

SPACING FOR CHANNELLING DEVICES
 PLASTIC DRUMS ON MERGING TAPER @ 30' c-c WITH CHEVRON SIGN @ 60' c-c AND TYPE "C" WARNING LIGHT (FOR OVERNIGHT CLOSURE)

PLASTIC DRUMS ON DOWNSTREAM TAPER @ 35' c-c.

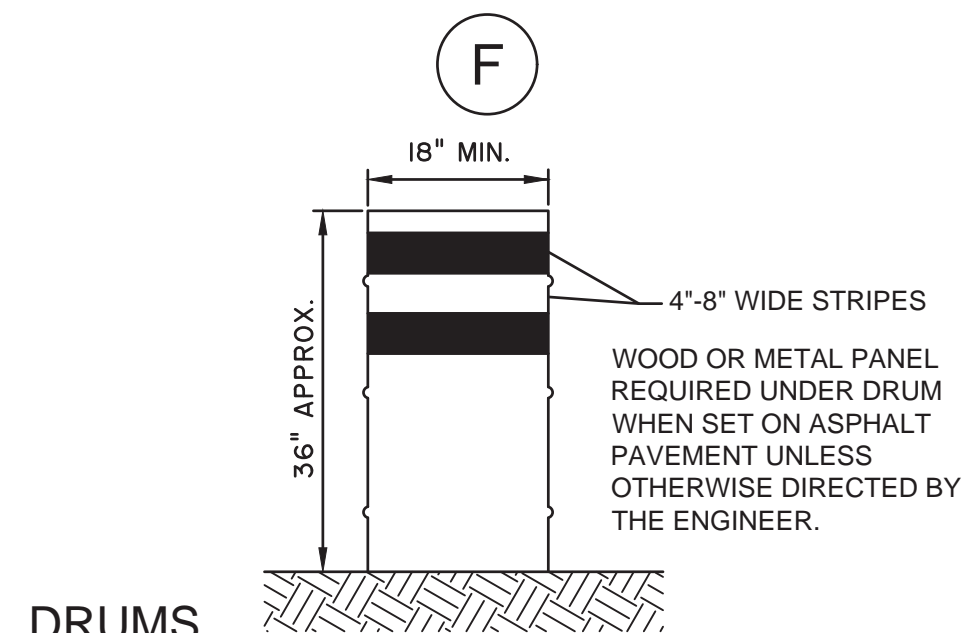
PLASTIC DRUMS ON RADIIL @ 5' c-c.

PLASTIC DRUMS ON TANGENT @ 35c-c WITH VERTICAL PANEL @ 70' c-c AND TYPE "C" WARNING LIGHT @ 70' c-c (FOR OVERNIGHT CLOSURE)

PLASTIC DRUMS IN FRONT OF CONSTRUCTION ZONE @ 20' c-c WITH VERTICAL PANEL @ 40' c-c AND TYPE "A" WARNING LIGHT @ 40' c-c (FOR OVERNIGHT CLOSURE)

CONCRETE TRAFFIC BARRIER (C.T.B.) OR LOW PROFILE CONCRETE TRAFFIC BARRIER (L.P.C.T.B.) WITH REFLECTORS @ 10' c-c IF PAVEMENT DROP IS MORE THAN TWELVE INCHES (12").

SPACINGS MAY BE ADJUSTED TO PROVIDE DRIVEWAYS, INTERSECTIONS AND/OR MEDIAN OPENINGS.



DRUMS
 DRUMS, SET ON END, AND USED FOR TRAFFIC WARNING OR CHANNELIZATION SHALL BE APPROX. 36" IN HEIGHT AND A MIN. 18" IN DIAMETER. THE CONTRACTOR, AT HIS OPTION, MAY USE DRUMS MADE FROM STEEL BARRELS OR BLACK POLYETHYLENE PLASTIC DRUMS LINERS WEIGHING APPROX. EIGHT POUNDS EACH. THE MARKINGS ON DRUMS SHALL BE HORIZONTAL, CIRCUMFERENTIAL, REFLECTORIZED ORANGE AND REFLECTORIZED WHITE STRIPES, 4 TO 8 INCHES WIDE. THE FIRST REFLECTORIZED STRIPE SHOULD START WITHIN TWO (2) INCHES OF THE TOP OF THE DRUM. THERE SHALL BE AT LEAST TWO ORANGE AND TWO WHITE STRIPES ON EACH DRUM. IF THERE ARE NON-REFLECTORIZED SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES, THEY SHALL BE NO MORE THAN 2 INCHES WIDE. METAL DRUMS SHALL BE PAINTED BLACK OR ORANGE BEFORE REFLECTORIZED STRIPES ARE ADDED. ALL DRUMS ON PROJECT WILL BE THE SAME COLOR. WHEN DRUMS ARE PLACED IN THE ROADWAY, APPROPRIATE WARNING SIGNS SHOULD BE USED. DURING HOURS OF DARKNESS, A FLASHING WARNING LIGHT SHOULD BE PLACED ON DRUMS USED SINGLY AS A WARNING DEVICE. STEADY BURN ELECTRIC LIGHTS OR DELINEATORS SHOULD BE PLACED ON DRUMS USED IN SERIES FOR TRAFFIC CHANNELIZATION. DRUMS SHALL BE WEIGHTED WITH SAND TO THE EXTENT INDICATED IN THE PLANS.

CW1-8 CHEVRON SIGNS, CW1-6A ARROW SIGNS OR VP-1 VERTICAL PANELS MOUNTED ABOVE DRUMS MAY BE USED AS SUPPLEMENTS TO DRUM DELINEATION.

DISCLAIMER: The use of this standard is governed by the Texas Engineering Practice Act. No warranty of any kind is made by the State of Texas or any agency thereof for the use of this standard for any purpose other than that for which it was developed.

DATE FILED

TCP (1-1b)
WORK SPACE 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	Formula	Minimum Desirable Taper Lengths (ft)	Suggested Maximum Spacing of Channelizing Devices (ft)	Minimum Sign Spacing Distance (ft)	Suggested Longitudinal Buffer Space (ft)
30	$L = \frac{S^2}{50}$	150' 165' 180'	30'	60'	120'
35		205' 225' 245'	35'	70'	160'
40		265' 295' 320'	40'	80'	240'
45		435' 495' 540'	45'	90'	320'
50		500' 550' 600'	50'	100'	400'
55		550' 605' 660'	55'	110'	500'
60		600' 660' 720'	60'	120'	600'
65		650' 715' 780'	65'	130'	700'
70		700' 770' 840'	70'	140'	800'
75		750' 825' 900'	75'	150'	900'

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

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

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.
- Inoperative 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 vldr work spaces.
- See TCP (1-1) for shoulder work on divided highways, expressways and freeways.
- CW1-6 "SHOULDER WORK" signs may be used in place of CW20-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

For construction or maintenance contract work, specific project requirements for shadow vehicles can be found in the project GENERAL NOTES for Items 502, Barricades, Signs and Traffic Handling.

Texas Department of Transportation
Traffic Operations Division

TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK

TCP (1-1)-12

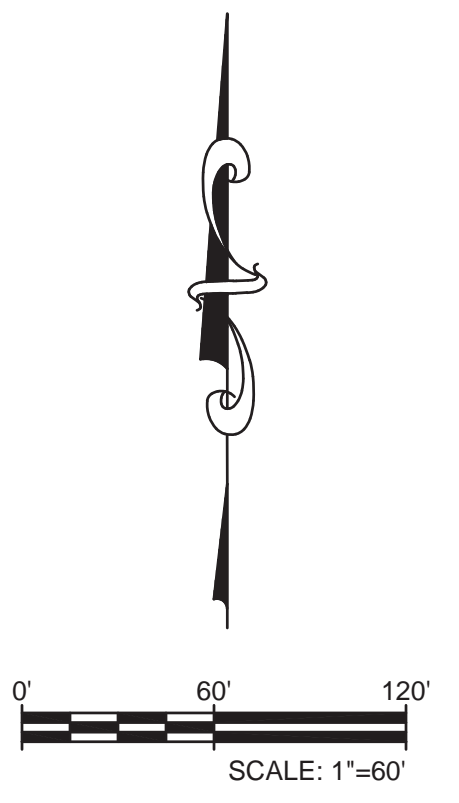
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LEGEND

SF SILT FENCE

SIGN

DRUM



2017/12/19

SAWYER ENGINEERING, LLC
TBPE FIRM NUMBER F-9171

NO.	REVISION	BY	DATE

ADDISON

**TOWN OF ADDISON
DALLAS COUNTY, TEXAS**

IMPROVEMENT PLANS
ADDISON GROVE

TRAFFIC CONTROL PLAN

PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET
	CDP	JDS	MAY 2017		13

SAWYER ENGINEERING, LLC
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