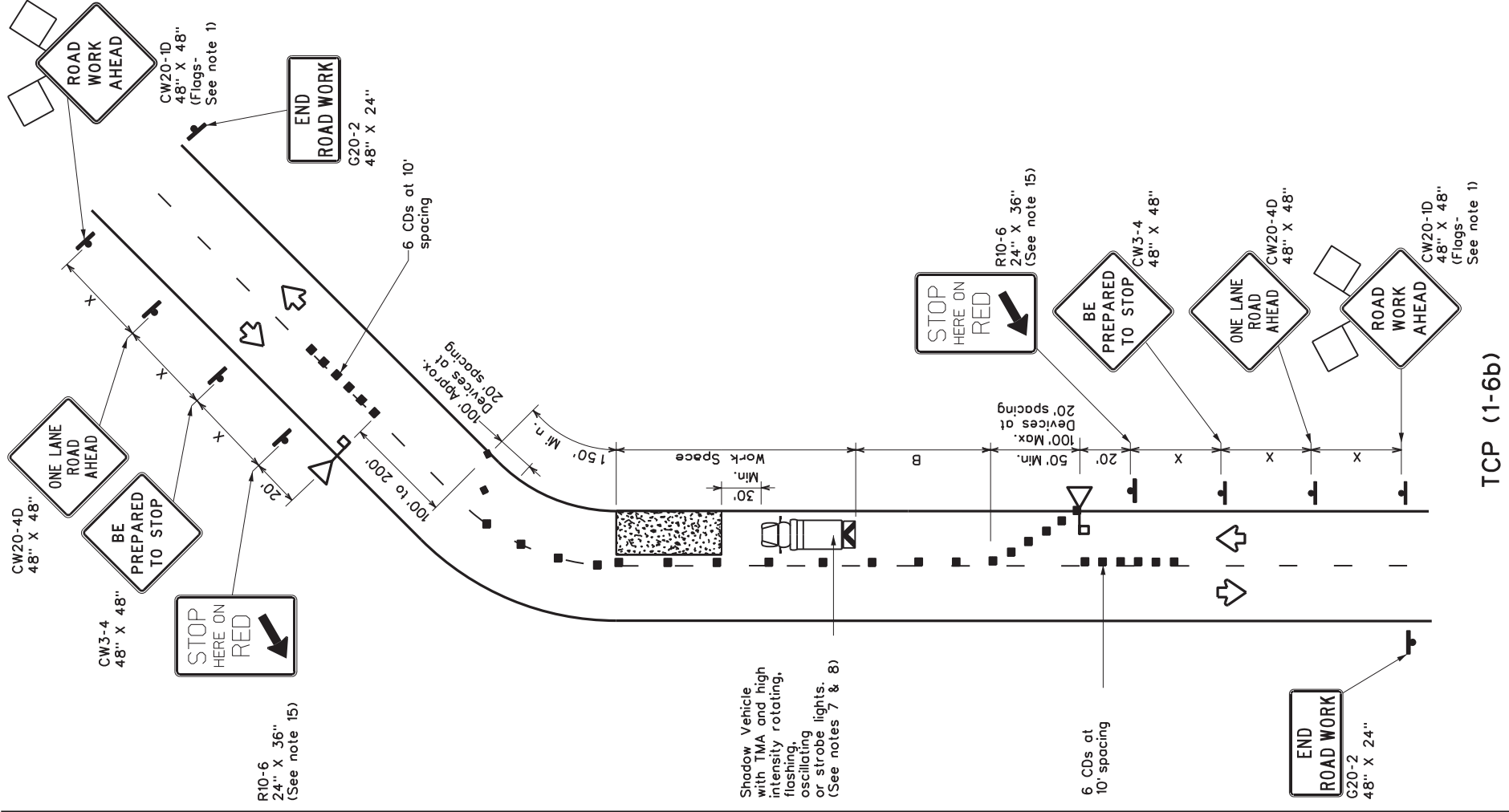
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TxDOT	December 1985	CONT	SECT	JOB	HIGHWAY
2-94	4-98	REVISONS	6473	42	001
8-96	2-12		DIST	COUNTY	SHEET NO.
1-97	2-18		MACO	HILL, ETC	23

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TCP (1-6a)

ONE LANE TWO-WAY CONTROL WITH STOP/SLOW AFADS



TCP (1-6b)

ONE LANE TWO-WAY CONTROL WITH RED/YELLOW LENS AFADS

LEGEND

	Type 3 Barricade	Channelizing Devices (CDs)
	Heavy Work Vehicle	Truck Mounted Attenuator (TMA)
	Automated Flagger Assistance Device (AFAD)	Portable Changeable Message Sign (PCMS)
	Sign	Traffic Flow
	Flag	Flagger

Posted Speed x	Formula	Minimum Desirable Taper Lengths x x		Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x" Distance	Suggested Longitudinal Buffering "B" Distance	Stopping Sight Distance
		10' Offset	12' Offset	On a Taper	On a Tangent			
30	WS^2	150'	165'	180'	30'	60'	90'	200'
35	$L = \frac{WS^2}{60}$	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	$L = WS$	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'

x Conventional Roads Only
 x x 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.
- AFADs shall only be used in situations where there is one lane of approaching traffic in the direction to be controlled.
- Adequate stopping sight distance must be provided to each AFAD location for approaching traffic. (See table above).
- Each AFAD shall be operated by a qualified/certified flagger. Flaggers operating AFADs shall not leave them unattended while they are in use.
- One flagger may operate two AFADs only when the flagger has an unobstructed view of both AFADs and of the approaching traffic in both directions.
- When pilot cars are used, a flagger controlling traffic shall be located on each approach. AFADs shall not be operated by the pilot car operator.
- All AFADs shall be equipped with gate arms with an orange or fluorescent red-orange flag attached to the end of the gate arm. The flag shall be a minimum of 16" square.
- 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.
- Flaggers 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.
- 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 AFAD.
- Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
- The R1-7aT "WAIT ON STOP" sign and the R1-8aT "GO ON SLOW" sign shall be installed at the AFAD location on separate supports or they may be fabricated as one 48" x 30" sign. They shall not obscure the face of the STOP/SLOW AFAD.
- The R10-6 "STOP HERE ON RED" arrow sign shall be offset so as not to obscure the lenses of the AFAD.

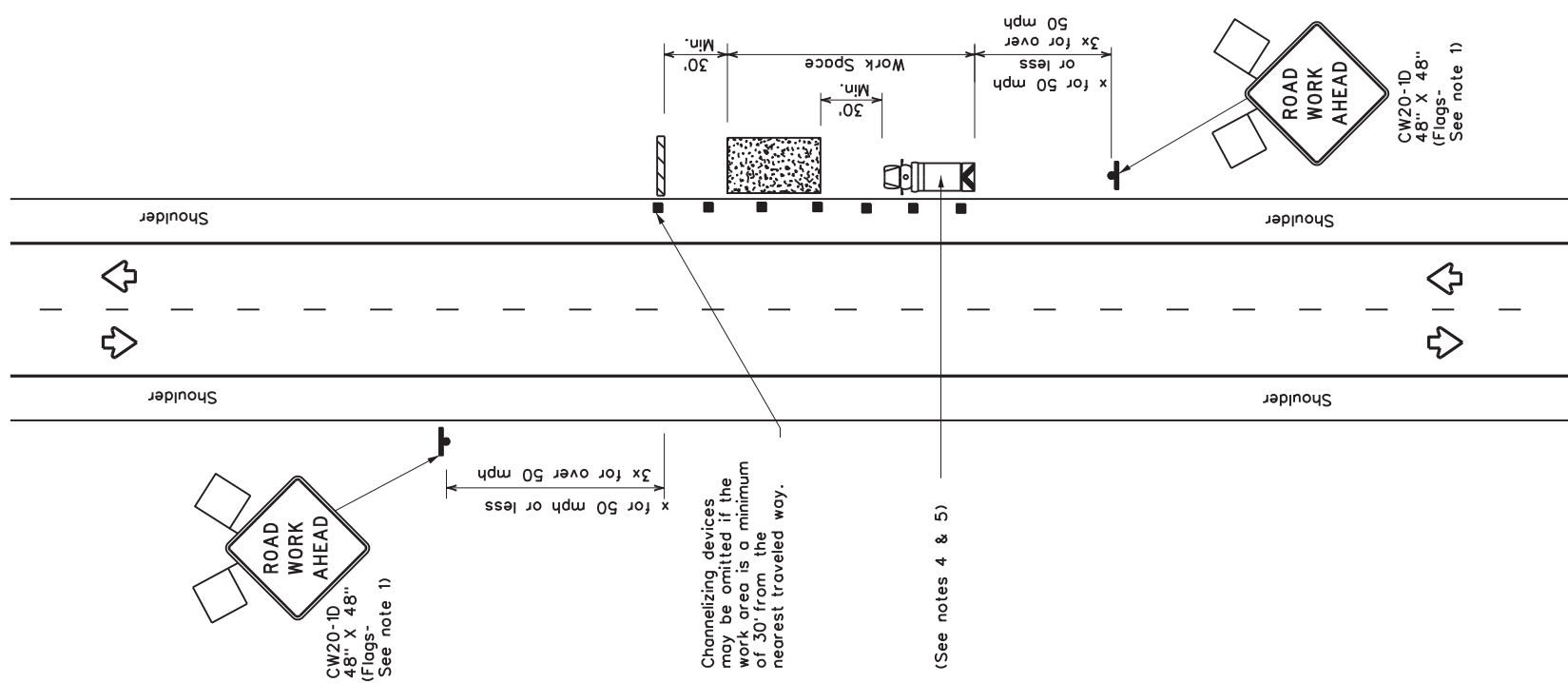
Texas Department of Transportation
 Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN
 AUTOMATED FLAGGER ASSISTANCE DEVICES (AFADS)**

TCP(1-6)-18

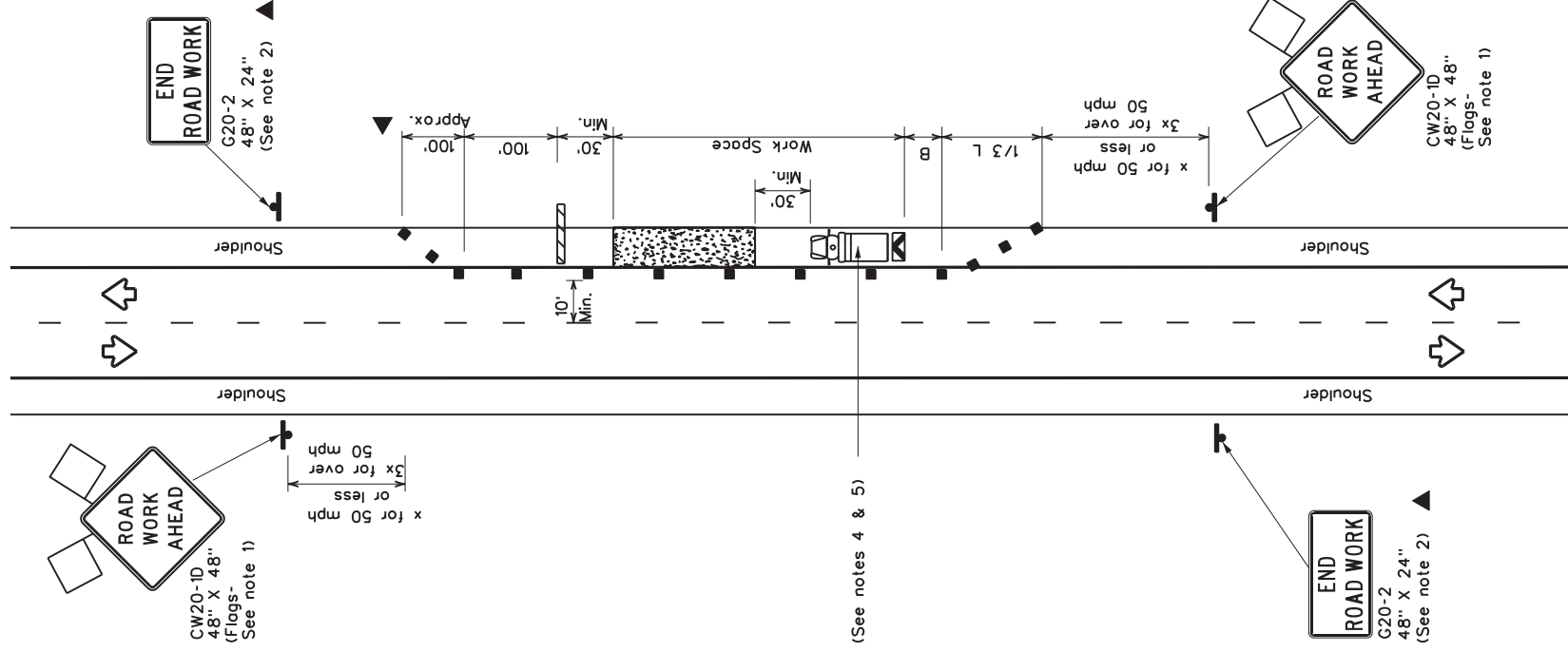
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CONT:	February 2012	SECT:	JOB:	SH:	22.ETC
REV:	2-18	DIST:	COUNTY:	WACO:	HILL, ETC
SHEET NO.:	25				

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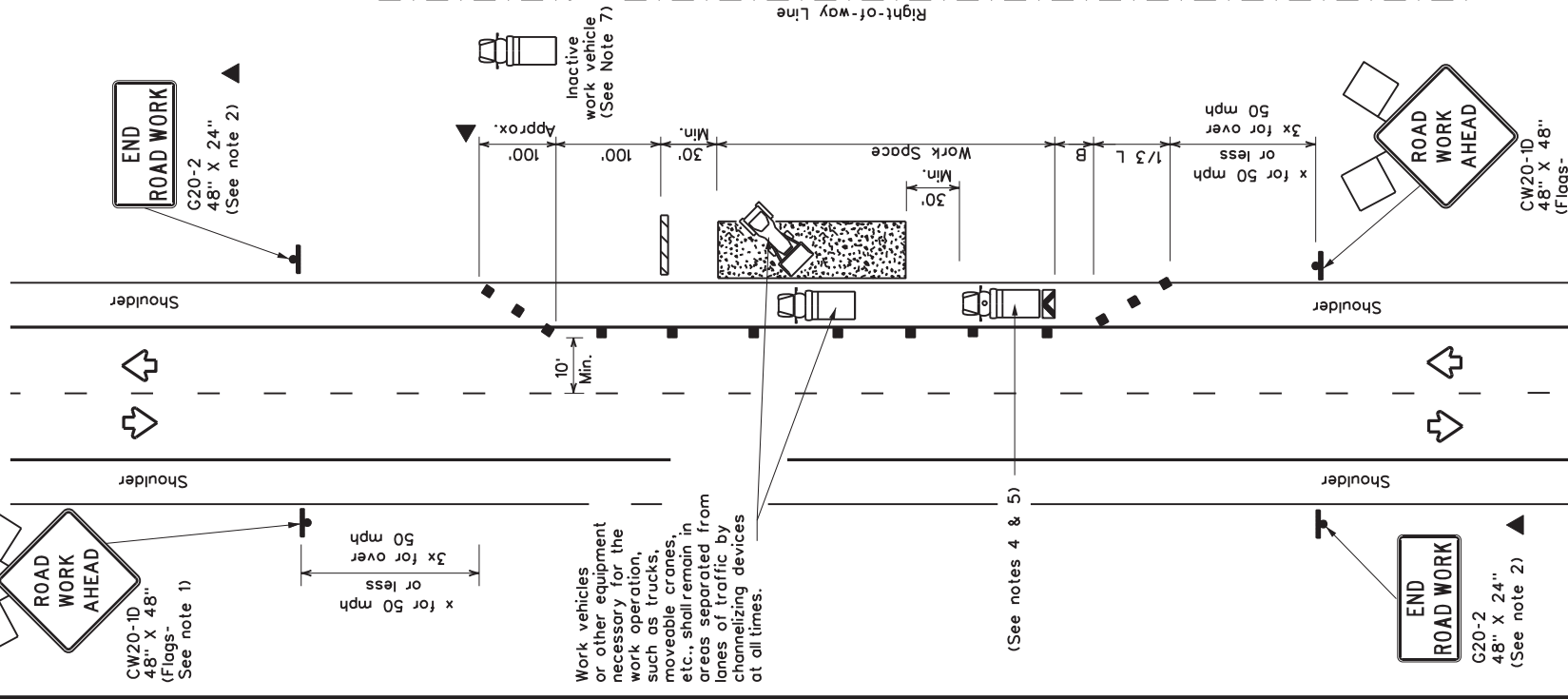
TCP (2-1a)

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

Posted Speed x	Formula	Minimum Desirable Taper Lengths x x		Suggested Maximum Spacing of Channelizing Devices		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	$L = WS$	600'	660'	720'	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'

x x Conventional Roads Only
 x x 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

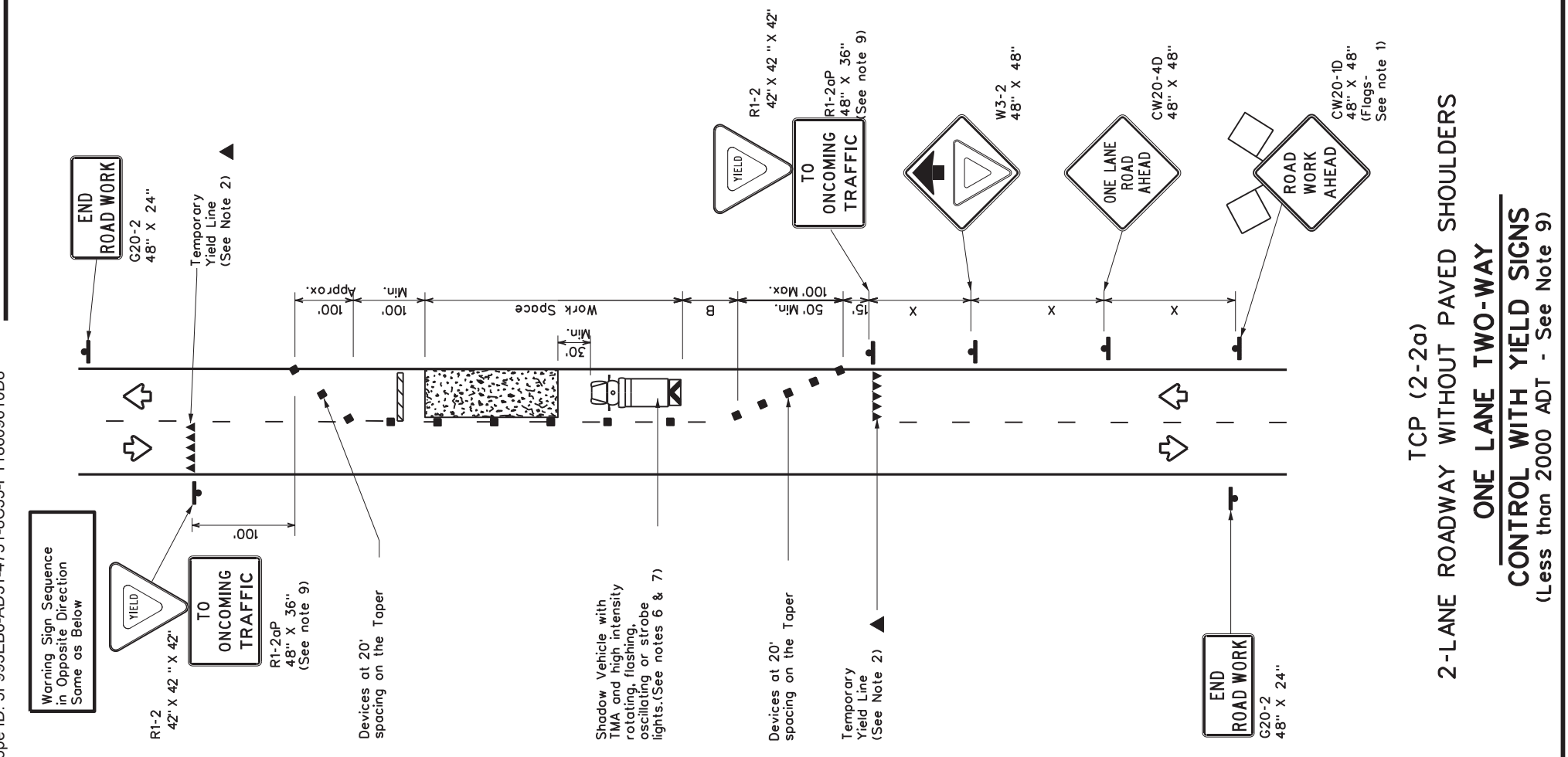
- Flags attached to signs where shown, are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated in the plans, or for routine maintenance work, when approved by the Engineer.
- Stockpiled material should be placed a 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-ID "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

Texas Department of Transportation
 Traffic Operations Division Standard

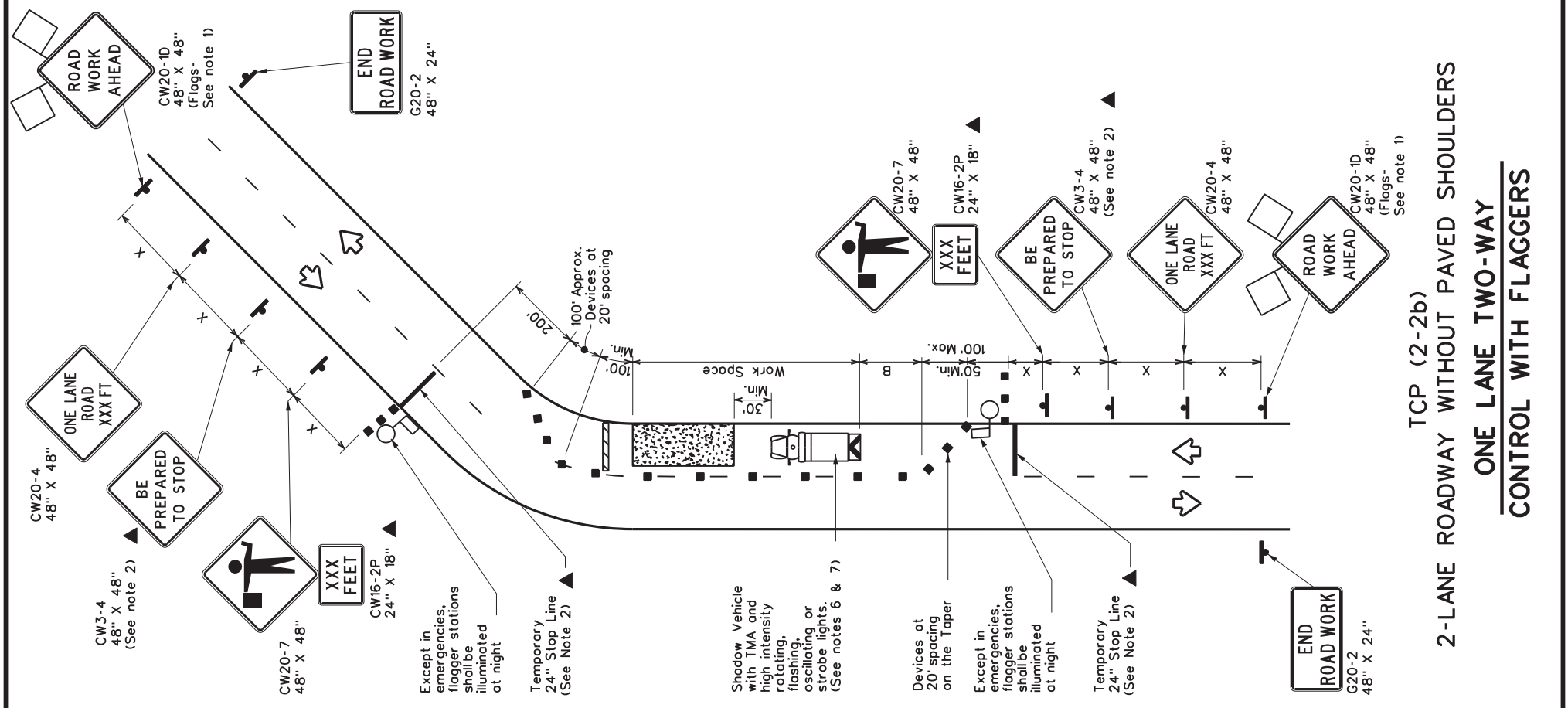
TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK

TCP(2-1)-18

FILE: tcp2-1-18.dgn	DN:	CK:	DW:	CK:
TxDOT	December 1985	CONT	SECT	JOB
2-94	4-98	6473	42	001
8-95	2-12			
1-97	2-18			
		WACO	HILL, ETC	
				26



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

	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
	Flagger		Flagger

Posted Speed x	Formula	Minimum Desirable Taper Lengths x x		Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x"	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10'	11'	12'	On a Taper			
30	WS ²	150'	165'	180'	30'	60'	90'	200'
35	L-60	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	L-WS	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'

x 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 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.
- Flaggers 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)

8. The RT-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.

9. The RT-2aP "YIELD TO ONCOMING TRAFFIC" sign shall be placed on a support at a 7 foot minimum mounting height.

TCP (2-2b)

10. Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.

11. 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).

12. Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

Texas Department of Transportation

TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

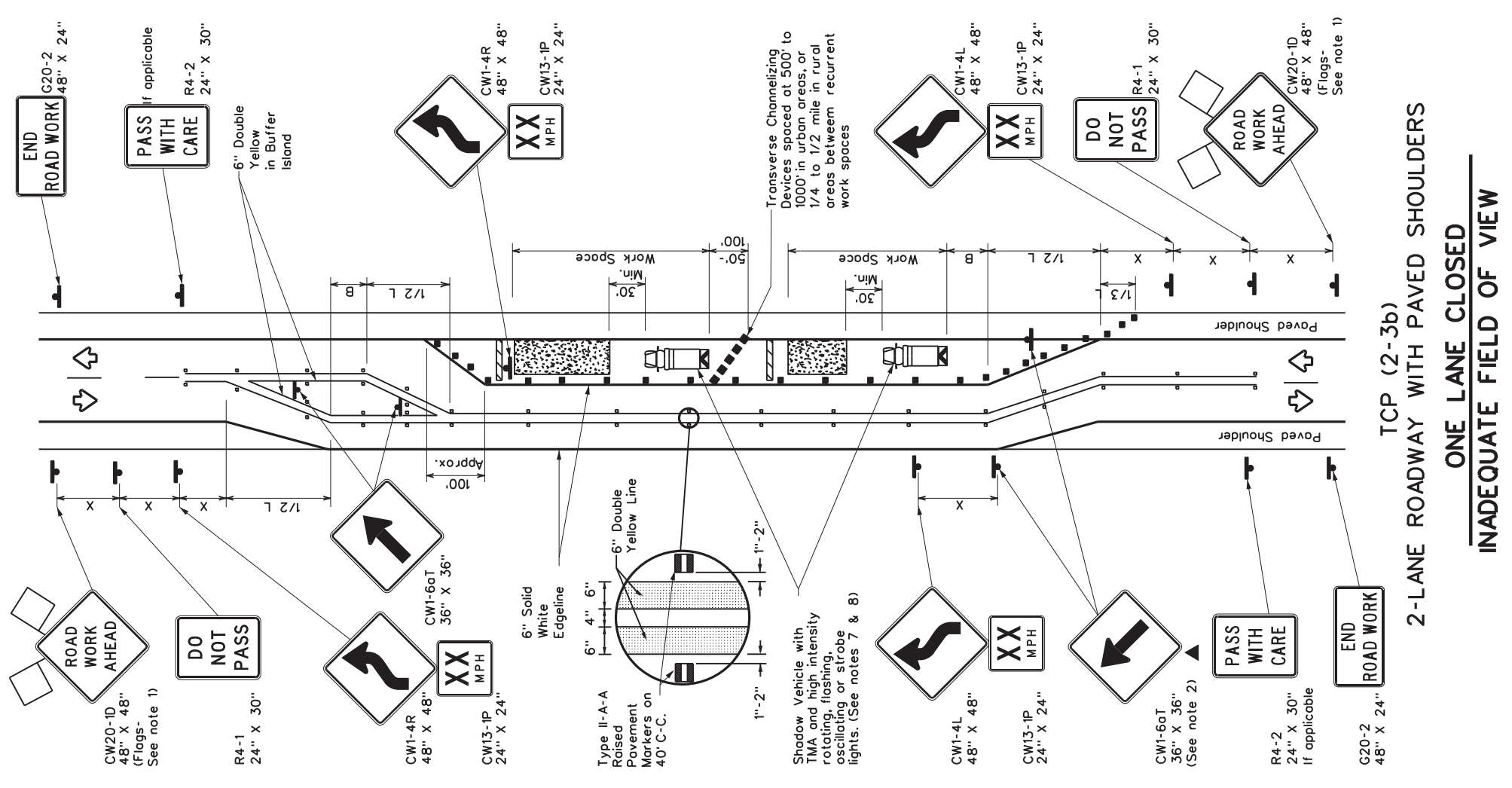
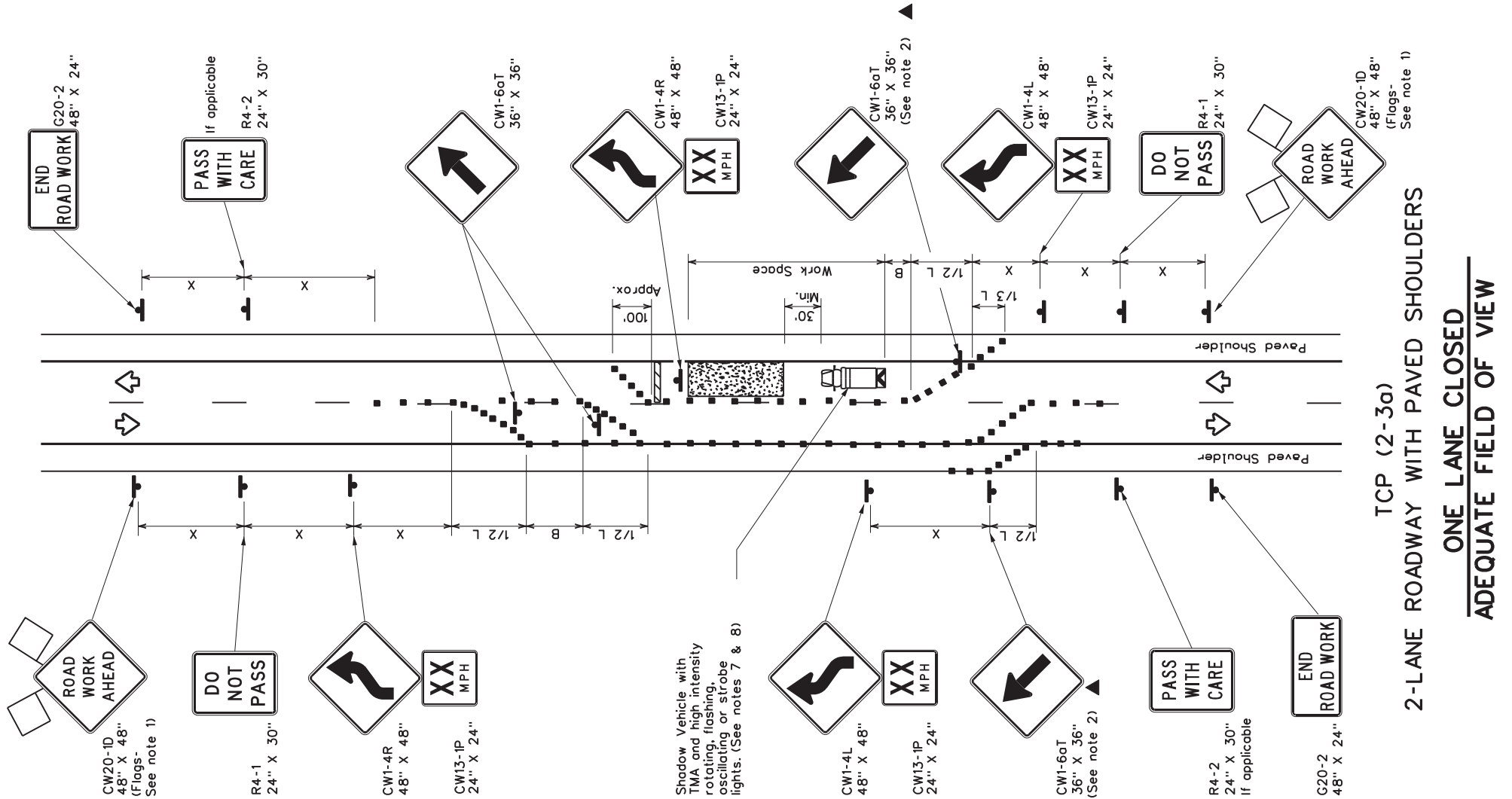
TCP(2-2)-18

FILE: tcp2-2-18.dgn	DN:	CK:	OW:	CK:
TXDOT	December 1985	CONT	SECT	HIGHWAY
8-95	3-03	REVISIONS	6473	42
1-97	2-12	DIST	001	SH 22.ETC
4-98	2-18	WACO	HILL, ETC	27

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DATE: 10/22/2024
 FILE: c:\xtdot\p\online\tdot3\charles.w.smith\td0870262\tcp2-2-18.dgn

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LEGEND

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

Posted Speed x	Minimum Desirable Taper Lengths x 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'	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	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'

x 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

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. 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.
4. 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.
5. 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.
6. Conflicting pavement marking shall be removed for long term projects.
7. 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.
8. 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)

9. 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.

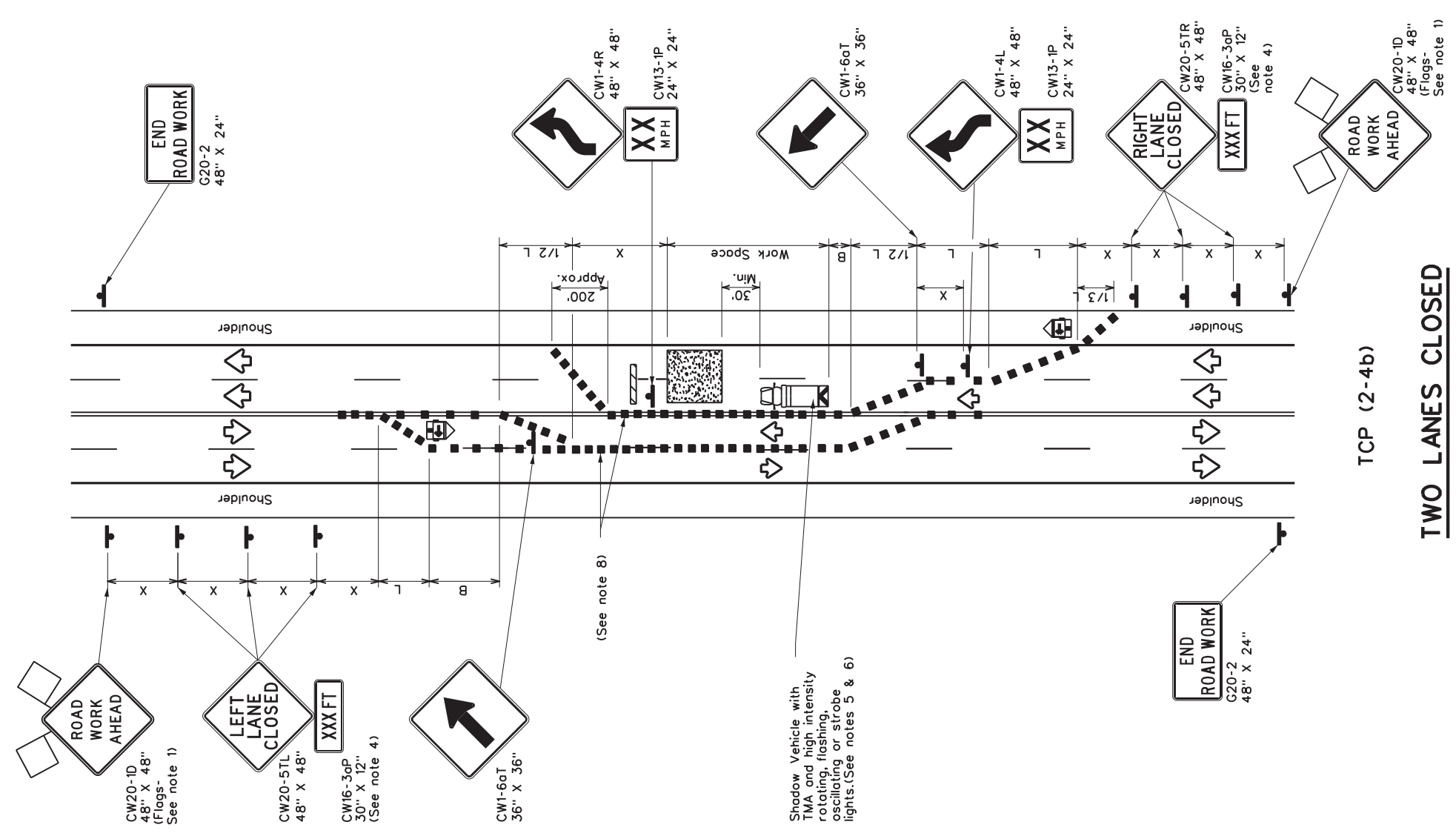
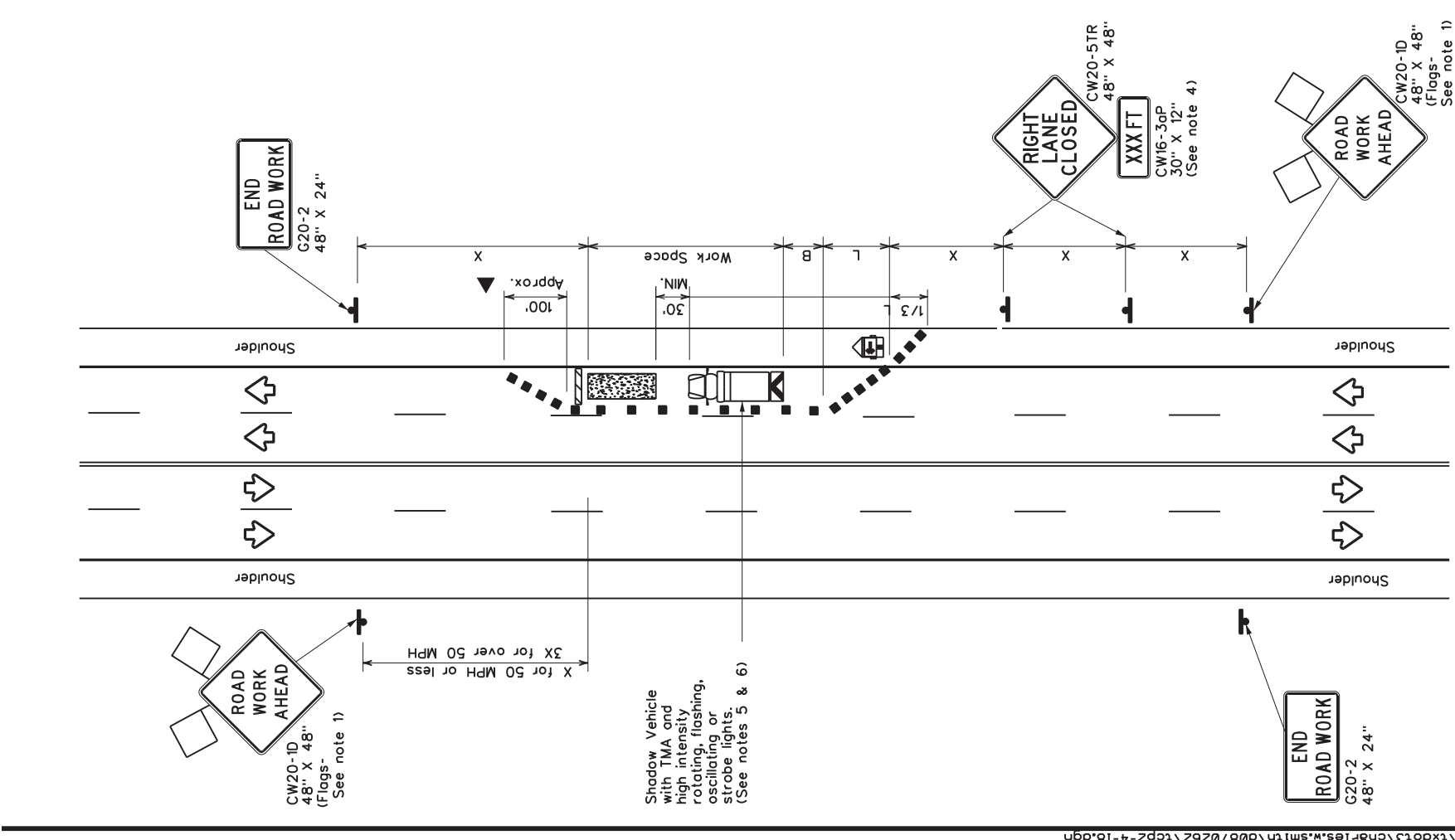
Texas Department of Transportation
 Traffic Safety Division Standard

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

TCP(2-3)-23

FILE:	tcp(2-3)-23.dgn	DN:	CK:	OW:	CHK:
REVISED:	April 2023	CONT:	SECT:	JOB:	HIGHWAY:
12-85	4-98	2-18	6473	42	001
8-95	3-03	4-23			
1-97	2-12				
			MACO	HILL, ETC	28

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LEGEND

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

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

x Conventional Roads Only
 x x 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 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 CW16-3oP 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 lighter devices spacing is intended for the area of conflicting markings, not the entire work zone.

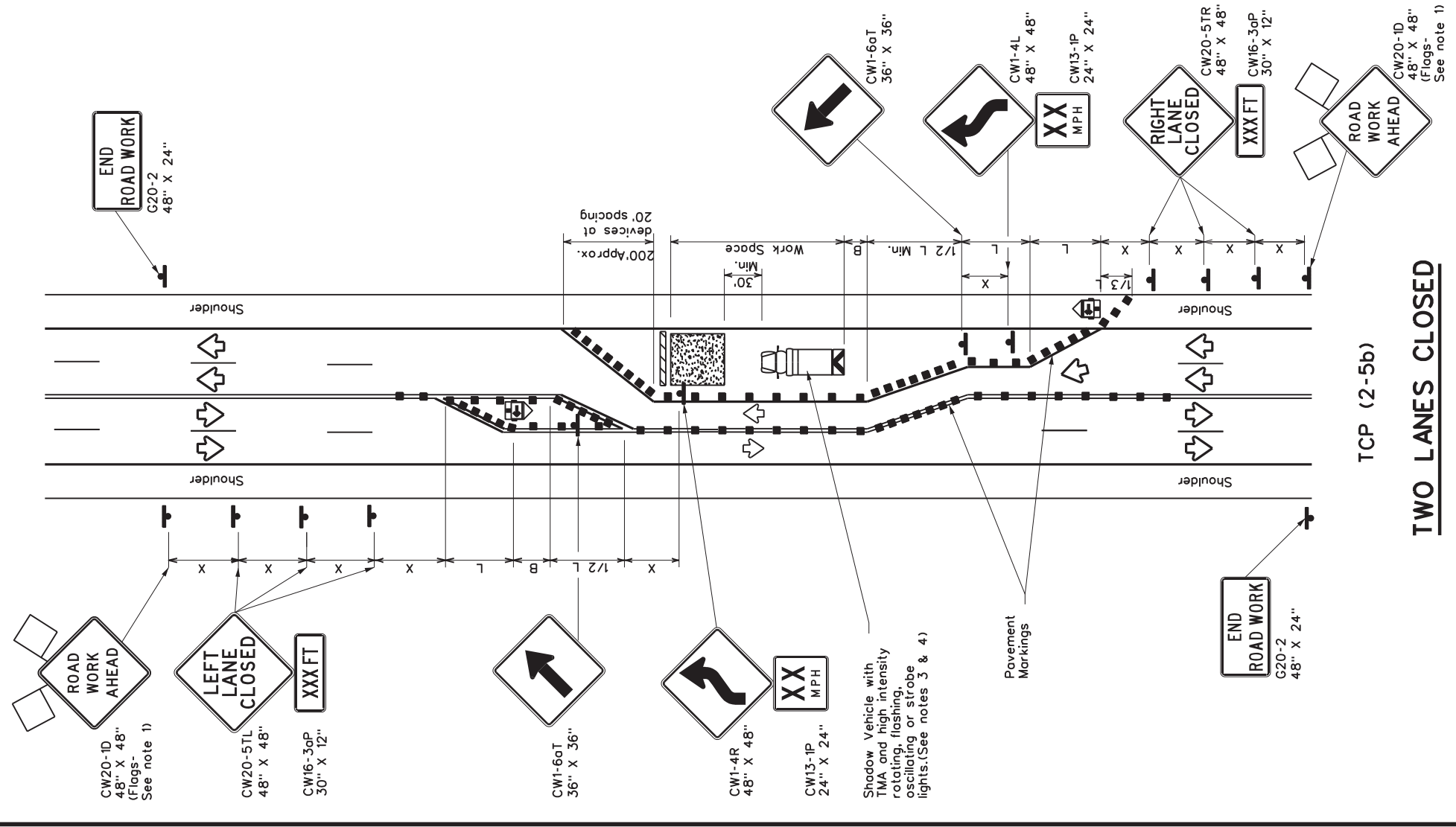
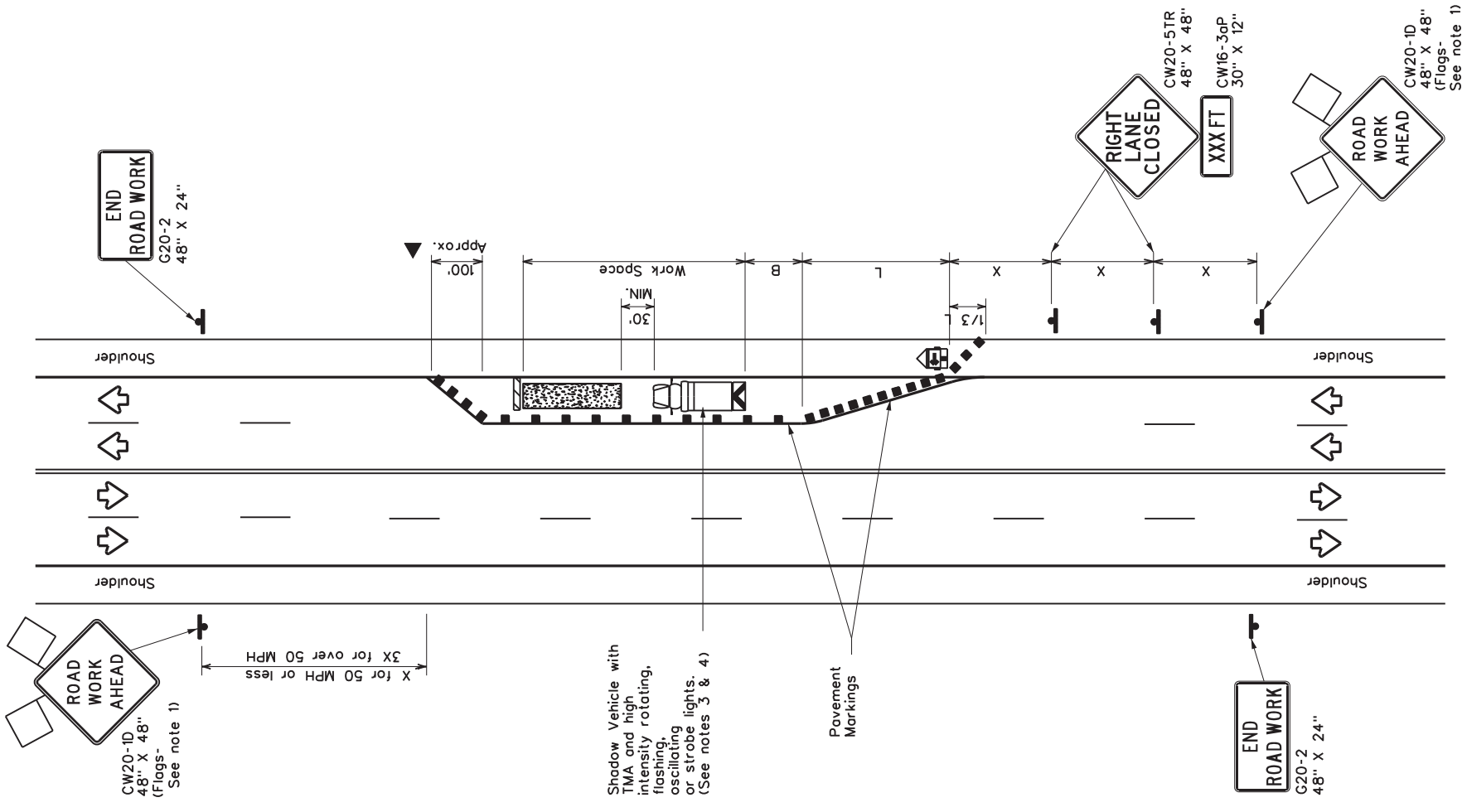
Texas Department of Transportation

TRAFFIC CONTROL PLAN
LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS

TCP(2-4)-18

FILE: tcp2-4-18.dgn
 DN: CK: DW: CK:
 TxDOT December 1985 CONT SECT JOB HIGHWAY
 8-95 3-03 REVISIONS 6473 42 001 SH 22.ETC
 1-97 2-12 DIST COUNTY
 4-98 2-18 WACO HILL, ETC SHEET NO. **29**

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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 x	Minimum Desirable Taper Lengths x x		Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing Distance "x"	Suggested Longitudinal Buffer Space "B"
	10' Offset	12' Offset	On a Taper	On a Tangent		
30	150'	165'	180'	30'	60'	120'
35	L = WS ² /60	205'	225'	245'	35'	70'
40		265'	295'	320'	40'	80'
45		450'	495'	540'	45'	90'
50		500'	550'	600'	50'	100'
55	L = WS	550'	605'	660'	55'	110'
60		600'	660'	720'	60'	120'
65		650'	715'	780'	65'	130'
70		700'	770'	840'	70'	140'
75		750'	825'	900'	75'	150'
					900'	900'

x Conventional Roads Only
 xx 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.
- A Shadow Vehicle with a TMA should be used any time 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.

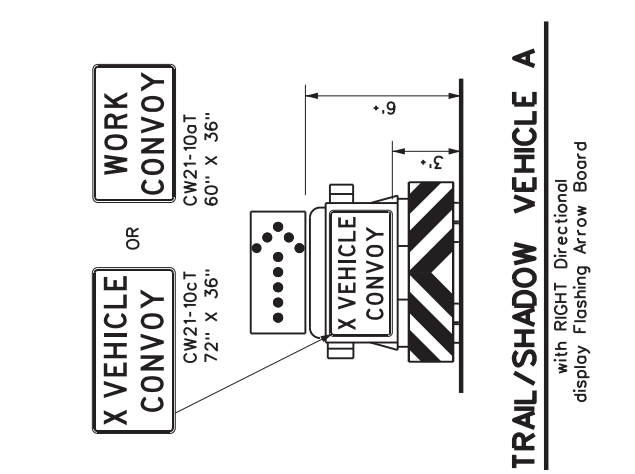
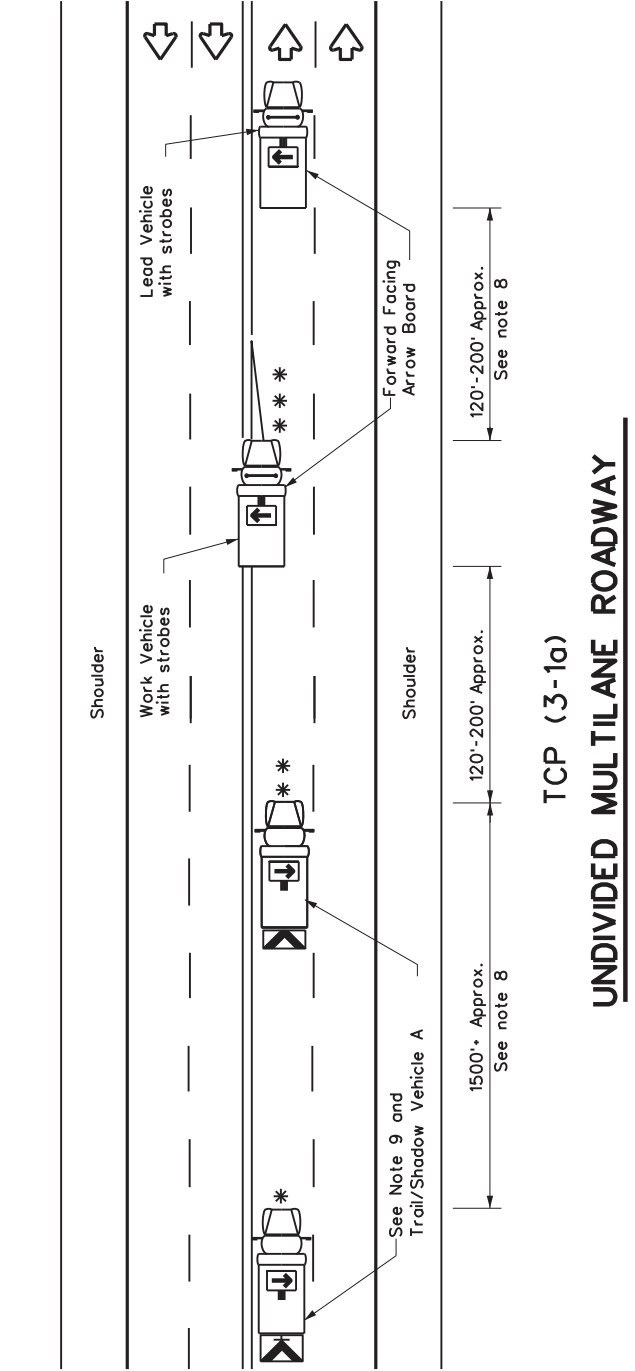
Texas Department of Transportation
 Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
LONG TERM LANE CLOSURES
MULTILANE CONVENTIONAL RDS.

TCP(2-5)-18

FILE: tcp2-5-18.dgn
 DN: CK: DW: CK:
 CONT SECT JOB HIGHWAY
 1985 6473 42 001 SH 22.ETC
 REVISIONS
 8-95 2-12
 1-97 3-03
 4-98 2-18
 COUNTY: WACO
 DIST: HILL, ETC
 SHEET NO: 30

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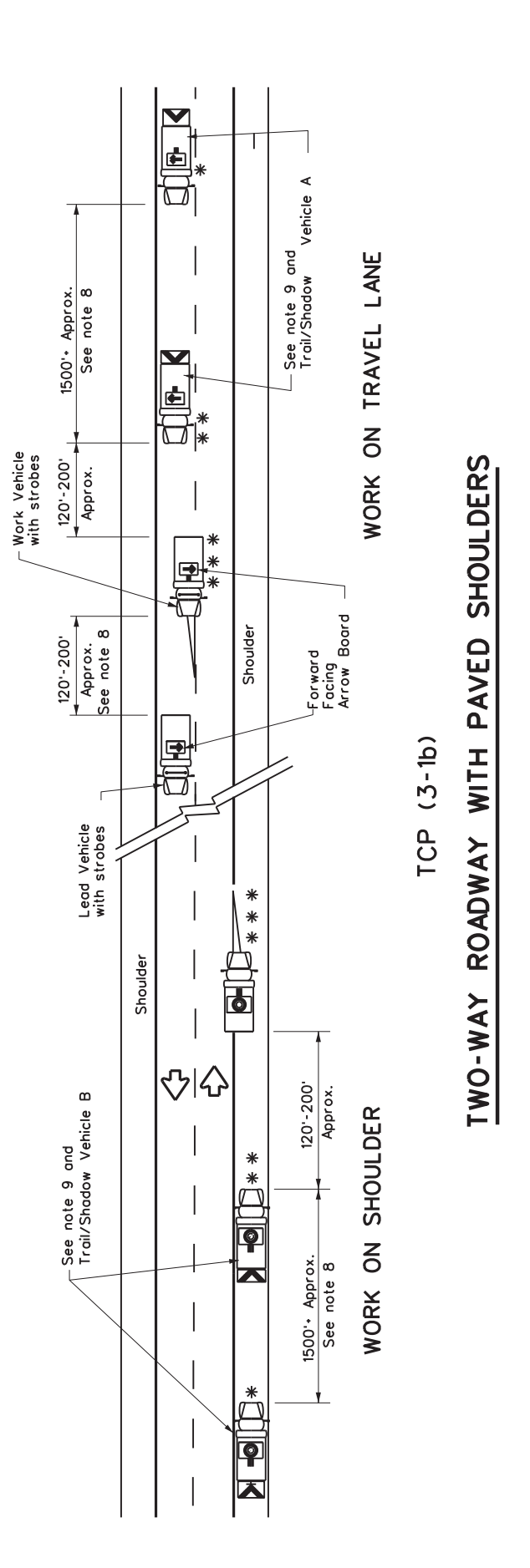
LEGEND

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

TYPICAL USAGE		
MOBILE	SHORT TERM STATIONARY	LONG TERM STATIONARY
	✓	

GENERAL NOTES

1. TRAIL, SHADOW, and LEAD vehicles shall be equipped with arrow boards as illustrated. When a LEAD vehicle is not used the WORK vehicle must be equipped with an arrow board. The Engineer will determine if the LEAD VEHICLE and/or TRAIL VEHICLE are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
2. The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
3. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE and TRAIL VEHICLE are required.
4. Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION DMS 8300, Type A.
5. Flashing arrow boards shall be Type B or Type C as per the Barricade and Construction (BC) standards. The board shall be controlled from inside the vehicle.
6. Each vehicle shall have two-way radio communication capability.
7. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
8. Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE and vehicle spacing between WORK VEHICLE and LEAD VEHICLE may vary according to terrain, work activity and other factors.
9. "X VEHICLE CONVOY" (CW21-10cT) or "WORK CONVOY" (CW21-10aT) signs shall be used on TRAIL VEHICLES and SHADOW VEHICLES as shown. As an option 48" X 48" diamond shaped "WORK CONVOY" (CW21-10T) or "X VEHICLE CONVOY" (CW21-10bT) signs may be used where adequate mounting space exists. When used, the X VEHICLE CONVOY sign shall have the number of the convoy vehicles displayed on the sign in the number designation "X" location. The "X VEHICLE CONVOY" sign shall not be used on the SHADOW VEHICLE if a TRAIL VEHICLE is used.
10. On two-lane two-way roadways, the work and protection vehicles should pull over periodically to allow motor vehicle traffic to pass. If motorists are not allowed to pass the work convoy, a "DO NOT PASS" (R4-1) sign should be placed on the back of the rear-most protection vehicle.



UNDIVIDED MULTILANE ROADWAY

1. TRAIL, SHADOW, and LEAD vehicles shall be equipped with arrow boards as illustrated. When a LEAD vehicle is not used the WORK vehicle must be equipped with an arrow board. The Engineer will determine if the LEAD VEHICLE and/or TRAIL VEHICLE are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.

2. The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.

3. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE and TRAIL VEHICLE are required.

4. Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION DMS 8300, Type A.

5. Flashing arrow boards shall be Type B or Type C as per the Barricade and Construction (BC) standards. The board shall be controlled from inside the vehicle.

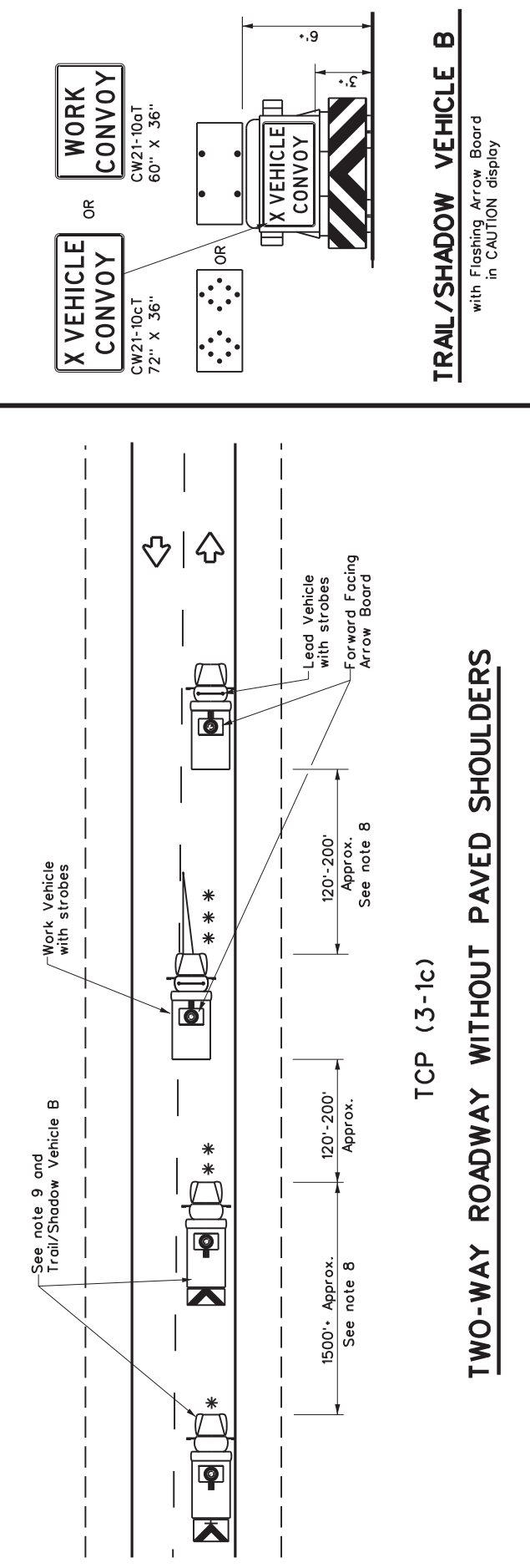
6. Each vehicle shall have two-way radio communication capability.

7. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.

8. Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE and vehicle spacing between WORK VEHICLE and LEAD VEHICLE may vary according to terrain, work activity and other factors.

9. "X VEHICLE CONVOY" (CW21-10cT) or "WORK CONVOY" (CW21-10aT) signs shall be used on TRAIL VEHICLES and SHADOW VEHICLES as shown. As an option 48" X 48" diamond shaped "WORK CONVOY" (CW21-10T) or "X VEHICLE CONVOY" (CW21-10bT) signs may be used where adequate mounting space exists. When used, the X VEHICLE CONVOY sign shall have the number of the convoy vehicles displayed on the sign in the number designation "X" location. The "X VEHICLE CONVOY" sign shall not be used on the SHADOW VEHICLE if a TRAIL VEHICLE is used.

10. On two-lane two-way roadways, the work and protection vehicles should pull over periodically to allow motor vehicle traffic to pass. If motorists are not allowed to pass the work convoy, a "DO NOT PASS" (R4-1) sign should be placed on the back of the rear-most protection vehicle.



STRIPING FOR TMA

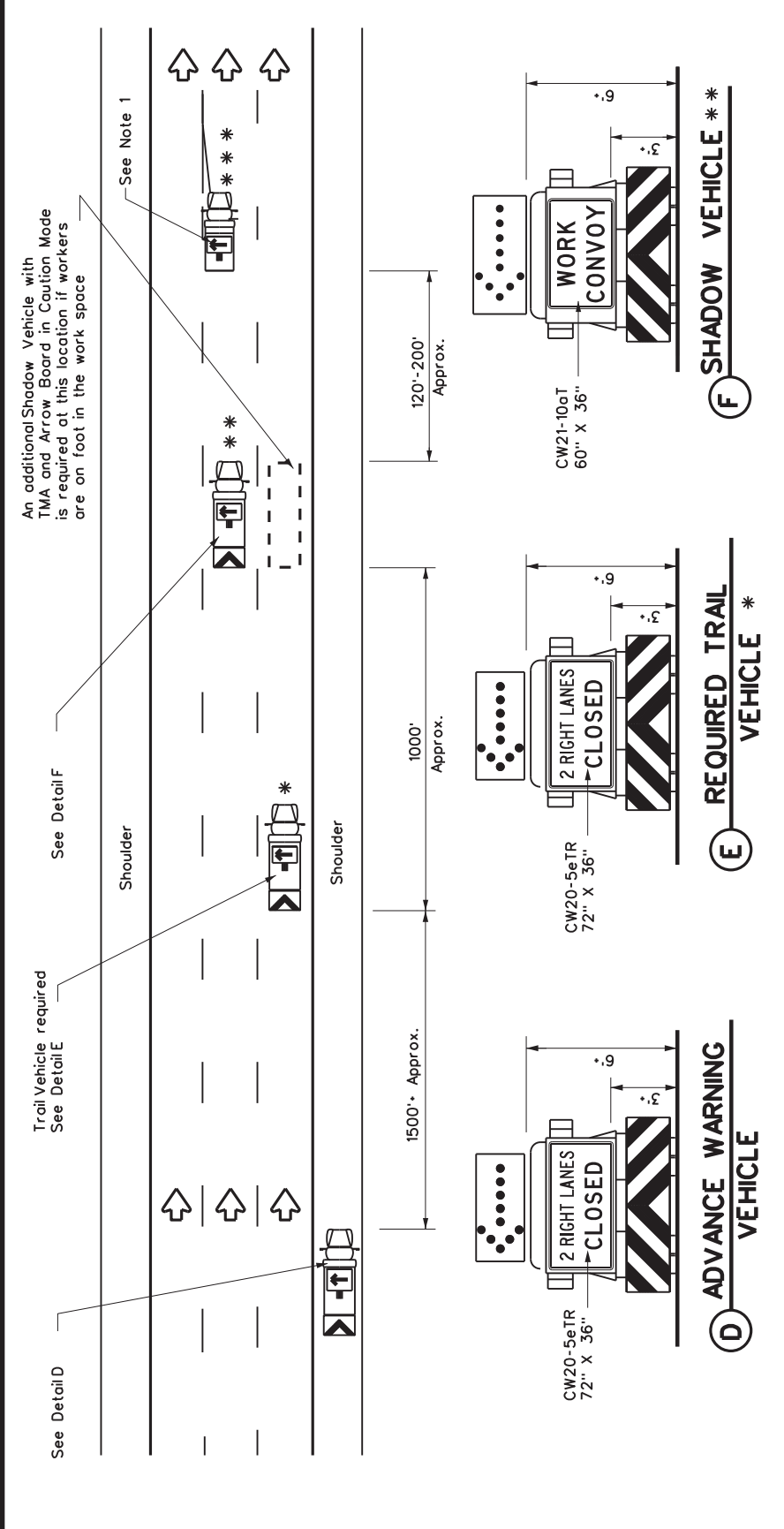
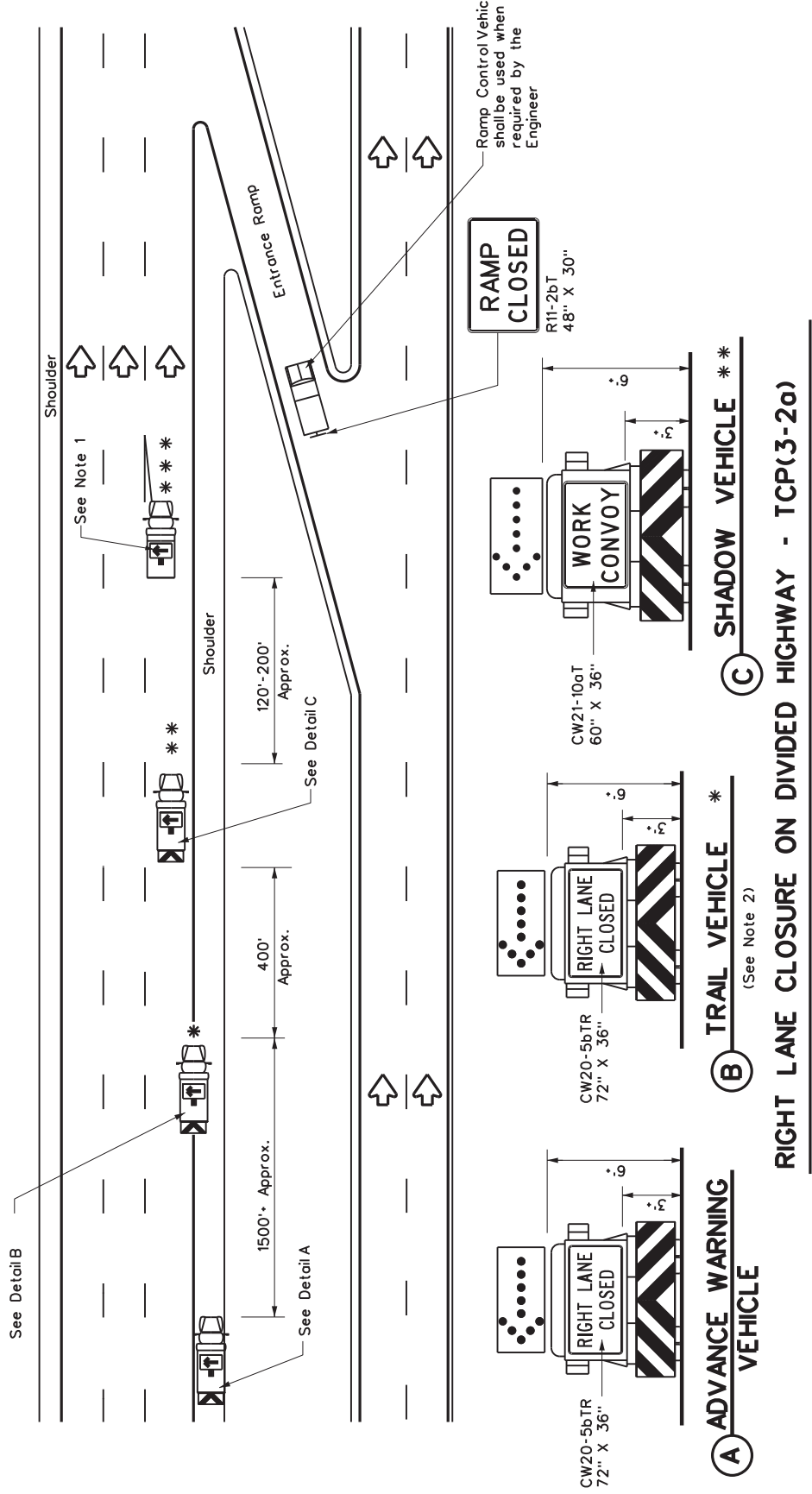
The diagram shows a TMA striping pattern with a 45-degree angle. It specifies a height of 6' and a width of 6'. The striping consists of alternating red reflective and white reflective materials.

TCP(3-1)-13

Texas Department of Transportation
 Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN
 MOBILE OPERATIONS
 UNDIVIDED HIGHWAYS**

FILE:	tcp3-1.dgn	DN:	TxDOT	OW:	TxDOT	CK:	TxDOT
REV:	December 1985	CONT:	SECT	JOB:	SH 22.ETC	REVISIONS:	647342 001
2-94	4-98	DIST:	WACO	COUNTY:	HILL, ETC	SHEET NO.:	32
8-95	7-13						



LEGEND

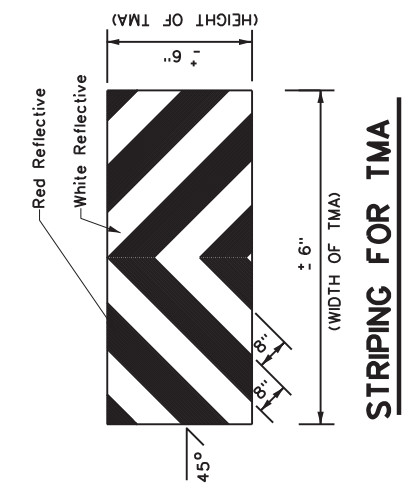
* Trail Vehicle	ARROW BOARD DISPLAY
* Shadow Vehicle	
* Work Vehicle	RIGHT Directional
* Heavy Work Vehicle	LEFT Directional
Truck Mounted Attenuator (TMA)	Double Arrow
Traffic Flow	CAUTION (Alternating Diamond or 4 Corner Flash)

TYPICAL USAGE

MOBILE	SHORT DURATION	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓			

GENERAL NOTES

1. ADVANCE WARNING, TRAIL and SHADOW vehicles shall be equipped with Type B or Type C flashing arrow boards as per the Barricade and Construction (BC) standards. Arrow boards on WORK vehicles will be optional based on the type of work being performed. The arrow boards shall be operated from inside the vehicle.
2. For TCP(3-2a) the Engineer will determine if the TRAIL VEHICLE is required based on prevailing roadway conditions, traffic volume, and sight distance restrictions. All other vehicles shown for both TCP(3-2a) and TCP(3-2b) are required.
3. The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
4. The use of truck mounted attenuators (TMA) on the ADVANCE WARNING, SHADOW, and TRAIL vehicles are required.
5. Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DMS 8300, Type A.
6. Each vehicle shall have two-way radio communication capability.
7. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
8. Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE may vary according to terrain, work activity and other factors.
9. Standard 48" X 48" diamond shaped warning signs with the same message as those shown may be used where adequate mounting space exists.
10. The signs shown should be used on the Advance Warning Vehicle. As an option, a portable changeable message sign (PCMS) or a truck mounted changeable message sign (TMCMS) with a minimum character height of 12", and displaying the same legend may be substituted for these signs. An appropriate directional arrow display, simulating the size and legibility of the flashing arrow board, must be used in the second phase of the PCMS/TMCMS message. When this is done, the arrow board will not be required on the Advance Warning Vehicle.
11. Standard diamond shape versions of the CW20-5 series signs may be used as an option if the rectangular signs shown are not available.
12. The principles on this sheet may be used to close lanes from the left side of the roadway considering the number of lanes, shoulder width, sight distance, and ramp frequency.
13. Signs and flashing arrow board modes shall be appropriately altered when implementing left lane closures or interior closures which close the left lanes.
14. The Advance Warning Vehicle may straddle the edge line when shoulder width makes it necessary.



STRIPING FOR TMA

Texas Department of Transportation

TRAFFIC CONTROL PLAN

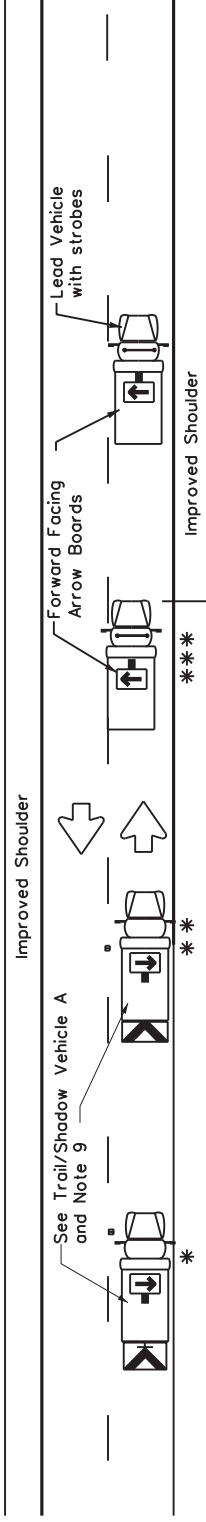
MOBILE OPERATIONS

DIVIDED HIGHWAYS

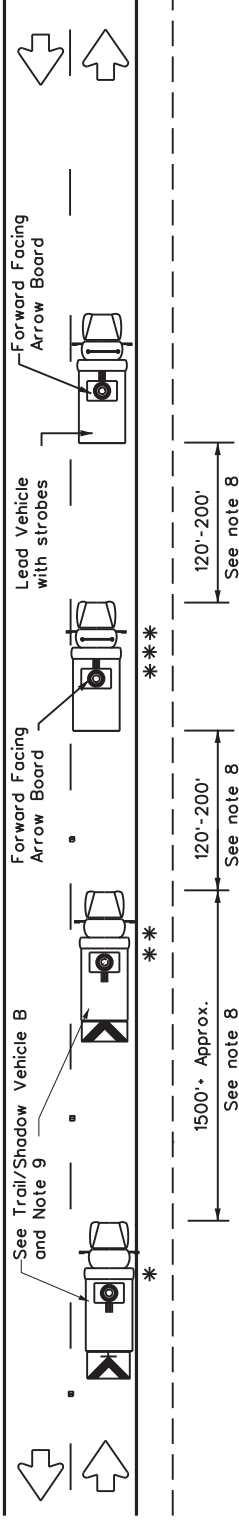
TCP(3-2)-13

FILE: tcp3-2.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
CONT: 1985	SECT: 001	JOB: SH 22.ETC	REV: 647342	DATE: 2-94
REVISIONS: 8-95	7-13	DESIGN: WACO	COUNTY: HILL, ETC	SHEET NO: 33

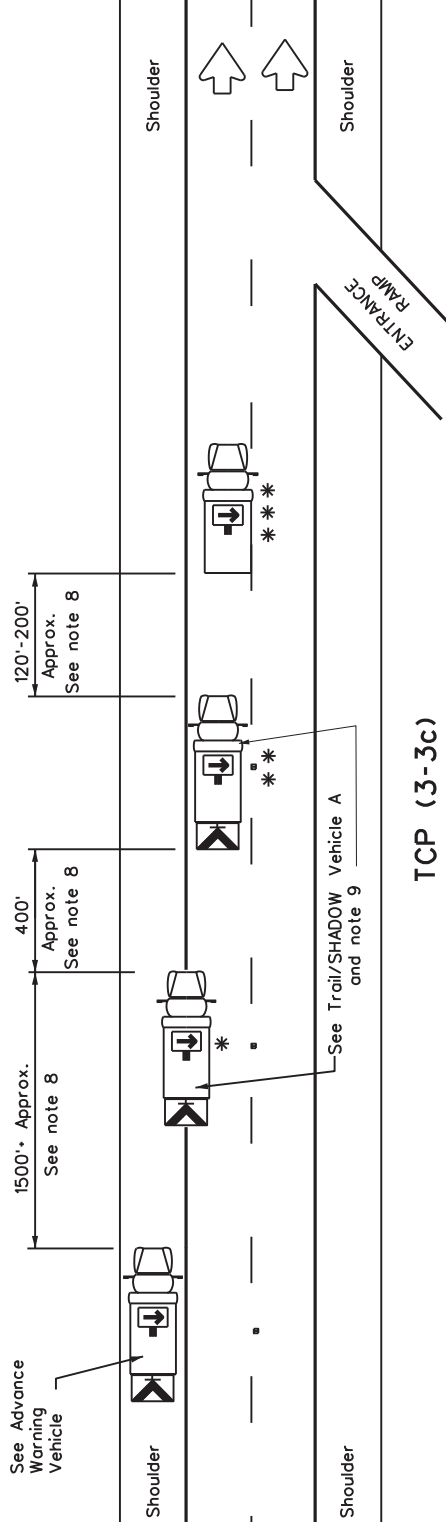
DISCLAIMER:
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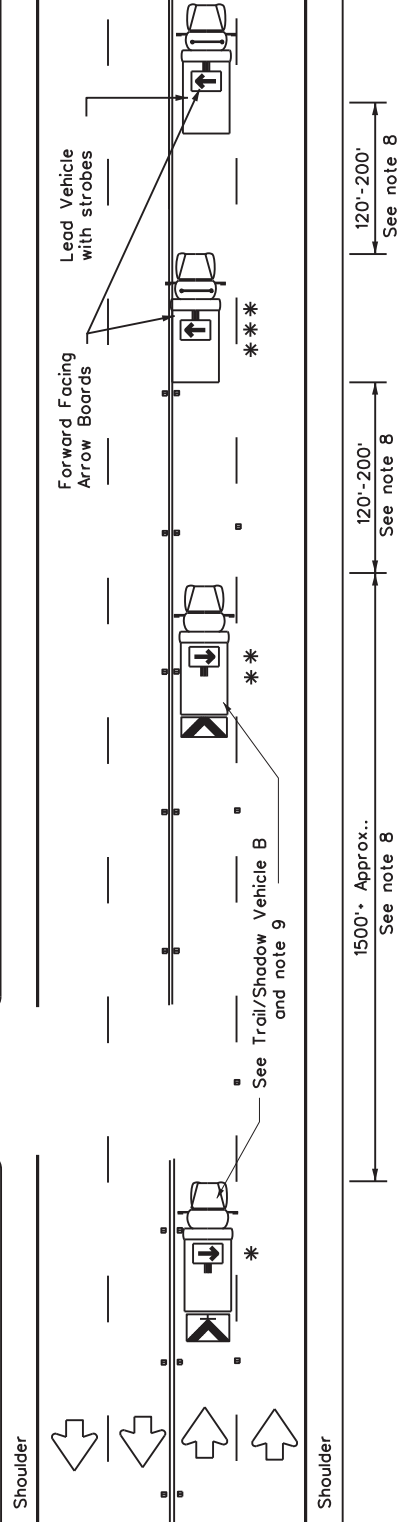
TCP (3-3a)
TWO LANE HIGHWAY WITH PAVED SHOULDERS
(WORK ON TRAVEL LANE)



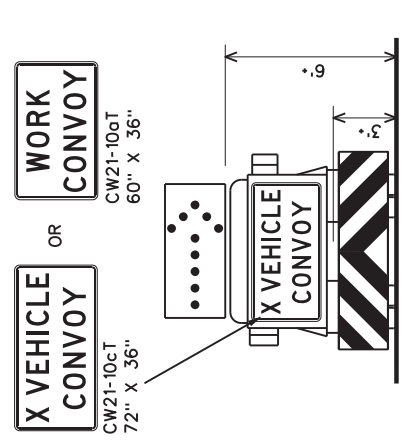
TCP (3-3b)
TWO LANE HIGHWAY WITHOUT PAVED SHOULDERS
(WORK ON TRAVEL LANE)



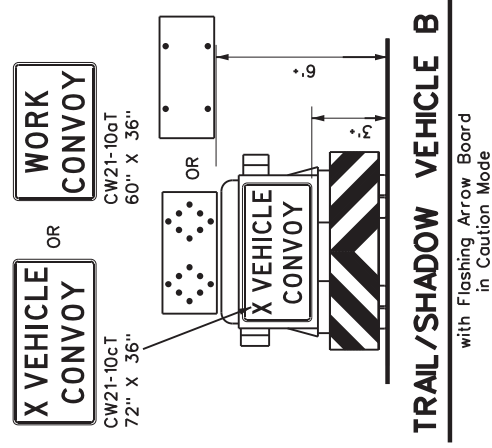
TCP (3-3c)
DIVIDED MULTILANE HIGHWAY



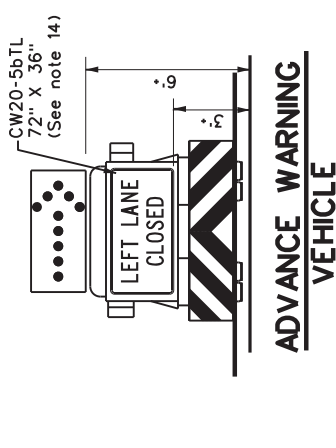
TCP (3-3d)
UNDIVIDED MULTILANE HIGHWAY



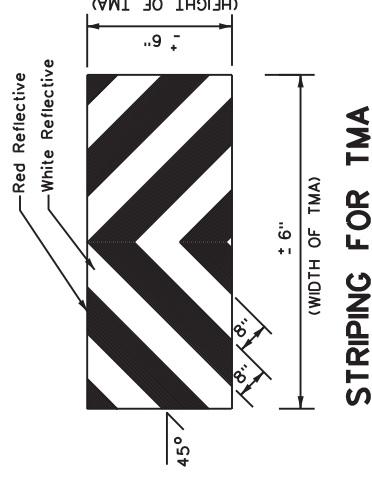
TRAIL/SHADOW VEHICLE A
with RIGHT Directional display
Flashing Arrow Board



TRAIL/SHADOW VEHICLE B
with Flashing Arrow Board
in Caution Mode



ADVANCE WARNING VEHICLE



STRIPING FOR TMA

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

TYPICAL USAGE		
MOBILE	SHORT DURATION	LONG TERM STATIONARY
✓	✓	✓

GENERAL NOTES

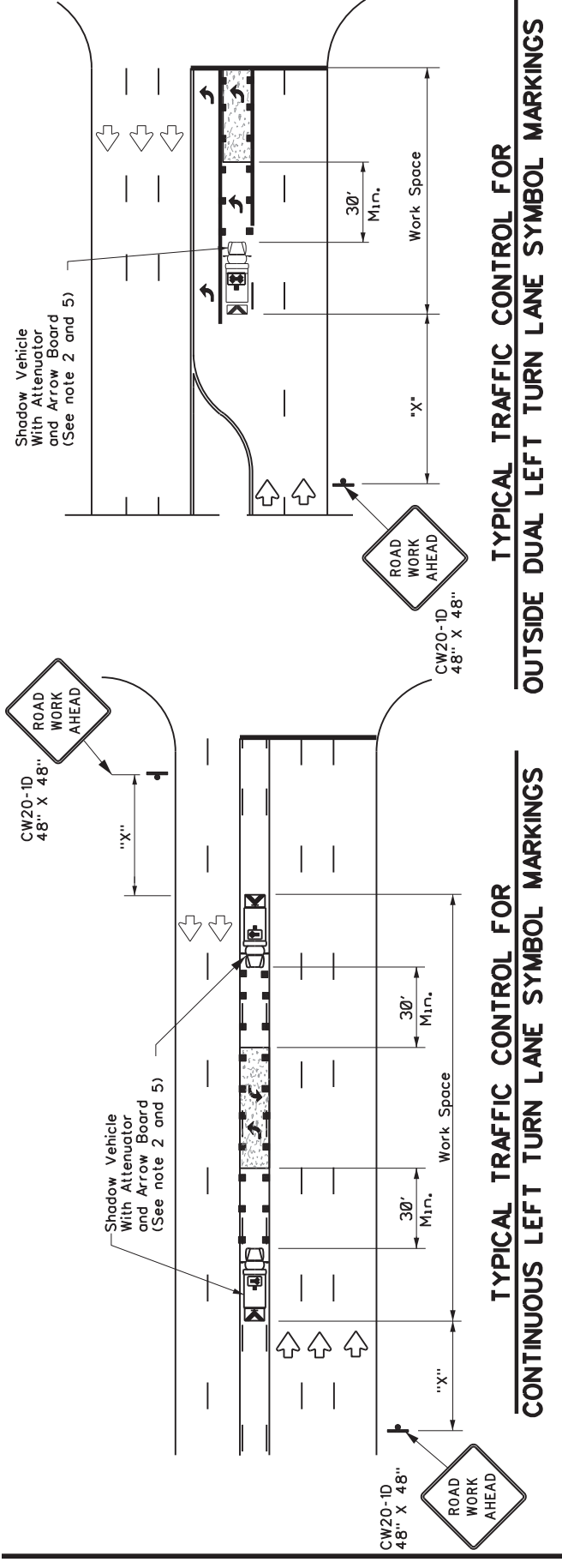
- TRAIL, SHADOW, and LEAD vehicles shall be equipped with arrow boards as illustrated. When a LEAD vehicle is not used on two way roads the WORK vehicle must have an arrow board. For divided roadways, the arrow board on the WORK vehicle is optional based on the type of work being performed. The Engineer will determine if the LEAD vehicle and/or TRAIL vehicle are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
- The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating, or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
- The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE, ADVANCE WARNING and TRAIL VEHICLE are required.
- Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION DMS 8300, Type A.
- Flashing arrow boards shall be Type B or Type C as per the Barricade and Construction (BC) standards. The board shall be controlled from inside the vehicle.
- Each vehicle shall have two-way radio communication capability.
- When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
- Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE and vehicle spacing between WORK VEHICLE and LEAD VEHICLE may vary according to terrain, work activity and other factors.
- X VEHICLE CONVOY (CW21-10cT) or WORK CONVOY (CW21-10aT) signs shall be used on TRAIL VEHICLES and SHADOW VEHICLES as shown. As an option 48" x 48" diamond shaped WORK CONVOY (CW21-10T) or X VEHICLE CONVOY (CW21-10bT) signs may be used where adequate mounting space exists. When used, the X VEHICLE CONVOY sign shall have the number of the convoy vehicles displayed on the sign in the number designation "X" location. The X VEHICLE CONVOY sign shall not be used on the SHADOW VEHICLE if a TRAIL VEHICLE is used.
- For divided highways with two or three lanes in one direction, the appropriate LEFT LANE CLOSED (CW20-5bTL), RIGHT LANE CLOSED (CW20-5bTR), or CENTER LANE CLOSED (CW20-5dT) sign should be used on the Advance Warning Vehicle. As an option, a portable changeable message sign (PCMS) or truck mounted changeable message sign (TMCMS) with a minimum character height of 12", and displaying the same legend may be substituted for these signs. An appropriate directional arrow display, simulating the size and legibility of the flashing arrow board may be used in the second phase of the PCMS/TMCMS message. When this is done, the arrow board will not be required on the Advance Warning Vehicle.
- A double arrow shall not be displayed on the arrow board on the Advance Warning Vehicle.
- For divided highways with three or four lanes in each direction, use TCP(3-2).
- Standard diamond shape versions of the CW20-5 series signs may be used as an option if the rectangular signs shown are not available.
- The Advance Warning Vehicle may straddle the edge line when Shoulder width makes it necessary.
- On two-lane two-way roadways, the work and protection vehicles should pull over periodically to allow motor vehicle traffic to pass. If motorists are not allowed to pass the work convoy, a DO NOT PASS (R4-1) sign should be placed on the back of the rear most protection vehicle.

Texas Department of Transportation
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
MOBILE OPERATIONS
RAISED PAVEMENT
MARKER INSTALLATION/REMOVAL
TCP(3-3)-14

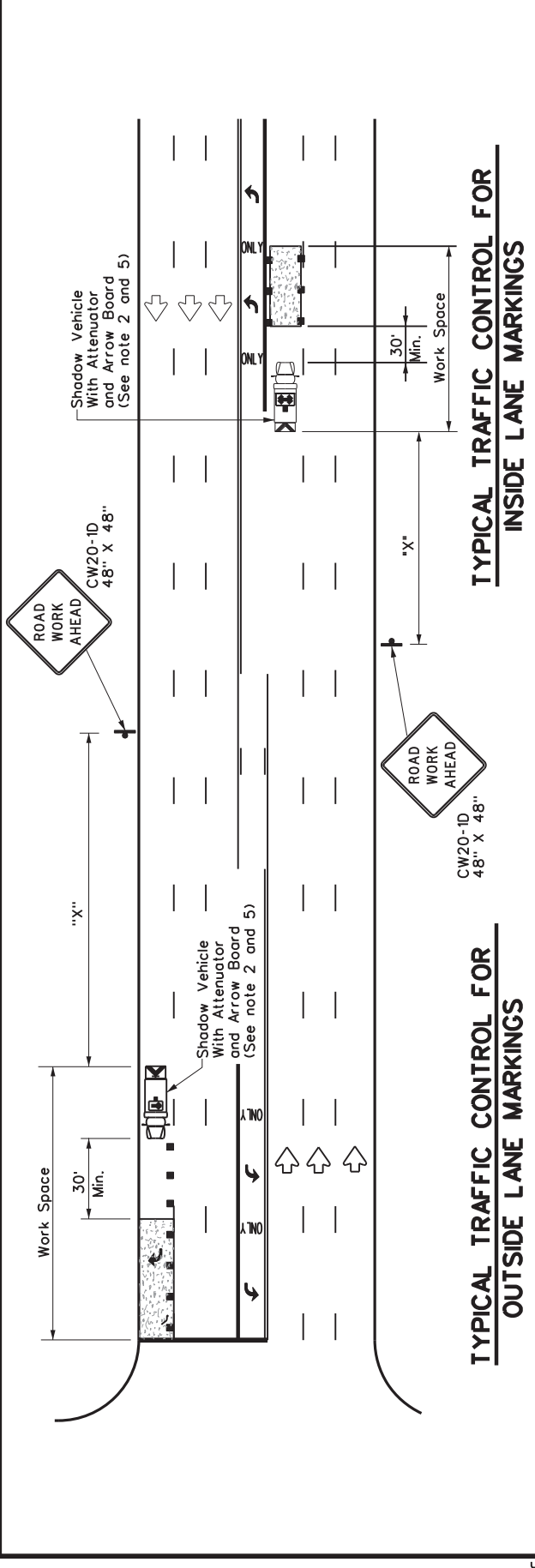
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JOB:	647342	JOB:	001	SH	22.ETC				
COUNTY:	WACO	COUNTY:	HILL, ETC						
SHEET NO.:		SHEET NO.:							34

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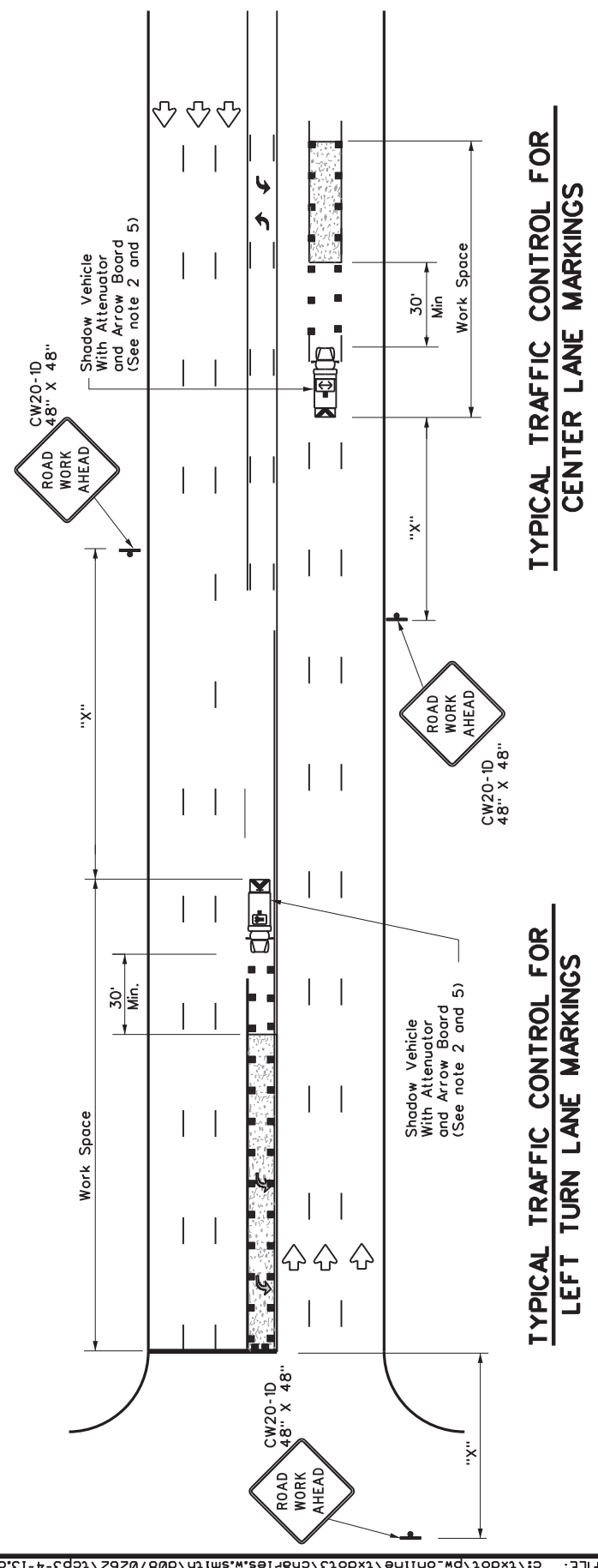
TYPICAL TRAFFIC CONTROL FOR CONTINUOUS LEFT TURN LANE SYMBOL MARKINGS

TYPICAL TRAFFIC CONTROL FOR OUTSIDE DUAL LEFT TURN LANE SYMBOL MARKINGS



TYPICAL TRAFFIC CONTROL FOR OUTSIDE LANE MARKINGS

TYPICAL TRAFFIC CONTROL FOR INSIDE LANE MARKINGS



TYPICAL TRAFFIC CONTROL FOR LEFT TURN LANE MARKINGS

TYPICAL TRAFFIC CONTROL FOR CENTER LANE MARKINGS

LEGEND

* Trail Vehicle	ARROW BOARD DISPLAY
** Shadow Vehicle	
** Work Vehicle	RIGHT Directional
** Heavy Work Vehicle	LEFT Directional
Truck Mounted Attenuator (TMA)	Double Arrow
Traffic Flow	Channelizing Devices

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

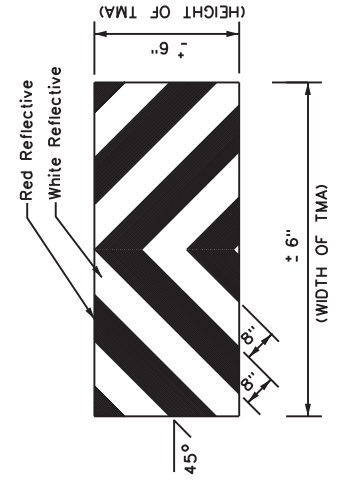
x Conventional Roads Only
 x x Taper lengths have been rounded off.
 L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

TYPICAL USAGE

MOBILE	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓			

GENERAL NOTES

- This traffic control plan is for use on conventional roads posted at 45 mph or less and is intended for mobile operations that move continuously or intermittently (stopping up to approximately 15 minutes) such as short-line striping and in-lane rumble strips. When activities are anticipated to take longer amounts of time or traffic conditions warrant, a short duration or short-term stationary traffic control plan should be used.
- A Truck Mounted Attenuator shall be used on Shadow Vehicle. Striping on the back panel of all truck mounted attenuators shall be 8" red and white reflective sheeting placed in an inverted "V" design. Reflective sheeting shall meet or exceed the reflectivity and color requirements of departmental material specification DMS-8300, Type A.
- All traffic control devices shall be in accordance with the "Texas Manual Uniform Traffic Control Devices" (TMUTCD), latest edition.
- The use of yellow rotating beacons or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the drivers side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
- Flashing arrow board shall be used on Shadow Vehicle. Flashing arrow board shall be Type B or Type C as per BC Standards. The arrow board operation shall be controlled from inside the truck.

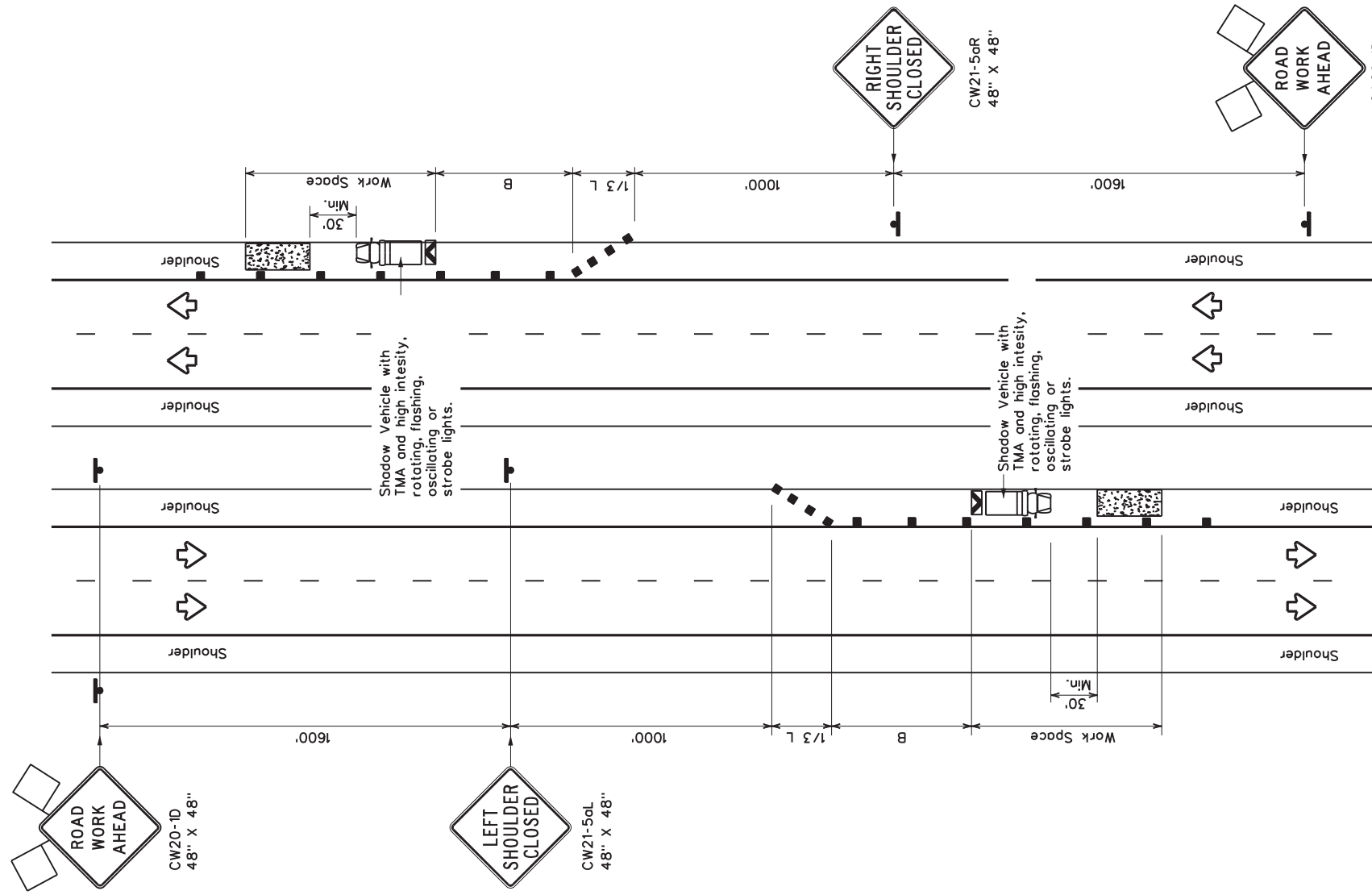


STRIPING FOR TMA

Texas Department of Transportation
TRAFFIC CONTROL PLAN
MOBILE OPERATIONS FOR
ISOLATED WORK AREAS
UNDIVIDED HIGHWAYS
TCP(3-4)-13

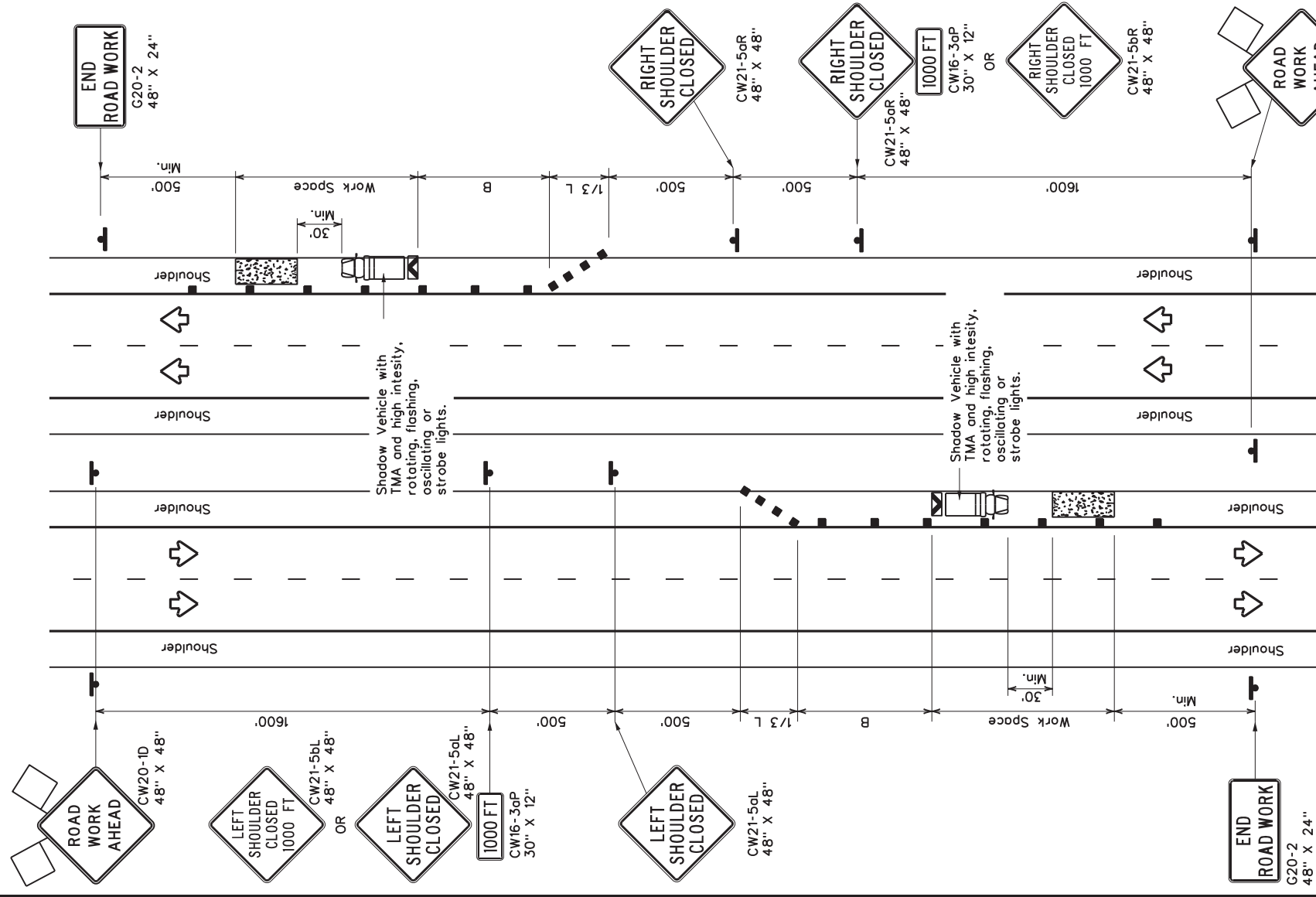
FILE: Tcp3-4.dgn
 DATE: 10/22/2024
 JOB: SH 22.ETC
 REVISIONS: 647342 001
 COUNTY: WACO
 SHEET NO.: 35

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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 x	Formula	Minimum Desirable Taper Lengths x x	Suggested Maximum Spacing of Channelizing Devices	Suggested Longitudinal Buffer Space "B"
30	WS^2	10' Offset 150' 15'	On a Taper 12' 30'	90'
35	$L \cdot WS$	150' 15'	30'	120'
40		205' 225'	35'	155'
45		295' 320'	40'	195'
50		450' 495'	45'	240'
55		550' 600'	50'	295'
60	$L \cdot WS$	605' 660'	55'	350'
65		720' 780'	60'	410'
70		840' 900'	65'	475'
75		960' 1020'	70'	540'
80		1080' 1140'	75'	615'

x Conventional Roads Only
 x x 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.

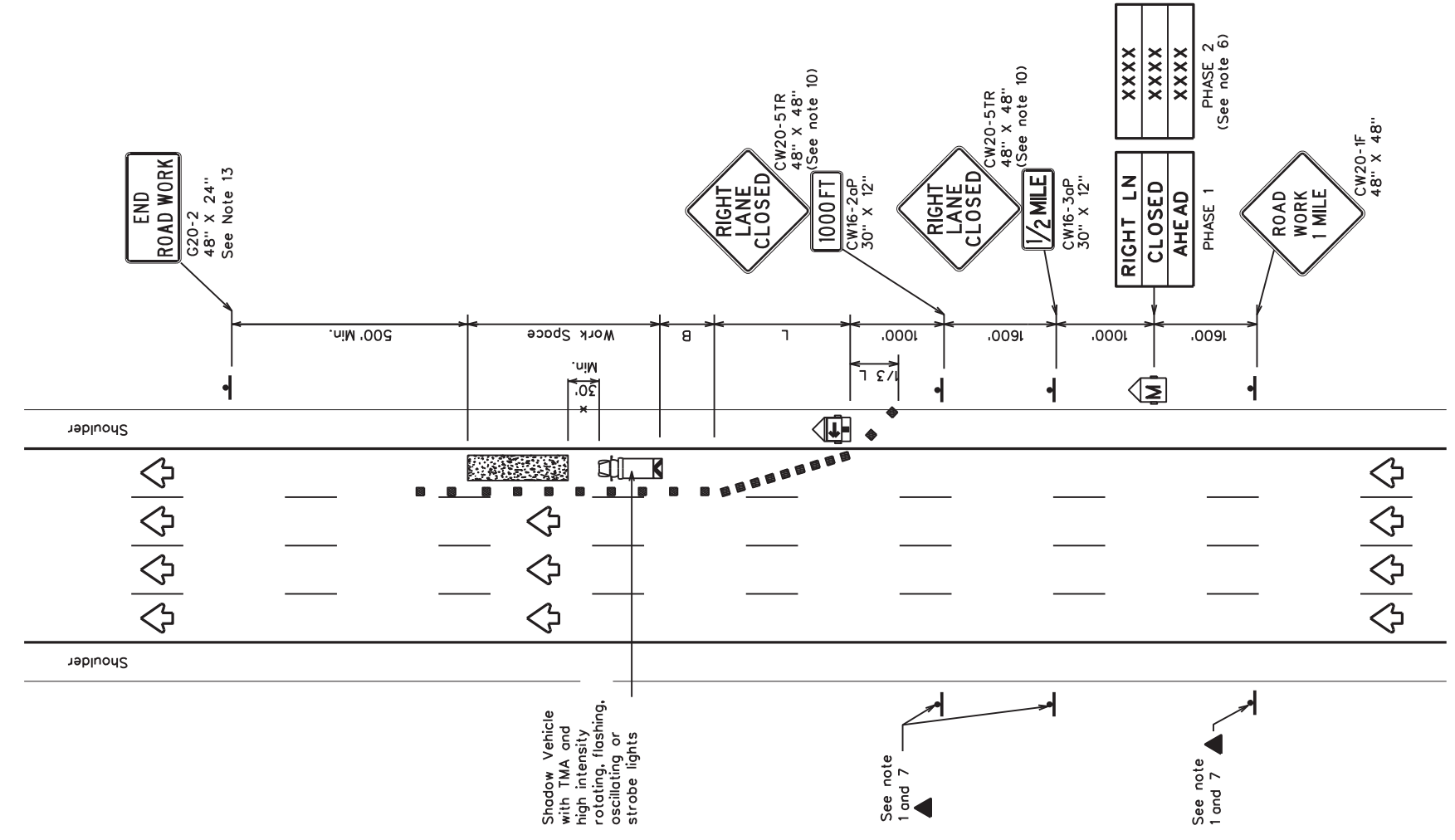
Texas Department of Transportation
 Traffic Operations Division Standard

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

TCP(5-1)-18

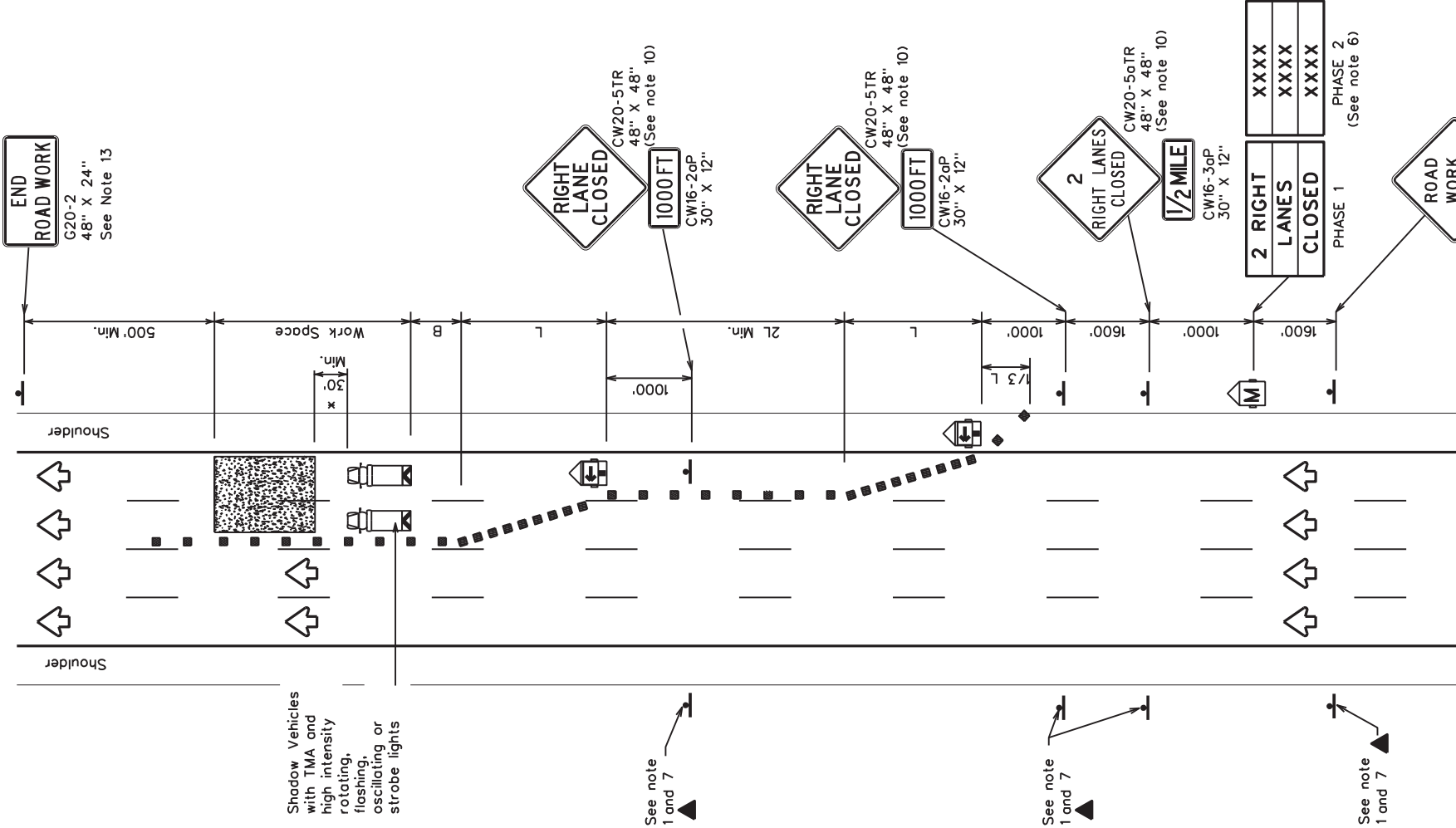
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© TxDOT	February 2012	CONT	SECT	JOB	HIGHWAY
2-18	REVISIONS	6473	42	001	SH 22.ETC
		DIST		COUNTY	SHEET NO.
		WACO		HILL, ETC	36

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TCP (6-1a)

TYPICAL FREEWAY ONE LANE CLOSURE



TCP (6-1b)

TYPICAL FREEWAY TWO LANE CLOSURE

LEGEND

	Type 3 Barricade		Channelizing Devices
	Truck Mounted Attenuator (TMA)		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'	11'	12'	On a Taper	On a Tangent	90'	
45		450'	495'	540'	45'	50'	90'	195'
50		500'	550'	600'	50'	55'	100'	240'
55	L = WS	550'	605'	660'	55'	60'	110'	295'
60		600'	660'	720'	60'	65'	120'	350'
65		650'	715'	780'	65'	70'	130'	410'
70		700'	770'	840'	70'	75'	140'	475'
75		750'	825'	900'	75'	80'	150'	540'
80		800'	880'	960'	80'	85'	160'	615'

x x 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.

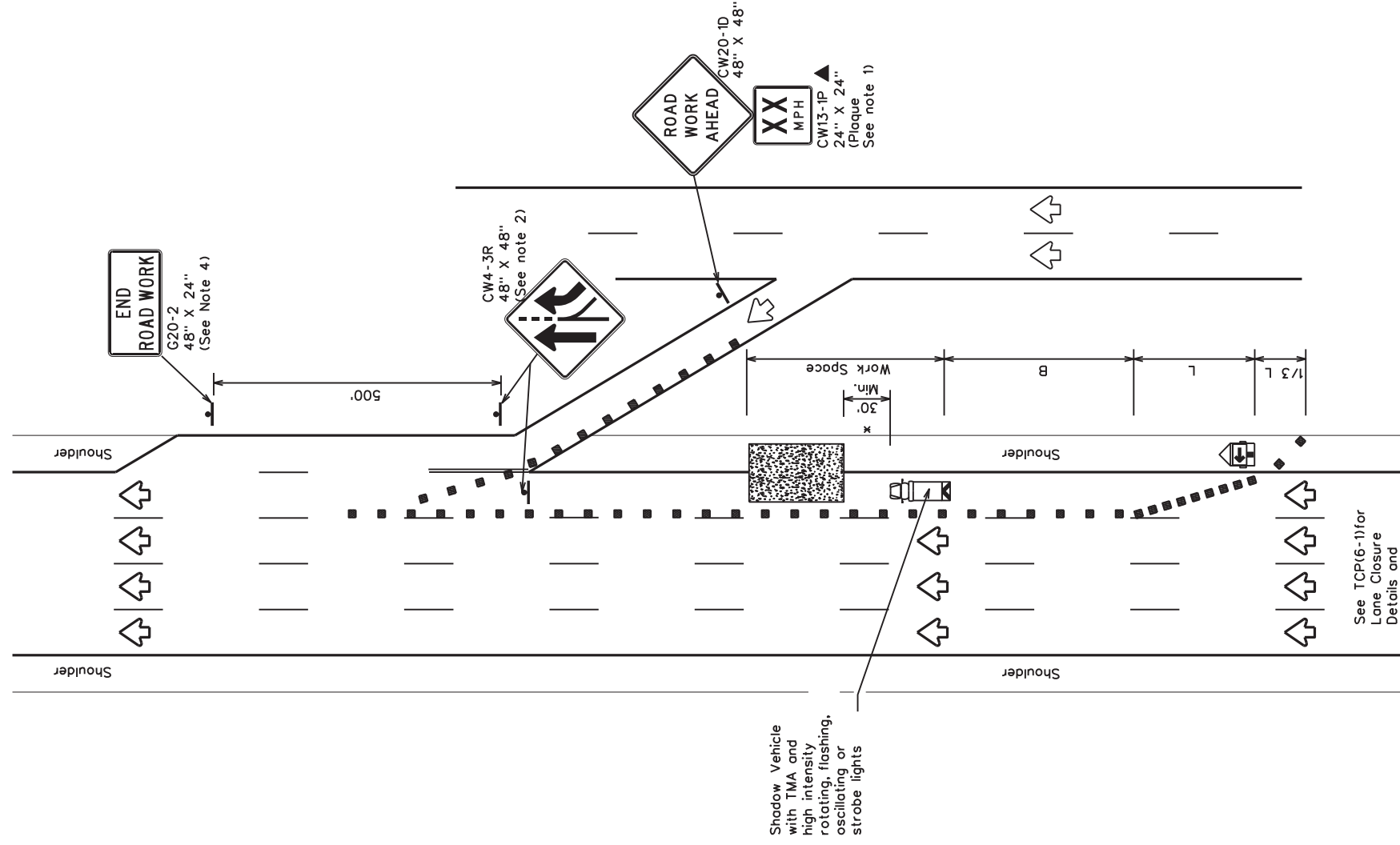


**TRAFFIC CONTROL PLAN
 FREEWAY LANE CLOSURES**

TCP(6-1)-12

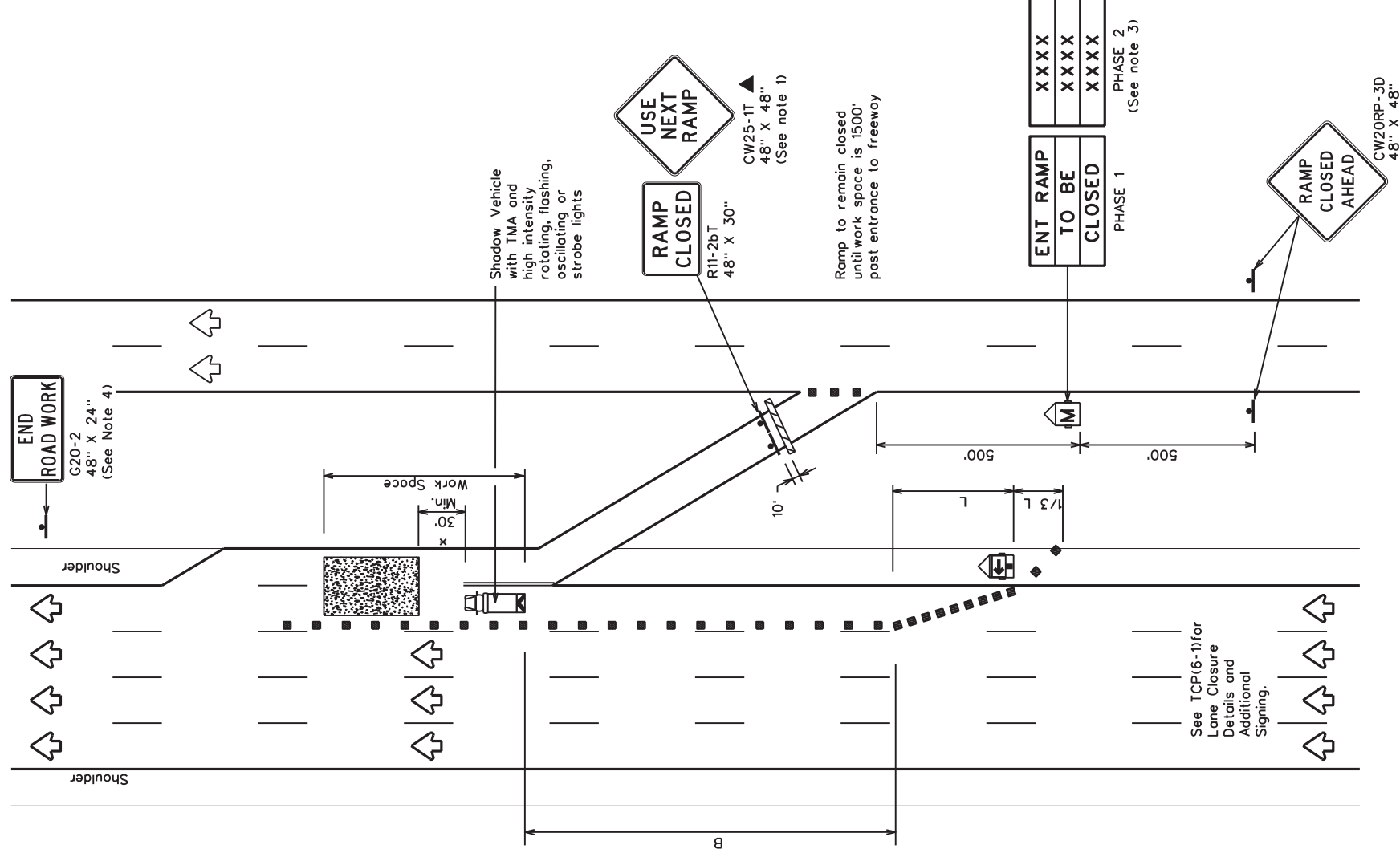
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REV:	8-12	REVISIONS:	647342	001			
		DIST:	WACO	COUNTY:	HILL, ETC	SHEET NO.:	37

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TCP (6-2a)

**ENTRANCE RAMP OPEN
 WORK WITHIN 500' OF RAMP**



TCP (6-2b)

ENTRANCE RAMP CLOSED

LEGEND

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

Posted Speed	Minimum Desirable Taper Lengths "L"		Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"	
	10' Offset	12' Offset	On a Taper	On a Tangent		
45	450'	495'	540'	45'	90'	195'
50	500'	550'	600'	50'	100'	240'
55	550'	605'	660'	55'	110'	295'
60	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'

* x 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.

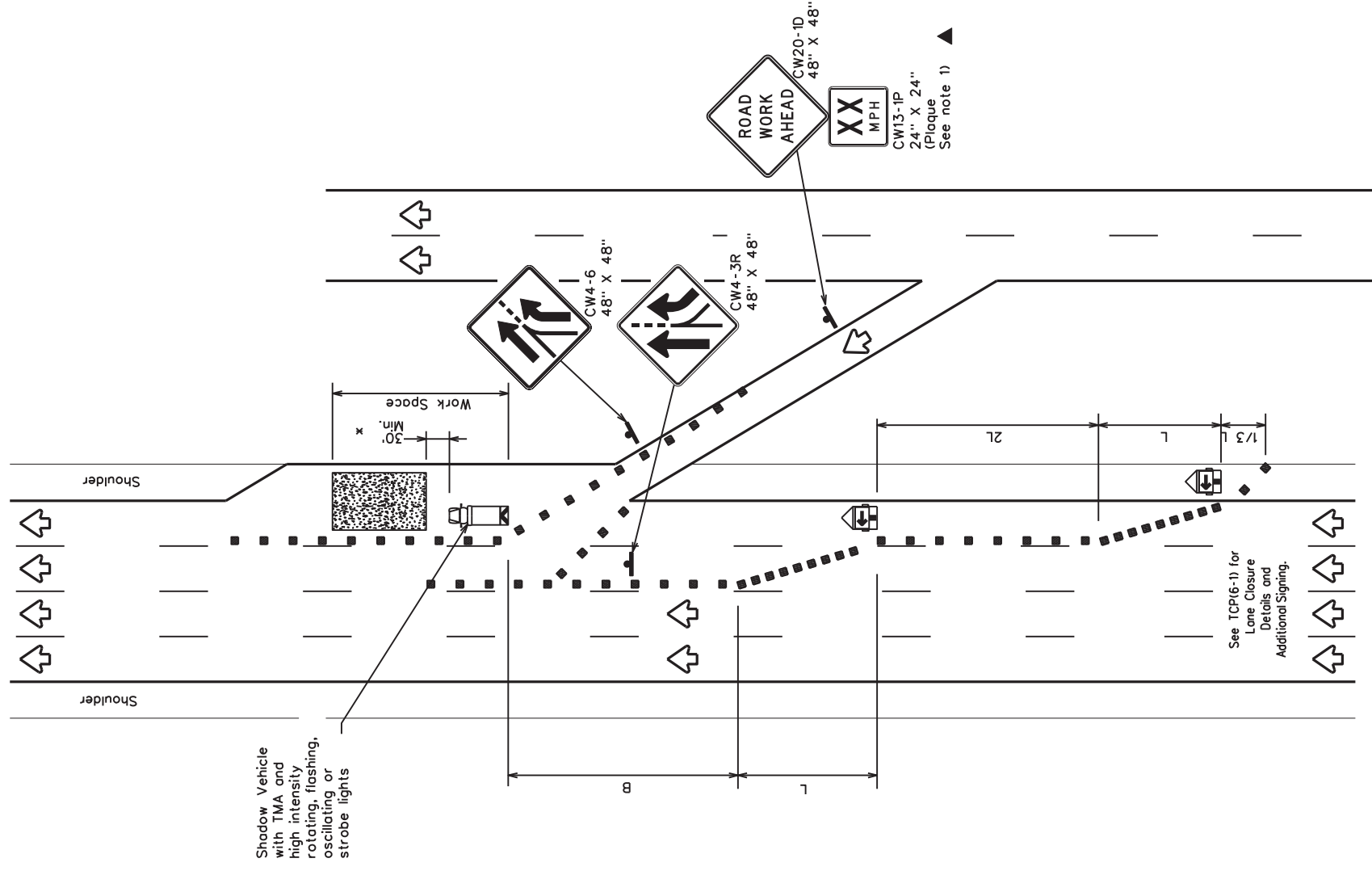


**TRAFFIC CONTROL PLAN
 WORK AREA NEAR RAMP**

TCP(6-2)-12

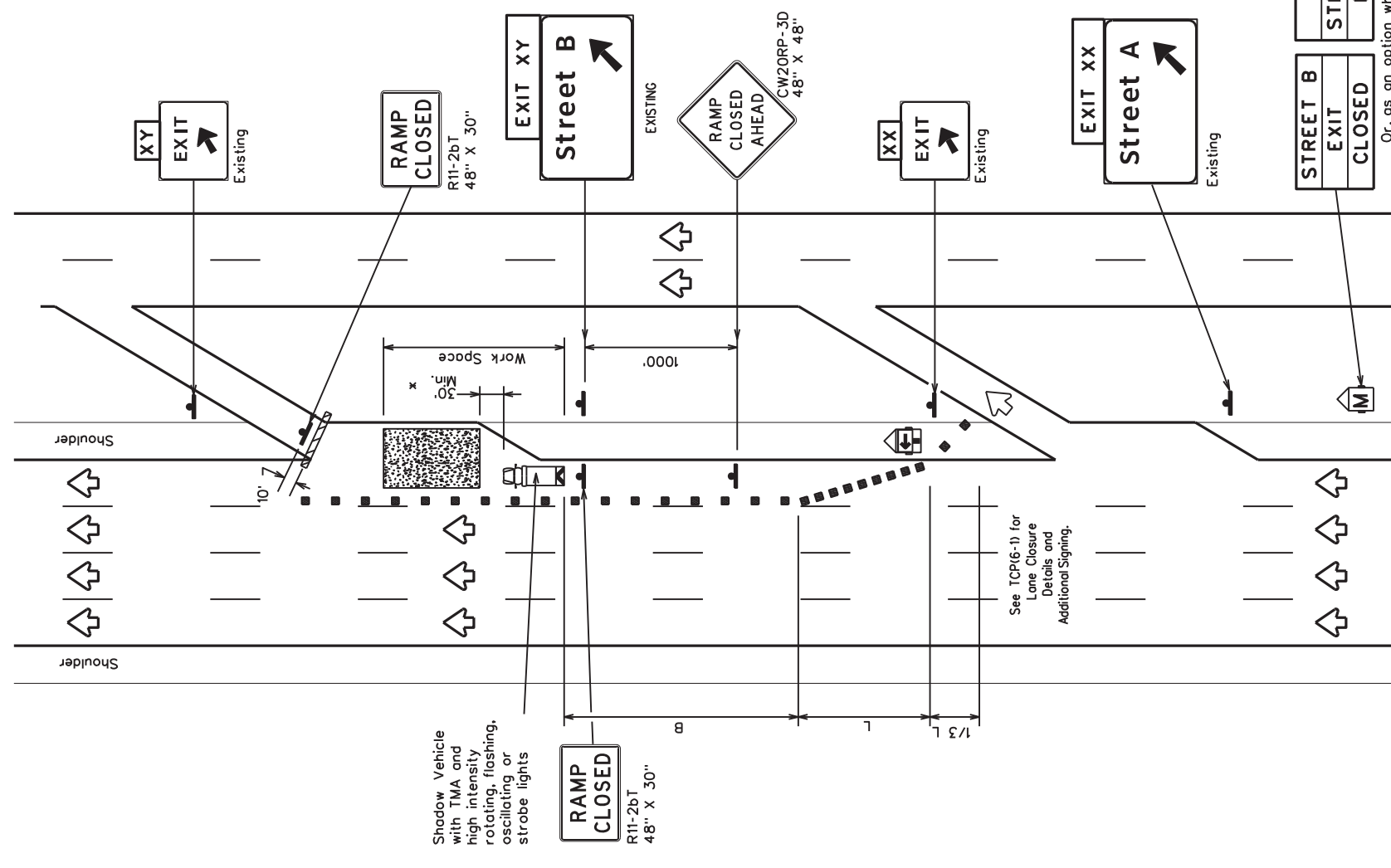
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TxDOT:	FEBRUARY 1994	CONTRACT:	647342	JOB:	SH 22.ETC
REVISIONS:	1-97 8-98	DIST:	001	COUNTY:	WACO
	4-98 8-12			HILL, ETC	38

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

* x 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. All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.

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

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

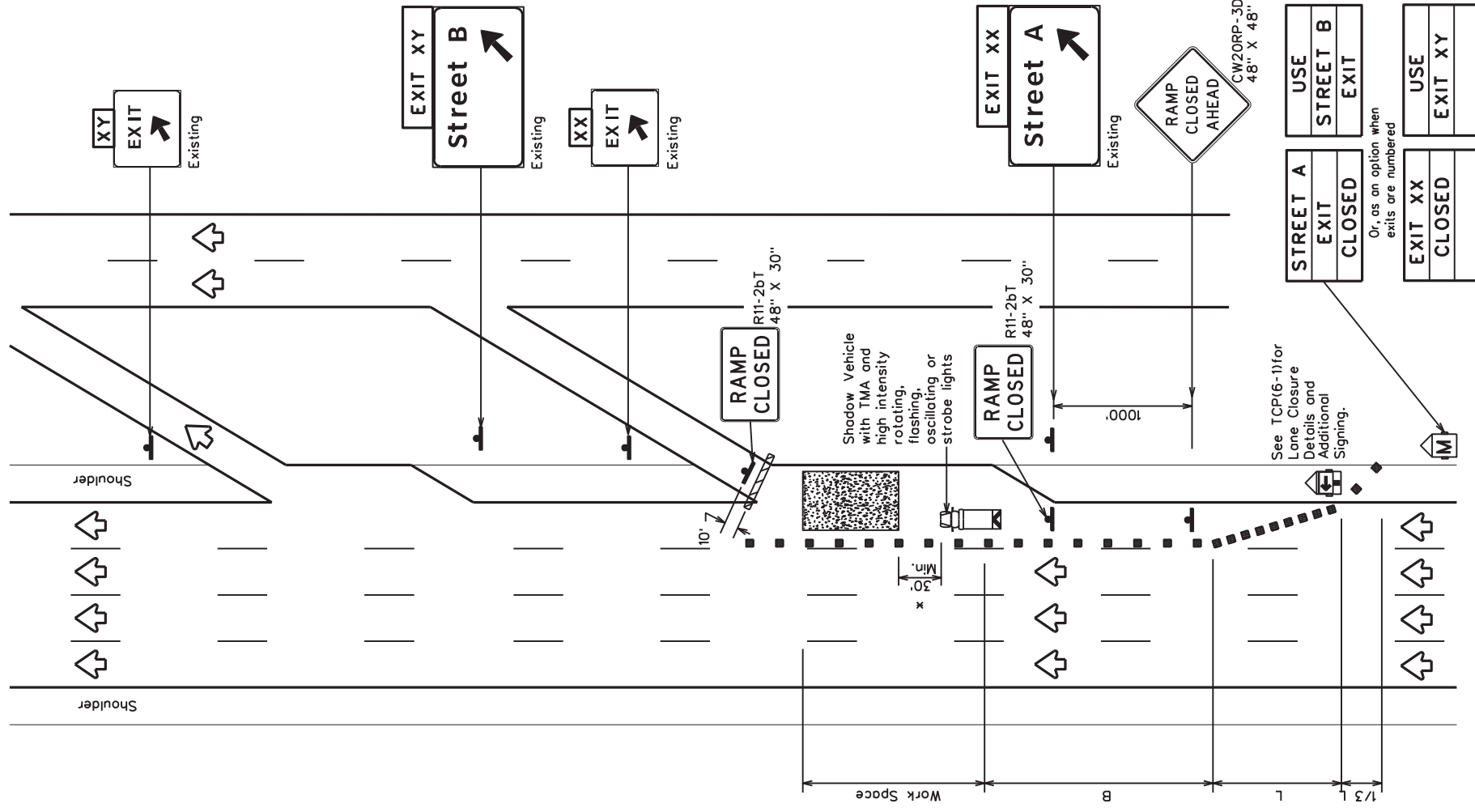


**TRAFFIC CONTROL PLAN
WORK AREA BEYOND RAMP**

TCP(6-3)-12

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DATE:	February 1994	CONT:	SECT	JOB:	SH 22.ETC	REV:	647342	001	001
DATE:	1-97 8-98 4-98 8-12	DIST:	WACO	COUNTY:	HILL, ETC	SHEET NO.:	39		

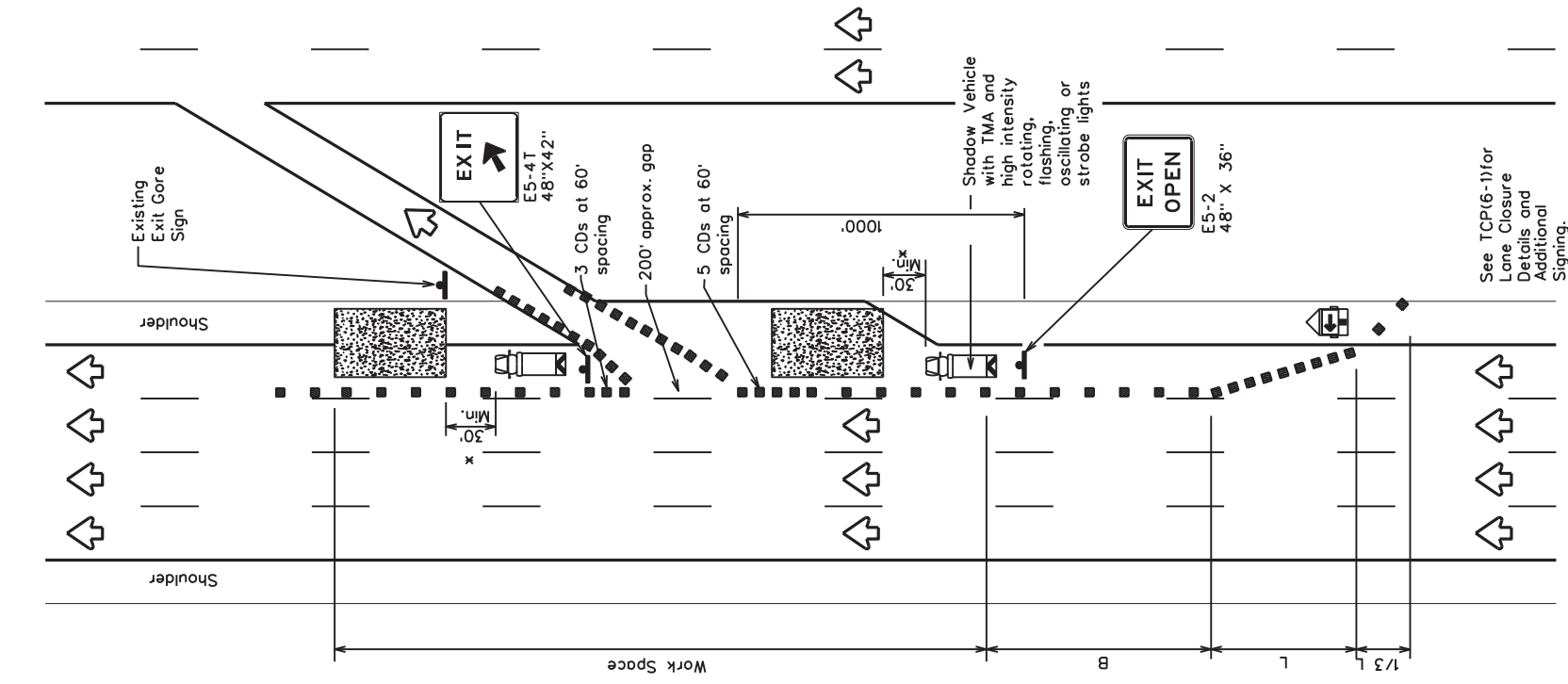
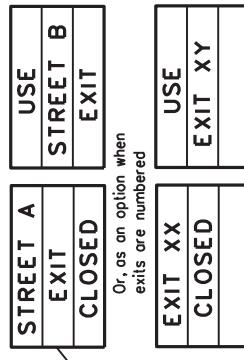
DISCLAIMER:
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TCP (6-4a)

EXIT RAMP CLOSED
TRAFFIC EXITS PAST CLOSED RAMP

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



TCP (6-4b)

EXIT RAMP OPEN

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

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	Minimum Desirable Taper Lengths "L"		Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
	10' Offset	12' On a Taper	On a Taper	On a Tangent	
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'
80	800'	880'	80'	160'	615'

* x 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.

2. See BC Standards for sign details.

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

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



TRAFFIC CONTROL PLAN
WORK AREA AT EXIT RAMP

TCP(6-4)-12

FILE:	tcp6-4.dgn	DN:	TxDOT	OW:	TxDOT	CK:	TxDOT
CONT:	REVISIONS	SECT:	JOB	SH:	22.ETC	DATE:	1-97 8-98
DIST:	647342	001	001	001	001	COUNTY:	WACO
4-98 8-12						HILL, ETC	40

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

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

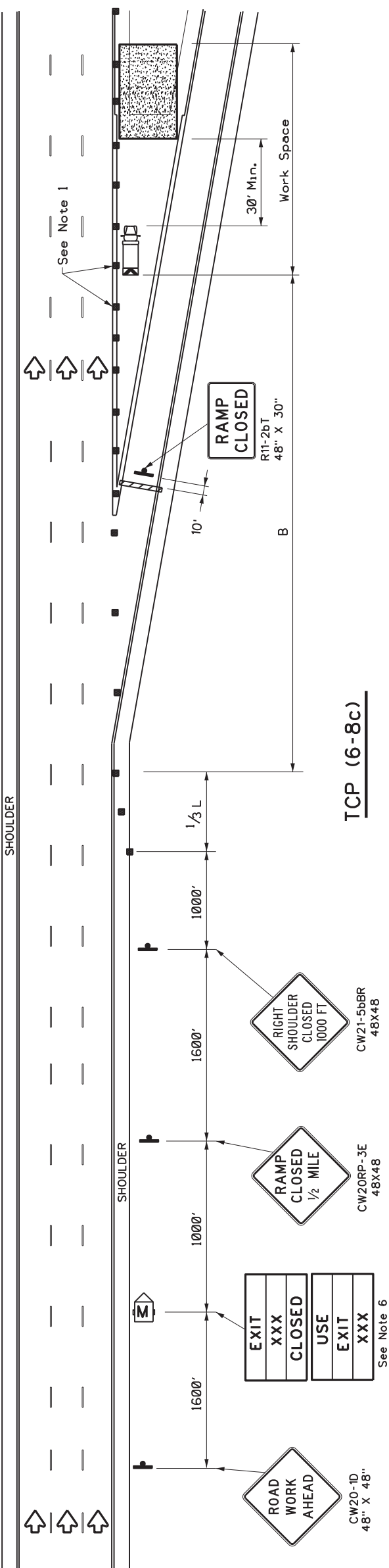
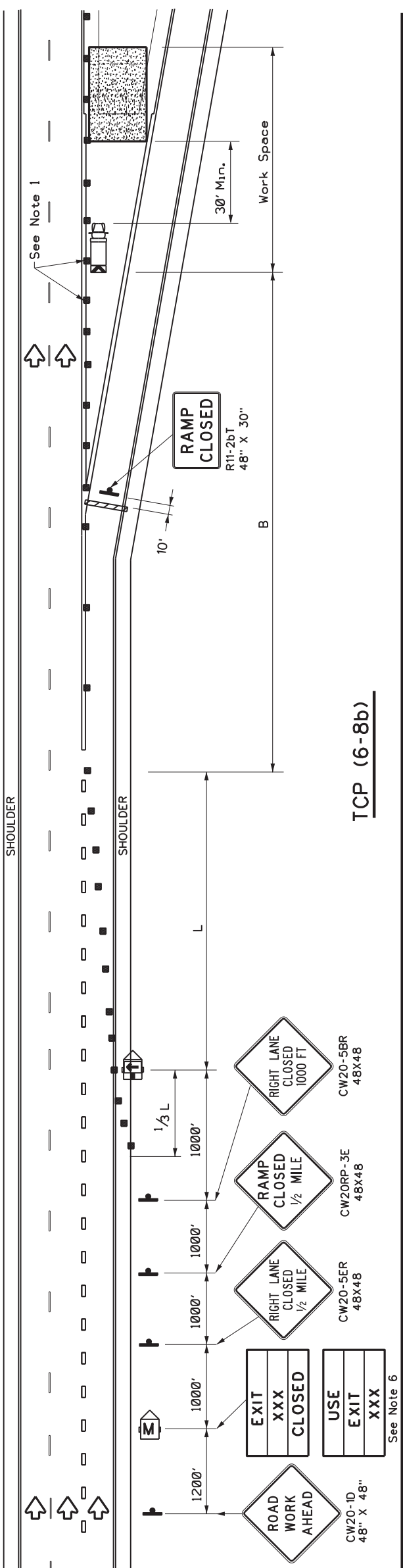
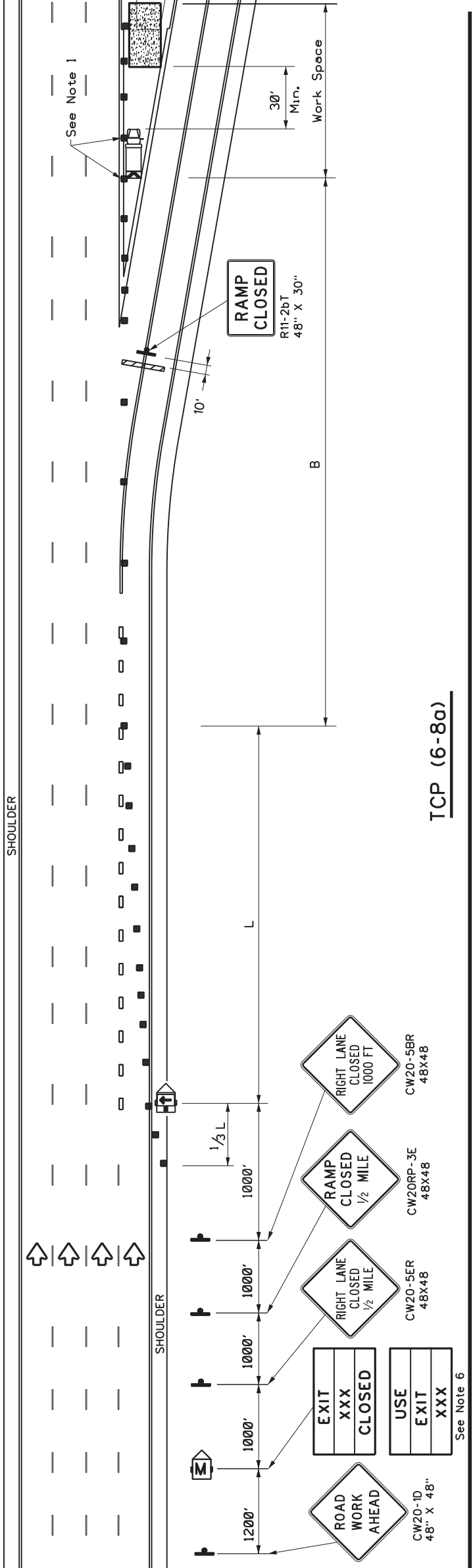
GENERAL NOTES

- 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) for traffic control details.
- Truck mounted attenuator is required.
- The PCMS may be omitted if replaced with a "RAMP CLOSED" AHEAD (CW20RP-3D) Sign.
- 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	OW: TxDOT	CK: TxDOT	HW: HIGHWAY
© TxDOT February 2014	CONT: 6473	SECT: 42	JOB: 001	SH: 22.ETC	SHEET NO. 42
REVISIONS	DIST: WACO	COUNTY: HILL, ETC			



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

Posted Speed	Formula	Minimum Desirable Taper Lengths "L"			Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' 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 DURATION	SHORT TERM STATIONARY
	✓	✓
		INTERMEDIATE 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.

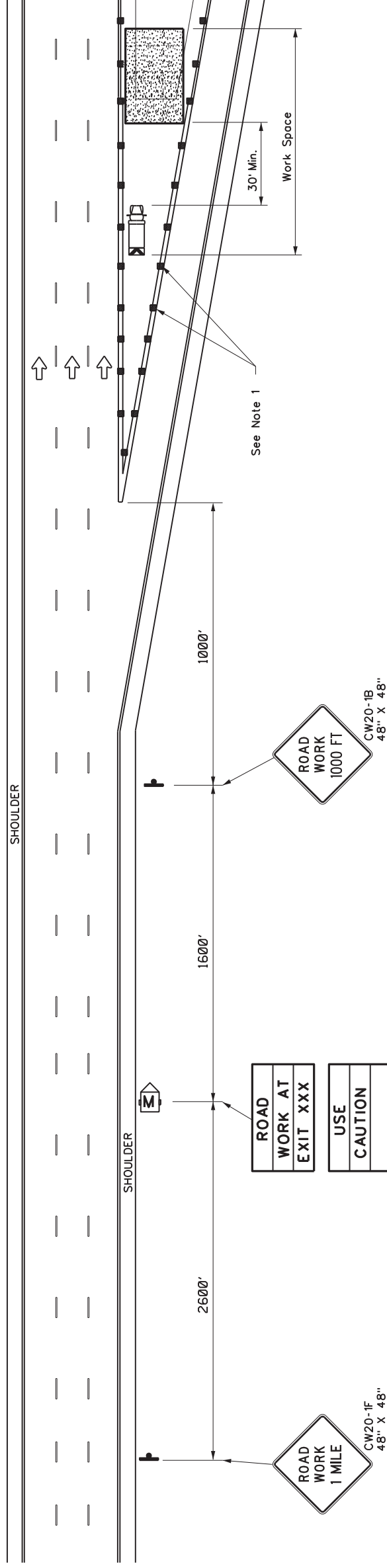


Texas Department of Transportation
 Operations Division
 Standard

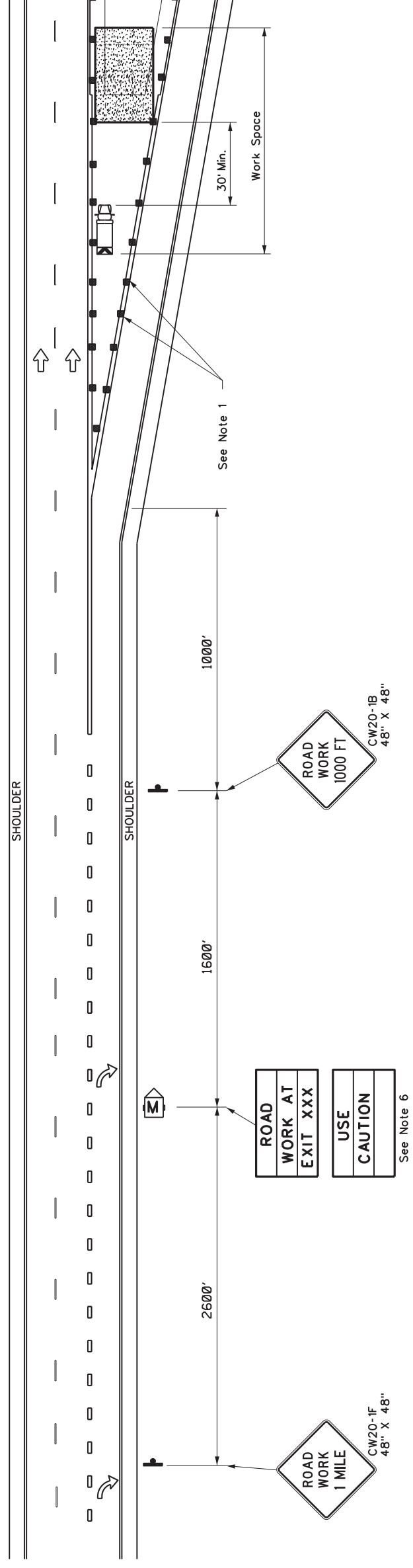
**WORK IN EXIT GORE
 FOR ADT LESS THAN 10,000**

TCP(6-9) - 14

FILE:	tcp6-9.dgn	DN:	TxDOT	CK:	TxDOT	OW:	TxDOT	CHK:	TxDOT	HIGHWAY:
REV:	February 2014	CONT:	SECT	JOB:	SH 22.ETC	DATE:	6473 42	001	001	SH 22.ETC
REVISIONS:		DIST:		COUNTY:		WACO:		HILL, ETC		SHEET NO. 43

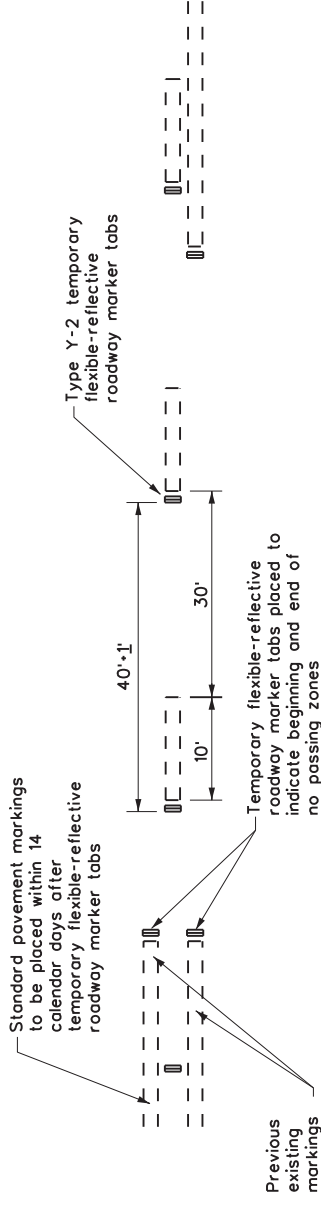
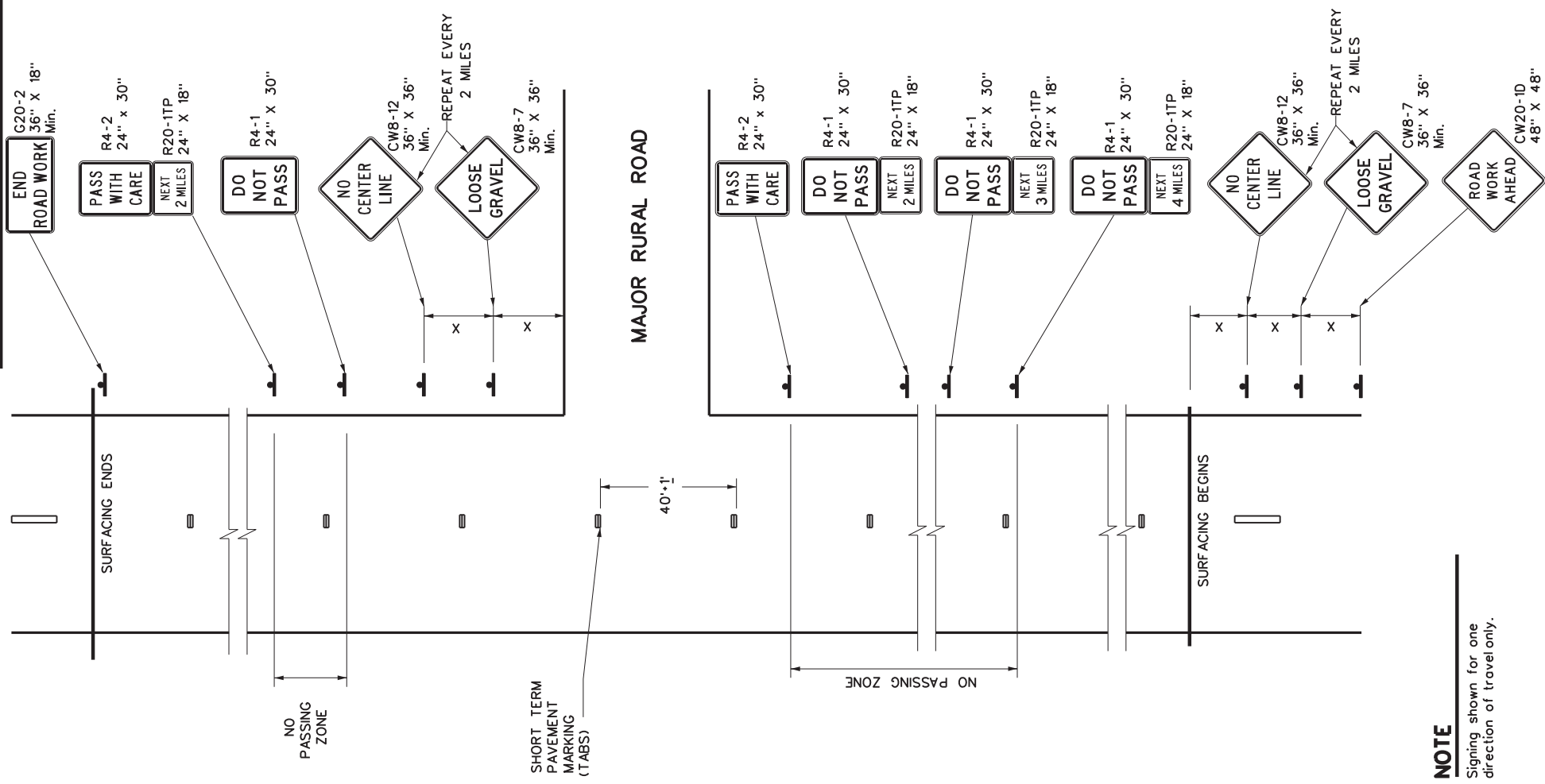


TCP (6-9a)



TCP (6-9b)

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TABS ON CENTERLINES OF TWO-LANE TWO-WAY ROADS

For sealcoat, micro-surface or similar operations

"DO NOT PASS" SIGN (R4-1) and NO-PASSING ZONES

A. Prior to the beginning of construction, all currently striped no-passing zones shall be signed with the DO NOT PASS (R4-1) signs and PASS WITH CARE (R4-2) signs placed at the beginning and end of each zone for each direction of travel except as otherwise provided herein. Signs marking these individual no-passing zones need not be covered prior to construction if the signs supplement the existing pavement markings.

B. At the discretion of the Engineer, in areas of numerous no-passing zones, several zones may be combined as a single zone. If passing is to be prohibited over one or more lengthy sections, a DO NOT PASS sign and a NEXT XX MILES (R20-1TP) plaque may be used at the beginning of such zones. The DO NOT PASS sign and the NEXT XX MILES plaque should be repeated every mile to the end of the no-passing zone. In areas where there is considerable distance between no-passing zones, the end of the no-passing zone may be signed with a PASS WITH CARE sign and a NEXT XX MILES plaque.

C. Depending on traffic volumes and length of sections, it may be desirable to prohibit passing throughout the project to prevent damage to windshield and lights. The DO NOT PASS sign and NEXT XX MILES plaque should be used and repeated as often as necessary for this purpose. Where several existing zones are to be combined into one, individual no-passing zone, the sign at the beginning of the zone should be covered until the surfacing operation has passed this location so as not to have the DO NOT PASS sign conflict with the existing pavement markings. Also, unless one day's operation completes the entire length of such combined zones, appropriate DO NOT PASS and PASS WITH CARE signs should be placed at the beginning and end of the no-passing zones where the surfacing operation has stopped for the day.

D. R4-1 and R4-2 are to remain in place until standard pavement markings are installed.

"NO CENTER LINE" SIGN (CW8-12)

A. Center line markings are yellow pavement markings that delineate the separation of travel lanes that have opposite directions of travel on a roadway. Divided highways do not typically have center line markings.

B. At the time construction activity obliterates the existing center line markings (low volume roads may not have an existing centerline), a NO CENTER LINE (CW8-12) sign should be erected at the beginning of the work area, at approximately 2 mile intervals within the work area, beyond major intersections and other locations deemed necessary by the Engineer.

C. The NO CENTER LINE signs are to remain in place until standard pavement markings are installed.

"LOOSE GRAVEL" SIGN (CW8-7)

A. When construction begins, a LOOSE GRAVEL (CW8-7) sign should be erected at each end of the work area and repeated at intervals of approximately 2 miles in rural areas and closer in urban areas.

B. The LOOSE GRAVEL signs are to remain in place until the condition no longer exists.

PAVEMENT MARKINGS

A. Temporary markings for surfacing projects shall be Temporary Flexible-reflective Roadway Marker Tabs unless otherwise approved by the Engineer. Tabs are to be installed to provide true alignment for striping crews or as directed by the Engineer. Tabs will be placed at the spacing indicated. Tabs should be applied to the pavement no more than two (2) days before the surfacing is applied. After the surfacing is rolled and swept, the cover over the reflective strip shall be removed.

B. Tabs shall not be used to simulate edge lines.

C. Tab placement for overlay/inlay operations shall be as shown on the WZ(STPM) standard sheet.

COORDINATION OF SIGN LOCATIONS

A. The location of warning signs at the beginning and end of a work area are to be coordinated with other signing typically shown on the Barricade and Construction Standards for project limits to ensure adequate sign spacing.

B. Where possible the ROAD WORK AHEAD (CW20-1D), LOOSE GRAVEL (CW8-7), and NO CENTER LINE (CW8-12) signs should be placed in the sequence shown following the OBEY WARNING SIGNS STATE LAW (R20-3T) and the TRAFFIC FINES DOUBLE (R20-5T) sign, and one "X" sign spacing prior to the CONTRACTOR (G20-6T) sign typically located at or near the limits of surfacing. LOOSE GRAVEL and NO CENTER LINE signs will then be repeated as described above.

Posted Speed * "X"	Minimum Sign Spacing "X"
30	120'
35	160'
40	240'
45	320'
50	400'
55	500'
60	600'
65	700'
70	800'
75	900'

* Conventional Roads Only

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

GENERAL NOTES

- The traffic control devices detailed on this sheet will be furnished and erected as directed by the Engineer on sections of roadway where tabs must be placed prior to the surfacing operation which will cover or obliterate the existing pavement markings.
- The devices shown on this sheet are to be used to supplement those required by the BC Standards or others required elsewhere in the plans.
- Signs shall be erected as detailed on the BC Standards or the Compliant Work Zone Traffic Control Devices List (CWZTCD) on supports approved for Long-Term / Intermediate-Term Work Zone Sign Supports.
- When surfacing operations take place on divided highways, freeways or expressways, the size of diamond shaped construction warning signs shall be 48" x 48".
- Signs on divided highways, freeways and expressways will be placed on both right and left sides of the roadway based on roadway conditions as directed by the Engineer.



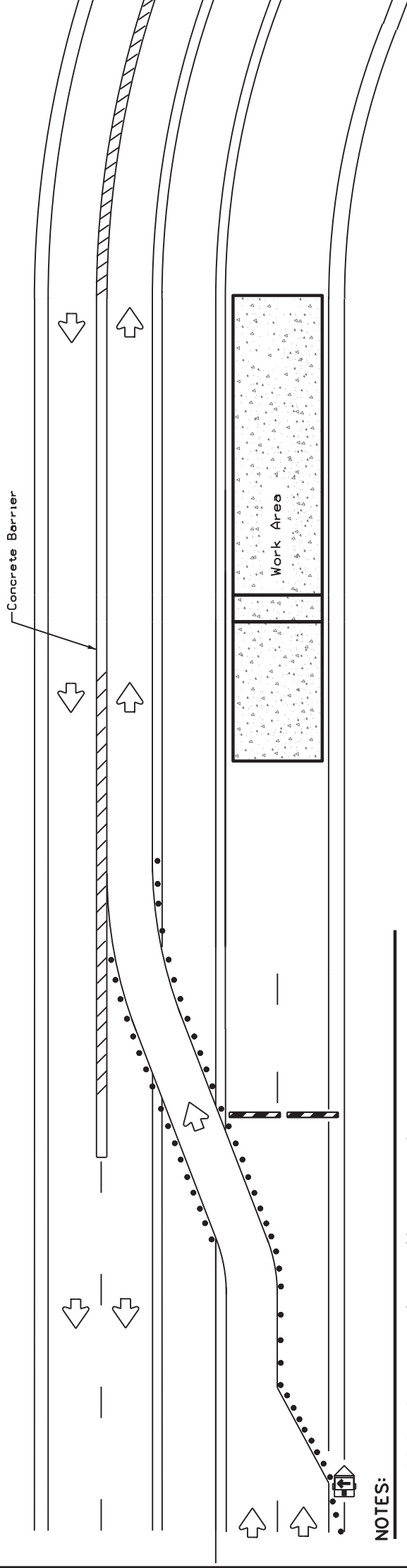
Texas Department of Transportation
 Traffic Operations Division Standard

TRAFFIC CONTROL DETAILS FOR SURFACING OPERATIONS

TCP(7-1)-13

FILE:	tcp7-1.dgn	DNK: TxDOT	CK: TxDOT	HW: TxDOT	CK: TxDOT
DATE:	March 1991	CONT: SECT	JOB:	SH 22.ETC	SHEET NO.
REVISIONS:	647342	001	COUNTY:	WACO	HILL, ETC
4-92	4-98	1-97	7-13		44

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BARRIER DELINEATION WITH MODULAR GLARE SCREENS

NOTES:

1. Length of Safety Glare screen will be specified elsewhere in the plans.
2. The cumulative nominal length of the modular safety glare screen units shall equal the length of the individual sections of temporary concrete traffic barrier on which they are installed so the joint between barrier sections will not be spanned by any one safety glare screen unit.
3. Screen Panel/blades will be designed such that reflective sheeting conforming with Departmental Material Specification DMS-8300, Sign Face Materials, Type B or C Yellow, minimum size of 2 inches by 12 inches can be attached to the edge of the panel/blade. The sheeting shall be attached to one glare screen panel/blade per section of concrete barrier not to exceed a spacing of 30 feet. Barrier reflectors are not necessary when panel/blades are installed with reflective sheeting as described.
4. Payment for these devices will be under statewide Special Specification "Modular Glare Screens for Headlight Barrier."
5. This detail is only intended to show types of locations where Glare Screens would be appropriate. Required signing and other devices shall be as shown elsewhere in the plans.

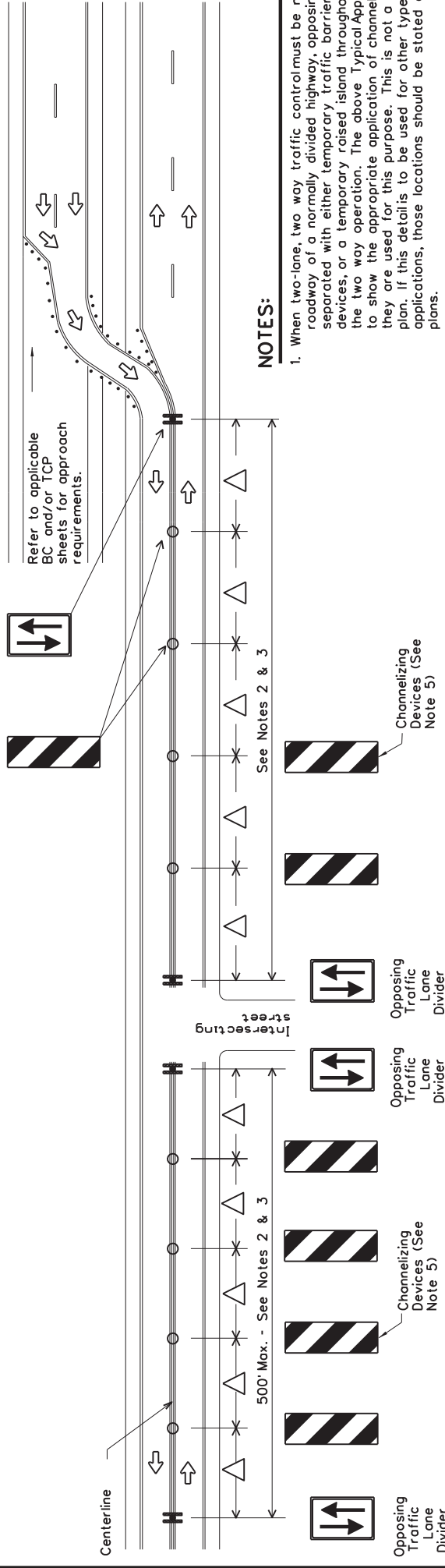
Only pre-qualified products shall be used. A copy of the Compliant Work Zone Traffic Control Devices List" CWZTCDDescribes pre-qualified products and their sources and may be found at the following web address:
<http://www.txdot.gov/business/resources/producer-list.html>

LEGEND

	Type 3 Barricade
	Channelizing Devices
	Trailer Mounted Flashing Arrow Board
	Sign
	Safety glare screen

DEPARTMENTAL MATERIAL SPECIFICATIONS

SIGN FACE MATERIALS	DMS-8300
DELINEATORS AND OBJECT MARKERS	DMS-8600
MODULAR GLARE SCREENS FOR HEADLIGHT BARRIER	DMS-8610



NOTES:

1. When two-lane, two way traffic control must be maintained on one roadway of a normally divided highway, opposing traffic shall be separated with either temporary traffic barriers, channelizing devices, or a temporary raised island throughout the length of the two way operation. The above Typical Application is intended to show the appropriate application of channelizing devices when they are used for this purpose. This is not a traffic control plan. If this detail is to be used for other types of roads or applications, those locations should be stated elsewhere in the plans.
2. Space devices according to the Tangent Spacing shown on the Device Spacing table on BC(9) but not exceeding 100'.
3. Every fifth device should be an OTLD except when spaced closer to accommodate an intersection. An OTLD should be the first device on each side of intersecting streets or roads.
4. Locations where surface mount bases with adhesives or self-righting devices will be required in order to maintain them in their proper position should be noted elsewhere in the plans.
5. Channelizing devices are to be vertical panels, 42" cones or tubular markers that are at least 36" tall. Tubular markers used to separate traffic should have a rubber base weighing at least 30 pounds. Tubular markers that are 42" tall or more shall have four bands of reflective material as detailed for 42" cones on BC(10). Tubular markers less than 42" but at least 36" tall shall have three bands of 3" wide white reflective material spaced 2" apart. Reflective material shall meet DMS-8300, Type A.

VERTICAL PANELS & OPPOSING TRAFFIC LANE DIVIDERS (OTLD) SEPARATING TWO-WAY TRAFFIC ON NORMALLY DIVIDED HIGHWAYS

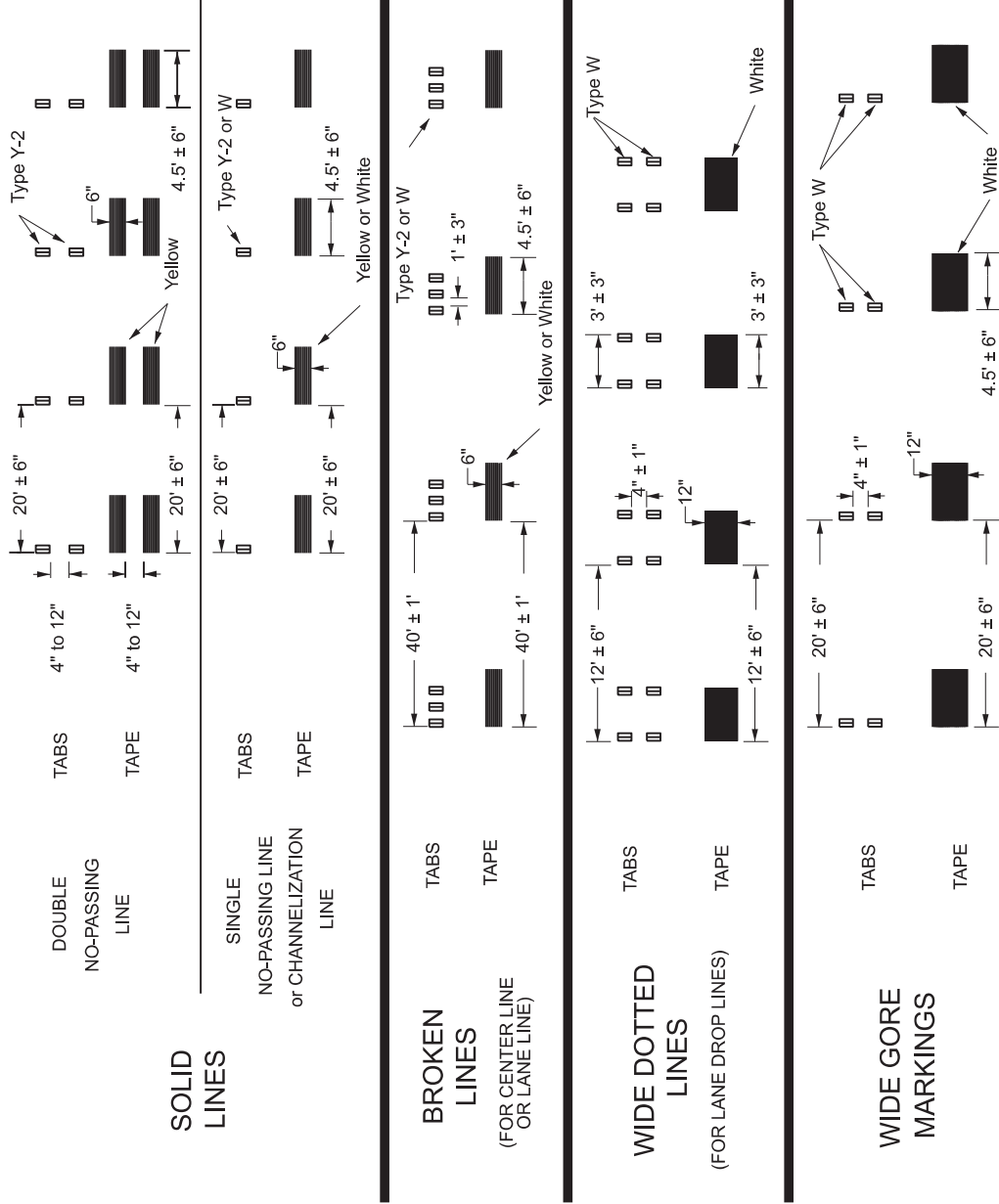
Texas Department of Transportation
 Traffic Operations Division Standard

TRAFFIC CONTROL PLAN TYPICAL DETAILS

WZ(TD)-17

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CONT:	February 1998	SECT:	JOB	SH:	22.ETC	REV:	REVISIONS
4-96	2-17	647342	001	WACO	HILL, ETC	7-13	45

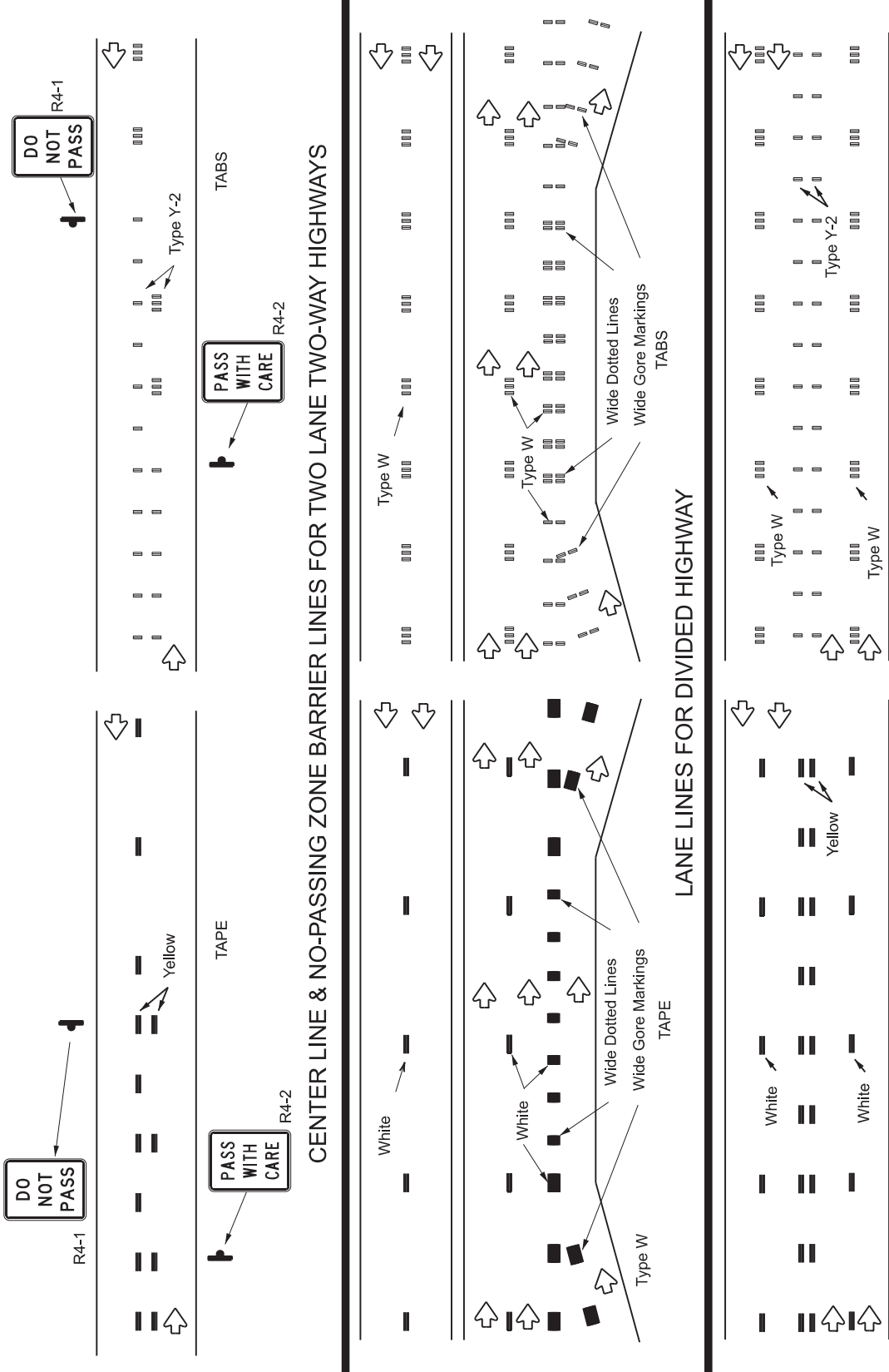
WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS



NOTES:

- Short term pavement markings may be prefabricated markings (stick down tape) or temporary flexible reflective roadway marker tabs unless otherwise specified elsewhere in plans.
 - Short term pavement markings shall NOT be used to simulate edge lines.
 - Dimensions indicated on this sheet are typical and approximate. Variations in size and height may occur between markers or devices made by manufacturers, by as much as 1/4 inch, unless otherwise noted.
 - Temporary flexible-reflective roadway marker tabs will require normal maintenance replacement when used on roadways with an ADT per lane of up to 7500 vehicles with no more than 10% truck mix. When roadways exceed these values, additional maintenance replacement of devices should be planned.
 - No segment of roadway open to traffic shall remain without permanent pavement markings for a period greater than 14 calendar days. The Contractor will be responsible for maintaining short term pavement markings until permanent pavement markings are in place. When the Contractor is responsible for placement of permanent pavement markings, no segment of roadway shall remain without permanent pavement markings for a period greater than 14 calendar days unless weather conditions prohibit placement. Permanent pavement markings shall be placed as soon as weather permits.
 - For two lane, two-way roadways, DO NOT PASS signs shall be erected to mark the beginning of sections where passing is prohibited and PASS WITH CARE signs shall be erected to mark the beginning of sections where passing is permitted. Signs shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and may be used to indicate the limits of no-passing zones for up to 14 calendar days. Permanent pavement markings should then be placed.
 - For low volume two lane, two-way roadways of 4000 ADT or less, no-passing lines may be omitted when approved by the Engineer. DO NOT PASS and PASS WITH CARE signs shall be erected (see note 6).
 - For exit gores where a lane is being dropped place wide gore markings or retroreflective channelizing devices to guide motorist through the exit. If channelizing devices are to be used it should be noted elsewhere in the plans. One piece cones are not allowed for this purpose.
- TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS (TABS)**
- Temporary flexible-reflective roadway marker tabs detailed on this sheet will be designated Type Y-2 (two amber reflective surfaces with yellow body); Type Y (one amber reflective surface with yellow body); and Type W (one white or silver reflective surface with white body). Additional details may be found on BC(11).
 - Tabs shall meet requirements of Departmental Material Specification DMS-8242.
 - When dry, tabs shall be visible for a minimum distance of 200 feet during normal daylight hours and when illuminated by automobile low-beam head light at night, unless sight distance is restricted by roadway geometrics.
 - No two consecutive tabs nor four tabs per 1000 feet of line shall be missing or fail to meet the visual performance requirements of Note 3.

WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS



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FILE: 10/22/2024 10:22:38 PM
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WORK ZONE SHORT TERM PAVEMENT MARKINGS

WZ(STPM)-23

FILE:	wzstpm-23.dgn	DNK:	OK:	DW:	OK:
© TXDOT	February 2023	CONT	SECT	JOB	HWY/HR
4-82	7-13	REV	NO	42	001
1-87	2-23	DIST	6473	42	SH 22.ETC
		COUNTY			
		WACO			HILL, ETC
					46

PREFABRICATED PAVEMENT MARKINGS

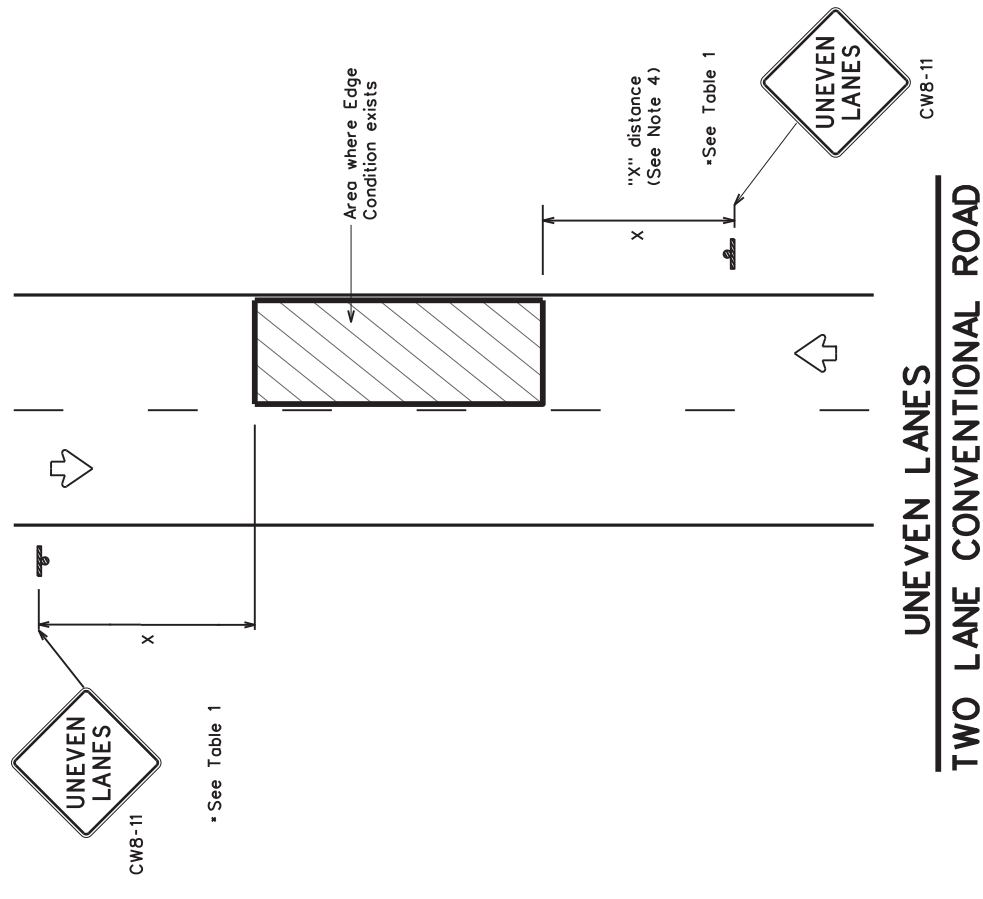
- Temporary Removable Prefabricated Pavement Markings shall meet the requirements of DMS-8241.
 - Non-removable Prefabricated Pavement Markings shall meet the requirements of either DMS-8240 "Permanent Prefabricated Pavement Markings" or DMS-8243 "Temporary Construction-Grade Prefabricated Pavement Markings."
- RAISED PAVEMENT MARKERS**
- All raised pavement markers used for work zone markings shall meet the requirements of Item 672, "RAISED PAVEMENT MARKERS" and DMS-4200.

DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS) & MATERIAL PRODUCER LISTS (MPL)

- DMSs referenced above can be found along with embedded links to their respective MPLs at the following website:

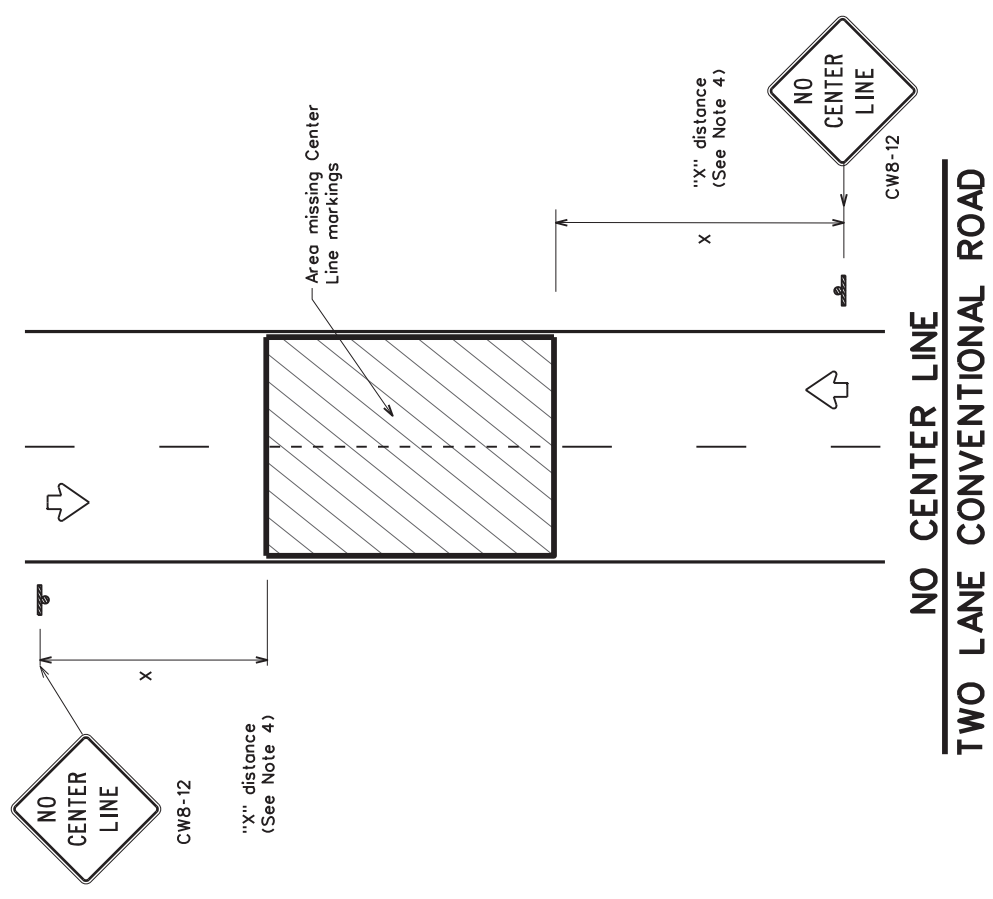
http://www.txdot.gov/business/contractors_contractors_material_specifications/default.htm

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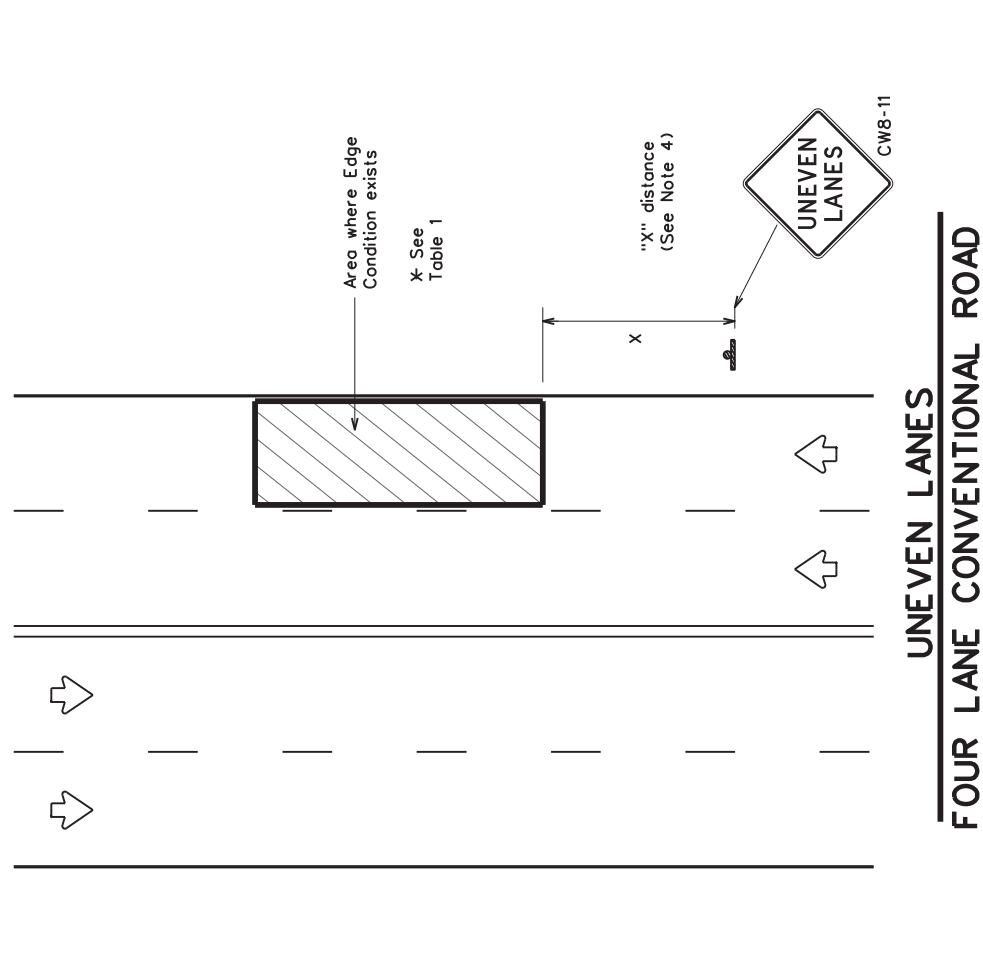
UNEVEN LANES

TWO LANE CONVENTIONAL ROAD



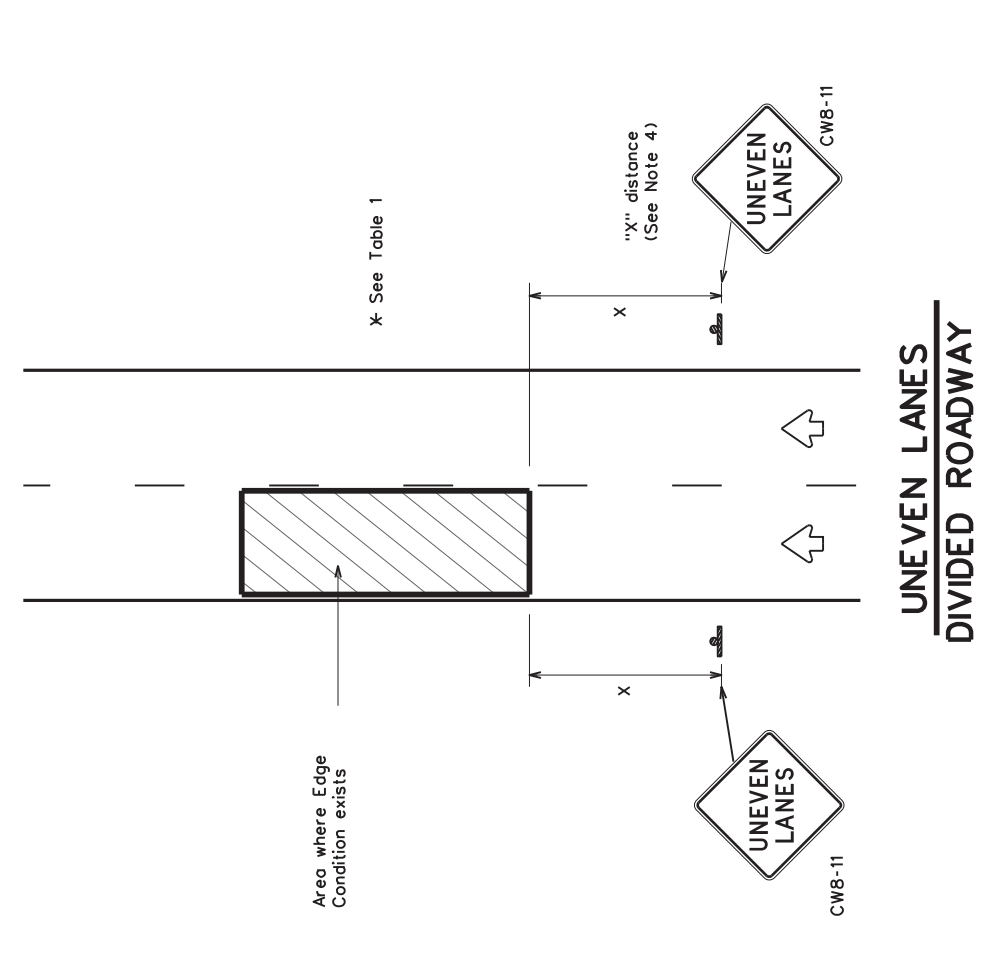
NO CENTER LINE

TWO LANE CONVENTIONAL ROAD



UNEVEN LANES

FOUR LANE CONVENTIONAL ROAD



UNEVEN LANES

DIVIDED ROADWAY

DEPARTMENTAL MATERIAL SPECIFICATIONS

PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
TEMPORARY (REMOVABLE) PREFABRICATED PAVEMENT MARKINGS	DMS-8241
SIGN FACE MATERIALS	DMS-8300

COLOR	USAGE	SHEETING MATERIAL
ORANGE	BACKGROUND	TYPE B _{FL} OR TYPE C _{FL} SHEETING
BLACK	LEGEND & BORDERS	ACRYLIC NON-REFLECTIVE SHEETING

GENERAL NOTES

1. If spalling or holes occur, ROUGH ROAD (CW8-8) signs should be placed in advance of the condition and be repeated every two miles where the condition persists.
2. UNEVEN LANES (CW8-11) signs shall be installed in advance of the condition and repeated every mile. Signs installed along the uneven lane condition may be supplemented with the NEXT XX MILES (CW7-3aP) plaque or Advisory Speed (CW13-1P) plaque.
3. NO CENTER LINE (CW8-12) signs and temporary pavement markings as per the WZ(STPM) standard shall be installed if yellow centerlines separating two way traffic are obscured or obliterated. Repeat NO CENTER LINE signs every two miles where the center line markings are not in place. The signs and markings shall remain in place until permanent pavement markings are installed.
4. Signs shall be spaced at the distances recommended as per BC standards.
5. Additional signs may be required as directed by the Engineer. Signs shall remain in place until final surface is applied. Signs shall be considered subsidiary to Item 502 "BARRICADES, SIGNS AND TRAFFIC HANDLING."
6. Signs shall be fabricated and mounted on supports as shown on the BC standards and/or listed on the "Compliant Work Zone Traffic Control Devices" list.
7. Short term markings shall not be used to simulate edge lines.
8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition.

TABLE 1

Edge Condition	Edge Height (D)	* Warning Devices
①	Less than or equal to: 1/4" (maximum-planning) 1/2" (typical-overlay)	Sign: CW8-11
②	Distance "D" may be a maximum of 1 1/4" for planning operations and 2" for overlay operations if uneven lanes with edge condition 1 are open to traffic after work operations cease.	Sign: CW8-11
③	Notched Wedge Joint	Sign: CW8-11

TRAFFIC CONTROL DURING PLANNING, OVERLAY AND LEVELING OPERATIONS ARE SHOWN ELSEWHERE IN THE PLANS.

MINIMUM WARNING SIGN SIZE

Conventional roads	36" x 36"
Freeways/expressways, divided roadways	48" x 48"

Texas Department of Transportation

SIGNING FOR UNEVEN LANES

WZ(UL)-13

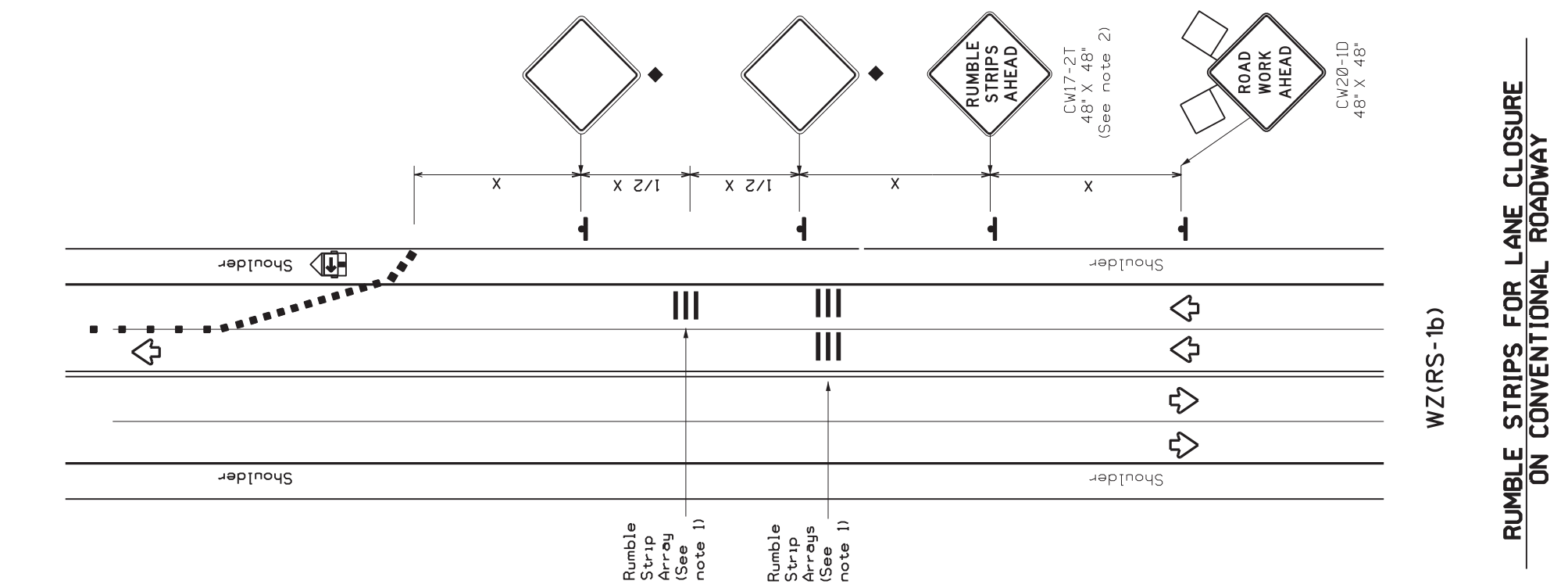
Texas Department of Transportation
 Operations Division
 Standard

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 SECT: REVISIONS
 JOB: 647342
 SH: 22.ETC
 DIST: 8-95
 COUNTY: 2-98
 WACO: 7-13
 HILL, ETC: 3-03
 SHEET NO.: 47

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

TABLE 1

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

LEGEND

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

Posted Speed x	Formula	Minimum Desirable Taper Lengths x x			Suggested Maximum Spacing of Channelizing Devices			Minimum Sign Spacing "y" Distance	Suggested Longitudinal Buffer Space "g"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'	
35	$L = \frac{WS^2}{60}$	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	$L = WS$	550'	605'	660'	55'	110'	500'	295'	
60		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'	

x Conventional Roads Only
 x x 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
	✓		✓	

◆ 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.

GENERAL NOTES

- Each Rumble Strip Array should consist of three rumble strips spaced center to center at the spacing shown in Table 2, placed transverse across the lane at locations shown.
- The CW17-2T "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 CW17-2T 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.

TABLE 2

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

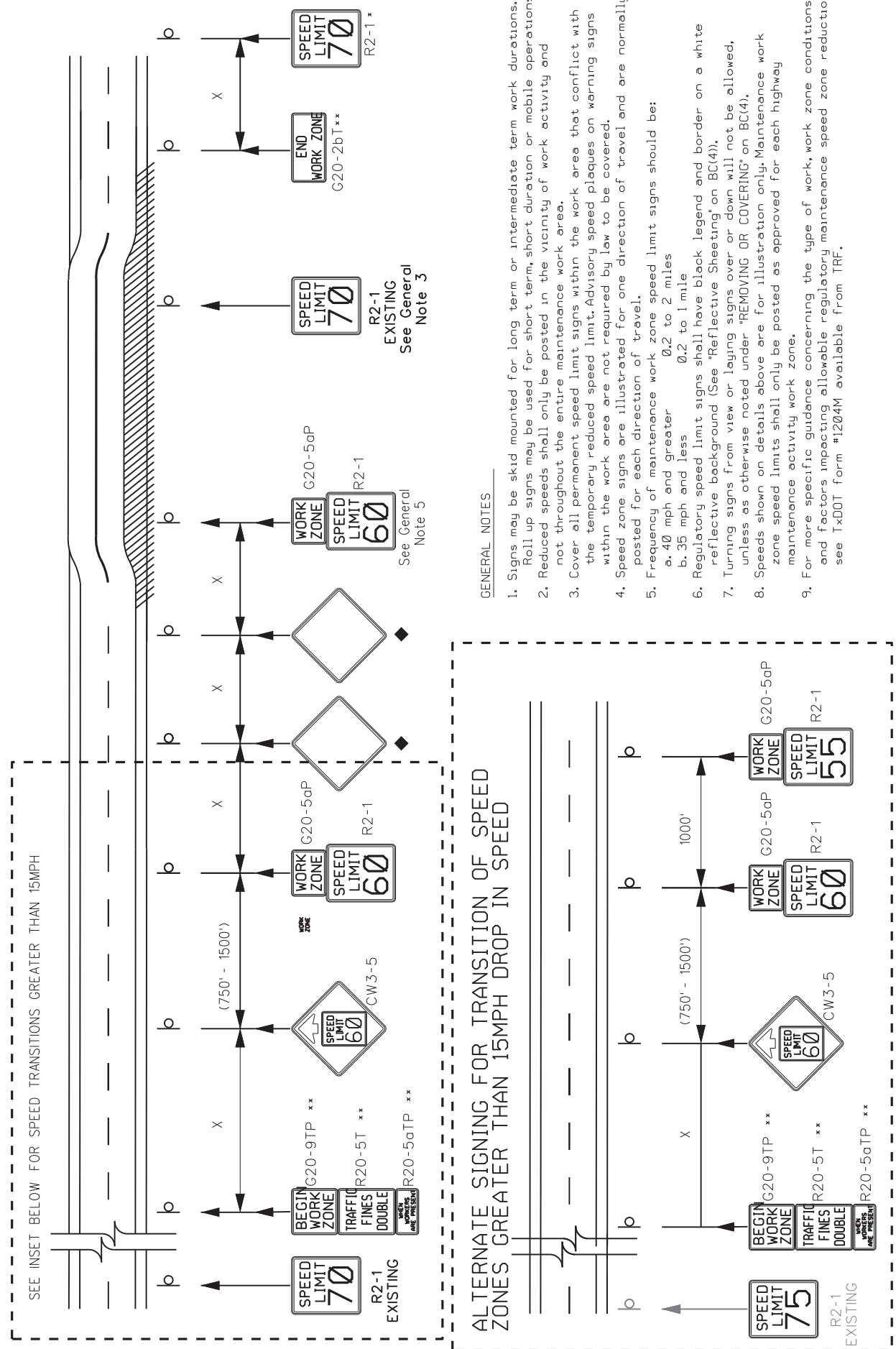
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 © TXDOT November 2012 CONT SECT JOB HIGHWAY
 REVISIONS 6473 42 001 SH 22.ETC
 2-14 1-22 DIST COUNTY COUNTY SHEET NO.
 4-16 WACO HILL, ETC

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TYPICAL APPLICATION OF MAINTENANCE WORK ZONE SPEED LIMIT SIGNS

Remove all temporary speed limit signs and concealments of permanent speed limit signs when the maintenance activity has been completed and equipment has been removed from the activity site.



ALTERNATE SIGNING FOR TRANSITION OF SPEED ZONES GREATER THAN 15MPH DROP IN SPEED

GENERAL NOTES

1. Signs may be skid mounted for long term or intermediate term work durations. Roll up signs may be used for short term, short duration or mobile operations.
2. Reduced speeds shall only be posted in the vicinity of work activity and not throughout the entire maintenance work area.
3. Cover all permanent speed limit signs within the work area that conflict with the temporary reduced speed limit. Advisory speed plaques on warning signs within the work area are not required by law to be covered.
4. Speed zone signs are illustrated for one direction of travel and are normally posted for each direction of travel.
5. Frequency of maintenance work zone speed limit signs should be:
 - a. 40 mph and greater 0.2 to 2 miles
 - b. 35 mph and less 0.2 to 1 mile
6. Regulatory speed limit signs shall have black legend and border on a white reflective background (See "Reflective Sheeting" on BC(4)).
7. Turning signs from view or laying signs over or down will not be allowed, unless as otherwise noted under "REMOVING OR COVERING" on BC(4).
8. Speeds shown on details above are for illustration only. Maintenance work zone speed limits shall only be posted as approved for each highway maintenance activity work zone.
9. For more specific guidance concerning the type of work, work zone conditions and factors impacting allowable regulatory maintenance speed zone reduction see TxDOT form #1204M available from TRF.

DURATION OF WORK

1. As defined by the "Texas Manual on Uniform Traffic Control Devices", Part 6.
2. 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-term 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.

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 headlight 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 stubs 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 should 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 tire inner tubes) shall NOT be used.
6. Rubber ballistics 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 CWZCD 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.

SIGN DETAILS

Sign Number	Conventional Road	Expressway/ Freeway
G20-2bT	36" x 18"	48" x 24"
G20-5aP	24" x 18"	36" x 24"
G20-9TP	24" x 24"	36" x 30"
R20-5T	24" x 30"	36" x 36"
R20-5aTP	24" x 12"	36" x 18"
CW3-5	36" x 36"	48" x 48"
R2-1	24" x 30"	36" x 48"

SHEET 1 OF 2



MAINTENANCE WORK ZONE SPEED LIMIT SIGNS

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© TxDOT November 2021	CONT	SECT	JOB	HIGHWAY
REVISIONS	647342	001	SH 22.ETC	
	DIST	COUNTY	WACO	HILL, ETC
				SHEET NO. 49

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* At the end of the maintenance work zone place a sign indicating the speed limit after the temporary zone ends.

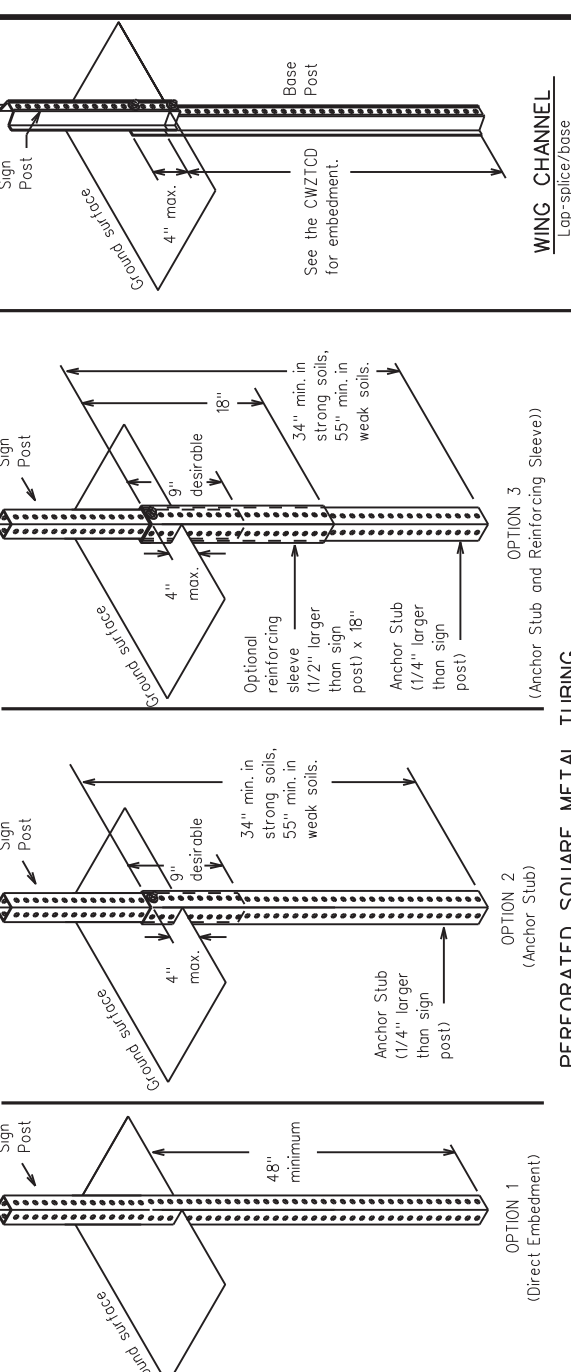
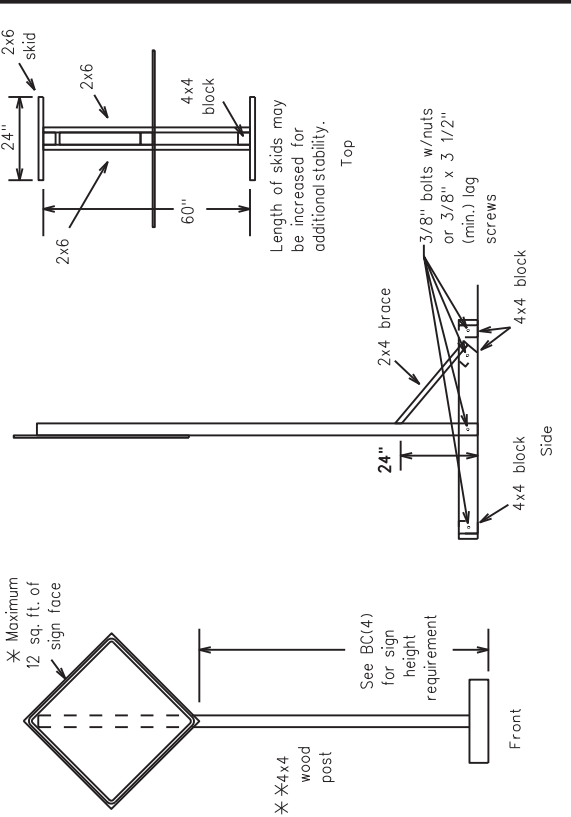
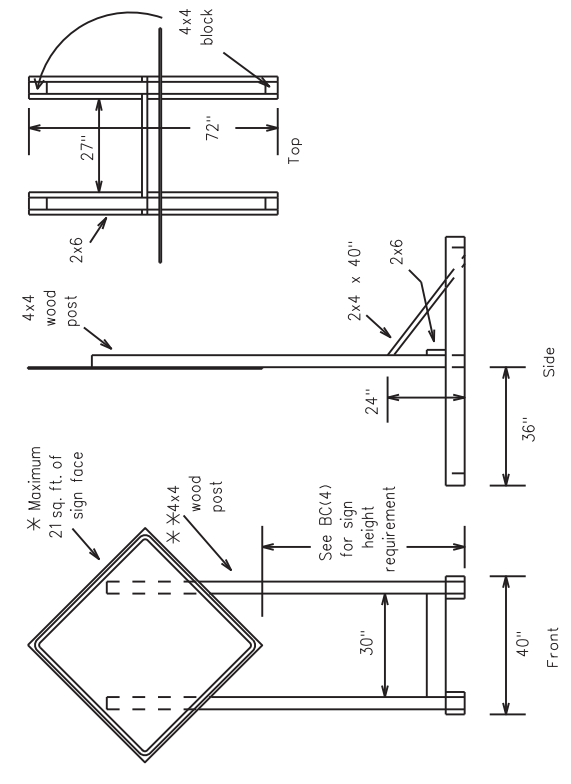
** Signs should not be installed for mobile operations.

◆ Signs are for illustrative purposes only. Signs and sign spacing requirements may vary depending on the TCP, TMUTCD Typical Application, or project specific details for the project.

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

Posted Speed x	Formula	Minimum Desirable Taper Lengths x x			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing Distance "x"	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30		150'	165'	180'	30'	60'	120'	90'
35	$L = \frac{WS^2}{60}$	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	$L = WS$	550'	605'	660'	55'	110'	500'	295'
60		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'

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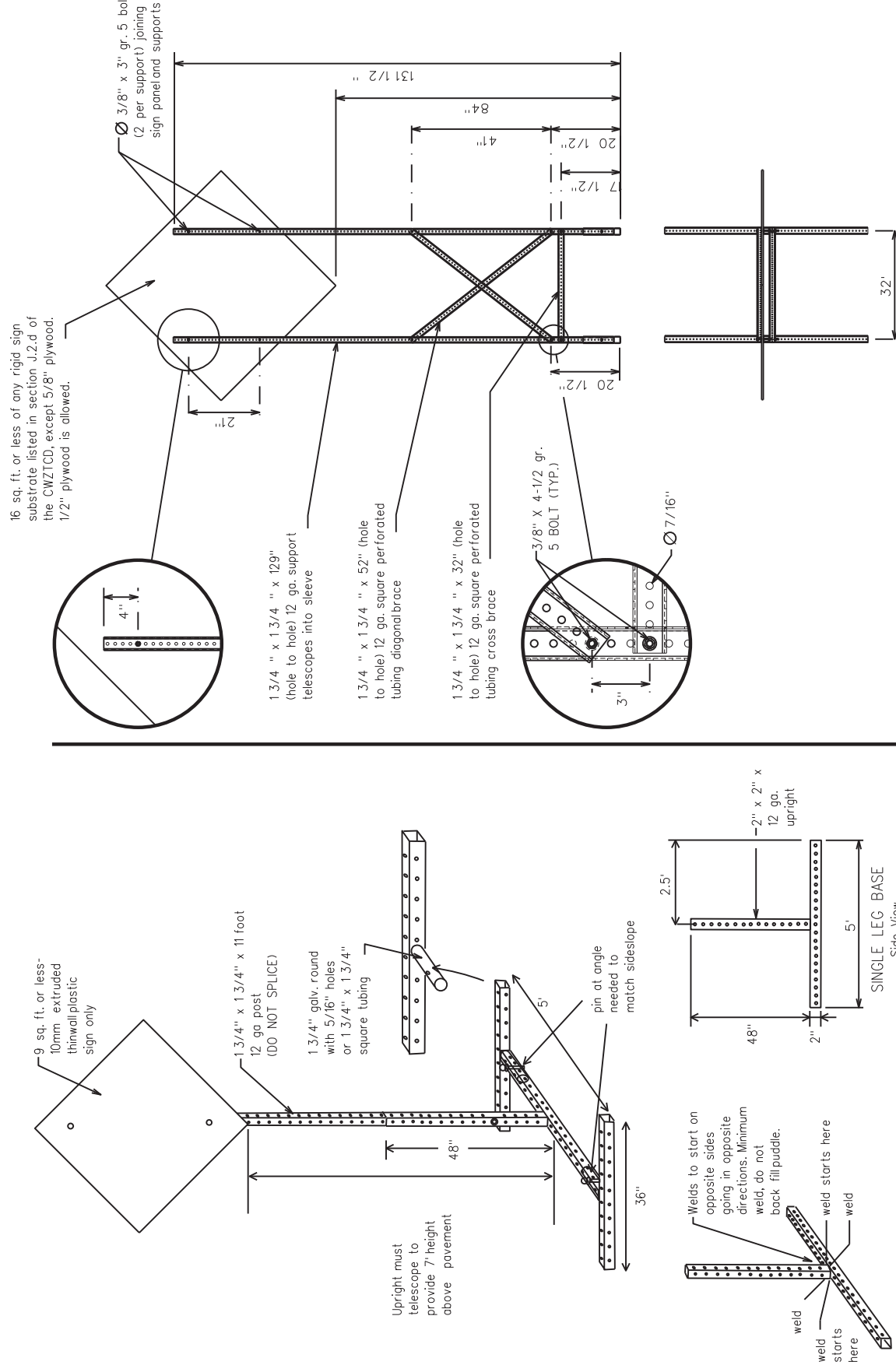
SKID MOUNTED WOOD SIGN SUPPORTS

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

GROUND MOUNTED SIGN SUPPORTS

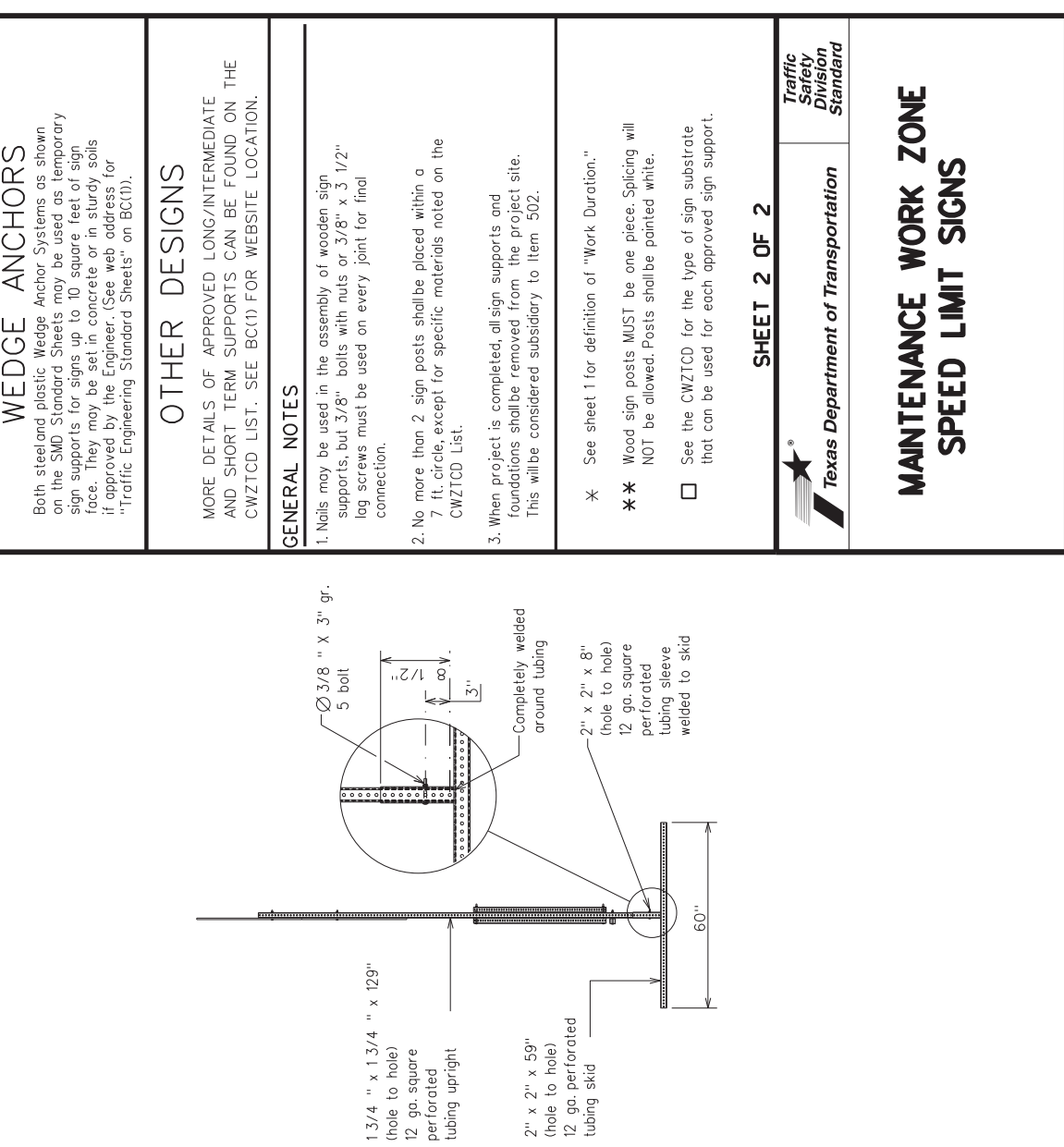
Refer to the CWZTCD and the manufacturer's installation procedure for each type sign support. The maximum sign square footage shall adhere to the manufacturer's recommendation. Two post installations can be used for larger signs.

PERFORATED SQUARE METAL TUBING



SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

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



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

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

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

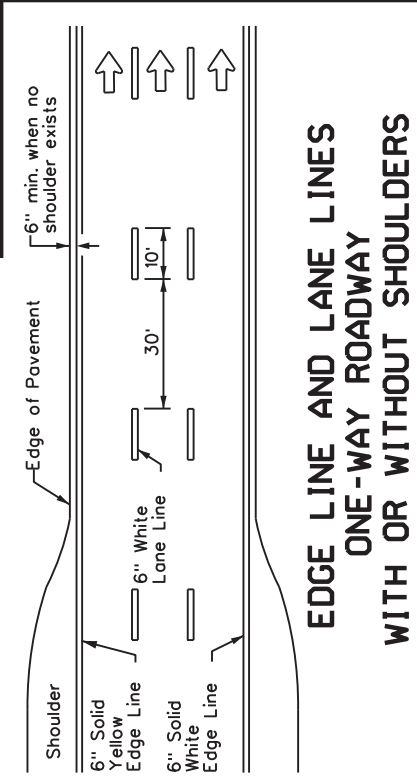
- * See sheet 1 for definition of "Work Duration."
- ** Wood sign posts MUST be one piece. Splicing will NOT be allowed. Posts shall be painted white.
- See the CWZTCD for the type of sign substrate that can be used for each approved sign support.

Texas Department of Transportation
Traffic Safety Division Standard

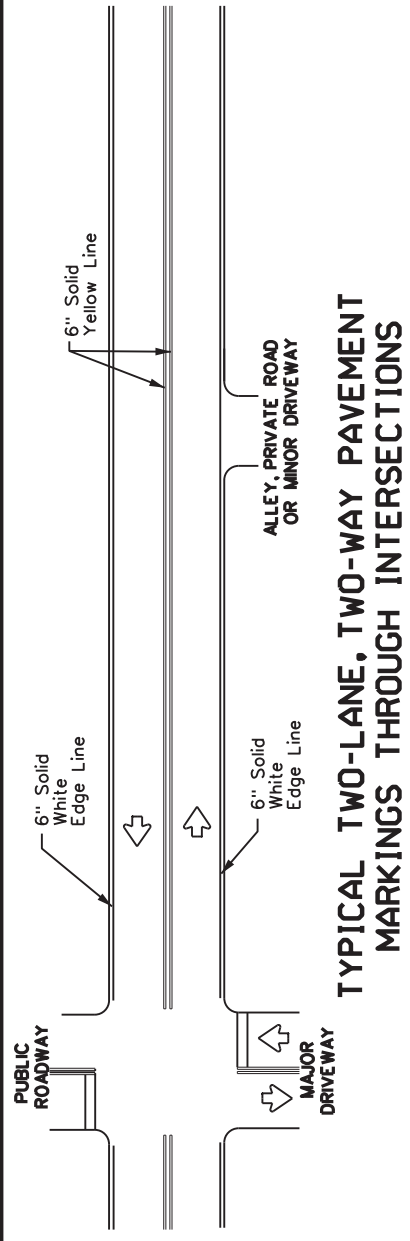
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HILL, ETC

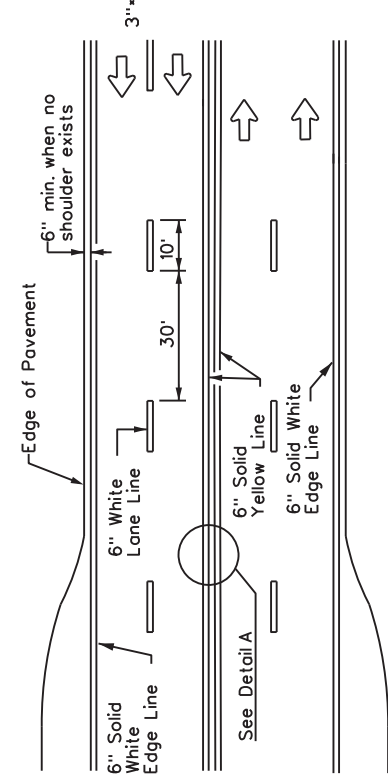
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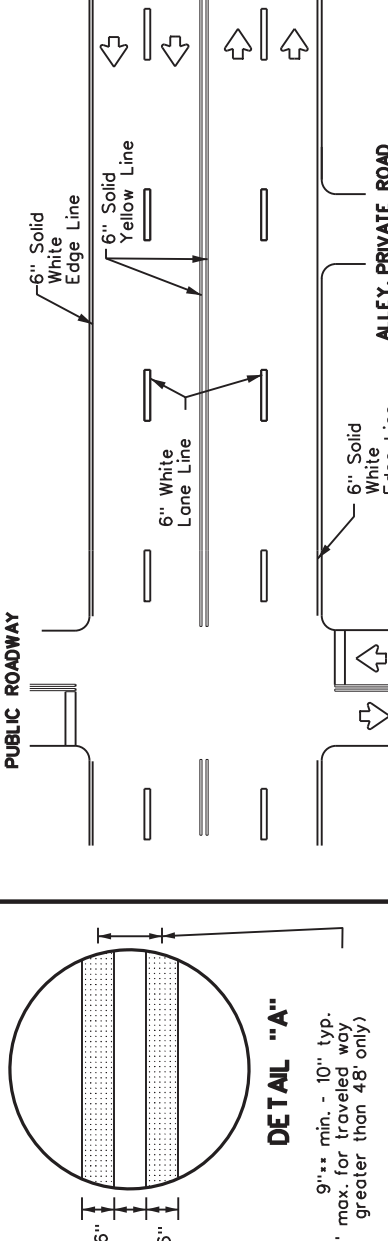
EDGE LINE AND LANE LINES ONE-WAY ROADWAY WITH OR WITHOUT SHOULDERS



TYPICAL TWO-LANE, TWO-WAY PAVEMENT MARKINGS THROUGH INTERSECTIONS



CENTERLINE AND LANE LINES FOUR LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS



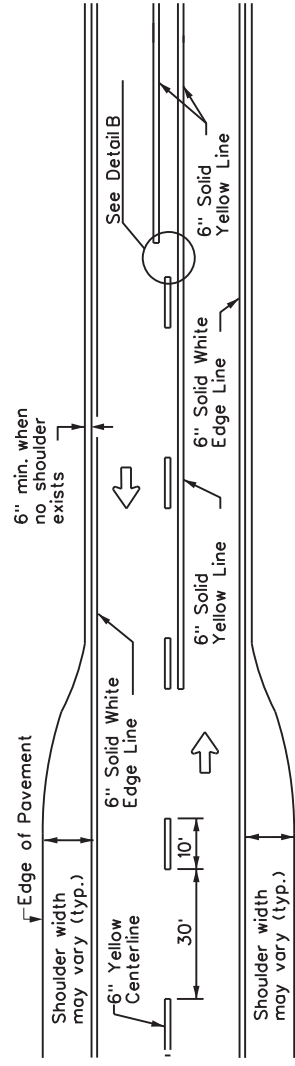
TYPICAL MULTI-LANE, TWO-WAY PAVEMENT MARKINGS THROUGH INTERSECTIONS

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

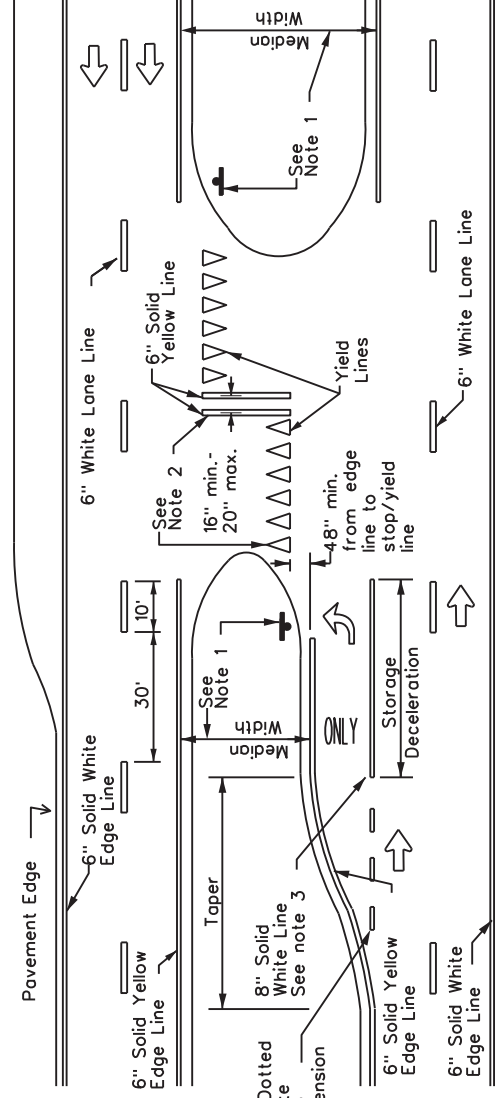
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.

GENERAL NOTES

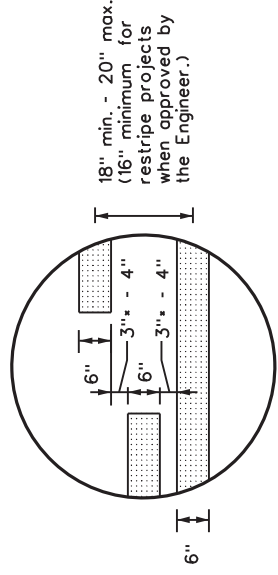
- Edge line striping shall be as shown in the plans or as directed by the Engineer. The edge line should not be placed less than 6 inches from the edge of pavement. This distance may vary due to pavement leveling or other conditions. Edge lines are not required in curb and gutter sections of roadways.
- The traveled way includes only that portion of the roadway used for vehicular travel. It does not include the parking lanes, sidewalks, berms and shoulders. The traveled ways shall be measured from the center of edge line to the center of edge line of a two lane roadway.



TWO LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS

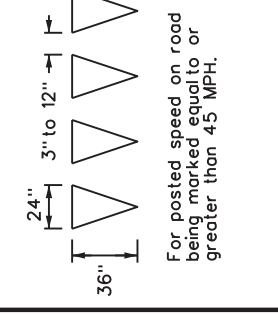


FOUR LANE DIVIDED ROADWAY CROSSEOVERS



DETAIL "A"
 9" min. - 10" typ.
 (18" max. for traveled way greater than 48' only)

* 2" minimum for restripe projects when approved by the Engineer.
 ** 8" minimum for restripe projects when approved by the Engineer.



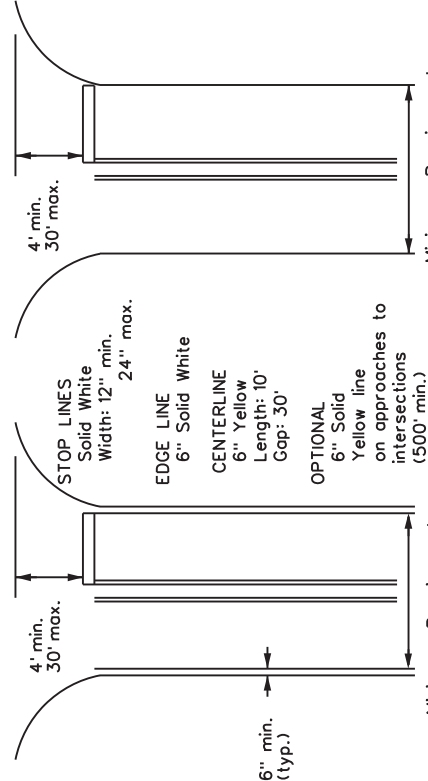
YIELD LINES

For posted speed on road being marked equal to or greater than 45 MPH.

For posted speed on road being marked equal to or less than 40 MPH.

NOTES

- Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections. Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling width to determine if signs are required. Yield signs are the typical intersection control. Stop signs and stop bars are optional as determined by the Engineer.
- Install median striping (double yellow centerlines and stop lines/yield lines) when a 50' or greater median centerline can be placed. Stop lines shall only be used with stop signs. Yield lines shall only be used with yield signs.
- Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.



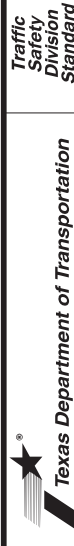
Minimum Requirements for Centerlines without Edgelines Pavement Width 16' W ≤ 28'

Minimum Requirements for Edgelines Traveled Way Width ≥ 20'

NOTE: Traveled way is exclusive of shoulder widths. Refer to General Note 2 for additional details.

GUIDE FOR PLACEMENT OF STOP LINES, EDGE LINE & CENTERLINE

Based on Traveled Way and Pavement Widths for Undivided Roadways

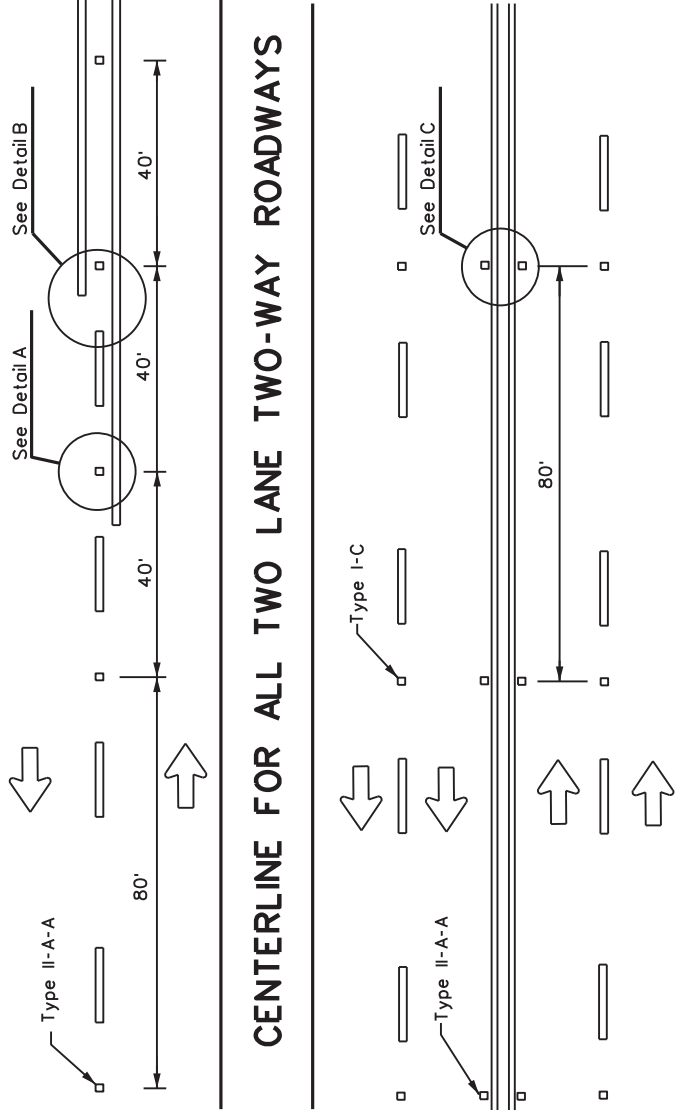


TYPICAL STANDARD PAVEMENT MARKINGS

PM(1)-22

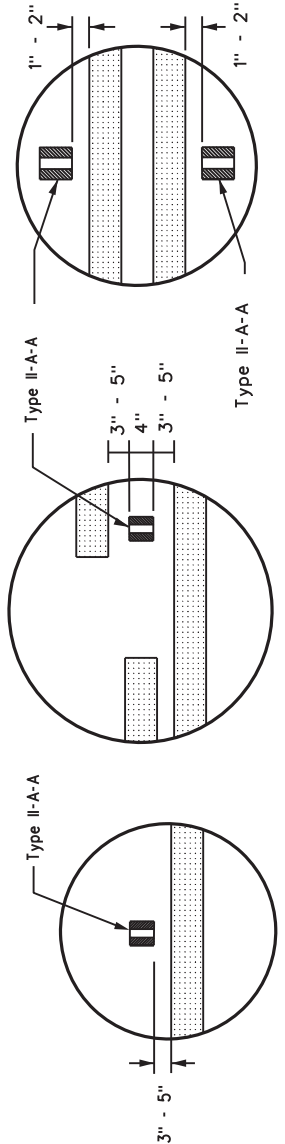
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11-78	8-00	6473	42	001	SH 22.ETC
8-95	3-03				COUNTY
5-00	2-12				WACO
					HILL, ETC
					51

REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE

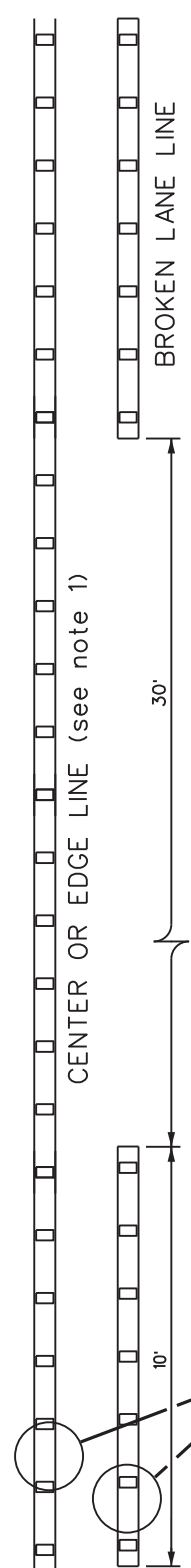


CENTERLINE FOR ALL TWO LANE TWO-WAY ROADWAYS

**CENTERLINE & LANE LINES
FOR FOUR LANE TWO-WAY ROADWAYS**



DETAIL "A" DETAIL "B" DETAIL "C"

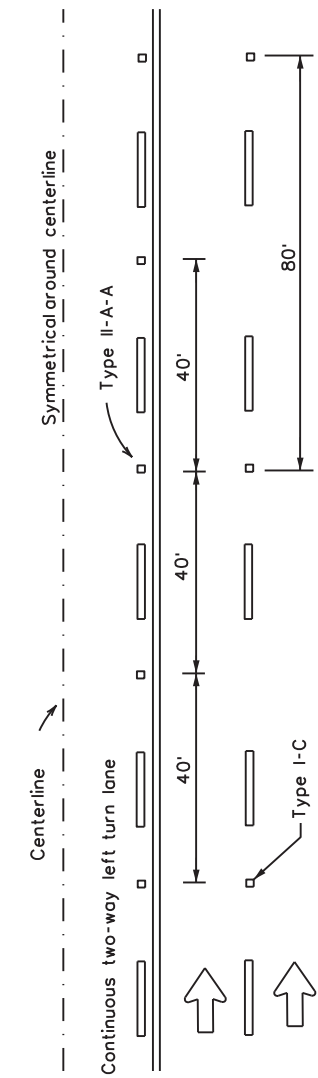


BROKEN LANE LINE

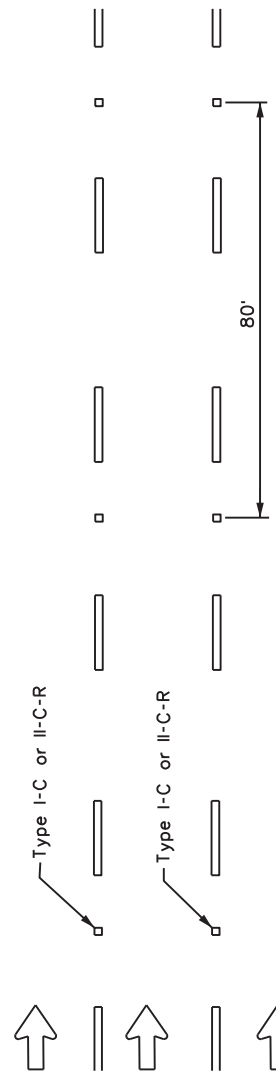
REFLECTORIZED PROFILE PATTERN DETAIL

USING REFLECTIVE PROFILE PAVEMENT MARKINGS

- NOTES**
- Edge lines should typically be 6" wide and the materials shall be specified in the plans.
 - Profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.



CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

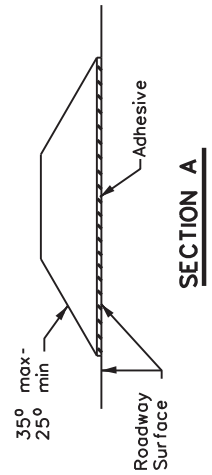
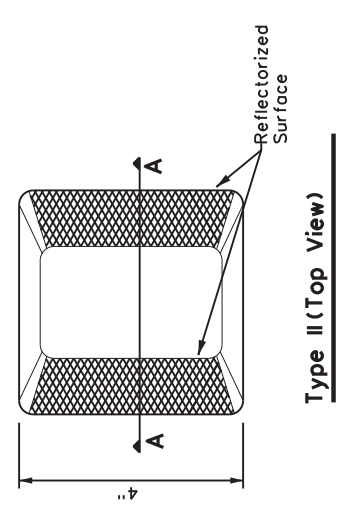
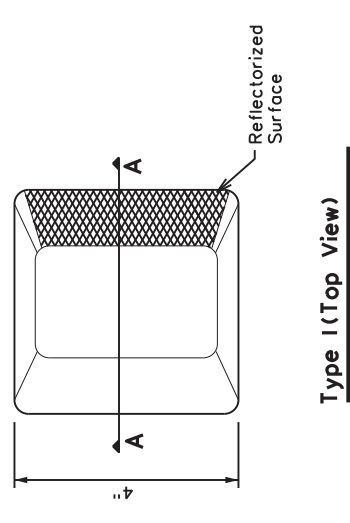
Raised pavement markers Type II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.
See Note 3.

GENERAL NOTES

- All raised pavement markers placed along broken lines shall be placed in line with and midway between the stripes.
- On concrete pavements the raised pavement markers should be placed to one side of the longitudinal joints.
- Use raised pavement marker Type I-C with undivided roadways, flush medians and two way left turn lanes. Use raised pavement marker Type II-C-R with divided highways and raised medians.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



RAISED PAVEMENT MARKERS

Texas Department of Transportation

**POSITION GUIDANCE USING
RAISED MARKERS
REFLECTORIZED PROFILE
MARKINGS
PM(2)-22**

FILE: pm2-22.dgn DN: CK: DW: GK:
 © TXDOT December 2022 CONT SECT JOB HIGHWAY
 6473 42 001 SH 22.ETC
 REVISIONS 4-77 8-00 6-20 DIST COUNTY SHEET NO.
 4-92 2-10 12-22 WACO HILL, ETC 52
 5-00 2-12

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NOTES

1. Lane reduction pavement markings are used where the number of through lanes is reduced because of narrowing of the roadway or because of a section of on-street parking in what would otherwise be a through lane. For Texas Super 2 Passing Lanes, see TS2(PL) standard sheets.
2. On divided highways, an additional RIGHT LANE ENDS (W9-1R) sign may be installed in the median aligned with the W9-1R sign on the right side of the highway.
3. Lane reduction arrows are required for speeds of 45 mph or greater. An optional third lane reduction arrow may be added based on engineering judgement. If used, the optional third lane reduction arrow should be centered between the first and last lane reduction arrows.
4. For lane reductions on Freeways and Expressways, signing shall conform to the TxDOT Freeway Signing Handbook.

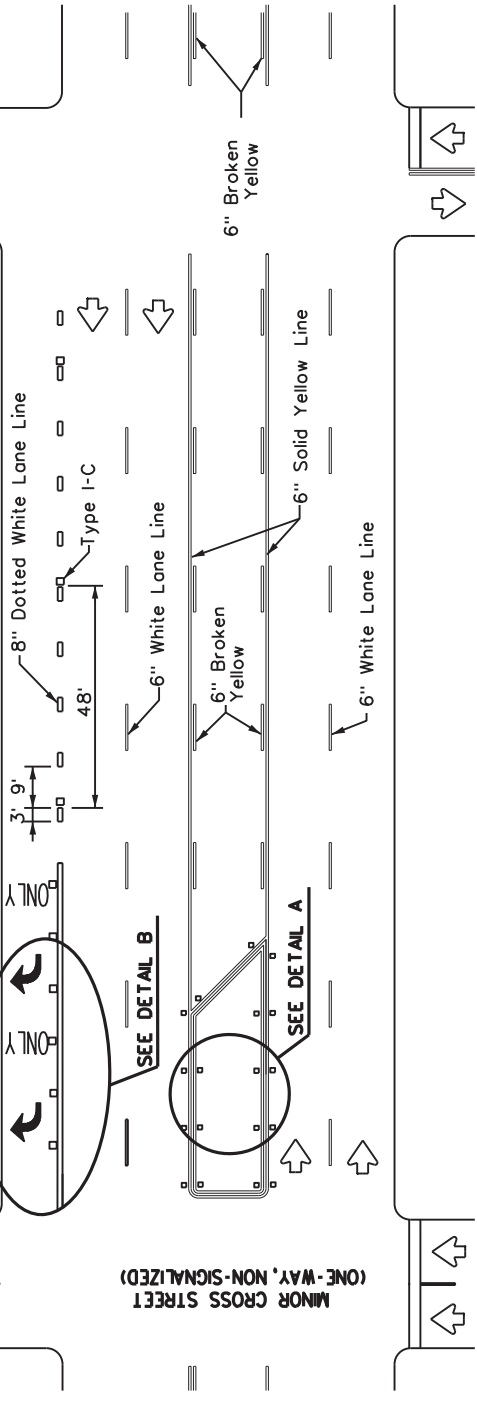
ADVANCED WARNING SIGN

Posted Speed	D (ft)	L (ft)
30 MPH	460	
35 MPH	565	$L = \frac{WS^2}{60}$
40 MPH	670	
45 MPH	775	
50 MPH	885	
55 MPH	990	
60 MPH	1,100	L=WS
65 MPH	1,200	
70 MPH	1,250	
75 MPH	1,350	

GENERAL NOTES

1. Lane use, word and arrow markings shall be used where through lanes approaching an intersection become mandatory turn lanes. Lane use word and arrow markings should be used in auxiliary lanes of substantial length. Lane use arrow markings or word and arrow markings may be used in other lanes and turn bays for emphasis. Details for words and arrows are as shown in the Standard Highway Sign Designs for Texas.
2. When lane-use words and arrow markings are used, two sets of arrows should be used if the length of the bay is greater than 180 feet. When a single lane use arrow or word and arrow marking is used for a short turn lane, it should be located at or near the upstream end of the full-width turn lane.
3. Use raised pavement marker Type I-C with undivided highways, flush medians and two way left turn lanes. Use raised pavement marker Type II-C-R with divided highways and raised medians.
4. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer. See Chapter 3 of the Roadway Design Manual for additional information on turning lanes or storage lengths.

LANE REDUCTION



MATERIAL SPECIFICATIONS

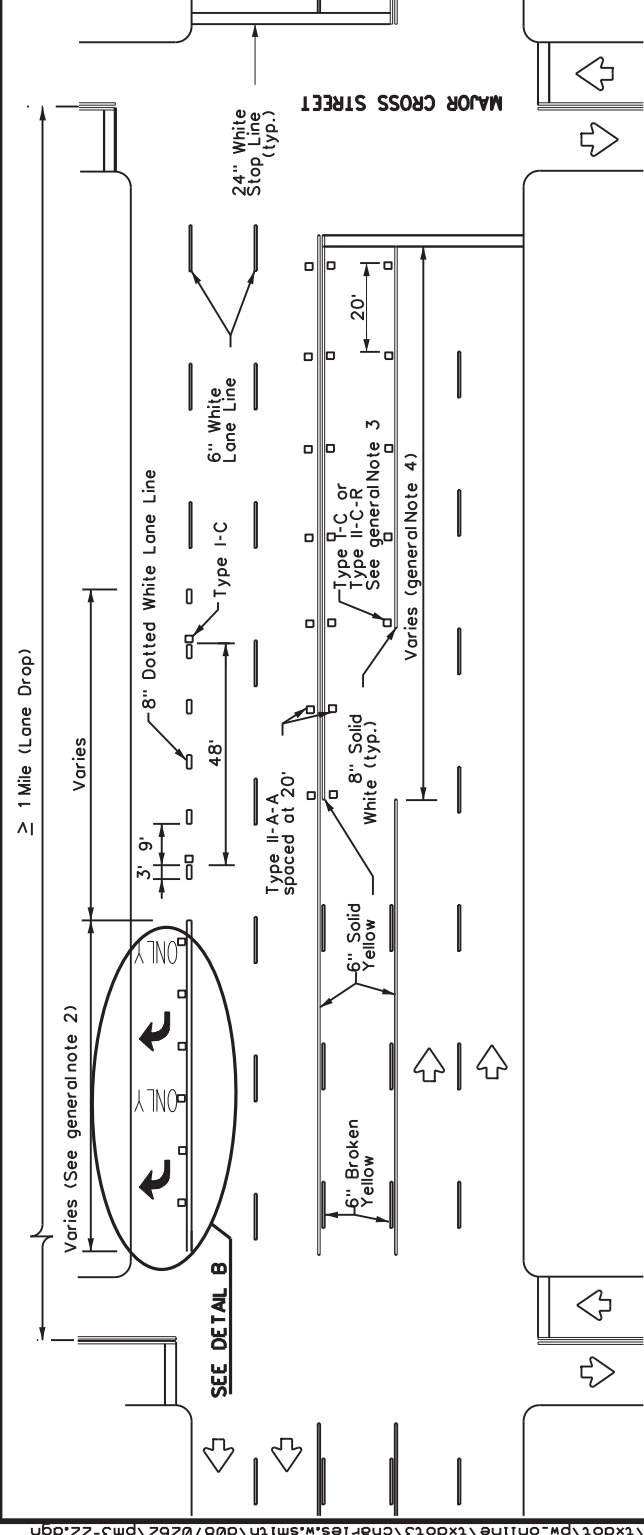
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.

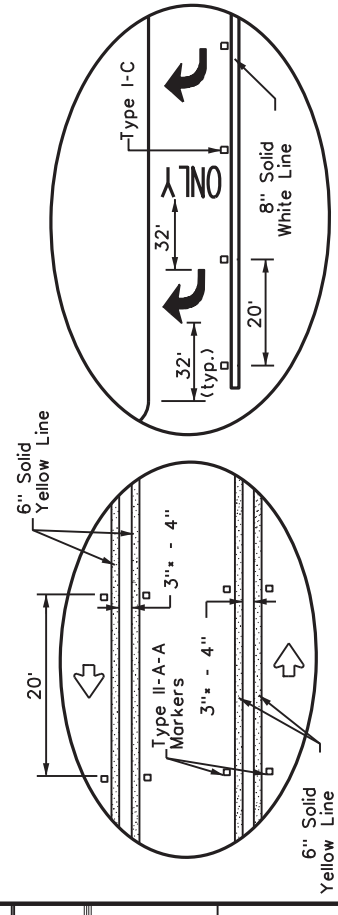
TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY

A two-way left-turn (TWLTL) lane-use arrow pavement marking should be used at or just downstream from the beginning of a two-way left-turn lane within a corridor. Repeating the marking after each intersection or dedicated turn bay is not required unless stated elsewhere in the plans.

TYPICAL TWLTL AT ONE-WAY STREET AND RIGHT TURN AUXILIARY LANE

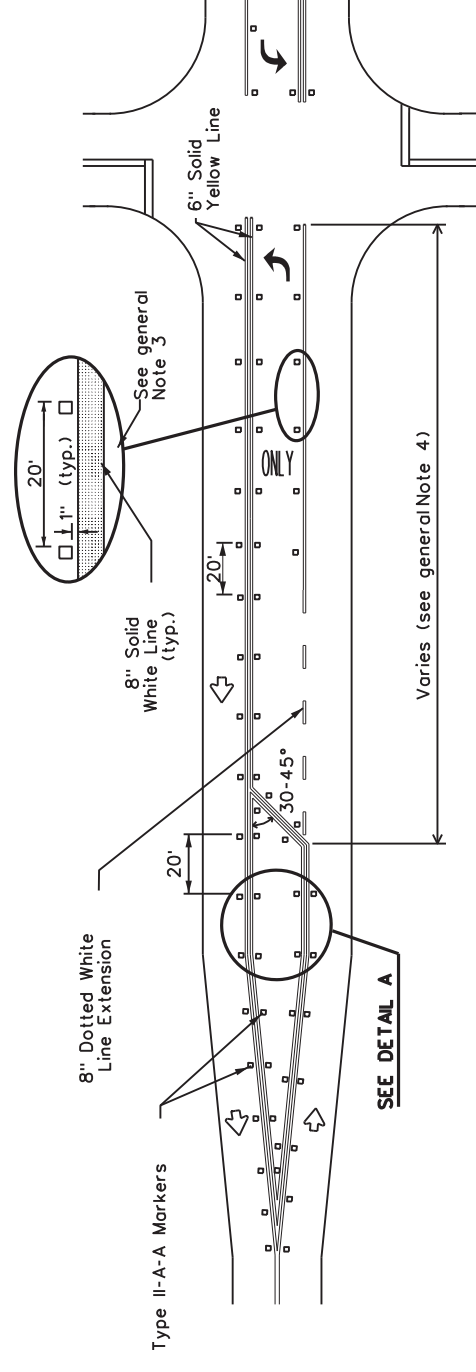


TYPICAL TWLTL AT TWO-WAY CROSS STREET AND RIGHT TURN LANE DROP



2" minimum allowed for restripe projects when approved by the Engineer.

TYPICAL TWO-LANE ROADWAY INTERSECTION WITH LEFT TURN BAYS



TWO-WAY LEFT TURN LANES, RURAL LEFT TURN BAYS, AND LANE REDUCTION PAVEMENT MARKINGS PM(3)-22

FILE: pm3-22.dgn	DN:	CK:	DW:	CHK:	HIGHWAY
TxDOT December 2022	CONT	SECT	JOB	SH	22.ETC
4-98	3-03	6-20	001	001	SH 22.ETC
5-00	2-10	12-22			COUNTY
8-00	2-12				WACO
					HILL, ETC

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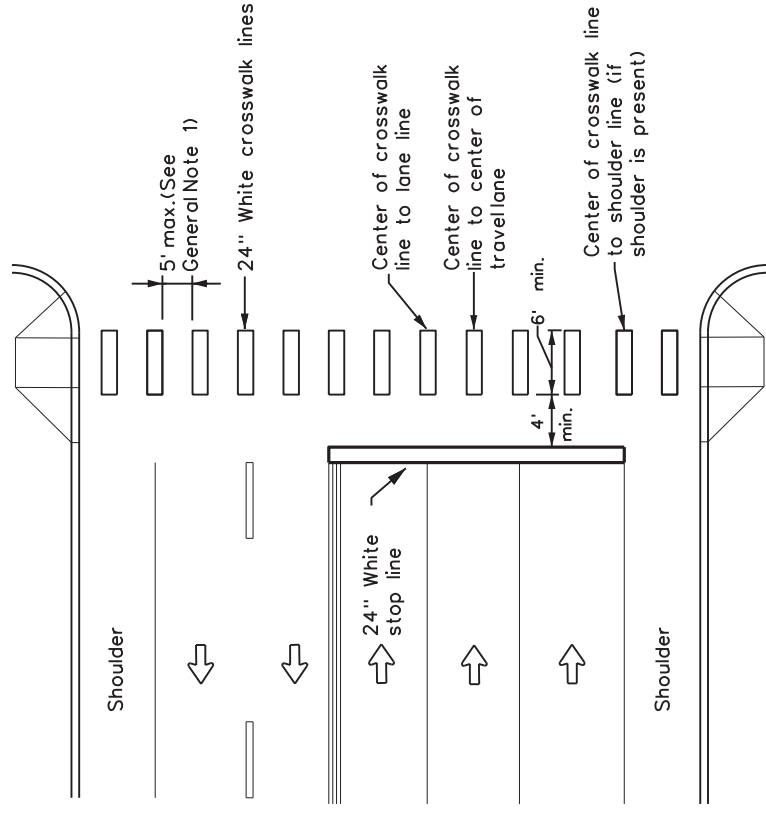
DATE: 10/22/2024 10:22:47 PM
 FILE: c:\xtdot\pm\online\xtdot3\charles.w.smith\d0870262\pm4-22a.dgn

GENERAL NOTES

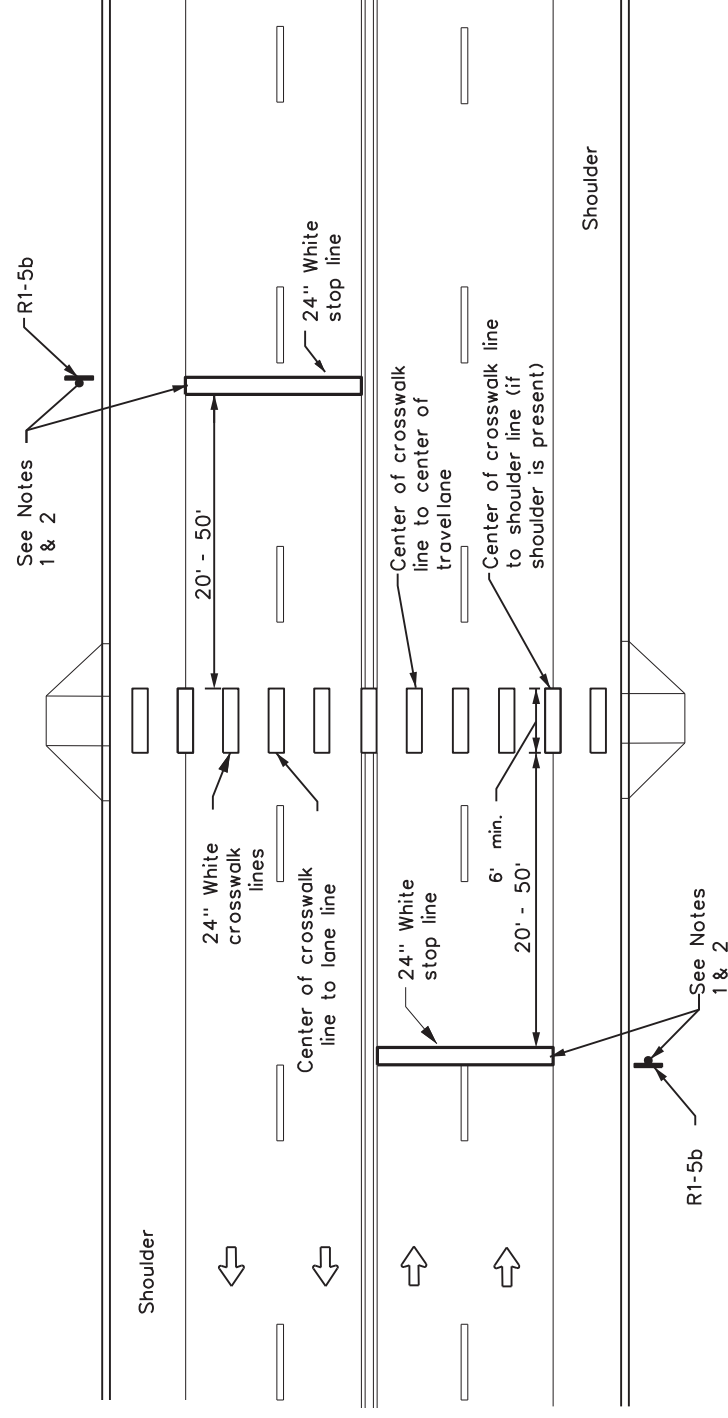
1. Longitudinal crosswalk lines should not be placed in the wheel path of vehicles. Center the crosswalk lines on travel lanes, lane lines, and shoulder lines (if present).
2. A minimum 6" clear distance shall be provided to the curb face. If the last crosswalk line falls into this distance it must be omitted.
3. For divided roadways, adjustments in spacing of the crosswalk lines should be made in the median so that the crosswalk lines are maintained in their proper location across the travel portion of the roadway.
4. At skewed crosswalks, the crosswalk lines are to remain parallel to the lane lines.
5. Each crosswalk shall be a minimum of 6' wide.
6. The High-Visibility Longitudinal Crosswalk is the preferred crosswalk pattern on State Highways. Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used. All crosswalk designs and dimension shall comply with the "Texas Manual on Uniform Traffic Control Devices."
7. Final placement of Stop Bar and Crosswalk shall be approved by the Engineer in the field.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



HIGH-VISIBILITY LONGITUDINAL CROSSWALK AT CONTROLLED APPROACH



UNSIGNALIZED MIDBLOCK HIGH-VISIBILITY LONGITUDINAL CROSSWALK

NOTES:

1. Use stop bars with Stop Here For Pedestrians (R1-5b) signs at unsignalized midblock crosswalks.
2. Use stop bars with STOP HERE ON RED (R10-6 or R10-6a) signs at midblock crosswalks controlled by traffic signals or pedestrian hybrid beacons.



CROSSWALK PAVEMENT MARKINGS

PM(4)-22A

FILE: pm4-22a.dgn	DN:	CK:	DW:	CK:
© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
6-20	6473	42	001	SH 22.ETC
6-22				
12-22				
	WACO		HILL, ETC	SHEET NO.
				54

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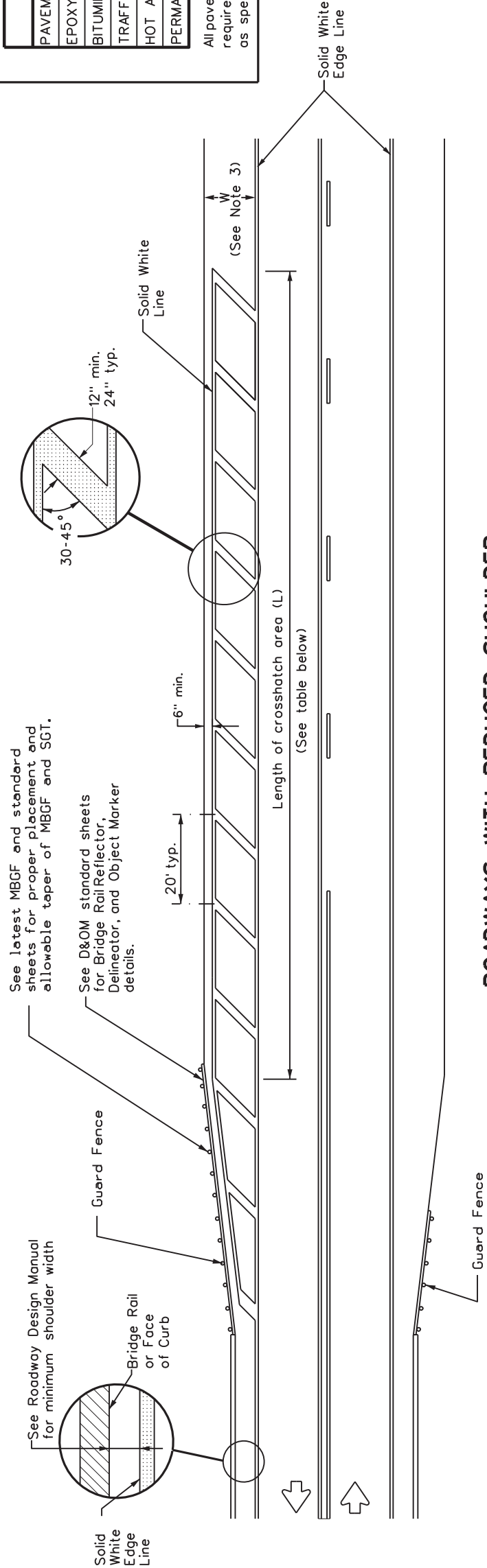
DATE: 10/22/2024 10:22:48 PM
 FILE: c:\xtdot\pm-online\xtdot3\charles.w.smith\d0870262\pms-22.dgn

NOTES

- Edge line striping shall be as shown in the plans or as directed by the Engineer. The edge line should not be placed less than 4 inches from the bridge rail or face of curb or 6 inches from the edge of pavement. This distance may vary due to pavement raveling or other conditions.
- No-passing zone on bridge approach is optional. If used, the no-passing zone shall be a minimum 500 feet long from the beginning of the bridge.
- The crosshatching should be required if the shoulder width in advance of the bridge is 4 feet or wider and a reduction of at least 3 feet in shoulder width across the bridge occurs.
- On divided highways, review both the right and left shoulder widths for the need for narrow bridge pavement markings.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



ROADWAYS WITH REDUCED SHOULDER WIDTHS ACROSS BRIDGE OR CULVERT

CROSSHATCH LENGTH (L)	
Posted Speed (MPH)	L (ft)
30	300 ft
35	
40	
45	
50	500 ft
55	
60	
65	
70	
75	

Texas Department of Transportation
 Traffic Safety Division Standard

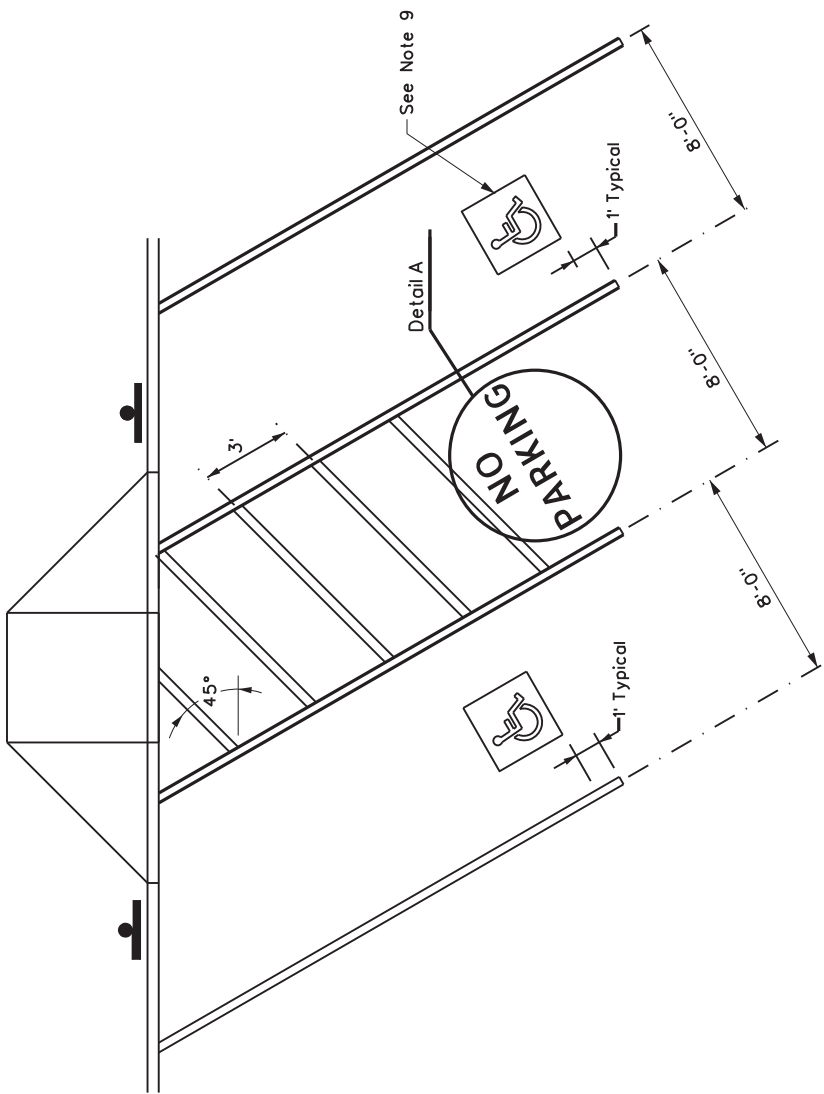
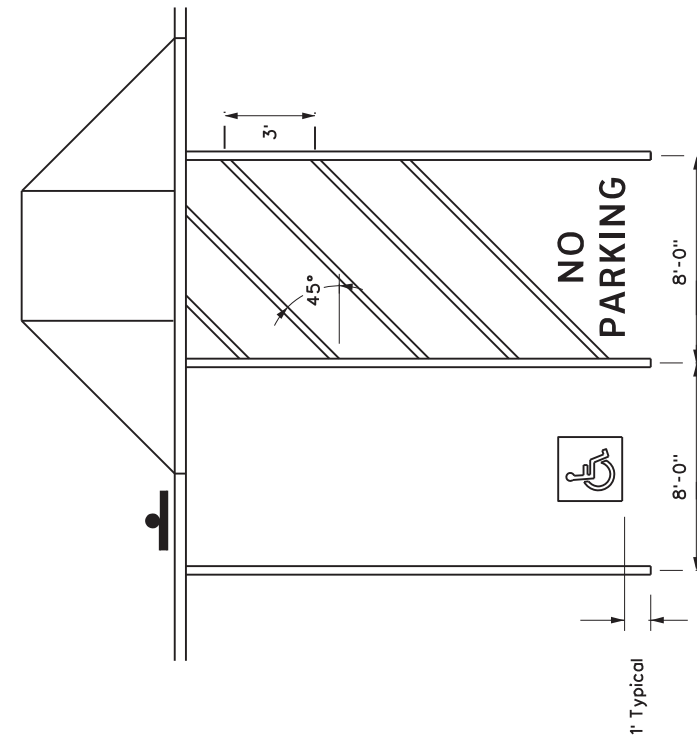
PAVEMENT MARKINGS FOR ROADWAYS WITH REDUCED SHOULDER WIDTHS ACROSS BRIDGE OR CULVERT

PM(5)-22

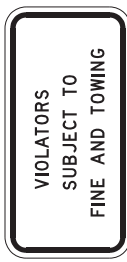
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© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	6473	42	001	SH 22.ETC
	DIST		COUNTY	SHEET NO.
	WACO		HILL, ETC	55

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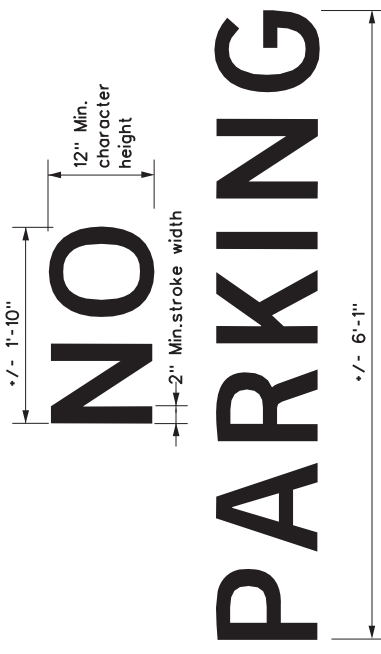
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PERPENDICULAR OR ANGLED ACCESSIBLE PARKING SPACE DIMENSIONS



ACCESSIBLE
 PARKING SIGNS



ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080
7.5 to 15	0.100
Greater than 15	0.125

DEPARTMENTAL MATERIAL SPECIFICATIONS	
ALUMINUM SIGN BLANKS	DMS-7110
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
SIGN FACE MATERIALS	DMS-8300

Detail A

GENERAL NOTES:

- All paved accessible parking space limit lines shall be 4" solid white lines.
- Paved accessible parking spaces must include a white International Symbol of Accessibility applied conspicuously on the surface in a color that contrasts the pavement. A blue background with white border may supplement the symbol for additional contrast.
- The words "NO PARKING" must be applied on any access aisle adjacent to the parking space. The words must be white, applied:
 - in all capital letters.
 - centered within each access aisle adjacent to the parking space.
- RESERVED PARKING (R7-8T) sign including the International Symbol of Accessibility.
 - shall be REQUIRED for each accessible parking space.
 - shall NOT be placed between two accessible parking spaces.
 - shall NOT be placed in a location that restricts movement of wheelchairs within the adjacent sidewalk.
 - shall have a mounting height of 7 feet to the bottom of the sign.
- A sign identifying the consequences of parking illegally in a paved accessible parking space. Must:
 - at a minimum state "VIOLATORS SUBJECT TO FINE AND TOWING" (Plaque)(R7-8aPT).
 - be mounted on a pole, post, wall or freestanding board.
 - be no more than eight inches (8") below sign R7-8T a sign required by the Texas Accessibility Standards, 502.6.
 - be installed so that the bottom edge of the sign is no lower than 48 inches and no higher than 80 inches above the ground level.
- Signs identifying van parking spaces shall contain the designation "VAN ACCESSIBLE" (R7-8P) Signs shall be 60 inches minimum above the ground level measured to the bottom of the sign.
- Perpendicular or angled parking spaces shall be 8 feet wide minimum with an access aisle 8 feet minimum wide (van accessible). Two parking spaces are permitted to share a common access aisle.
- Access aisles shall be at street level, extend the full length of the parking space they serve, follow ADA surface requirements, and marked to discourage parking in the access aisle. Curb ramps shall connect the access aisle to the adjacent pedestrian access route. Curb ramps shall not be located within the access aisle.
- International Symbol of Accessibility Parking Space Marking and sign details can be found in The Standard Highway Sign Designs for Texas (SHSD) at the following website. <http://www.txdot.gov/>

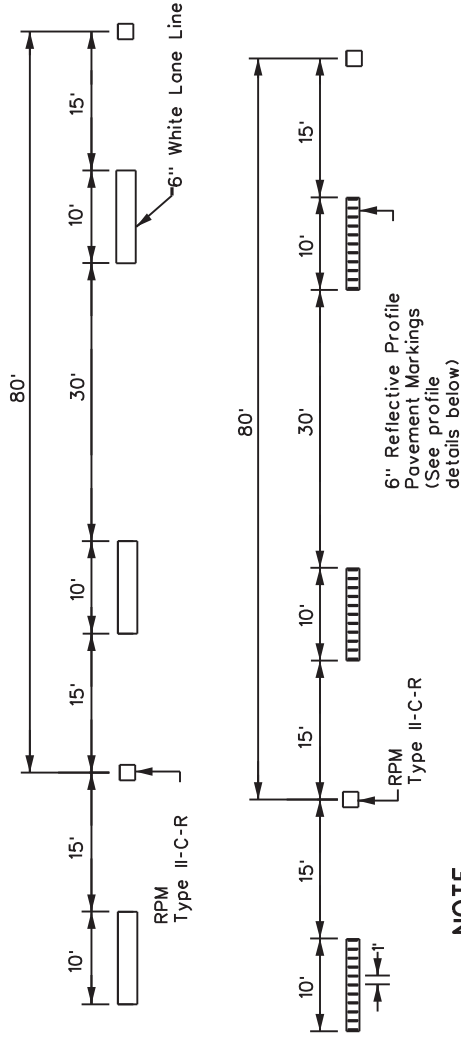
Texas Department of Transportation
 Traffic Safety Division Standard

PAVEMENT MARKINGS
 AND SIGNING FOR
 ACCESSIBLE PARKING

PM(AP)-21

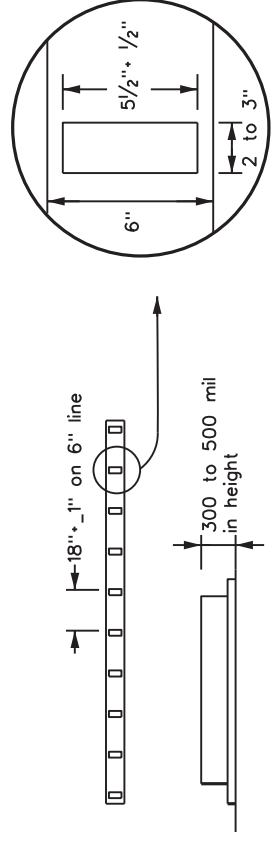
FILE:	pm(ap)-21	DN:	TxDOT	CK:	TxDOT	LOW:	TxDOT	CHK:	TxDOT
REVISED:	July 2021	CONT:	SECT	JOB:	SH 22.ETC	REVISIONS:	6473 42	001	001
		DIST:		COUNTY:					
				WACO:	HILL, ETC				

22F



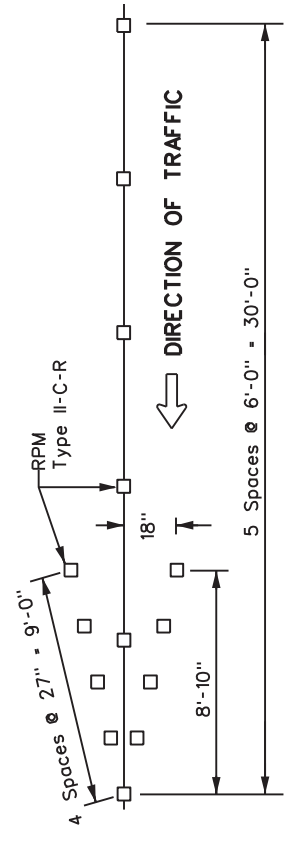
NOTE
 Reflectorized raised pavement markers Type II-C-R shall be spaced on 80' centers with the clear face toward normal traffic and the red face toward wrong way traffic. All raised pavement markers placed along broken lines shall be placed in line with and midway between the stripes.

TRAFFIC LANE LINES PAVEMENT MARKING



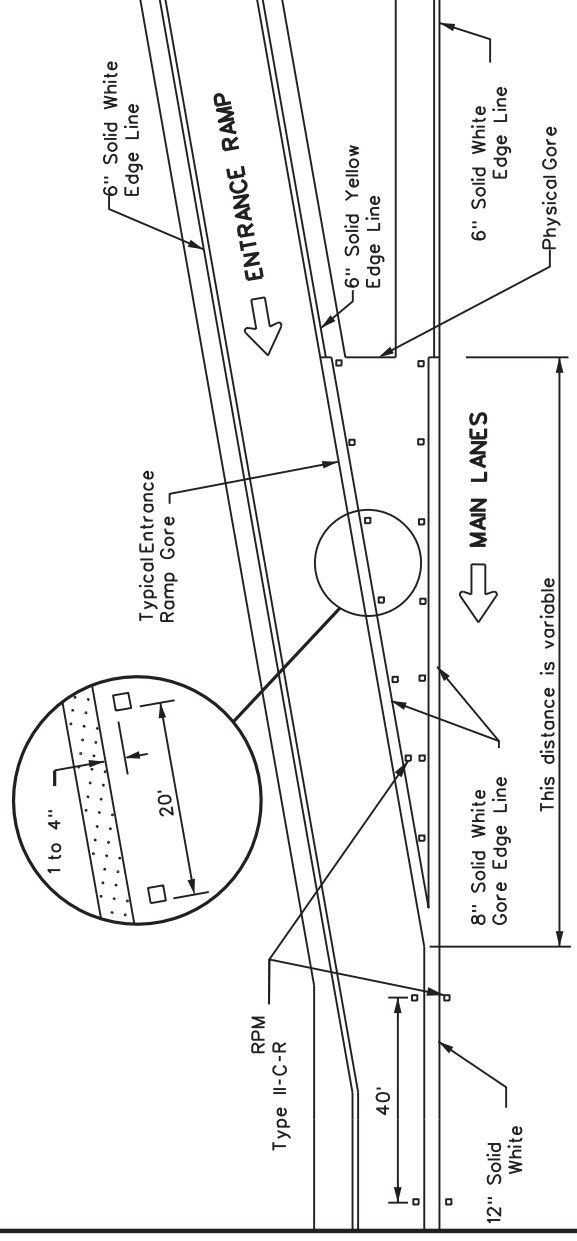
NOTE
 Edge lines should typically be 6" wide and the materials shall be as specified in the plans. See details above if reflective profile pavement markings are to be used.

EDGE LINE PAVEMENT MARKINGS

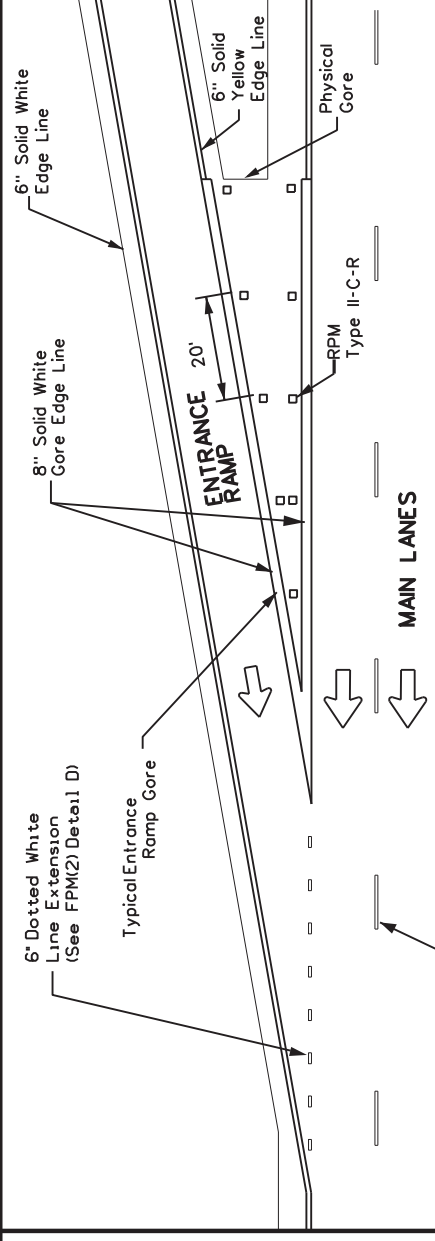


NOTES
 1. Reflectorized raised pavement markers Type-II-C-R in the wrong way arrow shall have the clear face toward normal traffic and the red face toward the wrong way traffic.
 2. Red reflectorized wrong way arrows, not to exceed two, may be placed on exit ramps. Locations of the arrows shall be as shown in the plans or as directed by the engineer.

WRONG WAY ARROW

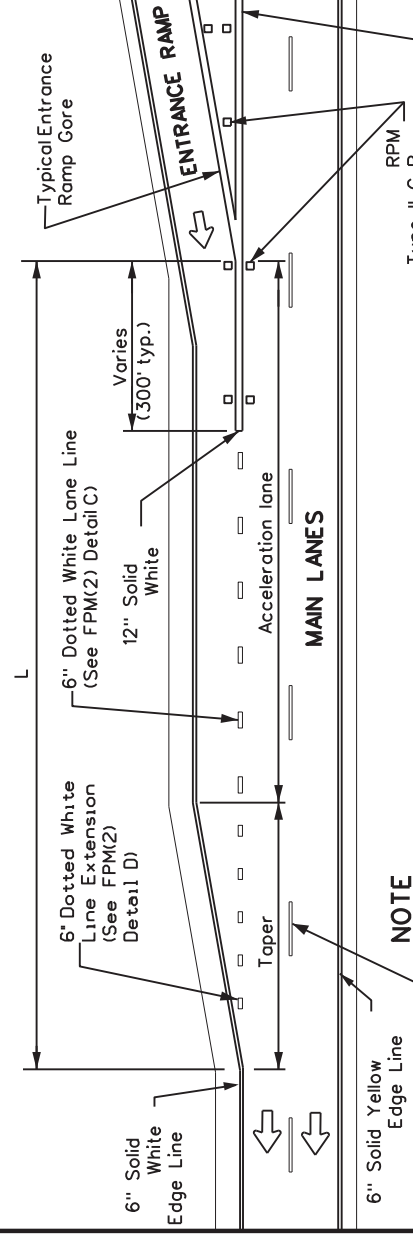


TYPICAL ENTRANCE RAMP GORE MARKING



NOTE
 See the Roadway Design Manual Chapter 3 to determine if a tapered acceleration lane may be used.

TAPERED ACCELERATION LANE



NOTE
 See the Roadway Design Manual Chapter 3 to determine lengths of the acceleration lane and taper.

PARALLEL ACCELERATION LANE

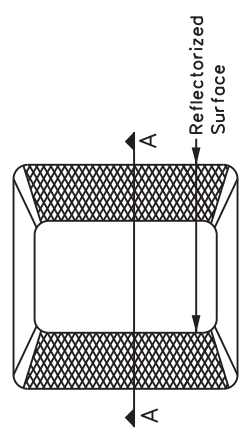
MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.

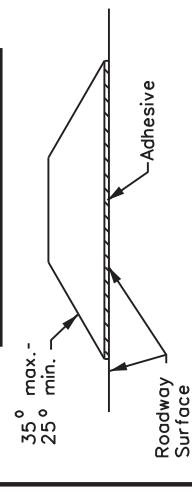
LEGEND	
	Traffic flow
	Pavement marking arrows (white)
	Reflectorized Raised Markers (RPM) Type II-C-R

GENERAL NOTE

On concrete pavements the raised pavement markers shall be placed to one side of the longitudinal joints.



Type II (Top View)



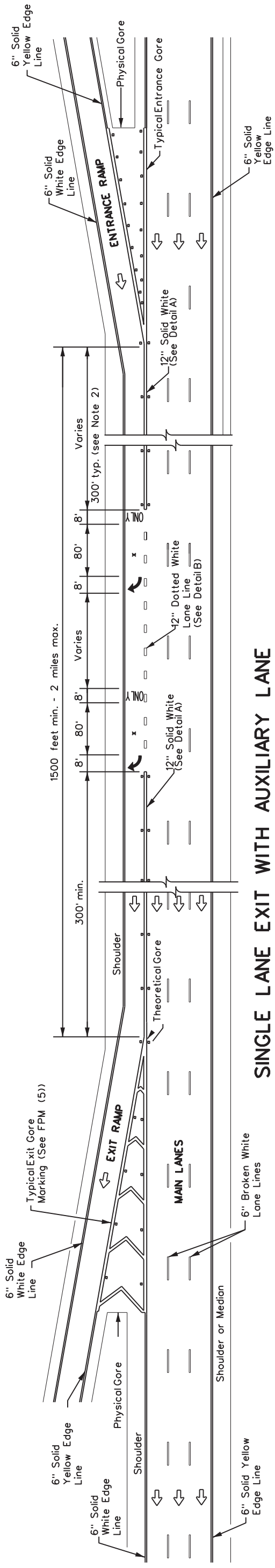
SECTION A

REFLECTORIZED RAISED PAVEMENT MARKER (RPM)



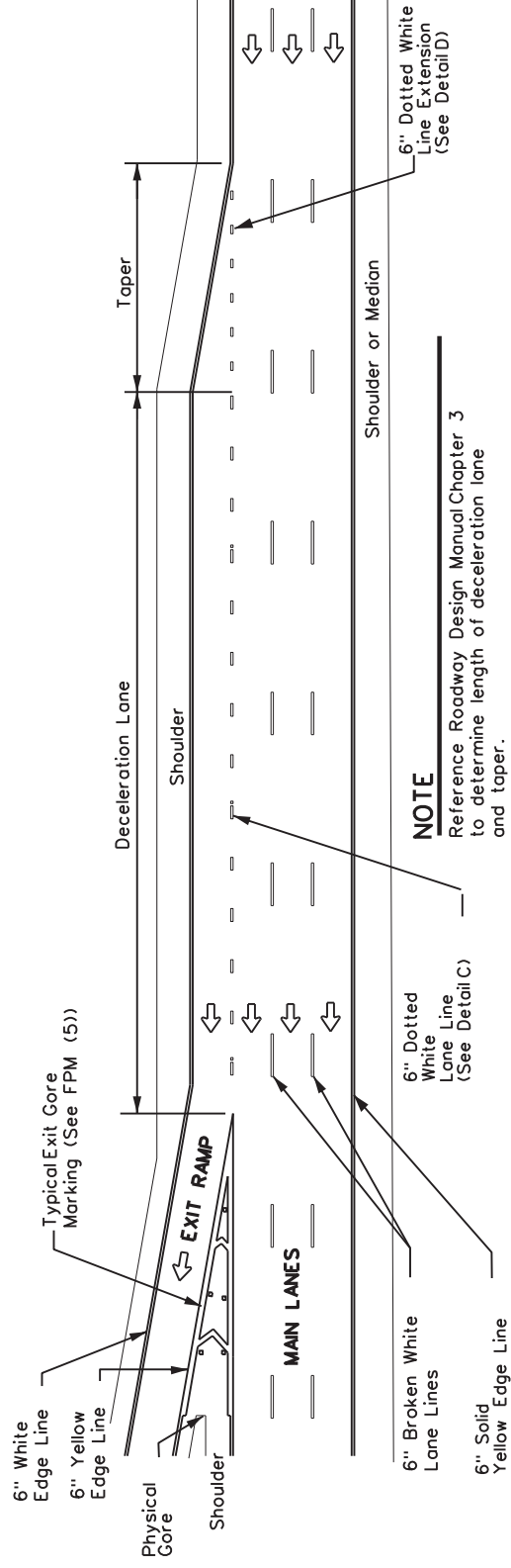
TYPICAL STANDARD FREEWAY PAVEMENT MARKINGS WITH RAISED PAVEMENT MARKERS FPM(1)-22

FILE: fpm(1)-22.dgn	DN:	CK:	DW:	CK:
TXDOT October 2022	CONT	SECT	JOB	HIGHWAY
5-74 8-00 2-12	6473	42	001	SH 22,ETC
4-92 2-08 10-22	DIST		COUNTY	
5-00 2-10	WACO		HILL, ETC	
				57



SINGLE LANE EXIT WITH AUXILIARY LANE

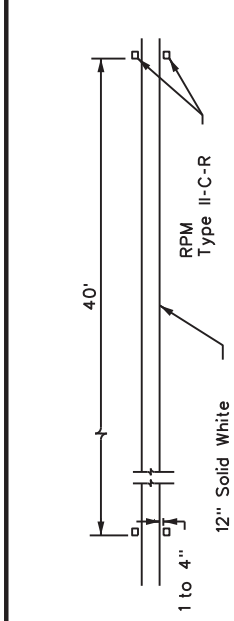
(See Note 2)



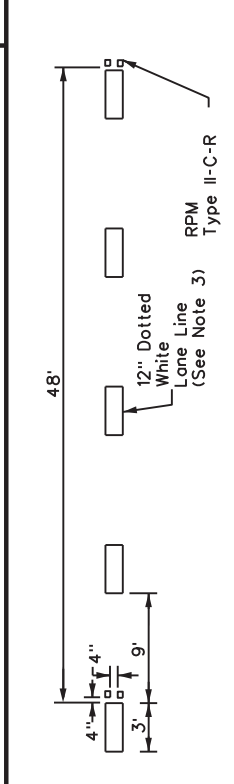
TAPERED DECELERATION LANE

NOTE
Reference Roadway Design Manual Chapter 3 to determine if tapered deceleration lane may be used.

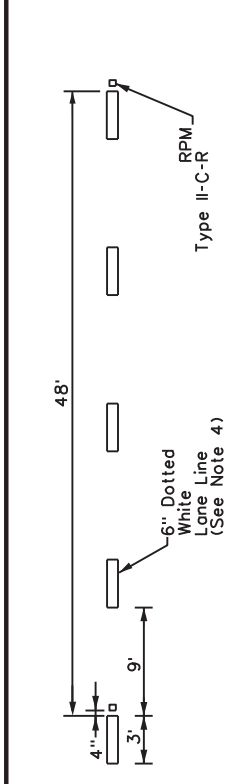
NOTE
Reference Roadway Design Manual Chapter 3 to determine length of deceleration lane and taper.



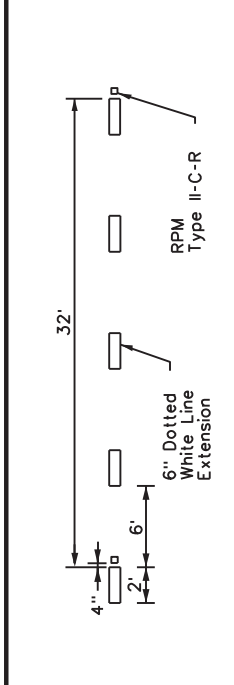
DETAIL A



DETAIL B



DETAIL C



DETAIL D

GENERAL NOTES

1. Pavement markings shall be white except as otherwise noted.
2. Length of 12" white line may vary depending on location.
3. Wide (12") dotted lane line (see Detail B) is used to separate a through lane that continues beyond the interchange from an adjacent mandatory exit lane.
4. Normal (6") dotted lane line (see Detail C) is used at parallel acceleration and deceleration lanes.
5. See FPM(1) for traffic lane line pavement marking details.

LEGEND

	Traffic flow
	Pavement marking arrows (white)
	ReflectORIZED Raised Markers (RPM) Type II-C-R
	Arrow markings are optional, however "ONLY" is required if arrow is used

MATERIAL SPECIFICATIONS

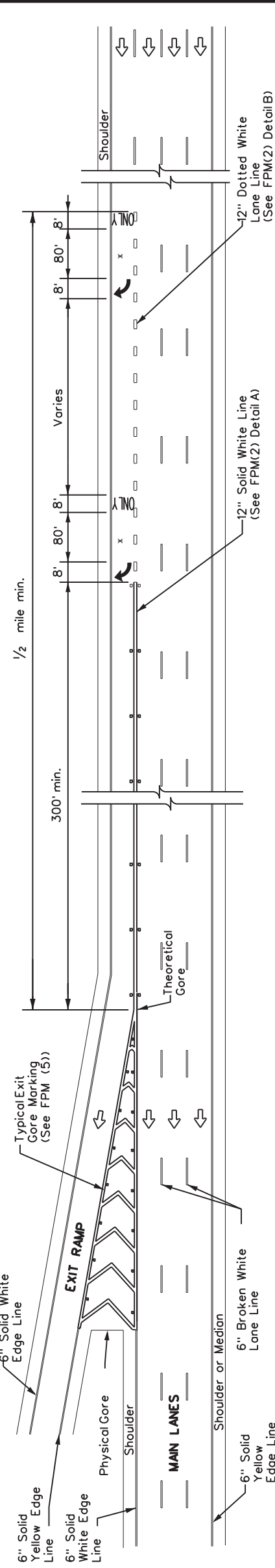
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.

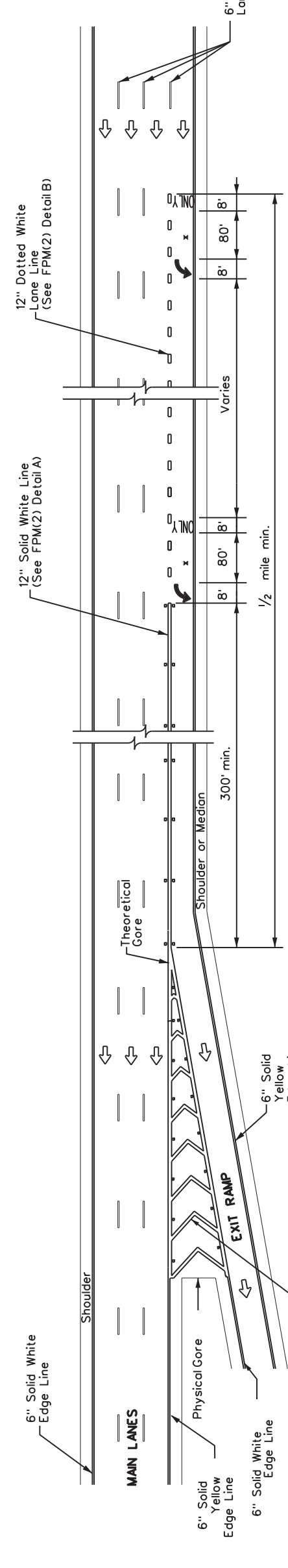
MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.

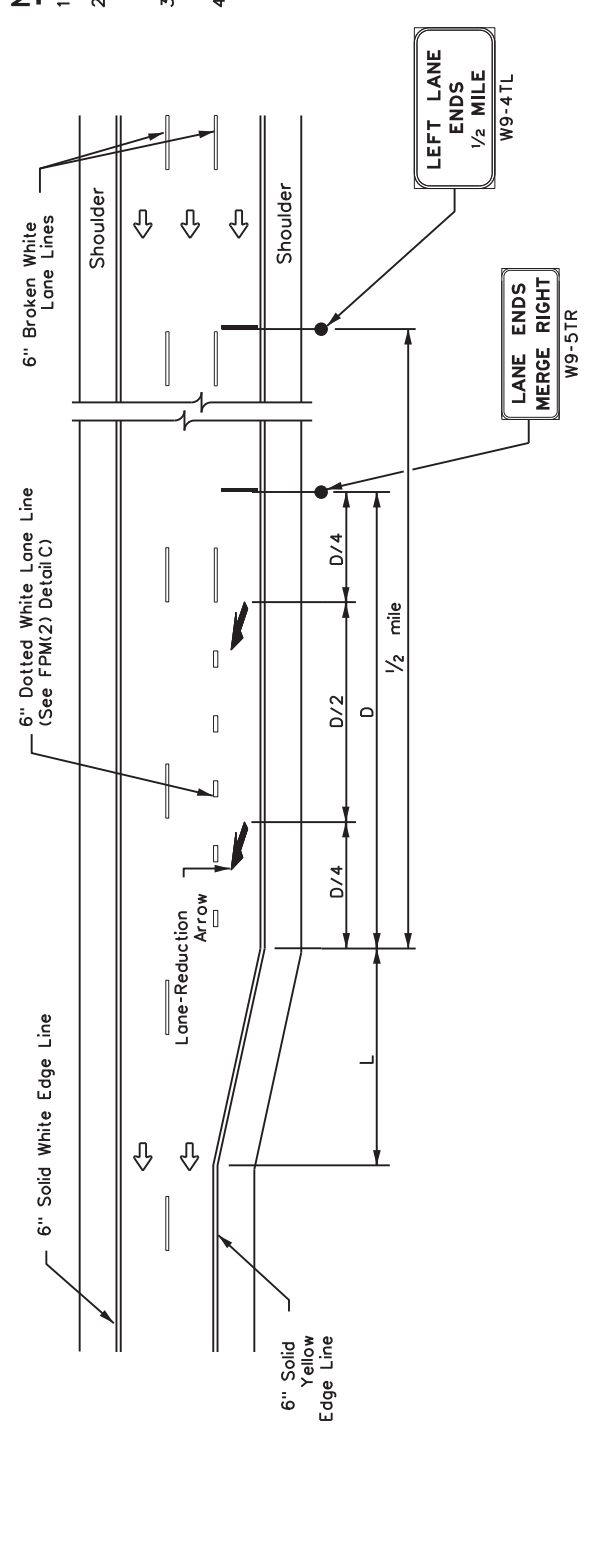
LEGEND	
	Traffic flow
	Pavement marking arrows (white)
	ReflectORIZED Raised Markers (RPM) Type II-C-R
	Arrow markings are optional, however "ONLY" is required if arrow is used



SINGLE LANE EXIT - LANE DROP OR EXIT ONLY



SINGLE LANE EXIT - LANE DROP OR EXIT ONLY (LEFT SIDE)



NOTES

1. Large Guide signs shall conform to the TxDOT Freeway Signing Handbook.
2. An optional third lane reduction arrow may be added based on engineering judgement, if used, the optional third lane reduction arrow should be centered between the first and last lane reduction arrows.
3. Arrows and sign details can be found in the Standard Highway Sign Designs for Texas (SHSD) at <http://www.txdot.gov>.
4. These guidelines may also be applied to the design of a right side lane reduction. Use LANE ENDS MERGE LEFT (W9-5TL) and RIGHT LANE ENDS 1/2 MILE (W9-4TR) signs in lieu of what is shown on drawing.

ADVANCED WARNING SIGN DISTANCE (D)		
Posted Speed	D (ft)	L (ft)
45 MPH	775	
50 MPH	885	
55 MPH	990	
60 MPH	1,100	
65 MPH	1,200	L-WS
70 MPH	1,250	
75 MPH	1,350	
80 MPH	1,500	
85 MPH	1,625	

FREEWAY LANE REDUCTION

GENERAL NOTES

1. Pavement markings shall be white except as otherwise noted.
2. Length of 12" white line may vary depending on location.
3. Wide (12") dotted lane line (see FPM(2) Detail B) is used to separate a through lane that continues beyond the interchange from an adjacent mandatory exit lane.
4. Edge lines are not required in curb and gutter sections of frontage roads.
5. See FPM(1) for traffic lane line pavement marking details.

Texas Department of Transportation
 Traffic Safety Division Standard

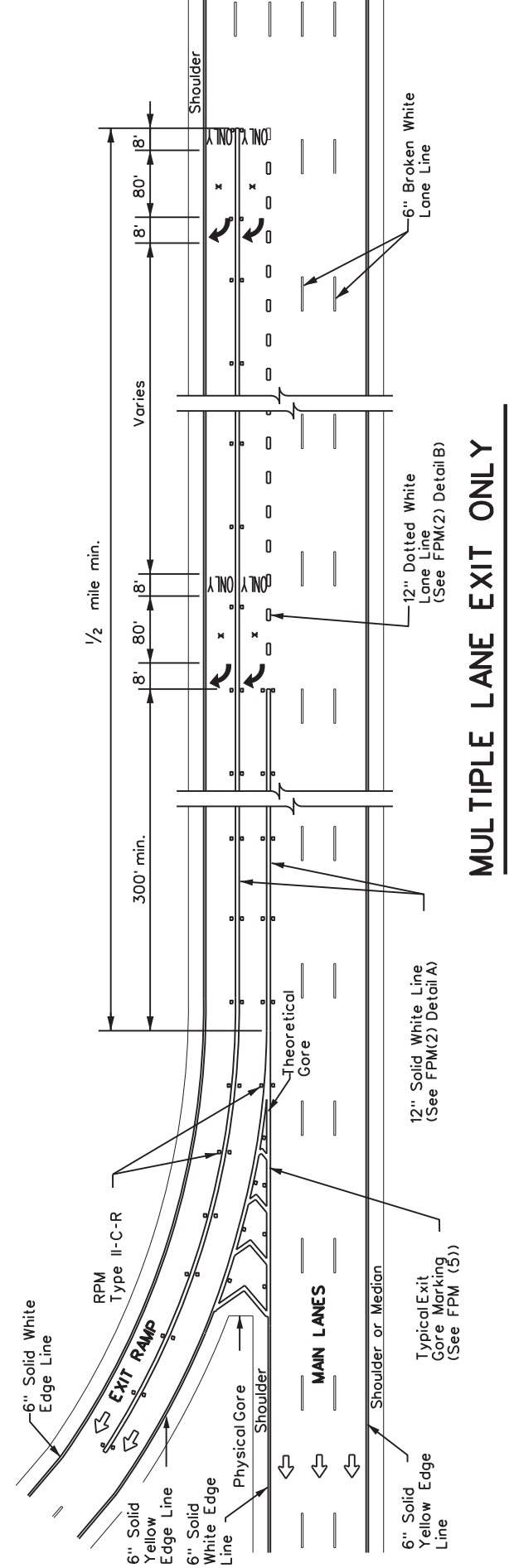
TYPICAL STANDARD FREEWAY PAVEMENT MARKINGS SINGLE LANE DROP (EXIT ONLY) AND LANE REDUCTION DETAILS

FPM(3)-22

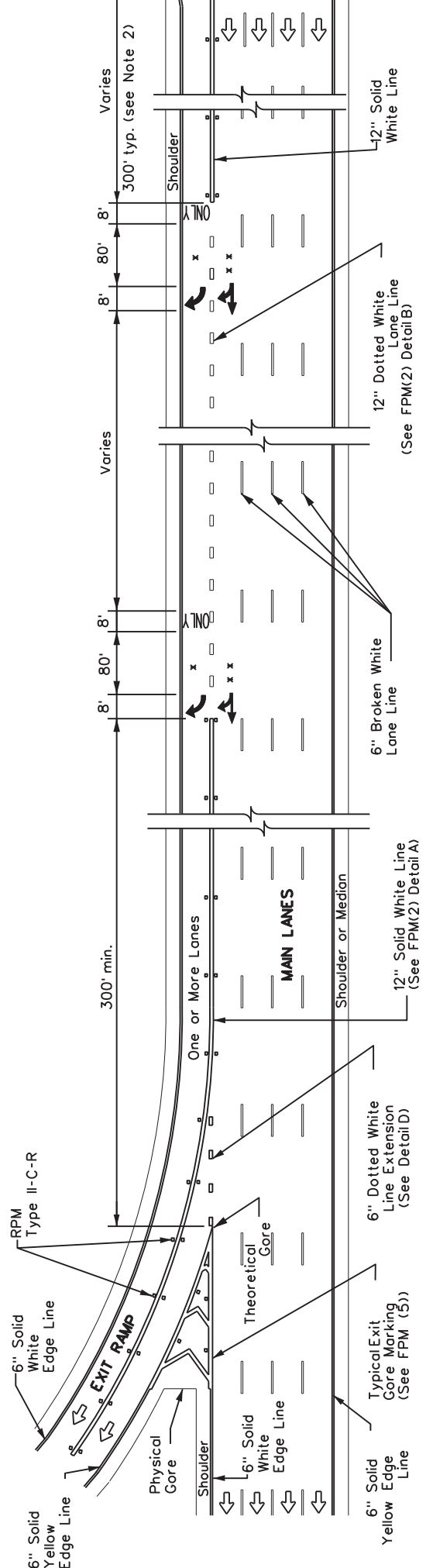
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 TxDOT October 2022
 CONT SECT JOB HIGHWAY
 6473 42 001 SH 22.ETC
 REVISIONS
 4-92 2-10
 5-00 2-12
 8-00 10-22
 COUNTY WACO HILL, ETC
 SHEET NO. 59

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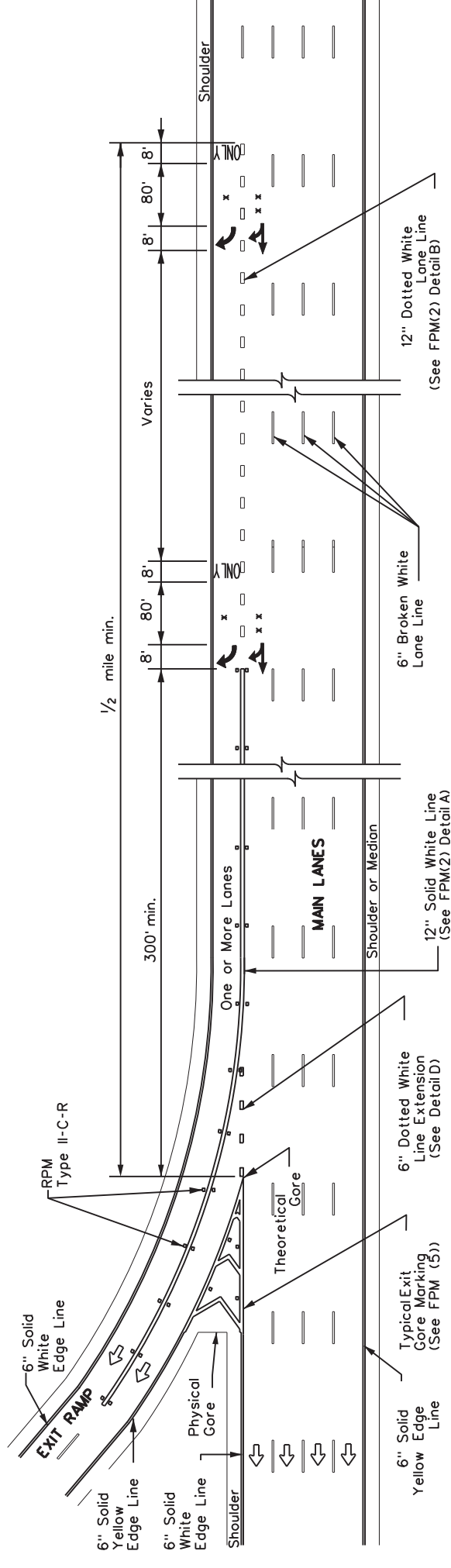
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MULTIPLE LANE EXIT ONLY



SINGLE LANE ENTRANCE WITH MULTIPLE LANE EXIT - EXIT ONLY WITH OPTION LANE



MULTIPLE LANE EXIT - EXIT ONLY WITH OPTION LANE

LEGEND

↔	Traffic Flow
□	ReflectORIZED Raised Markers (RPM) Type II-C-R
↶	Pavement marking arrow (white)
x	Arrow markings are optional, however "ONLY" is required if arrow is used
x x	Arrow markings are optional

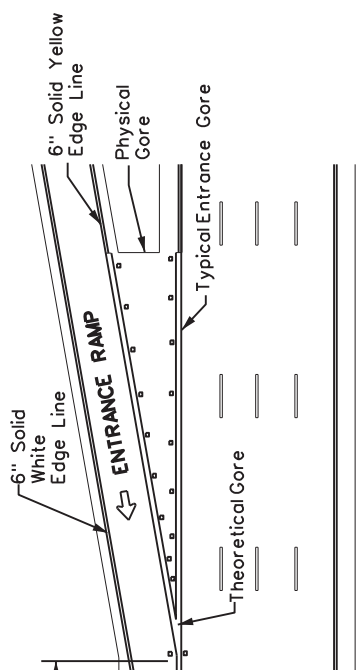
MATERIAL SPECIFICATIONS

PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.

GENERAL NOTES

1. Pavement markings shall be white except as otherwise noted.
2. Length of 12" white line may vary depending on location.
3. Wide (12") dotted lane line (see FPM(2) Detail B) is used to separate a through lane that continues beyond the interchange from an adjacent mandatory exit lane.
4. Edge lines are not required in curb and gutter sections of frontage roads.
5. See FPM(1) for traffic lane line pavement marking details.



NOTE

This design is used when an entrance ramp is followed by a dual lane exit ramp within 2400' downstream (theoretical gore to theoretical gore).

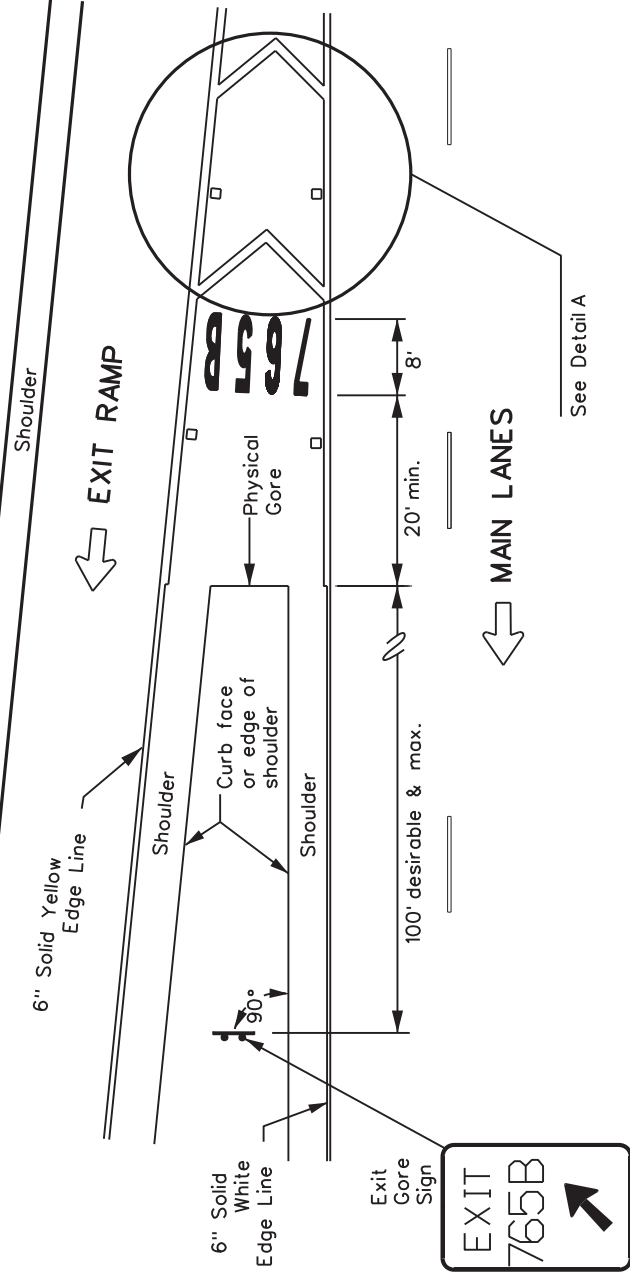


**TYPICAL STANDARD
 FREEWAY PAVEMENT MARKINGS
 MULTIPLE LANE DROP (EXIT)
 DETAILS
 FPM(4)-22**

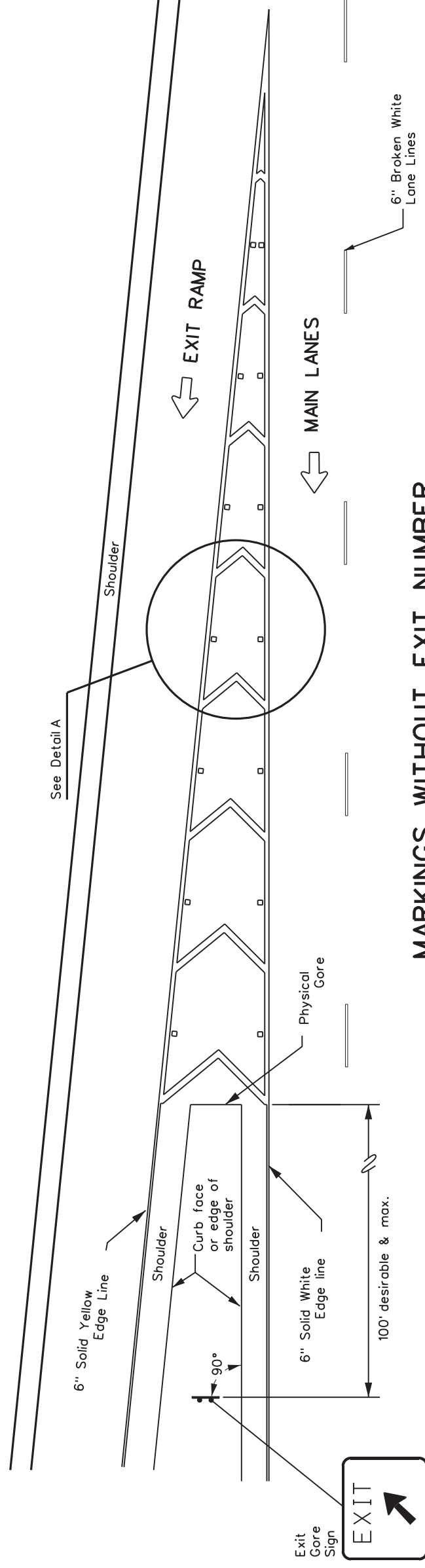
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2-77	2-10	6473	42	001	SH 22.ETC
5-00	2-12				COUNTY:
8-00	10-22				WACO
					HILL, ETC
					SHEET NO. 60

EXIT NUMBER PAVEMENT MARKING NOTES

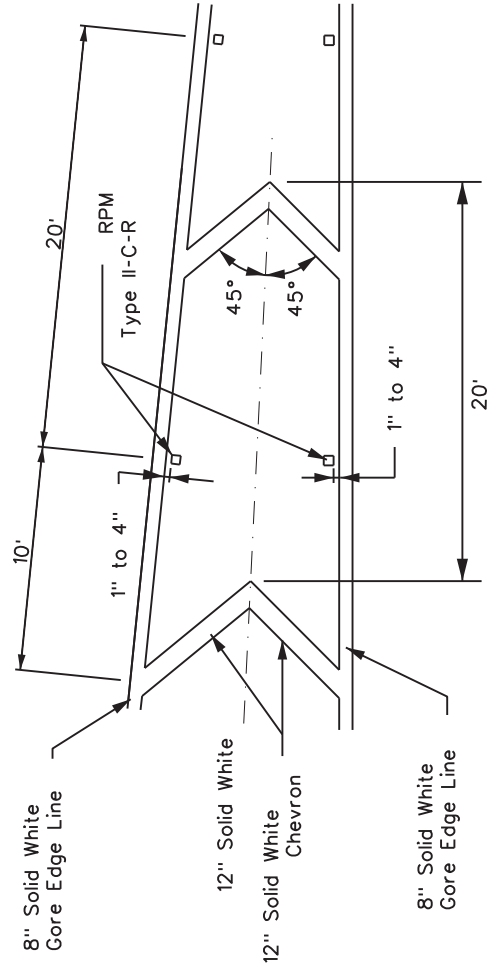
1. Minimum 8 foot white exit number pavement markings should be used, unless otherwise noted.
2. Spacing between letters and numbers should be approximately 4 inches.
3. Pavement markings are to be located as specified elsewhere in the plans.
4. Numbers and Letters details can be found in the Standard Highway Design for Texas (SHSD) Section 12 at <http://www.txdot.gov>



MARKINGS WITH EXIT NUMBER



MARKINGS WITHOUT EXIT NUMBER



NOTES

1. Raised pavement markers shall be centered between each chevron or neutral area line.
2. For more information, see ReflectORIZED Raised Pavement Marker Detail.

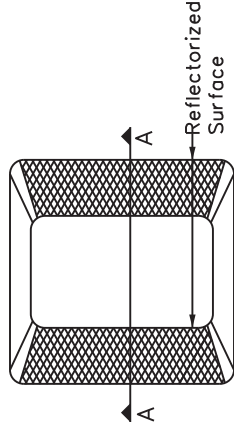
DETAIL A

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

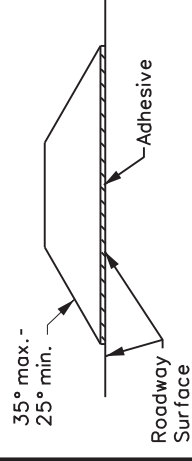
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.

LEGEND

	Traffic flow
	ReflectORIZED Raised Markers (RPM) Type II-C-R



Type II (Top View)



SECTION A

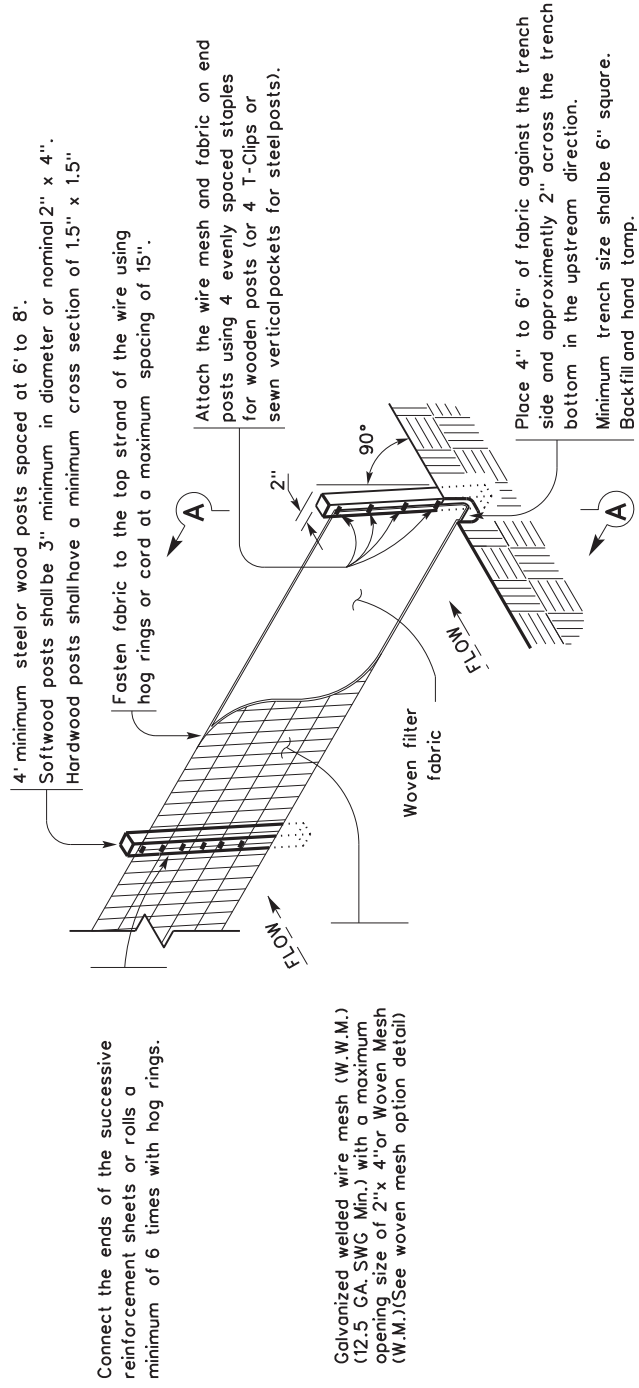
REFLECTORIZED RAISED PAVEMENT MARKER (RPM)



EXIT GORE PAVEMENT MARKINGS

FPM(5)-22

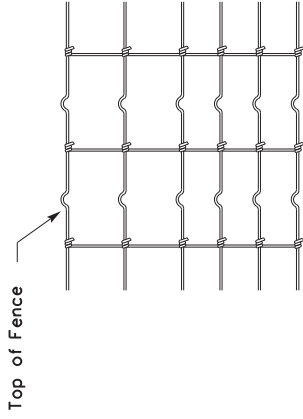
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© TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
9-19	6473	42	001	SH 22.ETC
10-22	REVISONS		COUNTY	SHEET NO.
	MACO	HILL, ETC		61



TEMPORARY SEDIMENT CONTROL FENCE

SCF

HINGE JOINT WOVEN MESH (OPTION) DETAIL



Galvanized hinge joint knot woven mesh (12.5 GA. SWG Min.) requires a minimum of five horizontal wires spaced at a maximum of 12 inches apart and all vertical wires spaced at a maximum of 12 inches apart.

SEDIMENT CONTROL FENCE USAGE GUIDELINES

A sediment control fence may be constructed near the downstream perimeter of a disturbed area along a contour to intercept sediment from overland runoff. A 2 year storm frequency may be used to calculate the flow rate to be filtered.

Sediment control fence should be sized to filter a maximum flow through rate of 100 GPM/FT. Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

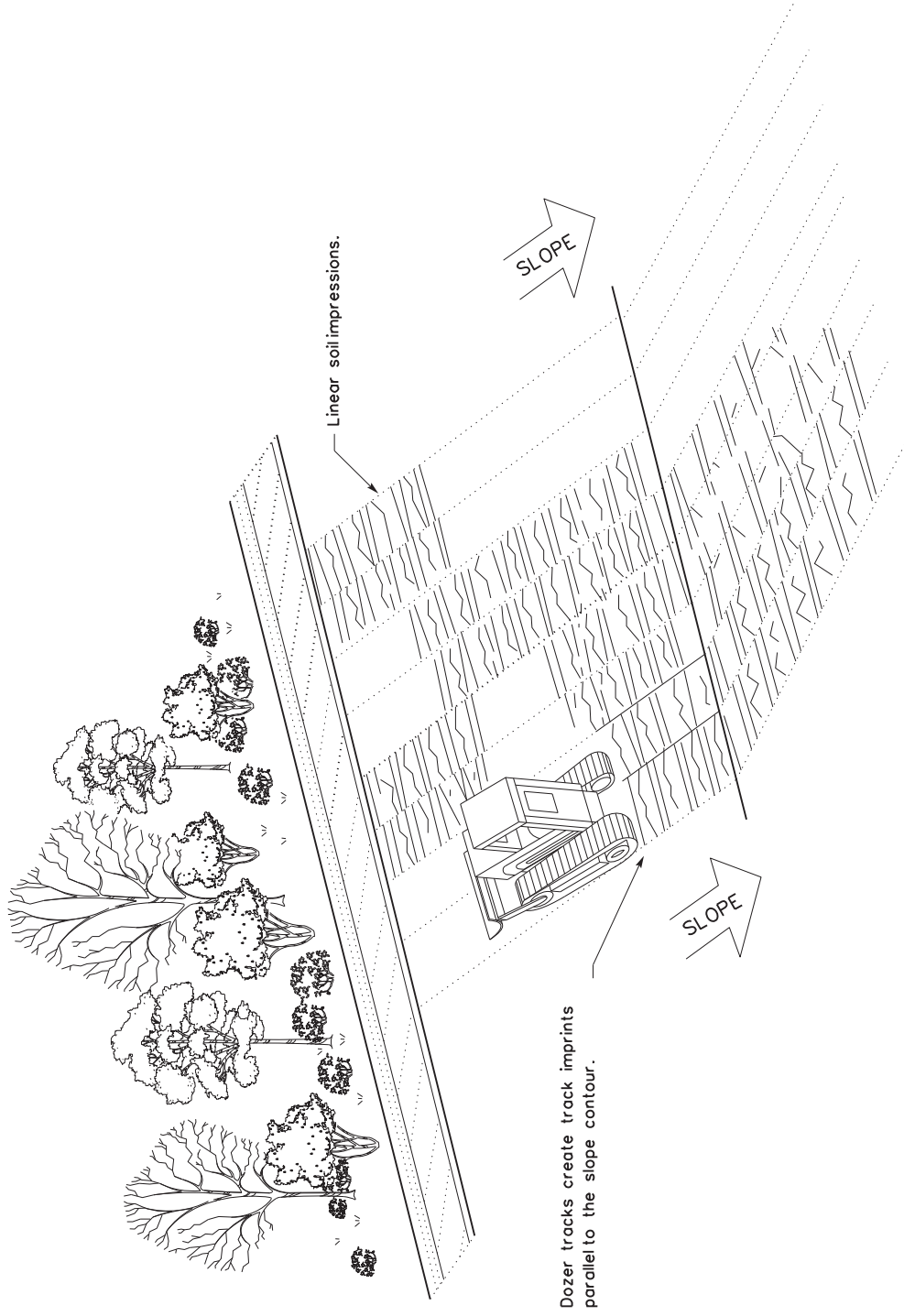
LEGEND

Sediment Control Fence

SCF

GENERAL NOTES

1. Vertical tracking is required on projects where soil distributing activities have occurred unless otherwise approved.
2. Perform vertical tracking on slopes to temporarily stabilize soil.
3. Provide equipment with a track undercarriage capable of producing linear soil impressions measuring a minimum of 12" in length by 2" to 4" in width by 1/2" to 2" in depth.
4. Do not exceed 12" between track impressions.
5. Install continuous linear track impressions where the minimum 12" length impressions are perpendicular to the slope or direction of water flow.



VERTICAL TRACKING



Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES
FENCE & VERTICAL TRACKING

EC(1)-16

FILE: ec116	DW: TXDOT	CK: KM	DW: VP	DW/CK: LS
© TXDOT: JULY 2016	CONT: SECT	JOB: 001	SH: 22.ETC	HIGHWAY
REVISIONS	647342	001	SH 22.ETC	
	DIST: WACO	COUNTY: HILL, ETC	SHEET NO: 63	

BEST MANAGEMENT PRACTICE (BMP) GENERAL NOTES

1. Prior to TxDOT allowing the Contractor to start construction, the Contractor will provide the required storm water and 404 permit documentation and support activities, including but not limited to the following:
 - Provide a list of all chemicals, construction and waste products that will be generated, stored or brought upon TxDOT ROW. The list includes expected construction debris, sanitary wastes, construction chemicals and petroleum products used or generated by the Contractor and sub-contractors. Along with the list, the Contractor will supply a spill prevention plan and clean up procedures that will include each of these chemical products or generated waste.
 - Provide in the construction schedule the necessary line items that will comply with the schedule and planning requirements of the storm water permit.
 - Post the TxDOT storm water permit and any Contractor permits, per permit requirements.
 - Provide copies of storm water permits for Contractor PSL(s). As new PSL(s) may be obtained for the project, provide copies of new or amended permits to TxDOT. The Contractor will not disturb soil without the proper permits.
 - Provide scale drawings of off ROW PSL's within one mile of the project, for field offices, borrow sources, plant sites or other uses.
 - Provide permit information on any Contractor batch plants or concrete crushing plants to be located at a Contractor PSL(s) within one mile of the project limits or boundaries. Copies of the air and water permits are to be provided to TxDOT before materials will be used on the project. No asphalt or concrete batch plants or concrete crushing plants will be located on TxDOT ROW.
 - Provide a letter indicating a Contractor Responsible Person for environmental compliance (CRP) for the project, and maintain a CRP throughout the project duration.
 - Provide all environmental documentation including certification of compliance and EMS training documents/certificates prior to starting work. The Contractor is to provide daily BMP inspection reports that document all field BMPs needing repair or replacement. The Contractor is to clearly document specific BMPs needing repair and location each work day. The Contractor is encouraged to be proactive in fixing BMPs without TxDOT direction.
 - Provide documentation required for Waters of the US, Note #3 and submittals for Item 496 bridge removal. Bridge removal methods submitted will follow all Waters of the US note requirements. The Contractor is not to start construction within the Ordinary High Water Marks of any stream until receiving approval for stream channel construction methods from TxDOT.
 - Provide a written procedure for managing all chemicals and construction items placed in vertical containment structures. Also, provide methods to be used for the treatment, disposal, collection or release of storm water.
 - Provide an estimated date by letter, for the submittal of marked up bridge drawings, indicating cut locations for any structural steel requiring cutting or torching of steel, coated with lead containing paints.
2. Place and maintain trash cans and portable sanitary facilities at locations where there is active construction. Worker generated trash and construction debris will be kept from being transported by storm water and will be collected daily from the ground and routinely hauled from the work area.
3. Contractor will provide TxDOT copies of all correspondence with MS4s, TCEQ, EPA, DSHS and Corps of Engineers regarding activities on this project.
4. Contractor to conduct storm water inspections and develop SWPPP documents to support Contractor permits obtained for the project including PSL(s).
5. Contractor will maintain written documentation of locations of all portable sanitary facilities. The Contractor is required to document the location and disposition of all spills and cleanups from portable sanitary facilities.
6. Contractor will not store chemicals on TxDOT ROW, unless chemicals are stored following all environmental and safety regulations. Fuels for construction equipment will not be stored on TxDOT ROW.
7. The Contractor will store fuels and bulk chemicals on Contractor PSL(s) using a secondary containment method, such as double lined tanks and/or free standing containment reservoirs made of plastic or steel designed to hold bulk chemicals or drums.
8. The Contractor will not remove sediment controls without the prior approval of TxDOT, except for a sediment control that may back up water and cause safety or traffic problems.

SCALE - NTS SHEET 1 OF 10



Texas Department of Transportation
Waco District Standard

TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

TA-BMP

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DEC 2013	REVISIONS		647342	001	SH 22-ETC
FEB 2015	DIST	COUNTY	WACO	HILL, ETC	SHEET NO.
					64

BEST MANAGEMENT PRACTICE (BMP) GENERAL NOTES

9. Any sediment controls removed by the Contractor must be re-installed before the next rainfall event or by the end of day, as approved in advance.
10. Vegetative buffer strips may be used in place of temporary sediment controls such as silt fences and rock filter dams. The amount of disturbed soil area will be limited to 1/3 of an acre or less for a minimum of 50 feet of grassed ditch and 2/3 of an acre of disturbed soil for a minimum of 100 feet of grassed ditch.
11. Construction equipment found to be leaking oil, fuel or coolant will be immediately stopped, the leaking fluid collected and the equipment fixed. Equipment continuing to leak will be removed from the project at no cost to TxDOT. Leaking fluids from equipment will be collected and removed from the project or PSL.
12. Earth berms or mounds typically used to stockpile topsoil and used in place of boundary silt fence will be seeded upon being constructed. Long term use of earth berms or mounds will not be continued without establishing grass on the control.
13. The Contractor will inform TxDOT of new areas where soil will be disturbed to facilitate planning for new sediment controls. Areas of vegetated soil will not be disturbed by the Contractor, unless adequate sediment controls can be installed before the next rainfall event. The Contractor will assist TxDOT in keeping an accurate set of working SWPPP drawings that show the locations of all temporary sediment and erosion controls.
14. The Contractor will maintain an adequate amount of temporary sediment controls on hand at the field office or project staging area for critical SWPPP maintenance, including silt fence (minimum of 200 feet) and rock / fabric for rock filter dams (minimum for 100 feet of Type III dams).
The requirement for BMP rock quantities on hand is waived for small projects for on and off system bridge installations. The Contractor having a BMP Subcontractor does not eliminate the requirement for the Contractor to have the required silt fence and rock on hand, typically stored at the Contractor PSL.
15. Failure of a sub-contractor to complete storm water work on time will require the Contractor to start storm water sediment control work immediately and complete the work with high priority, or be subject to stop work on the entire project.
16. Earth materials on roads as a result of soil tracking will not be allowed to be transported off ROW in storm water. Soil or rock material found on roadways deposited from Contractor equipment will be removed daily.
17. Unless approved, completed concrete curb inlets will not be blocked by sediment controls. The contractor will frequently sweep the completed or partially completed roadway to keep sediment out of drainage pipes.
18. The Contractor will be responsible for proper dust control and will route construction traffic in a manner that minimizes dust generation.
19. Water for dust control will contain no pollutants, but may be non-potable from upland stock ponds. No quantity of water to be used for construction purposes may be taken from a 404 stream, prior to the proper authorizations or permits being obtained by the Contractor.
20. Contractor is to direct workers and sub-contractors to use portable sanitary facilities provided by the Contractor and not to trespass off ROW.
21. Contractor will provide written verification to TxDOT that earth borrow pits and disposal sources meet environmental and regulatory requirements, prior to use. Excavations will meet all OSHA requirements and the current safety guidelines established for TxDOT Quarries and Pits.
22. Boundary silt fences that are terminated down slope, with one end being at the lowest elevation, will be installed with an L - hook to contain sediment. Boundary silt fences that are installed on flat ground will have L-hooks on both ends.
23. Rock filter dams across ditches will be constructed where the rock filter dam ends are embedded within the ditch side slopes and ditch bottom. The top center elevation of the rock filter dam will be at least 6 inches lower than the elevations on the rock filter dam ends.
24. Silt fence will be constructed in a U or V pattern across ditch lines and up the ditch side slope to keep storm water from flowing around the ends of the silt fence. Small silt fences that do not adequately span the ditch and allows storm water around the end(s) will not be used. Where there is adequate space, large U pattern silt fences are preferred to facilitate sediment collection and sediment removal with equipment.
25. Sediment controls (RFDs or silt fences) will be located along road ditches as marked on the SWPPP drawings. Modifications to the sediment control spacing will be adjusted during the project based on sediment control effectiveness. The installation and maintenance of sediment controls at or near outfalls, where storm water leaves TxDOT ROW, takes persistent over ditch line sediment controls.

SCALE - NTS SHEET 2 OF 10



Waco District Standard

TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

TA-BMP

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DEC 2013	6473	42	001	SH	22-ETC
FEB 2015	REVISIONS				
	DIST		COUNTY		SHEET NO.
	WACO		HILL, ETC		65

BEST MANAGEMENT PRACTICE (BMP) GENERAL NOTES

26. Storm water draining sheet flow over disturbed soil sloped towards the ROW properly line, will be intercepted by a boundary silt fence typically installed with L-shaped ends.
27. For ditch grading and shoulder up work, the Contractor is limited during good weather to remove up to one mile (limited to five acres of disturbed soil) of ditch line sediment controls; on one side of the roadway. Outfall controls cannot be removed during this activity. Ditch line controls must be replaced upon completion of work and before the next rain event.
28. Sediment controls damaged by the Contractor, as defined by permit, must be fixed or replaced immediately upon discovery.
29. Notches in silt fences are not typically allowed. Specific silt fences that back up water onto lanes of traffic may be notched if approved.
30. For silt fence maintenance, the Contractor will leave approximately 4 inches of deposited sediment up stream of silt fences and not over excavate around silt fences or rock filter dams.
31. The Contractor will inform TxDOT of new construction areas and where soil is planned to be disturbed. Sediment controls will be installed at outfalls prior to the Contractor beginning soil disturbing activities up slope from the outfall.
32. Water from concrete saw cutting, concrete coring activities; or fine materials from concrete chipping and salvage will not be allowed to enter storm drains or enter streams.
33. Storm water containing suspended sediment and turbidity needing to be removed from excavations or low areas will be pumped or gravity drained through vegetated buffer strips (50 foot minimum) or placed in ditches with temporary sediment controls, prior to the water being discharged into a stream.
34. Uncontaminated water from natural groundwater seepage, springs, foundations and drains that does not contain suspended sediment or any pollutants may be discharged without storm water controls.
35. Lime or cement if spilled in ditches or outside the defined limits of application is considered a pollutant and will be excavated and removed the same day, to avoid contaminating streams.
36. If located along the project ROW, RAP stockpiles will be located where there is a minimum 100 feet of vegetative buffer strip before storm water will reach a stream. RAP will not be used as a construction material within the Ordinary High Water Marks of a stream channel of a 404 designated stream.
37. If allowed on the project, concrete truck wash out areas will have adequate volume to allow 12 inch freeboard for rain and will be lined with 6 mils of plastic. No concrete will be stored higher than the 12 inch freeboard. Cleaning of truck chutes and equipment does not constitute concrete truck wash out and this activity may be completed at the concrete placement location. Wash out areas will not be located closer than 50 ft from down slope inlets or stream channels.
38. For outfalls near stock ponds closer than 50 foot from disturbed soil at the ROW line, redundant sediment controls will be provided, typically a combination of rock filter dam and a silt fence constructed in line of the flow.
39. Earth stockpiles will utilize silt fence sediment controls, positioned on the low end of the stockpile drainage area with L-hooks or silt fence installed around the entire stockpile.
40. Sediment controls including rock filter dams and silt fences will not be installed across any 404 streams. Sediment controls at 404 streams will be positioned to limit sediment entering the stream from the banks and around structures/culverts, and will allow free flow of storm water to pass through the ROW without being dammed by any sediment controls. Remove loose materials from stream channels prior to each rain event.
41. Sediment controls for non-404 streams may be constructed across the drainage channel in unlimited locations. It is appropriate to use sediment control details typically used for 404 streams for non-404 streams when flow velocities are high. Remove loose material from stream channels prior to each rain event.
42. Incomplete drainage pipe installation across the roadway does not remove the requirement for having sediment controls around the ends of the pipe. To stay within permit requirements, sediment controls should be installed over and around the terminated end and along each side of the banks as soon as construction on the pipe has been completed. Remove loose material from stream channels prior to each rain event.
43. Safety end / headwall construction temporarily will require the removal of part of the sediment control placed over and around the pipe end. Retain in place as much functioning sediment control as possible. Replace the silt fence over and around the top of the pipe, immediately upon concrete placement and form removal. Do not remove culvert sediment controls that cannot be replaced before the next rain event. Sediment control at the ends of culverts must be in place and available for any rain event until the disturbed soil areas are re-vegetated.

SCALE - NTS SHEET 3 OF 10



TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

TA-BMP

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FEB 2015	REVISONS	DIST	COUNTY	SHEET NO.	
	WACO	HILL, ETC		SHEET NO.	66

BEST MANAGEMENT PRACTICE (BMP) GENERAL NOTES

44. Between the Ordinary High Water Marks of a 404 stream channel, the Contractor will disturb only the minimum amount of stream channel that is necessary to complete the work.
45. Rock riprap for erosion control does not replace the requirements to maintain sediment control until vegetation is re-established. Replace sediment controls immediately after installing erosion rock.
46. At the direction of TxDOT, sediment deposited into existing and new culverts will be removed subsidiary to Item 506. Sediment to be removed is either pre-existing material before construction starts or sediment generated as a part of this project.
47. Provide treated 2X4 cross bracing for rectangular inlet silt fence, subsidiary to Item 506.
48. Loose or granular earth materials will not be used to repair silt fence undercuts. Silt fence undercut repairs will be conducted with well compacted soils or the silt fence will be reset in a nearby location.
49. Silt fence steel T posts of approximately 1.25 pounds per foot are allowed at a spacing of 8 feet or less. Silt fence steel T posts between approximately 1.25 pounds per foot and 0.85 pounds per foot are allowed for T post spacing of 5 feet or less.
50. Silt fence to be used to slow the flow of storm water down slopes will be positioned approximately horizontal (on the contour) with L hooks on the ends and limited to approximately 200 feet in length. Multiple sections and levels of silt fence may be required in addition to temporary / permanent erosion control flumes.
51. Soil retention blankets will be installed rolled down the slope with the small dimension side embedded at the top of slope, unless recommended otherwise by the manufacturer. Excess grass, rocks, trash, debris or clods will be removed before seeding and installing soil retention blankets. All installations will be by the manufacturer recommendations. Contractor equipment, including tractor mowers will be kept off areas with soil retention blankets until the grass is established.

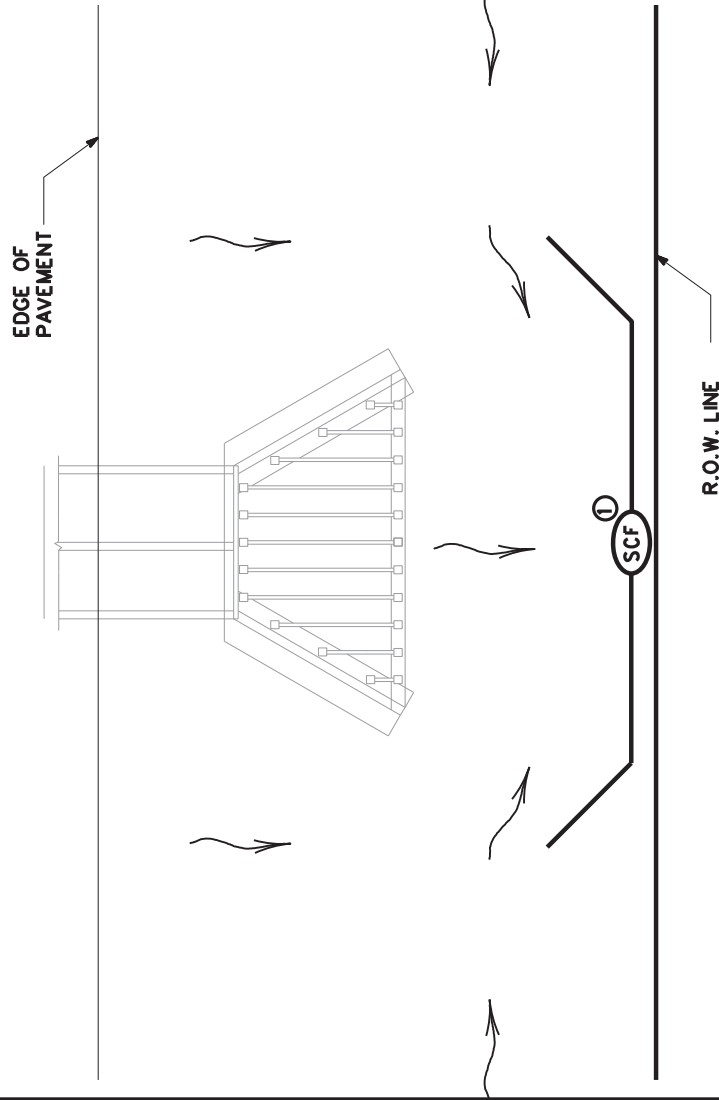
SCALE - NTS SHEET 4 OF 10



TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

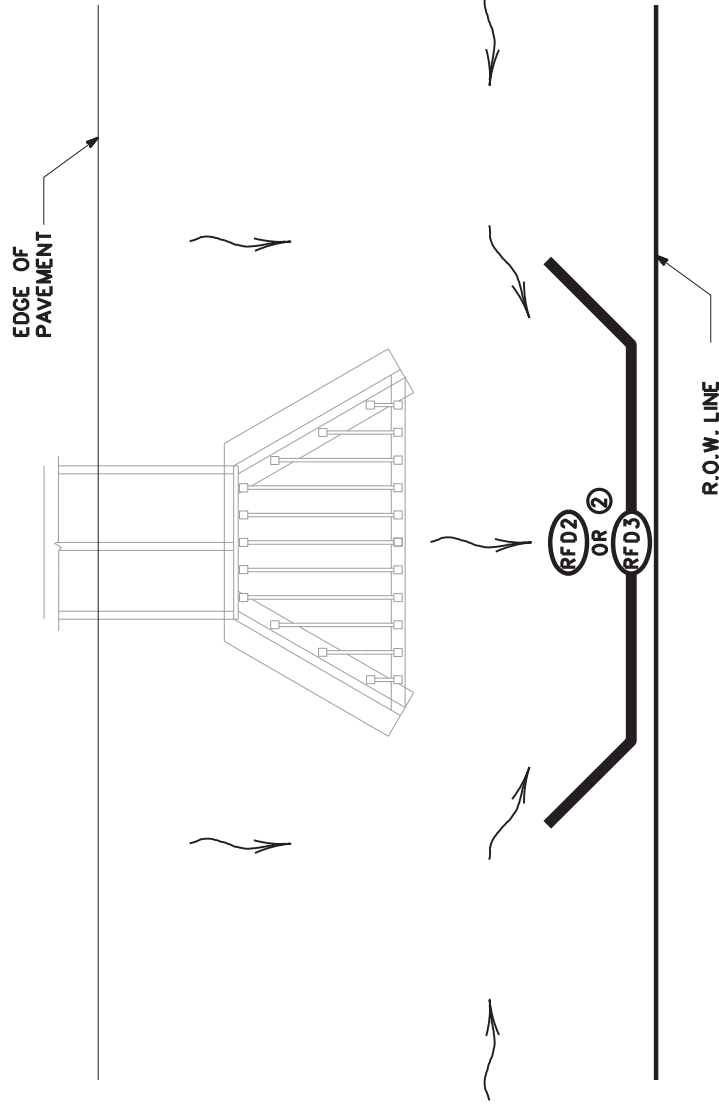
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	WACO		HILL, ETC	SHEET NO.	67



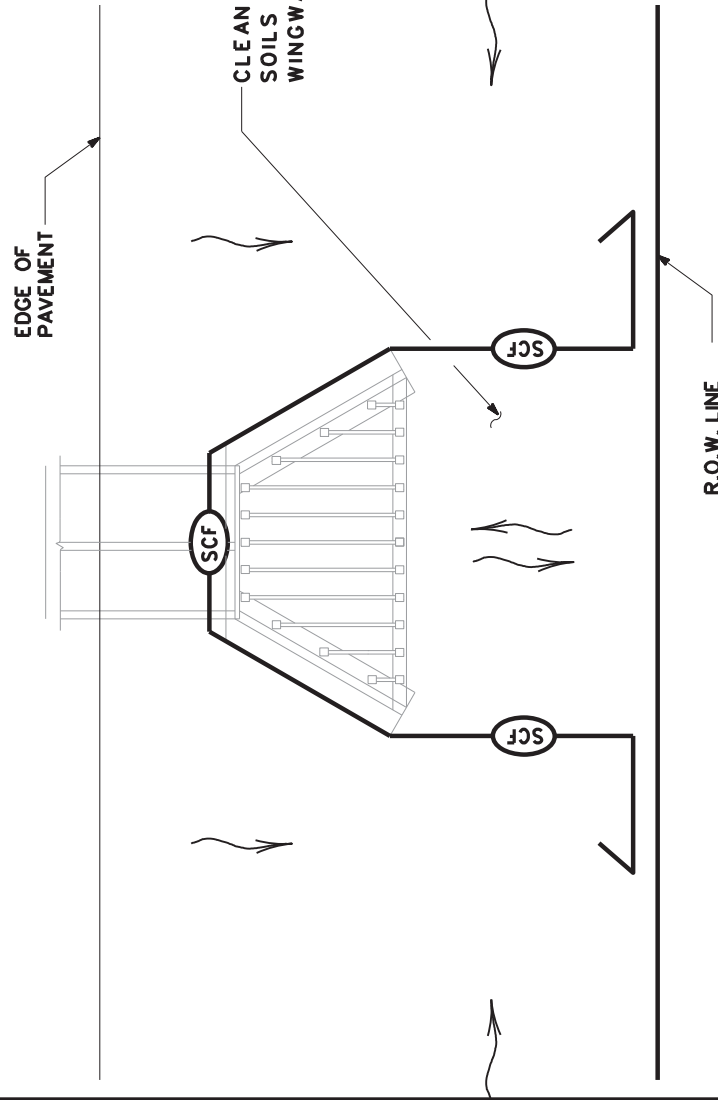
BEST MANAGEMENT PRACTICE (BMP) #1

FOR NON-404 STREAMS ONLY ~ SEDIMENT CONTROL AT EXIT OF CULVERT



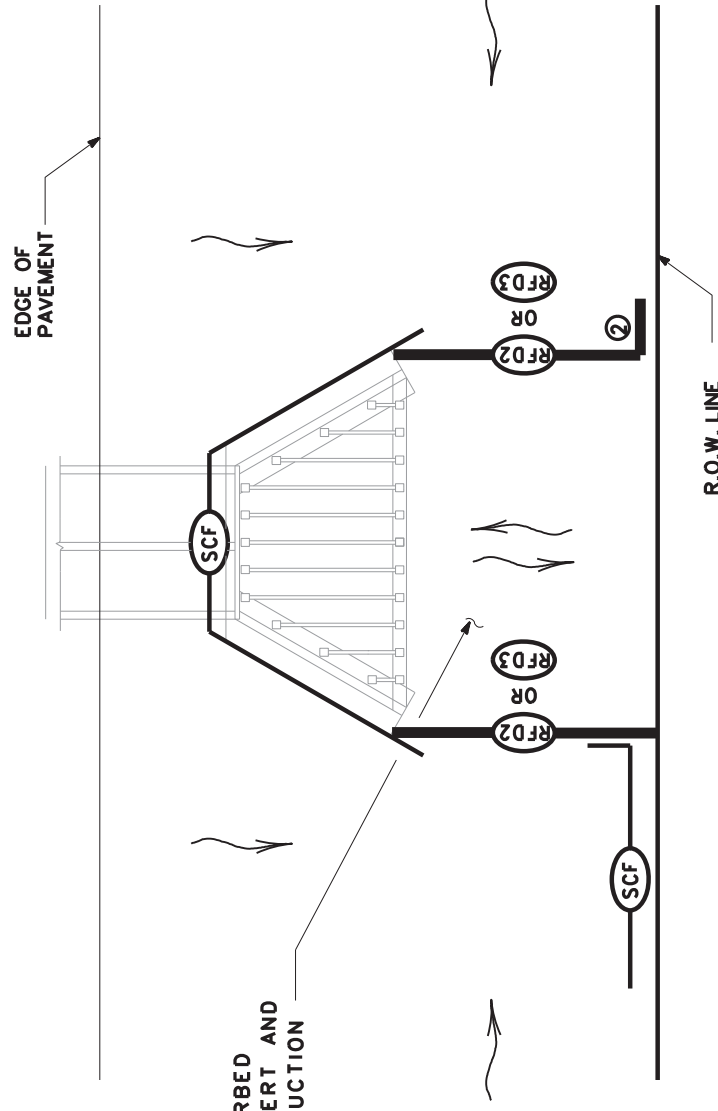
BEST MANAGEMENT PRACTICE (BMP) #2

FOR NON-404 STREAMS ONLY ~ SEDIMENT CONTROL AT EXIT OF CULVERT



BEST MANAGEMENT PRACTICE (BMP) #3

FOR 404 OR NON-404 STREAMS ~ SEDIMENT CONTROL AT EXIT OR ENTRANCE OF CULVERT



BEST MANAGEMENT PRACTICE (BMP) #4

FOR 404 OR NON-404 STREAMS ~ SEDIMENT CONTROL AT EXIT OR ENTRANCE OF CULVERT

	SEDIMENT CONTROL FENCE
	ROCK FILTER DAM (TY 2)
	ROCK FILTER DAM (TY 3)
	DIRECTION OF FLOW

NOTES:

- ① EXTEND SILT FENCE SO STORM WATER DOES NOT GO AROUND THE ENDS. USE L-HOOKS ON ENDS AS REQUIRED.
- ② EXTEND ROCK FILTER DAM SO STORM WATER DOES NOT GO AROUND THE ENDS.

SCALE - NTS SHEET 5 OF 10



TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

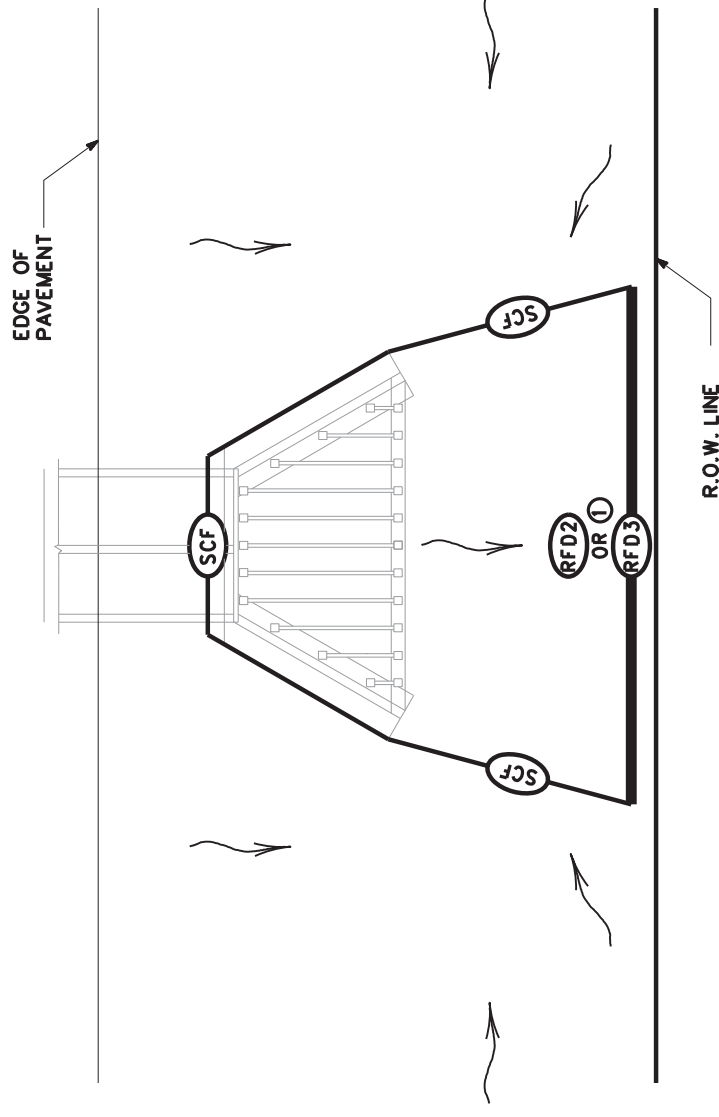
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© TXDOT 2009	CONT	SECT	JOB	HIGHWAY
DEC 2013	647342	001	SH 22.ETC	
FEB 2015				
	DIST	COUNTY		SHEET NO.
	WACO	HILL, ETC		68

	SEDIMENT CONTROL FENCE
	ROCK FILTER DAM (TY 2)
	ROCK FILTER DAM (TY 3)
	DIRECTION OF FLOW

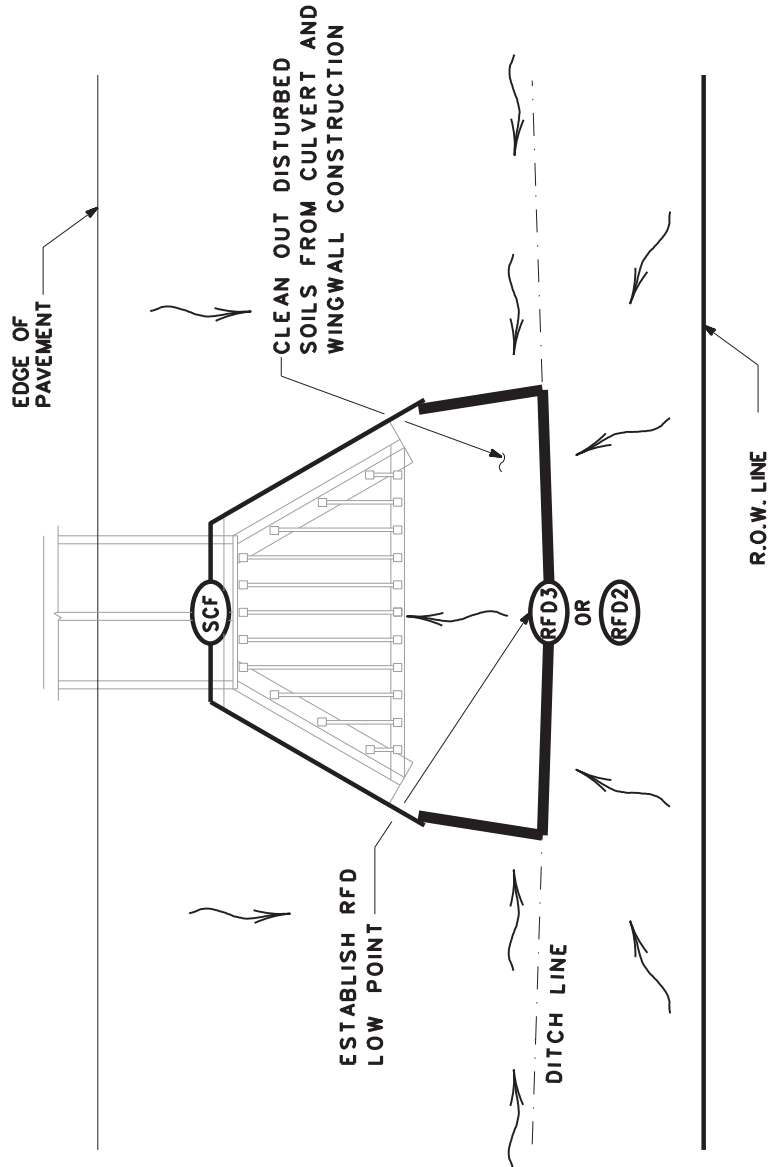
NOTES:

- ① PROVIDE OVERLAP OF SILT FENCE WITH ROCK FILTER DAM.
- ② USE SILT FENCE L-HOOKS ON ENDS TO BLOCK STORM WATER SEDIMENT



BEST MANAGEMENT PRACTICE (BMP) #5

FOR NON-404 STREAMS ONLY ~ SEDIMENT CONTROL AT EXIT OF CULVERT

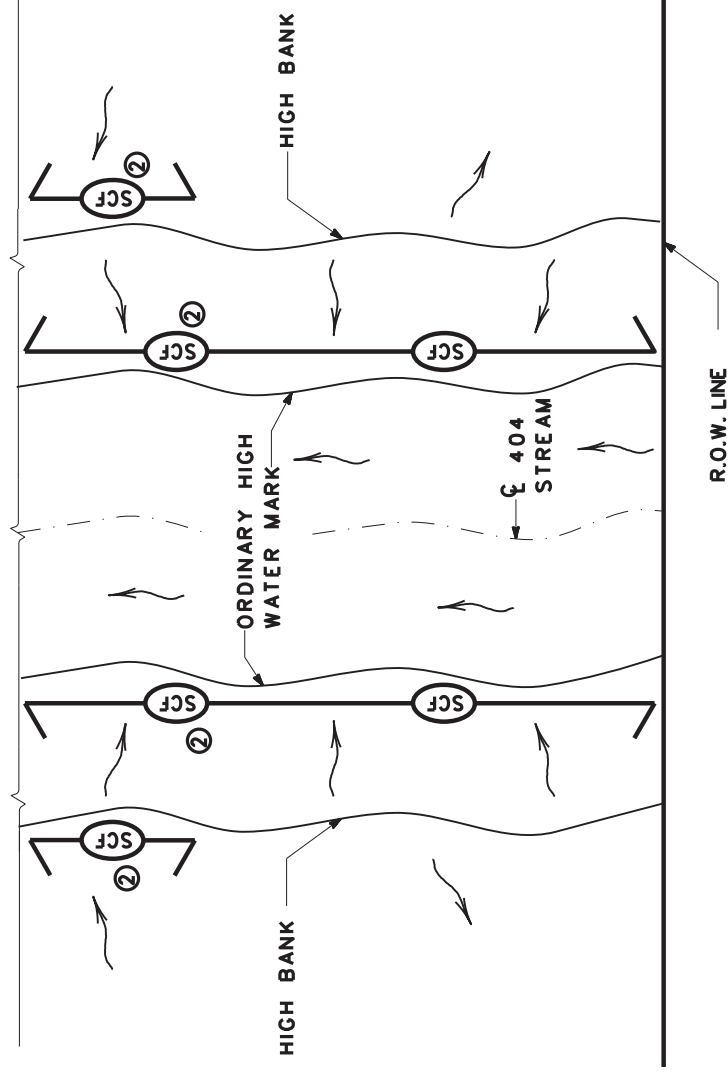


BEST MANAGEMENT PRACTICE (BMP) #7

FOR NON-404 STREAMS ONLY ~ SEDIMENT CONTROL AT ENTRANCE OF CULVERT

BEST MANAGEMENT PRACTICE (BMP) #6

FOR NON-404 STREAMS ONLY ~ SEDIMENT CONTROL AT EXIT OF CULVERT



BEST MANAGEMENT PRACTICE (BMP) #8

FOR 404 STREAMS ~ SEDIMENT CONTROL DURING PROJECT CLEARING AND GRUBBING

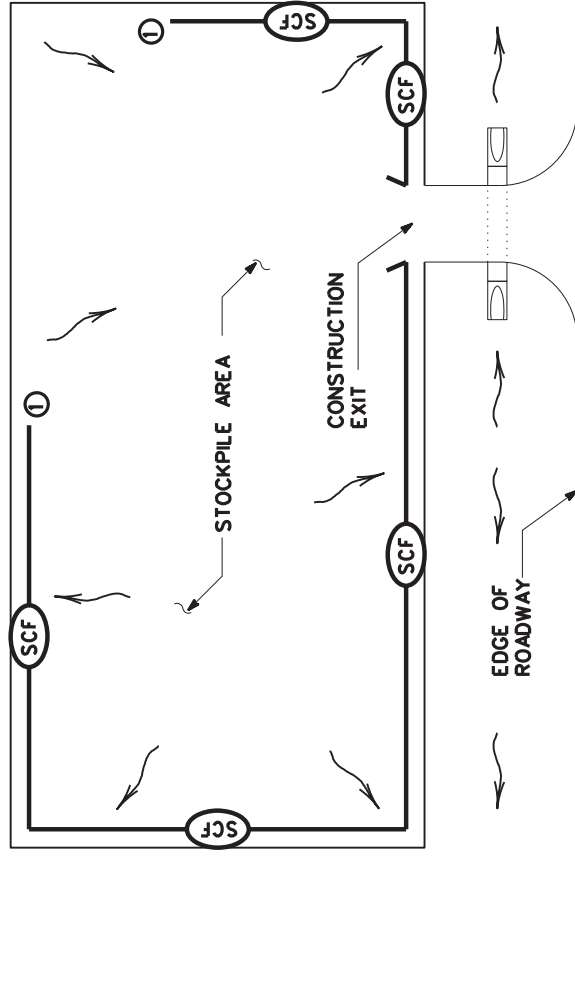
SCALE - NTS SHEET 6 OF 10



TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

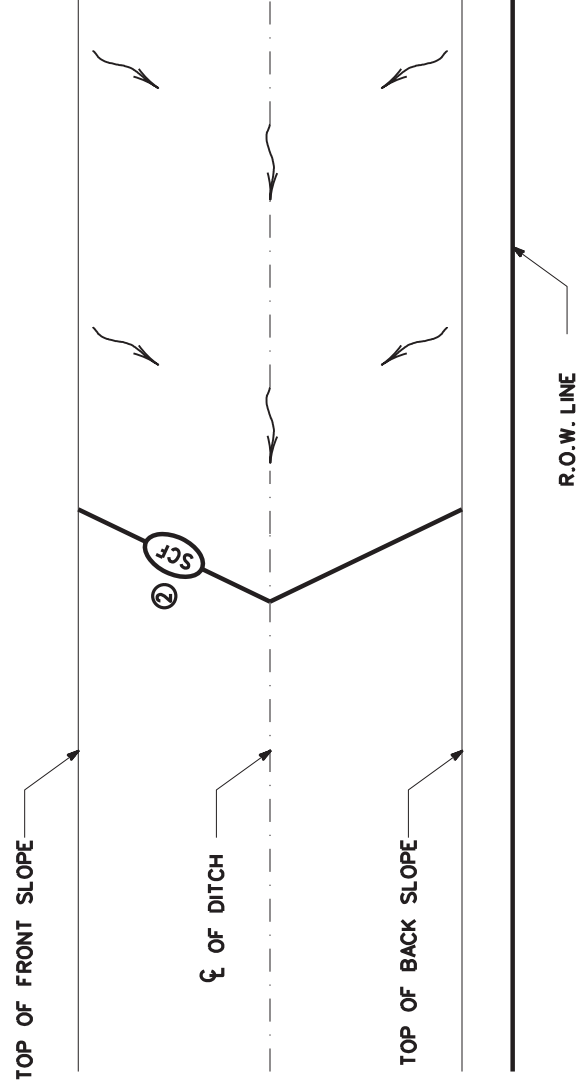
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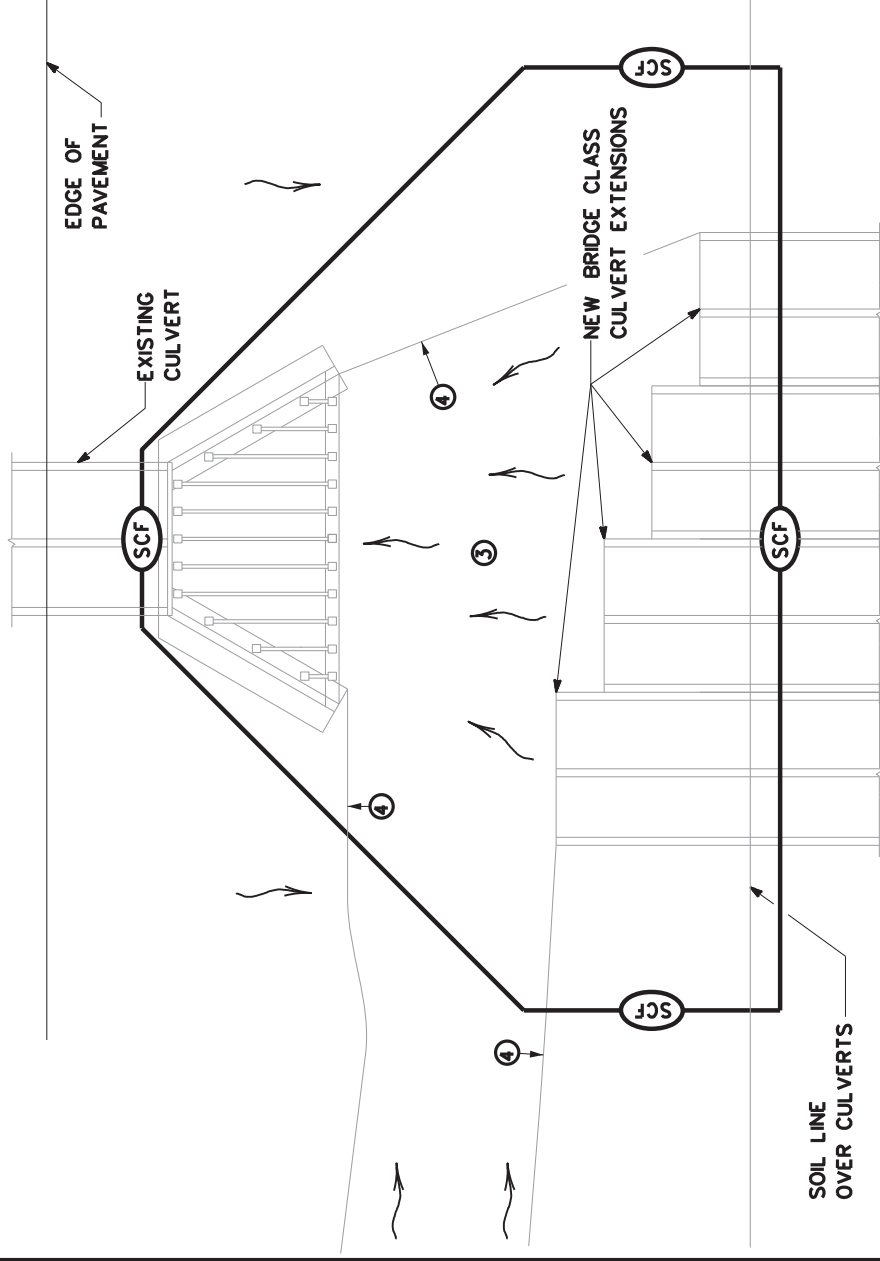
BEST MANAGEMENT PRACTICE (BMP) #9

STOCKPILE SEDIMENT CONTROL



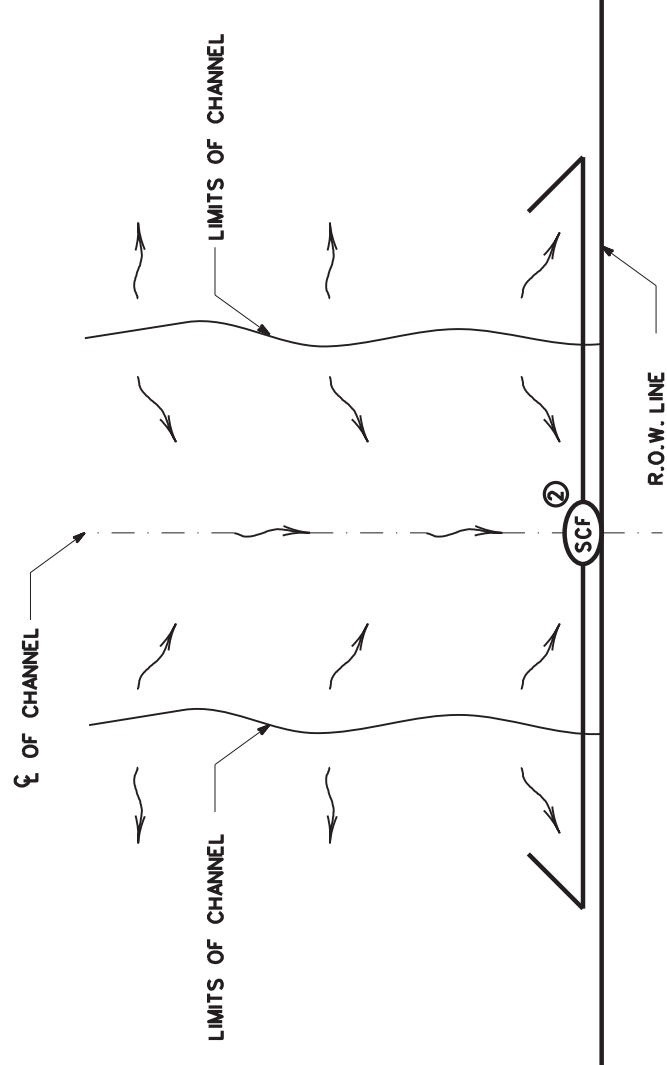
BEST MANAGEMENT PRACTICE (BMP) #11

BOUNDARY SEDIMENT CONTROL - BOTH ENDS OF CONTROL TERMINATED UP SLOPE



BEST MANAGEMENT PRACTICE (BMP) #10

FOR 404 OR NON-404 STREAMS ONLY ~
SEDIMENT CONTROL AT PHASED CONSTRUCTION OF BRIDGE CLASS CULVERTS



BEST MANAGEMENT PRACTICE (BMP) #12

BOUNDARY SEDIMENT CONTROL - BOTH ENDS OF CONTROL TERMINATED DOWN SLOPE

	SEDIMENT CONTROL FENCE
	ROCK FILTER DAM (TY 2)
	ROCK FILTER DAM (TY 3)
	DIRECTION OF FLOW

NOTES:

- 1 START SEDIMENT CONTROL AT LOCATION SO ALL STORM WATER WITH SEDIMENT IS COLLECTED
- 2 ROCK FILTER DAMS OR EARTH/GRASSED EMBANKMENTS CAN BE SUBSTITUTED AS DIRECTED.
- 3 PROVIDE A SMOOTH TRANSITION FROM THE INVERT ELEVATIONS BETWEEN CULVERTS. REMOVE LOOSE SOIL FROM EXCAVATED AREA BETWEEN CULVERTS.
- 4 PROVIDE AND INSTALL PNEUMATICALLY PLACED CONCRETE ON THE DITCH BOTTOM AND SIDE SLOPES BETWEEN TEMPORARY TERMINATIONS BETWEEN OLD AND NEW CULVERTS. PNEUMATICALLY PLACED CONCRETE WILL BE PLACED TO THE HEIGHT OF THE LARGEST CULVERT ON THE DITCH SIDE SLOPES; AND TO A LIMIT 10 FEET OUTSIDE THE LOCATION OF BMPs ALONG THE DITCH BOTTOM. CEMENT STABILIZED SAND MAY BE SUBSTITUTED FOR PNEUMATICALLY PLACED CONCRETE, IN AREAS WHERE INSTALLATION WORKS AND AT THE OPTION OF TXDOT.

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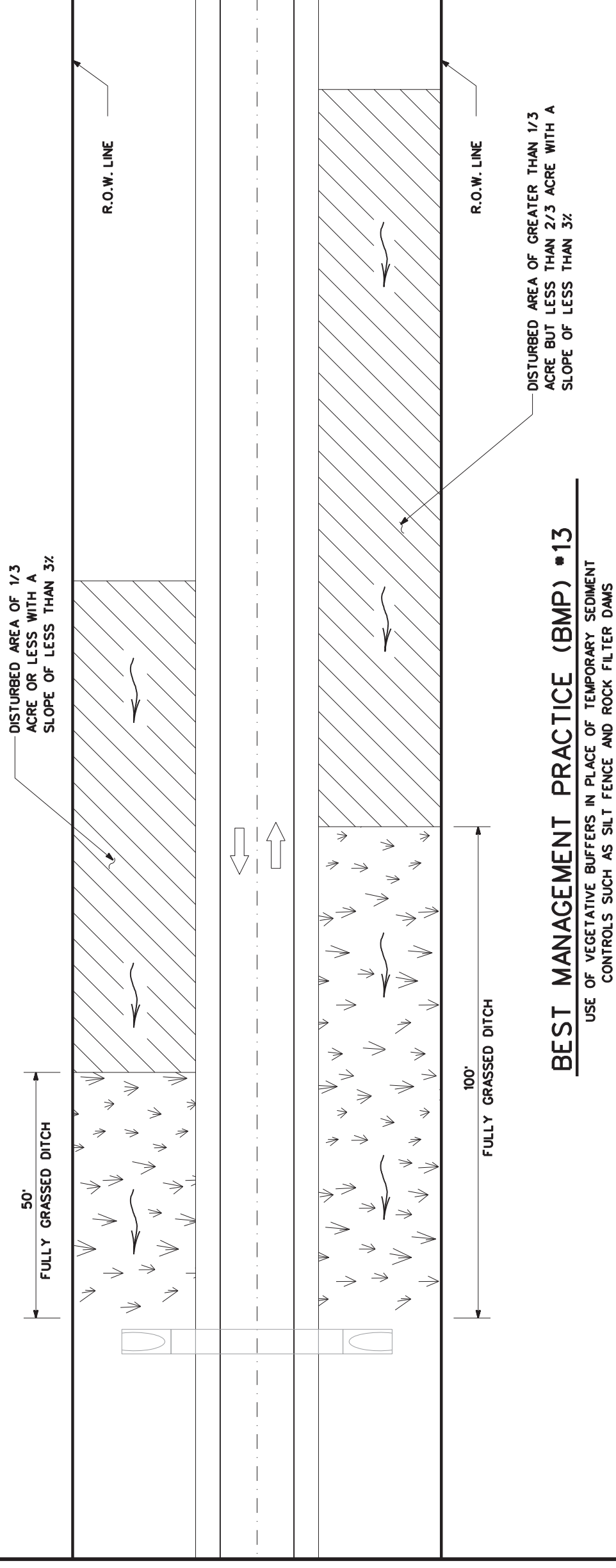
TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

TA-BMP

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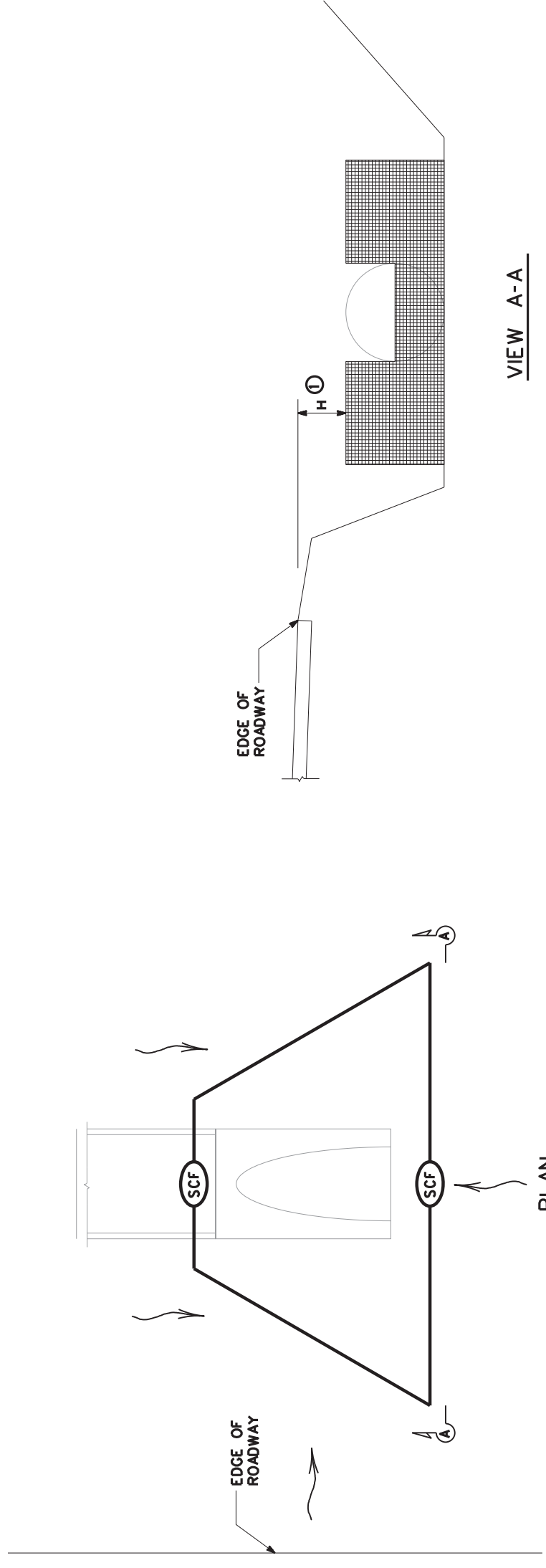
	FULLY GRASSED DITCH
	DISTURBED AREA
	DIRECTION OF FLOW
	SEDIMENT CONTROL FENCE

- ① FOR H DIMENSIONS LESS THAN 1.5' SILT FENCE MAY NEED TO BE NOTCHED AS SHOWN IN VIEW A-A. ADD EXTRA POSTS AT NOTCH.
- ② BMP #14 MAY BE USED AT CROSS DRAINAGE STRUCTURES AS DIRECTED.

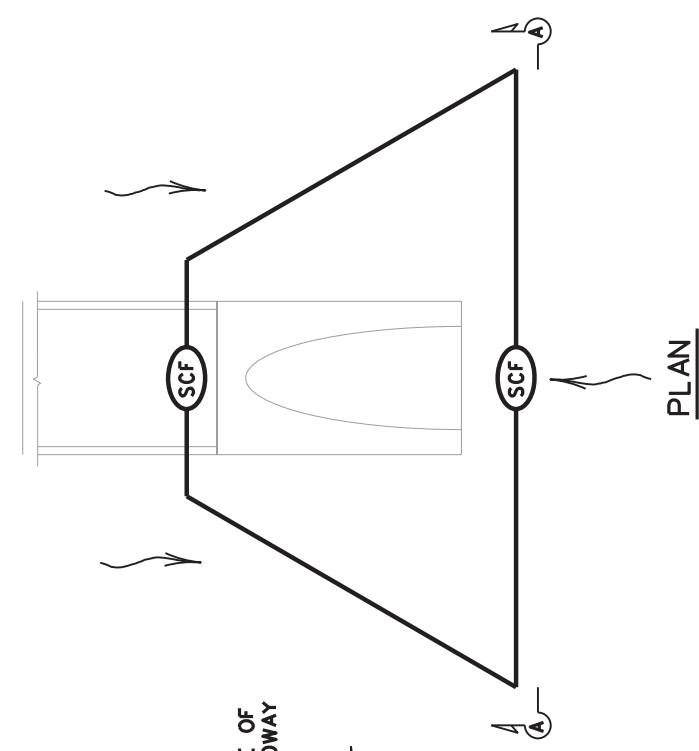


BEST MANAGEMENT PRACTICE (BMP) #13

USE OF VEGETATIVE BUFFERS IN PLACE OF TEMPORARY SEDIMENT CONTROLS SUCH AS SILT FENCE AND ROCK FILTER DAMS



VIEW A-A



PLAN

SCALE - NTS SHEET 8 OF 10



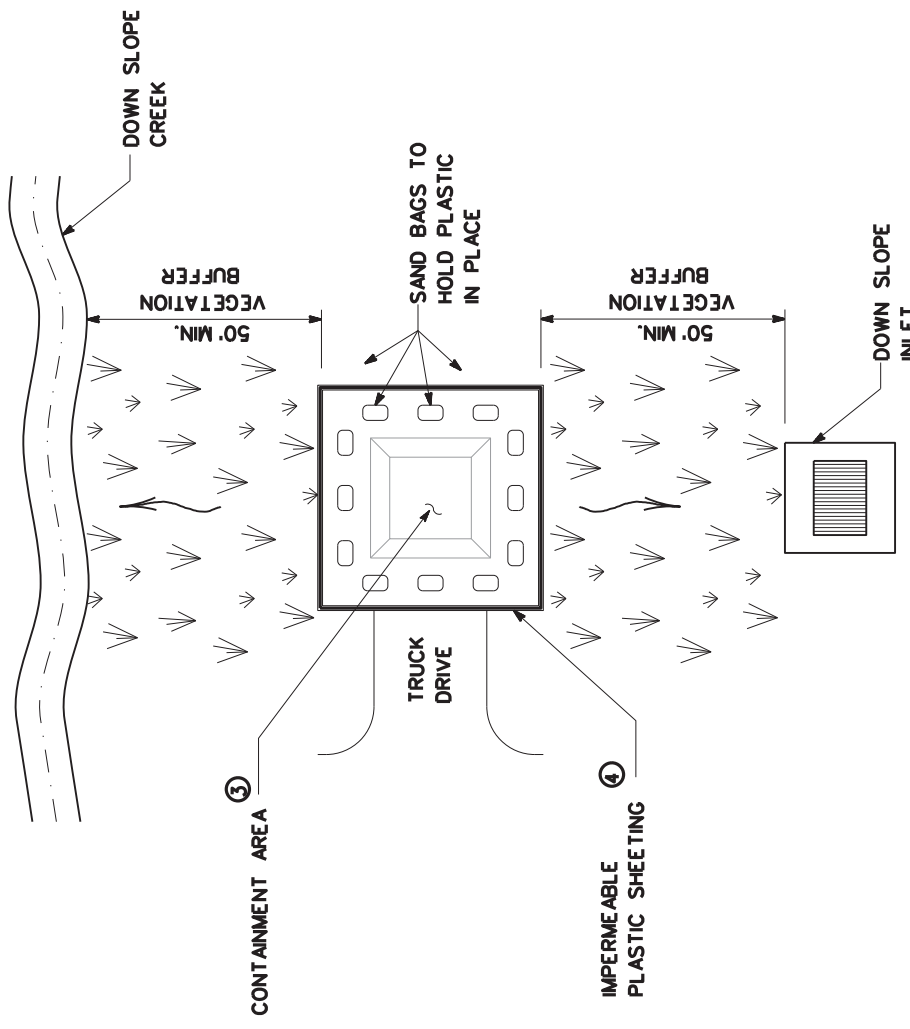
TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

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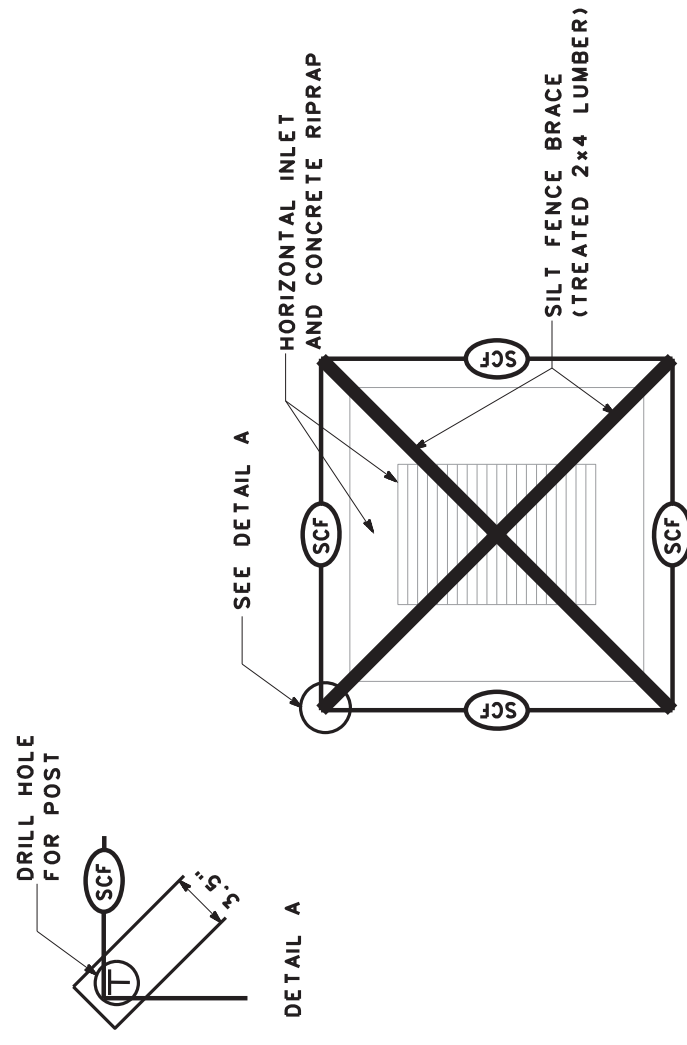
BEST MANAGEMENT PRACTICE (BMP) #14

NON-404 STREAMS AND DITCHES ONLY - SEDIMENT CONTROL AT PARALLEL DRAINAGE STRUCTURE ENTRANCE ②



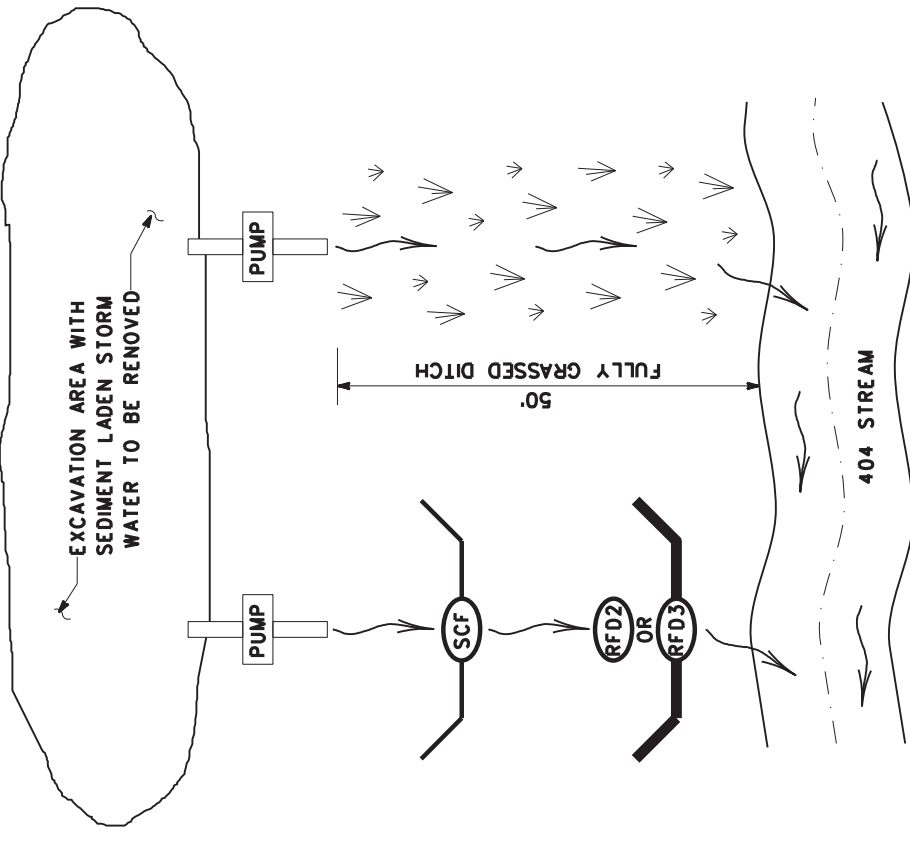
BEST MANAGEMENT PRACTICE (BMP) #15

CONCRETE TRUCK WASHOUT AREA



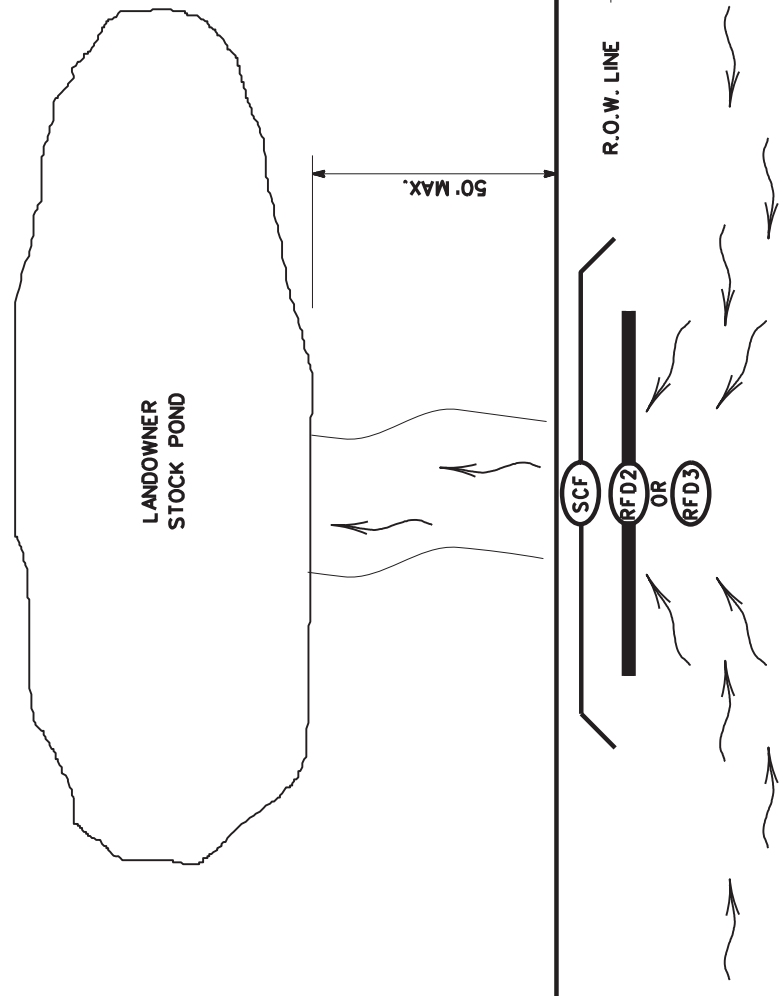
BEST MANAGEMENT PRACTICE (BMP) #17

HORIZONTAL INLET SEDIMENT CONTROL



BEST MANAGEMENT PRACTICE (BMP) #16

PUMPED STORM WATER SEDIMENT CONTROLS



BEST MANAGEMENT PRACTICE (BMP) #18

LANDOWNER STOCKPOND SEDIMENT CONTROL

	FULLY GRASSED DITCH
	DIRECTION OF FLOW
	SEDIMENT CONTROL FENCE
	ROCK FILTER DAM (TY 2)
	ROCK FILTER DAM (TY 3)

- ① PUMPED STORM WATER FROM AN EXCAVATION AREA SHOULD BE DISCHARGED IN A 50' VEGETATIVE BARRIER OR THROUGH TWO TEMPORARY SEDIMENT CONTROLS BEFORE ENTERING A 404 STREAM.
- ② FOR LANDOWNER STOCKPONDS WITHIN 50' OF THE RIGHT OF WAY LINE, PROVIDE REDUNDANT SEDIMENT CONTROLS AT THE CONVEYANCE OF THE POND. MINIMUM OF TWO SEDIMENT CONTROLS.
- ③ WHEN CONTAINMENT AREA REACHES 1' FREEBOARD, DISCONTINUE WASHOUT PLACEMENT AND REMOVE MATERIAL UPON SOLIDIFICATION.
- ④ EACH TIME SOLIDIFIED MATERIAL IS REMOVED REPLACE PLASTIC SHEETING.

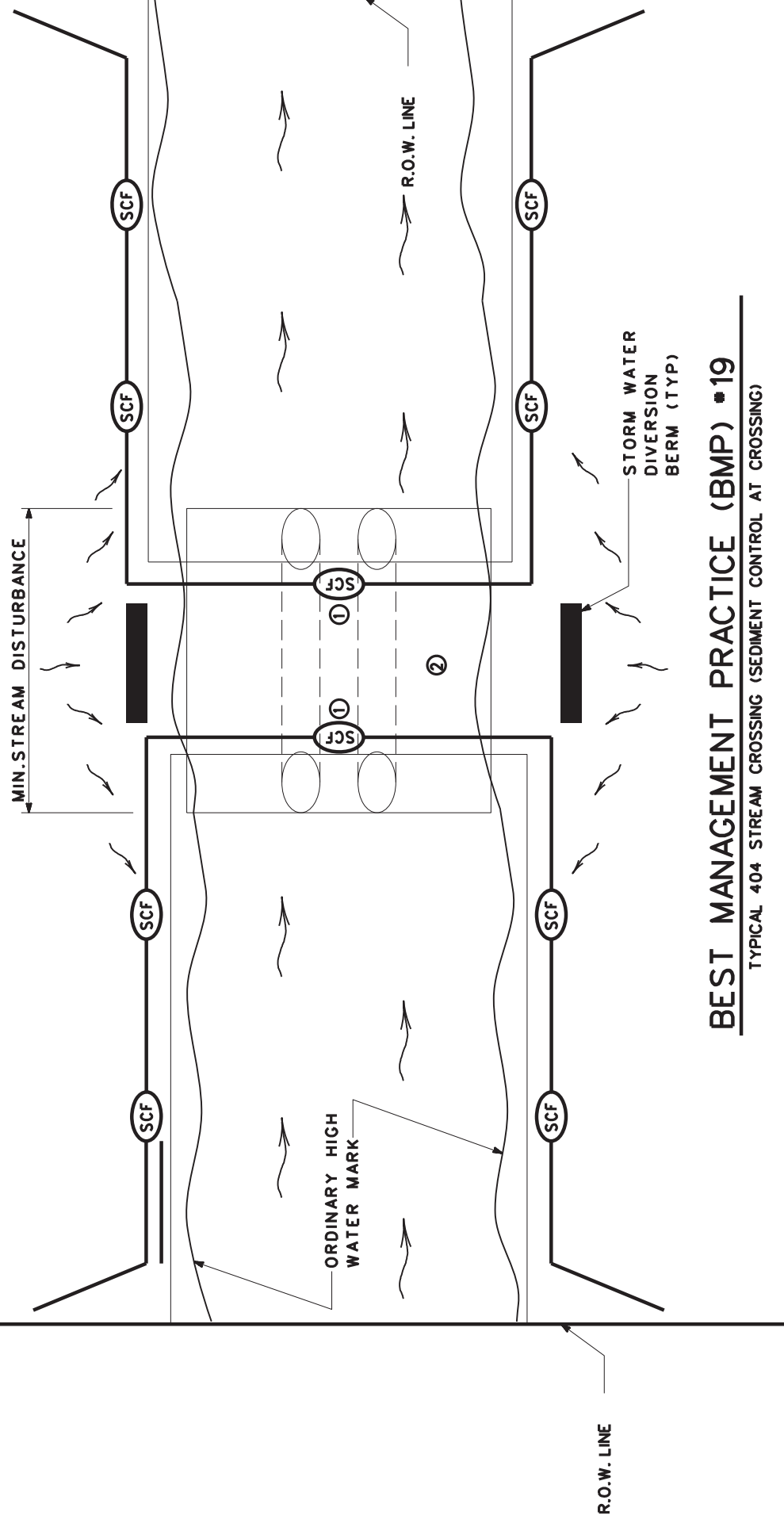
SCALE - NTS SHEET 9 OF 10



TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

TA-BMP

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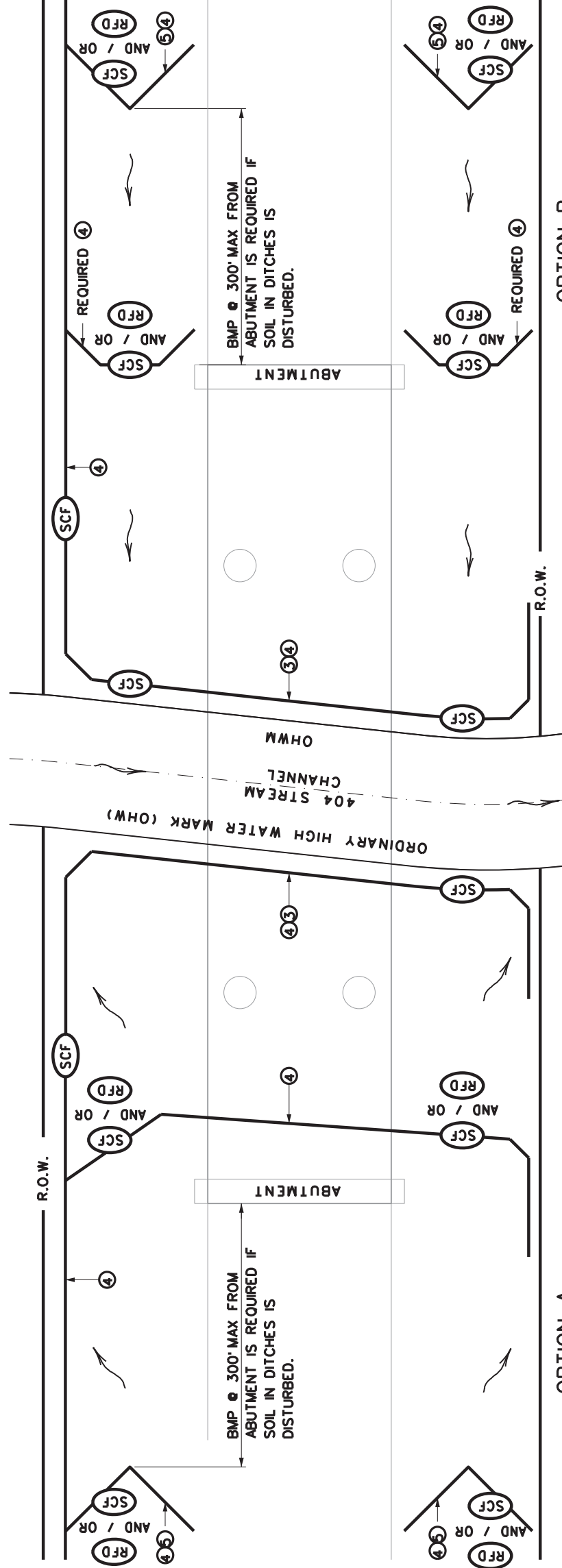


BEST MANAGEMENT PRACTICE (BMP) #19

TYPICAL 404 STREAM CROSSING (SEDIMENT CONTROL AT CROSSING)

	DIRECTION OF FLOW
	SEDIMENT CONTROL FENCE
	ROCK FILTER DAM
	SECURITY FENCING

- ① HAY BALES MAY BE SUBSTITUTED FOR SILT FENCE OVER THE STREAM CROSSING.
- ② CROSSING WILL BE AS PER REQUIREMENTS OF THE WATERS OF THE US GENERAL NOTES.
- ③ INSTALL SILT FENCE SLIGHTLY UP FROM OHW MARK FROM R.O.W. TO R.O.W.
- ④ USE SILT FENCE L-HOOKS ON LEVEL OR DOWN SLOPING ENDS TO BLOCK STORM WATER SEDIMENT
- ⑤ INSTALL LARGE V OR U SHAPED BMP'S FROM ABUTMENT AS SHOWN. IF THERE IS STEEP DITCH CONDITIONS DECREASE SPACING AND CONSIDER RFD'S. ADD ADDITIONAL BMP'S IF GRADE IS STEEP OR IF FLOW IS HIGH.



OPTION A

OPTION B

BEST MANAGEMENT PRACTICE (BMP) #20

FOR 404 STREAMS ~ BMP'S AT BRIDGES

SCALE - NTS SHEET 10 OF 10



TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

TA-BMP

FILE: BMP\BMP\BMP\BMP.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
© TXDOT 2009	CONT	SECT	JOB	HIGHWAY
DEC 2013	647342	001	SH 22.ETC	
FEB 2015	REVISIONS			
	DIST	COUNTY		SHEET NO.
	WACO	HILL, ETC		73